OTTERPOOL PARK

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ENVIRONMENTAL STATEMENT ADDENDUM

OP5 CHAPTER 16 – **TRANSPORT**

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September 2026

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APPLICATION CONTENTS

Application Administration

OP1 Covering Letter

Environmental Statement Addendum

OP4 Non-technical Summary

OP5 Environmental Statement Addendum which assesses the updated impact of the Proposed Development on the following topics:

Chapter 1 Introduction

Chapter 2 EIA Approach and Methodology

Chapter 3 Development Need and Consideration of Alternatives

Chapter 4 The Site and Proposed Development

Chapter 5 Agriculture and Soils

Chapter 6 Air Quality

Chapter 7 Ecology and Biodiversity

Chapter 8 Climate Change

Chapter 9 Cultural Heritage

Chapter 10 Geology, Hydrogeology and Land Quality

Chapter 11 Human Health

Chapter 12 Landscape and Visual Impact

Chapter 13 Noise and Vibration

Chapter 14 Socio-economic Effects and Community

Chapter 15 Surface Water Resources and Flood Risk

Chapter 16 Transport

Chapter 17 Waste and Resource Management

Please refer to ES Contents page and Appendix to OP1 Covering Letter which provides a full list of ES Appendices

Documents Submitted for Approval

OP5 Appendix 4.1 Development Specification

OP5 Appendix 4.2 Site Boundary and Parameter Plans

OP5 Appendix 4.3 Strategic Design Principles

OP17 Early Homes Parcel Design Principles

Documents Submitted in Support

OP5 Appendix 2.6 Commitments Register

OP5 Appendix 4.4 Housing Trajectory

OP5 Appendix 4.5 Illustrative Plans

OP5 Appendix 4.6 Indicative Phasing Plan

OP5 Appendix 4.7 Off-Site Infrastructure Assessment

OP5 Appendix 4.8 Utilities Strategy Addendum

OP5 Appendix 4.9 Energy Strategy Addendum

OP5 Appendix 4.10 Community Development and Facilities Strategy Addendum

OP5 Appendix 4.11 Green Infrastructure Strategy Addendum

OP5 Appendix 4.12 Heritage Strategy Addendum

OP5 Appendix 4.16 Design and Access Statement Addendum

OP5 Appendix 5.3 Soil Management Plan

OP5 Appendix 7.19 Habitats Regulations Assessment

OP5 Appendix 11.1 Health Impact Assessment Addendum

OP5 Appendix 11.2 Retail Impact Assessment Addendum

OP5 Appendix 14.1 Economic Strategy Addendum

OP5 Appendix 15.1 Flood Risk Assessment and Surface Water Drainage Strategy Addendum

OP5 Appendix 15.2 Water Cycle Study Addendum

OP5 Appendix 16.4 Transport Assessment Addendum

OP5 Appendix 16.5 Transport Strategy

OP5 Appendix 16.6 Framework Travel Plan

OP5 Appendix 16.7 Early Homes Parcel Transport Assessment

OP5 Appendix 16.8 Early Homes Parcel Travel Plan

OP5 Appendix 17.1 Waste Strategy

OP5 Appendix 17.3 Outline Site Waste Management Plan

OP6 Guide to the Planning Application

OP8 Planning and Delivery Statement Addendum

OP9 Sustainability Statement Addendum

Otterpool Park

Environmental Statement Addendum

Chapter 16: Transport

25 September 2026

Otterpool Park Environmental Statement Addendum
Chapter 16: Transport

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This report dated 25 September 2026 has been prepared for Otterpool Park LLP (the “Client”) in accordance with the terms and conditions of appointment dated 04 March 2026 (the “Appointment”) between the Client and Arcadis (UK) Ltd (“Arcadis”) for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

Contents

Acronyms and Abbreviations .....

16 Transport 1

16.1 Introduction 1

16.2 Updates to Assessment Methodology 2

16.3 Updates to Existing Baseline 8

16.4 Updates to Future Baseline 10

16.5 Updates to Design and Mitigation 11

16.6 Updates to Assessment of Residual and Cumulative Effects 12

16.7 Updates to Cumulative Effects 38

16.8 Updates to Monitoring 39

16.9 Updates to Assessment Summary 39

16.10 References 46

Tables

Table 16-1: Summary of Updates to Legislation and Policy 2

Table 16-2: Summary of Consultation 6

Table 16-3: Assessing Fear and Intimidation Magnitude of Impact 7

Table 16-4: Summary of AM and PM Peak Hour 2025 Baseline Flows 9

Table 16-5: 2055 Future Baseline (Without Development) Forecast Traffic Flows 11

Table 16-6: Construction HGV Movements 13

Table 16-7: Comparison of 2035 and 2055 With proposed Development (8,500 homes) Total Traffic Flows ..14

Table 16-8: Comparison of 2035 and 2055 With Development (8,500 homes) HGV only flows 15

Table 16-9: Otterpool Park Forecast Development Traffic Flows 17

Table 16-10: Otterpool Park Development Flows Impact on Level of Pedestrian Severance 18

Table 16-11: Otterpool Park Development Flows with HGV Proportions 20

Table 16-12: Development Flows Impact on Pedestrian and Cycle Amenity 20

Table 16-13: Impact on Pedestrian, Cycle and Equestrian Delay 23

Table 16-14: Pedestrian and Cyclist Fear and Intimidation 25

Table 16-15: Degree of Hazard Calculations 28

Table 16-16: Impact on Accidents and Safety 29

Table 16-17: Accident and Safety Calculations 32

Table 16-18 Impact on Driver and Public Transport Delay 33

Table 16-19: Summary of Residual Effects on Assessed Links 37

Table 16-20: Updates to Assessment Summary 40

Appendices

ES Addendum Appendix 16.4: Transport Assessment Addendum

ES Addendum Appendix 16.5: Transport Strategy

ES Addendum Appendix 16.6: Framework Travel Plan Addendum

ES Addendum Appendix 16.7: Early Homes Parcel Transport Assessment

ES Addendum Appendix 16.8: Early Homes Parcel Travel Plan

Acronyms and Abbreviations

Acronym / Abbreviation	Definition
ATC	Automatic Traffic Count
ATE	Active Travel England
bvKm	billion vehicle kilometres
CTMP	Construction Traffic Management Plan
DfT	Department for Transport
EHP	Early Homes Parcel
ES	Environmental Statement
FHDC	Folkestone and Hythe District Council
HGV	Heavy Goods Vehicle
IEA	Institute of Environmental Assessment
IEMA	Institute of Environmental Management and Assessment
KCC	Kent County Council
LTP5	Local Transport Plan 5
PIC	Personal Injury Collision
PRoW	Public Rights of Way
NH	National Highways
NPPF	National Planning Policy Framework
TAA	Transport Assessment Addendum

16 Transport

16.1 Introduction

16.1.1 This chapter of the Environmental Statement (ES) Addendum assesses the impact of construction and operation of the Proposed Development with respect to transport, as a result of the changes since the ES (2022) (hereafter referred to as the '2022 ES') was prepared.

16.1.2 This chapter should be read in conjunction with Chapters 1-4 (the introductory chapters).

16.1.3 It has also been prepared alongside and informed by ES Addendum Appendices:

- Appendix 16.4: Transport Assessment Addendum (TAA);
- Appendix 16.5: Transport Strategy,
- Appendix 16.6: Framework Travel Plan Addendum;
- Appendix 16.7: Early Homes Parcel (EHP) Transport Assessment; and
- Appendix 16.8: EHP Travel Plan.

16.1.4 Please see Table 2-1 of ES Addendum Chapter 2 for a full list of all appendices including those from the 2022 ES which remain relevant.

Updates to Relevant Aspects of the Proposed Development

16.1.5 This ES Addendum presents an update and re-assessment of impacts as a result of changes to the Proposed Development and construction programme since the 2022 ES, as described in Chapter 4: The Site and The Proposed Development, including:

- Updates to parameter plans to add flexibility and address potential barriers to delivery, including:
  - Updates to the Movement and Access Parameter Plan
  - Updates to the Open Space and Vegetation Parameter Plan
  - Updates to the Building Heights Parameter Plan.
- Changes to wider strategies to reflect an updated approach, e.g. transport and advanced planting.
- Updates to the ES to reflect the passage of time, including updates to policy, guidance, methodology and the construction programme.
- Addition of an Early Homes Parcel (EHP) (of up to 300 homes) which are proposed as the first parcel of development, in the northeast area of the red line boundary, known as the Hillhurst Green Residential Area (North). This Addendum will outline mitigation specific to the EHP where required.
- A proposed 250m consultation zone around the operational Materials Recovery Facility (MRF) at Otterpool Quarry, within which development may take place.
- Updates to other documents for approval such as the Development Specification and Strategic Design Principles, to reflect the need for flexibility, and up to date, appropriate and timely delivery of the Proposed Development, in their role in a tiered planning permission.

16.1.6 As stated in the 2022 ES, specific aspects that relate to the transport topic include the impacts upon highways, pedestrian and cycle infrastructure, and local public transport services that would result from

the delivery of up to 8,500 homes along with retail, commercial, leisure, education, health and community facilities, green infrastructure, highway infrastructure and public open space. The assessment represents the worst-case scenario in terms of transport and traffic impacts. Further details pertinent to this transport chapter are provided in section 16.4.

16.2 Updates to Assessment Methodology

Updates to Legislation, Policy and Guidance

16.2.1 This impact assessment has been undertaken in accordance with current legislation, national and local plans and policies. Outlined below are those elements of current legislation, policy and guidance relevant to transport in the context of the Proposed Development, that have been updated since the 2022 ES or newly included. Whilst some paragraph numbers have changed, the overall context has not altered. Where there are changes related to paragraph numbering only, these have not been reported.

16.2.2 Table 16-1 shows a summary of policies that have been removed, updated or newly included.

Table 16-1: Summary of Updates to Legislation and Policy

National		
Removed	**Updated**	**Newly Included**
Travel Plans, Transport Assessment and Statements 2014	• National Planning Policy Framework 2026 • Strategic Road Network and the Delivery of Sustainable Development 2022	• Active Travel England 2023 • Planning for the Future National Highways 2023
Regional		
Removed	**Updated**	**Newly Included**
N/A	• Kent Local Transport Plan 2025	• Kent County Council (KCC) Transport Assessment and Travel Plan Guidance 2025 • Transport for the South East Transport Strategy 2025

National

National Planning Policy Framework, 2026

16.2.3 The National Planning Policy Framework (NPPF) (Ref 16.1) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally prepared plans for housing and other development can be produced.

16.2.4 Chapter 15 sets out the objectives to promoting sustainable transport, ensuring transport is fully considered in planning and development decisions using a vision-led approach to identify transport solutions that deliver sustainable places. Relevant objectives have been laid out in this ES Addendum.

16.2.5 **TR1: Vision-led approach to planning for transport** is summarised below:

- Early engagement with local communities, transport authorities and other stakeholders should inform development proposals, ensuring they reflect local needs and transport evidence. Plans should also align with wider strategies;

- Making use of The Connectivity Tool to see where proposed development can support sustainable patterns of movement and make use of existing / proposed transport infrastructure;
- Support a mix of uses across the plan area to minimise journey lengths;
- Identify sites and routes which will widen transport choices and support active travel; and
- Providing for any transport facilities, such as ports, public transport hubs and electric vehicle charging, that need to be located in the area or for expansion and wider developments.

16.2.6 **TR3: Locating development is sustainable locations** is summarised below:

- Prioritise development in sustainable locations that reduce reliance on private cars and provide access to a range of transport options;
- Utilise existing / proposed transport infrastructure to support active travel;
- Mitigate significant impacts from the development on the transport network to an acceptable degree using a vison-led approach;
- Identify and assess environmental impacts of transport; and
- Improve walking, wheeling, cycling, public transport and connectivity in rural areas.

16.2.7 **TR6: Assessing transport impacts** is summarised below:

- Developments that are likely to generate significant amounts of movement should be supported by a transport statement / assessment and a travel plan;
- They should reflect the transport vision for the development and the transport strategy for the area which it is located;
- Reasonable future scenarios should be considered and account for potential cumulative impacts, multimodal trip generation and the promotion of sustainable travel; and
- If development proposals have a severe impact on the transport network, they should be refused.

16.2.8 **TR8: Public rights of way** is summarised below:

- Development proposals should protect and enhance the network of public rights of way; and
- Development proposals should take opportunities to extend, link or improve the quality of existing routes, including by improving access to green spaces, enabling direct routes between footpaths and cycle routes, creating safe, accessible and convenient links to services, and enhancing connections to public transport stops.

Strategic Road Network and the Delivery of Sustainable Development 01/22, 2022

16.2.9 The Department for Transport (DfT) explains how National Highways will participate in all stages of the planning process with Government Offices, regional and local planning authorities, local highway/transport authorities, public transport providers and developers to ensure national and regional aims and objectives can be aligned and met (Ref 16.2).

16.2.10 The document sets out that proposals should drive towards zero emission transport through its commitment to net zero maintenance and construction emissions by 2040. New development should encourage the reduction in private car usage and focus on locations that are (or can be) sustainable.

16.2.11 It is identified that a robust travel plan that promotes the use of sustainable transport modes is an effective means of managing the impact of development on the road network and reduces the need for major transport infrastructure. New developments should promote a modal shift to sustainable transport.

Planning for the Future, National Highways, 2023

16.2.12 The Planning for the Future document for National Highways (NH) (Ref 16.3) sets out principles of sustainable development. It is identified in paragraphs 28 and 29 that:

- New developments should reduce the need to travel by car; and
- New developments should be at locations where walking, wheeling, cycling, public transport and shared travel are promoted.

Active Travel England, 2023

16.2.13 Active Travel England (ATE) (Ref 16.4) is an executive agency, sponsored by the DfT. They aim to make walking, wheeling and cycling an attractive choice for everyday trips.

16.2.14 On the 1st of June 2023, ATE became a statutory consultee on all developments equal to or exceeding:

- *"150 homes or more*
- *More than 7,500 square metres in size*
- *An area of at least five hectares".*

16.2.15 Therefore, ATE is a statutory consultee for this planning application.

16.2.16 Active Design (Ref 16.5), published by Sport England, supported by ATE and the Office for Health Improvement and Disparities, aims to create places and spaces that encourage active travel. The guidance seeks to help planners and designers create active environments. The 10 Principles of Active Design are:

- Walkable communities;
- Providing connected active travel routes;
- Mixing uses and co-locating facilities;
- Network of multiple-functional open spaces;
- High-quality streets and spaces;
- Providing activity infrastructure;
- Active buildings, inside and out;
- Maintaining high-quality flexible spaces; and
- Activating spaces.

Regional

Kent Local Transport Plan 5: Striking the Balance, 2024 – 2037

16.2.17 The Kent Local Transport Plan 5 (LTP5) (Ref 16.6) sets out how the County will achieve is transport vision over the coming years, bringing together transport policies and local and nationally significant schemes.

16.2.18 Kent's transport policies identify a series of improvements (strategic, countywide and local) to increase the overall capacity of transport networks and systems, enabling them to accommodate the additional trips generated by development.

16.2.19 Otterpool Park is identified as a major development site, offering strong strategic access and contributing to improved traffic flows across the district.

16.2.20 Transport priorities identified for Folkestone & Hythe relevant to the development are:

- Significant upgrade of Westenhanger station; and
- Upgrades to Junctions of the M20.

KCC Transport Assessment and Travel Plan Guidance, 2025

16.2.21 The updated KCC Transport Assessment and Travel Plan Guidance (Ref 16.7) adopts a 'Vision-Led / Decide and Provide' approach to planning and site development, whereby opportunities for more transport modes are considered from the outset. It states that:

- *"This approach supports achieving a greater choice of transport modes to help reduce traffic generation onto the existing highway network whilst also addressing impacts that do require mitigation. This will be delivered by ensuring planning agreements for sites make provisions for uncertainty in transport impacts by applying a Monitor and Manage approach."*

16.2.22 The 'Decide and Provide' approach should be applied to all developments and prioritise walking, cycling and public transport in accordance with policy.

Transport for the South East Transport Strategy, 2025

16.2.23 The South East Transport Strategy (Ref 16.8) identifies the regions challenges surrounding sustainable and integrated transport and aims to improve quality of life and emphasises achievable solutions.

16.2.24 The strategy is underpinned by five priority missions:

- Strategic Connectivity;
- Resilience;
- Inclusion and Integration;
- Decarbonisation; and
- Sustainable Growth.

Local

16.2.25 There are no updates to local policy as reported in the 2022 ES Chapter 16: Transport.

Updates to Guidance

16.2.26 This chapter follows the assessment methodology set out in the document entitled, "Environmental Assessment of Traffic and Movement", published by the Institute of Environmental Management and Assessment (IEMA) in 2023 (Ref 16.9). This document will be referred to as the '2023 IEMA Guidance' throughout the remainder of this Section. This guidance is an update of "Guidelines for the Environmental Assessment of Road Traffic", published by the Institute of Environmental Assessment (IEA) in 1994 as reported in the 2022 ES Chapter 16: Transport. The implications of using the 2023 IEMA Guidance for this assessment is set out under the subheading "Updates to Methodology for Assessing Impacts" from paragraph 16.2.35.

Updates to Consultation

16.2.27 Engagement has been undertaken with KCC, Folkestone and Hythe District Council (FHDC) and National Highways (NH) in relation to the updated planning application pack, including the inclusion and

content of the ES Addendum, as described in ES Addendum Chapter 2: EIA Approach and Methodology, and the various interdependent discipline chapters.

16.2.28 Consultation updates relating to traffic and transport are reported in ES Addendum Appendix 16.4: TAA (2026), (to be referred to as TAA in the remainder of this document).

16.2.29 Table 16-2 provides a summary of consultation undertaken for this Addendum chapter. The table summarises how comments have been addressed in this chapter, where relevant.

Table 16-2: Summary of Consultation

Consultee/Date	Summary	Outcome
Ongoing consultation with Folkestone and Hythe District Council, Kent County Council, and National Highways. Key meeting held on 18.06.2026.	WSP engaged collaboratively with the consultees in preparation for the Trip Generation chapter of the TAA. A meeting was held where it was agreed for Medium Vision sensitivity testing to form assessment for identification of highway impact and mitigation.	The Medium Vision scenario is the main scenario to be assessed for this ES as a worst case and considered as a sensitivity test by WSP in the TAA to identify worst case highway impacts.

Updates to Scoping

16.2.30 WSP have undertaken extensive collaborative engagement with KCC, NH and Local Planning Authorities for the purpose of scoping the TAA, these details feed into this ES Addendum Chapter. There are no changes to the principle of the ES scope compared to the 2022 ES Chapter 16: Transport.

Updates to The Study Area

16.2.31 The study area has been agreed with KCC and NH as part of the TAA scoping process by WSP. The locations for the surveys were determined based on a review of the 2022 TA and subsequent discussions with KCC and NH by WSP. This has resulted in a reduced study area compared with the 2022 TA (i.e. junctions shown to be operating well within capacity with the Proposed Development in the 2022 TA have not been considered further. As such, the overall conclusions of the 2022 TA remain valid for those junctions). The study area has been agreed with KCC and NH for the purpose of the TAA, and therefore this ES Addendum chapter as part of the scoping process.

16.2.32 It is acknowledged that the scoping process for the TAA by WSP also resulted in the inclusion of the assessment of the following new junctions, however, it has been concluded following the update to this ES Addendum Chapter that the inclusion of these junctions do not affect the assessment and outcomes of this document:

- A2070 Roundabout between M10 J10 and J10a; and
- Honeysuckle Avenue / A20 Hythe Road.

Updates to Methodology

16.2.33 This ES Addendum considers the completed build out of the 8,500 homes in Otterpool Park being in full operation in 2055. For further information, see Chapter 9 of the TAA.

16.2.34 The following updated forecast years have been assessed:

- 2025 Baseline;
- 2035 Peak Construction Year;
- 2055 Do Minimum Scenario; and
- 2055 Do Something Scenario.

Updates to Methodology for Assessing Impacts

Magnitude of Impact Criteria

16.2.35 There are no changes to the assessment criteria of the following areas as reported in the 2022 ES Chapter: 16:

- Severance;
- Pedestrian and Cycle Amenity;
- Pedestrian, Cyclist and Equestrian Delay;
- Driver and Public Transport Delay;
- Hazardous Loads;
- Air Pollution including Dust and Dirt; and
- Construction Effects.

Pedestrian and Cyclist Fear and Intimidation

16.2.36 This section has been updated to follow the 2023 IEMA Guidance (Ref 16.9).

16.2.37 Table 16-3 now indicates the quantified fear and intimidation magnitude of impact based on the baseline and future year conditions.

Table 16-3: Assessing Fear and Intimidation Magnitude of Impact

Fear and Intimidation Magnitude of Impact	
Magnitude of Impact	**Change in step/traffic flows from baseline conditions**
High/Major	Two step changes in level
Medium/Moderate	One step change in level, but with • >400 veh increase in average 18hr AV two-way all vehicle flow; and/or • >500 HV increase in total 18hr HV flow
Low/Minor	One step change in level, with • <400 veh increase in average 18hr AV two-way all vehicle flow; and/or • <500 HV increase in total 18hr HV flow
Negligible	No change in step changes

Source: 2023 IEMA Guidance.

Accidents and Safety

16.2.38 Reflecting the approach set out in the updated 2023 IEMA guidance (Ref 16.9), the assessment of personal injury collisions should use professional judgement informed by collision clusters, risk exposure and Safe System principles, with the identification of collision clusters providing justification for a more detailed analysis.

Updates to the Sensitivity of Resource

16.2.39 There are no changes to the sensitivity of resource, the receptor appraisal sensitivity criteria are based on the IEMA Guidance (Ref 16.9) and professional judgement as reported in the 2022 ES Chapter 16: Transport.

Updates to Determining the Significance of Effects

16.2.40 There are no changes to determining the significance of effects as reported in the 2022 ES Chapter 16: Transport.

Updates to Sensitivity Test

16.2.41 The sensitivity test reported in the 2022 ES Chapter 16: Transport relates to the assessment of a scenario associated with the quantum of development as set out in the then Development Specification, which showed a slightly higher quantum compared to the main scenario tested in the 2022 Transport Assessment. It is therefore not applicable to this ES Addendum.

Updates to Limitations and Assumptions

16.2.42 The limitations and assumptions reported in the 2022 ES Chapter 16: Transport are specific to 2022 assessment and hence are not applicable to this ES Addendum.

16.2.43 The methodology and associated assumptions to derive the traffic data used in this ES Addendum Chapter are set out in Chapter 9 of the TAA.

16.3 Updates to Existing Baseline

Walking and Cycling

16.3.1 There are no updates to the walking and cycling network as reported in the 2022 ES Chapter 16: Transport.

Public Rights of Way

16.3.2 There are 10 Public Rights of Way (PRoW) that route internally within the site area. See Chapter 5.4 of the TAA for further details.

Public Transport

16.3.3 There are no changes to the public transport services as reported in the 2022 ES Chapter 16: Transport. See Chapter 6 of the TAA for further information.

Highway Network

M20 Corridor

16.3.4 Junction 10a was not part of the 2018 baseline assessment presented in 2022. It has been included for subsequent assessment scenarios and is included as part of the 2025 baseline. See Chapter 7.2.2 of the TAA for further information.

16.3.5 There are no further changes to the Highway Network as reported in the 2022 ES Chapter 16: Transport, see Chapter 7.2 of the TAA for further information.

Baseline Traffic Flows

16.3.6 Table 16-4 presents AM and PM peak 2025 baseline flows on the key links within the study area. These links are consistent with those reported in the 2022 ES Chapter 16: Transport. There are some fluctuations of up to 50%, both increases and decreases, varying by junction and movement when compared with those reported in the 2022 ES Chapter 16: Transport (baseline year 2018). When considering the total of the 2-way flows considered in both the AM and PM Peak hour, the difference is an increase in 2% and 3% respectively for the 2025 Baseline Flows. Notably, the highest increase in traffic flow is on the A292 Hythe Road and A20 Ashford Road at Newingreen, where the AM traffic flow is more than doubled in the AM peak hour of the 2025 Baseline Flows compared to equivalent reported in the 2022 ES Chapter 16: Transport (baseline year 2018).

Table 16-4: Summary of AM and PM Peak Hour 2025 Baseline Flows

Link Name	Number of Vehicles					
	AM Peak Hour			PM Peak Hour		
	NB/EB	SB/WB	2-Way	NB/EB	SB/WB	2-Way
B2067 Otterpool Lane	153	254	**407**	307	119	**426**
A20 Ashford Road b/w Otterpool Lane & Newingreen	259	303	**562**	417	240	**657**
A20 Ashford Road at Newingreen	644	636	**1,280**	749	683	**1,432**
A20 Ashford Road b/w Newingreen & M20	843	877	**1,720**	934	808	**1,742**
A20 Ashford Road at Barrow Hill	232	250	**482**	268	273	**541**
Aldington Road b/w Otterpool Lane & Stone Street	84	100	**184**	170	78	**248**
Stone Street	234	156	**390**	160	244	**404**
B2067 Aldington Road west of Otterpool Lane	133	86	**219**	198	93	**291**
Lympne Hill	175	97	**272**	81	169	**250**
B2068 Stone Street	405	332	**737**	320	422	**742**
M20 east of J11	2,151	1,945	**4,096**	2,892	1,654	**4,546**
M20 west of J11	2,105	1,913	**4,018**	2,743	1,601	**4,344**
Cheriton Road / High Street	484	472	**956**	565	523	**1,088**
A261 Hythe Road	303	389	**692**	468	373	**841**
A259 Military Road	862	588	**1,450**	838	723	**1,561**
A259 Prospect Road	708	478	**1,186**	684	621	**1,305**
Swan Lane	114	141	**255**	139	107	**245**
A20 Hythe Road west of Swan Lane	305	324	**629**	292	272	**564**
A260 Spitfire Way	726	1,005	**1,731**	964	772	**1,736**
A260 Canterbury Road	636	1,431	**2,067**	670	1299	**1,969**

Link Name	Number of Vehicles					
	AM Peak Hour			PM Peak Hour		
	NB/EB	SB/WB	2-Way	NB/EB	SB/WB	2-Way
Alkham Valley Road	1,025	234	**1,259**	904	262	**1,166**
Bad Munstereifel Road	1,963	1,666	**3,629**	2,074	1724	**3,798**
A292 Hythe Road	1,299	384	**1,683**	1,461	367	**1,828**
A2070 Kennington Road	873	701	**1,574**	717	787	**1,504**
A20 Fougeres Way	1,478	1,712	**3,190**	1,418	1839	**3,257**
A251 Trinity Way	1,044	917	**1,961**	957	1065	**2,022**

Updates to Personal Injury Collisions and Safety

16.3.7 Personal Injury Collision (PIC) data has been updated following the most recent five-year period, from the end of March 2020 to the end of March 2025. The study area used for the TAA is comparable to the one reported in the 2022 ES Chapter 16: Transport. There appears to be a general decrease in the number of personal injury collisions in the five-year period analysed; this reduction is seen in collisions that are classified in the slight and serious category. See Chapter 7.6 of the TAA for further details regarding personal injury collisions (referred to as Personal Injury Accident in the TAA).

16.4 Updates to Future Baseline

Traffic Flows

16.4.1 A 2055 Future Baseline (without the Otterpool Park development) has been assessed. The details for the future baseline are set out in Chapter 9 of the TAA.

16.4.2 Table 16-5 provides the predicted 2055 Future Baseline traffic flows, with flows shown for the AM and PM peak hours periods. The percentage increase in traffic flows is also shown. The percentage changes between the Future Baseline and Baseline in Table 16-5 is in the same order of difference to those for the equivalent traffic data and links reported in the 2022 ES Chapter 16: Transport.

Table 16-5: 2055 Future Baseline (Without Development) Forecast Traffic Flows

Link Name	2055 Future Baseline (without development)		Percentage Change with 2025 Baseline	
	AM Peak	PM Peak	AM Peak	PM Peak
B2067 Otterpool Lane	857	814	110%	91%
A20 Ashford Road b/w Otterpool Lane & Newingreen	1,144	1,222	104%	86%
A20 Ashford Road at Newingreen	2,138	2,395	67%	67%
A20 Ashford Road b/w Newingreen & M20	2,263	2,500	32%	43%
A20 Ashford Road at Barrow Hill	966	868	101%	60%
Aldington Road b/w Otterpool Lane & Stone Street	661	648	259%	161%
Stone Street	528	523	35%	30%
B2067 Aldington Road west of Otterpool Lane	209	277	-4%	-5%
Lympne Hill	475	443	75%	77%
B2068 Stone Street	1,022	1,025	39%	38%
M20 east of J11	5,545	6,065	35%	33%
M20 west of J11	5,365	5,845	34%	35%
Cheriton Road / High Street	1,438	1,590	50%	46%
A261 Hythe Road	1,020	1,261	47%	50%
A259 Military Road	1,795	3,099	24%	99%
A259 Prospect Road	1,436	2,153	21%	65%
Swan Lane	340	330	34%	35%
A20 Hythe Road west of Swan Lane	877	699	39%	24%
A260 Spitfire Way	2,027	2,034	17%	17%
A260 Canterbury Road	2,485	2,343	20%	19%
Alkham Valley Road	1,493	1,369	19%	17%
Bad Munstereifel Road	6,356	6,762	75%	78%
A292 Hythe Road	2,835	3,087	68%	69%
A2070 Kennington Road	2,455	2,383	56%	58%
A20 Fougeres Way	4,222	4,247	32%	30%
A251 Trinity Way	2,933	2,932	50%	45%

16.5 Updates to Design and Mitigation

Updates to Embedded Design Measures

Construction

16.5.1 There are no updates to construction embedded design measure of a Construction Traffic Management Plan (CTMP) as reported in the 2022 ES Chapter 16: Transport. The construction embedded design measure will also apply to the EHP.

Operation

16.5.2 An updated Transport Strategy (ES Addendum Appendix 16.5) has been produced which will provide relevant updates to operational embedded design measures. For further information on mitigation, refer to Chapter 21 of the TAA. The Transport Strategy will also eventually benefit the EHP, but this has its own sustainable transport initiatives as set out in the EHP TA (ES Addendum Appendix 16.7).

Updates to Additional Mitigation

16.5.3 The package of PRoW network improvements promoted as part of the original OPA has been updated as part of the TAA, refer to Chapter 15 and Appendix J of the TAA for further details. Discussions are ongoing with KCC regarding the full extent of PRoW improvements and implementation, these will go through a separate legal process where required.

16.5.4 Mitigation to offsite highway junctions has been discussed with KCC and NH. The introduction of the EHP do not affect these. A summary of junctions with proposed mitigation as reported in Chapter 21 of the TAA include:

- M20 Junction 11;
- A20 Ashford Road / Stone Street / Hythe Road;
- A261 London Road / Barrack Hill;
- A259 / Dymchurch Road / Military Road Gyratory;
- M20 J13 (Castle Hill interchange);
- B2064 Cheriton High Street / B2063 Risborough Lane;
- B2064 Cheriton High Street / A2043 Cherry Garden Avenue;
- A259 Prospect Road / Stade Street;
- Barrow Hill Shuttle Signals;
- M20 Junction 10a;
- A260 Spitfire Way / White Horse Hill / A20 Slip Roads;
- Alkham Valley Road / A20 Slip Roads;
- A260 Canterbury Road / Alkham Valley Road;
- M20 Junction 9;
- A292 / M20 London Bound On-Slip; and
- A2070 Roundabout Between M20 J10 and J10a.

16.5.5 For further information, refer to Chapter 18 of the TAA for the narrative for highway mitigation and Section 21 of the TAA and its Appendix M for details of the proposed mitigation.

16.6 Updates to Assessment of Residual and Cumulative Effects

Updates to Residual Effects from Construction

Construction Phase Overview

16.6.1 The Proposed Development is expected to be constructed over an approximately 28-year period from 2028 to 2056. First occupancy of the proposed Development is anticipated in 2029.

16.6.2 The construction effects have considered the peak year of construction, which is expected to occur in 2035, when there is an overlap in the construction traffic and operational traffic from the homes, hotels, commercial uses, employment uses and schools that are assumed to be built out.

Construction Vehicle Trips

16.6.3 Construction of the development in the year 2035 is forecast to generate up to 76 Heavy Good Vehicles (HGV) movements per day or 19,070 HGV movements per year, during the peak construction period. The daily number of HGVs generated by the site assumes 252 working days in a year.

16.6.4 Table 16-6 summarises the HGV trips in the AM and PM peak hours for the peak year of construction (2035) and main assessment year (2055).

Table 16-6: Construction HGV Movements

Year	Number of HGV Movements		
	Total Annual	Average Daily	Average Peak Hour
2035	19,070	76	19
2055 (8.5k)	7,931	32	8

16.6.5 Table 16-6 demonstrates that the peak year of construction traffic is 2035, with 76 average daily movements, 19 of which occur in the average peak hour. As stated in the 2022 ES Chapter 16: Transport, as a worst case, it is assumed that between 20-25% of the daily HGV trips will occur in the AM and PM peak hours.

16.6.6 Table 16-7 compares the updated 2035 and 2055 'with development' traffic flows along the highway links that could be used by HGVs routing to and from the Proposed Development.

16.6.7 Tabe 16-8 compares the updated HGV only traffic in the same scenarios. The routing assumption remains consistent with the 2022 ES whereby construction and operational HGVs are assumed to primarily route along the M20 before accessing the local highway network to service Otterpool Park.

Table 16-7: Comparison of 2035 and 2055 With proposed Development (8,500 homes) Total Traffic Flows

Link	AM				PM			
	2035 With Development	2055 (8.5k homes) With Development	Difference	% Difference	2035 With Development	2055 (8.5k homes) With Development	Difference	% Difference
B2067 Otterpool Lane	528	705	177	34%	551	724	173	31%
A20 Ashford Road b/w Otterpool Lane & Newingreen	836	1,383	547	65%	1,020	1,562	542	53%
A20 Ashford Road at Newingreen	1,782	2,253	470	26%	1,876	2,475	598	32%
A20 Ashford Road b/w Newingreen & M20	2,253	2,896	643	29%	2,357	2,943	586	25%
A20 Ashford Road at Barrow Hill	806	1,390	584	72%	953	1,545	592	62%
Aldington Road b/w Otterpool Lane & Stone Street	319	541	222	69%	373	590	216	58%
Stone Street	511	647	136	27%	530	659	129	24%
B2068 Stone Street	900	1,064	164	18%	916	1,073	157	17%
M20 east of J11	5,555	6,704	1149	21%	6,100	7,205	1,105	18%
M20 west of J11	5,147	5,484	337	7%	5,491	5,754	263	5%
A261 Hythe Road	1,154	1,511	357	31%	1,320	1,663	342	26%
A20 Hythe Road west of Swan Lane	931	1,339	408	44%	935	1,418	483	52%
A292 Hythe Road	2,320	3,272	952	41%	2,446	3,150	704	29%
Total on all links assessed	**23,041**	**29,188**	**6,147**	**27%**	**24,868**	**30,761**	**5,893**	**24%**

Table 16-8: Comparison of 2035 and 2055 With Development (8,500 homes) HGV only flows

Link	AM				PM			
	2035 With Development	2055 (8.5k homes) With Development	Difference	% Difference	2035 With Development	2055 (8.5k homes) With Development	Difference	% Difference
B2067 Otterpool Lane	54	54	0	0%	34	42	8	24%
A20 Ashford Road b/w Otterpool Lane & Newingreen	54	54	0	0%	42	42	0	0%
A20 Ashford Road at Newingreen	114	88	-26	-23%	67	54	-13	-19%
A20 Ashford Road b/w Newingreen & M20	155	88	-67	-43%	104	54	-50	-48%
A20 Ashford Road at Barrow Hill	19	21	2	11%	24	28	4	17%
Aldington Road b/w Otterpool Lane & Stone Street	31	9	-22	-71%	18	7	-11	-61%
Stone Street	6	7	1	14%	4	6	3	84%
B2068 Stone Street	30	30	0	-1%	15	15	0	-1%
M20 east of J11	804	785	-19	-2%	816	798	-18	-2%
M20 west of J11	788	770	-18	-2%	781	763	-18	-2%
A261 Hythe Road	39	39	0	1%	12	12	0	3%
A20 Hythe Road west of Swan Lane	33	33	-1	-2%	25	25	0	-1%
A292 Hythe Road	106	115	8	8%	26	34	8	31%
Total on all links assessed	**2,233**	**2,092**	**-140**	**-6%**	**1,967**	**1,880**	**-87**	**-4%**

16.6.8 Table 16-7 demonstrates that, on all assessed links, total traffic flows in the 2055 scenario are higher than those in 2035 in both peak periods.

16.6.9 Table 16-8 demonstrates that HGV-only flows are predicted to be higher or the same as 2055 traffic flows, apart from Stone Street and A292 Hythe Road. However, this is not considered significant given that 2035 is the peak construction year.

16.6.10 Tabe 16-8 shows that there will be 140 fewer HGV movements (-6%) in the AM peak and 87 fewer HGV movements (-4%) in the PM peak in the 2055 scenario compared with the 2035 scenario. While the 2055 'with development' scenario represents the highest overall traffic flows on the local network, HGV flows are forecast to be slightly lower for this scenario. HGV flows are forecast to be slightly higher during the peak construction year (2035) which reflects the increase in HGV vehicles during this build out period.

Updates to Operational Phase - 2055

Waste Facility 250m Consultation Zone

16.6.11 Since the 2022 ES, the waste facility has been built at the former Otterpool Quarry, in the centre of the Proposed Development, south of the A20.

16.6.12 The 2022 ES Chapter 16: Transport assessment was based on the waste facility not being built and therefore with built development within 250m of the Quarry site. The cumulative effects section of the 2022 ES Chapter 16 explains that the main scenario assessed, where 800 residential units and a primary school is included as an alternative would result in a traffic scenario that provides a worst case. Therefore, it is considered that the cumulative effects with the 'Permitted Waste Facility' (as it was called in the 2022 ES) would be no worse than the assessment reported in the 2022 ES Chapter 16: Transport assessment.

16.6.13 As the waste facility is now operational, the updated 2025 baseline traffic surveys will have captured traffic associated with this site. The updated traffic associated with the development remains to allow for the full 8,500 homes application scheme. This Addendum provides a robust assessment, considering the waste facility and the full 8,500 homes application scheme as a worst case, hence covering development within the consultation zone. Should development not take place within the consultation zone, traffic flows would be lower.

16.6.14 If development does not come forward within the consultation zone, the land would remain as open green space. This would reduce the overall scale of development and, consequently, the level of operational traffic generated by the Proposed Development compared with that assessed in the current assessment.

Residual Effects from Operation

16.6.15 Table 16-9 shows the updated predicted 18-hour traffic flows on key links within the study area for the 'with' and 'without development' scenarios for year 2025. It also compares the percentage change reported in the 2022 ES.

Table 16-9: Otterpool Park Forecast Development Traffic Flows

Link	18 Hour Traffic Flows, vehicle movements			
	Without Development	With Development	Percentage Change	Percentage Change (2022)
B2067 Otterpool Lane	8,590	7,351	-14%	-47%
A20 Ashford Road b/w Otterpool Lane & Newingreen	13,245	16,492	25%	-25%
Proposed Otterpool Avenue	-	14,752	-	-
A20 Ashford Road at Newingreen	25,388	26,475	4%	-28%
A20 Ashford Road b/w Newingreen & M20	26,541	32,537	23%	66%
A20 Ashford Road at Barrow Hill	10,896	17,437	60%	14%
Aldington Road b/w Otterpool Lane & Stone Street	7,295	6,300	-14%	-27%
Stone Street	5,888	7,313	24%	66%
B2067 Aldington Road west of Otterpool Lane	2,668	2,809	5%	5%
Lympne Hill	5,121	8,434	65%	60%
B2068 Stone Street	11,828	12,349	4%	66%
M20 east of J11	78,452	93,203	19%	20%
M20 west of J11	75,753	75,820	0%	8%
Cheriton Road / High Street	18,133	23,144	28%	25%
A261 Hythe Road	16,448	22,886	39%	62%
A259 Military Road	35,299	37,732	7%	1%
A259 Prospect Road	25,882	27,699	7%	5%
Swan Lane	3,421	3,579	5%	5%
A20 Hythe Road west of Swan Lane	9,333	16,316	75%	14%
A2070 Kennington Road	25,539	26,322	3%	3%
A260 Spitfire Way	23,253	23,473	1%	1%
A260 Canterbury Road	27,643	28,390	3%	5%
Alkham Valley Road	13,691	14,314	5%	4%
Bad Munstereifel Road	69,236	71,614	3%	5%
A292 Hythe Road	32,092	34,800	8%	5%
A20 Fougeres Way	39,519	40,582	3%	2%
A251 Trinity Way	34,395	34,808	1%	1%

16.6.16 Table 16-9 highlights nine links where traffic is forecast to increase by 10% or more in the 'with development' scenario compared to the 'without development' scenario in 2055. These are consistent with the links reported in the 2022 ES with exception of one additional link, A20 Ashford Road b/w Otterpool Lane & Newingreen.

Severance

16.6.17 Since the 2022 ES, there has been no change to the methodology for severance.

16.6.18 Table 16-10 identifies nine links that are expected to experience a 10% or greater traffic flow increase over the 18-hour period. The proposed Otterpool Avenue had also been considered.

Table 16-10: Otterpool Park Development Flows Impact on Level of Pedestrian Severance

Link	Percentage Change in traffic flows	Significance of Effect	Changes from 2022
Proposed Otterpool Avenue	N/A	The potential magnitude of impact is judged to be Negligible due to the proposed embedded signalised pedestrian crossings on link. Given presence of a number of sensitive receptors including with High assigned value, the potential effect is reported as being **Minor Adverse (Not Significant).**	No Change
A20 Ashford Road b/w Otterpool Lane & Newingreen	25%	The potential magnitude of impact is judged to be Negligible due to change in flow being less than 30%. Given presence of a number of sensitive receptors including Medium assigned values, the potential effect is reported as **Negligible (Not Significant).**	New
A20 Ashford Road b/w Newingreen & M20	23%	The potential magnitude of impact is judged to be Negligible due to two proposed signalised pedestrian crossings on this link. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being **Negligible (Not Significant).**	Percentage change in traffic flow changed from 66%. No change in significance of effect.
A20 Ashford Road at Barrow Hill	65%	Change in flow is greater than 60%, therefore magnitude of impact is judged to be moderate, however, due to proposed signalised pedestrian crossings on approach to Barrow Hill, the potential magnitude is reduced to Minor. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being **Minor Adverse (Not Significant).**	Percentage change in traffic flow changed from 14%. Significance of effect changed from Negligible to Minor Adverse.
Stone Street	24%	The potential magnitude of impact is judged to be Negligible due to change in flow of less than 30%. Mitigation to be provided in form of new crossing facilities and/or additional traffic calming. Given this, the residual magnitude of impact would be Negligible. Given presence of several sensitive receptors including with High assigned value, the potential effect is reported as **Minor Adverse (Not Significant)**.	Percentage change in traffic flow changed from 66%. No change in significance of effect.
Lympne Hill	65%	Change in flow greater than 60% therefore magnitude of impact is judged to be Moderate. However, as Lympne Hill is not expected to have pedestrian receptors due to the nature of the road, the potential effect is reported as being **Negligible (Not Significant).**	Percentage change in traffic flow changed from 60%. No change in significance of effect.

Link	Percentage Change in traffic flows	Significance of Effect	Changes from 2022
Cheriton Road	28%	The magnitude of impact is judged to be Negligible due to change in flow less than 30% and existing signalised pedestrian crossings on link. Given presence of a number of sensitive receptors including High assigned value, the potential effect is reported as being **Minor Adverse (Not Significant).**	Percentage change in traffic flow changed from 25%. No change in significance of effect.
A261 Hythe Road	39%	The magnitude of impact is judged to be Minor due to the change in flow less than 60%. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being reported as **Minor Adverse (Not Significant)**.	Percentage change in traffic flow changed from 62%. No change in significance of effect.
A20 Hythe Road west of Swan Lane	75%	Change in flow greater than 60% therefore magnitude of impact is judged to be Moderate. Mitigation is provided in form of a zebra crossing outside the Primary School. Given this, the magnitude of impact is reduced to Negligible. Given presence of a number of sensitive receptors including with High assigned value, the potential effect is being reported as **Minor Adverse (Not Significant).**	Percentage change in traffic flow changed from 14%. No change in significance of effect.

16.6.19 As can be seen with Table 16-10, the significance of effect for severance on the assessed links is judged to be Negligible (Not Significant) or Minor Adverse (Not Significant). There have been no changes in the significance of effect compared to the 2022 ES Chapter 16: Transport, apart from A20 Ashford Road at Barrow Hill which changed from Negligible (Not Significant) to Minor Adverse (Not Significant), which remains as Not Significant.

Pedestrian and Cycle Amenity

16.6.20 There has been no change in the IEMA Guidance (Ref 16.9) in relation to the methodology for pedestrian and cycle amenity. Table 16-11 presents the 'with' and 'without' development' scenario traffic flows on key links in the study area along with the percentage change in total traffic and HGV traffic.[1]

[1] The 2022 ES trip generation for the Otterpool development used trip rates that included all vehicles; but did not disaggregate down to vehicle type. The 'with development' HGV values used in the Chapter 16: Transport of the 2022 ES represents the HGVs on the network because of the change in the traffic distribution on the highway network and route choice of vehicles. To obtain like for like values, for the updated 2055 'with development' scenario, this requires the strategic traffic model to be rebuilt and fully adjusted to establish the traffic reassignment.
The 2055 'with development' scenario has been derived by extracting the relevant committed development and Otterpool Park development traffic (updated/adjusted as necessary to reflect latest information) as layers and overlaid over the junction turning counts and Automatic Turning Counts undertaken in 2025 in support of Appendix 16.4: TAA. The strategic traffic model has not been rebuilt and adjusted to determine any traffic reassignment to maintain consistency with the 2022 TA; this methodology has been set out in Chapter 9 Future Baseline – Highway Network of the TAA.
Therefore, to best reflect the traffic reassignment as reported in the 2022 ES, the absolute HGV change between the 'with development' and 'without development' scenario reflected in the 2022 ES has been used for the assessment of pedestrian and cycle amenity. Where there was a reduction in HGV numbers in the 2022 ES, zero has been used for a robust assessment.

Table 16-11: Otterpool Park Development Flows with HGV Proportions

Link	18 Hour Traffic Flows, vehicle movements			18 Hour Traffic Flows, HGV movements			HGV % of Total Traffic	
	Without Development	With Development	% Change	HGV Without Dev	HGV with Dev	% Change	Without Dev % HGV	With Dev % HGV
Proposed Otterpool Avenue		14,752			236			
A20 Ashford Road b/w Otterpool Lane & Newingreen	13,245	16,492	25%	537	537	0%	4%	3%
A20 Ashford Road b/w Newingreen & M20	26,541	32,537	23%	795	795	0%	3%	2%
A20 Ashford Road at Barrow Hill	10,896	17,437	60%	291	861	196%	3%	5%
Stone Street	5,888	7,313	24%	73	116	59%	1%	2%
Lympne Hill	5,121	8,434	65%	32	32	0%	1%	0%
Cheriton Road / High Street	18,133	23,144	28%	222	274	23%	1%	1%
A261 Hythe Road	16,448	22,886	39%	368	549	49%	2%	2%
A20 Hythe Road west of Swan Lane	9,333	1,6316	75%	339	818	142%	4%	5%

16.6.21 Whilst the links experience varying degrees of traffic increase, the percentage change of total HGV traffic would be less than double for all links except A20 Ashford Road at Barrow Hill and A20 Hythe Road west of Swan Lane. For these links, HGV traffic will be more than double. However, even with the increase, the percentage of HGVs on the links would be 5%.

16.6.22 Proposed mitigation measures are expected to mitigate adverse effects on pedestrian and cycle amenity. These are specified in the Section 16.5.

16.6.23 Table 16-12 below presents a summary of traffic flow increases on the key links and resultant assessment of significance of effect.

Table 16-12: Development Flows Impact on Pedestrian and Cycle Amenity

Link	Percentage Change in total traffic flows	Percentage Change in HGV traffic flows	Significance of Effect	Changes since 2022
Proposed Otterpool Avenue	N/A	N/A	Given presence of sensitive receptors including with High assigned value, the potential effect is reported as being **Minor Adverse (Not Significant).**	N/A

Link	Percentage Change in total traffic flows	Percentage Change in HGV traffic flows	Significance of Effect	Changes since 2022
A20 Ashford Road b/w Otterpool Lane & Newingreen	25%	0%	Change in flow is less than 30% and HGV flow has less than doubled. Magnitude of impact is judged as Minor. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being **Minor Adverse (Not Significant).**	New
A20 Ashford Road b/w Newingreen & M20	23%	0%	Potential magnitude of impact is judged to be Minor as flow is less than 30% and HGV flow has less than doubled. Mitigation to be provided in the form of proposed footpath and cycle paths on the western side of the A20 at this location. Given this, the residual magnitude of impact is judged to be Negligible. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being **Negligible (Not Significant).**	No change in significance of effect.
A20 Ashford Road at Barrow Hill	60%	196%	Potential magnitude of impact is judged to be moderate as flow is 60% and HGV flow has more than doubled. Mitigation to be provided in the form of proposed signalised pedestrian crossings and reduction in speed limit on approach from Barrow Hill from the site. Given this, the residual impact would be Minor. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being **Minor Adverse (Not Significant)**.	No change in significance of effect.
Stone Street	24%	59%	Change in flow is less than 30% and HGV flow has less than doubled. Magnitude of impact is judged as Minor. Mitigation to be provided in the form of new crossing facilities and/or additional traffic calming. Given this, residual magnitude of impact would therefore be Negligible. Given presence of a number of sensitive receptors including with High assigned value, the potential effect is reported and **Minor Adverse (Not Significant).**	No change in significance of effect.

Link	Percentage Change in total traffic flows	Percentage Change in HGV traffic flows	Significance of Effect	Changes since 2022
Lympne Hill	65%	0%	Change in flow greater than 60%, but percentage HGV is reduced. Therefore, magnitude of impact is judged to be Minor. Lympne Hill is not expected to have pedestrian receptors thus the potential effect is reported as **Negligible (Not Significant).**	No change in significance of effect.
Cheriton Road / Cheriton High Street	28%	23%	The potential magnitude of impact is judged to be Negligible due to change in flow less than 30% and HGV flow less than double. Existing signalised pedestrian crossings on link**.** Given presence of a number of sensitive receptors including with High assigned value, the potential effect is reported as being **(Minor Adverse (Not Significant).**	No change in significance of effect.
A261 Hythe Road	39%	49%	Change in flow is greater than 30% but HGV flow has less than doubled. Therefore, magnitude of impact is judged to be Minor. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being **Minor Adverse (Not Significant).**	No change in significance of effect.
A20 Hythe Road west of Swan Lane	75%	142%	Flow is greater than 60% and HGV flow has more than doubled so potential magnitude of impact is judged to be Moderate. However, there are existing facilities that include footpaths, shared use routes and a zebra crossing. Given this, residual magnitude of impact is judged to be Negligible. Given presence of a number of sensitive receptors including with High assigned value, the potential effect is reported as being **Minor Adverse (Not Significant).**	No change in significance of effect.

16.6.24 As can be seen with Table 16-12, the potential magnitude of impact on pedestrian and cycle amenity on the assessed links are judged to be Negligible (Not Significant) or Minor Adverse (Not Significant). There have been no changes in the significance of effect compared to the 2022 ES Chapter 16: Transport.

Pedestrian, Cyclist and Equestrian Delay

16.6.25 There has been no change in the IEMA Guidance (Ref 16.9) in relation to the methodology for pedestrian, cyclist and equestrian delay. Table 16-13 presents the 18-hour flow total, including development and baseline traffic for 2055, as an hourly average for each link.

Table 16-13: Impact on Pedestrian, Cycle and Equestrian Delay

Link	Average Hourly Flow over 18 Hours	Significance of Effect	Changes from 2022
Proposed Otterpool Avenue	820	The potential magnitude of impact is judged to be Negligible due to the proposed signalised pedestrian crossings on link. Given presence of a number of sensitive receptors including with High assigned value, the potential effect is reported as being **Minor Adverse (Not Significant).**	Change in average hourly flow from 919. No change in significance of effect.
A20 Ashford Road b/w Otterpool Lane & Newingreen	916	Flow less than 1,400 vehicles per hour however, road alignment limits visibility for pedestrians and drivers. Proposed segregated footpath and cycleway is expected to improve visibility for pedestrians. Given the above, the potential magnitude of impact is judged to be Minor. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as **Minor Adverse (Not Significant).**	New
A20 Ashford Road b/w Newingreen & M20	1,808	Flow greater than 1,400 vehicles per hour. However, a signalised crossing is to be provided on the desire line for the PRoW across the A20 and pedestrian activity across the A20 at this location is expected to be low. Upgrade of the A20 will significantly improve visibility for pedestrians and drivers. Given the above, the potential magnitude of impact is judged to be Minor. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being **Minor Adverse (Not Significant)**.	Change in average hourly flow from 2,679. No change in significance of effect.
A20 Ashford Road at Barrow Hill	969	Flow less than 1,400 vehicles per hour, signalised crossing to be provided across A20 on approach to Barrow Hill and visibility for pedestrians and drivers is good. Given the above, the potential magnitude of impact is judged to be Negligible. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being **Negligible (Not Significant)**.	Change in average hourly flow from 989. No change in significance of effect.
Stone Street	406	Flow less than 1,400 vehicles per hour and visibility for pedestrians and drivers is good. Given the above, the potential magnitude of impact is judged to be Negligible. Given presence of a number of sensitive receptors including with High assigned value,	Change in average hourly flow from 333. No change in significance of effect.

Link	Average Hourly Flow over 18 Hours	Significance of Effect	Changes from 2022
		the potential effect is reported as **Minor Adverse (Not Significant)**.	
Lympne Hill	469	Flow less than 1,400 vehicles per hour, the potential magnitude of impact is judged to be Negligible. As Lympne Hill is not expected to have pedestrian receptors due to the nature of the road, the potential effect is reported as being **Negligible (Not Significant)**.	Change in average hourly flow from 612. No change in significance of effect.
Cheriton Road/ Cheriton High Street	1,286	Flow less than 1,400 vehicles per hour and signalised crossing are provided at locations along the route, therefore the potential magnitude of impact is judged to be Negligible**.** Given presence of a number of sensitive receptors including with High assigned value, the potential effect is reported as being **Minor Adverse (Not Significant)**.	Change in average hourly flow from 1,305. No change in significance of effect.
A261 Hythe Road	1,271	Flow less than 1,400 vehicles per hour. Road alignment limits visibility for pedestrians and drivers at some locations. Pedestrian activity is low and the majority of the route is flanked by open fields thus there is no reason for pedestrians to cross at these locations. Given the above, the potential magnitude of impact is judged to be Negligible. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being reported as **Negligible (Not Significant)**.	Change in average hourly flow from 1,342. No change in significance of effect.
A20 Hythe Road west of Swan Lane	906	Flow less than 1,400 vehicles per hour. Zebra crossing and traffic calming located within Sellindge Village. Pedestrian activity west of Sellindge Village is expected to be low and visibility for pedestrians and drivers is good, therefore the potential magnitude of impact is judged to be Negligible**.** Given presence of a number of sensitive receptors including with High assigned value, the potential effect is being reported as **Minor Adverse (Not Significant)**.	Change in average hourly flow from 806. No change in significance of effect.

16.6.26 As can be seen from Table 16-13, the effects on all links would be Negligible (Not Significant) or Minor adverse (Not Significant), and there is no change in significance of effect for any of the links when compared to the 2022 ES Chapter 16: Transport.

Pedestrian and Cyclist Fear and Intimidation

16.6.27 The following section has been updated following the 2023 IEMA guidance (Ref 16.9).

16.6.28 Fear and intimidation occur through a combination of traffic flow, speed, HGV composition and their proximity to people or lack of protection caused by such factors as narrow pavements. The assessment has been based on the sensitivity established for the pedestrian and cyclist amenity and a weighting system defined in the 2023 IEMA guidelines. The weighting is based on:

- Average hourly traffic flow (a).
- 18-hour heavy vehicle flow (b).
- Average speed over an 18-hour day (c).

16.6.29 A total score from these three elements has been calculated to estimate a fear of intimidation in the baseline and future scenarios. The total score from all three elements is combined (a+b+c) to obtain the degree of hazard score, resulting in a Level of fear and intimidation of 'Small' if the degree of hazard is between 0-20; 'Moderate' if the degree of hazard is between 21-40; 'Great' if the degree of hazard is between 41 and 70; and 'Extreme' if the degree of hazard is over 71.

16.6.30 The magnitude of impact is then calculated based on the number of step changes in level, with negligible for no step changes and high for two step changes. One step change is classified as Low or Medium depending on the increase in total flow or HGV flows. If there is an increase of >400 vehicles and/or >500 HGVs, the step change is classed as Medium. Further information regarding the step change classification can be found in Table 16-3. Table 16-14 presents the likely effect on fear and intimidation. The calculations of the degree of hazard score and fear and intimidation level are shown in Table 16-15.

Table 16-14: Pedestrian and Cyclist Fear and Intimidation

Link	Baseline Level of Fear and Intimidation	Future Level of Fear and Intimidation	Significance of Effect	Changes since 2022
Proposed Otterpool Avenue	N/A	N/A	Magnitude of impact judged to be minor due to segregated cycle/footway. Given presence of sensitive receptors including with High assigned value, the potential effect is reported as being **Minor Adverse (Not Significant).**	N/A
A20 Ashford Road b/w Otterpool Lane & Newingreen	Moderate	Moderate	Magnitude of impact judged to be Negligible due to no step change in fear and intimidation. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being **Negligible (Not Significant).**	New
A20 Ashford Road b/w Newingreen & M20	Great	Great	Magnitude of impact judged to be Negligible due to no step change in fear and intimidation. Given presence of a number of sensitive receptors including with Medium assigned value,	Significance of effect changed from Minor Adverse (Not

Link	Baseline Level of Fear and Intimidation	Future Level of Fear and Intimidation	Significance of Effect	Changes since 2022
			the potential effect is reported as being **Negligible (Not Significant).**	Significant).
A20 Ashford Road at Barrow Hill	Moderate	Moderate	Magnitude of impact judged to be Negligible due to no step change in fear and intimidation. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being **Negligible (Not Significant)**.	Significance of effect changed from Minor Adverse (Not Significant).
Stone Street	Small	Small	Magnitude of impact judged to be Negligible due to no step change in fear and intimidation. Given presence of a number of sensitive receptors including with High assigned value, the potential effect is reported and **Minor Adverse (Not Significant).**	No change in significance of effect.
Lympne Hill	Moderate	Moderate	Magnitude of impact judged to be Negligible due to no step change in fear and intimidation. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being **Negligible (Not Significant).**	Significance of effect changed from Minor Adverse (Not Significant)
Cheriton Road / Cheriton High Street	Small	Moderate	Magnitude of effect judged to be Low due to step change in fear and intimidation. Mitigation to improve capacity and safety of Cheriton High Street is proposed. Given presence of a number of sensitive receptors including with High assigned value, the potential effect is reported as being **Minor Adverse (Not Significant).**	No change in significance of effect.
A261 Hythe Road	Moderate	Great	Magnitude of effect judged to be Low due to step change in fear and intimidation. Given presence of a number of sensitive receptors including	No change in significance of effect.

Link	Baseline Level of Fear and Intimidation	Future Level of Fear and Intimidation	Significance of Effect	Changes since 2022
			with Medium assigned value, the potential effect is reported as being **Minor Adverse (Not Significant).**	
A20 Hythe Road west of Swan Lane	Small	Moderate	Magnitude of effect judged to be Low due to step change in fear and intimidation. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being **Minor Adverse (Not Significant).**	Significance of effect changed from Negligible (Not Significant).

16.6.31 As can be seen from Table 16-14, the effects on all links would be Negligible (Not Significant) or Minor adverse (Not Significant). The significance of effect of three of the links have changed from Minor Adverse (Not Significant) to Negligible (Not Significant), whilst one has changed from Negligible (Not Significant) to Minor Adverse (Not Significant). All links remain as having a significance of effect of Not Significant, for pedestrian and cyclist fear and intimidation as reported in the 2022 ES Chapter 16: Transport.

Table 16-15: Degree of Hazard Calculations

Do Minimum					Score					Do Something					Score					Step Change Calculations						
Link	AAWT	Average Hourly	18 hr HGV	Speed	Average Hourly	HGV	Speed	Score	Degree of Hazard	Link	AAWT	Average Hourly	18 hr HGV	Speed	Average Hourly	HGV	Speed	Score	Degree of Hazard	Step Change?	All Vehicle Increase	HGV Increase	>400 Daily Increase?	>500 HGV Increase?	Impact (magnitude of impact)	Receptor Sensitivity
A20 Ashford Road b/w Otterpool Lane & Newingreen	13,245	736	537	60	10	0	20	30	Moderate	A20 Ashford Road b/w Otterpool Lane & Newingreen	16,492	916	780	60	10	0	30	40	Moderate	No	N/A	N/A	N/A	N/A	Negligible	Medium
A20 Ashford Road b/w Newingreen & M20	26,541	1,474	795	60	20	0	30	50	Great	A20 Ashford Road b/w Newingreen & M20	32,537	1,808	937	60	30	0	30	60	Great	No	N/A	N/A	N/A	N/A	Negligible	Medium
A20 Ashford Road at Barrow Hill	10,896	605	291	50	10	0	30	40	Moderate	A20 Ashford Road at Barrow Hill	17,437	969	695	50	10	0	30	40	Moderate	No	N/A	N/A	N/A	N/A	Negligible	Medium
Stone Street	5,888	327	73	40/30	0	0	20	20	Small	Stone Street	7,313	406	133	40/30	0	0	20	20	Small	No	N/A	N/A	N/A	N/A	Negligible	High
Lympne Hill	5,121	285	32	60	0	0	30	30	Moderate	Lympne Hill	8,434	469	31	60	0	0	30	30	Moderate	No	N/A	N/A	N/A	N/A	Negligible	Medium
Cheriton Road / High Street	18,133	1,007	222	30	10	0	10	20	Small	Cheriton Road / High Street	23,144	1,286	282	30	20	0	10	30	Moderate	Yes	278	60	No	No	Low	High
A261 Hythe Road	16,448	914	368	60	10	0	30	40	Moderate	A261 Hythe Road	22,886	1,271	382	60	20	0	30	50	Great	Yes	358	14	No	No	Low	Medium
A20 Hythe Road west of Swan Lane	9,333	519	339	40	0	0	20	20	Small	A20 Hythe Road west of Swan Lane	16,316	906	611	40	10	0	20	30	Moderate	Yes	388	272	No	No	Low	High

Accidents and Safety

16.6.32 This section has been updated following the 2023 IEMA Guidance (Ref 16.9).

16.6.33 A calculation of the collision rate per billion vehicle kilometres has been carried out on the links with a 10% or more increase in traffic flow. The results are compared against national statistics, in addition to the existing assessment carried out in the 2022 ES. These calculations are carried out in Table 16-17.

16.6.34 The DfT RAS0302: Reported road collision rates by severity, road type and class, Great Britain (Ref 16.10), shows the following national collision rate per billion vehicle kilometres (bvKm) for 2024:

- Urban A Roads: 360
- Urban Other Roads: 344
- Rural A Roads: 99
- Rural Other Roads: 184

16.6.35 Where the calculated collision rate per bvKm is lower than the national average, the magnitude of effect is judged to be Negligible. Where the collision rate exceeds the national average, proposed mitigation has been considered to inform overall judgement.

16.6.36 Table 16-16 presents the magnitude of effect for accidents and safety by reporting the collisions per billion vehicle kilometre and the associated mitigation for each link.

Table 16-16: Impact on Accidents and Safety

Link	Collisions per Billion Vehicle Kilometers	Significance of effect	Changes from 2022
Proposed Otterpool Avenue	N/A	New link to be constructed in accordance with all relevant design guidance. Segregated cycle way plus footway segregated from road by cycleway on one side of road plus signal-controlled crossings will have beneficial effect for pedestrians/cyclists. The magnitude of effect is judged to be **Negligible (Not Significant).** Given presence of sensitive receptors including with High assigned value, the potential effect is reported as being **Minor Adverse (Not Significant)**.	N/A
A20 Ashford Road b/w Otterpool Lane & Newingreen	99	bvKm is the same as national average. Road is to be realigned to meet design standards and also reduced speed limits to enhance safety and meet noise and air quality standards. The magnitude of effect is judged to be Negligible. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported to be **Negligible (Not Significant).**	New

Link	Collisions per Billion Vehicle Kilometers	Significance of effect	Changes from 2022
A20 Ashford Road b/w Newingreen & M20	98	bvKm is 2% lower than national average. Road is to be realigned to meet design standards and signalised junctions with the proposed Business Park access, Otterpool Avenue and junction with Hythe Road will reduce vehicle speeds and provide opportunity to provide adequate drainage and surfacing. New signalised crossing on desire line for PRoW, segregated cycle and footpaths, road re-alignment to meet design guidance. New road alignment, drainage and surfacing to meet design guidance. Given the above mitigation measures, the magnitude of effect is judged to be Negligible. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being **Negligible (Not Significant)**.	No change
A20 Ashford Road at Barrow Hill	83	bvKm is 16% lower than the national average. Introduction of reduced speed limit, new signal-controlled crossing at new junction on approach to Barrow Hill. Given this, the magnitude of effect is judged to be Negligible. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being **Negligible (Not Significant)**.	No change
Stone Street	397	bvKm is 116% higher than the national average. Enhanced crossing points, additional traffic calming measures as required, plus mitigation of congestion at junction with A20. Given these mitigation measures, the magnitude of effect is judged to be Negligible. Given presence of a number of sensitive receptors including with High assigned value, the potential effect is reported as being **Minor Adverse (Not Significant)**.	No change
Lympne Hill	0	No accidents recorded on Lympne Hill during the assessed period. The magnitude of effect is judged to be Negligible. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being **Negligible (Not Significant).**	Magnitude of effect changed from Minor Adverse (Not Significant)

Link	Collisions per Billion Vehicle Kilometers	Significance of effect	Changes from 2022
Cheriton Road / Cheriton High Street	596	bvKm is 73% higher than the national average. Contributions to new traffic congestion scheme to be confirmed. Potential to include new pedestrian/cycle facilities if capacity allows. Given this, the potential magnitude of effect is judged to be Minor. Given presence of a number of sensitive receptors including with High assigned value, the potential effect is reported as being **Minor Adverse (Not Significant)**.	No change
A261 Hythe Road	114	bvKm is 15% higher than national average. Mitigation of traffic congestion at junction with A20 plus contributions to new cycle/pedestrian scheme. The resultant magnitude of effect is judged to be Negligible. Given presence of a number of sensitive receptors including with High assigned value, the potential effect is reported as being **Minor Adverse (Not Significant)**.	No change
A20 Hythe Road west of Swan Lane	188	bvKm is 90% higher than national average. New traffic calming facilities provided in Sellindge Village. Given this, the magnitude of effect is judged to be Negligible. Given presence of a number of sensitive receptors including with High assigned value, the potential effect is reported as being **Minor Adverse (Not Significant)**.	No change

16.6.37 As can be seen from Table 16-16, the effects on all links would be Negligible (Not Significant) or Minor adverse (Not Significant). There is no change to the significance of effects of the links assessed when compared to the 2022 ES apart from Lympne Hill which has changed from Minor Adverse (Not Significant) to Negligible (Not Significant), which remains as Not Significant.

Table 16-17: Accident and Safety Calculations

Link	Road Type	UK National Average Collisions per bvkm 2024	bvkm = average accidents over 5 years (Ref 16.11)/length*AADT*365 * 10^9	Higher/ Lower than UK National Average	Difference %
A20 Ashford Road b/w Otterpool Lane & Newingreen	Rural A road	99	314.781	Higher	218
A20 Ashford Road b/w Newingreen & M20	Rural A Road	99	97.501	Lower	-2
A20 Ashford Road at Barrow Hill	Rural A Road	99	83.276	Lower	-16
Stone Street	Rural other roads	184	397.034	Higher	116
Lympne Hill (no accidents)	Rural other roads	184	0.000	Lower	-100
Cheriton Road / High Street	Urban other roads	344	596.473	Higher	73
A261 Hythe Road	Rural A Road	99	114.082	Higher	15
A20 Hythe Road west of Swan Lane	Rural A Road	99	188.481	Higher	90

Updates to Driver and Public Transport User Delay

16.6.38 There has been no change in the IEMA Guidance (Ref 16.9) in relation to the methodology for driver and public transport user delay.

16.6.39 As part of the scoping for the 2026 TAA it was agreed with KCC and National Highways as the local highway authority that new junctions are not re-assessed as demand flows are inherently lower. Hence for this assessment the proposed Otterpool Avenue junctions have not been assessed. Additionally, as agreed with KCC and NH, Arcadis Junctions [ID] 3, 4, 5, 10, 35 and 36, which were previously reported in the 2022 ES Chapter 16: Transport, have been scoped out for the 2026 TAA and subsequently, this 2026 ES Addendum.

16.6.40 Table 16-18 presents the results of the capacity assessments of the junctions associated with the links assessed. These factors are considered in terms of a significance of effect on Driver Delay on each link. Where a mitigation is reported, these are those set out in Chapter 21 of the TAA.

Table 16-18 Impact on Driver and Public Transport Delay

Link	Junction	Delay/ Capacity Assessment	2055 DM PRC/Degree of Saturation (%)	2055 DS PRC/Degree of Saturation (%)	Significance of Effect	Changes from 2022
A20 Ashford Road b/w Otterpool Lane & Newingreen	Existing signalised junction with A20 Ashford Road and B20607 Otterpool Lane (WSP ID 5)	Operates within capacity in AM peak and overcapacity in PM peak	83%	97%	Given that both junctions are approaching capacity, magnitude of effect is judged to be Moderate. Given presence of a number of sensitive receptors including at Medium assigned value, the potential effect is reported as being **Moderate Adverse (Significant).**	New
	New signalised junction A20 Ashford Road / Stone Street / Hythe Road (mitigation for WSP ID 7)	Operates near capacity in AM and PM peaks	0.38	99%		
A20 Ashford Road b/w Newingreen & M20	Existing priority roundabout with M20 Junction 11 (WSP ID 1)	Operates over capacity in AM peak and within theoretical capacity in PM peak	0.67	1.02	Given that all junctions are approaching capacity, apart from WSP ID 1 in the AM peak which is above capacity, magnitude of effect is judged to be Moderate. Given presence of a number of sensitive receptors including with Medium assigned value, potential effect is judged to be **Moderate Adverse (Significant).**	Significance of effect changed from Minor Adverse (Not Significant) to Moderate Adverse (Significant)
	New signalised junction A20 Ashford Road / Stone Street / Hythe Road (mitigation for WSP ID 7)	Operates near capacity in AM and PM peaks	0.38	99%		
	A20 Ashford small roundabout	Operates within capacity in	0.51	0.81		

Link	Junction	Delay/ Capacity Assessment	2055 DM PRC/Degree of Saturation (%)	2055 DS PRC/Degree of Saturation (%)	Significance of Effect	Changes from 2022
	(WSP ID 17)	AM and PM peaks				
A20 Ashford Road at Barrow Hill	Existing single lane section operated by signal-control (WSP ID 15)	Operates over capacity in AM and PM peak	78%	134%	Given the junction is operating over capacity in the DS scenario, magnitude of effect is judged to be Major. Mitigation to be provided in the form of signal optimisation. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is judged to be **Moderate Adverse (Significant).**	No change
Stone Street	New signalised junction A20 Ashford Road / Stone Street / Hythe Road (mitigation for WSP ID 7)	Operates near capacity in AM and PM peaks	0.9	95%	Given that the new signalised junction is approaching capacity, the magnitude of effect is judged to be Moderate. Given presence of a number of receptors including with Medium assigned value, the potential effect is reported as being **Moderate Adverse (Significant).**	Significance of effect changed from Minor Adverse (Not Significant) to Moderate Adverse (Significant)
Lympne Hill	Existing priority junction with Aldington Road, with priority on Lympne Hill (WSP ID 26)	Operates within capacity in AM and PM peak	0.49	0.67	Given that junction is predicted to operate within capacity, magnitude of impact is judged to be Negligible. Given presence of a number of sensitive receptors including with Medium assigned value, the potential effect is reported as being **Negligible (Not Significant).**	No change
Cheriton Road/ Cheriton High Street	Signalised junction with Risborough	Operates over theoretical capacity in	105%	161%	Junctions operate over theoretical capacity. Any future scheme relevant to this junction to work with	No change

Link	Junction	Delay/ Capacity Assessment	2055 DM PRC/Degree of Saturation (%)	2055 DS PRC/Degree of Saturation (%)	Significance of Effect	Changes from 2022
	Lane (WSP ID 12)	AM and PM peaks			KCC to ensure junctions operate not worse than 2055 DS Scenario. Given potential mitigation and monitor and manage approach, magnitude of impact is judged to be Negligible. Given presence of a number of sensitive receptors including with High assigned value, the potential effect is reported as being **Minor Adverse (Not Significant).**	
	Signalised junction with Cheriton High Street and Cherry Garden Avenue (WSP ID J13)	Operates over theoretical capacity in AM and PM peaks	110%	133%		
A261 Hythe Road	New signalised junction A20 Ashford Road / Stone Street / Hythe Road (mitigation for WSP ID 7)	Operates within capacity in AM and PM peaks	1.38	99%	The new signalised junction would significantly reduce the predicted delay resulting in the junction approaching capacity in both peaks. For this reason, the magnitude of impact is judged to be Minor Beneficial. Given presence of a number of receptors including with Medium assigned value, the potential effect is reported as being **Minor Beneficial (Not Significant).**	Significance of effect changed from Moderate Beneficial (Significant) to Minor Beneficial (Not Significant)
A20 Hythe Road West of Swan Lane West of Sellindge Village	Existing priority junction with Mersham Road, with priority on A20 (WSP ID 2)	Operates within capacity in AM and PM peaks	0.31	0.34	Given the M20 junction 10A operates over theoretical capacity, magnitude of impact is judged to be Major. However, proposed mitigation to incorporate signalisation of A2070 Bad Munstereifel Road approach and monitor and manage approach. Given this, magnitude of effect is judged to be Negligible. Given presence of a number of sensitive receptors including with	No change
	Junction with M20 Junction 10A (WSP ID 16)	Operates over theoretical capacity in AM and PM peaks	90%	90%		

Link	Junction	Delay/ Capacity Assessment	2055 DM PRC/Degree of Saturation (%)	2055 DS PRC/Degree of Saturation (%)	Significance of Effect	Changes from 2022
					High assigned value, the potential effect is judged to be **Minor Adverse (Not Significant).**	

16.6.41 As shown in Table 16-18, the significance of effect on driver delay across the assessed links taking into account the proposed mitigation measures, the significance of effect ranges from Minor Beneficial (Not Significant) to Moderate Adverse (Significant).

16.6.42 There have been a couple of changes to the significance of effect from Minor Adverse (Not Significant) to Moderate Adverse (Significant), including for A20 Ashford Road between Newingreen & M20 and Stone Street. For A261 Hythe Road, the significance of effect has changed from Major Beneficial (Significant) to Minor Beneficial (Not Significant). The predicted effect on driver and public transport delay on these links are primarily associated with the proposed signalised Newingreen Junction operating near to capacity, acknowledging that these results are associated with a forecast year of 2055. The mitigation is proposed to be implemented at an appropriate trigger point under monitor and manage. Although the junction is predicted to operate close to capacity, it is important to recognise that the scenario being tested in this ES is the Medium Vision, representing the worst-case highway impact and is the sensitivity test scenario adopted for the TAA. The performance of this junction will likely be influenced by the proportion of traffic rerouting on Otterpool Avenue and therefore likely that balance will be achieved between the use of the A20 (therefore Newingreen Junction) and Otterpool Avenue. The operation of the Newingreen Junction will be kept under review through the Monitor and Manage Strategy.

16.6.43 For the link A261 Hythe Road, the significance of effect has changed from Major Beneficial (Significant) to Minor Beneficial (Not Significant) as a result of an improvement to the junction operation in the Do Something compared to the Do Minimum scenario.

16.6.44 For all other links there has been no change to the Significance of Effect compared to the 2022 ES Chapter 16: Transport.

Updates to Impact on PRoW

16.6.45 As stated in Section 16.3, there are 10 PRoW that dissect the Site. Due to the nature of this provision, it is considered that the relatively low level of usage of these routes, and primarily for local uses such as dog walking / fitness purposes, as identified in the 2022 ES Chapter 16: Transport, remains unchanged. It is noted that the mitigation to PRoW has been reviewed and rationalised in the TAA compared to those reported in 2022 ES Chapter 16: Transport. The significance of effect therefore remains unchanged and is assessed as Moderate Beneficial (Significant).

Updates to Summary of Residual Effects on Assessed Links

16.6.46 Table 16-19 provides a summary of the residual effects on assessed links, where a 10% or more increase in traffic is forecast in the 'with development' scenario compared to the 'without development' scenario in 2055.

Table 16-19: Summary of Residual Effects on Assessed Links

Link	Severance	Pedestrian and Cycle Amenity	Pedestrian, Cyclist and Equestrian Delay	Pedestrian and Cyclist Fear and Intimidation	Accidents and Safety	Driver and Public Transport User Delay
Proposed Otterpool Avenue	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**	**N/A[Ω]**
A20 Ashford Road b/w Otterpool Lane & Newingreen[†]	**Negligible – Not Significant**	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**	**Negligible – Not Significant**	**Negligible – Not Significant**	**Moderate Adverse – Significant**
A20 Ashford Road b/w Newingreen & M20	**Negligible – Not Significant**	**Negligible– Not Significant**	**Minor Adverse – Not Significant**	**Negligible** – Not Significant**	**Negligible – Not Significant**	**Moderate Adverse*** – Significant**
A20 Ashford Road at Barrow Hill	**Minor Adverse* – Not Significant**	**Minor Adverse – Not Significant**	**Negligible – Not Significant**	**Negligible** – Not Significant**	**Negligible – Not Significant**	**Moderate Adverse – Significant**
Stone Street	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**	**Moderate Adverse*** – Significant**
Lympne Hill	**Negligible – Not Significant**	**Negligible – Not Significant**	**Negligible – Not Significant**	**Negligible** – Not Significant**	**Negligible** – Not Significant**	**Negligible – Not Significant**
Cheriton Road / Cheriton High Street	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**
A261 Hythe Road	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**	**Negligible – Not Significant**	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**	**Minor Beneficial^ – Not Significant**
A20 Hythe Road west of Swan Lane	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**	**Minor Adverse* – Not Significant**	**Minor Adverse – Not Significant**	**Minor Adverse – Not Significant**

Changed from Negligible to Minor Adverse from 2022 ES ** Changed from Minor Adverse to Negligible from 2022 ES * Changed from Minor Adverse to Moderate Adverse from 2022 ES ^Changed from Major Beneficial to Minor Beneficial [†]New link reported in the 2026 ES [Ω]Scoped out*

16.6.47 Table 16-19 shows that the significance of effect for the majority of the assessed links are Negligible or Minor Adverse. Whilst there have been some changes compared to the Residual effects reported in the 2022 ES, the significance of effects of all links assessed still remain as Not Significant except for the assessment of Driver and Public Transport User Delay.

16.6.48 For the assessment of Driver and Public Transport User Delay, the significance of effect on the A20 Ashford Road at Barrow Hill link remains as reported in the 2022 ES (Moderate Adverse (Significant)). For the links associated with Newingreen Junction, where it is predicted that it will operate close to capacity in the mitigated scenario, namely A20 Ashford Road between Otterpool Lane & Newingreen, A20 Ashford Road between Newingreen & M20 and Stone Street, the significance of effect is assessed to be Moderate Adverse (Significant). Although the junction modelling indicates that the junction will operate close to capacity, the scenario assessed is the Medium Vision, which represents the worst-case highway impact and forms the sensitivity test scenario for the TAA. Furthermore, the performance of the Newingreen Junction will likely be influenced by the proportion of traffic rerouting on Otterpool Avenue and therefore a balance will likely be achieved between the use of the A20 (and therefore Newingreen Junction) and Otterpool Avenue. Accordingly, the operation of the Newingreen Junction will be kept under review through the Monitor and Manage Strategy, enabling any necessary mitigation to be implemented at the appropriate time.

Early Homes Parcel

16.6.49 The addition of the EHP does not alter the overall application of the Proposed Development to provide 8,500 homes and the associated traffic generated. Therefore, the assessment concludes that the inclusion of the EHP does not materially change the significance of effects assessed for Transport reported within this chapter.

16.7 Updates to Cumulative Effects

16.7.1 The cumulative effects assessment considers the cumulative impacts on transport of the Proposed Development in combination with a number of consented and planned schemes within the study area (ES Addendum Appendix 2.5).

Updates to Planned and Committed Growth

16.7.2 Updates to planned and committed growth and transport schemes have been identified and laid out in Chapter 9.3 of the TAA.

Updates to Otterpool Park Framework Masterplan

16.7.3 There are no updates to the Otterpool Park Framework Masterplan.

Updates to Permitted Waste Facility

16.7.4 See section 16.6 of the 2026 ES.

Updates to Effects of Extraordinary Freight Conditions M20

16.7.5 See section 7.2 of the TAA.

Summary of Cumulative Effects

16.7.6 Updates to planned schemes that have been newly assessed or reassessed or no longer included are described in Chapter 9.3 of the TAA. The Otterpool Park Framework Masterplan remains unchanged

from the 2022 ES. Updates to the 'permitted waste facility' are laid out in this ES Addendum Chapter in section 16.6. Updates to the effects of extraordinary freight conditions M20 are described in Chapter 7.2 of the TAA.

16.7.7 No additional significant effects are predicted to occur as a result of the schemes identified in this section.

16.8 Updates to Monitoring

16.8.1 There have been no updates to monitoring as reported in the 2022 ES Chapter 16: Transport.

16.9 Updates to Assessment Summary

16.9.1 Table 16-20 provides an assessment summary with respect to Transport, including potential significant effects with embedded design measures in place, and additional measures required to reach the residual significance of effect.

16.9.2 The EHP and the changes to the Parameter Plans since the 2022 ES do not alter the assessment outcome in relation to Transport.

16.9.3 To summarise, there have been limited changes to the significance of effect of the assessment undertaken since the 2022 ES Chapter: 16. For any significance of effects that have changed, these are not significant.

16.9.4 Changes can be seen with A261 Hythe Road Driver and Public Transport Delay, where the 2022 ES reported the significance of effect to be Moderate Beneficial (Significant). Following proposed mitigation, this is now reported as Minor Adverse (Not Significant).

Early Homes Parcel (EHP)

16.9.5 The EHP comprises up to 300 homes and is proposed as the first parcel of development in the north-east area of the site.

16.9.6 The addition of the EHP does not alter the overall application of the Proposed Development to provide 8,500 homes and the associated traffic generated. Therefore, the assessment concludes that the inclusion of the EHP does not materially change the significance of effects assessed for Transport reported within this chapter.

Table 16-20: Updates to Assessment Summary

Receptor	Embedded Design Measures	Potential Significant Effect (pre-mitigation)?	Additional Mitigation	Mitigation Delivery Mechanism	Residual Significance of Effect
Construction Effects					
Pedestrians Cyclists Equestrians	Implementation of a CTMP as set out in 16.4.5 in 2022 ES Chapter 16 Transport	Severance = Not Significant *No change from 2022 ES Chapter 16: Transport*	No additional mitigation required *No change from 2022 ES Chapter 16: Transport*	N/A	Minor Adverse (Not Significant) *No change from 2022 ES Chapter 16: Transport*
Pedestrians Cyclists	Implementation of a CTMP as set out in 16.4.5 in 2022 ES Chapter 16 Transport	Amenity = Not Significant *No change from 2022 ES Chapter 16: Transport*	No additional mitigation required *No change from 2022 ES Chapter 16: Transport*	N/A	Minor Adverse (Not Significant) *No change from 2022 ES Chapter 16: Transport*
Pedestrians Cyclists Equestrians	Implementation of a CTMP as set out in 16.4.5 in 2022 ES Chapter 16 Transport	Delay = Not Significant *No change from 2022 ES Chapter 16: Transport*	No additional mitigation required *No change from 2022 ES Chapter 16: Transport*	N/A	Minor Adverse (Not Significant) *No change from 2022 ES Chapter 16: Transport*
Pedestrians Cyclist	Implementation of a CTMP as set out in 16.4.5 in 2022 ES Chapter 16 Transport	Pedestrian Fear and Intimidation = Not Significant	No additional mitigation required *No change from 2022 ES Chapter 16: Transport*	N/A	Minor Adverse (Not Significant) *No change from 2022 ES Chapter 16: Transport*

Receptor	Embedded Design Measures	Potential Significant Effect (pre-mitigation)?	Additional Mitigation	Mitigation Delivery Mechanism	Residual Significance of Effect
		No change from 2022 ES Chapter 16: Transport			
Drivers Bus passengers	Implementation of a CTMP as set out in 16.4.5 in 2022 ES Chapter 16 Transport	Delay = Not Significant *No change from 2022 ES Chapter 16: Transport*	No additional mitigation required *No change from 2022 ES Chapter 16: Transport*	N/A	Minor Adverse (Not Significant) *No change from 2022 ES Chapter 16: Transport*
Pedestrians Cyclists Equestrians Drivers Public Transport User	Implementation of a CTMP as set out in 16.4.5 in 2022 ES Chapter 16 Transport	Accidents and Safety = Not Significant *No change from 2022 ES Chapter 16: Transport*	No additional mitigation required *No change from 2022 ES Chapter 16: Transport*	N/A	Minor Adverse (Not Significant) *No change from 2022 ES Chapter 16: Transport*
PRoW Users	Implementation of a CTMP as set out in 16.4.5 in 2022 ES Chapter 16 Transport	Severance, Amenity, Delay = Not Significant *No change from 2022 ES Chapter 16: Transport*	No additional mitigation required *No change from 2022 ES Chapter 16: Transport*	N/A	Minor Adverse (Not Significant) *No change from 2022 ES Chapter 16: Transport*

Receptor	Embedded Design Measures	Potential Significant Effect (pre-mitigation)?	Additional Mitigation	Mitigation Delivery Mechanism	Residual Significance of Effect
Operational Effects					
Pedestrians Cyclist Equestrians	As set out in the Transport Strategy principles, the development will provide strong walking and cycling connections, with wider connectivity by walking, cycling and bridleways. *No Change from 2022 ES Chapter 16: Transport*	Severance = Significant *No change from 2022 ES Chapter 16: Transport*	No change in principle from mitigations reported in 2022 ES Chapter 16: Transport, and see TAA Chapter 15.3 Walking and Cycling Strategy.	Section 106 Contributions	Minor Adverse (Not Significant) *No change from 2022 ES Chapter 16: Transport*
Pedestrians Cyclists	A street hierarchy has been developed for Otterpool Park. This creates a distinction between different types of streets to appropriately serve the local community.	Amenity = Significant *No change from 2022 ES Chapter 16: Transport*	No change in principle from mitigations reported in 2022 ES Chapter 16: Transport and see TAA Chapter 15.3 Walking and Cycling Strategy.	Section 106 Contributions	Minor Adverse (Not Significant) *No change from 2022 ES Chapter 16: Transport*

Receptor	Embedded Design Measures	Potential Significant Effect (pre-mitigation)?	Additional Mitigation	Mitigation Delivery Mechanism	Residual Significance of Effect
	No Change from 2022 ES Chapter 16: Transport				
Pedestrians Cyclists Equestrians	Strategic network junctions on site have been assessed and will be designed to accommodate the appropriate forecast trips with the implementation of Otterpool. *No Change from 2022 ES Chapter 16: Transport*	Delay = Significant	No change in principle from mitigations reported in 2022 ES Chapter 16: Transport and see TAA Chapter 21.3 Proposed Highway Mitigation.	Section 106 Contributions	Minor Adverse (Not Significant) *No change from 2022 ES Chapter 16: Transport*
Pedestrians Cyclists	The street hierarchy developed for the Otterpool Park site will provide appropriate level of provision for pedestrians and cyclists.	Pedestrian and Cyclist Fear and Intimidation = Significant	No change in principle from mitigations reported in 2022 ES Chapter 16: Transport, and see TAA Chapter 15.3 Walking and Cycling Strategy, including improvements to the byway HE343.	Section 106 Contributions	Minor Adverse (Not Significant) *No change from 2022 ES Chapter 16: Transport*

Receptor	Embedded Design Measures	Potential Significant Effect (pre-mitigation)?	Additional Mitigation	Mitigation Delivery Mechanism	Residual Significance of Effect
	No Change from 2022 ES Chapter 16: Transport				
Pedestrians Cyclist Equestrians Drivers Public Transport User	Strategic and Primary streets defined in the street hierarchy will provide segregated pedestrian and cycle lanes to offer safe, direct and attractive routes. *No Change from 2022 ES Chapter 16: Transport*	Accidents and Safety = Significant	No change in principle from mitigations from 2022 ES Chapter 16: Transport.	Section 106 Contributions	Minor Adverse (Not Significant) *No change from 2022 ES Chapter 16: Transport*
Drivers Bus Passengers	Strategic network junctions on site have been assessed and will be designed to accommodate the appropriate forecast trips with the	Delay = Significant	No change in principle from mitigations from 2022 ES Chapter 16: Transport, see TAA Chapter 21.3 Proposed Highway Mitigation and TAA Appendix M.	Section 106 Contributions	Minor Adverse (Not Significant) Moderate Adverse (Significant) - A20 Ashford Road at Barrow Hill

Receptor	Embedded Design Measures	Potential Significant Effect (pre-mitigation)?	Additional Mitigation	Mitigation Delivery Mechanism	Residual Significance of Effect
	implementation of Otterpool Park. *No Change from 2022 ES Chapter 16: Transport*				
PRoW users	As set out in the Transport Strategy principles, the development will provide strong walking and cycling connections, with wider connectivity by walking, cycling and bridleways.	Severance, Amenity, Delay = Significant	No change in principle from mitigations reported in 2022 ES Chapter 16: Transport and see TAA Chapter 15.3 Walking and Cycling Strategy.	Section 106 Contributions	Moderate Beneficial (Significant) *No change from 2022 ES Chapter 16: Transport*

16.10 References

Reference	Title
Ref 16.1	MHCLG (2026). *National Planning Policy Framework* (August 2026). Available at: https://www.gov.uk/guidance/national-planning-policy-framework. [Accessed September 2026].
Ref 16.2	Department for Transport (DfT) (2022); *Strategic Road Network and the Delivery of Sustainable Development.* Available at: https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development [Accessed September 2026].
Ref 16.3	National Highways (2023); *Planning for the Future.* Available at: Planning for the future - A guide to working with National Highways on planning matters [Accessed September 2026].
Ref 16.4	Active Travel England (2023)
Ref 16.5	Sport England (2023). Available at: https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/2023-05/Document%201%20-%20Active%20Design%20FINAL%20-%20May%202023.pdf?VersionId=8r2r2fz4cAR7cgXcuhgkDC6g4egV3bKH [Accessed September 2026].
Ref 16.6	Kent County Council (2024). *Local Transport Plan 5 (LTP5)* (2024-2037). Available at: https://www.kent.gov.uk/__data/assets/pdf_file/0006/208545/Local-Transport-Plan-5.pdf [Accessed September 2026].
Ref 16.7	Kent County Council (2025); *Transport Assessment and Travel Plan Guidance.* Available at: https://www.kent.gov.uk/__data/assets/pdf_file/0018/216180/Transport-assessment-and-travel-plan-guidance.pdf [Accessed September 2026].
Ref 16.8	South East (2025); *Transport for the South East Transport Strategy.* Available at: https://transportforthesoutheast.org.uk/our-vision/transport-strategy/ [Accessed September 2026].
Ref 16.9	Institute of Environmental Management and Assessment (IEMA) (2023); *Environmental Assessment of Traffic and Movement.* Available at: https://www.hwa.uk.com/site/wp-content/uploads/2025/01/24.15-Environmental-Assessment-of-Traffic-Movement-July-2023.pdf [Accessed September 2026].
Ref 16.10	Department for Transport (DfT); *Road safety statistics: data table RAS0302: Reported road collision rates by severity, road type and class, Great Britain*. Available at: https://www.gov.uk/government/statistical-data-sets/road-safety-statistics-data-tables [Accessed September 2026].
Ref 16.11	Department for Transport (DfT) (2025). Road safety open data Available at: Road safety open data - GOV.UK [Accessed September 2026].

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DOCUMENTS SUBMITTED IN SUPPORT

OP5 APPENDIX 16.5 – **TRANSPORT STRATEGY**

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September 2026

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APPLICATION CONTENTS

Application Administration

OP1 Covering Letter

Environmental Statement Addendum

OP4 Non-technical Summary

OP5 Environmental Statement Addendum which assesses the updated impact of the Proposed Development on the following topics:

Chapter 1 Introduction

Chapter 2 EIA Approach and Methodology

Chapter 3 Development Need and Consideration of Alternatives

Chapter 4 The Site and Proposed Development

Chapter 5 Agriculture and Soils

Chapter 6 Air Quality

Chapter 7 Ecology and Biodiversity

Chapter 8 Climate Change

Chapter 9 Cultural Heritage

Chapter 10 Geology, Hydrogeology and Land Quality

Chapter 11 Human Health

Chapter 12 Landscape and Visual Impact

Chapter 13 Noise and Vibration

Chapter 14 Socio-economic Effects and Community

Chapter 15 Surface Water Resources and Flood Risk

Chapter 16 Transport

Chapter 17 Waste and Resource Management

Please refer to ES Contents page and Appendix to OP1 Covering Letter which provides a full list of ES Appendices

Documents Submitted for Approval

OP5 Appendix 4.1 Development Specification

OP5 Appendix 4.2 Site Boundary and Parameter Plans

OP5 Appendix 4.3 Strategic Design Principles

OP17 Early Homes Parcel Design Principles

Documents Submitted in Support

OP5 Appendix 2.6 Commitments Register

OP5 Appendix 4.4 Housing Trajectory

OP5 Appendix 4.5 Illustrative Plans

OP5 Appendix 4.6 Indicative Phasing Plan

OP5 Appendix 4.7 Off-Site Infrastructure Assessment

OP5 Appendix 4.8 Utilities Strategy Addendum

OP5 Appendix 4.9 Energy Strategy Addendum

OP5 Appendix 4.10 Community Development and Facilities Strategy Addendum

OP5 Appendix 4.11 Green Infrastructure Strategy Addendum

OP5 Appendix 4.12 Heritage Strategy Addendum

OP5 Appendix 4.16 Design and Access Statement Addendum

OP5 Appendix 5.3 Soil Management Plan

OP5 Appendix 7.19 Habitats Regulations Assessment

OP5 Appendix 11.1 Health Impact Assessment Addendum

OP5 Appendix 11.2 Retail Impact Assessment Addendum

OP5 Appendix 14.1 Economic Strategy Addendum

OP5 Appendix 15.1 Flood Risk Assessment and Surface Water Drainage Strategy Addendum

OP5 Appendix 15.2 Water Cycle Study Addendum

OP5 Appendix 16.4 Transport Assessment Addendum

OP5 Appendix 16.5 Transport Strategy

OP5 Appendix 16.6 Framework Travel Plan

OP5 Appendix 16.7 Early Homes Parcel Transport Assessment

OP5 Appendix 16.8 Early Homes Parcel Travel Plan

OP5 Appendix 17.1 Waste Strategy

OP5 Appendix 17.3 Outline Site Waste Management Plan

OP6 Guide to the Planning Application

OP8 Planning and Delivery Statement Addendum

OP9 Sustainability Statement Addendum

Otterpool Park LLP

OTTERPOOL PARK

Transport Strategy

FTP01
SEPTEMBER 2026

PUBLIC

Otterpool Park LLP

OTTERPOOL PARK

Transport Strategy

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	First Draft	Second Draft	Final	
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Prepared by	C. Dee	C. Dee	C. Dee	
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Checked by	J. Johnson	J. Johnson	J. Johnson	
Signature				
Authorised by	J. Johnson/J. Sherlock	J. Johnson/J. Sherlock	J. Johnson/J. Sherlock	
Signature				
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CONTENTS

1	INTRODUCTION	1
2	THE VISION FOR OTTERPOOL PARK	6
3	PROPOSED DEVELOPMENT	8
4	TRANSPORT STRATEGY	11
5	PROPOSED MITIGATION	36
6	SUMMARY AND CONCLUSIONS	41

1 INTRODUCTION

1.1 INTRODUCTION

1.1.1. WSP has been appointed by Otterpool Park LLP (the 'applicant') to provide transport planning services in support of an updated Outline Planning Application (OPA) submission in relation to Proposed Development at Otterpool Park ('the Site').

1.1.2. An OPA was originally submitted in February 2019 (application reference number Y19/0257/FH). The original OPA remains under consideration, and this document is part of an updated OPA submission providing a suite of updated documents to the original OPA.

1.1.3. The original OPA included a supporting document reference 'OP5 Appendix 16.5 – Transport Strategy (March 2022); referred to as the 2022 Transport Strategy herein. This 2026 Transport Strategy provides an update to the 2022 Transport Strategy accordingly.

1.1.4. In summary, the updated OPA submission is supported by the following transport related documents:

- Transport Strategy (2026) prepared by WSP
- Transport Assessment Addendum (2026) ('2026 TAA' herein) prepared by WSP
- Framework Travel Plan (2026) prepared by WSP
- Early Homes Parcel Transport Assessment (2026) prepared by WSP
- Early Homes Parcel Travel Plan (2026) prepared by WSP
- Environmental Statement Addendum including a chapter on Transport (2026) prepared by Arcadis

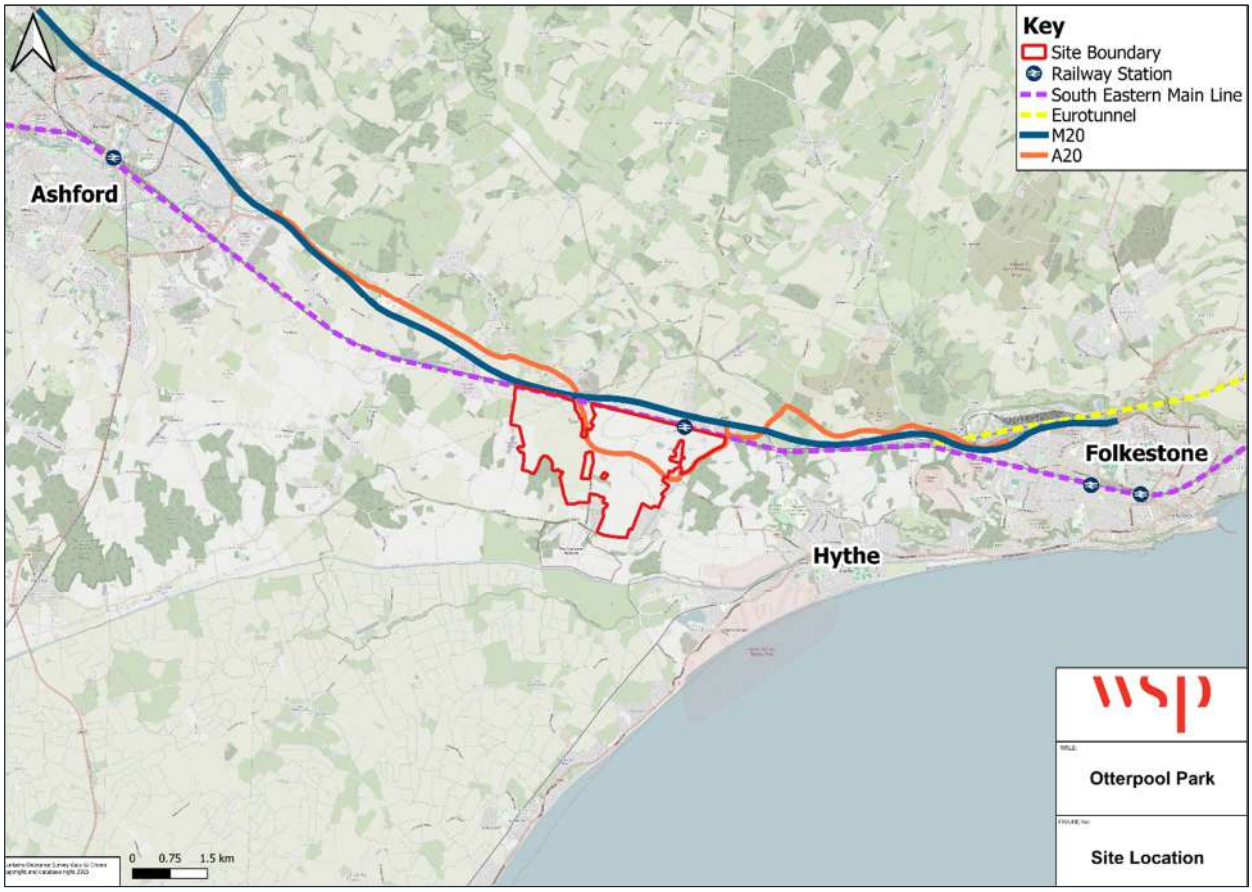
1.2 STAKEHOLDER ENGAGEMENT

1.2.1. The highway authorities are Kent County Council (KCC) and National Highways (NH). Folkestone & Hythe District Council (FHDC) is the Local Planning Authority (LPA) for the site location. With consideration to the study area for transport matters Ashford Borough Council (ABC) is also a consultee. Engagement with KCC, NH, and the LPAs has been on-going for over the past year for the purpose of scoping the 2026 TAA and supporting Transport Strategy. Engagement and collaboration remain on-going and a number of matters have been agreed in principle as part of the scoping process as detailed within the 2026 TAA.

1.3 SITE DESCRIPTION

1.3.1. The Site location is shown in the figure below.

Figure 1-1 – Site Location Plan



1.3.2. The site is broadly bounded by the M20 and railway line to the north, the A20 Ashford Road/Stone Street and Sandling Park to the east, Harringe Lane to the west and Aldington Road to the south. The town of Hythe is located approximately 4.5 kilometres (km) to the southeast with Folkestone located around 10km to the east. Ashford lies approximately 11km to the northwest. Westenhanger Rail Station is located within the Site boundary to the northeast. The site is broadly bounded by the Southeastern Main Line and the M20 motorway to the north.

1.4 PLANNING CONTEXT

1.4.1. The Proposed Development remains unchanged from the original OPA. In summary, Proposed Development at Otterpool Park seeks to deliver a next generation garden town that will support sustainable living and a healthy economy, whilst responding to local landscape and character. The garden town community will include green space, 8,500 new homes, up to eight new schools, workspaces, and facilities including health and wellbeing, leisure, arts, and culture.

1.4.2. In response to the original OPA consultation, a number of comments have been received from consultees. In response to the feedback received during consultation, the structure of the OPA was adjusted to optimise the long-term deliverability of the development, principally through the added flexibility of a three-tiered approach to the approval process for delivery on the wider outline area. In addition, a number of other consultation comments have been provided on a range of topics, which have in some cases led to further work being undertaken.

1.4.3. A package of amended drawings and documents (for transport, documents as listed above at paragraph 1.1.2) are included for the updated OPA submission to FHDC for their consideration, which incorporate these changes and to optimise the scope and role of the previously submitted OPA, but to also introduce a further mechanism to assist in the deliverability of an Early Homes Parcel (EHP). The EHP sits outside of the proposed tiered system to accelerate the delivery of development at Otterpool Park and is termed Tier 0. The EHP will be the first phase of development at the Site. It is intended for the EHP to be delivered under the updated OPA submission, with all matters reserved including access, to provide up to the first 300 residential homes. The EHP will have a separate Section 106 (S106) to the OPA.

1.4.4. The tiered planning strategy for the Site including the EHP is described below. In summary, the amended OPA seeks the following structure:

TIER 0 – EHP

- Sits outside other parcels.
- EHP Transport Assessment (EHP TA) and Travel Plan (EHP TP).
- To have its own planning conditions and Section 106 (S106) agreement.
- Must be in conformity with documents approved under Tier 0.

TIER 1 – OPA

- Comprises four sets of documents for approval:
  - Parameter Plans (Movement and Access Plan; Building Heights Plan; Open Space and Vegetation) and Site Location Plans (one for wider site, one for EHP).
  - Strategic Design Principles.
  - Development Specification.
  - EHP Design Parameters Document.
- Addendums to existing ES chapters, 2026 TAA, etc.
- Planning conditions attached require the submission of various site wide strategies for subsequent approval e.g. Transport Strategy.

TIER 2 – KEY PHASE OF DEVELOPMENT

- Will comprise of:
  - Phase wide Design Code (including updated detailed Masterplan).
  - TA and Framework Travel Plan (FTP).
  - Ecological Mitigation Management Plan.
  - Indicative key phase-wide Delivery Plan.

TIER 3 – RESERVED MATTERS APPLICATIONS

1.5 VISION-LED TRANSPORT PLANNING

1.5.1. As part of the original OPA, a Transport Assessment (March 2022) was prepared by Arcadis ('2022 TA' herein). The 2022 TA was based on a traditional 'predict and provide' methodology that results in a worst-case scenario for highway network assessment. Also, there was reference to User Centric scenario testing.

1.5.2. Since the original OPA submission, there has been a significant shift in policy with the National Planning Policy Framework[1] (NPPF) mandating a vision-led approach to the development of the transport strategy for a development. Central to this change is the move away from a traditional 'predict and provide' model to a 'vision and validate' framework.

1.5.3. Vision and validate requires transport strategies to be based on a long-term vision for sustainable travel, with options for walking, cycling, and public transport embedded from the outset. Effects of development are to be assessed against a range of future scenarios, including those featuring reduced car dependency, to ensure that development is both future-ready and adaptable. Highway capacity improvements should therefore only be considered to address residual impacts.

1.5.4. The NPPF also promotes the use of robust Travel Plans, backed by dynamic, long-term monitoring frameworks. These are essential tools to ensure that sustainable mode share targets are monitored and can adapt over time to actively encourage modal shift through continuous improvement.

1.5.5. To align with KCC's Transport Assessment and Travel Plan guidance (2025), the 2026 TAA sets out vision-led scenario assessments, incorporating High Vision and Medium Vision scenarios which have been agreed with KCC and NH.

HIGH VISION

- Targets set to achieve -15% Car Driver (for residential and employment land uses only) through +5% Bus, +3% Rail, +2% Car Passenger, 5% Shared Mobility versus the 2022 TA worst-case scenario.
- Responds to an evolving transport environment, assessment year of 2055, and the vision for Otterpool Park and associated Transport Strategy.
- Targets are supported by a suite of transport initiatives; walking and cycling priority infrastructure, mobility hubs, shared and micro-mobility, car club, sustainable travel incentives (Travel Plan, bus service improvements, Mobility as a Service (MaaS) and parking controls (for employment land use)).

MEDIUM VISION

- Targets set to achieve -8% Car Driver (for residential and employment land uses only) +5% Bus, +3% Rail versus the 2022 TA worst-case scenario.
- Modest mode shift targets aligned with expectations for new development which require travel planning to promote sustainable travel patterns.
- Targets supported by a suite of transport initiatives; walking and cycling priority infrastructure, mobility hubs, shared and micro-mobility, car club, sustainable travel incentives (Travel Plan, bus service improvements, MaaS and parking controls (for employment land use)).

1.5.6. For the 2026 TAA it has been agreed with KCC and NH for the High Vision to be used as the core assessment scenario to identify transport impacts. The Medium Vision is then used as a sensitivity

[1] Ministry of Housing, Communities and Local Government, National Planning Policy Framework (NPPF) (2026) - Policy TR1

test to identify worst-case highway impacts. Mitigation proposals have been developed to accommodate the Medium Vision as a backstop position under a Monitor and Manage strategy.

1.6 TRANSPORT STRATEGY

1.6.1. This submitted Transport Strategy document sets out the updated Transport Strategy for achieving the High Vision (and Medium Vision) scenarios.

1.6.2. As part of this updated Transport Strategy consideration has been given to the proportional change to predicted development related bus and rail trips under the High Vision and Medium Vision scenarios in comparison to the 2022 TA worst-case scenario; to achieve a reduction in car driver trips in accordance with policy objectives. As such, an updated Bus Strategy and Rail Strategy are presented herein accordingly.

1.6.3. An updated Walking and Cycling Strategy is also presented herein, in particular, regarding the predicted effect of the Proposed Development on the Public Rights of Way (PRoW) network.

1.6.4. In addition, as part of the 2026 TAA, highway related mitigation has been identified to support the delivery of the vision-led Proposed Development. Monitor and Manage will then be used to review trigger points, scope, and allow flexibility in the delivery of mitigation proposals.

1.7 REPORT STRUCTURE

1.7.1. The remainder of this updated Transport Strategy document is structured as follows:

- Chapter 2 – The Vision for Otterpool Park
- Chapter 3 – Proposed Development
- Chapter 4 - Transport Strategy
- Chapter 5 – Proposed Mitigation
- Chapter 6 – Summary and Conclusions

2 THE VISION FOR OTTERPOOL PARK

2.1 INTRODUCTION

2.1.1. The vision for Proposed Development at Otterpool Park has not changed since the original OPA submission, as set out within this chapter.

2.2 THE VISION

2.2.1. The vision for Otterpool Park is to deliver a next generation garden town that will support sustainable living and a healthy economy, provide the best quality of life for existing and future residents, and respond to local landscape and character. Core Pillars of the vision include:

- A "Landscape-Led" Garden Town.
- Heritage-Centric Community.
- Connectivity and Mobility - designed on a "10-minute walk" principle to ensure every home is within a short walk of essential services, and leverage existing links including Westenhanger Rail Station.
- Sustainability and Biodiversity.
- Creative Culture.

Image 2-1 – The Vision for Otterpool Park Illustrative Sketches

2.2.2. The Otterpool Park Transport Strategy is vision-led and aligns with the following key principles, replacing traditional ‘predict and provide’ forecasting with outcome-based planning.

Table 2-1 – Vision-Led Transport Planning Verses Traditional 'Predict and Provide'

Feature	Traditional ("Predict and Provide")	Vision-Led
Starting point	Forecasts future transport demand based on historical trends	Starts with a shared vision for a community's future and desired outcomes
Focus	Prioritises accommodating projected car traffic, which often leads to wider roads and increased vehicle ownership	Concentrates on people and their everyday trips, emphasising walking, cycling, public transport, and future mobility (shared mobility, Maas, mobility hubs)
Methodology	A linear process with a rigid input-output model	An iterative, holistic, and flexible process
Goals	Aims to reduce congestion and increase capacity for motor vehicles	Seeks to improve quality of life, reduce carbon emissions, and enhance public health and well-being
Outcomes	Often results in car-centric developments with limited alternatives for transport	Seeks to create well-designed, sustainable, and popular places with integrated, sustainable transport options including walking, cycling and Future Mobility

2.2.3. Proposed Development at Otterpool Park offers new homes with associated amenities including education, employment, retail, leisure, and community facilities. Active travel and sustainable modes of transport will be promoted through this offer such that the need for longer distance travel and reliance on the private vehicle is reduced. The aim is to balance the garden town being a great place to live and work with all the amenities its population needs, and with convenient connections to and from surrounding communities.

2.2.4. The vision for Otterpool Park is consistent with FHDC's aim to achieve net-zero emissions target by 2050 (by law) and the Government's Ten Point Plan for a Green Industrial Revolution. Prioritising sustainable transport modes will be supported by integrated infrastructure, design principles, and behavioural initiatives; with net-zero goals, placemaking, and community wellbeing. This integrated strategy supports a fundamental shift away from car dependency.

3 PROPOSED DEVELOPMENT

3.1 INTRODUCTION

3.1.1. This chapter describes the Proposed Development. The intended land use mix/quantum remain unchanged from the original OPA. Albeit, as part of this updated OPA submission, outline planning with all matters reserved including access is being sought for the EHP for the first 300 homes (of the 8,500 homes proposed). Full occupation of the EHP is anticipated by 2031. Full occupation of the rest of the Otterpool Park Proposed Development is anticipated by 2055. An updated set of Parameter Plans are included as part of this updated OPA submission to reflect the principles of the EHP.

3.2 PROPOSED DEVELOPMENT

3.2.1. The garden town community will include up to 8,500 new homes, up to eight new schools, workspaces, green spaces, and facilities including health and wellbeing, leisure, arts and culture. The scale and mix of the Proposed Development are intended to provide a sufficient range of services to meet the day-to-day needs of the local population. This will help support a high level of internalised trips and minimise the need for travel to such facilities and services.

Figure 3-1 - Otterpool Park Illustrations

DEVELOPMENT QUANTUM

3.2.2. Table 3-1 outlines the number of residential units and amount of development floorspace for non-residential land uses for which permission is sought by maximum quantum. Assessments set out within this TAA are based on maximum quantum accordingly.

Table 3-1 – Proposed Development (Maximum Quantum)

Land Use	Including	Maximum No. of Proposed Units/sqm	Comments
Residential (Use Class C2 and C3)	Residential units and Extra Care accommodation	8,500 units	Up to the first 300 homes to be delivered within the EHP
Education and Community Facilities (Use Class E and F)	Schools, nurseries, crèches, reserve school floorspace and/or SEN, health centres, place of worship, community centres.	Up to 67,000sqm	Six primary schools required to meet expected need. Sufficient floorspace to deliver up to seven primary schools for 2 or 3 form entry. One secondary school (and safeguarding for a second secondary school).
Hotel (Use Class C1)	Hotel	Up to 8,000sqm	
Leisure (Use Class E, F and Sui Generis cinema, concert hall, bingo hall, dance halls)	Sports pavilion, indoor sports hall, cinema, concert hall, bingo hall, dance hall.	Up to 8,500sqm	
Mixed retail and related uses (Use Class E and Sui Generis drinking establishments and hot food takeaway)	Shops, professional services, restaurants, cafes, drinking establishments, hot food takeaways, offices, businesses.	Up to 29,000sqm	Including small food store within proposed Town Centre of up to 500sqm.
Employment (Use Class E and B2)	Commercial business space in hubs, commercial business park, light industrial business park.	Up to 87,500sqm	Likely to be within Hillhurst Farm Character Area.
Total non-residential floorspace		Up to 200,000sqm	

3.2.3. Provisions anticipated to be provided under each land use category included in Table 3-1 are as follows:

Residential

- The residential development includes market residential units, affordable housing as well as residential accommodation for older people such as age restricted homes, assisted living homes, extra care facilities, care homes, sheltered housing and care villages. Support is also made for self-build and other methods of ownership structures which may evolve during the life of the delivery of Otterpool Park.

Education and Community Facilities

- Up to 67,000sqm GEA of education and community facilities floorspace is proposed. This floorspace includes schools (primary, secondary and 6th form), nurseries and crèches, health centres, places of worship and other non-residential institutions such as libraries and community centres (Use Class E and F).
- Floorspace sufficient to deliver up to seven primary schools is allowed for, each with up to 2 or 3 forms of entry (FE) and each with an integrated nursery/early years facility. They will be delivered in a phased manner to keep pace with education need across the development.
- Secondary provision (Use Class F) is designed to be flexible. The provision is expected to consist of one main secondary school site which can accommodate up to 10FE (including 6th form), which may be delivered in one or more phases. Additional land will safeguard for a site capable of accommodating a further 6FE, the use of which will be dependent upon overall assessed need.
- Special Educational Need and Disability provision (SEN) (use class F) will be delivered (likely to be up to 84 spaces). This will either be as part of a primary or secondary school, or standalone.

Hotel

- Hotel floorspace (up to 8,000 sqm GEA, use class C1) will be delivered in line with market requirements.

Leisure

- Up to 8,500sqm (GEA) of leisure and assembly uses (use class E, F and Sui Generis) such as a sports pavilion, indoor sports, hall cinema, concert hall, bingo hall and dance halls are proposed.

Mixed Retail and Related Uses

- Up to 29,000sqm GEA of mixed retail and related uses is proposed. This floorspace includes uses such as shops, professional services, retail services, cafes, restaurants, drinking establishments, hot food takeaways (use classes E and Sui Generis). Whilst this quantum of retail floorspace is proposed across the site to support the future community and users of the new garden settlement, a small food store is anticipated within the proposed town centre of up to 500sqm.
- The delivery of the retail floorspace will be focused on the Town Centre and Castle Park phase of development, although across the Site there will be an element of retail and related services such as local neighbourhood retail shops, professional services and food and drink venues to meet local needs.

Employment

- The maximum proposed employment floorspace, of up to 87,500sqm, includes use class E (office, research and development and light industrial process) and B2 (general industrial).

4 TRANSPORT STRATEGY

4.1 INTRODUCTION

4.1.1. The Transport Strategy for Otterpool Park seeks to deliver a sustainable new garden town that enables a healthy, active and sustainable lifestyle within a creative and inclusive community.

4.1.2. This 2026 Transport Strategy document provides an update to the 2022 Transport Strategy submitted as part of the original OPA. This updated document sets out a clearly defined Transport Strategy for achieving the High Vision (and Medium Vision) scenarios and associated targeted mode shares; as set out in detail within the 2026 TAA and summarised below.

Table 4-1 – High Vision and Medium Vision External Peak Hour Mode Shares for Otterpool Park in 2055 verses 2022 TA Worse-Case Scenario

Mode	Mode Share (Average Across AM and PM Peak Hours)		
	2022 TA Worst-Case Scenario	High Vision Scenario	Medium Vision Scenario
Driver	70%	55%	62%
Passenger	14%	16%	14%
Train	3%	6%	6%
Bus	5%	10%	10%
Bicycle	2%	2%	2%
Walk	6%	6%	6%
Shared Mobility	0%	5%	0%
Total	100%	100%	100%

Note: as set out in the 2026 TAA, the assumptions for internal trips have been retained for this updated OPA submission; approximately 80% of trips to be undertaken by sustainable modes of travel during peak hours by 2055.

4.1.3. For the 2026 TAA it has been agreed with KCC and NH for the High Vision to be used as the core assessment scenario to identify transport impacts. The Medium Vision has then been used as a sensitivity test to identify worst-case highway impacts. Mitigation proposals have been developed to accommodate the Medium Vision as a backstop position under a Monitor and Manage strategy.

4.1.4. As part of this updated Transport Strategy consideration has been given to the proportional change to predicted development related bus and rail trips under the High Vision and Medium Vision scenarios in comparison to the 2022 TA worst-case scenario; to achieve a reduction in car driver

trips in accordance with policy objectives. As such, an updated Bus Strategy and Rail Strategy are presented herein accordingly.

4.1.5. An updated Walking and Cycling Strategy is also presented herein, in particular, regarding the predicted effect of the Proposed Development on the Public Rights of Way (PRoW) network

4.1.6. In addition, as part of the 2026 TAA, highway related mitigation has been identified to support the delivery of the vision-led Proposed Development. Monitor and Manage will then be used to review trigger points, scope, and allow flexibility in the delivery of mitigation proposals.

4.2 TRANSPORT PRINCIPLES OF SUSTAINABLE DEVELOPMENT

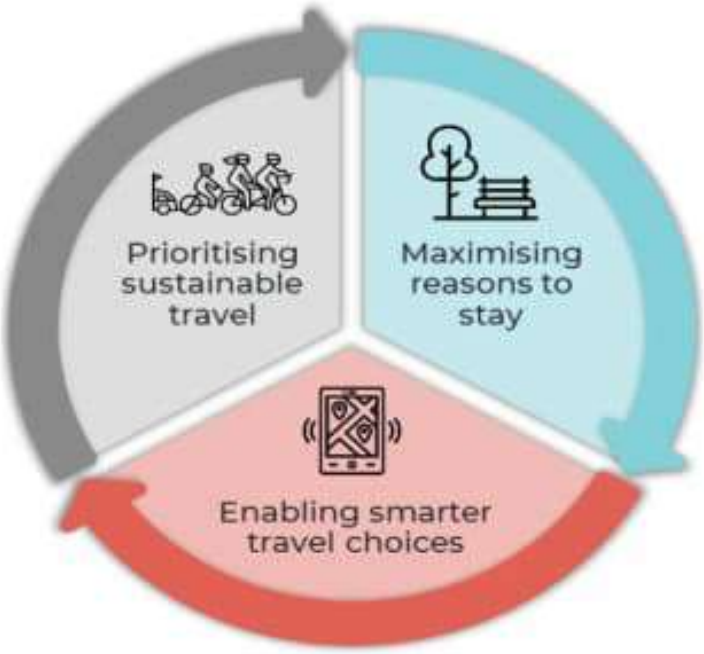
4.2.1. The Transport Strategy for Otterpool Park seeks to deliver a sustainable new garden town that enables a healthy, active and sustainable lifestyle within a creative and inclusive community.

4.2.2. At the heart of the Transport Strategy are the core principles of sustainable development:

- Providing a mix of land uses on-site to enable people to complete day to day activities within the Site.
- Prioritising sustainable travel for trips on Site.
- For those trips that do need to be made off Site, enabling residents and visitors to make informed decisions about their modal choice.

Figure 4-1 – Transport Principles of Sustainable Development

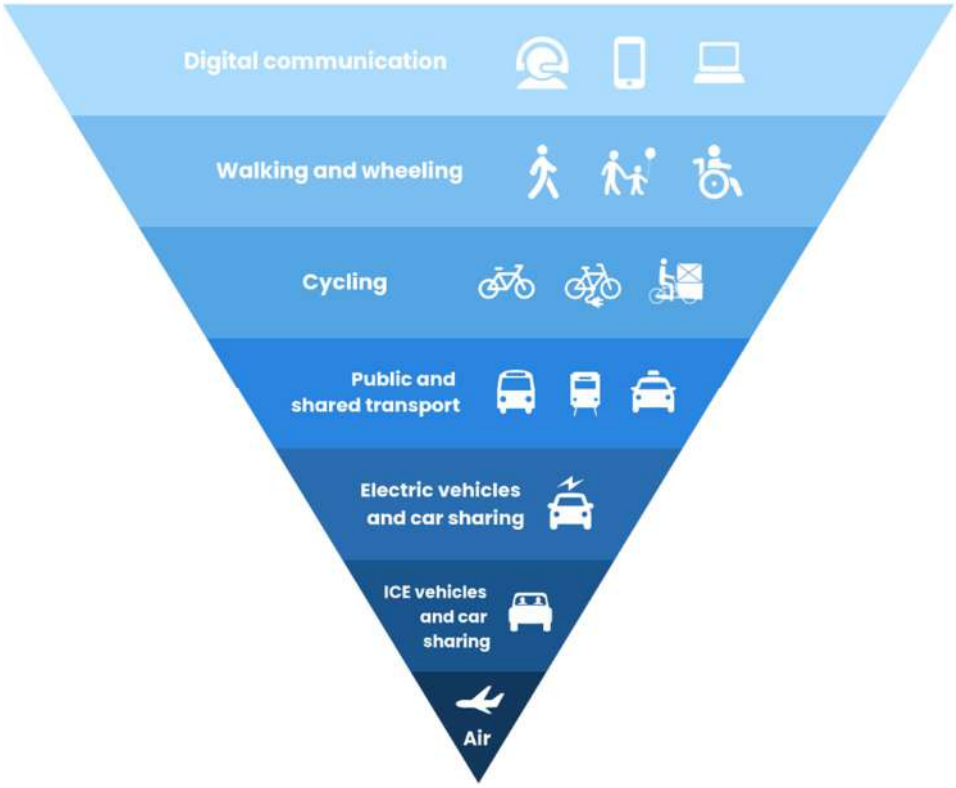
Source: WSP



4.2.4. These principles are supported by the NPPF[2] which encourages major development to be located in areas that are or can be made to be sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

4.2.5. Where journeys do need to be made both on and off site the sustainable travel hierarchy has been considered and forms the basis of the site's FTP (prepared as a standalone document for this updated OPA submission).

Figure 4-2 – Sustainable Travel Hierarchy



Source: Energy Savings Trust (an-introduction-to-the-sustainable-travel-hierarchy)

4.3 CHANGING TRAVEL TRENDS

4.3.1. Recent years have witnessed a significant change to the transport environment. Changing travel trends have emerged, accelerated by the Covid-19 Pandemic, which has resulted in a shift in the way people live and work. From a work perspective a more hybrid approach has emerged, mixing home and office type working. In addition, there has been significant growth in online retail.

4.3.2. The emergence of new technology is offering new opportunities for alternatives to the private car. Micro-mobility schemes, which offer a range of lightweight vehicles such as e-scooters and e-bikes, supplement traditional cycle hire schemes and provide an alternative to the car and traditional public transport for shorter journeys.

[2] National Planning Policy Framework (NPPF) (August 2026)

4.3.3. There has also been a relative shift towards low and zero emission vehicles, which has been further stimulated by changes to policy, including Building Regulations Part S.

4.3.4. As well as the above, wider changes that have occurred such as the emergence of ride hailing services (for example, Uber) and increasing development of autonomous vehicles and consolidation of deliveries represent key emerging trends that the Proposed Development should respond to accordingly. The Transport Strategy has sought to fully embrace these emerging technologies to create a sustainable development that is able to adapt to a changing environment and respond to a societal shift towards net zero carbon as required by the Climate Change Act 2008.

4.3.5. The scale of the Proposed Development and diversity of uses proposed means that both trips on site as well as those off site need to be considered within the Transport Strategy. The Transport Strategy has therefore been split down to consider the measures that will be implemented on site to enable day to day trips to be completed primarily by active modes whilst the off-site strategy considers the modes that will be available for longer distance trips.

4.4 TRIPLE ACCESS PLANNING

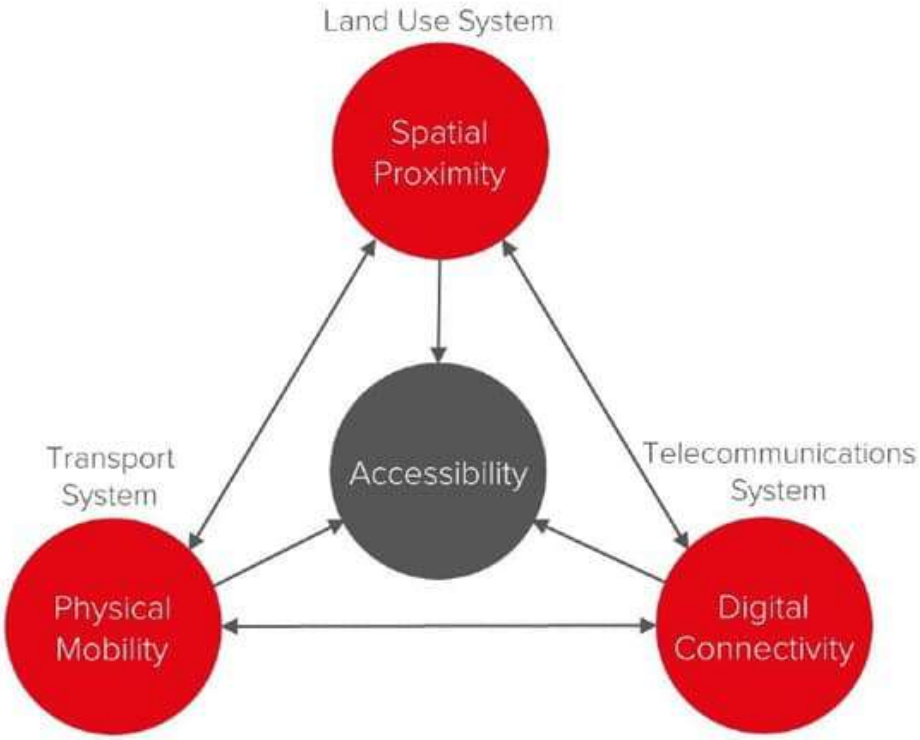
4.4.1. Key to the Transport Strategy will be the philosophy of Triple Access Planning. Triple Access Planning is a framework designed to address the complexities of urban mobility by considering the following three key components; Physical Mobility, Spatial Proximity and Digital Connectivity.

4.4.2. Triple Access Planning seeks to shift away from traditional ‘predict and provide’ models (which forecast traffic growth and build infrastructure to match it), toward a vision-led ‘decide and provide’ model that determines a desired societal future and coordinates alternative ways to access needs. Instead of treating transport as an isolated system, Triple Access Planning relies on three interconnected pillars to provide residents and businesses with options:

- Physical Mobility - the transport system itself (e.g., walking, cycling, public transit, private vehicles).
- Spatial Proximity - the land-use system, ensuring that destinations, housing, and workspaces are close enough to reduce travel needs.
- Digital Connectivity - the telecommunications system, substituting physical travel altogether via remote work, e-commerce, telehealth, and virtual social interactions.

Figure 4-3 – Triple Access Planning

Source: www.tapforuncertainty



4.4.6. Local Living Spatial Proximity is an urban planning model where everything a resident requires in their daily life can be accessed within a short walking or cycling ride. This includes employment opportunities, sport, goods and cultural activities. Spatial proximity and local living in Kent focus on designing sustainable communities, accessibility to transport hubs, and polycentric growth. Local planning frameworks across the county prioritise placing residential development close to essential services, green spaces, and employment centres to reduce car dependency.

4.5 TRANSPORT STRATEGY - ON SITE

WALKABLE NEIGHBOURHOODS

4.5.1. Current UK guidance[3] on active travel distances continues to rely on a preferred maximum walking distance of 2km for commuting and school trips, with “desirable,” “acceptable,” and “preferred maximum” thresholds widely used in transport planning practice.

[3] The Institution of Highways and Transportation’s Guidelines for Providing for Journeys on Foot (2000) M5 Guidelines for providing journeys on foot chapter 3

4.5.2. More recently the Walk Wheel and Cycle Trust (Formerly Sustrans) published a paper[4] where a 20-minute walking trip (1,600m total) has been found to be the longest distance a majority of people are willing to walk to meet their daily needs. However, the same paper found that when seen by facility type, 40% of LPAs considered acceptable distances of more than 1.6km to Primary Schools. Additionally, National Travel Survey's data for 2024[5] shows that, 50% of walking trips to school undertaken by pupils aged 11-16 in England were between 1.6km and 3.2km (1 to 2 miles).

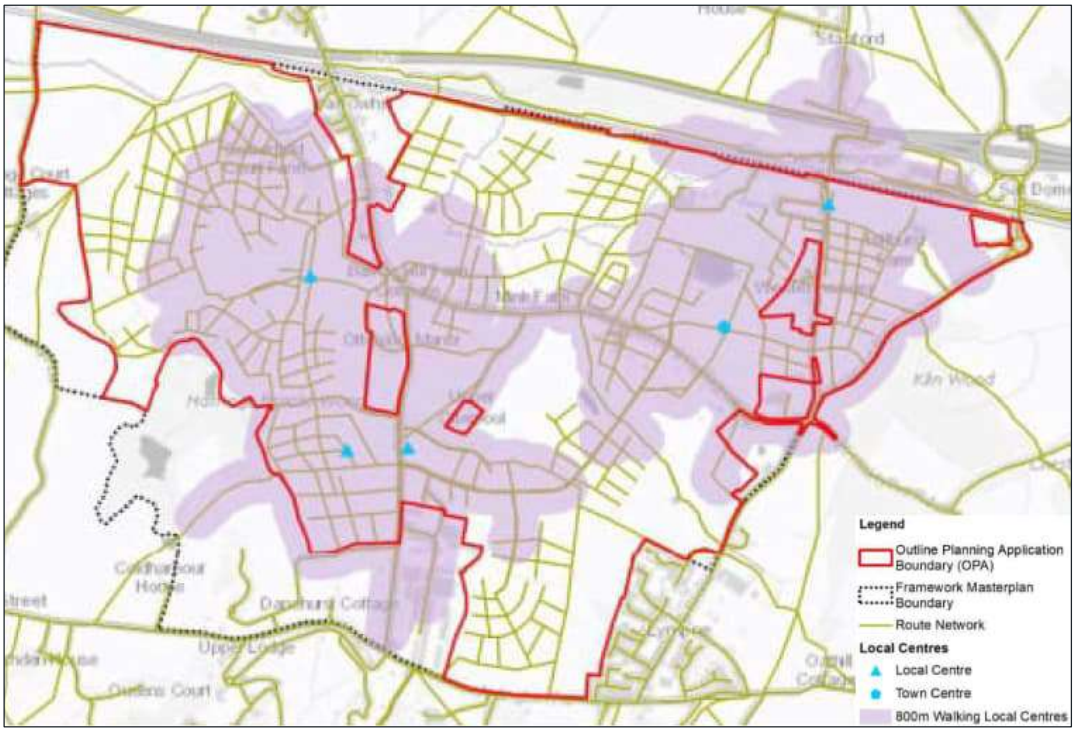
4.5.3. The design of the development provides for all homes to be within 1km distance from facilities and services to allow residents to be able to walk to key services and facilities without the need to rely on other modes. The proposals aim to deliver residents being within:

- 400m of a Locally Equipped Area of Play.
- 700m of a Multi-Use Games Area.
- 800m of primary education provision. 1km of a local centre, allotments, community orchards, sports pitches and a Neighbourhood Equipped Area of Play.

4.5.4. The principles of the walkable neighbourhood are shown in the figures below for anticipated local/town centre and education facilities respectively.

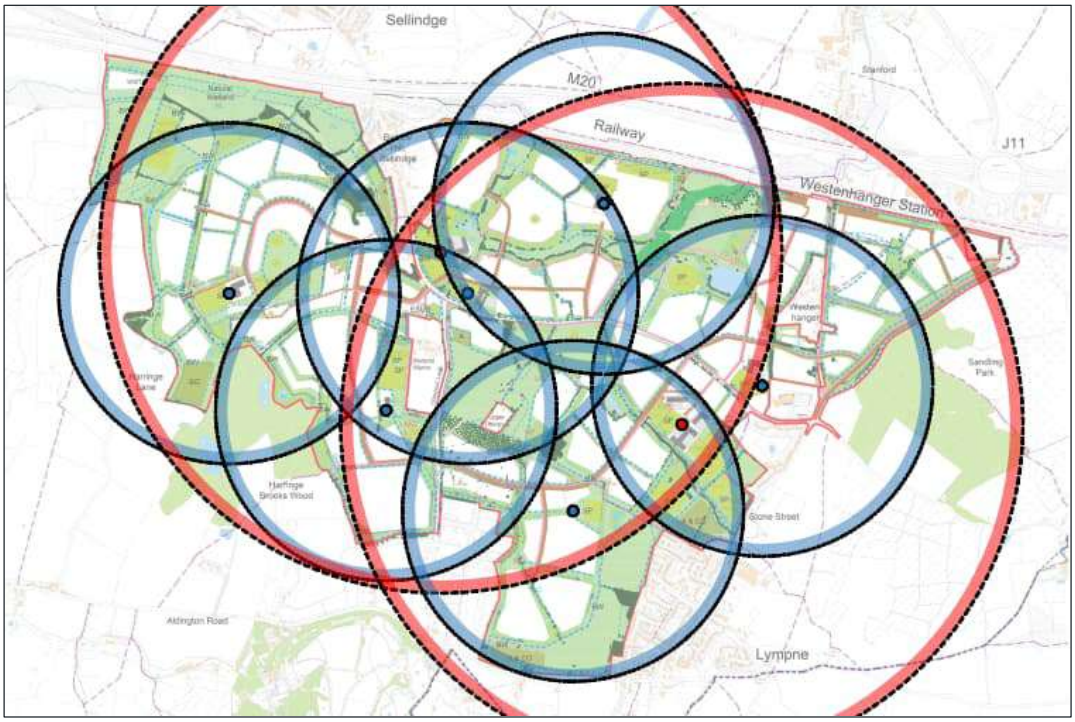
[4] Walkable Neighbourhoods: Building in the right places to reduce car dependency (2022) https://www.walkwheelcycletrust.org.uk/media/10520/walkable-neighbourhoods-report.pdf
[5] -NTS0614a dataset Trips to and from school for trip length by main mode and age, aged 5 to 16, England 2024.

Figure 4-4 – Local/Town Centre Connectivity



Source: 2022 TA

Figure 4-5 – School Connectivity



Source: School Connectivity, DLA (800m walking from primary school indicated blue, 1600m walking from secondary school indicated red)

4.5.7. The table below sets out a summary of accessibility to future facilities and services that will be provided on Site.

Table 4-2 - Future On Site Facilities and Services - Walking/ Cycling Times

Category	Name	Approximate Distance	[6]Approximate Walking Time (minutes)	[7]Approximate Cycling Time (minutes)
Public Transport	Westenhanger Rail Station	Located within the Site boundary. Therefore, areas within the site accessible within 800m of the station. Approximately 2.4km from the centre of the Site	2 to 30	0 to 9.6
	Bus Stops	Homes to be accessible within approximately 400m of bus stops	5 minutes	1.6 minutes
Post Office	Post Office	Located on Site	Local journey	Local journey
Education	Nursery	Located on Site	Local journey	Local journey
	Primary School	Located on Site	Local journey	Local journey
	Secondary School	Located on Site	Local journey	Local journey
Employment	Choice of employment opportunities	Located on Site	Local journey	Local journey
Healthcare	Choice of Health Care opportunities	Located on Site	Local journey	Local journey
Retail	Choice of Health Care opportunities	Located on Site	Local journey	Local journey

[6] Based on Active Travel England and the Chartered Institution of Highways and Transportation guidance; green representing within recommended walking distance for a specific facility type
[7] Based on Active Travel England and the Chartered Institution of Highways and Transportation guidance; green representing within recommended cycling distance for a specific facility type

Culture	Choice of Cultural activities	Located on Site	Local journey	Local journey
Leisure	Choice of Leisure activities	Located on Site	Local journey	Local journey
Hospitality	Choice of Hospitality opportunities	Located on Site	Local journey	Local journey

4.5.8. As shown in the figures and table above there will be an extensive range of facilities, amenities and services within suitable walking and cycling distances from proposed new homes providing significant opportunity for internalisation of peak hour and daily trips. This highlights the overall accessibility of the Site with regards to the land uses and transport infrastructure proposed. Where gaps were identified within existing accessibility analysis, Otterpool Park proposals have been developed to account for these missing amenities through on site provision.

4.5.9. Otterpool Park will be influenced by the travel needs of the existing and future communities. The aim is to strike the right balance between ensuring the garden town is a great place to live and work with all the amenities its population needs, while also providing easy connections to and from neighbouring communities. The vision is to promote sustainable and active travel modes through the offer at Otterpool Park such that the need for long distance travel and reliance on the private vehicle is reduced. This is consistent with the FHDC's aim to achieve the net-zero emissions target by 2050 (by law) and the Government's Ten Point Plan for a Green Industrial Revolution, of which Point Five is Green public transport, cycling and walking.

4.5.10. In the future, there will be opportunity for a high proportion of local trips made within Otterpool Park as the Proposed Development incorporates a range of schools, healthcare, community and sports facilities to meet as many of the needs of residents as possible and minimise external travel. There will be local shopping and services and on site employment locations together with the infrastructure for home working.

CYCLING

4.5.11. Typical cycling distances used in planning practice indicate that journeys of up to around 5km are common for everyday cycling trips. The more recent adoption of e-bikes could realistically double this trip length. However, Local Transport Note (LTN) 1/20[8] offers a view on the potential for cycling, with 15-minute cycle trips (approximately 4km) considered as opportunities for children and school trips. For other purposes, LTN suggests longer trips that are less than five miles in length represent an achievable distance to cycle for most people.

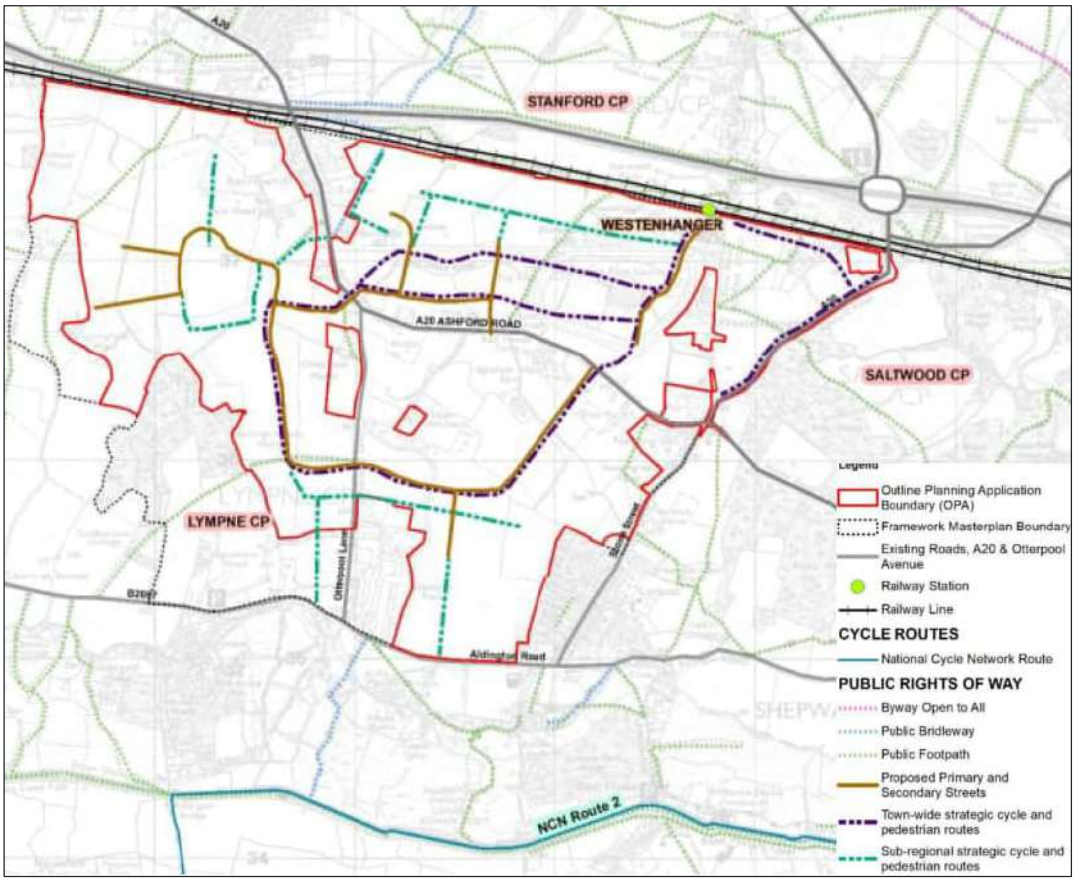
4.5.12. To access dedicated cycle infrastructure LTN 1/20 recommends that in built-up areas the spacing of routes should typically be between 250-400m. It is intended that a 250m catchment is used

[8] Department for Transport. (2020). Cycle infrastructure design (Local Transport Note 1/20). page 16. https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

throughout the development to represent the maximum distance residents and workers should travel before being able to access dedicated cycle routes. This network of routes will consist of paths and streets where surfacing, directness, legibility and junction design are optimised for safety and efficient travel. The network of routes will connect key facilities and amenities as well as key transport nodes such as Westenhanger Rail Station.

4.5.13. The core network of cycle routes proposed within the development and in the wider area are shown below.

Figure 4-6 – Core Cycle Routes



Source: 2022 TA

4.5.15. In addition to local settlements of Sellindge, Lympne and Stanford, areas such as Hythe are accessible within a 30-minute cycle journey.

4.5.16. As part of the delivery of the Proposed Development, neighbourhoods, employment, amenities, schools, and public transport will all be within walking and cycling distance. The measures that are to be implemented at the Proposed Development to encourage walking and cycling include the following.

DESIGN CONCEPT

4.5.17. A principal objective is to deliver a mixed use development that will encourage sustainable travel choices, particularly cycling (in addition to walking), emphasised in DfT's Manual for Streets.

SITE DESIGN AND LAYOUT

4.5.18. The following principles will be incorporated in the development design at Key Phase level to reduce the number of car trips to and from the site by encouraging cycling (in addition to walking):

- To ensure that the focus of the accessibility strategy for the site remains in favour of sustainable modes of transport, the Proposed Development will include permeable footways and pedestrian crossings delivered along desire lines.
- Strategic streets will have segregated pedestrian and cycle lanes with crossing points.
- Primary streets will have segregated pedestrian and cycle lanes.
- Secondary streets will demarcate cycle lanes within the road carriageway.
- In tertiary and other streets, they will have a footpath on one side and wide verges and cyclists will share the roadway with vehicles.
- Where walking and cycling routes intersect with vehicular traffic routes, junctions will be designed to afford priority to non-motorised users.
- A series of walking and cycling routes away from vehicular traffic will also be created, establishing a safe network linking the high street and local centres to and through the residential areas.
- There will be a number of locations where key walking and cycling links will connect across the A20 between the northern and southern parts of the development.
- All walking and cycling routes will be of a high-quality with all-weather surfacing, well-lit and easily maintained, taking into account environmental considerations.
- Routes will be through green spaces, along the river corridor, or on well-designed streets to make them a more attractive option and more direct than using the car but with surveillance.

SERVICES AND FACILITIES

4.5.19. A series of measures will be implemented within the development Site to encourage walking and cycling:

- Cycle parking will be provided in accordance with the prevailing cycle parking standards adopted. This is currently KCC Parking Standards (January 2025). This provides standards for both residential and non-residential land uses.Cycle parking will be provided within covered, secure, lit and well-located areas.
- All major employers will be required to provide associated shower and changing room facilities for cyclists.
- Residential cycle parking will be provided within a covered lockable enclosure, either in a shed or garage, or within lockers or stands within lockable covered enclosures. Cycle parking for Retail and Hotel areas will be provided as near as possible to the main entrance of the buildings and will be covered by natural surveillance or CCTV.
- As part of the cycle infrastructure and facilities provided at Otterpool Park, cycle hubs will be implemented at appropriate locations to be agreed at Tier 3 stage. The cycle hubs would include, cycle stands, cycle storages, shops and services, depending on the requirement of the area. These will be integrated with mobility hubs at key locations to be agreed as part of Reserved Matters Application stage.

4.5.20. Across the development, a series of mobility hubs (discussed below) are proposed which will also feature cycle parking, allowing convenient and seamless interchange between modes.

MICRO-MOBILITY

4.5.21. Micro-mobility refers to a range of lightweight vehicles (typically electric scooters, e-bikes and bicycles) which operate at low speeds and are primarily used for short-distance (first and last mile) journeys. These modes generally work on a shared basis and utilise app-based technology to allow rental. Examples include Lime, Tier, Beryl and Dott.

4.5.22. The scale of Otterpool Park provides an opportunity for a dedicated on site micro-mobility offer. Subject to agreement with the local authorities such a scheme could also be extended to key off site destinations within a reasonable cycling distance such as Hythe. Access to Otterpool Park's micro-mobility offer would be provided via the MaaS App (described below) and physically available at the mobility hubs.

MOBILITY HUBS

Vision

4.5.23. A mobility hub is more than just the provision of transport facilities. Although they are the primary focus, the users are integral to the development, implementation, and success of a mobility hub and to ensure that there is a strong 'sense of place,' economic vitality in a location with attractive community space where residents are also able to meet. The functionality of a mobility hub would serve to:

- Reduce the reliance on the use of private vehicles.
- Raise the profile, visibility, and availability of a range of shared and sustainable travel modes and efficient integration of transport options.
- Focus on the user experience and ensures safety and security for all travellers.
- Improve air quality by reducing emissions.
- Cater for multi modal trips with seamless switches between modes.
- Meet 'first last' mile objectives to provide connectivity with local bus services and rail hubs.
- Create a community focal point and creates a 'sense of place'.
- Provide the opportunity to reduce parking provision.
- Allow for flexibility to embrace technological innovations and foster resiliency.
- Manage the integration of transport to provide MaaS.

4.5.24. Through the implementation of a network of mobility hubs, shared transport and active travel behaviour would be embedded in the future community and facilitate behavioural change to provide greater choice and accessibility.

Hub Facilities

4.5.25. The figure below illustrates a typical mobility hub and some of the facilities that could be provided which include:

- Secure and weatherproof bus stops/shelters to accommodate either scheduled services or on demand services.
- Car club vehicles and parking space(s).
- E-bike/ e-scooter share/hire.
- EV charging points.
- Secure pedal cycle parking stands.
- Bike tyre pump and repair facilities.
- Local community digital information terminal.

- Café/Kiosk.
- Delivery lockers to accommodate 'first/last mile' trips and minimise large delivery vehicles having to access residential roads.

Figure 4-7 - Schematic layout of a Mobility Hub

Source: ComoUK

Operational Considerations

4.5.27. It is envisaged that the travel requirements for the Site would be implemented and managed for each of the proposed land uses in accordance with the agreed TP that would be managed by either a bespoke Management Company or potentially a charitable organisation who would also be responsible for the day to day running of the mobility hub. This would include liaising with the selected operators of the micro-mobility and car club and provide current information updates to local residents at the hub and via the MaaS.

4.5.28. The Management Company would also be responsible for liaising directly with KCC and other key stakeholders such as energy and fuel companies to ensure that operational needs of the mobility hub are reviewed and monitored.

CAR CLUB

4.5.29. The car club forms a key component of the Transport Strategy with the aim of providing access to a vehicle on-demand with the overarching goal of reducing the level of car ownership across the Site.

4.5.30. It is envisaged that Otterpool Park will procure the car club from one of the commercial operators such as Enterprise or CoWheels. The provision of vehicles will be delivered on a commercial basis and in accordance with demand as the development is built-out. Car club vehicles will be accessible at the main mobility hubs located across the Site. It is envisaged that the car club will be secured by condition/obligation.

MAAS

4.5.31. Access to the range of shared and micro-mobility across the site along with the public transport services will be facilitated through the implementation of a MaaS strategy. The MaaS is a single mobile based app that provides access to a wide range of mobility, with the overarching benefit that it has a single payment channel instead requiring multiple tickets/payment authorisations. KCC are in the process of adopting an MaaS for Ebbsfleet and it is anticipated that this technology will be able to be expanded to allow implementation at Otterpool park.

BUS

4.5.32. High-quality and increased frequency bus infrastructure will be provided throughout the Site making bus an attractive alternative to the private car; including for travel to Westenhanger Rail Station. As a minimum it is expected that bus stops will be equipped with shelters and lighting. The aim of the Transport Strategy will be to ensure that all residents are within approximately 400m of a bus stop.

4.5.33. It is intended that both short distance trips (i.e. allowing access to/from key destinations on site such as Westenhanger Rail Station, town centre, employment area, leisure centre etc) will be accessible by bus along with longer distance trips such as to Hythe, Folkestone and Ashford. The previously developed bus network is shown in the figure below.

Figure 4-8 – Bus Network

Source: 2022 TA

4.5.35. The Bus Strategy is set out in further detail in this chapter under heading 'Transport Strategy Off Site'.

RAIL

4.5.36. The station currently has limited facilities available. As part of the Proposed Development a package of accessibility improvements will be delivered as set out in the table below.

Table 4-3 – Rail Strategy Summary

Improvement	Indicative Time Period
Walking route access from EHP	2031
Integration of incoming active travel route from the development to the station car park, and improved cycle parking at the station	2031-2040, scaling with development
Reconfiguration of car park to increase accessibility – bus-stop, drop-off bays, taxi bays, accessible bays, lighting, security	2031-2040, scaling with development
Access road remodelling for bus station	Prior to delivery of on site bus service
New footbridge – lifts	2040 (category D)
Platform extension to suit bridge location	2040 (category D)
Improved amenity provision (canopies, seating, CIS)	2040 (category D)
Refurbish and reopen existing station building and enhance station access for growth	2053 (category C)
[9]3-car platform extension to enable HS1 to operate from Westenhanger Rail Station	To be confirmed - if train operator(s) facilitate HS1 services with stopping at Westenhanger Rail Station
Passive car parking provision – Otterpool Park LLP to provide land, development by others	To be confirmed; car trips must not be encouraged

4.5.37. There is a proposed package of measures to meet operator needs and making the station HS1 ready to enable HS1 services to stop in the future. HS1 could attract people from further afield. Any car parking provision would not be for encouraging Otterpool Park residents to travel to the station by car given there will be a wide-ranging choice of sustainable travel promoted including walking, cycling, internal bus routing, mobility hub, etc.

[9] Trip generation and assessment on rail presented as part of the TAA does not rely on HS1 coming forward at Westenhanger Rail Station

4.5.38. Instead, car parking could be provided by the operator/Network Rail to address existing and future demand associated HS1 services stopping at Westenhanger Rail Station.

4.5.39. The precise scope will be determined through ongoing discussions with the train operator(s) and landowners; secured through the S106 agreement. Discussion on trigger points, will also be ongoing with stakeholders. It is acknowledged that a Rail Governance Group was previously formed and that moving forwards similar would be sought.

STREET HIERARCHY

4.5.40. The street hierarchy at Otterpool Park will serve to ensure that sufficient access is provided to the various land uses proposed as well as integrating into the existing highway network that surrounds and runs through the site. A hierarchy of six street types has been developed for Otterpool Park which are set out in summary in the table below. Further information is provided in the Strategic Design principles document that accompanies the OPA.

Table 4-4 - Street Hierarchy Summary

Street Type	Design Speed (mph)	Role and Function
Strategic Street	30 / 20	▪ The A20 (and its new connection, Otterpool Avenue) form the Strategic Street through the new town ▪ Two single lanes for vehicles ▪ Segregated pedestrian and cycle lanes provide safe, direct and attractive routes ▪ Good north–south crossing points provide connectivity across the street
Primary Street	20	▪ Main transport routes connecting key destinations (the Town Centre and Local Centres) within Otterpool Park as a whole ▪ Two single lanes for vehicles ▪ Segregated pedestrian and cycle lanes provide safe, direct and attractive routes, with dedicated crossing points
Secondary Street	20	▪ Predominantly residential in character, connecting key destinations within character areas ▪ Cyclists have demarcated cycle lanes within the road carriageway
Tertiary Street	20	▪ Footpath on one side and wide verges, with buildings facing onto the street ▪ Cyclists share surface with cars ▪ Streets may narrow with landscape or integrated on-street parking to control cars, with passing places
Residential Mews and Homezone	20	▪ Shared or 'pedestrian-priority' surfaces for pedestrians, cyclists and vehicles ▪ Restricted through-routes for vehicles, connections for pedestrians and cyclists take priority ▪ May include careful integration of on-street parking
Greenway	20	▪ Restricted access to limited numbers of homes on the edges of the development

		▪ Shared surface treatment with passing places and intimate scale ▪ Linked by pedestrian and cycle paths with no through-routes for vehicles

Source: 2022 TA

CAR PARKING

4.5.41. Car parking will be provided in accordance with the prevailing car parking standards adopted. This is currently KCC Parking Standards (January 2025). This provides standards for both residential and non-residential land uses.

4.5.42. The one exception to this is employment parking where it is anticipated that parking constraints are adopted to assist in reducing the reliance on single occupancy car journeys to/from the Site.

4.5.43. To support parking constraints within the employment land uses parking control measures are likely to be required. This would be delivered either through Controlled Parking Zones (CPZ) on adopted roads or through private enforcement of car parking and private spaces. This approach is common on large scale development sites where an estate management company are responsible for maintenance of the private spaces.

4.5.44. A proportion of the car parking located on site will be equipped with Electric Vehicle Charging Points (EVCP). This will be determined at the reserved matters stage and will be guided by the prevailing regulations, such as the Building Regulations Part S for residential uses and policy such as Kent County Council's Parking Standards (January 2025).

DELIVERIES AND SERVICING

4.5.45. The last decade has seen significant growth in e-commerce, accelerated by the Covid Pandemic. This has resulted in an increase in deliveries to individual properties. To manage this demand and reduce the overall level of servicing, whilst ensuring that the servicing needs of all land uses are met, a Delivery and Servicing Plan (DSP) will be secured by condition as part of Tier 2/3 planning strategy. The following measures will form part of the DSP:

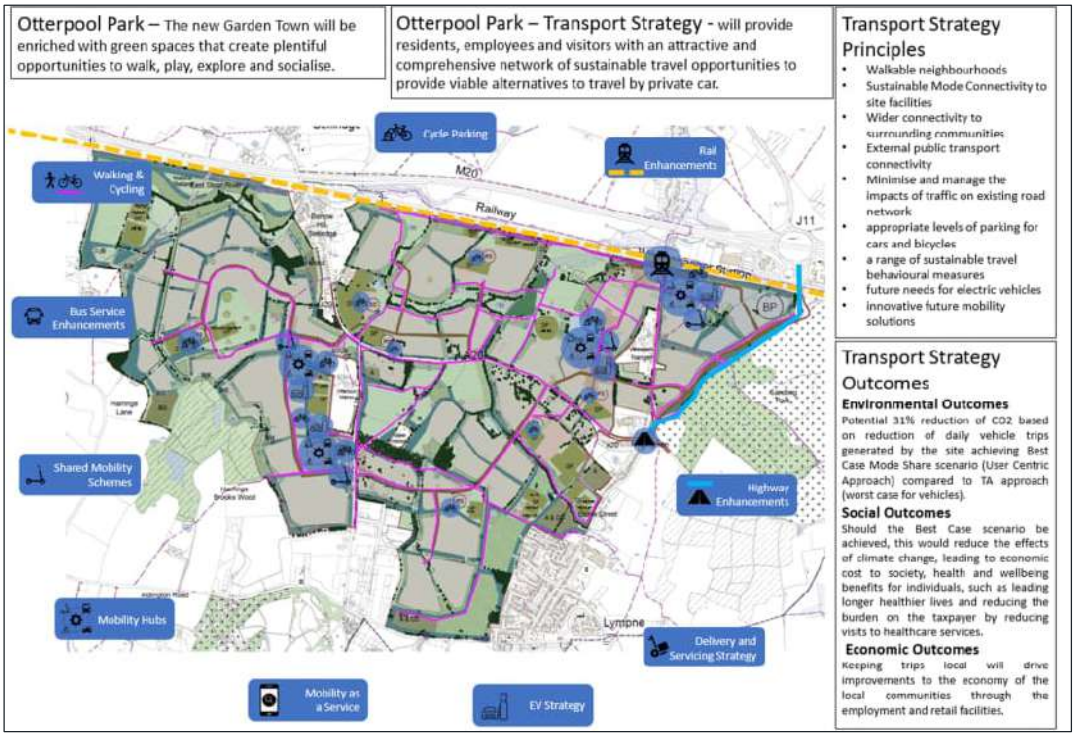
- A range of land uses on site to enable residents, workers and visitors to undertake day to day activities on site without the need to rely on e-commerce. This would include food establishments for eating out and take-away's along with local convenience shopping and a supermarket.
- Parcel lockers at appropriate locations around the Site such as at the mobility hubs and town centre to provide centralised locations for the collection and posting of parcels.
- Encouraging tenants within the non-residential land uses to adopt EV vehicles for deliveries through tenancy agreements.
- Encouraging deliveries outside of peak hours.

4.5.46. The DSP will be developed and managed through the TP.

INTEGRATED TRANSPORT STRATEGY

4.5.47. The various elements of the on site Transport Strategy are encompassed on the Integrated Transport Strategy diagram shown below.

Figure 4-9 – Integrated Transport Strategy



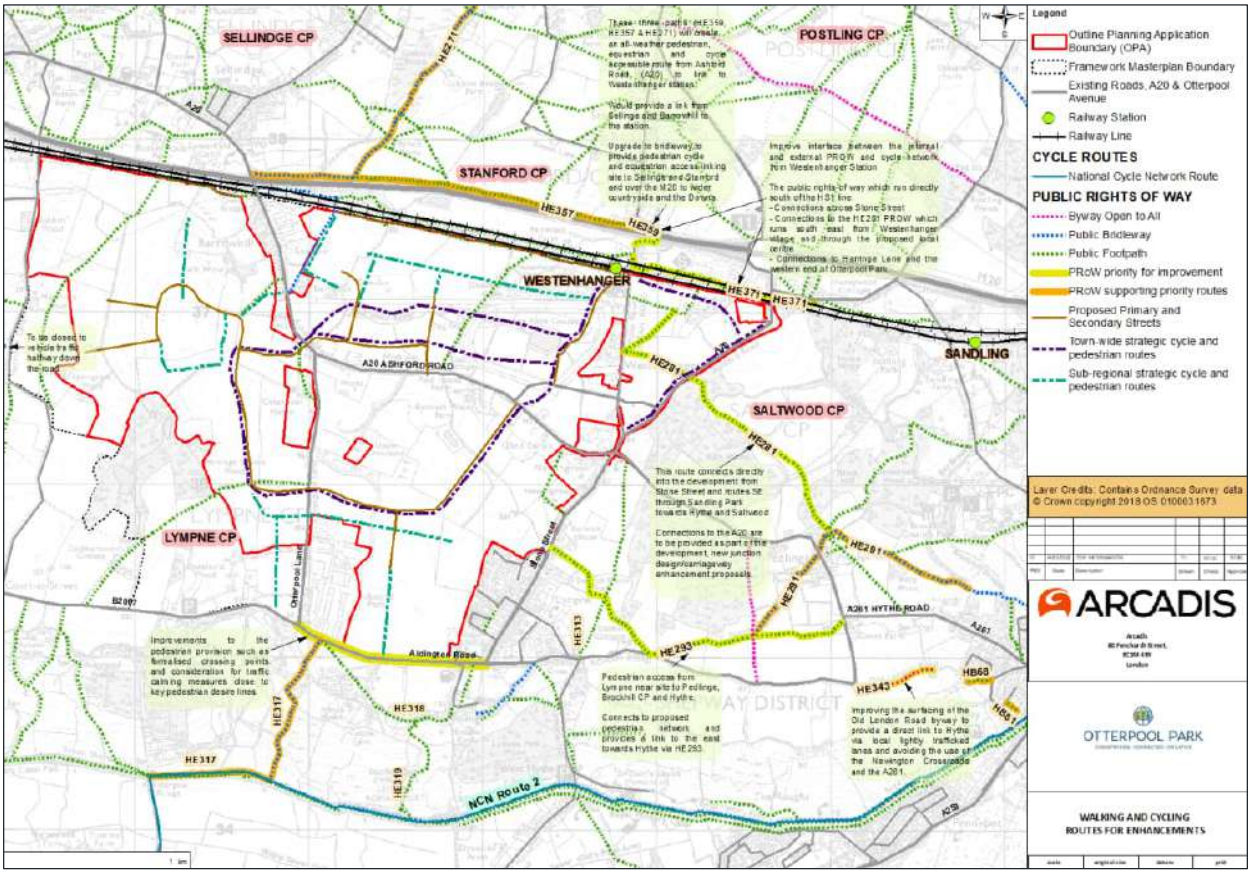
Source: 2022 TA

4.6 TRANSPORT STRATEGY - OFF SITE

WALKING AND CYCLING

4.6.1. A Walking and Cycling Strategy was prepared as part of the 2022 TA, which considered the future delivery and on site initiatives as part of the Proposed Development, and how the network of PRoW both within the Site and beyond would need to evolve to accommodate the predicted demand of the Proposed Development and ensure that walking, wheeling and cycling could be key modes of travel. The 2022 TA strategy is summarised in the Walking and Cycling Routes for Enhancement Plan shown below.

Figure 4-10 – Walking and Cycling Routes for Enhancement Plan



4.6.2. A series of improvements were discussed and agreed with KCC and identified within the draft S106 Heads of Terms.

4.6.3. Through the process of preparing the 2026 TAA and this Transport Strategy the Walking and Cycling Strategy has been reviewed alongside the improvements which had been identified in the draft S106 Heads of Terms. The review has involved engagement with KCC Highways and PRoW Officers along with NH.

4.6.4. The Walking and Cycling Strategy has been updated in respect of the PRoW network and to align the strategy with the vision-led approach being adopted for this updated OPA submission; as set out in a Technical Note provided at Appendix J of the 2026 TAA and summarised below.

4.6.5. In summary, the updated PRoW strategy focuses on delivering connections to/from the Proposed Development and:

- Folkestone Services.
- Barrowhill and Sellindge.
- Hythe including Brockhill Park Performing Arts College and Brockhill Country Park.

4.6.6. The improvements to the PRoW network are complemented by the highway network improvements that will also deliver active travel infrastructure on A20 Ashford Road, Otterpool Lane and Aldington Road. Combined with new active travel routes created on-site these will form a comprehensive network of routes connecting the Site with the key destinations/amenities identified.

4.6.7. The following PRoW links are identified as primary links and form part of the proposed strategy to connect the Site with key destinations off-site:

- HE281, HE291 and HB36 would deliver a connection to/from the north-east quadrant of the Site and Hythe.
- HE341 is an existing public footpath which joins with HE291 and HE281 and will form a connection to/from the north-east quadrant of the Site and Brockhill Park Performing Arts College and Brockhill Country Park.
- HE371 is an existing public footpath which will deliver a connection to/from the north-east quadrant of the Site and Folkestone Services.
- HE359 is an existing public footpath which will be upgraded to provide a connection from the north-east quadrant of the Site over the M20 to connect with Stanford and onward connections to/from the north.
- HE271A is an existing public bridleway which will be upgraded to connect the north-west quadrant of the site with Barrowhill and Sellindge.
- HE313, HE293 and HE291 are public footpaths that will be upgraded to provide a connection from the south-east quadrant of the site to/from Hythe. These improvements will be complemented by the closure of Aldington Road which will, when combined with an improvement to byway HE343 provide a further connection to/from Hythe. Acknowledging that the closure of Aldington Road will need to be consulted on separately by KCC the delivery of this link as an active travel route forms an option (Option 2) with the base option (Option 1) being an improvement to HE313, HE293 and HE291.

BUS

OVERVIEW

4.6.8. The overall approach to the Bus Strategy for the Otterpool Park Proposed Development is to seek to integrate the forecast bus-based public transport demand with existing bus services and other modes (shared mobility). In doing so, this will deliver a holistic network which provides a viable service level for those without access to private transport and an attractive option for those who do have access to private transport, thereby contributing to the sustainability of the development by enabling the choice of a shared mobility mode.

4.6.9. Following the delivery of the EHP, the objective is to strengthen the existing services before considering the development of new services, which should be complementary and not abstractive. This is likely to be especially important in the local context given the trajectory of total annual passenger numbers in the county has generally been downward for several years, even before the dramatic impact of the Covid-19 pandemic. Therefore, the Otterpool Park development Bus Strategy is to support and contribute positively with proportionate expansion which can be viable in the longer term.

4.6.10. The work to develop vision-led mode shares reinforces the evident spatial planning concept that the principal locations as trip attractors and generators would be Folkestone and Ashford, which are noted to be the terminal points of the existing bus corridor along the A20. Although rail is also an option for such destinations from Westenhanger Station within the Otterpool Park development, the routing of buses enables greater saturation of the respective town centres, as well as providing greater accessibility to a larger number of communities on line of route and other key facilities, such as William Harvey Hospital on the outskirts of Ashford. Conversely, the population of Otterpool Park

will be significantly greater than the total of the communities of Lympne, Sellindge and Brabourne Lees combined and as such will require a tailored approach to achieve the mode share projected.

4.6.11. Bus services across Kent are currently delivered through a combination of governance models. Most services are operated commercially, (i.e., at the bus operator's own financial risk), and these are complemented by a number of tendered services procured and financially supported by KCC. The strategic alignment on how both types of services combine, and how the network develops over time, is provided through the statutory mechanism of an Enhanced Partnership (EP) between the county council and the bus operators.

4.6.12. EPs have become commonplace in England following the Government's National Bus Strategy (NBS) Bus Back Better (2021). This required Local Transport Authorities (LTA) to develop a Bus Service Improvement Plan (BSIP) and, to be eligible for future bus funding, to choose between an EP or franchising. Under franchising, the whole bus network would be planned and managed at the LTA's direction, but also at the LTA's financial risk.

4.6.13. For Otterpool Park, the Kent EP Plan and the East Kent EP Scheme apply. The East Kent EP covers the districts of Folkestone & Hythe and Ashford, as well as Dover, Swale, Canterbury and Thanet. As set out therein, June 2021, following a statutory decision by the Cabinet Member for Highways and Transport, KCC identified that in line with Government guidance it would be forming an EP for Kent from March 2022. The EP model allows KCC to build on the positive relationships it already has with the county's bus operators, to seek to deliver the aspirations of the NBS.

4.6.14. The EP documents set out the objectives and principles on which the network will be developed. It is considered that two principles are particularly relevant to Otterpool Park:

- This first is to undertake a countywide and then localised network analysis to help inform the use of existing and new funding, with a view to providing service enhancements for rural communities where levels are currently lacking.
- The second is to put buses at the centre of decision making in respect of new road schemes, planning and developments, and support bus operators and services in KCC's role as the highway authority.

4.6.15. Both are considered relevant given the current nature of the area to be covered by the Otterpool Park development and the wider area beyond the corridor directly served by existing bus services 10/10A. Services 10/10a are contracted by KCC to Stagecoach, having previously been operated commercially by the same operator since at least 2002 until 2025.

4.6.16. Currently, it is understood that KCC is expected to undertake an EP Plan and Scheme review and complete it by March 2027. In parallel, the Bus Services Act 2025 (as amplified by statutory guidance) requires the LTA to develop a list of Socially Necessary Local Services (SNLS) in the same timescale. SNLS are services that provide access to essential goods and services, economic opportunities, and social activities.

4.6.17. In considering whether a substantial variation or cancellation of such a service would cause a material adverse effect on the ability of passengers to access those goods, services, opportunities or activities; the importance, impact, and function of a service within the community should be interpreted according to individual circumstances. As KCC works through this process (including the SNLS criteria and governance), stakeholder engagement should enable Otterpool Park to contribute effectively. Longer-term oversight of bus provision will inevitably need to consider changes to routes

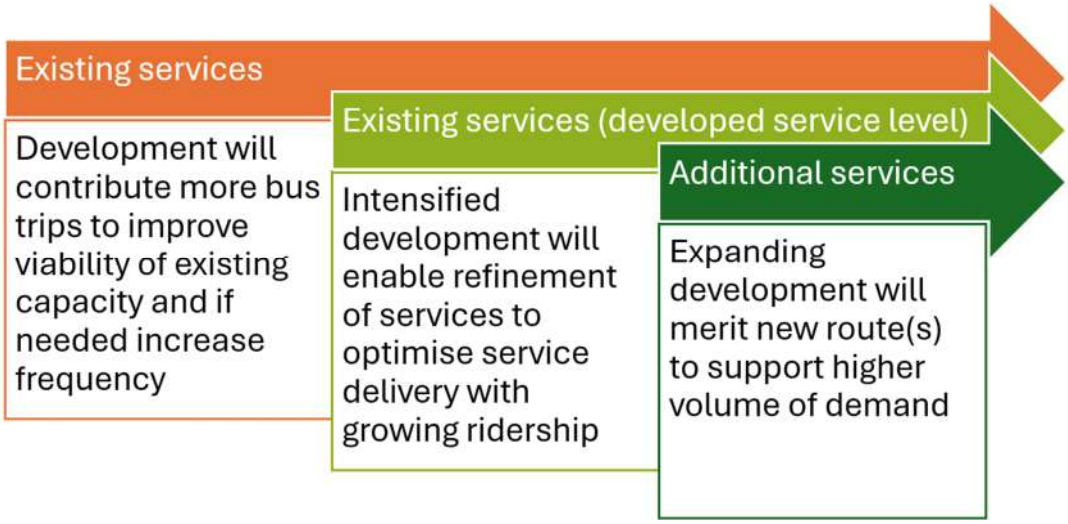
and timetables, whether connected to the development or not, and how that process aligns with commitments required through the planning application process (e.g. Section 106 agreement).

4.6.18. In the meantime, these bus planning processes are not expected to result in any substantial change to the principles to be applied to the Bus Strategy for Otterpool Park and the planning of future bus services based on the forecast bus trip generation as set out in the table above.

APPROACH TO BUS STRATEGY

4.6.19. The approach to the Bus Strategy is to consider the following complementary service options:

Figure 4-11 – Approach to Bus Strategy



4.6.20. Alongside the phased evolution of services, after EHP delivery (which considers that no increase in frequency is proposed), effective travel planning will be critical to ensure residents understand their options and can make informed choices at the point of each journey. Clear, consistent information on routes, frequencies, fares and real-time service updates (through existing online systems) will help build confidence in the bus network and encourage the level of mode shift (and passenger demand) needed to justify and secure additional service enhancements over time.

4.6.21. The approach to developing services 10/10A reflects their relatively recent (2025) adoption as a supported service. This is funded by KCC from allocated Department for Transport (DfT) bus funding, which is currently confirmed for financial years 2026-27 to 2028-29 inclusive. Changes that generate more passenger revenue than they cost in operational and capital terms will improve the short-term viability and increase the likelihood of continued operation in the longer term.

4.6.22. In this context, minor increases to the existing route 10/10A route mileage can be accommodated without increasing the number of buses needed to operate the service at any time ('Peak Vehicle Requirement' (PVR)). If a diversion or extension adds enough running time that a bus cannot complete its round trip and start the next one on time, the PVR increases (meaning an extra bus and driver are required), which adds cost. Any additions should therefore aim to attract more passengers without (or, at least, minimising) longer journey times for existing users. Similarly, not including certain sections of route mean that the mileage and, if the mileage is significant enough, the vehicle requirement can be reduced while still providing a regular service on the rest of the route.

4.6.23. While it would be ideal to specify zero-emission operation from the outset of the Otterpool Park development, it is still the case – and likely to remain so for some time yet – that the whole life cost of electric buses is higher than their diesel equivalents, which for new buses are already required to meet stringent emissions standards (known as Euro VI). The Bus Services Act 2025 has provided the legislative basis for ending the operation of diesel buses on local bus services, which will be not before 1 January 2030. As that timeline can support Otterpool Park development – and battery technology will likely continue to improve the range achievable – there would appear to be no compelling case for loading additional cost on existing services 10/10A in advance of the legislative provision, unless appropriate funding sources enable this to be brought forward, as provided for in the East Kent EP.

Bus Network

4.6.24. As a development of 8,500 homes leading from the strategic road network, the Otterpool Park masterplan will feature a hierarchy of street typologies reflecting the land uses and development densities. Bus stop locations will be developed at regular intervals taking into account best practice design (such as Local Transport Note 1/24: Bus User Priority) and road layout, providing a bus stop within 400 metres of most homes, and avoiding lay-bys unless required for road safety.

4.6.25. Bus stops in Otterpool Park, whether standalone or as part of mobility hubs, will be provided to a high-standard of accessibility, in line with applicable urban design standards, featuring shelters with seating, lighting and planned and real-time audio and visual timetable information, which will also be available easily through online and mobile sources.

4.6.26. In respect of the EHP, it is considered that the quantity and location of the first 300 homes would be supported by the implementation of a pair of bus stops on the A20 Ashford Road, which would be served by the existing service 10/10A, without requiring additional PVR.

4.6.27. After EHP delivery, the detail of routing through the development will be refined as the masterplan is iterated and amplified as part of the development of each Key Phase. The principle of site penetration to improve accessibility will be balanced against route distance and operating speeds to maintain attractive journey times. Serving key locations, such as Westenhanger Station, will be balanced by multi-modal journey planning considerations and site access arrangements.

4.6.28. The evolution of the Otterpool Park bus network is guided by the wider Transport Strategy and the sustainable transport measures it contains. In particular, bus improvements are intended to give future residents and workers convenient access to key destinations. This Bus Strategy also recognises that education travel movements will form a part of the bus demand. It therefore allows for sufficient peak time capacity for all trips identified from the High Vision trip generation and mode share across each year of build out.

4.6.29. As the phasing strategy is developed and refined, the Bus Strategy network is flexible so it can respond to changes both in the planning and later during build out. This reflects the proposed Monitor and Manage strategy of the Transport Strategy as a whole. The same applies to the masterplan layout, with the detail of routing able to be fine-tuned and respond to changing circumstances; whether in the design, construction or delivery phase, in response to observed bus demand.

4.6.30. Although KCC has advised that funding for existing service 10/10A, both in amount and even in principle, is not secure beyond March 2029, the baseline assumption in this strategy is that (all other things being equal) the service will continue. This is because it provides a direct link between two of

Kent's 10 largest towns and is the only nearby public transport option within proximity of a number of villages on line of route.

4.6.31. KCC's Local Transport Plan 5: Striking the Balance (2024-2037) on integrating public transport focuses on creating an accessible, reliable, and efficient network that connects different travel modes, supports housing growth, and reduces car dependency. Therefore, aside from the Otterpool Park Proposed Development, it is assumed that when practical bus services would in time serve Westenhanger Rail Station. Any future frequency increases or new route options introduced during the build out of Otterpool Park would also then serve Westenhanger Rail Station, supporting the overall sustainability of the development. Similarly, developing the routing on the western side of Otterpool Lane would improve accessibility without significant diversion for other passengers.

4.6.32. At an appropriate time service 10/10A would be increased to a half-hourly service. A variant would provide faster journey times by not taking in the small villages away from the A20. Together, this would provide more than enough capacity for the projected Otterpool Park demand, while also helping to boosting ridership on the route for non-Otterpool Park trips.

4.6.33. This service level would continue until an appropriate time when a new half-hourly internal service could route within the site. This service would operate as a loop from Westenhanger Rail Station, improving access across the growing development and complementing service 10/10A, with appropriate points to act as a feeder to the external service. It would provide a more focused service for internal trip purposes and offer greater flexibility in routing both as the development builds out and for responding to the nuances of localised travel demand.

4.6.34. As the build out continues, the capacity provided by these two routes would become progressively more well-utilised. At that stage, capacity would be increased again through an additional route, providing a third bus per hour focused on external bus demand. Based on the current gravity model, this is currently scoped to be an express route from Otterpool to Folkestone via the M20. However, the Monitor and Manage approach, real-world trip patterns and passenger insights may show that the equivalent vehicle and driver resource is better used on a route from Otterpool to Canterbury via Stelling Minnis for example

4.6.35. By the final year, both the express route and the internal route would be further increased to half-hourly making a total of eight buses per hour serving the bus routes around the core of the development.

4.6.36. A financial contribution reflecting the housing trajectory would be made to 'pump-prime' these services for the first five years, when they are projected to become self-financing. That contribution would need to be higher if service 10/10A were withdrawn at any point or reduced so substantially that it does not provide an adequate level of service to match the Otterpool Park vision-led mode share for sustainable transport.

4.6.37. Discussions are ongoing with KCC to agree the scope and amount of financial contribution required.

RAIL

4.6.38. The Rail Strategy is set out under heading 'Transport Strategy On Site' above acknowledging that Westenhanger Rail Station is located within the redline boundary. The Rail Strategy 2026 TAA concludes that the current service provision meets the demand from the Proposed Development and no further improvements to services are required.

SHARED MOBILITY AND DEMAND RESPONSIVE TRANSPORT

4.6.39. Shared mobility and Demand Responsive Transport have been growing across the UK over the last decade. Examples can take various forms from Uber Share which allows users to pair with another passenger heading in the same direction. Otterpool Park has been designed to respond to these emerging trends and where possible harness the benefits of by adopting a flexible approach to the Transport Strategy.

HIGHWAY

4.6.40. For trips made off-site by private vehicle a comprehensive assessment of the effect of the Proposed Development on the highway network has been undertaken. The highway assessment has identified a package of improvements and this is set out in the next section.

4.6.41. The actual effects arising from the Proposed Development will be monitored as part of a Monitor and Manage strategy with the mitigation implemented based upon final impacts arising. However, to provide certainty that the mitigation package can be delivered the package has been based on the modelling outcomes and initial concept designs developed to date.

OUTCOMES

4.6.42. Through delivery of the package of measures proposed, a range of benefits will be delivered for future residents, employees and visitors of the Proposed Development, but also those living in local communities surrounding the development. At a strategic level key benefits arising when compared to a baseline of continuing existing travel patterns are as follows:

- Improved health and wellbeing of the population through prioritising walking and cycling as main modes of transport.
- Improved air quality and reduce noise levels at a localised level as a result of reduced private vehicle trip making.
- Lower carbon emissions contributing towards the Government's net zero targets.

4.6.43. Improved community interaction through increased interaction as a result of enhanced walking and cycling, thereby creating a greater sense of place and cohesion.

5 PROPOSED MITIGATION

5.1 INTRODUCTION

5.1.1. This chapter provides a summary of the proposed mitigation intended to form part of the draft S106 Heads of Terms for this updated OPA submission to support Otterpool Park Proposed Development end state (to include 8,500 homes). Proposed mitigation is twofold:

- A package of sustainable transport measures to support reduced car travel in accordance with vision-led planning policy.
- Highway mitigation to be included either as a contribution, or a mitigation scheme under a Monitor and Manage approach, and implemented if required through delivery of the Otterpool Park Proposed Development.

5.1.2. It is not considered appropriate to primarily focus on delivering infrastructure which provides additional highway capacity in all cases. In addition, it is not possible to have certainty on the forecast background growth, committed development vehicle flows, and development related vehicle flows (which are based on sensitivity testing for the purpose of highway mitigation).

5.1.3. At this stage highway mitigation proposals are conceptual and demonstrate deliverability. As mentioned, KCC and NH have requested updated/new road safety audits for proposed mitigation junction designs. In addition, NH has requested WCHAR to be completed. This information is in the process of being prepared and will be formally submitted to KCC and NH following submission with discussions on going. Detailed design stages would follow at an appropriate stage post Outline Planning Permission.

5.1.4. Consideration to the draft S106 Heads of Terms specifically relating to the EHP is set out within the EHP Transport Assessment.

5.2 PROPOSED SUSTAINABLE TRANSPORT MEASURES

5.2.1. The table below sets out sustainable transport measures proposed to form part of the draft S106 Heads of Terms for this updated OPA submission.

Table 5-1 - Sustainable Transport Measures

Mode	Measure	Commentary
Public Transport	Bus	Subsidies to support a bus service to serve the Site and key local destinations (Ashford, Hythe and Folkestone)
	Rail	Upgrades to Westenhanger Rail Station
Travel Planning	MaaS	Contribution towards app to provide personalised journey planning based on the suite of transport options available to residents and visitors of the development. Notably, the MaaS contribution includes mobility credits to encourage travel by sustainable modes
	Travel Plan	Suite of initiatives to promote sustainable travel options across the Site. A Framework Travel Plan has been

Mode	Measure	Commentary
		prepared as a standalone document and submitted as part of this updated OPA
Active Travel	Mobility Hubs	Provision of hubs to provide access to micro-mobility, car club, buses etc.
	Micro-mobility offer	E-scooter and E-bike rental scheme for use on-site
	PRoW Network	Improvements to local walking and cycling routes

5.3 PROPOSED HIGHWAY MITIGATION

5.3.1. The table below sets out highway mitigation proposed to form part of the draft S106 Heads of Terms for this updated OPA submission. Technical drawings relating to the proposed package of highway mitigation are provided at Appendix M of the 2026 TAA. Indicative triggers will be defined and agreed in due course.

5.3.2. For the 2026 TAA it has been agreed with KCC and NH for the High Vision to be used as the core assessment scenario to identify transport impacts. The Medium Vision is then used as a sensitivity test to identify worst-case highway impacts. Mitigation proposals have been developed to accommodate the Medium Vision as a backstop position.

5.3.3. It is proposed for Monitor and Manage to be used to review indicative trigger points, scope, and allow flexibility in the delivery of mitigation proposals; with overall liability capped using the mitigation derived to accommodate the Medium Vision. The proposed Monitor and Manage strategy is set out in Chapter 22 of the 2026 TAA.

OFF SITE JUNCTION MITIGATION

Table 55-2 – Highway Junction Mitigation Summary

WSP ID/Junction		Envisaged under Monitor and Manage/Contribution?	Comments
1	M20 Junction 11	Proposed mitigation scheme as per 2022 TA, under Monitor and Manage	Anticipated mitigation works to consist of: Partial signalisation of junction (M20 eastbound-off slip and A20 Ashford Road arms) as shown on drawing 10029956-OP-ARC-XX-SK-T-0001 Eastbound Diverge Works as shown on drawing 10029956-OP-ARC-XX-SK-T-0001 Eastbound Merge Works as shown on drawing 10029956-OP-ARC-XX-SK-T-0001 Westbound Diverge Works as shown on drawing 10029956-OP-ARC-XX-SK-T-0001 Westbound Merge Works as shown on drawing 10029956-OP-ARC-XX-SK-T-0001

WSP ID/Junction		Envisaged under Monitor and Manage/Contribution?	Comments
7	A20 Ashford Road / Stone Street / Hythe Road	New concept mitigation scheme identified by WSP, under Monitor and Manage	Proposed mitigation works to consist of signalisation of junction as shown on drawing 265358-WSP-00-00-SK-CE-0001
8	A261 London Road / Barrack Hill	Proposed mitigation scheme as per 2022 TA, suggested developer contribution	Scheme in the form of yellow box road marking as shown on drawing 10029956-ARC-XX-XX-DR-HE-0046
9	A259 / Dymchurch Road / Military Road Gyratory	Proposed mitigation scheme as per 2022 TA, suggested developer contribution	Scheme to introduce parking restrictions as shown on drawing 10029956-ARC-XX-XX-DR-HE-0047-P01
11	M20 J13 (Castle Hill interchange)	To be confirmed	Discussions with KCC and NH on going. There was an additional lane at this junction which has been removed. In discussions with KCC it is understood that there is a desire for this lane to be added back at the junction
12	B2064 Cheriton High Street / B2063 Risborough Lane	To be confirmed	Discussions on going with KCC
13	B2064 Cheriton High Street / A2043 Cherry Garden Avenue	To be confirmed	Discussions on going with KCC
14	A259 Prospect Road / Stade Street	Proposed mitigation scheme as per 2022 TA, suggested developer contribution	Scheme to introduce a yellow box as shown on drawing 10029956-ARC-XX-XX-DR-HE-0048
15	Barrow Hill Shuttle Signals	Proposed mitigation scheme as per 2022 TA, under Monitor and Manage	Anticipated mitigation works to consist of signal optimisation

WSP ID/Junction		Envisaged under Monitor and Manage/Contribution?	Comments
16	M20 Junction 10a	New concept mitigation scheme identified by WSP, under Monitor and Manage	Anticipated mitigation works to consist of additional traffic signals at junction as shown on drawing 265358-WSP-00-00-SK-CE-0003
18	A260 Spitfire Way / White Horse Hill / A20 Slip Roads	To be confirmed	Currently under review and discussions with KCC and NH remain on going
19	Alkham Valley Road / A20 Slip Roads	To be confirmed	Currently under review and discussions with KCC and NH remain on going
20	A260 Canterbury Road / Alkham Valley Road	To be confirmed	Currently under review and discussions with KCC and NH remain on going
21	M20 Junction 9	Proposed mitigation scheme as per 2022 TA, under Monitor and Manage	Anticipated mitigation works to consist of lane widening as shown on 10029956-ARC-XX-XX-DR-HE-0049
23	A292 / M20 London Bound On-Slip	New concept mitigation scheme identified by WSP, under Monitor and Manage	Anticipated mitigation works to consist of lane widening as shown on drawing 265358-WSP-00-00-SK-CE-0002
24	A2070 Roundabout Between M20 J10 and J10a	To be confirmed	Discussions on going with KCC and NH to identify potential mitigation scheme

OFF SITE MERGE AND DIVERGE MITIGATION

5.3.8. The analysis and evidence presented as part of the 2026 TAA shows that the merge and diverge mitigation scheme at the M20 Junction 11 developed for the 2022 TA is still required. This mitigation scheme is shown on the drawing provided at Appendix M of the 2026 TAA. The merge and diverge mitigation could be delivered independent of the M20 Junction 11 roundabout partial signalisation mitigation works. It is intended for this mitigation to be secured under Monitor and Manage.

A20 ASHFORD ROAD (EASTERN CORRIDOR)

5.3.9. It is proposed for the A20 Ashford Road to be realigned to support the delivery of Otterpool Avenue. Specifically, the Proposed Development incorporates proposed improvements along the A20, including realignment adjacent to the eastern Site boundary, promotion of a slower speed environment, and improvements to walking and cycling infrastructure. The realignment scheme can be delivered independent of the Newingreen Junction mitigation scheme.

5.3.10. The 2026 TAA presents an evidence base demonstrating that dualling of the A20 Ashford Road is not required to support the Proposed Development.

A20 ASHFORD ROAD (WESTERN CORRIDOR)

5.3.11. It is proposed for the A20 Ashford Road between Barrowhill and Newingreen to be re-engineered to provide active travel infrastructure. Further detail is set out within the Strategic Design Principles document that accompanies the OPA.

OTTERPOOL LANE

5.3.12. In a similar manner to A20 Ashford Road (western corridor) active travel infrastructure is proposed to be introduced on Otterpool Lane as the development comes forwards to ensure non-motorised user connectivity.

TRAFFIC CONTROLS

5.3.13. The following traffic control measures are proposed on roads surrounding the site. These proposals were put forwards and agreed as part of the 2022 TA, and in subsequent discussions, included as part of the draft S106 Heads of Terms and do not change. For completeness drawings associated with these proposals are included in Appendix M of the 2026 TAA.

- Aldington Road closure.
- Harringe Lane closure.
- Traffic calming measures on Aldington Road.

6 SUMMARY AND CONCLUSIONS

6.1 OVERVIEW

6.1.1. WSP has been appointed by Otterpool Park LLP (the ‘applicant’) to provide an updated Transport Strategy document in support of an updated Outline Planning Application (OPA) submission in relation to Proposed Development at Otterpool Park (‘the Site’).

6.1.2. This Transport Strategy supports the Otterpool Park Proposed Development; a proposed new garden town comprising up to 8,500 homes, schools, employment space, retail, leisure and community facilities, with full build out anticipated by 2055.

6.1.3. This Transport Strategy document provides an update to the 2022 Transport Strategy (included as part of the original OPA submission) in response to current transport policy by adopting a vision-led approach on reducing car dependency and prioritising sustainable travel.

6.1.4. This Transport Strategy is founded on the vision of creating a highly connected, healthy and sustainable community where residents can access most daily needs locally. Through a "10-minute neighbourhood" approach, homes will be located within walking or cycling distance of education, employment, healthcare, retail and leisure facilities, reducing the need for longer-distance travel and supporting FHDC’s net-zero ambitions.

6.2 VISION-LED TRANSPORT STRATEGY

6.2.1. The Transport Strategy moves away from the traditional "predict and provide" model, which focuses on accommodating forecast traffic growth, and instead adopts a "vision and validate" approach. This prioritises:

- Walking and cycling as the preferred modes for local trips.
- Public transport as the primary option for longer-distance journeys.
- Shared and future mobility solutions.
- Reduced reliance on private vehicle ownership.
- Highway interventions only where residual impacts remain.

6.2.2. The intention for achieving the High Vision scenario forms the basis of the core assessment (as set out within the 2026 TAA) and aims to reduce car driver mode share from 70% to 55%, while increasing bus use to 10%, rail use to 6%, and introducing 5% shared mobility usage. This updated Transport Strategy supports this vision-led approach with a commitment to suitable on site and off site transport initiatives.

6.3 CREATING A WALKABLE AND CYCLABLE COMMUNITY

6.3.1. The development has been designed to maximise internal trips by active travel. All residents will be within easy walking distance of key facilities, including local centres, schools, recreation areas and public transport. A comprehensive cycle network will connect neighbourhoods, employment areas, community facilities and Westenhanger Rail Station.

6.3.2. Key active travel measures include:

- High-quality walking and cycling routes throughout the development.
- Segregated pedestrian and cycle infrastructure on strategic routes.
- Extensive cycle parking and cycle hubs.

- Improvements to Public Rights of Way as appropriate for onward travel.
- Integration of micro-mobility options such as e-bikes and e-scooters.

6.4 PUBLIC TRANSPORT AND MOBILITY HUB NETWORK

6.4.1. Westenhanger Rail Station is a central component of the strategy. Planned improvements include enhanced pedestrian and cycle access, upgraded station facilities, improved accessibility, and station building refurbishment.

6.4.2. The bus strategy will evolve with development growth and includes:

- All homes within approximately 400 metres of a bus stop.
- Enhanced services connecting Ashford, Folkestone and Hythe.
- Future half-hourly services and internal shuttle routes.
- Demand Responsive Transport and other flexible mobility services.

6.4.3. Mobility Hubs will provide integrated access to:

- Bus services.
- Car clubs.
- E-bike and e-scooter hire.
- Electric vehicle charging.
- Secure cycle parking.
- Parcel lockers and community facilities.

6.4.4. These hubs will be supported by a Mobility as a Service (MaaS) platform, allowing residents to plan, book and pay for multiple transport options through a single app.

6.5 FUTURE MOBILITY AND TRAVEL BEHAVIOUR CHANGE

6.5.1. Recognising changing travel patterns and technological innovation, the strategy incorporates shared mobility, flexible transport options, home-working infrastructure and travel planning initiatives. These measures are intended to support long-term behavioural change and reduce the need for private car ownership.

6.6 HIGHWAY AND INFRASTRUCTURE APPROACH

6.6.1. The strategy adopts a Monitor and Manage approach to highway mitigation. Rather than delivering significant highway capacity enhancements upfront, transport performance will be monitored as development progresses, with mitigation implemented only where evidence by monitoring demonstrates a requirement.

6.7 CONCLUSION

6.7.1. The Otterpool Park Transport Strategy represents a shift towards a low-carbon, sustainable transport model. By combining walkable neighbourhoods, enhanced public transport, mobility hubs, shared mobility and targeted highway management, the strategy seeks to create a community where sustainable travel becomes the natural choice, enabling reductions in private car dependency while supporting the long-term growth of the new garden town.

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OTTERPOOL PARK

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DOCUMENTS SUBMITTED IN SUPPORT

OP5 APPENDIX 16.4 – **TRANSPORT ASSESSMENT ADDENDUM**

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September 2026

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APPLICATION CONTENTS

Application Administration

OP1 Covering Letter

Environmental Statement Addendum

OP4 Non-technical Summary

OP5 Environmental Statement Addendum which assesses the updated impact of the Proposed Development on the following topics:

Chapter 1 Introduction

Chapter 2 EIA Approach and Methodology

Chapter 3 Development Need and Consideration of Alternatives

Chapter 4 The Site and Proposed Development

Chapter 5 Agriculture and Soils

Chapter 6 Air Quality

Chapter 7 Ecology and Biodiversity

Chapter 8 Climate Change

Chapter 9 Cultural Heritage

Chapter 10 Geology, Hydrogeology and Land Quality

Chapter 11 Human Health

Chapter 12 Landscape and Visual Impact

Chapter 13 Noise and Vibration

Chapter 14 Socio-economic Effects and Community

Chapter 15 Surface Water Resources and Flood Risk

Chapter 16 Transport

Chapter 17 Waste and Resource Management

Please refer to ES Contents page and Appendix to OP1 Covering Letter which provides a full list of ES Appendices

Documents Submitted for Approval

OP5 Appendix 4.1 Development Specification

OP5 Appendix 4.2 Site Boundary and Parameter Plans

OP5 Appendix 4.3 Strategic Design Principles

OP17 Early Homes Parcel Design Principles

Documents Submitted in Support

OP5 Appendix 2.6 Commitments Register

OP5 Appendix 4.4 Housing Trajectory

OP5 Appendix 4.5 Illustrative Plans

OP5 Appendix 4.6 Indicative Phasing Plan

OP5 Appendix 4.7 Off-Site Infrastructure Assessment

OP5 Appendix 4.8 Utilities Strategy Addendum

OP5 Appendix 4.9 Energy Strategy Addendum

OP5 Appendix 4.10 Community Development and Facilities Strategy Addendum

OP5 Appendix 4.11 Green Infrastructure Strategy Addendum

OP5 Appendix 4.12 Heritage Strategy Addendum

OP5 Appendix 4.16 Design and Access Statement Addendum

OP5 Appendix 5.3 Soil Management Plan

OP5 Appendix 7.19 Habitats Regulations Assessment

OP5 Appendix 11.1 Health Impact Assessment Addendum

OP5 Appendix 11.2 Retail Impact Assessment Addendum

OP5 Appendix 14.1 Economic Strategy Addendum

OP5 Appendix 15.1 Flood Risk Assessment and Surface Water Drainage Strategy Addendum

OP5 Appendix 15.2 Water Cycle Study Addendum

OP5 Appendix 16.4 Transport Assessment Addendum

OP5 Appendix 16.5 Transport Strategy

OP5 Appendix 16.6 Framework Travel Plan

OP5 Appendix 16.7 Early Homes Parcel Transport Assessment

OP5 Appendix 16.8 Early Homes Parcel Travel Plan

OP5 Appendix 17.1 Waste Strategy

OP5 Appendix 17.3 Outline Site Waste Management Plan

OP6 Guide to the Planning Application

OP8 Planning and Delivery Statement Addendum

OP9 Sustainability Statement Addendum

Otterpool Park LLP

OTTERPOOL PARK

Transport Assessment Addendum

001
SEPTEMBER 2026

PUBLIC

Otterpool Park LLP

OTTERPOOL PARK

Transport Assessment Addendum

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CONTENTS

1	INTRODUCTION	1
2	POLICY CONTEXT	9
3	THE VISION FOR OTTERPOOL PARK	15
4	SITE LOCATION	17
5	BASELINE CONDITIONS – WALKING, CYCLING, AND WHEELING	19
6	BASELINE CONDITIONS – PUBLIC TRANSPORT	33
7	BASELINE CONDITIONS - HIGHWAY NETWORK	39
8	BASELINE CONDITIONS – ACCESSIBILITY	56
9	FUTURE BASELINE – HIGHWAY NETWORK	60
10	PROPOSED DEVELOPMENT	72
11	TRANSPORT STRATEGY	75
12	ACCESSIBILITY WITH DEVELOPMENT IN PLACE	91
13	DAY IN THE LIFE AT OTTERPOOL PARK	93
14	FORECAST TRIP GENERATION AND MODE SHARE	97
15	WALKING AND CYCLING STRATEGY	111
16	BUS STRATEGY	116
17	RAIL STRATEGY	122
18	HIGHWAY NETWORK ASSESSMENT	129
19	MERGE AND DIVERGE ASSESSMENT	215
20	A20 ASHFORD ROAD EASTERN LINK ASSESSMENT	219
21	PROPOSED MITIGATION	226

22 MONITOR AND MANAGE STRATEGY 231

23 EARLY HOMES PARCEL 234

24 SUMMARY AND CONCLUSIONS 237

APPENDICES

APPENDIX A
MOVEMENT AND ACCESS PARAMETER PLAN
APPENDIX B
TRANSPORT STRATEGY
APPENDIX C
FRAMEWORK TRAVEL PLAN
APPENDIX D
TECHNICAL NOTE ON BASELINE MODELLING REVIEW
APPENDIX E
2025 SURVEY DATA/2018 TRAFFIC DATA COMPARISON
APPENDIX F
PIA DATA MAP
APPENDIX G
VISION LED CASE STUDIES
APPENDIX H
TECHNICAL NOTE ON PUBLIC RIGHTS OF WAY
APPENDIX I
TRAFFIC FLOW DIAGRAMS
APPENDIX J
JUNCTION CAPACITY ASSESSMENT RESULTS
APPENDIX K
2026 TAA PROPOSED CONCEPT HIGHWAY MITIGATION
APPENDIX L
MERGE AND DIVERGE

1 INTRODUCTION

1.1 INTRODUCTION

1.1.1. WSP has been appointed by Otterpool Park LLP (the 'applicant') to prepare a Transport Assessment Addendum (TAA) (referred to as the 2026 TAA herein) in relation to Proposed Development at Otterpool Park ('the Site'). An Outline Planning Application (OPA) was originally submitted in February 2019 (application reference number Y19/0257/FH). The original OPA was supported by a Transport Assessment (TA) prepared by Arcadis (March 2022) (referred to as the 2022 TA herein). The original OPA remains under consideration, and this 2026 TAA forms part of a suite of updated documents to the existing OPA accordingly.

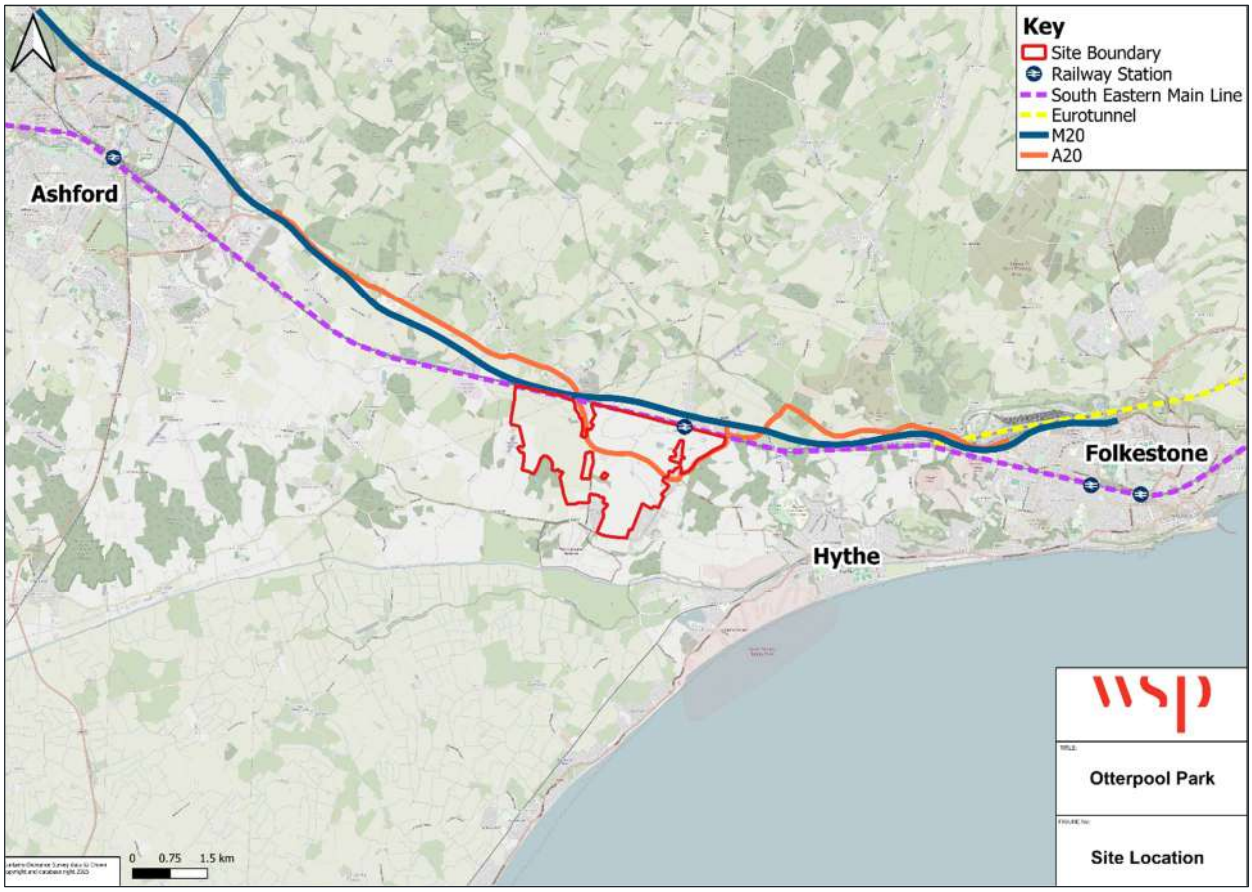
1.2 STAKEHOLDER ENGAGEMENT

1.2.1. The highway authorities are Kent County Council (KCC) and National Highways (NH). Folkestone & Hythe District Council (FHDC) is the Local Planning Authority (LPA) for the site location. With consideration to the study area for transport matters Ashford Borough Council (ABC) is also a consultee. Engagement with KCC, NH, and the LPAs has been on-going for over the past year for the purpose of scoping this 2026 TAA. Engagement and collaboration remain on-going and a number of matters have been agreed in principle as part of the scoping process, as detailed throughout this 2026 TAA.

1.3 SITE DESCRIPTION

1.3.1. A plan of the Site location in the context of the wider strategic transport network is shown below.

Figure 1-1 – Site Location Plan



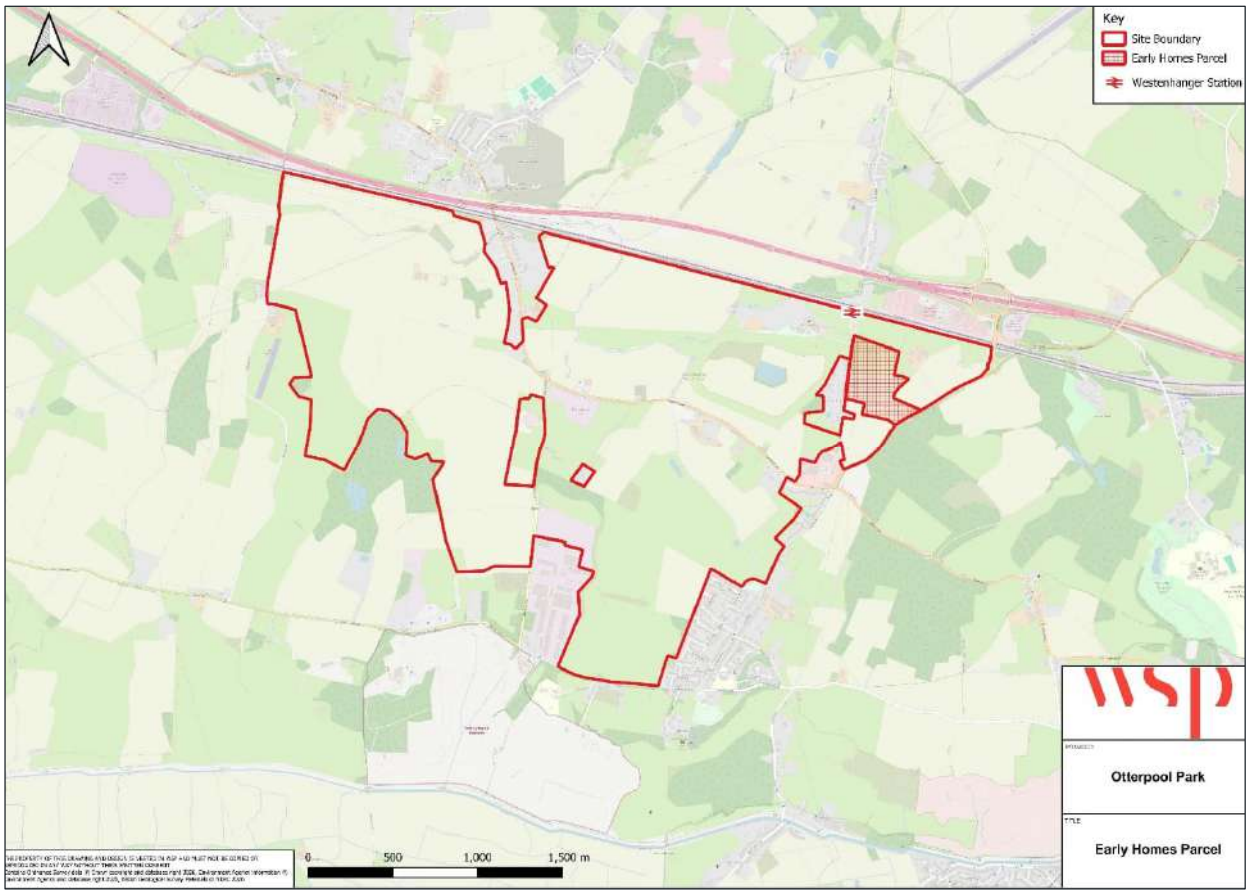
1.3.2. The Site is centred on National Grid Reference TR112 365 in the general area of Otterpool Manor buildings. The town of Hythe is located approximately 4.5 kilometres (km) to the southeast with Folkestone located around 10km to the east. Ashford lies approximately 11km to the northwest. Westenhanger Rail Station is located within the Site boundary to the northeast. The site is broadly bounded by the Southeastern Main Line and the M20 motorway to the north.

1.4 PLANNING HISTORY AND STRATEGY

1.4.1. An OPA for the Site was originally submitted in February 2019 (application reference no. Y19/0257/FH). In response to the OPA consultation, a number of comments have been received from consultees. In response to the feedback received during consultation, the structure of the OPA was adjusted to optimise the long-term deliverability of the development, principally through the added flexibility of a three-tiered approach to the approval process for delivery on the wider outline area. In addition, a number of other consultation comments have been provided on a range of topics, which have in some cases led to further work being undertaken.

1.4.2. A package of amended drawings and documents are to be submitted to FHDC for their consideration, which incorporate these changes and to optimise the scope and role of the previously submitted OPA, but to also introduce a further mechanism to assist in the deliverability of an Early Homes Parcel (EHP); outside of the proposed tiered system to accelerate the delivery of development at Otterpool Park. This is termed Tier 0. The location of the EHP in relation to the Site is shown below. The EHP is also known as Hillhurst Green Residential Area (north).

Figure 1-2 - Location of EHP within the Otterpool Park Site



1.4.3. The EHP is situated at the eastern periphery of the masterplan, bounded to the east by the A20 Ashford Road and to the west by Stone Street. The EHP benefits from excellent access to the existing Westenhanger Rail Station, which is located approximately 450m from the centre of the EHP. The M20 motorway (Junction 11) is located to the north, and Westenhanger and Newingreen settlements are situated to the west and south, respectively.

1.4.4. The tiered planning strategy for the Site including the EHP is described below. In summary, the amended OPA seeks the following structure:

TIER 0 – EHP

- Sits outside other parcels.
- EHP Transport Assessment (EHP TA) and Travel Plan (EHP TP).
- To have its own planning conditions and Section 106 (S106) agreement.
- Must be in conformity with documents approved under Tier 0.

TIER 1 – OPA

- Comprises four sets of documents for approval:
  - Parameter Plans (Movement and Access Plan; Building Heights Plan; Open Space and Vegetation) and Site Location Plans (one for wider site, one for EHP).
  - Strategic Design Principles.
  - Development Specification.
  - EHP Design Parameters Document.

- Addendums to existing ES chapters, 2026 TAA, etc.
- Planning conditions attached require the submission of various site wide strategies for subsequent approval e.g. Transport Strategy.

TIER 2 – KEY PHASE OF DEVELOPMENT

- Will comprise of:
  - Phase wide Design Code (including updated detailed Masterplan).
  - TA and Framework Travel Plan (FTP).
  - Ecological Mitigation Management Plan.
  - Indicative key phase-wide Delivery Plan.

TIER 3 – RESERVED MATTERS APPLICATIONS

1.5 PROPOSED DEVELOPMENT

1.5.1. A description of the Proposed Development is set out below which remains unchanged from the existing OPA. Full occupation (i.e. Otterpool Park Proposed Development end state) is anticipated by 2055.

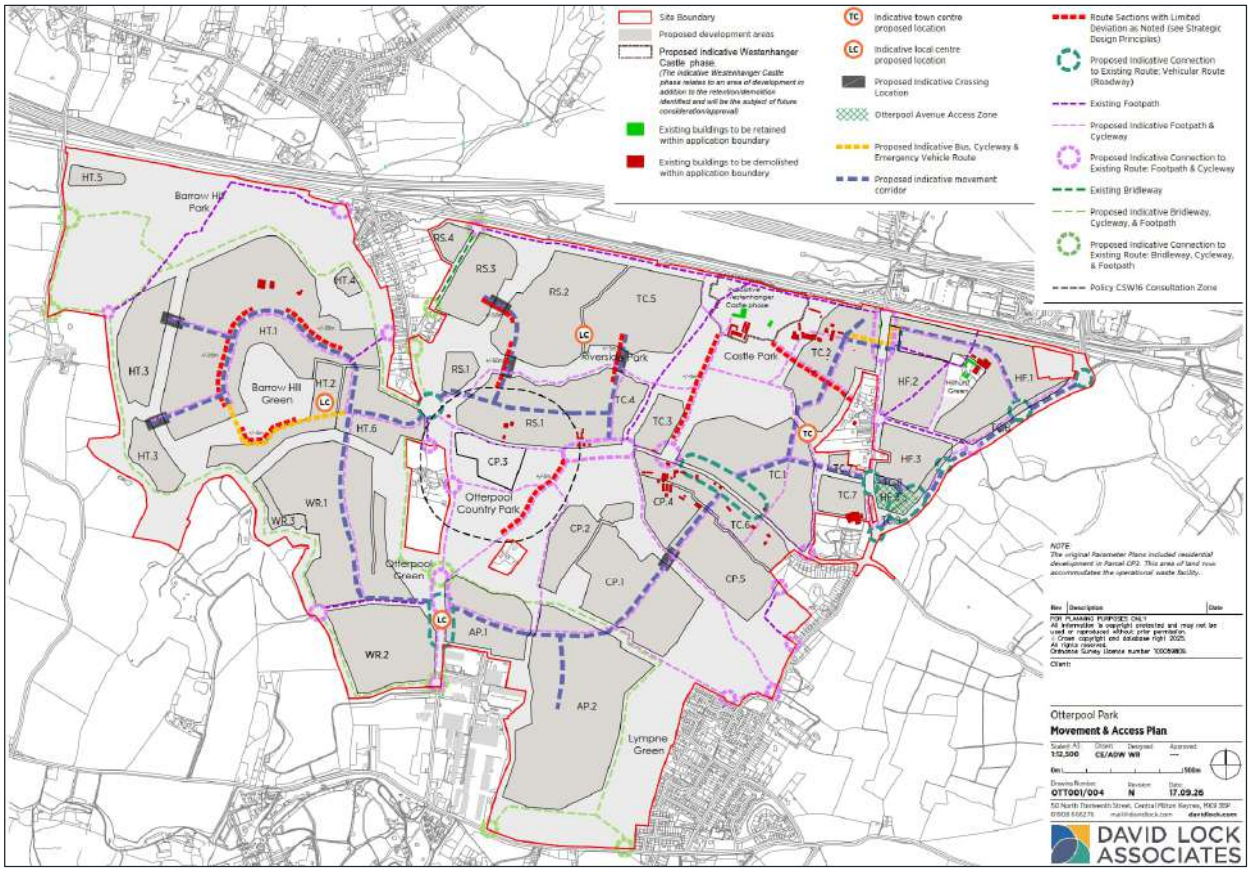
'Outline planning application seeking permission for the redevelopment of the site through the demolition of identified existing buildings and erection of a residential led mixed use development comprising up to 8,500 residential homes including market and affordable homes; age restricted homes, assisted living homes, extra care facilities, care homes, sheltered housing and care villages; a range of community uses including primary and secondary schools, health centres and nursery facilities; retail and related uses; leisure facilities; business and commercial uses; open space and public realm; burial ground, sustainable urban drainage systems; utility and energy facilities and infrastructure; waste and waste water infrastructure and management facilities; vehicular bridge links; undercroft, surface and multi-storey car parking; creation of new vehicular and pedestrian accesses into the site, and creation of a new vehicular, pedestrian and cycle network within the site; improvements to the existing highway and local road network; lighting; engineering works, infrastructure and associated facilities; together with interim works or temporary structures required by the development and other associated works including temporary meanwhile uses. Layout, scale, appearance, landscaping and means of access are reserved for approval.'

1.5.2. In summary, Proposed Development at Otterpool Park seeks to deliver a next generation garden town that will support sustainable living and a healthy economy, whilst responding to local landscape and character. The garden town community will include green space, 8,500 new homes, up to eight new schools, workspaces, and facilities including health and wellbeing, leisure, arts, and culture.

1.5.3. The EHP will be the first phase of development at the Site. It is intended for the EHP to be delivered under this updated OPA submission, with all matters reserved including access, to provide up to the first 300 residential homes. Full occupation (i.e. end state of the EHP development) is anticipated by 2031. To facilitate setting out highways and transport matters specifically relating to the EHP, a standalone TA for the EHP (referred to as the EHP TA herein); reiterating that the EHP proposals form part of this updated OPA submission.

1.5.4. This updated OPA submission includes an updated set of Parameter Plans which reflect the principles of the EHP. A copy of the updated Movement and Access Parameter Plan is shown below; a full copy is provided at **Appendix A**.

Figure 1-3 – Movement and Access Parameter Plan



1.5.5. The original OPA submission included two new points of vehicle access from the A20 Ashford Road as part of the access strategy for Proposed Development at Otterpool Park; the employment access and Otterpool Avenue.

1.5.6. To serve the EHP it is intended for there to be a new point of vehicle access from the A20 Ashford Road; in addition to the employment access to the north of the EHP and Otterpool Avenue to the south accordingly. The EHP access strategy seeks to optimise EHP deliverability in context with the wider Site. The proposed EHP access therefore presents a change to the Parameter Plans submitted as part of the original OPA.

1.6 THE VISION FOR OTTERPOOL PARK

1.6.1. No changes are proposed to the vision for Otterpool Park since the original OPA submission, as set out in detail at Chapter 3. In summary, the vision for Otterpool Park is to deliver a next generation garden town that will support sustainable living and a healthy economy, provide the best quality of life for existing and future residents, and respond to local landscape and character. Core Pillars of the vision include:

- A "Landscape-Led" Garden Town.
- Heritage-Centric Community.
- Connectivity and Mobility - designed on a "10-minute walk" principle to ensure every home is within a short walk of essential services, and leverage existing links including Westenhanger Rail Station.
- Sustainability and Biodiversity.

- Creative Culture.

1.6.2. The Transport Strategy is to promote sustainable and active travel modes through the offer at Otterpool Park such that the need for longer distance travel and reliance on the private vehicle is reduced.

1.6.3. In the future, it is envisaged that there will be a high proportion of local walking and cycling trips made within the Otterpool Park development which will incorporate a range of schools, healthcare, community, and sports facilities to meet as many of the needs of residents as possible and minimise external travel. There will be local shopping and services and on-site employment locations together with infrastructure for home working.

1.7 VISION-LED TRANSPORT PLANNING

1.7.1. The 2022 TA was based on a traditional 'predict and provide' methodology that results in a worst-case scenario for highway network assessment. Since the original OPA submission, there has been a significant shift in policy mandating a vision-led approach to the development of sustainable transport solutions. Central to this change is the move away from a traditional 'predict and provide' model to a 'vision and validate' framework.

1.7.2. National Planning Policy Framework (NPPF)[1] Policy TR1 is a core plan-making policy mandating a "vision-led approach to planning and transport" at the local plan-making stage, shifting transport from a reactive mitigation measure to shaping the initial vision of a place.

1.7.3. Vision and validate requires transport strategies to be based on a long-term vision for sustainable travel, with options for walking, cycling, and public transport embedded from the outset. Effects of development are to be assessed against a range of future scenarios, including those featuring reduced car dependency, to ensure that development is both future-ready and adaptable. Highway capacity improvements should therefore only be considered to address residual impacts.

1.7.4. The Department for Transport (DfT) also promotes the use of robust TPs, backed by dynamic, long-term monitoring frameworks. These are essential tools to ensure that sustainable mode share targets are not only realistic but also flexible enough to adapt over time and to actively encourage modal shift through continuous improvement.

1.7.5. Aligned with KCC's TA and TP Guidance (2025), this 2026 TAA sets out vision-led scenario assessments, incorporating High Vision and Medium Vision scenarios which have been agreed with KCC and NH.

HIGH VISION

- Targets set to achieve -15% Car Driver (for residential and employment land uses only) through +5% Bus, +3% Rail, +2% Car Passenger, 5% Shared Mobility versus the 2022 TA worst-case scenario.
- Responds to an evolving transport environment, assessment year of 2055, and the vision for Otterpool Park and associated Transport Strategy.

[1] National Planning Policy Framework (NPPF), August 2026

- Targets are supported by a suite of transport initiatives; walking and cycling priority infrastructure, mobility hubs, shared and micro-mobility, car club, sustainable travel incentives (Travel Plan vouchers), bus service improvements, MaaS and parking controls (for employment land use).

MEDIUM VISION

- Targets set to achieve -8% Car Driver (for residential and employment land uses only) +5% Bus, +3% Rail versus the 2022 TA worst-case scenario.
- Modest mode shift targets aligned with expectations for new development which require travel planning to promote sustainable travel patterns.
- Targets supported by a suite of transport initiatives; walking and cycling priority infrastructure, mobility hubs, shared and micro-mobility, car club, sustainable travel incentives (Travel Plan vouchers), bus service improvements, MaaS and parking controls (for employment land use).

1.7.6. For this 2026 TAA it has been agreed with KCC and NH for the High Vision to be used as the core assessment scenario to identify transport impacts. The Medium Vision is then used as a sensitivity test to identify worst-case highway impacts. Mitigation proposals have been developed to accommodate the Medium Vision as a backstop position. Monitor and Manage will then be used to review trigger points, scope, and allow flexibility in the delivery of mitigation proposals.

1.8 APPROACH TO ASSESSMENT

WALKING AND CYCLING, BUS, AND RAIL STRATEGIES

1.8.1. Consideration has been given to the proportional change to predicted development related bus and rail trips under the High Vision and Medium Vision scenarios. As such, an updated Bus Strategy and Rail Strategy are presented as part of this 2026 TAA. An updated Walking and Cycling Strategy is also presented, in particular, with regard to the predicted effect of the Proposed Development on the Public Rights of Way (PRoW) network.

HIGHWAY ASSESSMENT

1.8.2. This 2026 TAA considers the following highway assessment scenarios:

- 2025 Base Year (based on traffic surveys undertaken in June 2025 in agreement with KCC and NH; Base Year models have been signed off by KCC and NH).
- 2055 Do Minimum (background growth and committed developments from 2025 to 2055, in agreement with KCC and NH).
- 2055 Do Something High Vision (2055 Do Minimum plus Otterpool Park Proposed Development under forecasted High Vision scenario assessment as described above, in agreement with KCC and NH).
- 2055 Do Something Medium Vision - Sensitivity Test (2055 Do Minimum plus Otterpool Park Proposed Development under forecasted Medium Vision scenario assessment as described above, in agreement with KCC and NH).

1.8.3. Where relevant, comparisons are drawn against the 2022 TA herein; including the 2025 Base Year versus the 2018 Base Year as presented within the 2022 TA. Notably, future year assessments presented within the 2022 TA are projected to 2044. Therefore, it is not possible to present like-for-like future year comparisons given it has been agreed with KCC and NH to consider a future year of 2055 for Otterpool Park end state for the purpose of this 2026 TAA accordingly.

1.9 MONITOR AND MANAGE

1.9.1. To support the 2026 TAA, a Monitor and Manage strategy framework is proposed. This will enable ongoing review and delivery of any necessary mitigation measures, aligned with the nature and scale of Proposed Development at Otterpool Park.

1.10 REPORT STRUCTURE

1.10.1. The remainder of this TAA document is structured as follows:

- Chapter 2 – Policy Context
- Chapter 3 – The Vision for Otterpool Park
- Chapter 4 – Site Location
- Chapter 5 – Baseline Conditions – Walking, Cycling, and Wheeling
- Chapter 6 – Baseline Conditions – Public Transport
- Chapter 7 – Baseline Conditions – Highway Network
- Chapter 8 – Baseline Conditions - Accessibility
- Chapter 9 – Future Baseline - Highway Network
- Chapter 10 – Proposed Development
- Chapter 11 - Transport Strategy
- Chapter 12 – Accessibility with Development in Place
- Chapter 13 – Day in the Life at Otterpool Park
- Chapter 14 – Forecast Trip Generation and Mode Share
- Chapter 15 – Walking and Cycling Strategy
- Chapter 16 – Bus Strategy
- Chapter 17 – Rail Strategy
- Chapter 18 – Highway Network Assessment
- Chapter 19 – Merge and Diverge Assessment
- Chapter 20 – A20 Ashford Road Eastern Link Assessment
- Chapter 21 – Proposed Mitigation
- Chapter 22 - Monitor and Manage Strategy
- Chapter 23 – Early Homes Parcel
- Chapter 24 – Summary and Conclusions

1.11 ADDITIONAL DOCUMENTS

1.11.1. The following transport related standalone documents have also been produced to support Proposed Development at Otterpool Park:

- EHP TA
- EHP TP, a copy is provided at Appendix D of the EHP TA.
- Transport Strategy (2026) provided at **Appendix B**; presents an updated Transport Strategy to the original OPA submission.
- Framework Travel Plan (FTP) (2026) provided at **Appendix C**; presents an updated FTP to the original OPA submission.

2 POLICY CONTEXT

2.1 INTRODUCTION

2.1.1. This chapter sets out details of relevant transport related policies at a national, regional and local level since the preparation of the 2022 TA. This chapter should be read in conjunction with Chapter 2 of the 2022 TA. Specifically, an overview of the following documents is provided.

NATIONAL POLICY

- National Planning Policy Framework (2026).
- National Planning Practice Guidance (2024).
- Planning for the Future, National Highways (2023).
- Active Travel England (2023).
- Strategic Road Network and the Delivery of Sustainable Development (2022).

REGIONAL POLICY

- Transport for the South East Transport Strategy (2025).

LOCAL POLICY

- Kent Local Transport Plan 5: Striking the Balance (2024).
- KCC Transport Assessment and Travel Plan Guidance (2025).

2.2 NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK (2026)

2.2.1. The National Planning Policy Framework (NPPF) 2026 sets out the Government's planning policies for England and is a material consideration in the determination of planning applications.

2.2.2. Chapter 15 'Promoting sustainable transport' describes the objective of the chapter, which "is to is to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places."

2.2.3. Under plan-making policies, Chapter 15 introduces TR1: Vision-led approach to planning for transport and TR2: Local parking standards.

2.2.4. TR1 requires sustainable transport to be embedded from the outset of plan-making, shaping the vision, site selection and land-use strategy through early engagement, alignment with transport strategies, mixed-use development, and protection of key active travel and public transport routes and facilities. Plans should direct development to locations that support sustainable movement, safeguard and provide necessary transport infrastructure, and may define local thresholds for significant transport impacts.

2.2.5. TR2 requires local plans to set context-sensitive parking standards that support the plan's transport vision and promote sustainable travel. In particular, standards should:

- Use maximum car parking levels where this supports sustainable modes, higher-density development in well-connected locations, or local traffic management.
- Reflect accessibility by different transport modes, potential improvements to active travel and public transport, and local car ownership and travel trends.
- Support reduced car demand through measures such as car sharing.

- Ensure adequate provision for electric vehicles, blue badge users, cycles, e-cycles and e-scooters, with flexibility to vary standards by development type, mix or specific operational needs.

2.2.6. Chapter 15 introduces the following national decision-making policies:

- TR3: Locating development in sustainable locations, which states that development should be directed to locations that support sustainable travel, provide good accessibility for all users, and make effective use of existing or planned transport infrastructure, particularly for developments generating significant movement. Proposals should optimise development density where transport infrastructure can support greater use of walking, wheeling, cycling and public transport, while identifying and mitigating environmental impacts and securing environmental benefits. In rural areas, development should take opportunities to improve active travel, public transport and overall connectivity, informed by the Connectivity Tool alongside other evidence.
- TR4: Street design, access and parking requires transport and street design to be fundamental to placemaking, with development prioritising walking and cycling first, public transport access second, and vehicle access in a way that supports safe, inclusive and attractive environments. Proposals should provide high-quality active travel and public transport facilities, minimise conflict between users, meet the needs of all age groups and disabled people, and accommodate servicing and emergency access without undermining design quality. Parking should be appropriately provided in line with local standards, including accessible and well-located electric vehicle charging, informed by national design guidance.
- TR5: Roadside facilities focuses on ensuring roadside facilities outside settlements are justified, beneficial and safeguarded. New or significantly expanded facilities should meet an evidenced need for road user safety and welfare, including electric vehicle charging and overnight lorry parking, while upgrades to existing sites should improve welfare, security, technology readiness and environmental performance.
- TR6: Assessing transport impacts requires developments that generate significant movement to demonstrate how transport impacts will be managed and mitigated. Proposals should be supported by proportionate transport statements or assessments and a travel plan that aligns with the development's transport vision and sets out how sustainable travel will be delivered and monitored. All development must be capable of proceeding without severe adverse impacts on network capacity, congestion or highway safety, taking account of mitigation, cumulative effects, different time periods, and all modes of travel.
- TR8: Public rights of way requires development to protect and enhance public rights of way. Proposals should retain existing routes, allowing agreed diversions where necessary, and take opportunities to extend or improve networks to provide better access to green spaces, create new and better-connected routes, improve links to local services and facilities, and strengthen connections with public transport.

NATIONAL PLANNING PRACTICE GUIDANCE (2024)

2.2.7. The National Planning Practice Guidance (NPPG) provides additional guidance to supplement the planning policies contained in the NPPF.

2.2.8. The NPPG provides clarity on the role, function and structure of the Transport Assessments and Travel Plans:

"Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)."

2.2.9. The NPPG states that Travel Plans, Transport Assessments and Statements can positively contribute to:

- “Encouraging sustainable trave.
- Lessening traffic generation and its detrimental impacts.
- Reducing carbon emissions and climate impacts.
- Creating accessible, connected, inclusive communities.
- Improving health outcomes and quality of life.
- Improving road safety.
- Reducing the need for new development to increase existing road capacity or provide new roads.

2.2.10. These documents actively assist in achieving national planning policy which *“sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”.*

PLANNING FOR THE FUTURE, NATIONAL HIGHWAYS (2023)

2.2.11. This document was produced by NH, who are the overseeing organisation for the management of the strategic road network and all-purpose trunk roads within England. Within this document, NH outline sustainability principles that should be considered in new development within Paragraphs 28 and 29, respectively. This includes the location of development, sustainable transport access/ solutions, and opportunities to maximise walking, wheeling, cycling and public transport.

ACTIVE TRAVEL ENGLAND (2023)

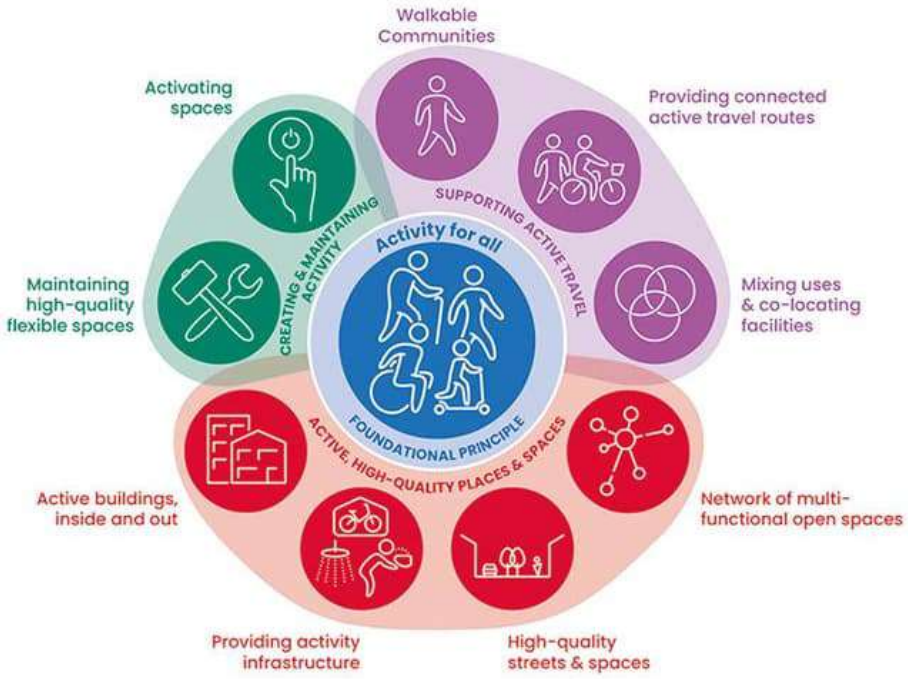
2.2.12. Active Travel England (ATE) is the government’s executive agency sponsored by the Department for Transport (DfT) and responsible for making walking, wheeling, and cycling the preferred travel mode choice for everyone.

2.2.13. ATE became a statutory consultee on the 1st of June 2023 on all major planning applications that include 150 dwellings or more, building(s) (not exclusively residential) of 7,500 sqm internal floor space or more and sites where the overall development area is 5ha or more. Therefore, ATE will be a statutory consultee for this planning application.

2.2.14. ATE will apply their latest ‘Active Design’ guidance, released by Sport England in May 2023, supported by Active Travel England and the Office for Health Improvements and Disparities, to consider developments on which they are consulted. The guidance provides a toolkit for developers, officers, and consultants to ensure that ‘activity for all’ is at the heart of new developments.

2.2.15. The guidance puts ‘Activity for All’ as the founding principle of good design, building upon this foundation with a further nine principles. The figure below is an extract from the Active Design guidance and summarises the 10 active travel principles.

Figure 2-1 - Active Travel England Design Principles



Source: Extract from the Active Design Guidance

STRATEGIC ROAD NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT (2022)

2.2.16. This circular was produced by NH on behalf of the Secretary in State in 2022. The circular supersedes policies in the DfT circular (2013) of the same title. This document applies to the whole of the strategic network and all-purpose trunk roads, and outlines how NH will:

- Engage with the planning system.
- Fulfil its remit to be delivery partner for sustainable economic growth whilst maintaining, managing and operating a safe and efficient strategic road network.

2.2.17. The delivery of sustainable development is a key focus of this document. Paragraph 12 of the circular states that:

"New development should be facilitating a reduction in the need to travel by private car and focus on locations that are or can be made sustainable. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas."

2.2.18. NH states it will:

"Support development promoters and local authorities in applying the principles of Manual for Streets, the National Design Guide on Movement, inclusive mobility, and local transport note 1/20 to ensure priority is given to pedestrian and cycle movements, and that well-considered parking, servicing and utilities infrastructure for all users is incorporated into development proposals".

2.3 REGIONAL POLICY

TRANSPORT FOR THE SOUTH EAST TRANSPORT STRATEGY (2025)

2.3.1. Transport for the South East's (TfSE) Transport Strategy was formally adopted as the region's strategic advice to Government in autumn 2025, marking a major milestone for the organisation and setting a clear vision for the future of transport across the South East.

2.3.2. The strategy is underpinned by five priority missions:

- Strategic Connectivity.
- Resilience.
- Inclusion and Integration.
- Decarbonisation.
- Sustainable Growth.

2.3.3. The overarching regional strategy seeks to move away from the traditional methods of planning based on current practise to an approach that actively chooses a preferred future and formulating a plan to get there as a community. It seeks to move away from 'Planning for Vehicles' to 'Planning for People'.

2.3.4. Transport for the South East's mission is to grow the South East's economy by delivering a safe, sustainable and integrated transport system that makes the South East more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment.

2.4 LOCAL POLICY

KENT LOCAL TRANSPORT PLAN 5: STRIKING THE BALANCE (2024)

2.4.1. Kent Local Transport Plan 5 Striking the Balance sets the overarching Transport Strategy for the KCC administrative area from 2024 to 2037. It outlines a comprehensive and ambitious strategy to modernise and improve Kent's transport network, aiming to achieve a balance between economic growth, environmental sustainability, and the needs of its diverse population.

2.4.2. Core ambitions and priorities seek to improve health, wellbeing, and economic prosperity by delivering a safe, reliable, and affordable transport network. It focuses on:

- Decarbonisation: Accelerating the transition to net zero by 2050 through electric vehicle infrastructure and sustainable travel.
- Infrastructure-First: Ensuring transport capacity supports new housing and business growth.
- Vision Zero: A dedicated strategy to eliminate deaths and serious injuries on Kent's roads by 2050.

KCC TRANSPORT ASSESSMENT AND TRAVEL PLAN GUIDANCE (2025)

2.4.3. KCC updated its TA and TP Guidance in 2025 to align with the NPPF.

2.4.4. KCC has committed to working with LPAs to deliver a 'Vision-Led / Decide and Provide' approach to planning and site development, which should ensure that opportunities for enabling greater choice of transport modes are taken up and prioritised from the outset…

"The Decide and Provide approach provides room for innovation, resilience to change, potential for fewer road works and assets to adopt, and will help not only the highway network, but will support other goals too such as tackling climate change, reducing obesity, helping people stay healthy and reducing social exclusion".

2.4.5. The development of assessment scenarios is key to being able to account for uncertainty, monitor the outcomes of the approach, and intervene at appropriate stages.

3 THE VISION FOR OTTERPOOL PARK

3.1 INTRODUCTION

3.1.1. The vision for Proposed Development at Otterpool Park has not changed since the original OPA submission as set out within this chapter.

3.2 THE VISION

3.2.1. The vision for Otterpool Park is to deliver a next generation garden town that will support sustainable living and a healthy economy, provide the best quality of life for existing and future residents, and respond to local landscape and character. Core Pillars of the vision include:

- A "Landscape-Led" Garden Town.
- Heritage-Centric Community.
- Connectivity and Mobility - designed on a "10-minute walk" principle to ensure every home is within a short walk of essential services, and leverage existing links including Westenhanger Rail Station.
- Sustainability and Biodiversity.
- Creative Culture.

Image 3-1 – The Vision for Otterpool Park Illustrative Sketches

3.2.2. The Otterpool Park Transport Strategy is vision-led and aligns with the following key principles, replacing traditional ‘predict and provide’ forecasting with outcome-based planning.

Table 3-1 – Vision-Led Transport Planning Verses Traditional 'Predict and Provide'

Feature	Traditional ("Predict and Provide")	Vision-Led
Starting point	Forecasts future transport demand based on historical trends	Starts with a shared vision for a community's future and desired outcomes
Focus	Prioritises accommodating projected car traffic, which often leads to wider roads and increased vehicle ownership	Concentrates on people and their everyday trips, emphasising walking, cycling, public transport, and future mobility (shared mobility, Mobility as a Service (Maas), mobility hubs)
Methodology	A linear process with a rigid input-output model	An iterative, holistic, and flexible process
Goals	Aims to reduce congestion and increase capacity for motor vehicles	Seeks to improve quality of life, reduce carbon emissions, and enhance public health and well-being
Outcomes	Often results in car-centric developments with limited alternatives for transport	Seeks to create well-designed, sustainable, and popular places with integrated, sustainable transport options including walking, cycling and Future Mobility

3.2.3. Proposed Development at Otterpool Park offers new homes with associated amenities including education, employment, retail, leisure, and community facilities. Active travel and sustainable modes of transport will be promoted through this offer such that the need for longer distance travel and reliance on the private vehicle is reduced. The aim is to balance the garden town being a great place to live and work with all the amenities its population needs, and with convenient connections to and from surrounding communities.

3.2.4. The vision for Otterpool Park contributes to FHDC's aim to achieve net-zero emissions target by 2050 (by law) and the Government's Ten Point Plan for a Green Industrial Revolution. Prioritising sustainable transport modes will be supported by integrated infrastructure, design principles, and behavioural initiatives; with net-zero goals, placemaking, and community wellbeing. This integrated strategy supports a fundamental shift away from car dependency.

3.2.5. Chapters 10, 11, and 12 of this 2026 TAA set out details of the Proposed Development, Transport Strategy (with a copy of the full report provided at **Appendix B**), and accessibility with Proposed Development in place respectively.

4 SITE LOCATION

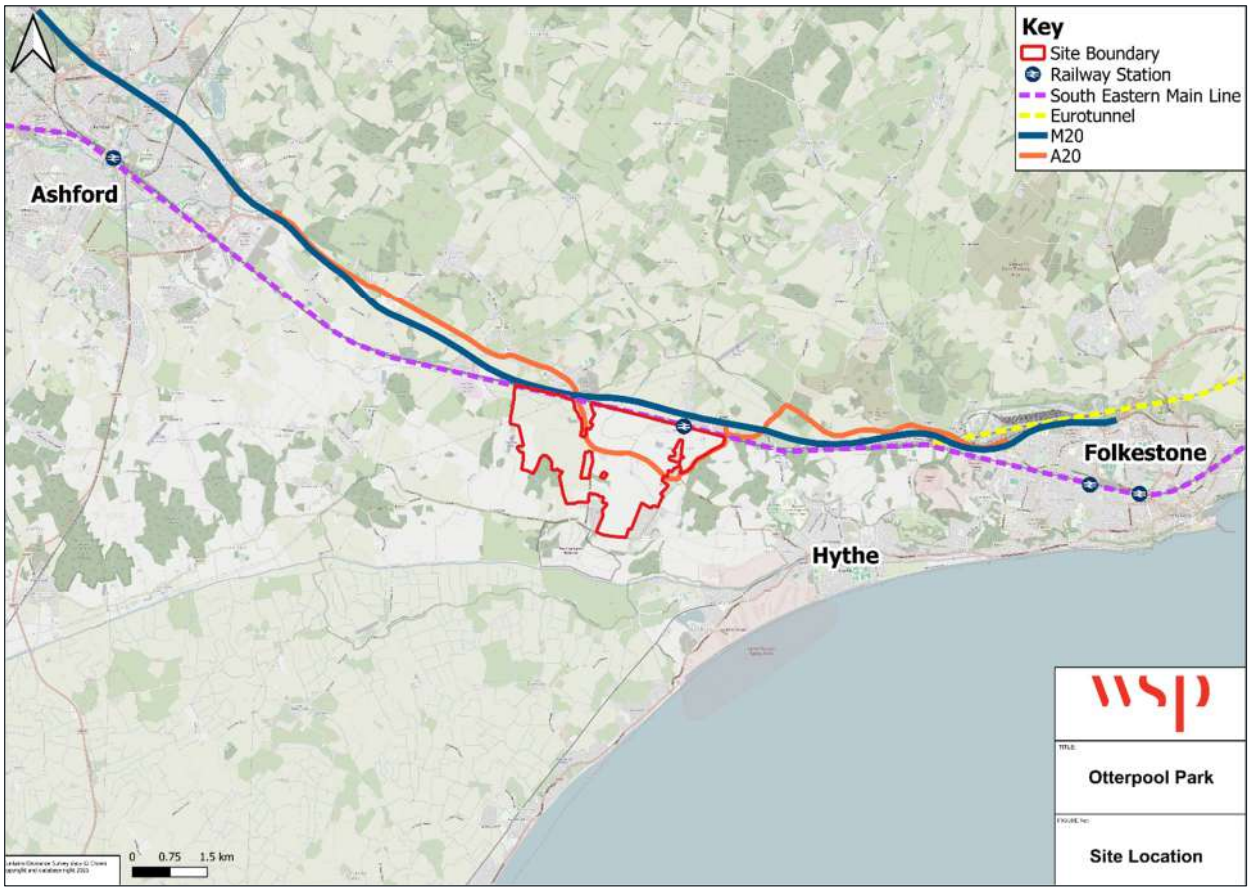
4.1 INTRODUCTION

4.1.1. This chapter details the Site location and existing land uses.

4.2 SITE LOCATION

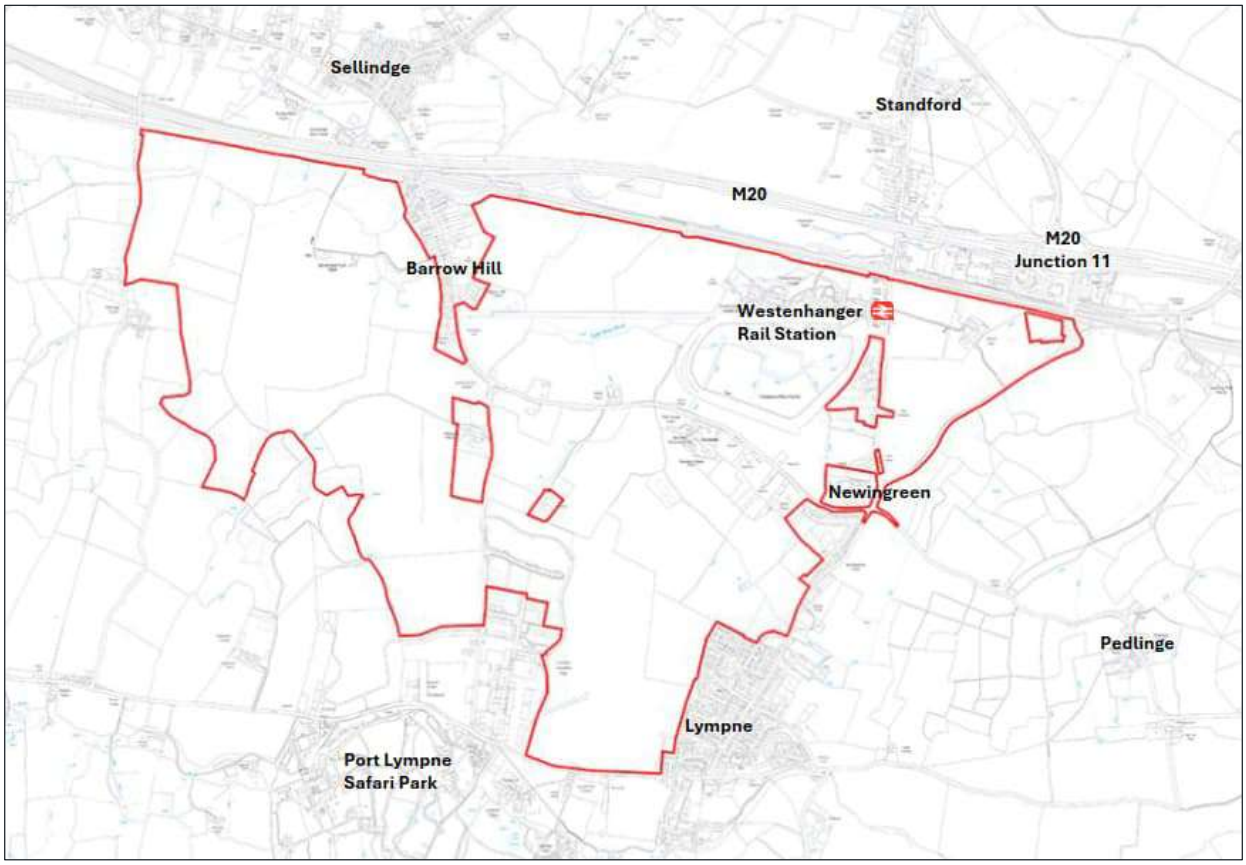
4.2.1. A Site location plan in strategic context is shown below.

Figure 4-1 - Site Location Plan



4.2.2. The Site is located on approximately 589ha of land in the west of the Folkestone & Hythe district. The town of Hythe is located approximately 4.5km to the southeast with Folkestone located around 10km to the east. Ashford lies approximately 11km to the northwest. A redline boundary plan for the Site is shown below.

Figure 4-2 – Redline Boundary Plan



4.2.3. The Site is broadly bounded by the Southeastern Main Line to the north. The A20 Ashford Road, Stone Street and the village of Lympne are located to the east. Aldington Road is located to the south. Harringe Lane is located to the west. The site benefits from Westenhanger Rail Station being located within the redline boundary.

4.2.4. The M20 runs in an east to west alignment to the north of the railway line. M20 Junction 11 is located to the northeast of the Site boundary. The Kent Downs Area of Outstanding Natural Beauty (AONB) and Port Lympne Safari Park bound the area southern edges. The AONB also lies approximately 1.25km to the north.

4.2.5. Westenhanger is a small village that lies within the north of the Site where, aside from the castle and station, existing buildings are primarily in residential use. Newingreen is adjacent to the A20 towards the eastern region of the Site. The Link Park industrial estate is located to the southwest of the Site. Barrow Hill lies towards the northwest. A large portion of the remainder of the Site area is used as agricultural land with small farmsteads.

4.2.6. Beyond the site lie a number of settlements including Stanford and Sellindge to the north, Sandling and Pedlinge to the east, and West Hythe to the south.

5 BASELINE CONDITIONS – WALKING, CYCLING, AND WHEELING

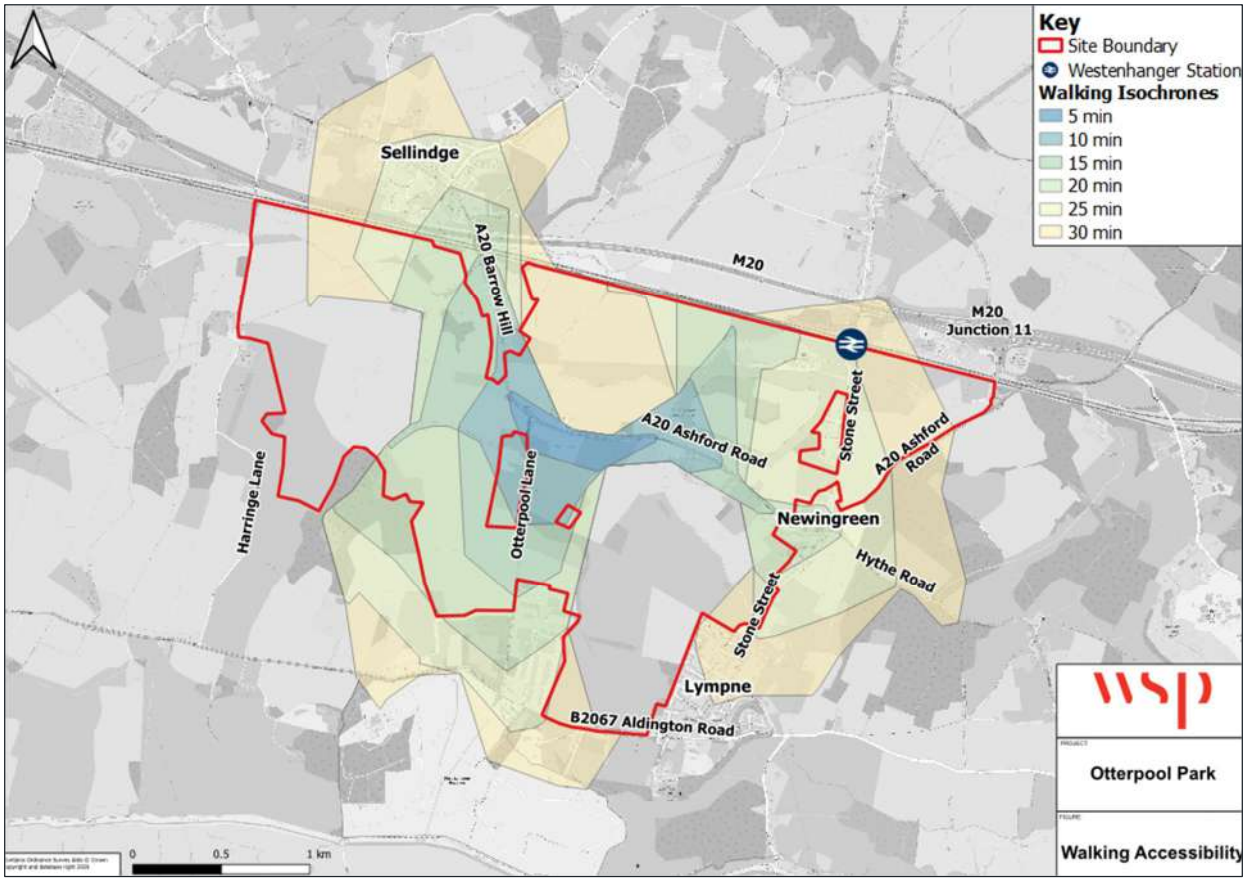
5.1 INTRODUCTION

5.1.1. This chapter provides a description of baseline pedestrian and cycle infrastructure. The information in this chapter has been informed by a desktop-based analysis and observations undertaken during a site visit; subsequent to the preparation of the 2022 TA. This chapter identifies no noticeable changes since the 2022 TA.

5.2 EXISTING WALKING INFRASTRUCTURE

5.2.1. The figure below shows approximate existing walking distances across the site to surrounding villages. For simplicity pedestrian isochrones have been produced from an approximate centroid point of the Site.

Figure 5-1 – Walking Accessibility Plan



5.2.2. The Site is located in a largely rural area and as such pedestrian infrastructure is limited to the highway network that runs through and adjacent to the Site and the network of PRoW.

5.2.3. The main highway network in the vicinity of the Site consists of the A20 Ashford Road which runs both east-west through the approximate centre of the Site and then south-west to north-east along the eastern boundary of the Site, Otterpool Lane and Stone Street which both run north-south, and Hythe Road and Aldington Road which run east-west.

5.2.4. Provision of direct routes across the Site would decrease journey times on foot.

A20 ASHFORD ROAD

5.2.5. The A20 Ashford Road dissects the site. To the east of the Site, the A20 Ashford Road provides access to Newingreen, the M20 Junction 11 and onwards to Sandling. To the west Ashford Road links with Barrowhill providing an onward connection to Sellindge and provides connections to/from the west, most notably with Ashford. The images below show sections of the A20 Ashford Road.

Image 5-1 – A20 Ashford Road Footways at Newingreen Junction

Image 5-2 – A20 Ashford Road Towards Otterpool Lane

Image 5-3 – A20 Barrow Hill

Image 5-4 – A20 Barrow Hill Rail Bridge towards Sellindge

5.2.6. Footway provision along the A20 Ashford Road varies. Adjacent to the site's eastern boundary, a footway of around 1-1.5m in width is located on the western side of the A20, separated from the carriageway by a narrow grass verge. The A20 in this location is subject to national speed limit (60mph) and the carriageway and footway is not lit.

5.2.7. As the A20 aligns east to west, footways of between 1.5m and 2m wide are located on both sides of the carriageway for some 150m, west from its junction with the A261 Hythe Road and Stone Street - Newingreen Junction (**Image 5-1**). To the north a footway is provided connecting to Stone Street. In the immediate vicinity of Newingreen the A20 is street lit.

5.2.8. Further west, there is a footway on the southern side of the carriageway only which provides a continuous route from Newingreen to the junction with Otterpool Lane (**Image 5-2**) and beyond. At the Otterpool Lane junction a controlled pedestrian crossing is integrated into the existing signal

controlled junction. Between Newingreen and the Airport Café the A20 is subject to national speed limit (60mph) and is not street lit. The speed limit then reduces to 50mph on the approach to the Otterpool Lane junction and the road is street lit.

5.2.9. West of the Otterpool Lane junction a footway is provided on the southern side of A20 Ashford Road only and the road is not street lit. As the A20 approaches Barrowhill the speed limit reduces to 40mph and the road is street lit again. Through Barrowhill and westward towards Sellindge footways are provided on both sides of the A20 (**Image 5-3**). The A20 narrows to single lane width under the railway bridge in the north of Barrowhill but maintains footway provision on both sides of the carriageway (**Image 5-4**). Through Barrowhill the A20 is subject to a 40mph speed limit and is street lit. The speed limit reduces to 30mph through Sellindge.

OTTERPOOL LANE

5.2.10. Otterpool Lane runs in a north to south alignment, connecting with the A20 Ashford Road at its northern end and the B2067 Aldington Road to the south. Otterpool Lane provides access to the Link Park industrial estate located on the eastern side of the carriageway. There are no formal footways on either side of Otterpool Lane. There are no pedestrian crossing facilities beyond the signal-controlled pedestrian crossing at its junction with the A20. Most of Otterpool Lane is rural in nature, is not street lit and subject to the national speed limit.

STONE STREET

5.2.11. Stone Street runs in a north to south alignment. To the north, Stone Street is severed by the M20 motorway. However, a pedestrian connection provides access to the village of Stanford and beyond to the north. To the south, Stone Street connects with the A20 some 100m north of the Newingreen Junction. Stone Street recommences as a southern arm of the Newingreen Junction, providing access to Lympne and connecting with Aldington Road at its southern end. Stone Street to the north of Newingreen does not feature any formal pedestrian infrastructure, is subject to a 30mph speed limit and is not street lit. To the south of Newingreen a footway is provided on at least one side of the carriageway for its extent, averaging between 1.5m and 2m wide. Stone Street through Newingreen is subject to a 40mph speed limit and is street lit. The speed limit then reduces to 30mph through Lympne and is street lit.

ALDINGTON ROAD

5.2.12. Aldington Road routes east to west, with its eastern end connecting with Lympne Hill, continuing to the A261 Hythe Road. To the west Aldington Road provides access towards Aldington village. Aldington Road forms junctions with Stone Street and Otterpool Lane. West of its junction with Otterpool Lane, the carriageway is bordered by hedgerows (**Image 5-5**). There is limited pedestrian infrastructure on Aldington Road. A footway measuring between 1-1.5m in width is present on the northern side of Aldington Road between the access to Port Lympne Safari Park and the eastern edge of Lympne village (**Image 5-6**). Aldington Road west of Lympne is subject to national speed limit (60mph) and is not street lit. Through Lympne, Aldington Road is subject to a 30mph speed limit and is street lit. East of Lympne Aldington Road is subject to a 40mph speed limit and is not street lit. There is also no formal pedestrian infrastructure.

Image 5-5 - Aldington Road west of Otterpool Lane

Image 5-6 - Aldington Road between Otterpool Lane and Octavian Drive

A261 HYTHE ROAD

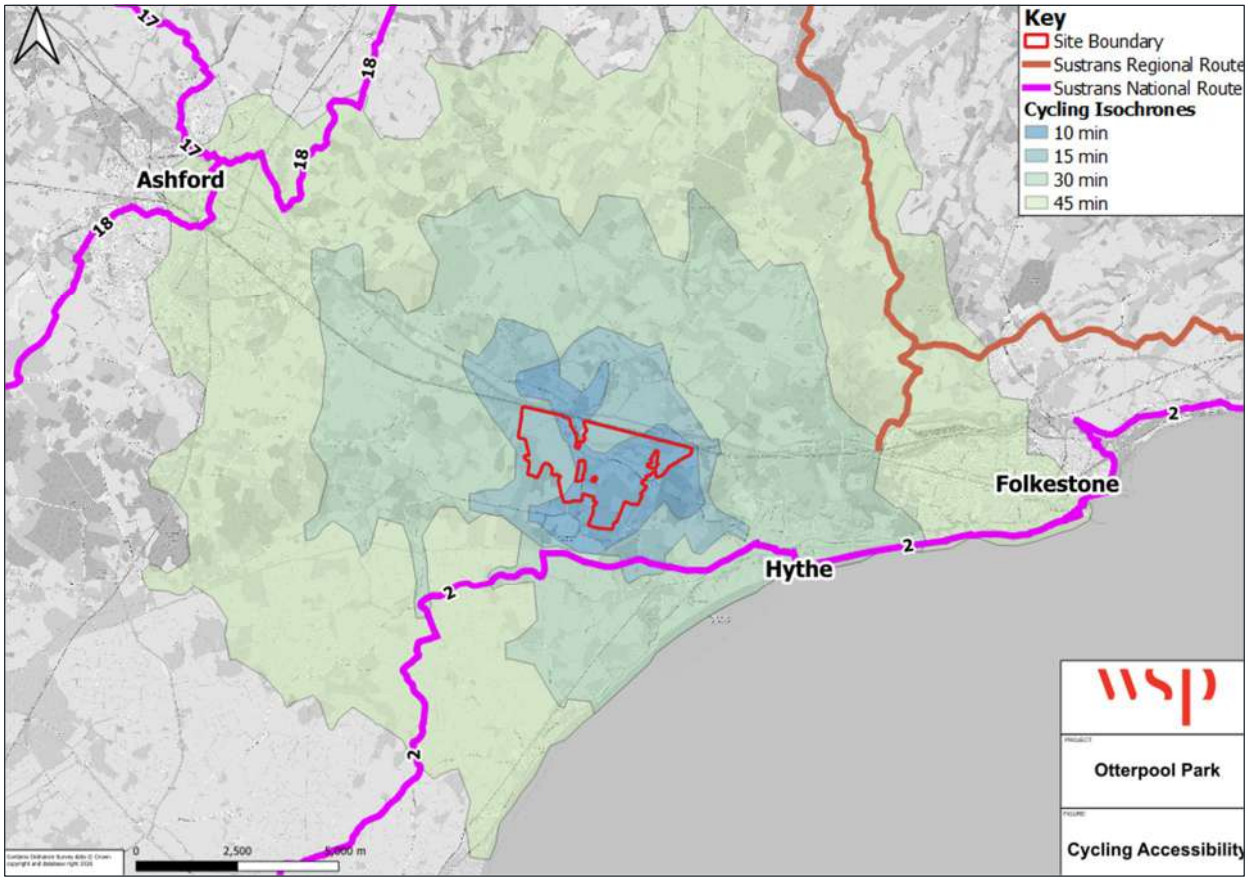
5.2.13. The A261 Hythe Road runs to the east of the Otterpool Park site, providing access to the hamlet of Pedlinge and onwards towards Hythe. Its western end connects with the Newingreen Junction to the east of the site. There is no footway provision along the A261 Hythe Road until it connects with Aldington Road. Immediately east of the A261 Hythe Road / Aldington Road junction a narrow footway is provided on the southern side of the carriageway. A261 Hythe Road is subject to national speed limit (60mph) and is not street lit in the vicinity of the Site.

5.3 EXISTING CYCLING INFRASTRUCTURE

5.3.1. It is widely regarded that cycling has potential to substitute for car trips, as well as forming part of a longer journey by public transport. At a speed of 15km/h, a 4km distance equates to a journey time of around 16 minutes. The figure below shows that the Site extent is accessible within an approximate 15 minute cycle journey to/from Westenhanger Rail Station or less.

5.3.2. At this stage the baseline excludes consideration to carefully designed and high-quality cycling infrastructure within the Site to provide direct, safe, and attractive accessibility to Westenhanger Rail Station and future facilities and services, and travel by electric bikes and scooters.

Figure 5-2 – Cycling Accessibility Plan



5.3.3. There is limited existing cycle infrastructure on the highway network in the vicinity of the Site. M20 Junction 11 located to the northeast of the Site features some off-carriageway shared (combined pedestrian and cycle) infrastructure connecting the A20 Ashford Road roundabout to the south of the M20 with the A20 Ashford Road to the east and is signed as a cycle route to/from Folkestone. Mandatory cycle lanes are then provided on the carriageway of A20 Ashford Road for approximately 300m from where cyclists must re-join the main carriageway.

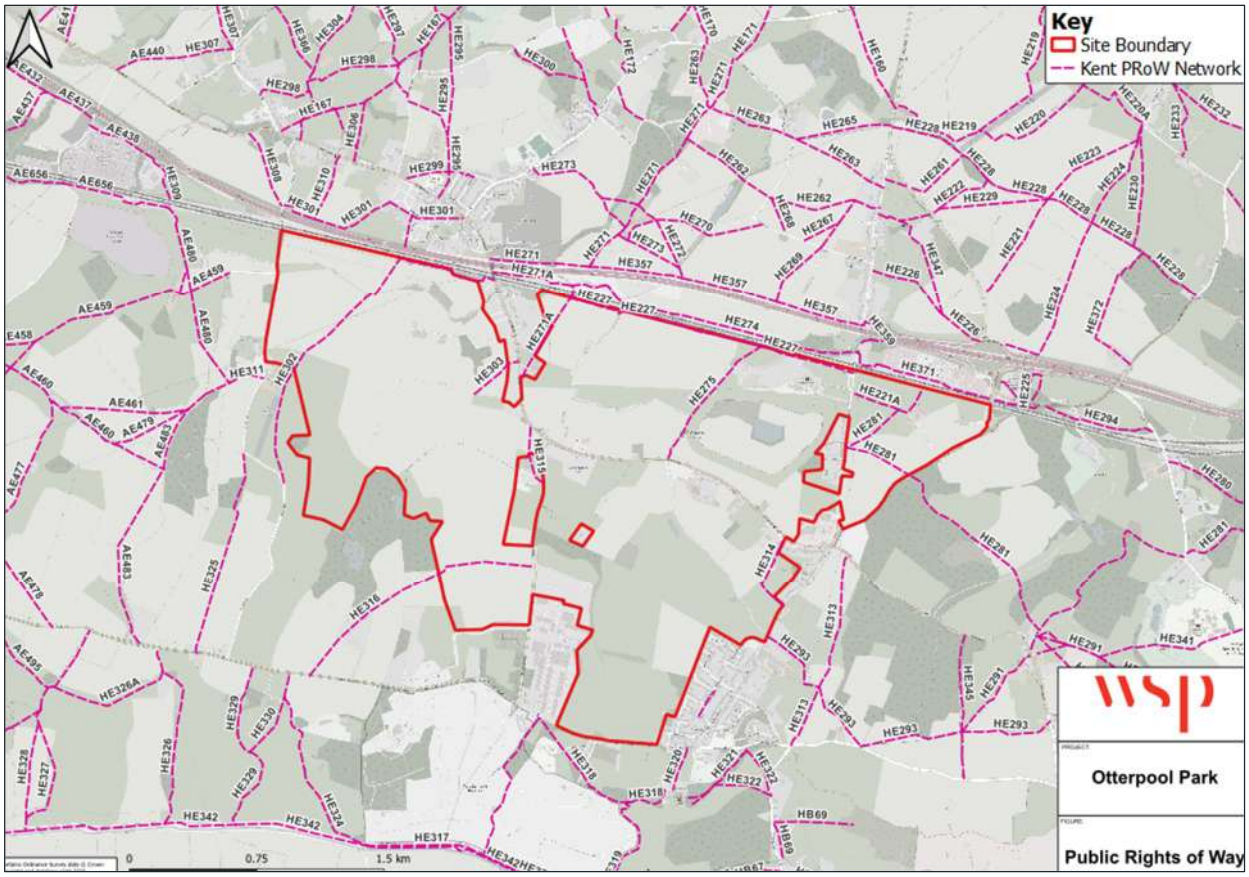
5.3.4. There are no dedicated cycle routes in the immediate vicinity of the Site. However, National Cycle Network (NCN) Route 2 runs in an east-west alignment approximately 950m to the south of the southern boundary of the Site, along the Royal Military Canal. NCN Route 2 is a long distance cycling route that runs along the southern coastline of England, connecting Dover to the east with St Austell in Cornwall to the west, via southern Folkestone & Hythe.

5.3.5. The section of NCN Route 2 closest to the southern site boundary is traffic free and runs along the canal towpath through West Hythe, Hythe and Folkestone to the southeast. Cyclists can access the route via Royal Military Road, which is located at the southern point of Lympne Hill, the nearest connection to the Site or via the bridleway that runs south along Reach Road (HE317) through Port Lympne Safari Park.

5.4 PUBLIC RIGHTS OF WAY

5.4.1. A network of PRoW are located within and around the Site, as shown in the figure below.

Figure 5-3 – PRoW

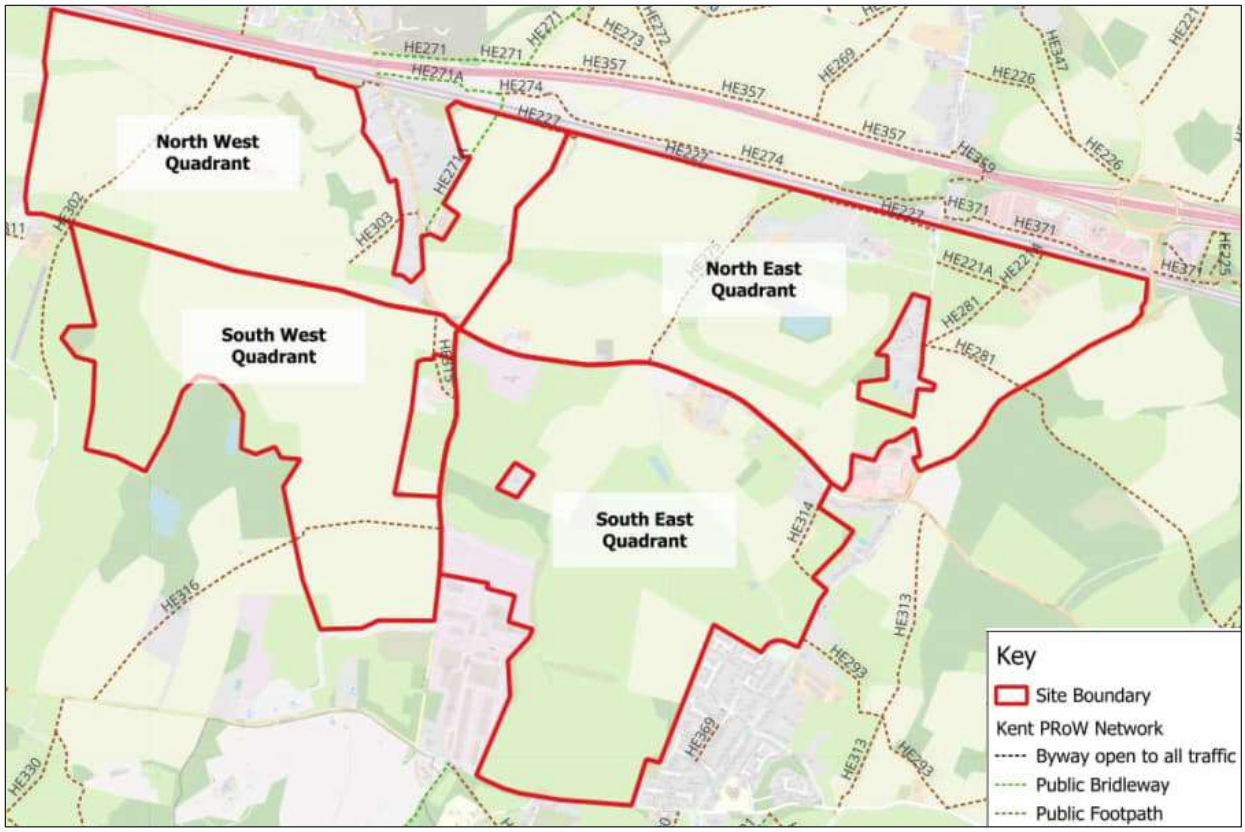


5.4.2. The PRoW can be divided into those routes that provide connections across the Site and those that are located off site.

PROW ON SITE

5.4.3. Within the Site there are ten PRoW, the majority of which are public footpaths which can be broadly split into four geographical areas as shown in the figure below.

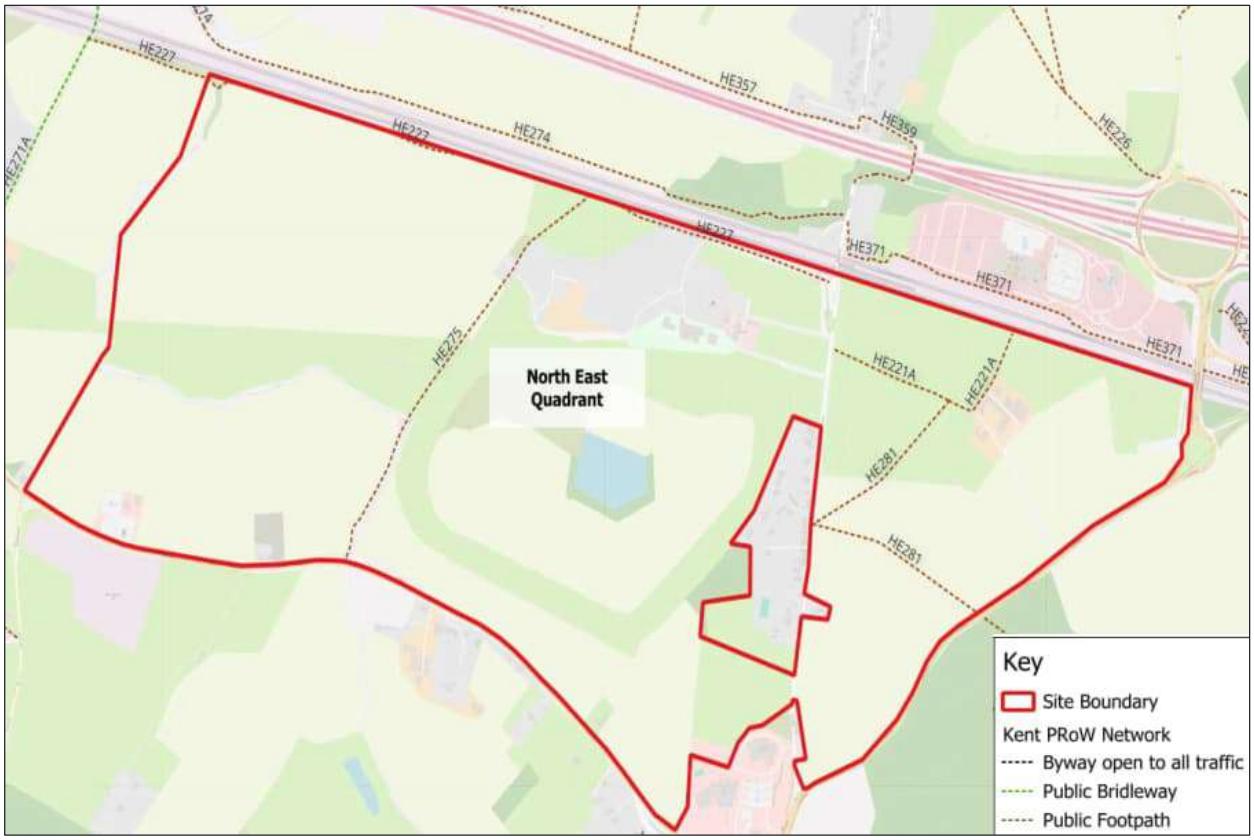
Figure 5-4 – Site Quadrants and PRoW



Northeast Quadrant

5.4.4. This section focuses on the northeast quadrant of the Site as set out below.

Figure 5-5 – ProW in Northeast Quadrant of Site

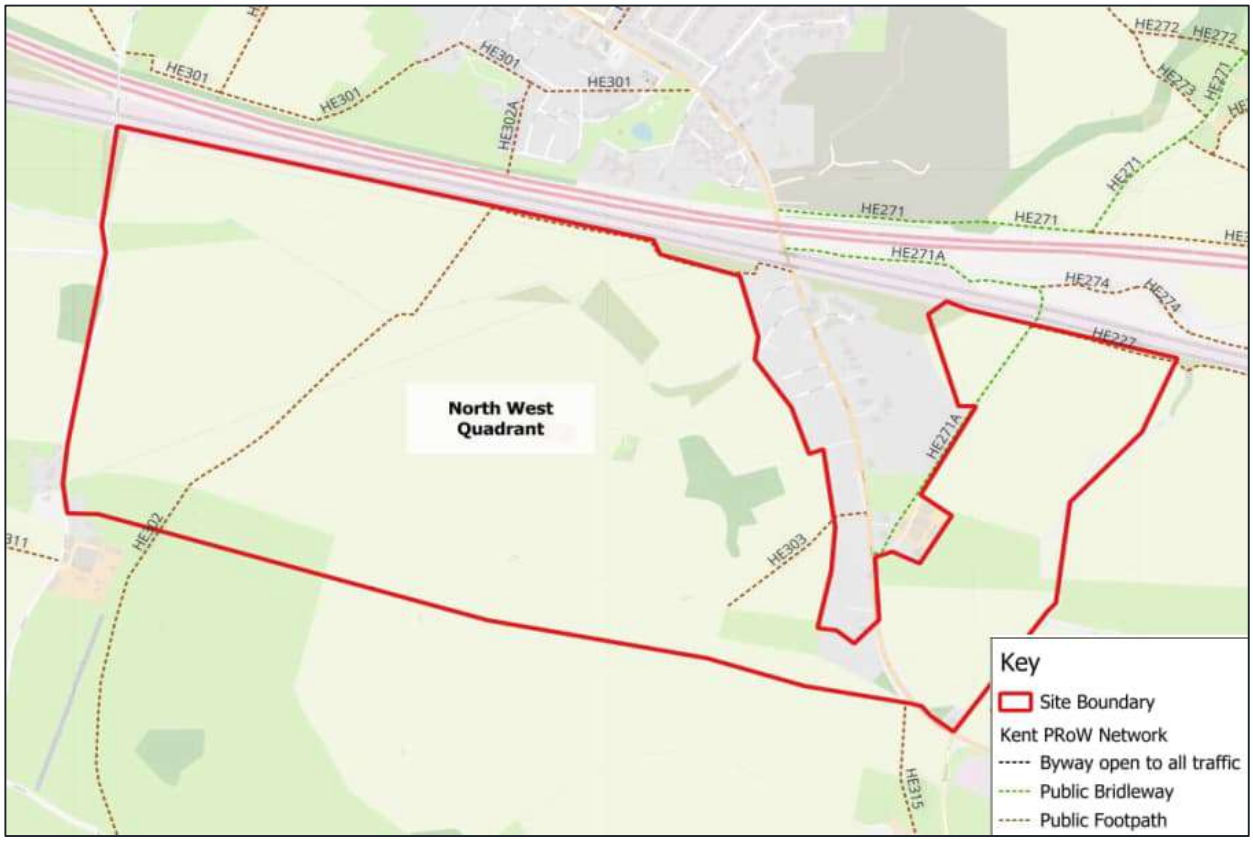


- HE221A is a public footpath that runs east west between Stone Street in the west to Hillhurst Farm in the east before turning north and stopping at the boundary of the railway line (northern boundary of the Otterpool Park site). The footpath is partially located within the EHP.
- HE281 is a public footpath that runs southwest to northeast through the EHP connecting Stone Street in the west with Hillhurst Farm in the northeast and connects with HE221A. HE218 also runs east west connecting with Stone Street and HE281 in the west and A20 Ashford Road in the east where the eastern Site boundary of Otterpool Park is located.
- HE227 is a public footpath that runs east west along the northern boundary of the Site connecting Stone Street in the east with bridleway HE271A in the west near Barrowhill.
- HE275 is a public footpath that runs north south immediately to the west of Westenhanger Castle and connects with HE227 in the north and A20 Ashford Road in the south.

Northwest Quadrant

5.4.5. This section focuses on the northwest quadrant of the Site as set out below.

Figure 5-6 – ProW in Northwest Quadrant of Site



- HE302 is a public footpath that runs east west to the south of the railway west of Barrowhill for approximately 550m before heading southwest connecting with Harringe Court Farm and eventually Harringe Lane (outside of the site boundary).
- HE271A is a bridleway located to the immediate east of Barrowhill that connects A20 Ashford Road in the south with HE227 (south of the railway line) before crossing the railway line (to the north of the Otterpool Park Site boundary) and connecting with HE274.
- HE303 is a public footpath that runs southwest to northeast to the west of Barrowhill from the A20 Ashford Road.

Southeast Quadrant

5.4.6. This section focuses on the southeast quadrant of the Site as set out below.

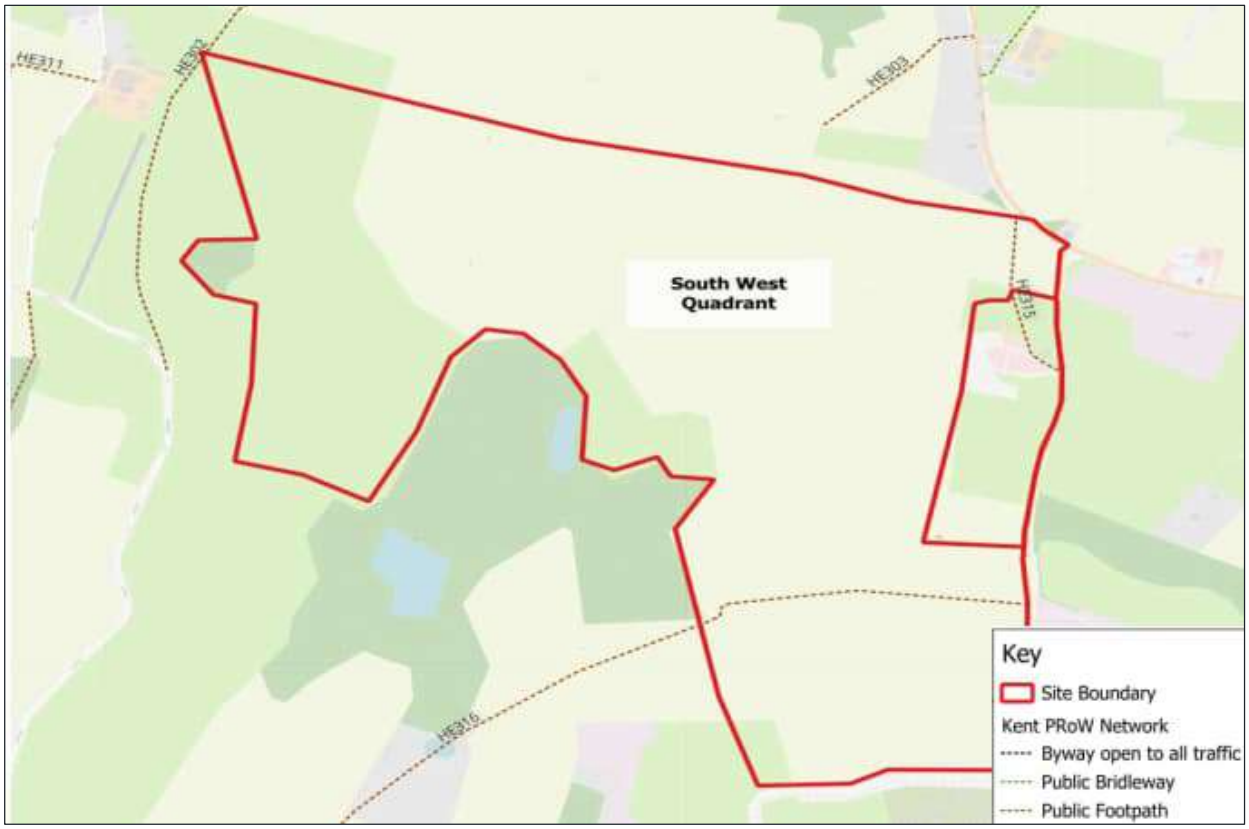
Figure 5-7 – PRoW in Southeast Quadrant of Site

- HE314 is a public footpath that connects A20 Ashford Road in the west of Newingreen with Stone Street in the south.

Southwest Quadrant

5.4.7. This section focuses on the southwest quadrant of the Site as set out below.

Figure 5-8 – ProW in Southwest Quadrant of Site



- HE315 is a public footpath that runs north south to the west of Otterpool Lane between A20 Ashford Road and Otterpool Manor where it joins Otterpool Lane.
- HE316 is a public footpath that connects Otterpool Lane in the east near the northern end of Lympne Industrial Estate with Aldington Road (outside of the site boundary). Only part of this link falls within the Site boundary.

PROW OFF SITE

5.4.8. Outside of the Site boundary the network of PRoW connects the Site with the local area. These PRoW are as follows.

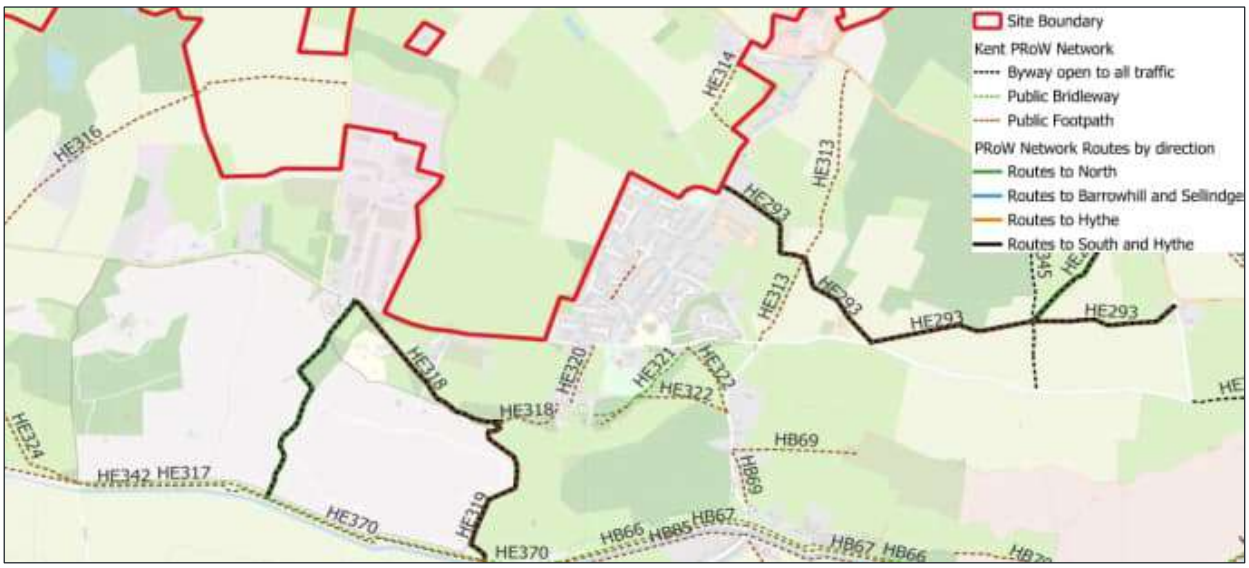
Figure 5-9 – Route to/from the North, Barrowhill and Sellindge

- Routes to/from the north including Folkestone Services, Stanford and Sellindge (**Figure 5-9**).
  - HE371 is a public footpath that runs east west to the north of the railway between Stone Street in the west, the Folkestone Services and a spur off A20 Ashford Road to the east of the M20 J11.
  - To the north of the railway Stone Street has been severed by the M20 motorway. A public footpath (HE359) is provided via a bridge link over the motorway connecting Stone Street either side of the M20.
  - HE357 is a public footpath that runs on an east-west axis between Stone Street (north of the M20) to where it connects with public bridleway HE271 for connection to the A20 Ashford Road at Barrowhill in the west and further routes to the north.
- Routes to/from Barrowhill and Sellindge (**Figure 5-9**)
  - HE271 is a public bridleway that connects the A20 Ashford Road to the north of the M20 and Barrowhill with HE357 and Brook Farm to the north.
  - HE274 is a public footpath that runs on an east-west axis between Stone Street (north of the railway) in the east and HE271A for onward connection to Barrowhill in the west.

Figure 5-10 – Routes to/from Hythe

- Routes to/from Hythe (**Figure 5-10**)
  - HE281 is a public footpath that runs through Sandling Park on a north west to south east axis from the A20 Ashford Road in the north west to the Hamlet of Pedlinge in the south east where it joins with HE291 providing onward connection to Hythe in the south east and HE293 towards Lympne. At Pedlinge HE281 continues north east to connect with Sandling Road where Brickhill Park Performing Arts College is located.
  - HE291 is a public bridleway that connects HE281 at Pedlinge with HB36 which in turn connects with HB32 and then residential streets within the north west of Hythe.
  - HB36 is a public bridleway that connects HE291 with HB32 for connectivity into Hythe.
  - HB32 is a bridleway that connects HB36 with residential roads in Hythe along with St Augustine's Catholic Primary School.
  - HE343 is a byway that runs between Aldington Road in the west and Hythe in the east.

Figure 5-11 – Route to /from the South with onward connection to/from Hythe



- Routes to/from the South including Lympne and onward connection to/from Hythe (**Figure 5-11**)
  - HE313 is a public footpath running on a north south axis between Hythe Road in the north and Aldington Road in the south. Approximately 300m north of Aldington Road it connects with HE293 and HE345.
  - HE293 is a public footpath that connects Lympne in the north west with Aldington Road in the south-east and then continues to connect with HE291 in the east.
  - Several routes provide connectivity between Aldington Road and the Royal Military Canal. These include HE319, a public footpath which connects with HE318 before connecting with Aldington Road. HE317 is a public bridleway that passes through Port Lympne Safari Park.
  - Various PRoW exist along and in the vicinity of the Royal Military Canal including HE370, HE342, HB85 and HB66.

5.5 WHEELING AND MICROMOBILITY

5.5.1. Micromobility refers to a range of small, often lightweight, electric vehicles, which are driven by the user. This includes electric scooters (e-scooters) and electric bicycles (e-bikes). Micromobility, similar to cycling, offers a sustainable way of travelling shorter distance trips.

5.5.2. Micromobility hire services often consist of a fleet of shared e-scooters and shared e-bikes that are typically docked at stations. Users can hire the vehicles on-demand via a smartphone application, or pre-book day/ weekly passes to travel.

5.5.3. The Site does not currently benefit from existing micromobility provision. However, it is noted that micromobility in Kent is expanding, with a focus on integrating electric vehicle charging and, in some areas, shared e-bikes and e-scooters to improve sustainable transport. Key aspects of micromobility in Kent include:

- Electric Vehicle Charging Network - KCC is partnering with Connected Kerb to install charging points in numerous locations, including Folkestone & Hythe.
- Future Expansion - Transport for the South East is working on a Strategic Investment Plan to support active travel and micromobility.

6 BASELINE CONDITIONS – PUBLIC TRANSPORT

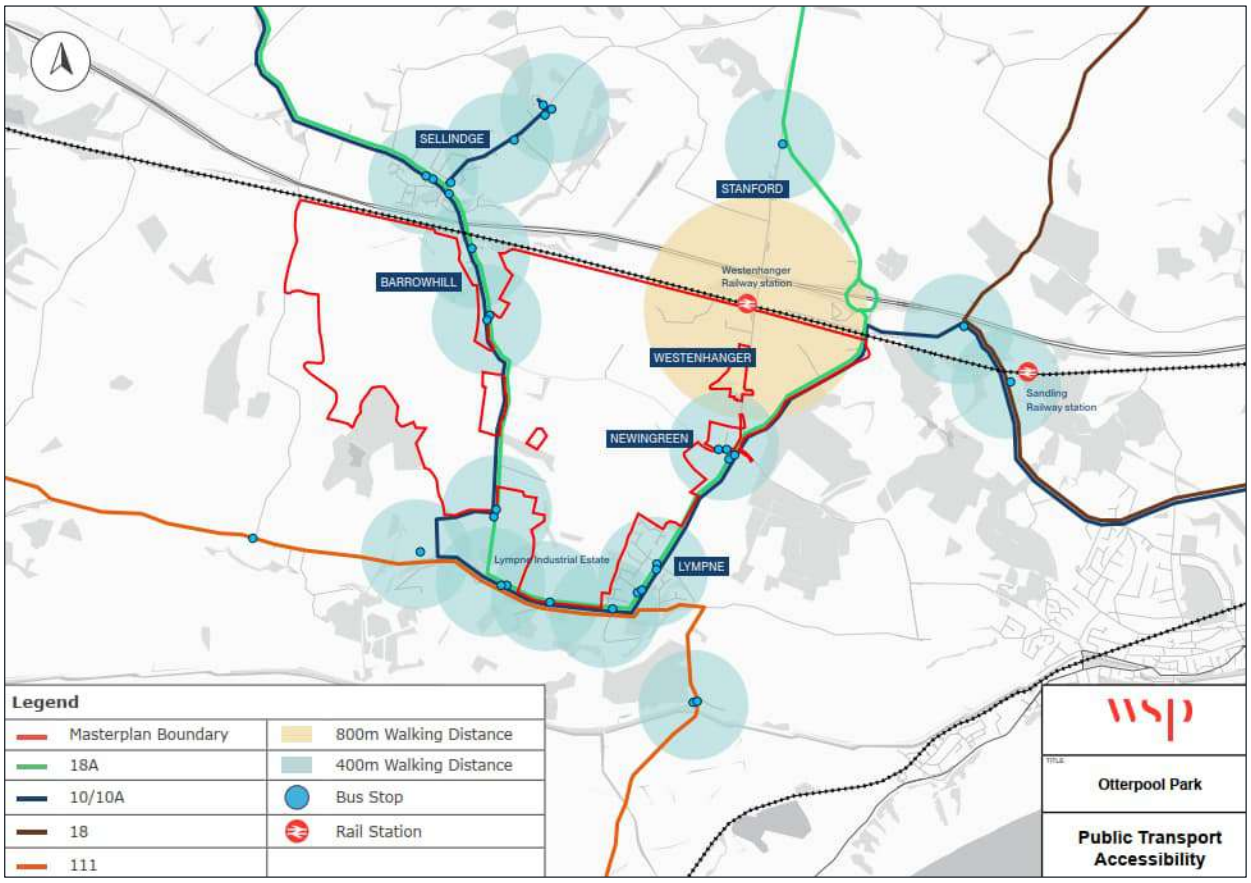
6.1 INTRODUCTION

6.1.1. This chapter sets out existing public transport provision readily available within the immediate and surrounding area of the Site.

6.2 BUS PROVISION

6.2.1. Existing bus stops are located on the A20 Barrow Hill, B2067 Otterpool Lane, B2067 Aldington Road, Stone Street, and A20 Ashford Road, with existing bus services routing through the Site and along the perimeter. A plan showing existing bus stop locations and bus routing in context with the Site is provided below.

Figure 6-1 - Existing Bus Provision



6.2.2. The plan above shows that areas within the Site boundary fall within 400m of a bus stop, with areas within the Site also falling short of this distance. Most local bus stops do not have shelters. All local bus services are operated by Stagecoach. Local bus services by destination and frequency are summarised in the table below.

Table 6-1 - Local Bus Services

Bus Service	Destination from the Site	Approximate Journey Time from the Site	Frequency
10	Ashford Rail Station	54 minutes	1 bus per hour
	Hythe	13 minutes	1 bus per hour
	Folkestone	39 minutes	
10A	School Bus Service Ashford - Folkestone	36 minutes	2 buses per day
18A	Canterbury Bus Station	22 minutes	Daily
	Hythe	42 minutes	
971	Folkestone, Harvey Grammer School	1 hour	Daily

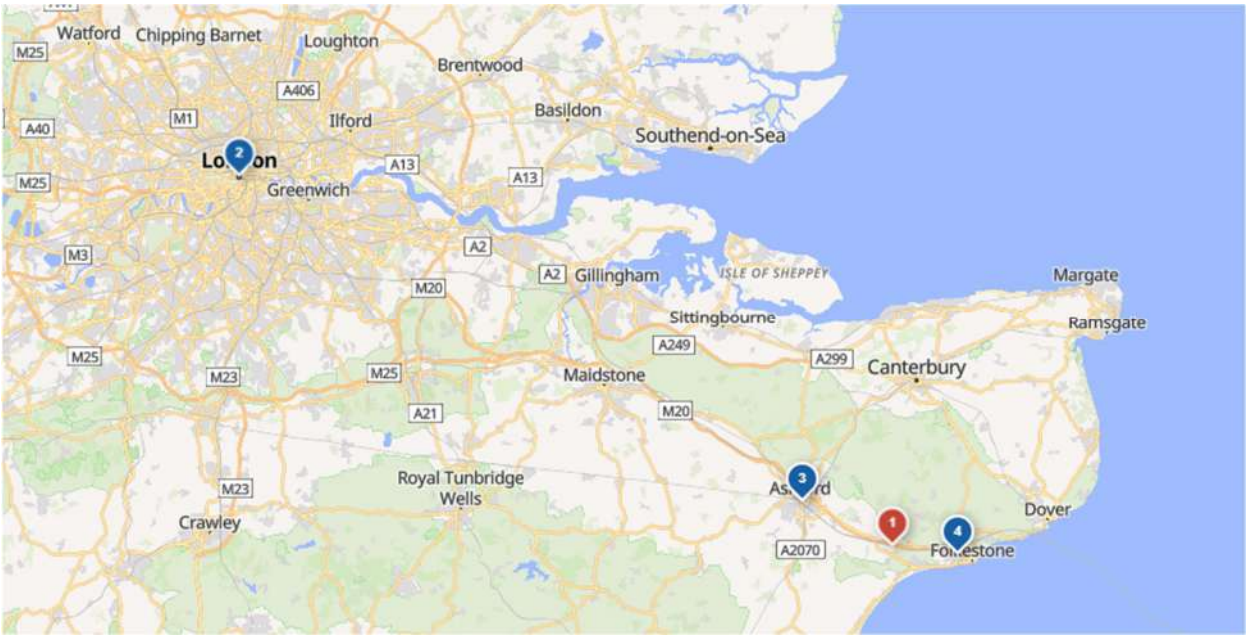
Source: Via online bus timetables, 2026

6.2.3. Bus stops on A20 Barrow Hill, B2067 Otterpool Lane, B2067 Aldington Road, Stone Street, and A20 Ashford Road are served by bus routes 10/10A, which provide access to Folkestone via Hythe, and Ashford. Services are hourly Monday to Friday in both directions. The bus journey time from the Site to Hythe is approximately 13 minutes, to Folkestone approximately 39 minutes, and to Ashford approximately 54 minutes. The bus journey times to Folkestone and Ashford respectively are influenced by existing bus routing assignment. Bus services 18A/971 run daily, once in the morning returning in the afternoon, taking local children to and from schools at destinations including Hythe, Folkestone, and Canterbury.

6.3 RAIL PROVISION

6.3.1. The Site benefits from Westenhanger Rail Station being located inside the boundary, towards the northeast; as shown in Figure 6-1 above. The figure below shows the location of Westenhanger Rail Station (labelled 1), relative to London (2), Ashford (3) and Folkestone West (4).

Figure 6-2 - Existing Rail Provision



6.3.2. Westenhanger Rail Station is on the Southeastern Main Line with direct eastbound services to destinations including Ramsgate via Folkestone Central and Dover Priory, and direct westbound services to destinations including Ashford International and London Charing Cross. The station and all trains are operated by Southeastern. A rail map extract is shown below.

Figure 6-3 – Southeastern Network Map Extract

6.3.4. Westenhanger Rail Station is a Category F '*Small Unstaffed*' station, as defined in Network Rail's Station Design Guidance document. There were a total of 62,914 annual entries and exits in 2024/2025[2]. The station has limited facilities, including a ticket machine on Platform 1 only, small shelters and cycle parking; as described in further detail in this section.

SERVICES

6.3.5. The table below sets out a summary of key destinations, frequency of services, and journey times.

Table 6-2 - Services at Westenhanger Rail Station

Destination from the Site	Journey time from the Site	Frequency
Ashford International	9 minutes	2 peak period services, then hourly
Folkestone Central	10 minutes	2 peak period services, then hourly
London Charing Cross via Ashford International, Staplehurst, Tonbridge, Sevenoaks, London Bridge and London Waterloo East	1 hour, 35 minutes to Charing Cross 1 hour, 35 minutes to London Bridge	2 peak period services, then hourly
Dover Priory via Sandling, Folkestone West and Folkestone Central	22 minutes to Dover Priory	2 peak period services, then hourly
Ramsgate via Folkestone West, Folkestone Central, Deal and Sandwich	1 hour, 8 minutes to Ramsgate	2 peak period services, then hourly

6.3.6. Trains run with an 8-minute travel time to Folkestone West, and a 9-minute travel time to Ashford International (a single stop from the Site westbound). Trains from Westenhanger Rail Station operate at a frequency of one train per hour (tph) off-peak in both directions, with peak services increasing to two-tph.

6.3.7. Travel times to London are approximately one hour to one hour 10 minutes travelling via high-speed, dependent on interchange times at Ashford International; typically, around 15 minutes on peak.

6.3.8. The current services provided at Westenhanger Rail Station are all formed of Southeastern Class 375 or Class 377 electric multiple units. Trains vary in length from four to 12 cars. For some services, carriages are added or removed at Ashford International to provide additional capacity between London and Ashford and vice versa.

[2] Office of Rail and Road, estimates of station usage, 2026

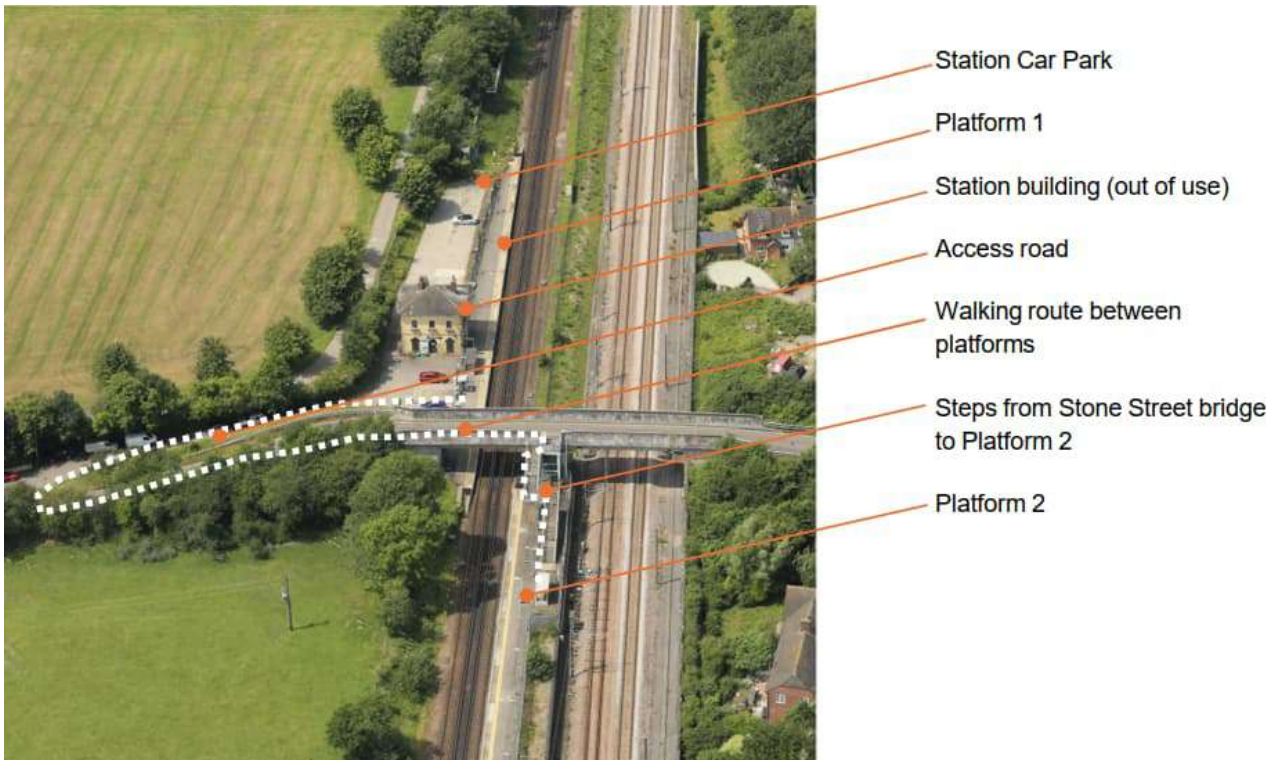
PLATFORMS

6.3.9. Westenhanger Rail Station consists of two platforms:

- Platform 1 (up platform) for services to London, which is five carriage (car) length.
- Platform 2 (down platform) for services towards Folkestone, which is eight car length.

6.3.10. The figure below shows the existing configuration.

Figure 6-4 - Westenhanger Rail Station Configuration



6.3.11. Platform 1 is accessible from the station car park, with Platform 2 accessed via steps down from a highway bridge on Stone Street. The walking route from Platform 1, where the ticket machine is located, to Platform 2 is approximately 180m with no step-free access to Platform 2.

6.3.12. Platform 1 (serving trains towards Ashford International and London) currently has a usable length of 109 metres[3], equating to five cars with a total of 10 doors. Platform 2 is 170m long and suitable for eight cars with 16 doors. Where trains are formed of more cars than a platform can accommodate, Selective Door Opening (SDO) is used to release only the doors that are within the platform extent accordingly.

6.3.13. Both platforms are relatively wide, at circa 5m at the widest point, and have ‘bus-stop’ style shelters on each platform.

6.3.14. Adjacent to the station, HS1 tracks run between Ashford and the Channel Tunnel. There are no platforms at Westenhanger Rail Station for this line.

[3] Kent, Sussex & Wessex Sectional Appendix June 2026, Network Rail, 2026

ACCESS ROAD AND PARKING

6.3.15. The car park is accessed via a single lane road from Stone Street. The existing station car park is approximately 800m^2 with space for around 20 cars, of which 11 are allocated to the station. There is one disabled bay, with most of the remaining bays lacking bay markings. No bus service currently serves Westenhanger Rail Station. There is no provision for taxi/drop-off bays. On site observations indicted on street parking on the station access road and Stone Street.

STATION BUILDING

6.3.16. There is an existing station building adjacent to Platform 1, built in 1861. It is currently out of use, but has been let by Arch Co.

6.3.17. There are no cycle parking facilities or CCTV facilities.

7 BASELINE CONDITIONS - HIGHWAY NETWORK

7.1 INTRODUCTION

7.1.1. Further to the preparation of the 2022 TA, this chapter presents an update of the existing highway network relevant to the Site, based on desktop analysis, site observations, audits, and 2025 survey data.

7.1.2. Traffic flow survey data, including Automatic Traffic Counts (ATCs), Manually Classified Counts (MCCs) and queue length surveys, were undertaken by an independent survey company during June 2025; in agreement with KCC and NH.

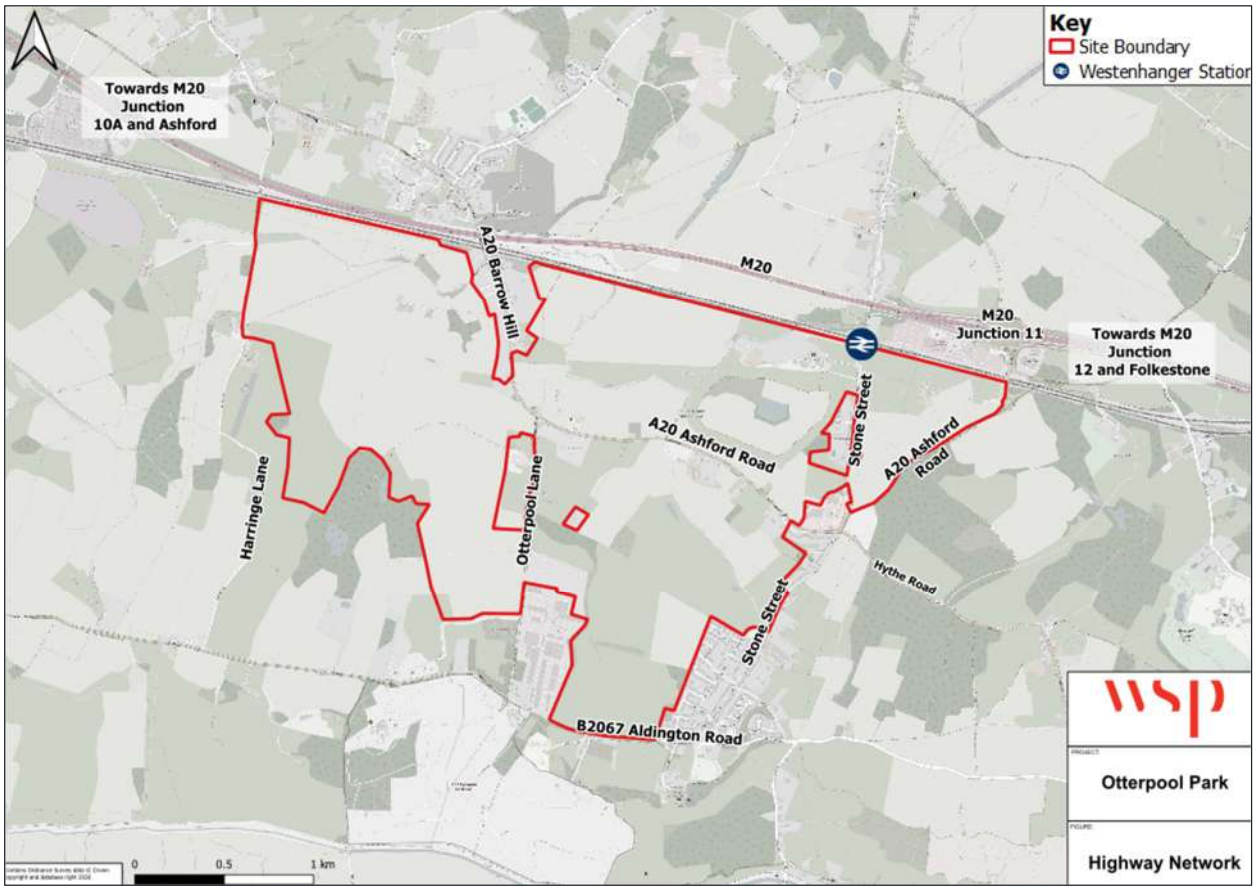
7.1.3. Engagement with KCC, NH, and LPAs has been on-going for over the past year for the purpose of scoping this 2026 TAA, including 2025 Base Year junction capacity models, which have been signed off by KCC and NH as appropriate for use herein.

7.1.4. A Technical Note on Baseline Modelling Review (March 2026) prepared by WSP has been agreed with KCC and NH; a copy of the Technical Note is provided at **Appendix D**.

7.2 HIGHWAY NETWORK

7.2.1. The plan below shows the highway network in context with the Site.

Figure 7-1 – Highway Network Plan



M20 CORRIDOR

7.2.2. The M20 motorway connects Kent with the M25 and London. It terminates in the east at Junction 13, on the northern outskirts of Folkestone. The M20 within the vicinity of the Otterpool Park Site comprises three lanes in both directions and is subject to the national motorway speed limit.

7.2.3. Junction 11 is a grade-separated five-arm junction which lies directly adjacent to the northeast corner of the Site. It provides access to and from the Site if travelling via the motorway. Junction 11 connects with the A20 (south), B2068 (north) and Folkestone Services via a five-arm roundabout. Junction 11 gives access to the M20 eastbound (Folkestone, Dover and continental Europe via ferry or the Eurotunnel) and westbound (Ashford and London). Junction 11a further to the east provides eastbound on-slips (from the A20) and westbound off-slips (from the Eurostar terminal) to the M20.

7.2.4. Junction 12 consists of a grade-separated four-arm roundabout, with two arms providing on/off slips to the M20. The roundabout links to the A20 Ashford Road in the north and Cheriton Approach to the south, which provides access into Folkestone along Cheriton High Street / Cheriton Road.

7.2.5. Junction 13 provides on/off-slips linking to two mini-roundabouts; one to the north on the A20 and one to the south linking the A20 to the A259, which routes to/from the east, and the A2034 Cherry Garden Avenue routing south towards Cheriton Road. Just east of Junction 13, the M20 becomes the A20.

7.2.6. Junctions 9 and 10 provide access to Ashford. Both are grade-separated junctions, with two arms consisting of eastbound/westbound on/off slips to the M20. Junction 9 provides access to Ashford north of the M20 via Trinity Road and south via Fougeres Way. Junction 10 provides access to north Ashford via Kennington Road and south via Bad Munstereifel Road.

7.2.7. Junction 10a is an interchange approximately 700m east of Junction 10 which is a gyratory roundabout connected to a southern link road towards the A2070 and the existing A20 Hythe Road. The junction is partially signalised with new east and west facing slip roads. This junction was completed in 2019 alongside a pedestrian overpass and other pedestrian and cycle facilities. The scheme was not part of the 2018 Base Year assessment presented in the 2022 TA, but was included for subsequent assessment scenarios, and is included as part of the 2025 Base Year herein.

M20 Freight Traffic Management

7.2.8. Freight parking at the Port of Dover is limited and demand can sometimes exceed capacity. Industrial action can also disrupt operations at the port. Consequently, freight queues that cannot be accommodated at the port or the Eurotunnel can form on the M20. On the M20 eastbound towards the Eurotunnel and Dover, the M20 Junction 11 off-ramp sometimes must be closed for safety reasons due to queues from the Eurotunnel and occasionally Dover.

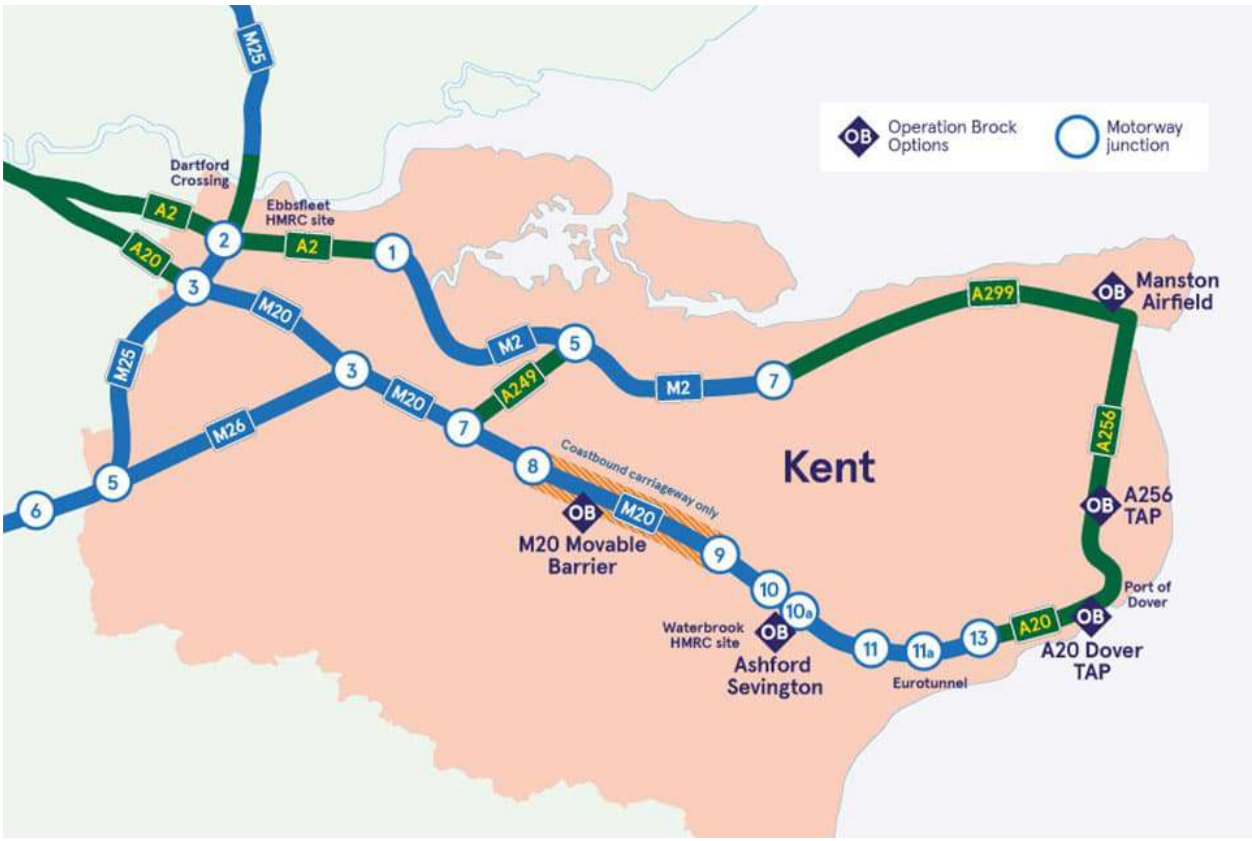
7.2.9. There are several traffic management measures in place on the M20 corridor, including Operation Brock. Lorry parks are also expected to be a long-term component of the operation of the Channel Crossing.

7.2.10. Operation Brock is a traffic management system on the M20 motorway in Kent, designed to manage freight traffic heading to the Port of Dover or the Eurotunnel during cross-Channel disruption. A contraflow is installed between Junctions 8 (Maidstone) and 9 (Ashford), creating a dedicated Heavy Goods Vehicle (HGV) lane while allowing other traffic to use the remaining lanes.

Key Operation Brock Sites and Traffic Management

7.2.11. There are key Operation Brock sites and associated traffic management measures as shown in the figure and described below.

Figure 7-2 – Operation Brock Traffic Management



- Primary Location - M20 Motorway between Junction 8 (Maidstone) and Junction 9 (Ashford).
- Contraflow System - a contraflow is installed on the M20, where a specific lane is reserved for EU-bound freight (coastbound), while other lanes are used for normal traffic (both directions).
- Freight Queueing - HGVs heading to Dover or the Eurotunnel are directed to queue on the M20, often using designated holding areas.
- Local Road Management – KCC, in coordination with Kent Police, may implement measures on local roads for mitigation.
- Infrastructure and Deployment – NH manages the implementation.
- A20 Dover Traffic Assessment Project (TAP) - queueing system that holds HGVs until space is available at the port.
- M20 Moveable barrier – a physical concrete barrier that can be deployed between M20 junctions 8 and 9 to install a contraflow. HGVs heading for the Port of Dover or the Eurotunnel will be held on the coastbound carriageway.
- Manston Airfield – an off-road site used to hold traffic bound for the Port of Dover and border readiness checks will be undertaken here to ensure the correct paperwork is in place.
- Ashford Sevington Inland Border Facility – an off-road site next to M20 junction 10a and is likely to be used if the M20 contraflow approaches capacity.

A20 ASHFORD ROAD/BARROW HILL

7.2.12. The A20 is a major distributor road in Kent and crosses an area of the Otterpool Park Site in an east to west alignment. The A20 Ashford Road provides access to the M20, via Junction 10, 10a and 11. The road consists of a single carriageway, ranging from 30 mph in built-up areas and villages, up to 40 mph, 50 mph, and the national speed limit (60 mph) on rural stretches.

7.2.13. The A20 Barrow Hill is reduced to a single lane for a short section, controlled by traffic signals, where the road passes under railway lines south of Sellindge. Underneath the railway bridge there is a height restriction of 4.7m.

B2067 OTTERPOOL LANE

7.2.14. The B2067 Otterpool Lane comprises a single carriageway road with a north to south alignment routing through the site. The road is predominantly subject to the national speed limit, which reduces to 50mph at its northern extent within the vicinity of the A20 Ashford Road/ B2067 Otterpool Lane signal-controlled junction. The southern end of Otterpool Lane forms a priority junction with the B2067 Aldington Road, providing access to the Link Park industrial estate and Port Lympne Safari Park. Otterpool Lane is bounded by hedgerows and rural land.

B2067 ALDINGTON ROAD

7.2.15. Aldington Road forms a section of the southern boundary of the Otterpool Park site. It has an approximate east-west alignment, extending from the A261 Hythe Road in the east, past Lympne Hill and Otterpool Lane to form a priority junction with Roman Road and Knoll Hill to the west.

7.2.16. Aldington Road is a single carriageway road. There is a 2m width restriction (except for access) east of the junction with Lympne Hill. Aldington Road becomes narrow to the west of the Otterpool Lane junction where it becomes the B2067, potentially allowing only one vehicle at a time to pass through. The road is subject to the national speed limit, which reduces to 30mph within Lympne.

A261 HYTHE ROAD

7.2.17. The A261 Hythe Road connects with the A20 Ashford Road at the Newingreen Junction east of the site. The A261 Hythe Road continues west providing access towards Hythe. The road is predominantly subject to the national speed limit, which reduces to 30mph on approach to the built-up area of Hythe. There is a double curve in the road alignment through the village of Pedlinge.

HARRINGE LANE

7.2.18. Harringe Lane has an approximate north to south alignment extending between the A20 and B2067, located towards the northwest boundary of the Otterpool Park Site. The road provides access to a limited number of residential properties and farmland. The narrow country lane is bounded with hedgerows and can accommodate one-way traffic movements albeit has regular passing points. Harringe Lane is subject to width restrictions with signage restricting vehicles of a width greater than 1.98m (except for access).

STONE STREET

7.2.19. Stone Street was a Roman road between Lympne and near to Canterbury. Stone Street extends northwards from Aldington Road to the Newingreen Junction connecting with the A20 Ashford Road and A261 Hythe Road. Stone Street also extends further north from the A20 providing access to Westenhanger Rail Station. The road is separated by a small section of the A20 Ashford Road and

can therefore be described as “Stone Street south” (between Aldington Road and Hythe Road) and “Stone Street north” (north of the A20).

7.2.20. The southern section comprises a single lane carriageway allowing for two-way movements, except for one-way priority traffic calming measures in place north of Lympne built up area. At the Aldington Road junction, signage states that Stone Street is ‘unsuitable for heavy goods vehicles’. The road is subject to a 40mph speed limit, which reduces further within the settlement boundary to 30mph. The northern section includes access to Westenhanger Rail Station and onwards to the village of Stanford.

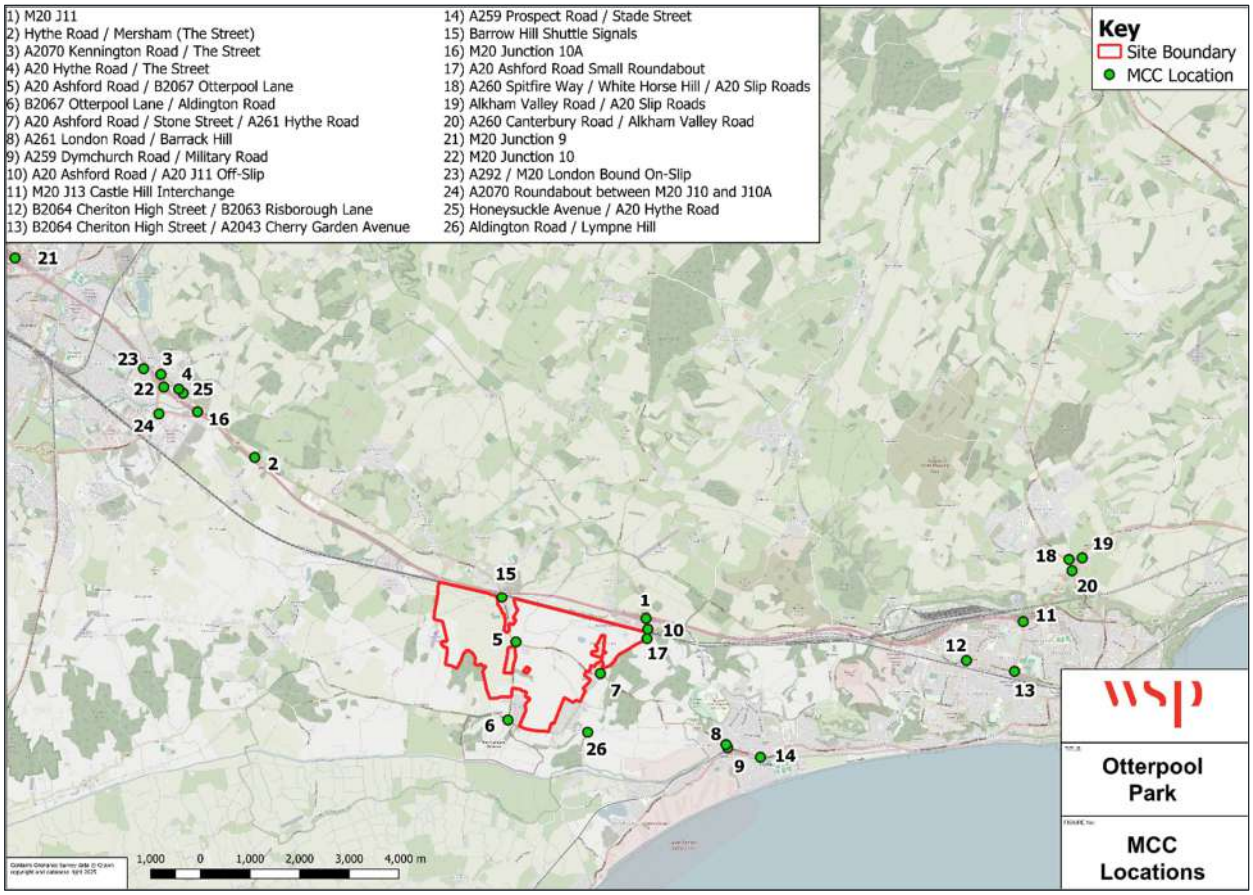
7.3 STUDY AREA

7.3.1. As mentioned, traffic flow survey data, including ATCs, MCCs and queue length surveys, were undertaken by an independent survey company during June 2025; in agreement with KCC and NH. Information on baseline traffic flows is set out in detail at the next section.

7.3.2. In terms of the study area for 2025 survey data collection, this is shown on the plans below. The locations for the surveys were determined based on a review of the 2022 TA and subsequent discussions with KCC and NH. This has resulted in a reduced study area compared with the 2022 TA (i.e. junctions shown to be operating well within capacity with the Proposed Development in the 2022 TA and have not been considered further. As such, the overall conclusions of the 2022 TA remain valid for those junctions). The study area has been agreed with KCC and NH for the purpose of this TAA as part of the scoping process.

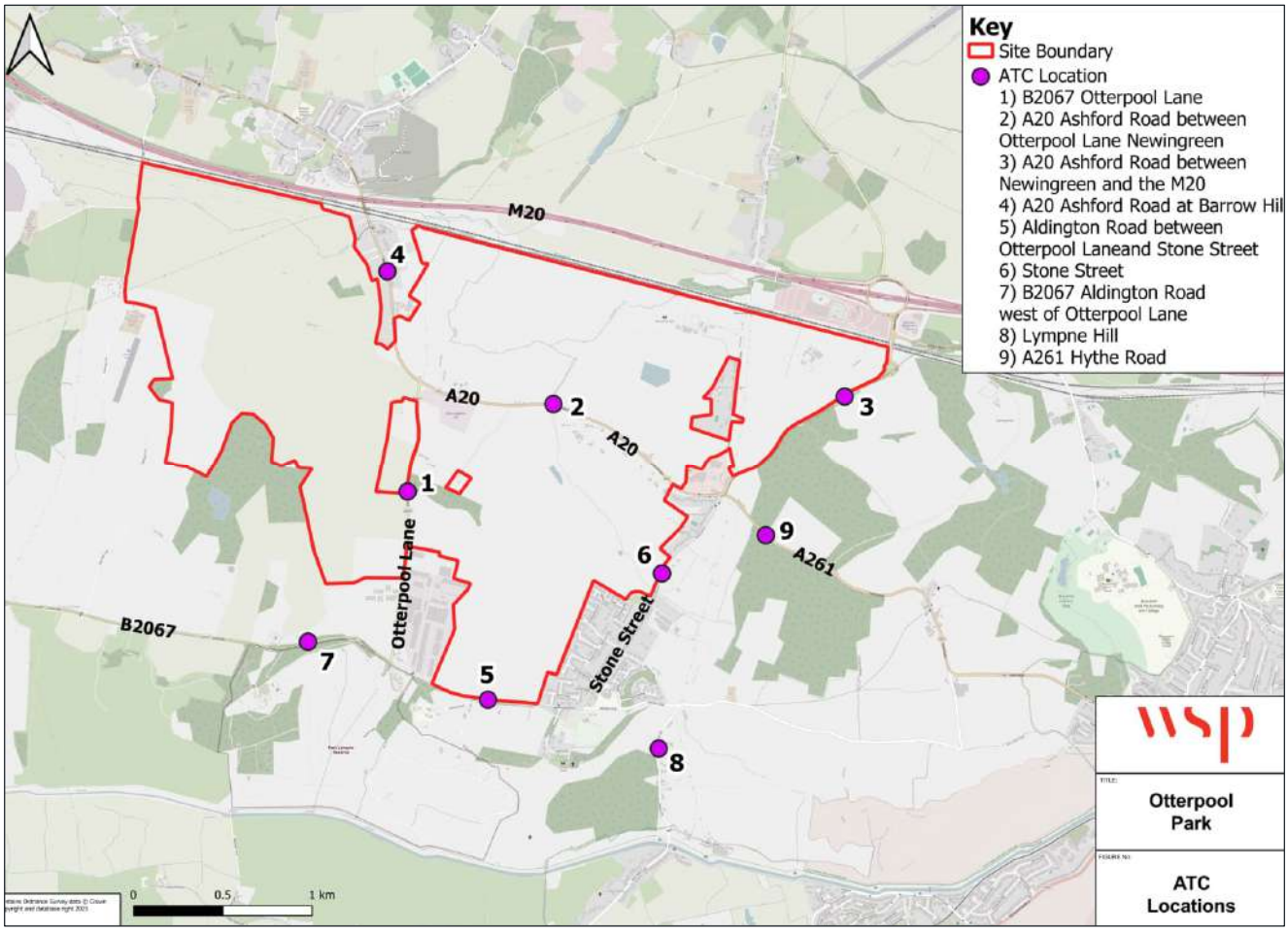
7.3.3. The figure below shows the location of the 2025 MCC surveys.

Figure 7-3 – Highway Network Study Area - MCCs



7.3.4. The figure below shows the location of the 2025 ATC surveys.

Figure 7-4 – Highway Network Study Area - ATCs



7.3.5. Individual links and junctions shown on the plans above are named in the tables below accordingly.

Table 7-1 – Highway Network Study Area - Junctions

WSP ID	Junctions
1	M20 J11
2	Hythe Road / Mersham (The Street)
3	A2070 Kennington Road / The Street
4	A20 Hythe Road / The Street
5	A20 Ashford Road / B2067 Otterpool Lane
6	B2067 Otterpool Lane / Aldington Road
7	A20 Ashford Road / Stone Street / A261 Hythe Road
8	A261 London Road / Barrack Hill
9	A259 / Dymchurch Road / Military Road
10	A20 Ashford Road / M20 J11 off slip
11	M20 J13 Castle Hill Interchange
12	B2064 Cheriton High Street / B2063 Risborough Lane
13	B2064 Cheriton High Street / A2043 Cherry Garden Avenue
14	A259 Prospect Road / Stade Street
15	A20 Barrow Hill Shuttle Signals
16	M20 Junction 10a
17	A20 Ashford Road Small Roundabout
18	A260 Spitfire Way / White Horse Hill / A20 Slip Roads
19	Alkham Valley Road / A20 Slip Roads
20	A260 Canterbury Road / Alkham Valley Road
21	M20 Junction 9

WSP ID	Junctions
22	M20 Junction 10
23	A292 / M20 Junction 10 WB On-slip
24	A2070 roundabout between M20 J10 and J10a
25	Honeysuckle Avenue / A20 Hythe Road (new traffic signal junction)
26	Aldington Road / Lympne Hill

Table 7-2 – Highway Network Study Area - Links

WSP ID	Links
1	B2067 Otterpool Lane
2	A20 Ashford Road between Otterpool Lane and Newingreen
3	A20 Ashford Road between Newingreen and the M20
4	A20 Ashford Road at Barrow Hill
5	Aldington Road between Otterpool Lane and Stone Street
6	Stone Street
7	B2067 Aldington Road west of Otterpool Lane
8	Lympne Hill
9	A261 Hythe Road

7.4 BASELINE TRAFFIC FLOWS

7.4.1. The assessments contained within the 2022 TA utilises traffic flow data from the following dates and sources:

- October 2016: Folkestone & Hythe District Council survey data
- March 2014 & 2018: Corinthian Mountfield survey data in Canterbury
- June 2017: Arcadis survey data
- October 2016 & June 2017: TRADS database survey data

7.4.2. Due to the COVID-19 pandemic, there had not been opportunities to collect more recent traffic data at that time, thus the above was accepted to be used as the baseline for the 2022 TA (referred to as '2018 baseline' in the 2022 TA for junction capacity assessments).

7.4.3. For this 2026 TAA, in agreement with KCC and NH, survey data was collected for the above list of junctions/links during June 2025. Specifically, ATCs were installed for a 7-day period from week commencing 23rd June 2025, and MCCs at junctions were undertaken on Wednesday 25th June 2025 including:

- Turning flows
- Peak periods (hours): 07:00 to 10:00 and 16:00 to 19:00
- Queue length
- Underutilised Green Time
- Signal timings

7.4.4. During the survey the ATC installed on the A261 Hythe Road link became damaged. It was repaired and re-installed on the 25th June 2025, collecting data for the remaining survey period. The ATC on the B2067 Aldington Road west of Otterpool Lane did not record data in the eastbound direction, therefore no data is presented for this location. Temporary traffic lights were in place at the A20 Ashford Road / B2067 Otterpool Lane. A copy of the 2025 survey data can be provided in electronic format on request.

7.4.5. Network flow diagrams to show 2025 Base Year flows during AM and PM peak hours for all junctions included within the study area can be provided electronically on request.

7.4.6. The AM and PM network peak hours which have been assessed are outlined below, remaining consistent with the approach taken in the 2022 TA:

- AM peak hour – 08:00 to 09:00
- PM peak hour – 17:00 to 18:00

7.4.7. A comparison of 2025 survey data against 2018 Base Year data (as provided within junction capacity models included as part of the 2022 TA) has been undertaken for junctions of the study area. This is demonstrated within the table below, and provided in further detail at **Appendix E**.

Table 7-3 - 2025 Survey Data and 2018 Base Year Data Comparison at Junctions (total flows)

WSP ID	Junction	Passenger Car Units (PCUs)							
		2018		2025		Absolute Difference		% Difference	
		AM	PM	AM	PM	AM	PM	AM	PM
1	M20 J11	2422	2433	2593	2614	171	181	7%	7%
2	Hythe Road / Mersham (The Street)	1214	1198	1445	1221	231	23	19%	2%
3	A2070 Kennington Road / The Street	1326	1184	1623	1574	297	390	22%	33%
4	A20 Hythe Road / The Street	1825	2032	1385	1551	-440	-481	-24%	-24%

5	A20 Ashford Road / B2067 Otterpool Lane	892	870	772	841	-120	-29	-13%	-3%
6	B2067 Otterpool Lane / Aldington Road	403	340	325	406	-78	66	-19%	19%
7	A20 Ashford Road / Stone Street / A261 Hythe Road	2132	2133	1594	1719	-538	-415	-25%	-19%
8	A261 London Road / Barrack Hill	1223	1178	1191	1208	-32	30	-3%	3%
9	A259 / Dymchurch Road / Military Road	1600	1820	1617	1750	17	-70	1%	-4%
10	A20 Ashford Road / M20 J11 off slip	1190	1230	1112	1071	-78	-159	-7%	-13%
11	M20 J13 Castle Hill Interchange	3590	3328	3659	3421	69	93	2%	3%
12	B2064 Cheriton High Street / B2063 Risborough Lane	1707	1891	1583	1552	-125	-339	-7%	-18%
13	B2064 Cheriton High Street / A2043 Cherry Garden Avenue	2121	2105	1969	1975	-152	-130	-7%	-6%
14	A259 Prospect Road / Stade Street	1576	1769	1628	1707	52	-62	3%	-3%
15	A20 Barrow Hill Shuttle Signals	604	567	502	559	-102	-8	-17%	-1%
16	M20 Junction 10a	-	-	3680	3573	-	-	-	-
17	A20 Ashford Road Small Roundabout	-	-	1584	1630	-	-	-	-
18	A260 Spitfire Way / White Horse Hill / A20 Slip Roads	2530	2842	2589	2709	59	-133	2%	-5%
19	Alkham Valley Road / A20 Slip Roads	1947	1549	1721	1442	-226	-107	-12%	-7%
20	A260 Canterbury Road / Alkham Valley Road	2485	2482	2415	2294	-70	-188	-3%	-8%

21	M20 Junction 9	5058	5266	4409	4306	-649	-960	-13%	-18%
22	M20 Junction 10	4040	4515	3939	3940	-101	-575	-3%	-13%
23	A292 / M20 Junction 10 WB On-slip	2520	2541	1997	1942	-523	-599	-21%	-24%
24	A2070 roundabout between M20 J10 and J10a	No 2018 data available for comparison							
25	Honeysuckle Avenue / A20 Hythe Road (new traffic signal junction)								
26	Aldington Road / Lympne Hill	473	439	358	337	-115	-102	-24%	-23%
n/a	Total (Excluding junctions where 2018 data was unavailable)	42878	43712	40426	40137	-2452	-3575	-6%	-8%

7.4.8. Overall there has been a decrease in total vehicle flows of approximately 6% during the weekday AM peak, and 8% in the PM peak; noting that this varies by junction and by movement.

7.5 BASELINE JUNCTION ASSESSMENTS

7.5.1. This section considers 2025 Base Year junction capacity assessments (WSP IDs 1 to 26) during AM and PM peak hours. For junction capacity assessments appropriate modelling software has been used, including:

- JCT Consultancy's LinSig computer program; utilised to model signal-controlled junctions, including paired T junctions.
- TRL's PICADY program; to assess the capacity of priority junctions.
- TRL's ARCADY program; to assess the capacity of roundabouts.

7.5.2. The junction modelling has utilised the latest available software versions at the time including Junctions 11 for the non-signalised junctions and LinSig 3.2.39.0 for signalised junctions.

7.5.3. 2025 Base Year junction models were issued to KCC and NH for review as part of scoping. KCC and NH requested that changes were made to specific junctions in relation to recalibration to match observed queues and creation of sensitivity tests based on local junction peak hours. Specific junctions included:

- M20 Junction 11.
- M20 Junction 13.
- M20 Junction 10a.
- A20 / A260 Spitfire Way.
- M20 Junction 9.
- A2070 / M20 Junction 10.
- A2070 roundabout.

7.5.4. In response to KCC and NH comments, WSP prepared a Technical Note on Baseline Modelling Review (March 2026), a copy of which is provided at **Appendix D**. This Technical Note and

subsequent 2025 Base Year junction capacity models have been agreed with KCC and NH as a suitable basis for the purpose of this 2026 TAA.

7.5.5. M20 Junction 10a was not assessed as part of the 2022 TA. Following its construction and opening to the public in October 2019; COVID then presented unsuitable conditions for surveys. The M20 Junction 10a was fully operational during the June 2025 survey period and survey data was collected at this junction accordingly. KCC has confirmed that the Inland Border Facility scheme includes a mitigation scheme at this junction, and for the purpose of this 2026 TAA to assume this updated junction layout for the 2025 Base Year junction capacity assessment.

7.5.6. The table below presents a summary of the results of the 2025 Base Year junction capacity assessments, in comparison to the junction capacity assessments presented within the 2022 TA.

Table 7-4 - Summary of 2025 Baseline AM and PM Peak Hour Junction Assessments

ID	Junction	Maximum DoS/RFC			
		AM Peak		PM Peak	
		2018	2025	2018	2025
1	M20 J11	0.44	0.4	0.47	0.41
2	Hythe Road / Mersham (The Street)	0.21	0.35	0.18	0.2
3	A2070 Kennington Road / The Street	0.24	0.05	0.29	0.07
4	A20 Hythe Road / The Street	0.68	0.42	0.56	0.42
5	A20 Ashford Road / B2067 Otterpool Lane (Using Elm Tree TA Survey Flows)	47.4%	47.8%	46.4%	44.4%
6	B2067 Otterpool Lane / Aldington Road	0.21	0.12	0.21	0.15
7	A20 Ashford Road / Stone Street / Hythe Road	0.87	0.72	0.72	0.69
8	A261 London Road / Barrack Hill	0.37	0.37	0.25	0.29
9	A259 / Dymchurch Road / Military Road	70.9%	67.6%	74.4%	71.7%
10	A20 Ashford Road / A20 J11 off slip	0.5	0.32	0.31	0.38

11	M20 J13 Castle Hill Interchange	0.70	0.85	0.60	0.71
12	B2064 Cheriton High Street / B2063 Risborough Lane	78.0%	83.2%	81.7%	78.7%
13	B2064 Cheriton High Street / A2043 Cherry Garden Avenue	84.1%	89.2%	90.0%	90.7%
14	A259 Prospect Road / Stade Street	0.57	0.76	0.72	0.74
15	A20 Barrow Hill Shuttle Signals	54.2%	45.3%	50.1%	49.6%
16	M20 Junction 10a	N/A	85%	N/A	98%
17	A20 Ashford Road Small Roundabout	N/A	0.31	N/A	0.31
18	A260 Spitfire Way / White Horse Hill / A20 Slip Roads	0.55	0.89	0.85	0.66
19	Alkham Valley Road / A20 Slip Roads	0.84	0.77	0.74	0.63
20	A260 Canterbury Road / Alkham Valley Road	0.56	0.41	0.55	0.41
21	M20 Junction 9	72.2%	67.7%	94.9%	86.9%
22	M20 Junction 10	61.0%	81.7%	64.9%	83.2%
23	A292 / M20 Junction 10 WB On-slip	67.0%	92.4%	69.3%	91.1%
24	A2070 roundabout between M20 J10 and J10a	N/A	0.76	N/A	0.89
25	Honeysuckle Avenue / A20 Hythe Road	N/A	70.30%	N/A	64.20%
26	Aldington Road / Lympne Hill	0.36	0.27	0.46	0.31

7.5.7. As a result of changes to traffic flows in 2025 compared with 2018, there are some minor changes to the operation of junctions. For the 2025 Base Year, junctions of the study area operate within capacity.

7.6 ROAD SAFETY

7.6.1. Personal Injury Accident (PIA) data for the study area was obtained from KCC, when scoping this 2026 TAA in 2025 for the most recent five-year period available at that time (from the end of March 2020 to the end of March 2025). The data has been analysed to identify collision clusters, trends and potential opportunity for collision reduction. It is noted that much of the data has been collected since the COVID-19 pandemic eased; therefore, this data is considered to provide an appropriate basis for assessment herein. In comparison to the 2022 TA, there are similarities in terms of the overall number of recorded collisions year-on-year as described below.

7.6.2. A map showing the total collisions in within the study area is provided at **Appendix F**. In total, 162 collisions were recorded, as summarised by year and severity in the table below.

Table 7-5 - Total Collisions within Study Area by Year and Severity

Year	Number of Collisions			
	Slight	Serious	Fatal	Total
2020	18	3	2	23
2021	34	5	0	39
2022	25	7	1	33
2023	27	12	0	39
2024	16	6	0	22
2025	3	1	2	6
Total	123	34	5	162

COLLISIONS BY YEAR AND BY ROAD USERS

7.6.3. A summary of total collisions within the study area over the five-year period by year and users involved is provided in the table below. A total of 10 collisions (3%) resulted in pedestrian casualties, 6 collisions (2%) involved a cyclist and 23 collisions (7%) involved motorcyclists.

Table 7-6 – Vehicles involved in a collision within Study Area by Year and Road User

Year	Number of Collision					
	Pedestrians	Cycles	Motorcycle	Car	Other	Total
2020	1	1	3	33	10	48
2021	2	2	5	54	15	78
2022	3	0	6	45	6	60
2023	0	0	4	54	17	75
2024	1	2	5	26	8	42
2025	3	1	0	6	2	12
Total	10	6	23	218	58	315

COLLISIONS BY ROAD LINK

7.6.4. The table below identifies collision by road link.

Table 7-7 - Total Collisions within Study Area by Road Link

Link	Number of Collisions (5-Year Period)
M20	44
A20	38
A2070 Bad Munstereifel Road and Lacton Interchange	32
A259 Dymchurch Road and Seabrook Road	12
A261 Hythe Road	10
B2068	7
B2067 Otterpool Lane	4
Stone Street	3
Station Road	3
Road Unnamed	3

Aldington Road	3
A292	3
Total	**162**

7.6.5. A total of 44 collisions were recorded along the M20 Corridor (27% of total collisions).

7.6.6. A total of 38 collisions were recorded along the A20, including the section of road through the Site and boarding the eastern Site boundary.

CAUSES AND LOCATIONS OF FATAL INCIDENTS

7.6.7. A total of 162 collisions were recorded over the period from March 2020 to the end of March 2025, involving a total of 315 vehicles. Of these incidents, five collisions were reported as fatal; three of the fatalities were pedestrians, one was a car driver and the other a van driver. A total of two of these incidents occurred on the M20, two occurred on A2070 and one occurred on A20. A single incident occurred during daylight hours. Several incidents were attributed to poor weather conditions.

8 BASELINE CONDITIONS – ACCESSIBILITY

8.1 INTRODUCTION

8.1.1. This chapter presents the existing accessibility of the Site. There are existing local facilities and services which are accessible within a reasonable walking and cycling distance of the Site. It is essential to understand existing patterns of accessibility to determine and enable the Transport Strategy for Proposed Development at Otterpool Park.

8.2 EXISTING ACCESS TO FACILITIES AND SERVICES

8.2.1. The table below sets out a summary of key facilities and services from (approximately) the centre of the Site. Times are based upon an average speed of 4.8km/h for walking and a modest speed of 15km/h for cycling. Routes to facilities and services follow the existing network.

Table 8-1 - Existing Facilities and Services - Walking/ Cycling Times

Category	Name	Approximate Distance	[4]Approximate Walking Time (minutes)	[5]Approximate Cycling Time (minutes)
Public Transport	Westenhanger Rail Station	Located within the Site boundary. Therefore, areas within the site accessible within 800m of the station. Approximately 2.4km from the centre of the Site	2 to 30	0 to 9.6
	Bus Stops	Existing bus stops on adjacent roads. Therefore, areas within the Site accessible within 400m of bus stops. Approximately 950m from the centre of the Site	2 to 11.9	2 to 3.8
Post Office	Lympne Post Office	2.8km	35.0	10.4

[4] Based on Active Travel England and the Chartered Institution of Highways and Transportation guidance; green representing within recommended walking distance for a specific facility type, amber representing borderline of recommended distance, and pink exceeding recommended distance

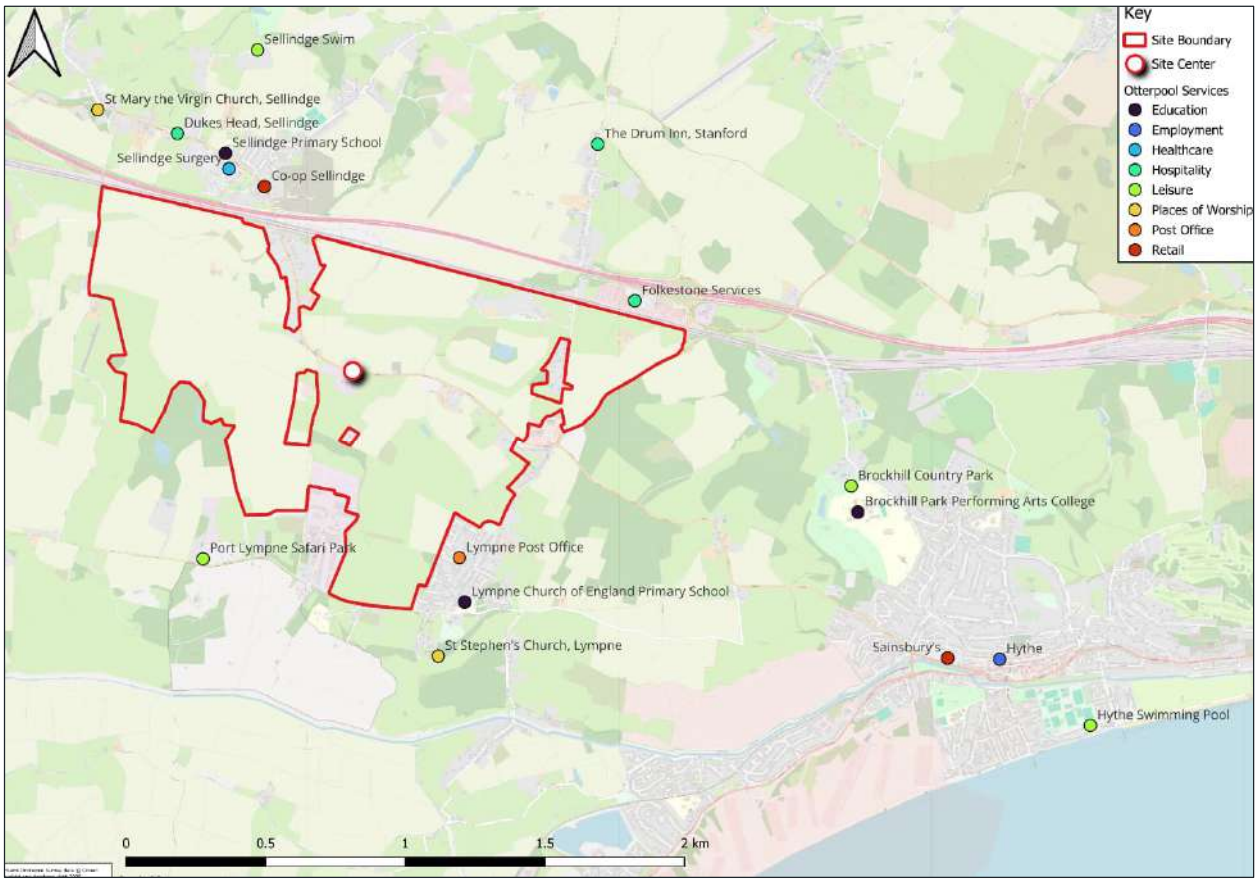
[5] Based on Active Travel England and the Chartered Institution of Highways and Transportation guidance; green representing within recommended cycling distance for a specific facility type, amber representing borderline of recommended distance, and pink exceeding recommended distance

Category	Name	Approximate Distance	[4]Approximate Walking Time (minutes)	[5]Approximate Cycling Time (minutes)
Education	Lympne Church of England Primary School	3.1km	38.8	11.6
	Sellindge Primary School	1.9km	23.8	7.1
	Brockhill Park Performing Arts College	5.5km	68.8	20.5
Employment	Hythe	5.6km	70.0	20.9
	Lympne Industrial Estate	1.9km	23.8 minutes	7.6 minutes
Healthcare	Sellindge Surgery	1.9km	23.8	7.1
Retail	Co-op Sellindge	1.6km	20.0	6.0
	Sainsbury's Hythe	5.2km	65.0	19.4
	Folkestone Services McDonald's, Costa Coffee, KFC, Noodle Stop, Subway, WH Smith	3.2km	40 minutes	12.8 minutes
Places of Worship	St Stephen's Church, Lympne	3.3km	41.3	12.3
	St Mary the Virgin Church, Sellindge	2.9km	36.3	10.8
Leisure	Port Lympne Safari Park	2.4km	30.0	8.9
	Brockhill Country Park	5.7km	71.3	21.2
	Sellindge Swim	3.1km	38.8	11.6

Category	Name	Approximate Distance	[4]Approximate Walking Time (minutes)	[5]Approximate Cycling Time (minutes)
	Hythe Swimming Pool	6.5km	81.3	24.2
Hospitality	Dukes Head, Sellindge	3.6km	45.0	13.4
	The Drum Inn, Stanford	2.3km	28.8	8.6
	Folkestone Services	4.8km	60.0	17.9

8.2.2. As shown in the table above and figure below there are existing facilities and services within recommended walking and cycling distances from the Site, although many day-to-day facilities are located some distance. The existing Site accessibility is limited to opportunities for active travel, in particular, on foot.

Figure 8-2 - Local Amenities and Facilities



8.2.3. The Otterpool Park Proposed Development has been developed to account for these missing facilities and amenities through the proposed facilities and amenities to support future residents and occupiers' day to day needs, and by maximising digital infrastructure to improve digital connectivity with inclusion of work hubs, as well as mobility hubs.

8.2.4. In the future, there will be opportunity for a high proportion of local trips to be made within Otterpool Park as the Proposed Development incorporates a range of schools, employment opportunities, shopping (including a High Street), healthcare, community and sports facilities; to meet as many of the needs of residents as possible and minimise external travel, as demonstrated within this report (in particular at chapters 10-12).

9 FUTURE BASELINE – HIGHWAY NETWORK

9.1 INTRODUCTION

9.1.1. The 2022 TA was based on a future year of 2044 and future year flows were based on baseline data (from varying sources of varying years; refer to Section 7.4), background growth and committed developments.

9.1.2. It has been agreed with KCC and NH to consider a future year of 2055 for the Otterpool Park end state for the purpose of this 2026 TAA accordingly, utilising 2025 observed vehicle flows.

9.1.3. This chapter reports on the methodologies for deriving background growth and committed development vehicle flows for the purpose of this 2026 TAA. The derived background growth has been combined with flows from committed developments to create the future baseline flows utilised in the 2055 Do Minimum scenario, and 2055 Do Something High Vision and Medium Vision scenarios (the High Vision and Medium Vision scenarios are outlined in Chapter 1 of this TAA and considered in detail at Chapter 14).

9.1.4. This chapter has been prepared in consultation with KCC, NH and LPAs. Further to a series of scoping meetings, WSP issued a final Technical Note on Background Growth and Committed Development (February 2026) which sets out an agreed approach with KCC, NH and LPAs as reiterated in this chapter.

9.1.5. Background growth and committed development specifically relating to the assessment of the EHP is set out within the EHP TA.

9.2 BACKGROUND GROWTH

METHODOLOGY

9.2.1. WSP has utilised the DfT's Trip End Model Presentation Program (TEMPro) version 8.1 Core Forecast to derive background growth within the study area around the Otterpool Park Site covering both Ashford and Shepway (Folkestone & Hythe). Reference is made to Shepway in this note as the version of TEMPro used retains to this former planning area name within its breakdown by LPA. Household and jobs growth in TEMPro 8.1 can underestimate actual forecast growth within these geographic areas however, so Alternative Assumptions have been applied to the future households to ensure background growth factors are robust and reliable.

9.2.2. The approach being taken is similar in principle to the approach set out by Arcadis in the 2022 TA.

9.2.3. To more accurately reflect per annum household growth within Ashford and Folkestone & Hythe, the average household completions have been taken from the updated Objectively Assessed Need (OAN) calculations based on the updated requirements published by the Government alongside the NPPF in December 2024. The OAN figures are as follows:

- Folkestone & Hythe: 838 dwellings per annum, up to 2045.
- Ashford: 979 dwellings per annum, 2024-2042.

9.2.4. The status of the OAN figure for Folkestone & Hythe is that it is understood no formal calculation has taken place. The figure of 838 dwellings per annum was advised via email by KCC on 24/09/2025. This figure was confirmed by FHDC during a meeting on 09/01/2026. FHDC advised this figure is subject to change in part due to future local government reorganisation. However, for the purposes of ensuring there is a fixed assumption to inform the transport modelling, the 838

dwellings figure is an agreed, valid assumption to inform the assessment. The Local Plan Timetable (March 2025) for FHDC confirms the end of the plan period to be 2045.

9.2.5. The OAN for ABC (OAN) comes from the Housing Background Note (August 2025) published as part of the Regulation 18 public consultation on the draft Local Plan. The draft Local Plan confirms the new plan period is 2024-2042.

9.2.6. A comparison of the TEMPro 8.1 per annum growth for households from 2025 and 2042/2045, and the per annum household growth derived from the OAN targets is shown in the table below. The per annum growth based on the OAN targets is significantly greater in both planning authorities compared to the forecast in TEMPro 8.1. This demonstrates the Alternative Planning Assumptions Tool will need to be used within TEMPro to adjust the planning data assumptions to match local growth aspirations.

Table 9-1 - Comparison of Per Annum Growth Based on Historical Completions/TEMPro 8.1

Selection	Ashford	Shepway (Folkestone & Hythe)
	Households	Households
Per Annum Growth Based on OAN figures	979	838
2025 (TEMPro 8.1)	55,615	52,173
2042 (TEMPro 8.1)	63,669	N/A
2045 (TEMPro 8.1)	N/A	59,035
Per Annum Growth	474	343
Difference in Per Annum Growth	505	495

9.2.7. The per annum growth for households based on the OAN figures was taken and applied to the 2025 households within TEMPro 8.1 for Ashford and Folkestone & Hythe to derive 2042 and 2045 households as shown in the table below.

Table 9-2 - Comparison of forecast Households Per Annum based on OAN targets/TEMPro 8.1

Selection	Ashford	Shepway (Folkestone & Hythe)
	Households	Households
2025 (TEMPro 8.1)	55,615	52,173
Per Annum Growth Based on OAN targets (up to 2042 for Ashford, 2045 for F&HDC)	979	838
2042 / 2045 (TEMPro 8.1)	71,952 (+16,337)	68,933 (+16,760)
Difference in applying Household Growth based on OAN and TEMPro 8.1 (2042 for ABC, 2045 for F&HDC)	8,283	9,898

9.2.8. No changes are proposed in relation to TEMPro projections on growth in jobs, this approach is considered appropriate as the job growth is deemed to be represented by the explicit employment committed developments which have been included in the assessment. The table below sets out the job growth assumptions between 2025 and 2055 which are contained within TEMPro 8.1.

Table 9-3 - Jobs Per Annum based on TEMPro 8.1

Selection	Ashford	Shepway (Folkestone & Hythe)
	Jobs (2025-2055)	Jobs (2025-2055)
2025 (TEMPro 8.1)	66,469	54,015
2055 (TEMPro 8.1)	68,035 (+1,566)	55,310 (+1,296)
Growth per annum (2025-2055)	52	43

9.2.9. Committed developments within Ashford and Folkestone & Hythe have been assessed in more detail and it is therefore necessary to remove these from the 2042/2045 TEMPro household totals to avoid double counting. The Otterpool Park Proposed Development is estimated to have built out 5,325 dwellings by 2045, this was also removed from TEMPro household totals in Folkestone & Hythe. Also, jobs associated with committed developments have also been removed from TEMPro job totals to avoid double counting.

9.2.10. The table below shows the committed developments assessed in further detail, as outlined later in this section, and the net number of households and jobs removed from the total households and jobs by 2045 for Shepway (Folkestone & Hythe). It is assumed that some developments have been partially built out by 2025, and traffic from these developments would be captured in the 2025 survey data. Therefore, only the net increase in households and jobs between 2025 and 2045 has been

removed from the 2045 total households and jobs within Shepway (Folkestone & Hythe) within TEMPro.

Table 9-4 -Committed Developments Assessed Separate to Background Growth (Folkestone & Hythe)

Local Authority	Committed Development	2025 Houses	2025 Jobs	2045 Houses	2045 Jobs	Net Houses	Net Jobs
Folkestone & Hythe	Shorncliffe Garrison	702	-	1,200	75	498	75
	Remainder of land at Aerodrome, Hawkinge	76	-	176	-	100	-
	Nickolls Quarry, Dymchurch Road, Hythe	284	872	1,050	1,453	766	581
	Land South of Ashford Road	-	-	52	-	52	-
	Land Rear Rhodes House (Rhodes Park), Sellindge	34	-	172	-	138	-
	Potten Farm, Sellindge	-	-	160	-	160	-
	Former Rotunda Amusement Park, Marine Parade, Folkestone	80	-	1,000	666	920	666
	Philbeach House, Tanners Hill, Hythe, Kent	-	-	84	-	84	-
	Elm Tree Farm, Sellindge	-	-	170	-	170	-
	Total	1,176	872	4,064	2,194	2,888	1,322

9.2.11. The table below provides the committed developments assessed in further detail for Ashford. Only the net increase in households and jobs between 2025 and 2042 have been removed from the 2045 total households and jobs within Shepway (Folkestone & Hythe) within TEMPro.

Table 9-5 - Committed Developments Assessed Separate to Background Growth (Ashford)

Local Authority	Committed Development	2025 Houses	2025 Jobs	2042 Houses	2042 Jobs	Net Houses	Net Jobs
Ashford	Land at Cheesemans Green, Kingsnorth	779	70	1,167	164	388	94
	Land at Chilmington Green, Ashford Road[6]	400	-	1,188	307	788	307
	Waterbrook	-	-	400	2,022	400	2,022
	Eureka Park	-	-	375	561	375	561
	Court Lodge Farm	-	-	1,000	76	1,000	76
	Former Newton Works	-	-	815	1,907	815	1,907
	Former Powergen Site, Ashford Town Centre	400	4	660	4	260	-
	Land north-east of Willesborough Road	4	-	750	265	746	265
	Kingsnorth Green, Ashford	-	-	550	-	550	-
	Conningbrook Lakes, Willesborough (Phase 2)	-	-	170	-	170	-
	Total	1,583	74	7,075	5,306	5,492	5,232

9.2.12. The table below shows the final households and jobs entered into the Alternative Assumptions within TEMPro 8.1 for which the background growth factors have been based upon. Note that the total households and jobs for Folkestone & Hythe in 2045 and total jobs for Ashford in 2042 would drop below the 2025 levels when removing the committed developments from the respective forecast year household and jobs totals. As such, the forecast household and jobs totals have been left as per the 2025 TEMPro base year to ensure these values do not drop below the baseline.

[6] For 2055 forecast year assessed, trip generation for 5,750 dwellings will be assumed for Chilmington Green

Table 9-6 - Net Background Growth Applied to Alternative Assumptions within TEMPro

Selection	Ashford		Shepway (Folkestone & Hythe)	
	Households	Jobs	Households	Jobs
2025 (TEMPro 8.1)	55,615	66,469	52,173	54,015
Per Annum Growth Based on Historical Completions (Households) / TEMPro (Jobs)	961	52	838	43
Total Growth to 2042/2045	16,337	887	16,760	864
2042/2045 Households & Jobs	71,952	67,357	68,933	54,878
Committed Developments to be removed	5,492	5,232	2,888	1,322
Otterpool Park Development to be removed	-	-	5,325	4,391
Net Background Growth (ensuring final figures do not drop below the 2025 baseline)	66,460	66,469	60,720	54,015

9.2.13. In both the Do Minimum and Do Something scenarios, the Otterpool Park Proposed Development has been removed from the net background growth to remain consistent with the 2022 TA approach.

9.2.14. Background growth rates were subsequently based upon the NTM Traffic Growth Calculator within TEMPro 8.1. The NTRP (National Road Traffic Projections) 2022 Core dataset was utilised for both Motorway, Trunk, A Road and Minor Road types for the AM and PM peak periods. The table below shows the background growth rates. These have been applied to the 2025 survey data based on road type.

9.2.15. Separately, HGVs have been growthed up using the NRTP22 calculations for the Southeast region which for 2025-2055 is 1.16821.

Table 9-7 - Final Background Growth Factors

Selection	Ashford (2025-2042)		Shepway (Folkestone & Hythe) (2025-2045)	
	AM	PM	AM	PM
Motorway Growth Factors	1.2441	1.2519	1.2422	1.249
Trunk Growth Factors	1.1968	1.2043	1.1927	1.1993
A Road Growth Factors	1.1549	1.1621	1.1477	1.154
Minor Road Growth Factors	1.1548	1.162	1.148	1.1544

9.2.16. It is considered that the above growth factors represent a worst-case stress test that matches the methodology used in the 2022 TA as closely as possible and reflects realistic household growth for Ashford and Folkestone & Hythe.

9.2.17. The table below shows a summary of the equivalent 2025 – 2042/ 2045 growth factors from TEMPro 8.1 without alternative assumptions applied. The growth rates are based upon the NTM Traffic Growth Calculations from the NRRP 2022 Core dataset. Whilst these results show lower growth rates across both Ashford and Shepway (Folkestone & Hythe) between 2025 – 2042/2045 for both motorways and all road types, it does not include the removal of committed developments and the Otterpool Park Proposed Development, both of which have been assessed separately and in greater detail than the background growth factors applied to the 2025 survey data.

Table 9-8 - TEMPro 8.1 and NTRP 2022 Core Dataset Growth Factors without Alternative Assumptions Applied

Selection	Ashford (2025-2042)		Shepway (Folkestone & Hythe) (2025-2045)	
	AM	PM	AM	PM
Motorway Growth Factors	1.2401	1.2429	1.2469	1.2493
Trunk Growth Factors	1.1929	1.1956	1.1973	1.1995
A Road Growth Factors	1.1511	1.1537	1.1521	1.1542
Minor Road Growth Factors	1.1510	1.1536	1.1524	1.1546

9.3 COMMITTED DEVELOPMENTS

METHODOLOGY

9.3.1. There are a number of committed developments in Ashford and Folkestone & Hythe that are expected to be built out by the time the Otterpool Park Proposed Development is forecast to be completed. These have been assessed in greater detail than the background growth as the predicted trip generation and trip distributions of these developments are set out within their respective TAs.

9.3.2. WSP has utilised the trip generation and distribution spreadsheet and associated VISUM model covering the study area around the Otterpool Park Site used within the 2022 TA. WSP has maintained these to remain consistent with the previous work undertaken, only updating the committed developments, and the expected build out rate between 2025 and 2055. It has been assumed that there is no change in the trip generation or trip distribution from committed developments. The only changes made to the existing committed developments (when compared to the 2022 TA) were as follows:

- Factoring the trip generation where committed developments have been partially built out, as anything built out by 2025 is assumed to be captured in the 2025 survey data.
- Removal of developments which are completed by 2025 for the reason stated above.
- Addition of developments which are now committed, but which were not assessed in the previous 2022 TA.

9.3.3. The committed developments located in Folkestone & Hythe which are no longer to be assessed as part of this 2026 TAA, because they are assumed to be fully built out and thus captured within the 2025 survey data, but which were assessed previously include:

- Street Record, Hurricane Way, Hawkinge.
- Land adjacent The Surgery, Sellindge.
- Land at Hurricane Way, Hawkinge.
- Plot 1, Hurricane Way, Hawkinge.

9.3.4. The committed developments located in Ashford no longer to be assessed as part of this 2026 TAA, because they are assumed to be fully built out and thus captured within the 2025 survey data, but which were assessed previously include:

- Former Rowcroft and Templer Barracks, Ashford.
- Land at Willesborough Lees.

9.3.5. The remaining committed developments previously assessed have either been left unchanged or had trip generation factored down based on completions up to 2025 for Folkestone & Hythe:

- Shorncliffe Garrison, Folkestone.
- Remainder of land at Aerodrome, Hawkinge.
- Nickolls Quarry, Dymchurch Road, Hythe.
- Former Rotunda Amusement Park, Marine Parade, Folkestone.
- Philbeach House, Hythe.

9.3.6. The equivalent information for committed developments in Ashford, which were previously assessed and have either been left unchanged or had their trip generation factored down based on completions up to 2025, include:

- Land at Cheesemans Green, Kingsnorth.
- Land at Chilmington Green, Ashford Road.
- Waterbrook.
- Eureka Park.
- Court Lodge Farm.
- Former Powergen Site, Ashford.
- Former Newton Works.
- Land north-east of Willesborough Road, Kennington.

9.3.7. The following committed developments have been newly assessed as part of this 2026 TAA, which were not included within the 2022 TA:

- Land South of Ashford Road (52 Dwellings, 20/0604/FH).
- Kingsnorth Green, Ashford (550 dwellings, 15/00856/AS).
- Rhodes Park, Sellindge (172 dwellings, 23/1324/FH).
- Potten Farm, Sellindge (160 dwellings, 20/0604/FH and 23/1935/FH).
- Elm Tree Farm, Sellindge (105 dwellings, 23/1413/FH).
- Conningbrook Laes, Willesborough (170 dwellings, Phase 2, 22/00131/AS).

9.3.8. It should be noted that the Sevington Inland Border Facility near the M20 Junction 10a has been operational since 2021, as confirmed by KCC and NH during a scoping meeting (August 2025). This facility is permanent and was operational during the 2025 survey data collection. Vehicles travelling to and from this development are captured as part of the 2025 Base Year being used for junction modelling assessments accordingly. It has been agreed with KCC and NH that no adjustment is needed to the 2025 survey data and forecast year assessments for Otterpool Park to account for the Sevington Inland Border Facility.

9.3.9. A summary of the assessed committed developments within this 2026 TAA is set out in the table below.

Table 9-9 -Summary of Assessed Committed Developments for the 2026 TAA

Local Authority	Committed Development	Note
Folkestone & Hythe	Shorncliffe Garrison	Reassessed with factored trip generation to reflect buildout rate to 2025
	Remainder of land at Aerodrome, Hawkinge	Reassessed with factored trip generation to reflect buildout rate to 2025
	Nickolls Quarry, Dymchurch Road, Hythe	Reassessed with factored trip generation to reflect buildout rate to 2025
	Land South of Ashford Road	Newly Assessed
	Rhodes Park, Sellindge	Newly Assessed
	Potten Farm, Sellindge	Newly Assessed
	Philbeach House, Hythe	Reassessed with factored trip generation to reflect no buildout in 2025
	Former Rotunda Amusement Park, Marine Parade, Folkestone	Reassessed with factored trip generation to reflect buildout rate to 2025
	Elm Tree Farm, Sellindge	Newly Assessed
Ashford	Land at Cheesemans Green, Kingsnorth	Reassessed with factored trip generation to reflect buildout rate to 2025
	Land at Chilmington Green, Ashford Road	Reassessed with factored trip generation to reflect buildout rate to 2025, and build out to 5,750 dwellings
	Waterbrook	Reassessed with no changes to trip generation from 2022 TA
	Eureka Park	Reassessed with no changes to trip generation from 2022 TA
	Court Lodge Farm	Reassessed with factored trip generation to reflect no buildout in 2025

Local Authority	Committed Development	Note
	Former Powergen Site, Ashford	Reassessed with factored trip generation to reflect buildout in 2025
	Former Newton Works	Trip generation from 2019 TA to be used as agreed with KCC in February 2026.
	Land north-east of Willesborough Road	Reassessed with factored trip generation to reflect buildout rate to 2025
	Kingsnorth Green, Ashford	Newly Assessed
	Conningbrook Lakes, Willesborough (Phase 2)	Newly Assessed

9.3.10. Each of the existing committed developments have an associated trip distribution used to develop a matrix which has then been inputted into the VISUM model covering the study area as shown below.

Figure 9-1 - Screenshot Showing Extent of VISUM Network

9.3.11. Do Minimum (without Otterpool Park Proposed Development) and Do Something (with Otterpool Park Proposed Development High Vision/Medium Vision) models were run to reflect the necessary changes (links and junctions) around the proposed Site to facilitate access. The necessary changes to facilitate access in the Do Something models result in some changes in routing for committed development trips compared with the Do Minimum. Notably, in the Do Something models, committed development vehicle flows coming from Hythe along the A261 are incentivised to stay on the A261 at its junction with Aldington Road to continue towards the M20 Junction 11 as a result of improvements to junctions such as Newingreen. In the Do Minimum, vehicle flows split more evenly at the A261 / Aldington Road to avoid delays at the existing junction of Newingreen.

9.3.12. The trip generation and distribution spreadsheet used within the 2022 TA included some developments which were not listed within the 2022 TA. Whilst these developments have also not

been included in this 2026 TAA, some are located near to the newly assessed committed developments included in this 2026 TAA. To ensure the newly assessed committed developments can be assessed in the same manner as the 2022 TA, it has been assumed that the distribution of trips from these developments would have a similar routing as other nearby committed developments included within the received trip generation and distribution spreadsheet.

9.3.13. A summary is shown in the table below. It should be noted that whilst the trip distributions for the newly assessed committed developments have been duplicated from nearby committed developments assessed as part of the 2022 TA, the trip generation reflects only that of the newly assessed committed developments accordingly.

Table 9-10 - Source of Trip Distribution for Newly Assessed Committed Developments

Newly Assessed Committed Development	Notes
Land South of Ashford Road (52 Dwellings, 20/0604/FH);	Whilst not included within the list of 2022 TA assessed committed developments, this development, and associated distributions, were included in the trip generation and distribution spreadsheet used for the 2022 TA and received by WSP. As such the trip generation for the 52 dwellings proposed at this development has been applied to this distribution and included within this 2026 TAA.
Kingsnorth Green, Ashford (550 dwellings, 15/00856/AS);	The distribution for this development was taken from the distribution for Land on the North Side Of, Highfield Lane, Sevington, Kent (Stour Park) which was included in the received spreadsheet used within the 2022 TA.
Rhodes Park, Sellindge (172 dwellings, 23/1324/FH); and	The distribution for this development was taken from the distribution for Land Rear Rhodes House Main Road Sellindge Kent which was included in the received spreadsheet used within the 2022 TA.
Potten Farm, Sellindge (160 dwellings, 20/0604/FH and 23/1935/FH).	This used the same distribution as Land South of Ashford Road.
Elm Tree Farm, Sellindge (105 dwellings, 23/1413/FH)	This uses the same distribution as Land Adjacent The Surgery, Main Road, Sellindge, Kent which was included in the received spreadsheet used within the 2022 TA as a result of its nearby location to this development.
Conningbrook Lakes, Willesborough (170 dwellings, Phase 2, 22/00131/AS)	This uses the same distribution as Conningbrook, Willesborough, Kennington, Kent which was included in the received spreadsheet used within the 2022 TA.

9.3.14. Using the trip distributions for the newly assessed committed developments, a new matrix of trips has been created and added to the matrix of committed development trips previously assessed to create a final matrix for input to the VISUM model; assigned to generate forecast flows for each junction to be assessed.

9.4 DO MINIMUM SCENARIO TRAFFIC FLOWS

9.4.1. Future baseline flows during AM and PM peak hours for the 2055 Do Minimum scenario, for all junctions included within the study area, can be provided electronically on request.

10 PROPOSED DEVELOPMENT

10.1 INTRODUCTION

10.1.1. This chapter describes the Proposed Development. The proposed land use mix/quantum remain unchanged from the original OPA. Albeit, as part of this updated OPA submission, outline planning with all matters reserved including access is being sought for the EHP for the first 300 homes (of the 8,500 homes proposed); namely Tier 0. Full occupation of the EHP is anticipated by 2031. Full occupation of the rest of the Otterpool Park Proposed Development is anticipated by 2055. An updated set of Parameter Plans are included as part of this updated OPA submission to reflect the principles of the EHP (refer to **Appendix A** for the Movement and Access Parameter Plan).

10.2 PROPOSED DEVELOPMENT

10.2.1. The garden town community will include 8,500 new homes, up to eight new schools, workspaces, green spaces, and facilities including health and wellbeing, leisure, arts and culture. The scale and mix of the Proposed Development are intended to provide a sufficient range of services to meet the day-to-day needs of the local population. This will help support a high level of internalised trips and minimise the need for travel to such facilities and services.

Figure 10-1 - Otterpool Park Illustrations

Source: Design and Access Statement (2019)

DEVELOPMENT QUANTUM

10.2.3. The Development Specification (contained in the Environmental Statement as Appendix 4.1) for the Site defines and describes the key components of the Proposed Development. Table 10-1 outlines the number of residential units and amount of development floorspace for non-residential land uses for which permission is sought by maximum quantum. Assessments set out within this TAA are based on maximum quantum accordingly.

Table 10-1 – Proposed Development (Maximum Quantum)

Land Use	Including	Maximum No. of Proposed Homes/ (square meters (sqm))	Comments
Residential (Use Class C2 and C3)	Residential units and Extra Care accommodation	8,500 homes	Up to the first 300 homes to be delivered within the EHP; namely Tier 0
Education and Community Facilities (Use Class E and F)	Schools, nurseries, crèches, reserve school floorspace and/or SEN, health centres, place of worship, community centres.	Up to 67,000sqm	Six primary schools required to meet expected need. Sufficient floorspace to deliver up to seven primary schools for 2 or 3 form entry. One secondary school (with safeguarding for a second secondary school).
Hotel (Use Class C1)	Hotel	Up to 8,000sqm	
Leisure (Use Class E, F and Sui Generis cinema, concert hall, bingo hall, dance halls)	Sports pavilion, indoor sports hall, cinema, concert hall, bingo hall, dance hall.	Up to 8,500sqm	
Mixed retail and related uses (Use Class E and Sui Generis drinking establishments and hot food takeaway)	Shops, professional services, restaurants, cafes, drinking establishments, hot food takeaways, offices, businesses.	Up to 29,000sqm	Including small food store within proposed Town Centre of up to 500sqm.
Employment (Use Class E and B2)	Commercial business space in hubs, commercial business park, light industrial business park.	Up to 87,500sqm	Likely to be within Hillhurst Farm Character Area.
Total non-residential floorspace		Up to 200,000sqm	

10.2.4. Provisions anticipated to be provided under each land use category included in Table 10-1 are as follows:

Residential

- The residential development includes market residential units, affordable housing as well as residential accommodation for older people such as age restricted homes, assisted living homes, extra care facilities, care homes, sheltered housing and care villages. Support is also made for self-build and other methods of ownership structures which may evolve during the life of the delivery of Otterpool Park.

Education and Community Facilities

- Up to 67,000sqm GEA of education and community facilities floorspace is proposed. This floorspace includes schools (primary, secondary and 6th form), nurseries and crèches, health centres, places of worship and other non-residential institutions such as libraries and community centres (Use Class E and F).
- Floorspace sufficient to deliver up to seven primary schools is allowed for, each with up to 2 or 3 forms of entry (FE) and each with an integrated nursery/early years facility. They will be delivered in a phased manner to keep pace with education need across the development.
- Secondary provision (Use Class F) is designed to be flexible. The provision is expected to consist of one main secondary school site which can accommodate up to 10FE (including 6th form), which may be delivered in one or more phases. Additional land will safeguard for a site capable of accommodating a further 6FE, the use of which will be dependent upon overall assessed need.
- Special Educational Need and Disability provision (SEN) (use class F) will be delivered (likely to be up to 84 spaces). This will either be as part of a primary or secondary school, or standalone.

Hotel

- Hotel floorspace (up to 8,000 sqm GEA, use class C1) will be delivered in line with market requirements.

Leisure

- Up to 8,500sqm (GEA) of leisure and assembly uses (use class E, F and Sui Generis) such as a sports pavilion, indoor sports, hall cinema, concert hall, bingo hall and dance halls are proposed.

Mixed retail and related uses

- Up to 29,000sqm GEA of mixed retail and related uses is proposed. This floorspace includes uses such as shops, professional services, retail services, cafes, restaurants, drinking establishments, hot food takeaways (use classes E and Sui Generis). Whilst this quantum of retail floorspace is proposed across the site to support the future community and users of the new garden settlement, a small food store is anticipated within the proposed town centre of up to 500sqm.
- The delivery of the retail floorspace will be focused on the Town Centre and Castle Park phase of development, although across the Site there will be an element of retail and related services such as local neighbourhood retail shops, professional services and food and drink venues to meet local needs.

Employment

- The maximum proposed employment floorspace, of up to 87,500sqm, includes use class E (office, research and development and light industrial process) and B2 (general industrial).

11 TRANSPORT STRATEGY

11.1 INTRODUCTION

11.1.1. The original OPA included a supporting document reference 'OP5 Appendix 16.5 – Transport Strategy (March 2022). A standalone document has been prepared by WSP as an update to the 2022 Transport Strategy and is included as part of the updated OPA submission; Transport Strategy (2026). This chapter of the TAA sets out an overview of the updated Transport Strategy.

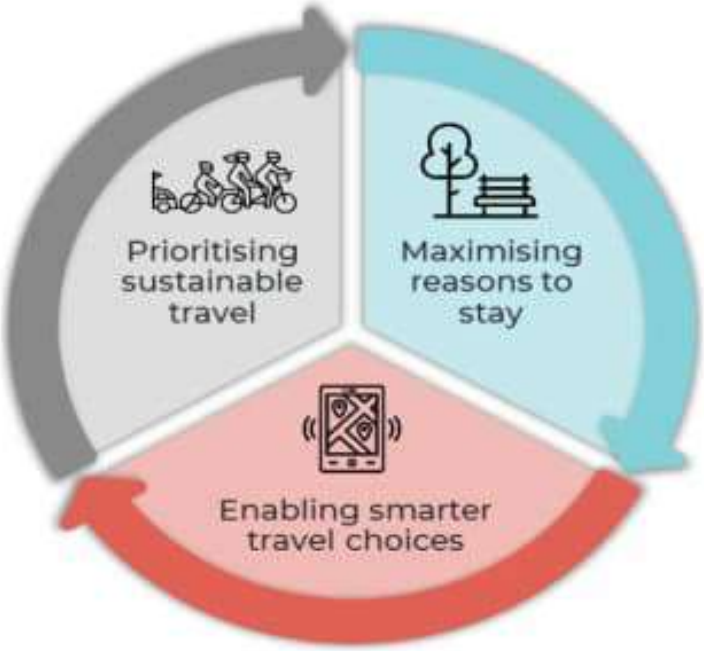
11.1.2. The Transport Strategy for Otterpool Park seeks to deliver a sustainable new garden town that enables a healthy, active and sustainable lifestyle within a creative and inclusive community.

11.1.3. At the heart of the Transport Strategy are the core principles of sustainable development:

- Providing a mix of land uses on-site to enable people to complete day to day activities within the Site.
- Prioritising sustainable travel for trips on Site.
- For those trips that do need to be made off Site, enabling residents and visitors to make informed decisions about their modal choice.

Figure 11-1 – Transport Principles of Sustainable Development

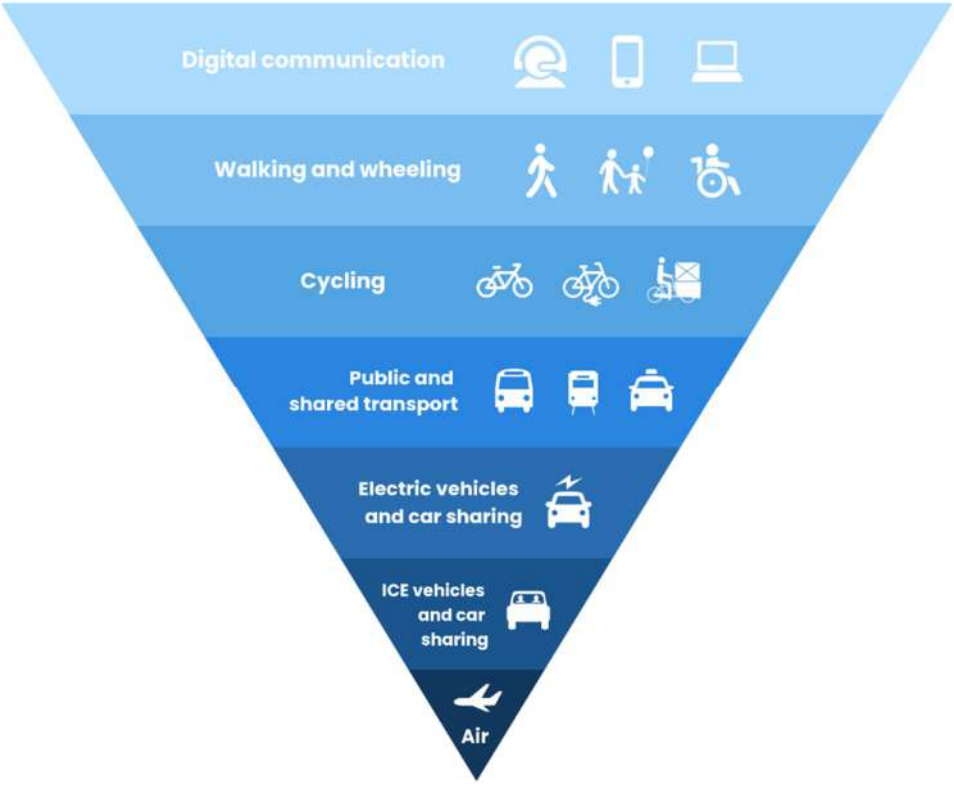
Source: WSP



11.1.5. These principles are supported by the NPPF[7] which encourages major development to be located in areas that are or can be made to be sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

11.1.6. Where journeys do need to be made both on and off site the sustainable travel hierarchy has been considered and forms the basis of the site's FTP (a full copy of the FTP is provided at **Appendix C**).

Figure 11-2 – Sustainable Travel Hierarchy



Source: Energy Savings Trust (an-introduction-to-the-sustainable-travel-hierarchy)

11.2 CHANGING TRAVEL TRENDS

11.2.1. Recent years have witnessed a significant change to the transport environment. Changing travel trends have emerged, accelerated by the Covid-19 Pandemic, which has resulted in a shift in the way people live and work. From a work perspective a more hybrid approach has emerged, mixing home and office type working. In addition, there has been significant growth in online retail.

11.2.2. The emergence of new technology is offering new opportunities for alternatives to the private car. Micro-mobility schemes, which offer a range of lightweight vehicles such as e-scooters and e-bikes, supplement traditional cycle hire schemes and provide an alternative to the car and traditional public transport for shorter journeys.

11.2.3. There has also been a relative shift towards low and zero emission vehicles, which has been further stimulated by changes to policy, including Building Regulations Part S.

[7] National Planning Policy Framework (NPPF) 2024, Paragraph 110

11.2.4. As well as the above, wider changes that have occurred such as the emergence of ride hailing services (for example, Uber) and increasing development of autonomous vehicles and consolidation of deliveries represent key emerging trends that the Proposed Development should respond to accordingly. The Transport Strategy has sought to fully embrace these emerging technologies to create a sustainable development that is able to adapt to a changing environment and respond to a societal shift towards net zero carbon as required by the Climate Change Act 2008.

11.2.5. The scale of the Proposed Development and diversity of uses proposed means that both trips on site as well as those off site need to be considered within the Transport Strategy. The Transport Strategy has therefore been split down to consider the measures that will be implemented on site to enable day to day trips to be completed primarily by active modes whilst the off-site strategy considers the modes that will be available for longer distance trips.

11.3 TRIPLE ACCESS PLANNING

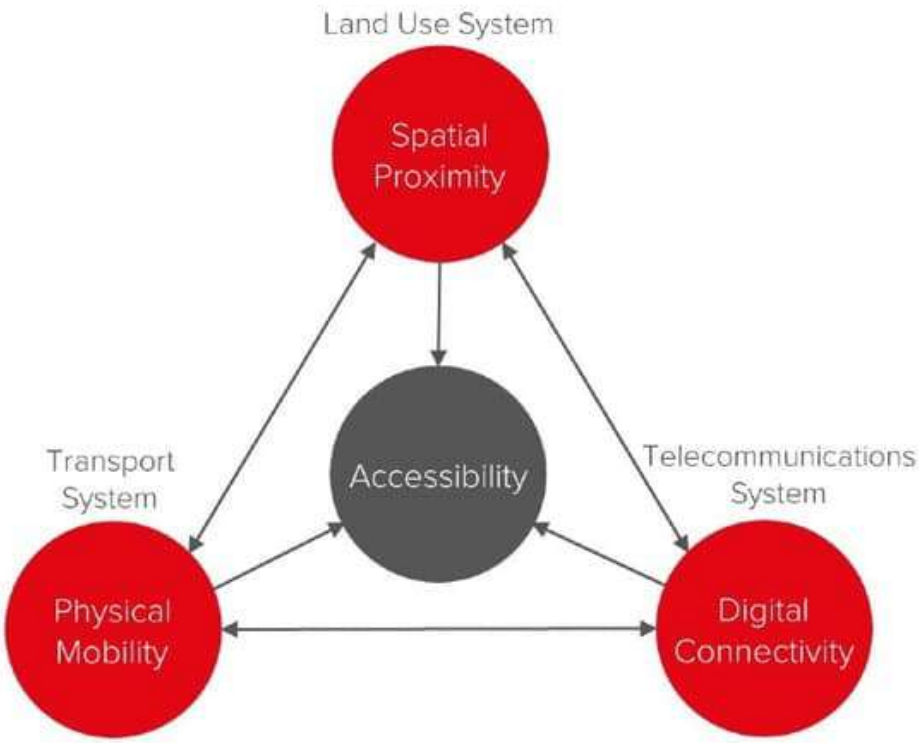
11.3.1. Key to the Transport Strategy will be the philosophy of Triple Access Planning. Triple Access Planning is a framework designed to address the complexities of urban mobility by considering the following three key components; Physical Mobility, Spatial Proximity and Digital Connectivity.

11.3.2. Triple Access Planning seeks to shift away from traditional ‘predict and provide’ models (which forecast traffic growth and build infrastructure to match it), toward a vision-led ‘decide and provide’ model that determines a desired societal future and coordinates alternative ways to access needs. Instead of treating transport as an isolated system, Triple Access Planning relies on three interconnected pillars to provide residents and businesses with options:

- Physical Mobility - the transport system itself (e.g., walking, cycling, public transit, private vehicles).
- Spatial Proximity - the land-use system, ensuring that destinations, housing, and workspaces are close enough to reduce travel needs.
- Digital Connectivity - the telecommunications system, substituting physical travel altogether via remote work, e-commerce, telehealth, and virtual social interactions.

Figure 11-3 – Triple Access Planning

Source: www.tapforuncertainty



11.3.6. Local Living Spatial Proximity is an urban planning model where everything a resident requires in their daily life can be accessed within a short walking or cycling ride. This includes employment opportunities, sport, goods and cultural activities. Spatial proximity and local living in Kent focus on designing sustainable communities, accessibility to transport hubs, and polycentric growth. Local planning frameworks across the county prioritise placing residential development close to essential services, green spaces, and employment centres to reduce car dependency.

11.4 TRANSPORT STRATEGY ON SITE

WALKABLE NEIGHBOURHOODS

11.4.1. Current UK guidance[8] on active travel distances continues to rely on a preferred maximum walking distance of 2km for commuting and school trips, with “desirable,” “acceptable,” and “preferred maximum” thresholds widely used in transport planning practice.

11.4.2. More recently the Walk Wheel and Cycle Trust (Formerly Sustrans) published a paper[9] where a 20-minute walking trip (1,600m total) has been found to be the longest distance a majority of people are

[8] The Institution of Highways and Transportation’s Guidelines for Providing for Journeys on Foot (2000) M5 Guidelines for providing journeys on foot chapter 3
[9] Walkable Neighbourhoods: Building in the right places to reduce car dependency (2022) https://www.walkwheelcycletrust.org.uk/media/10520/walkable-neighbourhoods-report.pdf

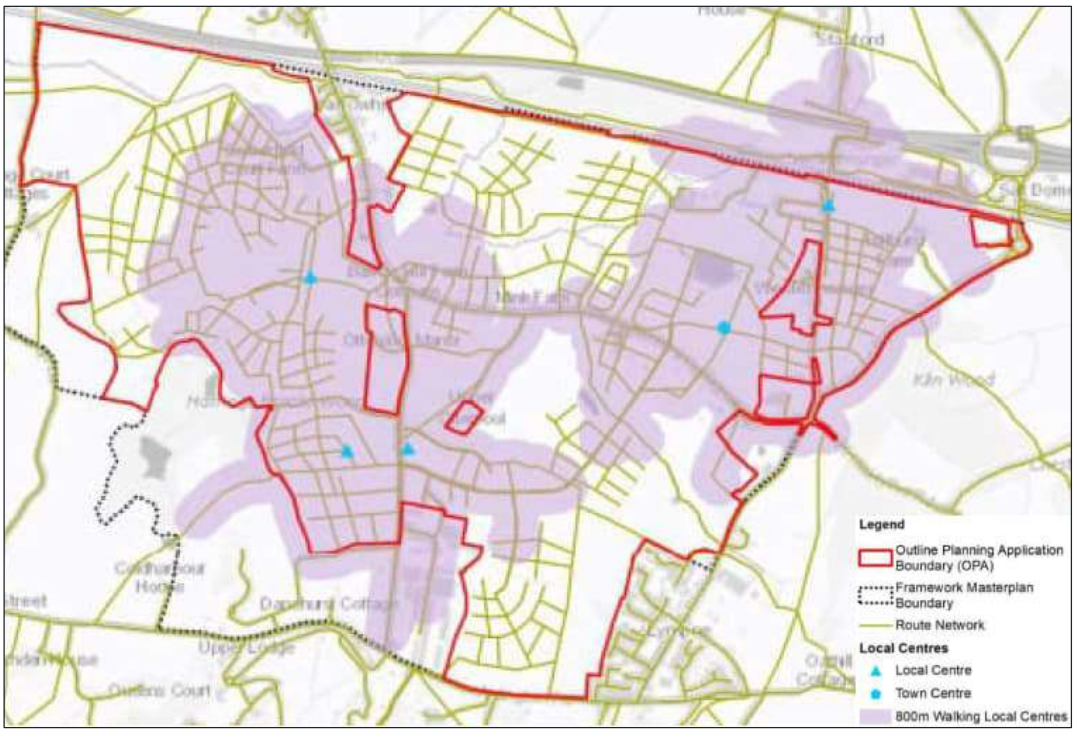
willing to walk to meet their daily needs. However, the same paper found that when seen by facility type, 40% of LPAs considered acceptable distances of more than 1.6km to Primary Schools. Additionally, National Travel Survey's data for 2024[10] shows that, 50% of walking trips to school undertaken by pupils aged 11-16 in England were between 1.6km and 3.2km (1 to 2 miles).

11.4.3. The design of the development provides for all homes to be within 1km distance from facilities and services to allow residents to be able to walk to key services and facilities without the need to rely on other modes. The proposals aim to deliver all residents being within:

- 400m of a Locally Equipped Area of Play.
- 700m of a Multi-Use Games Area.
- 800m of a local centre and primary education provision.
- 1km of allotments, community orchards, sports pitches and a Neighbourhood Equipped Area of Play.

11.4.4. The principles of the walkable neighbourhood are shown in the figures below for anticipated local/town centre and education facilities respectively.

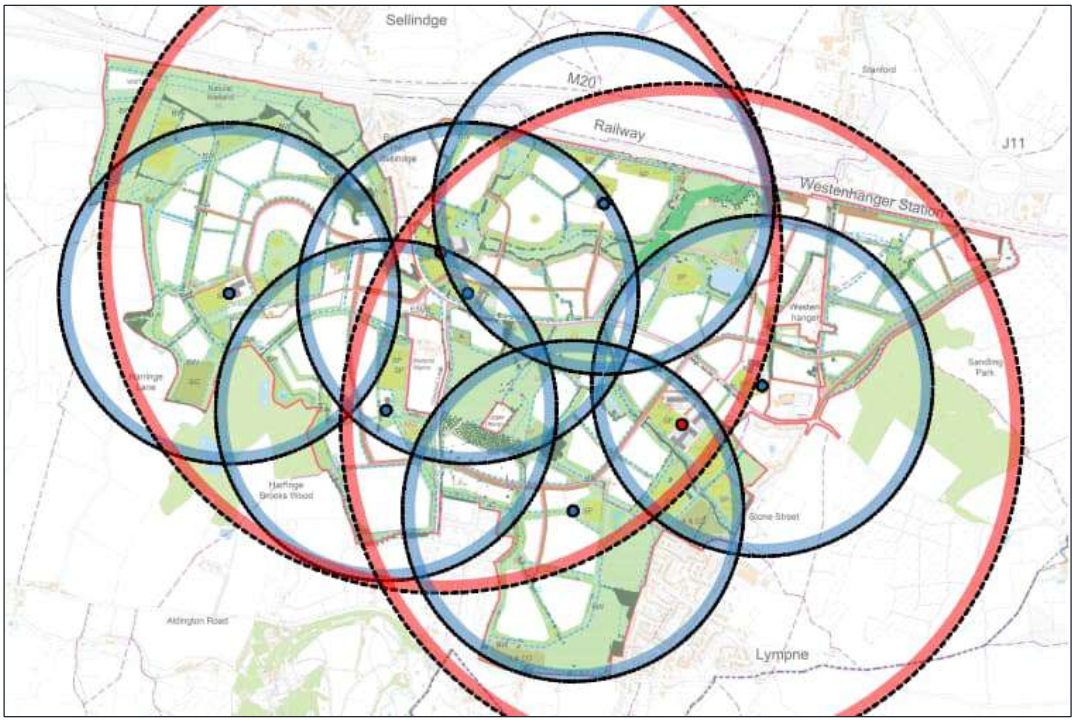
Figure 11-4 – Local/Town Centre Connectivity



Source: 2022 TA

[10] -NTS0614a dataset Trips to and from school for trip length by main mode and age, aged 5 to 16, England 2024.

Figure 11-5 – School Connectivity



Source: School Connectivity, DLA (800m walking from primary school indicated blue, 1600m walking from secondary school indicated red)

CYCLE STREETS

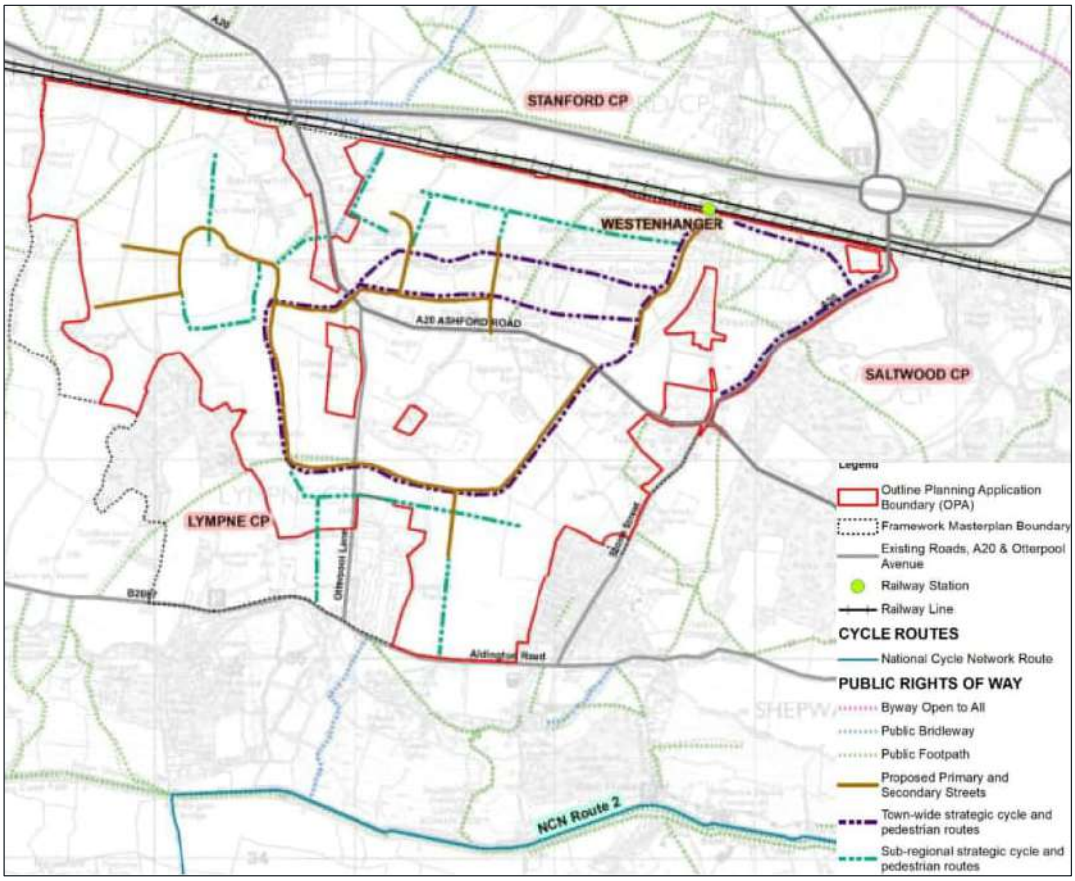
11.4.6. Typical cycling distances used in planning practice indicate that journeys of up to around 5km are common for everyday cycling trips. The more recent adoption of e-bikes could realistically double this trip length. However, Local Transport Note (LTN) 1/20[11] offers a view on the potential for cycling, with 15-minute cycle trips (approximately 4km) considered as opportunities for children and school trips. For other purposes, LTN suggests longer trips that are less than five miles in length represent an achievable distance to cycle for most people.

11.4.7. To access dedicated cycle infrastructure LTN 1/20 recommends that in built-up areas the spacing of routes should typically be between 250-400m. It is intended that a 250m catchment is used throughout the development to represent the maximum distance residents and workers should travel before being able to access dedicated cycle routes. This network of routes will consist of paths and streets where surfacing, directness, legibility and junction design are optimised for safety and efficient travel. The network of routes will connect key facilities and amenities as well as key transport nodes such as Westenhanger Rail Station.

11.4.8. The core network of cycle routes proposed within the development and in the wider area are shown below.

[11] Department for Transport. (2020). Cycle infrastructure design (Local Transport Note 1/20). page 16. https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

Figure 11-6 – Core Cycle Routes



Source: 2022 TA

11.4.9. In addition to the local settlements of Sellindge, Lympne and Stanford, areas such as Hythe are accessible within a 30-minute cycle journey.

CYCLE PARKING

11.4.10. Cycle parking will be provided in accordance with the prevailing cycle parking standards adopted. This is currently KCC Parking Standards (January 2025). This provides standards for both residential and non-residential land uses.

11.4.11. Across the development, a series of mobility hubs (discussed below) are proposed which will also feature cycle parking, allowing convenient and seamless interchange between modes.

MICRO-MOBILITY

11.4.12. Micro-mobility refers to a range of lightweight vehicles (typically electric scooters, e-bikes and bicycles) which operate at low speeds and are primarily used for short-distance (first and last mile) journeys. These modes generally work on a shared basis and utilise app-based technology to allow rental. Examples include Lime, Tier, Beryl and Dott.

11.4.13. The scale of Otterpool Park provides an opportunity for a dedicated on site micro-mobility offer. Subject to agreement with the local authorities such a scheme could also be extended to key off site destinations within a reasonable cycling distance such as Hythe. Access to Otterpool Park's micro-mobility offer would be provided via the MaaS App (described below) and physically available at the mobility hubs.

MOBILITY HUBS

Vision

11.4.14. A mobility hub is more than just the provision of transport facilities. Although they are the primary focus, the users are integral to the development, implementation, and success of a mobility hub and to ensure that there is a strong 'sense of place,' economic vitality in a location with attractive community space where residents are also able to meet. The functionality of a mobility hub would serve to:

- Reduce the reliance on the use of private vehicles.
- Raise the profile, visibility, and availability of a range of shared and sustainable travel modes and efficient integration of transport options.
- Focus on the user experience and ensures safety and security for all travellers.
- Improve air quality by reducing emissions.
- Cater for multi modal trips with seamless switches between modes.
- Meet 'first last' mile objectives to provide connectivity with local bus services and rail hubs.
- Create a community focal point and creates a 'sense of place'.
- Provide the opportunity to reduce parking provision.
- Allow for flexibility to embrace technological innovations and foster resiliency.
- Manage the integration of transport to provide MaaS.

11.4.15. Through the implementation of a network of mobility hubs, shared transport and active travel behaviour would be embedded in the future community and facilitate behavioural change to provide greater choice and accessibility.

Hub Facilities

11.4.16. The figure below illustrates a typical mobility hub and some of the facilities that could be provided which include:

- Secure and weatherproof bus stops/shelters to accommodate either scheduled services or on demand services.
- Car club vehicles and parking space(s).
- E-bike/ e-scooter share/hire.
- EV charging points.
- Secure pedal cycle parking stands.
- Bike tyre pump and repair facilities.
- Local community digital information terminal.
- Café/Kiosk.
- Delivery lockers to accommodate 'first/last mile' trips and minimise large delivery vehicles having to access residential roads.

Figure 11-7 - Schematic layout of a Mobility Hub

Source: ComoUK

Operational Considerations

11.4.17. It is envisaged that the travel requirements for the Site would be implemented and managed for each of the proposed land uses in accordance with the agreed TP that would be managed by either a bespoke Management Company or potentially a charitable organisation who would also be responsible for the day to day running of the mobility hub. This would include liaising with the selected operators of the micro-mobility and car club and provide current information updates to local residents at the hub and via the MaaS.

11.4.18. The Management Company would also be responsible for liaising directly with KCC and other key stakeholders such as energy and fuel companies to ensure that operational needs of the mobility hub are reviewed and monitored.

CAR CLUB

11.4.19. The car club forms a key component of the Transport Strategy with the aim of providing access to a vehicle on-demand with the overarching goal of reducing the level of car ownership across the Site.

11.4.20. It is envisaged that Otterpool Park will procure the car club from one of the commercial operators such as Enterprise or CoWheels. The provision of vehicles will be delivered on a commercial basis and in accordance with demand as the development is built-out. Car club vehicles will be accessible at the main mobility hubs located across the Site. It is envisaged that the car club will be secured by condition/obligation.

MAAS

11.4.21. Access to the range of shared and micro-mobility across the site along with the public transport services will be facilitated through the implementation of a MaaS strategy. The MaaS is a single mobile based app that provides access to a wide range of mobility, with the overarching benefit that it has a single payment channel instead requiring multiple tickets/payment authorisations. KCC are

in the process of adopting an MaaS for Ebbsfleet and it is anticipated that this technology will be able to be expanded to allow implementation at Otterpool park.

BUS

11.4.22. Chapter 16 sets out the Bus Strategy. In summary, high-quality and increased frequency bus infrastructure will be provided throughout the Site making bus an attractive alternative to the private car. As a minimum it is expected that bus stops will be equipped with shelters and lighting. The aim of the Transport Strategy will be to ensure that all residents are within approximately 400m of a bus stop.

11.4.23. The services that will provide bus based public transport will be developed through the Bus Strategy. However, it is expected that both short distance trips (i.e. allowing access to/from key destinations on site such as Westenhanger Rail Station, town centre, employment area, leisure centre etc) will be accessible by bus along with longer distance trips such as to Hythe, Folkestone and Ashford. The previously developed bus network is shown in the figure below.

Figure 11-8 – Bus Network

Source: 2022 TA

SHARED MOBILITY AND DEMAND RESPONSIVE TRANSPORT

11.4.24. Shared mobility and Demand Responsive Transport have been growing across the UK over the last decade. Examples can take various forms from Uber Share which allows users to pair with another passenger heading in the same direction. Otterpool Park has been designed to respond to these emerging trends and where possible harness the benefits of by adopting a flexible approach to the Transport Strategy.

RAIL

11.4.25. Chapter 17 sets out the Rail Strategy. Otterpool Park benefits from its proximity to Westenhanger Rail Station which is located on the Southeastern network.

11.4.26. The station currently has limited facilities available. As part of the Proposed Development a package of accessibility improvements will be delivered as set out in the table below. The precise scope will be determined through ongoing discussions with the train operator(s) and landowners; secured through the S106 agreement. Discussion on trigger points, will also be ongoing with stakeholders.

Table 11-1 – Rail Strategy Summary

Improvement	Indicative Time Period
Walking route access from EHP	2031
Integration of incoming active travel route from the development to the station car park, and improved cycle parking at the station	2031-2040, scaling with development
Reconfiguration of car park to increase accessibility – bus-stop, drop-off bays, taxi bays, accessible bays, lighting, security	2031-2040, scaling with development
Access road remodelling for bus station	Prior to delivery of on site bus service
New footbridge – lifts	2040 (category D)
Platform extension to suit bridge location	2040 (category D)
Improved amenity provision (canopies, seating, CIS)	2040 (category D)
Refurbish and reopen existing station building and enhance station access for growth	2053 (category C)
3-car platform extension to enable HS1 to operate from Westenhanger Rail Station	To be confirmed - if train operator(s) facilitate HS1 services with stopping at Westenhanger Rail Station
Passive car parking provision – Otterpool Park LLP to provide land, development by others	To be confirmed; car trips must not be encouraged

11.4.27. There is a proposed package of measures to meet operator needs and making the station HS1 ready to enable HS1 services to stop in the future. HS1 could attract people from further afield. Any car parking provision would not be for encouraging Otterpool Park residents to travel to the station by car given there will be a wide-ranging choice of sustainable travel promoted including walking, cycling, internal bus routing, mobility hub, etc.

11.4.28. Instead car parking could be provided by the operator/Network Rail to address existing and future demand associated HS1 services stopping at Westenhanger Station.

STREET HIERARCHY

11.4.29. The street hierarchy at Otterpool Park will serve to ensure that sufficient access is provided to the various land uses proposed as well as integrating into the existing highway network that surrounds and runs through the site. A hierarchy of six street types has been developed for Otterpool Park which are set out in summary in the table below. Further information is provided in the Strategic Design Principles document that accompanies the OPA.

Table 11-2 - Street Hierarchy Summary

Street Type	Design Speed (mph)	Role and Function
Strategic Street	30 & 20	▪ The A20 (and its new connection, Otterpool Avenue) form the Strategic Street through the new town ▪ Two single lanes for vehicles ▪ Segregated pedestrian and cycle lanes provide safe, direct and attractive routes ▪ Good north–south crossing points provide connectivity across the street
Primary Street	20	▪ Main transport routes connecting key destinations (the Town Centre and Local Centres) within Otterpool Park as a whole ▪ Two single lanes for vehicles ▪ Segregated pedestrian and cycle lanes provide safe, direct and attractive routes, with dedicated crossing points
Secondary Street	20	▪ Predominantly residential in character, connecting key destinations within character areas ▪ Cyclists have demarcated cycle lanes within the road carriageway
Tertiary Street	20	▪ Footpath on one side and wide verges, with buildings facing onto the street ▪ Cyclists share surface with cars ▪ Streets may narrow with landscape or integrated on-street parking to control cars, with passing places
Residential Mews and Homezone	20	▪ Shared or 'pedestrian-priority' surfaces for pedestrians, cyclists and vehicles ▪ Restricted through-routes for vehicles, connections for pedestrians and cyclists take priority ▪ May include careful integration of on-street parking
Greenway	20	▪ Restricted access to limited numbers of homes on the edges of the development ▪ Shared surface treatment with passing places and intimate scale

		▪ Linked by pedestrian and cycle paths with no through-routes for vehicles

Source: 2022 TA

CAR PARKING

11.4.30. Car parking will be provided in accordance with the prevailing car parking standards adopted. This is currently KCC's Parking Standards (January 2025). This provides standards for both residential and non-residential land uses.

11.4.31. The one exception to this is employment parking where it is anticipated that parking constraints are adopted to assist in reducing the reliance on single occupancy car journeys to/from the Site.

11.4.32. To support parking constraints within the employment land uses parking control measures are likely to be required. This would be delivered either through Controlled Parking Zones (CPZ) on adopted roads or through private enforcement of car parking and private spaces. This approach is common on large scale development sites where an estate management company are responsible for maintenance of the private spaces.

11.4.33. A proportion of the car parking located on site will be equipped with Electric Vehicle Charging Points (EVCP). This will be determined at the reserved matters stage and will be guided by the prevailing regulations, such as the Building Regulations Part S for residential uses and policy such as KCC's Parking Standards (January 2025).

DELIVERIES AND SERVICING

11.4.34. The last decade has seen significant growth in e-commerce, accelerated by the Covid Pandemic. This has resulted in an increase in deliveries to individual properties. To manage this demand and reduce the overall level of servicing, whilst ensuring that the servicing needs of all land uses are met, a Delivery and Servicing Plan (DSP) will be secured by condition as part of Tier 2/3 planning strategy. The following measures will form part of the DSP:

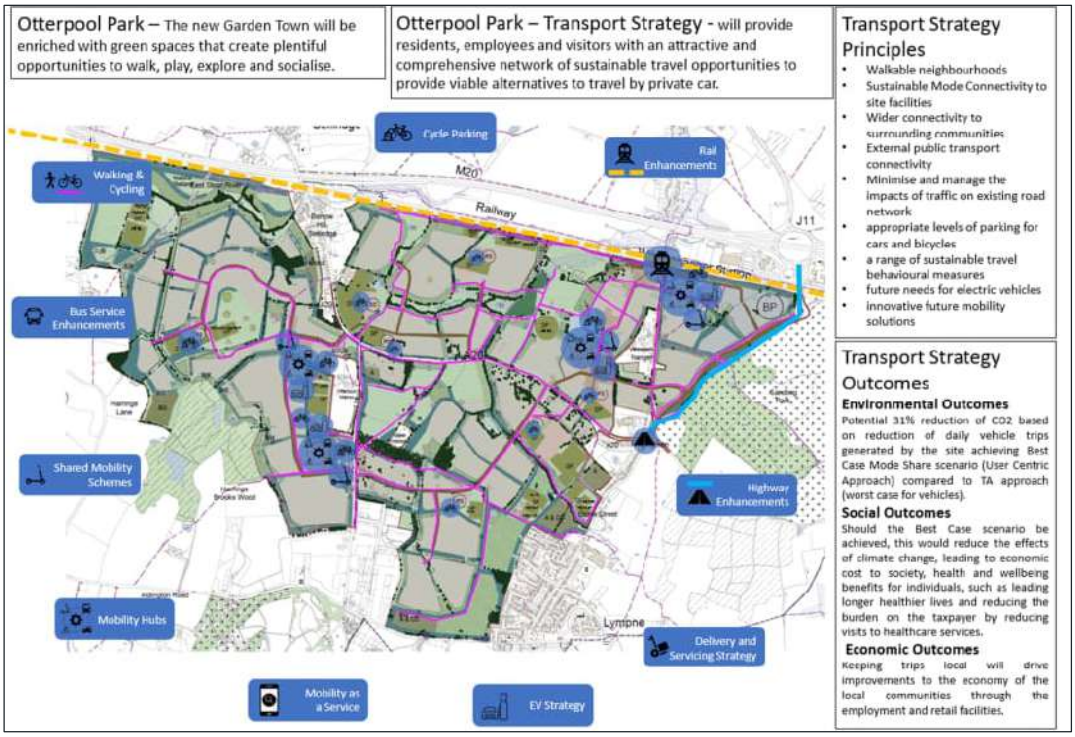
- A range of land uses on site to enable residents, workers and visitors to undertake day to day activities on site without the need to rely on e-commerce. This would include food establishments for eating out and take-away's along with local convenience shopping and a supermarket.
- Parcel lockers at appropriate locations around the Site such as at the mobility hubs and town centre to provide centralised locations for the collection and posting of parcels.
- Encouraging tenants within the non-residential land uses to adopt EV vehicles for deliveries through tenancy agreements.
- Encouraging deliveries outside of peak hours.

11.4.35. The DSP will be developed and managed through the TP.

INTEGRATED TRANSPORT STRATEGY

11.4.36. The various elements of the on-site Transport Strategy are encompassed on the Integrated Transport Strategy diagram shown below.

Figure 11-9 – Integrated Transport Strategy



Source: 2022 TA

11.5 TRANSPORT STRATEGY OFF SITE

WALKING AND CYCLING

11.5.1. A package of improvements to the local PRoW network has been promoted as part of the original OPA to connect the Site and key locations nearby together. This package of improvements has been reviewed and updated as part of this 2026 TAA; refer to Chapter 15 and **Appendix H** for full details. In summary, the following off-site improvements are proposed in relation to active travel:

11.5.2. The updated PRoW strategy focuses on delivering connections to/from the Proposed Development and:

- Folkestone Services.
- Barrowhill and Sellindge.
- Hythe including Brockhill Park Performing Arts College and Brockhill Country Park.

11.5.3. The improvements to the PRoW network are complemented by the highway network improvements that will also deliver active travel infrastructure on A20 Ashford Road, Otterpool Lane and Aldington Road. Combined with new active travel routes created on-site these will form a comprehensive network of routes connecting the Site with the key destinations/amenities identified.

11.5.4. The following PRoW links are identified as primary links and form part of the proposed strategy to connect the Site with key destinations off site:

- HE281, HE291 and HB36 would deliver a connection to/from the north-east quadrant of the Site and Hythe.
- HE341 is an existing public footpath which joins with HE291 and HE281 and will form a connection to/from the north-east quadrant of the Site and Brockhill Park Performing Arts College and Brockhill Country Park.

- HE371 is an existing public footpath which will deliver a connection to/from the north-east quadrant of the Site and Folkestone Services.
- HE359 is an existing public footpath which will be upgraded to provide a connection from the north-east quadrant of the Site over the M20 to connect with Stanford and onward connections to/from the north.
- HE271A is an existing public bridleway which will be upgraded to connect the north-west quadrant of the site with Barrowhill and Sellindge.
- HE313, HE293 and HE291 are public footpaths that will be upgraded to provide a connection from the south-east quadrant of the site to/from Hythe. These improvements will be complemented by the closure of Aldington Road which will, when combined with an improvement to byway HE343 provide a further connection to/from Hythe. Acknowledging that the closure of Aldington Road will need to be consulted on separately by KCC the delivery of this link as an active travel route forms an option (Option 2) with the base option (Option 1) being an improvement to HE313, HE293 and HE291.

11.5.5. Discussions are ongoing with KCC regarding the full extent of PRoW improvements and the trigger points for implementation.

BUS

11.5.6. The existing Site is served by the Route 10/10A which operates between Ashford, Hythe and Folkestone and offers an approximately hourly service with connections to Ashford and Hythe taking approximately 15 minutes to Hythe, 40 minutes to Folkestone and an hour to Ashford. The bus based public transport strategy will seek to build on the existing service provision as well as ensuring that trips within the development Site are catered for accordingly. The Bus Strategy is set out at Chapter 16.

RAIL

11.5.7. The Rail Strategy is set out under heading ‘Transport Strategy On Site’ above acknowledging that Westenhanger Rail Station is located within the redline boundary. An assessment on rail, and the Rail Strategy, is set out at Chapter 17.

11.5.8. In summary, in terms of off-site trips, conventional rail services are expected to provide sufficient capacity to accommodate the additional demand generated by Otterpool Park. Of the 47 weekday trains calling at Westenhanger Rail Station, 45 are forecast to accommodate both existing and development-related demand with all passengers seated. On two peak services, some standing is forecast between London and Sevenoaks; however, total train capacity is not exceeded, and it is considered that the level of standing remains within accepted operating conditions on the wider network.

HIGHWAY

11.5.9. For trips made off-site by private vehicle a comprehensive assessment of the effect of the Proposed Development on the highway network has been undertaken. The highway assessment has identified where improvements will need to be secured. Refer to Chapters 18, 19, 20, and 21.

11.5.10. The actual effects arising from the Proposed Development will be monitored as part of a Monitor and Manage strategy with the mitigation implemented based upon final impacts arising. However, to provide certainty that the mitigation package can be delivered the package has been based on the modelling outcomes and initial concept designs developed. For further information on proposed mitigation and the Monitor and Manage strategy refer to Chapter 21 and Chapter 22 respectively.

OUTCOMES

11.5.11. Through delivery of the package of measures proposed a range of benefits will be delivered for future residents, employees and visitors of the Proposed Development, but also those living in local communities surrounding the development. At a strategic level key benefits arising when compared to a baseline of continuing existing travel patterns are as follows:

- Improved health and wellbeing of the population through prioritising walking and cycling as main modes of transport
- Improved air quality and reduced noise levels at a localised level as a result of reduced private vehicle trip making
- Lower carbon emissions contributing towards the Government's net zero targets; and
- Improved community interaction through increased interaction as a result of enhanced walking and cycling, thereby creating a greater sense of place and cohesion.

11.5.12. This TAA demonstrates the benefits of the approach proposed within the Transport Strategy from a mode share perspective and supports the vision-led scenarios developed to understand the likely transport impacts of the Proposed Development and package of transport improvements required to support the proposal.

12 ACCESSIBILITY WITH DEVELOPMENT IN PLACE

12.1 INTRODUCTION

12.1.1. This chapter summarises and presents the anticipated future accessibility by sustainable travel modes for the Site, taking into account the end state of the Otterpool Park Proposed Development and associated Transport Strategy outlined in Chapter 10 and Chapter 11.

12.1.2. It is essential to understand the future accessibility of the Site in comparison to the baseline accessibility. This comparison enables the benefits to be determined and confirmed not only for new residents and employees located on-site but also for existing residents in surrounding communities.

12.2 FUTURE ACCESS TO FACILITES AND SERVICES

12.2.1. The table below sets out a summary of accessibility to future facilities and services that will be provided on-site.

Table 12-1 - Future Facilities and Services - Walking/Cycling Times (considered to/from proposed homes at Otterpool Park)

Category	Name	Approximate Distance	[12]Approximate Walking Time (minutes)	[13]Approximate Cycling Time (minutes)
Public Transport	Westenhanger Rail Station	Located within the Site boundary. Therefore, areas within the site accessible within 800m of the station. Approximately 2.4km from the centre of the Site	2 to 30	0 to 9.6
	Bus Stops	Homes to be accessible within approximately 400m of bus stops	5 minutes	1.6 minutes
Post Office	Post Office	Located on Site	Local journey	Local journey
Education	Nursery	Located on Site	Local journey	Local journey

[12] Based on Active Travel England and the Chartered Institution of Highways and Transportation guidance; green representing within recommended walking distance for a specific facility type
[13] Based on Active Travel England and the Chartered Institution of Highways and Transportation guidance; green representing within recommended cycling distance for a specific facility type

Category	Name	Approximate Distance	[12]Approximate Walking Time (minutes)	[13]Approximate Cycling Time (minutes)
	Primary School	Located on Site	Local journey	Local journey
	Secondary School	Located on Site	Local journey	Local journey
Employment	Choice of employment opportunities	Located on Site	Local journey	Local journey
Healthcare	Choice of Health Care opportunities	Located on Site	Local journey	Local journey
Retail	Choice of Health Care opportunities	Located on Site	Local journey	Local journey
Culture	Choice of Cultural activities	Located on Site	Local journey	Local journey
Leisure	Choice of Leisure activities	Located on Site	Local journey	Local journey
Hospitality	Choice of Hospitality opportunities	Located on Site	Local journey	Local journey

12.2.2. As shown in the table above there will be an extensive range of facilities, amenities and services within suitable walking and cycling distances from proposed new homes providing significant opportunity for internalisation of peak hour and daily trips. This highlights the overall accessibility of the Site with regards to the land uses and transport infrastructure proposed. Where gaps were identified within the existing accessibility analysis, Otterpool Park proposals have been developed to account for these missing amenities through on site provision.

12.2.3. Otterpool Park will be influenced by the travel needs of the existing and future communities. The aim is to strike the right balance between ensuring the garden town is a great place to live and work with all the amenities its population needs, while also providing easy connections to and from neighbouring communities. The vision is to promote sustainable and active travel modes through the offer at Otterpool Park such that the need for long distance travel and reliance on the private vehicle is reduced. This is consistent with FHDC's aim to achieve the net-zero emissions target by 2050 (by law) and the Government's Ten Point Plan for a Green Industrial Revolution, of which Point Five is Green public transport, cycling and walking.

12.2.4. In the future, there will be opportunity for a high proportion of local trips made within Otterpool Park as the Proposed Development incorporates a range of schools, healthcare, community and sports facilities to meet as many of the needs of residents as possible and minimise external travel. There will be local shopping and services and on-site employment locations together with the infrastructure for home working.

13 DAY IN THE LIFE AT OTTERPOOL PARK

13.1 INTRODUCTION

13.1.1. Further to discussions with KCC and NH a series of “day-in-the-life” scenarios have been prepared to help demonstrate the vision for Otterpool Park and to consider the facilities and sense of place in a holistic view. “Day-in-the-life” scenarios illustrate how a diverse range of people who may live, work, or visit Otterpool Park could experience the area. By bringing the spatial and community vision to life, the scenarios demonstrate how Otterpool Park will cater to different needs. This approach ensures that a distinctive neighbourhood with a strong identity is provided with all the ingredients needed for a vibrant and connected community.

13.1.2. The scenarios represent just one element contributing to a clear spatial and community vision for Otterpool Park. They sit alongside a broader set of considerations that will guide the overall vision, and masterplan for the Proposed Development.

13.1.3. The scenarios explore a range of potential future residents. Understanding the people who will ultimately use the place is essential in determining its form, character, and the facilities it should provide, by prioritising active travel opportunities, without relying on the private car.

13.2 MOBILITY AT OTTERPOOL PARK

13.2.1. The following have been explored, developed and validated in terms of the mobility experience to, from and within the site:

- Digital requirements underpinning mobility services
- Physical access to mobility services
- Masterplan requirements, particularly with regards to mobility hub(s) and vehicle access/restrictions; and
- MaaS offer.

13.2.2. As a way of exploring these themes, a series of personas have been developed to represent:

- Residents at Otterpool Park; and
- Local (frequent) visitors or workers at Otterpool Park.

PERSONAS

Young Family: Alice, Charlie and Luke

Alice and Charlie are a young family who live with their young son, Luke, in a rented home at Otterpool Park.

A well-connected network of pedestrian and cycling routes creates a safe, child-friendly environment, giving Luke the freedom to walk or cycle to nearby playgrounds and the local primary school. A nursery and healthcare centre are also within easy reach.

With good local amenities, affordable public transport and employment opportunities close by, Alice is able to work near home, while Charlie enjoys

making use of the area's sports facilities in his free time.

08:30
Alice walks Luke to the local primary school along tree-lined pedestrian and cycle routes. On the way, they say hello to Luke's friends

09:00
Alice continues to walk to the Otterpool Park employment area

17:30
After work, Alice meets up with Charlie and Luke in the local playground close to their home

First Time Buyers: Katie and Jack

First time buyers Katie and Jack recently moved to Otterpool Park. They were attracted to Otterpool Park by the local amenities such as shops and cafes as well as generous green spaces being close to their new home.

Katie and Jack are keen runners and thus enjoy the well-designed network of wide, well-lit and well-surfaced routes within the settlement as well as easy access to the surrounding countryside.

The existing rail station enables Jack to travel to London for work on public transport, while Katie often makes use of the co-working space near their home as she works remotely.

07:30
Jack grabs a coffee on his way to the local mobility hub, where he hires a bike which he rides to the rail station to catch a train to work

07:50
Jack drops of the bicycle at the nearest mobility hub to the train station and walks to the rail station to catch his train

19:00
After work, Katie and Jack go for an evening run around their local neighbourhood

Secondary School Student: Mareesa

Mareesa is a 14-year-old student at the local secondary school.

The walkable and safe neighbourhood as well as affordable public transport provide Mareesa with the opportunity for independence, which was a contributing factor to her family's decision to move to Otterpool Park.

Mareesa and her friends enjoy the freedom to go to the local youth club and leisure facilities. The routes to these locations have been designed with consideration to active and natural surveillance, and lighting that is strategically placed.

08:15
Mareesa walks to school with her friends. They pass the local bakery where they pick up a fresh snack, which they eat on a bench along the footpath

16:00
After school, Mareesa plays football at their local sports pitch

17:20
Mareesa and her friends get some ice cream from a local shop. They sit together on benches close to the local centre

Retired Resident: David

David decided to downsize to Otterpool Park due to the attractions of a walkable, and well-connected neighbourhood.

Due to health, David no longer owns a car so needs to be able to access all amenities by foot or public transport. David loves that Otterpool Park has plenty of wayfinding signage as he does not like to use digital maps.

David enjoys gardening and meeting up with other retired residents. He gets involved with local events in Otterpool Park and feels a sense of community.

10:00
Every Wednesday, David volunteers at the local park, he travels on foot, where he puts his gardening skills to productive use

13:30
Davide meets up with a group of fellow Ramblers before they set off into the countryside for a walk

17:30
David meets his group of friends in the local centre for a bite to eat before heading home

Shop Assistant: Maddy

Maddy is a shop assistant at the supermarket in Otterpool Park. Maddy lives in Folkestone, so travels by bus to work.

Conveniently, a bus stop is provided close to her workplace. Thanks to using the mobility app on her phone, Maddy never misses a bus.

After work, Maddy enjoys the local café and shops where she frequently meets up with friends.

07:00
Maddy boards a bus to go to work in Otterpool Park

16:00
After work, Maddy and her colleague grab a coffee from the café around the corner from their workplace and go for a walk in the local park

17:30
Maddy checks her mobility app for the next bus back home to Folkestone

13.2.3. Through the different personas outlined above, it has been illustrated how different groups of people will experience, live and work in Otterpool Park. By integrating clear wayfinding, high-quality footpaths and cycle routes, and places to stop and rest situated where natural surveillance is present, the community become less dependent on cars and instead is encouraged to walk, cycle and use public transport. Additionally, active travel plays a role in supporting local businesses. By clustering key amenities (schools and places of employment) alongside destinations such as leisure spaces, shops and cafes, it encourages unplanned interactions, generating both economic and social benefits for the community.

14 FORECAST TRIP GENERATION AND MODE SHARE

14.1 INTRODUCTION

14.1.1. This chapter outlines the forecast multi-modal trip generation of the Proposed Development for end state, with consideration to internalisation, sustainable transport measures and vision-led adjustments. The methodology set out within this chapter has been discussed and agreed with KCC and NH.

14.1.2. An alternative approach has been undertaken to determine trip generation for the first phase of development (the EHP proposed to deliver the first 300 homes), which takes no account of site internalisation or vision-led adjustments, as set out in detail in the EHP TA.

14.2 2022 TA TOTAL PERSON TRIP GENERATION

14.2.1. A review of the 2022 TA trip generation has been undertaken due to the following considerations:

- The passage of time since elements of the 2022 TA trip generation were developed.
- Consideration of more current travel behaviours (greater use of home working, flexible hours etc).
- The need to review in the context of changes to the NPPF and introduction of the requirement to take a vision-led approach, together with KCC's TA and TP Guidance (2025).
- Package of sustainable transport measures included in the draft S106 Heads of Terms for the Proposed Development

14.2.2. This review considers the number of trips likely to be generated in the morning (08:00-09:00 hours) and evening (17:00-18:00 hours) peak hours. The 2022 TA presents the following total person trip generation for end state of the Otterpool Park development (8,500 homes).

Table 14-1 - Total Person Trip Generation for Proposed Development (8,500 homes)

Trip Generation	Internal Trips						External Trips					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Total Person	2,463	691	3,154	857	1,618	2,475	2,709	2,670	5,380	2,301	2,444	4,746

Note: figures rounded to the nearest whole number

Source: Table 34 2022 TA

14.2.3. This 2022 TA (main) assessment is based on a traditional 'predict and provide' methodology resulting in a worst-case scenario for car trips. This in turn resulted in the requirement for new and enhanced infrastructure based on maintaining car dependency for a car-centric development.

14.2.4. A second trip generation modal share methodology was adopted in the 2022 TA as part of the Future Mobility Plan for the Proposed Development, which fed into the Transport Strategy and sustainable transport measures. This approach puts the mobility needs of the users first. Notwithstanding, the User Centric approach did not form the basis for assessment or the consideration of highway mitigation.

14.2.5. Therefore, the 2022 TA trip generation methodology made no allowance for the sustainable transport measures that are committed as part of the draft S106 accordingly.

14.3 TOTAL PERSON TRIP GENERATION REVIEW

14.3.1. A review of the predicted trip generation for end state of the Otterpool Park development (8,500 homes) has been undertaken, aligning with the methodology used in the 2022 TA.

Figure 14-1 - Trip Generation Methodology

14.3.2. The trip generation review included:

- Review of the TRICS database to utilise more current trip rates to factor in changing travel behaviour post Covid Pandemic
- Review of internalisation assumptions to reflect the vision for the site; and
- Review of development quantum assumptions

14.3.3. The following results were identified as part of this review and presented to KCC and NH as part of scoping discussions:

- Higher levels of trip making internal to the site were evident and fewer trips externally
- 13% fewer external trips (by all modes) overall in the AM peak when compared to the 2022 TA with broadly the same number of trips in the PM peak; and
- 5% fewer external driver trips in the AM peak when compared to the 2022 TA with broadly the same number of trips in the PM peak.

14.3.4. Based on the results identified, the total person trip generation adopted in the 2022 TA is considered broadly comparable to the updated total person trip generation undertaken by WSP. Therefore, the total person trip generation presented within the 2022 TA has been retained as the basis for assessment herein; given this has previously been agreed with KCC and NH and to represent a worst-case scenario. As part of scoping engagement, this approach has been agreed with KCC and NH for the purpose of this 2026 TAA.

14.3.5. The table below sets out predicted internal and external trip generation by mode as per the 2022 TA (Table 34); including total person trip generation.

Table 14-2 - 2022 TA Internal and External Trip Generation by Mode

Mode	Internal Trips						External Trips					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Driver	261	49	309	116	281	397	1,861	1,753	3,614	1,545	1,706	3,251
Passenger	80	24	104	72	106	178	283	348	630	406	360	766
Taxi	1	0	1	0	1	1	10	9	19	7	8	15
Motorcycle	8	2	10	2	7	8	37	35	72	27	30	57
Train	0	0	0	0	0	0	86	72	158	59	74	133
Bus	74	18	92	24	56	80	167	169	336	109	116	224
Light Rail	0	0	0	0	0	0	1	1	2	1	1	2
Bicycle	123	22	145	24	96	120	56	54	110	36	41	76
Walk	1,915	577	2,492	618	1,072	1,691	209	230	438	112	109	221
Total	2,463	691	3,154	857	1,618	2,475	2,709	2,670	5,380	2,301	2,444	4,747

Note: figures rounded to the nearest whole number

Source: Table 34 2022 TA

14.3.6. For this 2026 TAA, the assumptions for internal trips have also been retained and the subsequent analysis herein focuses on external trips by modal share only.

14.4 MODAL SHARE

14.4.1. As set out in an earlier chapter, the vision for Otterpool Park is to deliver a next generation garden town that will support sustainable living and a healthy economy, provide the best quality of life for existing and future residents, and respond to local landscape and character.

14.4.2. Circular 01/2022 and NPPF requires development to take a vision-led approach supported by appropriate validation of how this is to be achieved in practice. A vision-led approach starts with a shared vision for a community's future and desired outcomes. It concentrates on people and their everyday trips, emphasising walking, cycling, public transport, and Future Mobility (shared mobility, MaaS, mobility hubs). It uses an iterative, holistic, and flexible process to improve quality of life, reduce carbon emissions, and enhance public health and well-being to create well-designed, sustainable, and popular places with integrated and sustainable transport options.

14.4.3. In accordance with NPPF and KCC's TA and TP Guidance (2025), the trip generation has been considered through a vision-led approach with the creation of scenarios:

- A Baseline scenario - considering the trip generation of the Proposed Development on the existing highway network based on existing travel patterns and behaviours for the location of the site. This is based on the information provided in the 2022 TA.
- A Medium Vision scenario - considering the trip generation of the Proposed Development based on existing travel patterns with modest modal adjustments as part of a Travel Plan. It is considered that this aligns with Scenario 3 of the KCC TA and TP Guidance (2025).

- A High Vision scenario - considering the trip generation of the Proposed Development in the context of the future vision for the Site and modal adjustments to reflect a package of sustainable transport interventions. It is considered that this aligns with Scenario 4 of the KCC TA and TP Guidance (2025).

14.4.4. KCC TA and TP Guidance (2025) states:

"*A set of plausible and divergent scenarios of the future that help expose uncertainty and, in turn, allow the uncertainty to be accommodated within plan making*".

BASELINE SCENARIO

14.4.5. For the Baseline scenario, the 2022 TA trip generation by mode, shown in the table below, has been used as a non-determinative worst-case scenario.

Table 14-3 - Baseline External Trip Generation by Mode

Mode	AM Peak Hour				PM Peak Hour			
	In	Out	Two-Way	Mode Share	In	Out	Two-Way	Mode Share
Driver	1,861	1,753	3,614	67%	1,545	1,706	3,251	69%
Passenger	283	348	631	12%	406	360	766	16%
Taxi	10	9	19	0%	7	8	15	0%
Motorcycle	37	35	72	1%	27	30	57	1%
Train	87	73	160	3%	60	75	135	3%
Bus	167	169	336	6%	109	116	225	5%
Bicycle	56	54	110	2%	36	41	77	2%
Walk	209	230	439	8%	112	109	221	5%
Total	2,710	2,671	5,381	100%	2,302	2,445	4,747	100%

Note: figures rounded to the nearest whole number

Source: Table 34 2022 TA

14.4.6. The 2022 TA Baseline scenario as above (namely the 'Main Assessment' in the 2022 TA) is considered a worst-case scenario. Paragraph 8.1.4 of the 2022 TA states:

"*The approach to this Transport Assessment uses the traditional 'predict and provide' methodology and results in a worst-case scenario for car trips as it is based on historical trip data that does not take into account step changes to the latest travel patterns and sustainable travel choices promoted by the development.*"

14.4.7. For ease of comparison herein, 'driver' combines 'driver', 'taxi', and 'motorcycle'. As can be seen in the table below, the Baseline Scenario (worst-case approach) results in 69% and 70% car driver mode share in the AM and PM peak hour, respectively.

Table 14-4 – Baseline External Trip Generation by Mode (Car Driver Combined)

Mode	AM Peak Hour		PM Peak Hour	
	Total	Mode Share	Total	Mode Share
Walk	439	8%	221	5%
Cycle	110	2%	77	2%
Car Driver	3705	69%	3323	70%
Car Pax	631	12%	766	16%
Bus	336	6%	225	5%
Rail	160	3%	135	3%
Total	5381	100%	4747	100%

Note: figures rounded to the nearest whole number

14.4.8. The highway network assessment presented in the 2022 TA takes no account of the draft S106 Heads of Terms sustainable travel obligations as the mode shares are based on Census travel to work data (i.e. 2011 travel patterns). As such the 2022 TA highway network assessment represents an absolute worst-case assessment from a highway impact perspective.

14.4.9. It is considered that the traditional Main Assessment approach to car driver modal share set out in the 2022 TA is overly cautious and that it is no longer appropriate to consider the effects of the development using this scenario. The 'predict and provide' methodology promotes new and enhanced infrastructure to accommodate ever more car journeys leading to a car centric development.

VISION-LED APPROACH

14.4.10. With vision-led scenario planning being adopted through policy, consideration has been given to case studies that have adopted a vision-led approach as set out at **Appendix G**. These studies set precedent for the use of mode share reductions from a baseline position in vision-led development transport planning, including in the context of strategic vehicle assignment modelling.

SUSTAINABLE TRANSPORT INTERVENTIONS

14.4.11. To achieve the vision at Otterpool Park, sustainable transport measures have been embedded within the masterplan, as described in the previous section. The draft S106 Heads of Terms includes a package of sustainable transport interventions to support the vision for the Site. These interventions are set out in the table below.

Table 14-5 - Sustainable Transport Interventions

Mode	Measure	Commentary
Public Transport	Bus	Subsidies to support a bus service to serve the Site and key local destinations (Ashford, Hythe and Folkestone)
	Rail	Upgrades to Westenhanger Rail Station
Travel Planning	MaaS	Contribution towards app to provide personalised journey planning based on the suite of transport options available to residents and visitors of the development. Notably, the MaaS contribution includes mobility credits to encourage travel by sustainable modes.
	Travel Plan	Suite of initiatives to promote sustainable travel options across the Site. A FTP has been prepared as a standalone document and submitted as part of this updated OPA
Active Travel	Mobility Hubs	Provision of hubs to provide access to micro-mobility, car club, buses etc.
	Micro-mobility offer	E-scooter and E-bike rental scheme for use on-site.
	PRoW Network	Improvements to local walking and cycling routes.

GRAVITY MODEL

14.4.12. To identify potential modal shift, it is important to understand where people want to travel to/from. To determine where external residential and employment vehicular trips are distributed to and from, respectively, the approved gravity model used in the 2022 TA has been reviewed. The key destinations for external residential and key origins of external employment trips are shown in the table below.

Table 14-6 - 2022 TA Gravity Model Outputs

Top Residential Destinations	Top Employment Origins
Ashford – 42.7%	Folkestone – 27.3%
Folkestone – 33.4%	Dover 17.1%
Dover – 4.3%	Ashford – 10.6%

MODE SHIFT CONSIDERATIONS

14.4.13. Following the establishment of key residential destinations and employment origins, a corridor approach has been undertaken to determine how mode shifts from private car to sustainable forms of transport can be achieved to/from key destinations and origins.

Table 14-7 - Public Transport Provision along Key Corridors

Destination / Origin	Existing Public Transport Provision	
	Stagecoach 10/ 10A	Rail
Folkestone	Hourly service 47min journey time	30min frequency during peak periods / hourly rail services off-peak 8min journey time
Ashford	Hourly service 49min journey time	30min frequency during peak periods / hourly rail services off-peak 10min journey time
Dover	-	Hourly service 21min journey time

MEDIUM VISION SCENARIO

14.4.14. The Medium Vision scenario considers potential behavioural change through the design of the Proposed Development and TP measures. The effects of the substantial TP, as put forward through the original OPA, need to be accounted for in the Site's trip generation through a vision-led Transport Strategy and assessment. Measures identified for the Medium Scenario include:

- Information, advice and guidance.
- TP vouchers.
- Employment parking controls.
- MaaS.
- Pedestrian and cycle led site layout.

14.4.15. There is existing bus provision providing access to Ashford, Hythe, and Folkestone within reasonable journey times. There is existing rail connectivity with Westenhanger Rail Station being located within the Site. A considerable proportion of the Proposed Development lies within walking distance of Westenhanger Rail Station, while the remaining part of the masterplan site is within cycling distance of the station. Chapters 16 and 17 set out supporting bus and rail strategies for this 2026 TAA.

14.4.16. A series of modest mode shift targets have been assumed in the Medium Vision accounting for the Site's location and accessibility but reflecting on the measures listed above. The mode shift targets for external residential and employment trips are shown below.

Table 14-8 – Medium Vision Scenario Mode Shift Targets for External Trips

Measure	Resident Trip	Resident Mode Shift	Employment Trip	Employment Mode Shift
TP Information	Y	+1.25% bus; +0.75% rail; -2% Car Driver	Y	+1.25% bus; +0.75% rail; -2% Car Driver
TP Voucher	Y	+1.25% bus; +0.75% rail; -2% Car Driver	Y	+1.25% bus; +0.75% rail; -2% Car Driver
Employment Parking Controls	N		Y	+1.25% bus; +0.75% rail; -2% Car Driver
Maas	Y	+1.25% bus; +0.75% rail; -2% Car Driver	N	
Site Layout Design	Y	+1.25% bus; +0.75% rail; -2% Car Driver	Y	+1.25% bus; +0.75% rail; -2% Car Driver
Proposed Mode Shift	+ 5% Bus; + 3% Rail; - 8% Car Driver		+ 5% Bus; + 3% Rail; - 8% Car Driver	

14.4.17. Based on the Medium Vision mode share targets, shown above, the table below shows the external peak hour trip generation of the Medium Vision scenario in comparison to the Baseline scenario.

Table 14-9 – Medium Vision Verses Baseline Scenarios External Trips by Mode

Mode	Two-Way Trips					
	Baseline Scenario Trip Generation (Worst-case, 2022 TA)		Medium Vision Scenario Trip Generation		Change in Trip Generation Medium Vision Scenario Verses Baseline Scenario (2022 TA)	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Driver	3705	3323	3336	2939	-369	-384
Passenger	631	766	631	766	0	0
Train	160	135	298	279	+138	+144
Bus	336	225	566	465	+230	+240
Bicycle	110	77	110	77	0	0
Walk	439	221	439	221	0	0
Total	5381	4747	5380	4747	0	0

14.4.18. The Medium Vision scenario results in a 62% car driver mode share in both the AM and PM peak hours, respectively. The table below shows a further breakdown of external peak hour trip generation by mode for the Medium Vision scenario. The Medium Vision scenario for rail is based on existing services and capacity; as demonstrated at Chapter 17 of this report.

Table 14-10 - Medium Vision Scenario External Trip Generation by Mode

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Two-Way	In	Out	Two-Way
Driver	1751	1585	3336	1384	1555	2939
Passenger	283	348	631	406	360	766
Train	146	152	298	133	146	279
Bus	265	301	566	231	234	465
Bicycle	56	54	110	36	41	77
Walk	209	230	439	112	109	221
Shared Mobility	0	0	0	0	0	0
Total	2710	2670	5380	2302	2445	4747

HIGH VISION SCENARIO

14.4.19. The High Vision scenario has been developed taking account of KCC's ambitions to accelerate the decarbonisation of travel, to improve roadside air quality and meet legally binding net-zero targets by 2050[14].

14.4.20. While it is complex to predict what the transport environment will look like so far into the future (the end state of the Otterpool Park development (8,500 homes) is forecast to be 2055) shared mobility is considered a solution and the bridge between traditional public transport (buses/trains) and personal travel, aiming to reduce private car travel. Demand Responsive Transport (DRT), car clubs, mobility hubs, ride hailing and lift sharing and other services and facilities essentially create further opportunities for mode shift, as per the example of Milton Keynes East (**Appendix G**).

14.4.21. The High Vision scenario therefore considers the likely effect of demand responsive transport alongside car club offer and shared mobility. The mode shift targets for external residential and employment trips are shown below.

[14] KCC Local Transport Plan 5 Striking the Balance (2024), Section 7 – Our Planned Outcomes

Table 14-11 - High Vision Scenario External Mode Shift Targets

Measure	Resident Trip	Resident Mode Shift	Employment Trip	Employment Mode Shift
TP Information	Y	+1.25% bus; +0.75% rail; -2% Car Driver	Y	+1.25% bus; +0.75% rail; -2% Car Driver
TP Voucher	Y	+1.25% bus; +0.75% rail; -2% Car Driver	Y	+1.25% bus; +0.75% rail; -2% Car Driver
Employment Parking Controls	N		Y	+1.25% bus; +0.75% rail; -2% Car Driver
Maas	Y	+1.25% bus; +0.75% rail; -2% Car Driver	N	
Site Layout Design	Y	+1.25% bus; +0.75% rail; -2% Car Driver	Y	+1.25% bus; +0.75% rail; -2% Car Driver
DRT, Car Club, Car Sharing	Y	+2% car share; -2% Car Driver	Y	+2% car share; -2% Car Driver
Shared Mobility	Y	+5% Shared Mobility; -5% Car Driver	Y	+5% Shared Mobility; -5% Car Driver
Proposed Mode Shift	+5% bus; + 3% rail; +2% car passenger; +5% Shared Mobility; -15% Car		+5% bus; + 3% rail; +2% car passenger; +5% Shared Mobility; -15% Car	

14.4.22. Based on the High Vision mode share targets to residential and employment uses shown in the table above, the table below shows the external peak hour trip generation across all proposed land uses for the High Vision scenario in comparison to the Baseline scenario.

Table 14-12 - High Vision Verses Baseline Scenarios External Trips by Mode

Mode	Two-Way Trips					
	Baseline Scenario Trip Generation (Worst-case, 2022 TA)		High Vision Scenario Trip Generation		Change in Trip Generation High Vision Scenario Verses Baseline Scenario (2022 TA)	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Driver	3705	3323	3014	2603	-691	-720
Passenger	631	766	723	862	+92	+96
Train	160	135	298	279	+138	+144
Bus	336	225	566	465	+230	+240
Bicycle	110	77	110	77	0	0
Walk	439	221	439	221	0	0
Shared Mobility	0	0	230	240	+230	+240
Total	5381	4747	5380	4747	0	0

14.4.23. The High Vision scenario results in a 56% and 55% car driver mode share in the AM and PM peak hour, respectively. The table below shows the total external peak hour trip generation by mode of the High Vision scenario. The High Vision scenario for rail is based on existing services and capacity; as demonstrated at Chapter 17 of this report.

Table 14-13 - High Vision Scenario External Trip Generation by Mode

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Two-Way	In	Out	Two-Way
Driver	1614	1400	3014	1214	1389	2603
Passenger	322	401	723	455	407	862
Train	146	152	298	133	146	279
Bus	265	301	566	231	234	465
Bicycle	56	54	110	36	41	77
Walk	209	230	439	112	109	221
Shared Mobility	98	132	230	122	119	240
Total	2710	2670	5380	2303	2444	4747

MODAL SHARE COMPARISON

14.4.24. The table below shows a comparison of peak hour external car driver trips and mode shares for the Baseline, Medium Vision, and High Vision scenarios.

Table 14-14 - Peak Hour Car Driver Trips and Mode Share Comparison

Mode	Two-Way Trips					
	Baseline Scenario (Worst-case, 2022 TA)		Medium Vision Scenario		High Vision Scenario	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
External Car Driver Trips	3705	3323	3336	2939	3014	2603
External Car Driver Mode Share	69%	70%	62%	62%	56%	55%

14.5 APPROACH TO ASSESSMENT

14.5.1. It is considered that there is significant potential for a reduction in overall travel demand through vision-led and sustainable integration as demonstrated by Poundbury and ambitions for Alconbury Weald, and Milton Keynes East. Specifically, as detailed at **Appendix G**, a Future Mobility approach to reduce private car use with a 20% shift by 2048 has been adopted and approved for development at Milton Keynes East.

14.5.2. It is considered that the High Vision scenario, as set out in this chapter, is compatible with the requirements of current policy, which requires development to take a vision-led approach and in turn reduce car travel and the resulting congestion on the highway network.

14.5.3. The High Vision scenario represents:

- A modal shift away from the previous worst-case Main Assessment that presents a car centric development scheme.
- The overall vision for Otterpool Park.
- The package of sustainable transport interventions of the draft S106 Heads of Terms.
- Forecast end state of the Otterpool Park development being realised far into the future in 2055.

14.5.4. Comprehensive scoping engagement has been on-going with KCC and NH over the past year. It has been agreed with KCC and NH for:

- The High Vision scenario to be used as the core assessment within this 2026 TA to identify transport impacts.
- The Medium Vision scenario, which represents modest and achievable mode shift away from existing travel patterns (baseline scenario from the 2022 TA), to then be used as a sensitivity test to identify worst-case highway impacts.

14.5.5. The following 2055 Do Something scenarios during AM and PM peak hours have been considered for modal assessments as set out in the following chapters of this 2026 TAA:

- 2055 Do Something High Vision (2055 Do Minimum plus Otterpool Park Proposed Development for 8,500 homes under High Vision trip generation).

- 2055 Do Something Medium Vision - Sensitivity Test (2055 Do Minimum plus Otterpool Park Proposed Development for 8,500 homes under Medium Vision trip generation).

14.6 VEHICLE DISTRIBUTION AND ASSIGNMENT

14.6.1. For this 2026 TAA, it has been agreed with KCC and NH for development related trip distribution to be consistent with the 2022 TA. The table below shows vehicle related distribution.

Table 14-15 – Development Vehicular Trip Distribution

Link Name	AM	PM
B2067 Otterpool Lane	4%	5%
A20 Ashford Road between Otterpool Lane and Newingreen	13%	13%
Otterpool Avenue	25%	26%
Old A20 Ashford Road at Newingreen	12%	16%
A20 Ashford Road between Newingreen and the M20	36%	27%
A20 Ashford Road at Barrow Hill	13%	16%
Aldington Road between Otterpool Lane and Stone Street	5%	6%
Stone Street	5%	6%
B2067 Aldington Road west of Otterpool Lane	0%	0%
Lympne Hill	9%	10%
B2068 Stone Street	2%	2%
M20 east of J11	36%	40%
M20 west of J11	6%	7%
Cheriton Road	7%	8%
A261 Hythe Road	5%	5%
A259 Military Road	2%	3%
A259 Prospect Road	2%	3%
Swan Lane	1%	1%
A20 Hythe Road west of Swan Lane	12%	15%
A2070 Kennington Road	2%	2%
A262 Hythe Road	2%	2%
A260 Spitfire Road	1%	1%
A260 Canterbury Road	2%	2%

Alkham Valley Road	2%	2%
Nackington Road	1%	1%
Old Dover Road	0%	1%

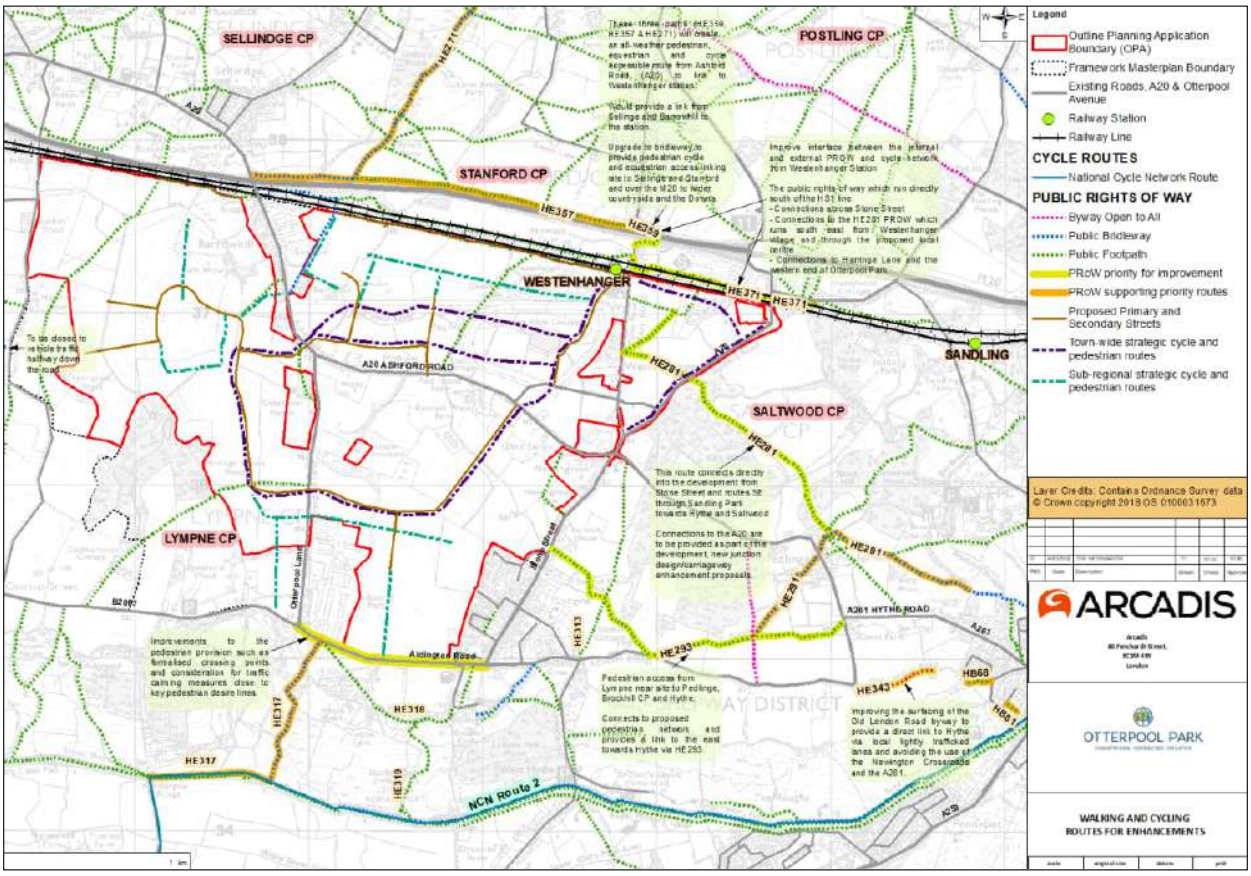
15 WALKING AND CYCLING STRATEGY

15.1 INTRODUCTION

15.1.1. This chapter sets out the Walking and Cycling Strategy to support the Proposed Development. Walking forms the most important mode of travel for local trips and offers the greatest potential to replace short distance car trips of less than 2km. Similarly, cycling offers the greatest potential to replace short- and medium-distance car trips up to 5km. As such, walking and cycling form essential elements of the Transport Strategy for the Otterpool Park Proposed Development.

15.1.2. A Walking and Cycling Strategy was prepared as part of the 2022 TA, which considered the future delivery and on site initiatives as part of the Proposed Development, and how the network of PRoW both within the Site and beyond would need to evolve to accommodate the predicted demand of the Proposed Development and ensure that walking, wheeling and cycling could be key modes of travel. The 2022 TA strategy is summarised in the Walking and Cycling Routes for Enhancement Plan shown below.

Figure 15-1 – Walking and Cycling Routes for Enhancement Plan



Source: 2022 TA

15.1.3. A series of improvements were discussed and agreed with KCC and identified within the draft S106 Heads of Terms.

15.1.4. Through the process of preparing this 2026 TAA the Walking and Cycling Strategy has been reviewed alongside the improvements which had been identified in the draft S106 Heads of Terms. The review has involved engagement with KCC Highways and PRoW Officers along with NH. The Walking and Cycling Strategy has been updated in respect of the PRoW network and to align the strategy with the vision-led approach being adopted for this 2026 TAA.

15.1.5. The updated Walking and Cycling Strategy and assessment to support this 2026 TAA (and updated OPA submission) is set out in a Technical Note provided at **Appendix H** and summarised below.

15.2 FORECAST TRIP GENERATION AND DISTRIBUTION

15.2.1. The table below sets out a summary of the forecast trip generation by walking and cycling, for internal and external trips for full build out of the Otterpool Park Proposed Development.

Table 15-1 – Forecast Trip Generation – Walking and Cycling

Mode	Internal Trips						External Trips					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Bicycle	123	22	145	24	96	120	56	54	110	36	41	76
Walk	1,915	577	2,492	618	1,072	1,691	209	230	438	112	109	221

15.2.2. A vast amount of these trips is forecast to be internal (some 85%). KCC and NH has acknowledged and agreed the level of predicted internalisation at end state for Otterpool Park Proposed Development.

15.2.3. Utilising the walking and cycling trip distribution derived for the 2022 TA an estimate of demand by origin/destination has been calculated for the updated external trip generation. This is shown for walking and cycling trips in the tables below.

Table 15-2 - Walking Peak Hour Trip Distribution (High Vision and Medium Vision)

Origin/Destination	Average %	AM Peak Hour			PM Peak Hour		
		In	Out	Two-Way	In	Out	Two-Way
Lympne	12%	24	27	51	13	12	25
Stanford	1%	1	1	2	1	1	1
Sellindge	84%	176	196	372	93	89	182
Hythe	3%	6	5	11	4	6	10
Palmarsh (west)	0%	0	0	1	0	0	0
Folkestone	0%	0	0	0	0	0	0
East and north of Otterpool	1%	1	1	2	1	1	2

Table 15-3 - Cycling Peak Hour Trip Distribution (High Vision and Medium Vision)

Origin/Destination	Average %	AM Peak Hour			PM Peak Hour		
		Arr	Dep	Tot	Arr	Dep	Tot
Lympne	10%	6	7	13	4	3	7
Stanford	4%	2	2	5	1	1	2
Sellindge	14%	8	9	17	5	4	9
Hythe	13%	7	7	14	5	5	9
Palmarsh (west)	2%	1	1	2	1	1	1
Folkestone	31%	17	14	31	11	15	26
East and north of Otterpool	4%	2	2	4	2	1	3
New Romney	5%	3	2	5	2	2	4
Lydd	4%	2	2	4	2	2	4
Ashford	2%	1	1	2	1	1	2
Dover	2%	1	1	2	1	1	2
Other	9%	5	4	10	3	4	8

15.2.4. From a walking perspective key local origins/destinations are identified as Sellindge (84% of external trips), Lympne (12% of external trips) and Hythe (3% of external trips).

15.2.5. From a cycling perspective key local origins/destinations are identified as Folkestone (31% of external trips), Sellindge (14% of external trips), Hythe (13% of external trips) and Lympne (10% of external trips).

15.2.6. It should be noted that these origins/destinations will be serviced by active travel infrastructure along key highway corridors primarily and therefore not all the demand will fall onto the PRoW network accordingly. The PRoW network is likely to serve a greater function for recreational and leisure trip purposes for which these trip purposes are not the predominant purpose of journey during the network peak hours. Demand outside of the peak hours and at weekends is therefore potentially higher on the PRoW network than the peak hour trip generation would indicate.

15.2.7. Reflecting on the origins/destinations shown, it is evident that there are likely to be desire lines created to/from Lympne and Sellindge for walk based trips and Hythe, Folkestone, Lympne and Sellindge from a cycling perspective. The PRoW network is therefore likely to serve an important function delivering connections away from the highway network to/from these key origin/destinations.

15.3 WALKING AND CYCLING STRATEGY

ON SITE STRATEGY

15.3.1. As part of the delivery of the Proposed Development, neighbourhoods, employment, amenities, schools, bus stops, and Westenhanger Rail Station will all be within walking and cycling distance. The measures that are to be implemented at the Proposed Development to encourage walking and cycling include the following.

Design Concept

15.3.2. A principal objective is to deliver a mixed use development that will encourage sustainable travel choices, particularly walking and cycling, emphasised in DfT's Manual for Streets.

Site Design and Layout

15.3.3. The following principles will be incorporated in the development design at Key Phases to reduce the number of car trips to and from the site by encouraging walking and cycling:

- To ensure that the focus of the accessibility strategy for the site remains in favour of sustainable modes of transport, the Proposed Development will include permeable footways and pedestrian crossings delivered along desire lines.
- Strategic streets will have segregated pedestrian and cycle lanes with crossing points.
- Primary streets will have segregated pedestrian and cycle lanes.
- Secondary streets will demarcate cycle lanes within the road carriageway.
- In tertiary and other streets, they will have a footpath on one side and wide verges and cyclists will share the roadway with vehicles.
- Where walking and cycling routes intersect with vehicular traffic routes, junctions will be designed to afford priority to non-motorised users.
- A series of walking and cycling routes away from vehicular traffic will also be created, establishing a safe network linking the high street and local centres to and through the residential areas.
- There will be a number of locations where key walking and cycling links will connect across the A20 between the northern and southern parts of the development.
- All walking and cycling routes will be of a high-quality with all-weather surfacing, well-lit and easily maintained, taking into account environmental considerations.
- Routes will be through green spaces, along the river corridor, or on well-designed streets to make them a more attractive option and more direct than using the car but with surveillance.

Services and Facilities

15.3.4. A series of measures will be implemented within the development Site to encourage walking and cycling:

- High levels of cycle parking to at least adopted minimum cycle parking standards will be provided within covered, secure, lit and well-located areas.
- All major employers will be required to provide associated shower and changing room facilities for cyclists.
- Residential cycle parking will be provided within a covered lockable enclosure, either in a shed or garage, or within lockers or stands within lockable covered enclosures. Cycle parking for Retail and Hotel areas will be provided as near as possible to the main entrance of the buildings and will be covered by natural surveillance or CCTV.
- As part of the cycle infrastructure and facilities provided at Otterpool Park, cycle hubs will be implemented at appropriate locations to be agreed at Tier 3 stage. The cycle hubs would include, cycle stands, cycle storages, shops and services, depending on the requirement of the area.

These will be integrated with mobility hubs at key locations to be agreed as part of Reserved Matters Application stage.

OFF SITE STRATEGY

15.3.5. A full assessment to determine off site PRoW upgrades in support of the Proposed Development related to pedestrian and cycle trips is set out within the Technical Note provided at **Appendix H**. In summary, the following is proposed for the updated Walking and Cycling Strategy.

15.3.6. The updated PRoW strategy focuses on delivering connections to/from the Proposed Development and key surrounding places including:

- Folkestone Services.
- Barrowhill and Sellindge.
- Hythe including Brockhill Park Performing Arts College and Brockhill Country Park.

15.3.7. The improvements to the PRoW network are complemented by the highway network improvements that will also deliver active travel infrastructure on A20 Ashford Road, Otterpool Lane and Aldington Road. Combined with new active travel routes created on-site these will form a comprehensive network of routes connecting the Site with the key destinations/amenities identified.

15.3.8. The following PRoW links are identified as primary links and form part of the proposed strategy to connect the Site with key destinations off-site:

- HE281, HE291 and HB36 would deliver a connection to/from the north-east quadrant of the Site and Hythe.
- HE341 is an existing public footpath which joins with HE291 and HE281 and will form a connection to/from the north-east quadrant of the Site and Brockhill Park Performing Arts College and Brockhill Country Park.
- HE371 is an existing public footpath which will deliver a connection to/from the north-east quadrant of the Site and Folkestone Services.
- HE359 is an existing public footpath which will be upgraded to provide a connection from the north-east quadrant of the Site over the M20 to connect with Stanford and onward connections to/from the north.
- HE271A is an existing public bridleway which will be upgraded to connect the north-west quadrant of the site with Barrowhill and Sellindge.
- HE313, HE293 and HE291 are public footpaths that will be upgraded to provide a connection from the south-east quadrant of the site to/from Hythe. These improvements will be complemented by the closure of Aldington Road which will, when combined with an improvement to byway HE343 provide a further connection to/from Hythe. Acknowledging that the closure of Aldington Road will need to be consulted on separately by KCC the delivery of this link as an active travel route forms an option (Option 2) with the base option (Option 1) being an improvement to HE313, HE293 and HE291.

15.3.9. Discussions are ongoing with KCC regarding the full extent of PRoW improvements and the trigger points for implementation.

16 BUS STRATEGY

16.1 INTRODUCTION

16.1.1. The 2022 TA considered bus travel as part of the Transport Strategy. This chapter sets out a review and update of the Bus Strategy for this 2026 TAA. Whilst walking and cycling offer the greatest potential to replace short, and medium distance car trips, bus travel also offers another option to replace car travel over these distances and beyond.

16.1.2. Otterpool Park is a significant development proposal on the corridor between two of the 10 largest towns in Kent. The Route 10/10A already serves this corridor linking the Proposed Development with both Ashford and Folkestone.

16.2 FORECAST TRIP GENERATION

16.2.1. The table below sets out a summary of forecast internal and external trip generation by bus, for full build out of the Otterpool Park Proposed Development in 2055. For High Vision and Medium Vision scenarios bus trips remain the same; 5% shift from baseline car travel to bus with a focus on changing behaviour through design and travel planning. The High Vision scenario presents a further 5% shift from baseline car travel to shared mobility with consideration to DRT, car clubs and other shared mobility opportunities which create further mode shift as per examples such as Milton Keynes East. The scoping of the approach to these calculations has been agreed with KCC and NH, as set out in Chapter 14.

Table 16-1 – Forecast Trip Generation – Bus

Mode	Internal Trips						External Trips					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Bus	74	18	92	24	56	80	265	301	566	231	234	465

16.2.2. It is expected for there to be a proportion of internal bus trips, whereby those residing in peripheral areas within the Otterpool Park development and/or those with accessibility needs, are more likely to use bus to reach Westenhanger Rail Station and the proposed town centre. It is expected for bus (and future shared mobility) to play a role in relacing car travel over longer distances.

16.3 PROPOSED BUS STRATEGY

OVERVIEW

16.3.1. The overall approach to the Bus Strategy for the Otterpool Park Proposed Development is to seek to integrate the forecast bus-based public transport demand with existing bus services and other modes (shared mobility). In doing so, this will deliver a holistic network which provides a viable service level for those without access to private transport and an attractive option for those who do have access to private transport, thereby contributing to the sustainability of the development by enabling the choice of a shared mobility mode**.**

16.3.2. Following the delivery of the EHP, the strategy is focussed on strengthening the existing services before considering the development of new services, which should be complementary and not

abstractive. This is likely to be especially important in the local context given the trajectory of total annual passenger numbers in the county has generally been downward for several years, even before the dramatic impact of the Covid-19 pandemic. Therefore, the Otterpool Park development Bus Strategy is to support and contribute positively with proportionate expansion which can be viable in the longer term.

16.3.3. The work to develop vision-led mode shares reinforces the evident spatial planning concept that the principal locations as trip attractors and generators would be Folkestone and Ashford, which are noted to be the terminal points of the existing bus corridor along the A20. Although rail is also an option for such destinations from Westenhanger Station within the Otterpool Park development, the routing of buses enables greater saturation of the respective town centres, as well as providing greater accessibility to a larger number of communities on line of route and other key facilities, such as William Harvey Hospital on the outskirts of Ashford. Conversely, the population of Otterpool Park will be significantly greater than the total of the communities of Lympne, Sellindge and Brabourne Lees combined and as such will require a tailored approach to achieve the mode share projected.

16.3.4. Bus services across Kent are currently delivered through a combination of governance models. Most services are operated commercially, (i.e., at the bus operator's own financial risk), and these are complemented by a number of tendered services procured and financially supported by KCC. The strategic alignment on how both types of services combine, and how the network develops over time, is provided through the statutory mechanism of an Enhanced Partnership (EP) between the county council and the bus operators.

16.3.5. EPs have become commonplace in England following the Government's National Bus Strategy (NBS) Bus Back Better (2021). This required Local Transport Authorities (LTA) to develop a Bus Service Improvement Plan (BSIP) and, to be eligible for future bus funding, to choose between an EP or franchising. Under franchising, the whole bus network would be planned and managed at the LTA's direction, but also at the LTA's financial risk.

16.3.6. For Otterpool Park, the Kent EP Plan and the East Kent EP Scheme apply. The East Kent EP covers the districts of Folkestone & Hythe and Ashford, as well as Dover, Swale, Canterbury and Thanet. As set out therein, June 2021, following a statutory decision by the Cabinet Member for Highways and Transport, KCC identified that in line with Government guidance it would be forming an EP for Kent from March 2022. The EP model allows KCC to build on the positive relationships it already has with the county's bus operators, to seek to deliver the aspirations of the NBS.

16.3.7. The EP documents set out the objectives and principles on which the network will be developed. It is considered that two principles are particularly relevant to Otterpool Park:

- This first is to undertake a countywide and then localised network analysis to help inform the use of existing and new funding, with a view to providing service enhancements for rural communities where levels are currently lacking.
- The second is to put buses at the centre of decision making in respect of new road schemes, planning and developments, and support bus operators and services in KCC's role as the highway authority.

16.3.8. Both are considered relevant given the current nature of the area to be covered by the Otterpool Park development and the wider area beyond the corridor directly served by existing bus services 10/10A. Services 10/10a are contracted by KCC to Stagecoach, having previously been operated commercially by the same operator since at least 2002 until 2025.

16.3.9. Currently, it is understood that KCC is expected to undertake an EP Plan and Scheme review and complete it by March 2027. In parallel, the Bus Services Act 2025 (as amplified by statutory guidance) requires the LTA to develop a list of Socially Necessary Local Services (SNLS) in the same timescale. SNLS are services that provide access to essential goods and services, economic opportunities, and social activities.

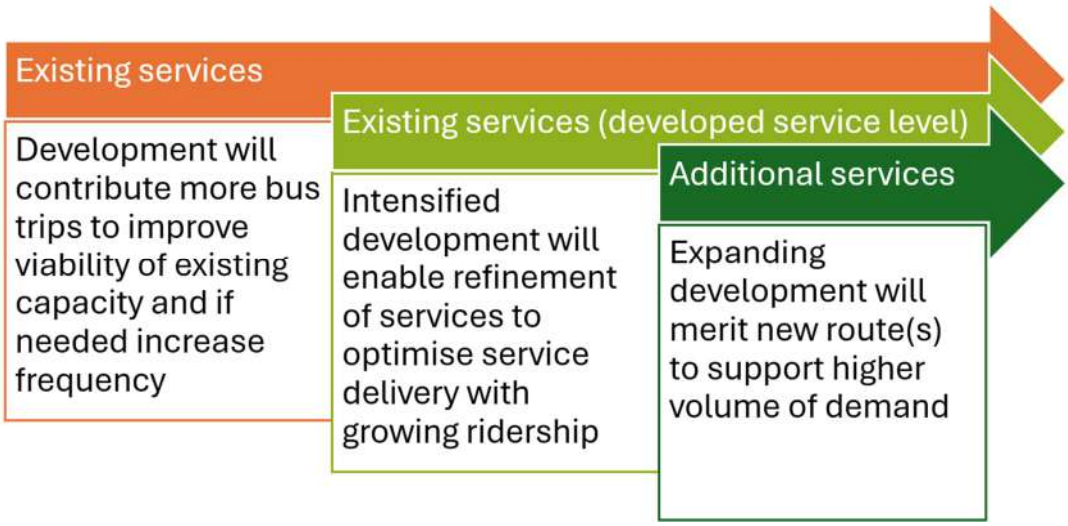
16.3.10. In considering whether a substantial variation or cancellation of such a service would cause a material adverse effect on the ability of passengers to access those goods, services, opportunities or activities; the importance, impact, and function of a service within the community should be interpreted according to individual circumstances. As KCC works through this process (including the SNLS criteria and governance), stakeholder engagement should enable Otterpool Park to contribute effectively. Longer-term oversight of bus provision will inevitably need to consider changes to routes and timetables, whether connected to the development or not, and how that process aligns with commitments required through the planning application process (e.g. Section 106 agreement).

16.3.11. In the meantime, these bus planning processes are not expected to result in any substantial change to the principles to be applied to the Bus Strategy for Otterpool Park and the planning of future bus services based on the forecast bus trip generation as set out in the table above.

APPROACH TO BUS STRATEGY

16.3.12. The approach to the Bus Strategy is to consider the following complementary service options:

Figure 16-1 – Approach to Bus Strategy



16.3.13. Alongside the phased evolution of services, after EHP delivery (which considers that no increase in frequency would be required), effective travel planning will be critical to ensure residents understand their options and can make informed choices at the point of each journey. Clear, consistent information on routes, frequencies, fares and real-time service updates (through existing online systems) will help build confidence in the bus network and encourage the level of mode shift (and passenger demand) needed to justify and secure additional service enhancements over time.

16.3.14. The approach to developing services 10/10A reflects their relatively recent (2025) adoption as a supported service. This is funded by KCC from allocated Department for Transport (DfT) bus funding, which is currently confirmed for financial years 2026-27 to 2028-29 inclusive. Changes that

generate more passenger revenue than they cost in operational and capital terms will improve the short-term viability and increase the likelihood of continued operation in the longer term.

16.3.15. In this context, minor increases to the existing route 10/10A route mileage can be accommodated without increasing the number of buses needed to operate the service at any time ('Peak Vehicle Requirement' (PVR)). If a diversion or extension adds enough running time that a bus cannot complete its round trip and start the next one on time, the PVR increases (meaning an extra bus and driver are required), which adds cost. Any additions should therefore aim to attract more passengers without (or, at least, minimising) longer journey times for existing users. Similarly, not including certain sections of route mean that the mileage and, if the mileage is significant enough, the vehicle requirement can be reduced while still providing a regular service on the rest of the route.

16.3.16. While it would be ideal to specify zero-emission operation from the outset of the Otterpool Park development, it is still the case – and likely to remain so for some time yet – that the whole life cost of electric buses is higher than their diesel equivalents, which for new buses are already required to meet stringent emissions standards (known as Euro VI). The Bus Services Act 2025 has provided the legislative basis for ending the operation of diesel buses on local bus services, which will be not before 1 January 2030. As that timeline can support Otterpool Park development – and battery technology will likely continue to improve the range achievable – there would appear to be no compelling case for loading additional cost on existing services 10/10A in advance of the legislative provision, unless appropriate funding sources enable this to be brought forward, as provided for in the East Kent EP.

Bus Network

16.3.17. As a development of 8,500 homes leading from the strategic road network, the Otterpool Park masterplan will feature a hierarchy of street typologies reflecting the land uses and development densities. Bus stop locations will be developed at regular intervals taking into account best practice design (such as Local Transport Note 1/24: Bus User Priority) and road layout, providing a bus stop within 400 metres of most homes, and avoiding lay-bys unless required for road safety.

16.3.18. Bus stops in Otterpool Park, whether standalone or as part of mobility hubs, will be provided to a high-standard of accessibility, in line with applicable urban design standards, featuring shelters with seating, lighting and planned and real-time audio and visual timetable information, which will also be available easily through online and mobile sources.

16.3.19. In respect of the EHP, it is considered that the quantity and location of the first 300 homes would require the implementation of a pair of bus stops on the A20 Ashford Road, which would be served by the existing service 10/10A, without requiring additional PVR.

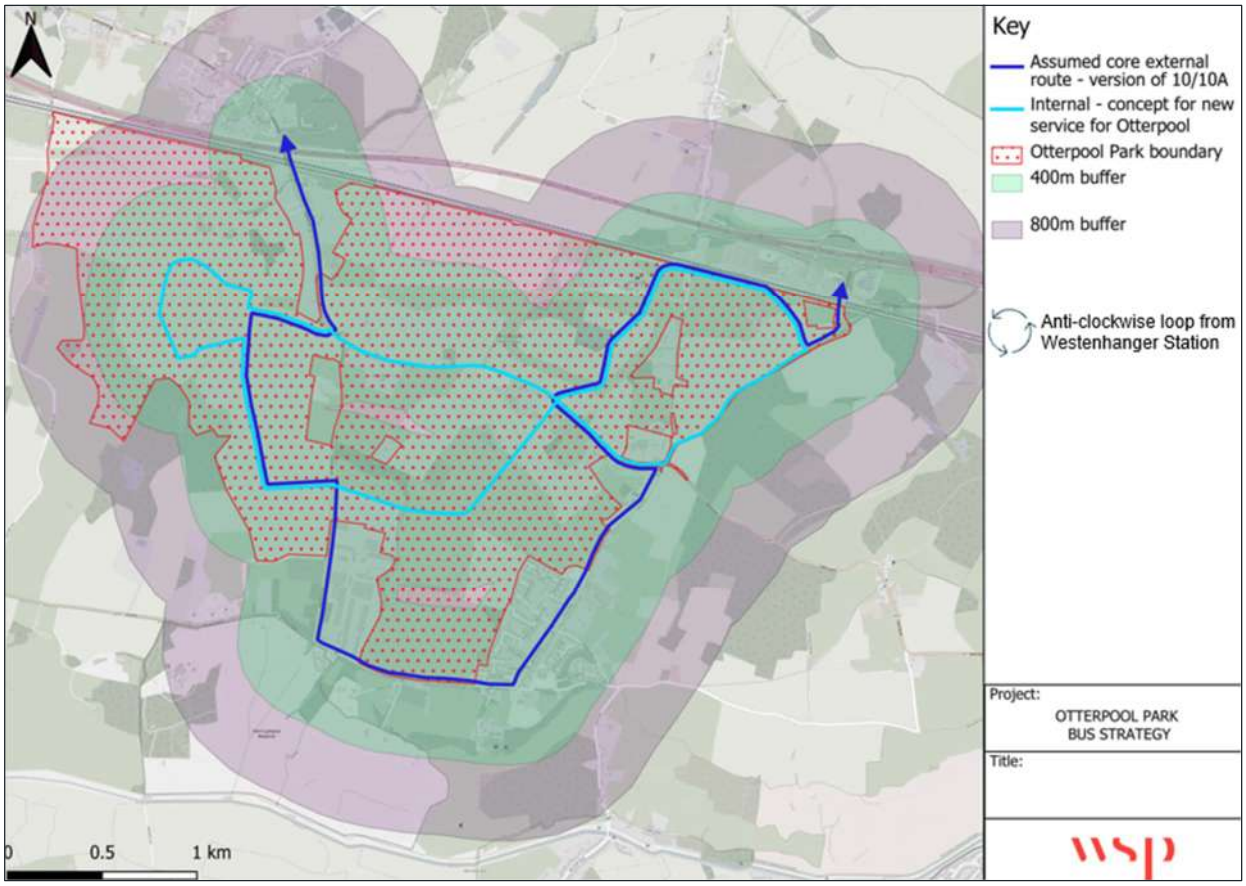
16.3.20. After EHP delivery, the detail of routing through the development will be refined as the masterplan is iterated and amplified. The principle of site penetration to improve accessibility will be balanced against route distance and operating speeds to maintain attractive journey times. Serving key locations, such as Westenhanger Station, will be balanced by multi-modal journey planning considerations and site access arrangements.

16.3.21. The evolution of the Otterpool Park bus network is guided by the wider Transport Strategy and the sustainable transport measures it contains. In particular, bus improvements are intended to give future residents and workers convenient access to key destinations. This Bus Strategy also recognises that education travel movements will form a part of the bus demand. It therefore allows

for sufficient peak time capacity for all trips identified from the High Vision trip generation and mode share across each year of build out.

16.3.22. As the phasing strategy is developed and refined, the Bus Strategy network is flexible so it can respond to changes both in the planning and later during build out. This reflects the proposed Monitor and Manage strategy of the Transport Strategy as a whole. The same applies to the masterplan layout, with the detail of routing able to be fine-tuned and respond to changing circumstances; whether in the design, construction or delivery phase, in response to observed bus demand. The figure below shows indicative bus routing.

Figure 16-2 – Illustrative Proposed Development End State Bus Routing (actual to be based on later defined Key Phase Plans)



16.3.23. Although KCC has advised that funding for existing service 10/10A, both in amount and even in principle, is not secure beyond March 2029, the baseline assumption in this strategy is that (all other things being equal) the service will continue. This is because it provides a direct link between two of Kent's 10 largest towns and is the only nearby public transport option within proximity of a number of villages on line of route.

16.3.24. KCC's Local Transport Plan 5: Striking the Balance (2024-2037) on integrating public transport focuses on creating an accessible, reliable, and efficient network that connects different travel modes, supports housing growth, and reduces car dependency. Therefore, aside from the Otterpool Park Proposed Development, it is assumed that when practical bus services would in time serve Westenhanger Rail Station. Any future frequency increases or new route options introduced during

the build out of Otterpool Park would also then serve Westenhanger Rail Station, supporting the overall sustainability of the development. Similarly, developing the routing on the western side of Otterpool Lane would improve accessibility without significant diversion for other passengers.

16.3.25. At an appropriate time service 10/10A would be increased to a half-hourly service. A variant would provide faster journey times by not taking in the small villages away from the A20. Together, this would provide more than enough capacity for the projected Otterpool Park demand, while also helping to boosting ridership on the route for non-Otterpool Park trips.

16.3.26. This service level would continue until an appropriate time when a new half-hourly internal service could route within the site. This service would operate as a loop from Westenhanger Rail Station, improving access across the growing development and complementing service 10/10A, with appropriate points to act as a feeder to the external service. It would provide a more focused service for internal trip purposes and offer greater flexibility in routing both as the development builds out and for responding to the nuances of localised travel demand.

16.3.27. As the build out continues, the capacity provided by these two routes would become progressively more well-utilised. At that stage, capacity would be increased again through an additional route, providing a third bus per hour focused on external bus demand. Based on the current gravity model, this is currently scoped to be an express route from Otterpool to Folkestone via the M20. However, the Monitor and Manage approach, real-world trip patterns and passenger insights may show that the equivalent vehicle and driver resource is better used on a route from Otterpool to Canterbury via Stelling Minnis for example

16.3.28. By the final year, both the express route and the internal route would be further increased to half-hourly making a total of eight buses per hour serving the bus routes around the core of the development.

16.3.29. A financial contribution reflecting the housing trajectory would be made to ‘pump-prime’ these services for the first five years, when they are projected to become self-financing. That contribution would need to be higher if service 10/10A were withdrawn at any point or reduced so substantially that it does not provide an adequate level of service to match the Otterpool Park vision-led mode share for sustainable transport.

16.3.30. Discussions are ongoing with KCC to agree the scope and amount of financial contribution required.

17 RAIL STRATEGY

17.1 INTRODUCTION

17.1.1. The Site benefits from Westenhanger Rail Station being located within the site boundary which is located on the Southeastern network. This chapter sets out a review and update of the Rail Strategy in support of the Otterpool Park Proposed Development.

17.2 FORECAST TRIP GENERATION

17.2.1. The table below sets out a summary of forecast trip generation by rail, for full build out of the Otterpool Park Proposed Development in 2055. For High Vision and Medium Vision scenarios rail trips remain the same; a target of 6% mode share for total person peak hour rail trips. The scoping of the approach to these calculations has been agreed with KCC and NH, as set out in Chapter 14.

Table 17-1 – Forecast Trip Generation – Rail

Mode	Internal Trips						External Trips					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Rail	0	0	0	0	0	0	146	152	298	133	146	279

17.2.2. It is expected for rail to play a role in relacing car travel over longer distances.

17.3 RAIL CAPACITY ASSESSMENT

17.3.1. The current service provided at Westenhanger Rail Station is formed of Southeastern Class 375 or Class 377 electric multiple units. Trains vary in length from four to 12 cars and run between London and either Dover or Ramsgate. For some services, carriages are added or removed at Ashford International to provide additional capacity between London and Ashford and vice versa.

17.3.2. Based on information available at this time, projected additional passenger numbers generated by the Otterpool Park Proposed Development have been apportioned into hourly blocks using MOIRA2[15] time of day profiles to determine the demand from Westenhanger Rail Station per hour, and applied against train loading statistics from Rail Data Marketplace[16]. Notably, time of day profiles divide total demand into hourly blocks, based on when people are projected to travel. This was then further broken down by direction of travel using origin and destination data from the 2022 TA gravity model.

17.3.3. The highest demand at Westenhanger Rail Station is predicted from Otterpool Park. Therefore, departure flows from Otterpool Park in the morning towards either London or Dover and returning in the evening were assessed, as these would generate the highest seat occupation on each train.

[15] MOIRA2 is the rail industry's principal planning tool, the data used being 2024-25
[16] Rail Data Marketplace, National Rail, 2026

17.3.4. Journey and ridership data from the Rail Data Marketplace, verified in real time using Railchecker, was then used in conjunction with unit diagrams (daily plans for each train in terms of journeys) to identify the number of vacant seats currently existing on every train that calls at Westenhanger Rail Station at each point along its journey. Average ridership was calculated for May 2026, with average loading factors (the proportion of passengers that can travel seated) calculated by averaging Tuesday, Wednesday and Thursday patronage to represent highest, worst-case loadings. Train times were confirmed using the May 2026 Working Timetable[17].

17.3.5. Calculations were then made to establish whether the anticipated uplift could be accommodated in the currently vacant seats upon the existing conventional trains that call at Westenhanger Rail Station, establishing whether existing services can satisfy demand.

CAPACITY AND CROWDING

17.3.6. Using ridership data and applying loading across the day from Rail Data Marketplace supplied by Southeastern, it was found that 45 of the 47 trains that call at Westenhanger on a weekday can seat both existing and the uplift in passengers from Otterpool Park. For the remaining two services, both existing and passengers generated by Otterpool Park can be accommodated on existing services but require a proportion of passengers to stand between Sevenoaks and London Bridge.

17.3.7. The two services requiring standing, the 06:48 departure from Westenhanger to Charing Cross in the morning peak and the 17:28 from Cannon Street returning in the PM peak arriving at Westenhanger at 19:12, have passengers standing to/from Sevenoaks as of May 2026, a journey time of approximately 25 minutes from London Bridge. Whilst the increase in demand from the development would require further passengers to stand between Sevenoaks and London Bridge, total train capacity remains sufficient as standing loading is not exceeded.

17.3.8. Using the 2055 trip projections, the average load factor, which is the proportion of passengers on a train relative to its number of seats (the proportion of passengers travelling seated), between Westenhanger Rail Station and London would increase from 65% (2026) to 70%, and between Westenhanger and Dover from 12% (2026) to 17%.

17.3.9. On the two busiest trains, the 06:48 towards and 17:28 return departure from London, most passengers would be seated, with the 06:48 having a load factor of 108% with the 2055 demand forecast and the 17:28 return having a load factor of 120% to/from Sevenoaks, before or past Sevenoaks, all passengers travel seated on both services. Approximately 8% and 20% of passengers therefore travel standing between London and Sevenoaks on these services respectively. Given that passengers can travel to London via conventional services or switch to high-speed services at Ashford International, load factors in practice are likely to be lower. When compared to the situation in 2024, the average weekday train arriving in London between 07:00 and 09:59 carried a 105% load factor[18], showing standing is common and accepted closer to London.

17.3.10. Given the small sample size for May, the data was cross-checked with data for March and April 2026 to create more robust data from which insights could be drawn.

[17] Working timetable, Network Rail, 2026
[18] Rail Passenger Numbers and Crowding on Weekdays (RAI02), Department for Transport, 2024

17.3.11. The figures below show projected seat occupation across the day. Data has been separated into hourly blocks, showing average hourly loading and not on a service-by-service basis. Each graph shows a reverse in direction after 13:00, for example London bound in the morning and away from London in the evening. London bound in the morning, there are two services per hour between 6:00 and 8:00, with two services arriving southbound between 19:00 and 20:00.

Figure 17-1 - Total predicted Seats Occupied at 2055, London Bound Morning, Dover Bound Evening

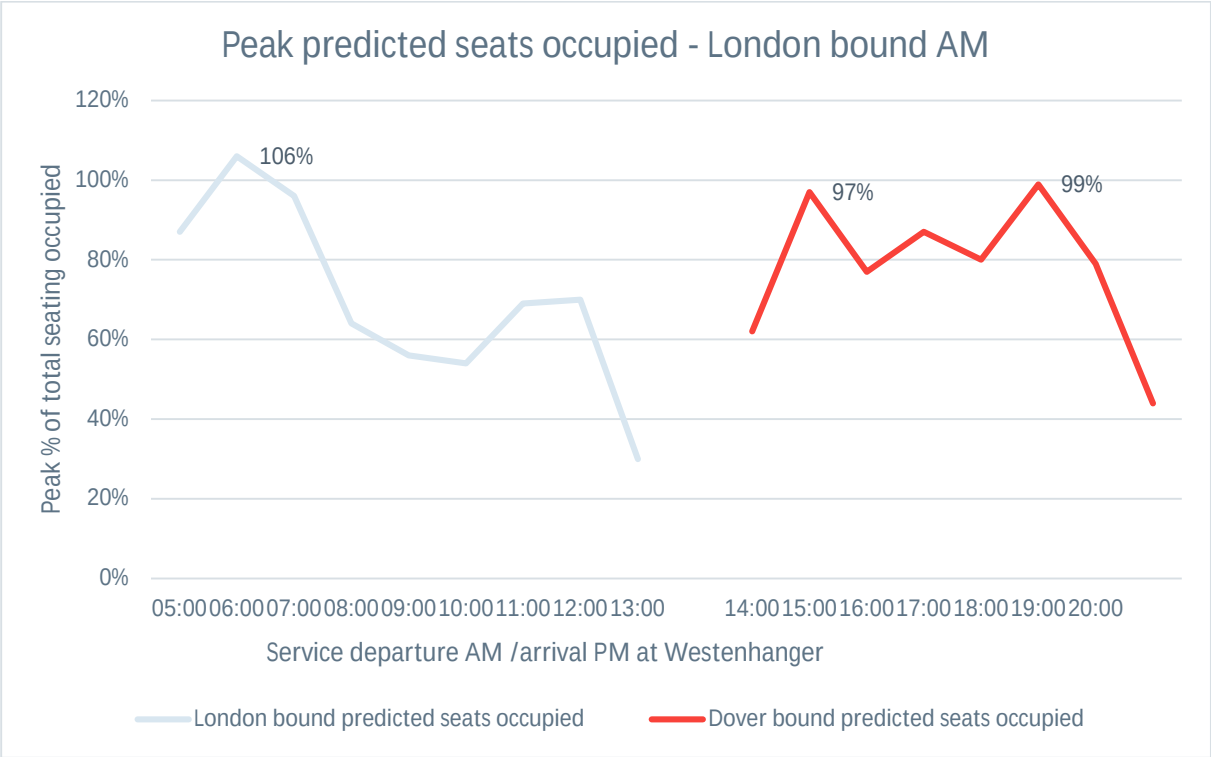
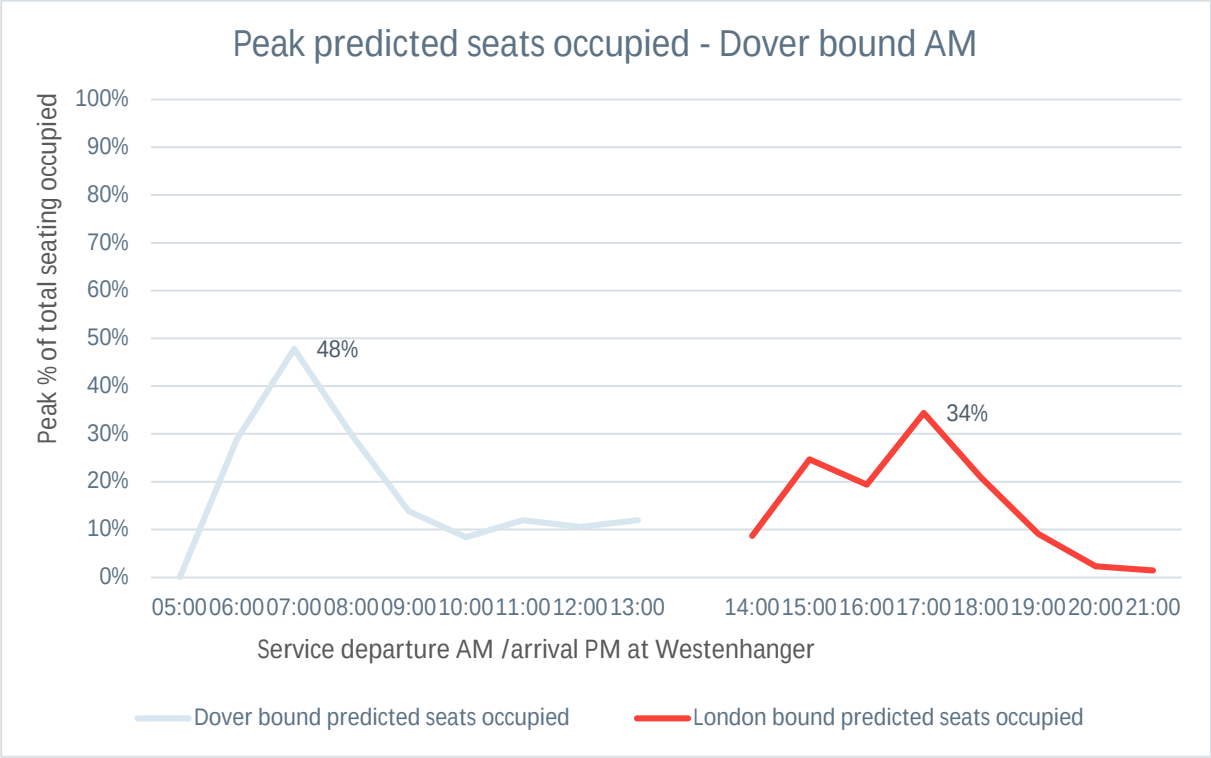


Figure 17-2 - Total predicted Seats Occupied at 2055, Dover Bound Morning, London Bound Evening



17.3.12. Given that passengers travel seated on most services, and for those where standing is required that standing capacity is not breached; it is concluded that the current service provision meets the demand from the Proposed Development and no further improvements to services are required.

17.4 PROPOSED RAIL STRATEGY

17.4.1. Aligning with the vision for Otterpool Park, the strategy is to minimise travel to the station via car, with walking, cycling, internal bus service, mobility hubs etc to facilitate this accordingly. Accessible car parking provision would be provided in proximity to the station entrance.

17.4.2. The figures below show the station location in relation to the Site with crow-fly pedestrian and cycling isochrones. An approximate 10-minute walk (800m) is widely accepted as a standard walkable neighbourhood limit before people choose alternative modes. The recommended ideal distance from a home to a station for regular cyclists is up to 5km, equivalent to a comfortable 15-to-20-minute ride.

Figure 17-3 – Pedestrian Isochrones from Westenhanger Rail Station

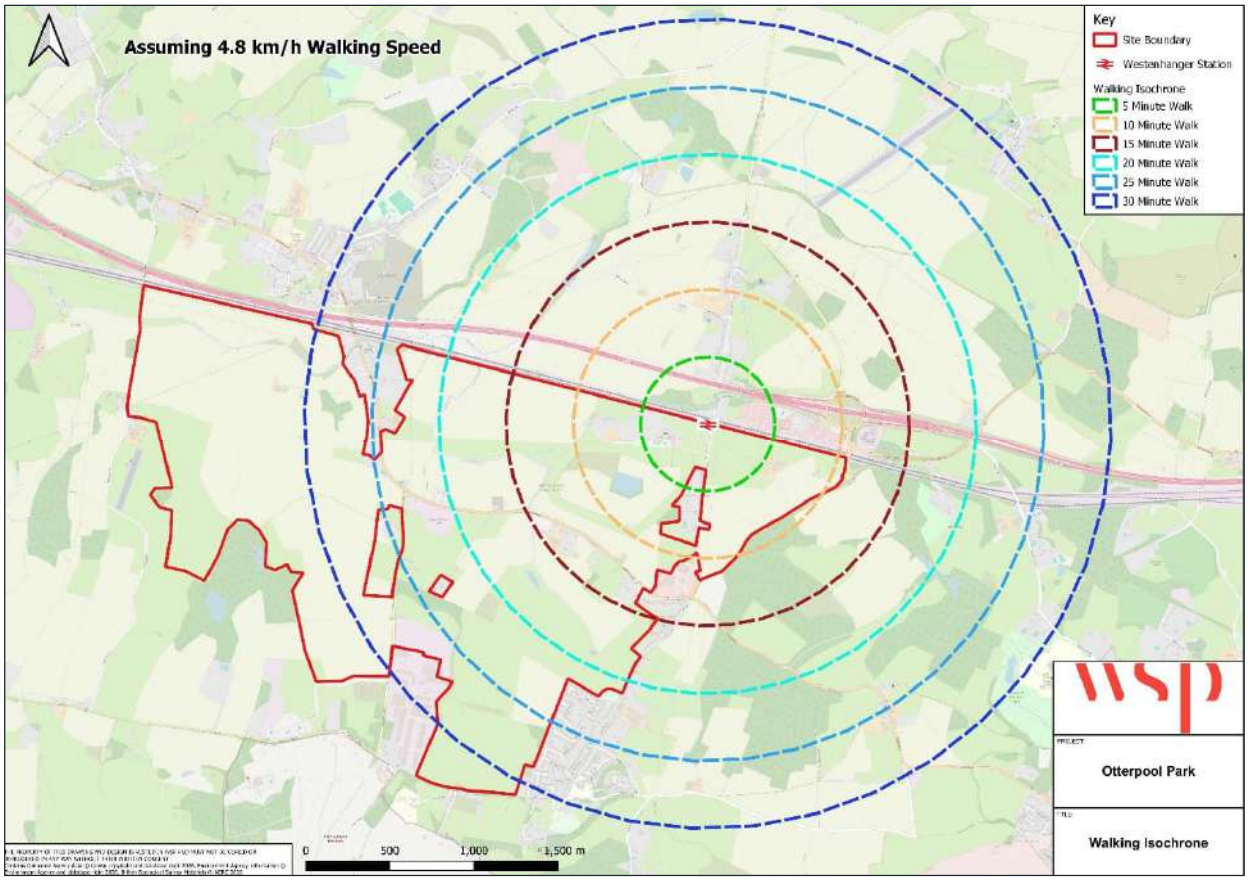
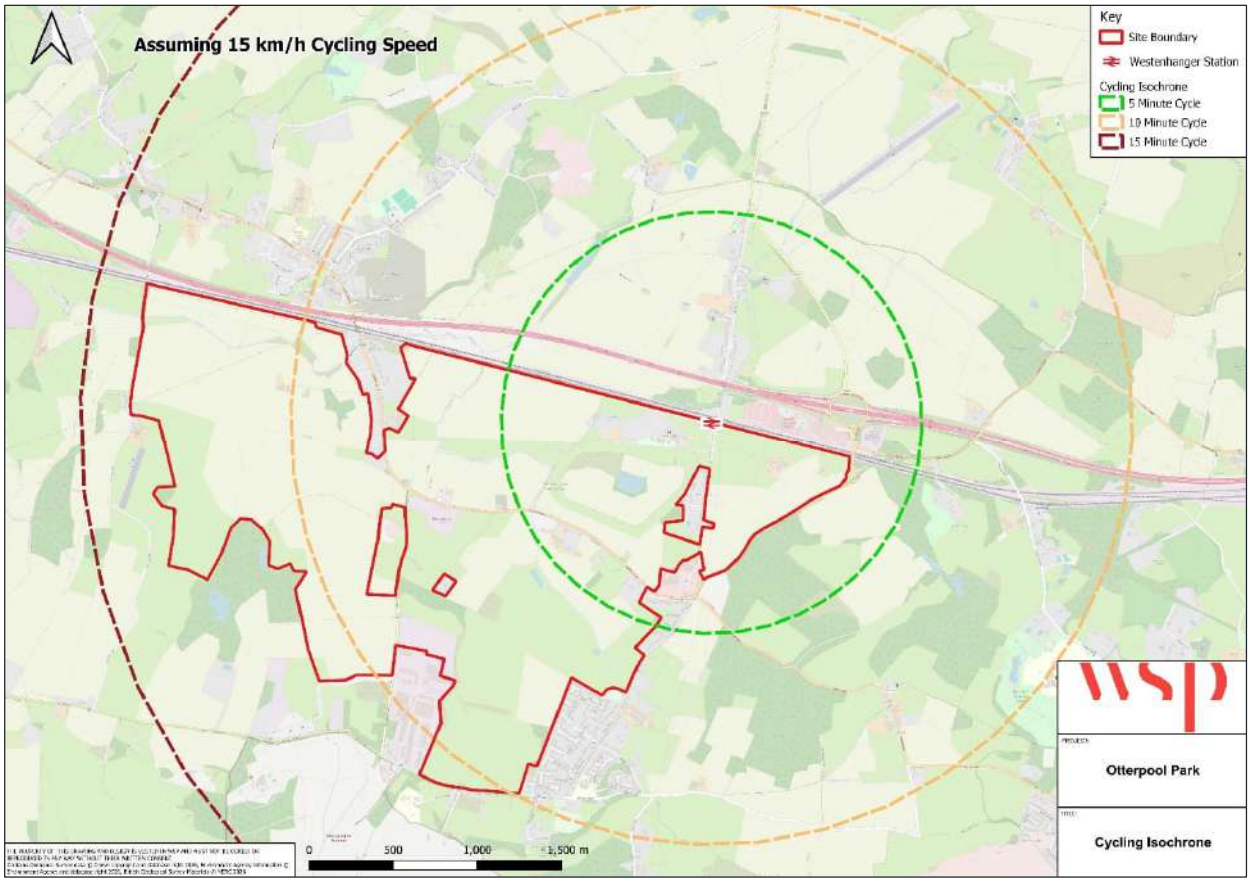


Figure 17-4 – Cycle Isochrones from Westenhanger Rail Station



17.4.3. The station currently has limited facilities available. As part of the Proposed Development a package of accessibility improvements are proposed as set out in the table below.

Table 17-2 – Rail Strategy Summary

Improvement	Indicative Time Period
Walking route access from EHP	2031
Integration of incoming active travel route from the development to the station car park, and improved cycle parking at the station	2031-2040, scaling with development
Reconfiguration of car park to increase accessibility – bus-stop, drop-off bays, taxi bays, accessible bays, lighting, security	2031-2040, scaling with development
Access road remodelling for bus station	Prior to delivery of on site bus service
New footbridge – lifts	2040 (category D)

Improvement	Indicative Time Period
Platform 2 extension (approximately 20m) to accommodate pedestrian bridge location	2040 (category D)
Improved amenity provision (canopies, seating, CIS)	2040 (category D)
Refurbish and reopen existing station building and enhance station access for growth	2053 (category C)
3-car platform extension to enable HS1 to operate from Westenhanger Rail Station[19]	To be confirmed - if train operator(s) facilitate HS1 services with stopping at Westenhanger Rail Station
Passive car parking provision – Otterpool Park LLP to provide land, development by others	To be confirmed; car trips must not be encouraged

17.4.4. There is a proposed package of measures to meet operator needs and make the station HS1 ready to enable HS1 services to stop in the future. HS1 could attract people from further afield. Any car parking provision would not be for encouraging Otterpool Park residents to travel to the station by car given there will be a wide-ranging choice of sustainable travel promoted including walking, cycling, internal bus routing, mobility hub, etc.

17.4.5. The precise scope will be determined through ongoing discussions with the train operator(s) and landowners; secured through the S106 agreement. Discussions on trigger points are also ongoing with stakeholders. It is acknowledged that a Rail Governance Group was previously formed and that moving forwards similar would be sought.

[19] Trip generation and assessment on rail presented as part of this TAA does not rely on HS1 coming forward at Westenhanger Rail Station

18 HIGHWAY NETWORK ASSESSMENT

18.1 INTRODUCTION

18.1.1. This chapter considers the potential impact of the full operation of the Otterpool Park Proposed Development (including 8,500 homes) in 2055 on the highway network in terms of junction capacities for the AM and PM peak hours. A highway assessment specifically relating to the EHP is presented in the EHP TA, prepared as a standalone document for this updated OPA submission.

18.1.2. As mentioned, comprehensive scoping discussions have been on-going with KCC and NH over the past year. The study area and approach to junction capacity assessments have been agreed with KCC and NH for the purpose of this 2026 TAA. The 2025 Base Year junction capacity models have been signed off by KCC and NH accordingly.

18.1.3. Future year assessments presented within the 2022 TA were projected to 2044. Therefore, like-for-like future year comparisons cannot be presented, as it has been agreed with KCC and NH that 2055 will be assessed as the Otterpool Park end state within this 2026 TAA.

18.1.4. In summary, the 2022 TA was based on a traditional ‘predict and provide’ methodology that resulted in a worst-case scenario for highway network assessment purposes. Since the original OPA submission, there has been a significant shift in policy mandating a vision-led approach to the development of sustainable transport solutions. Central to this change is the move away from a traditional ‘predict and provide’ model to a ‘vision and validate’ framework.

18.1.5. Vision and validate requires transport strategies to be based on a long-term vision for sustainable travel, with options for walking, cycling, and public transport embedded from the outset. Effects of development are to be assessed against a range of future scenarios, including those featuring reduced car dependency, to ensure that development is both future-ready and adaptable. Highway capacity improvements should therefore only be considered to address residual impacts.

18.1.6. The DfT also promotes the use of robust Travel Plans, backed by dynamic, long-term monitoring frameworks. These are essential tools to ensure that sustainable mode share targets are not only realistic but also flexible enough to adapt over time and to actively encourage modal shift through continuous improvement.

18.1.7. This 2026 TAA includes vision-led highway assessments incorporating High Vision and Medium Vision scenarios which have been agreed with KCC and NH as set out at Chapter 14.

HIGH VISION

- Targets set to achieve -15% Car Driver (for residential and employment land uses only) through +5% Bus, +3% Rail, +2% Car Passenger, 5% Shared Mobility versus the 2022 TA worst-case scenario.
- Responds to an evolving transport environment, assessment year of 2055, and the vision for Otterpool Park and associated Transport Strategy.
- Targets are supported by a suite of transport initiatives; walking and cycling priority infrastructure, mobility hubs, shared and micro-mobility, car club, sustainable travel incentives (Travel Plan vouchers), bus service improvements, MaaS and parking controls (for employment land use).

Shared Mobility

18.1.8. The High Vision trip generation mode shares include an allowance for shared mobility. The development of shared mobility in the UK has seen various operating models and vehicle types; enabled by various technology solutions. Current examples include app-based solutions which offer intuitive and user-friendly trip planning, booking, payment and tracking, on vehicles which offer an accessible, pleasant and safe customer experience (for example, Uber).

18.1.9. KCC has integrated shared mobility into its long-term transport strategy to reduce private car dependency, cut emissions, and improve rural and urban connectivity. Through its Local Transport Plan, KCC actively supports a variety of shared and community-led transport initiatives.

MEDIUM VISION

- Targets set to achieve -8% Car Driver (for residential and employment land uses only) +5% Bus, +3% Rail versus the 2022 TA worst-case scenario.
- Modest mode shift targets aligned with expectations for new development which require travel planning to promote sustainable travel patterns.
- Targets supported by a suite of transport initiatives; walking and cycling priority infrastructure, mobility hubs, shared and micro-mobility, car club, sustainable travel incentives (Travel Plan vouchers), bus service improvements, MaaS and parking controls (for employment land use).

18.1.10. It has been agreed with KCC and NH for the High Vision to be used as the core assessment scenario within this 2026 TAA to identify transport impacts. The Medium Vision, which represents modest, achievable mode shift away from existing travel patterns, has then been used as a sensitivity test to identify worst-case highway impacts. Where relevant, mitigation proposals have been developed to accommodate the Medium Vision as a 'backstop' position. Monitor and Manage will be used to review trigger points, scope, and allow flexibility in the delivery of mitigation proposals with overall liability capped using the mitigation derived to accommodate the Medium Vision. A Monitor and Manage strategy framework is set out at Chapter 22 of this TAA.

18.1.11. The table below provides a summary of the external forecast car driver trip generation in 2055 when the Otterpool Park development is completed and in full operation (including 8,500 homes); under High Vision and Medium Vision scenarios.

Table 18-1 – Forecast Trip Generation – Car Driver

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Two-Way	In	Out	Two-Way
Driver – High Vision (Core Assessment)	1614	1400	3014	1214	1389	2603
Driver – Medium Vision (Sensitivity Test)	1751	1585	3336	1384	1555	2939
Net Difference	137	185	322	170	166	336

18.1.12. A total of 3014 two-way car driver trips is predicted to be generated by the full operation of the Otterpool Park Proposed Development (including 8,500 homes) during the AM peak hour, and 2603 two-way car driver trips in the PM peak hour; under the High Vision scenario which is the core assessment.

18.1.13. A total of 3336 two-way car driver trips is predicted to be generated by the full operation of the Otterpool Park Proposed Development (including 8,500 homes) during the AM peak hour, and 2939 two-way car driver trips in the PM peak hour; under the Medium Vision scenario which has been applied for the purpose of a sensitivity test (and backstop position for highway mitigation to be secured under the Monitor and Manage approach).

18.2 JUNCTION CAPACITY ASSESSMENTS RESULTS

18.2.1. The following section describes the junction capacity assessments in turn (WSP IDs 1 to 26) with consideration to results for the following scenarios during AM and PM peak hours:

- 2025 Base Year
- 2055 Do Minimum scenario (2025 Base Year plus background growth and committed developments to 2055)
- 2055 Do Something High Vision scenario (2055 Do Minimum plus Otterpool Park Proposed Development for 8,500 homes under High Vision); and
- 2055 Do Something Medium Vision scenario (Sensitivity Test) (2055 Do Minimum plus Otterpool Park Proposed Development for 8,500 homes under Medium Vision).

18.2.2. For junction capacity assessments, appropriate modelling software has been used, including:

- JCT Consultancy's LinSig computer program; utilised to model signal-controlled junctions, including paired T junctions.
- TRL's PICADY program; to assess the capacity of priority junctions.
- TRL's ARCADY program; to assess the capacity of roundabouts.

18.2.3. Network flow diagrams to show 2025 Base Year, 2055 Do Minimum, and 2055 Do Something (High Vision and Medium Vision) traffic flows across the highway network study area are provided at **Appendix I**. Full modelling outputs are provided in **Appendix J**.

18.2.4. The initial set of assessments presented below have been used to identify whether consideration is needed to be given to mitigation proposals. This analysis has been undertaken by considering the baseline performance of the junction in the 2055 Do Minimum Scenario against the 2055 Do Something High Vision and Medium Vision (sensitivity test) scenarios. Due consideration has been given to a range of metrics to identify potential impacts including:

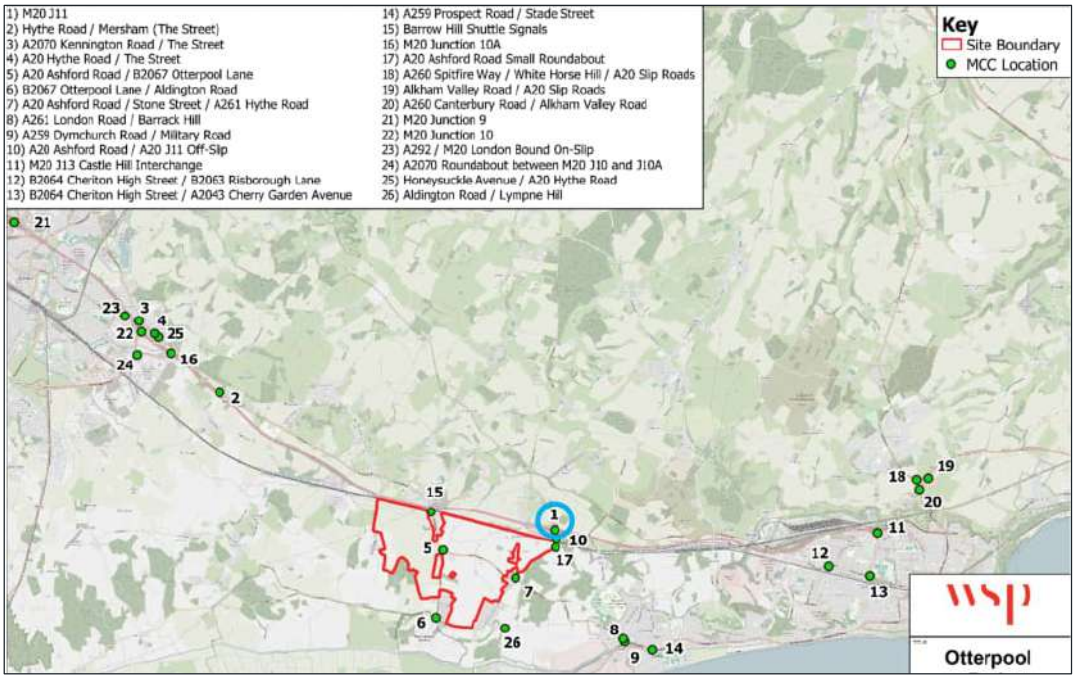
- the increase in Degree of Saturation (DoS) or Ratio of Flow to Capacity (RfC) for traffic signal and priority junctions respectively
- queuing (measured in vehicles for priority junctions or Passenger Car Units (PCUs) at traffic signal junctions)
- delay (measured in seconds)

18.2.5. Professional judgement has then been applied to determine if the change identified would be considered material and could result in a severe impact. This approach is aligned with the NPPF Policy TR6 which states that development should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts).

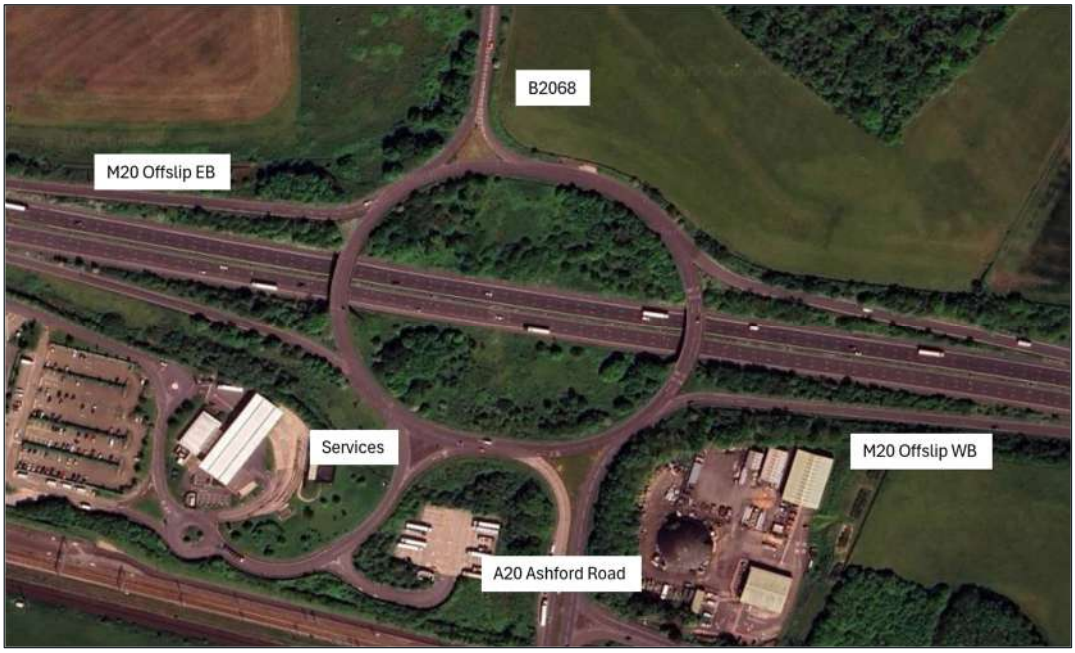
WSP ID 1 - M20 JUNCTION 11

18.2.6. M20 Junction 11 is the Westenhanger Interchange and is the main gateway to the Otterpool Park Proposed Development from the strategic highway network. The junction was assessed in the ARCADY module of Junctions 11 using the model agreed with KCC and NH.

Figure 18-1 - M20 Junction 11



WSP ID 1 - M20 Junction 11



18.2.7. The assessment results are summarised below.

Table 18-2 - M20 Junction 11 Capacity Assessment

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base Year						
M20 Off-slip Westbound	0.35	0.5	2.98	0.27	0.4	2.98
A20 Ashford Road	0.4	0.7	2.58	0.41	0.7	2.46
Services	0.19	0.2	3.77	0.16	0.2	3.41
M20 Off-slip Eastbound	0.34	0.5	3.65	0.38	0.6	3.81
B2068	0.26	0.3	3.41	0.34	0.5	4.09
2055 Do Minimum						
M20 Off-slip Westbound	0.61	1.5	5.91	0.57	1.3	6.34
A20 Ashford Road	0.67	2	4.9	0.66	1.9	4.45
Services	0.28	0.4	5.72	0.24	0.3	4.91
M20 Off-slip Eastbound	0.64	1.7	8.41	0.73	2.6	10.33
B2068	0.45	0.8	5.97	0.66	1.9	10.71
2055 Do Something – High Vision						
M20 Off-slip Westbound	0.95	13	33.46	0.86	5.9	17.73
A20 Ashford Road	0.96	18.1	31.44	0.94	13.5	22.71
Services	0.43	0.7	10.66	0.35	0.5	8.59
M20 Off-slip Eastbound	0.89	6.8	36.88	0.93	9.3	46.99
B2068	0.65	1.8	12.86	0.94	9.7	55.64
2055 Do Something – Medium Vision (Sensitivity Test)						
M20 Off-slip Westbound	1.03	38.9	82.1	0.91	8.4	24.3
A20 Ashford Road	1.02	44.0	64.7	0.99	27.0	41.5
Services	0.45	0.8	11.9	0.38	0.6	9.6
M20 Off-slip Eastbound	0.99	15.7	77.8	1.01	18.7	86.4

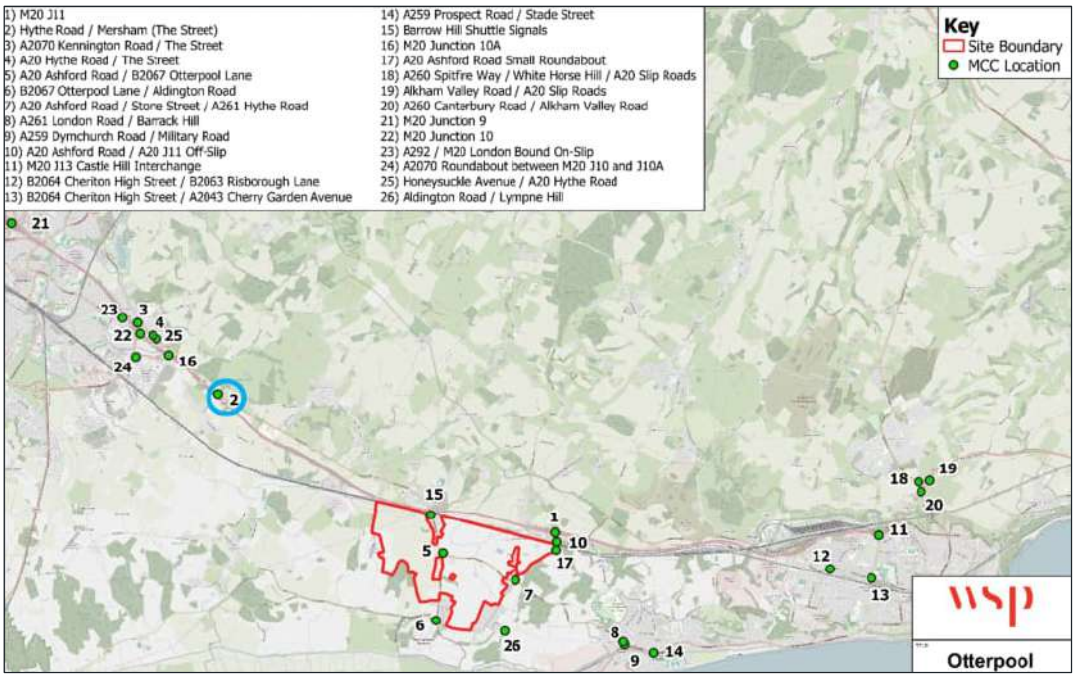
B2068	0.71	2.4	16.5	1.00	17.0	90.1

18.2.8. The junction operates within capacity (RfC less then 0.85) in the 2025 Base Year and 2055 Do Minimum scenario. In the 2055 Do Something High Vision scenario the junction operates approaching capacity (RfC less than 1 but more than 0.85). The maximum RfC in the 2055 Do Something High Vision scenario is expected to be 0.96 which occurs on the A20 Ashford Road approach during the AM peak hour. Under sensitivity testing, the maximum RfC in the 2055 Do Something Medium Vision (sensitivity test) scenario is expected to be 1.03 which occurs on the M20 westbound off-slip arm during the AM peak hour. The junction is anticipated to operate at/above capacity in the Medium Vision (sensitivity test) scenario with increased queueing and delay and is therefore considered further in the next section.

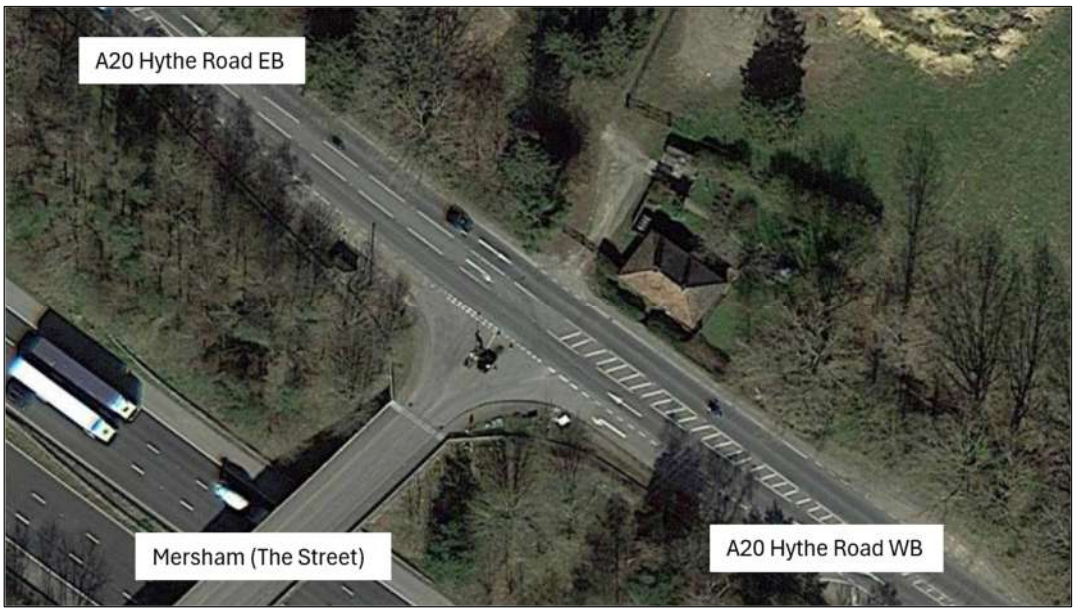
WSP ID 2 - HYTHE ROAD / MERSHAM (THE STREET)

18.2.9. The A20 Hythe Road / Mersham is a priority T-junction located to the northeast of Mersham. The junction is presented below and has been assessed in the PICADY module of Junctions 11 using the model agreed with KCC and NH.

Figure 18-2 - A20 Hythe Road / Mersham



WSP ID 2 - Hythe Road / Mersham (The Street)



18.2.10. The capacity assessments are presented in the table below.

Table 18-3 - A20 Ashford Road / Mersham Capacity Assessment

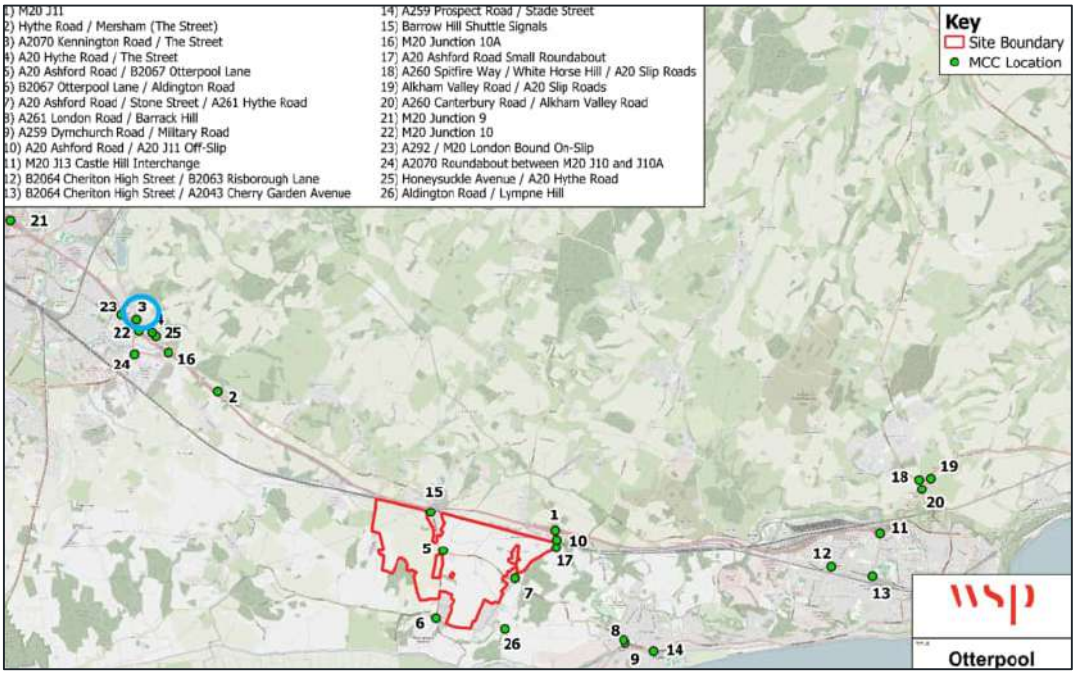
Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base Year						
Mersham	0.35	0.5	15.4	0.13	0.1	11.89
A20 Hythe Road Eastbound	0.23	0.3	8.6	0.2	0.3	7.87
2055 Do Minimum						
Mersham	0.48	0.9	27.7	0.16	0.2	15.29
A20 Hythe Road Eastbound	0.31	0.4	11.0	0.25	0.3	8.88
2055 Do Something – High Vision						
Mersham	0.58	1.3	67.2	0.18	0.2	33.93
A20 Hythe Road Eastbound	0.34	0.5	12.6	0.28	0.4	10.47
2055 Do Something – Medium Vision (Sensitivity Test)						
Mersham	0.60	1.4	79.2	0.19	0.2	37.4
A20 Hythe Road Eastbound	0.34	0.5	12.9	0.28	0.4	10.6

18.2.11. The PICADY assessment of this junction indicates that the junction operates well within capacity (RfC less than 0.85) in the 2025 Base Year, 2055 Do Minimum scenario, 2055 Do Something High Vision scenario, and 2055 Do Something Medium Vision scenario. The maximum RFC is 0.58 in the 2055 Do Something High Vision scenario on the Mersham (The Street) arm during the AM peak hour. Under sensitivity testing, the maximum RFC in the 2055 Do Something Medium Vision scenario is expected to be 0.6 which occurs on the Mersham (The Street) arm during the AM peak hour. The junction is therefore anticipated to operate within capacity in all scenarios tested and is not considered further.

WSP ID 3 - A2070 KENNINGTON ROAD / THE STREET

18.2.12. The A2070 Kennington Road / The Street is a staggered priority junction. It is located to the north of M20 Junction 10, connected via A2070 Kennington Road. The junction is presented below and has been assessed in the PICADY module of Junctions 11 using the model agreed with KCC and NH.

Figure 18-3 - A2070 Kennington Road / The Street



WSP ID 3 - A2070 Kennington Road / The Street

18.2.13. The capacity assessments are presented in the table below.

Table 18-4 - A2070 Kennington Road / The Street Capacity Assessment

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base Year						
The Street Eastbound	0.02	0	13.8	0.03	0	14.3
A2070 Kennington Road Northbound	0.05	0	7.4	0.07	0.1	8.0
The Street Westbound	0.04	0	9.6	0.06	0.1	12.0
A2070 Kennington Road Southbound	0.01	0	8.4	0	0	7.6
2055 Do Minimum						
The Street Eastbound	0.12	0.1	88.0	0.15	0.2	80.9
A2070 Kennington Road Northbound	0.07	0.1	10.5	0.1	0.1	10.9

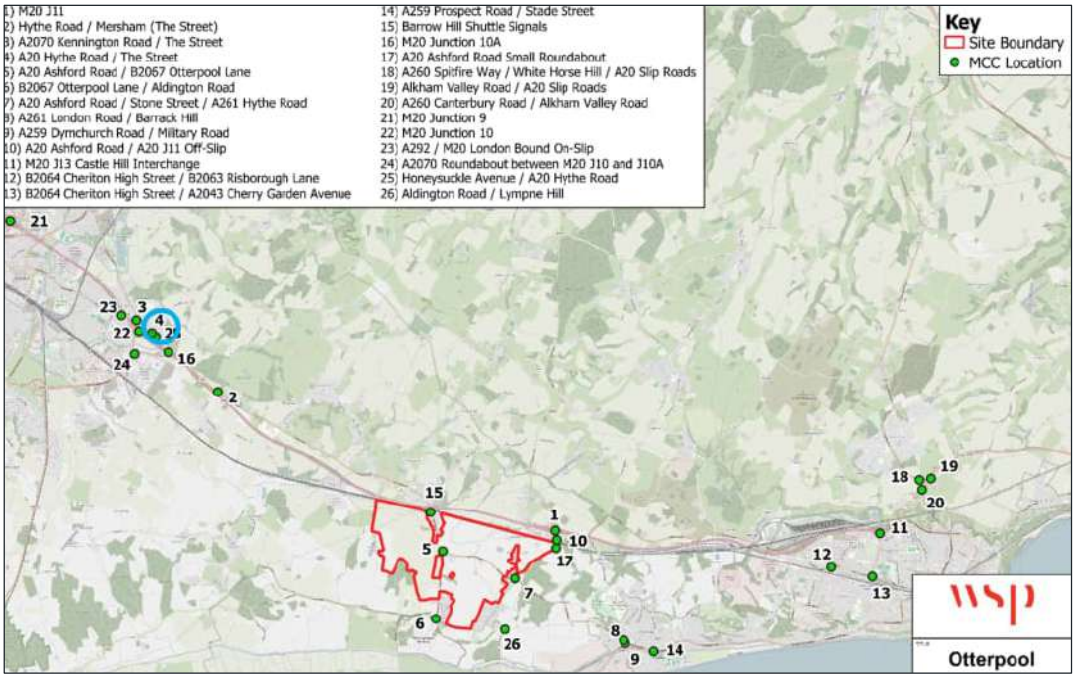
The Street Westbound	0.12	0.1	30.6	0.23	0.3	55.1
A2070 Kennington Road Southbound	0.01	0	11.2	0.01	0	10.6
2055 Do Something – High Vision						
The Street Eastbound	0.24	0.3	200.5	0.21	0.2	125.1
A2070 Kennington Road Northbound	0.07	0.1	10.8	0.1	0.1	11.2
The Street Westbound	0.16	0.2	44.3	0.32	0.4	83.3
A2070 Kennington Road Southbound	0.01	0	11.6	0.01	0	11.0
2055 Do Something – Medium Vision (Sensitivity Test)						
The Street Eastbound	0.26	0.3	224.3	0.22	0.3	133.8
A2070 Kennington Road Northbound	0.07	0.1	10.8	0.10	0.1	11.2
The Street Westbound	0.17	0.2	46.5	0.33	0.5	89.0
A2070 Kennington Road Southbound	0.01	0.0	11.7	0.01	0.0	11.0

18.2.14. The PICADY assessments of this junction indicates that the junction operates well within capacity (RfC less than 0.85) in the 2025 Base Year, 2055 Do Minimum scenario, 2055 Do Something High Vision scenario, and 2055 Do Something Medium Vision scenario. The maximum RFC is 0.32 on The Street westbound arm in the 2055 Do Something High Vision scenario in the PM peak hour. Under sensitivity testing, the maximum RFC in the 2055 Do Something Medium Vision scenario is expected to be 0.33 which occurs on The Street westbound arm in the PM peak hour. The junction is therefore anticipated to operate within capacity in all scenarios tested and is not considered further.

WSP ID 4 - A20 HYTHE ROAD / THE STREET

18.2.15. The A20 Hythe Road / The Street junction is a four-arm roundabout. It is located to the east of the M20 Junction 10, connecting to the interchange via A20 Hythe Road. The junction is presented below and has been assessed in the ARCADY module of Junctions 11 using the model agreed with KCC and NH.

Figure 18-4 - A20 Hythe Road / The Street



WSP ID 4 - A20 Hythe Road / The Street

18.2.16. The assessment results are included below.

Table 18-5 - A20 Hythe Road / The Street Capacity Assessment

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base Year						
A20 Hythe Road Westbound	0.4	0.7	5.2	0.42	0.7	5.6
Tesco Access	0.23	0.3	3.7	0.37	0.6	4.5
A20 Hythe Road Eastbound	0.42	0.7	3.6	0.4	0.7	3.5
The Street	0.07	0.1	8.1	0.13	0.2	9
2055 Do Minimum						
A20 Hythe Road Westbound	0.54	1.2	7	0.58	1.4	8.0
Tesco Access	0.28	0.4	4.2	0.47	0.9	5.6
A20 Hythe Road Eastbound	0.53	1.1	4.4	0.47	0.9	4.1
The Street	0.09	0.1	10.6	0.18	0.2	11.2
2055 Do Something – High Vision						
A20 Hythe Road Westbound	0.61	1.6	8.2	0.64	1.8	9.4
Tesco Access	0.29	0.4	4.5	0.48	0.9	6.0
A20 Hythe Road Eastbound	0.53	1.1	4.4	0.47	0.9	4.1
The Street	0.09	0.1	10.6	0.18	0.2	11.2
2055 Do Something – Medium Vision (Sensitivity Test)						
A20 Hythe Road Westbound	0.62	1.6	8.38	0.65	1.8	9.59
Tesco Access	0.29	0.4	4.48	0.48	0.9	6.02
A20 Hythe Road Eastbound	0.53	1.1	4.46	0.47	0.9	4.07
The Street	0.09	0.1	10.6	0.18	0.2	11.17

18.2.17. The ARCADY assessments of the junction indicate that the junction operates well within capacity (RfC less than 0.85) in the 2025 Base Year, 2055 Do Minimum scenario, 2055 Do Something High Vision scenario, and 2055 Do Something Medium Vision scenario. Under the 2055 Do Something High Vision scenario, the maximum RFC is predicted to be 0.64 on the A20 Hythe Road westbound approach during the PM peak hour. Under sensitivity testing, the maximum RFC in the 2055 Do Something Medium Vision scenario is expected to be 0.65 on the A20 Hythe Road westbound

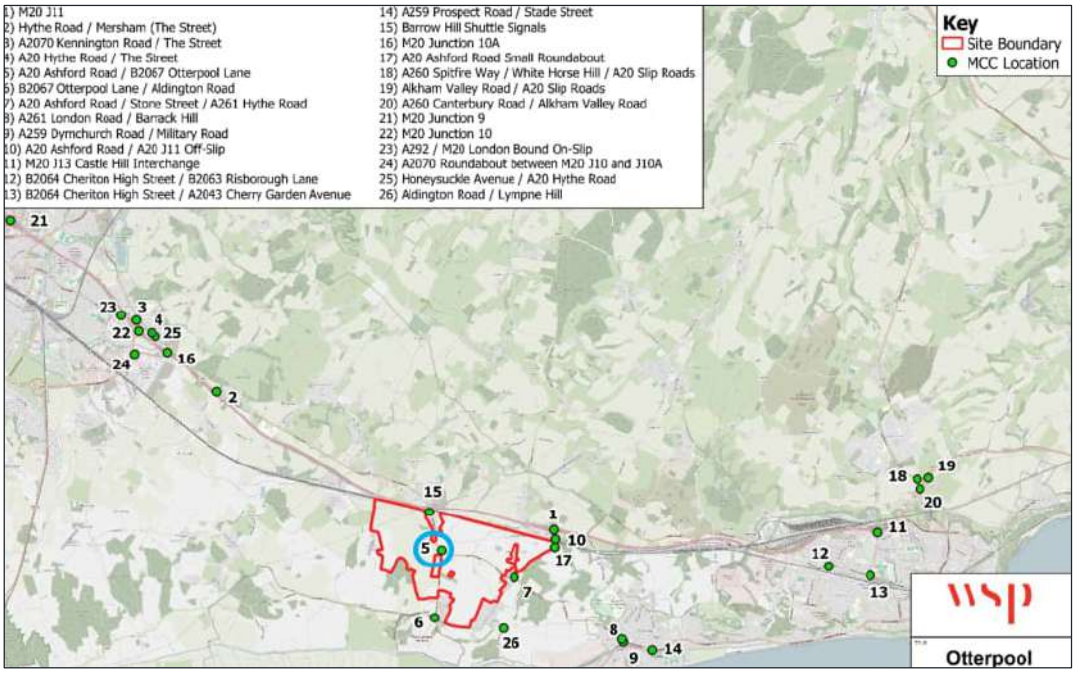
approach during the PM peak hour. The junction is therefore anticipated to operate within capacity in all scenarios tested and is not considered further.

18.2.18. NH queried during scoping discussions whether the assessment took account of the Inland Border Facility located adjacent to Junction 10A and in close proximity of this junction. The Inland Border Facility was operational at the time of the 2025 data collection exercise and are therefore inherent within the flows used in the assessment. The assessments presented above have therefore considered the impacts of the Inland Border Facility at this junction.

WSP ID 5 - A20 ASHFORD ROAD / B2067 OTTERPOOL LANE

18.2.19. The A20 Ashford Road / B2067 Otterpool Lane is a signalised T junction, located to the west of Newingreen and is within the redline boundary. When the development is built-out this junction will become closely associated with the access junction proposed into development zones 1B and 7 (J31) of the Otterpool Park development. The Linsig modelling of the Do Something scenarios therefore incorporates this junction into the same model as that used for the site access (J31). Results for the Otterpool Lane junction have then been extracted from this model for comparison with the Do Minimum Scenario. The junction is presented below.

Figure 18-5 - A20 Ashford Road / B2067 Otterpool Lane



WSP ID 5 - A20 Ashford Road / B2067 Otterpool Lane

18.2.20. The assessment results are summarised below.

Table 18-6 - A20 Ashford Road / B2067 Otterpool Lane Capacity Assessment

Approach	AM Peak			PM Peak		
	DoS	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	DoS	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base Year						
A20 Ashford Road Westbound	48%	6.4	30.1	44%	4.8	48.6
B2067 Otterpool Lane	46%	6.2	52.6	44%	9.4	32
A20 Ashford Road Eastbound	48%	3.2	28.3	42%	4.2	32.3
Barrow Hill Cottages	0.0%	0	0	0.0%	0	0
2055 Do Minimum						
A20 Ashford Road Westbound	83%	7.6	82.8	83%	13.5	61.7
B2067 Otterpool Lane	85%	19.7	58.7	83%	14	72.8
A20 Ashford Road Eastbound	85%	16.4	55.8	82%	14.7	58.3
Barrow Hill Cottages	0.0%	0	0	0.0%	0	0

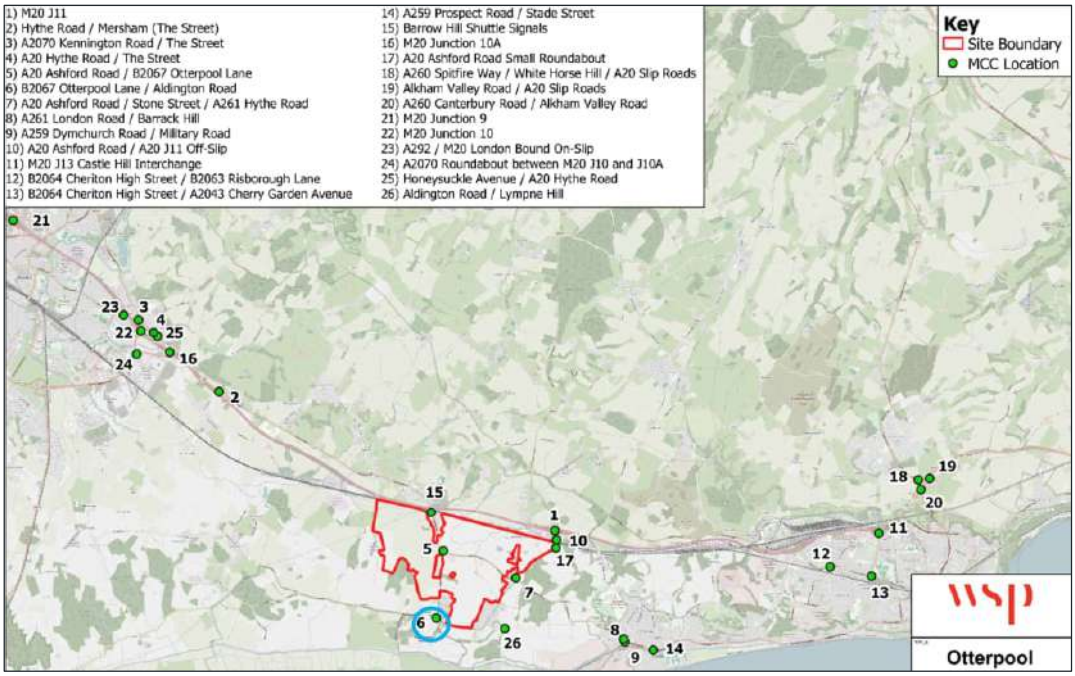
2055 Do Something – High Vision						
A20 Ashford Road Westbound	80.10%	13.7	46.3	85.20%	18.1	51.1
B2067 Otterpool Lane	79.80%	12.6	63.9	85.80%	19.4	62.4
A20 Ashford Road Eastbound	78.70%	10.4	44.1	81.00%	9.4	65.7
Barrow Hill Cottages	0.0%	0	0	0.0%	0	0
2055 Do Something – Medium Vision (Sensitivity Test)						
A20 Ashford Road Westbound	81.80%	10.6	60.2	89.70%	21.3	57.8
B2067 Otterpool Lane	80.40%	16.8	52.4	89.40%	17.3	80.5
A20 Ashford Road Eastbound	81.50%	12.2	47.1	89.80%	17.7	75.3
Barrow Hill Cottages	0.0%	0	0	0.0%	0	0

18.2.21. The LinSig assessment indicates that the junction operates within capacity (DoS less than 90%) in the 2025 Base Year, 2055 Do Minimum scenario, 2055 Do Something High Vision scenario, and 2055 Do Something Medium Vision scenario. Under the 2055 Do Something High Vision scenario, the A20 Ashford Road westbound, B2067 Otterpool Lane, and A20 Ashford Road eastbound arms are expected to operate at a DoS of less than 86%. Under sensitivity testing, the maximum DoS in the 2055 Do Something Medium Vision scenario is expected to be 89.8% on the A20 Ashford Road eastbound approach during the PM peak hour. The junction is therefore anticipated to operate within capacity in all scenarios tested when consideration is given to the closely associated development site access (J31). No further consideration is considered necessary for this junction.

WSP ID 6 - B2067 OTTERPOOL LANE / ALDINGTON ROAD

18.2.22. The B2067 Otterpool Lane / Aldington Road is a priority T-junction to the south of the A20 Ashford Road / B2067 Otterpool Lane junction. The junction is presented below and has been assessed in the PICADY module of Junctions 11 using the model agreed with KCC and NH.

Figure 18-6 - B2067 Otterpool Lane / Aldington Road



WSP ID 6 - B2067 Otterpool Lane / Aldington Road

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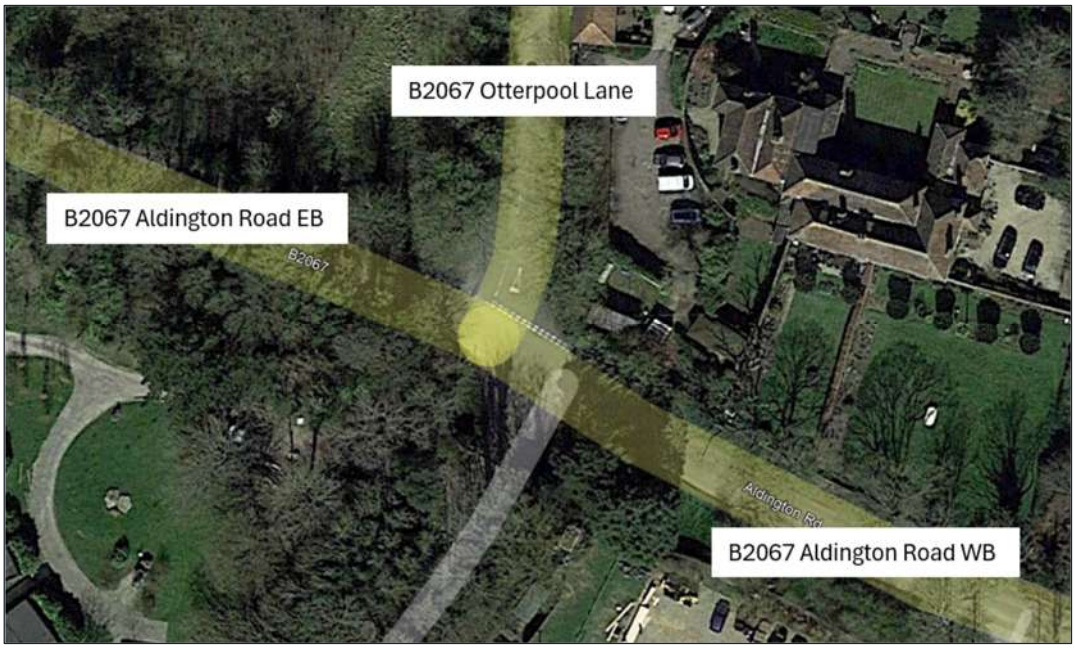


18.2.23. The assessment results are summarised below.

Table 18-7 - B2067 Otterpool Lane / Aldington Road

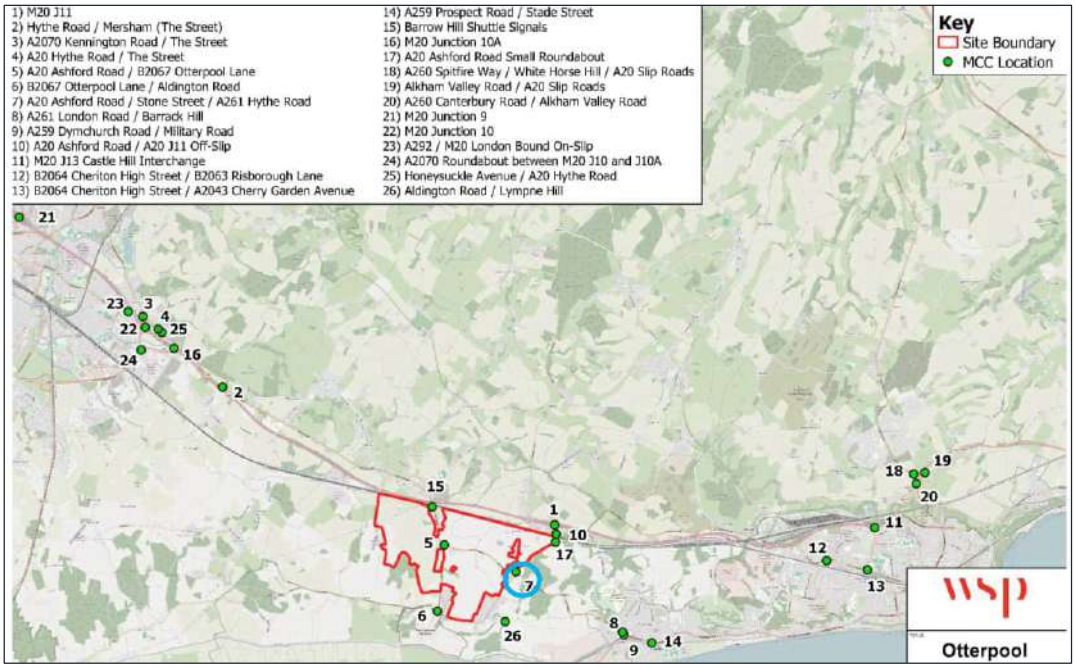
Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base Year						
B2067 Otterpool Lane	0.11	0.1	9.0	0.15	0.2	9.4
Aldington Road Westbound	0.12	0.1	7.1	0.08	0.1	7.4
2055 Do Minimum						
B2067 Otterpool Lane	0.2	0.3	15.5	0.21	0.3	14.6
Aldington Road Westbound	0.9	7.8	53.3	0.75	3.1	25.0
2055 Do Something – High Vision						
B2067 Otterpool Lane	0.34	0.5	12.6	0.33	0.5	12.9
Aldington Road Westbound	0.33	0.5	9.3	0.41	0.7	10.8
2055 Do Something – Medium Vision (Sensitivity Test)						
B2067 Otterpool Lane	0.36	0.6	12.8	0.34	0.5	13.2
Aldington Road Westbound	0.34	0.5	9.4	0.43	0.8	11.3

18.2.24. The PICADY assessments of this junction indicate that the junction operates well within capacity (RfC below 0.85) in the 2025 Base Year, 2055 Do Minimum scenario, 2055 Do Something High Vision scenario, and 2055 Do Something Medium Vision scenario. Under the 2055 Do Something High Vision scenario the maximum RFC is expected to be 0.41 on Aldington Road westbound in in the PM peak hour. Under sensitivity testing, the maximum RFC in the 2055 Do Something Medium Vision scenario is expected to be 0.43 on the Aldington Road westbound approach during the PM peak hour. The junction is expected to operate within capacity in all scenarios tested and is not considered further. It should be noted that the expected improvement at this junction with the Proposed Development is due to rerouting of vehicles via A261 Hythe Road with future signalisation of the Newingreen Junction.

WSP ID 7 - A20 ASHFORD ROAD / STONE STREET / A261 HYTHE ROAD

18.2.25. A20 Ashford Road / Stone Street / Hythe Road is a priority-controlled junction in Newingreen. The junction is presented below and has been assessed in the PICADY module of Junctions 11 using the model agreed with KCC and NH.

Figure 18-7 - 20 Ashford Road / Stone Street / Hythe Road



WSP ID 7 - A20 Ashford Road / Stone Street / A261 Hythe Road

18.2.26. The assessment results are summarised in the table below.

Table 18-8 - A20 Ashford Road / Stone Street / Hythe Road Capacity Assessment

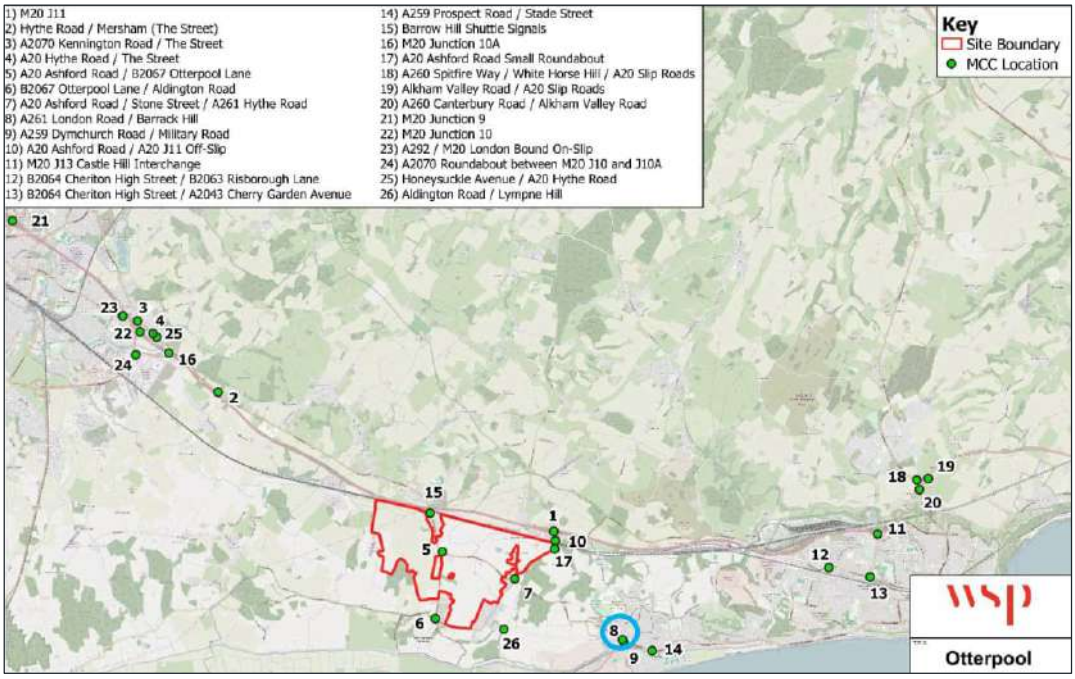
Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base Year						
Hythe Road	0.72	2.4	29.9	0.69	2.2	26.9
Stone Street	0.48	0.9	15.7	0.32	0.5	11.9
A20 Ashford Road	0.12	0.1	6.8	0.2	0.3	6.9
2055 Do Minimum						
Hythe Road	1.29	108.5	1537.13	1.38	130	1950.46
Stone Street	0.9	5.9	89.71	0.62	1.6	32.28
A20 Ashford Road	0.27	0.4	9.73	0.38	0.6	11.93
2055 Do Something – High Vision						
Hythe Road	2.26	541	6274.75	2.38	363.6	6811.75
Stone Street	1.09	20.8	332.79	1.25	25.6	559.38
A20 Ashford Road	0.52	1.1	13.17	0.89	9.2	62.13
2055 Do Something – Medium Vision (Sensitivity Test)						
Hythe Road	2.82	629.9	9048.7	4.5	484.2	16820.5
Stone Street	1.35	54	633.3	1.98	62.7	1735.7
A20 Ashford Road	0.57	1.4	15.3	0.97	30.4	124.8

18.2.27. The PICADY assessments indicate that the junction operates within capacity (RfC less than 0.85) in the 2025 Base Year. Under the 2055 Do Minimum scenario, the Hythe Road arm is forecast to operate at/above capacity with a maximum RFC value of 1.38 expected during the PM peak hour. The maximum RFC in the 2055 Do Something High Vision scenario is expected to be 2.38 on the Hythe Road arm during the PM peak hour. Under sensitivity testing, the maximum RFC in the 2055 Do Something Medium Vision scenario is expected to be 4.5 on the Hythe Road arm during the PM peak hour. The junction is anticipated to operate at/above capacity in the Medium Vision (sensitivity test) with increases in queuing and delay as a result of the Proposed Development. The junction is therefore considered further in the next section.

WSP ID 8 - A261 LONDON ROAD / BARRACK HILL

18.2.28. The A261 London Road / Barrack Hill is a priority T-junction immediately to the north of J15 A259 / Dymchurch Road / Military Road signalised junction. The junction is presented below and has been assessed in the PICADY module of Junctions 11 using the model agreed with KCC and NH.

Figure 18-8 - A261 London Road / Barrack Hill



WSP ID 8 - A261 London Road / Barrack Hill

18.2.29. The assessment results are provided in the table below.

Table 18-9 - A261 London Road / Barrack Hill Capacity Assessment

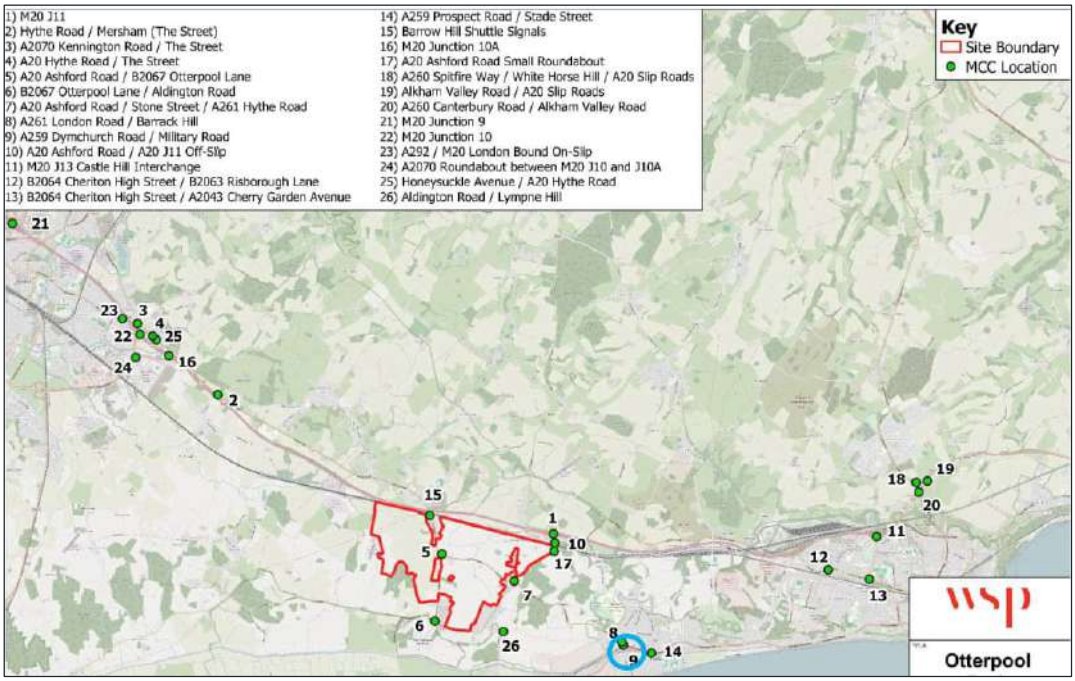
Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base Year						
Barrack Hill	0.32	0.5	16.3	0.22	0.3	17.2
A261 London Road Westbound	0.37	0.6	9.6	0.29	0.4	9.3
2055 Do Minimum						
Barrack Hill	0.48	0.9	14.24	0.33	0.5	12.17
A261 London Road Westbound	0.52	1.6	11.66	0.41	0.9	10.82
2055 Do Something – High Vision						
Barrack Hill	0.53	1.1	17.27	0.4	0.6	14.98
A261 London Road Westbound	0.57	2.1	12.12	0.44	1.1	11.11
2055 Do Something – Medium Vision (Sensitivity Test)						
Barrack Hill	0.54	1.1	17.63	0.41	0.7	15.5
A261 London Road Westbound	0.57	2.1	12.17	0.44	1.1	11.13

18.2.30. The PICADY assessments indicate that the junction operates within capacity (RfC below 0.85) in the 2025 Base Year, 2055 Do Minimum scenario, 2055 Do Something High Vision scenario, and 2055 Do Something Medium Vision scenario. A maximum RFC of 0.52 is shown on the A261 London Road arm during the AM peak for the 2055 Do Something High Vision scenario. Under sensitivity testing, the maximum RFC in the 2055 Do Something Medium Vision scenario is expected to be 0.57 on the A261 London Road arm during the AM peak. The junction operates within capacity in all scenarios tested. However, KCC has identified that queuing back from the junction immediately to the south can affect the operation of this junction on a day-to-day basis. As such, this junction is considered further in the next section.

WSP ID 9 - A259 / DYMCHURCH ROAD / MILITARY ROAD

18.2.31. The A259 / Dymchurch Road / Military Road is a signalised junction to the south of the A261 London Road / Barrack Hill. The junction is presented below and has been assessed in the LinSig v3 model agreed with KCC and NH.

Figure 18-9 - A259 / Dymchurch Road / Military Road Gyratory



WSP ID 9 - A259 / Dymchurch Road / Military Road

18.2.32. The assessment results are summarised in the table below.

Table 18-10 - A259 / Dymchurch Road / Military Road Gyratory Capacity Assessment

Approach	AM Peak			PM Peak		
	DoS	MMQ (PCU)	Average Delay per PCU (seconds)	DoS	MMQ (PCU)	Average Delay per PCU (seconds)
2025 Base Year						
London Road	60%	4.9	17	63%	4.8	14.5
St John Moore Avenue	26%	0.2	5	56%	1.5	8.3
Portland Road	45%	0.4	5.9	49%	0.5	6.9
Dymchurch Road Northbound	65%	7.8	12.1	53%	5.6	11.9
Dymchurch Road Westbound	49%	6.2	6.3	67%	9.8	9
Green Lane	17%	0.8	46.2	17%	0.7	36.2
Scalons Bridge Road Northbound	63%	10.8	15.9	65%	8.6	17.8
Scalons Bridge Road Right Southbound	38%	3.1	24.5	52%	4.1	29.8
Military Road Ahead	68%	10.6	7.9	72%	11.3	9.3
2055 Do Minimum						
London Road	87%	10.9	26.7	94%	15.7	27.6
St John Moore Avenue	34%	0.3	6.4	84%	6.5	31.2
Portland Road	67%	1	10.5	88%	3.2	32
Dymchurch Road Northbound	88%	13.2	20.1	73%	8.7	15.9
Dymchurch Road Westbound	64%	9.1	7.7	105%	66.9	113.5
Green Lane	20%	0.9	46.7	20%	0.8	36.7
Scalons Bridge Road Northbound	86%	18.5	29.8	103%	32.7	125.5
Scalons Bridge Road Right Southbound	57%	5.9	23.3	93%	13.8	57.8

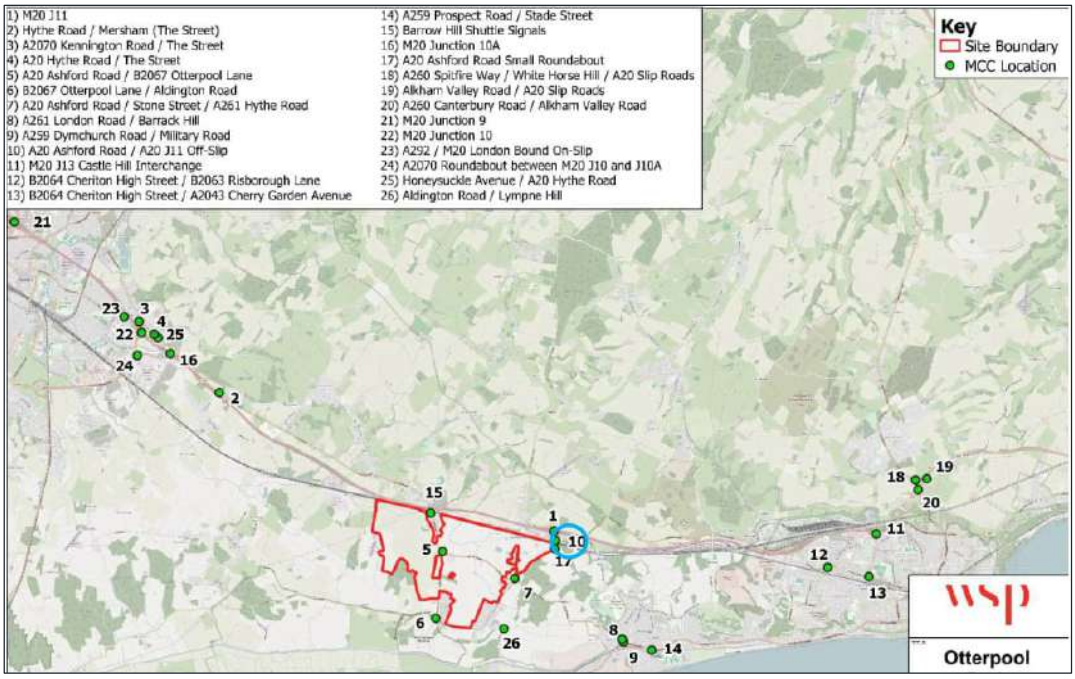
Military Road Ahead	86%	20.7	14.4	109%	98.1	177.8
2055 Do Something – High Vision						
London Road	87%	11.1	25.2	91%	13.2	19.6
St John Moore Avenue	36%	0.3	6.8	87%	7.2	36.9
Portland Road	77%	1.6	15.2	96%	6.5	60.2
Dymchurch Road Northbound	94%	18.8	30	76%	9.4	18.2
Dymchurch Road Westbound	69%	10.5	8.4	112%	116.9	221.2
Green Lane	20%	0.9	46.7	20%	0.8	36.7
Scalons Bridge Road Northbound	86%	18.5	29.8	111%	53.9	237.7
Scalons Bridge Road Right Southbound	57%	5.9	23.3	88%	12	45.2
Military Road Ahead	91%	25.2	19.1	114%	132.9	242.8
2055 Do Something – Medium Vision (Sensitivity Test)						
London Road	87%	11.1	25.1	93%	14.8	23.0
St John Moore Avenue	36%	0.3	6.8	89%	8.0	43.0
Portland Road	78%	1.7	16.0	91%	4.1	37.5
Dymchurch Road Northbound	94%	18.8	30.0	78%	9.8	19.5
Dymchurch Road Westbound	93%	14.8	49.7	81%	14.1	27.1
Green Lane	20%	0.9	46.7	20%	0.8	36.7
Scalons Bridge Road Northbound	86%	18.5	29.8	108%	45.2	191.3
Scalons Bridge Road Right Southbound	57%	5.9	23.3	81%	10.2	33.3
Military Road Ahead	92%	26.0	19.8	116%	148.2	276.5

18.2.33. The LinSig assessments of this gyratory indicate that the junction operates within capacity (DoS less than 90%) in the 2025 Base Year. The junction operates at/above capacity in the future year 2055 Do Minimum scenario (maximum DoS 109%). With the junction already exceeding capacity in the 2055 Do Minimum scenario, the 2055 Do Something High Vision scenario increases the maximum DoS by an additional 5% points. Under sensitivity testing, the maximum DoS in the 2055 Do Something Medium Vision scenario is expected to be 116% on the Military Road arm during the PM peak hour. The junction operates at/above capacity in the Medium Vision (sensitivity test) scenario and queuing and delay increase as a result of the Proposed Development. This junction is therefore considered in more detail in the next section.

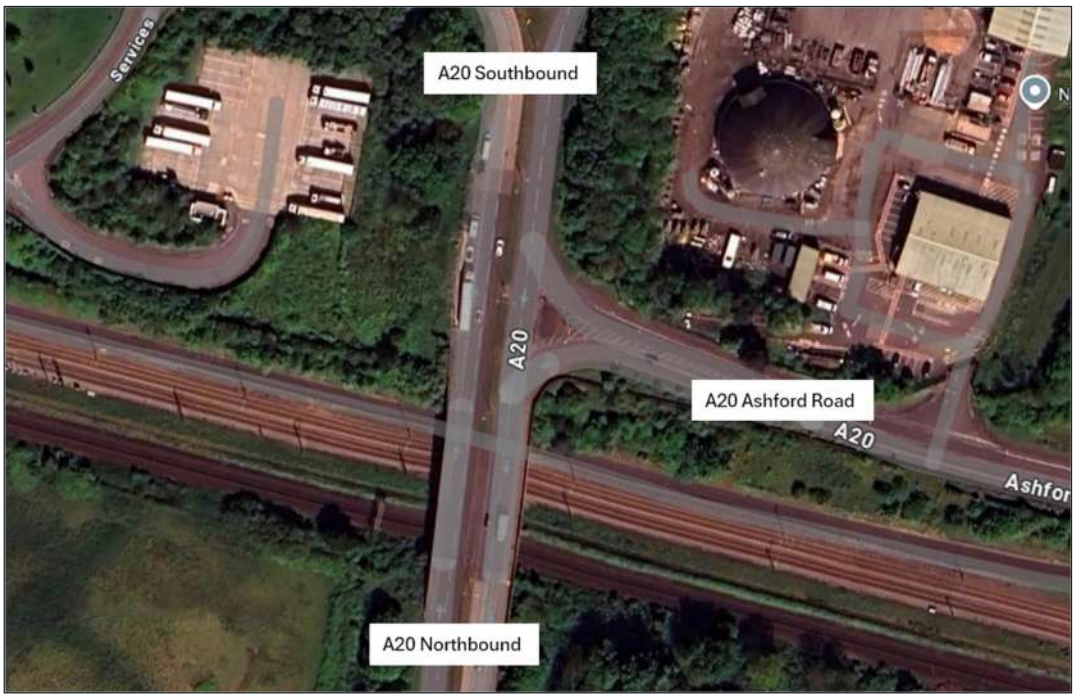
WSP ID 10 - A20 ASHFORD ROAD LEFT-IN/LEFT-OUT

18.2.34. The A20 Ashford Road left-in/left-out junction is located to the south of M20 Junction 11. The junction is presented below and has been assessed in the PICADY module of Junctions 11 using them model agreed with KCC and NH.

Figure 18-10 - A20 Ashford Road Left-in/Left-out



WSP ID 10 - A20 Ashford Road Left-In/Left-Out



18.2.35. The capacity assessments are presented below.

Table 18-11 - A20 Ashford Road Left-in/Left-out Capacity Assessment

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base Year						
A20 Ashford Road	0.32	0.5	8.9	0.38	0.6	8.6
2055 Do Minimum						
A20 Ashford Road	0.66	1.9	19.4	0.52	1.1	14.4
2055 Do Something – High Vision						
A20 Ashford Road	0.89	6.3	63.0	0.64	1.7	22.0
2055 Do Something – Medium Vision (Sensitivity Test)						
A20 Ashford Road	0.93	8.3	81.4	0.67	1.9	24.6

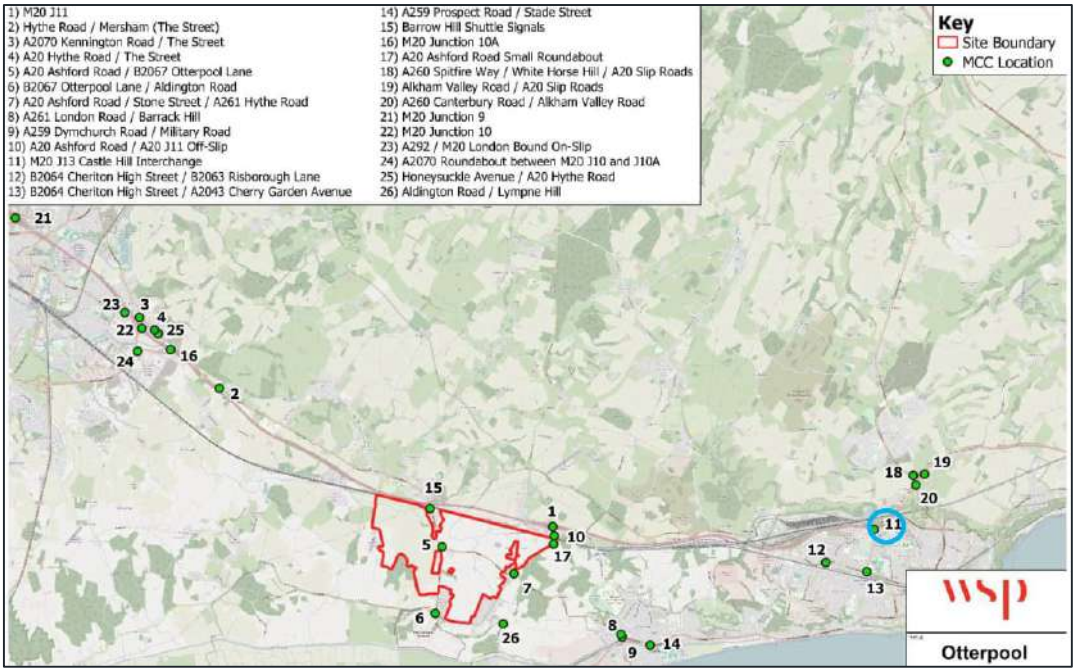
18.2.36. The only give-way movement at this junction is the left-out from the A20 to the east. The PICADY assessments of this junction indicate that the junction operates within capacity (RfC below 0.85) in the 2025 Base Year, 2055 Do Minimum scenario, 2055 Do Something High Vision scenario, and 2055 Do Something Medium Vision scenario. The modelling indicates that under the 2055 Do Something High Vision scenario, a maximum RFC of 0.89 occurs on the A20 Ashford Road arm during the AM peak hour. Under sensitivity testing, the maximum RFC in the 2055 Do Something Medium Vision scenario is expected to be 0.93 on the A20 Ashford Road arm during the AM peak hour. Whilst the junction is anticipated to operate with an RfC of more than 0.85 in the Medium Vision (sensitivity test) scenario, the increase in queuing between the Do Minimum and Medium Vision is only seven vehicles in the AM peak and less than one vehicle in the PM. As such, the impacts of the development in this location are not considered to be significant.

18.2.37. During scoping discussions KCC and NH highlighted the presence of an NH depot, accessed to the immediate east of this junction on A20 Ashford Road. The Transport Stakeholders requested that it was demonstrated that the access would be unaffected by the performance of this junction. The increase in queueing to nine vehicles in the Medium Vision (sensitivity test) would equate to a queue of approximately 52m. The highways depot access is approximately 125m from the give-way of the junction and therefore it is not anticipated to affect the operation of this access and no further action is considered necessary.

WSP ID 11 - M20 J13 CASTLE HILL INTERCHANGE

18.2.38. The M20 Junction 13 forms part of the main interchange connecting Folkestone to the M20. This junction is a five-arm roundabout, with a bypass for vehicles travelling from Cherry Garden Avenue to M20 westbound. The junction is presented below and has been assessed in the ARCADY module of Junctions 11 using the model agreed with KCC and NH.

Figure 18-11 - M20 Junction 13 (Castle Hill Interchange)



WSP ID 11 - M20 J13 Castle Hill Interchange

18.2.39. The capacity assessments are presented below.

Table 18-12 - M20 J13 (Castle Hill interchange) Capacity Assessment

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base Year						
M20 Westbound	0.85	5	26.6	0.49	0.9	7.7
Churchill Avenue	0.74	2.9	10.2	0.65	1.8	6.2
Cherry Garden Avenue	0.67	2.1	9.7	0.71	2.4	11.1
A20 Castle Hill Bridge	0.73	2.7	9.7	0.7	2.3	8.3
2055 Do Minimum						
M20 Westbound	1.42	132.6	525.81	0.99	14	81.45
Churchill Avenue	0.99	21.8	58.21	0.87	6.3	17.35
Cherry Garden Avenue	0.91	8.1	34.27	0.94	11.1	47.01
A20 Castle Hill Bridge	0.93	11.3	33.85	0.97	16.3	44.56
2055 Do Something – High Vision						
M20 Westbound	1.54	159.1	705.65	1.04	20.8	116.62
Churchill Avenue	1.04	43.5	99.4	0.92	10.1	26.29
Cherry Garden Avenue	0.98	16.8	66.78	1.02	25.6	96.45
A20 Castle Hill Bridge	1	26.6	69.07	1.03	42	94.82
2055 Do Something – Medium Vision (Sensitivity Test)						
M20 Westbound	1.54	165.2	731.4	1.04	21.4	119.78
Churchill Avenue	1.04	46.8	105.16	0.93	10.9	28.03
Cherry Garden Avenue	0.99	17.8	70.03	1.03	27.9	103.86
A20 Castle Hill Bridge	1.01	29.7	75.38	1	46.8	103.47

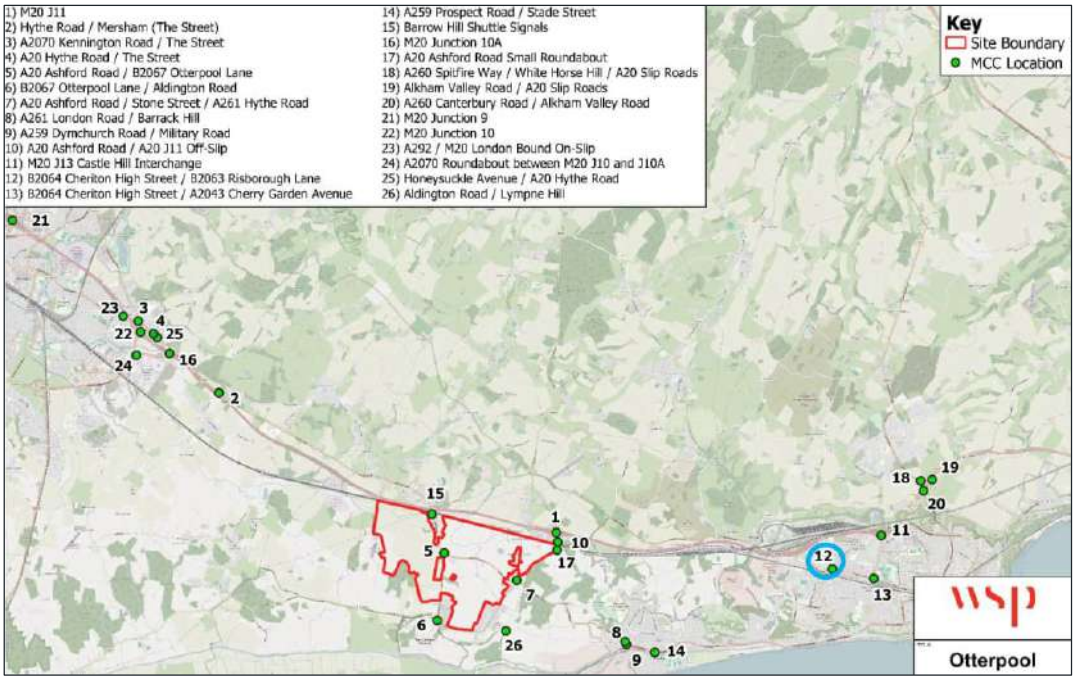
18.2.40. The ARCADY assessments of the junction indicate that the junction operates within capacity (RfC less than 0.85) in the 2025 Base Year. However, modelling shows that the junction operates at/above capacity in the 2055 Do Minimum scenario with a maximum RFC value of 1.42 reported on the M20 westbound entry lane during the AM peak hour. This RFC value increases to 1.54 for the

2055 Do Something scenario. Under sensitivity testing, the maximum RFC in the 2055 Do Something Medium Vision scenario is also expected to be 1.54. The junction operates at/above capacity in the Medium Vision (sensitivity test) scenario and queuing and delay increase as a result of the Proposed Development. This junction is therefore considered in more detail in the next section.

WSP ID 12 - B2064 CHERITON HIGH STREET / B2063 RISBOROUGH LANE

18.2.41. The B2064 Cheriton High Street / B2063 Risborough Lane is a signalised junction located in Cheriton to the southeast of the M20 Junction 12. The junction is presented below and has been assessed using the LinSig v3 model agreed with KCC and NH.

Figure 18-12 - B2064 Cheriton High Street / B2063 Risborough Lane



WSP ID 12 - B2064 Cheriton High Street / B2063 Ris-Borough Lane

18.2.42. The capacity assessments are presented below.

Table 18-13 - B2064 Cheriton High Street / B2063 Risborough Lane Capacity Assessment

Approach	AM Peak			PM Peak		
	DoS	MMQ (PCU)	Average Delay per PCU (seconds)	DoS	MMQ (PCU)	Average Delay per PCU (seconds)
2025 Base Year						
Stanley Road Southbound	41%	3.1	47.1	28%	2.2	43.1
Cheriton High Street Westbound	47%	5.6	28	47%	5.9	24.7
Risborough Lane	83%	12.9	45.3	79%	9.7	45.7
Cheriton High Street Eastbound	55%	6.9	31.6	59%	8	28.5
2055 Do Minimum						
Stanley Road Southbound	51%	3.9	51.6	37%	2.7	47.6
Cheriton High Street Westbound	65%	8.4	32.1	70%	10.3	27.7
Risborough Lane	101%	29.7	104.2	102%	28.5	135.9

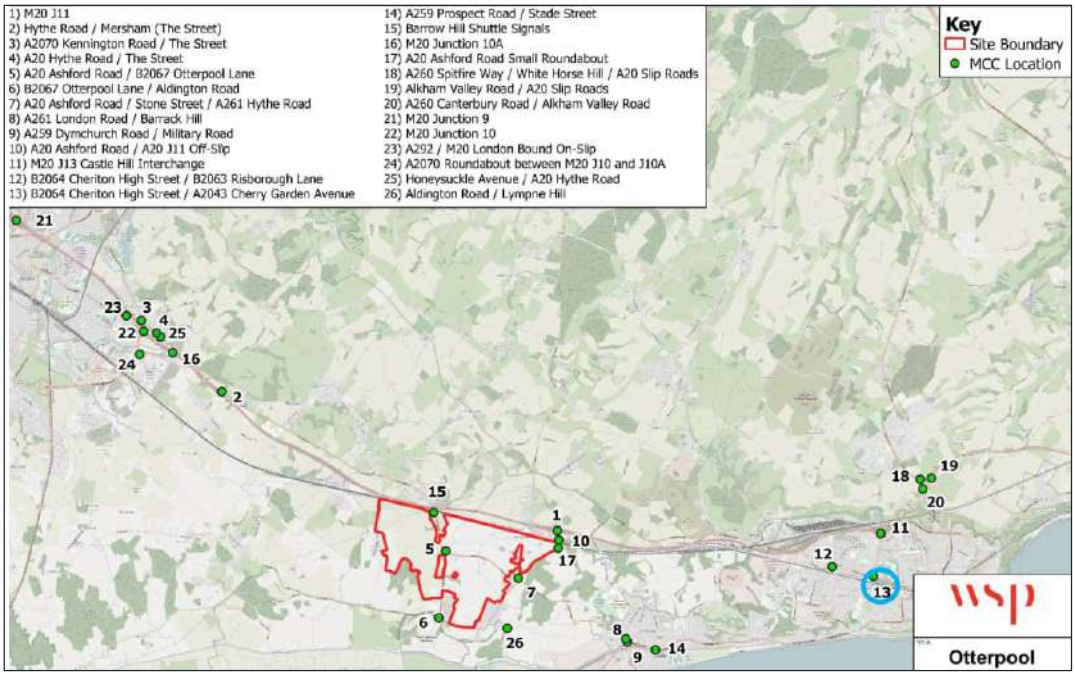
Cheriton High Street Eastbound	102%	17.2	65.3	105%	21.9	80
2055 Do Something – High Vision						
Stanley Road Southbound	53%	3.9	48.2	39%	2.8	44.5
Cheriton High Street Westbound	72%	9.9	29.2	79%	12.8	27.2
Risborough Lane	130%	111.2	488	149%	126.3	689.5
Cheriton High Street Eastbound	129%	61.5	214.2	145%	111.7	376.1
2055 Do Something – Medium Vision (Sensitivity Test)						
Stanley Road Southbound	54%	4.1	48.7	40%	2.9	44.7
Cheriton High Street Westbound	73%	10.3	29.0	82%	14.0	29.1
Risborough Lane	139%	135.9	584.9	154%	139.1	731.5
Cheriton High Street Eastbound	137%	69.9	235.0	161%	167.0	546.0

18.2.43. The junction operates within capacity (DoS less than 90%) in the 2025 Base Year. The modelling shows that the junction is expected to operate at/above capacity in both the AM and PM peaks under the 2055 Do Minimum scenario and 2055 Do Something High Vision scenario, with DoS exceeding 100%. Under sensitivity testing, the maximum DoS in the 2055 Do Something Medium Vision scenario is expected to be 161% on the Cheriton High Street eastbound arm during the PM peak hour. The junction operates at/above capacity in the Medium Vision (sensitivity test) scenario and queuing and delay increase as a result of the Proposed Development. This junction is therefore considered in more detail in the next section.

WSP ID 13 - B2064 CHERITON HIGH STREET / A2043 CHERRY GARDEN AVENUE

18.2.44. The B2064 Cheriton Road / A2034 Cherry Garden Avenue is a signalised junction located in Cheriton. The junction is presented below and has been assessed in the LinSig v3 model agreed with KCC and NH.

Figure 18-13 - B2064 Cheriton Road / A2034 Cherry Garden Avenue



WSP ID 13 - B2064 Cheriton High Street / A2043 Cherry Garden Avenue

18.2.45. The capacity assessments are summarised below.

Table 18-14 - B2064 Cheriton Road / A2034 Cherry Garden Avenue Capacity Assessment

Approach	AM Peak			PM Peak		
	DoS	MMQ (PCU)	Average Delay per PCU (seconds)	DoS	MMQ (PCU)	Average Delay per PCU (seconds)
2025 Base Year						
A2034 Cherry Garden Avenue	89%	17.3	77.6	91%	14.2	82.3
B2064 Cheriton Road Westbound	65%	9.1	59.9	73%	9.9	56.1
B2062 Beachborough Road	89%	19.6	77.1	75%	15.3	47
A2034 Cheriton Road Eastbound	69%	10.3	61.5	58%	7.8	50.2
2055 Do Minimum						
A2034 Cherry Garden Avenue	115%	59.6	338.2	110%	42.4	267
B2064 Cheriton Road Westbound	97%	14.9	71.8	88.0%	16.6	65.3
B2062 Beachborough Road	113%	56.2	291.7	108%	49.2	227
A2034 Cheriton Road Eastbound	110%	26.1	142.1	100%	11.6	54.5
2055 Do Something – High Vision						
A2034 Cherry Garden Avenue	132%	94	569.5	125%	70.2	470.7
B2064 Cheriton Road Westbound	108%	22.9	98.2	90%	2.2	63.7
B2062 Beachborough Road	136%	106.3	588	127%	93.5	470.9
A2034 Cheriton Road Eastbound	132%	50.7	242.7	129.%	33.5	178
2055 Do Something – Medium Vision (Sensitivity Test)						

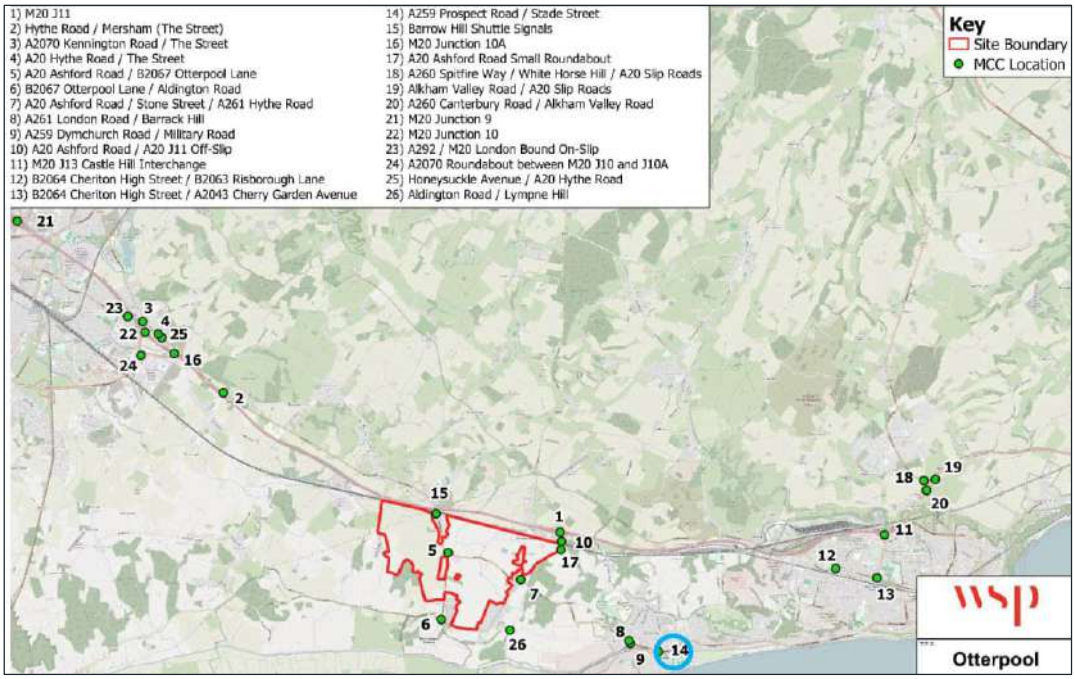
A2034 Cherry Garden Avenue	137%	102.8	628.5	132%	81.8	555.5
B2064 Cheriton Road Westbound	108%	23.1	96.7	88%	19.6	57.8
B2062 Beachborough Road	136%	108.9	599.0	132%	105.8	538.2
A2034 Cheriton Road Eastbound	133%	52.0	243.3	117%	27.2	130.9

18.2.46. The junction operates at/nearing capacity (DoS of or less than 100%) in the 2025 Base Year. The modelling shows that the junction is expected to operate at/above capacity in both the AM and PM peaks under the 2055 Do Minimum scenario and 2055 Do Something High Vision scenario, with DoS exceeding 100%. Under sensitivity testing, the maximum DoS in the 2055 Do Something Medium Vision scenario is expected to be 137% on the Cherry Garden Avenue arm during the PM peak hour. The junction operates at/above capacity in the Medium Vision (sensitivity test) and is therefore considered further in the next section.

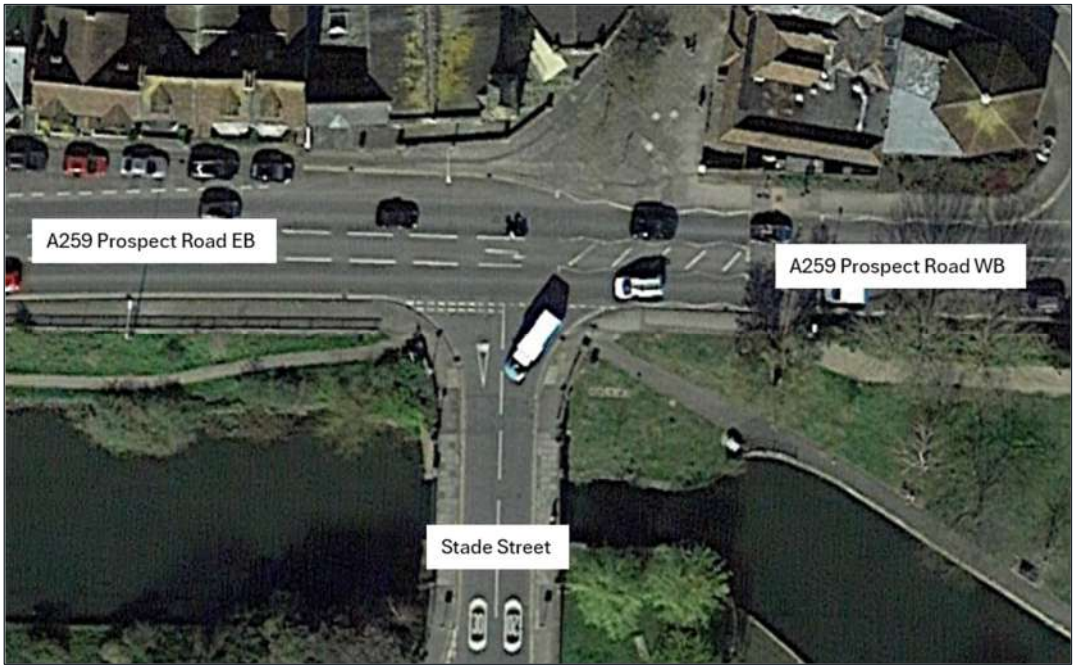
WSP ID 14 - A259 PROSPECT ROAD / STADE STREET

18.2.47. The A20 Ashford Road / Stone Street is a priority T-junction located in Hythe to the east of the A259 / Dymchurch Road / Military Road. The junction is presented below and has been assessed in the PICADY module of Junctions 11 using the model agreed with KCC and NH.

Figure 18-14 - A259 Prospect Road / Stade Street



WSP ID 14 - A259 Prospect Road / Stade Street



18.2.48. The capacity assessments are presented below.

Table 18-15 - A259 Prospect Road / Stade Street Capacity Assessment

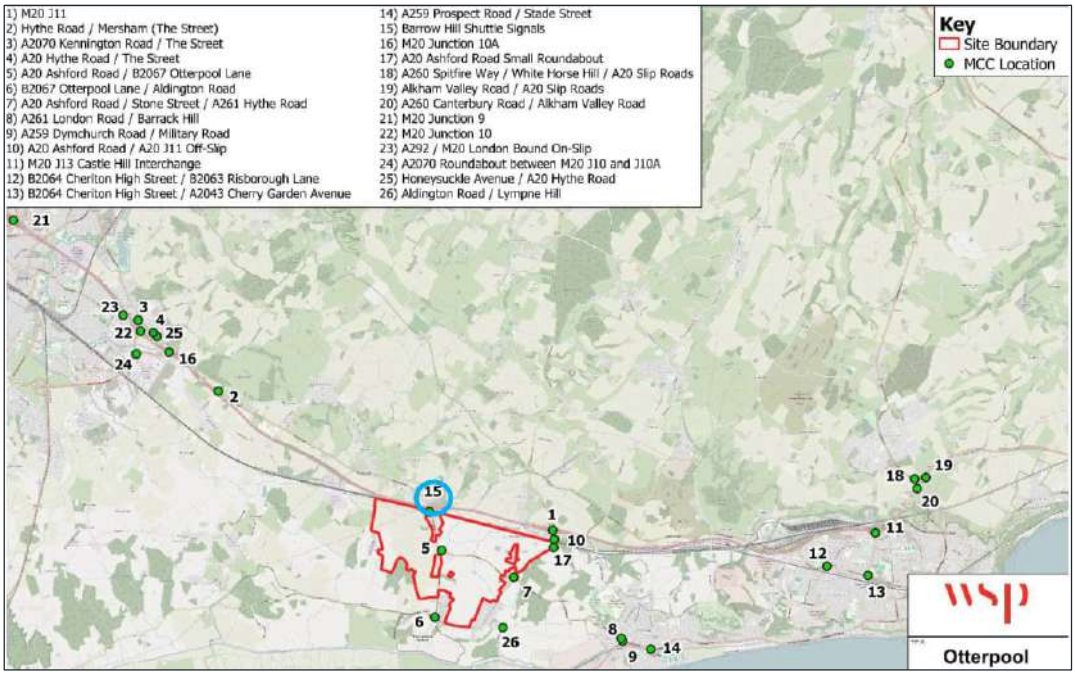
Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base Year						
Stade Street	0.76	2.9	39.9	0.74	2.6	39.1
A259 Prospect Road	0.5	1	14.22	0.52	1.1	15.5
2055 Do Minimum						
Stade Street	1.09	19.9	221.0	99999	168.1	2261.5
A259 Prospect Road	0.61	1.6	19.1	0.81	4.6	37.5
2055 Do Something – High Vision						
Stade Street	1.18	29.1	317.4	99999	193.2	2825
A259 Prospect Road	0.63	1.7	20.2	0.87	7.1	40.9
2055 Do Something – Medium Vision (Sensitivity Test)						
Stade Street	1.19	30.0	327.0	99999	196.7	2909.0
A259 Prospect Road	0.63	1.7	20.3	0.87	7.4	41.2

18.2.49. The PICADY assessment of this junction indicates that the junction operates within capacity (RfC less than 0.85) in the 2025 Base Year. However, Stade Street is expected to operate at/above capacity in both the 2055 Do Minimum and 2055 Do Something scenarios. With regards to the RFC of 99999, this means that the software is unable to calculate the RFC value due to demand which is unable to fully exit the Stade Street arm onto Prospect Road. The junction is therefore considered to operate at/above capacity in the Medium Vision (sensitivity test) with increased queuing and delay as a result of the Proposed Development. The junction is therefore considered further in the next section.

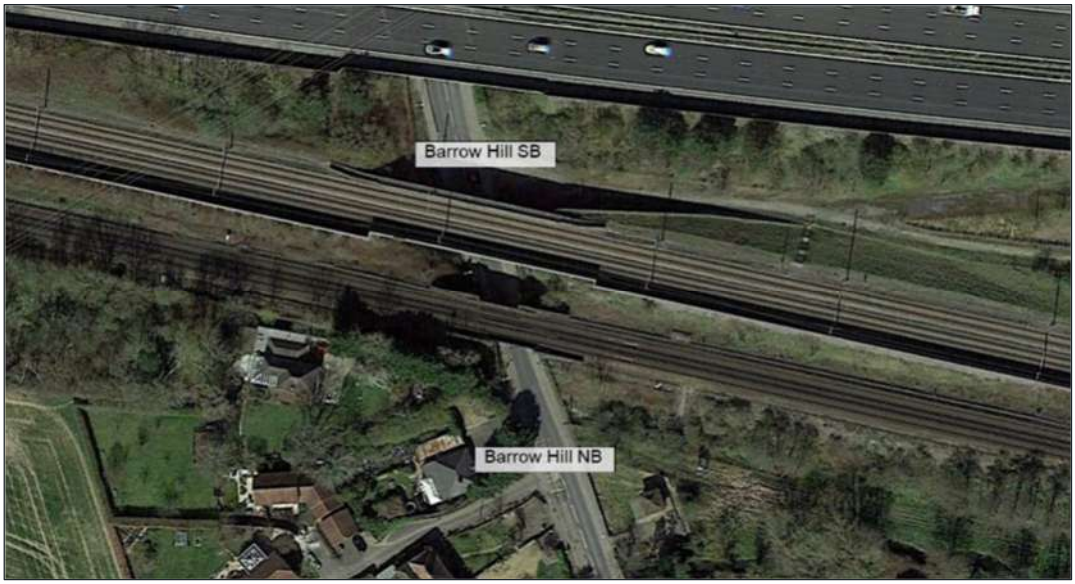
WSP ID 15 - BARROW HILL SHUTTLE SIGNALS

18.2.50. The Barrow Hill Shuttle signals are located at a constrained location where the A20 narrows to a single lane under a railway bridge. The junction is presented below and has been assessed in LinSig v3 model agreed with KCC and NH.

Figure 18-15 - Barrow Hill Shuttle Signals



WSP ID 15 - Barrow Hill Shuttle Signals



18.2.51. The capacity assessments are presented below.

Table 18-16 - Barrow Hill Shuttle Signals Capacity Assessment

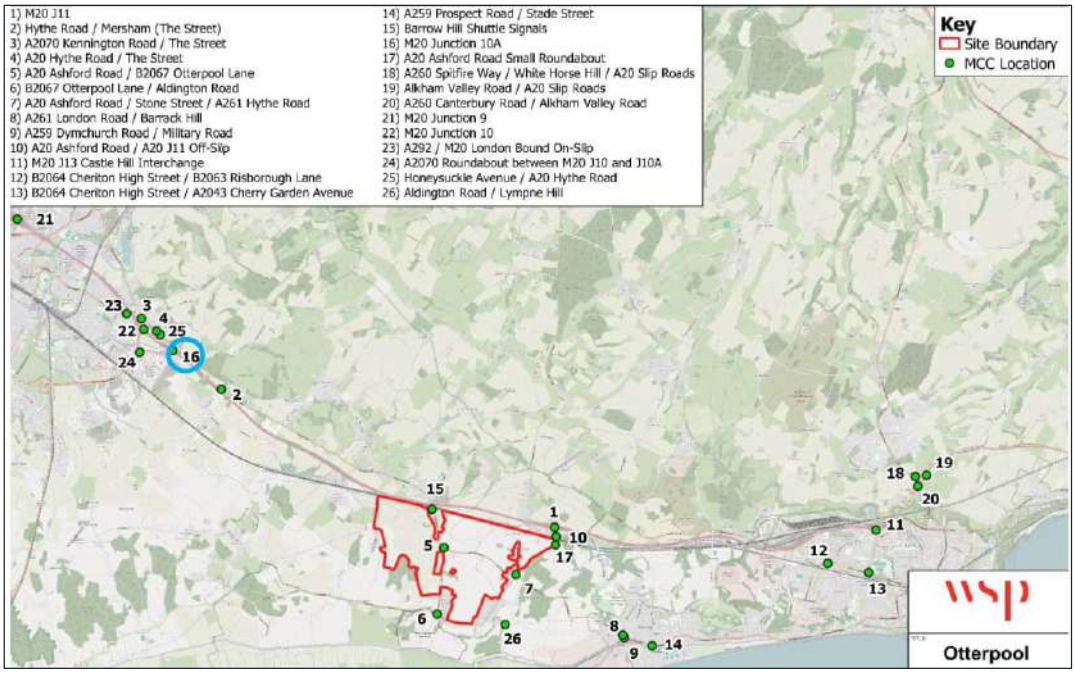
Approach	AM Peak			PM Peak		
	DoS	MMQ (PCU)	Average Delay per PCU (seconds)	DoS	MMQ (PCU)	Average Delay per PCU (seconds)
2025 Base Year						
Barrow Hill SB	36%	3.4	17.6	41%	3.9	18.5
Barrow Hill NB	45%	3.8	24.3	50%	4.2	24.5
2055 Do Minimum						
Barrow Hill SB	82%	9.7	35.2	73%	7.9	29.2
Barrow Hill NB	78%	9.5	30.1	74%	8.4	28.5
2055 Do Something – High Vision						
Barrow Hill SB	114%	64.9	274.1	127%	114.2	428.4
Barrow Hill NB	113%	55.2	259.3	130%	101	480.1
2055 Do Something – Medium Vision (Sensitivity Test)						
Barrow Hill SB	117%	74.1	310.3	132%	132.1	482.0
Barrow Hill NB	117%	68.2	316.0	134%	111.3	517.7

18.2.52. The LinSig assessment of this shuttle signal indicates that the junction operates within capacity (DoS less than 90%) in the 2025 Base Year and 2055 Do Minimum scenario. However, under the 2055 Do Something High Vision scenario, both arms of Barrow Hill operate at/above capacity (overall maximum DoS 130%). Under sensitivity testing, the maximum DoS in the 2055 Do Something Medium Vision scenario is expected to be 134% on the Barrow Hill northbound arm during the PM peak hour. he junction operates at/above capacity in the Medium Vision (sensitivity test) with increased queuing and delay as a result of the Proposed Development. The junction is therefore considered further in the next section.

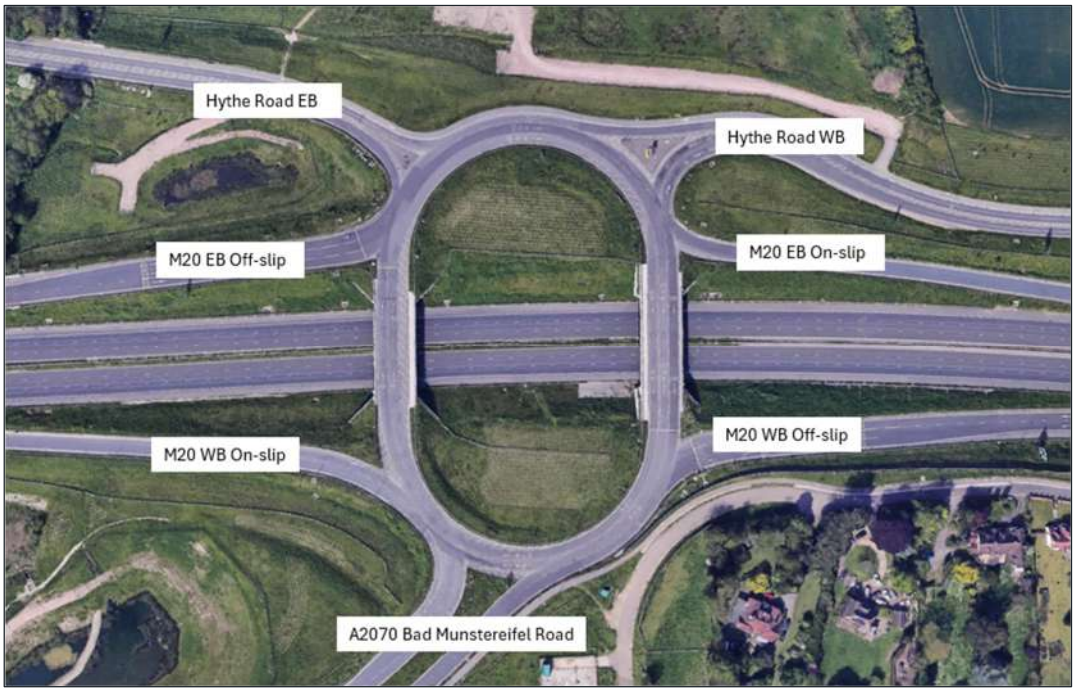
WSP ID 16 - M20 JUNCTION 10A

18.2.53. The M20 Junction 10a is a signalised junction, which works in tandem with M20 Junction 10 (Lacton Interchange) to provide access to the east of Ashford. The junction is presented below and has been assessed in the LinSig v3 model agreed with KCC and NH.

Figure 18-16 - M20 Junction 10A



WSP ID 16 - M20 Junction 10a



18.2.54. A mitigation scheme has been developed as part of the Sevington Inland Border Facility TA (approved January 2026). During scoping discussions, KCC and NH requested for the 2025 Base Year model to be updated to reflect this mitigation scheme accordingly which is expected to be fully implemented by the end of 2026. For the mitigation scheme, Hythe Road westbound becomes signalised, together with the circulatory on Hythe Road westbound. Also, there is an additional flare introduced on Hythe Road eastbound and the circulatory on Hythe Road westbound as part of the overall mitigation. The capacity assessments are presented below.

Table 18-17 - M20 Junction 10A Capacity Assessment

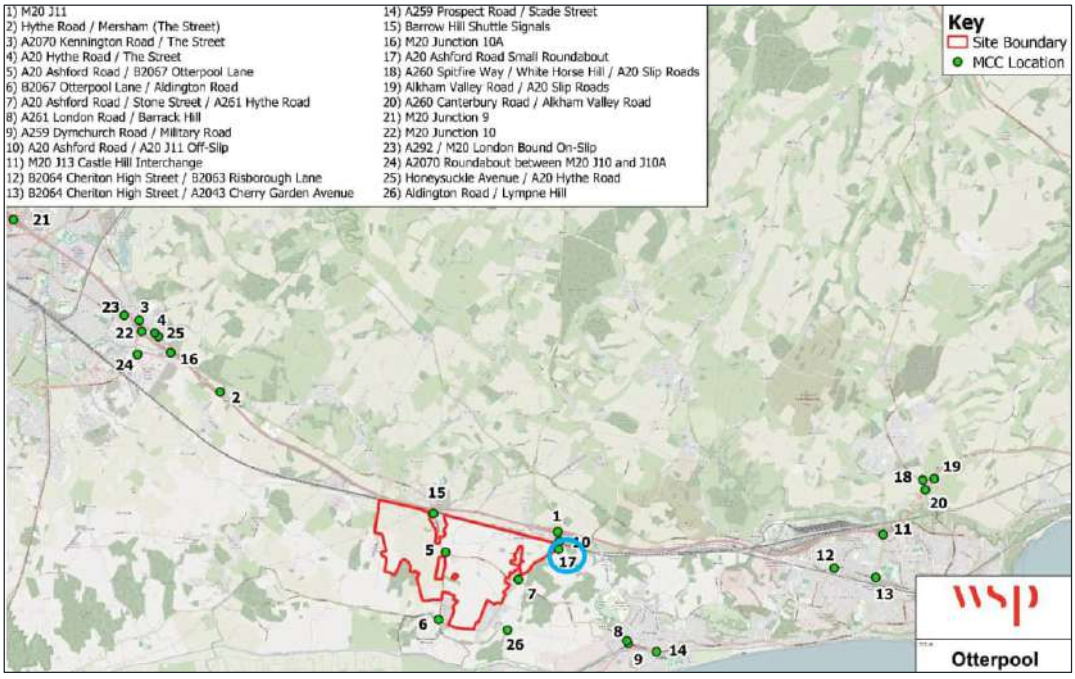
Approach	AM Peak			PM Peak		
	DoS	MMQ (PCU)	Average Delay per PCU (seconds)	DoS	MMQ (PCU)	Average Delay per PCU (seconds)
2025 Base Year						
M20 EB Off-Slip	63%	5.9	40	67%	7.4	42.2
Hythe Road EB	55%	1.2	4.2	69%	3.2	7.6
Hythe Road WB	58%	7.8	19.8	73%	8.8	40.3
M20 WB Off-Slip	42%	5.7	13.7	36%	3.9	8.7
A2070 Bad Munstereifel Rd	85%	10.8	17	98%	27.1	48.5
2055 Do Minimum						
M20 EB Off-Slip	72%	7.8	41.2	87%	10.9	63.6
Hythe Road EB	74%	3.8	7.7	84%	7	15.7
Hythe Road WB	90%	16	36.3	88%	13.2	49.9
M20 WB Off-Slip	55%	8.1	14.1	50%	6.9	12.5
A2070 Bad Munstereifel Rd	128%	158.7	451.2	157%	314.8	737.8
2055 Do Something – High Vision						
M20 EB Off-Slip	86%	7.9	12.1	95%	18.5	78.3
Hythe Road EB	87%	7.4	18.5	95%	18.6	39.7
Hythe Road WB	88%	18.4	27.1	89%	17	40.2
M20 WB Off-Slip	59%	7.9	12.1	49%	6.5	11.8
A2070 Bad Munstereifel Rd	138%	181	558.1	156%	289.3	721.7
2055 Do Something – Medium Vision (Sensitivity Test)						
M20 EB Off-Slip	90%	13.8	61.3	94%	17.7	69.9
Hythe Road EB	80%	6.8	11.8	92%	12.5	31.2
Hythe Road WB	90%	21.2	28.9	88%	16	38.8
M20 WB Off-Slip	60%	9.5	15.8	49%	6.5	11.3
A2070 Bad Munstereifel Rd	139%	193.4	568.8	156%	291	726.7

18.2.55. The 2025 Base Year model with the IBF improvements shows that the junction is currently operating at/nearing capacity (DoS of 100% of less) with a maximum DoS value of 98%. Whilst mitigation has been provided through the IBF proposals, the junction is still predicted to operate at/nearing capacity with future traffic growth. In the Do Minimum scenario, the A2070 Bad Munstereifel Road is predicted to be at/above capacity in the PM peak with a maximum DoS of 157%. In the 2055 Do Something High Vision scenario the predicted maximum DoS is 156% in the PM peak on the A2070 Bad Munstereifel Road. Under sensitivity testing, the maximum DoS in the 2055 Do Something Medium Vision scenario is expected to be 156%. The junction operates at/above capacity in the Medium Vision (sensitivity test) scenario and queuing and delay increase as a result of the Proposed Development. This junction is therefore considered in more detail in the next section.

WSP ID 17 - A20 ASHFORD ROAD SMALL ROUNDABOUT

18.2.56. The A20 Ashford Road small roundabout is located to the south of the M20 Junction 11. In the absence of any built development served from this junction the junction effectively operates as a two-arm roundabout as well as facilitating a U-Turn from A20 Ashford Road from Sandling to the north of the junction to access M20 Junction 11. The junction is presented below and has been assessed in the ARCADY module of Junctions 11 using the model agreed with KCC and NH.

Figure 18-17 - A20 Ashford Road small roundabout



WSP ID 17 - A20 Ashford Road Small Roundabout

18.2.57. The capacity assessments are presented below.

Table 18-18 - A20 Ashford Road Small Roundabout Capacity Assessment

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base Year						
A20 Ashford Road South	0.28	0.4	2	0.31	0.5	1.97
A20 Ashford Road North	0.31	0.4	1.72	0.29	0.4	1.68
2055 Do Minimum						
A20 Ashford Road South	0.49	0.9	2.82	0.51	1	2.79
A20 Ashford Road North	0.48	0.9	2.29	0.5	1	2.33
2055 Do Something – High Vision						
A20 Ashford Road South	0.77	3.2	5.99	0.77	3.3	5.87
A20 Ashford Road North	0.67	2	3.55	0.62	1.6	3.09
2055 Do Something – Medium Vision (Sensitivity Test)						
A20 Ashford Road South	0.80	3.8	6.8	0.81	4.2	7.1

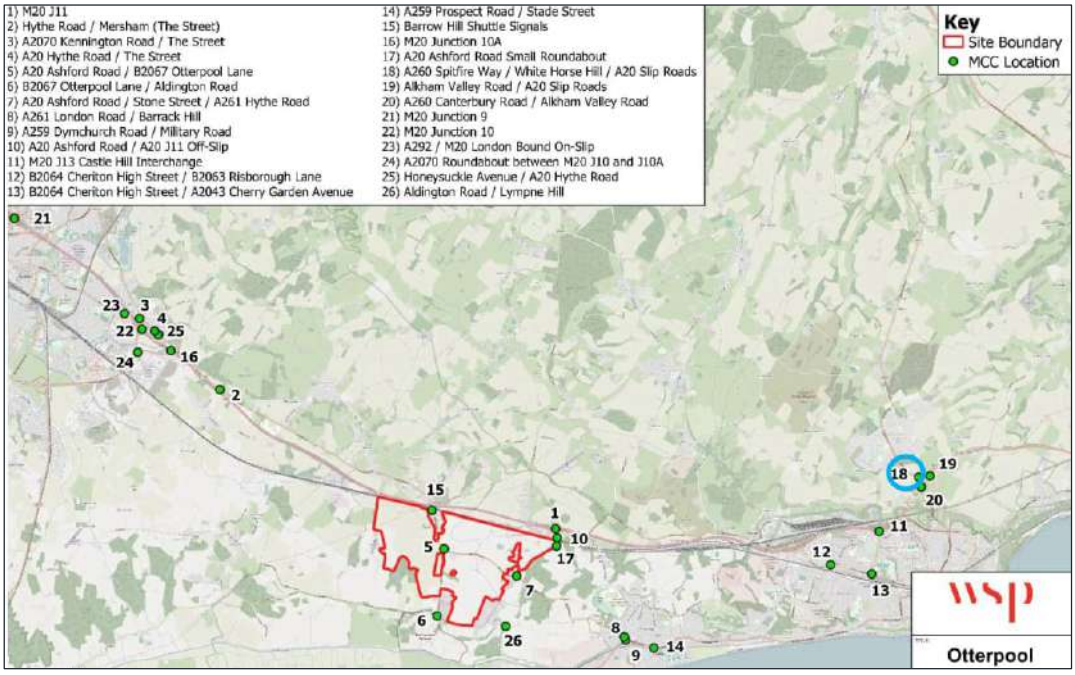
A20 Ashford Road North	0.70	2.3	3.9	0.65	1.8	3.3

18.2.58. The junction modelling results show that the A20 Ashford Road small roundabout operates within capacity (RfC less than 0.85) in the 2025 Base year scenario, 2055 Do Minimum, 2055 Do Something High Vision and 2055 Do Something Medium Vision scenarios. The junction reaches a maximum RFC of 0.77 on the southern arm in both the AM and PM peaks for the 2055 Do Something High Vision scenario. Under sensitivity testing, the maximum RFC value in the 2055 Do Something Medium Vision scenario is expected to be 0.81 on the southern arm in the AM peak hour. The junction operates within capacity in all scenarios tested and is therefore not considered further.

WSP ID 18 - A260 SPITFIRE WAY / WHITE HORSE HILL / A20 SLIP ROADS

18.2.59. The A260 Spitfire Way junction is a four-arm roundabout connecting to Alkham Valley Road roundabout and A260 Canterbury Road / Alkham Valley Road priority T-junction. The junction is presented below and has been assessed in the ARCADY module of Junctions 11 using the model agreed with KCC and NH.

Figure 18-18 - A260 Spitfire Way / White Horse Hill / A20 Slip Roads



WSP ID 18 - A260 Spitfire Way / White Horse Hill / A20 Slip Roads

18.2.60. The capacity assessments are presented below.

Table 18-19 - A260 Spitfire Way / White Horse Hill / A20 Slip Roads Capacity Assessment

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base Year						
White Horse Hill	0.84	4.6	42.6	0.5	1	10
A20 Off-Slip	0.89	6.5	42.3	0.88	7	24.85
A260 Canterbury Road	0.55	1.2	6.3	0.68	2.1	10.39
A260 Spitfire Way	0.85	5.2	17.7	0.67	2	8.79
2055 Do Minimum						
White Horse Hill	1.34	71.1	565.34	0.73	2.5	23.06
A20 Off-Slip	1.18	58.8	348.54	1.22	116.7	309.36
A260 Canterbury Road	0.69	2.2	9.38	0.85	5.1	21.2

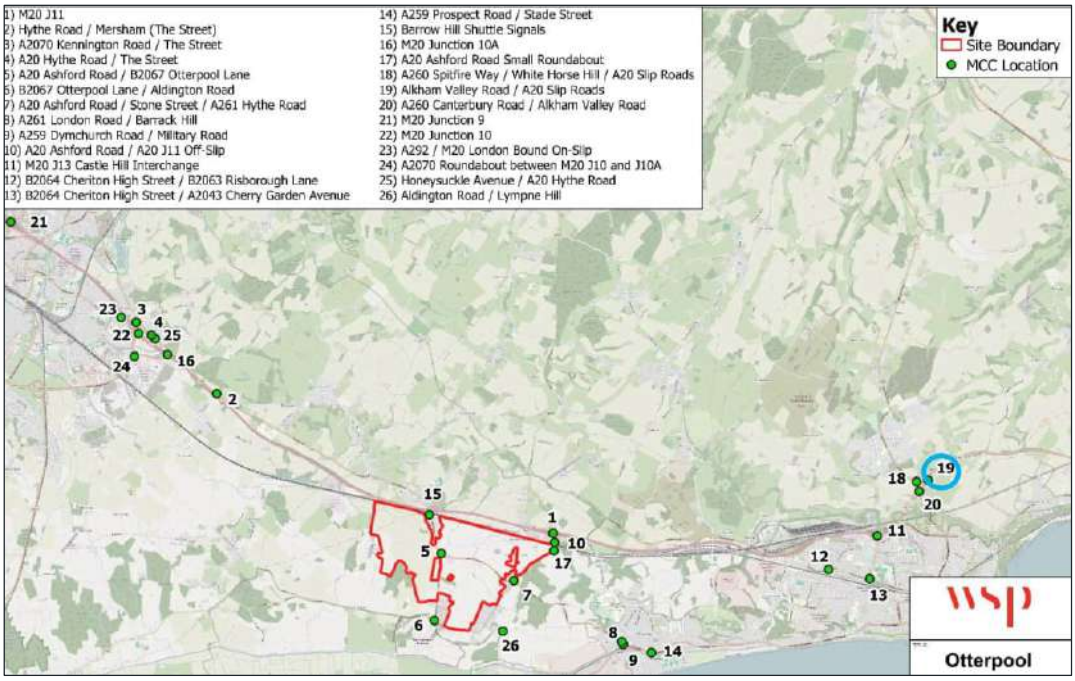
A260 Spitfire Way	1.05	47.7	151.5	0.84	4.8	18.07
2055 Do Something – High Vision						
White Horse Hill	1.46	111.4	813	0.84	4.1	34.25
A20 Off-Slip	1.28	103	586	1.33	171.3	499.75
A260 Canterbury Road	0.7	2.2	9.6	0.84	4.9	20.24
A260 Spitfire Way	1.08	60.6	151.4	0.85	5.4	20.27
2055 Do Something – Medium Vision (Sensitivity Test)						
White Horse Hill	1.47	115.8	971.92	0.86	4.2	34.87
A20 Off-Slip	1.29	109.3	615.99	1.35	177.2	521.52
A260 Canterbury Road	0.70	2.3	9.6	0.84	4.9	20.24
A260 Spitfire Way	1.08	62.1	154.92	0.86	5.5	20.63

18.2.61. The junction modelling results indicate that the A260 Spitfire Way junction operates at/nearing capacity (RfC less than 1 but above 0.85) in the 2025 base year. By the 2055 Do Minimum scenario the junction operates at/above capacity with a maximum RFC value of 1.34 and this worsens in the 2055 Do Something scenarios (a maximum RFC value of 1.46 under High Vision and 1.47 under Medium Vision). The junction operates at/above capacity in the Medium Vision (sensitivity test) scenario and queuing and delay increase as a result of the Proposed Development. This junction is therefore considered in more detail in the next section.

WSP ID 19 - ALKHAM VALLEY ROAD / A20 SLIP ROADS

18.2.62. Alkham Valley Road / A20 Slip Roads is a four-arm roundabout connecting to A260 Spitfire Way roundabout and A260 Canterbury Road / Alkham Valley Road priority T-junction. The junction is presented below and has been assessed in the ARCADY module of Junctions 11 using the model agreed with KCC and NH.

Figure 18-19 - Alkham Valley Road / A20 Slip Roads



WSP ID 19 - Alkham Valley Road / A20 Slip Roads

18.2.63. The capacity assessments are presented below.

Table 18-20 - Alkham Valley Road / A20 Slip Roads Capacity Assessment

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base Year						
A20 SB Off-Slip	0.05	0	1.9	0.06	0.1	1.9
Alkham Valley Road WB	0.36	0.6	3.0	0.25	0.3	2.6
Alkham Valley Road NB	0.77	3.3	11	0.63	1.7	6.1
2055 Do Minimum						
A20 SB Off-Slip	0.05	0.1	1.9	0.07	0.1	2.0
Alkham Valley Road WB	0.41	0.7	3.4	0.29	0.4	2.8
Alkham Valley Road NB	0.97	16.3	46.1	0.76	3	9.5
2055 Do Something – High Vision						
A20 SB Off-Slip	0.05	0.1	1.92	0.07	0.1	1.97
Alkham Valley Road WB	0.41	0.7	3.35	0.29	0.4	2.76
Alkham Valley Road NB	1.0	32.3	79.84	0.79	3.7	11.12
2055 Do Something – Medium Vision (Sensitivity Test)						
A20 SB Off-Slip	0.05	0.1	1.9	0.07	0.1	2.0
Alkham Valley Road WB	0.41	0.7	3.4	0.29	0.4	2.8
Alkham Valley Road NB	1.0	34.7	84.5	0.80	3.8	11.4

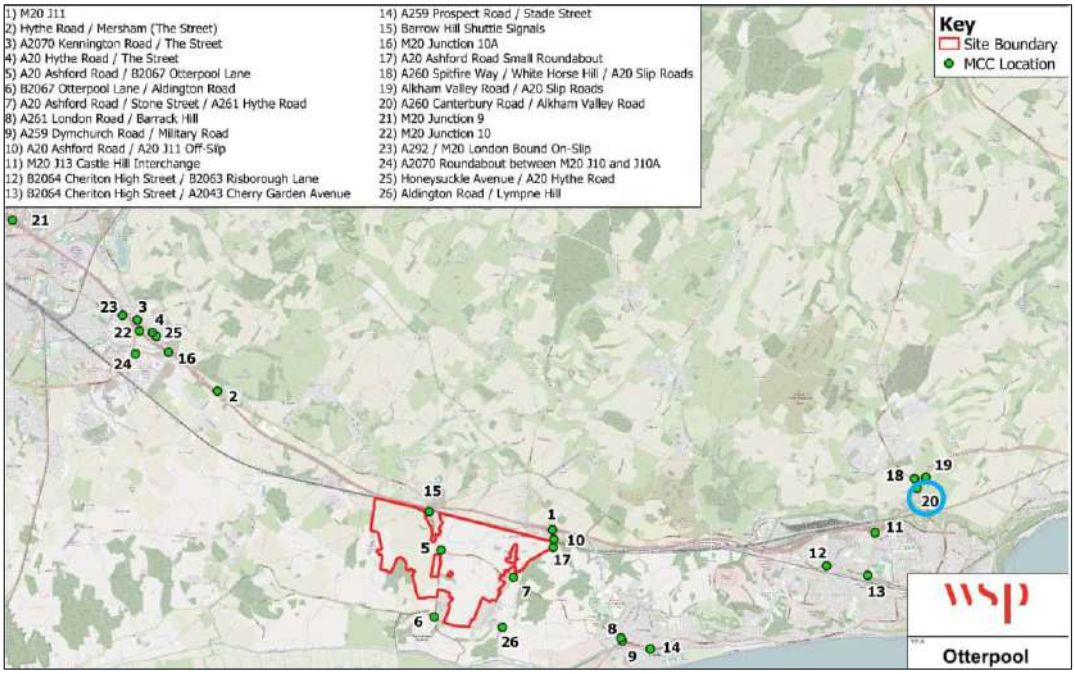
18.2.64. The junction modelling results indicate that the Alkham Valley Road / A20 Slip Roads junction operates within capacity (RfC less than 0.85) in the 2025 Base Year. By the 2055 Do Minimum scenario the junction operates at/nearing capacity with a maximum RFC value of 0.97. In the 2055 Do Something High Vision scenario the maximum RFC value marginally increases to approximately 1.0. Similarly, under sensitivity testing, a maximum RFC value of approximately 1.0 is expected. Queuing and delay increase as a result of the Proposed Development and therefore this junction is considered in more detail in the next section.

WSP ID 20 - A260 CANTERBURY ROAD / ALKHAM VALLEY ROAD

18.2.65. The A260 Canterbury Road / Alkham Valley Road is a priority T-junction connecting to A260 Spitfire Way / White Horse Hill / A20 Slip Roads roundabout and Alkham Valley Road / A20 Slip Roads

roundabout. The junction is presented below and has been assessed in the PICADY module of Junctions 11 using the model agreed with KCC and NH.

Figure 18-20 - A260 Canterbury Road / Alkham Valley Road



WSP ID 20 - A260 Canterbury Road / Alkham Valley Road

18.2.66. The capacity assessments are presented below.

Table 18-21 - A260 Canterbury Road / Alkham Valley Road Capacity Assessment

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base Year						
Alkham Valley Road Right-Turn	0.39	0.6	12.9	0.39	0.6	12.6
A260 Canterbury Road NB Right-Turn	0.35	0.5	35.0	0.41	0.7	31.8
Alkham Valley Road Left-Turn	0.41	0.7	18.7	0.37	0.6	15.2
2055 Do Minimum						
Alkham Valley Road Left-Turn	0.66	1.8	33.5	0.69	2.1	37.0
Alkham Valley Road Right-Turn	0.71	2.3	134.4	0.76	2.9	120.6
A260 Canterbury Road NB Right-Turn	0.62	1.6	37.6	0.52	1.1	24.5
2055 Do Something – High Vision						
Alkham Valley Road Left-Turn	0.79	3.3	62.9	0.79	3.3	60.2
Alkham Valley Road Right-Turn	0.78	3	182.8	0.8	3.5	151.1
A260 Canterbury Road NB Right-Turn	0.67	2	46.6	0.54	1.2	27.3
2055 Do Something – Medium Vision (Sensitivity Test)						
Alkham Valley Road Left-Turn	0.82	3.8	71.8	0.81	3.7	67.0
Alkham Valley Road Right-Turn	0.79	3.2	191.1	0.81	3.7	156.9
A260 Canterbury Road NB Right-Turn	0.67	2.0	47.9	0.55	1.2	27.7

18.2.67. The junction modelling results indicate that the A260 Canterbury Road / Alkham Valley Road junction operates within capacity (RfC less than 0.85) in the 2025 Base Year, 2055 Do Minimum, 2055 Do Something High Vision, 2055 Do Something High Vision scenarios. For the 2055 Do

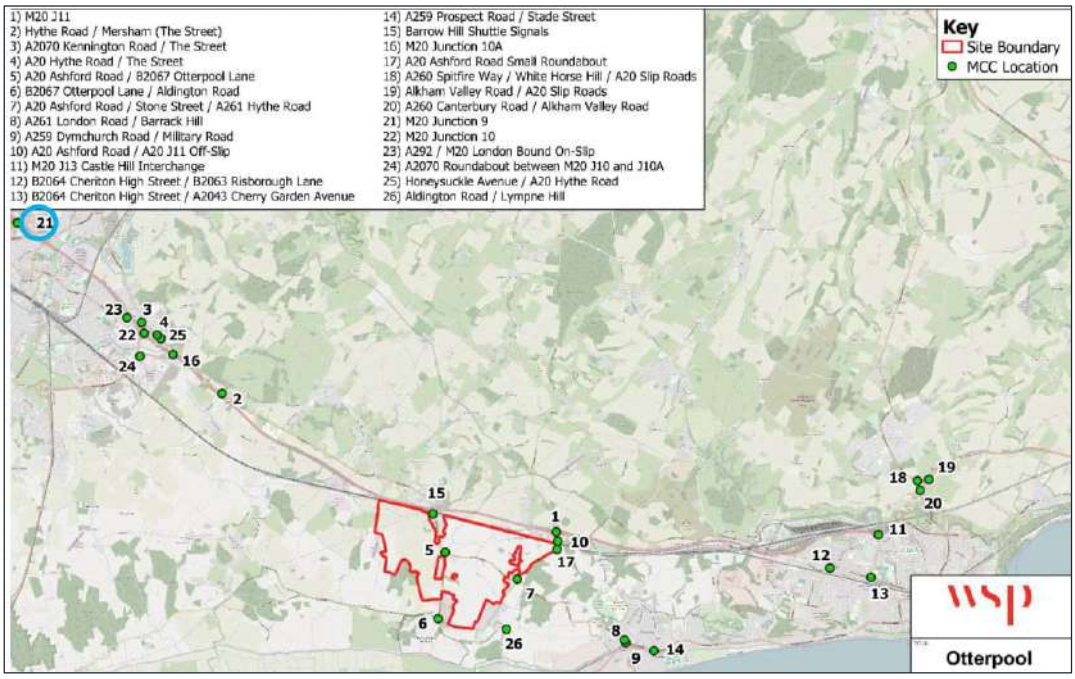
Something High Vision scenario a maximum RFC value of 0.79 is predicted on Alkham Valley Road left-turn in both AM and PM peak hours. Under sensitivity testing, the maximum RFC value in the 2055 Do Something Medium Vision scenario is expected to be 0.82 on the on Alkham Valley Road left-turn in the PM peak hour. The junction operates within capacity in all scenarios tested.

18.2.68. During scoping discussions with KCC and NH it was requested that junction ID's 18,19 and 20 are considered as a combined set of junctions and therefore this junction is considered in more detail in the next section.

WSP ID 21 - M20 JUNCTION 9

18.2.69. The M20 Junction 9 is a signalised motorway junction to the north of Ashford. The junction has been modelled in the LinSig v3 model agreed with KCC and NH.

Figure 18-21 - M20 Junction 9



WSP ID 21 - M20 Junction 9

18.2.70. The junction capacity results are shown below.

Table 18-22 - M20 Junction 9 Capacity Assessment

Approach	AM Peak			PM Peak		
	DoS	MMQ (PCU)	Average Delay per PCU (seconds)	DoS	MMQ (PCU)	Average Delay per PCU (seconds)
2025 Base Year						
A251 Trinity Road	68%	5.4	22.2	65%	6.5	21.9
M20 Slip Road Westbound	65%	6.8	17.7	87%	9.7	36.1
Fougeres Way	59%	5.1	19.4	68%	7.4	24.5
M20 Slip Road Eastbound	57%	4.1	19.9	69%	6.5	28.2
2055 Do Minimum						
A251 Trinity Road	87.5%	10.8	40.1	100%	26.0	83.7
M20 Slip Road Westbound	85.5%	11.1	26.8	100%	24.4	884.8
Fougeres Way	91.3%	14.1	23.6	68.6%	9.2	13.6
M20 Slip Road Eastbound	84.3%	8.7	30.0	90.1%	13.8	30.5

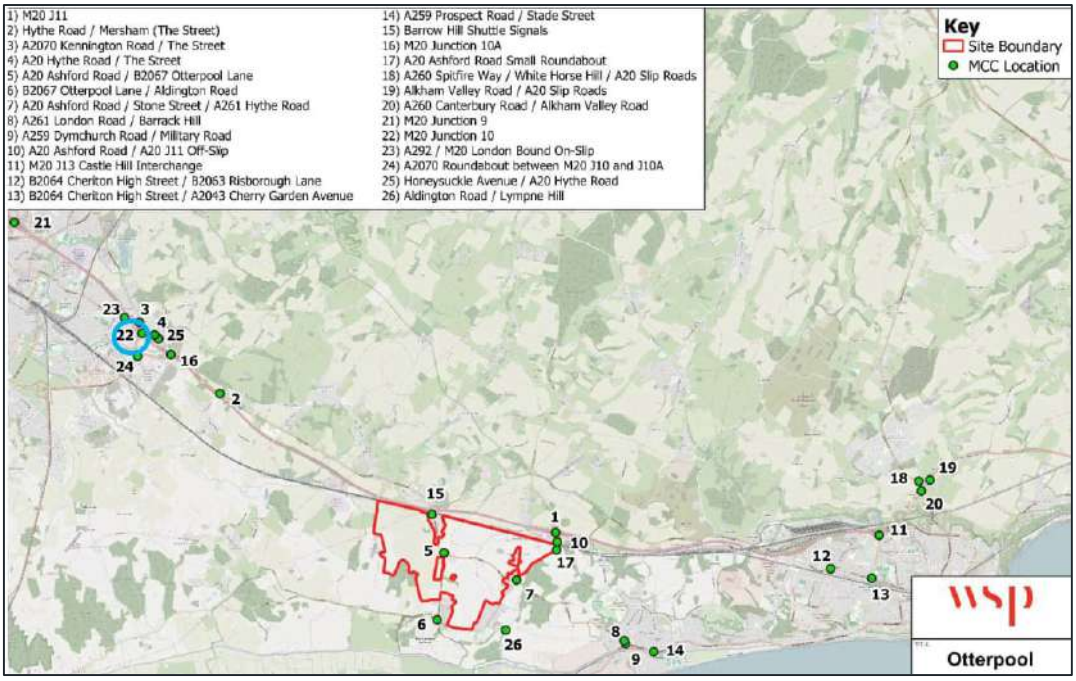
2055 Do Something – High Vision						
A251 Trinity Road	88%	11.2	40.4	106%	43.3	166.5
M20 Slip Road Westbound	90%	12.9	30	100%	24.4	81.5
Fougeres Way	90%	12.8	24.1	70%	9.7	14.6
M20 Slip Road Eastbound	89%	9.8	34.7	90%	13.2	29
2055 Do Something – Medium Vision (Sensitivity Test)						
A251 Trinity Road	88%	11.3	40.7	107%	44.2	170.4
M20 Slip Road Westbound	88%	12.2	28.3	99%	24.0	74.3
Fougeres Way	95%	15.9	29.5	70%	9.7	14.6
M20 Slip Road Eastbound	89%	9.8	34.7	90%	13.6	30.0

18.2.71. The LinSig assessment of this junction indicates that the junction operates within capacity (DoS less than 90%) in 2025 Base Year. The junction is forecast to operate at/nearing capacity in 2055 Do Minimum with both the A251 Trinity Road and M20 Slip Road westbound reaching 100% maximum DoS in the PM peak. The 2055 Do Something High Vision scenario shows Trinity Road at/above capacity, with a maximum DoS of 106% in the PM peak. Under sensitivity testing, the maximum DoS in the 2055 Do Something Medium Vision scenario is expected to be 107%. The junction operates at/above capacity in the Medium Vision (sensitivity test) scenario and queuing and delay increase as a result of the Proposed Development. This junction is therefore considered in more detail in the next section.

WSP ID 22 - M20 JUNCTION 10

18.2.72. The M20 Junction 10 is a signalised junction, forming part of the Lacton Interchange, providing access to the east of Ashford. To the east of this junction is the new partially signalised M20 Junction 10a. The M20 Junction 10 underwent changes in late 2019 with the removal of the M20 eastbound on-slip and westbound off-slip. This was a result of the newly constructed M20 Junction 10a to the east of Junction 10, which has on-slip and off-slip roads on both the eastbound and westbound side of the junction. This junction has been assessed in the LinSig model agreed with KCC and NH.

Figure 18-22 - M20 Junction 10



WSP ID 22 - M20 Junction 10

18.2.73. The capacity assessment results are presented below.

Table 18-23 - M20 Junction 10 Capacity Assessment

Approach	AM Peak			PM Peak		
	DoS	MMQ (PCU)	Average Delay per PCU (seconds)	DoS	MMQ (PCU)	Average Delay per PCU (seconds)
2025 Base Year						
Kennington Road	82%	9	46	83%	7	34.1
Hythe Road Southbound	56%	5	35.7	42%	3.5	20
Hythe Road Eastbound	48%	4.5	30.9	63%	4.7	29.8
A2070 Bad Munstereifel Road	52%	6.7	12.5	47%	5.2	11.4
M20 Eastbound Off-Slip	63%	7.5	33.6	32%	3.2	9.6
2055 Do Minimum						
Kennington Road	73.8%	10.7	22.7	74.60%	8.8	23.6
Hythe Road Southbound	75.3%	7.9	41.3	80.40%	8.9	41.6
Hythe Road Eastbound	73.1%	8.5	36	69.60%	5.2	32.4
A2070 Bad Munstereifel Road	68.0%	10.3	20	87.70%	13.8	24.2
M20 Eastbound Off-Slip	71.5%	10.4	24.8	76.90%	10.4	22.6
2055 Do Something – High Vision						
Kennington Road	82.0%	13.4	25.4	79.2%	9.8	25.5
Hythe Road Southbound	81.1%	9.1	44.2	81.6%	9.6	41
Hythe Road Eastbound	70.4%	7.5	38.4	72.5%	5.6	33.8
A2070 Bad Munstereifel Road	87%	16.7	23.2	87%	13.8	24.2
M20 Eastbound Off-Slip	72%	10.7	25.2	80.0%	11.2	24.8

2055 Do Something – Medium Vision (Sensitivity Test)						
Kennington Road	81%	12.8	24.9	80%	25.8	5.7
Hythe Road Southbound	80%	8.8	43.1	83%	41.5	7.1
Hythe Road Eastbound	69%	7.2	37.5	72%	33.6	3.9
A2070 Bad Munstereifel Road	87%	16.3	22.9	87%	24.2	9.1
M20 Eastbound Off-Slip	72%	10.5	26.0	80%	27.9	6.2

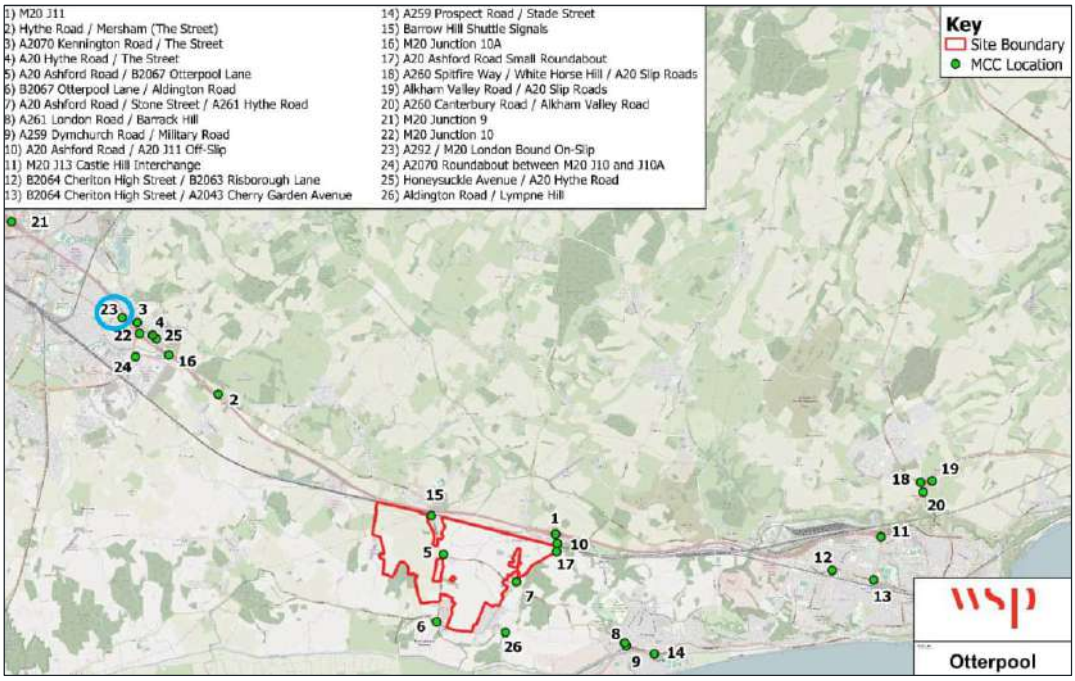
18.2.74. The LinSig assessment of this junction indicates that the junction operates within capacity (DoS less than 90%) in 2025 Base Year. The junction is forecast to operate within capacity in the 2055 Do Minimum and 2055 Do Something High Vision scenarios. Under sensitivity testing, the maximum DoS in the 2055 Do Something Medium Vision scenario is expected to be 87%. The junction operates within capacity (DoS less than 90%) in all scenarios and is therefore not considered further.

18.2.75. It is noted that the DoS decreases between the 2025 Base and 2055 Do Minimum Scenarios and Do Something Scenarios. This is reflective of additional vehicles being held back at the A292 Hythe Road / M20 on slip junction (WSP ID 23); in particular in the Medium Vision scenario.

WSP ID 23 - A292 / M20 LONDON BOUND ON-SLIP

18.2.76. The A292 Hythe Road / M20 westbound on-slip junction is located to the west of the M20 Junction 10. The junction is presented below and has been assessed in the LinSig v3 model agreed with KCC and NH.

Figure 18-23 - A292 Hythe Road / M20 Westbound



WSP ID 23 - A292 / M20 London Bound On-Slip

18.2.77. The capacity assessment results are presented below.

Table 18-24 - A292 Hythe Road / M20 Westbound Capacity Assessment

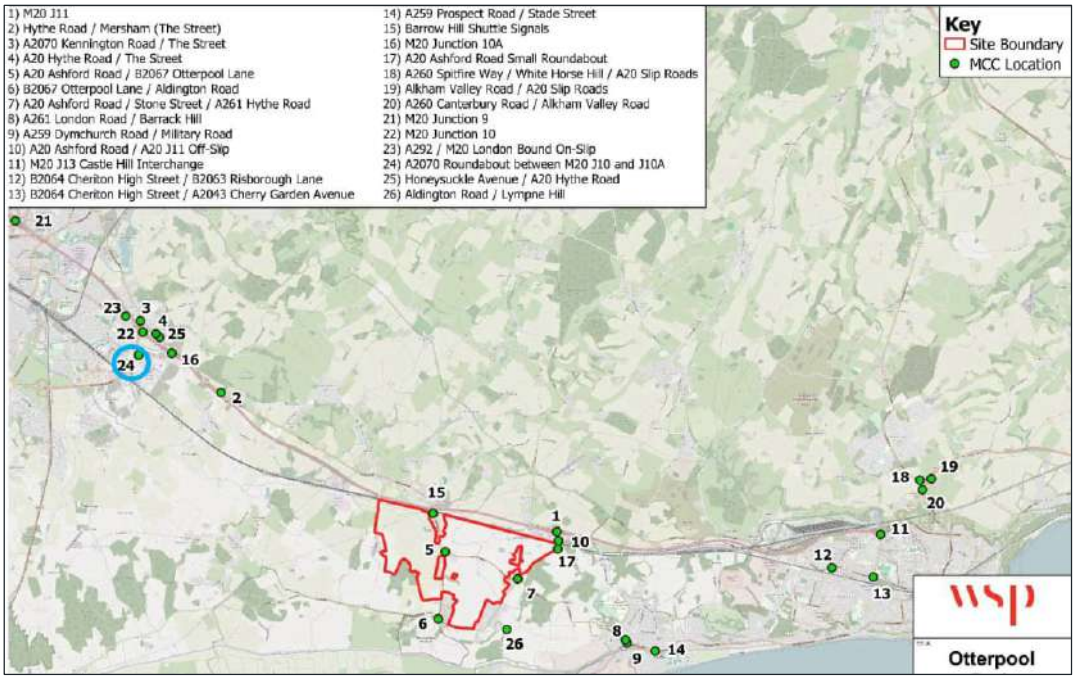
Approach	AM Peak			PM Peak		
	DoS	MMQ (PCU)	Average Delay per PCU (seconds)	DoS	MMQ (PCU)	Average Delay per PCU (seconds)
2025 Base Year						
A292 Hythe Road	66%	3.8	20.3	54%	2.5	19
M20 Westbound On-Slip	92%	15.9	38.1	91%	14.6	31.3
2055 Do Minimum						
A292 Hythe Road	102%	35.2	120.9	128%	93.6	471.3
M20 Westbound On-Slip	102%	50.3	105.4	105%	74.5	126.7
2055 Do Something – High Vision						
A292 Hythe Road	126%	109.1	443.9	134%	110.9	536.6
M20 Westbound On-Slip	123%	181.8	399.8	105%	74	125.7
2055 Do Something – Medium Vision (Sensitivity Test)						
A292 Hythe Road	126%	109.9	445.0	134%	542.5	109.9
M20 Westbound On-Slip	124%	181.8	398.8	105%	125.7	48.5

18.2.78. The LinSig assessments of this junction indicate that the junction operates at/nearing capacity (DoS less than 100% but more than 90%) in the 2025 Base. By the 2055 Do Something High Vision scenario performance has worsened. Under sensitivity testing, the maximum DoS in the 2055 Do Something Medium Vision scenario is expected to be 135%. The junction operates at/above capacity in the Medium Vision (sensitivity test) scenario and queuing and delay increase as a result of the Proposed Development. This junction is therefore considered in more detail in the next section.

WSP ID 24 - A2070 ROUNDABOUT BETWEEN M20 J10 AND J10A

18.2.79. The A2070 Roundabout (new roundabout junction due to M20 Junction 10a scheme) is a three-arm roundabout, located near Ashford south of M20 Junctions 10 and 10a; connected to M20 Junction 10 by the A2070 southbound arm and connected to M20 Junction 10a by the A2070 westbound arm. The junction is presented below and has been assessed using the ARCADY module in Junctions 11 using the model agreed with KCC and NH.

Figure 18-24 - A2070 Roundabout Between M20 J10 And J10a



WSP ID 24 - A2070 Roundabout Between M20 J10 And J10a

18.2.80. The capacity assessment results are presented below.

Table 18-25 - A2070 Roundabout Between M20 J10 and J10a Capacity Assessment

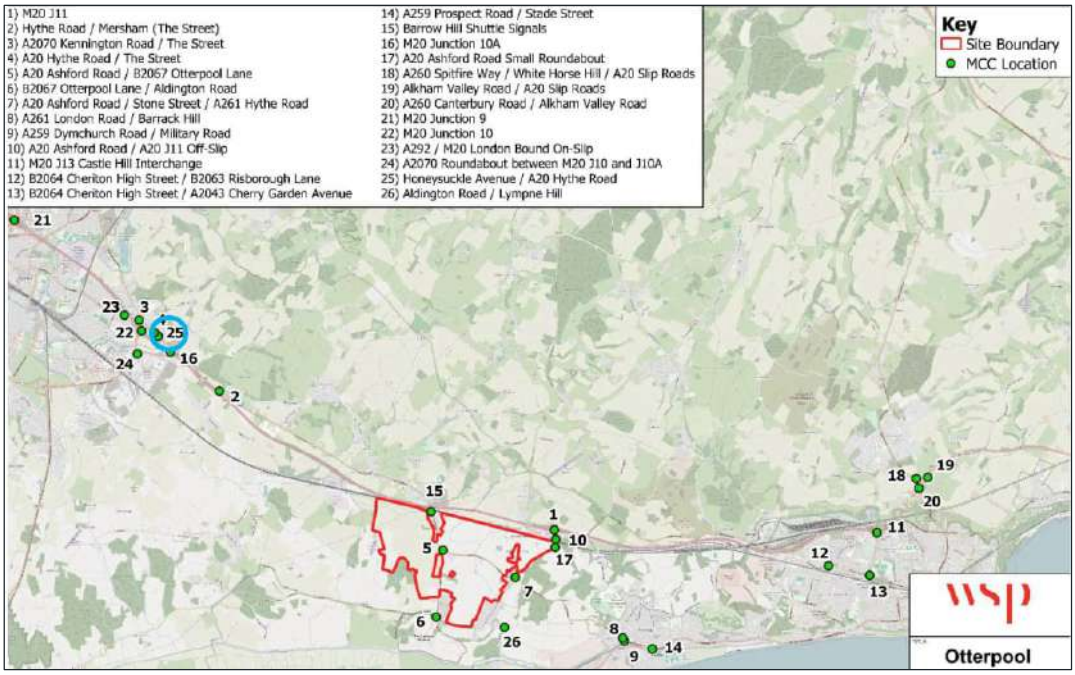
Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base Year						
A2070 SB	0.76	3.2	10.6	0.89	7.8	24.5
A2070 WB	0.17	0.2	2.9	0.1	0.1	2.7
A2070 NB	0.5	1	3.9	0.56	1.3	4.2
2055 Do Minimum						
A2070 SB	1.84	598.6	1610.25	1.86	692.4	1788.74
A2070 WB	0.19	0.3	3.04	0.12	0.1	2.81
A2070 NB	0.9	8.3	18.43	0.78	3.6	8.52
2055 Do Something – High Vision						
A2070 SB	1.58	462.7	1143.87	2.06	860	2273.84
A2070 WB	0.21	0.3	3.19	0.11	0.1	2.7
A2070 NB	0.72	2.7	7.14	0.85	5.4	11.84
2055 Do Something – Medium Vision (Sensitivity Test)						
A2070 SB	1.59	470.1	1163.78	2.09	882.7	2342.34
A2070 WB	0.21	0.3	3.18	0.11	0.1	2.69
A2070 NB	0.73	2.8	7.27	0.85	5.7	12.48

18.2.81. The junction modelling results indicate that the A2070 Roundabout operates within capacity (RfC less than 0.85) in the 2025 Base Year with a maximum RFC value of 0.89. It is predicted that this junction will operate at/above capacity in the 2055 Do Minimum scenario; a maximum RFC value of 1.86. With the addition of the Proposed Development, the junction is expected to operate at/above capacity in the 2055 Do Something High Vision scenario with a maximum RFC value of 2.06. Under sensitivity testing, the maximum RFC value in the 2055 Do Something Medium Vision scenario is expected to be 2.09. The junction operates at/above capacity in the Medium Vision (sensitivity test) scenario and queuing and delay increase as a result of the Proposed Development. This junction is therefore considered in more detail in the next section.

WSP ID 25 - HONEYSUCKLE AVENUE / A20 HYTHE ROAD

18.2.82. The Honeysuckle Avenue / A20 Hythe Road junction is signalised with Spire Court. The junction is presented below and has been assessed using the LinSig v3 model agreed with KCC and NH.

Figure 18-25 - Honeysuckle Avenue / A20 Hythe Road



WSP ID 25 - Honeysuckle Avenue / A20 Hythe Road

18.2.83. The capacity assessment results are presented below.

Table 18-26 - Honeysuckle Avenue / A20 Hythe Road Capacity Assessment

Approach	AM Peak			PM Peak		
	DoS	MMQ (PCU)	Average Delay per PCU (seconds)	DoS	MMQ (PCU)	Average Delay per PCU (seconds)
2025 Base Year						
Honeysuckle Avenue	42%	2.2	24.5	37%	2.1	21.8
A20 Hythe Road WB	56%	2.7	17.1	36%	2.1	10.9
Spire Court	0.0%	0	0	0.0%	0	0
A20 Hythe Road EB	70%	6.6	26.3	64%	6.2	20.9
2055 Do Minimum						
Honeysuckle Avenue	81%	6	63.1	68%	5	49
A20 Hythe Road WB	76%	7.2	29.6	62%	6.5	22.6
Spire Court	5%	0.2	49.8	1%	0.1	50.9
A20 Hythe Road EB	80%	14.2	38	66%	11.3	28.2
2055 Do Something – High Vision						
Honeysuckle Avenue	81%	6	63.1	68%	5	49
A20 Hythe Road WB	76%	8.9	27.9	62%	7.5	20.3
Spire Court	5%	0.2	49.8	1%	0.1	50.9
A20 Hythe Road EB	78%	14.2	37.9	66%	11.3	28.2
2055 Do Something – Medium Vision (Sensitivity Test)						
Honeysuckle Avenue	81%	6.0	63.1	68%	5.0	49.0
A20 Hythe Road WB	76%	9.2	27.8	62%	7.7	20.2
Spire Court	5%	0.2	49.8	1%	0.1	50.9
A20 Hythe Road EB	80%	14.3	38.1	66%	11.3	28.2

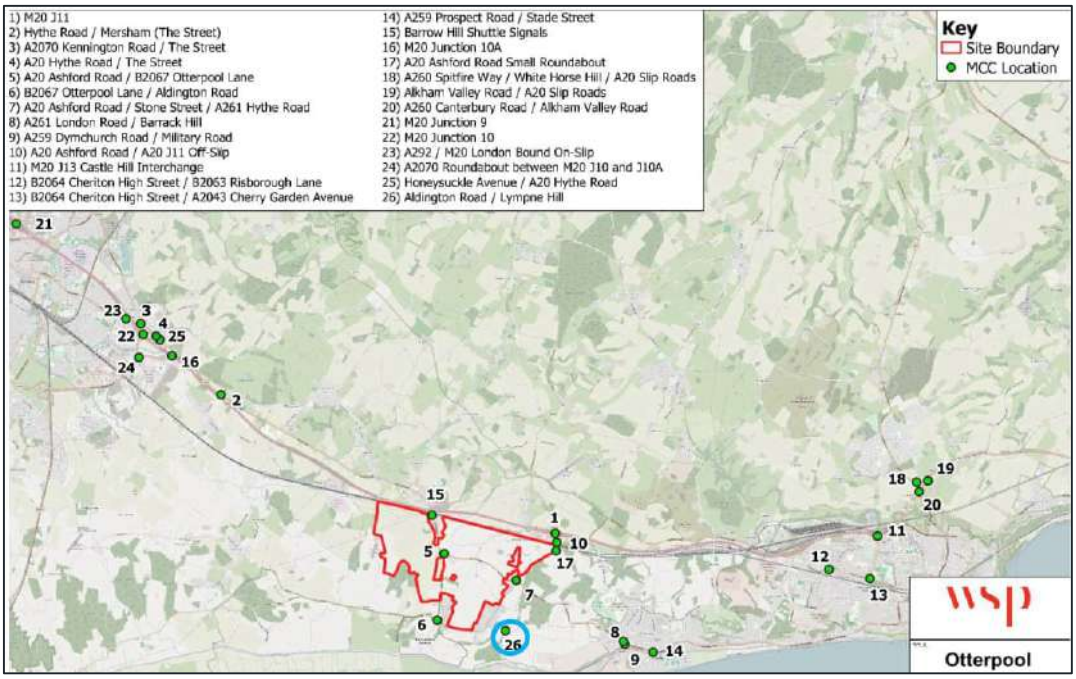
18.2.84. The LinSig assessment of this junction indicates that the junction operates within capacity (DoS less than 90%) in the 2025 Base Year, 2055 Do Minimum scenario and 2055 Do Something High Vision scenario. Under sensitivity testing, the maximum DoS value in the 2055 Do Something Medium

Vision scenario is expected to be 81%. The junction operates within capacity in all scenarios and is therefore not considered further.

WSP ID 26 - ALDINGTON ROAD / LYMPNE HILL

18.2.85. The Aldington Road / Lympne Hill is a priority T-junction located to the east of Lympne. The junction is presented below and has been assessed in the PICADY module of Junctions 9 using the model agreed with KCC and NH.

Figure 18-26 - Aldington Road / Lympne Hill



WSP ID 26 - ALDINGTON ROAD / LYMPNE HILL

18.2.86. The assessment results are set out below.

Table 18-27 – Aldington Road / Lympne Hill Capacity Assessment

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base Year						
Lympne Hill Left-Turn	0.27	0.4	6.9	0.11	0.1	5.7
Lympne Hill Right-Turn	0.01	0	7.9	0.02	0	8.4
Aldington Road EB Right-Turn	0.17	0.2	7.3	0.31	0.5	8.5
2055 Do Minimum						
Lympne Hill Left-Turn	0.49	1	11.7	0.29	0.4	8
Lympne Hill Right-Turn	0.02	0	11.6	0.03	0	11.4
Aldington Road EB Right-Turn	0.42	0.8	11.6	0.55	1.3	13.9
2055 Do Something – High Vision						
Lympne Hill Left-Turn	0.64	1.8	14.3	0.44	0.8	9.2
Lympne Hill Right-Turn	0.02	0	12.1	0.03	0	11.6
Aldington Road EB Right-Turn	0.61	1.6	14.5	0.76	3.3	22.8
2055 Do Something – Medium Vision (Sensitivity Test)						
Lympne Hill Left-Turn	0.67	2.0	15.4	0.47	0.9	9.7
Lympne Hill Right-Turn	0.02	0.0	12.8	0.04	0.0	12.1
Aldington Road EB Right-Turn	0.63	1.8	15.6	0.79	3.9	26.4

18.2.87. The junction assessment indicates that the junction operates within capacity (RFC less than 0.85) in the 2025 Base Year, 2055 Do Minimum scenario and 2055 Do Something High Vision scenario.. Under sensitivity testing, the maximum RFC value in the 2055 Do Something Medium Vision scenario is expected to be 0.79. The junction therefore operates within capacity in all scenarios and is not considered further.

18.3 JUNCTION CAPACITY ASSESSMENTS SUMMARY AND CATEGORISATION

18.3.1. The assessment of the 26 junctions within the agreed study area identifies a number of locations where it is anticipated that in the 2055 future year they will operate approaching or at/above capacity. The addition of the Proposed Development increases queueing and delay at some of these locations and therefore the potential impacts of the Proposed Development need to be considered in more detail. To assist with this, the junctions have been placed into two categories for understanding and interpretating the results and next steps, as set out in the figure below.

Figure 18-27 – Categories to Interpret Junction Capacity Assessments Results

Category 1

Junction operates within capacity with Otterpool Park Proposed Development end state (including under sensitivity testing - 2055 Do Something Medium Vision scenario) or the impacts of the development are not considered to be material. No off site junction mitigation is required.

Category 2

Junction operates either at/nearing capacity or at/above capacity in the 2055 Do Minimum scenario and the addition of the Proposed Development in the 2055 Do Something Medium Vision (sensitivity test) scenario increases queuing and delay. A further review of development impacts has been undertaken to determine if off site junction mitigation is required.

18.3.2. The table below relates each of the junctions (WSP ID 1 to 26) to the respective categories based on the junction capacity assessment results whilst identifying whether mitigation had been previously proposed. Where junctions are identified as Category 2 and have been identified as having a previously developed mitigation proposal, this previously developed mitigation has been used as the starting point for consideration of mitigation in the 2026 TAA.

Table 18-28 – Predicted Junction Performance with Sensitivity Testing

WSP ID/Junction (Category 1 or 2 by colour code as above)		Performance under 2055 Do Minimum	Performance under 2055 Sensitivity Testing - Medium Vision	Improvements/ S106 Identified in 2022 TA	Mitigation to be investigated further?
1	M20 Junction 11	Maximum RFC value is forecast to be 0.67	Maximum RFC value is forecast to be 1.03	✓	✓
2	A20 Hythe Road / Mersham	Maximum RFC value is forecast to be 0.48	Maximum RFC value is forecast to be 0.6	✗	✗

WSP ID/Junction (Category 1 or 2 by colour code as above)		Performance under 2055 Do Minimum	Performance under 2055 Sensitivity Testing - Medium Vision	Improvements/ S106 Identified in 2022 TA	Mitigation to be investigated further?
3	A2070 Kennington Road / The Street	Maximum RFC value is forecast to be 0.23	Maximum RFC value is forecast to be 0.33	✗	✗
4	A20 Hythe Road / The Street	Maximum RFC value is forecast to be 0.58	Maximum RFC value is forecast to be 0.65	✓	✗
5	A20 Ashford Road / B2067 Otterpool Lane	Maximum DoS is forecast to be 83%	Maximum DoS is forecast to be 89.8%	✗ *Access proposals will result in changes to this junction as development is built-out*	✗ *Access proposals will result in changes to this junction as development is built-out*
6	B2067 Otterpool Lane / Aldington Road	Maximum RFC value is forecast to be 0.9	Maximum RFC value is forecast to be 0.43	✗	✗ *Expected improved junction performance with the Proposed Development due to rerouting of vehicles via A261 Hythe Road with future signalisation at Newingreen Junction*
7	A20 Ashford Road / Stone Street / Hythe Road	Maximum RFC value is forecast to be 1.38	Maximum RFC value is forecast to be 4.5	✓	✓
8	A261 London Road / Barrack Hill	Maximum RFC value is forecast to be 0.52	Maximum RFC value is forecast to be 0.57	✓	✓ *Based on 2055 Do Something Medium Vision results no junction mitigation considered necessary. KCC has requested improvement due to blocking back from adjacent junction*
9	A259 / Dymchurch Road / Military Road Gyratory	Maximum DoS is forecast to be 109%	Maximum DoS is forecast to be 116%	✓	✓

WSP ID/Junction (Category 1 or 2 by colour code as above)		Performance under 2055 Do Minimum	Performance under 2055 Sensitivity Testing - Medium Vision	Improvements/ S106 Identified in 2022 TA	Mitigation to be investigated further?
10	A20 Ashford Road Left-in/Left-out	Maximum RFC value is forecast to be 0.66	Maximum RFC value is forecast to be 0.93	✓	✗
11	M20 Junction 13 (Castle Hill interchange)	Maximum RFC value is forecast to be 1.51	Maximum RFC value is forecast to be 1.54	✓	✓
12	B2064 Cheriton High Street / B2063 Risborough Lane	Maximum DoS is forecast to be 105%	Maximum DoS is forecast to be 161%	✓	✓
13	B2064 Cheriton High Street / A2043 Cherry Garden Avenue	Maximum DoS is forecast to be 115%	Maximum DoS is forecast to be 137%	✓	✓
14	A259 Prospect Road / Stade Street	Maximum RFC value is forecast to be 99999	Maximum RFC value is forecast to be 99999	✓	✓
15	Barrow Hill Shuttle Signals	Maximum DoS is forecast to be 82%	Maximum DoS is forecast to be 134%	✓	✓
16	M20 Junction 10a	Maximum DoS is forecast to be 157%	Maximum DoS is forecast to be 156% (traffic redistributes with development)	✓	✓
17	A20 Ashford Road Small Roundabout	Maximum RFC value is forecast to be 0.51	Maximum RFC value is forecast to be 0.81	✗	✗
18	A260 Spitfire Way / White Horse Hill / A20 Slip Roads	Maximum RFC value is forecast to be 1.34	Maximum RFC value is forecast to be 1.47	✓	✓ *KCC and NH have requested that WSP ID 18, 19, 20 are considered together and investigated further*
19	Alkham Valley Road / A20 Slip Roads	Maximum RFC value is forecast to be approximately 0.97	Maximum RFC value is forecast to be 1.0	✓	✓ *KCC and NH have requested that WSP ID 18, 19, 20 are considered together and investigated further*

WSP ID/Junction (Category 1 or 2 by colour code as above)		Performance under 2055 Do Minimum	Performance under 2055 Sensitivity Testing - Medium Vision	Improvements/ S106 Identified in 2022 TA	Mitigation to be investigated further?
20	A260 Canterbury Road / Alkham Valley Road	Maximum RFC value is forecast to be 0.66	Maximum RFC value is forecast to be 0.82	✓	✓ *KCC and NH have requested that WSP ID 18, 19, 20 are considered together and investigated further*
21	M20 Junction 9	Maximum DoS is forecast to be 100%	Maximum DoS is forecast to be 107%	✓	✓
22	M20 Junction 10	Maximum DoS is forecast to be 88%	Maximum DoS is forecast to be 87% (vehicles rerouting with Proposed Development)	✓	✗
23	A292 / M20 London Bound On-Slip	Maximum DoS is forecast to be 128%	Maximum DoS is forecast to be 134%	✓	✓
24	A2070 Roundabout Between M20 J10 and J10a	Maximum RFC value is forecast to be 1.77	Maximum RFC value is forecast to be 1.99	*N/A New roundabout junction not considered in 2022 TA*	✓
25	Honeysuckle Avenue / A20 Hythe Road	Maximum DoS is forecast to be 81%	Maximum DoS is forecast to be 81%	✗	✗
26	Aldington Road / Lympne Hill	Maximum RFC value is forecast to be 0.55	Maximum RFC value is forecast to be 0.79	✗	✗

18.4 CATEGORY 1 JUNCTIONS

18.4.1. For WSP IDs 2, 3, 4, 5, 6, 10, 17, 25, and 26 the junctions either operate within capacity with the Proposed Development in place or the impacts of the Proposed Development under the Medium Vision (sensitivity test) are not considered to be material and therefore no mitigation is proposed as set out earlier in this section.

18.5 CATEGORY 2 JUNCTIONS

18.5.1. A number of locations have been identified where the Proposed Development will result in increased queuing and delay and the junction operates at/above capacity in the 2055 Medium Vision (sensitivity test) scenario. These junctions are considered in more detail below. Where appropriate, a package of mitigation has been identified which is contained at **Appendix K**.

18.5.2. KCC and NH have requested updated/new road safety audits for the proposed mitigation junction designs. In addition, NH has requested Walking, Cycling, and Horse-Riding Assessment and

Review (WCHAR) to be completed. The scope of these assessments will be agreed with KCC and NH and submitted in due course.

WSP ID 1 - M20 Junction 11

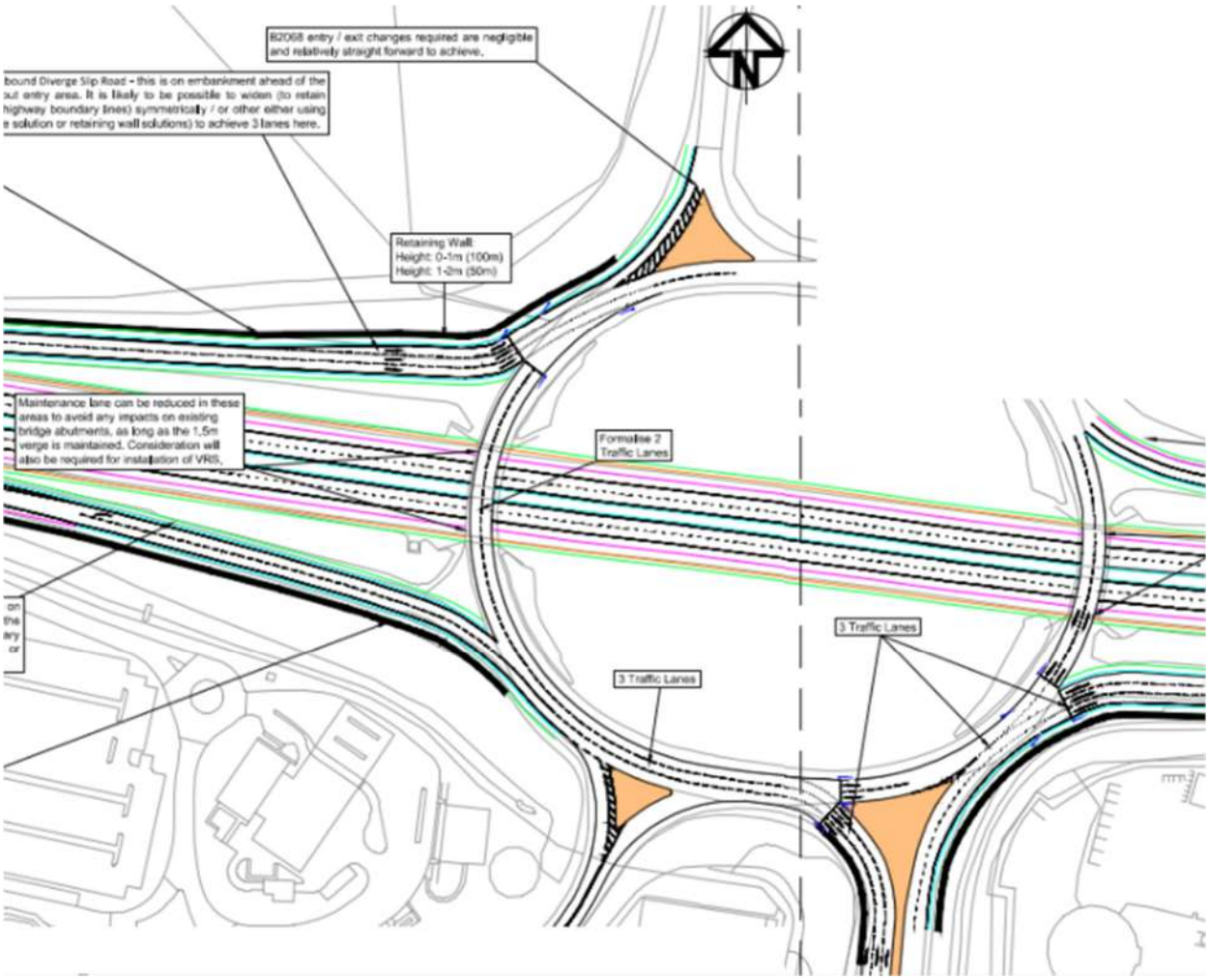
18.5.3. The 2022 TA included proposed mitigation for this junction in the form of partial signalisation; specifically, signalisation of the M20 eastbound and westbound off slips, as well as the northbound entry from the A20. This mitigation scheme is shown on the drawing provided at **Appendix K.**

18.5.4. M20 Junction 11 forms the primary access to the M20 and the wider strategic road network from the Site. The junction operates within capacity (RfC less than 0.85) in the 2025 Base Year and 2055 Do Minimum scenarios. In the 2055 Do Something High Vision scenario the junction is shown to be operating at/nearing capacity (RfC less than 1 but more than 0.85). The maximum RFC in the 2055 Do Something High Vision scenario is expected to be 0.96 which occurs on the A20 Ashford Road approach during the AM peak hour.

18.5.5. Under sensitivity testing, the maximum RfC in the 2055 Do Something Medium Vision scenario is expected to be 1.03 which occurs on the M20 westbound off-slip arm during the AM peak hour. Queuing on this arm increases from 2 vehicles to 39 vehicles and delay increases from 6 seconds to 82 seconds. The Proposed Development is expected to add 1,351 vehicles at the junction in the AM peak and 1,138 total vehicles in the PM peak; approximately a 27% and 23% increase in vehicles respectively.

18.5.6. Whilst the increases in queueing and delay as a result of the Proposed Development are not considered significant, on the basis that the junction will see a significant increase in traffic and it will serve as a key gateway to the Proposed Development it is proposed to adopt the 2022 TA mitigation scheme for this 2026 TAA under a Monitor and Manage approach. An extract of the mitigation proposal is shown in the figure below and reproduced in full at **Appendix K**.

Figure 18-27 – M20 Junction 11 Extract of Mitigation



Source: Extract of drawing 10029956-ARC-XX-XX-DR-HE-0036-P02

18.5.7. The table below shows junction capacity assessment results for the mitigation scheme under the 2055 Do Something Medium Vision scenario during AM and PM peak hours both pre and post mitigation.

Table 18-29 - M20 Junction 11 Capacity Assessment

Approach	AM Peak			PM Peak		
	RFC/DoS	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC/DoS	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2055 Do Minimum						
M20 Off-slip Westbound	0.61	1.5	5.91	0.57	1.3	6.34

A20 Ashford Road	0.67	2	4.9	0.66	1.9	4.45
Services	0.28	0.4	5.72	0.24	0.3	4.91
M20 Off-slip Eastbound	0.64	1.7	8.41	0.73	2.6	10.33
B2068	0.45	0.8	5.97	0.66	1.9	10.71
2055 Do Something – Medium Vision (Sensitivity Test) – Pre-Mitigation						
M20 Off-slip Westbound	1.03	38.9	82.1	0.91	8.4	24.3
A20 Ashford Road	1.02	44.0	64.7	0.99	27.0	41.5
Services	0.45	0.8	11.9	0.38	0.6	9.6
M20 Off-slip Eastbound	0.99	15.7	77.8	1.01	18.7	86.4
B2068	0.71	2.4	16.5	1.00	17.0	90.1
2055 Do Something – Medium Vision (Sensitivity Test) – Post-Mitigation						
M20 Off-slip Westbound	87%	11.3	24	87%	11.6	30.9
A20 Ashford Road	74%	8.8	11.8	77%	9.9	11.8
Services	70%	3.8	21.8	58%	3.3	17.6
M20 Off-slip Eastbound	84%	9.3	32.5	77%	10.2	27.6
B2068	68%	4.5	14.2	89%	13.2	30.7

18.5.8. The pre-mitigation and post-mitigation results in the table above are not directly comparable as the junction will change with the introduction of signals. However, in the with mitigation scenario the junction is anticipated to operate within capacity (DoS less than 90%) and queueing and delay are reduced when compared to the existing junction layout. Therefore the proposed mitigation scheme is sufficient to accommodate the demand associated with the Otterpool Park Development.

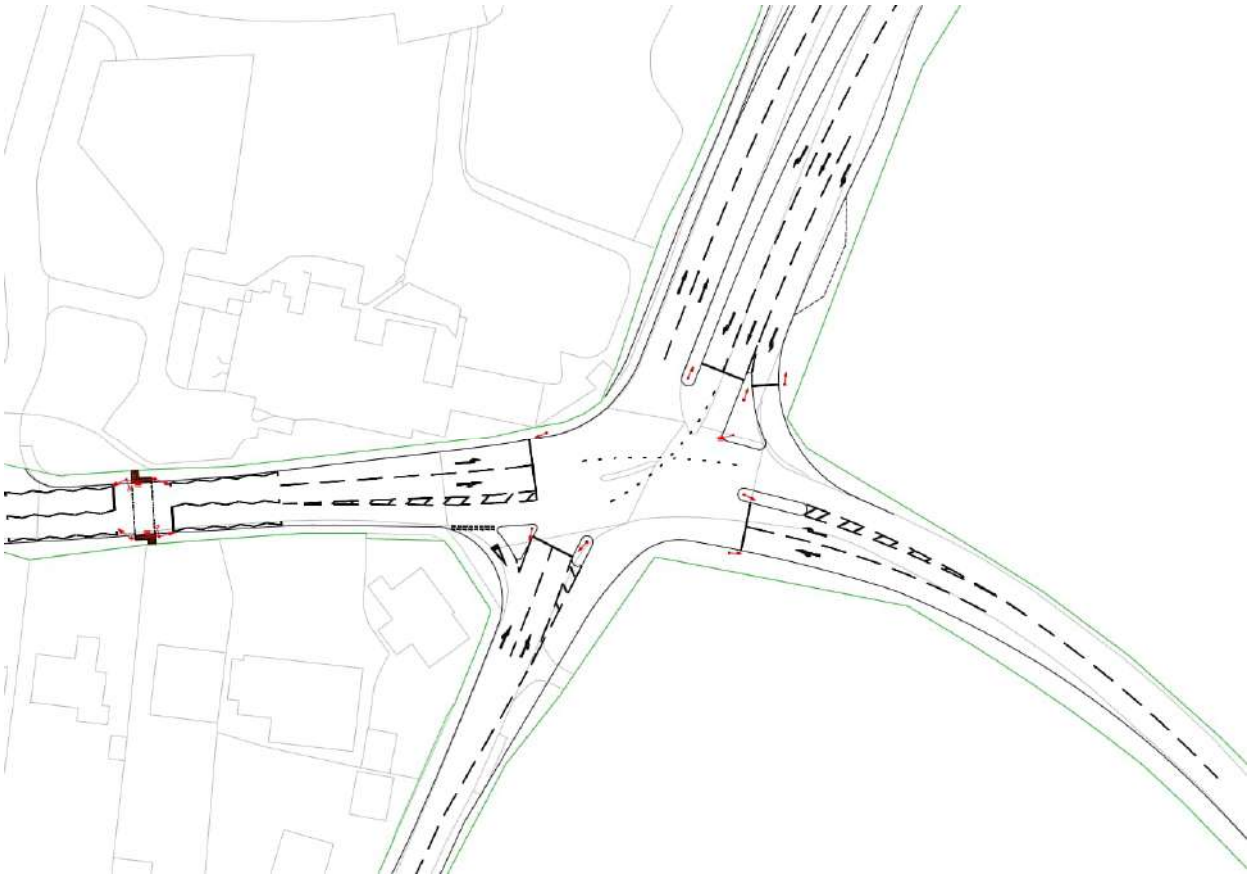
WSP ID 7 - A20 Ashford Road / Stone Street / A261 Hythe Road (Newingreen)

18.5.9. The 2022 TA included mitigation at this junction in the form of a fully signalised four arm junction to support the Proposed Development.

18.5.10. The PICADY assessments included as part of this 2026 TAA indicate that the junction operates within capacity (RfC less than 0.85) in the 2025 Base Year. Under the 2055 Do Minimum scenario, the Hythe Road arm is forecast to operate at/above capacity with a maximum RFC value of 1.38 expected during the PM peak hour. The maximum RFC in the 2055 Do Something High Vision scenario is expected to be 2.38 on the Hythe Road arm during the PM peak hour. Under sensitivity testing, the maximum RFC in the 2055 Do Something Medium Vision scenario is expected to be 4.5 on the Hythe Road arm during the PM peak hour. Mitigation has therefore been considered for this junction.

18.5.11. WSP has undertaken a review of the 2022 TA mitigation scheme and proposed a refined layout to improve the performance of the A20 Ashford Road / Stone Street / A261 Hythe Road junction. The proposed junction design accommodates Nusteel vehicles (50m long). The proposed concept mitigation scheme is shown in the figure below which is reproduced at a larger scale along with swept path analysis at **Appendix K**.

Figure 18-28 – A20 Ashford Road / Stone Street / A261 Hythe Road (Newingreen) Extract of Mitigation



Source: Extract of drawing 265358-WSP-00-00-SK-CE-0005-P01

18.5.12. A key component of the mitigation proposal at this location is the provision of Otterpool Avenue, a new highway link that will connect the A20 west and east of this junction as part of the Proposed Development. The modelling undertaken as part of this 2026 TAA therefore assumes that a proportion of through traffic (traffic using the A20) will divert away from this junction and use Otterpool Avenue instead. Background growth has been apportioned across the A20 and Otterpool Avenue in response to the presence of the new link. This is based on the demand response from the split of background growth between the A20 and Otterpool Avenue within the approved VISUM model received from Arcadis; calculated by peak period and direction.

18.5.13. The table below shows junction capacity assessment results for the mitigation scheme under the 2055 Do Something Medium Vision scenario during AM and PM peak hours.

Table 18-30 - A20 Ashford Road / Stone Street / Hythe Road Capacity Assessment

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2055 Do Minimum						
Hythe Road	1.29	108.5	1537.13	1.38	130	1950.46
Stone Street	0.9	5.9	89.71	0.62	1.6	32.28
A20 Ashford Road	0.27	0.4	9.73	0.38	0.6	11.93
2055 Do Something – Medium Vision (Sensitivity Test) – Pre-Mitigation						
Hythe Road	2.82	629.9	9048.7	4.5	484.2	16820.5
Stone Street	1.35	54	633.3	1.98	62.7	1735.7
A20 Ashford Road	0.57	1.4	15.3	0.97	30.4	124.8
2055 Do Something – Medium Vision (Sensitivity Test) – Post-Mitigation						
A20 Ashford Rd SB Ahead Left	68.30%	6.5	34.8	82.70%	18.4	36.7
A20 Ashford Rd SB Right	91.30%	13.6	100.1	99.40%	38.7	109.8
A20 Ashford Rd EB Left Right Ahead	92.70%	18.3	65.7	99.40%	29.7	116.1
Stone St Ahead Left Right	89.80%	10.1	112.7	95.10%	8.5	194.2
A261 Hythe Rd Right Ahead Left	94.30%	28.6	64.6	99.10%	30.3	111.7

18.5.14. The with mitigation capacity assessment shows significant reductions in queuing and delay when compared to the pre-mitigation scenario. The performance of this junction is likely to be influenced by the proportion of traffic that re-routes via Otterpool Avenue. Normal driver behaviour seeks to minimise delays and therefore it is likely that a balance will be achieved between traffic that seeks to use Otterpool Avenue (to avoid congestion at this junction) and traffic that continues to use this junction. Overall it is considered that the mitigation identified is appropriate to address the impacts of the Proposed Development with all arms experiencing a DoS of less than 1. The proposed mitigation for this junction will fall under the scope of Monitor and Manage (set out in more detail in Section 22); it is not required for the full delivery and operation of the EHP.

WSP ID 8 – A261 London Road / Barrack Hill

18.5.15. The 2022 TA showed a previous mitigation scheme for this junction in the form of yellow box road markings. The maximum RFC value forecast as part of the 2022 TA was 1.18 with queue lengths of some 13 vehicles for the 2044 Do Something scenario which occurred during the AM peak.

18.5.16. Junction capacity assessments prepared by WSP demonstrate that no mitigation is required at this junction. The maximum RFC value forecast as part of this 2026 TAA is 0.57 for the 2055 Do Something Medium Vision scenario. A maximum queue length of two vehicles is expected presenting no noticeable change compared with the 2055 Do Minimum scenario.

18.5.17. Notwithstanding, KCC has noted that blocking back takes place from the adjacent signalised junction which would impact the results presented in this TAA. The effect that blocking back would have on this junction cannot be accurately modelled. Therefore it is proposed that the 2022 TA mitigation scheme (in the form of yellow box road markings to prevent blocking of intersection) be taken forward, as shown in the figure below and reproduced at a large scale in **Appendix K**. It is envisaged that this improvement would be secured by contribution which would be made by the developer towards this mitigation scheme.

Figure 18-29 – A261 London Road / Barrack Hill Extract of Mitigation

Source: Extract of drawing 10029956-ARC-XX-XX-DR-HE-46-P1

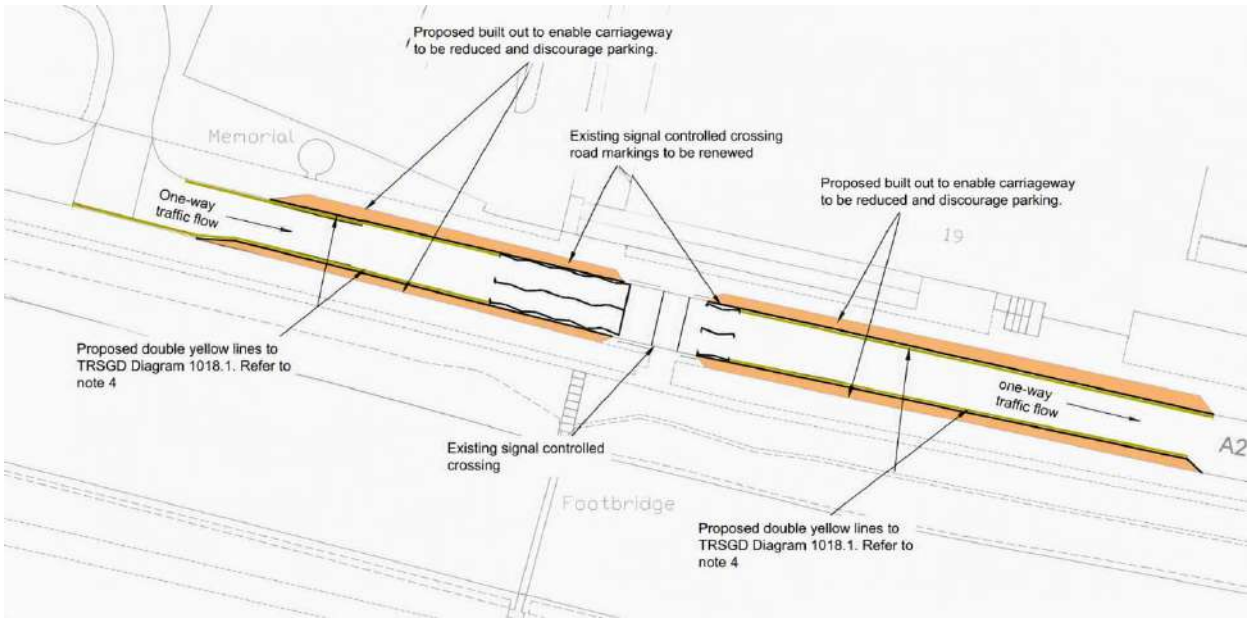
WSP ID 9 - A259 / Dymchurch Road / Military Road

18.5.18. The 2022 TA proposed for mitigation to be monitored and if required provided in the form of parking restrictions.

18.5.19. The capacity assessment identifies that the junction would operate at/above capacity (DoS more than 1) in the 2055 Medium Vision (sensitivity test) scenario. The highest DoS is recorded on the Scalons Bridge arm where a DoS of 108% is expected in the PM Peak. Queuing and delay increase as a result of the Proposed Development and whilst the increases are modest (for example an increase from 32 to 45 PCUs on the Scalons Bridge arm during the PM peak) options for mitigation are limited. It is therefore proposed that the 2022 TA mitigation is adopted for the purpose of this 2026 TAA.

18.5.20. The proposed mitigation scheme (adopted from the 2022 TA) envisaged provision of parking restrictions in the vicinity of the pedestrian crossing on Military Road outside of the nearby Sainsbury's to improve the free flow of traffic. An extract of this proposal is shown in the figure below which is reproduced in full at **Appendix K**.

Figure 18-30 – A259 / Dymchurch Road / Military Road Extract of Mitigation



Source: Extract of drawing (edited) 10029956-ARC-XX-XX-DR-HE-47-P1

18.5.21. The introduction of parking restrictions would require a Traffic Regulation Order (TRO) and therefore it is envisaged that a contribution would be made by the developer towards this mitigation scheme.

WSP ID 11 - M20 Junction 13 Castle Hill Interchange

18.5.22. The 2022 TA included a mitigation scheme in the form of line marking changes and westbound entry width improvements at this junction.

18.5.23. WSP acknowledge that queue calibration changes applied to the 2025 Base Year junction capacity assessment for the purpose of this TAA has influenced future year results; KCC and NH historically accepted a baseline model without queue calibration changes for the 2022 TA.

18.5.24. In the 2055 Do Minimum the maximum RfC recorded is 1.42 on the M20 Westbound Exit arm in the AM peak. In the 2055 Medium Vision (sensitivity test) this increases to 1.54. Queuing increases from 133 vehicles to 166 vehicles (an increase of 33 vehicles). However, delay increases from 526 seconds to 732 seconds.

18.5.25. In discussions with KCC it has been requested that previous works which removed the three lane entry to the roundabout on the Churchill Avenue arm be re-introduced. As the entry width would not change by introducing this lane marking change the junction capacity assessment results would also not change. Discussions between KCC and WSP on this matter remaining on going.

WSP ID 12 - B2064 Cheriton High Street / B2063 Risborough Lane

18.5.26. For the 2022 TA an active travel contribution was previously agreed in relation to this junction.

18.5.27. This junction is expected to operate at/above capacity in the 2055 Do Minimum scenario (maximum DoS is forecast to be 105%) without any development at Otterpool Park. The Otterpool Park Proposed Development under the Medium Vision scenario (sensitivity test) increases the maximum DoS to 161%.

18.5.28. The junction is physically constrained on all sides. KCC has requested that consideration is given to upgrading of signalling equipment to improve junction performance if physical changes cannot be accommodated within the highway boundary; this is currently under review and discussions with KCC remain on going.

WSP ID 13 - B2064 Cheriton High Street / A2043 Cherry Garden Avenue

18.5.29. For the 2022 TA an active travel contribution was previously agreed in relation to this junction.

18.5.30. This junction is expected to be at/nearing capacity in the 2055 Do Minimum scenario (maximum DoS is forecast to be 115%) without any development at Otterpool Park. The Otterpool Park Proposed Development under the Medium Vision scenario (sensitivity test) increases the maximum DoS to 137%.

KCC has confirmed that an active travel scheme at this junction is now completed. The junction is physically constrained on all sides and KCC has requested that consideration is given to upgrading of signalling equipment to improve junction performance; this is currently under review and discussions with KCC remain on going.

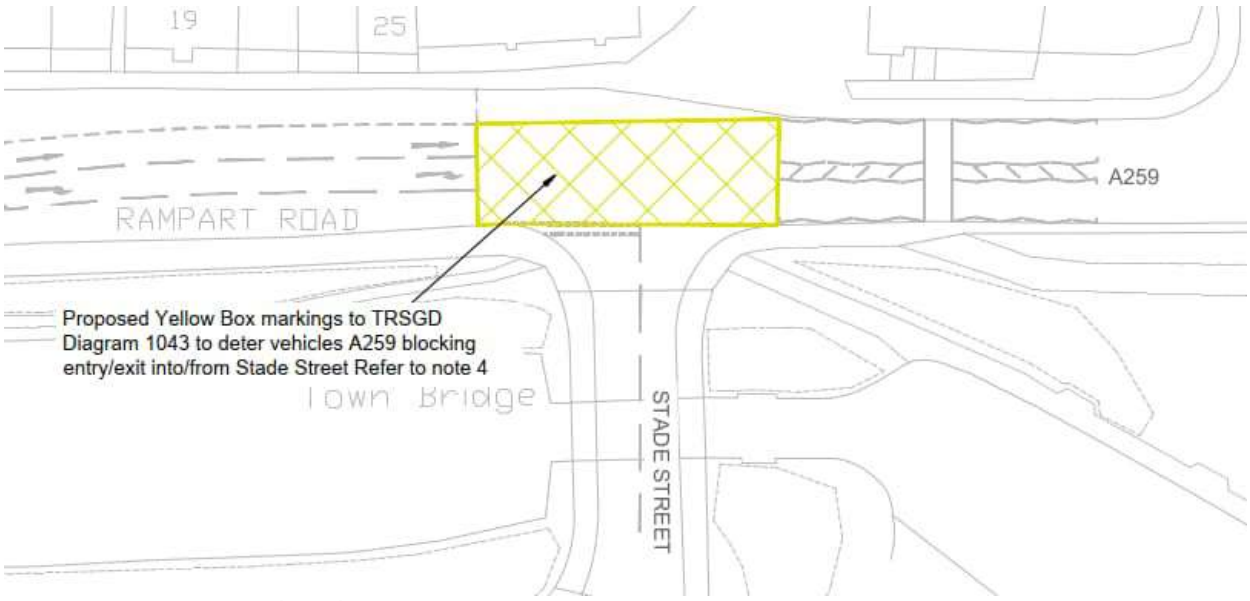
WSP ID 14 - A259 Prospect Road / Stade Street

18.5.31. The PICADY assessment of this junction indicates that Stade Street is expected to operate at/above capacity in both the 2055 Do Minimum and 2055 Do Something scenarios. With regards to the reported maximum RFC value of 99999, which occurs even without Otterpool Park Proposed Development, this means that the software is unable to calculate the RFC value due to demand which is unable to fully exit the Stade Street arm onto Prospect Road.

18.5.32. It is predicted that the Otterpool Park Proposed Development increases total throughput at the junction by some additional two to three vehicles per minute during peak hours.

18.5.33. The ability to improve this junction is constrained by the presence of the pedestrian crossing to the east and the bridge to the south. Acknowledging the constraints of this junction it is proposed to adopt the 2022 TA mitigation scheme which comprised of yellow box road markings.; as shown in the figure below and reproduced in full at **Appendix K**. It is envisaged that a contribution would be made by the developer towards this mitigation scheme.

Figure 18-31 – A259 Prospect Road / Stade Street Extract of Mitigation



Source: Extract of drawing 10029956-ARC-XX-XX-DR-HE-48-P1

WSP ID 15 - Barrow Hill Shuttle Signals

18.5.34. For the 2022 TA it is understood that a Monitor and Manage approach was to be adopted to review the performance of the signals, introduce signal timing changes and provide anti-skid surfacing on the approaches.

18.5.35. The LinSig assessment of this junction indicates that the junction operates within capacity (DoS less than 90%) in the 2025 Base Year and 2055 Do Minimum scenario. However, under the 2055 Do Something High Vision scenario, both the southbound and northbound arms of Barrow Hill operate at/above capacity (overall maximum DoS 130%). Under sensitivity testing, the maximum DoS in the 2055 Do Something Medium Vision scenario is expected to be 134% on the Barrow Hill northbound arm during the PM peak hour. The maximum DoS is over 100% and therefore the junction is operating at/above capacity under sensitivity testing. Queuing and delay increase as a result of the Proposed Development.

18.5.36. Given existing physical constraints at this location, it is considered there to be limited practical solutions to increase capacity without undesirable re-routing of vehicles via Sellindge. To reinforce M20 Junction 11 as the gateway to Otterpool Park, the approach for this TAA at this location is to review and upgrade the signal technology used so that the traffic signals can be optimised. This improvement cannot be modelled but it is generally regarded that the introduction of MOVA (Microprocessor Optimised Vehicle Actuation) for example can reduce delays at a junction by around 13%. Further assessment is required to determine the suitability of such an improvement. This improvement, if agreed would be secured under the Monitor and Manage approach.

WSP ID 16 - M20 Junction 10A

18.5.37. The 2022 TA included a mitigation scheme in the form of carriageway widening. The Sevington Inland Border Facility extant planning consent includes an approved mitigation scheme for this junction, and it has been agreed with both KCC and NH that this scheme be incorporated as part of

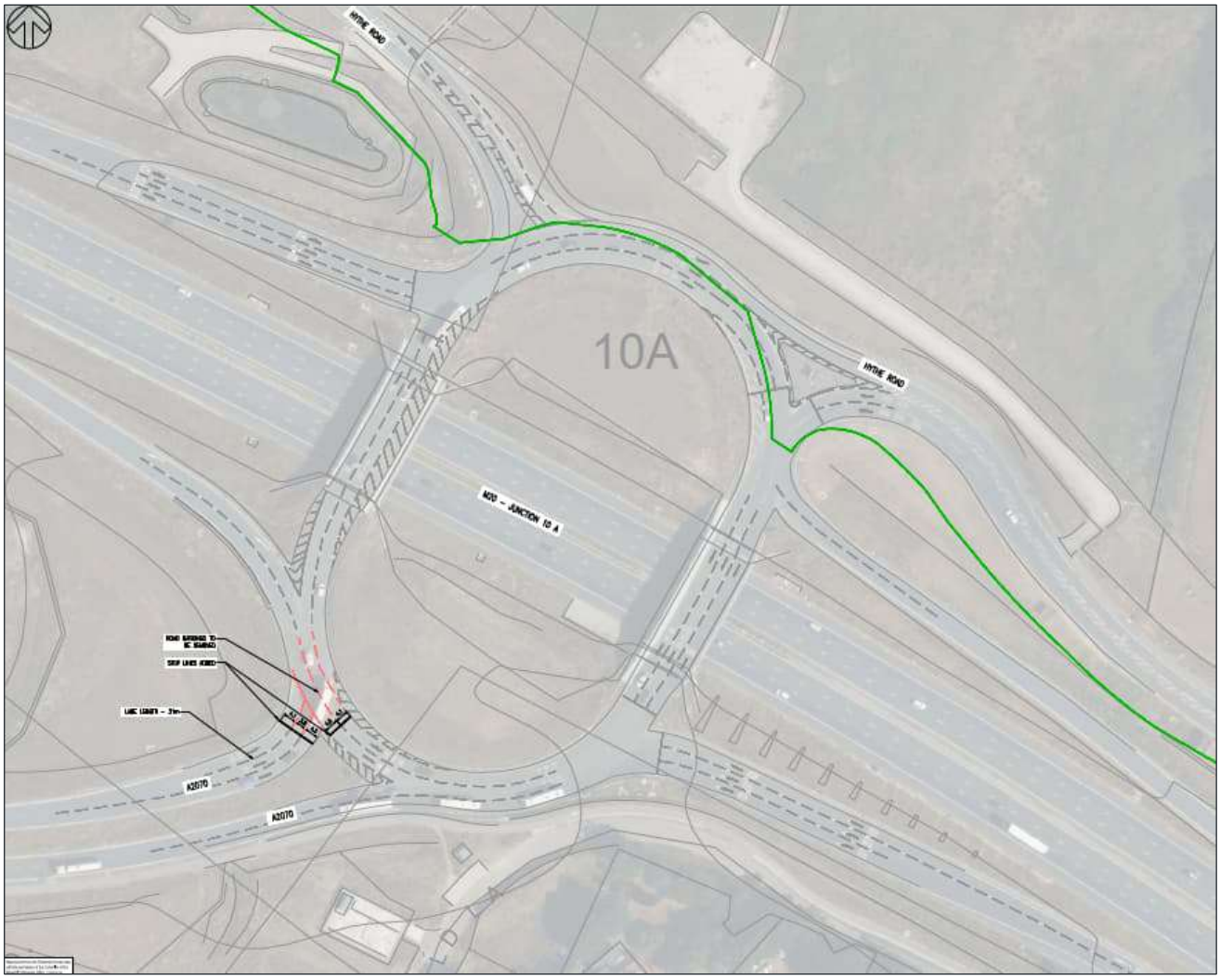
the 2025 Base Year junction capacity assessment model and therefore subsequent future year assessments.

18.5.38. With the Sevington Inland Border Facility mitigation scheme in place, it is expected that the A2070 Bad Munstereifel Road approach (priority controlled) will operate at/above capacity (DoS more than 100%) in both the AM and PM peaks for the 2055 Do Minimum scenario. The 2055 Do Something scenarios (including sensitivity testing) add further traffic to this approach accordingly. In addition, the M20 Eastbound off-slip operates at/nearing capacity (DoS more than 90% but less than 100%) in both the AM and PM peaks for the 2055 Do Something scenarios (total development related throughput at the junction is expected to be approximately 12% increase compared with the 2055 Do Minimum scenario).

18.5.39. The 2022 TA included a mitigation scheme in the form of carriageway widening. For this TAA, a new concept mitigation scheme has been identified at this junction for the Otterpool Park Proposed Development; to incorporate signalisation of the priority controlled A2070 Bad Munstereifel Road approach. This is shown in the figure below and at **Appendix K**.

18.5.40. It is considered for a Monitor and Manage approach to be adopted at this junction on the basis that it will be modified for the approved Inland Border Facility mitigation scheme implementation. It is expected that this will influence base levels of traffic at this junction.

Figure 18-32 – M20 Junction 10A Extract of Mitigation



Source: Extract of drawing 265358-WSP-00-SK-CE-0003-P01

18.5.41. The table below shows junction capacity assessment results for the concept mitigation scheme under the 2055 Do Something Medium Vision scenario during AM and PM peak hours; demonstrating that the proposed mitigation is suitable to accommodate the Proposed Development.

Table 18-31 - M20 Junction 10A Capacity Assessment

Approach	AM Peak			PM Peak		
	DoS	MMQ (PCU)	Average Delay per PCU (seconds)	DoS	MMQ (PCU)	Average Delay per PCU (seconds)
2055 Do Minimum						
M20 EB Off-Slip	72%	7.8	41.2	87%	10.9	63.6
Hythe Road EB	74%	3.8	7.7	84%	7	15.7

Hythe Road WB	90%	16	36.3	88%	13.2	49.9
M20 WB Off-Slip	55%	8.1	14.1	50%	6.9	12.5
A2070 Bad Munstereifel Rd	128%	158.7	451.2	157%	314.8	737.8
2055 Do Something – Medium Vision (Sensitivity Test) – Pre-Mitigation						
M20 EB Off-Slip	90%	13.8	61.3	94%	17.7	69.9
Hythe Road EB	80%	6.8	11.8	92%	12.5	31.2
Hythe Road WB	90%	21.2	28.9	88%	16	38.8
M20 WB Off-Slip	60%	9.5	15.8	49%	6.5	11.3
A2070 Bad Munstereifel Rd	139%	193.4	568.8	156%	291	726.7
2055 Do Something – Medium Vision (Sensitivity Test) – Post-Mitigation						
M20 EB Off-Slip	85.7%	7.7	53.4	89.2%	11.5	70.9
Hythe Road EB	80.2%	10	39.1	88.6%	11.7	54.3
Hythe Road WB	88.9%	21.7	30.9	93.7%	20	51.6
M20 WB Off-Slip	79.5%	13.8	29.7	59.6%	9.4	21.3
A2070 Bad Munstereifel Rd	89.4%	23.8	35.2	89.9%	28.7	26.8

WSP ID 18 - A260 Spitfire Way / White Horse Hill / A20 Slip Roads, WSP ID 19 - Alkham Valley Road / A20 Slip Roads and WSP ID 20 - A260 Canterbury Road / Alkham Valley Road

18.5.42. WSP IDs 18, 19 and 20 are in relative proximity and KCC and NH have asked that these junctions are considered together.

18.5.43. Regarding WSP ID 18 - A260 Spitfire Way / White Horse Hill / A20 Slip Roads, the junction modelling results indicates that the junction operates at/above capacity in the 2055 Do Minimum scenario with a maximum RFC value of 1.34 and this worsens in the 2055 Do Something scenarios (a maximum RFC value of 1.46 under High Vision and 1.47 under Medium Vision). KCC and NH requested that further consideration was given to the potential for queuing back from this junction onto the A20 where the Round Hill Tunnel is located. Queuing back onto the mainline carriageway of the A20 would be unacceptable from a highway safety perspective.

18.5.44. In the 2055 Do Minimum scenario a queue of 59 vehicles is anticipated on the M20 off-slip arm of the junction. With the addition of the Proposed Development, under the Medium Vision (sensitivity test) scenario this queueing increases to 116 vehicles. The A20 off-slip is over 300m in length and therefore a queue of 116 vehicles could have potential to extend back onto the A20.

18.5.45. As part of the base modelling it was requested that, for WSP ID 18, the previously approved base model be further calibrated to better align with observed queueing from the 2025 surveys. These

calibration factors have significant effect when considering the long forecast build-out period to 2055, due to theoretical forecasts on wider background growth and committed developments and uncertainty around future travel behaviour, and Proposed Development related vehicle trips. Removing the calibration factors at Junction 18 and reverting to the approved base model from the 2022 TA results in a junction operating with relatively minimal queueing, notably along the A20 off-slip which would be forecast to experience a queue of 12.3 vehicles (approximately 70m) during the busiest time, which could be accommodated within the existing road network extent on approach to the junction and not result in queuing back onto the A20. The junction capacity assessment results with the calibration removed is shown in the table below.

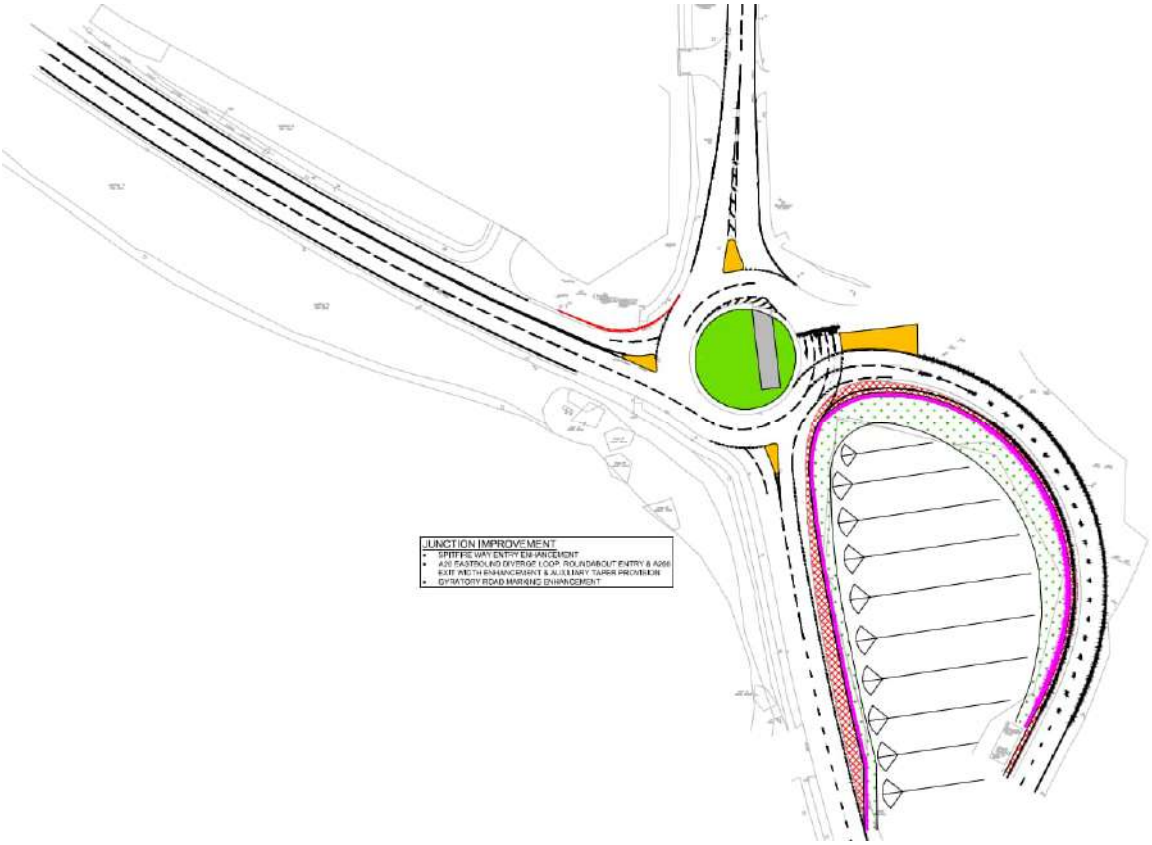
Table 18-32 - WSP ID 18 - A260 Spitfire Way / White Horse Hill / A20 Slip Roads Capacity Assessment

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)	RFC	Queue Length (vehicle)	Average Delay per Vehicle (seconds)
2025 Base						
A - White House Hill	0.50	1.0	8.51	0.33	0.5	5.26
B - A20 Slip Road	0.44	0.8	4.79	0.64	1.8	6.27
C - Canterbury Rd	0.47	0.9	4.68	0.56	1.3	6.39
D - Spitfire Way	0.78	3.4	11.44	0.62	1.6	6.86
2055 Do Minimum						
A - White House Hill	0.72	2.5	18.36	0.46	0.8	7.38
B - A20 Slip Road	0.62	1.6	8.15	0.86	5.8	17.48
C - Canterbury Rd	0.61	1.6	6.69	0.76	3.1	12.48
D - Spitfire Way	0.97	18.1	52.23	0.78	3.4	12.58
2055 Do Something – Medium Vision (Sensitivity Test)						
A - White House Hill	0.81	3.9	26.21	0.52	1.1	8.28
B - A20 Slip Road	0.71	2.3	10.93	0.94	12.3	35.47
C - Canterbury Rd	0.63	1.7	7.28	0.79	3.6	14.62
D - Spitfire Way	1.01	29.0	78.04	0.81	4.0	14.94

18.5.46. WSP is therefore of the view that the level of queueing and delay likely to be generated will not extend to the levels suggested in the re-calibrated model. Acknowledging that there is uncertainty

regarding the level of queuing and delay, further discussions will be required with KCC and NH to reach agreement. If mitigation is required a scheme similar to that shown in the figure below (and secured in the 2022 TA) would likely be required. This mitigation has been reproduced in full in **Appendix K** for completeness.

Figure 18-33 – A260 Spitfire Way / White Horse Hill / A20 Slip Roads Extract of Previous Mitigation Scheme



Source: Extract of drawing 10029956-ARC-XX-XX-DR-HE-0018-P1

18.5.47. Regarding WSP ID 19 - Alkham Valley Road / A20 Slip Roads, for the 2055 Do Minimum scenario the maximum RFC value is expected to be 0.97. In the 2055 Do Something High Vision scenario the maximum RFC value marginally increases to approximately 1.0. Similarly, under sensitivity testing, a maximum RFC value of approximately 1.0 is expected. Queueing and delay on the A20 off-slip is minimal with a maximum vehicle queue of two vehicles. The arm with the greatest level of delay is the Alkham Valley Road northbound where queuing increases in the AM peak from 33 to 35 vehicles and average delay from 80 seconds to 85 seconds. Despite the maximum RFC reaching 1, the level of increase in queueing and delay is not considered material, there would be no interaction with the surrounding junctions (WSP IDs 18 and 20) and no queuing back onto the A20. Therefore, it is WSP's view that no mitigation is required at this location.

18.5.48. Regarding WSP ID 20 – A260 Canterbury Road/Alkham Valley Road the junction performs within capacity (RfC less than 0.85) in all scenarios. The maximum level of queueing reaches four vehicles and therefore no interaction between junctions would take place. It is therefore concluded that no mitigation is required.

18.5.49. KCC has noted however that this location is subject to a crash remedial scheme; discussions with KCC and NH remain ongoing.

WSP ID 21 - M20 Junction 9

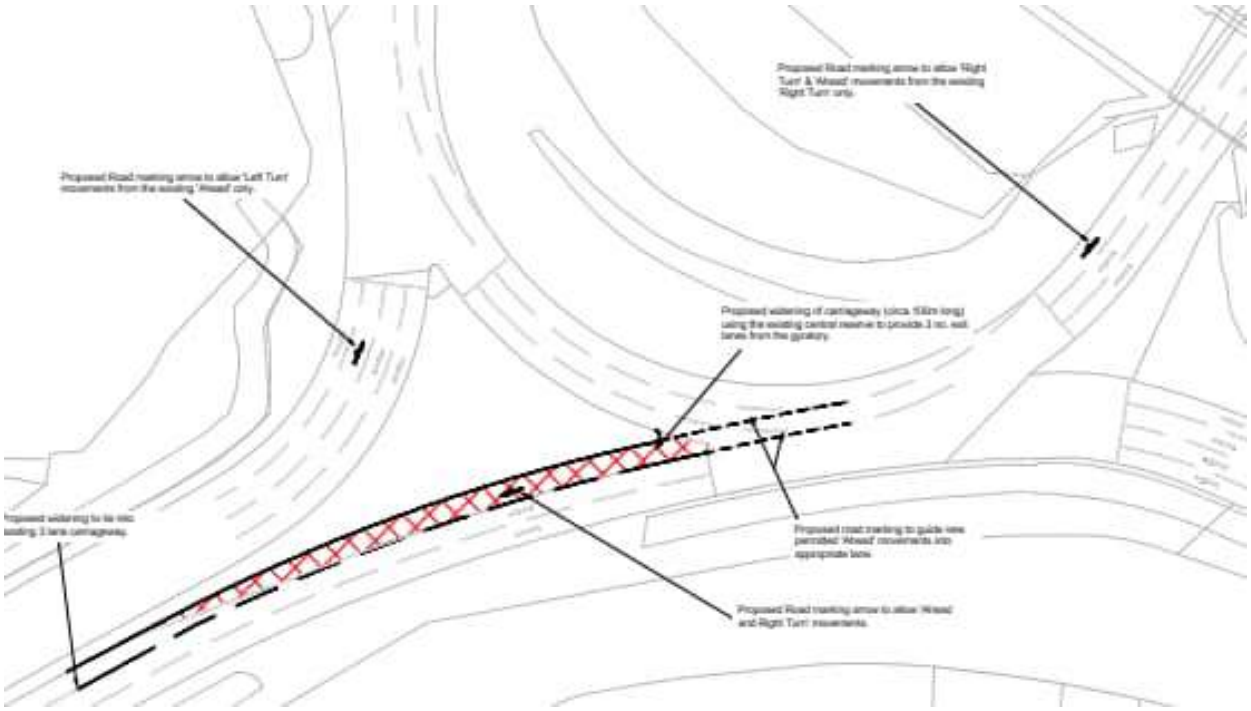
18.5.50. WSP acknowledge that queue calibration changes applied to the 2025 Base Year junction capacity for the purpose of this TAA has influenced future year results; KCC and NH historically accepted a baseline model without queue calibration changes for the 2022 TA.

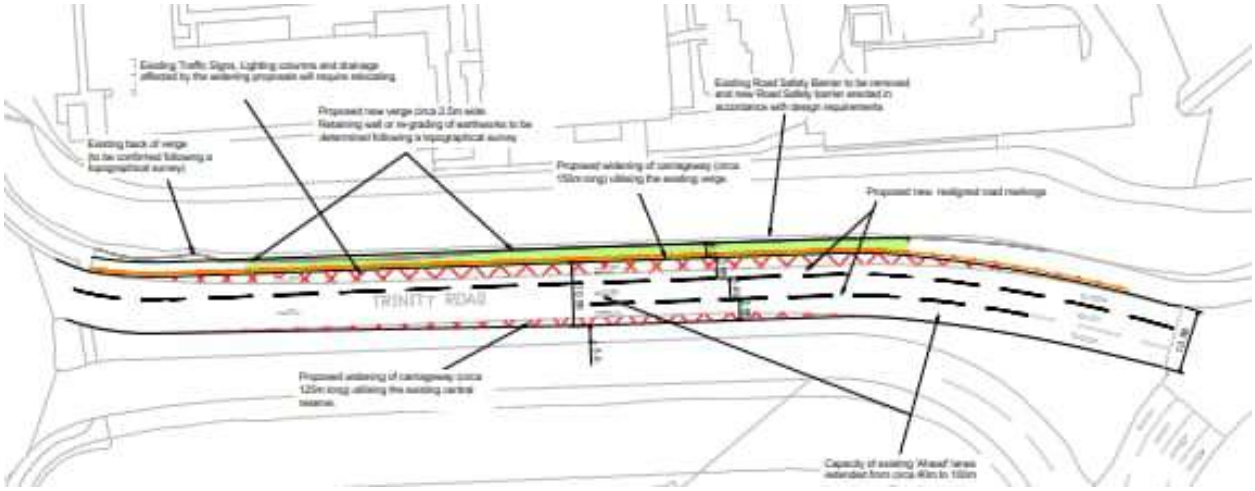
18.5.51. The LinSig assessment of this junction indicates that the junction operates within capacity (DoS less then 90%) in 2025 Base Year. The junction is forecast to operate at/nearing capacity in 2055 Do Minimum with both the A251 Trinity Road and M20 Slip Road westbound reaching 100% maximum DoS in the PM peak. The 2055 Do Something High Vision scenario shows Trinity Road at/above capacity, with a maximum DoS of 106% in the PM peak. Under sensitivity testing, the maximum DoS in the 2055 Do Something Medium Vision scenario is expected to be 107%.

18.5.52. Queuing and delay do increase with the maximum increase in queuing witnessed on the A251 Trinity Road with an increase from 26 to 44 vehicles and a corresponding increase in delay from 84 to 170 seconds.

18.5.53. it is proposed to adopt the 2022 mitigation proposal at this junction for the purpose of this 2026 TAA. An extract of the mitigation is shown in the figure below and reproduced in full at **Appendix K**.

Figure 18-34 – M20 Junction 9 Mitigation Scheme Extract of Mitigation Scheme





Source: Extract of drawing 10029956-ARC-XX-XX-DR-HE-0049-P02

18.5.54. The table below shows junction capacity assessment results for the mitigation scheme under the 2055 Do Something Medium Vision scenario during AM and PM peak hours; demonstrating that the proposed mitigation is suitable to accommodate the Proposed Development.

Table 18-33 - M20 Junction 9 Capacity Assessment

Approach	AM Peak			PM Peak		
	DoS	MMQ (PCU)	Average Delay per PCU (seconds)	DoS	MMQ (PCU)	Average Delay per PCU (seconds)
2055 Do Minimum						
A251 Trinity Road	87.5%	10.8	40.1	100%	26.0	83.7
M20 Slip Road Westbound	85.5%	11.1	26.8	100%	24.4	884.8
Fougeres Way	91.3%	14.1	23.6	68.6%	9.2	13.6
M20 Slip Road Eastbound	84.3%	8.7	30.0	90.1%	13.8	30.5
2055 Do Something – Medium Vision (Sensitivity Test) – Pre-Mitigation						
A251 Trinity Road	88%	11.3	40.7	107%	44.2	170.4
M20 Slip Road Westbound	88%	12.2	28.3	99%	24.0	74.3
Fougeres Way	95%	15.9	29.5	70%	9.7	14.6
M20 Slip Road Eastbound	89%	9.8	34.7	90%	13.6	30.0
2055 Do Something – Medium Vision (Sensitivity Test) – Post-Mitigation						
A251 Trinity Road	98.5%	25.1	75.1	99.7%	25.6	80.8

M20 Slip Road Westbound	91.6%	16.9	39.8	96.5%	15.8	50.2
Fougeres Way	83.3%	13.5	15.9	76.5%	10.1	24.6
M20 Slip Road Eastbound	99.0%	23.6	79.0	97.2%	22.9	48.3

18.5.55. Proposed mitigation for this junction will fall under the scope of Monitor and Manage (set out in more detail in Section 22).

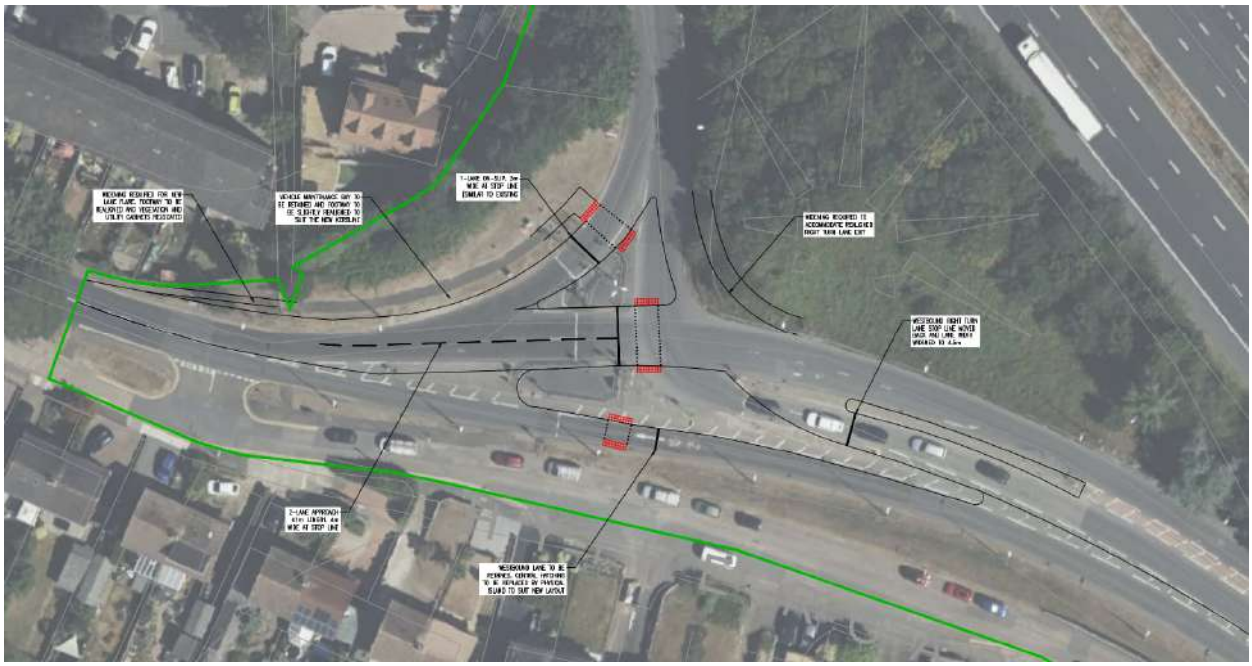
WSP ID 23 - A292 / M20 London Bound On-Slip

18.5.56. The 2022 TA included a proposed mitigation scheme. WSP acknowledge that queue calibration changes applied to the 2025 Base Year junction capacity for the purpose of this TAA has influenced future year results; KCC and NH historically accepted a baseline model without queue calibration for the 2022 TA.

18.5.57. This location is linked to the M20 Junction 10a and is shown to be operating at/above capacity in the 2055 Do Minimum and 2055 Do Something (including sensitivity testing) scenarios, with the A292 Hythe Road arms affected under these scenarios. With the Proposed Development in place queueing and delay are anticipated to increase and total development related throughput at the junction is expected to result in a 14% increase compared with the 2055 Do Minimum scenario.

18.5.58. A new concept mitigation scheme has been identified at the A292 / M20 London Bound On-Slip junction for the Otterpool Park Proposed Development which is shown in the figure below and in full in **Appendix K.** This mitigation retains the existing maintenance bay.

Figure 18-35 – A292 / M20 London Bound On-Slip Extract of Mitigation Scheme



Source: Extract of drawing 265358-WSP-00-00-SK-CE-0002-P02

18.5.59. The table below shows junction capacity assessment results for this mitigation scheme under the 2055 Do Something Medium Vision scenario during AM and PM peak hours.

Table 18-34 - A292 Hythe Road / M20 Westbound Capacity Assessment

Approach	AM Peak			PM Peak		
	DoS	MMQ (PCU)	Average Delay per PCU (seconds)	DoS	MMQ (PCU)	Average Delay per PCU (seconds)
2055 Do Minimum						
A292 Hythe Road	102%	35.2	120.9	128%	93.6	471.3
M20 Westbound On-Slip	102%	50.3	105.4	105%	74.5	126.7
2055 Do Something – Medium Vision (Sensitivity Test) – Pre-Mitigation						
A292 Hythe Road	126%	109.9	445.0	134%	542.5	109.9
M20 Westbound On-Slip	124%	181.8	398.8	105%	125.7	48.5
2055 Do Something – Medium Vision (Sensitivity Test) – Post-Mitigation						
A292 Hythe Road	96.2%	21.1	105.2	92.9%	15.1	93.3
M20 Westbound On-Slip	99.2%	62.4	58	92.4%	43.3	27.1

18.5.60. The table above demonstrates that under the mitigation proposals the DoS, queueing and delay reduce significantly and to a level at or below the 2055 Do Minimum scenario. The mitigation proposals are therefore considered sufficient to accommodate the Proposed Development.

WSP ID 24 - A2070 Roundabout between M20 J10 and J10a

18.5.61. The A2070 Roundabout between M20 J10 and J10a opened for public use in October 2019 with assessment not included as part of the 2022 TA.

18.5.62. The junction is shown to operate at/above capacity on the A2070 Bad Munstereifel Road southbound approach in both the 2055 Do Minimum (maximum RFC value 1.77) and 2055 Do Something scenarios (maximum RFC value 1.99 under Medium Vision sensitivity testing). This occurs due to predicted right turning vehicles from the A2070 northbound approach heading towards M20 Junction 10a; noting there is considerable background traffic growth predicted to occur across Ashford. It is considered that this assessment demonstrates there to be a pre-existing issue at this newly implemented junction by the future assessment year of 2055. Also, the approved future layout changes being implemented at the M20 Junction 10a will influence the balance of flows at this location. Discussions will continue with KCC and NH to agree a way forward.

19 MERGE AND DIVERGE ASSESSMENT

19.1 INTRODUCTION

19.1.1. Further to the 2022 TA, this chapter presents updated merge and diverge assessments at key M20 junctions using forecast traffic flows derived from the 2055 Do Something Medium Vision (sensitivity test) scenario, to determine whether the existing motorway merge and diverge layouts provide sufficient capacity to accommodate 2055 forecast traffic demand with end state of the Otterpool Park Proposed Development.

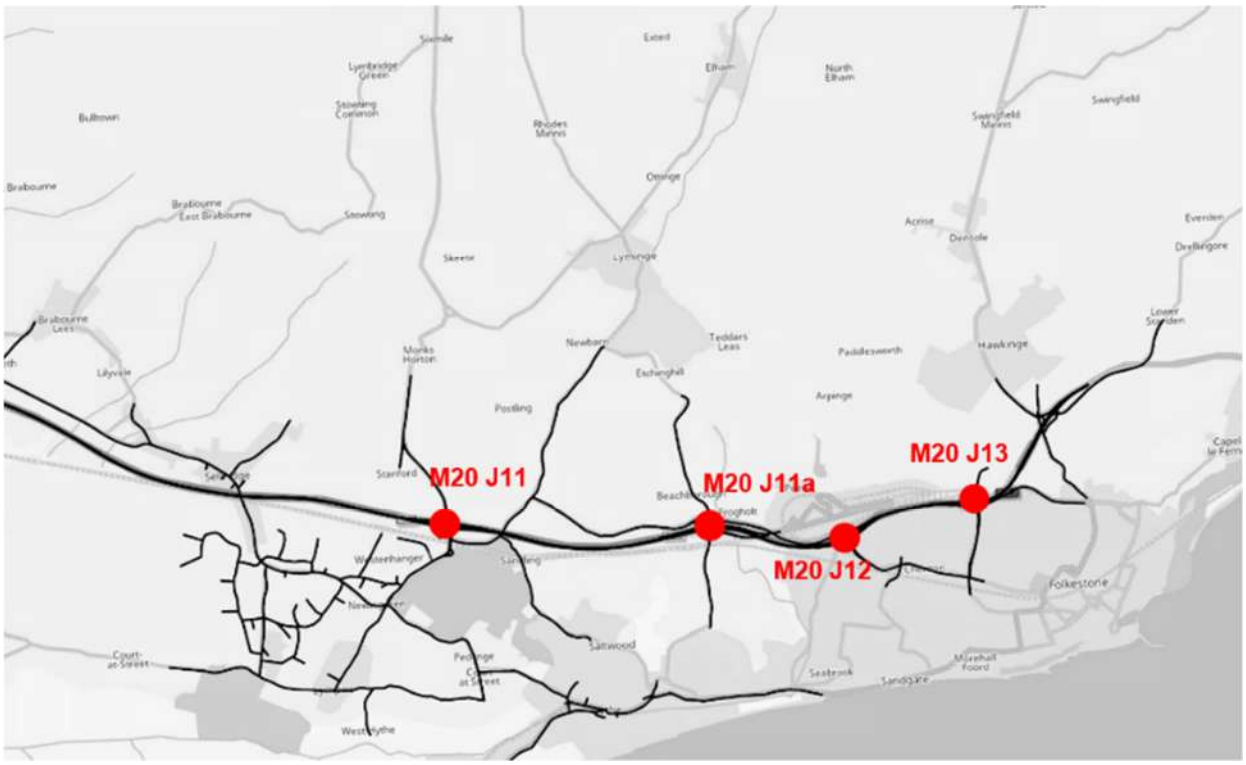
19.1.2. The merge and diverge assessments have been undertaken in accordance with Design Manual for Roads and Bridges (DMRB) CD 122 Geometric Design of Grade Separated Junctions. Notably, some existing motorway layouts have been designed to earlier standards and, therefore, may not directly correspond with the layout types currently recommended by CD 122. Descriptions and illustrations of the merge and diverge layout types referenced throughout this chapter are provided at **Appendix L**; together with merge and diverge assessment graphs.

19.2 STUDY AREA

19.2.1. The merge and diverge assessments have been undertaken for the following motorway junctions and shown spatially in the figure below:

- M20 Junction 11.
- M20 Junction 11a
- M20 Junction 12.
- M20 Junction 13.

Figure 19-1 - Study Area for Merge and Diverge AssessmentnSurvey data



19.2.2. Data sources for the merge and diverge Base Year assessments are set out below:

JUNCTION 11

- Mainline
  - June 2025 WebTris
- Slips
  - June 2025 Survey

JUNCTION 11A

- Mainline
  - EB June 2025 WebTris
  - WB Feb 2026 WebTris (Using TEMPro factors to growth down to 2025)
- Slips
  - June 2025 WebTris

JUNCTION 12

- Mainline
  - EB June 2025 WebTris
  - WB May 2026 WebTris (Using TEMPro factors to growth down to 2025)
- Slips
  - EB Diverge June 2025 WebTris
  - EB Merge Feb 2026 WebTris (Using TEMPro factors to growth down to 2025)
  - WB Diverge June 2025 WebTris
  - WB Merge April 2025 WebTris

JUNCTION 13

- Mainline
  - June 2025 WebTris
- Slips
  - June 2025 WebTris

19.3 APPROACH TO ASSESSMENT

19.3.1. The merge and diverge assessments have been undertaken using forecast traffic flows derived for the following scenarios:

- 2055 Do Minimum.
- 2055 Do Something Medium Vision (sensitivity test).

19.3.2. The forecast traffic flows for the above scenarios (derived as per the methodologies set out in Chapter 9 and 14 of the TAA) were processed in accordance with DMRB CD 122 guidance, including the application of HGVs and gradient adjustment factors where appropriate, to determine the required merge and diverge layouts.

19.4 ASSESSMENT RESULTS

19.4.1. The assessments compare the existing merge and diverge arrangements against the layout requirements derived from CD 122 to identify whether:

- The existing layout is sufficient and no mitigation is required.
- The existing layout differs from the current CD 122 preferred arrangement but provides sufficient operational capacity.
- Layout enhancement and/or additional capacity provision may be required to accommodate forecast traffic demand.

19.4.2. Assessment results are summarised in the table below.

Table 19-1 - Summary of Merge and Diverge Assessment Results

	Existing layout is sufficient (no mitigation required)				
	Existing layout differs from the current CD 122 preferred arrangement but provides sufficient operational capacity				
	Layout enhancement or additional capacity provision is required				
Junction	**Scenario**	**Merge/Diverge**	**Current Type**	**Upgrade Required?**	
				AM	**PM**
M20 Junction 11	2055 Do Minimum	EB Diverge	A1	A1	A1
		EB Merge	A1	A1	D1
		WB Diverge	A1	A1	A1
		WB Merge	A1	A1	A1
	2055 Do Something Medium Vision (sensitivity test)	EB Diverge	A1	A1	A1
		EB Merge	A1	E1 (D)	E1 (D)
		WB Diverge	A1	D1	A1
		WB Merge	A1	A1	A1
M20 Junction 11a	2055 Do Minimum	EB Diverge	B2	A2	C2
		WB Merge	C	A1	A1
	2055 Do Something Medium Vision (sensitivity test)	EB Diverge	B2	A2	A2
		WB Merge	C	A1	A1
M20 Junction 12	2055 Do Minimum	EB Diverge	C1	A1	A1
		EB Merge	A1	D	B
		WB Diverge	A1	A1	A1
		WB Merge	D	A1	D
	2055 Do Something Medium Vision (sensitivity test)	EB Diverge	C1	A1	C1
		EB Merge	A1	A1	B(A1)
		WB Diverge	A1	A1	A1
		WB Merge	D	B	A1
		EB Diverge	A1	A1	A1

M20 Junction 13	2055 Do Minimum	EB Merge	B	D	A1
		WB Diverge	A2	A2	A2
		WB Merge	A1	B	D
	2055 Do Something Medium Vision (sensitivity test)	EB Diverge	A1	A1	A1
		EB Merge	B	A1	A1
		WB Diverge	A2	A2	A2
		WB Merge	A1	B(A1)	D

19.4.3. Based upon the merge/diverge assessments, the following has been identified.

M20 JUNCTION 11

19.4.4. The eastbound merge and westbound diverge at the M20 Junction 11 are forecast to require mitigation, whilst the eastbound diverge and westbound merge are forecast to be sufficient with the 2055 Do Something Medium Vision scenario forecast flows.

19.4.5. The layout required for the eastbound merge and westbound diverge is a lane gain and land drop respectively. It is not possible to provide this layout on the current three lane motorway and therefore a corresponding eastbound diverge lane drop and westbound merge lane gain would need to be introduced. This conclusion is similar to that reached in the 2022 TA which proposed lane gains and lane drops through the junction in both the westbound and eastbound directions.

19.4.6. For this 2026 TAA it is proposed to adopt the 2022 TA merge and diverge mitigation scheme at the M20 Junction 11 under the Monitor and Manage strategy, which has been tested for the 2055 Do Something Medium Vision scenario forecast flows and is sufficient. This mitigation scheme is shown on the drawing provided at **Appendix K**. The merge and diverge mitigation could be delivered independent of the M20 Junction 11 roundabout partial signalisation mitigation works.

M20 JUNCTION 11A

19.4.7. The existing merge and diverge arrangements at M20 Junction 11a provide sufficient operational capacity for the 2055 Do Something Medium Vision (sensitivity test). No mitigation is required.

M20 JUNCTION 12

19.4.8. The existing diverge arrangements at M20 Junction 12 are sufficient to accommodate the forecast traffic demand for 2055 Do Something Medium Vision (sensitivity test). In terms of the merge assessments, with reference to DMRB the existing Layout A1 is sufficient in the context of an existing motorway. On this basis no mitigation is required.

M20 JUNCTION 13

19.4.9. The existing diverge arrangements at M20 Junction 13 are sufficient to accommodate the forecast traffic demand. In terms of the merge assessments, with reference to DMRB the existing Layout A1 on the westbound merge is insufficient in the context of an existing motorway. However, the requirement for upgrade (to layout D) exists in the 2055 Do Minimum scenario prior to application of the Otterpool Park Proposed Development. The layout requirement does not change in the 2055 Do Something Medium Vision (sensitivity test) scenario and therefore this is a pre-existing issue which is not the responsibility of Otterpool Park to resolve.

20 A20 ASHFORD ROAD EASTERN LINK ASSESSMENT

20.1 INTRODUCTION

20.1.1. In the 2022 TA a potential requirement was identified to upgrade the A20 Ashford Road between Newingreen and A20 southern roundabout (to the south of M20 J11) to two lane dual carriageway. This chapter reviews forecast traffic flows on the A20 Ashford Road (eastern link) to determine whether the requirement to upgrade this link is still valid.

20.1.2. Capacity and operation of the existing junctions along the corridor have been assessed as part of this TAA (Chapter 18) with supporting mitigation identified at the A20 Ashford Road / Stone Street / Hythe Road junction. The new EHP access is considered as part of the EHP TA.

20.2 BACKGROUND

20.2.1. As part of the 2022 TA, two upgrades were proposed to the A20 Ashford Road (eastern link) to facilitate the Otterpool Park Proposed Development (including 8,500 homes).

- Firstly, the A20 single carriageway would be realigned to facilitate the new Otterpool Avenue junction and address an existing highway constraint posed by the alignment of the A20.
- Secondly, the 2022 TA suggested that in the longer term there could be a requirement to upgrade this link to be a two-lane dual carriageway to support the full operation of the Otterpool Park Proposed Development.

20.2.2. Improvement of the A20 (including improvements at the Newingreen Junction) to provide a re-aligned single carriageway road was proposed prior to first occupation with a Monitor and Manage approach then adopted to determine if the two-lane dual carriageway would be required; an indicative trigger of 4500 homes was identified in the draft S106 Heads of Terms but it was suggested in the 2022 TA that the trigger may never be reached.

20.3 BASELINE SITUATION

20.3.1. For ease of reference, this section includes relevant sections of Chapter 7 on the baseline situation relating to the A20 Ashford Road. The figure below shows the A20 Ashford Road (eastern link) in its local context.

Figure 20-1 – A20 Eastern Link

20.3.2. The A20 Ashford Road is currently a two-lane dual carriageway to the south of the motorway junction for approximately 300 metres. Along this dual carriageway section, to the south of the M20 junction there is an at grade give-way junction for the A20 Ashford Road. This is a restricted access junction providing for left in and left out movements with Ashford Road to and from the southbound carriageway. A roundabout junction to the south provides for vehicles to make a U-Turn movement and return north to the motorway junction.

20.3.3. To the south of the A20 Ashford Road roundabout (and adjacent to the masterplan site), the A20 Ashford Road is single carriageway with one lane running in each direction for approximately 1.1km to a point 145 metres to the north of the Newingreen Junction.

20.3.4. To the north of the Newingreen Junction the A20 Ashford Road is dual carriageway for approximately 145m with the northbound carriageway featuring one lane, and the southbound carriageway featuring two lanes for left turn and onward travel movements at the Newingreen Junction accordingly. The single carriageway section of A20 Ashford Road varies in width, with a section where it is less than 6.5m wide where it traverses through the wooded area to the north of Stone Street.

20.3.5. The table below sets out peak hour and AADT flows, as taken from a 2016 DfT survey, the 2018 Base Year as presented within the 2022 TA, and more recent 2025 Automatic Traffic Count (ATC) data.

Table 20-1 - Traffic Flows on A20 Ashford Road (Eastern Link)

Source	Number of Vehicles						
	AM Peak			PM Peak			AADT
	NB	SB	Total	NB	SB	Total	Total
2016 Survey (DfT counter)	-	-	-	-	-	-	13,720
2018 Base Year	762	664	1,426	700	746	1,446	18,061
2025 Survey Data (ATC)	659	682	1,341	740	678	1,418	15,034
2025 Survey Data minus 2018 Base Year	-103	18	-85	40	-68	-28	-3,027

20.3.6. In comparison to the 2018 Base Year flows presented as part of the 2022 TA, the more recent 2025 survey data show a decrease in overall peak hour and AADT flows on the A20 Ashford Road; an approximate 6% decrease during the AM peak hour.

20.4 2022 TA APPROACH

20.4.1. This section sets out the approach outlined in the 2022 TA in relation to the A20 Ashford Road (eastern link) and the potential need for dualling to support delivery of the Otterpool Park development (to include 8,500 homes) and local plan allocation (up to 10,000 homes).

20.4.2. The 2022 TA refers to DMRB Advice Note TA 46/97 and 79/99, noting these were officially withdrawn in March 2020 without a direct replacement as part of significant update and restructuring of DMRB.

20.4.3. The 2022 TA set out the following parameters.

- DMRB TA 46/97 - as a guide, DMRB gives an Annual Average Daily Traffic (AADT) flow up to 13,000 vehicles for a standard single two-lane carriageway in the countryside (Rural S2 road) (TA 46/974 paragraph 2.4 and Table 2.1).
- An existing flow (2018 baseline) of 18,061 AADT was identified putting the A20 above the flow range for a standard single carriageway with one lane running in each direction.
- A future year flow of 46,272 was identified (2044 8,500 homes).
- However, it was acknowledged that the development would change the nature of the A20 and therefore application of TA 46/97 was not the most appropriate standard. Instead, reference is made to TA79/99 – Traffic Capacity of Urban Roads.

20.4.4. The table below is an extract from the 2022 TA (Table 14) which sets out the peak hour and AADT flows for base years and indicative forecasts without (Do Minimum) and with (Do Something) Otterpool Park development of 8,500 homes (2044 assessment year) and 10,000 homes. Daily totals were derived from peak hour flows by considering existing peak hour to daily flow conversion factors.

Table 20-2 – Vehicle Flows on the A20 Ashford Road

Assessment Year	Number of Vehicles						
	AM Peak Hour			PM Peak Hour			AADT
	NB	SB	Total	NB	SB	Total	Total
2016 Survey	-	-	-	-	-	-	13,720
2018 Base Year	762	664	1,426	700	746	1,446	18,061
2044 8.5k DM	1,066	1,092	2,158	1,039	1,232	2,271	27,852
2044 8.5k DS	2,200	1,440	3,640	1,655	2,065	3,718	46,272
2044 10k DM	1,067	1,087	2,144	1,025	1,214	2,239	27,563
2044 10k DS	2,177	1,433	3,610	1,648	2,040	3,688	45,894

Source: Extract from 2022 TA Table 14

20.4.5. It is understood that, as part of the 2022 TA, design discussions with KCC and FHDC were undertaken as to the future character of the A20 link between the roundabout south of the M20 Junction 11 and Newingreen Junction. Given the requirement to provide two access junctions into the development from the new link road (the employment access and Otterpool Avenue) and the changing nature of the land uses to the west of the A20 that would form the development, it was agreed with KCC and FHDC that the A20 would most appropriately become an urban road with a 40mph speed limit.

20.4.6. DMRB TA 79/99 Traffic Capacity of Urban Roads sets out in Table 2 flow capacity for different urban road types, an extract of which is shown below.

Figure 20-2 - DMRB TA 79/99 Traffic Capacity of Urban Road (Extract of Table 2)

		Two-way Single Carriageway- Busiest direction flow (Assumes a 60/40 directional split)									Dual Carriageway			
		Total number of Lanes									Number of Lanes in each direction			
		2				2-3	3	3-4	4	4+	2		3	4
Carriageway width		6.1m	6.75m	7.3m	9.0m	10.0m	12.3m	13.5m	14.6m	18.0m	6.75m	7.3m	11.0m	14.6m
Road type	UM	Not applicable										4000	5600	7200
	UAP1	1020	1320	1590	1860	2010	2550	2800	3050	3300	3350	3600	5200	*
	UAP2	1020	1260	1470	1550	1650	1700	1900	2100	2700	2950	3200	4800	*
	UAP3	900	1110	1300	1530	1620	*	*	*	*	2300	2600	3300	*
	UAP4	750	900	1140	1320	1410	*	*	*	*	*	*	*	*

Source: Extract from DMRB TA 79/99 Table 2

20.4.7. It was considered that the new A20 link (with development) would be categorised as an Urban All-Purpose Road Type 1 (UAP1). Key Characteristics of a UAP1 road include:

- General function: High-standard single or dual carriageway roads that carry predominantly through-traffic with limited access.
- Speed limit: 60 mph or less.
- Access and side roads: Very limited or grade-separated side roads and minimal frontage access.

20.4.8. The theoretical maximum capacity of a UAP1 single carriageway is identified as 1,860 (one-way peak hour flow) with 9m carriageway width. The capacity is calculated as 60% of the two-way flow.

20.4.9. The 2022 TA identified a peak flow of 2,230 (60% of peak two-way flow of 3,718) which is above the capacity of the UAP1 9m wide single carriageway. In accordance with TA 79/99 this peak flow would require two to three lanes for a UAP1 category road. On this basis it was concluded that a dual carriageway might be required. As the 2022 TA was based on a worst-case assessment it was suggested that the trigger may never be reached.

20.4.10. DMRB Advice Note TA 46/97 and 79/99 were officially withdrawn in March 2020 without a direct replacement as part of significant update and restructuring of DMRB. However, in the absence of a direct replacement these remain citations when considering such matters.

20.5 UPDATED APPROACH

20.5.1. This section sets out an assessment of the A20 Ashford Road (eastern link) for this 2026 TAA. Traffic flows used in this updated assessment include:

- 2025 baseline traffic surveys (post-Covid).
- Revised background growth assumptions and updated committed developments; for an updated future forecast year of 2055.
- Assessment of the development in a series of vision-led scenarios (High Vision and Medium Vision) rather than the traditional 'predict and provide' scenario used in the 2022 TA and upon which the highway mitigation has been based.

20.5.2. The tables below set out traffic flows for the A20 Ashford Road (eastern link) accordingly.

Table 20-3 – Traffic Flows on A20 Ashford Road (Eastern Link) – High Vision

A20 Traffic Flows	AM			PM		
	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
2025 Base Year (ATC)	659	682	1341	740	678	1418
2055 Do Minimum	1117	1114	2232	1199	1230	2429
2055 Do Something	1926	1302	3229	1482	1694	3176

Table 20-4 – Traffic Flows on A20 Ashford Road (Eastern Link) – Medium Vision

A20 Traffic Flows	AM			PM		
	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
2025 Base Year (ATC)	659	682	1341	740	678	1418
2055 Do Minimum	1117	1114	2232	1199	1230	2429
2055 Do Something	2006	1334	3341	1529	1778	3307

20.5.3. It is noted that future year flows incorporate a relatively substantial amount of background growth and committed development traffic flows. Background growth forecasts in traffic modelling carry an element of uncertainty because of the nature of forecasting. While traffic volumes generally trend upward, databases using TEMPro growth factors have a systematic tendency to overpredict growth over extended time horizons as they take no account of the ability of the transport network to accommodate the level of growth suggested. Nevertheless, an in principle agreed position has been reached with KCC and NH on the methodology for forecasting future years; with housing and employment predictions incorporated up to the end of the Local Plan period (2042 for Ashford and 2045 for Folkestone & Hythe).

20.5.4. The table below compares the High Vision and Medium Vision scenarios against the worst-case assessment presented in the 2022 TA (noting that future assessment years vary 2055/2044 respectively so it is not possible for direct comparison).

Table 20-5 - Traffic Flows on A20 Ashford Road (Eastern Link) – 2022 TA Comparison

Source	Number of Vehicles					
	AM Peak			PM Peak		
	NB	SB	Total	NB	SB	Total
2022 TA Do Something for 2044 Assessment Year	2,220	1,440	3,640	1,655	2,065	3,718
2055 Do Something – High Vision	1,926	1,302	3,229	1,482	1,694	3,176
2055 Do Something – Medium Vision	2,006	1,334	3,341	1,529	1,778	3,307
2055 Do Something – High Vision minus 2022 TA Do Something for 2044 Assessment Year	-294	-138	-411	-173	-371	-542
2055 Do Something – Medium Vision minus 2022 TA Do Something for 2044 Assessment Year	-214	-106	-299	-126	-287	-411

20.5.5. In comparison to the 2022 TA Do Something for 2044 Assessment Year, the 2055 Do Something scenarios (High Vision and Medium Vision) show a decrease in peak traffic flows (between some 300 and 500 two-way vehicle movements) on the A20 Ashford Road. This is attributed to an overall decrease in 2025 survey flows compared with the 2022 TA 2018 baseline, a review of background

growth and committed development flows for a 2055 forecast future year in agreement with KCC and NH, and High Vision and Medium Vision trip generation in agreement with KCC and NH. A peak flow of 2,005 (60% of peak two-way flow of 3,341) is identified which is approximately 10% lower than that previously assessed for the 2022 TA.

20.5.6. As acknowledged the DMRB Advice Note 79/99 was officially withdrawn in March 2020 without a direct replacement. In the absence of a direct replacement this document has been referred to as guidance; consistent with the 2022 TA. Based on this document, requirements of the A20 Ashford Road (eastern link) fall somewhere between UAP1 9m and 10m wide carriageway requiring two to three lanes for end state of the Otterpool Park Proposed Development. Therefore, a single carriageway of between two to three lanes might be required.

20.5.7. The proposed A20 Ashford Road design with realignment and introduction of the new employment and Otterpool Avenue accesses will be offering a carriageway to the DMRB description for a single carriageway with sections of two lanes provided on approach to the new access junctions (and therefore two to three lanes overall).

20.5.8. Moreover, and considering there being no direct replacement of the now withdrawn DMRB documents, the subsequently adopted vision-led approach is considered a key component. Vision-led transport planning replaces traditional, car-centric forecasting with an outcome driven approach. Instead of predicting future traffic to build more road capacity, it establishes a shared community vision for a desired future, such as net-zero, clean air, or health, and designs transport and spatial strategies to achieve this accordingly. Key pillars of vision-led transport planning include:

- Place over Capacity - planning starts with the desired outcomes of a neighbourhood (like carbon reduction, air quality, and street safety), designing streets for people first rather than forecasting traffic to justify widening roads.
- Sustainable and Active Travel - policy requires planning authorities to prioritise and mandate infrastructure for public transport, walking, and "wheeling".
- Hierarchy of Provision - under the NPPF, significant movement-generating developments must integrate high-quality active travel pathways and produce stringent Travel Plans that track, monitor, and mitigate network impacts.

20.5.9. The Proposed Development incorporates proposed improvements along the A20, including realignment adjacent to the eastern Site boundary, promotion of a slower speed environment (40mph speed limit is proposed), and improvements to walking and cycling infrastructure. Aligned with ‘decide and provide’ based approach to the Transport Strategy that is required of the vision-led approach, the development will seek to maximise opportunities for active and public transport. As such, it is not considered necessary (based on TA79/99) or appropriate (based on the sustainable and active travel aspirations of the development) to provide a dual carriageway along the A20 Ashford Road (eastern link) as part of the Otterpool Park Proposed Development.

20.5.10. Notwithstanding, the Otterpool Park Site is allocated for 10,000 homes under the Local Plan. Therefore further development could come forwards in due course which does not form part of the current planning application. It is therefore considered appropriate to safeguard land to allow for dualling, should this become a requirement in due course. The safeguarding has been explored in more detail as part of the design of the access arrangements for EHP, further information is provided in relation to this in the EHP TA.

21 PROPOSED MITIGATION

21.1 INTRODUCTION

21.1.1. This chapter provides a summary of the proposed mitigation intended to form part of the draft S106 Heads of Terms for this updated OPA submission to support Otterpool Park Proposed Development end state (to include 8,500 homes). Proposed mitigation is twofold:

- A package of sustainable transport measures to support reduced car travel in accordance with vision-led planning policy.
- Highway mitigation to be included either as a contribution, or a mitigation scheme under a Monitor and Manage approach, and implemented if required through delivery of the Otterpool Park Proposed Development.

21.1.2. It is not considered appropriate to primarily focus on delivering infrastructure which provides additional highway capacity in all cases. In addition, it is not possible to have certainty on the forecast background growth, committed development vehicle flows, and development related vehicle flows (which are based on sensitivity testing for the purpose of highway mitigation).

21.1.3. At this stage highway mitigation proposals are conceptual and demonstrate deliverability. As mentioned, KCC and NH have requested updated/new road safety audits for proposed mitigation junction designs. In addition, NH has requested WCHAR to be completed. This information is in the process of being prepared and will be formally submitted to KCC and NH following submission with discussions on going. Detailed design stages would follow at an appropriate stage post Outline Planning Permission (OPP).

21.1.4. Consideration to the draft S106 Heads of Terms specifically relating to the EHP is set out within the EHP TA.

21.2 PROPOSED SUSTAINABLE TRANSPORT MEASURES

21.2.1. The table below sets out sustainable transport measures proposed to form part of the draft S106 Heads of Terms for this updated OPA submission.

Table 21-1 - Sustainable Transport Measures

Mode	Measure	Commentary
Public Transport	Bus	Subsidies to support a bus service to serve the Site and key local destinations (Ashford, Hythe and Folkestone)
	Rail	Upgrades to Westenhanger Rail Station
Travel Planning	MaaS	Contribution towards app to provide personalised journey planning based on the suite of transport options available to residents and visitors of the development. Notably, the MaaS contribution includes mobility credits to encourage travel by sustainable modes
	Travel Plan	Suite of initiatives to promote sustainable travel options across the Site. A Framework Travel Plan has been prepared as a standalone document and submitted as part of this updated OPA

Mode	Measure	Commentary
Active Travel	Mobility Hubs	Provision of hubs to provide access to micro-mobility, car club, buses etc.
	Micro-mobility offer	E-scooter and E-bike rental scheme for use on-site
	PRoW Network	Improvements to local walking and cycling routes

21.3 PROPOSED HIGHWAY MITIGATION

21.3.1. The table below sets out highway mitigation proposed to form part of the draft S106 Heads of Terms for this updated OPA submission. Technical drawings relating to the proposed package of highway mitigation are provided at **Appendix K**. Indicative triggers will be defined and agreed in due course.

21.3.2. For this 2026 TAA it has been agreed with KCC and NH for the High Vision to be used as the core assessment scenario to identify transport impacts. The Medium Vision is then used as a sensitivity test to identify worst-case highway impacts. Mitigation proposals have been developed to accommodate the Medium Vision as a backstop position.

21.3.3. It is proposed for Monitor and Manage to be used to review indicative trigger points, scope, and allow flexibility in the delivery of mitigation proposals; with overall liability capped using the mitigation derived to accommodate the Medium Vision. The proposed Monitor and Manage strategy is set out in the next chapter.

OFF SITE JUNCTION MITIGATION

Table 21-2 – Highway Junction Mitigation Summary

WSP ID/Junction		Envisaged under Monitor and Manage/Contribution?	Comments, also refer to Appendix K
1	M20 Junction 11	Proposed mitigation scheme as per 2022 TA, under Monitor and Manage	Anticipated mitigation works to consist of: Partial signalisation of junction (M20 eastbound-off slip and A20 Ashford Road arms) as shown on drawing 10029956-OP-ARC-XX-SK-T-0001 Eastbound Diverge Works as shown on drawing 10029956-OP-ARC-XX-SK-T-0001 Eastbound Merge Works as shown on drawing 10029956-OP-ARC-XX-SK-T-0001 Westbound Diverge Works as shown on drawing 10029956-OP-ARC-XX-SK-T-0001 Westbound Merge Works as shown on drawing 10029956-OP-ARC-XX-SK-T-0001
7	A20 Ashford Road / Stone Street / Hythe Road	New concept mitigation scheme identified by WSP, under Monitor and Manage	Proposed mitigation works to consist of signalisation of junction as shown on drawing 265358-WSP-00-00-SK-CE-0001
8	A261 London Road / Barrack Hill	Proposed mitigation scheme as per 2022 TA, suggested developer contribution	Scheme in the form of yellow box road marking as shown on drawing 10029956-ARC-XX-XX-DR-HE-0046

WSP ID/Junction		Envisaged under Monitor and Manage/Contribution?	Comments, also refer to Appendix K
9	A259 / Dymchurch Road / Military Road Gyratory	Proposed mitigation scheme as per 2022 TA, suggested developer contribution	Scheme to introduce parking restrictions as shown on drawing 10029956-ARC-XX-XX-DR-HE-0047-P01
11	M20 J13 (Castle Hill interchange)	To be confirmed	Discussions with KCC and NH on going. There was an additional lane at this junction which has been removed. In discussions with KCC it is understood that there is a desire for this lane to be added back at the junction
12	B2064 Cheriton High Street / B2063 Risborough Lane	To be confirmed	Discussions on going with KCC
13	B2064 Cheriton High Street / A2043 Cherry Garden Avenue	To be confirmed	Discussions on going with KCC
14	A259 Prospect Road / Stade Street	Proposed mitigation scheme as per 2022 TA, suggested developer contribution	Scheme to introduce a yellow box as shown on drawing 10029956-ARC-XX-XX-DR-HE-0048
15	Barrow Hill Shuttle Signals	Proposed mitigation scheme as per 2022 TA, under Monitor and Manage	Anticipated mitigation works to consist of signal optimisation
16	M20 Junction 10a	New concept mitigation scheme identified by WSP, under Monitor and Manage	Anticipated mitigation works to consist of additional traffic signals at junction as shown on drawing 265358-WSP-00-00-SK-CE-0003
18	A260 Spitfire Way / White Horse Hill / A20 Slip Roads	To be confirmed	Currently under review and discussions with KCC and NH remain on going
19	Alkham Valley Road / A20 Slip Roads	To be confirmed	Currently under review and discussions with KCC and NH remain on going
20	A260 Canterbury	To be confirmed	Currently under review and discussions with KCC and NH remain on going

WSP ID/Junction		Envisaged under Monitor and Manage/Contribution?	Comments, also refer to Appendix K
	Road / Alkham Valley Road		
21	M20 Junction 9	Proposed mitigation scheme as per 2022 TA, under Monitor and Manage	Anticipated mitigation works to consist of lane widening as shown on 10029956-ARC-XX-XX-DR-HE-0049
23	A292 / M20 London Bound On-Slip	New concept mitigation scheme identified by WSP, under Monitor and Manage	Anticipated mitigation works to consist of lane widening as shown on drawing 265358-WSP-00-00-SK-CE-0002
24	A2070 Roundabout Between M20 J10 and J10a	To be confirmed	Discussions on going with KCC and NH to identify potential mitigation scheme

OFF SITE MERGE AND DIVERGE MITIGATION

21.3.8. The analysis and evidence presented as part of this TAA shows that the merge and diverge mitigation scheme at the M20 Junction 11 developed for the 2022 TA is still required. This mitigation scheme is shown on the drawing provided at **Appendix K**. The merge and diverge mitigation could be delivered independent of the M20 Junction 11 roundabout partial signalisation mitigation works. It is intended for this mitigation to be secured under Monitor and Manage.

A20 ASHFORD ROAD (EASTERN CORRIDOR)

21.3.9. It is proposed for the A20 Ashford Road to be realigned to support the delivery of Otterpool Avenue. Specifically, the Proposed Development incorporates proposed improvements along the A20, including realignment adjacent to the eastern Site boundary, promotion of a slower speed environment, and improvements to walking and cycling infrastructure. The realignment scheme can be delivered independent of the Newingreen Junction mitigation scheme.

21.3.10. This 2026 TAA presents an evidence base demonstrating that dualling of the A20 Ashford Road is not required to support the Proposed Development.

A20 ASHFORD ROAD (WESTERN CORRIDOR)

21.3.11. As per the 2022 TA, it is proposed for the A20 Ashford Road between Barrowhill and Newingreen to be re-engineered to provide active travel infrastructure. Further detail is set out within the Strategic Design Principles document that accompanies the OPA.

OTTERPOOL LANE

21.3.12. As per the 2022 TA, in a similar manner to A20 Ashford Road (western corridor) active travel infrastructure is proposed to be introduced on Otterpool Lane as the development comes forwards to ensure non-motorised user connectivity.

TRAFFIC CONTROLS

21.3.13. The following traffic control measures are proposed on roads surrounding the site. These proposals were put forwards and agreed as part of the 2022 TA, and in subsequent discussions, included as part of the draft S106 Heads of Terms and do not change. For completeness drawings associated with these proposals are included in **Appendix K**.

- Aldington Road closure.
- Harringe Lane closure.
- Traffic calming measures on Aldington Road.

22 MONITOR AND MANAGE STRATEGY

22.1 INTRODUCTION

22.1.1. This chapter considers an outline Monitor and Manage strategy framework to enable ongoing review of mitigation measures. It is envisaged that the Monitor and Management Strategy will be secured by S106.

22.1.2. The OPA for the Otterpool Park Proposed Development seeks OPP for a range of land uses with all matters reserved. The OPA means that the final specific development quantum and mix of land uses that comes forward is unknown at this stage. However, this 2026 TAA is based on trip generation predictions against maximum development parameters.

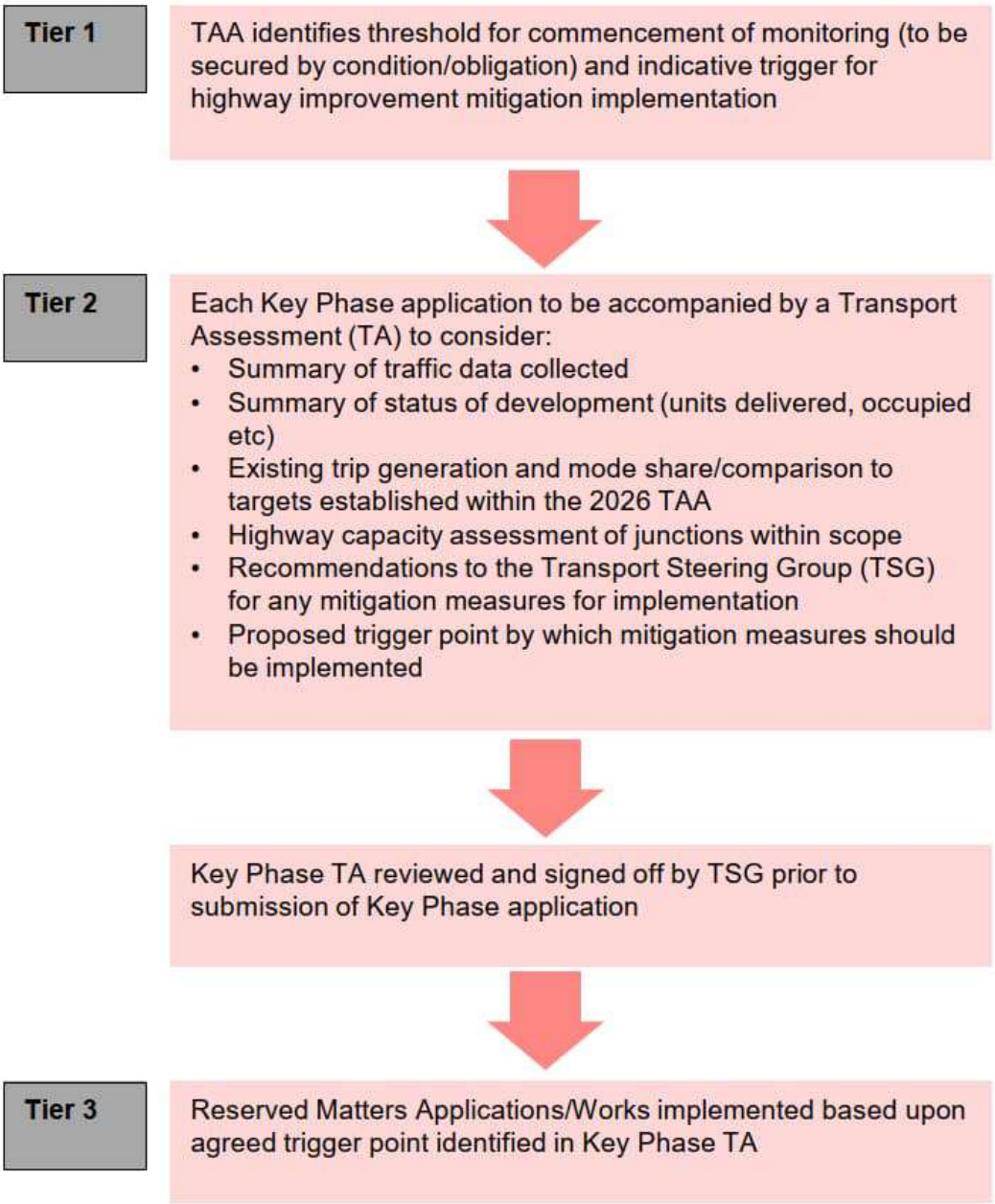
22.1.3. Background growth is based on predictions provided in TEMPRO (as far ahead as 2055), and committed developments have been assessed on trip generation predictions against maximum development parameters as set out in respective TA's. The actual transport effects against predicted future baselines will not be known until the Proposed Development is built out by Key Phases and becomes operational.

22.1.4. DfT Circular 01/2022 explicitly recognises the uncertainty surrounding future travel patterns, particularly in the wake of the COVID-19 pandemic, which has catalysed lasting behavioural shifts such as increased homeworking and flexible travel. This demonstrates that predicting with accuracy how the transport network will operate in a future year far ahead, a requirement of this 2026 TAA, can be relatively challenging. The 2025 survey data has already evidenced some 6% to 8% reduction compared with the 2022 TA 2019 baseline.

22.1.5. For the package of mitigation measures outlined in this 2026 TAA, it has been agreed with KCC and NH for the Medium Vision to be used as a sensitivity test to identify worst-case highway impacts. Mitigation proposals have been developed to accommodate the Medium Vision as a backstop position. Therefore, Monitor and Manage will be used to review indicative trigger points, scope, and allow flexibility in the delivery of the identified mitigation proposals.

22.1.6. It is proposed for the Monitor and Manage strategy to align with the tiered planning strategy, as demonstrated in the diagram below.

Figure 22-1 – Aligning Monitor and Manage and Tiered Planning Strategy



22.2 TRANSPORT STEERING GROUP (TSG)

22.2.1. To oversee the implementation of the Monitor and Manage strategy, a TSG is proposed to be formed prior to commencement of the initial Key Phase at Tier 2. The TSG will consist of members including at least one member from KCC, one member from NH, one member from the LPA and one member representative of the developer. The TSG role will include:

- To monitor the transport effects of the Proposed Development and to understand what the transport effects are that arise based upon the final land use mix implemented and associated trip generation.
- To review the outcomes of the monitoring process and recommendations made within the Key Phase TA.

- To agree the scope and trigger points for the implementation of the mitigation associated with the transport impacts of the Proposed Development with reference to the items that fall within the scope of the Monitor and Manage approach.
- To provide the ability for the final form of mitigation that is secured through the S106 to be reviewed and where appropriate and in agreement with the TSG to vary the form of mitigation.
- To provide the ability for mitigation that is secured through the final S106 to not be implemented if it is identified through the monitoring programme that it is no longer needed.
- To enable cross-funding of mitigation across modes should transport effects arising from the Otterpool Park Proposed Development vary to those predicted within the 2026 TAA.

22.3 KEY PHASE TRANSPORT ASSESSMENT

22.3.1. A Key Phase TA will be prepared and submitted with each Tier 2 Key Phase application. A Key Phase TA will include (as a minimum):

- Summary of multi-modal data collected to inform Key Phase TA (undertaken as part of the monitoring of the FTP).
- Summary of status of development (units delivered, occupied etc).
- Existing trip generation and mode share of the Proposed Development and comparison to mode share targets established within the 2026 TAA.
- Highway capacity assessment of junctions for those that fall within the scope of the relevant Key Phase TA as set out in Chapter 21.
- Review of modes by walking, cycling, bus, rail, car sharing and associated measures.
- Recommendations to the TSG for any mitigation measures for implementation.
- Details (preliminary design and safety audits/WCHAR) for any mitigation measures recommended for implementation.
- Proposed trigger point by which mitigation measures should be implemented.

22.3.2. This framework is currently being refined through ongoing discussions with KCC and NH and will be updated as appropriate including the provision of triggers for both when off-site mitigation needs to be considered in each Key Phase TA and when it is anticipated (based on the analysis undertaken to date) that mitigation is required to be implemented, aligned with the anticipated build out of the development.

23 EARLY HOMES PARCEL

23.1 INTRODUCTION

23.1.1. The EHP will be the first phase of development at the Site. Proposals for the EHP have been submitted as part of this updated OPA submission, with outline planning permission sought with all matters reserved including access, to provide up to the first 300 residential homes. Completion (i.e. end state of the EHP development) is anticipated by 2031. To facilitate setting out highways and transport matters specifically relating to the EHP, a TA for the EHP is provided as a standalone document with a summary set out below. An EHP TP has also been prepared as a standalone document to set out sustainable travel planning commitments.

23.2 EHP TA OVERVIEW

23.2.1. The EHP represents the first phase of development at Otterpool Park and plays a central role in establishing the vision for the wider garden town.

SITE CONTEXT AND ACCESSIBILITY

23.2.2. The EHP is situated at the eastern periphery of the masterplan, bounded to the east by the A20 Ashford Road, and to the west by Stone Street. The EHP benefits from access to an existing network of footways, PRoWs and local roads that provide connections to nearby settlements, services and public transport facilities. Westenhanger Rail Station is located approximately 450m from the site (around a 5.5-minute walk), while bus stops near Newingreen Junction are within 600m. Although pedestrian infrastructure is available along the A20 Ashford Road and parts of Stone Street, footway provision is narrow and intermittent in places and there are currently very limited dedicated cycling facilities in the immediate vicinity of the site.

23.2.3. A range of day-to-day services, including retail, education and hospitality uses are accessible within walking and cycling distance of the site. The surrounding villages of Stanford and Lympne are within a short cycle journey, while Hythe and Folkestone are also readily accessible by bicycle. National Cycle Network Route 2 is located approximately 2.9km to the south and provides a traffic-free route towards Hythe and Folkestone.

23.2.4. The site is also well connected by a network of PRoWs, including routes HE221A, HE281 and HE227, which provide links through and around the site to Stone Street, the A20, Pedlinge and the wider countryside. The delivery of Otterpool Park Proposed Development will significantly enhance accessibility by providing additional homes, employment, education, retail and community facilities within convenient walking and cycling distance, supporting the Garden Town vision of sustainable and active travel.

23.2.5. The EHP is well served by public transport, with Westenhanger Rail Station located approximately 450m from the centre of the EHP, equating to around a 5.5-minute walk. The station provides regular services to Ashford International, London and destinations along the Kent coast. High-speed rail connections via Ashford International enable journeys to London in approximately one hour, making the site highly accessible by sustainable transport modes. Bus stops located approximately 600m from the site provide access to services to Ashford, Hythe and Folkestone. Route 10 operates hourly in each direction, offering convenient access to local towns, employment opportunities and educational facilities.

PROPOSED DEVELOPMENT

23.2.6. OPP is sought for the provision of up to 300 residential homes within the boundary of the EHP together with a new site access from the A20 Ashford Road.

23.2.7. Whilst access is a reserved matter, the EHP TA demonstrates a concept primary access strategy from the A20 Ashford Road that could be delivered to support the EHP proposals. This could be brought forwards compatible with but in advance of the wider A20 single carriageway realignment and ahead of delivery of either the Otterpool Avenue or employment access points. The Parameter Plans have been updated to include the new EHP access as part of this updated OPA submission. A conceptual new interim access strategy comprises a priority junction on the A20, associated highway improvements, a reduced 40mph speed limit, and an emergency-only access from Stone Street.

23.2.8. The proposals will provide a comprehensive network of walking and cycling routes throughout the site, connecting to Stone Street, the A20, Westenhanger Rail Station and the surrounding PRoW network. Off-site improvements, including enhanced pedestrian infrastructure, a new A20 crossing, new bus stops, and contributions towards PRoW enhancements, will improve connectivity to local services and facilities.

23.2.9. A site-specific sustainable Transport Strategy will support active and sustainable travel from first occupation through high-quality pedestrian and cycle infrastructure, cycle parking, EV charging provision, a Residential Travel Plan including a sustainable travel voucher for each household. While EHP will have its own planning obligations separate from the wider Otterpool Park Proposed Development, residents will ultimately benefit from the broader sustainable transport infrastructure and services delivered as the Otterpool Park garden town develops.

EFFECT OF DEVELOPMENT PROPOSALS

23.2.10. An assessment of transport and highway matters of the EHP has been undertaken to demonstrate the anticipated travel demand and associated effect of the Proposed Development. The assessment demonstrates that the forecast level of travel demand can be accommodated on the existing local transport and highway networks.

23.2.11. A multi-modal trip generation assessment has been undertaken which shows that the EHP is forecast to generate 187 and 185 two-way vehicle trips, 26 and 20 two-way public transport and 28 and 17 two-way active travel trips in the AM and PM peak hours, respectively.

23.2.12. The EHP TA concludes that the proposals will have a negligible impact on local walking, cycling, bus and rail networks. Forecast demand is low, and existing public transport services have sufficient capacity to accommodate additional trips. Proposed improvements to pedestrian and cycle connections will further support sustainable travel. Junction capacity assessments of junctions in proximity of the site have shown that all assessed junctions are forecast to operate with capacity in the 2031 Do Something scenarios.

SUMMARY AND CONCLUSIONS

23.2.13. Overall, the EHP represents a high-quality and sustainable first phase of development that aligns with the vision for Otterpool Park as a next generation garden town. The EHP proposals will deliver new homes in an accessible location supported by sustainable transport infrastructure, high-quality public realm and a people-focused design approach. By prioritising active travel, facilitating access to public transport and supporting reduced reliance on private car travel, the EHP will establish the

foundations for a healthy, sustainable and a well-connected community whilst contributing to the long-term delivery of the wider Otterpool Park Proposed Development.

23.2.14. It is concluded that the EHP will have no severe impacts on the operation and safety of the surrounding transport networks serving the site.

24 SUMMARY AND CONCLUSIONS

24.1 INTRODUCTION

24.1.1. This TAA updates the transport evidence supporting the OPA (originally submitted in 2019) for the Otterpool Park Proposed Development, a proposed garden town including up to 8,500 homes. This TAA reflects updated transport policy, new 2025 survey data, stakeholder engagement with KCC and NH, and introduces a vision-led Transport Strategy. It also supports delivery of an EHP of up to 300 homes as the first phase of the Otterpool Park development.

24.1.2. The multi-modal assessments set out within this TAA responds to significant changes in policy, particularly the move from a traditional "predict and provide" approach to a "vision-led" approach that prioritises walking, cycling, public transport and shared mobility over the private car. The Otterpool Park Proposed Development has been assessed against agreed High Vision and Medium Vision trip generation scenarios, reflecting future behavioural change and sustainable travel interventions.

24.2 DEVELOPMENT VISION

24.2.1. Otterpool Park is proposed as a next-generation garden town designed around:

- A landscape-led masterplan.
- A "10-minute neighbourhood" concept prioritising active travel.
- Integrated and enhanced Westenhanger Rail Station accessibility.
- Enhanced bus provision and connectivity.
- Reduced reliance on private car travel.
- Provision of schools, healthcare, employment, retail, leisure and community facilities within the development.

24.2.2. The Proposed Development is expected to encourage significant internal trip-making, reducing the need for external journeys and supporting long-term sustainability objectives.

24.3 EXISTING CONDITIONS

24.3.1. Updated baseline conditions demonstrate:

- Overall traffic volumes recorded in the 2025 traffic surveys are approximately 6% lower in the AM peak and 8% lower in the PM peak compared with the historic baseline used in the 2022 TA.
- The Site location benefits from proximity to Westenhanger Rail Station and existing bus services linking Ashford, Hythe and Folkestone.
- Existing walking and cycling infrastructure is limited but there is opportunity for enhancement.

24.4 MODAL SHIFT AND TRAVEL DEMAND

24.4.1. The TAA adopts vision-led travel scenarios to reduce dependence on private vehicles in accordance with adopted policy objectives and net zero carbon emission commitments. Compared with the previous worst-case 2022 TA assessment:

MEDIUM VISION

- 8% reduction in car driver trips.
- Increased bus and rail usage.

HIGH VISION

- 15% reduction in car driver trips.
- Increased use of bus, rail, shared mobility/car sharing.

- Car driver mode share reduced from approximately 70% to around 55-56%.

24.4.2. The High Vision scenario has been agreed with KCC and NH as the core assessment case, with the Medium Vision scenario used as a sensitivity test for identifying worst-case highway impacts. Mitigation proposals have been developed to accommodate the Medium Vision as a backstop position. Monitor and Manage will then be used to review mitigation scope and trigger points.

24.5 SUSTAINABLE TRANSPORT STRATEGY

24.5.1. In comparison to the 2022 TA, the Transport Strategy has been updated and is founded on:

WALKING AND CYCLING

- Extensive on-site active travel network.
- Walkable neighbourhood design with access to services within short distances.
- An updated PRoW strategy to improve connections to surrounding areas.

BUS

24.5.2. An updated bus strategy that includes:

- Enhanced services connecting Otterpool Park to Ashford, Hythe and Folkestone.
- A future internal bus network linking with Westenhanger Rail Station as soon as it is physically possible to accommodate buses within the Site.
- High-quality bus infrastructure integrated into on site mobility hubs.

RAIL

24.5.3. Significant upgrades proposed at Westenhanger Rail Station, including:

- Improved accessibility.
- Enhanced cycling facilities.
- Station forecourt improvements.
- Future-proofing for potential HS1 connectivity.
- Existing rail services are forecast to accommodate future demand without exceeding train capacity.

MOBILITY HUBS AND MAAS

- Provision for mobility hubs across the development.
- Micromobility (e-bikes and e-scooters).
- A contribution to a MaaS platform integrating transport options through a single app.
- Promotion of car club and shared mobility services.

24.6 HIGHWAY ASSESSMENT

24.6.1. There are strategic and local junctions which are forecast to operate at/above capacity for Otterpool Park Proposed Development end state in 2055 due to forecast wider background growth, committed developments and Proposed Development related vehicle trips. Mitigation is still the subject of ongoing discussions with KCC and NH but on the basis of assessment using the Medium Vision scenario is proposed at the following locations:

- WSP ID 1 – M20 Junction 11
- WSP ID 7 – Newingreen Junction (A20 / Stone Street / Hythe Road)
- WSP ID 8 – London Road/Barrack Hill
- WSP ID 9 – A259/Dymchurch Road/Military Road
- WSP ID 14 – A259 Prospect Road / Stade Street
- WSP ID 16 – M20 Junction 10A

- WSP ID 21 – M20 Junction 9
- WSP ID 23 – A292 / M20 On-slip

24.6.2. Mitigation, subject to further discussion with KCC/NH, might also be required at the following locations:

- WSP ID 11 – M20 J13 Castle Hill Interchange
- WSP ID 12 – Cheriton High Street / Risborough Lane
- WSP ID 13 – Cheriton High Street / Cherry Garden Avenue
- WSP ID 15 – Barrow Hill
- WSP ID 18, 19 and 20 – A260 / A20 slip roads
- WSP ID 24 – A2070 Roundabout

24.7 TRANSPORT MITIGATION

24.7.1. A package of improvements are proposed across all modes including:

- Subsidies towards enhancing local bus services
- Improvements at Westenhanger Rail Station
- Sustainable travel measures including a network of mobility hubs which will offer a range of shared and micro-mobility including e-scooters, e-bikes, car club
- A contribution towards a MaaS app that will enable access to the suite of sustainable transport measures on-site and includes sustainable travel vouchers to encourage use
- Targeted highway improvements to accommodate the Proposed Development.

24.7.2. Previous proposals to deliver a dual carriageway upgrade of the A20 eastern link have been re-assessed and are not required to support up to 8,500 homes. However, land will be safeguarded should this requirement be necessary at a later date.

24.8 EARLY HOMES PARCEL

24.8.1. This TAA includes EHP proposals to provide up to 300 homes as the first phase of the Otterpool Park Proposed Development. The EHP falls under Tier 0 of the planning strategy and will have its own S106 and conditions.

24.8.2. A TA prepared for the EHP demonstrates that the EHP has potential to deliver a high-quality and sustainable first phase of development that aligns with the vision for Otterpool Park as a contemporary garden town.

24.8.3. The EHP proposals will deliver new homes in an accessible location supported by sustainable transport infrastructure, high-quality public realm and a people-focused design approach. By prioritising active travel, facilitating access to public transport and supporting reduced reliance on private car travel, the EHP will establish the foundations for a healthy, sustainable and connected community whilst contributing to the long-term delivery of the wider Otterpool Park Proposed Development.

24.8.4. The EHP will offer the following access strategy and new off-site infrastructure:

- A new primary point of access from the A20 Ashford Road, to include a reduced speed environment.
- Supporting off site infrastructure on Ashford Road to improve pedestrian connectivity, including a new pedestrian crossing for onward travel to new bus stops and PRoW HE281.
- Provision of a pair of new bus stops on the A20 Ashford Road, to improve accessibility to bus route 10/10A which routes along A20 Ashford Road
- A new pedestrian link from the Site to Westenhanger Rail Station.

- A new emergency access only from Stone Street.
- A contribution will be provided towards upgrading public footpath HE371, providing a link to/from the EHP to/from Folkestone Services.
- There is a commitment to a residential EHP Travel Plan to promote sustainable travel, including a commitment to provide every home with a £300 travel voucher on first occupation.

24.8.5. It is concluded that the EHP will act as a sustainable first phase of the wider Otterpool Park development, with no significant impacts on the operation and safety of the surrounding transport networks serving the site, and with no highway mitigation required at off-site junctions.

24.9 MONITOR AND MANAGE STRATEGY

24.9.1. Given the long forecast build-out period to 2055 and uncertainty around future travel behaviour, a comprehensive Monitor and Manage Strategy is proposed. This includes:

- Establishment of a Transport Steering Group.
- Regular monitoring of travel patterns and junction performance secured through the planning strategy.
- Ability to adjust interventions based on actual outcomes rather than theoretical forecasts.

24.10 CONCLUSION

24.10.1. This TAA concludes that Otterpool Park Proposed Development can be delivered in a manner consistent with adopted policy objectives. Through adoption of a vision-led Transport Strategy, substantial investment in active travel, public transport and mobility innovation, combined with targeted highway mitigation and an ongoing Monitor and Manage strategy, the development is expected to:

- Support sustainable growth.
- Significantly improve accessibility.
- Reduce car dependency.
- Enable delivery of a high-quality next generation garden town.
- Avoid severe impacts on the highway and transport networks through appropriate management and intervention.

24.10.2. Overall, the TAA demonstrates that the transport impacts of Otterpool Park can be appropriately managed and mitigated at the end state of delivery, anticipated in 2055.

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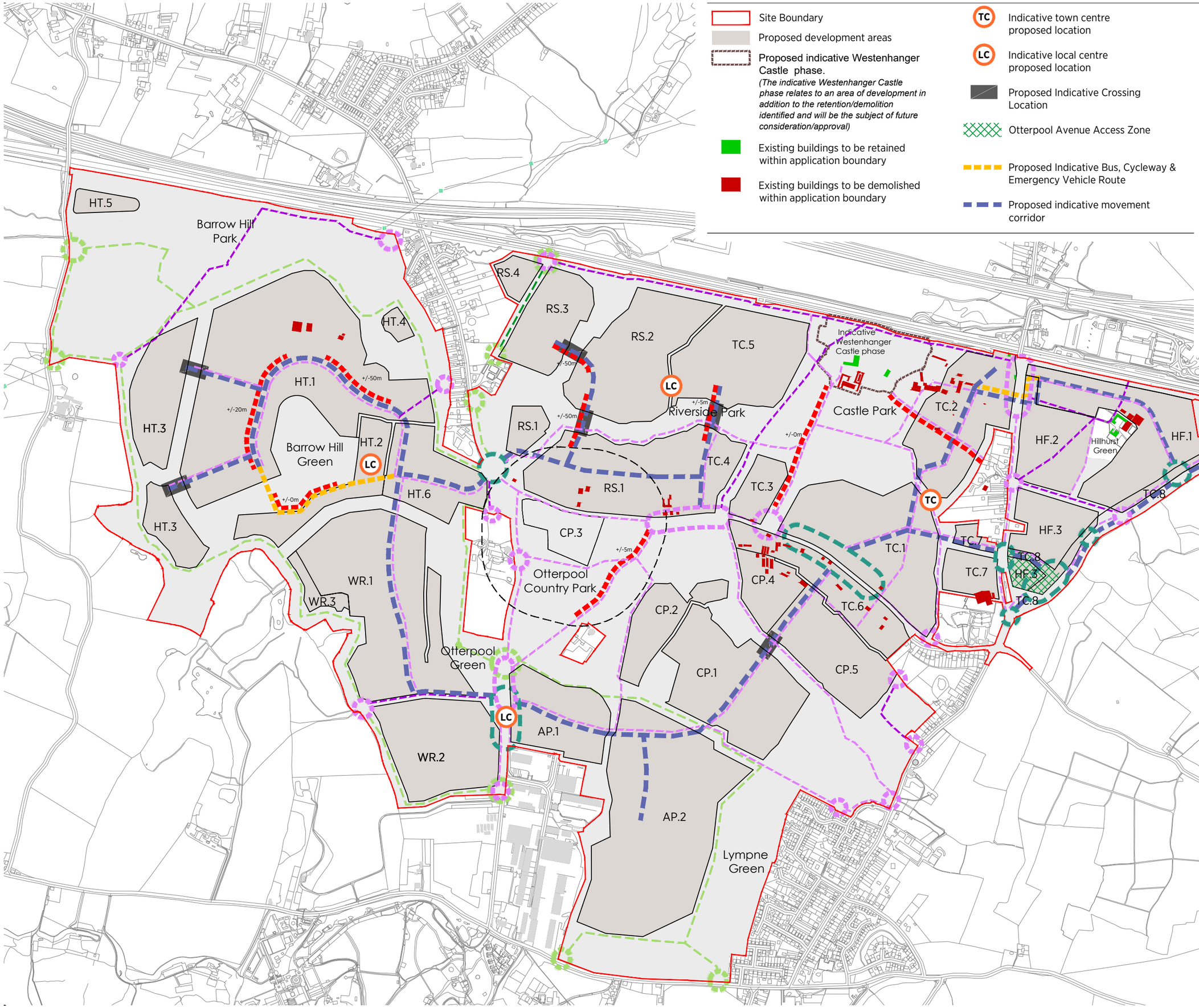
Appendix A

MOVEMENT AND ACCESS PARAMETER PLAN



Site Boundary

Proposed development areas

Proposed indicative Westenhanger Castle phase.
(The indicative Westenhanger Castle phase relates to an area of development in addition to the retention/demolition identified and will be the subject of future consideration/approval)

Existing buildings to be retained within application boundary

Existing buildings to be demolished within application boundary

TC Indicative town centre proposed location

LC Indicative local centre proposed location

Proposed Indicative Crossing Location

Otterpool Avenue Access Zone

Proposed Indicative Bus, Cycleway & Emergency Vehicle Route

Proposed indicative movement corridor

Route Sections with Limited Deviation as Noted (see Strategic Design Principles)

Proposed Indicative Connection to Existing Route: Vehicular Route (Roadway)

Existing Footpath

Proposed Indicative Footpath & Cycleway

Proposed Indicative Connection to Existing Route: Footpath & Cycleway

Existing Bridleway

Proposed Indicative Bridleway, Cycleway, & Footpath

Proposed Indicative Connection to Existing Route: Bridleway, Cycleway, & Footpath

Policy CSW16 Consultation Zone

NOTE:
The original Parameter Plans included residential development in Parcel CP3. This area of land now accommodates the operational waste facility.

Rev	Description	Date

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Client:

Otterpool Park

Movement & Access Plan

Scale@ A3 : **1:12,500**
Drawn: **CE/ADW**
Designed: **WR**
Approved: **---**

0m 500m

Drawing Number: **OTT001/004**
Revision: **N**
Date: **17.09.26**

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Appendix B

TRANSPORT STRATEGY

Otterpool Park LLP

OTTERPOOL PARK

Transport Strategy

FTP01
SEPTEMBER 2026

PUBLIC

Otterpool Park LLP

OTTERPOOL PARK

Transport Strategy

TYPE OF DOCUMENT (VERSION) PUBLIC

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	First Draft	Second Draft	Final	
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Prepared by	C. Dee	C. Dee	C. Dee	
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Checked by	J. Johnson	J. Johnson	J. Johnson	
Signature				
Authorised by	J. Johnson/J. Sherlock	J. Johnson/J. Sherlock	J. Johnson/J. Sherlock	
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CONTENTS

1	INTRODUCTION	1
2	THE VISION FOR OTTERPOOL PARK	6
3	PROPOSED DEVELOPMENT	8
4	TRANSPORT STRATEGY	11
5	PROPOSED MITIGATION	36
6	SUMMARY AND CONCLUSIONS	41

1 INTRODUCTION

1.1 INTRODUCTION

1.1.1. WSP has been appointed by Otterpool Park LLP (the 'applicant') to provide transport planning services in support of an updated Outline Planning Application (OPA) submission in relation to Proposed Development at Otterpool Park ('the Site').

1.1.2. An OPA was originally submitted in February 2019 (application reference number Y19/0257/FH). The original OPA remains under consideration, and this document is part of an updated OPA submission providing a suite of updated documents to the original OPA.

1.1.3. The original OPA included a supporting document reference 'OP5 Appendix 16.5 – Transport Strategy (March 2022); referred to as the 2022 Transport Strategy herein. This 2026 Transport Strategy provides an update to the 2022 Transport Strategy accordingly.

1.1.4. In summary, the updated OPA submission is supported by the following transport related documents:

- Transport Strategy (2026) prepared by WSP
- Transport Assessment Addendum (2026) ('2026 TAA' herein) prepared by WSP
- Framework Travel Plan (2026) prepared by WSP
- Early Homes Parcel Transport Assessment (2026) prepared by WSP
- Early Homes Parcel Travel Plan (2026) prepared by WSP
- Environmental Statement Addendum including a chapter on Transport (2026) prepared by Arcadis

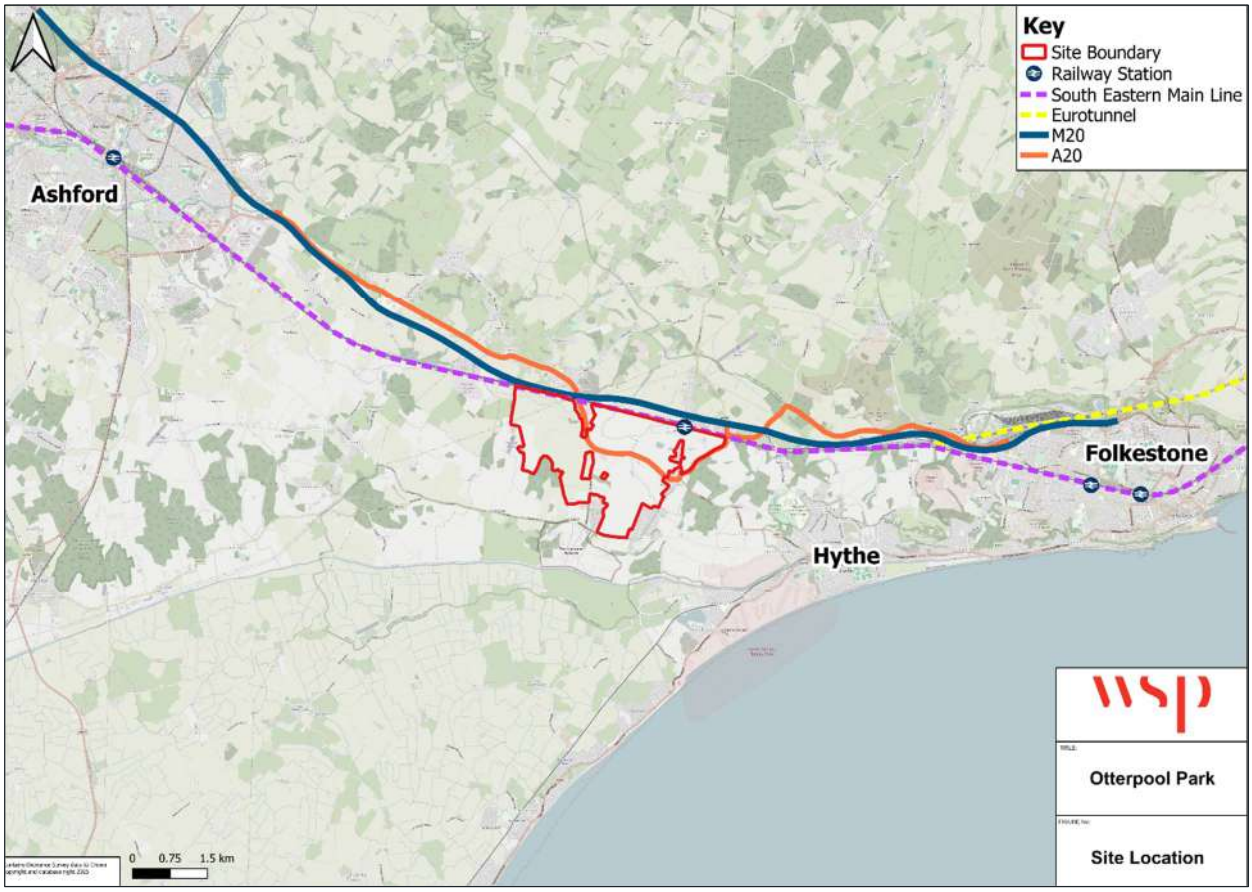
1.2 STAKEHOLDER ENGAGEMENT

1.2.1. The highway authorities are Kent County Council (KCC) and National Highways (NH). Folkestone & Hythe District Council (FHDC) is the Local Planning Authority (LPA) for the site location. With consideration to the study area for transport matters Ashford Borough Council (ABC) is also a consultee. Engagement with KCC, NH, and the LPAs has been on-going for over the past year for the purpose of scoping the 2026 TAA and supporting Transport Strategy. Engagement and collaboration remain on-going and a number of matters have been agreed in principle as part of the scoping process as detailed within the 2026 TAA.

1.3 SITE DESCRIPTION

1.3.1. The Site location is shown in the figure below.

Figure 1-1 – Site Location Plan



1.3.2. The site is broadly bounded by the M20 and railway line to the north, the A20 Ashford Road/Stone Street and Sandling Park to the east, Harringe Lane to the west and Aldington Road to the south. The town of Hythe is located approximately 4.5 kilometres (km) to the southeast with Folkestone located around 10km to the east. Ashford lies approximately 11km to the northwest. Westenhanger Rail Station is located within the Site boundary to the northeast. The site is broadly bounded by the Southeastern Main Line and the M20 motorway to the north.

1.4 PLANNING CONTEXT

1.4.1. The Proposed Development remains unchanged from the original OPA. In summary, Proposed Development at Otterpool Park seeks to deliver a next generation garden town that will support sustainable living and a healthy economy, whilst responding to local landscape and character. The garden town community will include green space, 8,500 new homes, up to eight new schools, workspaces, and facilities including health and wellbeing, leisure, arts, and culture.

1.4.2. In response to the original OPA consultation, a number of comments have been received from consultees. In response to the feedback received during consultation, the structure of the OPA was adjusted to optimise the long-term deliverability of the development, principally through the added flexibility of a three-tiered approach to the approval process for delivery on the wider outline area. In addition, a number of other consultation comments have been provided on a range of topics, which have in some cases led to further work being undertaken.

1.4.3. A package of amended drawings and documents (for transport, documents as listed above at paragraph 1.1.2) are included for the updated OPA submission to FHDC for their consideration, which incorporate these changes and to optimise the scope and role of the previously submitted OPA, but to also introduce a further mechanism to assist in the deliverability of an Early Homes Parcel (EHP). The EHP sits outside of the proposed tiered system to accelerate the delivery of development at Otterpool Park and is termed Tier 0. The EHP will be the first phase of development at the Site. It is intended for the EHP to be delivered under the updated OPA submission, with all matters reserved including access, to provide up to the first 300 residential homes. The EHP will have a separate Section 106 (S106) to the OPA.

1.4.4. The tiered planning strategy for the Site including the EHP is described below. In summary, the amended OPA seeks the following structure:

TIER 0 – EHP

- Sits outside other parcels.
- EHP Transport Assessment (EHP TA) and Travel Plan (EHP TP).
- To have its own planning conditions and Section 106 (S106) agreement.
- Must be in conformity with documents approved under Tier 0.

TIER 1 – OPA

- Comprises four sets of documents for approval:
  - Parameter Plans (Movement and Access Plan; Building Heights Plan; Open Space and Vegetation) and Site Location Plans (one for wider site, one for EHP).
  - Strategic Design Principles.
  - Development Specification.
  - EHP Design Parameters Document.
- Addendums to existing ES chapters, 2026 TAA, etc.
- Planning conditions attached require the submission of various site wide strategies for subsequent approval e.g. Transport Strategy.

TIER 2 – KEY PHASE OF DEVELOPMENT

- Will comprise of:
  - Phase wide Design Code (including updated detailed Masterplan).
  - TA and Framework Travel Plan (FTP).
  - Ecological Mitigation Management Plan.
  - Indicative key phase-wide Delivery Plan.

TIER 3 – RESERVED MATTERS APPLICATIONS

1.5 VISION-LED TRANSPORT PLANNING

1.5.1. As part of the original OPA, a Transport Assessment (March 2022) was prepared by Arcadis ('2022 TA' herein). The 2022 TA was based on a traditional 'predict and provide' methodology that results in a worst-case scenario for highway network assessment. Also, there was reference to User Centric scenario testing.

1.5.2. Since the original OPA submission, there has been a significant shift in policy with the National Planning Policy Framework[1] (NPPF) mandating a vision-led approach to the development of the transport strategy for a development. Central to this change is the move away from a traditional 'predict and provide' model to a 'vision and validate' framework.

1.5.3. Vision and validate requires transport strategies to be based on a long-term vision for sustainable travel, with options for walking, cycling, and public transport embedded from the outset. Effects of development are to be assessed against a range of future scenarios, including those featuring reduced car dependency, to ensure that development is both future-ready and adaptable. Highway capacity improvements should therefore only be considered to address residual impacts.

1.5.4. The NPPF also promotes the use of robust Travel Plans, backed by dynamic, long-term monitoring frameworks. These are essential tools to ensure that sustainable mode share targets are monitored and can adapt over time to actively encourage modal shift through continuous improvement.

1.5.5. To align with KCC's Transport Assessment and Travel Plan guidance (2025), the 2026 TAA sets out vision-led scenario assessments, incorporating High Vision and Medium Vision scenarios which have been agreed with KCC and NH.

HIGH VISION

- Targets set to achieve -15% Car Driver (for residential and employment land uses only) through +5% Bus, +3% Rail, +2% Car Passenger, 5% Shared Mobility versus the 2022 TA worst-case scenario.
- Responds to an evolving transport environment, assessment year of 2055, and the vision for Otterpool Park and associated Transport Strategy.
- Targets are supported by a suite of transport initiatives; walking and cycling priority infrastructure, mobility hubs, shared and micro-mobility, car club, sustainable travel incentives (Travel Plan, bus service improvements, Mobility as a Service (MaaS) and parking controls (for employment land use)).

MEDIUM VISION

- Targets set to achieve -8% Car Driver (for residential and employment land uses only) +5% Bus, +3% Rail versus the 2022 TA worst-case scenario.
- Modest mode shift targets aligned with expectations for new development which require travel planning to promote sustainable travel patterns.
- Targets supported by a suite of transport initiatives; walking and cycling priority infrastructure, mobility hubs, shared and micro-mobility, car club, sustainable travel incentives (Travel Plan, bus service improvements, MaaS and parking controls (for employment land use)).

1.5.6. For the 2026 TAA it has been agreed with KCC and NH for the High Vision to be used as the core assessment scenario to identify transport impacts. The Medium Vision is then used as a sensitivity

[1] Ministry of Housing, Communities and Local Government, National Planning Policy Framework (NPPF) (2026) - Policy TR1

test to identify worst-case highway impacts. Mitigation proposals have been developed to accommodate the Medium Vision as a backstop position under a Monitor and Manage strategy.

1.6 TRANSPORT STRATEGY

1.6.1. This submitted Transport Strategy document sets out the updated Transport Strategy for achieving the High Vision (and Medium Vision) scenarios.

1.6.2. As part of this updated Transport Strategy consideration has been given to the proportional change to predicted development related bus and rail trips under the High Vision and Medium Vision scenarios in comparison to the 2022 TA worst-case scenario; to achieve a reduction in car driver trips in accordance with policy objectives. As such, an updated Bus Strategy and Rail Strategy are presented herein accordingly.

1.6.3. An updated Walking and Cycling Strategy is also presented herein, in particular, regarding the predicted effect of the Proposed Development on the Public Rights of Way (PRoW) network.

1.6.4. In addition, as part of the 2026 TAA, highway related mitigation has been identified to support the delivery of the vision-led Proposed Development. Monitor and Manage will then be used to review trigger points, scope, and allow flexibility in the delivery of mitigation proposals.

1.7 REPORT STRUCTURE

1.7.1. The remainder of this updated Transport Strategy document is structured as follows:

- Chapter 2 – The Vision for Otterpool Park
- Chapter 3 – Proposed Development
- Chapter 4 - Transport Strategy
- Chapter 5 – Proposed Mitigation
- Chapter 6 – Summary and Conclusions

2 THE VISION FOR OTTERPOOL PARK

2.1 INTRODUCTION

2.1.1. The vision for Proposed Development at Otterpool Park has not changed since the original OPA submission, as set out within this chapter.

2.2 THE VISION

2.2.1. The vision for Otterpool Park is to deliver a next generation garden town that will support sustainable living and a healthy economy, provide the best quality of life for existing and future residents, and respond to local landscape and character. Core Pillars of the vision include:

- A "Landscape-Led" Garden Town.
- Heritage-Centric Community.
- Connectivity and Mobility - designed on a "10-minute walk" principle to ensure every home is within a short walk of essential services, and leverage existing links including Westenhanger Rail Station.
- Sustainability and Biodiversity.
- Creative Culture.

Image 2-1 – The Vision for Otterpool Park Illustrative Sketches

2.2.2. The Otterpool Park Transport Strategy is vision-led and aligns with the following key principles, replacing traditional ‘predict and provide’ forecasting with outcome-based planning.

Table 2-1 – Vision-Led Transport Planning Verses Traditional 'Predict and Provide'

Feature	Traditional ("Predict and Provide")	Vision-Led
Starting point	Forecasts future transport demand based on historical trends	Starts with a shared vision for a community's future and desired outcomes
Focus	Prioritises accommodating projected car traffic, which often leads to wider roads and increased vehicle ownership	Concentrates on people and their everyday trips, emphasising walking, cycling, public transport, and future mobility (shared mobility, Maas, mobility hubs)
Methodology	A linear process with a rigid input-output model	An iterative, holistic, and flexible process
Goals	Aims to reduce congestion and increase capacity for motor vehicles	Seeks to improve quality of life, reduce carbon emissions, and enhance public health and well-being
Outcomes	Often results in car-centric developments with limited alternatives for transport	Seeks to create well-designed, sustainable, and popular places with integrated, sustainable transport options including walking, cycling and Future Mobility

2.2.3. Proposed Development at Otterpool Park offers new homes with associated amenities including education, employment, retail, leisure, and community facilities. Active travel and sustainable modes of transport will be promoted through this offer such that the need for longer distance travel and reliance on the private vehicle is reduced. The aim is to balance the garden town being a great place to live and work with all the amenities its population needs, and with convenient connections to and from surrounding communities.

2.2.4. The vision for Otterpool Park is consistent with FHDC's aim to achieve net-zero emissions target by 2050 (by law) and the Government's Ten Point Plan for a Green Industrial Revolution. Prioritising sustainable transport modes will be supported by integrated infrastructure, design principles, and behavioural initiatives; with net-zero goals, placemaking, and community wellbeing. This integrated strategy supports a fundamental shift away from car dependency.

3 PROPOSED DEVELOPMENT

3.1 INTRODUCTION

3.1.1. This chapter describes the Proposed Development. The intended land use mix/quantum remain unchanged from the original OPA. Albeit, as part of this updated OPA submission, outline planning with all matters reserved including access is being sought for the EHP for the first 300 homes (of the 8,500 homes proposed). Full occupation of the EHP is anticipated by 2031. Full occupation of the rest of the Otterpool Park Proposed Development is anticipated by 2055. An updated set of Parameter Plans are included as part of this updated OPA submission to reflect the principles of the EHP.

3.2 PROPOSED DEVELOPMENT

3.2.1. The garden town community will include up to 8,500 new homes, up to eight new schools, workspaces, green spaces, and facilities including health and wellbeing, leisure, arts and culture. The scale and mix of the Proposed Development are intended to provide a sufficient range of services to meet the day-to-day needs of the local population. This will help support a high level of internalised trips and minimise the need for travel to such facilities and services.

Figure 3-1 - Otterpool Park Illustrations

DEVELOPMENT QUANTUM

3.2.2. Table 3-1 outlines the number of residential units and amount of development floorspace for non-residential land uses for which permission is sought by maximum quantum. Assessments set out within this TAA are based on maximum quantum accordingly.

Table 3-1 – Proposed Development (Maximum Quantum)

Land Use	Including	Maximum No. of Proposed Units/sqm	Comments
Residential (Use Class C2 and C3)	Residential units and Extra Care accommodation	8,500 units	Up to the first 300 homes to be delivered within the EHP
Education and Community Facilities (Use Class E and F)	Schools, nurseries, crèches, reserve school floorspace and/or SEN, health centres, place of worship, community centres.	Up to 67,000sqm	Six primary schools required to meet expected need. Sufficient floorspace to deliver up to seven primary schools for 2 or 3 form entry. One secondary school (and safeguarding for a second secondary school).
Hotel (Use Class C1)	Hotel	Up to 8,000sqm	
Leisure (Use Class E, F and Sui Generis cinema, concert hall, bingo hall, dance halls)	Sports pavilion, indoor sports hall, cinema, concert hall, bingo hall, dance hall.	Up to 8,500sqm	
Mixed retail and related uses (Use Class E and Sui Generis drinking establishments and hot food takeaway)	Shops, professional services, restaurants, cafes, drinking establishments, hot food takeaways, offices, businesses.	Up to 29,000sqm	Including small food store within proposed Town Centre of up to 500sqm.
Employment (Use Class E and B2)	Commercial business space in hubs, commercial business park, light industrial business park.	Up to 87,500sqm	Likely to be within Hillhurst Farm Character Area.
Total non-residential floorspace		Up to 200,000sqm	

3.2.3. Provisions anticipated to be provided under each land use category included in Table 3-1 are as follows:

Residential

- The residential development includes market residential units, affordable housing as well as residential accommodation for older people such as age restricted homes, assisted living homes, extra care facilities, care homes, sheltered housing and care villages. Support is also made for self-build and other methods of ownership structures which may evolve during the life of the delivery of Otterpool Park.

Education and Community Facilities

- Up to 67,000sqm GEA of education and community facilities floorspace is proposed. This floorspace includes schools (primary, secondary and 6th form), nurseries and crèches, health centres, places of worship and other non-residential institutions such as libraries and community centres (Use Class E and F).
- Floorspace sufficient to deliver up to seven primary schools is allowed for, each with up to 2 or 3 forms of entry (FE) and each with an integrated nursery/early years facility. They will be delivered in a phased manner to keep pace with education need across the development.
- Secondary provision (Use Class F) is designed to be flexible. The provision is expected to consist of one main secondary school site which can accommodate up to 10FE (including 6th form), which may be delivered in one or more phases. Additional land will safeguard for a site capable of accommodating a further 6FE, the use of which will be dependent upon overall assessed need.
- Special Educational Need and Disability provision (SEN) (use class F) will be delivered (likely to be up to 84 spaces). This will either be as part of a primary or secondary school, or standalone.

Hotel

- Hotel floorspace (up to 8,000 sqm GEA, use class C1) will be delivered in line with market requirements.

Leisure

- Up to 8,500sqm (GEA) of leisure and assembly uses (use class E, F and Sui Generis) such as a sports pavilion, indoor sports, hall cinema, concert hall, bingo hall and dance halls are proposed.

Mixed Retail and Related Uses

- Up to 29,000sqm GEA of mixed retail and related uses is proposed. This floorspace includes uses such as shops, professional services, retail services, cafes, restaurants, drinking establishments, hot food takeaways (use classes E and Sui Generis). Whilst this quantum of retail floorspace is proposed across the site to support the future community and users of the new garden settlement, a small food store is anticipated within the proposed town centre of up to 500sqm.
- The delivery of the retail floorspace will be focused on the Town Centre and Castle Park phase of development, although across the Site there will be an element of retail and related services such as local neighbourhood retail shops, professional services and food and drink venues to meet local needs.

Employment

- The maximum proposed employment floorspace, of up to 87,500sqm, includes use class E (office, research and development and light industrial process) and B2 (general industrial).

4 TRANSPORT STRATEGY

4.1 INTRODUCTION

4.1.1. The Transport Strategy for Otterpool Park seeks to deliver a sustainable new garden town that enables a healthy, active and sustainable lifestyle within a creative and inclusive community.

4.1.2. This 2026 Transport Strategy document provides an update to the 2022 Transport Strategy submitted as part of the original OPA. This updated document sets out a clearly defined Transport Strategy for achieving the High Vision (and Medium Vision) scenarios and associated targeted mode shares; as set out in detail within the 2026 TAA and summarised below.

Table 4-1 – High Vision and Medium Vision External Peak Hour Mode Shares for Otterpool Park in 2055 verses 2022 TA Worse-Case Scenario

Mode	Mode Share (Average Across AM and PM Peak Hours)		
	2022 TA Worst-Case Scenario	High Vision Scenario	Medium Vision Scenario
Driver	70%	55%	62%
Passenger	14%	16%	14%
Train	3%	6%	6%
Bus	5%	10%	10%
Bicycle	2%	2%	2%
Walk	6%	6%	6%
Shared Mobility	0%	5%	0%
Total	100%	100%	100%

Note: as set out in the 2026 TAA, the assumptions for internal trips have been retained for this updated OPA submission; approximately 80% of trips to be undertaken by sustainable modes of travel during peak hours by 2055.

4.1.3. For the 2026 TAA it has been agreed with KCC and NH for the High Vision to be used as the core assessment scenario to identify transport impacts. The Medium Vision has then been used as a sensitivity test to identify worst-case highway impacts. Mitigation proposals have been developed to accommodate the Medium Vision as a backstop position under a Monitor and Manage strategy.

4.1.4. As part of this updated Transport Strategy consideration has been given to the proportional change to predicted development related bus and rail trips under the High Vision and Medium Vision scenarios in comparison to the 2022 TA worst-case scenario; to achieve a reduction in car driver

trips in accordance with policy objectives. As such, an updated Bus Strategy and Rail Strategy are presented herein accordingly.

4.1.5. An updated Walking and Cycling Strategy is also presented herein, in particular, regarding the predicted effect of the Proposed Development on the Public Rights of Way (PRoW) network

4.1.6. In addition, as part of the 2026 TAA, highway related mitigation has been identified to support the delivery of the vision-led Proposed Development. Monitor and Manage will then be used to review trigger points, scope, and allow flexibility in the delivery of mitigation proposals.

4.2 TRANSPORT PRINCIPLES OF SUSTAINABLE DEVELOPMENT

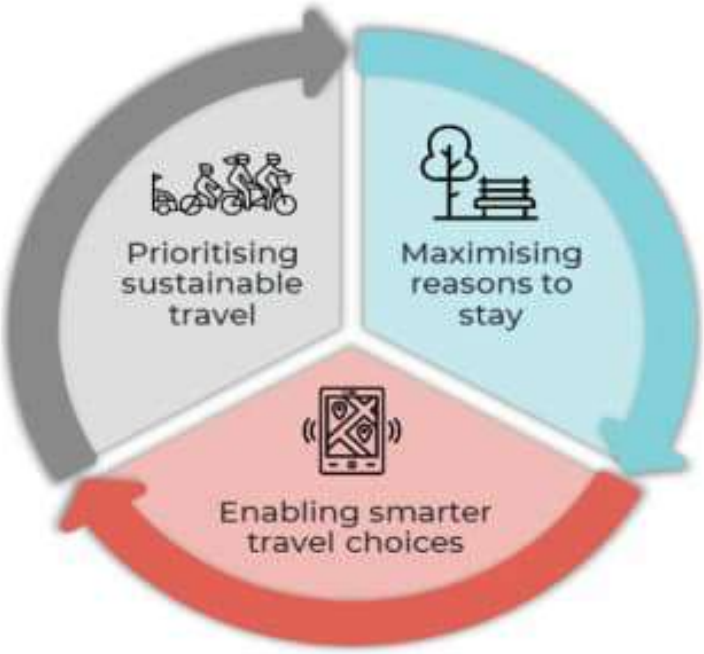
4.2.1. The Transport Strategy for Otterpool Park seeks to deliver a sustainable new garden town that enables a healthy, active and sustainable lifestyle within a creative and inclusive community.

4.2.2. At the heart of the Transport Strategy are the core principles of sustainable development:

- Providing a mix of land uses on-site to enable people to complete day to day activities within the Site.
- Prioritising sustainable travel for trips on Site.
- For those trips that do need to be made off Site, enabling residents and visitors to make informed decisions about their modal choice.

Figure 4-1 – Transport Principles of Sustainable Development

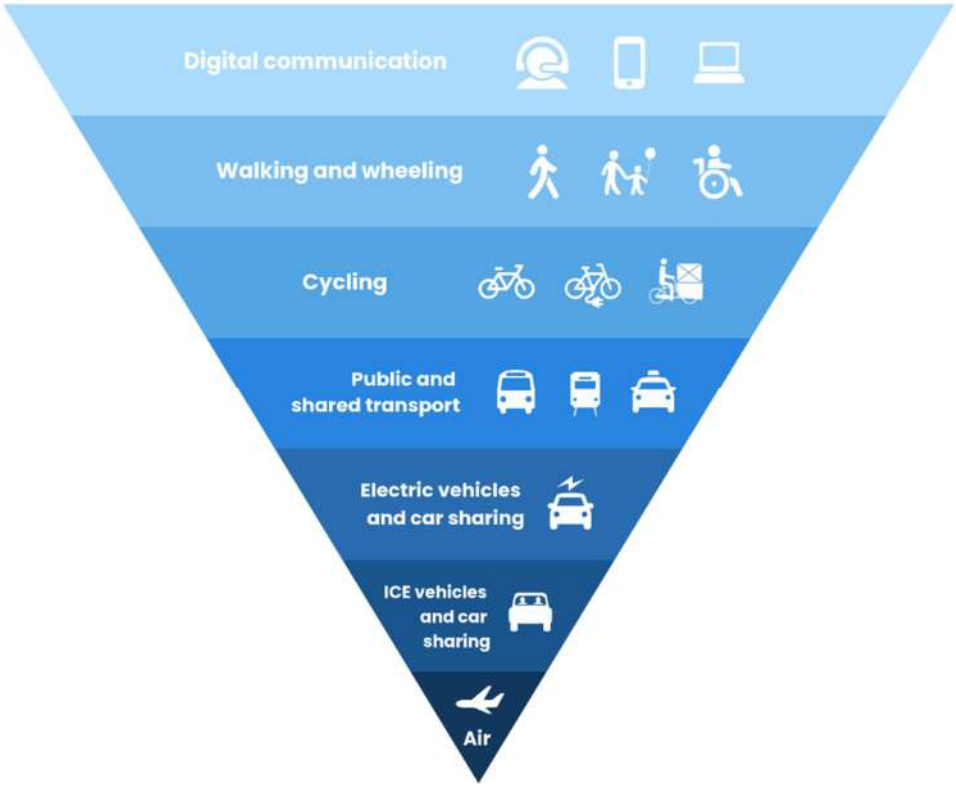
Source: WSP



4.2.4. These principles are supported by the NPPF[2] which encourages major development to be located in areas that are or can be made to be sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

4.2.5. Where journeys do need to be made both on and off site the sustainable travel hierarchy has been considered and forms the basis of the site's FTP (prepared as a standalone document for this updated OPA submission).

Figure 4-2 – Sustainable Travel Hierarchy



Source: Energy Savings Trust (an-introduction-to-the-sustainable-travel-hierarchy)

4.3 CHANGING TRAVEL TRENDS

4.3.1. Recent years have witnessed a significant change to the transport environment. Changing travel trends have emerged, accelerated by the Covid-19 Pandemic, which has resulted in a shift in the way people live and work. From a work perspective a more hybrid approach has emerged, mixing home and office type working. In addition, there has been significant growth in online retail.

4.3.2. The emergence of new technology is offering new opportunities for alternatives to the private car. Micro-mobility schemes, which offer a range of lightweight vehicles such as e-scooters and e-bikes, supplement traditional cycle hire schemes and provide an alternative to the car and traditional public transport for shorter journeys.

[2] National Planning Policy Framework (NPPF) (August 2026)

4.3.3. There has also been a relative shift towards low and zero emission vehicles, which has been further stimulated by changes to policy, including Building Regulations Part S.

4.3.4. As well as the above, wider changes that have occurred such as the emergence of ride hailing services (for example, Uber) and increasing development of autonomous vehicles and consolidation of deliveries represent key emerging trends that the Proposed Development should respond to accordingly. The Transport Strategy has sought to fully embrace these emerging technologies to create a sustainable development that is able to adapt to a changing environment and respond to a societal shift towards net zero carbon as required by the Climate Change Act 2008.

4.3.5. The scale of the Proposed Development and diversity of uses proposed means that both trips on site as well as those off site need to be considered within the Transport Strategy. The Transport Strategy has therefore been split down to consider the measures that will be implemented on site to enable day to day trips to be completed primarily by active modes whilst the off-site strategy considers the modes that will be available for longer distance trips.

4.4 TRIPLE ACCESS PLANNING

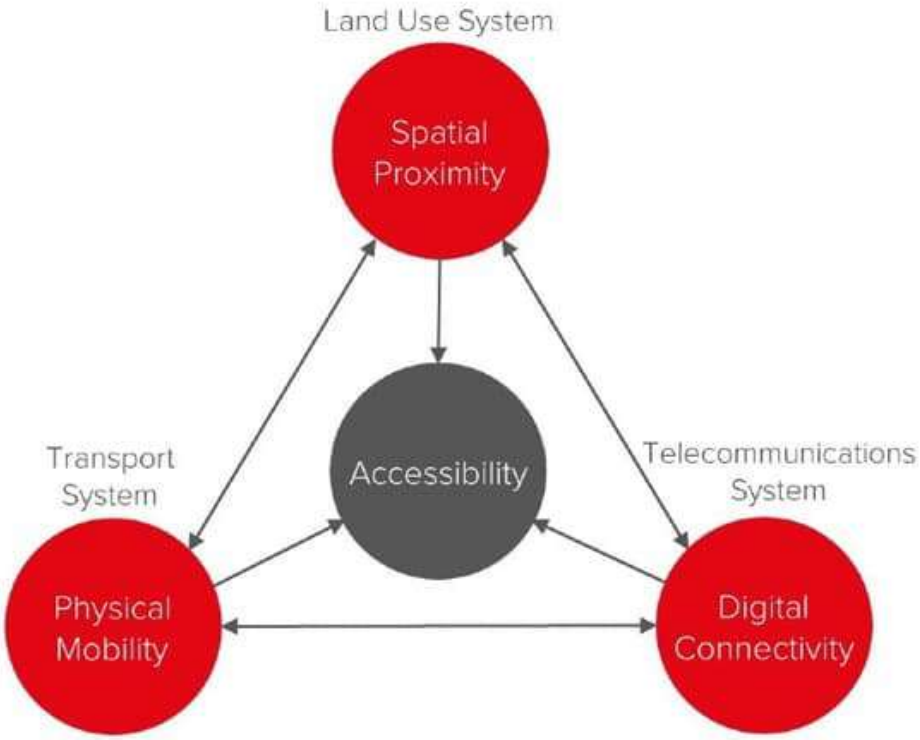
4.4.1. Key to the Transport Strategy will be the philosophy of Triple Access Planning. Triple Access Planning is a framework designed to address the complexities of urban mobility by considering the following three key components; Physical Mobility, Spatial Proximity and Digital Connectivity.

4.4.2. Triple Access Planning seeks to shift away from traditional ‘predict and provide’ models (which forecast traffic growth and build infrastructure to match it), toward a vision-led ‘decide and provide’ model that determines a desired societal future and coordinates alternative ways to access needs. Instead of treating transport as an isolated system, Triple Access Planning relies on three interconnected pillars to provide residents and businesses with options:

- Physical Mobility - the transport system itself (e.g., walking, cycling, public transit, private vehicles).
- Spatial Proximity - the land-use system, ensuring that destinations, housing, and workspaces are close enough to reduce travel needs.
- Digital Connectivity - the telecommunications system, substituting physical travel altogether via remote work, e-commerce, telehealth, and virtual social interactions.

Figure 4-3 – Triple Access Planning

Source: www.tapforuncertainty



4.4.6. Local Living Spatial Proximity is an urban planning model where everything a resident requires in their daily life can be accessed within a short walking or cycling ride. This includes employment opportunities, sport, goods and cultural activities. Spatial proximity and local living in Kent focus on designing sustainable communities, accessibility to transport hubs, and polycentric growth. Local planning frameworks across the county prioritise placing residential development close to essential services, green spaces, and employment centres to reduce car dependency.

4.5 TRANSPORT STRATEGY - ON SITE

WALKABLE NEIGHBOURHOODS

4.5.1. Current UK guidance[3] on active travel distances continues to rely on a preferred maximum walking distance of 2km for commuting and school trips, with “desirable,” “acceptable,” and “preferred maximum” thresholds widely used in transport planning practice.

[3] The Institution of Highways and Transportation’s Guidelines for Providing for Journeys on Foot (2000) M5 Guidelines for providing journeys on foot chapter 3

4.5.2. More recently the Walk Wheel and Cycle Trust (Formerly Sustrans) published a paper[4] where a 20-minute walking trip (1,600m total) has been found to be the longest distance a majority of people are willing to walk to meet their daily needs. However, the same paper found that when seen by facility type, 40% of LPAs considered acceptable distances of more than 1.6km to Primary Schools. Additionally, National Travel Survey's data for 2024[5] shows that, 50% of walking trips to school undertaken by pupils aged 11-16 in England were between 1.6km and 3.2km (1 to 2 miles).

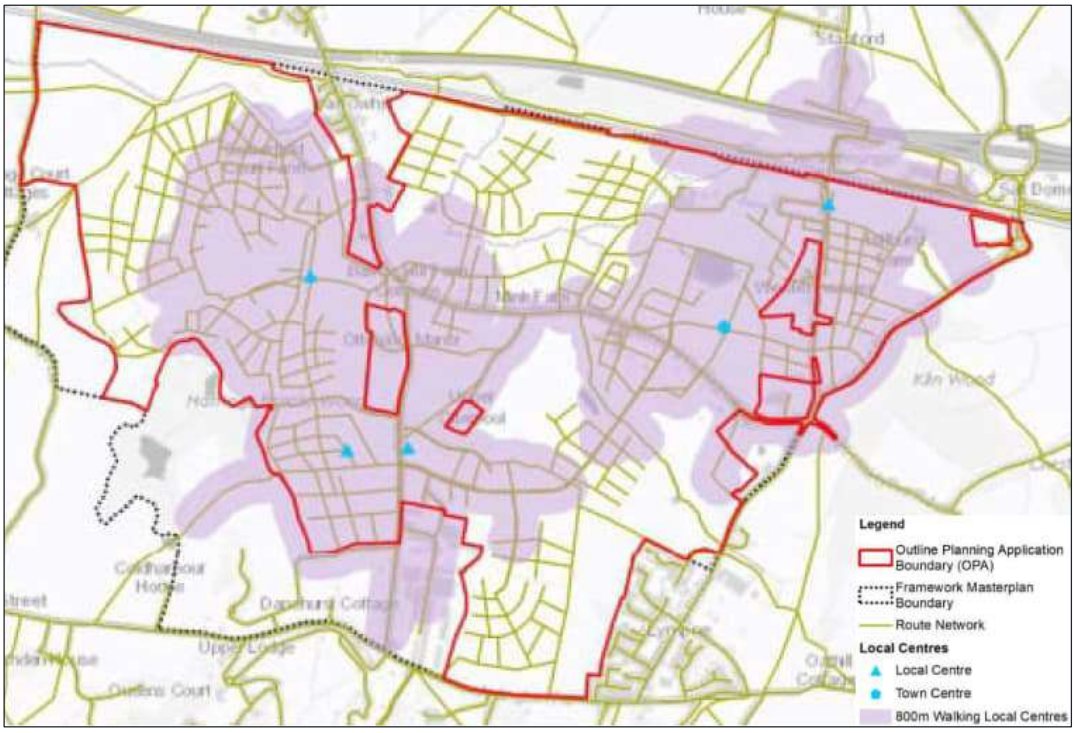
4.5.3. The design of the development provides for all homes to be within 1km distance from facilities and services to allow residents to be able to walk to key services and facilities without the need to rely on other modes. The proposals aim to deliver residents being within:

- 400m of a Locally Equipped Area of Play.
- 700m of a Multi-Use Games Area.
- 800m of primary education provision. 1km of a local centre, allotments, community orchards, sports pitches and a Neighbourhood Equipped Area of Play.

4.5.4. The principles of the walkable neighbourhood are shown in the figures below for anticipated local/town centre and education facilities respectively.

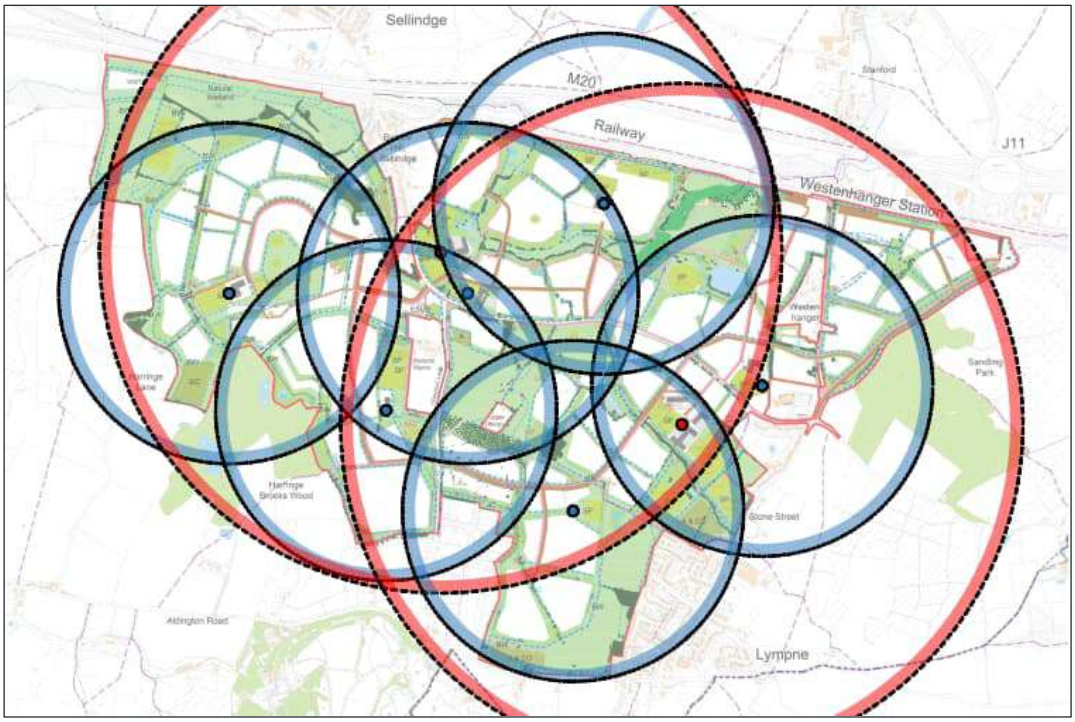
[4] Walkable Neighbourhoods: Building in the right places to reduce car dependency (2022) https://www.walkwheelcycletrust.org.uk/media/10520/walkable-neighbourhoods-report.pdf
[5] -NTS0614a dataset Trips to and from school for trip length by main mode and age, aged 5 to 16, England 2024.

Figure 4-4 – Local/Town Centre Connectivity



Source: 2022 TA

Figure 4-5 – School Connectivity



Source: School Connectivity, DLA (800m walking from primary school indicated blue, 1600m walking from secondary school indicated red)

4.5.7. The table below sets out a summary of accessibility to future facilities and services that will be provided on Site.

Table 4-2 - Future On Site Facilities and Services - Walking/ Cycling Times

Category	Name	Approximate Distance	[6]Approximate Walking Time (minutes)	[7]Approximate Cycling Time (minutes)
Public Transport	Westenhanger Rail Station	Located within the Site boundary. Therefore, areas within the site accessible within 800m of the station. Approximately 2.4km from the centre of the Site	2 to 30	0 to 9.6
	Bus Stops	Homes to be accessible within approximately 400m of bus stops	5 minutes	1.6 minutes
Post Office	Post Office	Located on Site	Local journey	Local journey
Education	Nursery	Located on Site	Local journey	Local journey
	Primary School	Located on Site	Local journey	Local journey
	Secondary School	Located on Site	Local journey	Local journey
Employment	Choice of employment opportunities	Located on Site	Local journey	Local journey
Healthcare	Choice of Health Care opportunities	Located on Site	Local journey	Local journey
Retail	Choice of Health Care opportunities	Located on Site	Local journey	Local journey

[6] Based on Active Travel England and the Chartered Institution of Highways and Transportation guidance; green representing within recommended walking distance for a specific facility type
[7] Based on Active Travel England and the Chartered Institution of Highways and Transportation guidance; green representing within recommended cycling distance for a specific facility type

Culture	Choice of Cultural activities	Located on Site	Local journey	Local journey
Leisure	Choice of Leisure activities	Located on Site	Local journey	Local journey
Hospitality	Choice of Hospitality opportunities	Located on Site	Local journey	Local journey

4.5.8. As shown in the figures and table above there will be an extensive range of facilities, amenities and services within suitable walking and cycling distances from proposed new homes providing significant opportunity for internalisation of peak hour and daily trips. This highlights the overall accessibility of the Site with regards to the land uses and transport infrastructure proposed. Where gaps were identified within existing accessibility analysis, Otterpool Park proposals have been developed to account for these missing amenities through on site provision.

4.5.9. Otterpool Park will be influenced by the travel needs of the existing and future communities. The aim is to strike the right balance between ensuring the garden town is a great place to live and work with all the amenities its population needs, while also providing easy connections to and from neighbouring communities. The vision is to promote sustainable and active travel modes through the offer at Otterpool Park such that the need for long distance travel and reliance on the private vehicle is reduced. This is consistent with the FHDC's aim to achieve the net-zero emissions target by 2050 (by law) and the Government's Ten Point Plan for a Green Industrial Revolution, of which Point Five is Green public transport, cycling and walking.

4.5.10. In the future, there will be opportunity for a high proportion of local trips made within Otterpool Park as the Proposed Development incorporates a range of schools, healthcare, community and sports facilities to meet as many of the needs of residents as possible and minimise external travel. There will be local shopping and services and on site employment locations together with the infrastructure for home working.

CYCLING

4.5.11. Typical cycling distances used in planning practice indicate that journeys of up to around 5km are common for everyday cycling trips. The more recent adoption of e-bikes could realistically double this trip length. However, Local Transport Note (LTN) 1/20[8] offers a view on the potential for cycling, with 15-minute cycle trips (approximately 4km) considered as opportunities for children and school trips. For other purposes, LTN suggests longer trips that are less than five miles in length represent an achievable distance to cycle for most people.

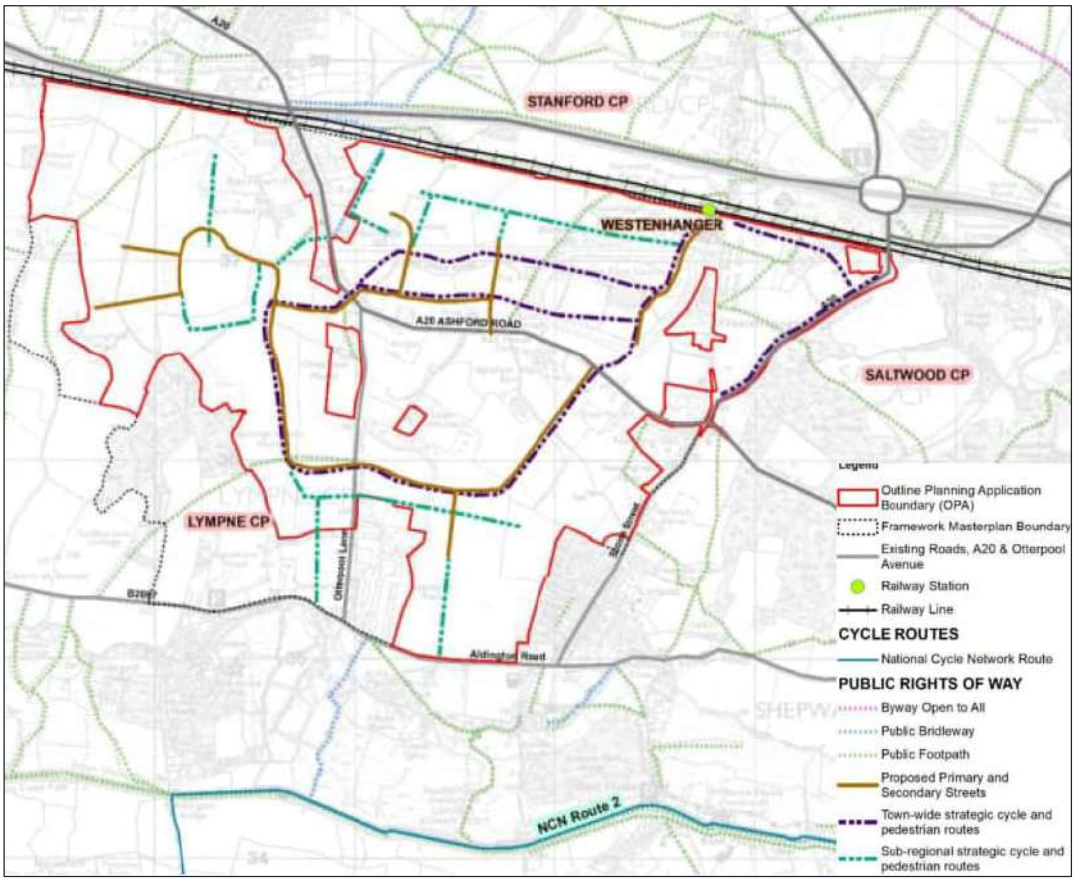
4.5.12. To access dedicated cycle infrastructure LTN 1/20 recommends that in built-up areas the spacing of routes should typically be between 250-400m. It is intended that a 250m catchment is used

[8] Department for Transport. (2020). Cycle infrastructure design (Local Transport Note 1/20). page 16. https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

throughout the development to represent the maximum distance residents and workers should travel before being able to access dedicated cycle routes. This network of routes will consist of paths and streets where surfacing, directness, legibility and junction design are optimised for safety and efficient travel. The network of routes will connect key facilities and amenities as well as key transport nodes such as Westenhanger Rail Station.

4.5.13. The core network of cycle routes proposed within the development and in the wider area are shown below.

Figure 4-6 – Core Cycle Routes



Source: 2022 TA

4.5.15. In addition to local settlements of Sellindge, Lympne and Stanford, areas such as Hythe are accessible within a 30-minute cycle journey.

4.5.16. As part of the delivery of the Proposed Development, neighbourhoods, employment, amenities, schools, and public transport will all be within walking and cycling distance. The measures that are to be implemented at the Proposed Development to encourage walking and cycling include the following.

DESIGN CONCEPT

4.5.17. A principal objective is to deliver a mixed use development that will encourage sustainable travel choices, particularly cycling (in addition to walking), emphasised in DfT's Manual for Streets.

SITE DESIGN AND LAYOUT

4.5.18. The following principles will be incorporated in the development design at Key Phase level to reduce the number of car trips to and from the site by encouraging cycling (in addition to walking):

- To ensure that the focus of the accessibility strategy for the site remains in favour of sustainable modes of transport, the Proposed Development will include permeable footways and pedestrian crossings delivered along desire lines.
- Strategic streets will have segregated pedestrian and cycle lanes with crossing points.
- Primary streets will have segregated pedestrian and cycle lanes.
- Secondary streets will demarcate cycle lanes within the road carriageway.
- In tertiary and other streets, they will have a footpath on one side and wide verges and cyclists will share the roadway with vehicles.
- Where walking and cycling routes intersect with vehicular traffic routes, junctions will be designed to afford priority to non-motorised users.
- A series of walking and cycling routes away from vehicular traffic will also be created, establishing a safe network linking the high street and local centres to and through the residential areas.
- There will be a number of locations where key walking and cycling links will connect across the A20 between the northern and southern parts of the development.
- All walking and cycling routes will be of a high-quality with all-weather surfacing, well-lit and easily maintained, taking into account environmental considerations.
- Routes will be through green spaces, along the river corridor, or on well-designed streets to make them a more attractive option and more direct than using the car but with surveillance.

SERVICES AND FACILITIES

4.5.19. A series of measures will be implemented within the development Site to encourage walking and cycling:

- Cycle parking will be provided in accordance with the prevailing cycle parking standards adopted. This is currently KCC Parking Standards (January 2025). This provides standards for both residential and non-residential land uses.Cycle parking will be provided within covered, secure, lit and well-located areas.
- All major employers will be required to provide associated shower and changing room facilities for cyclists.
- Residential cycle parking will be provided within a covered lockable enclosure, either in a shed or garage, or within lockers or stands within lockable covered enclosures. Cycle parking for Retail and Hotel areas will be provided as near as possible to the main entrance of the buildings and will be covered by natural surveillance or CCTV.
- As part of the cycle infrastructure and facilities provided at Otterpool Park, cycle hubs will be implemented at appropriate locations to be agreed at Tier 3 stage. The cycle hubs would include, cycle stands, cycle storages, shops and services, depending on the requirement of the area. These will be integrated with mobility hubs at key locations to be agreed as part of Reserved Matters Application stage.

4.5.20. Across the development, a series of mobility hubs (discussed below) are proposed which will also feature cycle parking, allowing convenient and seamless interchange between modes.

MICRO-MOBILITY

4.5.21. Micro-mobility refers to a range of lightweight vehicles (typically electric scooters, e-bikes and bicycles) which operate at low speeds and are primarily used for short-distance (first and last mile) journeys. These modes generally work on a shared basis and utilise app-based technology to allow rental. Examples include Lime, Tier, Beryl and Dott.

4.5.22. The scale of Otterpool Park provides an opportunity for a dedicated on site micro-mobility offer. Subject to agreement with the local authorities such a scheme could also be extended to key off site destinations within a reasonable cycling distance such as Hythe. Access to Otterpool Park's micro-mobility offer would be provided via the MaaS App (described below) and physically available at the mobility hubs.

MOBILITY HUBS

Vision

4.5.23. A mobility hub is more than just the provision of transport facilities. Although they are the primary focus, the users are integral to the development, implementation, and success of a mobility hub and to ensure that there is a strong 'sense of place,' economic vitality in a location with attractive community space where residents are also able to meet. The functionality of a mobility hub would serve to:

- Reduce the reliance on the use of private vehicles.
- Raise the profile, visibility, and availability of a range of shared and sustainable travel modes and efficient integration of transport options.
- Focus on the user experience and ensures safety and security for all travellers.
- Improve air quality by reducing emissions.
- Cater for multi modal trips with seamless switches between modes.
- Meet 'first last' mile objectives to provide connectivity with local bus services and rail hubs.
- Create a community focal point and creates a 'sense of place'.
- Provide the opportunity to reduce parking provision.
- Allow for flexibility to embrace technological innovations and foster resiliency.
- Manage the integration of transport to provide MaaS.

4.5.24. Through the implementation of a network of mobility hubs, shared transport and active travel behaviour would be embedded in the future community and facilitate behavioural change to provide greater choice and accessibility.

Hub Facilities

4.5.25. The figure below illustrates a typical mobility hub and some of the facilities that could be provided which include:

- Secure and weatherproof bus stops/shelters to accommodate either scheduled services or on demand services.
- Car club vehicles and parking space(s).
- E-bike/ e-scooter share/hire.
- EV charging points.
- Secure pedal cycle parking stands.
- Bike tyre pump and repair facilities.
- Local community digital information terminal.

- Café/Kiosk.
- Delivery lockers to accommodate 'first/last mile' trips and minimise large delivery vehicles having to access residential roads.

Figure 4-7 - Schematic layout of a Mobility Hub

Source: ComoUK

Operational Considerations

4.5.27. It is envisaged that the travel requirements for the Site would be implemented and managed for each of the proposed land uses in accordance with the agreed TP that would be managed by either a bespoke Management Company or potentially a charitable organisation who would also be responsible for the day to day running of the mobility hub. This would include liaising with the selected operators of the micro-mobility and car club and provide current information updates to local residents at the hub and via the MaaS.

4.5.28. The Management Company would also be responsible for liaising directly with KCC and other key stakeholders such as energy and fuel companies to ensure that operational needs of the mobility hub are reviewed and monitored.

CAR CLUB

4.5.29. The car club forms a key component of the Transport Strategy with the aim of providing access to a vehicle on-demand with the overarching goal of reducing the level of car ownership across the Site.

4.5.30. It is envisaged that Otterpool Park will procure the car club from one of the commercial operators such as Enterprise or CoWheels. The provision of vehicles will be delivered on a commercial basis and in accordance with demand as the development is built-out. Car club vehicles will be accessible at the main mobility hubs located across the Site. It is envisaged that the car club will be secured by condition/obligation.

MAAS

4.5.31. Access to the range of shared and micro-mobility across the site along with the public transport services will be facilitated through the implementation of a MaaS strategy. The MaaS is a single mobile based app that provides access to a wide range of mobility, with the overarching benefit that it has a single payment channel instead requiring multiple tickets/payment authorisations. KCC are in the process of adopting an MaaS for Ebbsfleet and it is anticipated that this technology will be able to be expanded to allow implementation at Otterpool park.

BUS

4.5.32. High-quality and increased frequency bus infrastructure will be provided throughout the Site making bus an attractive alternative to the private car; including for travel to Westenhanger Rail Station. As a minimum it is expected that bus stops will be equipped with shelters and lighting. The aim of the Transport Strategy will be to ensure that all residents are within approximately 400m of a bus stop.

4.5.33. It is intended that both short distance trips (i.e. allowing access to/from key destinations on site such as Westenhanger Rail Station, town centre, employment area, leisure centre etc) will be accessible by bus along with longer distance trips such as to Hythe, Folkestone and Ashford. The previously developed bus network is shown in the figure below.

Figure 4-8 – Bus Network

Source: 2022 TA

4.5.35. The Bus Strategy is set out in further detail in this chapter under heading 'Transport Strategy Off Site'.

RAIL

4.5.36. The station currently has limited facilities available. As part of the Proposed Development a package of accessibility improvements will be delivered as set out in the table below.

Table 4-3 – Rail Strategy Summary

Improvement	Indicative Time Period
Walking route access from EHP	2031
Integration of incoming active travel route from the development to the station car park, and improved cycle parking at the station	2031-2040, scaling with development
Reconfiguration of car park to increase accessibility – bus-stop, drop-off bays, taxi bays, accessible bays, lighting, security	2031-2040, scaling with development
Access road remodelling for bus station	Prior to delivery of on site bus service
New footbridge – lifts	2040 (category D)
Platform extension to suit bridge location	2040 (category D)
Improved amenity provision (canopies, seating, CIS)	2040 (category D)
Refurbish and reopen existing station building and enhance station access for growth	2053 (category C)
[9]3-car platform extension to enable HS1 to operate from Westenhanger Rail Station	To be confirmed - if train operator(s) facilitate HS1 services with stopping at Westenhanger Rail Station
Passive car parking provision – Otterpool Park LLP to provide land, development by others	To be confirmed; car trips must not be encouraged

4.5.37. There is a proposed package of measures to meet operator needs and making the station HS1 ready to enable HS1 services to stop in the future. HS1 could attract people from further afield. Any car parking provision would not be for encouraging Otterpool Park residents to travel to the station by car given there will be a wide-ranging choice of sustainable travel promoted including walking, cycling, internal bus routing, mobility hub, etc.

[9] Trip generation and assessment on rail presented as part of the TAA does not rely on HS1 coming forward at Westenhanger Rail Station

4.5.38. Instead, car parking could be provided by the operator/Network Rail to address existing and future demand associated HS1 services stopping at Westenhanger Rail Station.

4.5.39. The precise scope will be determined through ongoing discussions with the train operator(s) and landowners; secured through the S106 agreement. Discussion on trigger points, will also be ongoing with stakeholders. It is acknowledged that a Rail Governance Group was previously formed and that moving forwards similar would be sought.

STREET HIERARCHY

4.5.40. The street hierarchy at Otterpool Park will serve to ensure that sufficient access is provided to the various land uses proposed as well as integrating into the existing highway network that surrounds and runs through the site. A hierarchy of six street types has been developed for Otterpool Park which are set out in summary in the table below. Further information is provided in the Strategic Design principles document that accompanies the OPA.

Table 4-4 - Street Hierarchy Summary

Street Type	Design Speed (mph)	Role and Function
Strategic Street	30 / 20	▪ The A20 (and its new connection, Otterpool Avenue) form the Strategic Street through the new town ▪ Two single lanes for vehicles ▪ Segregated pedestrian and cycle lanes provide safe, direct and attractive routes ▪ Good north–south crossing points provide connectivity across the street
Primary Street	20	▪ Main transport routes connecting key destinations (the Town Centre and Local Centres) within Otterpool Park as a whole ▪ Two single lanes for vehicles ▪ Segregated pedestrian and cycle lanes provide safe, direct and attractive routes, with dedicated crossing points
Secondary Street	20	▪ Predominantly residential in character, connecting key destinations within character areas ▪ Cyclists have demarcated cycle lanes within the road carriageway
Tertiary Street	20	▪ Footpath on one side and wide verges, with buildings facing onto the street ▪ Cyclists share surface with cars ▪ Streets may narrow with landscape or integrated on-street parking to control cars, with passing places
Residential Mews and Homezone	20	▪ Shared or 'pedestrian-priority' surfaces for pedestrians, cyclists and vehicles ▪ Restricted through-routes for vehicles, connections for pedestrians and cyclists take priority ▪ May include careful integration of on-street parking
Greenway	20	▪ Restricted access to limited numbers of homes on the edges of the development

		▪ Shared surface treatment with passing places and intimate scale ▪ Linked by pedestrian and cycle paths with no through-routes for vehicles

Source: 2022 TA

CAR PARKING

4.5.41. Car parking will be provided in accordance with the prevailing car parking standards adopted. This is currently KCC Parking Standards (January 2025). This provides standards for both residential and non-residential land uses.

4.5.42. The one exception to this is employment parking where it is anticipated that parking constraints are adopted to assist in reducing the reliance on single occupancy car journeys to/from the Site.

4.5.43. To support parking constraints within the employment land uses parking control measures are likely to be required. This would be delivered either through Controlled Parking Zones (CPZ) on adopted roads or through private enforcement of car parking and private spaces. This approach is common on large scale development sites where an estate management company are responsible for maintenance of the private spaces.

4.5.44. A proportion of the car parking located on site will be equipped with Electric Vehicle Charging Points (EVCP). This will be determined at the reserved matters stage and will be guided by the prevailing regulations, such as the Building Regulations Part S for residential uses and policy such as Kent County Council's Parking Standards (January 2025).

DELIVERIES AND SERVICING

4.5.45. The last decade has seen significant growth in e-commerce, accelerated by the Covid Pandemic. This has resulted in an increase in deliveries to individual properties. To manage this demand and reduce the overall level of servicing, whilst ensuring that the servicing needs of all land uses are met, a Delivery and Servicing Plan (DSP) will be secured by condition as part of Tier 2/3 planning strategy. The following measures will form part of the DSP:

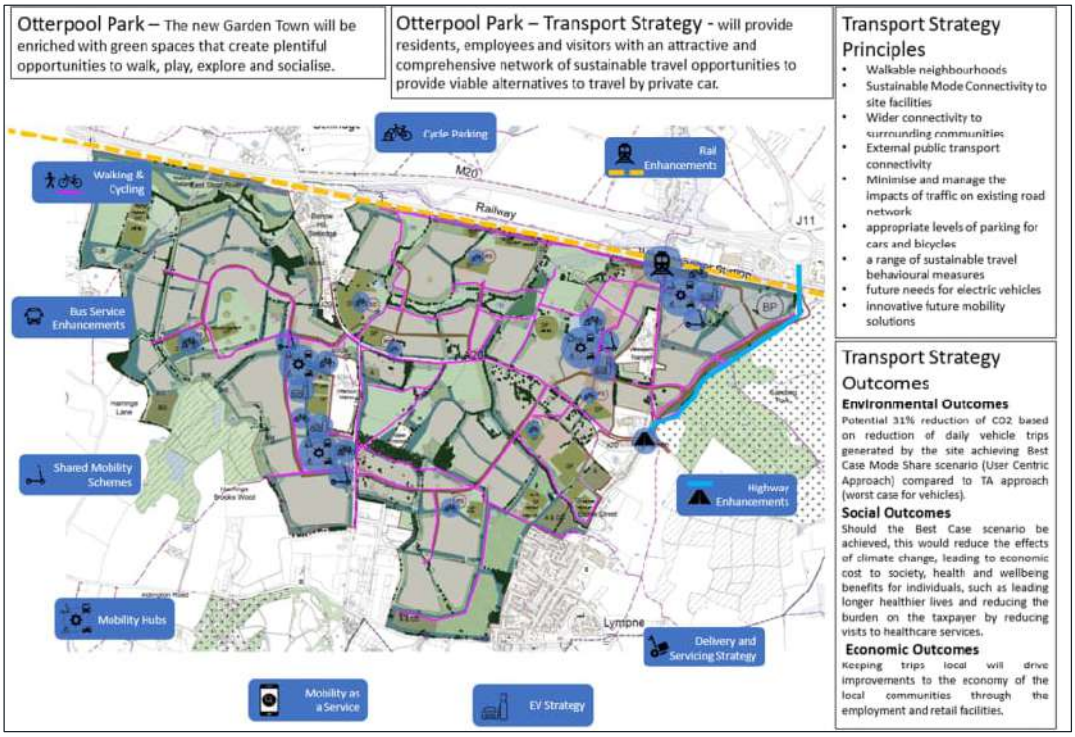
- A range of land uses on site to enable residents, workers and visitors to undertake day to day activities on site without the need to rely on e-commerce. This would include food establishments for eating out and take-away's along with local convenience shopping and a supermarket.
- Parcel lockers at appropriate locations around the Site such as at the mobility hubs and town centre to provide centralised locations for the collection and posting of parcels.
- Encouraging tenants within the non-residential land uses to adopt EV vehicles for deliveries through tenancy agreements.
- Encouraging deliveries outside of peak hours.

4.5.46. The DSP will be developed and managed through the TP.

INTEGRATED TRANSPORT STRATEGY

4.5.47. The various elements of the on site Transport Strategy are encompassed on the Integrated Transport Strategy diagram shown below.

Figure 4-9 – Integrated Transport Strategy



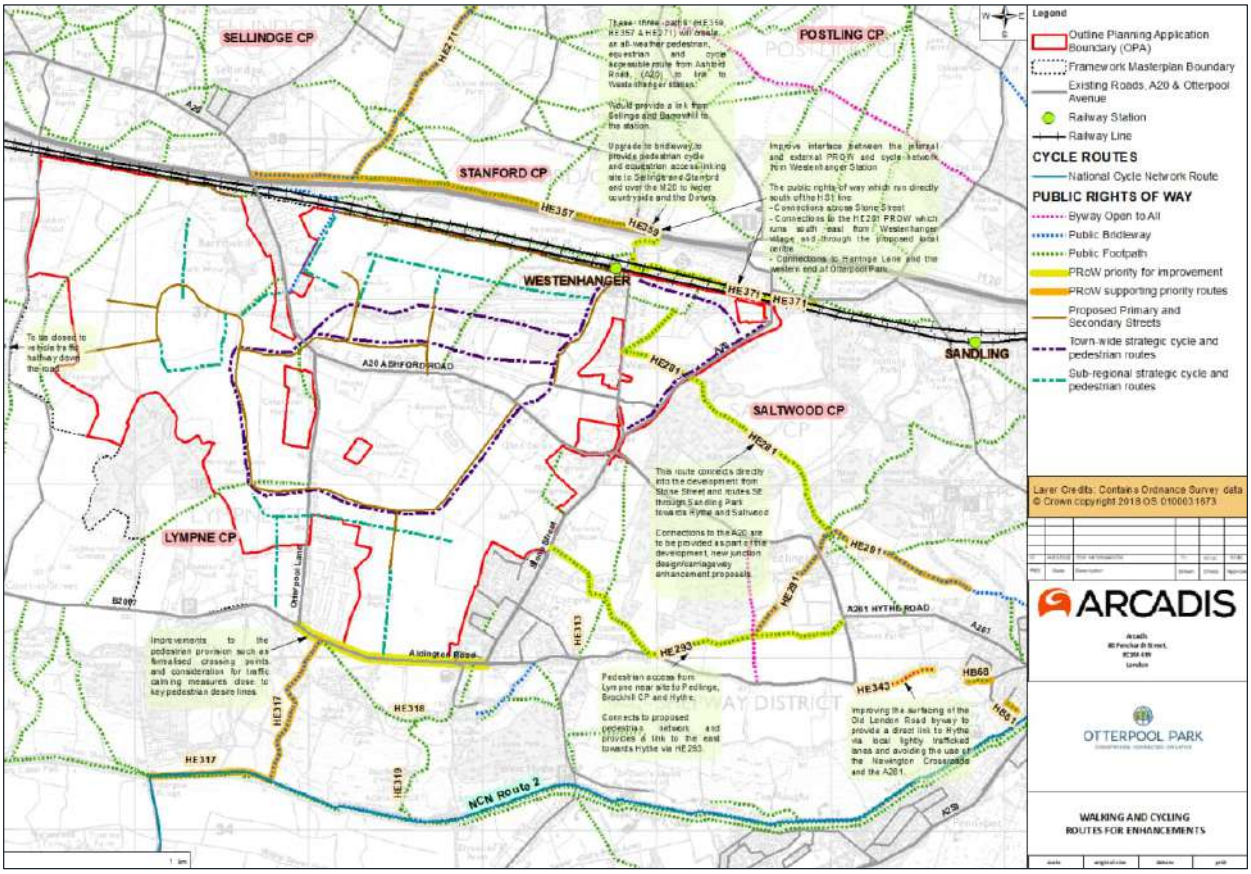
Source: 2022 TA

4.6 TRANSPORT STRATEGY - OFF SITE

WALKING AND CYCLING

4.6.1. A Walking and Cycling Strategy was prepared as part of the 2022 TA, which considered the future delivery and on site initiatives as part of the Proposed Development, and how the network of PRoW both within the Site and beyond would need to evolve to accommodate the predicted demand of the Proposed Development and ensure that walking, wheeling and cycling could be key modes of travel. The 2022 TA strategy is summarised in the Walking and Cycling Routes for Enhancement Plan shown below.

Figure 4-10 – Walking and Cycling Routes for Enhancement Plan



4.6.2. A series of improvements were discussed and agreed with KCC and identified within the draft S106 Heads of Terms.

4.6.3. Through the process of preparing the 2026 TAA and this Transport Strategy the Walking and Cycling Strategy has been reviewed alongside the improvements which had been identified in the draft S106 Heads of Terms. The review has involved engagement with KCC Highways and PRoW Officers along with NH.

4.6.4. The Walking and Cycling Strategy has been updated in respect of the PRoW network and to align the strategy with the vision-led approach being adopted for this updated OPA submission; as set out in a Technical Note provided at Appendix J of the 2026 TAA and summarised below.

4.6.5. In summary, the updated PRoW strategy focuses on delivering connections to/from the Proposed Development and:

- Folkestone Services.
- Barrowhill and Sellindge.
- Hythe including Brockhill Park Performing Arts College and Brockhill Country Park.

4.6.6. The improvements to the PRoW network are complemented by the highway network improvements that will also deliver active travel infrastructure on A20 Ashford Road, Otterpool Lane and Aldington Road. Combined with new active travel routes created on-site these will form a comprehensive network of routes connecting the Site with the key destinations/amenities identified.

4.6.7. The following PRoW links are identified as primary links and form part of the proposed strategy to connect the Site with key destinations off-site:

- HE281, HE291 and HB36 would deliver a connection to/from the north-east quadrant of the Site and Hythe.
- HE341 is an existing public footpath which joins with HE291 and HE281 and will form a connection to/from the north-east quadrant of the Site and Brockhill Park Performing Arts College and Brockhill Country Park.
- HE371 is an existing public footpath which will deliver a connection to/from the north-east quadrant of the Site and Folkestone Services.
- HE359 is an existing public footpath which will be upgraded to provide a connection from the north-east quadrant of the Site over the M20 to connect with Stanford and onward connections to/from the north.
- HE271A is an existing public bridleway which will be upgraded to connect the north-west quadrant of the site with Barrowhill and Sellindge.
- HE313, HE293 and HE291 are public footpaths that will be upgraded to provide a connection from the south-east quadrant of the site to/from Hythe. These improvements will be complemented by the closure of Aldington Road which will, when combined with an improvement to byway HE343 provide a further connection to/from Hythe. Acknowledging that the closure of Aldington Road will need to be consulted on separately by KCC the delivery of this link as an active travel route forms an option (Option 2) with the base option (Option 1) being an improvement to HE313, HE293 and HE291.

BUS

OVERVIEW

4.6.8. The overall approach to the Bus Strategy for the Otterpool Park Proposed Development is to seek to integrate the forecast bus-based public transport demand with existing bus services and other modes (shared mobility). In doing so, this will deliver a holistic network which provides a viable service level for those without access to private transport and an attractive option for those who do have access to private transport, thereby contributing to the sustainability of the development by enabling the choice of a shared mobility mode.

4.6.9. Following the delivery of the EHP, the objective is to strengthen the existing services before considering the development of new services, which should be complementary and not abstractive. This is likely to be especially important in the local context given the trajectory of total annual passenger numbers in the county has generally been downward for several years, even before the dramatic impact of the Covid-19 pandemic. Therefore, the Otterpool Park development Bus Strategy is to support and contribute positively with proportionate expansion which can be viable in the longer term.

4.6.10. The work to develop vision-led mode shares reinforces the evident spatial planning concept that the principal locations as trip attractors and generators would be Folkestone and Ashford, which are noted to be the terminal points of the existing bus corridor along the A20. Although rail is also an option for such destinations from Westenhanger Station within the Otterpool Park development, the routing of buses enables greater saturation of the respective town centres, as well as providing greater accessibility to a larger number of communities on line of route and other key facilities, such as William Harvey Hospital on the outskirts of Ashford. Conversely, the population of Otterpool Park

will be significantly greater than the total of the communities of Lympne, Sellindge and Brabourne Lees combined and as such will require a tailored approach to achieve the mode share projected.

4.6.11. Bus services across Kent are currently delivered through a combination of governance models. Most services are operated commercially, (i.e., at the bus operator's own financial risk), and these are complemented by a number of tendered services procured and financially supported by KCC. The strategic alignment on how both types of services combine, and how the network develops over time, is provided through the statutory mechanism of an Enhanced Partnership (EP) between the county council and the bus operators.

4.6.12. EPs have become commonplace in England following the Government's National Bus Strategy (NBS) Bus Back Better (2021). This required Local Transport Authorities (LTA) to develop a Bus Service Improvement Plan (BSIP) and, to be eligible for future bus funding, to choose between an EP or franchising. Under franchising, the whole bus network would be planned and managed at the LTA's direction, but also at the LTA's financial risk.

4.6.13. For Otterpool Park, the Kent EP Plan and the East Kent EP Scheme apply. The East Kent EP covers the districts of Folkestone & Hythe and Ashford, as well as Dover, Swale, Canterbury and Thanet. As set out therein, June 2021, following a statutory decision by the Cabinet Member for Highways and Transport, KCC identified that in line with Government guidance it would be forming an EP for Kent from March 2022. The EP model allows KCC to build on the positive relationships it already has with the county's bus operators, to seek to deliver the aspirations of the NBS.

4.6.14. The EP documents set out the objectives and principles on which the network will be developed. It is considered that two principles are particularly relevant to Otterpool Park:

- This first is to undertake a countywide and then localised network analysis to help inform the use of existing and new funding, with a view to providing service enhancements for rural communities where levels are currently lacking.
- The second is to put buses at the centre of decision making in respect of new road schemes, planning and developments, and support bus operators and services in KCC's role as the highway authority.

4.6.15. Both are considered relevant given the current nature of the area to be covered by the Otterpool Park development and the wider area beyond the corridor directly served by existing bus services 10/10A. Services 10/10a are contracted by KCC to Stagecoach, having previously been operated commercially by the same operator since at least 2002 until 2025.

4.6.16. Currently, it is understood that KCC is expected to undertake an EP Plan and Scheme review and complete it by March 2027. In parallel, the Bus Services Act 2025 (as amplified by statutory guidance) requires the LTA to develop a list of Socially Necessary Local Services (SNLS) in the same timescale. SNLS are services that provide access to essential goods and services, economic opportunities, and social activities.

4.6.17. In considering whether a substantial variation or cancellation of such a service would cause a material adverse effect on the ability of passengers to access those goods, services, opportunities or activities; the importance, impact, and function of a service within the community should be interpreted according to individual circumstances. As KCC works through this process (including the SNLS criteria and governance), stakeholder engagement should enable Otterpool Park to contribute effectively. Longer-term oversight of bus provision will inevitably need to consider changes to routes

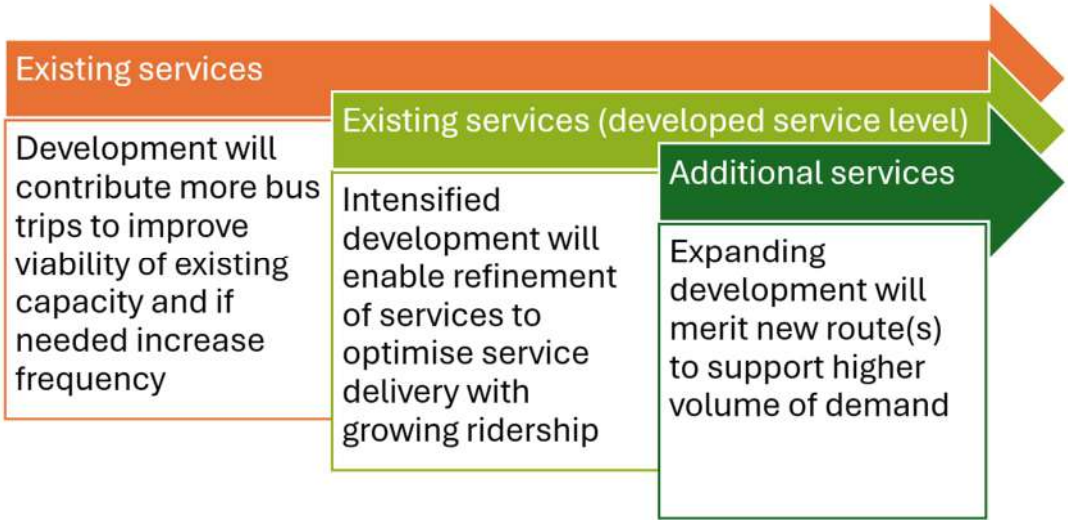
and timetables, whether connected to the development or not, and how that process aligns with commitments required through the planning application process (e.g. Section 106 agreement).

4.6.18. In the meantime, these bus planning processes are not expected to result in any substantial change to the principles to be applied to the Bus Strategy for Otterpool Park and the planning of future bus services based on the forecast bus trip generation as set out in the table above.

APPROACH TO BUS STRATEGY

4.6.19. The approach to the Bus Strategy is to consider the following complementary service options:

Figure 4-11 – Approach to Bus Strategy



4.6.20. Alongside the phased evolution of services, after EHP delivery (which considers that no increase in frequency is proposed), effective travel planning will be critical to ensure residents understand their options and can make informed choices at the point of each journey. Clear, consistent information on routes, frequencies, fares and real-time service updates (through existing online systems) will help build confidence in the bus network and encourage the level of mode shift (and passenger demand) needed to justify and secure additional service enhancements over time.

4.6.21. The approach to developing services 10/10A reflects their relatively recent (2025) adoption as a supported service. This is funded by KCC from allocated Department for Transport (DfT) bus funding, which is currently confirmed for financial years 2026-27 to 2028-29 inclusive. Changes that generate more passenger revenue than they cost in operational and capital terms will improve the short-term viability and increase the likelihood of continued operation in the longer term.

4.6.22. In this context, minor increases to the existing route 10/10A route mileage can be accommodated without increasing the number of buses needed to operate the service at any time ('Peak Vehicle Requirement' (PVR)). If a diversion or extension adds enough running time that a bus cannot complete its round trip and start the next one on time, the PVR increases (meaning an extra bus and driver are required), which adds cost. Any additions should therefore aim to attract more passengers without (or, at least, minimising) longer journey times for existing users. Similarly, not including certain sections of route mean that the mileage and, if the mileage is significant enough, the vehicle requirement can be reduced while still providing a regular service on the rest of the route.

4.6.23. While it would be ideal to specify zero-emission operation from the outset of the Otterpool Park development, it is still the case – and likely to remain so for some time yet – that the whole life cost of electric buses is higher than their diesel equivalents, which for new buses are already required to meet stringent emissions standards (known as Euro VI). The Bus Services Act 2025 has provided the legislative basis for ending the operation of diesel buses on local bus services, which will be not before 1 January 2030. As that timeline can support Otterpool Park development – and battery technology will likely continue to improve the range achievable – there would appear to be no compelling case for loading additional cost on existing services 10/10A in advance of the legislative provision, unless appropriate funding sources enable this to be brought forward, as provided for in the East Kent EP.

Bus Network

4.6.24. As a development of 8,500 homes leading from the strategic road network, the Otterpool Park masterplan will feature a hierarchy of street typologies reflecting the land uses and development densities. Bus stop locations will be developed at regular intervals taking into account best practice design (such as Local Transport Note 1/24: Bus User Priority) and road layout, providing a bus stop within 400 metres of most homes, and avoiding lay-bys unless required for road safety.

4.6.25. Bus stops in Otterpool Park, whether standalone or as part of mobility hubs, will be provided to a high-standard of accessibility, in line with applicable urban design standards, featuring shelters with seating, lighting and planned and real-time audio and visual timetable information, which will also be available easily through online and mobile sources.

4.6.26. In respect of the EHP, it is considered that the quantity and location of the first 300 homes would be supported by the implementation of a pair of bus stops on the A20 Ashford Road, which would be served by the existing service 10/10A, without requiring additional PVR.

4.6.27. After EHP delivery, the detail of routing through the development will be refined as the masterplan is iterated and amplified as part of the development of each Key Phase. The principle of site penetration to improve accessibility will be balanced against route distance and operating speeds to maintain attractive journey times. Serving key locations, such as Westenhanger Station, will be balanced by multi-modal journey planning considerations and site access arrangements.

4.6.28. The evolution of the Otterpool Park bus network is guided by the wider Transport Strategy and the sustainable transport measures it contains. In particular, bus improvements are intended to give future residents and workers convenient access to key destinations. This Bus Strategy also recognises that education travel movements will form a part of the bus demand. It therefore allows for sufficient peak time capacity for all trips identified from the High Vision trip generation and mode share across each year of build out.

4.6.29. As the phasing strategy is developed and refined, the Bus Strategy network is flexible so it can respond to changes both in the planning and later during build out. This reflects the proposed Monitor and Manage strategy of the Transport Strategy as a whole. The same applies to the masterplan layout, with the detail of routing able to be fine-tuned and respond to changing circumstances; whether in the design, construction or delivery phase, in response to observed bus demand.

4.6.30. Although KCC has advised that funding for existing service 10/10A, both in amount and even in principle, is not secure beyond March 2029, the baseline assumption in this strategy is that (all other things being equal) the service will continue. This is because it provides a direct link between two of

Kent's 10 largest towns and is the only nearby public transport option within proximity of a number of villages on line of route.

4.6.31. KCC's Local Transport Plan 5: Striking the Balance (2024-2037) on integrating public transport focuses on creating an accessible, reliable, and efficient network that connects different travel modes, supports housing growth, and reduces car dependency. Therefore, aside from the Otterpool Park Proposed Development, it is assumed that when practical bus services would in time serve Westenhanger Rail Station. Any future frequency increases or new route options introduced during the build out of Otterpool Park would also then serve Westenhanger Rail Station, supporting the overall sustainability of the development. Similarly, developing the routing on the western side of Otterpool Lane would improve accessibility without significant diversion for other passengers.

4.6.32. At an appropriate time service 10/10A would be increased to a half-hourly service. A variant would provide faster journey times by not taking in the small villages away from the A20. Together, this would provide more than enough capacity for the projected Otterpool Park demand, while also helping to boosting ridership on the route for non-Otterpool Park trips.

4.6.33. This service level would continue until an appropriate time when a new half-hourly internal service could route within the site. This service would operate as a loop from Westenhanger Rail Station, improving access across the growing development and complementing service 10/10A, with appropriate points to act as a feeder to the external service. It would provide a more focused service for internal trip purposes and offer greater flexibility in routing both as the development builds out and for responding to the nuances of localised travel demand.

4.6.34. As the build out continues, the capacity provided by these two routes would become progressively more well-utilised. At that stage, capacity would be increased again through an additional route, providing a third bus per hour focused on external bus demand. Based on the current gravity model, this is currently scoped to be an express route from Otterpool to Folkestone via the M20. However, the Monitor and Manage approach, real-world trip patterns and passenger insights may show that the equivalent vehicle and driver resource is better used on a route from Otterpool to Canterbury via Stelling Minnis for example

4.6.35. By the final year, both the express route and the internal route would be further increased to half-hourly making a total of eight buses per hour serving the bus routes around the core of the development.

4.6.36. A financial contribution reflecting the housing trajectory would be made to 'pump-prime' these services for the first five years, when they are projected to become self-financing. That contribution would need to be higher if service 10/10A were withdrawn at any point or reduced so substantially that it does not provide an adequate level of service to match the Otterpool Park vision-led mode share for sustainable transport.

4.6.37. Discussions are ongoing with KCC to agree the scope and amount of financial contribution required.

RAIL

4.6.38. The Rail Strategy is set out under heading 'Transport Strategy On Site' above acknowledging that Westenhanger Rail Station is located within the redline boundary. The Rail Strategy 2026 TAA concludes that the current service provision meets the demand from the Proposed Development and no further improvements to services are required.

SHARED MOBILITY AND DEMAND RESPONSIVE TRANSPORT

4.6.39. Shared mobility and Demand Responsive Transport have been growing across the UK over the last decade. Examples can take various forms from Uber Share which allows users to pair with another passenger heading in the same direction. Otterpool Park has been designed to respond to these emerging trends and where possible harness the benefits of by adopting a flexible approach to the Transport Strategy.

HIGHWAY

4.6.40. For trips made off-site by private vehicle a comprehensive assessment of the effect of the Proposed Development on the highway network has been undertaken. The highway assessment has identified a package of improvements and this is set out in the next section.

4.6.41. The actual effects arising from the Proposed Development will be monitored as part of a Monitor and Manage strategy with the mitigation implemented based upon final impacts arising. However, to provide certainty that the mitigation package can be delivered the package has been based on the modelling outcomes and initial concept designs developed to date.

OUTCOMES

4.6.42. Through delivery of the package of measures proposed, a range of benefits will be delivered for future residents, employees and visitors of the Proposed Development, but also those living in local communities surrounding the development. At a strategic level key benefits arising when compared to a baseline of continuing existing travel patterns are as follows:

- Improved health and wellbeing of the population through prioritising walking and cycling as main modes of transport.
- Improved air quality and reduce noise levels at a localised level as a result of reduced private vehicle trip making.
- Lower carbon emissions contributing towards the Government's net zero targets.

4.6.43. Improved community interaction through increased interaction as a result of enhanced walking and cycling, thereby creating a greater sense of place and cohesion.

5 PROPOSED MITIGATION

5.1 INTRODUCTION

5.1.1. This chapter provides a summary of the proposed mitigation intended to form part of the draft S106 Heads of Terms for this updated OPA submission to support Otterpool Park Proposed Development end state (to include 8,500 homes). Proposed mitigation is twofold:

- A package of sustainable transport measures to support reduced car travel in accordance with vision-led planning policy.
- Highway mitigation to be included either as a contribution, or a mitigation scheme under a Monitor and Manage approach, and implemented if required through delivery of the Otterpool Park Proposed Development.

5.1.2. It is not considered appropriate to primarily focus on delivering infrastructure which provides additional highway capacity in all cases. In addition, it is not possible to have certainty on the forecast background growth, committed development vehicle flows, and development related vehicle flows (which are based on sensitivity testing for the purpose of highway mitigation).

5.1.3. At this stage highway mitigation proposals are conceptual and demonstrate deliverability. As mentioned, KCC and NH have requested updated/new road safety audits for proposed mitigation junction designs. In addition, NH has requested WCHAR to be completed. This information is in the process of being prepared and will be formally submitted to KCC and NH following submission with discussions on going. Detailed design stages would follow at an appropriate stage post Outline Planning Permission.

5.1.4. Consideration to the draft S106 Heads of Terms specifically relating to the EHP is set out within the EHP Transport Assessment.

5.2 PROPOSED SUSTAINABLE TRANSPORT MEASURES

5.2.1. The table below sets out sustainable transport measures proposed to form part of the draft S106 Heads of Terms for this updated OPA submission.

Table 5-1 - Sustainable Transport Measures

Mode	Measure	Commentary
Public Transport	Bus	Subsidies to support a bus service to serve the Site and key local destinations (Ashford, Hythe and Folkestone)
	Rail	Upgrades to Westenhanger Rail Station
Travel Planning	MaaS	Contribution towards app to provide personalised journey planning based on the suite of transport options available to residents and visitors of the development. Notably, the MaaS contribution includes mobility credits to encourage travel by sustainable modes
	Travel Plan	Suite of initiatives to promote sustainable travel options across the Site. A Framework Travel Plan has been

Mode	Measure	Commentary
		prepared as a standalone document and submitted as part of this updated OPA
Active Travel	Mobility Hubs	Provision of hubs to provide access to micro-mobility, car club, buses etc.
	Micro-mobility offer	E-scooter and E-bike rental scheme for use on-site
	PRoW Network	Improvements to local walking and cycling routes

5.3 PROPOSED HIGHWAY MITIGATION

5.3.1. The table below sets out highway mitigation proposed to form part of the draft S106 Heads of Terms for this updated OPA submission. Technical drawings relating to the proposed package of highway mitigation are provided at Appendix M of the 2026 TAA. Indicative triggers will be defined and agreed in due course.

5.3.2. For the 2026 TAA it has been agreed with KCC and NH for the High Vision to be used as the core assessment scenario to identify transport impacts. The Medium Vision is then used as a sensitivity test to identify worst-case highway impacts. Mitigation proposals have been developed to accommodate the Medium Vision as a backstop position.

5.3.3. It is proposed for Monitor and Manage to be used to review indicative trigger points, scope, and allow flexibility in the delivery of mitigation proposals; with overall liability capped using the mitigation derived to accommodate the Medium Vision. The proposed Monitor and Manage strategy is set out in Chapter 22 of the 2026 TAA.

OFF SITE JUNCTION MITIGATION

Table 55-2 – Highway Junction Mitigation Summary

WSP ID/Junction		Envisaged under Monitor and Manage/Contribution?	Comments
1	M20 Junction 11	Proposed mitigation scheme as per 2022 TA, under Monitor and Manage	Anticipated mitigation works to consist of: Partial signalisation of junction (M20 eastbound-off slip and A20 Ashford Road arms) as shown on drawing 10029956-OP-ARC-XX-SK-T-0001 Eastbound Diverge Works as shown on drawing 10029956-OP-ARC-XX-SK-T-0001 Eastbound Merge Works as shown on drawing 10029956-OP-ARC-XX-SK-T-0001 Westbound Diverge Works as shown on drawing 10029956-OP-ARC-XX-SK-T-0001 Westbound Merge Works as shown on drawing 10029956-OP-ARC-XX-SK-T-0001

WSP ID/Junction		Envisaged under Monitor and Manage/Contribution?	Comments
7	A20 Ashford Road / Stone Street / Hythe Road	New concept mitigation scheme identified by WSP, under Monitor and Manage	Proposed mitigation works to consist of signalisation of junction as shown on drawing 265358-WSP-00-00-SK-CE-0001
8	A261 London Road / Barrack Hill	Proposed mitigation scheme as per 2022 TA, suggested developer contribution	Scheme in the form of yellow box road marking as shown on drawing 10029956-ARC-XX-XX-DR-HE-0046
9	A259 / Dymchurch Road / Military Road Gyratory	Proposed mitigation scheme as per 2022 TA, suggested developer contribution	Scheme to introduce parking restrictions as shown on drawing 10029956-ARC-XX-XX-DR-HE-0047-P01
11	M20 J13 (Castle Hill interchange)	To be confirmed	Discussions with KCC and NH on going. There was an additional lane at this junction which has been removed. In discussions with KCC it is understood that there is a desire for this lane to be added back at the junction
12	B2064 Cheriton High Street / B2063 Risborough Lane	To be confirmed	Discussions on going with KCC
13	B2064 Cheriton High Street / A2043 Cherry Garden Avenue	To be confirmed	Discussions on going with KCC
14	A259 Prospect Road / Stade Street	Proposed mitigation scheme as per 2022 TA, suggested developer contribution	Scheme to introduce a yellow box as shown on drawing 10029956-ARC-XX-XX-DR-HE-0048
15	Barrow Hill Shuttle Signals	Proposed mitigation scheme as per 2022 TA, under Monitor and Manage	Anticipated mitigation works to consist of signal optimisation

WSP ID/Junction		Envisaged under Monitor and Manage/Contribution?	Comments
16	M20 Junction 10a	New concept mitigation scheme identified by WSP, under Monitor and Manage	Anticipated mitigation works to consist of additional traffic signals at junction as shown on drawing 265358-WSP-00-00-SK-CE-0003
18	A260 Spitfire Way / White Horse Hill / A20 Slip Roads	To be confirmed	Currently under review and discussions with KCC and NH remain on going
19	Alkham Valley Road / A20 Slip Roads	To be confirmed	Currently under review and discussions with KCC and NH remain on going
20	A260 Canterbury Road / Alkham Valley Road	To be confirmed	Currently under review and discussions with KCC and NH remain on going
21	M20 Junction 9	Proposed mitigation scheme as per 2022 TA, under Monitor and Manage	Anticipated mitigation works to consist of lane widening as shown on 10029956-ARC-XX-XX-DR-HE-0049
23	A292 / M20 London Bound On-Slip	New concept mitigation scheme identified by WSP, under Monitor and Manage	Anticipated mitigation works to consist of lane widening as shown on drawing 265358-WSP-00-00-SK-CE-0002
24	A2070 Roundabout Between M20 J10 and J10a	To be confirmed	Discussions on going with KCC and NH to identify potential mitigation scheme

OFF SITE MERGE AND DIVERGE MITIGATION

5.3.8. The analysis and evidence presented as part of the 2026 TAA shows that the merge and diverge mitigation scheme at the M20 Junction 11 developed for the 2022 TA is still required. This mitigation scheme is shown on the drawing provided at Appendix M of the 2026 TAA. The merge and diverge mitigation could be delivered independent of the M20 Junction 11 roundabout partial signalisation mitigation works. It is intended for this mitigation to be secured under Monitor and Manage.

A20 ASHFORD ROAD (EASTERN CORRIDOR)

5.3.9. It is proposed for the A20 Ashford Road to be realigned to support the delivery of Otterpool Avenue. Specifically, the Proposed Development incorporates proposed improvements along the A20, including realignment adjacent to the eastern Site boundary, promotion of a slower speed environment, and improvements to walking and cycling infrastructure. The realignment scheme can be delivered independent of the Newingreen Junction mitigation scheme.

5.3.10. The 2026 TAA presents an evidence base demonstrating that dualling of the A20 Ashford Road is not required to support the Proposed Development.

A20 ASHFORD ROAD (WESTERN CORRIDOR)

5.3.11. It is proposed for the A20 Ashford Road between Barrowhill and Newingreen to be re-engineered to provide active travel infrastructure. Further detail is set out within the Strategic Design Principles document that accompanies the OPA.

OTTERPOOL LANE

5.3.12. In a similar manner to A20 Ashford Road (western corridor) active travel infrastructure is proposed to be introduced on Otterpool Lane as the development comes forwards to ensure non-motorised user connectivity.

TRAFFIC CONTROLS

5.3.13. The following traffic control measures are proposed on roads surrounding the site. These proposals were put forwards and agreed as part of the 2022 TA, and in subsequent discussions, included as part of the draft S106 Heads of Terms and do not change. For completeness drawings associated with these proposals are included in Appendix M of the 2026 TAA.

- Aldington Road closure.
- Harringe Lane closure.
- Traffic calming measures on Aldington Road.

6 SUMMARY AND CONCLUSIONS

6.1 OVERVIEW

6.1.1. WSP has been appointed by Otterpool Park LLP (the ‘applicant’) to provide an updated Transport Strategy document in support of an updated Outline Planning Application (OPA) submission in relation to Proposed Development at Otterpool Park (‘the Site’).

6.1.2. This Transport Strategy supports the Otterpool Park Proposed Development; a proposed new garden town comprising up to 8,500 homes, schools, employment space, retail, leisure and community facilities, with full build out anticipated by 2055.

6.1.3. This Transport Strategy document provides an update to the 2022 Transport Strategy (included as part of the original OPA submission) in response to current transport policy by adopting a vision-led approach on reducing car dependency and prioritising sustainable travel.

6.1.4. This Transport Strategy is founded on the vision of creating a highly connected, healthy and sustainable community where residents can access most daily needs locally. Through a "10-minute neighbourhood" approach, homes will be located within walking or cycling distance of education, employment, healthcare, retail and leisure facilities, reducing the need for longer-distance travel and supporting FHDC’s net-zero ambitions.

6.2 VISION-LED TRANSPORT STRATEGY

6.2.1. The Transport Strategy moves away from the traditional "predict and provide" model, which focuses on accommodating forecast traffic growth, and instead adopts a "vision and validate" approach. This prioritises:

- Walking and cycling as the preferred modes for local trips.
- Public transport as the primary option for longer-distance journeys.
- Shared and future mobility solutions.
- Reduced reliance on private vehicle ownership.
- Highway interventions only where residual impacts remain.

6.2.2. The intention for achieving the High Vision scenario forms the basis of the core assessment (as set out within the 2026 TAA) and aims to reduce car driver mode share from 70% to 55%, while increasing bus use to 10%, rail use to 6%, and introducing 5% shared mobility usage. This updated Transport Strategy supports this vision-led approach with a commitment to suitable on site and off site transport initiatives.

6.3 CREATING A WALKABLE AND CYCLABLE COMMUNITY

6.3.1. The development has been designed to maximise internal trips by active travel. All residents will be within easy walking distance of key facilities, including local centres, schools, recreation areas and public transport. A comprehensive cycle network will connect neighbourhoods, employment areas, community facilities and Westenhanger Rail Station.

6.3.2. Key active travel measures include:

- High-quality walking and cycling routes throughout the development.
- Segregated pedestrian and cycle infrastructure on strategic routes.
- Extensive cycle parking and cycle hubs.

- Improvements to Public Rights of Way as appropriate for onward travel.
- Integration of micro-mobility options such as e-bikes and e-scooters.

6.4 PUBLIC TRANSPORT AND MOBILITY HUB NETWORK

6.4.1. Westenhanger Rail Station is a central component of the strategy. Planned improvements include enhanced pedestrian and cycle access, upgraded station facilities, improved accessibility, and station building refurbishment.

6.4.2. The bus strategy will evolve with development growth and includes:

- All homes within approximately 400 metres of a bus stop.
- Enhanced services connecting Ashford, Folkestone and Hythe.
- Future half-hourly services and internal shuttle routes.
- Demand Responsive Transport and other flexible mobility services.

6.4.3. Mobility Hubs will provide integrated access to:

- Bus services.
- Car clubs.
- E-bike and e-scooter hire.
- Electric vehicle charging.
- Secure cycle parking.
- Parcel lockers and community facilities.

6.4.4. These hubs will be supported by a Mobility as a Service (MaaS) platform, allowing residents to plan, book and pay for multiple transport options through a single app.

6.5 FUTURE MOBILITY AND TRAVEL BEHAVIOUR CHANGE

6.5.1. Recognising changing travel patterns and technological innovation, the strategy incorporates shared mobility, flexible transport options, home-working infrastructure and travel planning initiatives. These measures are intended to support long-term behavioural change and reduce the need for private car ownership.

6.6 HIGHWAY AND INFRASTRUCTURE APPROACH

6.6.1. The strategy adopts a Monitor and Manage approach to highway mitigation. Rather than delivering significant highway capacity enhancements upfront, transport performance will be monitored as development progresses, with mitigation implemented only where evidence by monitoring demonstrates a requirement.

6.7 CONCLUSION

6.7.1. The Otterpool Park Transport Strategy represents a shift towards a low-carbon, sustainable transport model. By combining walkable neighbourhoods, enhanced public transport, mobility hubs, shared mobility and targeted highway management, the strategy seeks to create a community where sustainable travel becomes the natural choice, enabling reductions in private car dependency while supporting the long-term growth of the new garden town.

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Appendix C

FRAMEWORK TRAVEL PLAN

Otterpool Park LLP

OTTERPOOL PARK

Framework Travel Plan

FTP01
SEPTEMBER 2026

PUBLIC

Otterpool Park LLP

OTTERPOOL PARK

Framework Travel Plan

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. UK0037778.5358

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CONTENTS

1	INTRODUCTION	1
2	PLANNING POLICY AND GUIDANCE	6
3	BASELINE CONDITIONS	10
4	PROPOSED DEVELOPMENT AND TRANSPORT STRATEGY	38
5	AIM, OBJECTIVES AND TARGETS	59
6	TRAVEL PLAN MANAGEMENT	61
7	TRAVEL PLAN MEASURES	64
8	MONITORING AND REVIEW	77
9	ACTION PLAN	79

1 INTRODUCTION

1.1 OVERVIEW

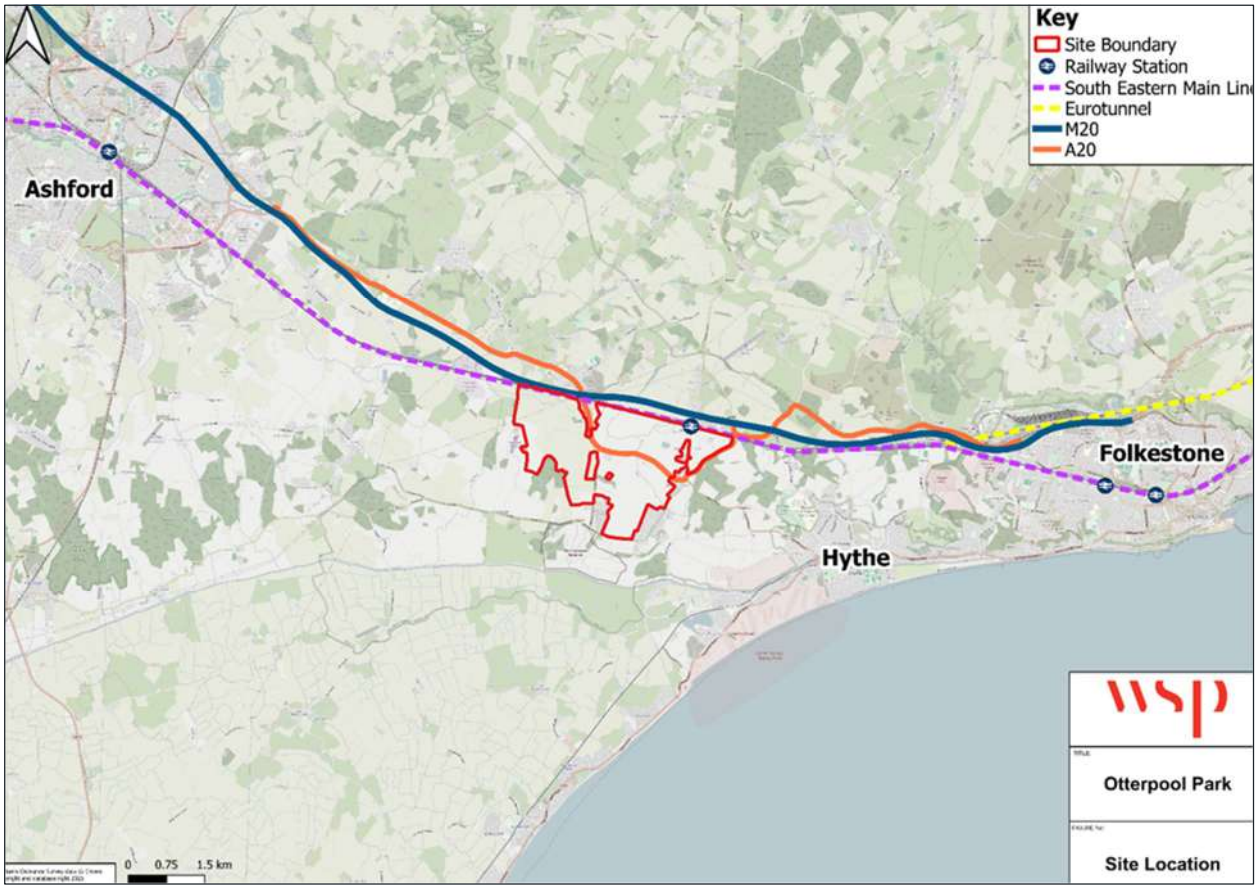
1.1.1. WSP has been appointed by Otterpool Park LLP (the 'applicant') to prepare a Framework Travel Plan (FTP) in relation to Proposed Development at Otterpool Park ('the Site'). An Outline Planning Application (OPA) was originally submitted in February 2019 (application reference number Y19/0257/FH). The original OPA was supported by a FTP prepared by Arcadis (March 2022; referred to as the 2022 FTP herein). The original OPA remains under consideration, and this FTP forms part of a suite of updated documents to the existing OPA accordingly. This FTP therefore supersedes the previous version submitted.

1.1.2. This FTP should be read in conjunction with the 2026 Transport Assessment Addendum (2026 TAA) for the garden town proposals, which provides further details of the Proposed Development, supporting Transport Strategy, and sustainable transport and highway assessments together with an identified package of transport and highway mitigation.

1.2 SITE DESCRIPTION

1.2.1. Otterpool Park is located on 589 hectares (ha) of land in the west of the Folkestone & Hythe district. The site is broadly bounded by the M20 and railway line to the north, the A20 Ashford Road/Stone Street and Sandling Park to the east, Harringe Lane to the west and Aldington Road to the south. The site location in its strategic context is shown on Figure 1-1.

Figure 1-1 - Strategic Site Location



1.3 PLANNING CONTEXT

1.3.1. As mentioned, an OPA (ref: Y19/0257/FH) was submitted in 2019 for the Otterpool Park development; this was supported by a FTP prepared by Arcadis. In response to consultation feedback, the FTP was subsequently updated by Arcadis and resubmitted in 2022 (2022 FTP). This FTP is an update to the 2022 FTP to align with the 2026 TAA (refer to Chapter 1 – Introduction of the 2026 TAA).

1.3.2. In response to the feedback received during consultation, the structure of the OPA was adjusted to optimise the long-term deliverability of the development, principally through the added flexibility of a three-tiered approach to the approval process for delivery of the site. In addition, a number of other consultation comments have been provided on a range of topics, which have in some cases led to further work being undertaken.

1.3.3. A package of amended drawings and documents have been submitted to Folkestone and Hythe District Council (FHDC) for their consideration, which incorporate these changes and to optimise the scope and role of the previously submitted OPA, but to also introduce a further mechanism to assist in the deliverability of an Early Homes Parcel (EHP); outside of the proposed tiered planning system to accelerate the delivery of development at Otterpool Park. This is termed Tier 0.

1.4 VISION-LED TRANSPORT PLANNING

1.4.1. The 2022 TA was based on a traditional 'predict and provide' methodology that results in a worst-case scenario for highway network assessment. Since the original OPA submission, there has been a significant shift in policy with the National Planning Policy Framework[1] (NPPF) mandating a vision-led approach to the development of the transport strategy for a development. Central to this change is the move away from a traditional 'predict and provide' model to a 'vision and validate' framework.

1.4.2. Vision and validate requires transport strategies to be based on a long-term vision for sustainable travel, with options for walking, cycling, and public transport embedded from the outset. Effects of development are to be assessed against a range of future scenarios, including those featuring reduced car dependency, to ensure that development is both future-ready and adaptable. Highway capacity improvements should therefore only be considered to address residual impacts.

1.4.3. The NPPF also promotes the use of robust Travel Plans, backed by dynamic, long-term monitoring frameworks. These are essential tools to ensure that sustainable mode share targets are monitored and can adapt over time to actively encourage modal shift through continuous improvement.

1.4.4. In accordance with Kent County Council's (KCC) TA and Travel Plan guidance (2025), the 2026 TAA sets out vision-led scenario assessments, incorporating High Vision and Medium Vision scenarios which have been agreed with KCC and NH.

1.4.5. Chapter 5 Aims, Objectives and Targets - sets out baseline mode share (2022 TA worst-case scenario) and target mode share for Otterpool Park in 2055. In summary:

HIGH VISION

- Targets set to achieve -15% Car Driver (for residential and employment land uses only) through +5% Bus, +3% Rail, +2% Car Passenger, 5% Shared Mobility versus the 2022 TA worst-case scenario.
- Responds to an evolving transport environment, assessment year of 2055, and the vision for Otterpool Park and associated Transport Strategy.
- Targets are supported by a suite of transport initiatives; walking and cycling priority infrastructure, mobility hubs, shared and micro-mobility, car club, sustainable travel incentives (Travel Plan, bus service improvements, MaaS and parking controls (for employment land use)).

MEDIUM VISION

- Targets set to achieve -8% Car Driver (for residential and employment land uses only) +5% Bus, +3% Rail versus the 2022 TA worst-case scenario.
- Modest mode shift targets aligned with expectations for new development which require travel planning to promote sustainable travel patterns.

[1] Ministry of Housing, Communities and Local Government, National Planning Policy Framework (NPPF) (2026) - Policy TR1

- Targets supported by a suite of transport initiatives; walking and cycling priority infrastructure, mobility hubs, shared and micro-mobility, car club, sustainable travel incentives (Travel Plan, bus service improvements, MaaS and parking controls (for employment land use)).

1.4.6. The High Vision is the targeted modal share for this FTP. For the 2026 TAA it has been agreed with KCC and NH for the Medium Vision to be used as a sensitivity test to identify worst-case highway impacts. Mitigation proposals have been developed to accommodate the Medium Vision as a backstop position. Monitor and Manage will then be used to review trigger points, scope, and allow flexibility in the delivery of mitigation proposals.

1.5 TRAVEL PLAN CONTEXT

1.5.1. This FTP has been prepared in accordance with current Department for Transport (DfT) and KCC's Travel Plan guidance. This FTP is designed to be an overarching document that helps guide sustainable travel at the site. It has been prepared to supersede the 2022 FTP by updating the measures and initiatives to support the vision-led approach adopted in the Transport Strategy. KCC's Transport Assessment and Travel Plan Guidance (2025) defines a Travel Plan as:

A long term strategy for managing multi-modal access to a site, promoting sustainable modes and reducing the proportion of car based trips. Travel Plans help to enhance the accessibility and transport efficiency of the site, while minimising any adverse impact on either the local highway network or on other elements of the local transport system'.

1.5.2. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on 'promoting alternatives to the car'. It establishes a structured strategy with clear objectives and targets. Whilst the location of a development, its design and proximity to facilities and services create the conditions to make sustainable travel choices a realistic option, communicating these opportunities to occupiers and site users is also critical to the success of the Travel Plan.

1.5.3. This FTP is a 'living document' requiring monitoring, review and revision to ensure it remains relevant to those occupying and using the Site, to facilitate continuous improvements for its duration.

1.5.4. This FTP has been submitted as part of the updated OPA submission which focuses on the end state of the Proposed Development. The proposed measures, targets and actions will be reviewed when detailed Travel Plans are submitted alongside Reserved Matters Applications (RMAs) for future phases of the development. This will ensure that travel planning is relevant and up to date as the Proposed Development for Otterpool Park is delivered from EHP through to end state accordingly**.**

1.5.5. The FTP demonstrates a holistic approach by incorporating both 'hard' measures and 'soft' marketing and management measures necessary to address the transport effects arising from the Proposed Development.

1.6 TRAVEL PLAN STRUCTURE

1.6.1. The remainder of this FTP is structured as follows:

- Chapter 2 - Planning Policy and Guidance
- Chapter 3 - Baseline Conditions
- Chapter 4 – Proposed Development and Transport Strategy
- Chapter 5 - Aim, Objectives and Targets

- Chapter 6 - Travel Plan Management
- Chapter 7 - Travel Plan Measures
- Chapter 8 - Monitoring and Review
- Chapter 9 - Action Plan

2 PLANNING POLICY AND GUIDANCE

2.1 OVERVIEW

2.1.1. This chapter summarises key national, regional and local planning policies in relation to travel planning.

2.2 NATIONAL PLANNING POLICY FRAMEWORK (2026)

2.2.1. The National Planning Policy Framework (NPPF), published in August 2026, sets out the Government's intention to strengthen the national role in promoting sustainable growth and achieving greater consistency in planning decisions across England. The document is organised into chapters, each with a clear objective and a distinction between plan-making policies and national decision-making policies.

2.2.2. Chapter 15 'Promoting Sustainable Transport' describes the objective of the chapter, which:

"Is to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places."

2.2.3. Under plan-making policies, Chapter 15 introduces **TR1: Vision-led approach to planning for transport** and **TR2: Local parking standards**.

2.2.4. **TR1** requires sustainable transport to be embedded from the outset of plan-making, shaping the vision, site selection and land-use strategy through early engagement, alignment with transport strategies, mixed-use development, and protection of key active travel and public transport routes and facilities. Plans should direct development to locations that support sustainable movement, safeguard and provide necessary transport infrastructure, and may define local thresholds for significant transport impacts.

2.2.5. **TR2** requires local plans to set context-sensitive parking standards that support the plan's transport vision and promote sustainable travel.

2.2.6. Chapter 15 introduces the following national decision-making policies:

2.2.7. **TR3: Locating development in sustainable locations**, which states that development should be directed to locations that support sustainable travel, provide good accessibility for all users, and make effective use of existing or planned transport infrastructure, particularly for developments generating significant movement. Proposals should optimise development density where transport infrastructure can support greater use of walking, wheeling, cycling and public transport, while identifying and mitigating environmental impacts and securing environmental benefits. In rural areas, development should take opportunities to improve active travel, public transport and overall connectivity, informed by the Connectivity Tool alongside other evidence.

2.2.8. **TR4: Street design, access and parking** requires transport and street design to be fundamental to placemaking, with development prioritising walking and cycling first, public transport access second, and vehicle access in a way that supports safe, inclusive and attractive environments. Proposals should provide high-quality active travel and public transport facilities, minimise conflict between users, meet the needs of all age groups and disabled people, and accommodate servicing and

emergency access without undermining design quality. Parking should be appropriately provided in line with local standards, including accessible and well-located electric vehicle charging, informed by national design guidance.

2.2.9. **TR6: Assessing transport impacts** requires developments that generate significant movement to demonstrate how transport impacts will be managed and mitigated. Proposals should be supported by proportionate transport statements or assessments and a travel plan that aligns with the development's transport vision and sets out how sustainable travel will be delivered and monitored. All development must be capable of proceeding without severe adverse impacts on network capacity, congestion or highway safety, taking account of mitigation, cumulative effects, different time periods, and all modes of travel.

2.2.10. **TR8: Public rights of way** requires development to protect and enhance public rights of way. Proposals should retain existing routes, allowing agreed diversions where necessary, and take opportunities to extend or improve networks to provide better access to green spaces, create new and better-connected routes, improve links to local services and facilities, and strengthen connections with public transport.

2.3 GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS (2014)

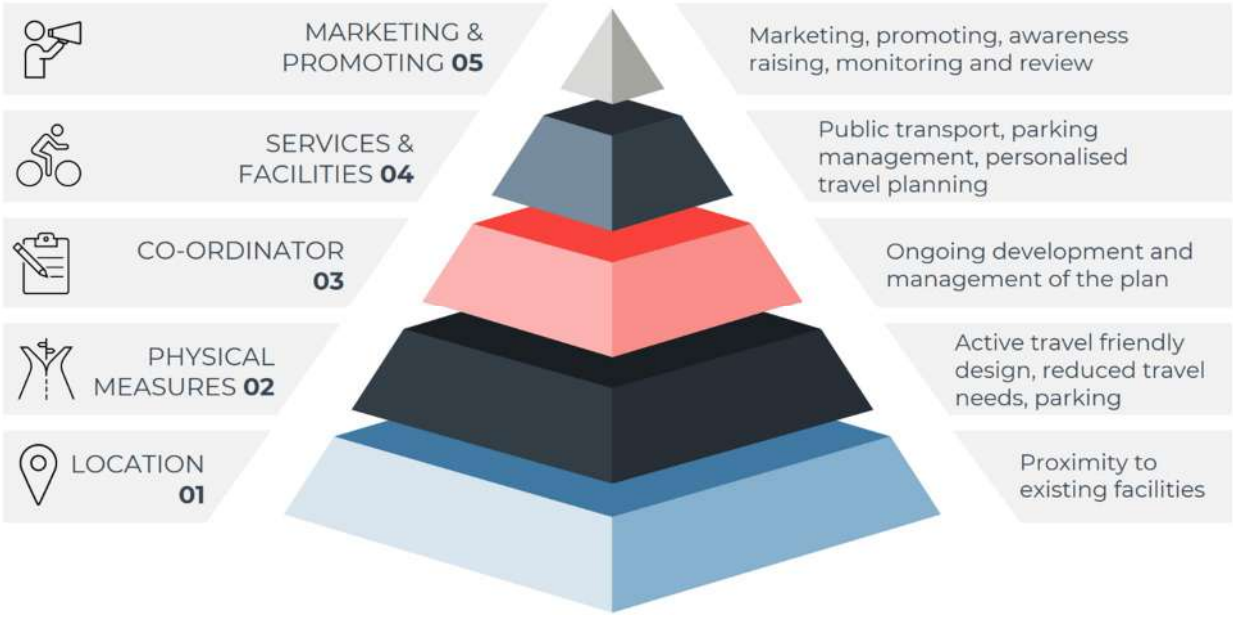
2.3.1. The DfT guidelines are intended to assist all stakeholders in determining when a Travel Plan is required, how it should be prepared and what it should contain within the context of an integrated planning and transport process. The guidelines also set out how Travel Plans should be evaluated, secured, implemented, monitored and managed in the longer term as part of this process. Travel Plans are important for major new developments to:

- Support increased choice of travel modes.
- Promote and achieve access by sustainable modes.
- Respond to the growing concern about the environment, congestion, pollution and poverty of access.
- Promote a partnership between the authority and the developer in creating and shaping 'place'.

2.3.2. The document recognises that it can be helpful to view a Travel Plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought. This Travel Plan Pyramid is shown in Figure 2-1.

2.3.3. The DfT's Travel Plan Pyramid helps demonstrate how successful plans are built on the firm foundations of a good location and site design. Additional hard and soft measures should be integrated into the design, marketing and occupation of the site. In addition, parking restraint is often crucial to the success of the plan in reducing car use.

Figure 2-1 – Travel Plan Pyramid



Source: Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2014)

2.4 KCC TRANSPORT ASSESSMENT AND TRAVEL PLAN GUIDANCE (2025)

2.4.1. KCC's Transport Assessment and Travel Plan Guidance (2025) aims to inform developers, transport consultants and anyone else involved in the planning process on how these documents should be developed and secured.

2.4.2. This document provides an overview of the aims and objectives of Travel Plans. For a Travel Plan to succeed, it is vital that the requirements are clear and commensurate to the type and scale of development. Specific to Otterpool Park, a FTP is required for an OPA where occupiers are not yet known in full. Regarding FTPs specifically, KCC's guidance states:

"*FTPs set out the key strategic role and commitments for the development site as a whole, including:*

- *The aim and objective of the site in terms of sustainability.*
- *The transport strategy for the site including physical infrastructure and general principles.*
- *Minimum standards that will be adhered to (e.g. cycle parking, vehicle parking).*
- *Sustainable travel measures that can either be committed to at this stage or those that must be considered for implementation by the subsequent Full Travel Plans.*
- *Clearly defining the role of the developer, Travel Plan Coordinator, site management and individual occupiers.*
- *Details of any linked Section 106 (S106) contributions e.g. support for bus services, off-site highway works, a Travel Plan Toolkit Fund.*
- *Trip generation targets and modal share predictions based on those set out within the Transport Assessment; information as to how the site will be monitored and the type and scale of remedial measures to be considered and implemented should the targets not be achieved.*
- *A clear timeline and pathway for the development and approval of the Full Travel Plan.*
- *Details of a Transport Review Group that should be established by the Travel Plan Coordinator (applicable to larger sites).*

A FTP may, under certain circumstances, be submitted or secured as part of a Full Planning Application, provided there is a clear and agreed pathway for submission of a Full Travel Plan."

2.5 FHDC CORE STRATEGY REVIEW (2022)

2.5.1. The Core Strategy Review was adopted in March 2022. It sets out a range of overarching objectives and policies that aim to guide the scale, location and type of developments in the district for the period up to 2037. The document furthermore sets out policies for the provision of a garden settlement within the North Downs character area, comprising the Otterpool Park development.

2.5.2. Policy SS5 District Infrastructure Planning states:

"CIL (Community Infrastructure Levy) *and developer contributions will be used to secure resources contributing towards essential infrastructure needs. Potential infrastructure requirements of this Core Strategy Review are identified in the council's Infrastructure Delivery Plan. Planning permissions will only be granted where suitable developer contributions are secured or are accompanied by a CIL liability notice, and where:*

a) The design of a development aims to reduce unnecessary or unsustainable demands on physical and social/community infrastructure, and environmental or utility network capacity.

b) Development does not jeopardise current or planned physical infrastructure.

c) The location, design or management of development provides a choice of means of transport and allows sustainable travel patterns, for pedestrians, cyclists and/or public transport. The travel demand of new development proposals will be considered and managed and tailored solutions will be developed to limit car use generated by new developments. All major trip-generating uses will provide Travel Plans."

2.6 FHDC PLACES AND POLICIES LOCAL PLAN (2020)

2.6.1. The Places and Policies Local Plan acknowledges how Travel Plans provide a means of assessing and mitigating the negative transport impacts of development to ensure that sustainable development is delivered. Paragraph 13.26 states that:

"Travel Plans are required when long term management strategies are needed to deal with significant transport impacts".

2.6.2. According to the indicative thresholds set out in this document, a Travel Plan is required to provide a long-term management strategy which seeks to deliver sustainable transport objectives as part of the Otterpool Park Proposed Development.

3 BASELINE CONDITIONS

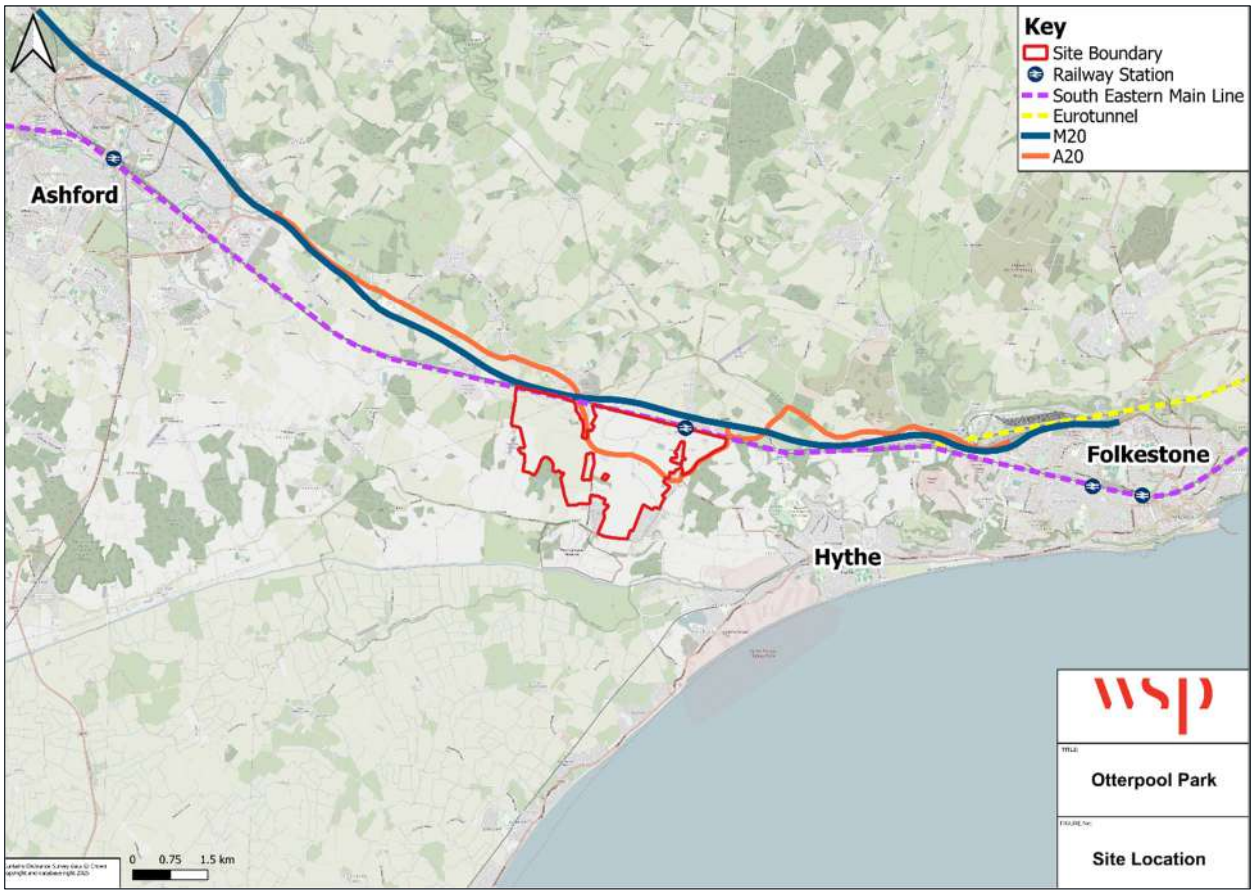
3.1 INTRODUCTION

3.1.1. This chapter outlines the existing transport conditions on site and in the surrounding area, including facilities for walking, cycling and public transport services.

3.2 SITE LOCATION AND SURROUNDING AREA

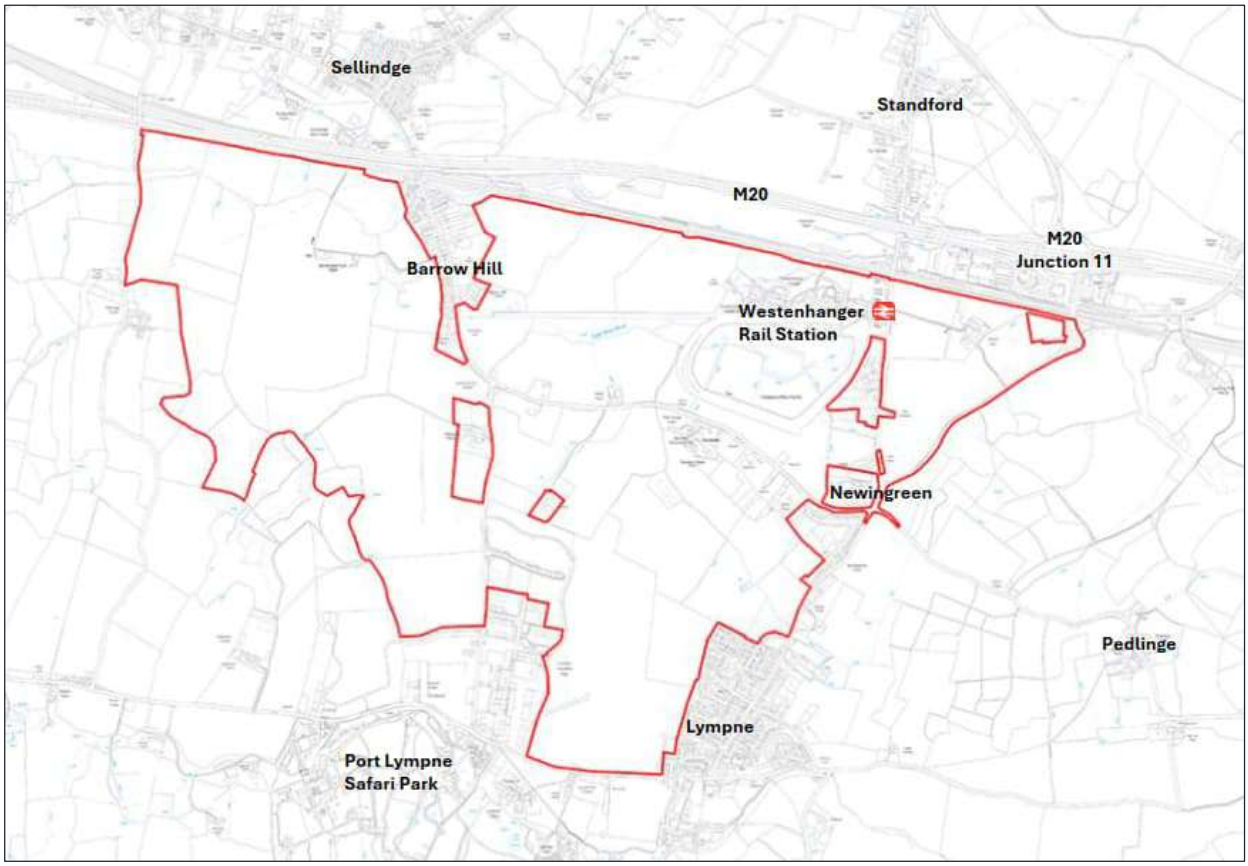
3.2.1. A Site location plan in strategic context is shown below.

Figure 3-1 - Site Location Plan



3.2.2. The Site is located on approximately 589ha of land in the west of the Folkestone & Hythe district. The town of Hythe is located approximately 4.5km to the southeast with Folkestone located around 10km to the east. Ashford lies approximately 11km to the northwest. A redline boundary plan for the Site is shown below.

Figure 3-2 – Otterpool Park Proposed Development Redline Boundary Plan



3.2.3. The Site is broadly bounded by the Southeastern Main Line to the north. The A20 Ashford Road, Stone Street and the village of Lympne are located to the east. Aldington Road is located to the south. Harringe Lane is located to the west. The site benefits from Westenhanger Rail Station being located within the north of the Site.

3.2.4. The M20 runs in an east to west alignment to the north of the railway line. M20 Junction 11 is located to the northeast of the Site boundary. The Kent Downs Area of Outstanding Natural Beauty (AONB) and Port Lympne Safari Park are located to the south. The AONB also lies approximately 1.25km to the north.

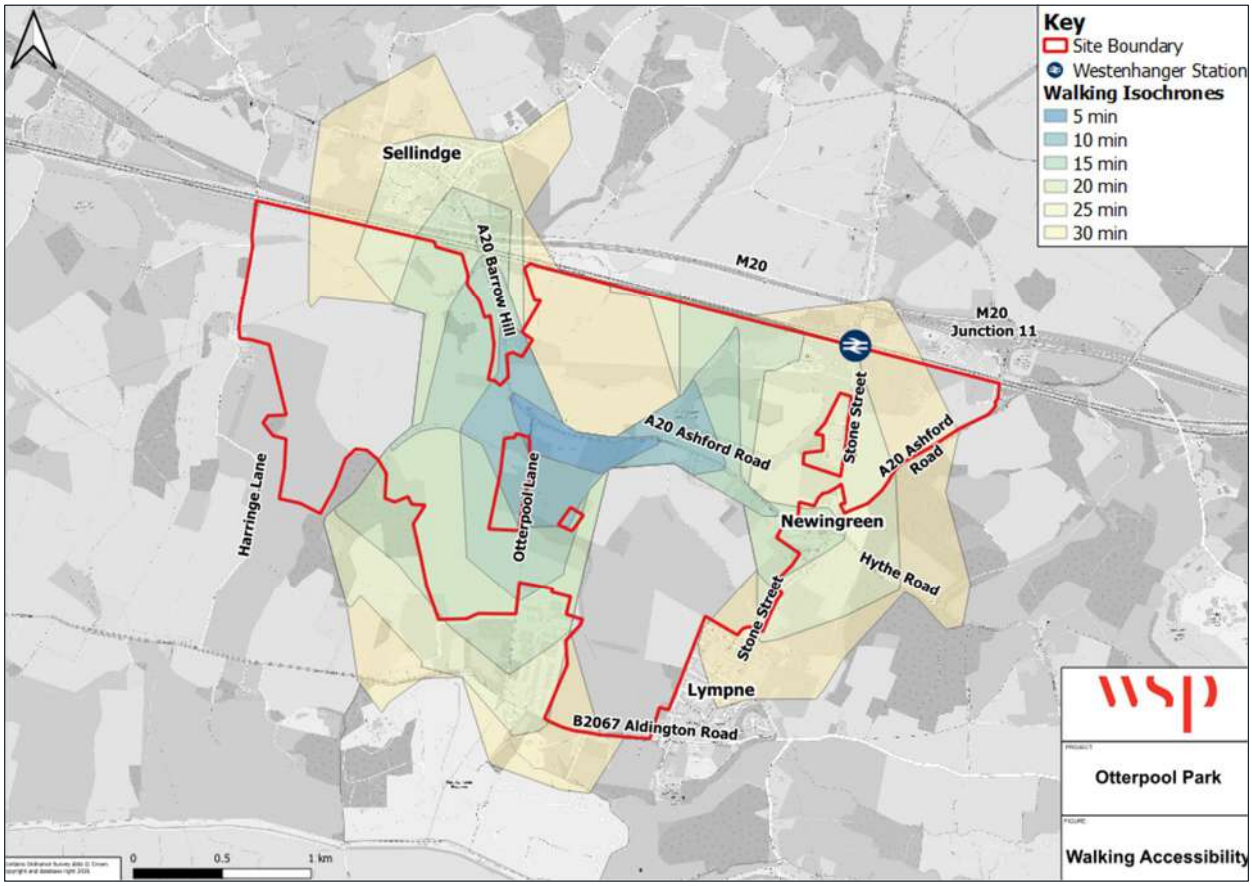
3.2.5. Westenhanger is a small village that lies within the north of the Site where, aside from the castle and station, existing buildings are primarily in residential use. Newingreen is adjacent to the A20 towards the eastern region of the Site. The Link Park industrial estate is located to the southwest of the Site. Barrow Hill lies towards the northwest. A large portion of the remainder of the Site area is used as agricultural land with small farmsteads.

3.2.6. Beyond the site lie a number of settlements including Stanford and Sellindge to the north, Sandling and Pedlinge to the east, and West Hythe to the south.

3.3 EXISTING WALKING INFRASTRUCTURE

3.3.1. Figure 3-3 shows approximate existing walking isochrones across the site to surrounding villages. For simplicity pedestrian isochrones have been produced from an approximate centroid point of the Site.

Figure 3-3 - Walking Accessibility Plan



3.3.2. The Site is located in a largely rural area and as such pedestrian infrastructure is limited to the highway network that runs through and adjacent to the Site and the network of Public Rights of Way (PRoW).

3.3.3. The main highway network in the vicinity of the Site consists of the A20 Ashford Road which runs both east-west through the approximate centre of the Site and then south-west to north-east along the eastern boundary of the Site, Otterpool Lane and Stone Street which both run north-south and Hythe Road and Aldington Road which run east-west.

3.3.4. Provision of direct routes across the Site would decrease journey times on foot as demonstrated later within this report.

A20 ASHFORD ROAD

3.3.5. The A20 Ashford Road dissects the site. To the east of the Site, the A20 Ashford Road provides access to Newingreen, the M20 Junction 11 and onwards to Sandling. To the west Ashford Road links with Barrowhill providing an onward connection to Sellindge and provides connections to/from the west, most notably with Ashford. The images below show sections of the A20 Ashford Road.

Image 3-1 – A20 Ashford Road Footways at Newingreen Junction

Image 3-2 – A20 Ashford Road Towards Otterpool Lane

Image 3-3 – A20 Barrow Hill

Image 3-4 – A20 Barrow Hill Rail Bridge towards Sellindge

3.3.6. Footway provision along the A20 Ashford Road varies. Adjacent to the site's eastern boundary, a footway of around 1-1.5m in width is located on the western side of the A20, separated from the carriageway by a narrow grass verge. The A20 in this location is subject to national speed limit (60mph) and the carriageway and footway is not lit.

3.3.7. As the A20 aligns east to west, footways of between 1.5m and 2m wide are located on both sides of the carriageway for some 150m, west from its junction with the A261 Hythe Road and Stone Street - Newingreen Junction (**Image 3-1**). To the north a footway is provided connecting to Stone Street. In the immediate vicinity of Newingreen the A20 is street lit.

3.3.8. Further west, there is a footway on the southern side of the carriageway only which provides a continuous route from Newingreen to the junction with Otterpool Lane (**Image 3-2**) and beyond. At the Otterpool Lane junction a controlled pedestrian crossing is integrated into the existing signal controlled junction. Between Newingreen and the Airport Café the A20 is subject to national speed limit (60mph) and is not street lit. The speed limit then reduces to 50mph on the approach to the Otterpool Lane junction and the road is street lit.

3.3.9. West of the Otterpool Lane junction a footway is provided on the southern side of A20 Ashford Road only and the road is not street lit. As the A20 approaches Barrowhill the speed limit reduces to

40mph and the road is street lit again. Through Barrowhill and westward towards Sellindge footways are provided on both sides of the A20 (**Image 3-3**). The A20 narrows to single lane width under the railway bridge in the north of Barrowhill but maintains footway provision on both sides of the carriageway (**Image 3-4**). Through Barrowhill the A20 is subject to a 40mph speed limit and is street lit. The speed limit reduces to 30mph through Sellindge.

OTTERPOOL LANE

3.3.10. Otterpool Lane runs in a north to south alignment, connecting with the A20 Ashford Road at its northern end and the B2067 Aldington Road to the south. Otterpool Lane provides access to the Link Park industrial estate located on the eastern side of the carriageway. There are no formal footways on either side of Otterpool Lane. There are no pedestrian crossing facilities beyond the signal-controlled pedestrian crossing at its junction with the A20. Most of Otterpool Lane is rural in nature, is not street lit and subject to the national speed limit.

STONE STREET

3.3.11. Stone Street runs in a north to south alignment. To the north, Stone Street is severed by the M20 motorway. However, a pedestrian connection provides access to the village of Stanford and beyond to the north. To the south, Stone Street connects with the A20 some 100m north of the Newingreen Junction. Stone Street recommences as a southern arm of the Newingreen Junction, providing access to Lympne and connecting with Aldington Road at its southern end. Stone Street to the north of Newingreen does not feature any formal pedestrian infrastructure, is subject to a 30mph speed limit and is not street lit. To the south of Newingreen a footway is provided on at least one side of the carriageway for its extent, averaging between 1.5m and 2m wide. Stone Street through Newingreen is subject to a 40mph speed limit and is street lit. The speed limit then reduces to 30mph through Lympne and is street lit.

ALDINGTON ROAD

3.3.12. Aldington Road routes east to west, with its eastern end connecting with Lympne Hill, continuing to the A261 Hythe Road. To the west Aldington Road provides access towards Aldington village. Aldington Road forms junctions with Stone Street and Otterpool Lane. West of its junction with Otterpool Lane, the carriageway is bordered by hedgerows (**Image 3-5**). There is limited pedestrian infrastructure on Aldington Road. A footway measuring between 1-1.5m in width is present on the northern side of Aldington Road between the access to Port Lympne Safari Park and the eastern edge of Lympne village (**Image 3-6**). Aldington Road west of Lympne is subject to national speed limit (60mph) and is not street lit. Through Lympne, Aldington Road is subject to a 30mph speed limit and is street lit. East of Lympne Aldington Road is subject to a 40mph speed limit and is not street lit. There is also no formal pedestrian infrastructure.

Image 3-5 - Aldington Road west of Otterpool Lane

Image 3-6 - Aldington Road between Otterpool Lane and Octavian Drive

A261 HYTHE ROAD

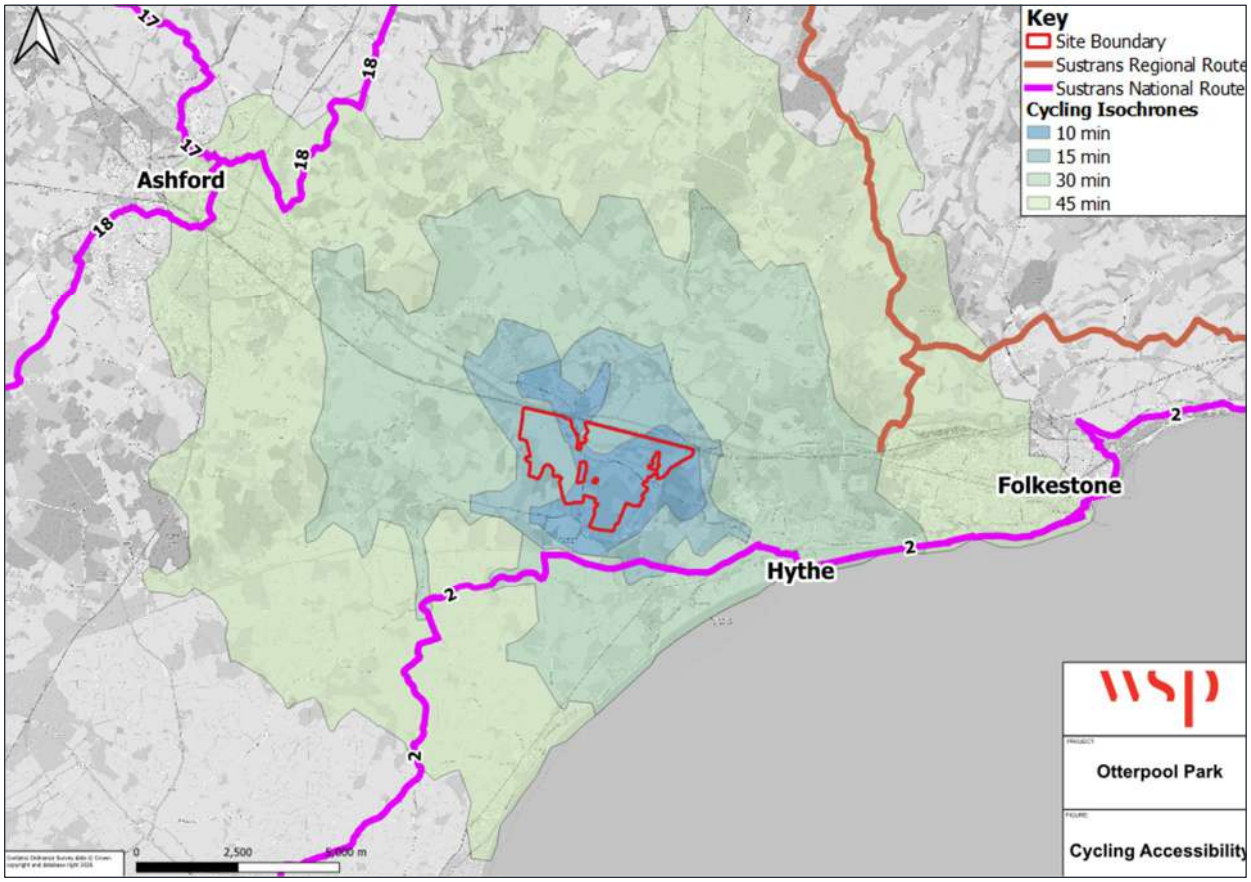
3.3.13. The A261 Hythe Road runs to the east of the Otterpool Park site, providing access to the hamlet of Pedlinge and onwards towards Hythe. Its western end connects with the Newingreen Junction to the east of the site. There is no footway provision along the A261 Hythe Road until it connects with Aldington Road. Immediately east of the A261 Hythe Road / Aldington Road junction a narrow footway is provided on the southern side of the carriageway. A261 Hythe Road is subject to national speed limit (60mph) and is not street lit in the vicinity of the Site.

3.4 EXISTING CYCLING INFRASTRUCTURE

3.4.1. It is widely regarded that cycling has potential to substitute for car trips, as well as forming part of a longer journeys by public transport. At a speed of 15km/h, a 4km distance equates to a journey time of around 15 minutes. **Figure 3-4** shows that the Otterpool Park development is accessible within an approximate 15-minute cycle journey to/ from Westenhanger Rail Station or much less.

3.4.2. At this stage this excludes consideration to carefully designed and high-quality cycling infrastructure within the site to provide direct, safe, and attractive accessibility to Westenhanger Rail Station, and travel by electric bikes and scooters.

Figure 3-4 - Cycling Accessibility Plan



3.4.3. There is limited existing cycle infrastructure on the highway network in the vicinity of the Site. M20 Junction 11 located to the northeast of the Site features some off-carriageway shared (combined pedestrian and cycle) infrastructure connecting the A20 Ashford Road roundabout to the south of the M20 with the A20 Ashford Road to the east and is signed as a cycle route to/from Folkestone. Mandatory cycle lanes are then provided on the carriageway of A20 Ashford Road for approximately 300m from where cyclists must re-join the main carriageway.

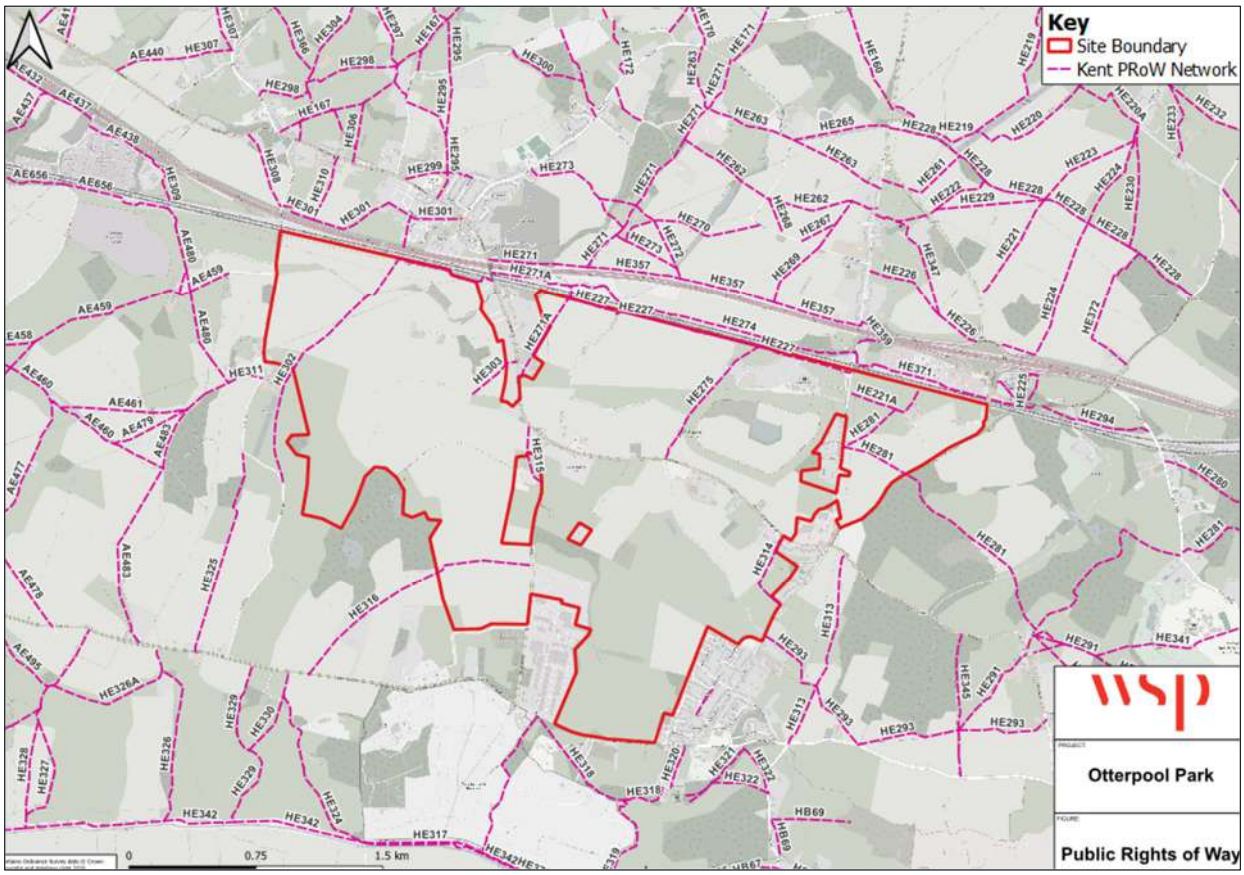
3.4.4. There are no dedicated cycle routes in the immediate vicinity of the Site. However, National Cycle Network (NCN) Route 2 runs in an east-west alignment approximately 950m to the south of the southern boundary of the Site, along the Royal Military Canal. NCN Route 2 is a long distance cycling route that runs along the southern coastline of England, connecting Dover to the east with St Austell in Cornwall to the west, via southern Folkestone & Hythe.

3.4.5. The section of NCN Route 2 closest to the southern site boundary is traffic free and runs along the canal towpath through West Hythe, Hythe and Folkestone to the southeast. Cyclists can access the route via Royal Military Road, which is located at the southern point of Lympne Hill, the nearest connection to the Site or via the bridleway that runs south along Reach Road (HE317) through Port Lympne Safari Park.

3.5 PUBLIC RIGHTS OF WAY

3.5.1. A network of Public Rights of Way (PRoW) are located within and around the site, as shown on Figure 3-5.

Figure 3-5 - Public Rights of Way

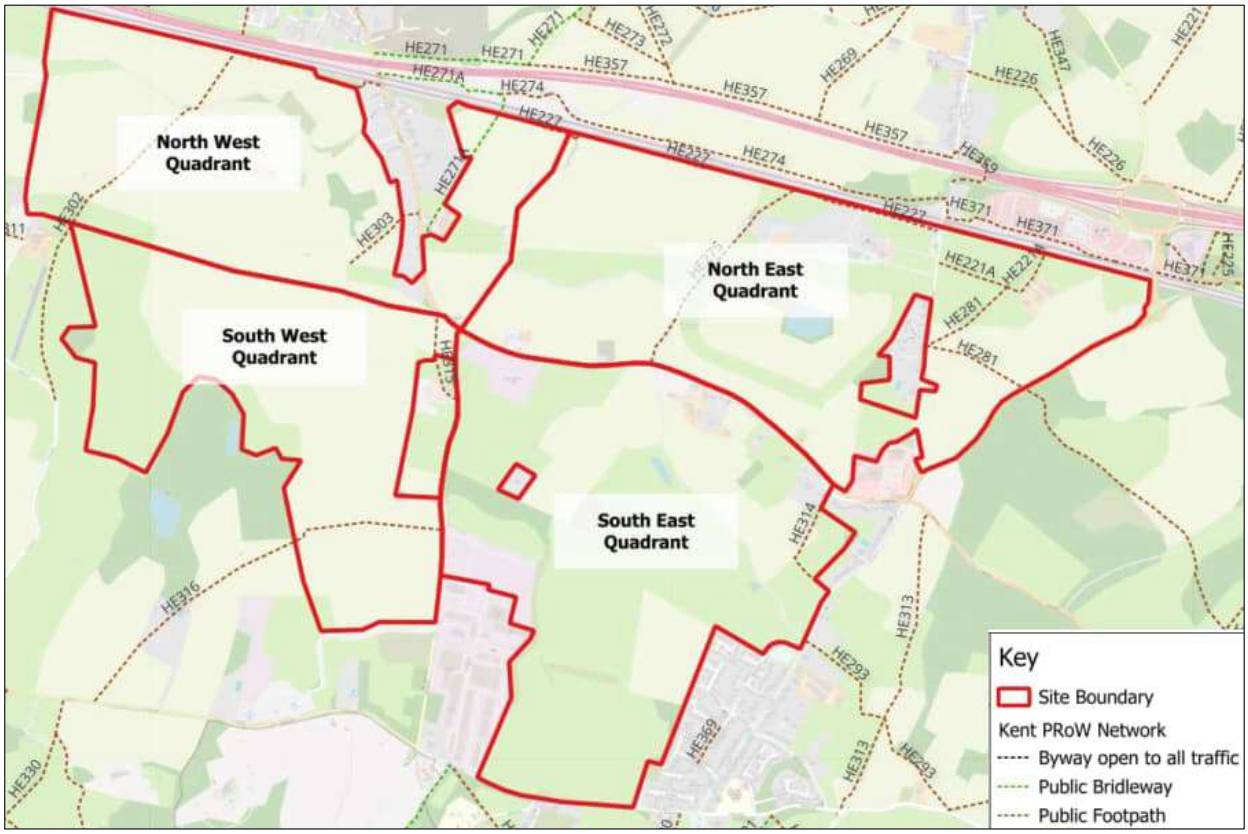


3.5.2. The PRoW can be divided into those routes that provide connections across the Site and those that are located off site.

PROW ON SITE

3.5.3. Within the Site there are ten PRoW, the majority of which are public footpaths which can be broadly split into four geographical areas as shown in the figure below.

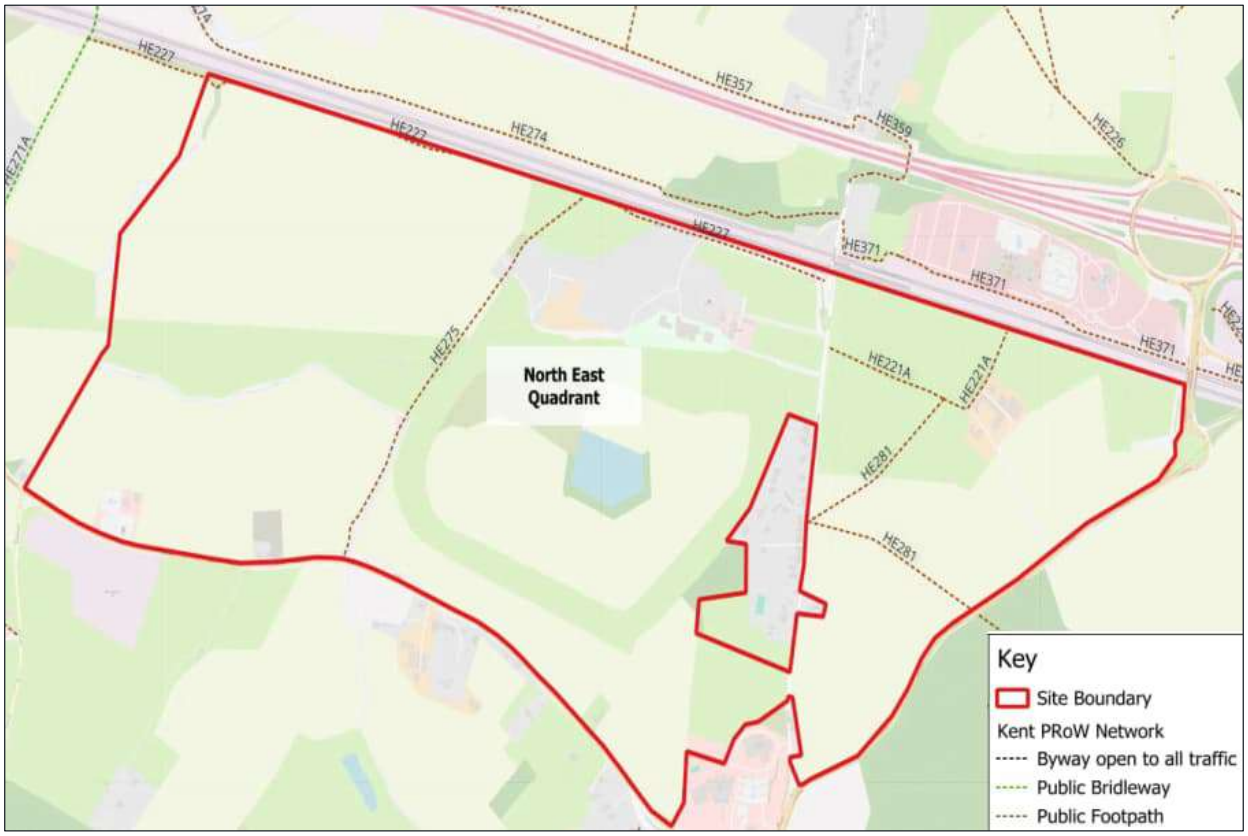
Figure 3-6 - Site Quadrants and PRoW



Northeast Quadrant

3.5.4. This section focuses on the northeast quadrant of the Site as set out below.

Figure 3-7 - PRoW in Northeast Quadrant of Site

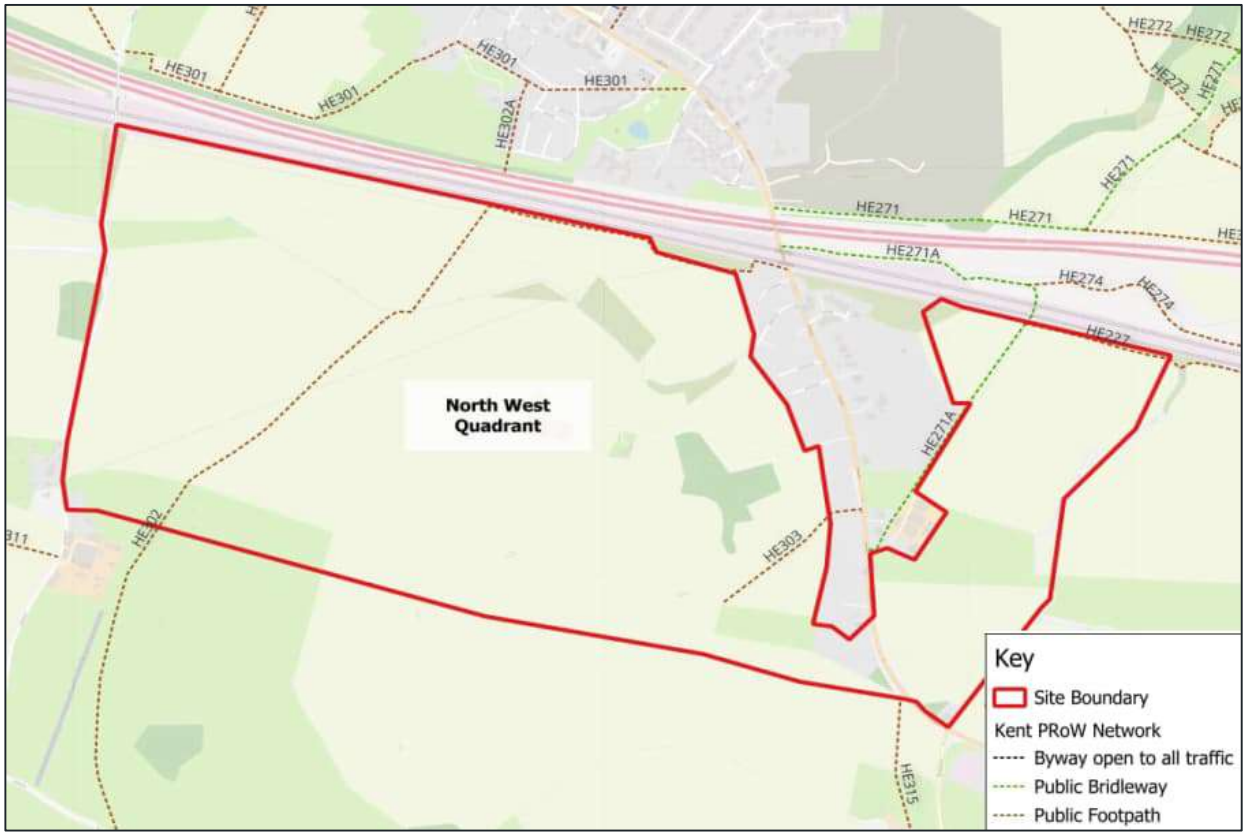


- HE221A is a public footpath that runs east west between Stone Street in the west to Hillhurst Farm in the east before turning north and stopping at the boundary of the railway line (northern boundary of the Otterpool Park site). The footpath is partially located within the EHP.
- HE281 is a public footpath that runs southwest to northeast through the EHP connecting Stone Street in the west with Hillhurst Farm in the northeast and connects with HE221A. HE218 also runs east west through the EHP connecting with Stone Street and HE281 in the west and A20 Ashford Road in the east where the eastern Site boundary of Otterpool Park is located.
- HE227 is a public footpath that runs east west along the northern boundary of the Site connecting Stone Street in the east with bridleway HE271A in the west near Barrowhill.
- HE275 is a public footpath that runs north south immediately to the west of Westenhanger Castle and connects with HE227 in the north and A20 Ashford Road in the south.

Northwest Quadrant

3.5.5. This section focuses on the northwest quadrant of the Site as set out below.

Figure 3-8 - PRoW in Northwest Quadrant of Site



- HE302 is a public footpath that runs east west to the south of the railway west of Barrowhill for approximately 550m before heading southwest connecting with Harringe Court Farm and eventually Harringe Lane (outside of the site boundary).
- HE271A is a bridleway located to the immediate east of Barrowhill that connects A20 Ashford Road in the south with HE227 (south of the railway line) before crossing the railway line (to the north of the Otterpool Park Site boundary) and connecting with HE274.
- HE303 is a public footpath that runs southwest to northeast to the west of Barrowhill from the A20 Ashford Road.

Southeast Quadrant

3.5.6. This section focuses on the southeast quadrant of the Site as set out below.

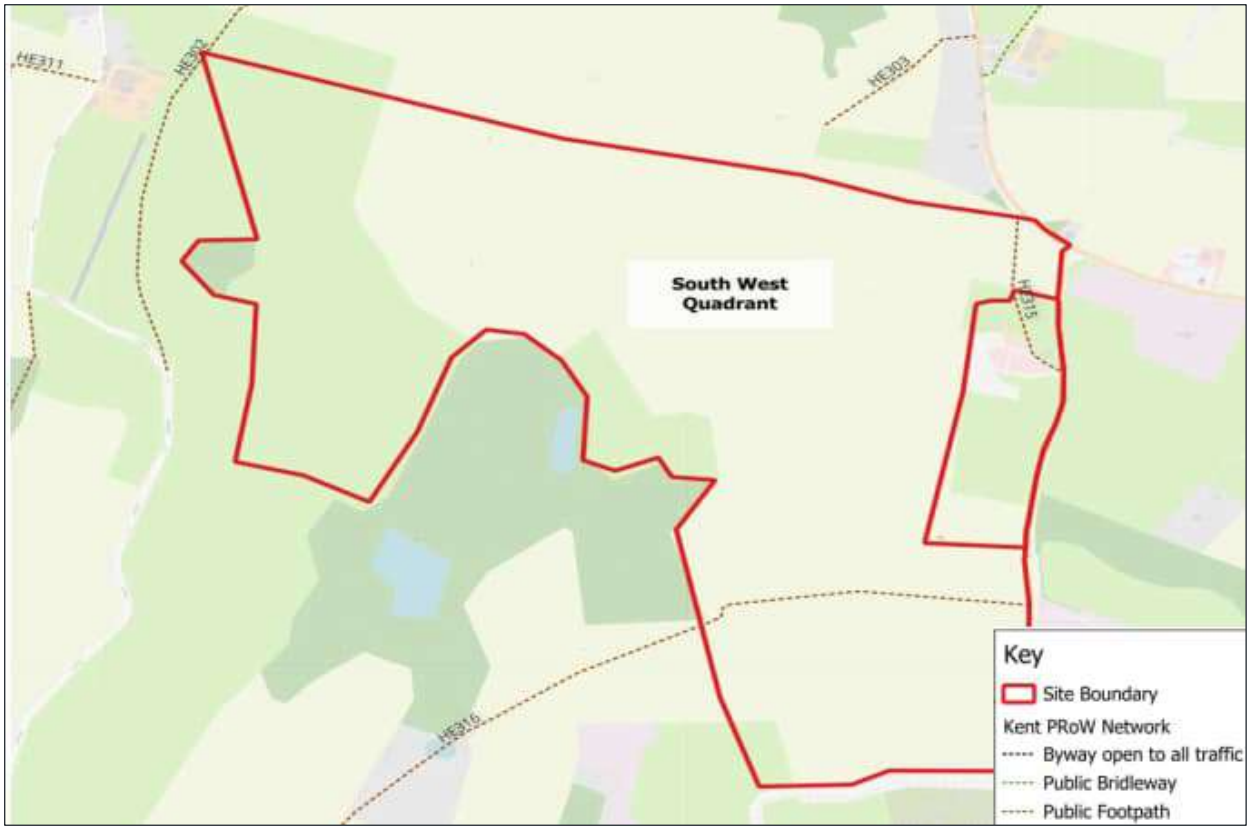
Figure 3-9 - PRoW in Southeast Quadrant of Site

- HE314 is a public footpath that connects A20 Ashford Road in the west of Newingreen with Stone Street in the south.

Southwest Quadrant

3.5.7. This section focuses on the southwest quadrant of the Site as set out below.

Figure 3-10 - PRoW in Southwest Quadrant of Site



- HE315 is a public footpath that runs north south to the west of Otterpool Lane between A20 Ashford Road and Otterpool Manor where it joins Otterpool Lane.
- HE316 is a public footpath that connects Otterpool Lane in the east near the northern end of Lympne Industrial Estate with Aldington Road (outside of the site boundary). Only part of this link falls within the Site boundary.

PROW OFF SITE

3.5.8. Outside of the Site boundary the network of PRoW connect the Site with the local area. These PRoW are as follows.

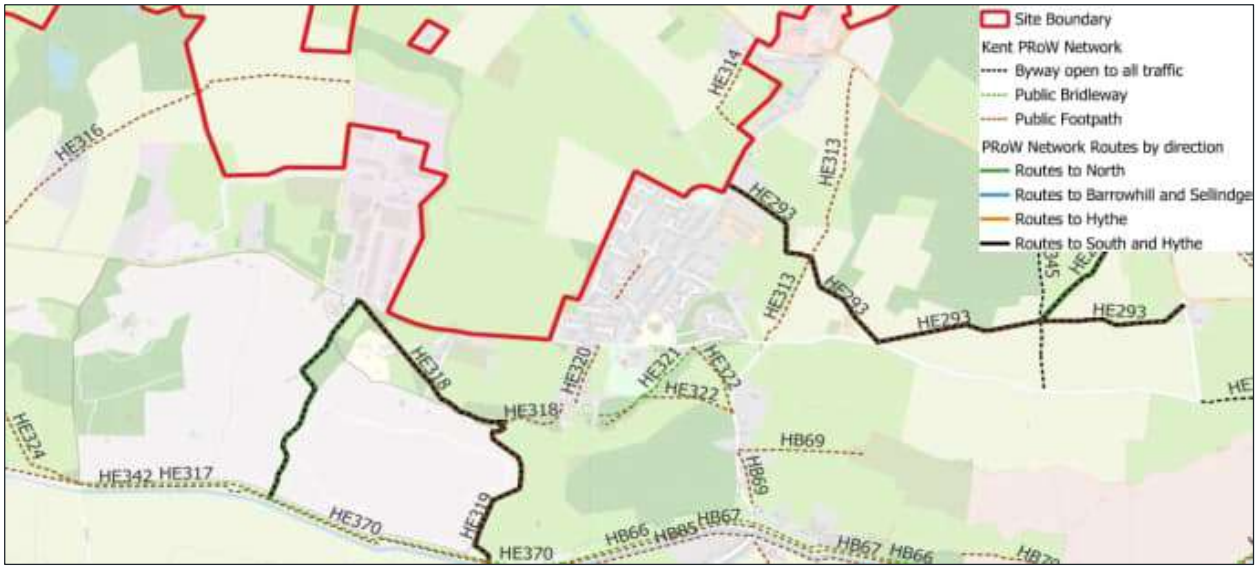
Figure 3-11 - Route to/from the North, Barrowhill and Sellindge

- Routes to/from the north including Folkestone Services, Stanford and Sellindge
  - HE371 is a public footpath that runs east west to the north of the railway between Stone Street in the west, the Folkestone Services and a spur off A20 Ashford Road to the east of the M20 J11.
  - To the north of the railway Stone Street has been severed by the M20 motorway. A public footpath (HE359) is provided via a bridge link over the motorway connecting Stone Street either side of the M20.
  - HE357 is a public footpath that runs on an east-west axis between Stone Street (north of the M20) to where it connects with public bridleway HE271 for connection to the A20 Ashford Road at Barrowhill in the west and further routes to the north.
- Routes to/from Barrowhill and Sellindge
  - HE271 is a public bridleway that connects the A20 Ashford Road to the north of the M20 and Barrowhill with HE357 and Brook Farm to the north.
  - HE274 is a public footpath that runs on an east-west axis between Stone Street (north of the railway) in the east and HE271A for onward connection to Barrowhill in the west.

Figure 3-12 - Routes to/from Hythe

- Routes to/from Hythe
  - HE281 is a public footpath that runs through Sandling Park on a north west to south east axis from the A20 Ashford Road in the north west to the Hamlet of Pedlinge in the south east where it joins with HE291 providing onward connection to Hythe in the south east and HE293 towards Lympne. At Pedlinge HE281 continues north east to connect with Sandling Road where Brickhill Park Performing Arts College is located.
  - HE291 is a public bridleway that connects HE281 at Pedlinge with HB36 which in turn connects with HB32 and then residential streets within the north west of Hythe.
  - HB36 is a public bridleway that connects HE291 with HB32 for connectivity into Hythe.
  - HB32 is a bridleway that connects HB36 with residential roads in Hythe along with St Augustine's Catholic Primary School.
  - HE343 is a byway that runs between Aldington Road in the west and Hythe in the east.

Figure 3-13 - Route to /from the South with onward connection to/from Hythe



- Routes to/from the South including Lympne and onward connection to/from Hythe
  - HE313 is a public footpath running on a north south axis between Hythe Road in the north and Aldington Road in the south. Approximately 300m north of Aldington Road it connects with HE293 and HE345.
  - HE293 is a public footpath that connects Lympne in the north west with Aldington Road in the south-east and then continues to connect with HE291 in the east.
  - Several routes provide connectivity between Aldington Road and the Royal Military Canal. These include HE319, a public footpath which connects with HE318 before connecting with Aldington Road. HE317 is a public bridleway that passes through Port Lympne Safari Park.
  - Various PRoW exist along and in the vicinity of the Royal Military Canal including HE370, HE342, HB85 and HB66.

3.6 WHEELING AND MICROMOBILITY

3.6.1. Micromobility refers to a range of small, often lightweight, electric vehicles, which are driven by the user. This includes electric scooters (e-scooters) and electric bicycles (e-bikes). Micromobility, similar to cycling, offers a sustainable way of travelling shorter distance trips.

3.6.2. Micromobility hire services often consist of a fleet of shared e-scooters and shared e-bikes that are typically docked at stations. Users can hire the vehicles on-demand via a smartphone application, or pre-book day/ weekly passes to travel.

3.6.3. The Site does not currently benefit from existing micromobility provision. However, it is noted that micromobility in Kent is expanding, with a focus on integrating electric vehicle charging and, in some areas, shared e-bikes and e-scooters to improve sustainable transport. Key aspects of micromobility in Kent include:

- Electric Vehicle Charging Network: KCC is partnering with Connected Kerb to install charging points in numerous locations, including Folkestone & Hythe.
- Future Expansion: Transport for the South East is working on a Strategic Investment Plan to support active travel and micromobility.

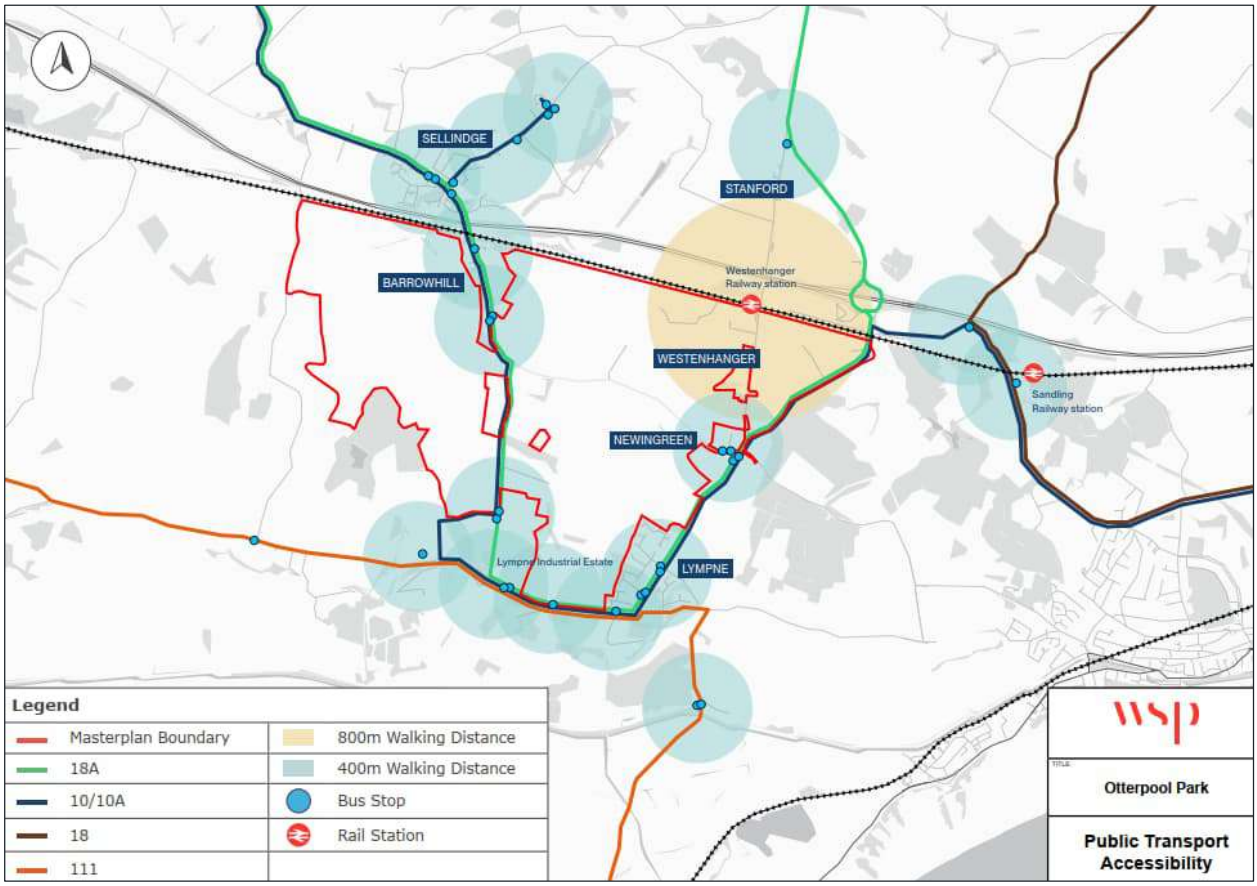
3.7 PUBLIC TRANSPORT NETWORK

3.7.1. The following section sets out existing public transport provision readily available within the immediate and local area of the Site.

BUS PROVISION

3.7.2. Existing bus stops are located on the A20 Barrow Hill, B2067 Otterpool Lane, B2067 Aldington Road, Stone Street, and A20 Ashford Road, with existing bus services routing through the Site and along the perimeter. A plan showing existing bus stop locations and bus routing in context with the Site is provided below.

Figure 3-14 - Existing Bus Provision



3.7.3. The plan above shows that areas within the Site boundary fall within 400m of a bus stop, with areas within the Site also falling short of this distance. Most local bus stops do not have shelters. All local bus services are operated by Stagecoach. Local bus services by destination and frequency are summarised in the table below.

Table 3-1 - Local Bus Services

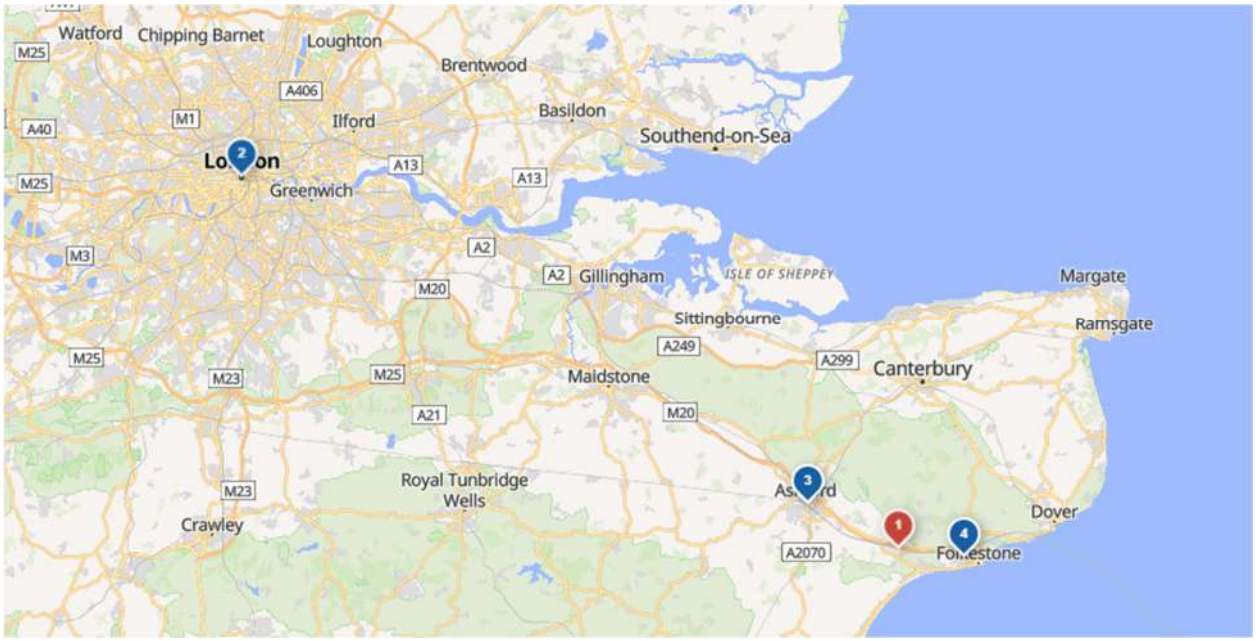
Bus Service	Destination from the Site	Approximate Journey Time from the Site	Frequency
10	Ashford Rail Station	54 minutes	1 bus per hour
	Hythe	13 minutes	1 bus per hour
	Folkestone	39 minutes	
10A	School Bus Service Ashford - Folkestone	36 minutes	2 buses per day
18A	Canterbury Bus Station	52 minutes	Daily
	Hythe	42 minutes	
971	Folkestone, Harvey Grammer School	1 hour	Daily

3.7.4. Bus stops on A20 Barrow Hill, B2067 Otterpool Lane, B2067 Aldington Road, Stone Street, and A20 Ashford Road are served by bus routes 10/10A, which provide access to Folkestone via Hythe, and Ashford. Services are hourly Monday to Friday in both directions. The bus journey time from the Site to Hythe is approximately 13 minutes, to Folkestone approximately 39 minutes, and to Ashford approximately 54 minutes. The bus journey times to Folkestone and Ashford respectively are influenced by existing bus routing assignment. Bus services 18A/971 run daily, once in the morning returning in the afternoon, taking local children to and from schools at destinations including Hythe, Folkestone, and Canterbury.

RAIL PROVISION

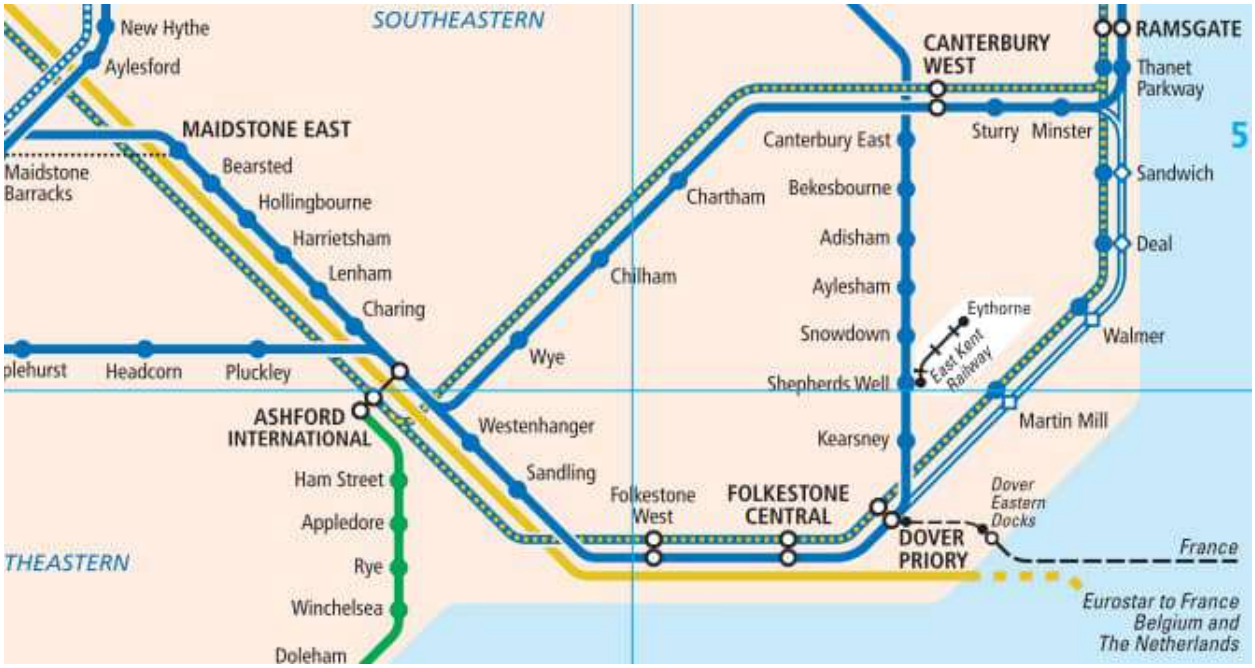
3.7.5. The Site benefits from Westenhanger Rail Station being located in the north of the site boundary, towards the northeast; as shown in Figure 3-1 above. The figure below shows the location of Westenhanger Rail Station (labelled 1), relative to London (2), Ashford (3) and Folkestone West (4).

Figure 3-15 - Existing Rail Provision



3.7.6. Westenhanger Rail Station is on the Southeastern Main Line with direct eastbound services to destinations including Ramsgate via Folkestone Central and Dover Priory, and direct westbound services to destinations including Ashford International and London Charing Cross. The station and all trains are operated by Southeastern. A rail map extract is shown below.

Figure 3-16 - Southeastern Network Map Extract



Source: [Explore our network | Southeastern]

3.7.7. Westenhanger Rail Station is a Category F '*Small Unstaffed*' station, as defined in Network Rail's Station Design Guidance document. There were a total of 62,914 annual entries and exits in 2024/2025[2]. The station has limited facilities, including a ticket machine on Platform 1 only, small shelters and cycle parking; as described in further detail in this section.

SERVICES

3.7.8. The table below sets out a summary of key destinations, frequency of services, and journey times.

Table 3-2 - Services at Westenhanger Rail Station

Destination from the Site	Journey time from the Site	Frequency
Ashford International	9 minutes	2 peak period services, then hourly
Folkestone Central	10 minutes	2 peak period services, then hourly
London Charing Cross via Ashford International, Staplehurst,	1 hour, 35 minutes to Charing Cross	2 peak period services, then hourly

[2] Office of Rail and Road, estimates of station usage, 2026

Destination from the Site	Journey time from the Site	Frequency
Tonbridge, Sevenoaks, London Bridge and London Waterloo East	1 hour, 35 minutes to London Bridge	
Dover Priory via Sandling, Folkestone West and Folkestone Central	22 minutes to Dover Priory	2 peak period services, then hourly
Ramsgate via Folkestone West, Folkestone Central, Deal and Sandwich	1 hour, 8 minutes to Ramsgate	2 peak period services, then hourly

3.7.9. Trains run with an 8-minute travel time to Folkestone West, and a 9-minute travel time to Ashford International (a single stop from the Site westbound). Trains from Westenhanger Rail Station operate at a frequency of one train per hour (tph) off-peak, with peak services increasing to two-tph.

3.7.10. Travel times to London are approximately one hour to one hour 10 minutes travelling via high-speed, dependent on interchange times at Ashford International; typically, around 15 minutes on peak.

3.7.11. The current services provided at Westenhanger Rail Station are all formed of Southeastern Class 375 or Class 377 electric multiple units. Trains vary in length from four to 12 cars. For some services, carriages are added or removed at Ashford International to provide additional capacity between London and Ashford and vice versa.

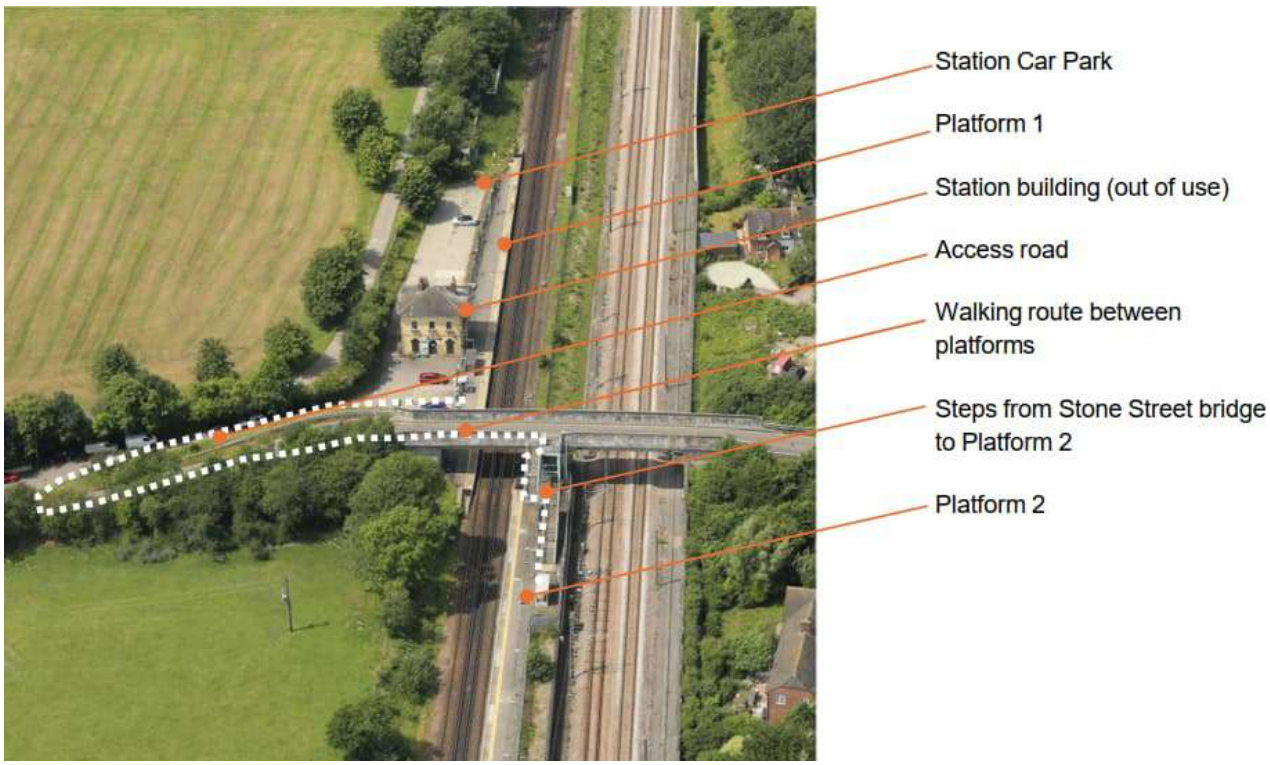
PLATFORMS

3.7.12. Westenhanger Rail Station consists of two platforms:

- Platform 1 (up platform) for services to London, which is five carriage (car) length.
- Platform 2 (down platform) for services towards Folkestone, which is eight car length.

3.7.13. The figure below shows the existing configuration.

Figure 3-17 - Westenhanger Rail Station Configuration



3.7.14. Platform 1 is accessible from the station car park, with Platform 2 accessed via steps down from a highway bridge on Stone Street. The walking route from Platform 1, where the ticket machine is located, to Platform 2 is approximately 180m with no step-free access to Platform 2.

3.7.15. Platform 1 (serving trains towards Ashford International and London) currently has a usable length of 109 metres[3], equating to five cars with a total of 10 doors. Platform 2 is 170m long and suitable for eight cars with 16 doors. Where trains are formed of more cars than a platform can accommodate, Selective Door Opening (SDO) is used to release only the doors that are within the platform extent accordingly.

3.7.16. Both platforms are relatively wide, at circa 5m at the widest point, and have ‘bus-stop’ style shelters on each platform.

3.7.17. Adjacent to the station, HS1 tracks run between Ashford and the Channel Tunnel. There are no platforms at Westenhanger Rail Station for this line.

ACCESS ROAD AND PARKING

3.7.18. The car park is accessed via a single lane road from Stone Street. The existing station car park is approximately 800m^2 with space for around 20 cars, of which 11 are allocated to the station. There is one disabled bay, with most of the remaining bays lacking bay markings. No bus service currently

[3] Kent, Sussex & Wessex Sectional Appendix June 2026, Network Rail, 2026

serves Westenhanger Rail Station. There is no provision for taxi/drop-off bays. On site observations indicted on street parking on the station access road and Stone Street takes places indicating that car parking demand exceeds supply.

STATION BUILDING

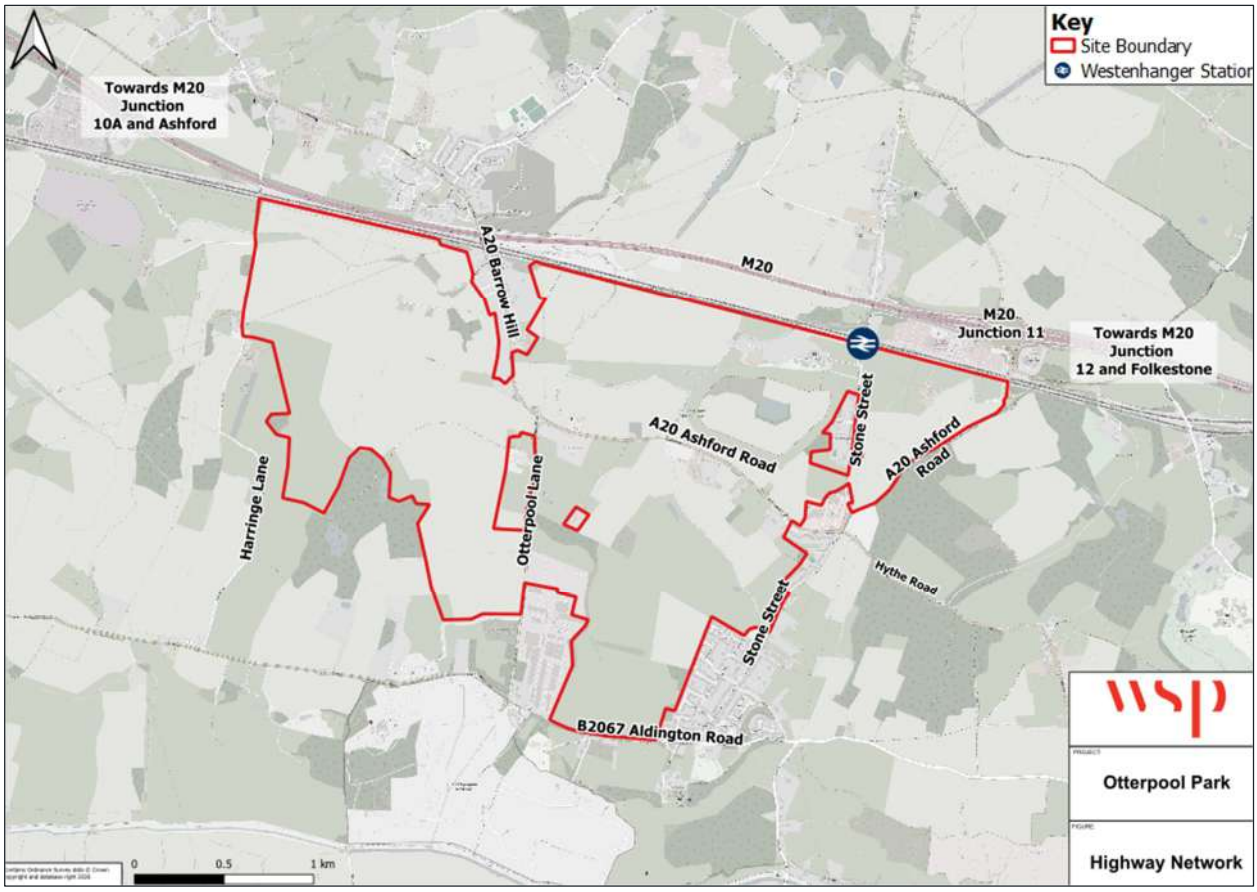
3.7.19. There is an existing building (formerly the station building) adjacent to Platform 1, built in 1861. It is currently out of use, but has been let by Arch Co.

3.7.20. There are no cycle parking facilities or CCTV facilities.

3.8 HIGHWAY NETWORK

3.8.1. The following section describes the existing highway network surrounding the Site. The plan below shows the highway network in the context of the Site.

Figure 3-18 - Highway Network Plan



M20 CORRIDOR

3.8.2. The M20 motorway connects Kent with the M25 and London. It terminates in the east at Junction 13, on the northern outskirts of Folkestone. The M20 within the vicinity of the Otterpool Park site comprises three lanes in both directions and is subject to the national speed limit (70mph).

3.8.3. Junction 11 is a grade-separated five-arm junction which lies directly adjacent to the northeast corner of the Site. It provides access to and from the Site if travelling via the motorway. Junction 11 connects with the A20 (south), B2068 (north) and Folkestone service station via a five-arm

roundabout. Junction 11 gives access to the M20 westbound (Ashford and London) and eastbound (Folkestone, Dover and continental Europe via ferry or Eurotunnel). Junction 11A further to the east provides eastbound on-slips (from the A20) and westbound off-slips (from the Eurostar terminal) to the M20.

3.8.4. Junction 12 consists of a grade-separated four-arm roundabout, with two arms providing on/ off slips to the M20. The roundabout links to the A20 Ashford Road in the north and Cheriton Approach to the south, which provides access into Folkestone along Cheriton Road.

3.8.5. Junction 13 provides on/ off-slips linking to two mini-roundabouts; one to the north on the A20 and one to the south linking the A20 to the A259, which routes to/ from the east, and the A2034 Cherry Garden Avenue routing south towards Cheriton Road. Just east of Junction 13, the M20 becomes the A20.

3.8.6. Junctions 9 and 10 provide access to Ashford. Both are grade-separated junctions, with two arms consisting of eastbound/ westbound on/ off slips to the M20. Junction 9 provides access to Ashford north of the M20 via Trinity Road and south via Fougeres Way. Junction 10 provides access to north Ashford via Kennington Road and south via Bad Munstereifel Road.

3.8.7. Junction 10a is an interchange approximately 700m east of Junction 10 which features a three-lane gyratory type roundabout connected to a southern link road towards the A2070 and the existing A20 Hythe Road. The junction is partially signalised with east and west facing slip roads. This junction was completed in 2019 alongside a pedestrian overpass and other pedestrian and cycle facilities.

M20 Freight Traffic Management

3.8.8. Freight parking at the Port of Dover is limited and demand can sometimes exceed capacity. Industrial action can also disrupt operations at the port. Consequently, freight queues that cannot be accommodated at the port or the Eurotunnel can form on the M20. On the M20 eastbound towards the Eurotunnel and Dover, the M20 Junction 11 off-ramp sometimes must be closed for safety reasons due to queues from the Eurotunnel and occasionally Dover.

3.8.9. There are several traffic management measures in place on the M20 corridor, including Operation Brock. Lorry parks are also expected to be a long-term component of the operation of the Channel Crossing.

3.8.10. Operation Brock is a traffic management system on the M20 motorway in Kent, designed to manage freight traffic heading to the Port of Dover or the Eurotunnel during cross-Channel disruption. A contraflow is installed between Junctions 8 (Maidstone) and 9 (Ashford), creating a dedicated Heavy Goods Vehicle (HGV) lane while allowing other traffic to use the remaining lanes.

A20 ASHFORD ROAD/BARROW HILL

3.8.11. The A20 is a major distributor road in Kent and crosses an area of the Otterpool Park Site in an east to west alignment. The A20 Ashford Road provides access to the M20, via Junction 10, 10a and 11. The road consists of a single carriageway, ranging from 30 mph in built-up areas and villages, up to 40 mph, 50 mph, and the national speed limit (60 mph) on rural stretches.

3.8.12. The A20 Barrow Hill is reduced to a single lane for a short section, controlled by traffic signals, where the road passes under railway lines south of Sellindge. Underneath the railway bridge there is a height restriction of 4.7m.

B2067 OTTERPOOL LANE

3.8.13. The B2067 Otterpool Lane comprises a single carriageway road with a north to south alignment routing through the site. The road is predominantly subject to the national speed limit, which reduces to 50mph at its northern extent within the vicinity of the A20 Ashford Road/ B2067 Otterpool Lane signal-controlled junction. The southern end of Otterpool Lane forms a priority junction with the B2067 Aldington Road, providing access to the Link Park industrial estate and Port Lympne Safari Park. Otterpool Lane is bounded by hedgerows and rural land.

B2067 ALDINGTON ROAD

3.8.14. Aldington Road forms a section of the southern boundary of the Otterpool Park site. It has an approximate east-west alignment, extending from the A261 Hythe Road in the east, past Lympne Hill and Otterpool Lane to form a priority junction with Roman Road and Knoll Hill to the west.

3.8.15. Aldington Road is a single carriageway road. There is a 2m width restriction (except for access) east of the junction with Lympne Hill. Aldington Road becomes narrow to the west of the Otterpool Lane junction where it becomes the B2067, potentially allowing only one vehicle at a time to pass through. The road is subject to the national speed limit, which reduces to 30mph within Lympne.

A261 HYTHE ROAD

3.8.16. The A261 Hythe Road connects with the A20 Ashford Road at the Newingreen Junction east of the site. The A261 Hythe Road continues west providing access towards Hythe. The road is predominantly subject to the national speed limit, which reduces to 30mph on approach to the built-up area of Hythe. There is a double curve in the road alignment through the village of Pedlinge.

HARRINGE LANE

3.8.17. Harringe Lane has an approximate north to south alignment extending between the A20 and B2067, located towards the northwest boundary of the Otterpool Park Site. The road provides access to a limited number of residential properties and farmland. The narrow country lane is bounded with hedgerows and can accommodate one-way traffic movements albeit has regular passing points. Harringe Lane is subject to width restrictions with signage restricting vehicles of a width greater than 1.98m (except for access).

STONE STREET

3.8.18. Stone Street was a Roman road between Lympne and near to Canterbury. Stone Street extends northwards from Aldington Road to the Newingreen Junction connecting with the A20 Ashford Road and A261 Hythe Road. Stone Street also extends further north from the A20 providing access to Westenhanger Rail Station. The road is separated by a small section of the A20 Ashford Road and can therefore be described as “Stone Street south” (between Aldington Road and Hythe Road) and “Stone Street north” (north of the A20).

3.8.19. The southern section comprises a single lane carriageway allowing for two-way movements, except for one-way priority traffic calming measures in place north of Lympne built up area. At the Aldington Road junction, signage states that Stone Street is ‘unsuitable for heavy goods vehicles’. The road is subject to a 40mph speed limit, which reduces further within the settlement boundary to 30mph. The northern section includes access to Westenhanger Rail Station and onwards to the village of Stanford.

3.9 ACCESS TO LOCAL AMENITIES

3.9.1. This section presents the existing accessibility of the Site to local facilities and amenities. There are existing local facilities and services which are accessible within a reasonable walking and cycling distance of the Site.

EXISTING ACCESS TO FACILITIES AND SERVICES

3.9.2. The table below sets out a summary of key facilities and services from (approximately) the centre of the Site. Times are based upon an average speed of 4.8km/h for walking and a modest speed of 15km/h for cycling. Routes to facilities and services follow the existing network.

Table 3-3 - Existing Facilities and Services - Walking/ Cycling Times

Category	Name	Approximate Distance	[4]Approximate Walking Time (minutes)	[5]Approximate Cycling Time (minutes)
Public Transport	Westenhanger Rail Station	Located within the Site boundary. Therefore, areas within the site accessible within 800m of the station. Approximately 2.4km from the centre of the Site	2 to 30	0 to 9.6
	Bus Stops	Existing bus stops on adjacent roads. Therefore, areas within the Site accessible within 400m of bus stops. Approximately 950m from the centre of the Site	2 to 11.9	2 to 3.8
Post Office	Lympne Post Office	2.8km	35.0	10.4

[4] Based on Active Travel England and the Chartered Institution of Highways and Transportation guidance; green representing within recommended walking distance for a specific facility type, amber representing borderline of recommended distance, and pink exceeding recommended distance

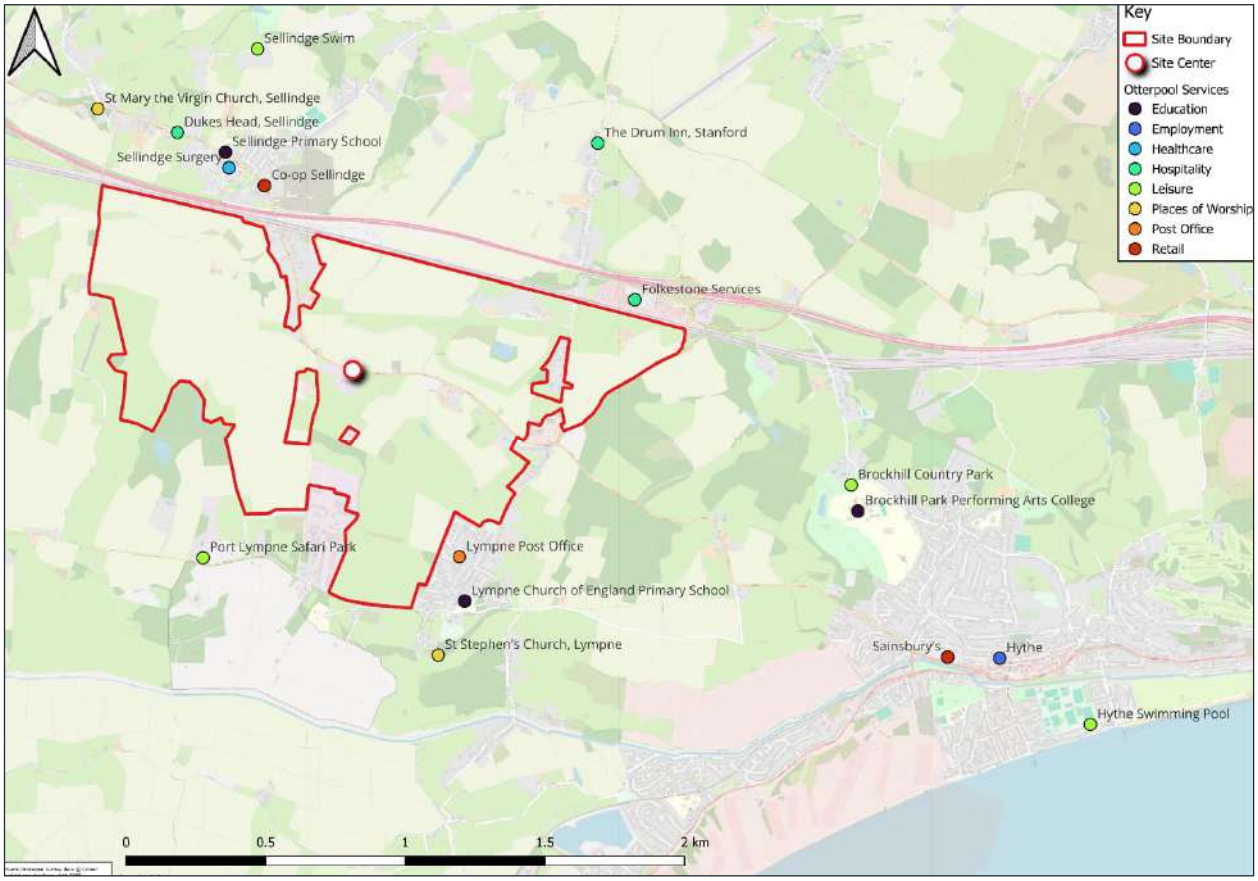
[5] Based on Active Travel England and the Chartered Institution of Highways and Transportation guidance; green representing within recommended cycling distance for a specific facility type, amber representing borderline of recommended distance, and pink exceeding recommended distance

Education	Lympne Church of England Primary School	3.1km	38.8	11.6
	Sellindge Primary School	1.9km	23.8	7.1
	Brockhill Park Performing Arts College	5.5km	68.8	20.5
Employment	Hythe	5.6km	70.0	20.9
	Lympne Industrial Estate	1.9km	23.8 minutes	7.6 minutes
Healthcare	Sellindge Surgery	1.9km	23.8	7.1
Retail	Co-op Sellindge	1.6km	20.0	6.0
	Sainsbury's Hythe	5.2km	65.0	19.4
	Folkestone Services McDonald's, Costa Coffee, KFC, Noodle Stop, Subway, WH Smith	3.2km	40 minutes	12.8 minutes
Places of Worship	St Stephen's Church, Lympne	3.3km	41.3	12.3
	St Mary the Virgin Church, Sellindge	2.9km	36.3	10.8
Leisure	Port Lympne Safari Park	2.4km	30.0	8.9
	Brockhill Country Park	5.7km	71.3	21.2
	Sellindge Swim	3.1km	38.8	11.6

	Hythe Swimming Pool	6.5km	81.3	24.2
Hospitality	Dukes Head, Sellindge	3.6km	45.0	13.4
	The Drum Inn, Stanford	2.3km	28.8	8.6
	Folkestone Services	4.8km	60.0	17.9

3.9.3. As shown in the table above and figure below there are existing facilities and services within recommended walking and cycling distances from the Site, although many day-to-day facilities are located some distance. The existing Site accessibility is limited to opportunities for active travel, in particular, on foot.

Figure 3-19 - Local Amenities and Facilities



3.9.4. The Otterpool Park Proposed Development has been developed to account for these missing facilities and amenities through a range of proposed facilities and amenities to support future residents and occupiers' day to day needs, and by maximising digital infrastructure to improve digital connectivity with inclusion of work hubs, as well as mobility hubs.

3.9.5. In the future, there will be opportunity for a high proportion of local trips made within Otterpool Park as the Proposed Development incorporates a range of schools, employment opportunities, shopping (including a High Street), healthcare, community and sports facilities; to meet as many of the needs of residents as possible and minimise external travel.

4 PROPOSED DEVELOPMENT AND TRANSPORT STRATEGY

4.1 INTRODUCTION

4.1.1. This chapter describes the Proposed Development. The intended land use mix/quantum remain unchanged from the original OPA. Albeit, as part of this updated OPA submission, outline planning with all matters reserved including access is being sought for the EHP for the first 300 homes (of the 8,500 homes proposed). Full occupation of the EHP is anticipated by 2031. Full occupation of the rest of the Otterpool Park Proposed Development is anticipated by 2055. An updated set of Parameter Plans are included as part of this updated OPA submission to reflect the principles of the EHP.

4.2 DEVELOPMENT PROPOSALS

4.2.1. The garden town community will include up to 8,500 new homes, up to eight new schools, workspaces, green spaces, and facilities including health and wellbeing, leisure, arts and culture. The scale and mix of the Proposed Development are intended to provide a sufficient range of services to meet the day-to-day needs of the local population. This will help support a high level of internalised trips and minimise the need for travel to such facilities and services.

Figure 4-1 - Otterpool Park Illustrations

DEVELOPMENT QUANTUM

4.2.2. The Development Specification for the Site defines and describes the key components of the Proposed Development. Table 4-1 outlines the number of residential units and amount of development floorspace for non-residential land uses for which permission is sought by maximum quantum.

Table 4-1 – Proposed Development (Maximum Quantum)

Land Use	Including	Maximum No. of Proposed Units	Comments
Residential (Use Class C2 and C3)	Residential units and Extra Care accommodation	8,500 units	Up to the first 300 homes to be delivered within the EHP
Education and Community Facilities (Use Class E and F)	Schools, nurseries, crèches, reserve school floorspace and/or SEN, health centres, place of worship, community centres.	Up to 67,000sqm	Six primary schools required to meet expected need. Sufficient floorspace to deliver up to seven primary schools for 2 or 3 form entry. One secondary school (and safeguarding for a second secondary school).
Hotel (Use Class C1)	Hotel	Up to 8,000sqm	
Leisure (Use Class E, F and Sui Generis cinema, concert hall, bingo hall, dance halls)	Sports pavilion, indoor sports hall, cinema, concert hall, bingo hall, dance hall.	Up to 8,500sqm	
Mixed retail and related uses (Use Class E and Sui Generis drinking establishments and hot food takeaway)	Shops, professional services, restaurants, cafes, drinking establishments, hot food takeaways, offices, businesses.	Up to 29,000sqm	Including small food store within proposed Town Centre of up to 500sqm.
Employment (Use Class E and B2)	Commercial business space in hubs, commercial business park, light industrial business park.	Up to 87,500sqm	Likely to be within Hillhurst Farm Character Area.
Total non-residential floorspace		Up to 200,000sqm	

4.2.3. Provisions anticipated to be provided under each land use category included in Table 4-1 are as follows:

Residential

- The residential development includes market residential units, affordable housing as well as residential accommodation for older people such as age restricted homes, assisted living homes, extra care facilities, care homes, sheltered housing and care villages. Support is also made for self-build and other methods of ownership structures which may evolve during the life of the delivery of Otterpool Park.

Education and Community Facilities

- Up to 67,000sqm GEA of education and community facilities floorspace is proposed. This floorspace includes schools (primary, secondary and 6th form), nurseries and crèches, health centres, places of worship and other non-residential institutions such as libraries and community centres (Use Class E and F).
- Floorspace sufficient to deliver up to seven primary schools is allowed for, each with up to 2 or 3 forms of entry (FE) and each with an integrated nursery/early years facility. They will be delivered in a phased manner to keep pace with education need across the development.
- Secondary provision (Use Class F) is designed to be flexible. The provision is expected to consist of one main secondary school site which can accommodate up to 10FE (including 6th form), which may be delivered in one or more phases. Additional land will safeguard for a site capable of accommodating a further 6FE, the use of which will be dependent upon overall assessed need.
- Special Educational Need and Disability provision (SEN) (use class F) will be delivered (likely to be up to 84 spaces). This will either be as part of a primary or secondary school, or standalone.

Hotel

- Hotel floorspace (up to 8,000 sqm GEA, use class C1) will be delivered in line with market requirements.

Leisure

- Up to 8,500sqm (GEA) of leisure and assembly uses (use class E, F and Sui Generis) such as a sports pavilion, indoor sports, hall cinema, concert hall, bingo hall and dance halls are proposed.

Mixed retail and related uses

- Up to 29,000sqm GEA of mixed retail and related uses is proposed. This floorspace includes uses such as shops, professional services, retail services, cafes, restaurants, drinking establishments, hot food takeaways (use classes E and Sui Generis). Whilst this quantum of retail floorspace is proposed across the site to support the future community and users of the new garden settlement, a small food store is anticipated within the proposed town centre of up to 500sqm.
- The delivery of the retail floorspace will be focused on the Town Centre and Castle Park phase of development, although across the Site there will be an element of retail and related services such as local neighbourhood retail shops, professional services and food and drink venues to meet local needs.

Employment

- The maximum proposed employment floorspace, of up to 87,500sqm, includes use class E (office, research and development and light industrial process) and B2 (general industrial).

4.3 TRANSPORT STRATEGY

4.3.1. The overarching Transport Strategy to support the Proposed Development is set out in a standalone document (Transport Strategy 2026) and Chapter 11 of the 2026 TAA. The sections below summarise intended “on site” and “off site” transport strategies for achieving sustainable transport objectives.

4.4 TRANSPORT STRATEGY ON SITE

WALKABLE NEIGHBOURHOODS

4.4.1. Current UK guidance[6] on active travel distances continues to rely on a preferred maximum walking distance of 2km for commuting and school trips, with “desirable,” “acceptable,” and “preferred maximum” thresholds widely used in transport planning practice.

4.4.2. More recently the Walk Wheel and Cycle Trust (Formerly Walk, Wheel and Cycle Trust) published a paper[7] where a 20-minute walking trip (1,600m total) has been found to be the longest distance a majority of people are willing to walk to meet their daily needs. However, the same paper found that when seen by facility type, 40% of LPAs considered acceptable distances of more than 1.6km to Primary Schools. Additionally, National Travel Survey’s data for 2024[8] shows that, 50% of walking trips to school undertaken by pupils aged 11-16 in England were between 1.6km and 3.2km (1 to 2 miles).

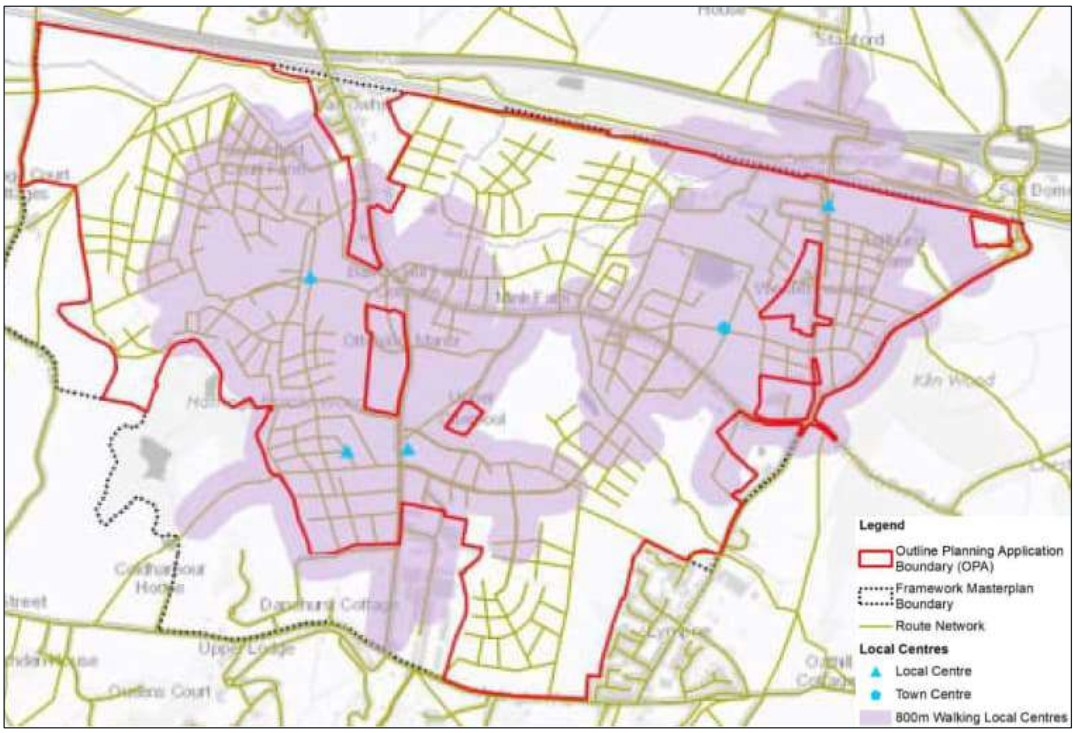
4.4.3. The design of the development provides for all homes to be within 1km distance from facilities and services to allow residents to be able to walk to key services and facilities without the need to rely on other modes. The proposals aim to deliver all residents being within:

- 400m of a Locally Equipped Area of Play.
- 700m of a Multi-Use Games Area.
- 800m of a local centre and primary education provision.
- 1km of allotments, community orchards, sports pitches and a Neighbourhood Equipped Area of Play.

4.4.4. The principles of the walkable neighbourhood are shown in the figures below for anticipated local/town centre and education facilities respectively.

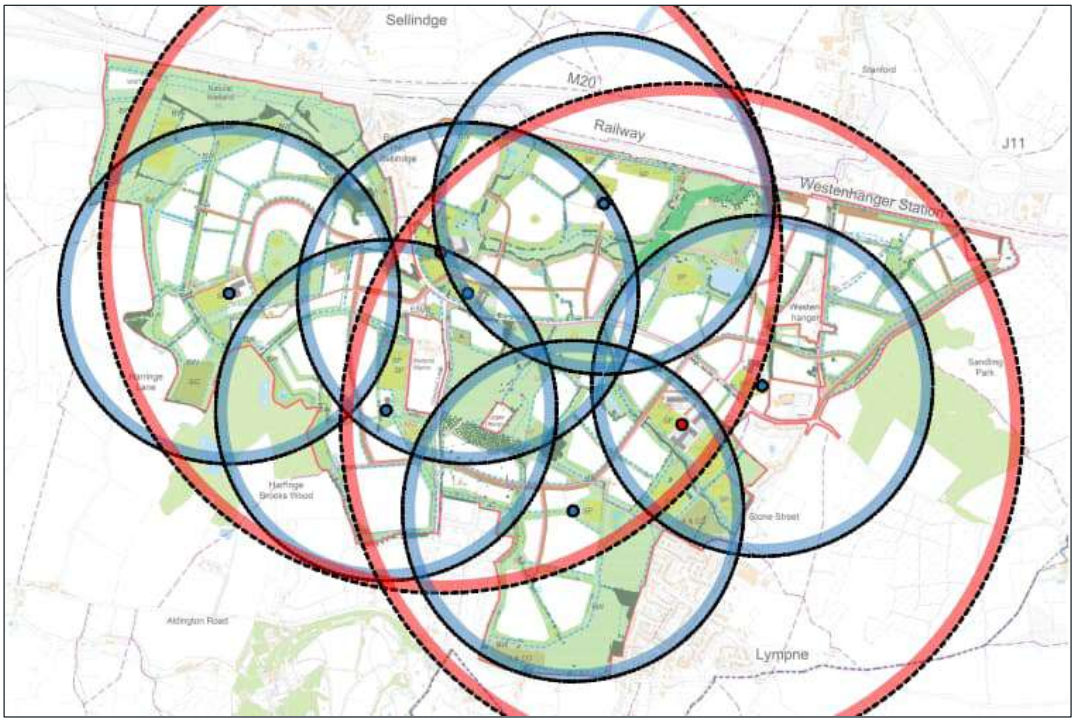
[6] The Institution of Highways and Transportation’s Guidelines for Providing for Journeys on Foot (2000) M5 Guidelines for providing journeys on foot chapter 3
[7] Walkable Neighbourhoods: Building in the right places to reduce car dependency (2022) https://www.walkwheelcycletrust.org.uk/media/10520/walkable-neighbourhoods-report.pdf
[8] -NTS0614a dataset Trips to and from school for trip length by main mode and age, aged 5 to 16, England 2024.

Figure 4-2 - Local/Town Centre Connectivity



Source: 2022 TA

Figure 4-3 - School Connectivity



Source: School Connectivity, DLA (800m walking from primary school indicated blue, 1600m walking from secondary school indicated red)

CYCLE STREETS

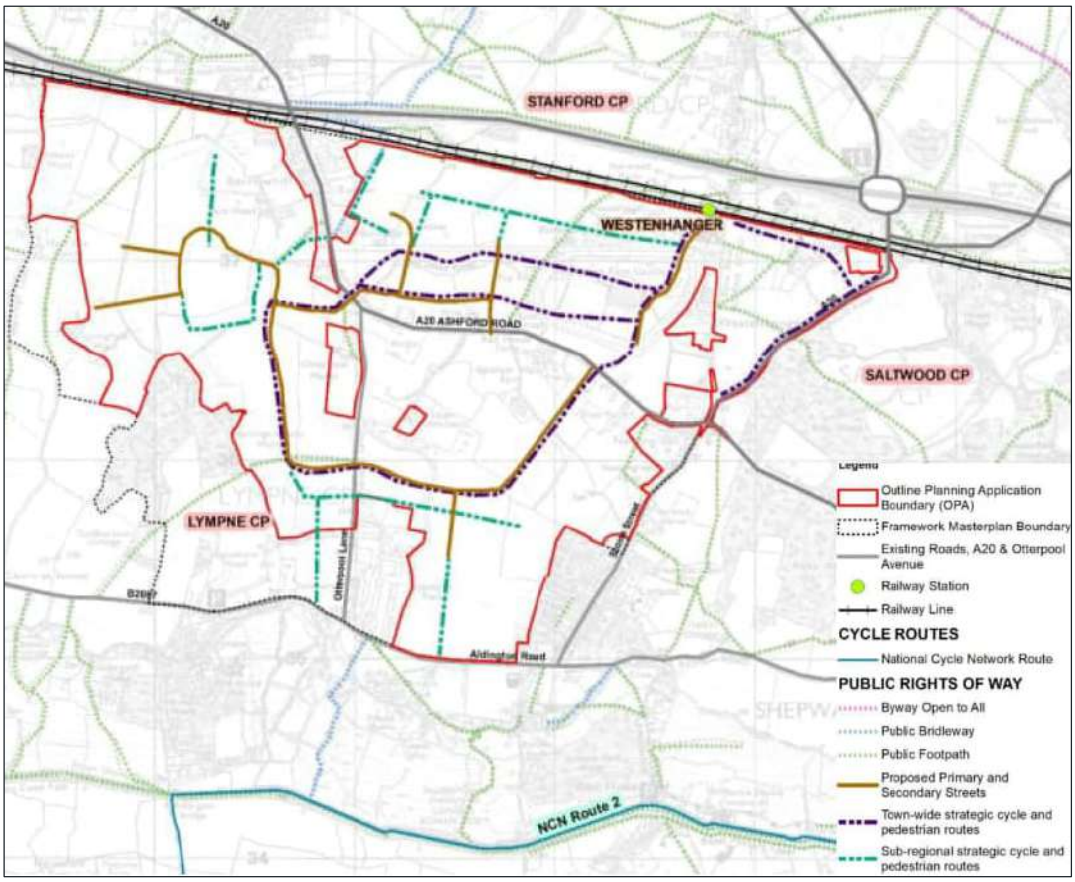
4.4.7. Typical cycling distances used in planning practice indicate that journeys of up to around 5km are common for everyday cycling trips. The more recent adoption of e-bikes could realistically double this trip length. However, Local Transport Note (LTN) 1/20[9] offers a view on the potential for cycling, with 15-minute cycle trips (approximately 4km) considered as opportunities for children and school trips. For other purposes, LTN suggests longer trips that are less than five miles in length represent an achievable distance to cycle for most people.

4.4.8. To access dedicated cycle infrastructure LTN 1/20 recommends that in built-up areas the spacing of routes should typically be between 250-400m. It is intended that a 250m catchment is used throughout the development to represent the maximum distance residents and workers should travel before being able to access dedicated cycle routes. This network of routes will consist of paths and streets where surfacing, directness, legibility and junction design are optimised for safety and efficient travel. The network of routes will connect key facilities and amenities as well as key transport nodes such as Westenhanger Rail Station.

4.4.9. The core network of cycle routes proposed within the development and in the wider area are shown below.

[9] Department for Transport. (2020). Cycle infrastructure design (Local Transport Note 1/20). page 16. https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

Figure 4-4 - Core Cycle Routes



Source: 2022 TA

4.4.11. In addition to local settlements of Sellindge, Lympne and Stanford, areas such as Hythe are accessible within a 30-minute cycle journey.

CYCLE PARKING

4.4.12. Cycle parking will be provided in accordance with the prevailing cycle parking standards adopted. This is currently KCC Parking Standards (January 2025). This provides standards for both residential and non-residential land uses.

4.4.13. Across the development, a series of mobility hubs (discussed below) are proposed which will also feature cycle parking, allowing convenient and seamless interchange between modes.

MICRO-MOBILITY

4.4.14. Micro-mobility refers to a range of lightweight vehicles (typically electric scooters, e-bikes and bicycles) which operate at low speeds and are primarily used for short-distance (first and last mile) journeys. These modes generally work on a shared basis and utilise app-based technology to allow rental. Examples include Lime, Tier, Beryl and Dott.

4.4.15. The scale of Otterpool Park provides an opportunity for a dedicated on site micro-mobility offer. Subject to agreement with the local authorities such a scheme could also be extended to key off site destinations within a reasonable cycling distance such as Hythe. Access to Otterpool Park's micro-mobility offer would be provided via the MaaS App (described below) and physically available at the mobility hubs.

MOBILITY HUBS

Vision

4.4.16. A mobility hub is more than just the provision of transport facilities. Although they are the primary focus, the users are integral to the development, implementation, and success of a mobility hub and to ensure that there is a strong 'sense of place,' economic vitality in a location with attractive community space where residents are also able to meet. The functionality of a mobility hub would serve to:

- Reduce the reliance on the use of private vehicles.
- Raise the profile, visibility, and availability of a range of shared and sustainable travel modes and efficient integration of transport options.
- Focus on the user experience and ensures safety and security for all travellers.
- Improve air quality by reducing emissions.
- Cater for multi modal trips with seamless switches between modes.
- Meet 'first last' mile objectives to provide connectivity with local bus services and rail hubs.
- Create a community focal point and creates a 'sense of place'.
- Provide the opportunity to reduce parking provision.
- Allow for flexibility to embrace technological innovations and foster resiliency.
- Manage the integration of transport to provide MaaS.

4.4.17. Through the implementation of a network of mobility hubs, shared transport and active travel behaviour would be embedded in the future community and facilitate behavioural change to provide greater choice and accessibility.

Typical Hub Facilities

4.4.18. The figure below illustrates a typical mobility hub and some of the facilities that could be provided which include:

- Secure and weatherproof bus stops/shelters to accommodate either scheduled services or on demand services.
- Car club vehicles and parking space(s).
- E-bike/ e-scooter share/hire.
- EV charging points.
- Secure pedal cycle parking stands.
- Bike tyre pump and repair facilities.
- Local community digital information terminal.
- Café/Kiosk.
- Delivery lockers to accommodate 'first/last mile' trips and minimise large delivery vehicles having to access residential roads.

Figure 4-5 - Schematic layout of a Mobility Hub

Source: ComoUK

Operational Considerations

4.4.20. It is envisaged that the travel requirements for the Site would be implemented and managed for each of the proposed land uses in accordance with the agreed Travel Plan that would be managed by either a bespoke Management Company or potentially a charitable organisation who would also be responsible for the day to day running of the mobility hub. This would include liaising with the selected operators of the micro-mobility and car club and provide current information updates to local residents at the hub and via the MaaS.

4.4.21. The Management Company would also be responsible for liaising directly with KCC and other key stakeholders such as energy and fuel companies to ensure that operational needs of the mobility hub are reviewed and monitored.

CAR CLUB

4.4.22. The car club forms a key component of the Transport Strategy with the aim of providing access to a vehicle on-demand with the overarching goal of reducing the level of car ownership across the Site.

4.4.23. It is envisaged that Otterpool Park will procure the car club from one of the commercial operators such as Enterprise or CoWheels. The provision of vehicles will be delivered on a commercial basis and in accordance with demand as the development is built-out. Car club vehicles will be accessible at the main mobility hubs located across the Site. It is envisaged that the car club will be secured by condition/obligation.

MAAS

4.4.24. Access to the range of shared and micro-mobility across the site along with the public transport services will be facilitated through the implementation of a MaaS strategy. The MaaS is a single mobile based app that provides access to a wide range of mobility, with the overarching benefit that it has a single payment channel instead requiring multiple tickets/payment authorisations. KCC are

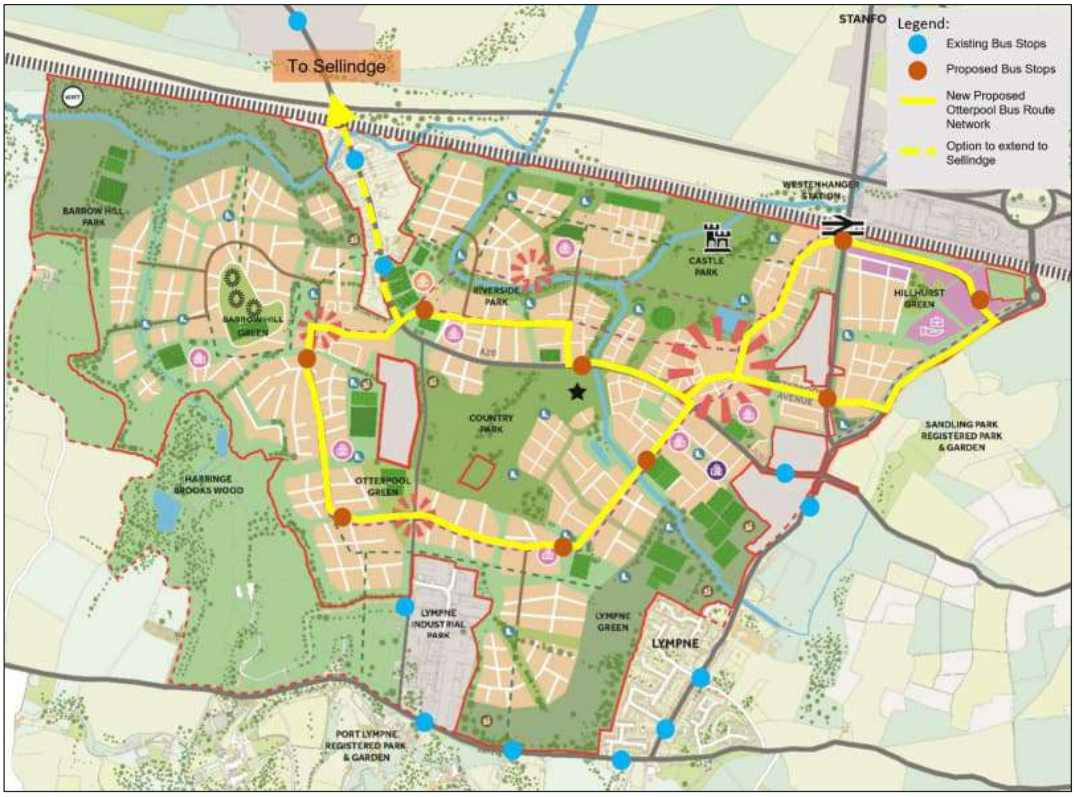
in the process of adopting an MaaS for Ebbsfleet and it is anticipated that this technology will be able to be expanded to allow implementation at Otterpool park.

BUS

4.4.25. High-quality and increased frequency bus infrastructure will be provided throughout the Site making bus an attractive alternative to the private car. As a minimum it is expected that bus stops will be equipped with shelters, lighting and real time information. The aim of the Transport Strategy will be to ensure that all residents are within approximately 400m of a bus stop.

4.4.26. The services that will provide bus based public transport will be developed through the Bus Strategy. However, it is expected that both short distance trips (i.e. allowing access to/from key destinations on site such as Westenhanger Rail Station, town centre, employment area, leisure centre etc) will be accessible by bus along with longer distance trips such as to Hythe, Folkestone and Ashford. The previously developed bus network is shown in the figure below.

Figure 4-6 - Bus Network



Source: 2022 TA

4.4.28. The Bus Strategy is set out in further detail in this chapter under heading ‘Transport Strategy Off Site’.

RAIL

4.4.29. The station currently has limited facilities available. As part of the Proposed Development a package of accessibility improvements will be delivered as set out in the table below. The precise scope will be determined through ongoing discussions with the train operator(s) and landowners; secured through the S106 agreement. Discussion on trigger points, will also be ongoing with stakeholders.

Table 4-2 – Rail Strategy Summary

Improvement	Indicative Time Period
Walking route access from EHP	2031
Integration of incoming active travel route from the development to the station car park, and improved cycle parking at the station	2031-2040, scaling with development
Reconfiguration of car park to increase accessibility – bus-stop, drop-off bays, taxi bays, accessible bays, lighting, security	2031-2040, scaling with development
Access road remodelling for bus station	Prior to delivery of on site bus service
New footbridge – lifts	2040 (category D)
Platform extension to suit bridge location	2040 (category D)
Improved amenity provision (canopies, seating, CIS)	2040 (category D)
Refurbish and reopen existing station building and enhance station access for growth	2053 (category C)
[10]3-car platform extension to enable HS1 to operate from Westenhanger Rail Station	To be confirmed - if train operator(s) facilitate HS1 services with stopping at Westenhanger Rail Station
Passive car parking provision – Otterpool Park LLP to provide land, development by others	To be confirmed

4.4.30. There is a proposed package of measures to meet operator needs and make the station HS1 ready to enable HS1 services to stop in the future. HS1 could attract people from further afield. Any car parking provision would not be for encouraging Otterpool Park residents to travel to the station by car given there will be a wide-ranging choice of sustainable travel promoted including walking, cycling, internal bus routing, mobility hub, etc. Instead, car parking could be provided by the operator/Network Rail to address existing and future demand associated HS1 services stopping at Westenhanger Rail Station.

4.4.31. The precise scope will be determined through ongoing discussions with the train operator(s) and landowners; secured through the S106 agreement. Discussions on trigger points are also ongoing

[10] Trip generation and assessment on rail presented as part of the TAA does not rely on HS1 coming forward at Westenhanger Rail Station

with stakeholders. It is acknowledged that a Rail Governance Group was previously formed and that moving forwards similar would be sought.

STREET HIERARCHY

4.4.32. The street hierarchy at Otterpool Park will serve to ensure that sufficient access is provided to the various land uses proposed as well as integrating into the existing highway network that surrounds and runs through the site. A hierarchy of six street types has been developed for Otterpool Park which are set out in summary in the table below. Further information is provided in the Strategic Design principles document that accompanies the OPA.

Table 4-3 - Street Hierarchy Summary

Street Type	Design Speed (mph)	Role and Function
Strategic Street	30 & 20	▪ The A20 (and its new connection, Otterpool Avenue) form the Strategic Street through the new town ▪ Two single lanes for vehicles ▪ Segregated pedestrian and cycle lanes provide safe, direct and attractive routes ▪ Good north–south crossing points provide connectivity across the street
Primary Street	20	▪ Main transport routes connecting key destinations (the Town Centre and Local Centres) within Otterpool Park as a whole ▪ Two single lanes for vehicles ▪ Segregated pedestrian and cycle lanes provide safe, direct and attractive routes, with dedicated crossing points
Secondary Street	20	▪ Predominantly residential in character, connecting key destinations within character areas ▪ Cyclists have demarcated cycle lanes within the road carriageway
Tertiary Street	20	▪ Footpath on one side and wide verges, with buildings facing onto the street ▪ Cyclists share surface with cars ▪ Streets may narrow with landscape or integrated on-street parking to control cars, with passing places
Residential Mews and Homezone	20	▪ Shared or 'pedestrian-priority' surfaces for pedestrians, cyclists and vehicles ▪ Restricted through-routes for vehicles, connections for pedestrians and cyclists take priority ▪ May include careful integration of on-street parking
Greenway	20	▪ Restricted access to limited numbers of homes on the edges of the development ▪ Shared surface treatment with passing places and intimate scale

		▪ Linked by pedestrian and cycle paths with no through-routes for vehicles

Source: 2022 TA

CAR PARKING

4.4.33. Car parking will be provided in accordance with the prevailing car parking standards adopted. This is currently KCC Parking Standards (January 2025). This provides standards for both residential and non-residential land uses.

4.4.34. The one exception to this is employment parking where it is anticipated that parking constraints are adopted to assist in reducing the reliance on single occupancy car journeys to/from the Site.

4.4.35. To support parking constraints within the employment land uses parking control measures are likely to be required. This would be delivered either through Controlled Parking Zones (CPZ) on adopted roads or through private enforcement of car parking and private spaces. This approach is common on large scale development sites where an estate management company are responsible for maintenance of the private spaces.

4.4.36. A proportion of the car parking located on site will be equipped with Electric Vehicle Charging Points (EVCP). This will be determined at the reserved matters stage and will be guided by the prevailing regulations, such as the Building Regulations Part S for residential uses and policy such as Kent County Council's Parking Standards (January 2025).

DELIVERIES AND SERVICING

4.4.37. The last decade has seen significant growth in e-commerce, accelerated by the Covid Pandemic. This has resulted in an increase in deliveries to individual properties. To manage this demand and reduce the overall level of servicing, whilst ensuring that the servicing needs of all land uses are met, a Delivery and Servicing Plan (DSP) will be secured by condition as part of planning strategy. The following measures will form part of the DSP:

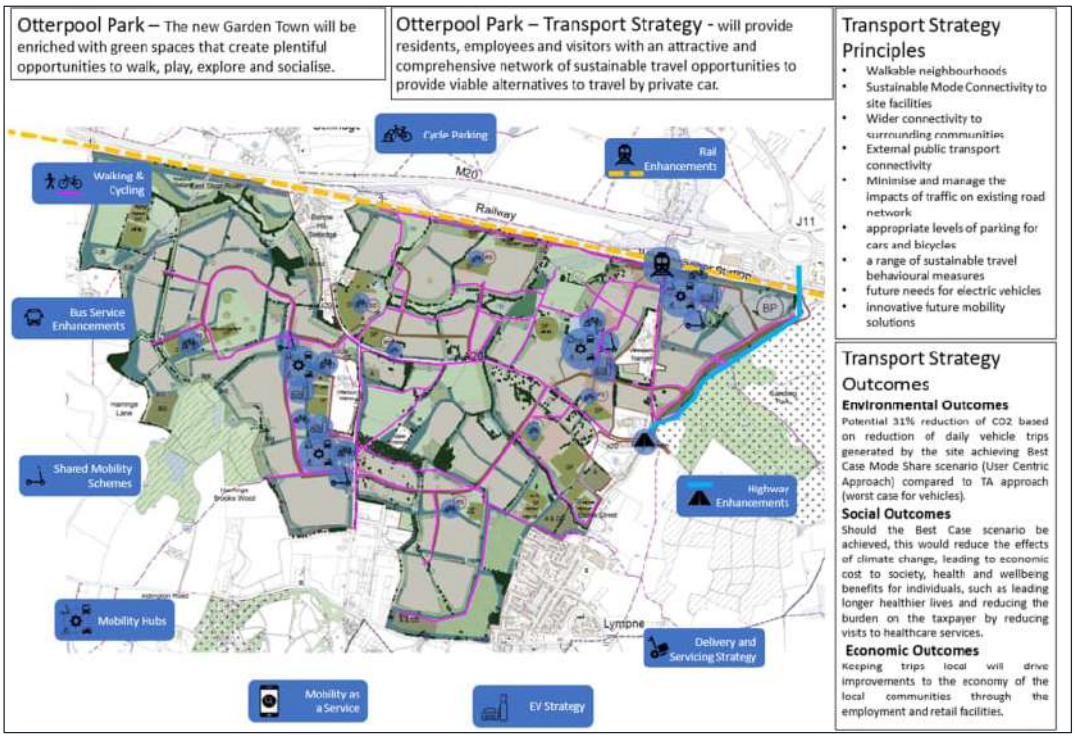
- A range of land uses on site to enable residents, workers and visitors to undertake day to day activities on site without the need to rely on e-commerce. This would include food establishments for eating out and take-away's along with local convenience shopping and a supermarket.
- Parcel lockers at appropriate locations around the Site such as at the mobility hubs and town centre to provide centralised locations for the collection and posting of parcels.
- Encouraging tenants within the non-residential land uses to adopt EV vehicles for deliveries through tenancy agreements.
- Encouraging deliveries outside of peak hours.

4.4.38. The DSP will be developed and managed through the Travel Plan.

INTEGRATED TRANSPORT STRATEGY

4.4.39. The various elements of the on site Transport Strategy are encompassed on the Integrated Transport Strategy diagram shown below.

Figure 4-7 - Integrated Transport Strategy



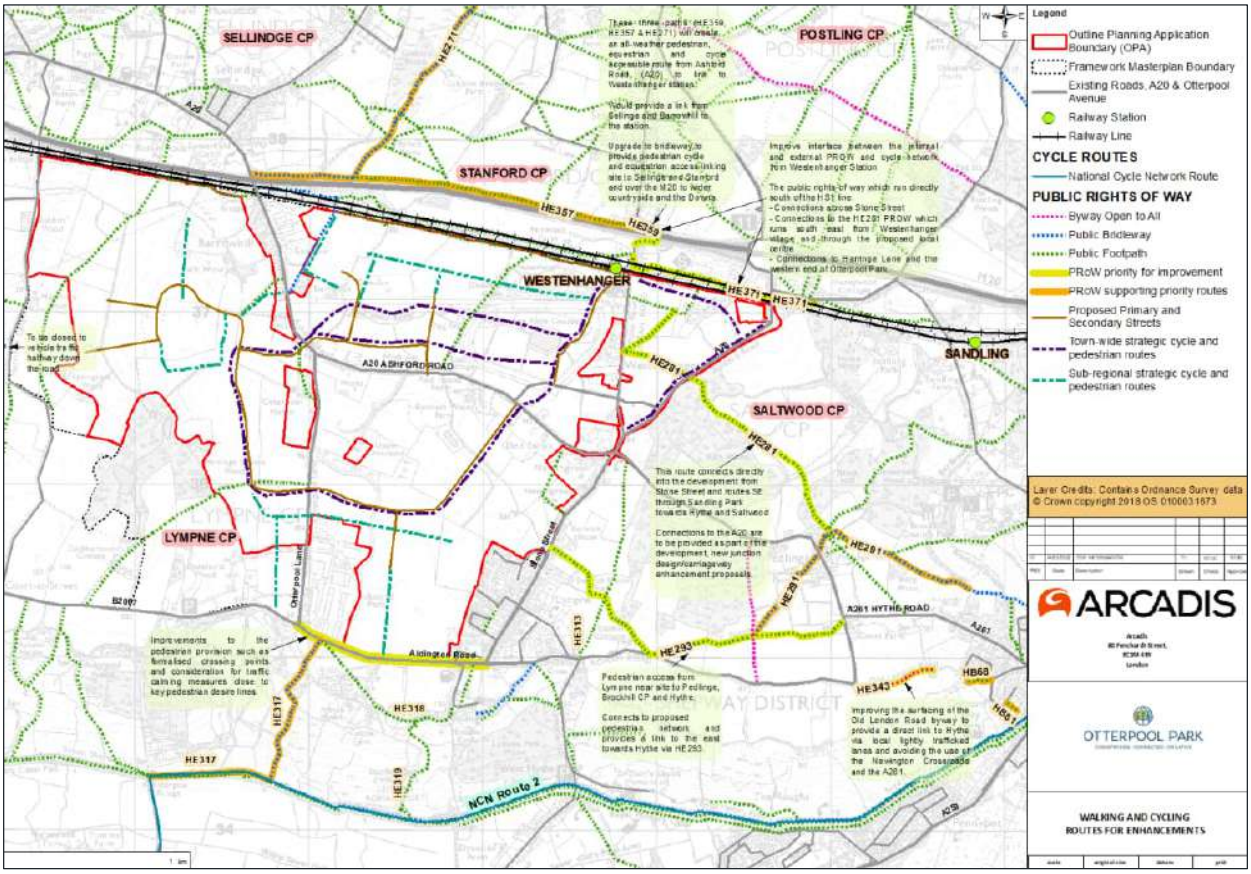
Source: 2022 TA

4.5 TRANSPORT STRATEGY OFF SITE

WALKING AND CYCLING

4.5.1. A Walking and Cycling Strategy was prepared as part of the 2022 TA, which considered the future delivery and on site initiatives as part of the Proposed Development, and how the network of PRoW both within the Site and beyond would need to evolve to accommodate the predicted demand of the Proposed Development and ensure that walking, wheeling and cycling could be key modes of travel. The 2022 TA strategy is summarised in the Walking and Cycling Routes for Enhancement Plan shown below.

Figure 4-8 – Walking and Cycling Routes for Enhancement Plan



4.5.2. A series of improvements were discussed and agreed with KCC and identified within the draft S106 Heads of Terms.

4.5.3. Through the process of preparing the 2026 TAA and the Transport Strategy, the Walking and Cycling Strategy has been reviewed alongside the improvements which had been identified in the draft S106 Heads of Terms. The review has involved engagement with KCC Highways and PRoW Officers along with NH.

4.5.4. The Walking and Cycling Strategy has been updated in respect of the PRoW network and to align the strategy with the vision-led approach being adopted for this updated OPA submission; as set out in a Technical Note provided at Appendix J of the 2026 TAA and summarised below.

4.5.5. In summary, the updated PRoW strategy focuses on delivering connections to/from the Proposed Development and:

- Folkestone Services.
- Barrowhill and Sellindge.
- Hythe including Brockhill Park Performing Arts College and Brockhill Country Park.

4.5.6. The improvements to the PRoW network are complemented by the highway network improvements that will also deliver active travel infrastructure on A20 Ashford Road, Otterpool Lane and Aldington Road. Combined with new active travel routes created on-site these will form a comprehensive network of routes connecting the Site with the key destinations/amenities identified.

4.5.7. The following PRoW links are identified as primary links and form part of the proposed strategy to connect the Site with key destinations off-site:

- HE281, HE291 and HB36 would deliver a connection to/from the north-east quadrant of the Site and Hythe.
- HE341 is an existing public footpath which joins with HE291 and HE281 and will form a connection to/from the north-east quadrant of the Site and Brockhill Park Performing Arts College and Brockhill Country Park.
- HE371 is an existing public footpath which will deliver a connection to/from the north-east quadrant of the Site and Folkestone Services.
- HE359 is an existing public footpath which will be upgraded to provide a connection from the north-east quadrant of the Site over the M20 to connect with Stanford and onward connections to/from the north.
- HE271A is an existing public bridleway which will be upgraded to connect the north-west quadrant of the site with Barrowhill and Sellindge.
- HE313, HE293 and HE291 are public footpaths that will be upgraded to provide a connection from the south-east quadrant of the site to/from Hythe. These improvements will be complemented by the closure of Aldington Road which will, when combined with an improvement to byway HE343 provide a further connection to/from Hythe. Acknowledging that the closure of Aldington Road will need to be consulted on separately by KCC the delivery of this link as an active travel route forms an option (Option 2) with the base option (Option 1) being an improvement to HE313, HE293 and HE291.

BUS

OVERVIEW

4.5.8. The overall approach to the Bus Strategy for the Otterpool Park Proposed Development is to seek to integrate the forecast bus-based public transport demand with existing bus services and other modes (shared mobility). In doing so, this will deliver a holistic network which provides a viable service level for those without access to private transport and an attractive option for those who do have access to private transport, thereby contributing to the sustainability of the development by enabling the choice of a shared mobility mode.

4.5.9. Following the delivery of the EHP, the Bus Strategy is to seek to strengthen the existing services before considering the development of new services, which should be complementary and not abstractive. This is likely to be especially important in the local context given the trajectory of total annual passenger numbers in the county has generally been downward for several years, even before the dramatic impact of the Covid-19 pandemic. Therefore, the Otterpool Park development Bus Strategy is to support and contribute positively with proportionate expansion which can be viable in the longer term.

4.5.10. The work to develop vision-led mode shares reinforces the evident spatial planning concept that the principal locations as trip attractors and generators would be Folkestone and Ashford, which are noted to be the terminal points of the existing bus corridor along the A20. Although rail is also an option for such destinations from Westenhanger Station within the Otterpool Park development, the routing of buses enables greater saturation of the respective town centres, as well as providing greater accessibility to a larger number of communities on line of route and other key facilities, such as William Harvey Hospital on the outskirts of Ashford. Conversely, the population of Otterpool Park

will be significantly greater than the total of the communities of Lympne, Sellindge and Brabourne Lees combined and as such will require a tailored approach to achieve the mode share projected.

4.5.11. Bus services across Kent are currently delivered through a combination of governance models. Most services are operated commercially, (i.e., at the bus operator's own financial risk), and these are complemented by a number of tendered services procured and financially supported by KCC. The strategic alignment on how both types of services combine, and how the network develops over time, is provided through the statutory mechanism of an Enhanced Partnership (EP) between the county council and the bus operators.

4.5.12. EPs have become commonplace in England following the Government's National Bus Strategy (NBS) Bus Back Better (2021). This required Local Transport Authorities (LTA) to develop a Bus Service Improvement Plan (BSIP) and, to be eligible for future bus funding, to choose between an EP or franchising. Under franchising, the whole bus network would be planned and managed at the LTA's direction, but also at the LTA's financial risk.

4.5.13. For Otterpool Park, the Kent EP Plan and the East Kent EP Scheme apply. The East Kent EP covers the districts of Folkestone & Hythe and Ashford, as well as Dover, Swale, Canterbury and Thanet. As set out therein, June 2021, following a statutory decision by the Cabinet Member for Highways and Transport, KCC identified that in line with Government guidance it would be forming an EP for Kent from March 2022. The EP model allows KCC to build on the positive relationships it already has with the county's bus operators, to seek to deliver the aspirations of the NBS.

4.5.14. The EP documents set out the objectives and principles on which the network will be developed. It is considered that two principles are particularly relevant to Otterpool Park:

- This first is to undertake a countywide and then localised network analysis to help inform the use of existing and new funding, with a view to providing service enhancements for rural communities where levels are currently lacking.
- The second is to put buses at the centre of decision making in respect of new road schemes, planning and developments, and support bus operators and services in KCC's role as the highway authority.

4.5.15. Both are considered relevant given the current nature of the area to be covered by the Otterpool Park development and the wider area beyond the corridor directly served by existing bus services 10/10A. Services 10/10a are contracted by KCC to Stagecoach, having previously been operated commercially by the same operator since at least 2002 until 2025.

4.5.16. Currently, it is understood that KCC is expected to undertake an EP Plan and Scheme review and complete it by March 2027. In parallel, the Bus Services Act 2025 (as amplified by statutory guidance) requires the LTA to develop a list of Socially Necessary Local Services (SNLS) in the same timescale. SNLS are services that provide access to essential goods and services, economic opportunities, and social activities.

4.5.17. In considering whether a substantial variation or cancellation of such a service would cause a material adverse effect on the ability of passengers to access those goods, services, opportunities or activities; the importance, impact, and function of a service within the community should be interpreted according to individual circumstances. As KCC works through this process (including the SNLS criteria and governance), stakeholder engagement should enable Otterpool Park to contribute effectively. Longer-term oversight of bus provision will inevitably need to consider changes to routes

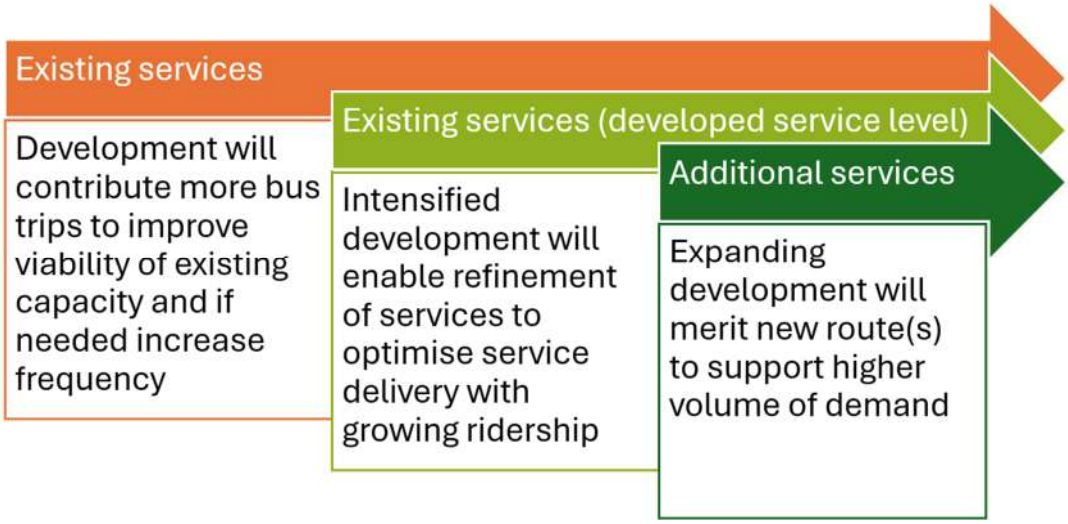
and timetables, whether connected to the development or not, and how that process aligns with commitments required through the planning application process (e.g. Section 106 agreement).

4.5.18. In the meantime, these bus planning processes are not expected to result in any substantial change to the principles to be applied to the Bus Strategy for Otterpool Park and the planning of future bus services based on the forecast bus trip generation as set out in the table above.

APPROACH TO BUS STRATEGY

4.5.19. The approach to the Bus Strategy is to consider the following complementary service options:

Figure 4-9 – Approach to Bus Strategy



4.5.20. Alongside the phased evolution of services, after EHP delivery (which considers that no increase in frequency would arise), effective travel planning will be critical to ensure residents understand their options and can make informed choices at the point of each journey. Clear, consistent information on routes, frequencies, fares and real-time service updates (through existing online systems) will help build confidence in the bus network and encourage the level of mode shift (and passenger demand) needed to justify and secure additional service enhancements over time.

4.5.21. The approach to developing services 10/10A reflects their relatively recent (2025) adoption as a supported service. This is funded by KCC from allocated Department for Transport (DfT) bus funding, which is currently confirmed for financial years 2026-27 to 2028-29 inclusive. Changes that generate more passenger revenue than they cost in operational and capital terms will improve the short-term viability and increase the likelihood of continued operation in the longer term.

4.5.22. In this context, minor increases to the existing route 10/10A route mileage can be accommodated without increasing the number of buses needed to operate the service at any time ('Peak Vehicle Requirement' (PVR)). If a diversion or extension adds enough running time that a bus cannot complete its round trip and start the next one on time, the PVR increases (meaning an extra bus and driver are required), which adds cost. Any additions should therefore aim to attract more passengers without (or, at least, minimising) longer journey times for existing users. Similarly, not including certain sections of route mean that the mileage and, if the mileage is significant enough, the vehicle requirement can be reduced while still providing a regular service on the rest of the route.

4.5.23. While it would be ideal to specify zero-emission operation from the outset of the Otterpool Park development, it is still the case – and likely to remain so for some time yet – that the whole life cost of electric buses is higher than their diesel equivalents, which for new buses are already required to meet stringent emissions standards (known as Euro VI). The Bus Services Act 2025 has provided the legislative basis for ending the operation of diesel buses on local bus services, which will be not before 1 January 2030. As that timeline can support Otterpool Park development – and battery technology will likely continue to improve the range achievable – there would appear to be no compelling case for loading additional cost on existing services 10/10A in advance of the legislative provision, unless appropriate funding sources enable this to be brought forward, as provided for in the East Kent EP.

Bus Network

4.5.24. As a development of 8,500 homes leading from the strategic road network, the Otterpool Park masterplan will feature a hierarchy of street typologies reflecting the land uses and development densities. Bus stop locations will be developed at regular intervals taking into account best practice design (such as Local Transport Note 1/24: Bus User Priority) and road layout, providing a bus stop within 400 metres of most homes, and avoiding lay-bys unless required for road safety.

4.5.25. Bus stops in Otterpool Park, whether standalone or as part of mobility hubs, will be provided to a high-standard of accessibility, in line with applicable urban design standards, featuring shelters with seating, lighting and planned and real-time audio and visual timetable information, which will also be available easily through online and mobile sources.

4.5.26. In respect of the EHP, it is considered that the quantity and location of the first 300 homes would require the implementation of a pair of bus stops on the A20 Ashford Road, which would be served by the existing service 10/10A, without requiring additional PVR.

4.5.27. After EHP delivery, the detail of routing through the development will be refined as the masterplan is iterated and amplified. The principle of site penetration to improve accessibility will be balanced against route distance and operating speeds to maintain attractive journey times. Serving key locations, such as Westenhanger Station, will be balanced by multi-modal journey planning considerations and site access arrangements.

4.5.28. The evolution of the Otterpool Park bus network is guided by the wider Transport Strategy and the sustainable transport measures it contains. In particular, bus improvements are intended to give future residents and workers convenient access to key destinations. This Bus Strategy also recognises that education travel movements will form a part of the bus demand. It therefore allows for sufficient peak time capacity for all trips identified from the High Vision trip generation and mode share across each year of build out.

4.5.29. As the phasing strategy is developed and refined, the Bus Strategy network is flexible so it can respond to changes both in the planning and later during build out. This reflects the proposed Monitor and Manage strategy of the Transport Strategy as a whole. The same applies to the masterplan layout, with the detail of routing able to be fine-tuned and respond to changing circumstances; whether in the design, construction or delivery phase, in response to observed bus demand.

4.5.30. Although KCC has advised that funding for existing service 10/10A, both in amount and even in principle, is not secure beyond March 2029, the baseline assumption in this strategy is that (all other things being equal) the service will continue. This is because it provides a direct link between two of

Kent's 10 largest towns and is the only nearby public transport option within proximity of a number of villages on line of route.

4.5.31. KCC's Local Transport Plan 5: Striking the Balance (2024-2037) on integrating public transport focuses on creating an accessible, reliable, and efficient network that connects different travel modes, supports housing growth, and reduces car dependency. Therefore, aside from the Otterpool Park Proposed Development, it is assumed that when practical bus services would in time serve Westenhanger Rail Station. Any future frequency increases or new route options introduced during the build out of Otterpool Park would also then serve Westenhanger Rail Station, supporting the overall sustainability of the development. Similarly, developing the routing on the western side of Otterpool Lane would improve accessibility without significant diversion for other passengers.

4.5.32. At an appropriate time service 10/10A would be increased to a half-hourly service. A variant would provide faster journey times by not taking in the small villages away from the A20. Together, this would provide more than enough capacity for the projected Otterpool Park demand, while also helping to boosting ridership on the route for non-Otterpool Park trips.

4.5.33. This service level would continue until an appropriate time when a new half-hourly internal service could route within the site. This service would operate as a loop from Westenhanger Rail Station, improving access across the growing development and complementing service 10/10A, with appropriate points to act as a feeder to the external service. It would provide a more focused service for internal trip purposes and offer greater flexibility in routing both as the development builds out and for responding to the nuances of localised travel demand.

4.5.34. As the build out continues, the capacity provided by these two routes would become progressively more well-utilised. At that stage, capacity would be increased again through an additional route, providing a third bus per hour focused on external bus demand. Based on the current gravity model, this is currently scoped to be an express route from Otterpool to Folkestone via the M20. However, the Monitor and Manage approach, real-world trip patterns and passenger insights may show that the equivalent vehicle and driver resource is better used on a route from Otterpool to Canterbury via Stelling Minnis for example

4.5.35. By the final year, both the express route and the internal route would be further increased to half-hourly making a total of eight buses per hour serving the bus routes around the core of the development.

4.5.36. A financial contribution reflecting the housing trajectory would be made to 'pump-prime' these services for the first five years, when they are projected to become self-financing. That contribution would need to be higher if service 10/10A were withdrawn at any point or reduced so substantially that it does not provide an adequate level of service to match the Otterpool Park vision-led mode share for sustainable transport.

4.5.37. Discussions are ongoing with KCC to agree the scope and amount of financial contribution required.

RAIL

4.5.38. The Rail Strategy is set out under heading 'Transport Strategy On Site' above acknowledging that Westenhanger Rail Station is located within the redline boundary. The Rail Strategy 2026 TAA concludes that the current service provision meets the demand from the Proposed Development and no further improvements to services are required.

SHARED MOBILITY AND DEMAND RESPONSIVE TRANSPORT

4.5.39. Shared mobility and Demand Responsive Transport have been growing across the UK over the last decade. Examples can take various forms from Uber Share which allows users to pair with another passenger heading in the same direction. Otterpool Park has been designed to respond to these emerging trends and where possible harness the benefits of by adopting a flexible approach to the Transport Strategy.

HIGHWAY

4.5.40. For trips made off-site by private vehicle a comprehensive assessment of the effect of the Proposed Development on the highway network has been undertaken. The highway assessment has identified a package of improvements and this is set out in the next section.

4.5.41. The actual effects arising from the Proposed Development will be monitored as part of a Monitor and Manage strategy with the mitigation implemented based upon final impacts arising. However, to provide certainty that the mitigation package can be delivered the package has been based on the modelling outcomes and initial concept designs developed to date.

OUTCOMES

4.5.42. Through delivery of the package of measures proposed, a range of benefits will be delivered for future residents, employees and visitors of the Proposed Development, but also those living in local communities surrounding the development. At a strategic level key benefits arising when compared to a baseline of continuing existing travel patterns are as follows:

- Improved health and wellbeing of the population through prioritising walking and cycling as main modes of transport.
- Improved air quality and reduce noise levels at a localised level as a result of reduced private vehicle trip making.
- Lower carbon emissions contributing towards the Government's net zero targets.
- Improved community interaction through increased interaction as a result of enhanced walking and cycling, thereby creating a greater sense of place and cohesion.

5 AIM, OBJECTIVES AND TARGETS

5.1 INTRODUCTION

5.1.1. This chapter outlines the aim, objectives and targets of this FTP. These demonstrate the overarching goals of the Proposed Development aim in terms of plans to promote a healthy mode share. The approach taken is largely consistent with the 2022 FTP.

5.2 AIM

5.2.1. The aim of the Travel Plan remains unchanged from the 2022 TA submission and is as follows::

To shape travel behaviour around local accessibility and sustainable modes, prioritising walking, cycling and public transport for everyday journeys while reducing reliance on private car travel.

5.2.2. This aim aligns with Garden City principles, national, regional and local policy aspirations and the guiding principles for Otterpool Park, which seek to promote sustainable travel choices and reduce reliance on single-occupancy vehicle trips.

5.3 OBJECTIVES

5.3.1. The overarching aim will be achieved through the delivery of a series of key objectives:

- Create a high-quality place in which people want to live, work and visit.
- Reduce the need to travel whilst ensuring access to a full range of facilities and services and connections to neighbouring communities.
- Provide people with information on travel options.
- Promote the use of non-car modes – walking, cycling and public transport.
- Promote the use of shared mobility.
- Reduce single occupancy vehicle trips.
- Reduce the travel related carbon impact of the development.
- Manage traffic to reduce vehicle speeds and give priority to pedestrians, cyclists and public transport over cars.
- Manage vehicle routeing to discourage unnecessary lorry movements through the development.
- Provide a mechanism for the ongoing development and implementation of the Travel Plan.
- Integrate innovative technologies including EVs and MaaS to create a modern, accessible and pioneering place in which to live, work and visit.
- Provide proportionate car parking provision that discourages unnecessary car use and supports active travel and public transport uptake.

5.4 TARGETS

5.4.1. In accordance with KCC's Travel Plan guidance, all targets must be SMART (Specific, Measurable, Actionable, Realistic and Targeted). As a starting point, targets should be set based on the trip generation outlined within the Transport Assessment and then refined based on the results of the first monitoring survey period.

5.4.2. The 2022 TA established an external baseline mode share; a series of updated mode share targets have been applied as part of the vision-led Transport Strategy.

5.4.3. For this FTP, the table below sets out the external baseline mode share (2022 TA worst-case scenario), and target mode share in accordance with the High Vision scenario.

Table 5-1 –External Baseline Mode Share, and Target Mode Share for Otterpool Park in 2055

Mode	Mode Share (Average Across AM and PM Peak Hours)		
	Baseline Mode Share (2022 TA)	High Vision Mode Share Target	Change
Driver	70%	55%	-15%
Passenger	14%	16%	+2%
Train	3%	6%	+3%
Bus	5%	10%	+5%
Bicycle	2%	2%	0%
Walk	6%	6%	0%
Shared Mobility	0%	5%	+5%
Total	100%	100%	0%

5.4.4. While the intention is to embed sustainable travel habits from the outset through the provision of sustainable travel initiatives, it is anticipated that car driver mode share at initial phases would fall above the High Vision scenario targeted mode share. With implementation of the proposed Transport Strategy a progressive reduction in car driver mode share is expected.

5.4.5. To support this the targets will be reviewed periodically to ensure they remain appropriate.

5.4.6. In terms of internal trips, this FTP seeks approximately 80% of internal trips to be undertaken by sustainable modes of travel during peak hours by 2055.

6 TRAVEL PLAN MANAGEMENT

6.1 INTRODUCTION

This chapter sets out the key roles responsible for managing the implementation, operation and monitoring of the Travel Plan for the Otterpool Park development. This will involve appointment of a Travel Plan Co-ordinator (TPC) to oversee implementation of the Travel Plan across the Site. Assisting the TPC will be a group of Travel Plan Representatives, nominated from the various non-residential uses on Site. The structure of the Travel Plan is however likely to evolve as the Travel Plan is developed.

6.2 MANAGEMENT

6.2.1. The Travel Plan will be co-ordinated by a group of key personnel, with the intended management structure set out below.

- Site-wide Travel Plan Coordinator (TPC) will be responsible for implementation of the Travel Plan across the development and lead on implementation of the residential land use measures.
- Individual Travel Plans to be produced for non-residential land uses; to feed into a Travel Plan Steering Group (to include KCC and FHDC representatives).

6.3 SITE WIDE TRAVEL PLAN CO-ORDINATOR

6.3.1. The Site-wide TPC will be appointed to take responsibility for the development and management of the plan and ensuring its delivery. It will be the responsibility of the developer to ensure that the Site-wide TPC Manager is appointed prior to the first occupation of the Site. The roles and responsibilities of the Site-wide TPC include:

- Giving a ‘human face’ to the Travel Plan – explaining its purpose and the opportunities on offer.
- Helping establish and promote the individual measures in the plan.
- Ensuring the structures for the on-going management of the plan are set up and running effectively.
- Overseeing the monitoring and reporting of the Travel Plan including liaising with KCC/FHDC where appropriate.
- Overseeing and monitoring the regular surveys and questionnaires, which will inform the on-going development of the plan.
- Organise regular meetings with individual organisations’ TPC and representatives of the Steering Group and FHDC officers.
- Administration of the Travel Plan, which involves the maintenance of necessary systems, data collection, consultation and promotion. These duties are permanent for the duration of the plan.
- Measuring success and monitoring change.

6.4 TRAVEL PLAN REPRESENTATIVES

6.5 To ensure that there is Site-wide adoption of the Travel Plan and responsibility does not fall to a single individual, Travel Plan Representatives (TPRs) will be appointed as part of implementation of non-residential Travel Plans. The non-residential TPs would facilitate the appointment of representatives for each organisation and with them would jointly promote the Travel Plan to employees, visitors and residents.

6.6 It is envisaged that the on-site representative role would be fulfilled by a nominated employee. This role is not considered to be a full-time job and can therefore be undertaken by existing staff of the associated companies. The on-site representative role would involve:

- To liaise with the TPC on matters concerning travel.
- To implement, market and manage sustainable transport initiatives associated with the Travel Plan.
- Act as a point of contact for the individual Travel Plan, for the implementation of land use specific initiatives (where applicable).
- To ensure effective monitoring when required.
- Act as a point of contact for staff, visitors or residents regarding travel and the wider Travel Plan.
- Assist the TPC in gathering monitoring data from within their organisation.

6.6.1. Details of each of the relevant representatives would be provided to the Site-wide TPC following appointment.

6.7 TRAVEL PLAN STEERING GROUPS

6.8 A steering group will be established led by the TPC that will meet on a regular basis to steer implementation and ongoing monitoring of the effectiveness of the FTP. As a minimum the steering group will consist of:

- TPC
- TPR's
- Developer representative
- Major occupiers (as appropriate)
- KCC, FHDC and National Highways

6.8.1. The working group would meet at least twice per year and discuss:

- Progress with implementation of the FTP
- Issues to be addressed
- Monitoring programme
- Progress against targets

6.9 FUNDING THE TRAVEL PLAN

6.9.1. The management of the Travel Plan will be funded by Otterpool Park LLP through the overall service charges which will provide the following advantages:

- Ensure long-term continuity and effective ongoing delivery of travel planning across the development.
- Achieve economies of scale in the delivery of Travel Plan measures.
- Promote equitable participation by all occupiers in meeting Travel Plan objectives and targets.

- Enable occupiers of varying sizes to provide meaningful travel planning benefits for their employees.
- Provide ongoing advice and support to occupiers.
- Create a mechanism to pursue future public sector funding and grant opportunities.

6.10 SECURING THE TRAVEL PLAN

6.10.1. The provision of an approved Travel Plan in accordance with current guidance together with implementation to achieve site-wide targets will be secured through its incorporation into the S106 agreement for the development.

6.10.2. Subsequent non-residential Travel Plans would then be secured as part of the relevant Reserved Matters Application for that plot. The threshold for preparation of a non-residential Travel Plan would be agreed with local authority and is expected to evolve over time once the land uses that come forwards on the Site become clearer.

7 TRAVEL PLAN MEASURES

7.1 INTRODUCTION

7.1.1. The Otterpool Park Proposed Development comprises a mix of land uses including residential, schools, employment, retail and community and health facilities. This FTP identifies measures to facilitate sustainable travel and reduce vehicle trips and to inform workplace and educational travel plans where they are required.

7.1.2. This FTP proposes a range of initiatives to achieve the proposed mode share targets, including infrastructure, services, information, marketing and behaviour change. A targeted car parking strategy is also important to signal the focus on sustainable travel rather than car travel.

7.1.3. Understanding the social and individual factors that affect people's lives, and why people make the lifestyle and travel choices they do is key to understanding future transport demand. It can also provide insight into how to manage demand or encourage modal shift. For example, these insights can:

- Identify gaps in transport services that need to be addressed.
- Offer additional bespoke bus services or extend or re-format existing services.
- Enable members to purchase new bikes at a reduced price through a local retailer.
- Identify demand for better cycle route facilities.
- Encourage local employers to provide facilities for active travel.

7.2 PLANNING APPLICATION

7.2.1. To help provide flexibility and ensure deliverability, this OPA submission includes a tiered approach:

- **Tier 0 –** Early Homes Parcel.
- **Tier 1** – the site-wide OPA.
- **Tier 2** – Key Phase applications aligning with information submitted under Tier 1.
- **Tier 3** – RMAs.

7.2.2. It is estimated that the Otterpool Park Proposed Development will be delivered by 2055, hence the need for the flexibility of this three-tier approach.

TIER 0

7.2.3. A separate Travel Plan has been prepared for the Early Homes Parcel. However, it is expected that over time the residential within the Early Homes Parcel will benefit from the wider Travel Planning measures set out in this FTP.

TIER 1

7.2.4. Tier 1 measures are shown in **Table 7-1**. At this tier, the responsibility for delivery lies with Otterpool Park LLP.

Table 7-1 - Tier 1 Measures

Measure
Overall achievement of objectives
Provision of walking and cycling routes (in accordance with the Movement and Access Parameter Plan)
Improved public transport services and facilities
Commitment to providing EV charging facilities as per the Transport Strategy
Governance arrangements and appointment of TPC
Provision of mobility hubs
Monitoring of the Travel Plan and process of continuous improvement through the annual action plan
Define the criteria requiring the submission of Travel Plans with individual planning application (Tier 3) – schools employment uses, major residential schemes etc.

TIER 2

7.2.5. Examples of Tier 2 measures are shown in **Table 7-2**. Tier 2 actions are generally those that will be delivered by the master developer (Otterpool Park LLP). A Key Phase Transport Assessment will be prepared and submitted with each Tier 2 Key Phase application to identify measures specifically required for respective Key Phase(s).

Table 7-2 – Typical Tier 2 Measures

Measure
Package of specific measures to be developed and delivered by the TPC within the agreed governance structure (e.g. development of ride home policy, sustainable travel promotional events etc.)
Provision of Key Phase level infrastructure such mobility hubs (primary, secondary, community)
Delivery of Key Phase level walking and cycling route package (on-site and off-site)
Key Phase level public transport improvement package (station upgrade, bus subsidy, bus stop provision)
Key Phase level active/sustainable transport provision (e.g., electric car clubs, cycle hire, e-scooter schemes)
Key Phase level behaviour change/communications measures
Key Phase specific monitor and manage targets and review mechanism

TIER 3

7.2.6. At Tier 3 non-residential landuses meeting an agreed threshold would require their own Travel Plan. Examples would include workplaces, schools etc.. Residential land use would be covered by the Tier 1 Framework Travel Plan with any commitments for infrastructure secured at the Key Phase (Tier 2) stage.

7.2.7. Example Tier 3 measures are shown in **Table 7-3**. At this tier, applications are related to individual plots/buildings and, therefore, linked to specific RMAs. These measures will be specific to the type of development e.g., school, residential.

Table 7-3 – Typical Tier 3 Measures

Measure
Provision of showers, lockers, changing and drying facilities in employment facilities
School drop off points
Routing of construction traffic (linked to Construction Environmental Management Plan)
Events and information provision by employers
Bikeability training in schools
Provision of EV charge points and secure cycle parking at housing development
Temporary, pop-up mobility hubs in local centres

7.2.10. **Table 7-4** and **Table 7-5** outline the proposed Travel Plan measures for Active Travel, Public Transport, Electric Vehicles, Cars and Other Complementary Measures and identify if they apply to leisure, domestic, commuting or education trips.

7.3 ACTIVE TRAVEL MEASURES

7.3.1. The following measures are aimed at encouraging walking and cycling and have been categorised as either behaviour change initiatives or infrastructure provision.

Table 7-4 – Active Travel Measures: Behavioural Changes

Measure	Leisure	Domestic	Commute	Education	Tier Applicable	Lead Responsibility
Distribute and promote walking and cycling information as provided by the site wide TPC. Promotional leaflets would	✓	✓	✓	✓	1-3	TPC and developers

inform staff/visitors of the associated health benefits of walking and cycling, and the location of safe walking and cycling routes and cycle parking.						
New residents to be presented with Sustainable Travel Packs by the TPC or Site Sales Staff/employers representatives setting out comprehensive details of sustainable travel options.	✓	✓	✓	✓	1-3	TPC and developers
Set up cycle training for adults and children and encourage cycle use through formation of a Bicycle Users Group.	✓	✓	✓	✓	1	TPC
Promote routes for walking/cycling that act as commuting routes to allow direct and fast access between residential areas and the station, town centre, and key local employment areas		✓	✓	✓	1-3	TPC
Investigate the feasibility of workplaces signing up for a tax incentive scheme for cycle purchase for staff			✓		3	TPRs
Instigate participation in an annual walk to work week such as the Living Streets event (www.livingstreets.org.uk) to encourage travel via this mode			✓		1-3	TPC and TPRs
Carry out staff travel surveys to understand the modal split of staff and review workplace policies accordingly to support sustainable travel modes			✓		3	TPRs
Encourage workplaces to register for the Walk, Wheel and Cycle Trust workplace travel challenge to encourage staff to cycle to work			✓		3	TPRs
Promote www.walkit.com as an online route planner which enables users to get a walking route between two points and provides information on journey time, calories burned, steps counted and carbon savings	✓	✓	✓		1-3	TPC and TPRs
The School Travel Plan should be integrated into the school curriculum to maintain pupil`s interest and create a broader knowledge of the benefits of the Plan. The School Travel Plan Representative could co-ordinate with curriculum leads to embed sustainable travel into the wider school activities and learning and include advice on safe routes to walk or cycle to school.				✓	3	Individual Schools
The school could consider starting a Walk/Cycle to School scheme or similar to regularly raise awareness of the benefits of walking or cycling and provide incentives/rewards to encourage its uptake. Examples of rewards could include				✓	3	Individual Schools

free breakfasts in school for those who cycle on particular days.						
KCC run a walking bus scheme and their Kent Messenger Walk to School team can carry out talks for parents and volunteers to run the walks. (https://www.kmcharityteam.co.uk/schools/walktoschool/walkingbus/)				✓	1-3	TPC and Individual Schools
Bikeability is a national cycle training scheme which is provided in Kent by various organisations. Schemes could be offered within each primary school				✓	3	Individual Schools
Offer Bike trains with volunteers leading pupils to cycle along a risk-assessed route to school				✓	1-3	TPC and Individual Schools
Take part in the Walk, Wheel and Cycle Trust School Streets programme and Big Pedal to promote active travel amongst pupils and improving the street environment.				✓	1-3	TPC and Individual Schools
Rest facilities should be provided at intervals along footpaths as appropriate, recognising design standards and topography.	✓				2-3	Developers
Set up shared micro-mobility and provide a network of mobility hubs throughout the development and neighbouring villages/towns and at the train station.	✓	✓	✓		2-3	Developer/s
Provide cycle parking in an easily accessible location to encourage cycle to work/school as an easy alternative to the private car	✓	✓	✓	✓	3	Developers
Provide adequate cycle parking, storage and drying facilities at workplaces and educational establishments			✓	✓	3	Developers
Provide shower/changing/storage facilities within workplaces to encourage active travel by employees.			✓		3	Developers
Monitor the usage of cycle parking and increase, where necessary			✓	✓	3	TPRs
Workplaces to provide a small fleet of pool bikes, spare locks and puncture repair kits for cyclists and umbrellas for pedestrians			✓		3	Developers
Ensure a mix of facilities including retail are provided within the development to ensure residents do not have to travel using private car out of the development for domestic trips.		✓			1-2	Developer

Table 7-5 – Active Travel Measures: Infrastructure Changes

Measure	Leisure	Domestic	Commute	Education	Tier Applicable	Lead Responsibility
Provide a network of leisure routes connecting to green spaces	✓				1-3	Developer
Provide active travel connections to locations including Westenhanger Rail Station and existing PRoW.	✓	✓	✓		1-3	Developer
Provide well designed and located cycle parking and electric cycle charging points within the local centre and neighbourhood centres, as well as community facilities	✓	✓			2-3	Developers
Provide walking and cycling links to Westenhanger Rail Station and other origins and destinations within the development as soon as buildings are occupied	✓	✓	✓	✓	1-3	Developers

7.4 PUBLIC TRANSPORT MEASURES

7.4.1. The following measures are suggested to promote travel by public transport as an alternative to journeys by private car.

Table 7-6 - Public Transport Measures

Measure	Leisure	Domestic	Commute	Education	Tier Applicable	Lead Responsibility
Westenhanger Rail Station improvements	✓		✓		1-2	Developer
Provide high quality bus stop facilities available within 400m of the majority of homes to make the services an attractive option, with shelters, lighting and real time journey information	✓	✓	✓	✓	2-3	Developer/s
Enhancement of existing bus services	✓	✓	✓		2-3	Developer/s
Promote and encourage the use of bus and rail services to employees within the workplace			✓		3	TPRs

Encourage workplaces to consider flexibility in working hours for employees using public transport where this might co-ordinate better with existing bus service timetables			✓		3	TPRs
Regularly seek information from all employees using public transport on ways in which services may be improved and feed this back to the TPC			✓		3	TPC
Encourage the workplace to offer interest free travel loans for employees to purchase discounted public transport season tickets			✓		3	TPC
Provide accessible, frequent and reliable bus services for pupils to local schools, where necessary, with a bus stop available within 400m of the majority of homes				✓	1-2	Developer
Local bus services are likely to have high usage from secondary school pupils and information on services would be provided to all pupils, noting that free bus travel may be provided for primary and secondary school pupils travelling more than 3 miles (2 miles if aged under 8) to their school or are from a low income family (KCC)				✓	1-2	Developer
Promote KCC's Travel Saver bus pass for primary school pupils and 16+ Travel Saver for school and college pupils, that can help save up to 50% the cost of travel.				✓	3	TPR

ELECTRIC VEHICLE MEASURES

7.4.12. The development will need to make provision for the future requirements for electric vehicles. The following measures are recommended.

Table 7-7 - EV Measures

Measure	Leisure	Domestic	Commute	Education	Freight	Tier Applicable	Lead Responsibility
Include electric bikes within the micro mobility hub offer	✓	✓	✓	✓		2-3	Developer
Seek to develop an electric vehicle car club in conjunction with an operator	✓	✓	✓			1-2	Developer
Develop electric vehicle charging point strategy with provision in local centres, employment locations and the rail station	✓	✓	✓			1-3	Developer/s

Provide provision for electric vehicle charging at all homes with allocated spaces as well as on-street parking areas	✓	✓	✓			2-3	Developers
Engage with businesses to discuss the barriers to EV adoption amongst fleet vehicles			✓			1-3	TPC
Discuss the use of EVS for deliveries by supermarkets					✓	1-3	TPC

7.5 CAR SHARING MEASURES

7.5.1. The following measures to promote car sharing are recommended to reduce the number of single occupancy private car trips in and to/from the development and to reduce congestion.

Table 7-8 - Car Sharing measures

Measure	Leisure	Domestic	Commute	Education	Tier Applicable	Lead Responsibility
Establish a Car Club and provide marked and branded car sharing parking bays	✓	✓	✓	✓	1-2	Developer
Provide a bespoke car share database for the catchment area and promote it to the community	✓	✓	✓	✓	3	TPR
Provide dedicated car share parking at workplaces located close to the building entrance			✓		2-3	Developers
Provide guaranteed rides home for those who car share in an emergency			✓		3	TPR
Offer community car sharing whereby car owners can rent out their cars to others in the community using an app	✓	✓	✓	✓	1-3	TPC

7.6 PRIVATE VEHICLE MEASURES

7.6.1. The following private vehicle measures are recommended in addition to the highway access strategy.

Table 7-9 - Private Vehicle Measures

Measure	Leisure	Domestic	Commute	Education	Tier Applicable	Lead Responsibility
Access to the parking spaces will be controlled through the operation of on-street controlled parking zones and parking permits	✓	✓	✓		1-3	Developer
Position school drop off points for vehicles away from the school entrance to dissuade parents/carers living locally from using the private car rather than walking or cycling				✓	2-3	Developers
The school could work with KCC to put in place parking restrictions and School Keep Clear markings along roads near the schools				✓	3	TPR
Regular monitoring of on-street parking along local residential streets could be undertaken by school staff who could be a visible presence outside the school during the peak arrival and departure times, to discourage parents from parking outside the school entrance, within the school access, on verges or across footways, within 15 metres of a junction and blocking residents' driveways				✓	1-3	TPC
References to supporting sustainable travel and considerate parking could be set out for parents as part of a Home School agreement. In other places schools have asked parents to sign a declaration that they have read and agreed to principles of considerate parking, travel arrangements etc				✓	3	TPR

7.7 OTHER COMPLEMENTARY MEASURES

7.7.1. The following measures have been recommended to complement the sustainable travel measures detailed previously.

Table 7-10 - Complementary Measures

Measure	Leisure	Domestic	Commute	Education	Freight	Tier Applicable	Lead Responsibility
Provide a shared homeworking facility in the development to reduce the need to commute.			✓			2-3	Developer
Encourage workplaces to be flexible with work patterns, where feasible, to encourage active and sustainable travel.			✓			3	TPR
Promotional events will be organised in relation to specific aspects of the Travel Plan by the TPC and promoted to each workplace.			✓			1-3	TPC
The Otterpool Park website would provide a section for travel information which would include details of walking and cycling routes, public transport operators and maps, directions of how to get to the site by all modes, details of local taxis, useful links and information on parking responsibly. The Travel Information Pack and the Travel Plan will also be available on the website.	✓	✓	✓	✓		1	TPC
Provide a 'edge of development consolidation centre' where all parcels are delivered to, then are delivered locally via sustainable modes such as pedal cycles or small electric powered delivery vehicles.					✓	1-3	Developer/s
Introduce an incentive system such as BetterPoints to encourage and rewards residents and employees for travelling sustainably	✓	✓	✓	✓		1-3	Developer/s
Introduce temporary/pop-up mobility hubs in local centres	✓	✓	✓	✓		2-3	Developer/s

7.8 EMERGING TECHNOLOGIES

OVERVIEW

7.8.1. Technological developments and disruptive business models are likely to have a significant impact on how people and goods move in the future. New technology can help to deliver economic, environmental and social goals. The introduction of new transport technologies need to be implemented in line with the Council's plans and policies and should integrate with and complement

other transport modes. This section considers the emerging technologies considered for the Proposed Development.

ELECTRIC VEHICLES

7.8.2. Greenhouse Gas (GHG) emissions are causing the average temperature of the earth to rise. Global warming is causing irreversible harmful effects to ecosystems, coastlines, water, food and health across the world. The UK has therefore committed to reducing GHG emissions by at least 80% of 1990 levels by 2050, through its Climate Change Act (Department of Energy and Climate Change).

7.8.3. As mentioned previously, FHDC declared a climate emergency in 2019, and aims to meet its net-zero emissions target by 2030. A Climate and Ecological Emergency Working Group is in the process of producing a Carbon Action Plan, which is proposed to be a living document with regular reviews. The council is already taking steps to reduce the council's carbon footprint including installing a network of EV charging points across the district.

7.8.4. Electric powered Low Carbon Vehicles (LCVs) need to recharge their batteries in suitable locations, at appropriate times of day/night and for a suitable duration, using recharging infrastructure. Hence the need to develop a plan for developing an EV charging network across Otterpool Park. The development will need to provide for the future requirements for electric vehicles as well as give the flexibility to adapt to innovative transport solutions such as autonomous vehicles. There will be a need for ongoing monitoring and research of emerging technology and incorporation of new measures into the travel plan and transport strategy. At this stage, suggested measures include:

- Provide passive provision for electric vehicle charging at all homes with allocated
- parking spaces as well as to on-street parking areas.
- Develop a bespoke EV charging point strategy.
- Implement an electric powered vehicle car club.
- Share bike/ scooter scheme will include electric provision.
- Public engagement to improve understanding and awareness of the benefits of EVs amongst private vehicle owners.

MOBILITY HUBS

7.8.5. Mobility hubs integrate shared, active and public transport modes in one location, providing attractive options for continuous journeys whilst also contributing to reductions in carbon emissions and offering an opportunity to improve the public realm. In addition, Mobility Hubs support low car lifestyles and the reallocation of space from car parking to housing or public realm improvements.

7.8.6. Advantages for users of Mobility Hubs are vast, users:

- Can select travel options based on personal preferences, such as cost or convenience
- Have control over journey time by making adaptive choices
- Can avoid overcrowding public transport and congestion, which improves traveller comfort
- Can make productive use of journey time by accessing online services as they travel.

7.8.7. At Otterpool Park, Mobility Hubs will be placed at significant points on major public transport corridors and local commercial centres, supporting sustainable travel. The Mobility Hubs will be designed based on the requirements of the area and will be spatially organised in a way to facilitate access to and from different modes of transport such as, bus and/or train services, car clubs, shared bikes and scooters and EV and bike charging points. Covered waiting areas providing seating, Wi-Fi, phone charging, lockers and refreshment retailer may also be incorporated within the hub.

7.8.8. It is intended to provide temporary/pop-up Mobility Hubs at the start of the development at Otterpool Park as phases of the development are implemented. This will provide a focus for the travel options available at the development and raise awareness of alternatives to the private car, enabling sustainable travel habits to be embedded from the outset.

DELIVERY AND SERVICING

7.8.9. Express delivery services are booming due to their low cost, convenience, and the fast growth in online shopping. The UK already has the second highest market penetration of ecommerce in the world, making up around 20 per cent of sales as a percentage of all retail sales. At the same time, the UK's freight system makes a significant contribution to transport greenhouse gas emissions and is a cause of poor air quality. HGVs and vans together contributed 32 per cent of the UK's greenhouse gas emissions from transport in 2016 (National Infrastructure Commission, 2019).

7.8.10. Government, the freight industry and infrastructure providers are considering how to utilise emerging technologies, address barriers to their deployment, and deliver a sustainable and efficient freight system that is fit for the future.

7.8.11. It is intended for Otterpool Park to provide the following measures as part of its Delivery and Servicing Strategy:

- Seek to use commercial vehicles powered by sustainable fuels to serve the development.
- Provide package delivery lockers at strategic locations.
- Aim to use suppliers with efficient vehicles.
- Plan freight movements outside of peak times where possible.

7.8.12. The Delivery and Servicing Plan will be developed and delivered by the TPC and the TP Steering Group would monitor its implementation.

MOBILITY AS A SERVICE (MAAS)

7.8.13. A developer contribution towards a MaaS app to provide personalised journey planning based on the suite of transport options available to residents and visitors of the development will be secured under S106.

7.8.14. MaaS should provide the best value proposition, by helping the Otterpool Park residents meet their mobility needs and solve the inconvenient parts of individual journeys as well as the entire system of mobility services.

7.8.15. A successful MaaS service also brings new business models and ways to organise and operate the various transport options, with advantages for transport operators including access to improved user and demand information and new opportunities to serve unmet demand.

7.8.16. KCC have orchestrated the creation of a sustainable multi-modal MaaS Framework and is introducing MaaS in Ebbsfleet. The Customer MaaS app and website will seek to deliver integrated journey planning, ticketing and payments and support door to door travel for a wide range of transport offering monthly multimodal travel subscription products as well as Pay As You Go (PAYG) to an integrated transport system. All travel needs for residents and visitors in Ebbsfleet will be supported through the MaaS app and website.

7.8.17. The introduction of MaaS would bring a step change in modal shift away from private car ownership, and the principle of such a scheme is welcomed at Otterpool Park. There will be continual liaison

with KCC to develop a MaaS solution at Otterpool Park, taking account of lessons learned at Ebbsfleet.

SHARED MOBILITY AND DEMAND RESPONSIVE TRANSPORT

7.8.18. Shared mobility and Demand Responsive Transport have been growing across the UK over the last decade. Examples can take various forms from Uber Share which allows users to pair with another passenger heading in the same direction. Otterpool Park has been designed to respond to these emerging trends and where possible harness the benefits of by adopting a flexible approach to the Transport Strategy.

MICRO MOBILITY

7.8.19. Micro mobility refers to short-distance transport, usually less than 5 miles, using human-powered and electric modes including (e)bikes, shared bicycles and electric scooters. Micro mobility services increase access to public transport services and can help to reduce congestion and lower carbon emissions and are relatively cost effective.

7.8.20. It is proposed to provide shared micro mobility services at mobility hubs within the development and provide parking for them throughout the development.

8 MONITORING AND REVIEW

8.1 INTRODUCTION

8.1.1. A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan will be evaluated. This will help to establish whether the agreed objectives and targets are being met. Monitoring and review will be the responsibility of the Site-wide TPC supported by the Travel Plan Representatives.

8.2 MONITORING

8.2.1. Monitoring will be undertaken by the TPC(s) on an annual basis with reporting both directly to KCC and to the Transport Steering Group (established as part of the Monitor and Manage Approach). Through the Monitor and Manage Approach a Key Phase Transport Assessment will need to be submitted with each Key Phase application. That Key Phase Transport Assessment will document progress towards achieving the objectives and targets set out in this FTP.

8.3 APPROACH

8.3.1. The specification of the monitoring surveys will be agreed with KCC/FHDC prior to being undertaken. The surveys will likely comprise of the following components:

- Walking and cycling - monitoring of walking and cycling movements along the main routes through the masterplan area.
- Cycle parking demand - monitoring of cycle parking usage within the local centre and at individual workplaces and schools.
- Vehicle movements - monitoring of vehicles entering and exiting the masterplan site via the main access points using traffic counters.
- Mode share monitoring - monitoring of mode share across each land use, informed by:
  - Household travel surveys
  - Employee travel surveys
- School travel patterns - annual monitoring of total trips and modal split associated with schools through hands-up surveys of pupils, alongside staff travel questionnaires.

8.4 REPORTING

8.4.1. Travel Plan Monitoring Reports will summarise monitoring data, review progress against Travel Plan targets, identify whether targets remain on track, and set out actions and priorities to support continued delivery of the Travel Plan. As a minimum, the monitoring report will include:

- Progress update - summary of measures implemented and key changes since the last report.
- Monitoring results - overview of survey findings and monitoring data.
- Target review - assessment of progress against targets and any corrective actions required.
- Forward actions - key priorities and measures for the year ahead.

8.5 REMEDIAL STRATEGY

8.5.1. If monitoring shows that Travel Plan targets are not being met, proportionate remedial measures will be identified and implemented by the developer, with a focus on the specific areas of underperformance. These measures will be developed in consultation with KCC, informed by the

monitoring results, and set out in an agreed Action Plan to support improved delivery of the Travel Plan objectives.

9 ACTION PLAN

9.1 INTRODUCTION

9.1.1. The FTP Action Plan for the OPA as presented below will be reviewed and refined annually with further detail as Tier 2 and 3 applications come forwards through the planning process.

9.2 ACTION PLAN

9.2.1. The initial action plan is presented in **Table 9-1**.

Table 9-1 – Initial Action Plan

Action Area	Key Measures	Indicative Timescale	Responsibility
Travel Plan Management	Appoint site-wide TPC; act as single point of contact; oversee delivery, monitoring and reporting	Prior to first occupation and ongoing	Developer
Walking and Cycling Infrastructure	Deliver high-quality, permeable walking and cycling network; off-site connections; cycle parking, storage, hire and e-bike facilities; showers and lockers in workplaces	During construction and prior to occupation of each key phase (as appropriate)	Developers
Public Transport Provision	Provide bus infrastructure and services; real-time information; enhanced interchange and station facilities at Westenhanger Rail Station	Secured at each key phase as appropriate	Developer / Operators / KCC
Mobility Hubs and Shared Mobility	Deliver permanent and interim mobility hubs; cycle hire; car club spaces; EV charging; multi-modal interchange	Prior to occupation of each key phase as appropriate	Developer
Electric and Low-Carbon Mobility	Provide EV and e-bike charging infrastructure; promote EV uptake and EV car clubs; engage businesses on fleet transition	Car club to be available in mobility hub and on-plot EV charging responsibility of developer	Developer / Site-wide TPC
Car Use Management	Apply parking standards; CPZs and permits; school drop-off	Prior to occupation and ongoing	Developer / KCC

Action Area	Key Measures	Indicative Timescale	Responsibility
	management; consolidation centre; home-working facilities		
Information and Promotion	Maintain website and noticeboards; Travel Welcome Packs; maps; newsletters; promotional events; journey planning sessions	From first occupation and ongoing	Site-wide TPC for residential development and Travel Plan Representatives for non-residential development
Behaviour Change	Public transport discounts; Cycle to Work schemes; rewards and promotional campaigns	Prior to and following occupation as part of Travel Welcome Packs	Developer / Site-wide TPC / Employers
Schools and Workplaces	School Travel Plans; hands-up surveys; workplace engagement; flexible working; ride-home guarantees; Bicycle User Groups	From occupation and ongoing	Schools / Employers / Site-wide TPC
Construction and Freight	Construction Environmental Action Plans; routing strategies; off-peak freight deliveries; HGV safety promotion	Prior to and during construction	Developer
Monitoring and Review	Travel surveys; traffic counts; cycle and parking monitoring; annual monitoring report; remedial measures if required	Every year until five years post final occupation	Site-wide TPC / KCC

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Appendix D

TECHNICAL NOTE ON BASELINE MODELLING REVIEW

Public

OTTERPOOL PARK
Technical Note on Baseline Modelling Review

DATE	13 March 2026	**CONFIDENTIALITY:**	Public
SUBJECT	Baseline Modelling Review		
PROJECT	UK0037778.5358 – Otterpool Park	**AUTHOR:**	T. Wangail
CHECKED	J. Allen	**APPROVED:**	J. Johnson

INTRODUCTION

WSP has been appointed by Otterpool Park LLP and Homes England to produce an updated Transport Assessment (TA) as part of the Otterpool Park planning application. A TA (March 2022) was originally produced by Arcadis; herein referred to as the 2022 TA. The 2022 TA referred to junction capacity assessments. The junction models for capacity assessments were agreed with Kent County Council (KCC) and National Highways (NH) at that time. Subsequently, during Transport Meetings held with KCC/ NH and WSP it was discussed and agreed that the Arcadis junction models prepared for the 2022 TA can be used for the purpose of the forthcoming updated TA; herein referred to as the 2026 updated TA.

WSP has updated the Arcadis junction models with 2025 survey traffic flow data for baseline assessments and issued these models to KCC/ NH for comment. Following this submission, WSP has received comments from KCC and NH. In summary, KCC/ NH have requested for WSP to recalibrate and undertake a sensitivity test using local peak flows at several individual updated junction models accordingly.

The baseline junction models identified for recalibration/ sensitivity testing by KCC/ NH are listed below. This Technical Note (TN) presents the results of the baseline junction models after recalibration/ sensitivity testing. This TN will be included as part of the forthcoming 2026 updated TA which WSP is currently preparing.

Table 1 - Baseline Junctions Requiring Further Review

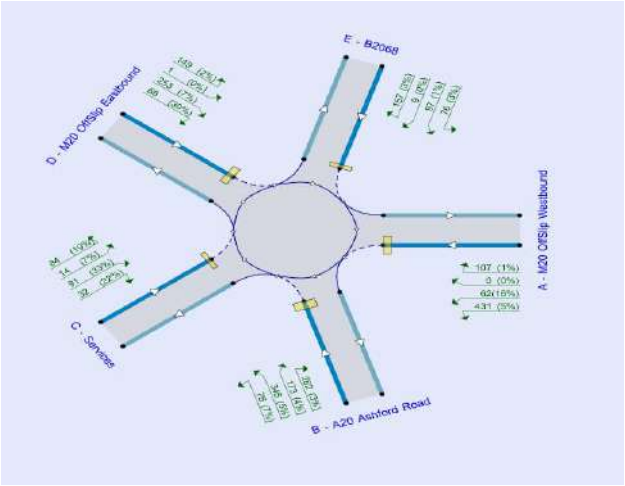
WSP Junction ID	Junction Name	Summary - WSP Completed Workstream based on KCC/ NH Requests
1	M20 Junction 11	A local peak sensitivity test has been undertaken at the request of KCC/NH.
11	M20 Junction 13	There are differences in the observed and modelled queues and therefore the model requires recalibration. A local peak sensitivity test has also been undertaken.
16	M20 Junction 10a	A local peak sensitivity test has been undertaken at the request of KCC/NH.
18	A20 / A260 Spitfire Way	There are differences in the observed and modelled queues and therefore the model requires recalibration. A local peak sensitivity test has also been undertaken.
21	M20 Junction 9	There are differences in the observed and modelled queues and therefore the model requires recalibration. A local peak sensitivity test has also been undertaken.
23	A2070/ M20 Junction 10	There are differences in the observed and modelled queues and therefore the model requires recalibration. A local peak sensitivity test has also been undertaken.
24	A2070 Roundabout	There are differences in the observed and modelled queues and therefore the model requires recalibration. A local peak sensitivity test has also been undertaken.

BASELINE MODELLING REVIEW

Junction ID 1 - M20 Junction 11

The M20 Junction 11 has been modelled using Junction 11 software as a five-arm standard roundabout, as illustrated in Figure 1.

Figure 1 - M20 Junction 11



A sensitivity test using local peak flows has been undertaken. The local peak periods correspond to 07:30–08:30 and 17:00–18:00. The results of the assessment for 2025 network peak and 2025 local peak are presented in the table below.

Table 2 – M20 Junction 11 - Result Summary

Arm	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2025 Network Peak						
M20 OffSlip Westbound	0.5	2.98	0.35	0.4	2.98	0.27
A20 Ashford Road	0.7	2.58	0.4	0.7	2.46	0.41
Services	0.2	3.77	0.19	0.2	3.41	0.16
M20 OffSlip Eastbound	0.5	3.65	0.34	0.6	3.81	0.38
B2068	0.3	3.41	0.26	0.5	4.09	0.34
2025 Local Peak						
M20 OffSlip Westbound	0.4	2.98	0.27	0.6	3.15	0.37
A20 Ashford Road	0.7	2.46	0.41	0.7	2.63	0.42
Services	0.2	3.41	0.16	0.3	4.13	0.22
M20 OffSlip Eastbound	0.6	3.81	0.38	0.6	3.88	0.36
B2068	0.5	4.09	0.34	0.4	3.43	0.26

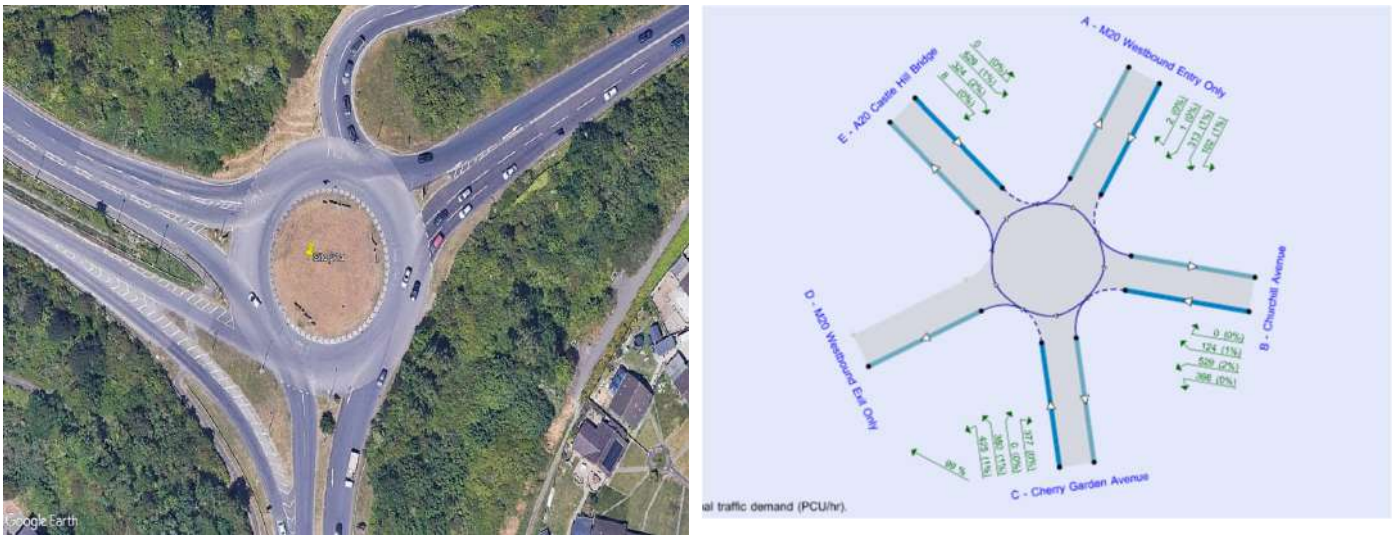
The results presented above show that, at the M20 Junction 11, all the junction model arms are working well within RFC of 0.85 across both the scenarios, with no material changes highlighted because of changing the peak hour.

Sensitivity testing has shown minor variations in results when compared to results from network peak for the junction. There are no notable changes in results between the two peak models, therefore the network peak will be taken forward for future year assessment in both peaks for consistency with the wider assessment.

Junction ID 11 - M20 Junction 13

The M20 Junction 13 has been modelled using Junction 11 software as a five-arm standard roundabout, as illustrated below.

Figure 2 – M20 Junction 13



It was observed that the modelled queues using the received models were shorter than those recorded on site. As a result, the models were recalibrated using intercept adjustments, and a sensitivity test was undertaken using local peak periods of 08:00–09:00 and 16:30–17:30.

To better reflect the behaviours of the roundabout and its on-street layout, WSP has added the bypass lane on Cherry Garden Avenue to the M20, and this has been modelled with bypass utilisation of 99% based on the junction count data. This change has caused minimal noticeable effect to results, but should be retained due to greater accuracy of the model.

The queue validation tables of before and after adjustment are shown below.

Table 3 – Queue Validation (Network Peak) Before Adjustment

Arm	AM			PM		
	Observed Queue	Modelled Queue	Difference	Observed Queue	Modelled Queue	Difference
M20 off-slip	6	1	-5	4	0	-4
A259	4	1	-3	3	1	-2
Cherry Garden Avenue	3	1	-2	3	1	-2
Castle Hill Bridge	4	1	-3	2	1	-1

* Reported values taken from previous queue analysis provided.

Table 4 – Queue Validation (Network Peak) After Adjustment

Arm	AM			PM		
	Observed Queue	Modelled Queue	Difference	Observed Queue	Modelled Queue	Difference
M20 off-slip	6	5	-1	4	1	-3
A259	4	3	-1	3	2	-1
Cherry Garden Avenue	3	2	-1	3	2	-1
Castle Hill Bridge	4	3	-1	2	2	0

* Reported queues are rounded up to the next value.

A summary of the validated model results is presented in the table below, together with a comparison for sensitivity testing.

Table 5 – M20 Junction 13 - Result Summary

Arm	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 Network Peak						
M20 Westbound Entry Only	4.8	26.29	0.84	1	7.79	0.49
Churchill Avenue	2.8	10.07	0.74	1.9	6.25	0.65
Cherry Garden Avenue	2.1	9.77	0.68	2.5	11.56	0.72
A20 Castle Hill Bridge	2.6	9.38	0.72	2.4	8.31	0.7
2025 Local Peak						
M20 Westbound Entry Only	4.8	25.35	0.84	1.1	9.07	0.53
Churchill Avenue	2.8	10.08	0.74	2.1	6.66	0.67
Cherry Garden Avenue	2.1	9.76	0.68	3.9	16.75	0.8
A20 Castle Hill Bridge	2.6	9.38	0.72	2.7	9.45	0.73

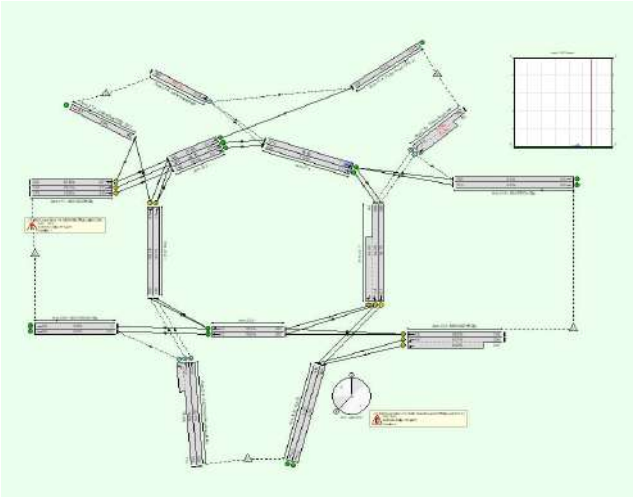
Sensitivity testing shows minor variations in results when compared to results from network peak for the junction, with the highest difference seen at Cherry Garden Avenue arm where a queue of 2.5 vehicles in network peak PM period has been increased to 3.9 vehicles in the local peak PM period. There are no noticeable changes in the AM peak.

The results presented above indicate that, at the M20 Junction 13 (Castle Hill Interchange), all approaches operate with an RFC below 0.85, except for the M20 westbound entry arm. This arm operates at an RFC of 0.84 during both the 2025 network peak and the local peak sensitivity test. This arm may be considered to be approaching theoretical capacity; notwithstanding queues and delays remain relatively low in the current baseline. Overall, there are no material changes because of changing the peak hour, and therefore the network peak will be taken forward for future year assessments.

Junction ID 16 - M20 Junction 10a

The M20 Junction 10a has been modelled using LinSig software, as illustrated below.

Figure 3 – M20 Junction 10a



A sensitivity test using local peak flows has been undertaken as requested. The local peak periods correspond to 07:30–08:30 and 16:15–17:15. The results of this assessment are presented in the table below.

Table 6 – M20 Junction 10a - Result Summary

Junction	Arm	AM Peak			PM Peak		
		Delay (pcu/s)	DoS (%)	MMQ (pcu)	Delay (pcu/s)	DoS (%)	MMQ (pcu)
2025 Network Peak							
1	M20 EB Off-Slip Ahead U-Turn	33	67.90%	4.3	44.7	77.00%	4.7
	M20 EB Off-Slip Ahead	21.2	1.60%	0.1	28.2	37.20%	1.7
	M20 EB Off-Slip Ahead	26.2	45.00%	2.5	34.2	60.20%	3.1
	Hythe Road EB Ahead Left	34.6	91.70%	9.1	80.5	99.80%	18.4
	Hythe Road WB	26.8	91.8%	10	35.4	92.0%	7.8
2	M20 WB Off-Slip Left	15.9	57.0%	5	15.1	49.7%	4.1
	M20 WB Off-Slip Ahead	15.5	32.30%	2.4	14.5	21.80%	1.5
	A2070 Bad Munstereifel Rd Ahead Left	13.9	82.8%	3.4	14.9	72.5%	2.6
	A2070 Bad Munstereifel Rd Ahead	8.3	74.50%	3.8	12.6	85.30%	6.4
2025 Local Peak							
1	M20 EB Off-Slip Ahead U-Turn	36	69.30%	4.1	35.9	64.10%	3.4
	M20 EB Off-Slip Ahead	22.5	0.60%	0	28.5	39.10%	1.8
	M20 EB Off-Slip Ahead	28.3	47.10%	2.4	36.4	65.10%	3.4
	Hythe Road EB Ahead Left	40.4	93.50%	10.3	114.4	102.90%	36.4
	Hythe Road WB	110.8	103.3%	35.4	7.9	85.9%	3.5
2	M20 WB Off-Slip Left	17	64.2%	5.9	14.6	51.9%	4.5
	M20 WB Off-Slip Ahead	16.5	41.40%	3.3	13.9	24.50%	1.8
	A2070 Bad Munstereifel Rd Ahead Left	14.5	82.0%	2.3	26.4	86.2%	4.7
	A2070 Bad Munstereifel Rd Ahead	15.2	86.50%	7	13.9	86.70%	7.1

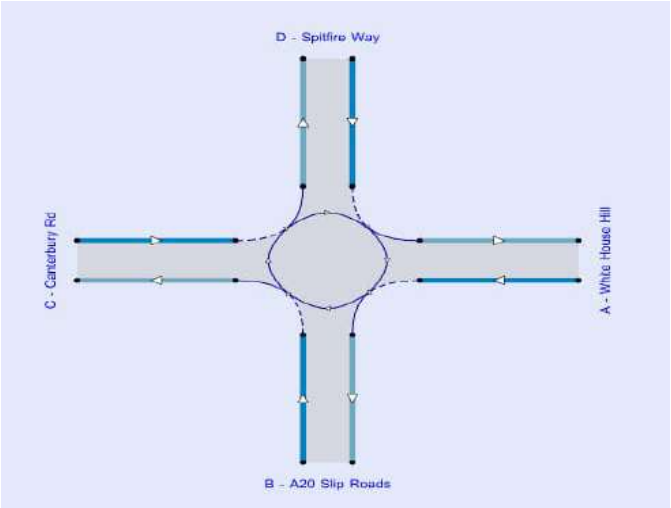
The results in the table above indicate that Hythe Road EB Ahead Left approach is currently operating at capacity, with a DoS approaching 100% in both peak periods. It should be noted that the PM peak is showing that the junction currently operates at capacity. The Hythe Lane WB approach is also at capacity in both peaks.

Sensitivity testing shows minor variations in results when compared to results from network peak for the junction, with both the Hythe Road WB (AM) and the EB (PM) slightly worsening from the network peak

conditions, and exceeding capacity when using a local peak hour. The local peak will therefore be taken forward for the future year assessment.

Junction ID 18 - A20 A260 Spitfire Way

Figure 4 - A20 A260 Spitfire Way



This junction has been modelled using Junctions 11 software as a standard roundabout.

It was observed that the modelled queues using the received models were shorter than those recorded on site. As a result, the models were recalibrated using intercept adjustments, and a sensitivity test was undertaken using local peak periods of 07:45–08:45 and 16:30–17:30. The queue validation tables of before and after adjustment are shown below.

Table 7 – Queue Validation (Network Peak) Before Adjustment

Arm	AM			PM		
	Observed Queue	Modelled Queue	Difference	Observed Queue	Modelled Queue	Difference
White Horse Hill	6	1	-5	2	0	-2
A20	11	1	-10	9	3	-6
Canterbury Road	1	1	-1	3	1	-2
Spitfire Way	5	3	-2	4	2	-2

* Reported values taken from previous queue analysis provided

Table 8 – Queue Validation After Adjustment

Arm	AM			PM		
	Observed Queue	Modelled Queue	Difference	Observed Queue	Modelled Queue	Difference
White Horse Hill	6	5	-1	2	1	-1
A20	11	7	-4	9	7	-2
Canterbury Road	1	1	0	3	2	-1
Spitfire Way	5	5	0	4	2	-2

* Reported queues are rounded up to the next value

A summary of the results for the local peak sensitivity test is presented in the table below.

Table 9 – A20 A260 Spitfire Way - Result Summary

Arm	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2025 Network Peak						
White House Hill	4.6	42.55	0.84	0.9	10.08	0.48
A20 Slip Roads	6.5	42.3	0.89	6.8	24.85	0.88
Canterbury Rd	1.2	6.34	0.55	2.1	10.39	0.68
Spitfire Way	5.2	17.73	0.85	2	8.79	0.67
2025 Local Peak						
White House Hill	6.8	60.79	0.9	0.7	9.06	0.42
A20 Slip Roads	7.7	49.44	0.91	8.6	30.04	0.91
Canterbury Rd	1.2	6.42	0.55	2.3	11.89	0.7
Spitfire Way	5.5	18.65	0.86	1.9	8.61	0.66

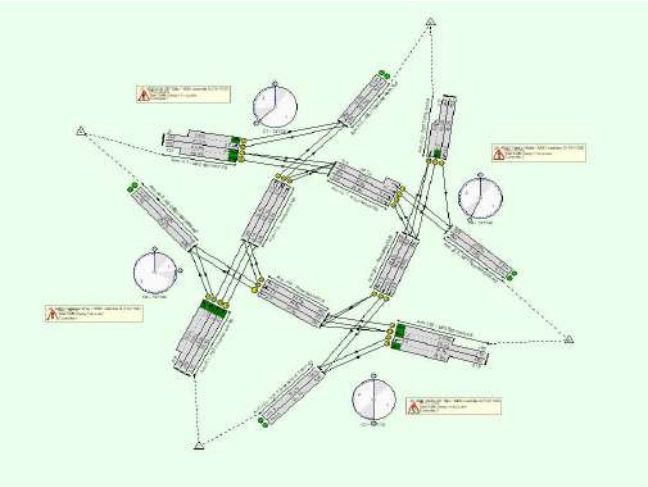
The results presented above indicate that, for the A20 / A260 Spitfire Way junction model, A20 Slip Roads operates close to capacity in both the network peak (maximum RFC 0.89) and local peak (maximum RFC 0.91) scenarios. In addition, the White House Hill and Spitfire Way approaches are also forecast to operate at or close to an RFC of 0.85 in the AM peak.

Sensitivity testing shows minor variations in results when compared to results from network peak for the junction, with those junctions approaching capacity slightly worsening in the local peak (but remaining within capacity). The local peak is therefore being taken forward for future year assessments.

Junction ID 21 - M20 Junction 9

The M20 Junction 9 has been modelled using LinSig software, as illustrated below.

Figure 5 – M20 Junction 9



It was observed that the modelled queues were shorter than those recorded on site. As a result, the models were recalibrated using intercept adjustments, and a sensitivity test was undertaken using local peak periods of 07:30–08:30 and 16:45–17:45.

In the absence of signal timing log data, the green times for each approach were adjusted to replicate the observed queues recorded during the survey. The queue validation tables of before and after adjustment are shown below.

Sensitivity testing shows minor variations in results when compared to results from network peak for the junction.

Table 10 – Queue Validation (Network Peak) Before Adjustment

Arm	AM			PM		
	Observed Queue	Modelled Queue	Difference	Observed Queue	Modelled Queue	Difference
Trinity Road	5	5	1	5	7	2
M20 WB	4	7	3	5	10	5
A20	4	6	2	2	7	5
M20 EB	4	4	0	4	7	2

* Reported values taken from previous queue analysis provided

Table 11 – Queue Validation After Adjustment

Arm	AM			PM		
	Observed Queue	Modelled Queue	Difference	Observed Queue	Modelled Queue	Difference
Trinity Road	5	5	1	5	7	2
M20 WB	4	6	2	5	6	2
A20	4	6	2	2	4	2
M20 EB	4	4	0	4	7	2

* Reported queues are rounded up to the next value

A summary of the results of the validated model is presented below.

Table 12 – M20 Junction 9 - Result Summary

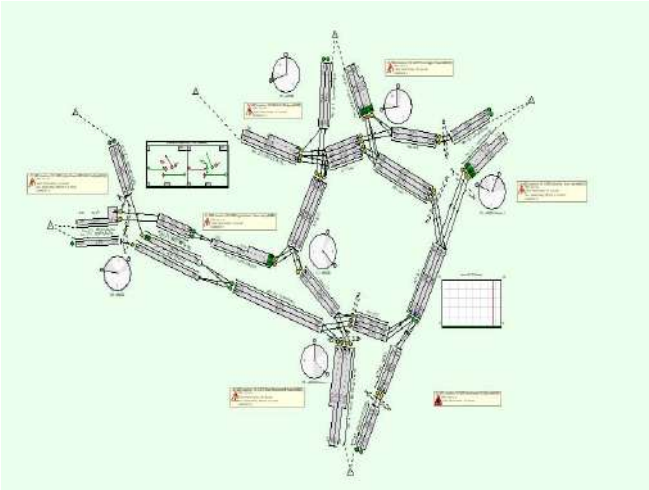
Junction	Arm	AM Peak			PM Peak		
		Delay (pcu/s)	DoS (%)	MMQ (pcu)	Delay (pcu/s)	DoS (%)	MMQ (pcu)
2025 Network Peak							
1	M20 Slip road EB Left	16.9	14.8%	0.9	23.1	27.3%	2.2
	M20 Slip road EB Ahead	19.9	57.0%	4.1	28.2	69.9%	6.4
2	A251 Trinity Rd NB Left	25.9	63.70%	4.9	22.9	58.90%	6.6
	A251 Trinity Rd NB Ahead	22.6	69.0%	5.5	21.6	63.9%	6.2
3	M20 Slip road WB Left	13.3	55.2%	5.8	17.9	61.6%	6.5
	M20 Slip road WB Ahead	10.4	27.7%	2.4	14.4	25.7%	2
4	A20 Fougeres way NB Ahead Left	16.7	65.1%	5.8	6.7	33.2%	2.9
	A20 Fougeres way NB Ahead	17.2	46.10%	3.7	6.7	28.80%	2.6
	A20 Fougeres way NB Ahead	19.4	58.90%	5.1	6.6	40.40%	4.1
2025 Local Peak							
1	M20 Slip road EB Left	16.8	13.5%	0.8	20.1	16.5%	1.3
	M20 Slip road EB Ahead	20.1	58.7%	4.4	24.2	60.3%	5.6
2	A251 Trinity Rd NB Left	29.5	72.70%	6.1	22.5	57.40%	6.4
	A251 Trinity Rd NB Ahead	22.3	67.3%	5.3	20.2	61.9%	5.9
3	M20 Slip road WB Left	12.1	49.6%	5	14.7	45.9%	4.3
	M20 Slip road WB Ahead	10.4	27.9%	2.5	13	23.6%	2
4	A20 Fougeres way NB Ahead Left	17.2	68.2%	6.3	5	38.9%	3.1
	A20 Fougeres way NB Ahead	17.4	47.70%	3.9	5.1	24.50%	2
	A20 Fougeres way NB Ahead	19.8	60.50%	5.3	5.7	34.50%	3.1

The results show that, at the M20 Junction 9, all the approaches are currently working well within capacity. There is no notable impact with the change to a local peak at this junction, and therefore the network peak will be taken forward for the future year assessment.

Junction ID 23 - A2070/ M20 Junction 10 & A292/M20 On Slip

The Junction has been modelled using LinSig software as a combined junction of four-arm standard priority roundabout and three arm signalised junction, as illustrated below.

Figure 6 – A2070/ M20 Junction 10 & A292/M20 On Slip



It was observed that the modelled queues were shorter than those recorded on site. As a result, the models were recalibrated using intercept adjustments, and a sensitivity test was undertaken using local peak periods of 07:30–08:30 and 16:15–17:15.

Analysis of the signal timing log suggests that the pedestrian crossing on the Hythe Road exit has minimal demand during the day, thus it has been removed from the stage sequence. The queue validation tables of before and after adjustment are shown below.

Sensitivity testing shows minor variations in results when compared to results from network peak for the junction.

Table 13 – Queue Validation Before Adjustment

Arm	AM			PM		
	Observed Queue	Modelled Queue	Difference	Observed Queue	Modelled Queue	Difference
A292 WB	10	16	6	7	15	8
A292 EB	7	4	-4	5	3	-3

* Reported values taken from previous queue analysis provided

Table 14 – Queue Validation – After Adjustment

Arm	AM			PM		
	Observed Queue	Modelled Queue	Difference	Observed Queue	Modelled Queue	Difference
A292 WB	10	11	1	7	9	2
A292 EB	7	5	-3	5	3	-2

* Reported queues are rounded up to the next value

A summary of the results of the validated model is presented below.

Table 15 – A2070/ M20 Junction 10 - Result Summary

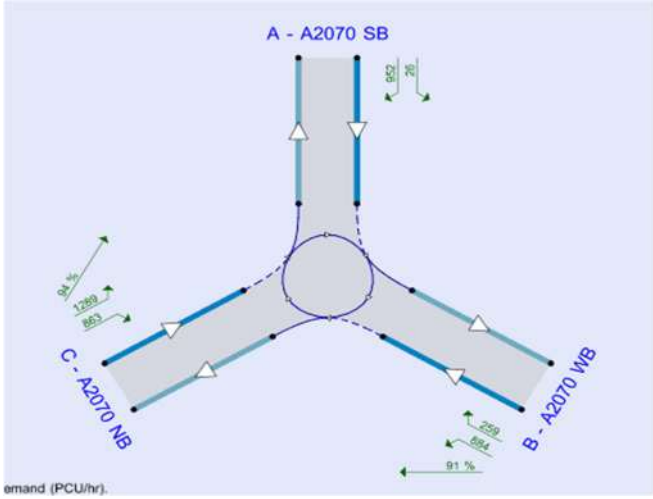
Arm	AM Peak			PM Peak		
	Delay (pcu/s)	DoS (%)	MMQ (pcu)	Delay (pcu/s)	DoS (%)	MMQ (pcu)
2025 Network Peak						
M20 WB OnSlip Right	19.4	80.10%	11.1	13.1	74.20%	9.2
A292 Hythe Rd Left Ahead	25.2	72.9%	4.2	24.7	64.0%	3.1
A292 Hythe Rd Ahead	1.5	33.10%	0.2	1.5	35.50%	0.3
2025 Local Peak						
M20 WB OnSlip Right	25.1	87.40%	14.2	12.4	71.70%	8.5
A292 Hythe Rd Left Ahead	27.5	78.8%	5.1	24.9	64.7%	3.2
A292 Hythe Rd Ahead	1.5	34.80%	0.3	1.5	35.00%	0.3

The results show that, at the M20 Junction 9, all the approaches are working within capacity. With the local peak applied, the M20 westbound onslip right turn increases from a DoS of 80.1% to 87.4% in the AM peak, therefore approaching theoretical capacity. Other changes between the peaks remain minimal. Due to the minimal levels of change, the network peak will be taken forward for future year assessment in both peaks.

Junction ID 24 - A2070 Roundabout

The A2070 roundabout has been modelled using Junction 11 software as a three-arm standard roundabout, as illustrated below.

Figure 7 – A2070 Roundabout



It was observed that the modelled queues were shorter than those recorded on site. As a result, the models were recalibrated using intercept adjustments, and a sensitivity test was undertaken using local peak periods of 07:30–08:30 and 16:15–17:15.

The roundabout bypass lanes from A2070 WB to A2070 NB and A2070 NB to A2070 SB were not previously modelled and have therefore been added for greater accuracy. These bypass lanes are modelled with bypass utilisation of 91% and 94% respectively, based on the junction count data. The queue validation tables of before and after adjustment are shown below.

The model shows increase in queues and delays across all the arms as result of introduction of bypass lane, although the variations are minor.

Table 16 – Queue Validation (Network Peak) Before Adjustment

Arm	AM			PM		
	Observed Queue	Modelled Queue	Difference	Observed Queue	Modelled Queue	Difference
A2070 SB	6	1	-5	9	2	-7
A2070 WB	1	0	-1	1	0	-1
A2070 EB	1	1	0	1	1	0

* Reported values taken from previous queue analysis provided

Table 17 – Queue Validation After Adjustment

Arm	AM			PM		
	Observed Queue	Modelled Queue	Difference	Observed Queue	Modelled Queue	Difference
A2070 SB	6	4	-2	9	10	1
A2070 WB	1	0	-1	1	0	-1
A2070 EB	1	1	0	1	2	1

* Reported queues are rounded up to the next value

A summary of the results of the validated model is presented below.

Table 18 – A2070 Roundabout - Result Summary

Arm	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 Network Peak						
A2070 SB	3.5	11.43	0.77	9.9	30.78	0.92
A2070 WB	0.3	3.09	0.23	0.2	3.02	0.16
A2070 NB	1.3	4.38	0.55	1.6	4.68	0.61
2025 Local Peak						
A2070 SB	3.1	10.52	0.75	13.4	40.27	0.95
A2070 WB	0.3	3.03	0.23	0.3	3.25	0.19
A2070 NB	1.3	4.51	0.56	1.6	4.85	0.62

The results presented above show that, at the A2070 Roundabout, approach A2070 SB is exceeding an RFC of 0.85 in the PM peak period and is therefore close to theoretical capacity. Adding the local peak flows, this increases delays slightly on this arm whilst the rest of the roundabout (and AM peak) is largely unaffected. Due to the lack of notable impact, the network peak will be retained for future year assessments.

SUMMARY

This TN summarises the findings from recalibration and sensitivity testing undertaken in response to KCC/ NH comments regarding specific updated junction assessments for to the proposed Otterpool Park masterplan.

For the M20 Junction 13, A20 /A260 Spitfire Way junction, and the A2070 Roundabout; intercept adjustments have been applied as part of the recalibration process. It should be noted that bypass lanes were not modelled in the Arcadis models for the M20 Junction 13 and the A2070 Roundabout, which have now been included.

M20 Junction 9 and the A292/ M20 junction were modelled using LinSig. For these locations, observed signal timing log data were used to recalibrate the models. In the absence of signal timing data at M20 Junction 9, green times for the relevant approaches were adjusted to reflect observed site conditions.

The sensitivity tests typically show only very minor differences between the network peak and local peak at most junctions. Albeit, at the busiest junction (M20 Junction 10A) results worsen with the local peak hour flows applied, and the junction is at capacity. The A2070 / M20 Junction 10 also begins to approach capacity in the AM peak.

Overall, utilising the previously approved Arcadis models, but with recalibration, results in junction models of greater accuracy. Where recalibration has been undertaken, these models will now be considered as the baseline for the 2026 updated TA. Most junctions show spare capacity in the baseline scenario, and changes between the network peak and local peak are generally minimal. For consistency purposes (i.e. considering future modelling/ wider network assessments), it is deemed that the network peak is maintained throughout assessments for the 2026 updated TA.

Appendix E

2025 SURVEY DATA/2018 TRAFFIC DATA COMPARISON

Otterpool Park 2025 Survey Data / 2018 Traffic Data Comparison

Junction 1: M20 J11

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
M20 Offslip WB	596	482	611	450	15	-32	2%	-7%
A20 Ashford Road	983	807	900	959	-83	152	-9%	16%
Services	144	145	250	212	106	67	42%	32%
M20 Offslip EB	373	636	491	565	118	-72	24%	-13%
B2068	326	363	341	429	15	66	4%	15%
Total	**2422**	**2433**	**2593**	**2614**	**171**	**181**	**7%**	**7%**

Junction 2: Hythe Road / Mersham (The Street)

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
A20 Hythe Road SB	539	666	693	653	154	-13	22%	-2%
A20 Hythe Road NB	543	449	549	483	6	34	1%	7%
The Street	132	83	204	85	72	2	35%	3%
Total	**1214**	**1198**	**1445**	**1221**	**231**	**23**	**16%**	**2%**

Junction 3: A2070 Kennington Road / The Street

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
A2070 Kennington Road SB	467	682	713	814	246	132	35%	16%
The Street WB	50	40	14	16	-37	-24	-270%	-144%
A2070 Kennington Road NB	807	457	890	737	83	280	9%	38%
The Street EB	2	5	6	6	4	1	64%	17%
Total	**1326**	**1184**	**1623**	**1574**	**297**	**390**	**18%**	**25%**

Junction 4: Hythe Road / The Street

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
The Street	213	180	28	55	-185	-125	-661%	-227%
A20 Hythe Road NB	646	512	417	424	-229	-88	-55%	-21%
Tesco Access	286	486	266	440	-21	-46	-8%	-11%
A20 Hythe Road SB	680	854	675	632	-5	-222	-1%	-35%
Total	**1825**	**2032**	**1385**	**1551**	**-440**	**-481**	**-32%**	**-31%**

Junction 5: Ashford Road / B2067 Otterpool Lane

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
A20 Ashford Road SB	265	284	271	268	6	-16	2%	-6%
A20 Ashford Road NB	395	246	315	247	-80	1	-25%	0%
B2067 Otterpool Lane	232	340	186	326	-46	-14	-25%	-4%
Total	**892**	**870**	**772**	**841**	**-120**	**-29**	**-16%**	**-3%**

Junction 6: B2067 Otterpool Lane / Aldington Road

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
B2067 Otterpool Lane	102	146	88	132	-14	-14	-16%	-11%
B2067 Aldington Road WB	164	119	98	77	-66	-42	-67%	-55%
Site Access	0	0	2	0	2	0	100%	-
B2067 Aldington Road EB	137	75	137	197	0	122	0%	62%
Total	**403**	**340**	**325**	**406**	**-78**	**66**	**-24%**	**16%**

Junction 7: A20 Ashford Road / Stone Street / A261 Hythe Road

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
A20 Ashford Road SB	730	866	663	695	-67	-170	-10%	-24%
A261 Hythe Road	424	328	402	371	-21	43	-5%	12%
Stone Street	325	158	237	158	-88	0	-37%	0%
A20 Ashford Road EB	653	782	293	494	-361	-288	-123%	-58%
Total	**2132**	**2133**	**1594**	**1719**	**-538**	**-415**	**-34%**	**-24%**

Junction 8: A261 London Road / Barrack Hill

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
Barrack Hill	211	149	205	142	-6	-7	-3%	-5%
A261 London Road NB	591	463	594	527	3	64	1%	12%
A261 London Road EB	421	566	392	539	-29	-27	-7%	-5%
Total	**1223**	**1178**	**1191**	**1208**	**-32**	**30**	**-3%**	**2%**

Junction 9: A259 / Dymchurch Road / Military Road

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
A259 Military Road EB	1065	1071	1016	1029	-49	-42	-5%	-4%
A259 Military Road WB	535	749	601	721	66	-28	11%	-4%
A259 Dymchurch Road	0	0	0	0	0	0	-	-
Total	**1600**	**1820**	**1617**	**1750**	**17**	**-70**	**1%**	**-4%**

Junction 10: A20 / A20 Ashford Road

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
A20 N	895	1051	856	885	-39	-166	-5%	-19%
Ashford Road	295	179	256	186	-39	7	-15%	4%
A20 S								
Total	**1190**	**1230**	**1112**	**1071**	**-78**	**-159**	**-7%**	**-15%**

Junction 11: M20 J13 Castle Hill Interchange

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
M20 WB Off-Slip	600	403	656	403	56	0	8%	0%
A259 Churchill Avenue	1152	1114	944	986	-208	-128	-22%	-13%
A2034 Cherry Garden Avenue	706	786	1130	1092	424	306	38%	28%
M20 WB On-Slip	0	0	0	0	0	0	-	-
Castle Hill Bridge	1132	1025	929	940	-204	-85	-22%	-9%
Total	**3590**	**3328**	**3659**	**3421**	**69**	**93**	**2%**	**3%**

Junction 12: B2064 Cheriton High Street / B2063 Risborough Lane

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
Stanley Road	137	85	117	85	-20	0	-17%	0%
B2064 Cheriton High Street WB	492	533	460	469	-32	-64	-7%	-14%
B2063 Risborough Lane	583	590	514	437	-70	-153	-14%	-35%
B2064 Cheriton High Street EB	495	683	492	561	-3	-122	-1%	-22%
Total	**1707**	**1891**	**1583**	**1552**	**-125**	**-339**	**-8%**	**-22%**

Junction 13: B2064 Cheriton High Street / A2043 Cherry Garden Avenue

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
A2034 Cherry Garden Avenue	716	609	677	632	-39	23	-6%	4%
A2034 Cheriton Road WB	411	371	342	387	-70	16	-20%	4%
B2064 Beachborough Road	412	503	449	474	37	-29	8%	-6%
B2064 Cheriton Road EB	582	622	502	482	-80	-140	-16%	-29%
Total	**2121**	**2105**	**1969**	**1975**	**-152**	**-130**	**-8%**	**-7%**

Junction 14: A259 Prospect Road / Stade Street

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
A259 Rampart Road EB	900	936	890	858	-10	-78	-1%	-9%
A259 Rampart Road WB	537	706	488	618	-49	-88	-10%	-14%
Stade Street	139	127	250	230	111	103	44%	45%
Total	**1576**	**1769**	**1628**	**1707**	**52**	**-62**	**3%**	**-4%**

Junction 15: Barrow Hill Shuttle Signals

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
A20 Barrow Hill SB	272	288	260	290	-12	2	-5%	1%
A20 Barrow Hill NB	332	279	242	269	-90	-10	-37%	-4%
Total	**604**	**567**	**502**	**559**	**-102**	**-8**	**-20%**	**-1%**

Junction 16: M20 J10a

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
A20 Hythe Road EB	NA		533	530	NA		NA	
A20 Hythe Road WB			701	518				
M20 EB			1001	828				
A2070			1011	1166				
M20 WB			435	531				
Total			**3680**	**3573**				

Junction 17: A20 Ashford Road Small Roundabout

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
A20 Ashford Road SB	NA		884	839	NA		NA	
A20 Ashford Road NB			700	791				
Total			**1584**	**1630**				

Junction 18: A260 Spitfire Way / White Horse Hill / A20 Slip Roads

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
White Horse Hill	372	279	388	311	16	32	4%	10%
A20 Off-Slip	581	1126	551	951	-30	-175	-5%	-18%
A260 Canterbury Road NB	530	746	634	672	104	-74	16%	-11%
A260 Spitfire Way SB	1047	691	1016	775	-31	84	-3%	11%
Total	**2530**	**2842**	**2589**	**2709**	**59**	**-133**	**2%**	**-5%**

Junction 19: Alkham Valley Road / A20 Slip Roads

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
A20 Off-Slip	58	81	87	111	29	30	33%	27%
Alkham Valley Road WB	860	412	608	426	-252	14	-41%	3%
Alkham Valley Road NB	1029	1056	1026	906	-3	-150	0%	-17%
A20 On-Slip	0	0	0	0	0	0	-	-
Total	**1947**	**1549**	**1721**	**1442**	**-226**	**-107**	**-13%**	**-7%**

Junction 20: A260 Canterbury Road / Alkham Valley Road

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
A260 Canterbury Road SB	1546	1377	1454	1303	-92	-74	-6%	-6%
Alkham Valley Road	299	195	239	262	-60	67	-25%	26%
A260 Canterbury Road NB	640	910	721	728	81	-182	11%	-25%
Total	**2485**	**2482**	**2415**	**2294**	**-70**	**-188**	**-3%**	**-8%**

Junction 21:M20 J9

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
A251 Trinity Road	1004	1587	942	1066	-62	-521	-7%	-49%
M20 WB	1399	1046	1247	1014	-152	-32	-12%	-3%
A20 Fougeres Way	1825	1669	1554	1442	-271	-227	-17%	-16%
M20 EB	830	964	665	784	-165	-180	-25%	-23%
Total	**5058**	**5266**	**4409**	**4306**	**-649**	**-960**	**-15%**	**-22%**

Junction 22: M20 J10

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
A2070 Kennington Road	405	532	711	794	306	262	43%	33%
A20 Hythe Road SB	841	756	491	579	-350	-177	-71%	-31%
A2070 Bad Munstrerifel Road	1408	1538	1490	1387	82	-151	5%	-11%
A292 Hythe Road	221	255	393	364	172	109	44%	30%
M20 EB Offslip	1165	1434	854	817	-311	-618	-36%	-76%
Total	**4040**	**4515**	**3939**	**3940**	**-101**	**-575**	**-3%**	**-15%**

Junction 23: A292 / M20 London Bound On-Slip

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
M20 On-slip	0	0	0	0	0	0	0%	0%
A292 Hythe Road WB	1950	2040	1360	1440	-590	-600	-43%	-42%
A292 Hythe Road EB	570	501	637	502	67	1	11%	0%
Total	**2520**	**2541**	**1997**	**1942**	**-523**	**-599**	**-26%**	**-31%**

Junction 24: A2070 Roundabout between M20 J10 and M20 J10A

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
A2070 SB	NA		1005	1102	NA		NA	
A2070 WB			998	990				
A2070 NB			2109	2226				
Total			**4112**	**4319**				

Junction 25: Honeysuckle Avenue / A20 Hythe Road

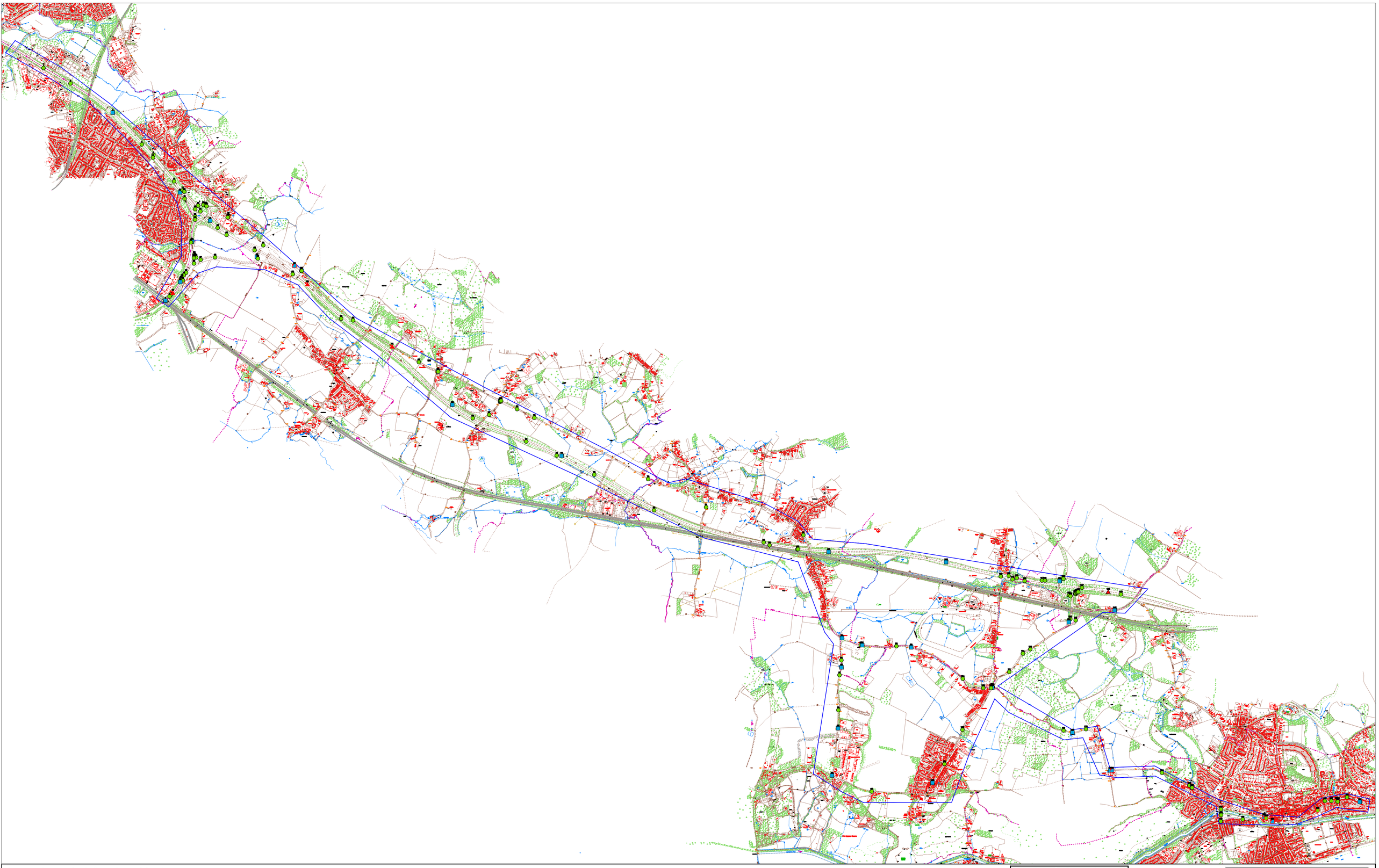
Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
Honeysuckle Avenue			250	241				
A20 Hythe Road NB			395	345				
Spire Court	N/A		7	2	N/A		N/A	
A20 Hythe Road SB			568	551				
Total			**1219**	**1138**				

Junction 26: Aldington Road / Lympne Hill

Approach	2018		2025		Absolute Difference		% Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
Aldington Road EB	182	309	150	234	-32	-75	-21%	-32%
Aldington Road WB	48	40	32	22	-16	-18	-49%	-83%
Lympne Hill	243	90	176	81	-67	-9	-38%	-11%
Total	**473**	**439**	**358**	**337**	**-115**	**-102**	**-32%**	**-30%**

Appendix F

PIA DATA MAP



Location: Ashford to Hythe

5 years personal injury crash data up to 31/03/2025

KCC Ref number: EXT/122/25

Crash Severity

- Slight
- Serious
- Fatal

N

Kent County Council
kent.gov.uk

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Appendix G

VISION LED CASE STUDIES

CASE STUDIES

The following case studies have been reviewed to inform the High Vision trip generation scenario for Otterpool Park.

Milton Keynes East

Trip generation modelling for Milton Keynes East (MKE) development utilised a “Future Mobility” approach as its primary assessment. This approach was designed to ensure that assertions for design including the provision for public transport, mobility services and layout (such as increased car sharing / opportunities for taxi and shared mobility) result in the MKE scheme being Future Ready i.e. a scheme design that is resilient and can accommodate likely potential future mobility scenarios through to 2048 (full build out year). The resultant outcome being incrementally realised throughout the build period as new technologies and mobility services are introduced and adopted and as emerging technologies and mobility services come forward over time.

A tool was developed that focused on the potential shift from sole vehicle trips and combined similar vehicle modes (i.e. ‘Driving a car or van’ and ‘Passenger in car or van’ are grouped) to ‘Shared Mobility’ uses, encompassing ‘taxi’, ‘private hire vehicle’ and ‘bus/ coach’ trips, as well as any future shared mobility vehicular services to be introduced to the development.

The forecasts within the Tool are a result of an extensive literature review, analysis on the implications and adoption of mobility business models and new vehicle technologies, and a projection of a number of existing and forecast DfT datasets. The forecasts indicated that overall reductions are likely to be seen in the proportion of trips to/ from the site undertaken in ‘Privately owned vehicles’ whilst ‘Shared mobility’ trips are seen to increase.

The forecast changes were attributable to the following:

- The continued evolution of new mobility business models will increase the breadth of mobility services available and offer a viable alternative to personal vehicle ownership. These mobility business models capitalise on the ability to match customers and trips in real-time, to offer customers a more personalised form of mobility.
- Ride Sharing – schemes/ digital platforms that match drivers and passengers who share similar destinations. These can operate at both individual and corporation levels.
- Ride Sourcing – real-time, dynamic allocation of customers to drivers based on origin and destination and payment services using pre-approved accounts. Usually rides are in private hire vehicles however increasing offering of micro-transit vehicles to use operating model. E.g. Uber.
- Car Sharing – on-demand short-term car rentals with the vehicle owned and managed by a fleet operator or private individual.
- MaaS - schemes which unlock the use and adoption of both shared and public transport through seamless and personalised information, reservation, booking and payments integration.
- The adoption of increasingly automated connected and autonomous vehicles which enable travellers to migrate to shared potentially cheaper to operate/ use assets; they also provide door-to-door transport whilst providing access on a personal or shared basis. These advances are expected to be commercially deployed at scale within private hire and city taxi fleets by 2030.

The analysis indicated that the Future Mobility approach will seek to shift private vehicles onto other modes. So, whilst the total vehicle trips assessed changed, the number of trips from the development were accurately forecast to account for the potential uptake in shared mobility. A phased approach was adopted which saw an average of 11% peak period mode shift to future mobility modes by 2031 and a 20% shift by 2048. This was considered a reasonable target given that Travel Plan mode shift targets typically seek to achieve a 20% reduction in single occupancy peak hour vehicle trips.

This approach was agreed with Milton Keynes City Council and National Highways for use in the strategic modelling. This modelling underpinned the TA and Environmental Impact Assessment, and the scheme was granted consent in February 2022. First phases are currently being constructed on site.

Alconbury Weald

Alconbury Weald is an approved settlement near Huntingdon understood to be currently under construction. It will provide up to 290,000 sqm of employment floor space, including data storage and a materials recovery demonstration centre and up to 5,000 dwellings, including sheltered/ extra care accommodation; a mixed use hub and mixed use neighbourhood facilities, including retail, commercial, leisure, health, place of worship and community uses; non-residential institutions including primary schools, nurseries, a secondary school and land reserved for post 16 education provision.

The three main elements that form the travel demand management strategy for Alconbury Weald are:

- Reduction of overall travel demand e.g. land-use mix.
- Encourage travel by sustainable modes.
- Integration with wider existing communities.

To define a baseline modal share for Alconbury Weald, reference has been made to the results of the transport modelling undertaken within the TA using the Cambridgeshire Sub Regional Model. A car driver modal share of 42.9% was used to assess site external trips for all journey purposes, with a target of 39.8% car driver modal share because of the implementation of measures and the impact of an increase in home working.

Poundbury

Poundbury is an existing development in Dorset adopting a human-centric approach which has been designed around people rather than the car. Poundbury is centred around walkability, with workplaces, education establishments, shops, and public spaces all located within a short distance of residences. This allows people to live and work in the same community, fostering a self-sufficient environment. Streets are designed to prioritise pedestrians and slowing traffic, with focus on high quality public realm. 2011 Census data shows that approximately 67% of trips are made by active forms of transport within a 2km radius. This data is prior to the COVID pandemic which has catalysed lasting behavioural shifts such as increased homeworking and flexible travel.

Appendix H

TECHNICAL NOTE ON PUBLIC RIGHTS OF WAY

Otterpool Park LLP

OTTERPOOL PARK, PUBLIC RIGHTS OF WAY

Technical Note

010
SEPTEMBER 2026

PUBLIC

Otterpool Park LLP

OTTERPOOL PARK, PUBLIC RIGHTS OF WAY

Technical Note

TYPE OF DOCUMENT (VERSION) PUBLIC

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft	Draft for issue	Planning submission	
Date	August 2026	August 2026	September 2026	
Prepared by	J. Sherlock, C. Soto and S. Patel	J. Sherlock, C. Soto and S. Patel	J. Sherlock, C. Soto and S. Patel	
Signature				
Checked by	J. Johnson	J. Sherlock	J. Johnson	
Signature				
Authorised by	J. Johnson / J. Sherlock	J. Sherlock	J. Sherlock	
Signature				
Project number	UK0037778.5358	UK0037778.5358	UK0037778.5358	
Report number	001	001	010	
File reference	\\corp\global\GB\Projects\UK0037xxx\UK0037778.5358 - Otterpool Park Strategic Advice\04 Reports\Transport\16_PRoW Strategy			

CONTENTS

1	INTRODUCTION	2
2	EXISTING CONDITIONS	4
3	2022 TA PROW STRATEGY	17
4	APPROACH FOR 2026 TAA	20
5	SUMMARY AND CONCLUSION	31

APPENDICES

APPENDIX A

FIGURES

APPENDIX B

PROW MEETING MINUTES AND RESPONSES

1 INTRODUCTION

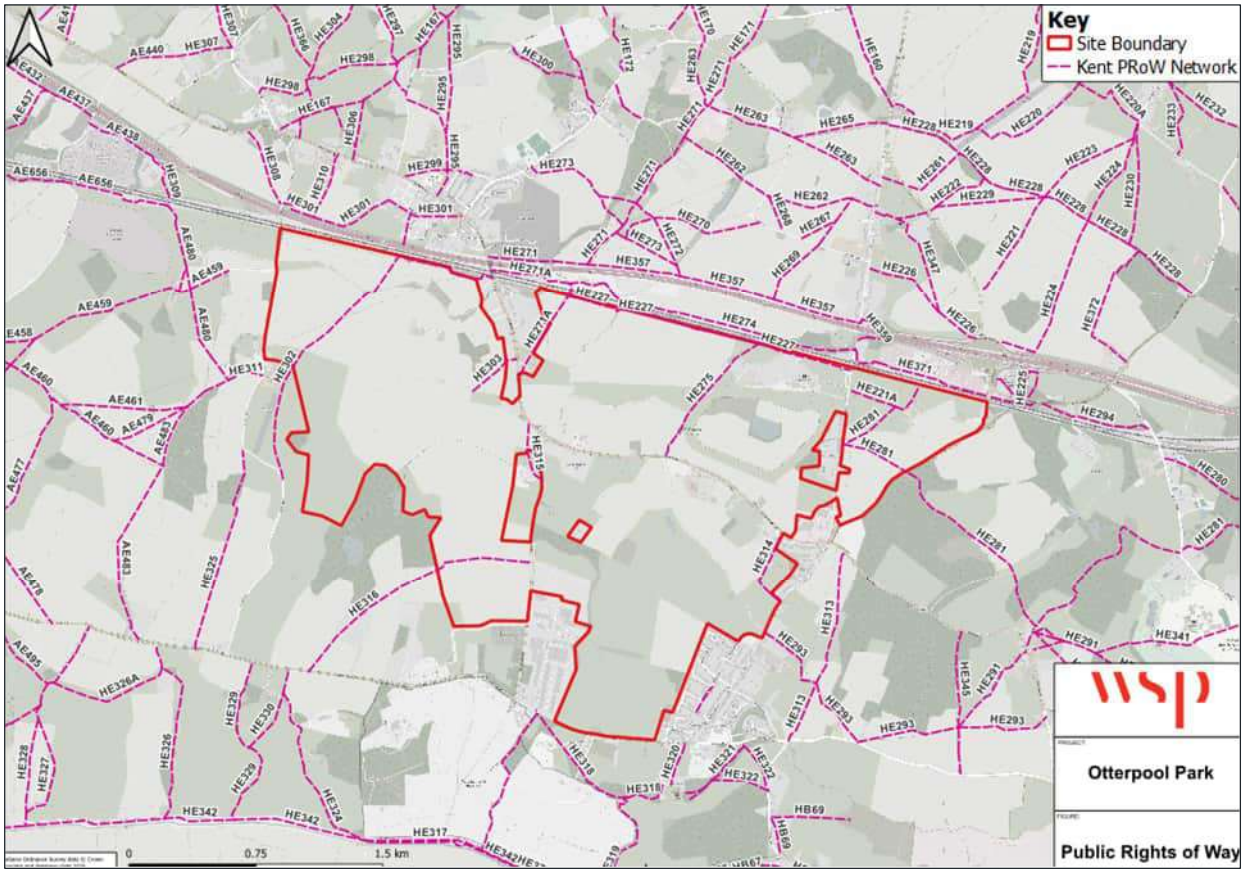
1.1 INTRODUCTION

1.1.1. WSP has been appointed by Otterpool Park LLP (the 'applicant') to prepare a Technical Note (TN) to document the review and update to the Public Rights of Way (PRoW) Strategy that has been developed as part of the 2026 Transport Assessment Addendum (2026 TAA) prepared for Proposed Development at Otterpool Park (the 'Site') (to include 8,500 homes).

1.2 BACKGROUND

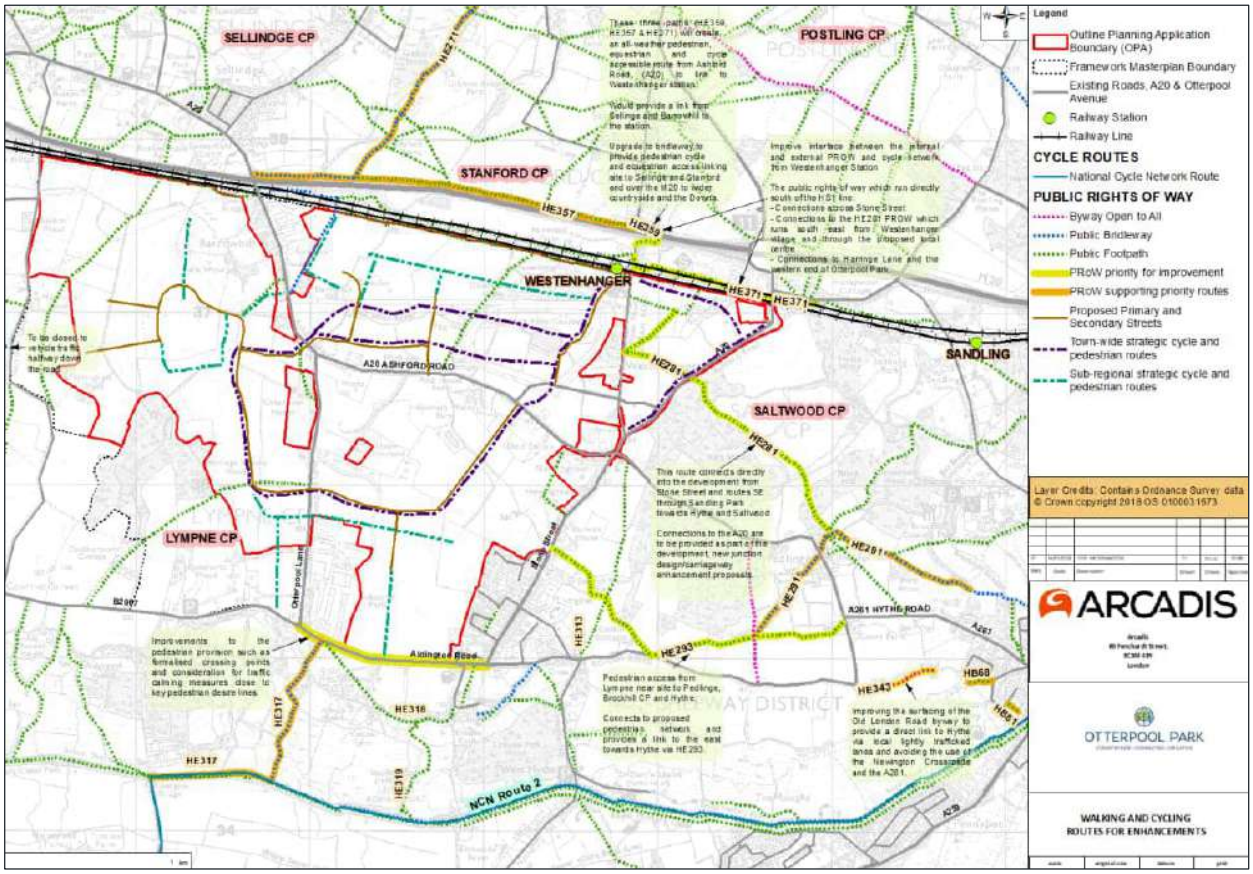
1.2.1. The existing Site is located in a largely rural area and as such pedestrian and cycle infrastructure is limited to the highway network that runs through and adjacent to the Site and the network of PRoW. **Figure 1-1** illustrates the network of PRoW available both within the Site boundary and externally in the local area.

Figure 1-1 – PRoW Network Plan



1.2.2. A Walking and Cycling Strategy has been developed as part of the Transport Assessment (TA) prepared by Arcadis (March 2022), referred to as the 2022 TA herein. The Walking and Cycling Strategy considered how the network of PRoW both within the Site and beyond would need to evolve to accommodate the Proposed Development and ensure that walking, wheeling and cycling could be key modes of travel. That strategy is summarised in the Walking and Cycling Routes for Enhancement Plan shown in **Figure 1-2**.

Figure 1-2 – Walking and Cycling Routes for Enhancement Plan



1.2.3. A series of improvements were discussed and agreed with Kent County Council (KCC) and identified within the draft S106 Heads of Terms.

1.2.4. Through the process of preparing the 2026 TAA the Walking and Cycling Strategy has been reviewed alongside the improvements which had been identified in the draft S106 Heads of Terms. The review has involved engagement with KCC Highways and PRoW Officer along with National Highways. This TN has been prepared to document the process that has been undertaken to update the Walking and Cycling Strategy in respect of the PRoW network and to align the strategy with the vision-led approach being adopted within the 2026 TAA.

1.3 STRUCTURE

1.3.1. The remaining chapters of this TN are set out as follows.

- Chapter 2 – Existing Conditions.
- Chapter 3 – 2022 TA PRoW Strategy.
- Chapter 4 – Approach for 2026 TAA.
- Chapter 5 – Summary and Conclusions.

2 EXISTING CONDITIONS

2.1 INTRODUCTION

2.1.1. This chapter sets out existing conditions in respect to walking and cycling within and surrounding the Site.

2.2 EXISTING PEDESTRIAN INFRASTRUCTURE

2.2.1. The Site is located in a largely rural area and as such pedestrian and cycle infrastructure is limited to the highway network that runs through and adjacent to the Site and the network of PRoW.

2.2.2. The main highway network in the vicinity of the Site consists of the A20 Ashford Road which runs both east-west through the approximate centre of the Site and then south-west to north-east along the eastern boundary of the Site, Otterpool Lane and Stone Street which both run north-south and Hythe Road and Aldington Road which run east-west.

A20 ASHFORD ROAD

2.2.3. The A20 Ashford Road dissects the Site. To the east of the Site, the A20 Ashford Road provides access to Newingreen, the M20 Junction 11 and onwards to Sandling. To the west Ashford Road links with Barrowhill providing an onward connection to Sellindge and provides connections to/from the west, most notably with Ashford. **Images 2-1 to 2-4** below show the pedestrian infrastructure available on the various sections of the A20 Ashford Road in the vicinity of the Site.

Image 2-1 – A20 Ashford Road Footways at Newingreen Junction

Image 2-2 – A20 Ashford Road Towards Otterpool Lane

Image 2-3 – A20 Barrow Hill

Image 2-4 – A20 Barrow Hill Rail Bridge towards Sellindge

2.2.4. Footway provision along the A20 Ashford Road varies. Adjacent to the site's eastern boundary, a footway of around 1-1.5m in width is located on the western side of the A20, separated from the carriageway by a narrow grass verge. The A20 in this location is subject to national speed limit (60mph) and the carriageway and footway is not lit.

2.2.5. As the A20 aligns east to west, footways of between 1.5m and 2m wide are located on both sides of the carriageway for some 150m, west from its junction with the A261 Hythe Road and Stone Street - Newingreen Junction (**Image 2-1**). To the north a footway is provided connecting to Stone Street. In the immediate vicinity of Newingreen the A20 is street lit.

2.2.6. Further west, there is a footway on the southern side of the carriageway only which provides a continuous route from Newingreen to the junction with Otterpool Lane (**Image 2-2**) and beyond. At the Otterpool Lane junction a controlled pedestrian crossing is integrated into the existing signal controlled junction. Between Newingreen and the Airport Café the A20 is subject to national speed limit (60mph) and is not street lit. The speed limit then reduces to 50mph on the approach to the Otterpool Lane junction and the road is street lit.

2.2.7. West of the Otterpool Lane junction a footway is provided on the southern side of A20 Ashford Road only and the road is not street lit. As the A20 approaches Barrowhill the speed limit reduces to 40mph and the road is street lit again. Through Barrowhill and westward towards Sellindge footways are provided on both sides of the A20 (**Image 2-3**). The A20 narrows to single lane width under the railway bridge in the north of Barrowhill but maintains footway provision on both sides of the carriageway (**Image 2-4**). Through Barrowhill the A20 is subject to a 40mph speed limit and is street lit. The speed limit reduces to 30mph through Sellindge.

OTTERPOOL LANE

2.2.8. Otterpool Lane runs in a north to south alignment, connecting with the A20 Ashford Road at its northern end and the B2067 Aldington Road to the south. Otterpool Lane provides access to the Link Park industrial estate located on the eastern side of the carriageway. There are no formal footways on either side of Otterpool Lane. There are no pedestrian crossing facilities beyond the signal-controlled pedestrian crossing at its junction with the A20. Most of Otterpool Lane is rural in nature, is not street lit and subject to the national speed limit.

STONE STREET

2.2.9. Stone Street runs in a north to south alignment. To the north, Stone Street is severed by the M20 motorway. However, a pedestrian connection provides access to the village of Stanford and beyond to the north. To the south, Stone Street connects with the A20 some 100m north of the Newingreen Junction. Stone Street recommences as a southern arm of the Newingreen Junction, providing access to Lympne and connecting with Aldington Road at its southern end. Stone Street to the north of Newingreen does not feature any formal pedestrian infrastructure, is subject to a 30mph speed limit and is not street lit. To the south of Newingreen a footway is provided on at least one side of the carriageway for its extent, averaging between 1.5m and 2m wide. Stone Street through Newingreen is subject to a 40mph speed limit and is street lit. The speed limit then reduces to 30mph through Lympne and is street lit.

ALDINGTON ROAD

2.2.10. Aldington Road routes east to west, with its eastern end connecting with Lympne Hill, continuing to the A261 Hythe Road. To the west Aldington Road provides access towards Aldington village. Aldington Road forms junctions with Stone Street and Otterpool Lane. West of its junction with Otterpool Lane, the carriageway is bordered by hedgerows (**Image 2-5**). There is limited pedestrian infrastructure on Aldington Road. A footway measuring between 1-1.5m in width is present on the northern side of Aldington Road between the access to Port Lympne Safari Park and the eastern edge of Lympne village (**Image 2-6**). Aldington Road west of Lympne is subject to national speed limit (60mph) and is not street lit. Through Lympne, Aldington Road is subject to a 30mph speed limit and is street lit. East of Lympne Aldington Road is subject to a 40mph speed limit and is not street lit. There is also no formal pedestrian infrastructure.

Image 2-5 - Aldington Road west of Otterpool Lane

Image 2-6 - Aldington Road between Otterpool Lane and Octavian Drive

A261 HYTHE ROAD

2.2.11. The A261 Hythe Road runs to the east of the Otterpool Park site, providing access to the hamlet of Pedlinge and onwards towards Hythe. Its western end connects with the Newingreen Junction to the east of the site. There is no footway provision along the A261 Hythe Road until it connects with Aldington Road. Immediately east of the A261 Hythe Road / Aldington Road junction a narrow footway is provided on the southern side of the carriageway. A261 Hythe Road is subject to national speed limit (60mph) and is not street lit in the vicinity of the Site.

2.3 EXISTING CYCLING INFRASTRUCTURE

2.3.1. There is limited existing cycle infrastructure on the highway network in the vicinity of the Site. M20 Junction 11 located to the northeast of the Site features some off-carriageway shared (combined pedestrian and cycle) infrastructure connecting the A20 Ashford Road roundabout to the south of the M20 with the A20 Ashford Road to the east and is signed as a cycle route to/from Folkestone. Mandatory cycle lanes are then provided on the carriageway of A20 Ashford Road for approximately 300m from where cyclists must re-join the main carriageway.

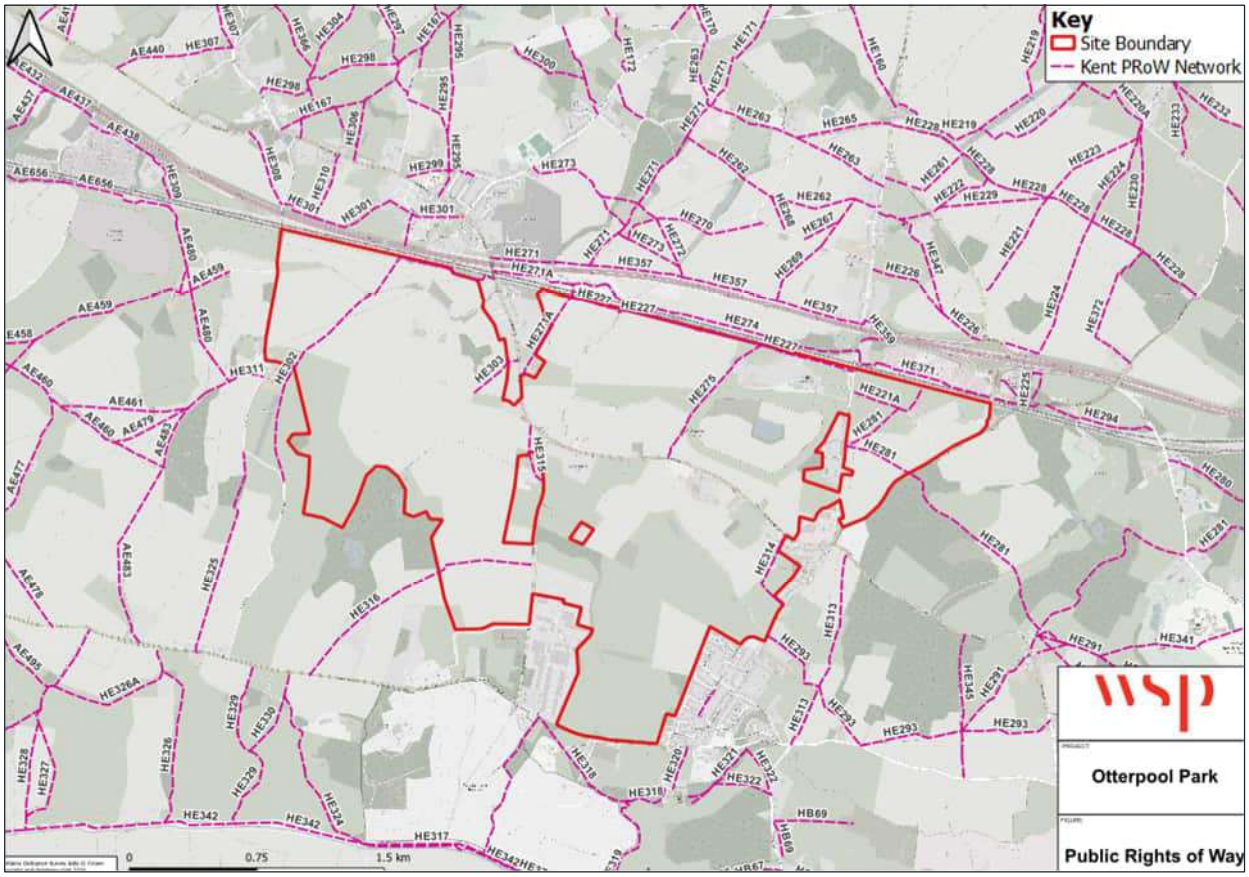
2.3.2. There are no dedicated cycle routes in the immediate vicinity of the Site. However, National Cycle Network (NCN) Route 2 runs in an east-west alignment approximately 950m to the south of the southern boundary of the Site, along the Royal Military Canal. NCN Route 2 is a long distance cycling route that runs along the southern coastline of England, connecting Dover to the east with St Austell in Cornwall to the west, via southern Folkestone & Hythe.

2.3.3. The section of NCN Route 2 closest to the southern site boundary is traffic free and runs along the canal towpath through West Hythe, Hythe and Folkestone to the southeast. Cyclists can access the route via Royal Military Road, which is located at the southern point of Lympne Hill, the nearest connection to the Site or via the bridleway that runs south along Reach Road (HE317) through Port Lympne Safari Park.

2.4 PUBLIC RIGHTS OF WAY

2.4.1. A network of PRoW are located within and around the Site, as shown in **Figure 2-1** below and reproduced at a larger scale in **Appendix A**.

Figure 2-1 – Public Rights of Way

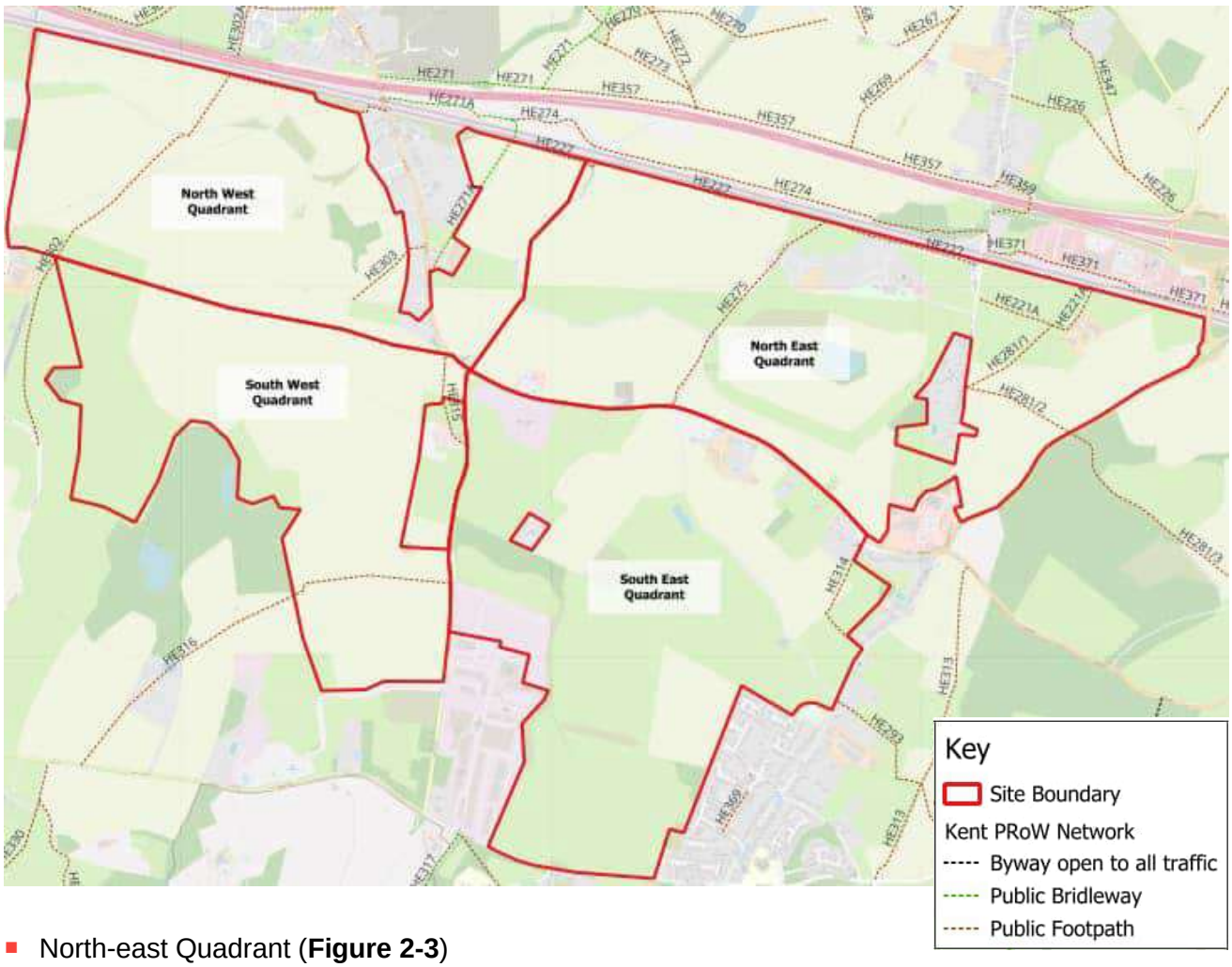


2.4.2. The PRoW can be divided into those routes that provide connections across the Site and those that are located off-site.

PROW ON-SITE

2.4.3. Within the Site there are ten PRoW, the majority of which are public footpaths which can be broadly split into four geographical areas as shown in **Figure 2-2** below and reproduced at a larger scale in **Appendix A**.

Figure 2-2 – Site Quadrants and PRoW

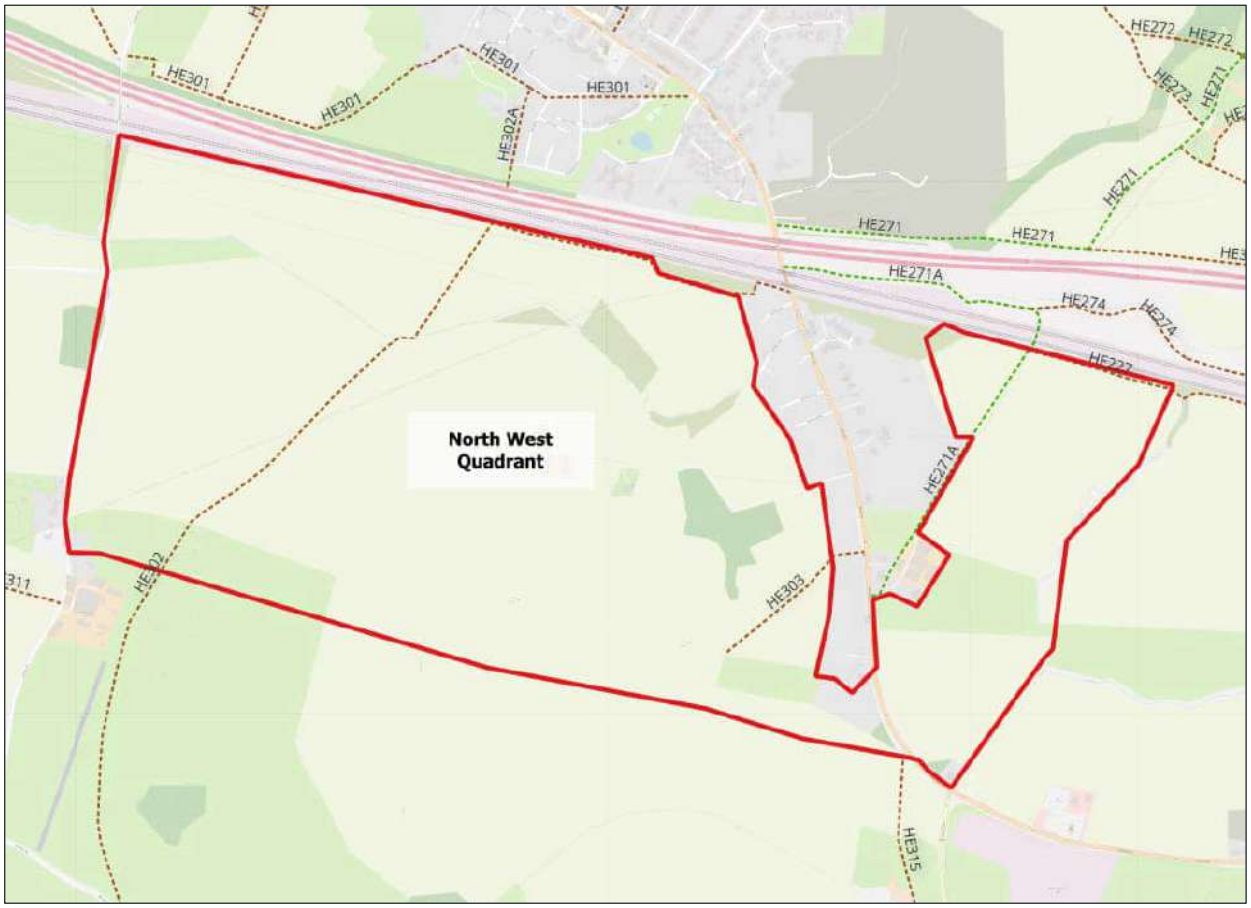


- North-east Quadrant (**Figure 2-3**)
  - HE221A is a public footpath that runs east-west between Stone Street in the west to Hillhurst Farm in the east before turning north and stopping at the boundary of the railway line (northern boundary of the Otterpool Park site). The footpath is partially located within the Early Homes Parcel (EHP).
  - HE281/1 is a public footpath that runs southwest to northeast through the EHP connecting Stone Street in the west with Hillhurst Farm in the northeast and connects with HE221A.
  - HE281/2 is a public footpath that runs east-west through the EHP connecting with Stone Street and HE281 in the west and A20 Ashford Road in the east where the eastern site boundary of Otterpool Park is located.
  - HE227 is a public footpath that runs east-west along the northern boundary of the Otterpool Park site connecting Stone Street in the east with bridleway HE271A in the west near Barrowhill.
  - HE275 is a public footpath that runs north-south immediately to the west of Westenhanger Castle and connects with HE227 in the north and A20 Ashford Road in the south.

Figure 2-3 – ProW in North East Quadrant of Site

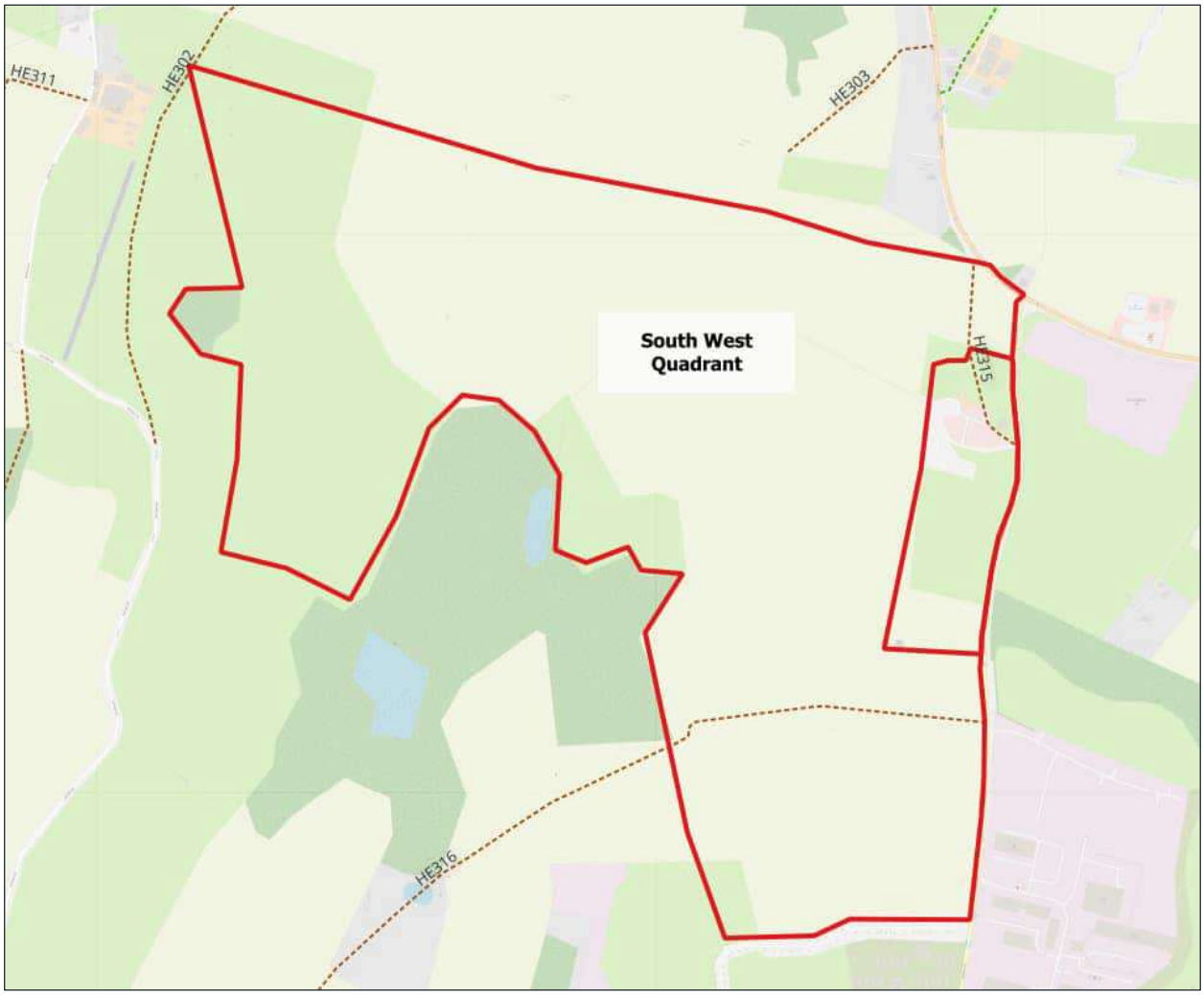
- North-west Quadrant (**Figure 2-4**)
  - HE302 is a public footpath that runs east-west to the south of the railway west of Barrowhill for approximately 550m before heading south-west connecting with Harringe Court Farm and eventually Harringe Lane (outside of the site boundary).
  - HE271A is a bridleway located to the immediate east of Barrowhill that connects A20 Ashford Road in the south with HE227 (south of the railway line) before crossing the railway line (to the north of the Otterpool Park site boundary) and connecting with HE274.
  - HE303 is a public footpath that runs southwest to northeast to the west of Barrowhill from the A20 Ashford Road.

Figure 2-4 – ProW in North West Quadrant of Site



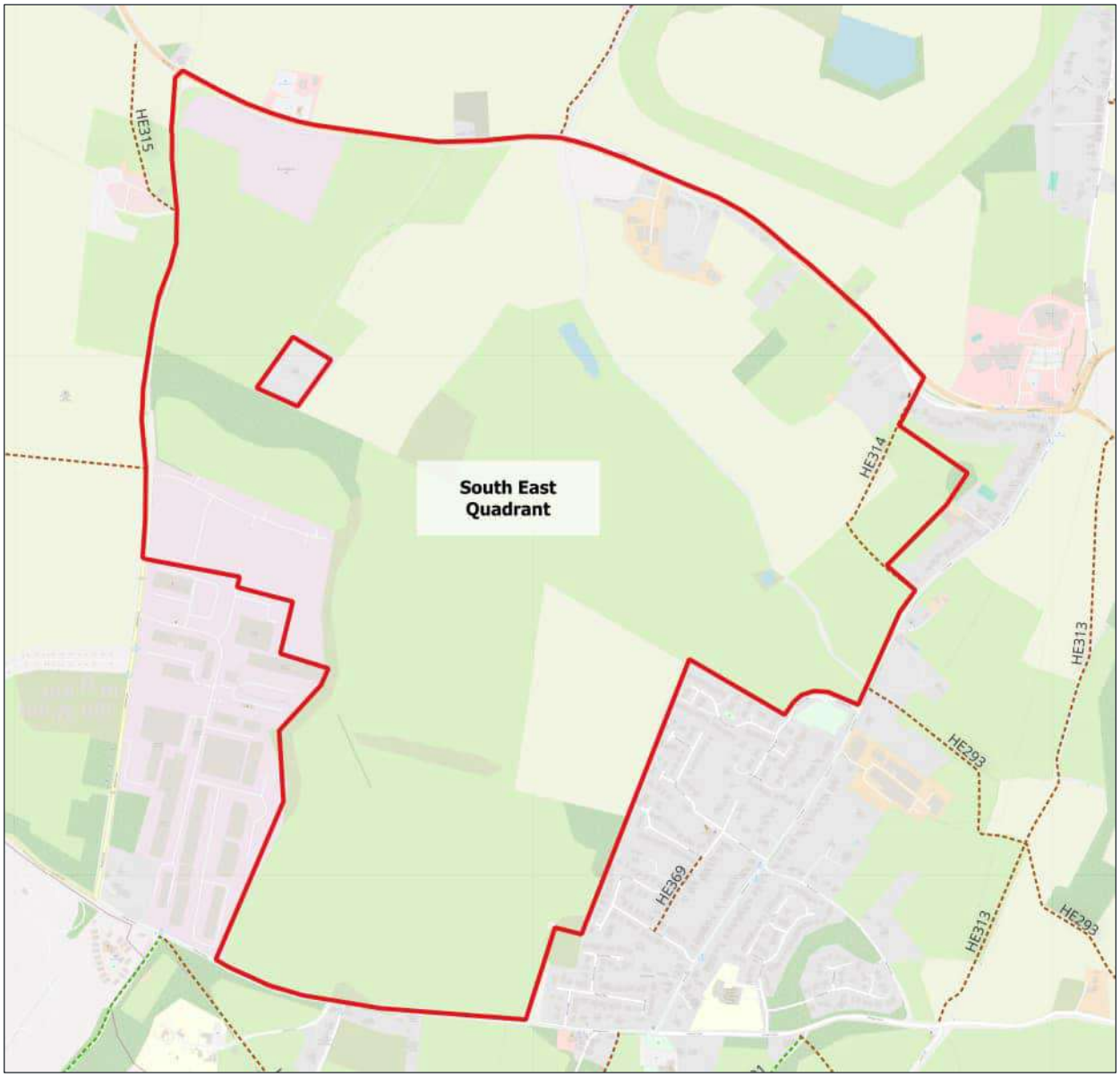
- South-west Quadrant (**Figure 2-5**)
  - HE315 is a public footpath that runs north-south to the west of Otterpool Lane between A20 Ashford Road and Otterpool Manor where it joins Otterpool Lane.
  - HE316 is a public footpath that connects Otterpool Lane in the east near the northern end of Lympne Industrial Estate with Aldington Road (outside of the site boundary). Only part of this link falls within the site boundary.

Figure 2-5 – ProW in South West Quadrant of Site



- South-east Quadrant (**Figure 2-6**)
  - HE314 is a public footpath that connects A20 Ashford Road in the west of Newingreen with Stone Street in the south.

Figure 2-6 – PRoW in South East Quadrant of Site



PROW OFF-SITE

2.4.4. Outside of the site boundary the network of PRoW connect the Site with the local area. These PRoW are as follows:

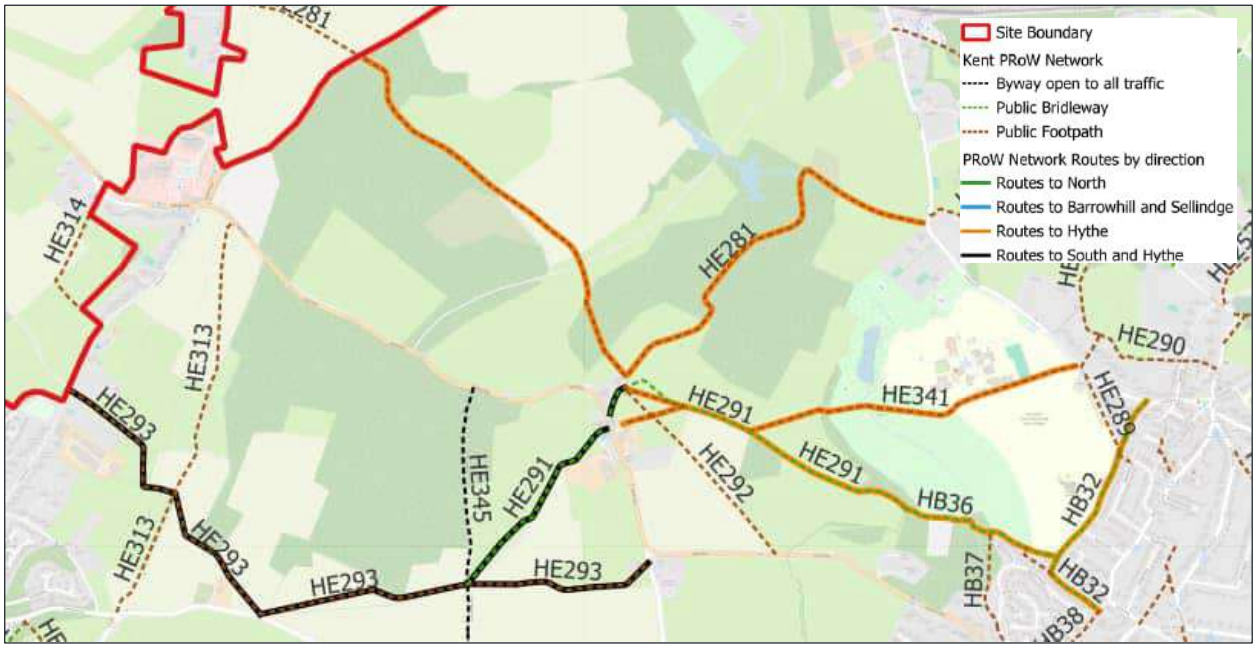
- Routes to/from the north including Folkestone Services, Stanford and Sellindge (**Figure 2-7**)
  - HE371 is a public footpath that runs east-west to the north of the railway between Stone Street in the west, the Folkestone Services and a spur off A20 Ashford Road to the east of the M20 J11.
  - To the north of the railway Stone Street has been severed by the M20 motorway. A public footpath (HE359) is provided via a bridge link over the motorway connecting Stone Street either side of the M20.

- HE357 is a public footpath that runs on an east-west axis between Stone Street (north of the M20) to where it connects with public bridleway HE271 for connection to the A20 Ashford Road at Barrowhill in the west and further routes to the north.

Figure 2-7 – Route to/from the North, Barrowhill and Sellindge

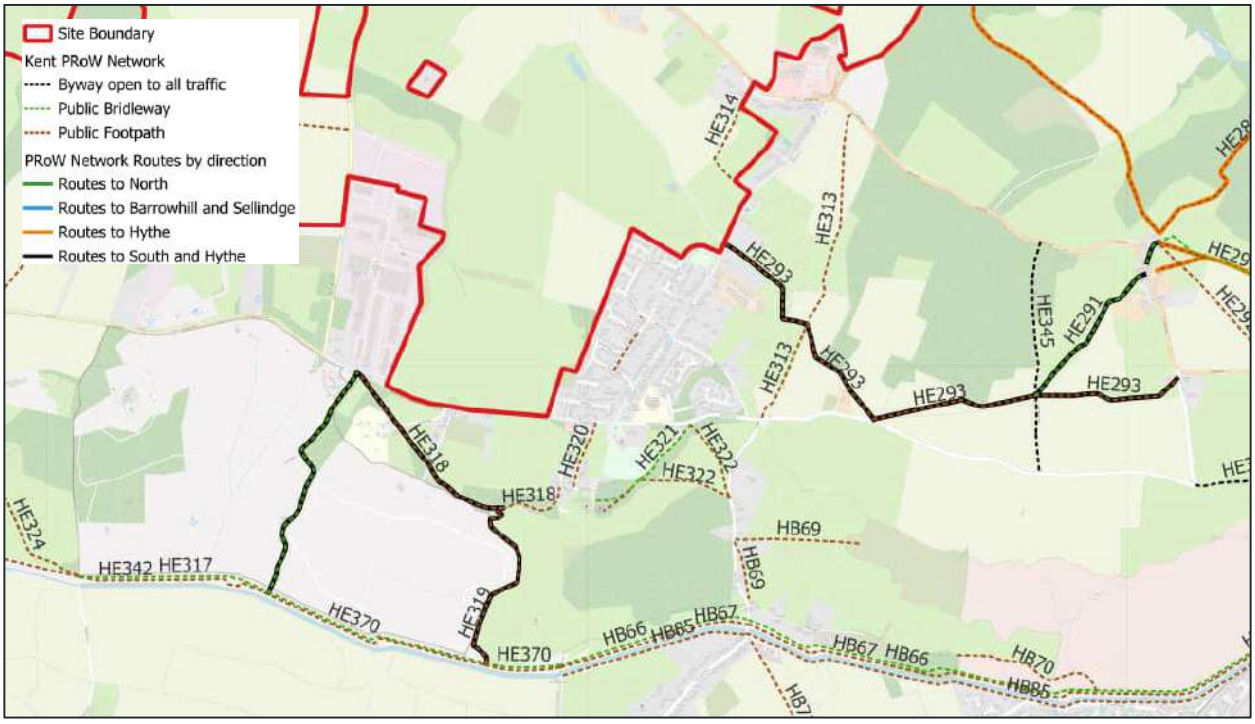
- Routes to/from Barrowhill and Sellindge (**Figure 2-7**)
  - HE271 is a public bridleway that connects the A20 Ashford Road to the north of the M20 and Barrowhill with HE357 and Brook Farm to the north.
  - HE274 is a public footpath that runs on an east-west axis between Stone Street (north of the railway) in the east and HE271A for onward connection to Barrowhill in the west.
- Routes to/from Hythe (**Figure 2-8**)
  - HE281 is a public footpath that runs through Sandling Park on a north-west to south-east axis from the A20 Ashford Road in the north-west to the Hamlet of Pedlinge in the south east where it joins with HE291 providing onward connection to Hythe in the south east and HE293 towards Lympne. At Pedlinge HE281 continues north-east to connect with Sandling Road where Brickhill Park Performing Arts College is located.
  - HE291 is a public bridleway that connects HE281 at Pedlinge with HB36 which in turn connects with HB32 and then residential streets within the north-west of Hythe.
  - HB36 is a public bridleway that connects HE291 with HB32 for connectivity into Hythe.
  - HB32 is a bridleway that connects HB36 with residential roads in Hythe along with St Augustine's Catholic Primary School.
  - HE343 is a byway that runs between Aldington Road in the west and Hythe in the east.

Figure 2-8 – Routes to/from Hythe



- Routes to/from the South including Lympne and onward connection to/from Hythe (**Figure 2-9**)
  - HE313 is a public footpath running on a north-south axis between Hythe Road in the north and Aldington Road in the south. Approximately 300m north of Aldington Road it connects with HE293 and HE345.
  - HE293 is a public footpath that connects Lympne in the north-west with Aldington Road in the south-east and then continues to connect with HE291 in the east.
  - Several routes provide connectivity between Aldington Road and the Royal Military Canal. These include HE319, a public footpath which connects with HE318 before connecting with Aldington Road. HE317 is a public bridleway that passes through Port Lympne Safari Park.
  - Various PRoW exist along and in the vicinity of the Royal Military Canal including HE370, HE342, HB85 and HB66.

Figure 2-9 – Route to /from the South with onward connection to/from Hythe

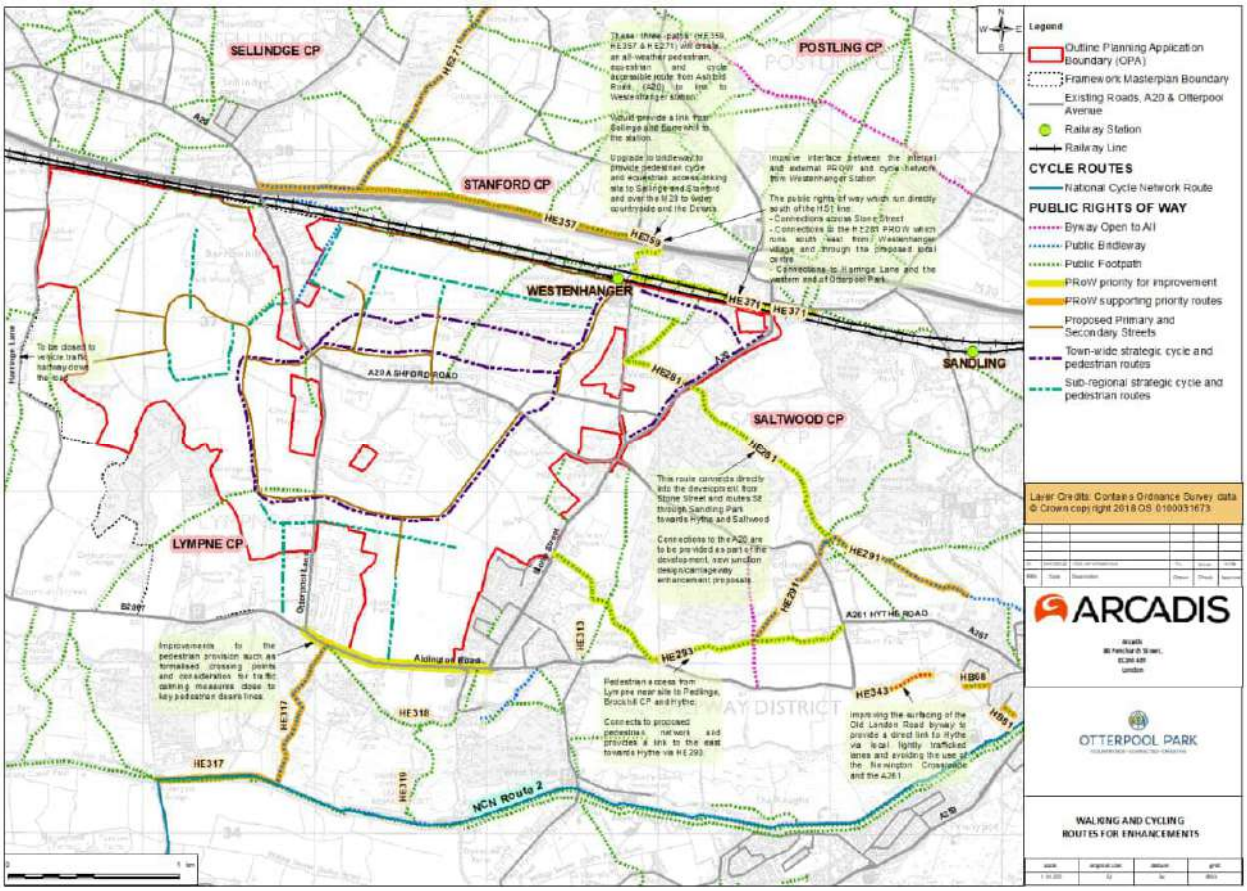


3 2022 TA PROW STRATEGY

3.1 INTRODUCTION

3.1.1. This chapter sets out the previous PRoW strategy contained within the 2022 TA and the draft S106 Heads of Terms. An overarching Strategy Plan was presented within the 2022 TA as Figure 15. This has been reproduced as **Figure 3-1** below and reproduced at a larger scale in **Appendix A;** providing a summary of the PRoW strategy.

Figure 3-1- Walking and Cycling Strategy



3.2 ON-SITE PROW STRATEGY

3.2.1. Within the Site boundary the PRoW strategy sought to retain and where appropriate divert and/or improve the existing network of footpaths and bridleways. These would be supplemented by a network of dedicated walking and cycling routes either separate to or combined with the main highway corridors. The Otterpool Park Design Principles Document and Development Areas and Movement Corridors Parameter Plan set out a street hierarchy which demonstrated how the network of highways would accommodate and promote walking, wheeling and cycling as main modes of travel, these would be supplemented by the network of PRoW on-site.

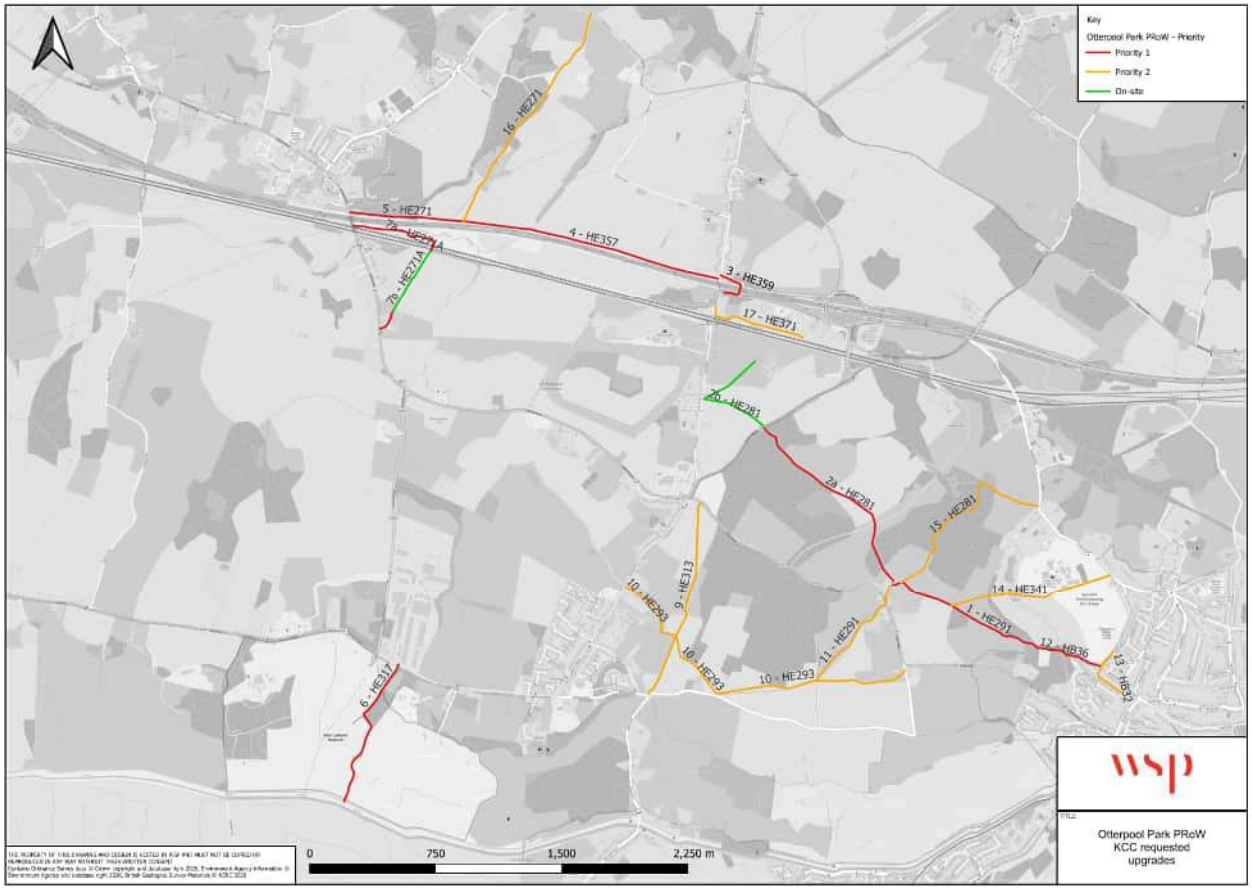
3.3 OFF-SITE PROW STRATEGY

3.3.1. The draft S106 Heads of Terms identified a series of off-site improvements to the PRoW network. These improvements were established by priority (with the designation one equating to high priority and two equating to lower priority). The improvements, categorised by their priority and divided into the same routing as outlined in Chapter 2 Existing Conditions of this TN has been set out below and illustrated in **Figure 3-2** below and reproduced at a larger scale in **Appendix A**.

- Routes to/from the north including Folkestone Services, Stanford and Sellindge
  - Priority 1
    - HE359, HE357 and HE271 (section between A20 Ashford Road and HE357) were identified for upgrade to a bridleway to/from Barrowhill, Sellindge, Stanford and Westenhanger Station
  - Priority 2
    - HE271 public bridleway to the north of HE357 providing a connection to Brook Farm and Hayton Road
    - HE271 public bridleway to the northeast providing a connection to Folkestone Services and A20 Ashford Road
- Routes to/from Barrowhill and Sellindge
  - Priority 1
    - HE271A public bridleway linking A20 Ashford Road south of Barrowhill with the site and then A20 Ashford Road north of Barrowhill
- Routes to/from Hythe
  - Priority 1
    - HE281 public footpath was identified for upgrade to link with HE291 at Pedlinge to provide a link to Hythe and Brockhill Country Park
    - HE291 public bridleway providing a link from HE281 at Pedlinge to/from Hythe
  - Priority 2
    - HE341 public footpath was identified as a link spurring off HE291 and connecting into Brockhill Country Park
    - HE281 public footpath remaining section between Brockhill Country Park and Hythe
    - HB32 public bridleway within Hythe was proposed to be upgrade to complete the link with HE281
- Routes to/from the South including Lympne and onward connection to/from Hythe
  - Priority 1
    - HE317 public bridleway providing connection to Royal Military Canal
  - Priority 2
    - HE313 public footpath was identified as part of a circular walk to the east of Lympne
    - HE293 public footpath between Stone Street and A261 Hythe Road

– HE291 public bridleway providing a link from HE293 to Pedlinge

Figure 3-2 - Walking and Cycling Improvements (Draft S106 Heads of Terms)



4 APPROACH FOR 2026 TAA

4.1 INTRODUCTION

4.1.1. This chapter sets out the work undertaken as part of the preparation of the 2026 TAA, to review and refine the PRoW strategy, to inform the updated submission for the Outline Planning Application (OPA) originally submitted in February 2019 (application reference number Y19/0257/FH).

4.2 DEVELOPMENT DEMAND AND TRIP DISTRIBUTION

4.2.1. The 2026 TAA for Otterpool Park adopts a vision-led approach to the transport network assessment in accordance with policy. This approach has been derived by taking the 2022 TA trip generation and applying a series of vision-led mode shift targets aligned with the Transport Strategy for the Site. The weekday network peak hour walking and cycling trip generation as identified in the Medium Vision and High Vision scenarios for the Site is set out in **Table 4-1**.

Table 4-1 – 2055 Complete Development Walking and Cycling External Peak Hour Trip Generation (Medium Vision and High Vision)

Mode	Mode Share	AM Peak Hour			PM Peak Hour		
	%	In	Out	Two-Way	In	Out	Two-Way
Bicycle	2%	56	54	110	36	41	77
Walk	8%	209	230	439	112	109	221

4.2.2. Utilising the walking and cycling trip distribution derived for the 2022 TA (based on a gravity model) an estimate of demand by origin/destination has been calculated for the updated trip generation. This is shown for walking trips in **Table 4-2** and cycling trips in **Table 4-3**.

Table 4-2 - Walking Peak Hour Trip Distribution (Medium Vision and High Vision)

Origin/Destination	Average %	AM Peak Hour			PM Peak Hour		
		In	Out	Two-Way	In	Out	Two-Way
Lympne	12%	24	27	51	13	12	25
Stanford	1%	1	1	2	1	1	1
Sellindge	84%	176	196	372	93	89	182
Hythe	3%	6	5	11	4	6	10

Palmarsh (west)	0%	0	0	1	0	0	0
Folkstone	0%	0	0	0	0	0	0
East and north of Otterpool	1%	1	1	2	1	1	2

Table 4-3 - Cycling Peak Hour Trip Distribution (Medium Vision and High Vision)

Origin/Destination	Average %	AM Peak Hour			PM Peak Hour		
		Arr	Dep	Tot	Arr	Dep	Tot
Lympne	10%	6	7	13	4	3	7
Stanford	4%	2	2	5	1	1	2
Sellindge	14%	8	9	17	5	4	9
Hythe	13%	7	7	14	5	5	9
Palmarsh (west)	2%	1	1	2	1	1	1
Folkstone	31%	17	14	31	11	15	26
East and north of Otterpool	4%	2	2	4	2	1	3
New Romney	5%	3	2	5	2	2	4
Lydd	4%	2	2	4	2	2	4
Ashford	2%	1	1	2	1	1	2
Dover	2%	1	1	2	1	1	2
Other	9%	5	4	10	3	4	8

4.2.3. From a walking perspective key local origins/destinations are identified as Sellindge (84% of external trips), Lympne (12% of external trips) and Hythe (3% of external trips).

4.2.4. From a cycling perspective key local origins/destinations are identified as Folkestone (31% of external trips), Sellindge (14% of external trips), Hythe (13% of external trips) and Lympne (10% of external trips).

4.2.5. It should be noted that these origins/destinations will be serviced by the street network provided across the site and beyond primarily and therefore not all the demand will fall onto the PRoW network accordingly. In fact, the PRoW network is likely to serve a greater function for recreational and leisure trip purposes for which these trip purposes are not the predominant purpose of journey during the network peak hours. Demand outside of the peak hours and at weekends is therefore potentially higher on the PRoW network than the peak hour trip generation would indicate.

4.2.6. Reflecting on the origins/destinations shown, it is evident that there are likely to be desire lines created to/from Lympne and Sellindge for walk based trips and Hythe, Folkestone, Lympne and Sellindge from a cycling perspective. The PRoW network is therefore likely to serve a supporting function (i.e. a lower function than the street connections) delivering connections away from the highway network to/from these key origin/destinations.

4.3 LOCAL AMENITIES AND FACILITIES

4.3.1. A further consideration is the availability of amenities and facilities within the local area (especially during initial phases of development) which may serve as origins/destinations for walking and cycling trips. The amenities and facilities, including their walk and cycle time from the centre of the Site has been identified as part of the 2026 TAA and is shown in Table 4-4 with a plan of the amenities in **Figure 4-1**.

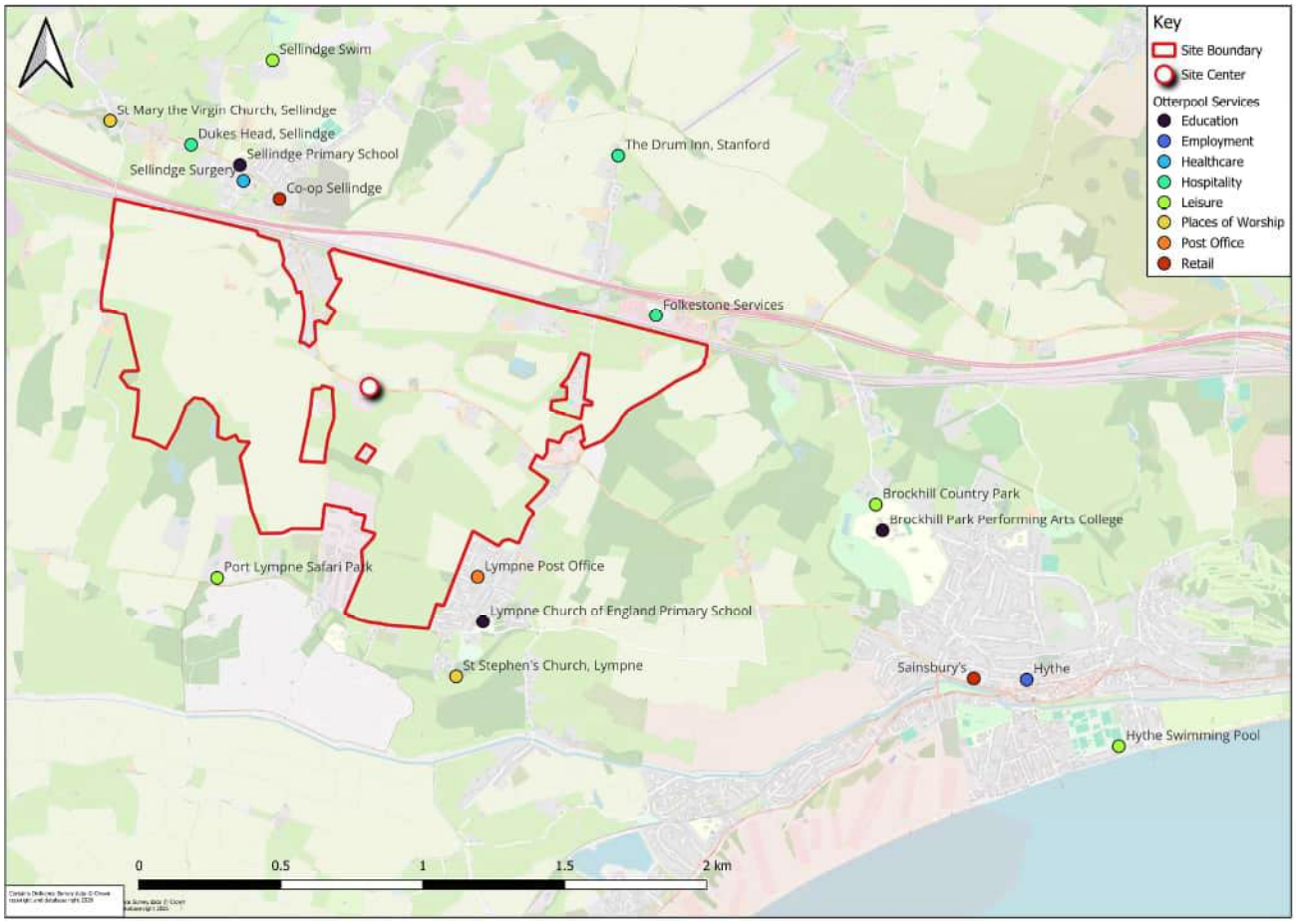
Table 4-4 - Local Amenities and Facilities

Category	Name	Approximate Distance from the centre of the site	Walk Time[1] (mins)	Pedal Cycle Time[2] (mins)	E-bike Cycle Time[3] (mins)
Post Office	Lympne Post Office	2.8km	35.0	10.4	6.7
Education	Lympne Church of England Primary School	3.1km	38.8	11.6	7.5
	Sellindge Primary School	1.9km	23.8	7.1	4.6
	Brockhill Park Performing Arts College	5.5km	68.8	20.5	13.3

[1] Assuming a walking speed of 4.8kph/3mph (DfT, 2007, Manual for Streets, paragraph 4.4.1, page 45)
[2] Assuming a cycling speed of 16.1kph/10mph (DfT, July 2020, LTN 1/20: Cycle Infrastructure Design, paragraph 5.1.2, page 40)
[3] Assuming a maximum cycling speed of 24.9kph/15.5mph (DfT, July 2020, LTN 1/20: Cycle Infrastructure Design, paragraph 5.4.3, page 43)

Category	Name	Approximate Distance from the centre of the site	Walk Time1 (mins)	Pedal Cycle Time2 (mins)	E-bike Cycle Time3 (mins)
Employment	Hythe	5.6km	70.0	20.9	13.5
Healthcare	Sellindge Surgery	1.9km	23.8	7.1	4.6
Retail	Co-op Sellindge	1.6km	20.0	6.0	3.9
	Sainsbury's Hythe	5.2km	65.0	19.4	12.5
Places of Worship	St Stephen's Church, Lympne	3.3km	41.3	12.3	8.0
	St Mary the Virgin Church, Sellindge	2.9km	36.3	10.8	7.0
Leisure	Port Lympne Safari Park	2.4km	30.0	8.9	5.8
	Brockhill Country Park	5.7km	71.3	21.2	13.7
	Sellindge Swim	3.1km	38.8	11.6	7.5
	Hythe Swimming Pool	6.5km	81.3	24.2	15.7
Hospitality	Folkestone Services including Mc Donald's KFC, Costa, Subway, WH Smith and Shell Petrol Filling Station	3.6km	45.0	13.4	8.7
	Dukes Head, Sellindge	2.3km	28.8	8.6	5.5
	The Drum Inn, Stanford	4.8km	60.0	17.9	11.6

Figure 4-1- Amenities and Facilities



4.3.2. The majority of local amenities are likely to be beyond a reasonable walking distance (normally defined as two kilometres or 25 minutes). However, cycling is likely to be a potential alternative mode that could be used to serve these destinations with a reasonable cycling distance considered to be up to five kilometres or 20 minutes. From this it is identified that amenities in Lympne and Sellindge along with Folkestone Services, Brockhill Performing Arts School and Brockhill Country Park are likely to serve as key local destinations and should therefore be a consideration for the PRoW network connections to/from the Site.

4.4 PROW REVIEW MEETING

4.4.1. A meeting was held with KCC including the Highways and PRoW officers and National Highways in May 2026. The purpose of the meeting was to understand the scope and extents of the PRoW network that had been identified by KCC as requiring upgrade in the draft S106 Heads of Terms and to review this in the context of the preparation of the 2026 TAA.

4.4.2. Key points raised during the meeting were as follows with meeting notes contained in **Appendix B**:

- The contributions sought for the PRoW network outside the site would involve introducing a compacted gravel with timber edging to enable an all weather surface to be provided of either two metres width (public footpath) or three metres width (public bridleway). No street lighting would be required.

- Some links which are currently public footpath would be upgraded in width to allow for cycling and equestrian use.
- The upgrades to links off-site would be secured by a contribution within the S106 as it was acknowledged that Otterpool Park would not necessarily be able to deliver off-site improvements on land outside of their control.
- On-site PRoW improvements would be the responsibility of the developer and therefore no contribution should be sought as part of the S106 Heads of Terms towards these measures. Instead PRoW improvements would need to form part of Key Phase submissions.
- The original intention of the prioritisation of routes (Priority 1 and Priority 2) had been to connect the site with Hythe (Priority 1) and then deliver other links such as to Selindge and NCN Route 2 (Priority 2).
- The EHP would be expected to contribute towards delivery of links two and 14 which would provide a connection to/from Brockhill Park Performing Arts College and Brockhill Country Park.
- The closure of Aldington Road (a highway mitigation measure) would provide an alternative route to/from Hythe that could utilise byway HE343. This would therefore need to be picked up by way of an option within the PRoW improvements.
- Phasing would need to be considered as well as just the delivery of each individual link.

4.5 UPDATED OFF-SITE PROW IMPROVEMENTS

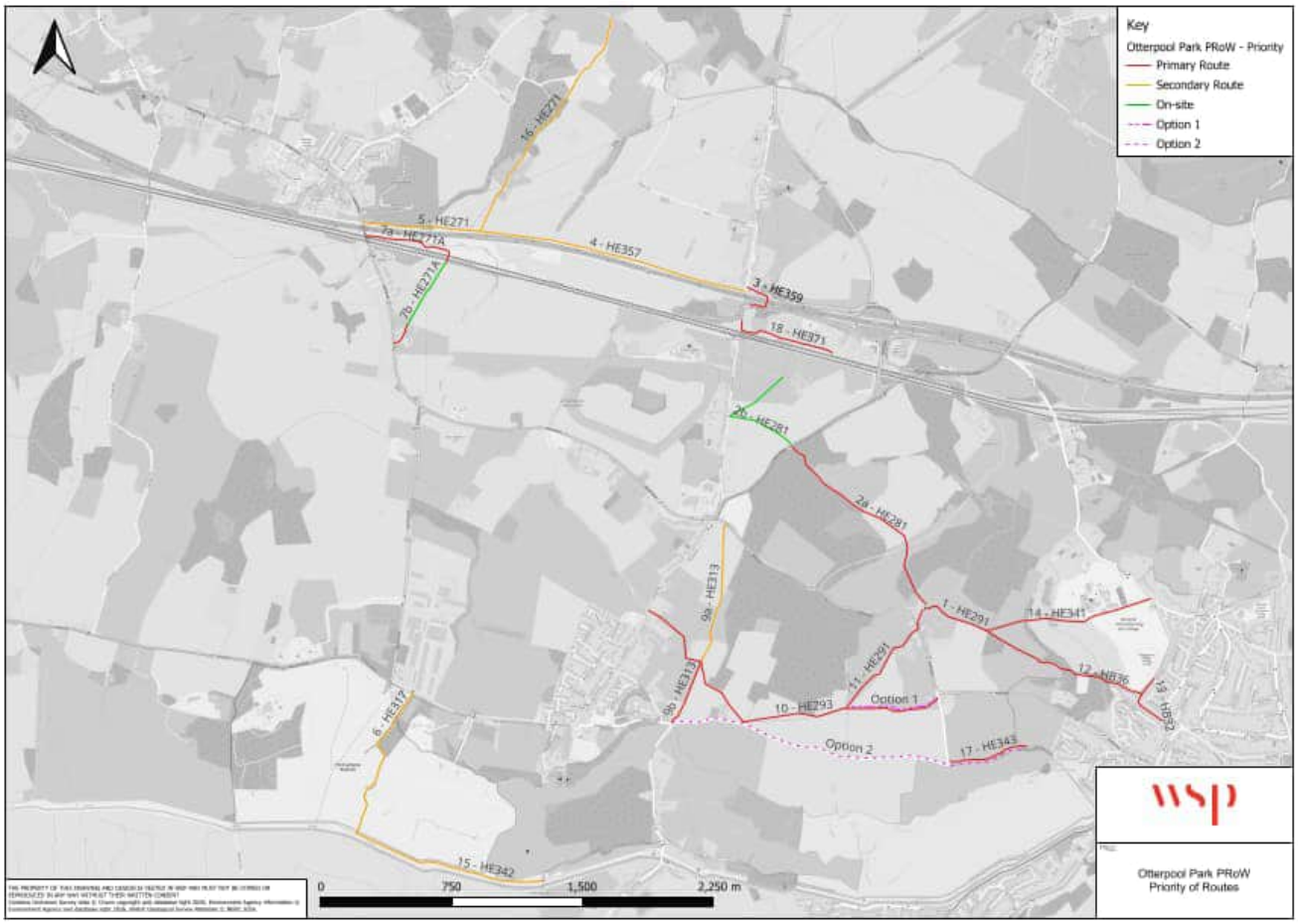
4.5.1. Following the meeting the PRoW links surrounding the Site have been reviewed and re-categorised into:

- Priority routes – links delivering a strategic connection based on the analysis of trip distribution and discussions with KCC.
- Secondary routes – links not considered necessary to be upgraded to facilitate the proposed development but could provide wider connectivity in the area

4.5.2. The updated and prioritised routes are shown in **Figure 4-2** below (and reproduced at a larger scale in **Appendix A)** with further rationale and explanation provided below. This updated strategy reflects the comments raised at the PRoW meeting and the feedback received subsequently from KCC which included:

- A request to include a section of public footpath HE343 adjacent to the Royal Military Canal.
- Inclusion of public footpath HE371 providing a link to/from the EHP to/from Folkestone Services.
- Provision of a PROW mitigation strategy agreed at the outline stage.

Figure 4-2- PRoW Improvements Updated



4.5.3. The updated PRoW strategy focuses on delivering key connections to/from the Proposed Development and:

- Folkestone Services.
- Barrowhill and Sellindge.
- Hythe including Brockhill Park Performing Arts College and Brockhill Country Park.

4.5.4. This is based on the origin/destination analysis set out earlier in this section.

4.5.5. The improvements to the PRoW network are complemented by the highway network improvements that will also deliver active travel infrastructure on A20 Ashford Road, Otterpool Lane and Aldington Road. Combined with new active travel routes created on-site these will form a comprehensive network of routes connecting the Site with the key destinations/amenities identified.

4.5.6. **Table 4-5** sets out the primary links identified and forms the core strategy for providing off-site connections utilising the PRoW network.

Table 4-5- Primary PRoW Improvements

Destination	Amenities accessible	PRoW reference	Rationale
1 - Hythe	Hythe	HE281, HE291, HB36, HB32	To deliver a connection to/from the north-east quadrant of the Site and Hythe.
2 – Hythe	Hythe	HE313, HE293 and HE291	Public footpaths that will be upgraded to provide a connection from the south-east quadrant of the site to/from Hythe. These improvements will be complemented by the closure of Aldington Road which will, when combined with an improvement to byway HE343 provide a further connection to/from Hythe. Acknowledging that the closure of Aldington Road will need to be consulted on separately by KCC the delivery of this link as an active travel route forms an option (Option 2) with the base option (Option 1) being an improvement to HE313, HE293 and HE291.
2 – Brockhill	Brockhill Country Park and Brockhill Park Performing Arts College	HE281, HE291 and HE341	HE281 is an existing public footpath which joins with HE291 and HE341 and will form a connection to/from the north-east quadrant of the Site and Brockhill Park Performing Arts College and Brockhill Country Park
3 – Folkestone Services	Folkestone Services	HE371	An existing public footpath which will deliver a connection to/from the north-east quadrant of the Site and Folkestone Services.
4 - Stanford	Standford, The Drum Inn, Stanford	HE359	An existing public footpath which will be upgraded to provide a connection from the north-east quadrant of the Site over the M20 to connect with Stanford and onward connections to/from the north.
5 – Sellindge and Barrowhill	Sellindge, Sellindge Primary School, Sellingdge Surgery, Co-op	HE271A	An existing public bridleway which will be upgraded to connect the north-west quadrant of the site with Barrowhill and Sellindge.

Destination	Amenities accessible	PRoW reference	Rationale
	Sellindge, Barrow Hill		

4.5.7. A series of secondary links were identified by KCC either in the original draft S106 Heads of Terms or through subsequent discussions. These include:

- HE313 to the north of HE293 is not considered a primary link as it does not connect directly with the development. The section south of HE293 provides a connection to Lympne Hill and has therefore been included.
- HE317 is an existing public bridleway which connects the south-west quadrant of the Site to/from the Royal Military Canal for onward connections to/from Hythe and Folkestone. An alternative connection to NCN Route 2 is available via the highway on Lympne Hill
- HE342 – this link forms part of the Royal Military Canal and the NCN Route 2 and is linked to HE317.
- HE271 and HE357 form part of links to the north and are considered secondary links as other links will be provided within the development site that deliver similar east-west connectivity.

4.5.8. Accompanying the draft S106 Heads of Terms was a spreadsheet provided by KCC setting out the upgrades requested at that time. That spreadsheet has been reviewed and updated to reflect the strategy identified above with the primary links presented in **Table 4-5** and the secondary links in **Table 4-6.**

Table 4-5 - PRoW Primary Links Improvements

WSP Link Number	KCC PRoW Reference	Current Status	Width of path assumed	Length (m)
1	HE291	Bridleway	3m	913
2a	HE281	Footpath	2m	1273
3	HE359	Footpath	3m	274
7a	HE271A	Bridleway	3m	709
9b	HE313	Footpath	2m	380
10	HE293	Footpath	2m	1483
11	HE291	Bridleway	3m	750
12	HB36	Bridleway	3m	488
13	HB32	Bridleway	3m	370
14	HE341	Bridleway	2m	975
17	HE343	Byway	3m	456
18	HE371	Footpath	2m	602

4.5.9. **Table 4-5** assumes that the Aldington Road closure proceeds and therefore HE343 is improved with the eastern section of HE293 removed from the list of improvements. If the Aldington Road closure does not proceed HE293 would be improved for its full extent, linking to A261 Hythe Road.

4.5.10. **Table 4-6** sets out the secondary links.

Table 4-6- PRoW Secondary Links Improvements

WSP Link Number	KCC PRoW Reference	Current Status	Width of path assumed	Length (m)
4	HE357	Footpath	3m	1556

WSP Link Number	KCC PRoW Reference	Current Status	Width of path assumed	Length (m)
5	HE271	Bridleway	3m	673
6	HE317	Bridleway	3m	936
9a	HE313	Footpath	2m	824
15	HE342	Footpath	3m	1136
16	HE271	Bridleway	3m	1476

4.5.11. The updated PRoW Strategy was presented at a meeting with KCC and National Highways in September 2026**.** Feedback from that meeting is currently being reviewed and discussions are ongoing with respect to the final package of improvements proposed.

4.6 PHASING

4.6.1. The planning application does not seek planning permission for phasing and as such it is not possible to tie specific upgrades to individual phases of development. Instead, and following discussions with KCC it is proposed to tie the upgrades to a Key Phase or Quadrant (as set out in this note). Discussions on phasing are ongoing.

5 SUMMARY AND CONCLUSION

5.1.1. This TN has reviewed the PRoW network within and surrounding the Otterpool Park Site and has set out the basis for the updated PRoW strategy being developed in support of the 2026 TAA.

5.1.2. The existing conditions review identifies that the Site is located in a predominantly rural context, where walking and cycling infrastructure on the surrounding highway network is limited and variable. The existing PRoW network therefore provides supplementary links focused on leisure and recreation type trips, with routes connecting the Site to nearby destinations and amenities including Sellindge, Lympne, Hythe, Folkestone Services, Brockhill Park Performing Arts College, Brockhill Country Park and the Royal Military Canal.

5.1.3. The Walking and Cycling Strategy prepared as part of the 2022 TA sought to retain and enhance the existing on-site PRoW network, supplemented by new walking and cycling routes delivered through the development. It also identified a series of off-site PRoW improvements within the draft S106 Heads of Terms, prioritised to support wider active travel connectivity from the development to key destinations in the surrounding area.

5.1.4. As part of the 2026 TAA, the strategy has been reviewed against the vision-led approach adopted within the TAA accordingly. The review has considered the updated walking and cycling trip generation, likely external trip distribution, the location of existing and future amenities and facilities, and feedback received through engagement with KCC Highways and PRoW officers and National Highways.

5.1.5. The analysis identifies that Sellindge and Lympne are key local walking destinations, while Folkestone, Sellindge, Hythe and Lympne are key destinations for cycling. The review also confirms that, although many local amenities are beyond a reasonable walking distance from the centre of the Site, a number are within a reasonable cycling distance and could therefore be served by improved active travel connections.

5.1.6. The updated PRoW strategy has therefore focused on delivering a focused series of improvements, distinguishing between primary links that are required to support the development and secondary links that provide wider connectivity benefits but do not require upgrade to facilitate the Proposed Development. The primary links provide connections to Folkestone Services, Barrowhill and Sellindge, Hythe including Brockhill Park Performing Arts College and Brockhill Country Park.

5.1.7. The final package of improvements is subject to ongoing discussions with KCC. The improvements secured would provide all-weather surfaced routes and, where appropriate, upgrades to widths suitable for use by walkers, wheelers, cyclists and equestrians.

5.1.8. The delivery of off-site PRoW improvements is expected to be secured through S106 contributions, recognising that many of the works are outside land controlled by the applicant. On-site PRoW improvements and new active travel routes would be delivered by the developer as part of the internal movement network and should be coordinated with the phasing of development and wider highway improvements.

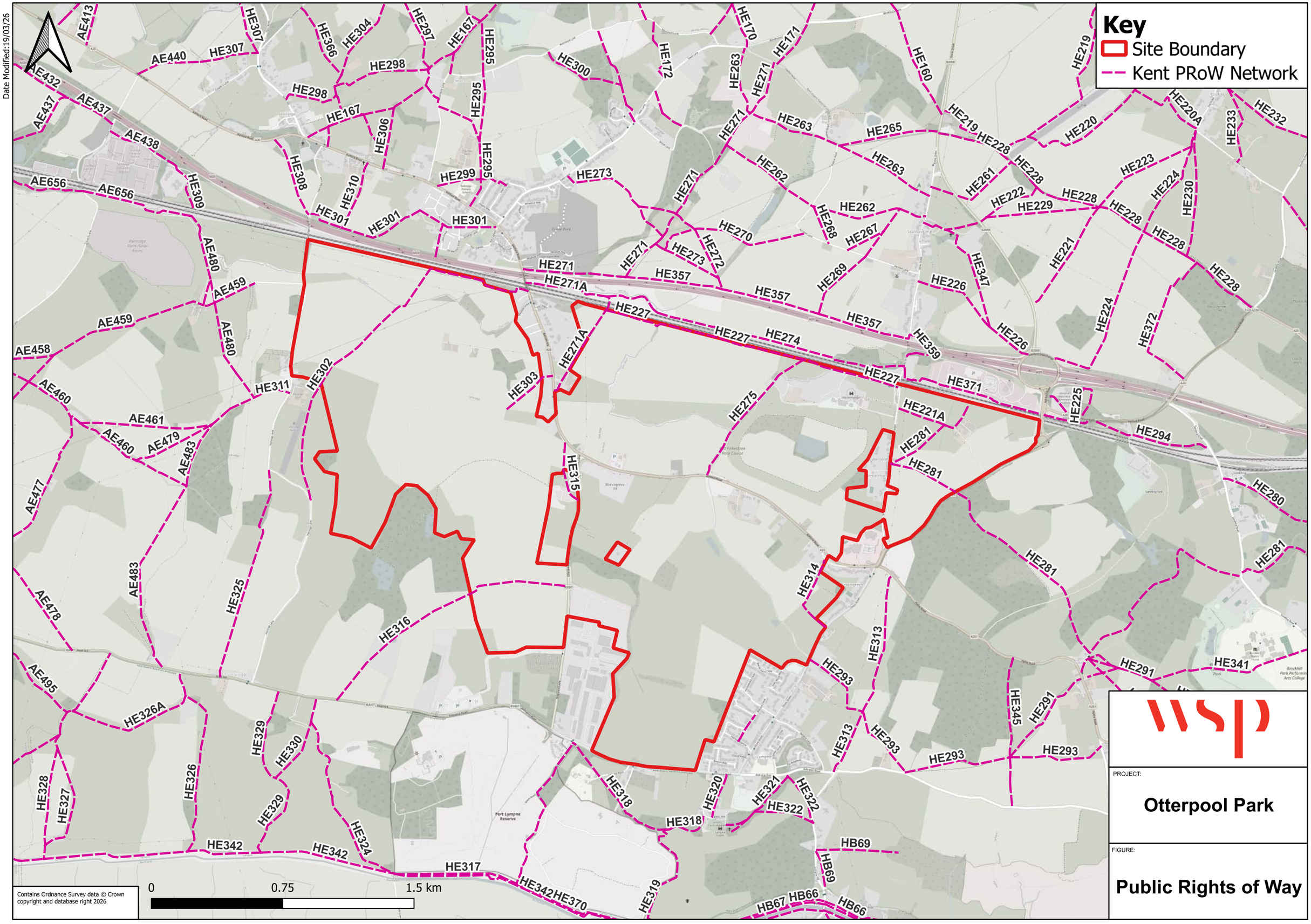
5.1.9. In conclusion, the updated PRoW strategy provides a proportionate and evidence-led approach to improving active travel connectivity between Otterpool Park and the surrounding area building on the previous strategy. The strategy responds to the forecast demand for walking and cycling, reflects discussions with transport stakeholders, and aligns with the wider vision-led transport strategy for

the Site. It is therefore considered that the proposed package of PRoW improvements will support sustainable movement, enhance recreational access and contribute to the creation of a comprehensive walking, wheeling and cycling network for Proposed Development at Otterpool Park (to include 8,500 homes).

Appendix A

FIGURES

Date Modified:19/03/26



wsp

PROJECT:

Otterpool Park

FIGURE:

Public Rights of Way

Date:21/08/26

North West Quadrant

South West Quadrant

North East Quadrant

South East Quadrant

HE299 HE298 HE308 HE310 HE301 HE302A HE302 HE303 HE271 HE271A HE273 HE272 HE270 HE262 HE263 HE261 HE222 HE228 HE229 HE268 HE269 HE267 HE357 HE274 HE227 HE226 HE347 HE221 HE359 HE371 HE221A HE281/1 HE281/2 HE281/3 HE275 HE314 HE313 HE293 HE369 HE345 HE291 HE224 HE225 HE315 HE316 HE317 HE318 HE320 HE321 HE325 HE326 HE329 HE330 HE324 AE480 AE459 AE461 AE483 HE311 HE311A

0 0.5 1 1.5 km

Key

Site Boundary

Kent PRoW Network

Byway open to all traffic

Public Bridleway

Public Footpath

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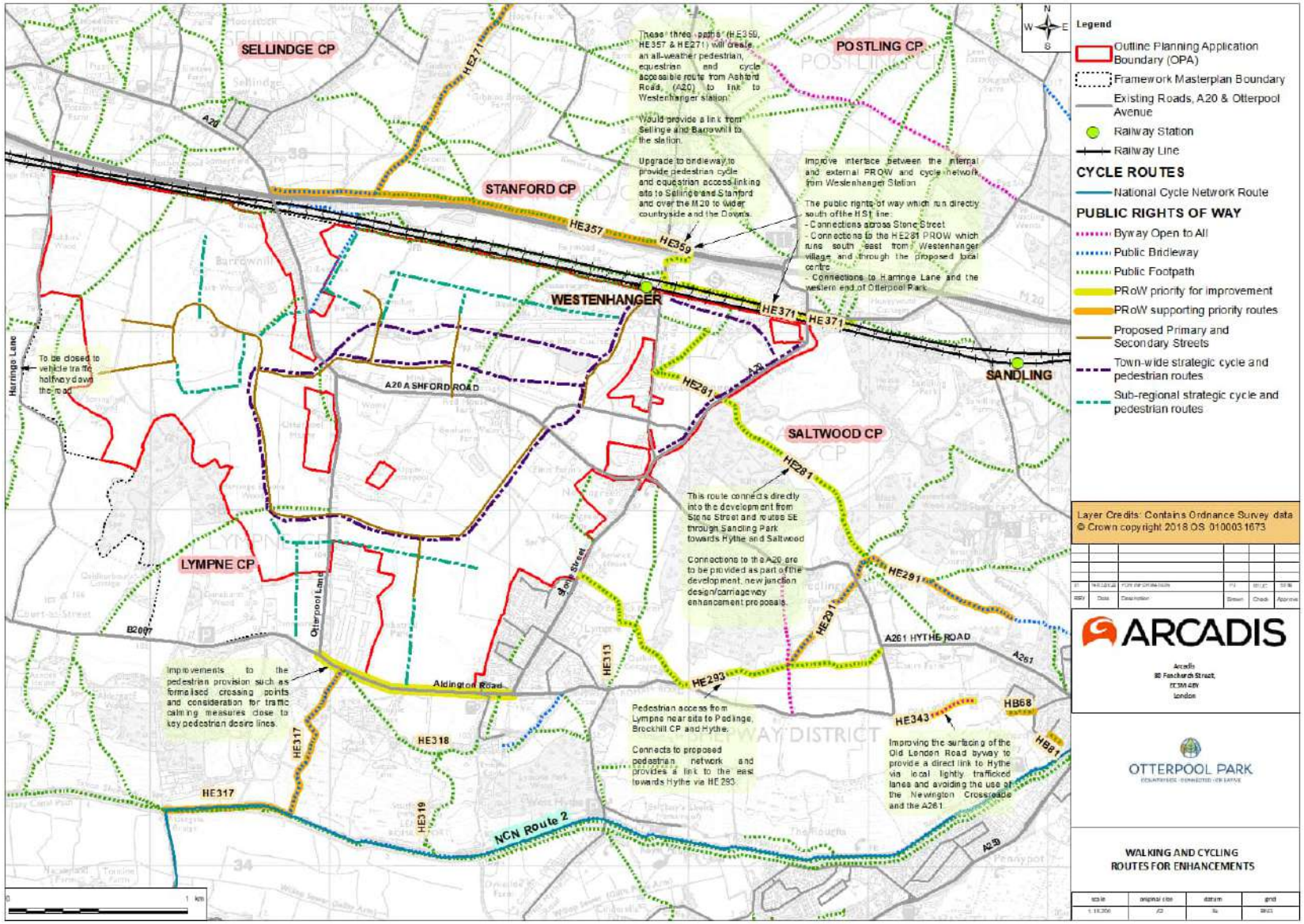

Figure 15 Walking and Cycling Strategy Map

Date:24/08/26

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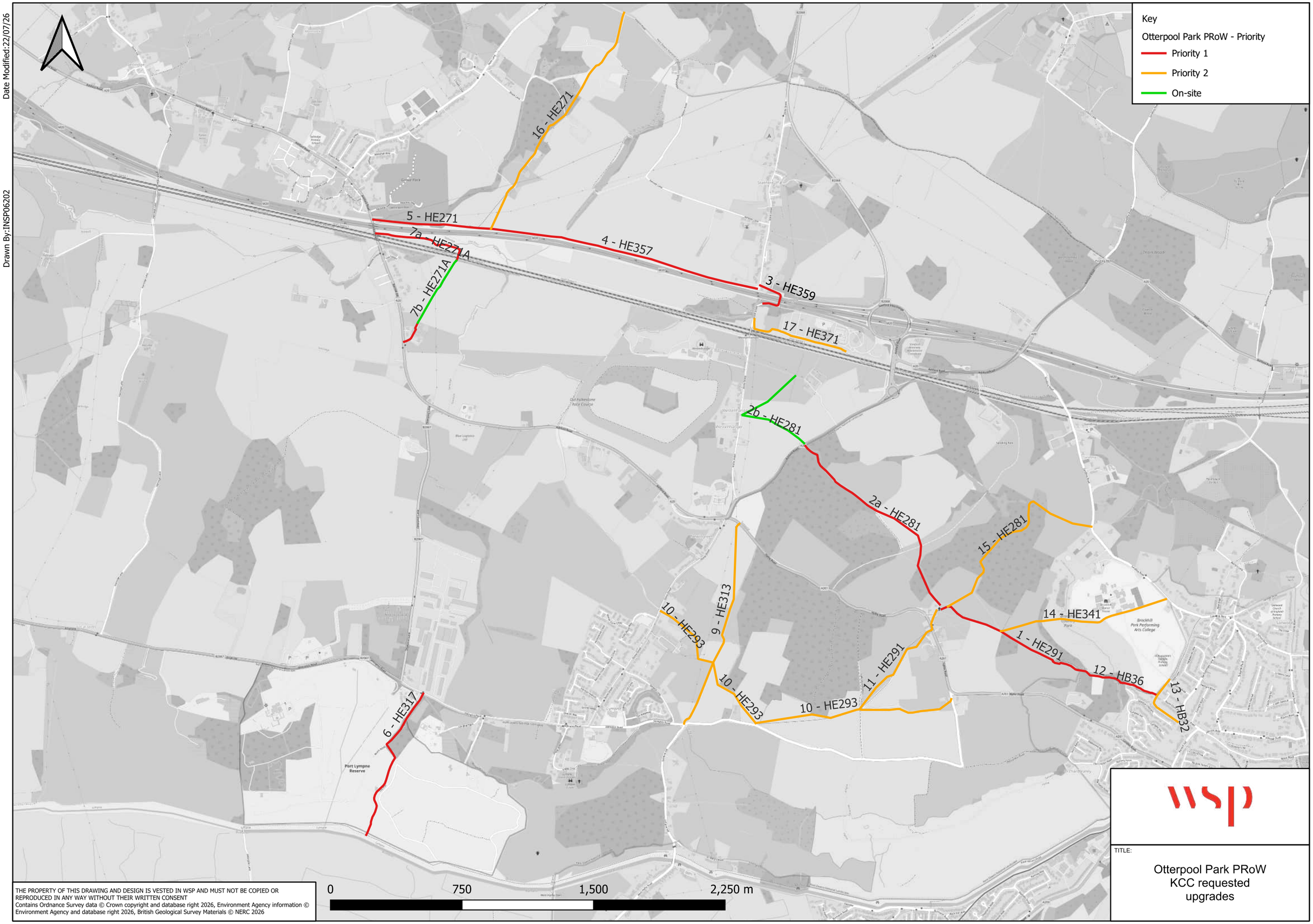
Date Modified:22/07/26

Drawn By:INSP06202



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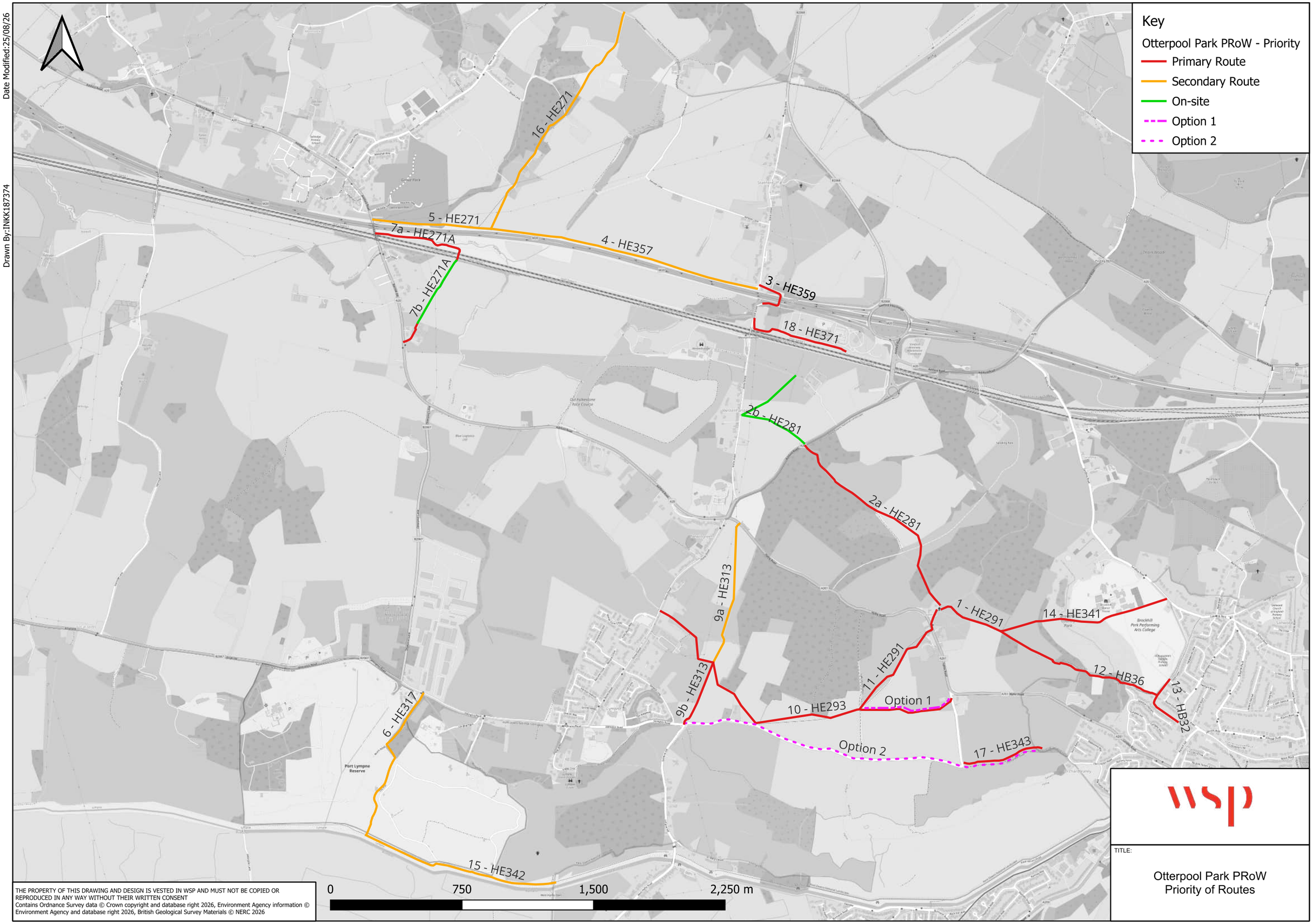
TITLE:

Otterpool Park PRoW
KCC requested
upgrades

Date Modified:25/08/26

Drawn By:INKK187374



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TITLE:

Otterpool Park PRoW
Priority of Routes

Appendix B

PROW MEETING MINUTES AND RESPONSES

MEETING MINUTES

PROJECT NUMBER	UK0037778.5358	**MEETING DATE**	07 May 2026
PROJECT NAME	Otterpool Park	**VENUE**	Microsoft Teams
CLIENT	Otterpool Park LLP/ Homes England	**RECORDED BY**	JS
MEETING SUBJECT	Otterpool Park – Public Rights of Way		

PRESENT	**Kent County Council (KCC)** Abigail Raymond (AR Matt Hogben (MH) Andrew Hutchinson (AH) Faye Faiers (FF) **Folkestone & Hythe District Council** Andrew Byrne (AB) **Systra** Hazel Morton (HM)	**Otterpool Park LLP** John Foster (JF) **MNDC** Neil Sams (NS) **WSP** Justin Sherlock (JS)
CONFIDENTIALITY	**Confidential**	

ITEM	COMMENT	ACTION
1	**INTRODUCTION** Attendees shared introductions and WSP set out the meeting agenda. A copy of the presentation slides “26.05.05 Otterpool Park_PRoW RevA” is attached. WSP explained the purpose of the meeting – to understand the scope and extents of the PRoW network that had been identified by KCC as requiring upgrade. The meeting was undertaken by reviewing a spreadsheet provided to WSP by the Otterpool Park client team, which is understood to have originated from KCC and then comparing it to the Arcadis Walking and Cycling Strategy Plan detailed in their 2022 Transport Strategy (also attached).	N/A
2	**WALKING AND CYCLING STRATEGY** JS ran through the slide deck provided in advance to give context to the meeting.	N/A

MEETING NOTES

	No comments or queries were raised by attendees.	
3	**PROW MAP AND ROUTE UPGRADE EXTENTS DISCUSSIONS** WSP compared the map and spreadsheet on a line-by-line basis to understand extents, scope and answer queries. Please see attached map which provides a mark-up of the route extents discussed and the spreadsheet. In addition the following comments were made: • AH confirmed that for the majority of route upgrades off-site the surface type expected was a compacted gravel with timber edging to enable an all weather surface to be provided. There would be no requirement for street lighting. Action – KCC (AH) to review lengths of path upgrades assumed in spreadsheet to enable refinement of costings. • AH confirmed that in the accompanying spreadsheet, Priority 1 referenced the upgrading of the PRoW network to connect the Site with Hythe. Other links that were important to consider (Priority 2) were Selindge and NCN2 • WSP set out that it is assumed that only the PRoW network outside of the red line boundary would attract a contribution for upgrade as Otterpool Park LLP would not be able to deliver these improvements. Any improvements required within the red line boundary would be the responsibility of Otterpool Park LLP. • WSP Route Reference 1 – This should be a priority route and form part of an extended route upgrade (incorporating sections 2 and 12) to connect with Hythe • An alternative route to Hythe should also be formed using WSP Route reference 10 and 11. An alternative could be to utilise Aldington Road to the east of the junction with Lympne Hill and then Byway HE343 and HB32. This would only come forwards if Aldington Road was downgraded to a non-motorised user (subject to a separate condition) route but would be the preferred route if achieved. MH commented that the trigger for this was any development south of the A20. Action – KCC (AH) to confirm extents of upgrades required to HE343 and HB32. • WSP Route Reference 3 – purpose of this was to link across the M20 to HE357 but also to provide a link to the service area at the M20 Junction 11. A query was raised about what upgrades, if any would be required to the bridge over the M20, especially as this is a designated bridleway so could carry equestrians. This would need to be considered in more detail but the costs identified to date would not allow for this.	AH to review lengths assumed in spreadsheet to enable refinement of costs AH to confirm extents of upgrades required to HE343 and HB32.

	• WSP Route Reference 6 – It was noted that the section of upgrade requested was shorter than the route extents. This is because the northern section of the route is already paved. • WSP Route Reference 9 – A distance of 1858m was referenced in the spreadsheet but the link looked to be shorter than this. Action – KCC (AH) to confirm extents • WSP Route Reference 12 and 14 – Action - KCC (AH) to provide extents of these routes that are requested to be upgraded • AH commented that the upgrade of Route 2 and14 would be required with the Early Homes delivery as they provided a link to/from education facilities in the north of Hythe. • JS commented that there is currently no allowance for upgrade to HE371. Action – KCC (AH) to consider what, if any upgrades are required to HE371 • WSP Route Reference 15-17 – Action KCC (AH) to confirm locations and extents.	AH to confirm extents of WSP Route Reference 9 AH to confirm extents of WSP Route Reference 12 and 14 AH to confirm what, if any upgrades are required to HS371 AH to confirm extents of WSP routes 15-17 and whether required
4	**QUERIES AND NEXT STEPS** AR set out some thoughts on behalf of KCC: • The upgrades set out are considered necessary as part of delivery of the high vision • There had been no discussion on potential phasing, which was anticipated • Whilst the majority of discussion had been about off-site links, the on-site links were equally important. • Links to leisure destinations off-site such as heritage assets should be considered JS clarified that the initial intention had been to understand the scope of PRoW upgrades required to enable review of the pedestrian and cycle strategy as part of the updated Transport Assessment. It was acknowledged that further discussions would need to be held in relation to phasing.	NA
5	**NEXT STEPS** ▪ KCC to review PRoW extents and answer queries posed ▪ WSP to review and refine walking and cycling strategy and update spreadsheet with revised position. This will then be circulated to KCC for review and agreement.	

END

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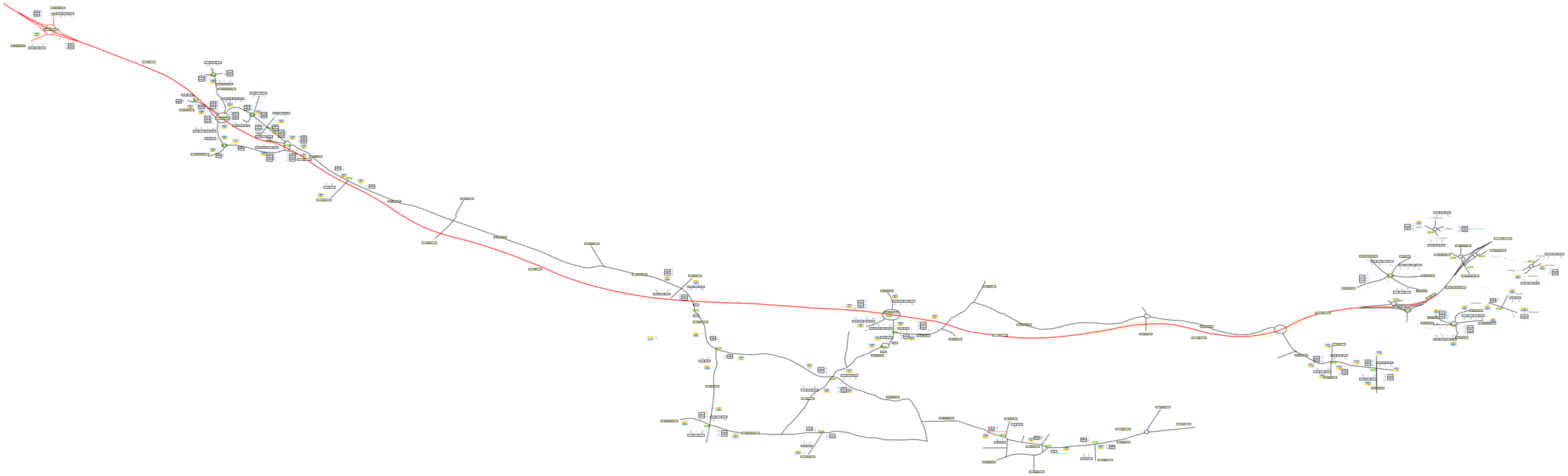
Appendix I

TRAFFIC FLOW DIAGRAMS

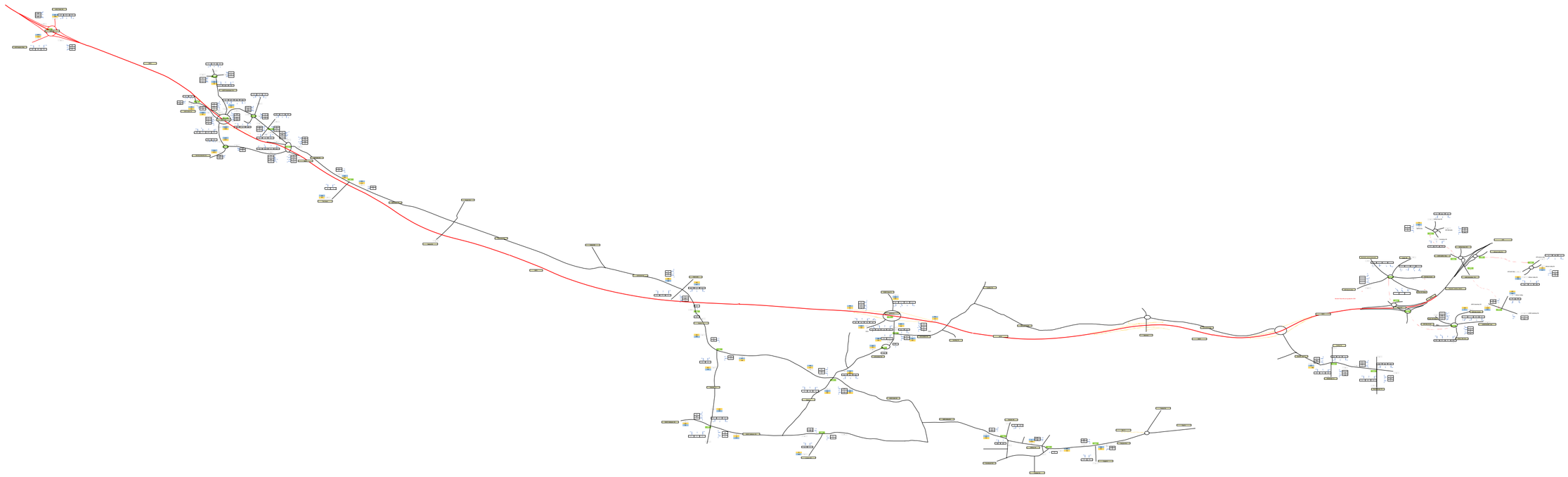
2025 BASE YEAR AM (PCUs)



Otterpool Park

2025 Baseline Flows AM Peak

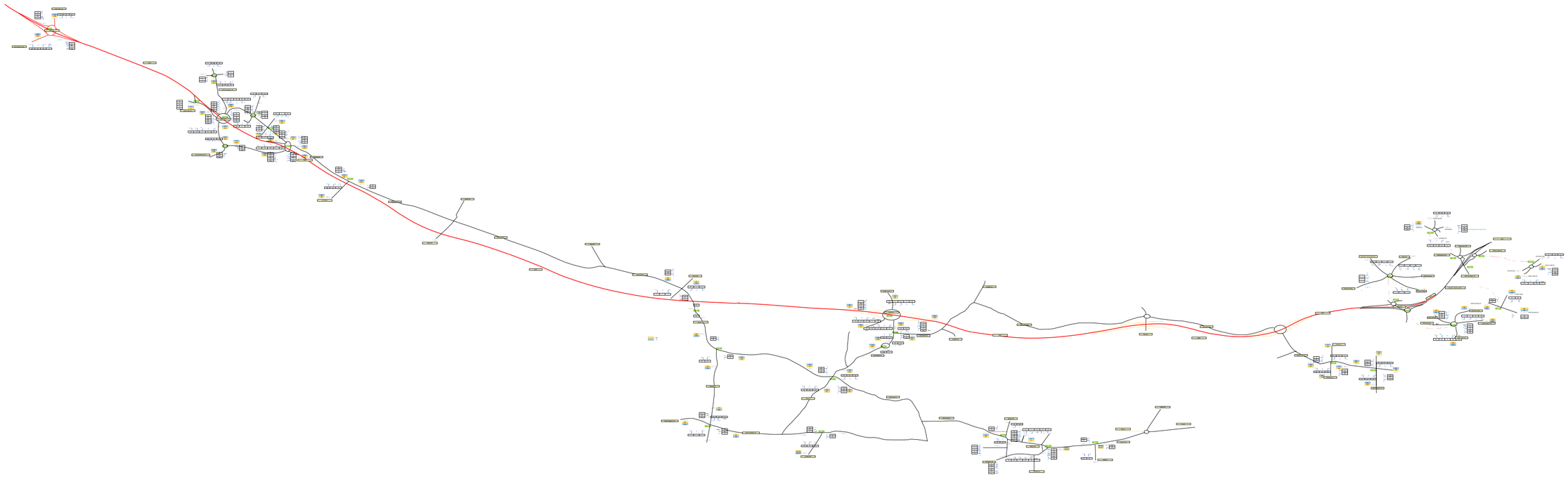
2025 BASE YEAR PM (PCUs)



Otterpool Park

2025 Baseline Flows PM Peak

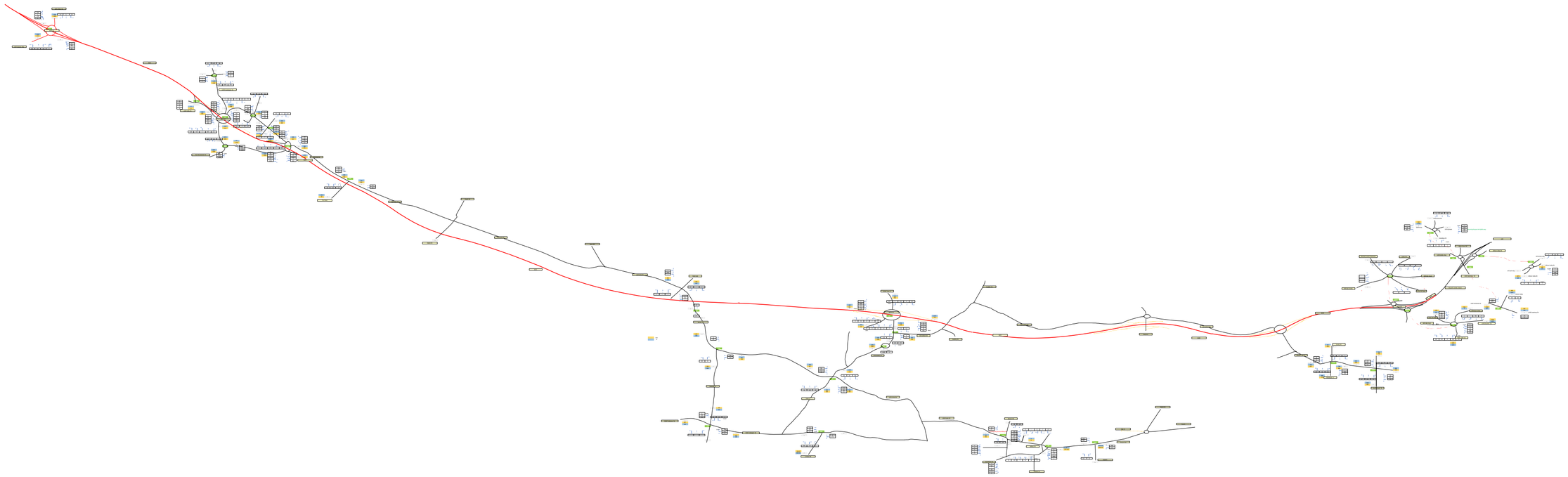
2055 DO MINIMUM AM (PCUs)



Otterpool Park

2055 Do Minimum AM Peak

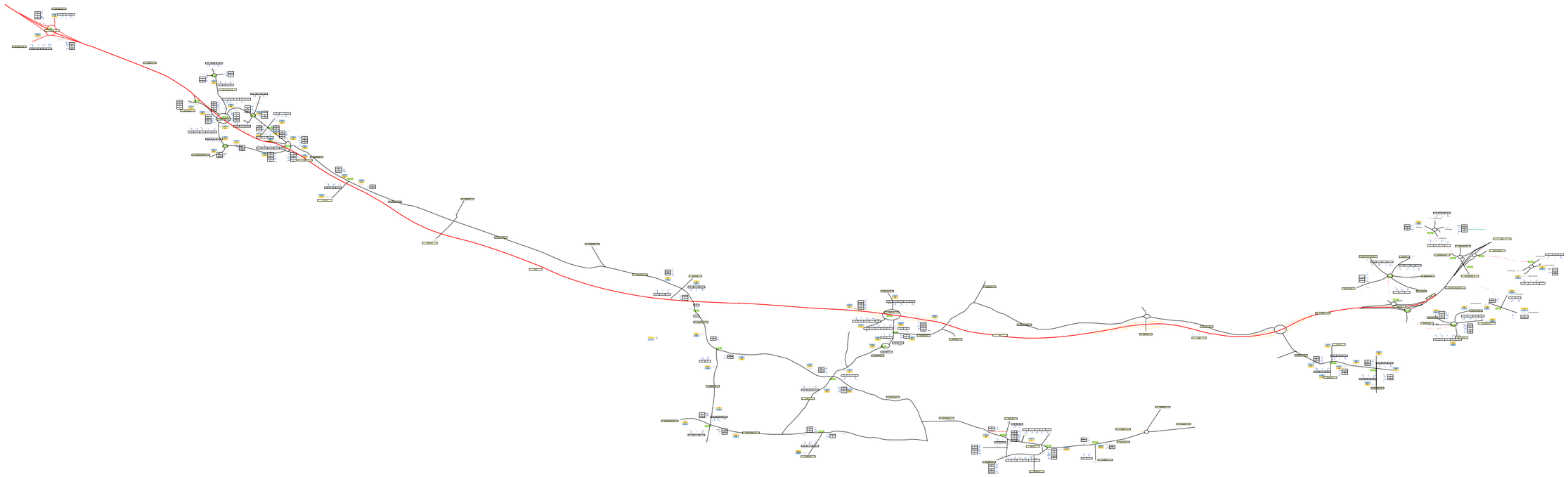
2055 DO MINIMUM PM (PCUs)



Otterpool Park

2055 Do Minimum PM Peak

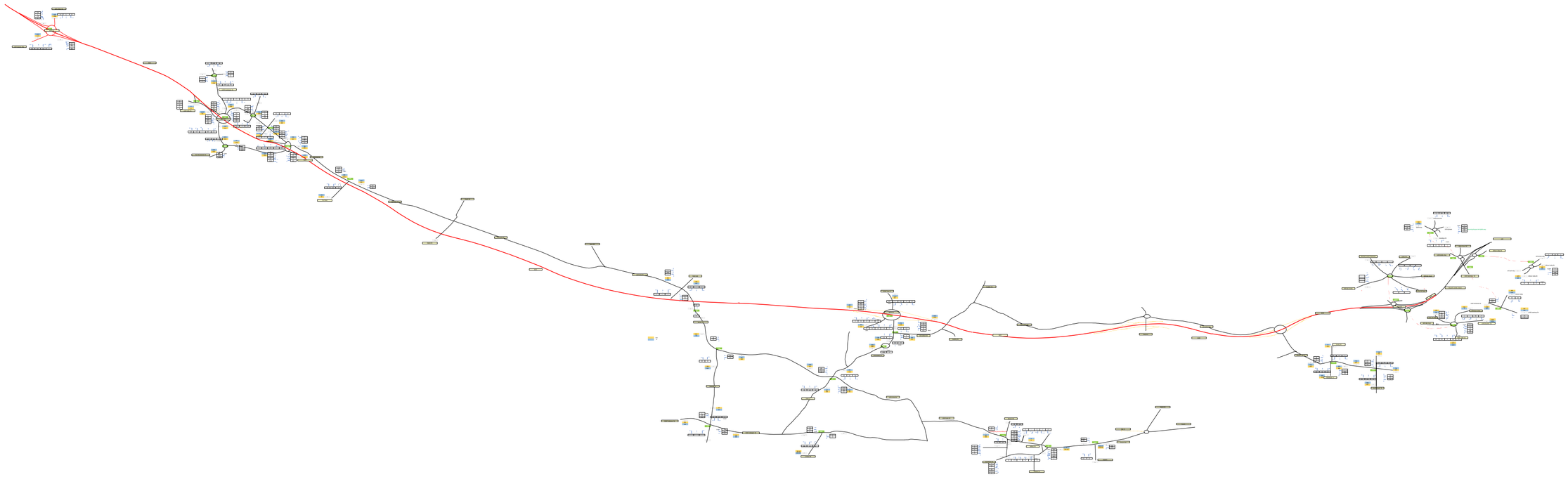
2055 HIGH VISION AM (PCUs)



Otterpool Park

2055 High Vision AM Peak

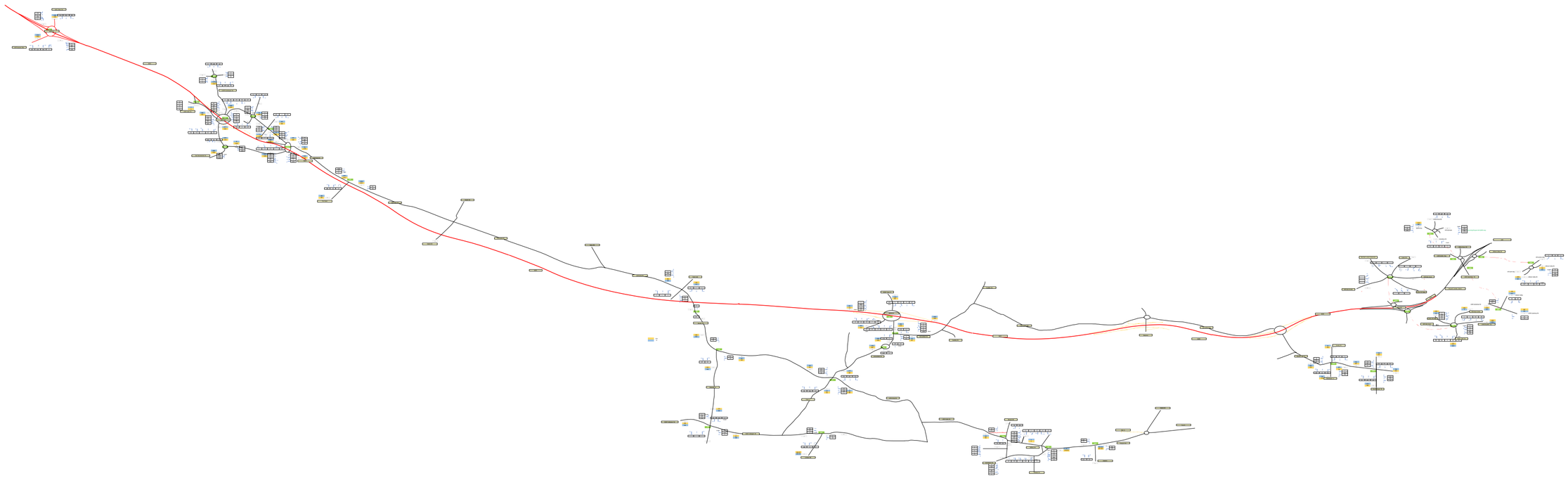
2055 HIGH VISION PM (PCUs)



Otterpool Park

2055 High Vision PM Peak

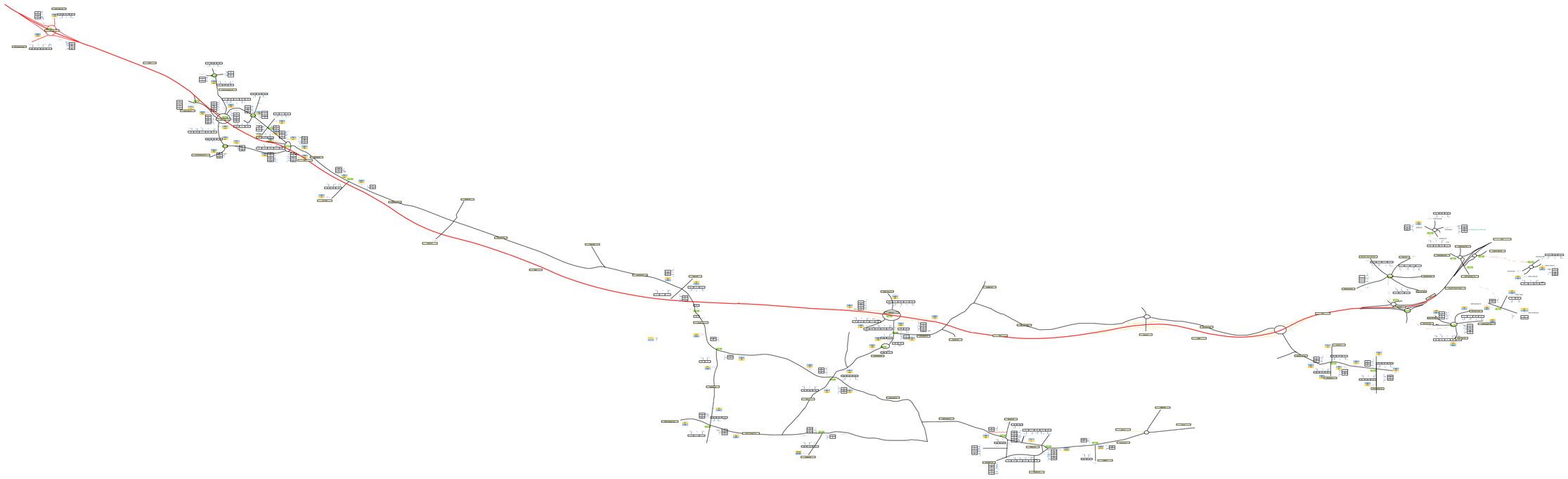
2055 MEDIUM VISION AM (PCUs)



Otterpool Park

2055 Medium Vision AM Peak

2055 MEDIUM VISION PM (PCUs)



Otterpool Park

2055 Medium Vision PM Peak

Appendix J

JUNCTION CAPACITY ASSESSMENT RESULTS

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: J1_M20 Junction11.j11

[redacted]

Report generation date: 17/09/2026 09:09:52

»2025 | | AM
»2025 | | PM
»2055 | DM | AM
»2055 | DM | PM
»2055 | DS | AM
»2055 | DS | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025					
A - M20 OffSlip Westbound	0.5	2.98	0.35	0.4	2.98	0.27
B - A20 Ashford Road	0.7	2.58	0.40	0.7	2.46	0.41
C - Services	0.2	3.77	0.19	0.2	3.41	0.16
D - M20 OffSlip Eastbound	0.5	3.65	0.34	0.6	3.81	0.38
E - B2068	0.3	3.41	0.26	0.5	4.09	0.34
	2055 - DM					
A - M20 OffSlip Westbound	1.2	5.10	0.54	1.0	5.51	0.50
B - A20 Ashford Road	1.7	4.32	0.63	1.7	4.05	0.63
C - Services	0.4	5.34	0.27	0.3	4.67	0.23
D - M20 OffSlip Eastbound	1.6	7.38	0.62	2.2	8.50	0.69
E - B2068	0.7	5.46	0.42	1.4	8.57	0.59
	2055 - DS					
A - M20 OffSlip Westbound	13.0	33.46	0.95	5.9	17.73	0.86
B - A20 Ashford Road	18.1	31.44	0.96	13.5	22.71	0.94
C - Services	0.7	10.66	0.43	0.5	8.59	0.35
D - M20 OffSlip Eastbound	6.8	36.88	0.89	9.3	46.99	0.93
E - B2068	1.8	12.86	0.65	9.7	55.64	0.94

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

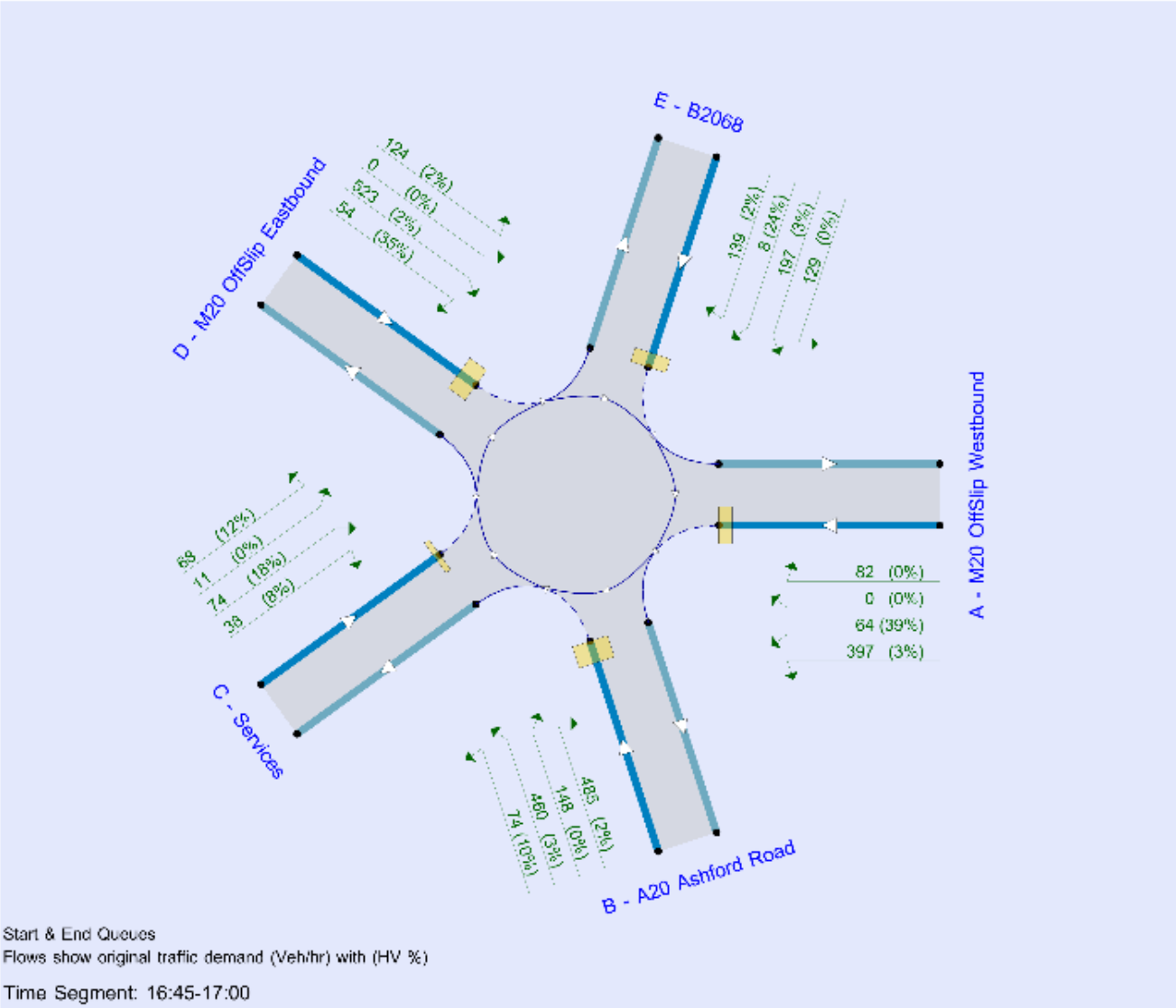
File summary

File Description

Title	J2 Otterpool Park_Base Model AM PEAK
Location	M20 J11, B2068-A20
Site number	
Date	27/06/2017
Version	
Status	Base Model
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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)	Run automatically
D1	2018		AM	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	ONE HOUR	16:45	18:15	15	✓
D20	2025		AM	ONE HOUR	07:45	09:15	15	✓
D21	2025		PM	ONE HOUR	16:45	18:15	15	✓
D22	2025	Local Peak	PM L	ONE HOUR	16:45	18:15	15	✓
D23	2025	Local Peak	AM L	ONE HOUR	07:15	08:45	15	✓
D24	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓
D25	2055	DM	PM	ONE HOUR	16:45	18:15	15	✓
D26	2055	DS	AM	ONE HOUR	07:45	09:15	15	✓
D27	2055	DS	PM	ONE HOUR	16:45	18:15	15	✓
D28	2031	DM	AM	ONE HOUR	07:45	09:15	15	✓
D29	2031	DM	PM	ONE HOUR	16:45	18:15	15	✓
D30	2031	DS	AM	ONE HOUR	07:45	09:15	15	✓
D31	2031	DS	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D20,D21,D24,D25,D26,D27	100.000	100.000

2025 | | 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	untitled	Large Roundabout		A, B, C, D, E	3.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.09	A

Arms

Arms

Arm	Name	Description	No give-way line
A	M20 OffSlip Westbound		
B	A20 Ashford Road		
C	Services		
D	M20 OffSlip Eastbound		
E	B2068		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - M20 OffSlip Westbound	5.38	7.20	28.0	64.6	226.8	21.0		
B - A20 Ashford Road	7.30	7.30	0.0	41.6	223.0	23.0		
C - Services	3.98	7.14	27.1	28.9	223.0	41.0		
D - M20 OffSlip Eastbound	5.53	6.09	25.5	49.2	226.0	18.0		
E - B2068	3.08	6.63	25.5	41.4	223.0	31.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - M20 OffSlip Westbound	1258	✓	105.00
B - A20 Ashford Road	398	✓	49.60
C - Services	2638	✓	33.90
D - M20 OffSlip Eastbound	1670	✓	108.00
E - B2068	1976	✓	42.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - M20 OffSlip Westbound	0.881	2573
B - A20 Ashford Road	1.078	2993
C - Services	0.523	2043
D - M20 OffSlip Eastbound	0.746	2212
E - B2068	0.625	2033

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

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2025	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - M20 OffSlip Westbound		ONE HOUR	✓	581	100.000
B - A20 Ashford Road		ONE HOUR	✓	844	100.000
C - Services		ONE HOUR	✓	197	100.000
D - M20 OffSlip Eastbound		ONE HOUR	✓	452	100.000
E - B2068		ONE HOUR	✓	330	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - M20 OffSlip Westbound	B - A20 Ashford Road	C - Services	D - M20 OffSlip Eastbound	E - B2068
From	A - M20 OffSlip Westbound	2	411	69	0	99
	B - A20 Ashford Road	306	6	70	294	168
	C - Services	82	29	1	71	14
	D - M20 OffSlip Eastbound	1	267	50	11	123
	E - B2068	73	87	11	159	0

Proportions

		To	
		A - M20 OffSlip Westbound	B Ash Ro
From	A - M20 OffSlip Westbound	0.00	0
	B - A20 Ashford Road	0.36	0
	C - Services	0.42	0
	D - M20 OffSlip Eastbound	0.00	0
	E - B2068	0.22	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A - M20 OffSlip Westbound	B - A20 Ashford Road	C - Services	D - M20 OffSlip Eastbound	E - B2068
From	A - M20 OffSlip Westbound	0	3	16	0	1
	B - A20 Ashford Road	4	83	10	7	6
	C - Services	26	17	100	18	0
	D - M20 OffSlip Eastbound	0	5	26	9	3
	E - B2068	4	3	0	3	0

Average PCU Per Veh

		To	
		A - M20 OffSlip Westbound	B Ash Ro
From	A - M20 OffSlip Westbound	1.000	1.
	B - A20 Ashford Road	1.040	1.
	C - Services	1.260	1.
	D - M20 OffSlip Eastbound	1.000	1.
	E - B2068	1.040	1.

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - M20 OffSlip Westbound	07:45-08:00	437	456
	08:00-08:15	522	544
	08:15-08:30	640	667
	08:30-08:45	640	667
	08:45-09:00	522	544
	09:00-09:15	437	456
B - A20 Ashford Road	07:45-08:00	635	677
	08:00-08:15	759	808
	08:15-08:30	929	990
	08:30-08:45	929	990
	08:45-09:00	759	808
	09:00-09:15	635	677
C - Services	07:45-08:00	148	178
	08:00-08:15	177	213
	08:15-08:30	217	261
	08:30-08:45	217	261
	08:45-09:00	177	213
	09:00-09:15	148	178
D - M20 OffSlip Eastbound	07:45-08:00	340	364
	08:00-08:15	406	434
	08:15-08:30	498	532
	08:30-08:45	498	532
	08:45-09:00	406	434
	09:00-09:15	340	364
E - B2068	07:45-08:00	248	256
	08:00-08:15	297	306
	08:15-08:30	363	375
	08:30-08:45	363	375
	08:45-09:00	297	306
	09:00-09:15	248	256

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - M20 OffSlip Westbound	0.35	2.98	0.5	A	533	800
B - A20 Ashford Road	0.40	2.58	0.7	A	774	1162
C - Services	0.19	3.77	0.2	A	181	271
D - M20 OffSlip Eastbound	0.34	3.65	0.5	A	415	622
E - B2068	0.26	3.41	0.3	A	303	454

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	437	109	466	2047	0.214	436	348	0.0	0.3	2.234	A
B - A20 Ashford Road	635	159	302	2480	0.256	634	601	0.0	0.3	1.949	A
C - Services	148	37	785	1339	0.111	148	151	0.0	0.1	3.020	A
D - M20 OffSlip Eastbound	340	85	531	1670	0.204	339	402	0.0	0.3	2.704	A
E - B2068	248	62	567	1595	0.156	248	303	0.0	0.2	2.671	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	522	131	558	1963	0.266	522	417	0.3	0.4	2.497	A
B - A20 Ashford Road	759	190	361	2416	0.314	758	719	0.3	0.5	2.172	A
C - Services	177	44	939	1269	0.140	177	181	0.1	0.2	3.297	A
D - M20 OffSlip Eastbound	406	102	635	1592	0.255	406	481	0.3	0.3	3.035	A
E - B2068	297	74	678	1521	0.195	296	363	0.2	0.2	2.940	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	640	160	683	1850	0.346	639	510	0.4	0.5	2.972	A
B - A20 Ashford Road	929	232	442	2327	0.399	928	880	0.5	0.7	2.572	A
C - Services	217	54	1149	1172	0.185	217	221	0.2	0.2	3.767	A
D - M20 OffSlip Eastbound	498	124	778	1485	0.335	497	588	0.3	0.5	3.643	A
E - B2068	363	91	830	1420	0.256	363	444	0.2	0.3	3.406	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	640	160	684	1849	0.346	640	511	0.5	0.5	2.976	A
B - A20 Ashford Road	929	232	443	2327	0.399	929	881	0.7	0.7	2.575	A
C - Services	217	54	1151	1172	0.185	217	221	0.2	0.2	3.769	A
D - M20 OffSlip Eastbound	498	124	778	1484	0.335	498	589	0.5	0.5	3.648	A
E - B2068	363	91	831	1419	0.256	363	445	0.3	0.3	3.408	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	522	131	559	1962	0.266	523	418	0.5	0.4	2.503	A
B - A20 Ashford Road	759	190	362	2415	0.314	760	720	0.7	0.5	2.177	A
C - Services	177	44	940	1268	0.140	177	181	0.2	0.2	3.304	A
D - M20 OffSlip Eastbound	406	102	636	1591	0.255	407	482	0.5	0.3	3.041	A
E - B2068	297	74	680	1520	0.195	297	364	0.3	0.2	2.946	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	437	109	468	2045	0.214	438	350	0.4	0.3	2.240	A
B - A20 Ashford Road	635	159	303	2479	0.256	636	603	0.5	0.3	1.954	A
C - Services	148	37	787	1338	0.111	148	151	0.2	0.1	3.026	A
D - M20 OffSlip Eastbound	340	85	533	1669	0.204	341	403	0.3	0.3	2.712	A
E - B2068	248	62	569	1593	0.156	249	304	0.2	0.2	2.677	A

2025 | | 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	untitled	Large Roundabout		A, B, C, D, E	3.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.19	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - M20 OffSlip Westbound	1258	✓	105.00
B - A20 Ashford Road	398	✓	49.60
C - Services	2638	✓	33.90
D - M20 OffSlip Eastbound	1670	✓	108.00
E - B2068	1976	✓	42.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2025	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - M20 OffSlip Westbound		ONE HOUR	✓	406	100.000
B - A20 Ashford Road		ONE HOUR	✓	921	100.000
C - Services		ONE HOUR	✓	180	100.000
D - M20 OffSlip Eastbound		ONE HOUR	✓	529	100.000
E - B2068		ONE HOUR	✓	415	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - M20 OffSlip Westbound	B - A20 Ashford Road	C - Services	D - M20 OffSlip Eastbound	E - B2068
From	A - M20 OffSlip Westbound	3	269	61	0	73
	B - A20 Ashford Road	379	1	69	346	126
	C - Services	70	36	0	64	10
	D - M20 OffSlip Eastbound	0	371	51	0	107
	E - B2068	114	168	8	125	0

Proportions

		To	
		A - M20 OffSlip Westbound	B Ash Ro
From	A - M20 OffSlip Westbound	0.01	0
	B - A20 Ashford Road	0.41	0
	C - Services	0.39	0
	D - M20 OffSlip Eastbound	0.00	0
	E - B2068	0.27	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A - M20 OffSlip Westbound	B - A20 Ashford Road	C - Services	D - M20 OffSlip Eastbound	E - B2068
From	A - M20 OffSlip Westbound	0	4	39	0	0
	B - A20 Ashford Road	2	100	10	4	0
	C - Services	19	8	0	13	0
	D - M20 OffSlip Eastbound	0	3	35	0	3
	E - B2068	0	3	25	2	0

Average PCU Per Veh

		To	
		A - M20 OffSlip Westbound	B Ash Ro
From	A - M20 OffSlip Westbound	1.000	1.
	B - A20 Ashford Road	1.020	2.
	C - Services	1.190	1.
	D - M20 OffSlip Eastbound	1.000	1.
	E - B2068	1.000	1.

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - M20 OffSlip Westbound	16:45-17:00	306	332
	17:00-17:15	365	396
	17:15-17:30	447	485
	17:30-17:45	447	485
	17:45-18:00	365	396
	18:00-18:15	306	332
B - A20 Ashford Road	16:45-17:00	693	715
	17:00-17:15	828	854
	17:15-17:30	1014	1046
	17:30-17:45	1014	1046
	17:45-18:00	828	854
	18:00-18:15	693	715
C - Services	16:45-17:00	136	154
	17:00-17:15	162	184
	17:15-17:30	198	225
	17:30-17:45	198	225
	17:45-18:00	162	184
	18:00-18:15	136	154
D - M20 OffSlip Eastbound	16:45-17:00	398	422
	17:00-17:15	476	504
	17:15-17:30	582	618
	17:30-17:45	582	618
	17:45-18:00	476	504
	18:00-18:15	398	422
E - B2068	16:45-17:00	312	320
	17:00-17:15	373	382
	17:15-17:30	457	467
	17:30-17:45	457	467
	17:45-18:00	373	382
	18:00-18:15	312	320

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - M20 OffSlip Westbound	0.27	2.98	0.4	A	373	559
B - A20 Ashford Road	0.41	2.46	0.7	A	845	1268
C - Services	0.16	3.41	0.2	A	165	248
D - M20 OffSlip Eastbound	0.38	3.81	0.6	A	485	728
E - B2068	0.34	4.09	0.5	A	381	571

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	306	76	570	1882	0.162	305	425	0.0	0.2	2.280	A
B - A20 Ashford Road	693	173	241	2612	0.265	692	634	0.0	0.4	1.874	A
C - Services	136	34	791	1425	0.095	135	142	0.0	0.1	2.790	A
D - M20 OffSlip Eastbound	398	100	524	1704	0.234	397	402	0.0	0.3	2.753	A
E - B2068	312	78	684	1544	0.202	311	237	0.0	0.3	2.917	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	365	91	683	1786	0.204	365	508	0.2	0.3	2.532	A
B - A20 Ashford Road	828	207	288	2556	0.324	827	759	0.4	0.5	2.083	A
C - Services	162	40	946	1352	0.120	162	170	0.1	0.1	3.023	A
D - M20 OffSlip Eastbound	476	119	627	1629	0.292	475	481	0.3	0.4	3.121	A
E - B2068	373	93	818	1457	0.256	373	284	0.3	0.3	3.319	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	447	112	836	1655	0.270	447	623	0.3	0.4	2.979	A
B - A20 Ashford Road	1014	254	353	2479	0.409	1013	929	0.5	0.7	2.455	A
C - Services	198	50	1158	1252	0.158	198	208	0.1	0.2	3.413	A
D - M20 OffSlip Eastbound	582	146	768	1526	0.382	582	588	0.4	0.6	3.807	A
E - B2068	457	114	1002	1339	0.341	456	348	0.3	0.5	4.074	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	447	112	837	1654	0.270	447	623	0.4	0.4	2.981	A
B - A20 Ashford Road	1014	254	353	2478	0.409	1014	930	0.7	0.7	2.458	A
C - Services	198	50	1159	1252	0.158	198	208	0.2	0.2	3.415	A
D - M20 OffSlip Eastbound	582	146	769	1526	0.382	582	589	0.6	0.6	3.815	A
E - B2068	457	114	1003	1338	0.342	457	348	0.5	0.5	4.086	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	365	91	684	1785	0.205	365	509	0.4	0.3	2.536	A
B - A20 Ashford Road	828	207	289	2555	0.324	829	761	0.7	0.5	2.087	A
C - Services	162	40	948	1352	0.120	162	170	0.2	0.1	3.026	A
D - M20 OffSlip Eastbound	476	119	628	1628	0.292	476	482	0.6	0.4	3.130	A
E - B2068	373	93	820	1456	0.256	374	284	0.5	0.3	3.326	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	306	76	573	1880	0.163	306	426	0.3	0.2	2.288	A
B - A20 Ashford Road	693	173	242	2611	0.266	694	637	0.5	0.4	1.879	A
C - Services	136	34	793	1424	0.095	136	142	0.1	0.1	2.793	A
D - M20 OffSlip Eastbound	398	100	526	1702	0.234	399	403	0.4	0.3	2.763	A
E - B2068	312	78	686	1543	0.203	313	238	0.3	0.3	2.927	A

2055 | DM | AM

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	5.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.34	A

Arms

Arms
[same as above]

Roundabout Geometry
[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - M20 OffSlip Westbound	1258	✓	105.00
B - A20 Ashford Road	398	✓	49.60
C - Services	2638	✓	33.90
D - M20 OffSlip Eastbound	1670	✓	108.00
E - B2068	1976	✓	42.00

Slope / Intercept / Capacity
[same as above]

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)	Run automatically
D24	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - M20 OffSlip Westbound		ONE HOUR	✓	764	100.000
B - A20 Ashford Road		ONE HOUR	✓	1286	100.000
C - Services		ONE HOUR	✓	227	100.000
D - M20 OffSlip Eastbound		ONE HOUR	✓	709	100.000
E - B2068		ONE HOUR	✓	429	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - M20 OffSlip Westbound	B - A20 Ashford Road	C - Services	D - M20 OffSlip Eastbound	E - B2068
From	A - M20 OffSlip Westbound	2	560	79	0	123
	B - A20 Ashford Road	476	22	80	472	236
	C - Services	95	33	1	82	16
	D - M20 OffSlip Eastbound	1	474	58	13	163
	E - B2068	90	122	13	204	0

Proportions

		To	
		A - M20 OffSlip Westbound	B Ash Ro
From	A - M20 OffSlip Westbound	0.00	0
	B - A20 Ashford Road	0.37	0
	C - Services	0.42	0
	D - M20 OffSlip Eastbound	0.00	0
	E - B2068	0.21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A - M20 OffSlip Westbound	B - A20 Ashford Road	C - Services	D - M20 OffSlip Eastbound	E - B2068
From	A - M20 OffSlip Westbound	0	3	16	0	1
	B - A20 Ashford Road	3	27	10	5	5
	C - Services	26	17	100	19	0
	D - M20 OffSlip Eastbound	0	3	26	9	3
	E - B2068	4	3	0	3	0

Average PCU Per Veh

		To	
		A - M20 OffSlip Westbound	B Ash Ro
From	A - M20 OffSlip Westbound	1.000	1.
	B - A20 Ashford Road	1.029	1.
	C - Services	1.259	1.
	D - M20 OffSlip Eastbound	1.000	1.
	E - B2068	1.039	1.

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - M20 OffSlip Westbound	07:45-08:00	575	598
	08:00-08:15	687	714
	08:15-08:30	841	875
	08:30-08:45	841	875
	08:45-09:00	687	714
	09:00-09:15	575	598
B - A20 Ashford Road	07:45-08:00	968	1017
	08:00-08:15	1156	1215
	08:15-08:30	1416	1488
	08:30-08:45	1416	1488
	08:45-09:00	1156	1215
	09:00-09:15	968	1017
C - Services	07:45-08:00	171	206
	08:00-08:15	204	246
	08:15-08:30	250	301
	08:30-08:45	250	301
	08:45-09:00	204	246
	09:00-09:15	171	206
D - M20 OffSlip Eastbound	07:45-08:00	534	562
	08:00-08:15	637	671
	08:15-08:30	781	822
	08:30-08:45	781	822
	08:45-09:00	637	671
	09:00-09:15	534	562
E - B2068	07:45-08:00	323	333
	08:00-08:15	386	397
	08:15-08:30	472	487
	08:30-08:45	472	487
	08:45-09:00	386	397
	09:00-09:15	323	333

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - M20 OffSlip Westbound	0.54	5.10	1.2	A	701	1052
B - A20 Ashford Road	0.63	4.32	1.7	A	1180	1770
C - Services	0.27	5.34	0.4	A	208	312
D - M20 OffSlip Eastbound	0.62	7.38	1.6	A	651	976
E - B2068	0.42	5.46	0.7	A	394	590

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	575	144	705	1843	0.312	573	498	0.0	0.5	2.832	A
B - A20 Ashford Road	968	242	370	2440	0.397	966	908	0.0	0.7	2.438	A
C - Services	171	43	1162	1169	0.146	170	173	0.0	0.2	3.601	A
D - M20 OffSlip Eastbound	534	133	754	1533	0.348	532	579	0.0	0.5	3.587	A
E - B2068	323	81	882	1400	0.231	322	404	0.0	0.3	3.336	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	687	172	844	1718	0.400	686	596	0.5	0.7	3.483	A
B - A20 Ashford Road	1156	289	443	2360	0.490	1155	1087	0.7	1.0	2.985	A
C - Services	204	51	1390	1066	0.191	204	207	0.2	0.2	4.173	A
D - M20 OffSlip Eastbound	637	159	902	1422	0.448	636	692	0.5	0.8	4.577	A
E - B2068	386	96	1055	1287	0.300	385	483	0.3	0.4	3.988	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	841	210	1032	1550	0.543	839	730	0.7	1.2	5.052	A
B - A20 Ashford Road	1416	354	541	2251	0.629	1413	1329	1.0	1.7	4.283	A
C - Services	250	62	1701	926	0.270	249	254	0.2	0.4	5.321	A
D - M20 OffSlip Eastbound	781	195	1103	1270	0.615	778	847	0.8	1.6	7.269	A
E - B2068	472	118	1290	1135	0.416	471	591	0.4	0.7	5.418	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	841	210	1035	1547	0.544	841	731	1.2	1.2	5.101	A
B - A20 Ashford Road	1416	354	543	2249	0.630	1416	1333	1.7	1.7	4.320	A
C - Services	250	62	1704	924	0.270	250	254	0.4	0.4	5.337	A
D - M20 OffSlip Eastbound	781	195	1105	1268	0.616	781	849	1.6	1.6	7.381	A
E - B2068	472	118	1294	1132	0.417	472	592	0.7	0.7	5.455	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	687	172	848	1714	0.401	689	598	1.2	0.7	3.520	A
B - A20 Ashford Road	1156	289	445	2357	0.490	1159	1093	1.7	1.0	3.010	A
C - Services	204	51	1395	1064	0.192	205	208	0.4	0.2	4.192	A
D - M20 OffSlip Eastbound	637	159	905	1419	0.449	640	695	1.6	0.8	4.642	A
E - B2068	386	96	1060	1284	0.300	387	485	0.7	0.4	4.018	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	575	144	709	1839	0.313	576	501	0.7	0.5	2.851	A
B - A20 Ashford Road	968	242	372	2438	0.397	969	913	1.0	0.7	2.455	A
C - Services	171	43	1167	1167	0.146	171	174	0.2	0.2	3.614	A
D - M20 OffSlip Eastbound	534	133	757	1531	0.349	535	581	0.8	0.5	3.621	A
E - B2068	323	81	886	1397	0.231	323	406	0.4	0.3	3.356	A

2055 | DM | PM

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	6.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.08	A

Arms

Arms
[same as above]

Roundabout Geometry
[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - M20 OffSlip Westbound	1258	✓	105.00
B - A20 Ashford Road	398	✓	49.60
C - Services	2638	✓	33.90
D - M20 OffSlip Eastbound	1670	✓	108.00
E - B2068	1976	✓	42.00

Slope / Intercept / Capacity
[same as above]

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)	Run automatically
D25	2055	DM	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - M20 OffSlip Westbound		ONE HOUR	✓	593	100.000
B - A20 Ashford Road		ONE HOUR	✓	1369	100.000
C - Services		ONE HOUR	✓	209	100.000
D - M20 OffSlip Eastbound		ONE HOUR	✓	848	100.000
E - B2068		ONE HOUR	✓	548	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - M20 OffSlip Westbound	B - A20 Ashford Road	C - Services	D - M20 OffSlip Eastbound	E - B2068
From	A - M20 OffSlip Westbound	3	429	71	0	90
	B - A20 Ashford Road	532	10	80	576	171
	C - Services	81	42	0	74	12
	D - M20 OffSlip Eastbound	0	645	59	0	144
	E - B2068	140	234	9	165	0

Proportions

		To	
		A - M20 OffSlip Westbound	B Ash Ro
From	A - M20 OffSlip Westbound	0.01	0
	B - A20 Ashford Road	0.39	0
	C - Services	0.39	0
	D - M20 OffSlip Eastbound	0.00	0
	E - B2068	0.26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A - M20 OffSlip Westbound	B - A20 Ashford Road	C - Services	D - M20 OffSlip Eastbound	E - B2068
From	A - M20 OffSlip Westbound	0	3	40	0	0
	B - A20 Ashford Road	2	12	10	3	0
	C - Services	19	8	0	13	0
	D - M20 OffSlip Eastbound	0	2	38	0	2
	E - B2068	0	2	25	2	0

Average PCU Per Veh

		To	
		A - M20 OffSlip Westbound	B Ash Ro
From	A - M20 OffSlip Westbound	1.000	1.
	B - A20 Ashford Road	1.020	1.
	C - Services	1.188	1.
	D - M20 OffSlip Eastbound	1.000	1.
	E - B2068	1.000	1.

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - M20 OffSlip Westbound	16:45-17:00	446	477
	17:00-17:15	533	570
	17:15-17:30	653	698
	17:30-17:45	653	698
	17:45-18:00	533	570
	18:00-18:15	446	477
B - A20 Ashford Road	16:45-17:00	1031	1057
	17:00-17:15	1231	1262
	17:15-17:30	1507	1546
	17:30-17:45	1507	1546
	17:45-18:00	1231	1262
	18:00-18:15	1031	1057
C - Services	16:45-17:00	157	178
	17:00-17:15	188	213
	17:15-17:30	230	261
	17:30-17:45	230	261
	17:45-18:00	188	213
	18:00-18:15	157	178
D - M20 OffSlip Eastbound	16:45-17:00	638	666
	17:00-17:15	762	795
	17:15-17:30	934	973
	17:30-17:45	934	973
	17:45-18:00	762	795
	18:00-18:15	638	666
E - B2068	16:45-17:00	413	421
	17:00-17:15	493	503
	17:15-17:30	603	616
	17:30-17:45	603	616
	17:45-18:00	493	503
	18:00-18:15	413	421

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - M20 OffSlip Westbound	0.50	5.51	1.0	A	544	816
B - A20 Ashford Road	0.63	4.05	1.7	A	1256	1884
C - Services	0.23	4.67	0.3	A	192	288
D - M20 OffSlip Eastbound	0.69	8.50	2.2	A	778	1167
E - B2068	0.59	8.57	1.4	A	503	754

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	446	112	873	1657	0.269	445	567	0.0	0.4	2.965	A
B - A20 Ashford Road	1031	258	298	2562	0.402	1028	1020	0.0	0.7	2.343	A
C - Services	157	39	1161	1255	0.125	157	164	0.0	0.1	3.275	A
D - M20 OffSlip Eastbound	638	160	706	1600	0.399	636	612	0.0	0.7	3.725	A
E - B2068	413	103	1029	1331	0.310	411	313	0.0	0.4	3.904	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	533	133	1044	1510	0.353	532	679	0.4	0.5	3.681	A
B - A20 Ashford Road	1231	308	356	2492	0.494	1229	1221	0.7	1.0	2.849	A
C - Services	188	47	1389	1148	0.164	188	197	0.1	0.2	3.748	A
D - M20 OffSlip Eastbound	762	191	845	1498	0.509	761	732	0.7	1.0	4.876	A
E - B2068	493	123	1232	1202	0.410	492	374	0.4	0.7	5.061	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	653	163	1276	1311	0.498	651	830	0.5	1.0	5.440	A
B - A20 Ashford Road	1507	377	435	2397	0.629	1504	1491	1.0	1.7	4.020	A
C - Services	230	58	1699	1002	0.230	230	240	0.2	0.3	4.657	A
D - M20 OffSlip Eastbound	934	233	1034	1358	0.687	929	895	1.0	2.1	8.307	A
E - B2068	603	151	1506	1026	0.588	601	458	0.7	1.4	8.396	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	653	163	1281	1306	0.500	653	832	1.0	1.0	5.509	A
B - A20 Ashford Road	1507	377	437	2395	0.629	1507	1497	1.7	1.7	4.054	A
C - Services	230	58	1703	1001	0.230	230	241	0.3	0.3	4.671	A
D - M20 OffSlip Eastbound	934	233	1036	1357	0.688	934	897	2.1	2.2	8.499	A
E - B2068	603	151	1510	1023	0.590	603	459	1.4	1.4	8.566	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	533	133	1052	1503	0.355	535	682	1.0	0.6	3.726	A
B - A20 Ashford Road	1231	308	359	2489	0.494	1234	1229	1.7	1.0	2.873	A
C - Services	188	47	1394	1146	0.164	188	198	0.3	0.2	3.763	A
D - M20 OffSlip Eastbound	762	191	848	1496	0.510	767	735	2.2	1.1	4.969	A
E - B2068	493	123	1238	1197	0.411	495	376	1.4	0.7	5.148	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	446	112	878	1652	0.270	447	570	0.6	0.4	2.990	A
B - A20 Ashford Road	1031	258	300	2560	0.403	1032	1026	1.0	0.7	2.357	A
C - Services	157	39	1166	1253	0.126	158	165	0.2	0.1	3.286	A
D - M20 OffSlip Eastbound	638	160	709	1598	0.400	640	614	1.1	0.7	3.766	A
E - B2068	413	103	1035	1328	0.311	414	314	0.7	0.5	3.943	A

2055 | DS | AM

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	29.74	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	29.74	D

Arms

Arms
[same as above]

Roundabout Geometry
[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - M20 OffSlip Westbound	1258	✓	105.00
B - A20 Ashford Road	398	✓	49.60
C - Services	2638	✓	33.90
D - M20 OffSlip Eastbound	1670	✓	108.00
E - B2068	1976	✓	42.00

Slope / Intercept / Capacity
[same as above]

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)	Run automatically
D26	2055	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - M20 OffSlip Westbound		ONE HOUR	✓	1346	100.000
B - A20 Ashford Road		ONE HOUR	✓	1983	100.000
C - Services		ONE HOUR	✓	227	100.000
D - M20 OffSlip Eastbound		ONE HOUR	✓	647	100.000
E - B2068		ONE HOUR	✓	476	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - M20 OffSlip Westbound	B - A20 Ashford Road	C - Services	D - M20 OffSlip Eastbound	E - B2068
From	A - M20 OffSlip Westbound	2	1119	79	0	146
	B - A20 Ashford Road	1008	53	80	583	259
	C - Services	95	33	1	82	16
	D - M20 OffSlip Eastbound	1	418	58	13	157
	E - B2068	100	159	13	204	0

Proportions

		To	
		A - M20 OffSlip Westbound	B Ash Ro
From	A - M20 OffSlip Westbound	0.00	0
	B - A20 Ashford Road	0.51	0
	C - Services	0.42	0
	D - M20 OffSlip Eastbound	0.00	0
	E - B2068	0.21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A - M20 OffSlip Westbound	B - A20 Ashford Road	C - Services	D - M20 OffSlip Eastbound	E - B2068
From	A - M20 OffSlip Westbound	0	1	16	0	1
	B - A20 Ashford Road	1	11	10	4	5
	C - Services	26	17	100	19	0
	D - M20 OffSlip Eastbound	0	4	26	9	3
	E - B2068	4	2	0	3	0

Average PCU Per Veh

		To	
		A - M20 OffSlip Westbound	B Ash Ro
From	A - M20 OffSlip Westbound	1.000	1.
	B - A20 Ashford Road	1.014	1.
	C - Services	1.259	1.
	D - M20 OffSlip Eastbound	1.000	1.
	E - B2068	1.035	1.

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - M20 OffSlip Westbound	07:45-08:00	1013	1036
	08:00-08:15	1210	1237
	08:15-08:30	1482	1515
	08:30-08:45	1482	1515
	08:45-09:00	1210	1237
	09:00-09:15	1013	1036
B - A20 Ashford Road	07:45-08:00	1493	1542
	08:00-08:15	1783	1841
	08:15-08:30	2183	2255
	08:30-08:45	2183	2255
	08:45-09:00	1783	1841
	09:00-09:15	1493	1542
C - Services	07:45-08:00	171	206
	08:00-08:15	204	246
	08:15-08:30	250	301
	08:30-08:45	250	301
	08:45-09:00	204	246
	09:00-09:15	171	206
D - M20 OffSlip Eastbound	07:45-08:00	487	515
	08:00-08:15	582	615
	08:15-08:30	712	754
	08:30-08:45	712	754
	08:45-09:00	582	615
	09:00-09:15	487	515
E - B2068	07:45-08:00	358	368
	08:00-08:15	428	439
	08:15-08:30	524	538
	08:30-08:45	524	538
	08:45-09:00	428	439
	09:00-09:15	358	368

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - M20 OffSlip Westbound	0.95	33.46	13.0	D	1235	1853
B - A20 Ashford Road	0.96	31.44	18.1	D	1820	2729
C - Services	0.43	10.66	0.7	B	208	312
D - M20 OffSlip Eastbound	0.89	36.88	6.8	E	594	891
E - B2068	0.65	12.86	1.8	B	437	655

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1013	253	713	1867	0.543	1009	904	0.0	1.2	4.173	A
B - A20 Ashford Road	1493	373	387	2465	0.606	1487	1335	0.0	1.5	3.660	A
C - Services	171	43	1700	936	0.183	170	173	0.0	0.2	4.695	A
D - M20 OffSlip Eastbound	487	122	1209	1205	0.404	484	661	0.0	0.7	4.980	A
E - B2068	358	90	1260	1174	0.305	357	433	0.0	0.4	4.398	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1210	303	853	1739	0.696	1206	1081	1.2	2.2	6.695	A
B - A20 Ashford Road	1783	446	462	2380	0.749	1777	1596	1.5	2.9	5.919	A
C - Services	204	51	2033	788	0.259	204	207	0.2	0.3	6.155	A
D - M20 OffSlip Eastbound	582	145	1446	1032	0.564	579	791	0.7	1.3	7.918	A
E - B2068	428	107	1507	1016	0.421	427	518	0.4	0.7	6.099	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1482	370	1031	1577	0.940	1449	1303	2.2	10.5	23.633	C
B - A20 Ashford Road	2183	546	559	2272	0.961	2137	1921	2.9	14.6	21.605	C
C - Services	250	62	2447	603	0.414	249	249	0.3	0.7	10.118	B
D - M20 OffSlip Eastbound	712	178	1740	815	0.874	695	955	1.3	5.5	26.946	D
E - B2068	524	131	1813	820	0.639	520	622	0.7	1.7	11.842	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1482	370	1044	1566	0.947	1472	1321	10.5	13.0	33.456	D
B - A20 Ashford Road	2183	546	566	2264	0.964	2169	1950	14.6	18.1	31.437	D
C - Services	250	62	2482	587	0.426	250	253	0.7	0.7	10.660	B
D - M20 OffSlip Eastbound	712	178	1766	797	0.894	707	967	5.5	6.8	36.879	E
E - B2068	524	131	1840	803	0.653	524	632	1.7	1.8	12.856	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1210	303	877	1717	0.705	1252	1116	13.0	2.5	8.423	A
B - A20 Ashford Road	1783	446	475	2365	0.754	1842	1654	18.1	3.2	7.652	A
C - Services	204	51	2103	757	0.270	205	215	0.7	0.4	6.549	A
D - M20 OffSlip Eastbound	582	145	1495	996	0.584	603	813	6.8	1.4	9.659	A
E - B2068	428	107	1561	982	0.436	432	537	1.8	0.8	6.599	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1013	253	720	1860	0.545	1018	912	2.5	1.2	4.300	A
B - A20 Ashford Road	1493	373	390	2461	0.607	1499	1348	3.2	1.6	3.771	A
C - Services	171	43	1715	930	0.184	171	175	0.4	0.2	4.753	A
D - M20 OffSlip Eastbound	487	122	1220	1197	0.407	490	667	1.4	0.7	5.111	A
E - B2068	358	90	1272	1166	0.307	360	437	0.8	0.4	4.473	A

2055 | DS | PM

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	28.63	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	28.63	D

Arms

Arms
[same as above]

Roundabout Geometry
[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - M20 OffSlip Westbound	1258	✓	105.00
B - A20 Ashford Road	398	✓	49.60
C - Services	2638	✓	33.90
D - M20 OffSlip Eastbound	1670	✓	108.00
E - B2068	1976	✓	42.00

Slope / Intercept / Capacity
[same as above]

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)	Run automatically
D27	2055	DS	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - M20 OffSlip Westbound		ONE HOUR	✓	1134	100.000
B - A20 Ashford Road		ONE HOUR	✓	2061	100.000
C - Services		ONE HOUR	✓	209	100.000
D - M20 OffSlip Eastbound		ONE HOUR	✓	688	100.000
E - B2068		ONE HOUR	✓	605	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - M20 OffSlip Westbound	B - A20 Ashford Road	C - Services	D - M20 OffSlip Eastbound	E - B2068
From	A - M20 OffSlip Westbound	3	954	71	0	106
	B - A20 Ashford Road	1131	50	80	601	199
	C - Services	81	42	0	74	12
	D - M20 OffSlip Eastbound	0	485	59	0	144
	E - B2068	167	269	9	160	0

Proportions

		To	
		A - M20 OffSlip Westbound	B Ash Ro
From	A - M20 OffSlip Westbound	0.00	0
	B - A20 Ashford Road	0.55	0
	C - Services	0.39	0
	D - M20 OffSlip Eastbound	0.00	0
	E - B2068	0.28	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A - M20 OffSlip Westbound	B - A20 Ashford Road	C - Services	D - M20 OffSlip Eastbound	E - B2068
From	A - M20 OffSlip Westbound	0	1	40	0	0
	B - A20 Ashford Road	1	2	10	3	0
	C - Services	19	8	0	13	0
	D - M20 OffSlip Eastbound	0	2	36	0	2
	E - B2068	0	2	25	2	0

Average PCU Per Veh

		To	
		A - M20 OffSlip Westbound	B Ash Ro
From	A - M20 OffSlip Westbound	1.000	1.
	B - A20 Ashford Road	1.009	1.
	C - Services	1.188	1.
	D - M20 OffSlip Eastbound	1.000	1.
	E - B2068	1.000	1.

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - M20 OffSlip Westbound	16:45-17:00	854	885
	17:00-17:15	1019	1056
	17:15-17:30	1249	1294
	17:30-17:45	1249	1294
	17:45-18:00	1019	1056
	18:00-18:15	854	885
B - A20 Ashford Road	16:45-17:00	1552	1578
	17:00-17:15	1853	1884
	17:15-17:30	2269	2308
	17:30-17:45	2269	2308
	17:45-18:00	1853	1884
	18:00-18:15	1552	1578
C - Services	16:45-17:00	157	178
	17:00-17:15	188	213
	17:15-17:30	230	261
	17:30-17:45	230	261
	17:45-18:00	188	213
	18:00-18:15	157	178
D - M20 OffSlip Eastbound	16:45-17:00	518	545
	17:00-17:15	618	651
	17:15-17:30	758	797
	17:30-17:45	758	797
	17:45-18:00	618	651
	18:00-18:15	518	545
E - B2068	16:45-17:00	455	464
	17:00-17:15	544	554
	17:15-17:30	666	679
	17:30-17:45	666	679
	17:45-18:00	544	554
	18:00-18:15	455	464

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - M20 OffSlip Westbound	0.86	17.73	5.9	C	1041	1561
B - A20 Ashford Road	0.94	22.71	13.5	C	1891	2837
C - Services	0.35	8.59	0.5	A	192	288
D - M20 OffSlip Eastbound	0.93	46.99	9.3	E	631	947
E - B2068	0.94	55.64	9.7	F	555	833

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	854	213	804	1769	0.483	850	1036	0.0	0.9	3.903	A
B - A20 Ashford Road	1552	388	306	2575	0.603	1546	1348	0.0	1.5	3.477	A
C - Services	157	39	1687	1013	0.155	157	164	0.0	0.2	4.200	A
D - M20 OffSlip Eastbound	518	129	1218	1223	0.424	515	626	0.0	0.7	5.067	A
E - B2068	455	114	1387	1114	0.409	453	345	0.0	0.7	5.419	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1019	255	961	1629	0.626	1017	1239	0.9	1.6	5.852	A
B - A20 Ashford Road	1853	463	365	2503	0.740	1848	1612	1.5	2.8	5.449	A
C - Services	188	47	2017	859	0.219	188	196	0.2	0.3	5.358	A
D - M20 OffSlip Eastbound	618	155	1456	1051	0.589	616	748	0.7	1.4	8.224	A
E - B2068	544	136	1659	942	0.577	541	413	0.7	1.3	8.919	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1249	312	1146	1464	0.853	1234	1495	1.6	5.2	14.824	B
B - A20 Ashford Road	2269	567	438	2415	0.940	2234	1942	2.8	11.6	17.266	C
C - Services	230	58	2436	663	0.347	229	237	0.3	0.5	8.269	A
D - M20 OffSlip Eastbound	758	189	1762	830	0.913	734	903	1.4	7.3	32.106	D
E - B2068	666	167	1999	727	0.916	643	498	1.3	7.2	35.958	E

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1249	312	1169	1444	0.864	1246	1515	5.2	5.9	17.728	C
B - A20 Ashford Road	2269	567	445	2407	0.943	2262	1969	11.6	13.5	22.712	C
C - Services	230	58	2467	649	0.355	230	240	0.5	0.5	8.595	A
D - M20 OffSlip Eastbound	758	189	1783	815	0.929	749	914	7.3	9.3	46.992	E
E - B2068	666	167	2027	709	0.940	656	505	7.2	9.7	55.638	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1019	255	1015	1581	0.645	1035	1275	5.9	1.9	6.785	A
B - A20 Ashford Road	1853	463	381	2485	0.746	1895	1669	13.5	3.0	6.520	A
C - Services	188	47	2073	833	0.226	189	203	0.5	0.3	5.601	A
D - M20 OffSlip Eastbound	618	155	1490	1026	0.603	649	772	9.3	1.6	10.307	B
E - B2068	544	136	1713	908	0.599	577	426	9.7	1.5	11.913	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	854	213	814	1760	0.485	857	1045	1.9	1.0	4.005	A
B - A20 Ashford Road	1552	388	309	2571	0.603	1558	1362	3.0	1.5	3.573	A
C - Services	157	39	1701	1007	0.156	158	166	0.3	0.2	4.244	A
D - M20 OffSlip Eastbound	518	129	1227	1216	0.426	521	631	1.6	0.7	5.206	A
E - B2068	455	114	1400	1107	0.412	459	349	1.5	0.7	5.586	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: J1_M20 Junction11.j11

[redacted]

Report generation date: 17/09/2026 10:19:55

»2055 | DS VM | AM
»2055 | DS VM | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2055 - DS VM					
A - M20 OffSlip Westbound	38.9	82.12	1.03	8.4	24.31	0.91
B - A20 Ashford Road	44.0	64.66	1.02	27.0	41.54	0.99
C - Services	0.8	11.89	0.45	0.6	9.56	0.38
D - M20 OffSlip Eastbound	15.7	77.78	0.99	18.7	86.40	1.01
E - B2068	2.4	16.53	0.71	17.0	90.06	1.00

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

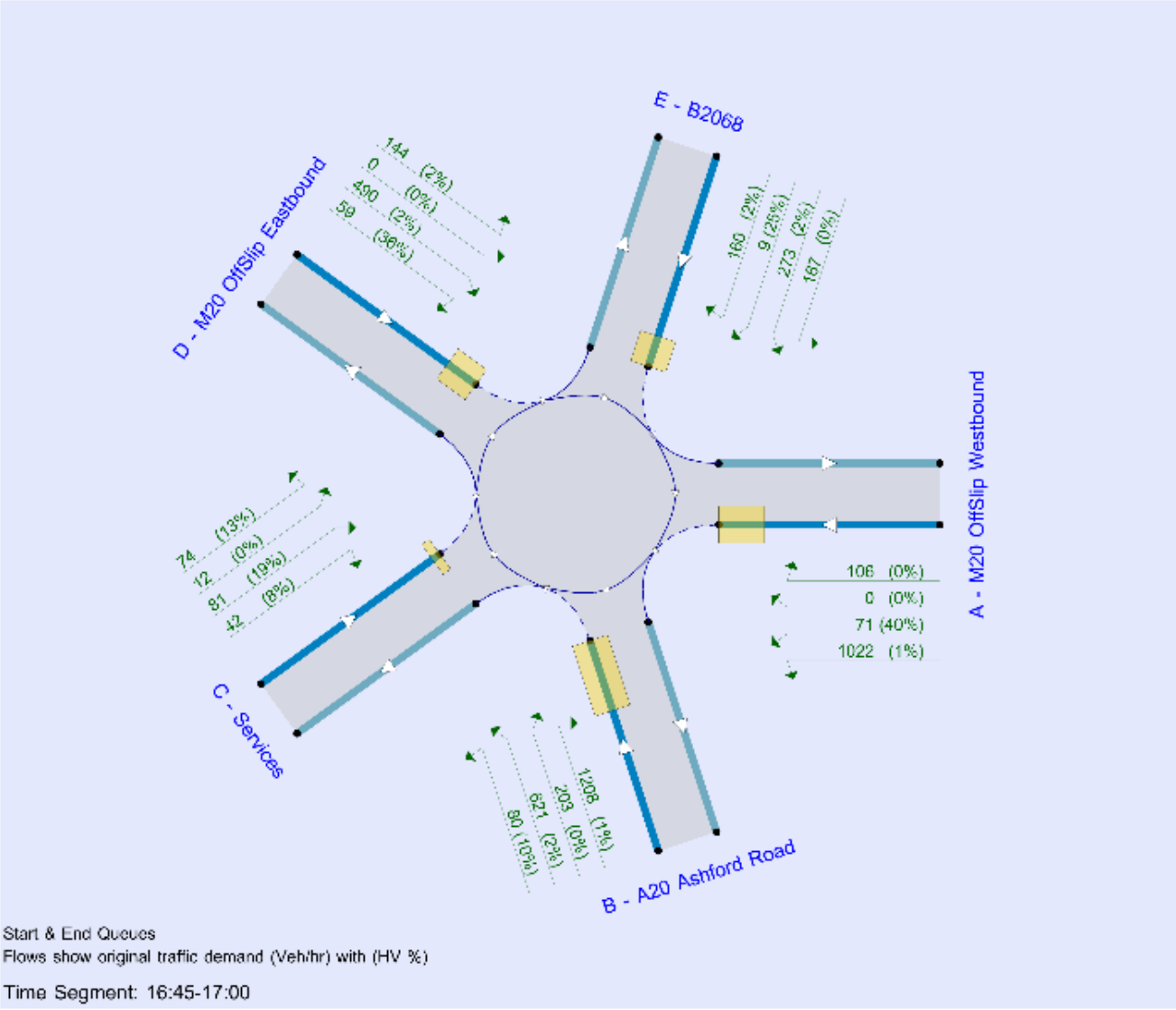
File summary

File Description

Title	J2 Otterpool Park_Base Model AM PEAK
Location	M20 J11, B2068-A20
Site number	
Date	27/06/2017
Version	
Status	Base Model
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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)	Run automatically
D1	2018		AM	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	ONE HOUR	16:45	18:15	15	✓
D20	2025		AM	ONE HOUR	07:45	09:15	15	✓
D21	2025		PM	ONE HOUR	16:45	18:15	15	✓
D22	2025	Local Peak	PM L	ONE HOUR	16:45	18:15	15	✓
D23	2025	Local Peak	AM L	ONE HOUR	07:15	08:45	15	✓
D24	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓
D25	2055	DM	PM	ONE HOUR	16:45	18:15	15	✓
D26	2055	DS VM	AM	ONE HOUR	07:45	09:15	15	✓
D27	2055	DS VM	PM	ONE HOUR	16:45	18:15	15	✓
D28	2031	DM	AM	ONE HOUR	07:45	09:15	15	✓
D29	2031	DM	PM	ONE HOUR	16:45	18:15	15	✓
D30	2031	DS	AM	ONE HOUR	07:45	09:15	15	✓
D31	2031	DS	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D26,D27	100.000	100.000

2055 | DS VM | 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	untitled	Large Roundabout		A, B, C, D, E	64.05	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	64.05	F

Arms

Arms

Arm	Name	Description	No give-way line
A	M20 OffSlip Westbound		
B	A20 Ashford Road		
C	Services		
D	M20 OffSlip Eastbound		
E	B2068		

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
A - M20 OffSlip Westbound	5.38	7.20	28.0	64.6	226.8	21.0		
B - A20 Ashford Road	7.30	7.30	0.0	41.6	223.0	23.0		
C - Services	3.98	7.14	27.1	28.9	223.0	41.0		
D - M20 OffSlip Eastbound	5.53	6.09	25.5	49.2	226.0	18.0		
E - B2068	3.08	6.63	25.5	41.4	223.0	31.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - M20 OffSlip Westbound	1258	✓	105.00
B - A20 Ashford Road	398	✓	49.60
C - Services	2638	✓	33.90
D - M20 OffSlip Eastbound	1670	✓	108.00
E - B2068	1976	✓	42.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - M20 OffSlip Westbound	0.881	2573
B - A20 Ashford Road	1.078	2993
C - Services	0.523	2043
D - M20 OffSlip Eastbound	0.746	2212
E - B2068	0.625	2033

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)	Run automatically
D26	2055	DS VM	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - M20 OffSlip Westbound		ONE HOUR	✓	1450	100.000
B - A20 Ashford Road		ONE HOUR	✓	2106	100.000
C - Services		ONE HOUR	✓	227	100.000
D - M20 OffSlip Eastbound		ONE HOUR	✓	666	100.000
E - B2068		ONE HOUR	✓	481	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - M20 OffSlip Westbound	B - A20 Ashford Road	C - Services	D - M20 OffSlip Eastbound	E - B2068
From	A - M20 OffSlip Westbound	2	1223	79	0	146
	B - A20 Ashford Road	1108	58	80	596	264
	C - Services	95	33	1	82	16
	D - M20 OffSlip Eastbound	1	437	58	13	157
	E - B2068	100	164	13	204	0

Proportions

		To	
		A - M20 OffSlip Westbound	B - Ash Ro
From	A - M20 OffSlip Westbound	0.00	0
	B - A20 Ashford Road	0.53	0
	C - Services	0.42	0
	D - M20 OffSlip Eastbound	0.00	0
	E - B2068	0.21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A - M20 OffSlip Westbound	B - A20 Ashford Road	C - Services	D - M20 OffSlip Eastbound	E - B2068
From	A - M20 OffSlip Westbound	0	1	16	0	1
	B - A20 Ashford Road	1	10	10	4	4
	C - Services	26	17	100	19	0
	D - M20 OffSlip Eastbound	0	4	26	9	3
	E - B2068	4	2	0	3	0

Average PCU Per Veh

		To	
		A - M20 OffSlip Westbound	B - Ash Ro
From	A - M20 OffSlip Westbound	1.000	1.
	B - A20 Ashford Road	1.013	1.
	C - Services	1.259	1.
	D - M20 OffSlip Eastbound	1.000	1.
	E - B2068	1.035	1.

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - M20 OffSlip Westbound	07:45-08:00	1092	1114
	08:00-08:15	1304	1331
	08:15-08:30	1596	1630
	08:30-08:45	1596	1630
	08:45-09:00	1304	1331
	09:00-09:15	1092	1114
B - A20 Ashford Road	07:45-08:00	1586	1635
	08:00-08:15	1893	1952
	08:15-08:30	2319	2391
	08:30-08:45	2319	2391
	08:45-09:00	1893	1952
	09:00-09:15	1586	1635
C - Services	07:45-08:00	171	206
	08:00-08:15	204	246
	08:15-08:30	250	301
	08:30-08:45	250	301
	08:45-09:00	204	246
	09:00-09:15	171	206
D - M20 OffSlip Eastbound	07:45-08:00	501	530
	08:00-08:15	599	632
	08:15-08:30	733	775
	08:30-08:45	733	775
	08:45-09:00	599	632
	09:00-09:15	501	530
E - B2068	07:45-08:00	362	372
	08:00-08:15	432	444
	08:15-08:30	530	544
	08:30-08:45	530	544
	08:45-09:00	432	444
	09:00-09:15	362	372

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - M20 OffSlip Westbound	1.03	82.12	38.9	F	1331	1996
B - A20 Ashford Road	1.02	64.66	44.0	F	1932	2899
C - Services	0.45	11.89	0.8	B	208	312
D - M20 OffSlip Eastbound	0.99	77.78	15.7	F	611	917
E - B2068	0.71	16.53	2.4	C	441	662

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1092	273	734	1851	0.590	1086	979	0.0	1.4	4.669	A
B - A20 Ashford Road	1586	396	386	2470	0.642	1578	1434	0.0	1.8	4.010	A
C - Services	171	43	1792	896	0.191	170	173	0.0	0.2	4.949	A
D - M20 OffSlip Eastbound	501	125	1291	1149	0.436	498	671	0.0	0.8	5.510	A
E - B2068	362	91	1353	1118	0.324	360	437	0.0	0.5	4.741	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1304	326	878	1720	0.758	1297	1169	1.4	3.0	8.379	A
B - A20 Ashford Road	1893	473	462	2385	0.794	1885	1713	1.8	3.7	7.096	A
C - Services	204	51	2141	741	0.275	203	207	0.2	0.4	6.690	A
D - M20 OffSlip Eastbound	599	150	1543	965	0.621	595	802	0.8	1.6	9.663	A
E - B2068	432	108	1616	950	0.455	431	522	0.5	0.8	6.922	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1596	399	1046	1567	1.019	1513	1385	3.0	23.8	42.169	E
B - A20 Ashford Road	2319	580	549	2288	1.014	2221	2011	3.7	28.2	34.231	D
C - Services	250	62	2527	569	0.439	248	243	0.4	0.8	11.173	B
D - M20 OffSlip Eastbound	733	183	1821	760	0.965	698	954	1.6	10.3	44.406	E
E - B2068	530	132	1907	764	0.693	524	613	0.8	2.1	14.688	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1596	399	1061	1554	1.028	1536	1404	23.8	38.9	82.117	F
B - A20 Ashford Road	2319	580	556	2280	1.017	2255	2041	28.2	44.0	64.661	F
C - Services	250	62	2565	552	0.453	250	247	0.8	0.8	11.891	B
D - M20 OffSlip Eastbound	733	183	1848	741	0.990	712	967	10.3	15.7	77.779	F
E - B2068	530	132	1937	745	0.711	529	623	2.1	2.4	16.526	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1304	326	932	1671	0.780	1444	1259	38.9	3.8	25.283	D
B - A20 Ashford Road	1893	473	494	2348	0.806	2052	1882	44.0	4.4	18.688	C
C - Services	204	51	2319	662	0.308	206	226	0.8	0.5	7.918	A
D - M20 OffSlip Eastbound	599	150	1672	872	0.687	652	853	15.7	2.3	20.217	C
E - B2068	432	108	1753	864	0.501	438	571	2.4	1.0	8.556	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1092	273	745	1841	0.593	1101	989	3.8	1.5	4.920	A
B - A20 Ashford Road	1586	396	392	2464	0.644	1596	1455	4.4	1.8	4.196	A
C - Services	171	43	1812	887	0.193	172	175	0.5	0.2	5.037	A
D - M20 OffSlip Eastbound	501	125	1306	1138	0.441	507	678	2.3	0.8	5.762	A
E - B2068	362	91	1371	1106	0.327	364	443	1.0	0.5	4.863	A

2055 | DS VM | 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	untitled	Large Roundabout		A, B, C, D, E	48.26	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	48.26	E

Arms

Arms
[same as above]

Roundabout Geometry
[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - M20 OffSlip Westbound	1258	✓	105.00
B - A20 Ashford Road	398	✓	49.60
C - Services	2638	✓	33.90
D - M20 OffSlip Eastbound	1670	✓	108.00
E - B2068	1976	✓	42.00

Slope / Intercept / Capacity
[same as above]

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)	Run automatically
D27	2055	DS VM	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - M20 OffSlip Westbound		ONE HOUR	✓	1202	100.000
B - A20 Ashford Road		ONE HOUR	✓	2167	100.000
C - Services		ONE HOUR	✓	209	100.000
D - M20 OffSlip Eastbound		ONE HOUR	✓	693	100.000
E - B2068		ONE HOUR	✓	609	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - M20 OffSlip Westbound	B - A20 Ashford Road	C - Services	D - M20 OffSlip Eastbound	E - B2068
From	A - M20 OffSlip Westbound	3	1022	71	0	106
	B - A20 Ashford Road	1208	55	80	621	203
	C - Services	81	42	0	74	12
	D - M20 OffSlip Eastbound	0	490	59	0	144
	E - B2068	167	273	9	160	0

Proportions

		To	
		A - M20 OffSlip Westbound	B Ash Ro
From	A - M20 OffSlip Westbound	0.00	0
	B - A20 Ashford Road	0.56	0
	C - Services	0.39	0
	D - M20 OffSlip Eastbound	0.00	0
	E - B2068	0.27	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A - M20 OffSlip Westbound	B - A20 Ashford Road	C - Services	D - M20 OffSlip Eastbound	E - B2068
From	A - M20 OffSlip Westbound	0	1	40	0	0
	B - A20 Ashford Road	1	2	10	2	0
	C - Services	19	8	0	13	0
	D - M20 OffSlip Eastbound	0	2	36	0	2
	E - B2068	0	2	25	2	0

Average PCU Per Veh

		To	
		A - M20 OffSlip Westbound	B Ash Ro
From	A - M20 OffSlip Westbound	1.000	1.
	B - A20 Ashford Road	1.009	1.
	C - Services	1.188	1.
	D - M20 OffSlip Eastbound	1.000	1.
	E - B2068	1.000	1.

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - M20 OffSlip Westbound	16:45-17:00	905	936
	17:00-17:15	1081	1117
	17:15-17:30	1323	1369
	17:30-17:45	1323	1369
	17:45-18:00	1081	1117
	18:00-18:15	905	936
B - A20 Ashford Road	16:45-17:00	1631	1658
	17:00-17:15	1948	1980
	17:15-17:30	2386	2425
	17:30-17:45	2386	2425
	17:45-18:00	1948	1980
	18:00-18:15	1631	1658
C - Services	16:45-17:00	157	178
	17:00-17:15	188	213
	17:15-17:30	230	261
	17:30-17:45	230	261
	17:45-18:00	188	213
	18:00-18:15	157	178
D - M20 OffSlip Eastbound	16:45-17:00	522	549
	17:00-17:15	623	656
	17:15-17:30	763	803
	17:30-17:45	763	803
	17:45-18:00	623	656
	18:00-18:15	522	549
E - B2068	16:45-17:00	458	467
	17:00-17:15	547	558
	17:15-17:30	671	683
	17:30-17:45	671	683
	17:45-18:00	547	558
	18:00-18:15	458	467

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - M20 OffSlip Westbound	0.91	24.31	8.4	C	1103	1654
B - A20 Ashford Road	0.99	41.54	27.0	E	1988	2983
C - Services	0.38	9.56	0.6	A	192	288
D - M20 OffSlip Eastbound	1.01	86.40	18.7	F	636	954
E - B2068	1.00	90.06	17.0	F	559	838

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	905	226	814	1763	0.513	901	1093	0.0	1.0	4.153	A
B - A20 Ashford Road	1631	408	305	2577	0.633	1625	1409	0.0	1.7	3.755	A
C - Services	157	39	1766	977	0.161	157	164	0.0	0.2	4.386	A
D - M20 OffSlip Eastbound	522	130	1282	1178	0.443	519	641	0.0	0.8	5.435	A
E - B2068	458	115	1452	1075	0.427	456	348	0.0	0.7	5.787	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1081	270	973	1622	0.666	1077	1307	1.0	2.0	6.559	A
B - A20 Ashford Road	1948	487	365	2506	0.777	1941	1685	1.7	3.4	6.303	A
C - Services	188	47	2110	816	0.230	187	196	0.2	0.3	5.724	A
D - M20 OffSlip Eastbound	623	156	1532	997	0.625	620	766	0.8	1.6	9.449	A
E - B2068	547	137	1735	895	0.611	544	416	0.7	1.5	10.161	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1323	331	1138	1475	0.897	1302	1559	2.0	7.2	18.921	C
B - A20 Ashford Road	2386	596	433	2424	0.984	2320	2008	3.4	19.9	25.544	D
C - Services	230	58	2519	625	0.368	229	233	0.3	0.6	9.057	A
D - M20 OffSlip Eastbound	763	191	1835	778	0.980	723	913	1.6	11.7	47.289	E
E - B2068	671	168	2063	688	0.974	634	495	1.5	10.6	49.328	E

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1323	331	1157	1458	0.908	1319	1584	7.2	8.4	24.312	C
B - A20 Ashford Road	2386	596	439	2417	0.987	2358	2036	19.9	27.0	41.538	E
C - Services	230	58	2560	606	0.379	230	237	0.6	0.6	9.555	A
D - M20 OffSlip Eastbound	763	191	1863	759	1.006	735	927	11.7	18.7	86.400	F
E - B2068	671	168	2095	668	1.004	645	503	10.6	17.0	90.061	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	1081	270	1077	1530	0.706	1104	1380	8.4	2.5	8.910	A
B - A20 Ashford Road	1948	487	393	2473	0.788	2041	1788	27.0	3.9	10.096	B
C - Services	188	47	2225	763	0.246	189	208	0.6	0.3	6.290	A
D - M20 OffSlip Eastbound	623	156	1603	947	0.658	690	811	18.7	2.0	17.664	C
E - B2068	547	137	1850	823	0.665	607	443	17.0	2.1	21.157	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - M20 OffSlip Westbound	905	226	827	1752	0.517	911	1105	2.5	1.1	4.306	A
B - A20 Ashford Road	1631	408	310	2572	0.634	1640	1428	3.9	1.8	3.896	A
C - Services	157	39	1784	968	0.162	158	166	0.3	0.2	4.444	A
D - M20 OffSlip Eastbound	522	130	1294	1169	0.446	526	648	2.0	0.8	5.644	A
E - B2068	458	115	1468	1065	0.431	464	352	2.1	0.8	6.041	A

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J2_A20_Mersham.j11
Path: \\corp\global\GB\Projects\UK0037xxx\UK0037778.5358 - Otterpool Park Strategic Advice\01 Analysis\11_Modelling\17 Future Year (Vision High) Models\02 WSP Model Files
Report generation date: 17/09/2026 09:14:33

»2025 | | AM
»2025 | | PM
»2055 | DM | AM
»2055 | DM | PM
»2055 | DS | AM
»2055 | DS | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025					
Stream B-C	0.5	10.06	0.35	0.1	6.92	0.13
Stream B-A	0.1	15.44	0.11	0.1	11.89	0.06
Stream C-AB	0.3	8.63	0.23	0.3	7.87	0.20
	2055 - DM					
Stream B-C	0.9	14.98	0.48	0.2	7.66	0.16
Stream B-A	0.2	27.68	0.20	0.1	15.29	0.09
Stream C-AB	0.4	10.97	0.31	0.3	8.88	0.25
	2055 - DS					
Stream B-C	1.3	21.97	0.58	0.2	9.16	0.18
Stream B-A	0.6	67.24	0.38	0.2	33.93	0.17
Stream C-AB	0.5	12.61	0.34	0.4	10.47	0.28

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.

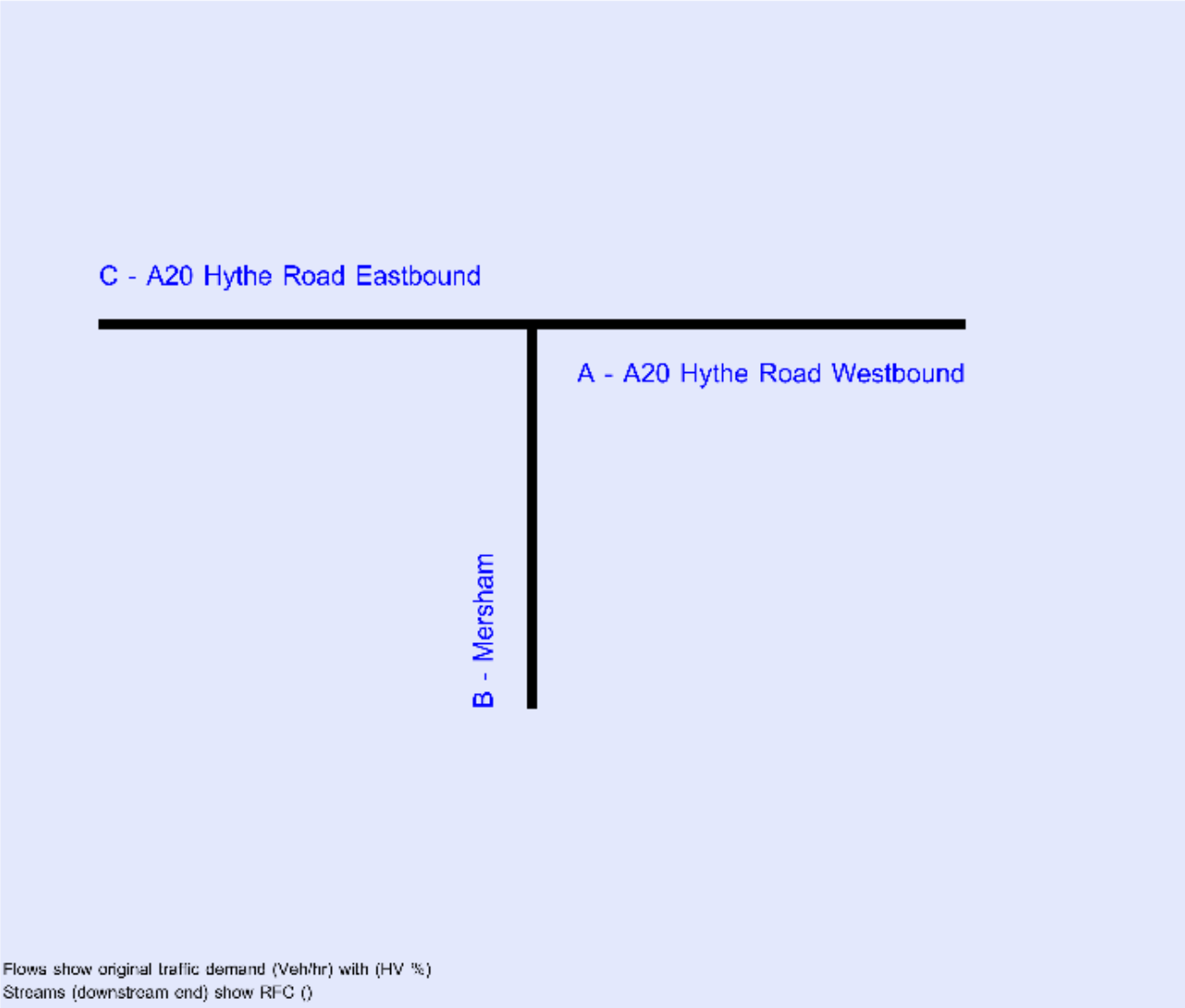
File summary

File Description

Title	J6 Otterpool Park_Base Model
Location	A20 Hythe Road - Mersham
Site number	
Date	19/06/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	For 2050 DM (AM & PM) Scenario following arm structure is followed A - A250 Hythe Rd WB B - Mersham C - A250 Hythe Rd EB as the arm structure give in forecast flows matrix is not realistic

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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018		AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D15,D16,D17,D18,D19,D20	100.000	100.000

2025 | | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Mersham - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.23	A

Arms

Arms

Arm	Name	Description	Arm type
A	A20 Hythe Road Westbound		Major
B	Mersham		Minor
C	A20 Hythe Road Eastbound		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 - A20 Hythe Road Eastbound	8.68		✓	3.00	130.0	✓	9.00

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 - Mersham	One lane plus flare	10.00	7.22	4.28	2.90	2.90	✓	1.00	62	64

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	562	0.090	0.229	0.144	0.326
B-C	732	0.099	0.250	-	-
C-B	706	0.242	0.242	-	-

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	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2025	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Hythe Road Westbound		ONE HOUR	✓	531	100.000
B - Mersham		ONE HOUR	✓	199	100.000
C - A20 Hythe Road Eastbound		ONE HOUR	✓	674	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Hythe Road Westbound	B - Mersham	C - A20 Hythe Road Eastbound
From	A - A20 Hythe Road Westbound	0	20	511
	B - Mersham	25	0	174
	C - A20 Hythe Road Eastbound	560	114	0

Proportions

		To		
		A - A20 Hythe Road Westbound	B - Mersham	
From	A - A20 Hythe Road Westbound	0.00	0.04	
	B - Mersham	0.13	0.00	
	C - A20 Hythe Road Eastbound	0.83	0.17	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Hythe Road Westbound	B - Mersham	C - A20 Hythe Road Eastbound
From	A - A20 Hythe Road Westbound	0	5	4
	B - Mersham	8	0	3
	C - A20 Hythe Road Eastbound	2	3	0

Average PCU Per Veh

		To		
		A - A20 Hythe Road Westbound	B - Mersham	
From	A - A20 Hythe Road Westbound	1.000	1.050	
	B - Mersham	1.080	1.000	
	C - A20 Hythe Road Eastbound	1.020	1.030	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Hythe Road Westbound	07:45-08:00	400	416
	08:00-08:15	477	497
	08:15-08:30	585	608
	08:30-08:45	585	608
	08:45-09:00	477	497
	09:00-09:15	400	416
B - Mersham	07:45-08:00	150	155
	08:00-08:15	179	185
	08:15-08:30	219	227
	08:30-08:45	219	227
	08:45-09:00	179	185
	09:00-09:15	150	155
C - A20 Hythe Road Eastbound	07:45-08:00	507	518
	08:00-08:15	606	619
	08:15-08:30	742	758
	08:30-08:45	742	758
	08:45-09:00	606	619
	09:00-09:15	507	518

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.35	10.06	0.5	B	160	239
B-A	0.11	15.44	0.1	C	23	34
C-AB	0.23	8.63	0.3	A	105	157
C-A					514	771
A-B					18	28
A-C					469	703

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	0.00	603	0.217	130	0.0	0.3	7.592	A
B-A	19	5	0.00	347	0.054	19	0.0	0.1	10.957	B
C-AB	86	21	0.00	588	0.146	85	0.0	0.2	7.155	A
C-A	422	105	0.00			422				
A-B	15	4	0.00			15				
A-C	385	96	0.00			385				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	156	39	0.00	581	0.269	156	0.3	0.4	8.463	A
B-A	22	6	0.00	311	0.072	22	0.1	0.1	12.458	B
C-AB	102	26	0.00	569	0.180	102	0.2	0.2	7.714	A
C-A	503	126	0.00			503				
A-B	18	4	0.00			18				
A-C	459	115	0.00			459				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	192	48	0.00	550	0.349	191	0.4	0.5	10.021	B
B-A	28	7	0.00	261	0.106	27	0.1	0.1	15.412	C
C-AB	126	31	0.00	543	0.231	125	0.2	0.3	8.625	A
C-A	617	154	0.00			617				
A-B	22	6	0.00			22				
A-C	563	141	0.00			563				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	192	48	0.00	549	0.349	192	0.5	0.5	10.059	B
B-A	28	7	0.00	261	0.106	28	0.1	0.1	15.445	C
C-AB	126	31	0.00	543	0.231	126	0.3	0.3	8.631	A
C-A	617	154	0.00			617				
A-B	22	6	0.00			22				
A-C	563	141	0.00			563				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	156	39	0.00	581	0.269	157	0.5	0.4	8.506	A
B-A	22	6	0.00	311	0.072	23	0.1	0.1	12.490	B
C-AB	102	26	0.00	569	0.180	103	0.3	0.2	7.731	A
C-A	503	126	0.00			503				
A-B	18	4	0.00			18				
A-C	459	115	0.00			459				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	0.00	603	0.217	131	0.4	0.3	7.639	A
B-A	19	5	0.00	347	0.054	19	0.1	0.1	10.988	B
C-AB	86	21	0.00	588	0.146	86	0.2	0.2	7.181	A
C-A	422	105	0.00			422				
A-B	15	4	0.00			15				
A-C	385	96	0.00			385				

2025 | | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Mersham - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.25	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2025	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Hythe Road Westbound		ONE HOUR	✓	469	100.000
B - Mersham		ONE HOUR	✓	85	100.000
C - A20 Hythe Road Eastbound		ONE HOUR	✓	631	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Hythe Road Westbound	B - Mersham	C - A20 Hythe Road Eastbound
From	A - A20 Hythe Road Westbound	0	25	444
	B - Mersham	17	0	68
	C - A20 Hythe Road Eastbound	526	105	0

Proportions

		To		
		A - A20 Hythe Road Westbound	B - Mersham	
From	A - A20 Hythe Road Westbound	0.00	0.05	
	B - Mersham	0.20	0.00	
	C - A20 Hythe Road Eastbound	0.83	0.17	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A20 Hythe Road Westbound	B - Mersham	C - A20 Hythe Road Eastbound
	A - A20 Hythe Road Westbound	0	0	2
	B - Mersham	0	0	0
	C - A20 Hythe Road Eastbound	2	1	0

Average PCU Per Veh

	To			
From		A - A20 Hythe Road Westbound	B - Mersham	
	A - A20 Hythe Road Westbound	1.000	1.000	
	B - Mersham	1.000	1.000	
	C - A20 Hythe Road Eastbound	1.020	1.010	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Hythe Road Westbound	16:45-17:00	353	360
	17:00-17:15	422	430
	17:15-17:30	516	526
	17:30-17:45	516	526
	17:45-18:00	422	430
	18:00-18:15	353	360
B - Mersham	16:45-17:00	64	64
	17:00-17:15	76	76
	17:15-17:30	94	94
	17:30-17:45	94	94
	17:45-18:00	76	76
	18:00-18:15	64	64
C - A20 Hythe Road Eastbound	16:45-17:00	475	484
	17:00-17:15	567	578
	17:15-17:30	695	707
	17:30-17:45	695	707
	17:45-18:00	567	578
	18:00-18:15	475	484

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.13	6.92	0.1	A	62	94
B-A	0.06	11.89	0.1	B	16	23
C-AB	0.20	7.87	0.3	A	96	145
C-A					483	724
A-B					23	34
A-C					407	611

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	51	13	0.00	639	0.080	51	0.0	0.1	6.115	A
B-A	13	3	0.00	398	0.032	13	0.0	0.0	9.341	A
C-AB	79	20	0.00	613	0.129	78	0.0	0.1	6.731	A
C-A	396	99	0.00			396				
A-B	19	5	0.00			19				
A-C	334	84	0.00			334				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	61	15	0.00	621	0.098	61	0.1	0.1	6.430	A
B-A	15	4	0.00	366	0.042	15	0.0	0.0	10.267	B
C-AB	94	24	0.00	596	0.158	94	0.1	0.2	7.172	A
C-A	473	118	0.00			473				
A-B	22	6	0.00			22				
A-C	399	100	0.00			399				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	595	0.126	75	0.1	0.1	6.916	A
B-A	19	5	0.00	322	0.058	19	0.0	0.1	11.882	B
C-AB	116	29	0.00	573	0.202	115	0.2	0.3	7.863	A
C-A	579	145	0.00			579				
A-B	28	7	0.00			28				
A-C	489	122	0.00			489				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	595	0.126	75	0.1	0.1	6.919	A
B-A	19	5	0.00	321	0.058	19	0.1	0.1	11.890	B
C-AB	116	29	0.00	573	0.202	116	0.3	0.3	7.871	A
C-A	579	145	0.00			579				
A-B	28	7	0.00			28				
A-C	489	122	0.00			489				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	61	15	0.00	621	0.098	61	0.1	0.1	6.434	A
B-A	15	4	0.00	366	0.042	15	0.1	0.0	10.277	B
C-AB	94	24	0.00	596	0.158	95	0.3	0.2	7.182	A
C-A	473	118	0.00			473				
A-B	22	6	0.00			22				
A-C	399	100	0.00			399				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	51	13	0.00	639	0.080	51	0.1	0.1	6.125	A
B-A	13	3	0.00	398	0.032	13	0.0	0.0	9.355	A
C-AB	79	20	0.00	613	0.129	79	0.2	0.1	6.748	A
C-A	396	99	0.00			396				
A-B	19	5	0.00			19				
A-C	334	84	0.00			334				

2055 | DM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Mersham - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2055	DM	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Hythe Road Westbound		ONE HOUR	✓	804	100.000
B - Mersham		ONE HOUR	✓	230	100.000
C - A20 Hythe Road Eastbound		ONE HOUR	✓	835	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Hythe Road Westbound	B - Mersham	C - A20 Hythe Road Eastbound
From	A - A20 Hythe Road Westbound	0	23	781
	B - Mersham	29	0	201
	C - A20 Hythe Road Eastbound	703	132	0

Proportions

		To		
		A - A20 Hythe Road Westbound	B - Mersham	
From	A - A20 Hythe Road Westbound	0.00	0.03	
	B - Mersham	0.13	0.00	
	C - A20 Hythe Road Eastbound	0.84	0.16	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A20 Hythe Road Westbound	B - Mersham	C - A20 Hythe Road Eastbound
	A - A20 Hythe Road Westbound	0	5	3
	B - Mersham	8	0	3
	C - A20 Hythe Road Eastbound	2	3	0

Average PCU Per Veh

	To			
From		A - A20 Hythe Road Westbound	B - Mersham	
	A - A20 Hythe Road Westbound	1.000	1.050	
	B - Mersham	1.081	1.000	
	C - A20 Hythe Road Eastbound	1.022	1.027	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Hythe Road Westbound	07:45-08:00	605	622
	08:00-08:15	723	743
	08:15-08:30	885	910
	08:30-08:45	885	910
	08:45-09:00	723	743
	09:00-09:15	605	622
B - Mersham	07:45-08:00	173	180
	08:00-08:15	207	215
	08:15-08:30	253	264
	08:30-08:45	253	264
	08:45-09:00	207	215
	09:00-09:15	173	180
C - A20 Hythe Road Eastbound	07:45-08:00	629	643
	08:00-08:15	751	767
	08:15-08:30	919	940
	08:30-08:45	919	940
	08:45-09:00	751	767
	09:00-09:15	629	643

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.48	14.98	0.9	B	184	277
B-A	0.20	27.68	0.2	D	27	40
C-AB	0.31	10.97	0.4	B	121	182
C-A					645	968
A-B					21	32
A-C					717	1075

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	151	38	0.00	548	0.276	150	0.0	0.4	9.010	A
B-A	22	5	0.00	282	0.077	22	0.0	0.1	13.783	B
C-AB	99	25	0.00	541	0.184	98	0.0	0.2	8.116	A
C-A	529	132	0.00			529				
A-B	17	4	0.00			17				
A-C	588	147	0.00			588				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	181	45	0.00	514	0.351	180	0.4	0.5	10.757	B
B-A	26	7	0.00	233	0.112	26	0.1	0.1	17.379	C
C-AB	119	30	0.00	513	0.231	118	0.2	0.3	9.128	A
C-A	632	158	0.00			632				
A-B	21	5	0.00			21				
A-C	702	176	0.00			702				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	221	55	0.00	462	0.479	220	0.5	0.9	14.777	B
B-A	32	8	0.00	162	0.197	31	0.1	0.2	27.384	D
C-AB	145	36	0.00	473	0.307	145	0.3	0.4	10.933	B
C-A	774	194	0.00			774				
A-B	25	6	0.00			25				
A-C	860	215	0.00			860				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	221	55	0.00	461	0.480	221	0.9	0.9	14.979	B
B-A	32	8	0.00	162	0.197	32	0.2	0.2	27.675	D
C-AB	145	36	0.00	473	0.307	145	0.4	0.4	10.970	B
C-A	774	194	0.00			774				
A-B	25	6	0.00			25				
A-C	860	215	0.00			860				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	181	45	0.00	514	0.352	182	0.9	0.6	10.907	B
B-A	26	7	0.00	232	0.112	27	0.2	0.1	17.535	C
C-AB	119	30	0.00	513	0.231	119	0.4	0.3	9.161	A
C-A	632	158	0.00			632				
A-B	21	5	0.00			21				
A-C	702	176	0.00			702				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	151	38	0.00	548	0.276	152	0.6	0.4	9.118	A
B-A	22	5	0.00	282	0.077	22	0.1	0.1	13.870	B
C-AB	99	25	0.00	541	0.184	100	0.3	0.2	8.160	A
C-A	529	132	0.00			529				
A-B	17	4	0.00			17				
A-C	588	147	0.00			588				

2055 | DM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Mersham - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2055	DM	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Hythe Road Westbound		ONE HOUR	✓	594	100.000
B - Mersham		ONE HOUR	✓	99	100.000
C - A20 Hythe Road Eastbound		ONE HOUR	✓	807	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Hythe Road Westbound	B - Mersham	C - A20 Hythe Road Eastbound
From	A - A20 Hythe Road Westbound	0	29	565
	B - Mersham	20	0	79
	C - A20 Hythe Road Eastbound	685	122	0

Proportions

		To		
		A - A20 Hythe Road Westbound	B - Mersham	
From	A - A20 Hythe Road Westbound	0.00	0.05	
	B - Mersham	0.20	0.00	
	C - A20 Hythe Road Eastbound	0.85	0.15	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A20 Hythe Road Westbound	B - Mersham	C - A20 Hythe Road Eastbound
	A - A20 Hythe Road Westbound	0	0	2
	B - Mersham	0	0	0
	C - A20 Hythe Road Eastbound	2	1	0

Average PCU Per Veh

	To			
From		A - A20 Hythe Road Westbound	B - Mersham	
	A - A20 Hythe Road Westbound	1.000	1.000	
	B - Mersham	1.000	1.000	
	C - A20 Hythe Road Eastbound	1.022	1.010	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Hythe Road Westbound	16:45-17:00	447	456
	17:00-17:15	534	544
	17:15-17:30	654	667
	17:30-17:45	654	667
	17:45-18:00	534	544
	18:00-18:15	447	456
B - Mersham	16:45-17:00	75	75
	17:00-17:15	89	89
	17:15-17:30	109	109
	17:30-17:45	109	109
	17:45-18:00	89	89
	18:00-18:15	75	75
C - A20 Hythe Road Eastbound	16:45-17:00	608	620
	17:00-17:15	725	740
	17:15-17:30	889	907
	17:30-17:45	889	907
	17:45-18:00	725	740
	18:00-18:15	608	620

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.16	7.66	0.2	A	72	109
B-A	0.09	15.29	0.1	C	18	28
C-AB	0.25	8.88	0.3	A	112	168
C-A					629	943
A-B					27	40
A-C					518	778

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	614	0.097	59	0.0	0.1	6.481	A
B-A	15	4	0.00	354	0.042	15	0.0	0.0	10.599	B
C-AB	92	23	0.00	590	0.156	91	0.0	0.2	7.206	A
C-A	516	129	0.00			516				
A-B	22	5	0.00			22				
A-C	425	106	0.00			425				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	0.00	590	0.120	71	0.1	0.1	6.926	A
B-A	18	4	0.00	314	0.057	18	0.0	0.1	12.170	B
C-AB	110	27	0.00	569	0.193	109	0.2	0.2	7.834	A
C-A	616	154	0.00			616				
A-B	26	7	0.00			26				
A-C	508	127	0.00			508				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	0.00	557	0.156	87	0.1	0.2	7.656	A
B-A	22	6	0.00	258	0.086	22	0.1	0.1	15.268	C
C-AB	134	34	0.00	540	0.249	134	0.2	0.3	8.868	A
C-A	754	189	0.00			754				
A-B	32	8	0.00			32				
A-C	622	156	0.00			622				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	0.00	557	0.156	87	0.2	0.2	7.664	A
B-A	22	6	0.00	257	0.086	22	0.1	0.1	15.291	C
C-AB	134	34	0.00	540	0.249	134	0.3	0.3	8.884	A
C-A	754	189	0.00			754				
A-B	32	8	0.00			32				
A-C	622	156	0.00			622				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	0.00	590	0.120	71	0.2	0.1	6.938	A
B-A	18	4	0.00	313	0.057	18	0.1	0.1	12.193	B
C-AB	110	27	0.00	569	0.193	110	0.3	0.2	7.854	A
C-A	616	154	0.00			616				
A-B	26	7	0.00			26				
A-C	508	127	0.00			508				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	614	0.097	60	0.1	0.1	6.495	A
B-A	15	4	0.00	354	0.043	15	0.1	0.0	10.626	B
C-AB	92	23	0.00	590	0.156	92	0.2	0.2	7.235	A
C-A	516	129	0.00			516				
A-B	22	5	0.00			22				
A-C	425	106	0.00			425				

2055 | DS | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Mersham - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.56	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2055	DS	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Hythe Road Westbound		ONE HOUR	✓	989	100.000
B - Mersham		ONE HOUR	✓	230	100.000
C - A20 Hythe Road Eastbound		ONE HOUR	✓	1108	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Hythe Road Westbound	B - Mersham	C - A20 Hythe Road Eastbound
From	A - A20 Hythe Road Westbound	0	23	946
	B - Mersham	29	0	201
	C - A20 Hythe Road Eastbound	976	132	0

Proportions

		To		
		A - A20 Hythe Road Westbound	B - Mersham	
From	A - A20 Hythe Road Westbound	0.00	0.02	
	B - Mersham	0.13	0.00	
	C - A20 Hythe Road Eastbound	0.88	0.12	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A20 Hythe Road Westbound	B - Mersham	C - A20 Hythe Road Eastbound
	A - A20 Hythe Road Westbound	0	5	2
	B - Mersham	8	0	3
	C - A20 Hythe Road Eastbound	2	3	0

Average PCU Per Veh

	To			
From		A - A20 Hythe Road Westbound	B - Mersham	
	A - A20 Hythe Road Westbound	1.000	1.050	
	B - Mersham	1.081	1.000	
	C - A20 Hythe Road Eastbound	1.016	1.027	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Hythe Road Westbound	07:45-08:00	730	746
	08:00-08:15	871	891
	08:15-08:30	1067	1091
	08:30-08:45	1067	1091
	08:45-09:00	871	891
	09:00-09:15	730	746
B - Mersham	07:45-08:00	173	180
	08:00-08:15	207	215
	08:15-08:30	253	264
	08:30-08:45	253	264
	08:45-09:00	207	215
	09:00-09:15	173	180
C - A20 Hythe Road Eastbound	07:45-08:00	834	848
	08:00-08:15	996	1013
	08:15-08:30	1220	1241
	08:30-08:45	1220	1241
	08:45-09:00	996	1013
	09:00-09:15	834	848

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.58	21.97	1.3	C	184	277
B-A	0.38	67.24	0.6	F	27	40
C-AB	0.34	12.61	0.5	B	121	182
C-A					896	1343
A-B					21	32
A-C					868	1302

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	151	38	0.00	516	0.293	150	0.0	0.4	9.796	A
B-A	22	5	0.00	229	0.095	21	0.0	0.1	17.322	C
C-AB	99	25	0.00	512	0.194	98	0.0	0.2	8.686	A
C-A	735	184	0.00			735				
A-B	17	4	0.00			17				
A-C	712	178	0.00			712				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	181	45	0.00	473	0.382	180	0.4	0.6	12.267	B
B-A	26	7	0.00	169	0.154	26	0.1	0.2	25.011	D
C-AB	119	30	0.00	478	0.248	118	0.2	0.3	10.002	B
C-A	877	219	0.00			877				
A-B	21	5	0.00			21				
A-C	850	213	0.00			850				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	221	55	0.00	389	0.569	219	0.6	1.3	20.873	C
B-A	32	8	0.00	86	0.371	31	0.2	0.5	63.339	F
C-AB	145	36	0.00	431	0.337	145	0.3	0.5	12.550	B
C-A	1075	269	0.00			1075				
A-B	25	6	0.00			25				
A-C	1042	260	0.00			1042				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	221	55	0.00	384	0.576	221	1.3	1.3	21.972	C
B-A	32	8	0.00	85	0.376	32	0.5	0.6	67.243	F
C-AB	145	36	0.00	431	0.337	145	0.5	0.5	12.609	B
C-A	1075	269	0.00			1075				
A-B	25	6	0.00			25				
A-C	1042	260	0.00			1042				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	181	45	0.00	471	0.384	183	1.3	0.6	12.649	B
B-A	26	7	0.00	168	0.155	28	0.6	0.2	25.808	D
C-AB	119	30	0.00	478	0.248	119	0.5	0.3	10.062	B
C-A	877	219	0.00			877				
A-B	21	5	0.00			21				
A-C	850	213	0.00			850				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	151	38	0.00	515	0.294	152	0.6	0.4	9.943	A
B-A	22	5	0.00	228	0.096	22	0.2	0.1	17.497	C
C-AB	99	25	0.00	512	0.194	100	0.3	0.2	8.743	A
C-A	735	184	0.00			735				
A-B	17	4	0.00			17				
A-C	712	178	0.00			712				

2055 | DS | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Mersham - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2055	DS	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Hythe Road Westbound		ONE HOUR	✓	827	100.000
B - Mersham		ONE HOUR	✓	99	100.000
C - A20 Hythe Road Eastbound		ONE HOUR	✓	1254	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Hythe Road Westbound	B - Mersham	C - A20 Hythe Road Eastbound
From	A - A20 Hythe Road Westbound	0	29	798
	B - Mersham	20	0	79
	C - A20 Hythe Road Eastbound	1132	122	0

Proportions

		To		
		A - A20 Hythe Road Westbound	B - Mersham	
From	A - A20 Hythe Road Westbound	0.00	0.04	
	B - Mersham	0.20	0.00	
	C - A20 Hythe Road Eastbound	0.90	0.10	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A20 Hythe Road Westbound	B - Mersham	C - A20 Hythe Road Eastbound
	A - A20 Hythe Road Westbound	0	0	1
	B - Mersham	0	0	0
	C - A20 Hythe Road Eastbound	1	1	0

Average PCU Per Veh

	To			
From		A - A20 Hythe Road Westbound	B - Mersham	
	A - A20 Hythe Road Westbound	1.000	1.000	
	B - Mersham	1.000	1.000	
	C - A20 Hythe Road Eastbound	1.013	1.010	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Hythe Road Westbound	16:45-17:00	623	631
	17:00-17:15	743	754
	17:15-17:30	911	923
	17:30-17:45	911	923
	17:45-18:00	743	754
	18:00-18:15	623	631
B - Mersham	16:45-17:00	75	75
	17:00-17:15	89	89
	17:15-17:30	109	109
	17:30-17:45	109	109
	17:45-18:00	89	89
	18:00-18:15	75	75
C - A20 Hythe Road Eastbound	16:45-17:00	944	956
	17:00-17:15	1127	1142
	17:15-17:30	1381	1399
	17:30-17:45	1381	1399
	17:45-18:00	1127	1142
	18:00-18:15	944	956

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.18	9.16	0.2	A	72	109
B-A	0.17	33.93	0.2	D	18	28
C-AB	0.28	10.47	0.4	B	112	168
C-A					1039	1558
A-B					27	40
A-C					732	1098

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	569	0.105	59	0.0	0.1	7.058	A
B-A	15	4	0.00	266	0.057	15	0.0	0.1	14.326	B
C-AB	92	23	0.00	548	0.168	91	0.0	0.2	7.865	A
C-A	852	213	0.00			852				
A-B	22	5	0.00			22				
A-C	601	150	0.00			601				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	0.00	534	0.133	71	0.1	0.2	7.763	A
B-A	18	4	0.00	208	0.086	18	0.1	0.1	18.915	C
C-AB	110	27	0.00	519	0.211	109	0.2	0.3	8.790	A
C-A	1018	254	0.00			1018				
A-B	26	7	0.00			26				
A-C	717	179	0.00			717				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	0.00	481	0.181	87	0.2	0.2	9.134	A
B-A	22	6	0.00	128	0.172	22	0.1	0.2	33.629	D
C-AB	134	34	0.00	478	0.281	134	0.3	0.4	10.441	B
C-A	1246	312	0.00			1246				
A-B	32	8	0.00			32				
A-C	879	220	0.00			879				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	0.00	480	0.181	87	0.2	0.2	9.161	A
B-A	22	6	0.00	128	0.172	22	0.2	0.2	33.931	D
C-AB	134	34	0.00	478	0.281	134	0.4	0.4	10.469	B
C-A	1246	312	0.00			1246				
A-B	32	8	0.00			32				
A-C	879	220	0.00			879				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	0.00	534	0.133	71	0.2	0.2	7.785	A
B-A	18	4	0.00	208	0.087	18	0.2	0.1	19.052	C
C-AB	110	27	0.00	519	0.211	110	0.4	0.3	8.821	A
C-A	1018	254	0.00			1018				
A-B	26	7	0.00			26				
A-C	717	179	0.00			717				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	568	0.105	60	0.2	0.1	7.080	A
B-A	15	4	0.00	266	0.057	15	0.1	0.1	14.391	B
C-AB	92	23	0.00	548	0.168	92	0.3	0.2	7.901	A
C-A	852	213	0.00			852				
A-B	22	5	0.00			22				
A-C	601	150	0.00			601				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J2_A20_Mersham.j11

[redacted]

Report generation date: 17/09/2026 10:21:26

»2055 | DS VM | AM
»2055 | DS VM | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2055 - DS VM					
Stream B-C	1.4	24.14	0.60	0.2	9.34	0.18
Stream B-A	0.7	79.16	0.42	0.2	37.42	0.19
Stream C-AB	0.5	12.89	0.34	0.4	10.62	0.28

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.

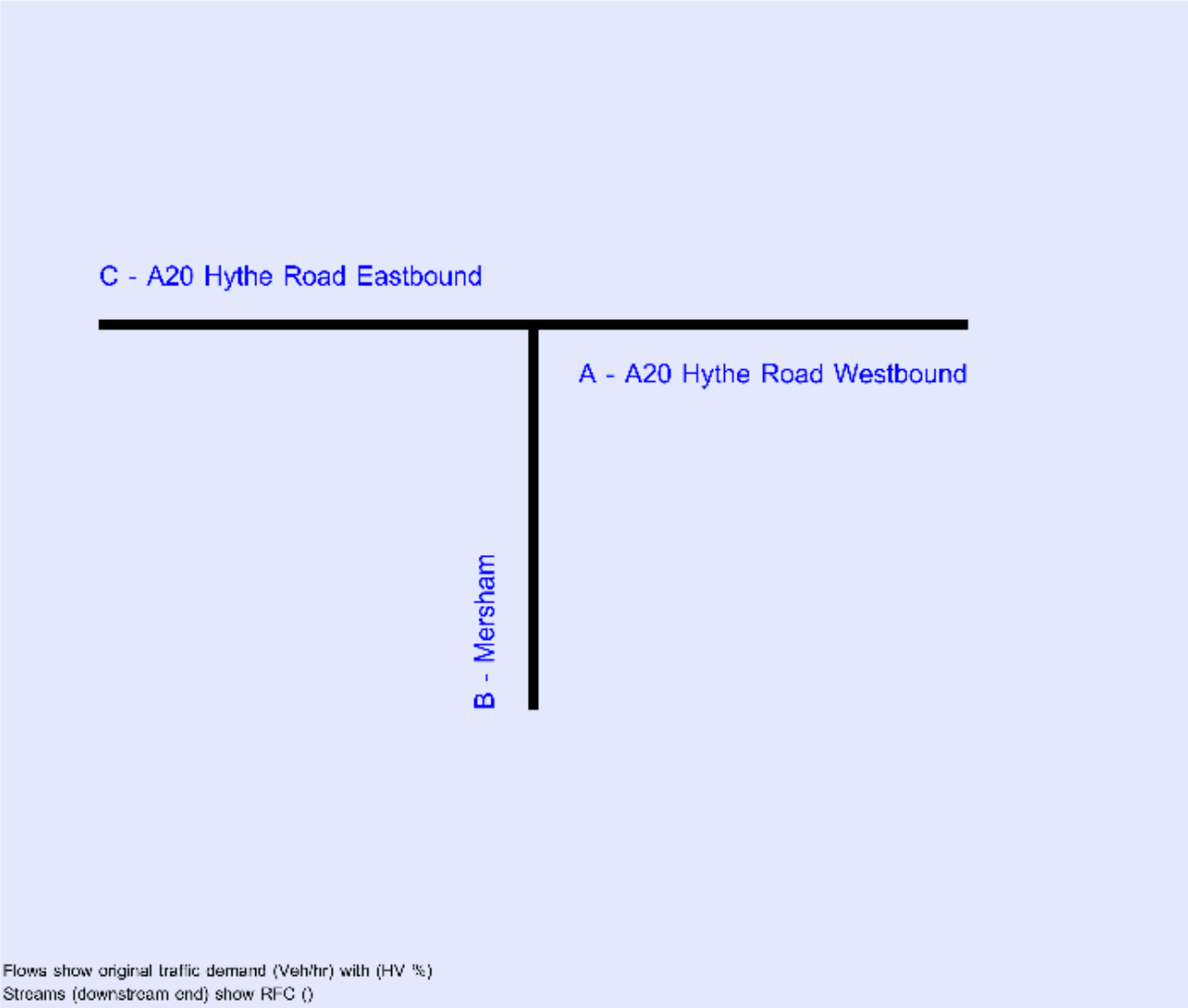
File summary

File Description

Title	J6 Otterpool Park_Base Model
Location	A20 Hythe Road - Mersham
Site number	
Date	19/06/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	For 2050 DM (AM & PM) Scenario following arm structure is followed A - A250 Hythe Rd WB B - Mersham C - A250 Hythe Rd EB as the arm structure give in forecast flows matrix is not realistic

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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018		AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS VM	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS VM	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D19, D20	100.000	100.000

2055 | DS VM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Mersham - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.86	A

Arms

Arms

Arm	Name	Description	Arm type
A	A20 Hythe Road Westbound		Major
B	Mersham		Minor
C	A20 Hythe Road Eastbound		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 - A20 Hythe Road Eastbound	8.68		✓	3.00	130.0	✓	9.00

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 - Mersham	One lane plus flare	10.00	7.22	4.28	2.90	2.90	✓	1.00	62	64

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	562	0.090	0.229	0.144	0.326
B-C	732	0.099	0.250	-	-
C-B	706	0.242	0.242	-	-

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	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2055	DS VM	AM	J6 A20-Mersham AM Peak	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Hythe Road Westbound		ONE HOUR	✓	993	100.000
B - Mersham		ONE HOUR	✓	230	100.000
C - A20 Hythe Road Eastbound		ONE HOUR	✓	1125	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Hythe Road Westbound	B - Mersham	C - A20 Hythe Road Eastbound
From	A - A20 Hythe Road Westbound	0	23	970
	B - Mersham	29	0	201
	C - A20 Hythe Road Eastbound	993	132	0

Proportions

		To		
		A - A20 Hythe Road Westbound	B - Mersham	
From	A - A20 Hythe Road Westbound	0.00	0.02	
	B - Mersham	0.13	0.00	
	C - A20 Hythe Road Eastbound	0.88	0.12	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Hythe Road Westbound	B - Mersham	C - A20 Hythe Road Eastbound
From	A - A20 Hythe Road Westbound	0	5	2
	B - Mersham	8	0	3
	C - A20 Hythe Road Eastbound	2	3	0

Average PCU Per Veh

		To		
		A - A20 Hythe Road Westbound	B - Mersham	
From	A - A20 Hythe Road Westbound	1.000	1.050	
	B - Mersham	1.081	1.000	
	C - A20 Hythe Road Eastbound	1.015	1.027	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Hythe Road Westbound	07:45-08:00	748	764
	08:00-08:15	893	913
	08:15-08:30	1093	1118
	08:30-08:45	1093	1118
	08:45-09:00	893	913
	09:00-09:15	748	764
B - Mersham	07:45-08:00	173	180
	08:00-08:15	207	215
	08:15-08:30	253	264
	08:30-08:45	253	264
	08:45-09:00	207	215
	09:00-09:15	173	180
C - A20 Hythe Road Eastbound	07:45-08:00	847	861
	08:00-08:15	1011	1028
	08:15-08:30	1239	1259
	08:30-08:45	1239	1259
	08:45-09:00	1011	1028
	09:00-09:15	847	861

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.60	24.14	1.4	C	184	277
B-A	0.42	79.16	0.7	F	27	40
C-AB	0.34	12.89	0.5	B	121	182
C-A					911	1367
A-B					21	32
A-C					890	1335

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	151	38	0.00	511	0.296	150	0.0	0.4	9.917	A
B-A	22	5	0.00	223	0.098	21	0.0	0.1	17.786	C
C-AB	99	25	0.00	508	0.196	98	0.0	0.2	8.777	A
C-A	748	187	0.00			748				
A-B	17	4	0.00			17				
A-C	730	183	0.00			730				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	181	45	0.00	466	0.387	180	0.4	0.6	12.524	B
B-A	26	7	0.00	163	0.160	26	0.1	0.2	26.207	D
C-AB	119	30	0.00	473	0.251	118	0.2	0.3	10.146	B
C-A	893	223	0.00			893				
A-B	21	5	0.00			21				
A-C	872	218	0.00			872				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	221	55	0.00	375	0.590	218	0.6	1.4	22.535	C
B-A	32	8	0.00	78	0.409	30	0.2	0.6	73.061	F
C-AB	145	36	0.00	425	0.342	145	0.3	0.5	12.827	B
C-A	1093	273	0.00			1093				
A-B	25	6	0.00			25				
A-C	1068	267	0.00			1068				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	221	55	0.00	369	0.599	221	1.4	1.4	24.138	C
B-A	32	8	0.00	77	0.416	32	0.6	0.7	79.161	F
C-AB	145	36	0.00	425	0.342	145	0.5	0.5	12.890	B
C-A	1093	273	0.00			1093				
A-B	25	6	0.00			25				
A-C	1068	267	0.00			1068				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	181	45	0.00	464	0.389	184	1.4	0.7	12.987	B
B-A	26	7	0.00	162	0.161	28	0.7	0.2	27.241	D
C-AB	119	30	0.00	473	0.251	119	0.5	0.3	10.208	B
C-A	893	223	0.00			893				
A-B	21	5	0.00			21				
A-C	872	218	0.00			872				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	151	38	0.00	510	0.296	152	0.7	0.4	10.077	B
B-A	22	5	0.00	223	0.098	22	0.2	0.1	17.987	C
C-AB	99	25	0.00	508	0.196	100	0.3	0.2	8.833	A
C-A	748	187	0.00			748				
A-B	17	4	0.00			17				
A-C	730	183	0.00			730				

2055 | DS VM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Mersham - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.24	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2055	DS VM	PM	J6 A20-Mersham PM Peak	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Hythe Road Westbound		ONE HOUR	✓	845	100.000
B - Mersham		ONE HOUR	✓	99	100.000
C - A20 Hythe Road Eastbound		ONE HOUR	✓	1288	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Hythe Road Westbound	B - Mersham	C - A20 Hythe Road Eastbound
From	A - A20 Hythe Road Westbound	0	29	816
	B - Mersham	20	0	79
	C - A20 Hythe Road Eastbound	1166	122	0

Proportions

		To		
		A - A20 Hythe Road Westbound	B - Mersham	
From	A - A20 Hythe Road Westbound	0.00	0.03	
	B - Mersham	0.20	0.00	
	C - A20 Hythe Road Eastbound	0.91	0.09	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A20 Hythe Road Westbound	B - Mersham	C - A20 Hythe Road Eastbound
	A - A20 Hythe Road Westbound	0	0	1
	B - Mersham	0	0	0
	C - A20 Hythe Road Eastbound	1	1	0

Average PCU Per Veh

	To			
From		A - A20 Hythe Road Westbound	B - Mersham	E
	A - A20 Hythe Road Westbound	1.000	1.000	
	B - Mersham	1.000	1.000	
	C - A20 Hythe Road Eastbound	1.013	1.010	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Hythe Road Westbound	16:45-17:00	636	645
	17:00-17:15	760	770
	17:15-17:30	930	943
	17:30-17:45	930	943
	17:45-18:00	760	770
	18:00-18:15	636	645
B - Mersham	16:45-17:00	75	75
	17:00-17:15	89	89
	17:15-17:30	109	109
	17:30-17:45	109	109
	17:45-18:00	89	89
	18:00-18:15	75	75
C - A20 Hythe Road Eastbound	16:45-17:00	970	982
	17:00-17:15	1158	1173
	17:15-17:30	1418	1436
	17:30-17:45	1418	1436
	17:45-18:00	1158	1173
	18:00-18:15	970	982

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.18	9.34	0.2	A	72	109
B-A	0.19	37.42	0.2	E	18	28
C-AB	0.28	10.62	0.4	B	112	168
C-A					1070	1605
A-B					27	40
A-C					749	1123

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	565	0.105	59	0.0	0.1	7.108	A
B-A	15	4	0.00	259	0.058	15	0.0	0.1	14.725	B
C-AB	92	23	0.00	545	0.169	91	0.0	0.2	7.921	A
C-A	878	219	0.00			878				
A-B	22	5	0.00			22				
A-C	614	154	0.00			614				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	0.00	530	0.134	71	0.1	0.2	7.839	A
B-A	18	4	0.00	200	0.090	18	0.1	0.1	19.753	C
C-AB	110	27	0.00	515	0.213	109	0.2	0.3	8.875	A
C-A	1048	262	0.00			1048				
A-B	26	7	0.00			26				
A-C	734	183	0.00			734				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	0.00	473	0.184	87	0.2	0.2	9.305	A
B-A	22	6	0.00	118	0.186	22	0.1	0.2	37.015	E
C-AB	134	34	0.00	473	0.284	134	0.3	0.4	10.585	B
C-A	1284	321	0.00			1284				
A-B	32	8	0.00			32				
A-C	898	225	0.00			898				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	0.00	473	0.184	87	0.2	0.2	9.336	A
B-A	22	6	0.00	118	0.186	22	0.2	0.2	37.423	E
C-AB	134	34	0.00	473	0.284	134	0.4	0.4	10.616	B
C-A	1284	321	0.00			1284				
A-B	32	8	0.00			32				
A-C	898	225	0.00			898				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	0.00	529	0.134	71	0.2	0.2	7.864	A
B-A	18	4	0.00	200	0.090	18	0.2	0.1	19.917	C
C-AB	110	27	0.00	515	0.213	110	0.4	0.3	8.908	A
C-A	1048	262	0.00			1048				
A-B	26	7	0.00			26				
A-C	734	183	0.00			734				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	565	0.105	60	0.2	0.1	7.127	A
B-A	15	4	0.00	259	0.058	15	0.1	0.1	14.791	B
C-AB	92	23	0.00	545	0.169	92	0.3	0.2	7.959	A
C-A	878	219	0.00			878				
A-B	22	5	0.00			22				
A-C	614	154	0.00			614				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J3_Kennington Rd_The Street.j11

[redacted]

Report generation date: 17/09/2026 09:16:10

»2025 | | AM
»2025 | | PM
»2055 | DM | AM
»2055 | DM | PM
»2055 | DS | AM
»2055 | DS | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025					
Stream B-ACD	0.0	13.83	0.02	0.0	14.33	0.03
Stream A-BCD	0.0	7.36	0.05	0.1	7.98	0.07
Stream D-ABC	0.0	9.64	0.04	0.1	11.99	0.06
Stream C-ABD	0.0	8.36	0.01	0.0	7.59	0.00
	2055 - DM					
Stream B-ACD	0.1	87.97	0.12	0.2	80.93	0.15
Stream A-BCD	0.1	10.54	0.07	0.1	10.88	0.10
Stream D-ABC	0.1	30.62	0.12	0.3	55.09	0.23
Stream C-ABD	0.0	11.20	0.01	0.0	10.64	0.01
	2055 - DS					
Stream B-ACD	0.3	200.47	0.24	0.2	125.05	0.21
Stream A-BCD	0.1	10.76	0.07	0.1	11.19	0.10
Stream D-ABC	0.2	44.25	0.16	0.4	83.28	0.32
Stream C-ABD	0.0	11.64	0.01	0.0	10.96	0.01

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

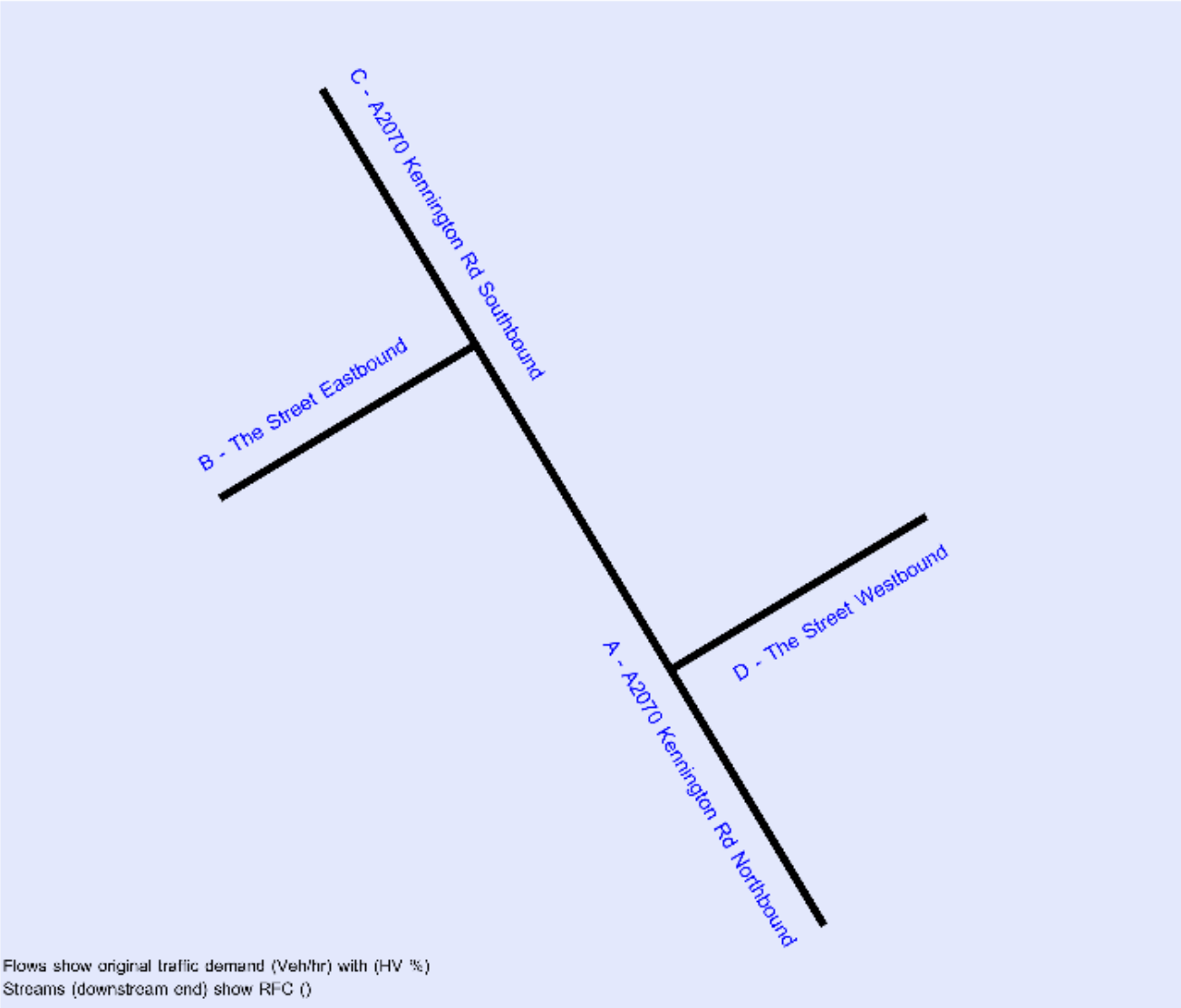
File summary

File Description

Title	J7A Otterpool Park_Base Model
Location	Kennington Rd - The St
Site number	
Date	12/07/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	For 2050 DM (AM & PM) Scenario following arm structure is followed A - Kensington Rd NB B - Street EB C - Kensington Rd SB D - Street WB as the arm structure give in forecast flows matrix is not realistic

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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018		AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D15,D16,D17,D18,D19,D20	100.000	100.000

2025 | | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.23	A

Arms

Arms

Arm	Name	Description	Arm type
A	A2070 Kennington Rd Northbound		Major
B	The Street Eastbound		Minor
C	A2070 Kennington Rd Southbound		Major
D	The Street Westbound		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A2070 Kennington Rd Northbound	7.30	✓	2.00	✓	3.50	100.0	✓	6.00
C - A2070 Kennington Rd Southbound	6.90	✓	2.00	✓	2.80	100.0	✓	2.00

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 - The Street Eastbound	One lane	3.00	37	77
D - The Street Westbound	One lane	4.00	99	41

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	721	-	-	-	0.264	0.264	0.264	-	0.264	-	-
B-AD	551	0.092	0.233	-	-	-	0.147	0.333	0.147	0.092	0.233
B-C	672	0.099	0.250	-	-	-	-	-	-	0.099	0.250
C-B	673	0.251	0.251	-	-	-	-	-	-	0.251	0.251
D-A	715	-	-	-	0.261	0.103	0.261	-	0.103	-	-
D-BC	609	0.159	0.159	0.362	0.253	0.100	0.253	-	0.100	-	-

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	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2025	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A2070 Kennington Rd Northbound		ONE HOUR	✓	872	100.000
B - The Street Eastbound		ONE HOUR	✓	5	100.000
C - A2070 Kennington Rd Southbound		ONE HOUR	✓	698	100.000
D - The Street Westbound		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A2070 Kennington Rd Northbound	B - The Street Eastbound	C - A2070 Kennington Rd Southbound	D - The Street Westbound
From	A - A2070 Kennington Rd Northbound	0	4	847	21
	B - The Street Eastbound	3	0	2	0
	C - A2070 Kennington Rd Southbound	680	2	0	16
	D - The Street Westbound	10	0	3	0

Proportions

From	A - A2070 Kennington Rd Northbo
	B - The Street Eastbound
	C - A2070 Kennington Rd Southb
	D - The Street Westbound

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A2070 Kennington Rd Northbound	B - The Street Eastbound	C - A2070 Kennington Rd Southbound	D - The Street Westbound
From	A - A2070 Kennington Rd Northbound	0	0	2	0
	B - The Street Eastbound	0	0	0	0
	C - A2070 Kennington Rd Southbound	3	0	0	0
	D - The Street Westbound	10	0	0	0

Average PCU Per Veh

From	A - A2070 Kennington Rd Northbo
	B - The Street Eastbound
	C - A2070 Kennington Rd Southb
	D - The Street Westbound

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A2070 Kennington Rd Northbound	07:45-08:00	656	669
	08:00-08:15	784	799
	08:15-08:30	960	979
	08:30-08:45	960	979
	08:45-09:00	784	799
	09:00-09:15	656	669
B - The Street Eastbound	07:45-08:00	4	4
	08:00-08:15	4	4
	08:15-08:30	6	6
	08:30-08:45	6	6
	08:45-09:00	4	4
	09:00-09:15	4	4
C - A2070 Kennington Rd Southbound	07:45-08:00	525	541
	08:00-08:15	627	646
	08:15-08:30	769	791
	08:30-08:45	769	791
	08:45-09:00	627	646
	09:00-09:15	525	541
D - The Street Westbound	07:45-08:00	10	11
	08:00-08:15	12	13
	08:15-08:30	14	15
	08:30-08:45	14	15
	08:45-09:00	12	13
	09:00-09:15	10	11

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.02	13.83	0.0	B	5	7
A-BCD	0.05	7.36	0.0	A	19	29
A-B					4	6
A-C					777	1166
D-ABC	0.04	9.64	0.0	A	12	18
C-ABD	0.01	8.36	0.0	A	2	3
C-D					15	22
C-A					624	936

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	0.94	0.00	375	0.010	4	0.0	0.0	9.700	A
A-BCD	16	4	0.00	578	0.027	16	0.0	0.0	6.394	A
A-B	3	0.75	0.00			3				
A-C	638	159	0.00			638				
D-ABC	10	2	0.00	475	0.021	10	0.0	0.0	7.735	A
C-ABD	2	0.38	0.00	509	0.003	1	0.0	0.0	7.095	A
C-D	12	3	0.00			12				
C-A	512	128	0.00			512				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	1	0.00	330	0.014	4	0.0	0.0	11.059	B
A-BCD	19	5	0.00	551	0.034	19	0.0	0.0	6.767	A
A-B	4	0.90	0.00			4				
A-C	761	190	0.00			761				
D-ABC	12	3	0.00	440	0.027	12	0.0	0.0	8.406	A
C-ABD	2	0.45	0.00	477	0.004	2	0.0	0.0	7.575	A
C-D	14	4	0.00			14				
C-A	611	153	0.00			611				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	1	0.00	266	0.021	5	0.0	0.0	13.825	B
A-BCD	23	6	0.00	512	0.045	23	0.0	0.0	7.356	A
A-B	4	1	0.00			4				
A-C	933	233	0.00			933				
D-ABC	14	4	0.00	388	0.037	14	0.0	0.0	9.634	A
C-ABD	2	0.55	0.00	433	0.005	2	0.0	0.0	8.359	A
C-D	18	4	0.00			18				
C-A	749	187	0.00			749				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	1	0.00	266	0.021	6	0.0	0.0	13.828	B
A-BCD	23	6	0.00	512	0.045	23	0.0	0.0	7.356	A
A-B	4	1	0.00			4				
A-C	933	233	0.00			933				
D-ABC	14	4	0.00	388	0.037	14	0.0	0.0	9.636	A
C-ABD	2	0.55	0.00	433	0.005	2	0.0	0.0	8.359	A
C-D	18	4	0.00			18				
C-A	749	187	0.00			749				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	1	0.00	330	0.014	5	0.0	0.0	11.061	B
A-BCD	19	5	0.00	551	0.034	19	0.0	0.0	6.771	A
A-B	4	0.90	0.00			4				
A-C	761	190	0.00			761				
D-ABC	12	3	0.00	440	0.027	12	0.0	0.0	8.408	A
C-ABD	2	0.45	0.00	477	0.004	2	0.0	0.0	7.576	A
C-D	14	4	0.00			14				
C-A	611	153	0.00			611				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	0.94	0.00	375	0.010	4	0.0	0.0	9.703	A
A-BCD	16	4	0.00	578	0.027	16	0.0	0.0	6.400	A
A-B	3	0.75	0.00			3				
A-C	638	159	0.00			638				
D-ABC	10	2	0.00	475	0.021	10	0.0	0.0	7.740	A
C-ABD	2	0.38	0.00	509	0.003	2	0.0	0.0	7.098	A
C-D	12	3	0.00			12				
C-A	512	128	0.00			512				

2025 | | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.33	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2025	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A2070 Kennington Rd Northbound		ONE HOUR	✓	727	100.000
B - The Street Eastbound		ONE HOUR	✓	6	100.000
C - A2070 Kennington Rd Southbound		ONE HOUR	✓	802	100.000
D - The Street Westbound		ONE HOUR	✓	16	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A2070 Kennington Rd Northbound	B - The Street Eastbound	C - A2070 Kennington Rd Southbound	D - The Street Westbound
From	A - A2070 Kennington Rd Northbound	0	7	691	29
	B - The Street Eastbound	4	0	1	1
	C - A2070 Kennington Rd Southbound	767	2	0	33
	D - The Street Westbound	7	0	9	0

Proportions

From	A - A2070 Kennington Rd Northbo
	B - The Street Eastbound
	C - A2070 Kennington Rd Southb
	D - The Street Westbound

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A2070 Kennington Rd Northbound	B - The Street Eastbound	C - A2070 Kennington Rd Southbound	D - The Street Westbound
From	A - A2070 Kennington Rd Northbound	0	0	1	0
	B - The Street Eastbound	0	0	0	0
	C - A2070 Kennington Rd Southbound	2	0	0	0
	D - The Street Westbound	0	0	0	0

Average PCU Per Veh

From	A - A2070 Kennington Rd Northbo
	B - The Street Eastbound
	C - A2070 Kennington Rd Southb
	D - The Street Westbound

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A2070 Kennington Rd Northbound	16:45-17:00	547	553
	17:00-17:15	654	660
	17:15-17:30	800	808
	17:30-17:45	800	808
	17:45-18:00	654	660
	18:00-18:15	547	553
B - The Street Eastbound	16:45-17:00	5	5
	17:00-17:15	5	5
	17:15-17:30	7	7
	17:30-17:45	7	7
	17:45-18:00	5	5
	18:00-18:15	5	5
C - A2070 Kennington Rd Southbound	16:45-17:00	604	615
	17:00-17:15	721	735
	17:15-17:30	883	900
	17:30-17:45	883	900
	17:45-18:00	721	735
	18:00-18:15	604	615
D - The Street Westbound	16:45-17:00	12	12
	17:00-17:15	14	14
	17:15-17:30	18	18
	17:30-17:45	18	18
	17:45-18:00	14	14
	18:00-18:15	12	12

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.03	14.33	0.0	B	6	8
A-BCD	0.07	7.98	0.1	A	27	40
A-B					6	10
A-C					634	951
D-ABC	0.06	11.99	0.1	B	15	22
C-ABD	0.00	7.59	0.0	A	2	3
C-D					30	45
C-A					704	1056

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	1	0.00	358	0.013	4	0.0	0.0	10.173	B
A-BCD	22	5	0.00	558	0.039	22	0.0	0.0	6.705	A
A-B	5	1	0.00			5				
A-C	520	130	0.00			520				
D-ABC	12	3	0.00	429	0.028	12	0.0	0.0	8.623	A
C-ABD	2	0.38	0.00	538	0.003	1	0.0	0.0	6.703	A
C-D	25	6	0.00			25				
C-A	577	144	0.00			577				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	1	0.00	316	0.017	5	0.0	0.0	11.571	B
A-BCD	26	7	0.00	527	0.049	26	0.0	0.1	7.188	A
A-B	6	2	0.00			6				
A-C	621	155	0.00			621				
D-ABC	14	4	0.00	384	0.038	14	0.0	0.0	9.747	A
C-ABD	2	0.45	0.00	512	0.004	2	0.0	0.0	7.051	A
C-D	30	7	0.00			30				
C-A	690	172	0.00			690				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	0.00	258	0.026	7	0.0	0.0	14.322	B
A-BCD	32	8	0.00	483	0.066	32	0.1	0.1	7.976	A
A-B	8	2	0.00			8				
A-C	761	190	0.00			761				
D-ABC	18	4	0.00	318	0.055	18	0.0	0.1	11.980	B
C-ABD	2	0.55	0.00	476	0.005	2	0.0	0.0	7.594	A
C-D	36	9	0.00			36				
C-A	844	211	0.00			844				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	0.00	258	0.026	7	0.0	0.0	14.325	B
A-BCD	32	8	0.00	483	0.066	32	0.1	0.1	7.978	A
A-B	8	2	0.00			8				
A-C	761	190	0.00			761				
D-ABC	18	4	0.00	318	0.055	18	0.1	0.1	11.986	B
C-ABD	2	0.55	0.00	476	0.005	2	0.0	0.0	7.594	A
C-D	36	9	0.00			36				
C-A	844	211	0.00			844				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	1	0.00	316	0.017	5	0.0	0.0	11.576	B
A-BCD	26	7	0.00	527	0.049	26	0.1	0.1	7.193	A
A-B	6	2	0.00			6				
A-C	621	155	0.00			621				
D-ABC	14	4	0.00	384	0.038	14	0.1	0.0	9.757	A
C-ABD	2	0.45	0.00	512	0.004	2	0.0	0.0	7.051	A
C-D	30	7	0.00			30				
C-A	690	172	0.00			690				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	1	0.00	358	0.013	5	0.0	0.0	10.179	B
A-BCD	22	5	0.00	558	0.039	22	0.1	0.0	6.709	A
A-B	5	1	0.00			5				
A-C	520	130	0.00			520				
D-ABC	12	3	0.00	429	0.028	12	0.0	0.0	8.631	A
C-ABD	2	0.38	0.00	538	0.003	2	0.0	0.0	6.706	A
C-D	25	6	0.00			25				
C-A	577	144	0.00			577				

2055 | DM | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.47	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2055	DM	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A2070 Kennington Rd Northbound		ONE HOUR	✓	1263	100.000
B - The Street Eastbound		ONE HOUR	✓	5	100.000
C - A2070 Kennington Rd Southbound		ONE HOUR	✓	1196	100.000
D - The Street Westbound		ONE HOUR	✓	14	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A2070 Kennington Rd Northbound	B - The Street Eastbound	C - A2070 Kennington Rd Southbound	D - The Street Westbound
From	A - A2070 Kennington Rd Northbound	0	5	1234	24
	B - The Street Eastbound	3	0	2	0
	C - A2070 Kennington Rd Southbound	1176	2	0	18
	D - The Street Westbound	11	0	3	0

Proportions

From	A - A2070 Kennington Rd Northbo
	B - The Street Eastbound
	C - A2070 Kennington Rd Southb
	D - The Street Westbound

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A2070 Kennington Rd Northbound	B - The Street Eastbound	C - A2070 Kennington Rd Southbound	D - The Street Westbound
From	A - A2070 Kennington Rd Northbound	0	0	2	0
	B - The Street Eastbound	0	0	0	0
	C - A2070 Kennington Rd Southbound	2	0	0	0
	D - The Street Westbound	10	0	0	0

Average PCU Per Veh

From	A - A2070 Kennington Rd Northbo
	B - The Street Eastbound
	C - A2070 Kennington Rd Southb
	D - The Street Westbound

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A2070 Kennington Rd Northbound	07:45-08:00	951	969
	08:00-08:15	1135	1157
	08:15-08:30	1391	1418
	08:30-08:45	1391	1418
	08:45-09:00	1135	1157
	09:00-09:15	951	969
B - The Street Eastbound	07:45-08:00	4	4
	08:00-08:15	4	4
	08:15-08:30	6	6
	08:30-08:45	6	6
	08:45-09:00	4	4
	09:00-09:15	4	4
C - A2070 Kennington Rd Southbound	07:45-08:00	900	915
	08:00-08:15	1075	1093
	08:15-08:30	1317	1339
	08:30-08:45	1317	1339
	08:45-09:00	1075	1093
	09:00-09:15	900	915
D - The Street Westbound	07:45-08:00	11	11
	08:00-08:15	13	14
	08:15-08:30	15	17
	08:30-08:45	15	17
	08:45-09:00	13	14
	09:00-09:15	11	11

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.12	87.97	0.1	F	5	7
A-BCD	0.07	10.54	0.1	B	22	33
A-B					5	7
A-C					1132	1699
D-ABC	0.12	30.62	0.1	D	13	19
C-ABD	0.01	11.20	0.0	B	2	3
C-D					17	25
C-A					1079	1619

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	0.94	0.00	250	0.015	4	0.0	0.0	14.637	B
A-BCD	18	5	0.00	480	0.038	18	0.0	0.0	7.792	A
A-B	4	0.94	0.00			4				
A-C	929	232	0.00			929				
D-ABC	11	3	0.00	360	0.029	10	0.0	0.0	10.309	B
C-ABD	2	0.38	0.00	434	0.003	1	0.0	0.0	8.319	A
C-D	14	3	0.00			14				
C-A	885	221	0.00			885				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	1	0.00	172	0.026	4	0.0	0.0	21.511	C
A-BCD	22	5	0.00	433	0.050	22	0.0	0.1	8.751	A
A-B	4	1	0.00			4				
A-C	1109	277	0.00			1109				
D-ABC	13	3	0.00	288	0.044	13	0.0	0.0	13.081	B
C-ABD	2	0.45	0.00	388	0.005	2	0.0	0.0	9.325	A
C-D	16	4	0.00			16				
C-A	1057	264	0.00			1057				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	1	0.00	46	0.119	5	0.0	0.1	86.589	F
A-BCD	26	7	0.00	368	0.072	26	0.1	0.1	10.534	B
A-B	6	1	0.00			6				
A-C	1359	340	0.00			1359				
D-ABC	15	4	0.00	133	0.116	15	0.0	0.1	30.408	D
C-ABD	2	0.55	0.00	324	0.007	2	0.0	0.0	11.195	B
C-D	20	5	0.00			20				
C-A	1295	324	0.00			1295				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	1	0.00	46	0.119	5	0.1	0.1	87.971	F
A-BCD	26	7	0.00	368	0.072	26	0.1	0.1	10.540	B
A-B	6	1	0.00			6				
A-C	1359	340	0.00			1359				
D-ABC	15	4	0.00	133	0.116	15	0.1	0.1	30.618	D
C-ABD	2	0.55	0.00	324	0.007	2	0.0	0.0	11.196	B
C-D	20	5	0.00			20				
C-A	1295	324	0.00			1295				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	1	0.00	172	0.026	5	0.1	0.0	21.625	C
A-BCD	22	5	0.00	433	0.050	22	0.1	0.1	8.758	A
A-B	4	1	0.00			4				
A-C	1109	277	0.00			1109				
D-ABC	13	3	0.00	288	0.044	13	0.1	0.0	13.123	B
C-ABD	2	0.45	0.00	388	0.005	2	0.0	0.0	9.328	A
C-D	16	4	0.00			16				
C-A	1057	264	0.00			1057				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	0.94	0.00	250	0.015	4	0.0	0.0	14.652	B
A-BCD	18	5	0.00	480	0.038	18	0.1	0.0	7.801	A
A-B	4	0.94	0.00			4				
A-C	929	232	0.00			929				
D-ABC	11	3	0.00	359	0.029	11	0.0	0.0	10.322	B
C-ABD	2	0.38	0.00	434	0.003	2	0.0	0.0	8.321	A
C-D	14	3	0.00			14				
C-A	885	221	0.00			885				

2055 | DM | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2055	DM	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A2070 Kennington Rd Northbound		ONE HOUR	✓	1219	100.000
B - The Street Eastbound		ONE HOUR	✓	7	100.000
C - A2070 Kennington Rd Southbound		ONE HOUR	✓	1199	100.000
D - The Street Westbound		ONE HOUR	✓	18	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A2070 Kennington Rd Northbound	B - The Street Eastbound	C - A2070 Kennington Rd Southbound	D - The Street Westbound
From	A - A2070 Kennington Rd Northbound	0	8	1178	33
	B - The Street Eastbound	5	0	1	1
	C - A2070 Kennington Rd Southbound	1159	2	0	38
	D - The Street Westbound	8	0	10	0

Proportions

From	A - A2070 Kennington Rd Northbo
	B - The Street Eastbound
	C - A2070 Kennington Rd Southb
	D - The Street Westbound

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A2070 Kennington Rd Northbound	B - The Street Eastbound	C - A2070 Kennington Rd Southbound	D - The Street Westbound
From	A - A2070 Kennington Rd Northbound	0	0	1	0
	B - The Street Eastbound	0	0	0	0
	C - A2070 Kennington Rd Southbound	1	0	0	0
	D - The Street Westbound	0	0	0	0

Average PCU Per Veh

From	A - A2070 Kennington Rd Northbo
	B - The Street Eastbound
	C - A2070 Kennington Rd Southb
	D - The Street Westbound

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A2070 Kennington Rd Northbound	16:45-17:00	918	925
	17:00-17:15	1096	1104
	17:15-17:30	1342	1352
	17:30-17:45	1342	1352
	17:45-18:00	1096	1104
	18:00-18:15	918	925
B - The Street Eastbound	16:45-17:00	5	5
	17:00-17:15	6	6
	17:15-17:30	8	8
	17:30-17:45	8	8
	17:45-18:00	6	6
	18:00-18:15	5	5
C - A2070 Kennington Rd Southbound	16:45-17:00	903	915
	17:00-17:15	1078	1093
	17:15-17:30	1320	1338
	17:30-17:45	1320	1338
	17:45-18:00	1078	1093
	18:00-18:15	903	915
D - The Street Westbound	16:45-17:00	14	14
	17:00-17:15	16	16
	17:15-17:30	20	20
	17:30-17:45	20	20
	17:45-18:00	16	16
	18:00-18:15	14	14

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.15	80.93	0.2	F	6	10
A-BCD	0.10	10.88	0.1	B	30	45
A-B					7	11
A-C					1081	1621
D-ABC	0.23	55.09	0.3	F	17	25
C-ABD	0.01	10.64	0.0	B	2	3
C-D					35	52
C-A					1064	1595

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	1	0.00	223	0.024	5	0.0	0.0	16.540	C
A-BCD	25	6	0.00	479	0.052	25	0.0	0.1	7.916	A
A-B	6	2	0.00			6				
A-C	887	222	0.00			887				
D-ABC	14	3	0.00	298	0.045	13	0.0	0.0	12.637	B
C-ABD	2	0.38	0.00	446	0.003	1	0.0	0.0	8.103	A
C-D	29	7	0.00			29				
C-A	873	218	0.00			873				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	0.00	153	0.041	6	0.0	0.0	24.545	C
A-BCD	30	7	0.00	432	0.069	30	0.1	0.1	8.941	A
A-B	7	2	0.00			7				
A-C	1059	265	0.00			1059				
D-ABC	16	4	0.00	217	0.075	16	0.0	0.1	17.917	C
C-ABD	2	0.45	0.00	402	0.004	2	0.0	0.0	9.004	A
C-D	34	9	0.00			34				
C-A	1042	260	0.00			1042				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	8	2	0.00	52	0.148	7	0.0	0.2	79.347	F
A-BCD	36	9	0.00	367	0.099	36	0.1	0.1	10.869	B
A-B	9	2	0.00			9				
A-C	1297	324	0.00			1297				
D-ABC	20	5	0.00	85	0.233	19	0.1	0.3	53.771	F
C-ABD	2	0.55	0.00	341	0.006	2	0.0	0.0	10.638	B
C-D	42	10	0.00			42				
C-A	1276	319	0.00			1276				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	8	2	0.00	52	0.148	8	0.2	0.2	80.927	F
A-BCD	36	9	0.00	367	0.099	36	0.1	0.1	10.880	B
A-B	9	2	0.00			9				
A-C	1297	324	0.00			1297				
D-ABC	20	5	0.00	85	0.233	20	0.3	0.3	55.091	F
C-ABD	2	0.55	0.00	340	0.006	2	0.0	0.0	10.642	B
C-D	42	10	0.00			42				
C-A	1276	319	0.00			1276				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	0.00	153	0.041	7	0.2	0.0	24.750	C
A-BCD	30	7	0.00	432	0.069	30	0.1	0.1	8.951	A
A-B	7	2	0.00			7				
A-C	1059	265	0.00			1059				
D-ABC	16	4	0.00	217	0.075	17	0.3	0.1	18.106	C
C-ABD	2	0.45	0.00	401	0.004	2	0.0	0.0	9.007	A
C-D	34	9	0.00			34				
C-A	1042	260	0.00			1042				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	1	0.00	223	0.024	5	0.0	0.0	16.569	C
A-BCD	25	6	0.00	479	0.052	25	0.1	0.1	7.927	A
A-B	6	2	0.00			6				
A-C	887	222	0.00			887				
D-ABC	14	3	0.00	298	0.045	14	0.1	0.0	12.672	B
C-ABD	2	0.38	0.00	446	0.003	2	0.0	0.0	8.104	A
C-D	29	7	0.00			29				
C-A	873	218	0.00			873				

2055 | DS | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2055	DS	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A2070 Kennington Rd Northbound		ONE HOUR	✓	1307	100.000
B - The Street Eastbound		ONE HOUR	✓	5	100.000
C - A2070 Kennington Rd Southbound		ONE HOUR	✓	1220	100.000
D - The Street Westbound		ONE HOUR	✓	14	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A2070 Kennington Rd Northbound	B - The Street Eastbound	C - A2070 Kennington Rd Southbound	D - The Street Westbound
From	A - A2070 Kennington Rd Northbound	0	5	1278	24
	B - The Street Eastbound	3	0	2	0
	C - A2070 Kennington Rd Southbound	1200	2	0	18
	D - The Street Westbound	11	0	3	0

Proportions

From	A - A2070 Kennington Rd Northbo
	B - The Street Eastbound
	C - A2070 Kennington Rd Southb
	D - The Street Westbound

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A2070 Kennington Rd Northbound	B - The Street Eastbound	C - A2070 Kennington Rd Southbound	D - The Street Westbound
From	A - A2070 Kennington Rd Northbound	0	0	2	0
	B - The Street Eastbound	0	0	0	0
	C - A2070 Kennington Rd Southbound	2	0	0	0
	D - The Street Westbound	10	0	0	0

Average PCU Per Veh

From	A - A2070 Kennington Rd Northbo
	B - The Street Eastbound
	C - A2070 Kennington Rd Southb
	D - The Street Westbound

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A2070 Kennington Rd Northbound	07:45-08:00	984	1002
	08:00-08:15	1175	1197
	08:15-08:30	1439	1466
	08:30-08:45	1439	1466
	08:45-09:00	1175	1197
	09:00-09:15	984	1002
B - The Street Eastbound	07:45-08:00	4	4
	08:00-08:15	4	4
	08:15-08:30	6	6
	08:30-08:45	6	6
	08:45-09:00	4	4
	09:00-09:15	4	4
C - A2070 Kennington Rd Southbound	07:45-08:00	918	933
	08:00-08:15	1097	1115
	08:15-08:30	1343	1365
	08:30-08:45	1343	1365
	08:45-09:00	1097	1115
	09:00-09:15	918	933
D - The Street Westbound	07:45-08:00	11	11
	08:00-08:15	13	14
	08:15-08:30	15	17
	08:30-08:45	15	17
	08:45-09:00	13	14
	09:00-09:15	11	11

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.24	200.47	0.3	F	5	7
A-BCD	0.07	10.76	0.1	B	22	33
A-B					5	7
A-C					1173	1759
D-ABC	0.16	44.25	0.2	E	13	19
C-ABD	0.01	11.64	0.0	B	2	3
C-D					17	25
C-A					1101	1652

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	0.94	0.00	238	0.016	4	0.0	0.0	15.350	C
A-BCD	18	5	0.00	475	0.038	18	0.0	0.0	7.874	A
A-B	4	0.94	0.00			4				
A-C	962	241	0.00			962				
D-ABC	11	3	0.00	352	0.030	10	0.0	0.0	10.550	B
C-ABD	2	0.38	0.00	426	0.004	1	0.0	0.0	8.482	A
C-D	14	3	0.00			14				
C-A	903	226	0.00			903				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	1	0.00	157	0.029	4	0.0	0.0	23.614	C
A-BCD	22	5	0.00	427	0.051	22	0.0	0.1	8.874	A
A-B	4	1	0.00			4				
A-C	1149	287	0.00			1149				
D-ABC	13	3	0.00	275	0.046	13	0.0	0.0	13.695	B
C-ABD	2	0.45	0.00	378	0.005	2	0.0	0.0	9.571	A
C-D	16	4	0.00			16				
C-A	1079	270	0.00			1079				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	1	0.00	23	0.238	5	0.0	0.2	188.238	F
A-BCD	26	7	0.00	361	0.073	26	0.1	0.1	10.751	B
A-B	6	1	0.00			6				
A-C	1407	352	0.00			1407				
D-ABC	15	4	0.00	97	0.159	15	0.0	0.2	43.503	E
C-ABD	2	0.55	0.00	312	0.007	2	0.0	0.0	11.634	B
C-D	20	5	0.00			20				
C-A	1321	330	0.00			1321				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	1	0.00	23	0.238	5	0.2	0.3	200.469	F
A-BCD	26	7	0.00	361	0.073	26	0.1	0.1	10.762	B
A-B	6	1	0.00			6				
A-C	1407	352	0.00			1407				
D-ABC	15	4	0.00	97	0.159	15	0.2	0.2	44.254	E
C-ABD	2	0.55	0.00	312	0.007	2	0.0	0.0	11.635	B
C-D	20	5	0.00			20				
C-A	1321	330	0.00			1321				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	1	0.00	157	0.029	5	0.3	0.0	23.925	C
A-BCD	22	5	0.00	427	0.051	22	0.1	0.1	8.883	A
A-B	4	1	0.00			4				
A-C	1149	287	0.00			1149				
D-ABC	13	3	0.00	275	0.046	13	0.2	0.0	13.768	B
C-ABD	2	0.45	0.00	378	0.005	2	0.0	0.0	9.574	A
C-D	16	4	0.00			16				
C-A	1079	270	0.00			1079				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	0.94	0.00	238	0.016	4	0.0	0.0	15.366	C
A-BCD	18	5	0.00	475	0.038	18	0.1	0.0	7.882	A
A-B	4	0.94	0.00			4				
A-C	962	241	0.00			962				
D-ABC	11	3	0.00	351	0.030	11	0.0	0.0	10.563	B
C-ABD	2	0.38	0.00	426	0.004	2	0.0	0.0	8.484	A
C-D	14	3	0.00			14				
C-A	903	226	0.00			903				

2055 | DS | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.09	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2055	DS	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A2070 Kennington Rd Northbound		ONE HOUR	✓	1254	100.000
B - The Street Eastbound		ONE HOUR	✓	7	100.000
C - A2070 Kennington Rd Southbound		ONE HOUR	✓	1230	100.000
D - The Street Westbound		ONE HOUR	✓	18	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A2070 Kennington Rd Northbound	B - The Street Eastbound	C - A2070 Kennington Rd Southbound	D - The Street Westbound
From	A - A2070 Kennington Rd Northbound	0	8	1213	33
	B - The Street Eastbound	5	0	1	1
	C - A2070 Kennington Rd Southbound	1190	2	0	38
	D - The Street Westbound	8	0	10	0

Proportions

From	A - A2070 Kennington Rd Northbo
	B - The Street Eastbound
	C - A2070 Kennington Rd Southb
	D - The Street Westbound

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A2070 Kennington Rd Northbound	B - The Street Eastbound	C - A2070 Kennington Rd Southbound	D - The Street Westbound
From	A - A2070 Kennington Rd Northbound	0	0	1	0
	B - The Street Eastbound	0	0	0	0
	C - A2070 Kennington Rd Southbound	1	0	0	0
	D - The Street Westbound	0	0	0	0

Average PCU Per Veh

From	A - A2070 Kennington Rd Northbo
	B - The Street Eastbound
	C - A2070 Kennington Rd Southb
	D - The Street Westbound

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A2070 Kennington Rd Northbound	16:45-17:00	944	951
	17:00-17:15	1127	1136
	17:15-17:30	1381	1391
	17:30-17:45	1381	1391
	17:45-18:00	1127	1136
	18:00-18:15	944	951
B - The Street Eastbound	16:45-17:00	5	5
	17:00-17:15	6	6
	17:15-17:30	8	8
	17:30-17:45	8	8
	17:45-18:00	6	6
	18:00-18:15	5	5
C - A2070 Kennington Rd Southbound	16:45-17:00	926	938
	17:00-17:15	1106	1120
	17:15-17:30	1354	1372
	17:30-17:45	1354	1372
	17:45-18:00	1106	1120
	18:00-18:15	926	938
D - The Street Westbound	16:45-17:00	14	14
	17:00-17:15	16	16
	17:15-17:30	20	20
	17:30-17:45	20	20
	17:45-18:00	16	16
	18:00-18:15	14	14

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.21	125.05	0.2	F	6	10
A-BCD	0.10	11.19	0.1	B	30	45
A-B					7	11
A-C					1113	1670
D-ABC	0.32	83.28	0.4	F	17	25
C-ABD	0.01	10.96	0.0	B	2	3
C-D					35	52
C-A					1092	1638

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	1	0.00	213	0.025	5	0.0	0.0	17.326	C
A-BCD	25	6	0.00	473	0.053	25	0.0	0.1	8.024	A
A-B	6	2	0.00			6				
A-C	913	228	0.00			913				
D-ABC	14	3	0.00	287	0.047	13	0.0	0.0	13.125	B
C-ABD	2	0.38	0.00	439	0.003	1	0.0	0.0	8.225	A
C-D	29	7	0.00			29				
C-A	896	224	0.00			896				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	0.00	141	0.045	6	0.0	0.0	26.756	D
A-BCD	30	7	0.00	425	0.070	30	0.1	0.1	9.103	A
A-B	7	2	0.00			7				
A-C	1090	273	0.00			1090				
D-ABC	16	4	0.00	203	0.080	16	0.0	0.1	19.282	C
C-ABD	2	0.45	0.00	394	0.005	2	0.0	0.0	9.185	A
C-D	34	9	0.00			34				
C-A	1070	267	0.00			1070				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	8	2	0.00	36	0.211	7	0.0	0.2	119.697	F
A-BCD	36	9	0.00	358	0.101	36	0.1	0.1	11.172	B
A-B	9	2	0.00			9				
A-C	1336	334	0.00			1336				
D-ABC	20	5	0.00	63	0.315	19	0.1	0.4	78.999	F
C-ABD	2	0.55	0.00	331	0.007	2	0.0	0.0	10.950	B
C-D	42	10	0.00			42				
C-A	1310	328	0.00			1310				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	8	2	0.00	36	0.213	8	0.2	0.2	125.054	F
A-BCD	36	9	0.00	358	0.101	36	0.1	0.1	11.187	B
A-B	9	2	0.00			9				
A-C	1336	334	0.00			1336				
D-ABC	20	5	0.00	63	0.316	20	0.4	0.4	83.277	F
C-ABD	2	0.55	0.00	331	0.007	2	0.0	0.0	10.956	B
C-D	42	10	0.00			42				
C-A	1310	328	0.00			1310				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	0.00	140	0.045	7	0.2	0.0	27.140	D
A-BCD	30	7	0.00	425	0.070	30	0.1	0.1	9.121	A
A-B	7	2	0.00			7				
A-C	1090	273	0.00			1090				
D-ABC	16	4	0.00	202	0.080	18	0.4	0.1	19.608	C
C-ABD	2	0.45	0.00	393	0.005	2	0.0	0.0	9.190	A
C-D	34	9	0.00			34				
C-A	1070	267	0.00			1070				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	1	0.00	213	0.025	5	0.0	0.0	17.361	C
A-BCD	25	6	0.00	473	0.053	25	0.1	0.1	8.036	A
A-B	6	2	0.00			6				
A-C	913	228	0.00			913				
D-ABC	14	3	0.00	287	0.047	14	0.1	0.1	13.168	B
C-ABD	2	0.38	0.00	439	0.003	2	0.0	0.0	8.228	A
C-D	29	7	0.00			29				
C-A	896	224	0.00			896				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J3_Kennington Rd_The Street.i11

[redacted]

Report generation date: 17/09/2026 10:27:29

»2055 | DS VM | AM
»2055 | DS VM | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2055 - DS VM					
Stream B-ACD	0.3	224.32	0.26	0.3	133.80	0.22
Stream A-BCD	0.1	10.79	0.07	0.1	11.23	0.10
Stream D-ABC	0.2	46.48	0.17	0.5	89.00	0.33
Stream C-ABD	0.0	11.67	0.01	0.0	10.99	0.01

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

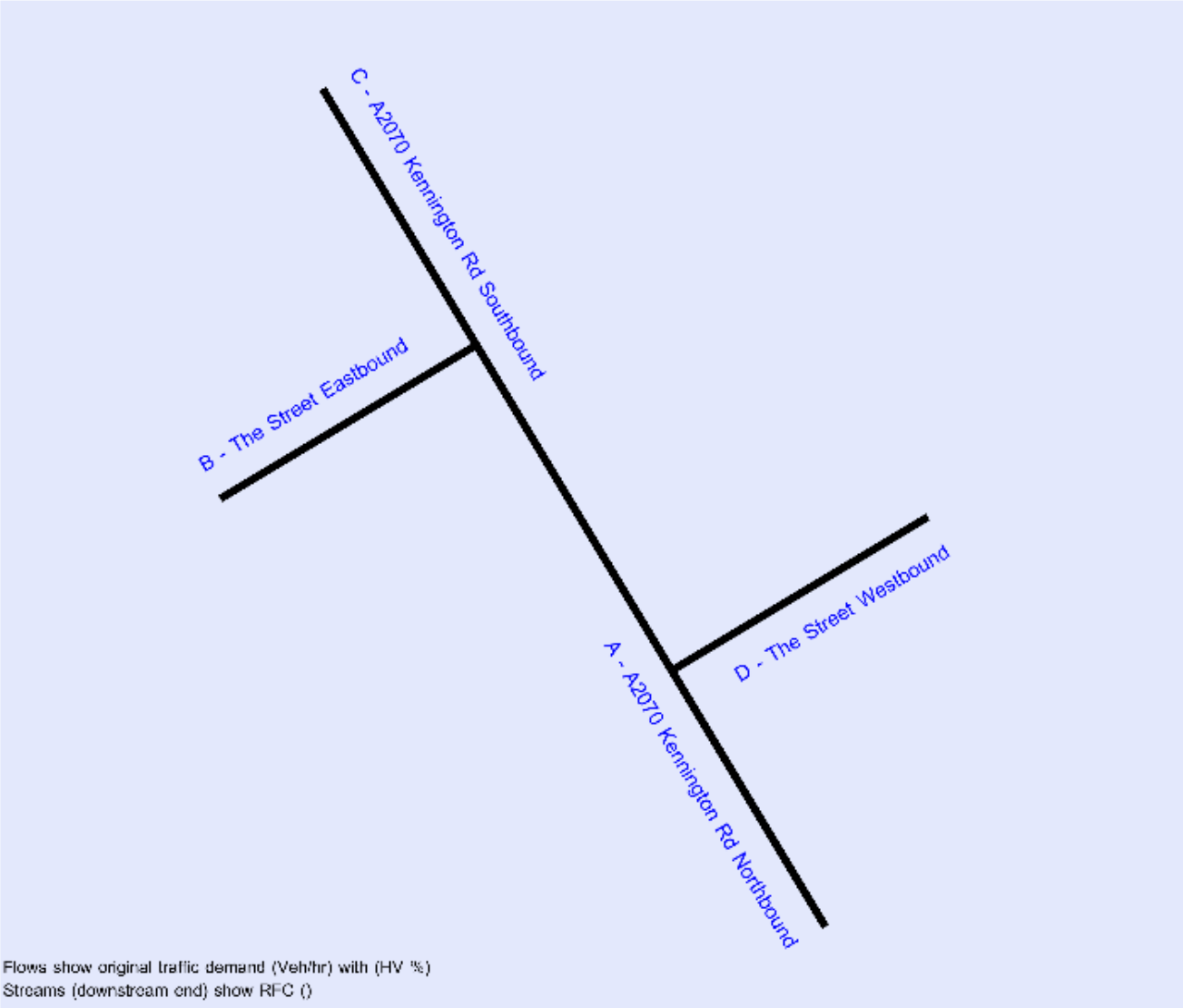
File summary

File Description

Title	J7A Otterpool Park_Base Model
Location	Kennington Rd - The St
Site number	
Date	12/07/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	For 2050 DM (AM & PM) Scenario following arm structure is followed A - Kensington Rd NB B - Street EB C - Kensington Rd SB D - Street WB as the arm structure give in forecast flows matrix is not realistic

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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018		AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS VM	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS VM	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D19,D20	100.000	100.000

2055 | DS VM | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.81	A

Arms

Arms

Arm	Name	Description	Arm type
A	A2070 Kennington Rd Northbound		Major
B	The Street Eastbound		Minor
C	A2070 Kennington Rd Southbound		Major
D	The Street Westbound		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A2070 Kennington Rd Northbound	7.30	✓	2.00	✓	3.50	100.0	✓	6.00
C - A2070 Kennington Rd Southbound	6.90	✓	2.00	✓	2.80	100.0	✓	2.00

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 - The Street Eastbound	One lane	3.00	37	77
D - The Street Westbound	One lane	4.00	99	41

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	721	-	-	-	0.264	0.264	0.264	-	0.264	-	-
B-AD	551	0.092	0.233	-	-	-	0.147	0.333	0.147	0.092	0.233
B-C	672	0.099	0.250	-	-	-	-	-	-	0.099	0.250
C-B	673	0.251	0.251	-	-	-	-	-	-	0.251	0.251
D-A	715	-	-	-	0.261	0.103	0.261	-	0.103	-	-
D-BC	609	0.159	0.159	0.362	0.253	0.100	0.253	-	0.100	-	-

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	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2055	DS VM	AM	J7A Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A2070 Kennington Rd Northbound		ONE HOUR	✓	1310	100.000
B - The Street Eastbound		ONE HOUR	✓	5	100.000
C - A2070 Kennington Rd Southbound		ONE HOUR	✓	1223	100.000
D - The Street Westbound		ONE HOUR	✓	14	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A2070 Kennington Rd Northbound	B - The Street Eastbound	C - A2070 Kennington Rd Southbound	D - The Street Westbound
From	A - A2070 Kennington Rd Northbound	0	5	1281	24
	B - The Street Eastbound	3	0	2	0
	C - A2070 Kennington Rd Southbound	1203	2	0	18
	D - The Street Westbound	11	0	3	0

Proportions

From	A - A2070 Kennington Rd Northbo
	B - The Street Eastbound
	C - A2070 Kennington Rd Southb
	D - The Street Westbound

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A2070 Kennington Rd Northbound	B - The Street Eastbound	C - A2070 Kennington Rd Southbound	D - The Street Westbound
From	A - A2070 Kennington Rd Northbound	0	0	2	0
	B - The Street Eastbound	0	0	0	0
	C - A2070 Kennington Rd Southbound	2	0	0	0
	D - The Street Westbound	10	0	0	0

Average PCU Per Veh

From	A - A2070 Kennington Rd Northbo
	B - The Street Eastbound
	C - A2070 Kennington Rd Southb
	D - The Street Westbound

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A2070 Kennington Rd Northbound	07:45-08:00	986	1005
	08:00-08:15	1178	1200
	08:15-08:30	1442	1469
	08:30-08:45	1442	1469
	08:45-09:00	1178	1200
	09:00-09:15	986	1005
B - The Street Eastbound	07:45-08:00	4	4
	08:00-08:15	4	4
	08:15-08:30	6	6
	08:30-08:45	6	6
	08:45-09:00	4	4
	09:00-09:15	4	4
C - A2070 Kennington Rd Southbound	07:45-08:00	921	936
	08:00-08:15	1099	1117
	08:15-08:30	1347	1368
	08:30-08:45	1347	1368
	08:45-09:00	1099	1117
	09:00-09:15	921	936
D - The Street Westbound	07:45-08:00	11	11
	08:00-08:15	13	14
	08:15-08:30	15	17
	08:30-08:45	15	17
	08:45-09:00	13	14
	09:00-09:15	11	11

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.26	224.32	0.3	F	5	7
A-BCD	0.07	10.79	0.1	B	22	33
A-B					5	7
A-C					1175	1763
D-ABC	0.17	46.48	0.2	E	13	19
C-ABD	0.01	11.67	0.0	B	2	3
C-D					17	25
C-A					1104	1656

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	0.94	0.00	237	0.016	4	0.0	0.0	15.410	C
A-BCD	18	5	0.00	474	0.038	18	0.0	0.0	7.884	A
A-B	4	0.94	0.00			4				
A-C	964	241	0.00			964				
D-ABC	11	3	0.00	351	0.030	10	0.0	0.0	10.576	B
C-ABD	2	0.38	0.00	425	0.004	1	0.0	0.0	8.493	A
C-D	14	3	0.00			14				
C-A	906	226	0.00			906				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	1	0.00	156	0.029	4	0.0	0.0	23.805	C
A-BCD	22	5	0.00	426	0.051	22	0.0	0.1	8.889	A
A-B	4	1	0.00			4				
A-C	1152	288	0.00			1152				
D-ABC	13	3	0.00	274	0.046	13	0.0	0.0	13.761	B
C-ABD	2	0.45	0.00	377	0.005	2	0.0	0.0	9.588	A
C-D	16	4	0.00			16				
C-A	1081	270	0.00			1081				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	1	0.00	21	0.260	5	0.0	0.3	208.440	F
A-BCD	26	7	0.00	360	0.073	26	0.1	0.1	10.779	B
A-B	6	1	0.00			6				
A-C	1410	353	0.00			1410				
D-ABC	15	4	0.00	93	0.165	15	0.0	0.2	45.587	E
C-ABD	2	0.55	0.00	311	0.007	2	0.0	0.0	11.665	B
C-D	20	5	0.00			20				
C-A	1325	331	0.00			1325				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	1	0.00	21	0.260	5	0.3	0.3	224.320	F
A-BCD	26	7	0.00	360	0.073	26	0.1	0.1	10.790	B
A-B	6	1	0.00			6				
A-C	1410	353	0.00			1410				
D-ABC	15	4	0.00	93	0.166	15	0.2	0.2	46.479	E
C-ABD	2	0.55	0.00	311	0.007	2	0.0	0.0	11.667	B
C-D	20	5	0.00			20				
C-A	1325	331	0.00			1325				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	1	0.00	156	0.029	6	0.3	0.0	24.159	C
A-BCD	22	5	0.00	426	0.051	22	0.1	0.1	8.899	A
A-B	4	1	0.00			4				
A-C	1152	288	0.00			1152				
D-ABC	13	3	0.00	274	0.046	13	0.2	0.0	13.840	B
C-ABD	2	0.45	0.00	377	0.005	2	0.0	0.0	9.589	A
C-D	16	4	0.00			16				
C-A	1081	270	0.00			1081				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	0.94	0.00	237	0.016	4	0.0	0.0	15.426	C
A-BCD	18	5	0.00	474	0.038	18	0.1	0.0	7.892	A
A-B	4	0.94	0.00			4				
A-C	964	241	0.00			964				
D-ABC	11	3	0.00	351	0.030	11	0.0	0.0	10.591	B
C-ABD	2	0.38	0.00	425	0.004	2	0.0	0.0	8.495	A
C-D	14	3	0.00			14				
C-A	906	226	0.00			906				

2055 | DS VM | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.15	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2055	DS VM	PM	J7A Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A2070 Kennington Rd Northbound		ONE HOUR	✓	1258	100.000
B - The Street Eastbound		ONE HOUR	✓	7	100.000
C - A2070 Kennington Rd Southbound		ONE HOUR	✓	1234	100.000
D - The Street Westbound		ONE HOUR	✓	18	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A2070 Kennington Rd Northbound	B - The Street Eastbound	C - A2070 Kennington Rd Southbound	D - The Street Westbound
From	A - A2070 Kennington Rd Northbound	0	8	1217	33
	B - The Street Eastbound	5	0	1	1
	C - A2070 Kennington Rd Southbound	1194	2	0	38
	D - The Street Westbound	8	0	10	0

Proportions

From	A - A2070 Kennington Rd Northbo
	B - The Street Eastbound
	C - A2070 Kennington Rd Southb
	D - The Street Westbound

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A2070 Kennington Rd Northbound	B - The Street Eastbound	C - A2070 Kennington Rd Southbound	D - The Street Westbound
From	A - A2070 Kennington Rd Northbound	0	0	1	0
	B - The Street Eastbound	0	0	0	0
	C - A2070 Kennington Rd Southbound	1	0	0	0
	D - The Street Westbound	0	0	0	0

Average PCU Per Veh

From	A - A2070 Kennington Rd Northbo
	B - The Street Eastbound
	C - A2070 Kennington Rd Southb
	D - The Street Westbound

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A2070 Kennington Rd Northbound	16:45-17:00	947	954
	17:00-17:15	1131	1139
	17:15-17:30	1385	1395
	17:30-17:45	1385	1395
	17:45-18:00	1131	1139
	18:00-18:15	947	954
B - The Street Eastbound	16:45-17:00	5	5
	17:00-17:15	6	6
	17:15-17:30	8	8
	17:30-17:45	8	8
	17:45-18:00	6	6
	18:00-18:15	5	5
C - A2070 Kennington Rd Southbound	16:45-17:00	929	941
	17:00-17:15	1109	1124
	17:15-17:30	1359	1377
	17:30-17:45	1359	1377
	17:45-18:00	1109	1124
	18:00-18:15	929	941
D - The Street Westbound	16:45-17:00	14	14
	17:00-17:15	16	16
	17:15-17:30	20	20
	17:30-17:45	20	20
	17:45-18:00	16	16
	18:00-18:15	14	14

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.22	133.80	0.3	F	6	10
A-BCD	0.10	11.23	0.1	B	30	45
A-B					7	11
A-C					1117	1675
D-ABC	0.33	89.00	0.5	F	17	25
C-ABD	0.01	10.99	0.0	B	2	3
C-D					35	52
C-A					1096	1643

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	1	0.00	212	0.025	5	0.0	0.0	17.425	C
A-BCD	25	6	0.00	472	0.053	25	0.0	0.1	8.039	A
A-B	6	2	0.00			6				
A-C	916	229	0.00			916				
D-ABC	14	3	0.00	286	0.047	13	0.0	0.0	13.189	B
C-ABD	2	0.38	0.00	438	0.003	1	0.0	0.0	8.239	A
C-D	29	7	0.00			29				
C-A	899	225	0.00			899				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	0.00	139	0.045	6	0.0	0.0	27.049	D
A-BCD	30	7	0.00	424	0.070	30	0.1	0.1	9.125	A
A-B	7	2	0.00			7				
A-C	1094	274	0.00			1094				
D-ABC	16	4	0.00	201	0.081	16	0.0	0.1	19.450	C
C-ABD	2	0.45	0.00	393	0.005	2	0.0	0.0	9.206	A
C-D	34	9	0.00			34				
C-A	1073	268	0.00			1073				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	8	2	0.00	35	0.223	7	0.0	0.2	127.386	F
A-BCD	36	9	0.00	357	0.102	36	0.1	0.1	11.213	B
A-B	9	2	0.00			9				
A-C	1340	335	0.00			1340				
D-ABC	20	5	0.00	60	0.329	18	0.1	0.4	83.888	F
C-ABD	2	0.55	0.00	330	0.007	2	0.0	0.0	10.987	B
C-D	42	10	0.00			42				
C-A	1315	329	0.00			1315				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	8	2	0.00	34	0.224	8	0.2	0.3	133.800	F
A-BCD	36	9	0.00	357	0.102	36	0.1	0.1	11.228	B
A-B	9	2	0.00			9				
A-C	1340	335	0.00			1340				
D-ABC	20	5	0.00	60	0.331	20	0.4	0.5	89.003	F
C-ABD	2	0.55	0.00	330	0.007	2	0.0	0.0	10.994	B
C-D	42	10	0.00			42				
C-A	1315	329	0.00			1315				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	0.00	139	0.045	7	0.3	0.0	27.468	D
A-BCD	30	7	0.00	424	0.070	30	0.1	0.1	9.143	A
A-B	7	2	0.00			7				
A-C	1094	274	0.00			1094				
D-ABC	16	4	0.00	201	0.081	18	0.5	0.1	19.822	C
C-ABD	2	0.45	0.00	393	0.005	2	0.0	0.0	9.212	A
C-D	34	9	0.00			34				
C-A	1073	268	0.00			1073				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	1	0.00	212	0.025	5	0.0	0.0	17.461	C
A-BCD	25	6	0.00	472	0.053	25	0.1	0.1	8.050	A
A-B	6	2	0.00			6				
A-C	916	229	0.00			916				
D-ABC	14	3	0.00	286	0.047	14	0.1	0.1	13.229	B
C-ABD	2	0.38	0.00	438	0.003	2	0.0	0.0	8.241	A
C-D	29	7	0.00			29				
C-A	899	225	0.00			899				

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: J4_A20 Hythe Rd_The St.j11

[redacted]

Report generation date: 17/09/2026 09:17:59

»2025 | | AM
»2025 | | PM
»2055 | DM | AM
»2055 | DM | PM
»2055 | DS | AM
»2055 | DS | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025					
A - A20 Hythe Road Westbound	0.7	5.24	0.40	0.7	5.60	0.42
B - Tesco Access	0.3	3.70	0.23	0.6	4.49	0.37
C - A20 Hythe Road Eastbound	0.7	3.57	0.42	0.7	3.54	0.40
D - The Street	0.1	8.12	0.07	0.2	9.00	0.13
	2055 - DM					
A - A20 Hythe Road Westbound	1.2	7.00	0.54	1.4	7.99	0.58
B - Tesco Access	0.4	4.23	0.28	0.9	5.61	0.47
C - A20 Hythe Road Eastbound	1.1	4.44	0.53	0.9	4.07	0.47
D - The Street	0.1	10.57	0.09	0.2	11.17	0.18
	2055 - DS					
A - A20 Hythe Road Westbound	1.6	8.23	0.61	1.8	9.37	0.64
B - Tesco Access	0.4	4.45	0.29	0.9	5.97	0.48
C - A20 Hythe Road Eastbound	1.1	4.44	0.53	0.9	4.07	0.47
D - The Street	0.1	10.55	0.09	0.2	11.17	0.18

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

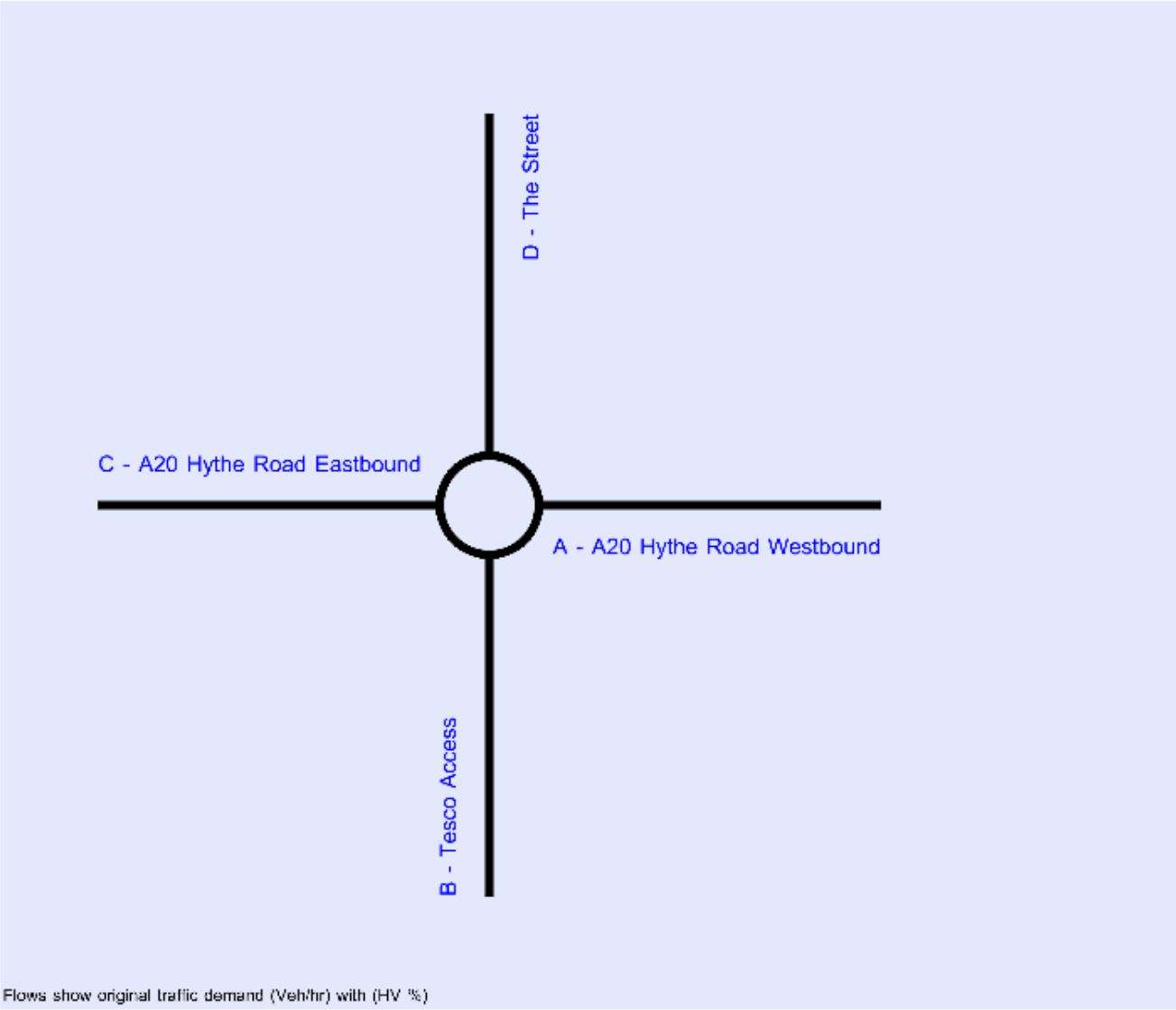
File summary

File Description

Title	J7B Otterpool Park_Base Model AM PEAK
Location	A20 Hythe Road - The St
Site number	
Date	27/06/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	For 2050 DM (AM & PM) Scenario following arm structure is followed A - Hyte Rd WB B - Tesco Access C - Hythe Rd EB D - Street

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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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)	Run automatically
D1	2018		AM	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS	AM	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D15,D16,D17,D18,D19,D20	100.000	100.000

2025 | | 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	untitled	Standard Roundabout		A, B, C, D	4.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.19	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A20 Hythe Road Westbound		
B	Tesco Access		
C	A20 Hythe Road Eastbound		
D	The Street		

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
A - A20 Hythe Road Westbound	3.66	4.26	19.8	46.4	37.5	32.0		
B - Tesco Access	3.68	6.04	21.9	7.7	37.5	37.0		
C - A20 Hythe Road Eastbound	3.76	7.19	21.8	23.6	37.5	28.0		
D - The Street	3.00	3.00	0.0	14.2	37.5	36.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A20 Hythe Road Westbound	0.573	1301
B - Tesco Access	0.571	1478
C - A20 Hythe Road Eastbound	0.683	1857
D - The Street	0.468	872

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

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2025	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Hythe Road Westbound		ONE HOUR	✓	413	100.000
B - Tesco Access		ONE HOUR	✓	259	100.000
C - A20 Hythe Road Eastbound		ONE HOUR	✓	655	100.000
D - The Street		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A20 Hythe Road Westbound	B - Tesco Access	C - A20 Hythe Road Eastbound	D - The Street
From	A - A20 Hythe Road Westbound	3	117	293	0
	B - Tesco Access	92	0	167	0
	C - A20 Hythe Road Eastbound	451	202	2	0
	D - The Street	13	7	8	0

Proportions

		To	
		A - A20 Hythe Road Westbound	B - Tesco Access
From	A - A20 Hythe Road Westbound	0.01	0.28
	B - Tesco Access	0.36	0.00
	C - A20 Hythe Road Eastbound	0.69	0.31
	D - The Street	0.46	0.25

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A20 Hythe Road Westbound	B - Tesco Access	C - A20 Hythe Road Eastbound	D - The Street
From	A - A20 Hythe Road Westbound	0	0	2	0
	B - Tesco Access	0	0	3	0
	C - A20 Hythe Road Eastbound	3	4	0	0
	D - The Street	0	0	0	0

Average PCU Per Veh

		To	
		A - A20 Hythe Road Westbound	B - Tesco Access
From	A - A20 Hythe Road Westbound	1.000	1.000
	B - Tesco Access	1.000	1.000
	C - A20 Hythe Road Eastbound	1.030	1.040
	D - The Street	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Hythe Road Westbound	07:45-08:00	311	315
	08:00-08:15	371	377
	08:15-08:30	455	461
	08:30-08:45	455	461
	08:45-09:00	371	377
	09:00-09:15	311	315
B - Tesco Access	07:45-08:00	195	199
	08:00-08:15	233	237
	08:15-08:30	285	291
	08:30-08:45	285	291
	08:45-09:00	233	237
	09:00-09:15	195	199
C - A20 Hythe Road Eastbound	07:45-08:00	493	509
	08:00-08:15	589	608
	08:15-08:30	721	745
	08:30-08:45	721	745
	08:45-09:00	589	608
	09:00-09:15	493	509
D - The Street	07:45-08:00	21	21
	08:00-08:15	25	25
	08:15-08:30	31	31
	08:30-08:45	31	31
	08:45-09:00	25	25
	09:00-09:15	21	21

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Hythe Road Westbound	0.40	5.24	0.7	A	379	568
B - Tesco Access	0.23	3.70	0.3	A	238	356
C - A20 Hythe Road Eastbound	0.42	3.57	0.7	A	601	902
D - The Street	0.07	8.12	0.1	A	26	39

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	311	78	164	1187	0.262	310	419	0.0	0.4	4.097	A
B - Tesco Access	195	49	229	1319	0.148	194	245	0.0	0.2	3.199	A
C - A20 Hythe Road Eastbound	493	123	71	1750	0.282	492	352	0.0	0.4	2.855	A
D - The Street	21	5	563	601	0.035	21	0	0.0	0.0	6.205	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	371	93	197	1168	0.318	371	502	0.4	0.5	4.515	A
B - Tesco Access	233	58	275	1293	0.180	233	293	0.2	0.2	3.394	A
C - A20 Hythe Road Eastbound	589	147	85	1741	0.338	588	422	0.4	0.5	3.120	A
D - The Street	25	6	674	547	0.046	25	0	0.0	0.0	6.891	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	455	114	241	1142	0.398	454	615	0.5	0.7	5.227	A
B - Tesco Access	285	71	336	1258	0.227	285	358	0.2	0.3	3.699	A
C - A20 Hythe Road Eastbound	721	180	104	1728	0.417	720	517	0.5	0.7	3.567	A
D - The Street	31	8	825	475	0.065	31	0	0.0	0.1	8.109	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	455	114	241	1142	0.398	455	615	0.7	0.7	5.239	A
B - Tesco Access	285	71	337	1258	0.227	285	359	0.3	0.3	3.700	A
C - A20 Hythe Road Eastbound	721	180	105	1728	0.417	721	517	0.7	0.7	3.573	A
D - The Street	31	8	826	474	0.065	31	0	0.1	0.1	8.118	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	371	93	197	1168	0.318	372	503	0.7	0.5	4.529	A
B - Tesco Access	233	58	276	1293	0.180	233	294	0.3	0.2	3.397	A
C - A20 Hythe Road Eastbound	589	147	86	1741	0.338	590	423	0.7	0.5	3.128	A
D - The Street	25	6	675	547	0.046	25	0	0.1	0.0	6.902	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	311	78	165	1186	0.262	311	421	0.5	0.4	4.116	A
B - Tesco Access	195	49	231	1318	0.148	195	246	0.2	0.2	3.205	A
C - A20 Hythe Road Eastbound	493	123	72	1750	0.282	494	354	0.5	0.4	2.867	A
D - The Street	21	5	565	600	0.035	21	0	0.0	0.0	6.221	A

2025 | | 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	untitled	Standard Roundabout		A, B, C, D	4.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.57	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2025	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Hythe Road Westbound		ONE HOUR	✓	420	100.000
B - Tesco Access		ONE HOUR	✓	435	100.000
C - A20 Hythe Road Eastbound		ONE HOUR	✓	617	100.000
D - The Street		ONE HOUR	✓	55	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A20 Hythe Road Westbound	B - Tesco Access	C - A20 Hythe Road Eastbound	D - The Street
From	A - A20 Hythe Road Westbound	2	141	277	0
	B - Tesco Access	167	0	268	0
	C - A20 Hythe Road Eastbound	353	260	4	0
	D - The Street	25	14	16	0

Proportions

		To	
		A - A20 Hythe Road Westbound	B - Tesco Access
From	A - A20 Hythe Road Westbound	0.00	0.34
	B - Tesco Access	0.38	0.00
	C - A20 Hythe Road Eastbound	0.57	0.42
	D - The Street	0.45	0.25

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A20 Hythe Road Westbound	B - Tesco Access	C - A20 Hythe Road Eastbound	D - The Street
From	A - A20 Hythe Road Westbound	0	0	1	0
	B - Tesco Access	0	0	1	0
	C - A20 Hythe Road Eastbound	2	2	0	0
	D - The Street	0	0	0	0

Average PCU Per Veh

	To		
		A - A20 Hythe Road Westbound	B - Tesco Access
From	A - A20 Hythe Road Westbound	1.000	1.000
	B - Tesco Access	1.000	1.000
	C - A20 Hythe Road Eastbound	1.020	1.020
	D - The Street	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Hythe Road Westbound	16:45-17:00	316	318
	17:00-17:15	378	380
	17:15-17:30	462	465
	17:30-17:45	462	465
	17:45-18:00	378	380
	18:00-18:15	316	318
B - Tesco Access	16:45-17:00	327	330
	17:00-17:15	391	393
	17:15-17:30	479	482
	17:30-17:45	479	482
	17:45-18:00	391	393
	18:00-18:15	327	330
C - A20 Hythe Road Eastbound	16:45-17:00	465	474
	17:00-17:15	555	566
	17:15-17:30	679	693
	17:30-17:45	679	693
	17:45-18:00	555	566
	18:00-18:15	465	474
D - The Street	16:45-17:00	41	41
	17:00-17:15	49	49
	17:15-17:30	61	61
	17:30-17:45	61	61
	17:45-18:00	49	49
	18:00-18:15	41	41

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Hythe Road Westbound	0.42	5.60	0.7	A	385	578
B - Tesco Access	0.37	4.49	0.6	A	399	599
C - A20 Hythe Road Eastbound	0.40	3.54	0.7	A	566	849
D - The Street	0.13	9.00	0.2	A	50	76

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	316	79	221	1165	0.271	315	410	0.0	0.4	4.227	A
B - Tesco Access	327	82	224	1341	0.244	326	311	0.0	0.3	3.543	A
C - A20 Hythe Road Eastbound	465	116	127	1736	0.268	463	423	0.0	0.4	2.826	A
D - The Street	41	10	590	592	0.070	41	0	0.0	0.1	6.537	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	378	94	264	1140	0.331	377	491	0.4	0.5	4.717	A
B - Tesco Access	391	98	268	1315	0.297	391	373	0.3	0.4	3.892	A
C - A20 Hythe Road Eastbound	555	139	152	1719	0.323	554	507	0.4	0.5	3.091	A
D - The Street	49	12	706	536	0.092	49	0	0.1	0.1	7.390	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	462	116	323	1105	0.418	462	601	0.5	0.7	5.582	A
B - Tesco Access	479	120	329	1281	0.374	478	456	0.4	0.6	4.482	A
C - A20 Hythe Road Eastbound	679	170	186	1696	0.400	679	621	0.5	0.7	3.536	A
D - The Street	61	15	864	461	0.131	60	0	0.1	0.1	8.980	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	462	116	324	1105	0.418	462	602	0.7	0.7	5.600	A
B - Tesco Access	479	120	329	1280	0.374	479	457	0.6	0.6	4.491	A
C - A20 Hythe Road Eastbound	679	170	186	1696	0.401	679	622	0.7	0.7	3.539	A
D - The Street	61	15	865	461	0.131	61	0	0.1	0.2	9.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	378	94	265	1139	0.331	378	493	0.7	0.5	4.736	A
B - Tesco Access	391	98	269	1315	0.297	392	374	0.6	0.4	3.903	A
C - A20 Hythe Road Eastbound	555	139	152	1719	0.323	555	509	0.7	0.5	3.095	A
D - The Street	49	12	708	536	0.092	50	0	0.2	0.1	7.413	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	316	79	222	1164	0.272	317	412	0.5	0.4	4.250	A
B - Tesco Access	327	82	225	1340	0.244	328	313	0.4	0.3	3.560	A
C - A20 Hythe Road Eastbound	465	116	127	1735	0.268	465	426	0.5	0.4	2.834	A
D - The Street	41	10	592	590	0.070	42	0	0.1	0.1	6.562	A

2055 | DM | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.34	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)	Run automatically
D17	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Hythe Road Westbound		ONE HOUR	✓	554	100.000
B - Tesco Access		ONE HOUR	✓	299	100.000
C - A20 Hythe Road Eastbound		ONE HOUR	✓	828	100.000
D - The Street		ONE HOUR	✓	32	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A20 Hythe Road Westbound	B - Tesco Access	C - A20 Hythe Road Eastbound	D - The Street
From	A - A20 Hythe Road Westbound	3	135	416	0
	B - Tesco Access	106	0	193	0
	C - A20 Hythe Road Eastbound	592	234	2	0
	D - The Street	15	8	9	0

Proportions

		To	
		A - A20 Hythe Road Westbound	B - Tesco Access
From	A - A20 Hythe Road Westbound	0.01	0.24
	B - Tesco Access	0.35	0.00
	C - A20 Hythe Road Eastbound	0.71	0.28
	D - The Street	0.47	0.25

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A20 Hythe Road Westbound	B - Tesco Access	C - A20 Hythe Road Eastbound	D - The Street
From	A - A20 Hythe Road Westbound	0	0	1	0
	B - Tesco Access	0	0	3	0
	C - A20 Hythe Road Eastbound	3	4	0	0
	D - The Street	0	0	0	0

Average PCU Per Veh

		To	
		A - A20 Hythe Road Westbound	B - Tesco Access
From	A - A20 Hythe Road Westbound	1.000	1.000
	B - Tesco Access	1.000	1.000
	C - A20 Hythe Road Eastbound	1.028	1.040
	D - The Street	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Hythe Road Westbound	07:45-08:00	417	421
	08:00-08:15	498	503
	08:15-08:30	610	616
	08:30-08:45	610	616
	08:45-09:00	498	503
	09:00-09:15	417	421
B - Tesco Access	07:45-08:00	225	229
	08:00-08:15	269	274
	08:15-08:30	329	336
	08:30-08:45	329	336
	08:45-09:00	269	274
	09:00-09:15	225	229
C - A20 Hythe Road Eastbound	07:45-08:00	623	643
	08:00-08:15	744	767
	08:15-08:30	912	940
	08:30-08:45	912	940
	08:45-09:00	744	767
	09:00-09:15	623	643
D - The Street	07:45-08:00	24	24
	08:00-08:15	29	29
	08:15-08:30	35	35
	08:30-08:45	35	35
	08:45-09:00	29	29
	09:00-09:15	24	24

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Hythe Road Westbound	0.54	7.00	1.2	A	508	763
B - Tesco Access	0.28	4.23	0.4	A	274	412
C - A20 Hythe Road Eastbound	0.53	4.44	1.1	A	760	1140
D - The Street	0.09	10.57	0.1	B	29	44

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	417	104	190	1176	0.355	415	537	0.0	0.5	4.716	A
B - Tesco Access	225	56	322	1267	0.178	224	283	0.0	0.2	3.449	A
C - A20 Hythe Road Eastbound	623	156	82	1747	0.357	621	465	0.0	0.6	3.193	A
D - The Street	24	6	703	534	0.045	24	0	0.0	0.0	7.057	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	498	125	227	1154	0.432	497	643	0.5	0.8	5.473	A
B - Tesco Access	269	67	386	1231	0.218	269	338	0.2	0.3	3.741	A
C - A20 Hythe Road Eastbound	744	186	98	1736	0.429	744	557	0.6	0.7	3.623	A
D - The Street	29	7	841	467	0.062	29	0	0.0	0.1	8.208	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	610	152	278	1124	0.543	608	787	0.8	1.2	6.956	A
B - Tesco Access	329	82	472	1182	0.279	329	414	0.3	0.4	4.219	A
C - A20 Hythe Road Eastbound	912	228	120	1722	0.530	910	681	0.7	1.1	4.428	A
D - The Street	35	9	1030	377	0.094	35	0	0.1	0.1	10.537	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	610	152	279	1124	0.543	610	788	1.2	1.2	7.004	A
B - Tesco Access	329	82	473	1181	0.279	329	415	0.4	0.4	4.226	A
C - A20 Hythe Road Eastbound	912	228	120	1721	0.530	912	683	1.1	1.1	4.444	A
D - The Street	35	9	1032	376	0.094	35	0	0.1	0.1	10.569	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	498	125	228	1154	0.432	500	645	1.2	0.8	5.520	A
B - Tesco Access	269	67	388	1230	0.219	269	340	0.4	0.3	3.749	A
C - A20 Hythe Road Eastbound	744	186	98	1736	0.429	746	559	1.1	0.8	3.643	A
D - The Street	29	7	844	466	0.062	29	0	0.1	0.1	8.239	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	417	104	191	1176	0.355	418	540	0.8	0.6	4.756	A
B - Tesco Access	225	56	324	1266	0.178	225	284	0.3	0.2	3.463	A
C - A20 Hythe Road Eastbound	623	156	82	1747	0.357	624	468	0.8	0.6	3.208	A
D - The Street	24	6	706	532	0.045	24	0	0.1	0.0	7.088	A

2055 | DM | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.92	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)	Run automatically
D18	2055	DM	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Hythe Road Westbound		ONE HOUR	✓	565	100.000
B - Tesco Access		ONE HOUR	✓	507	100.000
C - A20 Hythe Road Eastbound		ONE HOUR	✓	719	100.000
D - The Street		ONE HOUR	✓	64	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A20 Hythe Road Westbound	B - Tesco Access	C - A20 Hythe Road Eastbound	D - The Street
From	A - A20 Hythe Road Westbound	2	164	399	0
	B - Tesco Access	195	0	312	0
	C - A20 Hythe Road Eastbound	411	303	5	0
	D - The Street	29	16	19	0

Proportions

		To	
		A - A20 Hythe Road Westbound	B - Tesco Access
From	A - A20 Hythe Road Westbound	0.00	0.29
	B - Tesco Access	0.38	0.00
	C - A20 Hythe Road Eastbound	0.57	0.42
	D - The Street	0.45	0.25

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A20 Hythe Road Westbound	B - Tesco Access	C - A20 Hythe Road Eastbound	D - The Street
From	A - A20 Hythe Road Westbound	0	0	1	0
	B - Tesco Access	0	0	1	0
	C - A20 Hythe Road Eastbound	2	2	0	0
	D - The Street	0	0	0	0

Average PCU Per Veh

		To	
		A - A20 Hythe Road Westbound	B - Tesco Access
From	A - A20 Hythe Road Westbound	1.000	1.000
	B - Tesco Access	1.000	1.000
	C - A20 Hythe Road Eastbound	1.020	1.019
	D - The Street	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Hythe Road Westbound	16:45-17:00	425	429
	17:00-17:15	508	512
	17:15-17:30	622	627
	17:30-17:45	622	627
	17:45-18:00	508	512
	18:00-18:15	425	429
B - Tesco Access	16:45-17:00	382	384
	17:00-17:15	456	459
	17:15-17:30	558	562
	17:30-17:45	558	562
	17:45-18:00	456	459
	18:00-18:15	382	384
C - A20 Hythe Road Eastbound	16:45-17:00	541	552
	17:00-17:15	646	659
	17:15-17:30	792	807
	17:30-17:45	792	807
	17:45-18:00	646	659
	18:00-18:15	541	552
D - The Street	16:45-17:00	48	48
	17:00-17:15	58	58
	17:15-17:30	70	70
	17:30-17:45	70	70
	17:45-18:00	58	58
	18:00-18:15	48	48

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Hythe Road Westbound	0.58	7.99	1.4	A	518	778
B - Tesco Access	0.47	5.61	0.9	A	465	698
C - A20 Hythe Road Eastbound	0.47	4.07	0.9	A	660	990
D - The Street	0.18	11.17	0.2	B	59	88

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	425	106	257	1142	0.373	423	478	0.0	0.6	4.992	A
B - Tesco Access	382	95	318	1285	0.297	380	362	0.0	0.4	3.968	A
C - A20 Hythe Road Eastbound	541	135	148	1722	0.314	539	551	0.0	0.5	3.040	A
D - The Street	48	12	687	545	0.088	48	0	0.0	0.1	7.231	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	508	127	308	1113	0.457	507	572	0.6	0.8	5.934	A
B - Tesco Access	456	114	381	1249	0.365	455	434	0.4	0.6	4.531	A
C - A20 Hythe Road Eastbound	646	162	177	1703	0.380	646	660	0.5	0.6	3.403	A
D - The Street	58	14	823	481	0.120	57	0	0.1	0.1	8.496	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	622	156	377	1073	0.580	620	700	0.8	1.4	7.916	A
B - Tesco Access	558	140	466	1200	0.465	557	531	0.6	0.9	5.584	A
C - A20 Hythe Road Eastbound	792	198	216	1676	0.472	791	807	0.6	0.9	4.059	A
D - The Street	70	18	1007	393	0.179	70	0	0.1	0.2	11.126	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	622	156	378	1072	0.580	622	701	1.4	1.4	7.993	A
B - Tesco Access	558	140	468	1200	0.465	558	532	0.9	0.9	5.612	A
C - A20 Hythe Road Eastbound	792	198	217	1676	0.472	792	809	0.9	0.9	4.070	A
D - The Street	70	18	1009	393	0.179	70	0	0.2	0.2	11.173	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	508	127	309	1112	0.457	510	574	1.4	0.9	6.000	A
B - Tesco Access	456	114	384	1248	0.365	457	435	0.9	0.6	4.559	A
C - A20 Hythe Road Eastbound	646	162	178	1702	0.380	647	663	0.9	0.6	3.415	A
D - The Street	58	14	825	480	0.120	58	0	0.2	0.1	8.536	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	425	106	259	1141	0.373	426	480	0.9	0.6	5.043	A
B - Tesco Access	382	95	321	1284	0.297	382	364	0.6	0.4	3.994	A
C - A20 Hythe Road Eastbound	541	135	149	1722	0.314	542	554	0.6	0.5	3.054	A
D - The Street	48	12	690	544	0.089	48	0	0.1	0.1	7.267	A

2055 | DS | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.86	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)	Run automatically
D19	2055	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Hythe Road Westbound		ONE HOUR	✓	625	100.000
B - Tesco Access		ONE HOUR	✓	299	100.000
C - A20 Hythe Road Eastbound		ONE HOUR	✓	827	100.000
D - The Street		ONE HOUR	✓	32	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A20 Hythe Road Westbound	B - Tesco Access	C - A20 Hythe Road Eastbound	D - The Street
From	A - A20 Hythe Road Westbound	3	135	487	0
	B - Tesco Access	106	0	193	0
	C - A20 Hythe Road Eastbound	591	234	2	0
	D - The Street	15	8	9	0

Proportions

		To	
		A - A20 Hythe Road Westbound	B - Tesco Access
From	A - A20 Hythe Road Westbound	0.00	0.22
	B - Tesco Access	0.35	0.00
	C - A20 Hythe Road Eastbound	0.71	0.28
	D - The Street	0.47	0.25

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A20 Hythe Road Westbound	B - Tesco Access	C - A20 Hythe Road Eastbound	D - The Street
From	A - A20 Hythe Road Westbound	0	0	1	0
	B - Tesco Access	0	0	3	0
	C - A20 Hythe Road Eastbound	3	4	0	0
	D - The Street	0	0	0	0

Average PCU Per Veh

		To	
		A - A20 Hythe Road Westbound	B - Tesco Access
From	A - A20 Hythe Road Westbound	1.000	1.000
	B - Tesco Access	1.000	1.000
	C - A20 Hythe Road Eastbound	1.028	1.040
	D - The Street	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Hythe Road Westbound	07:45-08:00	471	475
	08:00-08:15	562	567
	08:15-08:30	688	695
	08:30-08:45	688	695
	08:45-09:00	562	567
	09:00-09:15	471	475
B - Tesco Access	07:45-08:00	225	229
	08:00-08:15	269	274
	08:15-08:30	329	336
	08:30-08:45	329	336
	08:45-09:00	269	274
	09:00-09:15	225	229
C - A20 Hythe Road Eastbound	07:45-08:00	623	642
	08:00-08:15	743	767
	08:15-08:30	911	939
	08:30-08:45	911	939
	08:45-09:00	743	767
	09:00-09:15	623	642
D - The Street	07:45-08:00	24	24
	08:00-08:15	29	29
	08:15-08:30	35	35
	08:30-08:45	35	35
	08:45-09:00	29	29
	09:00-09:15	24	24

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Hythe Road Westbound	0.61	8.23	1.6	A	574	860
B - Tesco Access	0.29	4.45	0.4	A	274	412
C - A20 Hythe Road Eastbound	0.53	4.44	1.1	A	759	1138
D - The Street	0.09	10.55	0.1	B	29	44

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	471	118	190	1178	0.400	468	536	0.0	0.7	5.055	A
B - Tesco Access	225	56	375	1237	0.182	224	283	0.0	0.2	3.550	A
C - A20 Hythe Road Eastbound	623	156	82	1747	0.356	620	518	0.0	0.6	3.191	A
D - The Street	24	6	702	534	0.045	24	0	0.0	0.0	7.053	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	562	140	227	1155	0.486	561	642	0.7	0.9	6.042	A
B - Tesco Access	269	67	450	1195	0.225	269	338	0.2	0.3	3.884	A
C - A20 Hythe Road Eastbound	743	186	98	1736	0.428	743	620	0.6	0.7	3.618	A
D - The Street	29	7	841	468	0.062	29	0	0.0	0.1	8.200	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	688	172	278	1126	0.611	686	786	0.9	1.5	8.140	A
B - Tesco Access	329	82	550	1138	0.289	329	414	0.3	0.4	4.445	A
C - A20 Hythe Road Eastbound	911	228	120	1721	0.529	909	759	0.7	1.1	4.423	A
D - The Street	35	9	1029	377	0.093	35	0	0.1	0.1	10.521	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	688	172	279	1125	0.612	688	787	1.5	1.6	8.231	A
B - Tesco Access	329	82	552	1137	0.290	329	415	0.4	0.4	4.455	A
C - A20 Hythe Road Eastbound	911	228	120	1721	0.529	911	761	1.1	1.1	4.439	A
D - The Street	35	9	1031	376	0.094	35	0	0.1	0.1	10.554	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	562	140	228	1155	0.486	564	644	1.6	1.0	6.119	A
B - Tesco Access	269	67	452	1193	0.225	269	340	0.4	0.3	3.898	A
C - A20 Hythe Road Eastbound	743	186	98	1736	0.428	745	623	1.1	0.8	3.637	A
D - The Street	29	7	843	466	0.062	29	0	0.1	0.1	8.229	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	471	118	191	1177	0.400	472	539	1.0	0.7	5.112	A
B - Tesco Access	225	56	378	1236	0.182	225	284	0.3	0.2	3.566	A
C - A20 Hythe Road Eastbound	623	156	82	1746	0.357	623	521	0.8	0.6	3.207	A
D - The Street	24	6	706	533	0.045	24	0	0.1	0.0	7.083	A

2055 | DS | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.53	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)	Run automatically
D20	2055	DS	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Hythe Road Westbound		ONE HOUR	✓	626	100.000
B - Tesco Access		ONE HOUR	✓	507	100.000
C - A20 Hythe Road Eastbound		ONE HOUR	✓	719	100.000
D - The Street		ONE HOUR	✓	64	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A20 Hythe Road Westbound	B - Tesco Access	C - A20 Hythe Road Eastbound	D - The Street
From	A - A20 Hythe Road Westbound	2	164	460	0
	B - Tesco Access	195	0	312	0
	C - A20 Hythe Road Eastbound	411	303	5	0
	D - The Street	29	16	19	0

Proportions

		To	
		A - A20 Hythe Road Westbound	B - Tesco Access
From	A - A20 Hythe Road Westbound	0.00	0.26
	B - Tesco Access	0.38	0.00
	C - A20 Hythe Road Eastbound	0.57	0.42
	D - The Street	0.45	0.25

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A20 Hythe Road Westbound	B - Tesco Access	C - A20 Hythe Road Eastbound	D - The Street
From	A - A20 Hythe Road Westbound	0	0	1	0
	B - Tesco Access	0	0	1	0
	C - A20 Hythe Road Eastbound	2	2	0	0
	D - The Street	0	0	0	0

Average PCU Per Veh

		To	
		A - A20 Hythe Road Westbound	B - Tesco Access
From	A - A20 Hythe Road Westbound	1.000	1.000
	B - Tesco Access	1.000	1.000
	C - A20 Hythe Road Eastbound	1.020	1.019
	D - The Street	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Hythe Road Westbound	16:45-17:00	471	475
	17:00-17:15	563	567
	17:15-17:30	689	694
	17:30-17:45	689	694
	17:45-18:00	563	567
	18:00-18:15	471	475
B - Tesco Access	16:45-17:00	382	384
	17:00-17:15	456	459
	17:15-17:30	558	562
	17:30-17:45	558	562
	17:45-18:00	456	459
	18:00-18:15	382	384
C - A20 Hythe Road Eastbound	16:45-17:00	541	552
	17:00-17:15	646	659
	17:15-17:30	792	807
	17:30-17:45	792	807
	17:45-18:00	646	659
	18:00-18:15	541	552
D - The Street	16:45-17:00	48	48
	17:00-17:15	58	58
	17:15-17:30	70	70
	17:30-17:45	70	70
	17:45-18:00	58	58
	18:00-18:15	48	48

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Hythe Road Westbound	0.64	9.37	1.8	A	574	862
B - Tesco Access	0.48	5.97	0.9	A	465	698
C - A20 Hythe Road Eastbound	0.47	4.07	0.9	A	660	990
D - The Street	0.18	11.17	0.2	B	59	88

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	471	118	257	1143	0.412	469	478	0.0	0.7	5.318	A
B - Tesco Access	382	95	364	1260	0.303	380	362	0.0	0.4	4.086	A
C - A20 Hythe Road Eastbound	541	135	148	1722	0.314	539	596	0.0	0.5	3.040	A
D - The Street	48	12	687	545	0.088	48	0	0.0	0.1	7.231	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	563	141	308	1113	0.505	562	572	0.7	1.0	6.508	A
B - Tesco Access	456	114	436	1218	0.374	455	434	0.4	0.6	4.713	A
C - A20 Hythe Road Eastbound	646	162	177	1703	0.380	646	714	0.5	0.6	3.403	A
D - The Street	58	14	823	481	0.120	57	0	0.1	0.1	8.496	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	689	172	377	1073	0.642	686	700	1.0	1.7	9.225	A
B - Tesco Access	558	140	533	1163	0.480	557	530	0.6	0.9	5.930	A
C - A20 Hythe Road Eastbound	792	198	216	1676	0.472	791	873	0.6	0.9	4.059	A
D - The Street	70	18	1007	393	0.179	70	0	0.1	0.2	11.125	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	689	172	378	1073	0.642	689	701	1.7	1.8	9.368	A
B - Tesco Access	558	140	535	1161	0.481	558	532	0.9	0.9	5.966	A
C - A20 Hythe Road Eastbound	792	198	217	1676	0.472	792	876	0.9	0.9	4.070	A
D - The Street	70	18	1009	393	0.179	70	0	0.2	0.2	11.173	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	563	141	309	1113	0.506	566	574	1.8	1.0	6.613	A
B - Tesco Access	456	114	439	1216	0.375	457	436	0.9	0.6	4.750	A
C - A20 Hythe Road Eastbound	646	162	178	1702	0.380	647	719	0.9	0.6	3.415	A
D - The Street	58	14	825	480	0.120	58	0	0.2	0.1	8.537	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	471	118	259	1142	0.413	473	480	1.0	0.7	5.389	A
B - Tesco Access	382	95	367	1258	0.303	382	364	0.6	0.4	4.116	A
C - A20 Hythe Road Eastbound	541	135	149	1722	0.314	542	601	0.6	0.5	3.054	A
D - The Street	48	12	690	544	0.089	48	0	0.1	0.1	7.270	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: J4_A20 Hythe Rd_The St.j11

[redacted]

Report generation date: 17/09/2026 10:29:41

»2055 | DS VM | AM
»2055 | DS VM | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2055 - DS VM					
A - A20 Hythe Road Westbound	1.6	8.38	0.62	1.8	9.59	0.65
B - Tesco Access	0.4	4.48	0.29	0.9	6.02	0.48
C - A20 Hythe Road Eastbound	1.1	4.46	0.53	0.9	4.07	0.47
D - The Street	0.1	10.60	0.09	0.2	11.17	0.18

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

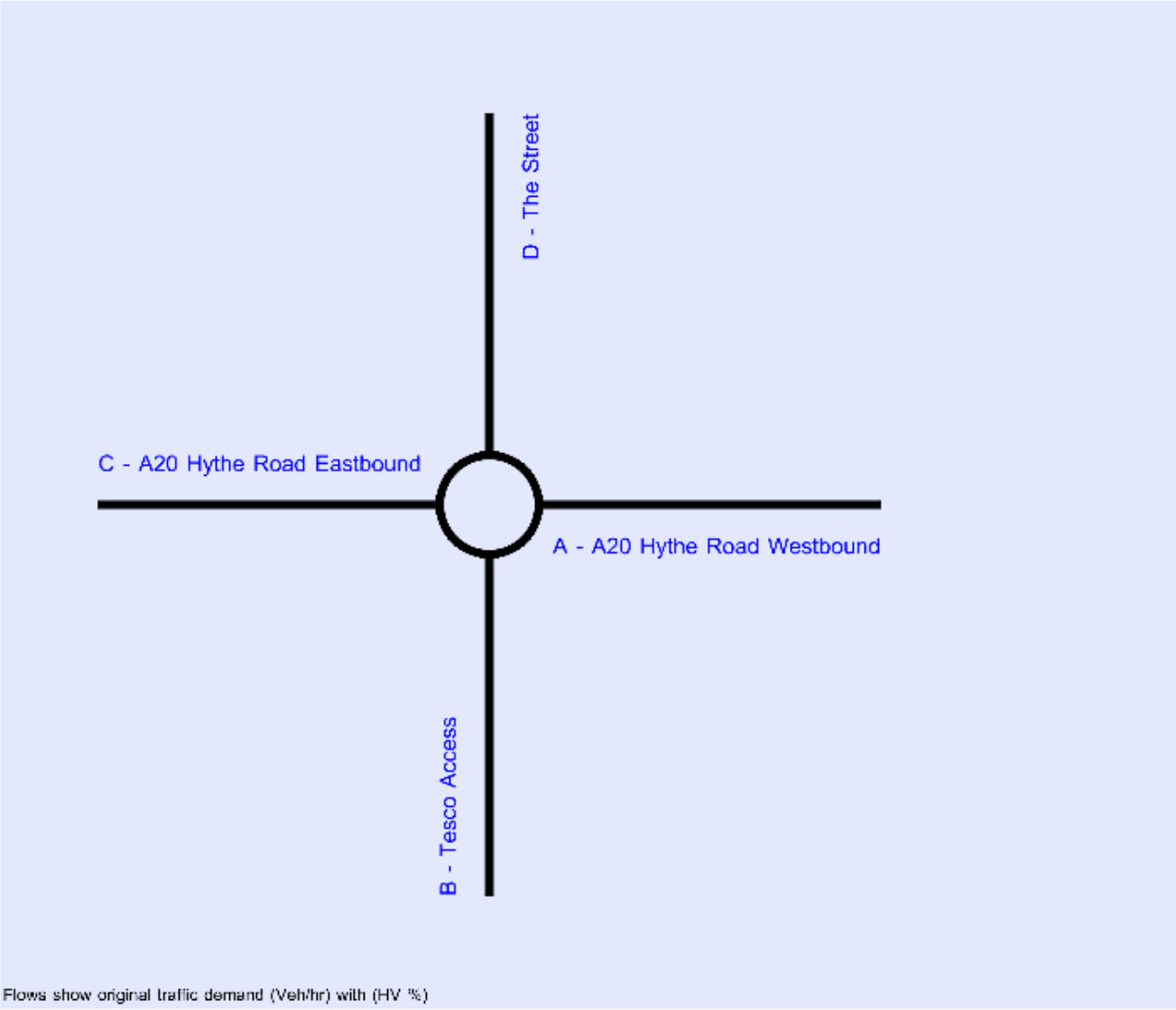
File summary

File Description

Title	J7B Otterpool Park_Base Model AM PEAK
Location	A20 Hythe Road - The St
Site number	
Date	27/06/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	For 2050 DM (AM & PM) Scenario following arm structure is followed A - Hyte Rd WB B - Tesco Access C - Hythe Rd EB D - Street

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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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)	Run automatically
D1	2018		AM	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS VM	AM	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS VM	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D19, D20	100.000	100.000

2055 | DS VM | 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	untitled	Standard Roundabout		A, B, C, D	5.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.93	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A20 Hythe Road Westbound		
B	Tesco Access		
C	A20 Hythe Road Eastbound		
D	The Street		

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
A - A20 Hythe Road Westbound	3.66	4.26	19.8	46.4	37.5	32.0		
B - Tesco Access	3.68	6.04	21.9	7.7	37.5	37.0		
C - A20 Hythe Road Eastbound	3.76	7.19	21.8	23.6	37.5	28.0		
D - The Street	3.00	3.00	0.0	14.2	37.5	36.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A20 Hythe Road Westbound	0.573	1301
B - Tesco Access	0.571	1478
C - A20 Hythe Road Eastbound	0.683	1857
D - The Street	0.468	872

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)	Run automatically
D19	2055	DS VM	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Hythe Road Westbound		ONE HOUR	✓	632	100.000
B - Tesco Access		ONE HOUR	✓	299	100.000
C - A20 Hythe Road Eastbound		ONE HOUR	✓	830	100.000
D - The Street		ONE HOUR	✓	32	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A20 Hythe Road Westbound	B - Tesco Access	C - A20 Hythe Road Eastbound	D - The Street
From	A - A20 Hythe Road Westbound	3	135	494	0
	B - Tesco Access	106	0	193	0
	C - A20 Hythe Road Eastbound	594	234	2	0
	D - The Street	15	8	9	0

Proportions

		To	
		A - A20 Hythe Road Westbound	B - Tesco Access
From	A - A20 Hythe Road Westbound	0.00	0.21
	B - Tesco Access	0.35	0.00
	C - A20 Hythe Road Eastbound	0.72	0.28
	D - The Street	0.47	0.25

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A20 Hythe Road Westbound	B - Tesco Access	C - A20 Hythe Road Eastbound	D - The Street
From	A - A20 Hythe Road Westbound	0	0	1	0
	B - Tesco Access	0	0	3	0
	C - A20 Hythe Road Eastbound	3	4	0	0
	D - The Street	0	0	0	0

Average PCU Per Veh

		To	
		A - A20 Hythe Road Westbound	B - Tesco Access
From	A - A20 Hythe Road Westbound	1.000	1.000
	B - Tesco Access	1.000	1.000
	C - A20 Hythe Road Eastbound	1.028	1.040
	D - The Street	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Hythe Road Westbound	07:45-08:00	476	480
	08:00-08:15	568	573
	08:15-08:30	696	702
	08:30-08:45	696	702
	08:45-09:00	568	573
	09:00-09:15	476	480
B - Tesco Access	07:45-08:00	225	229
	08:00-08:15	269	274
	08:15-08:30	329	336
	08:30-08:45	329	336
	08:45-09:00	269	274
	09:00-09:15	225	229
C - A20 Hythe Road Eastbound	07:45-08:00	625	644
	08:00-08:15	746	769
	08:15-08:30	914	942
	08:30-08:45	914	942
	08:45-09:00	746	769
	09:00-09:15	625	644
D - The Street	07:45-08:00	24	24
	08:00-08:15	29	29
	08:15-08:30	35	35
	08:30-08:45	35	35
	08:45-09:00	29	29
	09:00-09:15	24	24

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Hythe Road Westbound	0.62	8.38	1.6	A	580	870
B - Tesco Access	0.29	4.48	0.4	A	274	412
C - A20 Hythe Road Eastbound	0.53	4.46	1.1	A	762	1142
D - The Street	0.09	10.60	0.1	B	29	44

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	476	119	190	1177	0.404	473	539	0.0	0.7	5.091	A
B - Tesco Access	225	56	380	1234	0.182	224	283	0.0	0.2	3.560	A
C - A20 Hythe Road Eastbound	625	156	82	1747	0.358	623	523	0.0	0.6	3.195	A
D - The Street	24	6	704	533	0.045	24	0	0.0	0.0	7.068	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	568	142	227	1155	0.492	567	645	0.7	1.0	6.104	A
B - Tesco Access	269	67	456	1191	0.226	269	338	0.2	0.3	3.899	A
C - A20 Hythe Road Eastbound	746	187	98	1736	0.430	745	626	0.6	0.7	3.630	A
D - The Street	29	7	843	466	0.062	29	0	0.0	0.1	8.224	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	696	174	278	1125	0.618	693	789	1.0	1.6	8.282	A
B - Tesco Access	329	82	557	1134	0.290	329	414	0.3	0.4	4.469	A
C - A20 Hythe Road Eastbound	914	228	120	1722	0.531	912	766	0.7	1.1	4.441	A
D - The Street	35	9	1032	376	0.094	35	0	0.1	0.1	10.570	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	696	174	279	1125	0.618	696	791	1.6	1.6	8.379	A
B - Tesco Access	329	82	559	1133	0.291	329	415	0.4	0.4	4.479	A
C - A20 Hythe Road Eastbound	914	228	120	1721	0.531	914	768	1.1	1.1	4.457	A
D - The Street	35	9	1034	375	0.094	35	0	0.1	0.1	10.603	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	568	142	228	1155	0.492	571	647	1.6	1.0	6.185	A
B - Tesco Access	269	67	459	1190	0.226	269	340	0.4	0.3	3.913	A
C - A20 Hythe Road Eastbound	746	187	98	1736	0.430	748	630	1.1	0.8	3.647	A
D - The Street	29	7	846	465	0.062	29	0	0.1	0.1	8.254	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	476	119	191	1177	0.404	477	541	1.0	0.7	5.151	A
B - Tesco Access	225	56	383	1232	0.183	225	284	0.3	0.2	3.577	A
C - A20 Hythe Road Eastbound	625	156	82	1746	0.358	626	527	0.8	0.6	3.215	A
D - The Street	24	6	708	532	0.045	24	0	0.1	0.0	7.098	A

2055 | DS VM | 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	untitled	Standard Roundabout		A, B, C, D	6.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.63	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)	Run automatically
D20	2055	DS VM	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Hythe Road Westbound		ONE HOUR	✓	634	100.000
B - Tesco Access		ONE HOUR	✓	507	100.000
C - A20 Hythe Road Eastbound		ONE HOUR	✓	719	100.000
D - The Street		ONE HOUR	✓	64	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A20 Hythe Road Westbound	B - Tesco Access	C - A20 Hythe Road Eastbound	D - The Street
From	A - A20 Hythe Road Westbound	2	164	468	0
	B - Tesco Access	195	0	312	0
	C - A20 Hythe Road Eastbound	411	303	5	0
	D - The Street	29	16	19	0

Proportions

		To	
		A - A20 Hythe Road Westbound	B - Tesco Access
From	A - A20 Hythe Road Westbound	0.00	0.26
	B - Tesco Access	0.38	0.00
	C - A20 Hythe Road Eastbound	0.57	0.42
	D - The Street	0.45	0.25

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A20 Hythe Road Westbound	B - Tesco Access	C - A20 Hythe Road Eastbound	D - The Street
From	A - A20 Hythe Road Westbound	0	0	1	0
	B - Tesco Access	0	0	1	0
	C - A20 Hythe Road Eastbound	2	2	0	0
	D - The Street	0	0	0	0

Average PCU Per Veh

		To	
		A - A20 Hythe Road Westbound	B - Tesco Access
From	A - A20 Hythe Road Westbound	1.000	1.000
	B - Tesco Access	1.000	1.000
	C - A20 Hythe Road Eastbound	1.020	1.019
	D - The Street	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Hythe Road Westbound	16:45-17:00	477	481
	17:00-17:15	570	574
	17:15-17:30	698	703
	17:30-17:45	698	703
	17:45-18:00	570	574
	18:00-18:15	477	481
B - Tesco Access	16:45-17:00	382	384
	17:00-17:15	456	459
	17:15-17:30	558	562
	17:30-17:45	558	562
	17:45-18:00	456	459
	18:00-18:15	382	384
C - A20 Hythe Road Eastbound	16:45-17:00	541	552
	17:00-17:15	646	659
	17:15-17:30	792	807
	17:30-17:45	792	807
	17:45-18:00	646	659
	18:00-18:15	541	552
D - The Street	16:45-17:00	48	48
	17:00-17:15	58	58
	17:15-17:30	70	70
	17:30-17:45	70	70
	17:45-18:00	58	58
	18:00-18:15	48	48

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Hythe Road Westbound	0.65	9.59	1.8	A	582	873
B - Tesco Access	0.48	6.02	0.9	A	465	698
C - A20 Hythe Road Eastbound	0.47	4.07	0.9	A	660	990
D - The Street	0.18	11.17	0.2	B	59	88

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	477	119	257	1143	0.418	474	478	0.0	0.7	5.364	A
B - Tesco Access	382	95	370	1256	0.304	380	362	0.0	0.4	4.100	A
C - A20 Hythe Road Eastbound	541	135	148	1722	0.314	539	602	0.0	0.5	3.040	A
D - The Street	48	12	687	545	0.088	48	0	0.0	0.1	7.231	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	570	142	308	1113	0.512	569	572	0.7	1.0	6.592	A
B - Tesco Access	456	114	443	1214	0.375	455	434	0.4	0.6	4.739	A
C - A20 Hythe Road Eastbound	646	162	177	1703	0.380	646	721	0.5	0.6	3.403	A
D - The Street	58	14	823	481	0.120	57	0	0.1	0.1	8.496	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	698	175	377	1073	0.650	695	700	1.0	1.8	9.433	A
B - Tesco Access	558	140	542	1158	0.482	557	530	0.6	0.9	5.977	A
C - A20 Hythe Road Eastbound	792	198	216	1676	0.472	791	882	0.6	0.9	4.059	A
D - The Street	70	18	1007	393	0.179	70	0	0.1	0.2	11.125	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	698	175	378	1073	0.651	698	701	1.8	1.8	9.589	A
B - Tesco Access	558	140	544	1156	0.483	558	532	0.9	0.9	6.016	A
C - A20 Hythe Road Eastbound	792	198	217	1676	0.472	792	885	0.9	0.9	4.070	A
D - The Street	70	18	1009	393	0.179	70	0	0.2	0.2	11.173	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	570	142	309	1113	0.512	573	574	1.8	1.1	6.708	A
B - Tesco Access	456	114	446	1212	0.376	457	436	0.9	0.6	4.774	A
C - A20 Hythe Road Eastbound	646	162	178	1702	0.380	647	726	0.9	0.6	3.415	A
D - The Street	58	14	825	480	0.120	58	0	0.2	0.1	8.537	A

18:00 - 18:15

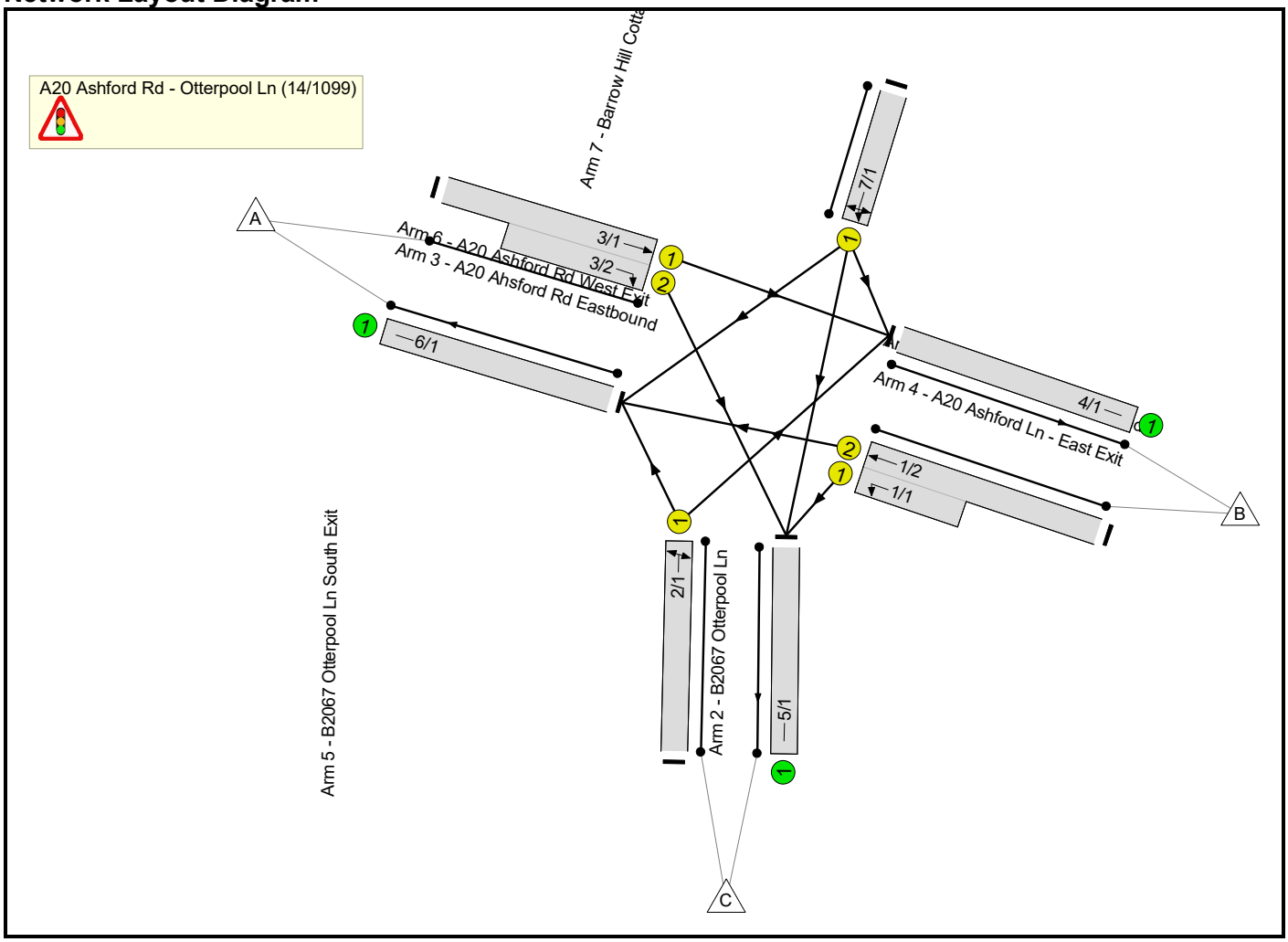
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Hythe Road Westbound	477	119	259	1142	0.418	479	480	1.1	0.7	5.437	A
B - Tesco Access	382	95	373	1254	0.304	382	364	0.6	0.4	4.133	A
C - A20 Hythe Road Eastbound	541	135	149	1722	0.314	542	607	0.6	0.5	3.052	A
D - The Street	48	12	690	544	0.089	48	0	0.1	0.1	7.267	A

Full Input Data And Results

User and Project Details

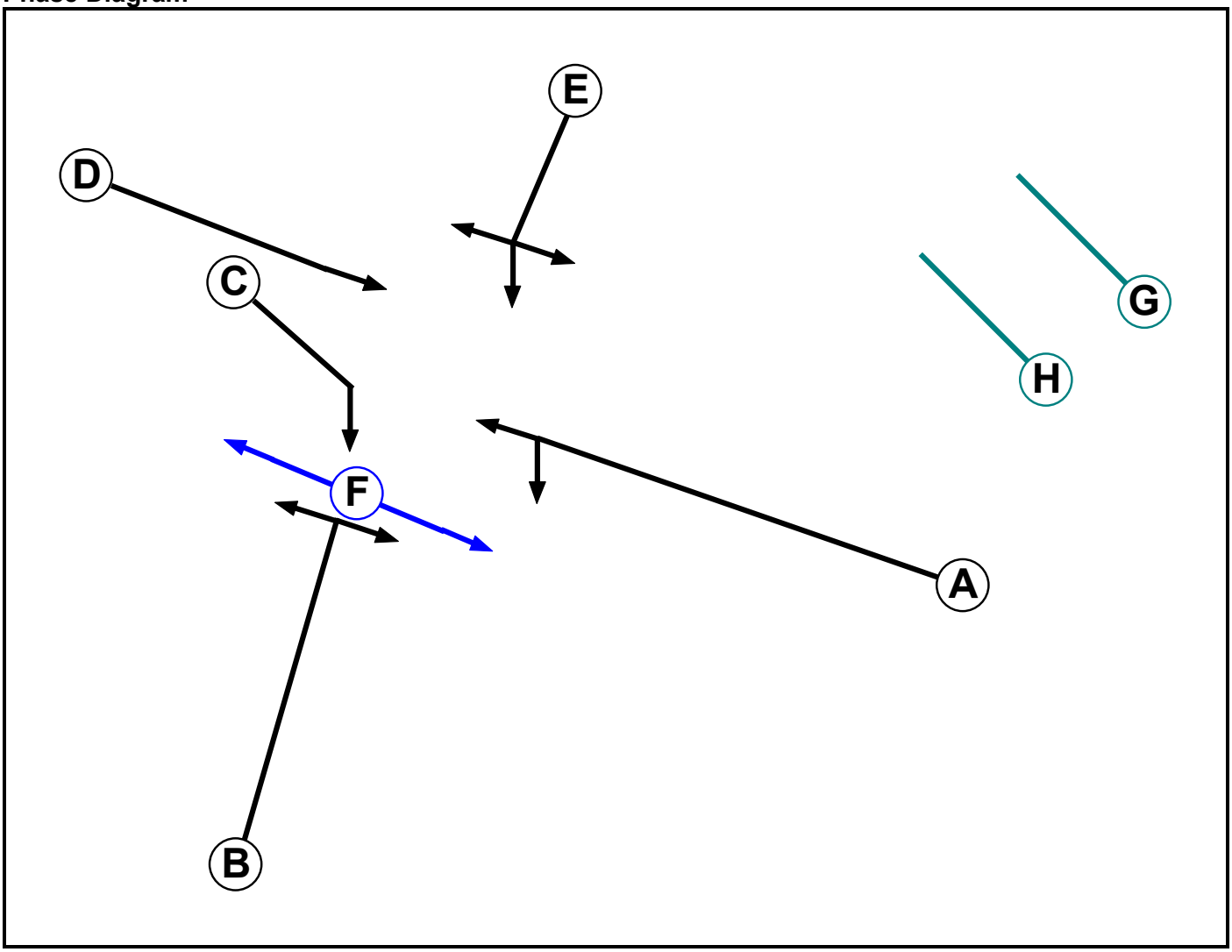
Project:	**Otterpool Park**
Title:	**A20 Ashford Rd/ B2067 Otterpool Ln**
Location:	B2067 Otterpool Ln - A20 Ashford Rd
Additional detail:	
File name:	J5 A20 Ashford Rd - Otterpool Ln.lsg3x
Author:	Diego Moreno-Sosa
Company:	ARCADIS UK
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Pedestrian		-9999	7
G	Dummy		-9999	3
H	Dummy		-9999	7

Full Input Data And Results

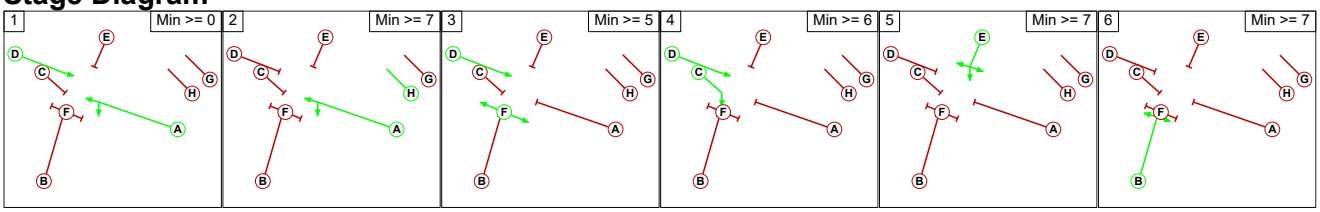
Phase Intergreens Matrix

Terminating Phase	Starting Phase							
	A	B	C	D	E	F	G	H
A		7	7	-	10	9	5	-
B	7		8	9	11	7	5	7
C	6	5		-	5	9	3	6
D	-	5	-		8	-	5	5
E	5	5	5	5		8	3	5
F	15	15	15	-	8		15	15
G	2	2	2	2	2	0		-
H	-	0	6	5	0	0	-	

Phases in Stage

Stage No.	Phases in Stage
1	A D
2	A H
3	D F
4	C D
5	E
6	B

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage					
	1	2	3	4	5	6
1		5	9	7	10	7
2	5		9	7	10	7
3	15	15		15	8	15
4	6	6	9		8	5
5	5	5	8	5		5
6	9	7	9	9	11	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A20 Ashford Rd - Otterpool Ln (14/1099)
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A20 Ashford Rd - Otterpool Ln (14/1099)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A20 Ashford Rd Westbound)	U	A	2	3	6.1	User	1762	-	-	-	-	-
1/2 (A20 Ashford Rd Westbound)	U	A	2	3	60.0	User	2065	-	-	-	-	-
2/1 (B2067 Otterpool Ln)	U	B	2	3	60.0	User	1904	-	-	-	-	-
3/1 (A20 Ahsford Rd Eastbound)	U	D	2	3	60.0	User	1899	-	-	-	-	-
3/2 (A20 Ahsford Rd Eastbound)	U	C	2	3	8.3	User	1986	-	-	-	-	-
4/1 (A20 Ashford Ln - East Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (B2067 Otterpool Ln South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A20 Ashford Rd West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Barrow Hill Cottages)	U	E	2	3	60.0	User	1800	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 AM'	08:00	09:00	01:00	
2: '2023 PM'	17:00	18:00	01:00	
3: '2055 DM AM'	08:00	09:00	01:00	
4: '2055 DM PM'	17:00	18:00	01:00	
5: '2055 DS AM'	08:00	09:00	01:00	
6: '2055 DS PM'	17:00	18:00	01:00	

Scenario 1: '2023 AM' (FG1: '2023 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	177	81	258
	B	168	0	238	406
	C	30	156	0	186
	Tot.	198	333	319	850

Traffic Lane Flows

Lane	Scenario 1: 2023 AM
Junction: A20 Ashford Rd - Otterpool Ln (14/1099)	
1/1 (short)	238
1/2 (with short)	406(In) 168(Out)
2/1	186
3/1 (with short)	258(In) 177(Out)
3/2 (short)	81
4/1	333
5/1	319
6/1	198
7/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: A20 Ashford Rd - Otterpool Ln (14/1099)								
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 (A20 Ashford Rd Westbound Lane 1)	This lane uses a directly entered Saturation Flow						1762	1762
1/2 (A20 Ashford Rd Westbound Lane 2)	This lane uses a directly entered Saturation Flow						2065	2065
2/1 (B2067 Otterpool Ln Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
3/1 (A20 Ahsford Rd Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						1850	1850
3/2 (A20 Ahsford Rd Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1986	1986
4/1 (A20 Ashford Ln - East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B2067 Otterpool Ln South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Ashford Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Barrow Hill Cottages Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 2: '2023 PM' (FG2: '2023 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	193	57	250
	B	144	0	101	245
	C	90	255	0	345
	Tot.	234	448	158	840

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 PM
Junction: A20 Ashford Rd - Otterpool Ln (14/1099)	
1/1 (short)	101
1/2 (with short)	245(In) 144(Out)
2/1	345
3/1 (with short)	250(In) 193(Out)
3/2 (short)	57
4/1	448
5/1	158
6/1	234
7/1	0

Lane Saturation Flows

Junction: A20 Ashford Rd - Otterpool Ln (14/1099)								
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 (A20 Ashford Rd Westbound Lane 1)	This lane uses a directly entered Saturation Flow						1762	1762
1/2 (A20 Ashford Rd Westbound Lane 2)	This lane uses a directly entered Saturation Flow						2065	2065
2/1 (B2067 Otterpool Ln Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
3/1 (A20 Ahsford Rd Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
3/2 (A20 Ahsford Rd Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1986	1986
4/1 (A20 Ashford Ln - East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B2067 Otterpool Ln South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Ashford Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Barrow Hill Cottages Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 3: '2055 DM AM' (FG3: '2055 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	319	180	499
	B	142	0	155	297
	C	336	421	0	757
	Tot.	478	740	335	1553

Traffic Lane Flows

Lane	Scenario 3: 2055 DM AM
Junction: A20 Ashford Rd - Otterpool Ln (14/1099)	
1/1 (short)	155
1/2 (with short)	297(In) 142(Out)
2/1	757
3/1 (with short)	499(In) 319(Out)
3/2 (short)	180
4/1	740
5/1	335
6/1	478
7/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: A20 Ashford Rd - Otterpool Ln (14/1099)								
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 (A20 Ashford Rd Westbound Lane 1)	This lane uses a directly entered Saturation Flow						1762	1762
1/2 (A20 Ashford Rd Westbound Lane 2)	This lane uses a directly entered Saturation Flow						2065	2065
2/1 (B2067 Otterpool Ln Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
3/1 (A20 Ahsford Rd Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						1850	1850
3/2 (A20 Ahsford Rd Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1986	1986
4/1 (A20 Ashford Ln - East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B2067 Otterpool Ln South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Ashford Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Barrow Hill Cottages Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 4: '2055 DM PM' (FG4: '2055 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	178	242	420
	B	219	0	266	485
	C	249	368	0	617
	Tot.	468	546	508	1522

Full Input Data And Results

Traffic Lane Flows

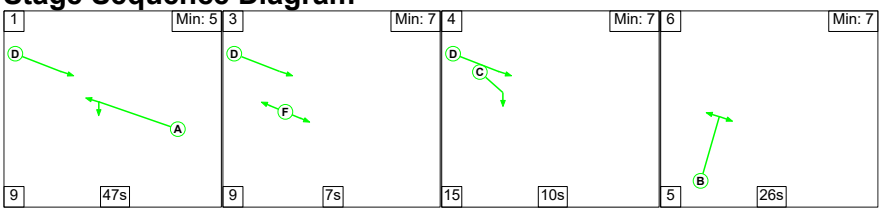
Lane	Scenario 4: 2055 DM PM
Junction: A20 Ashford Rd - Otterpool Ln (14/1099)	
1/1 (short)	266
1/2 (with short)	485(In) 219(Out)
2/1	617
3/1 (with short)	420(In) 178(Out)
3/2 (short)	242
4/1	546
5/1	508
6/1	468
7/1	0

Lane Saturation Flows

Junction: A20 Ashford Rd - Otterpool Ln (14/1099)								
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 (A20 Ashford Rd Westbound Lane 1)	This lane uses a directly entered Saturation Flow						1762	1762
1/2 (A20 Ashford Rd Westbound Lane 2)	This lane uses a directly entered Saturation Flow						2065	2065
2/1 (B2067 Otterpool Ln Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
3/1 (A20 Ahsford Rd Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
3/2 (A20 Ahsford Rd Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1986	1986
4/1 (A20 Ashford Ln - East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B2067 Otterpool Ln South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Ashford Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Barrow Hill Cottages Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 1: '2023 AM' (FG1: '2023 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

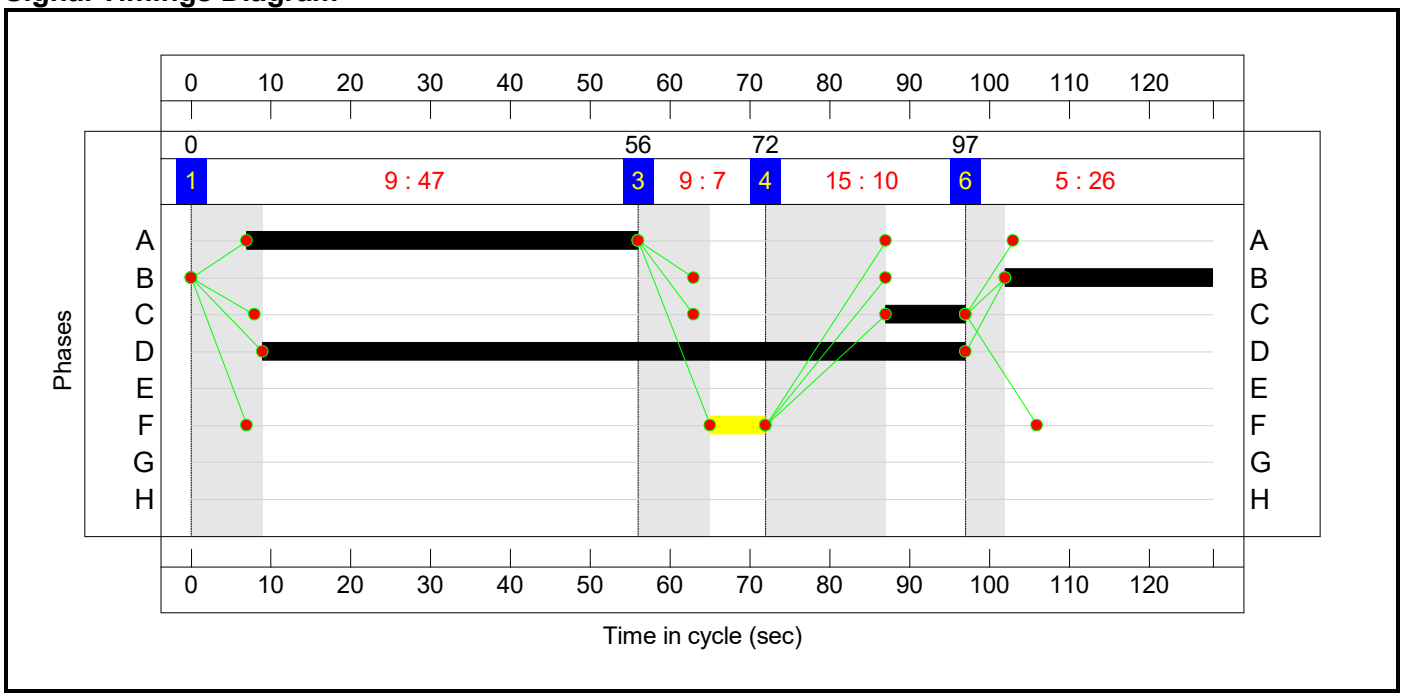


Full Input Data And Results

Stage Timings

Stage	1	3	4	6
Duration	47	7	10	26
Change Point	0	56	72	97

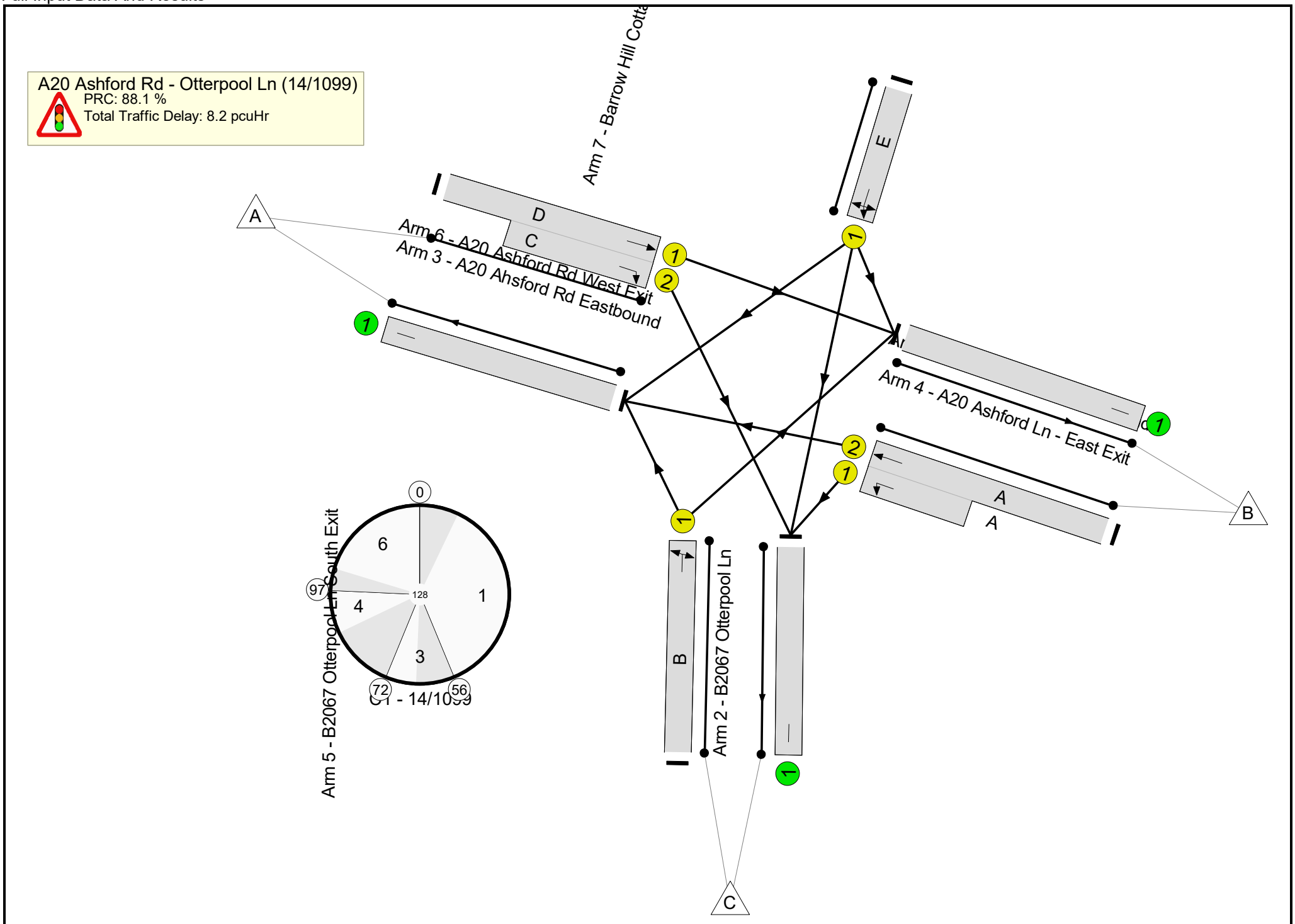
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**47.8%**
A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**47.8%**
1/2+1/1	A20 Ashford Rd Westbound Left Ahead	U	N/A	N/A	A		1	49	-	406	2065:1762	351+497	47.8 : 47.8%
2/1	B2067 Otterpool Ln Right Left	U	N/A	N/A	B		1	26	-	186	1904	402	46.3%
3/1+3/2	A20 Ahsford Rd Eastbound Ahead Right	U	N/A	N/A	D C		1	88:10	-	258	1850:1986	373+171	47.5 : 47.5%
4/1	A20 Ashford Ln - East Exit	U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
5/1	B2067 Otterpool Ln South Exit	U	N/A	N/A	-		-	-	-	319	Inf	Inf	0.0%
6/1	A20 Ashford Rd West Exit	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
7/1	Barrow Hill Cottages Left Ahead Right	U	N/A	N/A	E		0	0	-	0	1800	0	0.0%

Full Input Data And Results

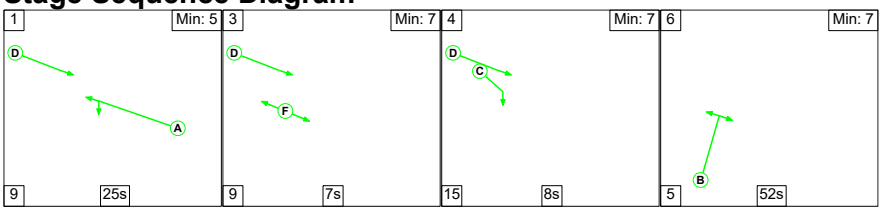
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**0**	**0**	**0**	**6.9**	**1.3**	**0.0**	**8.2**	**-**	**-**	**-**	**-**
A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**0**	**0**	**0**	**6.9**	**1.3**	**0.0**	**8.2**	**-**	**-**	**-**	**-**
1/2+1/1	406	406	-	-	-	3.0	0.5	-	3.5	30.9	5.9	0.5	6.4
2/1	186	186	-	-	-	2.3	0.4	-	2.7	52.5	5.7	0.4	6.2
3/1+3/2	258	258	-	-	-	1.6	0.5	-	2.0	28.3	2.7	0.5	3.2
4/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - 14/1099 PRC for Signalled Lanes (%): 88.1 Total Delay for Signalled Lanes (pcuHr): 8.22 Cycle Time (s): 128
PRC Over All Lanes (%): 88.1 Total Delay Over All Lanes(pcuHr): 8.22

Full Input Data And Results

Scenario 2: '2023 PM' (FG2: '2023 PM', Plan 1: 'Network Control Plan 1')

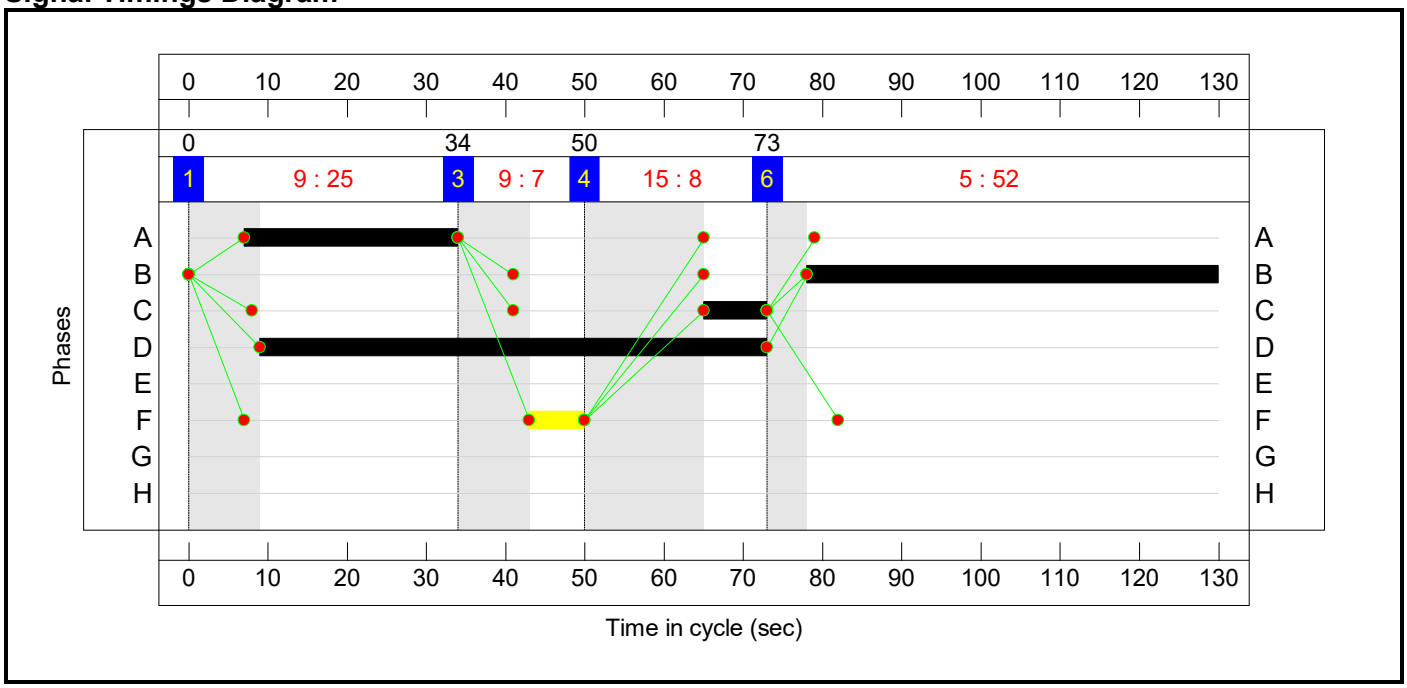
Stage Sequence Diagram



Stage Timings

Stage	1	3	4	6
Duration	25	7	8	52
Change Point	0	34	50	73

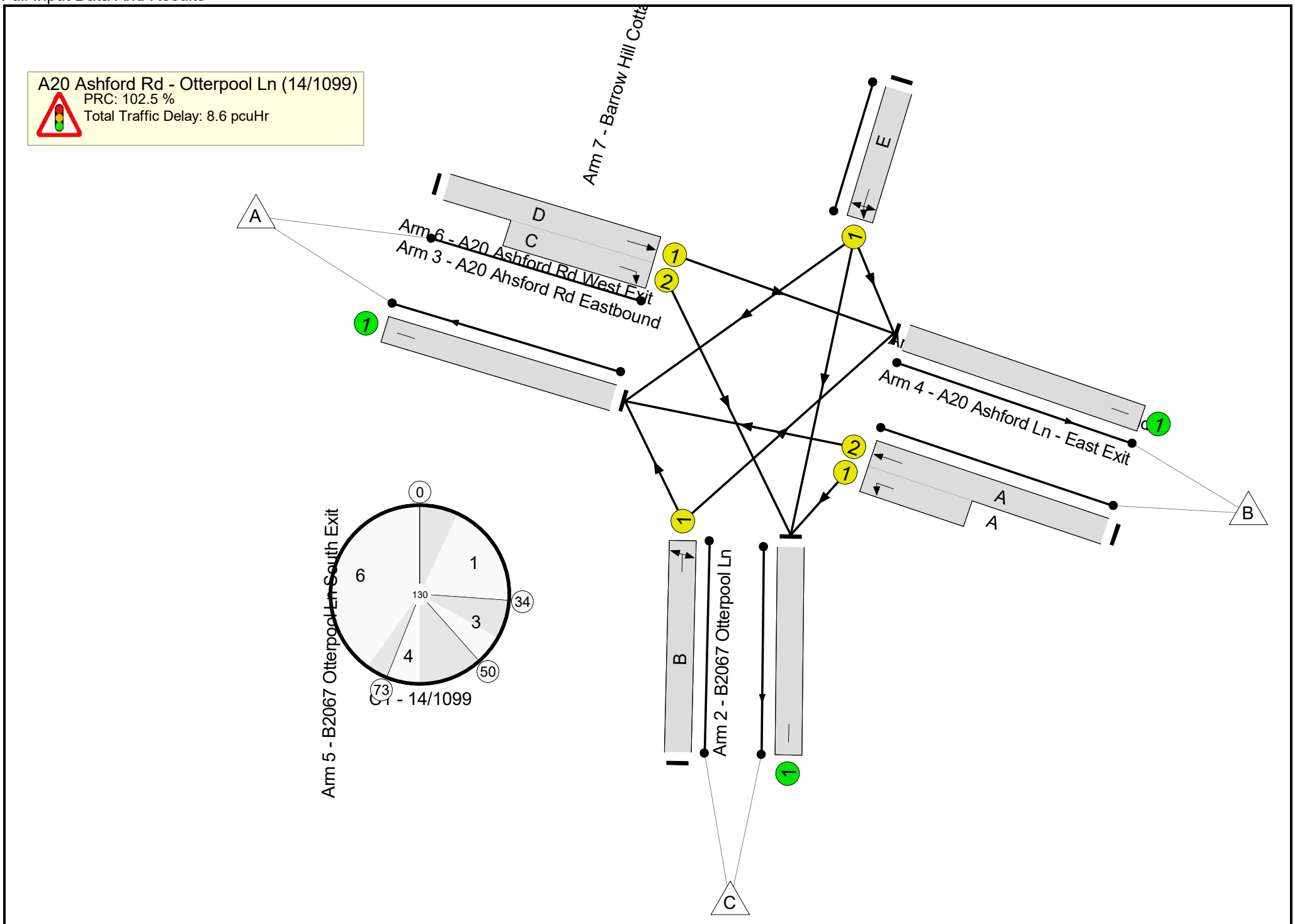
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.4%**
A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.4%**
1/2+1/1	A20 Ashford Rd Westbound Left Ahead	U	N/A	N/A	A		1	27	-	245	2065:1762	325+228	44.3 : 44.3%
2/1	B2067 Otterpool Ln Right Left	U	N/A	N/A	B		1	52	-	345	1904	776	44.4%
3/1+3/2	A20 Ahsford Rd Eastbound Ahead Right	U	N/A	N/A	D C		1	64:8	-	250	1899:1986	466+137	41.5 : 41.5%
4/1	A20 Ashford Ln - East Exit	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
5/1	B2067 Otterpool Ln South Exit	U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
6/1	A20 Ashford Rd West Exit	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
7/1	Barrow Hill Cottages Left Ahead Right	U	N/A	N/A	E		0	0	-	0	1800	-	-

Full Input Data And Results

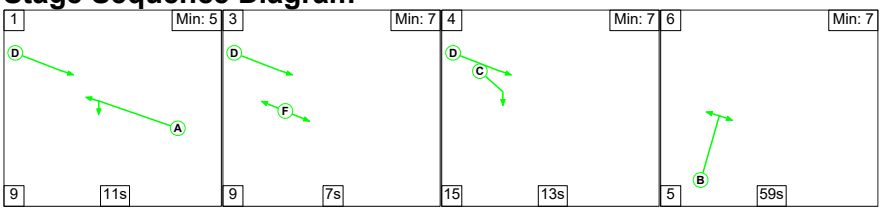
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**0**	**0**	**0**	**7.5**	**1.1**	**0.0**	**8.6**	**-**	**-**	**-**	**-**
A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**0**	**0**	**0**	**7.5**	**1.1**	**0.0**	**8.6**	**-**	**-**	**-**	**-**
1/2+1/1	245	245	-	-	-	2.9	0.4	-	3.3	48.6	4.4	0.4	4.8
2/1	345	345	-	-	-	2.7	0.4	-	3.1	32.0	9.0	0.4	9.4
3/1+3/2	250	250	-	-	-	1.9	0.4	-	2.2	32.3	3.9	0.4	4.2
4/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-

C1 - 14/1099 PRC for Signalled Lanes (%): 102.5 Total Delay for Signalled Lanes (pcuHr): 8.62 Cycle Time (s): 130
PRC Over All Lanes (%): 102.5 Total Delay Over All Lanes(pcuHr): 8.62

Full Input Data And Results

Scenario 3: '2055 DM AM' (FG3: '2055 DM AM', Plan 1: 'Network Control Plan 1')

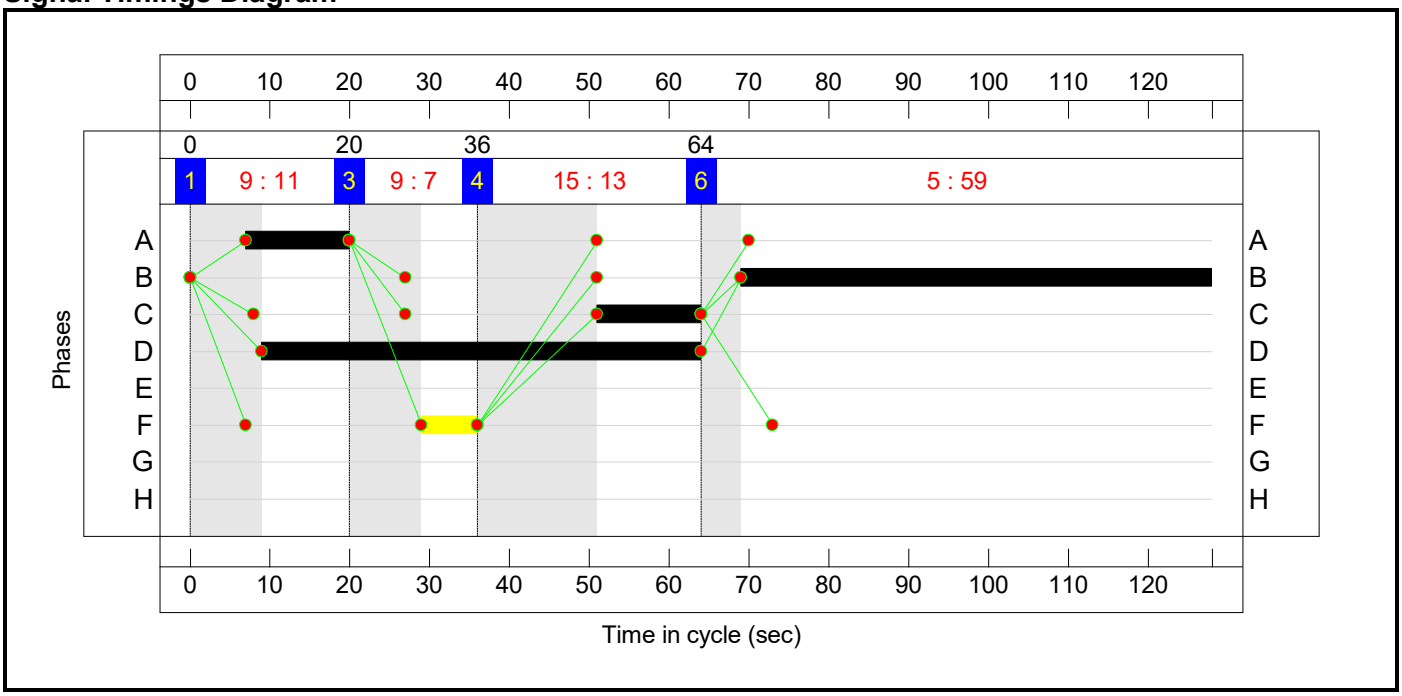
Stage Sequence Diagram



Stage Timings

Stage	1	3	4	6
Duration	11	7	13	59
Change Point	0	20	36	64

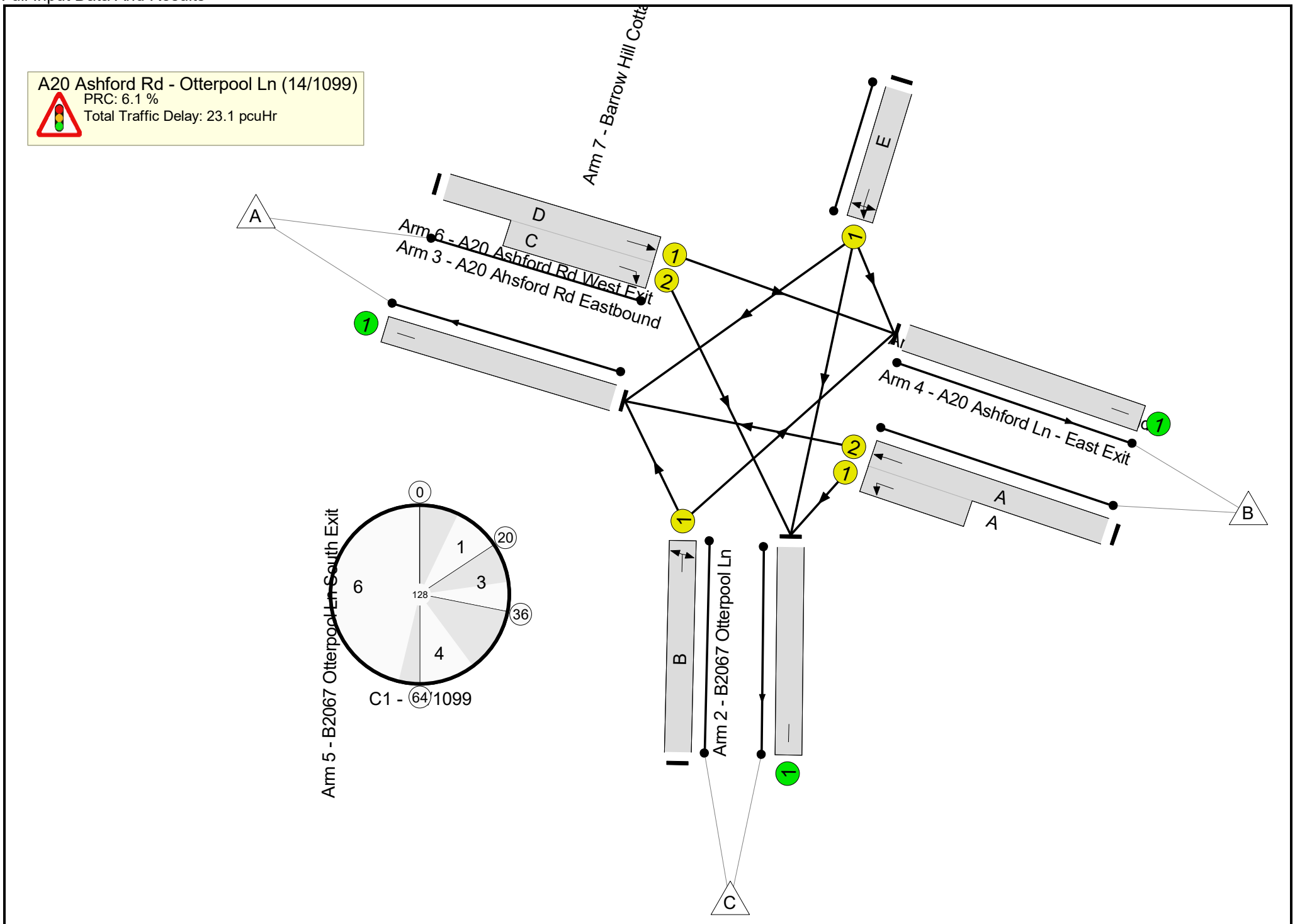
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.8%**
A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.8%**
1/2+1/1	A20 Ashford Rd Westbound Left Ahead	U	N/A	N/A	A		1	13	-	297	2065:1762	171+187	83.1 : 83.1%
2/1	B2067 Otterpool Ln Right Left	U	N/A	N/A	B		1	59	-	757	1904	893	84.8%
3/1+3/2	A20 Ahsford Rd Eastbound Ahead Right	U	N/A	N/A	D C		1	55:13	-	499	1850:1986	385+217	82.9 : 82.9%
4/1	A20 Ashford Ln - East Exit	U	N/A	N/A	-		-	-	-	740	Inf	Inf	0.0%
5/1	B2067 Otterpool Ln South Exit	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
6/1	A20 Ashford Rd West Exit	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
7/1	Barrow Hill Cottages Left Ahead Right	U	N/A	N/A	E		0	0	-	0	1800	0	0.0%

Full Input Data And Results

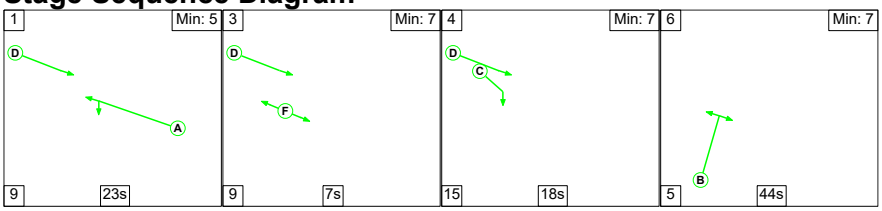
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**0**	**0**	**0**	**15.8**	**7.3**	**0.0**	**23.1**	**-**	**-**	**-**	**-**
A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**0**	**0**	**0**	**15.8**	**7.3**	**0.0**	**23.1**	**-**	**-**	**-**	**-**
1/2+1/1	297	297	-	-	-	4.5	2.3	-	6.8	82.8	5.3	2.3	7.6
2/1	757	757	-	-	-	6.3	2.7	-	9.0	42.8	23.6	2.7	26.2
3/1+3/2	499	499	-	-	-	5.0	2.3	-	7.3	52.5	7.7	2.3	10.0
4/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - 14/1099 PRC for Signalled Lanes (%): 6.1 Total Delay for Signalled Lanes (pcuHr): 23.10 Cycle Time (s): 128
PRC Over All Lanes (%): 6.1 Total Delay Over All Lanes(pcuHr): 23.10

Full Input Data And Results

Scenario 4: '2055 DM PM' (FG4: '2055 DM PM', Plan 1: 'Network Control Plan 1')

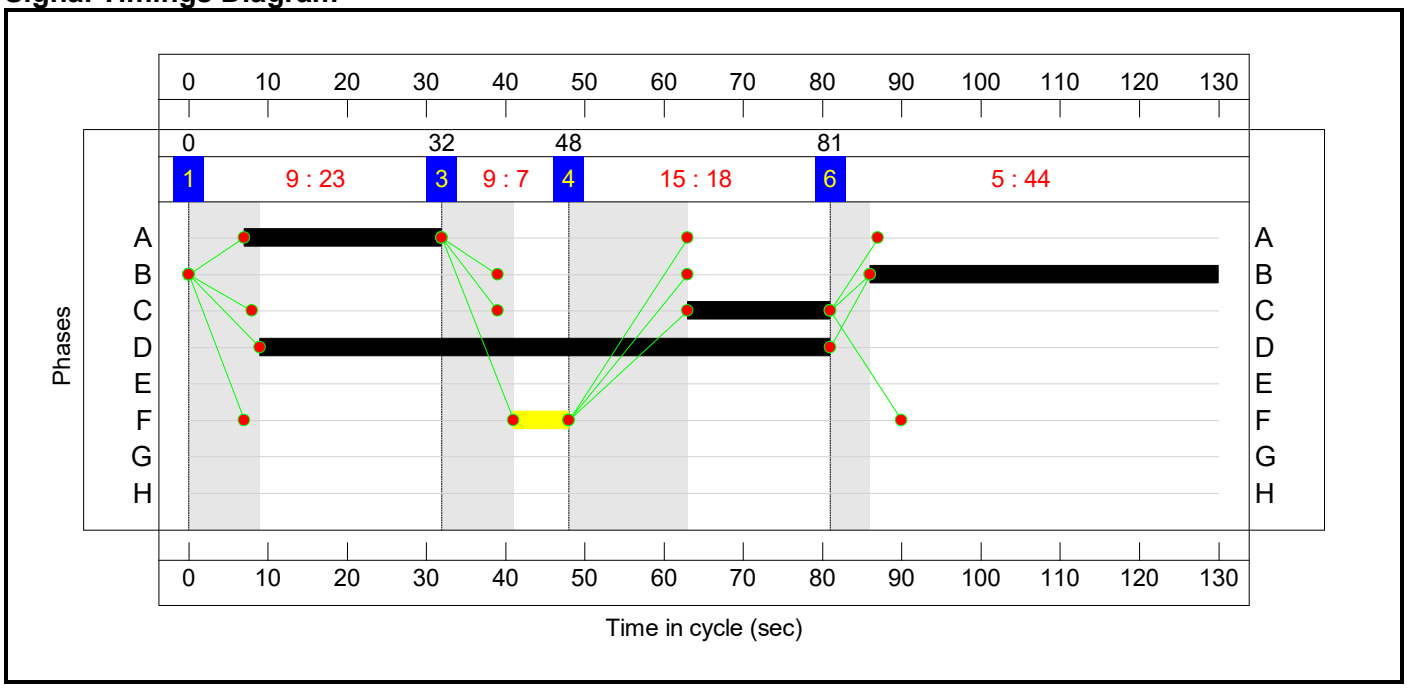
Stage Sequence Diagram



Stage Timings

Stage	1	3	4	6
Duration	23	7	18	44
Change Point	0	32	48	81

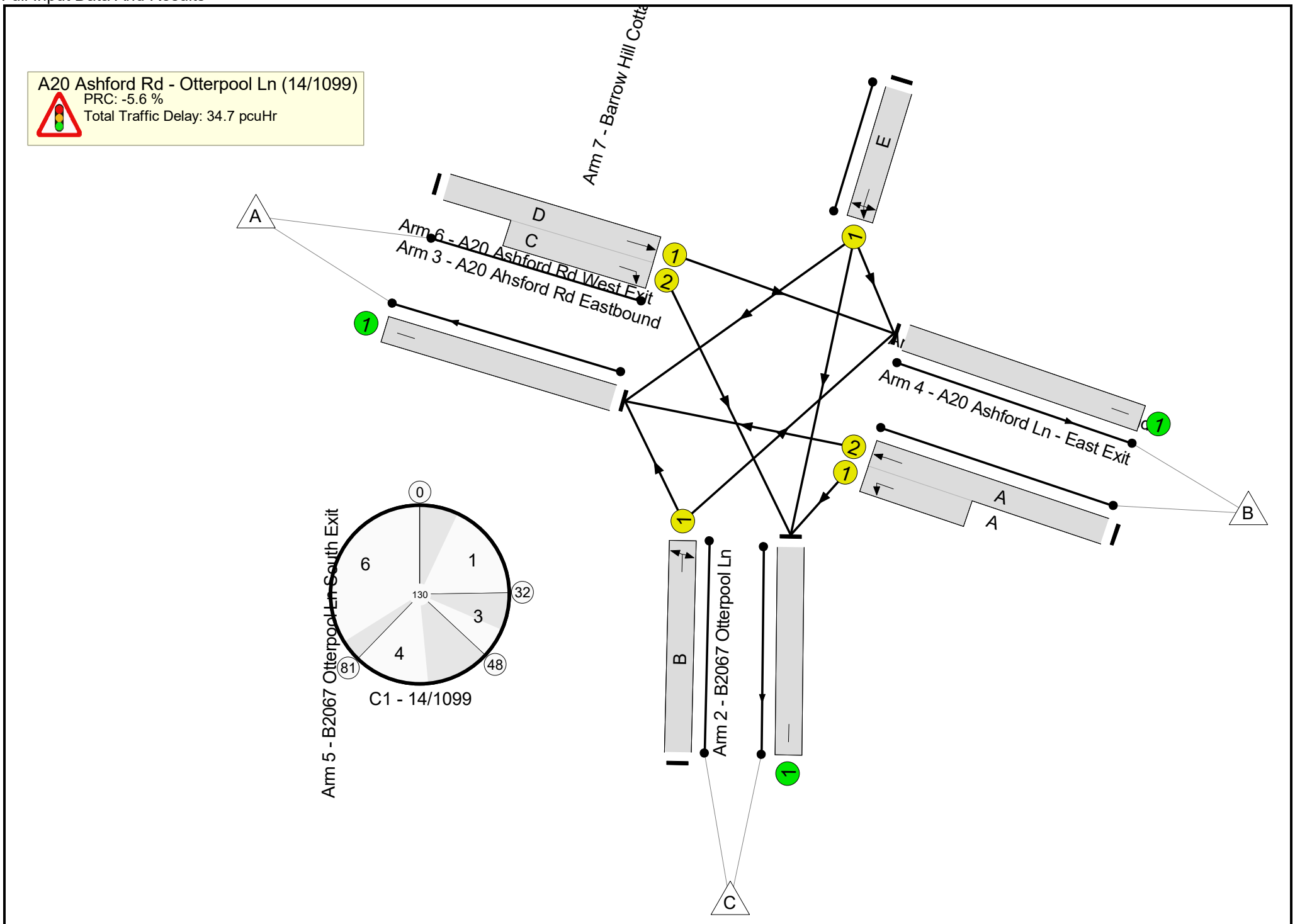
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.0%**
A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.0%**
1/2+1/1	A20 Ashford Rd Westbound Left Ahead	U	N/A	N/A	A		1	25	-	485	2065:1762	230+280	95.0 : 95.0%
2/1	B2067 Otterpool Ln Right Left	U	N/A	N/A	B		1	44	-	617	1904	659	93.6%
3/1+3/2	A20 Ahsford Rd Eastbound Ahead Right	U	N/A	N/A	D C		1	72:18	-	420	1899:1986	193+263	92.1 : 92.1%
4/1	A20 Ashford Ln - East Exit	U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
5/1	B2067 Otterpool Ln South Exit	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
6/1	A20 Ashford Rd West Exit	U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
7/1	Barrow Hill Cottages Left Ahead Right	U	N/A	N/A	E		0	0	-	0	1800	-	-

Full Input Data And Results

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: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**0**	**0**	**0**	**17.9**	**16.8**	**0.0**	**34.7**	**-**	**-**	**-**	**-**
A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**0**	**0**	**0**	**17.9**	**16.8**	**0.0**	**34.7**	**-**	**-**	**-**	**-**
1/2+1/1	485	485	-	-	-	6.6	6.4	-	13.0	96.1	12.1	6.4	18.5
2/1	617	617	-	-	-	7.0	5.8	-	12.8	74.7	21.4	5.8	27.2
3/1+3/2	420	420	-	-	-	4.3	4.6	-	9.0	76.8	8.6	4.6	13.3
4/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-

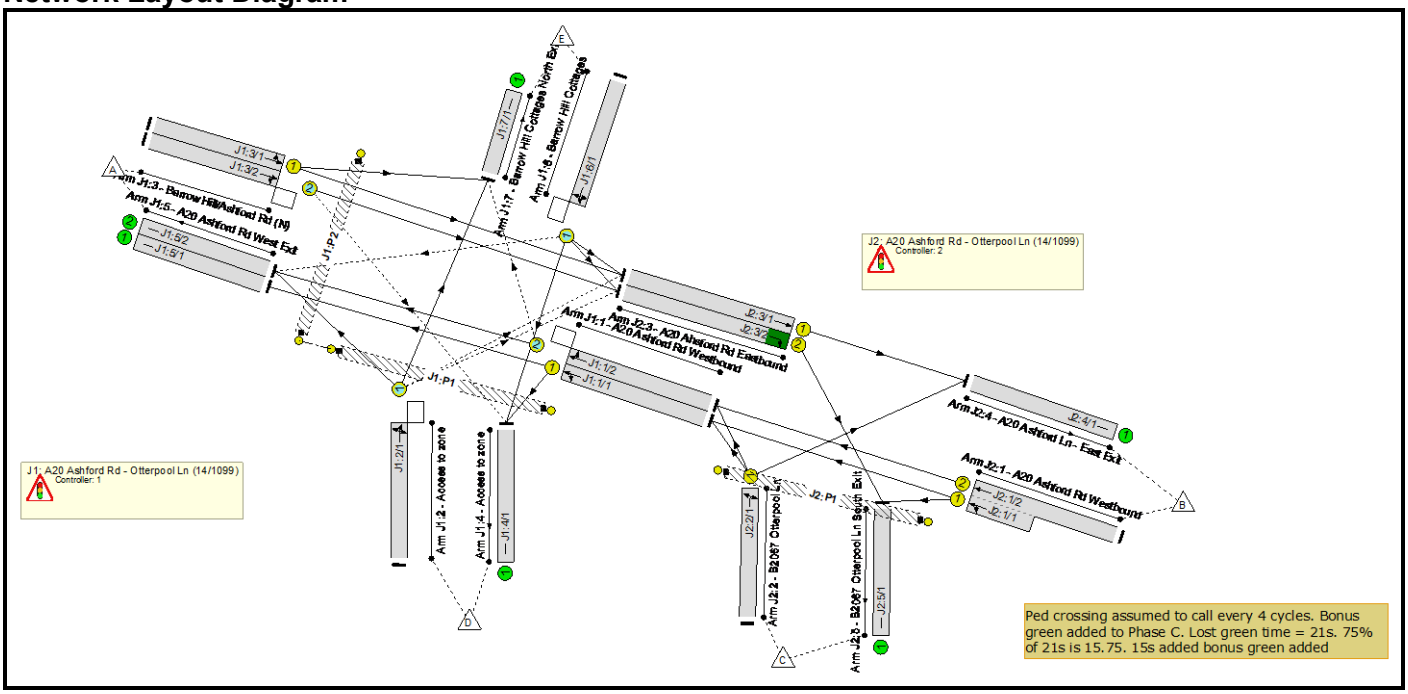
C1 - 14/1099 PRC for Signalled Lanes (%): -5.6 Total Delay for Signalled Lanes (pcuHr): 34.71 Cycle Time (s): 130
PRC Over All Lanes (%): -5.6 Total Delay Over All Lanes(pcuHr): 34.71

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**A20 Ashford Rd/ B2067 Otterpool Ln**
Location:	B2067 Otterpool Ln - A20 Ashford Rd
Additional detail:	
File name:	J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x
Author:	
Company:	
Address:	

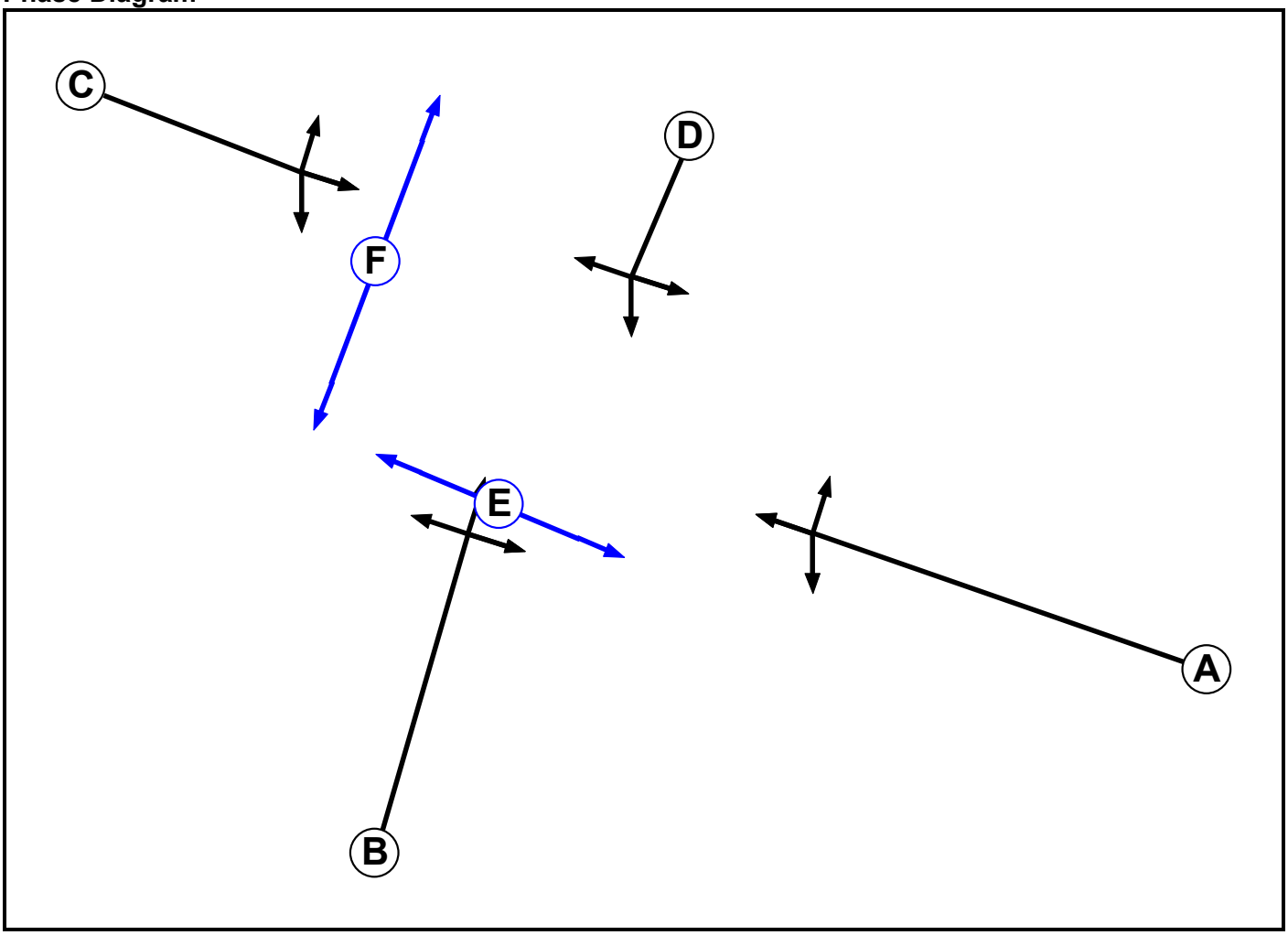
Network Layout Diagram



Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

C1 - 14/1099

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Pedestrian		-9999	6
F	Pedestrian		-9999	6

Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

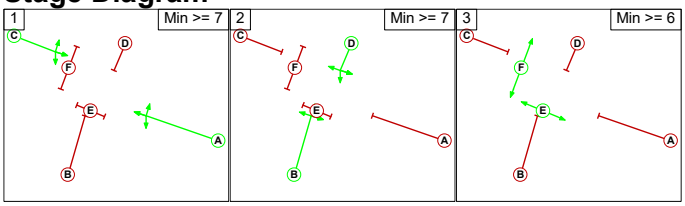
Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		7	-	7	7	9
	B	7		9	-	7	8
	C	-	5		8	7	5
	D	5	-	5		7	8
	E	15	15	15	15		-
	F	15	15	15	15	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B D
3	E F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	3	B	Losing	1	1
2	3	D	Losing	1	1

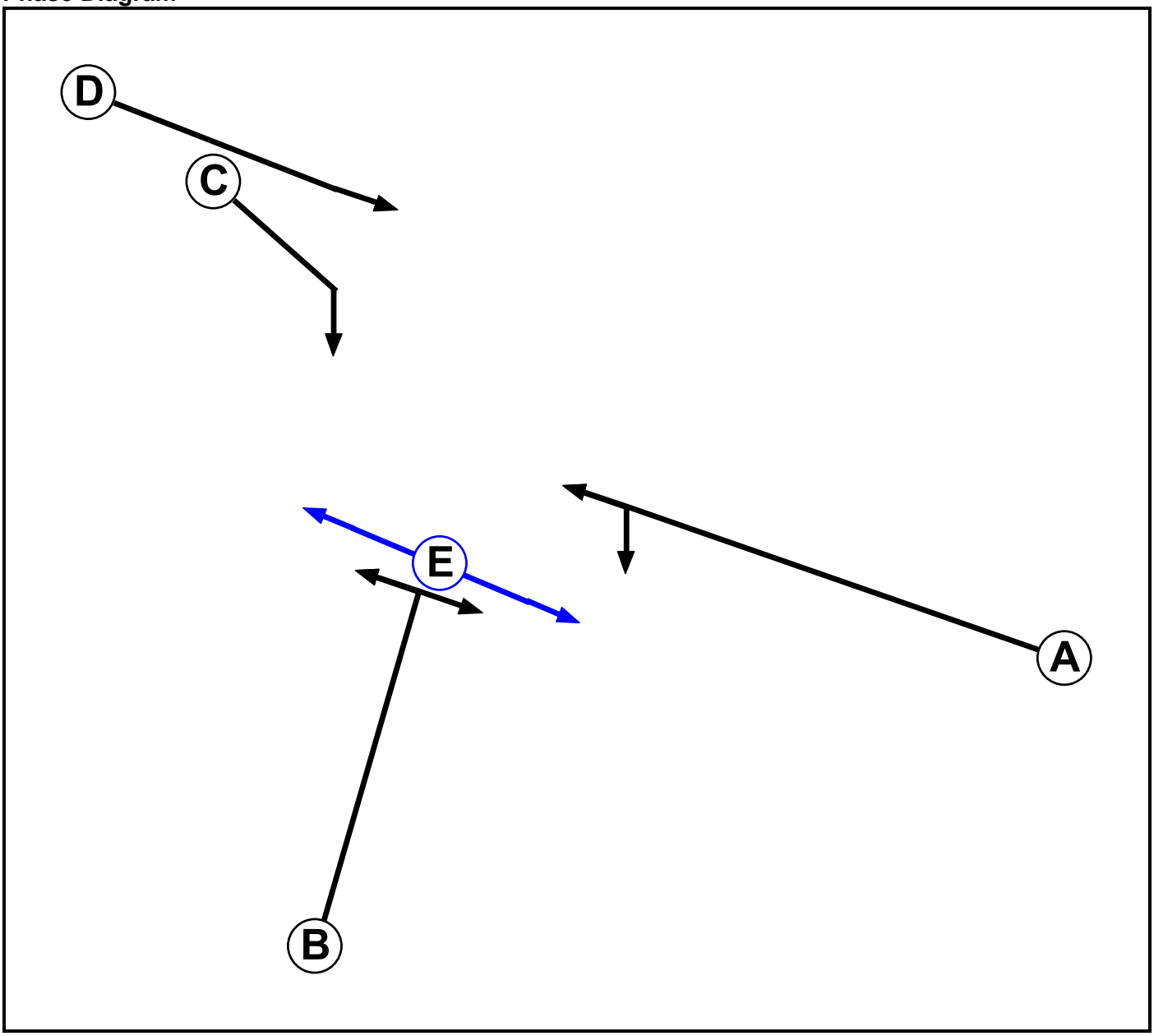
Prohibited Stage Change

	To Stage		
	1	2	3
From Stage 1		8	9
From Stage 2	9		9
From Stage 3	15	15	

Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

C2 - 14/1099

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Pedestrian		-9999	6

Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

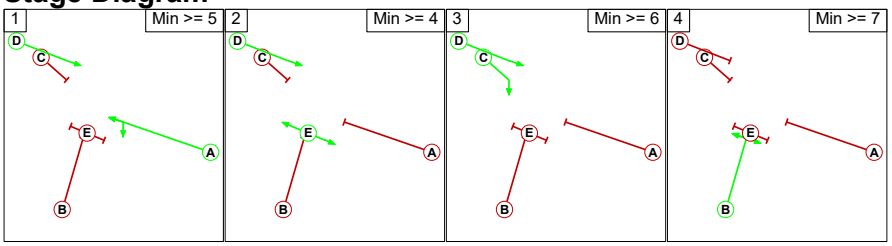
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		7	7	-	9
	B	7		8	9	7
	C	6	5		-	9
	D	-	5	-		-
	E	15	15	15	-	

Phases in Stage

Stage No.	Phases in Stage
1	A D
2	D E
3	C D
4	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	3	4
From Stage	1		9	7	7
	2	15		15	15
	3	6	9		5
	4	9	9	9	

Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

Give-Way Lane Input Data

Junction: J1: A20 Ashford Rd - Otterpool Ln (14/1099)

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)
J1:1/2 (A20 Ashford Rd Westbound)	J1:7/1 (Right)	1439	0	J1:3/1	1.09	All	2.00	2.00	0.50	2	2.00
J1:2/1 (Access to zone)	J2:3/1 (Right)	1439	0	J1:6/1	1.09	To J1:4/1 (Ahead) To J2:3/1 (Left) To J2:3/2 (Left)	2.00	2.00	0.50	2	2.00
	J2:3/2 (Right)	1439	0	J1:6/1	1.09	To J1:4/1 (Ahead) To J2:3/1 (Left) To J2:3/2 (Left)					
J1:3/2 (Barrow Hill/Ashford Rd (N))	J1:4/1 (Right)	1439	0	J1:1/1	1.09	All	2.00	2.00	0.50	2	2.00
				J1:1/2	1.09	To J1:5/2 (Ahead)					
J1:6/1 (Barrow Hill Cottages)	J1:5/2 (Right)	1439	0	J1:2/1	1.09	To J1:5/2 (Left) To J1:7/1 (Ahead)	2.00	2.00	0.50	2	2.00

Junction: J2: A20 Ashford Rd - Otterpool Ln (14/1099)

There are no Opposed Lanes in this Junction

Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

Lane Input Data

Junction: J1: A20 Ashford Rd - Otterpool Ln (14/1099)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A20 Ashford Rd Westbound)	U	A	2	3	13.0	User	1762	-	-	-	-	-
J1:1/2 (A20 Ashford Rd Westbound)	O	A	2	3	13.0	User	2065	-	-	-	-	-
J1:2/1 (Access to zone)	O	B	2	3	60.0	User	1904	-	-	-	-	-
J1:3/1 (Barrow Hill/Ashford Rd (N))	U	C	2	3	60.0	User	1899	-	-	-	-	-
J1:3/2 (Barrow Hill/Ashford Rd (N))	O	C	2	3	60.0	User	1986	-	-	-	-	-
J1:4/1 (Access to zone)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (A20 Ashford Rd West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/2 (A20 Ashford Rd West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (Barrow Hill Cottages)	O	D	2	3	60.0	User	1800	-	-	-	-	-
J1:7/1 (Barrow Hill Cottages North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

Junction: J2: A20 Ashford Rd - Otterpool Ln (14/1099)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (A20 Ashford Rd Westbound)	U	A	2	3	6.1	User	1762	-	-	-	-	-
J2:1/2 (A20 Ashford Rd Westbound)	U	A	2	3	60.0	User	2065	-	-	-	-	-
J2:2/1 (B2067 Otterpool Ln)	U	B	2	3	60.0	User	1904	-	-	-	-	-
J2:3/1 (A20 Ahsford Rd Eastbound)	U	D	2	3	13.0	User	1899	-	-	-	-	-
J2:3/2 (A20 Ahsford Rd Eastbound)	U	C	2	3	13.0	User	1986	-	-	-	-	-
J2:4/1 (A20 Ashford Ln - East Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1 (B2067 Otterpool Ln South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2055 DS AM'	08:00	09:00	01:00	
2: '2055 DS PM'	17:00	18:00	01:00	

Scenario 1: '2055 DS AM' (FG1: '2055 DS AM', Plan 1: 'AM PEAK')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	430	266	34	36	766
	B	212	0	156	82	0	450
	C	294	180	0	0	11	485
	D	70	0	179	0	5	254
	E	60	23	0	5	0	88
	Tot.	636	633	601	121	52	2043

Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

Traffic Lane Flows

Lane	Scenario 1: 2055 DS AM
Junction: J1: A20 Ashford Rd - Otterpool Ln (14/1099)	
J1:1/1	376
J1:1/2	223
J1:2/1	254
J1:3/1	466
J1:3/2	300
J1:4/1	121
J1:5/1	294
J1:5/2	342
J1:6/1	88
J1:7/1	52
Junction: J2: A20 Ashford Rd - Otterpool Ln (14/1099)	
J2:1/1 (short)	238
J2:1/2 (with short)	450(In) 212(Out)
J2:2/1	485
J2:3/1	453
J2:3/2	445
J2:4/1	633
J2:5/1	601

Lane Saturation Flows

Junction: J1: A20 Ashford Rd - Otterpool Ln (14/1099)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A20 Ashford Rd Westbound Lane 1)	This lane uses a directly entered Saturation Flow						1762	1762
J1:1/2 (A20 Ashford Rd Westbound Lane 2)	This lane uses a directly entered Saturation Flow						2065	2065
J1:2/1 (Access to zone Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:3/1 (Barrow Hill/Ashford Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J1:3/2 (Barrow Hill/Ashford Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1986	1986
J1:4/1 (Access to zone Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A20 Ashford Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/2 (A20 Ashford Rd West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Barrow Hill Cottages Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1 (Barrow Hill Cottages North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: A20 Ashford Rd - Otterpool Ln (14/1099)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A20 Ashford Rd Westbound Lane 1)	This lane uses a directly entered Saturation Flow						1762	1762
J2:1/2 (A20 Ashford Rd Westbound Lane 2)	This lane uses a directly entered Saturation Flow						2065	2065
J2:2/1 (B2067 Otterpool Ln Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J2:3/1 (A20 Ahsford Rd Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J2:3/2 (A20 Ahsford Rd Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1986	1986
J2:4/1 (A20 Ashford Ln - East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (B2067 Otterpool Ln South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

Scenario 2: '2055 DS PM' (FG2: '2055 DS PM', Plan 1: 'AM PEAK')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	389	346	72	57	864
	B	341	0	268	90	0	699
	C	281	98	0	0	20	399
	D	45	0	100	0	4	149
	E	35	8	0	71	0	114
	Tot.	702	495	714	233	81	2225

Traffic Lane Flows

Lane	Scenario 2: 2055 DS PM
Junction: J1: A20 Ashford Rd - Otterpool Ln (14/1099)	
J1:1/1	371
J1:1/2	361
J1:2/1	149
J1:3/1	446
J1:3/2	418
J1:4/1	233
J1:5/1	281
J1:5/2	421
J1:6/1	114
J1:7/1	81
Junction: J2: A20 Ashford Rd - Otterpool Ln (14/1099)	
J2:1/1 (short)	358
J2:1/2 (with short)	699(In) 341(Out)
J2:2/1	399
J2:3/1	397
J2:3/2	446
J2:4/1	495
J2:5/1	714

Lane Saturation Flows

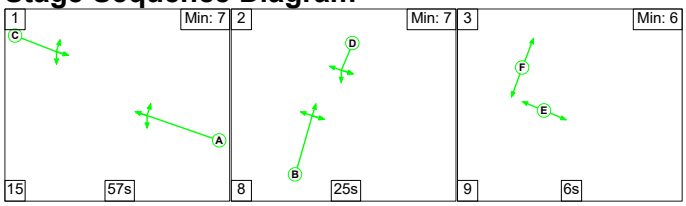
Junction: J1: A20 Ashford Rd - Otterpool Ln (14/1099)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A20 Ashford Rd Westbound Lane 1)	This lane uses a directly entered Saturation Flow						1762	1762
J1:1/2 (A20 Ashford Rd Westbound Lane 2)	This lane uses a directly entered Saturation Flow						2065	2065
J1:2/1 (Access to zone Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:3/1 (Barrow Hill/Ashford Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J1:3/2 (Barrow Hill/Ashford Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1986	1986
J1:4/1 (Access to zone Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A20 Ashford Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/2 (A20 Ashford Rd West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Barrow Hill Cottages Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1 (Barrow Hill Cottages North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: A20 Ashford Rd - Otterpool Ln (14/1099)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A20 Ashford Rd Westbound Lane 1)	This lane uses a directly entered Saturation Flow						1762	1762
J2:1/2 (A20 Ashford Rd Westbound Lane 2)	This lane uses a directly entered Saturation Flow						2065	2065
J2:2/1 (B2067 Otterpool Ln Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J2:3/1 (A20 Ahsford Rd Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J2:3/2 (A20 Ahsford Rd Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1986	1986
J2:4/1 (A20 Ashford Ln - East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (B2067 Otterpool Ln South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

Scenario 1: '2055 DS AM' (FG1: '2055 DS AM', Plan 1: 'AM PEAK')
C1 - 14/1099

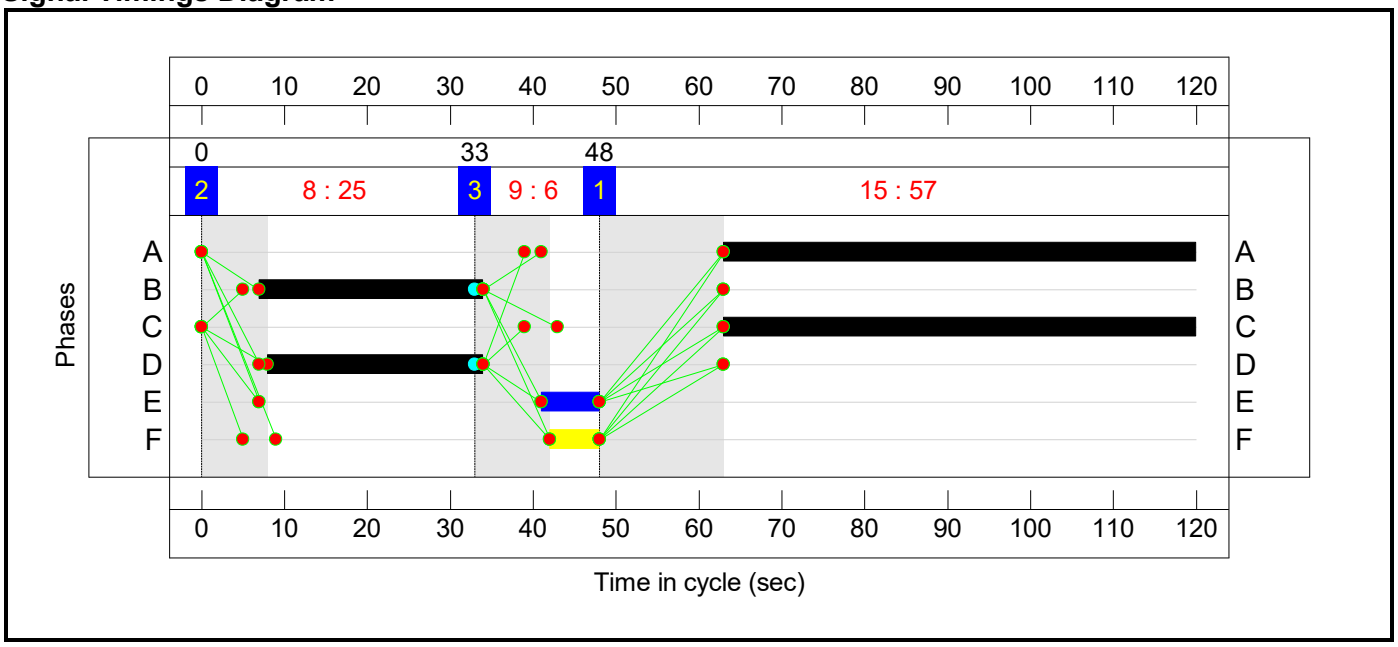
Stage Sequence Diagram



Stage Timings

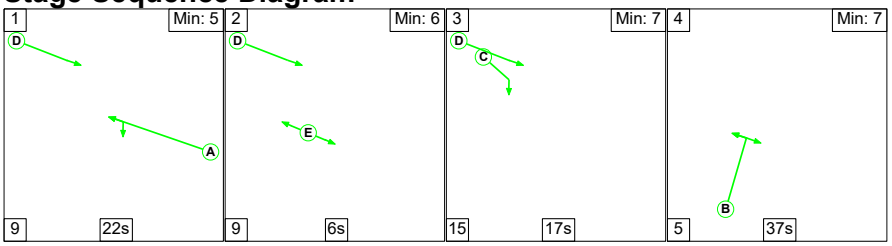
Stage	1	2	3
Duration	57	25	6
Change Point	48	0	33

Signal Timings Diagram



C2 - 14/1099

Stage Sequence Diagram

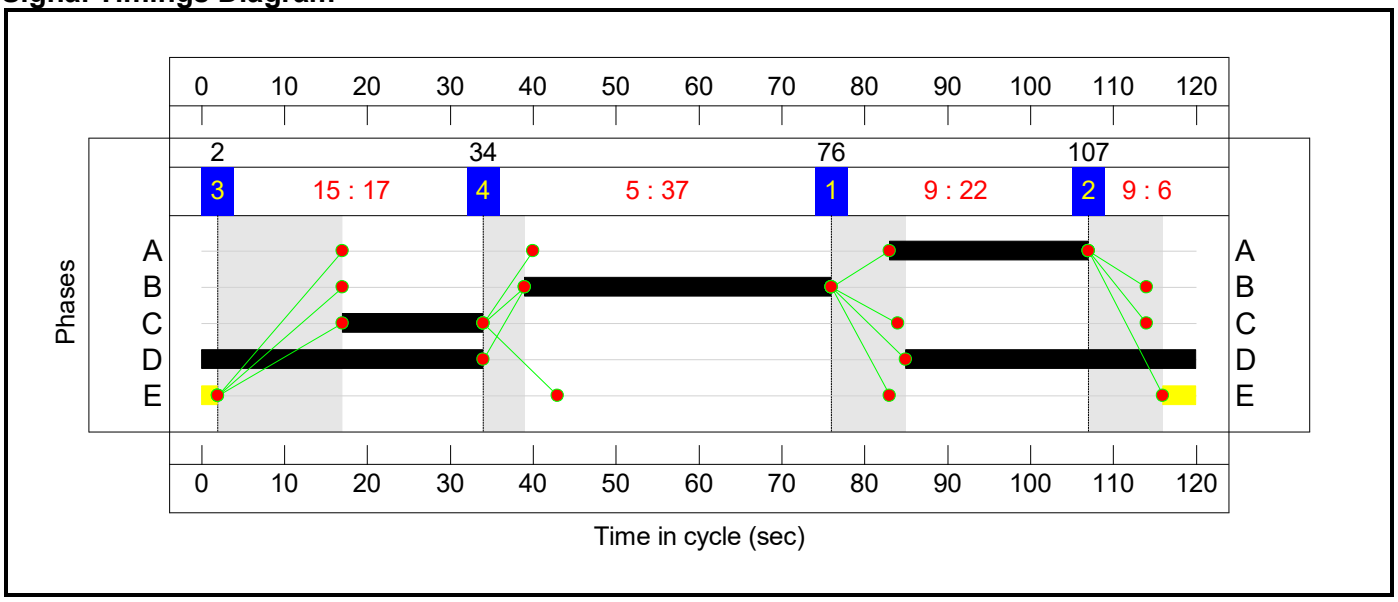


Stage Timings

Stage	1	2	3	4
Duration	22	6	17	37
Change Point	76	107	2	34

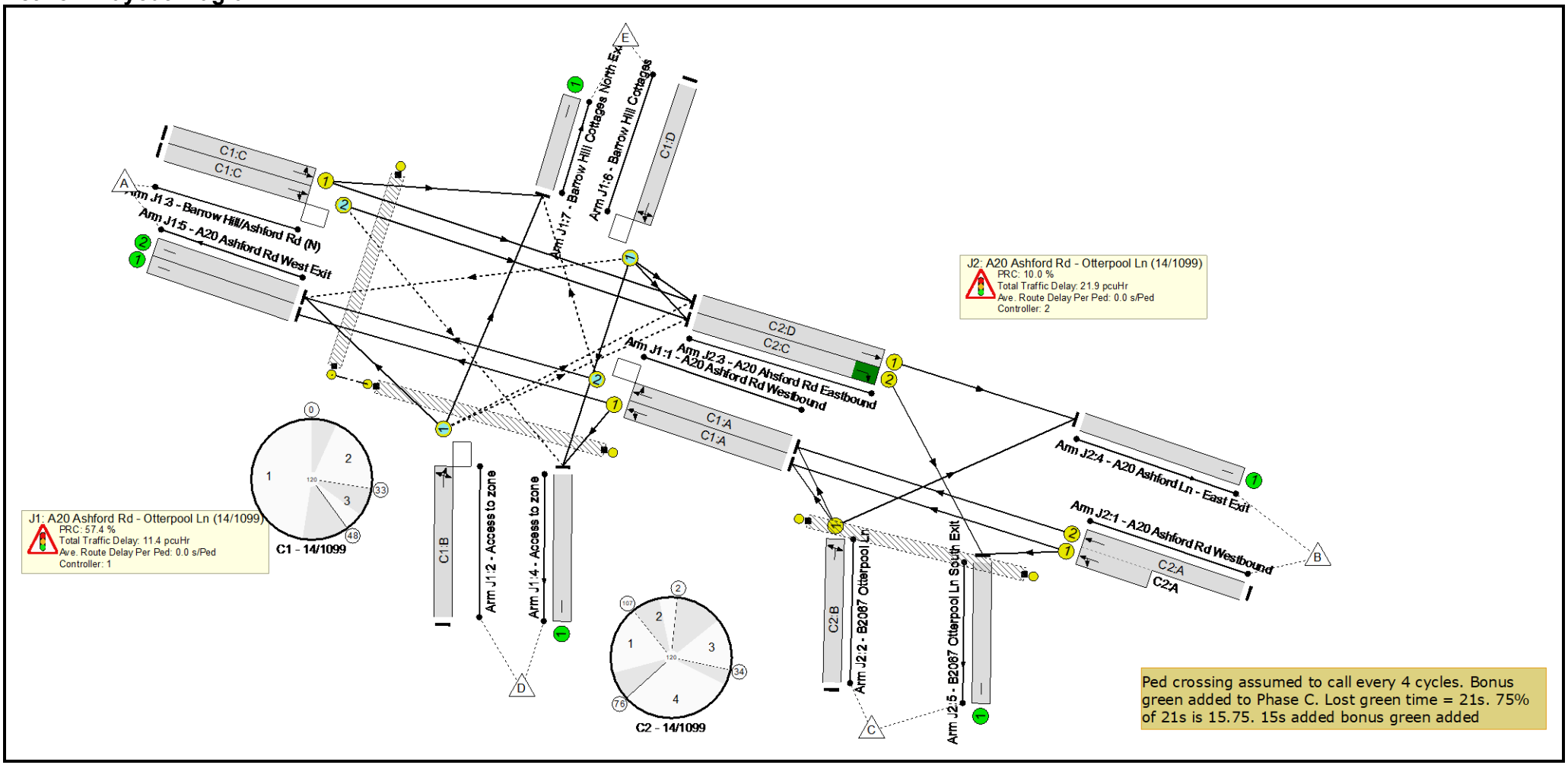
Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

Signal Timings Diagram



Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

Network Layout Diagram



Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.8%**
J1: A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.2%**
1/1	A20 Ashford Rd Westbound Left Ahead	U	N/A	N/A	C1:A		1	57	-	376	1762	852	44.2%
1/2	A20 Ashford Rd Westbound Ahead Right	O	N/A	N/A	C1:A		1	57	-	223	2065	998	22.3%
2/1	Access to zone Left Ahead Right	O	N/A	N/A	C1:B		1	27	-	254	1904	444	57.2%
3/1	Barrow Hill/Ashford Rd (N) Left Ahead	U	N/A	N/A	C1:C		1	57	-	466	1899	918	50.8%
3/2	Barrow Hill/Ashford Rd (N) Right Ahead	O	N/A	N/A	C1:C		1	57	-	300	1986	950	31.6%
4/1	Access to zone	U	N/A	N/A	-		-	-	-	121	Inf	Inf	0.0%
5/1	A20 Ashford Rd West Exit	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
5/2	A20 Ashford Rd West Exit	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
6/1	Barrow Hill Cottages Ahead Right Left	O	N/A	N/A	C1:D		1	26	-	88	1800	394	22.3%
7/1	Barrow Hill Cottages North Exit	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:F		1	6	-	0	-	0	0.0%

Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

J2: A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.8%**
1/2+1/1	A20 Ashford Rd Westbound Ahead Left	U	N/A	N/A	C2:A		1	24	-	450	2065:1762	259+291	81.8 : 81.8%
2/1	B2067 Otterpool Ln Left Right	U	N/A	N/A	C2:B		1	37	-	485	1904	603	80.4%
3/1	A20 Ahsford Rd Eastbound Ahead	U	N/A	N/A	C2:D		1	69	-	453	1899	1108	40.9%
3/2	A20 Ahsford Rd Eastbound Right	U	N/A	N/A	C2:C		1	17	-	445	1986	546	81.5%
4/1	A20 Ashford Ln - East Exit	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
5/1	B2067 Otterpool Ln South Exit	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:E		1	6	-	0	-	0	0.0%

Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

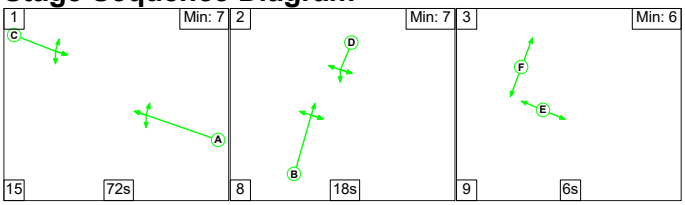
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**284**	**0**	**0**	**24.3**	**8.7**	**0.3**	**33.3**	**-**	**-**	**-**	**-**
J1: A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**284**	**0**	**0**	**9.0**	**2.1**	**0.3**	**11.4**	**-**	**-**	**-**	**-**
1/1	376	376	-	-	-	0.8	0.4	-	1.2	11.9	9.5	0.4	9.9
1/2	223	223	11	0	0	0.0	0.1	0.1	0.2	3.4	0.2	0.1	0.3
2/1	254	254	179	0	0	2.9	0.7	0.1	3.6	51.7	7.5	0.7	8.1
3/1	466	466	-	-	-	2.7	0.5	-	3.3	25.2	10.6	0.5	11.1
3/2	300	300	34	0	0	1.6	0.2	0.1	1.9	22.9	6.1	0.2	6.3
4/1	121	121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	88	88	60	0	0	0.9	0.1	0.0	1.1	44.4	2.4	0.1	2.5
7/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**0**	**0**	**0**	**15.3**	**6.6**	**0.0**	**21.9**	**-**	**-**	**-**	**-**
1/2+1/1	450	450	-	-	-	5.4	2.2	-	7.5	60.2	8.4	2.2	10.6
2/1	485	485	-	-	-	5.1	2.0	-	7.1	52.4	14.8	2.0	16.8
3/1	453	453	-	-	-	1.2	0.3	-	1.5	12.3	11.7	0.3	12.1
3/2	445	445	-	-	-	3.7	2.1	-	5.8	47.1	10.1	2.1	12.2
4/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

C1 - 14/1099	PRC for Signalled Lanes (%):	57.4	Total Delay for Signalled Lanes (pcuHr):	11.36	Cycle Time (s):	120
C2 - 14/1099	PRC for Signalled Lanes (%):	10.0	Total Delay for Signalled Lanes (pcuHr):	21.94	Cycle Time (s):	120
	PRC Over All Lanes (%):	10.0	Total Delay Over All Lanes(pcuHr):	33.29		

Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x
Scenario 2: '2055 DS PM' (FG2: '2055 DS PM', Plan 1: 'AM PEAK')
C1 - 14/1099

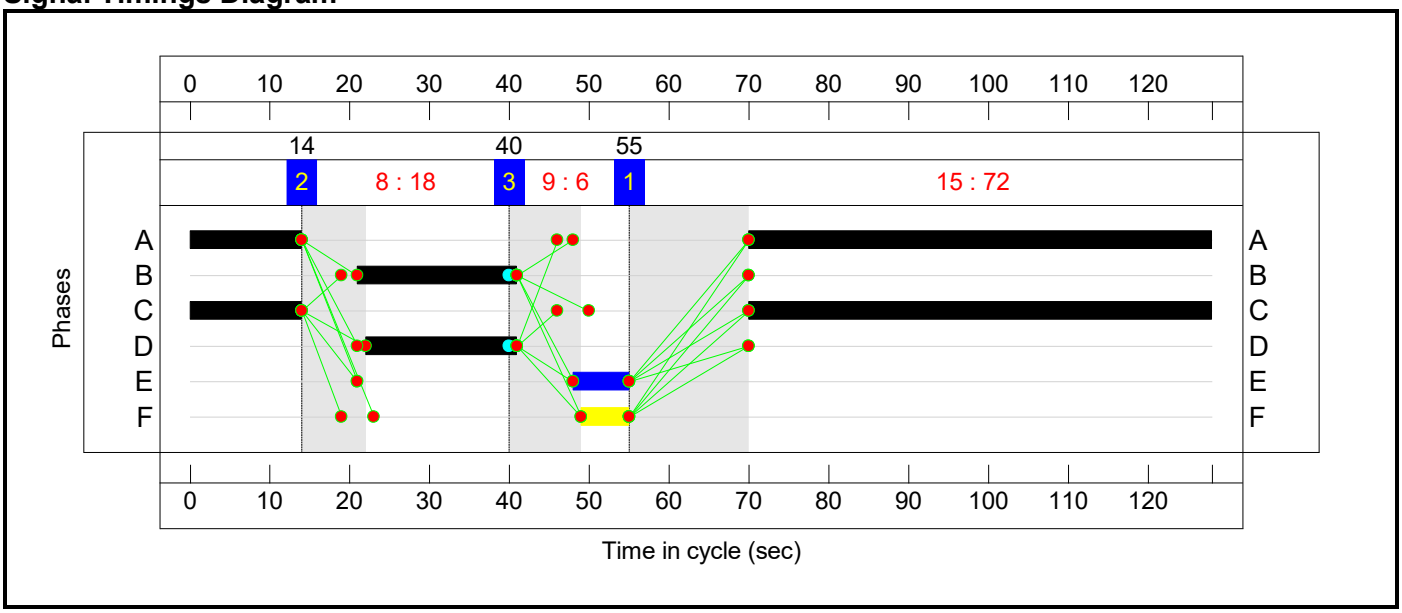
Stage Sequence Diagram



Stage Timings

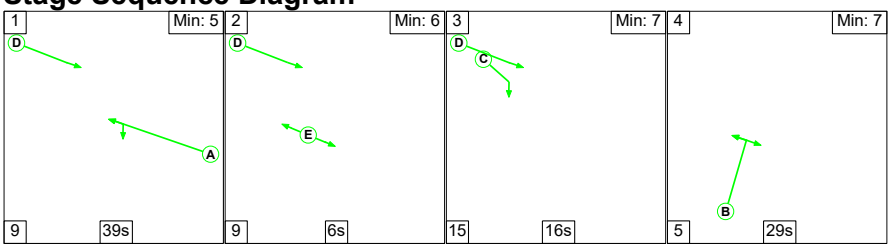
Stage	1	2	3
Duration	72	18	6
Change Point	55	14	40

Signal Timings Diagram



C2 - 14/1099

Stage Sequence Diagram

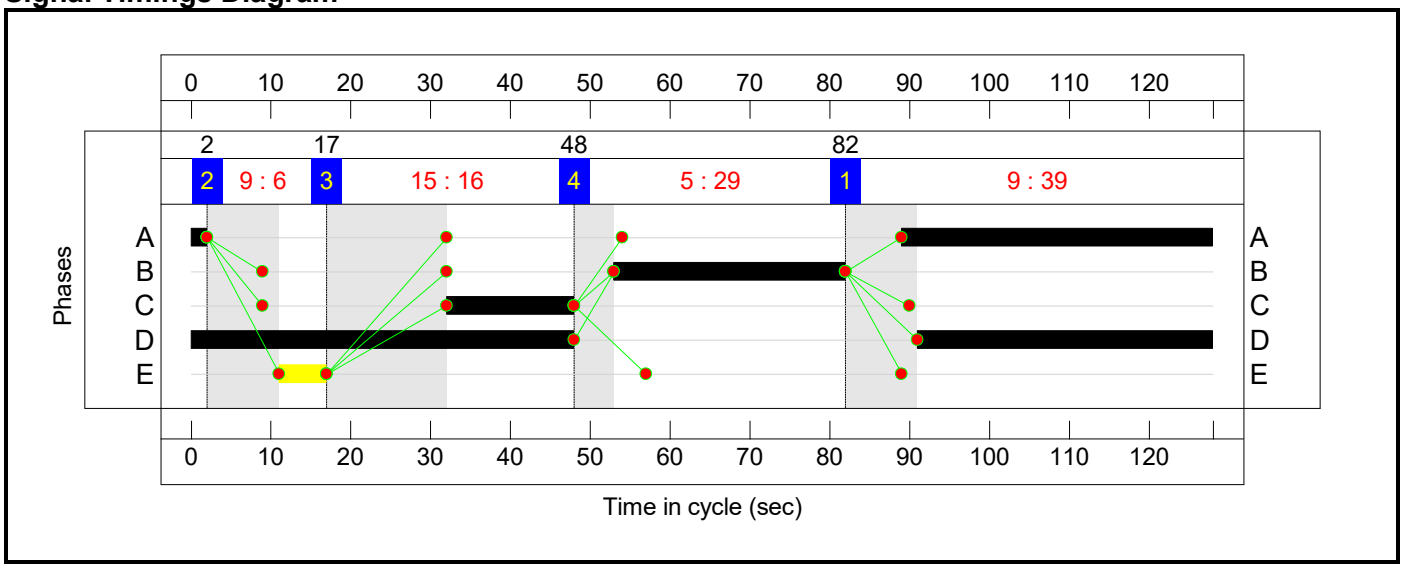


Stage Timings

Stage	1	2	3	4
Duration	39	6	16	29
Change Point	82	2	17	48

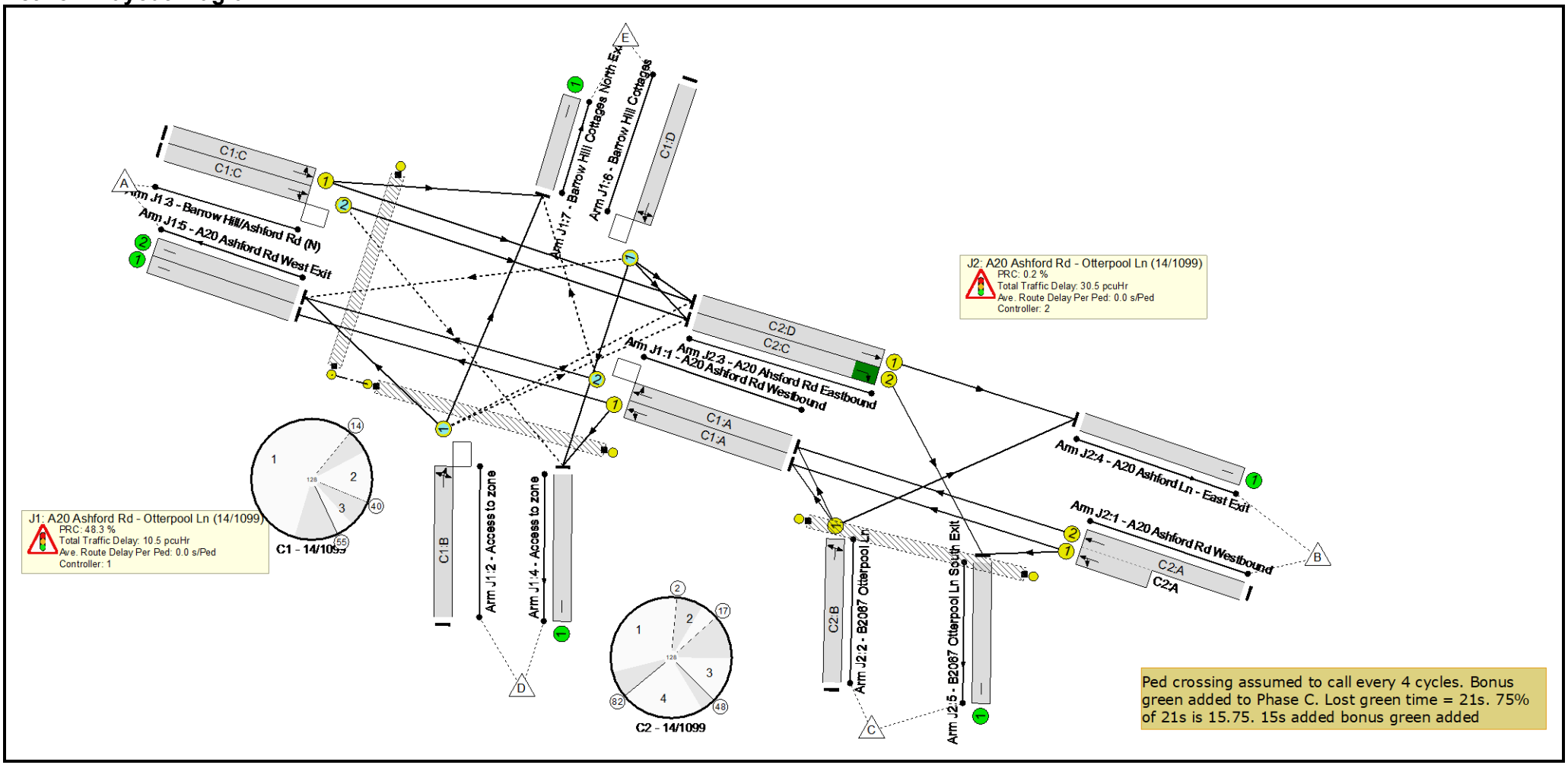
Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

Signal Timings Diagram



Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

Network Layout Diagram



Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**
J1: A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.7%**
1/1	A20 Ashford Rd Westbound Left Ahead	U	N/A	N/A	C1:A		1	72	-	371	1762	1005	36.9%
1/2	A20 Ashford Rd Westbound Ahead Right	O	N/A	N/A	C1:A		1	72	-	361	2065	1178	30.7%
2/1	Access to zone Left Ahead Right	O	N/A	N/A	C1:B		1	20	-	149	1904	245	60.7%
3/1	Barrow Hill/Ashford Rd (N) Left Ahead	U	N/A	N/A	C1:C		1	72	-	446	1899	1083	41.2%
3/2	Barrow Hill/Ashford Rd (N) Right Ahead	O	N/A	N/A	C1:C		1	72	-	418	1986	954	43.8%
4/1	Access to zone	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
5/1	A20 Ashford Rd West Exit	U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
5/2	A20 Ashford Rd West Exit	U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
6/1	Barrow Hill Cottages Ahead Right Left	O	N/A	N/A	C1:D		1	19	-	114	1800	281	40.5%
7/1	Barrow Hill Cottages North Exit	U	N/A	N/A	-		-	-	-	81	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:F		1	6	-	0	-	0	0.0%

Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

J2: A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**
1/2+1/1	A20 Ashford Rd Westbound Ahead Left	U	N/A	N/A	C2:A		1	41	-	699	2065:1762	380+399	89.7 : 89.7%
2/1	B2067 Otterpool Ln Left Right	U	N/A	N/A	C2:B		1	29	-	399	1904	446	89.4%
3/1	A20 Ahsford Rd Eastbound Ahead	U	N/A	N/A	C2:D		1	85	-	397	1899	1276	31.1%
3/2	A20 Ahsford Rd Eastbound Right	U	N/A	N/A	C2:C		1	16	-	446	1986	497	89.8%
4/1	A20 Ashford Ln - East Exit	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
5/1	B2067 Otterpool Ln South Exit	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:E		1	6	-	0	-	0	0.0%

Full Input Data And Results
J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

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: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**227**	**0**	**0**	**26.5**	**14.0**	**0.4**	**41.0**	**-**	**-**	**-**	**-**
J1: A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**227**	**0**	**0**	**7.7**	**2.4**	**0.4**	**10.5**	**-**	**-**	**-**	**-**
1/1	371	371	-	-	-	0.4	0.3	-	0.7	7.2	9.8	0.3	10.1
1/2	361	361	20	0	0	0.0	0.2	0.1	0.3	3.1	0.3	0.2	0.5
2/1	149	149	100	0	0	2.1	0.8	0.2	3.0	72.1	5.0	0.8	5.7
3/1	446	446	-	-	-	1.9	0.3	-	2.3	18.3	8.8	0.3	9.1
3/2	418	418	72	0	0	1.7	0.4	0.2	2.3	20.1	8.0	0.4	8.4
4/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	114	114	35	0	0	1.5	0.3	0.0	1.9	59.4	3.6	0.3	4.0
7/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**0**	**0**	**0**	**18.8**	**11.7**	**0.0**	**30.5**	**-**	**-**	**-**	**-**
1/2+1/1	699	699	-	-	-	7.2	4.0	-	11.2	57.8	17.3	4.0	21.3
2/1	399	399	-	-	-	5.3	3.7	-	8.9	80.5	13.6	3.7	17.3
3/1	397	397	-	-	-	0.8	0.2	-	1.0	9.1	9.2	0.2	9.4
3/2	446	446	-	-	-	5.5	3.8	-	9.3	75.3	13.9	3.8	17.7
4/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

J5 A20 Ashford Rd - Otterpool Ln_DS.lsg3x

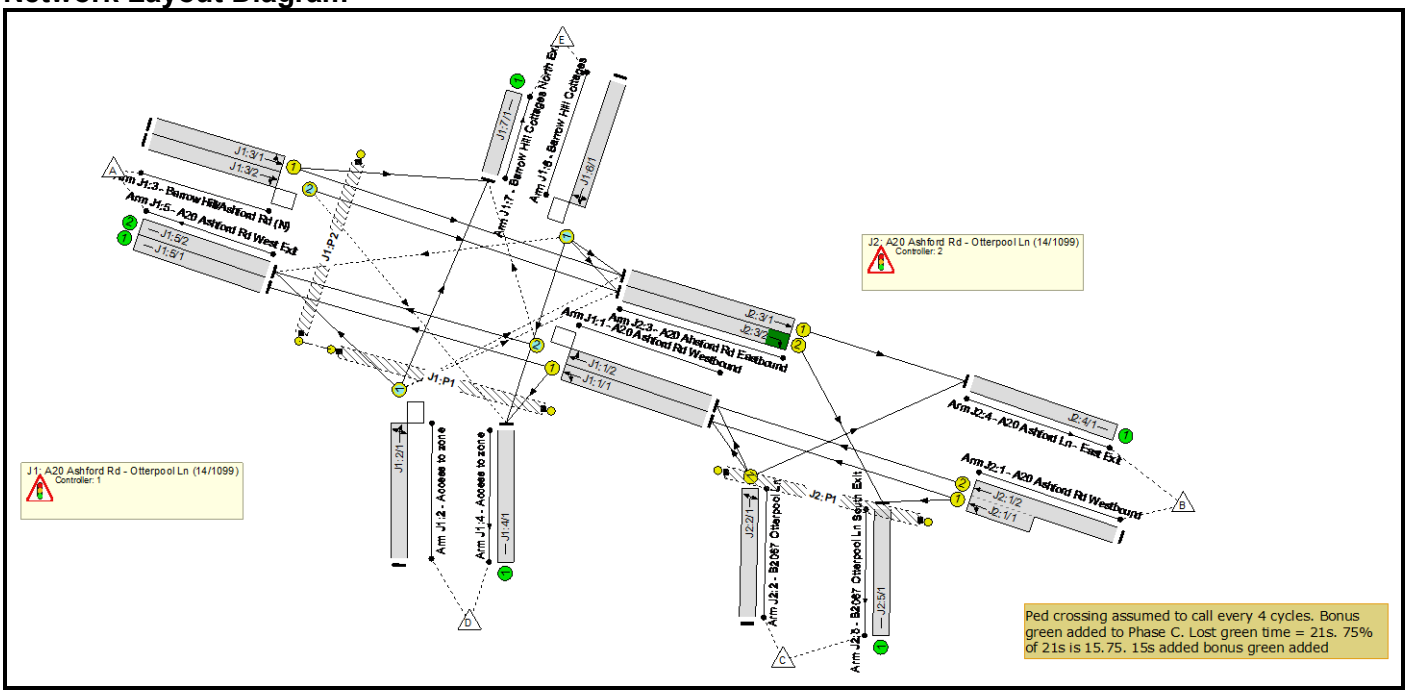
C1 - 14/1099	PRC for Signalled Lanes (%):	48.3	Total Delay for Signalled Lanes (pcuHr):	10.51	Cycle Time (s):	128
C2 - 14/1099	PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	30.47	Cycle Time (s):	128
	PRC Over All Lanes (%):	0.2	Total Delay Over All Lanes(pcuHr):	40.98		

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**A20 Ashford Rd/ B2067 Otterpool Ln**
Location:	B2067 Otterpool Ln - A20 Ashford Rd
Additional detail:	
File name:	J5_A20 Ashford Rd - Otterpool Ln_DS.lsg3x
Author:	
Company:	
Address:	

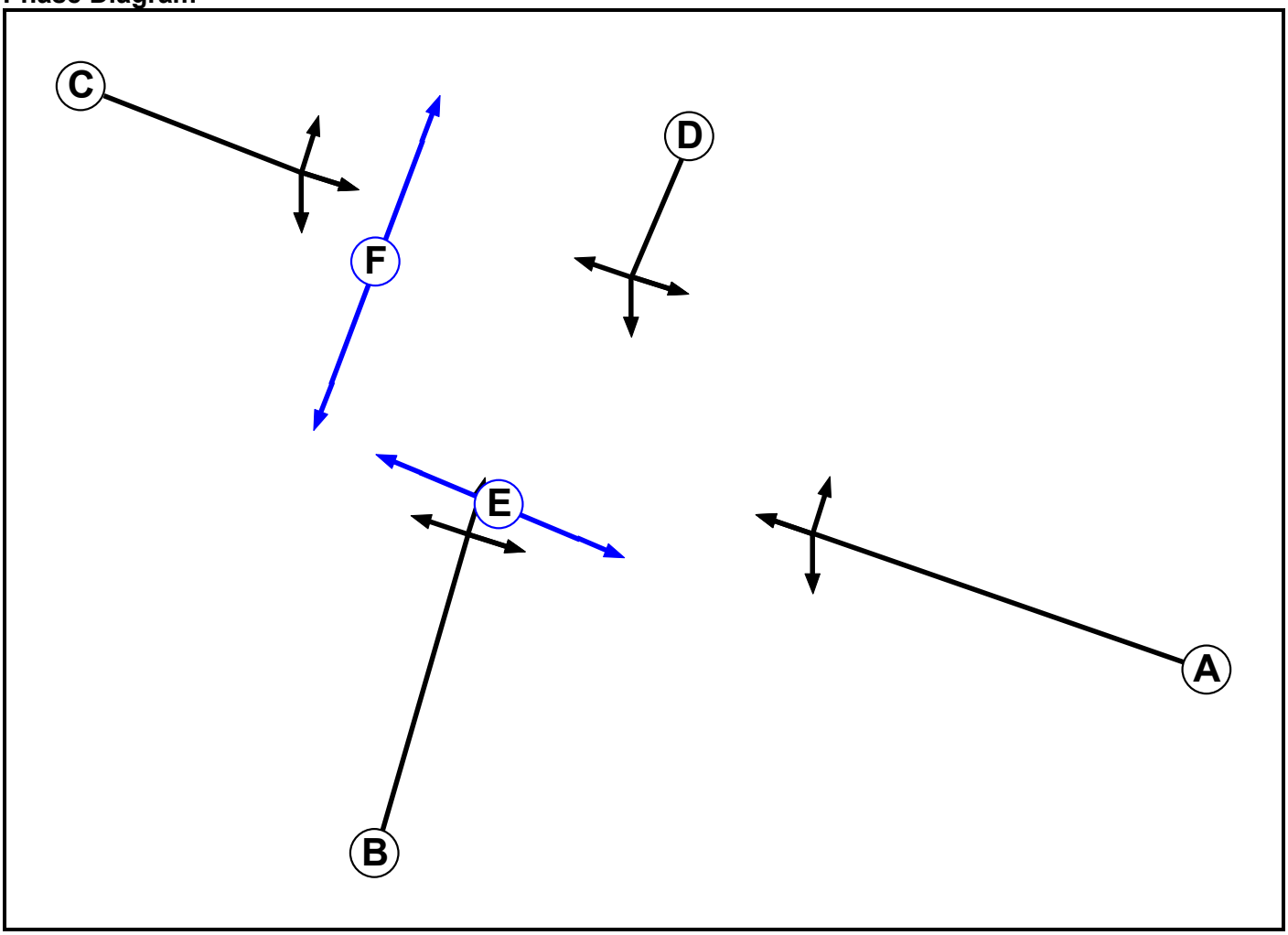
Network Layout Diagram



Full Input Data And Results

C1 - 14/1099

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Pedestrian		-9999	6
F	Pedestrian		-9999	6

Full Input Data And Results

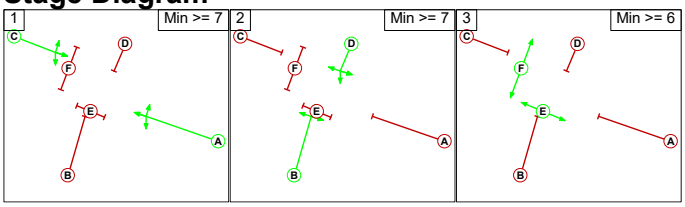
Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		7	-	7	7	9
	B	7		9	-	7	8
	C	-	5		8	7	5
	D	5	-	5		7	8
	E	15	15	15	15		-
	F	15	15	15	15	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B D
3	E F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	3	B	Losing	1	1
2	3	D	Losing	1	1

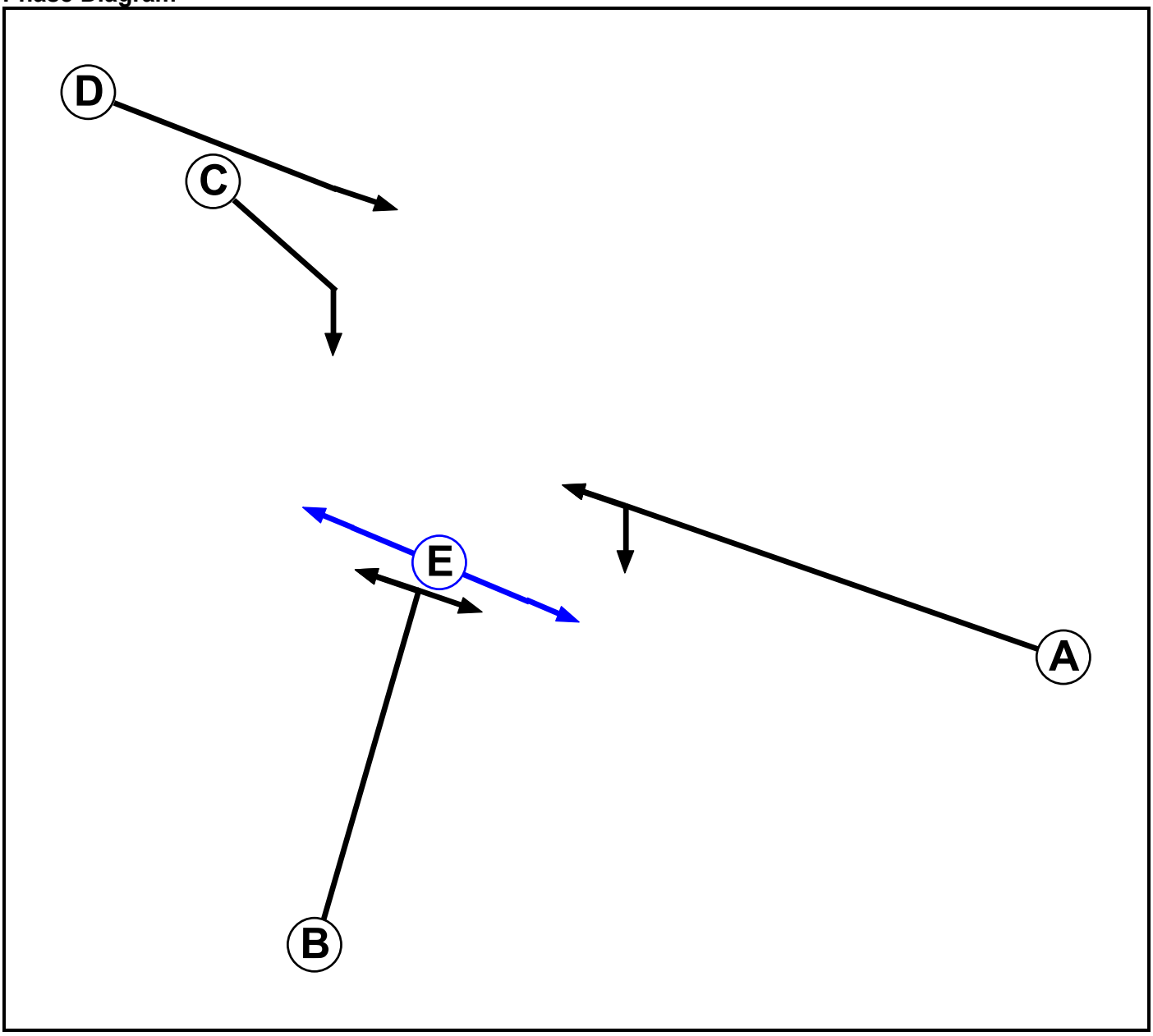
Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		8	9
	2	9		9
	3	15	15	

Full Input Data And Results

C2 - 14/1099

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Pedestrian		-9999	6

Full Input Data And Results

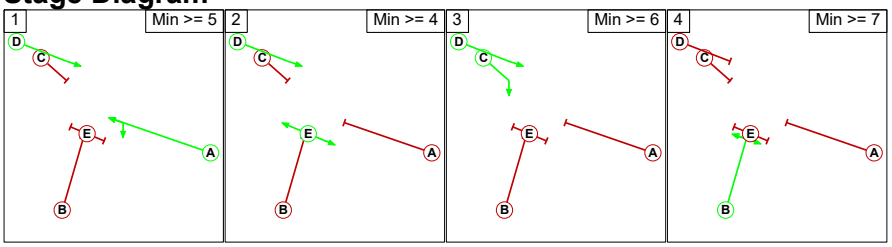
Phase Intergreens Matrix

Terminating Phase	Starting Phase				
	A	B	C	D	E
A		7	7	-	9
B	7		8	9	7
C	6	5		-	9
D	-	5	-		-
E	15	15	15	-	

Phases in Stage

Stage No.	Phases in Stage
1	A D
2	D E
3	C D
4	B

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage			
	1	2	3	4
1		9	7	7
2	15		15	15
3	6	9		5
4	9	9	9	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: A20 Ashford Rd - Otterpool Ln (14/1099)											
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)**
J1:1/2 (A20 Ashford Rd Westbound)	J1:7/1 (Right)	1439	0	J1:3/1	1.09	All	2.00	2.00	0.50	2	2.00
J1:2/1 (Access to zone)	J2:3/1 (Right)	1439	0	J1:6/1	1.09	To J1:4/1 (Ahead) To J2:3/1 (Left) To J2:3/2 (Left)	2.00	2.00	0.50	2	2.00
	J2:3/2 (Right)	1439	0	J1:6/1	1.09	To J1:4/1 (Ahead) To J2:3/1 (Left) To J2:3/2 (Left)					
J1:3/2 (Barrow Hill/Ashford Rd (N))	J1:4/1 (Right)	1439	0	J1:1/1	1.09	All	2.00	2.00	0.50	2	2.00
				J1:1/2	1.09	To J1:5/2 (Ahead)					
J1:6/1 (Barrow Hill Cottages)	J1:5/2 (Right)	1439	0	J1:2/1	1.09	To J1:5/2 (Left) To J1:7/1 (Ahead)	2.00	2.00	0.50	2	2.00

Junction: J2: A20 Ashford Rd - Otterpool Ln (14/1099)
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: A20 Ashford Rd - Otterpool Ln (14/1099)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A20 Ashford Rd Westbound)	U	A	2	3	13.0	User	1762	-	-	-	-	-
J1:1/2 (A20 Ashford Rd Westbound)	O	A	2	3	13.0	User	2065	-	-	-	-	-
J1:2/1 (Access to zone)	O	B	2	3	60.0	User	1904	-	-	-	-	-
J1:3/1 (Barrow Hill/Ashford Rd (N))	U	C	2	3	60.0	User	1899	-	-	-	-	-
J1:3/2 (Barrow Hill/Ashford Rd (N))	O	C	2	3	60.0	User	1986	-	-	-	-	-
J1:4/1 (Access to zone)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (A20 Ashford Rd West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/2 (A20 Ashford Rd West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (Barrow Hill Cottages)	O	D	2	3	60.0	User	1800	-	-	-	-	-
J1:7/1 (Barrow Hill Cottages North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: A20 Ashford Rd - Otterpool Ln (14/1099)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (A20 Ashford Rd Westbound)	U	A	2	3	6.1	User	1762	-	-	-	-	-
J2:1/2 (A20 Ashford Rd Westbound)	U	A	2	3	60.0	User	2065	-	-	-	-	-
J2:2/1 (B2067 Otterpool Ln)	U	B	2	3	60.0	User	1904	-	-	-	-	-
J2:3/1 (A20 Ahsford Rd Eastbound)	U	D	2	3	13.0	User	1899	-	-	-	-	-
J2:3/2 (A20 Ahsford Rd Eastbound)	U	C	2	3	13.0	User	1986	-	-	-	-	-
J2:4/1 (A20 Ashford Ln - East Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1 (B2067 Otterpool Ln South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2055 DS AM'	08:00	09:00	01:00	
2: '2055 DS PM'	17:00	18:00	01:00	

Scenario 1: '2055 DS VM AM' (FG1: '2055 DS AM', Plan 1: 'AM PEAK')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	485	220	38	40	783
	B	341	0	181	88	0	610
	C	175	155	0	0	12	342
	D	78	0	197	0	5	280
	E	67	25	0	5	0	97
	Tot.	661	665	598	131	57	2112

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2055 DS VM AM
Junction: J1: A20 Ashford Rd - Otterpool Ln (14/1099)	
J1:1/1	299
J1:1/2	317
J1:2/1	280
J1:3/1	525
J1:3/2	258
J1:4/1	131
J1:5/1	211
J1:5/2	450
J1:6/1	97
J1:7/1	57
Junction: J2: A20 Ashford Rd - Otterpool Ln (14/1099)	
J2:1/1 (short)	305
J2:1/2 (with short)	610(In) 305(Out)
J2:2/1	342
J2:3/1	510
J2:3/2	417
J2:4/1	665
J2:5/1	598

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A20 Ashford Rd - Otterpool Ln (14/1099)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A20 Ashford Rd Westbound Lane 1)	This lane uses a directly entered Saturation Flow						1762	1762
J1:1/2 (A20 Ashford Rd Westbound Lane 2)	This lane uses a directly entered Saturation Flow						2065	2065
J1:2/1 (Access to zone Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:3/1 (Barrow Hill/Ashford Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J1:3/2 (Barrow Hill/Ashford Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1986	1986
J1:4/1 (Access to zone Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A20 Ashford Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/2 (A20 Ashford Rd West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Barrow Hill Cottages Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1 (Barrow Hill Cottages North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: A20 Ashford Rd - Otterpool Ln (14/1099)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A20 Ashford Rd Westbound Lane 1)	This lane uses a directly entered Saturation Flow						1762	1762
J2:1/2 (A20 Ashford Rd Westbound Lane 2)	This lane uses a directly entered Saturation Flow						2065	2065
J2:2/1 (B2067 Otterpool Ln Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J2:3/1 (A20 Ahsford Rd Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J2:3/2 (A20 Ahsford Rd Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1986	1986
J2:4/1 (A20 Ashford Ln - East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (B2067 Otterpool Ln South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2055 DS VM PM' (FG2: '2055 DS PM', Plan 1: 'AM PEAK')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	572	180	82	65	899
	B	427	0	93	151	0	671
	C	202	274	0	0	22	498
	D	51	0	109	0	4	164
	E	40	10	0	26	0	76
	Tot.	720	856	382	259	91	2308

Traffic Lane Flows

Lane	Scenario 2: 2055 DS VM PM
Junction: J1: A20 Ashford Rd - Otterpool Ln (14/1099)	
J1:1/1	445
J1:1/2	357
J1:2/1	164
J1:3/1	637
J1:3/2	262
J1:4/1	259
J1:5/1	294
J1:5/2	426
J1:6/1	76
J1:7/1	91
Junction: J2: A20 Ashford Rd - Otterpool Ln (14/1099)	
J2:1/1 (short)	336
J2:1/2 (with short)	671(In) 335(Out)
J2:2/1	498
J2:3/1	582
J2:3/2	289
J2:4/1	856
J2:5/1	382

Full Input Data And Results

Lane Saturation Flows

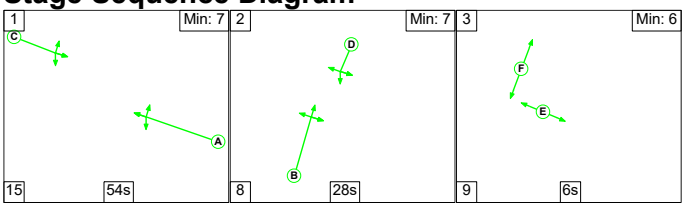
Junction: J1: A20 Ashford Rd - Otterpool Ln (14/1099)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A20 Ashford Rd Westbound Lane 1)	This lane uses a directly entered Saturation Flow						1762	1762
J1:1/2 (A20 Ashford Rd Westbound Lane 2)	This lane uses a directly entered Saturation Flow						2065	2065
J1:2/1 (Access to zone Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:3/1 (Barrow Hill/Ashford Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J1:3/2 (Barrow Hill/Ashford Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1986	1986
J1:4/1 (Access to zone Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (A20 Ashford Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/2 (A20 Ashford Rd West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Barrow Hill Cottages Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1 (Barrow Hill Cottages North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: A20 Ashford Rd - Otterpool Ln (14/1099)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A20 Ashford Rd Westbound Lane 1)	This lane uses a directly entered Saturation Flow						1762	1762
J2:1/2 (A20 Ashford Rd Westbound Lane 2)	This lane uses a directly entered Saturation Flow						2065	2065
J2:2/1 (B2067 Otterpool Ln Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J2:3/1 (A20 Ahsford Rd Eastbound Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J2:3/2 (A20 Ahsford Rd Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1986	1986
J2:4/1 (A20 Ashford Ln - East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (B2067 Otterpool Ln South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2055 DS VM AM' (FG1: '2055 DS AM', Plan 1: 'AM PEAK')
C1 - 14/1099

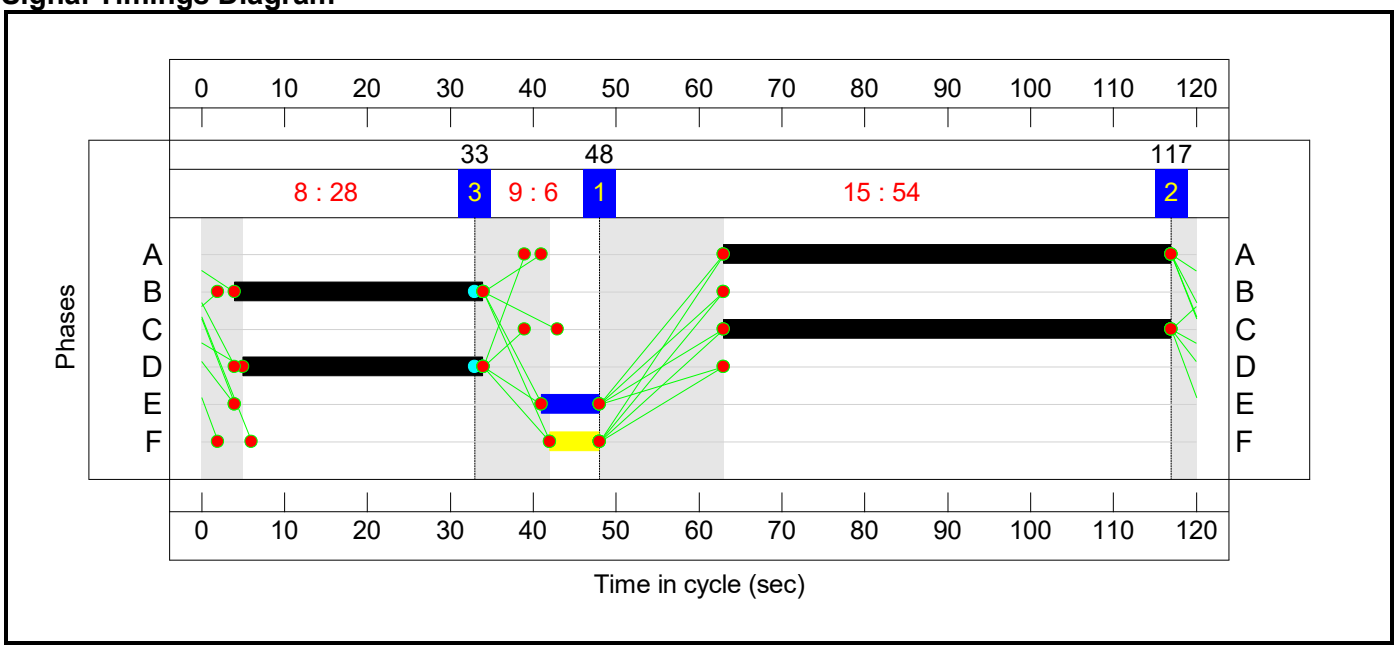
Stage Sequence Diagram



Stage Timings

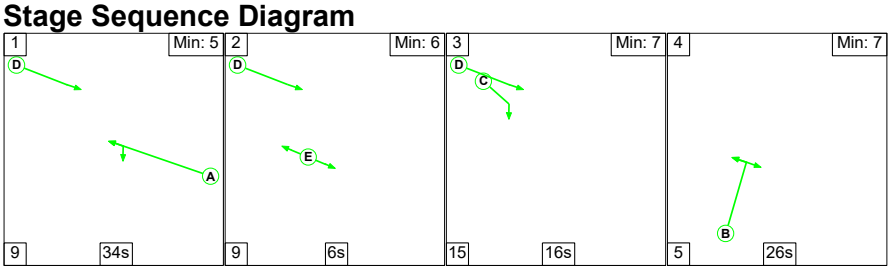
Stage	1	2	3
Duration	54	28	6
Change Point	48	117	33

Signal Timings Diagram



C2 - 14/1099

Stage Sequence Diagram

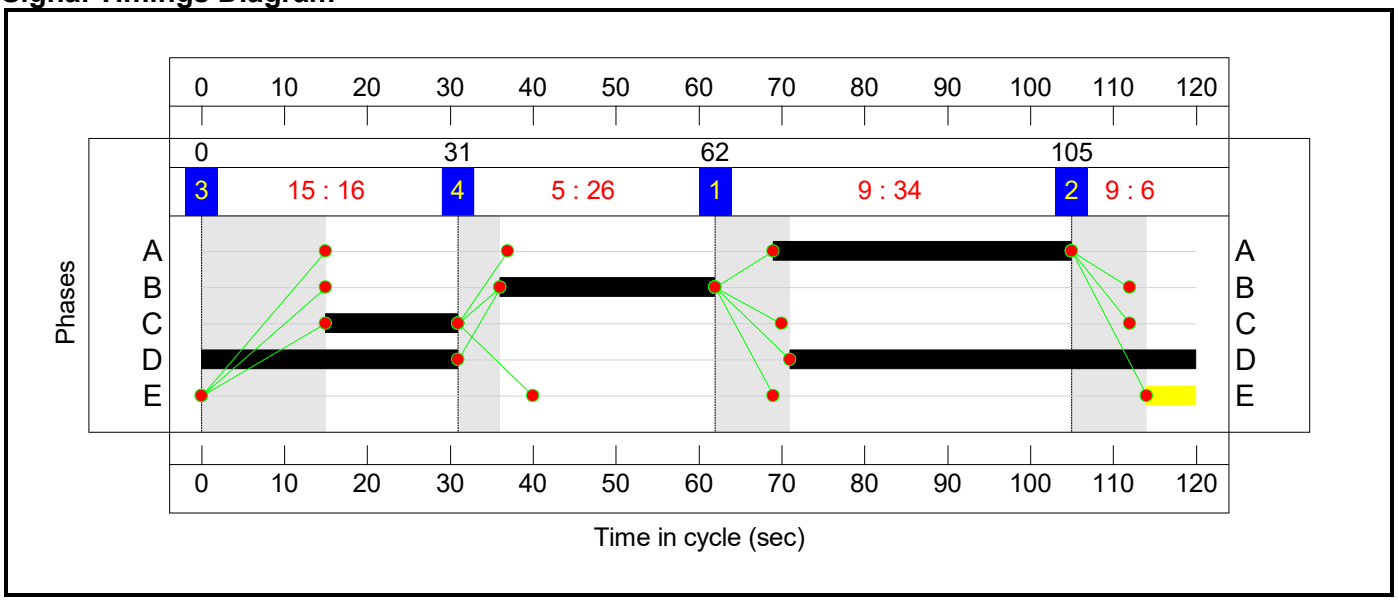


Stage Timings

Stage	1	2	3	4
Duration	34	6	16	26
Change Point	62	105	0	31

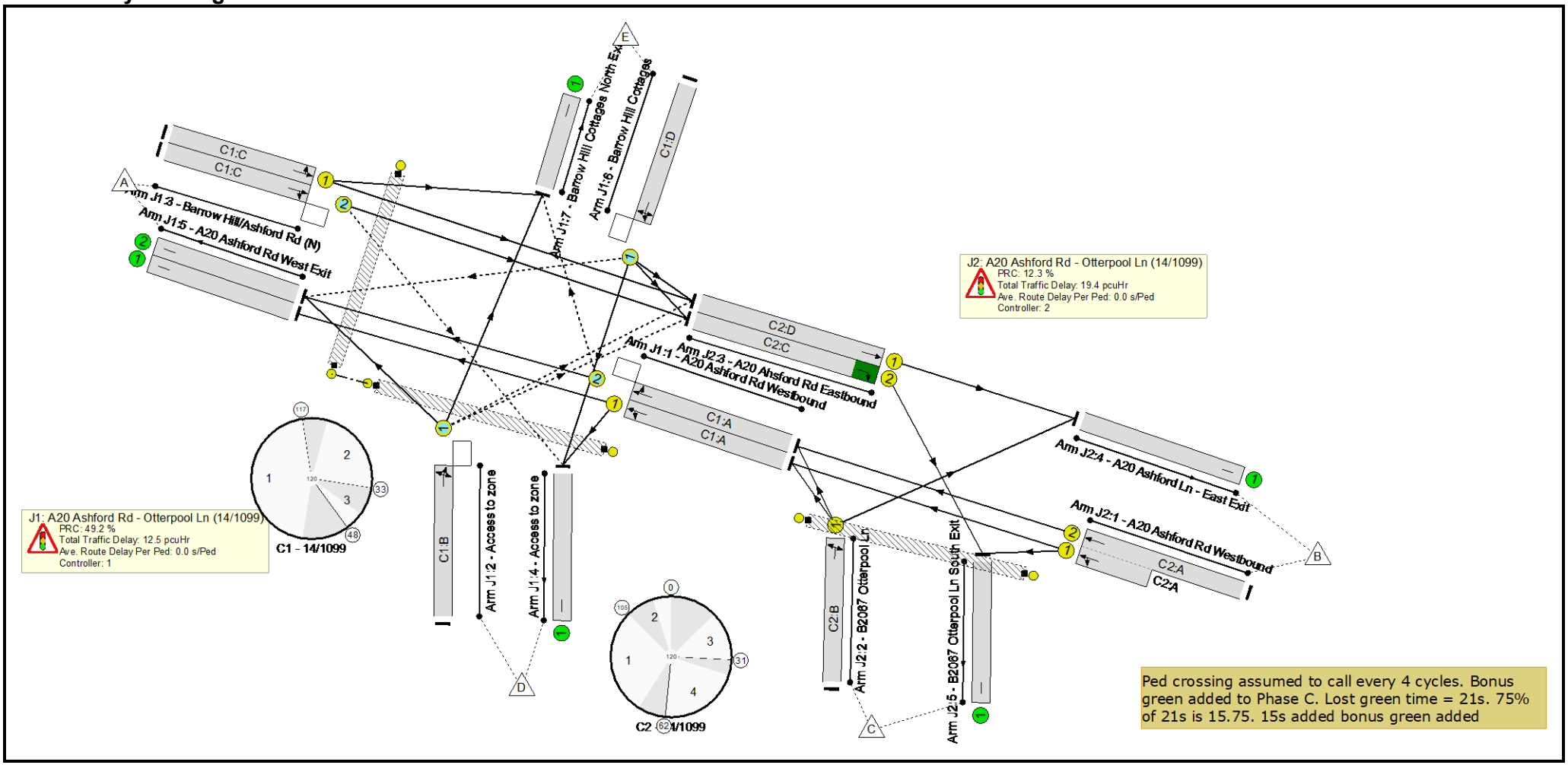
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.1%**
J1: A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.3%**
1/1	A20 Ashford Rd Westbound Left Ahead	U	N/A	N/A	C1:A		1	54	-	299	1762	808	37.0%
1/2	A20 Ashford Rd Westbound Ahead Right	O	N/A	N/A	C1:A		1	54	-	317	2065	946	33.5%
2/1	Access to zone Left Ahead Right	O	N/A	N/A	C1:B		1	30	-	280	1904	492	56.9%
3/1	Barrow Hill/Ashford Rd (N) Left Ahead	U	N/A	N/A	C1:C		1	54	-	525	1899	870	60.3%
3/2	Barrow Hill/Ashford Rd (N) Right Ahead	O	N/A	N/A	C1:C		1	54	-	258	1986	728	35.4%
4/1	Access to zone	U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
5/1	A20 Ashford Rd West Exit	U	N/A	N/A	-		-	-	-	211	Inf	Inf	0.0%
5/2	A20 Ashford Rd West Exit	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
6/1	Barrow Hill Cottages Ahead Right Left	O	N/A	N/A	C1:D		1	29	-	97	1800	430	22.5%
7/1	Barrow Hill Cottages North Exit	U	N/A	N/A	-		-	-	-	57	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:F		1	6	-	0	-	0	0.0%

Full Input Data And Results

J2: A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.1%**
1/2+1/1	A20 Ashford Rd Westbound Ahead Left	U	N/A	N/A	C2:A		1	36	-	610	2065:1762	381+381	80.1 : 80.1%
2/1	B2067 Otterpool Ln Left Right	U	N/A	N/A	C2:B		1	26	-	342	1904	428	79.8%
3/1	A20 Ahsford Rd Eastbound Ahead	U	N/A	N/A	C2:D		1	80	-	510	1899	1282	39.8%
3/2	A20 Ahsford Rd Eastbound Right	U	N/A	N/A	C2:C		1	16	-	417	1986	530	78.7%
4/1	A20 Ashford Ln - East Exit	U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
5/1	B2067 Otterpool Ln South Exit	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:E		1	6	-	0	-	0	0.0%

Full Input Data And Results

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: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**314**	**0**	**0**	**23.1**	**8.4**	**0.4**	**31.9**	**-**	**-**	**-**	**-**
J1: A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**314**	**0**	**0**	**9.7**	**2.4**	**0.4**	**12.5**	**-**	**-**	**-**	**-**
1/1	299	299	-	-	-	0.7	0.3	-	1.0	11.7	5.8	0.3	6.1
1/2	317	317	12	0	0	0.0	0.3	0.1	0.4	4.2	0.4	0.3	0.6
2/1	280	280	197	0	0	3.0	0.7	0.1	3.8	48.7	8.1	0.7	8.7
3/1	525	525	-	-	-	3.5	0.8	-	4.3	29.5	13.0	0.8	13.7
3/2	258	258	38	0	0	1.5	0.3	0.2	1.9	27.1	5.3	0.3	5.6
4/1	131	131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	97	97	67	0	0	1.0	0.1	0.0	1.1	41.8	2.6	0.1	2.7
7/1	57	57	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**0**	**0**	**0**	**13.4**	**6.0**	**0.0**	**19.4**	**-**	**-**	**-**	**-**
1/2+1/1	610	610	-	-	-	5.9	2.0	-	7.9	46.3	11.7	2.0	13.7
2/1	342	342	-	-	-	4.2	1.9	-	6.1	63.9	10.7	1.9	12.6
3/1	510	510	-	-	-	0.0	0.3	-	0.4	2.5	1.6	0.3	2.0
3/2	417	417	-	-	-	3.3	1.8	-	5.1	44.1	8.6	1.8	10.4
4/1	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

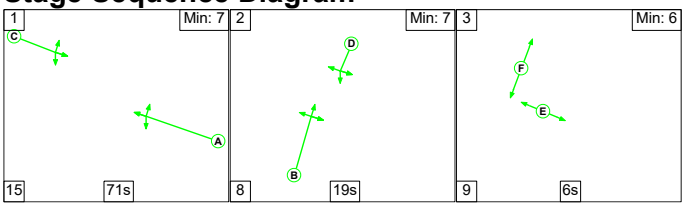
C1 - 14/1099	PRC for Signalled Lanes (%):	49.2	Total Delay for Signalled Lanes (pcuHr):	12.51	Cycle Time (s):	120
C2 - 14/1099	PRC for Signalled Lanes (%):	12.3	Total Delay for Signalled Lanes (pcuHr):	19.39	Cycle Time (s):	120
	PRC Over All Lanes (%):	12.3	Total Delay Over All Lanes(pcuHr):	31.90		

Full Input Data And Results

Scenario 2: '2055 DS VM PM' (FG2: '2055 DS PM', Plan 1: 'AM PEAK')

C1 - 14/1099

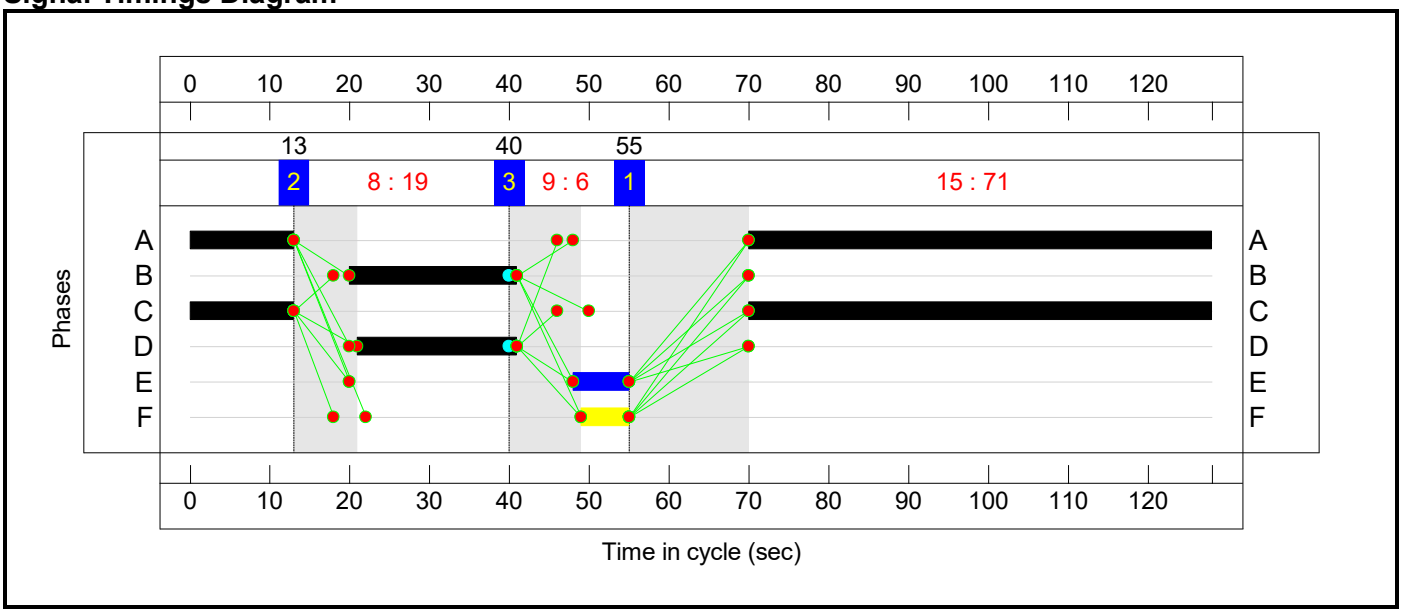
Stage Sequence Diagram



Stage Timings

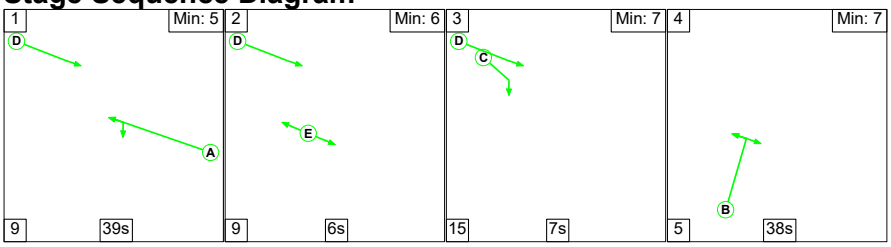
Stage	1	2	3
Duration	71	19	6
Change Point	55	13	40

Signal Timings Diagram



C2 - 14/1099

Stage Sequence Diagram

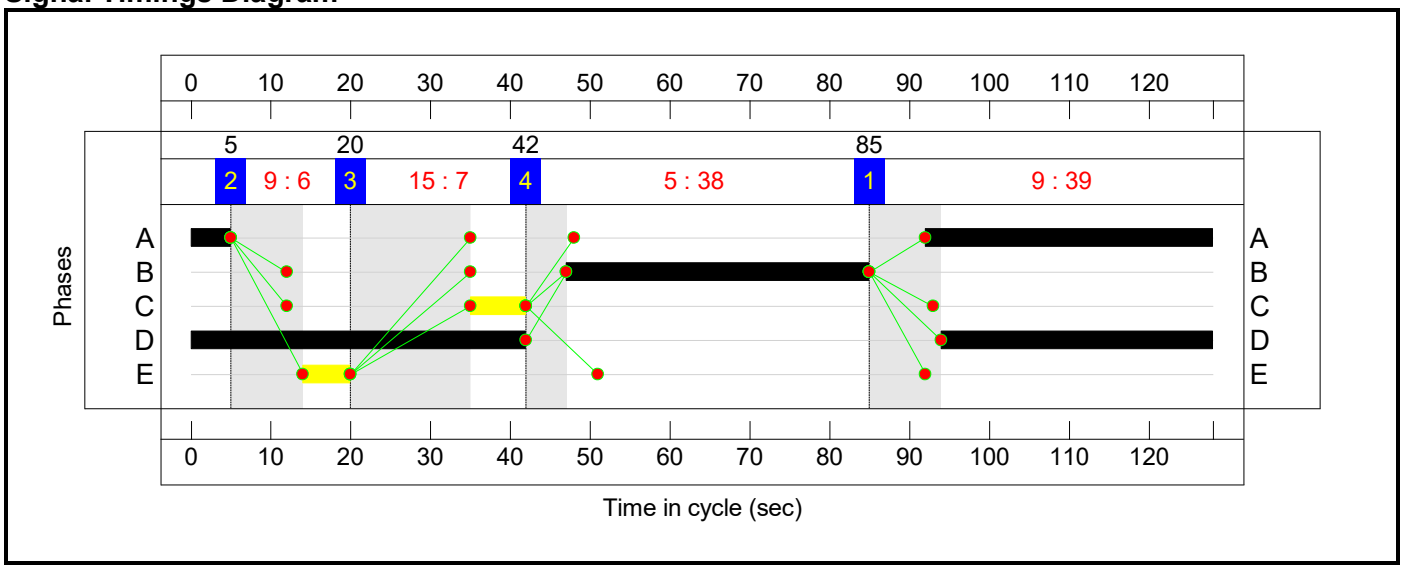


Stage Timings

Stage	1	2	3	4
Duration	39	6	7	38
Change Point	85	5	20	42

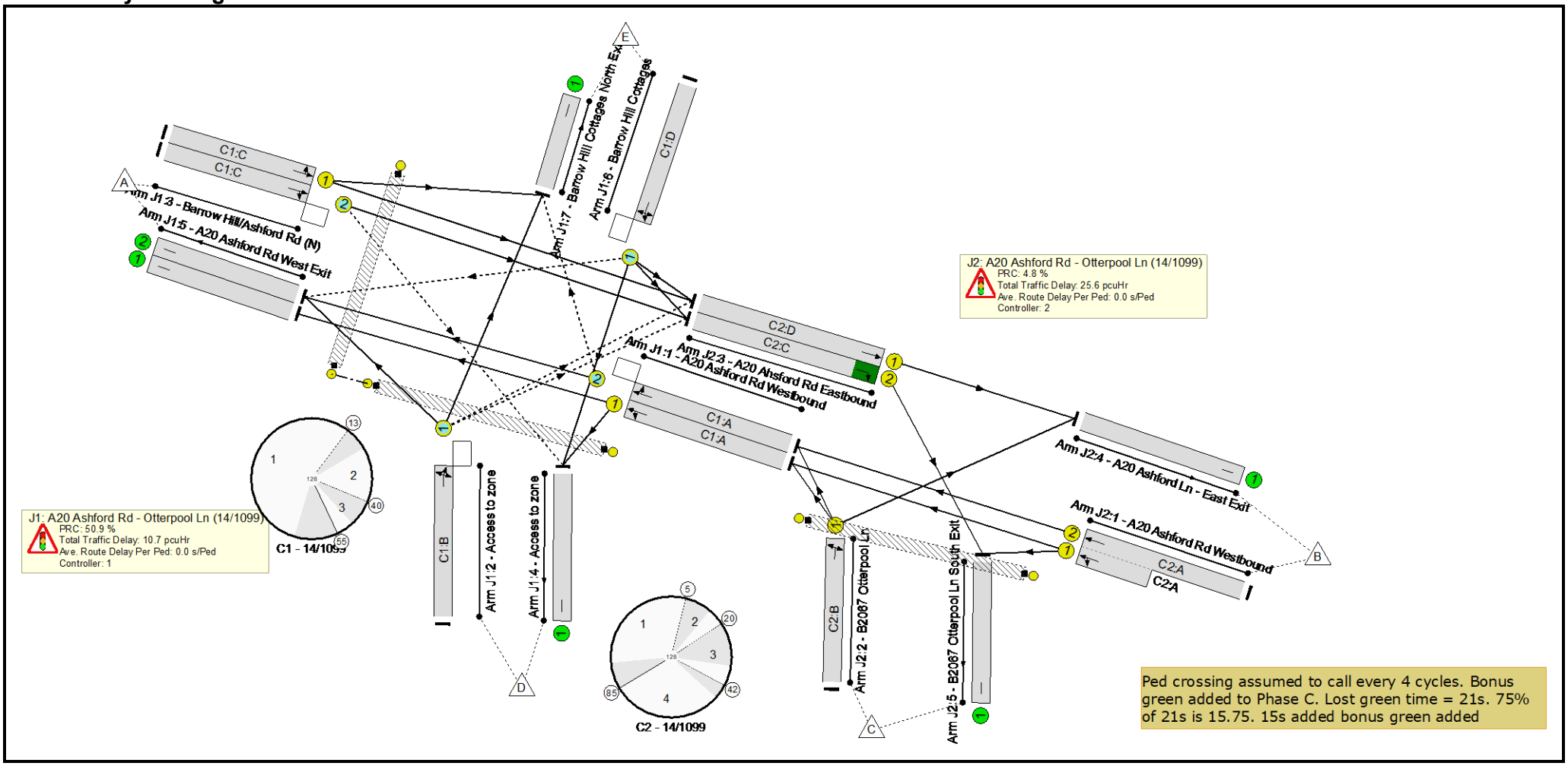
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.8%**
J1: A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.6%**
1/1	A20 Ashford Rd Westbound Left Ahead	U	N/A	N/A	C1:A		1	71	-	445	1762	991	44.9%
1/2	A20 Ashford Rd Westbound Ahead Right	O	N/A	N/A	C1:A		1	71	-	357	2065	1162	30.7%
2/1	Access to zone Left Ahead Right	O	N/A	N/A	C1:B		1	21	-	164	1904	321	51.1%
3/1	Barrow Hill/Ashford Rd (N) Left Ahead	U	N/A	N/A	C1:C		1	71	-	637	1899	1068	59.6%
3/2	Barrow Hill/Ashford Rd (N) Right Ahead	O	N/A	N/A	C1:C		1	71	-	262	1986	706	37.1%
4/1	Access to zone	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
5/1	A20 Ashford Rd West Exit	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
5/2	A20 Ashford Rd West Exit	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
6/1	Barrow Hill Cottages Ahead Right Left	O	N/A	N/A	C1:D		1	20	-	76	1800	295	25.7%
7/1	Barrow Hill Cottages North Exit	U	N/A	N/A	-		-	-	-	91	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:F		1	6	-	0	-	0	0.0%

Full Input Data And Results

J2: A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.8%**
1/2+1/1	A20 Ashford Rd Westbound Ahead Left	U	N/A	N/A	C2:A		1	41	-	671	2065:1762	393+394	85.2 : 85.2%
2/1	B2067 Otterpool Ln Left Right	U	N/A	N/A	C2:B		1	38	-	498	1904	580	85.8%
3/1	A20 Ahsford Rd Eastbound Ahead	U	N/A	N/A	C2:D		1	76	-	582	1899	1142	50.9%
3/2	A20 Ahsford Rd Eastbound Right	U	N/A	N/A	C2:C		1	7	-	289	1986	357	81.0%
4/1	A20 Ashford Ln - East Exit	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
5/1	B2067 Otterpool Ln South Exit	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:E		1	6	-	0	-	0	0.0%

Full Input Data And Results

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: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**253**	**0**	**0**	**25.4**	**10.5**	**0.5**	**36.4**	**-**	**-**	**-**	**-**
J1: A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**253**	**0**	**0**	**7.9**	**2.4**	**0.5**	**10.7**	**-**	**-**	**-**	**-**
1/1	445	445	-	-	-	0.4	0.4	-	0.8	6.3	5.6	0.4	6.0
1/2	357	357	22	0	0	0.1	0.2	0.2	0.4	4.4	0.4	0.2	0.7
2/1	164	164	109	0	0	2.2	0.5	0.1	2.8	61.4	5.3	0.5	5.8
3/1	637	637	-	-	-	3.3	0.7	-	4.0	22.6	14.9	0.7	15.6
3/2	262	262	82	0	0	1.0	0.3	0.2	1.6	21.3	4.7	0.3	5.0
4/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	76	76	40	0	0	1.0	0.2	0.0	1.2	55.2	2.3	0.2	2.5
7/1	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A20 Ashford Rd - Otterpool Ln (14/1099)	**-**	**-**	**0**	**0**	**0**	**17.5**	**8.1**	**0.0**	**25.6**	**-**	**-**	**-**	**-**
1/2+1/1	671	671	-	-	-	6.8	2.8	-	9.5	51.1	15.4	2.8	18.1
2/1	498	498	-	-	-	5.8	2.8	-	8.6	62.4	16.6	2.8	19.4
3/1	582	582	-	-	-	1.7	0.5	-	2.2	13.6	16.4	0.5	16.9
3/2	289	289	-	-	-	3.3	2.0	-	5.3	65.7	7.4	2.0	9.4
4/1	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

C1 - 14/1099	PRC for Signalled Lanes (%):	50.9	Total Delay for Signalled Lanes (pcuHr):	10.72	Cycle Time (s):	128
C2 - 14/1099	PRC for Signalled Lanes (%):	4.8	Total Delay for Signalled Lanes (pcuHr):	25.64	Cycle Time (s):	128
	PRC Over All Lanes (%):	4.8	Total Delay Over All Lanes(pcuHr):	36.36		

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J6 Otterpool Ln Aldington Rd.j11

[redacted]

Report generation date: 17/09/2026 09:24:07

»2025 | | AM
»2025 | | PM
»2055 | DM | AM
»2055 | DM | PM
»2055 | DS | AM
»2055 | DS | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025					
Stream B-C	0.1	6.80	0.07	0.2	7.00	0.15
Stream B-A	0.1	9.03	0.11	0.1	9.39	0.12
Stream C-AB	0.1	7.09	0.12	0.1	7.38	0.08
	2055 - DM					
Stream B-C	0.1	7.19	0.09	0.2	7.51	0.17
Stream B-A	0.3	15.49	0.20	0.3	14.64	0.21
Stream C-AB	7.8	53.25	0.90	3.1	24.96	0.75
	2055 - DS					
Stream B-C	0.5	8.71	0.34	0.5	8.74	0.33
Stream B-A	0.2	12.58	0.19	0.2	12.87	0.19
Stream C-AB	0.5	9.33	0.33	0.7	10.78	0.41

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.

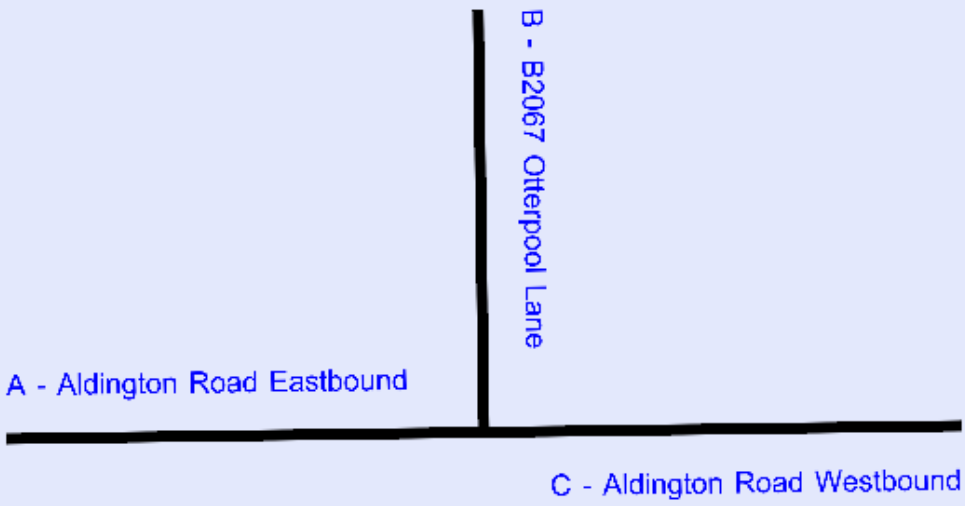
File summary

File Description

Title	J9 Otterpool Park_Base Model
Location	B2067 Otterpool Ln - Aldington Rd
Site number	
Date	09/08/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	For 2050 DM (AM & PM) Scenario following arm structure is followed A - Adlington Rd EB B - Otterpool Ln C - Adlington Rd WB as the arm structure give in forecast flows matrix is not realistic

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	-Hour	perHour



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

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018		AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D15,D16,D17,D18,D19,D20	100.000	100.000

2025 | | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B2067 Otterpool Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.54	A

Arms

Arms

Arm	Name	Description	Arm type
A	Aldington Road Eastbound		Major
B	B2067 Otterpool Lane		Minor
C	Aldington Road Westbound		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 - Aldington Road Westbound	6.17			55.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - B2067 Otterpool Lane	One lane plus flare	10.00	5.25	4.46	4.07	3.69	✓	1.00	32	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	519	0.094	0.237	0.149	0.339
B-C	640	0.097	0.246	-	-
C-B	606	0.233	0.233	-	-

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	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2025	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Aldington Road Eastbound		ONE HOUR	✓	132	100.000
B - B2067 Otterpool Lane		ONE HOUR	✓	84	100.000
C - Aldington Road Westbound		ONE HOUR	✓	96	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	C - Aldington Road Westbound
From	A - Aldington Road Eastbound	0	86	46
	B - B2067 Otterpool Lane	47	0	37
	C - Aldington Road Westbound	35	61	0

Proportions

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	
From	A - Aldington Road Eastbound	0.00	0.65	
	B - B2067 Otterpool Lane	0.56	0.00	
	C - Aldington Road Westbound	0.36	0.64	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	C - Aldington Road Westbound
From	A - Aldington Road Eastbound	0	5	2
	B - B2067 Otterpool Lane	4	0	5
	C - Aldington Road Westbound	3	0	0

Average PCU Per Veh

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	
From	A - Aldington Road Eastbound	1.000	1.050	
	B - B2067 Otterpool Lane	1.040	1.000	
	C - Aldington Road Westbound	1.030	1.000	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Aldington Road Eastbound	07:45-08:00	99	103
	08:00-08:15	119	123
	08:15-08:30	145	151
	08:30-08:45	145	151
	08:45-09:00	119	123
	09:00-09:15	99	103
B - B2067 Otterpool Lane	07:45-08:00	63	66
	08:00-08:15	76	79
	08:15-08:30	92	97
	08:30-08:45	92	97
	08:45-09:00	76	79
	09:00-09:15	63	66
C - Aldington Road Westbound	07:45-08:00	72	73
	08:00-08:15	86	87
	08:15-08:30	106	107
	08:30-08:45	106	107
	08:45-09:00	86	87
	09:00-09:15	72	73

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	6.80	0.1	A	34	51
B-A	0.11	9.03	0.1	A	43	65
C-AB	0.12	7.09	0.1	A	56	84
C-A					32	48
A-B					79	118
A-C					42	63

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	584	0.048	28	0.0	0.0	6.473	A
B-A	35	9	0.00	466	0.076	35	0.0	0.1	8.347	A
C-AB	46	12	0.00	584	0.079	46	0.0	0.1	6.686	A
C-A	26	7	0.00			26				
A-B	65	16	0.00			65				
A-C	35	9	0.00			35				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	578	0.058	33	0.0	0.1	6.606	A
B-A	42	11	0.00	459	0.092	42	0.1	0.1	8.626	A
C-AB	55	14	0.00	580	0.095	55	0.1	0.1	6.857	A
C-A	31	8	0.00			31				
A-B	77	19	0.00			77				
A-C	41	10	0.00			41				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	10	0.00	570	0.071	41	0.1	0.1	6.795	A
B-A	52	13	0.00	450	0.115	52	0.1	0.1	9.024	A
C-AB	68	17	0.00	575	0.118	68	0.1	0.1	7.090	A
C-A	38	10	0.00			38				
A-B	95	24	0.00			95				
A-C	51	13	0.00			51				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	10	0.00	570	0.071	41	0.1	0.1	6.795	A
B-A	52	13	0.00	450	0.115	52	0.1	0.1	9.028	A
C-AB	68	17	0.00	575	0.118	68	0.1	0.1	7.093	A
C-A	38	10	0.00			38				
A-B	95	24	0.00			95				
A-C	51	13	0.00			51				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	578	0.058	33	0.1	0.1	6.611	A
B-A	42	11	0.00	459	0.092	42	0.1	0.1	8.632	A
C-AB	55	14	0.00	580	0.095	55	0.1	0.1	6.860	A
C-A	31	8	0.00			31				
A-B	77	19	0.00			77				
A-C	41	10	0.00			41				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	583	0.048	28	0.1	0.1	6.482	A
B-A	35	9	0.00	466	0.076	35	0.1	0.1	8.363	A
C-AB	46	12	0.00	584	0.079	46	0.1	0.1	6.695	A
C-A	26	7	0.00			26				
A-B	65	16	0.00			65				
A-C	35	9	0.00			35				

2025 | | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B2067 Otterpool Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.28	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2025	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Aldington Road Eastbound		ONE HOUR	✓	193	100.000
B - B2067 Otterpool Lane		ONE HOUR	✓	129	100.000
C - Aldington Road Westbound		ONE HOUR	✓	74	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	C - Aldington Road Westbound
From	A - Aldington Road Eastbound	0	110	83
	B - B2067 Otterpool Lane	49	0	80
	C - Aldington Road Westbound	38	36	0

Proportions

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	
From	A - Aldington Road Eastbound	0.00	0.57	
	B - B2067 Otterpool Lane	0.38	0.00	
	C - Aldington Road Westbound	0.51	0.49	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	C - Aldington Road Westbound
	A - Aldington Road Eastbound	0	2	0
	B - B2067 Otterpool Lane	0	0	3
	C - Aldington Road Westbound	0	6	0

Average PCU Per Veh

	To		
From		A - Aldington Road Eastbound	B - B2067 Otterpool Lane
	A - Aldington Road Eastbound	1.000	1.020
	B - B2067 Otterpool Lane	1.000	1.000
	C - Aldington Road Westbound	1.000	1.060

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Aldington Road Eastbound	16:45-17:00	145	147
	17:00-17:15	174	175
	17:15-17:30	212	215
	17:30-17:45	212	215
	17:45-18:00	174	175
	18:00-18:15	145	147
B - B2067 Otterpool Lane	16:45-17:00	97	99
	17:00-17:15	116	118
	17:15-17:30	142	145
	17:30-17:45	142	145
	17:45-18:00	116	118
	18:00-18:15	97	99
C - Aldington Road Westbound	16:45-17:00	56	57
	17:00-17:15	67	68
	17:15-17:30	81	84
	17:30-17:45	81	84
	17:45-18:00	67	68
	18:00-18:15	56	57

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.15	7.00	0.2	A	73	110
B-A	0.12	9.39	0.1	A	45	67
C-AB	0.08	7.38	0.1	A	33	50
C-A					35	52
A-B					101	151
A-C					76	114

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	0.00	621	0.097	60	0.0	0.1	6.412	A
B-A	37	9	0.00	454	0.081	37	0.0	0.1	8.608	A
C-AB	27	7	0.00	541	0.050	27	0.0	0.1	7.001	A
C-A	29	7	0.00			29				
A-B	83	21	0.00			83				
A-C	62	16	0.00			62				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	0.00	613	0.117	72	0.1	0.1	6.652	A
B-A	44	11	0.00	447	0.098	44	0.1	0.1	8.923	A
C-AB	33	8	0.00	535	0.061	32	0.1	0.1	7.157	A
C-A	34	9	0.00			34				
A-B	99	25	0.00			99				
A-C	75	19	0.00			75				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	0.00	602	0.146	88	0.1	0.2	7.001	A
B-A	54	13	0.00	437	0.123	54	0.1	0.1	9.385	A
C-AB	40	10	0.00	528	0.076	40	0.1	0.1	7.375	A
C-A	42	10	0.00			42				
A-B	121	30	0.00			121				
A-C	91	23	0.00			91				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	0.00	602	0.146	88	0.2	0.2	7.004	A
B-A	54	13	0.00	437	0.123	54	0.1	0.1	9.391	A
C-AB	40	10	0.00	528	0.076	40	0.1	0.1	7.375	A
C-A	42	10	0.00			42				
A-B	121	30	0.00			121				
A-C	91	23	0.00			91				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	0.00	613	0.117	72	0.2	0.1	6.658	A
B-A	44	11	0.00	447	0.098	44	0.1	0.1	8.933	A
C-AB	33	8	0.00	535	0.061	33	0.1	0.1	7.159	A
C-A	34	9	0.00			34				
A-B	99	25	0.00			99				
A-C	75	19	0.00			75				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	0.00	621	0.097	60	0.1	0.1	6.426	A
B-A	37	9	0.00	454	0.081	37	0.1	0.1	8.625	A
C-AB	27	7	0.00	541	0.050	27	0.1	0.1	7.010	A
C-A	29	7	0.00			29				
A-B	83	21	0.00			83				
A-C	62	16	0.00			62				

2055 | DM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B2067 Otterpool Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		35.50	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	35.50	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2055	DM	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Aldington Road Eastbound		ONE HOUR	✓	154	100.000
B - B2067 Otterpool Lane		ONE HOUR	✓	97	100.000
C - Aldington Road Westbound		ONE HOUR	✓	506	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	C - Aldington Road Westbound
From	A - Aldington Road Eastbound	0	101	53
	B - B2067 Otterpool Lane	54	0	43
	C - Aldington Road Westbound	42	464	0

Proportions

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	
From	A - Aldington Road Eastbound	0.00	0.66	
	B - B2067 Otterpool Lane	0.56	0.00	
	C - Aldington Road Westbound	0.08	0.92	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	C - Aldington Road Westbound
	A - Aldington Road Eastbound	0	5	2
	B - B2067 Otterpool Lane	4	0	5
	C - Aldington Road Westbound	3	0	0

Average PCU Per Veh

	To		
From		A - Aldington Road Eastbound	B - B2067 Otterpool Lane
	A - Aldington Road Eastbound	1.000	1.046
	B - B2067 Otterpool Lane	1.043	1.000
	C - Aldington Road Westbound	1.028	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Aldington Road Eastbound	07:45-08:00	116	120
	08:00-08:15	138	144
	08:15-08:30	170	176
	08:30-08:45	170	176
	08:45-09:00	138	144
	09:00-09:15	116	120
B - B2067 Otterpool Lane	07:45-08:00	73	77
	08:00-08:15	87	91
	08:15-08:30	107	112
	08:30-08:45	107	112
	08:45-09:00	87	91
	09:00-09:15	73	77
C - Aldington Road Westbound	07:45-08:00	381	382
	08:00-08:15	455	456
	08:15-08:30	557	558
	08:30-08:45	557	558
	08:45-09:00	455	456
	09:00-09:15	381	382

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.09	7.19	0.1	A	39	59
B-A	0.20	15.49	0.3	C	50	74
C-AB	0.90	53.25	7.8	F	449	673
C-A					15	23
A-B					93	139
A-C					49	73

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	0.00	573	0.056	32	0.0	0.1	6.648	A
B-A	41	10	0.00	363	0.112	40	0.0	0.1	11.150	B
C-AB	361	90	0.00	597	0.605	355	0.0	1.5	14.555	B
C-A	20	5	0.00			20				
A-B	76	19	0.00			76				
A-C	40	10	0.00			40				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	10	0.00	564	0.069	39	0.1	0.1	6.852	A
B-A	49	12	0.00	335	0.145	48	0.1	0.2	12.572	B
C-AB	437	109	0.00	600	0.729	433	1.5	2.6	21.093	C
C-A	18	4	0.00			18				
A-B	91	23	0.00			91				
A-C	48	12	0.00			48				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	12	0.00	549	0.086	47	0.1	0.1	7.179	A
B-A	59	15	0.00	297	0.200	59	0.2	0.2	15.122	C
C-AB	549	137	0.00	606	0.905	532	2.6	6.8	41.982	E
C-A	8	2	0.00			8				
A-B	111	28	0.00			111				
A-C	58	15	0.00			58				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	12	0.00	548	0.086	47	0.1	0.1	7.195	A
B-A	59	15	0.00	292	0.204	59	0.2	0.3	15.489	C
C-AB	549	137	0.00	607	0.905	544	6.8	7.8	53.255	F
C-A	8	2	0.00			8				
A-B	111	28	0.00			111				
A-C	58	15	0.00			58				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	10	0.00	563	0.069	39	0.1	0.1	6.870	A
B-A	49	12	0.00	327	0.149	49	0.3	0.2	12.963	B
C-AB	437	109	0.00	600	0.729	456	7.8	3.1	27.879	D
C-A	18	4	0.00			18				
A-B	91	23	0.00			91				
A-C	48	12	0.00			48				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	0.00	572	0.057	32	0.1	0.1	6.666	A
B-A	41	10	0.00	359	0.113	41	0.2	0.1	11.327	B
C-AB	361	90	0.00	597	0.604	367	3.1	1.6	16.018	C
C-A	20	5	0.00			20				
A-B	76	19	0.00			76				
A-C	40	10	0.00			40				

2055 | DM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B2067 Otterpool Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		14.23	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.23	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2055	DM	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Aldington Road Eastbound		ONE HOUR	✓	225	100.000
B - B2067 Otterpool Lane		ONE HOUR	✓	150	100.000
C - Aldington Road Westbound		ONE HOUR	✓	416	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	C - Aldington Road Westbound
From	A - Aldington Road Eastbound	0	129	96
	B - B2067 Otterpool Lane	58	0	92
	C - Aldington Road Westbound	44	372	0

Proportions

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	
From	A - Aldington Road Eastbound	0.00	0.57	
	B - B2067 Otterpool Lane	0.39	0.00	
	C - Aldington Road Westbound	0.11	0.89	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	C - Aldington Road Westbound
	A - Aldington Road Eastbound	0	2	0
	B - B2067 Otterpool Lane	0	0	3
	C - Aldington Road Westbound	0	1	0

Average PCU Per Veh

	To		
From		A - Aldington Road Eastbound	B - B2067 Otterpool Lane
	A - Aldington Road Eastbound	1.000	1.018
	B - B2067 Otterpool Lane	1.000	1.000
	C - Aldington Road Westbound	1.000	1.006

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Aldington Road Eastbound	16:45-17:00	169	171
	17:00-17:15	202	204
	17:15-17:30	248	250
	17:30-17:45	248	250
	17:45-18:00	202	204
	18:00-18:15	169	171
B - B2067 Otterpool Lane	16:45-17:00	113	115
	17:00-17:15	135	137
	17:15-17:30	165	168
	17:30-17:45	165	168
	17:45-18:00	135	137
	18:00-18:15	113	115
C - Aldington Road Westbound	16:45-17:00	313	315
	17:00-17:15	374	376
	17:15-17:30	458	461
	17:30-17:45	458	461
	17:45-18:00	374	376
	18:00-18:15	313	315

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	7.51	0.2	A	84	127
B-A	0.21	14.64	0.3	B	53	80
C-AB	0.75	24.96	3.1	C	358	537
C-A					24	35
A-B					118	178
A-C					88	132

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	17	0.00	612	0.113	69	0.0	0.1	6.623	A
B-A	44	11	0.00	370	0.118	43	0.0	0.1	10.990	B
C-AB	288	72	0.00	579	0.498	284	0.0	1.0	12.072	B
C-A	25	6	0.00			25				
A-B	97	24	0.00			97				
A-C	72	18	0.00			72				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	600	0.138	83	0.1	0.2	6.958	A
B-A	52	13	0.00	345	0.151	52	0.1	0.2	12.266	B
C-AB	349	87	0.00	579	0.603	347	1.0	1.5	15.407	C
C-A	25	6	0.00			25				
A-B	116	29	0.00			116				
A-C	86	22	0.00			86				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	0.00	581	0.174	101	0.2	0.2	7.499	A
B-A	64	16	0.00	311	0.205	64	0.2	0.3	14.503	B
C-AB	437	109	0.00	581	0.753	431	1.5	2.9	23.435	C
C-A	21	5	0.00			21				
A-B	142	36	0.00			142				
A-C	106	26	0.00			106				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	0.00	580	0.175	101	0.2	0.2	7.514	A
B-A	64	16	0.00	310	0.206	64	0.3	0.3	14.637	B
C-AB	437	109	0.00	581	0.753	437	2.9	3.1	24.959	C
C-A	21	5	0.00			21				
A-B	142	36	0.00			142				
A-C	106	26	0.00			106				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	599	0.138	83	0.2	0.2	6.979	A
B-A	52	13	0.00	343	0.152	52	0.3	0.2	12.409	B
C-AB	349	87	0.00	579	0.603	355	3.1	1.7	16.485	C
C-A	25	6	0.00			25				
A-B	116	29	0.00			116				
A-C	86	22	0.00			86				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	17	0.00	611	0.113	69	0.2	0.1	6.649	A
B-A	44	11	0.00	368	0.119	44	0.2	0.1	11.103	B
C-AB	288	72	0.00	579	0.498	291	1.7	1.1	12.604	B
C-A	25	6	0.00			25				
A-B	97	24	0.00			97				
A-C	72	18	0.00			72				

2055 | DS | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B2067 Otterpool Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.47	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2055	DS	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Aldington Road Eastbound		ONE HOUR	✓	160	100.000
B - B2067 Otterpool Lane		ONE HOUR	✓	257	100.000
C - Aldington Road Westbound		ONE HOUR	✓	211	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	C - Aldington Road Westbound
From	A - Aldington Road Eastbound	0	103	57
	B - B2067 Otterpool Lane	60	0	197
	C - Aldington Road Westbound	41	170	0

Proportions

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	
From	A - Aldington Road Eastbound	0.00	0.64	
	B - B2067 Otterpool Lane	0.23	0.00	
	C - Aldington Road Westbound	0.19	0.81	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	C - Aldington Road Westbound
	A - Aldington Road Eastbound	0	5	2
	B - B2067 Otterpool Lane	4	0	1
	C - Aldington Road Westbound	3	0	0

Average PCU Per Veh

	To		
From		A - Aldington Road Eastbound	B - B2067 Otterpool Lane
	A - Aldington Road Eastbound	1.000	1.045
	B - B2067 Otterpool Lane	1.039	1.000
	C - Aldington Road Westbound	1.028	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Aldington Road Eastbound	07:45-08:00	120	125
	08:00-08:15	144	149
	08:15-08:30	176	183
	08:30-08:45	176	183
	08:45-09:00	144	149
	09:00-09:15	120	125
B - B2067 Otterpool Lane	07:45-08:00	193	197
	08:00-08:15	231	235
	08:15-08:30	283	288
	08:30-08:45	283	288
	08:45-09:00	231	235
	09:00-09:15	193	197
C - Aldington Road Westbound	07:45-08:00	159	160
	08:00-08:15	190	191
	08:15-08:30	232	234
	08:30-08:45	232	234
	08:45-09:00	190	191
	09:00-09:15	159	160

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.34	8.71	0.5	A	181	271
B-A	0.19	12.58	0.2	B	55	83
C-AB	0.33	9.33	0.5	A	159	239
C-A					35	52
A-B					95	142
A-C					52	78

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	37	0.00	656	0.226	147	0.0	0.3	7.060	A
B-A	45	11	0.00	389	0.116	45	0.0	0.1	10.442	B
C-AB	130	32	0.00	584	0.222	128	0.0	0.3	7.889	A
C-A	29	7	0.00			29				
A-B	78	19	0.00			78				
A-C	43	11	0.00			43				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	177	44	0.00	646	0.274	177	0.3	0.4	7.670	A
B-A	54	13	0.00	374	0.144	54	0.1	0.2	11.227	B
C-AB	155	39	0.00	581	0.268	155	0.3	0.4	8.449	A
C-A	34	9	0.00			34				
A-B	93	23	0.00			93				
A-C	51	13	0.00			51				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	217	54	0.00	631	0.344	216	0.4	0.5	8.679	A
B-A	66	17	0.00	352	0.187	66	0.2	0.2	12.549	B
C-AB	192	48	0.00	578	0.332	192	0.4	0.5	9.299	A
C-A	40	10	0.00			40				
A-B	113	28	0.00			113				
A-C	63	16	0.00			63				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	217	54	0.00	630	0.344	217	0.5	0.5	8.708	A
B-A	66	17	0.00	352	0.188	66	0.2	0.2	12.580	B
C-AB	192	48	0.00	578	0.332	192	0.5	0.5	9.326	A
C-A	40	10	0.00			40				
A-B	113	28	0.00			113				
A-C	63	16	0.00			63				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	177	44	0.00	645	0.274	178	0.5	0.4	7.704	A
B-A	54	13	0.00	374	0.144	54	0.2	0.2	11.266	B
C-AB	155	39	0.00	581	0.268	156	0.5	0.4	8.484	A
C-A	34	9	0.00			34				
A-B	93	23	0.00			93				
A-C	51	13	0.00			51				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	37	0.00	655	0.226	149	0.4	0.3	7.111	A
B-A	45	11	0.00	388	0.116	45	0.2	0.1	10.498	B
C-AB	130	32	0.00	584	0.222	130	0.4	0.3	7.940	A
C-A	29	7	0.00			29				
A-B	78	19	0.00			78				
A-C	43	11	0.00			43				

2055 | DS | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B2067 Otterpool Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2055	DS	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Aldington Road Eastbound		ONE HOUR	✓	229	100.000
B - B2067 Otterpool Lane		ONE HOUR	✓	244	100.000
C - Aldington Road Westbound		ONE HOUR	✓	247	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	C - Aldington Road Westbound
From	A - Aldington Road Eastbound	0	133	96
	B - B2067 Otterpool Lane	60	0	184
	C - Aldington Road Westbound	48	199	0

Proportions

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	
From	A - Aldington Road Eastbound	0.00	0.58	
	B - B2067 Otterpool Lane	0.25	0.00	
	C - Aldington Road Westbound	0.19	0.81	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	C - Aldington Road Westbound
	A - Aldington Road Eastbound	0	2	0
	B - B2067 Otterpool Lane	0	0	1
	C - Aldington Road Westbound	0	1	0

Average PCU Per Veh

	To		
From		A - Aldington Road Eastbound	B - B2067 Otterpool Lane
	A - Aldington Road Eastbound	1.000	1.018
	B - B2067 Otterpool Lane	1.000	1.000
	C - Aldington Road Westbound	1.000	1.012

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Aldington Road Eastbound	16:45-17:00	172	174
	17:00-17:15	206	208
	17:15-17:30	252	255
	17:30-17:45	252	255
	17:45-18:00	206	208
	18:00-18:15	172	174
B - B2067 Otterpool Lane	16:45-17:00	184	185
	17:00-17:15	219	221
	17:15-17:30	269	271
	17:30-17:45	269	271
	17:45-18:00	219	221
	18:00-18:15	184	185
C - Aldington Road Westbound	16:45-17:00	186	188
	17:00-17:15	222	224
	17:15-17:30	272	275
	17:30-17:45	272	275
	17:45-18:00	222	224
	18:00-18:15	186	188

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.33	8.74	0.5	A	169	253
B-A	0.19	12.87	0.2	B	55	83
C-AB	0.41	10.78	0.7	B	188	282
C-A					39	58
A-B					122	183
A-C					88	132

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	0.00	645	0.215	137	0.0	0.3	7.079	A
B-A	45	11	0.00	390	0.116	45	0.0	0.1	10.416	B
C-AB	152	38	0.00	569	0.268	151	0.0	0.4	8.594	A
C-A	33	8	0.00			33				
A-B	100	25	0.00			100				
A-C	72	18	0.00			72				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	165	41	0.00	633	0.261	165	0.3	0.3	7.690	A
B-A	54	13	0.00	372	0.145	54	0.1	0.2	11.307	B
C-AB	184	46	0.00	565	0.325	183	0.4	0.5	9.413	A
C-A	39	10	0.00			39				
A-B	120	30	0.00			120				
A-C	86	22	0.00			86				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	615	0.330	202	0.3	0.5	8.713	A
B-A	66	17	0.00	346	0.191	66	0.2	0.2	12.834	B
C-AB	228	57	0.00	562	0.406	227	0.5	0.7	10.732	B
C-A	44	11	0.00			44				
A-B	146	37	0.00			146				
A-C	106	26	0.00			106				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	614	0.330	203	0.5	0.5	8.741	A
B-A	66	17	0.00	346	0.191	66	0.2	0.2	12.871	B
C-AB	228	57	0.00	562	0.406	228	0.7	0.7	10.784	B
C-A	44	11	0.00			44				
A-B	146	37	0.00			146				
A-C	106	26	0.00			106				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	165	41	0.00	632	0.262	166	0.5	0.4	7.724	A
B-A	54	13	0.00	372	0.145	54	0.2	0.2	11.351	B
C-AB	184	46	0.00	565	0.325	184	0.7	0.5	9.476	A
C-A	39	10	0.00			39				
A-B	120	30	0.00			120				
A-C	86	22	0.00			86				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	0.00	644	0.215	139	0.4	0.3	7.124	A
B-A	45	11	0.00	389	0.116	45	0.2	0.1	10.475	B
C-AB	152	38	0.00	568	0.268	153	0.5	0.4	8.675	A
C-A	33	8	0.00			33				
A-B	100	25	0.00			100				
A-C	72	18	0.00			72				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J6 Otterpool Ln_Aldington Rd.j11

[redacted]

Report generation date: 17/09/2026 10:33:02

»2055 | DS VM | AM
»2055 | DS VM | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2055 - DS VM					
Stream B-C	0.6	8.95	0.36	0.5	8.86	0.34
Stream B-A	0.2	12.82	0.19	0.2	13.16	0.19
Stream C-AB	0.5	9.43	0.34	0.8	11.25	0.43

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.

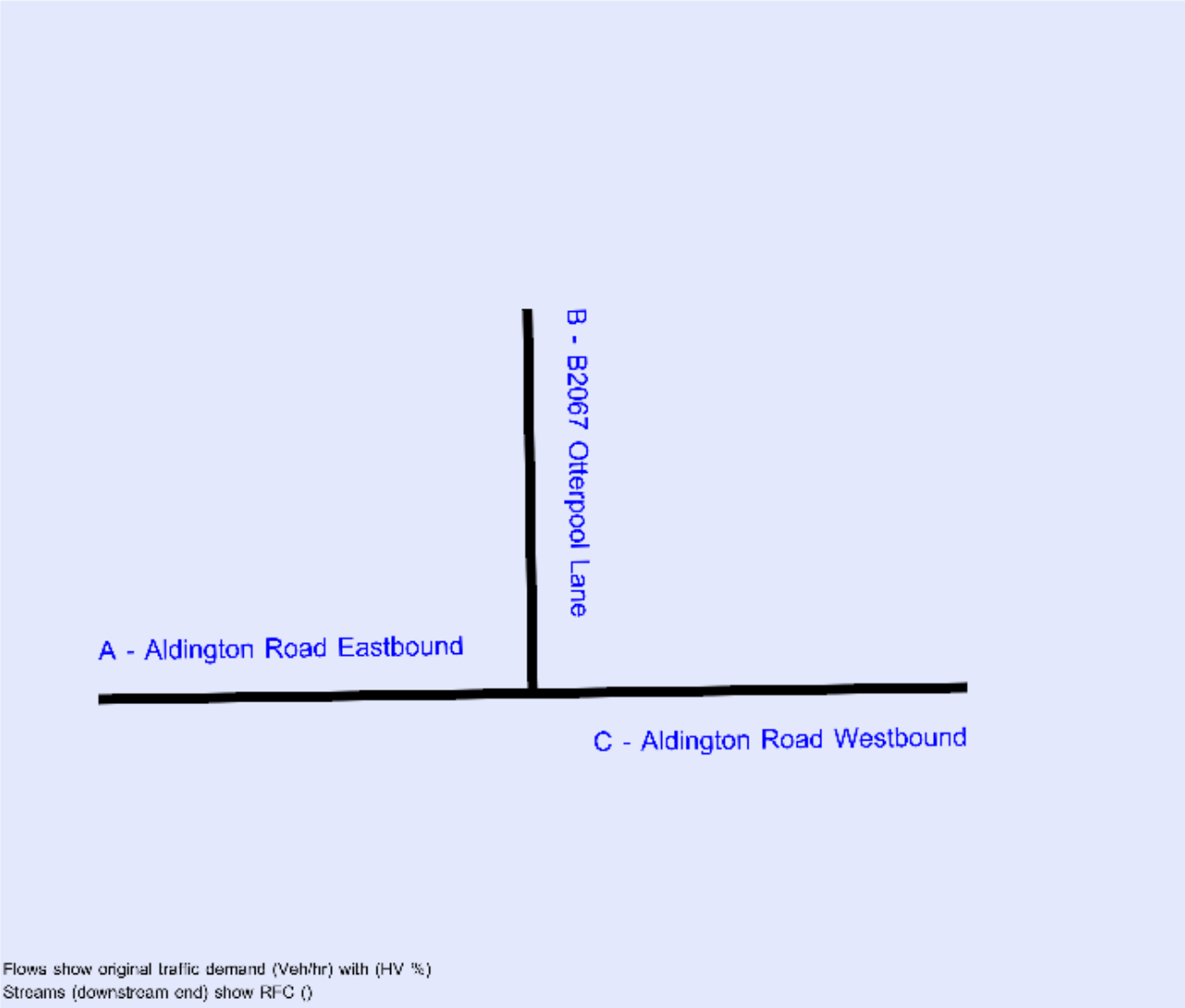
File summary

File Description

Title	J9 Otterpool Park_Base Model
Location	B2067 Otterpool Ln - Aldington Rd
Site number	
Date	09/08/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	For 2050 DM (AM & PM) Scenario following arm structure is followed A - Adlington Rd EB B - Otterpool Ln C - Adlington Rd WB as the arm structure give in forecast flows matrix is not realistic

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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018		AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS VM	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS VM	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D19, D20	100.000	100.000

2055 | DS VM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B2067 Otterpool Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.65	A

Arms

Arms

Arm	Name	Description	Arm type
A	Aldington Road Eastbound		Major
B	B2067 Otterpool Lane		Minor
C	Aldington Road Westbound		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 - Aldington Road Westbound	6.17			55.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - B2067 Otterpool Lane	One lane plus flare	10.00	5.25	4.46	4.07	3.69	✓	1.00	32	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	467	0.084	0.213	0.134	0.305
B-C	707	0.108	0.272	-	-
C-B	606	0.233	0.233	-	-

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	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2055	DS VM	AM	J9 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Aldington Road Eastbound		ONE HOUR	✓	161	100.000
B - B2067 Otterpool Lane		ONE HOUR	✓	268	100.000
C - Aldington Road Westbound		ONE HOUR	✓	215	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	C - Aldington Road Westbound
From	A - Aldington Road Eastbound	0	103	58
	B - B2067 Otterpool Lane	61	0	207
	C - Aldington Road Westbound	41	174	0

Proportions

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	
From	A - Aldington Road Eastbound	0.00	0.64	
	B - B2067 Otterpool Lane	0.23	0.00	
	C - Aldington Road Westbound	0.19	0.81	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	C - Aldington Road Westbound
From	A - Aldington Road Eastbound	0	5	2
	B - B2067 Otterpool Lane	4	0	1
	C - Aldington Road Westbound	3	0	0

Average PCU Per Veh

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	
From	A - Aldington Road Eastbound	1.000	1.045	
	B - B2067 Otterpool Lane	1.038	1.000	
	C - Aldington Road Westbound	1.028	1.000	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Aldington Road Eastbound	07:45-08:00	121	126
	08:00-08:15	145	150
	08:15-08:30	177	184
	08:30-08:45	177	184
	08:45-09:00	145	150
	09:00-09:15	121	126
B - B2067 Otterpool Lane	07:45-08:00	202	205
	08:00-08:15	241	245
	08:15-08:30	295	300
	08:30-08:45	295	300
	08:45-09:00	241	245
	09:00-09:15	202	205
C - Aldington Road Westbound	07:45-08:00	162	163
	08:00-08:15	193	194
	08:15-08:30	237	238
	08:30-08:45	237	238
	08:45-09:00	193	194
	09:00-09:15	162	163

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.36	8.95	0.6	A	190	285
B-A	0.19	12.82	0.2	B	56	84
C-AB	0.34	9.43	0.5	A	163	244
C-A					34	52
A-B					95	142
A-C					53	80

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	156	39	0.00	657	0.237	155	0.0	0.3	7.153	A
B-A	46	11	0.00	387	0.119	45	0.0	0.1	10.536	B
C-AB	133	33	0.00	584	0.227	131	0.0	0.3	7.944	A
C-A	29	7	0.00			29				
A-B	78	19	0.00			78				
A-C	44	11	0.00			44				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	186	47	0.00	646	0.288	186	0.3	0.4	7.811	A
B-A	55	14	0.00	371	0.148	55	0.1	0.2	11.361	B
C-AB	159	40	0.00	581	0.274	159	0.3	0.4	8.523	A
C-A	34	9	0.00			34				
A-B	93	23	0.00			93				
A-C	52	13	0.00			52				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	228	57	0.00	630	0.362	227	0.4	0.6	8.916	A
B-A	67	17	0.00	348	0.193	67	0.2	0.2	12.781	B
C-AB	197	49	0.00	578	0.340	196	0.4	0.5	9.408	A
C-A	40	10	0.00			40				
A-B	113	28	0.00			113				
A-C	64	16	0.00			64				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	228	57	0.00	630	0.362	228	0.6	0.6	8.950	A
B-A	67	17	0.00	348	0.193	67	0.2	0.2	12.816	B
C-AB	197	49	0.00	578	0.340	197	0.5	0.5	9.435	A
C-A	40	10	0.00			40				
A-B	113	28	0.00			113				
A-C	64	16	0.00			64				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	186	47	0.00	646	0.288	187	0.6	0.4	7.850	A
B-A	55	14	0.00	371	0.148	55	0.2	0.2	11.403	B
C-AB	159	40	0.00	581	0.274	160	0.5	0.4	8.560	A
C-A	34	9	0.00			34				
A-B	93	23	0.00			93				
A-C	52	13	0.00			52				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	156	39	0.00	656	0.238	156	0.4	0.3	7.206	A
B-A	46	11	0.00	386	0.119	46	0.2	0.1	10.595	B
C-AB	133	33	0.00	584	0.227	133	0.4	0.3	7.997	A
C-A	29	7	0.00			29				
A-B	78	19	0.00			78				
A-C	44	11	0.00			44				

2055 | DS VM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - B2067 Otterpool Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.65	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2055	DS VM	PM	J9 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Aldington Road Eastbound		ONE HOUR	✓	230	100.000
B - B2067 Otterpool Lane		ONE HOUR	✓	249	100.000
C - Aldington Road Westbound		ONE HOUR	✓	261	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	C - Aldington Road Westbound
From	A - Aldington Road Eastbound	0	134	96
	B - B2067 Otterpool Lane	60	0	189
	C - Aldington Road Westbound	49	212	0

Proportions

		To		
		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	
From	A - Aldington Road Eastbound	0.00	0.58	
	B - B2067 Otterpool Lane	0.24	0.00	
	C - Aldington Road Westbound	0.19	0.81	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Aldington Road Eastbound	B - B2067 Otterpool Lane	C - Aldington Road Westbound
	A - Aldington Road Eastbound	0	2	0
	B - B2067 Otterpool Lane	0	0	1
	C - Aldington Road Westbound	0	1	0

Average PCU Per Veh

	To		
From		A - Aldington Road Eastbound	B - B2067 Otterpool Lane
	A - Aldington Road Eastbound	1.000	1.017
	B - B2067 Otterpool Lane	1.000	1.000
	C - Aldington Road Westbound	1.000	1.011

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Aldington Road Eastbound	16:45-17:00	173	175
	17:00-17:15	207	209
	17:15-17:30	253	256
	17:30-17:45	253	256
	17:45-18:00	207	209
	18:00-18:15	173	175
B - B2067 Otterpool Lane	16:45-17:00	187	189
	17:00-17:15	224	226
	17:15-17:30	274	277
	17:30-17:45	274	277
	17:45-18:00	224	226
	18:00-18:15	187	189
C - Aldington Road Westbound	16:45-17:00	196	198
	17:00-17:15	235	237
	17:15-17:30	287	290
	17:30-17:45	287	290
	17:45-18:00	235	237
	18:00-18:15	196	198

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.34	8.86	0.5	A	173	260
B-A	0.19	13.16	0.2	B	55	83
C-AB	0.43	11.25	0.8	B	201	301
C-A					39	58
A-B					123	184
A-C					88	132

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	142	36	0.00	646	0.220	141	0.0	0.3	7.118	A
B-A	45	11	0.00	386	0.117	45	0.0	0.1	10.539	B
C-AB	163	41	0.00	570	0.286	161	0.0	0.4	8.780	A
C-A	34	8	0.00			34				
A-B	101	25	0.00			101				
A-C	72	18	0.00			72				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	170	42	0.00	633	0.268	170	0.3	0.4	7.756	A
B-A	54	13	0.00	367	0.147	54	0.1	0.2	11.481	B
C-AB	196	49	0.00	567	0.346	195	0.4	0.5	9.689	A
C-A	39	10	0.00			39				
A-B	120	30	0.00			120				
A-C	86	22	0.00			86				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	208	52	0.00	615	0.338	208	0.4	0.5	8.827	A
B-A	66	17	0.00	340	0.194	66	0.2	0.2	13.113	B
C-AB	244	61	0.00	564	0.432	243	0.5	0.8	11.182	B
C-A	44	11	0.00			44				
A-B	148	37	0.00			148				
A-C	106	26	0.00			106				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	208	52	0.00	615	0.339	208	0.5	0.5	8.857	A
B-A	66	17	0.00	340	0.194	66	0.2	0.2	13.156	B
C-AB	244	61	0.00	564	0.432	244	0.8	0.8	11.247	B
C-A	44	11	0.00			44				
A-B	148	37	0.00			148				
A-C	106	26	0.00			106				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	170	42	0.00	633	0.268	170	0.5	0.4	7.791	A
B-A	54	13	0.00	367	0.147	54	0.2	0.2	11.533	B
C-AB	196	49	0.00	566	0.346	197	0.8	0.6	9.767	A
C-A	39	10	0.00			39				
A-B	120	30	0.00			120				
A-C	86	22	0.00			86				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	142	36	0.00	645	0.221	143	0.4	0.3	7.167	A
B-A	45	11	0.00	385	0.117	45	0.2	0.1	10.602	B
C-AB	163	41	0.00	570	0.286	163	0.6	0.4	8.872	A
C-A	34	8	0.00			34				
A-B	101	25	0.00			101				
A-C	72	18	0.00			72				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J7a_A20_Hythe Road Base.j11

[redacted]

Report generation date: 17/09/2026 09:25:39

»2025 | | AM
»2025 | | PM
»2055 | DM | AM
»2055 | DM | PM
»2055 | DS | AM
»2055 | DS | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025					
Stream B-C	0.6	17.35	0.36	0.4	15.45	0.29
Stream B-A	2.5	34.44	0.72	2.5	34.08	0.72
Stream C-AB	0.2	7.02	0.14	0.3	7.47	0.22
	2055 - DM					
Stream B-C	47.0	1537.13	1.29	45.2	1950.46	1.37
Stream B-A	108.5	1509.61	1.29	130.0	1911.08	1.38
Stream C-AB	0.4	9.73	0.27	0.6	11.93	0.38
	2055 - DS					
Stream B-C	163.3	6274.75	2.25	363.6	6803.86	2.38
Stream B-A	541.0	6242.34	2.26	269.5	6811.75	2.38
Stream C-AB	1.1	13.17	0.52	9.2	62.13	0.89

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.

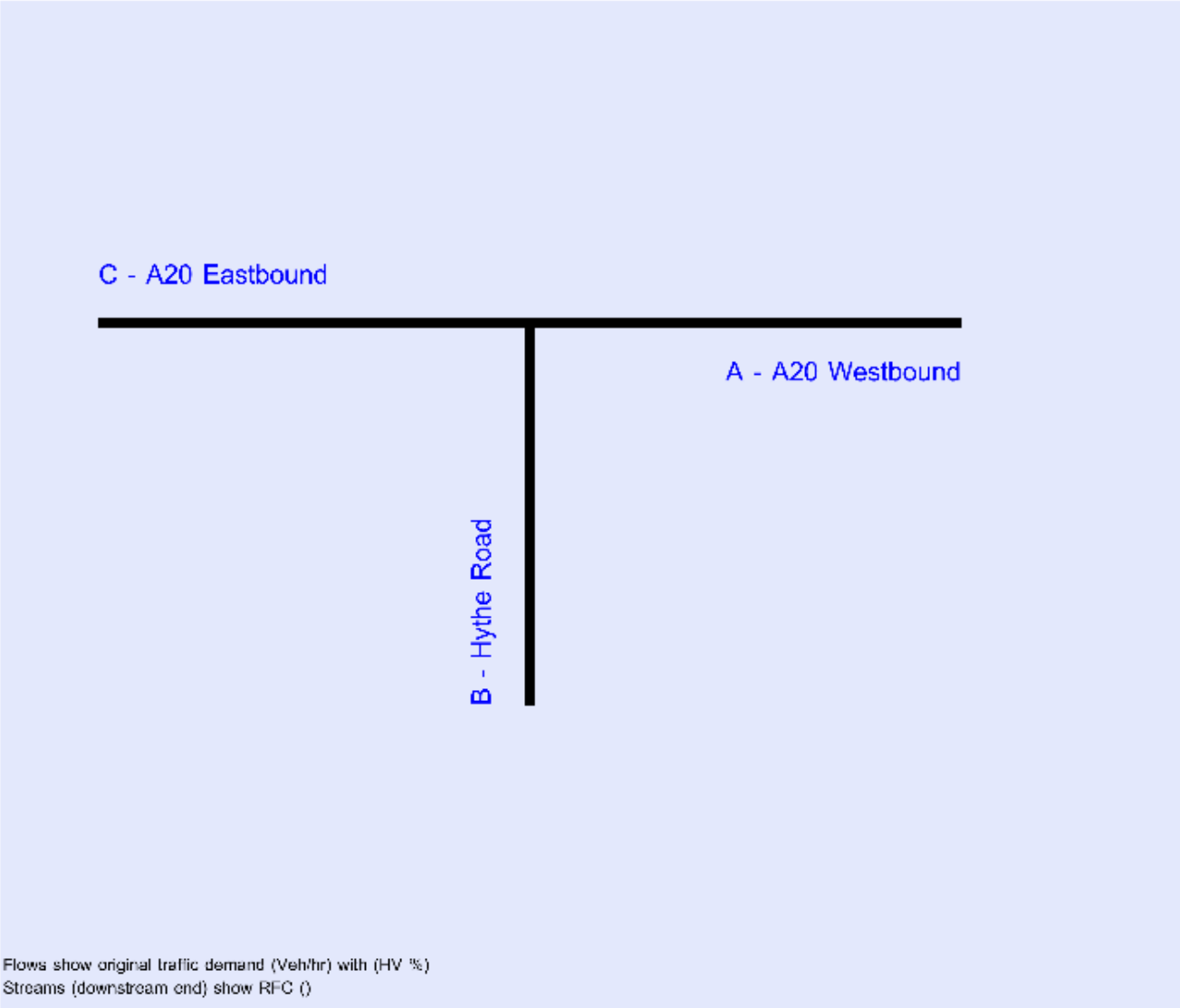
File summary

File Description

Title	J11 Otterpool Park_Base Model
Location	A20 Ashford Rd/ A261 Hythe Rd/Stone St
Site number	
Date	07/07/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	bpa76880 [HCL70028]
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	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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 period length (min)	Time segment length (min)	Run automatically
D1	2025		AM	FLAT	07:45	09:15	90	15	✓
D2	2025		PM	FLAT	16:45	18:15	90	15	✓
D3	2031	DM	AM	FLAT	07:45	09:15	90	15	✓
D4	2031	DM	PM	FLAT	16:45	18:15	90	15	✓
D5	2031	DS	AM	FLAT	07:45	09:15	90	15	✓
D6	2031	DS	PM	FLAT	16:45	18:15	90	15	✓
D17	2055	DM	AM	FLAT	07:45	09:15	90	15	✓
D18	2055	DM	PM	FLAT	16:45	18:15	90	15	✓
D19	2055	DS	AM	FLAT	07:45	09:15	90	15	✓
D20	2055	DS	PM	FLAT	16:45	18:15	90	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2, D17,D18,D19,D20	100.000	100.000

2025 | | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hythe Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.06	A

Arms

Arms

Arm	Name	Description	Arm type
A	A20 Westbound		Major
B	Hythe Road		Minor
C	A20 Eastbound		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 - A20 Eastbound	10.62		✓	4.30	112.0	✓	7.00

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 - Hythe Road	One lane plus flare	7.00	6.31	6.00	6.00	5.50	✓	3.00	40	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	582	0.085	0.214	0.135	0.306
B-C	579	0.071	0.179	-	-
C-B	785	0.243	0.243	-	-

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	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	AM	FLAT	07:45	09:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Westbound		FLAT	✓	622	100.000
B - Hythe Road		FLAT	✓	388	100.000
C - A20 Eastbound		FLAT	✓	450	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0	216	406
	B - Hythe Road	271	0	117
	C - A20 Eastbound	366	84	0

Proportions

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0.00	0.35	0.65
	B - Hythe Road	0.70	0.00	0.30
	C - A20 Eastbound	0.81	0.19	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0	6	4
	B - Hythe Road	4	0	3
	C - A20 Eastbound	9	5	0

Average PCU Per Veh

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	1.000	1.060	1.040
	B - Hythe Road	1.040	1.000	1.030
	C - A20 Eastbound	1.090	1.050	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Westbound	07:45-08:00	622	651
	08:00-08:15	622	651
	08:15-08:30	622	651
	08:30-08:45	622	651
	08:45-09:00	622	651
	09:00-09:15	622	651
B - Hythe Road	07:45-08:00	388	402
	08:00-08:15	388	402
	08:15-08:30	388	402
	08:30-08:45	388	402
	08:45-09:00	388	402
	09:00-09:15	388	402
C - A20 Eastbound	07:45-08:00	450	487
	08:00-08:15	450	487
	08:15-08:30	450	487
	08:30-08:45	450	487
	08:45-09:00	450	487
	09:00-09:15	450	487

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.36	17.35	0.6	C	117	176
B-A	0.72	34.44	2.5	D	271	407
C-AB	0.14	7.02	0.2	A	84	126
C-A					366	549
A-B					216	324
A-C					406	609

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	337	0.347	115	0.0	0.5	16.039	C
B-A	271	68	0.00	375	0.723	262	0.0	2.3	29.838	D
C-AB	84	21	0.00	597	0.141	83	0.0	0.2	7.003	A
C-A	366	91	0.00			366				
A-B	216	54	0.00			216				
A-C	406	102	0.00			406				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	326	0.359	117	0.5	0.5	17.231	C
B-A	271	68	0.00	375	0.723	270	2.3	2.4	34.001	D
C-AB	84	21	0.00	597	0.141	84	0.2	0.2	7.019	A
C-A	366	91	0.00			366				
A-B	216	54	0.00			216				
A-C	406	102	0.00			406				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	325	0.360	117	0.5	0.6	17.306	C
B-A	271	68	0.00	375	0.723	271	2.4	2.5	34.261	D
C-AB	84	21	0.00	597	0.141	84	0.2	0.2	7.019	A
C-A	366	91	0.00			366				
A-B	216	54	0.00			216				
A-C	406	102	0.00			406				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	325	0.360	117	0.6	0.6	17.331	C
B-A	271	68	0.00	375	0.723	271	2.5	2.5	34.357	D
C-AB	84	21	0.00	597	0.141	84	0.2	0.2	7.019	A
C-A	366	91	0.00			366				
A-B	216	54	0.00			216				
A-C	406	102	0.00			406				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	325	0.361	117	0.6	0.6	17.344	C
B-A	271	68	0.00	375	0.722	271	2.5	2.5	34.408	D
C-AB	84	21	0.00	597	0.141	84	0.2	0.2	7.019	A
C-A	366	91	0.00			366				
A-B	216	54	0.00			216				
A-C	406	102	0.00			406				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	324	0.361	117	0.6	0.6	17.353	C
B-A	271	68	0.00	375	0.722	271	2.5	2.5	34.440	D
C-AB	84	21	0.00	597	0.141	84	0.2	0.2	7.019	A
C-A	366	91	0.00			366				
A-B	216	54	0.00			216				
A-C	406	102	0.00			406				

2025 | | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hythe Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.06	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025	PM	FLAT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Westbound		FLAT	✓	660	100.000
B - Hythe Road		FLAT	✓	364	100.000
C - A20 Eastbound		FLAT	✓	595	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0	326	334
	B - Hythe Road	270	0	94
	C - A20 Eastbound	458	137	0

Proportions

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0.00	0.49	0.51
	B - Hythe Road	0.74	0.00	0.26
	C - A20 Eastbound	0.77	0.23	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0	2	5
	B - Hythe Road	1	0	0
	C - A20 Eastbound	5	0	0

Average PCU Per Veh

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	1.000	1.020	1.050
	B - Hythe Road	1.010	1.000	1.000
	C - A20 Eastbound	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Westbound	16:45-17:00	660	683
	17:00-17:15	660	683
	17:15-17:30	660	683
	17:30-17:45	660	683
	17:45-18:00	660	683
	18:00-18:15	660	683
B - Hythe Road	16:45-17:00	364	367
	17:00-17:15	364	367
	17:15-17:30	364	367
	17:30-17:45	364	367
	17:45-18:00	364	367
	18:00-18:15	364	367
C - A20 Eastbound	16:45-17:00	595	618
	17:00-17:15	595	618
	17:15-17:30	595	618
	17:30-17:45	595	618
	17:45-18:00	595	618
	18:00-18:15	595	618

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.29	15.45	0.4	C	94	141
B-A	0.72	34.08	2.5	D	270	405
C-AB	0.22	7.47	0.3	A	137	206
C-A					458	687
A-B					326	489
A-C					334	501

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	0.00	341	0.276	93	0.0	0.4	14.416	B
B-A	270	68	0.00	375	0.720	261	0.0	2.3	29.554	D
C-AB	137	34	0.00	619	0.221	136	0.0	0.3	7.438	A
C-A	458	114	0.00			458				
A-B	326	82	0.00			326				
A-C	334	84	0.00			334				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	0.00	328	0.286	94	0.4	0.4	15.355	C
B-A	270	68	0.00	375	0.720	269	2.3	2.4	33.652	D
C-AB	137	34	0.00	619	0.221	137	0.3	0.3	7.470	A
C-A	458	114	0.00			458				
A-B	326	82	0.00			326				
A-C	334	84	0.00			334				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	0.00	328	0.287	94	0.4	0.4	15.413	C
B-A	270	68	0.00	375	0.720	270	2.4	2.5	33.901	D
C-AB	137	34	0.00	619	0.221	137	0.3	0.3	7.470	A
C-A	458	114	0.00			458				
A-B	326	82	0.00			326				
A-C	334	84	0.00			334				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	0.00	327	0.287	94	0.4	0.4	15.432	C
B-A	270	68	0.00	375	0.720	270	2.5	2.5	33.996	D
C-AB	137	34	0.00	619	0.221	137	0.3	0.3	7.470	A
C-A	458	114	0.00			458				
A-B	326	82	0.00			326				
A-C	334	84	0.00			334				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	0.00	327	0.287	94	0.4	0.4	15.442	C
B-A	270	68	0.00	375	0.720	270	2.5	2.5	34.045	D
C-AB	137	34	0.00	619	0.221	137	0.3	0.3	7.470	A
C-A	458	114	0.00			458				
A-B	326	82	0.00			326				
A-C	334	84	0.00			334				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	0.00	327	0.287	94	0.4	0.4	15.449	C
B-A	270	68	0.00	375	0.720	270	2.5	2.5	34.075	D
C-AB	137	34	0.00	619	0.221	137	0.3	0.3	7.470	A
C-A	458	114	0.00			458				
A-B	326	82	0.00			326				
A-C	334	84	0.00			334				

2055 | DM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hythe Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		281.75	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	281.75	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D17	2055	DM	AM	FLAT	07:45	09:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Westbound		FLAT	✓	1046	100.000
B - Hythe Road		FLAT	✓	445	100.000
C - A20 Eastbound		FLAT	✓	918	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0	437	609
	B - Hythe Road	311	0	134
	C - A20 Eastbound	781	137	0

Proportions

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0.00	0.42	0.58
	B - Hythe Road	0.70	0.00	0.30
	C - A20 Eastbound	0.85	0.15	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0	4	3
	B - Hythe Road	5	0	3
	C - A20 Eastbound	5	3	0

Average PCU Per Veh

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	1.000	1.040	1.030
	B - Hythe Road	1.050	1.000	1.030
	C - A20 Eastbound	1.050	1.030	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Westbound	07:45-08:00	1046	1082
	08:00-08:15	1046	1082
	08:15-08:30	1046	1082
	08:30-08:45	1046	1082
	08:45-09:00	1046	1082
	09:00-09:15	1046	1082
B - Hythe Road	07:45-08:00	445	465
	08:00-08:15	445	465
	08:15-08:30	445	465
	08:30-08:45	445	465
	08:45-09:00	445	465
	09:00-09:15	445	465
C - A20 Eastbound	07:45-08:00	918	961
	08:00-08:15	918	961
	08:15-08:30	918	961
	08:30-08:45	918	961
	08:45-09:00	918	961
	09:00-09:15	918	961

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.29	1537.13	47.0	F	134	201
B-A	1.29	1509.61	108.5	F	311	467
C-AB	0.27	9.73	0.4	A	137	206
C-A					781	1171
A-B					437	656
A-C					609	914

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	0.00	104	1.288	95	0.0	9.9	230.093	F
B-A	311	78	0.00	242	1.288	230	0.0	20.2	181.506	F
C-AB	137	34	0.00	507	0.270	136	0.0	0.4	9.658	A
C-A	781	195	0.00			781				
A-B	437	109	0.00			437				
A-C	609	152	0.00			609				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	0.00	106	1.260	105	9.9	17.2	516.373	F
B-A	311	78	0.00	240	1.295	239	20.2	38.2	464.685	F
C-AB	137	34	0.00	507	0.270	137	0.4	0.4	9.732	A
C-A	781	195	0.00			781				
A-B	437	109	0.00			437				
A-C	609	152	0.00			609				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	0.00	105	1.273	104	17.2	24.6	767.384	F
B-A	311	78	0.00	241	1.292	240	38.2	55.9	726.481	F
C-AB	137	34	0.00	507	0.270	137	0.4	0.4	9.732	A
C-A	781	195	0.00			781				
A-B	437	109	0.00			437				
A-C	609	152	0.00			609				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	0.00	105	1.280	104	24.6	32.0	1022.460	F
B-A	311	78	0.00	241	1.291	241	55.9	73.5	987.619	F
C-AB	137	34	0.00	507	0.270	137	0.4	0.4	9.732	A
C-A	781	195	0.00			781				
A-B	437	109	0.00			437				
A-C	609	152	0.00			609				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	0.00	104	1.283	104	32.0	39.5	1278.979	F
B-A	311	78	0.00	241	1.291	241	73.5	91.0	1248.688	F
C-AB	137	34	0.00	507	0.270	137	0.4	0.4	9.732	A
C-A	781	195	0.00			781				
A-B	437	109	0.00			437				
A-C	609	152	0.00			609				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	0.00	104	1.285	104	39.5	47.0	1537.126	F
B-A	311	78	0.00	241	1.290	241	91.0	108.5	1509.615	F
C-AB	137	34	0.00	507	0.270	137	0.4	0.4	9.732	A
C-A	781	195	0.00			781				
A-B	437	109	0.00			437				
A-C	609	152	0.00			609				

2055 | DM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hythe Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		297.42	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	297.42	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D18	2055	DM	PM	FLAT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Westbound		FLAT	✓	1210	100.000
B - Hythe Road		FLAT	✓	420	100.000
C - A20 Eastbound		FLAT	✓	1058	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0	657	553
	B - Hythe Road	312	0	108
	C - A20 Eastbound	874	184	0

Proportions

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0.00	0.54	0.46
	B - Hythe Road	0.74	0.00	0.26
	C - A20 Eastbound	0.83	0.17	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0	1	3
	B - Hythe Road	1	0	0
	C - A20 Eastbound	3	0	0

Average PCU Per Veh

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	1.000	1.010	1.030
	B - Hythe Road	1.010	1.000	1.000
	C - A20 Eastbound	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Westbound	16:45-17:00	1210	1233
	17:00-17:15	1210	1233
	17:15-17:30	1210	1233
	17:30-17:45	1210	1233
	17:45-18:00	1210	1233
	18:00-18:15	1210	1233
B - Hythe Road	16:45-17:00	420	423
	17:00-17:15	420	423
	17:15-17:30	420	423
	17:30-17:45	420	423
	17:45-18:00	420	423
	18:00-18:15	420	423
C - A20 Eastbound	16:45-17:00	1058	1084
	17:00-17:15	1058	1084
	17:15-17:30	1058	1084
	17:30-17:45	1058	1084
	17:45-18:00	1058	1084
	18:00-18:15	1058	1084

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.37	1950.46	45.2	F	108	162
B-A	1.38	1911.08	130.0	F	312	468
C-AB	0.38	11.93	0.6	B	184	277
C-A					874	1310
A-B					657	986
A-C					553	830

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	0.00	79	1.369	71	0.0	9.2	281.846	F
B-A	312	78	0.00	228	1.369	219	0.0	23.3	215.112	F
C-AB	184	46	0.00	486	0.379	182	0.0	0.6	11.745	B
C-A	874	218	0.00			874				
A-B	657	164	0.00			657				
A-C	553	138	0.00			553				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	0.00	81	1.334	80	9.2	16.3	638.925	F
B-A	312	78	0.00	227	1.377	226	23.3	44.9	568.731	F
C-AB	184	46	0.00	486	0.379	184	0.6	0.6	11.924	B
C-A	874	218	0.00			874				
A-B	657	164	0.00			657				
A-C	553	138	0.00			553				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	0.00	80	1.351	79	16.3	23.4	961.005	F
B-A	312	78	0.00	227	1.375	227	44.9	66.2	904.123	F
C-AB	184	46	0.00	486	0.379	184	0.6	0.6	11.926	B
C-A	874	218	0.00			874				
A-B	657	164	0.00			657				
A-C	553	138	0.00			553				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	0.00	79	1.360	79	23.4	30.7	1285.962	F
B-A	312	78	0.00	227	1.374	227	66.2	87.5	1239.897	F
C-AB	184	46	0.00	486	0.379	184	0.6	0.6	11.926	B
C-A	874	218	0.00			874				
A-B	657	164	0.00			657				
A-C	553	138	0.00			553				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	0.00	79	1.365	79	30.7	37.9	1618.797	F
B-A	312	78	0.00	227	1.374	227	87.5	108.7	1575.338	F
C-AB	184	46	0.00	486	0.379	184	0.6	0.6	11.926	B
C-A	874	218	0.00			874				
A-B	657	164	0.00			657				
A-C	553	138	0.00			553				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	0.00	79	1.367	79	37.9	45.2	1950.456	F
B-A	312	78	0.00	227	1.374	227	108.7	130.0	1911.079	F
C-AB	184	46	0.00	486	0.379	184	0.6	0.6	11.926	B
C-A	874	218	0.00			874				
A-B	657	164	0.00			657				
A-C	553	138	0.00			553				

2055 | DS | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hythe Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2123.80	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2123.80	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D19	2055	DS	AM	FLAT	07:45	09:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Westbound		FLAT	✓	815	100.000
B - Hythe Road		FLAT	✓	842	100.000
C - A20 Eastbound		FLAT	✓	775	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0	357	458
	B - Hythe Road	647	0	195
	C - A20 Eastbound	479	296	0

Proportions

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0.00	0.44	0.56
	B - Hythe Road	0.77	0.00	0.23
	C - A20 Eastbound	0.62	0.38	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0	5	4
	B - Hythe Road	2	0	2
	C - A20 Eastbound	8	2	0

Average PCU Per Veh

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	1.000	1.050	1.040
	B - Hythe Road	1.020	1.000	1.020
	C - A20 Eastbound	1.080	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Westbound	07:45-08:00	815	851
	08:00-08:15	815	851
	08:15-08:30	815	851
	08:30-08:45	815	851
	08:45-09:00	815	851
	09:00-09:15	815	851
B - Hythe Road	07:45-08:00	842	859
	08:00-08:15	842	859
	08:15-08:30	842	859
	08:30-08:45	842	859
	08:45-09:00	842	859
	09:00-09:15	842	859
C - A20 Eastbound	07:45-08:00	775	819
	08:00-08:15	775	819
	08:15-08:30	775	819
	08:30-08:45	775	819
	08:45-09:00	775	819
	09:00-09:15	775	819

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	2.25	6274.75	163.3	F	195	293
B-A	2.26	6242.34	541.0	F	647	971
C-AB	0.52	13.17	1.1	B	299	448
C-A					476	714
A-B					357	536
A-C					458	687

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	195	49	0.00	87	2.246	84	0.0	27.8	631.340	F
B-A	647	162	0.00	288	2.246	285	0.0	90.5	584.621	F
C-AB	299	75	0.00	572	0.522	295	0.0	1.1	12.783	B
C-A	476	119	0.00			476				
A-B	357	89	0.00			357				
A-C	458	115	0.00			458				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	195	49	0.00	87	2.243	87	27.8	54.8	1762.247	F
B-A	647	162	0.00	287	2.258	287	90.5	180.6	1719.218	F
C-AB	299	75	0.00	572	0.522	299	1.1	1.1	13.161	B
C-A	476	119	0.00			476				
A-B	357	89	0.00			357				
A-C	458	115	0.00			458				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	195	49	0.00	87	2.249	87	54.8	81.9	2886.787	F
B-A	647	162	0.00	287	2.257	287	180.6	270.7	2849.509	F
C-AB	299	75	0.00	572	0.522	299	1.1	1.1	13.169	B
C-A	476	119	0.00			476				
A-B	357	89	0.00			357				
A-C	458	115	0.00			458				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	195	49	0.00	87	2.252	87	81.9	109.0	4018.025	F
B-A	647	162	0.00	287	2.257	287	270.7	360.8	3980.090	F
C-AB	299	75	0.00	572	0.522	299	1.1	1.1	13.169	B
C-A	476	119	0.00			476				
A-B	357	89	0.00			357				
A-C	458	115	0.00			458				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	195	49	0.00	87	2.253	87	109.0	136.1	5146.302	F
B-A	647	162	0.00	287	2.257	287	360.8	450.9	5111.153	F
C-AB	299	75	0.00	572	0.522	299	1.1	1.1	13.170	B
C-A	476	119	0.00			476				
A-B	357	89	0.00			357				
A-C	458	115	0.00			458				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	195	49	0.00	87	2.254	86	136.1	163.3	6274.753	F
B-A	647	162	0.00	287	2.257	287	450.9	541.0	6242.335	F
C-AB	299	75	0.00	572	0.522	299	1.1	1.1	13.173	B
C-A	476	119	0.00			476				
A-B	357	89	0.00			357				
A-C	458	115	0.00			458				

2055 | DS | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hythe Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1715.29	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1715.29	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D20	2055	DS	PM	FLAT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Westbound		FLAT	✓	1477	100.000
B - Hythe Road		FLAT	✓	733	100.000
C - A20 Eastbound		FLAT	✓	678	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0	540	937
	B - Hythe Road	312	0	421
	C - A20 Eastbound	304	374	0

Proportions

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0.00	0.37	0.63
	B - Hythe Road	0.43	0.00	0.57
	C - A20 Eastbound	0.45	0.55	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0	1	2
	B - Hythe Road	1	0	0
	C - A20 Eastbound	8	0	0

Average PCU Per Veh

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	1.000	1.010	1.020
	B - Hythe Road	1.010	1.000	1.000
	C - A20 Eastbound	1.080	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Westbound	16:45-17:00	1477	1501
	17:00-17:15	1477	1501
	17:15-17:30	1477	1501
	17:30-17:45	1477	1501
	17:45-18:00	1477	1501
	18:00-18:15	1477	1501
B - Hythe Road	16:45-17:00	733	736
	17:00-17:15	733	736
	17:15-17:30	733	736
	17:30-17:45	733	736
	17:45-18:00	733	736
	18:00-18:15	733	736
C - A20 Eastbound	16:45-17:00	678	702
	17:00-17:15	678	702
	17:15-17:30	678	702
	17:30-17:45	678	702
	17:45-18:00	678	702
	18:00-18:15	678	702

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	2.38	6803.86	363.6	F	421	632
B-A	2.38	6811.75	269.5	F	312	468
C-AB	0.89	62.13	9.2	F	494	741
C-A					184	276
A-B					540	810
A-C					937	1406

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	421	105	0.00	185	2.270	182	0.0	59.6	616.406	F
B-A	312	78	0.00	137	2.270	134	0.0	44.4	627.526	F
C-AB	494	123	0.00	555	0.890	470	0.0	6.0	36.687	E
C-A	184	46	0.00			184				
A-B	540	135	0.00			540				
A-C	937	234	0.00			937				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	421	105	0.00	180	2.345	180	59.6	120.0	1826.173	F
B-A	312	78	0.00	133	2.341	133	44.4	89.1	1836.482	F
C-AB	494	123	0.00	555	0.890	488	6.0	7.3	51.949	F
C-A	184	46	0.00			184				
A-B	540	135	0.00			540				
A-C	937	234	0.00			937				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	421	105	0.00	178	2.361	178	120.0	180.7	3059.029	F
B-A	312	78	0.00	132	2.359	132	89.1	134.0	3068.001	F
C-AB	494	123	0.00	555	0.890	491	7.3	8.1	56.450	F
C-A	184	46	0.00			184				
A-B	540	135	0.00			540				
A-C	937	234	0.00			937				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	421	105	0.00	178	2.371	178	180.7	241.6	4316.174	F
B-A	312	78	0.00	132	2.370	132	134.0	179.1	4325.419	F
C-AB	494	123	0.00	555	0.890	492	8.1	8.6	59.184	F
C-A	184	46	0.00			184				
A-B	540	135	0.00			540				
A-C	937	234	0.00			937				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	421	105	0.00	177	2.377	177	241.6	302.5	5560.121	F
B-A	312	78	0.00	131	2.376	131	179.1	224.3	5568.679	F
C-AB	494	123	0.00	555	0.890	493	8.6	8.9	60.922	F
C-A	184	46	0.00			184				
A-B	540	135	0.00			540				
A-C	937	234	0.00			937				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	421	105	0.00	177	2.381	177	302.5	363.6	6803.862	F
B-A	312	78	0.00	131	2.381	131	224.3	269.5	6811.752	F
C-AB	494	123	0.00	555	0.890	493	8.9	9.2	62.127	F
C-A	184	46	0.00			184				
A-B	540	135	0.00			540				
A-C	937	234	0.00			937				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J7a_A20_Hythe Road Base.j11

[redacted]

Report generation date: 17/09/2026 10:34:35

»2055 | DS VM | AM
»2055 | DS VM | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2055 - DS VM					
Stream B-C	191.8	9048.72	2.81	484.2	16805.61	4.50
Stream B-A	629.9	9010.13	2.82	353.1	16820.45	4.50
Stream C-AB	1.4	15.34	0.57	30.4	124.80	0.97

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.

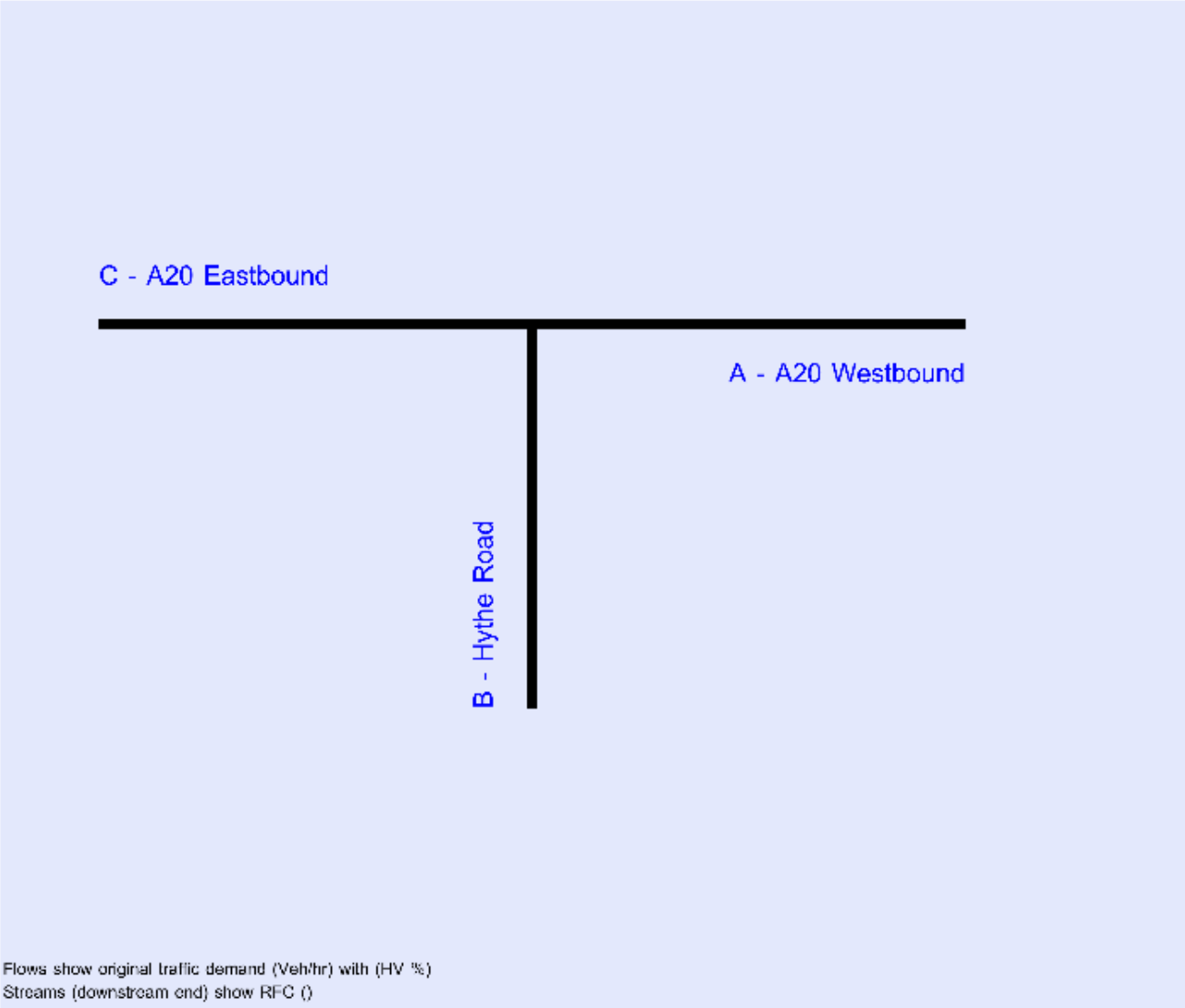
File summary

File Description

Title	J11 Otterpool Park_Base Model
Location	A20 Ashford Rd/ A261 Hythe Rd/Stone St
Site number	
Date	07/07/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	bpa76880 [HCL70028]
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	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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 period length (min)	Time segment length (min)	Run automatically
D1	2025		AM	FLAT	07:45	09:15	90	15	✓
D2	2025		PM	FLAT	16:45	18:15	90	15	✓
D3	2031	DM	AM	FLAT	07:45	09:15	90	15	✓
D4	2031	DM	PM	FLAT	16:45	18:15	90	15	✓
D5	2031	DS	AM	FLAT	07:45	09:15	90	15	✓
D6	2031	DS	PM	FLAT	16:45	18:15	90	15	✓
D17	2055	DM	AM	FLAT	07:45	09:15	90	15	✓
D18	2055	DM	PM	FLAT	16:45	18:15	90	15	✓
D19	2055	DS VM	AM	FLAT	07:45	09:15	90	15	✓
D20	2055	DS VM	PM	FLAT	16:45	18:15	90	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D19,D20	100.000	100.000

2055 | DS VM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hythe Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2739.67	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2739.67	F

Arms

Arms

Arm	Name	Description	Arm type
A	A20 Westbound		Major
B	Hythe Road		Minor
C	A20 Eastbound		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 - A20 Eastbound	10.62		✓	4.30	112.0	✓	7.00

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 - Hythe Road	One lane plus flare	7.00	6.31	6.00	6.00	5.50	✓	3.00	40	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	599	0.087	0.220	0.139	0.315
B-C	557	0.068	0.172	-	-
C-B	785	0.243	0.243	-	-

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 period length (min)	Time segment length (min)	Run automatically
D19	2055	DS VM	AM	FLAT	07:45	09:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Westbound		FLAT	✓	957	100.000
B - Hythe Road		FLAT	✓	849	100.000
C - A20 Eastbound		FLAT	✓	949	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0	358	599
	B - Hythe Road	651	0	198
	C - A20 Eastbound	645	304	0

Proportions

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0.00	0.37	0.63
	B - Hythe Road	0.77	0.00	0.23
	C - A20 Eastbound	0.68	0.32	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0	5	3
	B - Hythe Road	2	0	2
	C - A20 Eastbound	6	2	0

Average PCU Per Veh

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	1.000	1.050	1.030
	B - Hythe Road	1.020	1.000	1.020
	C - A20 Eastbound	1.060	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Westbound	07:45-08:00	957	993
	08:00-08:15	957	993
	08:15-08:30	957	993
	08:30-08:45	957	993
	08:45-09:00	957	993
	09:00-09:15	957	993
B - Hythe Road	07:45-08:00	849	866
	08:00-08:15	849	866
	08:15-08:30	849	866
	08:30-08:45	849	866
	08:45-09:00	849	866
	09:00-09:15	849	866
C - A20 Eastbound	07:45-08:00	949	994
	08:00-08:15	949	994
	08:15-08:30	949	994
	08:30-08:45	949	994
	08:45-09:00	949	994
	09:00-09:15	949	994

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	2.81	9048.72	191.8	F	198	297
B-A	2.82	9010.13	629.9	F	651	977
C-AB	0.57	15.34	1.4	C	312	468
C-A					637	956
A-B					358	537
A-C					599	899

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	198	50	0.00	71	2.796	69	0.0	32.3	886.782	F
B-A	651	163	0.00	233	2.796	231	0.0	105.1	835.984	F
C-AB	312	78	0.00	547	0.570	307	0.0	1.3	14.713	B
C-A	637	159	0.00			637				
A-B	358	90	0.00			358				
A-C	599	150	0.00			599				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	198	50	0.00	71	2.804	71	32.3	64.2	2520.343	F
B-A	651	163	0.00	231	2.817	231	105.1	210.1	2472.774	F
C-AB	312	78	0.00	547	0.570	312	1.3	1.3	15.321	C
C-A	637	159	0.00			637				
A-B	358	90	0.00			358				
A-C	599	150	0.00			599				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	198	50	0.00	70	2.809	70	64.2	96.1	4153.540	F
B-A	651	163	0.00	231	2.817	231	210.1	315.0	4106.545	F
C-AB	312	78	0.00	547	0.570	312	1.3	1.3	15.332	C
C-A	637	159	0.00			637				
A-B	358	90	0.00			358				
A-C	599	150	0.00			599				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	198	50	0.00	70	2.812	70	96.1	128.0	5784.930	F
B-A	651	163	0.00	231	2.817	231	315.0	420.0	5740.904	F
C-AB	312	78	0.00	547	0.570	312	1.3	1.3	15.339	C
C-A	637	159	0.00			637				
A-B	358	90	0.00			358				
A-C	599	150	0.00			599				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	198	50	0.00	70	2.813	70	128.0	159.9	7416.729	F
B-A	651	163	0.00	231	2.817	231	420.0	525.0	7375.471	F
C-AB	312	78	0.00	547	0.570	312	1.3	1.3	15.339	C
C-A	637	159	0.00			637				
A-B	358	90	0.00			358				
A-C	599	150	0.00			599				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	198	50	0.00	70	2.814	70	159.9	191.8	9048.720	F
B-A	651	163	0.00	231	2.816	231	525.0	629.9	9010.131	F
C-AB	312	78	0.00	547	0.570	312	1.3	1.4	15.343	C
C-A	637	159	0.00			637				
A-B	358	90	0.00			358				
A-C	599	150	0.00			599				

2055 | DS VM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Hythe Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3753.19	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3753.19	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D20	2055	DS VM	PM	FLAT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Westbound		FLAT	✓	1593	100.000
B - Hythe Road		FLAT	✓	740	100.000
C - A20 Eastbound		FLAT	✓	949	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0	544	1049
	B - Hythe Road	312	0	428
	C - A20 Eastbound	570	379	0

Proportions

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0.00	0.34	0.66
	B - Hythe Road	0.42	0.00	0.58
	C - A20 Eastbound	0.60	0.40	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	0	1	2
	B - Hythe Road	1	0	0
	C - A20 Eastbound	8	0	0

Average PCU Per Veh

		To		
		A - A20 Westbound	B - Hythe Road	C - A20 Eastbound
From	A - A20 Westbound	1.000	1.010	1.020
	B - Hythe Road	1.010	1.000	1.000
	C - A20 Eastbound	1.080	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Westbound	16:45-17:00	1593	1619
	17:00-17:15	1593	1619
	17:15-17:30	1593	1619
	17:30-17:45	1593	1619
	17:45-18:00	1593	1619
	18:00-18:15	1593	1619
B - Hythe Road	16:45-17:00	740	743
	17:00-17:15	740	743
	17:15-17:30	740	743
	17:30-17:45	740	743
	17:45-18:00	740	743
	18:00-18:15	740	743
C - A20 Eastbound	16:45-17:00	949	995
	17:00-17:15	949	995
	17:15-17:30	949	995
	17:30-17:45	949	995
	17:45-18:00	949	995
	18:00-18:15	949	995

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	4.50	16805.61	484.2	F	428	642
B-A	4.50	16820.45	353.1	F	312	468
C-AB	0.97	124.80	30.4	F	820	1230
C-A					129	194
A-B					544	816
A-C					1049	1574

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	428	107	0.00	122	3.503	121	0.0	76.8	1272.822	F
B-A	312	78	0.00	89	3.503	88	0.0	56.1	1288.637	F
C-AB	820	205	0.00	847	0.968	775	0.0	11.2	39.042	E
C-A	129	32	0.00			129				
A-B	544	136	0.00			544				
A-C	1049	262	0.00			1049				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	428	107	0.00	111	3.842	111	76.8	156.0	3830.482	F
B-A	312	78	0.00	81	3.839	81	56.1	113.8	3845.651	F
C-AB	820	205	0.00	847	0.968	795	11.2	17.6	66.562	F
C-A	129	32	0.00			129				
A-B	544	136	0.00			544				
A-C	1049	262	0.00			1049				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	428	107	0.00	105	4.064	105	156.0	236.7	7297.971	F
B-A	312	78	0.00	77	4.062	77	113.8	172.6	7315.457	F
C-AB	820	205	0.00	847	0.968	802	17.6	22.0	86.758	F
C-A	129	32	0.00			129				
A-B	544	136	0.00			544				
A-C	1049	262	0.00			1049				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	428	107	0.00	101	4.236	101	236.7	318.4	10470.929	F
B-A	312	78	0.00	74	4.235	74	172.6	232.2	10487.478	F
C-AB	820	205	0.00	847	0.968	806	22.0	25.3	102.124	F
C-A	129	32	0.00			129				
A-B	544	136	0.00			544				
A-C	1049	262	0.00			1049				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	428	107	0.00	98	4.379	98	318.4	401.0	13639.644	F
B-A	312	78	0.00	71	4.378	71	232.2	292.4	13655.324	F
C-AB	820	205	0.00	847	0.968	809	25.3	28.1	114.494	F
C-A	129	32	0.00			129				
A-B	544	136	0.00			544				
A-C	1049	262	0.00			1049				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	428	107	0.00	95	4.504	95	401.0	484.2	16805.605	F
B-A	312	78	0.00	69	4.503	69	292.4	353.1	16820.446	F
C-AB	820	205	0.00	847	0.968	811	28.1	30.4	124.805	F
C-A	129	32	0.00			129				
A-B	544	136	0.00			544				
A-C	1049	262	0.00			1049				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J7b_A20_Stone Street_Base.j11

[redacted]

Report generation date: 17/09/2026 09:27:41

»2025 | | AM
»2025 | | PM
»2055 | DM | AM
»2055 | DM | PM
»2055 | DS | AM
»2055 | DS | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025					
Stream B-C	0.1	9.51	0.07	0.0	7.59	0.02
Stream B-A	1.2	19.73	0.55	0.6	14.23	0.39
Stream C-AB	0.0	6.86	0.01	0.0	6.70	0.03
	2055 - DM					
Stream B-C	0.6	72.37	0.42	0.0	10.43	0.03
Stream B-A	5.9	89.71	0.90	1.6	32.28	0.62
Stream C-AB	0.1	8.18	0.08	0.1	7.80	0.08
	2055 - DS					
Stream B-C	5.4	332.79	1.09	5.4	559.38	1.25
Stream B-A	20.8	200.38	1.07	25.6	392.11	1.23
Stream C-AB	0.1	7.72	0.07	0.2	12.71	0.15

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.

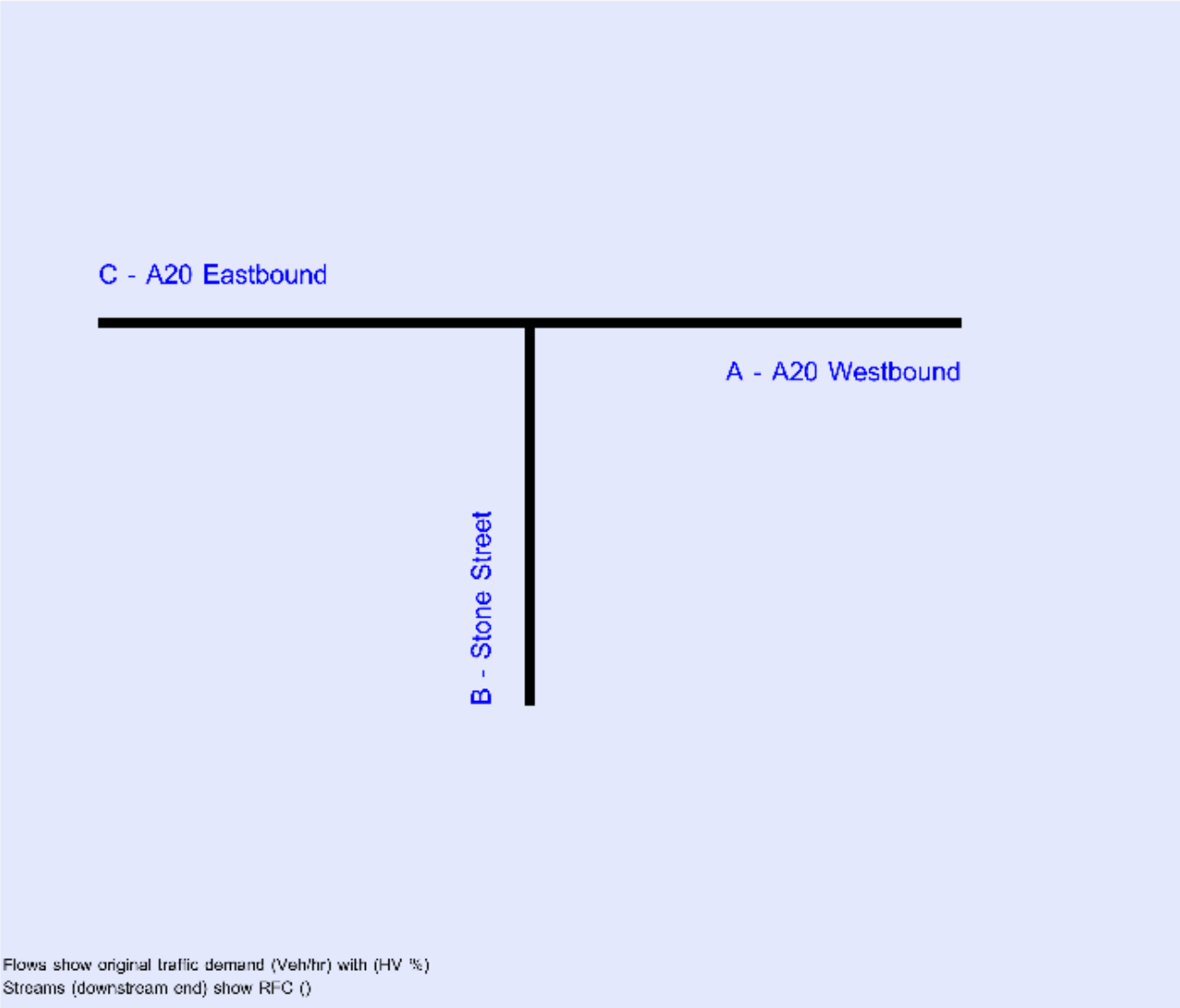
File summary

File Description

Title	J11 Otterpool Park A20-Stone St - Base model
Location	A20 Ashford Rd/ A261 Hythe Rd/Stone St
Site number	
Date	06/07/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	bpa76880 [HCL70028]
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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)	Run automatically
D1	2018		AM	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	ONE HOUR	16:45	18:15	15	✓
D3	2025		AM	ONE HOUR	07:45	09:15	15	✓
D4	2025		PM	ONE HOUR	16:45	18:15	15	✓
D5	2031	DM	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	DM	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031	DS	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031	DS	PM	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS	AM	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D3,D4,D17,D18,D19,D20	100.000	100.000

2025 | | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Stone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.12	A

Arms

Arms

Arm	Name	Description	Arm type
A	A20 Westbound		Major
B	Stone Street		Minor
C	A20 Eastbound		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 - A20 Eastbound	9.50		✓	2.40	125.0	✓	3.00

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 - Stone Street	One lane plus flare	10.00	7.49	5.00	3.75	3.07		2.00	32	33

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	567	0.088	0.221	0.139	0.316
B-C	625	0.081	0.205	-	-
C-B	660	0.217	0.217	-	-

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	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Westbound		ONE HOUR	✓	523	100.000
B - Stone Street		ONE HOUR	✓	232	100.000
C - A20 Eastbound		ONE HOUR	✓	251	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0	145	378
	B - Stone Street	205	0	27
	C - A20 Eastbound	245	6	0

Proportions

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0.00	0.28	0.72
	B - Stone Street	0.88	0.00	0.12
	C - A20 Eastbound	0.98	0.02	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0	2	4
	B - Stone Street	1	0	0
	C - A20 Eastbound	15	0	0

Average PCU Per Veh

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	1.000	1.020	1.040
	B - Stone Street	1.010	1.000	1.000
	C - A20 Eastbound	1.150	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Westbound	07:45-08:00	394	407
	08:00-08:15	470	486
	08:15-08:30	576	596
	08:30-08:45	576	596
	08:45-09:00	470	486
	09:00-09:15	394	407
B - Stone Street	07:45-08:00	175	176
	08:00-08:15	209	210
	08:15-08:30	255	258
	08:30-08:45	255	258
	08:45-09:00	209	210
	09:00-09:15	175	176
C - A20 Eastbound	07:45-08:00	189	217
	08:00-08:15	226	259
	08:15-08:30	276	317
	08:30-08:45	276	317
	08:45-09:00	226	259
	09:00-09:15	189	217

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	9.51	0.1	A	25	37
B-A	0.55	19.73	1.2	C	188	282
C-AB	0.01	6.86	0.0	A	6	8
C-A					225	337
A-B					133	200
A-C					347	520

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	502	0.040	20	0.0	0.0	7.468	A
B-A	154	39	0.00	456	0.338	152	0.0	0.5	11.765	B
C-AB	5	1	0.00	572	0.008	4	0.0	0.0	6.342	A
C-A	184	46	0.00			184				
A-B	109	27	0.00			109				
A-C	285	71	0.00			285				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	469	0.052	24	0.0	0.1	8.089	A
B-A	184	46	0.00	436	0.423	183	0.5	0.7	14.204	B
C-AB	5	1	0.00	555	0.010	5	0.0	0.0	6.550	A
C-A	220	55	0.00			220				
A-B	130	33	0.00			130				
A-C	340	85	0.00			340				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	7	0.00	410	0.073	30	0.1	0.1	9.462	A
B-A	226	56	0.00	408	0.554	224	0.7	1.2	19.371	C
C-AB	7	2	0.00	531	0.012	7	0.0	0.0	6.861	A
C-A	270	67	0.00			270				
A-B	160	40	0.00			160				
A-C	416	104	0.00			416				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	7	0.00	408	0.073	30	0.1	0.1	9.513	A
B-A	226	56	0.00	408	0.554	226	1.2	1.2	19.735	C
C-AB	7	2	0.00	531	0.012	7	0.0	0.0	6.861	A
C-A	270	67	0.00			270				
A-B	160	40	0.00			160				
A-C	416	104	0.00			416				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	467	0.052	24	0.1	0.1	8.129	A
B-A	184	46	0.00	436	0.423	186	1.2	0.8	14.513	B
C-AB	5	1	0.00	555	0.010	5	0.0	0.0	6.553	A
C-A	220	55	0.00			220				
A-B	130	33	0.00			130				
A-C	340	85	0.00			340				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	501	0.041	20	0.1	0.0	7.495	A
B-A	154	39	0.00	456	0.338	155	0.8	0.5	11.989	B
C-AB	5	1	0.00	572	0.008	5	0.0	0.0	6.344	A
C-A	184	46	0.00			184				
A-B	109	27	0.00			109				
A-C	285	71	0.00			285				

2025 | | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Stone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.09	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Westbound		ONE HOUR	✓	428	100.000
B - Stone Street		ONE HOUR	✓	154	100.000
C - A20 Eastbound		ONE HOUR	✓	466	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0	219	209
	B - Stone Street	145	0	9
	C - A20 Eastbound	450	16	0

Proportions

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0.00	0.51	0.49
	B - Stone Street	0.94	0.00	0.06
	C - A20 Eastbound	0.97	0.03	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0	1	6
	B - Stone Street	1	0	0
	C - A20 Eastbound	4	0	0

Average PCU Per Veh

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	1.000	1.010	1.060
	B - Stone Street	1.010	1.000	1.000
	C - A20 Eastbound	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Westbound	16:45-17:00	322	333
	17:00-17:15	385	398
	17:15-17:30	471	487
	17:30-17:45	471	487
	17:45-18:00	385	398
	18:00-18:15	322	333
B - Stone Street	16:45-17:00	116	117
	17:00-17:15	138	140
	17:15-17:30	170	171
	17:30-17:45	170	171
	17:45-18:00	138	140
	18:00-18:15	116	117
C - A20 Eastbound	16:45-17:00	351	364
	17:00-17:15	419	435
	17:15-17:30	513	533
	17:30-17:45	513	533
	17:45-18:00	419	435
	18:00-18:15	351	364

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	7.59	0.0	A	8	12
B-A	0.39	14.23	0.6	B	133	200
C-AB	0.03	6.70	0.0	A	15	22
C-A					413	619
A-B					201	301
A-C					192	288

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	536	0.013	7	0.0	0.0	6.804	A
B-A	109	27	0.00	461	0.237	108	0.0	0.3	10.175	B
C-AB	12	3	0.00	588	0.020	12	0.0	0.0	6.248	A
C-A	339	85	0.00			339				
A-B	165	41	0.00			165				
A-C	157	39	0.00			157				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	516	0.016	8	0.0	0.0	7.085	A
B-A	130	33	0.00	440	0.296	130	0.3	0.4	11.578	B
C-AB	14	4	0.00	574	0.025	14	0.0	0.0	6.431	A
C-A	405	101	0.00			405				
A-B	197	49	0.00			197				
A-C	188	47	0.00			188				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	0.00	485	0.020	10	0.0	0.0	7.582	A
B-A	160	40	0.00	413	0.387	159	0.4	0.6	14.143	B
C-AB	18	4	0.00	555	0.032	18	0.0	0.0	6.702	A
C-A	495	124	0.00			495				
A-B	241	60	0.00			241				
A-C	230	58	0.00			230				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	0.00	484	0.020	10	0.0	0.0	7.590	A
B-A	160	40	0.00	413	0.387	160	0.6	0.6	14.229	B
C-AB	18	4	0.00	555	0.032	18	0.0	0.0	6.702	A
C-A	495	124	0.00			495				
A-B	241	60	0.00			241				
A-C	230	58	0.00			230				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	516	0.016	8	0.0	0.0	7.094	A
B-A	130	33	0.00	440	0.296	131	0.6	0.4	11.671	B
C-AB	14	4	0.00	574	0.025	14	0.0	0.0	6.431	A
C-A	405	101	0.00			405				
A-B	197	49	0.00			197				
A-C	188	47	0.00			188				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	535	0.013	7	0.0	0.0	6.813	A
B-A	109	27	0.00	461	0.237	110	0.4	0.3	10.272	B
C-AB	12	3	0.00	588	0.020	12	0.0	0.0	6.248	A
C-A	339	85	0.00			339				
A-B	165	41	0.00			165				
A-C	157	39	0.00			157				

2055 | DM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Stone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		13.31	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.31	B

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)	Run automatically
D17	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Westbound		ONE HOUR	✓	743	100.000
B - Stone Street		ONE HOUR	✓	266	100.000
C - A20 Eastbound		ONE HOUR	✓	718	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0	226	517
	B - Stone Street	235	0	31
	C - A20 Eastbound	683	35	0

Proportions

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0.00	0.30	0.70
	B - Stone Street	0.88	0.00	0.12
	C - A20 Eastbound	0.95	0.05	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0	2	3
	B - Stone Street	1	0	0
	C - A20 Eastbound	6	0	0

Average PCU Per Veh

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	1.000	1.020	1.030
	B - Stone Street	1.010	1.000	1.000
	C - A20 Eastbound	1.060	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Westbound	07:45-08:00	559	574
	08:00-08:15	668	686
	08:15-08:30	818	840
	08:30-08:45	818	840
	08:45-09:00	668	686
	09:00-09:15	559	574
B - Stone Street	07:45-08:00	200	202
	08:00-08:15	239	241
	08:15-08:30	293	295
	08:30-08:45	293	295
	08:45-09:00	239	241
	09:00-09:15	200	202
C - A20 Eastbound	07:45-08:00	541	571
	08:00-08:15	645	682
	08:15-08:30	791	836
	08:30-08:45	791	836
	08:45-09:00	645	682
	09:00-09:15	541	571

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.42	72.37	0.6	F	28	43
B-A	0.90	89.71	5.9	F	216	323
C-AB	0.08	8.18	0.1	A	32	48
C-A					627	940
A-B					207	311
A-C					474	712

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	0.00	445	0.052	23	0.0	0.1	8.521	A
B-A	177	44	0.00	375	0.471	173	0.0	0.9	17.560	C
C-AB	26	7	0.00	536	0.049	26	0.0	0.1	7.057	A
C-A	514	129	0.00			514				
A-B	170	43	0.00			170				
A-C	389	97	0.00			389				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	367	0.076	28	0.1	0.1	10.614	B
B-A	211	53	0.00	339	0.623	209	0.9	1.5	27.020	D
C-AB	31	8	0.00	512	0.062	31	0.1	0.1	7.494	A
C-A	614	153	0.00			614				
A-B	203	51	0.00			203				
A-C	465	116	0.00			465				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	0.00	136	0.252	33	0.1	0.3	34.874	D
B-A	259	65	0.00	289	0.896	245	1.5	4.9	67.628	F
C-AB	39	10	0.00	479	0.081	38	0.1	0.1	8.177	A
C-A	752	188	0.00			752				
A-B	249	62	0.00			249				
A-C	569	142	0.00			569				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	0.00	81	0.420	33	0.3	0.6	72.366	F
B-A	259	65	0.00	289	0.896	255	4.9	5.9	89.712	F
C-AB	39	10	0.00	479	0.081	39	0.1	0.1	8.181	A
C-A	752	188	0.00			752				
A-B	249	62	0.00			249				
A-C	569	142	0.00			569				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	334	0.084	30	0.6	0.1	11.941	B
B-A	211	53	0.00	339	0.623	228	5.9	1.8	36.208	E
C-AB	31	8	0.00	512	0.062	32	0.1	0.1	7.500	A
C-A	614	153	0.00			614				
A-B	203	51	0.00			203				
A-C	465	116	0.00			465				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	0.00	439	0.053	23	0.1	0.1	8.664	A
B-A	177	44	0.00	375	0.471	180	1.8	0.9	18.783	C
C-AB	26	7	0.00	536	0.049	26	0.1	0.1	7.068	A
C-A	514	129	0.00			514				
A-B	170	43	0.00			170				
A-C	389	97	0.00			389				

2055 | DM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Stone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.22	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)	Run automatically
D18	2055	DM	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Westbound		ONE HOUR	✓	661	100.000
B - Stone Street		ONE HOUR	✓	177	100.000
C - A20 Eastbound		ONE HOUR	✓	924	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0	312	349
	B - Stone Street	167	0	10
	C - A20 Eastbound	890	34	0

Proportions

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0.00	0.47	0.53
	B - Stone Street	0.94	0.00	0.06
	C - A20 Eastbound	0.96	0.04	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0	1	4
	B - Stone Street	1	0	0
	C - A20 Eastbound	3	0	0

Average PCU Per Veh

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	1.000	1.010	1.040
	B - Stone Street	1.010	1.000	1.000
	C - A20 Eastbound	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Westbound	16:45-17:00	498	510
	17:00-17:15	594	610
	17:15-17:30	728	747
	17:30-17:45	728	747
	17:45-18:00	594	610
	18:00-18:15	498	510
B - Stone Street	16:45-17:00	133	135
	17:00-17:15	159	161
	17:15-17:30	195	197
	17:30-17:45	195	197
	17:45-18:00	159	161
	18:00-18:15	133	135
C - A20 Eastbound	16:45-17:00	696	716
	17:00-17:15	831	855
	17:15-17:30	1017	1047
	17:30-17:45	1017	1047
	17:45-18:00	831	855
	18:00-18:15	696	716

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.03	10.43	0.0	B	9	14
B-A	0.62	32.28	1.6	D	153	230
C-AB	0.08	7.80	0.1	A	31	47
C-A					817	1225
A-B					286	429
A-C					320	480

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	493	0.015	7	0.0	0.0	7.414	A
B-A	126	31	0.00	380	0.331	124	0.0	0.5	13.952	B
C-AB	26	6	0.00	550	0.047	25	0.0	0.0	6.864	A
C-A	670	168	0.00			670				
A-B	235	59	0.00			235				
A-C	263	66	0.00			263				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	454	0.020	9	0.0	0.0	8.097	A
B-A	150	38	0.00	344	0.436	149	0.5	0.7	18.357	C
C-AB	31	8	0.00	528	0.058	31	0.0	0.1	7.231	A
C-A	800	200	0.00			800				
A-B	280	70	0.00			280				
A-C	314	78	0.00			314				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	0.00	362	0.030	11	0.0	0.0	10.259	B
B-A	184	46	0.00	295	0.624	181	0.7	1.5	30.816	D
C-AB	37	9	0.00	499	0.075	37	0.1	0.1	7.800	A
C-A	980	245	0.00			980				
A-B	344	86	0.00			344				
A-C	384	96	0.00			384				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	0.00	356	0.031	11	0.0	0.0	10.433	B
B-A	184	46	0.00	295	0.624	184	1.5	1.6	32.278	D
C-AB	37	9	0.00	499	0.075	37	0.1	0.1	7.801	A
C-A	980	245	0.00			980				
A-B	344	86	0.00			344				
A-C	384	96	0.00			384				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	450	0.020	9	0.0	0.0	8.169	A
B-A	150	38	0.00	344	0.436	153	1.6	0.8	19.161	C
C-AB	31	8	0.00	528	0.058	31	0.1	0.1	7.236	A
C-A	800	200	0.00			800				
A-B	280	70	0.00			280				
A-C	314	78	0.00			314				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	491	0.015	8	0.0	0.0	7.445	A
B-A	126	31	0.00	380	0.331	127	0.8	0.5	14.296	B
C-AB	26	6	0.00	550	0.047	26	0.1	0.0	6.868	A
C-A	670	168	0.00			670				
A-B	235	59	0.00			235				
A-C	263	66	0.00			263				

2055 | DS | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Stone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		55.08	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	55.08	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)	Run automatically
D19	2055	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Westbound		ONE HOUR	✓	652	100.000
B - Stone Street		ONE HOUR	✓	392	100.000
C - A20 Eastbound		ONE HOUR	✓	471	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0	207	445
	B - Stone Street	333	0	59
	C - A20 Eastbound	441	30	0

Proportions

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0.00	0.32	0.68
	B - Stone Street	0.85	0.00	0.15
	C - A20 Eastbound	0.94	0.06	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0	2	4
	B - Stone Street	1	0	0
	C - A20 Eastbound	10	0	0

Average PCU Per Veh

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	1.000	1.020	1.040
	B - Stone Street	1.010	1.000	1.000
	C - A20 Eastbound	1.100	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Westbound	07:45-08:00	491	507
	08:00-08:15	586	606
	08:15-08:30	718	742
	08:30-08:45	718	742
	08:45-09:00	586	606
	09:00-09:15	491	507
B - Stone Street	07:45-08:00	295	298
	08:00-08:15	352	355
	08:15-08:30	432	435
	08:30-08:45	432	435
	08:45-09:00	352	355
	09:00-09:15	295	298
C - A20 Eastbound	07:45-08:00	355	388
	08:00-08:15	423	463
	08:15-08:30	519	567
	08:30-08:45	519	567
	08:45-09:00	423	463
	09:00-09:15	355	388

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.09	332.79	5.4	F	54	81
B-A	1.07	200.38	20.8	F	306	458
C-AB	0.07	7.72	0.1	A	28	41
C-A					405	607
A-B					190	285
A-C					408	613

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	11	0.00	407	0.109	44	0.0	0.1	9.892	A
B-A	251	63	0.00	413	0.608	245	0.0	1.5	20.813	C
C-AB	23	6	0.00	550	0.041	22	0.0	0.0	6.817	A
C-A	332	83	0.00			332				
A-B	156	39	0.00			156				
A-C	335	84	0.00			335				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	13	0.00	279	0.190	53	0.1	0.2	15.880	C
B-A	299	75	0.00	384	0.780	293	1.5	3.0	37.323	E
C-AB	27	7	0.00	529	0.051	27	0.0	0.1	7.169	A
C-A	396	99	0.00			396				
A-B	186	47	0.00			186				
A-C	400	100	0.00			400				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	0.00	60	1.087	49	0.2	4.2	226.253	F
B-A	367	92	0.00	344	1.067	326	3.0	13.2	113.799	F
C-AB	33	8	0.00	500	0.066	33	0.1	0.1	7.714	A
C-A	486	121	0.00			486				
A-B	228	57	0.00			228				
A-C	490	122	0.00			490				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	0.00	67	0.971	60	4.2	5.4	332.793	F
B-A	367	92	0.00	343	1.070	336	13.2	20.8	200.385	F
C-AB	33	8	0.00	500	0.066	33	0.1	0.1	7.715	A
C-A	486	121	0.00			486				
A-B	228	57	0.00			228				
A-C	490	122	0.00			490				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	13	0.00	75	0.711	61	5.4	3.4	243.608	F
B-A	299	75	0.00	382	0.785	361	20.8	5.3	138.771	F
C-AB	27	7	0.00	529	0.051	27	0.1	0.1	7.171	A
C-A	396	99	0.00			396				
A-B	186	47	0.00			186				
A-C	400	100	0.00			400				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	11	0.00	384	0.116	57	3.4	0.1	11.460	B
B-A	251	63	0.00	411	0.610	265	5.3	1.7	26.774	D
C-AB	23	6	0.00	550	0.041	23	0.1	0.0	6.823	A
C-A	332	83	0.00			332				
A-B	156	39	0.00			156				
A-C	335	84	0.00			335				

2055 | DS | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Stone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		46.75	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	46.75	E

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)	Run automatically
D20	2055	DS	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Westbound		ONE HOUR	✓	1359	100.000
B - Stone Street		ONE HOUR	✓	242	100.000
C - A20 Eastbound		ONE HOUR	✓	515	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0	354	1005
	B - Stone Street	207	0	35
	C - A20 Eastbound	471	44	0

Proportions

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0.00	0.26	0.74
	B - Stone Street	0.86	0.00	0.14
	C - A20 Eastbound	0.91	0.09	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0	1	2
	B - Stone Street	1	0	0
	C - A20 Eastbound	9	0	0

Average PCU Per Veh

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	1.000	1.010	1.020
	B - Stone Street	1.010	1.000	1.000
	C - A20 Eastbound	1.090	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Westbound	16:45-17:00	1023	1041
	17:00-17:15	1222	1243
	17:15-17:30	1496	1522
	17:30-17:45	1496	1522
	17:45-18:00	1222	1243
	18:00-18:15	1023	1041
B - Stone Street	16:45-17:00	182	184
	17:00-17:15	218	219
	17:15-17:30	266	269
	17:30-17:45	266	269
	17:45-18:00	218	219
	18:00-18:15	182	184
C - A20 Eastbound	16:45-17:00	388	420
	17:00-17:15	463	501
	17:15-17:30	567	614
	17:30-17:45	567	614
	17:45-18:00	463	501
	18:00-18:15	388	420

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.25	559.38	5.4	F	32	48
B-A	1.23	392.11	25.6	F	190	285
C-AB	0.15	12.71	0.2	B	40	61
C-A					432	648
A-B					325	487
A-C					922	1383

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	0.00	366	0.072	26	0.0	0.1	10.574	B
B-A	156	39	0.00	305	0.512	152	0.0	1.0	23.021	C
C-AB	33	8	0.00	435	0.076	33	0.0	0.1	8.948	A
C-A	355	89	0.00			355				
A-B	267	67	0.00			267				
A-C	757	189	0.00			757				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	0.00	244	0.129	31	0.1	0.1	16.902	C
B-A	186	47	0.00	255	0.730	181	1.0	2.3	45.726	E
C-AB	40	10	0.00	391	0.101	39	0.1	0.1	10.231	B
C-A	423	106	0.00			423				
A-B	318	80	0.00			318				
A-C	903	226	0.00			903				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	10	0.00	31	1.255	24	0.1	3.7	373.721	F
B-A	228	57	0.00	186	1.224	178	2.3	14.7	206.736	F
C-AB	49	12	0.00	332	0.147	48	0.1	0.2	12.693	B
C-A	518	130	0.00			518				
A-B	390	97	0.00			390				
A-C	1107	277	0.00			1107				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	10	0.00	34	1.118	32	3.7	5.4	559.377	F
B-A	228	57	0.00	186	1.227	184	14.7	25.6	392.109	F
C-AB	49	12	0.00	332	0.147	49	0.2	0.2	12.713	B
C-A	518	130	0.00			518				
A-B	390	97	0.00			390				
A-C	1107	277	0.00			1107				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	0.00	47	0.675	40	5.4	3.3	360.670	F
B-A	186	47	0.00	254	0.733	244	25.6	11.0	276.340	F
C-AB	40	10	0.00	391	0.101	40	0.2	0.1	10.252	B
C-A	423	106	0.00			423				
A-B	318	80	0.00			318				
A-C	903	226	0.00			903				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	0.00	315	0.084	39	3.3	0.1	13.653	B
B-A	156	39	0.00	304	0.513	196	11.0	1.1	44.208	E
C-AB	33	8	0.00	435	0.076	33	0.1	0.1	8.970	A
C-A	355	89	0.00			355				
A-B	267	67	0.00			267				
A-C	757	189	0.00			757				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J7b_A20_Stone Street_Base.j11

[redacted]

Report generation date: 17/09/2026 10:36:11

»2055 | DS VM | AM
»2055 | DS VM | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2055 - DS VM					
Stream B-C	10.6	633.28	1.35	11.8	1735.73	1.95
Stream B-A	54.0	551.50	1.33	62.7	1542.51	1.98
Stream C-AB	0.1	8.39	0.08	0.2	14.27	0.18

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.

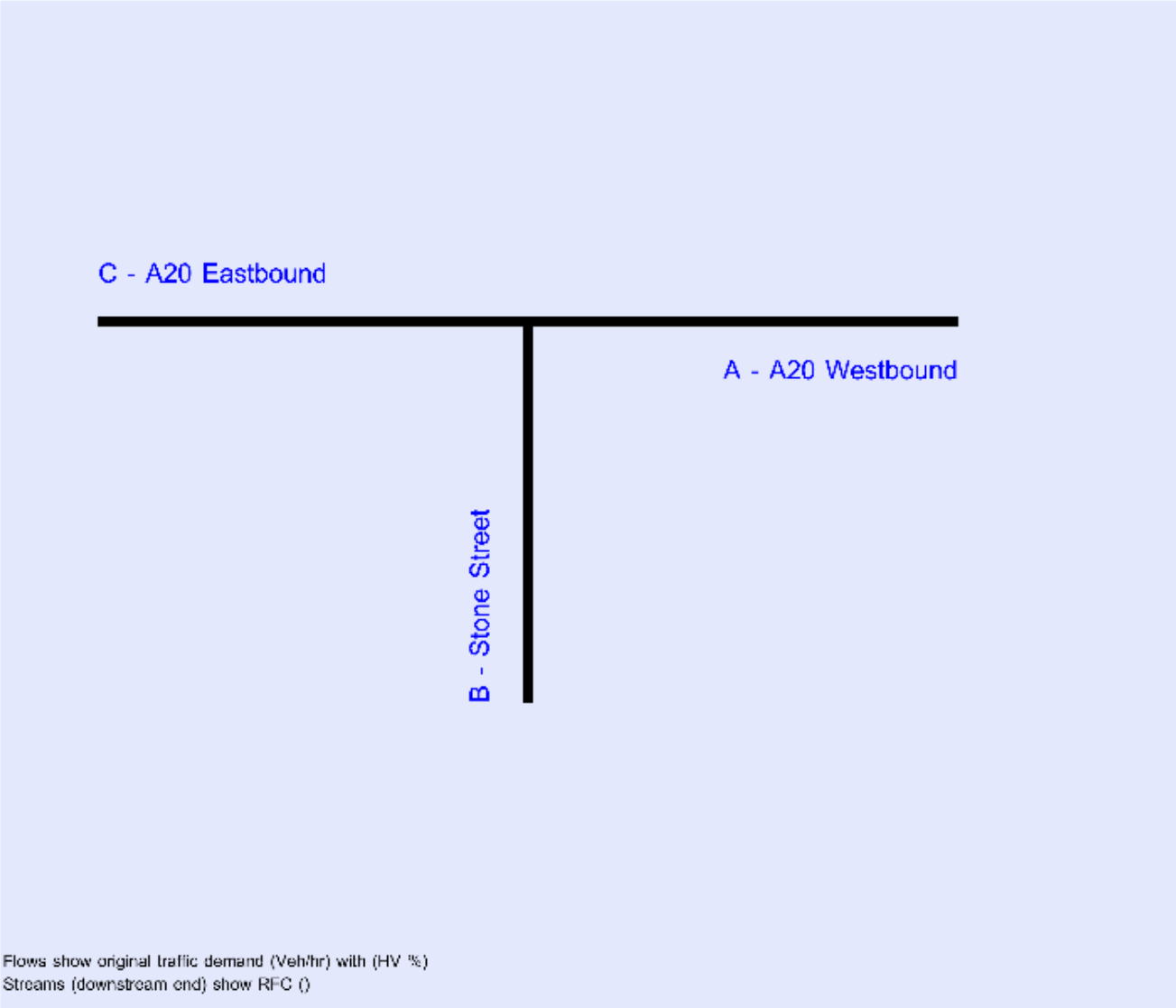
File summary

File Description

Title	J11 Otterpool Park A20-Stone St - Base model
Location	A20 Ashford Rd/ A261 Hythe Rd/Stone St
Site number	
Date	06/07/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	bpa76880 [HCL70028]
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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)	Run automatically
D1	2018		AM	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	ONE HOUR	16:45	18:15	15	✓
D3	2025		AM	ONE HOUR	07:45	09:15	15	✓
D4	2025		PM	ONE HOUR	16:45	18:15	15	✓
D5	2031	DM	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	DM	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031	DS	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031	DS	PM	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS VM	AM	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS VM	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D19,D20	100.000	100.000

2055 | DS VM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Stone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		120.88	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	120.88	F

Arms

Arms

Arm	Name	Description	Arm type
A	A20 Westbound		Major
B	Stone Street		Minor
C	A20 Eastbound		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 - A20 Eastbound	9.50		✓	2.40	125.0	✓	3.00

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 - Stone Street	One lane plus flare	10.00	7.49	5.00	3.75	3.07		2.00	32	33

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	565	0.087	0.221	0.139	0.315
B-C	629	0.082	0.206	-	-
C-B	660	0.217	0.217	-	-

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)	Run automatically
D19	2055	DS VM	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Westbound		ONE HOUR	✓	796	100.000
B - Stone Street		ONE HOUR	✓	405	100.000
C - A20 Eastbound		ONE HOUR	✓	639	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0	209	587
	B - Stone Street	343	0	62
	C - A20 Eastbound	606	33	0

Proportions

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0.00	0.26	0.74
	B - Stone Street	0.85	0.00	0.15
	C - A20 Eastbound	0.95	0.05	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0	2	3
	B - Stone Street	1	0	0
	C - A20 Eastbound	7	0	0

Average PCU Per Veh

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	1.000	1.020	1.030
	B - Stone Street	1.010	1.000	1.000
	C - A20 Eastbound	1.070	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Westbound	07:45-08:00	599	616
	08:00-08:15	716	735
	08:15-08:30	876	900
	08:30-08:45	876	900
	08:45-09:00	716	735
	09:00-09:15	599	616
B - Stone Street	07:45-08:00	305	307
	08:00-08:15	364	367
	08:15-08:30	446	450
	08:30-08:45	446	450
	08:45-09:00	364	367
	09:00-09:15	305	307
C - A20 Eastbound	07:45-08:00	481	513
	08:00-08:15	574	613
	08:15-08:30	704	750
	08:30-08:45	704	750
	08:45-09:00	574	613
	09:00-09:15	481	513

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.35	633.26	10.6	F	57	85
B-A	1.33	551.50	54.0	F	315	472
C-AB	0.08	8.39	0.1	A	30	45
C-A					556	834
A-B					192	288
A-C					539	808

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	12	0.00	345	0.135	46	0.0	0.2	12.022	B
B-A	258	65	0.00	371	0.695	250	0.0	2.1	28.067	D
C-AB	25	6	0.00	527	0.047	25	0.0	0.0	7.168	A
C-A	456	114	0.00			456				
A-B	157	39	0.00			157				
A-C	442	110	0.00			442				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	122	0.458	53	0.2	0.8	51.016	F
B-A	308	77	0.00	334	0.923	293	2.1	6.0	68.690	F
C-AB	30	7	0.00	501	0.059	30	0.0	0.1	7.636	A
C-A	545	136	0.00			545				
A-B	188	47	0.00			188				
A-C	528	132	0.00			528				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	17	0.00	50	1.354	45	0.8	6.5	365.097	F
B-A	378	94	0.00	284	1.330	280	6.0	30.3	259.563	F
C-AB	36	9	0.00	465	0.078	36	0.1	0.1	8.385	A
C-A	667	167	0.00			667				
A-B	230	58	0.00			230				
A-C	646	162	0.00			646				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	17	0.00	54	1.272	52	6.5	10.6	633.255	F
B-A	378	94	0.00	283	1.332	283	30.3	54.0	526.180	F
C-AB	36	9	0.00	465	0.078	36	0.1	0.1	8.389	A
C-A	667	167	0.00			667				
A-B	230	58	0.00			230				
A-C	646	162	0.00			646				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	62	0.893	56	10.6	10.5	629.862	F
B-A	308	77	0.00	334	0.924	327	54.0	49.2	551.502	F
C-AB	30	7	0.00	501	0.059	30	0.1	0.1	7.638	A
C-A	545	136	0.00			545				
A-B	188	47	0.00			188				
A-C	528	132	0.00			528				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	12	0.00	72	0.649	66	10.5	5.7	465.373	F
B-A	258	65	0.00	369	0.699	362	49.2	23.3	366.045	F
C-AB	25	6	0.00	527	0.047	25	0.1	0.0	7.173	A
C-A	456	114	0.00			456				
A-B	157	39	0.00			157				
A-C	442	110	0.00			442				

2055 | DS VM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Stone Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		151.72	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	151.72	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)	Run automatically
D20	2055	DS VM	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Westbound		ONE HOUR	✓	1477	100.000
B - Stone Street		ONE HOUR	✓	247	100.000
C - A20 Eastbound		ONE HOUR	✓	789	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0	365	1112
	B - Stone Street	209	0	38
	C - A20 Eastbound	741	48	0

Proportions

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0.00	0.25	0.75
	B - Stone Street	0.85	0.00	0.15
	C - A20 Eastbound	0.94	0.06	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	0	1	2
	B - Stone Street	1	0	0
	C - A20 Eastbound	6	0	0

Average PCU Per Veh

		To		
		A - A20 Westbound	B - Stone Street	C - A20 Eastbound
From	A - A20 Westbound	1.000	1.010	1.020
	B - Stone Street	1.010	1.000	1.000
	C - A20 Eastbound	1.060	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Westbound	16:45-17:00	1112	1131
	17:00-17:15	1328	1351
	17:15-17:30	1626	1655
	17:30-17:45	1626	1655
	17:45-18:00	1328	1351
	18:00-18:15	1112	1131
B - Stone Street	16:45-17:00	186	188
	17:00-17:15	222	224
	17:15-17:30	272	274
	17:30-17:45	272	274
	17:45-18:00	222	224
	18:00-18:15	186	188
C - A20 Eastbound	16:45-17:00	594	627
	17:00-17:15	709	749
	17:15-17:30	869	918
	17:30-17:45	869	918
	17:45-18:00	709	749
	18:00-18:15	594	627

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.95	1735.73	11.8	F	35	52
B-A	1.98	1542.51	62.7	F	192	288
C-AB	0.18	14.27	0.2	B	44	67
C-A					680	1019
A-B					335	502
A-C					1020	1531

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	319	0.090	28	0.0	0.1	12.378	B
B-A	157	39	0.00	257	0.613	152	0.0	1.4	32.748	D
C-AB	36	9	0.00	415	0.087	36	0.0	0.1	9.474	A
C-A	558	139	0.00			558				
A-B	275	69	0.00			275				
A-C	837	209	0.00			837				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	0.00	55	0.624	30	0.1	1.2	130.235	F
B-A	188	47	0.00	197	0.951	171	1.4	5.6	107.277	F
C-AB	43	11	0.00	368	0.117	43	0.1	0.1	11.062	B
C-A	666	167	0.00			666				
A-B	328	82	0.00			328				
A-C	1000	250	0.00			1000				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	10	0.00	21	1.952	20	1.2	6.7	850.680	F
B-A	230	58	0.00	116	1.979	115	5.6	34.2	659.146	F
C-AB	54	13	0.00	306	0.175	53	0.1	0.2	14.236	B
C-A	815	204	0.00			815				
A-B	402	100	0.00			402				
A-C	1224	306	0.00			1224				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	10	0.00	22	1.927	21	6.7	11.8	1735.727	F
B-A	230	58	0.00	116	1.981	116	34.2	62.7	1542.515	F
C-AB	54	13	0.00	306	0.175	54	0.2	0.2	14.270	B
C-A	815	204	0.00			815				
A-B	402	100	0.00			402				
A-C	1224	306	0.00			1224				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	0.00	37	0.934	34	11.8	11.8	1179.506	F
B-A	188	47	0.00	197	0.953	194	62.7	61.2	1092.833	F
C-AB	43	11	0.00	369	0.117	44	0.2	0.1	11.092	B
C-A	666	167	0.00			666				
A-B	328	82	0.00			328				
A-C	1000	250	0.00			1000				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	48	0.593	45	11.8	7.9	814.723	F
B-A	157	39	0.00	256	0.615	252	61.2	37.6	711.630	F
C-AB	36	9	0.00	415	0.087	36	0.1	0.1	9.501	A
C-A	558	139	0.00			558				
A-B	275	69	0.00			275				
A-C	837	209	0.00			837				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J8_A261 London Rd_Barrack Hill.j11

[redacted]

Report generation date: 17/09/2026 09:29:41

»2025 | | AM
»2025 | | PM
»2055 | DM | AM
»2055 | DM | PM
»2055 | DS VH | AM
»2055 | DS VH | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025					
Stream B-C	0.5	8.64	0.32	0.3	8.07	0.22
Stream B-A	0.1	16.27	0.09	0.1	17.25	0.10
Stream C-AB	0.6	9.59	0.37	0.4	9.28	0.29
	2055 - DM					
Stream B-C	0.9	14.24	0.48	0.5	12.17	0.33
Stream B-A	0.3	41.17	0.23	0.4	45.67	0.29
Stream C-AB	1.6	11.66	0.52	0.9	10.82	0.41
	2055 - DS VH					
Stream B-C	1.1	17.27	0.53	0.6	14.98	0.40
Stream B-A	0.4	60.82	0.31	0.6	70.10	0.39
Stream C-AB	2.1	12.12	0.57	1.1	11.11	0.44

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.

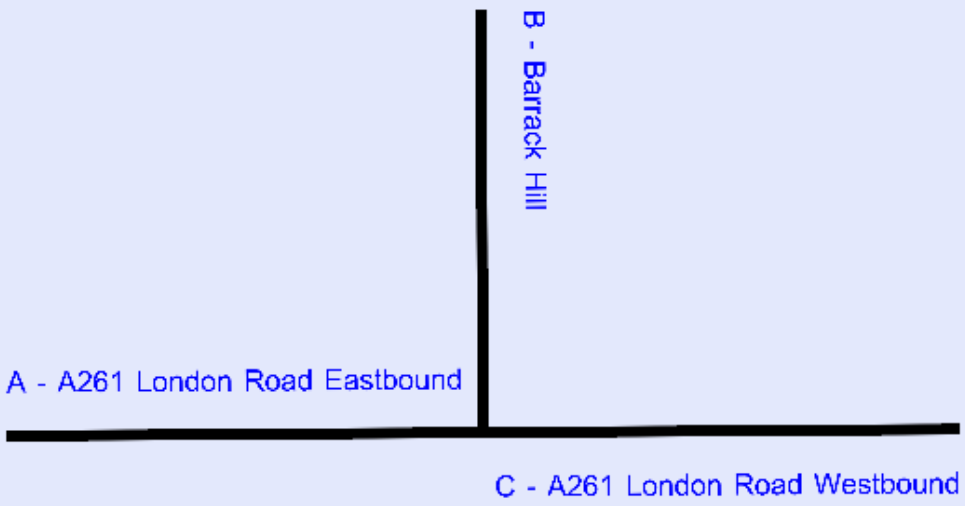
File summary

File Description

Title	J14 Otterpool Park_Base Model
Location	A261 London Rd - Barrack Hill
Site number	
Date	08/08/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	For 2050 DM (AM & PM) Scenario following arm structure is followed A - London Rd EB B - Barrack Hill C - London Rd WB as the arm structure give in forecast flows matrix is not realistic (as Arm B is minor arm in PICADY Model)

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	-Hour	perHour



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

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018		AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS VH	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS VH	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D21	2055	DS VM	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D22	2055	DS VM	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D15,D16,D17,D18,D19,D20	100.000	100.000

2025 | | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Barrack Hill - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Barrack Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.21	A

Arms

Arms

Arm	Name	Description	Arm type
A	A261 London Road Eastbound		Major
B	Barrack Hill		Minor
C	A261 London Road Westbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A261 London Road Westbound	7.60	✓	0.00	✓	2.70	85.0	✓	2.00

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 - Barrack Hill	One lane plus flare	6.00	4.34	4.19	4.05	3.99	✓	1.00	75	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	433	0.073	0.186	0.117	0.265
B-C	763	0.109	0.275	-	-
C-B	657	0.237	0.237	-	-

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	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2025	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A261 London Road Eastbound		ONE HOUR	✓	374	100.000
B - Barrack Hill		ONE HOUR	✓	201	100.000
C - A261 London Road Westbound		ONE HOUR	✓	573	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A261 London Road Eastbound	B - Barrack Hill	C - A261 London Road Westbound
From	A - A261 London Road Eastbound	0	35	339
	B - Barrack Hill	19	0	182
	C - A261 London Road Westbound	397	176	0

Proportions

	To		
		A - A261 London Road Eastbound	B - Barrack Hill
From	A - A261 London Road Eastbound	0.00	0.09
	B - Barrack Hill	0.09	0.00
	C - A261 London Road Westbound	0.69	0.31

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - A261 London Road Eastbound	B - Barrack Hill	C - A261 London Road Westbound
From	A - A261 London Road Eastbound	0	0	5
	B - Barrack Hill	0	0	3
	C - A261 London Road Westbound	4	5	0

Average PCU Per Veh

	To		
		A - A261 London Road Eastbound	B - Barrack Hill
From	A - A261 London Road Eastbound	1.000	1.000
	B - Barrack Hill	1.000	1.000
	C - A261 London Road Westbound	1.040	1.050

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A261 London Road Eastbound	07:45-08:00	282	294
	08:00-08:15	336	351
	08:15-08:30	412	430
	08:30-08:45	412	430
	08:45-09:00	336	351
	09:00-09:15	282	294
B - Barrack Hill	07:45-08:00	151	155
	08:00-08:15	181	186
	08:15-08:30	221	227
	08:30-08:45	221	227
	08:45-09:00	181	186
	09:00-09:15	151	155
C - A261 London Road Westbound	07:45-08:00	431	450
	08:00-08:15	515	537
	08:15-08:30	631	658
	08:30-08:45	631	658
	08:45-09:00	515	537
	09:00-09:15	431	450

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.32	8.64	0.5	A	167	251
B-A	0.09	16.27	0.1	C	17	26
C-AB	0.37	9.59	0.6	A	174	261
C-A					352	527
A-B					32	48
A-C					311	467

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	0.00	658	0.208	136	0.0	0.3	6.876	A
B-A	14	4	0.00	306	0.047	14	0.0	0.0	12.327	B
C-AB	137	34	0.00	579	0.237	136	0.0	0.3	8.111	A
C-A	294	74	0.00			294				
A-B	26	7	0.00			26				
A-C	255	64	0.00			255				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	164	41	0.00	642	0.255	163	0.3	0.3	7.523	A
B-A	17	4	0.00	280	0.061	17	0.0	0.1	13.710	B
C-AB	168	42	0.00	580	0.289	168	0.3	0.4	8.719	A
C-A	347	87	0.00			347				
A-B	31	8	0.00			31				
A-C	305	76	0.00			305				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	50	0.00	617	0.325	200	0.3	0.5	8.612	A
B-A	21	5	0.00	242	0.086	21	0.1	0.1	16.238	C
C-AB	217	54	0.00	593	0.366	217	0.4	0.6	9.547	A
C-A	413	103	0.00			413				
A-B	39	10	0.00			39				
A-C	373	93	0.00			373				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	50	0.00	617	0.325	200	0.5	0.5	8.636	A
B-A	21	5	0.00	242	0.086	21	0.1	0.1	16.274	C
C-AB	217	54	0.00	593	0.367	217	0.6	0.6	9.590	A
C-A	413	103	0.00			413				
A-B	39	10	0.00			39				
A-C	373	93	0.00			373				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	164	41	0.00	641	0.255	164	0.5	0.3	7.550	A
B-A	17	4	0.00	279	0.061	17	0.1	0.1	13.750	B
C-AB	168	42	0.00	580	0.290	169	0.6	0.4	8.773	A
C-A	347	87	0.00			347				
A-B	31	8	0.00			31				
A-C	305	76	0.00			305				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	0.00	658	0.208	137	0.3	0.3	6.917	A
B-A	14	4	0.00	305	0.047	14	0.1	0.0	12.371	B
C-AB	137	34	0.00	579	0.237	138	0.4	0.3	8.172	A
C-A	294	74	0.00			294				
A-B	26	7	0.00			26				
A-C	255	64	0.00			255				

2025 | | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Barrack Hill - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Barrack Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.22	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2025	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A261 London Road Eastbound		ONE HOUR	✓	533	100.000
B - Barrack Hill		ONE HOUR	✓	139	100.000
C - A261 London Road Westbound		ONE HOUR	✓	520	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A261 London Road Eastbound	B - Barrack Hill	C - A261 London Road Westbound
From	A - A261 London Road Eastbound	0	20	513
	B - Barrack Hill	22	0	117
	C - A261 London Road Westbound	384	136	0

Proportions

		To	
		A - A261 London Road Eastbound	B - Barrack Hill
From	A - A261 London Road Eastbound	0.00	0.04
	B - Barrack Hill	0.16	0.00
	C - A261 London Road Westbound	0.74	0.26

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A261 London Road Eastbound	B - Barrack Hill	C - A261 London Road Westbound
	A - A261 London Road Eastbound	0	0	1
	B - Barrack Hill	0	0	2
	C - A261 London Road Westbound	1	1	0

Average PCU Per Veh

	To		
From		A - A261 London Road Eastbound	B - Barrack Hill
	A - A261 London Road Eastbound	1.000	1.000
	B - Barrack Hill	1.000	1.000
	C - A261 London Road Westbound	1.010	1.010

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A261 London Road Eastbound	16:45-17:00	401	405
	17:00-17:15	479	484
	17:15-17:30	587	592
	17:30-17:45	587	592
	17:45-18:00	479	484
	18:00-18:15	401	405
B - Barrack Hill	16:45-17:00	105	106
	17:00-17:15	125	127
	17:15-17:30	153	156
	17:30-17:45	153	156
	17:45-18:00	125	127
	18:00-18:15	105	106
C - A261 London Road Westbound	16:45-17:00	391	395
	17:00-17:15	467	472
	17:15-17:30	573	578
	17:30-17:45	573	578
	17:45-18:00	467	472
	18:00-18:15	391	395

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.22	8.07	0.3	A	107	161
B-A	0.10	17.25	0.1	C	20	30
C-AB	0.29	9.28	0.4	A	130	196
C-A					347	520
A-B					18	28
A-C					471	706

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	0.00	632	0.139	87	0.0	0.2	6.605	A
B-A	17	4	0.00	298	0.056	16	0.0	0.1	12.787	B
C-AB	104	26	0.00	566	0.184	103	0.0	0.2	7.771	A
C-A	287	72	0.00			287				
A-B	15	4	0.00			15				
A-C	386	97	0.00			386				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	105	26	0.00	609	0.173	105	0.2	0.2	7.147	A
B-A	20	5	0.00	271	0.073	20	0.1	0.1	14.342	B
C-AB	126	32	0.00	556	0.228	126	0.2	0.3	8.379	A
C-A	341	85	0.00			341				
A-B	18	4	0.00			18				
A-C	461	115	0.00			461				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	0.00	575	0.224	129	0.2	0.3	8.054	A
B-A	24	6	0.00	233	0.104	24	0.1	0.1	17.209	C
C-AB	161	40	0.00	549	0.293	160	0.3	0.4	9.254	A
C-A	412	103	0.00			412				
A-B	22	6	0.00			22				
A-C	565	141	0.00			565				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	0.00	575	0.224	129	0.3	0.3	8.068	A
B-A	24	6	0.00	233	0.104	24	0.1	0.1	17.245	C
C-AB	161	40	0.00	549	0.293	161	0.4	0.4	9.280	A
C-A	412	103	0.00			412				
A-B	22	6	0.00			22				
A-C	565	141	0.00			565				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	105	26	0.00	608	0.173	105	0.3	0.2	7.161	A
B-A	20	5	0.00	270	0.073	20	0.1	0.1	14.380	B
C-AB	126	32	0.00	556	0.228	127	0.4	0.3	8.413	A
C-A	341	85	0.00			341				
A-B	18	4	0.00			18				
A-C	461	115	0.00			461				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	0.00	632	0.139	88	0.2	0.2	6.623	A
B-A	17	4	0.00	297	0.056	17	0.1	0.1	12.830	B
C-AB	104	26	0.00	566	0.184	105	0.3	0.2	7.811	A
C-A	287	72	0.00			287				
A-B	15	4	0.00			15				
A-C	386	97	0.00			386				

2055 | DM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Barrack Hill - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Barrack Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2055	DM	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A261 London Road Eastbound		ONE HOUR	✓	754	100.000
B - Barrack Hill		ONE HOUR	✓	233	100.000
C - A261 London Road Westbound		ONE HOUR	✓	889	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A261 London Road Eastbound	B - Barrack Hill	C - A261 London Road Westbound
From	A - A261 London Road Eastbound	0	44	710
	B - Barrack Hill	24	0	209
	C - A261 London Road Westbound	683	206	0

Proportions

		To	
		A - A261 London Road Eastbound	B - Barrack Hill
From	A - A261 London Road Eastbound	0.00	0.06
	B - Barrack Hill	0.10	0.00
	C - A261 London Road Westbound	0.77	0.23

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A261 London Road Eastbound	B - Barrack Hill	C - A261 London Road Westbound
	A - A261 London Road Eastbound	0	0	3
	B - Barrack Hill	0	0	3
	C - A261 London Road Westbound	3	5	0

Average PCU Per Veh

	To		
From		A - A261 London Road Eastbound	B - Barrack Hill
	A - A261 London Road Eastbound	1.000	1.000
	B - Barrack Hill	1.000	1.000
	C - A261 London Road Westbound	1.026	1.045

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A261 London Road Eastbound	07:45-08:00	568	583
	08:00-08:15	678	697
	08:15-08:30	830	853
	08:30-08:45	830	853
	08:45-09:00	678	697
	09:00-09:15	568	583
B - Barrack Hill	07:45-08:00	175	180
	08:00-08:15	209	215
	08:15-08:30	257	263
	08:30-08:45	257	263
	08:45-09:00	209	215
	09:00-09:15	175	180
C - A261 London Road Westbound	07:45-08:00	669	690
	08:00-08:15	799	823
	08:15-08:30	979	1008
	08:30-08:45	979	1008
	08:45-09:00	799	823
	09:00-09:15	669	690

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.48	14.24	0.9	B	192	288
B-A	0.23	41.17	0.3	E	22	33
C-AB	0.52	11.66	1.6	B	246	369
C-A					570	855
A-B					40	61
A-C					652	977

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	39	0.00	579	0.272	156	0.0	0.4	8.486	A
B-A	18	5	0.00	220	0.082	18	0.0	0.1	17.757	C
C-AB	172	43	0.00	552	0.312	170	0.0	0.5	9.400	A
C-A	497	124	0.00			497				
A-B	33	8	0.00			33				
A-C	535	134	0.00			535				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	188	47	0.00	543	0.346	187	0.4	0.5	10.107	B
B-A	22	5	0.00	176	0.123	21	0.1	0.1	23.234	C
C-AB	226	56	0.00	574	0.393	225	0.5	0.8	10.309	B
C-A	573	143	0.00			573				
A-B	40	10	0.00			40				
A-C	638	160	0.00			638				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	230	58	0.00	484	0.475	229	0.5	0.9	14.011	B
B-A	26	7	0.00	115	0.231	26	0.1	0.3	40.301	E
C-AB	339	85	0.00	652	0.521	336	0.8	1.5	11.451	B
C-A	639	160	0.00			639				
A-B	48	12	0.00			48				
A-C	782	195	0.00			782				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	230	58	0.00	483	0.477	230	0.9	0.9	14.238	B
B-A	26	7	0.00	114	0.232	26	0.3	0.3	41.171	E
C-AB	339	85	0.00	651	0.521	339	1.5	1.6	11.663	B
C-A	639	160	0.00			639				
A-B	48	12	0.00			48				
A-C	782	195	0.00			782				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	188	47	0.00	542	0.347	189	0.9	0.5	10.253	B
B-A	22	5	0.00	175	0.123	22	0.3	0.1	23.645	C
C-AB	226	56	0.00	573	0.394	229	1.6	0.8	10.559	B
C-A	573	143	0.00			573				
A-B	40	10	0.00			40				
A-C	638	160	0.00			638				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	39	0.00	578	0.272	158	0.5	0.4	8.583	A
B-A	18	5	0.00	219	0.082	18	0.1	0.1	17.941	C
C-AB	172	43	0.00	551	0.313	174	0.8	0.5	9.558	A
C-A	497	124	0.00			497				
A-B	33	8	0.00			33				
A-C	535	134	0.00			535				

2055 | DM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Barrack Hill - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Barrack Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2055	DM	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A261 London Road Eastbound		ONE HOUR	✓	868	100.000
B - Barrack Hill		ONE HOUR	✓	164	100.000
C - A261 London Road Westbound		ONE HOUR	✓	908	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A261 London Road Eastbound	B - Barrack Hill	C - A261 London Road Westbound
From	A - A261 London Road Eastbound	0	26	842
	B - Barrack Hill	29	0	135
	C - A261 London Road Westbound	749	159	0

Proportions

		To	
		A - A261 London Road Eastbound	B - Barrack Hill
From	A - A261 London Road Eastbound	0.00	0.03
	B - Barrack Hill	0.18	0.00
	C - A261 London Road Westbound	0.82	0.18

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A261 London Road Eastbound	B - Barrack Hill	C - A261 London Road Westbound
	A - A261 London Road Eastbound	0	0	1
	B - Barrack Hill	0	0	2
	C - A261 London Road Westbound	0	1	0

Average PCU Per Veh

	To		
From		A - A261 London Road Eastbound	B - Barrack Hill
	A - A261 London Road Eastbound	1.000	1.000
	B - Barrack Hill	1.000	1.000
	C - A261 London Road Westbound	1.005	1.007

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A261 London Road Eastbound	16:45-17:00	653	657
	17:00-17:15	780	785
	17:15-17:30	956	961
	17:30-17:45	956	961
	17:45-18:00	780	785
	18:00-18:15	653	657
B - Barrack Hill	16:45-17:00	123	125
	17:00-17:15	147	150
	17:15-17:30	181	183
	17:30-17:45	181	183
	17:45-18:00	147	150
	18:00-18:15	123	125
C - A261 London Road Westbound	16:45-17:00	684	687
	17:00-17:15	816	820
	17:15-17:30	1000	1005
	17:30-17:45	1000	1005
	17:45-18:00	816	820
	18:00-18:15	684	687

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.33	12.17	0.5	B	124	186
B-A	0.29	45.67	0.4	E	27	40
C-AB	0.41	10.82	0.9	B	174	262
C-A					659	988
A-B					24	36
A-C					773	1159

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	25	0.00	560	0.182	101	0.0	0.2	7.830	A
B-A	22	5	0.00	216	0.101	21	0.0	0.1	18.504	C
C-AB	128	32	0.00	531	0.240	126	0.0	0.3	8.869	A
C-A	556	139	0.00			556				
A-B	20	5	0.00			20				
A-C	634	158	0.00			634				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	121	30	0.00	518	0.234	121	0.2	0.3	9.066	A
B-A	26	7	0.00	172	0.152	26	0.1	0.2	24.607	C
C-AB	162	41	0.00	532	0.306	162	0.3	0.5	9.726	A
C-A	654	163	0.00			654				
A-B	23	6	0.00			23				
A-C	757	189	0.00			757				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	149	37	0.00	446	0.333	148	0.3	0.5	12.035	B
B-A	32	8	0.00	111	0.288	31	0.2	0.4	44.756	E
C-AB	233	58	0.00	567	0.411	231	0.5	0.9	10.717	B
C-A	767	192	0.00			767				
A-B	29	7	0.00			29				
A-C	927	232	0.00			927				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	149	37	0.00	444	0.334	149	0.5	0.5	12.169	B
B-A	32	8	0.00	111	0.289	32	0.4	0.4	45.671	E
C-AB	233	58	0.00	567	0.411	233	0.9	0.9	10.816	B
C-A	767	192	0.00			767				
A-B	29	7	0.00			29				
A-C	927	232	0.00			927				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	121	30	0.00	516	0.235	122	0.5	0.3	9.149	A
B-A	26	7	0.00	172	0.152	27	0.4	0.2	24.967	C
C-AB	162	41	0.00	532	0.306	164	0.9	0.5	9.845	A
C-A	654	163	0.00			654				
A-B	23	6	0.00			23				
A-C	757	189	0.00			757				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	25	0.00	559	0.182	102	0.3	0.2	7.886	A
B-A	22	5	0.00	215	0.101	22	0.2	0.1	18.647	C
C-AB	128	32	0.00	531	0.240	128	0.5	0.3	8.959	A
C-A	556	139	0.00			556				
A-B	20	5	0.00			20				
A-C	634	158	0.00			634				

2055 | DS VH | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Barrack Hill - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Barrack Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.32	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2055	DS VH	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A261 London Road Eastbound		ONE HOUR	✓	832	100.000
B - Barrack Hill		ONE HOUR	✓	239	100.000
C - A261 London Road Westbound		ONE HOUR	✓	968	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A261 London Road Eastbound	B - Barrack Hill	C - A261 London Road Westbound
From	A - A261 London Road Eastbound	0	44	788
	B - Barrack Hill	24	0	215
	C - A261 London Road Westbound	754	214	0

Proportions

		To	
		A - A261 London Road Eastbound	B - Barrack Hill
From	A - A261 London Road Eastbound	0.00	0.05
	B - Barrack Hill	0.10	0.00
	C - A261 London Road Westbound	0.78	0.22

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A261 London Road Eastbound	B - Barrack Hill	C - A261 London Road Westbound
	A - A261 London Road Eastbound	0	0	3
	B - Barrack Hill	0	0	3
	C - A261 London Road Westbound	2	4	0

Average PCU Per Veh

	To		
From		A - A261 London Road Eastbound	B - Barrack Hill
	A - A261 London Road Eastbound	1.000	1.000
	B - Barrack Hill	1.000	1.000
	C - A261 London Road Westbound	1.023	1.044

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A261 London Road Eastbound	07:45-08:00	626	642
	08:00-08:15	748	767
	08:15-08:30	916	939
	08:30-08:45	916	939
	08:45-09:00	748	767
	09:00-09:15	626	642
B - Barrack Hill	07:45-08:00	180	184
	08:00-08:15	215	220
	08:15-08:30	263	270
	08:30-08:45	263	270
	08:45-09:00	215	220
	09:00-09:15	180	184
C - A261 London Road Westbound	07:45-08:00	729	749
	08:00-08:15	870	894
	08:15-08:30	1066	1095
	08:30-08:45	1066	1095
	08:45-09:00	870	894
	09:00-09:15	729	749

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.53	17.27	1.1	C	197	296
B-A	0.31	60.82	0.4	F	22	33
C-AB	0.57	12.12	2.1	B	275	412
C-A					613	920
A-B					40	61
A-C					723	1085

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	162	40	0.00	562	0.288	160	0.0	0.4	8.920	A
B-A	18	5	0.00	201	0.090	18	0.0	0.1	19.593	C
C-AB	184	46	0.00	553	0.333	182	0.0	0.6	9.661	A
C-A	545	136	0.00			545				
A-B	33	8	0.00			33				
A-C	593	148	0.00			593				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	193	48	0.00	522	0.370	193	0.4	0.6	10.908	B
B-A	22	5	0.00	153	0.141	21	0.1	0.2	27.249	D
C-AB	247	62	0.00	586	0.422	246	0.6	0.9	10.602	B
C-A	623	156	0.00			623				
A-B	40	10	0.00			40				
A-C	708	177	0.00			708				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	237	59	0.00	448	0.528	235	0.6	1.1	16.713	C
B-A	26	7	0.00	87	0.305	25	0.2	0.4	58.064	F
C-AB	393	98	0.00	696	0.565	389	0.9	2.0	11.807	B
C-A	672	168	0.00			672				
A-B	48	12	0.00			48				
A-C	868	217	0.00			868				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	237	59	0.00	445	0.532	237	1.1	1.1	17.266	C
B-A	26	7	0.00	85	0.310	26	0.4	0.4	60.821	F
C-AB	393	98	0.00	695	0.566	393	2.0	2.1	12.123	B
C-A	672	168	0.00			672				
A-B	48	12	0.00			48				
A-C	868	217	0.00			868				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	193	48	0.00	520	0.372	195	1.1	0.6	11.152	B
B-A	22	5	0.00	152	0.142	23	0.4	0.2	28.096	D
C-AB	247	62	0.00	584	0.423	252	2.1	1.0	10.976	B
C-A	623	156	0.00			623				
A-B	40	10	0.00			40				
A-C	708	177	0.00			708				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	162	40	0.00	562	0.288	163	0.6	0.4	9.038	A
B-A	18	5	0.00	200	0.090	18	0.2	0.1	19.859	C
C-AB	184	46	0.00	552	0.333	186	1.0	0.6	9.864	A
C-A	545	136	0.00			545				
A-B	33	8	0.00			33				
A-C	593	148	0.00			593				

2055 | DS VH | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Barrack Hill - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Barrack Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.09	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2055	DS VH	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A261 London Road Eastbound		ONE HOUR	✓	945	100.000
B - Barrack Hill		ONE HOUR	✓	173	100.000
C - A261 London Road Westbound		ONE HOUR	✓	981	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A261 London Road Eastbound	B - Barrack Hill	C - A261 London Road Westbound
From	A - A261 London Road Eastbound	0	26	919
	B - Barrack Hill	29	0	144
	C - A261 London Road Westbound	818	163	0

Proportions

		To	
		A - A261 London Road Eastbound	B - Barrack Hill
From	A - A261 London Road Eastbound	0.00	0.03
	B - Barrack Hill	0.17	0.00
	C - A261 London Road Westbound	0.83	0.17

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A261 London Road Eastbound	B - Barrack Hill	C - A261 London Road Westbound
	A - A261 London Road Eastbound	0	0	1
	B - Barrack Hill	0	0	2
	C - A261 London Road Westbound	0	1	0

Average PCU Per Veh

	To		
From		A - A261 London Road Eastbound	B - Barrack Hill
	A - A261 London Road Eastbound	1.000	1.000
	B - Barrack Hill	1.000	1.000
	C - A261 London Road Westbound	1.004	1.007

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A261 London Road Eastbound	16:45-17:00	711	715
	17:00-17:15	850	854
	17:15-17:30	1040	1046
	17:30-17:45	1040	1046
	17:45-18:00	850	854
	18:00-18:15	711	715
B - Barrack Hill	16:45-17:00	130	132
	17:00-17:15	156	158
	17:15-17:30	190	193
	17:30-17:45	190	193
	17:45-18:00	156	158
	18:00-18:15	130	132
C - A261 London Road Westbound	16:45-17:00	739	742
	17:00-17:15	882	886
	17:15-17:30	1080	1085
	17:30-17:45	1080	1085
	17:45-18:00	882	886
	18:00-18:15	739	742

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.40	14.98	0.6	B	132	198
B-A	0.39	70.10	0.6	F	27	40
C-AB	0.44	11.11	1.1	B	188	281
C-A					713	1069
A-B					24	36
A-C					843	1265

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	0.00	544	0.199	107	0.0	0.2	8.232	A
B-A	22	5	0.00	196	0.111	21	0.0	0.1	20.510	C
C-AB	133	33	0.00	525	0.253	131	0.0	0.4	9.130	A
C-A	606	151	0.00			606				
A-B	20	5	0.00			20				
A-C	692	173	0.00			692				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	0.00	497	0.261	129	0.2	0.3	9.780	A
B-A	26	7	0.00	149	0.175	26	0.1	0.2	29.088	D
C-AB	172	43	0.00	530	0.324	171	0.4	0.5	10.023	B
C-A	710	177	0.00			710				
A-B	23	6	0.00			23				
A-C	826	207	0.00			826				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	40	0.00	404	0.393	157	0.3	0.6	14.551	B
B-A	32	8	0.00	83	0.384	31	0.2	0.6	66.683	F
C-AB	258	64	0.00	584	0.441	256	0.5	1.1	10.974	B
C-A	822	206	0.00			822				
A-B	29	7	0.00			29				
A-C	1012	253	0.00			1012				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	40	0.00	399	0.398	158	0.6	0.6	14.982	B
B-A	32	8	0.00	83	0.385	32	0.6	0.6	70.102	F
C-AB	258	64	0.00	584	0.441	258	1.1	1.1	11.109	B
C-A	822	206	0.00			822				
A-B	29	7	0.00			29				
A-C	1012	253	0.00			1012				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	0.00	494	0.262	131	0.6	0.4	9.937	A
B-A	26	7	0.00	149	0.175	28	0.6	0.2	29.900	D
C-AB	172	43	0.00	530	0.325	174	1.1	0.6	10.184	B
C-A	710	177	0.00			710				
A-B	23	6	0.00			23				
A-C	826	207	0.00			826				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	0.00	543	0.200	109	0.4	0.3	8.303	A
B-A	22	5	0.00	196	0.111	22	0.2	0.1	20.740	C
C-AB	133	33	0.00	525	0.253	134	0.6	0.4	9.237	A
C-A	606	151	0.00			606				
A-B	20	5	0.00			20				
A-C	692	173	0.00			692				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J8_A261 London Rd_Barrack Hill.j11

[redacted]

Report generation date: 17/09/2026 10:37:35

»2055 | DS VM | AM
»2055 | DS VM | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2055 - DS VM					
Stream B-C	1.1	17.63	0.54	0.7	15.50	0.41
Stream B-A	0.4	63.74	0.32	0.6	74.65	0.40
Stream C-AB	2.1	12.17	0.57	1.1	11.13	0.44

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.

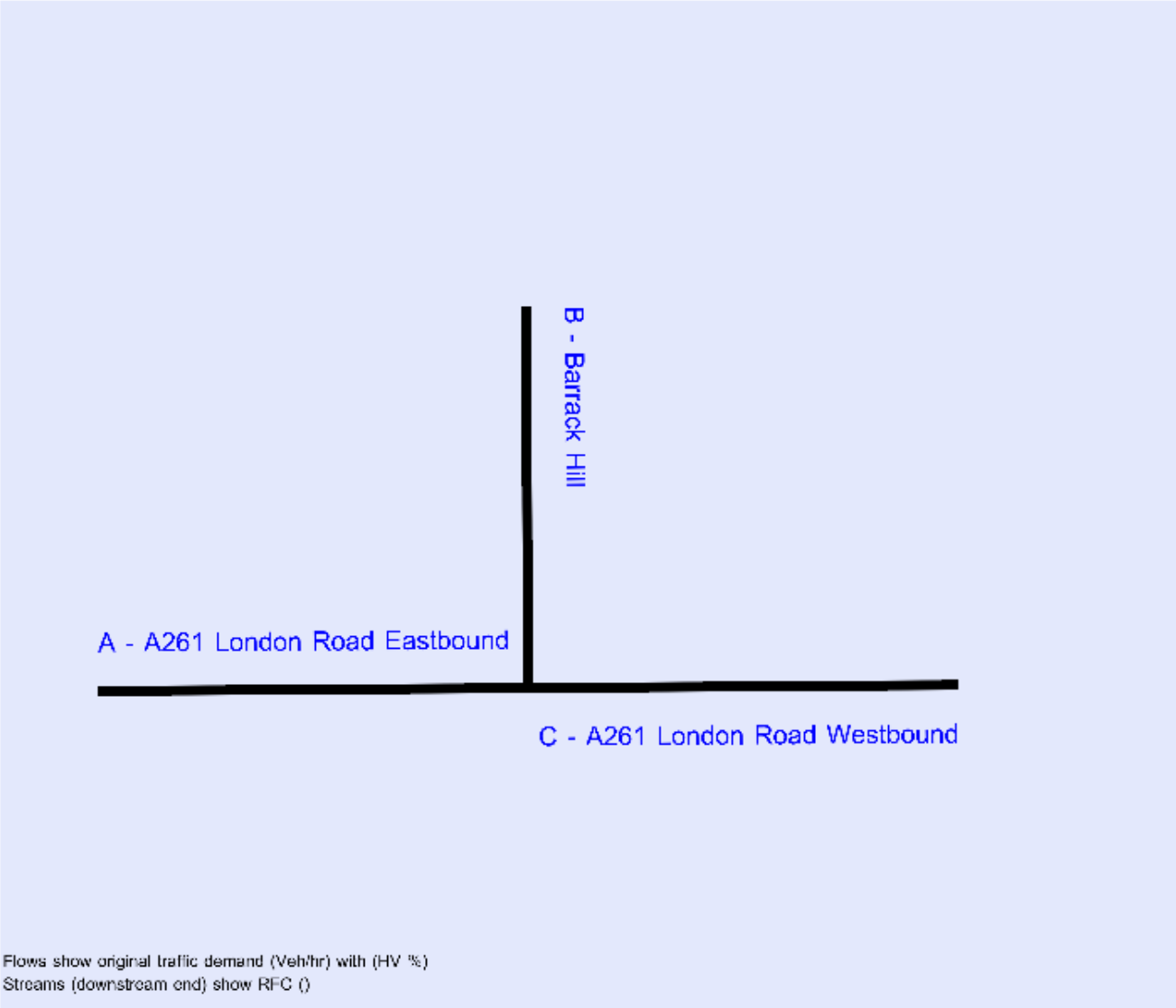
File summary

File Description

Title	J14 Otterpool Park_Base Model
Location	A261 London Rd - Barrack Hill
Site number	
Date	08/08/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	For 2050 DM (AM & PM) Scenario following arm structure is followed A - London Rd EB B - Barrack Hill C - London Rd WB as the arm structure give in forecast flows matrix is not realistic (as Arm B is minor arm in PICADY Model)

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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018		AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS VH	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS VH	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D21	2055	DS VM	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D22	2055	DS VM	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D21,D22	100.000	100.000

2055 | DS VM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Barrack Hill - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Barrack Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.39	A

Arms

Arms

Arm	Name	Description	Arm type
A	A261 London Road Eastbound		Major
B	Barrack Hill		Minor
C	A261 London Road Westbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A261 London Road Westbound	7.60	✓	0.00	✓	2.70	85.0	✓	2.00

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 - Barrack Hill	One lane plus flare	6.00	4.34	4.19	4.05	3.99	✓	1.00	75	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	433	0.073	0.186	0.117	0.265
B-C	763	0.109	0.275	-	-
C-B	657	0.237	0.237	-	-

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	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2055	DS VM	AM	J14 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A261 London Road Eastbound		ONE HOUR	✓	839	100.000
B - Barrack Hill		ONE HOUR	✓	239	100.000
C - A261 London Road Westbound		ONE HOUR	✓	977	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A261 London Road Eastbound	B - Barrack Hill	C - A261 London Road Westbound
	A - A261 London Road Eastbound	0	44	795
	B - Barrack Hill	24	0	215
	C - A261 London Road Westbound	762	215	0

Proportions

	To		
From		A - A261 London Road Eastbound	B - Barrack Hill
	A - A261 London Road Eastbound	0.00	0.05
	B - Barrack Hill	0.10	0.00
	C - A261 London Road Westbound	0.78	0.22

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A261 London Road Eastbound	B - Barrack Hill	C - A261 London Road Westbound
	A - A261 London Road Eastbound	0	0	3
	B - Barrack Hill	0	0	3
	C - A261 London Road Westbound	2	4	0

Average PCU Per Veh

	To		
From		A - A261 London Road Eastbound	B - Barrack Hill
	A - A261 London Road Eastbound	1.000	1.000
	B - Barrack Hill	1.000	1.000
	C - A261 London Road Westbound	1.023	1.044

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A261 London Road Eastbound	07:45-08:00	632	647
	08:00-08:15	754	773
	08:15-08:30	924	947
	08:30-08:45	924	947
	08:45-09:00	754	773
	09:00-09:15	632	647
B - Barrack Hill	07:45-08:00	180	184
	08:00-08:15	215	220
	08:15-08:30	263	270
	08:30-08:45	263	270
	08:45-09:00	215	220
	09:00-09:15	180	184
C - A261 London Road Westbound	07:45-08:00	736	756
	08:00-08:15	878	902
	08:15-08:30	1076	1105
	08:30-08:45	1076	1105
	08:45-09:00	878	902
	09:00-09:15	736	756

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.54	17.63	1.1	C	197	296
B-A	0.32	63.74	0.4	F	22	33
C-AB	0.57	12.17	2.1	B	279	418
C-A					618	927
A-B					40	61
A-C					730	1094

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	162	40	0.00	561	0.289	160	0.0	0.4	8.951	A
B-A	18	5	0.00	199	0.091	18	0.0	0.1	19.797	C
C-AB	186	46	0.00	553	0.335	183	0.0	0.6	9.685	A
C-A	550	137	0.00			550				
A-B	33	8	0.00			33				
A-C	599	150	0.00			599				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	193	48	0.00	520	0.372	193	0.4	0.6	10.971	B
B-A	22	5	0.00	151	0.143	21	0.1	0.2	27.716	D
C-AB	250	62	0.00	588	0.425	249	0.6	0.9	10.626	B
C-A	628	157	0.00			628				
A-B	40	10	0.00			40				
A-C	715	179	0.00			715				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	237	59	0.00	444	0.533	235	0.6	1.1	17.015	C
B-A	26	7	0.00	84	0.315	25	0.2	0.4	60.593	F
C-AB	400	100	0.00	702	0.570	396	0.9	2.0	11.839	B
C-A	675	169	0.00			675				
A-B	48	12	0.00			48				
A-C	875	219	0.00			875				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	237	59	0.00	440	0.537	237	1.1	1.1	17.628	C
B-A	26	7	0.00	83	0.320	26	0.4	0.4	63.740	F
C-AB	400	100	0.00	701	0.571	400	2.0	2.1	12.172	B
C-A	675	169	0.00			675				
A-B	48	12	0.00			48				
A-C	875	219	0.00			875				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	193	48	0.00	518	0.373	195	1.1	0.6	11.232	B
B-A	22	5	0.00	149	0.144	23	0.4	0.2	28.633	D
C-AB	250	62	0.00	586	0.427	254	2.1	1.0	11.017	B
C-A	628	157	0.00			628				
A-B	40	10	0.00			40				
A-C	715	179	0.00			715				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	162	40	0.00	560	0.289	163	0.6	0.4	9.073	A
B-A	18	5	0.00	198	0.091	18	0.2	0.1	20.070	C
C-AB	186	46	0.00	553	0.336	187	1.0	0.6	9.890	A
C-A	550	137	0.00			550				
A-B	33	8	0.00			33				
A-C	599	150	0.00			599				

2055 | DS VM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Barrack Hill - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Barrack Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.17	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2055	DS VM	PM	J14 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A261 London Road Eastbound		ONE HOUR	✓	954	100.000
B - Barrack Hill		ONE HOUR	✓	174	100.000
C - A261 London Road Westbound		ONE HOUR	✓	990	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A261 London Road Eastbound	B - Barrack Hill	C - A261 London Road Westbound
From	A - A261 London Road Eastbound	0	26	928
	B - Barrack Hill	29	0	145
	C - A261 London Road Westbound	827	163	0

Proportions

		To	
		A - A261 London Road Eastbound	B - Barrack Hill
From	A - A261 London Road Eastbound	0.00	0.03
	B - Barrack Hill	0.17	0.00
	C - A261 London Road Westbound	0.84	0.16

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A261 London Road Eastbound	B - Barrack Hill	C - A261 London Road Westbound
	A - A261 London Road Eastbound	0	0	1
	B - Barrack Hill	0	0	2
	C - A261 London Road Westbound	0	1	0

Average PCU Per Veh

	To		
From		A - A261 London Road Eastbound	B - Barrack Hill
	A - A261 London Road Eastbound	1.000	1.000
	B - Barrack Hill	1.000	1.000
	C - A261 London Road Westbound	1.004	1.007

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A261 London Road Eastbound	16:45-17:00	718	722
	17:00-17:15	858	862
	17:15-17:30	1050	1056
	17:30-17:45	1050	1056
	17:45-18:00	858	862
	18:00-18:15	718	722
B - Barrack Hill	16:45-17:00	131	133
	17:00-17:15	156	159
	17:15-17:30	192	194
	17:30-17:45	192	194
	17:45-18:00	156	159
	18:00-18:15	131	133
C - A261 London Road Westbound	16:45-17:00	745	749
	17:00-17:15	890	894
	17:15-17:30	1090	1095
	17:30-17:45	1090	1095
	17:45-18:00	890	894
	18:00-18:15	745	749

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.41	15.50	0.7	C	133	200
B-A	0.40	74.65	0.6	F	27	40
C-AB	0.44	11.13	1.1	B	189	283
C-A					720	1080
A-B					24	36
A-C					852	1277

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	27	0.00	542	0.201	108	0.0	0.2	8.281	A
B-A	22	5	0.00	194	0.112	21	0.0	0.1	20.756	C
C-AB	133	33	0.00	524	0.254	132	0.0	0.4	9.155	A
C-A	612	153	0.00			612				
A-B	20	5	0.00			20				
A-C	699	175	0.00			699				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	130	33	0.00	494	0.264	130	0.2	0.4	9.874	A
B-A	26	7	0.00	147	0.178	26	0.1	0.2	29.688	D
C-AB	173	43	0.00	530	0.326	172	0.4	0.6	10.050	B
C-A	717	179	0.00			717				
A-B	23	6	0.00			23				
A-C	834	209	0.00			834				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	160	40	0.00	397	0.402	158	0.4	0.7	14.988	B
B-A	32	8	0.00	80	0.399	30	0.2	0.6	70.594	F
C-AB	260	65	0.00	586	0.444	258	0.6	1.1	10.990	B
C-A	830	207	0.00			830				
A-B	29	7	0.00			29				
A-C	1022	255	0.00			1022				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	160	40	0.00	392	0.408	160	0.7	0.7	15.500	C
B-A	32	8	0.00	80	0.401	32	0.6	0.6	74.651	F
C-AB	260	65	0.00	586	0.444	260	1.1	1.1	11.128	B
C-A	830	207	0.00			830				
A-B	29	7	0.00			29				
A-C	1022	255	0.00			1022				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	130	33	0.00	491	0.265	132	0.7	0.4	10.045	B
B-A	26	7	0.00	147	0.178	28	0.6	0.2	30.612	D
C-AB	173	43	0.00	530	0.326	175	1.1	0.6	10.218	B
C-A	717	179	0.00			717				
A-B	23	6	0.00			23				
A-C	834	209	0.00			834				

18:00 - 18:15

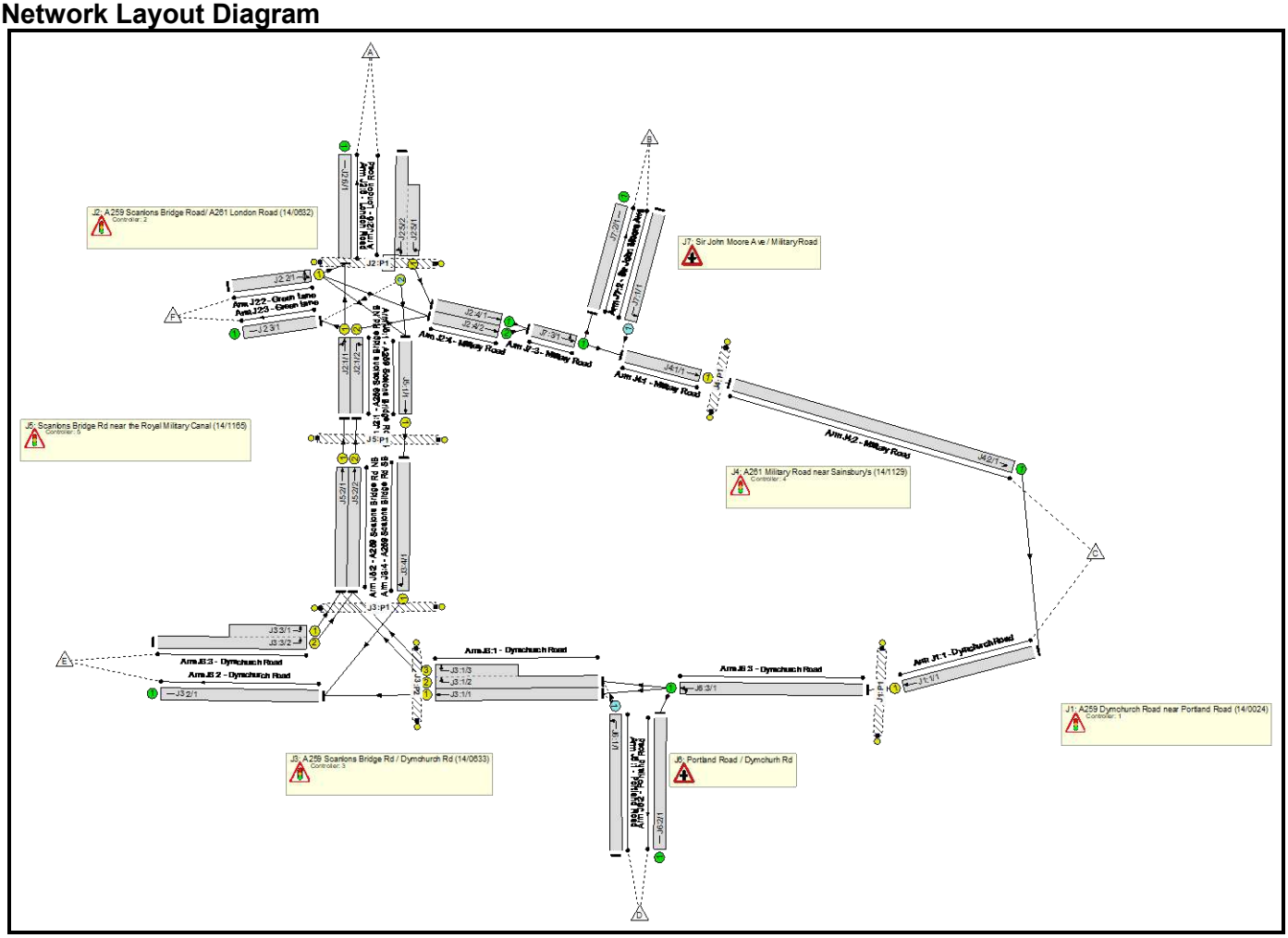
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	27	0.00	541	0.202	110	0.4	0.3	8.353	A
B-A	22	5	0.00	194	0.113	22	0.2	0.1	21.013	C
C-AB	133	33	0.00	524	0.254	134	0.6	0.4	9.262	A
C-A	612	153	0.00			612				
A-B	20	5	0.00			20				
A-C	699	175	0.00			699				

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**J15 A259/ Dymchurch Rd/ Military Rd gyratory**
Location:	Hythe
Additional detail:	
File name:	J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x
Author:	
Company:	
Address:	

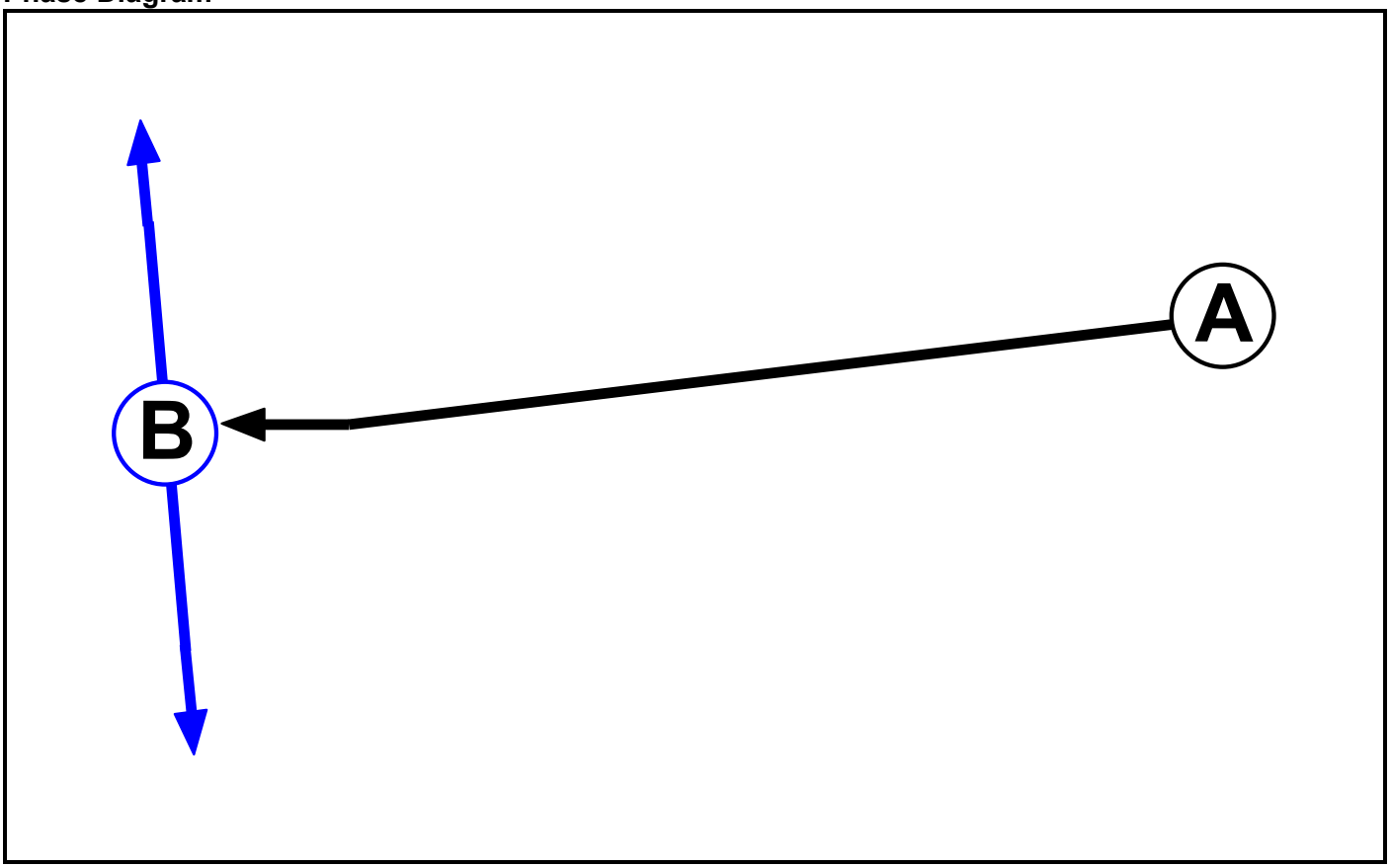
Network Layout Diagram



Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

C1 - 14-0024

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Pedestrian		-9999	4

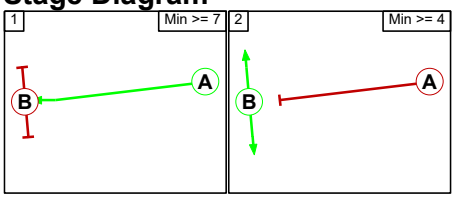
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		6
	B	11	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Phase Delays

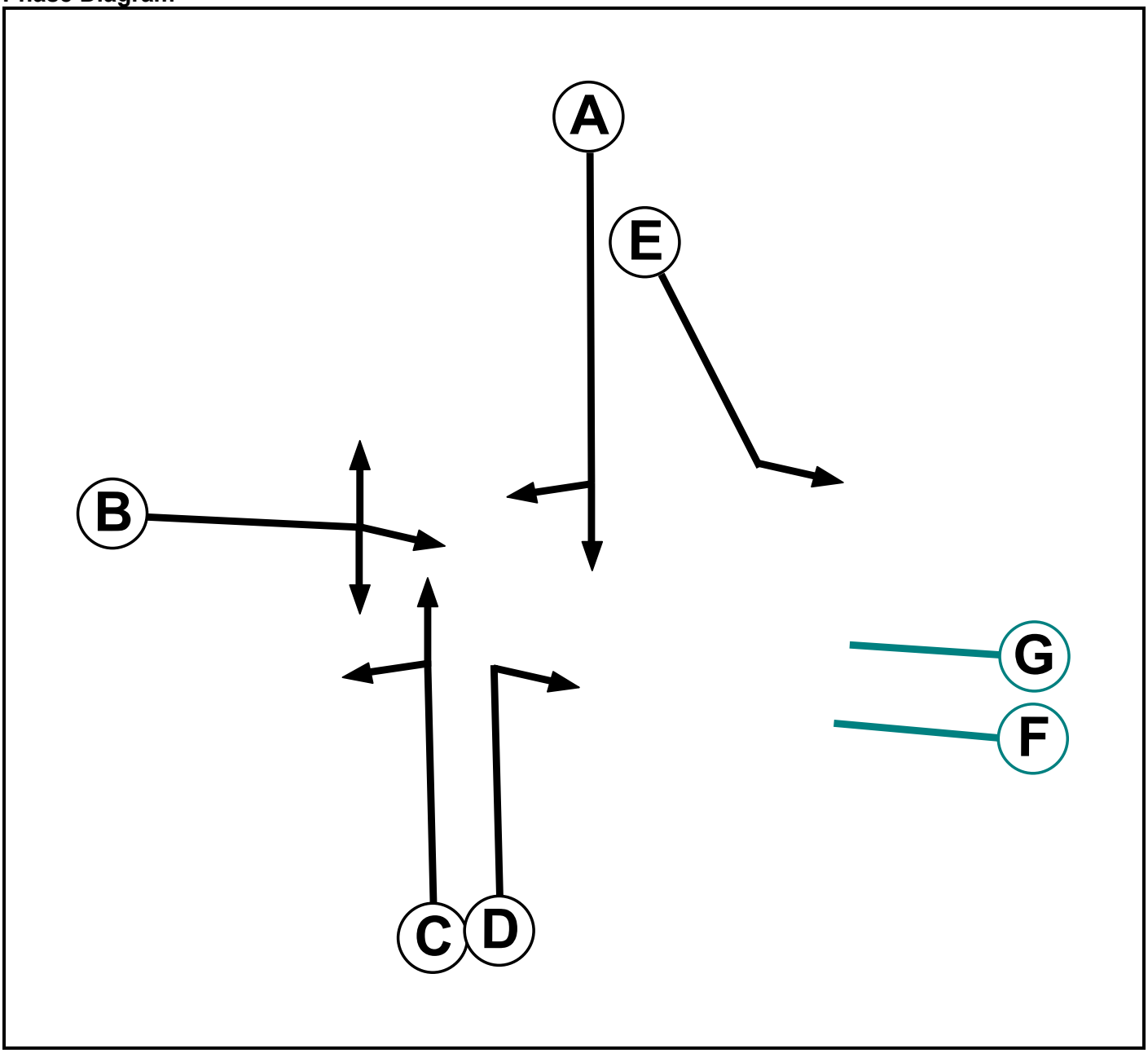
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		6
	2	11	

C2 - 14-0632

Phase Diagram



Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Dummy		-9999	4
G	Dummy		-9999	12

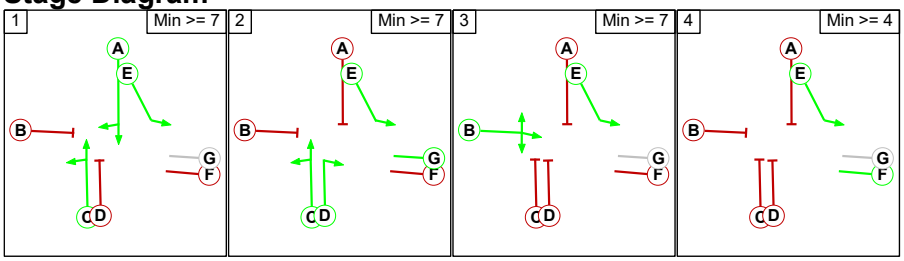
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		6	-	5	-	3	-
	B	5		5	5	-	3	-
	C	-	6		-	-	3	-
	D	5	5	-		-	3	-
	E	-	-	-	-		-	-
	F	2	2	2	2	-		-
	G	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C E
2	C D E G
3	B E
4	E F

Stage Diagram



Phase Delays

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

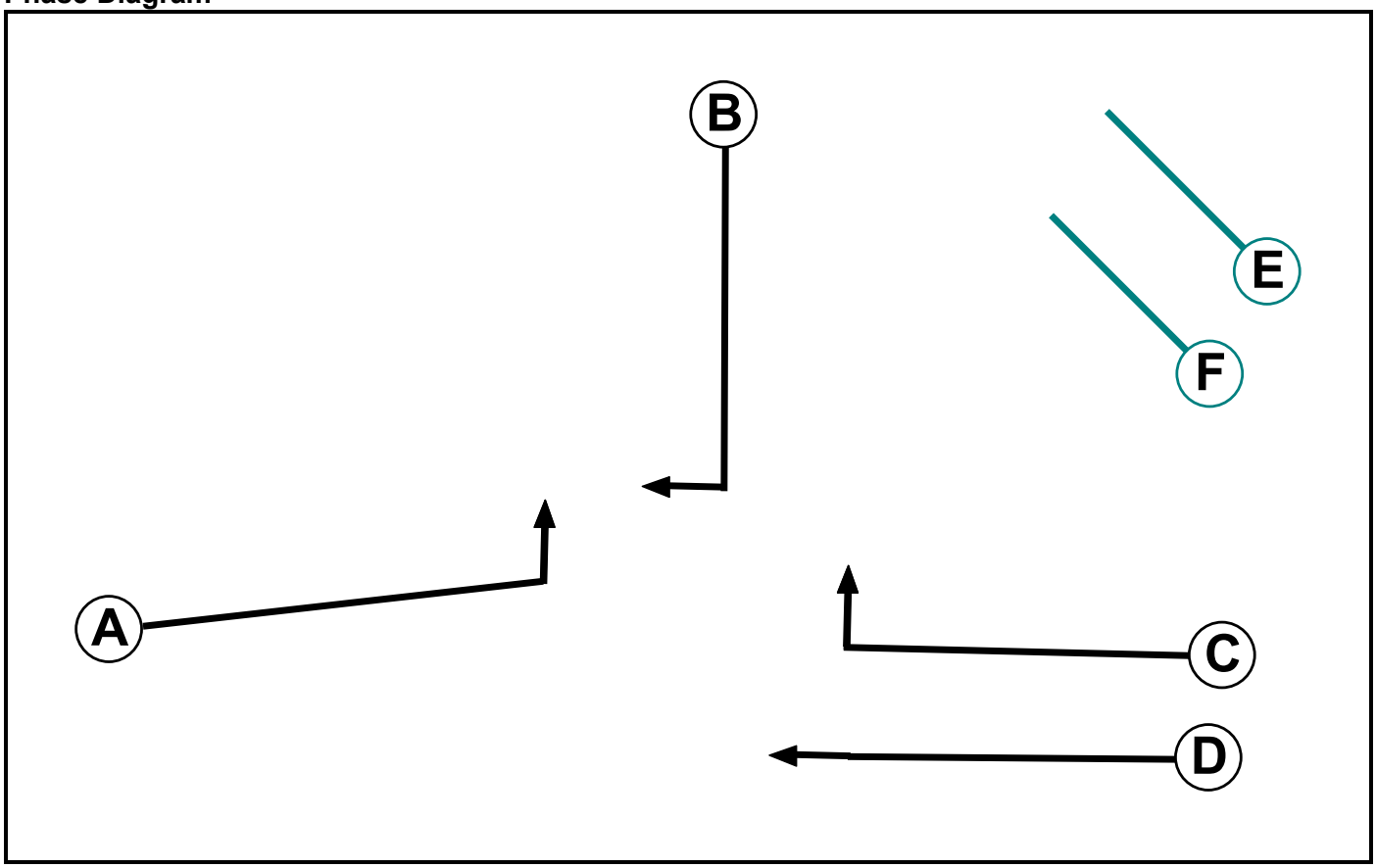
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		5	6	3
	2	5		6	3
	3	5	5		3
	4	2	2	2	

C3 - 14-0633

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Dummy		-9999	7
F	Dummy		-9999	1

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

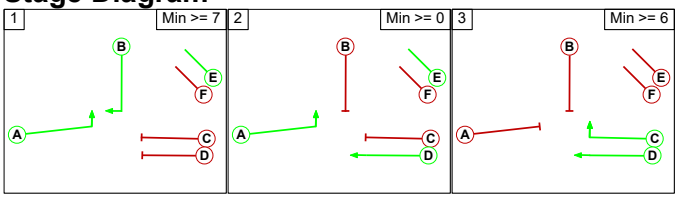
Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		-	6	-	-	3
	B	-		6	7	-	3
	C	5	5		-	5	3
	D	-	5	-		-	3
	E	-	-	6	-		3
	F	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B E
2	A D E
3	C D

Stage Diagram



Phase Delays

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

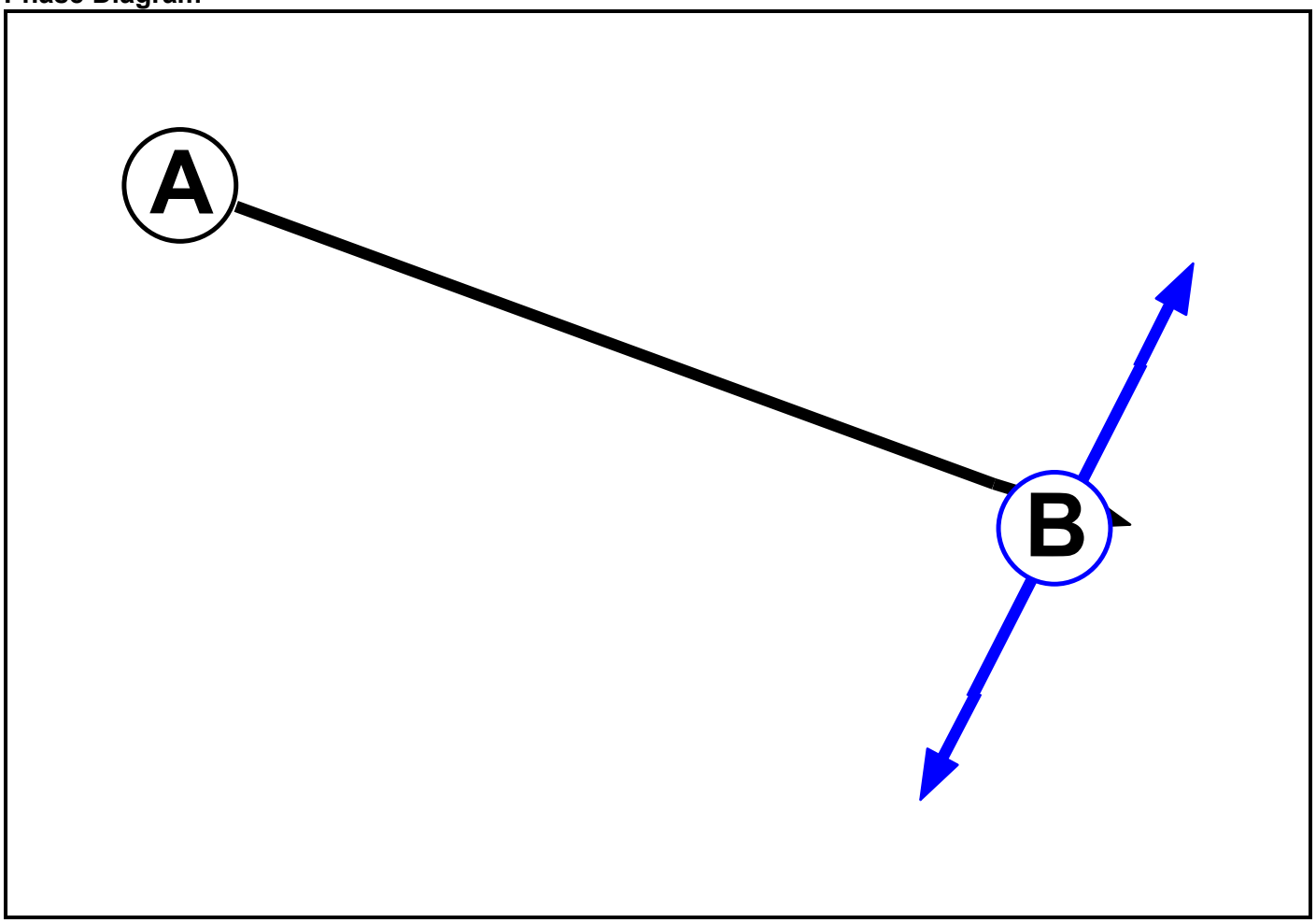
Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		7	7
	2	5		6
	3	5	5	

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

C4 - 14-1129

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Pedestrian		-9999	5

Phase Intergreens Matrix

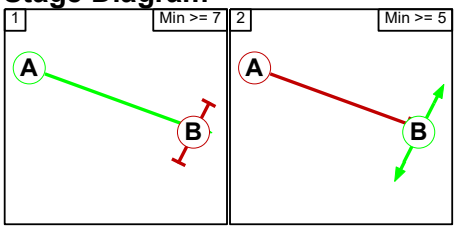
	Starting Phase		
Terminating Phase		A	B
	A		6
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Stage Diagram



Phase Delays

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

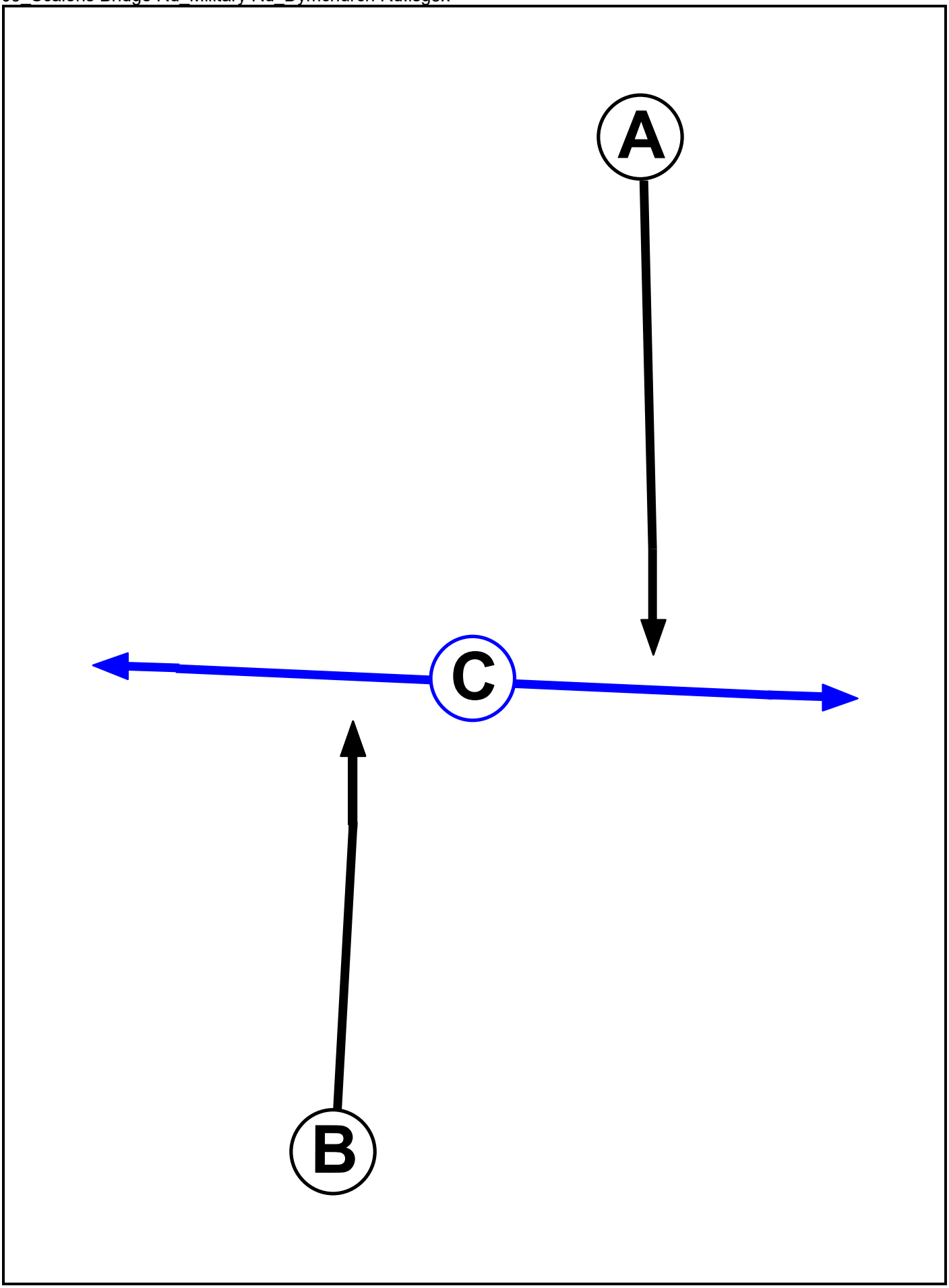
Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		6
	2	7	

C5 - 14-1165

Phase Diagram

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x



Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Pedestrian		-9999	7

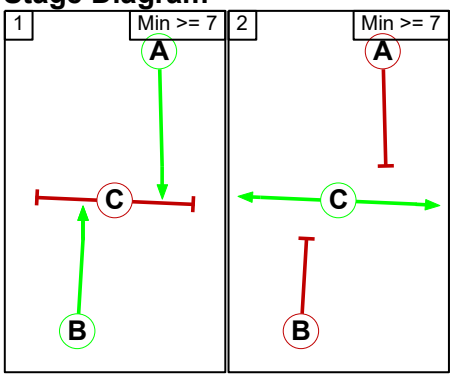
Phase Intergreens Matrix

		Starting Phase		
		A	B	C
Terminating Phase	A		-	6
	B	-		6
	C	7	7	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

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	7	

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Give-Way Lane Input Data

Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)
There are no Opposed Lanes in this Junction

Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)

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)
J2:5/2 (London Road)	J2:3/1 (Right)	1439	0	J2:1/1	1.09	All	2.00	2.00	0.50	2	2.00

Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)
There are no Opposed Lanes in this Junction

Junction: J4: A261 Military Road near Sainsbury's (14/1129)
There are no Opposed Lanes in this Junction

Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)
There are no Opposed Lanes in this Junction

Junction: J6: Portland Road / Dymchurh Rd

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)
J6:1/1 (Portland Road)	J3:1/1 (Left)	715	0	J6:3/1	0.22	All	-	-	-	-	-
	J3:1/2 (Left)	715	0	J6:3/1	0.22	All					

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Junction: J7: Sir John Moore Ave / Military Road											
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)**
J7:1/1 (Sir John Moore Ave)	J4:1/1 (Left)	715	0	J7:3/1	0.22	All	-	-	-	-	-

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Lane Input Data

Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (Dymchurch Road)	U	A	2	3	16.9	Geom	-	4.46	0.00	Y	Arm J6:3 Ahead	Inf

Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (A259 Scalons Bridge Rd NB)	U	C	2	3	6.4	Geom	-	2.38	0.00	Y	Arm J2:3 Left	5.48
											Arm J2:6 Ahead	Inf
J2:1/2 (A259 Scalons Bridge Rd NB)	U	D	2	3	6.4	Geom	-	2.91	0.00	Y	Arm J2:4 Right	21.65
J2:2/1 (Green Lane)	U	B	2	3	60.0	Geom	-	3.31	0.00	Y	Arm J5:1 Right	14.70
											Arm J2:4 Ahead	Inf
											Arm J2:6 Left	6.24
J2:3/1 (Green Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (Military Road)	U		2	3	10.1	Inf	-	-	-	-	-	-
J2:4/2 (Military Road)	U		2	3	10.1	Inf	-	-	-	-	-	-
J2:5/1 (London Road)	U	E	2	3	8.8	Geom	-	4.19	0.00	Y	Arm J2:4 Left	57.08
J2:5/2 (London Road)	O	A	2	3	9.6	Geom	-	4.41	0.00	Y	Arm J5:1 Ahead	Inf
											Arm J2:3 Right	13.28
J2:6/1 (London Road)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (Dymchurch Road)	U	D	2	3	23.7	Geom	-	3.39	0.00	Y	Arm J3:2 Ahead	Inf
J3:1/2 (Dymchurch Road)	U	C	2	3	23.5	Geom	-	2.79	0.00	Y	Arm J5:2 Right	13.82
J3:1/3 (Dymchurch Road)	U	C	2	3	10.3	Geom	-	2.79	0.00	Y	Arm J5:2 Right	15.76
J3:2/1 (Dymchurch Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/1 (Dymchurch Road)	U	A	2	3	9.6	Geom	-	2.87	0.00	Y	Arm J5:2 Left	15.31
J3:3/2 (Dymchurch Road)	U	A	2	3	60.0	Geom	-	2.87	0.00	N	Arm J5:2 Left	16.14
J3:4/1 (A259 Scalons Birdge Rd SB)	U	B	2	3	10.1	Geom	-	3.21	0.00	Y	Arm J3:2 Right	16.47

Junction: J4: A261 Military Road near Sainsbury's (14/1129)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (Military Road)	U	A	2	3	13.9	Geom	-	3.69	0.00	Y	Arm J4:2 Ahead	Inf
J4:2/1 (Military Road)	U		2	3	47.5	Inf	-	-	-	-	-	-

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J5:1/1 (A259 Scalons Bridge Rd SB)	U	A	2	3	12.7	Geom	-	3.63	0.00	Y	Arm J3:4 Ahead	Inf
J5:2/1 (A259 Scalons Bridge Rd NB)	U	B	2	3	16.0	Geom	-	2.82	0.00	Y	Arm J2:1 Ahead	Inf
J5:2/2 (A259 Scalons Bridge Rd NB)	U	B	2	3	16.0	Geom	-	2.82	0.00	N	Arm J2:1 Ahead	Inf

Junction: J6: Portland Road / Dymchurh Rd

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J6:1/1 (Portland Road)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:1 Left	7.00
J6:2/1 (Portland Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J6:3/1 (Dymchurch Road)	U		2	3	47.3	Inf	-	-	-	-	-	-

Junction: J7: Sir John Moore Ave / Military Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J7:1/1 (Sir John Moore Ave)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J4:1 Left	8.00
J7:2/1 (Sir John Moore Ave)	U		2	3	60.0	Inf	-	-	-	-	-	-
J7:3/1 (Military Road)	U		2	3	13.9	Inf	-	-	-	-	-	-

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 AM'	08:00	09:00	01:00	
2: '2018 PM'	17:00	18:00	01:00	
3: '2025 AM'	08:00	09:00	01:00	
4: '2025 PM'	17:00	18:00	01:00	
5: '2055 DM AM'	08:00	09:00	01:00	
6: '2055 DM PM'	17:00	18:00	01:00	
7: '2055 DS AM'	08:00	09:00	01:00	
8: '2055 DS PM'	17:00	18:00	01:00	

Scenario 1: '2025 AM' (FG3: '2025 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	1	48	242	43	192	4	530
	B	17	0	74	14	22	2	129
	C	183	27	0	23	337	12	582
	D	130	16	14	5	84	2	251
	E	258	38	523	37	1	1	858
	F	6	1	20	0	4	0	31
	Tot.	595	130	873	122	640	21	2381

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Traffic Lane Flows

Lane	Scenario 1: 2025 AM
Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)	
J1:1/1	724
Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	
J2:1/1	606
J2:1/2	661
J2:2/1	31
J2:3/1	21
J2:4/1	334
J2:4/2	682
J2:5/1 (short)	334
J2:5/2 (with short)	530(In) 196(Out)
J2:6/1	595
Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	
J3:1/1	444
J3:1/2 (with short)	409(In) 347(Out)
J3:1/3 (short)	62
J3:2/1	640
J3:3/1 (short)	259
J3:3/2 (with short)	858(In) 599(Out)
J3:4/1	196
Junction: J4: A261 Military Road near Sainsbury's (14/1129)	
J4:1/1	1015
J4:2/1	1015
Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	
J5:1/1	196
J5:2/1	606
J5:2/2	661
Junction: J6: Portland Road / Dymchurh Rd	
J6:1/1	251
J6:2/1	122
J6:3/1	724
Junction: J7: Sir John Moore Ave / Military Road	
J7:1/1	129
J7:2/1	130
J7:3/1	1016

Lane Saturation Flows

Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Dymchurch Road)	4.46	0.00	Y	Arm J6:3 Ahead	Inf	100.0 %	2061	2061

Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A259 Scalons Bridge Rd NB)	2.38	0.00	Y	Arm J2:3 Left	5.48	2.8 %	1839	1839
				Arm J2:6 Ahead	Inf	97.2 %		
J2:1/2 (A259 Scalons Bridge Rd NB)	2.91	0.00	Y	Arm J2:4 Right	21.65	100.0 %	1783	1783
J2:2/1 (Green Lane)	3.31	0.00	Y	Arm J5:1 Right	14.70	12.9 %	1836	1836
				Arm J2:4 Ahead	Inf	67.7 %		
				Arm J2:6 Left	6.24	19.4 %		
J2:3/1 (Green Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/2 (Military Road Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (London Road)	4.19	0.00	Y	Arm J2:4 Left	57.08	100.0 %	1982	1982
J2:5/2 (London Road)	4.41	0.00	Y	Arm J5:1 Ahead	Inf	98.0 %	2051	2051
				Arm J2:3 Right	13.28	2.0 %		
J2:6/1 (London Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Dymchurch Road)	3.39	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1954	1954
J3:1/2 (Dymchurch Road)	2.79	0.00	Y	Arm J5:2 Right	13.82	100.0 %	1709	1709
J3:1/3 (Dymchurch Road)	2.79	0.00	Y	Arm J5:2 Right	15.76	100.0 %	1729	1729
J3:2/1 (Dymchurch Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Dymchurch Road)	2.87	0.00	Y	Arm J5:2 Left	15.31	100.0 %	1732	1732
J3:3/2 (Dymchurch Road)	2.87	0.00	N	Arm J5:2 Left	16.14	100.0 %	1868	1868
J3:4/1 (A259 Scalons Birdge Rd SB)	3.21	0.00	Y	Arm J3:2 Right	16.47	100.0 %	1774	1774

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Junction: J4: A261 Military Road near Sainsbury's (14/1129)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Military Road)	3.69	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1984	1984
J4:2/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A259 Scalons Bridge Rd SB)	3.63	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1978	1978
J5:2/1 (A259 Scalons Bridge Rd NB)	2.82	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1897	1897
J5:2/2 (A259 Scalons Bridge Rd NB)	2.82	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2037	2037

Junction: J6: Portland Road / Dymchurh Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (Portland Road)	3.25	0.00	Y	Arm J3:1 Left	7.00	100.0 %	1598	1598
J6:2/1 (Portland Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:3/1 (Dymchurch Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J7: Sir John Moore Ave / Military Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1 (Sir John Moore Ave)	3.25	0.00	Y	Arm J4:1 Left	8.00	100.0 %	1634	1634
J7:2/1 (Sir John Moore Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:3/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Scenario 2: '2025 PM' (FG4: '2025 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	87	271	28	225	10	621
	B	46	0	137	23	74	1	281
	C	195	50	0	19	469	3	736
	D	78	27	19	12	110	4	250
	E	194	62	389	14	2	3	664
	F	14	1	17	0	4	0	36
	Tot.	527	227	833	96	884	21	2588

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Traffic Lane Flows

Lane	Scenario 2: 2025 PM
Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)	
J1:1/1	936
Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	
J2:1/1	524
J2:1/2	575
J2:2/1	36
J2:3/1	21
J2:4/1	386
J2:4/2	593
J2:5/1 (short)	386
J2:5/2 (with short)	621(In) 235(Out)
J2:6/1	527
Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	
J3:1/1	655
J3:1/2 (with short)	435(In) 327(Out)
J3:1/3 (short)	108
J3:2/1	884
J3:3/1 (short)	197
J3:3/2 (with short)	664(In) 467(Out)
J3:4/1	229
Junction: J4: A261 Military Road near Sainsbury's (14/1129)	
J4:1/1	1033
J4:2/1	1033
Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	
J5:1/1	229
J5:2/1	524
J5:2/2	575
Junction: J6: Portland Road / Dymchurh Rd	
J6:1/1	250
J6:2/1	96
J6:3/1	936
Junction: J7: Sir John Moore Ave / Military Road	
J7:1/1	281
J7:2/1	227
J7:3/1	979

Lane Saturation Flows

Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Dymchurch Road)	4.46	0.00	Y	Arm J6:3 Ahead	Inf	100.0 %	2061	2061

Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A259 Scalons Bridge Rd NB)	2.38	0.00	Y	Arm J2:3 Left	5.48	2.1 %	1842	1842
				Arm J2:6 Ahead	Inf	97.9 %		
J2:1/2 (A259 Scalons Bridge Rd NB)	2.91	0.00	Y	Arm J2:4 Right	21.65	100.0 %	1783	1783
J2:2/1 (Green Lane)	3.31	0.00	Y	Arm J5:1 Right	14.70	11.1 %	1761	1761
				Arm J2:4 Ahead	Inf	50.0 %		
				Arm J2:6 Left	6.24	38.9 %		
J2:3/1 (Green Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/2 (Military Road Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (London Road)	4.19	0.00	Y	Arm J2:4 Left	57.08	100.0 %	1982	1982
J2:5/2 (London Road)	4.41	0.00	Y	Arm J5:1 Ahead	Inf	95.7 %	2046	2046
				Arm J2:3 Right	13.28	4.3 %		
J2:6/1 (London Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Dymchurch Road)	3.39	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1954	1954
J3:1/2 (Dymchurch Road)	2.79	0.00	Y	Arm J5:2 Right	13.82	100.0 %	1709	1709
J3:1/3 (Dymchurch Road)	2.79	0.00	Y	Arm J5:2 Right	15.76	100.0 %	1729	1729
J3:2/1 (Dymchurch Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Dymchurch Road)	2.87	0.00	Y	Arm J5:2 Left	15.31	100.0 %	1732	1732
J3:3/2 (Dymchurch Road)	2.87	0.00	N	Arm J5:2 Left	16.14	100.0 %	1868	1868
J3:4/1 (A259 Scalons Birdge Rd SB)	3.21	0.00	Y	Arm J3:2 Right	16.47	100.0 %	1774	1774

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Junction: J4: A261 Military Road near Sainsbury's (14/1129)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Military Road)	3.69	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1984	1984
J4:2/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A259 Scalons Bridge Rd SB)	3.63	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1978	1978
J5:2/1 (A259 Scalons Bridge Rd NB)	2.82	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1897	1897
J5:2/2 (A259 Scalons Bridge Rd NB)	2.82	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2037	2037

Junction: J6: Portland Road / Dymchurh Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (Portland Road)	3.25	0.00	Y	Arm J3:1 Left	7.00	100.0 %	1598	1598
J6:2/1 (Portland Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:3/1 (Dymchurch Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J7: Sir John Moore Ave / Military Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1 (Sir John Moore Ave)	3.25	0.00	Y	Arm J4:1 Left	8.00	100.0 %	1634	1634
J7:2/1 (Sir John Moore Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:3/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Scenario 3: '2055 DM AM' (FG5: '2055 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	1	55	315	100	361	5	837
	B	19	0	85	16	25	3	148
	C	235	31	0	27	395	14	702
	D	191	18	16	6	106	2	339
	E	553	44	621	65	1	1	1285
	F	7	1	23	0	5	0	36
	Tot.	1006	149	1060	214	893	25	3347

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Traffic Lane Flows

Lane	Scenario 3: 2055 DM AM
Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)	
J1:1/1	938
Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	
J2:1/1	1019
J2:1/2	802
J2:2/1	36
J2:3/1	25
J2:4/1	471
J2:4/2	826
J2:5/1 (short)	471
J2:5/2 (with short)	837(In) 366(Out)
J2:6/1	1006
Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	
J3:1/1	527
J3:1/2 (with short)	536(In) 465(Out)
J3:1/3 (short)	71
J3:2/1	893
J3:3/1 (short)	554
J3:3/2 (with short)	1285(In) 731(Out)
J3:4/1	366
Junction: J4: A261 Military Road near Sainsbury's (14/1129)	
J4:1/1	1296
J4:2/1	1296
Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	
J5:1/1	366
J5:2/1	1019
J5:2/2	802
Junction: J6: Portland Road / Dymchurh Rd	
J6:1/1	339
J6:2/1	214
J6:3/1	938
Junction: J7: Sir John Moore Ave / Military Road	
J7:1/1	148
J7:2/1	149
J7:3/1	1297

Lane Saturation Flows

Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Dymchurch Road)	4.46	0.00	Y	Arm J6:3 Ahead	Inf	100.0 %	2061	2061

Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A259 Scalons Bridge Rd NB)	2.38	0.00	Y	Arm J2:3 Left	5.48	2.0 %	1843	1843
				Arm J2:6 Ahead	Inf	98.0 %		
J2:1/2 (A259 Scalons Bridge Rd NB)	2.91	0.00	Y	Arm J2:4 Right	21.65	100.0 %	1783	1783
J2:2/1 (Green Lane)	3.31	0.00	Y	Arm J5:1 Right	14.70	13.9 %	1834	1834
				Arm J2:4 Ahead	Inf	66.7 %		
				Arm J2:6 Left	6.24	19.4 %		
J2:3/1 (Green Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/2 (Military Road Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (London Road)	4.19	0.00	Y	Arm J2:4 Left	57.08	100.0 %	1982	1982
J2:5/2 (London Road)	4.41	0.00	Y	Arm J5:1 Ahead	Inf	98.6 %	2053	2053
				Arm J2:3 Right	13.28	1.4 %		
J2:6/1 (London Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Dymchurch Road)	3.39	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1954	1954
J3:1/2 (Dymchurch Road)	2.79	0.00	Y	Arm J5:2 Right	13.82	100.0 %	1709	1709
J3:1/3 (Dymchurch Road)	2.79	0.00	Y	Arm J5:2 Right	15.76	100.0 %	1729	1729
J3:2/1 (Dymchurch Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Dymchurch Road)	2.87	0.00	Y	Arm J5:2 Left	15.31	100.0 %	1732	1732
J3:3/2 (Dymchurch Road)	2.87	0.00	N	Arm J5:2 Left	16.14	100.0 %	1868	1868
J3:4/1 (A259 Scalons Birdge Rd SB)	3.21	0.00	Y	Arm J3:2 Right	16.47	100.0 %	1774	1774

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Junction: J4: A261 Military Road near Sainsbury's (14/1129)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Military Road)	3.69	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1984	1984
J4:2/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A259 Scalons Bridge Rd SB)	3.63	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1978	1978
J5:2/1 (A259 Scalons Bridge Rd NB)	2.82	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1897	1897
J5:2/2 (A259 Scalons Bridge Rd NB)	2.82	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2037	2037

Junction: J6: Portland Road / Dymchurh Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (Portland Road)	3.25	0.00	Y	Arm J3:1 Left	7.00	100.0 %	1598	1598
J6:2/1 (Portland Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:3/1 (Dymchurch Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J7: Sir John Moore Ave / Military Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1 (Sir John Moore Ave)	3.25	0.00	Y	Arm J4:1 Left	8.00	100.0 %	1634	1634
J7:2/1 (Sir John Moore Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:3/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Scenario 4: '2055 DM PM' (FG6: '2055 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	100	623	76	501	12	1312
	B	53	0	159	27	85	1	325
	C	257	58	297	78	801	4	1495
	D	140	31	22	13	147	5	358
	E	394	72	473	29	2	3	973
	F	16	1	20	0	5	0	42
	Tot.	860	262	1594	223	1541	25	4505

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Traffic Lane Flows

Lane	Scenario 4: 2055 DM PM
Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)	
J1:1/1	1484
Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	
J2:1/1	857
J2:1/2	700
J2:2/1	42
J2:3/1	25
J2:4/1	799
J2:4/2	721
J2:5/1 (short)	799
J2:5/2 (with short)	1312(In) 513(Out)
J2:6/1	860
Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	
J3:1/1	1035
J3:1/2 (with short)	584(In) 460(Out)
J3:1/3 (short)	124
J3:2/1	1541
J3:3/1 (short)	397
J3:3/2 (with short)	973(In) 576(Out)
J3:4/1	506
Junction: J4: A261 Military Road near Sainsbury's (14/1129)	
J4:1/1	1583
J4:2/1	1583
Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	
J5:1/1	506
J5:2/1	857
J5:2/2	700
Junction: J6: Portland Road / Dymchurh Rd	
J6:1/1	358
J6:2/1	223
J6:3/1	1484
Junction: J7: Sir John Moore Ave / Military Road	
J7:1/1	325
J7:2/1	262
J7:3/1	1520

Lane Saturation Flows

Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Dymchurch Road)	4.46	0.00	Y	Arm J6:3 Ahead	Inf	100.0 %	2061	2061

Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A259 Scalons Bridge Rd NB)	2.38	0.00	Y	Arm J2:3 Left	5.48	1.5 %	1845	1845
				Arm J2:6 Ahead	Inf	98.5 %		
J2:1/2 (A259 Scalons Bridge Rd NB)	2.91	0.00	Y	Arm J2:4 Right	21.65	100.0 %	1783	1783
J2:2/1 (Green Lane)	3.31	0.00	Y	Arm J5:1 Right	14.70	11.9 %	1763	1763
				Arm J2:4 Ahead	Inf	50.0 %		
				Arm J2:6 Left	6.24	38.1 %		
J2:3/1 (Green Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/2 (Military Road Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (London Road)	4.19	0.00	Y	Arm J2:4 Left	57.08	100.0 %	1982	1982
J2:5/2 (London Road)	4.41	0.00	Y	Arm J5:1 Ahead	Inf	97.7 %	2051	2051
				Arm J2:3 Right	13.28	2.3 %		
J2:6/1 (London Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Dymchurch Road)	3.39	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1954	1954
J3:1/2 (Dymchurch Road)	2.79	0.00	Y	Arm J5:2 Right	13.82	100.0 %	1709	1709
J3:1/3 (Dymchurch Road)	2.79	0.00	Y	Arm J5:2 Right	15.76	100.0 %	1729	1729
J3:2/1 (Dymchurch Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Dymchurch Road)	2.87	0.00	Y	Arm J5:2 Left	15.31	100.0 %	1732	1732
J3:3/2 (Dymchurch Road)	2.87	0.00	N	Arm J5:2 Left	16.14	100.0 %	1868	1868
J3:4/1 (A259 Scalons Birdge Rd SB)	3.21	0.00	Y	Arm J3:2 Right	16.47	100.0 %	1774	1774

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Junction: J4: A261 Military Road near Sainsbury's (14/1129)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Military Road)	3.69	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1984	1984
J4:2/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A259 Scalons Bridge Rd SB)	3.63	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1978	1978
J5:2/1 (A259 Scalons Bridge Rd NB)	2.82	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1897	1897
J5:2/2 (A259 Scalons Bridge Rd NB)	2.82	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2037	2037

Junction: J6: Portland Road / Dymchurh Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (Portland Road)	3.25	0.00	Y	Arm J3:1 Left	7.00	100.0 %	1598	1598
J6:2/1 (Portland Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:3/1 (Dymchurch Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J7: Sir John Moore Ave / Military Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1 (Sir John Moore Ave)	3.25	0.00	Y	Arm J4:1 Left	8.00	100.0 %	1634	1634
J7:2/1 (Sir John Moore Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:3/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Scenario 5: '2055 DS AM' (FG7: '2055 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	1	55	350	136	361	5	908
	B	19	0	85	16	25	3	148
	C	275	31	0	27	395	14	742
	D	229	18	16	6	106	2	377
	E	553	44	621	65	1	1	1285
	F	7	1	23	0	5	0	36
	Tot.	1084	149	1095	250	893	25	3496

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Traffic Lane Flows

Lane	Scenario 5: 2055 DS AM
Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)	
J1:1/1	1014
Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	
J2:1/1	1097
J2:1/2	802
J2:2/1	36
J2:3/1	25
J2:4/1	542
J2:4/2	826
J2:5/1 (short)	542
J2:5/2 (with short)	908(In) 366(Out)
J2:6/1	1084
Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	
J3:1/1	527
J3:1/2 (with short)	614(In) 543(Out)
J3:1/3 (short)	71
J3:2/1	893
J3:3/1 (short)	554
J3:3/2 (with short)	1285(In) 731(Out)
J3:4/1	366
Junction: J4: A261 Military Road near Sainsbury's (14/1129)	
J4:1/1	1367
J4:2/1	1367
Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	
J5:1/1	366
J5:2/1	1097
J5:2/2	802
Junction: J6: Portland Road / Dymchurh Rd	
J6:1/1	377
J6:2/1	250
J6:3/1	1014
Junction: J7: Sir John Moore Ave / Military Road	
J7:1/1	148
J7:2/1	149
J7:3/1	1368

Lane Saturation Flows

Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Dymchurch Road)	4.46	0.00	Y	Arm J6:3 Ahead	Inf	100.0 %	2061	2061

Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A259 Scalons Bridge Rd NB)	2.38	0.00	Y	Arm J2:3 Left	5.48	1.8 %	1844	1844
				Arm J2:6 Ahead	Inf	98.2 %		
J2:1/2 (A259 Scalons Bridge Rd NB)	2.91	0.00	Y	Arm J2:4 Right	21.65	100.0 %	1783	1783
J2:2/1 (Green Lane)	3.31	0.00	Y	Arm J5:1 Right	14.70	13.9 %	1834	1834
				Arm J2:4 Ahead	Inf	66.7 %		
				Arm J2:6 Left	6.24	19.4 %		
J2:3/1 (Green Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/2 (Military Road Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (London Road)	4.19	0.00	Y	Arm J2:4 Left	57.08	100.0 %	1982	1982
J2:5/2 (London Road)	4.41	0.00	Y	Arm J5:1 Ahead	Inf	98.6 %	2053	2053
				Arm J2:3 Right	13.28	1.4 %		
J2:6/1 (London Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Dymchurch Road)	3.39	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1954	1954
J3:1/2 (Dymchurch Road)	2.79	0.00	Y	Arm J5:2 Right	13.82	100.0 %	1709	1709
J3:1/3 (Dymchurch Road)	2.79	0.00	Y	Arm J5:2 Right	15.76	100.0 %	1729	1729
J3:2/1 (Dymchurch Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Dymchurch Road)	2.87	0.00	Y	Arm J5:2 Left	15.31	100.0 %	1732	1732
J3:3/2 (Dymchurch Road)	2.87	0.00	N	Arm J5:2 Left	16.14	100.0 %	1868	1868
J3:4/1 (A259 Scalons Birdge Rd SB)	3.21	0.00	Y	Arm J3:2 Right	16.47	100.0 %	1774	1774

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Junction: J4: A261 Military Road near Sainsbury's (14/1129)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Military Road)	3.69	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1984	1984
J4:2/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A259 Scalons Bridge Rd SB)	3.63	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1978	1978
J5:2/1 (A259 Scalons Bridge Rd NB)	2.82	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1897	1897
J5:2/2 (A259 Scalons Bridge Rd NB)	2.82	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2037	2037

Junction: J6: Portland Road / Dymchurh Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (Portland Road)	3.25	0.00	Y	Arm J3:1 Left	7.00	100.0 %	1598	1598
J6:2/1 (Portland Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:3/1 (Dymchurch Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J7: Sir John Moore Ave / Military Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1 (Sir John Moore Ave)	3.25	0.00	Y	Arm J4:1 Left	8.00	100.0 %	1634	1634
J7:2/1 (Sir John Moore Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:3/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Scenario 6: '2055 DS PM' (FG8: '2055 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	100	692	114	501	12	1419
	B	53	0	159	27	85	1	325
	C	301	58	335	116	801	4	1615
	D	173	31	22	13	147	5	391
	E	394	72	473	29	2	3	973
	F	16	1	20	0	5	0	42
	Tot.	937	262	1701	299	1541	25	4765

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Traffic Lane Flows

Lane	Scenario 6: 2055 DS PM
Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)	
J1:1/1	1604
Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	
J2:1/1	934
J2:1/2	700
J2:2/1	42
J2:3/1	25
J2:4/1	906
J2:4/2	721
J2:5/1 (short)	906
J2:5/2 (with short)	1419(In) 513(Out)
J2:6/1	937
Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	
J3:1/1	1035
J3:1/2 (with short)	661(In) 537(Out)
J3:1/3 (short)	124
J3:2/1	1541
J3:3/1 (short)	397
J3:3/2 (with short)	973(In) 576(Out)
J3:4/1	506
Junction: J4: A261 Military Road near Sainsbury's (14/1129)	
J4:1/1	1690
J4:2/1	1690
Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	
J5:1/1	506
J5:2/1	934
J5:2/2	700
Junction: J6: Portland Road / Dymchurh Rd	
J6:1/1	391
J6:2/1	299
J6:3/1	1604
Junction: J7: Sir John Moore Ave / Military Road	
J7:1/1	325
J7:2/1	262
J7:3/1	1627

Lane Saturation Flows

Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Dymchurch Road)	4.46	0.00	Y	Arm J6:3 Ahead	Inf	100.0 %	2061	2061

Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A259 Scalons Bridge Rd NB)	2.38	0.00	Y	Arm J2:3 Left	5.48	1.4 %	1846	1846
				Arm J2:6 Ahead	Inf	98.6 %		
J2:1/2 (A259 Scalons Bridge Rd NB)	2.91	0.00	Y	Arm J2:4 Right	21.65	100.0 %	1783	1783
J2:2/1 (Green Lane)	3.31	0.00	Y	Arm J5:1 Right	14.70	11.9 %	1763	1763
				Arm J2:4 Ahead	Inf	50.0 %		
				Arm J2:6 Left	6.24	38.1 %		
J2:3/1 (Green Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/2 (Military Road Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (London Road)	4.19	0.00	Y	Arm J2:4 Left	57.08	100.0 %	1982	1982
J2:5/2 (London Road)	4.41	0.00	Y	Arm J5:1 Ahead	Inf	97.7 %	2051	2051
				Arm J2:3 Right	13.28	2.3 %		
J2:6/1 (London Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Dymchurch Road)	3.39	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1954	1954
J3:1/2 (Dymchurch Road)	2.79	0.00	Y	Arm J5:2 Right	13.82	100.0 %	1709	1709
J3:1/3 (Dymchurch Road)	2.79	0.00	Y	Arm J5:2 Right	15.76	100.0 %	1729	1729
J3:2/1 (Dymchurch Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Dymchurch Road)	2.87	0.00	Y	Arm J5:2 Left	15.31	100.0 %	1732	1732
J3:3/2 (Dymchurch Road)	2.87	0.00	N	Arm J5:2 Left	16.14	100.0 %	1868	1868
J3:4/1 (A259 Scalons Birdge Rd SB)	3.21	0.00	Y	Arm J3:2 Right	16.47	100.0 %	1774	1774

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Junction: J4: A261 Military Road near Sainsbury's (14/1129)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Military Road)	3.69	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1984	1984
J4:2/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf

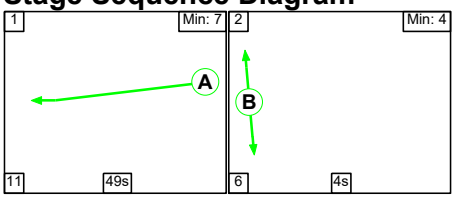
Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A259 Scalons Bridge Rd SB)	3.63	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1978	1978
J5:2/1 (A259 Scalons Bridge Rd NB)	2.82	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1897	1897
J5:2/2 (A259 Scalons Bridge Rd NB)	2.82	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2037	2037

Junction: J6: Portland Road / Dymchurh Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1 (Portland Road)	3.25	0.00	Y	Arm J3:1 Left	7.00	100.0 %	1598	1598
J6:2/1 (Portland Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:3/1 (Dymchurch Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J7: Sir John Moore Ave / Military Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1 (Sir John Moore Ave)	3.25	0.00	Y	Arm J4:1 Left	8.00	100.0 %	1634	1634
J7:2/1 (Sir John Moore Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:3/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2025 AM' (FG3: '2025 AM', Plan 1: 'Network Control Plan 1')
C1 - 14-0024

Stage Sequence Diagram

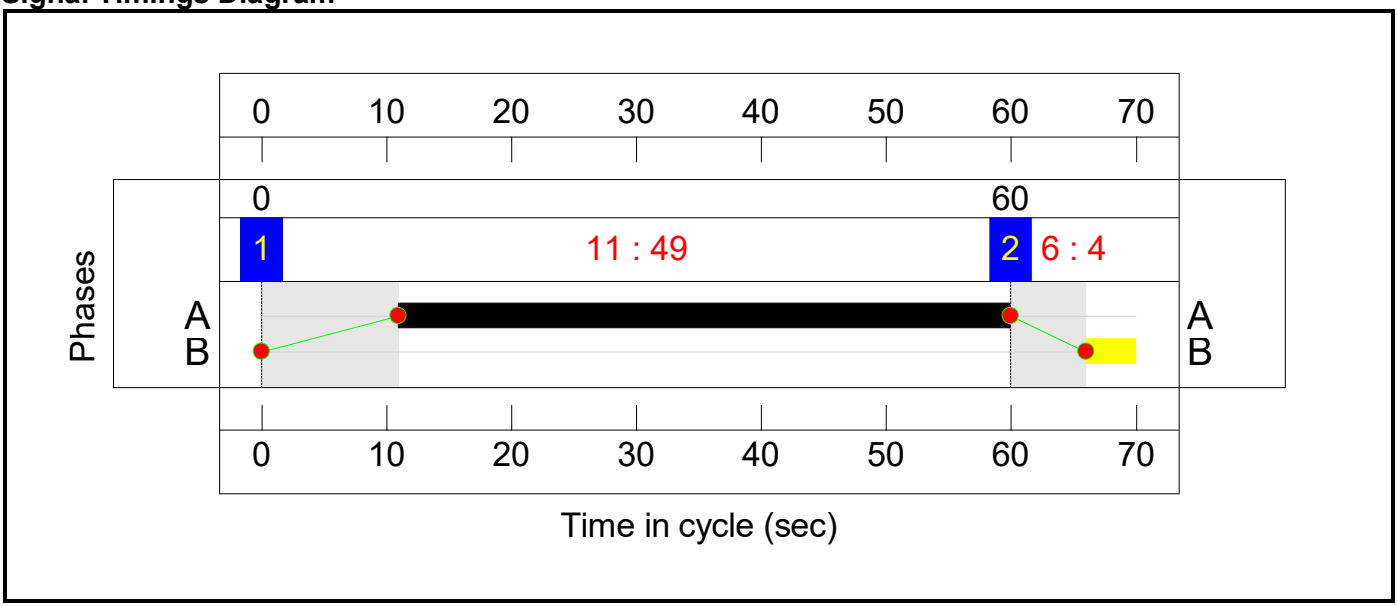


Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Stage Timings

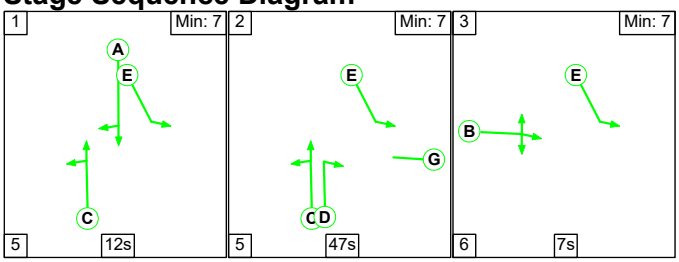
Stage	1	2
Duration	49	4
Change Point	0	60

Signal Timings Diagram



C2 - 14-0632

Stage Sequence Diagram

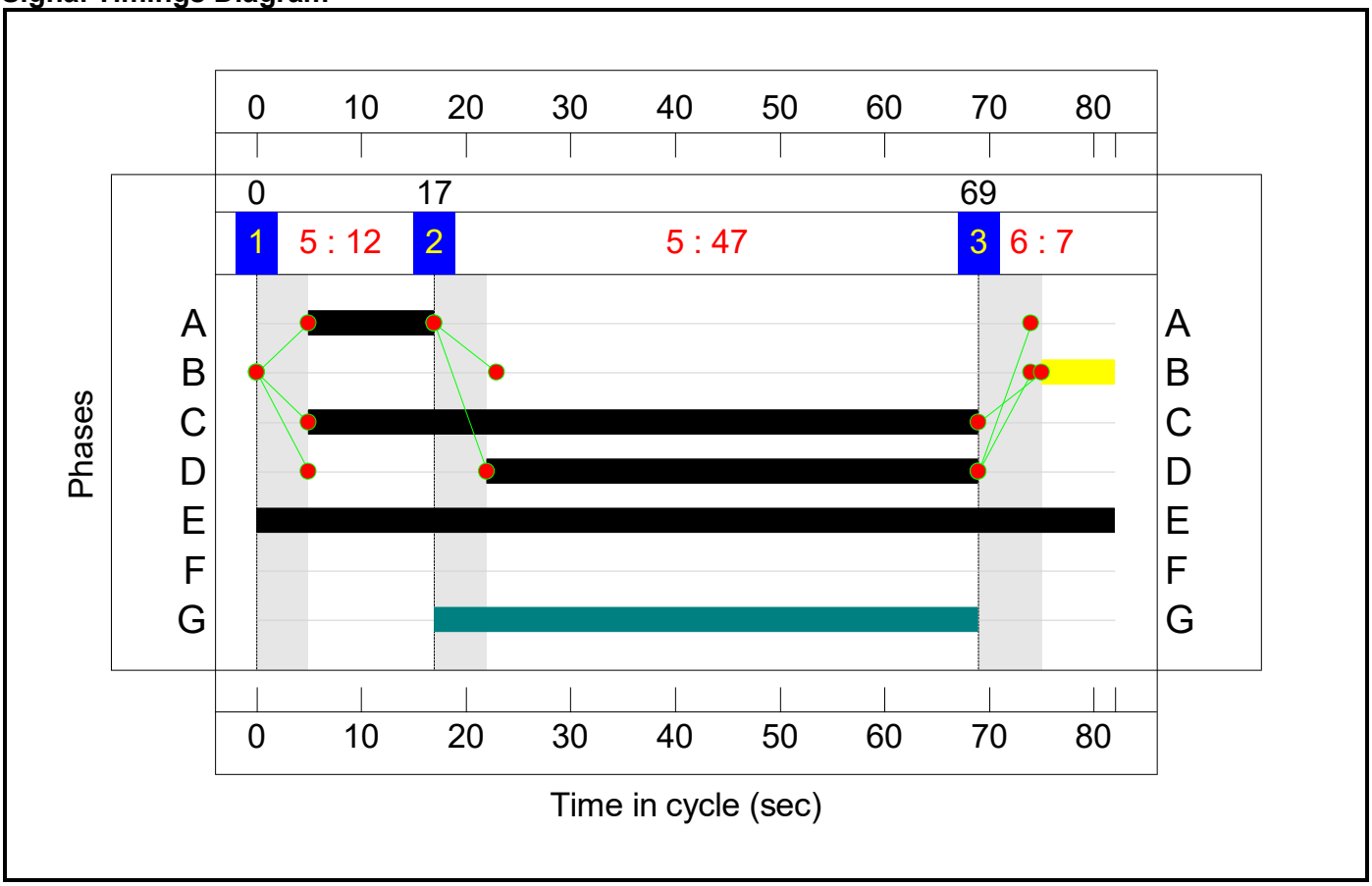


Stage Timings

Stage	1	2	3
Duration	12	47	7
Change Point	0	17	69

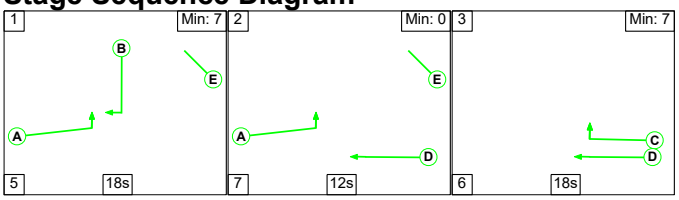
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C3 - 14-0633

Stage Sequence Diagram

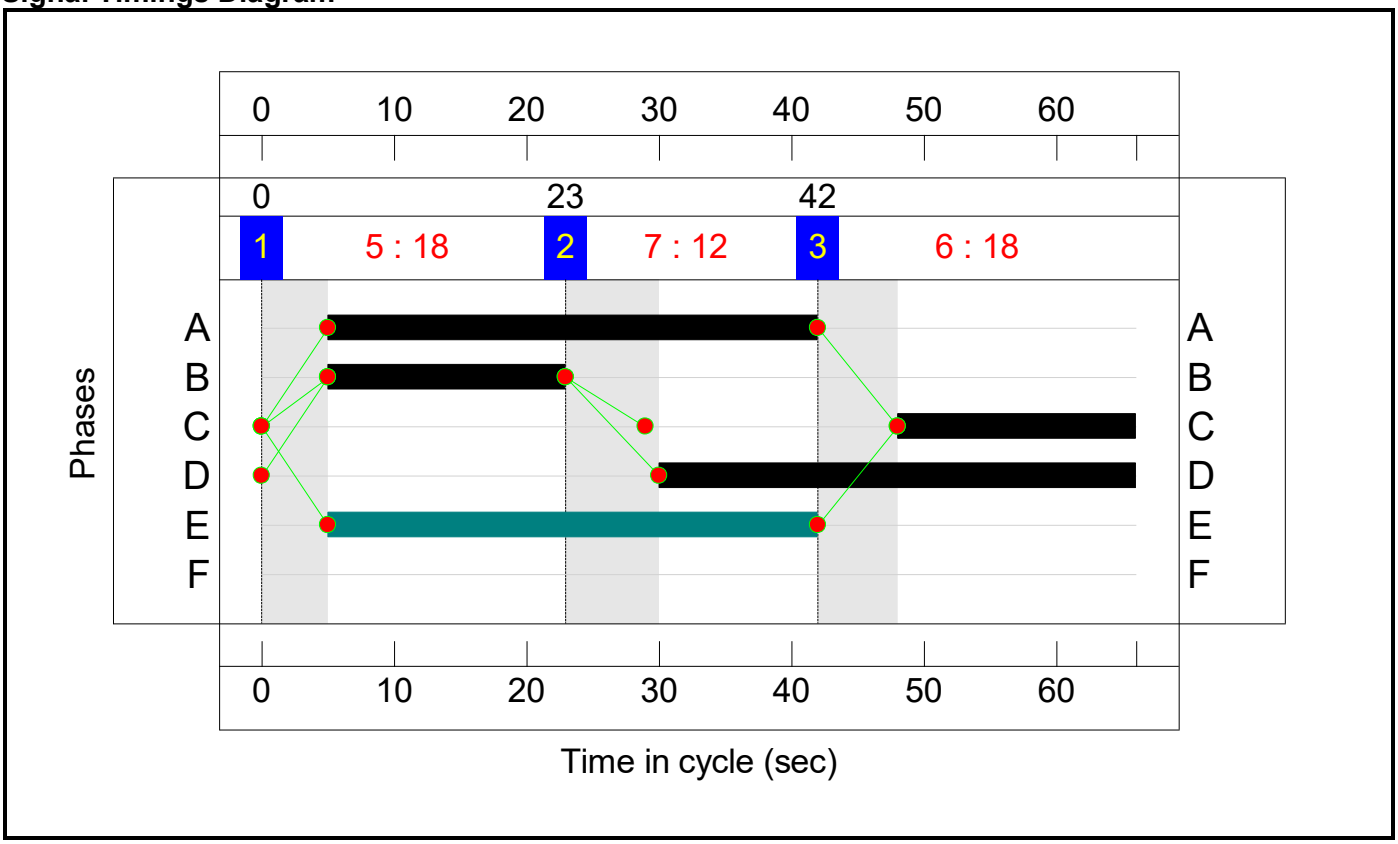


Stage Timings

Stage	1	2	3
Duration	18	12	18
Change Point	0	23	42

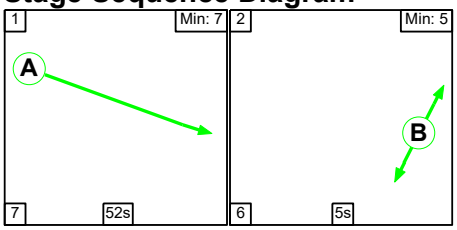
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C4 - 14-1129

Stage Sequence Diagram

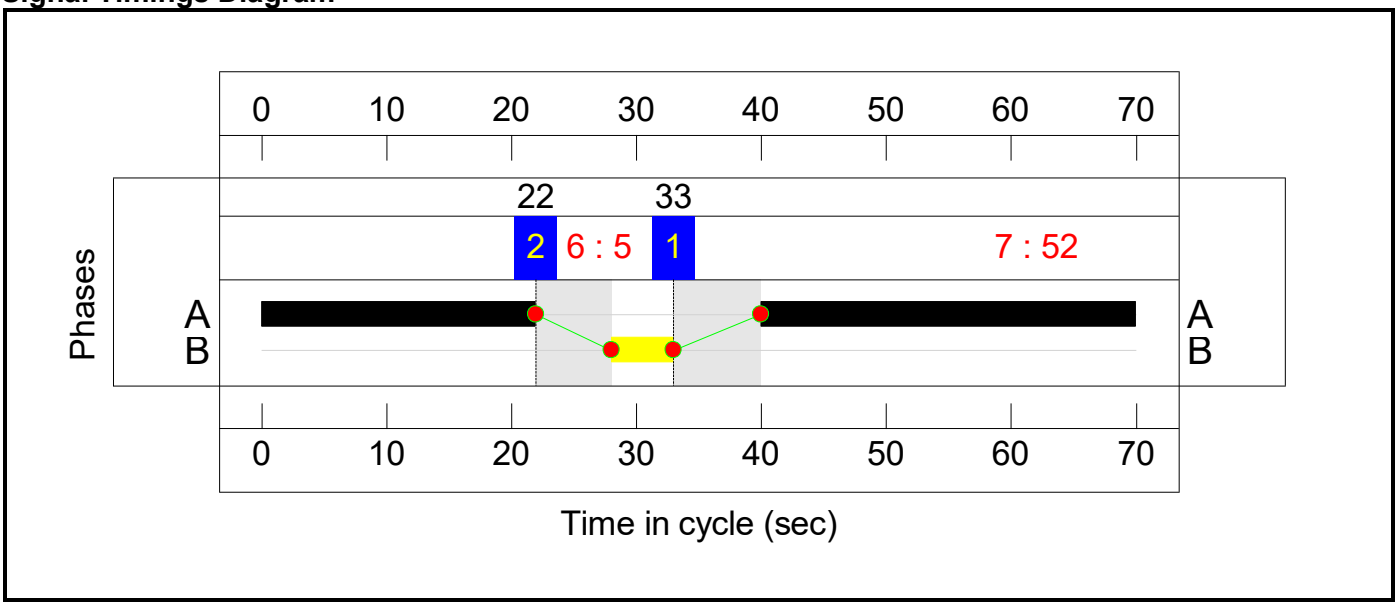


Stage Timings

Stage	1	2
Duration	52	5
Change Point	33	22

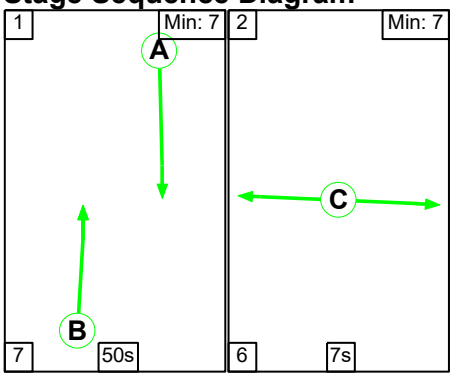
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C5 - 14-1165

Stage Sequence Diagram

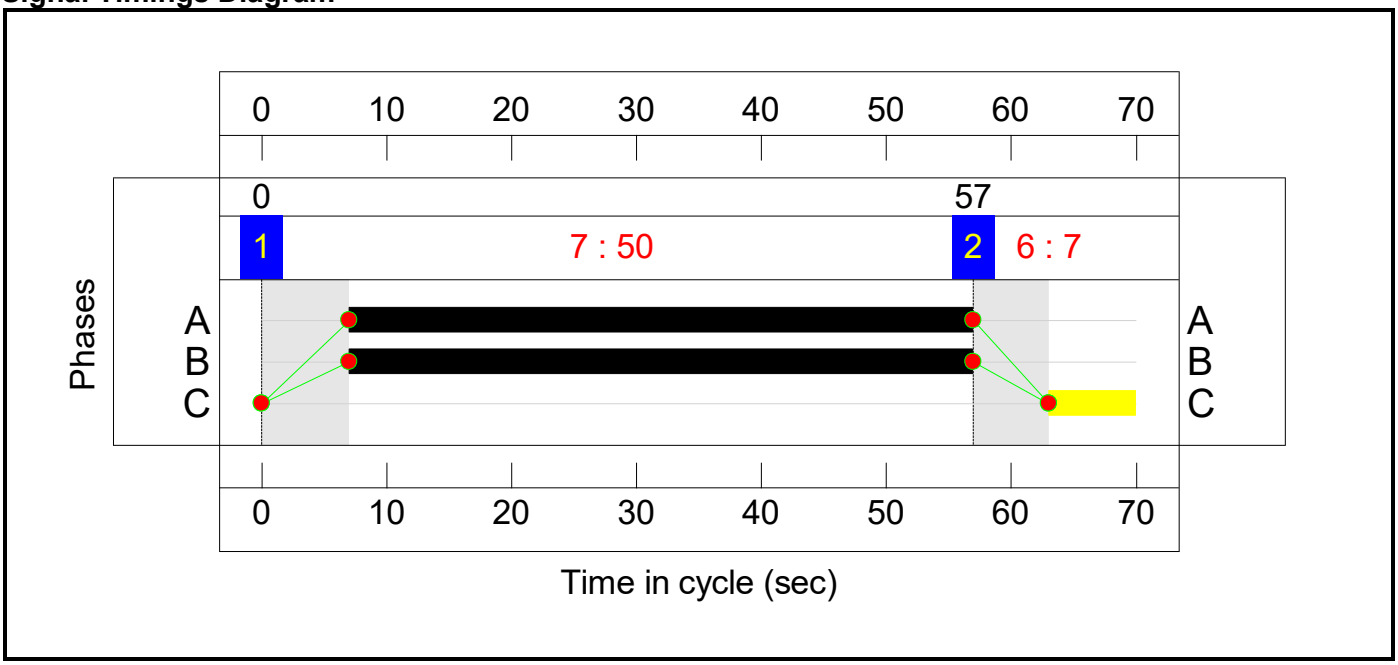


Stage Timings

Stage	1	2
Duration	50	7
Change Point	0	57

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

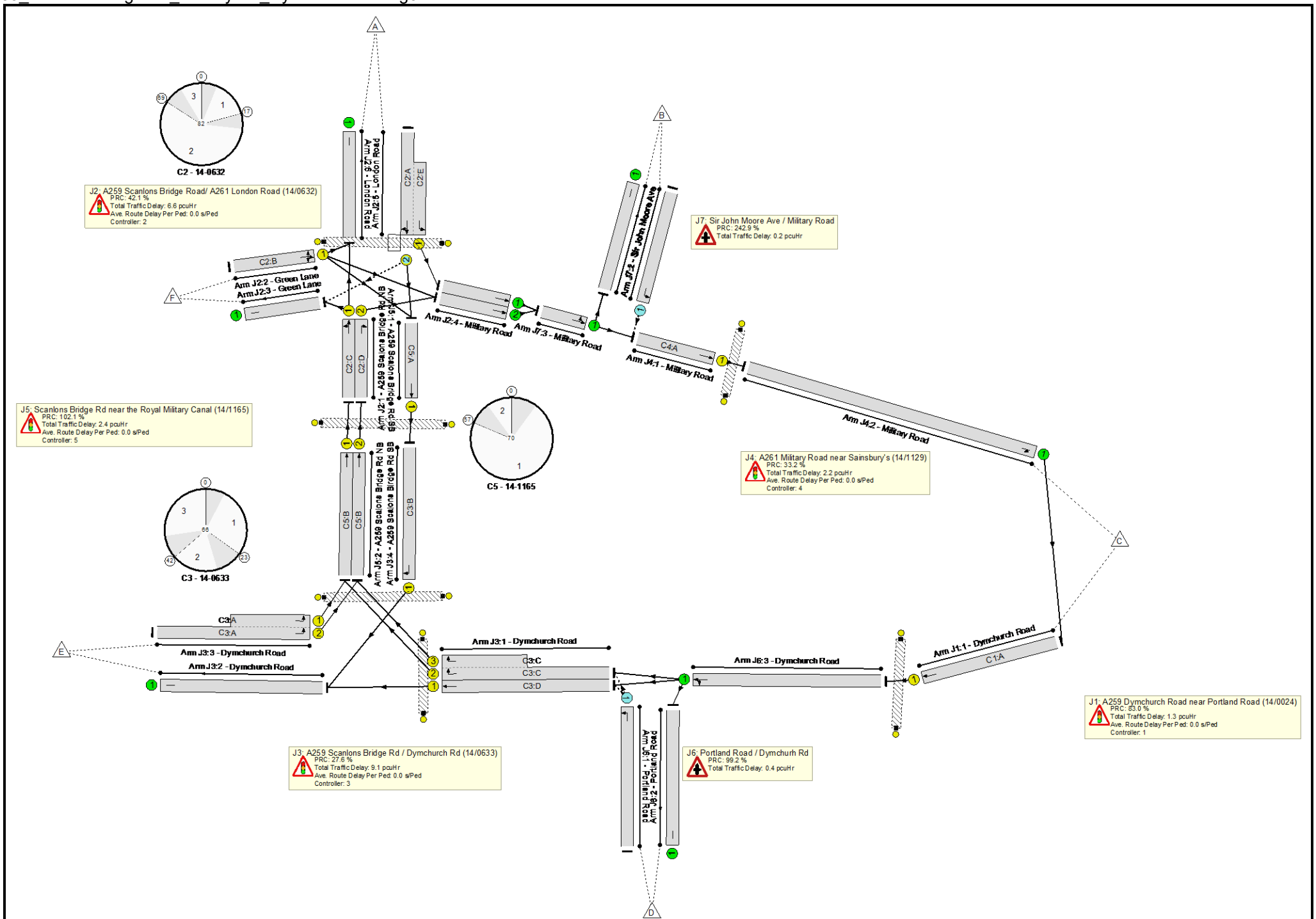
Signal Timings Diagram



Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Network Layout Diagram

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x



Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.5%**
J1: A259 Dymchurch Road near Portland Road (14/0024)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.2%**
1/1	Dymchurch Road Ahead	U	N/A	N/A	C1:A		1	49	-	724	2061	1472	49.2%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.3%**
1/1	A259 Scalons Bridge Rd NB Left Ahead	U	N/A	N/A	C2:C		1	64	-	606	1839	1458	41.6%
1/2	A259 Scalons Bridge Rd NB Right	U	N/A	N/A	C2:D		1	47	-	661	1783	1044	63.3%
2/1	Green Lane Right Ahead Left	U	N/A	N/A	C2:B		1	7	-	31	1836	179	17.3%
3/1	Green Lane	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
4/1	Military Road Ahead	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
4/2	Military Road Ahead	U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%
5/2+5/1	London Road Ahead Right Left	O+U	N/A	N/A	C2:A C2:E		1	12:82	-	530	2051:1982	325+554	60.3 : 60.3%
6/1	London Road	U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.5%**
1/1	Dymchurch Road Ahead	U	N/A	N/A	C3:D		1	36	-	444	1954	1095	40.5%
1/2+1/3	Dymchurch Road Right	U	N/A	N/A	C3:C		1	18	-	409	1709:1729	492+88	70.5 : 70.5%
2/1	Dymchurch Road	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
3/2+3/1	Dymchurch Road Left	U	N/A	N/A	C3:A		1	37	-	858	1868:1732	919+397	65.2 : 65.2%
4/1	A259 Scalons Birdge Rd SB Right	U	N/A	N/A	C3:B		1	18	-	196	1774	511	38.4%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J4: A261 Military Road near Sainsbury's (14/1129)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.6%**
1/1	Military Road Ahead	U	N/A	N/A	C4:A		1	52	-	1015	1984	1502	67.6%
2/1	Military Road U-Turn	U	N/A	N/A	-		-	-	-	1015	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.5%**
1/1	A259 Scalons Bridge Rd SB Ahead	U	N/A	N/A	C5:A		1	50	-	196	1978	1441	13.6%
2/1	A259 Scalons Bridge Rd NB Ahead	U	N/A	N/A	C5:B		1	50	-	606	1897	1382	43.8%

2/2	A259 Scalons Bridge Rd NB Ahead	U	N/A	N/A	C5:B		1	50	-	661	2037	1484	44.5%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J6: Portland Road / Dymchurh Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.2%**
1/1	Portland Road Left	O	N/A	N/A	-		-	-	-	251	1598	556	45.2%
2/1	Portland Road	U	N/A	N/A	-		-	-	-	122	Inf	Inf	0.0%
3/1	Dymchurch Road Ahead Left	U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
J7: Sir John Moore Ave / Military Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**26.2%**
1/1	Sir John Moore Ave Left	O	N/A	N/A	-		-	-	-	129	1634	491	26.2%
2/1	Sir John Moore Ave	U	N/A	N/A	-		-	-	-	130	Inf	Inf	0.0%
3/1	Military Road Ahead Left	U	N/A	N/A	-		-	-	-	1016	Inf	Inf	0.0%

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

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: J15 A259/ Dymchurch Rd/ Military Rd gyratory	**-**	**-**	**384**	**0**	**0**	**14.3**	**7.8**	**0.0**	**22.1**	**-**	**-**	**-**	**-**
J1: A259 Dymchurch Road near Portland Road (14/0024)	**-**	**-**	**0**	**0**	**0**	**0.8**	**0.5**	**0.0**	**1.3**	**-**	**-**	**-**	**-**
1/1	724	724	-	-	-	0.8	0.5	-	1.3	6.3	5.7	0.5	6.2
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	**-**	**-**	**4**	**0**	**0**	**4.5**	**2.1**	**0.0**	**6.6**	**-**	**-**	**-**	**-**
1/1	606	606	-	-	-	0.4	0.4	-	0.8	4.7	4.2	0.4	4.6
1/2	661	661	-	-	-	2.1	0.9	-	2.9	15.9	9.9	0.9	10.8
2/1	31	31	-	-	-	0.3	0.1	-	0.4	46.2	0.6	0.1	0.8
3/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	530	530	4	0	0	1.7	0.8	0.0	2.5	17.0	4.1	0.8	4.9
6/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	**-**	**-**	**0**	**0**	**0**	**6.3**	**2.8**	**0.0**	**9.1**	**-**	**-**	**-**	**-**
1/1	444	444	-	-	-	1.0	0.3	-	1.4	11.0	4.6	0.3	4.9
1/2+1/3	409	409	-	-	-	2.3	1.2	-	3.5	30.8	5.6	1.2	6.8
2/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	858	858	-	-	-	2.0	0.9	-	2.9	12.1	6.8	0.9	7.8
4/1	196	196	-	-	-	1.0	0.3	-	1.3	24.5	2.8	0.3	3.1

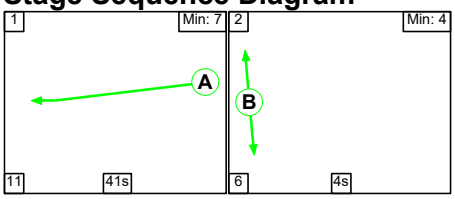
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J4: A261 Military Road near Sainsbury's (14/1129)	**-**	**-**	**0**	**0**	**0**	**1.2**	**1.0**	**0.0**	**2.2**	**-**	**-**	**-**	**-**
1/1	1015	1015	-	-	-	1.2	1.0	-	2.2	7.9	9.6	1.0	10.6
2/1	1015	1015	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	**-**	**-**	**0**	**0**	**0**	**1.5**	**0.9**	**0.0**	**2.4**	**-**	**-**	**-**	**-**
1/1	196	196	-	-	-	0.2	0.1	-	0.2	4.3	1.1	0.1	1.2
2/1	606	606	-	-	-	0.6	0.4	-	1.0	6.1	4.5	0.4	4.9
2/2	661	661	-	-	-	0.7	0.4	-	1.1	6.0	5.1	0.4	5.5
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J6: Portland Road / Dymchurh Rd	**-**	**-**	**251**	**0**	**0**	**0.0**	**0.4**	**0.0**	**0.4**	**-**	**-**	**-**	**-**
1/1	251	251	251	0	0	0.0	0.4	-	0.4	5.9	0.0	0.4	0.4
2/1	122	122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J7: Sir John Moore Ave / Military Road	**-**	**-**	**129**	**0**	**0**	**0.0**	**0.2**	**0.0**	**0.2**	**-**	**-**	**-**	**-**
1/1	129	129	129	0	0	0.0	0.2	-	0.2	5.0	0.0	0.2	0.2
2/1	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1016	1016	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - 14-0024	PRC for Signalled Lanes (%):	83.0	Total Delay for Signalled Lanes (pcuHr):	1.26	Cycle Time (s):	70
C2 - 14-0632	PRC for Signalled Lanes (%):	42.1	Total Delay for Signalled Lanes (pcuHr):	6.62	Cycle Time (s):	82
C3 - 14-0633	PRC for Signalled Lanes (%):	27.6	Total Delay for Signalled Lanes (pcuHr):	9.09	Cycle Time (s):	66
C4 - 14-1129	PRC for Signalled Lanes (%):	33.2	Total Delay for Signalled Lanes (pcuHr):	2.23	Cycle Time (s):	70
C5 - 14-1165	PRC for Signalled Lanes (%):	102.1	Total Delay for Signalled Lanes (pcuHr):	2.37	Cycle Time (s):	70
	PRC Over All Lanes (%):	27.6	Total Delay Over All Lanes(pcuHr):	22.15		

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x
Scenario 2: '2025 PM' (FG4: '2025 PM', Plan 1: 'Network Control Plan 1')
C1 - 14-0024

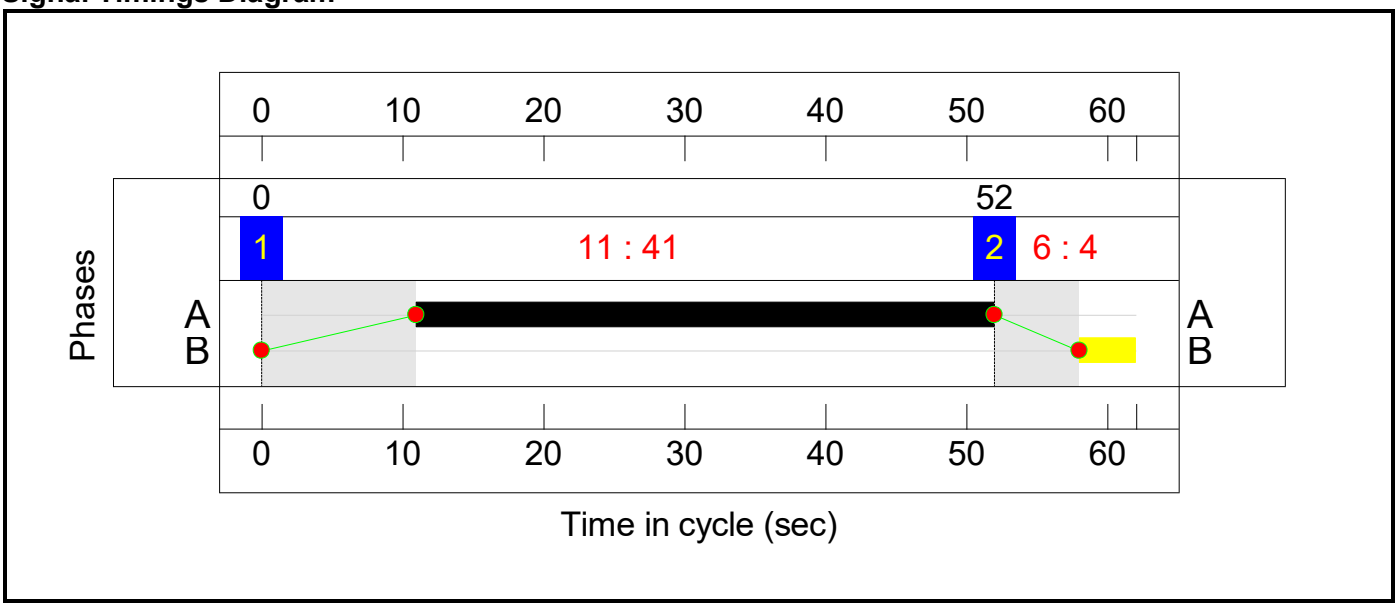
Stage Sequence Diagram



Stage Timings

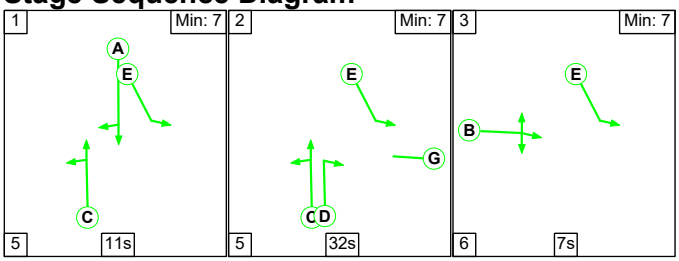
Stage	1	2
Duration	41	4
Change Point	0	52

Signal Timings Diagram



C2 - 14-0632

Stage Sequence Diagram

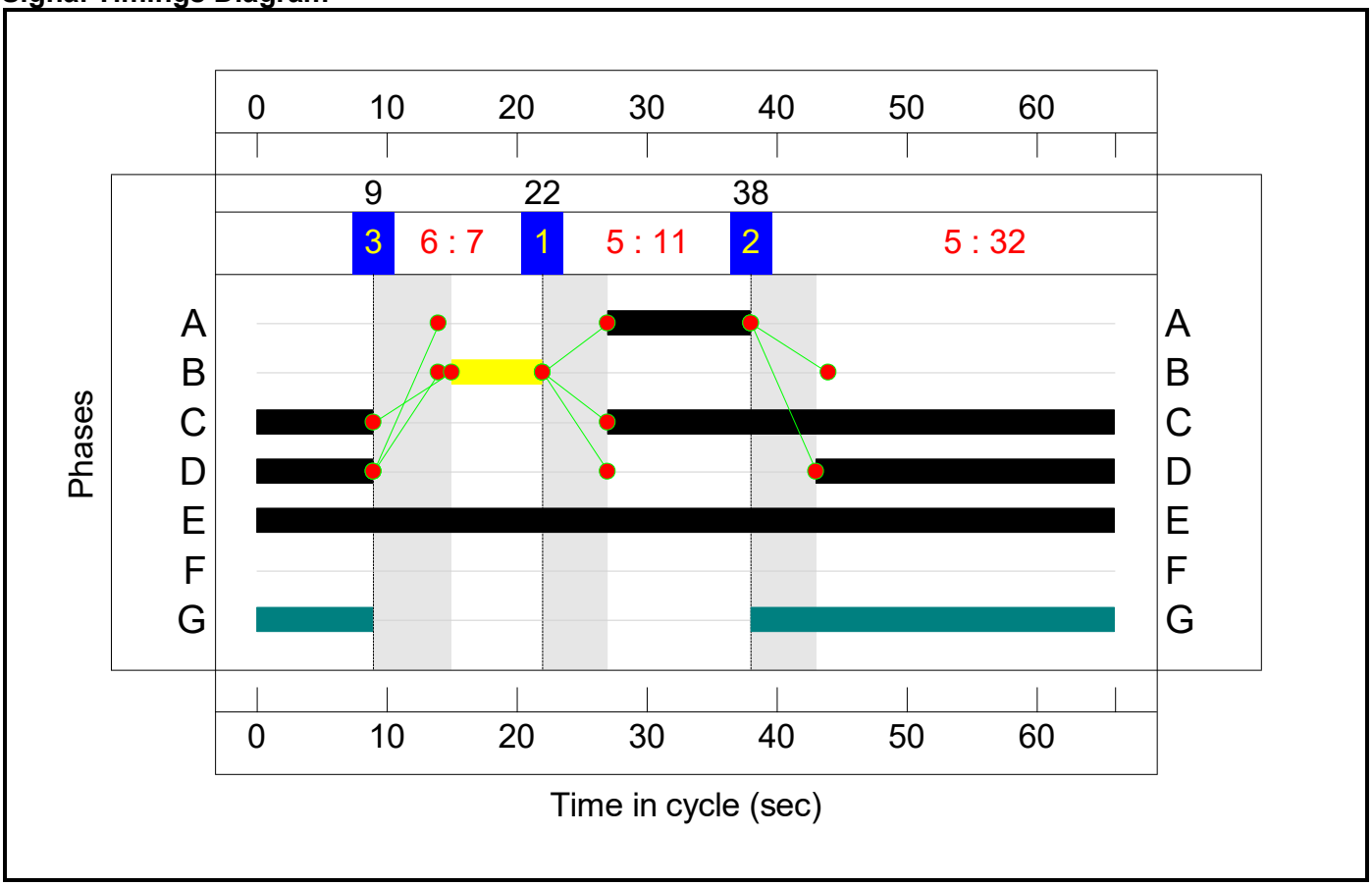


Stage Timings

Stage	1	2	3
Duration	11	32	7
Change Point	22	38	9

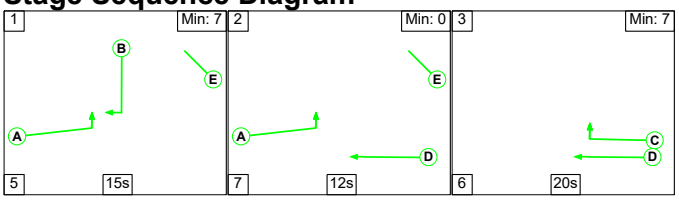
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C3 - 14-0633

Stage Sequence Diagram

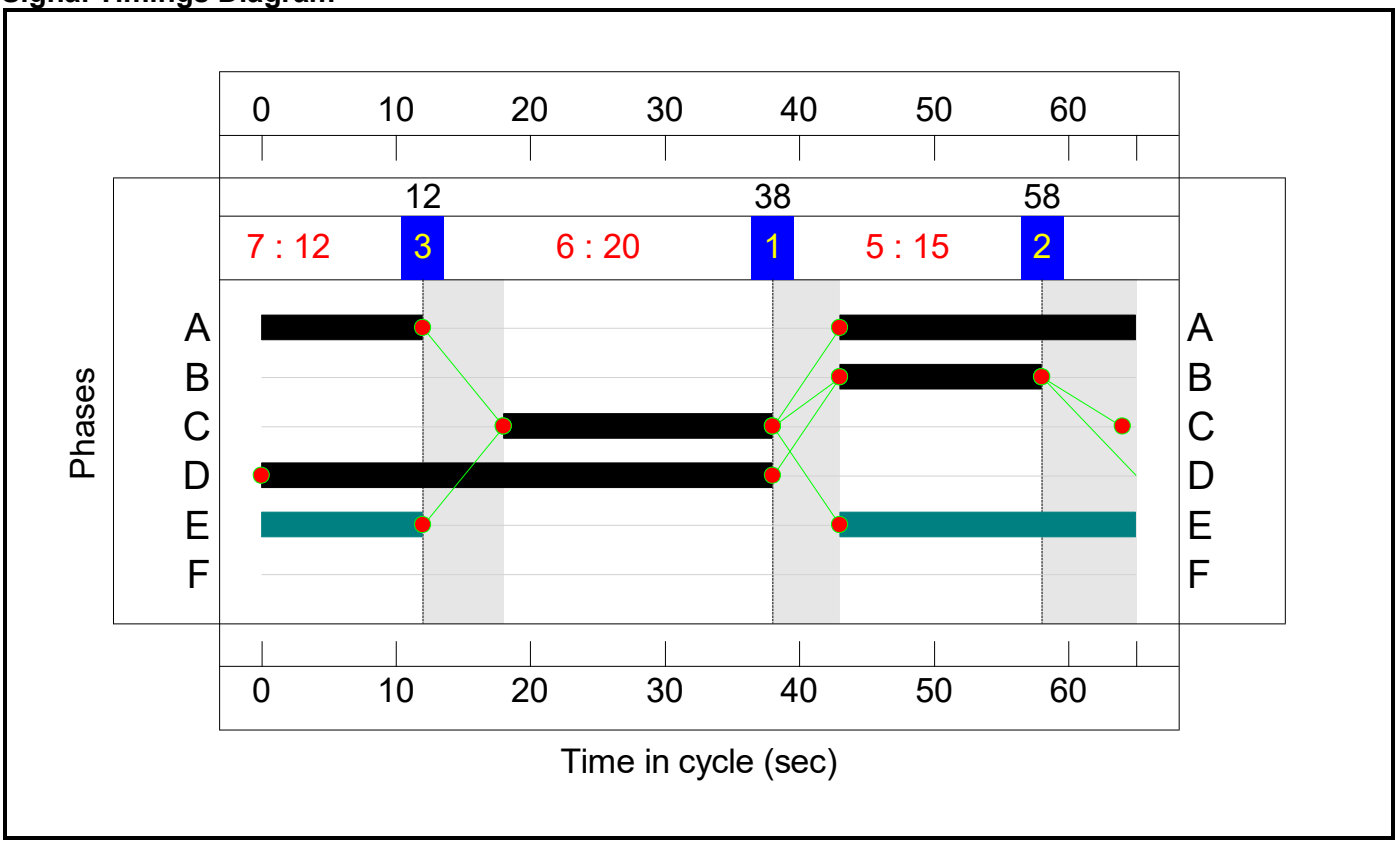


Stage Timings

Stage	1	2	3
Duration	15	12	20
Change Point	38	58	12

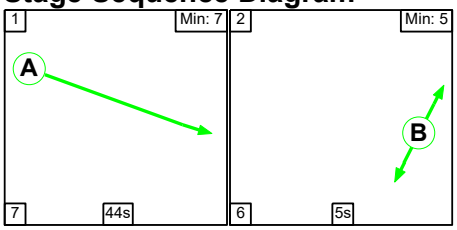
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C4 - 14-1129

Stage Sequence Diagram

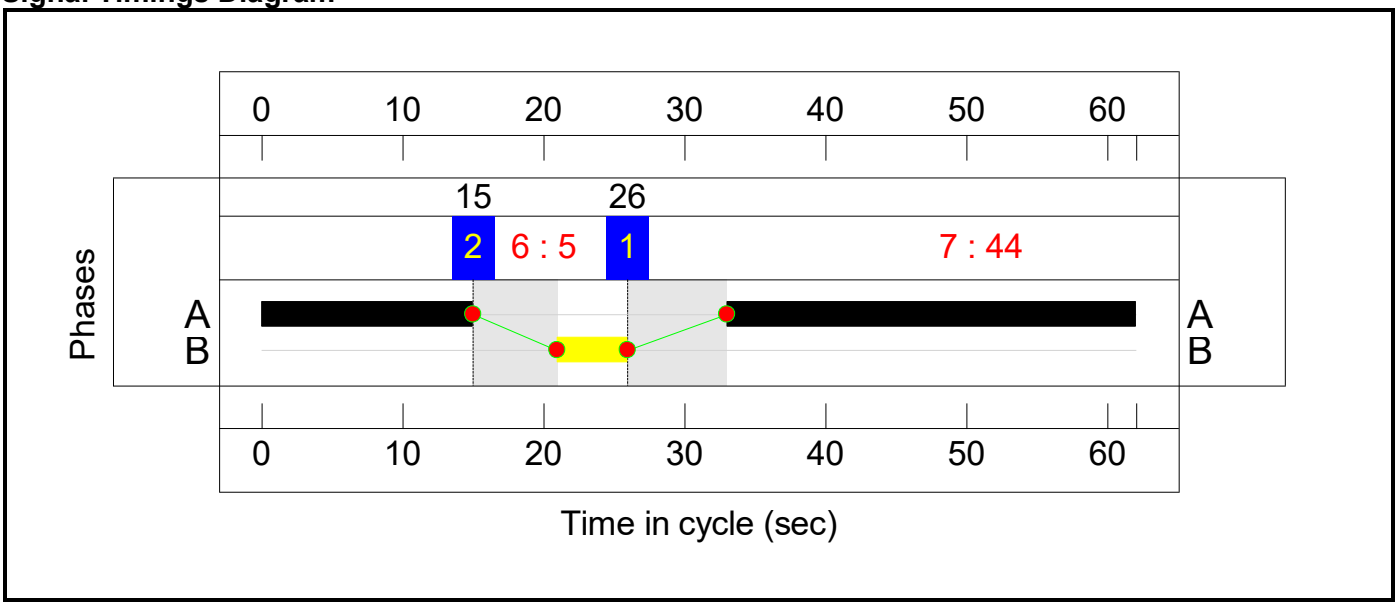


Stage Timings

Stage	1	2
Duration	44	5
Change Point	26	15

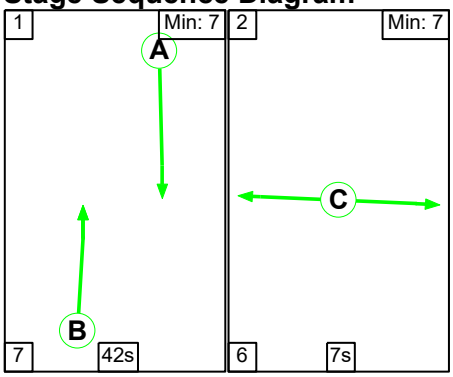
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C5 - 14-1165

Stage Sequence Diagram

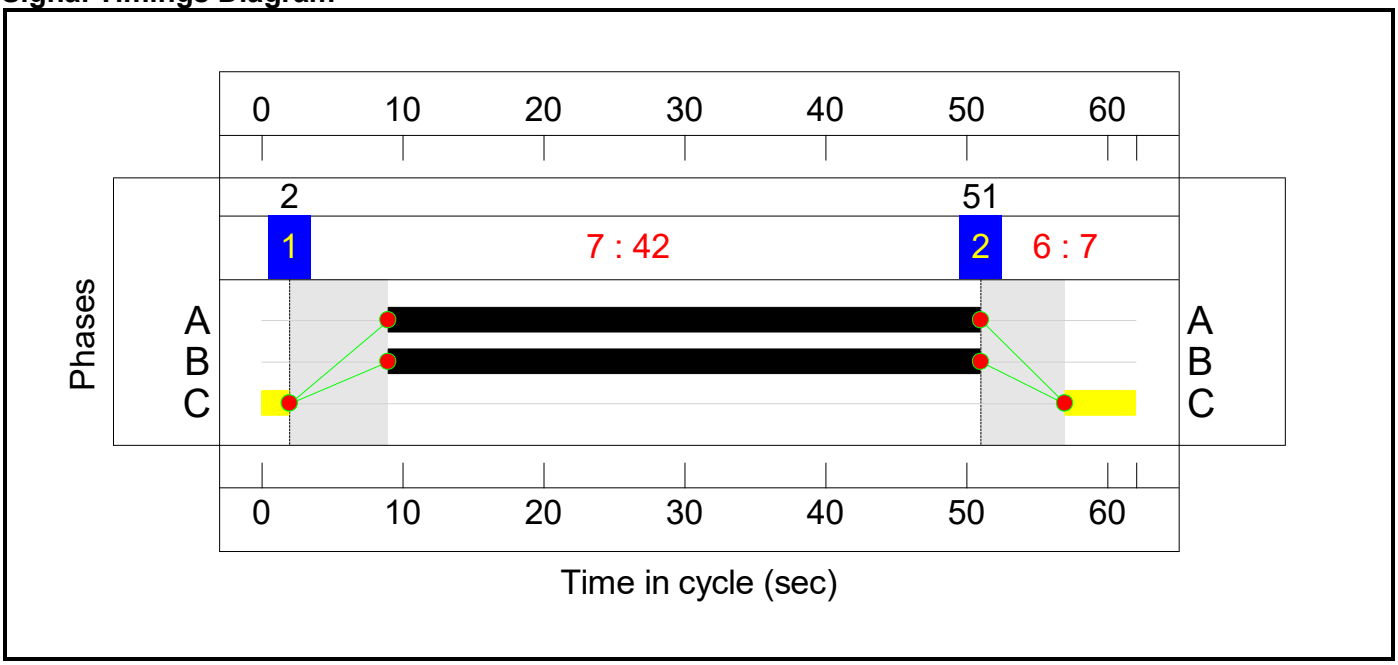


Stage Timings

Stage	1	2
Duration	42	7
Change Point	2	51

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

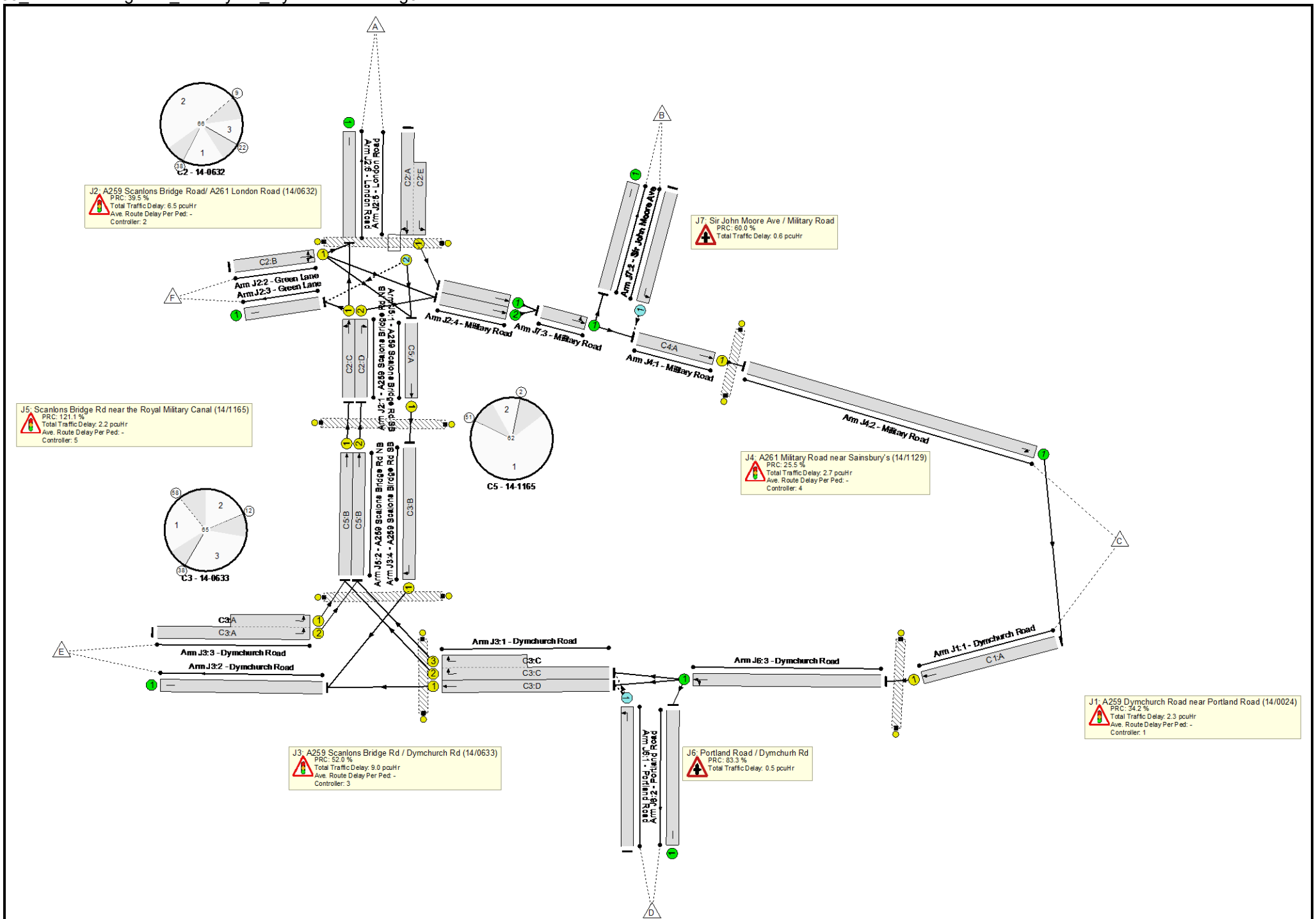
Signal Timings Diagram



Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Network Layout Diagram

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x



Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.7%**
J1: A259 Dymchurch Road near Portland Road (14/0024)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.0%**
1/1	Dymchurch Road Ahead	U	N/A	N/A	C1:A		1	41	-	936	2061	1396	67.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.5%**
1/1	A259 Scalons Bridge Rd NB Left Ahead	U	N/A	N/A	C2:C		1	48	-	524	1842	1368	38.3%
1/2	A259 Scalons Bridge Rd NB Right	U	N/A	N/A	C2:D		1	32	-	575	1783	892	64.5%
2/1	Green Lane Right Ahead Left	U	N/A	N/A	C2:B		1	7	-	36	1761	213	16.9%
3/1	Green Lane	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
4/1	Military Road Ahead	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
4/2	Military Road Ahead	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
5/2+5/1	London Road Ahead Right Left	O+U	N/A	N/A	C2:A C2:E		1	11:66	-	621	2046:1982	372+611	63.2 : 63.2%
6/1	London Road	U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.2%**
1/1	Dymchurch Road Ahead	U	N/A	N/A	C3:D		1	38	-	655	1954	1172	55.9%
1/2+1/3	Dymchurch Road Right	U	N/A	N/A	C3:C		1	20	-	435	1709:1729	552+182	59.2 : 59.2%
2/1	Dymchurch Road	U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
3/2+3/1	Dymchurch Road Left	U	N/A	N/A	C3:A		1	34	-	664	1868:1732	877+370	53.2 : 53.2%
4/1	A259 Scalons Birdge Rd SB Right	U	N/A	N/A	C3:B		1	15	-	229	1774	437	52.4%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J4: A261 Military Road near Sainsbury's (14/1129)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.7%**
1/1	Military Road Ahead	U	N/A	N/A	C4:A		1	44	-	1033	1984	1440	71.7%
2/1	Military Road U-Turn	U	N/A	N/A	-		-	-	-	1033	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.7%**
1/1	A259 Scalons Bridge Rd SB Ahead	U	N/A	N/A	C5:A		1	42	-	229	1978	1372	16.7%
2/1	A259 Scalons Bridge Rd NB Ahead	U	N/A	N/A	C5:B		1	42	-	524	1897	1316	39.8%

2/2	A259 Scalons Bridge Rd NB Ahead	U	N/A	N/A	C5:B		1	42	-	575	2037	1413	40.7%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J6: Portland Road / Dymchurh Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.1%**
1/1	Portland Road Left	O	N/A	N/A	-		-	-	-	250	1598	509	49.1%
2/1	Portland Road	U	N/A	N/A	-		-	-	-	96	Inf	Inf	0.0%
3/1	Dymchurch Road Ahead Left	U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%
J7: Sir John Moore Ave / Military Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.2%**
1/1	Sir John Moore Ave Left	O	N/A	N/A	-		-	-	-	281	1634	500	56.2%
2/1	Sir John Moore Ave	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
3/1	Military Road Ahead Left	U	N/A	N/A	-		-	-	-	979	Inf	Inf	0.0%

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

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: J15 A259/ Dymchurch Rd/ Military Rd gyratory	**-**	**-**	**541**	**0**	**0**	**15.0**	**8.8**	**0.0**	**23.8**	**-**	**-**	**-**	**-**
J1: A259 Dymchurch Road near Portland Road (14/0024)	**-**	**-**	**0**	**0**	**0**	**1.3**	**1.0**	**0.0**	**2.3**	**-**	**-**	**-**	**-**
1/1	936	936	-	-	-	1.3	1.0	-	2.3	9.0	8.8	1.0	9.8
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	**-**	**-**	**10**	**0**	**0**	**4.3**	**2.2**	**0.0**	**6.5**	**-**	**-**	**-**	**-**
1/1	524	524	-	-	-	0.4	0.3	-	0.8	5.2	3.3	0.3	3.7
1/2	575	575	-	-	-	1.9	0.9	-	2.8	17.8	7.7	0.9	8.6
2/1	36	36	-	-	-	0.3	0.1	-	0.4	36.2	0.6	0.1	0.7
3/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	621	621	10	0	0	1.6	0.9	0.0	2.5	14.5	4.0	0.9	4.8
6/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	**-**	**-**	**0**	**0**	**0**	**6.5**	**2.5**	**0.0**	**9.0**	**-**	**-**	**-**	**-**
1/1	655	655	-	-	-	1.4	0.6	-	2.1	11.3	7.1	0.6	7.7
1/2+1/3	435	435	-	-	-	2.2	0.7	-	2.9	23.8	4.9	0.7	5.6
2/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	664	664	-	-	-	1.6	0.6	-	2.2	11.9	5.1	0.6	5.6
4/1	229	229	-	-	-	1.3	0.5	-	1.9	29.8	3.6	0.5	4.1

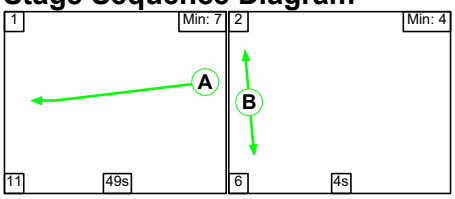
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J4: A261 Military Road near Sainsbury's (14/1129)	**-**	**-**	**0**	**0**	**0**	**1.4**	**1.3**	**0.0**	**2.7**	**-**	**-**	**-**	**-**
1/1	1033	1033	-	-	-	1.4	1.3	-	2.7	9.3	10.0	1.3	11.3
2/1	1033	1033	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	**-**	**-**	**0**	**0**	**0**	**1.4**	**0.8**	**0.0**	**2.2**	**-**	**-**	**-**	**-**
1/1	229	229	-	-	-	0.2	0.1	-	0.3	4.9	1.3	0.1	1.4
2/1	524	524	-	-	-	0.6	0.3	-	0.9	6.3	3.8	0.3	4.1
2/2	575	575	-	-	-	0.6	0.3	-	1.0	6.2	4.2	0.3	4.5
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J6: Portland Road / Dymchurh Rd	**-**	**-**	**250**	**0**	**0**	**0.0**	**0.5**	**0.0**	**0.5**	**-**	**-**	**-**	**-**
1/1	250	250	250	0	0	0.0	0.5	-	0.5	6.9	0.0	0.5	0.5
2/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	936	936	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J7: Sir John Moore Ave / Military Road	**-**	**-**	**281**	**0**	**0**	**0.0**	**0.6**	**0.0**	**0.6**	**-**	**-**	**-**	**-**
1/1	281	281	281	0	0	0.0	0.6	-	0.6	8.3	0.9	0.6	1.5
2/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	979	979	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - 14-0024	PRC for Signalled Lanes (%):	34.2	Total Delay for Signalled Lanes (pcuHr):	2.35	Cycle Time (s):	62
C2 - 14-0632	PRC for Signalled Lanes (%):	39.5	Total Delay for Signalled Lanes (pcuHr):	6.46	Cycle Time (s):	66
C3 - 14-0633	PRC for Signalled Lanes (%):	52.0	Total Delay for Signalled Lanes (pcuHr):	9.02	Cycle Time (s):	65
C4 - 14-1129	PRC for Signalled Lanes (%):	25.5	Total Delay for Signalled Lanes (pcuHr):	2.66	Cycle Time (s):	62
C5 - 14-1165	PRC for Signalled Lanes (%):	121.1	Total Delay for Signalled Lanes (pcuHr):	2.22	Cycle Time (s):	62
	PRC Over All Lanes (%):	25.5	Total Delay Over All Lanes(pcuHr):	23.83		

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x
Scenario 3: '2055 DM AM' (FG5: '2055 DM AM', Plan 1: 'Network Control Plan 1')
C1 - 14-0024

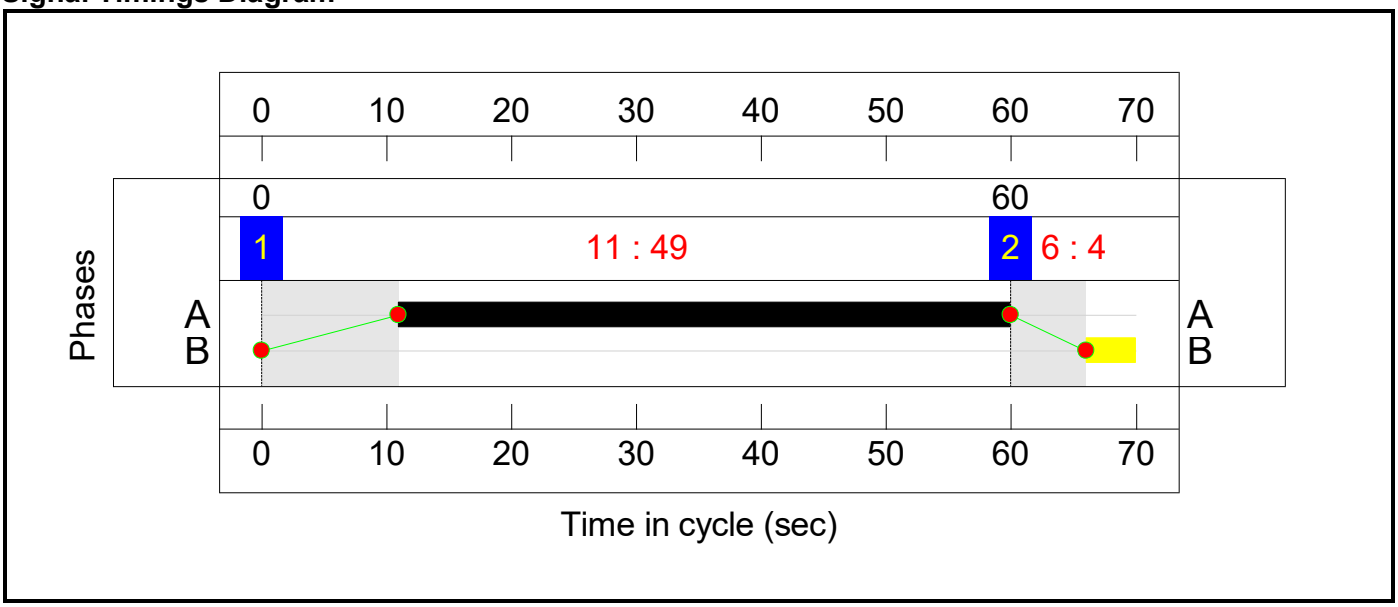
Stage Sequence Diagram



Stage Timings

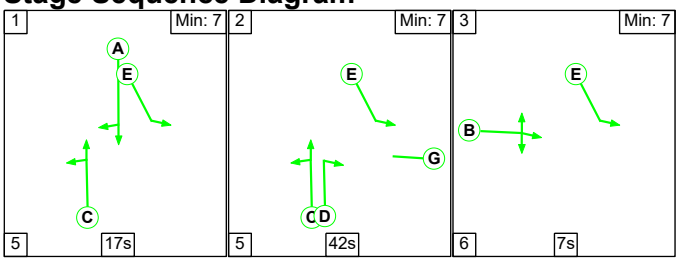
Stage	1	2
Duration	49	4
Change Point	0	60

Signal Timings Diagram



C2 - 14-0632

Stage Sequence Diagram

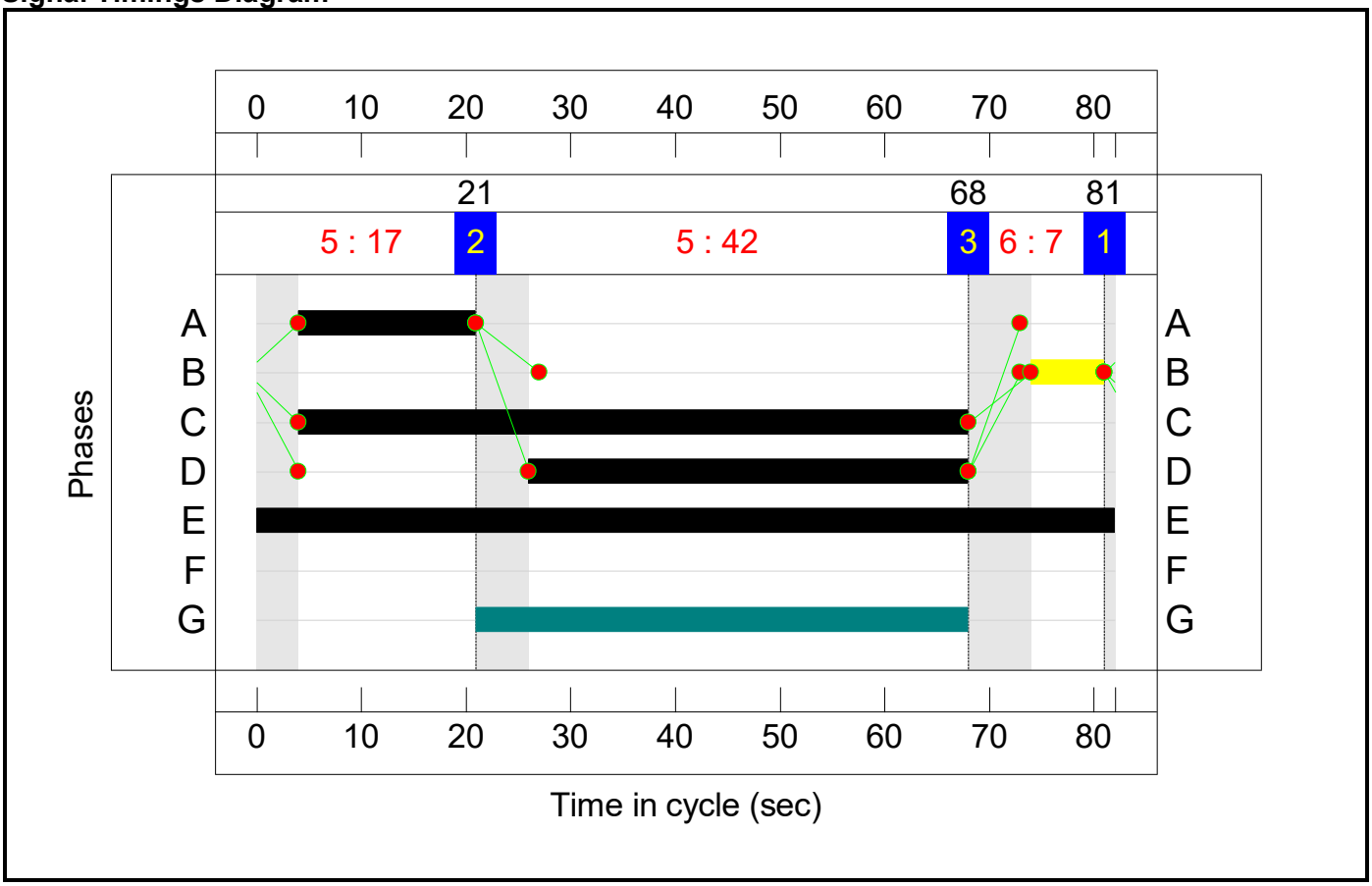


Stage Timings

Stage	1	2	3
Duration	17	42	7
Change Point	81	21	68

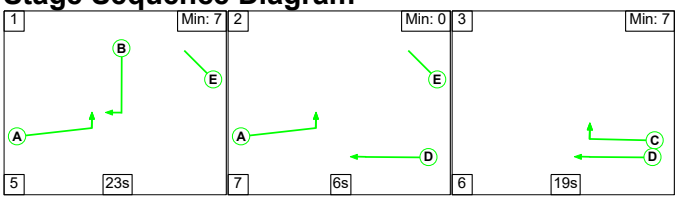
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C3 - 14-0633

Stage Sequence Diagram

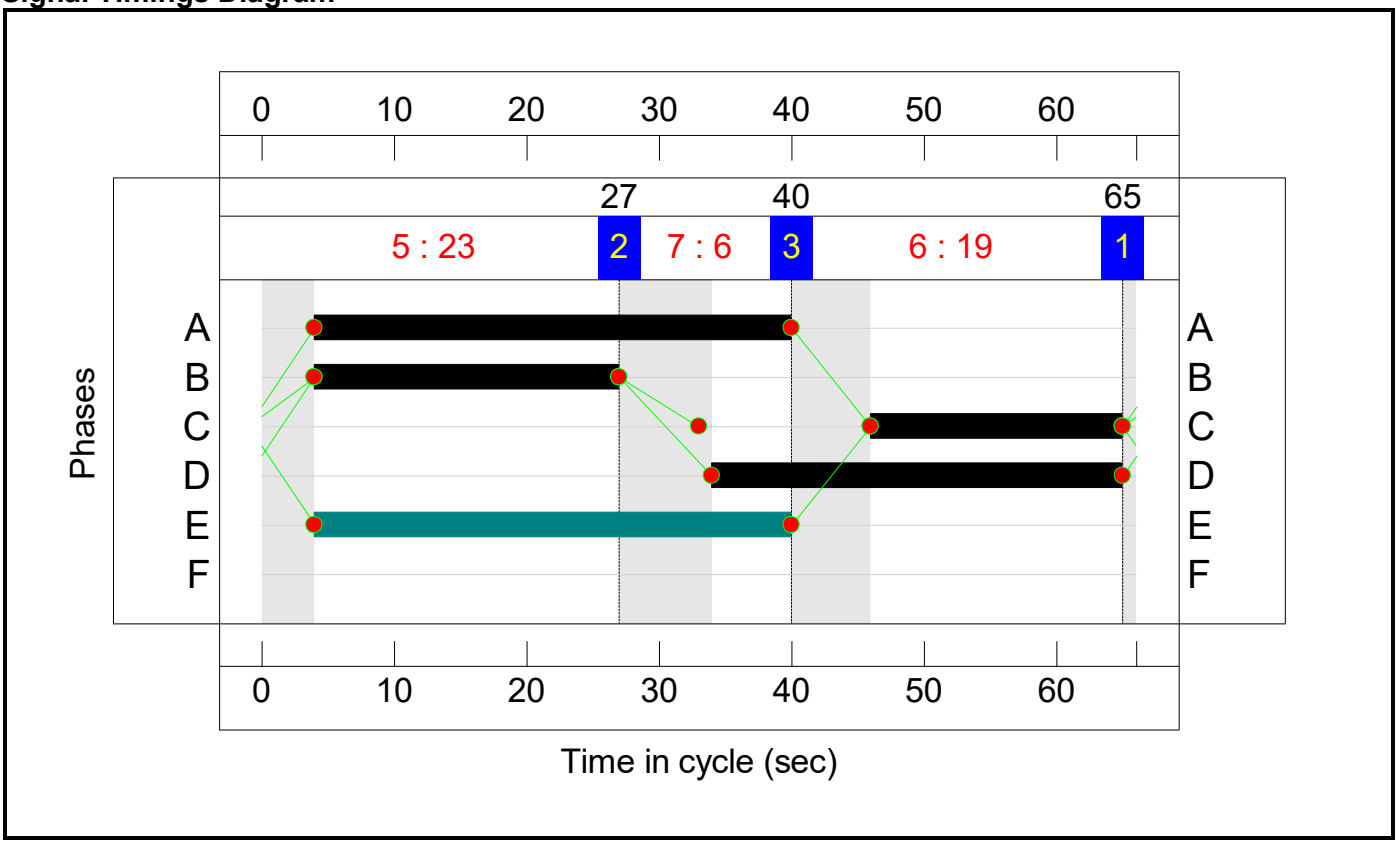


Stage Timings

Stage	1	2	3
Duration	23	6	19
Change Point	65	27	40

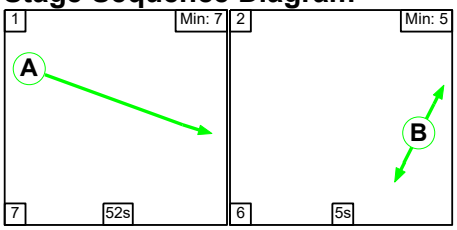
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C4 - 14-1129

Stage Sequence Diagram

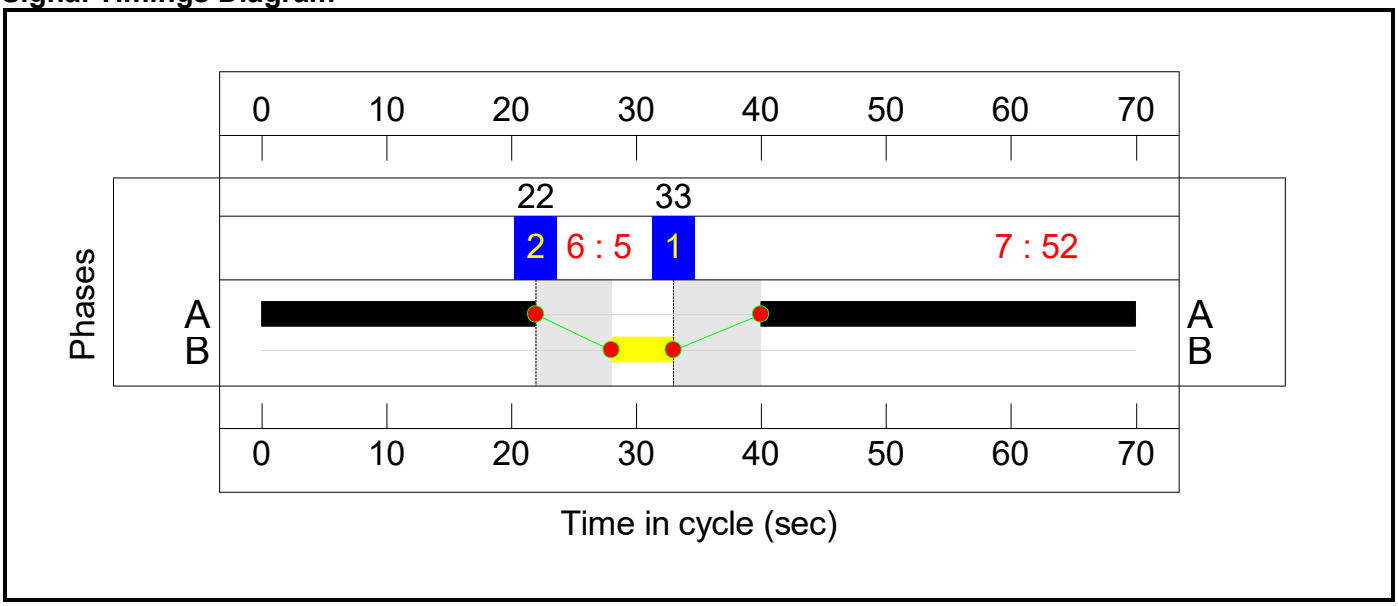


Stage Timings

Stage	1	2
Duration	52	5
Change Point	33	22

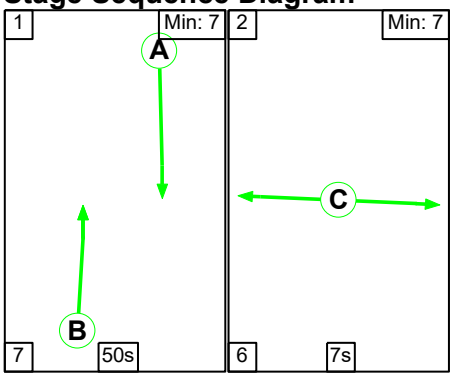
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C5 - 14-1165

Stage Sequence Diagram

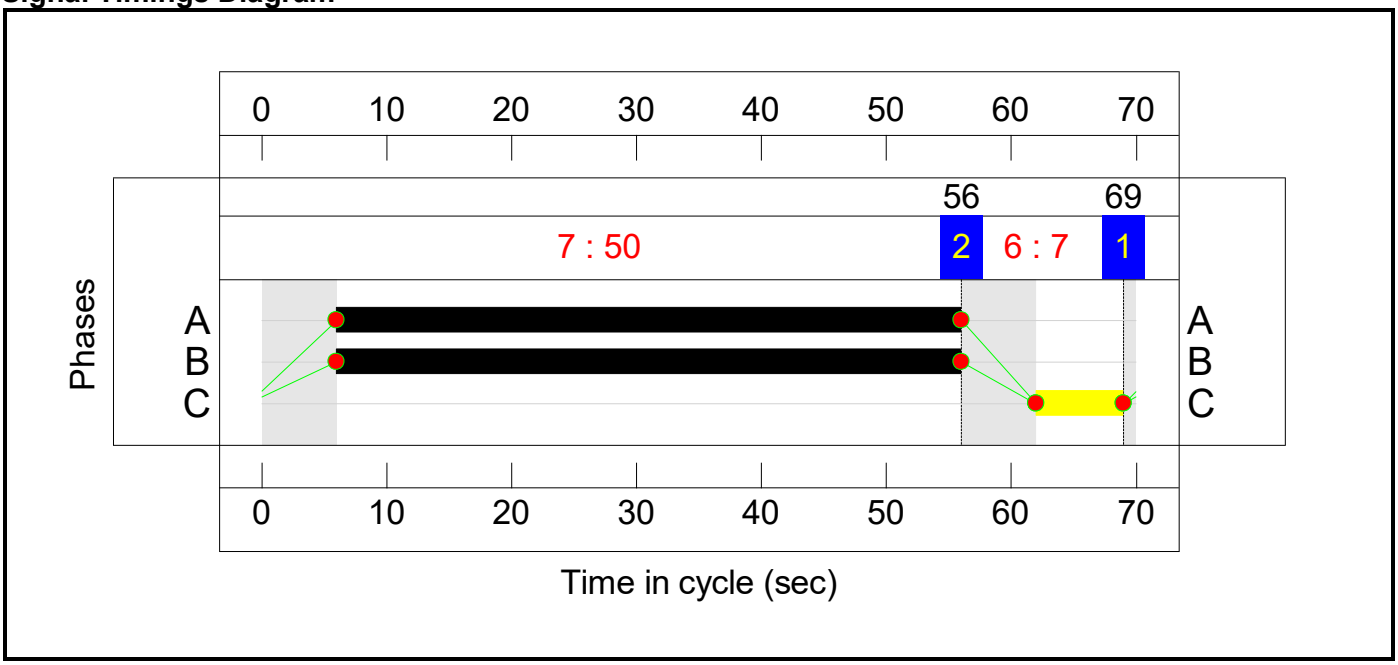


Stage Timings

Stage	1	2
Duration	50	7
Change Point	69	56

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

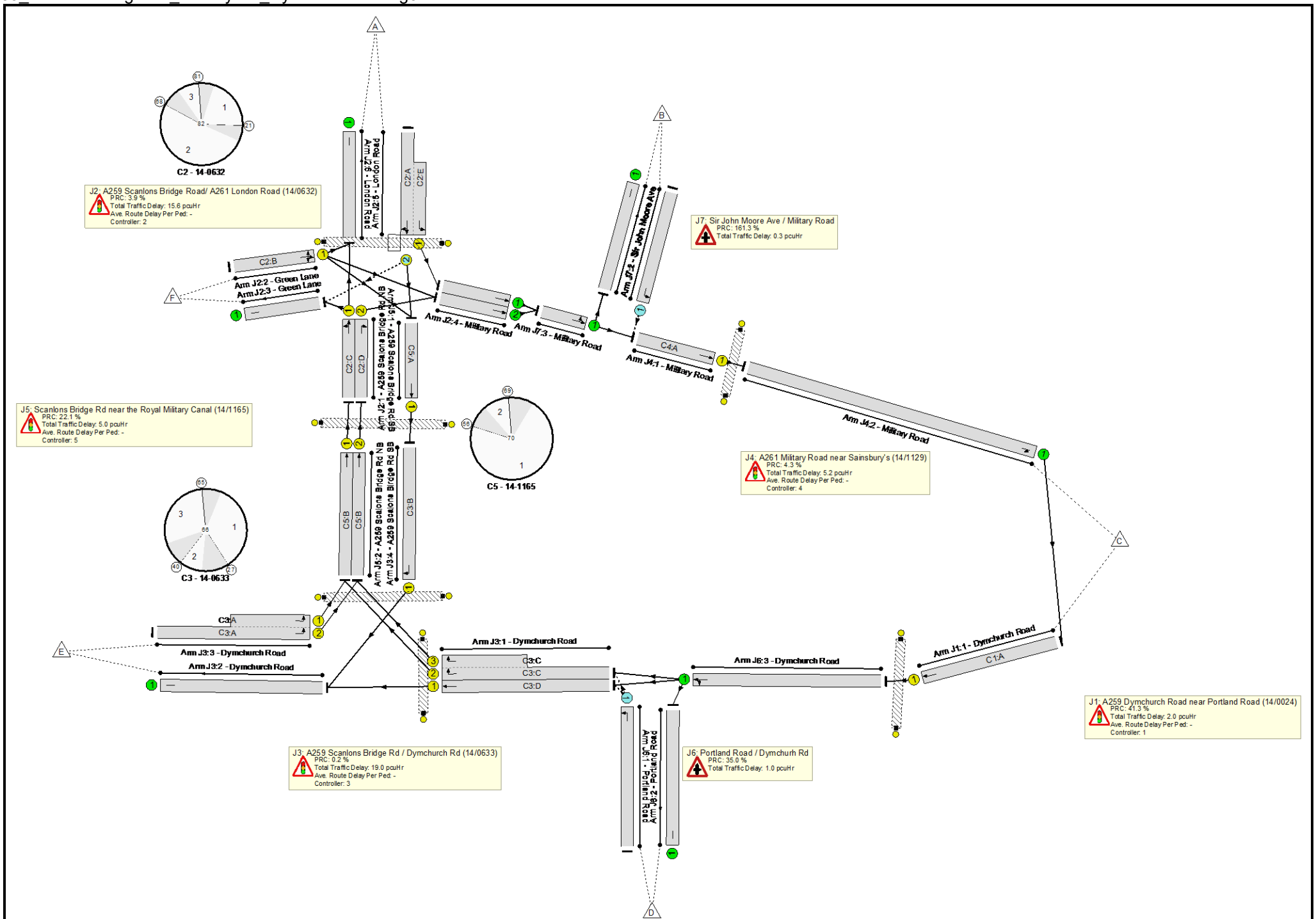
Signal Timings Diagram



Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Network Layout Diagram

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x



Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**
J1: A259 Dymchurch Road near Portland Road (14/0024)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.7%**
1/1	Dymchurch Road Ahead	U	N/A	N/A	C1:A		1	49	-	938	2061	1472	63.7%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.6%**
1/1	A259 Scalons Bridge Rd NB Left Ahead	U	N/A	N/A	C2:C		1	64	-	1019	1843	1461	69.8%
1/2	A259 Scalons Bridge Rd NB Right	U	N/A	N/A	C2:D		1	42	-	802	1783	935	85.8%
2/1	Green Lane Right Ahead Left	U	N/A	N/A	C2:B		1	7	-	36	1834	179	20.1%
3/1	Green Lane	U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
4/1	Military Road Ahead	U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
4/2	Military Road Ahead	U	N/A	N/A	-		-	-	-	826	Inf	Inf	0.0%
5/2+5/1	London Road Ahead Right Left	O+U	N/A	N/A	C2:A C2:E		1	17:82	-	837	2053:1982	422+544	86.6 : 86.6%
6/1	London Road	U	N/A	N/A	-		-	-	-	1006	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**
1/1	Dymchurch Road Ahead	U	N/A	N/A	C3:D		1	31	-	527	1954	947	55.6%
1/2+1/3	Dymchurch Road Right	U	N/A	N/A	C3:C		1	19	-	536	1709:1729	518+79	89.8 : 89.8%
2/1	Dymchurch Road	U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
3/2+3/1	Dymchurch Road Left	U	N/A	N/A	C3:A		1	36	-	1285	1868:1732	828+628	88.3 : 88.3%
4/1	A259 Scalons Birdge Rd SB Right	U	N/A	N/A	C3:B		1	23	-	366	1774	645	56.7%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J4: A261 Military Road near Sainsbury's (14/1129)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**
1/1	Military Road Ahead	U	N/A	N/A	C4:A		1	52	-	1296	1984	1502	86.3%
2/1	Military Road U-Turn	U	N/A	N/A	-		-	-	-	1296	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.7%**
1/1	A259 Scalons Bridge Rd SB Ahead	U	N/A	N/A	C5:A		1	50	-	366	1978	1441	25.4%
2/1	A259 Scalons Bridge Rd NB Ahead	U	N/A	N/A	C5:B		1	50	-	1019	1897	1382	73.7%

2/2	A259 Scalons Bridge Rd NB Ahead	U	N/A	N/A	C5:B		1	50	-	802	2037	1484	54.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J6: Portland Road / Dymchurh Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.7%**
1/1	Portland Road Left	O	N/A	N/A	-		-	-	-	339	1598	509	66.7%
2/1	Portland Road	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
3/1	Dymchurch Road Ahead Left	U	N/A	N/A	-		-	-	-	938	Inf	Inf	0.0%
J7: Sir John Moore Ave / Military Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**34.4%**
1/1	Sir John Moore Ave Left	O	N/A	N/A	-		-	-	-	148	1634	430	34.4%
2/1	Sir John Moore Ave	U	N/A	N/A	-		-	-	-	149	Inf	Inf	0.0%
3/1	Military Road Ahead Left	U	N/A	N/A	-		-	-	-	1297	Inf	Inf	0.0%

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

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: J15 A259/ Dymchurch Rd/ Military Rd gyratory	**-**	**-**	**492**	**0**	**0**	**24.6**	**23.4**	**0.0**	**48.0**	**-**	**-**	**-**	**-**
J1: A259 Dymchurch Road near Portland Road (14/0024)	**-**	**-**	**0**	**0**	**0**	**1.1**	**0.9**	**0.0**	**2.0**	**-**	**-**	**-**	**-**
1/1	938	938	-	-	-	1.1	0.9	-	2.0	7.7	8.2	0.9	9.1
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	**-**	**-**	**5**	**0**	**0**	**8.3**	**7.3**	**0.0**	**15.6**	**-**	**-**	**-**	**-**
1/1	1019	1019	-	-	-	1.1	1.1	-	2.3	8.0	10.8	1.1	11.9
1/2	802	802	-	-	-	3.8	2.9	-	6.6	29.8	15.6	2.9	18.5
2/1	36	36	-	-	-	0.3	0.1	-	0.5	46.7	0.7	0.1	0.9
3/1	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	837	837	5	0	0	3.1	3.1	0.0	6.2	26.7	7.8	3.1	10.9
6/1	1006	1006	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	**-**	**-**	**0**	**0**	**0**	**10.2**	**8.8**	**0.0**	**19.0**	**-**	**-**	**-**	**-**
1/1	527	527	-	-	-	1.8	0.6	-	2.4	16.3	6.7	0.6	7.4
1/2+1/3	536	536	-	-	-	3.2	3.9	-	7.1	47.5	8.1	3.9	12.0
2/1	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	1285	1285	-	-	-	3.6	3.6	-	7.2	20.1	9.5	3.6	13.2
4/1	366	366	-	-	-	1.7	0.7	-	2.4	23.3	5.3	0.7	5.9

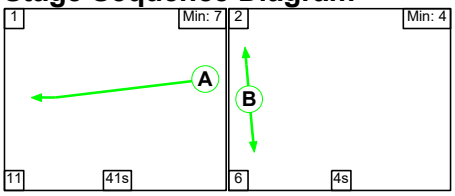
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J4: A261 Military Road near Sainsbury's (14/1129)	**-**	**-**	**0**	**0**	**0**	**2.1**	**3.1**	**0.0**	**5.2**	**-**	**-**	**-**	**-**
1/1	1296	1296	-	-	-	2.1	3.1	-	5.2	14.4	17.6	3.1	20.7
2/1	1296	1296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	**-**	**-**	**0**	**0**	**0**	**2.8**	**2.1**	**0.0**	**5.0**	**-**	**-**	**-**	**-**
1/1	366	366	-	-	-	0.3	0.2	-	0.5	4.8	2.3	0.2	2.5
2/1	1019	1019	-	-	-	1.6	1.4	-	3.0	10.5	11.6	1.4	13.0
2/2	802	802	-	-	-	0.9	0.6	-	1.5	6.9	6.9	0.6	7.5
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J6: Portland Road / Dymchurh Rd	**-**	**-**	**339**	**0**	**0**	**0.0**	**1.0**	**0.0**	**1.0**	**-**	**-**	**-**	**-**
1/1	339	339	339	0	0	0.0	1.0	-	1.0	10.5	0.0	1.0	1.0
2/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	938	938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J7: Sir John Moore Ave / Military Road	**-**	**-**	**148**	**0**	**0**	**0.0**	**0.3**	**0.0**	**0.3**	**-**	**-**	**-**	**-**
1/1	148	148	148	0	0	0.0	0.3	-	0.3	6.4	0.0	0.3	0.3
2/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1297	1297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - 14-0024	PRC for Signalled Lanes (%):	41.3	Total Delay for Signalled Lanes (pcuHr):	2.00	Cycle Time (s):	70
C2 - 14-0632	PRC for Signalled Lanes (%):	3.9	Total Delay for Signalled Lanes (pcuHr):	15.58	Cycle Time (s):	82
C3 - 14-0633	PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	19.00	Cycle Time (s):	66
C4 - 14-1129	PRC for Signalled Lanes (%):	4.3	Total Delay for Signalled Lanes (pcuHr):	5.20	Cycle Time (s):	70
C5 - 14-1165	PRC for Signalled Lanes (%):	22.1	Total Delay for Signalled Lanes (pcuHr):	5.00	Cycle Time (s):	70
	PRC Over All Lanes (%):	0.2	Total Delay Over All Lanes(pcuHr):	48.02		

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x
Scenario 4: '2055 DM PM' (FG6: '2055 DM PM', Plan 1: 'Network Control Plan 1')
C1 - 14-0024

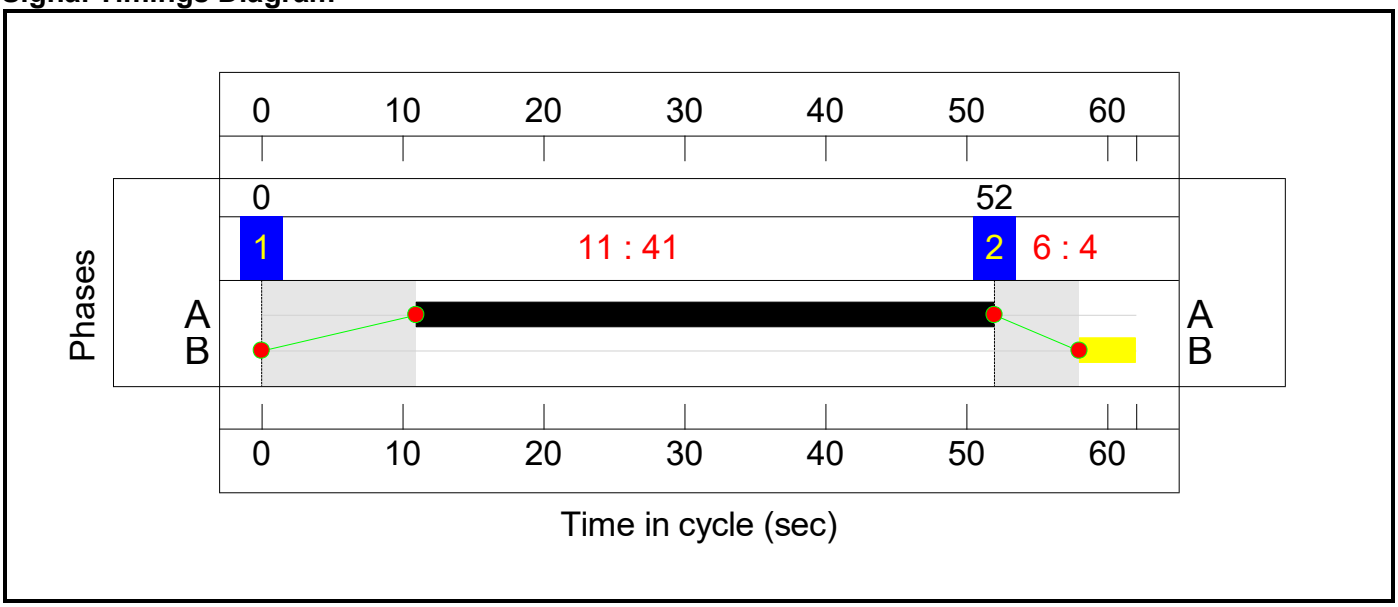
Stage Sequence Diagram



Stage Timings

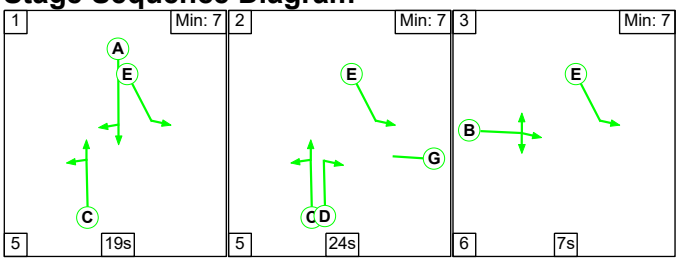
Stage	1	2
Duration	41	4
Change Point	0	52

Signal Timings Diagram



C2 - 14-0632

Stage Sequence Diagram

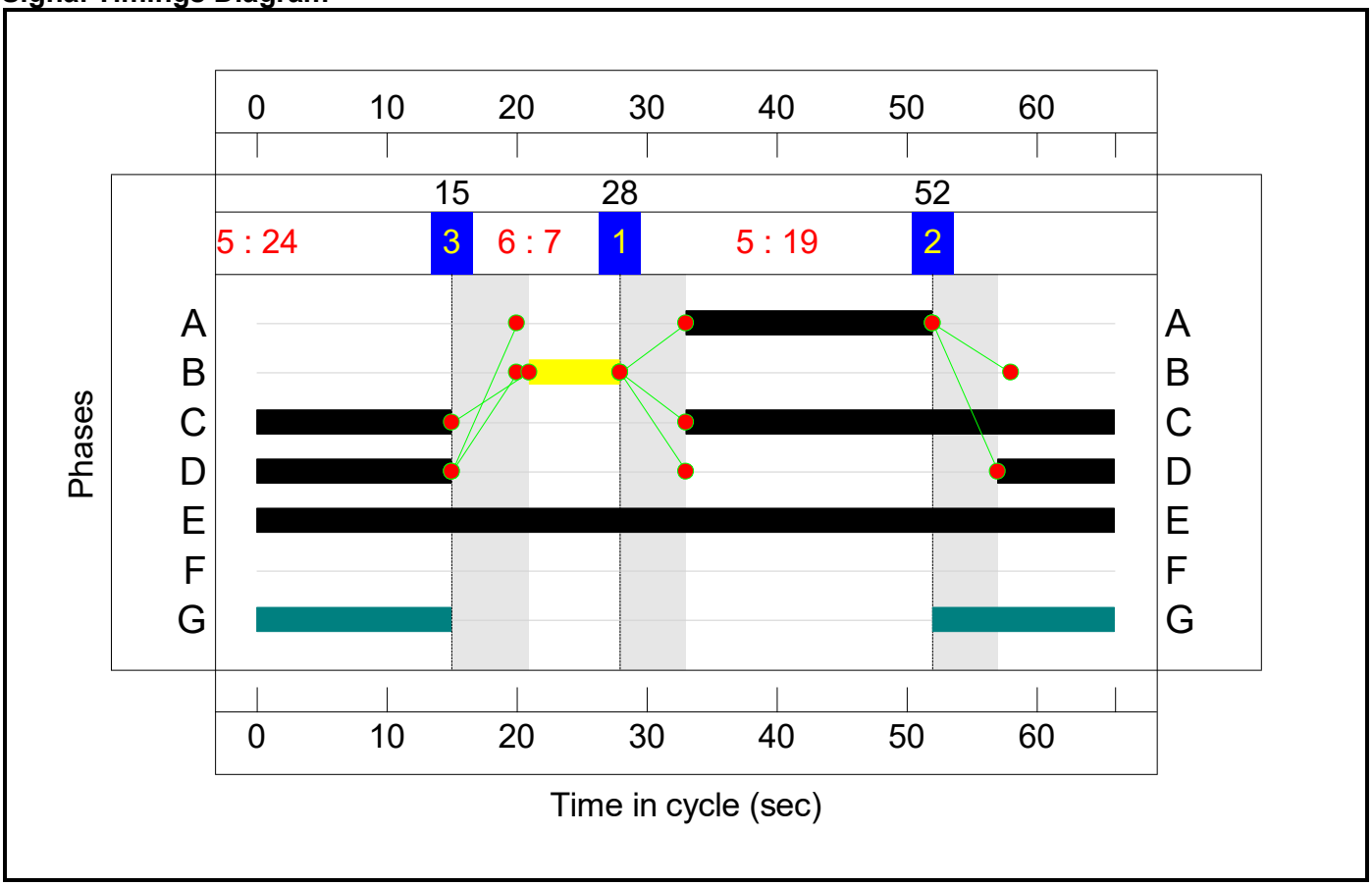


Stage Timings

Stage	1	2	3
Duration	19	24	7
Change Point	28	52	15

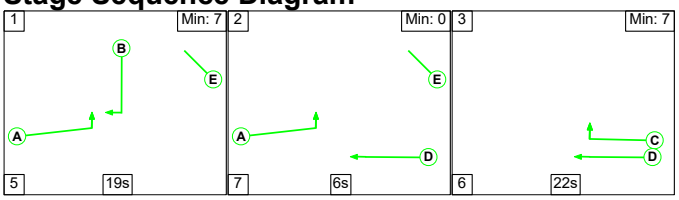
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C3 - 14-0633

Stage Sequence Diagram

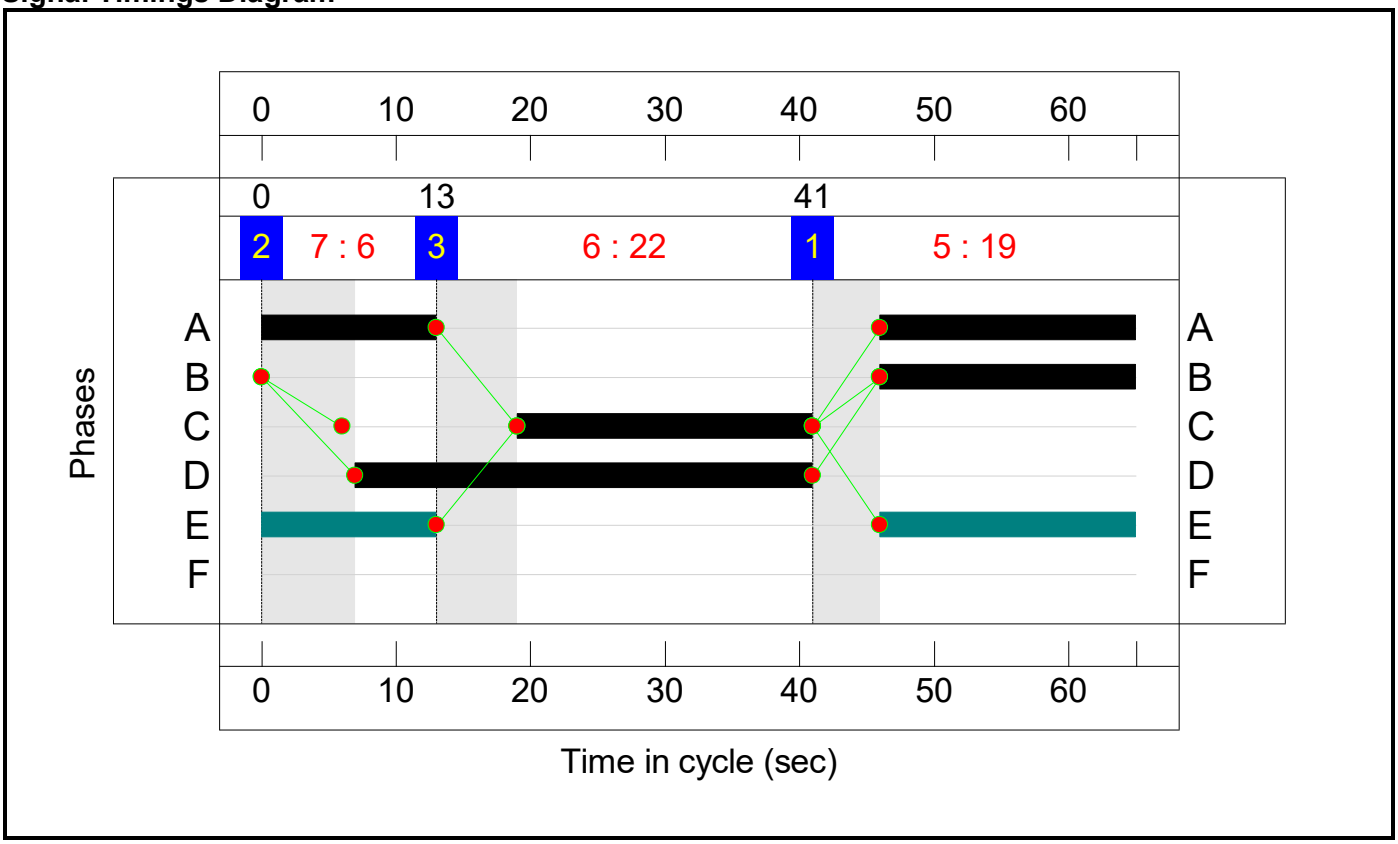


Stage Timings

Stage	1	2	3
Duration	19	6	22
Change Point	41	0	13

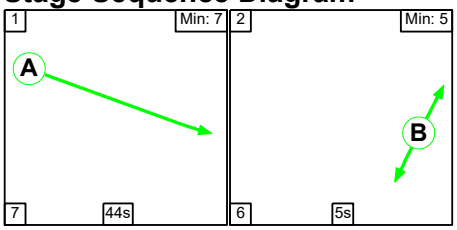
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C4 - 14-1129

Stage Sequence Diagram

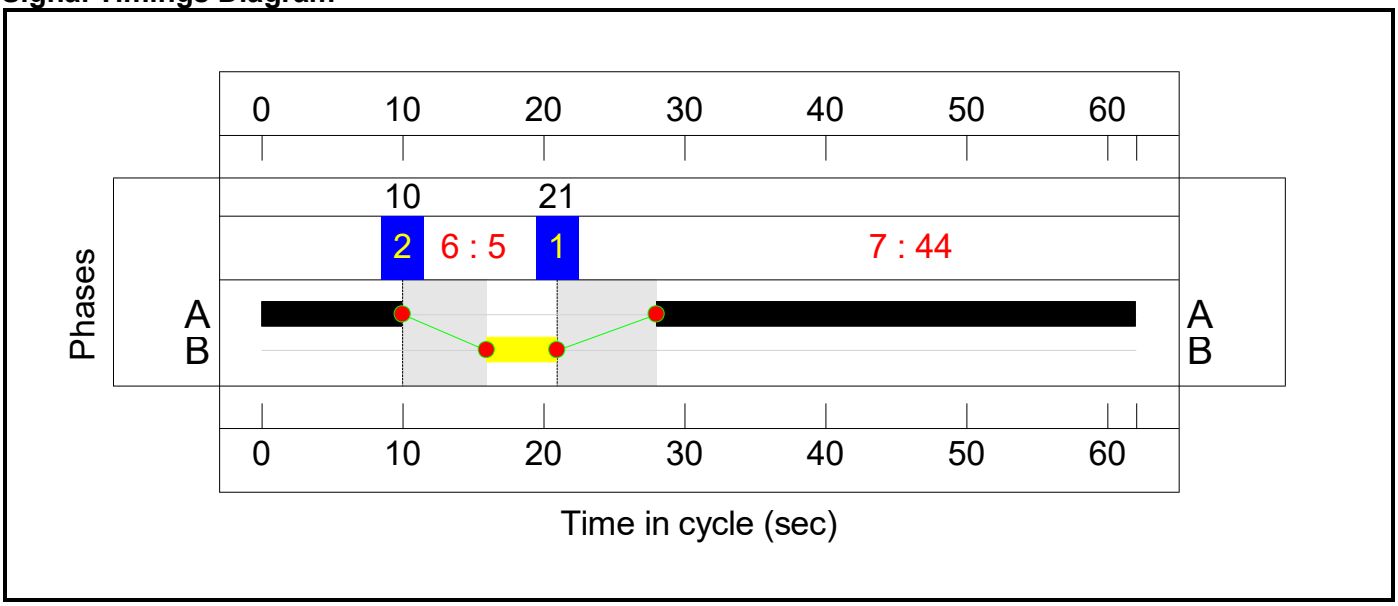


Stage Timings

Stage	1	2
Duration	44	5
Change Point	21	10

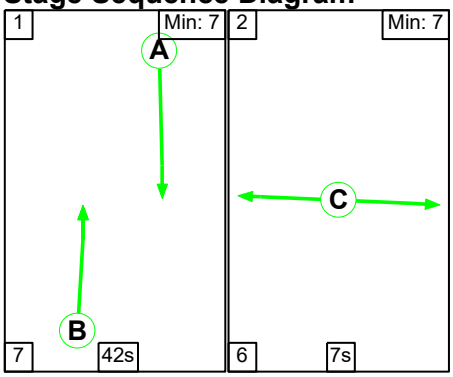
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C5 - 14-1165

Stage Sequence Diagram

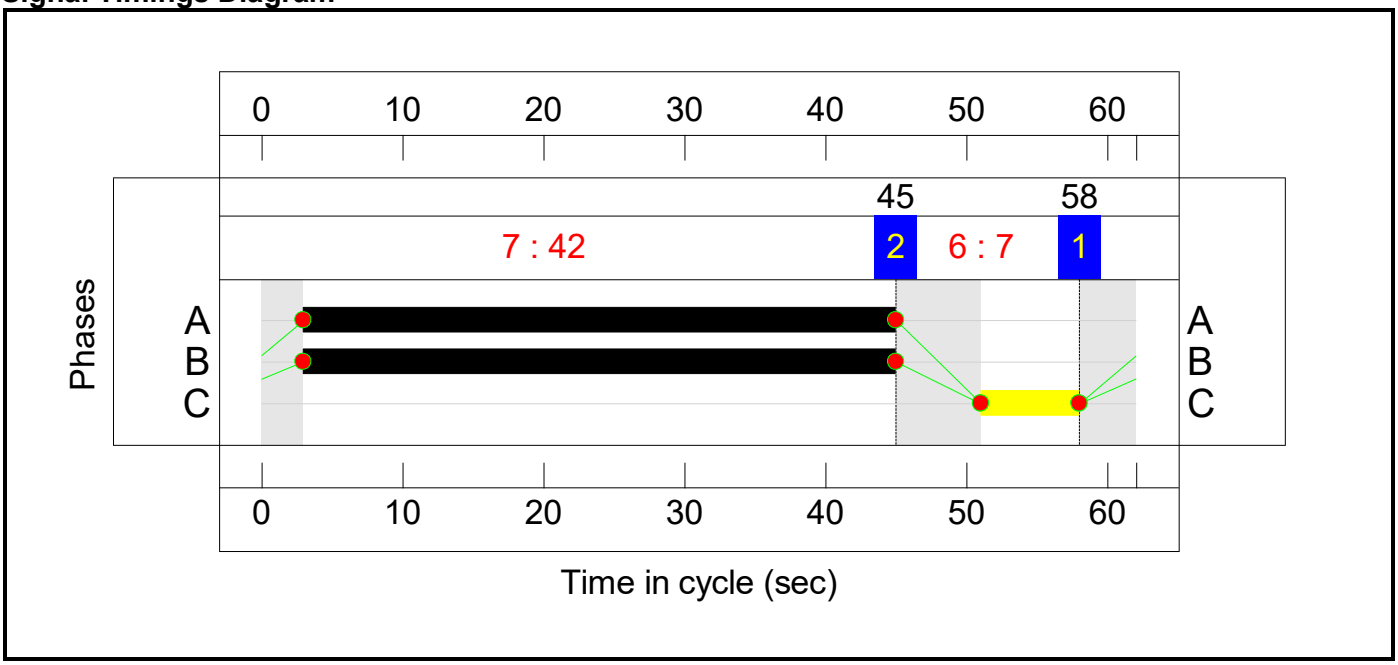


Stage Timings

Stage	1	2
Duration	42	7
Change Point	58	45

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

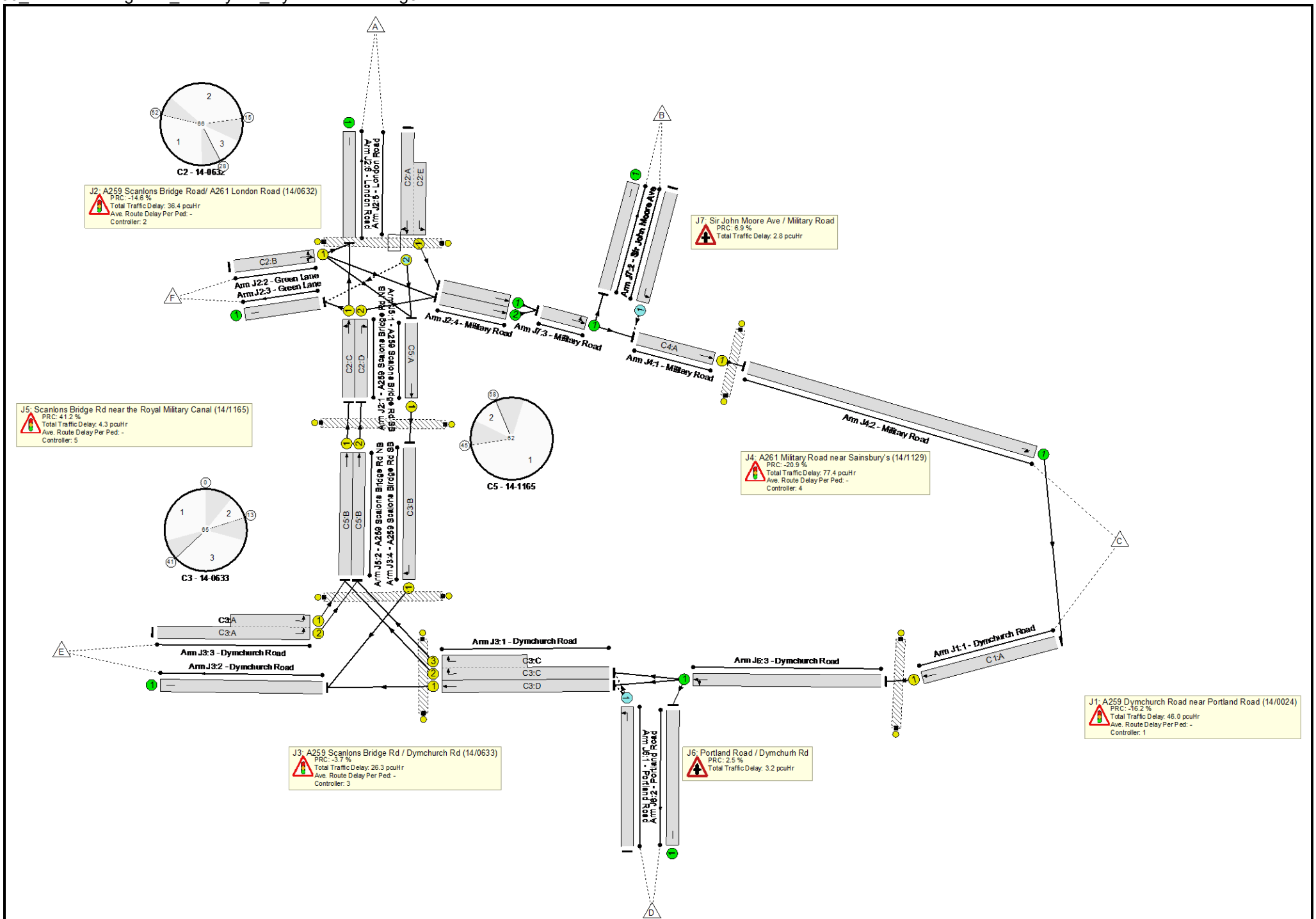
Signal Timings Diagram



Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Network Layout Diagram

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x



Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**108.8%**
J1: A259 Dymchurch Road near Portland Road (14/0024)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**104.5%**
1/1	Dymchurch Road Ahead	U	N/A	N/A	C1:A		1	41	-	1484	2061	1396	104.5%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.1%**
1/1	A259 Scalons Bridge Rd NB Left Ahead	U	N/A	N/A	C2:C		1	48	-	857	1845	1370	61.2%
1/2	A259 Scalons Bridge Rd NB Right	U	N/A	N/A	C2:D		1	24	-	700	1783	675	103.1%
2/1	Green Lane Right Ahead Left	U	N/A	N/A	C2:B		1	7	-	42	1763	214	19.7%
3/1	Green Lane	U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
4/1	Military Road Ahead	U	N/A	N/A	-		-	-	-	799	Inf	Inf	0.0%
4/2	Military Road Ahead	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
5/2+5/1	London Road Ahead Right Left	O+U	N/A	N/A	C2:A C2:E		1	19:66	-	1312	2051:1982	544+848	94.3 : 94.3%
6/1	London Road	U	N/A	N/A	-		-	-	-	860	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.4%**
1/1	Dymchurch Road Ahead	U	N/A	N/A	C3:D		1	34	-	1035	1954	1052	93.4%
1/2+1/3	Dymchurch Road Right	U	N/A	N/A	C3:C		1	22	-	584	1709:1729	605+163	73.0 : 74.0%
2/1	Dymchurch Road	U	N/A	N/A	-		-	-	-	1541	Inf	Inf	0.0%
3/2+3/1	Dymchurch Road Left	U	N/A	N/A	C3:A		1	32	-	973	1868:1732	788+543	73.1 : 73.1%
4/1	A259 Scalons Birdge Rd SB Right	U	N/A	N/A	C3:B		1	19	-	506	1774	546	92.7%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J4: A261 Military Road near Sainsbury's (14/1129)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**108.8%**
1/1	Military Road Ahead	U	N/A	N/A	C4:A		1	44	-	1583	1984	1440	108.8%
2/1	Military Road U-Turn	U	N/A	N/A	-		-	-	-	1583	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.7%**
1/1	A259 Scalons Bridge Rd SB Ahead	U	N/A	N/A	C5:A		1	42	-	506	1978	1372	36.9%
2/1	A259 Scalons Bridge Rd NB Ahead	U	N/A	N/A	C5:B		1	42	-	857	1897	1316	63.7%

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

2/2	A259 Scalons Bridge Rd NB Ahead	U	N/A	N/A	C5:B		1	42	-	700	2037	1413	49.3%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J6: Portland Road / Dymchurh Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.8%**
1/1	Portland Road Left	O	N/A	N/A	-		-	-	-	358	1598	408	87.8%
2/1	Portland Road	U	N/A	N/A	-		-	-	-	223	Inf	Inf	0.0%
3/1	Dymchurch Road Ahead Left	U	N/A	N/A	-		-	-	-	1484	Inf	Inf	0.0%
J7: Sir John Moore Ave / Military Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.2%**
1/1	Sir John Moore Ave Left	O	N/A	N/A	-		-	-	-	325	1634	386	84.2%
2/1	Sir John Moore Ave	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
3/1	Military Road Ahead Left	U	N/A	N/A	-		-	-	-	1520	Inf	Inf	0.0%

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

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: J15 A259/ Dymchurch Rd/ Military Rd gyratory	**-**	**-**	**695**	**0**	**0**	**38.2**	**158.2**	**0.0**	**196.4**	**-**	**-**	**-**	**-**
J1: A259 Dymchurch Road near Portland Road (14/0024)	**-**	**-**	**0**	**0**	**0**	**5.3**	**40.7**	**0.0**	**46.0**	**-**	**-**	**-**	**-**
1/1	1460	1396	-	-	-	5.3	40.7	-	46.0	113.5	26.2	40.7	66.9
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	**-**	**-**	**12**	**0**	**0**	**9.0**	**27.4**	**0.0**	**36.4**	**-**	**-**	**-**	**-**
1/1	838	838	-	-	-	0.9	0.8	-	1.7	7.4	7.2	0.8	8.0
1/2	697	675	-	-	-	4.7	19.5	-	24.2	125.2	13.2	19.5	32.7
2/1	42	42	-	-	-	0.3	0.1	-	0.4	36.7	0.7	0.1	0.8
3/1	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	1312	1312	12	0	0	3.0	7.0	0.0	10.1	27.6	8.7	7.0	15.7
6/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	**-**	**-**	**0**	**0**	**0**	**12.5**	**13.8**	**0.0**	**26.3**	**-**	**-**	**-**	**-**
1/1	982	982	-	-	-	3.8	6.0	-	9.8	35.9	16.4	6.0	22.4
1/2+1/3	562	562	-	-	-	2.7	1.3	-	4.1	26.1	6.9	1.3	8.2
2/1	1488	1488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	973	973	-	-	-	3.0	1.3	-	4.3	15.9	7.4	1.3	8.7
4/1	506	506	-	-	-	3.1	5.1	-	8.1	57.8	8.7	5.1	13.8

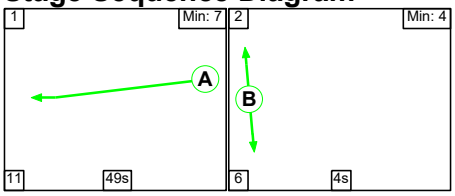
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J4: A261 Military Road near Sainsbury's (14/1129)	**-**	**-**	**0**	**0**	**0**	**8.4**	**69.0**	**0.0**	**77.4**	**-**	**-**	**-**	**-**
1/1	1567	1440	-	-	-	8.4	69.0	-	77.4	177.8	29.2	69.0	98.1
2/1	1440	1440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	**-**	**-**	**0**	**0**	**0**	**2.6**	**1.7**	**0.0**	**4.3**	**-**	**-**	**-**	**-**
1/1	506	506	-	-	-	0.6	0.3	-	0.8	6.0	3.5	0.3	3.8
2/1	838	838	-	-	-	1.2	0.9	-	2.1	9.0	7.9	0.9	8.8
2/2	697	697	-	-	-	0.9	0.5	-	1.3	6.9	5.4	0.5	5.9
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J6: Portland Road / Dymchurh Rd	**-**	**-**	**358**	**0**	**0**	**0.0**	**3.2**	**0.0**	**3.2**	**-**	**-**	**-**	**-**
1/1	358	358	358	0	0	0.0	3.2	-	3.2	32.0	0.0	3.2	3.2
2/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1396	1396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J7: Sir John Moore Ave / Military Road	**-**	**-**	**325**	**0**	**0**	**0.3**	**2.5**	**0.0**	**2.8**	**-**	**-**	**-**	**-**
1/1	325	325	325	0	0	0.3	2.5	-	2.8	31.2	4.1	2.5	6.5
2/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1495	1495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - 14-0024	PRC for Signalled Lanes (%):	-16.2	Total Delay for Signalled Lanes (pcuHr):	46.01	Cycle Time (s):	62
C2 - 14-0632	PRC for Signalled Lanes (%):	-14.6	Total Delay for Signalled Lanes (pcuHr):	36.45	Cycle Time (s):	66
C3 - 14-0633	PRC for Signalled Lanes (%):	-3.7	Total Delay for Signalled Lanes (pcuHr):	26.32	Cycle Time (s):	65
C4 - 14-1129	PRC for Signalled Lanes (%):	-20.9	Total Delay for Signalled Lanes (pcuHr):	77.39	Cycle Time (s):	62
C5 - 14-1165	PRC for Signalled Lanes (%):	41.2	Total Delay for Signalled Lanes (pcuHr):	4.27	Cycle Time (s):	62
	PRC Over All Lanes (%):	-20.9	Total Delay Over All Lanes(pcuHr):	196.44		

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x
Scenario 5: '2055 DS AM' (FG7: '2055 DS AM', Plan 1: 'Network Control Plan 1')
C1 - 14-0024

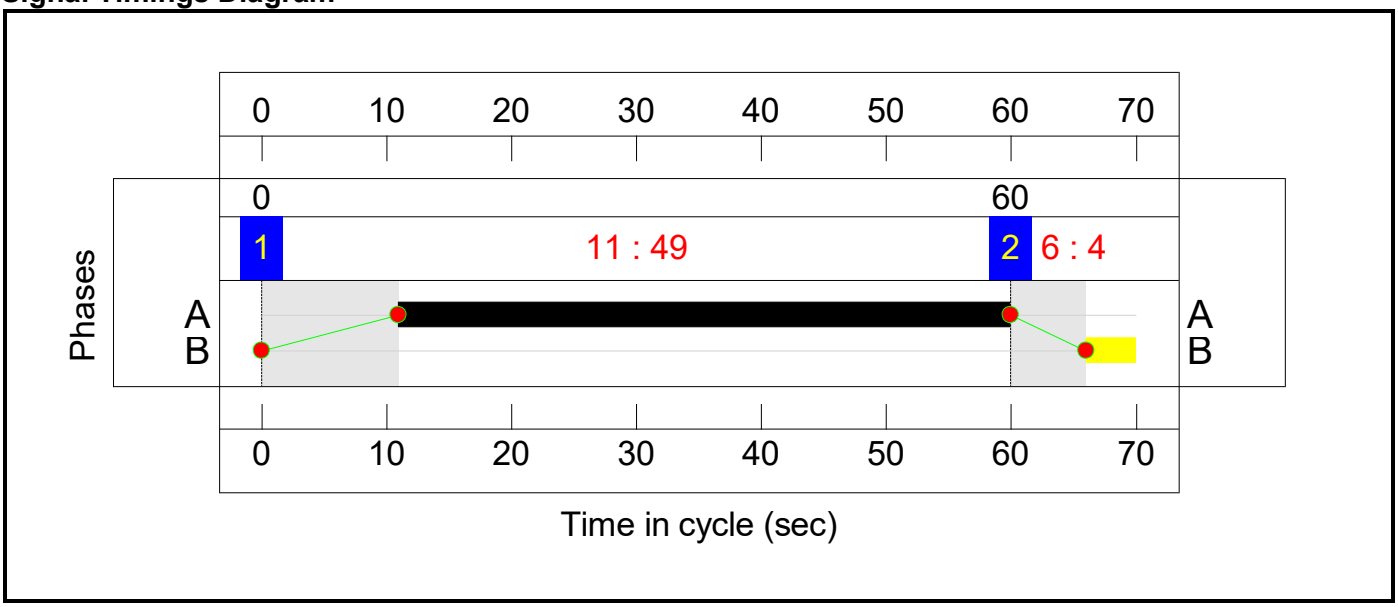
Stage Sequence Diagram



Stage Timings

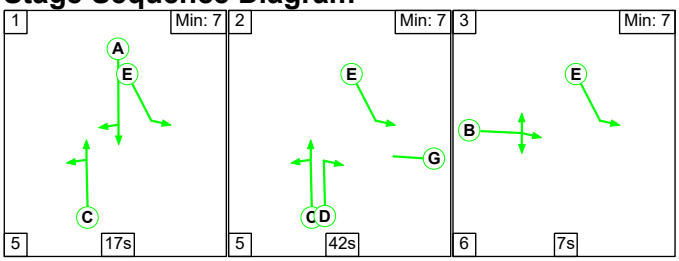
Stage	1	2
Duration	49	4
Change Point	0	60

Signal Timings Diagram



C2 - 14-0632

Stage Sequence Diagram

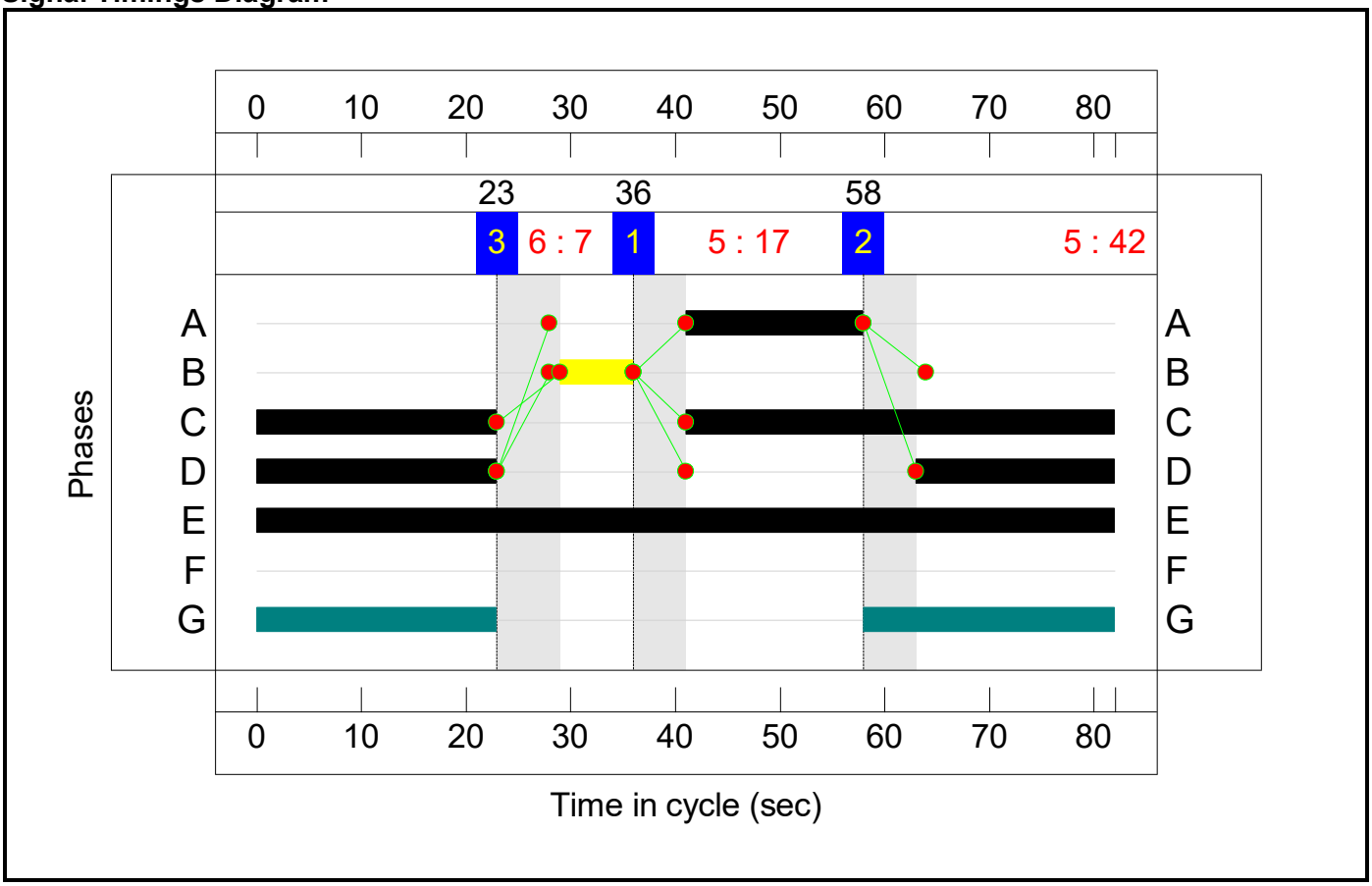


Stage Timings

Stage	1	2	3
Duration	17	42	7
Change Point	36	58	23

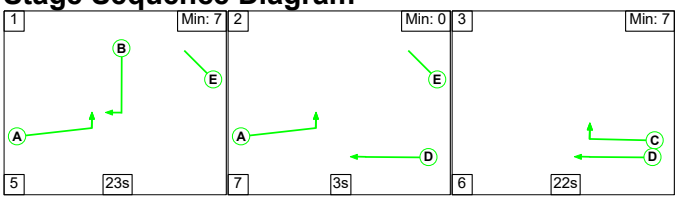
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C3 - 14-0633

Stage Sequence Diagram

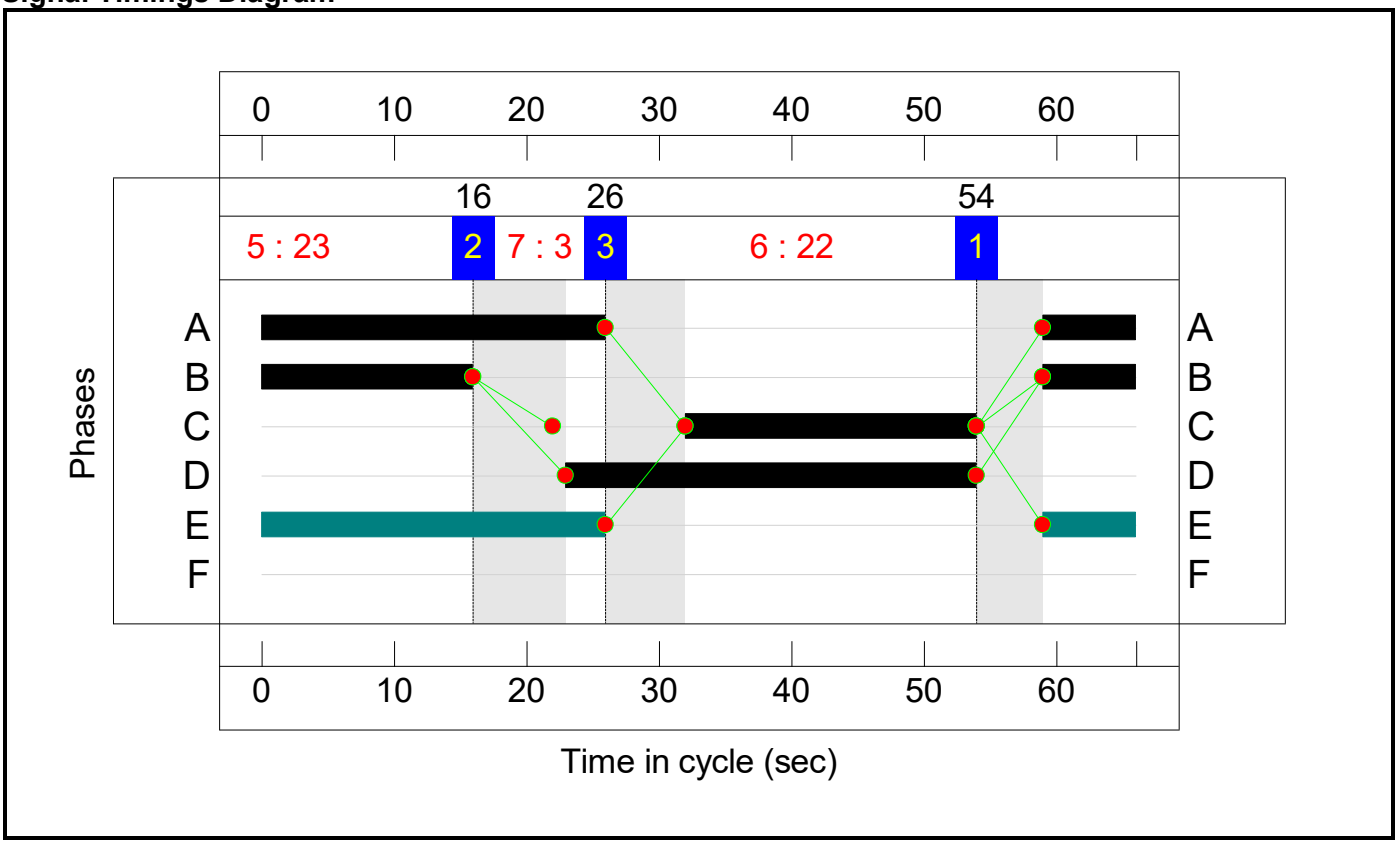


Stage Timings

Stage	1	2	3
Duration	23	3	22
Change Point	54	16	26

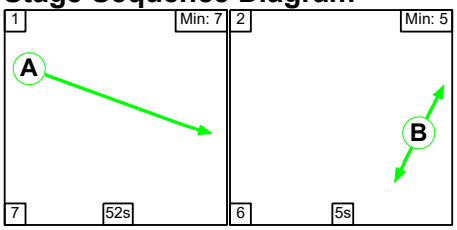
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C4 - 14-1129

Stage Sequence Diagram

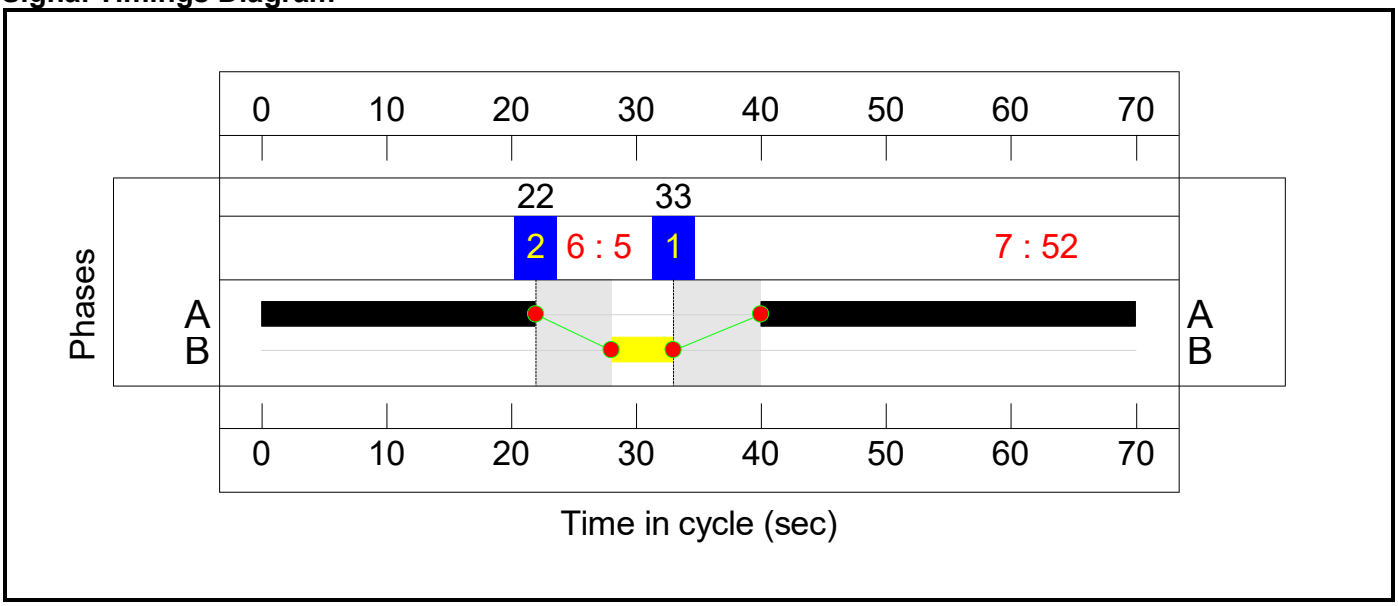


Stage Timings

Stage	1	2
Duration	52	5
Change Point	33	22

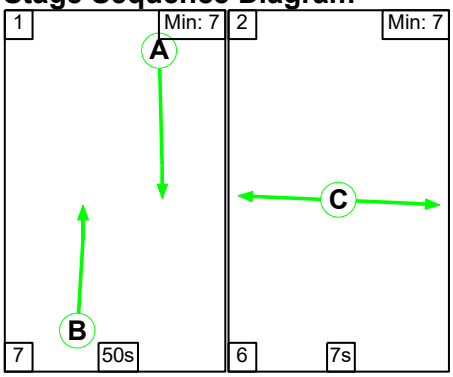
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C5 - 14-1165

Stage Sequence Diagram

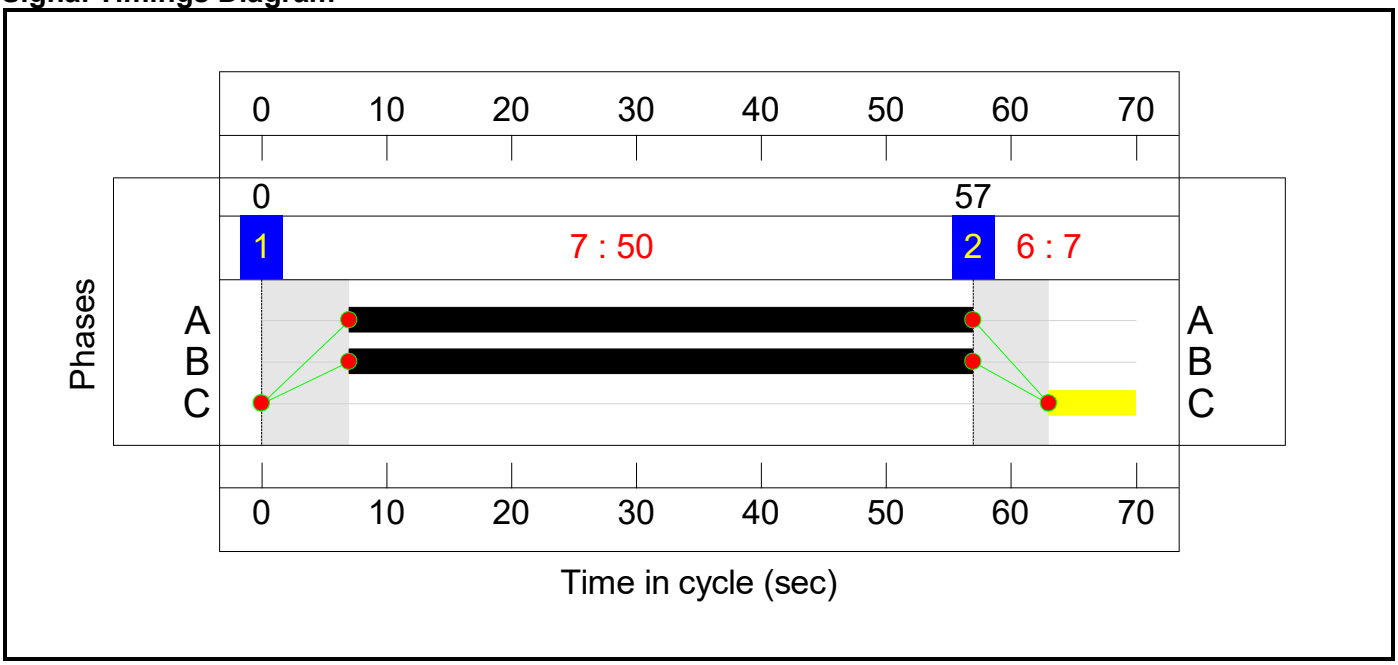


Stage Timings

Stage	1	2
Duration	50	7
Change Point	0	57

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

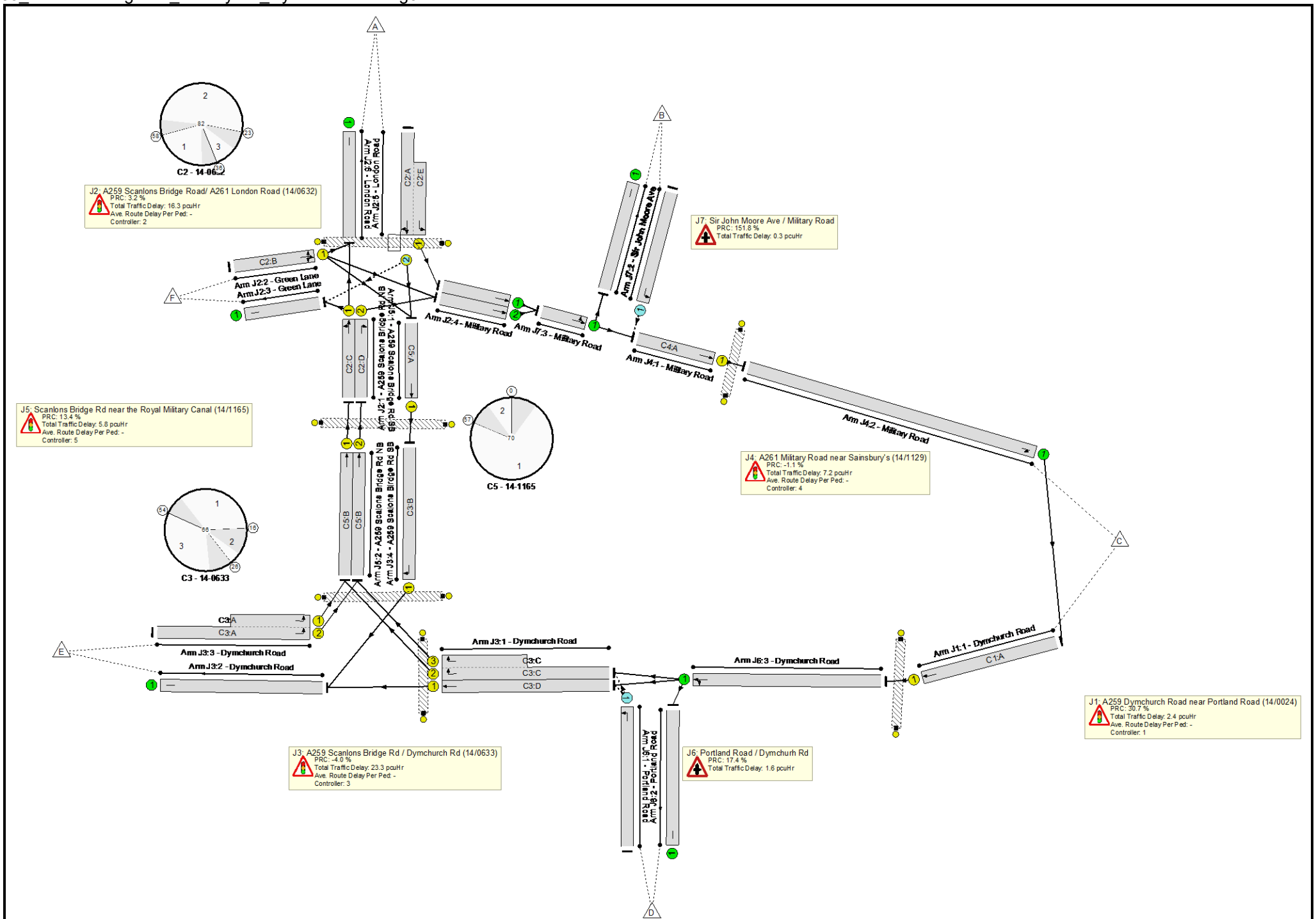
Signal Timings Diagram



Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Network Layout Diagram

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x



Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.6%**
J1: A259 Dymchurch Road near Portland Road (14/0024)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.9%**
1/1	Dymchurch Road Ahead	U	N/A	N/A	C1:A		1	49	-	1014	2061	1472	68.9%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
1/1	A259 Scalons Bridge Rd NB Left Ahead	U	N/A	N/A	C2:C		1	64	-	1097	1844	1462	75.0%
1/2	A259 Scalons Bridge Rd NB Right	U	N/A	N/A	C2:D		1	42	-	802	1783	935	85.8%
2/1	Green Lane Right Ahead Left	U	N/A	N/A	C2:B		1	7	-	36	1834	179	20.1%
3/1	Green Lane	U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
4/1	Military Road Ahead	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
4/2	Military Road Ahead	U	N/A	N/A	-		-	-	-	826	Inf	Inf	0.0%
5/2+5/1	London Road Ahead Right Left	O+U	N/A	N/A	C2:A C2:E		1	17:82	-	908	2053:1982	420+622	87.2 : 87.2%
6/1	London Road	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.6%**
1/1	Dymchurch Road Ahead	U	N/A	N/A	C3:D		1	31	-	527	1954	947	55.6%
1/2+1/3	Dymchurch Road Right	U	N/A	N/A	C3:C		1	22	-	614	1709:1729	596+78	91.2 : 91.2%
2/1	Dymchurch Road	U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
3/2+3/1	Dymchurch Road Left	U	N/A	N/A	C3:A		1	33	-	1285	1868:1732	781+592	93.6 : 93.6%
4/1	A259 Scalons Birdge Rd SB Right	U	N/A	N/A	C3:B		1	23	-	366	1774	645	56.7%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J4: A261 Military Road near Sainsbury's (14/1129)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.0%**
1/1	Military Road Ahead	U	N/A	N/A	C4:A		1	52	-	1367	1984	1502	91.0%
2/1	Military Road U-Turn	U	N/A	N/A	-		-	-	-	1367	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.4%**
1/1	A259 Scalons Bridge Rd SB Ahead	U	N/A	N/A	C5:A		1	50	-	366	1978	1441	25.4%
2/1	A259 Scalons Bridge Rd NB Ahead	U	N/A	N/A	C5:B		1	50	-	1097	1897	1382	79.4%

2/2	A259 Scalons Bridge Rd NB Ahead	U	N/A	N/A	C5:B		1	50	-	802	2037	1484	54.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J6: Portland Road / Dymchurh Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.6%**
1/1	Portland Road Left	O	N/A	N/A	-		-	-	-	377	1598	492	76.6%
2/1	Portland Road	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
3/1	Dymchurch Road Ahead Left	U	N/A	N/A	-		-	-	-	1014	Inf	Inf	0.0%
J7: Sir John Moore Ave / Military Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**35.7%**
1/1	Sir John Moore Ave Left	O	N/A	N/A	-		-	-	-	148	1634	414	35.7%
2/1	Sir John Moore Ave	U	N/A	N/A	-		-	-	-	149	Inf	Inf	0.0%
3/1	Military Road Ahead Left	U	N/A	N/A	-		-	-	-	1368	Inf	Inf	0.0%

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

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: J15 A259/ Dymchurch Rd/ Military Rd gyratory	**-**	**-**	**530**	**0**	**0**	**26.7**	**30.2**	**0.0**	**56.9**	**-**	**-**	**-**	**-**
J1: A259 Dymchurch Road near Portland Road (14/0024)	**-**	**-**	**0**	**0**	**0**	**1.3**	**1.1**	**0.0**	**2.4**	**-**	**-**	**-**	**-**
1/1	1014	1014	-	-	-	1.3	1.1	-	2.4	8.4	9.4	1.1	10.5
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	**-**	**-**	**5**	**0**	**0**	**8.5**	**7.8**	**0.0**	**16.3**	**-**	**-**	**-**	**-**
1/1	1097	1097	-	-	-	1.3	1.5	-	2.8	9.2	12.5	1.5	14.0
1/2	802	802	-	-	-	3.8	2.9	-	6.6	29.8	15.6	2.9	18.5
2/1	36	36	-	-	-	0.3	0.1	-	0.5	46.7	0.7	0.1	0.9
3/1	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	908	908	5	0	0	3.1	3.2	0.0	6.4	25.2	7.8	3.2	11.1
6/1	1084	1084	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	**-**	**-**	**0**	**0**	**0**	**11.2**	**12.1**	**0.0**	**23.3**	**-**	**-**	**-**	**-**
1/1	527	527	-	-	-	1.8	0.6	-	2.4	16.3	6.7	0.6	7.4
1/2+1/3	614	614	-	-	-	3.4	4.5	-	7.9	46.2	9.5	4.5	14.0
2/1	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	1285	1285	-	-	-	4.4	6.3	-	10.7	30.0	12.5	6.3	18.8
4/1	366	366	-	-	-	1.7	0.7	-	2.4	23.3	5.3	0.7	5.9

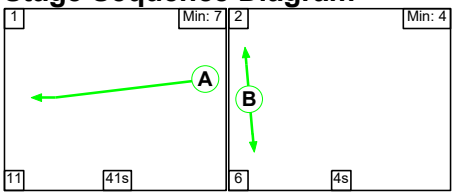
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J4: A261 Military Road near Sainsbury's (14/1129)	**-**	**-**	**0**	**0**	**0**	**2.5**	**4.7**	**0.0**	**7.2**	**-**	**-**	**-**	**-**
1/1	1367	1367	-	-	-	2.5	4.7	-	7.2	19.1	20.5	4.7	25.2
2/1	1367	1367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	**-**	**-**	**0**	**0**	**0**	**3.1**	**2.7**	**0.0**	**5.8**	**-**	**-**	**-**	**-**
1/1	366	366	-	-	-	0.3	0.2	-	0.5	4.8	2.3	0.2	2.5
2/1	1097	1097	-	-	-	1.9	1.9	-	3.8	12.3	13.7	1.9	15.6
2/2	802	802	-	-	-	0.9	0.6	-	1.5	6.9	6.9	0.6	7.5
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J6: Portland Road / Dymchurh Rd	**-**	**-**	**377**	**0**	**0**	**0.0**	**1.6**	**0.0**	**1.6**	**-**	**-**	**-**	**-**
1/1	377	377	377	0	0	0.0	1.6	-	1.6	15.2	0.0	1.6	1.6
2/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1014	1014	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J7: Sir John Moore Ave / Military Road	**-**	**-**	**148**	**0**	**0**	**0.0**	**0.3**	**0.0**	**0.3**	**-**	**-**	**-**	**-**
1/1	148	148	148	0	0	0.0	0.3	-	0.3	6.8	0.0	0.3	0.3
2/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1368	1368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - 14-0024	PRC for Signalled Lanes (%):	30.7	Total Delay for Signalled Lanes (pcuHr):	2.38	Cycle Time (s):	70
C2 - 14-0632	PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	16.29	Cycle Time (s):	82
C3 - 14-0633	PRC for Signalled Lanes (%):	-4.0	Total Delay for Signalled Lanes (pcuHr):	23.33	Cycle Time (s):	66
C4 - 14-1129	PRC for Signalled Lanes (%):	-1.1	Total Delay for Signalled Lanes (pcuHr):	7.25	Cycle Time (s):	70
C5 - 14-1165	PRC for Signalled Lanes (%):	13.4	Total Delay for Signalled Lanes (pcuHr):	5.79	Cycle Time (s):	70
	PRC Over All Lanes (%):	-4.0	Total Delay Over All Lanes(pcuHr):	56.91		

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x
Scenario 6: '2055 DS PM' (FG8: '2055 DS PM', Plan 1: 'Network Control Plan 1')
C1 - 14-0024

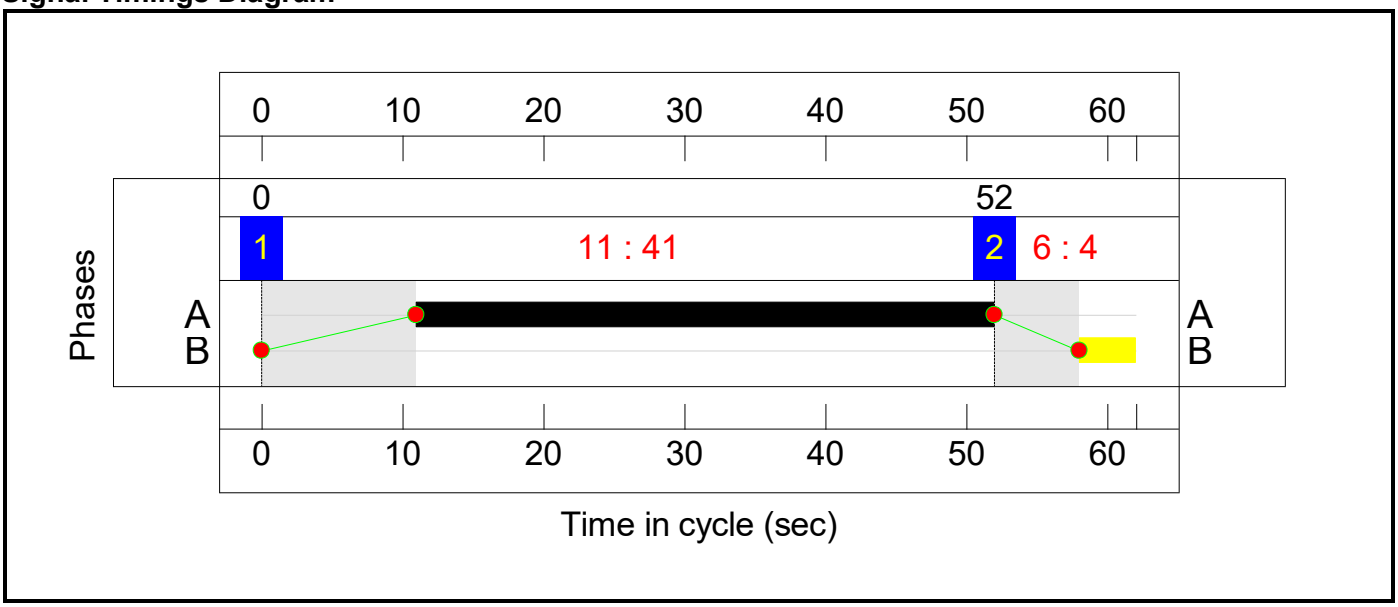
Stage Sequence Diagram



Stage Timings

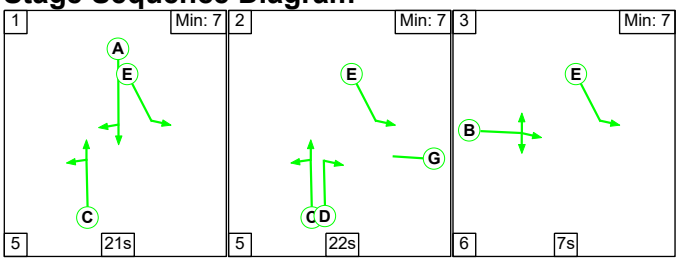
Stage	1	2
Duration	41	4
Change Point	0	52

Signal Timings Diagram



C2 - 14-0632

Stage Sequence Diagram

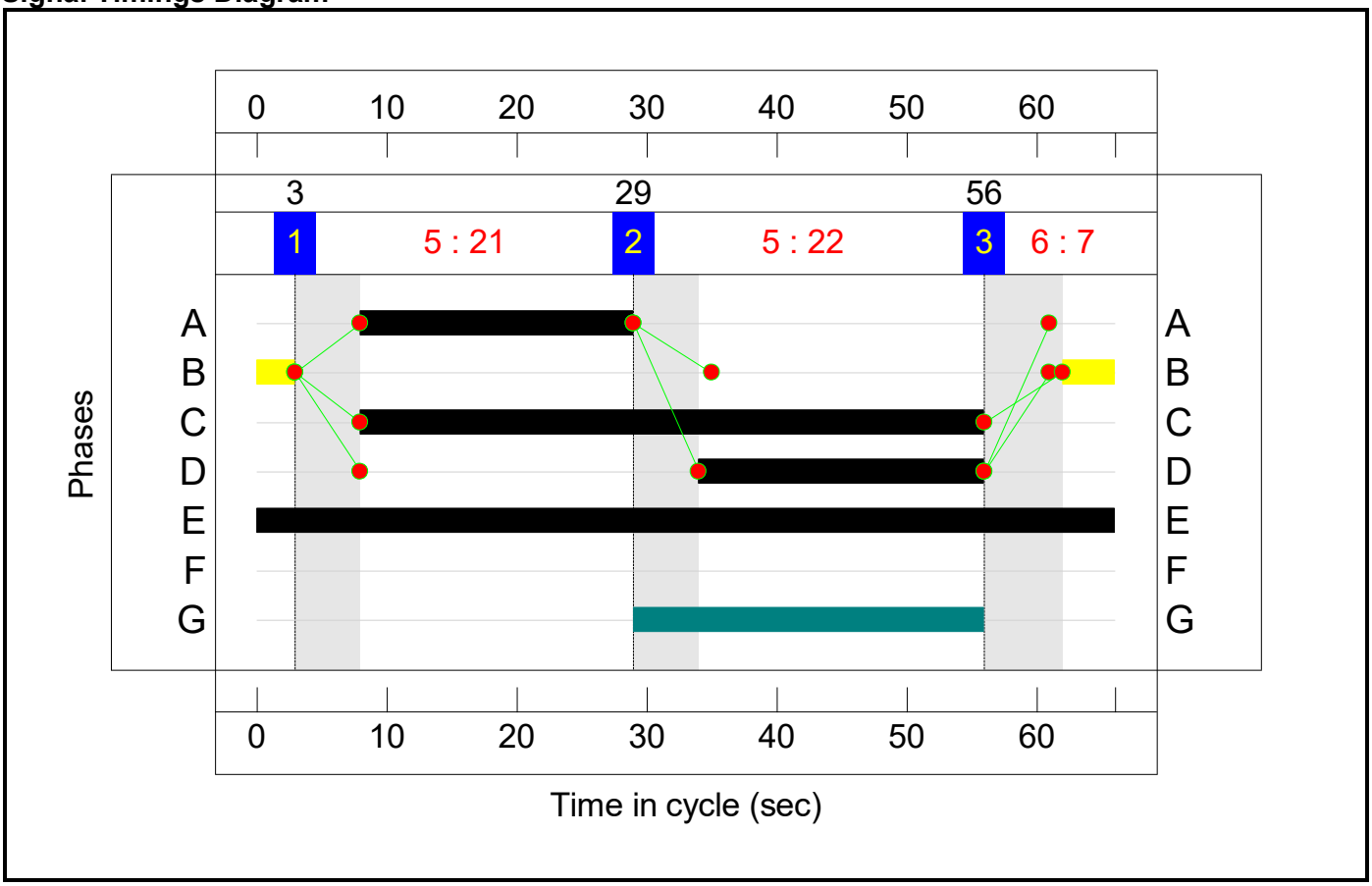


Stage Timings

Stage	1	2	3
Duration	21	22	7
Change Point	3	29	56

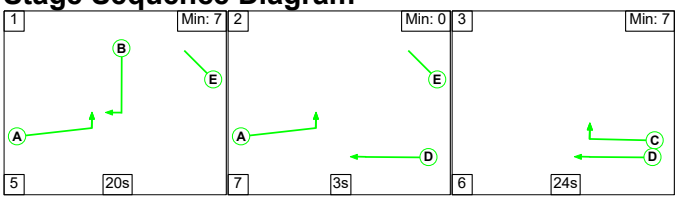
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C3 - 14-0633

Stage Sequence Diagram

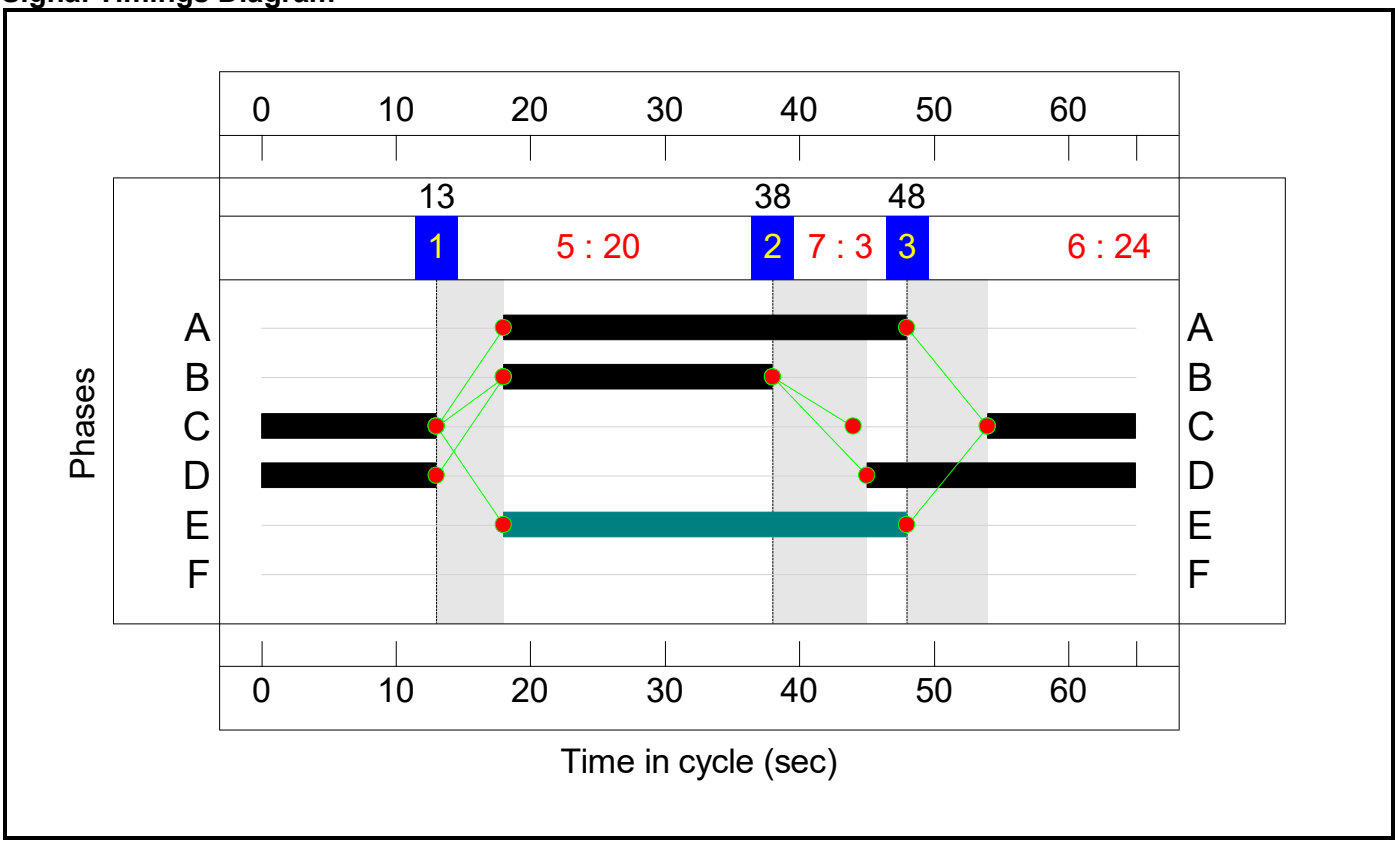


Stage Timings

Stage	1	2	3
Duration	20	3	24
Change Point	13	38	48

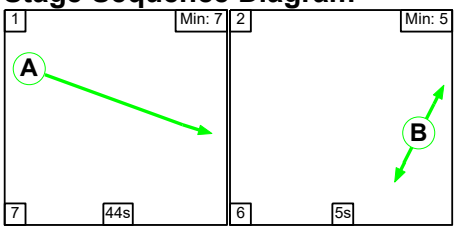
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C4 - 14-1129

Stage Sequence Diagram

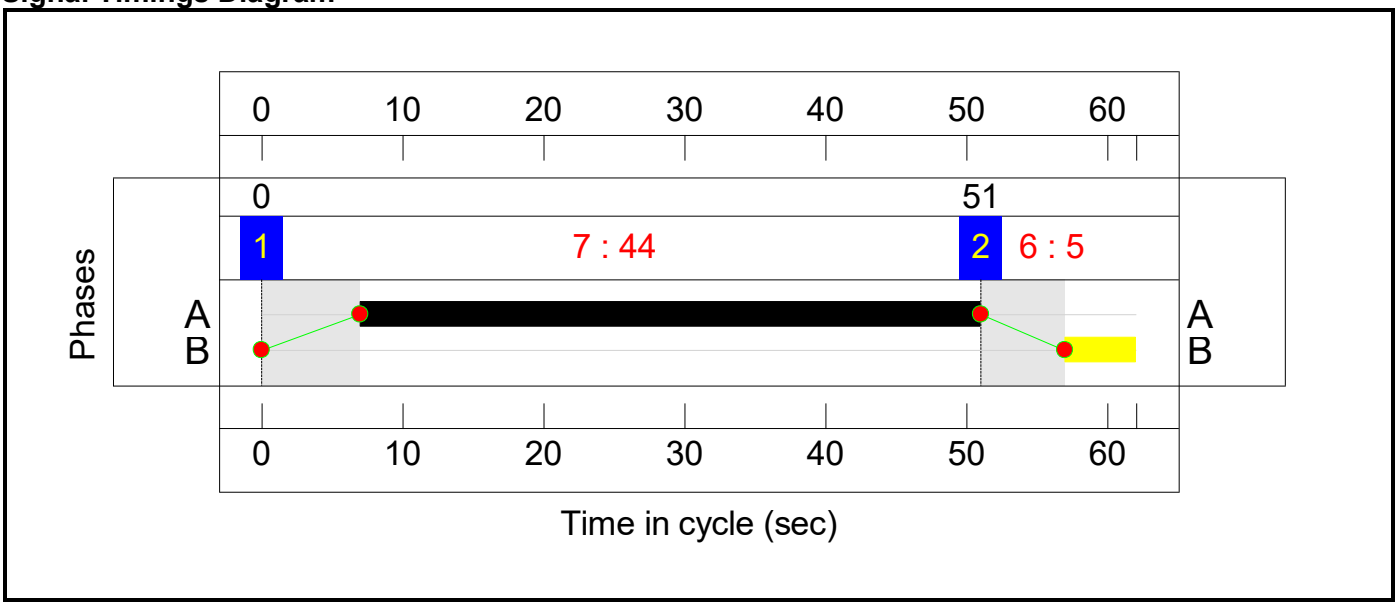


Stage Timings

Stage	1	2
Duration	44	5
Change Point	0	51

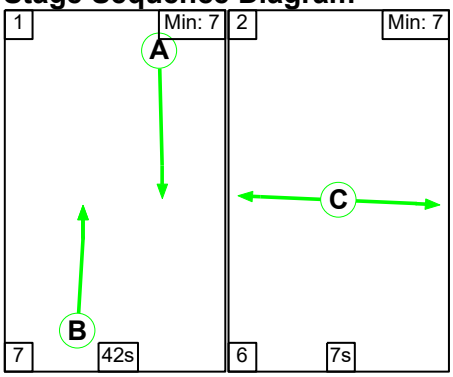
Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Signal Timings Diagram



C5 - 14-1165

Stage Sequence Diagram

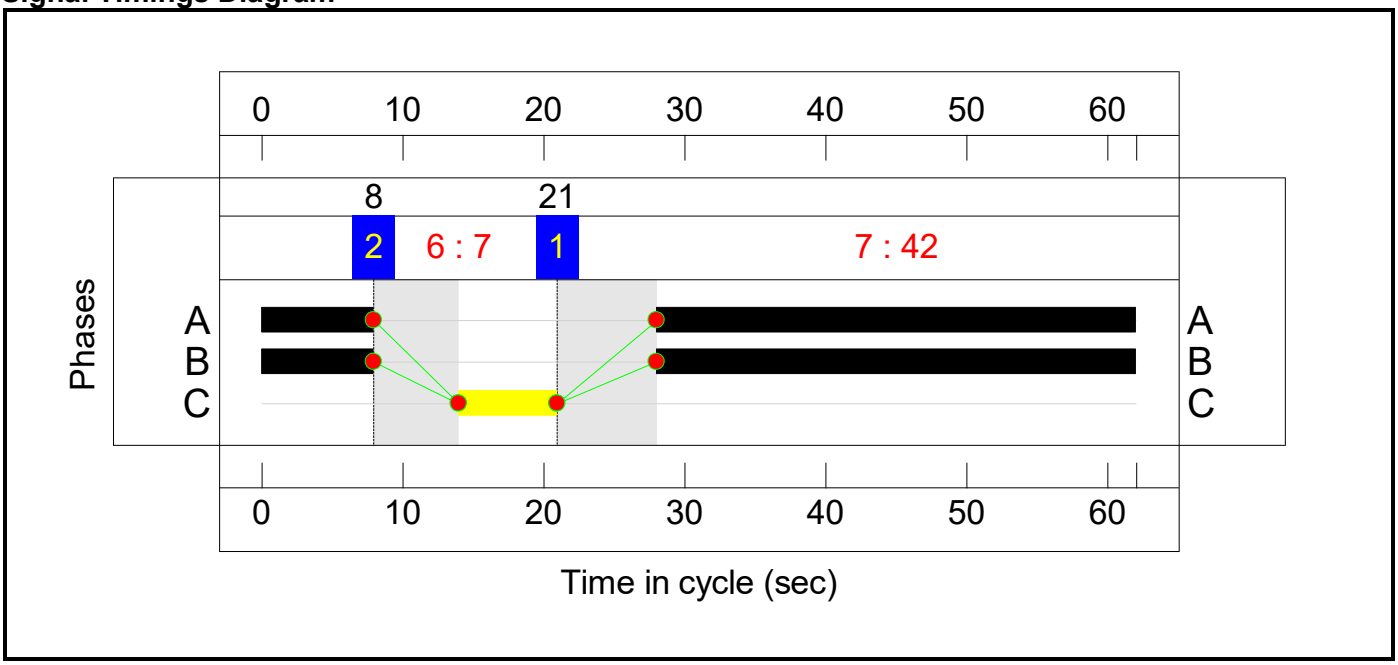


Stage Timings

Stage	1	2
Duration	42	7
Change Point	21	8

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

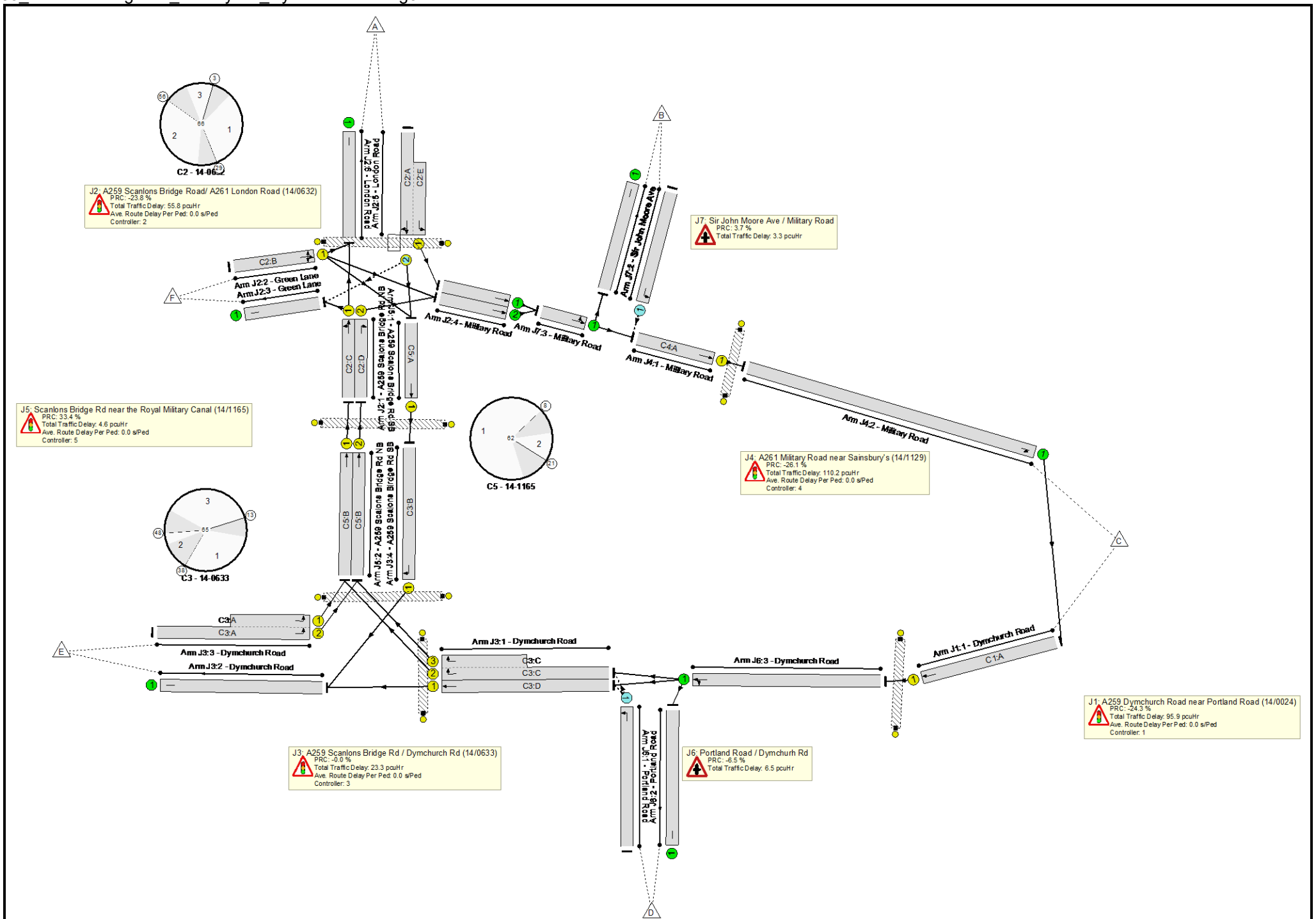
Signal Timings Diagram



Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Network Layout Diagram

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x



Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**113.5%**
J1: A259 Dymchurch Road near Portland Road (14/0024)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.8%**
1/1	Dymchurch Road Ahead	U	N/A	N/A	C1:A		1	41	-	1604	2061	1396	111.8%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.4%**
1/1	A259 Scalons Bridge Rd NB Left Ahead	U	N/A	N/A	C2:C		1	48	-	934	1846	1371	64.8%
1/2	A259 Scalons Bridge Rd NB Right	U	N/A	N/A	C2:D		1	22	-	700	1783	621	111.4%
2/1	Green Lane Right Ahead Left	U	N/A	N/A	C2:B		1	7	-	42	1763	214	19.7%
3/1	Green Lane	U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
4/1	Military Road Ahead	U	N/A	N/A	-		-	-	-	906	Inf	Inf	0.0%
4/2	Military Road Ahead	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
5/2+5/1	London Road Ahead Right Left	O+U	N/A	N/A	C2:A C2:E		1	21:66	-	1419	2051:1982	561+992	91.4 : 91.4%
6/1	London Road	U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.0%**
1/1	Dymchurch Road Ahead	U	N/A	N/A	C3:D		1	33	-	1035	1954	1022	90.0%
1/2+1/3	Dymchurch Road Right	U	N/A	N/A	C3:C		1	24	-	661	1709:1729	651+150	75.4 : 77.5%
2/1	Dymchurch Road	U	N/A	N/A	-		-	-	-	1541	Inf	Inf	0.0%
3/2+3/1	Dymchurch Road Left	U	N/A	N/A	C3:A		1	30	-	973	1868:1732	755+520	76.3 : 76.3%
4/1	A259 Scalons Birdge Rd SB Right	U	N/A	N/A	C3:B		1	20	-	506	1774	573	88.3%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J4: A261 Military Road near Sainsbury's (14/1129)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**113.5%**
1/1	Military Road Ahead	U	N/A	N/A	C4:A		1	44	-	1690	1984	1440	113.5%
2/1	Military Road U-Turn	U	N/A	N/A	-		-	-	-	1690	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**
1/1	A259 Scalons Bridge Rd SB Ahead	U	N/A	N/A	C5:A		1	42	-	506	1978	1372	36.9%
2/1	A259 Scalons Bridge Rd NB Ahead	U	N/A	N/A	C5:B		1	42	-	934	1897	1316	67.5%

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

2/2	A259 Scalons Bridge Rd NB Ahead	U	N/A	N/A	C5:B		1	42	-	700	2037	1413	49.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J6: Portland Road / Dymchurh Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.9%**
1/1	Portland Road Left	O	N/A	N/A	-		-	-	-	391	1598	408	95.9%
2/1	Portland Road	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
3/1	Dymchurch Road Ahead Left	U	N/A	N/A	-		-	-	-	1604	Inf	Inf	0.0%
J7: Sir John Moore Ave / Military Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.8%**
1/1	Sir John Moore Ave Left	O	N/A	N/A	-		-	-	-	325	1634	374	86.8%
2/1	Sir John Moore Ave	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
3/1	Military Road Ahead Left	U	N/A	N/A	-		-	-	-	1627	Inf	Inf	0.0%

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

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: J15 A259/ Dymchurch Rd/ Military Rd gyratory	**-**	**-**	**728**	**0**	**0**	**43.4**	**256.3**	**0.0**	**299.8**	**-**	**-**	**-**	**-**
J1: A259 Dymchurch Road near Portland Road (14/0024)	**-**	**-**	**0**	**0**	**0**	**8.8**	**87.1**	**0.0**	**95.9**	**-**	**-**	**-**	**-**
1/1	1561	1396	-	-	-	8.8	87.1	-	95.9	221.2	29.7	87.1	116.9
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	**-**	**-**	**12**	**0**	**0**	**9.9**	**45.9**	**0.0**	**55.8**	**-**	**-**	**-**	**-**
1/1	887	887	-	-	-	1.0	0.9	-	2.0	7.9	7.9	0.9	8.8
1/2	692	621	-	-	-	5.8	39.9	-	45.7	237.7	14.0	39.9	53.9
2/1	42	42	-	-	-	0.3	0.1	-	0.4	36.7	0.7	0.1	0.8
3/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	1419	1419	12	0	0	2.8	4.9	0.0	7.7	19.6	8.3	4.9	13.2
6/1	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	**-**	**-**	**0**	**0**	**0**	**12.6**	**10.7**	**0.0**	**23.3**	**-**	**-**	**-**	**-**
1/1	920	920	-	-	-	3.6	4.2	-	7.7	30.3	14.8	4.2	19.0
1/2+1/3	607	607	-	-	-	2.8	1.5	-	4.3	25.6	7.6	1.5	9.2
2/1	1426	1426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	973	973	-	-	-	3.3	1.6	-	4.9	18.2	7.8	1.6	9.4
4/1	506	506	-	-	-	2.9	3.4	-	6.3	45.2	8.6	3.4	12.0

Full Input Data And Results
J9_Scalons Bridge Rd_Military Rd_Dymchurch Rd.lsg3x

Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J4: A261 Military Road near Sainsbury's (14/1129)	**-**	**-**	**0**	**0**	**0**	**8.9**	**101.3**	**0.0**	**110.2**	**-**	**-**	**-**	**-**
1/1	1635	1440	-	-	-	8.9	101.3	-	110.2	242.8	31.5	101.3	132.9
2/1	1440	1440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	**-**	**-**	**0**	**0**	**0**	**2.7**	**1.8**	**0.0**	**4.6**	**-**	**-**	**-**	**-**
1/1	506	506	-	-	-	0.6	0.3	-	0.8	6.0	3.5	0.3	3.8
2/1	887	887	-	-	-	1.3	1.0	-	2.4	9.7	8.6	1.0	9.7
2/2	692	692	-	-	-	0.8	0.5	-	1.3	6.9	5.4	0.5	5.9
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J6: Portland Road / Dymchurh Rd	**-**	**-**	**391**	**0**	**0**	**0.0**	**6.5**	**0.0**	**6.5**	**-**	**-**	**-**	**-**
1/1	391	391	391	0	0	0.0	6.5	-	6.5	60.2	0.0	6.5	6.5
2/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1396	1396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J7: Sir John Moore Ave / Military Road	**-**	**-**	**325**	**0**	**0**	**0.4**	**2.9**	**0.0**	**3.3**	**-**	**-**	**-**	**-**
1/1	325	325	325	0	0	0.4	2.9	-	3.3	36.9	4.2	2.9	7.2
2/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1548	1548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

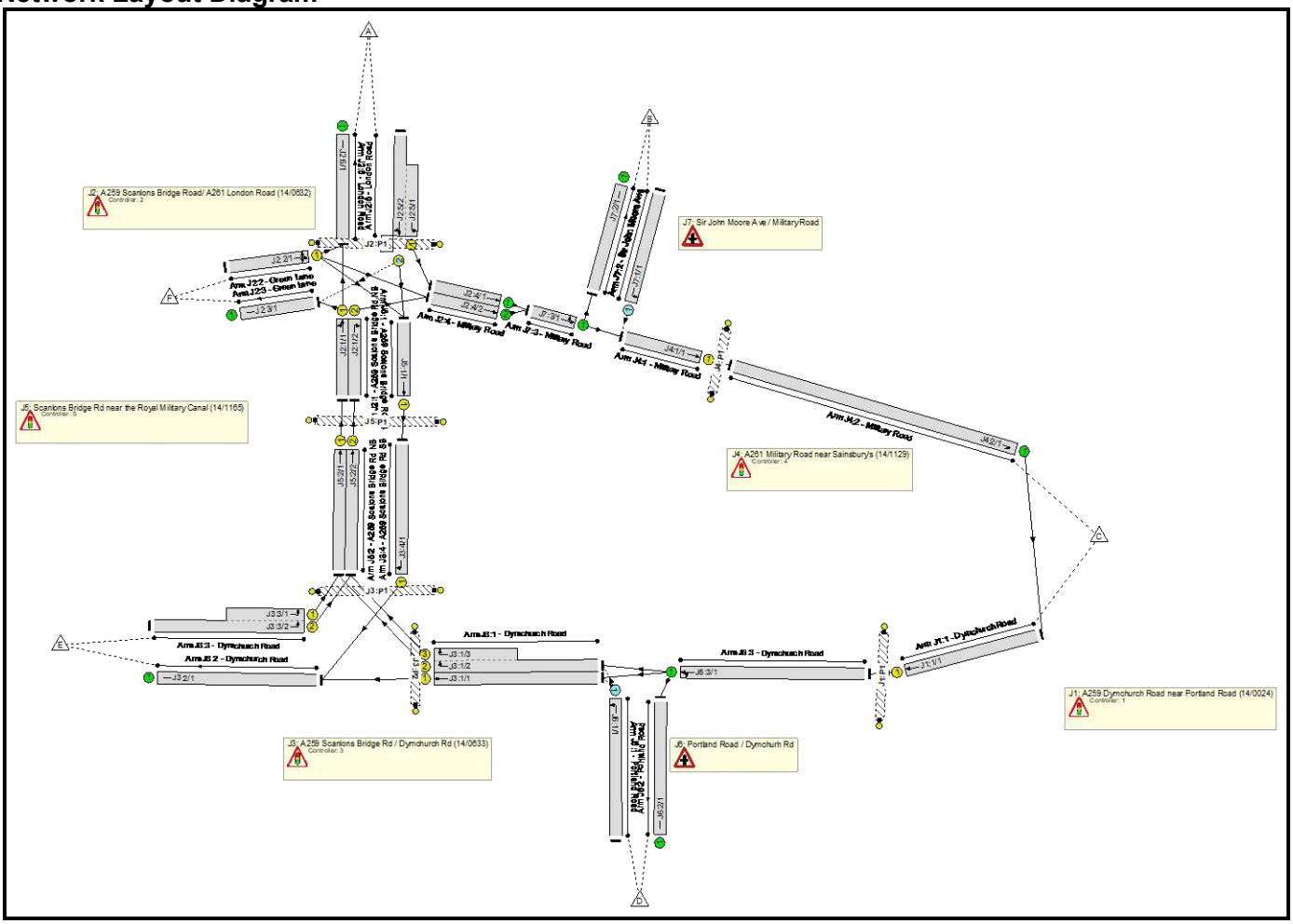
C1 - 14-0024	PRC for Signalled Lanes (%):	-24.3	Total Delay for Signalled Lanes (pcuHr):	95.94	Cycle Time (s):	62
C2 - 14-0632	PRC for Signalled Lanes (%):	-23.8	Total Delay for Signalled Lanes (pcuHr):	55.85	Cycle Time (s):	66
C3 - 14-0633	PRC for Signalled Lanes (%):	-0.0	Total Delay for Signalled Lanes (pcuHr):	23.33	Cycle Time (s):	65
C4 - 14-1129	PRC for Signalled Lanes (%):	-26.1	Total Delay for Signalled Lanes (pcuHr):	110.24	Cycle Time (s):	62
C5 - 14-1165	PRC for Signalled Lanes (%):	33.4	Total Delay for Signalled Lanes (pcuHr):	4.55	Cycle Time (s):	62
	PRC Over All Lanes (%):	-26.1	Total Delay Over All Lanes(pcuHr):	299.78		

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**J15 A259/ Dymchurch Rd/ Military Rd gyratory**
Location:	Hythe
Additional detail:	
File name:	J9_A259 Dymchurch Road_Military Road.lsg3x
Author:	
Company:	
Address:	

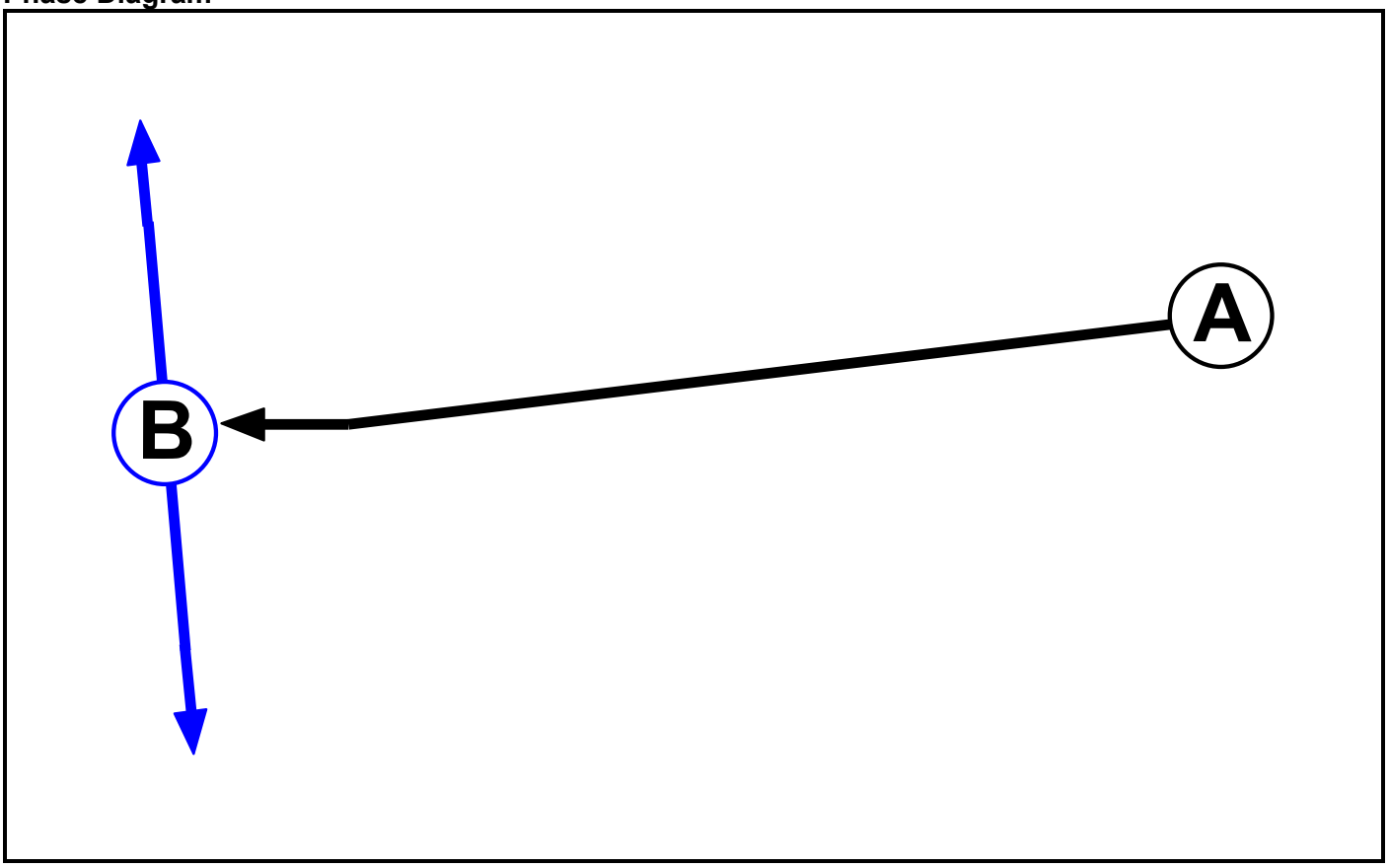
Network Layout Diagram



Full Input Data And Results

C1 - 14-0024

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Pedestrian		-9999	4

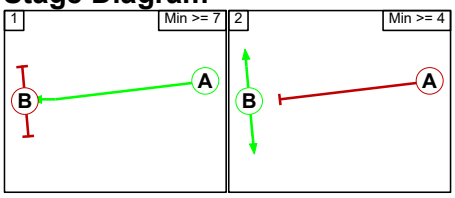
Phase Intergreens Matrix

		Starting Phase	
		A	B
Terminating Phase	A		6
	B	11	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Full Input Data And Results

Phase Delays

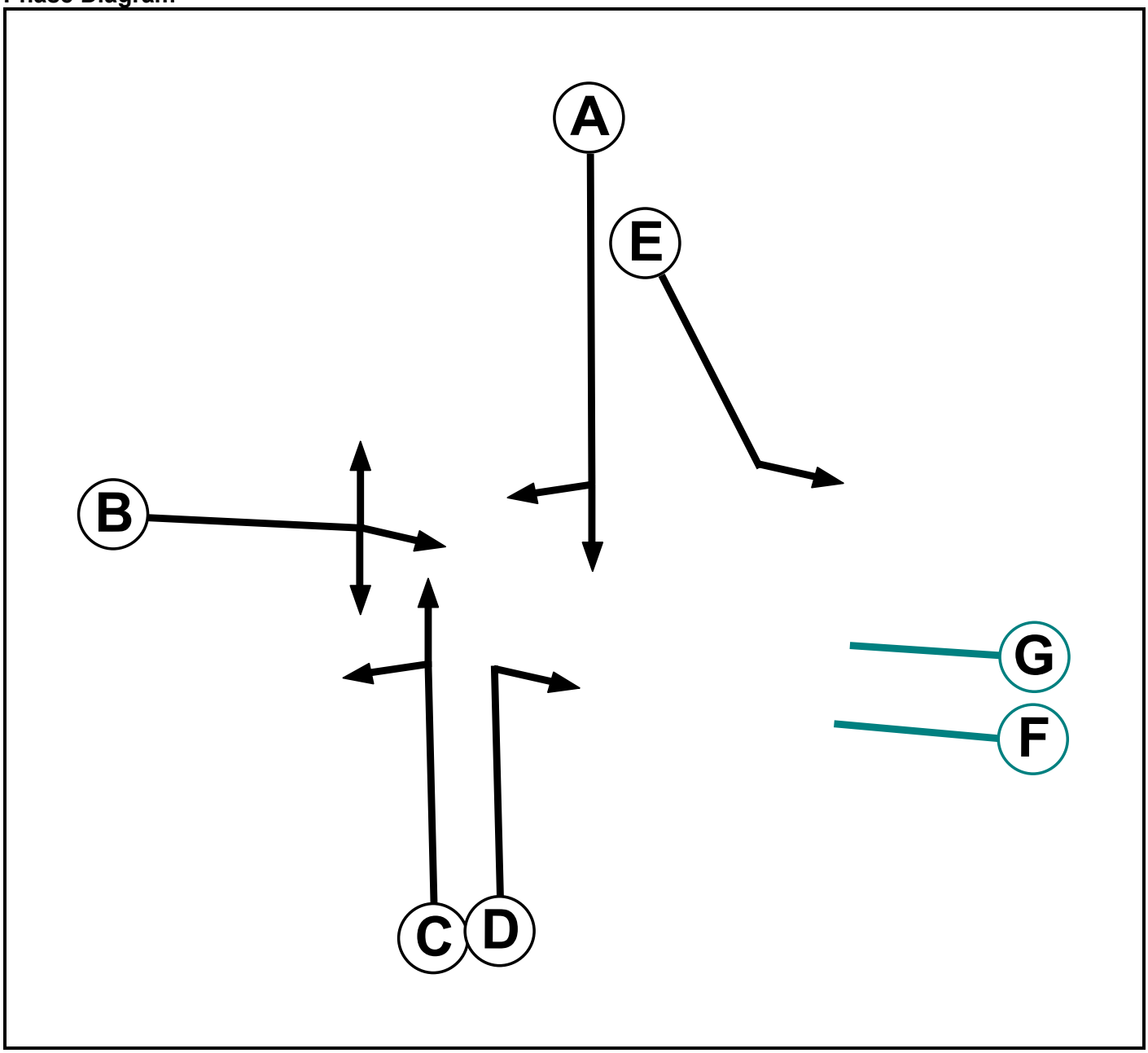
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		6
	2	11	

C2 - 14-0632

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Dummy		-9999	4
G	Dummy		-9999	12

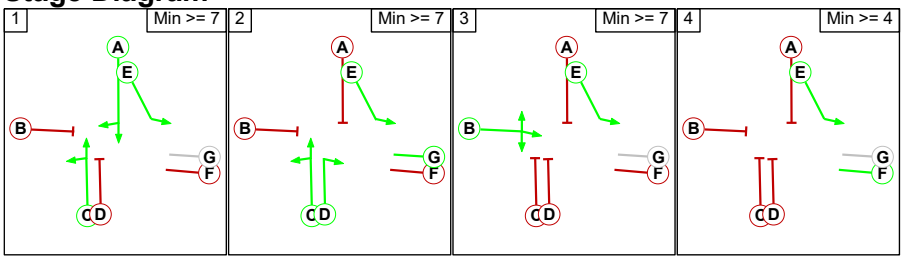
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		6	-	5	-	3	-
	B	5		5	5	-	3	-
	C	-	6		-	-	3	-
	D	5	5	-		-	3	-
	E	-	-	-	-		-	-
	F	2	2	2	2	-		-
	G	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C E
2	C D E G
3	B E
4	E F

Stage Diagram



Phase Delays

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

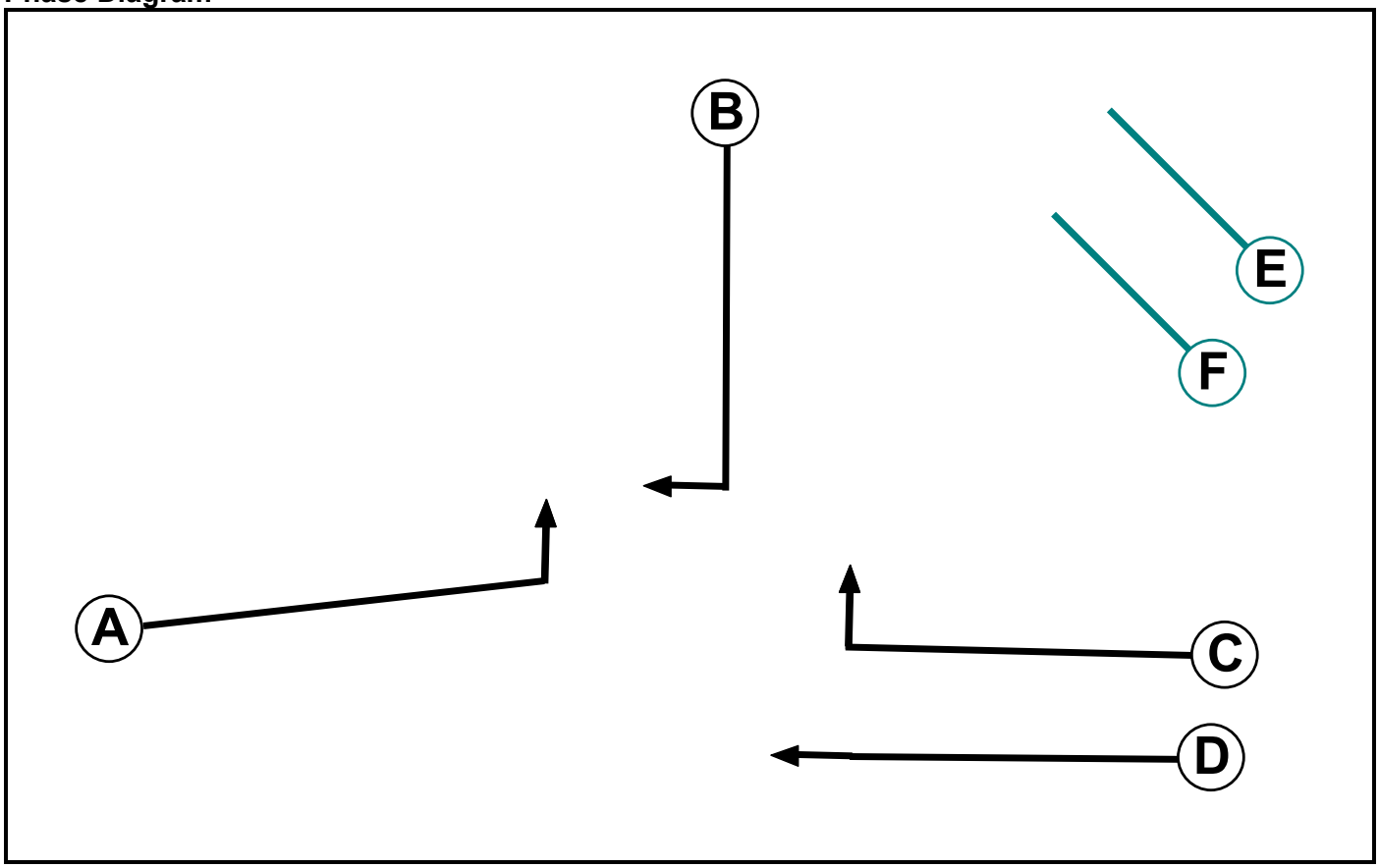
Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage 1	2	3	4
1		5	6	3
2	5		6	3
3	5	5		3
4	2	2	2	

C3 - 14-0633

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Dummy		-9999	7
F	Dummy		-9999	1

Full Input Data And Results

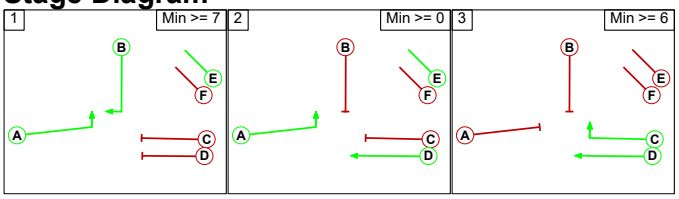
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
	A	B	C	D	E	F
A		-	6	-	-	3
B	-		6	7	-	3
C	5	5		-	5	3
D	-	5	-		-	3
E	-	-	6	-		3
F	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B E
2	A D E
3	C D

Stage Diagram



Phase Delays

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

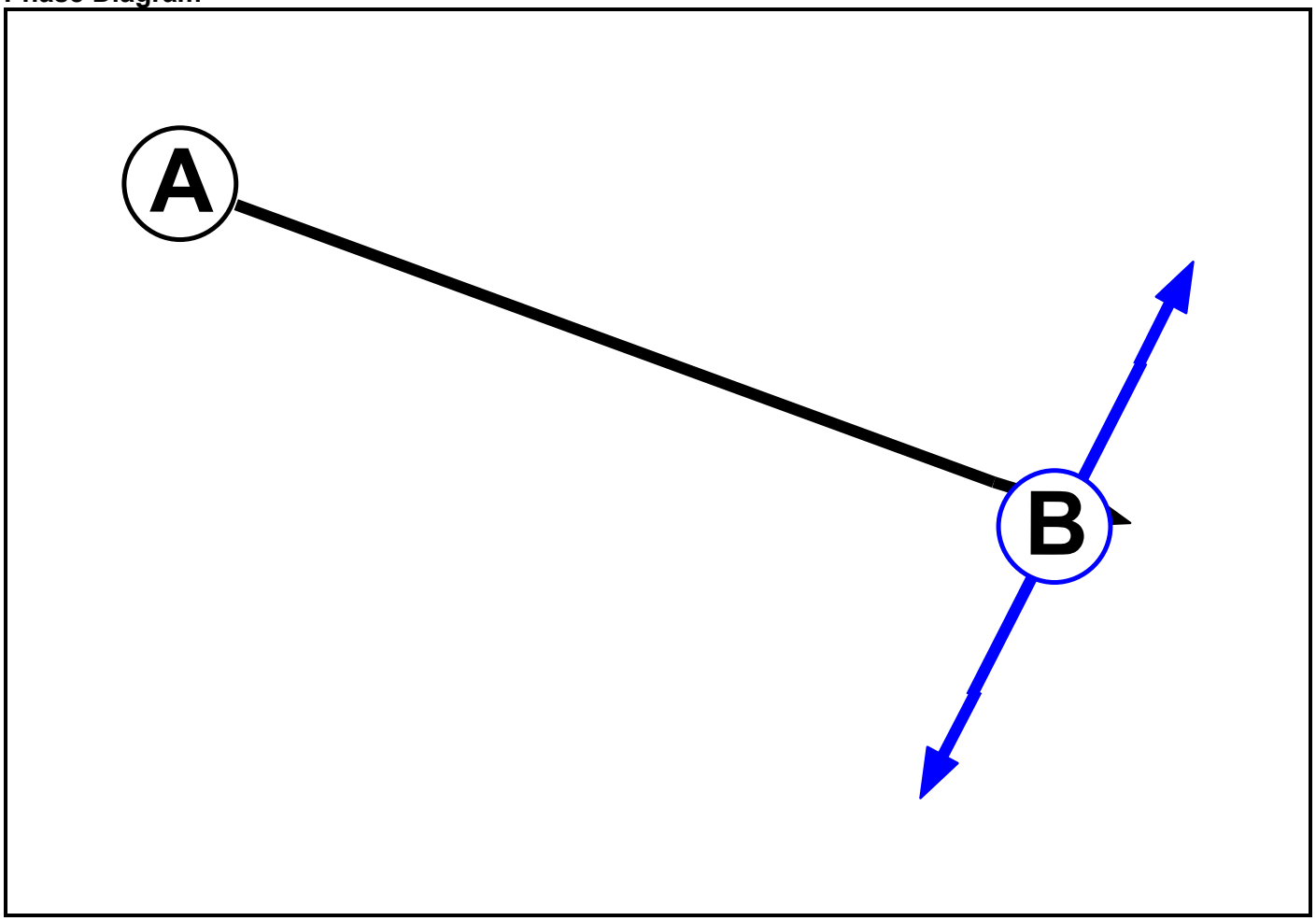
Prohibited Stage Change

From Stage	To Stage		
	1	2	3
1		7	7
2	5		6
3	5	5	

Full Input Data And Results

C4 - 14-1129

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Pedestrian		-9999	5

Phase Intergreens Matrix

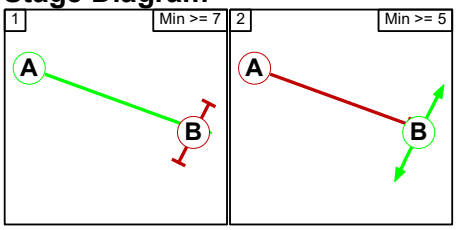
	Starting Phase		
Terminating Phase		A	B
	A		6
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Full Input Data And Results

Stage Diagram



Phase Delays

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

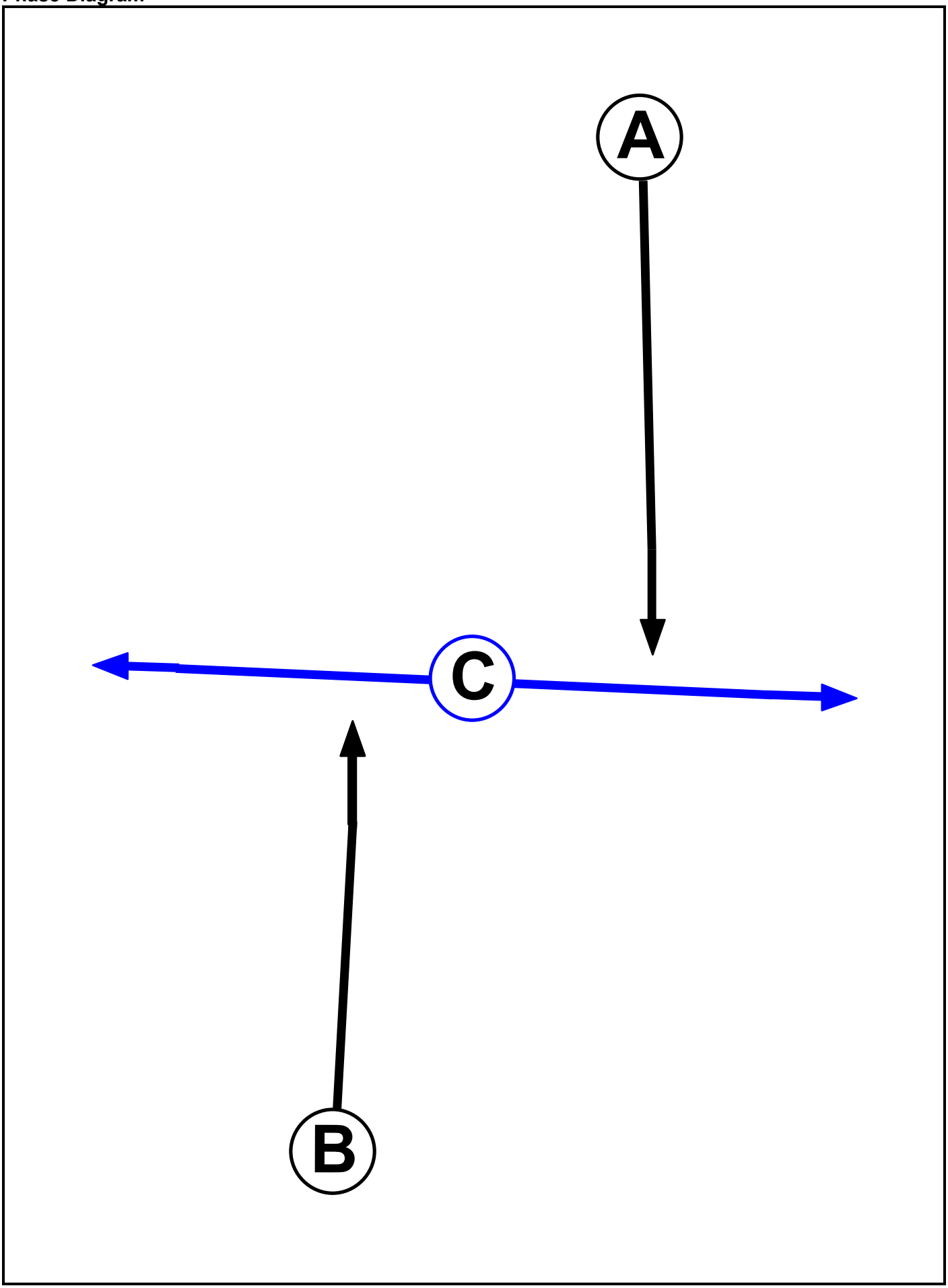
Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		6
	2	7	

Full Input Data And Results

C5 - 14-1165

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Pedestrian		-9999	7

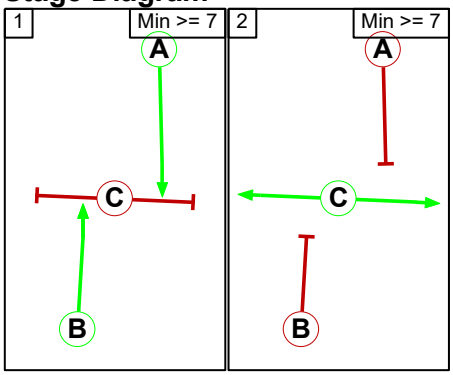
Phase Intergreens Matrix

		Starting Phase		
		A	B	C
Terminating Phase	A		-	6
	B	-		6
	C	7	7	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

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	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)
There are no Opposed Lanes in this Junction

Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)

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)
J2:5/2 (London Road)	J2:3/1 (Right)	1439	0	J2:1/1	1.09	All	2.00	2.00	0.50	2	2.00

Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)
There are no Opposed Lanes in this Junction

Junction: J4: A261 Military Road near Sainsbury's (14/1129)
There are no Opposed Lanes in this Junction

Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)
There are no Opposed Lanes in this Junction

Junction: J6: Portland Road / Dymchurh Rd

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)
J6:1/1 (Portland Road)	J3:1/1 (Left)	715	0	J6:3/1	0.22	All	-	-	-	-	-
	J3:1/2 (Left)	715	0	J6:3/1	0.22	All					

Full Input Data And Results

Junction: J7: Sir John Moore Ave / Military Road											
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)**
J7:1/1 (Sir John Moore Ave)	J4:1/1 (Left)	715	0	J7:3/1	0.22	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (Dymchurch Road)	U	A	2	3	16.9	Geom	-	4.46	0.00	Y	Arm J6:3 Ahead	Inf

Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (A259 Scalons Bridge Rd NB)	U	C	2	3	6.4	Geom	-	2.38	0.00	Y	Arm J2:3 Left	5.48
											Arm J2:6 Ahead	Inf
J2:1/2 (A259 Scalons Bridge Rd NB)	U	D	2	3	6.4	Geom	-	2.91	0.00	Y	Arm J2:4 Right	21.65
J2:2/1 (Green Lane)	U	B	2	3	60.0	Geom	-	3.31	0.00	Y	Arm J5:1 Right	14.70
											Arm J2:4 Ahead	Inf
											Arm J2:6 Left	6.24
J2:3/1 (Green Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (Military Road)	U		2	3	10.1	Inf	-	-	-	-	-	-
J2:4/2 (Military Road)	U		2	3	10.1	Inf	-	-	-	-	-	-
J2:5/1 (London Road)	U	E	2	3	8.8	Geom	-	4.19	0.00	Y	Arm J2:4 Left	57.08
J2:5/2 (London Road)	O	A	2	3	9.6	Geom	-	4.41	0.00	Y	Arm J5:1 Ahead	Inf
											Arm J2:3 Right	13.28
J2:6/1 (London Road)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J3:1/1 (Dymchurch Road)	U	D	2	3	23.7	Geom	-	3.39	0.00	Y	Arm J3:2 Ahead	Inf
J3:1/2 (Dymchurch Road)	U	C	2	3	23.5	Geom	-	2.79	0.00	Y	Arm J5:2 Right	13.82
J3:1/3 (Dymchurch Road)	U	C	2	3	10.3	Geom	-	2.79	0.00	Y	Arm J5:2 Right	15.76
J3:2/1 (Dymchurch Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/1 (Dymchurch Road)	U	A	2	3	9.6	Geom	-	2.87	0.00	Y	Arm J5:2 Left	15.31
J3:3/2 (Dymchurch Road)	U	A	2	3	60.0	Geom	-	2.87	0.00	N	Arm J5:2 Left	16.14
J3:4/1 (A259 Scalons Birdge Rd SB)	U	B	2	3	10.1	Geom	-	3.21	0.00	Y	Arm J3:2 Right	16.47

Junction: J4: A261 Military Road near Sainsbury's (14/1129)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J4:1/1 (Military Road)	U	A	2	3	13.9	Geom	-	3.69	0.00	Y	Arm J4:2 Ahead	Inf
J4:2/1 (Military Road)	U		2	3	47.5	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J5:1/1 (A259 Scalons Bridge Rd SB)	U	A	2	3	12.7	Geom	-	3.63	0.00	Y	Arm J3:4 Ahead	Inf
J5:2/1 (A259 Scalons Bridge Rd NB)	U	B	2	3	16.0	Geom	-	2.82	0.00	Y	Arm J2:1 Ahead	Inf
J5:2/2 (A259 Scalons Bridge Rd NB)	U	B	2	3	16.0	Geom	-	2.82	0.00	N	Arm J2:1 Ahead	Inf

Junction: J6: Portland Road / Dymchurh Rd

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J6:1/1 (Portland Road)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:1 Left	7.00
J6:2/1 (Portland Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J6:3/1 (Dymchurch Road)	U		2	3	47.3	Inf	-	-	-	-	-	-

Junction: J7: Sir John Moore Ave / Military Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J7:1/1 (Sir John Moore Ave)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J4:1 Left	8.00
J7:2/1 (Sir John Moore Ave)	U		2	3	60.0	Inf	-	-	-	-	-	-
J7:3/1 (Military Road)	U		2	3	13.9	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 AM'	08:00	09:00	01:00	
2: '2018 PM'	17:00	18:00	01:00	
3: '2025 AM'	08:00	09:00	01:00	
4: '2025 PM'	17:00	18:00	01:00	
5: '2055 DM AM'	08:00	09:00	01:00	
6: '2055 DM PM'	17:00	18:00	01:00	
7: '2055 DS AM'	08:00	09:00	01:00	
8: '2055 DS PM'	17:00	18:00	01:00	

Scenario 1: '2055 DS VM AM' (FG7: '2055 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	1	55	354	140	361	5	916
	B	19	0	85	16	25	3	148
	C	279	31	0	27	395	14	746
	D	233	18	16	6	106	2	381
	E	553	44	621	65	1	1	1285
	F	7	1	23	0	5	0	36
	Tot.	1092	149	1099	254	893	25	3512

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2055 DS VM AM
Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)	
J1:1/1	1022
Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	
J2:1/1	1105
J2:1/2	802
J2:2/1	36
J2:3/1	25
J2:4/1	550
J2:4/2	826
J2:5/1 (short)	550
J2:5/2 (with short)	916(In) 366(Out)
J2:6/1	1092
Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	
J3:1/1	527
J3:1/2 (with short)	622(In) 551(Out)
J3:1/3 (short)	71
J3:2/1	893
J3:3/1 (short)	554
J3:3/2 (with short)	1285(In) 731(Out)
J3:4/1	366
Junction: J4: A261 Military Road near Sainsbury's (14/1129)	
J4:1/1	1375
J4:2/1	1375
Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	
J5:1/1	366
J5:2/1	1105
J5:2/2	802
Junction: J6: Portland Road / Dymchurh Rd	
J6:1/1	381
J6:2/1	254
J6:3/1	1022
Junction: J7: Sir John Moore Ave / Military Road	
J7:1/1	148
J7:2/1	149
J7:3/1	1376

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Dymchurch Road)	4.46	0.00	Y	Arm J6:3 Ahead	Inf	100.0 %	2061	2061

Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A259 Scalons Bridge Rd NB)	2.38	0.00	Y	Arm J2:3 Left	5.48	1.8 %	1844	1844
				Arm J2:6 Ahead	Inf	98.2 %		
J2:1/2 (A259 Scalons Bridge Rd NB)	2.91	0.00	Y	Arm J2:4 Right	21.65	100.0 %	1783	1783
J2:2/1 (Green Lane)	3.31	0.00	Y	Arm J5:1 Right	14.70	13.9 %	1834	1834
				Arm J2:4 Ahead	Inf	66.7 %		
				Arm J2:6 Left	6.24	19.4 %		
J2:3/1 (Green Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/2 (Military Road Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (London Road)	4.19	0.00	Y	Arm J2:4 Left	57.08	100.0 %	1982	1982
J2:5/2 (London Road)	4.41	0.00	Y	Arm J5:1 Ahead	Inf	98.6 %	2053	2053
				Arm J2:3 Right	13.28	1.4 %		
J2:6/1 (London Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Dymchurch Road)	3.39	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1954	1954
J3:1/2 (Dymchurch Road)	2.79	0.00	Y	Arm J5:2 Right	13.82	100.0 %	1709	1709
J3:1/3 (Dymchurch Road)	2.79	0.00	Y	Arm J5:2 Right	15.76	100.0 %	1729	1729
J3:2/1 (Dymchurch Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Dymchurch Road)	2.87	0.00	Y	Arm J5:2 Left	15.31	100.0 %	1732	1732
J3:3/2 (Dymchurch Road)	2.87	0.00	N	Arm J5:2 Left	16.14	100.0 %	1868	1868
J3:4/1 (A259 Scalons Birdge Rd SB)	3.21	0.00	Y	Arm J3:2 Right	16.47	100.0 %	1774	1774

Full Input Data And Results

Junction: J4: A261 Military Road near Sainsbury's (14/1129)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Military Road)	3.69	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1984	1984
J4:2/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1 (A259 Scalons Bridge Rd SB)	3.63	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1978	1978
J5:2/1 (A259 Scalons Bridge Rd NB)	2.82	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1897	1897
J5:2/2 (A259 Scalons Bridge Rd NB)	2.82	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2037	2037

Junction: J6: Portland Road / Dymchurh Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (Portland Road)	3.25	0.00	Y	Arm J3:1 Left	7.00	100.0 %	1598	1598
J6:2/1 (Portland Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:3/1 (Dymchurch Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J7: Sir John Moore Ave / Military Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J7:1/1 (Sir John Moore Ave)	3.25	0.00	Y	Arm J4:1 Left	8.00	100.0 %	1634	1634
J7:2/1 (Sir John Moore Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:3/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2055 DS VM PM' (FG8: '2055 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	100	701	119	501	12	1433
	B	53	0	159	27	85	1	325
	C	306	58	0	64	560	4	992
	D	177	31	22	13	147	5	395
	E	394	72	473	29	2	3	973
	F	16	1	20	0	5	0	42
	Tot.	946	262	1375	252	1300	25	4160

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2055 DS VM PM
Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)	
J1:1/1	1321
Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	
J2:1/1	943
J2:1/2	700
J2:2/1	42
J2:3/1	25
J2:4/1	920
J2:4/2	721
J2:5/1 (short)	920
J2:5/2 (with short)	1433(In) 513(Out)
J2:6/1	946
Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	
J3:1/1	794
J3:1/2 (with short)	670(In) 546(Out)
J3:1/3 (short)	124
J3:2/1	1300
J3:3/1 (short)	397
J3:3/2 (with short)	973(In) 576(Out)
J3:4/1	506
Junction: J4: A261 Military Road near Sainsbury's (14/1129)	
J4:1/1	1704
J4:2/1	1704
Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	
J5:1/1	506
J5:2/1	943
J5:2/2	700
Junction: J6: Portland Road / Dymchurh Rd	
J6:1/1	395
J6:2/1	252
J6:3/1	1321
Junction: J7: Sir John Moore Ave / Military Road	
J7:1/1	325
J7:2/1	262
J7:3/1	1641

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A259 Dymchurch Road near Portland Road (14/0024)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Dymchurch Road)	4.46	0.00	Y	Arm J6:3 Ahead	Inf	100.0 %	2061	2061

Junction: J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A259 Scalons Bridge Rd NB)	2.38	0.00	Y	Arm J2:3 Left	5.48	1.4 %	1846	1846
				Arm J2:6 Ahead	Inf	98.6 %		
J2:1/2 (A259 Scalons Bridge Rd NB)	2.91	0.00	Y	Arm J2:4 Right	21.65	100.0 %	1783	1783
J2:2/1 (Green Lane)	3.31	0.00	Y	Arm J5:1 Right	14.70	11.9 %	1763	1763
				Arm J2:4 Ahead	Inf	50.0 %		
				Arm J2:6 Left	6.24	38.1 %		
J2:3/1 (Green Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/2 (Military Road Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (London Road)	4.19	0.00	Y	Arm J2:4 Left	57.08	100.0 %	1982	1982
J2:5/2 (London Road)	4.41	0.00	Y	Arm J5:1 Ahead	Inf	97.7 %	2051	2051
				Arm J2:3 Right	13.28	2.3 %		
J2:6/1 (London Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Dymchurch Road)	3.39	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1954	1954
J3:1/2 (Dymchurch Road)	2.79	0.00	Y	Arm J5:2 Right	13.82	100.0 %	1709	1709
J3:1/3 (Dymchurch Road)	2.79	0.00	Y	Arm J5:2 Right	15.76	100.0 %	1729	1729
J3:2/1 (Dymchurch Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Dymchurch Road)	2.87	0.00	Y	Arm J5:2 Left	15.31	100.0 %	1732	1732
J3:3/2 (Dymchurch Road)	2.87	0.00	N	Arm J5:2 Left	16.14	100.0 %	1868	1868
J3:4/1 (A259 Scalons Birdge Rd SB)	3.21	0.00	Y	Arm J3:2 Right	16.47	100.0 %	1774	1774

Full Input Data And Results

Junction: J4: A261 Military Road near Sainsbury's (14/1129)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Military Road)	3.69	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1984	1984
J4:2/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf

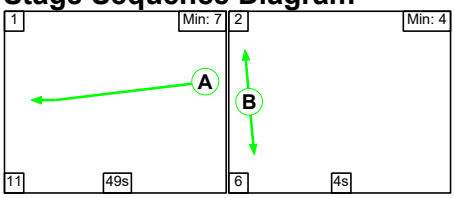
Junction: J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1 (A259 Scalons Bridge Rd SB)	3.63	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1978	1978
J5:2/1 (A259 Scalons Bridge Rd NB)	2.82	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1897	1897
J5:2/2 (A259 Scalons Bridge Rd NB)	2.82	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2037	2037

Junction: J6: Portland Road / Dymchurh Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (Portland Road)	3.25	0.00	Y	Arm J3:1 Left	7.00	100.0 %	1598	1598
J6:2/1 (Portland Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:3/1 (Dymchurch Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J7: Sir John Moore Ave / Military Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J7:1/1 (Sir John Moore Ave)	3.25	0.00	Y	Arm J4:1 Left	8.00	100.0 %	1634	1634
J7:2/1 (Sir John Moore Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:3/1 (Military Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2055 DS VM AM' (FG7: '2055 DS AM', Plan 1: 'Network Control Plan 1')
C1 - 14-0024

Stage Sequence Diagram

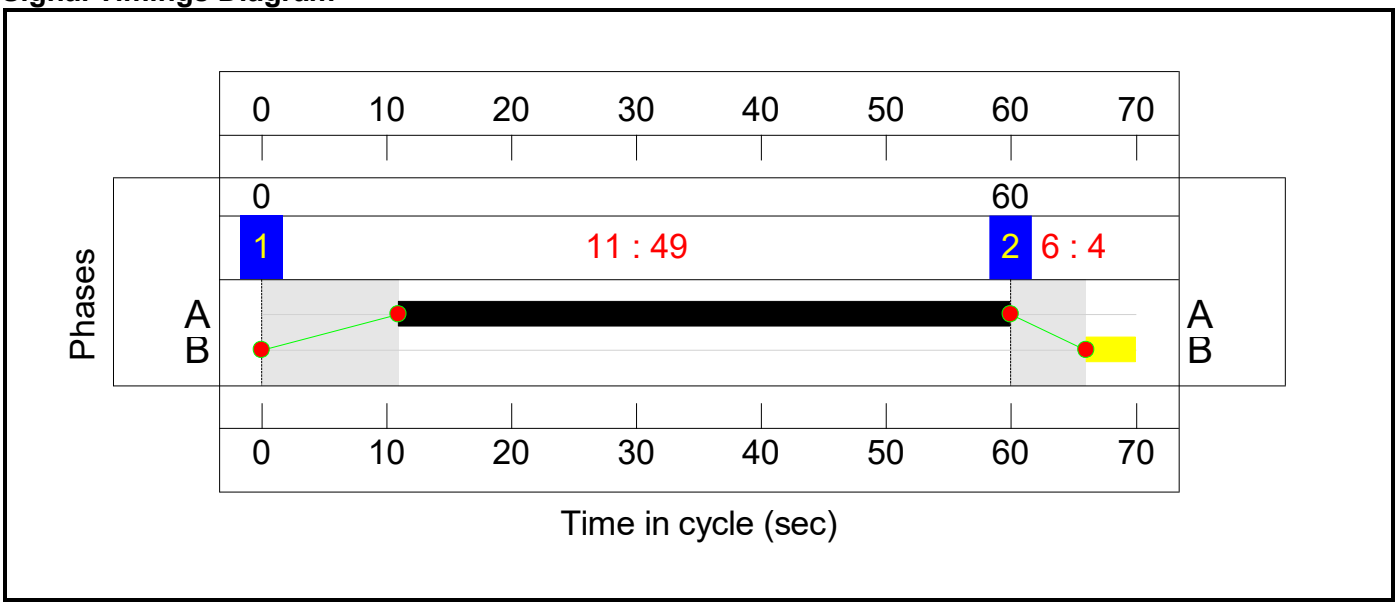


Full Input Data And Results

Stage Timings

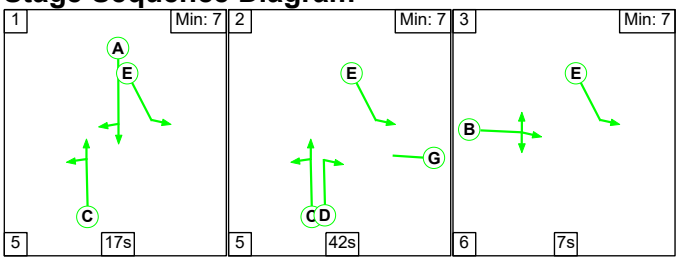
Stage	1	2
Duration	49	4
Change Point	0	60

Signal Timings Diagram



C2 - 14-0632

Stage Sequence Diagram

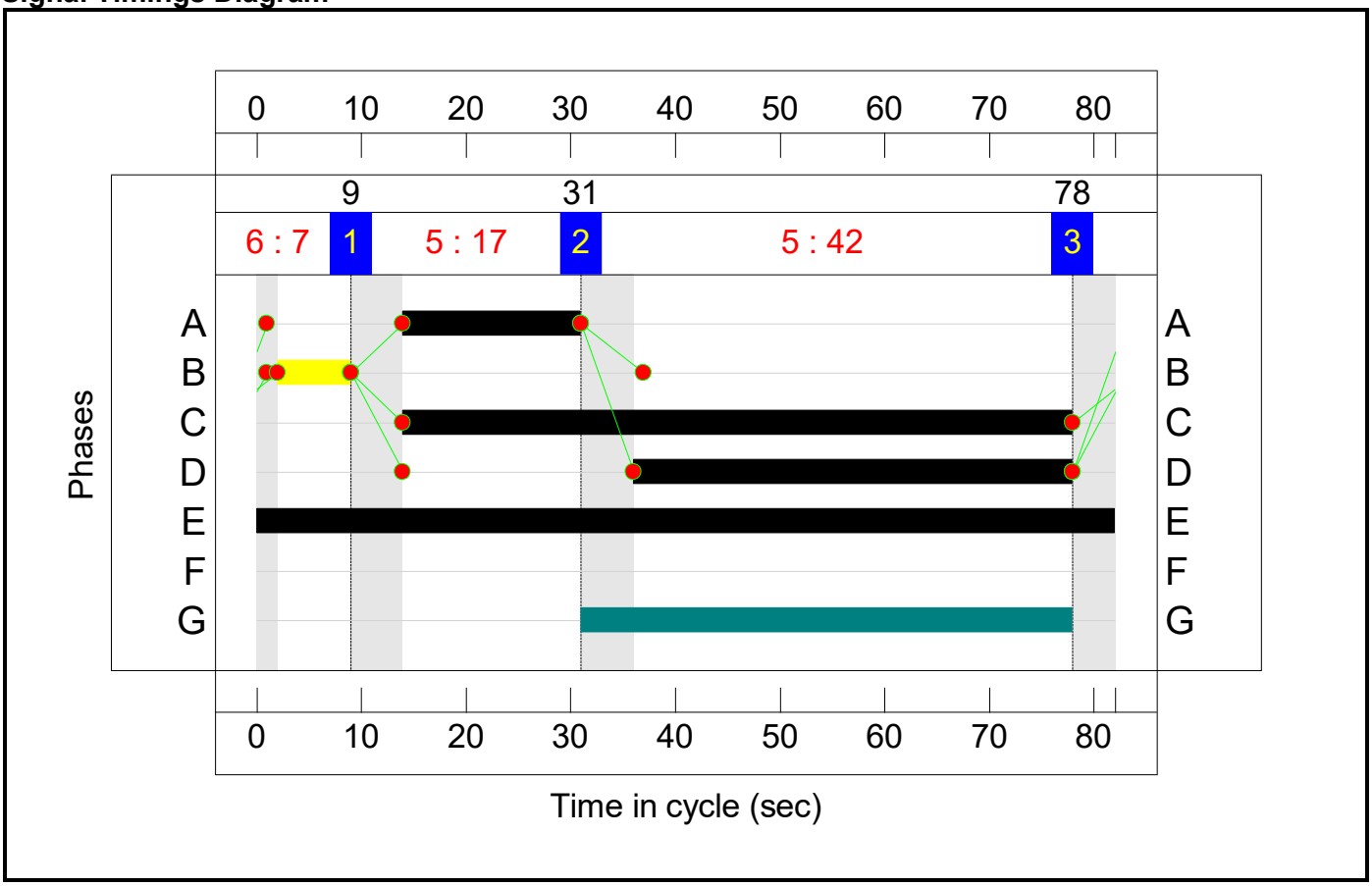


Stage Timings

Stage	1	2	3
Duration	17	42	7
Change Point	9	31	78

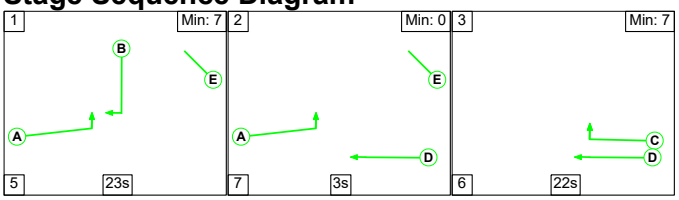
Full Input Data And Results

Signal Timings Diagram



C3 - 14-0633

Stage Sequence Diagram

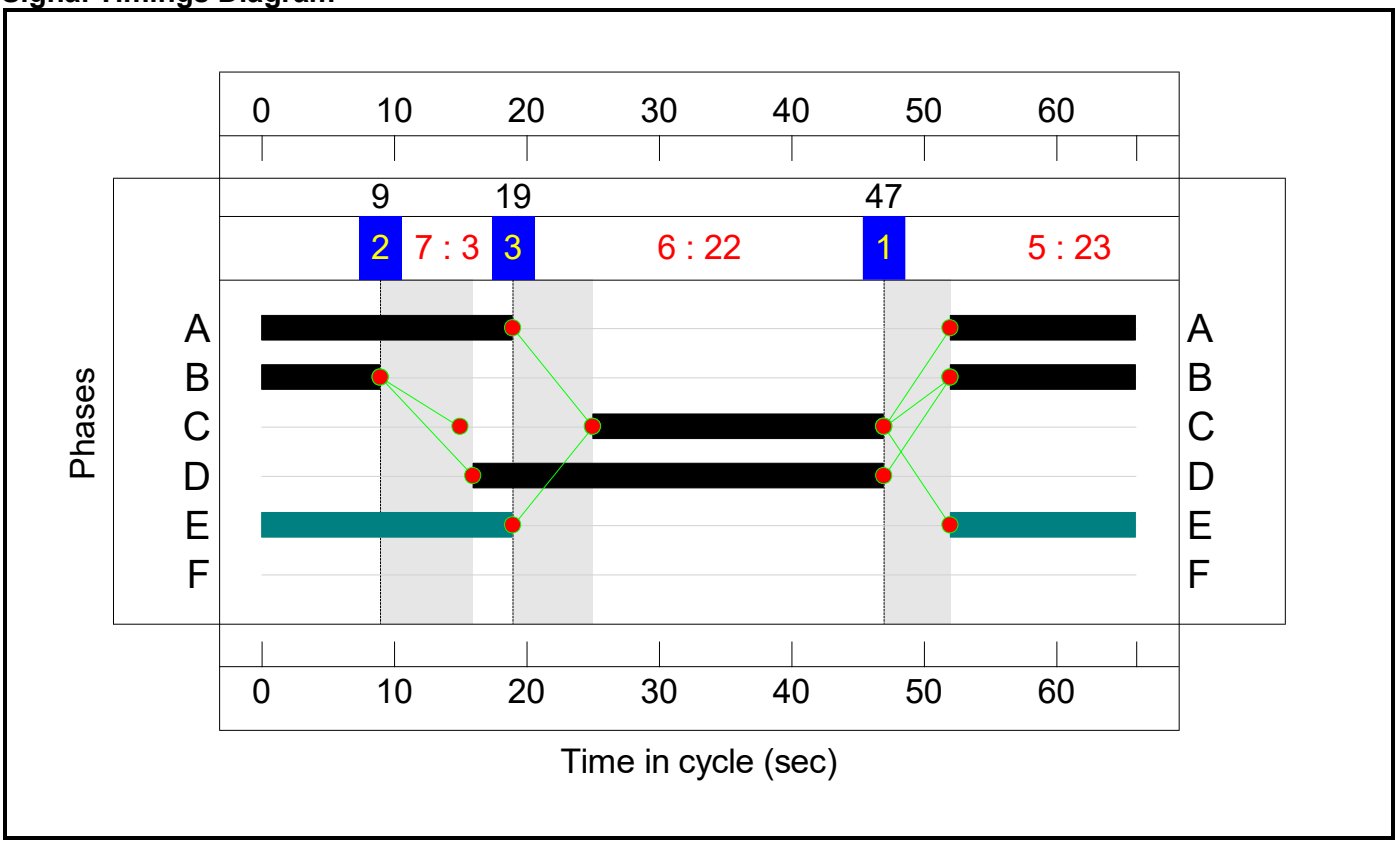


Stage Timings

Stage	1	2	3
Duration	23	3	22
Change Point	47	9	19

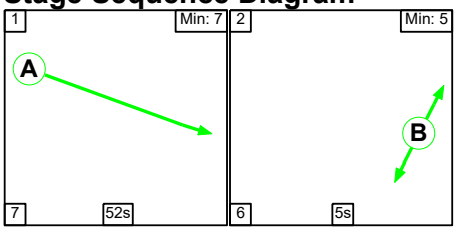
Full Input Data And Results

Signal Timings Diagram



C4 - 14-1129

Stage Sequence Diagram

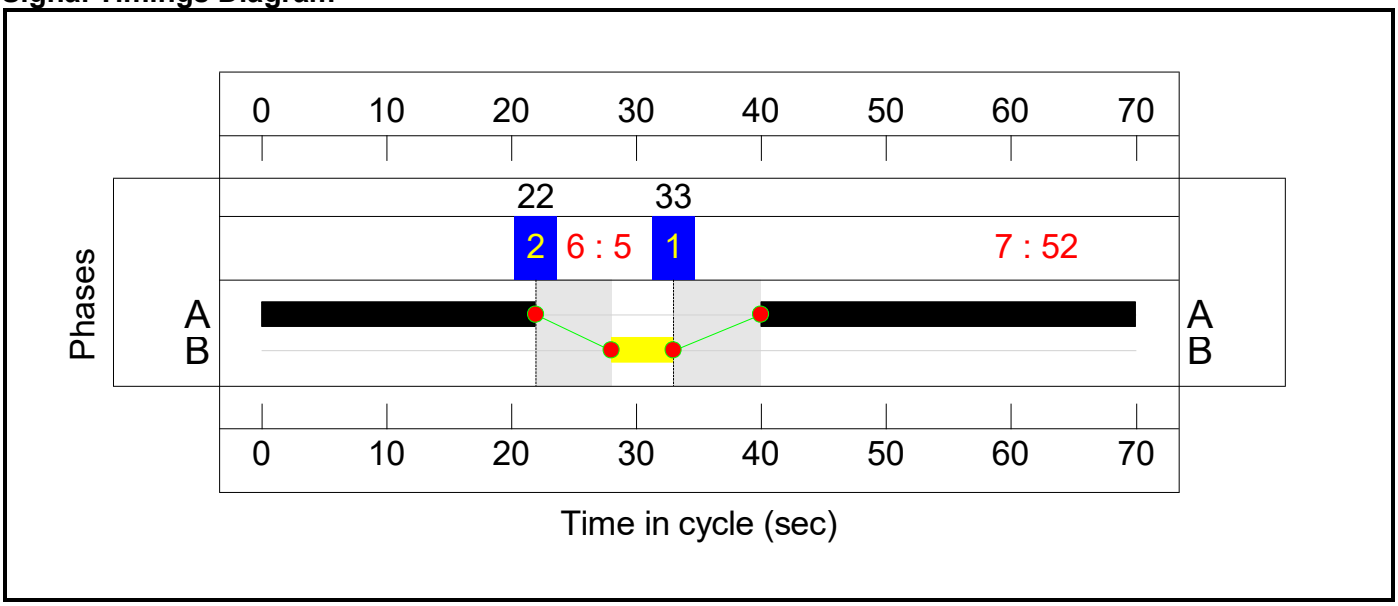


Stage Timings

Stage	1	2
Duration	52	5
Change Point	33	22

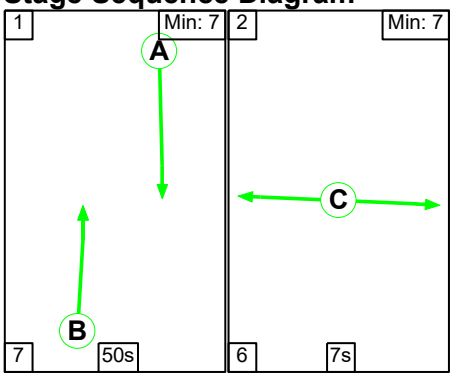
Full Input Data And Results

Signal Timings Diagram



C5 - 14-1165

Stage Sequence Diagram

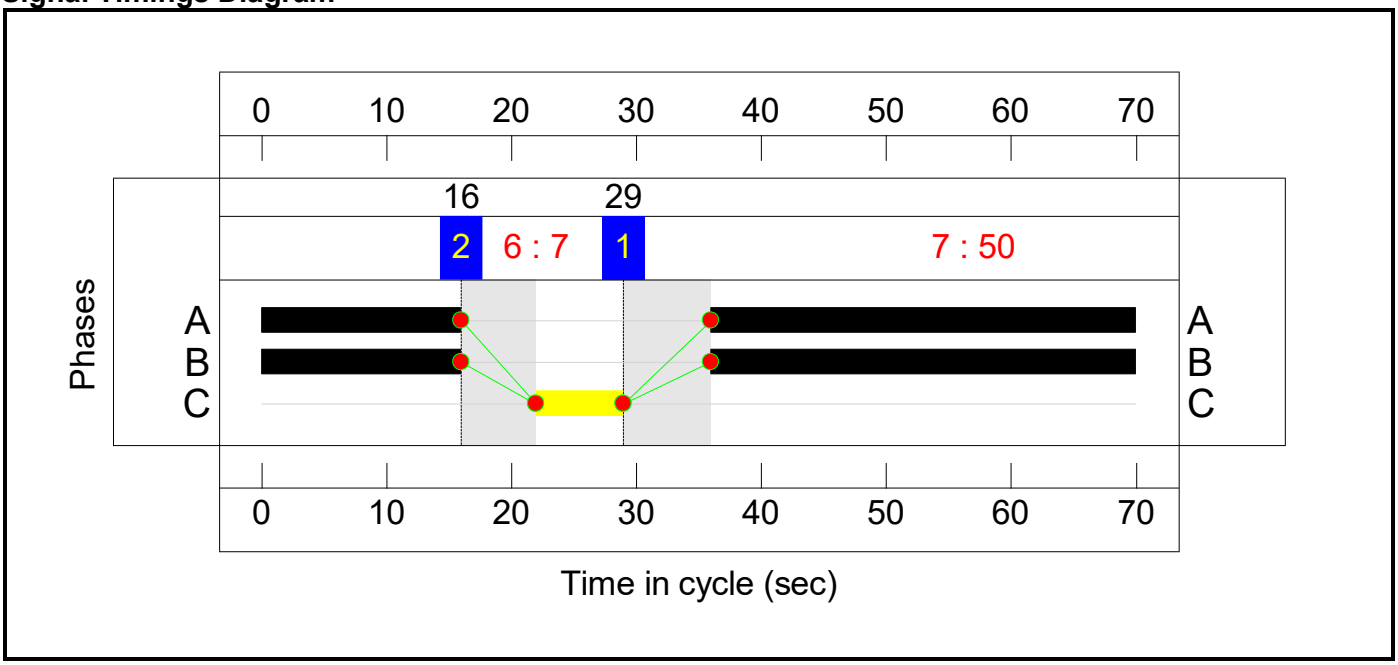


Stage Timings

Stage	1	2
Duration	50	7
Change Point	29	16

Full Input Data And Results

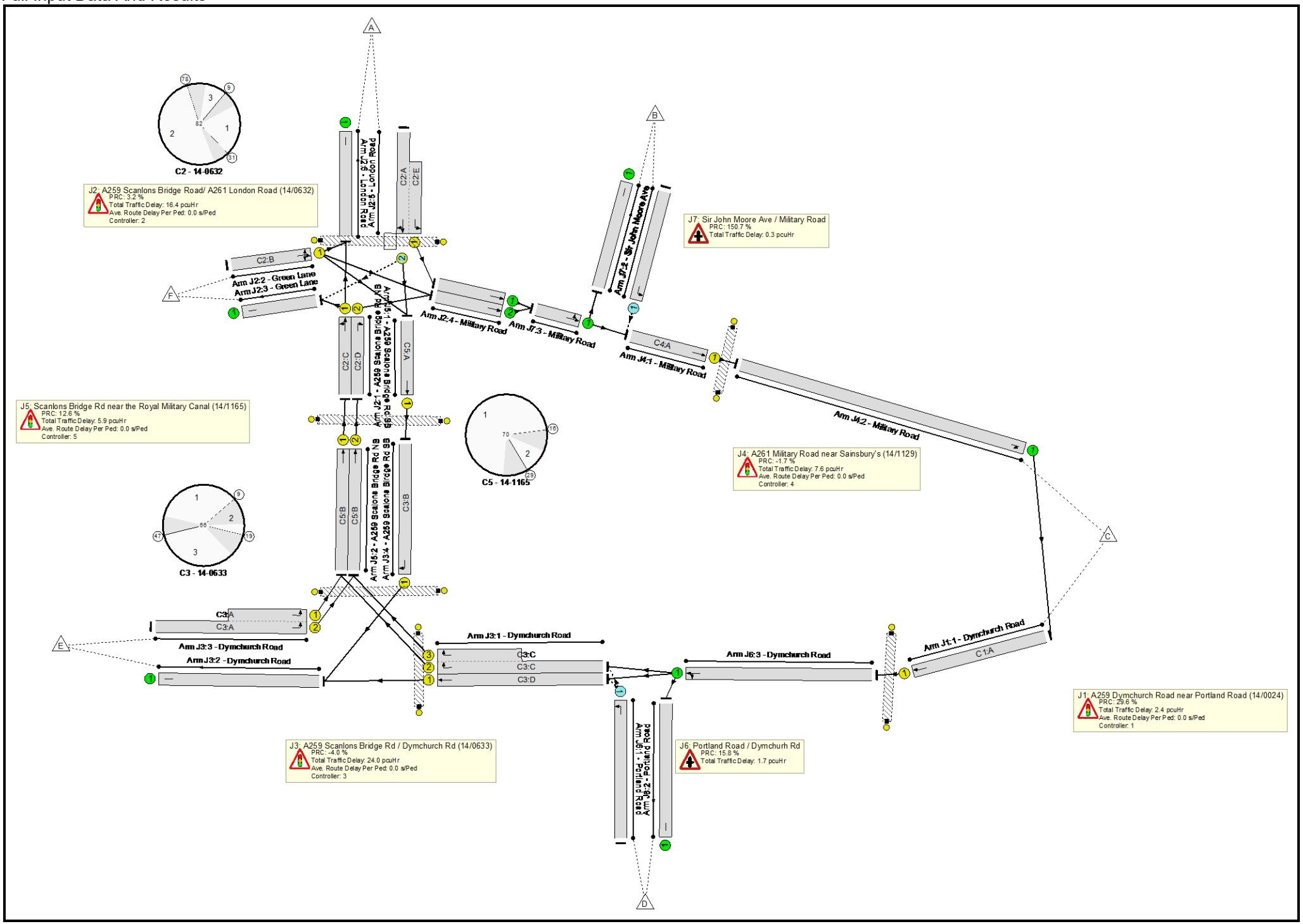
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.6%**
J1: A259 Dymchurch Road near Portland Road (14/0024)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.4%**
1/1	Dymchurch Road Ahead	U	N/A	N/A	C1:A		1	49	-	1022	2061	1472	69.4%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
1/1	A259 Scalons Bridge Rd NB Left Ahead	U	N/A	N/A	C2:C		1	64	-	1105	1844	1462	75.6%
1/2	A259 Scalons Bridge Rd NB Right	U	N/A	N/A	C2:D		1	42	-	802	1783	935	85.8%
2/1	Green Lane Right Ahead Left	U	N/A	N/A	C2:B		1	7	-	36	1834	179	20.1%
3/1	Green Lane	U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
4/1	Military Road Ahead	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
4/2	Military Road Ahead	U	N/A	N/A	-		-	-	-	826	Inf	Inf	0.0%
5/2+5/1	London Road Ahead Right Left	O+U	N/A	N/A	C2:A C2:E		1	17:82	-	916	2053:1982	420+630	87.2 : 87.2%
6/1	London Road	U	N/A	N/A	-		-	-	-	1092	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.6%**

Full Input Data And Results

1/1	Dymchurch Road Ahead	U	N/A	N/A	C3:D		1	31	-	527	1954	947	55.6%
1/2+1/3	Dymchurch Road Right	U	N/A	N/A	C3:C		1	22	-	622	1709:1729	596+77	92.5 : 92.5%
2/1	Dymchurch Road	U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
3/2+3/1	Dymchurch Road Left	U	N/A	N/A	C3:A		1	33	-	1285	1868:1732	781+592	93.6 : 93.6%
4/1	A259 Scalons Birdge Rd SB Right	U	N/A	N/A	C3:B		1	23	-	366	1774	645	56.7%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J4: A261 Military Road near Sainsbury's (14/1129)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.5%**
1/1	Military Road Ahead	U	N/A	N/A	C4:A		1	52	-	1375	1984	1502	91.5%
2/1	Military Road U-Turn	U	N/A	N/A	-		-	-	-	1375	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.0%**
1/1	A259 Scalons Bridge Rd SB Ahead	U	N/A	N/A	C5:A		1	50	-	366	1978	1441	25.4%
2/1	A259 Scalons Bridge Rd NB Ahead	U	N/A	N/A	C5:B		1	50	-	1105	1897	1382	80.0%
2/2	A259 Scalons Bridge Rd NB Ahead	U	N/A	N/A	C5:B		1	50	-	802	2037	1484	54.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

J6: Portland Road / Dymchurh Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.7%**
1/1	Portland Road Left	O	N/A	N/A	-		-	-	-	381	1598	490	77.7%
2/1	Portland Road	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
3/1	Dymchurch Road Ahead Left	U	N/A	N/A	-		-	-	-	1022	Inf	Inf	0.0%
J7: Sir John Moore Ave / Military Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**35.9%**
1/1	Sir John Moore Ave Left	O	N/A	N/A	-		-	-	-	148	1634	412	35.9%
2/1	Sir John Moore Ave	U	N/A	N/A	-		-	-	-	149	Inf	Inf	0.0%
3/1	Military Road Ahead Left	U	N/A	N/A	-		-	-	-	1376	Inf	Inf	0.0%

Full Input Data And Results

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: J15 A259/ Dymchurch Rd/ Military Rd gyratory	**-**	**-**	**534**	**0**	**0**	**26.9**	**31.4**	**0.0**	**58.3**	**-**	**-**	**-**	**-**
J1: A259 Dymchurch Road near Portland Road (14/0024)	**-**	**-**	**0**	**0**	**0**	**1.3**	**1.1**	**0.0**	**2.4**	**-**	**-**	**-**	**-**
1/1	1022	1022	-	-	-	1.3	1.1	-	2.4	8.5	9.8	1.1	10.9
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	**-**	**-**	**5**	**0**	**0**	**8.5**	**7.8**	**0.0**	**16.4**	**-**	**-**	**-**	**-**
1/1	1105	1105	-	-	-	1.3	1.5	-	2.9	9.4	12.9	1.5	14.4
1/2	802	802	-	-	-	3.8	2.9	-	6.6	29.8	15.6	2.9	18.5
2/1	36	36	-	-	-	0.3	0.1	-	0.5	46.7	0.7	0.1	0.9
3/1	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	916	916	5	0	0	3.1	3.3	0.0	6.4	25.1	7.8	3.3	11.1
6/1	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	**-**	**-**	**0**	**0**	**0**	**11.3**	**12.8**	**0.0**	**24.0**	**-**	**-**	**-**	**-**
1/1	527	527	-	-	-	1.8	0.6	-	2.4	16.3	6.7	0.6	7.4
1/2+1/3	622	622	-	-	-	3.5	5.1	-	8.6	49.7	9.6	5.1	14.8
2/1	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	1285	1285	-	-	-	4.4	6.3	-	10.7	30.0	12.5	6.3	18.8
4/1	366	366	-	-	-	1.7	0.7	-	2.4	23.3	5.3	0.7	5.9

Full Input Data And Results

Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J4: A261 Military Road near Sainsbury's (14/1129)	**-**	**-**	**0**	**0**	**0**	**2.6**	**5.0**	**0.0**	**7.6**	**-**	**-**	**-**	**-**
1/1	1375	1375	-	-	-	2.6	5.0	-	7.6	19.8	21.0	5.0	26.0
2/1	1375	1375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	**-**	**-**	**0**	**0**	**0**	**3.2**	**2.7**	**0.0**	**5.9**	**-**	**-**	**-**	**-**
1/1	366	366	-	-	-	0.3	0.2	-	0.5	4.8	2.3	0.2	2.5
2/1	1105	1105	-	-	-	1.9	2.0	-	3.9	12.6	13.8	2.0	15.8
2/2	802	802	-	-	-	0.9	0.6	-	1.5	6.9	6.9	0.6	7.5
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J6: Portland Road / Dymchurh Rd	**-**	**-**	**381**	**0**	**0**	**0.0**	**1.7**	**0.0**	**1.7**	**-**	**-**	**-**	**-**
1/1	381	381	381	0	0	0.0	1.7	-	1.7	16.0	0.0	1.7	1.7
2/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1022	1022	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J7: Sir John Moore Ave / Military Road	**-**	**-**	**148**	**0**	**0**	**0.0**	**0.3**	**0.0**	**0.3**	**-**	**-**	**-**	**-**
1/1	148	148	148	0	0	0.0	0.3	-	0.3	6.8	0.0	0.3	0.3
2/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1376	1376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

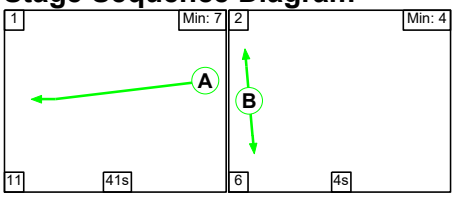
C1 - 14-0024	PRC for Signalled Lanes (%):	29.6	Total Delay for Signalled Lanes (pcuHr):	2.43	Cycle Time (s):	70
C2 - 14-0632	PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	16.37	Cycle Time (s):	82
C3 - 14-0633	PRC for Signalled Lanes (%):	-4.0	Total Delay for Signalled Lanes (pcuHr):	24.05	Cycle Time (s):	66
C4 - 14-1129	PRC for Signalled Lanes (%):	-1.7	Total Delay for Signalled Lanes (pcuHr):	7.58	Cycle Time (s):	70
C5 - 14-1165	PRC for Signalled Lanes (%):	12.6	Total Delay for Signalled Lanes (pcuHr):	5.89	Cycle Time (s):	70
	PRC Over All Lanes (%):	-4.0	Total Delay Over All Lanes(pcuHr):	58.29		

Full Input Data And Results

Scenario 2: '2055 DS VM PM' (FG8: '2055 DS PM', Plan 1: 'Network Control Plan 1')

C1 - 14-0024

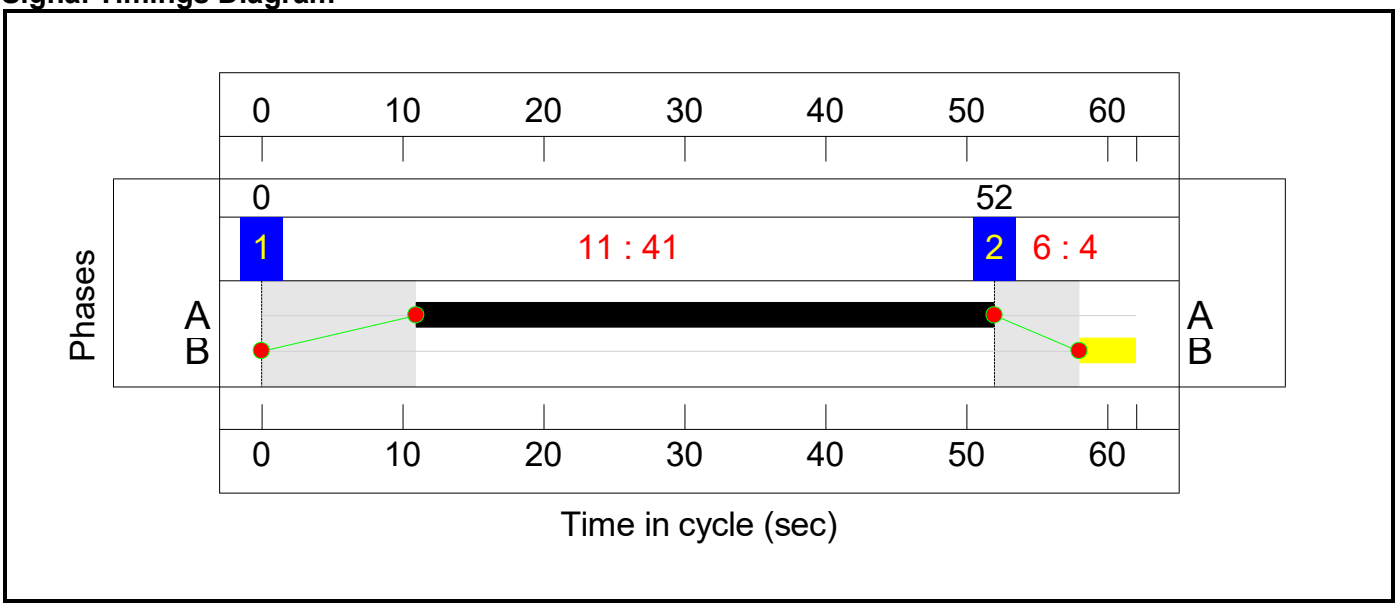
Stage Sequence Diagram



Stage Timings

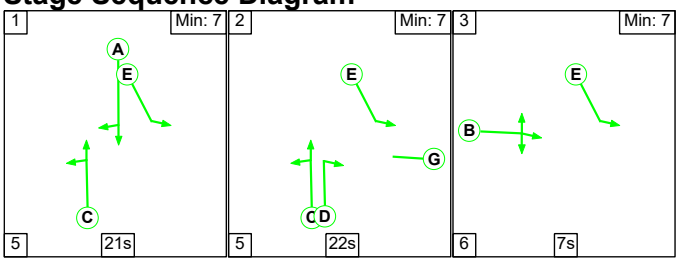
Stage	1	2
Duration	41	4
Change Point	0	52

Signal Timings Diagram



C2 - 14-0632

Stage Sequence Diagram

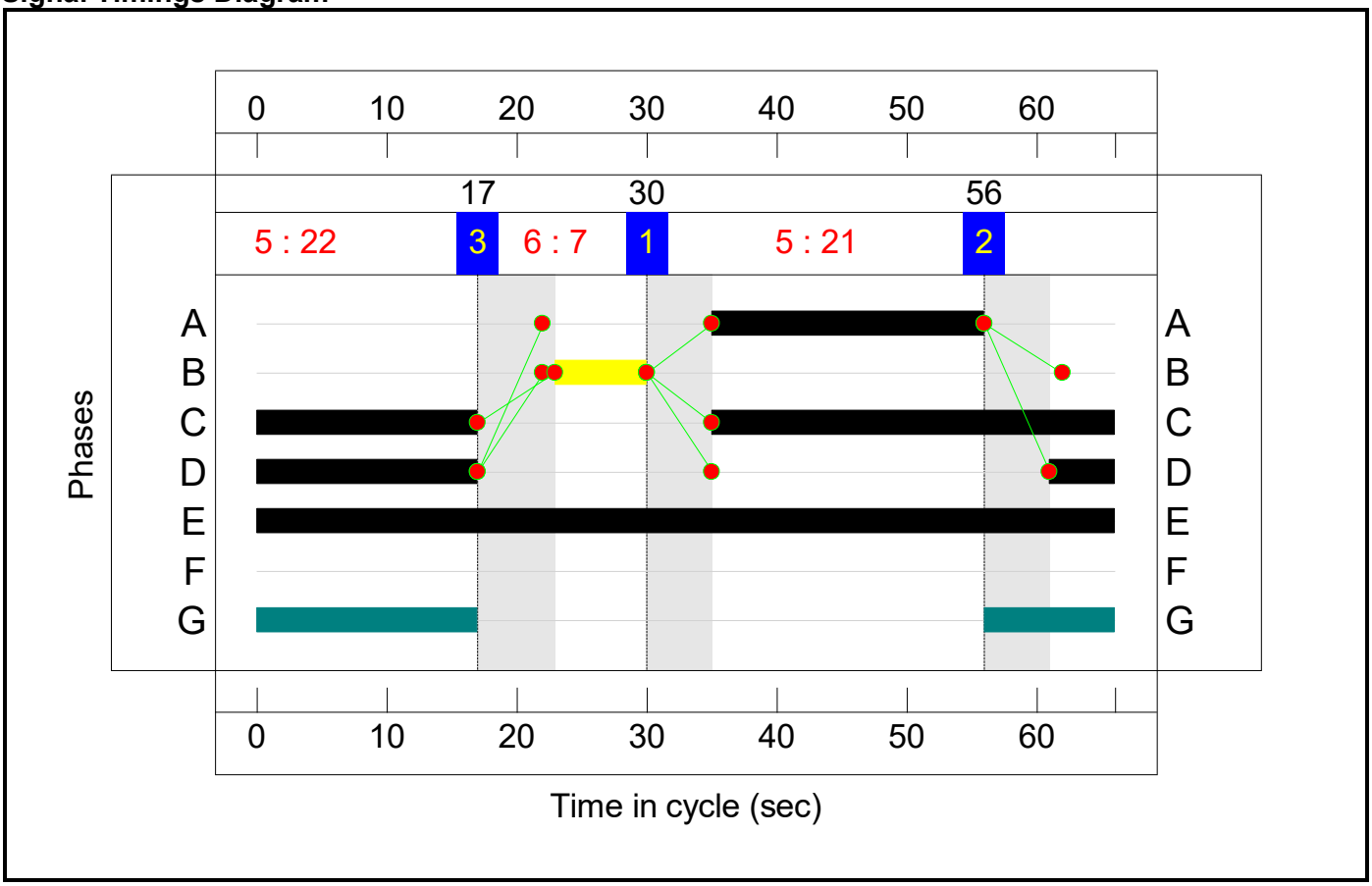


Stage Timings

Stage	1	2	3
Duration	21	22	7
Change Point	30	56	17

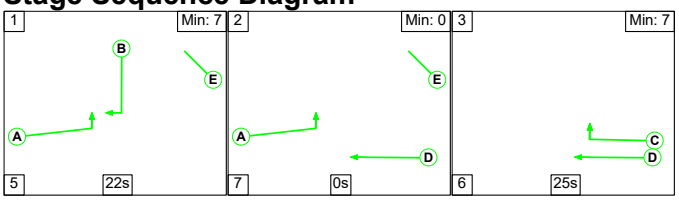
Full Input Data And Results

Signal Timings Diagram



C3 - 14-0633

Stage Sequence Diagram

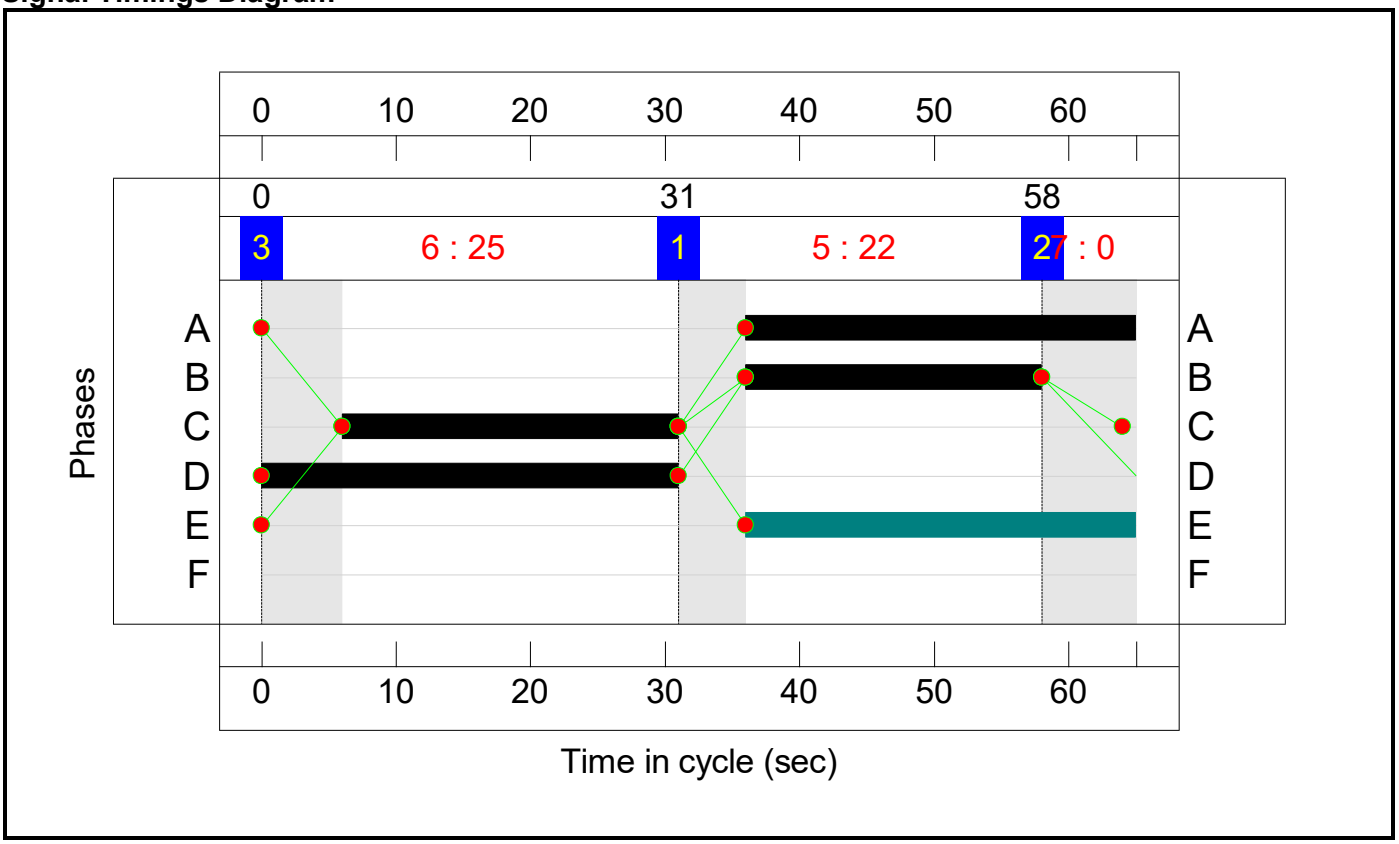


Stage Timings

Stage	1	2	3
Duration	22	0	25
Change Point	31	58	0

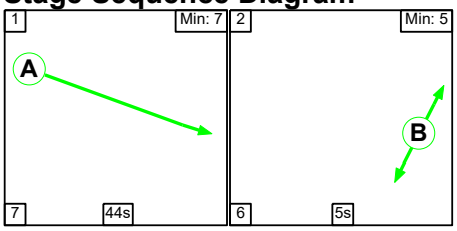
Full Input Data And Results

Signal Timings Diagram



C4 - 14-1129

Stage Sequence Diagram

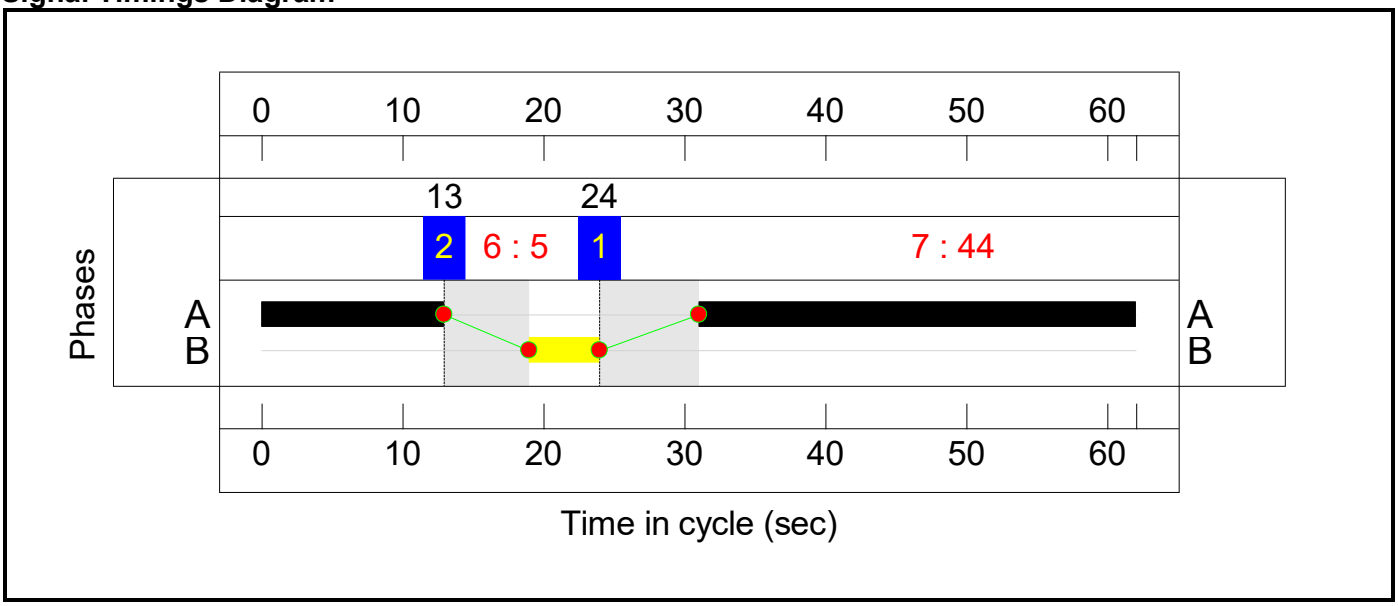


Stage Timings

Stage	1	2
Duration	44	5
Change Point	24	13

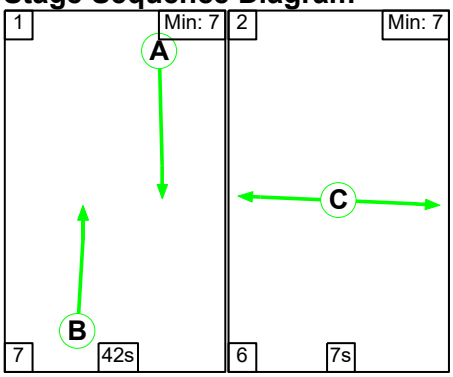
Full Input Data And Results

Signal Timings Diagram



C5 - 14-1165

Stage Sequence Diagram

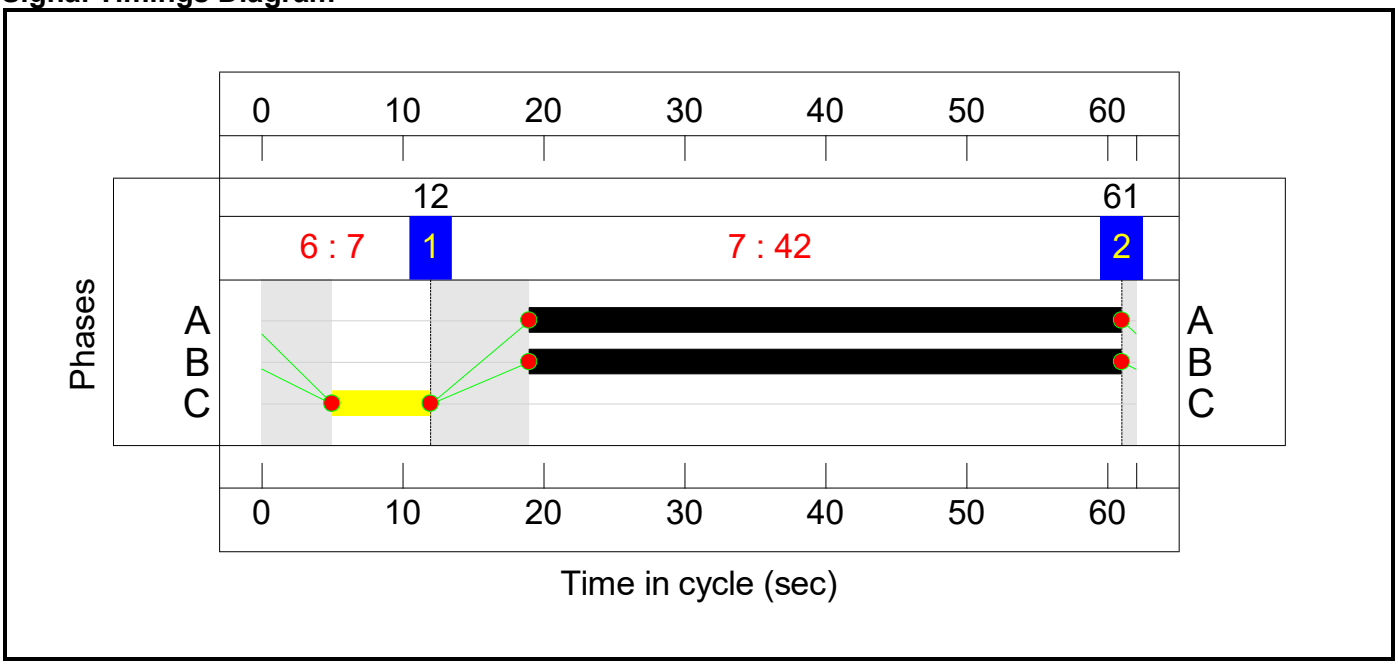


Stage Timings

Stage	1	2
Duration	42	7
Change Point	12	61

Full Input Data And Results

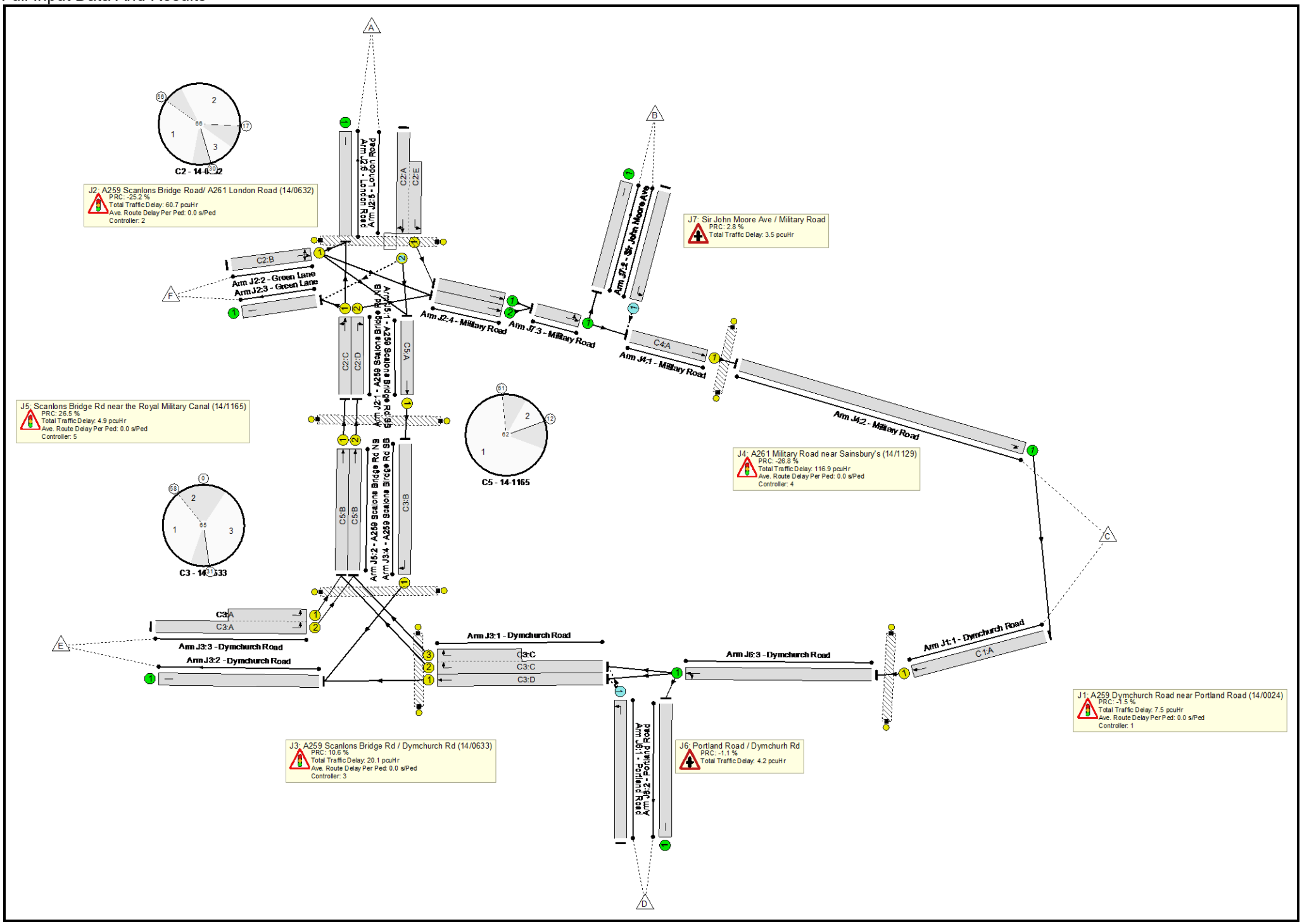
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J15 A259/ Dymchurch Rd/ Military Rd gyratory	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**114.1%**
J1: A259 Dymchurch Road near Portland Road (14/0024)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.4%**
1/1	Dymchurch Road Ahead	U	N/A	N/A	C1:A		1	41	-	1321	2061	1396	91.4%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**112.7%**
1/1	A259 Scalons Bridge Rd NB Left Ahead	U	N/A	N/A	C2:C		1	48	-	943	1846	1371	68.3%
1/2	A259 Scalons Bridge Rd NB Right	U	N/A	N/A	C2:D		1	22	-	700	1783	621	112.7%
2/1	Green Lane Right Ahead Left	U	N/A	N/A	C2:B		1	7	-	42	1763	214	19.7%
3/1	Green Lane	U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
4/1	Military Road Ahead	U	N/A	N/A	-		-	-	-	920	Inf	Inf	0.0%
4/2	Military Road Ahead	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
5/2+5/1	London Road Ahead Right Left	O+U	N/A	N/A	C2:A C2:E		1	21:66	-	1433	2051:1982	561+1006	91.5 : 91.5%
6/1	London Road	U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.4%**

Full Input Data And Results

1/1	Dymchurch Road Ahead	U	N/A	N/A	C3:D		1	31	-	794	1954	962	81.4%
1/2+1/3	Dymchurch Road Right	U	N/A	N/A	C3:C		1	25	-	670	1709:1729	672+153	80.2 : 81.2%
2/1	Dymchurch Road	U	N/A	N/A	-		-	-	-	1300	Inf	Inf	0.0%
3/2+3/1	Dymchurch Road Left	U	N/A	N/A	C3:A		1	29	-	973	1868:1732	738+509	78.0 : 78.0%
4/1	A259 Scalons Birdge Rd SB Right	U	N/A	N/A	C3:B		1	22	-	506	1774	628	80.6%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J4: A261 Military Road near Sainsbury's (14/1129)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**114.1%**
1/1	Military Road Ahead	U	N/A	N/A	C4:A		1	44	-	1704	1984	1440	114.1%
2/1	Military Road U-Turn	U	N/A	N/A	-		-	-	-	1704	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.2%**
1/1	A259 Scalons Bridge Rd SB Ahead	U	N/A	N/A	C5:A		1	42	-	506	1978	1372	36.9%
2/1	A259 Scalons Bridge Rd NB Ahead	U	N/A	N/A	C5:B		1	42	-	943	1897	1316	71.2%
2/2	A259 Scalons Bridge Rd NB Ahead	U	N/A	N/A	C5:B		1	42	-	700	2037	1413	49.5%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

J6: Portland Road / Dymchurh Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.0%**
1/1	Portland Road Left	O	N/A	N/A	-		-	-	-	395	1598	434	91.0%
2/1	Portland Road	U	N/A	N/A	-		-	-	-	252	Inf	Inf	0.0%
3/1	Dymchurch Road Ahead Left	U	N/A	N/A	-		-	-	-	1321	Inf	Inf	0.0%
J7: Sir John Moore Ave / Military Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**
1/1	Sir John Moore Ave Left	O	N/A	N/A	-		-	-	-	325	1634	371	87.5%
2/1	Sir John Moore Ave	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
3/1	Military Road Ahead Left	U	N/A	N/A	-		-	-	-	1641	Inf	Inf	0.0%

Full Input Data And Results

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: J15 A259/ Dymchurch Rd/ Military Rd gyratory	**-**	**-**	**732**	**0**	**0**	**40.6**	**177.2**	**0.0**	**217.9**	**-**	**-**	**-**	**-**
J1: A259 Dymchurch Road near Portland Road (14/0024)	**-**	**-**	**0**	**0**	**0**	**2.6**	**4.9**	**0.0**	**7.5**	**-**	**-**	**-**	**-**
1/1	1276	1276	-	-	-	2.6	4.9	-	7.5	21.2	17.8	4.9	22.7
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J2: A259 Scanlons Bridge Road/ A261 London Road (14/0632)	**-**	**-**	**12**	**0**	**0**	**11.1**	**49.6**	**0.0**	**60.7**	**-**	**-**	**-**	**-**
1/1	936	936	-	-	-	1.2	1.1	-	2.2	8.6	8.8	1.1	9.9
1/2	700	621	-	-	-	6.9	43.4	-	50.3	258.4	14.3	43.4	57.6
2/1	42	42	-	-	-	0.3	0.1	-	0.4	36.7	0.7	0.1	0.8
3/1	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	920	920	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	1433	1433	12	0	0	2.8	5.0	0.0	7.8	19.7	8.3	5.0	13.3
6/1	939	939	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J3: A259 Scanlons Bridge Rd / Dymchurch Rd (14/0633)	**-**	**-**	**0**	**0**	**0**	**12.2**	**7.9**	**0.0**	**20.1**	**-**	**-**	**-**	**-**
1/1	783	783	-	-	-	3.0	2.1	-	5.2	23.8	12.0	2.1	14.1
1/2+1/3	663	663	-	-	-	3.0	2.0	-	5.0	27.1	8.4	2.0	10.4
2/1	1289	1289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	973	973	-	-	-	3.5	1.8	-	5.3	19.5	8.0	1.8	9.8
4/1	506	506	-	-	-	2.7	2.0	-	4.7	33.3	8.2	2.0	10.2

Full Input Data And Results

Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J4: A261 Military Road near Sainsbury's (14/1129)	**-**	**-**	**0**	**0**	**0**	**11.3**	**105.6**	**0.0**	**116.9**	**-**	**-**	**-**	**-**
1/1	1643	1440	-	-	-	11.3	105.6	-	116.9	256.1	31.8	105.6	137.4
2/1	1440	1440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J5: Scanlons Bridge Rd near the Royal Military Canal (14/1165)	**-**	**-**	**0**	**0**	**0**	**2.9**	**2.0**	**0.0**	**4.9**	**-**	**-**	**-**	**-**
1/1	506	506	-	-	-	0.6	0.3	-	0.8	6.0	3.5	0.3	3.8
2/1	936	936	-	-	-	1.5	1.2	-	2.7	10.5	9.6	1.2	10.8
2/2	700	700	-	-	-	0.9	0.5	-	1.4	7.0	5.4	0.5	5.9
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J6: Portland Road / Dymchurh Rd	**-**	**-**	**395**	**0**	**0**	**0.0**	**4.2**	**0.0**	**4.2**	**-**	**-**	**-**	**-**
1/1	395	395	395	0	0	0.0	4.2	-	4.2	37.8	0.0	4.2	4.2
2/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1276	1276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J7: Sir John Moore Ave / Military Road	**-**	**-**	**325**	**0**	**0**	**0.4**	**3.1**	**0.0**	**3.5**	**-**	**-**	**-**	**-**
1/1	325	325	325	0	0	0.4	3.1	-	3.5	38.8	4.3	3.1	7.4
2/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1562	1562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - 14-0024	PRC for Signalled Lanes (%):	-1.5	Total Delay for Signalled Lanes (pcuHr):	7.52	Cycle Time (s):	62
C2 - 14-0632	PRC for Signalled Lanes (%):	-25.2	Total Delay for Signalled Lanes (pcuHr):	60.73	Cycle Time (s):	66
C3 - 14-0633	PRC for Signalled Lanes (%):	10.6	Total Delay for Signalled Lanes (pcuHr):	20.14	Cycle Time (s):	65
C4 - 14-1129	PRC for Signalled Lanes (%):	-26.8	Total Delay for Signalled Lanes (pcuHr):	116.89	Cycle Time (s):	62
C5 - 14-1165	PRC for Signalled Lanes (%):	26.5	Total Delay for Signalled Lanes (pcuHr):	4.92	Cycle Time (s):	62
	PRC Over All Lanes (%):	-26.8	Total Delay Over All Lanes(pcuHr):	217.85		

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J10_A20_Ashford Rd.j11

[redacted]

Report generation date: 17/09/2026 09:38:06

»2025 | | AM
»2025 | | PM
»2055 | DM | AM
»2055 | DM | PM
»2055 | DS | AM
»2055 | DS | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025					
Stream B-AC	0.5	8.08	0.32	0.6	8.63	0.38
Stream C-B	0.0	0.00	0.00	0.0	0.00	0.00
	2055 - DM					
Stream B-AC	1.9	19.41	0.66	1.1	14.44	0.52
Stream C-B	0.0	0.00	0.00	0.0	0.00	0.00
	2055 - DS					
Stream B-AC	6.3	62.95	0.89	1.7	21.96	0.64
Stream C-B	0.0	0.00	0.00	0.0	0.00	0.00

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

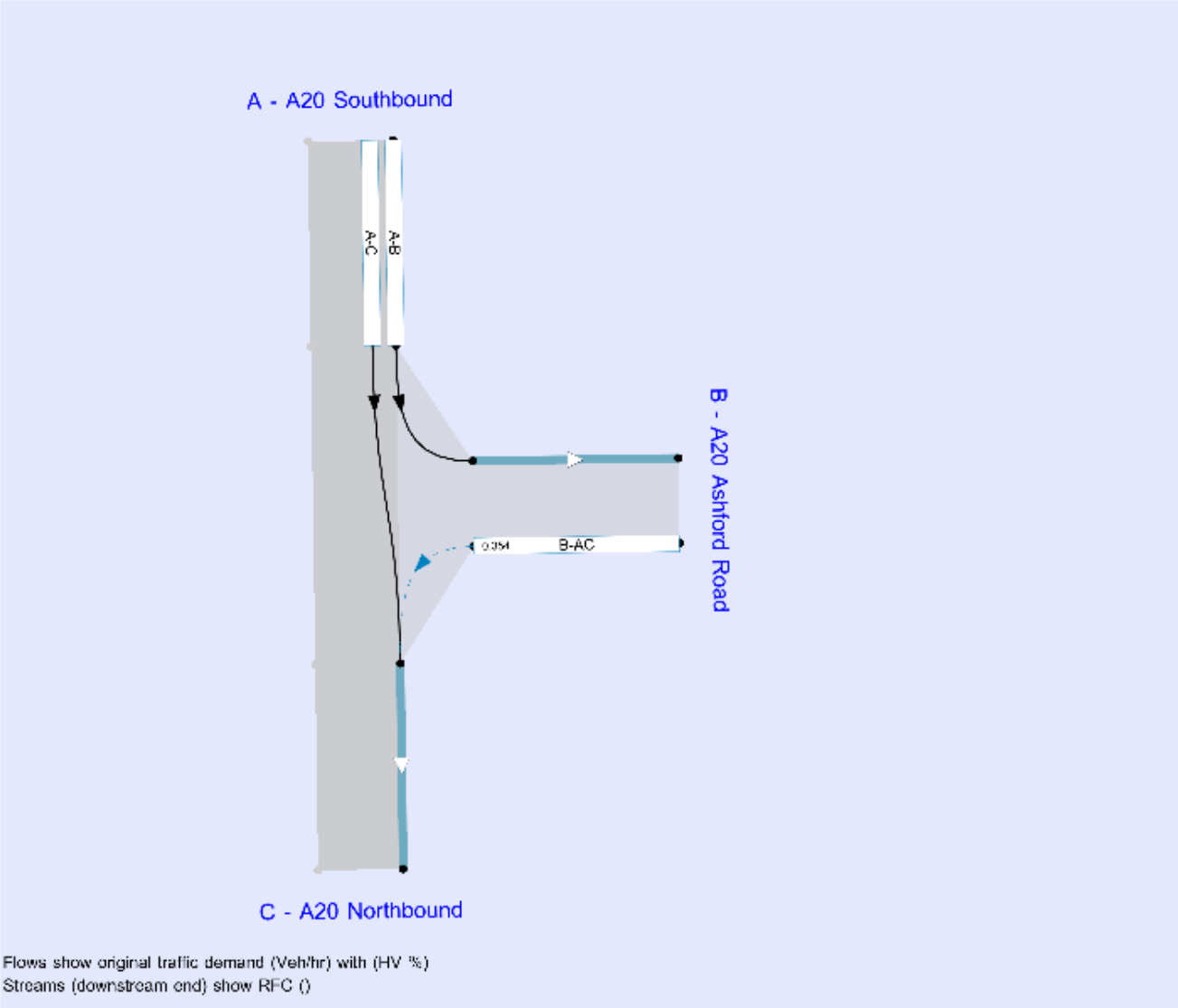
File summary

File Description

Title	J17 Otterpool Park_Base Model
Location	A20 Ashford Road - A20 - M20Junction 11
Site number	
Date	19/06/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018		AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D15,D16,D17,D18,D19,D20	100.000	100.000

2025 | | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Two-way	Exit Only		1.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.14	A

Arms

Arms

Arm	Name	Description	Arm type
A	A20 Southbound		Major
B	A20 Ashford Road		Minor
C	A20 Northbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A20 Northbound	7.44	✓	3.44				

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 - A20 Ashford Road	One lane	5.00	100	88

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	717	0.114	0.287	0.181	0.410
B-C	815	0.077	0.194	-	-
C-B	678	0.204	0.204	-	-

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	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2025	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Southbound		ONE HOUR	✓	779	100.000
B - A20 Ashford Road		ONE HOUR	✓	187	100.000
C - A20 Northbound		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0	779	0
	B - A20 Ashford Road	0	0	187
	C - A20 Northbound	0	0	0

Proportions

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0.00	1.00	0.00
	B - A20 Ashford Road	0.00	0.00	1.00
	C - A20 Northbound	0.33	0.33	0.33

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0	60	0
	B - A20 Ashford Road	31	0	9
	C - A20 Northbound	9	0	0

Average PCU Per Veh

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	1.000	1.600	1.000
	B - A20 Ashford Road	1.310	1.000	1.090
	C - A20 Northbound	1.090	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Southbound	07:45-08:00	586	938
	08:00-08:15	700	1120
	08:15-08:30	858	1372
	08:30-08:45	858	1372
	08:45-09:00	700	1120
	09:00-09:15	586	938
B - A20 Ashford Road	07:45-08:00	141	153
	08:00-08:15	168	183
	08:15-08:30	206	224
	08:30-08:45	206	224
	08:45-09:00	168	183
	09:00-09:15	141	153
C - A20 Northbound	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.32	8.08	0.5	A	172	257
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					715	1072
A-C					0	0

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	141	35	0.00	682	0.206	140	0.0	0.3	6.627	A
C-A	0	0	0.00			0				
C-B	0	0	0.00	487	0.000	0	0.0	0.0	0.000	A
A-B	586	147	0.00			586				
A-C	0	0	0.00			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	168	42	0.00	669	0.251	168	0.3	0.3	7.175	A
C-A	0	0	0.00			0				
C-B	0	0	0.00	450	0.000	0	0.0	0.0	0.000	A
A-B	700	175	0.00			700				
A-C	0	0	0.00			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	206	51	0.00	651	0.316	205	0.3	0.5	8.061	A
C-A	0	0	0.00			0				
C-B	0	0	0.00	399	0.000	0	0.0	0.0	0.000	A
A-B	858	214	0.00			858				
A-C	0	0	0.00			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	206	51	0.00	651	0.316	206	0.5	0.5	8.078	A
C-A	0	0	0.00			0				
C-B	0	0	0.00	399	0.000	0	0.0	0.0	0.000	A
A-B	858	214	0.00			858				
A-C	0	0	0.00			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	168	42	0.00	669	0.251	169	0.5	0.3	7.197	A
C-A	0	0	0.00			0				
C-B	0	0	0.00	450	0.000	0	0.0	0.0	0.000	A
A-B	700	175	0.00			700				
A-C	0	0	0.00			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	141	35	0.00	682	0.206	141	0.3	0.3	6.658	A
C-A	0	0	0.00			0				
C-B	0	0	0.00	487	0.000	0	0.0	0.0	0.000	A
A-B	586	147	0.00			586				
A-C	0	0	0.00			0				

2025 | | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Two-way	Exit Only		1.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.53	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2025	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Southbound		ONE HOUR	✓	883	100.000
B - A20 Ashford Road		ONE HOUR	✓	231	100.000
C - A20 Northbound		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0	883	0
	B - A20 Ashford Road	0	0	231
	C - A20 Northbound	0	0	0

Proportions

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0.00	1.00	0.00
	B - A20 Ashford Road	0.00	0.00	1.00
	C - A20 Northbound	0.33	0.33	0.33

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0	30	0
	B - A20 Ashford Road	19	0	7
	C - A20 Northbound	8	0	0

Average PCU Per Veh

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	1.000	1.300	1.000
	B - A20 Ashford Road	1.190	1.000	1.070
	C - A20 Northbound	1.080	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Southbound	16:45-17:00	665	864
	17:00-17:15	794	1032
	17:15-17:30	972	1264
	17:30-17:45	972	1264
	17:45-18:00	794	1032
	18:00-18:15	665	864
B - A20 Ashford Road	16:45-17:00	174	186
	17:00-17:15	208	222
	17:15-17:30	254	272
	17:30-17:45	254	272
	17:45-18:00	208	222
	18:00-18:15	174	186
C - A20 Northbound	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	8.63	0.6	A	212	318
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					810	1215
A-C					0	0

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	43	0.00	700	0.248	173	0.0	0.3	6.809	A
C-A	0	0	0.00			0				
C-B	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
A-B	665	166	0.00			665				
A-C	0	0	0.00			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	208	52	0.00	688	0.302	207	0.3	0.4	7.481	A
C-A	0	0	0.00			0				
C-B	0	0	0.00	468	0.000	0	0.0	0.0	0.000	A
A-B	794	198	0.00			794				
A-C	0	0	0.00			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	254	64	0.00	671	0.379	254	0.4	0.6	8.602	A
C-A	0	0	0.00			0				
C-B	0	0	0.00	421	0.000	0	0.0	0.0	0.000	A
A-B	972	243	0.00			972				
A-C	0	0	0.00			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	254	64	0.00	671	0.379	254	0.6	0.6	8.630	A
C-A	0	0	0.00			0				
C-B	0	0	0.00	421	0.000	0	0.0	0.0	0.000	A
A-B	972	243	0.00			972				
A-C	0	0	0.00			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	208	52	0.00	688	0.302	208	0.6	0.4	7.517	A
C-A	0	0	0.00			0				
C-B	0	0	0.00	468	0.000	0	0.0	0.0	0.000	A
A-B	794	198	0.00			794				
A-C	0	0	0.00			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	43	0.00	700	0.248	174	0.4	0.3	6.854	A
C-A	0	0	0.00			0				
C-B	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
A-B	665	166	0.00			665				
A-C	0	0	0.00			0				

2055 | DM | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Two-way	Exit Only		3.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2055	DM	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Southbound		ONE HOUR	✓	1299	100.000
B - A20 Ashford Road		ONE HOUR	✓	329	100.000
C - A20 Northbound		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0	271	1028
	B - A20 Ashford Road	0	0	329
	C - A20 Northbound	0	0	0

Proportions

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0.00	0.21	0.79
	B - A20 Ashford Road	0.00	0.00	1.00
	C - A20 Northbound	0.33	0.33	0.33

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0	4	4
	B - A20 Ashford Road	0	0	3
	C - A20 Northbound	0	0	0

Average PCU Per Veh

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	1.000	1.039	1.035
	B - A20 Ashford Road	1.000	1.000	1.032
	C - A20 Northbound	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Southbound	07:45-08:00	978	1013
	08:00-08:15	1168	1210
	08:15-08:30	1430	1482
	08:30-08:45	1430	1482
	08:45-09:00	1168	1210
	09:00-09:15	978	1013
B - A20 Ashford Road	07:45-08:00	248	256
	08:00-08:15	296	305
	08:15-08:30	362	374
	08:30-08:45	362	374
	08:45-09:00	296	305
	09:00-09:15	248	256
C - A20 Northbound	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.66	19.41	1.9	C	302	453
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					249	373
A-C					943	1415

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	248	62	0.00	624	0.397	245	0.0	0.6	9.442	A
C-A	0	0	0.00			0				
C-B	0	0	0.00	472	0.000	0	0.0	0.0	0.000	A
A-B	204	51	0.00			204				
A-C	774	193	0.00			774				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	296	74	0.00	592	0.500	294	0.6	1.0	12.062	B
C-A	0	0	0.00			0				
C-B	0	0	0.00	432	0.000	0	0.0	0.0	0.000	A
A-B	244	61	0.00			244				
A-C	924	231	0.00			924				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	362	91	0.00	547	0.662	359	1.0	1.9	18.774	C
C-A	0	0	0.00			0				
C-B	0	0	0.00	376	0.000	0	0.0	0.0	0.000	A
A-B	298	75	0.00			298				
A-C	1132	283	0.00			1132				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	362	91	0.00	547	0.662	362	1.9	1.9	19.408	C
C-A	0	0	0.00			0				
C-B	0	0	0.00	376	0.000	0	0.0	0.0	0.000	A
A-B	298	75	0.00			298				
A-C	1132	283	0.00			1132				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	296	74	0.00	592	0.500	299	1.9	1.0	12.457	B
C-A	0	0	0.00			0				
C-B	0	0	0.00	432	0.000	0	0.0	0.0	0.000	A
A-B	244	61	0.00			244				
A-C	924	231	0.00			924				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	248	62	0.00	624	0.397	249	1.0	0.7	9.644	A
C-A	0	0	0.00			0				
C-B	0	0	0.00	472	0.000	0	0.0	0.0	0.000	A
A-B	204	51	0.00			204				
A-C	774	193	0.00			774				

2055 | DM | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Two-way	Exit Only		2.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.14	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2055	DM	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Southbound		ONE HOUR	✓	1446	100.000
B - A20 Ashford Road		ONE HOUR	✓	248	100.000
C - A20 Northbound		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0	314	1132
	B - A20 Ashford Road	0	0	248
	C - A20 Northbound	0	0	0

Proportions

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0.00	0.22	0.78
	B - A20 Ashford Road	0.00	0.00	1.00
	C - A20 Northbound	0.33	0.33	0.33

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0	3	2
	B - A20 Ashford Road	0	0	4
	C - A20 Northbound	0	0	0

Average PCU Per Veh

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	1.000	1.026	1.020
	B - A20 Ashford Road	1.000	1.000	1.038
	C - A20 Northbound	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Southbound	16:45-17:00	1089	1112
	17:00-17:15	1300	1327
	17:15-17:30	1592	1626
	17:30-17:45	1592	1626
	17:45-18:00	1300	1327
	18:00-18:15	1089	1112
B - A20 Ashford Road	16:45-17:00	187	194
	17:00-17:15	223	231
	17:15-17:30	273	283
	17:30-17:45	273	283
	17:45-18:00	223	231
	18:00-18:15	187	194
C - A20 Northbound	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.52	14.44	1.1	B	228	341
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					288	432
A-C					1039	1558

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	187	47	0.00	606	0.308	185	0.0	0.4	8.525	A
C-A	0	0	0.00			0				
C-B	0	0	0.00	452	0.000	0	0.0	0.0	0.000	A
A-B	236	59	0.00			236				
A-C	852	213	0.00			852				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	223	56	0.00	571	0.391	222	0.4	0.6	10.312	B
C-A	0	0	0.00			0				
C-B	0	0	0.00	408	0.000	0	0.0	0.0	0.000	A
A-B	282	71	0.00			282				
A-C	1018	254	0.00			1018				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	273	68	0.00	522	0.523	271	0.6	1.1	14.254	B
C-A	0	0	0.00			0				
C-B	0	0	0.00	347	0.000	0	0.0	0.0	0.000	A
A-B	346	86	0.00			346				
A-C	1246	312	0.00			1246				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	273	68	0.00	522	0.523	273	1.1	1.1	14.437	B
C-A	0	0	0.00			0				
C-B	0	0	0.00	347	0.000	0	0.0	0.0	0.000	A
A-B	346	86	0.00			346				
A-C	1246	312	0.00			1246				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	223	56	0.00	571	0.391	225	1.1	0.7	10.458	B
C-A	0	0	0.00			0				
C-B	0	0	0.00	408	0.000	0	0.0	0.0	0.000	A
A-B	282	71	0.00			282				
A-C	1018	254	0.00			1018				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	187	47	0.00	606	0.308	188	0.7	0.5	8.630	A
C-A	0	0	0.00			0				
C-B	0	0	0.00	452	0.000	0	0.0	0.0	0.000	A
A-B	236	59	0.00			236				
A-C	852	213	0.00			852				

2055 | DS | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Two-way	Exit Only		10.10	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.10	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2055	DS	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Southbound		ONE HOUR	✓	1856	100.000
B - A20 Ashford Road		ONE HOUR	✓	353	100.000
C - A20 Northbound		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0	299	1557
	B - A20 Ashford Road	0	0	353
	C - A20 Northbound	0	0	0

Proportions

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0.00	0.16	0.84
	B - A20 Ashford Road	0.00	0.00	1.00
	C - A20 Northbound	0.33	0.33	0.33

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0	4	2
	B - A20 Ashford Road	0	0	3
	C - A20 Northbound	0	0	0

Average PCU Per Veh

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	1.000	1.035	1.023
	B - A20 Ashford Road	1.000	1.000	1.030
	C - A20 Northbound	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Southbound	07:45-08:00	1397	1432
	08:00-08:15	1669	1711
	08:15-08:30	2043	2095
	08:30-08:45	2043	2095
	08:45-09:00	1669	1711
	09:00-09:15	1397	1432
B - A20 Ashford Road	07:45-08:00	266	274
	08:00-08:15	317	327
	08:15-08:30	389	400
	08:30-08:45	389	400
	08:45-09:00	317	327
	09:00-09:15	266	274
C - A20 Northbound	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.89	62.95	6.3	F	324	486
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					274	412
A-C					1429	2143

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	266	66	0.00	549	0.484	262	0.0	0.9	12.417	B
C-A	0	0	0.00			0				
C-B	0	0	0.00	386	0.000	0	0.0	0.0	0.000	A
A-B	225	56	0.00			225				
A-C	1172	293	0.00			1172				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	317	79	0.00	501	0.633	314	0.9	1.6	18.960	C
C-A	0	0	0.00			0				
C-B	0	0	0.00	330	0.000	0	0.0	0.0	0.000	A
A-B	269	67	0.00			269				
A-C	1400	350	0.00			1400				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	389	97	0.00	436	0.891	374	1.6	5.4	48.826	E
C-A	0	0	0.00			0				
C-B	0	0	0.00	251	0.000	0	0.0	0.0	0.000	A
A-B	329	82	0.00			329				
A-C	1714	429	0.00			1714				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	389	97	0.00	436	0.891	385	5.4	6.3	62.949	F
C-A	0	0	0.00			0				
C-B	0	0	0.00	251	0.000	0	0.0	0.0	0.000	A
A-B	329	82	0.00			329				
A-C	1714	429	0.00			1714				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	317	79	0.00	501	0.633	335	6.3	1.8	23.679	C
C-A	0	0	0.00			0				
C-B	0	0	0.00	330	0.000	0	0.0	0.0	0.000	A
A-B	269	67	0.00			269				
A-C	1400	350	0.00			1400				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	266	66	0.00	549	0.484	269	1.8	1.0	13.039	B
C-A	0	0	0.00			0				
C-B	0	0	0.00	386	0.000	0	0.0	0.0	0.000	A
A-B	225	56	0.00			225				
A-C	1172	293	0.00			1172				

2055 | DS | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Two-way	Exit Only		2.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.82	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2055	DS	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Southbound		ONE HOUR	✓	1815	100.000
B - A20 Ashford Road		ONE HOUR	✓	262	100.000
C - A20 Northbound		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0	351	1464
	B - A20 Ashford Road	0	0	262
	C - A20 Northbound	0	0	0

Proportions

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0.00	0.19	0.81
	B - A20 Ashford Road	0.00	0.00	1.00
	C - A20 Northbound	0.33	0.33	0.33

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0	2	2
	B - A20 Ashford Road	0	0	4
	C - A20 Northbound	0	0	0

Average PCU Per Veh

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	1.000	1.023	1.015
	B - A20 Ashford Road	1.000	1.000	1.036
	C - A20 Northbound	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Southbound	16:45-17:00	1366	1389
	17:00-17:15	1632	1659
	17:15-17:30	1998	2032
	17:30-17:45	1998	2032
	17:45-18:00	1632	1659
	18:00-18:15	1366	1389
B - A20 Ashford Road	16:45-17:00	197	204
	17:00-17:15	236	244
	17:15-17:30	288	299
	17:30-17:45	288	299
	17:45-18:00	236	244
	18:00-18:15	197	204
C - A20 Northbound	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.64	21.96	1.7	C	240	361
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					322	483
A-C					1343	2015

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	197	49	0.00	558	0.354	195	0.0	0.5	9.869	A
C-A	0	0	0.00			0				
C-B	0	0	0.00	395	0.000	0	0.0	0.0	0.000	A
A-B	264	66	0.00			264				
A-C	1102	276	0.00			1102				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	236	59	0.00	513	0.459	234	0.5	0.8	12.852	B
C-A	0	0	0.00			0				
C-B	0	0	0.00	340	0.000	0	0.0	0.0	0.000	A
A-B	316	79	0.00			316				
A-C	1316	329	0.00			1316				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	288	72	0.00	452	0.639	285	0.8	1.7	21.192	C
C-A	0	0	0.00			0				
C-B	0	0	0.00	264	0.000	0	0.0	0.0	0.000	A
A-B	386	97	0.00			386				
A-C	1612	403	0.00			1612				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	288	72	0.00	452	0.639	288	1.7	1.7	21.960	C
C-A	0	0	0.00			0				
C-B	0	0	0.00	264	0.000	0	0.0	0.0	0.000	A
A-B	386	97	0.00			386				
A-C	1612	403	0.00			1612				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	236	59	0.00	513	0.459	239	1.7	0.9	13.277	B
C-A	0	0	0.00			0				
C-B	0	0	0.00	340	0.000	0	0.0	0.0	0.000	A
A-B	316	79	0.00			316				
A-C	1316	329	0.00			1316				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	197	49	0.00	558	0.354	199	0.9	0.6	10.055	B
C-A	0	0	0.00			0				
C-B	0	0	0.00	395	0.000	0	0.0	0.0	0.000	A
A-B	264	66	0.00			264				
A-C	1102	276	0.00			1102				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J10 A20 Ashford Rd.j11

[redacted]

Report generation date: 17/09/2026 10:40:36

»2055 | DS VM | AM
»2055 | DS VM | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2055 - DS VM					
Stream B-AC	8.3	81.41	0.93	1.9	24.58	0.67
Stream C-B	0.0	0.00	0.00	0.0	0.00	0.00

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

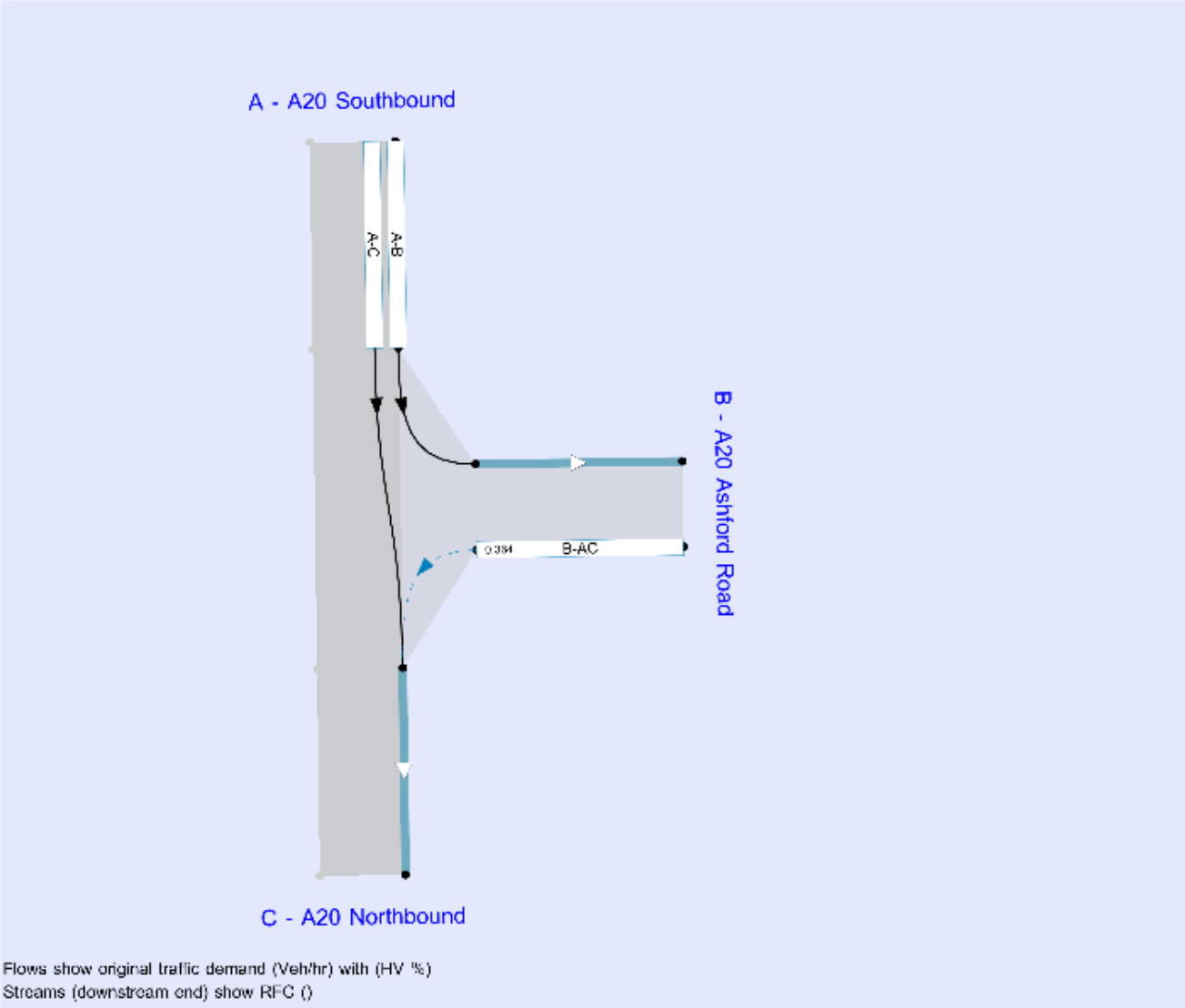
File summary

File Description

Title	J17 Otterpool Park_Base Model
Location	A20 Ashford Road - A20 - M20Junction 11
Site number	
Date	19/06/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018		AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS VM	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS VM	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D19,D20	100.000	100.000

2055 | DS VM | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Two-way	Exit Only		12.73	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.73	B

Arms

Arms

Arm	Name	Description	Arm type
A	A20 Southbound		Major
B	A20 Ashford Road		Minor
C	A20 Northbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A20 Northbound	7.44	✓	3.44				

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 - A20 Ashford Road	One lane	5.00	100	88

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	717	0.114	0.287	0.181	0.410
B-C	815	0.077	0.194	-	-
C-B	678	0.204	0.204	-	-

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	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2055	DS VM	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Southbound		ONE HOUR	✓	1931	100.000
B - A20 Ashford Road		ONE HOUR	✓	356	100.000
C - A20 Northbound		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0	302	1629
	B - A20 Ashford Road	0	0	356
	C - A20 Northbound	0	0	0

Proportions

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0.00	0.16	0.84
	B - A20 Ashford Road	0.00	0.00	1.00
	C - A20 Northbound	0.33	0.33	0.33

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0	3	2
	B - A20 Ashford Road	0	0	3
	C - A20 Northbound	0	0	0

Average PCU Per Veh

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	1.000	1.035	1.022
	B - A20 Ashford Road	1.000	1.000	1.030
	C - A20 Northbound	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Southbound	07:45-08:00	1454	1489
	08:00-08:15	1736	1778
	08:15-08:30	2126	2178
	08:30-08:45	2126	2178
	08:45-09:00	1736	1778
	09:00-09:15	1454	1489
B - A20 Ashford Road	07:45-08:00	268	276
	08:00-08:15	320	329
	08:15-08:30	392	404
	08:30-08:45	392	404
	08:45-09:00	320	329
	09:00-09:15	268	276
C - A20 Northbound	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.93	81.41	8.3	F	327	490
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					277	416
A-C					1495	2242

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	268	67	0.00	538	0.498	264	0.0	1.0	12.955	B
C-A	0	0	0.00			0				
C-B	0	0	0.00	375	0.000	0	0.0	0.0	0.000	A
A-B	227	57	0.00			227				
A-C	1226	307	0.00			1226				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	320	80	0.00	489	0.654	317	1.0	1.8	20.491	C
C-A	0	0	0.00			0				
C-B	0	0	0.00	316	0.000	0	0.0	0.0	0.000	A
A-B	271	68	0.00			271				
A-C	1464	366	0.00			1464				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	392	98	0.00	421	0.931	372	1.8	6.7	58.451	F
C-A	0	0	0.00			0				
C-B	0	0	0.00	234	0.000	0	0.0	0.0	0.000	A
A-B	333	83	0.00			333				
A-C	1794	448	0.00			1794				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	392	98	0.00	421	0.931	386	6.7	8.3	81.407	F
C-A	0	0	0.00			0				
C-B	0	0	0.00	234	0.000	0	0.0	0.0	0.000	A
A-B	333	83	0.00			333				
A-C	1794	448	0.00			1794				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	320	80	0.00	489	0.654	345	8.3	2.0	28.613	D
C-A	0	0	0.00			0				
C-B	0	0	0.00	316	0.000	0	0.0	0.0	0.000	A
A-B	271	68	0.00			271				
A-C	1464	366	0.00			1464				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	268	67	0.00	538	0.498	272	2.0	1.0	13.710	B
C-A	0	0	0.00			0				
C-B	0	0	0.00	375	0.000	0	0.0	0.0	0.000	A
A-B	227	57	0.00			227				
A-C	1226	307	0.00			1226				

2055 | DS VM | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Two-way	Exit Only		3.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.07	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2055	DS VM	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Southbound		ONE HOUR	✓	1889	100.000
B - A20 Ashford Road		ONE HOUR	✓	265	100.000
C - A20 Northbound		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0	356	1533
	B - A20 Ashford Road	0	0	265
	C - A20 Northbound	0	0	0

Proportions

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0.00	0.19	0.81
	B - A20 Ashford Road	0.00	0.00	1.00
	C - A20 Northbound	0.33	0.33	0.33

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	0	2	1
	B - A20 Ashford Road	0	0	4
	C - A20 Northbound	0	0	0

Average PCU Per Veh

		To		
		A - A20 Southbound	B - A20 Ashford Road	C - A20 Northbound
From	A - A20 Southbound	1.000	1.023	1.014
	B - A20 Ashford Road	1.000	1.000	1.035
	C - A20 Northbound	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Southbound	16:45-17:00	1422	1445
	17:00-17:15	1698	1725
	17:15-17:30	2080	2113
	17:30-17:45	2080	2113
	17:45-18:00	1698	1725
	18:00-18:15	1422	1445
B - A20 Ashford Road	16:45-17:00	200	207
	17:00-17:15	238	247
	17:15-17:30	292	302
	17:30-17:45	292	302
	17:45-18:00	238	247
	18:00-18:15	200	207
C - A20 Northbound	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.67	24.58	1.9	C	243	365
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					327	490
A-C					1407	2110

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	548	0.364	197	0.0	0.6	10.199	B
C-A	0	0	0.00			0				
C-B	0	0	0.00	384	0.000	0	0.0	0.0	0.000	A
A-B	268	67	0.00			268				
A-C	1154	289	0.00			1154				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	60	0.00	502	0.475	237	0.6	0.9	13.540	B
C-A	0	0	0.00			0				
C-B	0	0	0.00	327	0.000	0	0.0	0.0	0.000	A
A-B	320	80	0.00			320				
A-C	1378	345	0.00			1378				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	292	73	0.00	437	0.667	288	0.9	1.9	23.490	C
C-A	0	0	0.00			0				
C-B	0	0	0.00	248	0.000	0	0.0	0.0	0.000	A
A-B	392	98	0.00			392				
A-C	1688	422	0.00			1688				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	292	73	0.00	437	0.667	292	1.9	1.9	24.582	C
C-A	0	0	0.00			0				
C-B	0	0	0.00	248	0.000	0	0.0	0.0	0.000	A
A-B	392	98	0.00			392				
A-C	1688	422	0.00			1688				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	60	0.00	502	0.475	242	1.9	0.9	14.087	B
C-A	0	0	0.00			0				
C-B	0	0	0.00	327	0.000	0	0.0	0.0	0.000	A
A-B	320	80	0.00			320				
A-C	1378	345	0.00			1378				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	548	0.364	201	0.9	0.6	10.412	B
C-A	0	0	0.00			0				
C-B	0	0	0.00	384	0.000	0	0.0	0.0	0.000	A
A-B	268	67	0.00			268				
A-C	1154	289	0.00			1154				

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: J11_M20 Junction13_Castle hill Interchange.j11

[redacted]

Report generation date: 17/09/2026 09:43:21

»2025 | | AM
»2025 | | PM
»2055 | DM | AM
»2055 | DM | PM
»2055 | DS High Vision | AM
»2055 | DS High Vision | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2025					
A - M20 Westbound Entry Only	5.0	26.63	0.85	0.9	7.73	0.49
B - Churchill Avenue	2.9	10.20	0.74	1.8	6.21	0.65
C - Cherry Garden Avenue	2.1	9.66	0.67	2.4	11.13	0.71
E - A20 Castle Hill Bridge	2.7	9.66	0.73	2.3	8.29	0.70
	2055 - DM					
A - M20 Westbound Entry Only	132.6	525.81	1.42	14.0	81.45	0.99
B - Churchill Avenue	21.8	58.21	0.99	6.3	17.35	0.87
C - Cherry Garden Avenue	8.1	34.27	0.91	11.1	47.01	0.94
E - A20 Castle Hill Bridge	11.3	33.85	0.93	16.3	44.56	0.97
	2055 - DS High Vision					
A - M20 Westbound Entry Only	159.1	705.65	1.54	20.8	116.62	1.04
B - Churchill Avenue	43.5	99.40	1.04	10.1	26.29	0.92
C - Cherry Garden Avenue	16.8	66.78	0.98	25.6	96.45	1.02
E - A20 Castle Hill Bridge	26.6	69.07	1.00	42.0	94.82	1.03

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.

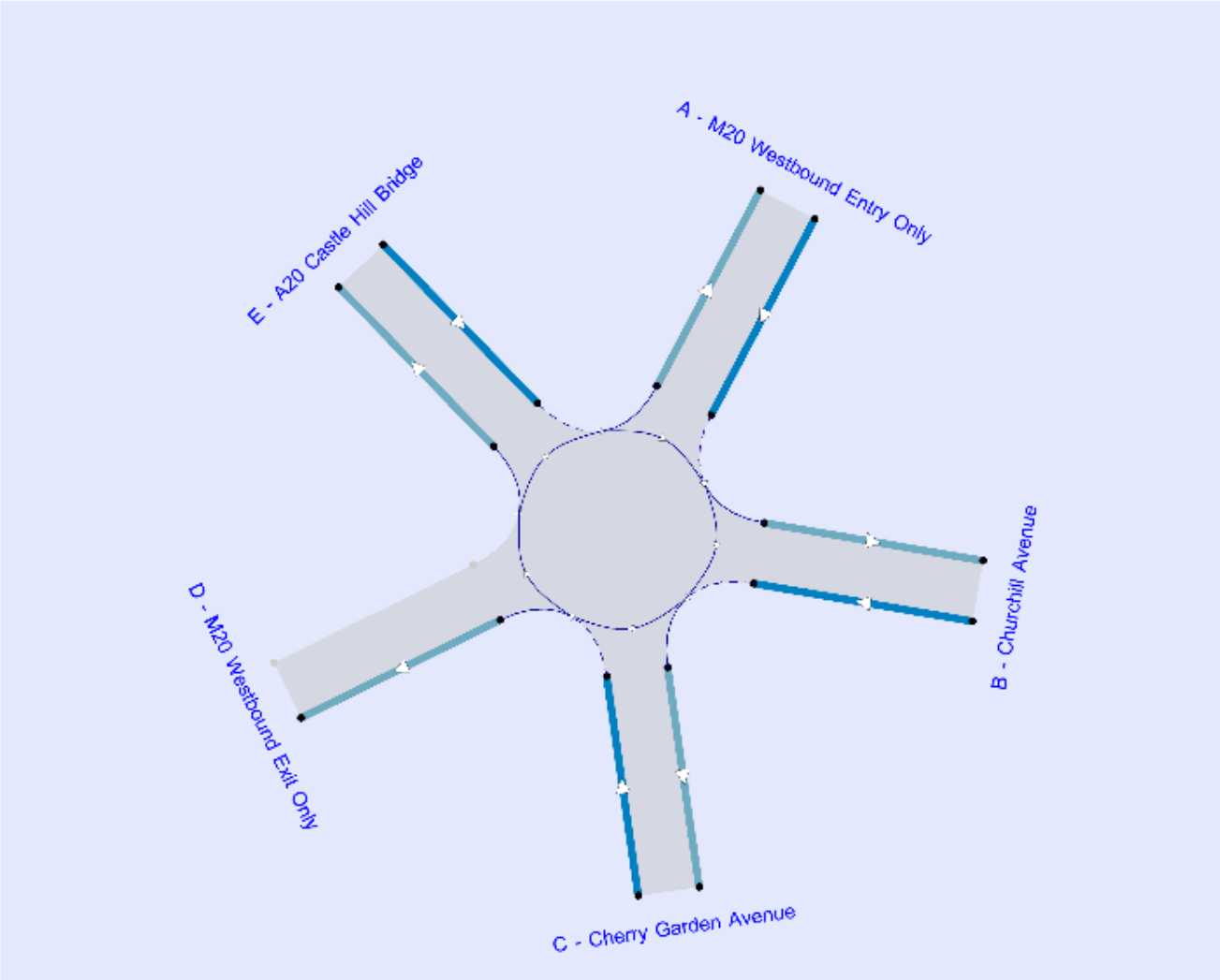
File summary

File Description

Title	J21A Otterpool Park_Base Model AM PEAK
Location	J21A M20 J13-Castle hill Interchange
Site number	
Date	27/06/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
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	-Hour	perHour



Flows show original traffic demand (PCU/hr) with (HV %)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓					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)	Locked	Run automatically
D1	2018		AM	ONE HOUR	07:45	09:15	15		✓
D2	2018		PM	ONE HOUR	16:45	18:15	15		✓
D3	2025	(LOCAL)	AM (L)	ONE HOUR	07:45	09:15	15		✓
D4	2025	(LOCAL)	PM (L)	ONE HOUR	16:15	17:45	15		✓
D15	2025		AM	ONE HOUR	07:45	09:15	15		✓
D16	2025		PM	ONE HOUR	16:45	18:15	15		✓
D17	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓	✓
D18	2055	DM	PM	ONE HOUR	16:45	18:15	15		✓
D19	2055	DS Medium Vision	AM	ONE HOUR	07:45	09:15	15		✓
D20	2055	DS Medium Vision	PM	ONE HOUR	16:45	18:15	15		✓
D21	2055	DS High Vision	AM	ONE HOUR	07:45	09:15	15		✓
D22	2055	DS High Vision	PM	ONE HOUR	16:45	18:15	15		✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D15,D16,D17,D18,D21,D22	100.000	100.000

2025 | | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - M20 Westbound Entry Only - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - Churchill Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	12.83	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.83	B

Arms

Arms

Arm	Name	Description	No give-way line
A	M20 Westbound Entry Only		
B	Churchill Avenue		
C	Cherry Garden Avenue		
D	M20 Westbound Exit Only		
E	A20 Castle Hill Bridge		

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
A - M20 Westbound Entry Only	5.84	10.80	36.1	15.4	60.0	40.0		
B - Churchill Avenue	3.60	10.40	66.0	24.4	60.0	31.0		
C - Cherry Garden Avenue	3.65	8.18	29.6	18.4	60.0	29.0		
D - M20 Westbound Exit Only								✓
E - A20 Castle Hill Bridge	6.40	10.09	6.4	29.6	60.0	48.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
A - M20 Westbound Entry Only		
B - Churchill Avenue		
C - Cherry Garden Avenue	✓	100
D - M20 Westbound Exit Only		
E - A20 Castle Hill Bridge		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - M20 Westbound Entry Only	Direct		-745
B - Churchill Avenue	Direct		-450
C - Cherry Garden Avenue	Direct		-500
D - M20 Westbound Exit Only			
E - A20 Castle Hill Bridge	Direct		-500

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - M20 Westbound Entry Only	0.713	1930
B - Churchill Avenue	0.724	2204
C - Cherry Garden Avenue	0.613	1526
D - M20 Westbound Exit Only		
E - A20 Castle Hill Bridge	0.636	1724

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

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2025	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - M20 Westbound Entry Only		ONE HOUR	✓	655	100.000
B - Churchill Avenue		ONE HOUR	✓	945	100.000
C - Cherry Garden Avenue		ONE HOUR	✓	1127	100.000
D - M20 Westbound Exit Only					
E - A20 Castle Hill Bridge		ONE HOUR	✓	938	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - M20 Westbound Entry Only	B - Churchill Avenue	C - Cherry Garden Avenue	D - M20 Westbound Exit Only	E - A20 Castle Hill Bridge
From	A - M20 Westbound Entry Only	0	138	514	1	2
	B - Churchill Avenue	0	2	403	482	58
	C - Cherry Garden Avenue	0	403	30	420	274
	D - M20 Westbound Exit Only	0	0	0	0	0
	E - A20 Castle Hill Bridge	0	471	464	3	0

Proportions

		A - M20 Westbou Entry On
From	A - M20 Westbound Entry Only	0.00
	B - Churchill Avenue	0.00
	C - Cherry Garden Avenue	0.00
	D - M20 Westbound Exit Only	0.20
	E - A20 Castle Hill Bridge	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A - M20 Westbound Entry Only	B - Churchill Avenue	C - Cherry Garden Avenue	D - M20 Westbound Exit Only	E - A20 Castle Hill Bridge
From	A - M20 Westbound Entry Only	0	1	1	0	0
	B - Churchill Avenue	0	0	1	1	12
	C - Cherry Garden Avenue	0	1	0	3	2
	D - M20 Westbound Exit Only	0	0	0	0	0
	E - A20 Castle Hill Bridge	0	3	5	0	0

Average PCU Per Veh

		A - M20 Westbou Entry On
From	A - M20 Westbound Entry Only	1.000
	B - Churchill Avenue	1.000
	C - Cherry Garden Avenue	1.000
	D - M20 Westbound Exit Only	1.000
	E - A20 Castle Hill Bridge	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - M20 Westbound Entry Only	07:45-08:00	493	493
	08:00-08:15	589	589
	08:15-08:30	721	721
	08:30-08:45	721	721
	08:45-09:00	589	589
	09:00-09:15	493	493
B - Churchill Avenue	07:45-08:00	711	711
	08:00-08:15	850	850
	08:15-08:30	1040	1040
	08:30-08:45	1040	1040
	08:45-09:00	850	850
	09:00-09:15	711	711
C - Cherry Garden Avenue	07:45-08:00	849	849
	08:00-08:15	1014	1014
	08:15-08:30	1241	1241
	08:30-08:45	1241	1241
	08:45-09:00	1014	1014
	09:00-09:15	849	849
D - M20 Westbound Exit Only	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	0	0
E - A20 Castle Hill Bridge	07:45-08:00	706	706
	08:00-08:15	843	843
	08:15-08:30	1033	1033
	08:30-08:45	1033	1033
	08:45-09:00	843	843
	09:00-09:15	706	706

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - M20 Westbound Entry Only	0.85	26.63	5.0	28.6	D	601	902
B - Churchill Avenue	0.74	10.20	2.9	9.3	B	867	1301
C - Cherry Garden Avenue	0.67	9.66	2.1	4.4	A	1035	974
D - M20 Westbound Exit Only							
E - A20 Castle Hill Bridge	0.73	9.66	2.7	8.1	A	861	1291

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	493	493	123	0	0	1028	1197	0.412	490	0	0.0	0.7	5.
B - Churchill Avenue	711	711	178	0	0	759	1655	0.430	708	759	0.0	0.8	3.
C - Cherry Garden Avenue	849	533	133	316	0	411	1274	0.418	530	1057	0.0	0.7	4.
D - M20 Westbound Exit Only						576				364			
E - A20 Castle Hill Bridge	706	706	177	0	0	326	1517	0.466	702	251	0.0	0.9	4.

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	589	589	147	0	0	1231	1052	0.560	587	0	0.7	1.3	7.
B - Churchill Avenue	850	850	212	0	0	909	1547	0.549	848	909	0.8	1.2	5.
C - Cherry Garden Avenue	1014	636	159	378	0	492	1224	0.519	634	1265	0.7	1.1	6.
D - M20 Westbound Exit Only						690				436			
E - A20 Castle Hill Bridge	843	843	211	0	0	390	1476	0.571	841	300	0.9	1.4	5.

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	721	721	180	0	0	1504	857	0.841	708	0	1.3	4.6	22.
B - Churchill Avenue	1040	1040	260	0	0	1103	1406	0.740	1034	1109	1.2	2.8	9.
C - Cherry Garden Avenue	1241	779	195	462	0	600	1158	0.673	775	1537	1.1	2.0	9.
D - M20 Westbound Exit Only						843				532			
E - A20 Castle Hill Bridge	1033	1033	258	0	0	477	1421	0.727	1027	367	1.4	2.7	9.

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	721	721	180	0	0	1511	852	0.846	719	0	4.6	5.0	26.
B - Churchill Avenue	1040	1040	260	0	0	1115	1398	0.744	1040	1116	2.8	2.9	10.
C - Cherry Garden Avenue	1241	779	195	462	0	603	1156	0.674	779	1552	2.0	2.1	9.
D - M20 Westbound Exit Only						847				535			
E - A20 Castle Hill Bridge	1033	1033	258	0	0	479	1419	0.728	1032	368	2.7	2.7	9.

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	589	589	147	0	0	1242	1044	0.564	604	0	5.0	1.3	8.
B - Churchill Avenue	850	850	212	0	0	926	1534	0.554	856	920	2.9	1.3	5.
C - Cherry Garden Avenue	1014	636	159	378	0	496	1221	0.521	640	1285	2.1	1.1	6.
D - M20 Westbound Exit Only						696				440			
E - A20 Castle Hill Bridge	843	843	211	0	0	393	1474	0.572	848	303	2.7	1.4	6.

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	493	493	123	0	0	1036	1191	0.414	496	0	1.3	0.7	5.
B - Churchill Avenue	711	711	178	0	0	766	1650	0.431	713	766	1.3	0.8	3.
C - Cherry Garden Avenue	849	533	133	316	0	414	1272	0.419	534	1066	1.1	0.7	4.
D - M20 Westbound Exit Only						581				367			
E - A20 Castle Hill Bridge	706	706	177	0	0	328	1515	0.466	708	253	1.4	0.9	4.

Queue Variation Results for each time segment

07:45 - 08:00

Arm	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
A - M20 Westbound Entry Only	0.70	0.56	1.01	1.42	1.47			N/A	N/A
B - Churchill Avenue	0.76	0.56	1.02	1.42	1.47			N/A	N/A
C - Cherry Garden Avenue	0.72	0.56	1.01	1.42	1.47			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	0.90	0.57	1.04	1.46	1.51			N/A	N/A

08:00 - 08:15

Arm	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
A - M20 Westbound Entry Only	1.26	0.05	0.48	3.05	4.77			N/A	N/A
B - Churchill Avenue	1.22	0.05	0.55	2.86	4.25			N/A	N/A
C - Cherry Garden Avenue	1.08	0.07	0.86	1.98	2.78			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	1.37	0.06	0.75	3.09	4.55			N/A	N/A

08:15 - 08:30

Arm	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
A - M20 Westbound Entry Only	4.61	0.04	0.39	11.97	24.80			N/A	N/A
B - Churchill Avenue	2.78	0.03	0.29	2.78	9.33			N/A	N/A
C - Cherry Garden Avenue	2.02	0.03	0.28	2.02	4.39			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	2.67	0.03	0.29	2.67	8.11			N/A	N/A

08:30 - 08:45

Arm	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
A - M20 Westbound Entry Only	5.05	0.03	0.34	8.99	26.63			N/A	N/A
B - Churchill Avenue	2.88	0.03	0.28	2.88	4.73			N/A	N/A
C - Cherry Garden Avenue	2.06	0.03	0.27	2.06	2.54			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	2.72	0.03	0.28	2.72	2.98			N/A	N/A

08:45 - 09:00

Arm	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
A - M20 Westbound Entry Only	1.33	0.04	0.42	3.45	5.76			N/A	N/A
B - Churchill Avenue	1.28	0.07	0.90	2.67	3.70			N/A	N/A
C - Cherry Garden Avenue	1.12	0.08	0.94	1.95	2.68			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	1.41	0.07	0.97	2.98	4.11			N/A	N/A

09:00 - 09:15

Arm	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
A - M20 Westbound Entry Only	0.72	0.03	0.31	1.29	3.50			N/A	N/A
B - Churchill Avenue	0.78	0.04	0.40	1.78	2.83			N/A	N/A
C - Cherry Garden Avenue	0.74	0.05	0.46	1.46	2.00			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	0.92	0.04	0.45	2.04	3.20			N/A	N/A

2025 | | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - M20 Westbound Entry Only - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - Churchill Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	8.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.53	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2025	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - M20 Westbound Entry Only		ONE HOUR	✓	402	100.000
B - Churchill Avenue		ONE HOUR	✓	983	100.000
C - Cherry Garden Avenue		ONE HOUR	✓	1086	100.000
D - M20 Westbound Exit Only					
E - A20 Castle Hill Bridge		ONE HOUR	✓	940	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - M20 Westbound Entry Only	B - Churchill Avenue	C - Cherry Garden Avenue	D - M20 Westbound Exit Only	E - A20 Castle Hill Bridge
From	A - M20 Westbound Entry Only	0	87	312	1	2
	B - Churchill Avenue	0	0	372	514	97
	C - Cherry Garden Avenue	0	337	20	376	353
	D - M20 Westbound Exit Only	0	0	0	0	0
	E - A20 Castle Hill Bridge	0	600	330	10	0

Proportions

		A - M20 Westbou Entry On
From	A - M20 Westbound Entry Only	0.00
	B - Churchill Avenue	0.00
	C - Cherry Garden Avenue	0.00
	D - M20 Westbound Exit Only	0.20
	E - A20 Castle Hill Bridge	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To					
		A - M20 Westbound Entry Only	B - Churchill Avenue	C - Cherry Garden Avenue	D - M20 Westbound Exit Only	E - A20 Castle Hill Bridge
From	A - M20 Westbound Entry Only	0	0	1	0	0
	B - Churchill Avenue	0	0	1	1	0
	C - Cherry Garden Avenue	0	0	0	1	0
	D - M20 Westbound Exit Only	0	0	0	0	0
	E - A20 Castle Hill Bridge	0	1	1	11	0

Average PCU Per Veh

		A - M20 Westbou Entry On
From	A - M20 Westbound Entry Only	1.000
	B - Churchill Avenue	1.000
	C - Cherry Garden Avenue	1.000
	D - M20 Westbound Exit Only	1.000
	E - A20 Castle Hill Bridge	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - M20 Westbound Entry Only	16:45-17:00	303	303
	17:00-17:15	361	361
	17:15-17:30	443	443
	17:30-17:45	443	443
	17:45-18:00	361	361
	18:00-18:15	303	303
B - Churchill Avenue	16:45-17:00	740	740
	17:00-17:15	883	883
	17:15-17:30	1082	1082
	17:30-17:45	1082	1082
	17:45-18:00	883	883
	18:00-18:15	740	740
C - Cherry Garden Avenue	16:45-17:00	817	817
	17:00-17:15	976	976
	17:15-17:30	1195	1195
	17:30-17:45	1195	1195
	17:45-18:00	976	976
	18:00-18:15	817	817
D - M20 Westbound Exit Only	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	0	0
E - A20 Castle Hill Bridge	16:45-17:00	708	708
	17:00-17:15	845	845
	17:15-17:30	1035	1035
	17:30-17:45	1035	1035
	17:45-18:00	845	845
	18:00-18:15	708	708

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - M20 Westbound Entry Only	0.49	7.73	0.9	3.8	A	369	553
B - Churchill Avenue	0.65	6.21	1.8	2.7	A	902	1353
C - Cherry Garden Avenue	0.71	11.13	2.4	7.6	B	996	977
D - M20 Westbound Exit Only							
E - A20 Castle Hill Bridge	0.70	8.29	2.3	4.7	A	863	1294

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	303	303	76	0	0	972	1237	0.245	301	0	0.0	0.3	3.
B - Churchill Avenue	740	740	185	0	0	506	1838	0.403	737	767	0.0	0.7	3.
C - Cherry Garden Avenue	817	535	134	283	0	468	1239	0.432	532	775	0.0	0.8	5.
D - M20 Westbound Exit Only						606				394			
E - A20 Castle Hill Bridge	708	708	177	0	0	267	1554	0.456	704	339	0.0	0.8	4.

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	361	361	90	0	0	1164	1100	0.329	361	0	0.3	0.5	4.
B - Churchill Avenue	883	883	221	0	0	606	1766	0.500	882	919	0.7	1.0	4.
C - Cherry Garden Avenue	976	638	160	338	0	560	1182	0.540	637	928	0.8	1.2	6.
D - M20 Westbound Exit Only						726				471			
E - A20 Castle Hill Bridge	845	845	211	0	0	320	1520	0.556	844	405	0.8	1.2	5.

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	443	443	111	0	0	1422	916	0.483	441	0	0.5	0.9	7.
B - Churchill Avenue	1082	1082	271	0	0	741	1668	0.649	1079	1122	1.0	1.8	6.
C - Cherry Garden Avenue	1195	782	195	414	0	685	1106	0.707	777	1134	1.2	2.3	10.
D - M20 Westbound Exit Only						886				576			
E - A20 Castle Hill Bridge	1035	1035	259	0	0	391	1475	0.702	1031	495	1.2	2.3	8.

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	443	443	111	0	0	1428	912	0.486	443	0	0.9	0.9	7.
B - Churchill Avenue	1082	1082	271	0	0	743	1666	0.649	1082	1127	1.8	1.8	6.
C - Cherry Garden Avenue	1195	782	195	414	0	687	1104	0.708	782	1138	2.3	2.4	11.
D - M20 Westbound Exit Only						891				578			
E - A20 Castle Hill Bridge	1035	1035	259	0	0	393	1474	0.702	1035	498	2.3	2.3	8.

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De (
A - M20 Westbound Entry Only	361	361	90	0	0	1173	1094	0.331	363	0	0.9	0.5	4.9
B - Churchill Avenue	883	883	221	0	0	610	1763	0.501	887	926	1.8	1.0	4.1
C - Cherry Garden Avenue	976	638	160	338	0	563	1180	0.541	643	934	2.4	1.2	6.7
D - M20 Westbound Exit Only						732				474			
E - A20 Castle Hill Bridge	845	845	211	0	0	323	1518	0.557	849	409	2.3	1.3	5.4

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De (
A - M20 Westbound Entry Only	303	303	76	0	0	979	1232	0.246	303	0	0.5	0.3	3.9
B - Churchill Avenue	740	740	185	0	0	510	1836	0.403	741	773	1.0	0.7	3.3
C - Cherry Garden Avenue	817	535	134	283	0	471	1237	0.432	536	780	1.2	0.8	5.1
D - M20 Westbound Exit Only						611				396			
E - A20 Castle Hill Bridge	708	708	177	0	0	270	1552	0.456	710	341	1.3	0.9	4.3

Queue Variation Results for each time segment

16:45 - 17:00

Arm	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
A - M20 Westbound Entry Only	0.32	0.00	0.00	0.32	0.32			N/A	N/A
B - Churchill Avenue	0.68	0.55	1.01	1.41	1.46			N/A	N/A
C - Cherry Garden Avenue	0.75	0.55	1.00	1.40	1.45			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	0.84	0.56	1.01	1.42	1.47			N/A	N/A

17:00 - 17:15

Arm	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
A - M20 Westbound Entry Only	0.49	0.04	0.43	1.27	1.39			N/A	N/A
B - Churchill Avenue	1.00	0.06	0.74	1.92	2.72			N/A	N/A
C - Cherry Garden Avenue	1.16	0.06	0.81	2.39	3.31			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	1.25	0.06	0.76	2.77	3.93			N/A	N/A

17:15 - 17:30

Arm	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
A - M20 Westbound Entry Only	0.93	0.03	0.26	0.93	0.93			N/A	N/A
B - Churchill Avenue	1.83	0.03	0.27	1.83	1.83			N/A	N/A
C - Cherry Garden Avenue	2.32	0.03	0.28	2.32	7.61			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	2.31	0.03	0.28	2.31	4.71			N/A	N/A

17:30 - 17:45

Arm	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
A - M20 Westbound Entry Only	0.94	0.03	0.29	1.08	3.76			N/A	N/A
B - Churchill Avenue	1.85	0.03	0.27	1.85	1.85			N/A	N/A
C - Cherry Garden Avenue	2.37	0.03	0.27	2.37	3.97			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	2.35	0.03	0.27	2.35	2.35			N/A	N/A

17:45 - 18:00

Arm	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
A - M20 Westbound Entry Only	0.50	0.05	0.47	1.30	1.40			N/A	N/A
B - Churchill Avenue	1.02	0.14	1.01	1.51	1.83			N/A	N/A
C - Cherry Garden Avenue	1.20	0.07	0.86	2.45	3.37			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	1.29	0.08	1.02	2.48	3.28			N/A	N/A

18:00 - 18:15

Arm	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
A - M20 Westbound Entry Only	0.33	0.03	0.26	0.47	0.49			N/A	N/A
B - Churchill Avenue	0.69	0.06	0.60	1.43	1.43			N/A	N/A
C - Cherry Garden Avenue	0.77	0.04	0.42	1.71	2.63			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	0.85	0.05	0.48	1.79	2.64			N/A	N/A

2055 | DM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - M20 Westbound Entry Only - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - Churchill Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	127.95	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	127.95	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)	Locked	Run automatically
D17	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - M20 Westbound Entry Only		ONE HOUR	✓	809	100.000
B - Churchill Avenue		ONE HOUR	✓	1258	100.000
C - Cherry Garden Avenue		ONE HOUR	✓	1333	100.000
D - M20 Westbound Exit Only					
E - A20 Castle Hill Bridge		ONE HOUR	✓	1161	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - M20 Westbound Entry Only	B - Churchill Avenue	C - Cherry Garden Avenue	D - M20 Westbound Exit Only	E - A20 Castle Hill Bridge
From	A - M20 Westbound Entry Only	0	189	617	1	2
	B - Churchill Avenue	0	2	468	721	67
	C - Cherry Garden Avenue	0	472	34	512	315
	D - M20 Westbound Exit Only	0	0	0	0	0
	E - A20 Castle Hill Bridge	0	626	532	3	0

Proportions

		A - M20 Westbou Entry On
From	A - M20 Westbound Entry Only	0.00
	B - Churchill Avenue	0.00
	C - Cherry Garden Avenue	0.00
	D - M20 Westbound Exit Only	0.20
	E - A20 Castle Hill Bridge	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A - M20 Westbound Entry Only	B - Churchill Avenue	C - Cherry Garden Avenue	D - M20 Westbound Exit Only	E - A20 Castle Hill Bridge
From	A - M20 Westbound Entry Only	0	1	1	0	0
	B - Churchill Avenue	0	0	1	1	12
	C - Cherry Garden Avenue	0	1	0	3	2
	D - M20 Westbound Exit Only	0	0	0	0	0
	E - A20 Castle Hill Bridge	0	2	5	0	0

Average PCU Per Veh

		A - M20 Westbou Entry On
From	A - M20 Westbound Entry Only	1.000
	B - Churchill Avenue	1.000
	C - Cherry Garden Avenue	1.000
	D - M20 Westbound Exit Only	1.000
	E - A20 Castle Hill Bridge	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - M20 Westbound Entry Only	07:45-08:00	609	609
	08:00-08:15	727	727
	08:15-08:30	891	891
	08:30-08:45	891	891
	08:45-09:00	727	727
	09:00-09:15	609	609
B - Churchill Avenue	07:45-08:00	947	947
	08:00-08:15	1131	1131
	08:15-08:30	1385	1385
	08:30-08:45	1385	1385
	08:45-09:00	1131	1131
	09:00-09:15	947	947
C - Cherry Garden Avenue	07:45-08:00	1004	1004
	08:00-08:15	1198	1198
	08:15-08:30	1468	1468
	08:30-08:45	1468	1468
	08:45-09:00	1198	1198
	09:00-09:15	1004	1004
D - M20 Westbound Exit Only	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	0	0
E - A20 Castle Hill Bridge	07:45-08:00	874	874
	08:00-08:15	1044	1044
	08:15-08:30	1278	1278
	08:30-08:45	1278	1278
	08:45-09:00	1044	1044
	09:00-09:15	874	874

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - M20 Westbound Entry Only	1.42	525.81	132.6	181.1	F	742	1114
B - Churchill Avenue	0.99	58.21	21.8	88.4	F	1154	1732
C - Cherry Garden Avenue	0.91	34.27	8.1	44.0	D	1223	1130
D - M20 Westbound Exit Only							
E - A20 Castle Hill Bridge	0.93	33.85	11.3	61.1	D	1065	1598

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	609	609	152	0	0	1248	1040	0.586	603	0	0.0	1.4	8.
B - Churchill Avenue	947	947	237	0	0	888	1562	0.606	941	963	0.0	1.5	5.
C - Cherry Garden Avenue	1004	618	155	385	0	595	1161	0.533	614	1234	0.0	1.1	6.
D - M20 Westbound Exit Only						667				542			
E - A20 Castle Hill Bridge	874	874	219	0	0	380	1482	0.590	868	287	0.0	1.5	6.

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	727	727	182	0	0	1493	865	0.841	714	0	1.4	4.6	22.
B - Churchill Avenue	1131	1131	283	0	0	1057	1440	0.786	1123	1151	1.5	3.5	11.
C - Cherry Garden Avenue	1198	738	185	460	0	711	1090	0.677	734	1469	1.1	2.1	10.
D - M20 Westbound Exit Only						798				647			
E - A20 Castle Hill Bridge	1044	1044	261	0	0	454	1435	0.727	1039	343	1.5	2.7	9.

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	D
A - M20 Westbound Entry Only	891	891	223	0	0	1798	648	1.375	643	0	4.6	66.5	21
B - Churchill Avenue	1385	1385	346	0	0	1106	1404	0.987	1333	1336	3.5	16.4	37
C - Cherry Garden Avenue	1468	904	226	564	0	843	1009	0.896	885	1596	2.1	6.8	26
D - M20 Westbound Exit Only						960				768			
E - A20 Castle Hill Bridge	1278	1278	320	0	0	548	1376	0.929	1251	412	2.7	9.6	25

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	D
A - M20 Westbound Entry Only	891	891	223	0	0	1828	627	1.422	626	0	66.5	132.6	52
B - Churchill Avenue	1385	1385	346	0	0	1103	1406	0.985	1364	1351	16.4	21.8	58
C - Cherry Garden Avenue	1468	904	226	564	0	862	997	0.907	899	1605	6.8	8.1	34
D - M20 Westbound Exit Only						975				786			
E - A20 Castle Hill Bridge	1278	1278	320	0	0	556	1370	0.933	1272	419	9.6	11.3	33

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	D
A - M20 Westbound Entry Only	727	727	182	0	0	1548	826	0.880	820	0	132.6	109.4	50
B - Churchill Avenue	1131	1131	283	0	0	1156	1368	0.827	1196	1211	21.8	5.4	26
C - Cherry Garden Avenue	1198	738	185	460	0	757	1061	0.695	761	1595	8.1	2.4	12
D - M20 Westbound Exit Only						828				689			
E - A20 Castle Hill Bridge	1044	1044	261	0	0	471	1424	0.733	1077	358	11.3	3.0	11

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	D
A - M20 Westbound Entry Only	609	609	152	0	0	1265	1028	0.593	1018	0	109.4	7.1	21
B - Churchill Avenue	947	947	237	0	0	1211	1328	0.713	958	1072	5.4	2.6	10
C - Cherry Garden Avenue	1004	618	155	385	0	608	1153	0.536	623	1562	2.4	1.2	6
D - M20 Westbound Exit Only						678				553			
E - A20 Castle Hill Bridge	874	874	219	0	0	385	1479	0.591	880	293	3.0	1.5	6

Queue Variation Results for each time segment

07:45 - 08:00

Arm	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
A - M20 Westbound Entry Only	1.40	0.04	0.39	3.65	6.52			N/A	N/A
B - Churchill Avenue	1.54	0.20	1.34	2.55	3.05			N/A	N/A
C - Cherry Garden Avenue	1.14	0.56	1.06	1.48	1.48			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	1.46	0.58	1.36	1.88	2.03			N/A	N/A

08:00 - 08:15

Arm	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
A - M20 Westbound Entry Only	4.61	0.06	0.81	13.16	21.63			N/A	N/A
B - Churchill Avenue	3.52	0.06	0.83	9.84	15.71			N/A	N/A
C - Cherry Garden Avenue	2.06	0.05	0.65	5.42	8.40			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	2.66	0.05	0.54	7.31	11.84			N/A	N/A

08:15 - 08:30

Arm	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
A - M20 Westbound Entry Only	66.46	37.49	64.07	91.82	100.91			N/A	N/A
B - Churchill Avenue	16.45	0.25	8.12	42.30	58.73			N/A	N/A
C - Cherry Garden Avenue	6.79	0.05	0.56	19.59	34.28			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	9.57	0.06	1.45	27.95	45.94			N/A	N/A

08:30 - 08:45

Arm	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
A - M20 Westbound Entry Only	132.56	89.67	130.10	168.91	181.14			N/A	N/A
B - Churchill Avenue	21.75	0.16	7.78	60.38	88.36			N/A	N/A
C - Cherry Garden Avenue	8.05	0.04	0.40	20.26	44.00			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	11.26	0.05	0.47	30.97	61.08			N/A	N/A

08:45 - 09:00

Arm	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
A - M20 Westbound Entry Only	109.39	75.66	107.44	137.58	147.03			N/A	N/A
B - Churchill Avenue	5.39	0.05	0.53	15.43	26.54			N/A	N/A
C - Cherry Garden Avenue	2.41	0.04	0.45	6.64	11.40			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	2.95	0.04	0.44	8.14	14.78			N/A	N/A

09:00 - 09:15

Arm	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
A - M20 Westbound Entry Only	7.12	0.05	0.46	19.98	37.20			N/A	N/A
B - Churchill Avenue	2.62	0.03	0.35	5.88	13.98			N/A	N/A
C - Cherry Garden Avenue	1.19	0.03	0.31	1.94	5.98			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	1.52	0.03	0.32	2.36	7.63			N/A	N/A

2055 | DM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - M20 Westbound Entry Only - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - Churchill Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	42.23	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	42.23	E

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)	Run automatically
D18	2055	DM	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - M20 Westbound Entry Only		ONE HOUR	✓	564	100.000
B - Churchill Avenue		ONE HOUR	✓	1249	100.000
C - Cherry Garden Avenue		ONE HOUR	✓	1260	100.000
D - M20 Westbound Exit Only					
E - A20 Castle Hill Bridge		ONE HOUR	✓	1258	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - M20 Westbound Entry Only	B - Churchill Avenue	C - Cherry Garden Avenue	D - M20 Westbound Exit Only	E - A20 Castle Hill Bridge
From	A - M20 Westbound Entry Only	0	177	384	1	2
	B - Churchill Avenue	0	0	433	703	113
	C - Cherry Garden Avenue	0	393	23	434	410
	D - M20 Westbound Exit Only	0	0	0	0	0
	E - A20 Castle Hill Bridge	0	865	381	12	0

Proportions

		A - M20 Westbou Entry On
From	A - M20 Westbound Entry Only	0.00
	B - Churchill Avenue	0.00
	C - Cherry Garden Avenue	0.00
	D - M20 Westbound Exit Only	0.20
	E - A20 Castle Hill Bridge	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A - M20 Westbound Entry Only	B - Churchill Avenue	C - Cherry Garden Avenue	D - M20 Westbound Exit Only	E - A20 Castle Hill Bridge
From	A - M20 Westbound Entry Only	0	0	1	0	0
	B - Churchill Avenue	0	0	1	1	0
	C - Cherry Garden Avenue	0	0	0	1	0
	D - M20 Westbound Exit Only	0	0	0	0	0
	E - A20 Castle Hill Bridge	0	1	1	11	0

Average PCU Per Veh

		A - M20 Westbou Entry On
From	A - M20 Westbound Entry Only	1.000
	B - Churchill Avenue	1.000
	C - Cherry Garden Avenue	1.000
	D - M20 Westbound Exit Only	1.000
	E - A20 Castle Hill Bridge	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - M20 Westbound Entry Only	16:45-17:00	425	425
	17:00-17:15	507	507
	17:15-17:30	621	621
	17:30-17:45	621	621
	17:45-18:00	507	507
	18:00-18:15	425	425
B - Churchill Avenue	16:45-17:00	940	940
	17:00-17:15	1123	1123
	17:15-17:30	1375	1375
	17:30-17:45	1375	1375
	17:45-18:00	1123	1123
	18:00-18:15	940	940
C - Cherry Garden Avenue	16:45-17:00	949	949
	17:00-17:15	1133	1133
	17:15-17:30	1387	1387
	17:30-17:45	1387	1387
	17:45-18:00	1133	1133
	18:00-18:15	949	949
D - M20 Westbound Exit Only	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	0	0
E - A20 Castle Hill Bridge	16:45-17:00	947	947
	17:00-17:15	1131	1131
	17:15-17:30	1385	1385
	17:30-17:45	1385	1385
	17:45-18:00	1131	1131
	18:00-18:15	947	947

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - M20 Westbound Entry Only	0.99	81.45	14.0	54.3	F	518	776
B - Churchill Avenue	0.87	17.35	6.3	31.7	C	1146	1719
C - Cherry Garden Avenue	0.94	47.01	11.1	56.3	E	1156	1137
D - M20 Westbound Exit Only							
E - A20 Castle Hill Bridge	0.97	44.56	16.3	77.9	E	1154	1732

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	425	425	106	0	0	1251	1037	0.409	422	0	0.0	0.7	5.
B - Churchill Avenue	940	940	235	0	0	600	1770	0.531	936	1073	0.0	1.1	4.
C - Cherry Garden Avenue	949	622	155	327	0	623	1144	0.544	617	914	0.0	1.2	6.
D - M20 Westbound Exit Only						703				536			
E - A20 Castle Hill Bridge	947	947	237	0	0	311	1526	0.621	941	393	0.0	1.6	6.

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	507	507	127	0	0	1497	862	0.588	504	0	0.7	1.4	10.
B - Churchill Avenue	1123	1123	281	0	0	718	1685	0.666	1119	1283	1.1	2.0	6.
C - Cherry Garden Avenue	1133	743	186	390	0	745	1069	0.695	738	1093	1.2	2.2	10.
D - M20 Westbound Exit Only						842				642			
E - A20 Castle Hill Bridge	1131	1131	283	0	0	372	1487	0.760	1125	470	1.6	3.1	9.

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	621	621	155	0	0	1790	653	0.951	591	0	1.4	8.8	45.
B - Churchill Avenue	1375	1375	344	0	0	851	1589	0.866	1360	1531	2.0	5.8	14.
C - Cherry Garden Avenue	1387	909	227	478	0	904	971	0.937	882	1306	2.2	9.1	33.
D - M20 Westbound Exit Only						1007				779			
E - A20 Castle Hill Bridge	1385	1385	346	0	0	444	1441	0.961	1346	563	3.1	12.8	30.

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	621	621	155	0	0	1825	629	0.988	600	0	8.8	14.0	81.
B - Churchill Avenue	1375	1375	344	0	0	865	1578	0.871	1373	1560	5.8	6.3	17.
C - Cherry Garden Avenue	1387	909	227	478	0	913	966	0.942	901	1325	9.1	11.1	47.
D - M20 Westbound Exit Only						1027				787			
E - A20 Castle Hill Bridge	1385	1385	346	0	0	454	1435	0.965	1371	574	12.8	16.3	44.

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De (
A - M20 Westbound Entry Only	507	507	127	0	0	1574	808	0.628	556	0	14.0	1.8	17.
B - Churchill Avenue	1123	1123	281	0	0	772	1645	0.682	1139	1357	6.3	2.2	7.
C - Cherry Garden Avenue	1133	743	186	390	0	758	1061	0.700	777	1153	11.1	2.4	14.
D - M20 Westbound Exit Only						882				653			
E - A20 Castle Hill Bridge	1131	1131	283	0	0	392	1475	0.767	1182	491	16.3	3.5	14.

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De (
A - M20 Westbound Entry Only	425	425	106	0	0	1270	1024	0.415	429	0	1.8	0.7	6.
B - Churchill Avenue	940	940	235	0	0	610	1763	0.533	945	1089	2.2	1.2	4.
C - Cherry Garden Avenue	949	622	155	327	0	628	1140	0.545	627	926	2.4	1.2	7.
D - M20 Westbound Exit Only						714				541			
E - A20 Castle Hill Bridge	947	947	237	0	0	316	1523	0.622	954	398	3.5	1.7	6.

Queue Variation Results for each time segment

16:45 - 17:00

Arm	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
A - M20 Westbound Entry Only	0.69	0.17	0.92	1.39	1.45			N/A	N/A
B - Churchill Avenue	1.13	0.56	1.06	1.42	1.42			N/A	N/A
C - Cherry Garden Avenue	1.17	0.54	1.11	1.48	1.75			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	1.62	0.55	1.50	2.27	2.76			N/A	N/A

17:00 - 17:15

Arm	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
A - M20 Westbound Entry Only	1.40	0.04	0.44	3.64	5.92			N/A	N/A
B - Churchill Avenue	1.98	0.05	0.45	5.35	8.93			N/A	N/A
C - Cherry Garden Avenue	2.19	0.05	0.56	5.88	9.30			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	3.07	0.05	0.62	8.56	13.85			N/A	N/A

17:15 - 17:30

Arm	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
A - M20 Westbound Entry Only	8.84	0.12	3.32	23.69	34.13			N/A	N/A
B - Churchill Avenue	5.78	0.04	0.37	13.17	31.66			N/A	N/A
C - Cherry Garden Avenue	9.06	0.08	1.92	25.84	39.78			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	12.81	0.11	3.79	35.99	53.72			N/A	N/A

17:30 - 17:45

Arm	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
A - M20 Westbound Entry Only	14.02	0.15	5.59	37.81	54.30			N/A	N/A
B - Churchill Avenue	6.31	0.03	0.31	6.31	28.60			N/A	N/A
C - Cherry Garden Avenue	11.14	0.06	1.08	32.56	56.32			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	16.31	0.07	2.13	47.99	77.94			N/A	N/A

17:45 - 18:00

Arm	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
A - M20 Westbound Entry Only	1.77	0.04	0.39	4.66	8.69			N/A	N/A
B - Churchill Avenue	2.22	0.05	0.50	5.99	9.63			N/A	N/A
C - Cherry Garden Avenue	2.44	0.04	0.39	6.53	12.31			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	3.50	0.04	0.43	9.69	17.84			N/A	N/A

18:00 - 18:15

Arm	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
A - M20 Westbound Entry Only	0.72	0.03	0.28	0.72	2.40			N/A	N/A
B - Churchill Avenue	1.17	0.03	0.33	2.50	5.88			N/A	N/A
C - Cherry Garden Avenue	1.22	0.03	0.30	1.38	5.66			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	1.69	0.03	0.31	2.18	8.15			N/A	N/A

2055 | DS High Vision | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - M20 Westbound Entry Only - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - Churchill Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	184.08	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	184.08	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)	Run automatically
D21	2055	DS High Vision	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - M20 Westbound Entry Only		ONE HOUR	✓	809	100.000
B - Churchill Avenue		ONE HOUR	✓	1353	100.000
C - Cherry Garden Avenue		ONE HOUR	✓	1393	100.000
D - M20 Westbound Exit Only					
E - A20 Castle Hill Bridge		ONE HOUR	✓	1252	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - M20 Westbound Entry Only	B - Churchill Avenue	C - Cherry Garden Avenue	D - M20 Westbound Exit Only	E - A20 Castle Hill Bridge
From	A - M20 Westbound Entry Only	0	189	617	1	2
	B - Churchill Avenue	0	2	468	816	67
	C - Cherry Garden Avenue	0	472	34	546	341
	D - M20 Westbound Exit Only	0	0	0	0	0
	E - A20 Castle Hill Bridge	0	717	532	3	0

Proportions

		A - M20 Westbou Entry On
From	A - M20 Westbound Entry Only	0.00
	B - Churchill Avenue	0.00
	C - Cherry Garden Avenue	0.00
	D - M20 Westbound Exit Only	0.20
	E - A20 Castle Hill Bridge	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A - M20 Westbound Entry Only	B - Churchill Avenue	C - Cherry Garden Avenue	D - M20 Westbound Exit Only	E - A20 Castle Hill Bridge
From	A - M20 Westbound Entry Only	0	1	1	0	0
	B - Churchill Avenue	0	0	1	1	12
	C - Cherry Garden Avenue	0	1	0	3	2
	D - M20 Westbound Exit Only	0	0	0	0	0
	E - A20 Castle Hill Bridge	0	2	5	0	0

Average PCU Per Veh

		A - M20 Westbou Entry On
From	A - M20 Westbound Entry Only	1.000
	B - Churchill Avenue	1.000
	C - Cherry Garden Avenue	1.000
	D - M20 Westbound Exit Only	1.000
	E - A20 Castle Hill Bridge	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - M20 Westbound Entry Only	07:45-08:00	609	609
	08:00-08:15	727	727
	08:15-08:30	891	891
	08:30-08:45	891	891
	08:45-09:00	727	727
	09:00-09:15	609	609
B - Churchill Avenue	07:45-08:00	1019	1019
	08:00-08:15	1216	1216
	08:15-08:30	1490	1490
	08:30-08:45	1490	1490
	08:45-09:00	1216	1216
	09:00-09:15	1019	1019
C - Cherry Garden Avenue	07:45-08:00	1049	1049
	08:00-08:15	1252	1252
	08:15-08:30	1534	1534
	08:30-08:45	1534	1534
	08:45-09:00	1252	1252
	09:00-09:15	1049	1049
D - M20 Westbound Exit Only	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	0	0
E - A20 Castle Hill Bridge	07:45-08:00	943	943
	08:00-08:15	1126	1126
	08:15-08:30	1378	1378
	08:30-08:45	1378	1378
	08:45-09:00	1126	1126
	09:00-09:15	943	943

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - M20 Westbound Entry Only	1.54	705.65	159.1	202.0	F	742	1114
B - Churchill Avenue	1.04	99.40	43.5	113.0	F	1242	1862
C - Cherry Garden Avenue	0.98	66.78	16.8	69.0	F	1278	1166
D - M20 Westbound Exit Only							
E - A20 Castle Hill Bridge	1.00	69.07	26.6	94.1	F	1149	1723

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	609	609	152	0	0	1315	992	0.614	603	0	0.0	1.6	9.
B - Churchill Avenue	1019	1019	255	0	0	887	1562	0.652	1011	1030	0.0	1.9	6.
C - Cherry Garden Avenue	1049	638	159	411	0	666	1117	0.571	632	1232	0.0	1.3	7.
D - M20 Westbound Exit Only						685				613			
E - A20 Castle Hill Bridge	943	943	236	0	0	379	1482	0.636	936	306	0.0	1.8	6.

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	727	727	182	0	0	1572	809	0.899	707	0	1.6	6.6	31.
B - Churchill Avenue	1216	1216	304	0	0	1050	1444	0.842	1204	1229	1.9	4.9	14.
C - Cherry Garden Avenue	1252	761	190	491	0	793	1039	0.733	756	1461	1.3	2.6	12.
D - M20 Westbound Exit Only						819				730			
E - A20 Castle Hill Bridge	1126	1126	281	0	0	454	1435	0.784	1118	366	1.8	3.5	11.

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	D
A - M20 Westbound Entry Only	891	891	223	0	0	1856	606	1.469	604	0	6.6	78.4	27
B - Churchill Avenue	1490	1490	372	0	0	1062	1435	1.038	1398	1398	4.9	27.9	53
C - Cherry Garden Avenue	1534	933	233	601	0	920	962	0.970	895	1541	2.6	12.0	41
D - M20 Westbound Exit Only						968				847			
E - A20 Castle Hill Bridge	1378	1378	345	0	0	537	1382	0.997	1319	431	3.5	18.3	40

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	D
A - M20 Westbound Entry Only	891	891	223	0	0	1893	580	1.535	580	0	78.4	156.0	67
B - Churchill Avenue	1490	1490	372	0	0	1056	1440	1.034	1427	1417	27.9	43.5	96
C - Cherry Garden Avenue	1534	933	233	601	0	939	950	0.982	913	1544	12.0	16.8	66
D - M20 Westbound Exit Only						987				865			
E - A20 Castle Hill Bridge	1378	1378	345	0	0	548	1375	1.002	1345	440	18.3	26.6	69

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	D
A - M20 Westbound Entry Only	727	727	182	0	0	1702	716	1.016	715	0	156.0	159.1	70
B - Churchill Avenue	1216	1216	304	0	0	1100	1409	0.864	1356	1318	43.5	8.5	69
C - Cherry Garden Avenue	1252	761	190	491	0	893	978	0.778	813	1563	16.8	3.9	27
D - M20 Westbound Exit Only						884				822			
E - A20 Castle Hill Bridge	1126	1126	281	0	0	488	1413	0.796	1214	396	26.6	4.4	25

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	D
A - M20 Westbound Entry Only	609	609	152	0	0	1341	974	0.626	967	0	159.1	69.5	42
B - Churchill Avenue	1019	1019	255	0	0	1174	1354	0.752	1040	1134	8.5	3.2	12
C - Cherry Garden Avenue	1049	638	159	411	0	686	1105	0.577	648	1528	3.9	1.4	8
D - M20 Westbound Exit Only						703				631			
E - A20 Castle Hill Bridge	943	943	236	0	0	388	1477	0.638	953	315	4.4	1.9	7

Queue Variation Results for each time segment

07:45 - 08:00

Arm	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
A - M20 Westbound Entry Only	1.56	0.03	0.31	2.63	7.97			N/A	N/A
B - Churchill Avenue	1.86	0.13	1.41	3.67	4.79			N/A	N/A
C - Cherry Garden Avenue	1.32	0.52	1.23	1.79	1.97			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	1.77	0.42	1.06	2.77	3.29			N/A	N/A

08:00 - 08:15

Arm	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
A - M20 Westbound Entry Only	6.60	0.07	1.38	18.96	30.19			N/A	N/A
B - Churchill Avenue	4.92	0.07	1.50	13.59	20.64			N/A	N/A
C - Cherry Garden Avenue	2.64	0.06	0.79	7.14	11.13			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	3.55	0.06	0.85	9.92	15.80			N/A	N/A

08:15 - 08:30

Arm	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
A - M20 Westbound Entry Only	78.36	46.23	75.92	106.31	116.19			N/A	N/A
B - Churchill Avenue	27.88	2.67	21.40	57.88	72.63			N/A	N/A
C - Cherry Garden Avenue	11.98	0.16	5.08	31.71	45.03			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	18.30	0.40	10.38	45.06	61.03			N/A	N/A

08:30 - 08:45

Arm	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
A - M20 Westbound Entry Only	156.05	>199	>199	>199	>199			N/A	N/A
B - Churchill Avenue	43.53	4.57	33.81	90.28	113.03			N/A	N/A
C - Cherry Garden Avenue	16.85	0.13	5.66	46.86	68.97			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	26.61	0.36	13.86	68.17	94.09			N/A	N/A

08:45 - 09:00

Arm	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
A - M20 Westbound Entry Only	159.12	>199	>199	>199	>199			N/A	N/A
B - Churchill Avenue	8.50	0.06	1.42	24.69	40.19			N/A	N/A
C - Cherry Garden Avenue	3.89	0.05	0.65	11.03	18.20			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	4.39	0.05	0.46	12.31	22.37			N/A	N/A

09:00 - 09:15

Arm	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
A - M20 Westbound Entry Only	69.54	37.16	66.73	98.38	108.85			N/A	N/A
B - Churchill Avenue	3.22	0.03	0.34	6.60	17.29			N/A	N/A
C - Cherry Garden Avenue	1.41	0.03	0.30	1.41	6.18			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	1.86	0.03	0.30	1.86	8.29			N/A	N/A

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - M20 Westbound Entry Only - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - Churchill Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	77.71	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	77.71	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)	Run automatically
D22	2055	DS High Vision	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - M20 Westbound Entry Only		ONE HOUR	✓	561	100.000
B - Churchill Avenue		ONE HOUR	✓	1340	100.000
C - Cherry Garden Avenue		ONE HOUR	✓	1274	100.000
D - M20 Westbound Exit Only					
E - A20 Castle Hill Bridge		ONE HOUR	✓	1357	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - M20 Westbound Entry Only	B - Churchill Avenue	C - Cherry Garden Avenue	D - M20 Westbound Exit Only	E - A20 Castle Hill Bridge
From	A - M20 Westbound Entry Only	0	177	381	1	2
	B - Churchill Avenue	0	0	433	794	113
	C - Cherry Garden Avenue	0	393	23	434	424
	D - M20 Westbound Exit Only	0	0	0	0	0
	E - A20 Castle Hill Bridge	0	964	381	12	0

Proportions

		A - M20 Westbou Entry On
From	A - M20 Westbound Entry Only	0.00
	B - Churchill Avenue	0.00
	C - Cherry Garden Avenue	0.00
	D - M20 Westbound Exit Only	0.20
	E - A20 Castle Hill Bridge	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A - M20 Westbound Entry Only	B - Churchill Avenue	C - Cherry Garden Avenue	D - M20 Westbound Exit Only	E - A20 Castle Hill Bridge
From	A - M20 Westbound Entry Only	0	0	1	0	0
	B - Churchill Avenue	0	0	1	1	0
	C - Cherry Garden Avenue	0	0	0	1	0
	D - M20 Westbound Exit Only	0	0	0	0	0
	E - A20 Castle Hill Bridge	0	1	1	11	0

Average PCU Per Veh

		A - M20 Westbou Entry On
From	A - M20 Westbound Entry Only	1.000
	B - Churchill Avenue	1.000
	C - Cherry Garden Avenue	1.000
	D - M20 Westbound Exit Only	1.000
	E - A20 Castle Hill Bridge	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - M20 Westbound Entry Only	16:45-17:00	422	422
	17:00-17:15	504	504
	17:15-17:30	618	618
	17:30-17:45	618	618
	17:45-18:00	504	504
	18:00-18:15	422	422
B - Churchill Avenue	16:45-17:00	1009	1009
	17:00-17:15	1205	1205
	17:15-17:30	1475	1475
	17:30-17:45	1475	1475
	17:45-18:00	1205	1205
	18:00-18:15	1009	1009
C - Cherry Garden Avenue	16:45-17:00	959	959
	17:00-17:15	1145	1145
	17:15-17:30	1403	1403
	17:30-17:45	1403	1403
	17:45-18:00	1145	1145
	18:00-18:15	959	959
D - M20 Westbound Exit Only	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	0	0
E - A20 Castle Hill Bridge	16:45-17:00	1022	1022
	17:00-17:15	1220	1220
	17:15-17:30	1494	1494
	17:30-17:45	1494	1494
	17:45-18:00	1220	1220
	18:00-18:15	1022	1022

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - M20 Westbound Entry Only	1.04	116.62	20.8	62.0	F	515	772
B - Churchill Avenue	0.92	26.29	10.1	55.8	D	1230	1844
C - Cherry Garden Avenue	1.02	96.45	25.6	78.2	F	1169	1156
D - M20 Westbound Exit Only							
E - A20 Castle Hill Bridge	1.03	94.82	42.0	111.2	F	1245	1868

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	422	422	106	0	0	1324	986	0.429	419	0	0.0	0.7	6.
B - Churchill Avenue	1009	1009	252	0	0	598	1772	0.569	1004	1146	0.0	1.3	4.
C - Cherry Garden Avenue	959	632	158	327	0	690	1102	0.574	627	911	0.0	1.3	7.
D - M20 Westbound Exit Only						713				604			
E - A20 Castle Hill Bridge	1022	1022	255	0	0	311	1526	0.669	1014	403	0.0	2.0	6.

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	504	504	126	0	0	1582	802	0.629	501	0	0.7	1.6	11.
B - Churchill Avenue	1205	1205	301	0	0	714	1688	0.714	1200	1369	1.3	2.4	7.
C - Cherry Garden Avenue	1145	755	189	390	0	826	1019	0.741	750	1088	1.3	2.7	13.
D - M20 Westbound Exit Only						853				723			
E - A20 Castle Hill Bridge	1220	1220	305	0	0	371	1488	0.820	1211	481	2.0	4.3	12.

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	618	618	154	0	0	1838	619	0.998	576	0	1.6	12.0	59.
B - Churchill Avenue	1475	1475	369	0	0	826	1607	0.918	1450	1589	2.4	8.8	20.
C - Cherry Garden Avenue	1403	925	231	478	0	997	914	1.012	870	1279	2.7	16.4	53.
D - M20 Westbound Exit Only						994				873			
E - A20 Castle Hill Bridge	1494	1494	374	0	0	431	1450	1.031	1407	563	4.3	26.0	49.

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	D
A - M20 Westbound Entry Only	618	618	154	0	0	1870	596	1.036	582	0	12.0	20.8	11
B - Churchill Avenue	1475	1475	369	0	0	837	1599	0.923	1470	1615	8.8	10.1	26
C - Cherry Garden Avenue	1403	925	231	478	0	1011	906	1.021	888	1296	16.4	25.6	96
D - M20 Westbound Exit Only						1014				885			
E - A20 Castle Hill Bridge	1494	1494	374	0	0	440	1444	1.035	1430	574	26.0	42.0	94

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	504	504	126	0	0	1781	660	0.765	573	0	20.8	3.8	56.
B - Churchill Avenue	1205	1205	301	0	0	810	1618	0.744	1233	1544	10.1	3.1	10.
C - Cherry Garden Avenue	1145	755	189	390	0	850	1005	0.752	844	1193	25.6	3.3	32.
D - M20 Westbound Exit Only						950				744			
E - A20 Castle Hill Bridge	1220	1220	305	0	0	418	1458	0.837	1363	532	42.0	6.2	53.

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	422	422	106	0	0	1355	964	0.438	434	0	3.8	0.8	6.9
B - Churchill Avenue	1009	1009	252	0	0	615	1759	0.574	1016	1174	3.1	1.4	4.9
C - Cherry Garden Avenue	959	632	158	327	0	699	1097	0.576	640	932	3.3	1.4	8.0
D - M20 Westbound Exit Only						727				612			
E - A20 Castle Hill Bridge	1022	1022	255	0	0	317	1522	0.671	1038	410	6.2	2.1	7.7

Queue Variation Results for each time segment

16:45 - 17:00

Arm	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
A - M20 Westbound Entry Only	0.75	0.11	0.87	1.40	1.47			N/A	N/A
B - Churchill Avenue	1.32	0.55	1.23	1.75	1.92			N/A	N/A
C - Cherry Garden Avenue	1.32	0.28	1.22	1.88	2.32			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	2.00	0.27	1.20	3.48	4.33			N/A	N/A

17:00 - 17:15

Arm	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
A - M20 Westbound Entry Only	1.65	0.04	0.45	4.37	7.15			N/A	N/A
B - Churchill Avenue	2.45	0.05	0.46	6.76	11.47			N/A	N/A
C - Cherry Garden Avenue	2.71	0.05	0.67	7.44	11.82			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	4.28	0.06	1.14	11.96	18.71			N/A	N/A

17:15 - 17:30

Arm	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
A - M20 Westbound Entry Only	11.97	0.39	7.17	28.34	37.81			N/A	N/A
B - Churchill Avenue	8.79	0.05	0.62	25.40	45.19			N/A	N/A
C - Cherry Garden Avenue	16.42	0.76	10.68	37.77	49.55			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	25.98	1.88	19.24	55.53	70.48			N/A	N/A

17:30 - 17:45

Arm	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
A - M20 Westbound Entry Only	20.83	1.07	13.92	47.52	62.01			N/A	N/A
B - Churchill Avenue	10.11	0.04	0.39	24.20	55.81			N/A	N/A
C - Cherry Garden Avenue	25.57	1.10	16.72	59.49	78.21			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	41.99	3.96	32.13	88.32	111.18			N/A	N/A

17:45 - 18:00

Arm	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
A - M20 Westbound Entry Only	3.77	0.08	1.50	9.94	14.63			N/A	N/A
B - Churchill Avenue	3.05	0.05	0.50	8.52	13.99			N/A	N/A
C - Cherry Garden Avenue	3.29	0.04	0.40	8.80	17.21			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	6.16	0.06	0.87	17.81	29.83			N/A	N/A

18:00 - 18:15

Arm	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
A - M20 Westbound Entry Only	0.80	0.03	0.27	0.80	1.78			N/A	N/A
B - Churchill Avenue	1.37	0.03	0.31	2.18	6.91			N/A	N/A
C - Cherry Garden Avenue	1.39	0.03	0.28	1.39	5.08			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	2.11	0.03	0.30	2.11	8.99			N/A	N/A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: J11_M20 Junction13_Castle hill Interchange.j11

[redacted]

Report generation date: 17/09/2026 10:42:12

»2055 | DS Medium Vision | AM
»2055 | DS Medium Vision | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2055 - DS Medium Vision					
A - M20 Westbound Entry Only	165.2	731.40	1.54	21.4	119.78	1.04
B - Churchill Avenue	46.8	105.16	1.04	10.9	28.03	0.93
C - Cherry Garden Avenue	17.8	70.03	0.99	27.9	103.86	1.03
E - A20 Castle Hill Bridge	29.7	75.38	1.01	46.8	103.47	1.04

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.

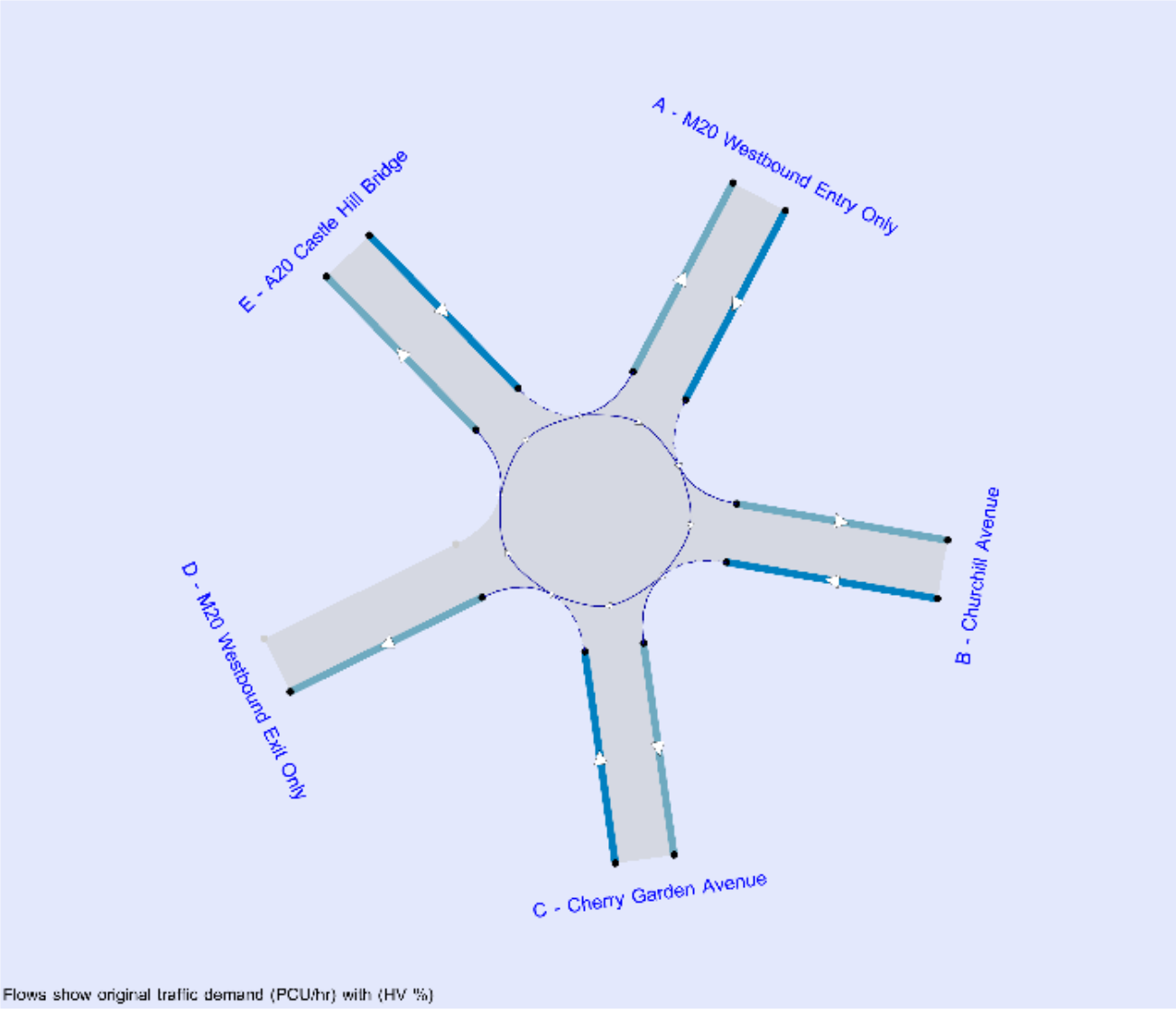
File summary

File Description

Title	J21A Otterpool Park_Base Model AM PEAK
Location	J21A M20 J13-Castle hill Interchange
Site number	
Date	27/06/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓					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)	Locked	Run automatically
D1	2018		AM	ONE HOUR	07:45	09:15	15		✓
D2	2018		PM	ONE HOUR	16:45	18:15	15		✓
D3	2025	(LOCAL)	AM (L)	ONE HOUR	07:45	09:15	15		✓
D4	2025	(LOCAL)	PM (L)	ONE HOUR	16:15	17:45	15		✓
D15	2025		AM	ONE HOUR	07:45	09:15	15		✓
D16	2025		PM	ONE HOUR	16:45	18:15	15		✓
D17	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓	✓
D18	2055	DM	PM	ONE HOUR	16:45	18:15	15		✓
D19	2055	DS Medium Vision	AM	ONE HOUR	07:45	09:15	15		✓
D20	2055	DS Medium Vision	PM	ONE HOUR	16:45	18:15	15		✓
D21	2055	DS High Vision	AM	ONE HOUR	07:45	09:15	15		✓
D22	2055	DS High Vision	PM	ONE HOUR	16:45	18:15	15		✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D19,D20	100.000	100.000

2055 | DS Medium Vision | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - M20 Westbound Entry Only - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - Churchill Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	192.05	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	192.05	F

Arms

Arms

Arm	Name	Description	No give-way line
A	M20 Westbound Entry Only		
B	Churchill Avenue		
C	Cherry Garden Avenue		
D	M20 Westbound Exit Only		
E	A20 Castle Hill Bridge		

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
A - M20 Westbound Entry Only	5.84	10.80	36.1	15.4	60.0	40.0		
B - Churchill Avenue	3.60	10.40	66.0	24.4	60.0	31.0		
C - Cherry Garden Avenue	3.65	8.18	29.6	18.4	60.0	29.0		
D - M20 Westbound Exit Only								✓
E - A20 Castle Hill Bridge	6.40	10.09	6.4	29.6	60.0	48.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
A - M20 Westbound Entry Only		
B - Churchill Avenue		
C - Cherry Garden Avenue	✓	100
D - M20 Westbound Exit Only		
E - A20 Castle Hill Bridge		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - M20 Westbound Entry Only	Direct		-745
B - Churchill Avenue	Direct		-450
C - Cherry Garden Avenue	Direct		-500
D - M20 Westbound Exit Only			
E - A20 Castle Hill Bridge	Direct		-500

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - M20 Westbound Entry Only	0.713	1930
B - Churchill Avenue	0.724	2204
C - Cherry Garden Avenue	0.613	1526
D - M20 Westbound Exit Only		
E - A20 Castle Hill Bridge	0.636	1724

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)	Run automatically
D19	2055	DS Medium Vision	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - M20 Westbound Entry Only		ONE HOUR	✓	809	100.000
B - Churchill Avenue		ONE HOUR	✓	1364	100.000
C - Cherry Garden Avenue		ONE HOUR	✓	1397	100.000
D - M20 Westbound Exit Only					
E - A20 Castle Hill Bridge		ONE HOUR	✓	1263	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - M20 Westbound Entry Only	B - Churchill Avenue	C - Cherry Garden Avenue	D - M20 Westbound Exit Only	E - A20 Castle Hill Bridge
From	A - M20 Westbound Entry Only	0	189	617	1	2
	B - Churchill Avenue	0	2	468	827	67
	C - Cherry Garden Avenue	0	472	34	550	341
	D - M20 Westbound Exit Only	0	0	0	0	0
	E - A20 Castle Hill Bridge	0	728	532	3	0

Proportions

		A - M20 Westbou Entry On
From	A - M20 Westbound Entry Only	0.00
	B - Churchill Avenue	0.00
	C - Cherry Garden Avenue	0.00
	D - M20 Westbound Exit Only	0.20
	E - A20 Castle Hill Bridge	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A - M20 Westbound Entry Only	B - Churchill Avenue	C - Cherry Garden Avenue	D - M20 Westbound Exit Only	E - A20 Castle Hill Bridge
From	A - M20 Westbound Entry Only	0	1	1	0	0
	B - Churchill Avenue	0	0	1	1	12
	C - Cherry Garden Avenue	0	1	0	3	2
	D - M20 Westbound Exit Only	0	0	0	0	0
	E - A20 Castle Hill Bridge	0	2	5	0	0

Average PCU Per Veh

		A - M20 Westbou Entry On
From	A - M20 Westbound Entry Only	1.000
	B - Churchill Avenue	1.000
	C - Cherry Garden Avenue	1.000
	D - M20 Westbound Exit Only	1.000
	E - A20 Castle Hill Bridge	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - M20 Westbound Entry Only	07:45-08:00	609	609
	08:00-08:15	727	727
	08:15-08:30	891	891
	08:30-08:45	891	891
	08:45-09:00	727	727
	09:00-09:15	609	609
B - Churchill Avenue	07:45-08:00	1027	1027
	08:00-08:15	1226	1226
	08:15-08:30	1502	1502
	08:30-08:45	1502	1502
	08:45-09:00	1226	1226
	09:00-09:15	1027	1027
C - Cherry Garden Avenue	07:45-08:00	1052	1052
	08:00-08:15	1256	1256
	08:15-08:30	1538	1538
	08:30-08:45	1538	1538
	08:45-09:00	1256	1256
	09:00-09:15	1052	1052
D - M20 Westbound Exit Only	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	0	0
E - A20 Castle Hill Bridge	07:45-08:00	951	951
	08:00-08:15	1135	1135
	08:15-08:30	1391	1391
	08:30-08:45	1391	1391
	08:45-09:00	1135	1135
	09:00-09:15	951	951

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - M20 Westbound Entry Only	1.54	731.40	165.2	202.6	F	742	1114
B - Churchill Avenue	1.04	105.16	46.8	116.3	F	1252	1877
C - Cherry Garden Avenue	0.99	70.03	17.8	70.3	F	1282	1166
D - M20 Westbound Exit Only							
E - A20 Castle Hill Bridge	1.01	75.38	29.7	97.6	F	1159	1738

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	609	609	152	0	0	1323	986	0.617	603	0	0.0	1.6	9.
B - Churchill Avenue	1027	1027	257	0	0	887	1562	0.657	1019	1039	0.0	1.9	6.
C - Cherry Garden Avenue	1052	638	159	414	0	674	1112	0.573	632	1232	0.0	1.3	7.
D - M20 Westbound Exit Only						685				621			
E - A20 Castle Hill Bridge	951	951	238	0	0	379	1482	0.641	944	306	0.0	1.8	6.

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	727	727	182	0	0	1581	802	0.907	706	0	1.6	7.0	32
B - Churchill Avenue	1226	1226	307	0	0	1049	1445	0.849	1213	1238	1.9	5.1	14
C - Cherry Garden Avenue	1256	761	190	494	0	802	1034	0.737	756	1460	1.3	2.7	12
D - M20 Westbound Exit Only						819				739			
E - A20 Castle Hill Bridge	1135	1135	284	0	0	453	1435	0.791	1128	366	1.8	3.7	11

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	D
A - M20 Westbound Entry Only	891	891	223	0	0	1862	602	1.479	600	0	7.0	79.6	27
B - Churchill Avenue	1502	1502	375	0	0	1057	1439	1.044	1404	1404	5.1	29.5	55
C - Cherry Garden Avenue	1538	933	233	606	0	928	957	0.975	893	1534	2.7	12.5	42
D - M20 Westbound Exit Only						966				855			
E - A20 Castle Hill Bridge	1391	1391	348	0	0	536	1383	1.005	1326	430	3.7	19.9	42

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	D
A - M20 Westbound Entry Only	891	891	223	0	0	1898	577	1.545	577	0	79.6	158.2	68
B - Churchill Avenue	1502	1502	375	0	0	1051	1444	1.040	1433	1423	29.5	46.8	10
C - Cherry Garden Avenue	1538	933	233	606	0	946	945	0.987	911	1537	12.5	17.8	70
D - M20 Westbound Exit Only						985				873			
E - A20 Castle Hill Bridge	1391	1391	348	0	0	547	1376	1.010	1351	439	19.9	29.7	75

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	D
A - M20 Westbound Entry Only	727	727	182	0	0	1725	700	1.040	699	0	158.2	165.2	73
B - Churchill Avenue	1226	1226	307	0	0	1092	1414	0.867	1376	1332	46.8	9.3	77
C - Cherry Garden Avenue	1256	761	190	494	0	909	968	0.787	816	1559	17.8	4.1	30
D - M20 Westbound Exit Only						887				838			
E - A20 Castle Hill Bridge	1135	1135	284	0	0	490	1412	0.804	1236	398	29.7	4.7	29

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	D
A - M20 Westbound Entry Only	609	609	152	0	0	1351	967	0.630	961	0	165.2	77.3	45
B - Churchill Avenue	1027	1027	257	0	0	1170	1358	0.756	1051	1142	9.3	3.3	12
C - Cherry Garden Avenue	1052	638	159	414	0	696	1099	0.580	648	1525	4.1	1.4	8
D - M20 Westbound Exit Only						704				641			
E - A20 Castle Hill Bridge	951	951	238	0	0	389	1476	0.644	962	315	4.7	1.9	7

Queue Variation Results for each time segment

07:45 - 08:00

Arm	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
A - M20 Westbound Entry Only	1.59	0.03	0.31	2.38	7.93			N/A	N/A
B - Churchill Avenue	1.90	0.12	1.41	3.80	4.98			N/A	N/A
C - Cherry Garden Avenue	1.34	0.52	1.24	1.82	2.00			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	1.81	0.37	1.08	2.87	3.54			N/A	N/A

08:00 - 08:15

Arm	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
A - M20 Westbound Entry Only	6.95	0.07	1.50	19.96	31.54			N/A	N/A
B - Churchill Avenue	5.12	0.08	1.14	14.11	21.32			N/A	N/A
C - Cherry Garden Avenue	2.69	0.06	0.82	7.30	11.36			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	3.68	0.06	0.90	10.28	16.34			N/A	N/A

08:15 - 08:30

Arm	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
A - M20 Westbound Entry Only	79.62	47.00	77.15	107.97	117.98			N/A	N/A
B - Churchill Avenue	29.51	3.42	23.23	59.83	74.43			N/A	N/A
C - Cherry Garden Avenue	12.48	0.19	5.70	32.49	45.63			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	19.87	0.65	12.25	47.24	62.84			N/A	N/A

08:30 - 08:45

Arm	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
A - M20 Westbound Entry Only	158.16	>199	>199	>199	>199			N/A	N/A
B - Churchill Avenue	46.80	6.22	37.57	94.02	116.34			N/A	N/A
C - Cherry Garden Avenue	17.77	0.16	6.76	48.56	70.30			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	29.75	0.74	17.74	72.60	97.57			N/A	N/A

08:45 - 09:00

Arm	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
A - M20 Westbound Entry Only	165.22	>199	>199	>199	>199			N/A	N/A
B - Churchill Avenue	9.34	0.07	1.45	27.07	42.95			N/A	N/A
C - Cherry Garden Avenue	4.12	0.06	0.80	11.67	18.96			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	4.65	0.05	0.47	13.13	23.65			N/A	N/A

09:00 - 09:15

Arm	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
A - M20 Westbound Entry Only	77.31	43.80	74.62	106.75	117.26			N/A	N/A
B - Churchill Avenue	3.30	0.03	0.34	6.69	17.71			N/A	N/A
C - Cherry Garden Avenue	1.43	0.03	0.30	1.43	6.21			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	1.91	0.03	0.30	1.91	8.37			N/A	N/A

2055 | DS Medium Vision | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - M20 Westbound Entry Only - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - Churchill Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	83.20	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	83.20	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)	Run automatically
D20	2055	DS Medium Vision	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - M20 Westbound Entry Only		ONE HOUR	✓	561	100.000
B - Churchill Avenue		ONE HOUR	✓	1352	100.000
C - Cherry Garden Avenue		ONE HOUR	✓	1274	100.000
D - M20 Westbound Exit Only					
E - A20 Castle Hill Bridge		ONE HOUR	✓	1370	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - M20 Westbound Entry Only	B - Churchill Avenue	C - Cherry Garden Avenue	D - M20 Westbound Exit Only	E - A20 Castle Hill Bridge
From	A - M20 Westbound Entry Only	0	177	381	1	2
	B - Churchill Avenue	0	0	433	806	113
	C - Cherry Garden Avenue	0	393	23	434	424
	D - M20 Westbound Exit Only	0	0	0	0	0
	E - A20 Castle Hill Bridge	0	977	381	12	0

Proportions

		A - M20 Westbou Entry On
From	A - M20 Westbound Entry Only	0.00
	B - Churchill Avenue	0.00
	C - Cherry Garden Avenue	0.00
	D - M20 Westbound Exit Only	0.20
	E - A20 Castle Hill Bridge	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To					
		A - M20 Westbound Entry Only	B - Churchill Avenue	C - Cherry Garden Avenue	D - M20 Westbound Exit Only	E - A20 Castle Hill Bridge
From	A - M20 Westbound Entry Only	0	0	1	0	0
	B - Churchill Avenue	0	0	1	1	0
	C - Cherry Garden Avenue	0	0	0	1	0
	D - M20 Westbound Exit Only	0	0	0	0	0
	E - A20 Castle Hill Bridge	0	1	1	11	0

Average PCU Per Veh

		A - M20 Westbou Entry On
From	A - M20 Westbound Entry Only	1.000
	B - Churchill Avenue	1.000
	C - Cherry Garden Avenue	1.000
	D - M20 Westbound Exit Only	1.000
	E - A20 Castle Hill Bridge	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - M20 Westbound Entry Only	16:45-17:00	422	422
	17:00-17:15	504	504
	17:15-17:30	618	618
	17:30-17:45	618	618
	17:45-18:00	504	504
	18:00-18:15	422	422
B - Churchill Avenue	16:45-17:00	1018	1018
	17:00-17:15	1215	1215
	17:15-17:30	1489	1489
	17:30-17:45	1489	1489
	17:45-18:00	1215	1215
	18:00-18:15	1018	1018
C - Cherry Garden Avenue	16:45-17:00	959	959
	17:00-17:15	1145	1145
	17:15-17:30	1403	1403
	17:30-17:45	1403	1403
	17:45-18:00	1145	1145
	18:00-18:15	959	959
D - M20 Westbound Exit Only	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	0	0
E - A20 Castle Hill Bridge	16:45-17:00	1031	1031
	17:00-17:15	1232	1232
	17:15-17:30	1508	1508
	17:30-17:45	1508	1508
	17:45-18:00	1232	1232
	18:00-18:15	1031	1031

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - M20 Westbound Entry Only	1.04	119.78	21.4	62.7	F	515	772
B - Churchill Avenue	0.93	28.03	10.9	59.6	D	1241	1861
C - Cherry Garden Avenue	1.03	103.86	27.9	80.3	F	1169	1156
D - M20 Westbound Exit Only							
E - A20 Castle Hill Bridge	1.04	103.47	46.8	115.8	F	1257	1886

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	422	422	106	0	0	1334	979	0.432	419	0	0.0	0.8	6.
B - Churchill Avenue	1018	1018	254	0	0	598	1772	0.574	1012	1155	0.0	1.3	4.
C - Cherry Garden Avenue	959	632	158	327	0	699	1097	0.577	627	911	0.0	1.3	7.
D - M20 Westbound Exit Only						713				613			
E - A20 Castle Hill Bridge	1031	1031	258	0	0	311	1526	0.676	1023	403	0.0	2.1	7.

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	504	504	126	0	0	1593	794	0.635	501	0	0.8	1.7	12
B - Churchill Avenue	1215	1215	304	0	0	714	1688	0.720	1211	1380	1.3	2.5	7.
C - Cherry Garden Avenue	1145	755	189	390	0	836	1013	0.746	749	1088	1.3	2.8	13
D - M20 Westbound Exit Only						852				733			
E - A20 Castle Hill Bridge	1232	1232	308	0	0	371	1488	0.828	1222	481	2.1	4.5	13

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	618	618	154	0	0	1842	616	1.002	575	0	1.7	12.3	60
B - Churchill Avenue	1489	1489	372	0	0	823	1609	0.925	1461	1594	2.5	9.3	21
C - Cherry Garden Avenue	1403	925	231	478	0	1009	907	1.020	866	1275	2.8	17.5	55
D - M20 Westbound Exit Only						990				885			
E - A20 Castle Hill Bridge	1508	1508	377	0	0	429	1451	1.040	1413	561	4.5	28.3	52

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	D
A - M20 Westbound Entry Only	618	618	154	0	0	1872	595	1.038	582	0	12.3	21.4	11
B - Churchill Avenue	1489	1489	372	0	0	834	1601	0.930	1482	1620	9.3	10.9	28
C - Cherry Garden Avenue	1403	925	231	478	0	1023	898	1.030	883	1293	17.5	27.9	10
D - M20 Westbound Exit Only						1009				897			
E - A20 Castle Hill Bridge	1508	1508	377	0	0	437	1446	1.043	1434	572	28.3	46.8	10

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	504	504	126	0	0	1813	637	0.792	571	0	21.4	4.6	69.
B - Churchill Avenue	1215	1215	304	0	0	813	1616	0.752	1246	1571	10.9	3.2	10.
C - Cherry Garden Avenue	1145	755	189	390	0	862	997	0.757	853	1197	27.9	3.4	37.
D - M20 Westbound Exit Only						959				756			
E - A20 Castle Hill Bridge	1232	1232	308	0	0	422	1455	0.846	1391	537	46.8	7.0	66.

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De
A - M20 Westbound Entry Only	422	422	106	0	0	1368	954	0.443	438	0	4.6	0.8	7.2
B - Churchill Avenue	1018	1018	254	0	0	618	1757	0.579	1025	1187	3.2	1.4	5.0
C - Cherry Garden Avenue	959	632	158	327	0	708	1091	0.579	641	935	3.4	1.4	8.1
D - M20 Westbound Exit Only						728				621			
E - A20 Castle Hill Bridge	1031	1031	258	0	0	317	1522	0.678	1051	411	7.0	2.2	8.0

Queue Variation Results for each time segment

16:45 - 17:00

Arm	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
A - M20 Westbound Entry Only	0.76	0.11	0.87	1.41	1.48			N/A	N/A
B - Churchill Avenue	1.34	0.54	1.25	1.79	1.96			N/A	N/A
C - Cherry Garden Avenue	1.34	0.25	1.22	1.92	2.45			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	2.05	0.25	1.22	3.66	4.61			N/A	N/A

17:00 - 17:15

Arm	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
A - M20 Westbound Entry Only	1.69	0.05	0.45	4.50	7.36			N/A	N/A
B - Churchill Avenue	2.52	0.05	0.46	6.95	11.82			N/A	N/A
C - Cherry Garden Avenue	2.78	0.05	0.69	7.63	12.10			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	4.48	0.06	1.23	12.52	19.46			N/A	N/A

17:15 - 17:30

Arm	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
A - M20 Westbound Entry Only	12.33	0.46	7.60	28.83	38.22			N/A	N/A
B - Churchill Avenue	9.34	0.06	0.95	27.18	46.89			N/A	N/A
C - Cherry Garden Avenue	17.46	1.05	11.93	39.12	50.75			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	28.32	2.90	21.93	58.34	73.01			N/A	N/A

17:30 - 17:45

Arm	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
A - M20 Westbound Entry Only	21.36	1.21	14.55	48.24	62.68			N/A	N/A
B - Churchill Avenue	10.87	0.04	0.41	27.67	59.65			N/A	N/A
C - Cherry Garden Avenue	27.87	1.29	19.53	62.19	80.26			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	46.82	6.38	37.72	93.69	115.77			N/A	N/A

17:45 - 18:00

Arm	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
A - M20 Westbound Entry Only	4.63	0.12	1.98	11.48	16.01			N/A	N/A
B - Churchill Avenue	3.18	0.05	0.52	8.91	14.68			N/A	N/A
C - Cherry Garden Avenue	3.43	0.04	0.40	9.24	17.94			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	7.00	0.06	1.33	20.20	32.54			N/A	N/A

18:00 - 18:15

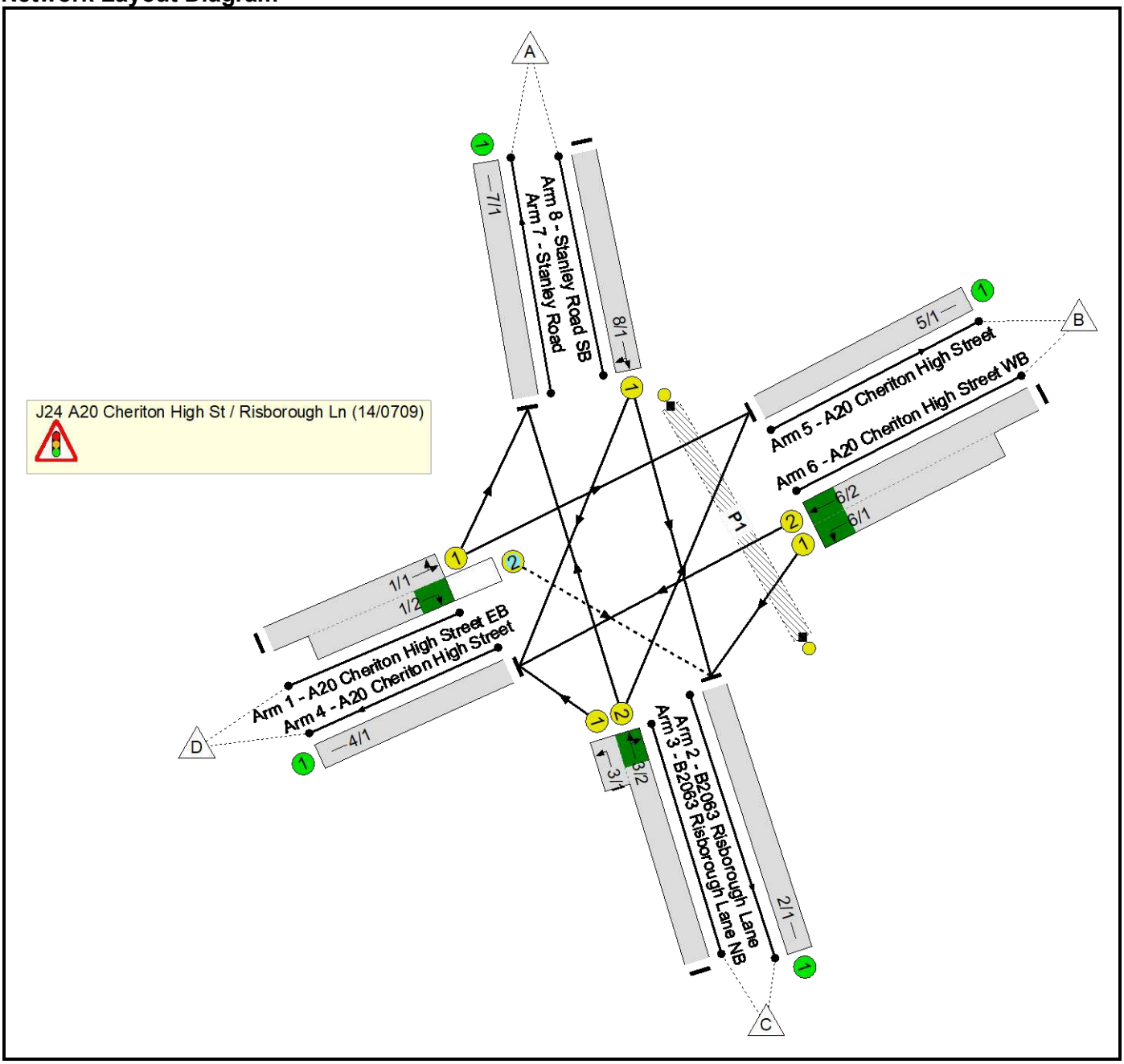
Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - M20 Westbound Entry Only	0.81	0.03	0.27	0.81	1.76			N/A	N/A
B - Churchill Avenue	1.40	0.03	0.31	2.12	7.00			N/A	N/A
C - Cherry Garden Avenue	1.41	0.03	0.28	1.41	4.98			N/A	N/A
D - M20 Westbound Exit Only									
E - A20 Castle Hill Bridge	2.17	0.03	0.29	2.17	9.08			N/A	N/A

Full Input Data And Results

User and Project Details

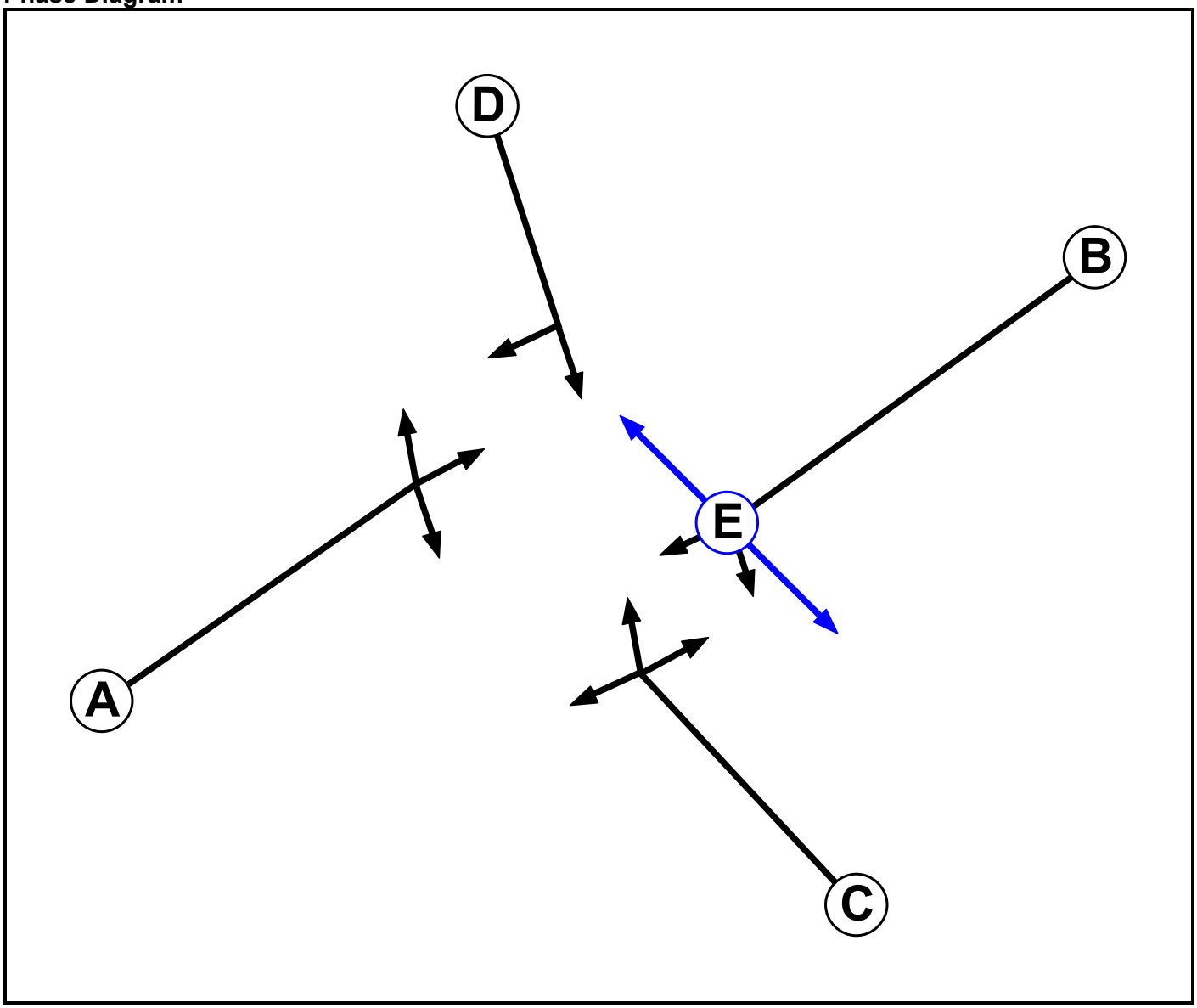
Project:	**Otterpool Park**
Title:	**J24 Cheriton High Street/Risborough Lane**
Location:	
Additional detail:	
File name:	J12_Cheriton High St_Risborough Ln.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Pedestrian		-9999	6

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

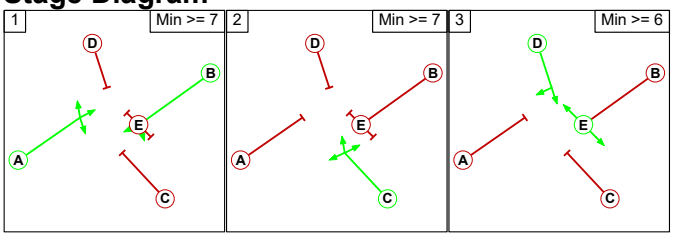
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		-	5	7	9
	B	-		8	5	5
	C	5	5		7	8
	D	7	5	8		-
	E	13	13	13	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D E

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	3	3
3	1	D	Losing	6	6

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		8	9
	2	5		8
	3	13	13	

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

Give-Way Lane Input Data

Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)											
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)**
1/2 (A20 Cheriton High Street EB)	2/1 (Right)	1439	0	6/2	1.09	All	3.00	-	0.50	3	3.00
				6/1	1.09	To 2/1 (Left)					

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

Lane Input Data

Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A20 Cheriton High Street EB)	U	A	2	3	60.0	User	1773	-	-	-	-	-
1/2 (A20 Cheriton High Street EB)	O	A	2	3	10.8	Geom	-	3.25	0.00	Y	Arm 2 Right	10.00
2/1 (B2063 Risborough Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (B2063 Risborough Lane NB)	U	C	2	3	3.0	Geom	-	3.01	0.00	Y	Arm 4 Left	10.29
3/2 (B2063 Risborough Lane NB)	U	C	2	3	60.0	User	1786	-	-	-	-	-
4/1 (A20 Cheriton High Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A20 Cheriton High Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A20 Cheriton High Street WB)	U	B	2	3	12.0	Geom	-	2.50	0.00	Y	Arm 2 Left	17.75
6/2 (A20 Cheriton High Street WB)	U	B	2	3	60.0	User	1827	-	-	-	-	-
7/1 (Stanley Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Stanley Road SB)	U	D	2	3	60.0	Geom	-	2.81	0.00	Y	Arm 2 Ahead	Inf
											Arm 4 Right	15.24

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM'	08:00	09:00	01:00	
2: '2025 PM'	17:00	18:00	01:00	
3: '2055 DM AM'	08:00	09:00	01:00	
4: '2055 DM PM'	17:00	18:00	01:00	
5: '2055 DS AM'	08:00	09:00	01:00	
6: '2055 DS PM'	17:00	18:00	01:00	

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

Scenario 1: '2025 AM' (FG1: '2025 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	79	38	117
	B	0	0	212	249	461
	C	35	281	0	198	514
	D	23	282	187	0	492
	Tot.	58	563	478	485	1584

Traffic Lane Flows

Lane	Scenario 1: 2025 AM
Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)	
1/1 (with short)	492(In) 305(Out)
1/2 (short)	187
2/1	478
3/1 (short)	198
3/2 (with short)	514(In) 316(Out)
4/1	485
5/1	563
6/1 (short)	212
6/2 (with short)	461(In) 249(Out)
7/1	58
8/1	117

Lane Saturation Flows

Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)								
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 (A20 Cheriton High Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1773	1773
1/2 (A20 Cheriton High Street EB)	3.25	0.00	Y	Arm 2 Right	10.00	100.0 %	1687	1687
2/1 (B2063 Risborough Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (B2063 Risborough Lane NB)	3.01	0.00	Y	Arm 4 Left	10.29	100.0 %	1672	1672
3/2 (B2063 Risborough Lane NB Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
4/1 (A20 Cheriton High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A20 Cheriton High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Cheriton High Street WB)	2.50	0.00	Y	Arm 2 Left	17.75	100.0 %	1720	1720
6/2 (A20 Cheriton High Street WB Lane 2)	This lane uses a directly entered Saturation Flow						1827	1827
7/1 (Stanley Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Stanley Road SB)	2.81	0.00	Y	Arm 2 Ahead	Inf	67.5 %	1837	1837
				Arm 4 Right	15.24	32.5 %		

Scenario 2: '2025 PM' (FG2: '2025 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	58	27	85
	B	1	0	186	282	469
	C	31	199	0	208	438
	D	16	351	194	0	561
	Tot.	48	550	438	517	1553

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

Traffic Lane Flows

Lane	Scenario 2: 2025 PM
Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)	
1/1 (with short)	561(In) 367(Out)
1/2 (short)	194
2/1	438
3/1 (short)	208
3/2 (with short)	438(In) 230(Out)
4/1	517
5/1	550
6/1 (short)	186
6/2 (with short)	468(In) 282(Out)
7/1	47
8/1	85

Lane Saturation Flows

Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)								
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 (A20 Cheriton High Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1773	1773
1/2 (A20 Cheriton High Street EB)	3.25	0.00	Y	Arm 2 Right	10.00	100.0 %	1687	1687
2/1 (B2063 Risborough Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (B2063 Risborough Lane NB)	3.01	0.00	Y	Arm 4 Left	10.29	100.0 %	1672	1672
3/2 (B2063 Risborough Lane NB Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
4/1 (A20 Cheriton High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A20 Cheriton High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Cheriton High Street WB)	2.50	0.00	Y	Arm 2 Left	17.75	100.0 %	1720	1720
6/2 (A20 Cheriton High Street WB Lane 2)	This lane uses a directly entered Saturation Flow						1827	1827
7/1 (Stanley Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Stanley Road SB)	2.81	0.00	Y	Arm 2 Ahead	Inf	68.2 %	1839	1839
				Arm 4 Right	15.24	31.8 %		

Scenario 3: '2055 DM AM' (FG3: '2055 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	1	90	47	138
	B	0	0	257	340	597
	C	40	321	0	325	686
	D	29	431	266	0	726
	Tot.	69	753	613	712	2147

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

Traffic Lane Flows

Lane	Scenario 3: 2055 DM AM
Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)	
1/1 (with short)	726(In) 460(Out)
1/2 (short)	266
2/1	613
3/1 (short)	325
3/2 (with short)	686(In) 361(Out)
4/1	712
5/1	752
6/1 (short)	257
6/2 (with short)	597(In) 340(Out)
7/1	69
8/1	137

Lane Saturation Flows

Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)								
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 (A20 Cheriton High Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1773	1773
1/2 (A20 Cheriton High Street EB)	3.25	0.00	Y	Arm 2 Right	10.00	100.0 %	1687	1687
2/1 (B2063 Risborough Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (B2063 Risborough Lane NB)	3.01	0.00	Y	Arm 4 Left	10.29	100.0 %	1672	1672
3/2 (B2063 Risborough Lane NB Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
4/1 (A20 Cheriton High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A20 Cheriton High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Cheriton High Street WB)	2.50	0.00	Y	Arm 2 Left	17.75	100.0 %	1720	1720
6/2 (A20 Cheriton High Street WB Lane 2)	This lane uses a directly entered Saturation Flow						1827	1827
7/1 (Stanley Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Stanley Road SB)	2.81	0.00	Y	Arm 2 Ahead	Inf	65.7 %	1834	1834
				Arm 4 Right	15.24	34.3 %		

Scenario 4: '2055 DM PM' (FG4: '2055 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	2	67	32	101
	B	1	0	228	442	671
	C	35	218	0	306	559
	D	23	491	297	0	811
	Tot.	59	711	592	780	2142

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

Traffic Lane Flows

Lane	Scenario 4: 2055 DM PM
Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)	
1/1 (with short)	811(In) 514(Out)
1/2 (short)	297
2/1	592
3/1 (short)	306
3/2 (with short)	559(In) 253(Out)
4/1	780
5/1	709
6/1 (short)	228
6/2 (with short)	670(In) 442(Out)
7/1	58
8/1	99

Lane Saturation Flows

Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)								
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 (A20 Cheriton High Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1773	1773
1/2 (A20 Cheriton High Street EB)	3.25	0.00	Y	Arm 2 Right	10.00	100.0 %	1687	1687
2/1 (B2063 Risborough Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (B2063 Risborough Lane NB)	3.01	0.00	Y	Arm 4 Left	10.29	100.0 %	1672	1672
3/2 (B2063 Risborough Lane NB Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
4/1 (A20 Cheriton High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A20 Cheriton High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Cheriton High Street WB)	2.50	0.00	Y	Arm 2 Left	17.75	100.0 %	1720	1720
6/2 (A20 Cheriton High Street WB Lane 2)	This lane uses a directly entered Saturation Flow						1827	1827
7/1 (Stanley Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Stanley Road SB)	2.81	0.00	Y	Arm 2 Ahead	Inf	67.7 %	1838	1838
				Arm 4 Right	15.24	32.3 %		

Scenario 5: '2055 DS AM' (FG5: '2055 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1	90	59	150
	B	0	0	257	423	680
	C	40	344	0	371	755
	D	42	557	336	0	935
	Tot.	82	902	683	853	2520

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

Traffic Lane Flows

Lane	Scenario 5: 2055 DS AM
Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)	
1/1 (with short)	935(In) 599(Out)
1/2 (short)	336
2/1	683
3/1 (short)	371
3/2 (with short)	755(In) 384(Out)
4/1	853
5/1	901
6/1 (short)	257
6/2 (with short)	680(In) 423(Out)
7/1	82
8/1	149

Lane Saturation Flows

Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)								
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 (A20 Cheriton High Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1773	1773
1/2 (A20 Cheriton High Street EB)	3.25	0.00	Y	Arm 2 Right	10.00	100.0 %	1687	1687
2/1 (B2063 Risborough Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (B2063 Risborough Lane NB)	3.01	0.00	Y	Arm 4 Left	10.29	100.0 %	1672	1672
3/2 (B2063 Risborough Lane NB Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
4/1 (A20 Cheriton High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A20 Cheriton High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Cheriton High Street WB)	2.50	0.00	Y	Arm 2 Left	17.75	100.0 %	1720	1720
6/2 (A20 Cheriton High Street WB Lane 2)	This lane uses a directly entered Saturation Flow						1827	1827
7/1 (Stanley Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Stanley Road SB)	2.81	0.00	Y	Arm 2 Ahead	Inf	60.4 %	1825	1825
				Arm 4 Right	15.24	39.6 %		

Scenario 6: '2055 DS PM' (FG6: '2055 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	67	44	113
	B	1	0	228	557	786
	C	35	231	0	359	625
	D	36	618	369	0	1023
	Tot.	72	851	664	960	2547

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

Traffic Lane Flows

Lane	Scenario 6: 2055 DS PM
Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)	
1/1 (with short)	1023(In) 654(Out)
1/2 (short)	369
2/1	664
3/1 (short)	359
3/2 (with short)	625(In) 266(Out)
4/1	960
5/1	849
6/1 (short)	228
6/2 (with short)	785(In) 557(Out)
7/1	71
8/1	111

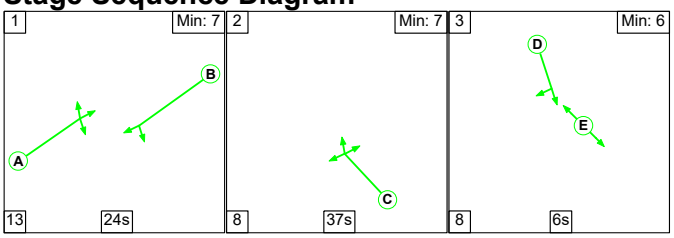
Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

Lane Saturation Flows

Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)								
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 (A20 Cheriton High Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1773	1773
1/2 (A20 Cheriton High Street EB)	3.25	0.00	Y	Arm 2 Right	10.00	100.0 %	1687	1687
2/1 (B2063 Risborough Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (B2063 Risborough Lane NB)	3.01	0.00	Y	Arm 4 Left	10.29	100.0 %	1672	1672
3/2 (B2063 Risborough Lane NB Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
4/1 (A20 Cheriton High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A20 Cheriton High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Cheriton High Street WB)	2.50	0.00	Y	Arm 2 Left	17.75	100.0 %	1720	1720
6/2 (A20 Cheriton High Street WB Lane 2)	This lane uses a directly entered Saturation Flow						1827	1827
7/1 (Stanley Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Stanley Road SB)	2.81	0.00	Y	Arm 2 Ahead	Inf	60.4 %	1825	1825
				Arm 4 Right	15.24	39.6 %		

Scenario 1: '2025 AM' (FG1: '2025 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

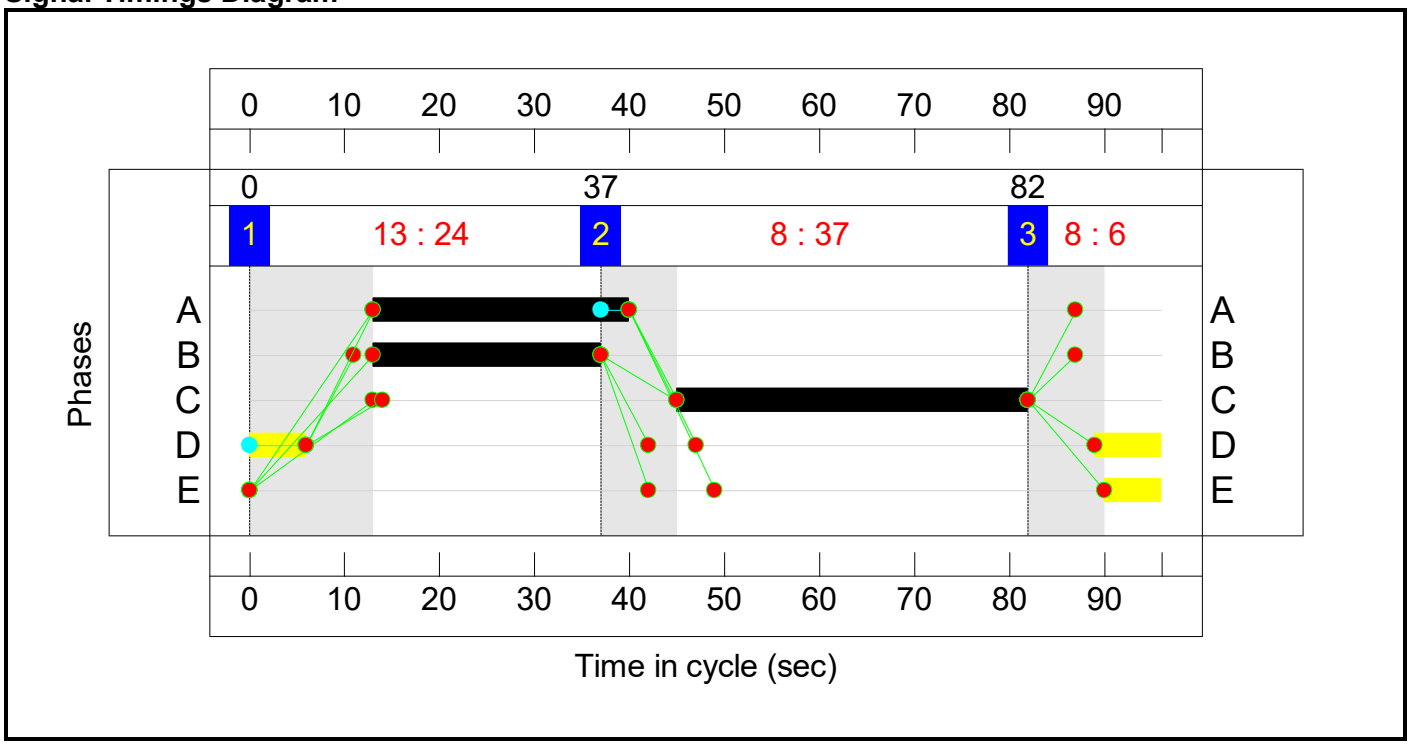


Stage Timings

Stage	1	2	3
Duration	24	37	6
Change Point	0	37	82

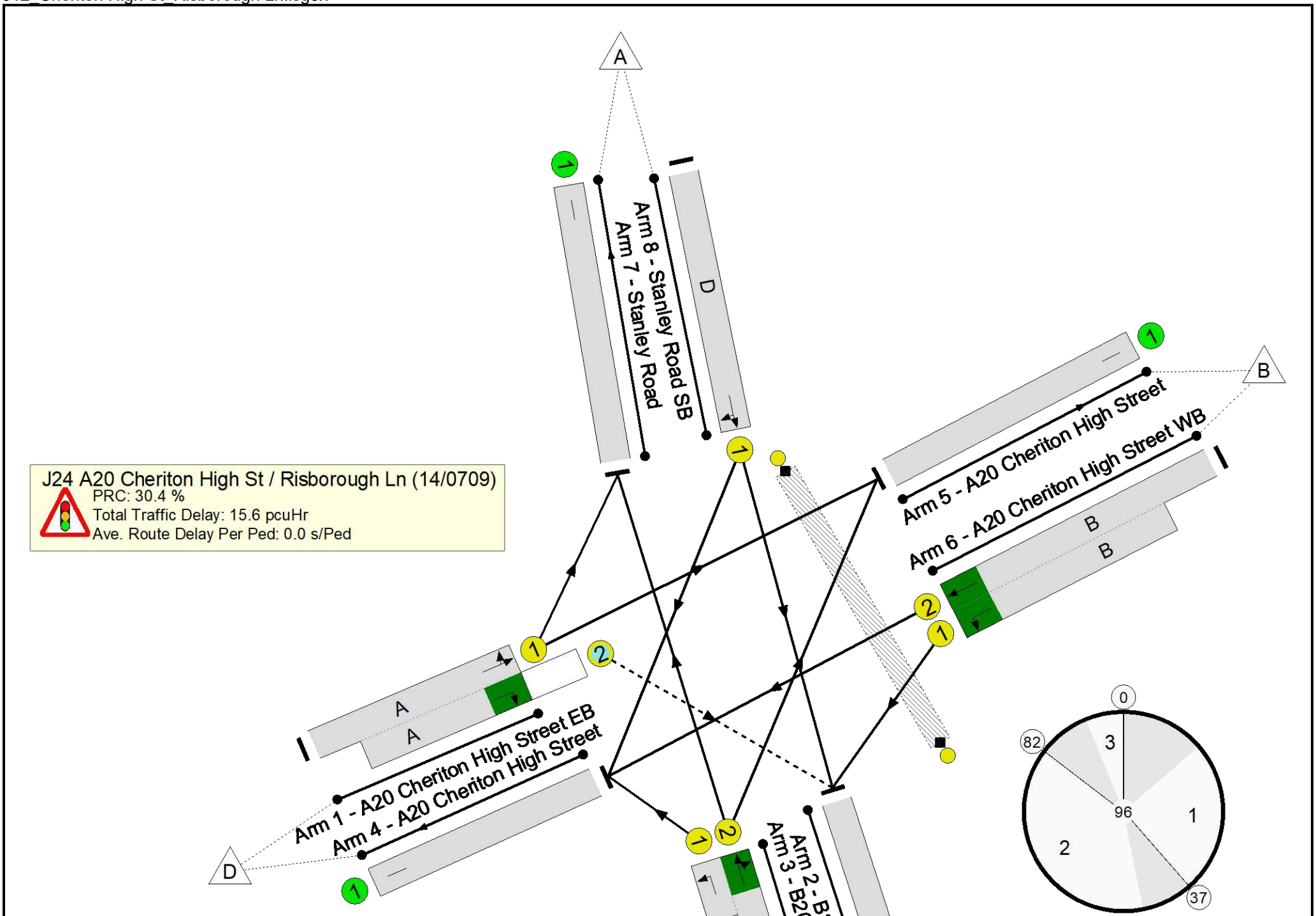
Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

Signal Timings Diagram



Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x
Network Layout Diagram

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x



Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.0%**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.0%**
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	27	-	492	1773:1687	487+276	62.6 : 67.9%
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
3/2+3/1	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	37	-	514	1786:1672	458+287	69.0 : 69.0%
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	24	-	461	1827:1720	470+400	53.0 : 53.0%
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	13	-	117	1837	268	43.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%

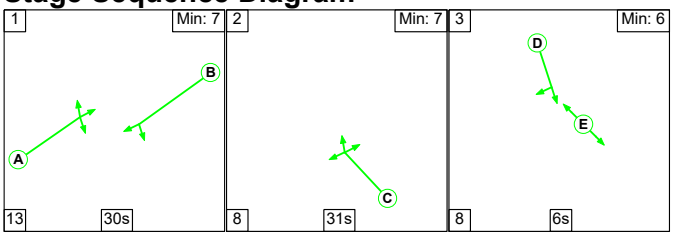
Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

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: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**145**	**18**	**24**	**12.2**	**3.0**	**0.5**	**15.6**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**145**	**18**	**24**	**12.2**	**3.0**	**0.5**	**15.6**	**-**	**-**	**-**	**-**
1/1+1/2	492	492	145	18	24	4.0	0.9	0.5	5.4	39.3	6.9	0.9	7.9
2/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	514	514	-	-	-	3.2	1.1	-	4.4	30.5	9.1	1.1	10.2
4/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	563	563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	461	461	-	-	-	3.8	0.6	-	4.3	33.7	5.6	0.6	6.2
7/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	117	117	-	-	-	1.2	0.4	-	1.6	49.3	2.8	0.4	3.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - 14/0709 PRC for Signalled Lanes (%): 30.4 Total Delay for Signalled Lanes (pcuHr): 15.64 Cycle Time (s): 96
PRC Over All Lanes (%): 30.4 Total Delay Over All Lanes(pcuHr): 15.64

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x
Scenario 2: '2025 PM' (FG2: '2025 PM', Plan 1: 'Network Control Plan 1')

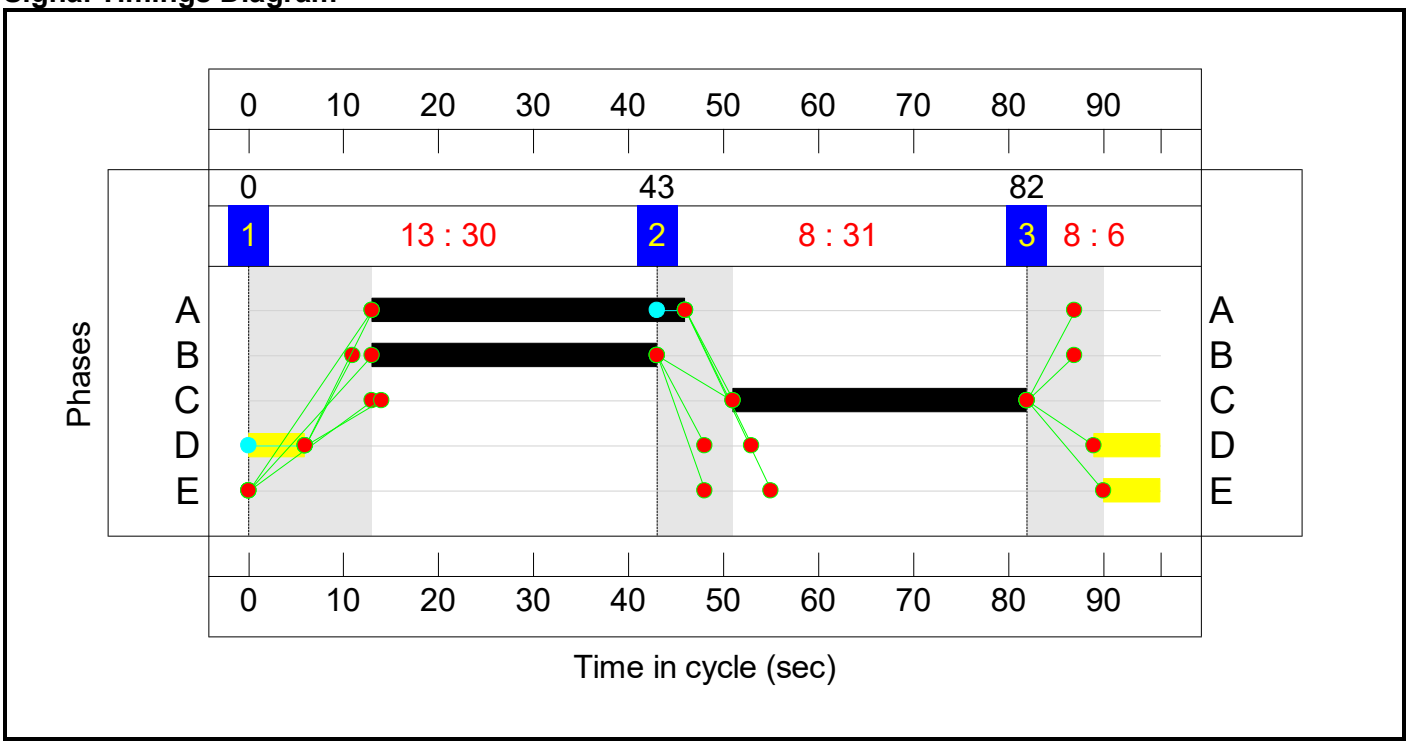
Stage Sequence Diagram



Stage Timings

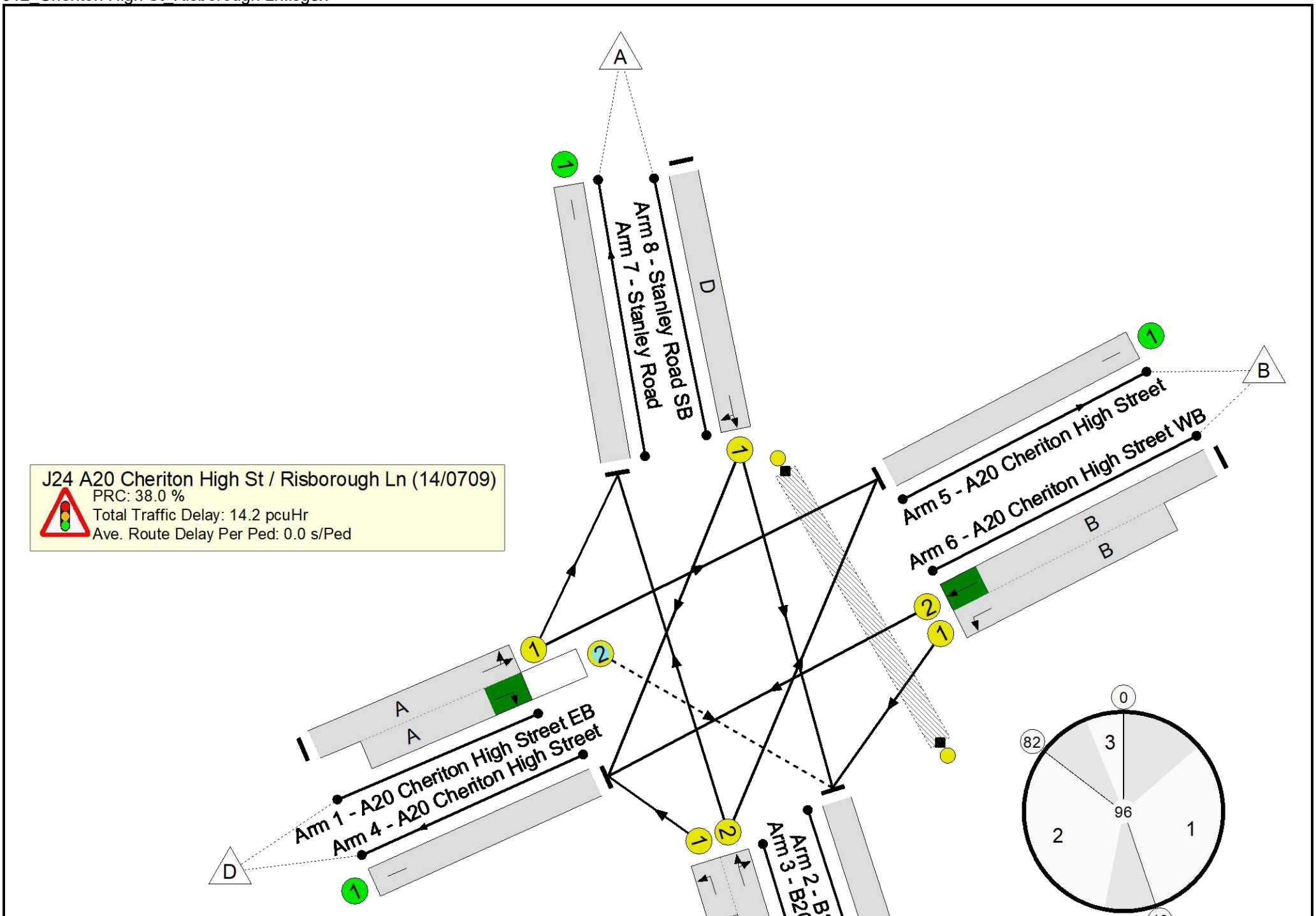
Stage	1	2	3
Duration	30	31	6
Change Point	0	43	82

Signal Timings Diagram



Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x
Network Layout Diagram

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x



Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.2%**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.2%**
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	33	-	561	1773:1687	563+297	65.2 : 65.2%
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
3/2+3/1	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	31	-	438	1786:1672	359+324	64.1 : 64.1%
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	30	-	468	1827:1720	540+356	52.3 : 52.3%
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	13	-	85	1839	268	31.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%

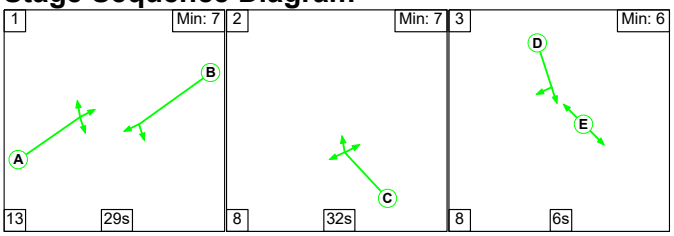
Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

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: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**186**	**2**	**6**	**11.1**	**2.6**	**0.5**	**14.2**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**186**	**2**	**6**	**11.1**	**2.6**	**0.5**	**14.2**	**-**	**-**	**-**	**-**
1/1+1/2	561	561	186	2	6	3.9	0.9	0.5	5.3	34.3	8.0	0.9	8.9
2/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	438	438	-	-	-	3.0	0.9	-	3.9	32.3	6.7	0.9	7.5
4/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	468	468	-	-	-	3.3	0.5	-	3.8	29.2	5.9	0.5	6.4
7/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	85	85	-	-	-	0.9	0.2	-	1.1	46.5	2.0	0.2	2.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - 14/0709 PRC for Signalled Lanes (%): 38.0 Total Delay for Signalled Lanes (pcuHr): 14.17 Cycle Time (s): 96
PRC Over All Lanes (%): 38.0 Total Delay Over All Lanes(pcuHr): 14.17

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x
Scenario 3: '2055 DM AM' (FG3: '2055 DM AM', Plan 1: 'Network Control Plan 1')

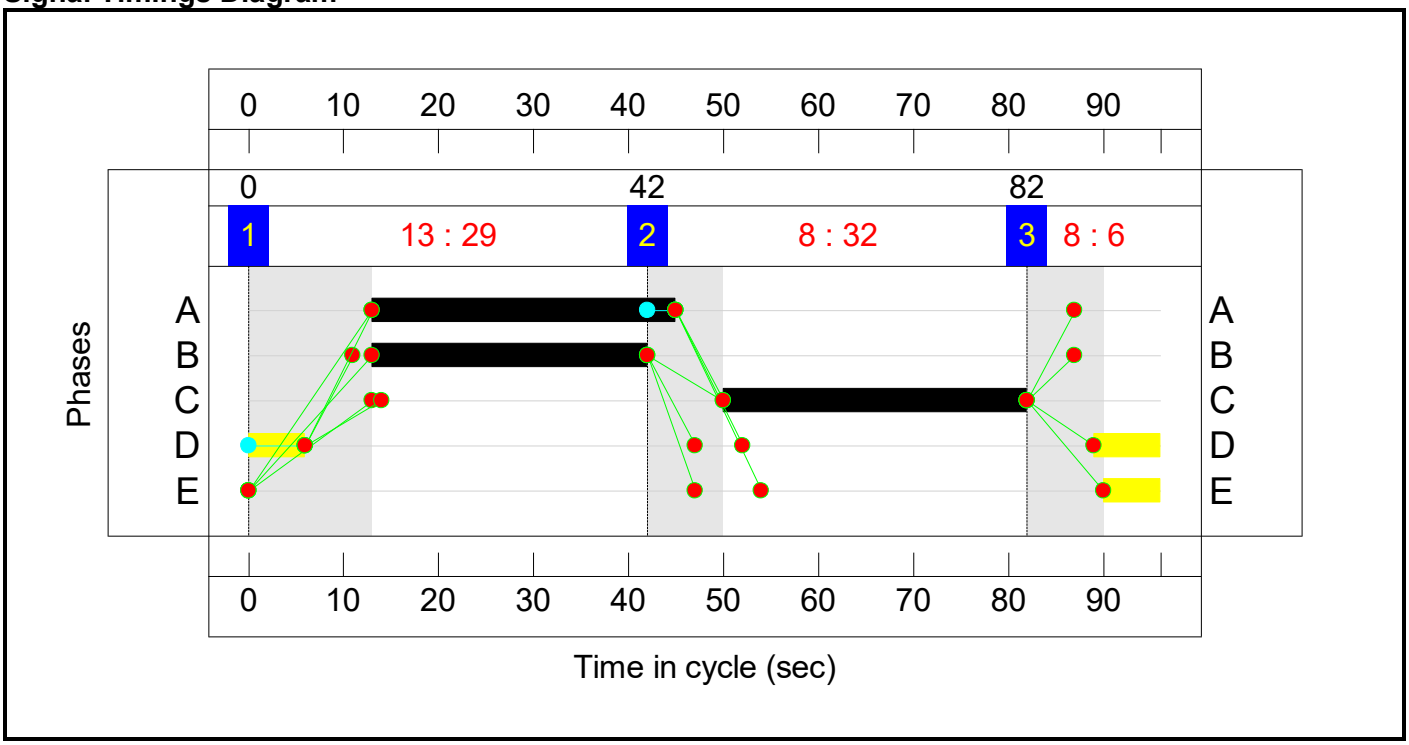
Stage Sequence Diagram



Stage Timings

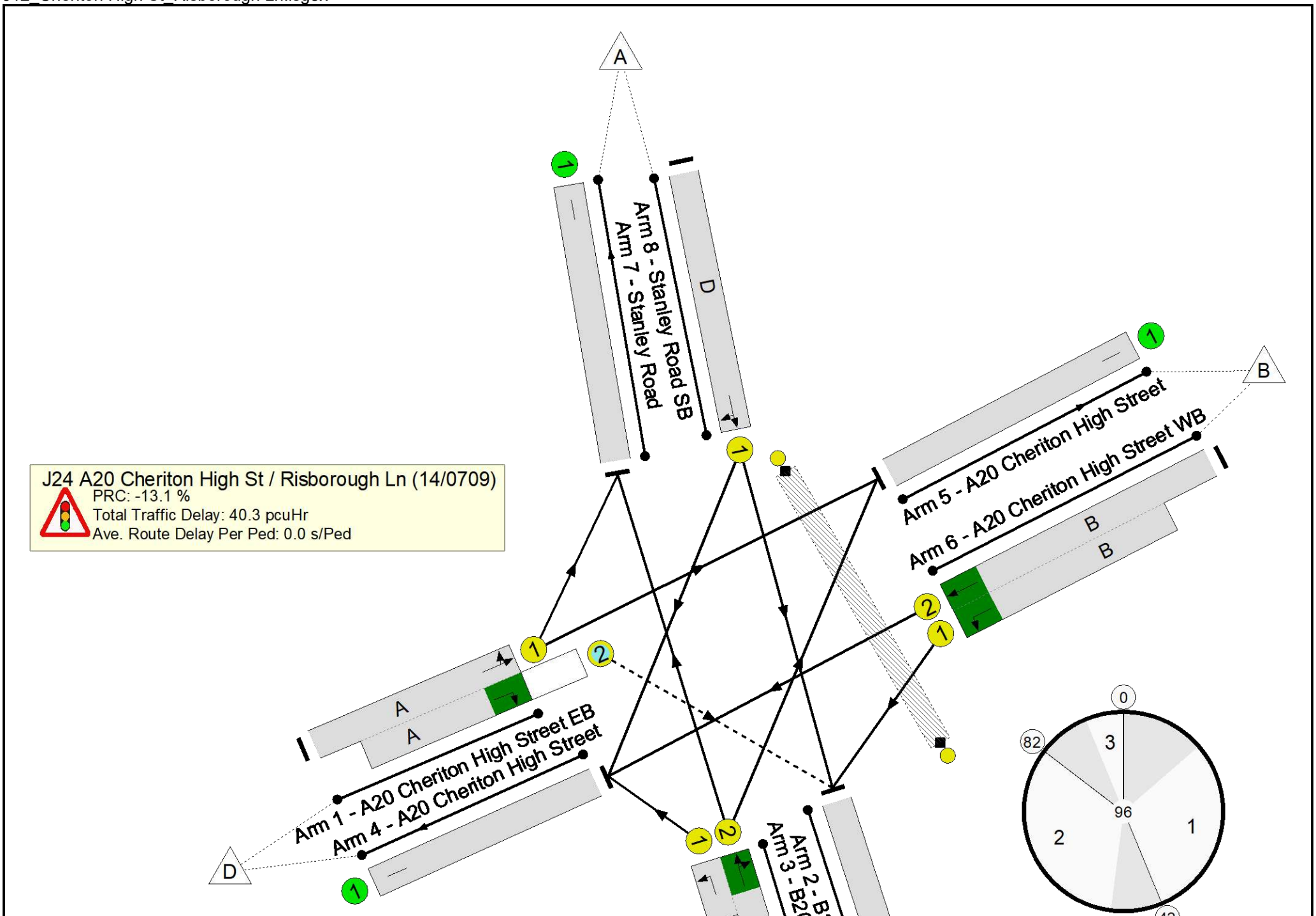
Stage	1	2	3
Duration	29	32	6
Change Point	0	42	82

Signal Timings Diagram



Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x
Network Layout Diagram

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x



Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.7%**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.7%**
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	32	-	726	1773:1687	546+261	84.2 : 101.7%
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%
3/2+3/1	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	32	-	686	1786:1672	359+323	100.5 : 100.5%
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	29	-	597	1827:1720	524+396	64.9 : 64.9%
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	69	Inf	Inf	0.0%
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	13	-	137	1834	267	51.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%

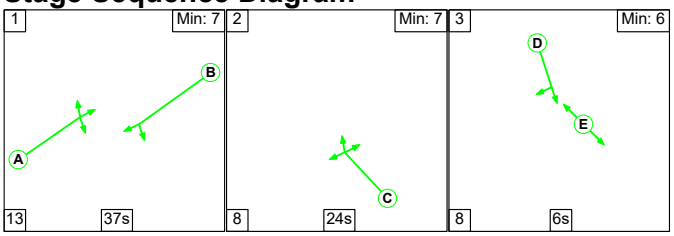
Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

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: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**131**	**18**	**113**	**17.7**	**21.8**	**0.8**	**40.3**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**131**	**18**	**113**	**17.7**	**21.8**	**0.8**	**40.3**	**-**	**-**	**-**	**-**
1/1+1/2	726	721	131	18	113	6.1	6.3	0.8	13.2	65.3	10.9	6.3	17.2
2/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	686	682	-	-	-	5.8	14.0	-	19.9	104.2	15.7	14.0	29.7
4/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	597	597	-	-	-	4.4	0.9	-	5.3	32.1	7.5	0.9	8.4
7/1	69	69	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	137	137	-	-	-	1.4	0.5	-	2.0	51.6	3.3	0.5	3.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - 14/0709 PRC for Signalled Lanes (%): -13.1 Total Delay for Signalled Lanes (pcuHr): 40.31 Cycle Time (s): 96
PRC Over All Lanes (%): -13.1 Total Delay Over All Lanes(pcuHr): 40.31

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x
Scenario 4: '2055 DM PM' (FG4: '2055 DM PM', Plan 1: 'Network Control Plan 1')

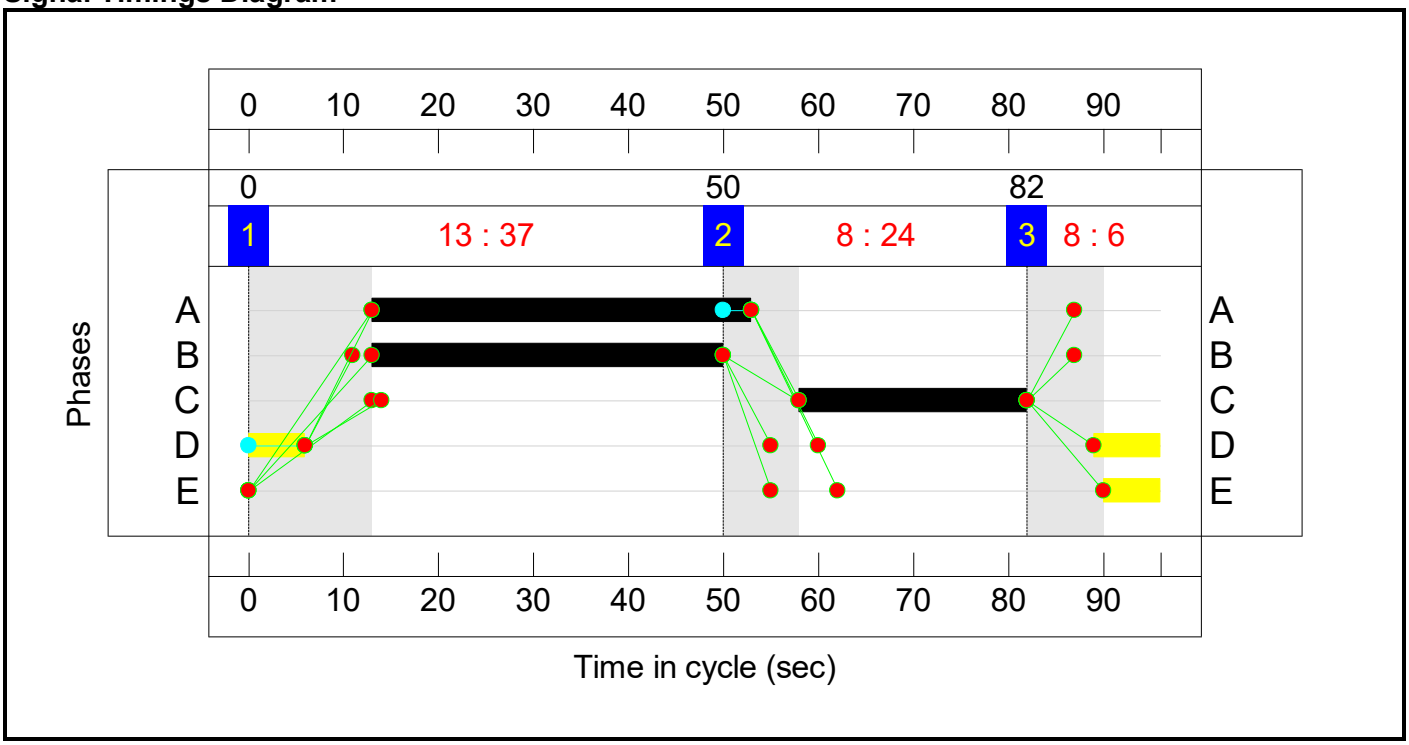
Stage Sequence Diagram



Stage Timings

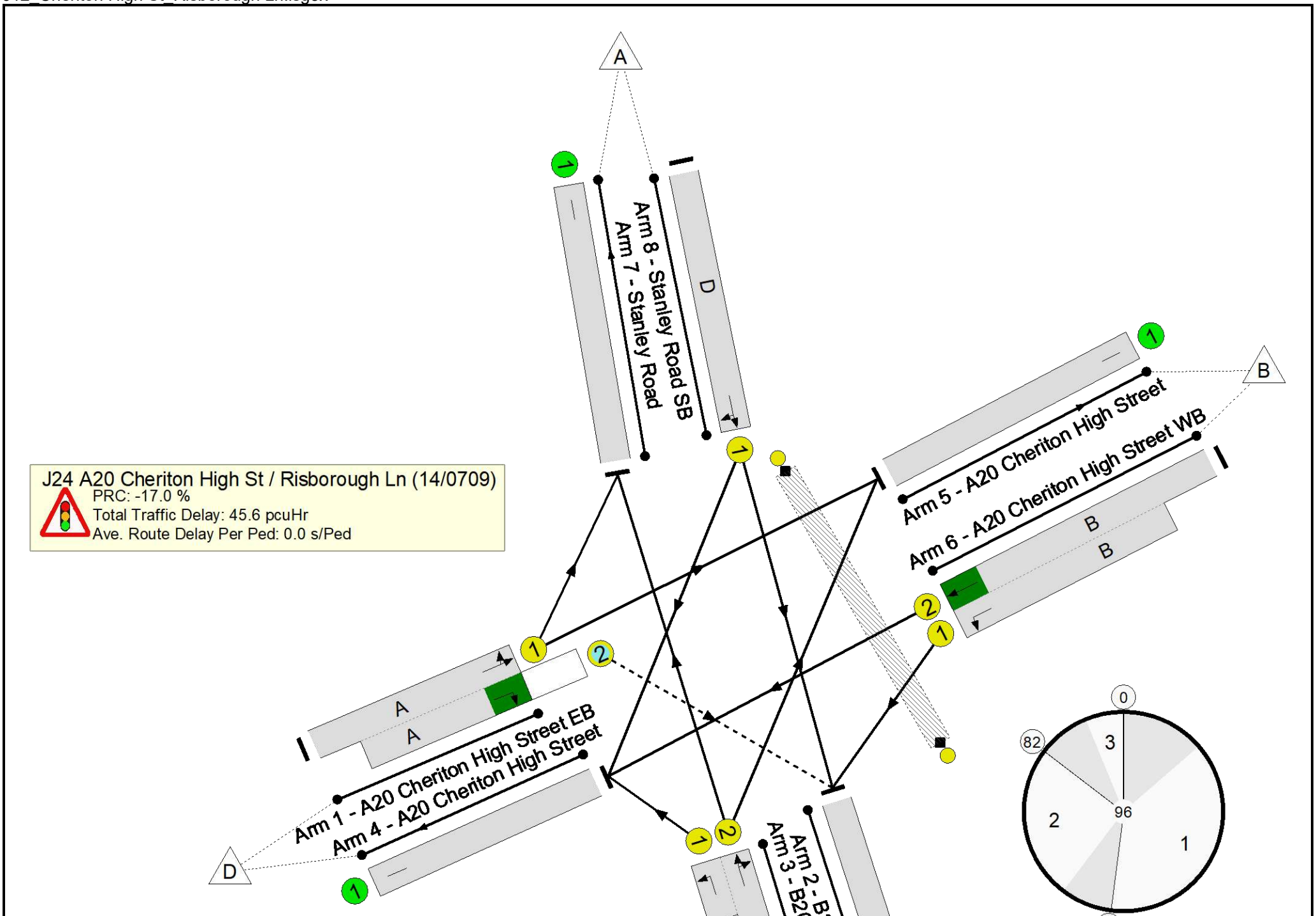
Stage	1	2	3
Duration	37	24	6
Change Point	0	50	82

Signal Timings Diagram



Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x
Network Layout Diagram

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x



Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.3%**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.3%**
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	40	-	811	1773:1687	638+282	80.6 : 105.3%
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
3/2+3/1	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	24	-	559	1786:1672	247+299	102.3 : 102.3%
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	37	-	670	1827:1720	634+327	69.7 : 69.7%
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	13	-	99	1838	268	36.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%

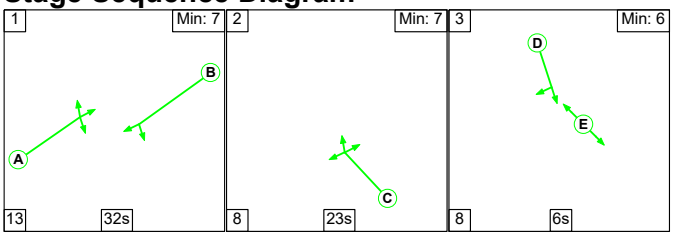
Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

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: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**152**	**18**	**113**	**16.8**	**27.8**	**1.0**	**45.6**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**152**	**18**	**113**	**16.8**	**27.8**	**1.0**	**45.6**	**-**	**-**	**-**	**-**
1/1+1/2	811	796	152	18	113	6.1	10.9	1.0	18.0	80.0	11.0	10.9	21.9
2/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	559	546	-	-	-	5.7	15.4	-	21.1	135.9	13.1	15.4	28.5
4/1	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	704	704	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	670	670	-	-	-	4.0	1.1	-	5.2	27.7	9.2	1.1	10.3
7/1	57	57	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	99	99	-	-	-	1.0	0.3	-	1.3	47.6	2.4	0.3	2.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - 14/0709 PRC for Signalled Lanes (%): -17.0 Total Delay for Signalled Lanes (pcuHr): 45.59 Cycle Time (s): 96
PRC Over All Lanes (%): -17.0 Total Delay Over All Lanes(pcuHr): 45.59

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x
Scenario 5: '2055 DS AM' (FG5: '2055 DS AM', Plan 1: 'Network Control Plan 1')

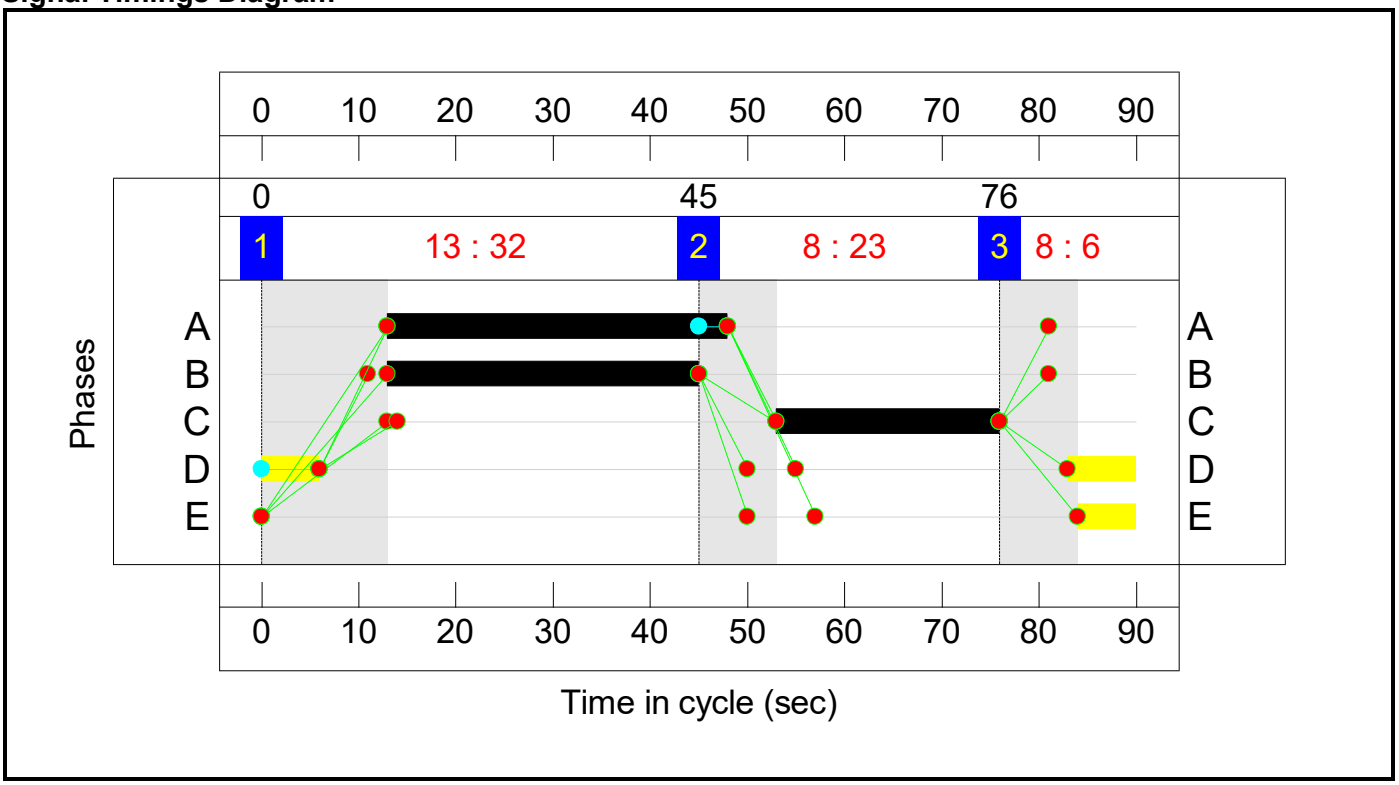
Stage Sequence Diagram



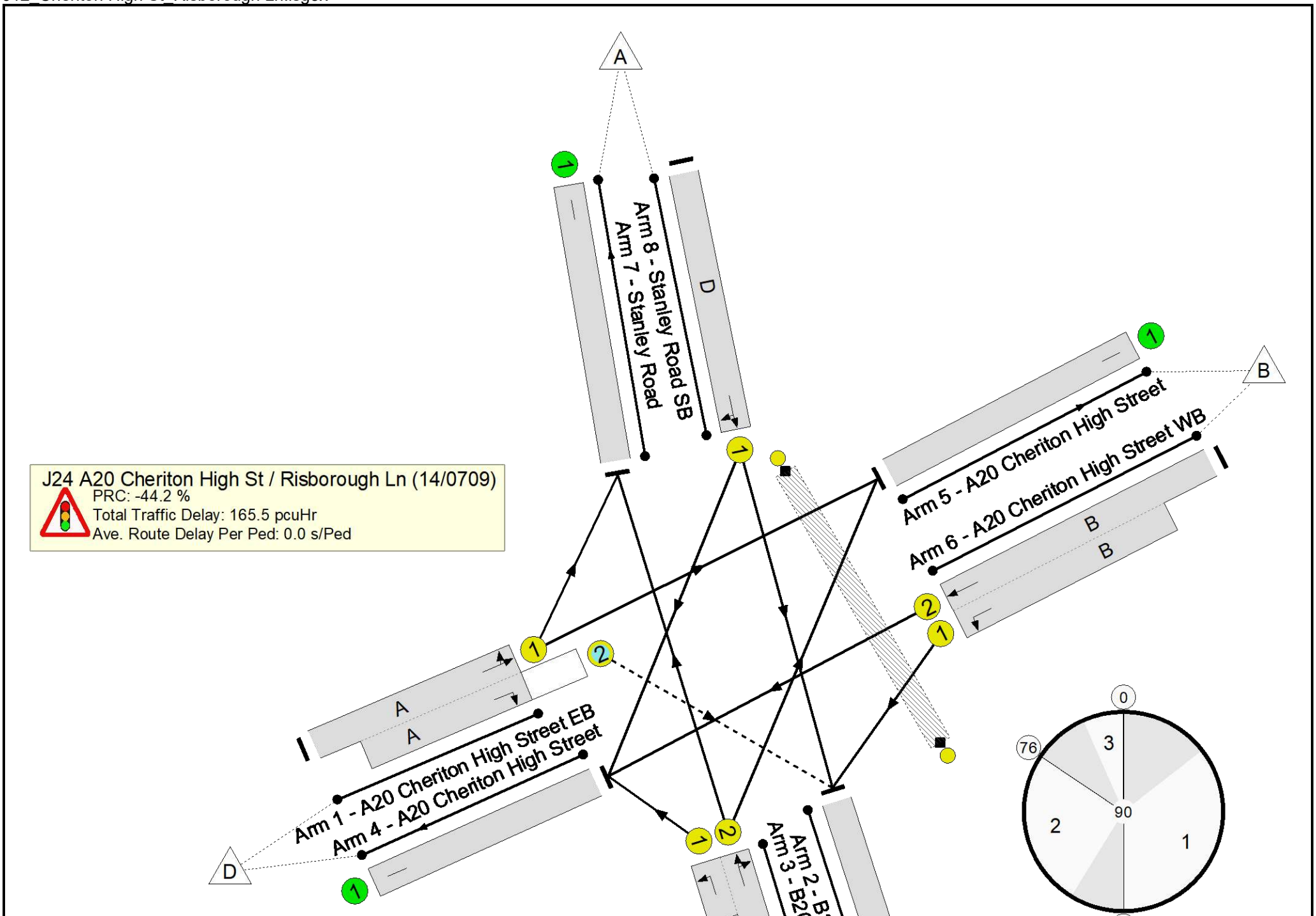
Stage Timings

Stage	1	2	3
Duration	32	23	6
Change Point	0	45	76

Signal Timings Diagram



Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x
Network Layout Diagram


J24 A20 Cheriton High St / Risborough Ln (14/0709)
PRC: -44.2 %
Total Traffic Delay: 165.5 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
B
D
Arm 8 - Stanley Road SB
Arm 7 - Stanley Road
Arm 5 - A20 Cheriton High Street
Arm 6 - A20 Cheriton High Street WB
Arm 1 - A20 Cheriton High Street EB
Arm 4 - A20 Cheriton High Street
Arm 2 - B
Arm 3 - B20
0
3
76
90
2
1

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**129.8%**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**129.8%**
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	35	-	935	1773:1687	621+260	96.4 : 129.3%
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
3/2+3/1	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	23	-	755	1786:1672	296+286	129.8 : 129.8%
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	853	Inf	Inf	0.0%
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	901	Inf	Inf	0.0%
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	32	-	680	1827:1720	591+359	71.6 : 71.6%
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	13	-	149	1825	284	52.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%

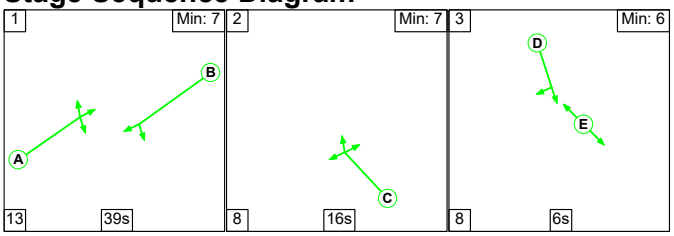
Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

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: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**121**	**19**	**120**	**28.9**	**135.6**	**1.0**	**165.5**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**121**	**19**	**120**	**28.9**	**135.6**	**1.0**	**165.5**	**-**	**-**	**-**	**-**
1/1+1/2	935	859	121	19	120	9.7	45.0	1.0	55.6	214.2	16.5	45.0	61.5
2/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	755	582	-	-	-	13.5	88.8	-	102.3	488.0	22.3	88.8	111.2
4/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	822	822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	680	680	-	-	-	4.3	1.2	-	5.5	29.2	8.7	1.2	9.9
7/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	149	149	-	-	-	1.4	0.5	-	2.0	48.2	3.4	0.5	3.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - 14/0709 PRC for Signalled Lanes (%): -44.2 Total Delay for Signalled Lanes (pcuHr): 165.48 Cycle Time (s): 90
PRC Over All Lanes (%): -44.2 Total Delay Over All Lanes(pcuHr): 165.48

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x
Scenario 6: '2055 DS PM' (FG6: '2055 DS PM', Plan 1: 'Network Control Plan 1')

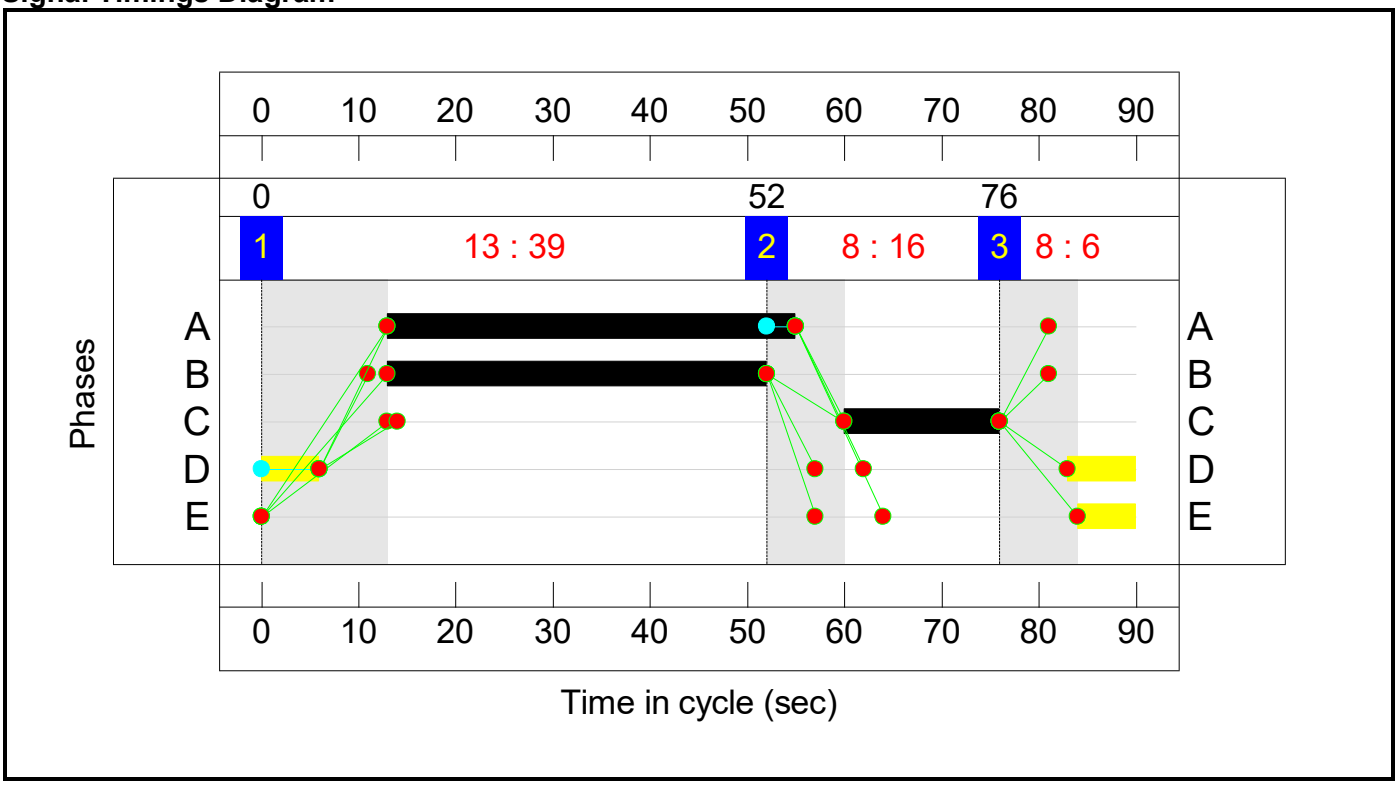
Stage Sequence Diagram



Stage Timings

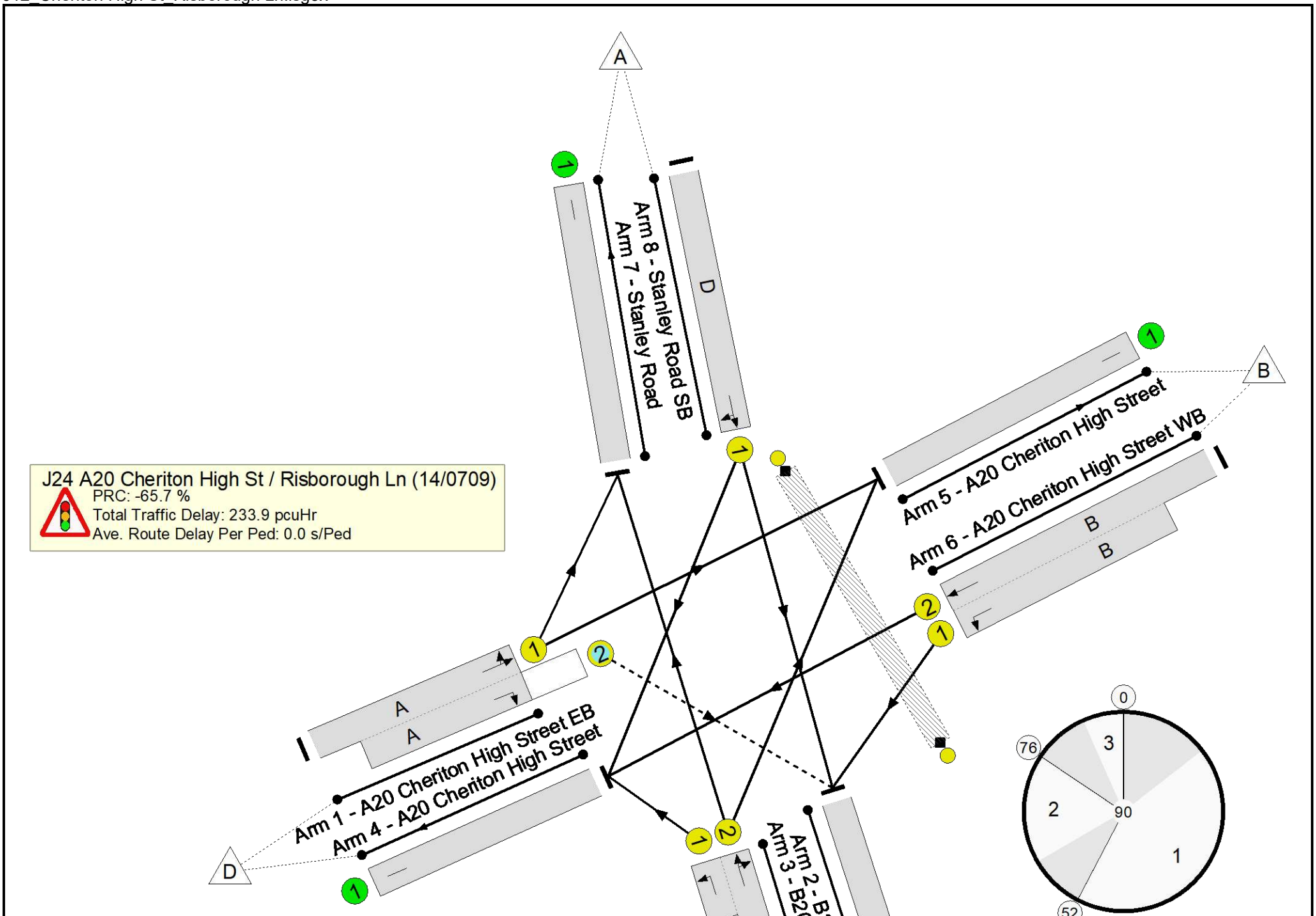
Stage	1	2	3
Duration	39	16	6
Change Point	0	52	76

Signal Timings Diagram



Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x
Network Layout Diagram

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x



Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**149.2%**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**149.2%**
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	42	-	1023	1773:1687	582+255	112.3 : 144.5%
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	664	Inf	Inf	0.0%
3/2+3/1	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	16	-	625	1786:1672	178+241	149.2 : 149.2%
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	39	-	785	1827:1720	706+289	78.9 : 78.9%
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	71	Inf	Inf	0.0%
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	13	-	111	1825	284	39.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%

Full Input Data And Results
J12_Cheriton High St_Risborough Ln.lsg3x

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: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**117**	**19**	**120**	**30.8**	**201.9**	**1.2**	**233.9**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**117**	**19**	**120**	**30.8**	**201.9**	**1.2**	**233.9**	**-**	**-**	**-**	**-**
1/1+1/2	1023	909	117	19	120	10.4	95.3	1.2	106.9	376.1	16.5	95.3	111.7
2/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	625	419	-	-	-	15.2	104.5	-	119.7	689.5	21.8	104.5	126.3
4/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	785	785	-	-	-	4.1	1.8	-	5.9	27.2	11.0	1.8	12.8
7/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	111	111	-	-	-	1.1	0.3	-	1.4	44.5	2.5	0.3	2.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - 14/0709

PRC for Signalled Lanes (%): -65.7
PRC Over All Lanes (%): -65.7

Total Delay for Signalled Lanes (pcuHr): 233.88
Total Delay Over All Lanes(pcuHr): 233.88

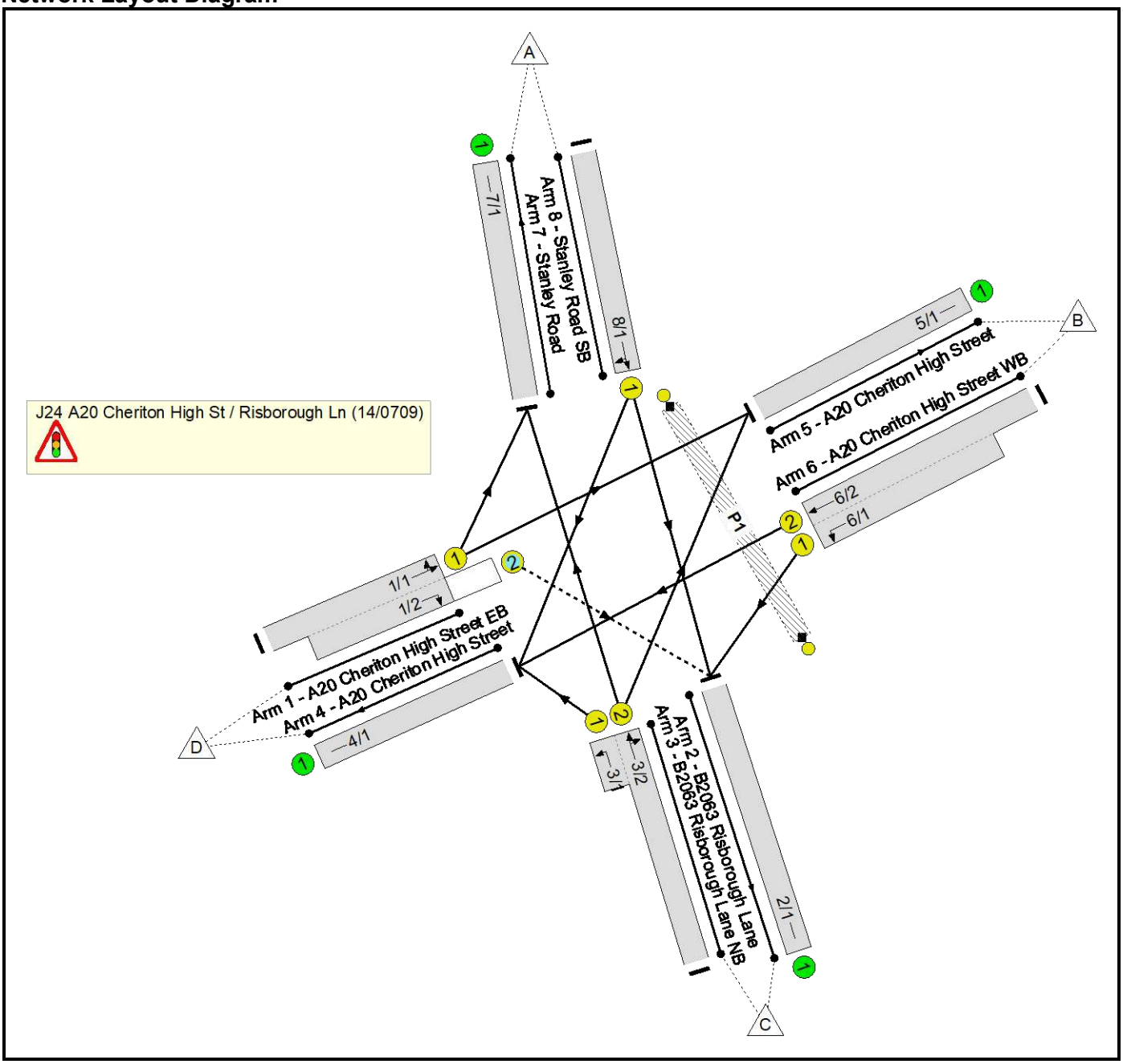
Cycle Time (s): 90

Full Input Data And Results

User and Project Details

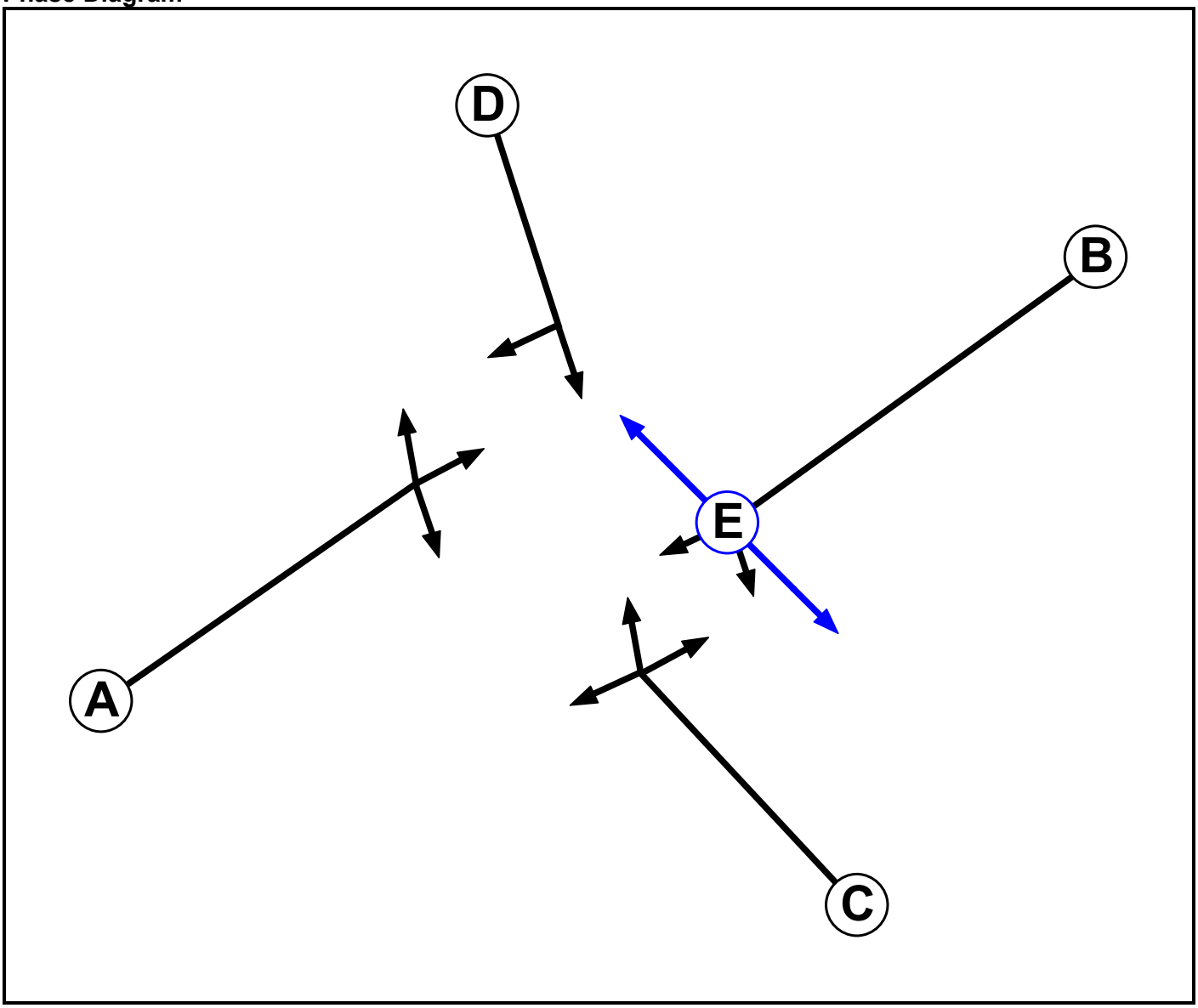
Project:	**Otterpool Park**
Title:	**J24 Cheriton High Street/Risborough Lane**
Location:	
Model Assumptions:	Flows from A to B and From B to A is ignored in 2055 DM and 2055 DS (AM & PM) scenarios as this is an restricted movement.
Additional detail:	
File name:	J12_B2064 Cheriton_B2063.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Pedestrian		-9999	6

Full Input Data And Results

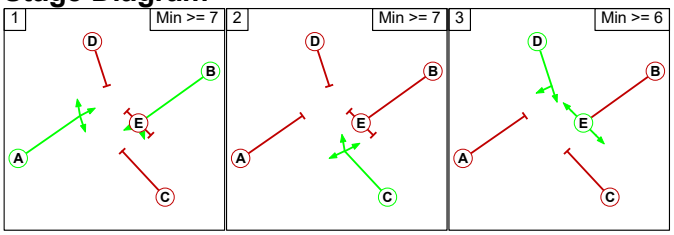
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	5	7	9
	B	-		8	5	5
	C	5	5		7	8
	D	7	5	8		-
	E	13	13	13	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D E

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	3	3
3	1	D	Losing	6	6

Prohibited Stage Change

From Stage	To Stage		
	1	2	3
1		8	9
2	5		8
3	13	13	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)											
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)**
1/2 (A20 Cheriton High Street EB)	2/1 (Right)	1439	0	6/2	1.09	All	3.00	-	0.50	3	3.00
				6/1	1.09	To 2/1 (Left)					

Full Input Data And Results

Lane Input Data

Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A20 Cheriton High Street EB)	U	A	2	3	60.0	User	1773	-	-	-	-	-
1/2 (A20 Cheriton High Street EB)	O	A	2	3	10.8	Geom	-	3.25	0.00	Y	Arm 2 Right	10.00
2/1 (B2063 Risborough Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (B2063 Risborough Lane NB)	U	C	2	3	3.0	Geom	-	3.01	0.00	Y	Arm 4 Left	10.29
3/2 (B2063 Risborough Lane NB)	U	C	2	3	60.0	User	1786	-	-	-	-	-
4/1 (A20 Cheriton High Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A20 Cheriton High Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A20 Cheriton High Street WB)	U	B	2	3	12.0	Geom	-	2.50	0.00	Y	Arm 2 Left	17.75
6/2 (A20 Cheriton High Street WB)	U	B	2	3	60.0	User	1827	-	-	-	-	-
7/1 (Stanley Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Stanley Road SB)	U	D	2	3	60.0	Geom	-	2.81	0.00	Y	Arm 2 Ahead Arm 4 Right	Inf 15.24

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM'	08:00	09:00	01:00	
2: '2025 PM'	17:00	18:00	01:00	
3: '2055 DM AM'	08:00	09:00	01:00	
4: '2055 DM PM'	17:00	18:00	01:00	
5: '2055 DS AM'	08:00	09:00	01:00	
6: '2055 DS PM'	17:00	18:00	01:00	

Scenario 1: '2055 DS VM AM' (FG5: '2055 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	92	61	153
	B	0	0	268	442	710
	C	41	354	0	387	782
	D	43	582	351	0	976
	Tot.	84	936	711	890	2621

Traffic Lane Flows

Lane	Scenario 1: 2055 DS VM AM
Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)	
1/1 (with short)	976(In) 625(Out)
1/2 (short)	351
2/1	711
3/1 (short)	387
3/2 (with short)	782(In) 395(Out)
4/1	890
5/1	936
6/1 (short)	268
6/2 (with short)	710(In) 442(Out)
7/1	84
8/1	153

Full Input Data And Results

Lane Saturation Flows

Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)								
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 (A20 Cheriton High Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1773	1773
1/2 (A20 Cheriton High Street EB)	3.25	0.00	Y	Arm 2 Right	10.00	100.0 %	1687	1687
2/1 (B2063 Risborough Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (B2063 Risborough Lane NB)	3.01	0.00	Y	Arm 4 Left	10.29	100.0 %	1672	1672
3/2 (B2063 Risborough Lane NB Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
4/1 (A20 Cheriton High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A20 Cheriton High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Cheriton High Street WB)	2.50	0.00	Y	Arm 2 Left	17.75	100.0 %	1720	1720
6/2 (A20 Cheriton High Street WB Lane 2)	This lane uses a directly entered Saturation Flow						1827	1827
7/1 (Stanley Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Stanley Road SB)	2.81	0.00	Y	Arm 2 Ahead Arm 4 Right	Inf 15.24	60.1 % 39.9 %	1824	1824

Scenario 2: '2055 DS VM PM' (FG6: '2055 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	67	46	113
	B	0	0	239	581	820
	C	36	247	0	368	651
	D	37	646	381	0	1064
	Tot.	73	893	687	995	2648

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2055 DS VM PM
Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)	
1/1 (with short)	1064(In) 683(Out)
1/2 (short)	381
2/1	687
3/1 (short)	368
3/2 (with short)	651(In) 283(Out)
4/1	995
5/1	893
6/1 (short)	239
6/2 (with short)	820(In) 581(Out)
7/1	73
8/1	113

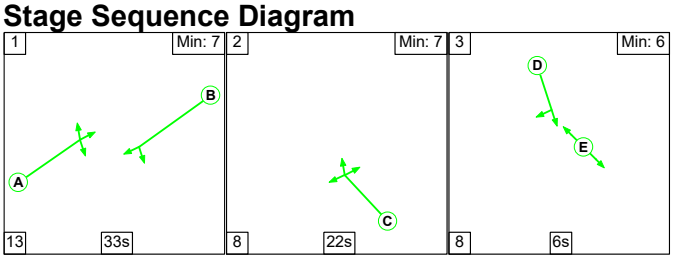
Full Input Data And Results

Lane Saturation Flows

Junction: J24 A20 Cheriton High St / Risborough Ln (14/0709)								
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 (A20 Cheriton High Street EB Lane 1)	This lane uses a directly entered Saturation Flow						1773	1773
1/2 (A20 Cheriton High Street EB)	3.25	0.00	Y	Arm 2 Right	10.00	100.0 %	1687	1687
2/1 (B2063 Risborough Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (B2063 Risborough Lane NB)	3.01	0.00	Y	Arm 4 Left	10.29	100.0 %	1672	1672
3/2 (B2063 Risborough Lane NB Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
4/1 (A20 Cheriton High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A20 Cheriton High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Cheriton High Street WB)	2.50	0.00	Y	Arm 2 Left	17.75	100.0 %	1720	1720
6/2 (A20 Cheriton High Street WB Lane 2)	This lane uses a directly entered Saturation Flow						1827	1827
7/1 (Stanley Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Stanley Road SB)	2.81	0.00	Y	Arm 2 Ahead Arm 4 Right	Inf 15.24	59.3 % 40.7 %	1823	1823

Scenario 1: '2055 DS VM AM' (FG5: '2055 DS AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

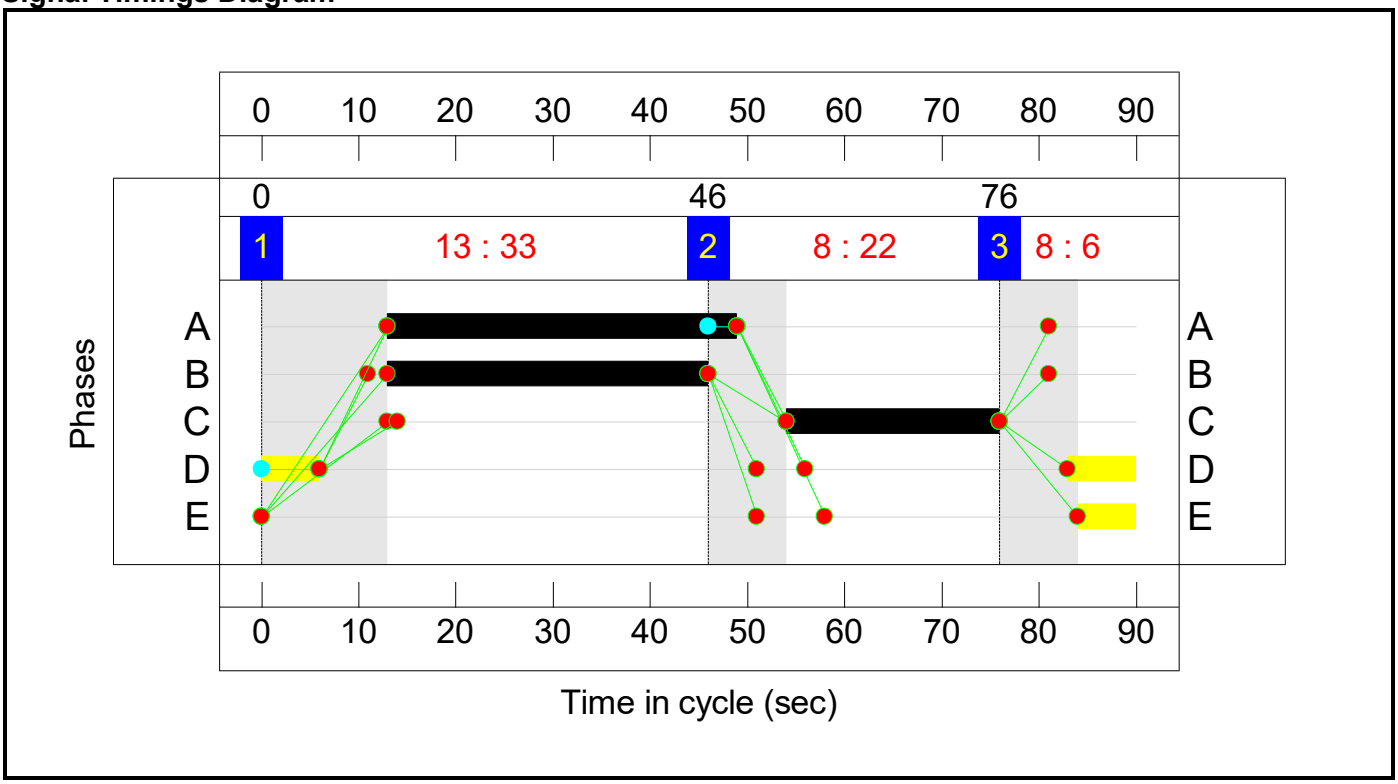


Stage Timings

Stage	1	2	3
Duration	33	22	6
Change Point	0	46	76

Full Input Data And Results

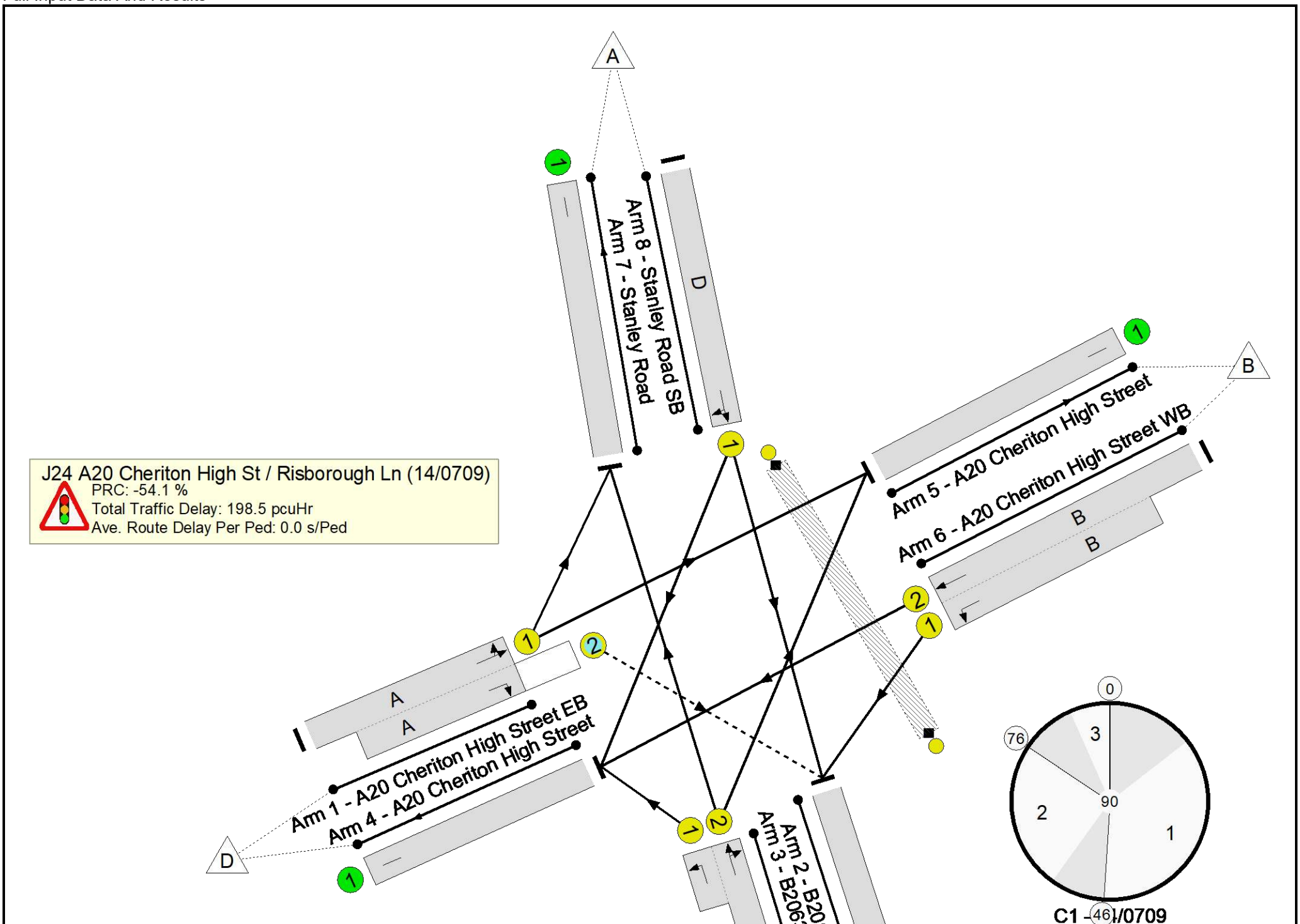
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**138.7%**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**138.7%**
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	36	-	976	1773:1687	634+257	98.6 : 136.6%
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
3/2+3/1	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	22	-	782	1786:1672	285+279	138.7 : 138.7%
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	890	Inf	Inf	0.0%
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	33	-	710	1827:1720	603+366	73.2 : 73.2%
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	84	Inf	Inf	0.0%
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	13	-	153	1824	284	53.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%

Full Input Data And Results

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: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**118**	**19**	**120**	**32.7**	**164.9**	**1.0**	**198.5**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**118**	**19**	**120**	**32.7**	**164.9**	**1.0**	**198.5**	**-**	**-**	**-**	**-**
1/1+1/2	976	882	118	19	120	10.6	52.1	1.0	63.7	235.0	17.8	52.1	69.9
2/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	782	564	-	-	-	16.3	110.8	-	127.1	584.9	25.1	110.8	135.9
4/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	837	837	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	710	710	-	-	-	4.4	1.4	-	5.7	29.0	9.0	1.4	10.3
7/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	153	153	-	-	-	1.5	0.6	-	2.1	48.7	3.5	0.6	4.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - 14/0709

PRC for Signalled Lanes (%): -54.1
PRC Over All Lanes (%): -54.1

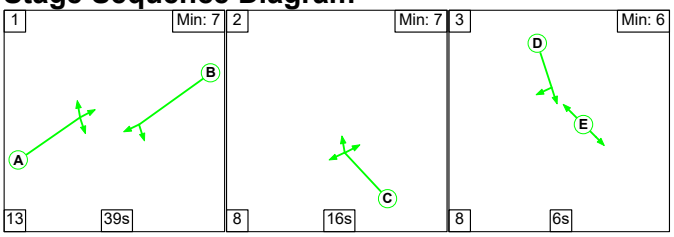
Total Delay for Signalled Lanes (pcuHr): 198.54
Total Delay Over All Lanes(pcuHr): 198.54

Cycle Time (s): 90

Full Input Data And Results

Scenario 2: '2055 DS VM PM' (FG6: '2055 DS PM', Plan 1: 'Network Control Plan 1')

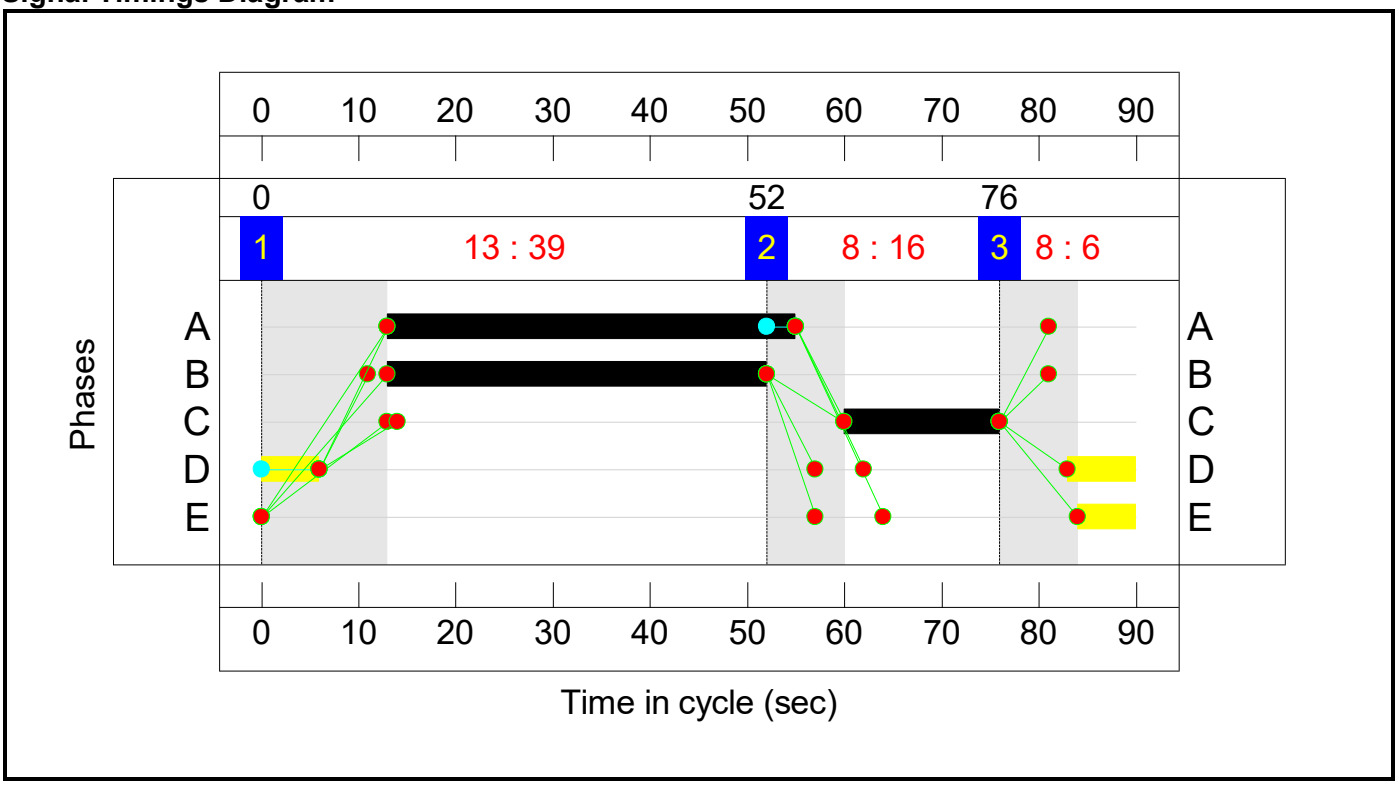
Stage Sequence Diagram



Stage Timings

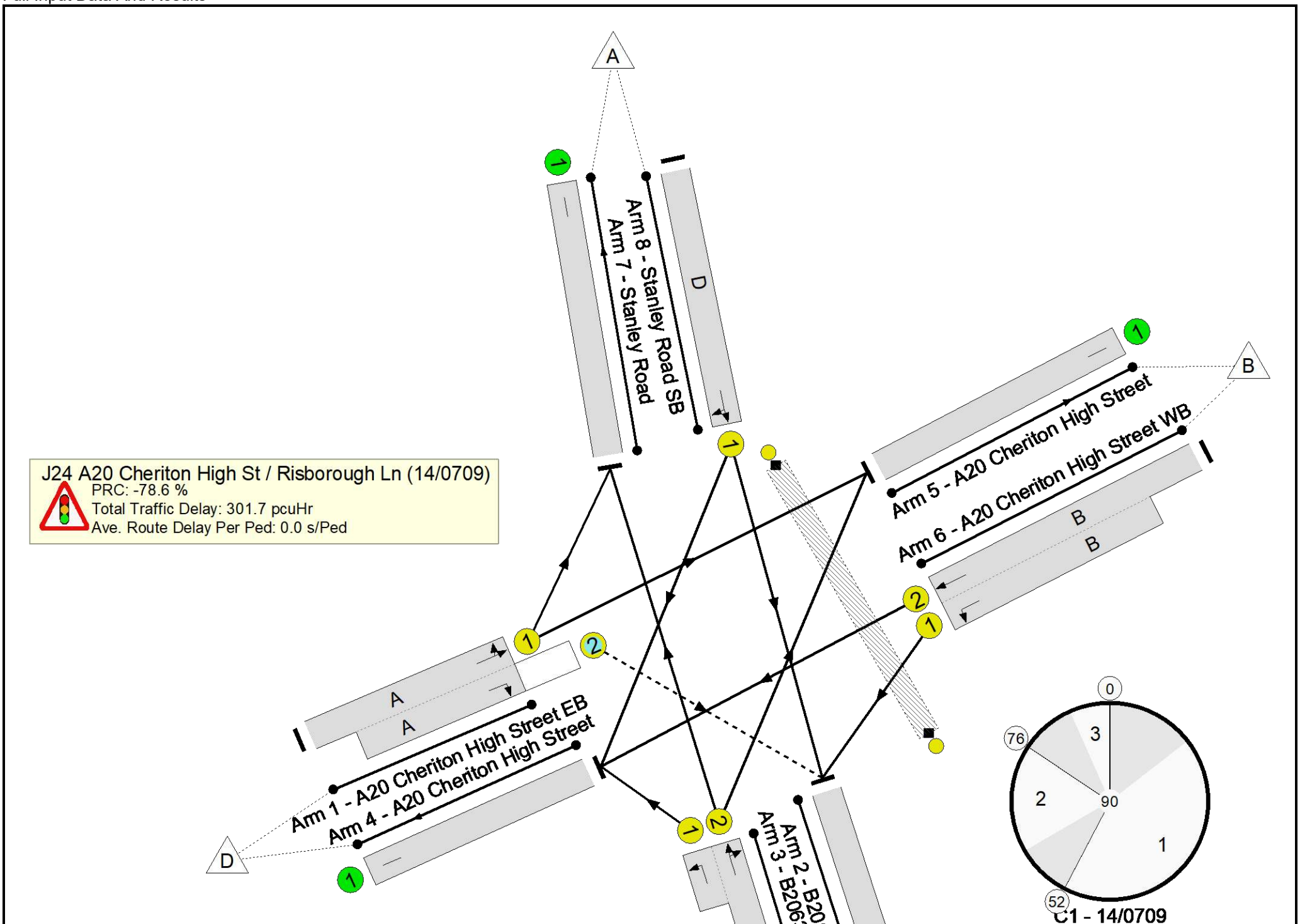
Stage	1	2	3
Duration	39	16	6
Change Point	0	52	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


J24 A20 Cheriton High St / Risborough Ln (14/0709)
PRC: -78.6 %
Total Traffic Delay: 301.7 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 8 - Stanley Road SB
Arm 7 - Stanley Road
Arm 5 - A20 Cheriton High Street
Arm 6 - A20 Cheriton High Street WB
Arm 1 - A20 Cheriton High Street EB
Arm 4 - A20 Cheriton High Street
Arm 2 - B20
Arm 3 - B206
A
B
D
0
3
90
1
52
2
76
C1 - 14/0709

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**160.8%**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**160.8%**
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	42	-	1064	1773:1687	534+237	127.8 : 160.8%
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
3/2+3/1	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	16	-	651	1786:1672	184+239	154.1 : 154.1%
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	995	Inf	Inf	0.0%
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	39	-	820	1827:1720	706+290	82.3 : 82.3%
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	73	Inf	Inf	0.0%
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	13	-	113	1823	284	39.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%

Full Input Data And Results

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: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**98**	**19**	**120**	**34.0**	**266.4**	**1.2**	**301.7**	**-**	**-**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**98**	**19**	**120**	**34.0**	**266.4**	**1.2**	**301.7**	**-**	**-**	**-**	**-**
1/1+1/2	1064	920	98	19	120	12.0	148.2	1.2	161.4	546.0	18.8	148.2	167.0
2/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	651	422	-	-	-	16.6	115.7	-	132.3	731.5	23.4	115.7	139.1
4/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	820	820	-	-	-	4.4	2.3	-	6.6	29.1	11.8	2.3	14.0
7/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	113	113	-	-	-	1.1	0.3	-	1.4	44.7	2.5	0.3	2.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - 14/0709

PRC for Signalled Lanes (%): -78.6
PRC Over All Lanes (%): -78.6

Total Delay for Signalled Lanes (pcuHr): 301.67
Total Delay Over All Lanes(pcuHr): 301.67

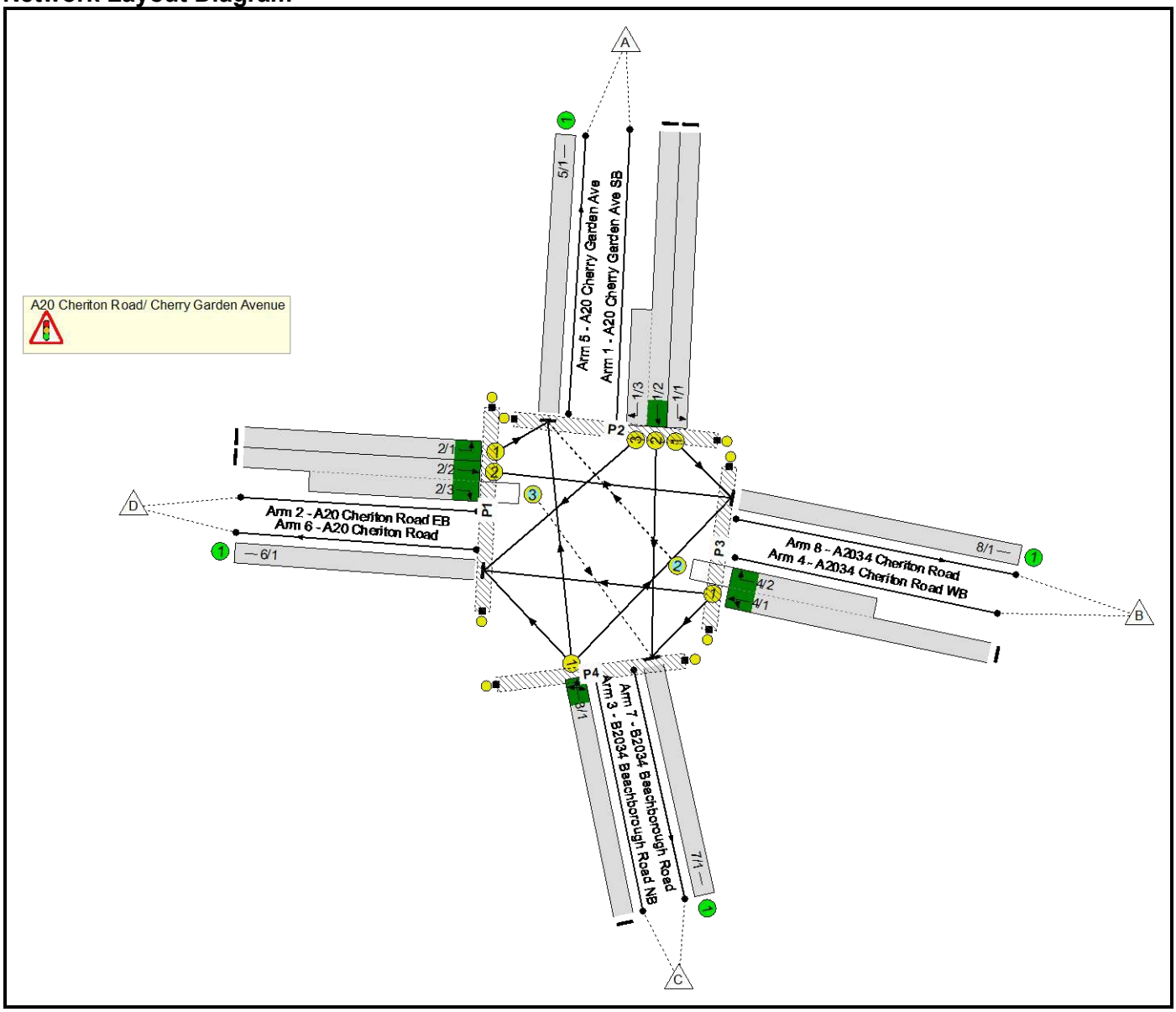
Cycle Time (s): 90

Full Input Data And Results

User and Project Details

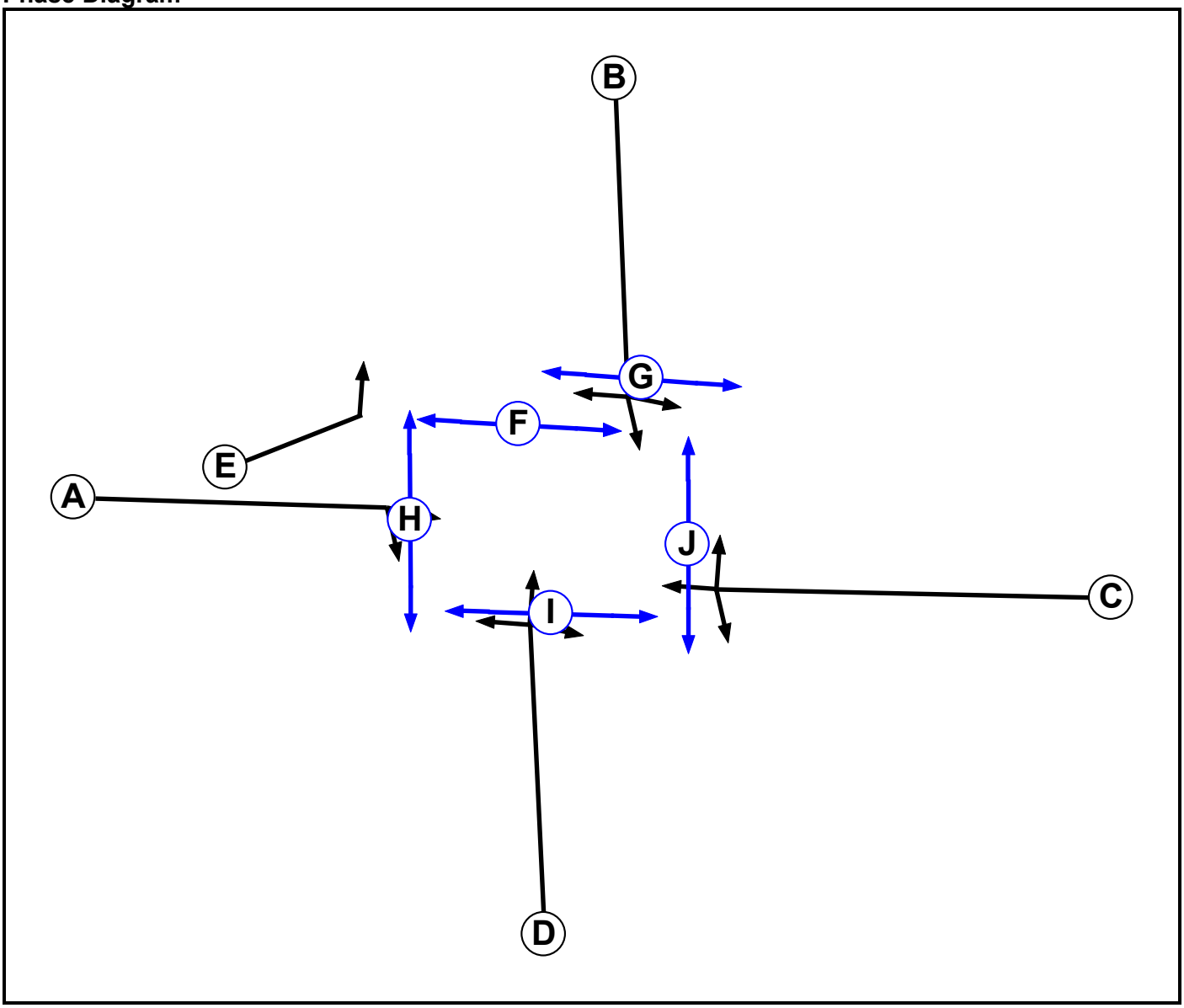
Project:	**Otterpool Park**
Title:	**J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave**
Location:	
Additional detail:	
File name:	J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	3
F	Pedestrian		-9999	6
G	Pedestrian		-9999	6
H	Pedestrian		-9999	6
I	Pedestrian		-9999	6
J	Pedestrian		-9999	6

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

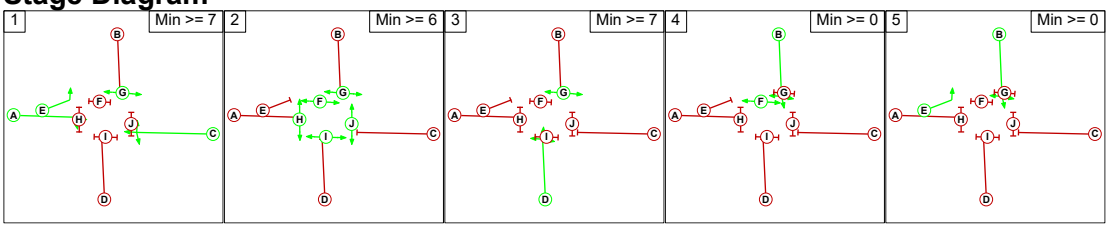
Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		10	-	7	-	9	-	9	9	9
	B	6		6	9	-	-	6	10	10	10
	C	-	10		7	-	9	-	9	9	9
	D	6	10	6		6	9	-	9	9	9
	E	-	-	-	7		9	-	9	9	9
	F	9	-	9	9	9		-	-	-	-
	G	-	10	-	-	-	-		-	-	-
	H	14	14	14	14	14	-	-		-	-
	I	14	14	14	14	14	-	-	-		-
	J	14	14	14	14	14	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C E G
2	F G H I J
3	D G
4	B F
5	B E

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	3	4	5
From Stage	1		9	7	10	10
	2	14		14	14	14
	3	6	9		10	10
	4	9	10	9		9
	5	6	X	X	X	

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Give-Way Lane Input Data

Junction: A20 Cheriton Road/ Cherry Garden Avenue

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)
2/3 (A20 Cheriton Road EB)	7/1 (Right)	1439	0	4/1	1.09	All	3.00	-	0.50	3	3.00
4/2 (A2034 Cheriton Road WB)	5/1 (Right)	1439	0	2/2	1.09	All	3.00	-	0.50	3	3.00
				2/1	1.09	To 5/1 (Left)					

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Lane Input Data

Junction: A20 Cheriton Road/ Cherry Garden Avenue

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A20 Cherry Garden Ave SB)	U	B	2	3	60.0	User	1770	-	-	-	-	-
1/2 (A20 Cherry Garden Ave SB)	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm 7 Ahead	Inf
1/3 (A20 Cherry Garden Ave SB)	U	B	2	3	8.7	Geom	-	3.50	0.00	N	Arm 6 Right	33.00
2/1 (A20 Cheriton Road EB)	U	E	2	3	15.5	User	1824	-	-	-	-	-
2/2 (A20 Cheriton Road EB)	U	A	2	3	60.0	User	1824	-	-	-	-	-
2/3 (A20 Cheriton Road EB)	O	A	2	3	12.7	User	1824	-	-	-	-	-
3/1 (B2034 Beachborough Road NB)	U	D	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 5 Ahead Arm 6 Left Arm 8 Right	Inf 23.00 29.00
4/1 (A2034 Cheriton Road WB)	U	C	2	3	60.0	User	1801	-	-	-	-	-
4/2 (A2034 Cheriton Road WB)	O	C	2	3	11.0	User	1801	-	-	-	-	-
5/1 (A20 Cherry Garden Ave)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A20 Cheriton Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B2034 Beachborough Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A2034 Cheriton Road)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM'	08:00	09:00	01:00	
2: '2025 PM'	17:00	18:00	01:00	
3: '2055 DM AM'	08:00	09:00	01:00	
4: '2055 DM PM'	17:00	18:00	01:00	
5: '2055 DS AM'	08:00	09:00	01:00	
6: '2055 DS PM'	17:00	18:00	01:00	

Scenario 1: '2025 AM' (FG1: '2025 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	228	357	92	677
	B	95	0	62	184	341
	C	362	43	0	44	449
	D	145	270	87	0	502
	Tot.	602	541	506	320	1969

Traffic Lane Flows

Lane	Scenario 1: 2025 AM
Junction: A20 Cheriton Road/ Cherry Garden Avenue	
1/1	228
1/2 (with short)	449(In) 357(Out)
1/3 (short)	92
2/1	145
2/2 (with short)	357(In) 270(Out)
2/3 (short)	87
3/1	449
4/1 (with short)	341(In) 246(Out)
4/2 (short)	95
5/1	602
6/1	320
7/1	506
8/1	541

Lane Saturation Flows

Junction: A20 Cheriton Road/ Cherry Garden Avenue

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 (A20 Cherry Garden Ave SB Lane 1)	This lane uses a directly entered Saturation Flow						1770	1770
1/2 (A20 Cherry Garden Ave SB)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
1/3 (A20 Cherry Garden Ave SB)	3.50	0.00	N	Arm 6 Right	33.00	100.0 %	2013	2013
2/1 (A20 Cheriton Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1824	1824
2/2 (A20 Cheriton Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1824	1824
2/3 (A20 Cheriton Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1824	1824
3/1 (B2034 Beachborough Road NB)	3.75	0.00	Y	Arm 5 Ahead	Inf	80.6 %	1968	1968
				Arm 6 Left	23.00	9.8 %		
				Arm 8 Right	29.00	9.6 %		
4/1 (A2034 Cheriton Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1801	1801
4/2 (A2034 Cheriton Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1801	1801
5/1 (A20 Cherry Garden Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Cheriton Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B2034 Beachborough Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A2034 Cheriton Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 PM' (FG2: '2025 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	225	305	102	632
	B	102	0	63	222	387
	C	344	66	0	64	474
	D	159	246	77	0	482
	Tot.	605	537	445	388	1975

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Traffic Lane Flows

Lane	Scenario 2: 2025 PM
Junction: A20 Cheriton Road/ Cherry Garden Avenue	
1/1	225
1/2 (with short)	407(In) 305(Out)
1/3 (short)	102
2/1	159
2/2 (with short)	323(In) 246(Out)
2/3 (short)	77
3/1	474
4/1 (with short)	387(In) 285(Out)
4/2 (short)	102
5/1	605
6/1	388
7/1	445
8/1	537

Lane Saturation Flows

Junction: A20 Cheriton Road/ Cherry Garden Avenue								
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 (A20 Cherry Garden Ave SB Lane 1)	This lane uses a directly entered Saturation Flow						1770	1770
1/2 (A20 Cherry Garden Ave SB)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
1/3 (A20 Cherry Garden Ave SB)	3.50	0.00	N	Arm 6 Right	33.00	100.0 %	2013	2013
2/1 (A20 Cheriton Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1824	1824
2/2 (A20 Cheriton Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1824	1824
2/3 (A20 Cheriton Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1824	1824
3/1 (B2034 Beachborough Road NB)	3.75	0.00	Y	Arm 5 Ahead	Inf	72.6 %	1959	1959
				Arm 6 Left	23.00	13.5 %		
				Arm 8 Right	29.00	13.9 %		
4/1 (A2034 Cheriton Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1801	1801
4/2 (A2034 Cheriton Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1801	1801
5/1 (A20 Cherry Garden Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Cheriton Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B2034 Beachborough Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A2034 Cheriton Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2055 DM AM' (FG3: '2055 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	267	411	131	809
	B	109	0	72	275	456
	C	447	49	0	52	548
	D	174	382	147	0	703
	Tot.	730	698	630	458	2516

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Traffic Lane Flows

Lane	Scenario 3: 2055 DM AM
Junction: A20 Cheriton Road/ Cherry Garden Avenue	
1/1	267
1/2 (with short)	542(In) 411(Out)
1/3 (short)	131
2/1	174
2/2 (with short)	529(In) 382(Out)
2/3 (short)	147
3/1	548
4/1 (with short)	456(In) 347(Out)
4/2 (short)	109
5/1	730
6/1	458
7/1	630
8/1	698

Lane Saturation Flows

Junction: A20 Cheriton Road/ Cherry Garden Avenue

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 (A20 Cherry Garden Ave SB Lane 1)	This lane uses a directly entered Saturation Flow						1770	1770
1/2 (A20 Cherry Garden Ave SB)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
1/3 (A20 Cherry Garden Ave SB)	3.50	0.00	N	Arm 6 Right	33.00	100.0 %	2013	2013
2/1 (A20 Cheriton Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1824	1824
2/2 (A20 Cheriton Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1824	1824
2/3 (A20 Cheriton Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1824	1824
3/1 (B2034 Beachborough Road NB)	3.75	0.00	Y	Arm 5 Ahead	Inf	81.6 %	1969	1969
				Arm 6 Left	23.00	9.5 %		
				Arm 8 Right	29.00	8.9 %		
4/1 (A2034 Cheriton Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1801	1801
4/2 (A2034 Cheriton Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1801	1801
5/1 (A20 Cherry Garden Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Cheriton Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B2034 Beachborough Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A2034 Cheriton Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2055 DM PM' (FG4: '2055 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	262	353	143	758
	B	118	0	73	337	528
	C	399	76	0	117	592
	D	188	350	122	0	660
	Tot.	705	688	548	597	2538

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Traffic Lane Flows

Lane	Scenario 4: 2055 DM PM
Junction: A20 Cheriton Road/ Cherry Garden Avenue	
1/1	262
1/2 (with short)	496(In) 353(Out)
1/3 (short)	143
2/1	188
2/2 (with short)	472(In) 350(Out)
2/3 (short)	122
3/1	592
4/1 (with short)	528(In) 410(Out)
4/2 (short)	118
5/1	705
6/1	597
7/1	548
8/1	688

Lane Saturation Flows

Junction: A20 Cheriton Road/ Cherry Garden Avenue

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 (A20 Cherry Garden Ave SB Lane 1)	This lane uses a directly entered Saturation Flow						1770	1770
1/2 (A20 Cherry Garden Ave SB)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
1/3 (A20 Cherry Garden Ave SB)	3.50	0.00	N	Arm 6 Right	33.00	100.0 %	2013	2013
2/1 (A20 Cheriton Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1824	1824
2/2 (A20 Cheriton Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1824	1824
2/3 (A20 Cheriton Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1824	1824
3/1 (B2034 Beachborough Road NB)	3.75	0.00	Y	Arm 5 Ahead	Inf	67.4 %	1952	1952
				Arm 6 Left	23.00	19.8 %		
				Arm 8 Right	29.00	12.8 %		
4/1 (A2034 Cheriton Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1801	1801
4/2 (A2034 Cheriton Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1801	1801
5/1 (A20 Cherry Garden Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Cheriton Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B2034 Beachborough Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A2034 Cheriton Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2055 DS AM' (FG5: '2055 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	267	411	131	809
	B	111	0	72	359	542
	C	481	49	0	52	582
	D	198	472	183	0	853
	Tot.	790	788	666	542	2786

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Traffic Lane Flows

Lane	Scenario 5: 2055 DS AM
Junction: A20 Cheriton Road/ Cherry Garden Avenue	
1/1	267
1/2 (with short)	542(In) 411(Out)
1/3 (short)	131
2/1	198
2/2 (with short)	655(In) 472(Out)
2/3 (short)	183
3/1	582
4/1 (with short)	542(In) 431(Out)
4/2 (short)	111
5/1	790
6/1	542
7/1	666
8/1	788

Lane Saturation Flows

Junction: A20 Cheriton Road/ Cherry Garden Avenue

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 (A20 Cherry Garden Ave SB Lane 1)	This lane uses a directly entered Saturation Flow						1770	1770
1/2 (A20 Cherry Garden Ave SB)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
1/3 (A20 Cherry Garden Ave SB)	3.50	0.00	N	Arm 6 Right	33.00	100.0 %	2013	2013
2/1 (A20 Cheriton Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1824	1824
2/2 (A20 Cheriton Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1824	1824
2/3 (A20 Cheriton Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1824	1824
3/1 (B2034 Beachborough Road NB)	3.75	0.00	Y	Arm 5 Ahead	Inf	82.6 %	1970	1970
				Arm 6 Left	23.00	8.9 %		
				Arm 8 Right	29.00	8.4 %		
4/1 (A2034 Cheriton Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1801	1801
4/2 (A2034 Cheriton Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1801	1801
5/1 (A20 Cherry Garden Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Cheriton Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B2034 Beachborough Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A2034 Cheriton Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2055 DS PM' (FG6: '2055 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	260	353	143	756
	B	118	0	73	418	609
	C	399	76	0	152	627
	D	201	441	158	0	800
	Tot.	718	777	584	713	2792

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Traffic Lane Flows

Lane	Scenario 6: 2055 DS PM
Junction: A20 Cheriton Road/ Cherry Garden Avenue	
1/1	260
1/2 (with short)	496(In) 353(Out)
1/3 (short)	143
2/1	201
2/2 (with short)	599(In) 441(Out)
2/3 (short)	158
3/1	627
4/1 (with short)	609(In) 491(Out)
4/2 (short)	118
5/1	718
6/1	713
7/1	584
8/1	777

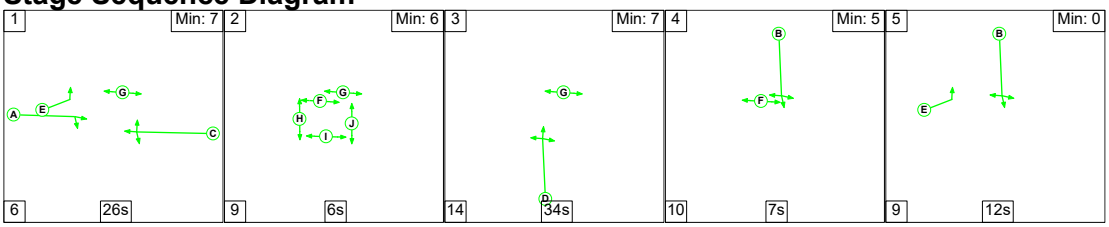
Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Lane Saturation Flows

Junction: A20 Cheriton Road/ Cherry Garden Avenue								
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 (A20 Cherry Garden Ave SB Lane 1)	This lane uses a directly entered Saturation Flow						1770	1770
1/2 (A20 Cherry Garden Ave SB)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
1/3 (A20 Cherry Garden Ave SB)	3.50	0.00	N	Arm 6 Right	33.00	100.0 %	2013	2013
2/1 (A20 Cheriton Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1824	1824
2/2 (A20 Cheriton Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1824	1824
2/3 (A20 Cheriton Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1824	1824
3/1 (B2034 Beachborough Road NB)	3.75	0.00	Y	Arm 5 Ahead	Inf	63.6 %	1947	1947
				Arm 6 Left	23.00	24.2 %		
				Arm 8 Right	29.00	12.1 %		
4/1 (A2034 Cheriton Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1801	1801
4/2 (A2034 Cheriton Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1801	1801
5/1 (A20 Cherry Garden Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Cheriton Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B2034 Beachborough Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A2034 Cheriton Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2025 AM' (FG1: '2025 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

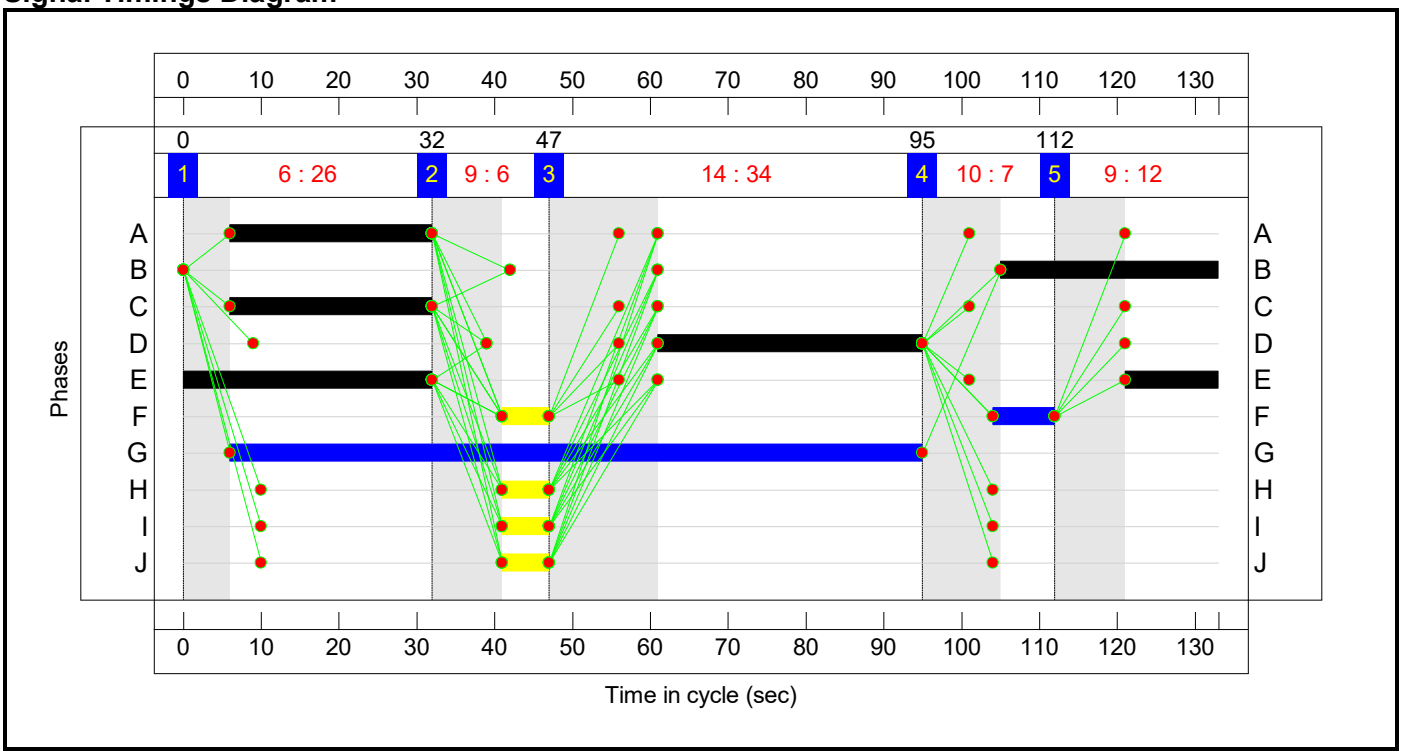


Stage Timings

Stage	1	2	3	4	5
Duration	26	6	34	7	12
Change Point	0	32	47	95	112

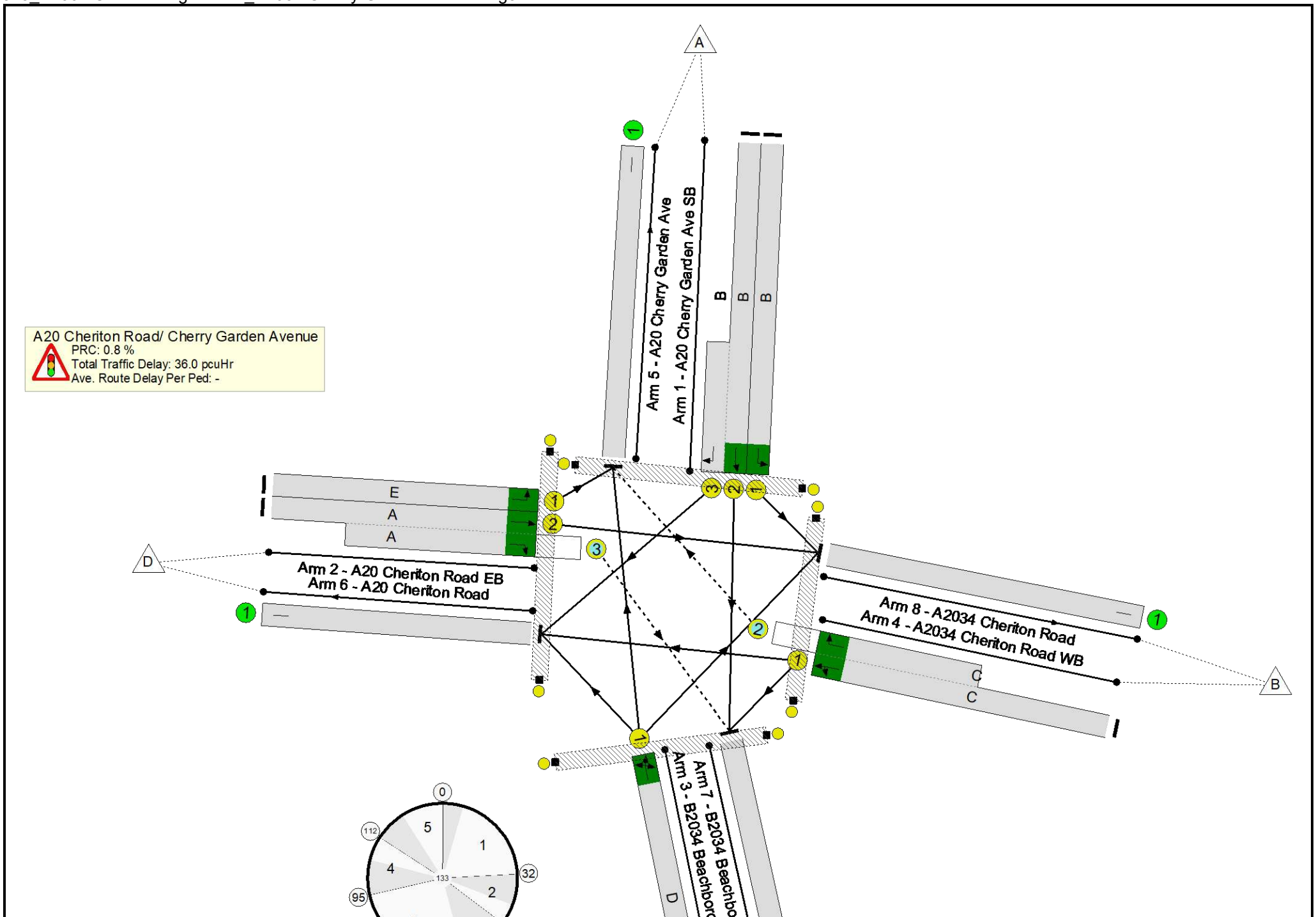
Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Signal Timings Diagram



Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x
Network Layout Diagram

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x



Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	28	-	228	1770	399	57.1%
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	28	-	449	2105:2013	402+104	88.8 : 88.8%
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	44	-	145	1824	645	22.5%
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	26	-	357	1824:1824	389+125	69.4 : 69.4%
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	34	-	449	1968	503	89.2%
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	26	-	341	1801:1801	376+145	65.4 : 65.4%
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	89	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	6	-	0	-	0	0.0%

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

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: J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**168**	**0**	**14**	**25.1**	**10.0**	**0.8**	**36.0**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**168**	**0**	**14**	**25.1**	**10.0**	**0.8**	**36.0**	**-**	**-**	**-**	**-**
1/1	228	228	-	-	-	2.9	0.7	-	3.6	56.2	7.5	0.7	8.1
1/2+1/3	449	449	-	-	-	6.1	3.5	-	9.7	77.6	13.7	3.5	17.3
2/1	145	145	-	-	-	1.2	0.1	-	1.4	33.8	3.7	0.1	3.9
2/2+2/3	357	357	87	0	0	4.6	1.1	0.4	6.1	61.5	9.2	1.1	10.3
3/1	449	449	-	-	-	6.0	3.7	-	9.6	77.1	16.0	3.7	19.6
4/1+4/2	341	341	81	0	14	4.3	0.9	0.5	5.7	59.9	8.1	0.9	9.1
5/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - 14/0681

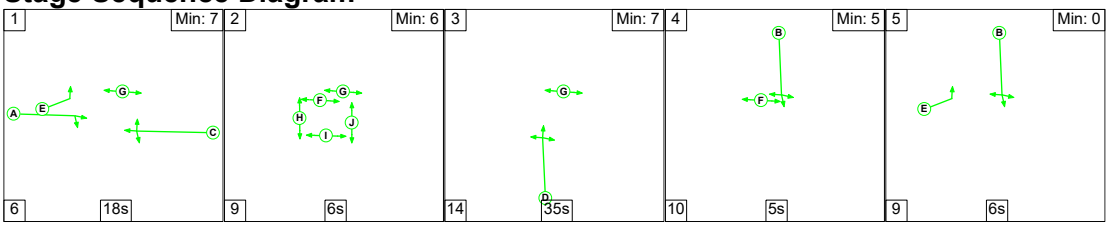
PRC for Signalled Lanes (%): 0.8
PRC Over All Lanes (%): 0.8

Total Delay for Signalled Lanes (pcuHr): 35.98
Total Delay Over All Lanes(pcuHr): 35.98

Cycle Time (s): 133

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x
Scenario 2: '2025 PM' (FG2: '2025 PM', Plan 1: 'Network Control Plan 1')

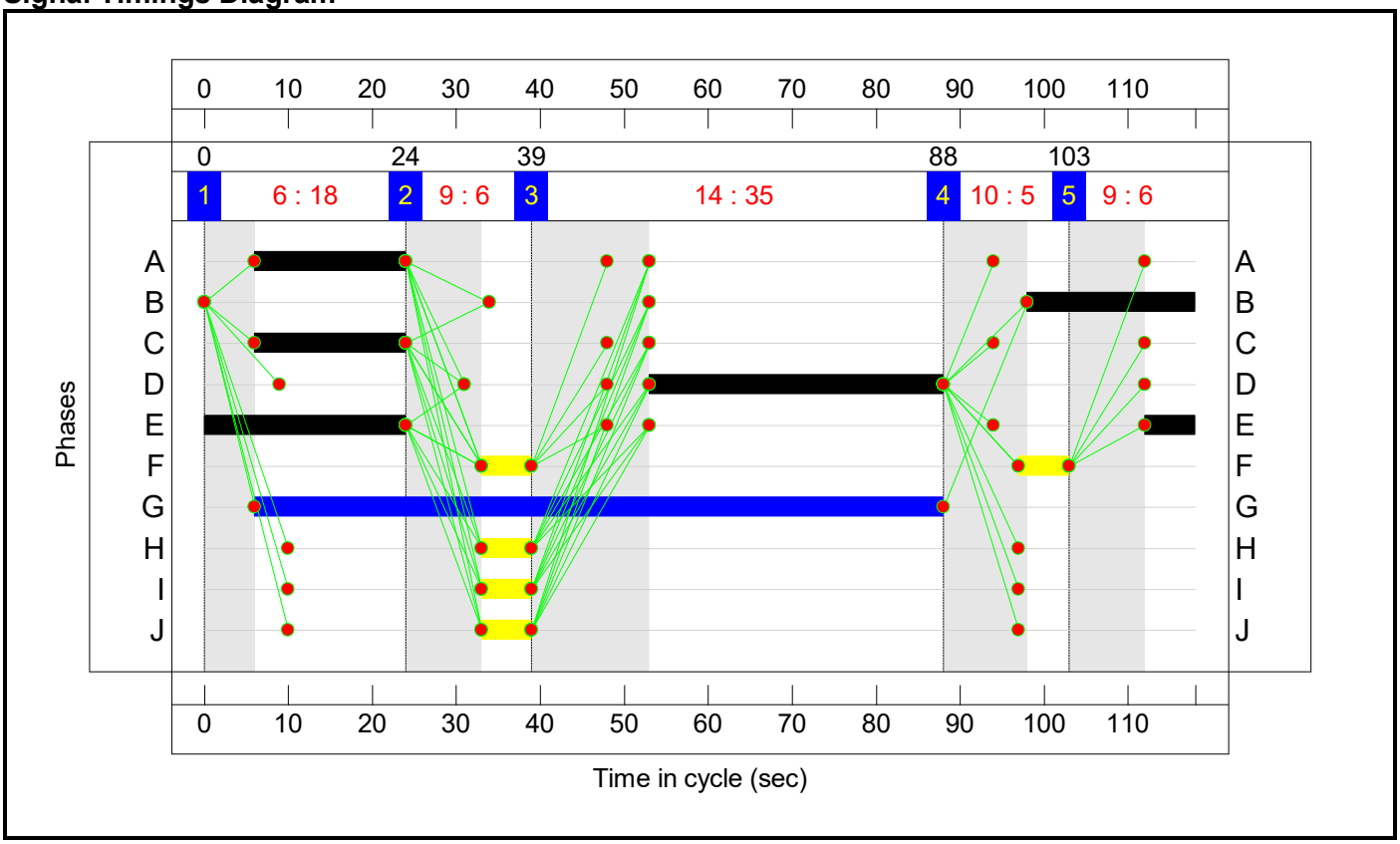
Stage Sequence Diagram



Stage Timings

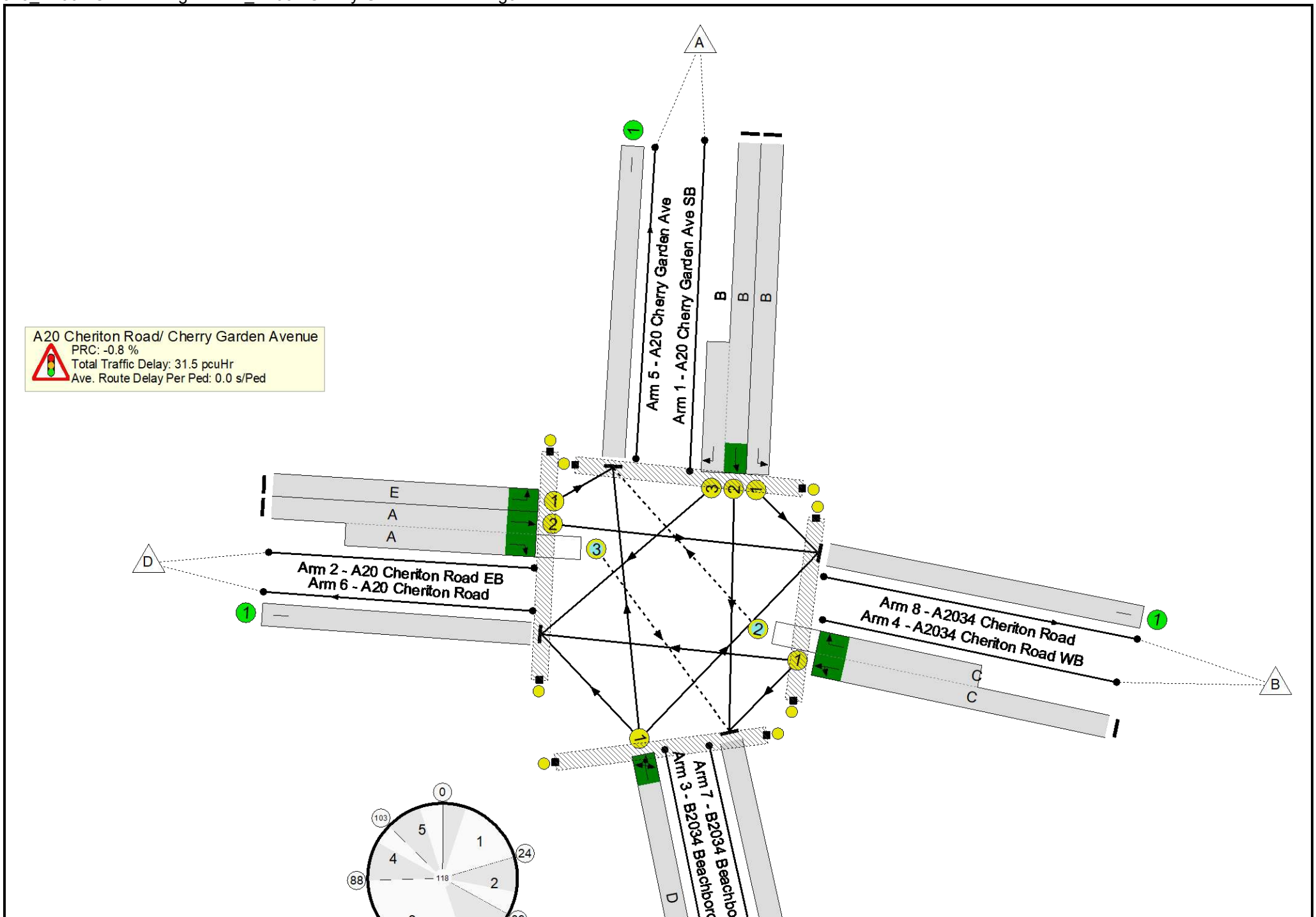
Stage	1	2	3	4	5
Duration	18	6	35	5	6
Change Point	0	24	39	88	103

Signal Timings Diagram



Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x
Network Layout Diagram

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x



Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.7%**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.7%**
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	20	-	225	1770	315	71.4%
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	20	-	407	2105:2013	336+112	90.7 : 90.7%
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	30	-	159	1824	634	25.1%
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	18	-	323	1824:1824	427+134	57.6 : 57.6%
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	35	-	474	1959	631	75.1%
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	18	-	387	1801:1801	392+140	72.7 : 72.7%
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	82	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	6	-	0	-	0	0.0%

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

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: J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**178**	**0**	**1**	**21.8**	**8.9**	**0.7**	**31.5**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**178**	**0**	**1**	**21.8**	**8.9**	**0.7**	**31.5**	**-**	**-**	**-**	**-**
1/1	225	225	-	-	-	2.9	1.2	-	4.1	65.2	6.9	1.2	8.2
1/2+1/3	407	407	-	-	-	5.2	4.1	-	9.3	82.3	10.1	4.1	14.2
2/1	159	159	-	-	-	1.2	0.2	-	1.4	31.3	3.7	0.2	3.9
2/2+2/3	323	323	76	0	1	3.5	0.7	0.4	4.5	50.2	7.1	0.7	7.8
3/1	474	474	-	-	-	4.7	1.5	-	6.2	47.0	13.8	1.5	15.3
4/1+4/2	387	387	102	0	0	4.3	1.3	0.4	6.0	56.1	8.6	1.3	9.9
5/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - 14/0681

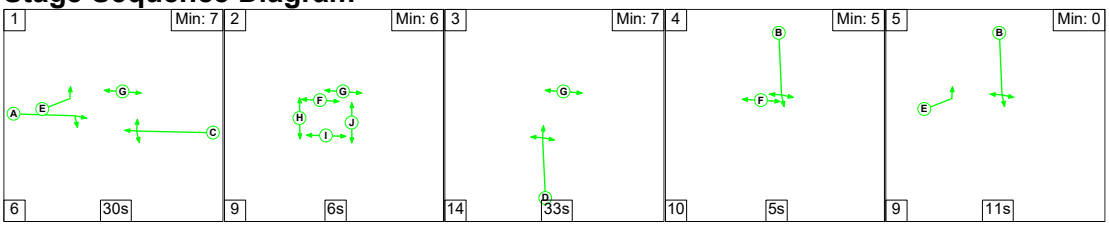
PRC for Signalled Lanes (%): -0.8
PRC Over All Lanes (%): -0.8

Total Delay for Signalled Lanes (pcuHr): 31.49
Total Delay Over All Lanes(pcuHr): 31.49

Cycle Time (s): 118

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x
Scenario 3: '2055 DM AM' (FG3: '2055 DM AM', Plan 1: 'Network Control Plan 1')

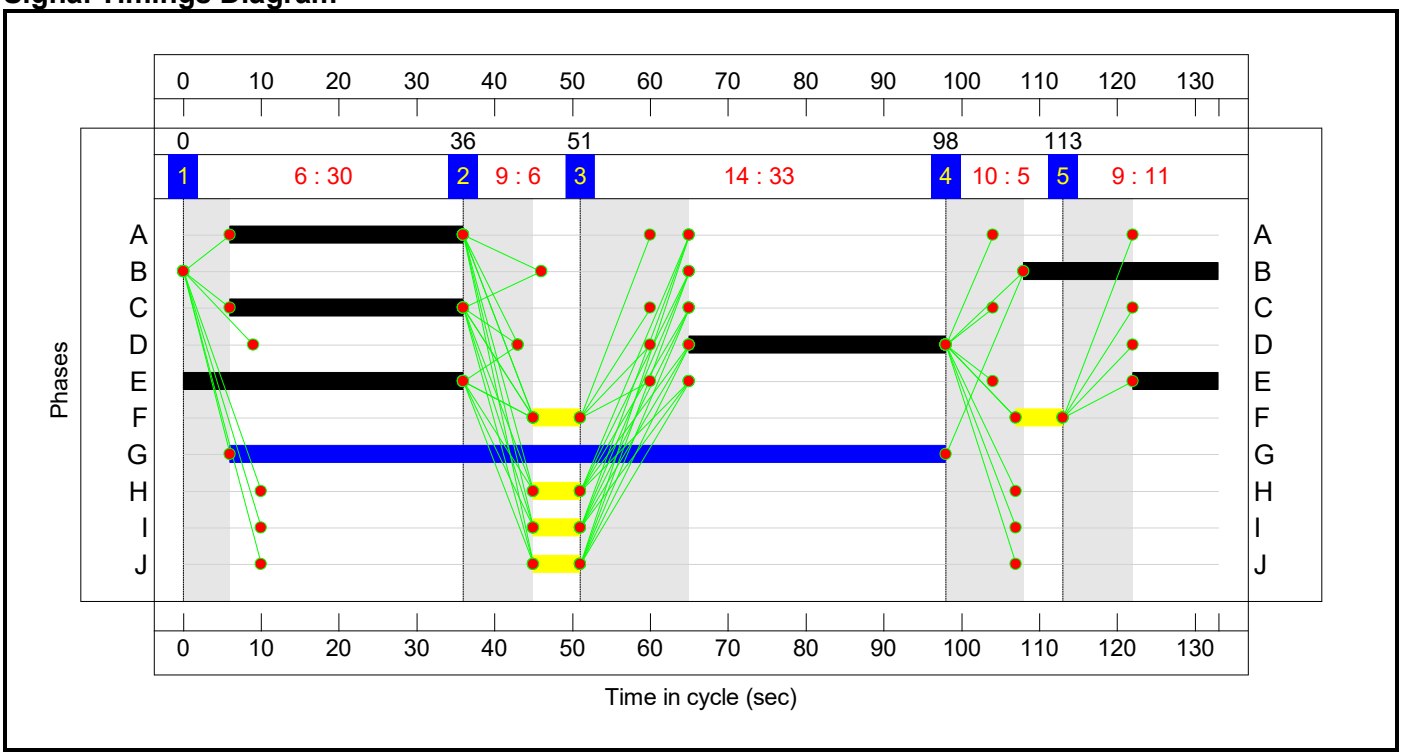
Stage Sequence Diagram



Stage Timings

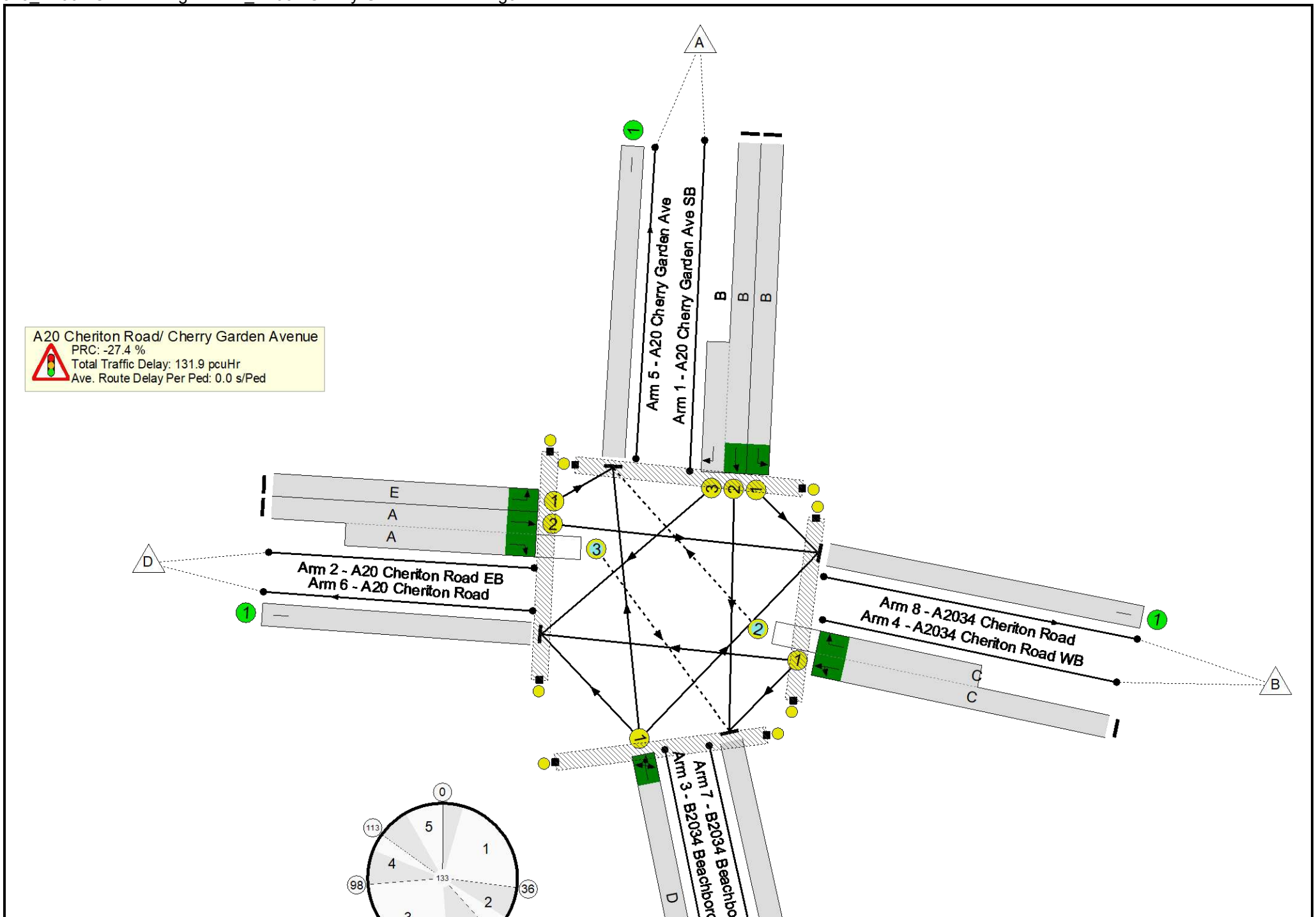
Stage	1	2	3	4	5
Duration	30	6	33	5	11
Change Point	0	36	51	98	113

Signal Timings Diagram



Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x
Network Layout Diagram

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x



Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**114.6%**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**114.6%**
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	25	-	267	1770	359	74.3%
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	25	-	542	2105:2013	359+114	114.6 : 114.6%
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	47	-	174	1824	686	25.4%
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	30	-	529	1824:1824	427+134	89.5 : 109.5%
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	33	-	548	1969	489	112.2%
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	30	-	456	1801:1801	421+113	82.3 : 96.5%
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

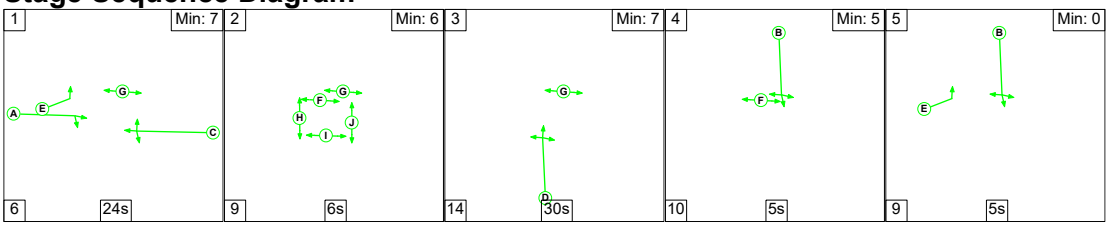
Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	6	-	0	-	0	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: J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**115**	**0**	**128**	**42.0**	**88.6**	**1.3**	**131.9**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**115**	**0**	**128**	**42.0**	**88.6**	**1.3**	**131.9**	**-**	**-**	**-**	**-**
1/1	267	267	-	-	-	3.7	1.4	-	5.1	68.7	9.2	1.4	10.6
1/2+1/3	542	473	-	-	-	12.8	38.2	-	50.9	338.2	21.5	38.2	59.6
2/1	174	174	-	-	-	1.4	0.2	-	1.6	32.2	4.4	0.2	4.6
2/2+2/3	529	516	77	0	57	7.9	12.4	0.6	20.9	142.1	13.7	12.4	26.1
3/1	548	489	-	-	-	10.6	33.8	-	44.4	291.7	22.4	33.8	56.2
4/1+4/2	456	456	38	0	71	5.7	2.7	0.7	9.1	71.8	12.1	2.7	14.9
5/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -27.4 Total Delay for Signalled Lanes (pcuHr): 131.94 Cycle Time (s): 133
PRC Over All Lanes (%): -27.4 Total Delay Over All Lanes(pcuHr): 131.94

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x
Scenario 4: '2055 DM PM' (FG4: '2055 DM PM', Plan 1: 'Network Control Plan 1')

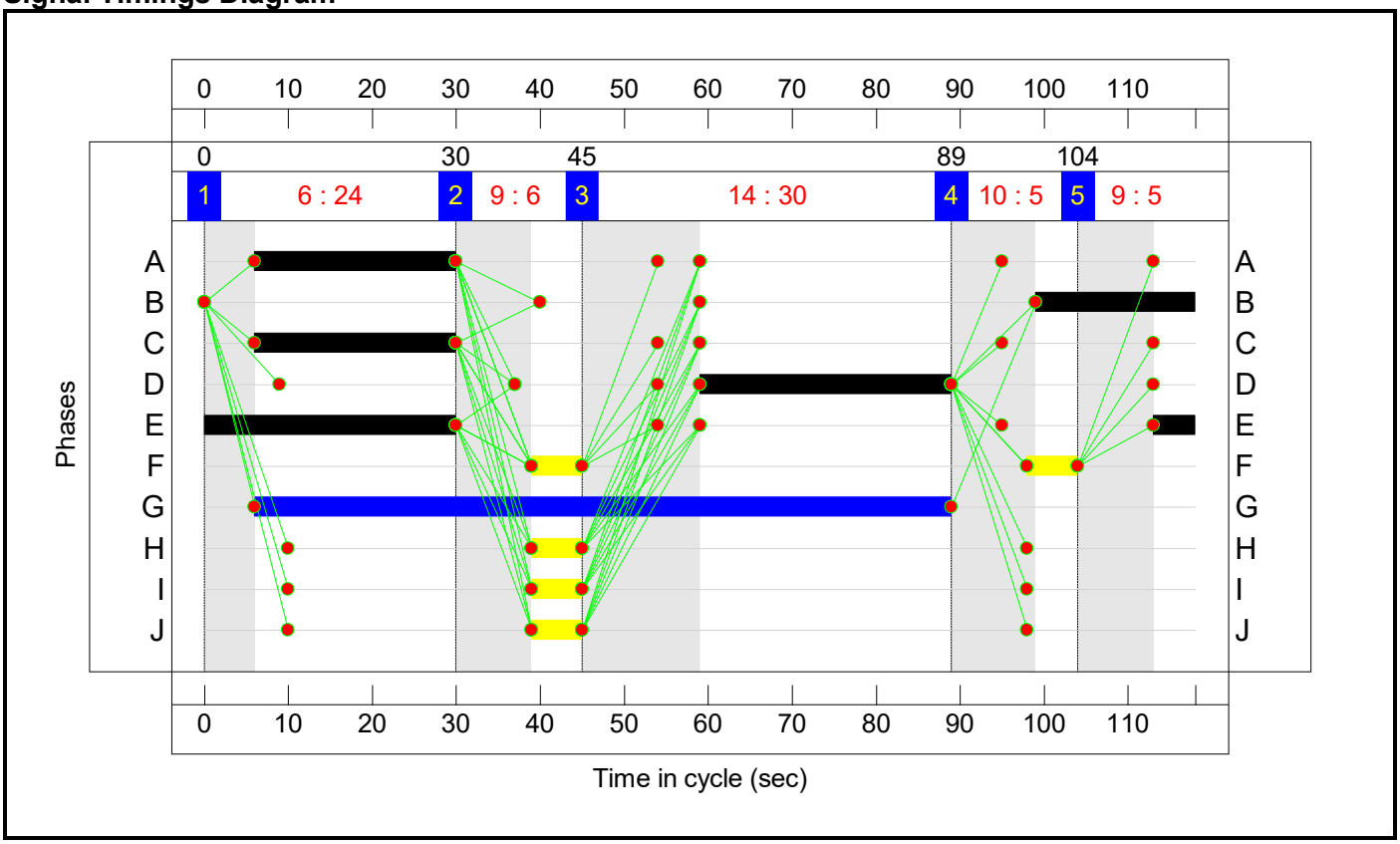
Stage Sequence Diagram



Stage Timings

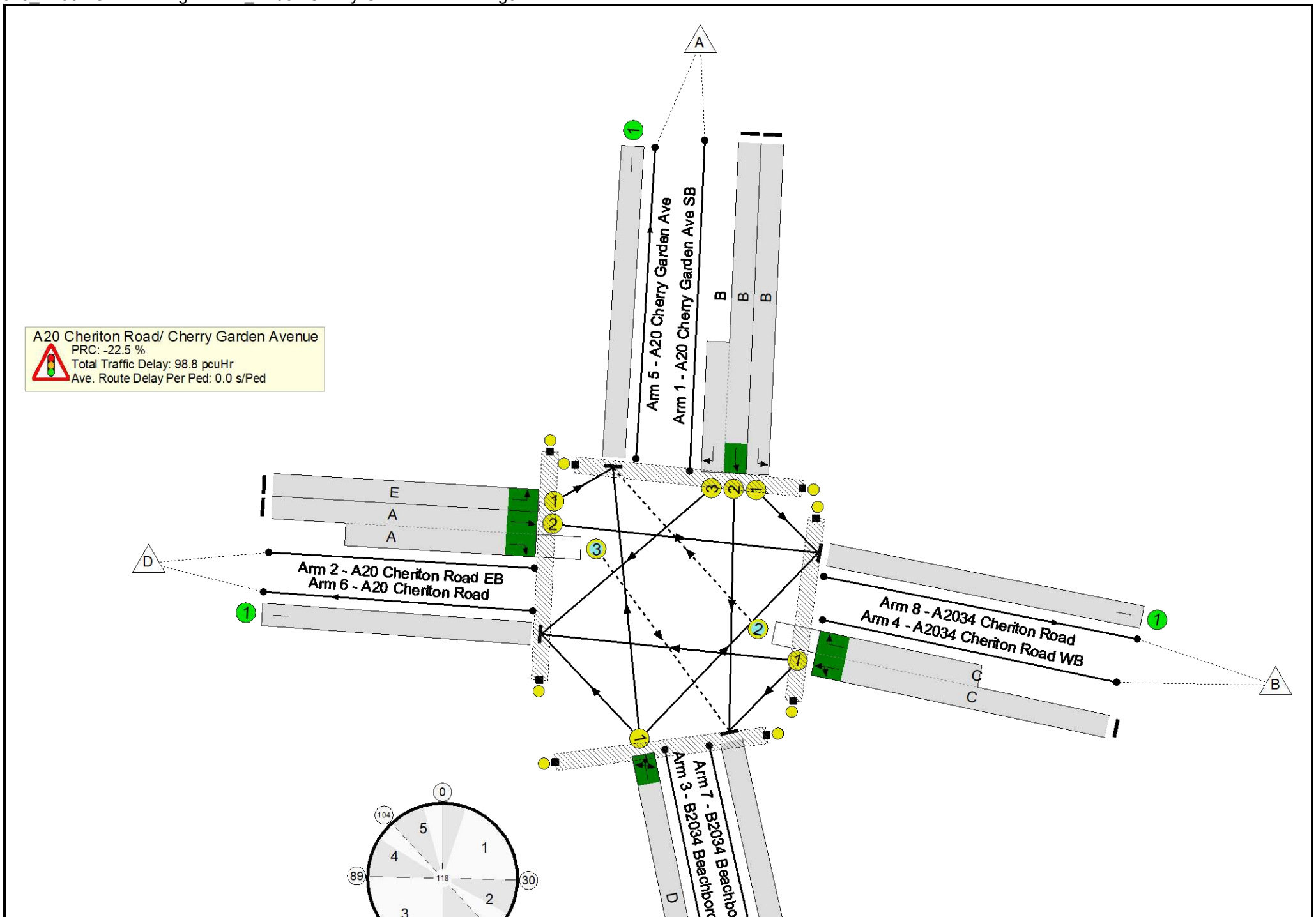
Stage	1	2	3	4	5
Duration	24	6	30	5	5
Change Point	0	30	45	89	104

Signal Timings Diagram



Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x
Network Layout Diagram

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x



Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.2%**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.2%**
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	19	-	262	1770	300	87.3%
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	19	-	496	2105:2013	320+130	110.2 : 110.2%
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	35	-	188	1824	711	26.4%
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	24	-	472	1824:1824	495+122	70.7 : 99.6%
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	30	-	592	1952	546	108.4%
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	24	-	528	1801:1801	466+134	88.0 : 88.0%
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	705	Inf	Inf	0.0%
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	83	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

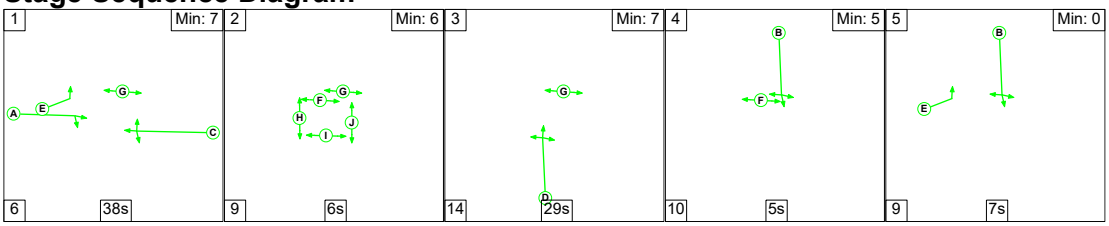
Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	6	-	0	-	0	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: J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**168**	**0**	**72**	**33.5**	**63.9**	**1.4**	**98.8**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**168**	**0**	**72**	**33.5**	**63.9**	**1.4**	**98.8**	**-**	**-**	**-**	**-**
1/1	262	262	-	-	-	3.5	3.0	-	6.5	88.7	8.4	3.0	11.3
1/2+1/3	496	450	-	-	-	9.3	27.5	-	36.8	267.0	14.9	27.5	42.4
2/1	188	188	-	-	-	1.3	0.2	-	1.5	27.9	4.2	0.2	4.4
2/2+2/3	472	472	56	0	66	4.8	1.6	0.8	7.1	54.5	10.0	1.6	11.6
3/1	592	546	-	-	-	9.1	28.3	-	37.3	227.0	20.9	28.3	49.2
4/1+4/2	528	528	112	0	6	5.6	3.4	0.6	9.6	65.3	13.2	3.4	16.6
5/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -22.5 Total Delay for Signalled Lanes (pcuHr): 98.75 Cycle Time (s): 118
PRC Over All Lanes (%): -22.5 Total Delay Over All Lanes(pcuHr): 98.75

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x
Scenario 5: '2055 DS AM' (FG5: '2055 DS AM', Plan 1: 'Network Control Plan 1')

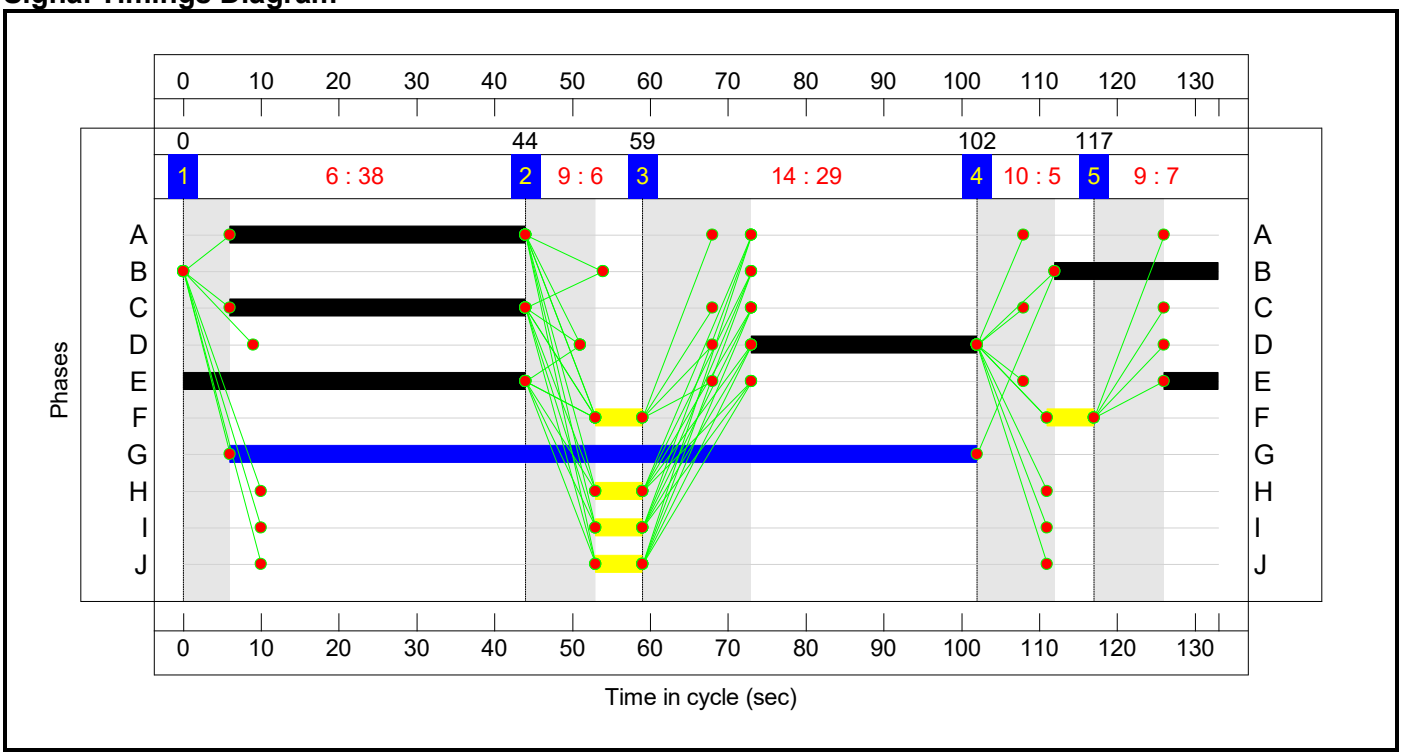
Stage Sequence Diagram



Stage Timings

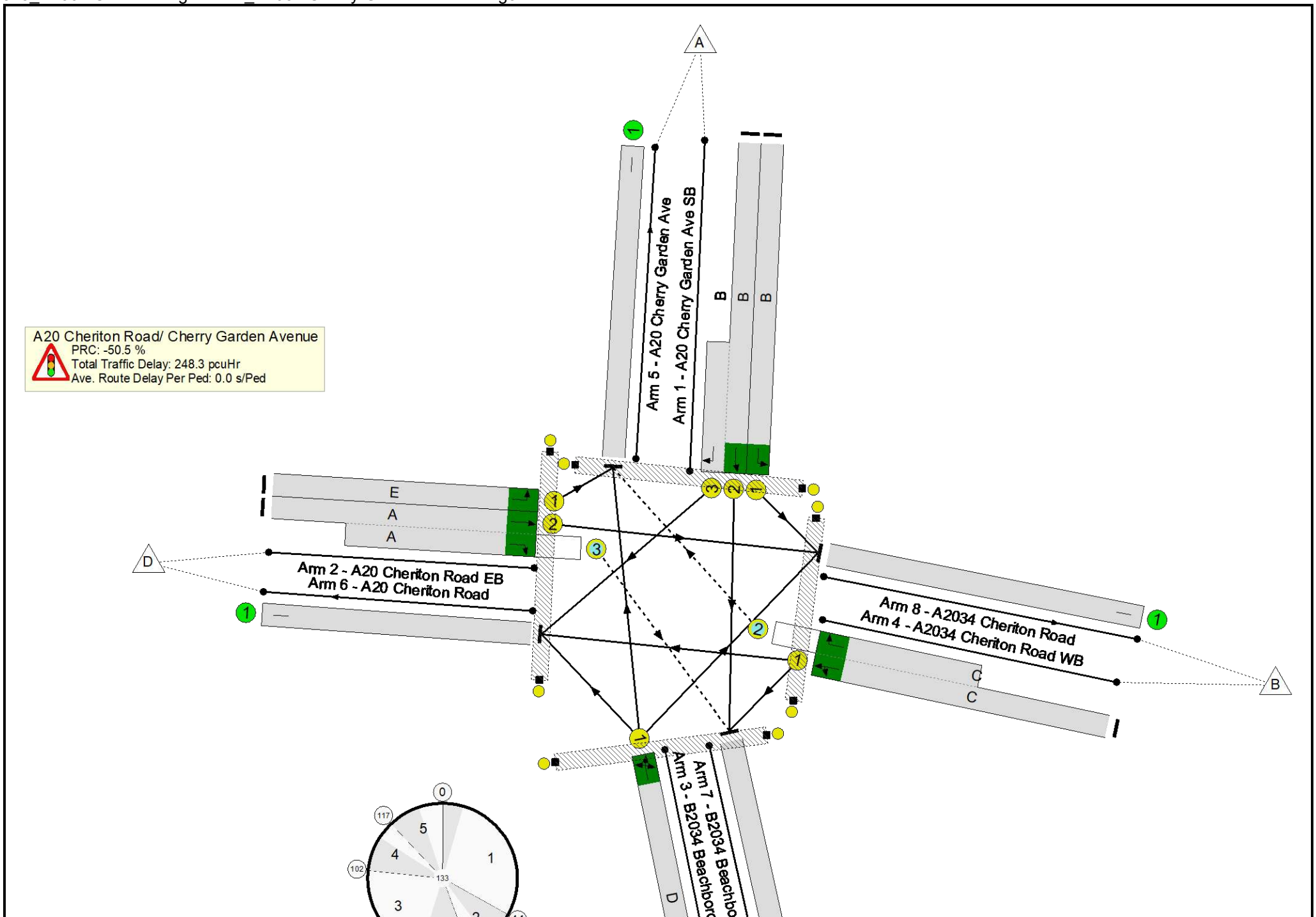
Stage	1	2	3	4	5
Duration	38	6	29	5	7
Change Point	0	44	59	102	117

Signal Timings Diagram



Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x
Network Layout Diagram

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x



Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**135.5%**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**135.5%**
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	21	-	267	1770	306	87.2%
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	21	-	542	2105:2013	311+99	132.1 : 132.1%
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	51	-	198	1824	741	26.7%
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	38	-	655	1824:1824	506+139	93.4 : 131.9%
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	29	-	582	1970	430	135.5%
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	38	-	542	1801:1801	513+103	84.0 : 107.8%
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	666	Inf	Inf	0.0%
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	788	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	96	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

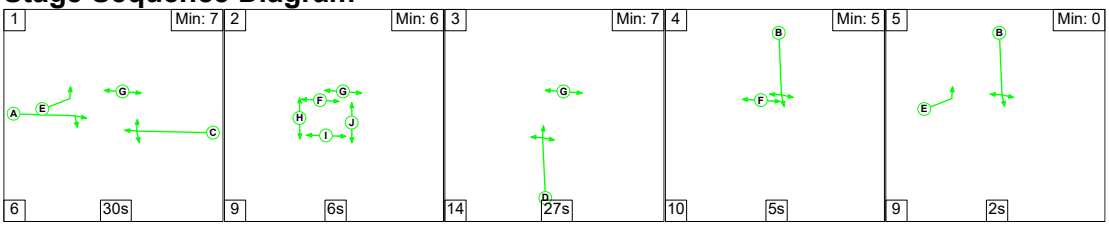
Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	6	-	0	-	0	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: J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**107**	**0**	**135**	**57.6**	**189.0**	**1.7**	**248.3**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**107**	**0**	**135**	**57.6**	**189.0**	**1.7**	**248.3**	**-**	**-**	**-**	**-**
1/1	267	267	-	-	-	4.0	3.0	-	6.9	93.6	9.6	3.0	12.5
1/2+1/3	542	410	-	-	-	17.8	67.9	-	85.7	569.5	26.1	67.9	94.0
2/1	198	198	-	-	-	1.4	0.2	-	1.6	29.6	4.8	0.2	5.0
2/2+2/3	655	611	79	0	59	10.8	32.5	0.8	44.2	242.7	18.2	32.5	50.7
3/1	582	430	-	-	-	17.0	78.1	-	95.1	588.0	28.2	78.1	106.3
4/1+4/2	542	534	27	0	76	6.6	7.3	0.9	14.8	98.2	15.5	7.3	22.9
5/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	775	775	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -50.5 Total Delay for Signalled Lanes (pcuHr): 248.31 Cycle Time (s): 133
PRC Over All Lanes (%): -50.5 Total Delay Over All Lanes(pcuHr): 248.31

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x
Scenario 6: '2055 DS PM' (FG6: '2055 DS PM', Plan 1: 'Network Control Plan 1')

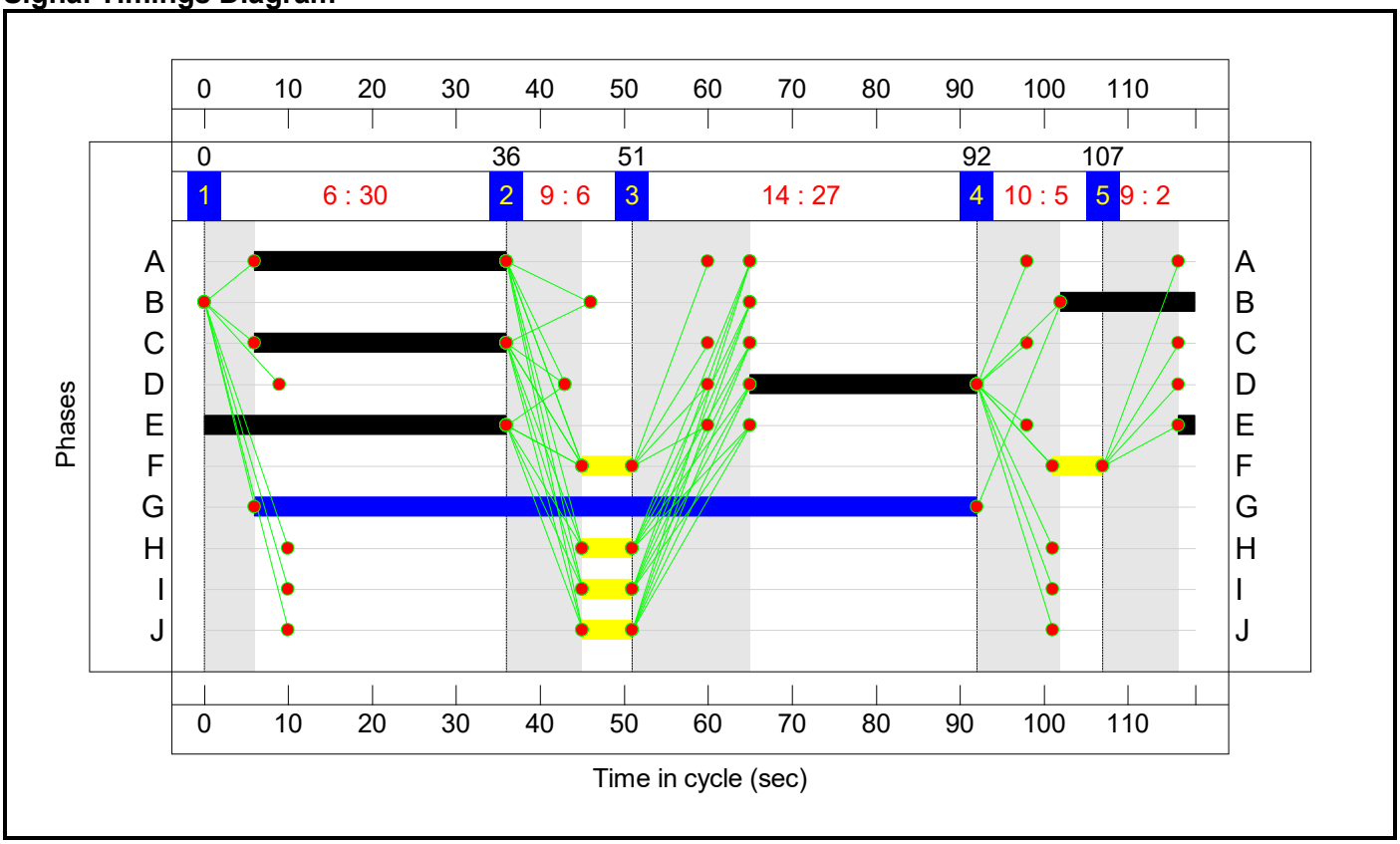
Stage Sequence Diagram



Stage Timings

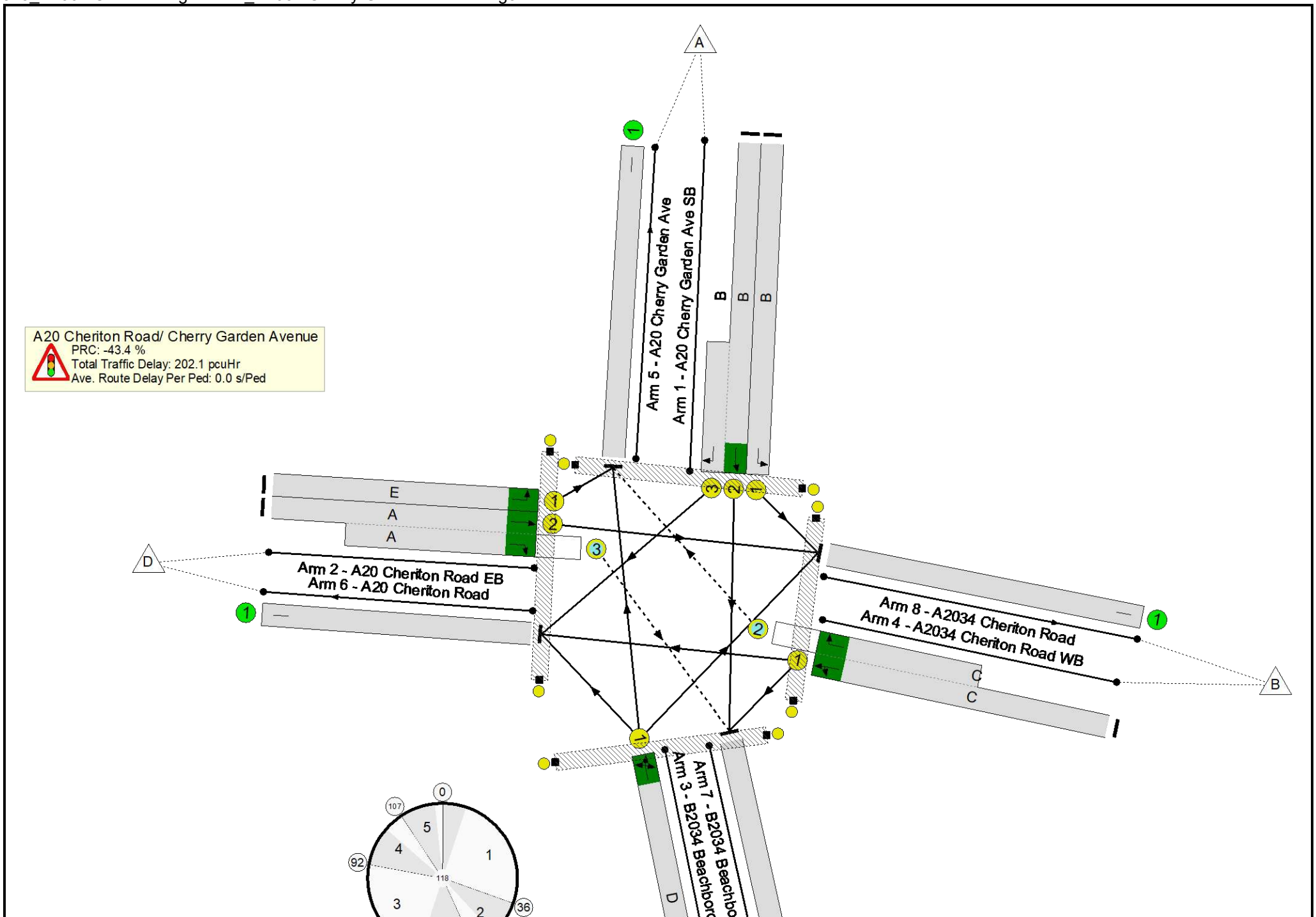
Stage	1	2	3	4	5
Duration	30	6	27	5	2
Change Point	0	36	51	92	107

Signal Timings Diagram



Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x
Network Layout Diagram

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x



Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**129.0%**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**129.0%**
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	16	-	260	1770	255	102.0%
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	16	-	496	2105:2013	283+115	124.9 : 124.9%
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	38	-	201	1824	757	26.5%
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	30	-	599	1824:1824	562+122	78.4 : 129.0%
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	27	-	627	1947	495	126.7%
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	30	-	609	1801:1801	545+131	90.1 : 90.1%
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	777	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	86	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

Full Input Data And Results
J13_B2064 Cheriton High street_A2034 Cherry Garden avenue.lsg3x

Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	6	-	0	-	0	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: J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**154**	**0**	**86**	**45.7**	**154.8**	**1.6**	**202.1**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**154**	**0**	**86**	**45.7**	**154.8**	**1.6**	**202.1**	**-**	**-**	**-**	**-**
1/1	260	255	-	-	-	4.0	9.4	-	13.4	185.4	8.7	9.4	18.1
1/2+1/3	496	397	-	-	-	13.1	51.8	-	64.9	470.7	18.4	51.8	70.2
2/1	201	201	-	-	-	1.3	0.2	-	1.4	25.9	4.3	0.2	4.5
2/2+2/3	599	563	50	0	72	7.7	21.0	0.9	29.6	178.0	12.5	21.0	33.5
3/1	627	495	-	-	-	13.7	68.3	-	82.0	470.9	25.2	68.3	93.5
4/1+4/2	609	609	104	0	14	6.0	4.1	0.7	10.8	63.7	16.1	4.1	20.2
5/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

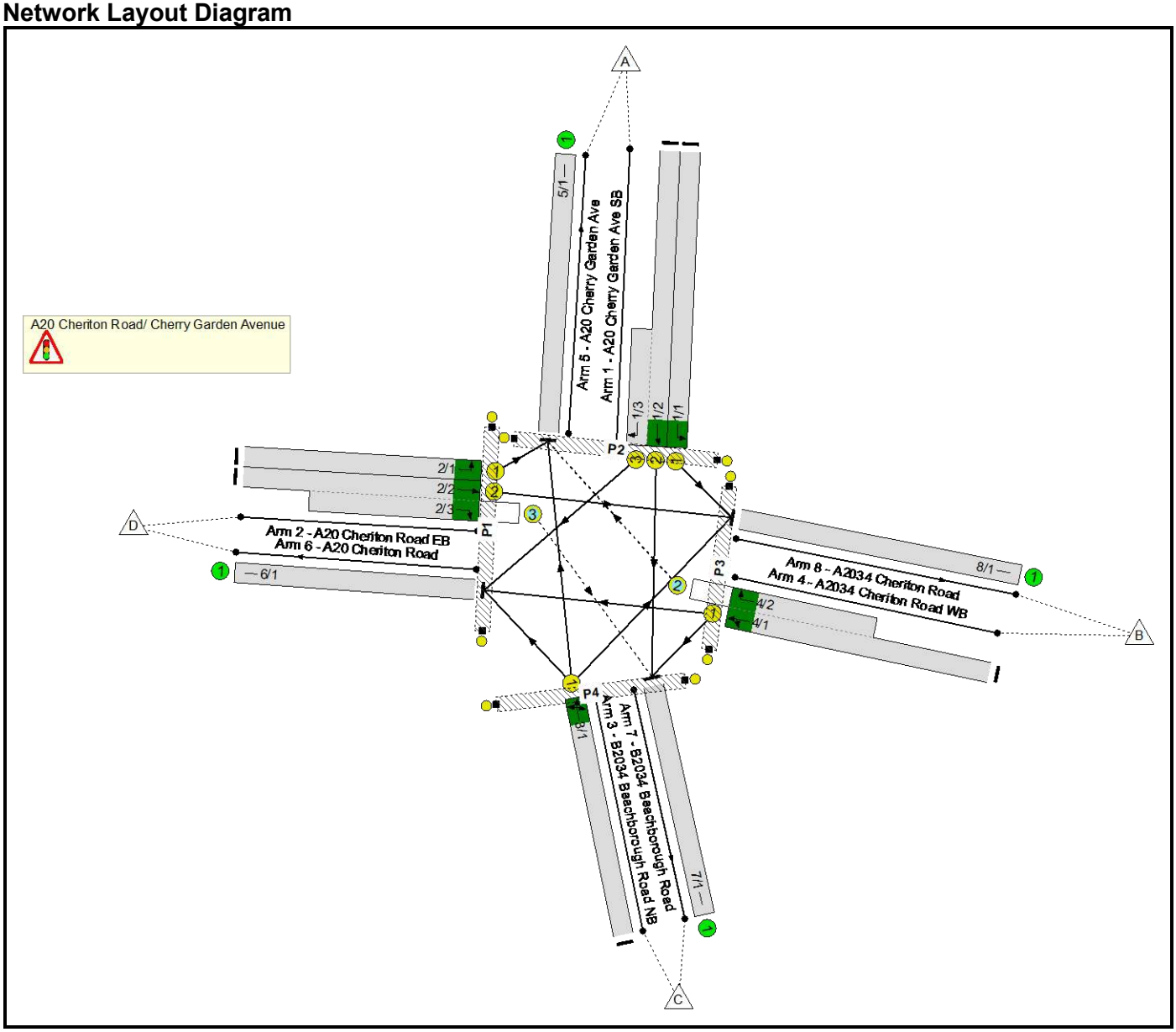
C1 - 14/0681 PRC for Signalled Lanes (%): -43.4 Total Delay for Signalled Lanes (pcuHr): 202.09 Cycle Time (s): 118
PRC Over All Lanes (%): -43.4 Total Delay Over All Lanes(pcuHr): 202.09

Full Input Data And Results

User and Project Details

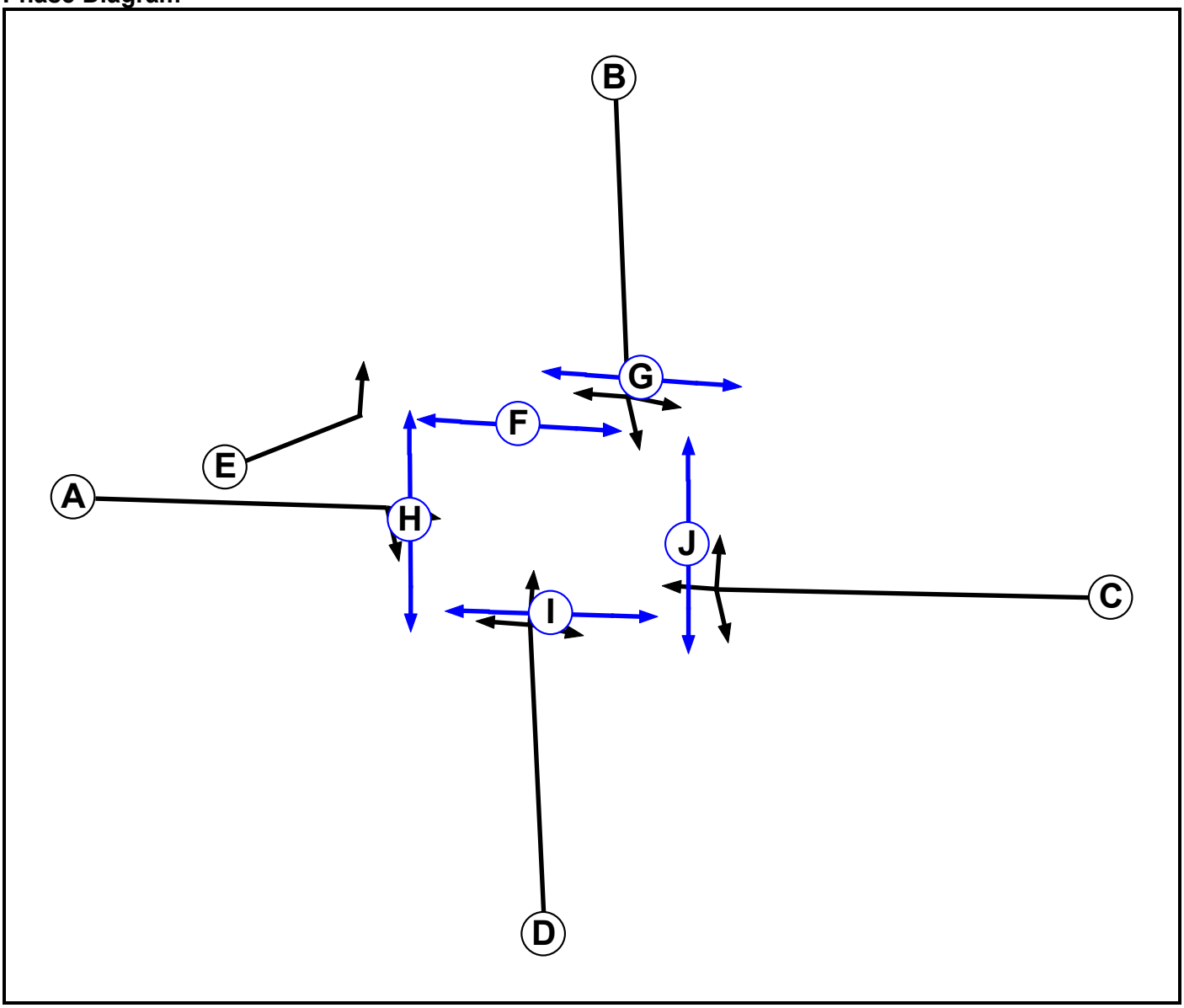
Project:	**Otterpool Park**
Title:	**J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave**
Location:	
Additional detail:	
File name:	J13_B2064 Cheriton_A2034.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	3
F	Pedestrian		-9999	6
G	Pedestrian		-9999	6
H	Pedestrian		-9999	6
I	Pedestrian		-9999	6
J	Pedestrian		-9999	6

Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x

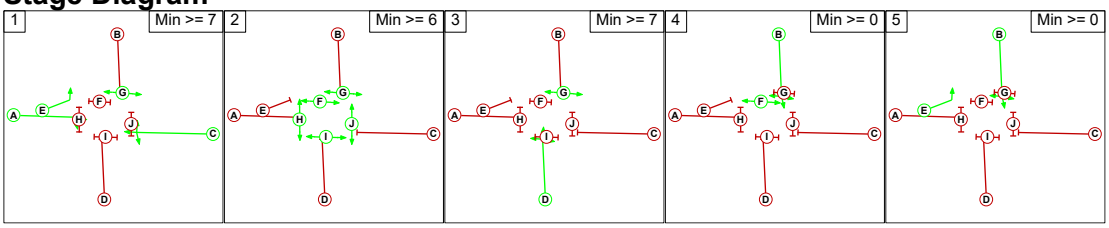
Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		10	-	7	-	9	-	9	9	9
	B	6		6	9	-	-	6	10	10	10
	C	-	10		7	-	9	-	9	9	9
	D	6	10	6		6	9	-	9	9	9
	E	-	-	-	7		9	-	9	9	9
	F	9	-	9	9	9		-	-	-	-
	G	-	10	-	-	-	-		-	-	-
	H	14	14	14	14	14	-	-		-	-
	I	14	14	14	14	14	-	-	-		-
	J	14	14	14	14	14	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C E G
2	F G H I J
3	D G
4	B F
5	B E

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	3	4	5
From Stage	1		9	7	10	10
	2	14		14	14	14
	3	6	9		10	10
	4	9	10	9		9
	5	6	X	X	X	

Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x

Give-Way Lane Input Data

Junction: A20 Cheriton Road/ Cherry Garden Avenue											
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)**
2/3 (A20 Cheriton Road EB)	7/1 (Right)	1439	0	4/1	1.09	All	3.00	-	0.50	3	3.00
4/2 (A2034 Cheriton Road WB)	5/1 (Right)	1439	0	2/2	1.09	All	3.00	-	0.50	3	3.00
				2/1	1.09	To 5/1 (Left)					

Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x

Lane Input Data

Junction: A20 Cheriton Road/ Cherry Garden Avenue

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A20 Cherry Garden Ave SB)	U	B	2	3	60.0	User	1770	-	-	-	-	-
1/2 (A20 Cherry Garden Ave SB)	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm 7 Ahead	Inf
1/3 (A20 Cherry Garden Ave SB)	U	B	2	3	8.7	Geom	-	3.50	0.00	N	Arm 6 Right	33.00
2/1 (A20 Cheriton Road EB)	U	E	2	3	15.5	User	1824	-	-	-	-	-
2/2 (A20 Cheriton Road EB)	U	A	2	3	60.0	User	1824	-	-	-	-	-
2/3 (A20 Cheriton Road EB)	O	A	2	3	12.7	User	1824	-	-	-	-	-
3/1 (B2034 Beachborough Road NB)	U	D	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 5 Ahead Arm 6 Left Arm 8 Right	Inf 23.00 29.00
4/1 (A2034 Cheriton Road WB)	U	C	2	3	60.0	User	1801	-	-	-	-	-
4/2 (A2034 Cheriton Road WB)	O	C	2	3	11.0	User	1801	-	-	-	-	-
5/1 (A20 Cherry Garden Ave)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A20 Cheriton Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B2034 Beachborough Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A2034 Cheriton Road)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM'	08:00	09:00	01:00	
2: '2025 PM'	17:00	18:00	01:00	
3: '2055 DM AM'	08:00	09:00	01:00	
4: '2055 DM PM'	17:00	18:00	01:00	
5: '2055 DS AM'	08:00	09:00	01:00	
6: '2055 DS PM'	17:00	18:00	01:00	

Scenario 1: '2055 DS VM AM' (FG5: '2055 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	267	411	131	809
	B	111	0	72	368	551
	C	485	49	0	52	586
	D	198	482	187	0	867
	Tot.	794	798	670	551	2813

Traffic Lane Flows

Lane	Scenario 1: 2055 DS VM AM
Junction: A20 Cheriton Road/ Cherry Garden Avenue	
1/1	267
1/2 (with short)	542(In) 411(Out)
1/3 (short)	131
2/1	198
2/2 (with short)	669(In) 482(Out)
2/3 (short)	187
3/1	586
4/1 (with short)	551(In) 440(Out)
4/2 (short)	111
5/1	794
6/1	551
7/1	670
8/1	798

Lane Saturation Flows

Junction: A20 Cheriton Road/ Cherry Garden Avenue								
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 (A20 Cherry Garden Ave SB Lane 1)	This lane uses a directly entered Saturation Flow						1770	1770
1/2 (A20 Cherry Garden Ave SB)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
1/3 (A20 Cherry Garden Ave SB)	3.50	0.00	N	Arm 6 Right	33.00	100.0 %	2013	2013
2/1 (A20 Cheriton Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1824	1824
2/2 (A20 Cheriton Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1824	1824
2/3 (A20 Cheriton Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1824	1824
3/1 (B2034 Beachborough Road NB)	3.75	0.00	Y	Arm 5 Ahead	Inf	82.8 %	1970	1970
				Arm 6 Left	23.00	8.9 %		
				Arm 8 Right	29.00	8.4 %		
4/1 (A2034 Cheriton Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1801	1801
4/2 (A2034 Cheriton Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1801	1801
5/1 (A20 Cherry Garden Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Cheriton Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B2034 Beachborough Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A2034 Cheriton Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2055 DS VM PM' (FG6: '2055 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	260	353	143	756
	B	118	0	73	429	620
	C	399	76	0	157	632
	D	201	453	163	0	817
	Tot.	718	789	589	729	2825

Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x

Traffic Lane Flows

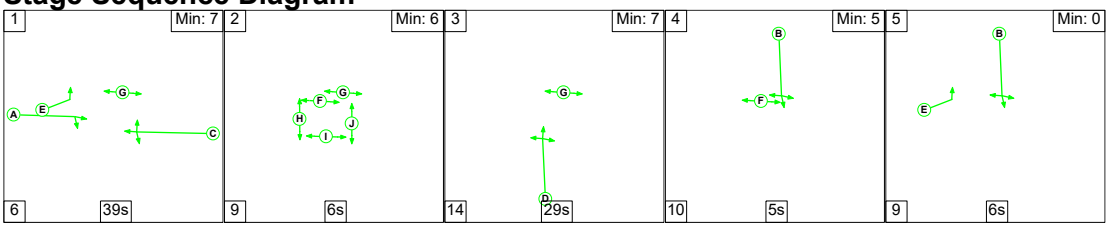
Lane	Scenario 2: 2055 DS VM PM
Junction: A20 Cheriton Road/ Cherry Garden Avenue	
1/1	260
1/2 (with short)	496(In) 353(Out)
1/3 (short)	143
2/1	201
2/2 (with short)	616(In) 453(Out)
2/3 (short)	163
3/1	632
4/1 (with short)	620(In) 502(Out)
4/2 (short)	118
5/1	718
6/1	729
7/1	589
8/1	789

Lane Saturation Flows

Junction: A20 Cheriton Road/ Cherry Garden Avenue								
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 (A20 Cherry Garden Ave SB Lane 1)	This lane uses a directly entered Saturation Flow						1770	1770
1/2 (A20 Cherry Garden Ave SB)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
1/3 (A20 Cherry Garden Ave SB)	3.50	0.00	N	Arm 6 Right	33.00	100.0 %	2013	2013
2/1 (A20 Cheriton Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1824	1824
2/2 (A20 Cheriton Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1824	1824
2/3 (A20 Cheriton Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1824	1824
3/1 (B2034 Beachborough Road NB)	3.75	0.00	Y	Arm 5 Ahead	Inf	63.1 %	1946	1946
				Arm 6 Left	23.00	24.8 %		
				Arm 8 Right	29.00	12.0 %		
4/1 (A2034 Cheriton Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1801	1801
4/2 (A2034 Cheriton Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1801	1801
5/1 (A20 Cherry Garden Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Cheriton Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B2034 Beachborough Road Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A2034 Cheriton Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2055 DS VM AM' (FG5: '2055 DS AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

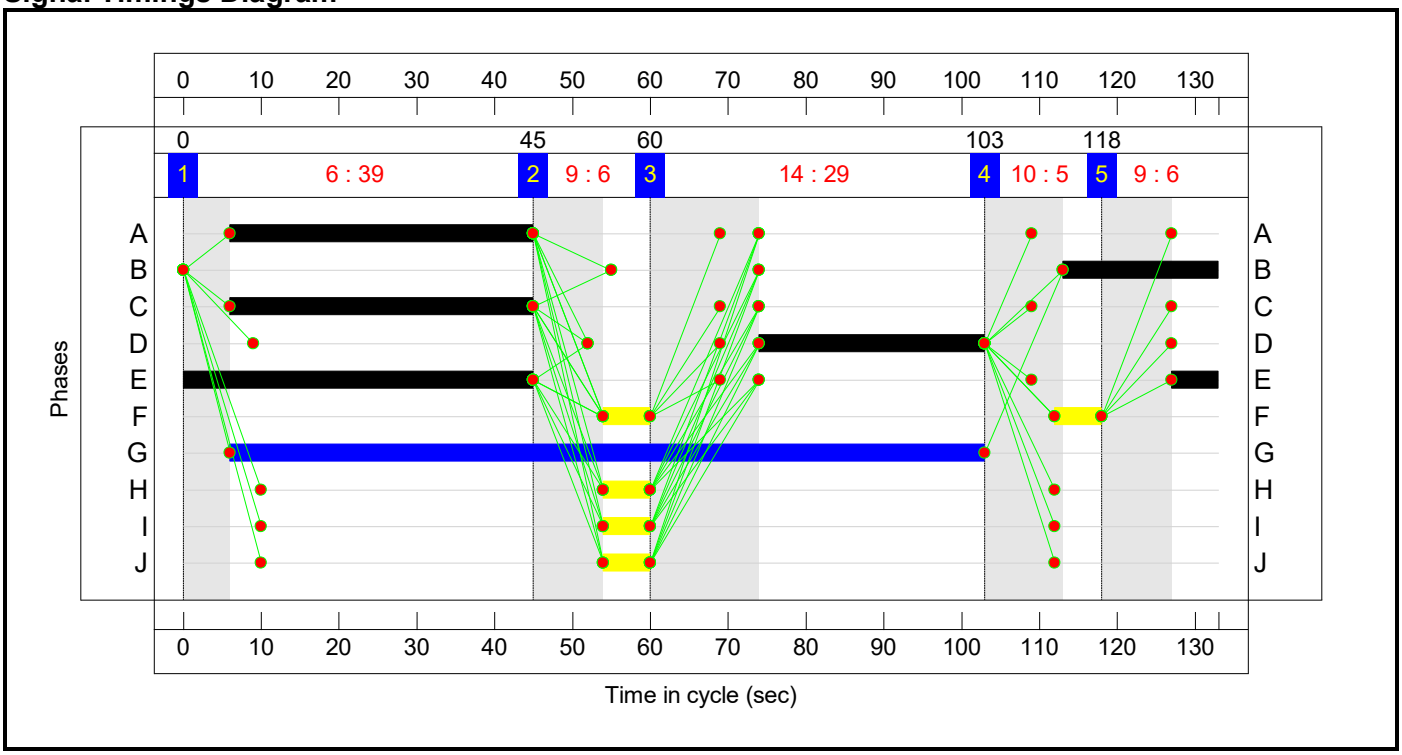


Stage Timings

Stage	1	2	3	4	5
Duration	39	6	29	5	6
Change Point	0	45	60	103	118

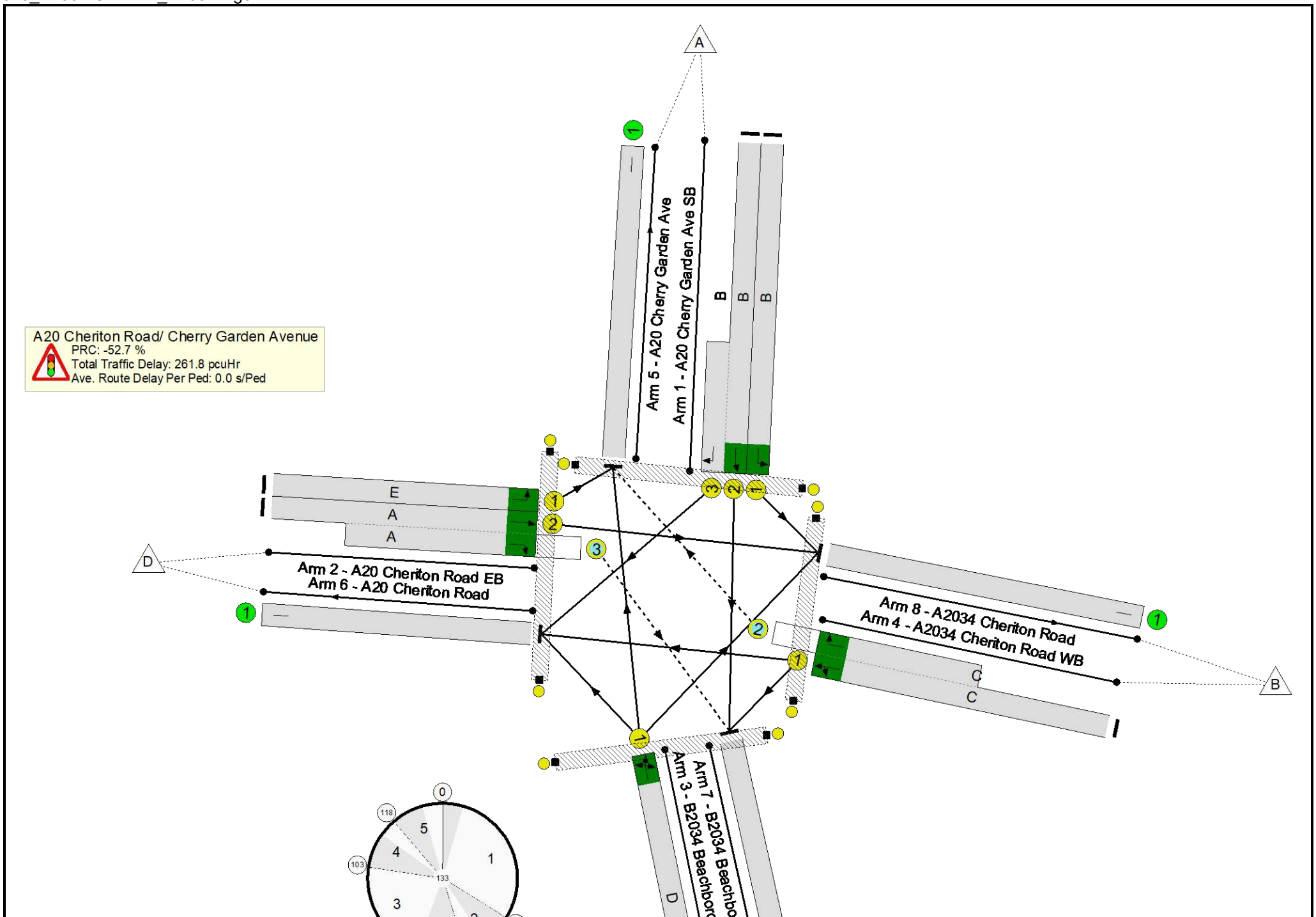
Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x

Signal Timings Diagram



Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x
Network Layout Diagram

Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x



Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x

Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**137.4%**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**137.4%**
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	20	-	267	1770	293	91.2%
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	20	-	542	2105:2013	299+95	137.4 : 137.4%
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	51	-	198	1824	741	26.7%
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	39	-	669	1824:1824	515+140	93.5 : 133.2%
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	29	-	586	1970	430	136.4%
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	39	-	551	1801:1801	525+103	83.8 : 107.8%
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	798	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	97	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x

Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	6	-	0	-	0	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: J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**108**	**0**	**136**	**59.6**	**200.4**	**1.7**	**261.8**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**108**	**0**	**136**	**59.6**	**200.4**	**1.7**	**261.8**	**-**	**-**	**-**	**-**
1/1	267	267	-	-	-	4.0	4.0	-	8.0	108.0	9.6	4.0	13.6
1/2+1/3	542	395	-	-	-	19.1	75.5	-	94.6	628.5	27.2	75.5	102.8
2/1	198	198	-	-	-	1.4	0.2	-	1.6	29.6	4.8	0.2	5.0
2/2+2/3	669	622	81	0	60	11.0	33.3	0.8	45.2	243.3	18.7	33.3	52.0
3/1	586	430	-	-	-	17.5	80.1	-	97.5	599.0	28.8	80.1	108.9
4/1+4/2	551	543	27	0	76	6.6	7.3	0.9	14.8	96.7	15.7	7.3	23.1
5/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - 14/0681

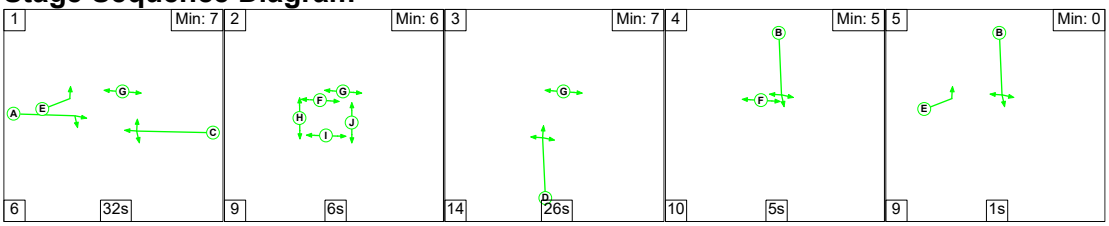
PRC for Signalled Lanes (%): -52.7
PRC Over All Lanes (%): -52.7

Total Delay for Signalled Lanes (pcuHr): 261.79
Total Delay Over All Lanes(pcuHr): 261.79

Cycle Time (s): 133

Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x
Scenario 2: '2055 DS VM PM' (FG6: '2055 DS PM', Plan 1: 'Network Control Plan 1')

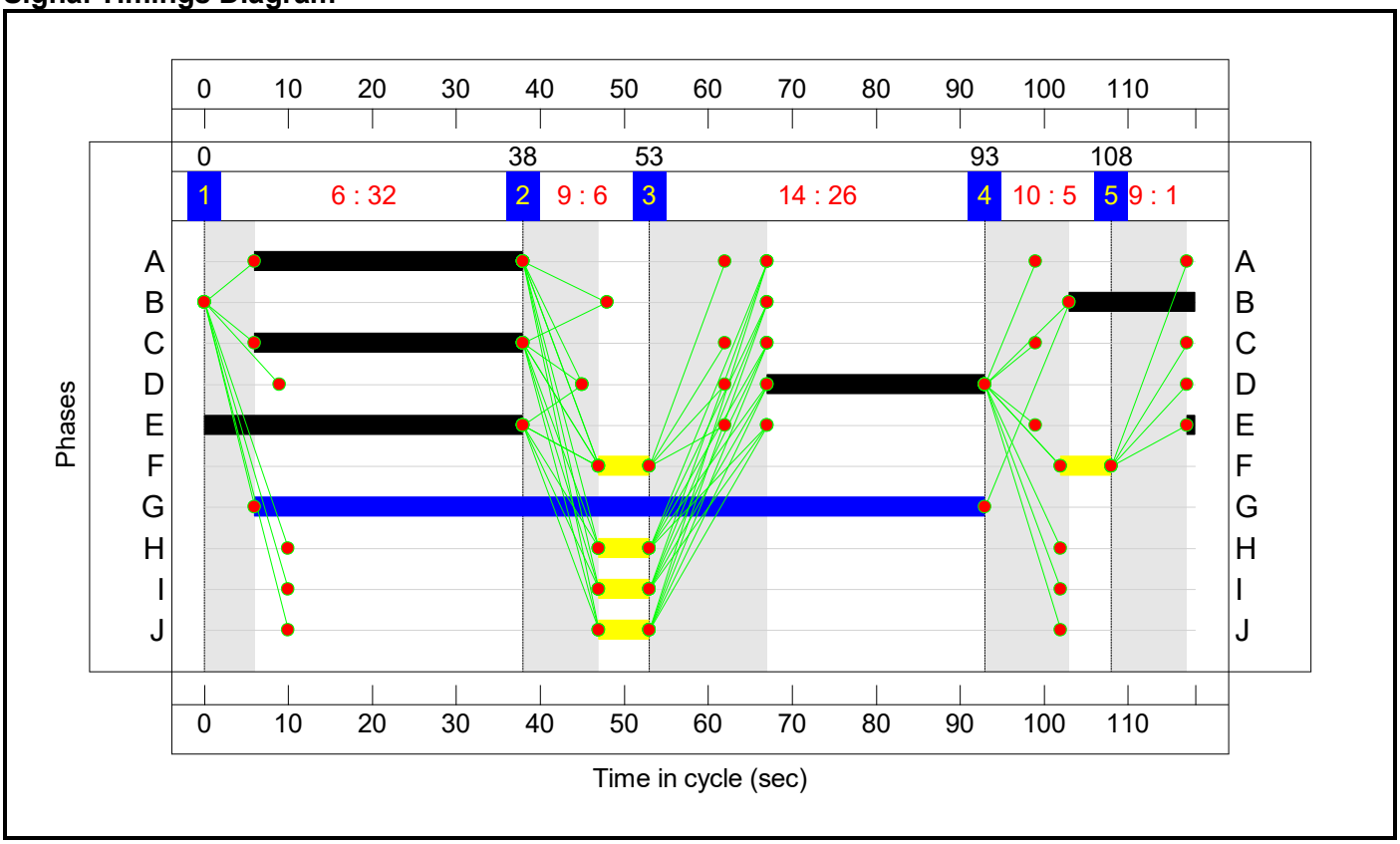
Stage Sequence Diagram



Stage Timings

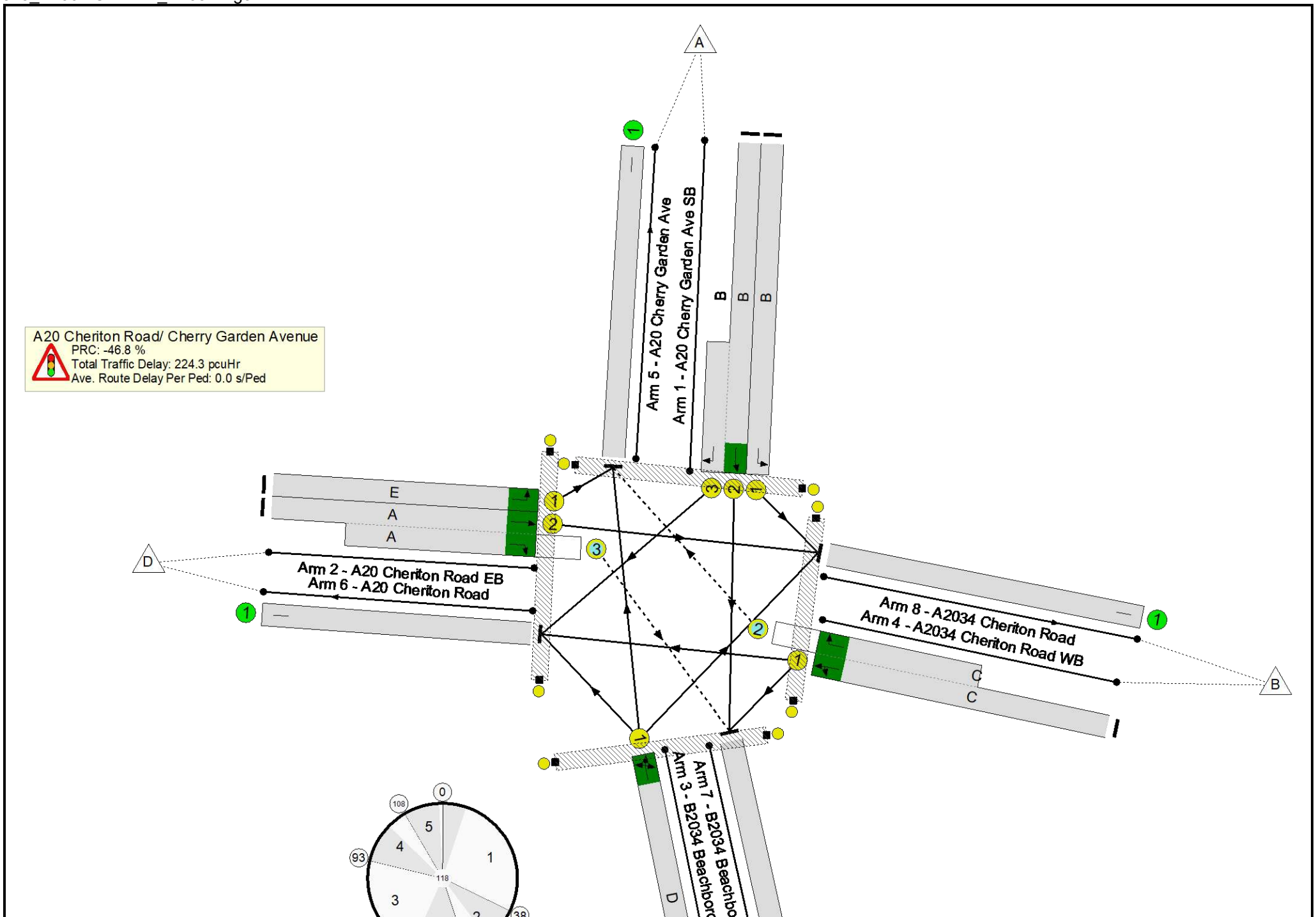
Stage	1	2	3	4	5
Duration	32	6	26	5	1
Change Point	0	38	53	93	108

Signal Timings Diagram



Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x
Network Layout Diagram

Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x



Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x

Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**132.1%**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**132.1%**
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	15	-	260	1770	240	108.3%
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	15	-	496	2105:2013	268+108	131.9 : 131.9%
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	39	-	201	1824	773	26.0%
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	32	-	616	1824:1824	585+139	77.5 : 116.9%
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	26	-	632	1946	478	132.1%
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	32	-	620	1801:1801	570+134	88.0 : 88.0%
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	789	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	87	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

Full Input Data And Results
J13_B2064 Cheriton_A2034.lsg3x

Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	6	-	0	-	0	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: J13 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**177**	**0**	**81**	**49.2**	**173.4**	**1.7**	**224.3**	**-**	**-**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**177**	**0**	**81**	**49.2**	**173.4**	**1.7**	**224.3**	**-**	**-**	**-**	**-**
1/1	260	240	-	-	-	5.0	14.5	-	19.5	270.2	9.6	14.5	24.1
1/2+1/3	496	376	-	-	-	14.5	62.0	-	76.5	555.5	19.8	62.0	81.8
2/1	201	201	-	-	-	1.2	0.2	-	1.4	25.2	4.2	0.2	4.4
2/2+2/3	616	592	63	0	76	7.0	14.5	1.0	22.4	130.9	12.7	14.5	27.2
3/1	632	478	-	-	-	15.6	78.9	-	94.5	538.2	26.9	78.9	105.8
4/1+4/2	620	620	114	0	4	5.8	3.4	0.7	10.0	57.8	16.2	3.4	19.6
5/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -46.8 Total Delay for Signalled Lanes (pcuHr): 224.29 Cycle Time (s): 118
PRC Over All Lanes (%): -46.8 Total Delay Over All Lanes(pcuHr): 224.29

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J14_Prospect Rd_Stade St.j11

[redacted]

Report generation date: 17/09/2026 09:49:53

»2025 | | AM
»2025 | | PM
»2055 | DM | AM
»2055 | DM | PM
»2055 | DS | AM
»2055 | DS | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025					
Stream B-AC	2.9	39.87	0.76	2.6	39.07	0.74
Stream C-AB	1.0	14.22	0.50	1.1	15.54	0.52
	2055 - DM					
Stream B-AC	19.9	221.04	1.09	168.1	2261.52	9999999999.00
Stream C-AB	1.6	19.08	0.61	4.6	37.46	0.81
	2055 - DS					
Stream B-AC	29.1	317.42	1.18	193.2	2825.00	9999999999.00
Stream C-AB	1.7	20.20	0.63	7.1	40.89	0.87

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

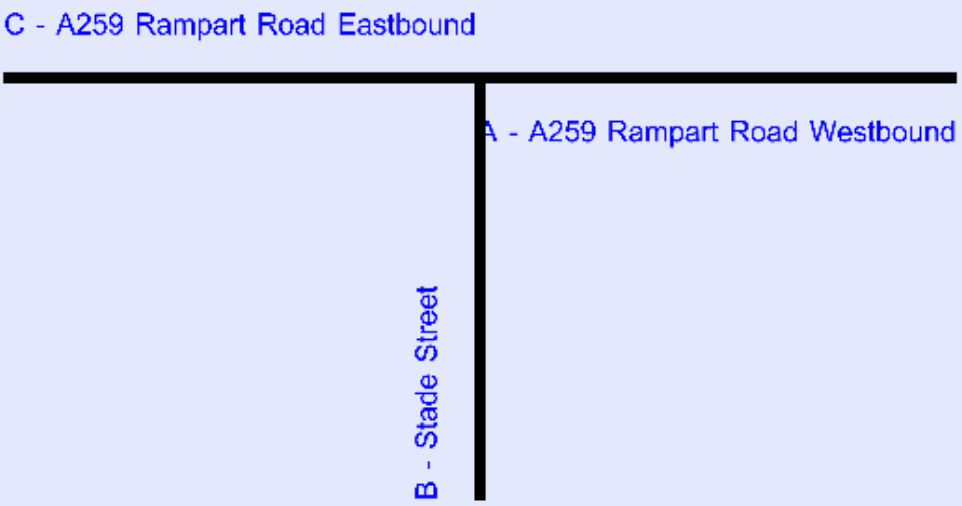
File summary

File Description

Title	J26 Otterpool Park_Base Model
Location	A259 Prospect Rd - Stade St
Site number	
Date	09/08/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	For 2050 DM (AM & PM) Scenario following arm structure is followed A - Rampart Rd WB B - Stade St C - Rampart Rd EB as the arm structure give in forecast flows matrix is not realistic (as Arm B is minor arm in PICADY Model)

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	-Hour	perHour



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

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018		AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D15,D16,D17,D18,D19,D20	100.000	100.000

2025 | | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.20	A

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Rampart Road Westbound		Major
B	Stade Street		Minor
C	A259 Rampart Road Eastbound		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 - A259 Rampart Road Eastbound	6.00		✓	2.40	113.0	✓	10.00

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 - Stade Street	One lane	3.01	25	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	499	0.091	0.230	0.145	0.328
B-C	641	0.098	0.248	-	-
C-B	653	0.253	0.253	-	-

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	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2025	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A259 Rampart Road Westbound		ONE HOUR	✓	470	100.000
B - Stade Street		ONE HOUR	✓	248	100.000
C - A259 Rampart Road Eastbound		ONE HOUR	✓	867	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A259 Rampart Road Westbound	B - Stade Street	C - A259 Rampart Road Eastbound
	A - A259 Rampart Road Westbound	0	92	378
	B - Stade Street	65	0	183
	C - A259 Rampart Road Eastbound	636	231	0

Proportions

	To		
From		A - A259 Rampart Road Westbound	B - Stade Street
	A - A259 Rampart Road Westbound	0.00	0.20
	B - Stade Street	0.26	0.00
	C - A259 Rampart Road Eastbound	0.73	0.27

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A259 Rampart Road Westbound	B - Stade Street	C - A259 Rampart Road Eastbound
	A - A259 Rampart Road Westbound	0	0	5
	B - Stade Street	2	0	1
	C - A259 Rampart Road Eastbound	3	2	0

Average PCU Per Veh

	To		
From		A - A259 Rampart Road Westbound	B - Stade Street
	A - A259 Rampart Road Westbound	1.000	1.000
	B - Stade Street	1.020	1.000
	C - A259 Rampart Road Eastbound	1.030	1.020

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A259 Rampart Road Westbound	07:45-08:00	354	368
	08:00-08:15	423	440
	08:15-08:30	517	538
	08:30-08:45	517	538
	08:45-09:00	423	440
	09:00-09:15	354	368
B - Stade Street	07:45-08:00	187	189
	08:00-08:15	223	226
	08:15-08:30	273	276
	08:30-08:45	273	276
	08:45-09:00	223	226
	09:00-09:15	187	189
C - A259 Rampart Road Eastbound	07:45-08:00	653	671
	08:00-08:15	779	801
	08:15-08:30	955	981
	08:30-08:45	955	981
	08:45-09:00	779	801
	09:00-09:15	653	671

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.76	39.87	2.9	E	228	341
C-AB	0.50	14.22	1.0	B	212	318
C-A					583	875
A-B					84	127
A-C					347	520

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	187	47	0.00	447	0.418	184	0.0	0.7	13.561	B
C-AB	174	43	0.00	549	0.317	172	0.0	0.5	9.502	A
C-A	479	120	0.00			479				
A-B	69	17	0.00			69				
A-C	285	71	0.00			285				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	223	56	0.00	413	0.540	221	0.7	1.1	18.596	C
C-AB	208	52	0.00	531	0.391	207	0.5	0.6	11.069	B
C-A	572	143	0.00			572				
A-B	83	21	0.00			83				
A-C	340	85	0.00			340				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	273	68	0.00	361	0.756	267	1.1	2.7	35.993	E
C-AB	255	64	0.00	508	0.502	253	0.6	1.0	14.073	B
C-A	700	175	0.00			700				
A-B	101	25	0.00			101				
A-C	416	104	0.00			416				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	273	68	0.00	361	0.757	272	2.7	2.9	39.872	E
C-AB	255	64	0.00	508	0.502	255	1.0	1.0	14.217	B
C-A	700	175	0.00			700				
A-B	101	25	0.00			101				
A-C	416	104	0.00			416				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	223	56	0.00	413	0.540	229	2.9	1.2	20.303	C
C-AB	208	52	0.00	531	0.391	209	1.0	0.7	11.212	B
C-A	572	143	0.00			572				
A-B	83	21	0.00			83				
A-C	340	85	0.00			340				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	187	47	0.00	446	0.418	189	1.2	0.7	14.083	B
C-AB	174	43	0.00	549	0.317	175	0.7	0.5	9.632	A
C-A	479	120	0.00			479				
A-B	69	17	0.00			69				
A-C	285	71	0.00			285				

2025 | | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.43	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2025	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A259 Rampart Road Westbound		ONE HOUR	✓	606	100.000
B - Stade Street		ONE HOUR	✓	230	100.000
C - A259 Rampart Road Eastbound		ONE HOUR	✓	842	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 Rampart Road Westbound	B - Stade Street	C - A259 Rampart Road Eastbound
From	A - A259 Rampart Road Westbound	0	93	513
	B - Stade Street	55	0	175
	C - A259 Rampart Road Eastbound	613	229	0

Proportions

		To	
		A - A259 Rampart Road Westbound	B - Stade Street
From	A - A259 Rampart Road Westbound	0.00	0.15
	B - Stade Street	0.24	0.00
	C - A259 Rampart Road Eastbound	0.73	0.27

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A259 Rampart Road Westbound	B - Stade Street	C - A259 Rampart Road Eastbound
	A - A259 Rampart Road Westbound	0	0	1
	B - Stade Street	0	0	0
	C - A259 Rampart Road Eastbound	1	0	0

Average PCU Per Veh

	To		
From		A - A259 Rampart Road Westbound	B - Stade Street
	A - A259 Rampart Road Westbound	1.000	1.000
	B - Stade Street	1.000	1.000
	C - A259 Rampart Road Eastbound	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A259 Rampart Road Westbound	16:45-17:00	456	460
	17:00-17:15	545	549
	17:15-17:30	667	673
	17:30-17:45	667	673
	17:45-18:00	545	549
	18:00-18:15	456	460
B - Stade Street	16:45-17:00	173	173
	17:00-17:15	207	207
	17:15-17:30	253	253
	17:30-17:45	253	253
	17:45-18:00	207	207
	18:00-18:15	173	173
C - A259 Rampart Road Eastbound	16:45-17:00	634	639
	17:00-17:15	757	762
	17:15-17:30	927	934
	17:30-17:45	927	934
	17:45-18:00	757	762
	18:00-18:15	634	639

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.74	39.07	2.6	E	211	317
C-AB	0.52	15.54	1.1	C	210	315
C-A					562	843
A-B					85	128
A-C					471	706

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	173	43	0.00	440	0.394	171	0.0	0.6	13.250	B
C-AB	172	43	0.00	537	0.321	171	0.0	0.5	9.778	A
C-A	461	115	0.00			461				
A-B	70	18	0.00			70				
A-C	386	97	0.00			386				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	207	52	0.00	402	0.514	205	0.6	1.0	18.122	C
C-AB	206	51	0.00	514	0.400	205	0.5	0.7	11.614	B
C-A	551	138	0.00			551				
A-B	84	21	0.00			84				
A-C	461	115	0.00			461				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	253	63	0.00	344	0.737	248	1.0	2.4	35.510	E
C-AB	253	63	0.00	484	0.522	251	0.7	1.1	15.344	C
C-A	674	169	0.00			674				
A-B	102	26	0.00			102				
A-C	565	141	0.00			565				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	253	63	0.00	343	0.738	253	2.4	2.6	39.067	E
C-AB	253	63	0.00	484	0.522	253	1.1	1.1	15.543	C
C-A	674	169	0.00			674				
A-B	102	26	0.00			102				
A-C	565	141	0.00			565				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	207	52	0.00	402	0.515	213	2.6	1.1	19.606	C
C-AB	206	51	0.00	514	0.400	207	1.1	0.7	11.791	B
C-A	551	138	0.00			551				
A-B	84	21	0.00			84				
A-C	461	115	0.00			461				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	173	43	0.00	439	0.394	175	1.1	0.7	13.700	B
C-AB	172	43	0.00	537	0.321	173	0.7	0.5	9.921	A
C-A	461	115	0.00			461				
A-B	70	18	0.00			70				
A-C	386	97	0.00			386				

2055 | DM | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		35.15	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	35.15	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2055	DM	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A259 Rampart Road Westbound		ONE HOUR	✓	573	100.000
B - Stade Street		ONE HOUR	✓	285	100.000
C - A259 Rampart Road Eastbound		ONE HOUR	✓	1053	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 Rampart Road Westbound	B - Stade Street	C - A259 Rampart Road Eastbound
From	A - A259 Rampart Road Westbound	0	106	467
	B - Stade Street	75	0	210
	C - A259 Rampart Road Eastbound	788	265	0

Proportions

		To	
		A - A259 Rampart Road Westbound	B - Stade Street
From	A - A259 Rampart Road Westbound	0.00	0.18
	B - Stade Street	0.26	0.00
	C - A259 Rampart Road Eastbound	0.75	0.25

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A259 Rampart Road Westbound	B - Stade Street	C - A259 Rampart Road Eastbound
	A - A259 Rampart Road Westbound	0	0	5
	B - Stade Street	2	0	1
	C - A259 Rampart Road Eastbound	3	2	0

Average PCU Per Veh

	To		
From		A - A259 Rampart Road Westbound	B - Stade Street
	A - A259 Rampart Road Westbound	1.000	1.000
	B - Stade Street	1.016	1.000
	C - A259 Rampart Road Eastbound	1.027	1.022

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A259 Rampart Road Westbound	07:45-08:00	431	447
	08:00-08:15	515	534
	08:15-08:30	631	654
	08:30-08:45	631	654
	08:45-09:00	515	534
	09:00-09:15	431	447
B - Stade Street	07:45-08:00	215	217
	08:00-08:15	256	259
	08:15-08:30	314	318
	08:30-08:45	314	318
	08:45-09:00	256	259
	09:00-09:15	215	217
C - A259 Rampart Road Eastbound	07:45-08:00	793	813
	08:00-08:15	947	971
	08:15-08:30	1159	1189
	08:30-08:45	1159	1189
	08:45-09:00	947	971
	09:00-09:15	793	813

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.09	221.04	19.9	F	262	392
C-AB	0.61	19.08	1.6	C	245	367
C-A					722	1082
A-B					97	146
A-C					429	643

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	215	54	0.00	411	0.522	210	0.0	1.0	17.615	C
C-AB	200	50	0.00	529	0.378	197	0.0	0.6	10.789	B
C-A	593	148	0.00			593				
A-B	80	20	0.00			80				
A-C	352	88	0.00			352				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	256	64	0.00	365	0.701	252	1.0	2.1	30.624	D
C-AB	238	60	0.00	507	0.470	237	0.6	0.9	13.275	B
C-A	708	177	0.00			708				
A-B	95	24	0.00			95				
A-C	420	105	0.00			420				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	314	78	0.00	290	1.083	273	2.1	12.3	121.862	F
C-AB	296	74	0.00	484	0.611	293	0.9	1.5	18.619	C
C-A	863	216	0.00			863				
A-B	117	29	0.00			117				
A-C	514	129	0.00			514				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	314	78	0.00	289	1.086	283	12.3	19.9	221.043	F
C-AB	296	74	0.00	484	0.611	296	1.5	1.6	19.083	C
C-A	863	216	0.00			863				
A-B	117	29	0.00			117				
A-C	514	129	0.00			514				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	256	64	0.00	364	0.703	324	19.9	2.9	112.560	F
C-AB	238	60	0.00	507	0.470	241	1.6	0.9	13.638	B
C-A	708	177	0.00			708				
A-B	95	24	0.00			95				
A-C	420	105	0.00			420				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	215	54	0.00	410	0.523	222	2.9	1.1	19.786	C
C-AB	200	50	0.00	529	0.378	201	0.9	0.6	11.022	B
C-A	593	148	0.00			593				
A-B	80	20	0.00			80				
A-C	352	88	0.00			352				

2055 | DM | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		231.55	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	231.55	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2055	DM	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A259 Rampart Road Westbound		ONE HOUR	✓	1048	100.000
B - Stade Street		ONE HOUR	✓	265	100.000
C - A259 Rampart Road Eastbound		ONE HOUR	✓	1306	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 Rampart Road Westbound	B - Stade Street	C - A259 Rampart Road Eastbound
From	A - A259 Rampart Road Westbound	0	107	941
	B - Stade Street	63	0	202
	C - A259 Rampart Road Eastbound	1042	264	0

Proportions

		To	
		A - A259 Rampart Road Westbound	B - Stade Street
From	A - A259 Rampart Road Westbound	0.00	0.10
	B - Stade Street	0.24	0.00
	C - A259 Rampart Road Eastbound	0.80	0.20

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A259 Rampart Road Westbound	B - Stade Street	C - A259 Rampart Road Eastbound
	A - A259 Rampart Road Westbound	0	0	1
	B - Stade Street	0	0	0
	C - A259 Rampart Road Eastbound	1	0	0

Average PCU Per Veh

	To		
From		A - A259 Rampart Road Westbound	B - Stade Street
	A - A259 Rampart Road Westbound	1.000	1.000
	B - Stade Street	1.000	1.000
	C - A259 Rampart Road Eastbound	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A259 Rampart Road Westbound	16:45-17:00	789	795
	17:00-17:15	942	949
	17:15-17:30	1154	1163
	17:30-17:45	1154	1163
	17:45-18:00	942	949
	18:00-18:15	789	795
B - Stade Street	16:45-17:00	200	200
	17:00-17:15	238	238
	17:15-17:30	292	292
	17:30-17:45	292	292
	17:45-18:00	238	238
	18:00-18:15	200	200
C - A259 Rampart Road Eastbound	16:45-17:00	983	991
	17:00-17:15	1174	1184
	17:15-17:30	1438	1450
	17:30-17:45	1438	1450
	17:45-18:00	1174	1184
	18:00-18:15	983	991

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	9999999999.00	2261.52	168.1	F	243	365
C-AB	0.81	37.46	4.6	E	281	421
C-A					918	1377
A-B					98	147
A-C					863	1295

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	305	0.655	193	0.0	1.7	30.545	D
C-AB	199	50	0.00	452	0.440	196	0.0	0.8	13.880	B
C-A	784	196	0.00			784				
A-B	81	20	0.00			81				
A-C	708	177	0.00			708				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	60	0.00	207	1.153	195	1.7	12.5	498.052	F
C-AB	239	60	0.00	417	0.575	237	0.8	1.3	19.838	C
C-A	935	234	0.00			935				
A-B	96	24	0.00			96				
A-C	846	211	0.00			846				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	292	73	0.00	0	9999999999.000	0	12.5	85.4	520.062	F
C-AB	403	101	0.00	498	0.811	392	1.3	4.0	32.153	D
C-A	1035	259	0.00			1035				
A-B	118	29	0.00			118				
A-C	1036	259	0.00			1036				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	292	73	0.00	0	9999999999.000	0	85.4	158.4	509.728	F
C-AB	403	101	0.00	498	0.810	401	4.0	4.6	37.457	E
C-A	1035	259	0.00			1035				
A-B	118	29	0.00			118				
A-C	1036	259	0.00			1036				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	60	0.00	200	1.194	200	158.4	168.1	2261.522	F
C-AB	239	60	0.00	417	0.574	252	4.6	1.4	23.412	C
C-A	935	234	0.00			935				
A-B	96	24	0.00			96				
A-C	846	211	0.00			846				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	303	0.659	301	168.1	142.7	1859.404	F
C-AB	199	50	0.00	452	0.440	201	1.4	0.8	14.490	B
C-A	784	196	0.00			784				
A-B	81	20	0.00			81				
A-C	708	177	0.00			708				

2055 | DS | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		47.63	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	47.63	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2055	DS	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A259 Rampart Road Westbound		ONE HOUR	✓	614	100.000
B - Stade Street		ONE HOUR	✓	285	100.000
C - A259 Rampart Road Eastbound		ONE HOUR	✓	1088	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 Rampart Road Westbound	B - Stade Street	C - A259 Rampart Road Eastbound
From	A - A259 Rampart Road Westbound	0	106	508
	B - Stade Street	75	0	210
	C - A259 Rampart Road Eastbound	823	265	0

Proportions

		To	
		A - A259 Rampart Road Westbound	B - Stade Street
From	A - A259 Rampart Road Westbound	0.00	0.17
	B - Stade Street	0.26	0.00
	C - A259 Rampart Road Eastbound	0.76	0.24

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A259 Rampart Road Westbound	B - Stade Street	C - A259 Rampart Road Eastbound
	A - A259 Rampart Road Westbound	0	0	4
	B - Stade Street	2	0	1
	C - A259 Rampart Road Eastbound	3	2	0

Average PCU Per Veh

	To		
From		A - A259 Rampart Road Westbound	B - Stade Street
	A - A259 Rampart Road Westbound	1.000	1.000
	B - Stade Street	1.016	1.000
	C - A259 Rampart Road Eastbound	1.026	1.022

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A259 Rampart Road Westbound	07:45-08:00	462	478
	08:00-08:15	552	571
	08:15-08:30	676	699
	08:30-08:45	676	699
	08:45-09:00	552	571
	09:00-09:15	462	478
B - Stade Street	07:45-08:00	215	217
	08:00-08:15	256	259
	08:15-08:30	314	318
	08:30-08:45	314	318
	08:45-09:00	256	259
	09:00-09:15	215	217
C - A259 Rampart Road Eastbound	07:45-08:00	819	839
	08:00-08:15	978	1002
	08:15-08:30	1198	1227
	08:30-08:45	1198	1227
	08:45-09:00	978	1002
	09:00-09:15	819	839

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.18	317.42	29.1	F	262	392
C-AB	0.63	20.20	1.7	C	245	368
C-A					753	1130
A-B					97	146
A-C					466	699

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	215	54	0.00	400	0.537	210	0.0	1.1	18.585	C
C-AB	200	50	0.00	521	0.383	197	0.0	0.6	11.040	B
C-A	620	155	0.00			620				
A-B	80	20	0.00			80				
A-C	382	96	0.00			382				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	256	64	0.00	351	0.731	251	1.1	2.4	34.496	D
C-AB	238	60	0.00	498	0.479	237	0.6	0.9	13.728	B
C-A	740	185	0.00			740				
A-B	95	24	0.00			95				
A-C	457	114	0.00			457				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	314	78	0.00	267	1.174	257	2.4	16.6	161.693	F
C-AB	298	74	0.00	475	0.626	295	0.9	1.6	19.634	C
C-A	900	225	0.00			900				
A-B	117	29	0.00			117				
A-C	559	140	0.00			559				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	314	78	0.00	266	1.180	264	16.6	29.1	317.421	F
C-AB	298	74	0.00	475	0.626	297	1.6	1.7	20.197	C
C-A	900	225	0.00			900				
A-B	117	29	0.00			117				
A-C	559	140	0.00			559				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	256	64	0.00	349	0.733	338	29.1	8.7	211.090	F
C-AB	238	60	0.00	498	0.479	241	1.7	0.9	14.155	B
C-A	740	185	0.00			740				
A-B	95	24	0.00			95				
A-C	457	114	0.00			457				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	215	54	0.00	399	0.538	245	8.7	1.2	27.515	D
C-AB	200	50	0.00	521	0.383	201	0.9	0.6	11.289	B
C-A	620	155	0.00			620				
A-B	80	20	0.00			80				
A-C	382	96	0.00			382				

2055 | DS | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		273.77	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	273.77	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2055	DS	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A259 Rampart Road Westbound		ONE HOUR	✓	1130	100.000
B - Stade Street		ONE HOUR	✓	265	100.000
C - A259 Rampart Road Eastbound		ONE HOUR	✓	1374	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 Rampart Road Westbound	B - Stade Street	C - A259 Rampart Road Eastbound
From	A - A259 Rampart Road Westbound	0	107	1023
	B - Stade Street	63	0	202
	C - A259 Rampart Road Eastbound	1110	264	0

Proportions

		To	
		A - A259 Rampart Road Westbound	B - Stade Street
From	A - A259 Rampart Road Westbound	0.00	0.09
	B - Stade Street	0.24	0.00
	C - A259 Rampart Road Eastbound	0.81	0.19

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A259 Rampart Road Westbound	B - Stade Street	C - A259 Rampart Road Eastbound
	A - A259 Rampart Road Westbound	0	0	1
	B - Stade Street	0	0	0
	C - A259 Rampart Road Eastbound	1	0	0

Average PCU Per Veh

	To		
From		A - A259 Rampart Road Westbound	B - Stade Street
	A - A259 Rampart Road Westbound	1.000	1.000
	B - Stade Street	1.000	1.000
	C - A259 Rampart Road Eastbound	1.009	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A259 Rampart Road Westbound	16:45-17:00	851	857
	17:00-17:15	1016	1023
	17:15-17:30	1244	1253
	17:30-17:45	1244	1253
	17:45-18:00	1016	1023
	18:00-18:15	851	857
B - Stade Street	16:45-17:00	200	200
	17:00-17:15	238	238
	17:15-17:30	292	292
	17:30-17:45	292	292
	17:45-18:00	238	238
	18:00-18:15	200	200
C - A259 Rampart Road Eastbound	16:45-17:00	1034	1042
	17:00-17:15	1235	1245
	17:15-17:30	1513	1524
	17:30-17:45	1513	1524
	17:45-18:00	1235	1245
	18:00-18:15	1034	1042

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	9999999999.00	2825.00	193.2	F	243	365
C-AB	0.87	40.89	7.1	E	326	489
C-A					935	1402
A-B					98	147
A-C					939	1408

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	277	0.721	191	0.0	2.2	38.750	E
C-AB	199	50	0.00	437	0.455	196	0.0	0.8	14.745	B
C-A	836	209	0.00			836				
A-B	81	20	0.00			81				
A-C	770	193	0.00			770				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	60	0.00	156	1.526	153	2.2	23.6	1063.475	F
C-AB	241	60	0.00	401	0.602	239	0.8	1.4	21.891	C
C-A	994	249	0.00			994				
A-B	96	24	0.00			96				
A-C	920	230	0.00			920				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	292	73	0.00	0	9999999999.000	0	23.6	96.6	1078.275	F
C-AB	538	134	0.00	621	0.866	521	1.4	5.6	32.773	D
C-A	975	244	0.00			975				
A-B	118	29	0.00			118				
A-C	1126	282	0.00			1126				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	292	73	0.00	0	9999999999.000	0	96.6	169.5	1107.685	F
C-AB	538	134	0.00	622	0.865	532	5.6	7.0	40.891	E
C-A	975	244	0.00			975				
A-B	118	29	0.00			118				
A-C	1126	282	0.00			1126				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	60	0.00	144	1.659	144	169.5	193.2	2824.999	F
C-AB	241	60	0.00	402	0.600	263	7.0	1.6	29.624	D
C-A	994	249	0.00			994				
A-B	96	24	0.00			96				
A-C	920	230	0.00			920				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	274	0.728	273	193.2	174.9	2429.694	F
C-AB	199	50	0.00	437	0.455	202	1.6	0.9	15.532	C
C-A	836	209	0.00			836				
A-B	81	20	0.00			81				
A-C	770	193	0.00			770				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J14_Prospect Rd_Stade St.j11

[redacted]

Report generation date: 17/09/2026 11:23:53

»2055 | DS VM | AM
»2055 | DS VM | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2055 - DS VM					
Stream B-AC	30.0	327.02	1.19	196.7	2909.04	9999999999.00
Stream C-AB	1.7	20.28	0.63	7.4	41.15	0.87

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

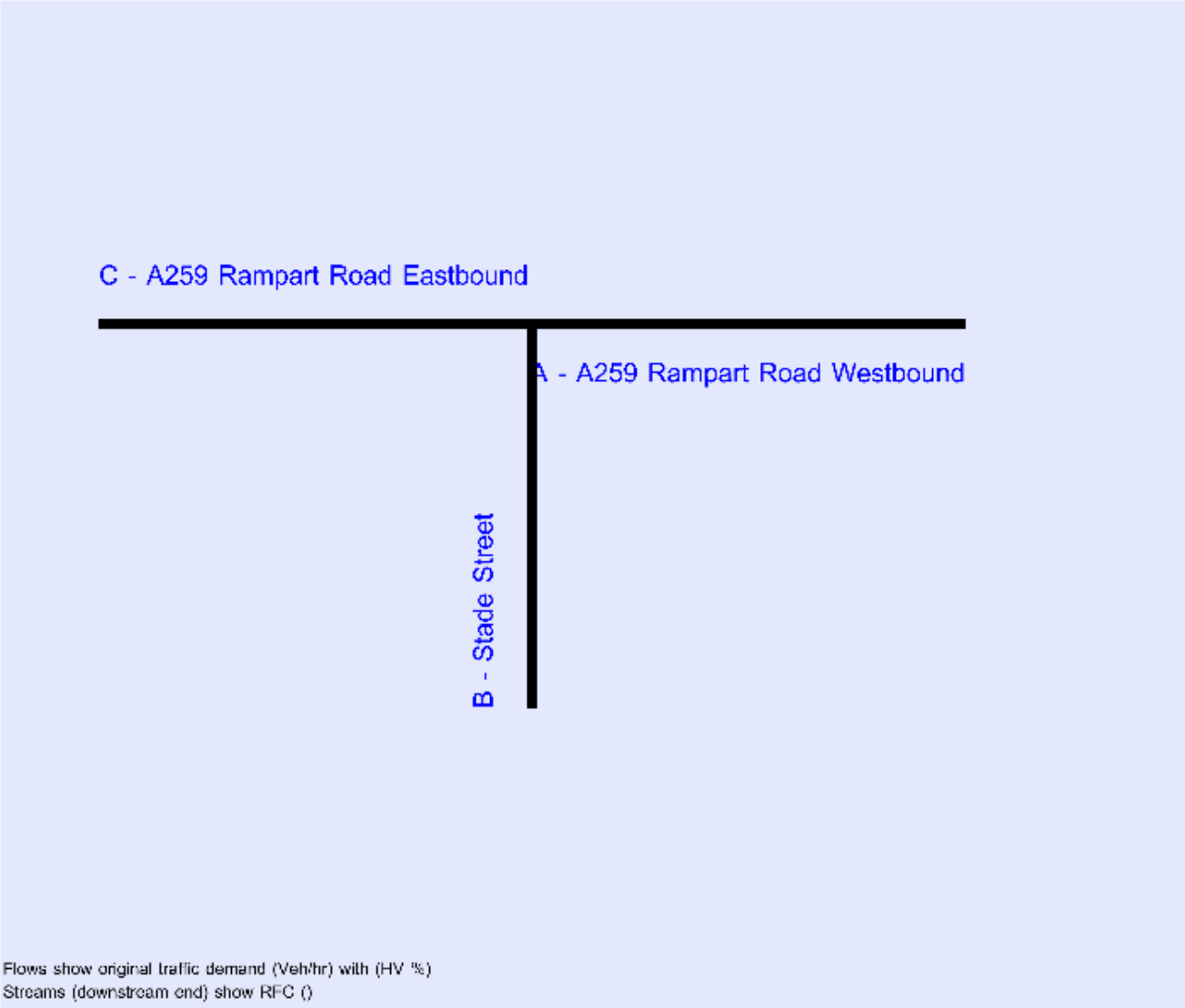
File summary

File Description

Title	J26 Otterpool Park_Base Model
Location	A259 Prospect Rd - Stade St
Site number	
Date	09/08/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	For 2050 DM (AM & PM) Scenario following arm structure is followed A - Rampart Rd WB B - Stade St C - Rampart Rd EB as the arm structure give in forecast flows matrix is not realistic (as Arm B is minor arm in PICADY Model)

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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018		AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS VM	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS VM	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D19, D20	100.000	100.000

2055 | DS VM | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		48.84	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	48.84	E

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Rampart Road Westbound		Major
B	Stade Street		Minor
C	A259 Rampart Road Eastbound		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 - A259 Rampart Road Eastbound	6.00		✓	2.40	113.0	✓	10.00

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 - Stade Street	One lane	3.01	25	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	499	0.091	0.230	0.145	0.328
B-C	641	0.098	0.248	-	-
C-B	653	0.253	0.253	-	-

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	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2055	DS VM	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A259 Rampart Road Westbound		ONE HOUR	✓	617	100.000
B - Stade Street		ONE HOUR	✓	285	100.000
C - A259 Rampart Road Eastbound		ONE HOUR	✓	1092	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A259 Rampart Road Westbound	B - Stade Street	C - A259 Rampart Road Eastbound
From	A - A259 Rampart Road Westbound	0	106	511
	B - Stade Street	75	0	210
	C - A259 Rampart Road Eastbound	827	265	0

Proportions

	To		
		A - A259 Rampart Road Westbound	B - Stade Street
From	A - A259 Rampart Road Westbound	0.00	0.17
	B - Stade Street	0.26	0.00
	C - A259 Rampart Road Eastbound	0.76	0.24

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - A259 Rampart Road Westbound	B - Stade Street	C - A259 Rampart Road Eastbound
From	A - A259 Rampart Road Westbound	0	0	4
	B - Stade Street	2	0	1
	C - A259 Rampart Road Eastbound	3	2	0

Average PCU Per Veh

	To		
		A - A259 Rampart Road Westbound	B - Stade Street
From	A - A259 Rampart Road Westbound	1.000	1.000
	B - Stade Street	1.016	1.000
	C - A259 Rampart Road Eastbound	1.025	1.022

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A259 Rampart Road Westbound	07:45-08:00	465	480
	08:00-08:15	555	574
	08:15-08:30	679	702
	08:30-08:45	679	702
	08:45-09:00	555	574
	09:00-09:15	465	480
B - Stade Street	07:45-08:00	215	217
	08:00-08:15	256	259
	08:15-08:30	314	318
	08:30-08:45	314	318
	08:45-09:00	256	259
	09:00-09:15	215	217
C - A259 Rampart Road Eastbound	07:45-08:00	822	842
	08:00-08:15	982	1006
	08:15-08:30	1202	1232
	08:30-08:45	1202	1232
	08:45-09:00	982	1006
	09:00-09:15	822	842

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.19	327.02	30.0	F	262	392
C-AB	0.63	20.28	1.7	C	245	368
C-A					757	1135
A-B					97	146
A-C					469	703

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	215	54	0.00	399	0.538	210	0.0	1.1	18.672	C
C-AB	200	50	0.00	520	0.383	197	0.0	0.6	11.056	B
C-A	623	156	0.00			623				
A-B	80	20	0.00			80				
A-C	385	96	0.00			385				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	256	64	0.00	349	0.733	251	1.1	2.4	34.868	D
C-AB	238	60	0.00	498	0.479	237	0.6	0.9	13.763	B
C-A	743	186	0.00			743				
A-B	95	24	0.00			95				
A-C	459	115	0.00			459				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	314	78	0.00	265	1.183	255	2.4	17.0	165.744	F
C-AB	298	74	0.00	475	0.627	295	0.9	1.6	19.710	C
C-A	905	226	0.00			905				
A-B	117	29	0.00			117				
A-C	563	141	0.00			563				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	314	78	0.00	264	1.189	262	17.0	30.0	327.021	F
C-AB	298	74	0.00	475	0.627	298	1.6	1.7	20.282	C
C-A	905	226	0.00			905				
A-B	117	29	0.00			117				
A-C	563	141	0.00			563				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	256	64	0.00	348	0.736	337	30.0	9.8	221.368	F
C-AB	238	60	0.00	498	0.479	241	1.7	0.9	14.194	B
C-A	743	186	0.00			743				
A-B	95	24	0.00			95				
A-C	459	115	0.00			459				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	215	54	0.00	398	0.539	249	9.8	1.2	29.355	D
C-AB	200	50	0.00	520	0.383	201	0.9	0.6	11.309	B
C-A	623	156	0.00			623				
A-B	80	20	0.00			80				
A-C	385	96	0.00			385				

2055 | DS VM | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		280.11	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	280.11	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2055	DS VM	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A259 Rampart Road Westbound		ONE HOUR	✓	1139	100.000
B - Stade Street		ONE HOUR	✓	265	100.000
C - A259 Rampart Road Eastbound		ONE HOUR	✓	1383	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 Rampart Road Westbound	B - Stade Street	C - A259 Rampart Road Eastbound
From	A - A259 Rampart Road Westbound	0	107	1032
	B - Stade Street	63	0	202
	C - A259 Rampart Road Eastbound	1119	264	0

Proportions

		To	
		A - A259 Rampart Road Westbound	B - Stade Street
From	A - A259 Rampart Road Westbound	0.00	0.09
	B - Stade Street	0.24	0.00
	C - A259 Rampart Road Eastbound	0.81	0.19

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - A259 Rampart Road Westbound	B - Stade Street	C - A259 Rampart Road Eastbound
	A - A259 Rampart Road Westbound	0	0	1
	B - Stade Street	0	0	0
	C - A259 Rampart Road Eastbound	1	0	0

Average PCU Per Veh

	To		
From		A - A259 Rampart Road Westbound	B - Stade Street
	A - A259 Rampart Road Westbound	1.000	1.000
	B - Stade Street	1.000	1.000
	C - A259 Rampart Road Eastbound	1.009	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A259 Rampart Road Westbound	16:45-17:00	857	864
	17:00-17:15	1024	1031
	17:15-17:30	1254	1263
	17:30-17:45	1254	1263
	17:45-18:00	1024	1031
	18:00-18:15	857	864
B - Stade Street	16:45-17:00	200	200
	17:00-17:15	238	238
	17:15-17:30	292	292
	17:30-17:45	292	292
	17:45-18:00	238	238
	18:00-18:15	200	200
C - A259 Rampart Road Eastbound	16:45-17:00	1041	1049
	17:00-17:15	1243	1253
	17:15-17:30	1523	1534
	17:30-17:45	1523	1534
	17:45-18:00	1243	1253
	18:00-18:15	1041	1049

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	999999999.00	2909.04	196.7	F	243	365
C-AB	0.87	41.15	7.4	E	334	501
C-A					935	1403
A-B					98	147
A-C					947	1420

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	273	0.730	190	0.0	2.3	40.020	E
C-AB	199	50	0.00	435	0.457	196	0.0	0.8	14.845	B
C-A	842	211	0.00			842				
A-B	81	20	0.00			81				
A-C	777	194	0.00			777				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	60	0.00	149	1.594	147	2.3	25.2	1153.068	F
C-AB	241	60	0.00	399	0.605	239	0.8	1.5	22.137	C
C-A	1002	250	0.00			1002				
A-B	96	24	0.00			96				
A-C	928	232	0.00			928				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	292	73	0.00	0	9999999999.000	0	25.2	98.2	1171.803	F
C-AB	561	140	0.00	643	0.872	544	1.5	5.8	32.713	D
C-A	961	240	0.00			961				
A-B	118	29	0.00			118				
A-C	1136	284	0.00			1136				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	292	73	0.00	0	9999999999.000	0	98.2	171.1	1209.324	F
C-AB	561	140	0.00	644	0.871	555	5.8	7.4	41.148	E
C-A	961	240	0.00			961				
A-B	118	29	0.00			118				
A-C	1136	284	0.00			1136				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	60	0.00	136	1.751	136	171.1	196.7	2909.035	F
C-AB	241	60	0.00	400	0.603	264	7.4	1.7	30.636	D
C-A	1002	250	0.00			1002				
A-B	96	24	0.00			96				
A-C	928	232	0.00			928				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	271	0.737	269	196.7	179.2	2513.469	F
C-AB	199	50	0.00	435	0.457	202	1.7	0.9	15.658	C
C-A	842	211	0.00			842				
A-B	81	20	0.00			81				
A-C	777	194	0.00			777				

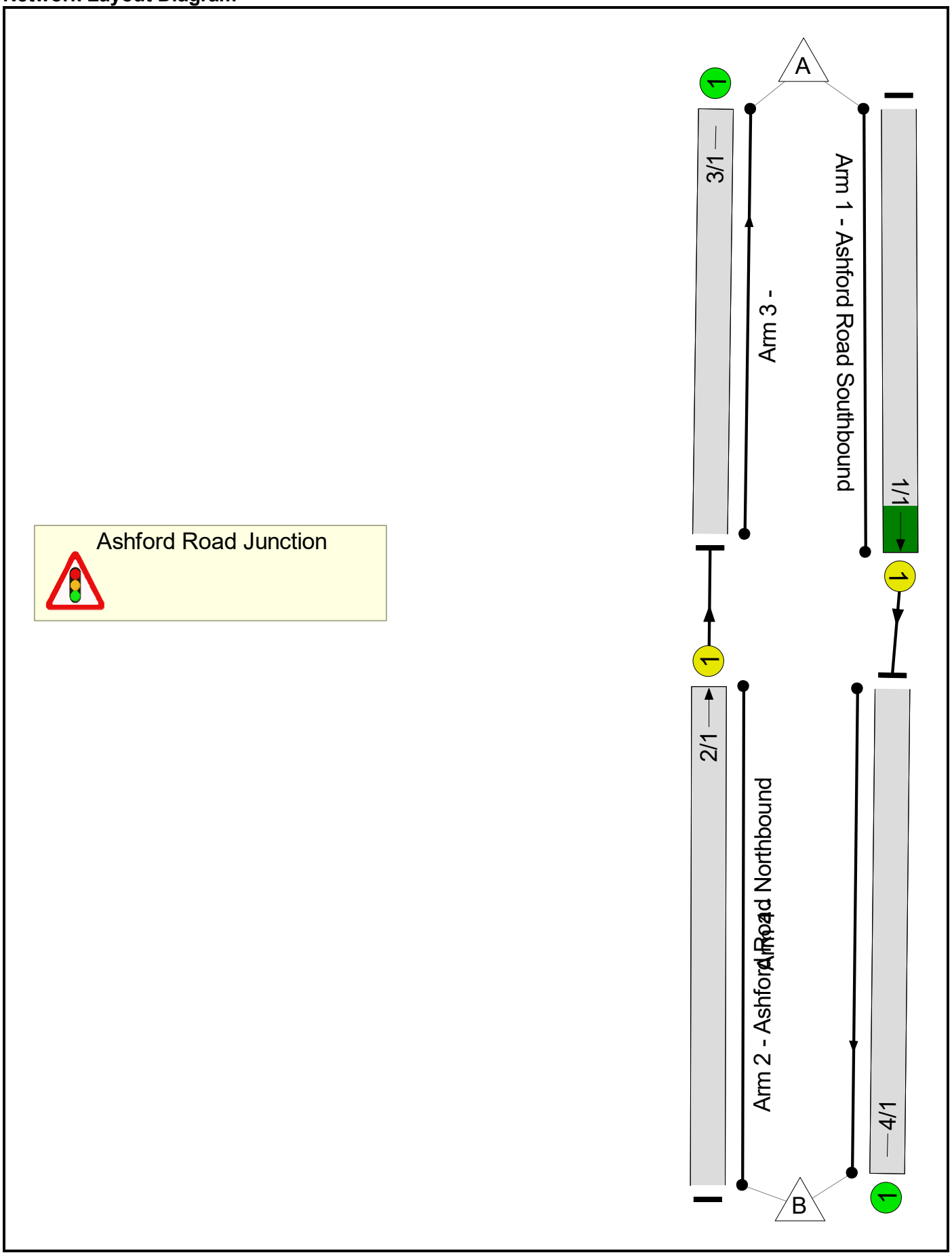
Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J15_Barrow Hill_Ashford Road Funnel Junction.lsg3x
Author:	
Company:	
Address:	

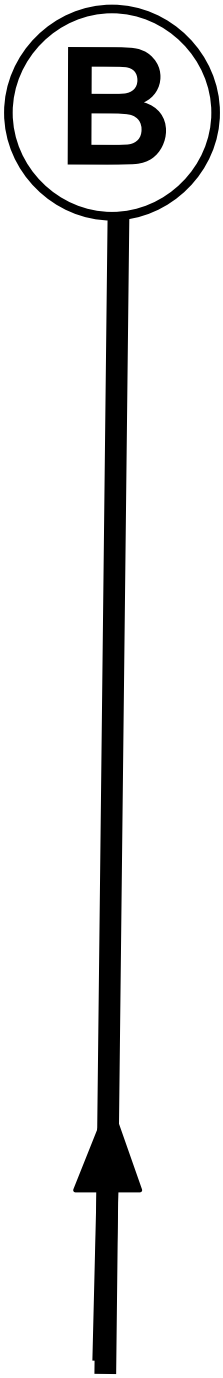
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram


B

Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7

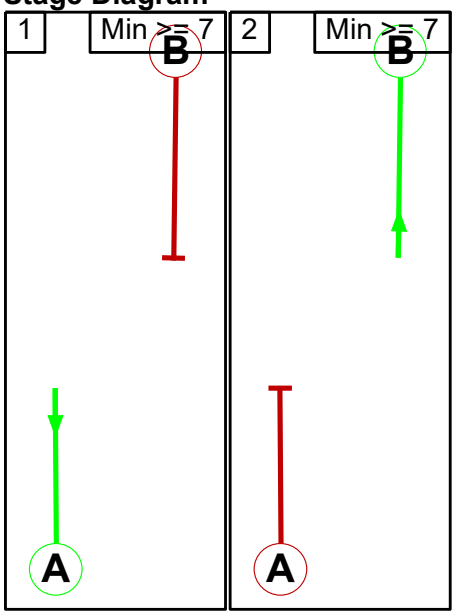
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		11
	B	11	

Phases in Stage

Stage No.	Phases in Stage
1	A
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		
From Stage		1	2
	1		11
	2	11	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Ashford Road Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Ashford Road Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Ashford Road Southbound)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
2/1 (Ashford Road Northbound)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 3 Ahead	Inf
3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 AM'	08:00	09:00	01:00	
2: '2018 PM'	17:00	18:00	01:00	
3: '2025 AM'	08:00	09:00	01:00	
4: '2025 PM'	17:00	18:00	01:00	
5: '2055 DM AM'	08:00	09:00	01:00	
6: '2055 DM PM'	17:00	18:00	01:00	
7: '2055 DS AM'	08:00	09:00	01:00	
8: '2055 DS PM'	17:00	18:00	01:00	

Scenario 1: '2025 AM' (FG3: '2025 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	260	260
	B	242	0	242
	Tot.	242	260	502

Traffic Lane Flows

Lane	Scenario 1: 2025 AM
Junction: Ashford Road Junction	
1/1	260
2/1	242
3/1	242
4/1	260

Full Input Data And Results

Lane Saturation Flows

Junction: Ashford Road 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 (Ashford Road Southbound)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/1 (Ashford Road Northbound)	3.00	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1915	1915
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 PM' (FG4: '2025 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	289	289
	B	269	0	269
	Tot.	269	289	558

Traffic Lane Flows

Lane	Scenario 2: 2025 PM
Junction: Ashford Road Junction	
1/1	289
2/1	269
3/1	269
4/1	289

Lane Saturation Flows

Junction: Ashford Road 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 (Ashford Road Southbound)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/1 (Ashford Road Northbound)	3.00	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1915	1915
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2055 DM AM' (FG5: '2055 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	487	487
	B	515	0	515
	Tot.	515	487	1002

Traffic Lane Flows

Lane	Scenario 3: 2055 DM AM
Junction: Ashford Road Junction	
1/1	487
2/1	515
3/1	515
4/1	487

Lane Saturation Flows

Junction: Ashford Road 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 (Ashford Road Southbound)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/1 (Ashford Road Northbound)	3.00	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1915	1915
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2055 DM PM' (FG6: '2055 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	445	445
	B	474	0	474
	Tot.	474	445	919

Traffic Lane Flows

Lane	Scenario 4: 2055 DM PM
Junction: Ashford Road Junction	
1/1	445
2/1	474
3/1	474
4/1	445

Full Input Data And Results

Lane Saturation Flows

Junction: Ashford Road 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 (Ashford Road Southbound)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/1 (Ashford Road Northbound)	3.00	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1915	1915
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2055 DS AM' (FG7: '2055 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	771	771
	B	697	0	697
	Tot.	697	771	1468

Traffic Lane Flows

Lane	Scenario 5: 2055 DS AM
Junction: Ashford Road Junction	
1/1	771
2/1	697
3/1	697
4/1	771

Lane Saturation Flows

Junction: Ashford Road 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 (Ashford Road Southbound)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/1 (Ashford Road Northbound)	3.00	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1915	1915
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2055 DS PM' (FG8: '2055 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	924	924
	B	726	0	726
	Tot.	726	924	1650

Traffic Lane Flows

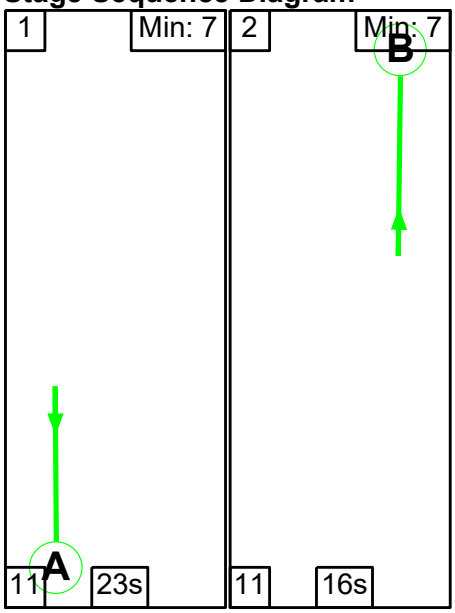
Lane	Scenario 6: 2055 DS PM
Junction: Ashford Road Junction	
1/1	924
2/1	726
3/1	726
4/1	924

Lane Saturation Flows

Junction: Ashford Road 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 (Ashford Road Southbound)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/1 (Ashford Road Northbound)	3.00	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1915	1915
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2025 AM' (FG3: '2025 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

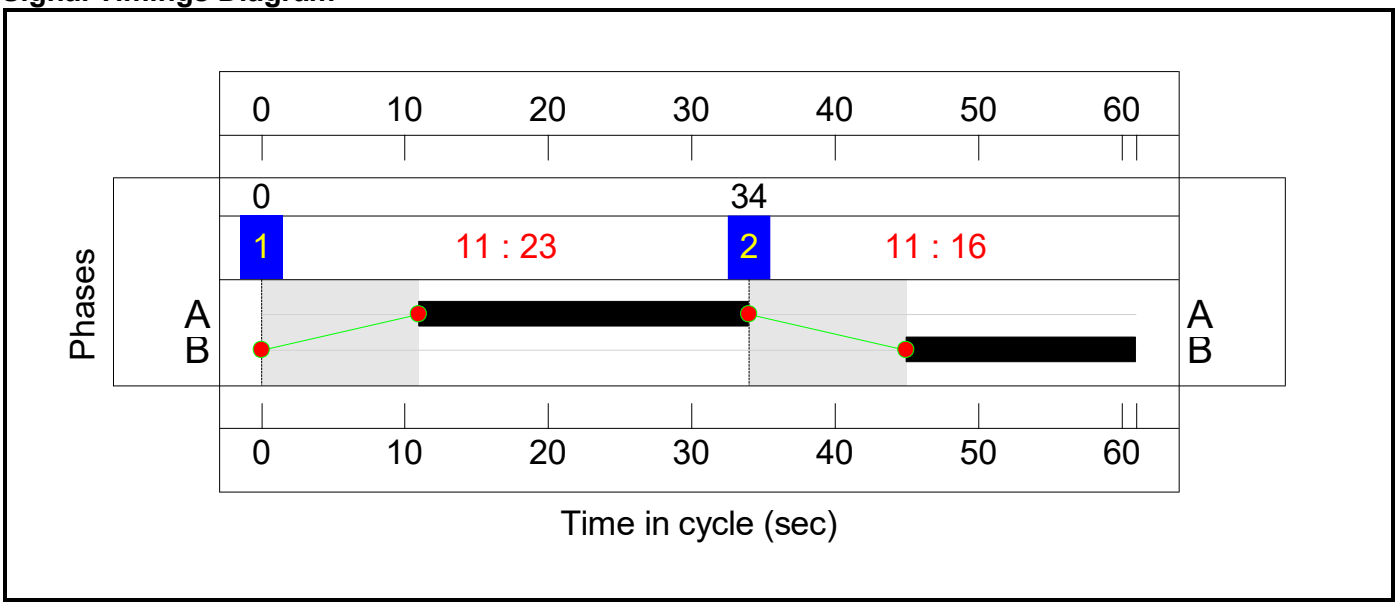


Full Input Data And Results

Stage Timings

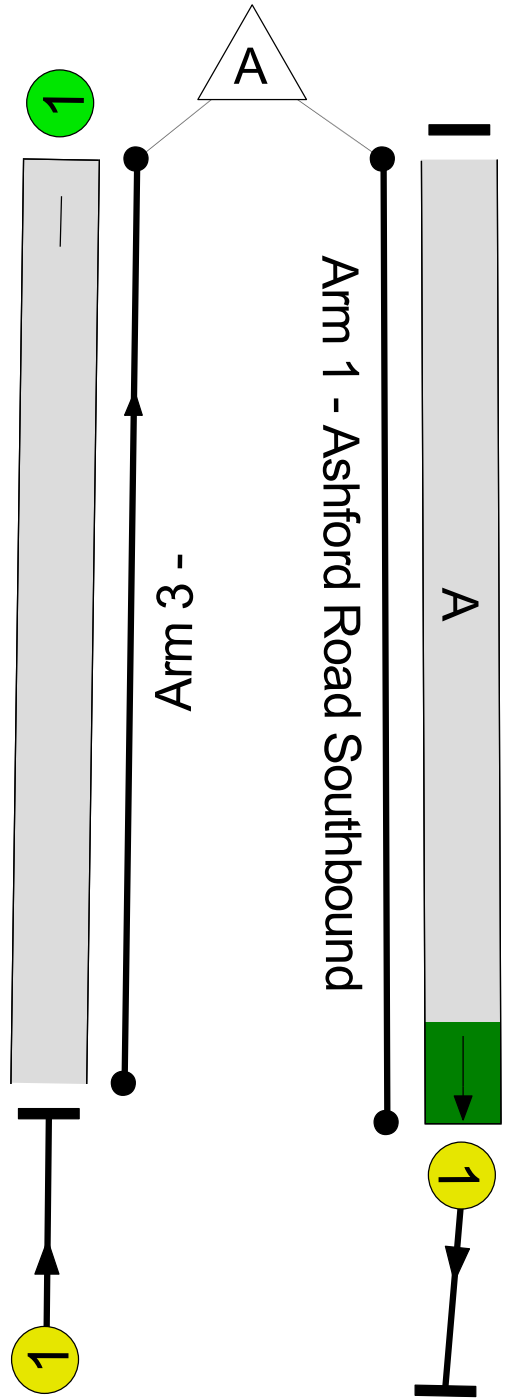
Stage	1	2
Duration	23	16
Change Point	0	34

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Ashford Road Junction

PRC: 98.5 %

Total Traffic Delay: 2.9 pcuHr

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.3%**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.3%**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	23	-	260	1915	722	36.0%
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	16	-	242	1915	534	45.3%
3/1		U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%

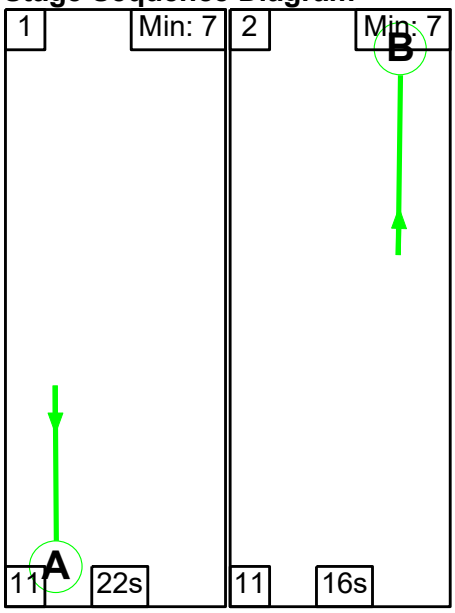
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**2.2**	**0.7**	**0.0**	**2.9**	**-**	**-**	**-**	**-**
Ashford Road Junction	**-**	**-**	**0**	**0**	**0**	**2.2**	**0.7**	**0.0**	**2.9**	**-**	**-**	**-**	**-**
1/1	260	260	-	-	-	1.0	0.3	-	1.3	17.6	3.1	0.3	3.4
2/1	242	242	-	-	-	1.2	0.4	-	1.6	24.3	3.4	0.4	3.8
3/1	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 98.5 Total Delay for Signalled Lanes (pcuHr): 2.91 Cycle Time (s): 61
PRC Over All Lanes (%): 98.5 Total Delay Over All Lanes(pcuHr): 2.91

Full Input Data And Results

Scenario 2: '2025 PM' (FG4: '2025 PM', Plan 1: 'Network Control Plan 1')

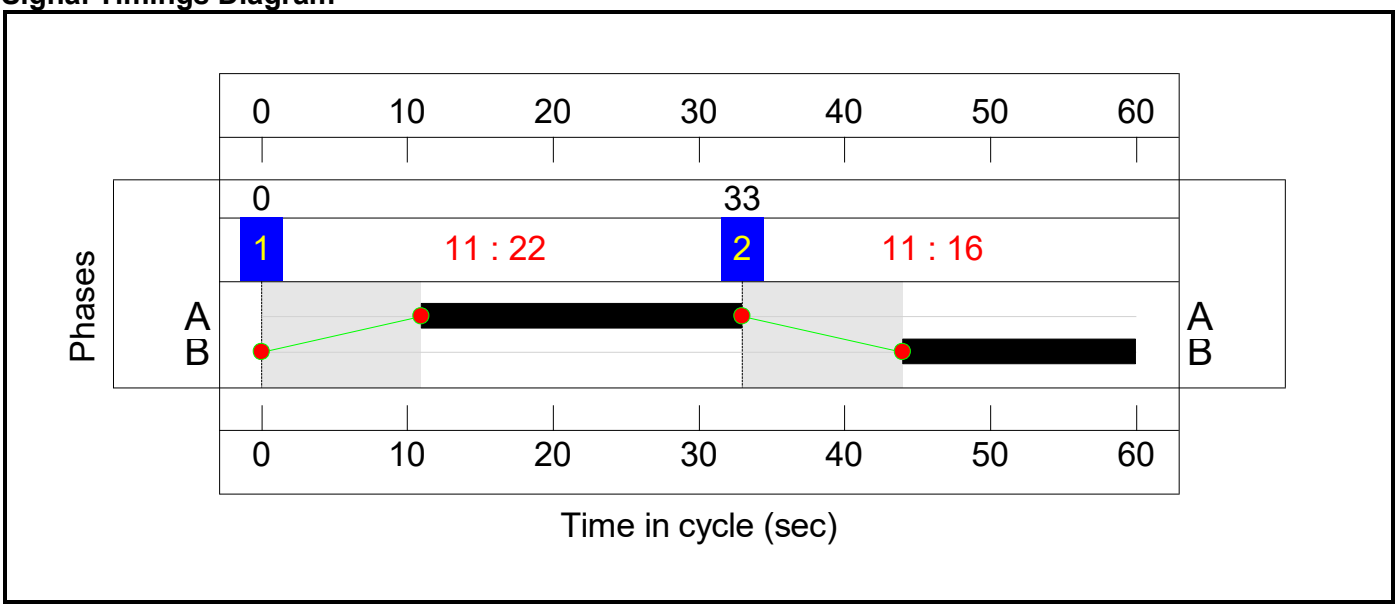
Stage Sequence Diagram



Stage Timings

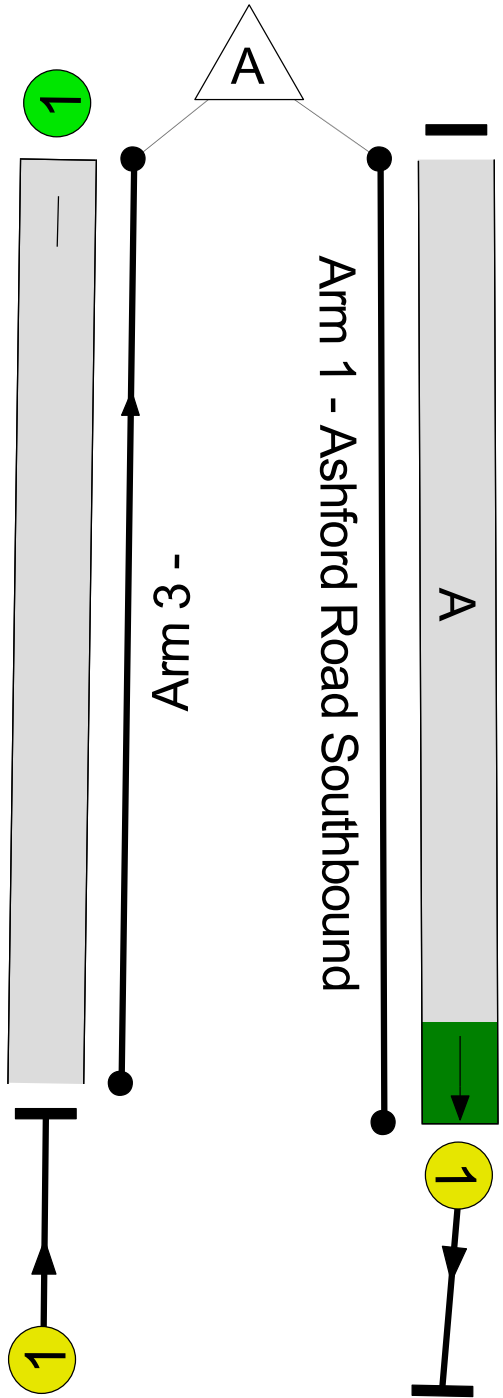
Stage	1	2
Duration	22	16
Change Point	0	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Ashford Road Junction

PRC: 81.5 %

Total Traffic Delay: 3.3 pcuHr

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.6%**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.6%**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	22	-	289	1915	702	41.2%
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	16	-	269	1915	543	49.6%
3/1		U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%

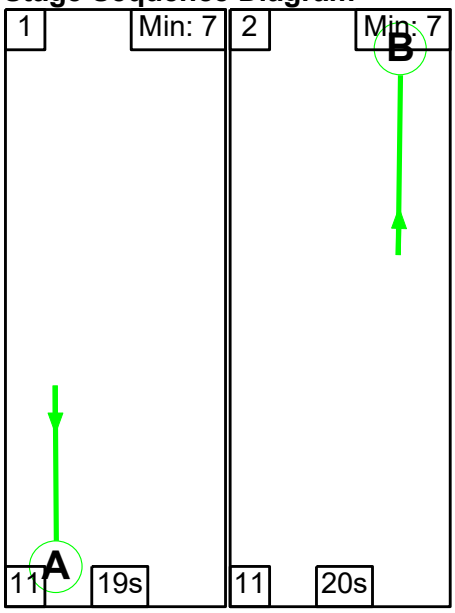
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**2.5**	**0.8**	**0.0**	**3.3**	**-**	**-**	**-**	**-**
Ashford Road Junction	**-**	**-**	**0**	**0**	**0**	**2.5**	**0.8**	**0.0**	**3.3**	**-**	**-**	**-**	**-**
1/1	289	289	-	-	-	1.1	0.3	-	1.5	18.5	3.5	0.3	3.9
2/1	269	269	-	-	-	1.3	0.5	-	1.8	24.5	3.7	0.5	4.2
3/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 81.5 Total Delay for Signalled Lanes (pcuHr): 3.32 Cycle Time (s): 60
PRC Over All Lanes (%): 81.5 Total Delay Over All Lanes(pcuHr): 3.32

Full Input Data And Results

Scenario 3: '2055 DM AM' (FG5: '2055 DM AM', Plan 1: 'Network Control Plan 1')

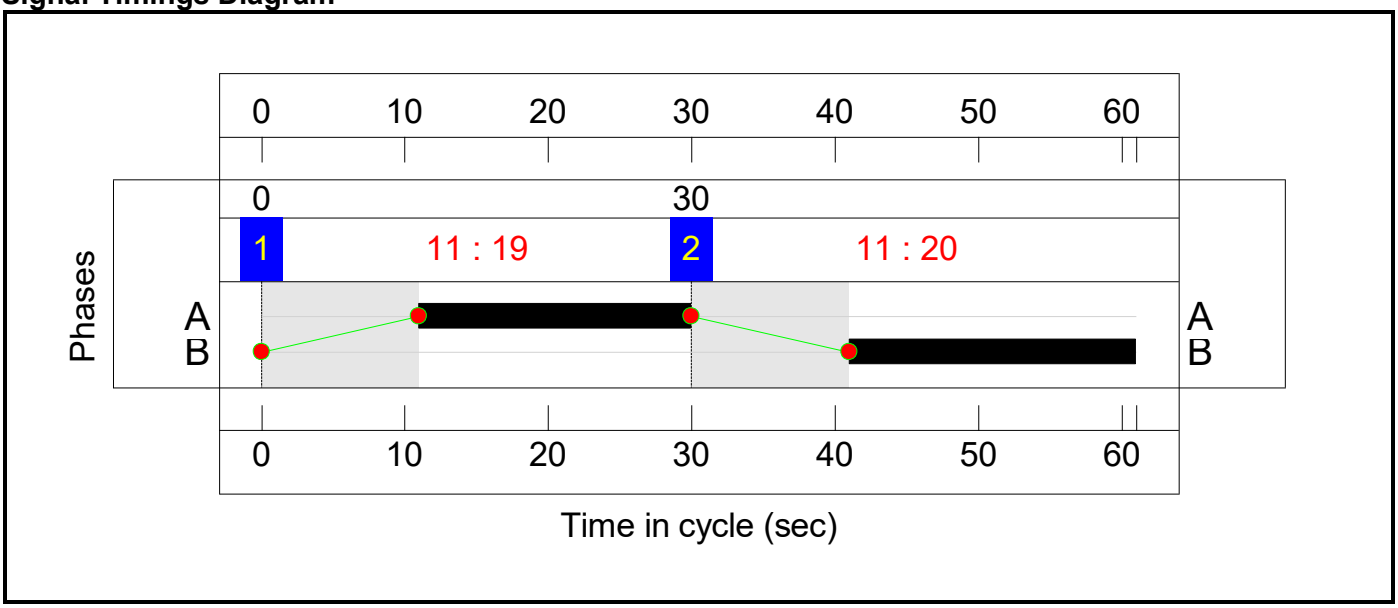
Stage Sequence Diagram



Stage Timings

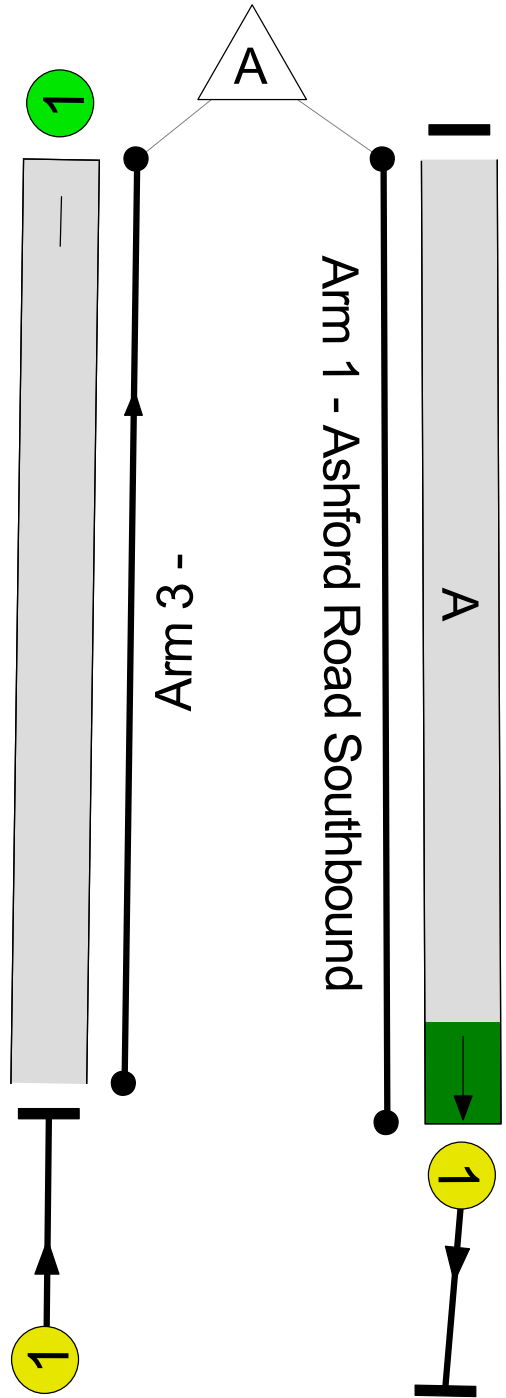
Stage	1	2
Duration	19	20
Change Point	0	30

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Ashford Road Junction

PRC: 10.2 %

Total Traffic Delay: 9.1 pcuHr

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.6%**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.6%**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	19	-	487	1915	596	81.6%
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	20	-	515	1915	659	78.1%
3/1		U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%

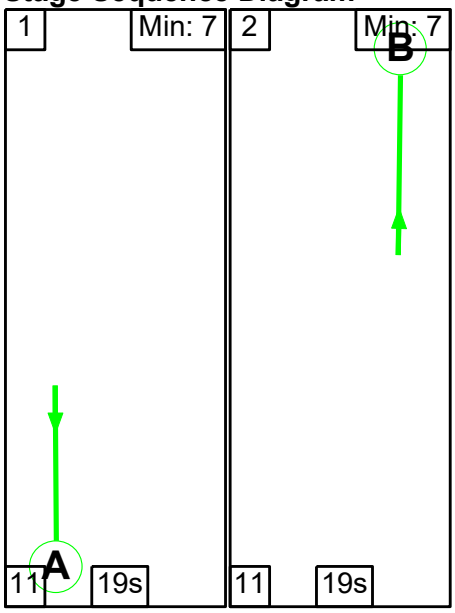
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**5.2**	**3.9**	**0.0**	**9.1**	**-**	**-**	**-**	**-**
Ashford Road Junction	**-**	**-**	**0**	**0**	**0**	**5.2**	**3.9**	**0.0**	**9.1**	**-**	**-**	**-**	**-**
1/1	487	487	-	-	-	2.6	2.1	-	4.8	35.2	7.6	2.1	9.7
2/1	515	515	-	-	-	2.6	1.7	-	4.3	30.1	7.7	1.7	9.5
3/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 10.2 Total Delay for Signalled Lanes (pcuHr): 9.07 Cycle Time (s): 61
PRC Over All Lanes (%): 10.2 Total Delay Over All Lanes(pcuHr): 9.07

Full Input Data And Results

Scenario 4: '2055 DM PM' (FG6: '2055 DM PM', Plan 1: 'Network Control Plan 1')

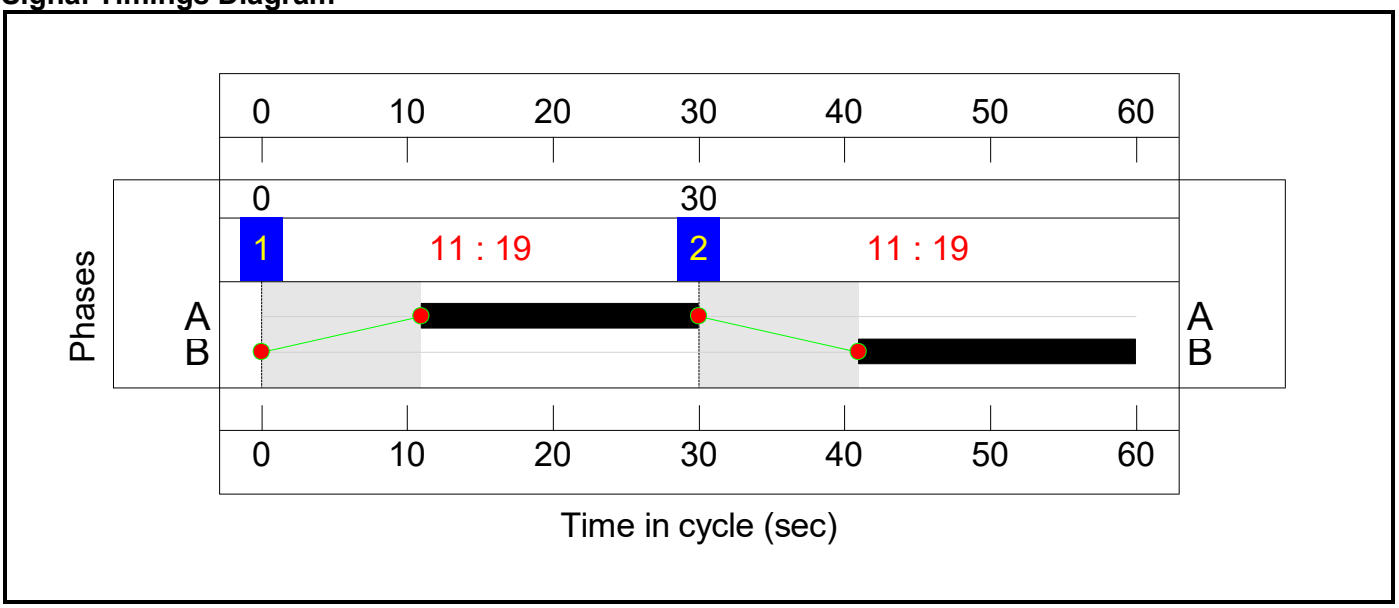
Stage Sequence Diagram



Stage Timings

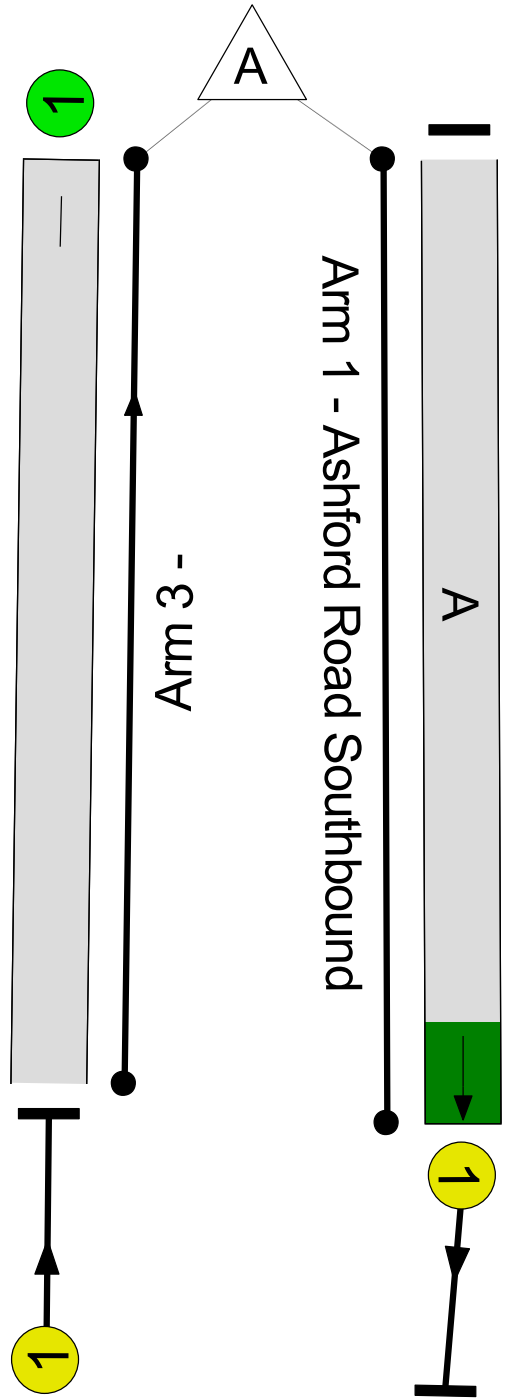
Stage	1	2
Duration	19	19
Change Point	0	30

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Ashford Road Junction

PRC: 21.2 %

Total Traffic Delay: 7.4 pcuHr

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.3%**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.3%**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	19	-	445	1915	606	73.4%
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	19	-	474	1915	638	74.3%
3/1		U	N/A	N/A	-		-	-	-	474	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%

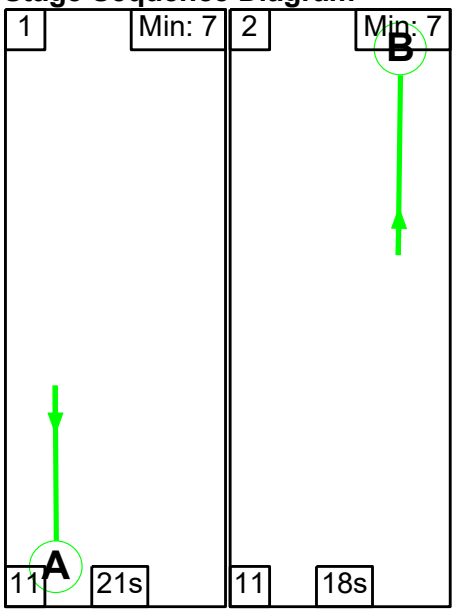
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**4.6**	**2.8**	**0.0**	**7.4**	**-**	**-**	**-**	**-**
Ashford Road Junction	**-**	**-**	**0**	**0**	**0**	**4.6**	**2.8**	**0.0**	**7.4**	**-**	**-**	**-**	**-**
1/1	445	445	-	-	-	2.3	1.4	-	3.6	29.2	6.6	1.4	7.9
2/1	474	474	-	-	-	2.3	1.4	-	3.8	28.5	7.0	1.4	8.4
3/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 21.2 Total Delay for Signalled Lanes (pcuHr): 7.36 Cycle Time (s): 60
PRC Over All Lanes (%): 21.2 Total Delay Over All Lanes(pcuHr): 7.36

Full Input Data And Results

Scenario 5: '2055 DS AM' (FG7: '2055 DS AM', Plan 1: 'Network Control Plan 1')

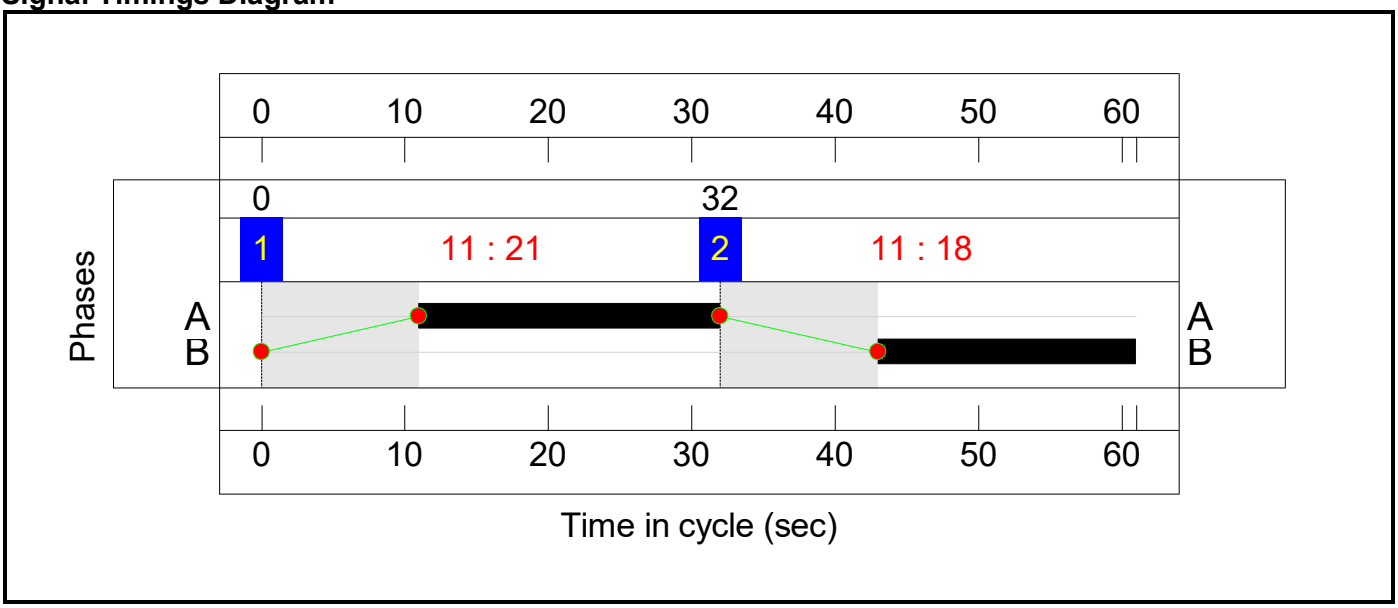
Stage Sequence Diagram



Stage Timings

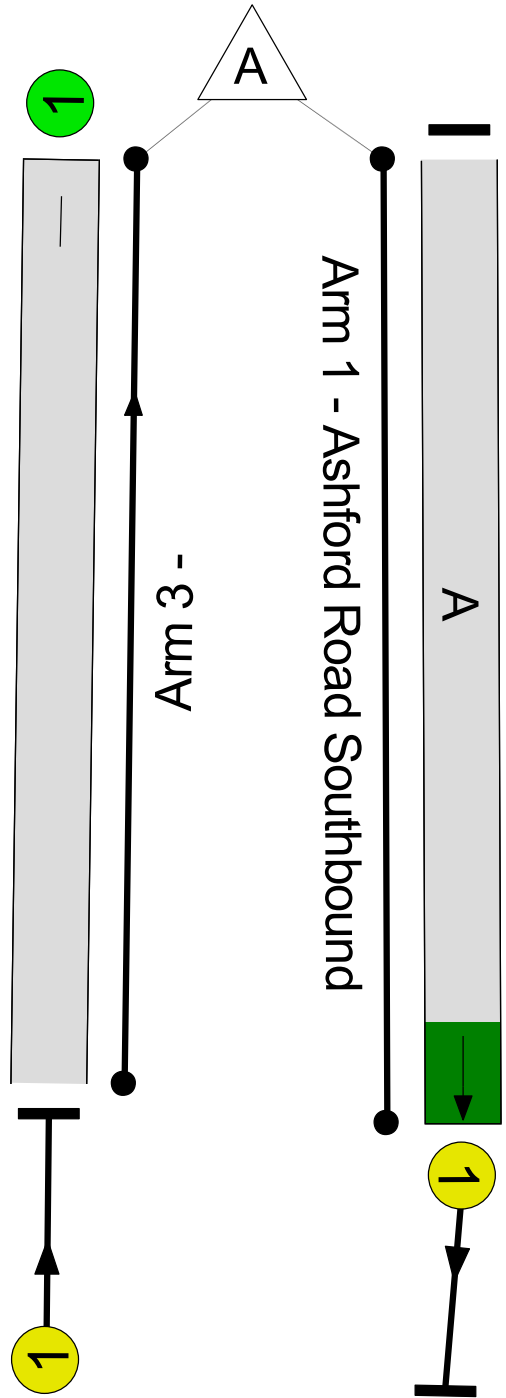
Stage	1	2
Duration	21	18
Change Point	0	32

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Ashford Road Junction

PRC: -29.9 %

Total Traffic Delay: 127.6 pcuHr

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**116.9%**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**116.9%**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	21	-	771	1915	659	116.9%
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	18	-	697	1915	596	116.9%
3/1		U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%

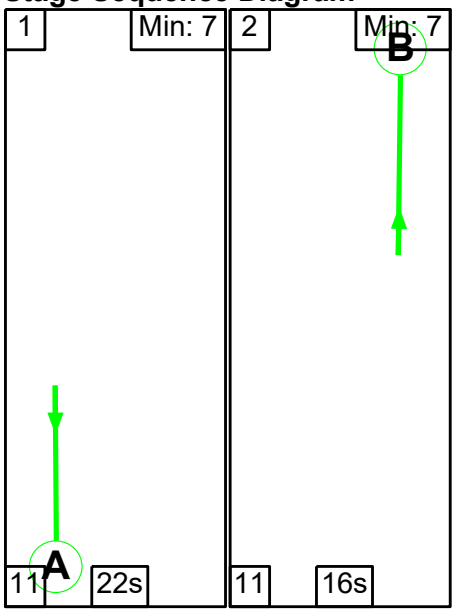
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**15.0**	**112.6**	**0.0**	**127.6**	**-**	**-**	**-**	**-**
Ashford Road Junction	**-**	**-**	**0**	**0**	**0**	**15.0**	**112.6**	**0.0**	**127.6**	**-**	**-**	**-**	**-**
1/1	771	659	-	-	-	7.3	59.1	-	66.5	310.3	15.0	59.1	74.1
2/1	697	596	-	-	-	7.7	53.5	-	61.2	316.0	14.6	53.5	68.2
3/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -29.9 Total Delay for Signalled Lanes (pcuHr): 127.64 Cycle Time (s): 61
PRC Over All Lanes (%): -29.9 Total Delay Over All Lanes(pcuHr): 127.64

Full Input Data And Results

Scenario 6: '2055 DS PM' (FG8: '2055 DS PM', Plan 1: 'Network Control Plan 1')

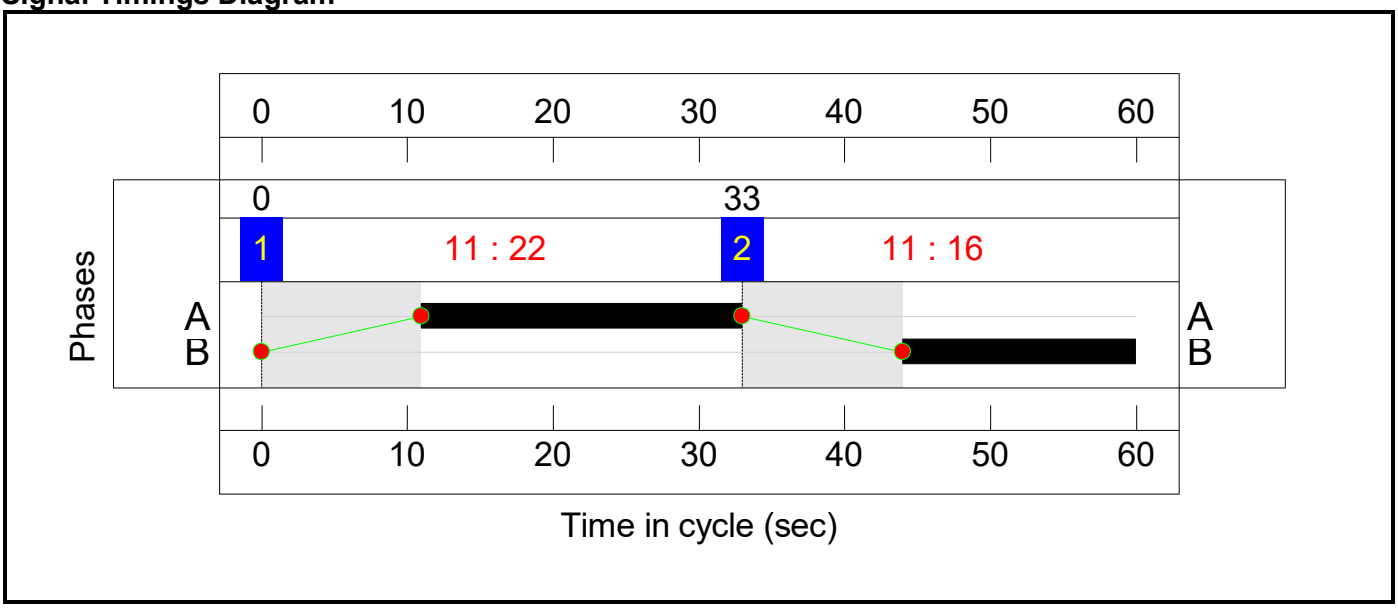
Stage Sequence Diagram



Stage Timings

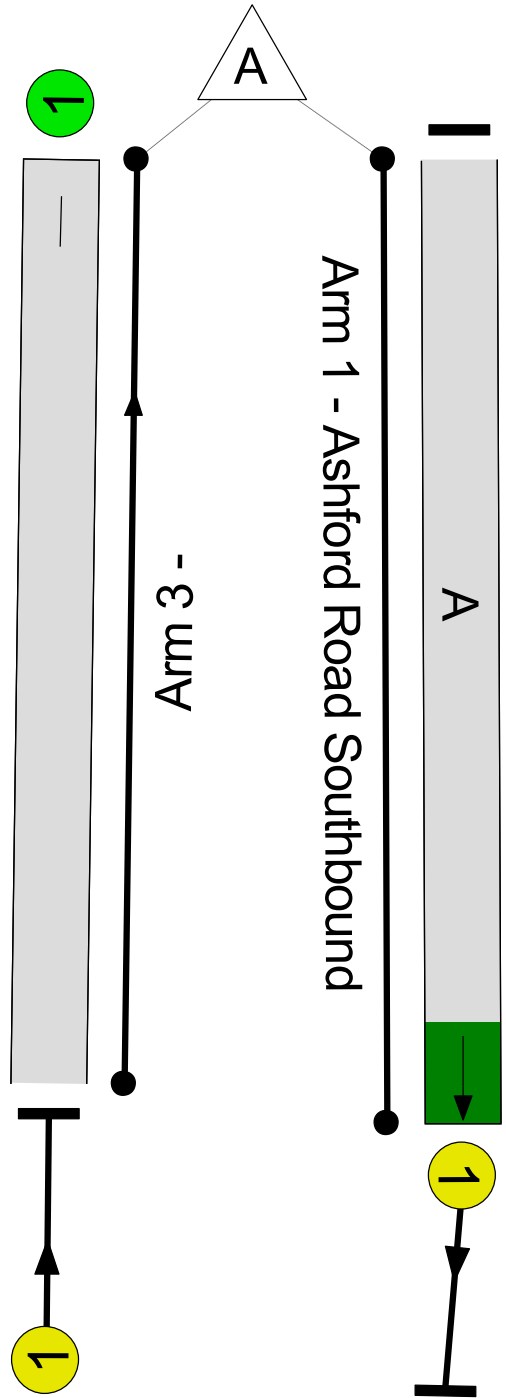
Stage	1	2
Duration	22	16
Change Point	0	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Ashford Road Junction

PRC: -48.7 %

Total Traffic Delay: 228.1 pcuHr

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**133.8%**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**133.8%**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	22	-	924	1915	702	131.6%
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	16	-	726	1915	543	133.8%
3/1		U	N/A	N/A	-		-	-	-	726	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	924	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	**-**	**-**	**0**	**0**	**0**	**21.5**	**206.6**	**0.0**	**228.1**	**-**	**-**	**-**	**-**
Ashford Road Junction	**-**	**-**	**0**	**0**	**0**	**21.5**	**206.6**	**0.0**	**228.1**	**-**	**-**	**-**	**-**
1/1	924	702	-	-	-	10.8	113.0	-	123.7	482.0	19.1	113.0	132.1
2/1	726	543	-	-	-	10.8	93.6	-	104.4	517.7	17.6	93.6	111.3
3/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -48.7 Total Delay for Signalled Lanes (pcuHr): 228.12 Cycle Time (s): 60
PRC Over All Lanes (%): -48.7 Total Delay Over All Lanes(pcuHr): 228.12

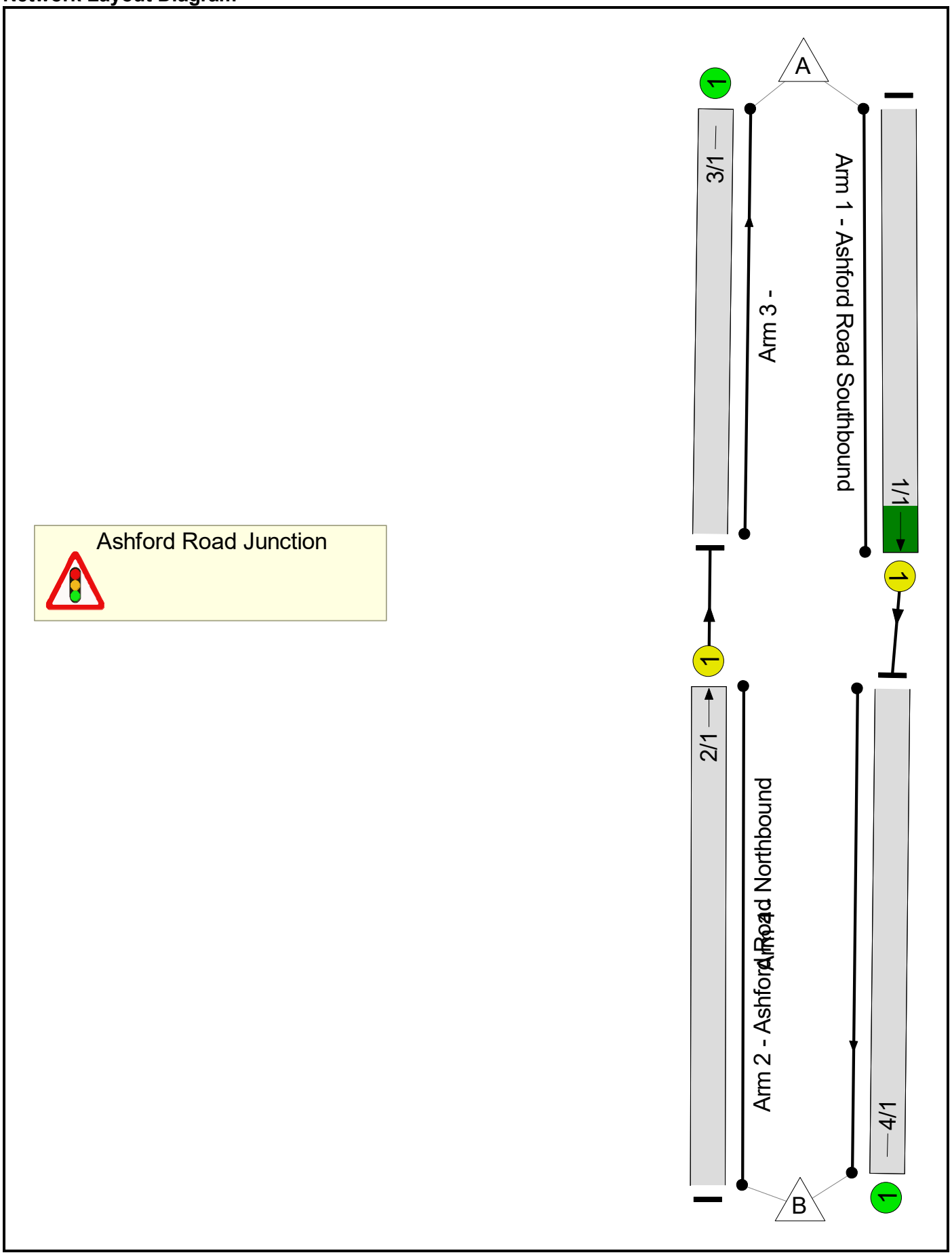
Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J15_Barrow Hill_Ashford Road Funnel Junction.lsg3x
Author:	
Company:	
Address:	

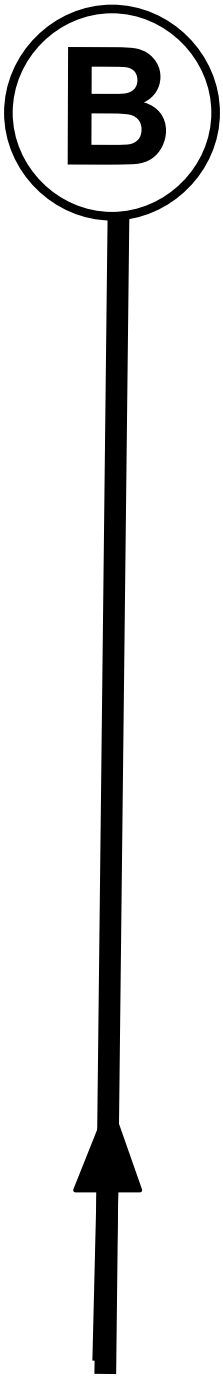
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram


B

Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7

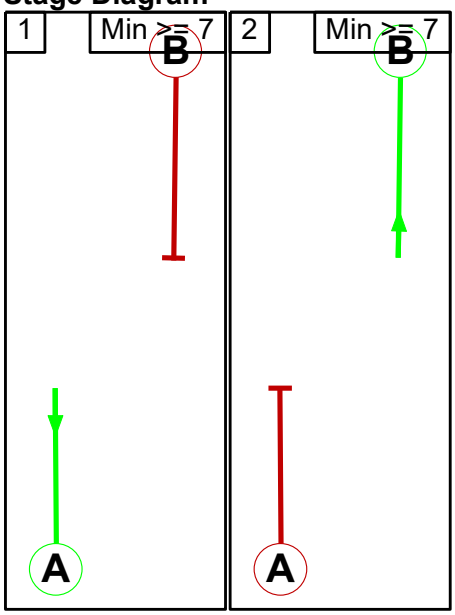
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		11
	B	11	

Phases in Stage

Stage No.	Phases in Stage
1	A
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		
From Stage		1	2
	1		11
	2	11	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Ashford Road Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Ashford Road Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Ashford Road Southbound)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
2/1 (Ashford Road Northbound)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 3 Ahead	Inf
3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 AM'	08:00	09:00	01:00	
2: '2018 PM'	17:00	18:00	01:00	
3: '2025 AM'	08:00	09:00	01:00	
4: '2025 PM'	17:00	18:00	01:00	
5: '2055 DM AM'	08:00	09:00	01:00	
6: '2055 DM PM'	17:00	18:00	01:00	
7: '2055 DS AM'	08:00	09:00	01:00	
8: '2055 DS PM'	17:00	18:00	01:00	

Scenario 1: '2055 DS VM AM' (FG7: '2055 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	771	771
	B	697	0	697
	Tot.	697	771	1468

Traffic Lane Flows

Lane	Scenario 1: 2055 DS VM AM
Junction: Ashford Road Junction	
1/1	771
2/1	697
3/1	697
4/1	771

Full Input Data And Results

Lane Saturation Flows

Junction: Ashford Road 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 (Ashford Road Southbound)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/1 (Ashford Road Northbound)	3.00	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1915	1915
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2055 DS VM PM' (FG8: '2055 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	924	924
	B	726	0	726
	Tot.	726	924	1650

Traffic Lane Flows

Lane	Scenario 2: 2055 DS VM PM
Junction: Ashford Road Junction	
1/1	924
2/1	726
3/1	726
4/1	924

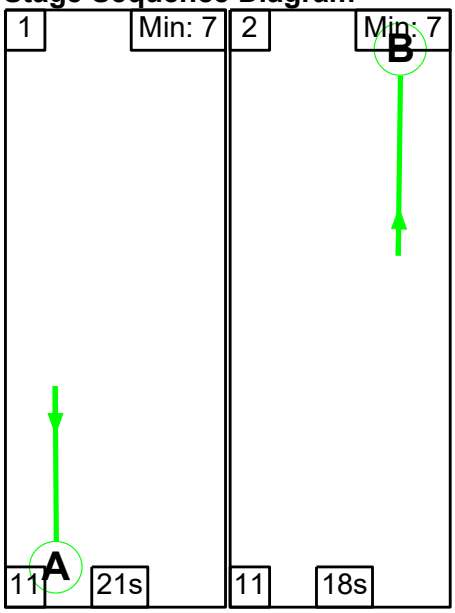
Lane Saturation Flows

Junction: Ashford Road 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 (Ashford Road Southbound)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/1 (Ashford Road Northbound)	3.00	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1915	1915
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2055 DS VM AM' (FG7: '2055 DS AM', Plan 1: 'Network Control Plan 1')

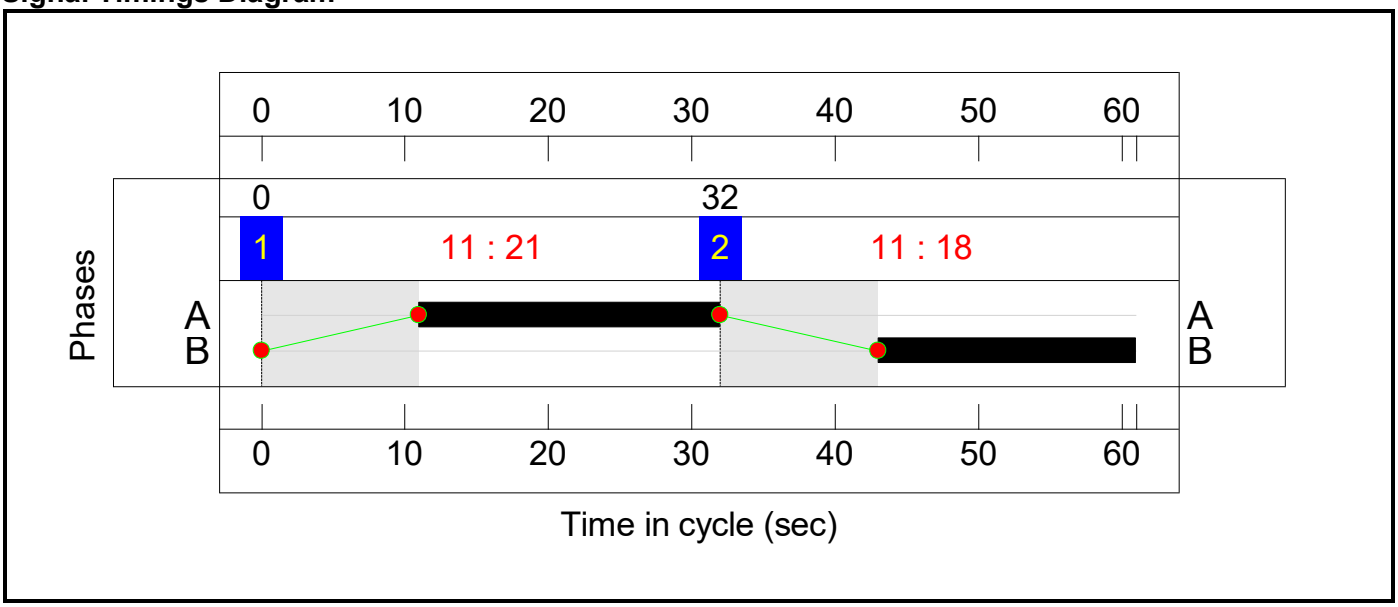
Stage Sequence Diagram



Stage Timings

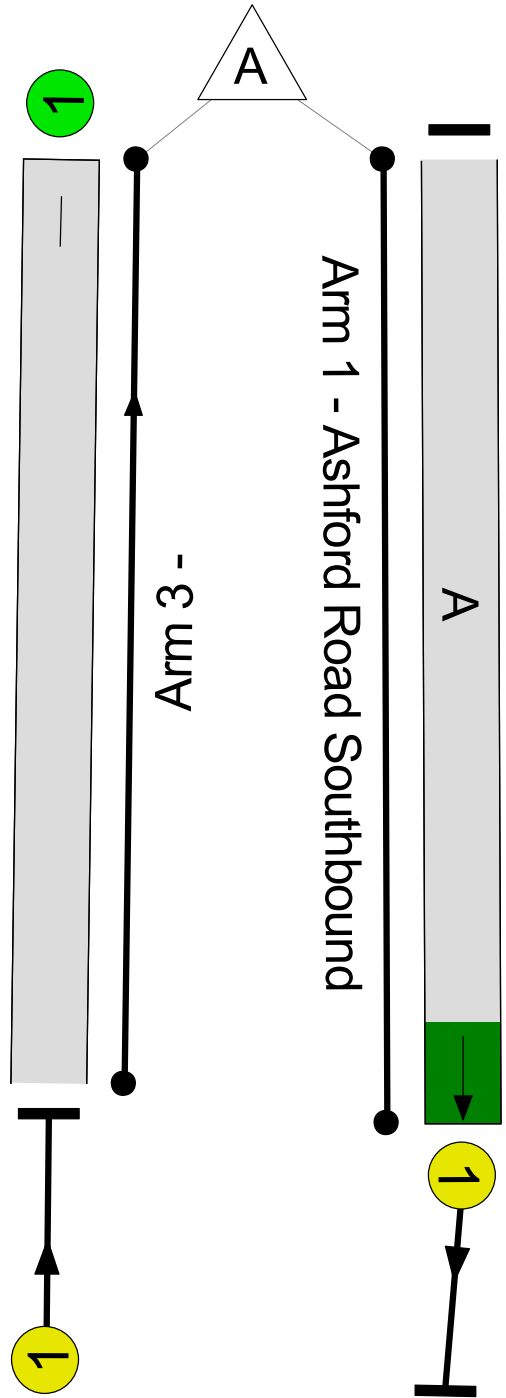
Stage	1	2
Duration	21	18
Change Point	0	32

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Ashford Road Junction

PRC: -29.9 %

Total Traffic Delay: 127.6 pcuHr

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**116.9%**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**116.9%**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	21	-	771	1915	659	116.9%
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	18	-	697	1915	596	116.9%
3/1		U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%

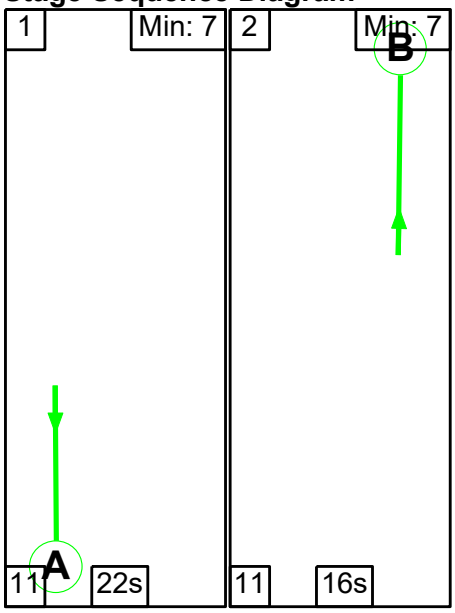
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**15.0**	**112.6**	**0.0**	**127.6**	**-**	**-**	**-**	**-**
Ashford Road Junction	**-**	**-**	**0**	**0**	**0**	**15.0**	**112.6**	**0.0**	**127.6**	**-**	**-**	**-**	**-**
1/1	771	659	-	-	-	7.3	59.1	-	66.5	310.3	15.0	59.1	74.1
2/1	697	596	-	-	-	7.7	53.5	-	61.2	316.0	14.6	53.5	68.2
3/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -29.9 Total Delay for Signalled Lanes (pcuHr): 127.64 Cycle Time (s): 61
PRC Over All Lanes (%): -29.9 Total Delay Over All Lanes(pcuHr): 127.64

Full Input Data And Results

Scenario 2: '2055 DS VM PM' (FG8: '2055 DS PM', Plan 1: 'Network Control Plan 1')

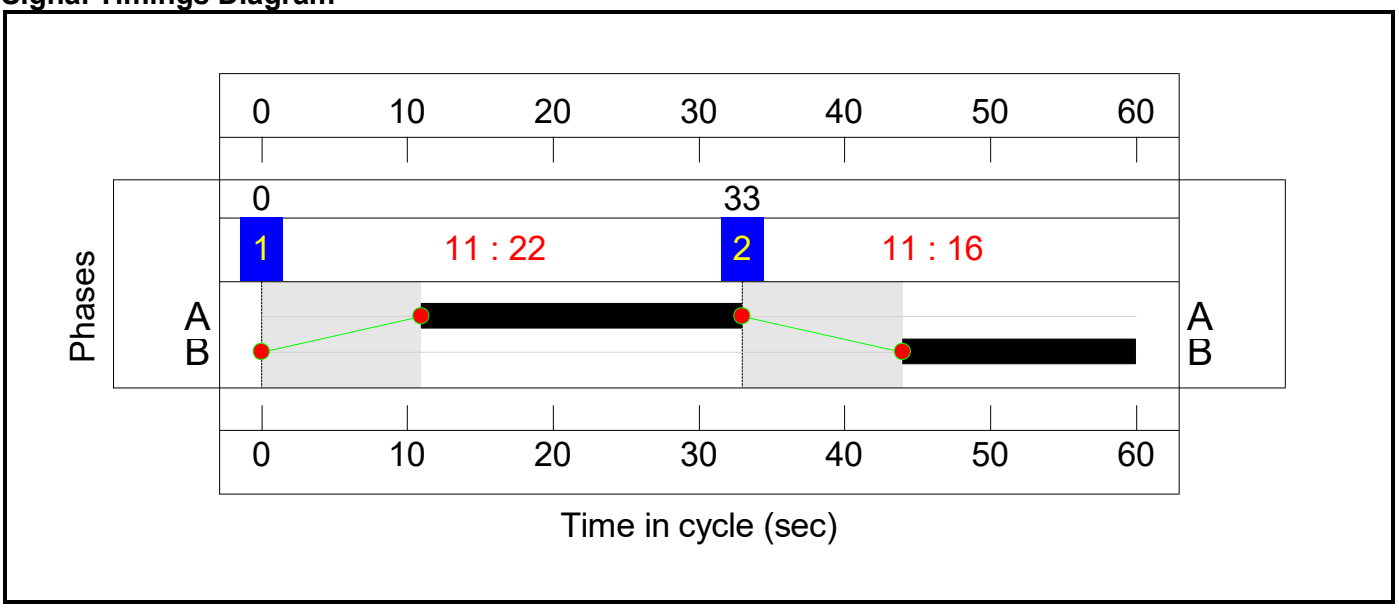
Stage Sequence Diagram



Stage Timings

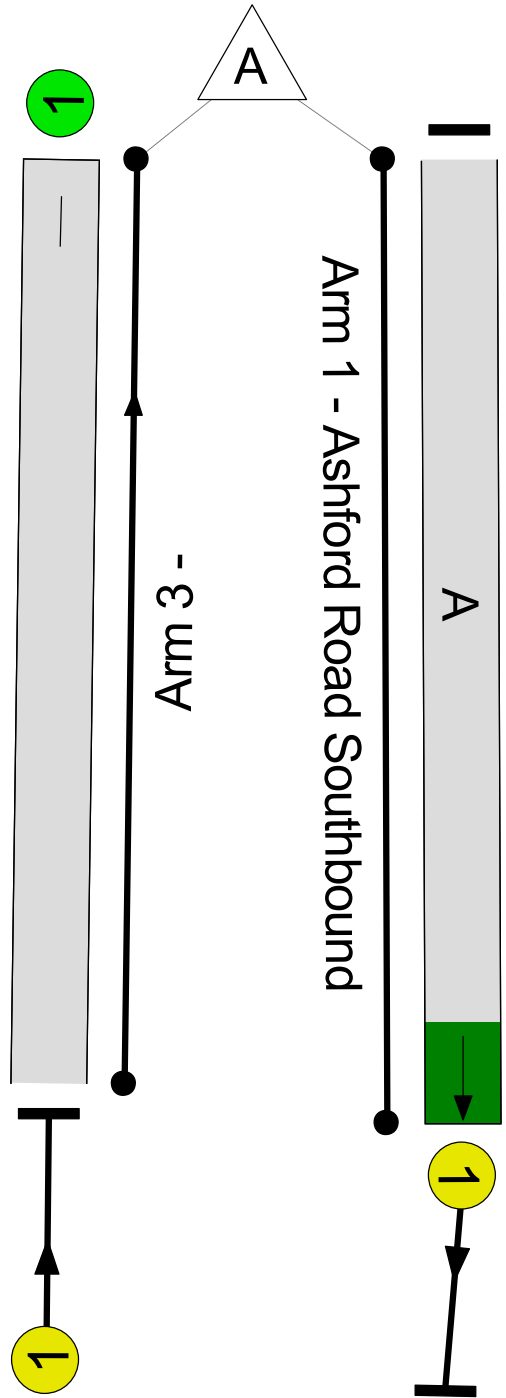
Stage	1	2
Duration	22	16
Change Point	0	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Ashford Road Junction

PRC: -48.7 %

Total Traffic Delay: 228.1 pcuHr

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**133.8%**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**133.8%**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	22	-	924	1915	702	131.6%
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	16	-	726	1915	543	133.8%
3/1		U	N/A	N/A	-		-	-	-	726	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	924	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	**-**	**-**	**0**	**0**	**0**	**21.5**	**206.6**	**0.0**	**228.1**	**-**	**-**	**-**	**-**
Ashford Road Junction	**-**	**-**	**0**	**0**	**0**	**21.5**	**206.6**	**0.0**	**228.1**	**-**	**-**	**-**	**-**
1/1	924	702	-	-	-	10.8	113.0	-	123.7	482.0	19.1	113.0	132.1
2/1	726	543	-	-	-	10.8	93.6	-	104.4	517.7	17.6	93.6	111.3
3/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

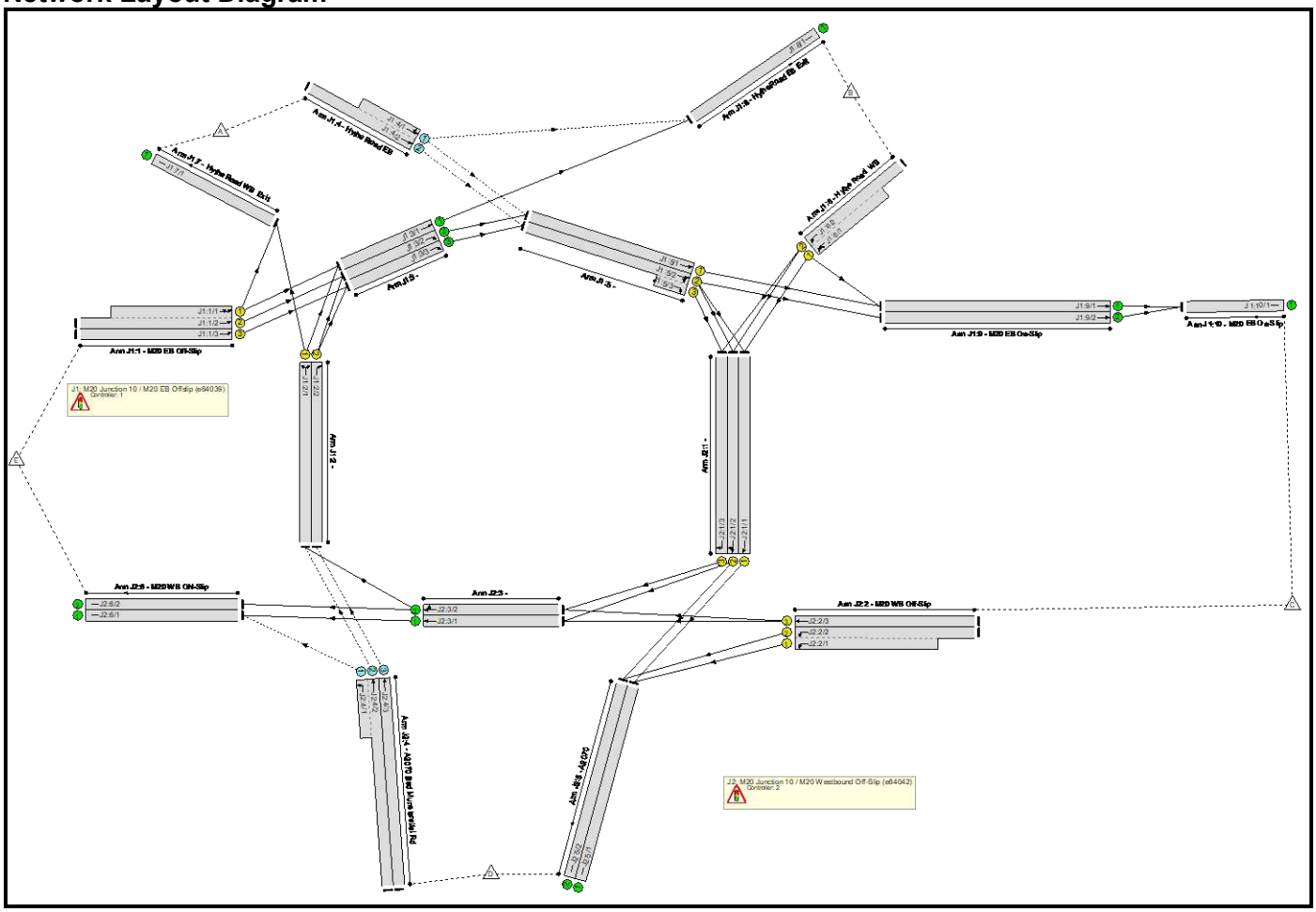
C1 PRC for Signalled Lanes (%): -48.7 Total Delay for Signalled Lanes (pcuHr): 228.12 Cycle Time (s): 60
PRC Over All Lanes (%): -48.7 Total Delay Over All Lanes(pcuHr): 228.12

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**J1 M20Junction 10**
Location:	
Additional detail:	
File name:	J16_M20 Junction 10a_Mitigation.lsg3x
Author:	
Company:	
Address:	

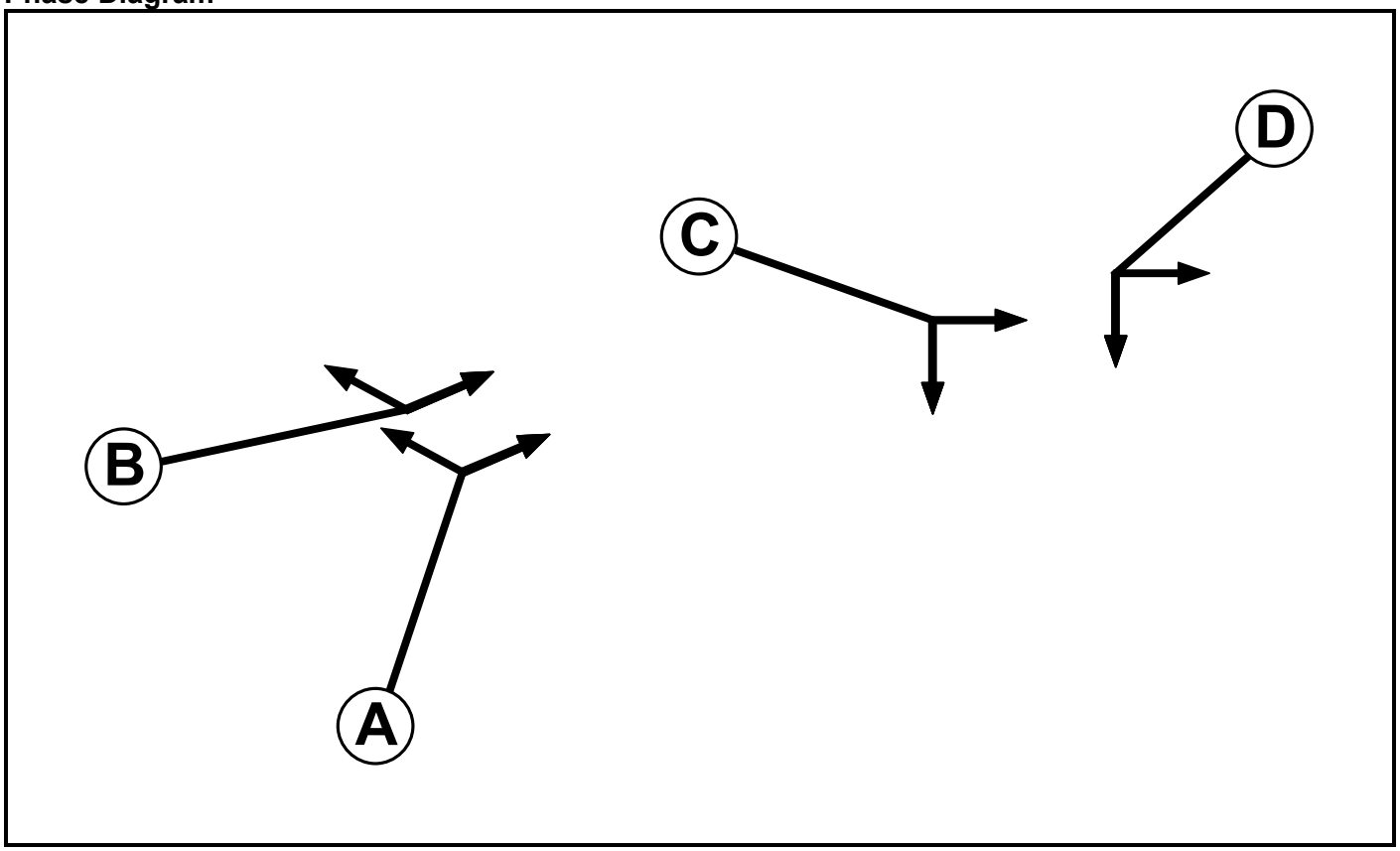
Network Layout Diagram



Full Input Data And Results

C1 - e84039

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	2		-9999	7
D	Traffic	2		-9999	7

Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		5	-	-
	B	7		-	-
	C	-	-		5
	D	-	-	7	

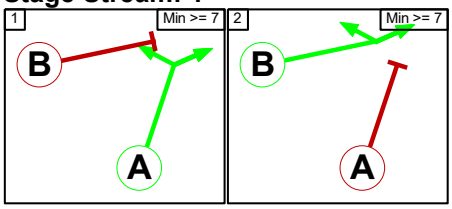
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

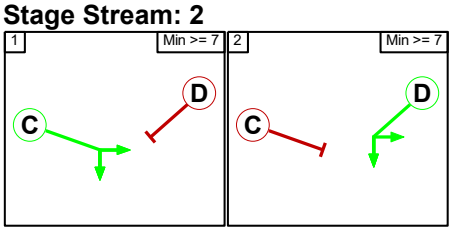
Full Input Data And Results

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		5
	2	7	

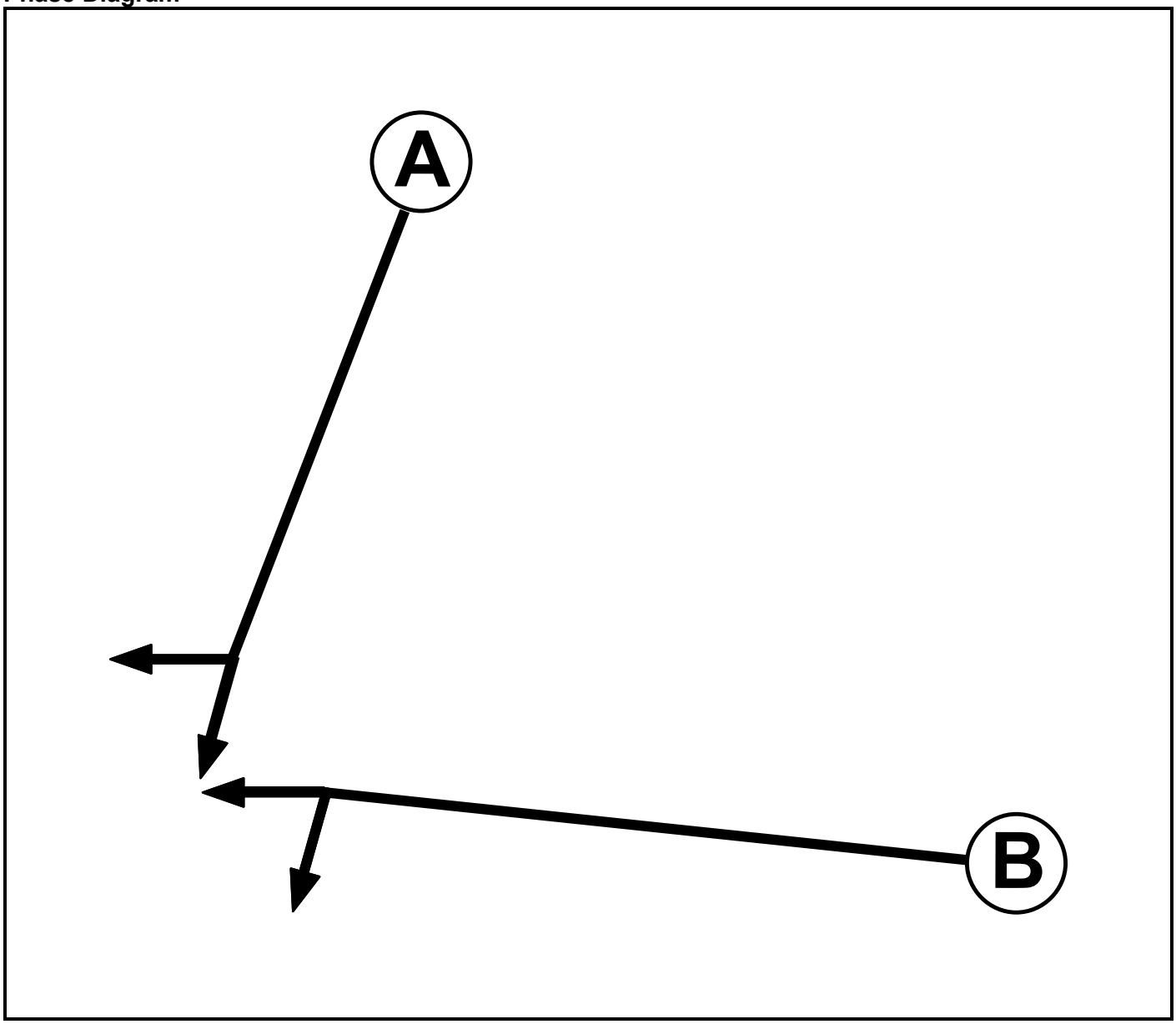
Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	7	

Full Input Data And Results

C2 - e84042

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7

Full Input Data And Results

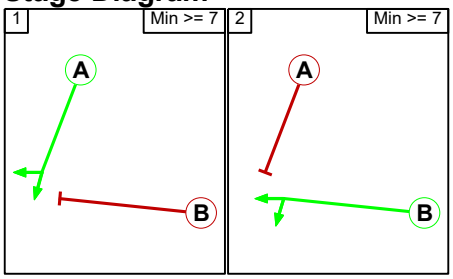
Phase Intergreens Matrix

	Starting Phase		
		A	B
Terminating Phase	A		5
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
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		5
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)											
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)**
J1:4/1 (Hythe Road EB)	J1:5/1 (Ahead)	1000	0	J1:3/1	0.33	All	-	-	-	-	-
				J1:3/2	0.33	To J1:5/1 (Ahead)					
				J1:3/3	0.33	None					
	J1:8/1 (Left)	1000	0	J1:3/1	0.33	All					
J1:4/2 (Hythe Road EB)	J1:5/2 (Ahead)	1000	0	J1:3/1	0.33	All	-	-	-	-	-
				J1:3/2	0.33	All					
				J1:3/3	0.33	All					

Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)											
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)**
J2:4/1 (A2070 Bad Munstereifel Rd)	J2:6/1 (Left)	1000	0	J2:3/1	0.33	All	-	-	-	-	-
				J2:3/2	0.33	To J2:6/2 (Ahead)					
J2:4/2 (A2070 Bad Munstereifel Rd)	J1:2/1 (Ahead)	1000	0	J2:3/1	0.33	All	-	-	-	-	-
				J2:3/2	0.33	All					
J2:4/3 (A2070 Bad Munstereifel Rd)	J1:2/2 (Ahead)	1000	0	J2:3/1	0.33	All	-	-	-	-	-
				J2:3/2	0.33	All					

Full Input Data And Results

Lane Input Data

Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J1:1/1 (M20 EB Off-Slip)	U	B	2	3	19.1	User	1900	-	-	-	-	-
J1:1/2 (M20 EB Off-Slip)	U	B	2	3	60.0	User	1900	-	-	-	-	-
J1:1/3 (M20 EB Off-Slip)	U	B	2	3	60.0	User	1900	-	-	-	-	-
J1:2/1	U	A	2	3	18.1	User	1900	-	-	-	-	-
J1:2/2	U	A	2	3	18.1	User	1900	-	-	-	-	-
J1:3/1	U		2	3	5.2	User	1900	-	-	-	-	-
J1:3/2	U		2	3	5.2	User	1900	-	-	-	-	-
J1:3/3	U		2	3	5.2	User	1900	-	-	-	-	-
J1:4/1 (Hythe Road EB)	O		2	3	8.7	Geom	-	4.20	0.00	Y	Arm J1:5 Ahead	Inf
											Arm J1:8 Left	Inf
J1:4/2 (Hythe Road EB)	O		2	3	60.0	Geom	-	4.20	0.00	N	Arm J1:5 Ahead	Inf
J1:5/1	U	C	2	3	15.5	Geom	-	4.20	0.00	Y	Arm J1:9 Ahead	Inf
J1:5/2	U	C	2	3	15.5	Geom	-	4.20	0.00	N	Arm J2:1 Right	Inf
											Arm J1:9 Ahead	Inf
J1:5/3	U	C	2	3	4.3	Geom	-	4.20	0.00	N	Arm J2:1 Right	Inf
J1:6/1 (Hythe Road WB)	U	D	2	3	12.2	Geom	-	4.40	0.00	Y	Arm J2:1 Left	Inf
											Arm J1:9 U-Turn	Inf
J1:6/2 (Hythe Road WB)	U	D	2	3	60.0	Geom	-	4.40	0.00	N	Arm J2:1 Left	Inf
J1:7/1 (Hythe Road WB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/1 (Hythe Road EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:9/1 (M20 EB On-Slip)	U		2	3	10.4	Inf	-	-	-	-	-	-
J1:9/2 (M20 EB On-Slip)	U		2	3	10.4	Inf	-	-	-	-	-	-

J1:10/1 (M20 EB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1	U	A	2	3	18.1	User	1900	-	-	-	-	-
J2:1/2	U	A	2	3	18.1	User	1900	-	-	-	-	-
J2:1/3	U	A	2	3	18.1	User	1900	-	-	-	-	-
J2:2/1 (M20 WB Off-Slip)	U	B	2	3	20.2	User	1900	-	-	-	-	-
J2:2/2 (M20 WB Off-Slip)	U	B	2	3	60.0	User	1900	-	-	-	-	-
J2:2/3 (M20 WB Off-Slip)	U	B	2	3	60.0	User	1900	-	-	-	-	-
J2:3/1	U		2	3	14.3	User	1900	-	-	-	-	-
J2:3/2	U		2	3	14.3	User	1900	-	-	-	-	-
J2:4/1 (A2070 Bad Munstereifel Rd)	O		2	3	7.8	Inf	-	-	-	-	-	-
J2:4/2 (A2070 Bad Munstereifel Rd)	O		2	3	60.0	User	2794	-	-	-	-	-
J2:4/3 (A2070 Bad Munstereifel Rd)	O		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1 (A2070)	U		2	3	15.3	Inf	-	-	-	-	-	-
J2:5/2 (A2070)	U		2	3	15.3	Inf	-	-	-	-	-	-
J2:6/1 (M20 WB ON-Slip)	U		2	3	77.0	Inf	-	-	-	-	-	-
J2:6/2 (M20 WB ON-Slip)	U		2	3	77.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2055 DM AM'	08:00	09:00	01:00	
2: '2055 DM PM'	17:00	18:00	01:00	
3: '2055 DS AM'	08:00	09:00	01:00	
4: '2055 DS PM'	17:00	18:00	01:00	
5: '2055 Vision Medium DS AM'	08:00	09:00	01:00	
6: '2055 Vision Medium DS PM'	17:00	18:00	01:00	
7: '2055 Vision Medium DS AM REASSIGNED'	08:00	09:00	01:00	
8: '2055 Vision Medium DS PM REASSIGNED'	17:00	18:00	01:00	
9: '2025 base AM'	08:00	09:00	01:00	
10: '2025 base PM'	17:00	18:00	01:00	

Scenario 1: '2025 Base AM' (FG9: '2025 base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	240	229	40	24	533
	B	169	0	23	227	282	701
	C	178	39	0	780	3	1000
	D	42	172	612	47	139	1012
	E	17	241	1	175	1	435
	Tot.	406	692	865	1269	449	3681

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2025 Base AM
Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)	
J1:1/1 (short)	258
J1:1/2 (with short)	258(In) 0(Out)
J1:1/3	177
J1:2/1	600
J1:2/2	659
J1:3/1	452
J1:3/2	407
J1:3/3	429
J1:4/1 (short)	426
J1:4/2 (with short)	533(In) 107(Out)
J1:5/1	593
J1:5/2 (with short)	536(In) 531(Out)
J1:5/3 (short)	5
J1:6/1 (short)	250
J1:6/2 (with short)	701(In) 451(Out)
J1:7/1	406
J1:8/1	692
J1:9/1	616
J1:9/2	249
J1:10/1	865
Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	
J2:1/1	382
J2:1/2	275
J2:1/3	308
J2:2/1 (short)	390
J2:2/2 (with short)	780(In) 390(Out)
J2:2/3	220
J2:3/1	171
J2:3/2	525
J2:4/1 (short)	139
J2:4/2 (with short)	353(In) 214(Out)
J2:4/3	659
J2:5/1	772
J2:5/2	497

J2:6/1	310
J2:6/2	139

Lane Saturation Flows

Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (M20 EB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (M20 EB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Hythe Road EB)	4.20	0.00	Y	Arm J1:5 Ahead	Inf	43.7 %	2035	2035
				Arm J1:8 Left	Inf	56.3 %		
J1:4/2 (Hythe Road EB)	4.20	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2175	2175
J1:5/1	4.20	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	2035	2035
J1:5/2	4.20	0.00	N	Arm J2:1 Right	Inf	53.1 %	2175	2175
				Arm J1:9 Ahead	Inf	46.9 %		
J1:5/3	4.20	0.00	N	Arm J2:1 Right	Inf	100.0 %	2175	2175
J1:6/1 (Hythe Road WB)	4.40	0.00	Y	Arm J2:1 Left	Inf	90.8 %	2055	2055
				Arm J1:9 U-Turn	Inf	9.2 %		
J1:6/2 (Hythe Road WB)	4.40	0.00	N	Arm J2:1 Left	Inf	100.0 %	2195	2195
J1:7/1 (Hythe Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Hythe Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (M20 EB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (M20 EB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (M20 EB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (M20 WB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (M20 WB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (M20 WB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (A2070 Bad Munstereifel Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/2 (A2070 Bad Munstereifel Rd Lane 2)	This lane uses a directly entered Saturation Flow						2794	2794
J2:4/3 (A2070 Bad Munstereifel Rd Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (A2070 Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (A2070 Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (M20 WB ON-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (M20 WB ON-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 Base PM' (FG10: '2025 base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	227	286	10	7	530
	B	138	0	23	159	198	518
	C	129	20	0	679	0	828
	D	63	168	799	22	113	1165
	E	12	222	0	296	0	530
	Tot.	342	637	1108	1166	318	3571

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2025 Base PM
Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)	
J1:1/1 (short)	234
J1:1/2 (with short)	234(In) 0(Out)
J1:1/3	296
J1:2/1	518
J1:2/2	821
J1:3/1	410
J1:3/2	596
J1:3/3	521
J1:4/1 (short)	501
J1:4/2 (with short)	530(In) 29(Out)
J1:5/1	870
J1:5/2 (with short)	550(In) 550(Out)
J1:5/3 (short)	0
J1:6/1 (short)	182
J1:6/2 (with short)	518(In) 336(Out)
J1:7/1	342
J1:8/1	637
J1:9/1	893
J1:9/2	215
J1:10/1	1108
Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	
J2:1/1	437
J2:1/2	184
J2:1/3	209
J2:2/1 (short)	340
J2:2/2 (with short)	679(In) 339(Out)
J2:2/3	149
J2:3/1	134
J2:3/2	358
J2:4/1 (short)	113
J2:4/2 (with short)	344(In) 231(Out)
J2:4/3	821
J2:5/1	777
J2:5/2	389

J2:6/1	247
J2:6/2	71

Lane Saturation Flows

Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (M20 EB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (M20 EB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Hythe Road EB)	4.20	0.00	Y	Arm J1:5 Ahead	Inf	54.7 %	2035	2035
				Arm J1:8 Left	Inf	45.3 %		
J1:4/2 (Hythe Road EB)	4.20	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2175	2175
J1:5/1	4.20	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	2035	2035
J1:5/2	4.20	0.00	N	Arm J2:1 Right	Inf	60.9 %	2175	2175
				Arm J1:9 Ahead	Inf	39.1 %		
J1:5/3	4.20	0.00	N	Arm J2:1 Right	Inf	0.0 %	2175	2175
J1:6/1 (Hythe Road WB)	4.40	0.00	Y	Arm J2:1 Left	Inf	87.4 %	2055	2055
				Arm J1:9 U-Turn	Inf	12.6 %		
J1:6/2 (Hythe Road WB)	4.40	0.00	N	Arm J2:1 Left	Inf	100.0 %	2195	2195
J1:7/1 (Hythe Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Hythe Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (M20 EB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (M20 EB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (M20 EB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (M20 WB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (M20 WB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (M20 WB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (A2070 Bad Munstereifel Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/2 (A2070 Bad Munstereifel Rd Lane 2)	This lane uses a directly entered Saturation Flow						2794	2794
J2:4/3 (A2070 Bad Munstereifel Rd Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (A2070 Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (A2070 Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (M20 WB ON-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (M20 WB ON-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2055 DM AM' (FG1: '2055 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	287	326	46	28	687
	B	240	0	27	359	375	1001
	C	238	45	0	1049	4	1336
	D	49	215	858	55	549	1726
	E	20	308	1	203	1	533
	Tot.	547	855	1212	1712	957	5283

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2055 DM AM
Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)	
J1:1/1 (short)	328
J1:1/2 (with short)	328(In) 0(Out)
J1:1/3	205
J1:2/1	787
J1:2/2	913
J1:3/1	568
J1:3/2	533
J1:3/3	585
J1:4/1 (short)	539
J1:4/2 (with short)	687(In) 148(Out)
J1:5/1	785
J1:5/2 (with short)	733(In) 718(Out)
J1:5/3 (short)	15
J1:6/1 (short)	386
J1:6/2 (with short)	1001(In) 615(Out)
J1:7/1	547
J1:8/1	855
J1:9/1	812
J1:9/2	400
J1:10/1	1212
Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	
J2:1/1	572
J2:1/2	359
J2:1/3	376
J2:2/1 (short)	525
J2:2/2 (with short)	1049(In) 524(Out)
J2:2/3	287
J2:3/1	271
J2:3/2	660
J2:4/1 (short)	549
J2:4/2 (with short)	813(In) 264(Out)
J2:4/3	913
J2:5/1	1097
J2:5/2	615

J2:6/1	820
J2:6/2	137

Lane Saturation Flows

Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (M20 EB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (M20 EB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Hythe Road EB)	4.20	0.00	Y	Arm J1:5 Ahead	Inf	46.8 %	2035	2035
				Arm J1:8 Left	Inf	53.2 %		
J1:4/2 (Hythe Road EB)	4.20	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2175	2175
J1:5/1	4.20	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	2035	2035
J1:5/2	4.20	0.00	N	Arm J2:1 Right	Inf	44.3 %	2175	2175
				Arm J1:9 Ahead	Inf	55.7 %		
J1:5/3	4.20	0.00	N	Arm J2:1 Right	Inf	100.0 %	2175	2175
J1:6/1 (Hythe Road WB)	4.40	0.00	Y	Arm J2:1 Left	Inf	93.0 %	2055	2055
				Arm J1:9 U-Turn	Inf	7.0 %		
J1:6/2 (Hythe Road WB)	4.40	0.00	N	Arm J2:1 Left	Inf	100.0 %	2195	2195
J1:7/1 (Hythe Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Hythe Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (M20 EB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (M20 EB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (M20 EB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (M20 WB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (M20 WB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (M20 WB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (A2070 Bad Munstereifel Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/2 (A2070 Bad Munstereifel Rd Lane 2)	This lane uses a directly entered Saturation Flow						2794	2794
J2:4/3 (A2070 Bad Munstereifel Rd Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (A2070 Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (A2070 Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (M20 WB ON-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (M20 WB ON-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2055 DM PM' (FG2: '2055 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	264	333	12	8	617
	B	169	0	27	198	257	651
	C	219	23	0	943	0	1185
	D	73	224	1210	26	132	1665
	E	14	303	0	345	0	662
	Tot.	475	814	1570	1524	397	4780

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2055 DM PM
Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)	
J1:1/1 (short)	317
J1:1/2 (with short)	317(In) 0(Out)
J1:1/3	345
J1:2/1	708
J1:2/2 J1:3/1	1236 550
J1:3/2	883
J1:3/3	698
J1:4/1 (short)	580
J1:4/2 (with short) J1:5/1	617(In) 37(Out) 1199
J1:5/2 (with short)	735(In) 731(Out)
J1:5/3 (short)	4
J1:6/1 (short)	225
J1:6/2 (with short)	651(In) 426(Out)
J1:7/1	475
J1:8/1	814
J1:9/1 J1:9/2 J1:10/1	1226 344 1570
Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	
J2:1/1	519
J2:1/2	248
J2:1/3	248
J2:2/1 (short) J2:2/2 (with short)	472 943(In) 471(Out)
J2:2/3 J2:3/1	242 186
J2:3/2	490
J2:4/1 (short) J2:4/2 (with short)	132 429(In) 297(Out)
J2:4/3	1236
J2:5/1	991
J2:5/2	533

J2:6/1	318
J2:6/2	79

Lane Saturation Flows

Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (M20 EB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (M20 EB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Hythe Road EB)	4.20	0.00	Y	Arm J1:5 Ahead	Inf	54.5 %	2035	2035
				Arm J1:8 Left	Inf	45.5 %		
J1:4/2 (Hythe Road EB)	4.20	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2175	2175
J1:5/1	4.20	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	2035	2035
J1:5/2	4.20	0.00	N	Arm J2:1 Right	Inf	52.9 %	2175	2175
				Arm J1:9 Ahead	Inf	47.1 %		
J1:5/3	4.20	0.00	N	Arm J2:1 Right	Inf	100.0 %	2175	2175
J1:6/1 (Hythe Road WB)	4.40	0.00	Y	Arm J2:1 Left	Inf	88.0 %	2055	2055
				Arm J1:9 U-Turn	Inf	12.0 %		
J1:6/2 (Hythe Road WB)	4.40	0.00	N	Arm J2:1 Left	Inf	100.0 %	2195	2195
J1:7/1 (Hythe Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Hythe Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (M20 EB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (M20 EB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (M20 EB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (M20 WB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (M20 WB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (M20 WB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (A2070 Bad Munstereifel Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/2 (A2070 Bad Munstereifel Rd Lane 2)	This lane uses a directly entered Saturation Flow						2794	2794
J2:4/3 (A2070 Bad Munstereifel Rd Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (A2070 Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (A2070 Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (M20 WB ON-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (M20 WB ON-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2055 DS AM' (FG3: '2055 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	315	296	46	28	685
	B	270	0	27	390	480	1167
	C	279	45	0	1123	4	1451
	D	49	354	852	55	161	1471
	E	20	414	1	203	1	639
	Tot.	618	1128	1176	1817	674	5413

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2055 DS AM
Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)	
J1:1/1 (short)	434
J1:1/2 (with short)	434(In) 0(Out)
J1:1/3	205
J1:2/1	997
J1:2/2	907
J1:3/1	813
J1:3/2	420
J1:3/3	692
J1:4/1 (short)	590
J1:4/2 (with short)	685(In) 95(Out)
J1:5/1	695
J1:5/2 (with short)	787(In) 776(Out)
J1:5/3 (short)	11
J1:6/1 (short)	417
J1:6/2 (with short)	1167(In) 750(Out)
J1:7/1	618
J1:8/1	1128
J1:9/1	722
J1:9/2	454
J1:10/1	1176
Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	
J2:1/1	493
J2:1/2	490
J2:1/3	490
J2:2/1 (short)	562
J2:2/2 (with short)	1123(In) 561(Out)
J2:2/3	328
J2:3/1	293
J2:3/2	814
J2:4/1 (short)	161
J2:4/2 (with short)	564(In) 403(Out)
J2:4/3	907
J2:5/1	1055
J2:5/2	762

J2:6/1	454
J2:6/2	220

Lane Saturation Flows

Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (M20 EB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (M20 EB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Hythe Road EB)	4.20	0.00	Y	Arm J1:5 Ahead	Inf	46.6 %	2035	2035
				Arm J1:8 Left	Inf	53.4 %		
J1:4/2 (Hythe Road EB)	4.20	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2175	2175
J1:5/1	4.20	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	2035	2035
J1:5/2	4.20	0.00	N	Arm J2:1 Right	Inf	41.5 %	2175	2175
				Arm J1:9 Ahead	Inf	58.5 %		
J1:5/3	4.20	0.00	N	Arm J2:1 Right	Inf	100.0 %	2175	2175
J1:6/1 (Hythe Road WB)	4.40	0.00	Y	Arm J2:1 Left	Inf	93.5 %	2055	2055
				Arm J1:9 U-Turn	Inf	6.5 %		
J1:6/2 (Hythe Road WB)	4.40	0.00	N	Arm J2:1 Left	Inf	100.0 %	2195	2195
J1:7/1 (Hythe Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Hythe Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (M20 EB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (M20 EB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (M20 EB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (M20 WB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (M20 WB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (M20 WB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (A2070 Bad Munstereifel Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/2 (A2070 Bad Munstereifel Rd Lane 2)	This lane uses a directly entered Saturation Flow						2794	2794
J2:4/3 (A2070 Bad Munstereifel Rd Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (A2070 Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (A2070 Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (M20 WB ON-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (M20 WB ON-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2055 DS PM' (FG4: '2055 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	264	333	12	8	617
	B	237	0	27	311	310	885
	C	212	23	0	929	0	1164
	D	73	482	1124	26	132	1837
	E	14	492	0	345	0	851
	Tot.	536	1261	1484	1623	450	5354

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2055 DS PM
Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)	
J1:1/1 (short)	506
J1:1/2 (with short)	506(In) 0(Out)
J1:1/3	345
J1:2/1	1027
J1:2/2	1150
J1:3/1	997
J1:3/2	478
J1:3/3	1017
J1:4/1 (short)	573
J1:4/2 (with short)	617(In) 44(Out)
J1:5/1	787
J1:5/2 (with short)	1061(In) 1054(Out)
J1:5/3 (short)	7
J1:6/1 (short)	299
J1:6/2 (with short)	885(In) 586(Out)
J1:7/1	536
J1:8/1	1261
J1:9/1	814
J1:9/2	670
J1:10/1	1484
Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	
J2:1/1	417
J2:1/2	350
J2:1/3	482
J2:2/1 (short)	465
J2:2/2 (with short)	929(In) 464(Out)
J2:2/3	235
J2:3/1	73
J2:3/2	717
J2:4/1 (short)	132
J2:4/2 (with short)	687(In) 555(Out)
J2:4/3	1150
J2:5/1	882
J2:5/2	741

J2:6/1	205
J2:6/2	245

Lane Saturation Flows

Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (M20 EB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (M20 EB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Hythe Road EB)	4.20	0.00	Y	Arm J1:5 Ahead	Inf	53.9 %	2035	2035
				Arm J1:8 Left	Inf	46.1 %		
J1:4/2 (Hythe Road EB)	4.20	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2175	2175
J1:5/1	4.20	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	2035	2035
J1:5/2	4.20	0.00	N	Arm J2:1 Right	Inf	36.4 %	2175	2175
				Arm J1:9 Ahead	Inf	63.6 %		
J1:5/3	4.20	0.00	N	Arm J2:1 Right	Inf	100.0 %	2175	2175
J1:6/1 (Hythe Road WB)	4.40	0.00	Y	Arm J2:1 Left	Inf	91.0 %	2055	2055
				Arm J1:9 U-Turn	Inf	9.0 %		
J1:6/2 (Hythe Road WB)	4.40	0.00	N	Arm J2:1 Left	Inf	100.0 %	2195	2195
J1:7/1 (Hythe Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Hythe Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (M20 EB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (M20 EB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (M20 EB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

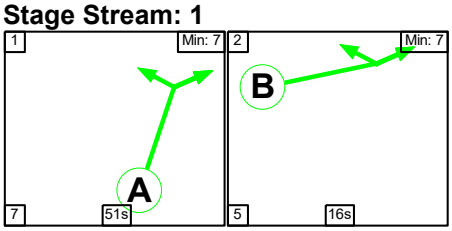
Full Input Data And Results

Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (M20 WB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (M20 WB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (M20 WB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (A2070 Bad Munstereifel Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/2 (A2070 Bad Munstereifel Rd Lane 2)	This lane uses a directly entered Saturation Flow						2794	2794
J2:4/3 (A2070 Bad Munstereifel Rd Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (A2070 Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (A2070 Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (M20 WB ON-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (M20 WB ON-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

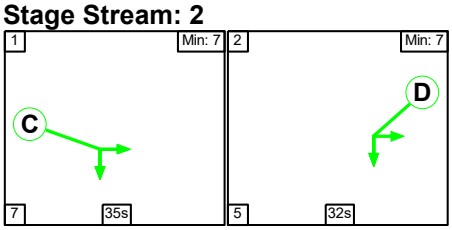
Scenario 1: '2025 Base AM' (FG9: '2025 base AM', Plan 1: 'Network Control Plan 1')
C1 - e84039

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

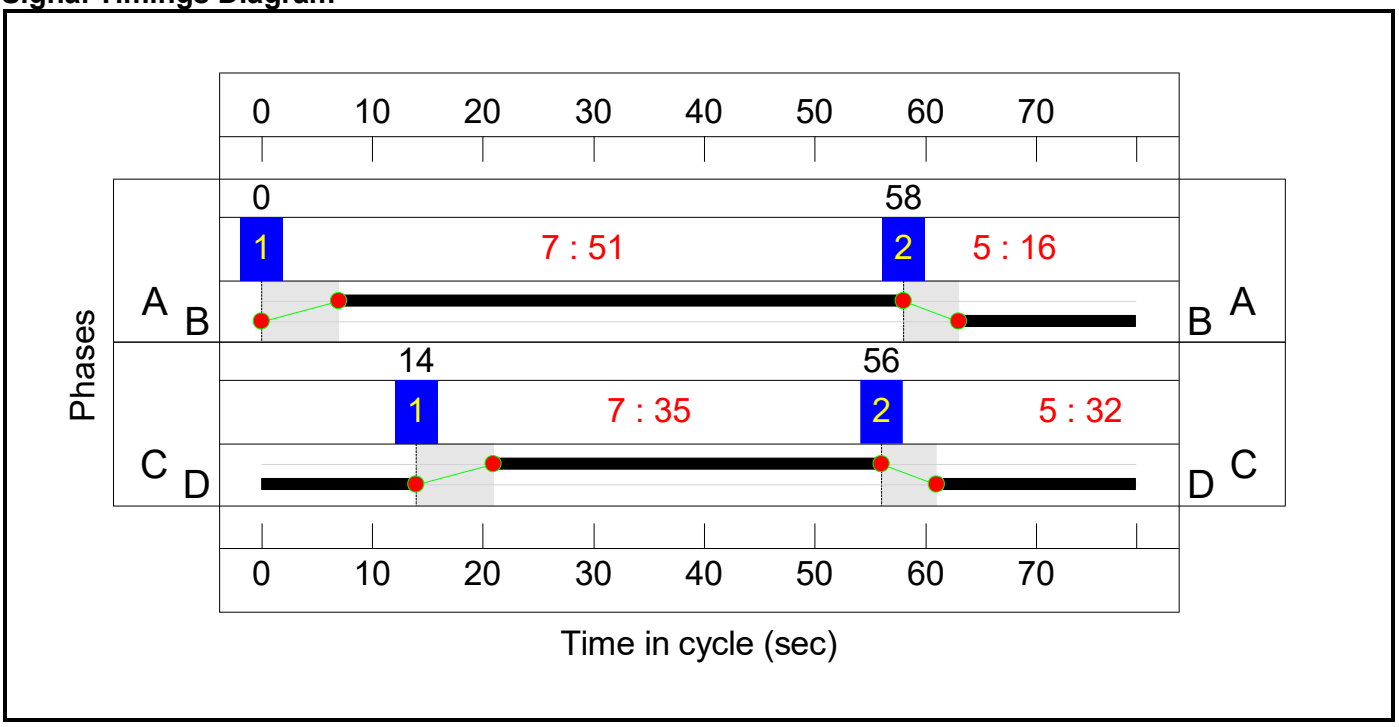
Stage Stream: 1

Stage	1	2
Duration	51	16
Change Point	0	58

Stage Stream: 2

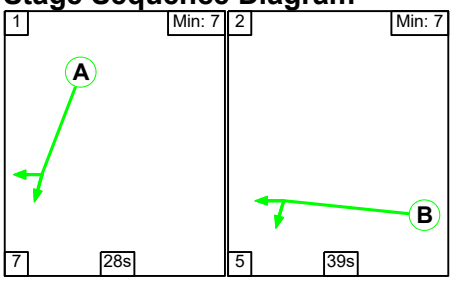
Stage	1	2
Duration	35	32
Change Point	14	56

Signal Timings Diagram



C2 - e84042

Stage Sequence Diagram

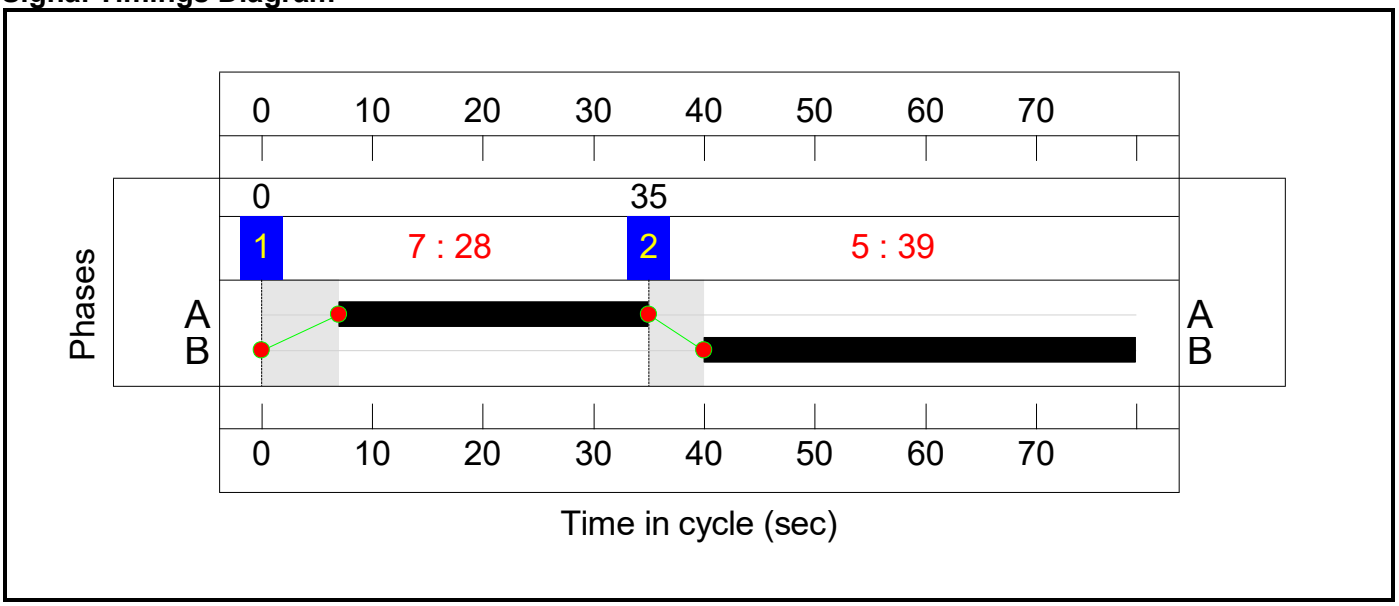


Stage Timings

Stage	1	2
Duration	28	39
Change Point	0	35

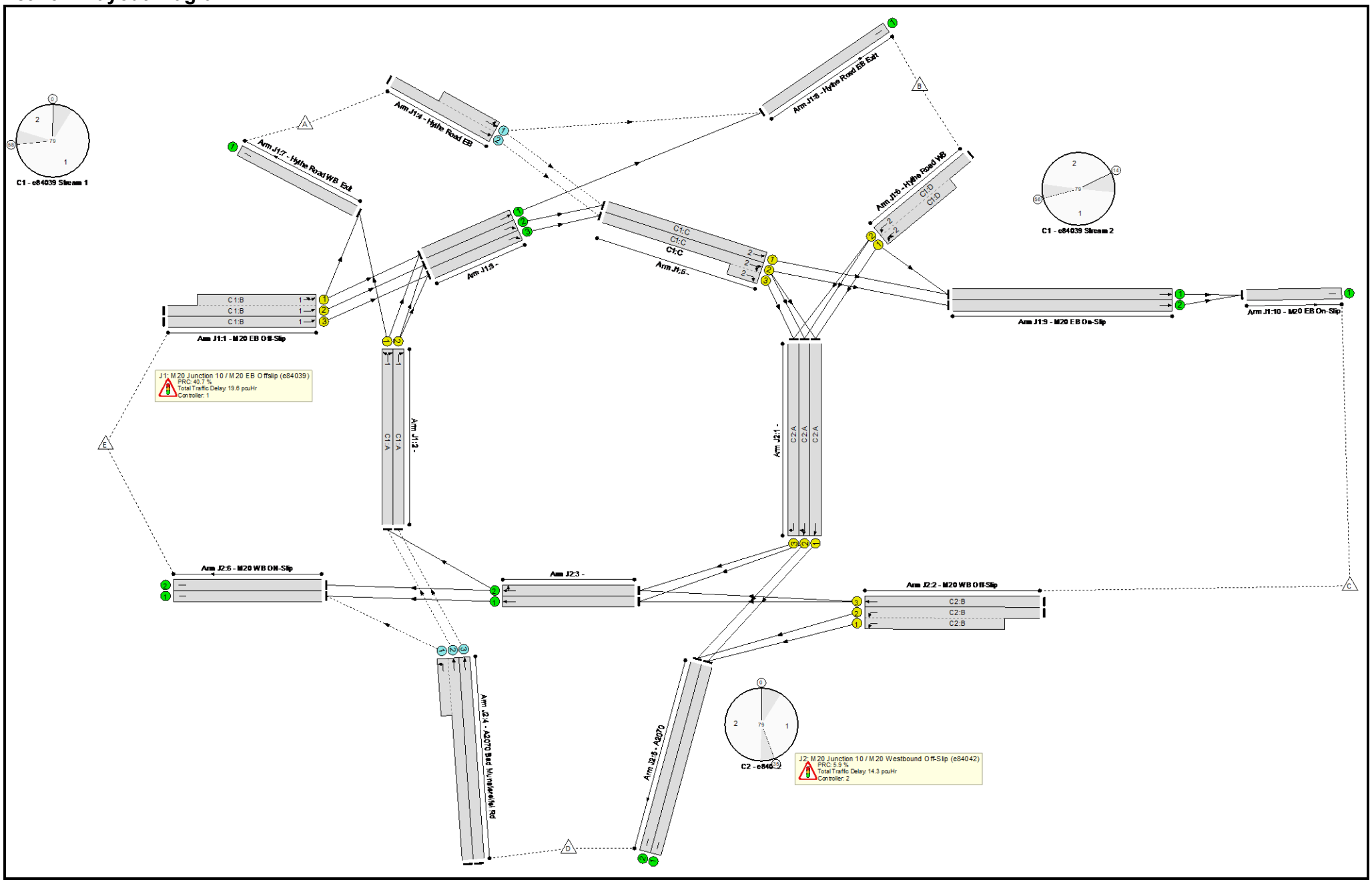
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J1 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.0%**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.9%**
1/2+1/1	M20 EB Off-Slip Ahead U-Turn	U	1:1	N/A	C1:B		1	16	-	258	1900:1900	0+409	0.0 : 63.1%
1/3	M20 EB Off-Slip Ahead	U	1:1	N/A	C1:B		1	16	-	177	1900	409	43.3%
2/1	Right Left	U	1:1	N/A	C1:A		1	51	-	600	1900	1251	48.0%
2/2	Right	U	1:1	N/A	C1:A		1	51	-	659	1900	1251	52.7%
3/1	Ahead	U	N/A	N/A	-		-	-	-	452	1900	1900	23.8%
3/2	Ahead	U	N/A	N/A	-		-	-	-	407	1900	1900	21.4%
3/3	Ahead	U	N/A	N/A	-		-	-	-	429	1900	1900	22.6%
4/2+4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	533	2175:2035	195+777	54.8 : 54.8%
5/1	Ahead	U	1:2	N/A	C1:C		1	35	-	593	2035	927	63.9%
5/2+5/3	Right Ahead	U	1:2	N/A	C1:C		1	35	-	536	2175:2175	979+9	54.3 : 54.3%
6/2+6/1	Hythe Road WB Left U-Turn	U	1:2	N/A	C1:D		1	32	-	701	2195:2055	780+433	57.8 : 57.8%
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
9/1	M20 EB On-Slip Ahead	U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
9/2	M20 EB On-Slip Ahead	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
10/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%

Full Input Data And Results

J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.0%**
1/1	Ahead	U	N/A	N/A	C2:A		1	28	-	382	1900	697	54.8%
1/2	Right Ahead	U	N/A	N/A	C2:A		1	28	-	275	1900	697	39.4%
1/3	Right	U	N/A	N/A	C2:A		1	28	-	308	1900	697	44.2%
2/2+2/1	M20 WB Off-Slip Left	U	N/A	N/A	C2:B		1	39	-	780	1900:1900	940+940	41.5 : 41.5%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	39	-	220	1900	962	22.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	171	1900	1900	9.0%
3/2	Right Ahead	U	N/A	N/A	-		-	-	-	525	1900	1900	27.6%
4/2+4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	353	2794: Inf	776+504	27.6 : 27.6%
4/3	A2070 Bad Munstereifel Rd Ahead	O	N/A	N/A	-		-	-	-	659	Inf	776	85.0%
5/1	A2070	U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%
5/2	A2070	U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%

Full Input Data And Results

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: J1 M20Junction 10	**-**	**-**	**2431**	**0**	**0**	**23.5**	**10.4**	**0.0**	**33.9**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**1066**	**0**	**0**	**14.1**	**5.4**	**0.0**	**19.6**	**-**	**-**	**-**	**-**
1/2+1/1	258	258	-	-	-	2.0	0.8	-	2.9	40.0	5.1	0.8	5.9
1/3	177	177	-	-	-	1.3	0.4	-	1.7	34.6	3.3	0.4	3.7
2/1	600	600	-	-	-	1.1	0.5	-	1.5	9.3	5.2	0.5	5.6
2/2	659	659	-	-	-	1.4	0.6	-	2.0	10.8	8.0	0.6	8.5
3/1	452	452	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/2	407	407	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
3/3	429	429	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
4/2+4/1	533	533	1066	0	0	0.0	0.6	-	0.6	4.2	0.6	0.6	1.2
5/1	593	593	-	-	-	2.3	0.9	-	3.2	19.2	10.4	0.9	11.3
5/2+5/3	536	536	-	-	-	2.8	0.6	-	3.4	23.0	10.0	0.6	10.6
6/2+6/1	701	701	-	-	-	3.2	0.7	-	3.9	19.8	7.1	0.7	7.8
7/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**1365**	**0**	**0**	**9.3**	**5.0**	**0.0**	**14.3**	**-**	**-**	**-**	**-**
1/1	382	382	-	-	-	2.7	0.6	-	3.3	31.3	7.5	0.6	8.1
1/2	275	275	-	-	-	1.8	0.3	-	2.1	27.2	5.3	0.3	5.6
1/3	308	308	-	-	-	1.1	0.4	-	1.5	18.0	6.4	0.4	6.8
2/2+2/1	780	780	-	-	-	2.6	0.4	-	3.0	13.7	5.3	0.4	5.7

Full Input Data And Results

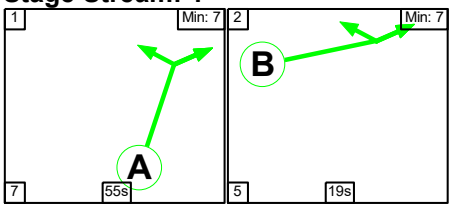
2/3	220	220	-	-	-	0.7	0.1	-	0.8	13.3	2.7	0.1	2.8
3/1	171	171	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/2	525	525	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/2+4/1	353	353	706	0	0	0.0	0.2	-	0.2	2.2	0.7	0.2	0.8
4/3	659	659	659	0	0	0.4	2.7	-	3.1	17.0	8.1	2.7	10.8
5/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - e84039	Stream: 1	PRC for Signalled Lanes (%):	42.6	Total Delay for Signalled Lanes (pcuHr):	8.08	Cycle Time (s): 79
C1 - e84039	Stream: 2	PRC for Signalled Lanes (%):	40.7	Total Delay for Signalled Lanes (pcuHr):	10.44	Cycle Time (s): 79
C2 - e84042		PRC for Signalled Lanes (%):	64.3	Total Delay for Signalled Lanes (pcuHr):	10.74	Cycle Time (s): 79
		PRC Over All Lanes (%):	5.9	Total Delay Over All Lanes(pcuHr):	33.87	

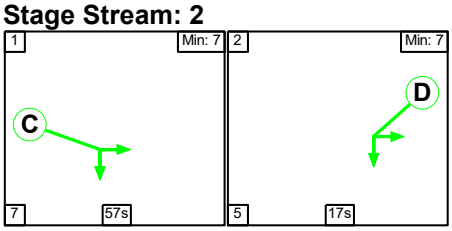
Full Input Data And Results
Scenario 2: '2025 Base PM' (FG10: '2025 base PM', Plan 1: 'Network Control Plan 1')
C1 - e84039

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

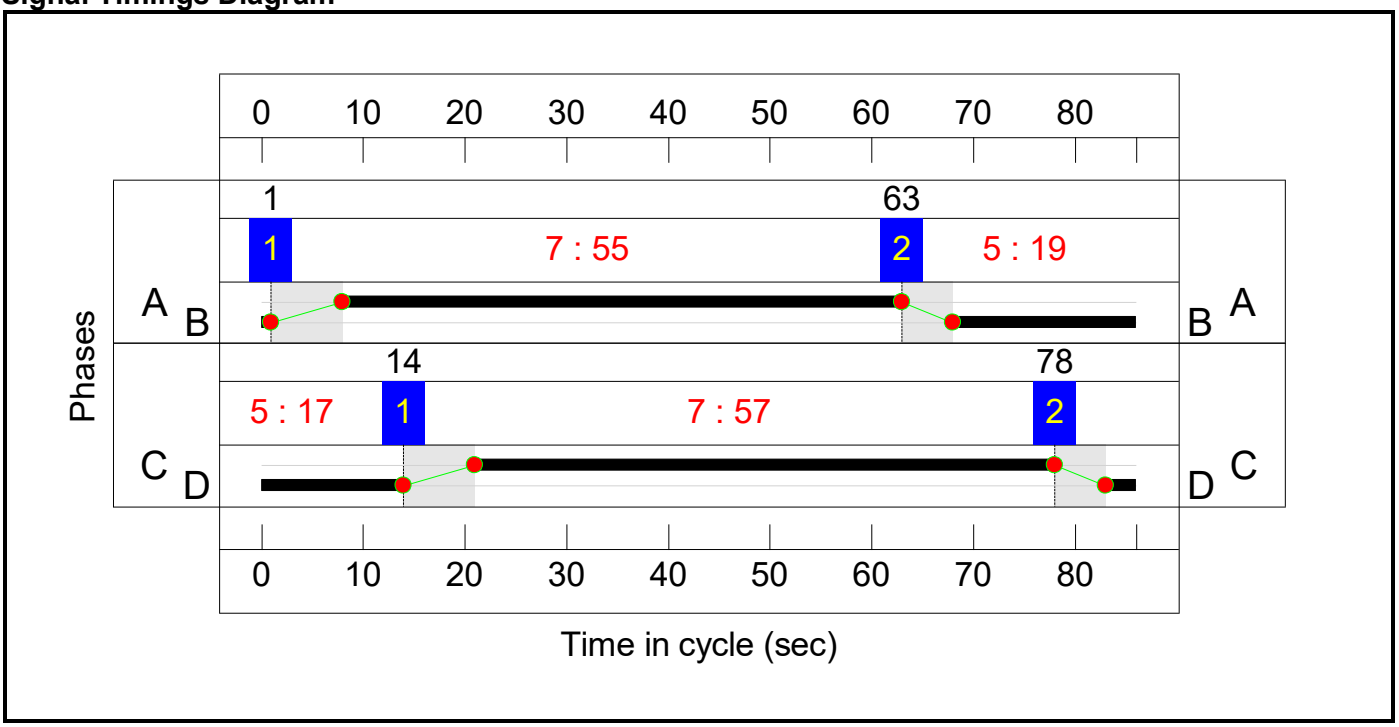
Stage Stream: 1

Stage	1	2
Duration	55	19
Change Point	1	63

Stage Stream: 2

Stage	1	2
Duration	57	17
Change Point	14	78

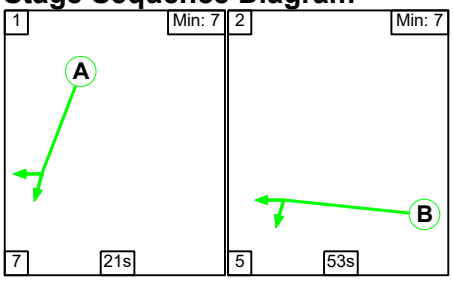
Signal Timings Diagram



Full Input Data And Results

C2 - e84042

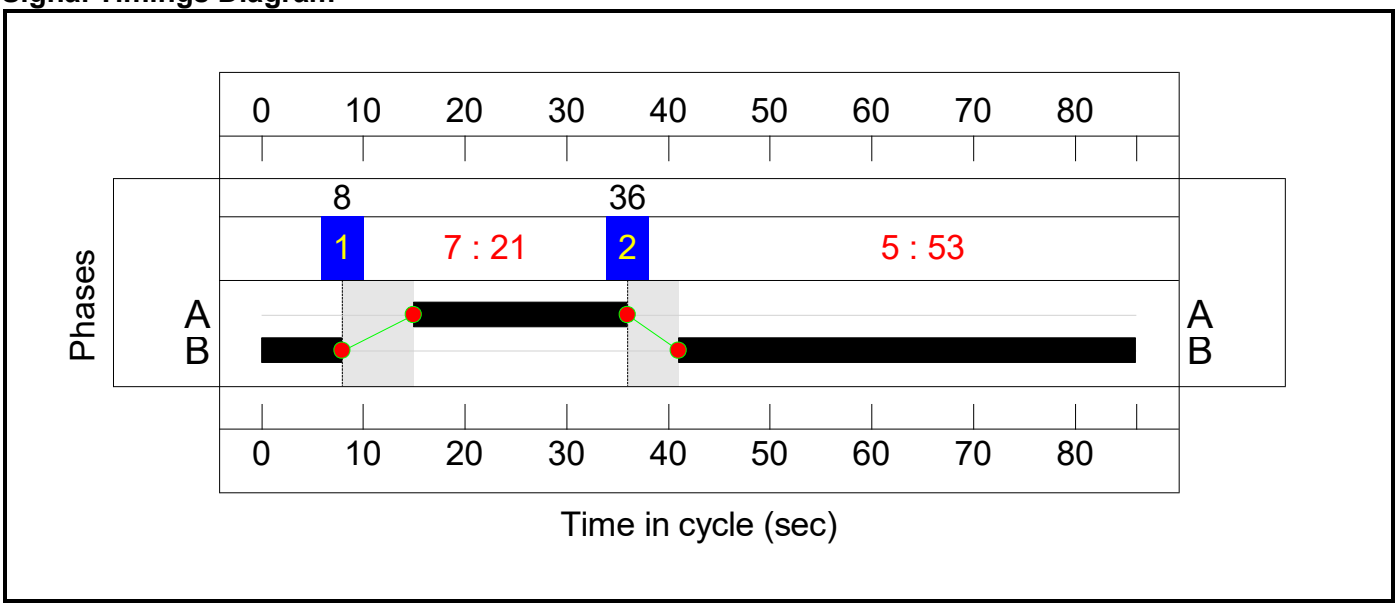
Stage Sequence Diagram



Stage Timings

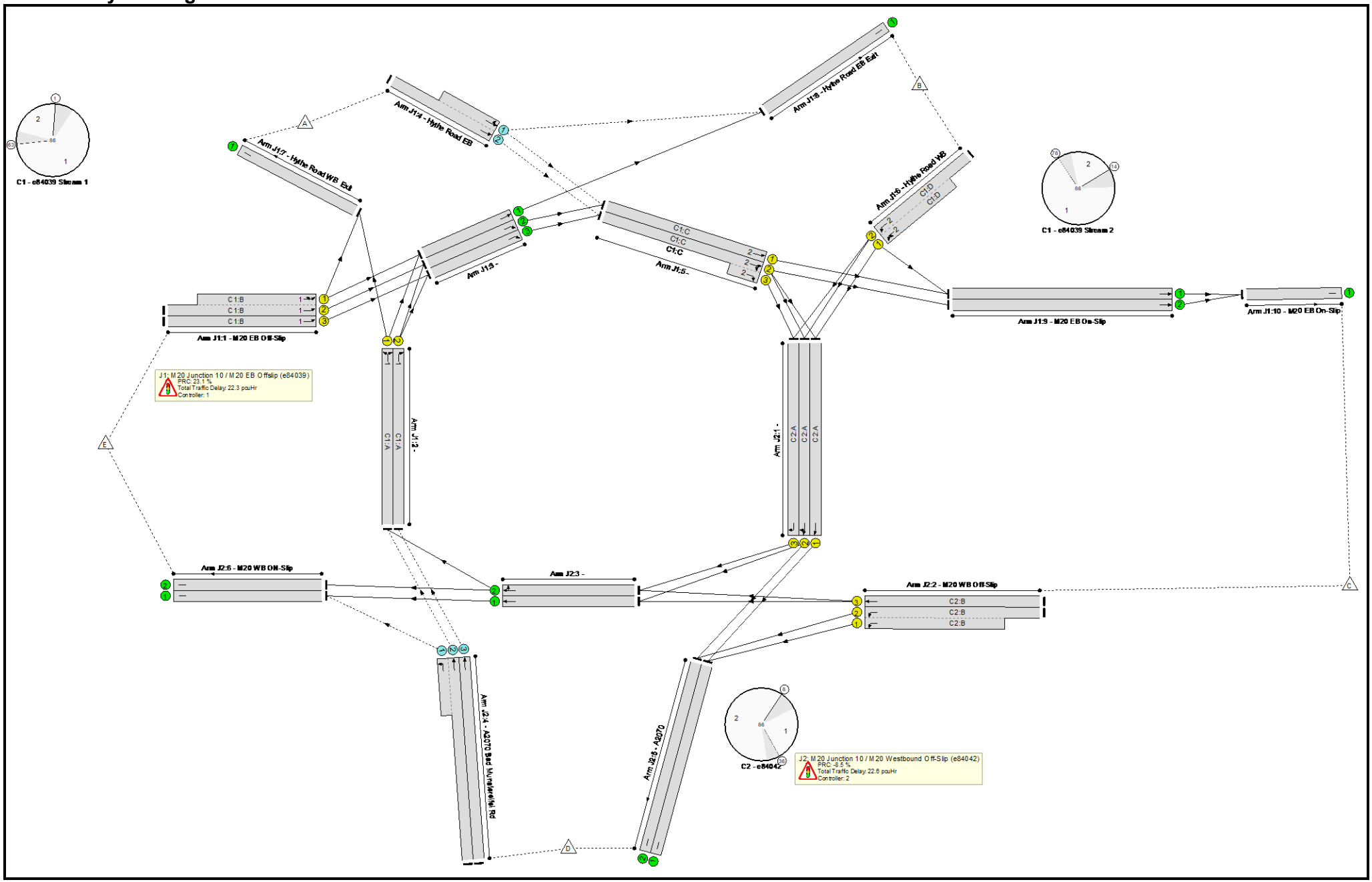
Stage	1	2
Duration	21	53
Change Point	8	36

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J1 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.6%**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**
1/2+1/1	M20 EB Off-Slip Ahead U-Turn	U	1:1	N/A	C1:B		1	19	-	234	1900:1900	0+442	0.0 : 53.0%
1/3	M20 EB Off-Slip Ahead	U	1:1	N/A	C1:B		1	19	-	296	1900	442	67.0%
2/1	Right Left	U	1:1	N/A	C1:A		1	55	-	518	1900	1237	41.9%
2/2	Right	U	1:1	N/A	C1:A		1	55	-	821	1900	1237	66.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	410	1900	1900	21.6%
3/2	Ahead	U	N/A	N/A	-		-	-	-	596	1900	1900	31.4%
3/3	Ahead	U	N/A	N/A	-		-	-	-	521	1900	1900	27.4%
4/2+4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	530	2175:2035	42+731	68.6 : 68.6%
5/1	Ahead	U	1:2	N/A	C1:C		1	57	-	870	2035	1372	63.4%
5/2+5/3	Right Ahead	U	1:2	N/A	C1:C		1	57	-	550	2175:2175	1462+0	37.6 : 0.0%
6/2+6/1	Hythe Road WB Left U-Turn	U	1:2	N/A	C1:D		1	17	-	518	2195:2055	459+249	73.1 : 73.1%
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
9/1	M20 EB On-Slip Ahead	U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
9/2	M20 EB On-Slip Ahead	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
10/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	1108	Inf	Inf	0.0%

Full Input Data And Results

J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.6%**
1/1	Ahead	U	N/A	N/A	C2:A		1	21	-	437	1900	486	89.9%
1/2	Right Ahead	U	N/A	N/A	C2:A		1	21	-	184	1900	486	37.9%
1/3	Right	U	N/A	N/A	C2:A		1	21	-	209	1900	486	43.0%
2/2+2/1	M20 WB Off-Slip Left	U	N/A	N/A	C2:B		1	53	-	679	1900:1900	949+951	35.7 : 35.7%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	53	-	149	1900	1193	12.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	134	1900	1900	7.1%
3/2	Right Ahead	U	N/A	N/A	-		-	-	-	358	1900	1900	18.8%
4/2+4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	344	2794: Inf	841+411	27.5 : 27.5%
4/3	A2070 Bad Munstereifel Rd Ahead	O	N/A	N/A	-		-	-	-	821	Inf	841	97.6%
5/1	A2070	U	N/A	N/A	-		-	-	-	777	Inf	Inf	0.0%
5/2	A2070	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	71	Inf	Inf	0.0%

Full Input Data And Results

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: J1 M20Junction 10	**-**	**-**	**2569**	**0**	**0**	**22.5**	**22.5**	**0.0**	**45.0**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**1060**	**0**	**0**	**15.3**	**7.0**	**0.0**	**22.3**	**-**	**-**	**-**	**-**
1/2+1/1	234	234	-	-	-	1.9	0.6	-	2.4	37.5	4.9	0.6	5.4
1/3	296	296	-	-	-	2.5	1.0	-	3.5	42.2	6.4	1.0	7.4
2/1	518	518	-	-	-	0.7	0.4	-	1.1	7.6	4.0	0.4	4.4
2/2	821	821	-	-	-	2.6	1.0	-	3.6	15.9	13.9	1.0	14.9
3/1	410	410	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
3/2	596	596	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/3	521	521	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/2+4/1	530	530	1060	0	0	0.0	1.1	-	1.1	7.6	2.1	1.1	3.2
5/1	870	870	-	-	-	0.8	0.9	-	1.7	7.1	13.7	0.9	14.6
5/2+5/3	550	550	-	-	-	2.2	0.3	-	2.5	16.5	9.2	0.3	9.5
6/2+6/1	518	518	-	-	-	4.5	1.3	-	5.8	40.3	7.5	1.3	8.8
7/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1108	1108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**1509**	**0**	**0**	**7.2**	**15.4**	**0.0**	**22.6**	**-**	**-**	**-**	**-**
1/1	437	437	-	-	-	3.4	3.9	-	7.3	59.9	8.0	3.9	11.9
1/2	184	184	-	-	-	0.8	0.3	-	1.1	22.2	4.0	0.3	4.3
1/3	209	209	-	-	-	0.5	0.4	-	0.8	14.4	4.9	0.4	5.3
2/2+2/1	679	679	-	-	-	1.4	0.3	-	1.6	8.7	3.6	0.3	3.9

Full Input Data And Results

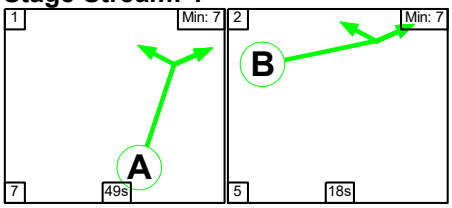
2/3	149	149	-	-	-	0.3	0.1	-	0.3	8.2	1.4	0.1	1.5
3/1	134	134	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/2	358	358	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
4/2+4/1	344	344	688	0	0	0.0	0.2	-	0.2	2.2	0.6	0.2	0.8
4/3	821	821	821	0	0	0.9	10.2	-	11.1	48.5	16.9	10.2	27.1
5/1	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	71	71	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - e84039	Stream: 1	PRC for Signalled Lanes (%):	34.3	Total Delay for Signalled Lanes (pcuHr):	10.63	Cycle Time (s): 86
C1 - e84039	Stream: 2	PRC for Signalled Lanes (%):	23.1	Total Delay for Signalled Lanes (pcuHr):	10.03	Cycle Time (s): 86
C2 - e84042		PRC for Signalled Lanes (%):	0.1	Total Delay for Signalled Lanes (pcuHr):	11.22	Cycle Time (s): 86
		PRC Over All Lanes (%):	-8.5	Total Delay Over All Lanes(pcuHr):	44.97	

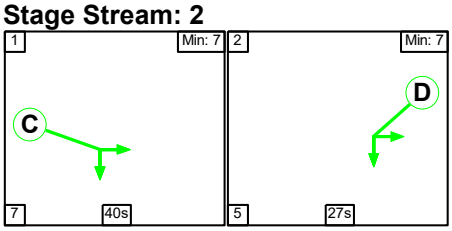
Full Input Data And Results
Scenario 3: '2055 DM AM' (FG1: '2055 DM AM', Plan 1: 'Network Control Plan 1')
C1 - e84039

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

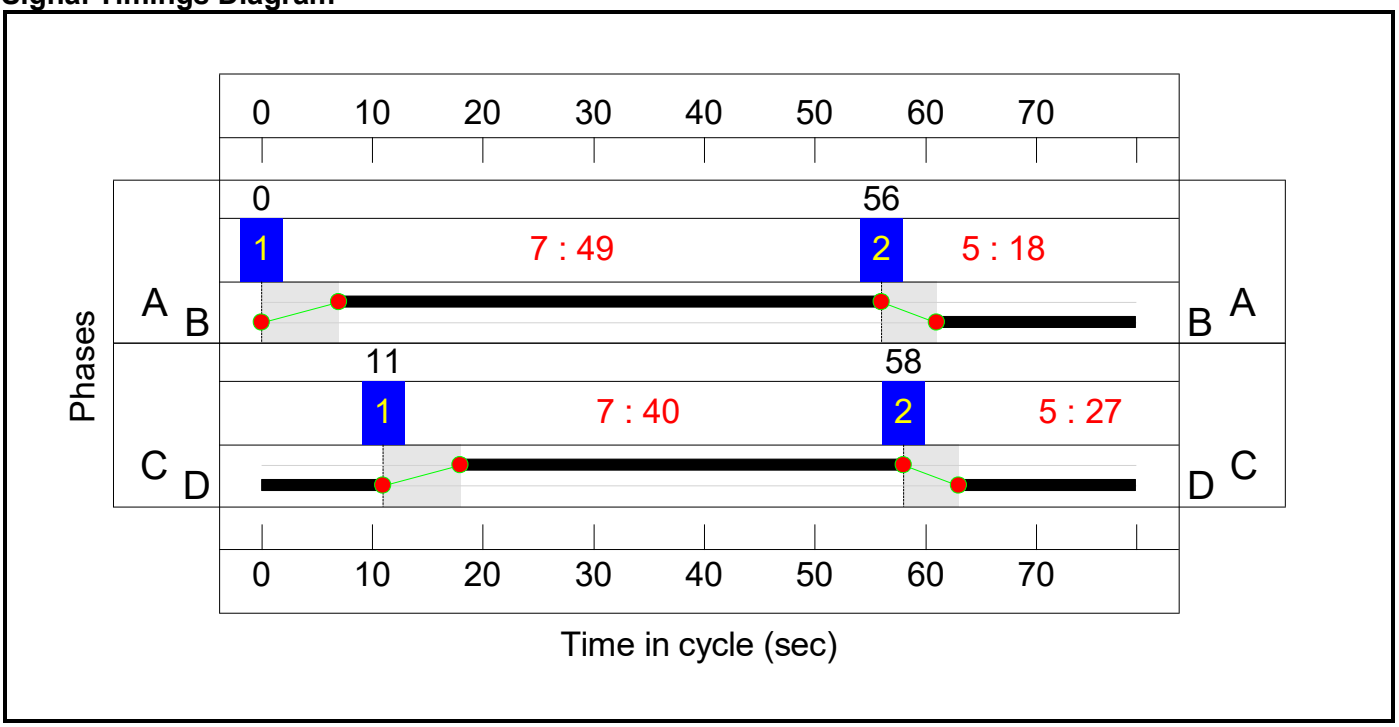
Stage Stream: 1

Stage	1	2
Duration	49	18
Change Point	0	56

Stage Stream: 2

Stage	1	2
Duration	40	27
Change Point	11	58

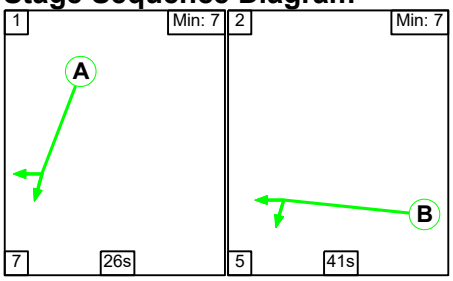
Signal Timings Diagram



Full Input Data And Results

C2 - e84042

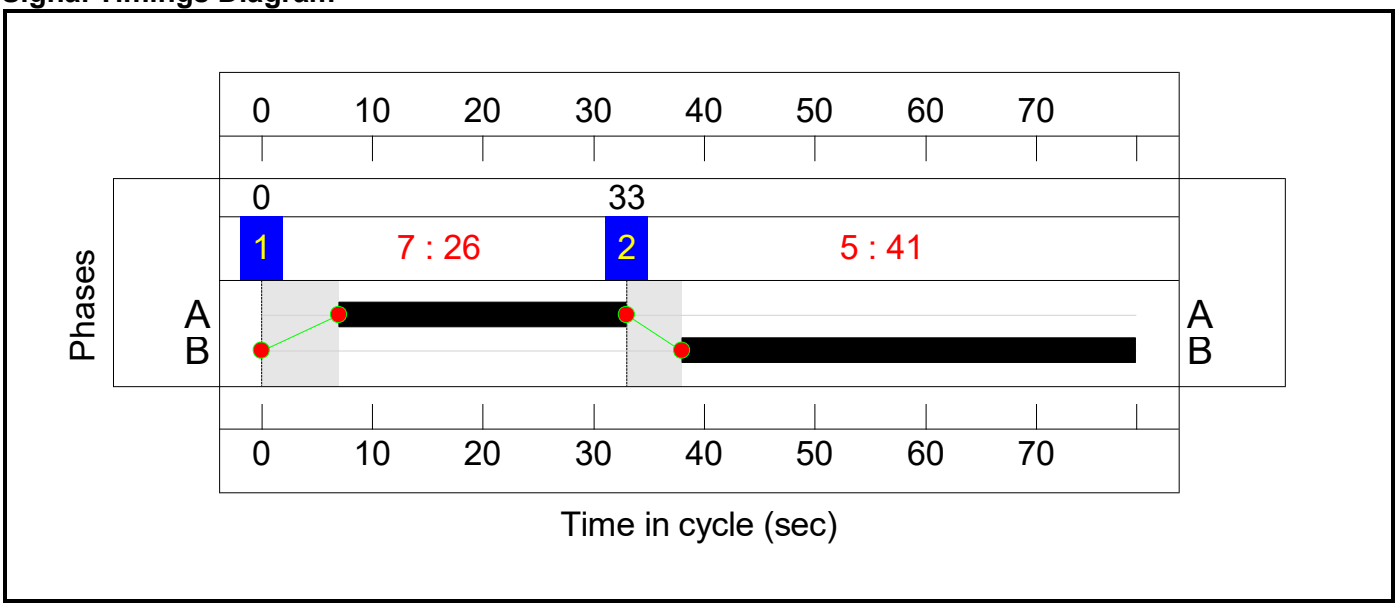
Stage Sequence Diagram



Stage Timings

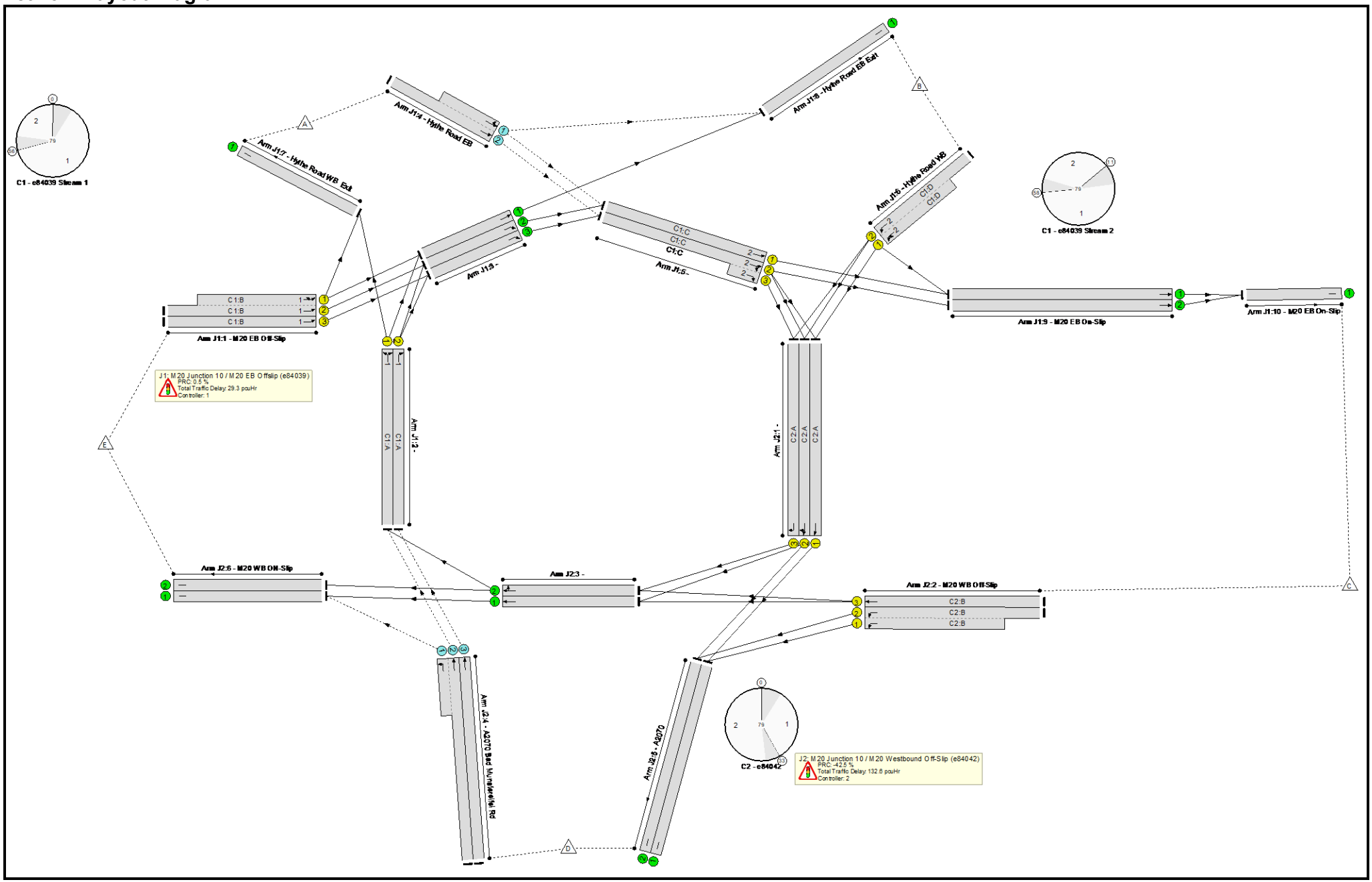
Stage	1	2
Duration	26	41
Change Point	0	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J1 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**128.3%**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.5%**
1/2+1/1	M20 EB Off-Slip Ahead U-Turn	U	1:1	N/A	C1:B		1	18	-	328	1900:1900	0+457	0.0 : 71.8%
1/3	M20 EB Off-Slip Ahead	U	1:1	N/A	C1:B		1	18	-	205	1900	457	44.9%
2/1	Right Left	U	1:1	N/A	C1:A		1	49	-	787	1900	1203	65.4%
2/2	Right	U	1:1	N/A	C1:A		1	49	-	913	1900	1203	59.2%
3/1	Ahead	U	N/A	N/A	-		-	-	-	568	1900	1900	29.9%
3/2	Ahead	U	N/A	N/A	-		-	-	-	533	1900	1900	21.9%
3/3	Ahead	U	N/A	N/A	-		-	-	-	585	1900	1900	26.4%
4/2+4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	687	2175:2035	201+732	73.6 : 73.6%
5/1	Ahead	U	1:2	N/A	C1:C		1	40	-	785	2035	1056	63.2%
5/2+5/3	Right Ahead	U	1:2	N/A	C1:C		1	40	-	733	2175:2175	1105+23	57.2 : 65.0%
6/2+6/1	Hythe Road WB Left U-Turn	U	1:2	N/A	C1:D		1	27	-	1001	2195:2055	687+431	89.5 : 89.5%
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	547	Inf	Inf	0.0%
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
9/1	M20 EB On-Slip Ahead	U	N/A	N/A	-		-	-	-	812	Inf	Inf	0.0%
9/2	M20 EB On-Slip Ahead	U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
10/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	1212	Inf	Inf	0.0%

Full Input Data And Results

J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**128.3%**
1/1	Ahead	U	N/A	N/A	C2:A		1	26	-	572	1900	649	87.7%
1/2	Right Ahead	U	N/A	N/A	C2:A		1	26	-	359	1900	649	55.3%
1/3	Right	U	N/A	N/A	C2:A		1	26	-	376	1900	649	57.9%
2/2+2/1	M20 WB Off-Slip Left	U	N/A	N/A	C2:B		1	41	-	1049	1900:1900	949+951	55.2 : 55.2%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	41	-	287	1900	1010	28.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	271	1900	1900	14.3%
3/2	Right Ahead	U	N/A	N/A	-		-	-	-	660	1900	1900	34.7%
4/2+4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	813	2794: Inf	416+865	63.5 : 63.5%
4/3	A2070 Bad Munstereifel Rd Ahead	O	N/A	N/A	-		-	-	-	913	Inf	712	128.3%
5/1	A2070	U	N/A	N/A	-		-	-	-	1097	Inf	Inf	0.0%
5/2	A2070	U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	137	Inf	Inf	0.0%

Full Input Data And Results

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: J1 M20Junction 10	**-**	**-**	**3712**	**0**	**0**	**41.5**	**120.3**	**0.0**	**161.8**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**1374**	**0**	**0**	**18.5**	**10.8**	**0.0**	**29.3**	**-**	**-**	**-**	**-**
1/2+1/1	328	328	-	-	-	2.5	1.2	-	3.8	41.2	6.6	1.2	7.8
1/3	205	205	-	-	-	1.5	0.4	-	1.9	32.7	3.8	0.4	4.2
2/1	787	787	-	-	-	1.8	0.9	-	2.7	12.6	7.7	0.9	8.6
2/2	712	712	-	-	-	2.1	0.7	-	2.8	14.3	11.3	0.7	12.1
3/1	568	568	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/2	415	415	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
3/3	501	501	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/2+4/1	687	687	1374	0	0	0.1	1.4	-	1.5	7.7	2.4	1.4	3.8
5/1	667	667	-	-	-	1.6	0.9	-	2.5	13.5	11.3	0.9	12.2
5/2+5/3	647	647	-	-	-	2.8	0.7	-	3.5	19.3	12.1	0.7	12.7
6/2+6/1	1001	1001	-	-	-	6.1	4.0	-	10.1	36.3	12.0	4.0	16.0
7/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1021	1021	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**2338**	**0**	**0**	**23.0**	**109.5**	**0.0**	**132.6**	**-**	**-**	**-**	**-**
1/1	570	570	-	-	-	3.9	3.3	-	7.2	45.2	10.9	3.3	14.2
1/2	359	359	-	-	-	1.8	0.6	-	2.5	24.7	7.4	0.6	8.1
1/3	376	376	-	-	-	1.3	0.7	-	2.0	18.9	8.1	0.7	8.8
2/2+2/1	1049	1049	-	-	-	3.5	0.6	-	4.1	14.1	7.4	0.6	8.1

Full Input Data And Results

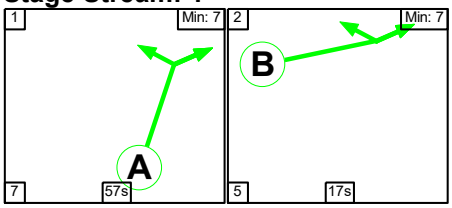
2/3	287	287	-	-	-	0.8	0.2	-	1.0	12.7	3.4	0.2	3.6
3/1	271	271	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	660	660	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/2+4/1	813	813	1626	0	0	0.2	0.9	-	1.1	4.8	3.2	0.9	4.1
4/3	913	712	712	0	0	11.5	102.9	-	114.4	451.2	55.8	102.9	158.7
5/1	1095	1095	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - e84039	Stream: 1	PRC for Signalled Lanes (%):	25.4	Total Delay for Signalled Lanes (pcuHr):	11.20	Cycle Time (s):	79
C1 - e84039	Stream: 2	PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	16.05	Cycle Time (s):	79
C2 - e84042		PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):	16.71	Cycle Time (s):	79
		PRC Over All Lanes (%):	-42.5	Total Delay Over All Lanes(pcuHr):	161.81		

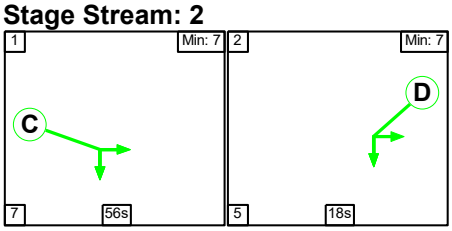
Full Input Data And Results
Scenario 4: '2055 DM PM' (FG2: '2055 DM PM', Plan 1: 'Network Control Plan 1')
C1 - e84039

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

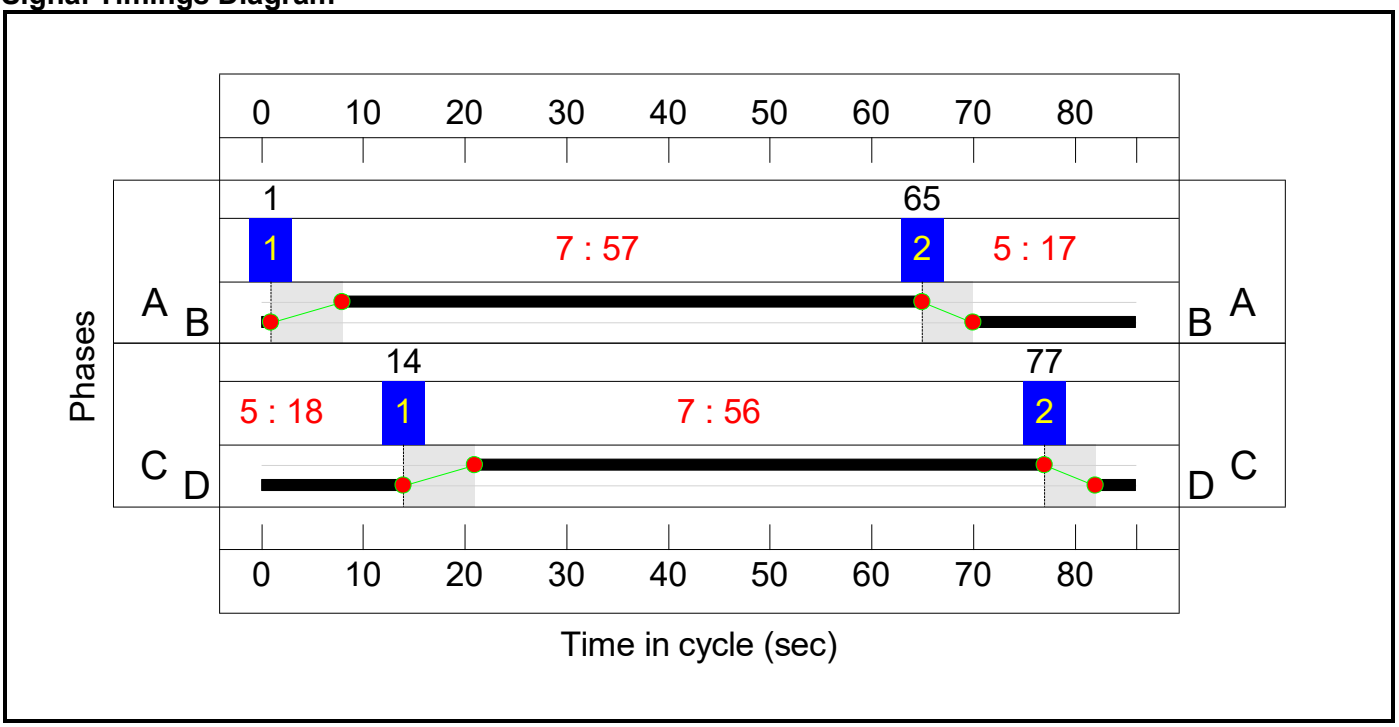
Stage Stream: 1

Stage	1	2
Duration	57	17
Change Point	1	65

Stage Stream: 2

Stage	1	2
Duration	56	18
Change Point	14	77

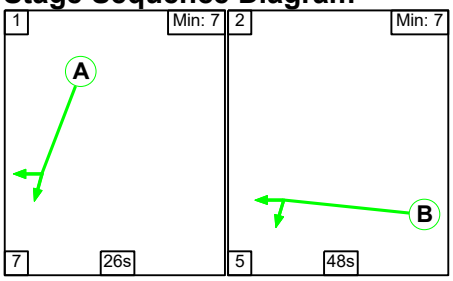
Signal Timings Diagram



Full Input Data And Results

C2 - e84042

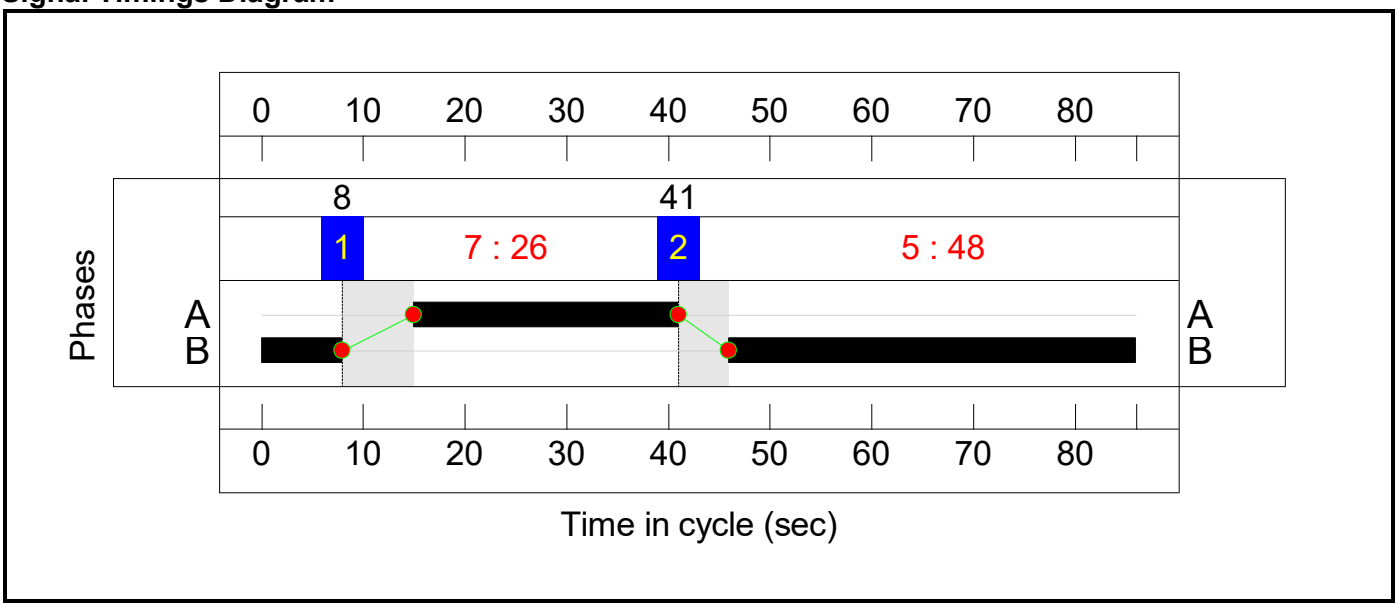
Stage Sequence Diagram



Stage Timings

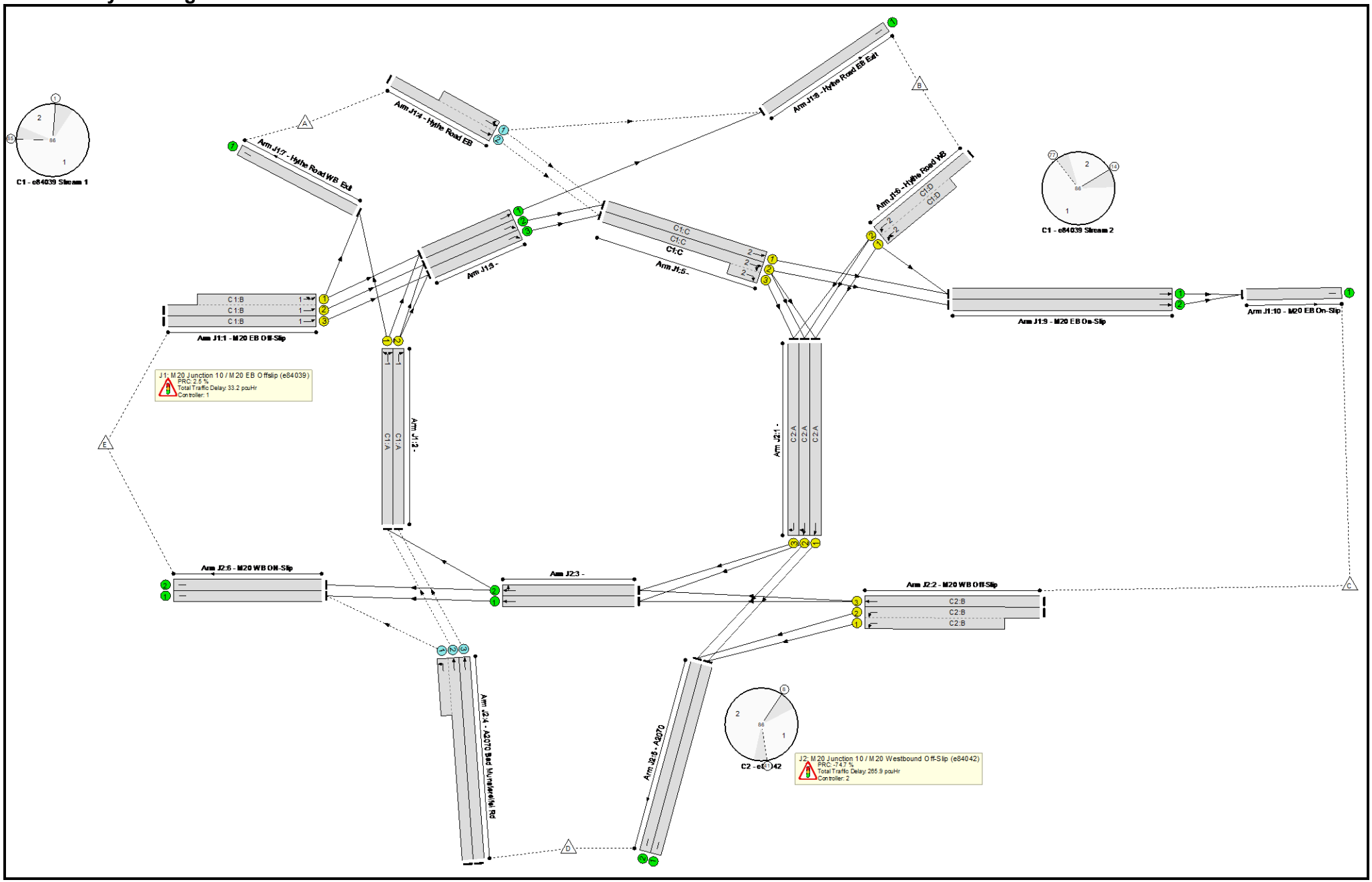
Stage	1	2
Duration	26	48
Change Point	8	41

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J1 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**157.2%**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.8%**
1/2+1/1	M20 EB Off-Slip Ahead U-Turn	U	1:1	N/A	C1:B		1	17	-	317	1900:1900	0+398	0.0 : 79.7%
1/3	M20 EB Off-Slip Ahead	U	1:1	N/A	C1:B		1	17	-	345	1900	398	86.8%
2/1	Right Left	U	1:1	N/A	C1:A		1	57	-	708	1900	1281	55.3%
2/2	Right	U	1:1	N/A	C1:A		1	57	-	1236	1900	1281	61.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	550	1900	1900	28.9%
3/2	Ahead	U	N/A	N/A	-		-	-	-	883	1900	1900	29.6%
3/3	Ahead	U	N/A	N/A	-		-	-	-	698	1900	1900	30.0%
4/2+4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	617	2175:2035	44+692	83.8 : 83.8%
5/1	Ahead	U	1:2	N/A	C1:C		1	56	-	1199	2035	1349	65.1%
5/2+5/3	Right Ahead	U	1:2	N/A	C1:C		1	56	-	735	2175:2175	1430+8	42.1 : 51.1%
6/2+6/1	Hythe Road WB Left U-Turn	U	1:2	N/A	C1:D		1	18	-	651	2195:2055	485+256	87.8 : 87.8%
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
9/1	M20 EB On-Slip Ahead	U	N/A	N/A	-		-	-	-	1226	Inf	Inf	0.0%
9/2	M20 EB On-Slip Ahead	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
10/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	1570	Inf	Inf	0.0%

Full Input Data And Results

J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**157.2%**
1/1	Ahead	U	N/A	N/A	C2:A		1	26	-	519	1900	597	86.7%
1/2	Right Ahead	U	N/A	N/A	C2:A		1	26	-	248	1900	597	41.6%
1/3	Right	U	N/A	N/A	C2:A		1	26	-	248	1900	597	41.6%
2/2+2/1	M20 WB Off-Slip Left	U	N/A	N/A	C2:B		1	48	-	943	1900:1900	949+951	49.6 : 49.6%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	48	-	242	1900	1083	22.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	186	1900	1900	9.8%
3/2	Right Ahead	U	N/A	N/A	-		-	-	-	490	1900	1900	25.8%
4/2+4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	429	2794: Inf	786+349	37.8 : 37.8%
4/3	A2070 Bad Munstereifel Rd Ahead	O	N/A	N/A	-		-	-	-	1236	Inf	786	157.2%
5/1	A2070	U	N/A	N/A	-		-	-	-	991	Inf	Inf	0.0%
5/2	A2070	U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	79	Inf	Inf	0.0%

Full Input Data And Results

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: J1 M20Junction 10	**-**	**-**	**2878**	**0**	**0**	**54.0**	**245.1**	**0.0**	**299.1**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**1234**	**0**	**0**	**19.2**	**14.0**	**0.0**	**33.2**	**-**	**-**	**-**	**-**
1/2+1/1	317	317	-	-	-	2.8	1.9	-	4.7	53.6	7.1	1.9	9.0
1/3	345	345	-	-	-	3.1	2.9	-	6.1	63.6	8.0	2.9	10.9
2/1	708	708	-	-	-	1.3	0.6	-	1.9	9.7	6.9	0.6	7.5
2/2	786	786	-	-	-	2.0	0.8	-	2.8	12.9	12.8	0.8	13.6
3/1	550	550	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/2	562	562	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/3	570	570	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
4/2+4/1	617	617	1234	0	0	0.2	2.5	-	2.7	15.7	4.5	2.5	7.0
5/1	878	878	-	-	-	1.0	0.9	-	1.9	7.9	13.7	0.9	14.6
5/2+5/3	606	606	-	-	-	3.0	0.4	-	3.4	20.0	12.2	0.4	12.6
6/2+6/1	651	651	-	-	-	5.7	3.4	-	9.0	49.9	9.8	3.4	13.2
7/1	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1129	1129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**1644**	**0**	**0**	**34.8**	**231.1**	**0.0**	**265.9**	**-**	**-**	**-**	**-**
1/1	517	517	-	-	-	2.7	3.0	-	5.7	39.9	7.5	3.0	10.5
1/2	248	248	-	-	-	0.9	0.4	-	1.3	18.9	5.4	0.4	5.7
1/3	248	248	-	-	-	0.6	0.4	-	1.0	13.9	5.9	0.4	6.2
2/2+2/1	943	943	-	-	-	2.8	0.5	-	3.3	12.5	6.4	0.5	6.9

Full Input Data And Results

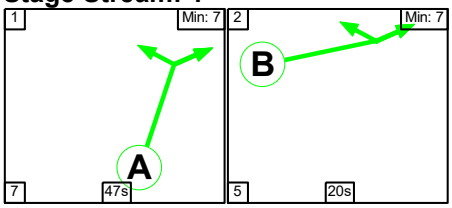
2/3	242	242	-	-	-	0.6	0.1	-	0.8	11.3	2.8	0.1	3.0
3/1	186	186	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	490	490	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/2+4/1	429	429	858	0	0	0.1	0.3	-	0.4	3.0	1.2	0.3	1.5
4/3	1236	786	786	0	0	27.1	226.2	-	253.3	737.8	88.6	226.2	314.8
5/1	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	79	79	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - e84039	Stream: 1	PRC for Signalled Lanes (%):	3.7	Total Delay for Signalled Lanes (pcuHr):	15.52	Cycle Time (s): 86
C1 - e84039	Stream: 2	PRC for Signalled Lanes (%):	2.5	Total Delay for Signalled Lanes (pcuHr):	14.32	Cycle Time (s): 86
C2 - e84042		PRC for Signalled Lanes (%):	3.8	Total Delay for Signalled Lanes (pcuHr):	12.01	Cycle Time (s): 86
		PRC Over All Lanes (%):	-74.7	Total Delay Over All Lanes(pcuHr):	299.08	

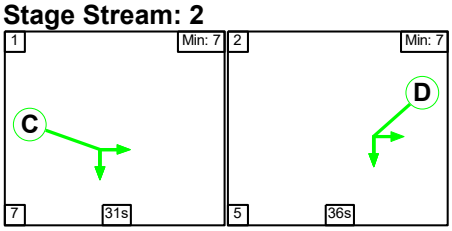
Full Input Data And Results
Scenario 5: '2055 DS AM' (FG3: '2055 DS AM', Plan 1: 'Network Control Plan 1')
C1 - e84039

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

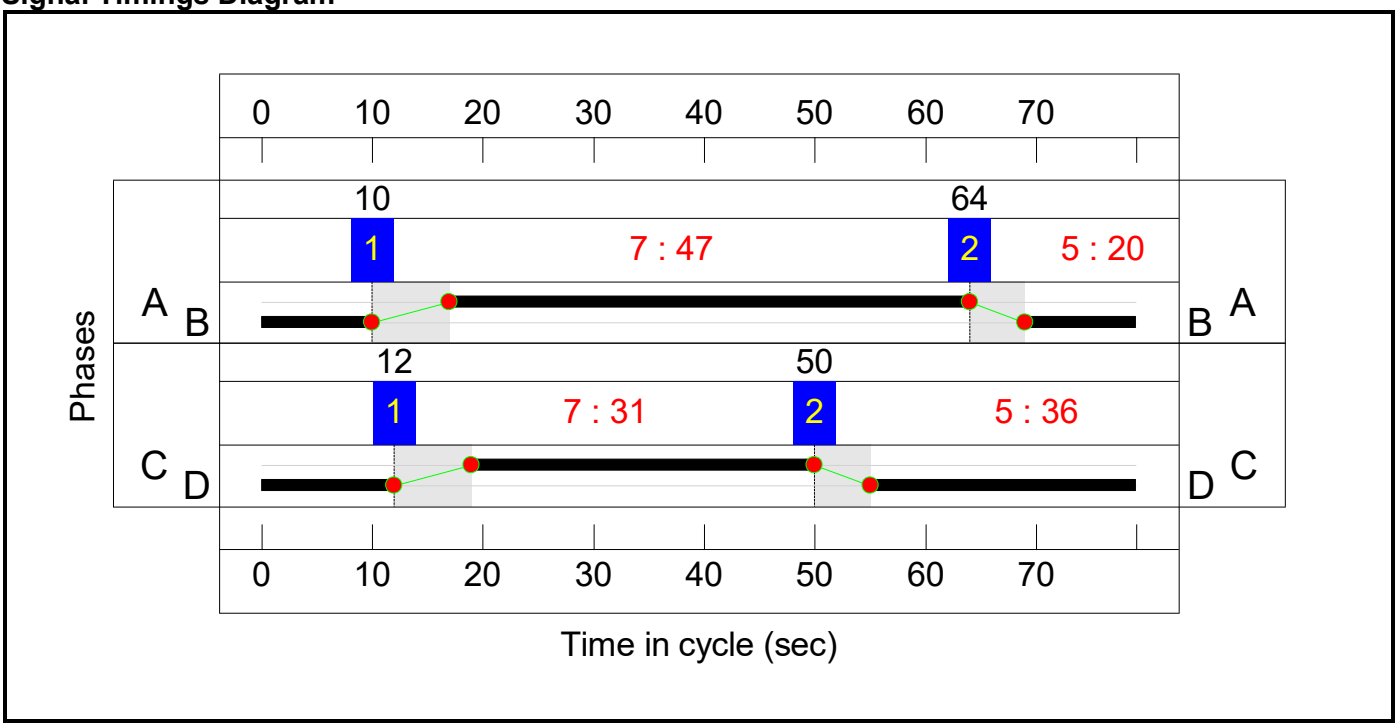
Stage Stream: 1

Stage	1	2
Duration	47	20
Change Point	10	64

Stage Stream: 2

Stage	1	2
Duration	31	36
Change Point	12	50

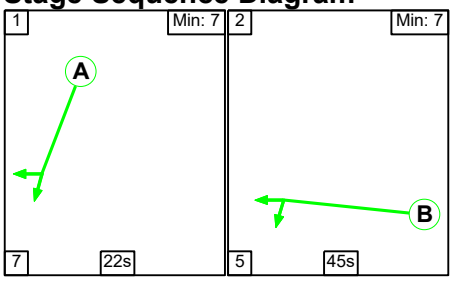
Signal Timings Diagram



Full Input Data And Results

C2 - e84042

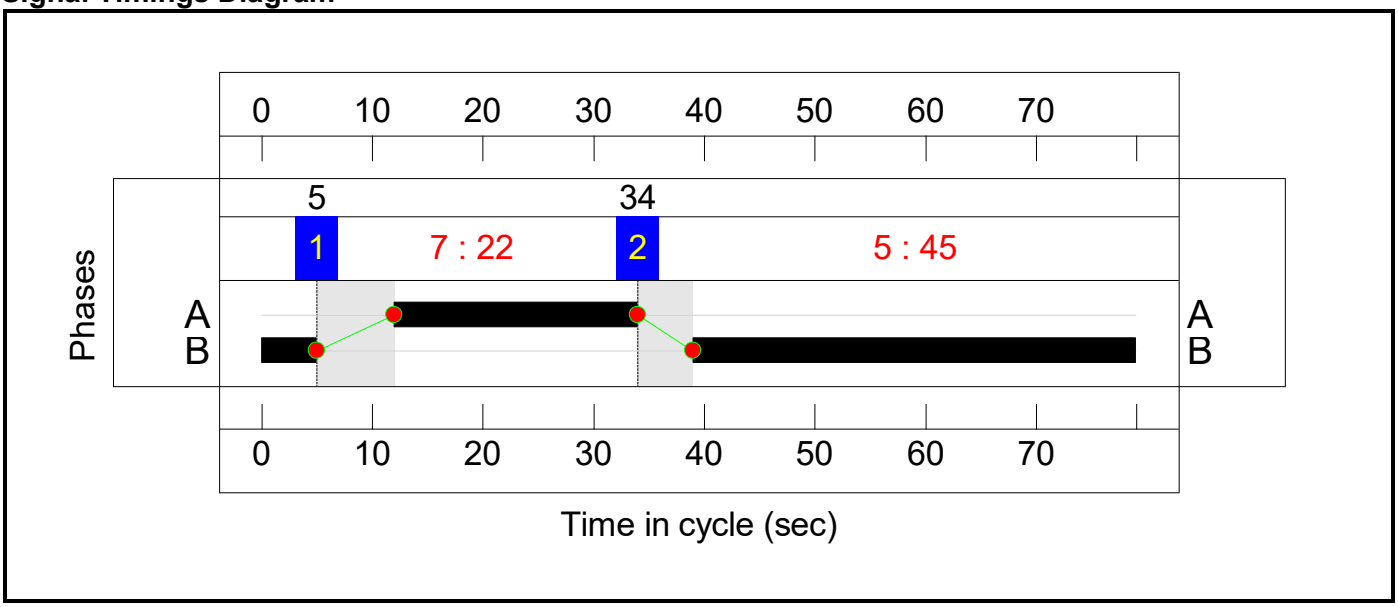
Stage Sequence Diagram



Stage Timings

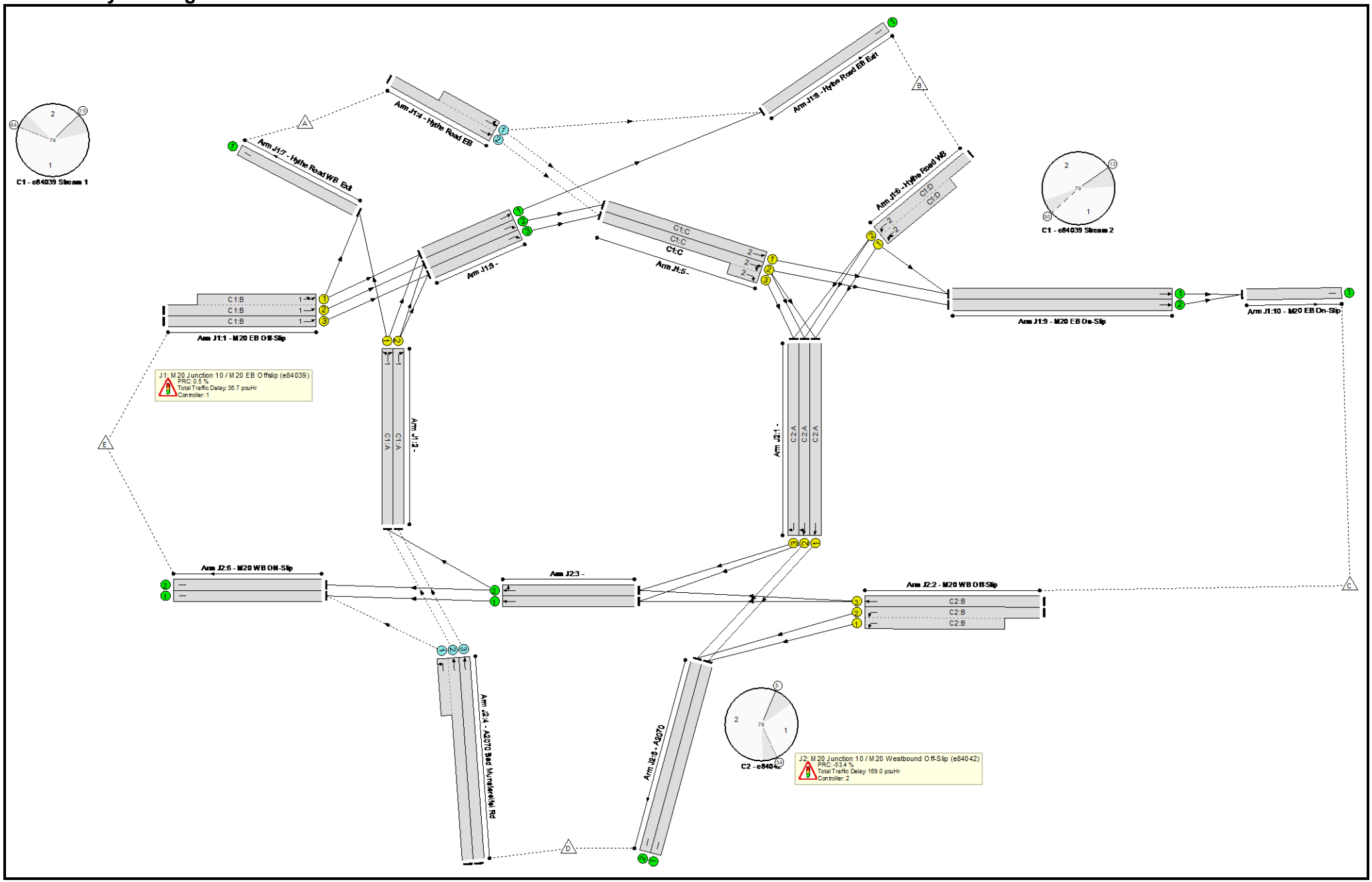
Stage	1	2
Duration	22	45
Change Point	5	34

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J1 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**138.0%**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.5%**
1/2+1/1	M20 EB Off-Slip Ahead U-Turn	U	1:1	N/A	C1:B		1	20	-	434	1900:1900	0+505	0.0 : 85.9%
1/3	M20 EB Off-Slip Ahead	U	1:1	N/A	C1:B		1	20	-	205	1900	505	40.6%
2/1	Right Left	U	1:1	N/A	C1:A		1	47	-	997	1900	1154	86.4%
2/2	Right	U	1:1	N/A	C1:A		1	47	-	907	1900	1154	56.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	813	1900	1900	42.8%
3/2	Ahead	U	N/A	N/A	-		-	-	-	420	1900	1900	16.0%
3/3	Ahead	U	N/A	N/A	-		-	-	-	692	1900	1900	29.4%
4/2+4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	685	2175:2035	109+675	87.4 : 87.4%
5/1	Ahead	U	1:2	N/A	C1:C		1	31	-	695	2035	824	70.3%
5/2+5/3	Right Ahead	U	1:2	N/A	C1:C		1	31	-	787	2175:2175	867+12	73.3 : 89.5%
6/2+6/1	Hythe Road WB Left U-Turn	U	1:2	N/A	C1:D		1	36	-	1167	2195:2055	850+473	88.2 : 88.2%
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	1128	Inf	Inf	0.0%
9/1	M20 EB On-Slip Ahead	U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
9/2	M20 EB On-Slip Ahead	U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
10/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	1176	Inf	Inf	0.0%

Full Input Data And Results

J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**138.0%**
1/1	Ahead	U	N/A	N/A	C2:A		1	22	-	493	1900	553	88.1%
1/2	Right Ahead	U	N/A	N/A	C2:A		1	22	-	490	1900	553	88.6%
1/3	Right	U	N/A	N/A	C2:A		1	22	-	490	1900	553	88.6%
2/2+2/1	M20 WB Off-Slip Left	U	N/A	N/A	C2:B		1	45	-	1123	1900:1900	949+951	59.1 : 59.1%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	45	-	328	1900	1106	29.6%
3/1	Ahead	U	N/A	N/A	-		-	-	-	293	1900	1900	15.4%
3/2	Right Ahead	U	N/A	N/A	-		-	-	-	814	1900	1900	42.8%
4/2+4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	564	2794: Inf	657+262	61.3 : 61.3%
4/3	A2070 Bad Munstereifel Rd Ahead	O	N/A	N/A	-		-	-	-	907	Inf	657	138.0%
5/1	A2070	U	N/A	N/A	-		-	-	-	1055	Inf	Inf	0.0%
5/2	A2070	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%

Full Input Data And Results

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: J1 M20Junction 10	**-**	**-**	**3155**	**0**	**0**	**49.5**	**156.3**	**0.0**	**205.7**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**1370**	**0**	**0**	**19.8**	**16.9**	**0.0**	**36.7**	**-**	**-**	**-**	**-**
1/2+1/1	434	434	-	-	-	3.3	2.8	-	6.2	51.1	9.0	2.8	11.9
1/3	205	205	-	-	-	1.4	0.3	-	1.7	29.9	3.7	0.3	4.0
2/1	997	997	-	-	-	2.4	3.0	-	5.5	19.7	13.4	3.0	16.4
2/2	657	657	-	-	-	2.6	0.7	-	3.3	18.0	11.5	0.7	12.1
3/1	813	813	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
3/2	304	304	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/3	558	558	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/2+4/1	685	685	1370	0	0	0.3	3.3	-	3.5	18.5	4.1	3.3	7.4
5/1	579	579	-	-	-	2.1	1.2	-	3.2	20.2	7.0	1.2	8.1
5/2+5/3	647	647	-	-	-	2.5	1.4	-	3.9	21.8	10.3	1.4	11.7
6/2+6/1	1167	1167	-	-	-	5.2	3.6	-	8.8	27.1	14.8	3.6	18.4
7/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1128	1128	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	936	936	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**1785**	**0**	**0**	**29.7**	**139.3**	**0.0**	**169.0**	**-**	**-**	**-**	**-**
1/1	487	487	-	-	-	4.1	3.4	-	7.4	54.9	10.3	3.4	13.7
1/2	490	490	-	-	-	4.4	3.5	-	7.9	58.2	10.2	3.5	13.7
1/3	490	490	-	-	-	3.2	3.5	-	6.7	49.4	10.7	3.5	14.2
2/2+2/1	1123	1123	-	-	-	3.1	0.7	-	3.8	12.1	7.2	0.7	7.9

Full Input Data And Results

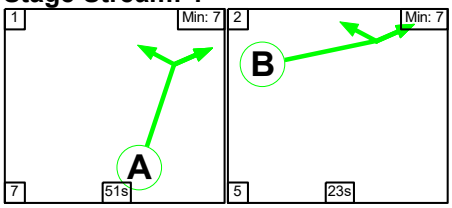
2/3	328	328	-	-	-	0.8	0.2	-	1.0	10.6	3.6	0.2	3.8
3/1	293	293	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	814	814	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/2+4/1	564	564	1128	0	0	0.3	0.8	-	1.1	7.0	3.9	0.8	4.7
4/3	907	657	657	0	0	13.8	126.8	-	140.6	558.1	54.2	126.8	181.0
5/1	1049	1049	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - e84039	Stream: 1	PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):	16.60	Cycle Time (s): 79
C1 - e84039	Stream: 2	PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	15.93	Cycle Time (s): 79
C2 - e84042		PRC for Signalled Lanes (%):	1.6	Total Delay for Signalled Lanes (pcuHr):	26.83	Cycle Time (s): 79
		PRC Over All Lanes (%):	-53.4	Total Delay Over All Lanes(pcuHr):	205.72	

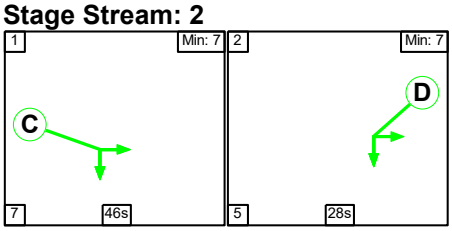
Full Input Data And Results
Scenario 6: '2055 DS PM' (FG4: '2055 DS PM', Plan 1: 'Network Control Plan 1')
C1 - e84039

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

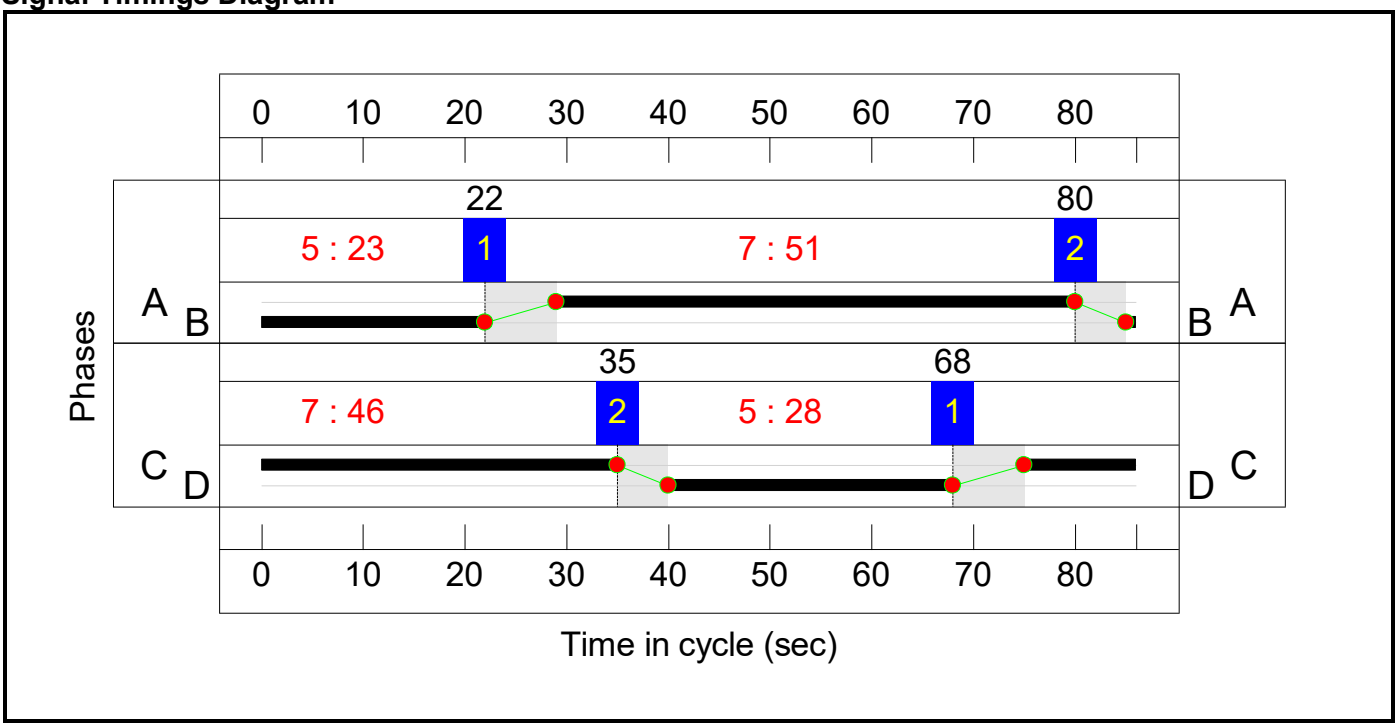
Stage Stream: 1

Stage	1	2
Duration	51	23
Change Point	22	80

Stage Stream: 2

Stage	1	2
Duration	46	28
Change Point	68	35

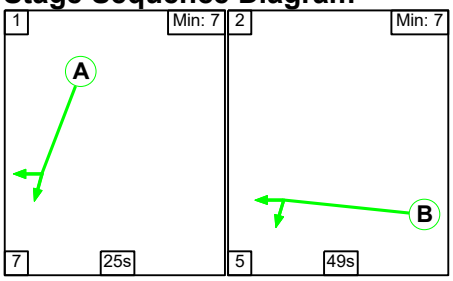
Signal Timings Diagram



Full Input Data And Results

C2 - e84042

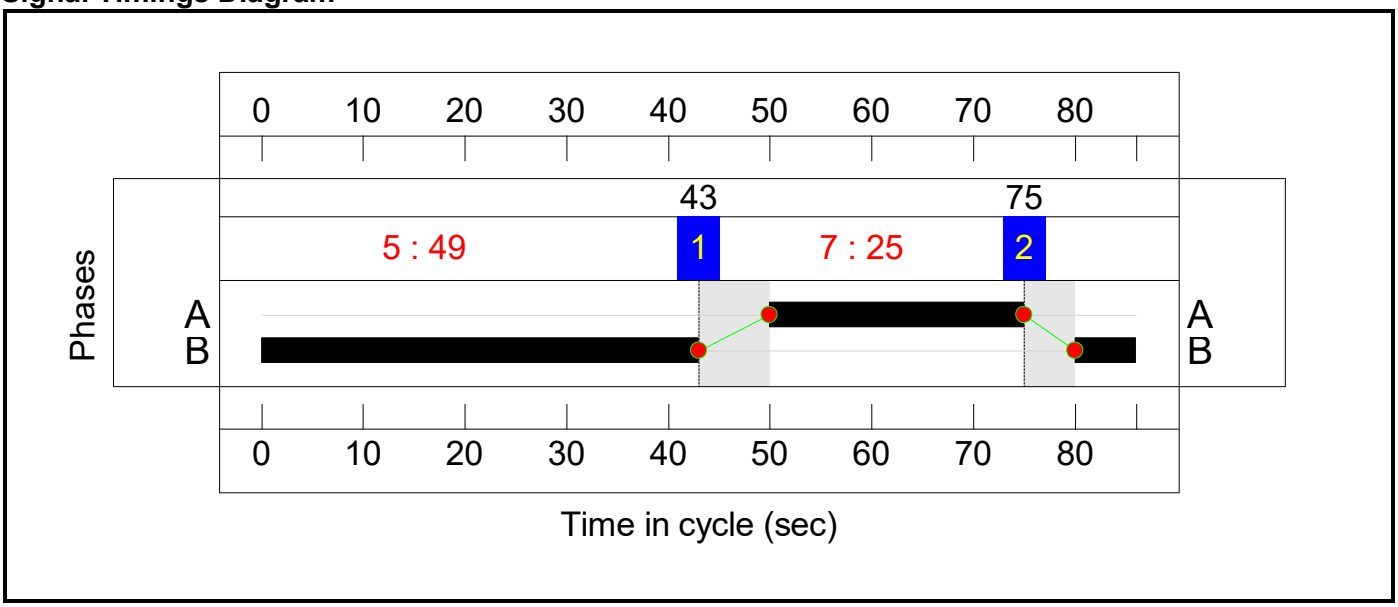
Stage Sequence Diagram



Stage Timings

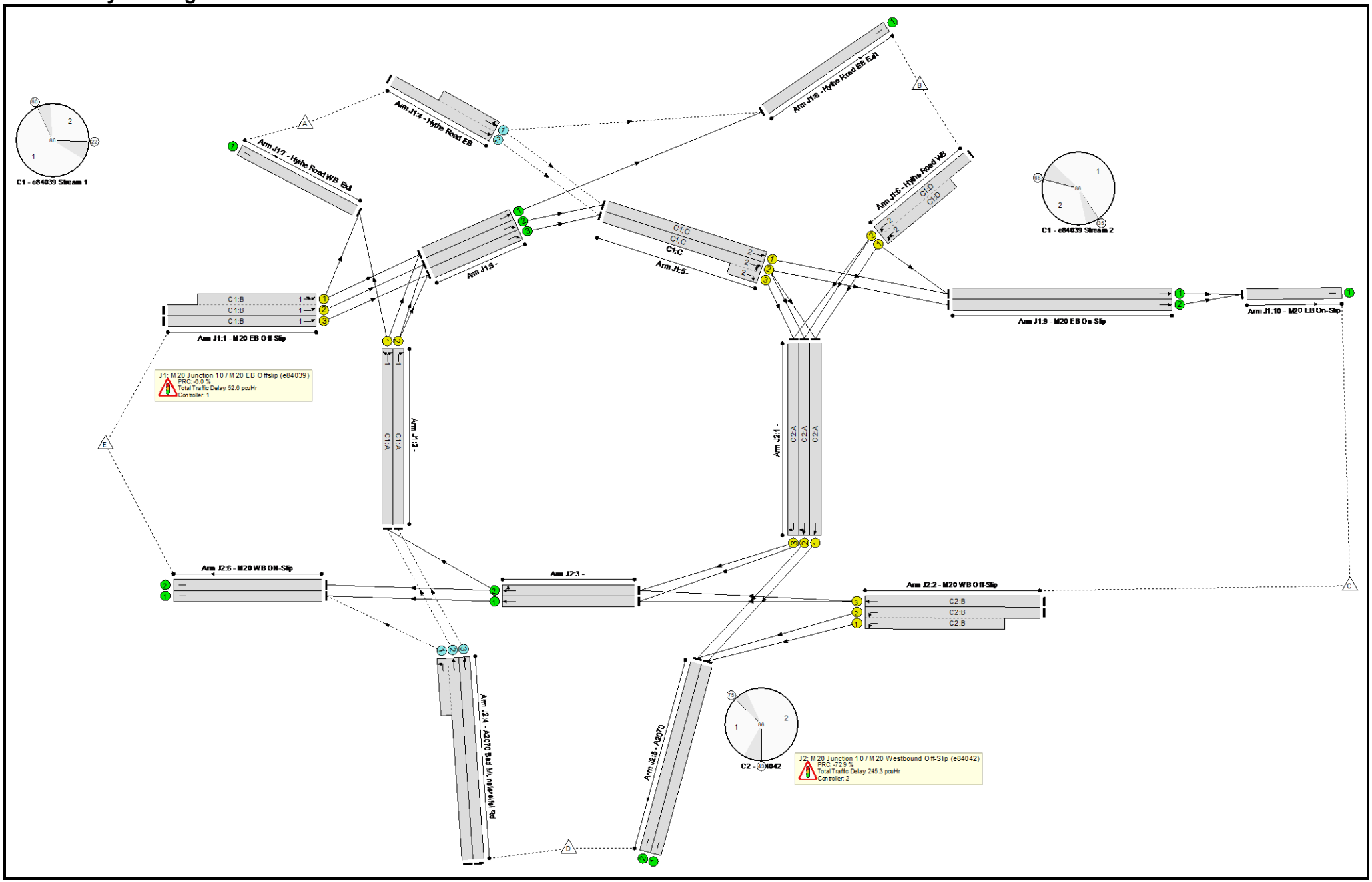
Stage	1	2
Duration	25	49
Change Point	43	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J1 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**155.6%**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.4%**
1/2+1/1	M20 EB Off-Slip Ahead U-Turn	U	1:1	N/A	C1:B		1	23	-	506	1900:1900	0+530	0.0 : 95.4%
1/3	M20 EB Off-Slip Ahead	U	1:1	N/A	C1:B		1	23	-	345	1900	530	65.1%
2/1	Right Left	U	1:1	N/A	C1:A		1	51	-	1027	1900	1149	89.4%
2/2	Right	U	1:1	N/A	C1:A		1	51	-	1150	1900	1149	64.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	997	1900	1900	52.5%
3/2	Ahead	U	N/A	N/A	-		-	-	-	478	1900	1900	16.2%
3/3	Ahead	U	N/A	N/A	-		-	-	-	1017	1900	1900	40.9%
4/2+4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	617	2175:2035	47+606	94.5 : 94.5%
5/1	Ahead	U	1:2	N/A	C1:C		1	46	-	787	2035	1112	55.4%
5/2+5/3	Right Ahead	U	1:2	N/A	C1:C		1	46	-	1061	2175:2175	1177+8	69.1 : 89.5%
6/2+6/1	Hythe Road WB Left U-Turn	U	1:2	N/A	C1:D		1	28	-	885	2195:2055	657+335	89.2 : 89.2%
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	1261	Inf	Inf	0.0%
9/1	M20 EB On-Slip Ahead	U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
9/2	M20 EB On-Slip Ahead	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
10/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	1484	Inf	Inf	0.0%

Full Input Data And Results

J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**155.6%**
1/1	Ahead	U	N/A	N/A	C2:A		1	25	-	417	1900	574	71.8%
1/2	Right Ahead	U	N/A	N/A	C2:A		1	25	-	350	1900	574	60.9%
1/3	Right	U	N/A	N/A	C2:A		1	25	-	482	1900	574	83.9%
2/2+2/1	M20 WB Off-Slip Left	U	N/A	N/A	C2:B		1	49	-	929	1900:1900	949+951	48.9 : 48.9%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	49	-	235	1900	1105	21.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	73	1900	1900	3.8%
3/2	Right Ahead	U	N/A	N/A	-		-	-	-	717	1900	1900	37.7%
4/2+4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	687	2794: Inf	739+176	75.1 : 75.1%
4/3	A2070 Bad Munstereifel Rd Ahead	O	N/A	N/A	-		-	-	-	1150	Inf	739	155.6%
5/1	A2070	U	N/A	N/A	-		-	-	-	882	Inf	Inf	0.0%
5/2	A2070	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%

Full Input Data And Results

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: J1 M20Junction 10	**-**	**-**	**3347**	**0**	**0**	**58.8**	**239.2**	**0.0**	**298.0**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**1234**	**0**	**0**	**27.2**	**25.4**	**0.0**	**52.6**	**-**	**-**	**-**	**-**
1/2+1/1	506	506	-	-	-	4.3	6.7	-	11.0	78.3	11.8	6.7	18.5
1/3	345	345	-	-	-	2.6	0.9	-	3.5	36.9	7.2	0.9	8.1
2/1	1027	1027	-	-	-	4.7	4.0	-	8.7	30.4	19.2	4.0	23.1
2/2	739	739	-	-	-	2.0	0.9	-	2.9	14.0	12.3	0.9	13.2
3/1	997	997	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
3/2	307	307	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/3	777	777	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
4/2+4/1	617	617	1234	0	0	0.5	6.3	-	6.8	39.7	12.3	6.3	18.6
5/1	616	616	-	-	-	3.7	0.6	-	4.4	25.4	13.1	0.6	13.7
5/2+5/3	821	821	-	-	-	3.4	1.1	-	4.5	19.8	11.0	1.1	12.1
6/2+6/1	885	885	-	-	-	6.0	3.8	-	9.9	40.2	13.2	3.8	17.0
7/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1261	1261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1082	1082	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**2113**	**0**	**0**	**31.5**	**213.8**	**0.0**	**245.3**	**-**	**-**	**-**	**-**
1/1	412	412	-	-	-	1.6	1.3	-	2.9	25.0	9.1	1.3	10.4
1/2	350	350	-	-	-	2.4	0.8	-	3.1	32.3	7.6	0.8	8.4
1/3	482	482	-	-	-	0.4	2.5	-	2.9	21.8	10.6	2.5	13.0
2/2+2/1	929	929	-	-	-	2.6	0.5	-	3.1	11.8	6.1	0.5	6.5

Full Input Data And Results

2/3	235	235	-	-	-	0.6	0.1	-	0.7	10.7	2.7	0.1	2.8
3/1	73	73	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/2	717	717	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/2+4/1	687	687	1374	0	0	0.3	1.5	-	1.8	9.4	6.3	1.5	7.8
4/3	1150	739	739	0	0	23.6	206.9	-	230.5	721.7	82.4	206.9	289.3
5/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

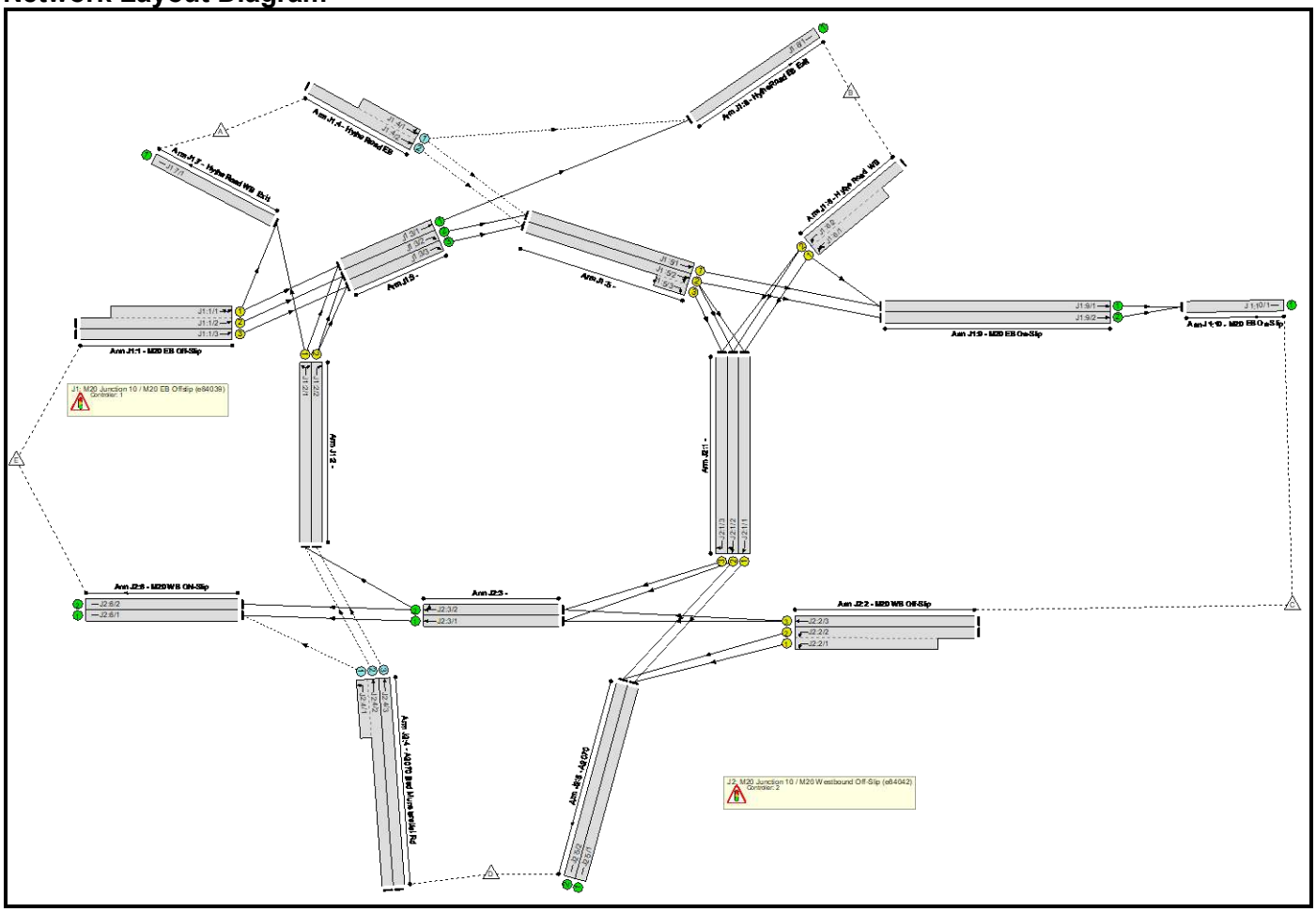
C1 - e84039	Stream: 1	PRC for Signalled Lanes (%):	-6.0	Total Delay for Signalled Lanes (pcuHr):	26.08	Cycle Time (s): 86
C1 - e84039	Stream: 2	PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	18.76	Cycle Time (s): 86
C2 - e84042		PRC for Signalled Lanes (%):	7.3	Total Delay for Signalled Lanes (pcuHr):	12.67	Cycle Time (s): 86
		PRC Over All Lanes (%):	-72.9	Total Delay Over All Lanes(pcuHr):	297.97	

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**J16 M20Junction 10**
Location:	
Additional detail:	
File name:	J16_M20 Junction 10a_Mitigation.lsg3x
Author:	
Company:	
Address:	

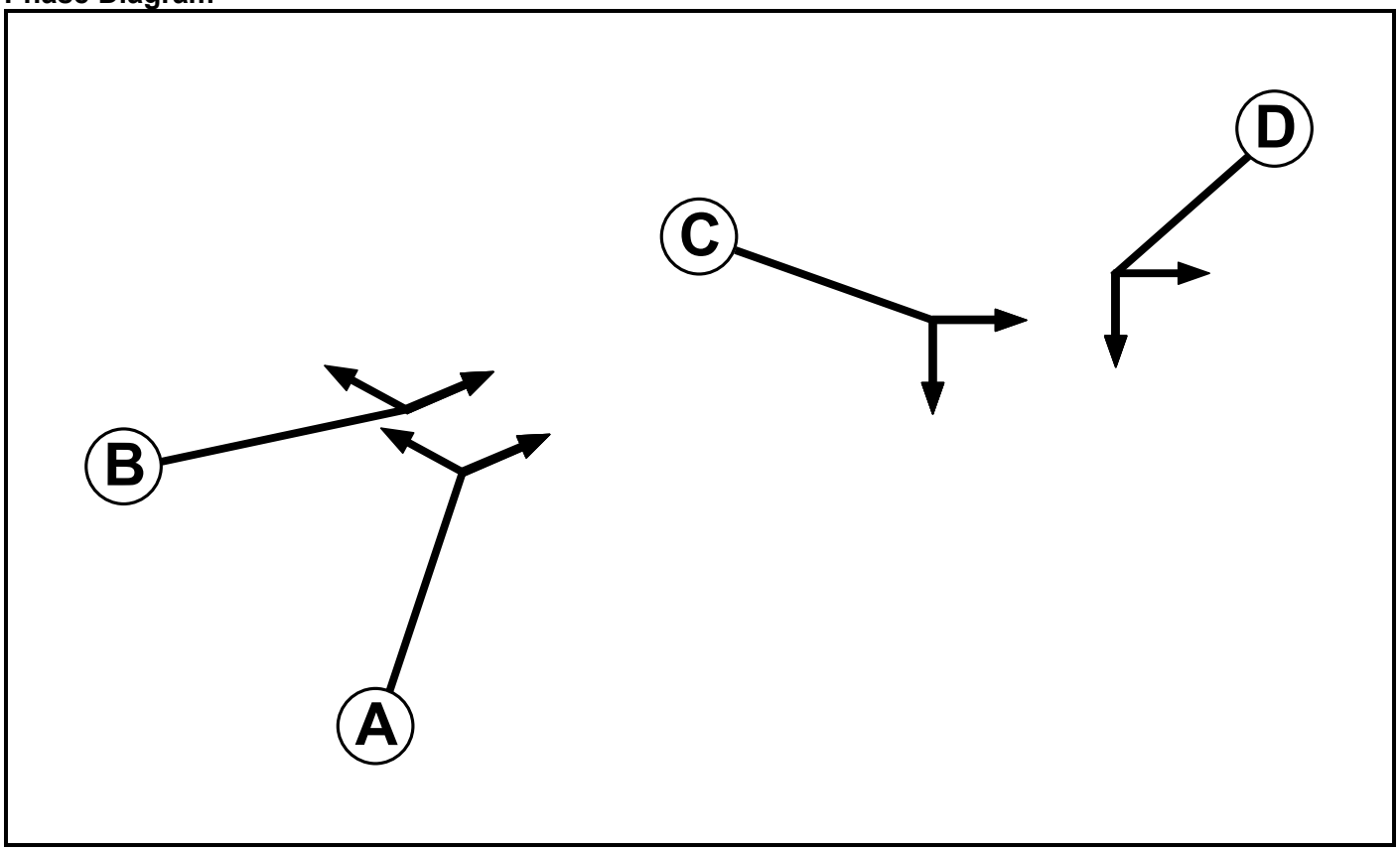
Network Layout Diagram



Full Input Data And Results

C1 - e84039

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	2		-9999	7
D	Traffic	2		-9999	7

Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		5	-	-
	B	7		-	-
	C	-	-		5
	D	-	-	7	

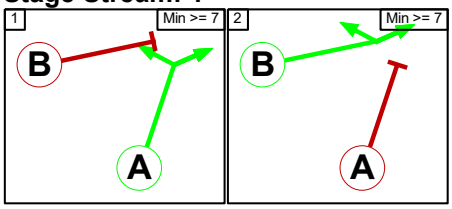
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

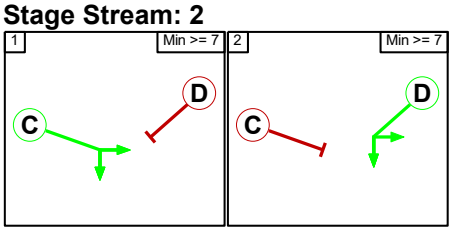
Full Input Data And Results

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		5
	2	7	

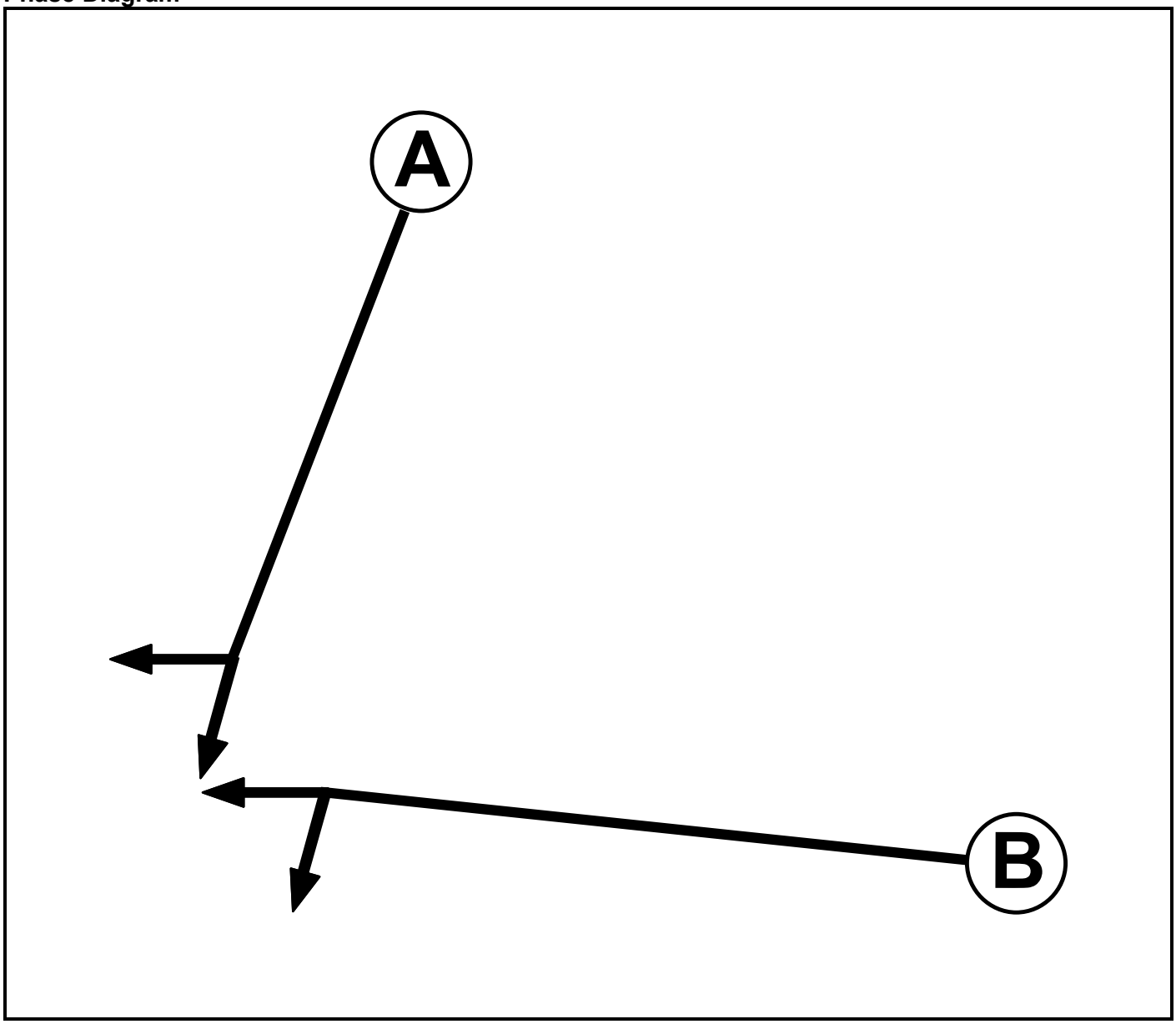
Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	7	

Full Input Data And Results

C2 - e84042

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7

Full Input Data And Results

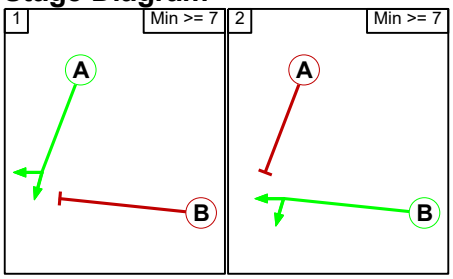
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		5
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)											
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)**
J1:4/1 (Hythe Road EB)	J1:5/1 (Ahead)	1000	0	J1:3/1	0.33	All	-	-	-	-	-
				J1:3/2	0.33	To J1:5/1 (Ahead)					
				J1:3/3	0.33	None					
	J1:8/1 (Left)	1000	0	J1:3/1	0.33	All					
J1:4/2 (Hythe Road EB)	J1:5/2 (Ahead)	1000	0	J1:3/1	0.33	All	-	-	-	-	-
				J1:3/2	0.33	All					
				J1:3/3	0.33	All					

Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)											
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)**
J2:4/1 (A2070 Bad Munstereifel Rd)	J2:6/1 (Left)	1000	0	J2:3/1	0.33	All	-	-	-	-	-
				J2:3/2	0.33	To J2:6/2 (Ahead)					
J2:4/2 (A2070 Bad Munstereifel Rd)	J1:2/1 (Ahead)	1000	0	J2:3/1	0.33	All	-	-	-	-	-
				J2:3/2	0.33	All					
J2:4/3 (A2070 Bad Munstereifel Rd)	J1:2/2 (Ahead)	1000	0	J2:3/1	0.33	All	-	-	-	-	-
				J2:3/2	0.33	All					

Full Input Data And Results

Lane Input Data

Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J1:1/1 (M20 EB Off-Slip)	U	B	2	3	19.1	User	1900	-	-	-	-	-
J1:1/2 (M20 EB Off-Slip)	U	B	2	3	60.0	User	1900	-	-	-	-	-
J1:1/3 (M20 EB Off-Slip)	U	B	2	3	60.0	User	1900	-	-	-	-	-
J1:2/1	U	A	2	3	18.1	User	1900	-	-	-	-	-
J1:2/2	U	A	2	3	18.1	User	1900	-	-	-	-	-
J1:3/1	U		2	3	5.2	User	1900	-	-	-	-	-
J1:3/2	U		2	3	5.2	User	1900	-	-	-	-	-
J1:3/3	U		2	3	5.2	User	1900	-	-	-	-	-
J1:4/1 (Hythe Road EB)	O		2	3	8.7	Geom	-	4.20	0.00	Y	Arm J1:5 Ahead	Inf
											Arm J1:8 Left	Inf
J1:4/2 (Hythe Road EB)	O		2	3	60.0	Geom	-	4.20	0.00	N	Arm J1:5 Ahead	Inf
J1:5/1	U	C	2	3	15.5	Geom	-	4.20	0.00	Y	Arm J1:9 Ahead	Inf
J1:5/2	U	C	2	3	15.5	Geom	-	4.20	0.00	N	Arm J2:1 Right	Inf
											Arm J1:9 Ahead	Inf
J1:5/3	U	C	2	3	4.3	Geom	-	4.20	0.00	N	Arm J2:1 Right	Inf
J1:6/1 (Hythe Road WB)	U	D	2	3	12.2	Geom	-	4.40	0.00	Y	Arm J2:1 Left	Inf
											Arm J1:9 U-Turn	Inf
J1:6/2 (Hythe Road WB)	U	D	2	3	60.0	Geom	-	4.40	0.00	N	Arm J2:1 Left	Inf
J1:7/1 (Hythe Road WB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/1 (Hythe Road EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:9/1 (M20 EB On-Slip)	U		2	3	10.4	Inf	-	-	-	-	-	-
J1:9/2 (M20 EB On-Slip)	U		2	3	10.4	Inf	-	-	-	-	-	-

J1:10/1 (M20 EB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1	U	A	2	3	18.1	User	1900	-	-	-	-	-
J2:1/2	U	A	2	3	18.1	User	1900	-	-	-	-	-
J2:1/3	U	A	2	3	18.1	User	1900	-	-	-	-	-
J2:2/1 (M20 WB Off-Slip)	U	B	2	3	20.2	User	1900	-	-	-	-	-
J2:2/2 (M20 WB Off-Slip)	U	B	2	3	60.0	User	1900	-	-	-	-	-
J2:2/3 (M20 WB Off-Slip)	U	B	2	3	60.0	User	1900	-	-	-	-	-
J2:3/1	U		2	3	14.3	User	1900	-	-	-	-	-
J2:3/2	U		2	3	14.3	User	1900	-	-	-	-	-
J2:4/1 (A2070 Bad Munstereifel Rd)	O		2	3	7.8	Inf	-	-	-	-	-	-
J2:4/2 (A2070 Bad Munstereifel Rd)	O		2	3	60.0	User	2794	-	-	-	-	-
J2:4/3 (A2070 Bad Munstereifel Rd)	O		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1 (A2070)	U		2	3	15.3	Inf	-	-	-	-	-	-
J2:5/2 (A2070)	U		2	3	15.3	Inf	-	-	-	-	-	-
J2:6/1 (M20 WB ON-Slip)	U		2	3	77.0	Inf	-	-	-	-	-	-
J2:6/2 (M20 WB ON-Slip)	U		2	3	77.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2055 DM AM'	08:00	09:00	01:00	
2: '2055 DM PM'	17:00	18:00	01:00	
3: '2055 DS AM'	08:00	09:00	01:00	
4: '2055 DS PM'	17:00	18:00	01:00	
5: '2055 Vision Medium DS AM'	08:00	09:00	01:00	
6: '2055 Vision Medium DS PM'	17:00	18:00	01:00	
7: '2055 Vision Medium DS AM REASSIGNED'	08:00	09:00	01:00	
8: '2055 Vision Medium DS PM REASSIGNED'	17:00	18:00	01:00	
9: '2025 base AM'	08:00	09:00	01:00	
10: '2025 base PM'	17:00	18:00	01:00	

Scenario 1: '2055 Vision Medium DS AM' (FG5: '2055 Vision Medium DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	317	297	46	28	688
	B	275	0	27	399	490	1191
	C	281	45	0	1125	4	1455
	D	49	362	856	55	161	1483
	E	20	421	1	203	1	646
	Tot.	625	1145	1181	1828	684	5463

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2055 Vision Medium DS AM
Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)	
J1:1/1 (short)	441
J1:1/2 (with short)	441(In) 0(Out)
J1:1/3	205
J1:2/1	1012
J1:2/2 J1:3/1	911 828
J1:3/2	601
J1:3/3	515
J1:4/1 (short)	515
J1:4/2 (with short) J1:5/1	688(In) 173(Out) 799
J1:5/2 (with short)	688(In) 682(Out)
J1:5/3 (short)	6
J1:6/1 (short)	426
J1:6/2 (with short)	1191(In) 765(Out)
J1:7/1	625
J1:8/1	1145
J1:9/1 J1:9/2 J1:10/1	826 355 1181
Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	
J2:1/1	584
J2:1/2	446
J2:1/3	467
J2:2/1 (short) J2:2/2 (with short)	563 1125(In) 562(Out)
J2:2/3 J2:3/1	330 331
J2:3/2	793
J2:4/1 (short) J2:4/2 (with short)	161 572(In) 411(Out)
J2:4/3	911
J2:5/1	1147
J2:5/2	681

J2:6/1	492
J2:6/2	192

Lane Saturation Flows

Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (M20 EB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (M20 EB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Hythe Road EB)	4.20	0.00	Y	Arm J1:5 Ahead	Inf	38.4 %	2035	2035
				Arm J1:8 Left	Inf	61.6 %		
J1:4/2 (Hythe Road EB)	4.20	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2175	2175
J1:5/1	4.20	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	2035	2035
J1:5/2	4.20	0.00	N	Arm J2:1 Right	Inf	47.9 %	2175	2175
				Arm J1:9 Ahead	Inf	52.1 %		
J1:5/3	4.20	0.00	N	Arm J2:1 Right	Inf	100.0 %	2175	2175
J1:6/1 (Hythe Road WB)	4.40	0.00	Y	Arm J2:1 Left	Inf	93.7 %	2055	2055
				Arm J1:9 U-Turn	Inf	6.3 %		
J1:6/2 (Hythe Road WB)	4.40	0.00	N	Arm J2:1 Left	Inf	100.0 %	2195	2195
J1:7/1 (Hythe Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Hythe Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (M20 EB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (M20 EB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (M20 EB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (M20 WB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (M20 WB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (M20 WB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (A2070 Bad Munstereifel Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/2 (A2070 Bad Munstereifel Rd Lane 2)	This lane uses a directly entered Saturation Flow						2794	2794
J2:4/3 (A2070 Bad Munstereifel Rd Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (A2070 Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (A2070 Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (M20 WB ON-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (M20 WB ON-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2055 Vision Medium DS PM' (FG6: '2055 Vision Medium DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	264	333	12	8	617
	B	241	0	27	319	316	903
	C	215	23	0	935	0	1173
	D	73	503	1126	26	132	1860
	E	14	505	0	345	0	864
	Tot.	543	1295	1486	1637	456	5417

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2055 Vision Medium DS PM
Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)	
J1:1/1 (short)	519
J1:1/2 (with short)	519(In) 0(Out)
J1:1/3	345
J1:2/1	1055
J1:2/2	1152
J1:3/1	1031
J1:3/2	522
J1:3/3	975
J1:4/1 (short)	548
J1:4/2 (with short)	617(In) 69(Out)
J1:5/1	806
J1:5/2 (with short)	1044(In) 1037(Out)
J1:5/3 (short)	7
J1:6/1 (short)	327
J1:6/2 (with short)	903(In) 576(Out)
J1:7/1	543
J1:8/1	1295
J1:9/1	833
J1:9/2	653
J1:10/1	1486
Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	
J2:1/1	384
J2:1/2	440
J2:1/3	443
J2:2/1 (short)	468
J2:2/2 (with short)	935(In) 467(Out)
J2:2/3	238
J2:3/1	122
J2:3/2	681
J2:4/1 (short)	132
J2:4/2 (with short)	708(In) 576(Out)
J2:4/3	1152
J2:5/1	852
J2:5/2	785

J2:6/1	254
J2:6/2	202

Lane Saturation Flows

Junction: J1: M20 Junction 10 / M20 EB Offslip (e84039)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (M20 EB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (M20 EB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Hythe Road EB)	4.20	0.00	Y	Arm J1:5 Ahead	Inf	51.8 %	2035	2035
				Arm J1:8 Left	Inf	48.2 %		
J1:4/2 (Hythe Road EB)	4.20	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2175	2175
J1:5/1	4.20	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	2035	2035
J1:5/2	4.20	0.00	N	Arm J2:1 Right	Inf	37.0 %	2175	2175
				Arm J1:9 Ahead	Inf	63.0 %		
J1:5/3	4.20	0.00	N	Arm J2:1 Right	Inf	100.0 %	2175	2175
J1:6/1 (Hythe Road WB)	4.40	0.00	Y	Arm J2:1 Left	Inf	91.7 %	2055	2055
				Arm J1:9 U-Turn	Inf	8.3 %		
J1:6/2 (Hythe Road WB)	4.40	0.00	N	Arm J2:1 Left	Inf	100.0 %	2195	2195
J1:7/1 (Hythe Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Hythe Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (M20 EB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (M20 EB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (M20 EB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

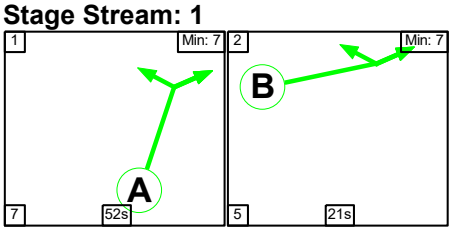
Full Input Data And Results

Junction: J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (M20 WB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (M20 WB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (M20 WB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (A2070 Bad Munstereifel Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/2 (A2070 Bad Munstereifel Rd Lane 2)	This lane uses a directly entered Saturation Flow						2794	2794
J2:4/3 (A2070 Bad Munstereifel Rd Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (A2070 Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (A2070 Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (M20 WB ON-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (M20 WB ON-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

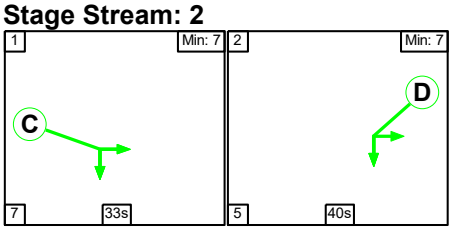
Scenario 1: '2055 Vision Medium DS AM' (FG5: '2055 Vision Medium DS AM', Plan 1: 'Network Control Plan 1')
C1 - e84039

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

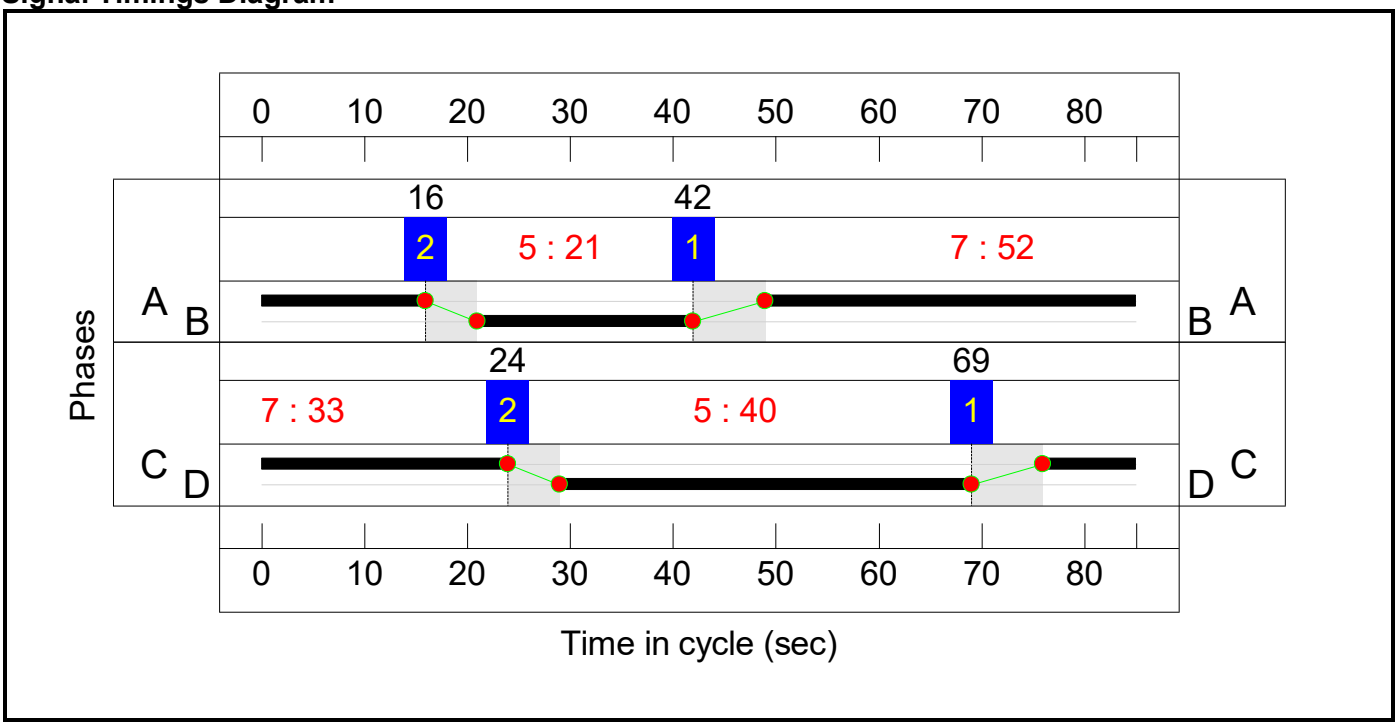
Stage Stream: 1

Stage	1	2
Duration	52	21
Change Point	42	16

Stage Stream: 2

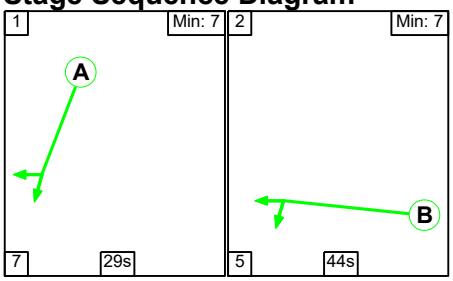
Stage	1	2
Duration	33	40
Change Point	69	24

Signal Timings Diagram



C2 - e84042

Stage Sequence Diagram

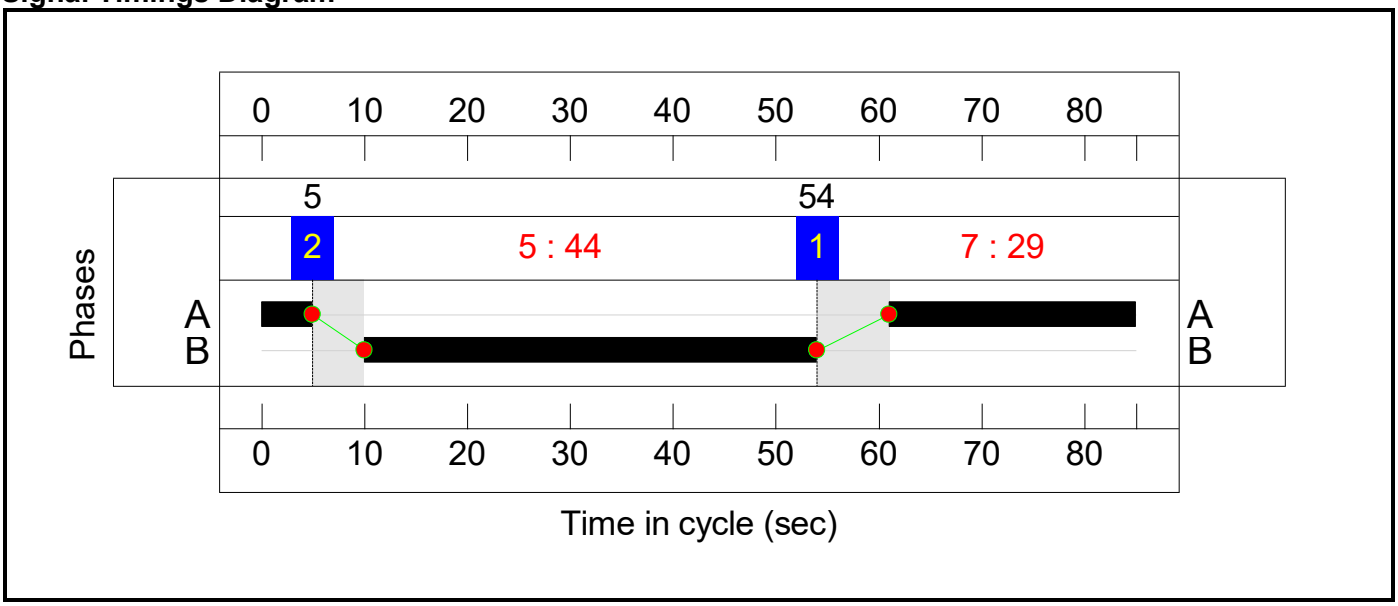


Stage Timings

Stage	1	2
Duration	29	44
Change Point	54	5

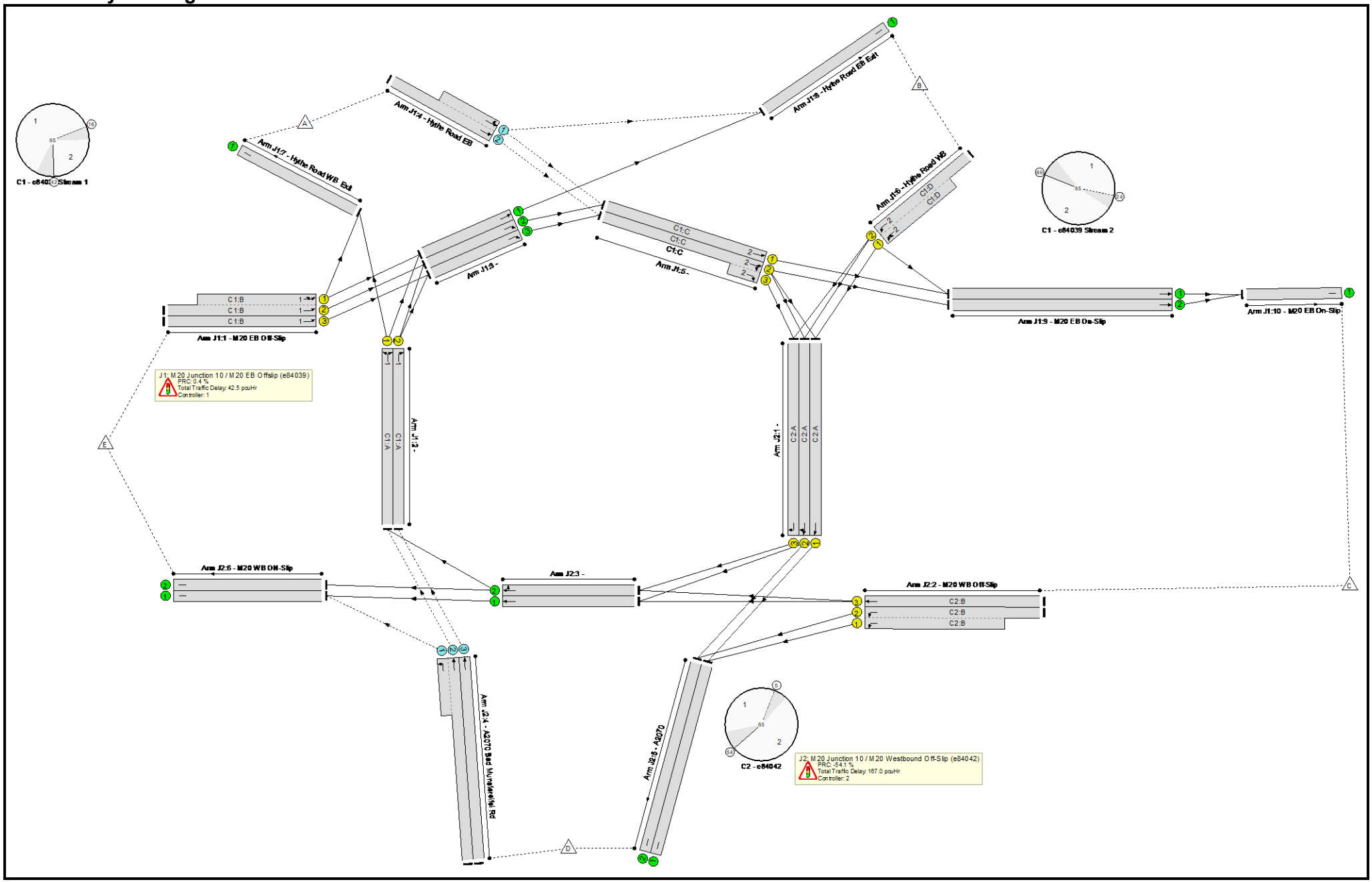
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J16 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**138.7%**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
1/2+1/1	M20 EB Off-Slip Ahead U-Turn	U	1:1	N/A	C1:B		1	21	-	441	1900:1900	0+492	0.0 : 89.7%
1/3	M20 EB Off-Slip Ahead	U	1:1	N/A	C1:B		1	21	-	205	1900	492	41.7%
2/1	Right Left	U	1:1	N/A	C1:A		1	52	-	1012	1900	1185	85.4%
2/2	Right	U	1:1	N/A	C1:A		1	52	-	911	1900	1185	55.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	828	1900	1900	43.6%
3/2	Ahead	U	N/A	N/A	-		-	-	-	601	1900	1900	22.8%
3/3	Ahead	U	N/A	N/A	-		-	-	-	515	1900	1900	22.6%
4/2+4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	688	2175:2035	217+645	79.8 : 79.8%
5/1	Ahead	U	1:2	N/A	C1:C		1	33	-	799	2035	814	77.5%
5/2+5/3	Right Ahead	U	1:2	N/A	C1:C		1	33	-	688	2175:2175	859+8	69.0 : 79.4%
6/2+6/1	Hythe Road WB Left U-Turn	U	1:2	N/A	C1:D		1	40	-	1191	2195:2055	855+476	89.5 : 89.5%
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	1145	Inf	Inf	0.0%
9/1	M20 EB On-Slip Ahead	U	N/A	N/A	-		-	-	-	826	Inf	Inf	0.0%
9/2	M20 EB On-Slip Ahead	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
10/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	1181	Inf	Inf	0.0%

Full Input Data And Results

J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**138.7%**
1/1	Ahead	U	N/A	N/A	C2:A		1	29	-	584	1900	671	86.4%
1/2	Right Ahead	U	N/A	N/A	C2:A		1	29	-	446	1900	671	66.5%
1/3	Right	U	N/A	N/A	C2:A		1	29	-	467	1900	671	69.6%
2/2+2/1	M20 WB Off-Slip Left	U	N/A	N/A	C2:B		1	44	-	1125	1900:1900	930+932	60.4 : 60.4%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	44	-	330	1900	1006	32.8%
3/1	Ahead	U	N/A	N/A	-		-	-	-	331	1900	1900	17.4%
3/2	Right Ahead	U	N/A	N/A	-		-	-	-	793	1900	1900	41.7%
4/2+4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	572	2794: Inf	657+257	62.6 : 62.6%
4/3	A2070 Bad Munstereifel Rd Ahead	O	N/A	N/A	-		-	-	-	911	Inf	657	138.7%
5/1	A2070	U	N/A	N/A	-		-	-	-	1147	Inf	Inf	0.0%
5/2	A2070	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%

Full Input Data And Results

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: J16 M20Junction 10	**-**	**-**	**3177**	**0**	**0**	**56.2**	**153.4**	**0.0**	**209.5**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**1376**	**0**	**0**	**25.5**	**17.0**	**0.0**	**42.5**	**-**	**-**	**-**	**-**
1/2+1/1	441	441	-	-	-	3.7	3.8	-	7.5	61.3	10.0	3.8	13.8
1/3	205	205	-	-	-	1.5	0.4	-	1.8	32.4	4.0	0.4	4.3
2/1	1012	1012	-	-	-	4.4	2.8	-	7.2	25.7	19.1	2.8	22.0
2/2	657	657	-	-	-	2.3	0.6	-	2.9	15.8	12.8	0.6	13.4
3/1	828	828	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
3/2	433	433	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
3/3	428	428	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
4/2+4/1	688	688	1376	0	0	0.3	1.9	-	2.3	11.8	4.9	1.9	6.8
5/1	631	631	-	-	-	3.0	1.7	-	4.7	26.9	14.1	1.7	15.8
5/2+5/3	599	599	-	-	-	4.7	1.1	-	5.8	34.9	13.3	1.1	14.4
6/2+6/1	1191	1191	-	-	-	5.5	4.0	-	9.6	28.9	17.2	4.0	21.2
7/1	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1145	1145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**1801**	**0**	**0**	**30.7**	**136.3**	**0.0**	**167.0**	**-**	**-**	**-**	**-**
1/1	579	579	-	-	-	4.5	3.0	-	7.5	46.5	12.3	3.0	15.3
1/2	446	446	-	-	-	3.2	1.0	-	4.2	34.0	10.1	1.0	11.0
1/3	467	467	-	-	-	2.4	1.1	-	3.5	27.2	11.0	1.1	12.1
2/2+2/1	1125	1125	-	-	-	4.2	0.8	-	4.9	15.8	8.8	0.8	9.5

Full Input Data And Results

2/3	330	330	-	-	-	1.0	0.2	-	1.3	14.1	4.4	0.2	4.6
3/1	331	331	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	793	793	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
4/2+4/1	572	572	1144	0	0	0.3	0.8	-	1.2	7.3	3.5	0.8	4.4
4/3	911	657	657	0	0	15.0	128.9	-	143.9	568.8	64.5	128.9	193.4
5/1	1142	1142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - e84039	Stream: 1	PRC for Signalled Lanes (%):	0.4	Total Delay for Signalled Lanes (pcuHr):	19.46	Cycle Time (s): 85
C1 - e84039	Stream: 2	PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	20.11	Cycle Time (s): 85
C2 - e84042		PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):	21.46	Cycle Time (s): 85
		PRC Over All Lanes (%):	-54.1	Total Delay Over All Lanes(pcuHr):	209.52	

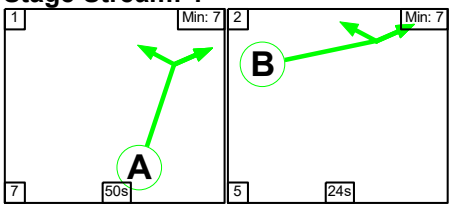
Full Input Data And Results

Scenario 2: '2055 Vision Medium DS PM' (FG6: '2055 Vision Medium DS PM', Plan 1: 'Network Control Plan 1')

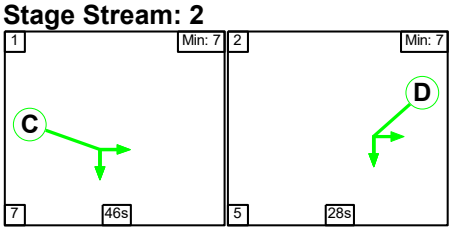
C1 - e84039

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

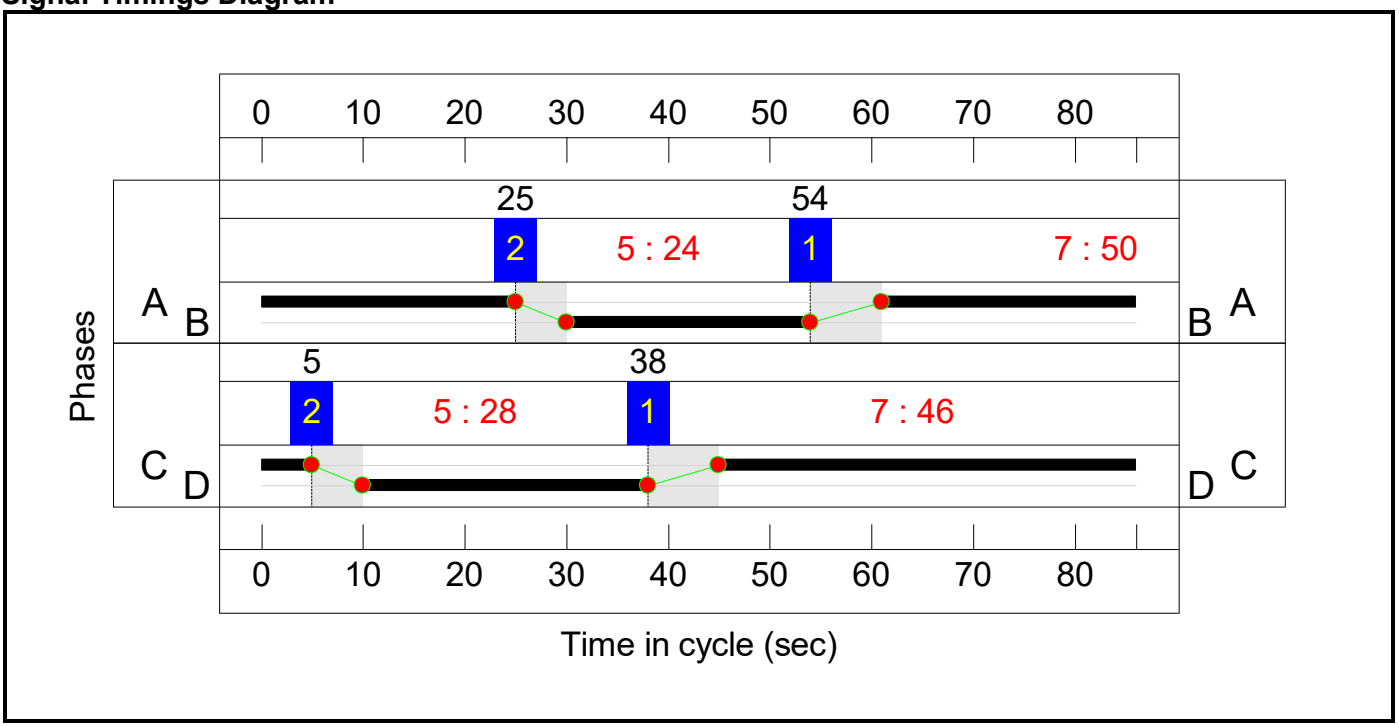
Stage Stream: 1

Stage	1	2
Duration	50	24
Change Point	54	25

Stage Stream: 2

Stage	1	2
Duration	46	28
Change Point	38	5

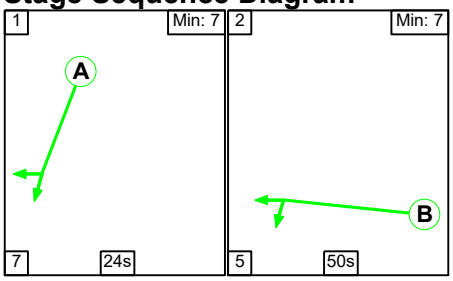
Signal Timings Diagram



Full Input Data And Results

C2 - e84042

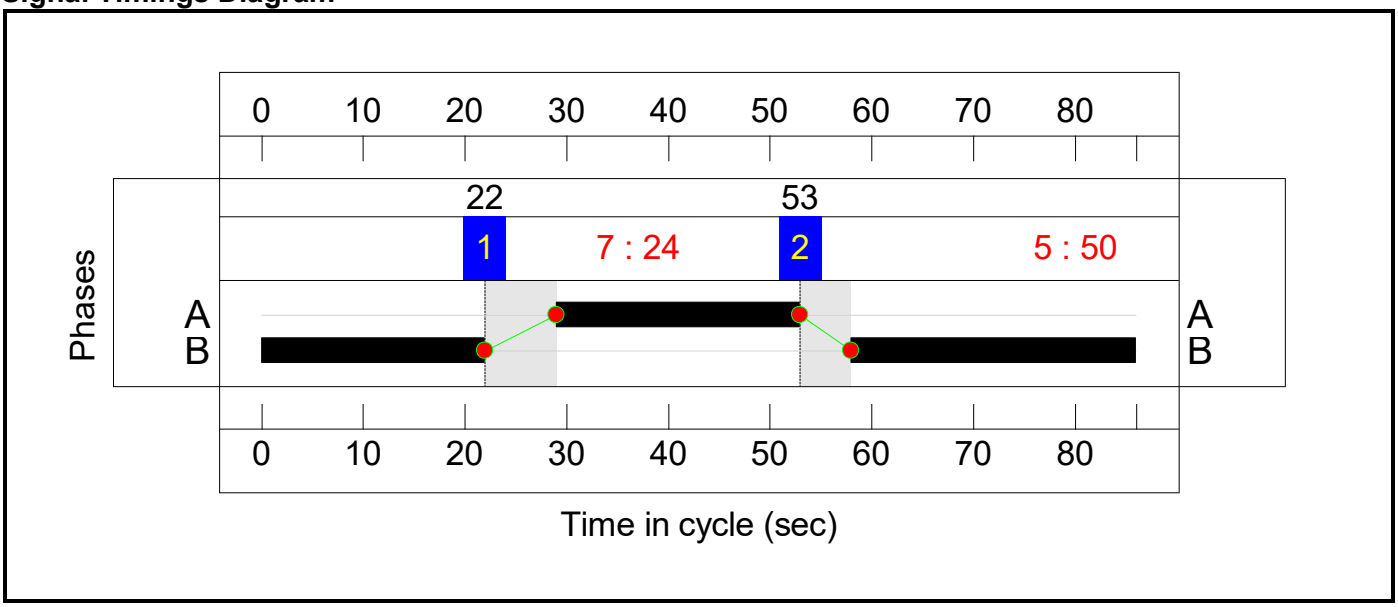
Stage Sequence Diagram



Stage Timings

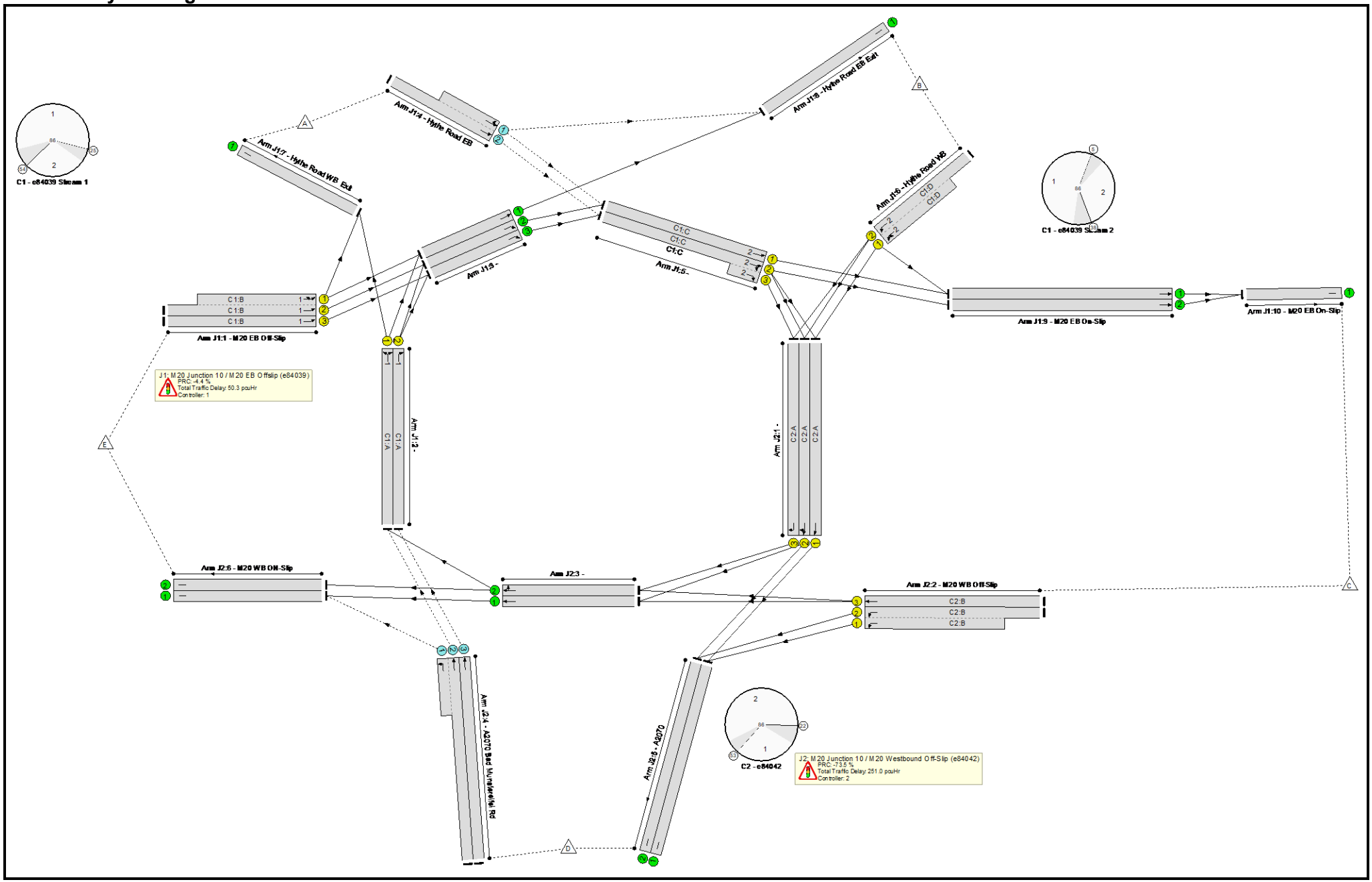
Stage	1	2
Duration	24	50
Change Point	22	53

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J16 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**156.1%**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.0%**
1/2+1/1	M20 EB Off-Slip Ahead U-Turn	U	1:1	N/A	C1:B		1	24	-	519	1900:1900	0+552	0.0 : 94.0%
1/3	M20 EB Off-Slip Ahead	U	1:1	N/A	C1:B		1	24	-	345	1900	552	62.5%
2/1	Right Left	U	1:1	N/A	C1:A		1	50	-	1055	1900	1127	93.6%
2/2	Right	U	1:1	N/A	C1:A		1	50	-	1152	1900	1127	65.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1031	1900	1900	54.3%
3/2	Ahead	U	N/A	N/A	-		-	-	-	522	1900	1900	17.6%
3/3	Ahead	U	N/A	N/A	-		-	-	-	975	1900	1900	39.4%
4/2+4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	617	2175:2035	75+593	92.4 : 92.4%
5/1	Ahead	U	1:2	N/A	C1:C		1	46	-	806	2035	1112	55.6%
5/2+5/3	Right Ahead	U	1:2	N/A	C1:C		1	46	-	1044	2175:2175	1177+8	68.7 : 88.1%
6/2+6/1	Hythe Road WB Left U-Turn	U	1:2	N/A	C1:D		1	28	-	903	2195:2055	652+370	88.4 : 88.4%
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	1295	Inf	Inf	0.0%
9/1	M20 EB On-Slip Ahead	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
9/2	M20 EB On-Slip Ahead	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
10/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	1486	Inf	Inf	0.0%

Full Input Data And Results

J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**156.1%**
1/1	Ahead	U	N/A	N/A	C2:A		1	24	-	384	1900	552	68.3%
1/2	Right Ahead	U	N/A	N/A	C2:A		1	24	-	440	1900	552	79.7%
1/3	Right	U	N/A	N/A	C2:A		1	24	-	443	1900	552	80.2%
2/2+2/1	M20 WB Off-Slip Left	U	N/A	N/A	C2:B		1	50	-	935	1900:1900	949+951	49.2 : 49.2%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	50	-	238	1900	1127	21.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	122	1900	1900	6.4%
3/2	Right Ahead	U	N/A	N/A	-		-	-	-	681	1900	1900	35.8%
4/2+4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	708	2794: Inf	738+169	78.1 : 78.1%
4/3	A2070 Bad Munstereifel Rd Ahead	O	N/A	N/A	-		-	-	-	1152	Inf	738	156.1%
5/1	A2070	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
5/2	A2070	U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%

Full Input Data And Results

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: J16 M20Junction 10	**-**	**-**	**3388**	**0**	**0**	**60.0**	**241.3**	**0.0**	**301.3**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**1234**	**0**	**0**	**25.0**	**25.2**	**0.0**	**50.3**	**-**	**-**	**-**	**-**
1/2+1/1	519	519	-	-	-	4.3	5.8	-	10.1	69.9	12.0	5.8	17.7
1/3	345	345	-	-	-	2.5	0.8	-	3.4	35.1	7.1	0.8	7.9
2/1	1055	1055	-	-	-	4.7	6.3	-	10.9	37.3	23.8	6.3	30.1
2/2	738	738	-	-	-	2.3	0.9	-	3.3	15.9	9.3	0.9	10.3
3/1	1031	1031	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
3/2	334	334	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/3	749	749	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
4/2+4/1	617	617	1234	0	0	0.3	5.1	-	5.3	31.2	7.5	5.1	12.5
5/1	618	618	-	-	-	2.2	0.6	-	2.8	16.3	7.4	0.6	8.0
5/2+5/3	816	816	-	-	-	2.7	1.1	-	3.8	16.7	13.4	1.1	14.5
6/2+6/1	903	903	-	-	-	6.1	3.6	-	9.7	38.8	12.5	3.6	16.0
7/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1295	1295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1080	1080	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**2154**	**0**	**0**	**35.0**	**216.0**	**0.0**	**251.0**	**-**	**-**	**-**	**-**
1/1	377	377	-	-	-	2.0	1.1	-	3.1	29.1	8.8	1.1	9.9
1/2	440	440	-	-	-	4.3	1.9	-	6.2	50.3	10.5	1.9	12.4
1/3	443	443	-	-	-	1.2	2.0	-	3.2	25.9	10.5	2.0	12.5
2/2+2/1	935	935	-	-	-	2.5	0.5	-	2.9	11.3	6.0	0.5	6.5

Full Input Data And Results

2/3	238	238	-	-	-	0.5	0.1	-	0.7	10.2	2.6	0.1	2.8
3/1	122	122	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/2	681	681	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/2+4/1	708	708	1416	0	0	0.4	1.7	-	2.1	10.9	7.2	1.7	8.9
4/3	1152	738	738	0	0	24.1	208.4	-	232.6	726.7	82.6	208.4	291.0
5/1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - e84039	Stream: 1	PRC for Signalled Lanes (%):	-4.4	Total Delay for Signalled Lanes (pcuHr):	27.60	Cycle Time (s): 86
C1 - e84039	Stream: 2	PRC for Signalled Lanes (%):	1.8	Total Delay for Signalled Lanes (pcuHr):	16.31	Cycle Time (s): 86
C2 - e84042		PRC for Signalled Lanes (%):	12.2	Total Delay for Signalled Lanes (pcuHr):	16.01	Cycle Time (s): 86
		PRC Over All Lanes (%):	-73.5	Total Delay Over All Lanes(pcuHr):	301.30	

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: J17_A20 Ashford Rd small roundabout.j11

[redacted]

Report generation date: 17/09/2026 09:55:31

»2025 | | AM
»2025 | | PM
»2055 | DM | AM
»2055 | DM | PM
»2055 | DS | AM
»2055 | DS | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025					
A - A20 Ashford Rd South	0.4	2.00	0.28	0.5	1.97	0.31
B - A20 Ashford Rd North	0.4	1.72	0.31	0.4	1.68	0.29
	2055 - DM					
A - A20 Ashford Rd South	0.9	2.82	0.49	1.0	2.79	0.51
B - A20 Ashford Rd North	0.9	2.24	0.47	1.0	2.33	0.50
	2055 - DS					
A - A20 Ashford Rd South	3.2	5.99	0.77	3.3	5.87	0.77
B - A20 Ashford Rd North	2.0	3.55	0.67	1.6	3.09	0.62

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	J21B Otterpool Park_Base Model AM PEAK
Location	M20 J13-Castle hill Interchange
Site number	
Date	27/06/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	For 2050 DM (AM & PM) A - A20 Ashford Rd S B - A20 Ashford Rd N

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	-Hour	perHour

Flows show original traffic demand (Veh/hr) with (HV %)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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)	Run automatically
D13	2025		AM	ONE HOUR	07:45	09:15	15	✓
D14	2025		PM	ONE HOUR	16:30	18:00	15	✓
D15	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓
D16	2055	DM	PM	ONE HOUR	16:30	18:00	15	✓
D17	2055	DS	AM	ONE HOUR	07:45	09:15	15	✓
D18	2055	DS	PM	ONE HOUR	16:30	18:00	15	✓
D19	2031	DM	AM	ONE HOUR	07:45	09:15	15	✓
D20	2031	DM	PM	ONE HOUR	16:30	18:00	15	✓
D21	2031	DS	AM	ONE HOUR	07:45	09:15	15	✓
D22	2031	DS	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D13,D14,D15,D16,D17,D18	100.000	100.000

2025 | | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	B - A20 Ashford Rd North - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B	1.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.84	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A20 Ashford Rd South		
B	A20 Ashford Rd North		

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
A - A20 Ashford Rd South	7.40	7.40	0.0	19.0	78.0	39.0		
B - A20 Ashford Rd North	7.65	7.65	0.0	21.4	78.0	32.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A20 Ashford Rd South	134	✓	23.00
B - A20 Ashford Rd North	0	✓	13.66

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A20 Ashford Rd South	1.125	2955
B - A20 Ashford Rd North	1.213	3150

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

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2025	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Ashford Rd South		ONE HOUR	✓	645	100.000
B - A20 Ashford Rd North		ONE HOUR	✓	845	100.000

Origin-Destination Data

Demand (Veh/hr)

		To	
		A - A20 Ashford Rd South	B - A20 Ashford Rd North
From	A - A20 Ashford Rd South	1	644
	B - A20 Ashford Rd North	652	193

Proportions

		To	
		A - A20 Ashford Rd South	B - A20 Ashford Rd North
From	A - A20 Ashford Rd South	0.00	1.00
	B - A20 Ashford Rd North	0.77	0.23

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To	
		A - A20 Ashford Rd South	B - A20 Ashford Rd North
From	A - A20 Ashford Rd South	0	8
	B - A20 Ashford Rd North	5	2

Average PCU Per Veh

		To	
		A - A20 Ashford Rd South	B - A20 Ashford Rd North
From	A - A20 Ashford Rd South	1.000	1.080
	B - A20 Ashford Rd North	1.050	1.020

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Ashford Rd South	07:45-08:00	486	524
	08:00-08:15	580	626
	08:15-08:30	710	767
	08:30-08:45	710	767
	08:45-09:00	580	626
	09:00-09:15	486	524
B - A20 Ashford Rd North	07:45-08:00	636	664
	08:00-08:15	760	792
	08:15-08:30	930	971
	08:30-08:45	930	971
	08:45-09:00	760	792
	09:00-09:15	636	664

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Ashford Rd South	0.28	2.00	0.4	A	592	888
B - A20 Ashford Rd North	0.31	1.72	0.4	A	775	1163

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	486	121	145	2582	0.188	485	491	0.0	0.2	1.716	A
B - A20 Ashford Rd North	636	159	0.75	3019	0.211	635	629	0.0	0.3	1.510	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	580	145	173	2552	0.227	580	587	0.2	0.3	1.824	A
B - A20 Ashford Rd North	760	190	0.90	3019	0.252	759	752	0.3	0.3	1.592	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	710	178	212	2511	0.283	710	719	0.3	0.4	1.998	A
B - A20 Ashford Rd North	930	233	1	3018	0.308	930	921	0.3	0.4	1.723	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	710	178	212	2511	0.283	710	719	0.4	0.4	1.999	A
B - A20 Ashford Rd North	930	233	1	3018	0.308	930	922	0.4	0.4	1.723	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	580	145	174	2552	0.227	580	587	0.4	0.3	1.827	A
B - A20 Ashford Rd North	760	190	0.90	3019	0.252	760	753	0.4	0.3	1.593	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	486	121	145	2582	0.188	486	492	0.3	0.2	1.716	A
B - A20 Ashford Rd North	636	159	0.75	3019	0.211	636	630	0.3	0.3	1.510	A

2025 | | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	B - A20 Ashford Rd North - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B	1.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.82	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A20 Ashford Rd South	134	✓	23.00
B - A20 Ashford Rd North	0	✓	13.66

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2025	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Ashford Rd South		ONE HOUR	✓	755	100.000
B - A20 Ashford Rd North		ONE HOUR	✓	805	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	3	752
	B - A20 Ashford Rd North	654	151

Proportions

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	0.00	1.00
	B - A20 Ashford Rd North	0.81	0.19

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	0	4
	B - A20 Ashford Rd North	4	3

Average PCU Per Veh

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	1.000	1.040
	B - A20 Ashford Rd North	1.040	1.030

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Ashford Rd South	16:30-16:45	568	591
	16:45-17:00	679	706
	17:00-17:15	831	864
	17:15-17:30	831	864
	17:30-17:45	679	706
	17:45-18:00	568	591
B - A20 Ashford Rd North	16:30-16:45	606	629
	16:45-17:00	724	751
	17:00-17:15	886	920
	17:15-17:30	886	920
	17:30-17:45	724	751
	17:45-18:00	606	629

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Ashford Rd South	0.31	1.97	0.5	A	693	1039
B - A20 Ashford Rd North	0.29	1.68	0.4	A	739	1108

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	568	142	113	2715	0.209	567	494	0.0	0.3	1.675	A
B - A20 Ashford Rd North	606	152	2	3032	0.200	605	679	0.0	0.2	1.483	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	679	170	136	2691	0.252	678	590	0.3	0.3	1.788	A
B - A20 Ashford Rd North	724	181	3	3031	0.239	723	811	0.2	0.3	1.559	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	831	208	166	2657	0.313	831	723	0.3	0.5	1.971	A
B - A20 Ashford Rd North	886	222	3	3030	0.292	886	994	0.3	0.4	1.678	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	831	208	166	2657	0.313	831	723	0.5	0.5	1.971	A
B - A20 Ashford Rd North	886	222	3	3030	0.292	886	994	0.4	0.4	1.678	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	679	170	136	2691	0.252	679	591	0.5	0.3	1.789	A
B - A20 Ashford Rd North	724	181	3	3031	0.239	724	812	0.4	0.3	1.559	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	568	142	114	2715	0.209	569	495	0.3	0.3	1.679	A
B - A20 Ashford Rd North	606	152	2	3032	0.200	606	680	0.3	0.3	1.483	A

2055 | DM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	B - A20 Ashford Rd North - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B	2.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.51	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A20 Ashford Rd South	134	✓	23.00
B - A20 Ashford Rd North	0	✓	13.66

Slope / Intercept / Capacity

[same as above]

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)	Run automatically
D15	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Ashford Rd South		ONE HOUR	✓	1102	100.000
B - A20 Ashford Rd North		ONE HOUR	✓	1300	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	1	1101
	B - A20 Ashford Rd North	1050	250

Proportions

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	0.00	1.00
	B - A20 Ashford Rd North	0.81	0.19

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	0	6
	B - A20 Ashford Rd North	4	2

Average PCU Per Veh

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	1.000	1.060
	B - A20 Ashford Rd North	1.040	1.020

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Ashford Rd South	07:45-08:00	830	879
	08:00-08:15	991	1050
	08:15-08:30	1213	1286
	08:30-08:45	1213	1286
	08:45-09:00	991	1050
	09:00-09:15	830	879
B - A20 Ashford Rd North	07:45-08:00	979	1014
	08:00-08:15	1169	1211
	08:15-08:30	1431	1483
	08:30-08:45	1431	1483
	08:45-09:00	1169	1211
	09:00-09:15	979	1014

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Ashford Rd South	0.49	2.82	0.9	A	1011	1517
B - A20 Ashford Rd North	0.47	2.24	0.9	A	1193	1789

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	830	207	188	2585	0.321	828	790	0.0	0.5	2.047	A
B - A20 Ashford Rd North	979	245	0.75	3039	0.322	977	1015	0.0	0.5	1.743	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	991	248	225	2545	0.389	990	944	0.5	0.6	2.314	A
B - A20 Ashford Rd North	1169	292	0.90	3039	0.385	1168	1214	0.5	0.6	1.924	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1213	303	275	2490	0.487	1212	1156	0.6	0.9	2.814	A
B - A20 Ashford Rd North	1431	358	1	3039	0.471	1430	1486	0.6	0.9	2.237	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1213	303	275	2490	0.487	1213	1157	0.9	0.9	2.819	A
B - A20 Ashford Rd North	1431	358	1	3039	0.471	1431	1487	0.9	0.9	2.239	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	991	248	225	2544	0.389	992	946	0.9	0.6	2.320	A
B - A20 Ashford Rd North	1169	292	0.90	3039	0.385	1170	1216	0.9	0.6	1.928	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	830	207	188	2584	0.321	830	792	0.6	0.5	2.053	A
B - A20 Ashford Rd North	979	245	0.75	3039	0.322	979	1018	0.6	0.5	1.750	A

2055 | DM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	B - A20 Ashford Rd North - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B	2.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.55	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A20 Ashford Rd South	134	✓	23.00
B - A20 Ashford Rd North	0	✓	13.66

Slope / Intercept / Capacity

[same as above]

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)	Run automatically
D16	2055	DM	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Ashford Rd South		ONE HOUR	✓	1216	100.000
B - A20 Ashford Rd North		ONE HOUR	✓	1400	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	3	1213
	B - A20 Ashford Rd North	1203	197

Proportions

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	0.00	1.00
	B - A20 Ashford Rd North	0.86	0.14

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	0	3
	B - A20 Ashford Rd North	2	2

Average PCU Per Veh

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	1.000	1.030
	B - A20 Ashford Rd North	1.020	1.020

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Ashford Rd South	16:30-16:45	915	943
	16:45-17:00	1093	1126
	17:00-17:15	1339	1379
	17:15-17:30	1339	1379
	17:30-17:45	1093	1126
	17:45-18:00	915	943
B - A20 Ashford Rd North	16:30-16:45	1054	1075
	16:45-17:00	1259	1284
	17:00-17:15	1541	1572
	17:15-17:30	1541	1572
	17:30-17:45	1259	1284
	17:45-18:00	1054	1075

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Ashford Rd South	0.51	2.79	1.0	A	1116	1674
B - A20 Ashford Rd North	0.50	2.33	1.0	A	1285	1927

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	915	229	148	2704	0.339	913	906	0.0	0.5	2.008	A
B - A20 Ashford Rd North	1054	263	2	3086	0.342	1052	1059	0.0	0.5	1.768	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1093	273	177	2672	0.409	1092	1084	0.5	0.7	2.277	A
B - A20 Ashford Rd North	1259	315	3	3085	0.408	1258	1267	0.5	0.7	1.970	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1339	335	217	2628	0.509	1337	1327	0.7	1.0	2.788	A
B - A20 Ashford Rd North	1541	385	3	3084	0.500	1540	1551	0.7	1.0	2.329	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1339	335	217	2628	0.510	1339	1328	1.0	1.0	2.792	A
B - A20 Ashford Rd North	1541	385	3	3084	0.500	1541	1552	1.0	1.0	2.332	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1093	273	177	2672	0.409	1095	1085	1.0	0.7	2.284	A
B - A20 Ashford Rd North	1259	315	3	3085	0.408	1260	1269	1.0	0.7	1.974	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	915	229	148	2704	0.339	916	909	0.7	0.5	2.015	A
B - A20 Ashford Rd North	1054	263	2	3086	0.342	1055	1062	0.7	0.5	1.772	A

2055 | DS | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	B - A20 Ashford Rd North - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B	4.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.75	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A20 Ashford Rd South	134	✓	23.00
B - A20 Ashford Rd North	0	✓	13.66

Slope / Intercept / Capacity

[same as above]

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)	Run automatically
D17	2055	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Ashford Rd South		ONE HOUR	✓	1790	100.000
B - A20 Ashford Rd North		ONE HOUR	✓	1884	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	1	1789
	B - A20 Ashford Rd North	1641	243

Proportions

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	0.00	1.00
	B - A20 Ashford Rd North	0.87	0.13

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	0	3
	B - A20 Ashford Rd North	2	2

Average PCU Per Veh

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	1.000	1.030
	B - A20 Ashford Rd North	1.020	1.020

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Ashford Rd South	07:45-08:00	1348	1388
	08:00-08:15	1609	1657
	08:15-08:30	1971	2030
	08:30-08:45	1971	2030
	08:45-09:00	1609	1657
	09:00-09:15	1348	1388
B - A20 Ashford Rd North	07:45-08:00	1418	1447
	08:00-08:15	1694	1728
	08:15-08:30	2074	2116
	08:30-08:45	2074	2116
	08:45-09:00	1694	1728
	09:00-09:15	1418	1447

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Ashford Rd South	0.77	5.99	3.2	A	1643	2464
B - A20 Ashford Rd North	0.67	3.55	2.0	A	1729	2593

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1348	337	183	2666	0.506	1344	1233	0.0	1.0	2.715	A
B - A20 Ashford Rd North	1418	355	0.75	3087	0.459	1415	1525	0.0	0.8	2.148	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1609	402	218	2626	0.613	1607	1475	1.0	1.6	3.525	A
B - A20 Ashford Rd North	1694	423	0.90	3087	0.549	1692	1824	0.8	1.2	2.578	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1971	493	267	2571	0.766	1964	1805	1.6	3.2	5.866	A
B - A20 Ashford Rd North	2074	519	1	3087	0.672	2071	2230	1.2	2.0	3.532	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1971	493	268	2571	0.767	1971	1808	3.2	3.2	5.992	A
B - A20 Ashford Rd North	2074	519	1	3087	0.672	2074	2237	2.0	2.0	3.554	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1609	402	219	2625	0.613	1616	1479	3.2	1.6	3.587	A
B - A20 Ashford Rd North	1694	423	0.90	3087	0.549	1697	1834	2.0	1.2	2.595	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1348	337	183	2665	0.506	1350	1237	1.6	1.0	2.741	A
B - A20 Ashford Rd North	1418	355	0.75	3087	0.459	1420	1532	1.2	0.9	2.160	A

2055 | DS | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	B - A20 Ashford Rd North - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B	4.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.53	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A20 Ashford Rd South	134	✓	23.00
B - A20 Ashford Rd North	0	✓	13.66

Slope / Intercept / Capacity

[same as above]

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)	Run automatically
D18	2055	DS	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Ashford Rd South		ONE HOUR	✓	1861	100.000
B - A20 Ashford Rd North		ONE HOUR	✓	1745	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	3	1858
	B - A20 Ashford Rd North	1555	190

Proportions

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	0.00	1.00
	B - A20 Ashford Rd North	0.89	0.11

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	0	2
	B - A20 Ashford Rd North	2	2

Average PCU Per Veh

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	1.000	1.020
	B - A20 Ashford Rd North	1.020	1.020

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Ashford Rd South	16:30-16:45	1401	1429
	16:45-17:00	1673	1706
	17:00-17:15	2049	2090
	17:15-17:30	2049	2090
	17:30-17:45	1673	1706
	17:45-18:00	1401	1429
B - A20 Ashford Rd North	16:30-16:45	1314	1340
	16:45-17:00	1569	1600
	17:00-17:15	1921	1960
	17:15-17:30	1921	1960
	17:30-17:45	1569	1600
	17:45-18:00	1314	1340

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Ashford Rd South	0.77	5.87	3.3	A	1708	2562
B - A20 Ashford Rd North	0.62	3.09	1.6	A	1601	2402

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1401	350	143	2737	0.512	1397	1170	0.0	1.0	2.679	A
B - A20 Ashford Rd North	1314	328	2	3086	0.426	1311	1537	0.0	0.7	2.025	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1673	418	171	2705	0.618	1671	1400	1.0	1.6	3.472	A
B - A20 Ashford Rd North	1569	392	3	3085	0.508	1568	1839	0.7	1.0	2.371	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	2049	512	209	2662	0.770	2042	1713	1.6	3.3	5.748	A
B - A20 Ashford Rd North	1921	480	3	3084	0.623	1919	2248	1.0	1.6	3.082	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	2049	512	209	2662	0.770	2049	1715	3.3	3.3	5.868	A
B - A20 Ashford Rd North	1921	480	3	3084	0.623	1921	2255	1.6	1.6	3.094	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1673	418	171	2705	0.619	1680	1403	3.3	1.6	3.533	A
B - A20 Ashford Rd North	1569	392	3	3085	0.508	1571	1848	1.6	1.0	2.383	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1401	350	143	2736	0.512	1403	1174	1.6	1.1	2.707	A
B - A20 Ashford Rd North	1314	328	2	3086	0.426	1315	1544	1.0	0.7	2.034	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: J17_A20 Ashford Rd small roundabout.i11

[redacted]

Report generation date: 17/09/2026 11:32:14

»2055 | DS VM | AM
»2055 | DS VM | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2055 - DS VM					
A - A20 Ashford Rd South	3.8	6.83	0.80	4.2	7.11	0.81
B - A20 Ashford Rd North	2.3	3.87	0.70	1.8	3.32	0.65

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.

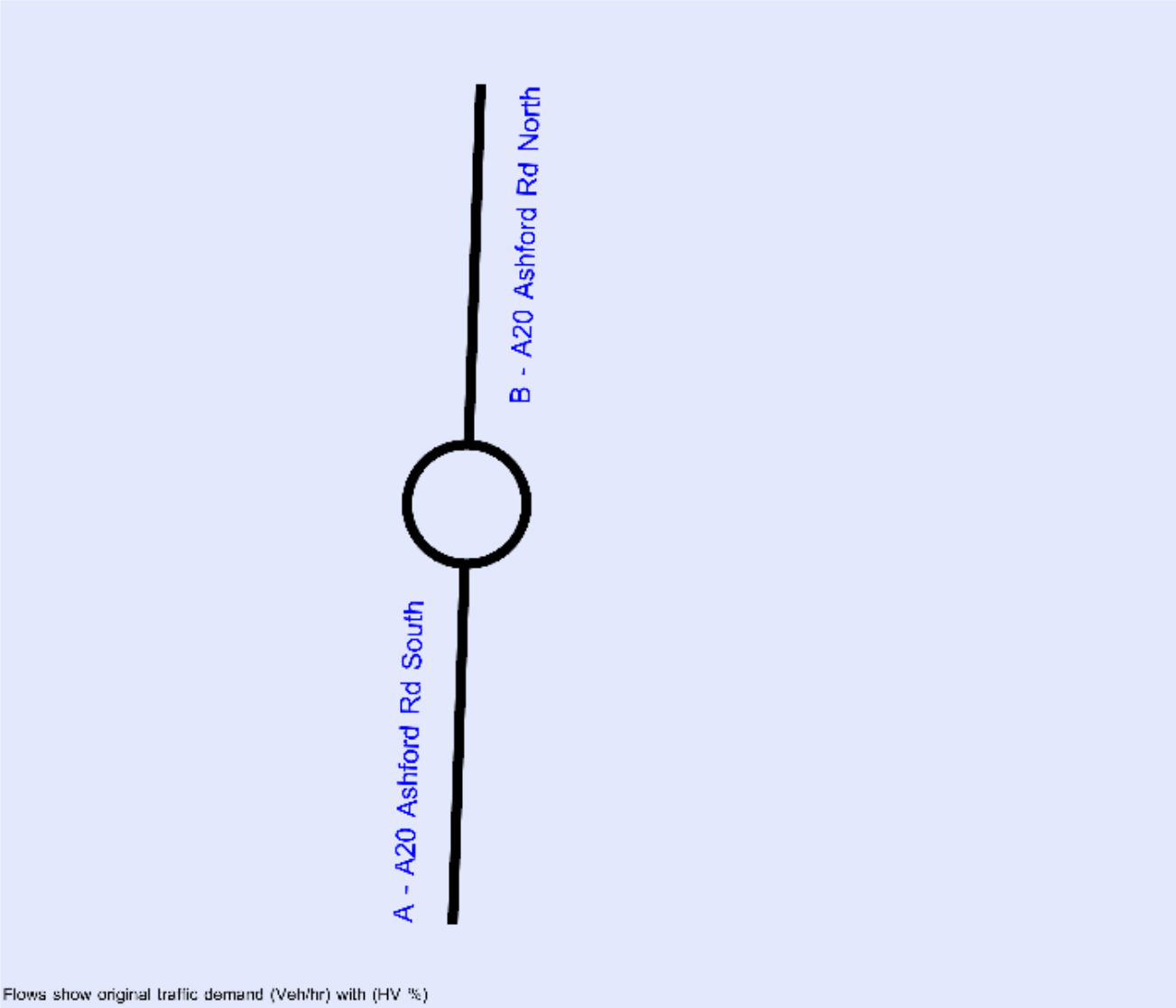
File summary

File Description

Title	J21B Otterpool Park_Base Model AM PEAK
Location	M20 J13-Castle hill Interchange
Site number	
Date	27/06/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	For 2050 DM (AM & PM) A - A20 Ashford Rd S B - A20 Ashford Rd N

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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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)	Run automatically
D13	2025		AM	ONE HOUR	07:45	09:15	15	✓
D14	2025		PM	ONE HOUR	16:30	18:00	15	✓
D15	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓
D16	2055	DM	PM	ONE HOUR	16:30	18:00	15	✓
D17	2055	DS VM	AM	ONE HOUR	07:45	09:15	15	✓
D18	2055	DS VM	PM	ONE HOUR	16:30	18:00	15	✓
D19	2031	DM	AM	ONE HOUR	07:45	09:15	15	✓
D20	2031	DM	PM	ONE HOUR	16:30	18:00	15	✓
D21	2031	DS VM	AM	ONE HOUR	07:45	09:15	15	✓
D22	2031	DS VM	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D17,D18	100.000	100.000

2055 | DS VM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	B - A20 Ashford Rd North - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B	5.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.32	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A20 Ashford Rd South		
B	A20 Ashford Rd North		

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
A - A20 Ashford Rd South	7.40	7.40	0.0	19.0	78.0	39.0		
B - A20 Ashford Rd North	7.65	7.65	0.0	21.4	78.0	32.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A20 Ashford Rd South	134	✓	23.00
B - A20 Ashford Rd North	0	✓	13.66

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A20 Ashford Rd South	1.125	2955
B - A20 Ashford Rd North	1.213	3150

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)	Run automatically
D17	2055	DS VM	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Ashford Rd South		ONE HOUR	✓	1857	100.000
B - A20 Ashford Rd North		ONE HOUR	✓	1959	100.000

Origin-Destination Data

Demand (Veh/hr)

		To	
		A - A20 Ashford Rd South	B - A20 Ashford Rd North
From	A - A20 Ashford Rd South	1	1856
	B - A20 Ashford Rd North	1716	243

Proportions

		To	
		A - A20 Ashford Rd South	B - A20 Ashford Rd North
From	A - A20 Ashford Rd South	0.00	1.00
	B - A20 Ashford Rd North	0.88	0.12

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To	
		A - A20 Ashford Rd South	B - A20 Ashford Rd North
From	A - A20 Ashford Rd South	0	3
	B - A20 Ashford Rd North	2	2

Average PCU Per Veh

		To	
		A - A20 Ashford Rd South	B - A20 Ashford Rd North
From	A - A20 Ashford Rd South	1.000	1.030
	B - A20 Ashford Rd North	1.020	1.020

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Ashford Rd South	07:45-08:00	1398	1440
	08:00-08:15	1669	1719
	08:15-08:30	2045	2106
	08:30-08:45	2045	2106
	08:45-09:00	1669	1719
	09:00-09:15	1398	1440
B - A20 Ashford Rd North	07:45-08:00	1475	1504
	08:00-08:15	1761	1796
	08:15-08:30	2157	2200
	08:30-08:45	2157	2200
	08:45-09:00	1761	1796
	09:00-09:15	1475	1504

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Ashford Rd South	0.80	6.83	3.8	A	1704	2556
B - A20 Ashford Rd North	0.70	3.87	2.3	A	1798	2696

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1398	350	182	2666	0.524	1394	1289	0.0	1.1	2.821	A
B - A20 Ashford Rd North	1475	369	0.75	3087	0.478	1471	1575	0.0	0.9	2.223	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1669	417	218	2626	0.636	1667	1542	1.1	1.7	3.744	A
B - A20 Ashford Rd North	1761	440	0.90	3087	0.570	1759	1884	0.9	1.3	2.707	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	2045	511	267	2572	0.795	2037	1887	1.7	3.7	6.630	A
B - A20 Ashford Rd North	2157	539	1	3087	0.699	2153	2302	1.3	2.3	3.838	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	2045	511	268	2571	0.795	2044	1890	3.7	3.8	6.827	A
B - A20 Ashford Rd North	2157	539	1	3087	0.699	2157	2311	2.3	2.3	3.870	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1669	417	219	2625	0.636	1678	1547	3.8	1.8	3.830	A
B - A20 Ashford Rd North	1761	440	0.90	3087	0.570	1765	1896	2.3	1.3	2.730	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1398	350	183	2665	0.525	1401	1294	1.8	1.1	2.854	A
B - A20 Ashford Rd North	1475	369	0.75	3087	0.478	1477	1583	1.3	0.9	2.236	A

2055 | DS VM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	B - A20 Ashford Rd North - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B	5.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.29	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A20 Ashford Rd South	134	✓	23.00
B - A20 Ashford Rd North	0	✓	13.66

Slope / Intercept / Capacity

[same as above]

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)	Run automatically
D18	2055	DS VM	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Ashford Rd South		ONE HOUR	✓	1959	100.000
B - A20 Ashford Rd North		ONE HOUR	✓	1818	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	3	1956
	B - A20 Ashford Rd North	1628	190

Proportions

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	0.00	1.00
	B - A20 Ashford Rd North	0.90	0.10

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	0	2
	B - A20 Ashford Rd North	2	2

Average PCU Per Veh

	To		
From		A - A20 Ashford Rd South	B - A20 Ashford Rd North
	A - A20 Ashford Rd South	1.000	1.020
	B - A20 Ashford Rd North	1.020	1.020

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Ashford Rd South	16:30-16:45	1475	1504
	16:45-17:00	1761	1796
	17:00-17:15	2157	2200
	17:15-17:30	2157	2200
	17:30-17:45	1761	1796
	17:45-18:00	1475	1504
B - A20 Ashford Rd North	16:30-16:45	1369	1396
	16:45-17:00	1634	1667
	17:00-17:15	2002	2042
	17:15-17:30	2002	2042
	17:30-17:45	1634	1667
	17:45-18:00	1369	1396

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Ashford Rd South	0.81	7.11	4.2	A	1798	2696
B - A20 Ashford Rd North	0.65	3.32	1.8	A	1668	2502

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1475	369	143	2737	0.539	1470	1225	0.0	1.2	2.832	A
B - A20 Ashford Rd North	1369	342	2	3086	0.444	1366	1611	0.0	0.8	2.089	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1761	440	171	2705	0.651	1758	1465	1.2	1.8	3.790	A
B - A20 Ashford Rd North	1634	409	3	3085	0.530	1633	1926	0.8	1.1	2.477	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	2157	539	209	2662	0.810	2148	1793	1.8	4.1	6.880	A
B - A20 Ashford Rd North	2002	500	3	3084	0.649	1999	2353	1.1	1.8	3.308	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	2157	539	209	2662	0.810	2157	1796	4.1	4.2	7.110	A
B - A20 Ashford Rd North	2002	500	3	3084	0.649	2002	2362	1.8	1.8	3.324	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1761	440	171	2705	0.651	1770	1469	4.2	1.9	3.889	A
B - A20 Ashford Rd North	1634	409	3	3085	0.530	1637	1939	1.8	1.1	2.490	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Ashford Rd South	1475	369	143	2736	0.539	1478	1229	1.9	1.2	2.868	A
B - A20 Ashford Rd North	1369	342	2	3086	0.444	1370	1619	1.1	0.8	2.099	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: J18_Spitfire Way-White House Hill-A260highvis.j11

[redacted]

Report generation date: 17/09/2026 09:57:20

»AM - 2025 | | AM
»AM - 2055 | DM | AM
»AM - 2055 | DS | AM
»PM - 2025 | | PM
»PM - 2055 | DM | PM
»PM - 2055 | DS | PM

Summary of junction performance

	AM		
	Queue (Veh)	Delay (s)	RFC
	AM - 2025		
A - White House Hill	4.6	42.55	0.84
B - A20 Slip Roads	6.5	42.30	0.89
C - Canterbury Rd	1.2	6.34	0.55
D - Spitfire Way	5.2	17.73	0.85
	AM - 2055 - DM		
A - White House Hill	71.1	565.34	1.34
B - A20 Slip Roads	58.8	348.54	1.18
C - Canterbury Rd	2.2	9.38	0.69
D - Spitfire Way	47.7	121.85	1.05
	AM - 2055 - DS		
A - White House Hill	111.8	813.13	1.46
B - A20 Slip Roads	103.4	586.01	1.28
C - Canterbury Rd	2.3	9.63	0.70
D - Spitfire Way	60.6	151.50	1.08

	PM		
	Queue (Veh)	Delay (s)	RFC
	PM - 2025		
A - White House Hill	0.9	10.08	0.48
B - A20 Slip Roads	6.8	24.85	0.88
C - Canterbury Rd	2.1	10.39	0.68
D - Spitfire Way	2.0	8.79	0.67
	PM - 2055 - DM		
A - White House Hill	2.5	23.06	0.73
B - A20 Slip Roads	116.7	309.36	1.22
C - Canterbury Rd	5.1	21.20	0.85
D - Spitfire Way	4.8	18.07	0.84
	PM - 2055 - DS		
A - White House Hill	4.1	34.25	0.82
B - A20 Slip Roads	171.3	499.75	1.33
C - Canterbury Rd	4.9	20.24	0.84
D - Spitfire Way	5.4	20.27	0.85

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

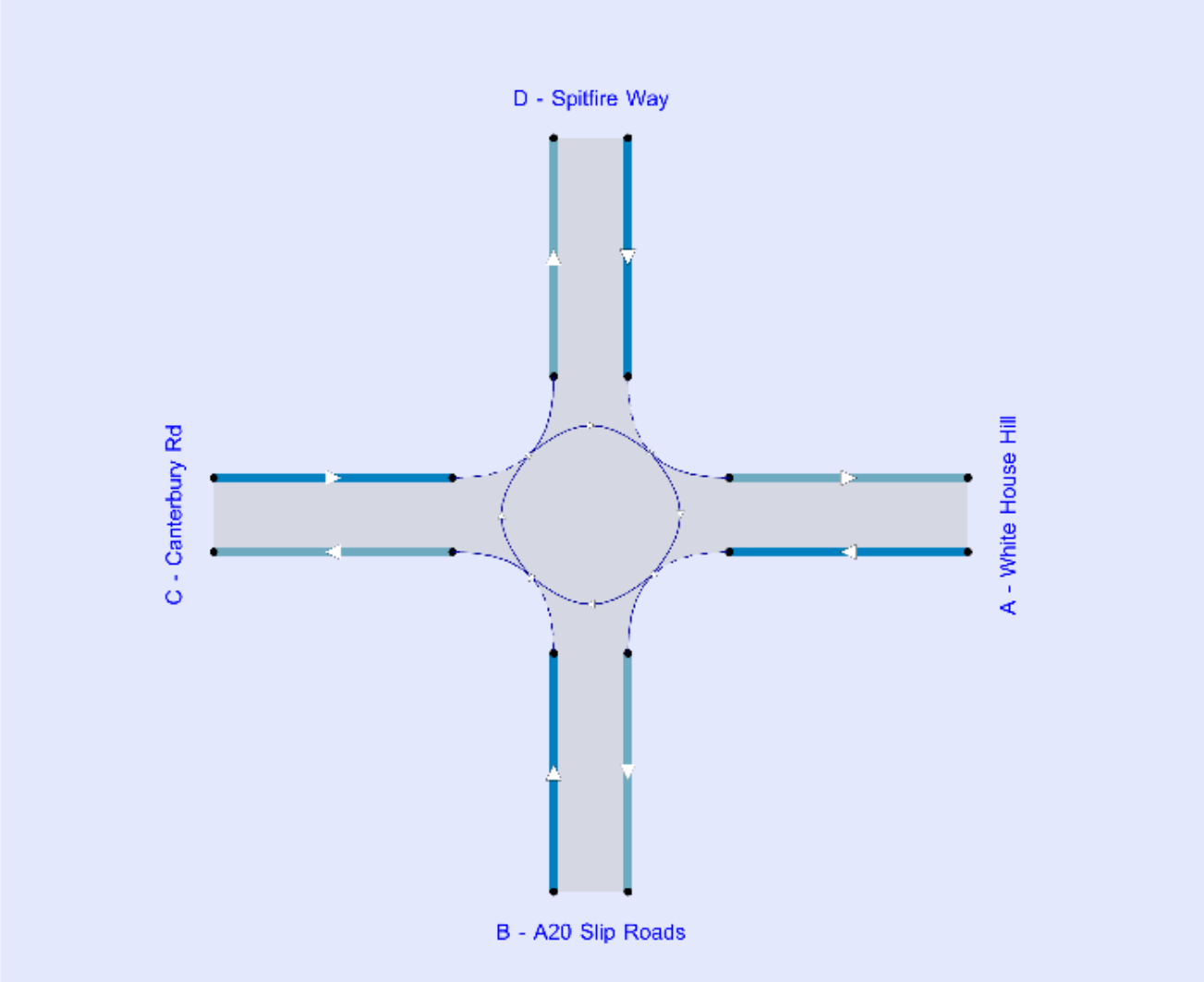
File summary

File Description

Title	Spitfire Way-White House Hill-A260
Location	
Site number	
Date	09/04/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
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	-Hour	perHour



Flows show original traffic demand (Veh/hr) with (HV %)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018		AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	16:45	18:15	15	✓
D17	2025	Local Peak	AM L	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	07:30	09:00	15	✓
D18	2025	Local Peak	PM L	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	16:15	17:45	15	✓
D19	2055	DM	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	07:45	09:15	15	✓
D20	2055	DM	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	16:45	18:15	15	✓
D21	2055	DS	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	07:45	09:15	15	✓
D22	2055	DS	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	16:45	18:15	15	✓

AM - 2025 | | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM	✓	✓	D15,D19,D21	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	23.89	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.89	C

Arms

Arms

Arm	Name	Description	No give-way line
A	White House Hill		
B	A20 Slip Roads		
C	Canterbury Rd		
D	Spitfire Way		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - White House Hill	4.55	6.29	11.0	21.8	43.5	41.0		
B - A20 Slip Roads	6.09	8.86	20.7	16.7	43.4	56.0		
C - Canterbury Rd	5.03	8.05	8.0	25.6	42.8	43.0		
D - Spitfire Way	5.15	7.57	4.1	17.2	42.8	52.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - White House Hill	Direct		-435
B - A20 Slip Roads	Direct		-500
C - Canterbury Rd	Direct		-300
D - Spitfire Way	Direct		-145

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - White House Hill	0.616	1235
B - A20 Slip Roads	0.700	1690
C - Canterbury Rd	0.658	1572
D - Spitfire Way	0.602	1516

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

Traffic Demand

Demand Set Details

ID	Year	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2025	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - White House Hill		ONE HOUR	✓	377	100.000
B - A20 Slip Roads		ONE HOUR	✓	535	100.000
C - Canterbury Rd		ONE HOUR	✓	620	100.000
D - Spitfire Way		ONE HOUR	✓	999	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0	37	338	2
	B - A20 Slip Roads	102	1	152	280
	C - Canterbury Rd	135	41	5	439
	D - Spitfire Way	1	68	930	0

Proportions

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0.00	0.10	0.90	0.01
	B - A20 Slip Roads	0.19	0.00	0.28	0.52
	C - Canterbury Rd	0.22	0.07	0.01	0.71
	D - Spitfire Way	0.00	0.07	0.93	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0	0	4	0
	B - A20 Slip Roads	0	0	3	5
	C - Canterbury Rd	2	5	0	3
	D - Spitfire Way	0	3	2	0

Average PCU Per Veh

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	1.000	1.000	1.040	1.000
	B - A20 Slip Roads	1.000	1.000	1.030	1.050
	C - Canterbury Rd	1.015	1.050	1.000	1.030
	D - Spitfire Way	1.000	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - White House Hill	07:45-08:00	284	294
	08:00-08:15	339	351
	08:15-08:30	415	430
	08:30-08:45	415	430
	08:45-09:00	339	351
	09:00-09:15	284	294
B - A20 Slip Roads	07:45-08:00	403	417
	08:00-08:15	481	498
	08:15-08:30	589	609
	08:30-08:45	589	609
	08:45-09:00	481	498
	09:00-09:15	403	417
C - Canterbury Rd	07:45-08:00	467	480
	08:00-08:15	557	573
	08:15-08:30	683	702
	08:30-08:45	683	702
	08:45-09:00	557	573
	09:00-09:15	467	480
D - Spitfire Way	07:45-08:00	752	768
	08:00-08:15	898	917
	08:15-08:30	1100	1123
	08:30-08:45	1100	1123
	08:45-09:00	898	917
	09:00-09:15	752	768

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - White House Hill	0.84	42.55	4.6	E	346	519
B - A20 Slip Roads	0.89	42.30	6.5	E	491	736
C - Canterbury Rd	0.55	6.34	1.2	A	569	853
D - Spitfire Way	0.85	17.73	5.2	C	917	1375

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	284	71	782	717	0.396	281	178	0.0	0.6	8.221	A
B - A20 Slip Roads	403	101	953	973	0.414	400	110	0.0	0.7	6.256	A
C - Canterbury Rd	467	117	288	1338	0.349	465	1065	0.0	0.5	4.111	A
D - Spitfire Way	752	188	213	1358	0.554	747	540	0.0	1.2	5.843	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	339	85	936	623	0.544	337	213	0.6	1.2	12.503	B
B - A20 Slip Roads	481	120	1141	842	0.571	479	132	0.7	1.3	9.835	A
C - Canterbury Rd	557	139	344	1301	0.429	557	1276	0.5	0.7	4.833	A
D - Spitfire Way	898	225	255	1333	0.674	895	646	1.2	2.0	8.152	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	415	104	1139	500	0.831	404	259	1.2	4.0	34.231	D
B - A20 Slip Roads	589	147	1383	675	0.873	573	160	1.3	5.3	31.405	D
C - Canterbury Rd	683	171	412	1256	0.544	681	1543	0.7	1.2	6.245	A
D - Spitfire Way	1100	275	309	1301	0.846	1088	784	2.0	4.9	16.117	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	415	104	1149	493	0.842	413	261	4.0	4.6	42.547	E
B - A20 Slip Roads	589	147	1401	662	0.889	585	162	5.3	6.5	42.299	E
C - Canterbury Rd	683	171	421	1250	0.546	683	1565	1.2	1.2	6.340	A
D - Spitfire Way	1100	275	312	1299	0.847	1099	791	4.9	5.2	17.727	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	339	85	952	613	0.553	352	218	4.6	1.3	14.437	B
B - A20 Slip Roads	481	120	1170	823	0.585	501	134	6.5	1.4	11.857	B
C - Canterbury Rd	557	139	361	1290	0.432	559	1310	1.2	0.8	4.936	A
D - Spitfire Way	898	225	260	1330	0.675	910	660	5.2	2.1	8.807	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	284	71	790	711	0.399	286	180	1.3	0.7	8.514	A
B - A20 Slip Roads	403	101	965	964	0.418	406	111	1.4	0.7	6.477	A
C - Canterbury Rd	467	117	292	1336	0.350	468	1079	0.8	0.5	4.152	A
D - Spitfire Way	752	188	215	1357	0.554	756	545	2.1	1.3	6.019	A

AM - 2055 | DM | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM	✓	✓	D15,D19,D21	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	207.68	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	207.68	F

Arms

Arms

Arm	Name	Description	No give-way line
A	White House Hill		
B	A20 Slip Roads		
C	Canterbury Rd		
D	Spitfire Way		

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
A - White House Hill	4.55	6.29	11.0	21.8	43.5	41.0		
B - A20 Slip Roads	6.09	8.86	20.7	16.7	43.4	56.0		
C - Canterbury Rd	5.03	8.05	8.0	25.6	42.8	43.0		
D - Spitfire Way	5.15	7.57	4.1	17.2	42.8	52.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - White House Hill	Direct		-435
B - A20 Slip Roads	Direct		-500
C - Canterbury Rd	Direct		-300
D - Spitfire Way	Direct		-145

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - White House Hill	0.616	1235
B - A20 Slip Roads	0.700	1690
C - Canterbury Rd	0.658	1572
D - Spitfire Way	0.602	1516

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2055	DM	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - White House Hill		ONE HOUR	✓	456	100.000
B - A20 Slip Roads		ONE HOUR	✓	646	100.000
C - Canterbury Rd		ONE HOUR	✓	778	100.000
D - Spitfire Way		ONE HOUR	✓	1181	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0	42	412	2
	B - A20 Slip Roads	131	1	175	339
	C - Canterbury Rd	159	108	6	505
	D - Spitfire Way	1	78	1102	0

Proportions

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0.00	0.09	0.90	0.00
	B - A20 Slip Roads	0.20	0.00	0.27	0.52
	C - Canterbury Rd	0.20	0.14	0.01	0.65
	D - Spitfire Way	0.00	0.07	0.93	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0	0	3	0
	B - A20 Slip Roads	0	0	3	5
	C - Canterbury Rd	2	2	0	3
	D - Spitfire Way	0	3	2	0

Average PCU Per Veh

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	1.000	1.000	1.030	1.000
	B - A20 Slip Roads	1.000	1.000	1.030	1.050
	C - Canterbury Rd	1.015	1.020	1.000	1.030
	D - Spitfire Way	1.000	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - White House Hill	07:45-08:00	343	353
	08:00-08:15	410	421
	08:15-08:30	502	516
	08:30-08:45	502	516
	08:45-09:00	410	421
	09:00-09:15	343	353
B - A20 Slip Roads	07:45-08:00	486	503
	08:00-08:15	581	601
	08:15-08:30	711	736
	08:30-08:45	711	736
	08:45-09:00	581	601
	09:00-09:15	486	503
C - Canterbury Rd	07:45-08:00	586	601
	08:00-08:15	699	717
	08:15-08:30	857	878
	08:30-08:45	857	878
	08:45-09:00	699	717
	09:00-09:15	586	601
D - Spitfire Way	07:45-08:00	889	907
	08:00-08:15	1062	1084
	08:15-08:30	1300	1327
	08:30-08:45	1300	1327
	08:45-09:00	1062	1084
	09:00-09:15	889	907

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - White House Hill	1.34	565.34	71.1	F	418	628
B - A20 Slip Roads	1.18	348.54	58.8	F	593	889
C - Canterbury Rd	0.69	9.38	2.2	A	714	1071
D - Spitfire Way	1.05	121.85	47.7	F	1084	1626

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	343	86	966	610	0.562	338	217	0.0	1.2	13.010	B
B - A20 Slip Roads	486	122	1134	850	0.572	481	171	0.0	1.3	9.633	A
C - Canterbury Rd	586	146	352	1299	0.451	582	1262	0.0	0.8	5.005	A
D - Spitfire Way	889	222	303	1305	0.681	881	632	0.0	2.1	8.329	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	410	102	1154	495	0.827	399	259	1.2	3.9	34.209	D
B - A20 Slip Roads	581	145	1349	701	0.829	569	204	1.3	4.1	25.469	D
C - Canterbury Rd	699	175	417	1256	0.557	698	1502	0.8	1.2	6.431	A
D - Spitfire Way	1062	265	361	1270	0.836	1052	753	2.1	4.6	15.756	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	502	126	1329	388	1.293	383	297	3.9	33.8	200.063	F
B - A20 Slip Roads	711	178	1477	613	1.161	601	234	4.1	31.6	124.357	F
C - Canterbury Rd	857	214	440	1240	0.691	853	1639	1.2	2.2	9.203	A
D - Spitfire Way	1300	325	422	1234	1.054	1204	871	4.6	28.7	61.856	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	502	126	1350	375	1.338	375	298	33.8	65.6	488.207	F
B - A20 Slip Roads	711	178	1490	604	1.177	603	235	31.6	58.8	284.410	F
C - Canterbury Rd	857	214	441	1240	0.691	856	1651	2.2	2.2	9.381	A
D - Spitfire Way	1300	325	424	1233	1.055	1225	874	28.7	47.7	121.851	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	410	102	1327	389	1.054	388	264	65.6	71.1	565.336	F
B - A20 Slip Roads	581	145	1500	597	0.974	588	215	58.8	56.9	348.542	F
C - Canterbury Rd	699	175	431	1247	0.561	703	1658	2.2	1.3	6.666	A
D - Spitfire Way	1062	265	367	1267	0.838	1225	767	47.7	6.9	81.119	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	343	86	994	593	0.578	585	256	71.1	10.6	258.205	F
B - A20 Slip Roads	486	122	1383	677	0.719	665	196	56.9	12.3	194.136	F
C - Canterbury Rd	586	146	487	1209	0.484	587	1560	1.3	1.0	5.801	A
D - Spitfire Way	889	222	342	1282	0.694	907	733	6.9	2.3	10.051	B

AM - 2055 | DS | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM	✓	✓	D15,D19,D21	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	320.06	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	320.06	F

Arms

Arms

Arm	Name	Description	No give-way line
A	White House Hill		
B	A20 Slip Roads		
C	Canterbury Rd		
D	Spitfire Way		

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
A - White House Hill	4.55	6.29	11.0	21.8	43.5	41.0		
B - A20 Slip Roads	6.09	8.86	20.7	16.7	43.4	56.0		
C - Canterbury Rd	5.03	8.05	8.0	25.6	42.8	43.0		
D - Spitfire Way	5.15	7.57	4.1	17.2	42.8	52.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - White House Hill	Direct		-435
B - A20 Slip Roads	Direct		-500
C - Canterbury Rd	Direct		-300
D - Spitfire Way	Direct		-145

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - White House Hill	0.616	1235
B - A20 Slip Roads	0.700	1690
C - Canterbury Rd	0.658	1572
D - Spitfire Way	0.602	1516

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2055	DS	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - White House Hill		ONE HOUR	✓	511	100.000
B - A20 Slip Roads		ONE HOUR	✓	705	100.000
C - Canterbury Rd		ONE HOUR	✓	778	100.000
D - Spitfire Way		ONE HOUR	✓	1190	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0	42	467	2
	B - A20 Slip Roads	182	1	175	347
	C - Canterbury Rd	159	108	6	505
	D - Spitfire Way	1	78	1111	0

Proportions

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0.00	0.08	0.91	0.00
	B - A20 Slip Roads	0.26	0.00	0.25	0.49
	C - Canterbury Rd	0.20	0.14	0.01	0.65
	D - Spitfire Way	0.00	0.07	0.93	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0	0	3	0
	B - A20 Slip Roads	0	0	3	5
	C - Canterbury Rd	2	2	0	3
	D - Spitfire Way	0	3	2	0

Average PCU Per Veh

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	1.000	1.000	1.030	1.000
	B - A20 Slip Roads	1.000	1.000	1.030	1.050
	C - Canterbury Rd	1.015	1.020	1.000	1.030
	D - Spitfire Way	1.000	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - White House Hill	07:45-08:00	385	395
	08:00-08:15	459	472
	08:15-08:30	563	578
	08:30-08:45	563	578
	08:45-09:00	459	472
	09:00-09:15	385	395
B - A20 Slip Roads	07:45-08:00	531	548
	08:00-08:15	634	654
	08:15-08:30	776	801
	08:30-08:45	776	801
	08:45-09:00	634	654
	09:00-09:15	531	548
C - Canterbury Rd	07:45-08:00	586	601
	08:00-08:15	699	717
	08:15-08:30	857	878
	08:30-08:45	857	878
	08:45-09:00	699	717
	09:00-09:15	586	601
D - Spitfire Way	07:45-08:00	896	914
	08:00-08:15	1070	1092
	08:15-08:30	1310	1337
	08:30-08:45	1310	1337
	08:45-09:00	1070	1092
	09:00-09:15	896	914

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - White House Hill	1.46	813.13	111.8	F	469	703
B - A20 Slip Roads	1.28	586.01	103.4	F	647	970
C - Canterbury Rd	0.70	9.63	2.3	A	714	1071
D - Spitfire Way	1.08	151.50	60.6	F	1092	1638

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	385	96	972	606	0.634	378	255	0.0	1.7	15.356	C
B - A20 Slip Roads	531	133	1180	820	0.648	524	171	0.0	1.8	11.896	B
C - Canterbury Rd	586	146	395	1271	0.461	582	1308	0.0	0.8	5.203	A
D - Spitfire Way	896	224	340	1283	0.698	887	637	0.0	2.2	8.900	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	459	115	1160	492	0.934	437	300	1.7	7.2	52.534	F
B - A20 Slip Roads	634	158	1394	671	0.944	607	203	1.8	8.5	44.283	E
C - Canterbury Rd	699	175	458	1229	0.569	698	1543	0.8	1.3	6.745	A
D - Spitfire Way	1070	267	402	1246	0.859	1057	753	2.2	5.3	17.984	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	563	141	1316	396	1.421	393	332	7.2	49.5	281.027	F
B - A20 Slip Roads	776	194	1480	612	1.268	608	230	8.5	50.6	191.127	F
C - Canterbury Rd	857	214	459	1229	0.697	853	1629	1.3	2.2	9.475	A
D - Spitfire Way	1310	328	457	1213	1.080	1191	854	5.3	35.1	73.046	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	563	141	1333	385	1.460	385	332	49.5	93.9	682.965	F
B - A20 Slip Roads	776	194	1488	607	1.280	606	231	50.6	93.2	441.299	F
C - Canterbury Rd	857	214	457	1230	0.696	856	1637	2.2	2.3	9.627	A
D - Spitfire Way	1310	328	458	1213	1.080	1208	856	35.1	60.6	151.495	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	459	115	1330	388	1.185	387	298	93.9	111.8	813.127	F
B - A20 Slip Roads	634	158	1506	594	1.067	593	211	93.2	103.4	586.009	F
C - Canterbury Rd	699	175	447	1236	0.566	703	1652	2.3	1.3	6.795	A
D - Spitfire Way	1070	267	401	1247	0.858	1227	750	60.6	21.4	124.334	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	385	96	1057	554	0.694	549	288	111.8	70.7	599.976	F
B - A20 Slip Roads	531	133	1416	656	0.810	649	191	103.4	73.7	492.526	F
C - Canterbury Rd	586	146	490	1208	0.485	587	1575	1.3	1.0	5.812	A
D - Spitfire Way	896	224	375	1263	0.709	971	703	21.4	2.5	15.544	C

PM - 2025 | | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	PM	✓	✓	D16,D20,D22	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	14.99	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.99	B

Arms

Arms

Arm	Name	Description	No give-way line
A	White House Hill		
B	A20 Slip Roads		
C	Canterbury Rd		
D	Spitfire Way		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - White House Hill	4.55	6.29	11.0	21.8	43.5	41.0		
B - A20 Slip Roads	6.09	8.86	20.7	16.7	43.4	56.0		
C - Canterbury Rd	5.03	8.05	8.0	25.6	42.8	43.0		
D - Spitfire Way	5.15	7.57	4.1	17.2	42.8	52.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - White House Hill	Direct		-420
B - A20 Slip Roads	Direct		-220
C - Canterbury Rd	Direct		-300
D - Spitfire Way	Direct		-145

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - White House Hill	0.616	1250
B - A20 Slip Roads	0.700	1970
C - Canterbury Rd	0.658	1572
D - Spitfire Way	0.602	1516

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

Traffic Demand

Demand Set Details

ID	Year	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2025	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - White House Hill		ONE HOUR	✓	305	100.000
B - A20 Slip Roads		ONE HOUR	✓	942	100.000
C - Canterbury Rd		ONE HOUR	✓	663	100.000
D - Spitfire Way		ONE HOUR	✓	764	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0	25	277	3
	B - A20 Slip Roads	183	0	280	479
	C - Canterbury Rd	161	29	3	470
	D - Spitfire Way	1	41	722	0

Proportions

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0.00	0.08	0.91	0.01
	B - A20 Slip Roads	0.19	0.00	0.30	0.51
	C - Canterbury Rd	0.24	0.04	0.00	0.71
	D - Spitfire Way	0.00	0.05	0.95	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0	0	2	0
	B - A20 Slip Roads	1	0	1	1
	C - Canterbury Rd	4	0	0	0
	D - Spitfire Way	0	0	1	0

Average PCU Per Veh

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	1.000	1.000	1.020	1.000
	B - A20 Slip Roads	1.010	1.000	1.010	1.010
	C - Canterbury Rd	1.040	1.000	1.000	1.000
	D - Spitfire Way	1.000	1.000	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - White House Hill	16:45-17:00	230	234
	17:00-17:15	274	279
	17:15-17:30	336	342
	17:30-17:45	336	342
	17:45-18:00	274	279
	18:00-18:15	230	234
B - A20 Slip Roads	16:45-17:00	709	716
	17:00-17:15	847	855
	17:15-17:30	1037	1048
	17:30-17:45	1037	1048
	17:45-18:00	847	855
	18:00-18:15	709	716
C - Canterbury Rd	16:45-17:00	499	504
	17:00-17:15	596	602
	17:15-17:30	730	737
	17:30-17:45	730	737
	17:45-18:00	596	602
	18:00-18:15	499	504
D - Spitfire Way	16:45-17:00	575	581
	17:00-17:15	687	693
	17:15-17:30	841	849
	17:30-17:45	841	849
	17:45-18:00	687	693
	18:00-18:15	575	581

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - White House Hill	0.48	10.08	0.9	B	280	420
B - A20 Slip Roads	0.88	24.85	6.8	C	864	1297
C - Canterbury Rd	0.68	10.39	2.1	B	608	913
D - Spitfire Way	0.67	8.79	2.0	A	701	1052

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	230	57	595	864	0.266	228	258	0.0	0.4	5.652	A
B - A20 Slip Roads	709	177	752	1423	0.498	705	71	0.0	1.0	4.991	A
C - Canterbury Rd	499	125	498	1229	0.406	496	960	0.0	0.7	4.898	A
D - Spitfire Way	575	144	282	1331	0.432	572	713	0.0	0.8	4.727	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	274	69	713	792	0.346	274	309	0.4	0.5	6.939	A
B - A20 Slip Roads	847	212	902	1318	0.642	844	85	1.0	1.8	7.539	A
C - Canterbury Rd	596	149	596	1165	0.512	595	1150	0.7	1.0	6.302	A
D - Spitfire Way	687	172	337	1297	0.530	685	853	0.8	1.1	5.873	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	336	84	872	695	0.483	334	375	0.5	0.9	9.939	A
B - A20 Slip Roads	1037	259	1102	1178	0.881	1020	104	1.8	6.2	20.816	C
C - Canterbury Rd	730	182	720	1083	0.674	726	1402	1.0	2.0	9.984	A
D - Spitfire Way	841	210	409	1253	0.672	838	1036	1.1	2.0	8.601	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	336	84	875	693	0.485	336	379	0.9	0.9	10.081	B
B - A20 Slip Roads	1037	259	1106	1174	0.883	1035	105	6.2	6.8	24.848	C
C - Canterbury Rd	730	182	730	1076	0.679	730	1411	2.0	2.1	10.392	B
D - Spitfire Way	841	210	413	1250	0.673	841	1047	2.0	2.0	8.789	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	274	69	718	789	0.348	276	315	0.9	0.5	7.043	A
B - A20 Slip Roads	847	212	908	1313	0.645	866	86	6.8	1.9	8.393	A
C - Canterbury Rd	596	149	612	1154	0.516	600	1163	2.1	1.1	6.542	A
D - Spitfire Way	687	172	343	1293	0.531	690	869	2.0	1.1	6.004	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	230	57	600	861	0.267	230	261	0.5	0.4	5.715	A
B - A20 Slip Roads	709	177	759	1418	0.500	713	72	1.9	1.0	5.126	A
C - Canterbury Rd	499	125	503	1225	0.407	501	968	1.1	0.7	4.979	A
D - Spitfire Way	575	144	284	1329	0.433	577	720	1.1	0.8	4.796	A

PM - 2055 | DM | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	PM	✓	✓	D16,D20,D22	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	121.49	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	121.49	F

Arms

Arms

Arm	Name	Description	No give-way line
A	White House Hill		
B	A20 Slip Roads		
C	Canterbury Rd		
D	Spitfire Way		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - White House Hill	4.55	6.29	11.0	21.8	43.5	41.0		
B - A20 Slip Roads	6.09	8.86	20.7	16.7	43.4	56.0		
C - Canterbury Rd	5.03	8.05	8.0	25.6	42.8	43.0		
D - Spitfire Way	5.15	7.57	4.1	17.2	42.8	52.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - White House Hill	Direct		-420
B - A20 Slip Roads	Direct		-220
C - Canterbury Rd	Direct		-300
D - Spitfire Way	Direct		-145

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - White House Hill	0.616	1250
B - A20 Slip Roads	0.700	1970
C - Canterbury Rd	0.658	1572
D - Spitfire Way	0.602	1516

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2055	DM	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - White House Hill		ONE HOUR	✓	372	100.000
B - A20 Slip Roads		ONE HOUR	✓	1133	100.000
C - Canterbury Rd		ONE HOUR	✓	824	100.000
D - Spitfire Way		ONE HOUR	✓	903	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0	29	340	3
	B - A20 Slip Roads	227	0	323	583
	C - Canterbury Rd	194	83	3	544
	D - Spitfire Way	1	47	855	0

Proportions

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0.00	0.08	0.91	0.01
	B - A20 Slip Roads	0.20	0.00	0.29	0.51
	C - Canterbury Rd	0.24	0.10	0.00	0.66
	D - Spitfire Way	0.00	0.05	0.95	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0	0	2	0
	B - A20 Slip Roads	1	0	1	1
	C - Canterbury Rd	4	0	0	0
	D - Spitfire Way	0	0	1	0

Average PCU Per Veh

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	1.000	1.000	1.020	1.000
	B - A20 Slip Roads	1.010	1.000	1.010	1.010
	C - Canterbury Rd	1.040	1.000	1.000	1.000
	D - Spitfire Way	1.000	1.000	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - White House Hill	16:45-17:00	280	285
	17:00-17:15	334	341
	17:15-17:30	410	417
	17:30-17:45	410	417
	17:45-18:00	334	341
	18:00-18:15	280	285
B - A20 Slip Roads	16:45-17:00	853	862
	17:00-17:15	1019	1029
	17:15-17:30	1247	1260
	17:30-17:45	1247	1260
	17:45-18:00	1019	1029
	18:00-18:15	853	862
C - Canterbury Rd	16:45-17:00	620	626
	17:00-17:15	741	748
	17:15-17:30	907	916
	17:30-17:45	907	916
	17:45-18:00	741	748
	18:00-18:15	620	626
D - Spitfire Way	16:45-17:00	680	686
	17:00-17:15	812	819
	17:15-17:30	994	1004
	17:30-17:45	994	1004
	17:45-18:00	812	819
	18:00-18:15	680	686

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - White House Hill	0.73	23.06	2.5	C	341	512
B - A20 Slip Roads	1.22	309.36	116.7	F	1040	1559
C - Canterbury Rd	0.85	21.20	5.1	C	756	1134
D - Spitfire Way	0.84	18.07	4.8	C	829	1243

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	280	70	739	776	0.361	278	315	0.0	0.6	7.193	A
B - A20 Slip Roads	853	213	898	1321	0.646	846	119	0.0	1.8	7.474	A
C - Canterbury Rd	620	155	607	1157	0.536	616	1137	0.0	1.1	6.591	A
D - Spitfire Way	680	170	379	1272	0.535	675	844	0.0	1.1	5.989	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	334	84	885	687	0.487	333	376	0.6	0.9	10.123	B
B - A20 Slip Roads	1019	255	1075	1196	0.852	1005	142	1.8	5.1	17.773	C
C - Canterbury Rd	741	185	721	1082	0.685	737	1359	1.1	2.1	10.317	B
D - Spitfire Way	812	203	452	1227	0.661	809	1007	1.1	1.9	8.534	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	410	102	1076	570	0.718	404	417	0.9	2.4	20.973	C
B - A20 Slip Roads	1247	312	1307	1034	1.207	1025	173	5.1	60.7	126.803	F
C - Canterbury Rd	907	227	736	1072	0.846	896	1596	2.1	4.8	19.312	C
D - Spitfire Way	994	249	510	1192	0.834	984	1122	1.9	4.5	16.501	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	410	102	1087	564	0.727	409	419	2.4	2.5	23.055	C
B - A20 Slip Roads	1247	312	1321	1024	1.218	1023	175	60.7	116.7	309.364	F
C - Canterbury Rd	907	227	735	1073	0.845	906	1609	4.8	5.1	21.203	C
D - Spitfire Way	994	249	513	1190	0.835	993	1128	4.5	4.8	18.065	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	334	84	900	678	0.493	341	412	2.5	1.0	10.856	B
B - A20 Slip Roads	1019	255	1095	1182	0.862	1172	145	116.7	78.4	297.181	F
C - Canterbury Rd	741	185	841	1003	0.738	749	1427	5.1	3.0	14.608	B
D - Spitfire Way	812	203	489	1205	0.674	822	1101	4.8	2.1	9.665	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	280	70	748	771	0.363	282	380	1.0	0.6	7.390	A
B - A20 Slip Roads	853	213	909	1313	0.650	1159	121	78.4	2.0	76.234	F
C - Canterbury Rd	620	155	831	1010	0.614	626	1237	3.0	1.6	9.489	A
D - Spitfire Way	680	170	445	1232	0.552	683	1011	2.1	1.3	6.600	A

PM - 2055 | DS | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	PM	✓	✓	D16,D20,D22	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	192.97	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	192.97	F

Arms

Arms

Arm	Name	Description	No give-way line
A	White House Hill		
B	A20 Slip Roads		
C	Canterbury Rd		
D	Spitfire Way		

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
A - White House Hill	4.55	6.29	11.0	21.8	43.5	41.0		
B - A20 Slip Roads	6.09	8.86	20.7	16.7	43.4	56.0		
C - Canterbury Rd	5.03	8.05	8.0	25.6	42.8	43.0		
D - Spitfire Way	5.15	7.57	4.1	17.2	42.8	52.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - White House Hill	Direct		-420
B - A20 Slip Roads	Direct		-220
C - Canterbury Rd	Direct		-300
D - Spitfire Way	Direct		-145

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - White House Hill	0.616	1250
B - A20 Slip Roads	0.700	1970
C - Canterbury Rd	0.658	1572
D - Spitfire Way	0.602	1516

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2055	DS	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - White House Hill		ONE HOUR	✓	417	100.000
B - A20 Slip Roads		ONE HOUR	✓	1196	100.000
C - Canterbury Rd		ONE HOUR	✓	824	100.000
D - Spitfire Way		ONE HOUR	✓	910	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0	29	385	3
	B - A20 Slip Roads	281	0	323	592
	C - Canterbury Rd	194	83	3	544
	D - Spitfire Way	1	47	862	0

Proportions

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0.00	0.07	0.92	0.01
	B - A20 Slip Roads	0.23	0.00	0.27	0.49
	C - Canterbury Rd	0.24	0.10	0.00	0.66
	D - Spitfire Way	0.00	0.05	0.95	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0	0	2	0
	B - A20 Slip Roads	0	0	1	1
	C - Canterbury Rd	4	0	0	0
	D - Spitfire Way	0	0	1	0

Average PCU Per Veh

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	1.000	1.000	1.020	1.000
	B - A20 Slip Roads	1.000	1.000	1.010	1.010
	C - Canterbury Rd	1.040	1.000	1.000	1.000
	D - Spitfire Way	1.000	1.000	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - White House Hill	16:45-17:00	314	320
	17:00-17:15	375	382
	17:15-17:30	459	468
	17:30-17:45	459	468
	17:45-18:00	375	382
	18:00-18:15	314	320
B - A20 Slip Roads	16:45-17:00	900	907
	17:00-17:15	1075	1083
	17:15-17:30	1317	1327
	17:30-17:45	1317	1327
	17:45-18:00	1075	1083
	18:00-18:15	900	907
C - Canterbury Rd	16:45-17:00	620	626
	17:00-17:15	741	748
	17:15-17:30	907	916
	17:30-17:45	907	916
	17:45-18:00	741	748
	18:00-18:15	620	626
D - Spitfire Way	16:45-17:00	685	692
	17:00-17:15	818	826
	17:15-17:30	1002	1011
	17:30-17:45	1002	1011
	17:45-18:00	818	826
	18:00-18:15	685	692

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - White House Hill	0.82	34.25	4.1	D	383	574
B - A20 Slip Roads	1.33	499.75	171.3	F	1097	1646
C - Canterbury Rd	0.84	20.24	4.9	C	756	1134
D - Spitfire Way	0.85	20.27	5.4	C	835	1253

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	314	78	744	773	0.406	311	355	0.0	0.7	7.754	A
B - A20 Slip Roads	900	225	936	1297	0.694	892	119	0.0	2.2	8.713	A
C - Canterbury Rd	620	155	653	1128	0.550	616	1175	0.0	1.2	6.957	A
D - Spitfire Way	685	171	419	1249	0.548	680	850	0.0	1.2	6.277	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	375	94	891	683	0.549	373	421	0.7	1.2	11.516	B
B - A20 Slip Roads	1075	269	1121	1166	0.922	1050	142	2.2	8.4	26.691	D
C - Canterbury Rd	741	185	769	1052	0.704	736	1402	1.2	2.3	11.250	B
D - Spitfire Way	818	205	497	1202	0.681	815	1009	1.2	2.1	9.215	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	459	115	1082	566	0.811	449	446	1.2	3.7	28.653	D
B - A20 Slip Roads	1317	329	1359	999	1.318	996	173	8.4	88.7	186.177	F
C - Canterbury Rd	907	227	730	1078	0.842	898	1625	2.3	4.7	18.972	C
D - Spitfire Way	1002	250	539	1176	0.852	990	1089	2.1	5.1	18.268	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	459	115	1094	559	0.821	457	446	3.7	4.1	34.255	D
B - A20 Slip Roads	1317	329	1377	987	1.334	987	175	88.7	171.3	457.917	F
C - Canterbury Rd	907	227	723	1082	0.838	907	1640	4.7	4.9	20.236	C
D - Spitfire Way	1002	250	540	1175	0.853	1001	1090	5.1	5.4	20.271	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	375	94	908	673	0.557	386	445	4.1	1.3	13.017	B
B - A20 Slip Roads	1075	269	1149	1147	0.937	1140	145	171.3	154.9	499.755	F
C - Canterbury Rd	741	185	835	1009	0.734	749	1454	4.9	2.9	14.245	B
D - Spitfire Way	818	205	522	1186	0.689	830	1062	5.4	2.3	10.438	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	314	78	753	767	0.409	316	448	1.3	0.7	8.024	A
B - A20 Slip Roads	900	225	949	1288	0.699	1279	120	154.9	60.2	304.785	F
C - Canterbury Rd	620	155	936	943	0.658	624	1292	2.9	2.0	11.432	B
D - Spitfire Way	685	171	513	1193	0.574	689	1047	2.3	1.4	7.192	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: J18_Spitfire Way-White House Hill-A260midvis.j11

[redacted]

Report generation date: 17/09/2026 11:33:50

»AM - 2055 | DS VM | AM
»PM - 2055 | DS VM | PM

Summary of junction performance

	AM		
	Queue (Veh)	Delay (s)	RFC
	AM - 2055 - DS VM		
A - White House Hill	116.2	971.92	1.47
B - A20 Slip Roads	109.3	615.99	1.29
C - Canterbury Rd	2.3	9.65	0.70
D - Spitfire Way	62.1	154.92	1.08

	PM		
	Queue (Veh)	Delay (s)	RFC
	PM - 2055 - DS VM		
A - White House Hill	4.2	34.87	0.83
B - A20 Slip Roads	177.2	521.52	1.35
C - Canterbury Rd	4.9	20.24	0.84
D - Spitfire Way	5.5	20.63	0.86

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

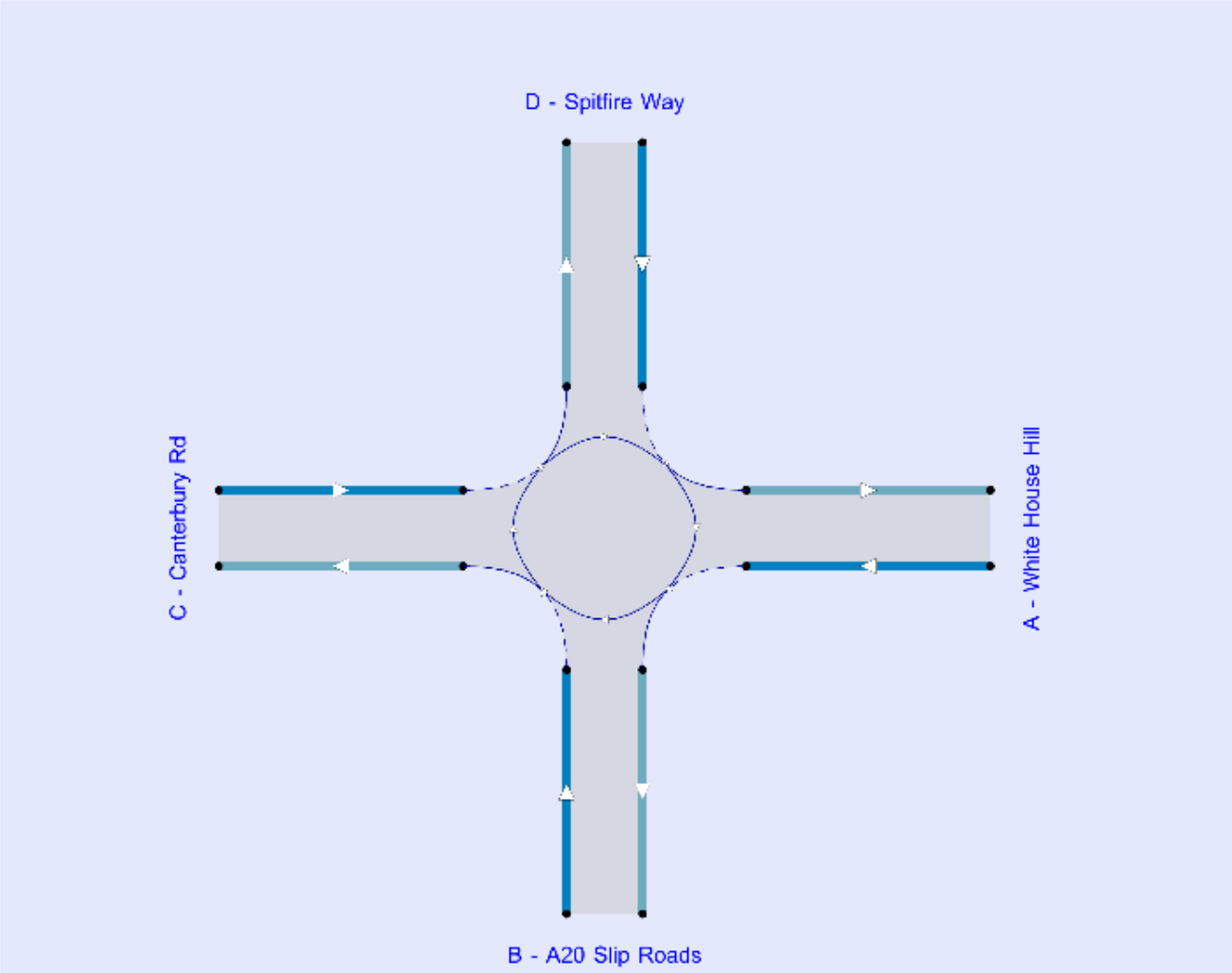
File summary

File Description

Title	Spitfire Way-White House Hill-A260
Location	
Site number	
Date	09/04/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
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	-Hour	perHour



Flows show original traffic demand (Veh/hr) with (HV %)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018		AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	16:45	18:15	15	✓
D17	2025	Local Peak	AM L	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	07:30	09:00	15	✓
D18	2025	Local Peak	PM L	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	16:15	17:45	15	✓
D19	2055	DM	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	07:45	09:15	15	✓
D20	2055	DM	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	16:45	18:15	15	✓
D21	2055	DS VM	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	07:45	09:15	15	✓
D22	2055	DS VM	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	16:45	18:15	15	✓

AM - 2055 | DS VM | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM	✓	✓	D21	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	355.23	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	355.23	F

Arms

Arms

Arm	Name	Description	No give-way line
A	White House Hill		
B	A20 Slip Roads		
C	Canterbury Rd		
D	Spitfire Way		

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
A - White House Hill	4.55	6.29	11.0	21.8	43.5	41.0		
B - A20 Slip Roads	6.09	8.86	20.7	16.7	43.4	56.0		
C - Canterbury Rd	5.03	8.05	8.0	25.6	42.8	43.0		
D - Spitfire Way	5.15	7.57	4.1	17.2	42.8	52.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - White House Hill	Direct		-435
B - A20 Slip Roads	Direct		-500
C - Canterbury Rd	Direct		-300
D - Spitfire Way	Direct		-145

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - White House Hill	0.616	1235
B - A20 Slip Roads	0.700	1690
C - Canterbury Rd	0.658	1572
D - Spitfire Way	0.602	1516

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2055	DS VM	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - White House Hill		ONE HOUR	✓	517	100.000
B - A20 Slip Roads		ONE HOUR	✓	712	100.000
C - Canterbury Rd		ONE HOUR	✓	778	100.000
D - Spitfire Way		ONE HOUR	✓	1191	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0	42	473	2
	B - A20 Slip Roads	188	1	175	348
	C - Canterbury Rd	159	108	6	505
	D - Spitfire Way	1	78	1112	0

Proportions

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0.00	0.08	0.91	0.00
	B - A20 Slip Roads	0.26	0.00	0.25	0.49
	C - Canterbury Rd	0.20	0.14	0.01	0.65
	D - Spitfire Way	0.00	0.07	0.93	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0	0	3	0
	B - A20 Slip Roads	0	0	3	5
	C - Canterbury Rd	2	2	0	3
	D - Spitfire Way	0	3	2	0

Average PCU Per Veh

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	1.000	1.000	1.030	1.000
	B - A20 Slip Roads	1.000	1.000	1.030	1.050
	C - Canterbury Rd	1.015	1.020	1.000	1.030
	D - Spitfire Way	1.000	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - White House Hill	07:45-08:00	389	400
	08:00-08:15	465	478
	08:15-08:30	569	585
	08:30-08:45	569	585
	08:45-09:00	465	478
	09:00-09:15	389	400
B - A20 Slip Roads	07:45-08:00	536	553
	08:00-08:15	640	660
	08:15-08:30	784	809
	08:30-08:45	784	809
	08:45-09:00	640	660
	09:00-09:15	536	553
C - Canterbury Rd	07:45-08:00	586	601
	08:00-08:15	699	717
	08:15-08:30	857	878
	08:30-08:45	857	878
	08:45-09:00	699	717
	09:00-09:15	586	601
D - Spitfire Way	07:45-08:00	897	915
	08:00-08:15	1071	1093
	08:15-08:30	1311	1338
	08:30-08:45	1311	1338
	08:45-09:00	1071	1093
	09:00-09:15	897	915

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - White House Hill	1.47	971.92	116.2	F	474	712
B - A20 Slip Roads	1.29	615.99	109.3	F	653	980
C - Canterbury Rd	0.70	9.65	2.3	A	714	1071
D - Spitfire Way	1.08	154.92	62.1	F	1093	1639

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	389	97	973	606	0.642	382	259	0.0	1.7	15.660	C
B - A20 Slip Roads	536	134	1185	816	0.657	529	171	0.0	1.8	12.222	B
C - Canterbury Rd	586	146	400	1268	0.462	582	1313	0.0	0.8	5.228	A
D - Spitfire Way	897	224	345	1280	0.700	888	638	0.0	2.3	8.971	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	465	116	1160	491	0.946	441	305	1.7	7.7	55.220	F
B - A20 Slip Roads	640	160	1398	668	0.958	610	203	1.8	9.4	47.376	E
C - Canterbury Rd	699	175	462	1227	0.570	698	1546	0.8	1.3	6.777	A
D - Spitfire Way	1071	268	407	1243	0.861	1058	753	2.3	5.4	18.258	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	569	142	1315	397	1.435	395	336	7.7	51.4	291.342	F
B - A20 Slip Roads	784	196	1480	612	1.281	608	229	9.4	53.2	200.946	F
C - Canterbury Rd	857	214	460	1228	0.698	853	1628	1.3	2.2	9.505	A
D - Spitfire Way	1311	328	461	1211	1.083	1190	853	5.4	35.8	74.349	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	569	142	1331	387	1.473	386	336	51.4	97.1	704.918	F
B - A20 Slip Roads	784	196	1488	607	1.292	606	230	53.2	97.6	462.078	F
C - Canterbury Rd	857	214	459	1229	0.697	856	1635	2.2	2.3	9.655	A
D - Spitfire Way	1311	328	461	1211	1.083	1206	854	35.8	62.1	154.923	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	465	116	1328	389	1.196	388	301	97.1	116.2	971.915	F
B - A20 Slip Roads	640	160	1506	594	1.078	593	210	97.6	109.3	615.995	F
C - Canterbury Rd	699	175	449	1235	0.566	703	1651	2.3	1.3	6.812	A
D - Spitfire Way	1071	268	404	1245	0.860	1225	748	62.1	23.5	129.477	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	389	97	1066	549	0.709	544	292	116.2	77.5	642.657	F
B - A20 Slip Roads	536	134	1420	653	0.821	647	191	109.3	81.6	532.377	F
C - Canterbury Rd	586	146	490	1208	0.485	587	1577	1.3	1.0	5.810	A
D - Spitfire Way	897	224	378	1261	0.711	980	699	23.5	2.6	16.716	C

PM - 2055 | DS VM | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	PM	✓	✓	D22	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	201.50	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	201.50	F

Arms

Arms

Arm	Name	Description	No give-way line
A	White House Hill		
B	A20 Slip Roads		
C	Canterbury Rd		
D	Spitfire Way		

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
A - White House Hill	4.55	6.29	11.0	21.8	43.5	41.0		
B - A20 Slip Roads	6.09	8.86	20.7	16.7	43.4	56.0		
C - Canterbury Rd	5.03	8.05	8.0	25.6	42.8	43.0		
D - Spitfire Way	5.15	7.57	4.1	17.2	42.8	52.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - White House Hill	Direct		-420
B - A20 Slip Roads	Direct		-220
C - Canterbury Rd	Direct		-300
D - Spitfire Way	Direct		-145

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - White House Hill	0.616	1250
B - A20 Slip Roads	0.700	1970
C - Canterbury Rd	0.658	1572
D - Spitfire Way	0.602	1516

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2055	DS VM	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - White House Hill		ONE HOUR	✓	423	100.000
B - A20 Slip Roads		ONE HOUR	✓	1204	100.000
C - Canterbury Rd		ONE HOUR	✓	824	100.000
D - Spitfire Way		ONE HOUR	✓	911	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0	29	391	3
	B - A20 Slip Roads	288	0	323	593
	C - Canterbury Rd	194	83	3	544
	D - Spitfire Way	1	47	863	0

Proportions

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0.00	0.07	0.92	0.01
	B - A20 Slip Roads	0.24	0.00	0.27	0.49
	C - Canterbury Rd	0.24	0.10	0.00	0.66
	D - Spitfire Way	0.00	0.05	0.95	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	0	0	1	0
	B - A20 Slip Roads	0	0	1	1
	C - Canterbury Rd	4	0	0	0
	D - Spitfire Way	0	0	1	0

Average PCU Per Veh

		To			
		A - White House Hill	B - A20 Slip Roads	C - Canterbury Rd	D - Spitfire Way
From	A - White House Hill	1.000	1.000	1.010	1.000
	B - A20 Slip Roads	1.000	1.000	1.010	1.010
	C - Canterbury Rd	1.040	1.000	1.000	1.000
	D - Spitfire Way	1.000	1.000	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - White House Hill	16:45-17:00	318	321
	17:00-17:15	380	384
	17:15-17:30	466	470
	17:30-17:45	466	470
	17:45-18:00	380	384
	18:00-18:15	318	321
B - A20 Slip Roads	16:45-17:00	906	913
	17:00-17:15	1082	1091
	17:15-17:30	1326	1336
	17:30-17:45	1326	1336
	17:45-18:00	1082	1091
	18:00-18:15	906	913
C - Canterbury Rd	16:45-17:00	620	626
	17:00-17:15	741	748
	17:15-17:30	907	916
	17:30-17:45	907	916
	17:45-18:00	741	748
	18:00-18:15	620	626
D - Spitfire Way	16:45-17:00	686	692
	17:00-17:15	819	827
	17:15-17:30	1003	1013
	17:30-17:45	1003	1013
	17:45-18:00	819	827
	18:00-18:15	686	692

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - White House Hill	0.83	34.87	4.2	D	388	582
B - A20 Slip Roads	1.35	521.52	177.2	F	1105	1657
C - Canterbury Rd	0.84	20.24	4.9	C	756	1134
D - Spitfire Way	0.86	20.63	5.5	C	836	1254

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	318	80	745	780	0.409	316	360	0.0	0.7	7.718	A
B - A20 Slip Roads	906	227	941	1295	0.700	897	119	0.0	2.3	8.867	A
C - Canterbury Rd	620	155	659	1125	0.552	616	1180	0.0	1.2	7.007	A
D - Spitfire Way	686	171	424	1246	0.550	681	851	0.0	1.2	6.320	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	380	95	891	689	0.552	378	427	0.7	1.2	11.502	B
B - A20 Slip Roads	1082	271	1127	1165	0.929	1056	142	2.3	9.0	27.995	D
C - Canterbury Rd	741	185	775	1048	0.707	736	1408	1.2	2.3	11.379	B
D - Spitfire Way	819	205	503	1198	0.683	815	1009	1.2	2.1	9.315	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	466	116	1083	571	0.816	455	450	1.2	3.8	28.973	D
B - A20 Slip Roads	1326	331	1366	997	1.329	994	173	9.0	91.9	193.192	F
C - Canterbury Rd	907	227	731	1078	0.842	898	1629	2.3	4.7	19.014	C
D - Spitfire Way	1003	251	543	1174	0.855	991	1085	2.1	5.2	18.547	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	466	116	1095	563	0.827	464	450	3.8	4.2	34.866	D
B - A20 Slip Roads	1326	331	1384	984	1.347	984	175	91.9	177.2	474.124	F
C - Canterbury Rd	907	227	723	1082	0.838	907	1645	4.7	4.9	20.244	C
D - Spitfire Way	1003	251	543	1173	0.855	1002	1087	5.2	5.5	20.633	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	380	95	909	678	0.561	392	449	4.2	1.3	13.052	B
B - A20 Slip Roads	1082	271	1156	1145	0.945	1138	145	177.2	163.2	521.516	F
C - Canterbury Rd	741	185	836	1008	0.735	749	1458	4.9	2.9	14.258	B
D - Spitfire Way	819	205	527	1184	0.692	832	1058	5.5	2.3	10.563	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - White House Hill	318	80	754	774	0.412	321	453	1.3	0.7	7.990	A
B - A20 Slip Roads	906	227	954	1286	0.705	1278	120	163.2	70.3	330.788	F
C - Canterbury Rd	620	155	937	942	0.659	624	1295	2.9	2.0	11.461	B
D - Spitfire Way	686	171	518	1190	0.576	690	1044	2.3	1.4	7.249	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: J19 Alkham Valley Rd-A20 Slip.j11

[redacted]

Report generation date: 17/09/2026 09:59:20

»2025 | | AM
»2025 | | PM
»2055 | DM | AM
»2055 | DM | PM
»2055 | DS | AM
»2055 | DS | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025					
A - A20 Offslip	0.0	1.88	0.05	0.1	1.90	0.06
B - AlkamValley Rd (East)	0.6	3.03	0.36	0.3	2.60	0.25
C - AlkamValley Rd (South)	3.3	11.00	0.77	1.7	6.08	0.63
	2055 - DM					
A - A20 Offslip	0.1	1.92	0.05	0.1	1.97	0.07
B - AlkamValley Rd (East)	0.7	3.35	0.41	0.4	2.76	0.29
C - AlkamValley Rd (South)	16.3	46.17	0.97	3.0	9.48	0.76
	2055 - DS					
A - A20 Offslip	0.1	1.92	0.05	0.1	1.97	0.07
B - AlkamValley Rd (East)	0.7	3.35	0.41	0.4	2.76	0.29
C - AlkamValley Rd (South)	32.3	79.84	1.02	3.7	11.12	0.79

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.

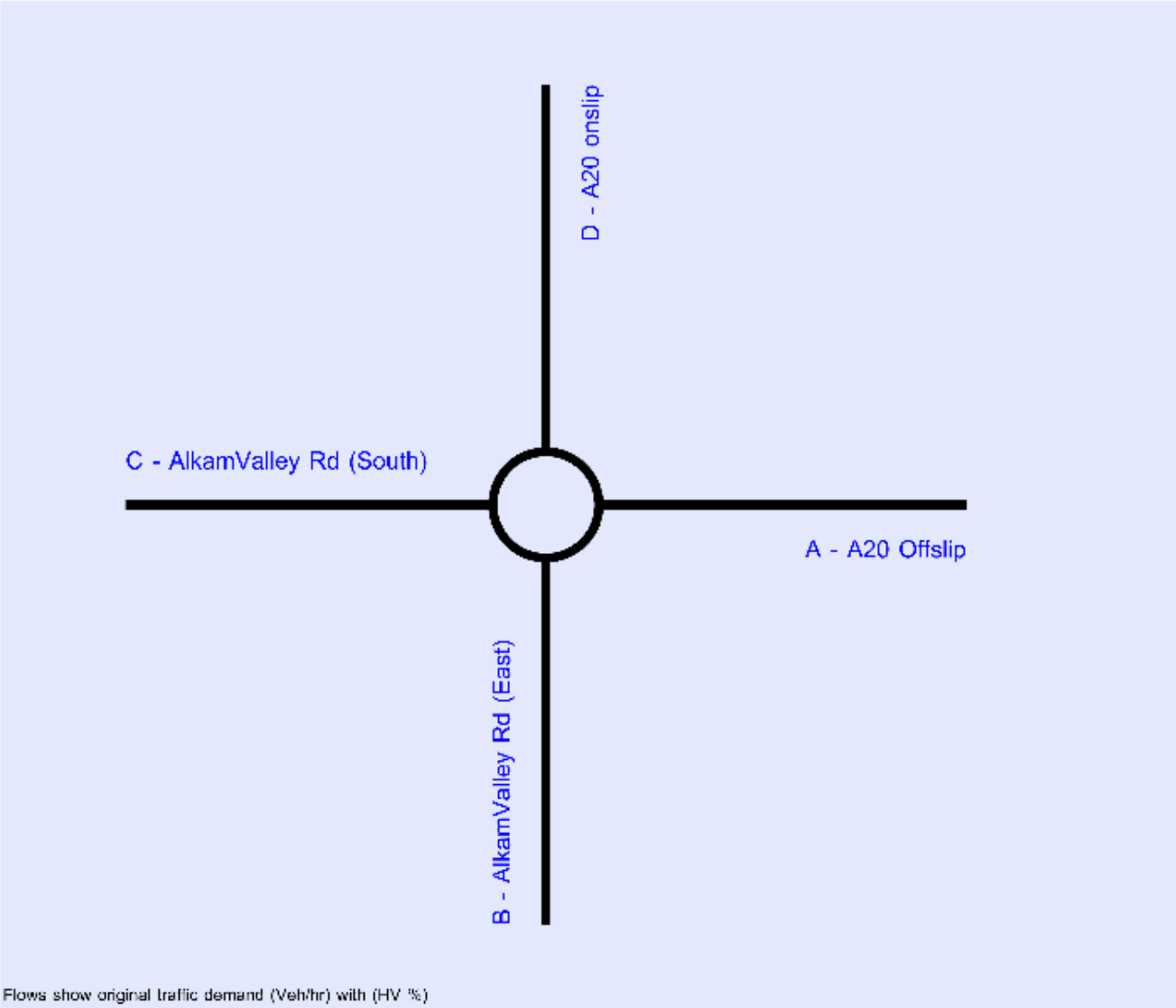
File summary

File Description

Title	Alkham Valley Rd-A20 Slip
Location	
Site number	
Date	09/04/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	ysa77377 [HCL70027]
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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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)	Run automatically
D1	2018		AM	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS	AM	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D15,D16,D17,D18,D19,D20	100.000	100.000

2025 | | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - AlkamValley Rd (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.71	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A20 Offslip		
B	AlkamValley Rd (East)		
C	AlkamValley Rd (South)		
D	A20 onslip		

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
A - A20 Offslip	6.71	8.71	13.2	23.7	44.6	38.0		
B - AlkamValley Rd (East)	3.82	7.44	37.9	23.3	44.6	40.0		
C - AlkamValley Rd (South)	4.13	6.66	19.2	26.5	44.6	34.0		
D - A20 onslip								✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A20 Offslip	0.759	2392
B - AlkamValley Rd (East)	0.668	1942
C - AlkamValley Rd (South)	0.646	1787
D - A20 onslip		

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

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2025	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Offslip		ONE HOUR	✓	82	100.000
B - AlkamValley Rd (East)		ONE HOUR	✓	599	100.000
C - AlkamValley Rd (South)		ONE HOUR	✓	1013	100.000
D - A20 onslip					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A20 Offslip	B - AlkamValley Rd (East)	C - AlkamValley Rd (South)	D - A20 onslip
From	A - A20 Offslip	0	3	77	2
	B - AlkamValley Rd (East)	0	0	149	450
	C - AlkamValley Rd (South)	0	253	2	758
	D - A20 onslip	0	0	0	0

Proportions

		To		
		A - A20 Offslip	B - AlkamValley Rd (East)	Alkam Rd (S
From	A - A20 Offslip	0.00	0.04	0
	B - AlkamValley Rd (East)	0.00	0.00	0
	C - AlkamValley Rd (South)	0.00	0.25	0
	D - A20 onslip	0.25	0.25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A20 Offslip	B - AlkamValley Rd (East)	C - AlkamValley Rd (South)	D - A20 onslip
From	A - A20 Offslip	0	33	8	0
	B - AlkamValley Rd (East)	0	0	1	2
	C - AlkamValley Rd (South)	0	2	0	1
	D - A20 onslip	0	0	0	0

Average PCU Per Veh

		To		
		A - A20 Offslip	B - AlkamValley Rd (East)	Alkam Rd (S
From	A - A20 Offslip	1.000	1.330	1.
	B - AlkamValley Rd (East)	1.000	1.000	1.
	C - AlkamValley Rd (South)	1.000	1.020	1.
	D - A20 onslip	1.000	1.000	1.

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Offslip	07:45-08:00	62	67
	08:00-08:15	74	80
	08:15-08:30	90	98
	08:30-08:45	90	98
	08:45-09:00	74	80
	09:00-09:15	62	67
B - AlkamValley Rd (East)	07:45-08:00	451	459
	08:00-08:15	538	548
	08:15-08:30	660	671
	08:30-08:45	660	671
	08:45-09:00	538	548
	09:00-09:15	451	459
C - AlkamValley Rd (South)	07:45-08:00	763	772
	08:00-08:15	911	922
	08:15-08:30	1115	1129
	08:30-08:45	1115	1129
	08:45-09:00	911	922
	09:00-09:15	763	772
D - A20 onslip	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Offslip	0.05	1.88	0.0	A	75	113
B - AlkamValley Rd (East)	0.36	3.03	0.6	A	550	824
C - AlkamValley Rd (South)	0.77	11.00	3.3	B	930	1394
D - A20 onslip						

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	62	15	191	2064	0.030	62	0	0.0	0.0	1.796	A
B - AlkamValley Rd (East)	451	113	61	1866	0.242	450	192	0.0	0.3	2.540	A
C - AlkamValley Rd (South)	763	191	339	1545	0.494	759	171	0.0	1.0	4.560	A
D - A20 onslip			191				907				

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	74	18	229	2038	0.036	74	0	0.0	0.0	1.832	A
B - AlkamValley Rd (East)	538	135	73	1857	0.290	538	230	0.3	0.4	2.729	A
C - AlkamValley Rd (South)	911	228	406	1501	0.607	908	205	1.0	1.5	6.051	A
D - A20 onslip			229				1086				

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	90	23	279	2002	0.045	90	0	0.0	0.0	1.882	A
B - AlkamValley Rd (East)	660	165	89	1846	0.357	659	280	0.4	0.6	3.031	A
C - AlkamValley Rd (South)	1115	279	497	1442	0.774	1108	251	1.5	3.3	10.579	B
D - A20 onslip			279				1327				

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	90	23	281	2001	0.045	90	0	0.0	0.0	1.883	A
B - AlkamValley Rd (East)	660	165	89	1846	0.357	660	282	0.6	0.6	3.034	A
C - AlkamValley Rd (South)	1115	279	498	1442	0.774	1115	251	3.3	3.3	10.996	B
D - A20 onslip			281				1332				

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	74	18	231	2036	0.036	74	0	0.0	0.0	1.833	A
B - AlkamValley Rd (East)	538	135	73	1857	0.290	539	232	0.6	0.4	2.731	A
C - AlkamValley Rd (South)	911	228	407	1501	0.607	918	205	3.3	1.6	6.247	A
D - A20 onslip			231				1093				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	62	15	193	2063	0.030	62	0	0.0	0.0	1.797	A
B - AlkamValley Rd (East)	451	113	61	1866	0.242	451	193	0.4	0.3	2.547	A
C - AlkamValley Rd (South)	763	191	341	1544	0.494	765	172	1.6	1.0	4.638	A
D - A20 onslip			193				913				

2025 | | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - AlkamValley Rd (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.73	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2025	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Offslip		ONE HOUR	✓	109	100.000
B - AlkamValley Rd (East)		ONE HOUR	✓	423	100.000
C - AlkamValley Rd (South)		ONE HOUR	✓	897	100.000
D - A20 onslip					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A20 Offslip	B - AlkamValley Rd (East)	C - AlkamValley Rd (South)	D - A20 onslip
From	A - A20 Offslip	0	4	103	2
	B - AlkamValley Rd (East)	0	1	159	263
	C - AlkamValley Rd (South)	0	404	3	490
	D - A20 onslip	0	0	0	0

Proportions

		To		
		A - A20 Offslip	B - AlkamValley Rd (East)	Alkam Rd (S
From	A - A20 Offslip	0.00	0.04	0
	B - AlkamValley Rd (East)	0.00	0.00	0
	C - AlkamValley Rd (South)	0.00	0.45	0
	D - A20 onslip	0.25	0.25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A20 Offslip	B - AlkamValley Rd (East)	C - AlkamValley Rd (South)	D - A20 onslip
From	A - A20 Offslip	0	0	1	50
	B - AlkamValley Rd (East)	0	0	0	1
	C - AlkamValley Rd (South)	0	1	0	1
	D - A20 onslip	0	0	0	0

Average PCU Per Veh

		To		
		A - A20 Offslip	B - AlkamValley Rd (East)	Alkam Rd (S
From	A - A20 Offslip	1.000	1.000	1.
	B - AlkamValley Rd (East)	1.000	1.000	1.
	C - AlkamValley Rd (South)	1.000	1.010	1.
	D - A20 onslip	1.000	1.000	1.

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Offslip	16:45-17:00	82	84
	17:00-17:15	98	100
	17:15-17:30	120	122
	17:30-17:45	120	122
	17:45-18:00	98	100
	18:00-18:15	82	84
B - AlkamValley Rd (East)	16:45-17:00	318	320
	17:00-17:15	380	383
	17:15-17:30	466	469
	17:30-17:45	466	469
	17:45-18:00	380	383
	18:00-18:15	318	320
C - AlkamValley Rd (South)	16:45-17:00	675	682
	17:00-17:15	806	814
	17:15-17:30	988	997
	17:30-17:45	988	997
	17:45-18:00	806	814
	18:00-18:15	675	682
D - A20 onslip	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Offslip	0.06	1.90	0.1	A	100	150
B - AlkamValley Rd (East)	0.25	2.60	0.3	A	388	582
C - AlkamValley Rd (South)	0.63	6.08	1.7	A	823	1235
D - A20 onslip						

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	82	21	306	2118	0.039	82	0	0.0	0.0	1.767	A
B - AlkamValley Rd (East)	318	80	81	1875	0.170	318	307	0.0	0.2	2.310	A
C - AlkamValley Rd (South)	675	169	200	1640	0.412	673	199	0.0	0.7	3.709	A
D - A20 onslip			306				566				

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	98	24	366	2073	0.047	98	0	0.0	0.0	1.821	A
B - AlkamValley Rd (East)	380	95	97	1864	0.204	380	367	0.2	0.3	2.425	A
C - AlkamValley Rd (South)	806	202	239	1615	0.499	805	238	0.7	1.0	4.441	A
D - A20 onslip			366				678				

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	120	30	448	2011	0.060	120	0	0.0	0.1	1.902	A
B - AlkamValley Rd (East)	466	116	119	1850	0.252	465	449	0.3	0.3	2.600	A
C - AlkamValley Rd (South)	988	247	293	1580	0.625	985	292	1.0	1.6	6.024	A
D - A20 onslip			448				830				

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	120	30	449	2011	0.060	120	0	0.1	0.1	1.903	A
B - AlkamValley Rd (East)	466	116	119	1850	0.252	466	450	0.3	0.3	2.600	A
C - AlkamValley Rd (South)	988	247	293	1580	0.625	988	292	1.6	1.7	6.078	A
D - A20 onslip			449				831				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	98	24	368	2072	0.047	98	0	0.1	0.0	1.826	A
B - AlkamValley Rd (East)	380	95	97	1864	0.204	381	369	0.3	0.3	2.428	A
C - AlkamValley Rd (South)	806	202	239	1615	0.499	809	238	1.7	1.0	4.484	A
D - A20 onslip			368				680				

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	82	21	308	2117	0.039	82	0	0.0	0.0	1.768	A
B - AlkamValley Rd (East)	318	80	81	1875	0.170	319	308	0.3	0.2	2.314	A
C - AlkamValley Rd (South)	675	169	200	1640	0.412	677	200	1.0	0.7	3.741	A
D - A20 onslip			308				569				

2055 | DM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - AlkamValley Rd (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	29.22	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	29.22	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)	Run automatically
D17	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Offslip		ONE HOUR	✓	94	100.000
B - AlkamValley Rd (East)		ONE HOUR	✓	688	100.000
C - AlkamValley Rd (South)		ONE HOUR	✓	1217	100.000
D - A20 onslip					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A20 Offslip	B - AlkamValley Rd (East)	C - AlkamValley Rd (South)	D - A20 onslip
From	A - A20 Offslip	0	3	89	2
	B - AlkamValley Rd (East)	0	0	171	517
	C - AlkamValley Rd (South)	0	291	2	924
	D - A20 onslip	0	0	0	0

Proportions

		To		
		A - A20 Offslip	B - AlkamValley Rd (East)	Alkam Rd (S
From	A - A20 Offslip	0.00	0.03	0
	B - AlkamValley Rd (East)	0.00	0.00	0
	C - AlkamValley Rd (South)	0.00	0.24	0
	D - A20 onslip	0.25	0.25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A20 Offslip	B - AlkamValley Rd (East)	C - AlkamValley Rd (South)	D - A20 onslip
From	A - A20 Offslip	0	34	8	0
	B - AlkamValley Rd (East)	0	0	1	2
	C - AlkamValley Rd (South)	0	2	0	1
	D - A20 onslip	0	0	0	0

Average PCU Per Veh

		To		
		A - A20 Offslip	B - AlkamValley Rd (East)	Alkam Rd (S
From	A - A20 Offslip	1.000	1.337	1.
	B - AlkamValley Rd (East)	1.000	1.000	1.
	C - AlkamValley Rd (South)	1.000	1.024	1.
	D - A20 onslip	1.000	1.000	1.

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Offslip	07:45-08:00	71	77
	08:00-08:15	85	92
	08:15-08:30	103	112
	08:30-08:45	103	112
	08:45-09:00	85	92
	09:00-09:15	71	77
B - AlkamValley Rd (East)	07:45-08:00	518	529
	08:00-08:15	618	631
	08:15-08:30	758	773
	08:30-08:45	758	773
	08:45-09:00	618	631
	09:00-09:15	518	529
C - AlkamValley Rd (South)	07:45-08:00	916	930
	08:00-08:15	1094	1111
	08:15-08:30	1340	1361
	08:30-08:45	1340	1361
	08:45-09:00	1094	1111
	09:00-09:15	916	930
D - A20 onslip	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Offslip	0.05	1.92	0.1	A	86	129
B - AlkamValley Rd (East)	0.41	3.35	0.7	A	631	947
C - AlkamValley Rd (South)	0.97	46.17	16.3	E	1117	1675
D - A20 onslip						

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	71	18	219	2046	0.035	71	0	0.0	0.0	1.821	A
B - AlkamValley Rd (East)	518	129	70	1854	0.279	516	220	0.0	0.4	2.689	A
C - AlkamValley Rd (South)	916	229	390	1506	0.608	910	197	0.0	1.5	5.978	A
D - A20 onslip			219				1081				

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	85	21	262	2016	0.042	84	0	0.0	0.0	1.863	A
B - AlkamValley Rd (East)	619	155	84	1844	0.335	618	263	0.4	0.5	2.935	A
C - AlkamValley Rd (South)	1094	274	466	1456	0.751	1089	235	1.5	2.9	9.644	A
D - A20 onslip			262				1293				

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	103	26	313	1979	0.052	103	0	0.0	0.1	1.918	A
B - AlkamValley Rd (East)	758	189	102	1831	0.414	757	314	0.5	0.7	3.349	A
C - AlkamValley Rd (South)	1340	335	571	1388	0.965	1299	288	2.9	13.1	31.504	D
D - A20 onslip			313				1557				

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	103	26	319	1975	0.052	103	0	0.1	0.1	1.923	A
B - AlkamValley Rd (East)	758	189	102	1831	0.414	757	321	0.7	0.7	3.352	A
C - AlkamValley Rd (South)	1340	335	571	1388	0.965	1327	288	13.1	16.3	46.173	E
D - A20 onslip			319				1579				

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	85	21	276	2006	0.042	85	0	0.1	0.0	1.872	A
B - AlkamValley Rd (East)	619	155	84	1844	0.335	619	277	0.7	0.5	2.942	A
C - AlkamValley Rd (South)	1094	274	467	1456	0.752	1147	236	16.3	3.2	13.499	B
D - A20 onslip			276				1338				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	71	18	222	2044	0.035	71	0	0.0	0.0	1.826	A
B - AlkamValley Rd (East)	518	129	70	1854	0.279	518	223	0.5	0.4	2.698	A
C - AlkamValley Rd (South)	916	229	391	1505	0.609	923	197	3.2	1.6	6.244	A
D - A20 onslip			222				1092				

2055 | DM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - AlkamValley Rd (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.97	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)	Run automatically
D18	2055	DM	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Offslip		ONE HOUR	✓	126	100.000
B - AlkamValley Rd (East)		ONE HOUR	✓	489	100.000
C - AlkamValley Rd (South)		ONE HOUR	✓	1065	100.000
D - A20 onslip					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A20 Offslip	B - AlkamValley Rd (East)	C - AlkamValley Rd (South)	D - A20 onslip
From	A - A20 Offslip	0	5	119	2
	B - AlkamValley Rd (East)	0	1	184	304
	C - AlkamValley Rd (South)	0	466	3	596
	D - A20 onslip	0	0	0	0

Proportions

		To		
		A - A20 Offslip	B - AlkamValley Rd (East)	Alkam Rd (S
From	A - A20 Offslip	0.00	0.04	0
	B - AlkamValley Rd (East)	0.00	0.00	0
	C - AlkamValley Rd (South)	0.00	0.44	0
	D - A20 onslip	0.25	0.25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A20 Offslip	B - AlkamValley Rd (East)	C - AlkamValley Rd (South)	D - A20 onslip
From	A - A20 Offslip	0	0	1	50
	B - AlkamValley Rd (East)	0	0	0	1
	C - AlkamValley Rd (South)	0	1	0	1
	D - A20 onslip	0	0	0	0

Average PCU Per Veh

		To		
		A - A20 Offslip	B - AlkamValley Rd (East)	Alkam Rd (S
From	A - A20 Offslip	1.000	1.000	1.
	B - AlkamValley Rd (East)	1.000	1.000	1.
	C - AlkamValley Rd (South)	1.000	1.010	1.
	D - A20 onslip	1.000	1.000	1.

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Offslip	16:45-17:00	95	96
	17:00-17:15	113	115
	17:15-17:30	139	141
	17:30-17:45	139	141
	17:45-18:00	113	115
	18:00-18:15	95	96
B - AlkamValley Rd (East)	16:45-17:00	368	370
	17:00-17:15	440	442
	17:15-17:30	538	541
	17:30-17:45	538	541
	17:45-18:00	440	442
	18:00-18:15	368	370
C - AlkamValley Rd (South)	16:45-17:00	802	810
	17:00-17:15	957	967
	17:15-17:30	1173	1184
	17:30-17:45	1173	1184
	17:45-18:00	957	967
	18:00-18:15	802	810
D - A20 onslip	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Offslip	0.07	1.97	0.1	A	116	173
B - AlkamValley Rd (East)	0.29	2.76	0.4	A	449	673
C - AlkamValley Rd (South)	0.76	9.48	3.0	A	977	1466
D - A20 onslip						

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	95	24	352	2086	0.045	95	0	0.0	0.0	1.806	A
B - AlkamValley Rd (East)	368	92	93	1870	0.197	367	354	0.0	0.2	2.395	A
C - AlkamValley Rd (South)	802	200	231	1621	0.495	798	230	0.0	1.0	4.355	A
D - A20 onslip			352				676				

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	113	28	422	2034	0.056	113	0	0.0	0.1	1.873	A
B - AlkamValley Rd (East)	440	110	111	1857	0.237	439	423	0.2	0.3	2.538	A
C - AlkamValley Rd (South)	957	239	276	1592	0.602	955	275	1.0	1.5	5.641	A
D - A20 onslip			422				810				

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	139	35	515	1964	0.071	139	0	0.1	0.1	1.972	A
B - AlkamValley Rd (East)	538	135	136	1840	0.293	538	517	0.3	0.4	2.764	A
C - AlkamValley Rd (South)	1173	293	338	1551	0.756	1167	337	1.5	3.0	9.213	A
D - A20 onslip			515				990				

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	139	35	517	1962	0.071	139	0	0.1	0.1	1.974	A
B - AlkamValley Rd (East)	538	135	137	1840	0.293	538	520	0.4	0.4	2.764	A
C - AlkamValley Rd (South)	1173	293	338	1551	0.756	1172	337	3.0	3.0	9.482	A
D - A20 onslip			517				993				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	113	28	425	2031	0.056	113	0	0.1	0.1	1.879	A
B - AlkamValley Rd (East)	440	110	112	1857	0.237	440	427	0.4	0.3	2.540	A
C - AlkamValley Rd (South)	957	239	276	1591	0.602	963	275	3.0	1.5	5.789	A
D - A20 onslip			425				814				

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	95	24	355	2084	0.046	95	0	0.1	0.0	1.808	A
B - AlkamValley Rd (East)	368	92	93	1870	0.197	368	356	0.3	0.2	2.399	A
C - AlkamValley Rd (South)	802	200	231	1620	0.495	804	231	1.5	1.0	4.421	A
D - A20 onslip			355				680				

2055 | DS | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - AlkamValley Rd (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	50.53	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	50.53	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)	Run automatically
D19	2055	DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Offslip		ONE HOUR	✓	94	100.000
B - AlkamValley Rd (East)		ONE HOUR	✓	688	100.000
C - AlkamValley Rd (South)		ONE HOUR	✓	1281	100.000
D - A20 onslip					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A20 Offslip	B - AlkamValley Rd (East)	C - AlkamValley Rd (South)	D - A20 onslip
From	A - A20 Offslip	0	3	89	2
	B - AlkamValley Rd (East)	0	0	171	517
	C - AlkamValley Rd (South)	0	291	2	988
	D - A20 onslip	0	0	0	0

Proportions

		To		
		A - A20 Offslip	B - AlkamValley Rd (East)	Alkam Rd (S
From	A - A20 Offslip	0.00	0.03	0
	B - AlkamValley Rd (East)	0.00	0.00	0
	C - AlkamValley Rd (South)	0.00	0.23	0
	D - A20 onslip	0.25	0.25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A20 Offslip	B - AlkamValley Rd (East)	C - AlkamValley Rd (South)	D - A20 onslip
From	A - A20 Offslip	0	34	8	0
	B - AlkamValley Rd (East)	0	0	1	2
	C - AlkamValley Rd (South)	0	2	0	1
	D - A20 onslip	0	0	0	0

Average PCU Per Veh

		To		
		A - A20 Offslip	B - AlkamValley Rd (East)	Alkam Rd (S
From	A - A20 Offslip	1.000	1.337	1.
	B - AlkamValley Rd (East)	1.000	1.000	1.
	C - AlkamValley Rd (South)	1.000	1.024	1.
	D - A20 onslip	1.000	1.000	1.

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Offslip	07:45-08:00	71	77
	08:00-08:15	85	92
	08:15-08:30	103	112
	08:30-08:45	103	112
	08:45-09:00	85	92
	09:00-09:15	71	77
B - AlkamValley Rd (East)	07:45-08:00	518	529
	08:00-08:15	618	631
	08:15-08:30	758	773
	08:30-08:45	758	773
	08:45-09:00	618	631
	09:00-09:15	518	529
C - AlkamValley Rd (South)	07:45-08:00	964	978
	08:00-08:15	1152	1168
	08:15-08:30	1410	1431
	08:30-08:45	1410	1431
	08:45-09:00	1152	1168
	09:00-09:15	964	978
D - A20 onslip	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Offslip	0.05	1.92	0.1	A	86	129
B - AlkamValley Rd (East)	0.41	3.35	0.7	A	631	947
C - AlkamValley Rd (South)	1.02	79.84	32.3	F	1175	1763
D - A20 onslip						

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	71	18	219	2047	0.035	71	0	0.0	0.0	1.821	A
B - AlkamValley Rd (East)	518	129	70	1854	0.279	516	220	0.0	0.4	2.689	A
C - AlkamValley Rd (South)	964	241	390	1507	0.640	957	197	0.0	1.7	6.467	A
D - A20 onslip			219				1128				

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	85	21	262	2016	0.042	84	0	0.0	0.0	1.862	A
B - AlkamValley Rd (East)	619	155	84	1844	0.335	618	263	0.4	0.5	2.935	A
C - AlkamValley Rd (South)	1152	288	466	1457	0.790	1144	235	1.7	3.6	11.237	B
D - A20 onslip			262				1349				

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	103	26	306	1984	0.052	103	0	0.0	0.1	1.913	A
B - AlkamValley Rd (East)	758	189	102	1831	0.414	757	307	0.5	0.7	3.349	A
C - AlkamValley Rd (South)	1410	353	571	1389	1.015	1338	288	3.6	21.6	44.730	E
D - A20 onslip			306				1603				

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	103	26	313	1979	0.052	103	0	0.1	0.1	1.918	A
B - AlkamValley Rd (East)	758	189	102	1831	0.414	757	314	0.7	0.7	3.352	A
C - AlkamValley Rd (South)	1410	353	571	1389	1.016	1368	288	21.6	32.3	79.837	F
D - A20 onslip			313				1626				

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	85	21	289	1996	0.042	85	0	0.1	0.0	1.882	A
B - AlkamValley Rd (East)	619	155	84	1844	0.335	619	290	0.7	0.5	2.940	A
C - AlkamValley Rd (South)	1152	288	467	1457	0.790	1264	236	32.3	4.1	27.834	D
D - A20 onslip			289				1442				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	71	18	223	2044	0.035	71	0	0.0	0.0	1.823	A
B - AlkamValley Rd (East)	518	129	70	1854	0.279	518	223	0.5	0.4	2.696	A
C - AlkamValley Rd (South)	964	241	391	1506	0.640	974	197	4.1	1.8	6.868	A
D - A20 onslip			223				1142				

2055 | DS | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - AlkamValley Rd (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	8.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.10	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)	Run automatically
D20	2055	DS	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Offslip		ONE HOUR	✓	126	100.000
B - AlkamValley Rd (East)		ONE HOUR	✓	489	100.000
C - AlkamValley Rd (South)		ONE HOUR	✓	1117	100.000
D - A20 onslip					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A20 Offslip	B - AlkamValley Rd (East)	C - AlkamValley Rd (South)	D - A20 onslip
From	A - A20 Offslip	0	5	119	2
	B - AlkamValley Rd (East)	0	1	184	304
	C - AlkamValley Rd (South)	0	466	3	648
	D - A20 onslip	0	0	0	0

Proportions

		To		
		A - A20 Offslip	B - AlkamValley Rd (East)	Alkam Rd (S
From	A - A20 Offslip	0.00	0.04	0
	B - AlkamValley Rd (East)	0.00	0.00	0
	C - AlkamValley Rd (South)	0.00	0.42	0
	D - A20 onslip	0.25	0.25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A20 Offslip	B - AlkamValley Rd (East)	C - AlkamValley Rd (South)	D - A20 onslip
From	A - A20 Offslip	0	0	1	50
	B - AlkamValley Rd (East)	0	0	0	1
	C - AlkamValley Rd (South)	0	1	0	1
	D - A20 onslip	0	0	0	0

Average PCU Per Veh

		To		
		A - A20 Offslip	B - AlkamValley Rd (East)	Alkam Rd (S
From	A - A20 Offslip	1.000	1.000	1.
	B - AlkamValley Rd (East)	1.000	1.000	1.
	C - AlkamValley Rd (South)	1.000	1.010	1.
	D - A20 onslip	1.000	1.000	1.

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Offslip	16:45-17:00	95	96
	17:00-17:15	113	115
	17:15-17:30	139	141
	17:30-17:45	139	141
	17:45-18:00	113	115
	18:00-18:15	95	96
B - AlkamValley Rd (East)	16:45-17:00	368	370
	17:00-17:15	440	442
	17:15-17:30	538	541
	17:30-17:45	538	541
	17:45-18:00	440	442
	18:00-18:15	368	370
C - AlkamValley Rd (South)	16:45-17:00	841	849
	17:00-17:15	1004	1014
	17:15-17:30	1230	1241
	17:30-17:45	1230	1241
	17:45-18:00	1004	1014
	18:00-18:15	841	849
D - A20 onslip	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Offslip	0.07	1.97	0.1	A	116	173
B - AlkamValley Rd (East)	0.29	2.76	0.4	A	449	673
C - AlkamValley Rd (South)	0.79	11.12	3.7	B	1025	1537
D - A20 onslip						

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	95	24	352	2086	0.045	95	0	0.0	0.0	1.806	A
B - AlkamValley Rd (East)	368	92	93	1870	0.197	367	354	0.0	0.2	2.395	A
C - AlkamValley Rd (South)	841	210	231	1622	0.519	837	230	0.0	1.1	4.562	A
D - A20 onslip			352				715				

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	113	28	421	2034	0.056	113	0	0.0	0.1	1.873	A
B - AlkamValley Rd (East)	440	110	111	1857	0.237	439	423	0.2	0.3	2.538	A
C - AlkamValley Rd (South)	1004	251	276	1592	0.631	1002	275	1.1	1.7	6.070	A
D - A20 onslip			421				856				

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	139	35	514	1964	0.071	139	0	0.1	0.1	1.971	A
B - AlkamValley Rd (East)	538	135	136	1840	0.293	538	516	0.3	0.4	2.764	A
C - AlkamValley Rd (South)	1230	307	338	1552	0.792	1222	337	1.7	3.6	10.661	B
D - A20 onslip			514				1046				

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	139	35	517	1962	0.071	139	0	0.1	0.1	1.974	A
B - AlkamValley Rd (East)	538	135	137	1840	0.293	538	520	0.4	0.4	2.764	A
C - AlkamValley Rd (South)	1230	307	338	1552	0.792	1229	337	3.6	3.7	11.123	B
D - A20 onslip			517				1050				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	113	28	426	2031	0.056	113	0	0.1	0.1	1.876	A
B - AlkamValley Rd (East)	440	110	112	1857	0.237	440	428	0.4	0.3	2.542	A
C - AlkamValley Rd (South)	1004	251	276	1592	0.631	1012	275	3.7	1.7	6.291	A
D - A20 onslip			426				862				

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	95	24	355	2084	0.046	95	0	0.1	0.0	1.811	A
B - AlkamValley Rd (East)	368	92	93	1870	0.197	368	356	0.3	0.2	2.399	A
C - AlkamValley Rd (South)	841	210	231	1621	0.519	844	231	1.7	1.1	4.647	A
D - A20 onslip			355				720				

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: J19_Alkham Valley Rd.j11

[redacted]

Report generation date: 17/09/2026 11:35:43

»2055 | DS VM | AM
»2055 | DS VM | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2055 - DS VM					
A - A20 Offslip	0.1	1.92	0.05	0.1	1.97	0.07
B - AlkamValley Rd (East)	0.7	3.35	0.41	0.4	2.76	0.29
C - AlkamValley Rd (South)	34.7	84.54	1.02	3.8	11.39	0.80

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.

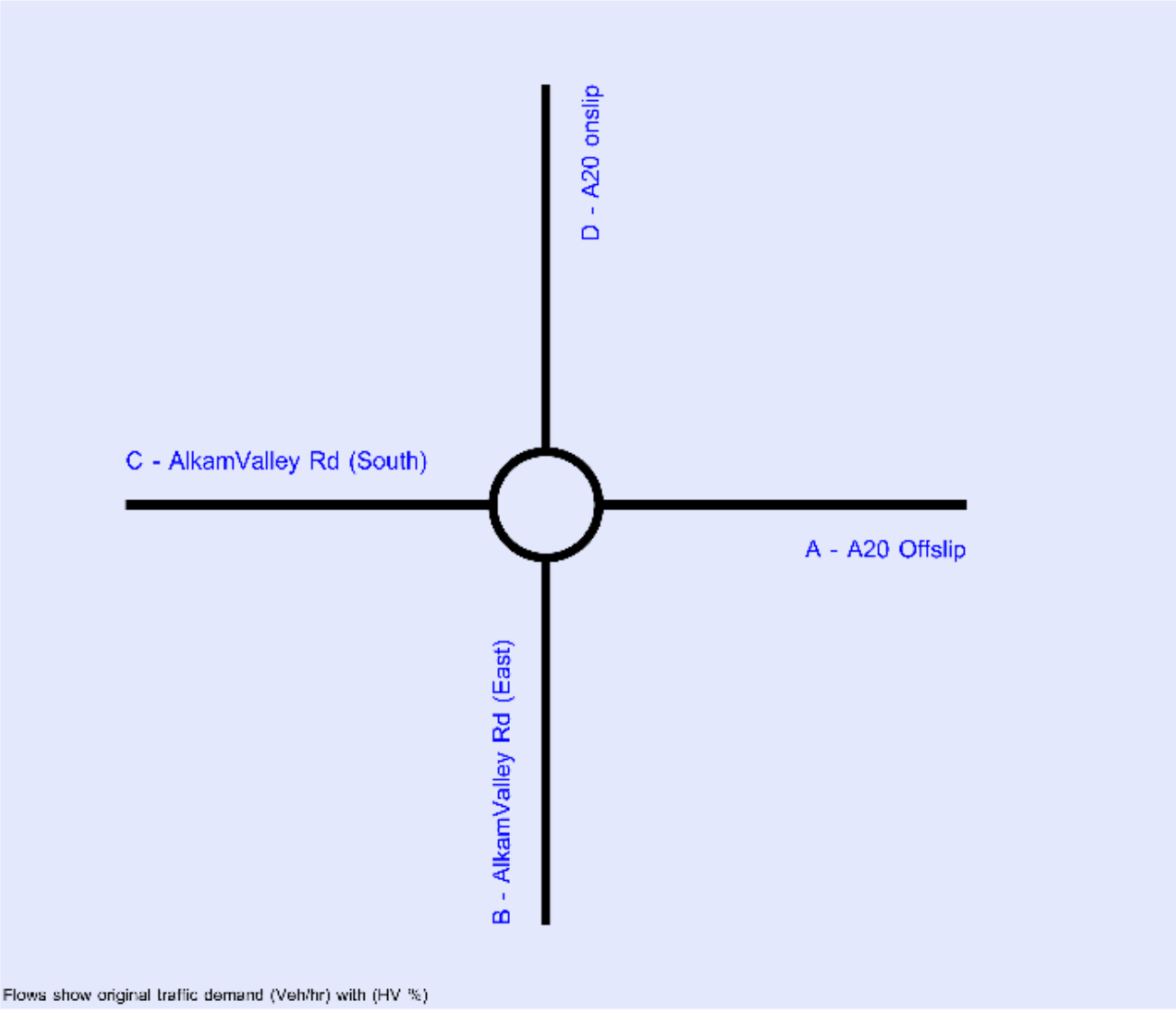
File summary

File Description

Title	Alkham Valley Rd-A20 Slip
Location	
Site number	
Date	09/04/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	ysa77377 [HCL70027]
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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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)	Run automatically
D1	2018		AM	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS VM	AM	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS VM	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D19,D20	100.000	100.000

2055 | DS VM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - AlkamValley Rd (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	53.54	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	53.54	F

Arms

Arms

Arm	Name	Description	No give-way line
A	A20 Offslip		
B	AlkamValley Rd (East)		
C	AlkamValley Rd (South)		
D	A20 onslip		

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
A - A20 Offslip	6.71	8.71	13.2	23.7	44.6	38.0		
B - AlkamValley Rd (East)	3.82	7.44	37.9	23.3	44.6	40.0		
C - AlkamValley Rd (South)	4.13	6.66	19.2	26.5	44.6	34.0		
D - A20 onslip								✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A20 Offslip	0.759	2392
B - AlkamValley Rd (East)	0.668	1942
C - AlkamValley Rd (South)	0.646	1787
D - A20 onslip		

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)	Run automatically
D19	2055	DS VM	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Offslip		ONE HOUR	✓	94	100.000
B - AlkamValley Rd (East)		ONE HOUR	✓	688	100.000
C - AlkamValley Rd (South)		ONE HOUR	✓	1288	100.000
D - A20 onslip					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A20 Offslip	B - AlkamValley Rd (East)	C - AlkamValley Rd (South)	D - A20 onslip
From	A - A20 Offslip	0	3	89	2
	B - AlkamValley Rd (East)	0	0	171	517
	C - AlkamValley Rd (South)	0	291	2	995
	D - A20 onslip	0	0	0	0

Proportions

		To		
		A - A20 Offslip	B - AlkamValley Rd (East)	Alkam Rd (S
From	A - A20 Offslip	0.00	0.03	0
	B - AlkamValley Rd (East)	0.00	0.00	0
	C - AlkamValley Rd (South)	0.00	0.23	0
	D - A20 onslip	0.25	0.25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A20 Offslip	B - AlkamValley Rd (East)	C - AlkamValley Rd (South)	D - A20 onslip
From	A - A20 Offslip	0	34	8	0
	B - AlkamValley Rd (East)	0	0	1	2
	C - AlkamValley Rd (South)	0	2	0	1
	D - A20 onslip	0	0	0	0

Average PCU Per Veh

		To		
		A - A20 Offslip	B - AlkamValley Rd (East)	Alkam Rd (S
From	A - A20 Offslip	1.000	1.337	1.
	B - AlkamValley Rd (East)	1.000	1.000	1.
	C - AlkamValley Rd (South)	1.000	1.024	1.
	D - A20 onslip	1.000	1.000	1.

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Offslip	07:45-08:00	71	77
	08:00-08:15	85	92
	08:15-08:30	103	112
	08:30-08:45	103	112
	08:45-09:00	85	92
	09:00-09:15	71	77
B - AlkamValley Rd (East)	07:45-08:00	518	529
	08:00-08:15	618	631
	08:15-08:30	758	773
	08:30-08:45	758	773
	08:45-09:00	618	631
	09:00-09:15	518	529
C - AlkamValley Rd (South)	07:45-08:00	970	984
	08:00-08:15	1158	1175
	08:15-08:30	1418	1439
	08:30-08:45	1418	1439
	08:45-09:00	1158	1175
	09:00-09:15	970	984
D - A20 onslip	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Offslip	0.05	1.92	0.1	A	86	129
B - AlkamValley Rd (East)	0.41	3.35	0.7	A	631	947
C - AlkamValley Rd (South)	1.02	84.54	34.7	F	1182	1773
D - A20 onslip						

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	71	18	219	2047	0.035	71	0	0.0	0.0	1.821	A
B - AlkamValley Rd (East)	518	129	70	1854	0.279	516	220	0.0	0.4	2.689	A
C - AlkamValley Rd (South)	970	242	390	1508	0.643	963	197	0.0	1.8	6.524	A
D - A20 onslip			219				1133				

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	85	21	262	2016	0.042	84	0	0.0	0.0	1.862	A
B - AlkamValley Rd (East)	619	155	84	1844	0.335	618	263	0.4	0.5	2.935	A
C - AlkamValley Rd (South)	1158	289	466	1458	0.794	1150	235	1.8	3.6	11.442	B
D - A20 onslip			262				1355				

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	103	26	305	1985	0.052	103	0	0.0	0.1	1.912	A
B - AlkamValley Rd (East)	758	189	102	1831	0.414	757	306	0.5	0.7	3.349	A
C - AlkamValley Rd (South)	1418	355	571	1389	1.021	1342	288	3.6	22.8	46.445	E
D - A20 onslip			305				1607				

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	103	26	312	1980	0.052	103	0	0.1	0.1	1.917	A
B - AlkamValley Rd (East)	758	189	102	1831	0.414	757	313	0.7	0.7	3.352	A
C - AlkamValley Rd (South)	1418	355	571	1389	1.021	1370	288	22.8	34.7	84.540	F
D - A20 onslip			312				1630				

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	85	21	291	1995	0.042	85	0	0.1	0.0	1.886	A
B - AlkamValley Rd (East)	619	155	84	1844	0.335	619	292	0.7	0.5	2.940	A
C - AlkamValley Rd (South)	1158	289	467	1457	0.795	1280	236	34.7	4.2	31.320	D
D - A20 onslip			291				1456				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	71	18	223	2044	0.035	71	0	0.0	0.0	1.826	A
B - AlkamValley Rd (East)	518	129	70	1854	0.279	518	224	0.5	0.4	2.698	A
C - AlkamValley Rd (South)	970	242	391	1507	0.644	979	197	4.2	1.8	6.947	A
D - A20 onslip			223				1148				

2055 | DS VM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - AlkamValley Rd (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	8.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.28	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)	Run automatically
D20	2055	DS VM	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A20 Offslip		ONE HOUR	✓	126	100.000
B - AlkamValley Rd (East)		ONE HOUR	✓	489	100.000
C - AlkamValley Rd (South)		ONE HOUR	✓	1124	100.000
D - A20 onslip					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A20 Offslip	B - AlkamValley Rd (East)	C - AlkamValley Rd (South)	D - A20 onslip
From	A - A20 Offslip	0	5	119	2
	B - AlkamValley Rd (East)	0	1	184	304
	C - AlkamValley Rd (South)	0	466	3	655
	D - A20 onslip	0	0	0	0

Proportions

		To		
		A - A20 Offslip	B - AlkamValley Rd (East)	Alkam Rd (S
From	A - A20 Offslip	0.00	0.04	0
	B - AlkamValley Rd (East)	0.00	0.00	0
	C - AlkamValley Rd (South)	0.00	0.41	0
	D - A20 onslip	0.25	0.25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A20 Offslip	B - AlkamValley Rd (East)	C - AlkamValley Rd (South)	D - A20 onslip
From	A - A20 Offslip	0	0	1	50
	B - AlkamValley Rd (East)	0	0	0	1
	C - AlkamValley Rd (South)	0	1	0	1
	D - A20 onslip	0	0	0	0

Average PCU Per Veh

		To		
		A - A20 Offslip	B - AlkamValley Rd (East)	Alkam Rd (S
From	A - A20 Offslip	1.000	1.000	1.
	B - AlkamValley Rd (East)	1.000	1.000	1.
	C - AlkamValley Rd (South)	1.000	1.010	1.
	D - A20 onslip	1.000	1.000	1.

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A20 Offslip	16:45-17:00	95	96
	17:00-17:15	113	115
	17:15-17:30	139	141
	17:30-17:45	139	141
	17:45-18:00	113	115
	18:00-18:15	95	96
B - AlkamValley Rd (East)	16:45-17:00	368	370
	17:00-17:15	440	442
	17:15-17:30	538	541
	17:30-17:45	538	541
	17:45-18:00	440	442
	18:00-18:15	368	370
C - AlkamValley Rd (South)	16:45-17:00	846	854
	17:00-17:15	1010	1020
	17:15-17:30	1238	1249
	17:30-17:45	1238	1249
	17:45-18:00	1010	1020
	18:00-18:15	846	854
D - A20 onslip	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A20 Offslip	0.07	1.97	0.1	A	116	173
B - AlkamValley Rd (East)	0.29	2.76	0.4	A	449	673
C - AlkamValley Rd (South)	0.80	11.39	3.8	B	1031	1547
D - A20 onslip						

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	95	24	352	2086	0.045	95	0	0.0	0.0	1.806	A
B - AlkamValley Rd (East)	368	92	93	1870	0.197	367	354	0.0	0.2	2.395	A
C - AlkamValley Rd (South)	846	212	231	1622	0.522	842	230	0.0	1.1	4.593	A
D - A20 onslip			352				720				

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	113	28	421	2034	0.056	113	0	0.0	0.1	1.873	A
B - AlkamValley Rd (East)	440	110	111	1857	0.237	439	423	0.2	0.3	2.538	A
C - AlkamValley Rd (South)	1010	253	276	1592	0.635	1008	275	1.1	1.7	6.133	A
D - A20 onslip			421				862				

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	139	35	514	1964	0.071	139	0	0.1	0.1	1.971	A
B - AlkamValley Rd (East)	538	135	136	1840	0.293	538	516	0.3	0.4	2.764	A
C - AlkamValley Rd (South)	1238	309	338	1552	0.797	1230	337	1.7	3.7	10.888	B
D - A20 onslip			514				1053				

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	139	35	517	1962	0.071	139	0	0.1	0.1	1.974	A
B - AlkamValley Rd (East)	538	135	137	1840	0.293	538	520	0.4	0.4	2.764	A
C - AlkamValley Rd (South)	1238	309	338	1552	0.797	1237	337	3.7	3.8	11.388	B
D - A20 onslip			517				1058				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	113	28	426	2031	0.056	113	0	0.1	0.1	1.876	A
B - AlkamValley Rd (East)	440	110	112	1857	0.237	440	428	0.4	0.3	2.542	A
C - AlkamValley Rd (South)	1010	253	276	1592	0.635	1019	275	3.8	1.8	6.367	A
D - A20 onslip			426				869				

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A20 Offslip	95	24	355	2084	0.046	95	0	0.1	0.0	1.808	A
B - AlkamValley Rd (East)	368	92	93	1870	0.197	368	356	0.3	0.2	2.399	A
C - AlkamValley Rd (South)	846	212	231	1621	0.522	849	231	1.8	1.1	4.677	A
D - A20 onslip			355				725				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J20 Canterbury Rd.j11

[redacted]

Report generation date: 17/09/2026 10:05:43

»2025 | | AM
»2025 | | PM
»2055 | DM | AM
»2055 | DM | PM
»2055 | DS | AM
»2055 | DS | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025					
Stream B-C	0.6	12.85	0.39	0.6	12.58	0.39
Stream B-A	0.5	34.97	0.35	0.7	31.80	0.41
Stream C-B	0.7	18.66	0.41	0.6	15.22	0.37
	2055 - DM					
Stream B-C	1.8	33.51	0.66	2.1	37.03	0.69
Stream B-A	2.3	134.44	0.71	2.9	120.63	0.76
Stream C-B	1.6	37.61	0.62	1.1	24.49	0.52
	2055 - DS					
Stream B-C	3.3	62.85	0.79	3.3	60.18	0.79
Stream B-A	3.0	182.75	0.78	3.5	151.09	0.80
Stream C-B	2.0	46.64	0.67	1.2	27.27	0.54

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.

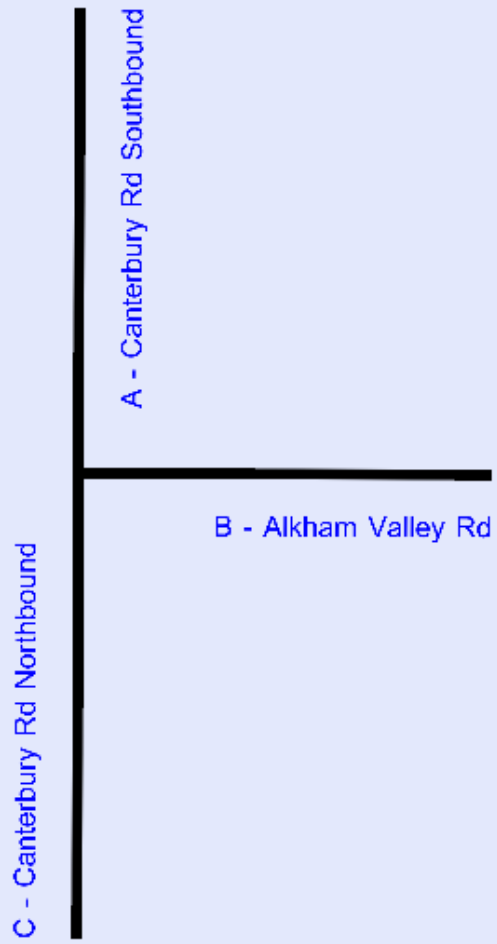
File summary

File Description

Title	Canterbury Rd-A260-Alkham Valley Rd
Location	
Site number	
Date	09/04/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	ysa77377 [HCL70027]
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	-Hour	perHour



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

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2018		AM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	07:45	09:15	90	15	✓
D2	2018		PM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	16:45	18:15	90	15	✓
D15	2025		AM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	07:45	09:15	90	15	✓
D16	2025		PM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	16:45	18:15	90	15	✓
D17	2055	DM	AM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	07:45	09:15	90	15	✓
D18	2055	DM	PM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	16:45	18:15	90	15	✓
D19	2055	DS	AM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	07:45	09:15	90	15	✓
D20	2055	DS	PM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	16:45	18:15	90	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D15,D16,D17,D18,D19,D20	100.000	100.000

2025 | | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Alkham Valley Rd - 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	Profile Type	D15 - 2025 | | AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.86	A

Arms

Arms

Arm	Name	Description	Arm type
A	Canterbury Rd Southbound		Major
B	Alkham Valley Rd		Minor
C	Canterbury Rd Northbound		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 - Canterbury Rd Northbound	6.19		✓	3.50	150.0		-

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 - Alkham Valley Rd	One lane plus flare	10.00	9.15	7.00	6.00	6.00	✓	3.00	65	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	529	0.096	0.242	0.152	0.345
B-C	796	0.121	0.306	-	-
C-B	754	0.290	0.290	-	-

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	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D15	2025	AM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	07:45	09:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Rd Southbound		DIRECT	✓	100.000
B - Alkham Valley Rd		DIRECT	✓	100.000
C - Canterbury Rd Northbound		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	C - Canterbury Rd Northbound
From	A - Canterbury Rd Southbound	0	887	537
	B - Alkham Valley Rd	56	0	177
	C - Canterbury Rd Northbound	576	134	0

Proportions

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	N
From	A - Canterbury Rd Southbound	0.00	0.62	
	B - Alkham Valley Rd	0.24	0.00	
	C - Canterbury Rd Northbound	0.81	0.19	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	C - Canterbury Rd Northbound
From	A - Canterbury Rd Southbound	0	2	4
	B - Alkham Valley Rd	7	0	2
	C - Canterbury Rd Northbound	2	1	0

Average PCU Per Veh

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	N
From	A - Canterbury Rd Southbound	1.000	1.020	
	B - Alkham Valley Rd	1.070	1.000	
	C - Canterbury Rd Northbound	1.020	1.010	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Canterbury Rd Southbound	07:45-08:00	1424	1463
	08:00-08:15	1424	1463
	08:15-08:30	1424	1463
	08:30-08:45	1424	1463
	08:45-09:00	1424	1463
	09:00-09:15	1424	1463
B - Alkham Valley Rd	07:45-08:00	233	240
	08:00-08:15	233	240
	08:15-08:30	233	240
	08:30-08:45	233	240
	08:45-09:00	233	240
	09:00-09:15	233	240
C - Canterbury Rd Northbound	07:45-08:00	710	723
	08:00-08:15	710	723
	08:15-08:30	710	723
	08:30-08:45	710	723
	08:45-09:00	710	723
	09:00-09:15	710	723

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.39	12.85	0.6	B	177	266
B-A	0.35	34.97	0.5	D	56	84
C-A					576	864
C-B	0.41	18.66	0.7	C	134	201
A-B					887	1331
A-C					537	806

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	177	44	0.00	460	0.385	175	0.0	0.6	12.516	B
B-A	56	14	0.00	160	0.351	54	0.0	0.5	33.461	D
C-A	576	144	0.00			576				
C-B	134	34	0.00	327	0.410	131	0.0	0.7	18.169	C
A-B	887	222	0.00			887				
A-C	537	134	0.00			537				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	177	44	0.00	457	0.387	177	0.6	0.6	12.837	B
B-A	56	14	0.00	159	0.352	56	0.5	0.5	34.883	D
C-A	576	144	0.00			576				
C-B	134	34	0.00	327	0.410	134	0.7	0.7	18.641	C
A-B	887	222	0.00			887				
A-C	537	134	0.00			537				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	177	44	0.00	457	0.387	177	0.6	0.6	12.844	B
B-A	56	14	0.00	159	0.352	56	0.5	0.5	34.948	D
C-A	576	144	0.00			576				
C-B	134	34	0.00	327	0.410	134	0.7	0.7	18.650	C
A-B	887	222	0.00			887				
A-C	537	134	0.00			537				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	177	44	0.00	457	0.387	177	0.6	0.6	12.847	B
B-A	56	14	0.00	159	0.352	56	0.5	0.5	34.970	D
C-A	576	144	0.00			576				
C-B	134	34	0.00	327	0.410	134	0.7	0.7	18.652	C
A-B	887	222	0.00			887				
A-C	537	134	0.00			537				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	177	44	0.00	457	0.387	177	0.6	0.6	12.848	B
B-A	56	14	0.00	159	0.352	56	0.5	0.5	34.967	D
C-A	576	144	0.00			576				
C-B	134	34	0.00	327	0.410	134	0.7	0.7	18.654	C
A-B	887	222	0.00			887				
A-C	537	134	0.00			537				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	177	44	0.00	457	0.387	177	0.6	0.6	12.848	B
B-A	56	14	0.00	159	0.352	56	0.5	0.5	34.968	D
C-A	576	144	0.00			576				
C-B	134	34	0.00	327	0.410	134	0.7	0.7	18.657	C
A-B	887	222	0.00			887				
A-C	537	134	0.00			537				

2025 | | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Alkham Valley Rd - 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	Profile Type	D16 - 2025 | | PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.02	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D16	2025	PM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Rd Southbound		DIRECT	✓	100.000
B - Alkham Valley Rd		DIRECT	✓	100.000
C - Canterbury Rd Northbound		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	C - Canterbury Rd Northbound
From	A - Canterbury Rd Southbound	0	762	521
	B - Alkham Valley Rd	78	0	183
	C - Canterbury Rd Northbound	581	137	0

Proportions

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	N
From	A - Canterbury Rd Southbound	0.00	0.59	
	B - Alkham Valley Rd	0.30	0.00	
	C - Canterbury Rd Northbound	0.81	0.19	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Canterbury Rd Southbound	B - Alkham Valley Rd	C - Canterbury Rd Northbound
	A - Canterbury Rd Southbound	0	1	2
	B - Alkham Valley Rd	0	0	1
	C - Canterbury Rd Northbound	1	1	0

Average PCU Per Veh

	To			
From		A - Canterbury Rd Southbound	B - Alkham Valley Rd	
	A - Canterbury Rd Southbound	1.000	1.010	
	B - Alkham Valley Rd	1.000	1.000	
	C - Canterbury Rd Northbound	1.010	1.010	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Canterbury Rd Southbound	16:45-17:00	1283	1301
	17:00-17:15	1283	1301
	17:15-17:30	1283	1301
	17:30-17:45	1283	1301
	17:45-18:00	1283	1301
	18:00-18:15	1283	1301
B - Alkham Valley Rd	16:45-17:00	261	263
	17:00-17:15	261	263
	17:15-17:30	261	263
	17:30-17:45	261	263
	17:45-18:00	261	263
	18:00-18:15	261	263
C - Canterbury Rd Northbound	16:45-17:00	718	725
	17:00-17:15	718	725
	17:15-17:30	718	725
	17:30-17:45	718	725
	17:45-18:00	718	725
	18:00-18:15	718	725

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.39	12.58	0.6	B	183	275
B-A	0.41	31.80	0.7	D	78	117
C-A					581	872
C-B	0.37	15.22	0.6	C	137	206
A-B					762	1143
A-C					521	782

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	0.00	472	0.387	181	0.0	0.6	12.235	B
B-A	78	20	0.00	192	0.407	75	0.0	0.6	30.332	D
C-A	581	145	0.00			581				
C-B	137	34	0.00	373	0.367	135	0.0	0.6	14.945	B
A-B	762	191	0.00			762				
A-C	521	130	0.00			521				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	0.00	469	0.390	183	0.6	0.6	12.569	B
B-A	78	20	0.00	191	0.408	78	0.6	0.7	31.732	D
C-A	581	145	0.00			581				
C-B	137	34	0.00	373	0.367	137	0.6	0.6	15.215	C
A-B	762	191	0.00			762				
A-C	521	130	0.00			521				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	0.00	469	0.390	183	0.6	0.6	12.576	B
B-A	78	20	0.00	191	0.408	78	0.7	0.7	31.774	D
C-A	581	145	0.00			581				
C-B	137	34	0.00	373	0.367	137	0.6	0.6	15.218	C
A-B	762	191	0.00			762				
A-C	521	130	0.00			521				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	0.00	469	0.390	183	0.6	0.6	12.580	B
B-A	78	20	0.00	191	0.408	78	0.7	0.7	31.788	D
C-A	581	145	0.00			581				
C-B	137	34	0.00	373	0.367	137	0.6	0.6	15.221	C
A-B	762	191	0.00			762				
A-C	521	130	0.00			521				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	0.00	469	0.390	183	0.6	0.6	12.581	B
B-A	78	20	0.00	191	0.408	78	0.7	0.7	31.794	D
C-A	581	145	0.00			581				
C-B	137	34	0.00	373	0.367	137	0.6	0.6	15.221	C
A-B	762	191	0.00			762				
A-C	521	130	0.00			521				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	0.00	469	0.390	183	0.6	0.6	12.581	B
B-A	78	20	0.00	191	0.408	78	0.7	0.7	31.799	D
C-A	581	145	0.00			581				
C-B	137	34	0.00	373	0.367	137	0.6	0.6	15.221	C
A-B	762	191	0.00			762				
A-C	521	130	0.00			521				

2055 | DM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Alkham Valley Rd - 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	Profile Type	D17 - 2055 | DM | AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.56	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D17	2055	DM	AM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	07:45	09:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Rd Southbound		DIRECT	✓	100.000
B - Alkham Valley Rd		DIRECT	✓	100.000
C - Canterbury Rd Northbound		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	C - Canterbury Rd Northbound
From	A - Canterbury Rd Southbound	0	1072	621
	B - Alkham Valley Rd	64	0	203
	C - Canterbury Rd Northbound	728	154	0

Proportions

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	N
From	A - Canterbury Rd Southbound	0.00	0.63	
	B - Alkham Valley Rd	0.24	0.00	
	C - Canterbury Rd Northbound	0.83	0.17	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Canterbury Rd Southbound	B - Alkham Valley Rd	C - Canterbury Rd Northbound
	A - Canterbury Rd Southbound	0	2	4
	B - Alkham Valley Rd	7	0	2
	C - Canterbury Rd Northbound	2	1	0

Average PCU Per Veh

	To			
From		A - Canterbury Rd Southbound	B - Alkham Valley Rd	
	A - Canterbury Rd Southbound	1.000	1.017	
	B - Alkham Valley Rd	1.073	1.000	
	C - Canterbury Rd Northbound	1.019	1.008	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Canterbury Rd Southbound	07:45-08:00	1693	1735
	08:00-08:15	1693	1735
	08:15-08:30	1693	1735
	08:30-08:45	1693	1735
	08:45-09:00	1693	1735
	09:00-09:15	1693	1735
B - Alkham Valley Rd	07:45-08:00	267	275
	08:00-08:15	267	275
	08:15-08:30	267	275
	08:30-08:45	267	275
	08:45-09:00	267	275
	09:00-09:15	267	275
C - Canterbury Rd Northbound	07:45-08:00	882	897
	08:00-08:15	882	897
	08:15-08:30	882	897
	08:30-08:45	882	897
	08:45-09:00	882	897
	09:00-09:15	882	897

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.66	33.51	1.8	D	203	305
B-A	0.71	134.44	2.3	F	64	96
C-A					728	1092
C-B	0.62	37.61	1.6	E	154	231
A-B					1072	1608
A-C					621	932

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	353	0.575	198	0.0	1.3	22.571	C
B-A	64	16	0.00	93	0.689	58	0.0	1.6	90.718	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	250	0.617	148	0.0	1.5	33.866	D
A-B	1072	268	0.00			1072				
A-C	621	155	0.00			621				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	322	0.630	202	1.3	1.6	29.537	D
B-A	64	16	0.00	90	0.709	63	1.6	1.9	121.286	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	250	0.617	154	1.5	1.5	37.300	E
A-B	1072	268	0.00			1072				
A-C	621	155	0.00			621				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	316	0.643	203	1.6	1.7	31.574	D
B-A	64	16	0.00	90	0.711	63	1.9	2.1	128.145	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	250	0.617	154	1.5	1.6	37.478	E
A-B	1072	268	0.00			1072				
A-C	621	155	0.00			621				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	313	0.649	203	1.7	1.8	32.539	D
B-A	64	16	0.00	90	0.712	64	2.1	2.2	131.327	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	250	0.617	154	1.6	1.6	37.546	E
A-B	1072	268	0.00			1072				
A-C	621	155	0.00			621				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	311	0.653	203	1.8	1.8	33.118	D
B-A	64	16	0.00	90	0.712	64	2.2	2.2	133.202	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	250	0.617	154	1.6	1.6	37.578	E
A-B	1072	268	0.00			1072				
A-C	621	155	0.00			621				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	310	0.655	203	1.8	1.8	33.507	D
B-A	64	16	0.00	90	0.713	64	2.2	2.3	134.439	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	250	0.617	154	1.6	1.6	37.614	E
A-B	1072	268	0.00			1072				
A-C	621	155	0.00			621				

2055 | DM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Alkham Valley Rd - 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	Profile Type	D18 - 2055 | DM | PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D18	2055	DM	PM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Rd Southbound		DIRECT	✓	100.000
B - Alkham Valley Rd		DIRECT	✓	100.000
C - Canterbury Rd Northbound		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	C - Canterbury Rd Northbound
From	A - Canterbury Rd Southbound	0	910	613
	B - Alkham Valley Rd	90	0	211
	C - Canterbury Rd Northbound	730	158	0

Proportions

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	N
From	A - Canterbury Rd Southbound	0.00	0.60	
	B - Alkham Valley Rd	0.30	0.00	
	C - Canterbury Rd Northbound	0.82	0.18	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Canterbury Rd Southbound	B - Alkham Valley Rd	C - Canterbury Rd Northbound
	A - Canterbury Rd Southbound	0	1	2
	B - Alkham Valley Rd	0	0	1
	C - Canterbury Rd Northbound	1	1	0

Average PCU Per Veh

	To			
From		A - Canterbury Rd Southbound	B - Alkham Valley Rd	
	A - Canterbury Rd Southbound	1.000	1.010	
	B - Alkham Valley Rd	1.000	1.000	
	C - Canterbury Rd Northbound	1.010	1.007	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Canterbury Rd Southbound	16:45-17:00	1523	1543
	17:00-17:15	1523	1543
	17:15-17:30	1523	1543
	17:30-17:45	1523	1543
	17:45-18:00	1523	1543
	18:00-18:15	1523	1543
B - Alkham Valley Rd	16:45-17:00	301	302
	17:00-17:15	301	302
	17:15-17:30	301	302
	17:30-17:45	301	302
	17:45-18:00	301	302
	18:00-18:15	301	302
C - Canterbury Rd Northbound	16:45-17:00	888	896
	17:00-17:15	888	896
	17:15-17:30	888	896
	17:30-17:45	888	896
	17:45-18:00	888	896
	18:00-18:15	888	896

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.69	37.03	2.1	E	211	317
B-A	0.76	120.63	2.9	F	90	135
C-A					730	1095
C-B	0.52	24.49	1.1	C	158	237
A-B					910	1365
A-C					613	919

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	355	0.594	206	0.0	1.4	23.284	C
B-A	90	23	0.00	121	0.742	82	0.0	2.1	80.087	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	305	0.518	154	0.0	1.0	23.279	C
A-B	910	227	0.00			910				
A-C	613	153	0.00			613				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	321	0.658	209	1.4	1.8	31.762	D
B-A	90	23	0.00	119	0.755	88	2.1	2.5	108.176	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	305	0.518	158	1.0	1.0	24.439	C
A-B	910	227	0.00			910				
A-C	613	153	0.00			613				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	314	0.672	210	1.8	1.9	34.399	D
B-A	90	23	0.00	119	0.757	89	2.5	2.6	114.534	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	305	0.518	158	1.0	1.1	24.476	C
A-B	910	227	0.00			910				
A-C	613	153	0.00			613				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	311	0.679	211	1.9	2.0	35.690	E
B-A	90	23	0.00	119	0.758	90	2.6	2.7	117.585	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	305	0.518	158	1.1	1.1	24.488	C
A-B	910	227	0.00			910				
A-C	613	153	0.00			613				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	309	0.684	211	2.0	2.1	36.488	E
B-A	90	23	0.00	119	0.759	90	2.7	2.8	119.408	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	305	0.518	158	1.1	1.1	24.493	C
A-B	910	227	0.00			910				
A-C	613	153	0.00			613				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	307	0.686	211	2.1	2.1	37.034	E
B-A	90	23	0.00	119	0.759	90	2.8	2.9	120.628	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	305	0.518	158	1.1	1.1	24.494	C
A-B	910	227	0.00			910				
A-C	613	153	0.00			613				

2055 | DS | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Alkham Valley Rd - 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	Profile Type	D19 - 2055 | DS | AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		11.02	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.02	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D19	2055	DS	AM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	07:45	09:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Rd Southbound		DIRECT	✓	100.000
B - Alkham Valley Rd		DIRECT	✓	100.000
C - Canterbury Rd Northbound		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	C - Canterbury Rd Northbound
From	A - Canterbury Rd Southbound	0	1137	621
	B - Alkham Valley Rd	64	0	203
	C - Canterbury Rd Northbound	728	154	0

Proportions

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	N
From	A - Canterbury Rd Southbound	0.00	0.65	
	B - Alkham Valley Rd	0.24	0.00	
	C - Canterbury Rd Northbound	0.83	0.17	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Canterbury Rd Southbound	B - Alkham Valley Rd	C - Canterbury Rd Northbound
	A - Canterbury Rd Southbound	0	2	4
	B - Alkham Valley Rd	7	0	2
	C - Canterbury Rd Northbound	2	1	0

Average PCU Per Veh

	To			
From		A - Canterbury Rd Southbound	B - Alkham Valley Rd	
	A - Canterbury Rd Southbound	1.000	1.016	
	B - Alkham Valley Rd	1.073	1.000	
	C - Canterbury Rd Northbound	1.019	1.008	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Canterbury Rd Southbound	07:45-08:00	1758	1800
	08:00-08:15	1758	1800
	08:15-08:30	1758	1800
	08:30-08:45	1758	1800
	08:45-09:00	1758	1800
	09:00-09:15	1758	1800
B - Alkham Valley Rd	07:45-08:00	267	275
	08:00-08:15	267	275
	08:15-08:30	267	275
	08:30-08:45	267	275
	08:45-09:00	267	275
	09:00-09:15	267	275
C - Canterbury Rd Northbound	07:45-08:00	882	897
	08:00-08:15	882	897
	08:15-08:30	882	897
	08:30-08:45	882	897
	08:45-09:00	882	897
	09:00-09:15	882	897

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.79	62.85	3.3	F	203	305
B-A	0.78	182.75	3.0	F	64	96
C-A					728	1092
C-B	0.67	46.64	2.0	E	154	231
A-B					1137	1705
A-C					621	932

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	332	0.611	197	0.0	1.5	25.693	D
B-A	64	16	0.00	87	0.737	57	0.0	1.9	103.572	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	231	0.667	147	0.0	1.8	40.241	E
A-B	1137	284	0.00			1137				
A-C	621	155	0.00			621				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	286	0.709	200	1.5	2.2	40.306	E
B-A	64	16	0.00	83	0.767	62	1.9	2.4	149.258	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	231	0.667	154	1.8	1.9	45.940	E
A-B	1137	284	0.00			1137				
A-C	621	155	0.00			621				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	273	0.743	201	2.2	2.6	48.462	E
B-A	64	16	0.00	83	0.773	63	2.4	2.6	164.016	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	231	0.667	154	1.9	1.9	46.348	E
A-B	1137	284	0.00			1137				
A-C	621	155	0.00			621				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	266	0.764	202	2.6	2.9	54.252	F
B-A	64	16	0.00	82	0.777	63	2.6	2.8	172.496	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	231	0.667	154	1.9	1.9	46.506	E
A-B	1137	284	0.00			1137				
A-C	621	155	0.00			621				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	261	0.778	202	2.9	3.1	58.902	F
B-A	64	16	0.00	82	0.779	63	2.8	2.9	178.325	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	231	0.667	154	1.9	1.9	46.588	E
A-B	1137	284	0.00			1137				
A-C	621	155	0.00			621				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	257	0.789	202	3.1	3.3	62.849	F
B-A	64	16	0.00	82	0.781	64	2.9	3.0	182.746	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	231	0.667	154	1.9	2.0	46.641	E
A-B	1137	284	0.00			1137				
A-C	621	155	0.00			621				

2055 | DS | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Alkham Valley Rd - 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	Profile Type	D20 - 2055 | DS | PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.99	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.99	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D20	2055	DS	PM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Rd Southbound		DIRECT	✓	100.000
B - Alkham Valley Rd		DIRECT	✓	100.000
C - Canterbury Rd Northbound		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	C - Canterbury Rd Northbound
From	A - Canterbury Rd Southbound	0	962	613
	B - Alkham Valley Rd	90	0	211
	C - Canterbury Rd Northbound	730	158	0

Proportions

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	N
From	A - Canterbury Rd Southbound	0.00	0.61	
	B - Alkham Valley Rd	0.30	0.00	
	C - Canterbury Rd Northbound	0.82	0.18	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Canterbury Rd Southbound	B - Alkham Valley Rd	C - Canterbury Rd Northbound
	A - Canterbury Rd Southbound	0	1	2
	B - Alkham Valley Rd	0	0	1
	C - Canterbury Rd Northbound	1	1	0

Average PCU Per Veh

	To		
From		A - Canterbury Rd Southbound	B - Alkham Valley Rd
	A - Canterbury Rd Southbound	1.000	1.010
	B - Alkham Valley Rd	1.000	1.000
	C - Canterbury Rd Northbound	1.010	1.007

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Canterbury Rd Southbound	16:45-17:00	1575	1595
	17:00-17:15	1575	1595
	17:15-17:30	1575	1595
	17:30-17:45	1575	1595
	17:45-18:00	1575	1595
	18:00-18:15	1575	1595
B - Alkham Valley Rd	16:45-17:00	301	302
	17:00-17:15	301	302
	17:15-17:30	301	302
	17:30-17:45	301	302
	17:45-18:00	301	302
	18:00-18:15	301	302
C - Canterbury Rd Northbound	16:45-17:00	888	896
	17:00-17:15	888	896
	17:15-17:30	888	896
	17:30-17:45	888	896
	17:45-18:00	888	896
	18:00-18:15	888	896

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.79	60.18	3.3	F	211	317
B-A	0.80	151.09	3.5	F	90	135
C-A					730	1095
C-B	0.54	27.27	1.2	D	158	237
A-B					962	1443
A-C					613	919

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	338	0.624	205	0.0	1.5	26.010	D
B-A	90	23	0.00	116	0.776	81	0.0	2.3	88.406	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	290	0.545	153	0.0	1.1	25.637	D
A-B	962	241	0.00			962				
A-C	613	153	0.00			613				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	293	0.720	208	1.5	2.3	40.828	E
B-A	90	23	0.00	113	0.795	88	2.3	2.8	126.010	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	290	0.545	158	1.1	1.2	27.185	D
A-B	962	241	0.00			962				
A-C	613	153	0.00			613				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	281	0.750	209	2.3	2.6	48.308	E
B-A	90	23	0.00	113	0.799	89	2.8	3.1	137.239	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	290	0.545	158	1.2	1.2	27.236	D
A-B	962	241	0.00			962				
A-C	613	153	0.00			613				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	275	0.767	210	2.6	2.9	53.264	F
B-A	90	23	0.00	112	0.801	89	3.1	3.3	143.585	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	290	0.545	158	1.2	1.2	27.252	D
A-B	962	241	0.00			962				
A-C	613	153	0.00			613				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	271	0.778	210	2.9	3.1	57.070	F
B-A	90	23	0.00	112	0.803	89	3.3	3.4	147.886	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	290	0.545	158	1.2	1.2	27.263	D
A-B	962	241	0.00			962				
A-C	613	153	0.00			613				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	268	0.787	210	3.1	3.3	60.181	F
B-A	90	23	0.00	112	0.805	90	3.4	3.5	151.090	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	290	0.545	158	1.2	1.2	27.268	D
A-B	962	241	0.00			962				
A-C	613	153	0.00			613				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J20_Canterbury Rd.j11

[redacted]

Report generation date: 17/09/2026 11:37:05

»2055 | DS VM | AM
»2055 | DS VM | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2055 - DS VM					
Stream B-C	3.8	71.83	0.82	3.7	66.97	0.81
Stream B-A	3.2	191.08	0.79	3.7	156.92	0.81
Stream C-B	2.0	47.87	0.67	1.2	27.69	0.55

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.

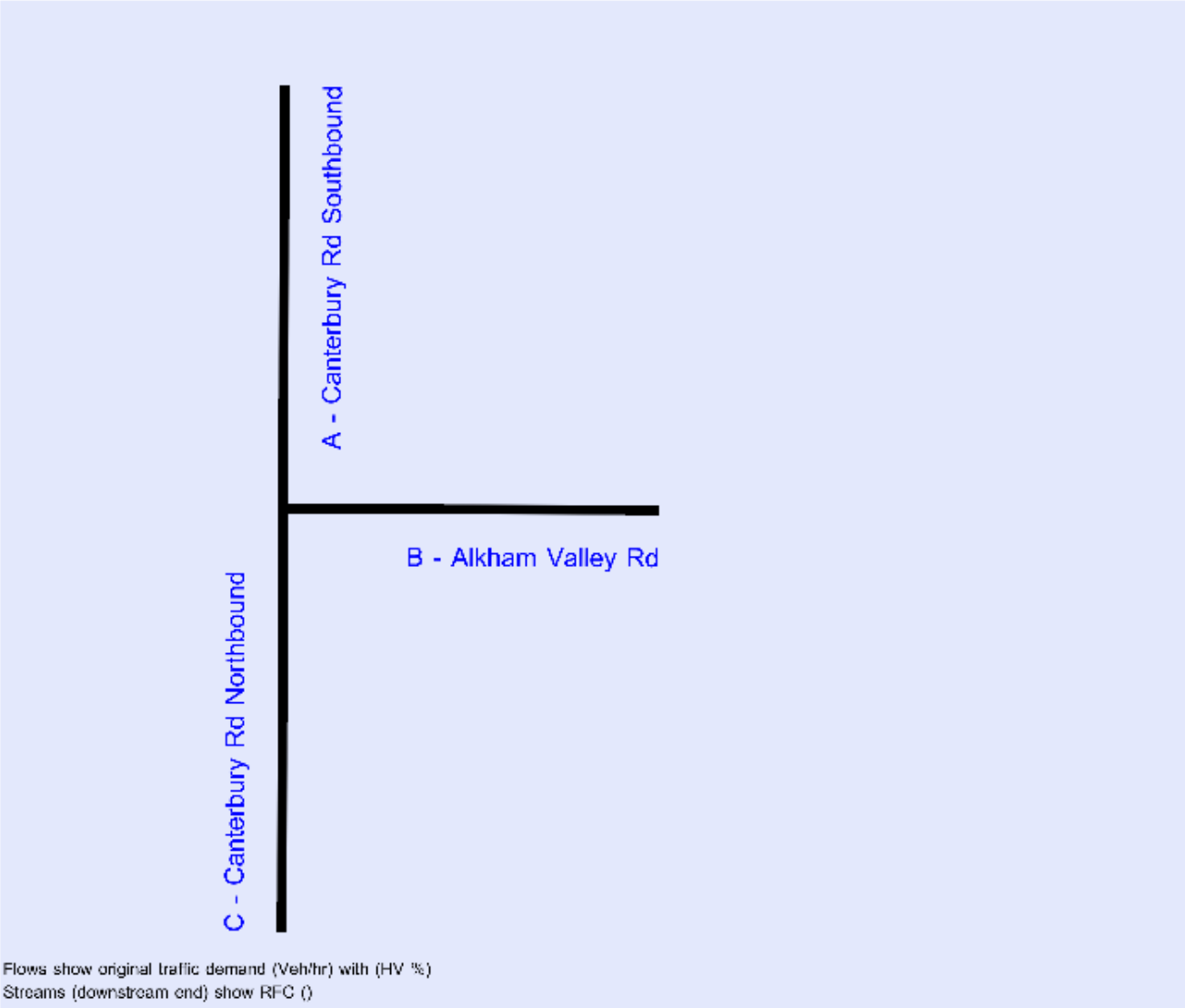
File summary

File Description

Title	Canterbury Rd-A260-Alkham Valley Rd
Location	
Site number	
Date	09/04/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	ysa77377 [HCL70027]
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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2018		AM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	07:45	09:15	90	15	✓
D2	2018		PM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	16:45	18:15	90	15	✓
D15	2025		AM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	07:45	09:15	90	15	✓
D16	2025		PM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	16:45	18:15	90	15	✓
D17	2055	DM	AM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	07:45	09:15	90	15	✓
D18	2055	DM	PM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	16:45	18:15	90	15	✓
D19	2055	DS VM	AM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	07:45	09:15	90	15	✓
D20	2055	DS VM	PM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	16:45	18:15	90	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D19,D20	100.000	100.000

2055 | DS VM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Alkham Valley Rd - 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	Profile Type	D19 - 2055 | DS VM | AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		11.87	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.87	B

Arms

Arms

Arm	Name	Description	Arm type
A	Canterbury Rd Southbound		Major
B	Alkham Valley Rd		Minor
C	Canterbury Rd Northbound		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 - Canterbury Rd Northbound	6.19		✓	3.50	150.0		-

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 - Alkham Valley Rd	One lane plus flare	10.00	9.15	7.00	6.00	6.00	✓	3.00	65	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	529	0.096	0.242	0.152	0.345
B-C	796	0.121	0.306	-	-
C-B	754	0.290	0.290	-	-

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	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D19	2055	DS VM	AM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	07:45	09:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Rd Southbound		DIRECT	✓	100.000
B - Alkham Valley Rd		DIRECT	✓	100.000
C - Canterbury Rd Northbound		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	C - Canterbury Rd Northbound
From	A - Canterbury Rd Southbound	0	1144	621
	B - Alkham Valley Rd	64	0	203
	C - Canterbury Rd Northbound	728	154	0

Proportions

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	N
From	A - Canterbury Rd Southbound	0.00	0.65	
	B - Alkham Valley Rd	0.24	0.00	
	C - Canterbury Rd Northbound	0.83	0.17	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	C - Canterbury Rd Northbound
From	A - Canterbury Rd Southbound	0	2	4
	B - Alkham Valley Rd	7	0	2
	C - Canterbury Rd Northbound	2	1	0

Average PCU Per Veh

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	N
From	A - Canterbury Rd Southbound	1.000	1.016	
	B - Alkham Valley Rd	1.073	1.000	
	C - Canterbury Rd Northbound	1.019	1.008	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Canterbury Rd Southbound	07:45-08:00	1765	1807
	08:00-08:15	1765	1807
	08:15-08:30	1765	1807
	08:30-08:45	1765	1807
	08:45-09:00	1765	1807
	09:00-09:15	1765	1807
B - Alkham Valley Rd	07:45-08:00	267	275
	08:00-08:15	267	275
	08:15-08:30	267	275
	08:30-08:45	267	275
	08:45-09:00	267	275
	09:00-09:15	267	275
C - Canterbury Rd Northbound	07:45-08:00	882	897
	08:00-08:15	882	897
	08:15-08:30	882	897
	08:30-08:45	882	897
	08:45-09:00	882	897
	09:00-09:15	882	897

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.82	71.83	3.8	F	203	305
B-A	0.79	191.08	3.2	F	64	96
C-A					728	1092
C-B	0.67	47.87	2.0	E	154	231
A-B					1144	1716
A-C					621	932

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	330	0.616	197	0.0	1.5	26.120	D
B-A	64	16	0.00	86	0.743	56	0.0	1.9	105.152	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	229	0.673	147	0.0	1.8	41.056	E
A-B	1144	286	0.00			1144				
A-C	621	155	0.00			621				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	282	0.721	200	1.5	2.3	42.218	E
B-A	64	16	0.00	83	0.775	62	1.9	2.4	152.974	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	229	0.673	154	1.8	1.9	47.101	E
A-B	1144	286	0.00			1144				
A-C	621	155	0.00			621				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	267	0.759	201	2.3	2.7	52.053	F
B-A	64	16	0.00	82	0.781	63	2.4	2.7	169.149	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	229	0.673	154	1.9	2.0	47.550	E
A-B	1144	286	0.00			1144				
A-C	621	155	0.00			621				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	259	0.784	201	2.7	3.1	59.575	F
B-A	64	16	0.00	81	0.786	63	2.7	2.9	178.787	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	229	0.673	154	2.0	2.0	47.726	E
A-B	1144	286	0.00			1144				
A-C	621	155	0.00			621				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	253	0.801	202	3.1	3.5	66.014	F
B-A	64	16	0.00	81	0.789	63	2.9	3.0	185.668	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	229	0.673	154	2.0	2.0	47.818	E
A-B	1144	286	0.00			1144				
A-C	621	155	0.00			621				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	249	0.815	202	3.5	3.8	71.833	F
B-A	64	16	0.00	81	0.791	64	3.0	3.2	191.075	F
C-A	728	182	0.00			728				
C-B	154	39	0.00	229	0.673	154	2.0	2.0	47.875	E
A-B	1144	286	0.00			1144				
A-C	621	155	0.00			621				

2055 | DS VM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Alkham Valley Rd - 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	Profile Type	D20 - 2055 | DS VM | PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		11.69	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.69	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D20	2055	DS VM	PM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Rd Southbound		DIRECT	✓	100.000
B - Alkham Valley Rd		DIRECT	✓	100.000
C - Canterbury Rd Northbound		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	C - Canterbury Rd Northbound
From	A - Canterbury Rd Southbound	0	969	613
	B - Alkham Valley Rd	90	0	211
	C - Canterbury Rd Northbound	730	158	0

Proportions

		To		
		A - Canterbury Rd Southbound	B - Alkham Valley Rd	N
From	A - Canterbury Rd Southbound	0.00	0.61	
	B - Alkham Valley Rd	0.30	0.00	
	C - Canterbury Rd Northbound	0.82	0.18	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Canterbury Rd Southbound	B - Alkham Valley Rd	C - Canterbury Rd Northbound
	A - Canterbury Rd Southbound	0	1	2
	B - Alkham Valley Rd	0	0	1
	C - Canterbury Rd Northbound	1	1	0

Average PCU Per Veh

	To		
From		A - Canterbury Rd Southbound	B - Alkham Valley Rd
	A - Canterbury Rd Southbound	1.000	1.010
	B - Alkham Valley Rd	1.000	1.000
	C - Canterbury Rd Northbound	1.010	1.007

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Canterbury Rd Southbound	16:45-17:00	1582	1602
	17:00-17:15	1582	1602
	17:15-17:30	1582	1602
	17:30-17:45	1582	1602
	17:45-18:00	1582	1602
	18:00-18:15	1582	1602
B - Alkham Valley Rd	16:45-17:00	301	302
	17:00-17:15	301	302
	17:15-17:30	301	302
	17:30-17:45	301	302
	17:45-18:00	301	302
	18:00-18:15	301	302
C - Canterbury Rd Northbound	16:45-17:00	888	896
	17:00-17:15	888	896
	17:15-17:30	888	896
	17:30-17:45	888	896
	17:45-18:00	888	896
	18:00-18:15	888	896

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.81	66.97	3.7	F	211	317
B-A	0.81	156.92	3.7	F	90	135
C-A					730	1095
C-B	0.55	27.69	1.2	D	158	237
A-B					969	1453
A-C					613	919

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	335	0.629	205	0.0	1.6	26.453	D
B-A	90	23	0.00	115	0.781	81	0.0	2.3	89.639	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	288	0.549	153	0.0	1.1	25.988	D
A-B	969	242	0.00			969				
A-C	613	153	0.00			613				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	289	0.731	208	1.6	2.4	42.631	E
B-A	90	23	0.00	112	0.800	88	2.3	2.9	128.810	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	288	0.549	158	1.1	1.2	27.601	D
A-B	969	242	0.00			969				
A-C	613	153	0.00			613				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	276	0.764	209	2.4	2.8	51.436	F
B-A	90	23	0.00	112	0.805	89	2.9	3.2	141.007	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	288	0.549	158	1.2	1.2	27.656	D
A-B	969	242	0.00			969				
A-C	613	153	0.00			613				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	269	0.783	210	2.8	3.1	57.642	F
B-A	90	23	0.00	111	0.808	89	3.2	3.4	148.131	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	288	0.549	158	1.2	1.2	27.674	D
A-B	969	242	0.00			969				
A-C	613	153	0.00			613				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	265	0.797	210	3.1	3.4	62.663	F
B-A	90	23	0.00	111	0.810	89	3.4	3.6	153.097	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	288	0.549	158	1.2	1.2	27.683	D
A-B	969	242	0.00			969				
A-C	613	153	0.00			613				

18:00 - 18:15

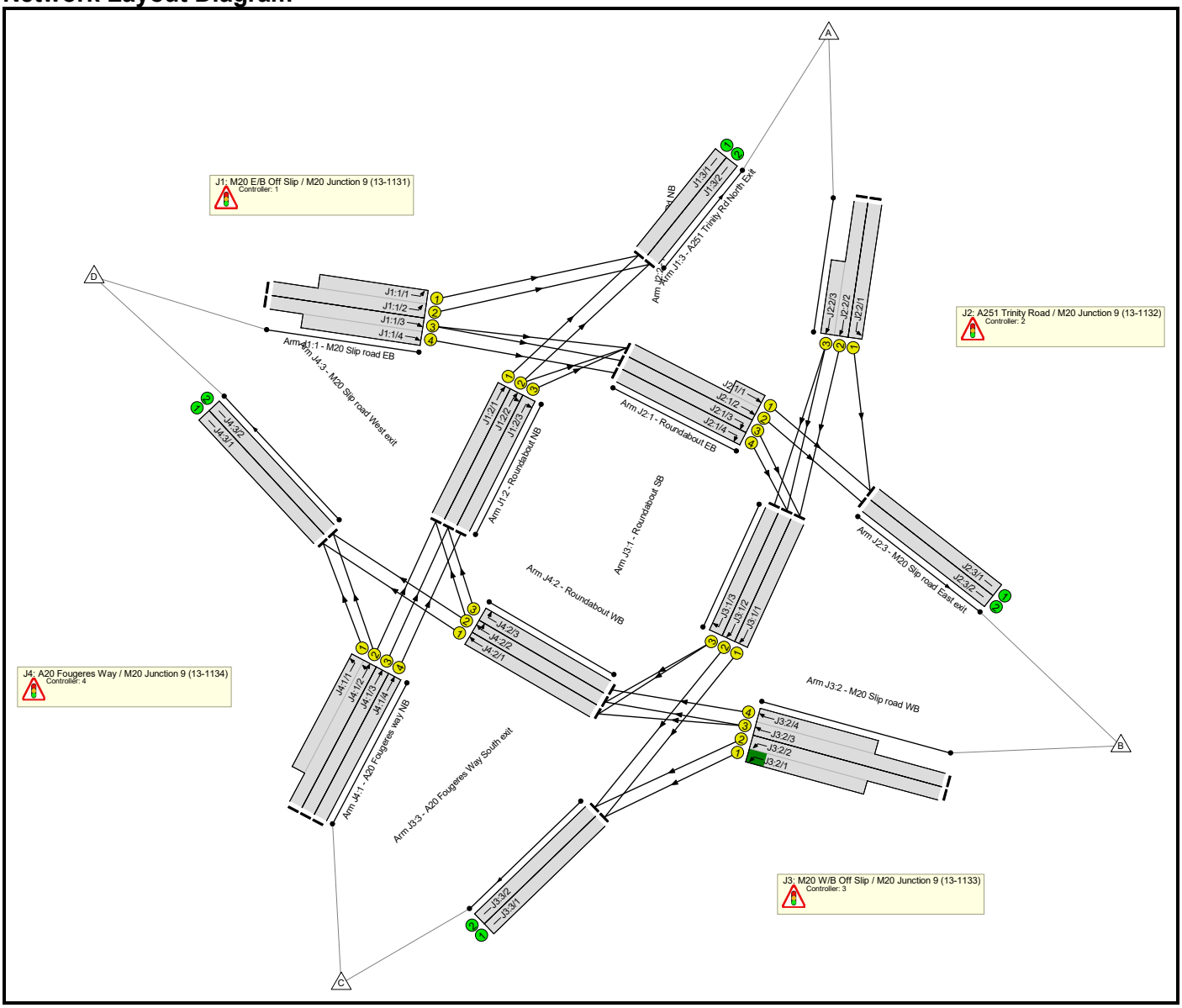
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	261	0.808	210	3.4	3.7	66.971	F
B-A	90	23	0.00	111	0.812	90	3.6	3.7	156.916	F
C-A	730	182	0.00			730				
C-B	158	39	0.00	288	0.549	158	1.2	1.2	27.688	D
A-B	969	242	0.00			969				
A-C	613	153	0.00			613				

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**J23 M20 Junction 9**
Location:	M20 - Junction 9
Additional detail:	
File name:	J21_M20 Junction 9.lsg3x
Author:	
Company:	
Address:	

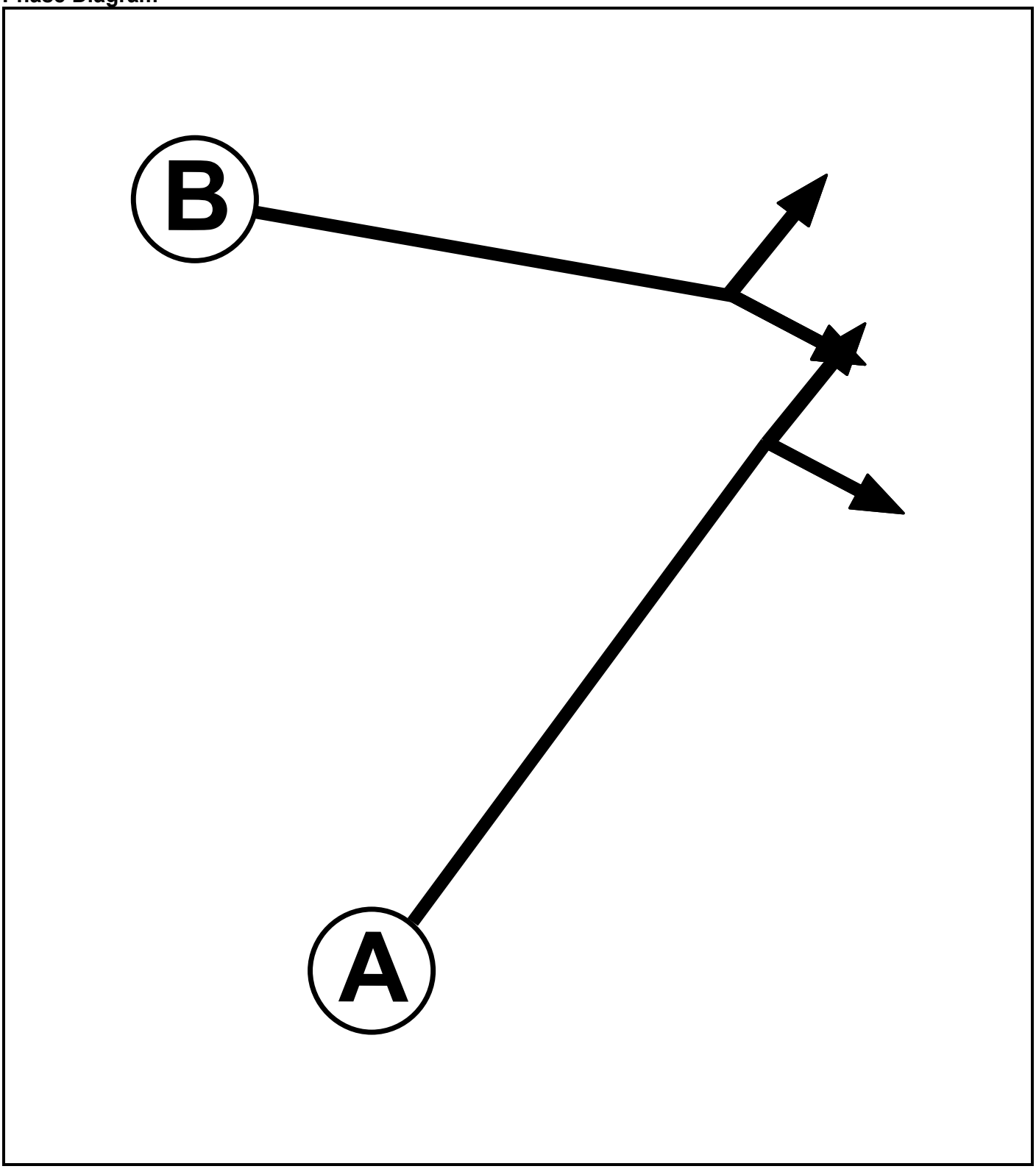
Network Layout Diagram



Full Input Data And Results

C1 - 13/1131

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

Full Input Data And Results

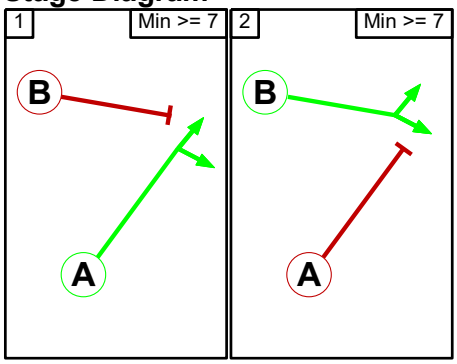
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		7
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

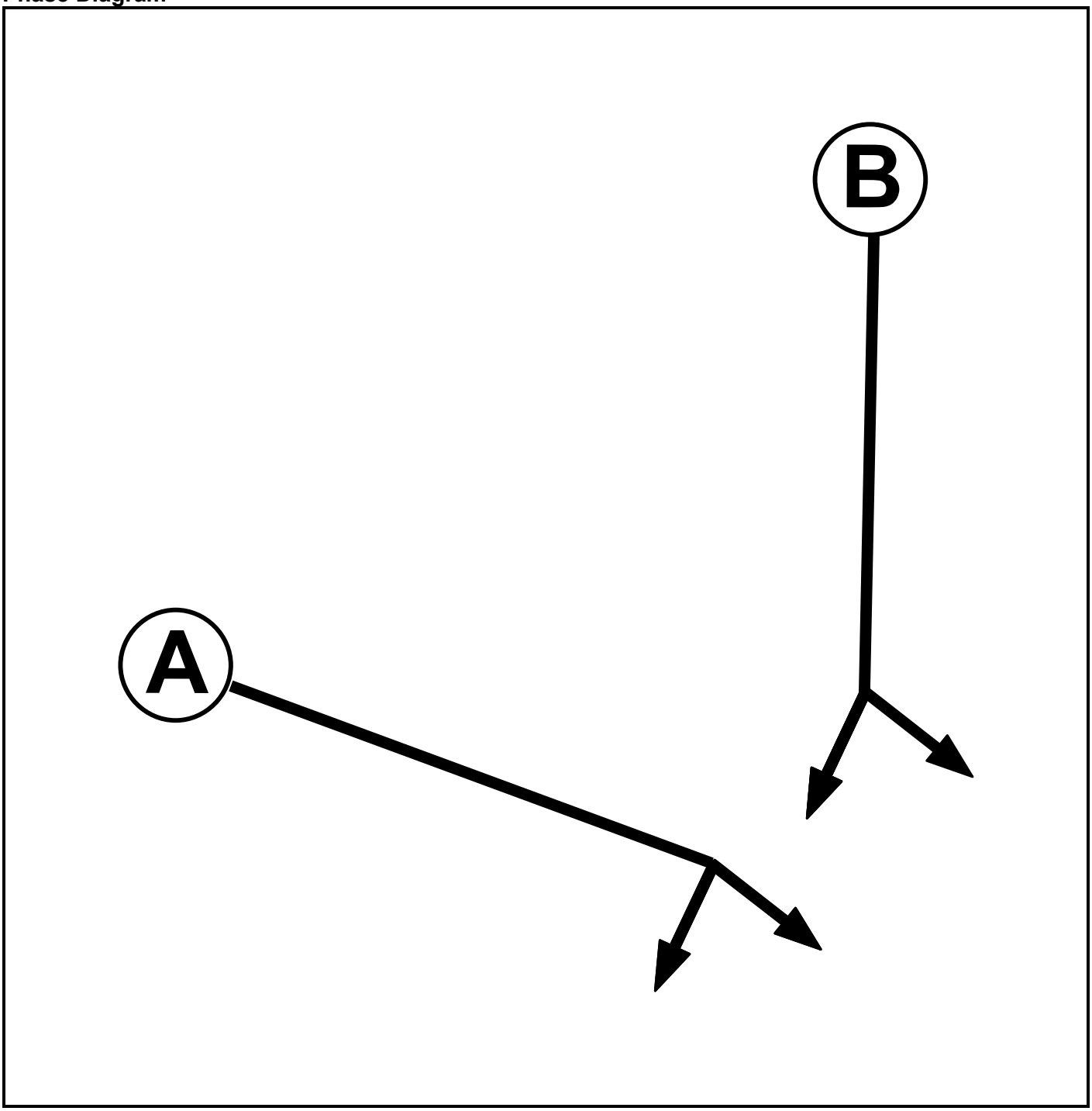
Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		7
	2	7	

Full Input Data And Results

C2 - 13/1132

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

Full Input Data And Results

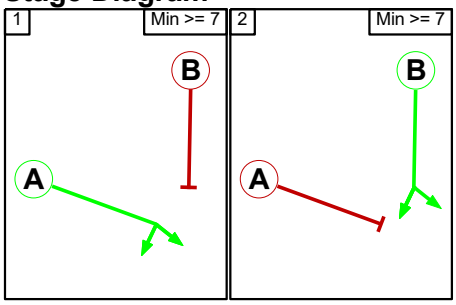
Phase Intergreens Matrix

	Starting Phase		
		A	B
Terminating Phase	A		5
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

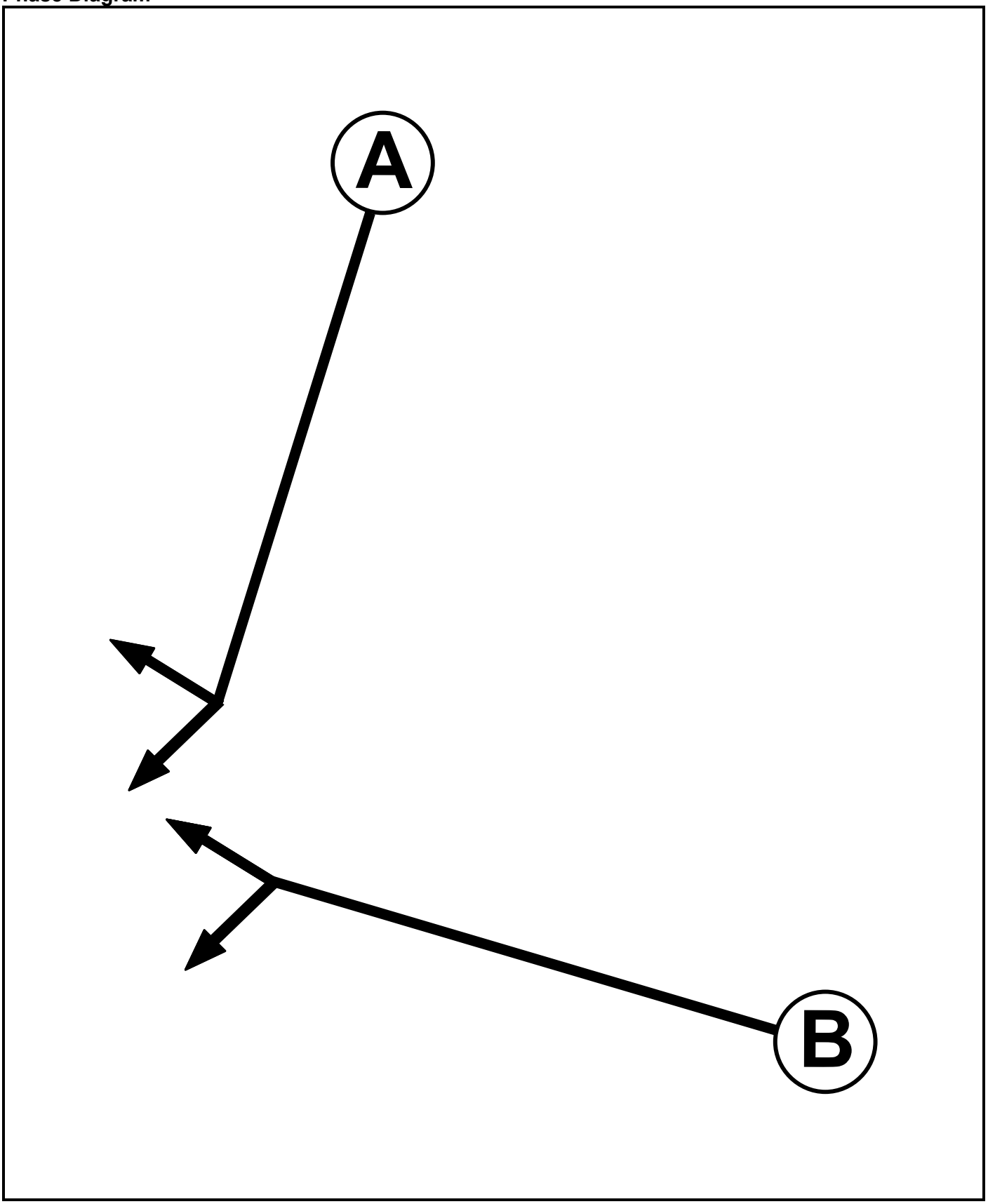
Prohibited Stage Change

	To Stage		
		1	2
From Stage	1		5
	2	7	

Full Input Data And Results

C3 - 13/1133

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

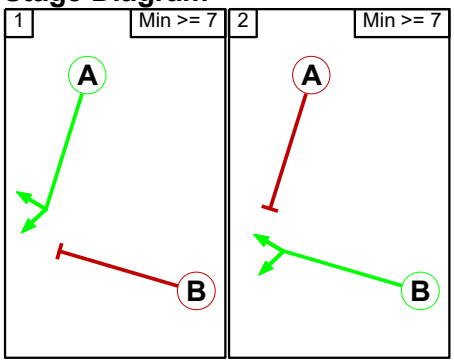
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		7
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

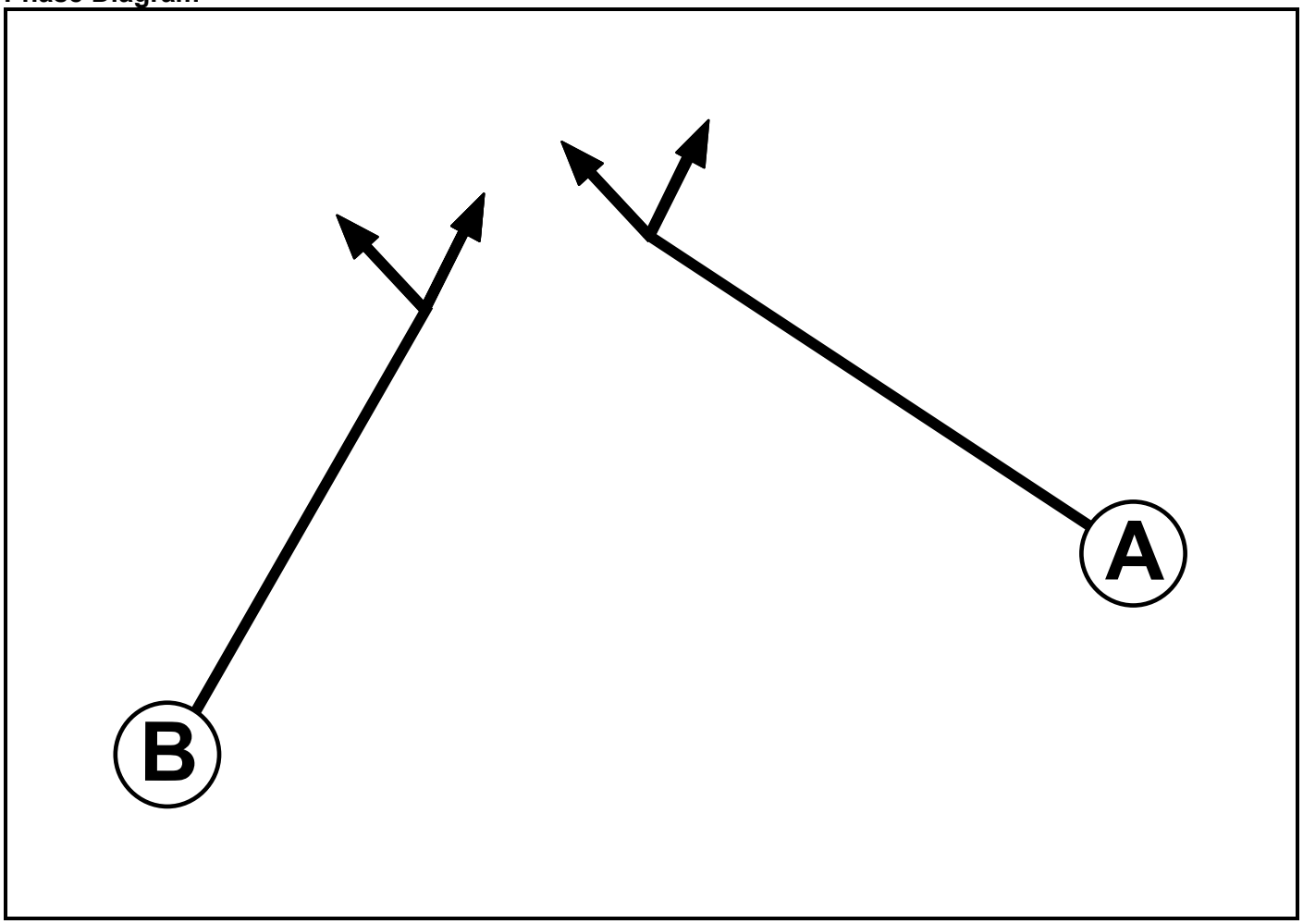
Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		7
	2	7	

Full Input Data And Results

C4 - 13/1134

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

Phase Intergreens Matrix

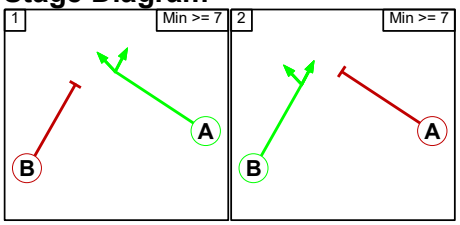
	Starting Phase		
Terminating Phase		A	B
	A		5
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Full Input Data And Results

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		5
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)
There are no Opposed Lanes in this Junction

Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)
There are no Opposed Lanes in this Junction

Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)
There are no Opposed Lanes in this Junction

Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (M20 Slip road EB)	U	B	2	3	11.8	User	1904	-	-	-	-	-
J1:1/2 (M20 Slip road EB)	U	B	2	3	60.0	User	1904	-	-	-	-	-
J1:1/3 (M20 Slip road EB)	U	B	2	3	60.0	User	1904	-	-	-	-	-
J1:1/4 (M20 Slip road EB)	U	B	2	3	13.0	User	1904	-	-	-	-	-
J1:2/1 (Roundabout NB)	U	A	2	3	31.3	User	1907	-	-	-	-	-
J1:2/2 (Roundabout NB)	U	A	2	3	31.3	User	1907	-	-	-	-	-
J1:2/3 (Roundabout NB)	U	A	2	3	31.3	User	1907	-	-	-	-	-
J1:3/1 (A251 Trinity Rd North Exit)	U		2	3	33.0	Geom	-	4.40	0.00	Y		
J1:3/2 (A251 Trinity Rd North Exit)	U		2	3	33.0	Geom	-	4.40	0.00	N		

Full Input Data And Results

Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (Roundabout EB)	U	A	2	3	3.5	User	1907	-	-	-	-	-
J2:1/2 (Roundabout EB)	U	A	2	3	16.9	User	1907	-	-	-	-	-
J2:1/3 (Roundabout EB)	U	A	2	3	16.9	User	1907	-	-	-	-	-
J2:1/4 (Roundabout EB)	U	A	2	3	16.9	User	1907	-	-	-	-	-
J2:2/1 (A251 Trinity Rd NB)	U	B	2	3	31.8	User	1863	-	-	-	-	-
J2:2/2 (A251 Trinity Rd NB)	U	B	2	3	31.8	User	1863	-	-	-	-	-
J2:2/3 (A251 Trinity Rd NB)	U	B	2	3	8.0	User	1863	-	-	-	-	-
J2:3/1 (M20 Slip road East exit)	U		2	3	60.0	Geom	-	3.17	0.00	Y		
J2:3/2 (M20 Slip road East exit)	U		2	3	60.0	Geom	-	3.17	0.00	N		

Full Input Data And Results

Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J3:1/1 (Roundabout SB)	U	A	2	3	38.6	User	1907	-	-	-	-	-
J3:1/2 (Roundabout SB)	U	A	2	3	38.6	User	1907	-	-	-	-	-
J3:1/3 (Roundabout SB)	U	A	2	3	38.6	User	1907	-	-	-	-	-
J3:2/1 (M20 Slip road WB)	U	B	2	3	13.2	User	1912	-	-	-	-	-
J3:2/2 (M20 Slip road WB)	U	B	2	3	13.2	User	1912	-	-	-	-	-
J3:2/3 (M20 Slip road WB)	U	B	2	3	60.0	User	1912	-	-	-	-	-
J3:2/4 (M20 Slip road WB)	U	B	2	3	13.2	User	1912	-	-	-	-	-
J3:3/1 (A20 Fougeres Way South exit)	U		2	3	60.0	Geom	-	3.22	0.00	Y		
J3:3/2 (A20 Fougeres Way South exit)	U		2	3	60.0	Geom	-	3.22	0.00	N		

Full Input Data And Results

Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J4:1/1 (A20 Fougeres way NB)	U	B	2	3	14.8	User	1882	-	-	-	-	-
J4:1/2 (A20 Fougeres way NB)	U	B	2	3	14.4	User	1882	-	-	-	-	-
J4:1/3 (A20 Fougeres way NB)	U	B	2	3	60.0	User	1882	-	-	-	-	-
J4:1/4 (A20 Fougeres way NB)	U	B	2	3	60.0	User	1882	-	-	-	-	-
J4:2/1 (Roundabout WB)	U	A	2	3	17.7	User	1907	-	-	-	-	-
J4:2/2 (Roundabout WB)	U	A	2	3	17.7	User	1907	-	-	-	-	-
J4:2/3 (Roundabout WB)	U	A	2	3	17.7	User	1907	-	-	-	-	-
J4:3/1 (M20 Slip road West exit)	U		2	3	60.0	Geom	-	3.17	0.00	Y		
J4:3/2 (M20 Slip road West exit)	U		2	3	60.0	Geom	-	3.17	0.00	N		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 AM'	08:00	09:00	01:00	
2: '2018 PM'	17:00	18:00	01:00	
3: '2025 AM'	08:00	09:00	01:00	
4: '2025 PM'	17:00	18:00	01:00	
5: '2025 AM Local'	07:30	08:30	01:00	
6: '2025 PM Local'	16:45	17:45	01:00	
7: '2055 DM AM'	08:00	09:00	01:00	
8: '2055 DM PM'	17:00	18:00	01:00	
9: '2055 DS AM'	08:00	09:00	01:00	
10: '2055 DS PM'	17:00	18:00	01:00	

Scenario 1: '2025 AM' (FG3: '2025 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	326	477	140	943
	B	461	1	785	0	1247
	C	469	588	3	494	1554
	D	128	0	537	1	666
	Tot.	1058	915	1802	635	4410

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2025 AM
Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	
J1:1/1 (short)	52
J1:1/2 (with short)	128(In) 76(Out)
J1:1/3 (with short)	537(In) 245(Out)
J1:1/4 (short)	292
J1:2/1	562
J1:2/2	557
J1:2/3	399
J1:3/1	614
J1:3/2	444
Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)	
J2:1/1 (short)	255
J2:1/2 (with short)	588(In) 333(Out)
J2:1/3	245
J2:1/4	292
J2:2/1	326
J2:2/2 (with short)	617(In) 264(Out)
J2:2/3 (short)	353
J2:3/1	581
J2:3/2	333
Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	
J3:1/1	509
J3:1/2	505
J3:1/3	140
J3:2/1 (short)	296
J3:2/2 (with short)	785(In) 489(Out)
J3:2/3 (with short)	461(In) 216(Out)
J3:2/4 (short)	245
J3:3/1	805
J3:3/2	994
Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	
J4:1/1 (short)	399
J4:1/2 (with short)	840(In) 441(Out)

J4:1/3	312
J4:1/4	399
J4:2/1	131
J4:2/2	225
J4:2/3	245
J4:3/1	530
J4:3/2	104

Lane Saturation Flows

Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 Slip road EB Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/2 (M20 Slip road EB Lane 2)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/3 (M20 Slip road EB Lane 3)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/4 (M20 Slip road EB Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:2/1 (Roundabout NB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J1:2/2 (Roundabout NB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J1:2/3 (Roundabout NB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J1:3/1 (A251 Trinity Rd North Exit)	4.40	0.00	Y				2055	2055
J1:3/2 (A251 Trinity Rd North Exit)	4.40	0.00	N				2195	2195

Full Input Data And Results

Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Roundabout EB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/2 (Roundabout EB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/3 (Roundabout EB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/4 (Roundabout EB Lane 4)	This lane uses a directly entered Saturation Flow						1907	1907
J2:2/1 (A251 Trinity Rd NB Lane 1)	This lane uses a directly entered Saturation Flow						1863	1863
J2:2/2 (A251 Trinity Rd NB Lane 2)	This lane uses a directly entered Saturation Flow						1863	1863
J2:2/3 (A251 Trinity Rd NB Lane 3)	This lane uses a directly entered Saturation Flow						1863	1863
J2:3/1 (M20 Slip road East exit)	3.17	0.00	Y				1932	1932
J2:3/2 (M20 Slip road East exit)	3.17	0.00	N				2072	2072

Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Roundabout SB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J3:1/2 (Roundabout SB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J3:1/3 (Roundabout SB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J3:2/1 (M20 Slip road WB Lane 1)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/2 (M20 Slip road WB Lane 2)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/3 (M20 Slip road WB Lane 3)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/4 (M20 Slip road WB Lane 4)	This lane uses a directly entered Saturation Flow						1912	1912
J3:3/1 (A20 Fougeres Way South exit)	3.22	0.00	Y				1937	1937
J3:3/2 (A20 Fougeres Way South exit)	3.22	0.00	N				2077	2077

Full Input Data And Results

Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (A20 Fougeres way NB Lane 1)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/2 (A20 Fougeres way NB Lane 2)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/3 (A20 Fougeres way NB Lane 3)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/4 (A20 Fougeres way NB Lane 4)	This lane uses a directly entered Saturation Flow						1882	1882
J4:2/1 (Roundabout WB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J4:2/2 (Roundabout WB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J4:2/3 (Roundabout WB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J4:3/1 (M20 Slip road West exit)	3.17	0.00	Y				1932	1932
J4:3/2 (M20 Slip road West exit)	3.17	0.00	N				2072	2072

Scenario 2: '2025 PM' (FG4: '2025 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	405	553	108	1066
	B	332	0	682	0	1014
	C	482	580	3	378	1443
	D	144	2	638	0	784
	Tot.	958	987	1876	486	4307

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2025 PM
Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	
J1:1/1 (short)	0
J1:1/2 (with short)	144(In) 144(Out)
J1:1/3 (with short)	640(In) 307(Out)
J1:1/4 (short)	333
J1:2/1	364
J1:2/2	514
J1:2/3	516
J1:3/1	364
J1:3/2	594
Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)	
J2:1/1 (short)	128
J2:1/2 (with short)	582(In) 454(Out)
J2:1/3	305
J2:1/4	333
J2:2/1	405
J2:2/2 (with short)	661(In) 284(Out)
J2:2/3 (short)	377
J2:3/1	533
J2:3/2	454
Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	
J3:1/1	589
J3:1/2	602
J3:1/3	108
J3:2/1 (short)	219
J3:2/2 (with short)	682(In) 463(Out)
J3:2/3 (with short)	332(In) 167(Out)
J3:2/4 (short)	165
J3:3/1	808
J3:3/2	1065
Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	
J4:1/1 (short)	378
J4:1/2 (with short)	575(In) 197(Out)

J4:1/3	349
J4:1/4	516
J4:2/1	108
J4:2/2	167
J4:2/3	165
J4:3/1	486
J4:3/2	0

Lane Saturation Flows

Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 Slip road EB Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/2 (M20 Slip road EB Lane 2)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/3 (M20 Slip road EB Lane 3)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/4 (M20 Slip road EB Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:2/1 (Roundabout NB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J1:2/2 (Roundabout NB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J1:2/3 (Roundabout NB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J1:3/1 (A251 Trinity Rd North Exit)	4.40	0.00	Y				2055	2055
J1:3/2 (A251 Trinity Rd North Exit)	4.40	0.00	N				2195	2195

Full Input Data And Results

Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Roundabout EB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/2 (Roundabout EB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/3 (Roundabout EB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/4 (Roundabout EB Lane 4)	This lane uses a directly entered Saturation Flow						1907	1907
J2:2/1 (A251 Trinity Rd NB Lane 1)	This lane uses a directly entered Saturation Flow						1863	1863
J2:2/2 (A251 Trinity Rd NB Lane 2)	This lane uses a directly entered Saturation Flow						1863	1863
J2:2/3 (A251 Trinity Rd NB Lane 3)	This lane uses a directly entered Saturation Flow						1863	1863
J2:3/1 (M20 Slip road East exit)	3.17	0.00	Y				1932	1932
J2:3/2 (M20 Slip road East exit)	3.17	0.00	N				2072	2072

Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Roundabout SB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J3:1/2 (Roundabout SB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J3:1/3 (Roundabout SB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J3:2/1 (M20 Slip road WB Lane 1)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/2 (M20 Slip road WB Lane 2)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/3 (M20 Slip road WB Lane 3)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/4 (M20 Slip road WB Lane 4)	This lane uses a directly entered Saturation Flow						1912	1912
J3:3/1 (A20 Fougeres Way South exit)	3.22	0.00	Y				1937	1937
J3:3/2 (A20 Fougeres Way South exit)	3.22	0.00	N				2077	2077

Full Input Data And Results

Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (A20 Fougeres way NB Lane 1)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/2 (A20 Fougeres way NB Lane 2)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/3 (A20 Fougeres way NB Lane 3)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/4 (A20 Fougeres way NB Lane 4)	This lane uses a directly entered Saturation Flow						1882	1882
J4:2/1 (Roundabout WB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J4:2/2 (Roundabout WB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J4:2/3 (Roundabout WB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J4:3/1 (M20 Slip road West exit)	3.17	0.00	Y				1932	1932
J4:3/2 (M20 Slip road West exit)	3.17	0.00	N				2072	2072

Scenario 3: '2055 DM AM' (FG7: '2055 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	524	582	213	1319
	B	827	1	1019	0	1847
	C	626	814	3	1057	2500
	D	218	0	856	1	1075
	Tot.	1671	1339	2460	1271	6741

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2055 DM AM
Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	
J1:1/1 (short)	92
J1:1/2 (with short)	218(In) 126(Out)
J1:1/3 (with short)	856(In) 426(Out)
J1:1/4 (short)	430
J1:2/1	812
J1:2/2	852
J1:2/3	603
J1:3/1	904
J1:3/2	767
Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)	
J2:1/1 (short)	165
J2:1/2 (with short)	814(In) 649(Out)
J2:1/3	426
J2:1/4	430
J2:2/1	524
J2:2/2 (with short)	795(In) 294(Out)
J2:2/3 (short)	501
J2:3/1	689
J2:3/2	649
Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	
J3:1/1	720
J3:1/2	718
J3:1/3	213
J3:2/1 (short)	435
J3:2/2 (with short)	1019(In) 584(Out)
J3:2/3 (with short)	827(In) 451(Out)
J3:2/4 (short)	376
J3:3/1	1155
J3:3/2	1302
Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	
J4:1/1 (short)	682
J4:1/2 (with short)	1418(In) 736(Out)

J4:1/3	476
J4:1/4	603
J4:2/1	213
J4:2/2	451
J4:2/3	376
J4:3/1	895
J4:3/2	375

Lane Saturation Flows

Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 Slip road EB Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/2 (M20 Slip road EB Lane 2)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/3 (M20 Slip road EB Lane 3)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/4 (M20 Slip road EB Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:2/1 (Roundabout NB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J1:2/2 (Roundabout NB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J1:2/3 (Roundabout NB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J1:3/1 (A251 Trinity Rd North Exit)	4.40	0.00	Y				2055	2055
J1:3/2 (A251 Trinity Rd North Exit)	4.40	0.00	N				2195	2195

Full Input Data And Results

Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Roundabout EB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/2 (Roundabout EB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/3 (Roundabout EB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/4 (Roundabout EB Lane 4)	This lane uses a directly entered Saturation Flow						1907	1907
J2:2/1 (A251 Trinity Rd NB Lane 1)	This lane uses a directly entered Saturation Flow						1863	1863
J2:2/2 (A251 Trinity Rd NB Lane 2)	This lane uses a directly entered Saturation Flow						1863	1863
J2:2/3 (A251 Trinity Rd NB Lane 3)	This lane uses a directly entered Saturation Flow						1863	1863
J2:3/1 (M20 Slip road East exit)	3.17	0.00	Y				1932	1932
J2:3/2 (M20 Slip road East exit)	3.17	0.00	N				2072	2072

Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Roundabout SB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J3:1/2 (Roundabout SB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J3:1/3 (Roundabout SB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J3:2/1 (M20 Slip road WB Lane 1)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/2 (M20 Slip road WB Lane 2)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/3 (M20 Slip road WB Lane 3)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/4 (M20 Slip road WB Lane 4)	This lane uses a directly entered Saturation Flow						1912	1912
J3:3/1 (A20 Fougeres Way South exit)	3.22	0.00	Y				1937	1937
J3:3/2 (A20 Fougeres Way South exit)	3.22	0.00	N				2077	2077

Full Input Data And Results

Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (A20 Fougeres way NB Lane 1)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/2 (A20 Fougeres way NB Lane 2)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/3 (A20 Fougeres way NB Lane 3)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/4 (A20 Fougeres way NB Lane 4)	This lane uses a directly entered Saturation Flow						1882	1882
J4:2/1 (Roundabout WB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J4:2/2 (Roundabout WB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J4:2/3 (Roundabout WB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J4:3/1 (M20 Slip road West exit)	3.17	0.00	Y				1932	1932
J4:3/2 (M20 Slip road West exit)	3.17	0.00	N				2072	2072

Scenario 4: '2055 DM PM' (FG8: '2055 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	738	717	192	1647
	B	515	0	917	0	1432
	C	587	786	3	696	2072
	D	209	3	1192	0	1404
	Tot.	1311	1527	2829	888	6555

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2055 DM PM
Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	
J1:1/1 (short)	1
J1:1/2 (with short)	209(In) 208(Out)
J1:1/3 (with short)	1195(In) 599(Out)
J1:1/4 (short)	596
J1:2/1	619
J1:2/2	679
J1:2/3	590
J1:3/1	620
J1:3/2	691
Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)	
J2:1/1 (short)	147
J2:1/2 (with short)	789(In) 642(Out)
J2:1/3	596
J2:1/4	596
J2:2/1	738
J2:2/2 (with short)	909(In) 359(Out)
J2:2/3 (short)	550
J2:3/1	885
J2:3/2	642
Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	
J3:1/1	955
J3:1/2	954
J3:1/3	192
J3:2/1 (short)	371
J3:2/2 (with short)	917(In) 546(Out)
J3:2/3 (with short)	515(In) 286(Out)
J3:2/4 (short)	229
J3:3/1	1326
J3:3/2	1500
Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	
J4:1/1 (short)	695
J4:1/2 (with short)	1029(In) 334(Out)

J4:1/3	450
J4:1/4	590
J4:2/1	192
J4:2/2	286
J4:2/3	229
J4:3/1	887
J4:3/2	1

Lane Saturation Flows

Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 Slip road EB Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/2 (M20 Slip road EB Lane 2)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/3 (M20 Slip road EB Lane 3)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/4 (M20 Slip road EB Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:2/1 (Roundabout NB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J1:2/2 (Roundabout NB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J1:2/3 (Roundabout NB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J1:3/1 (A251 Trinity Rd North Exit)	4.40	0.00	Y				2055	2055
J1:3/2 (A251 Trinity Rd North Exit)	4.40	0.00	N				2195	2195

Full Input Data And Results

Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Roundabout EB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/2 (Roundabout EB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/3 (Roundabout EB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/4 (Roundabout EB Lane 4)	This lane uses a directly entered Saturation Flow						1907	1907
J2:2/1 (A251 Trinity Rd NB Lane 1)	This lane uses a directly entered Saturation Flow						1863	1863
J2:2/2 (A251 Trinity Rd NB Lane 2)	This lane uses a directly entered Saturation Flow						1863	1863
J2:2/3 (A251 Trinity Rd NB Lane 3)	This lane uses a directly entered Saturation Flow						1863	1863
J2:3/1 (M20 Slip road East exit)	3.17	0.00	Y				1932	1932
J2:3/2 (M20 Slip road East exit)	3.17	0.00	N				2072	2072

Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Roundabout SB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J3:1/2 (Roundabout SB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J3:1/3 (Roundabout SB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J3:2/1 (M20 Slip road WB Lane 1)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/2 (M20 Slip road WB Lane 2)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/3 (M20 Slip road WB Lane 3)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/4 (M20 Slip road WB Lane 4)	This lane uses a directly entered Saturation Flow						1912	1912
J3:3/1 (A20 Fougeres Way South exit)	3.22	0.00	Y				1937	1937
J3:3/2 (A20 Fougeres Way South exit)	3.22	0.00	N				2077	2077

Full Input Data And Results

Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (A20 Fougeres way NB Lane 1)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/2 (A20 Fougeres way NB Lane 2)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/3 (A20 Fougeres way NB Lane 3)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/4 (A20 Fougeres way NB Lane 4)	This lane uses a directly entered Saturation Flow						1882	1882
J4:2/1 (Roundabout WB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J4:2/2 (Roundabout WB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J4:2/3 (Roundabout WB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J4:3/1 (M20 Slip road West exit)	3.17	0.00	Y				1932	1932
J4:3/2 (M20 Slip road West exit)	3.17	0.00	N				2072	2072

Scenario 5: '2055 DS AM' (FG9: '2055 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	539	582	213	1334
	B	845	1	1076	0	1922
	C	626	868	3	1057	2554
	D	218	0	856	1	1075
	Tot.	1689	1408	2517	1271	6885

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2055 DS AM
Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	
J1:1/1 (short)	91
J1:1/2 (with short)	218(In) 127(Out)
J1:1/3 (with short)	856(In) 426(Out)
J1:1/4 (short)	430
J1:2/1	827
J1:2/2	884
J1:2/3	628
J1:3/1	918
J1:3/2	771
Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)	
J2:1/1 (short)	233
J2:1/2 (with short)	868(In) 635(Out)
J2:1/3	426
J2:1/4	430
J2:2/1	539
J2:2/2 (with short)	795(In) 294(Out)
J2:2/3 (short)	501
J2:3/1	772
J2:3/2	635
Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	
J3:1/1	720
J3:1/2	718
J3:1/3	213
J3:2/1 (short)	463
J3:2/2 (with short)	1076(In) 613(Out)
J3:2/3 (with short)	845(In) 498(Out)
J3:2/4 (short)	347
J3:3/1	1183
J3:3/2	1331
Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	
J4:1/1 (short)	669
J4:1/2 (with short)	1386(In) 717(Out)

J4:1/3	537
J4:1/4	628
J4:2/1	213
J4:2/2	498
J4:2/3	347
J4:3/1	882
J4:3/2	388

Lane Saturation Flows

Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 Slip road EB Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/2 (M20 Slip road EB Lane 2)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/3 (M20 Slip road EB Lane 3)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/4 (M20 Slip road EB Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:2/1 (Roundabout NB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J1:2/2 (Roundabout NB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J1:2/3 (Roundabout NB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J1:3/1 (A251 Trinity Rd North Exit)	4.40	0.00	Y				2055	2055
J1:3/2 (A251 Trinity Rd North Exit)	4.40	0.00	N				2195	2195

Full Input Data And Results

Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Roundabout EB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/2 (Roundabout EB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/3 (Roundabout EB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/4 (Roundabout EB Lane 4)	This lane uses a directly entered Saturation Flow						1907	1907
J2:2/1 (A251 Trinity Rd NB Lane 1)	This lane uses a directly entered Saturation Flow						1863	1863
J2:2/2 (A251 Trinity Rd NB Lane 2)	This lane uses a directly entered Saturation Flow						1863	1863
J2:2/3 (A251 Trinity Rd NB Lane 3)	This lane uses a directly entered Saturation Flow						1863	1863
J2:3/1 (M20 Slip road East exit)	3.17	0.00	Y				1932	1932
J2:3/2 (M20 Slip road East exit)	3.17	0.00	N				2072	2072

Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Roundabout SB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J3:1/2 (Roundabout SB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J3:1/3 (Roundabout SB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J3:2/1 (M20 Slip road WB Lane 1)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/2 (M20 Slip road WB Lane 2)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/3 (M20 Slip road WB Lane 3)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/4 (M20 Slip road WB Lane 4)	This lane uses a directly entered Saturation Flow						1912	1912
J3:3/1 (A20 Fougeres Way South exit)	3.22	0.00	Y				1937	1937
J3:3/2 (A20 Fougeres Way South exit)	3.22	0.00	N				2077	2077

Full Input Data And Results

Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (A20 Fougeres way NB Lane 1)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/2 (A20 Fougeres way NB Lane 2)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/3 (A20 Fougeres way NB Lane 3)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/4 (A20 Fougeres way NB Lane 4)	This lane uses a directly entered Saturation Flow						1882	1882
J4:2/1 (Roundabout WB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J4:2/2 (Roundabout WB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J4:2/3 (Roundabout WB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J4:3/1 (M20 Slip road West exit)	3.17	0.00	Y				1932	1932
J4:3/2 (M20 Slip road West exit)	3.17	0.00	N				2072	2072

Scenario 6: '2055 DS PM' (FG10: '2055 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	757	717	192	1666
	B	533	0	972	0	1505
	C	587	847	3	696	2133
	D	209	3	1192	0	1404
	Tot.	1329	1607	2884	888	6708

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2055 DS PM
Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	
J1:1/1 (short)	1
J1:1/2 (with short)	209(In) 208(Out)
J1:1/3 (with short)	1195(In) 598(Out)
J1:1/4 (short)	597
J1:2/1	650
J1:2/2	695
J1:2/3	622
J1:3/1	651
J1:3/2	678
Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)	
J2:1/1 (short)	517
J2:1/2 (with short)	850(In) 333(Out)
J2:1/3	595
J2:1/4	597
J2:2/1	757
J2:2/2 (with short)	909(In) 358(Out)
J2:2/3 (short)	551
J2:3/1	1274
J2:3/2	333
Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	
J3:1/1	953
J3:1/2	956
J3:1/3	192
J3:2/1 (short)	399
J3:2/2 (with short)	972(In) 573(Out)
J3:2/3 (with short)	533(In) 303(Out)
J3:2/4 (short)	230
J3:3/1	1352
J3:3/2	1529
Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	
J4:1/1 (short)	696
J4:1/2 (with short)	1043(In) 347(Out)

J4:1/3	465
J4:1/4	622
J4:2/1	192
J4:2/2	303
J4:2/3	230
J4:3/1	888
J4:3/2	0

Lane Saturation Flows

Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 Slip road EB Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/2 (M20 Slip road EB Lane 2)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/3 (M20 Slip road EB Lane 3)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/4 (M20 Slip road EB Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:2/1 (Roundabout NB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J1:2/2 (Roundabout NB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J1:2/3 (Roundabout NB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J1:3/1 (A251 Trinity Rd North Exit)	4.40	0.00	Y				2055	2055
J1:3/2 (A251 Trinity Rd North Exit)	4.40	0.00	N				2195	2195

Full Input Data And Results

Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Roundabout EB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/2 (Roundabout EB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/3 (Roundabout EB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/4 (Roundabout EB Lane 4)	This lane uses a directly entered Saturation Flow						1907	1907
J2:2/1 (A251 Trinity Rd NB Lane 1)	This lane uses a directly entered Saturation Flow						1863	1863
J2:2/2 (A251 Trinity Rd NB Lane 2)	This lane uses a directly entered Saturation Flow						1863	1863
J2:2/3 (A251 Trinity Rd NB Lane 3)	This lane uses a directly entered Saturation Flow						1863	1863
J2:3/1 (M20 Slip road East exit)	3.17	0.00	Y				1932	1932
J2:3/2 (M20 Slip road East exit)	3.17	0.00	N				2072	2072

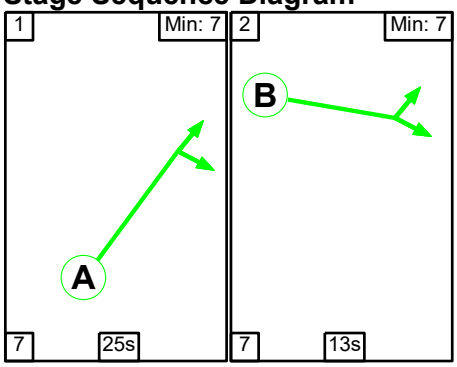
Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Roundabout SB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J3:1/2 (Roundabout SB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J3:1/3 (Roundabout SB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J3:2/1 (M20 Slip road WB Lane 1)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/2 (M20 Slip road WB Lane 2)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/3 (M20 Slip road WB Lane 3)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/4 (M20 Slip road WB Lane 4)	This lane uses a directly entered Saturation Flow						1912	1912
J3:3/1 (A20 Fougeres Way South exit)	3.22	0.00	Y				1937	1937
J3:3/2 (A20 Fougeres Way South exit)	3.22	0.00	N				2077	2077

Full Input Data And Results

Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (A20 Fougeres way NB Lane 1)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/2 (A20 Fougeres way NB Lane 2)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/3 (A20 Fougeres way NB Lane 3)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/4 (A20 Fougeres way NB Lane 4)	This lane uses a directly entered Saturation Flow						1882	1882
J4:2/1 (Roundabout WB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J4:2/2 (Roundabout WB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J4:2/3 (Roundabout WB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J4:3/1 (M20 Slip road West exit)	3.17	0.00	Y				1932	1932
J4:3/2 (M20 Slip road West exit)	3.17	0.00	N				2072	2072

Scenario 1: '2025 AM' (FG3: '2025 AM', Plan 1: 'Network Control Plan 1')
C1 - 13/1131

Stage Sequence Diagram

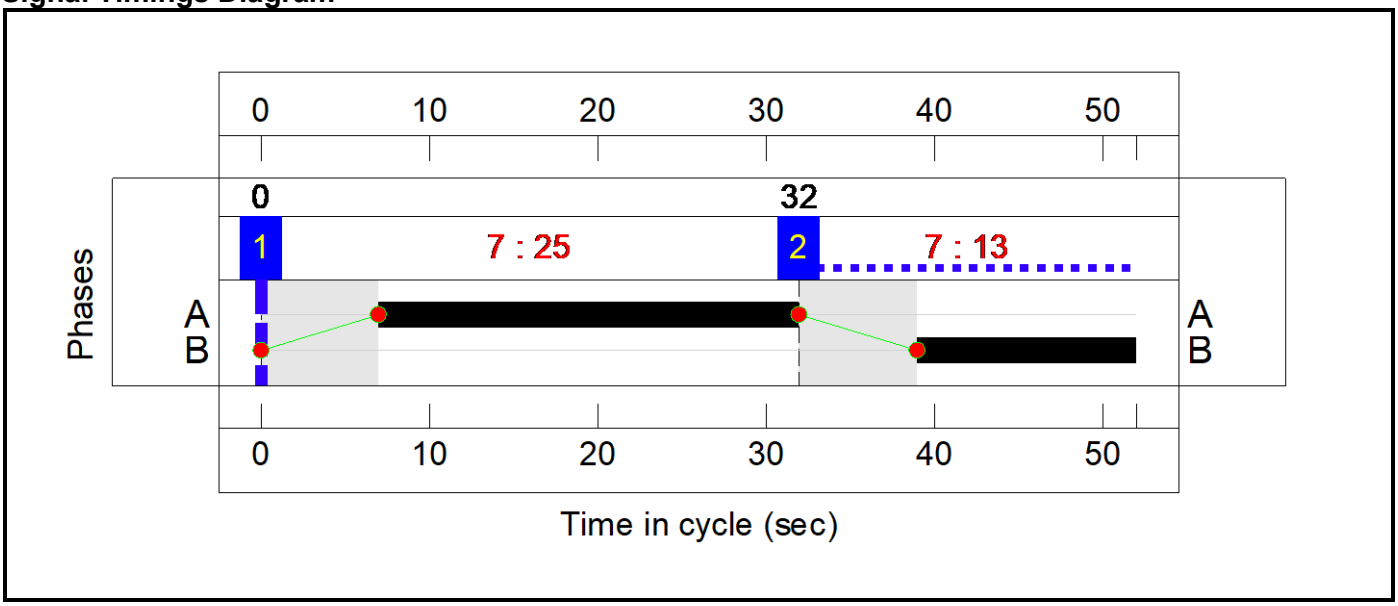


Stage Timings

Stage	1	2
Duration	25	13
Change Point	0	32

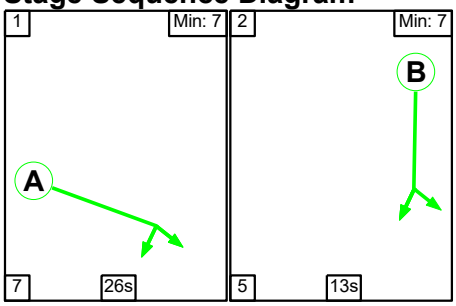
Full Input Data And Results

Signal Timings Diagram



C2 - 13/1132

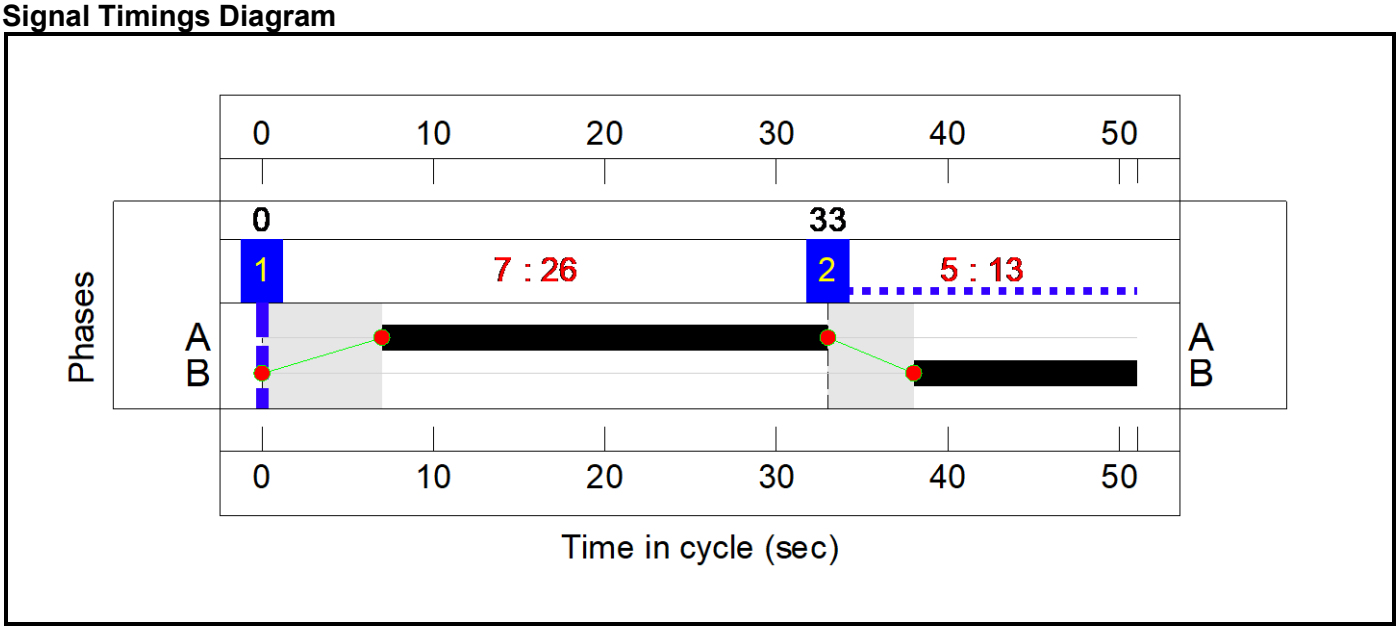
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	26	13
Change Point	0	33

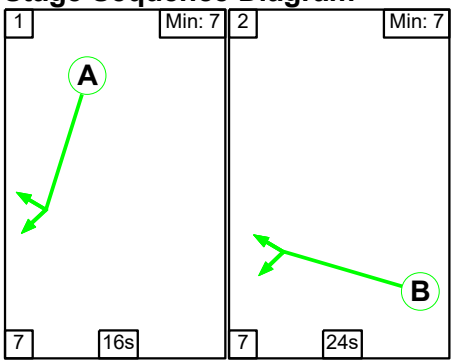
Signal Timings Diagram



Full Input Data And Results

C3 - 13/1133

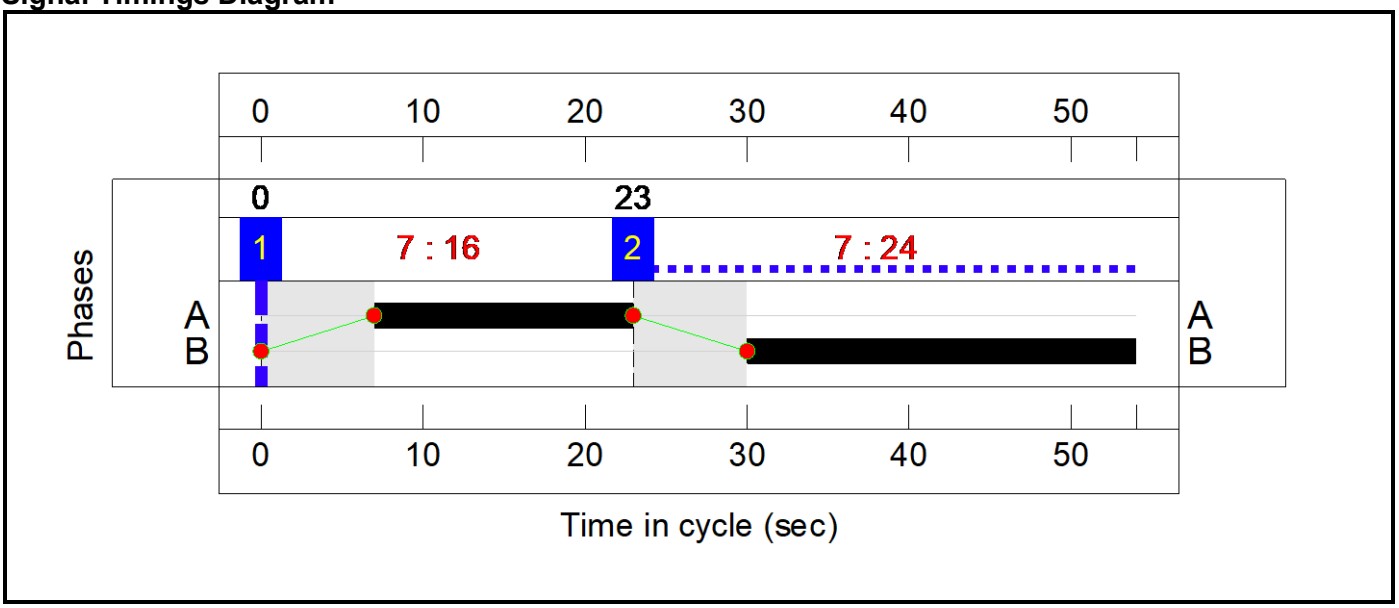
Stage Sequence Diagram



Stage Timings

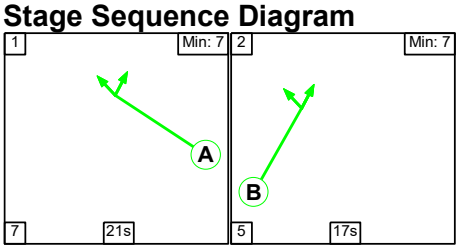
Stage	1	2
Duration	16	24
Change Point	0	23

Signal Timings Diagram



C4 - 13/1134

Stage Sequence Diagram

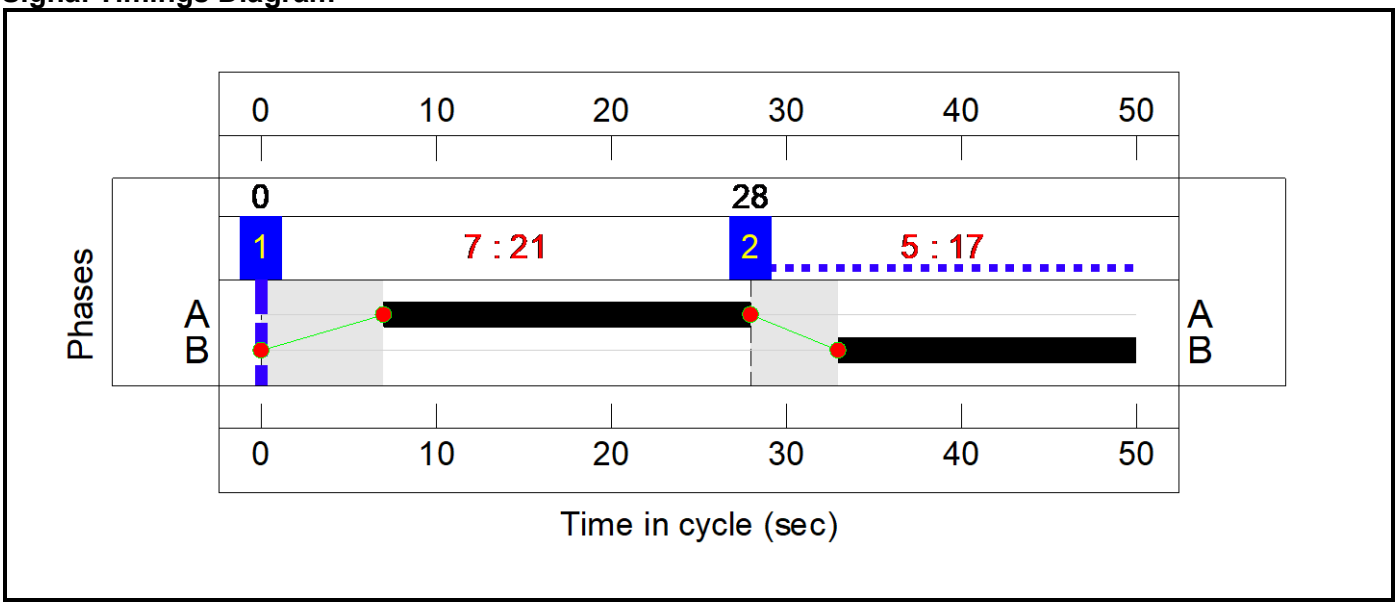


Stage Timings

Stage	1	2
Duration	21	17
Change Point	0	28

Full Input Data And Results

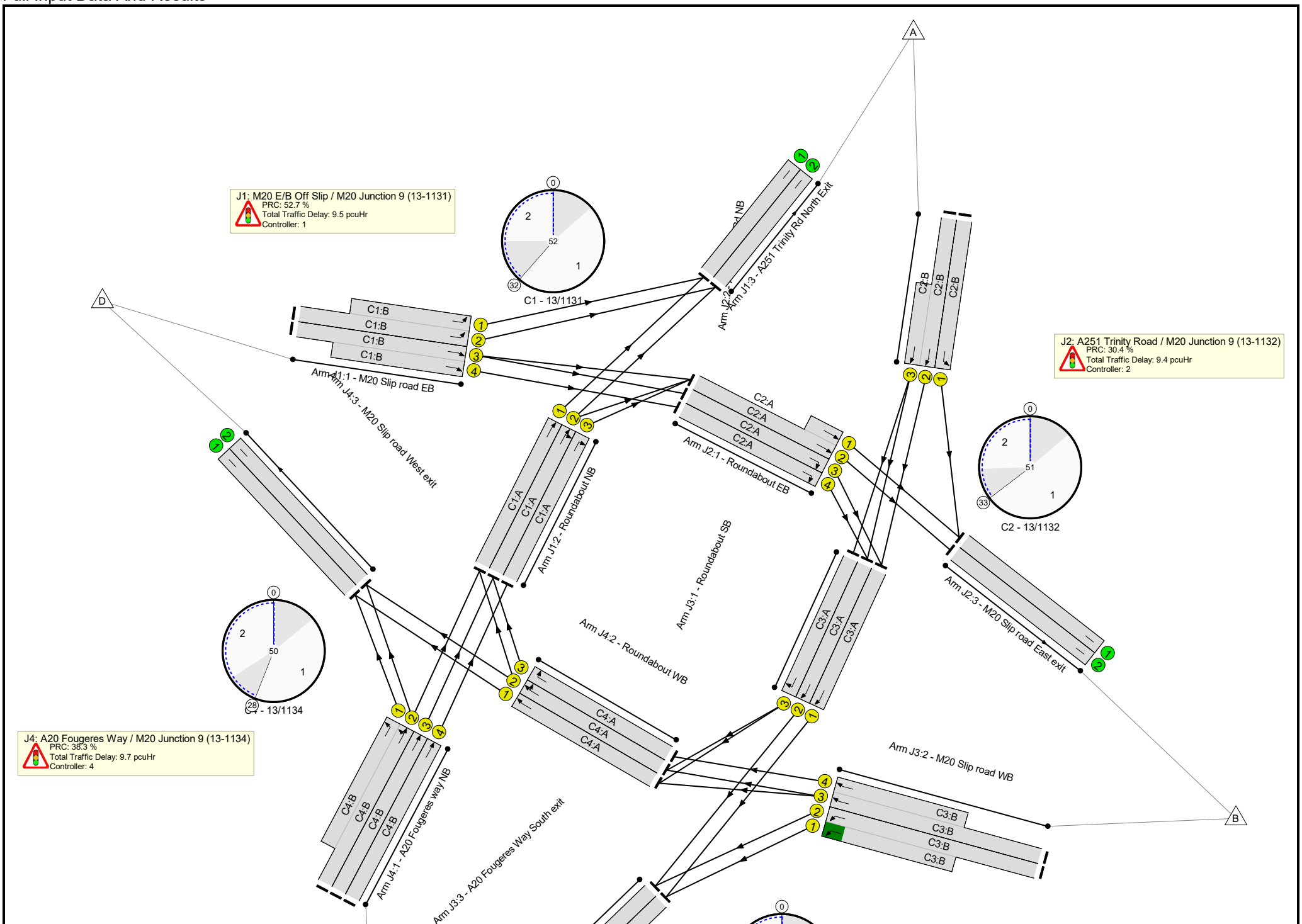
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J23 M20 Junction 9	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.8%**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.9%**
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	13	-	128	1904:1904	513+351	14.8 : 14.8%
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	13	-	537	1904:1904	513+513	47.8 : 57.0%
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	25	-	562	1907	953	58.9%
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	25	-	557	1907	953	58.4%
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	25	-	399	1907	953	41.8%
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	614	2055	2055	29.9%
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	444	2195	2195	20.2%
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.0%**
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	26	-	588	1907:1907	684+524	48.7 : 48.7%
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	26	-	245	1907	1010	24.3%
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	26	-	292	1907	1010	28.9%
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	13	-	326	1863	511	63.7%
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	13	-	617	1863:1863	382+511	69.0 : 69.0%
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	581	1932	1932	30.1%

Full Input Data And Results

3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	333	2072	2072	16.1%
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.8%**
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	16	-	509	1907	600	84.8%
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	16	-	505	1907	600	84.1%
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	16	-	140	1907	600	23.3%
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	24	-	785	1912:1912	885+536	55.2 : 55.2%
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	24	-	461	1912:1912	780+885	27.7 : 27.7%
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	805	1937	1937	41.6%
3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	994	2077	2077	47.9%
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.1%**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	17	-	840	1882:1882	678+678	65.1 : 58.9%
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	17	-	312	1882	678	46.1%
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	17	-	399	1882	678	58.9%
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	21	-	131	1907	839	15.6%
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	21	-	225	1907	839	26.8%
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	21	-	245	1907	839	29.2%
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	530	1932	1932	27.4%

Full Input Data And Results

3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	104	2072	2072	5.0%

Full Input Data And Results

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: J23 M20 Junction 9	**-**	**-**	**0**	**0**	**0**	**28.9**	**15.4**	**0.0**	**44.4**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**-**	**0**	**0**	**0**	**6.7**	**2.7**	**0.0**	**9.5**	**-**	**-**	**-**	**-**
1/2+1/1	128	128	-	-	-	0.5	0.1	-	0.6	16.9	0.8	0.1	0.9
1/3+1/4	537	537	-	-	-	2.4	0.5	-	3.0	19.9	3.6	0.5	4.1
2/1	562	562	-	-	-	1.4	0.7	-	2.2	13.8	5.6	0.7	6.3
2/2	557	557	-	-	-	1.4	0.7	-	2.1	13.7	5.6	0.7	6.3
2/3	399	399	-	-	-	0.9	0.4	-	1.3	11.5	3.5	0.4	3.9
3/1	614	614	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/2	444	444	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**-**	**0**	**0**	**0**	**6.3**	**3.1**	**0.0**	**9.4**	**-**	**-**	**-**	**-**
1/2+1/1	588	588	-	-	-	1.1	0.5	-	1.6	9.6	2.7	0.5	3.2
1/3	245	245	-	-	-	0.4	0.2	-	0.6	8.8	1.8	0.2	2.0
1/4	292	292	-	-	-	0.5	0.2	-	0.7	9.2	2.3	0.2	2.5
2/1	326	326	-	-	-	1.5	0.9	-	2.3	25.9	4.0	0.9	4.9
2/2+2/3	617	617	-	-	-	2.8	1.1	-	3.9	22.6	4.4	1.1	5.5
3/1	581	581	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/2	333	333	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**-**	**0**	**0**	**0**	**8.8**	**6.9**	**0.0**	**15.7**	**-**	**-**	**-**	**-**
1/1	509	509	-	-	-	2.4	2.6	-	5.1	35.9	7.1	2.6	9.7
1/2	505	505	-	-	-	2.4	2.5	-	4.9	35.2	7.0	2.5	9.5
1/3	140	140	-	-	-	0.5	0.2	-	0.7	17.6	1.5	0.2	1.7
2/2+2/1	785	785	-	-	-	2.3	0.6	-	2.9	13.3	5.2	0.6	5.8

Full Input Data And Results

2/3+2/4	461	461	-	-	-	1.1	0.2	-	1.3	10.4	2.2	0.2	2.4
3/1	805	805	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
3/2	994	994	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**0**	**0**	**0**	**7.1**	**2.6**	**0.0**	**9.7**	**-**	**-**	**-**	**-**
1/2+1/1	840	840	-	-	-	3.1	0.8	-	3.9	16.7	5.0	0.8	5.8
1/3	312	312	-	-	-	1.1	0.4	-	1.5	17.2	3.3	0.4	3.7
1/4	399	399	-	-	-	1.4	0.7	-	2.2	19.4	4.4	0.7	5.1
2/1	131	131	-	-	-	0.3	0.1	-	0.4	11.0	1.1	0.1	1.2
2/2	225	225	-	-	-	0.6	0.2	-	0.7	11.8	1.9	0.2	2.1
2/3	245	245	-	-	-	0.6	0.2	-	0.8	12.0	2.2	0.2	2.4
3/1	530	530	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/2	104	104	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

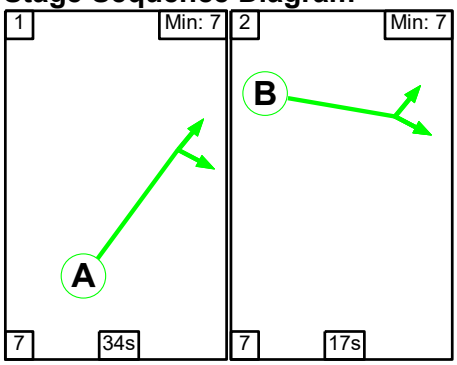
C1 - 13/1131	PRC for Signalled Lanes (%):	52.7	Total Delay for Signalled Lanes (pcuHr):	9.11	Cycle Time (s):	52
C2 - 13/1132	PRC for Signalled Lanes (%):	30.4	Total Delay for Signalled Lanes (pcuHr):	9.14	Cycle Time (s):	51
C3 - 13/1133	PRC for Signalled Lanes (%):	6.2	Total Delay for Signalled Lanes (pcuHr):	14.93	Cycle Time (s):	54
C4 - 13/1134	PRC for Signalled Lanes (%):	38.3	Total Delay for Signalled Lanes (pcuHr):	9.50	Cycle Time (s):	50
	PRC Over All Lanes (%):	6.2	Total Delay Over All Lanes(pcuHr):	44.35		

Full Input Data And Results

Scenario 2: '2025 PM' (FG4: '2025 PM', Plan 1: 'Network Control Plan 1')

C1 - 13/1131

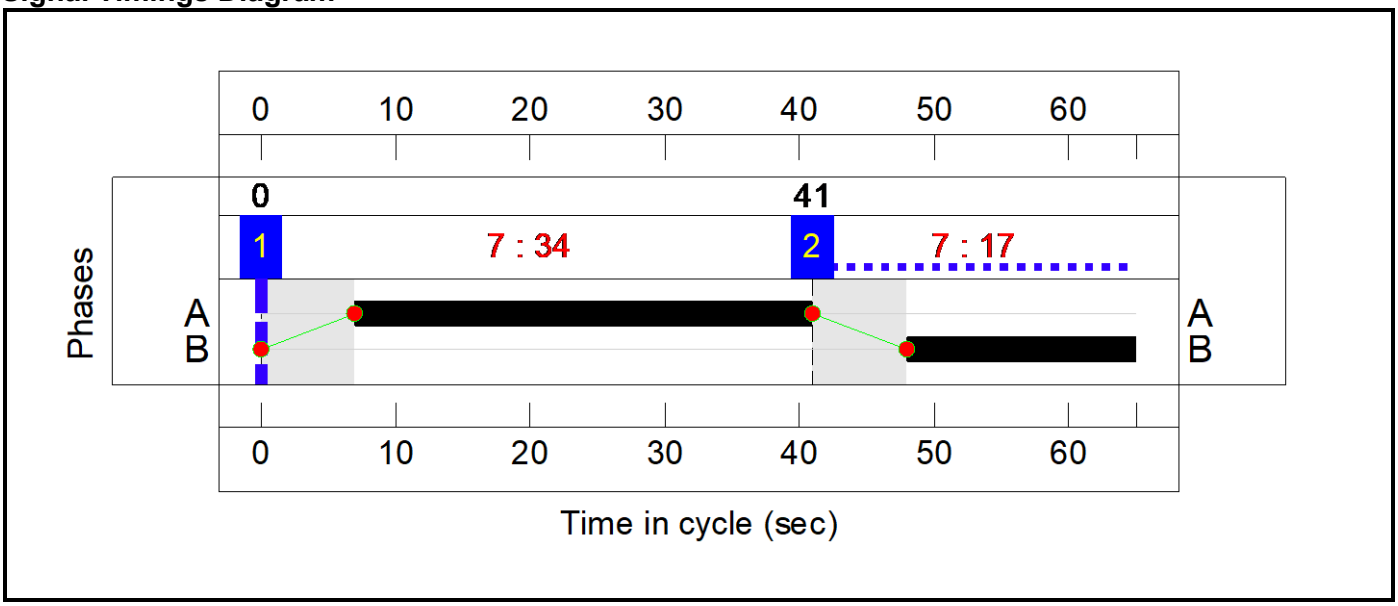
Stage Sequence Diagram



Stage Timings

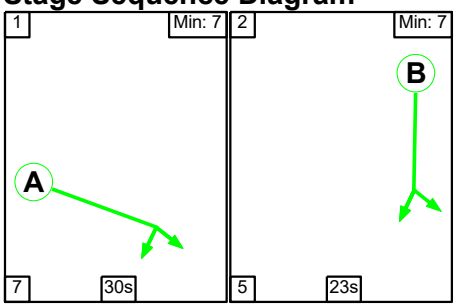
Stage	1	2
Duration	34	17
Change Point	0	41

Signal Timings Diagram



C2 - 13/1132

Stage Sequence Diagram

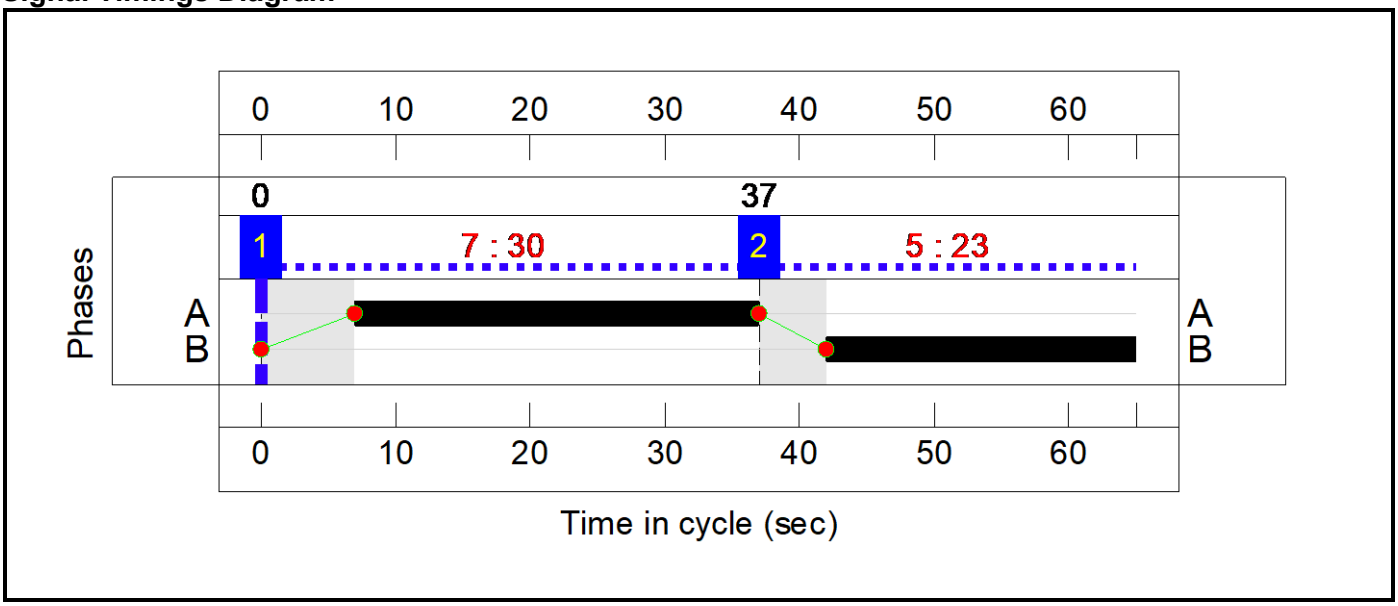


Full Input Data And Results

Stage Timings

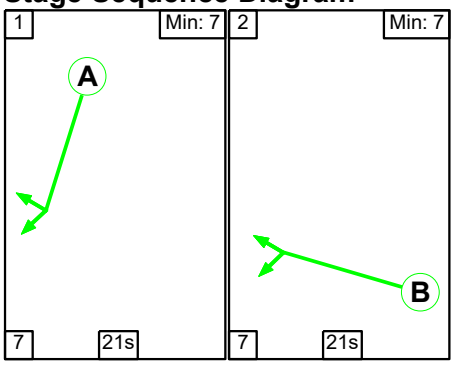
Stage	1	2
Duration	30	23
Change Point	0	37

Signal Timings Diagram



C3 - 13/1133

Stage Sequence Diagram

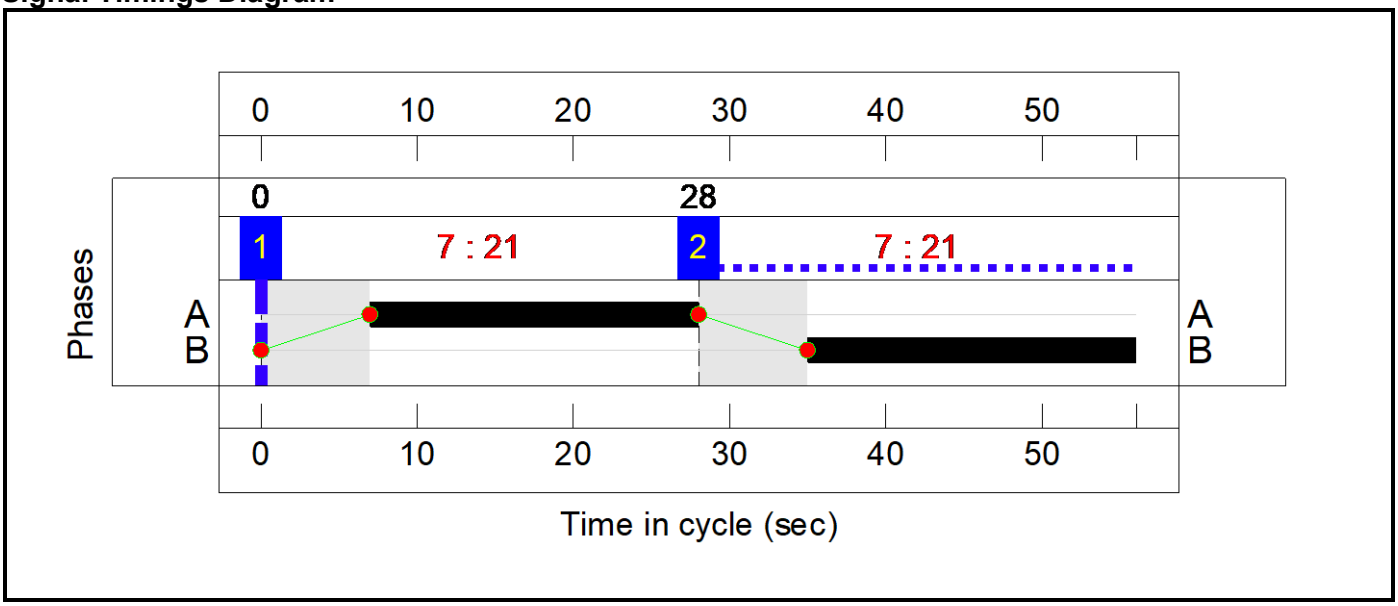


Stage Timings

Stage	1	2
Duration	21	21
Change Point	0	28

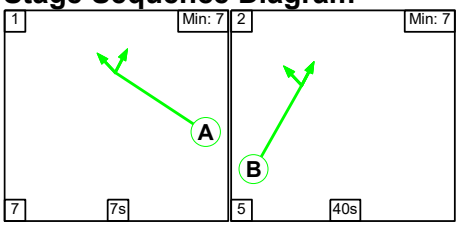
Full Input Data And Results

Signal Timings Diagram



C4 - 13/1134

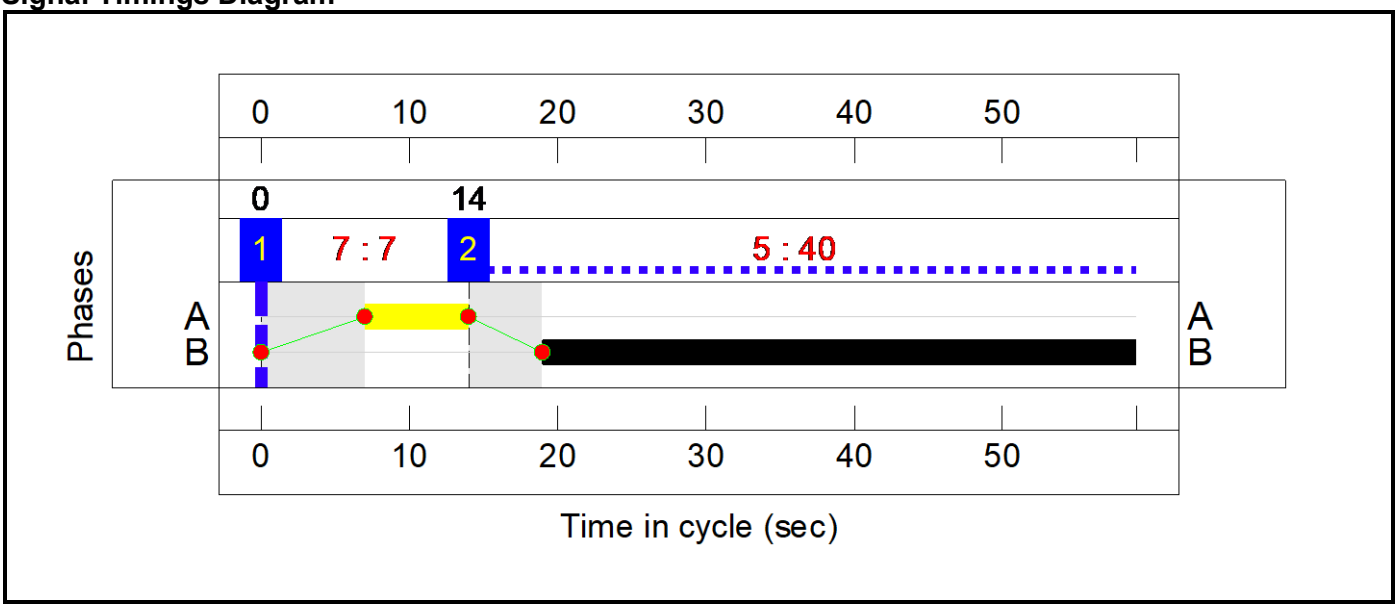
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	7	40
Change Point	0	14

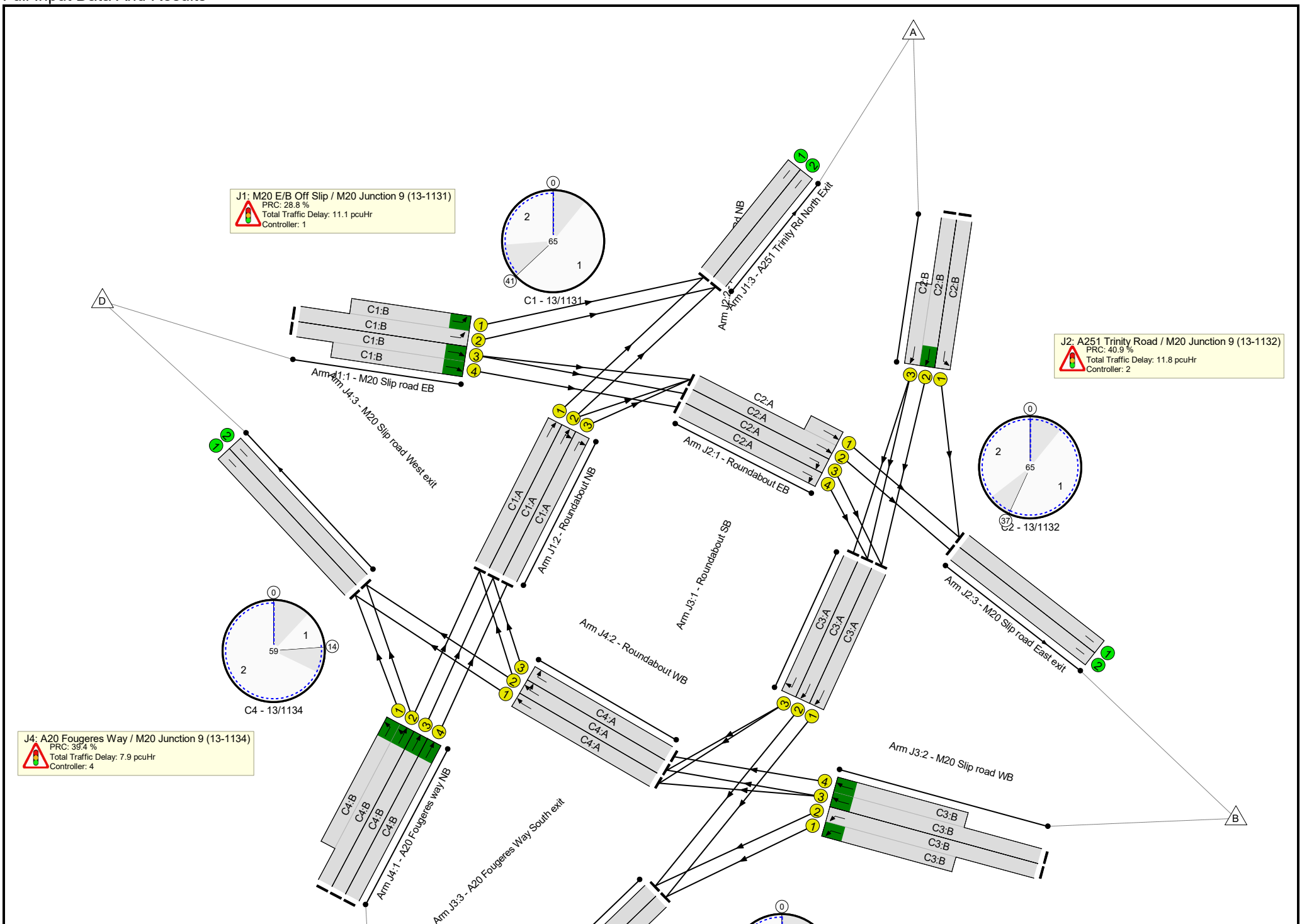
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J23 M20 Junction 9	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.4%**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.9%**
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	17	-	144	1904:1904	527+0	27.3 : 0.0%
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	17	-	640	1904:1904	439+498	69.9 : 66.9%
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	34	-	364	1907	1027	35.4%
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	34	-	514	1907	1027	50.1%
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	34	-	516	1907	1027	50.3%
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	364	2055	2055	17.7%
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	594	2195	2195	27.1%
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.9%**
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	30	-	582	1907:1907	756+213	60.1 : 60.1%
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	30	-	305	1907	909	33.5%
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	30	-	333	1907	909	36.6%
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	23	-	405	1863	688	58.9%
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	23	-	661	1863:1863	445+590	63.9 : 63.9%
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	533	1932	1932	27.6%

Full Input Data And Results

3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	454	2072	2072	21.9%
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.4%**
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	21	-	589	1907	749	78.6%
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	21	-	602	1907	749	80.4%
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	21	-	108	1907	749	14.4%
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	21	-	682	1912:1912	751+355	61.6 : 61.6%
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	21	-	332	1912:1912	649+717	25.7 : 23.0%
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	808	1937	1937	41.7%
3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	1065	2077	2077	51.3%
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.6%**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	40	-	575	1882:1882	594+1139	33.2 : 33.2%
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	40	-	349	1882	1212	28.8%
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	40	-	516	1882	1276	40.4%
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	7	-	108	1907	259	41.8%
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	7	-	167	1907	259	64.6%
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	7	-	165	1907	259	63.8%
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	486	1932	1932	25.2%

Full Input Data And Results

3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	0	2072	2072	0.0%

Full Input Data And Results

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: J23 M20 Junction 9	**-**	**-**	**0**	**0**	**0**	**30.8**	**14.8**	**0.0**	**45.6**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**-**	**0**	**0**	**0**	**8.3**	**2.8**	**0.0**	**11.1**	**-**	**-**	**-**	**-**
1/2+1/1	144	144	-	-	-	0.7	0.2	-	0.9	23.1	2.0	0.2	2.2
1/3+1/4	640	640	-	-	-	3.9	1.1	-	5.0	28.2	5.4	1.1	6.4
2/1	364	364	-	-	-	0.9	0.3	-	1.1	11.3	3.7	0.3	4.0
2/2	514	514	-	-	-	1.4	0.5	-	1.9	13.0	5.9	0.5	6.4
2/3	516	516	-	-	-	1.4	0.5	-	1.9	13.0	5.9	0.5	6.4
3/1	364	364	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	594	594	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**-**	**0**	**0**	**0**	**8.6**	**3.2**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
1/2+1/1	582	582	-	-	-	0.9	0.7	-	1.7	10.3	8.3	0.7	9.1
1/3	305	305	-	-	-	1.3	0.3	-	1.6	18.6	5.5	0.3	5.8
1/4	333	333	-	-	-	1.4	0.3	-	1.7	18.7	6.0	0.3	6.3
2/1	405	405	-	-	-	1.9	0.7	-	2.6	22.9	5.8	0.7	6.6
2/2+2/3	661	661	-	-	-	3.1	0.9	-	4.0	21.6	5.3	0.9	6.2
3/1	533	533	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/2	454	454	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**-**	**0**	**0**	**0**	**9.1**	**5.7**	**0.0**	**14.8**	**-**	**-**	**-**	**-**
1/1	589	589	-	-	-	2.4	1.8	-	4.2	25.9	8.0	1.8	9.8
1/2	602	602	-	-	-	2.5	2.0	-	4.5	27.0	8.2	2.0	10.2
1/3	108	108	-	-	-	0.3	0.1	-	0.4	13.8	1.1	0.1	1.2
2/2+2/1	682	682	-	-	-	2.6	0.8	-	3.4	17.9	5.7	0.8	6.5

Full Input Data And Results

2/3+2/4	332	332	-	-	-	1.2	0.2	-	1.3	14.4	1.9	0.2	2.0
3/1	808	808	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
3/2	1065	1065	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**0**	**0**	**0**	**4.8**	**3.1**	**0.0**	**7.9**	**-**	**-**	**-**	**-**
1/2+1/1	575	575	-	-	-	0.8	0.2	-	1.1	6.7	2.6	0.2	2.9
1/3	349	349	-	-	-	0.4	0.2	-	0.6	6.7	2.4	0.2	2.6
1/4	516	516	-	-	-	0.6	0.3	-	0.9	6.6	3.7	0.3	4.1
2/1	108	108	-	-	-	0.7	0.4	-	1.1	35.3	1.6	0.4	2.0
2/2	167	167	-	-	-	1.1	0.9	-	2.0	43.4	2.6	0.9	3.4
2/3	165	165	-	-	-	1.1	0.9	-	2.0	43.0	2.5	0.9	3.4
3/1	486	486	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

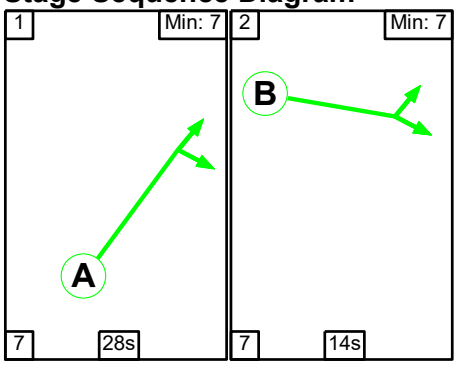
C1 - 13/1131	PRC for Signalled Lanes (%):	28.8	Total Delay for Signalled Lanes (pcuHr):	10.79	Cycle Time (s):	65
C2 - 13/1132	PRC for Signalled Lanes (%):	40.9	Total Delay for Signalled Lanes (pcuHr):	11.52	Cycle Time (s):	65
C3 - 13/1133	PRC for Signalled Lanes (%):	12.0	Total Delay for Signalled Lanes (pcuHr):	13.89	Cycle Time (s):	56
C4 - 13/1134	PRC for Signalled Lanes (%):	39.4	Total Delay for Signalled Lanes (pcuHr):	7.71	Cycle Time (s):	59
	PRC Over All Lanes (%):	12.0	Total Delay Over All Lanes(pcuHr):	45.59		

Full Input Data And Results

Scenario 3: '2055 DM AM' (FG7: '2055 DM AM', Plan 1: 'Network Control Plan 1')

C1 - 13/1131

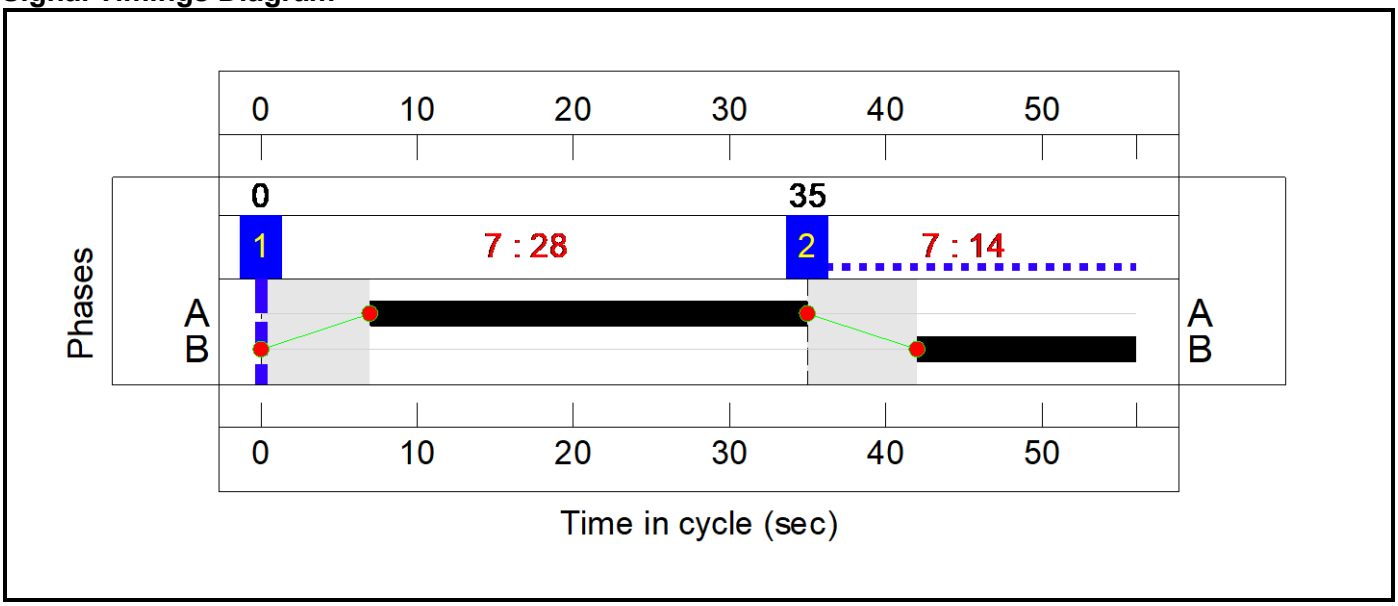
Stage Sequence Diagram



Stage Timings

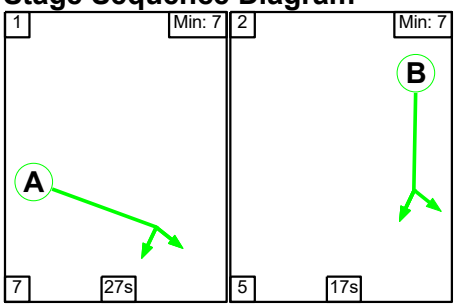
Stage	1	2
Duration	28	14
Change Point	0	35

Signal Timings Diagram



C2 - 13/1132

Stage Sequence Diagram

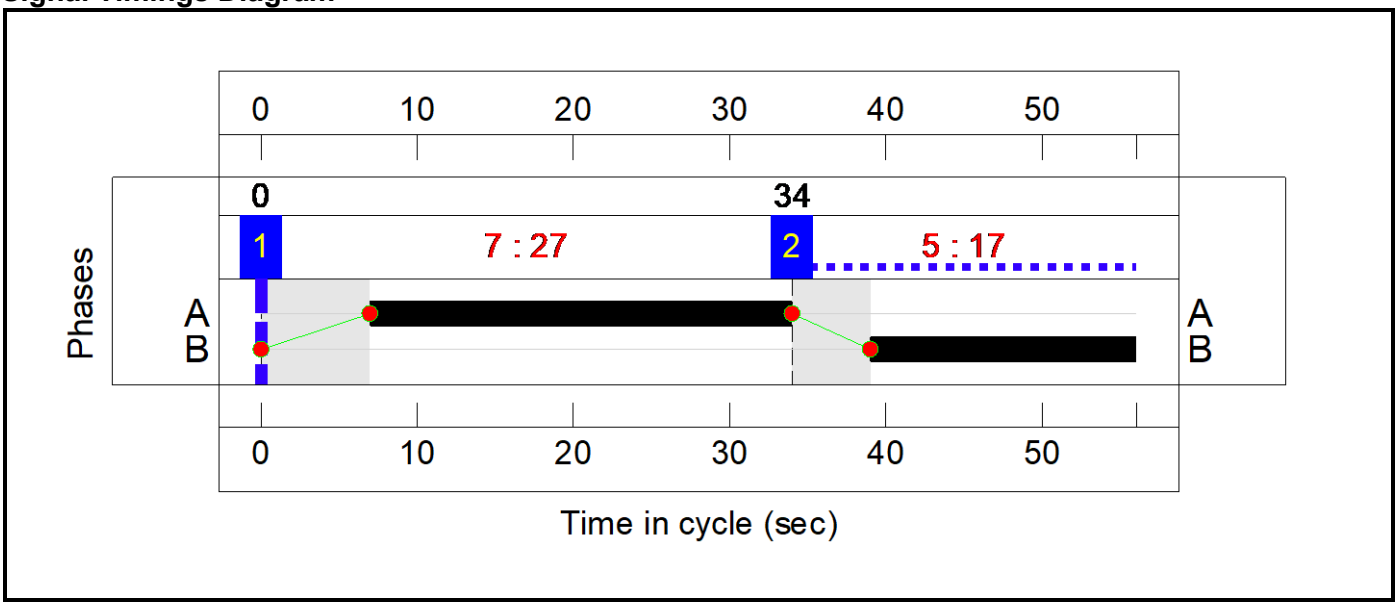


Full Input Data And Results

Stage Timings

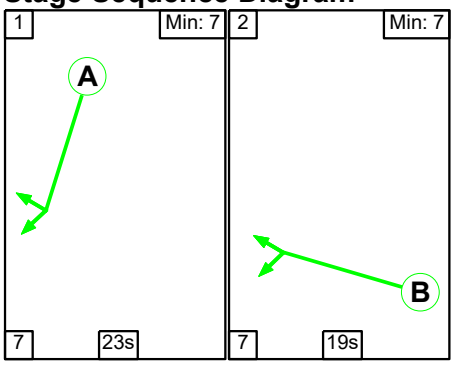
Stage	1	2
Duration	27	17
Change Point	0	34

Signal Timings Diagram



C3 - 13/1133

Stage Sequence Diagram

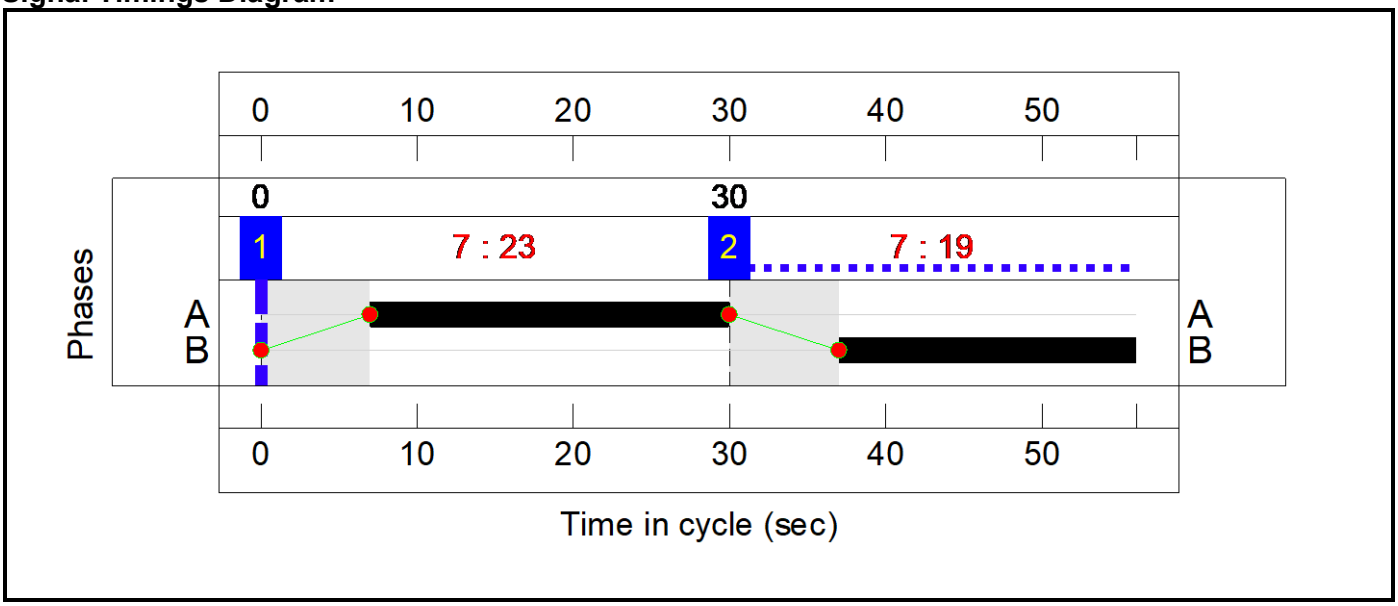


Stage Timings

Stage	1	2
Duration	23	19
Change Point	0	30

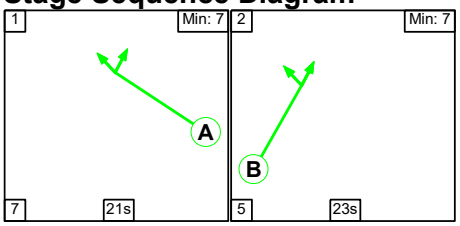
Full Input Data And Results

Signal Timings Diagram



C4 - 13/1134

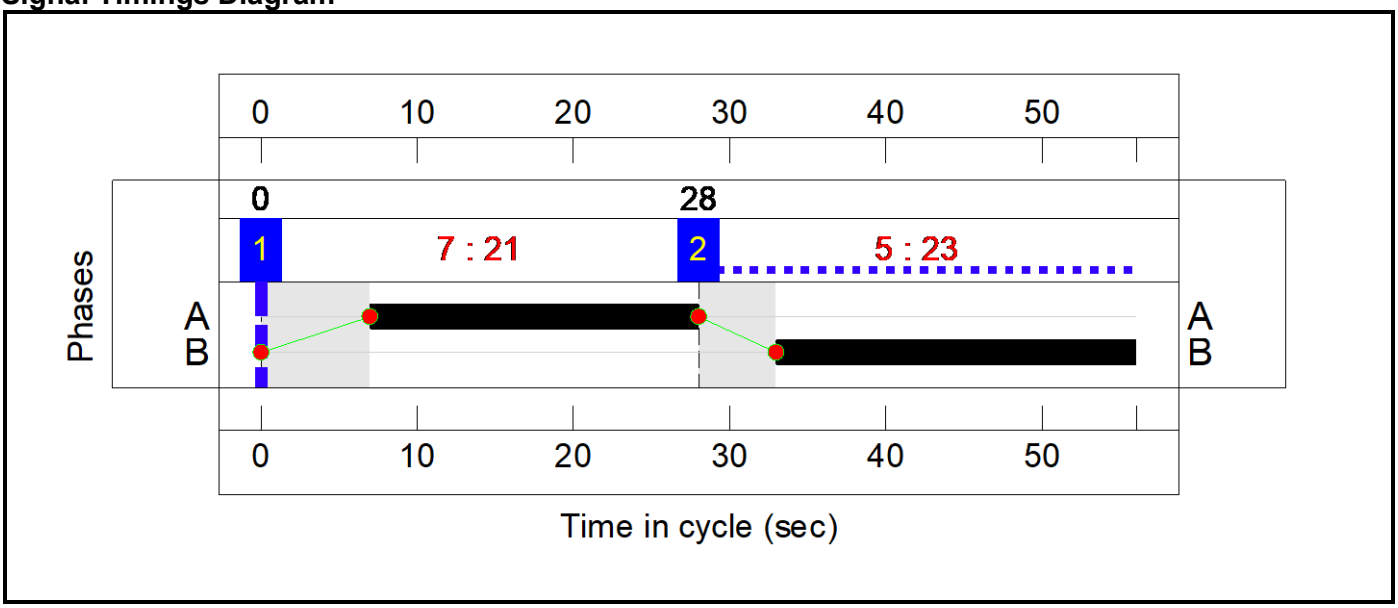
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	21	23
Change Point	0	28

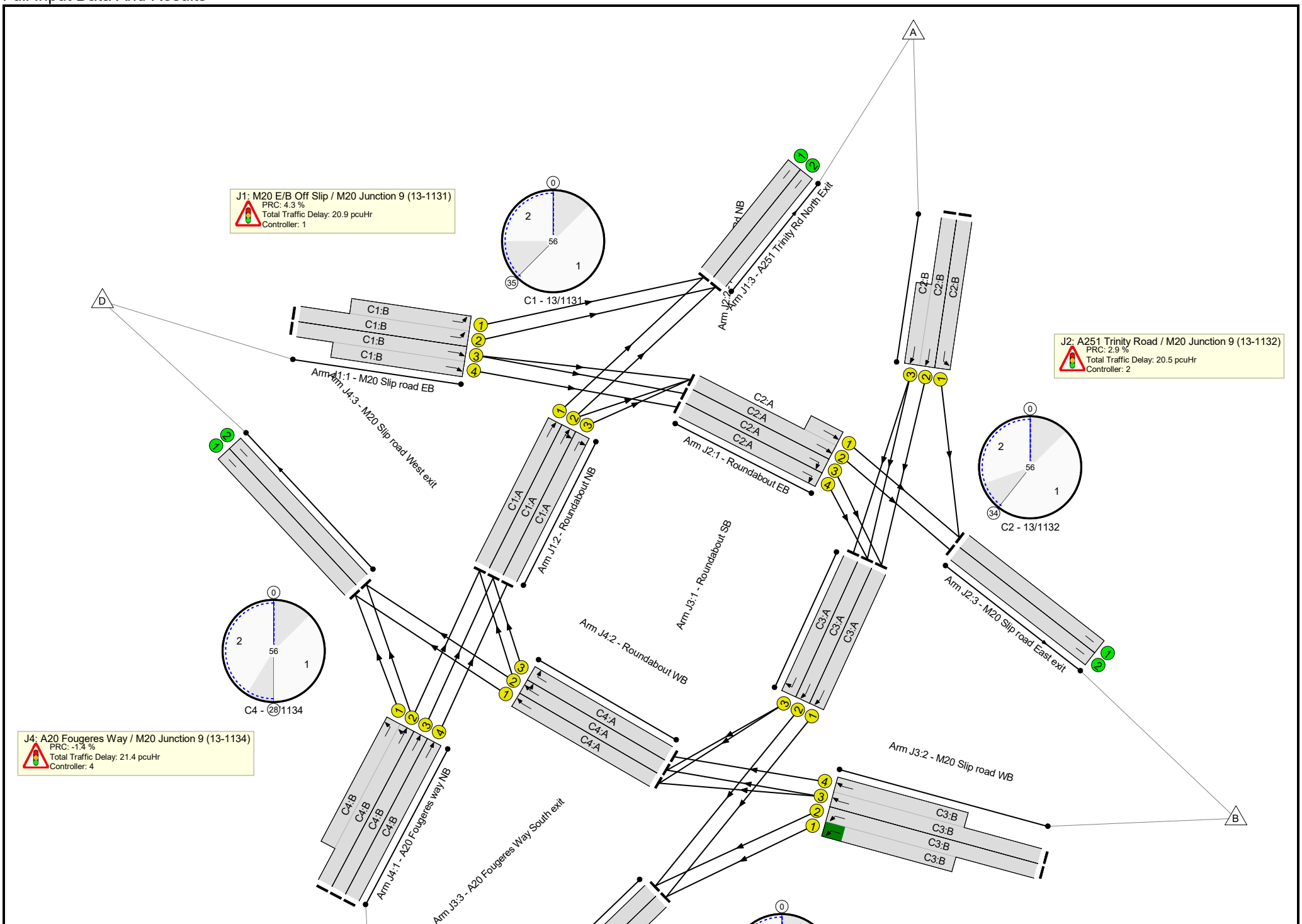
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J23 M20 Junction 9	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.3%**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	14	-	218	1904:1904	510+381	24.7 : 24.2%
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	14	-	856	1904:1904	510+510	83.5 : 84.3%
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	28	-	812	1907	988	82.2%
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	28	-	852	1907	988	86.3%
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	28	-	603	1907	988	61.1%
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	904	2055	2055	44.0%
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	767	2195	2195	34.9%
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	27	-	814	1907:1907	810+206	80.1 : 80.1%
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	27	-	426	1907	953	44.7%
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	27	-	430	1907	953	45.1%
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	17	-	524	1863	599	87.5%
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	17	-	795	1863:1863	339+577	86.8 : 86.8%
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	689	1932	1932	35.7%

Full Input Data And Results

3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	649	2072	2072	31.3%
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.1%**
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	23	-	720	1907	817	88.1%
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	23	-	718	1907	817	87.9%
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	23	-	213	1907	817	26.1%
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	19	-	1019	1912:1912	683+509	85.5 : 85.5%
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	19	-	827	1912:1912	683+583	66.0 : 64.5%
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	1155	1937	1937	59.6%
3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	1302	2077	2077	62.7%
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.3%**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	23	-	1418	1882:1882	807+807	91.3 : 84.6%
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	23	-	476	1882	807	59.0%
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	23	-	603	1882	807	74.8%
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	21	-	213	1907	749	28.4%
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	21	-	451	1907	749	60.2%
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	21	-	376	1907	749	50.2%
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	895	1932	1932	46.3%

Full Input Data And Results

3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	375	2072	2072	18.1%

Full Input Data And Results

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: J23 M20 Junction 9	**-**	**-**	**0**	**0**	**0**	**49.8**	**39.1**	**0.0**	**88.9**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**-**	**0**	**0**	**0**	**11.5**	**9.4**	**0.0**	**20.9**	**-**	**-**	**-**	**-**
1/2+1/1	218	218	-	-	-	1.0	0.2	-	1.1	18.6	1.5	0.2	1.7
1/3+1/4	856	856	-	-	-	4.6	2.5	-	7.1	30.0	6.2	2.5	8.7
2/1	812	812	-	-	-	1.4	2.3	-	3.6	16.0	6.1	2.3	8.4
2/2	852	852	-	-	-	2.2	3.0	-	5.2	21.8	11.7	3.0	14.7
2/3	603	603	-	-	-	2.4	0.8	-	3.2	19.3	9.3	0.8	10.1
3/1	904	904	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
3/2	767	767	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**-**	**0**	**0**	**0**	**10.9**	**9.6**	**0.0**	**20.5**	**-**	**-**	**-**	**-**
1/2+1/1	814	814	-	-	-	1.5	2.0	-	3.5	15.4	15.4	2.0	17.4
1/3	426	426	-	-	-	1.5	0.4	-	1.9	16.2	6.6	0.4	7.0
1/4	430	430	-	-	-	1.5	0.4	-	1.9	16.3	6.7	0.4	7.1
2/1	524	524	-	-	-	2.6	3.2	-	5.8	40.1	7.6	3.2	10.8
2/2+2/3	795	795	-	-	-	3.7	3.1	-	6.8	30.9	7.1	3.1	10.2
3/1	689	689	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
3/2	649	649	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**-**	**0**	**0**	**0**	**13.7**	**12.4**	**0.0**	**26.1**	**-**	**-**	**-**	**-**
1/1	720	720	-	-	-	2.8	3.5	-	6.2	31.2	8.1	3.5	11.5
1/2	718	718	-	-	-	2.6	3.4	-	6.0	30.1	8.0	3.4	11.3
1/3	213	213	-	-	-	0.2	0.2	-	0.3	5.6	1.9	0.2	2.1
2/2+2/1	1019	1019	-	-	-	4.7	2.9	-	7.6	26.8	8.3	2.9	11.1

Full Input Data And Results

2/3+2/4	827	827	-	-	-	3.4	0.9	-	4.3	18.9	5.9	0.9	6.8
3/1	1155	1155	-	-	-	0.0	0.7	-	0.7	2.3	0.0	0.7	0.7
3/2	1302	1302	-	-	-	0.0	0.8	-	0.8	2.3	0.0	0.8	0.8
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**0**	**0**	**0**	**13.7**	**7.7**	**0.0**	**21.4**	**-**	**-**	**-**	**-**
1/2+1/1	1418	1418	-	-	-	5.8	3.5	-	9.3	23.6	10.6	3.5	14.1
1/3	476	476	-	-	-	1.6	0.7	-	2.3	17.7	5.6	0.7	6.3
1/4	603	603	-	-	-	2.3	1.5	-	3.7	22.2	7.9	1.5	9.3
2/1	213	213	-	-	-	0.1	0.2	-	0.3	5.3	0.2	0.2	0.4
2/2	451	451	-	-	-	2.2	0.8	-	2.9	23.4	7.0	0.8	7.8
2/3	376	376	-	-	-	1.8	0.5	-	2.3	21.8	5.8	0.5	6.3
3/1	895	895	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
3/2	375	375	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

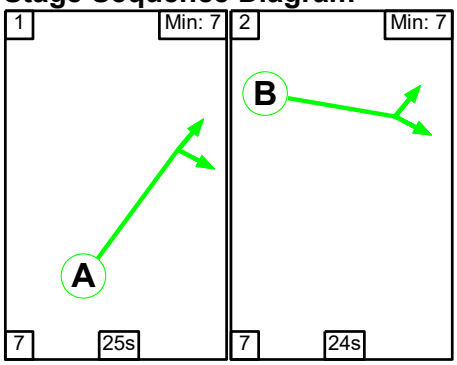
C1 - 13/1131	PRC for Signalled Lanes (%):	4.3	Total Delay for Signalled Lanes (pcuHr):	20.26	Cycle Time (s):	56
C2 - 13/1132	PRC for Signalled Lanes (%):	2.9	Total Delay for Signalled Lanes (pcuHr):	20.01	Cycle Time (s):	56
C3 - 13/1133	PRC for Signalled Lanes (%):	2.2	Total Delay for Signalled Lanes (pcuHr):	24.50	Cycle Time (s):	56
C4 - 13/1134	PRC for Signalled Lanes (%):	-1.4	Total Delay for Signalled Lanes (pcuHr):	20.87	Cycle Time (s):	56
	PRC Over All Lanes (%):	-1.4	Total Delay Over All Lanes(pcuHr):	88.92		

Full Input Data And Results

Scenario 4: '2055 DM PM' (FG8: '2055 DM PM', Plan 1: 'Network Control Plan 1')

C1 - 13/1131

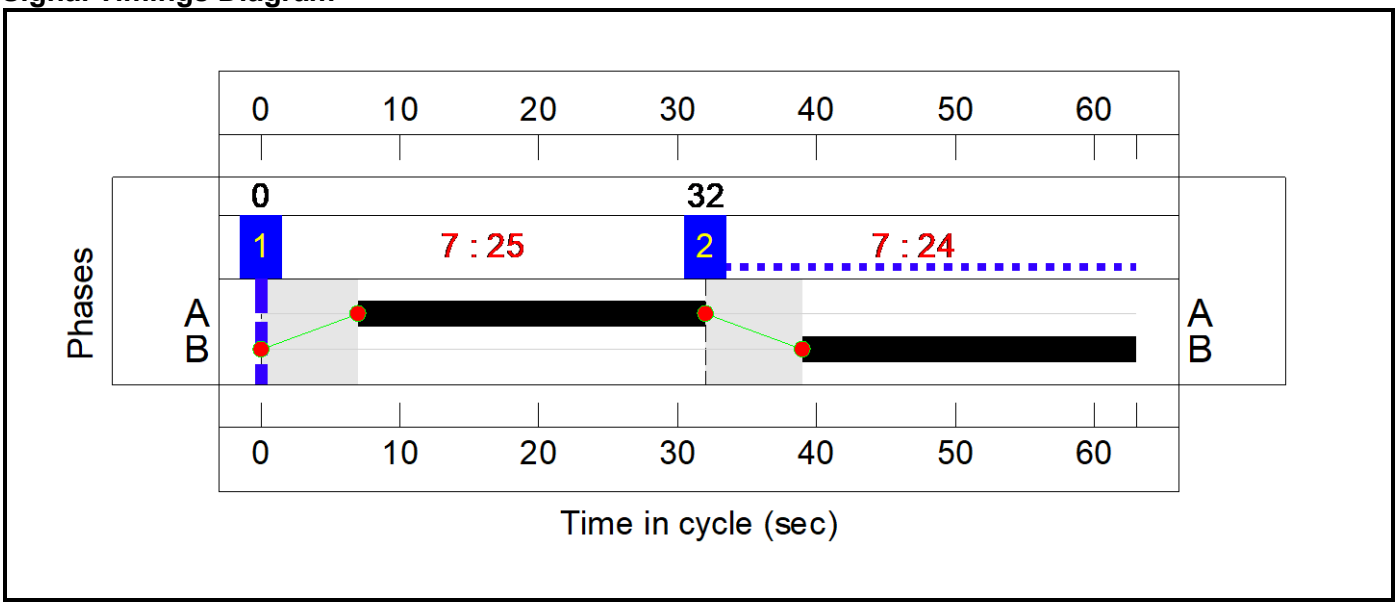
Stage Sequence Diagram



Stage Timings

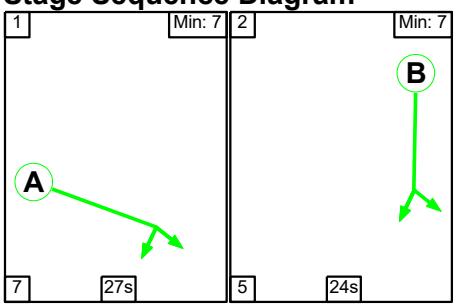
Stage	1	2
Duration	25	24
Change Point	0	32

Signal Timings Diagram



C2 - 13/1132

Stage Sequence Diagram

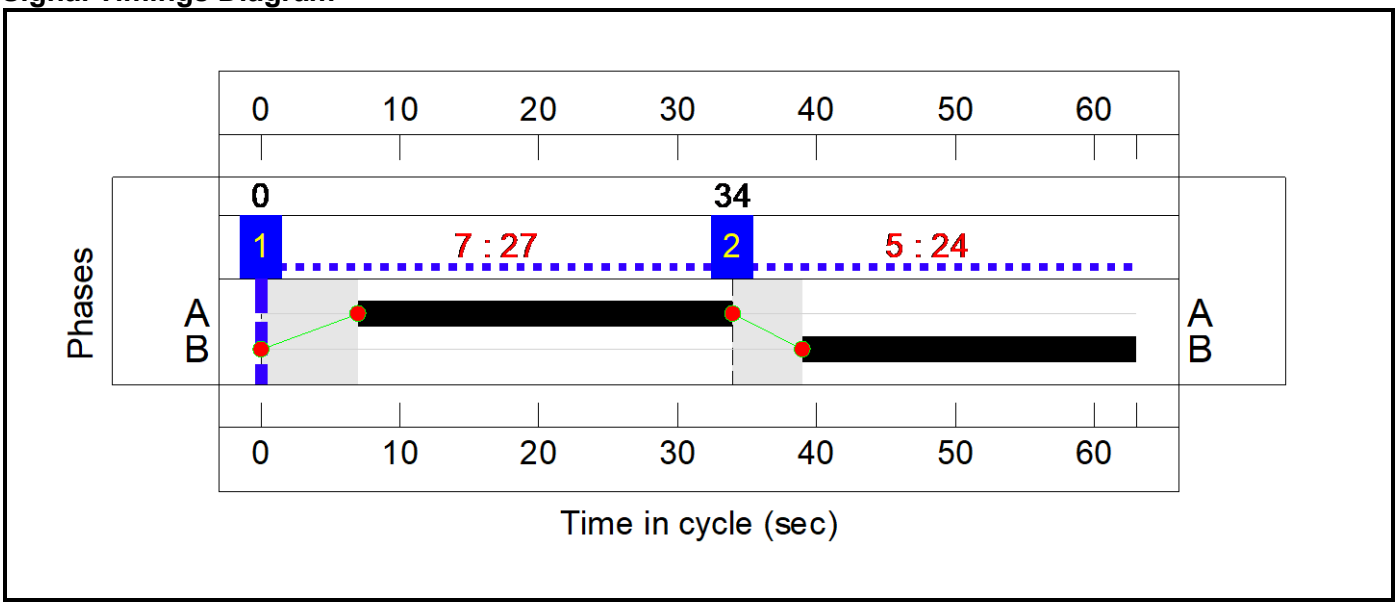


Full Input Data And Results

Stage Timings

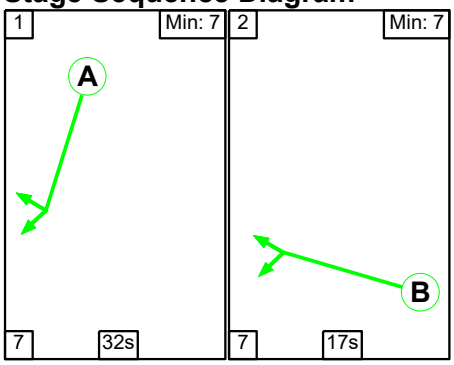
Stage	1	2
Duration	27	24
Change Point	0	34

Signal Timings Diagram



C3 - 13/1133

Stage Sequence Diagram

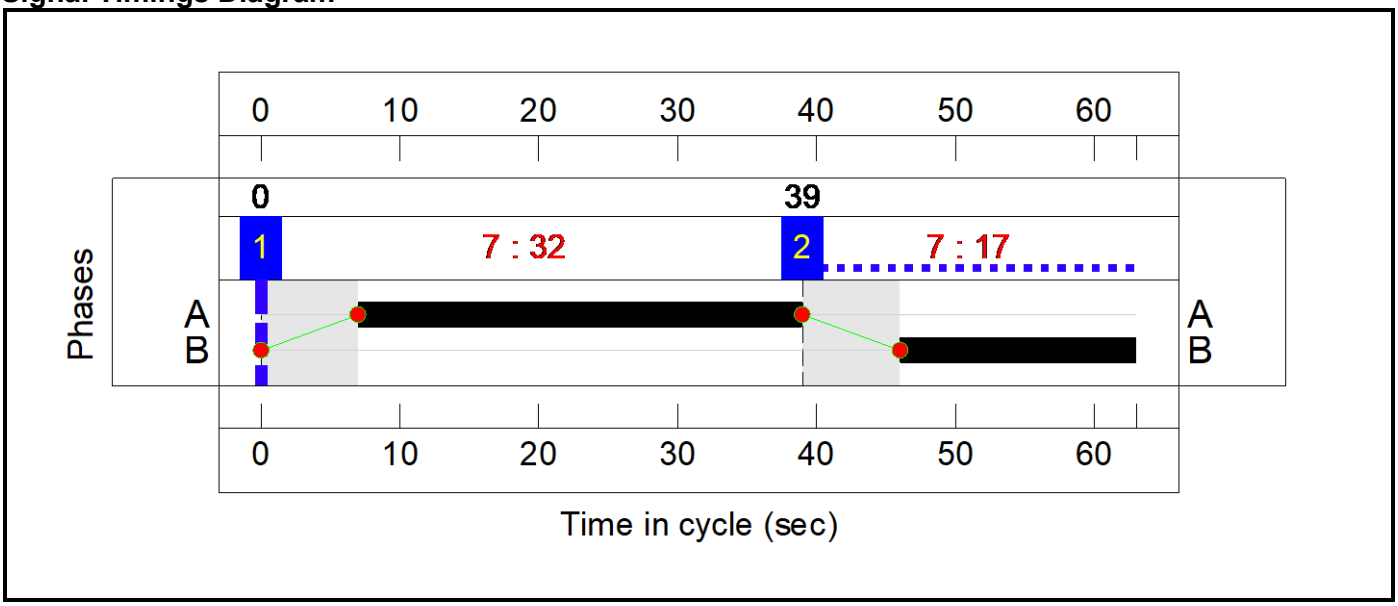


Stage Timings

Stage	1	2
Duration	32	17
Change Point	0	39

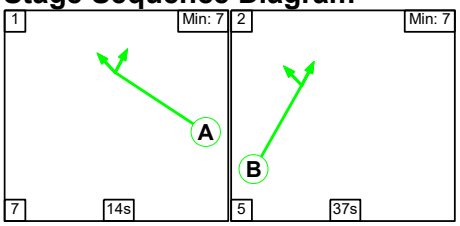
Full Input Data And Results

Signal Timings Diagram



C4 - 13/1134

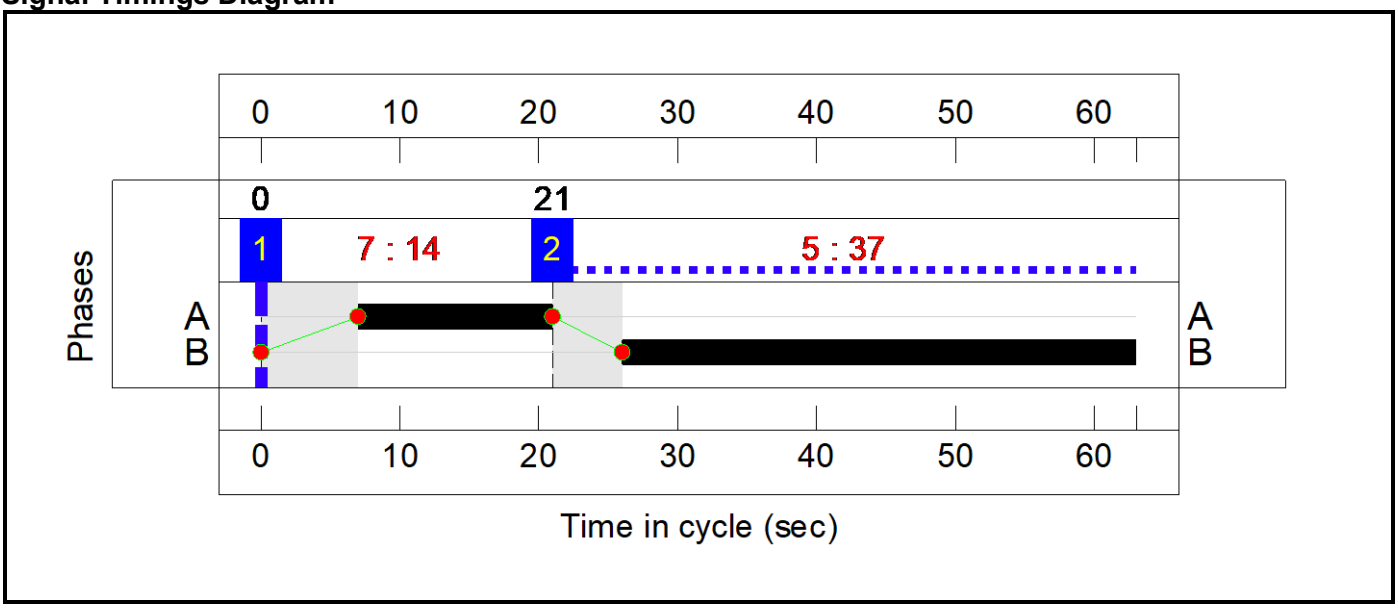
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	14	37
Change Point	0	21

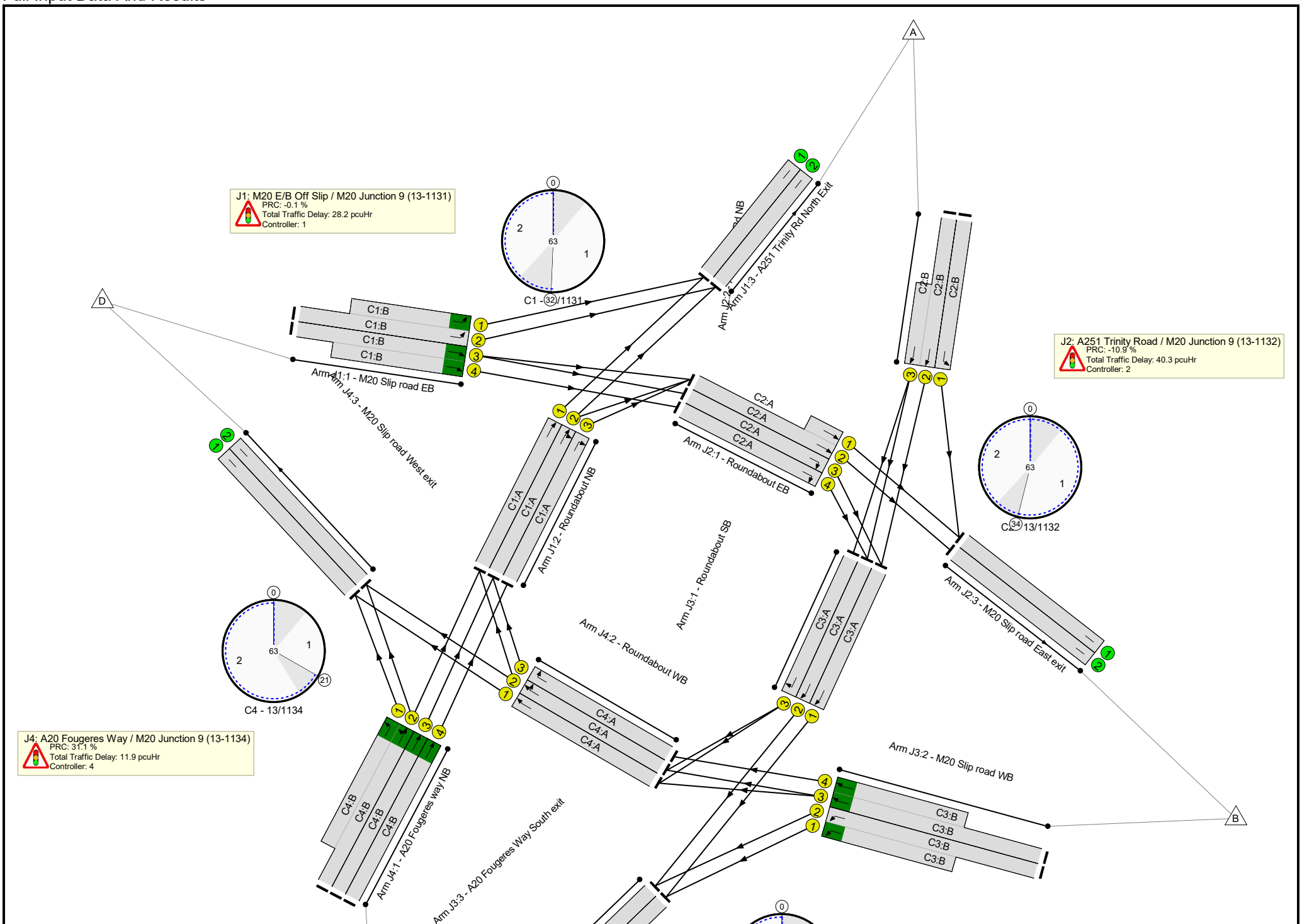
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J23 M20 Junction 9	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.9%**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.1%**
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	24	-	209	1904:1904	756+4	27.5 : 27.5%
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	24	-	1195	1904:1904	665+672	90.1 : 88.7%
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	25	-	619	1907	787	78.7%
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	25	-	679	1907	787	86.3%
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	25	-	590	1907	787	75.0%
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	620	2055	2055	30.2%
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	691	2195	2195	31.5%
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.8%**
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	27	-	789	1907:1907	731+167	87.8 : 87.8%
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	27	-	596	1907	848	70.3%
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	27	-	596	1907	848	70.3%
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	24	-	738	1863	739	99.8%
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	24	-	909	1863:1863	415+636	86.5 : 86.5%
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	885	1932	1932	45.8%

Full Input Data And Results

3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	642	2072	2072	31.0%
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.9%**
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	32	-	955	1907	999	95.6%
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	32	-	954	1907	999	95.5%
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	32	-	192	1907	999	19.2%
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	17	-	917	1912:1912	546+371	99.9 : 99.9%
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	17	-	515	1912:1912	455+365	62.8 : 62.8%
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	1326	1937	1937	68.5%
3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	1500	2077	2077	72.2%
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.6%**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	37	-	1029	1882:1882	487+1013	68.6 : 68.6%
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	37	-	450	1882	1046	43.0%
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	37	-	590	1882	1105	53.4%
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	14	-	192	1907	454	42.3%
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	14	-	286	1907	454	63.0%
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	14	-	229	1907	454	50.4%
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	887	1932	1932	45.9%

Full Input Data And Results

3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	1	2072	2072	0.0%

Full Input Data And Results

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: J23 M20 Junction 9	**-**	**-**	**0**	**0**	**0**	**57.1**	**72.0**	**0.0**	**129.1**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**-**	**0**	**0**	**0**	**17.3**	**10.9**	**0.0**	**28.2**	**-**	**-**	**-**	**-**
1/2+1/1	209	209	-	-	-	0.7	0.2	-	0.9	16.2	2.4	0.2	2.6
1/3+1/4	1195	1195	-	-	-	6.1	4.0	-	10.1	30.5	9.8	4.0	13.8
2/1	619	619	-	-	-	2.8	1.8	-	4.6	26.5	6.4	1.8	8.2
2/2	679	679	-	-	-	3.4	3.0	-	6.4	34.0	11.2	3.0	14.2
2/3	590	590	-	-	-	4.2	1.5	-	5.7	34.6	10.3	1.5	11.8
3/1	620	620	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/2	691	691	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**-**	**0**	**0**	**0**	**17.5**	**22.7**	**0.0**	**40.3**	**-**	**-**	**-**	**-**
1/2+1/1	789	789	-	-	-	2.2	3.4	-	5.6	25.7	16.4	3.4	19.8
1/3	596	596	-	-	-	3.8	1.2	-	4.9	29.9	10.4	1.2	11.6
1/4	596	596	-	-	-	3.8	1.2	-	4.9	29.8	10.4	1.2	11.6
2/1	738	738	-	-	-	3.9	13.3	-	17.2	83.7	12.7	13.3	26.0
2/2+2/3	909	909	-	-	-	3.9	3.1	-	7.0	27.6	8.3	3.1	11.3
3/1	885	885	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
3/2	642	642	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**-**	**0**	**0**	**0**	**14.5**	**34.2**	**0.0**	**48.7**	**-**	**-**	**-**	**-**
1/1	955	955	-	-	-	2.9	8.0	-	10.8	40.8	10.2	8.0	18.2
1/2	954	954	-	-	-	2.6	7.9	-	10.5	39.7	10.1	7.9	18.0
1/3	192	192	-	-	-	0.3	0.1	-	0.5	8.7	2.8	0.1	2.9
2/2+2/1	917	917	-	-	-	5.8	15.0	-	20.8	81.5	9.4	15.0	24.4

Full Input Data And Results

2/3+2/4	515	515	-	-	-	2.9	0.8	-	3.8	26.3	4.4	0.8	5.3
3/1	1326	1326	-	-	-	0.0	1.1	-	1.1	2.9	0.0	1.1	1.1
3/2	1500	1500	-	-	-	0.0	1.3	-	1.3	3.1	0.0	1.3	1.3
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**0**	**0**	**0**	**7.8**	**4.2**	**0.0**	**11.9**	**-**	**-**	**-**	**-**
1/2+1/1	1029	1029	-	-	-	2.8	1.1	-	3.9	13.6	8.1	1.1	9.2
1/3	450	450	-	-	-	1.0	0.4	-	1.4	11.2	4.5	0.4	4.9
1/4	590	590	-	-	-	1.3	0.6	-	1.9	11.3	6.1	0.6	6.6
2/1	192	192	-	-	-	0.4	0.4	-	0.8	15.3	0.6	0.4	1.0
2/2	286	286	-	-	-	1.2	0.8	-	2.1	26.2	5.0	0.8	5.8
2/3	229	229	-	-	-	1.0	0.5	-	1.5	23.1	4.0	0.5	4.5
3/1	887	887	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
3/2	1	1	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

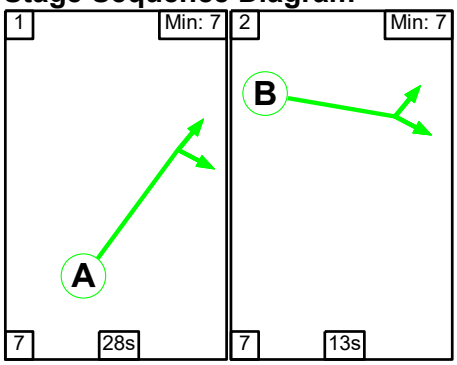
C1 - 13/1131	PRC for Signalled Lanes (%):	-0.1	Total Delay for Signalled Lanes (pcuHr):	27.72	Cycle Time (s):	63
C2 - 13/1132	PRC for Signalled Lanes (%):	-10.9	Total Delay for Signalled Lanes (pcuHr):	39.63	Cycle Time (s):	63
C3 - 13/1133	PRC for Signalled Lanes (%):	-11.1	Total Delay for Signalled Lanes (pcuHr):	46.35	Cycle Time (s):	63
C4 - 13/1134	PRC for Signalled Lanes (%):	31.1	Total Delay for Signalled Lanes (pcuHr):	11.52	Cycle Time (s):	63
	PRC Over All Lanes (%):	-11.1	Total Delay Over All Lanes(pcuHr):	129.10		

Full Input Data And Results

Scenario 5: '2055 DS AM' (FG9: '2055 DS AM', Plan 1: 'Network Control Plan 1')

C1 - 13/1131

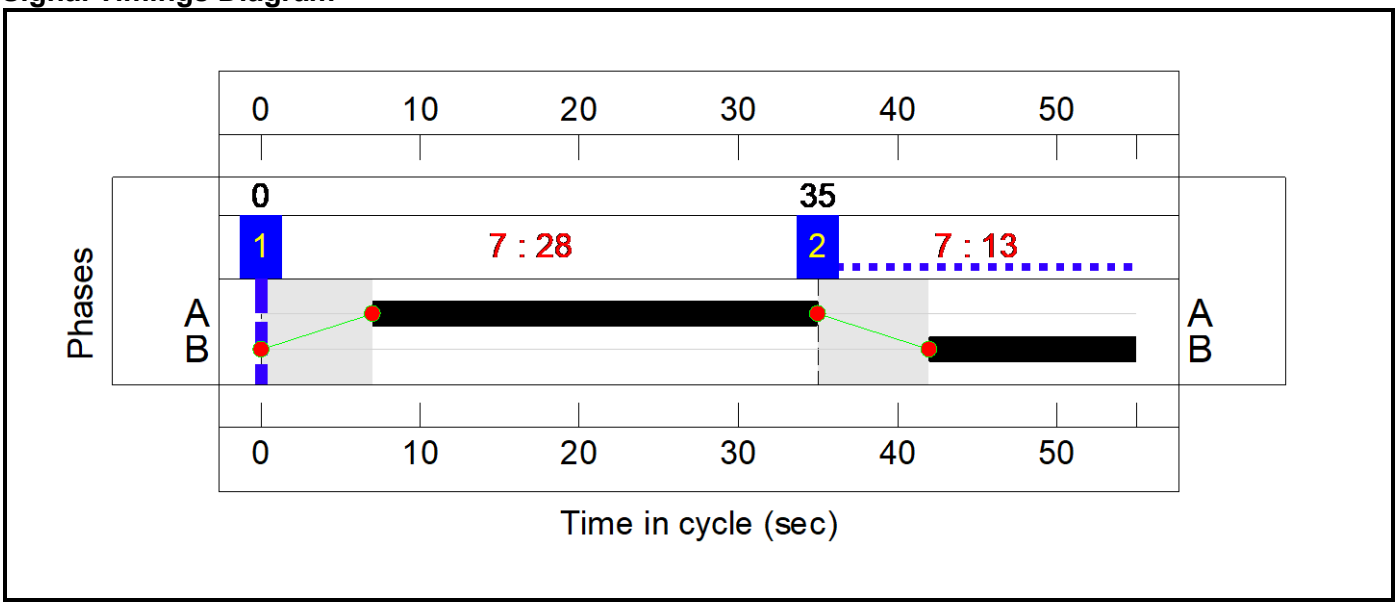
Stage Sequence Diagram



Stage Timings

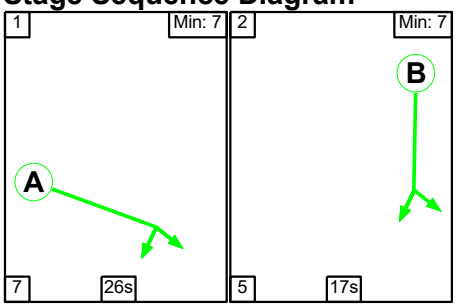
Stage	1	2
Duration	28	13
Change Point	0	35

Signal Timings Diagram



C2 - 13/1132

Stage Sequence Diagram

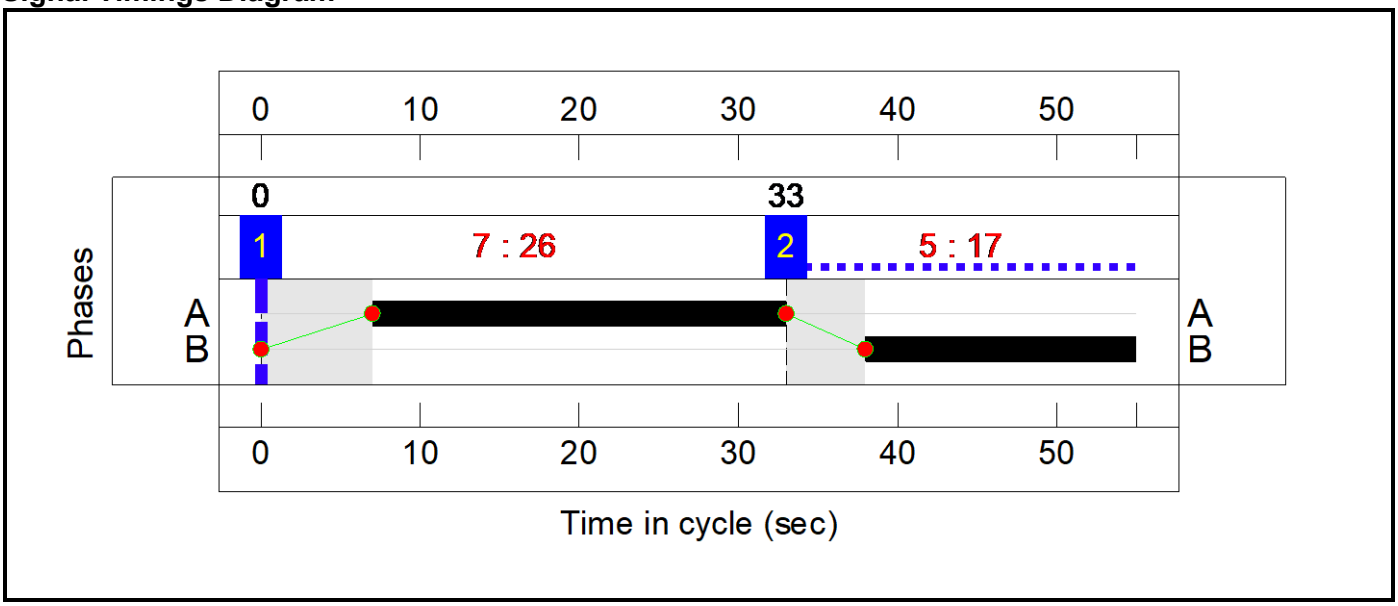


Full Input Data And Results

Stage Timings

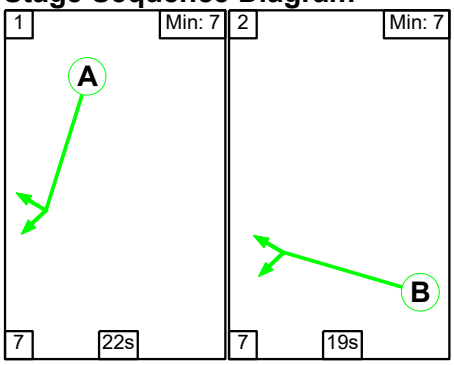
Stage	1	2
Duration	26	17
Change Point	0	33

Signal Timings Diagram



C3 - 13/1133

Stage Sequence Diagram

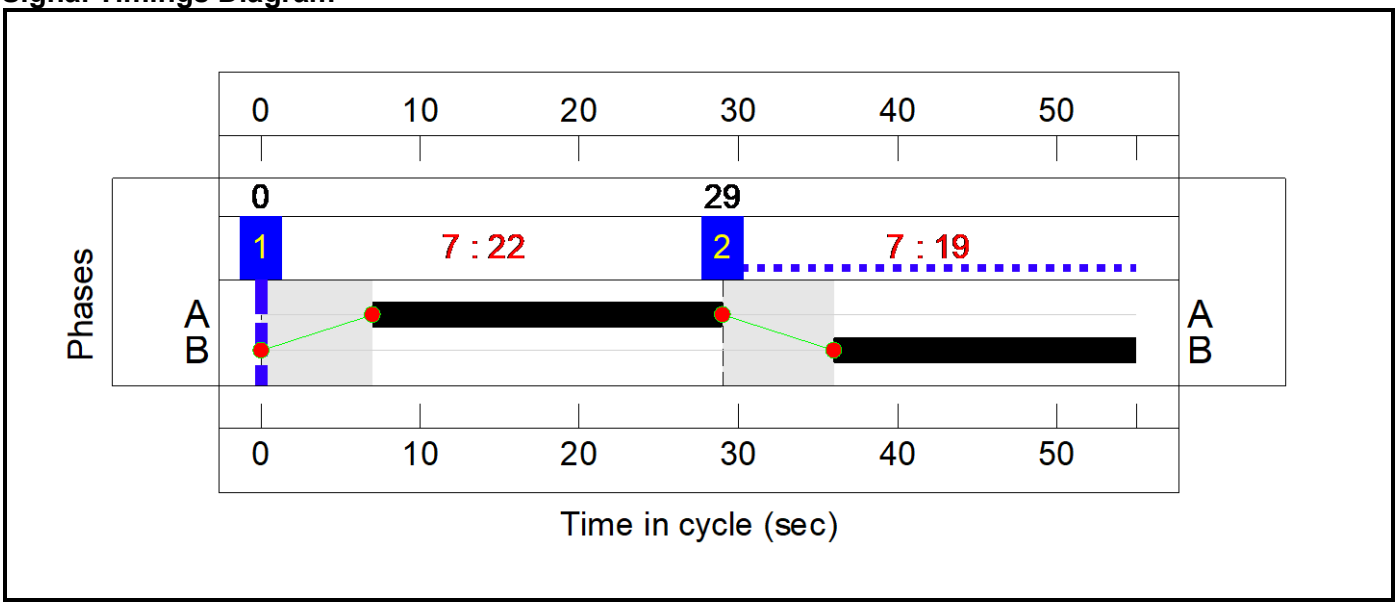


Stage Timings

Stage	1	2
Duration	22	19
Change Point	0	29

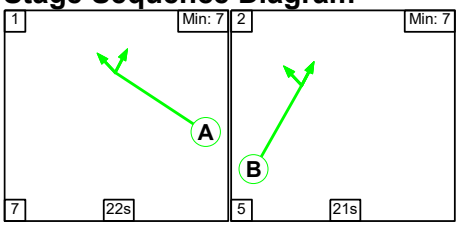
Full Input Data And Results

Signal Timings Diagram



C4 - 13/1134

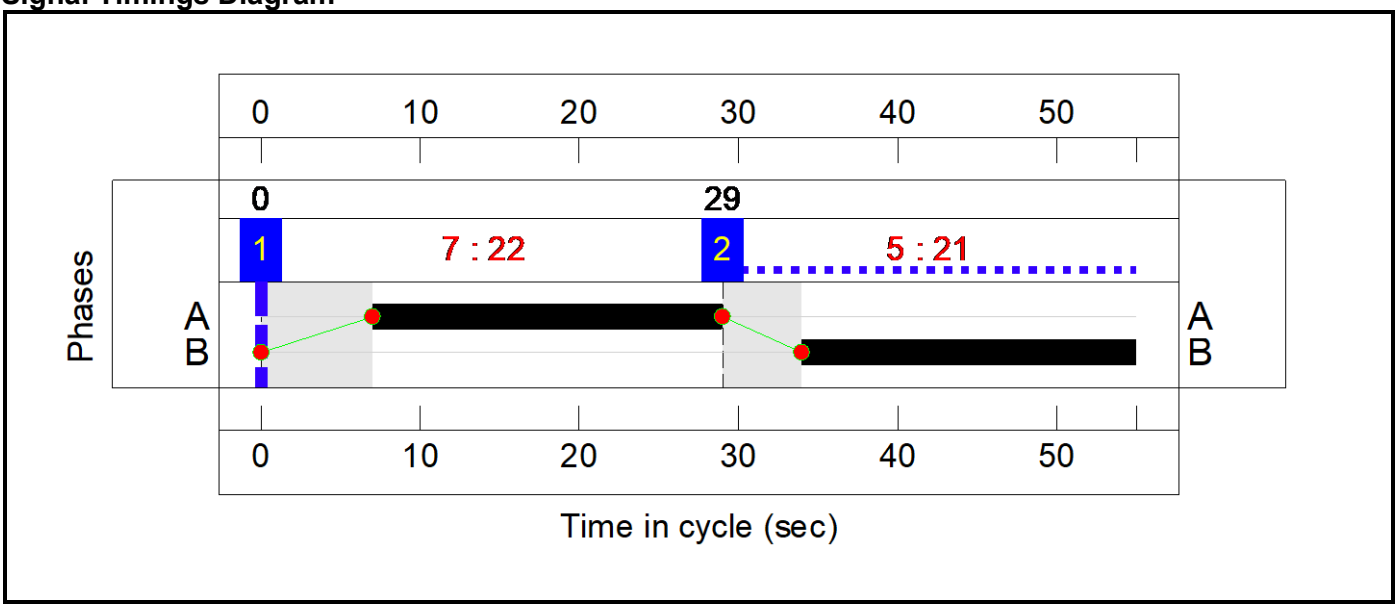
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	22	21
Change Point	0	29

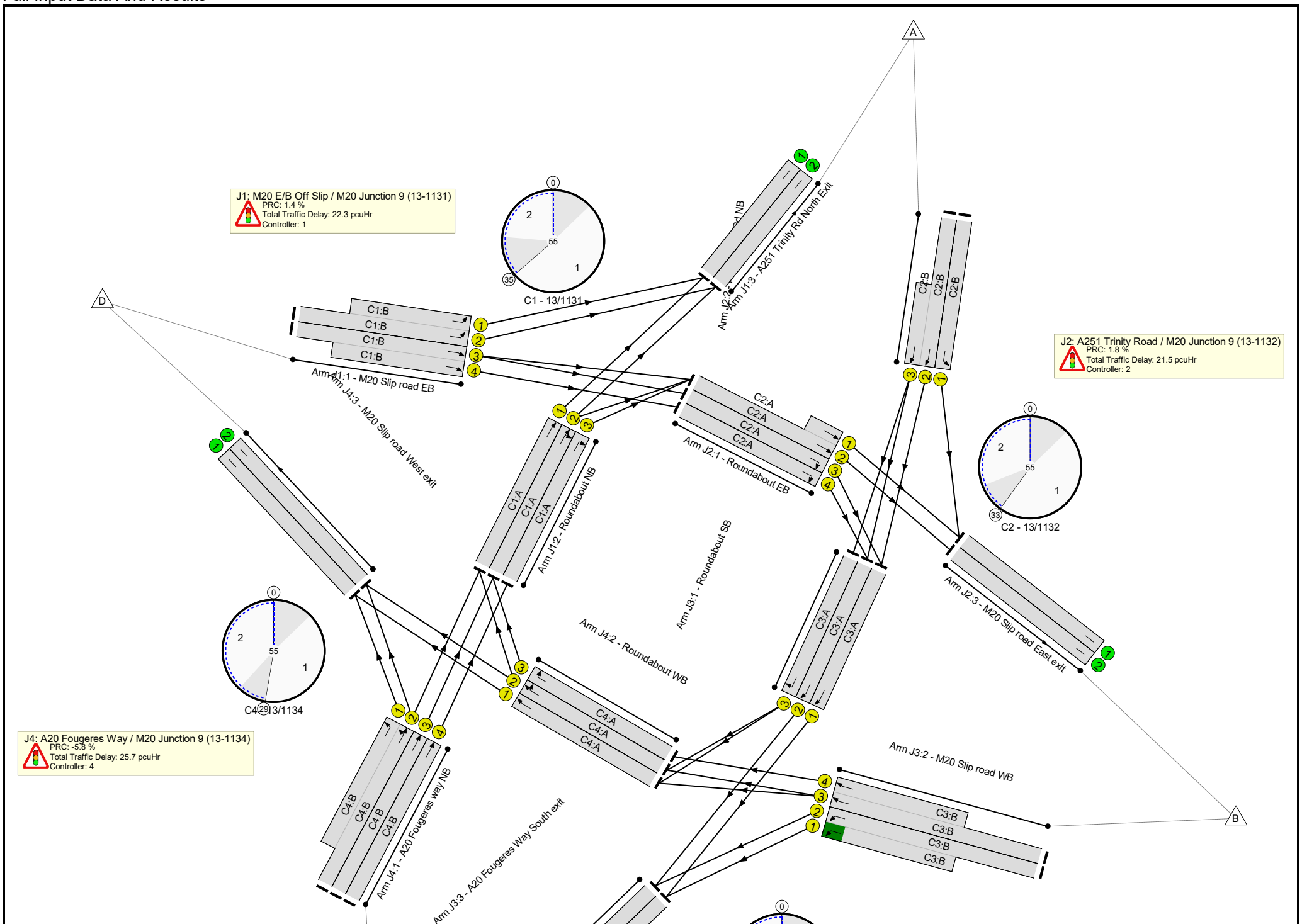
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J23 M20 Junction 9	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.2%**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	13	-	218	1904:1904	485+383	26.2 : 23.8%
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	13	-	856	1904:1904	485+485	87.9 : 88.7%
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	28	-	827	1907	1006	82.2%
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	28	-	884	1907	1006	87.9%
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	28	-	628	1907	1006	62.5%
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	918	2055	2055	44.7%
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	771	2195	2195	35.1%
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.4%**
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	26	-	868	1907:1907	751+276	84.5 : 84.5%
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	26	-	426	1907	936	45.5%
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	26	-	430	1907	936	45.9%
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	17	-	539	1863	610	88.4%
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	17	-	795	1863:1863	345+588	85.3 : 85.3%
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	772	1932	1932	40.0%

Full Input Data And Results

3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	635	2072	2072	30.6%
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.3%**
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	22	-	720	1907	797	90.3%
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	22	-	718	1907	797	90.0%
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	22	-	213	1907	797	26.7%
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	19	-	1076	1912:1912	695+525	88.2 : 88.2%
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	19	-	845	1912:1912	695+484	71.6 : 71.6%
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	1183	1937	1937	61.1%
3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	1331	2077	2077	64.1%
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.2%**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	21	-	1386	1882:1882	753+753	95.2 : 88.9%
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	21	-	537	1882	753	71.3%
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	21	-	628	1882	753	83.4%
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	22	-	213	1907	797	26.7%
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	22	-	498	1907	797	62.4%
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	22	-	347	1907	797	43.5%
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	882	1932	1932	45.7%

Full Input Data And Results

3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	388	2072	2072	18.7%

Full Input Data And Results

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: J23 M20 Junction 9	**-**	**-**	**0**	**0**	**0**	**51.7**	**47.1**	**0.0**	**98.8**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**-**	**0**	**0**	**0**	**11.3**	**10.9**	**0.0**	**22.3**	**-**	**-**	**-**	**-**
1/2+1/1	218	218	-	-	-	1.0	0.2	-	1.2	19.0	1.5	0.2	1.7
1/3+1/4	856	856	-	-	-	4.7	3.6	-	8.2	34.7	6.2	3.6	9.8
2/1	827	827	-	-	-	1.2	2.3	-	3.4	15.0	5.7	2.3	7.9
2/2	884	884	-	-	-	2.2	3.4	-	5.7	23.1	12.9	3.4	16.3
2/3	628	628	-	-	-	2.2	0.8	-	3.1	17.6	9.5	0.8	10.4
3/1	918	918	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
3/2	771	771	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**-**	**0**	**0**	**0**	**11.2**	**10.3**	**0.0**	**21.5**	**-**	**-**	**-**	**-**
1/2+1/1	868	868	-	-	-	2.1	2.6	-	4.8	19.9	15.9	2.6	18.6
1/3	426	426	-	-	-	1.4	0.4	-	1.8	15.4	6.5	0.4	6.9
1/4	430	430	-	-	-	1.4	0.4	-	1.8	15.4	6.6	0.4	7.0
2/1	539	539	-	-	-	2.6	3.5	-	6.1	40.7	7.8	3.5	11.3
2/2+2/3	795	795	-	-	-	3.6	2.8	-	6.4	28.8	7.0	2.8	9.7
3/1	772	772	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
3/2	635	635	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**-**	**0**	**0**	**0**	**14.4**	**14.9**	**0.0**	**29.4**	**-**	**-**	**-**	**-**
1/1	720	720	-	-	-	3.0	4.2	-	7.2	36.2	8.5	4.2	12.7
1/2	718	718	-	-	-	2.9	4.1	-	7.0	35.1	8.2	4.1	12.3
1/3	213	213	-	-	-	0.2	0.2	-	0.3	5.8	1.9	0.2	2.1
2/2+2/1	1076	1076	-	-	-	4.9	3.6	-	8.5	28.3	8.7	3.6	12.2

Full Input Data And Results

2/3+2/4	845	845	-	-	-	3.4	1.3	-	4.6	19.8	6.5	1.3	7.8
3/1	1183	1183	-	-	-	0.0	0.8	-	0.8	2.4	0.0	0.8	0.8
3/2	1331	1331	-	-	-	0.0	0.9	-	0.9	2.4	0.0	0.9	0.9
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**0**	**0**	**0**	**14.8**	**10.9**	**0.0**	**25.7**	**-**	**-**	**-**	**-**
1/2+1/1	1386	1386	-	-	-	6.0	5.3	-	11.4	29.5	10.6	5.3	15.9
1/3	537	537	-	-	-	2.1	1.2	-	3.3	22.1	6.9	1.2	8.1
1/4	628	628	-	-	-	2.6	2.4	-	5.0	28.7	8.5	2.4	11.0
2/1	213	213	-	-	-	0.1	0.2	-	0.3	4.5	0.2	0.2	0.3
2/2	498	498	-	-	-	2.4	0.8	-	3.3	23.5	7.6	0.8	8.4
2/3	347	347	-	-	-	1.6	0.4	-	2.0	20.8	5.3	0.4	5.7
3/1	882	882	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
3/2	388	388	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

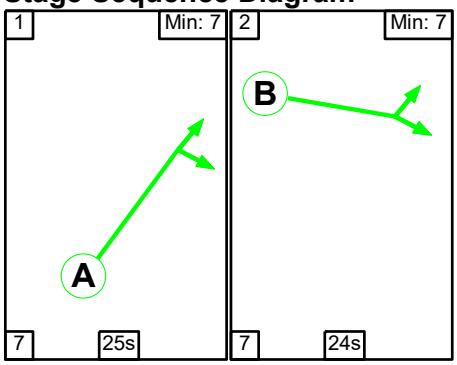
C1 - 13/1131	PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	21.60	Cycle Time (s):	55
C2 - 13/1132	PRC for Signalled Lanes (%):	1.8	Total Delay for Signalled Lanes (pcuHr):	20.90	Cycle Time (s):	55
C3 - 13/1133	PRC for Signalled Lanes (%):	-0.3	Total Delay for Signalled Lanes (pcuHr):	27.68	Cycle Time (s):	55
C4 - 13/1134	PRC for Signalled Lanes (%):	-5.8	Total Delay for Signalled Lanes (pcuHr):	25.19	Cycle Time (s):	55
	PRC Over All Lanes (%):	-5.8	Total Delay Over All Lanes(pcuHr):	98.81		

Full Input Data And Results

Scenario 6: '2055 DS PM' (FG10: '2055 DS PM', Plan 1: 'Network Control Plan 1')

C1 - 13/1131

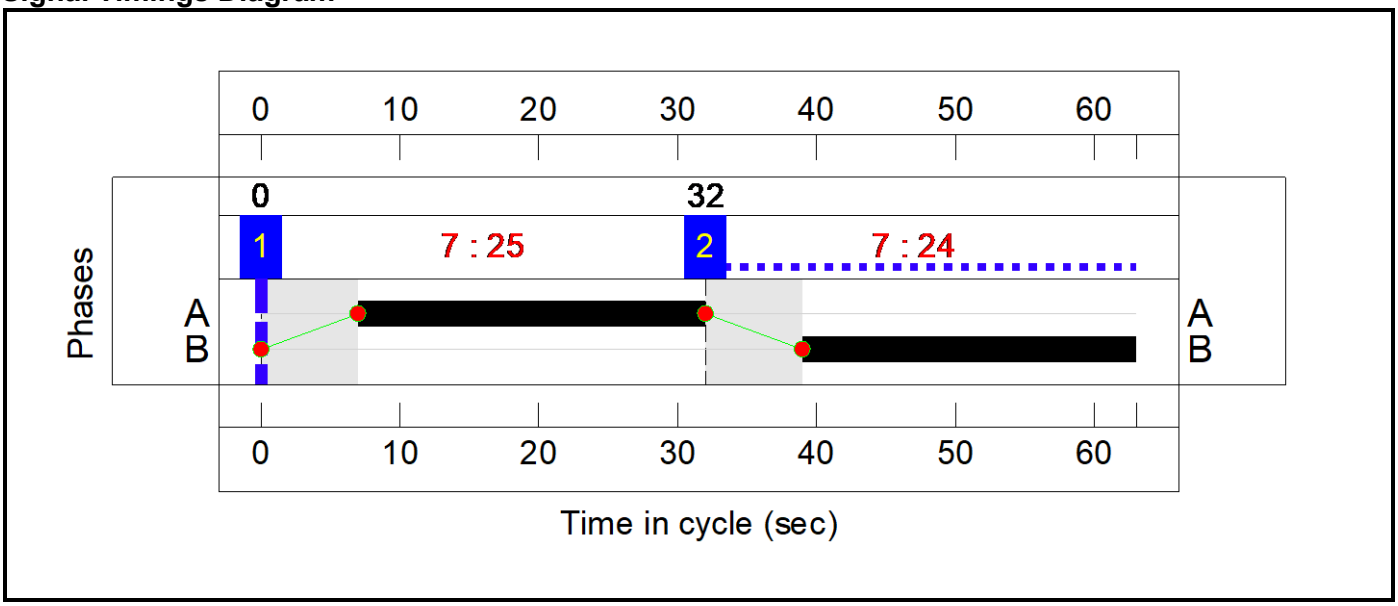
Stage Sequence Diagram



Stage Timings

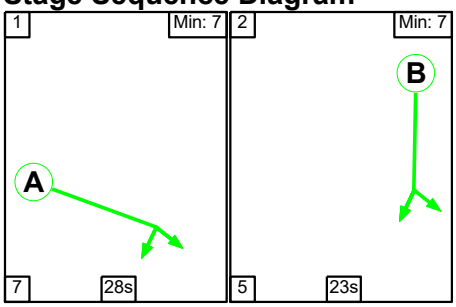
Stage	1	2
Duration	25	24
Change Point	0	32

Signal Timings Diagram



C2 - 13/1132

Stage Sequence Diagram

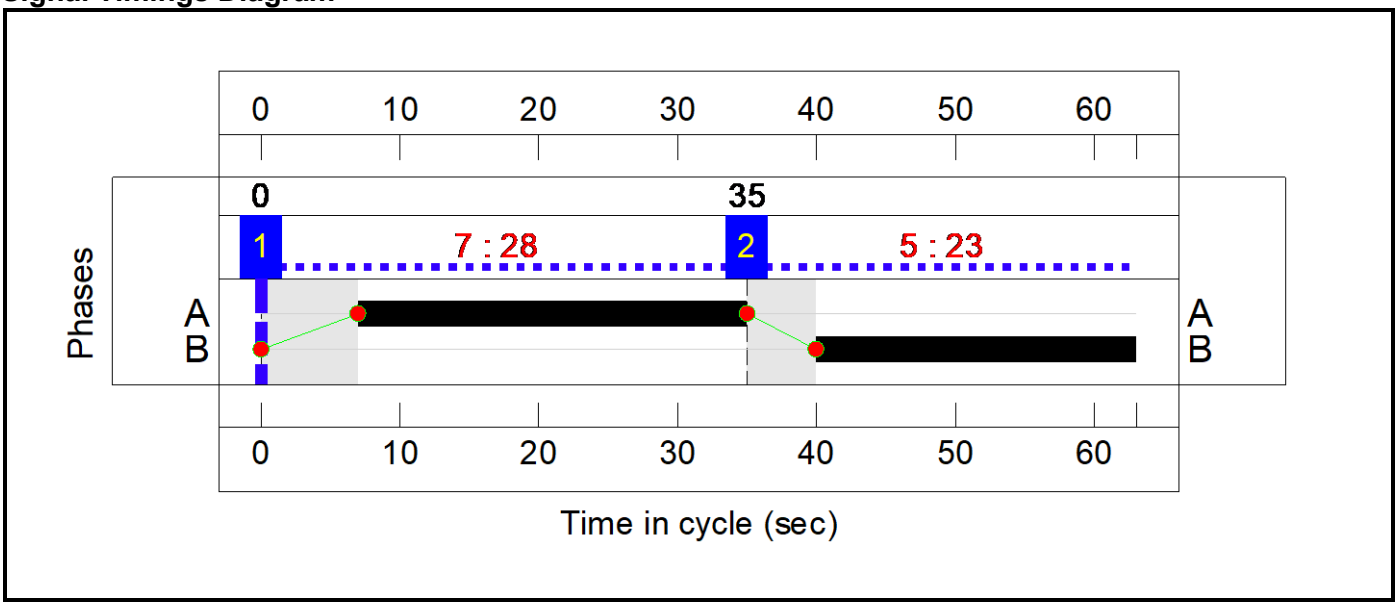


Full Input Data And Results

Stage Timings

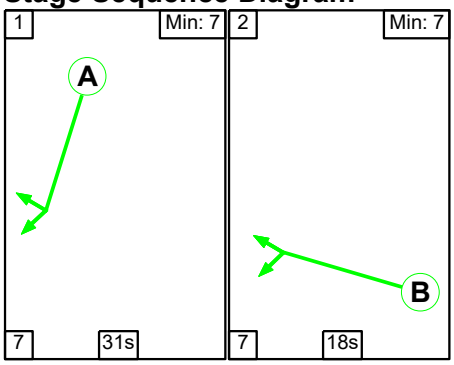
Stage	1	2
Duration	28	23
Change Point	0	35

Signal Timings Diagram



C3 - 13/1133

Stage Sequence Diagram

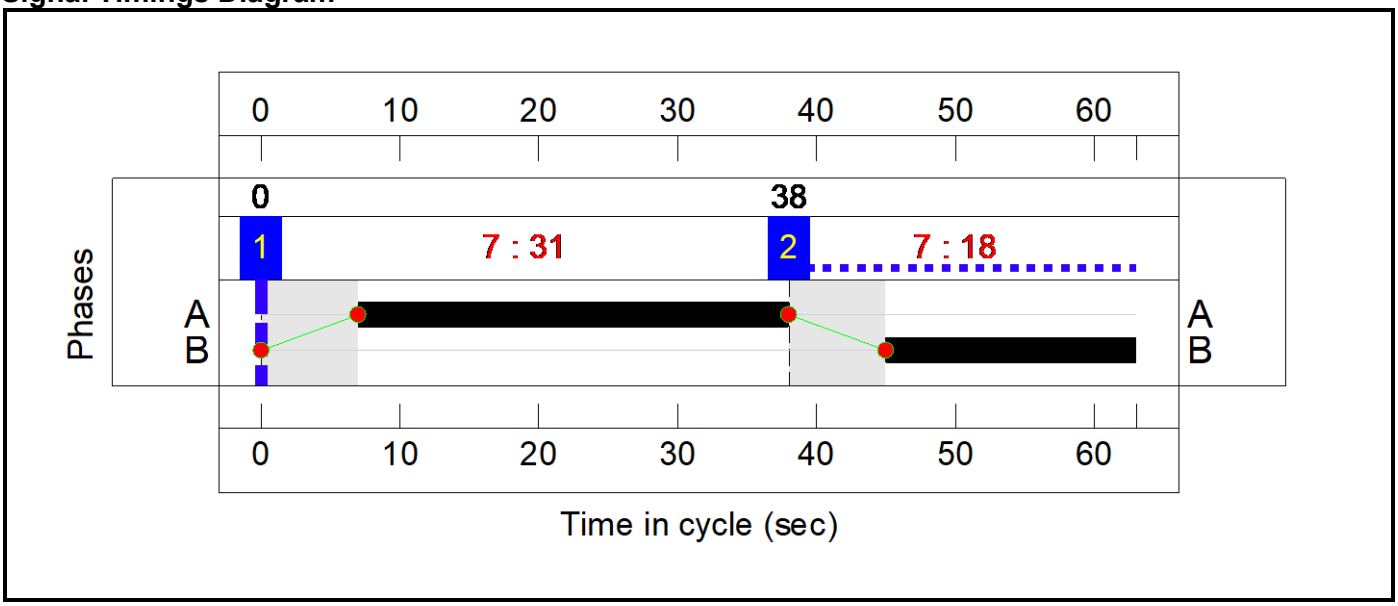


Stage Timings

Stage	1	2
Duration	31	18
Change Point	0	38

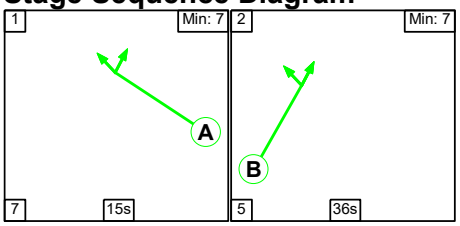
Full Input Data And Results

Signal Timings Diagram



C4 - 13/1134

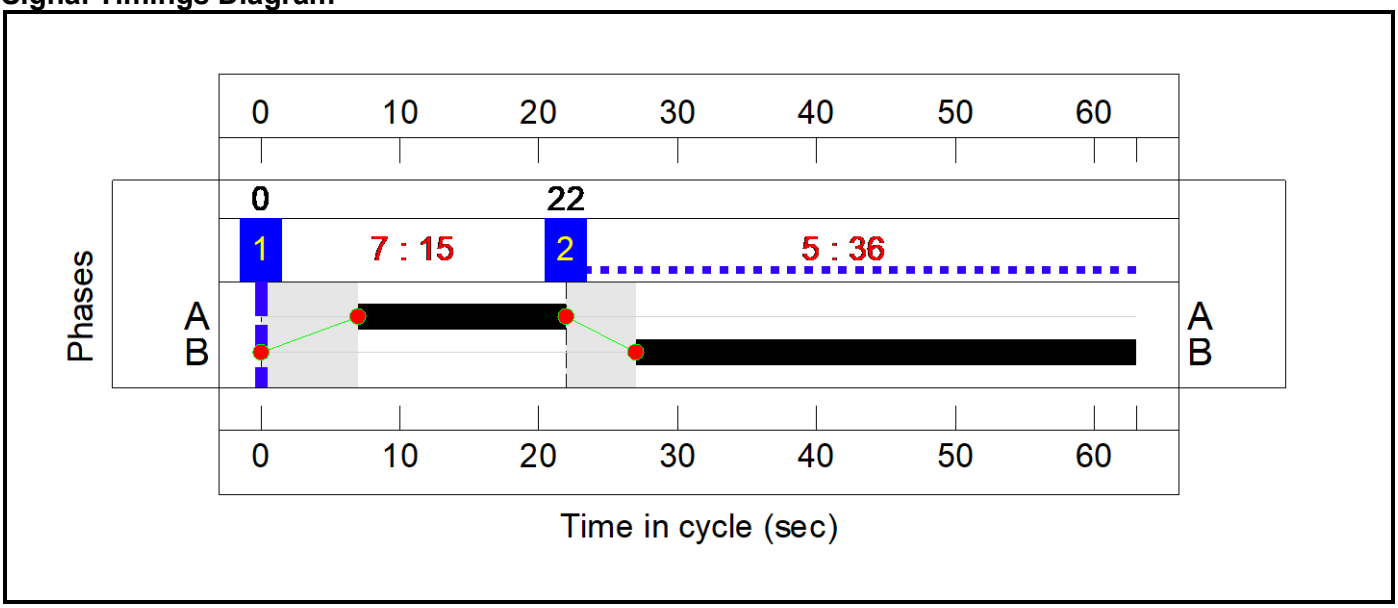
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	15	36
Change Point	0	22

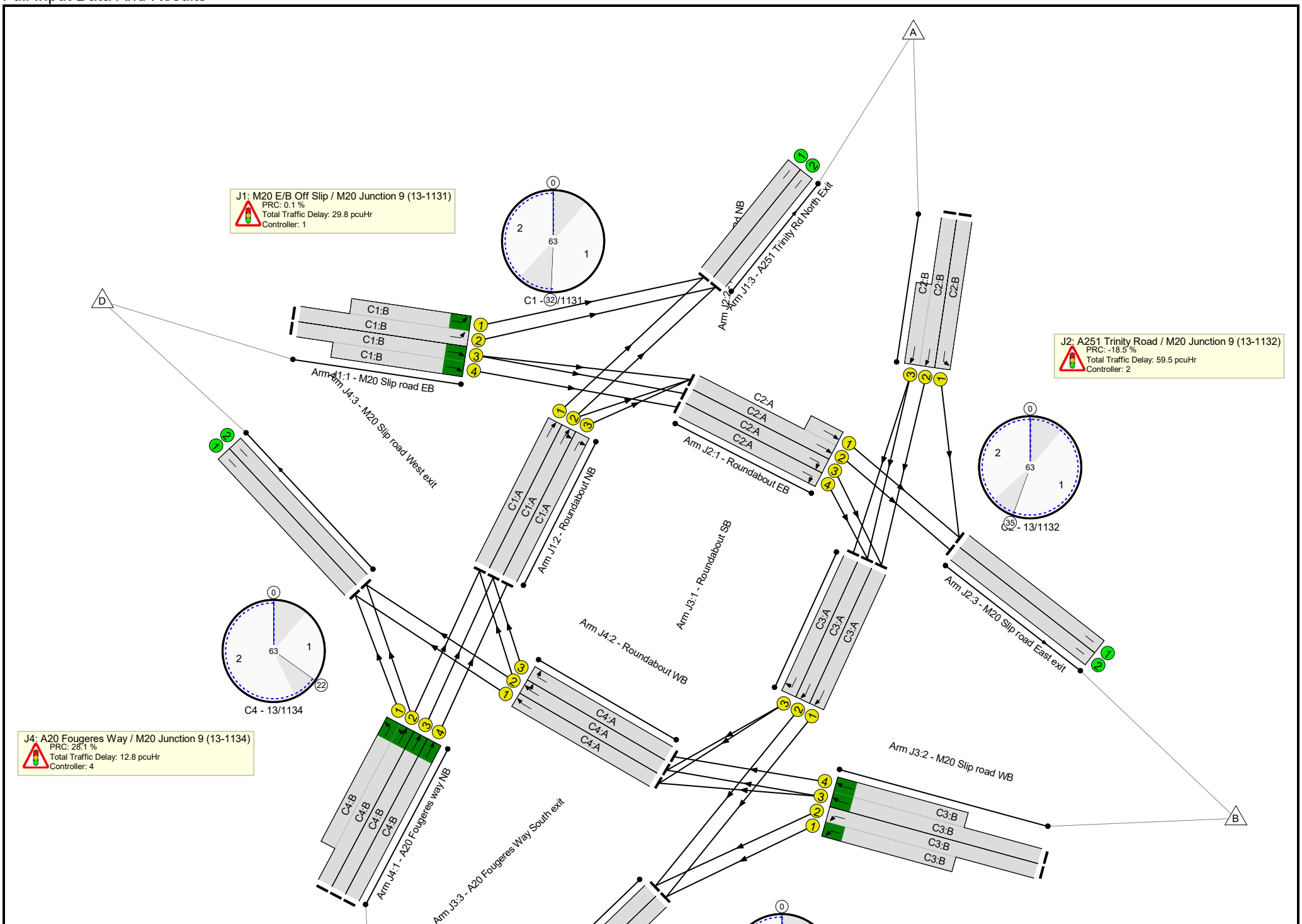
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J23 M20 Junction 9	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.7%**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.9%**
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	24	-	209	1904:1904	756+4	27.5 : 27.5%
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	24	-	1195	1904:1904	665+679	89.9 : 87.9%
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	25	-	650	1907	787	82.6%
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	25	-	695	1907	787	88.3%
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	25	-	622	1907	787	79.0%
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	651	2055	2055	31.7%
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	678	2195	2195	30.9%
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.7%**
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	28	-	850	1907:1907	397+616	83.9 : 83.9%
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	28	-	595	1907	878	67.8%
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	28	-	597	1907	878	68.0%
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	23	-	757	1863	710	106.7%
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	23	-	909	1863:1863	402+618	89.1 : 89.1%
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	1274	1932	1932	63.5%

Full Input Data And Results

3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	333	2072	2072	16.1%
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.4%**
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	31	-	953	1907	969	98.4%
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	31	-	956	1907	969	98.7%
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	31	-	192	1907	969	19.8%
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	18	-	972	1912:1912	577+402	99.4 : 99.4%
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	18	-	533	1912:1912	486+369	62.4 : 62.4%
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	1352	1937	1937	69.8%
3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	1529	2077	2077	73.6%
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.3%**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	36	-	1043	1882:1882	494+991	70.3 : 70.3%
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	36	-	465	1882	1016	45.8%
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	36	-	622	1882	1075	57.8%
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	15	-	192	1907	484	39.6%
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	15	-	303	1907	484	62.6%
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	15	-	230	1907	484	47.5%
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	888	1932	1932	46.0%

Full Input Data And Results

3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	0	2072	2072	0.0%

Full Input Data And Results

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: J23 M20 Junction 9	**-**	**-**	**0**	**0**	**0**	**61.6**	**98.0**	**0.0**	**159.7**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**-**	**0**	**0**	**0**	**17.7**	**12.1**	**0.0**	**29.8**	**-**	**-**	**-**	**-**
1/2+1/1	209	209	-	-	-	0.7	0.2	-	0.9	16.2	2.4	0.2	2.6
1/3+1/4	1195	1195	-	-	-	6.1	3.8	-	10.0	30.0	9.8	3.8	13.6
2/1	650	650	-	-	-	2.9	2.3	-	5.2	28.6	7.0	2.3	9.2
2/2	695	695	-	-	-	3.5	3.5	-	7.0	36.4	11.7	3.5	15.2
2/3	622	622	-	-	-	4.4	1.8	-	6.2	36.0	10.9	1.8	12.7
3/1	651	651	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/2	678	678	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**-**	**0**	**0**	**0**	**20.1**	**39.4**	**0.0**	**59.5**	**-**	**-**	**-**	**-**
1/2+1/1	850	850	-	-	-	2.6	2.5	-	5.1	21.7	17.5	2.5	20.0
1/3	595	595	-	-	-	3.8	1.0	-	4.8	29.1	10.4	1.0	11.5
1/4	597	597	-	-	-	3.8	1.1	-	4.8	29.0	10.4	1.1	11.5
2/1	757	710	-	-	-	5.9	30.0	-	35.8	170.4	14.3	30.0	44.2
2/2+2/3	909	909	-	-	-	4.1	3.8	-	7.9	31.4	8.8	3.8	12.6
3/1	1227	1227	-	-	-	0.0	0.9	-	0.9	2.5	0.0	0.9	0.9
3/2	333	333	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**-**	**0**	**0**	**0**	**15.4**	**42.2**	**0.0**	**57.6**	**-**	**-**	**-**	**-**
1/1	953	953	-	-	-	3.2	12.0	-	15.2	57.4	12.7	12.0	24.7
1/2	956	956	-	-	-	3.0	12.6	-	15.6	58.8	13.2	12.6	25.9
1/3	192	192	-	-	-	0.3	0.1	-	0.4	8.0	2.7	0.1	2.8
2/2+2/1	972	972	-	-	-	5.9	14.1	-	20.1	74.3	9.9	14.1	24.0

Full Input Data And Results

2/3+2/4	533	533	-	-	-	2.9	0.8	-	3.7	25.3	4.6	0.8	5.5
3/1	1352	1352	-	-	-	0.0	1.2	-	1.2	3.1	0.0	1.2	1.2
3/2	1529	1529	-	-	-	0.0	1.4	-	1.4	3.3	0.0	1.4	1.4
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**0**	**0**	**0**	**8.5**	**4.3**	**0.0**	**12.8**	**-**	**-**	**-**	**-**
1/2+1/1	1043	1043	-	-	-	3.1	1.2	-	4.2	14.6	8.5	1.2	9.7
1/3	465	465	-	-	-	1.1	0.4	-	1.6	12.1	4.9	0.4	5.3
1/4	622	622	-	-	-	1.5	0.7	-	2.2	12.6	6.9	0.7	7.6
2/1	192	192	-	-	-	0.4	0.3	-	0.7	13.0	0.5	0.3	0.9
2/2	303	303	-	-	-	1.4	0.8	-	2.2	26.4	5.3	0.8	6.1
2/3	230	230	-	-	-	1.0	0.5	-	1.5	23.0	4.0	0.5	4.5
3/1	888	888	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

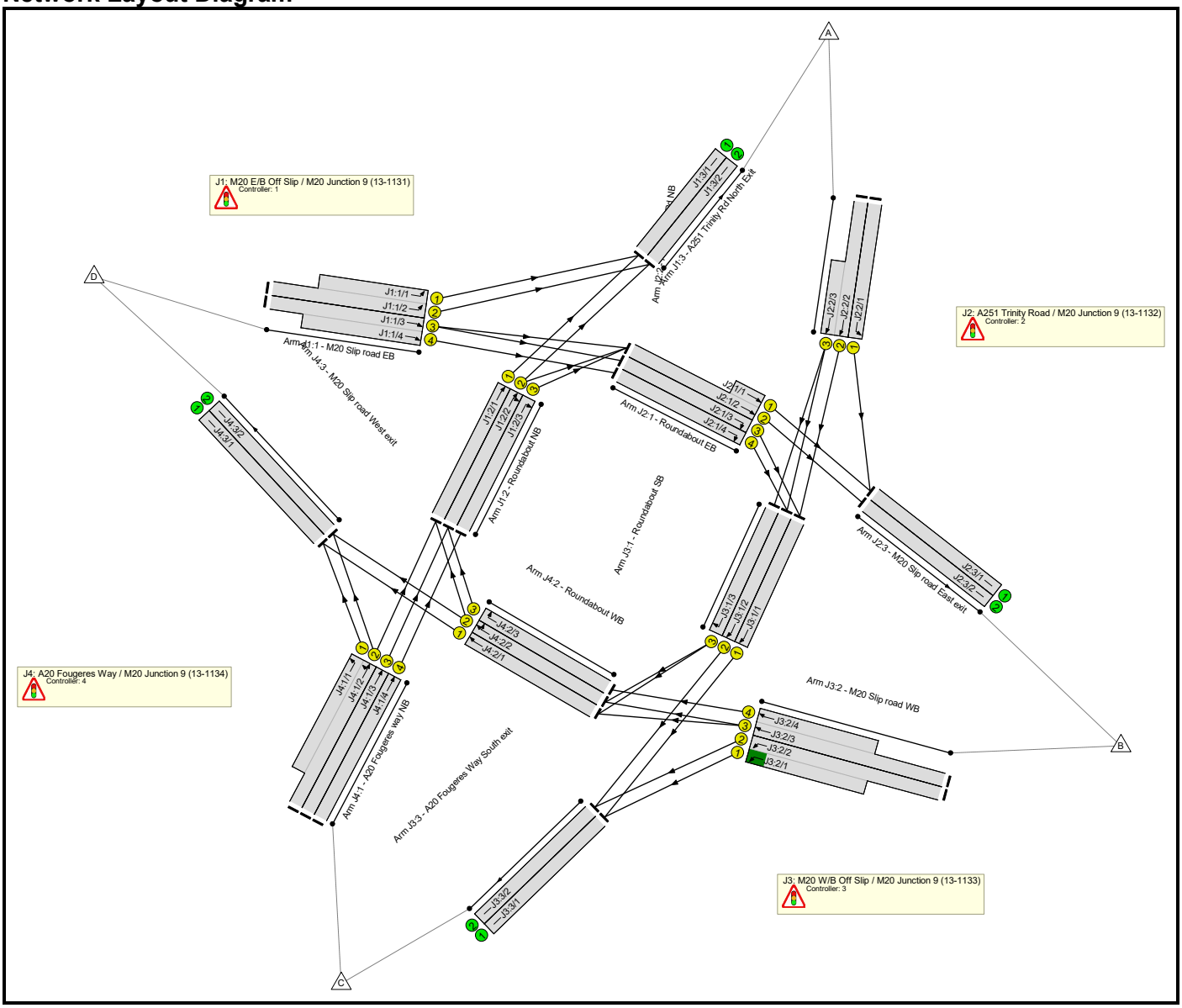
C1 - 13/1131	PRC for Signalled Lanes (%):	0.1	Total Delay for Signalled Lanes (pcuHr):	29.31	Cycle Time (s):	63
C2 - 13/1132	PRC for Signalled Lanes (%):	-18.5	Total Delay for Signalled Lanes (pcuHr):	58.53	Cycle Time (s):	63
C3 - 13/1133	PRC for Signalled Lanes (%):	-10.4	Total Delay for Signalled Lanes (pcuHr):	55.07	Cycle Time (s):	63
C4 - 13/1134	PRC for Signalled Lanes (%):	28.1	Total Delay for Signalled Lanes (pcuHr):	12.37	Cycle Time (s):	63
	PRC Over All Lanes (%):	-18.5	Total Delay Over All Lanes(pcuHr):	159.66		

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**J21 M20 Junction 9**
Location:	M20 - Junction 9
Additional detail:	
File name:	J21_M20 Junction 9.lsg3x
Author:	
Company:	
Address:	

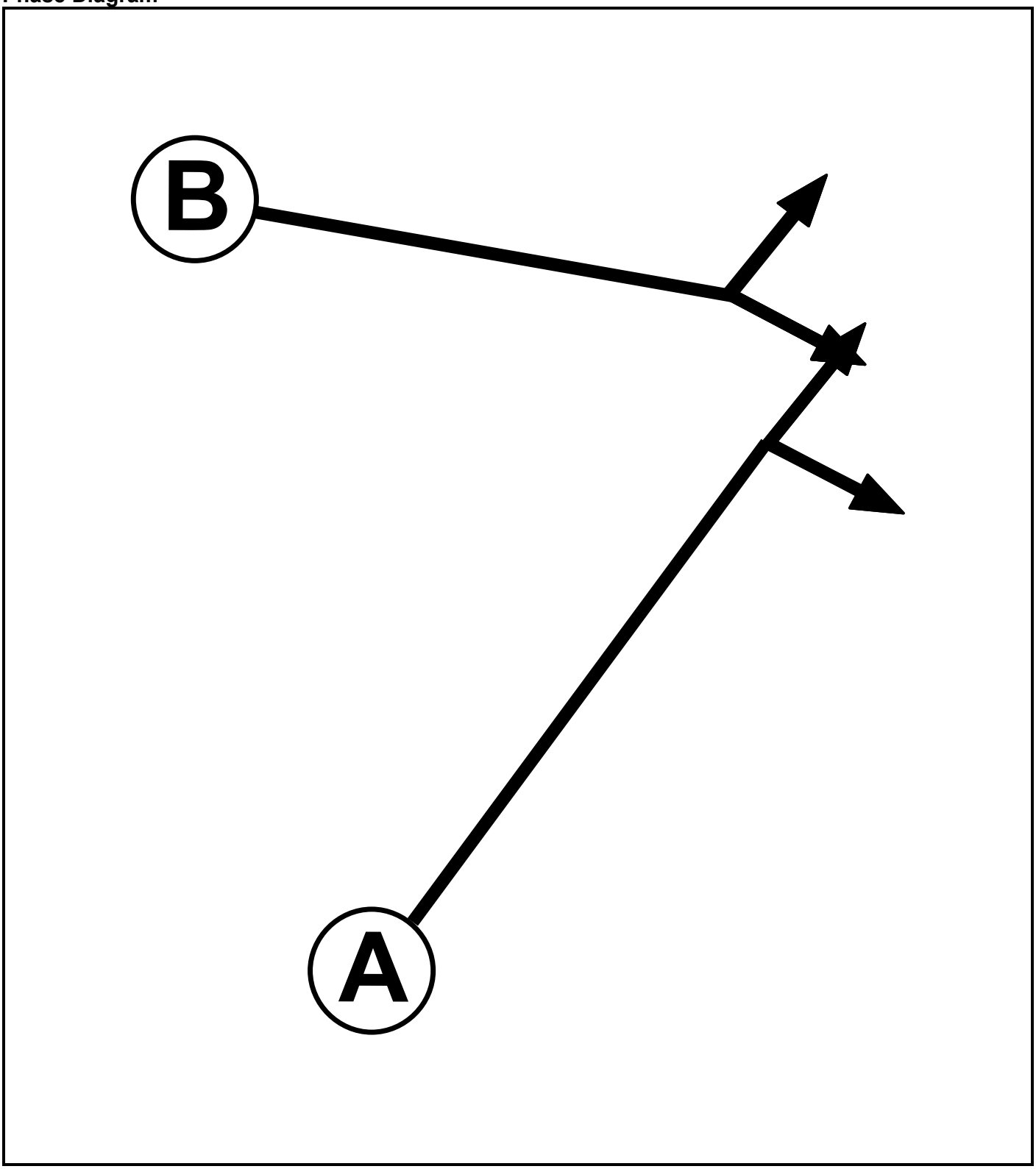
Network Layout Diagram



Full Input Data And Results

C1 - 13/1131

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

Full Input Data And Results

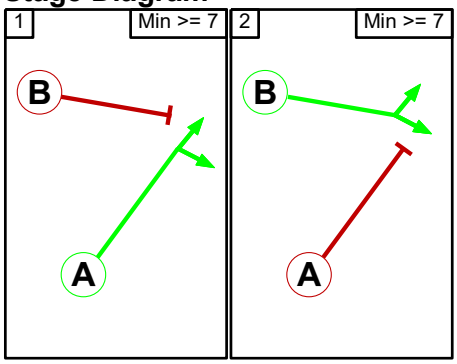
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		7
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

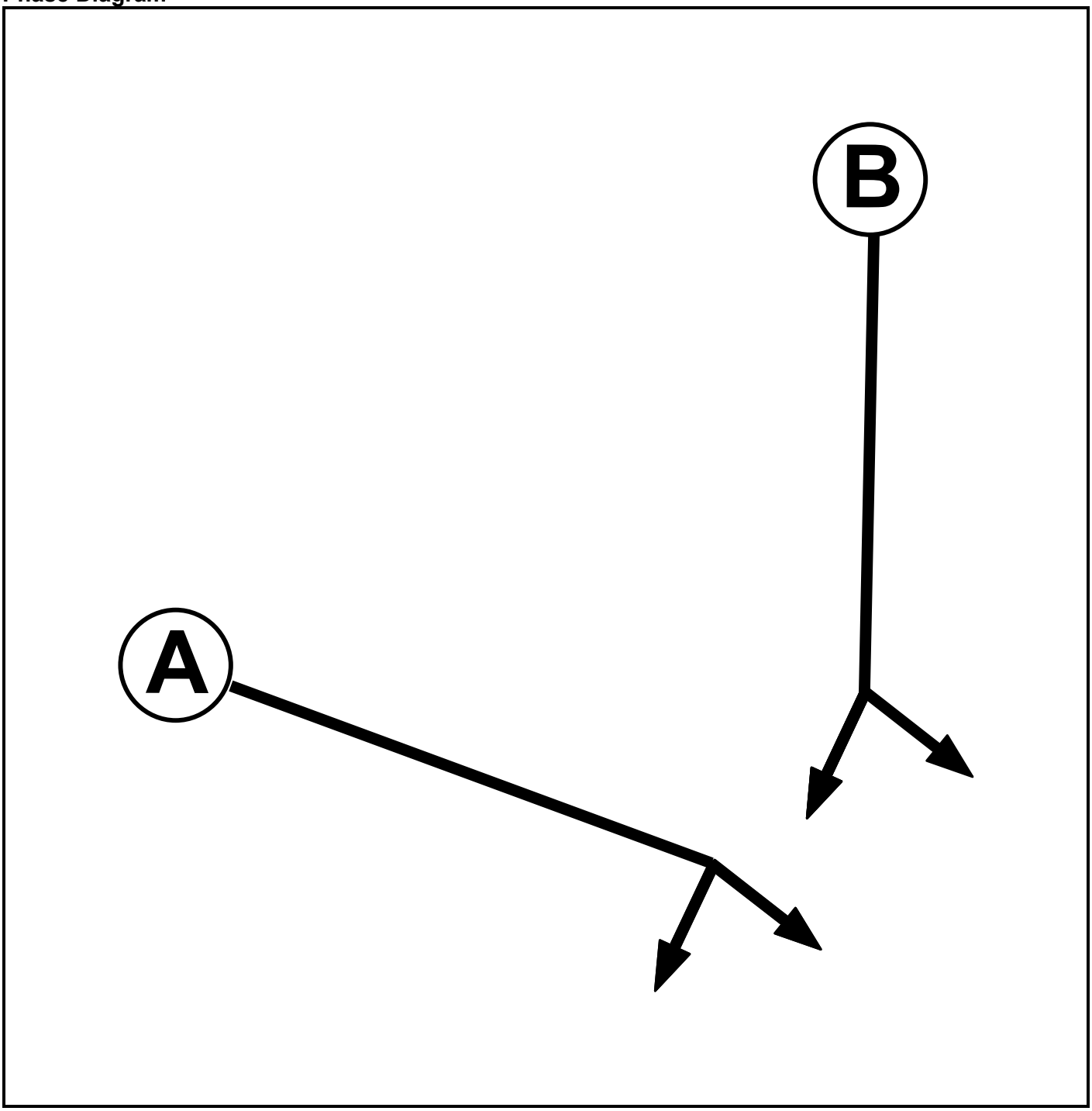
Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		7
	2	7	

Full Input Data And Results

C2 - 13/1132

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

Full Input Data And Results

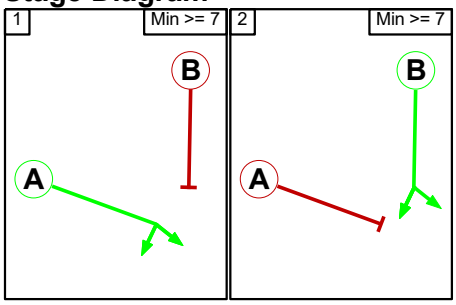
Phase Intergreens Matrix

	Starting Phase		
		A	B
Terminating Phase	A		5
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

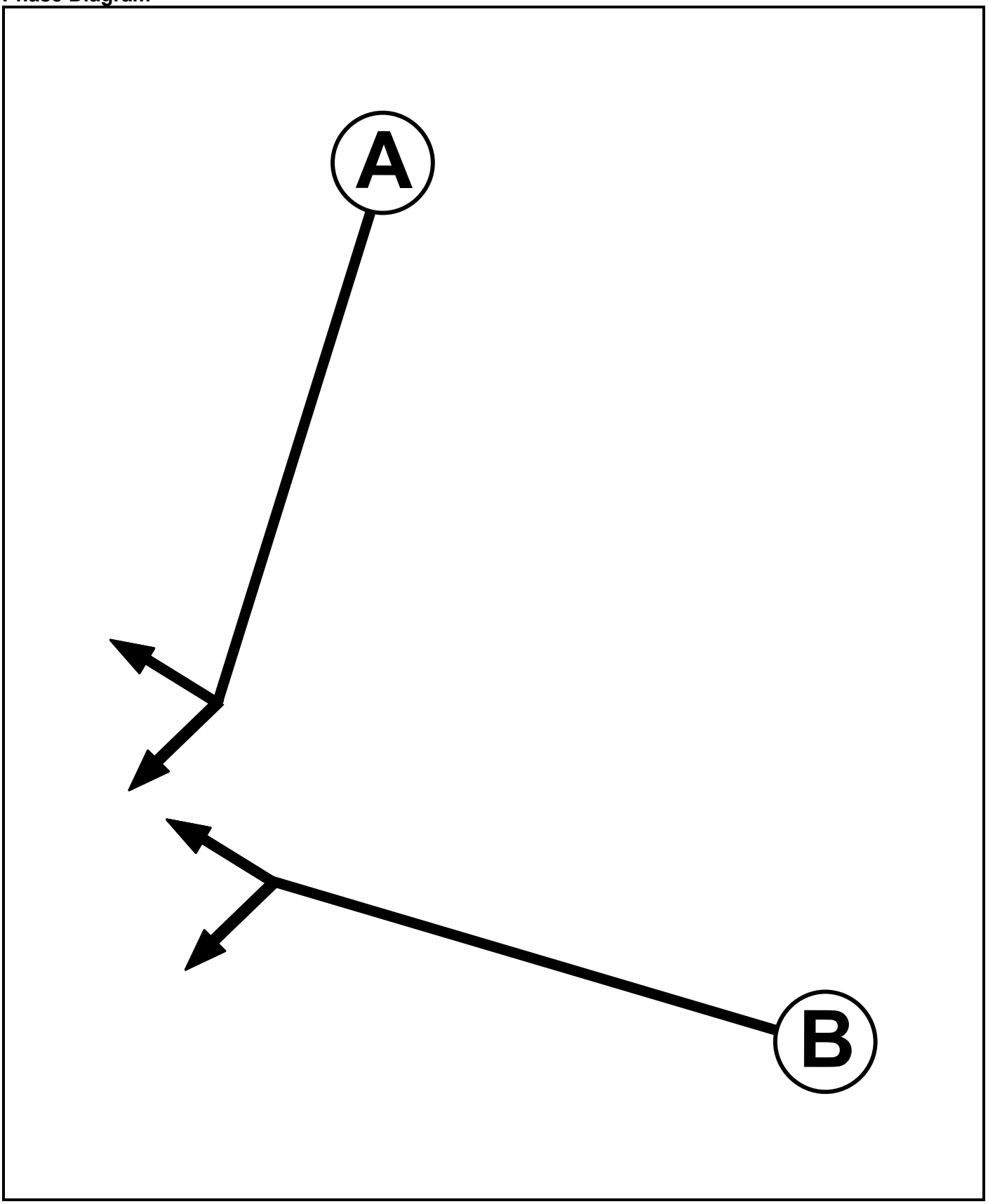
Prohibited Stage Change

	To Stage		
		1	2
From Stage	1		5
	2	7	

Full Input Data And Results

C3 - 13/1133

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

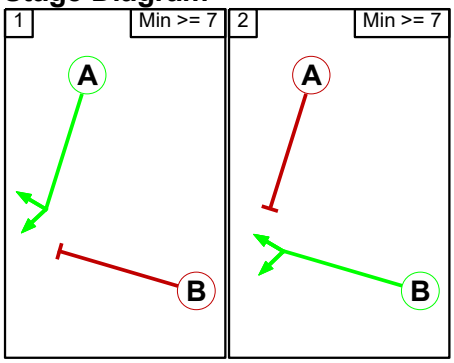
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		7
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

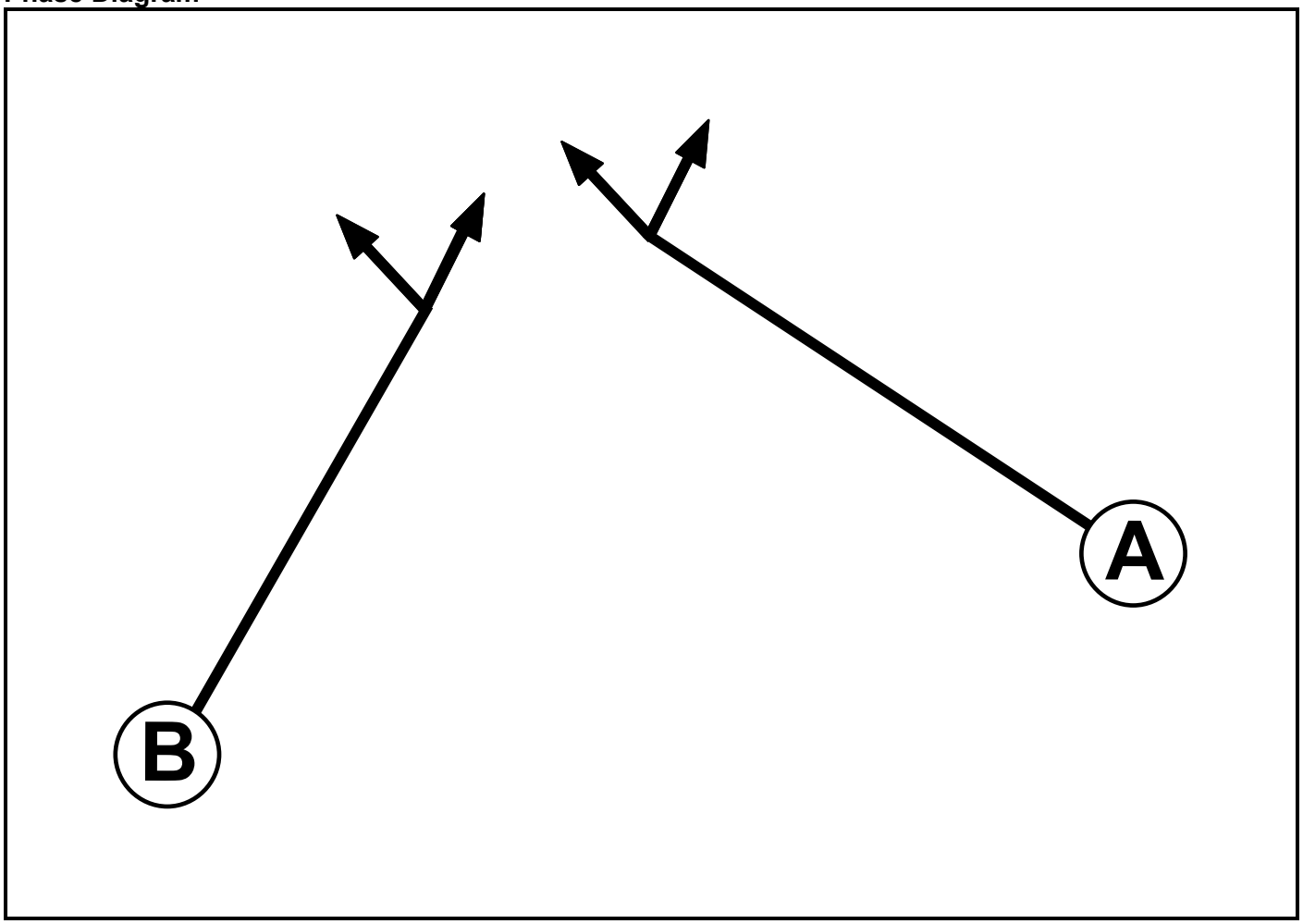
Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		7
	2	7	

Full Input Data And Results

C4 - 13/1134

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

Phase Intergreens Matrix

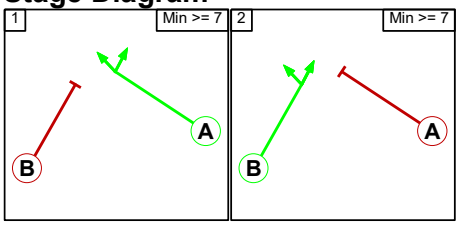
	Starting Phase		
Terminating Phase		A	B
	A		5
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Full Input Data And Results

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		5
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)
There are no Opposed Lanes in this Junction

Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)
There are no Opposed Lanes in this Junction

Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)
There are no Opposed Lanes in this Junction

Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (M20 Slip road EB)	U	B	2	3	11.8	User	1904	-	-	-	-	-
J1:1/2 (M20 Slip road EB)	U	B	2	3	60.0	User	1904	-	-	-	-	-
J1:1/3 (M20 Slip road EB)	U	B	2	3	60.0	User	1904	-	-	-	-	-
J1:1/4 (M20 Slip road EB)	U	B	2	3	13.0	User	1904	-	-	-	-	-
J1:2/1 (Roundabout NB)	U	A	2	3	31.3	User	1907	-	-	-	-	-
J1:2/2 (Roundabout NB)	U	A	2	3	31.3	User	1907	-	-	-	-	-
J1:2/3 (Roundabout NB)	U	A	2	3	31.3	User	1907	-	-	-	-	-
J1:3/1 (A251 Trinity Rd North Exit)	U		2	3	33.0	Geom	-	4.40	0.00	Y		
J1:3/2 (A251 Trinity Rd North Exit)	U		2	3	33.0	Geom	-	4.40	0.00	N		

Full Input Data And Results

Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (Roundabout EB)	U	A	2	3	3.5	User	1907	-	-	-	-	-
J2:1/2 (Roundabout EB)	U	A	2	3	16.9	User	1907	-	-	-	-	-
J2:1/3 (Roundabout EB)	U	A	2	3	16.9	User	1907	-	-	-	-	-
J2:1/4 (Roundabout EB)	U	A	2	3	16.9	User	1907	-	-	-	-	-
J2:2/1 (A251 Trinity Rd NB)	U	B	2	3	31.8	User	1863	-	-	-	-	-
J2:2/2 (A251 Trinity Rd NB)	U	B	2	3	31.8	User	1863	-	-	-	-	-
J2:2/3 (A251 Trinity Rd NB)	U	B	2	3	8.0	User	1863	-	-	-	-	-
J2:3/1 (M20 Slip road East exit)	U		2	3	60.0	Geom	-	3.17	0.00	Y		
J2:3/2 (M20 Slip road East exit)	U		2	3	60.0	Geom	-	3.17	0.00	N		

Full Input Data And Results

Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J3:1/1 (Roundabout SB)	U	A	2	3	38.6	User	1907	-	-	-	-	-
J3:1/2 (Roundabout SB)	U	A	2	3	38.6	User	1907	-	-	-	-	-
J3:1/3 (Roundabout SB)	U	A	2	3	38.6	User	1907	-	-	-	-	-
J3:2/1 (M20 Slip road WB)	U	B	2	3	13.2	User	1912	-	-	-	-	-
J3:2/2 (M20 Slip road WB)	U	B	2	3	13.2	User	1912	-	-	-	-	-
J3:2/3 (M20 Slip road WB)	U	B	2	3	60.0	User	1912	-	-	-	-	-
J3:2/4 (M20 Slip road WB)	U	B	2	3	13.2	User	1912	-	-	-	-	-
J3:3/1 (A20 Fougeres Way South exit)	U		2	3	60.0	Geom	-	3.22	0.00	Y		
J3:3/2 (A20 Fougeres Way South exit)	U		2	3	60.0	Geom	-	3.22	0.00	N		

Full Input Data And Results

Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J4:1/1 (A20 Fougeres way NB)	U	B	2	3	14.8	User	1882	-	-	-	-	-
J4:1/2 (A20 Fougeres way NB)	U	B	2	3	14.4	User	1882	-	-	-	-	-
J4:1/3 (A20 Fougeres way NB)	U	B	2	3	60.0	User	1882	-	-	-	-	-
J4:1/4 (A20 Fougeres way NB)	U	B	2	3	60.0	User	1882	-	-	-	-	-
J4:2/1 (Roundabout WB)	U	A	2	3	17.7	User	1907	-	-	-	-	-
J4:2/2 (Roundabout WB)	U	A	2	3	17.7	User	1907	-	-	-	-	-
J4:2/3 (Roundabout WB)	U	A	2	3	17.7	User	1907	-	-	-	-	-
J4:3/1 (M20 Slip road West exit)	U		2	3	60.0	Geom	-	3.17	0.00	Y		
J4:3/2 (M20 Slip road West exit)	U		2	3	60.0	Geom	-	3.17	0.00	N		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 AM'	08:00	09:00	01:00	
2: '2018 PM'	17:00	18:00	01:00	
3: '2025 AM'	08:00	09:00	01:00	
4: '2025 PM'	17:00	18:00	01:00	
7: '2055 DM AM'	08:00	09:00	01:00	
8: '2055 DM PM'	17:00	18:00	01:00	
9: '2055 DS AM'	08:00	09:00	01:00	
10: '2055 DS PM'	17:00	18:00	01:00	

Scenario 1: '2055 DS VM AM' (FG9: '2055 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	539	582	213	1334
	B	845	0	1076	0	1921
	C	626	868	0	1057	2551
	D	218	0	856	0	1074
	Tot.	1689	1407	2514	1270	6880

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2055 DS VM AM
Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	
J1:1/1 (short)	91
J1:1/2 (with short)	218(In) 127(Out)
J1:1/3 (with short)	856(In) 426(Out)
J1:1/4 (short)	430
J1:2/1	827
J1:2/2	884
J1:2/3	628
J1:3/1	918
J1:3/2	771
Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)	
J2:1/1 (short)	233
J2:1/2 (with short)	868(In) 635(Out)
J2:1/3	426
J2:1/4	430
J2:2/1	539
J2:2/2 (with short)	795(In) 294(Out)
J2:2/3 (short)	501
J2:3/1	772
J2:3/2	635
Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	
J3:1/1	720
J3:1/2	718
J3:1/3	213
J3:2/1 (short)	463
J3:2/2 (with short)	1076(In) 613(Out)
J3:2/3 (with short)	845(In) 498(Out)
J3:2/4 (short)	347
J3:3/1	1183
J3:3/2	1331
Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	
J4:1/1 (short)	669
J4:1/2 (with short)	1386(In) 717(Out)

J4:1/3	537
J4:1/4	628
J4:2/1	213
J4:2/2	498
J4:2/3	347
J4:3/1	882
J4:3/2	388

Lane Saturation Flows

Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 Slip road EB Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/2 (M20 Slip road EB Lane 2)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/3 (M20 Slip road EB Lane 3)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/4 (M20 Slip road EB Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:2/1 (Roundabout NB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J1:2/2 (Roundabout NB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J1:2/3 (Roundabout NB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J1:3/1 (A251 Trinity Rd North Exit)	4.40	0.00	Y				2055	2055
J1:3/2 (A251 Trinity Rd North Exit)	4.40	0.00	N				2195	2195

Full Input Data And Results

Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Roundabout EB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/2 (Roundabout EB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/3 (Roundabout EB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/4 (Roundabout EB Lane 4)	This lane uses a directly entered Saturation Flow						1907	1907
J2:2/1 (A251 Trinity Rd NB Lane 1)	This lane uses a directly entered Saturation Flow						1863	1863
J2:2/2 (A251 Trinity Rd NB Lane 2)	This lane uses a directly entered Saturation Flow						1863	1863
J2:2/3 (A251 Trinity Rd NB Lane 3)	This lane uses a directly entered Saturation Flow						1863	1863
J2:3/1 (M20 Slip road East exit)	3.17	0.00	Y				1932	1932
J2:3/2 (M20 Slip road East exit)	3.17	0.00	N				2072	2072

Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Roundabout SB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J3:1/2 (Roundabout SB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J3:1/3 (Roundabout SB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J3:2/1 (M20 Slip road WB Lane 1)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/2 (M20 Slip road WB Lane 2)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/3 (M20 Slip road WB Lane 3)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/4 (M20 Slip road WB Lane 4)	This lane uses a directly entered Saturation Flow						1912	1912
J3:3/1 (A20 Fougeres Way South exit)	3.22	0.00	Y				1937	1937
J3:3/2 (A20 Fougeres Way South exit)	3.22	0.00	N				2077	2077

Full Input Data And Results

Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (A20 Fougeres way NB Lane 1)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/2 (A20 Fougeres way NB Lane 2)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/3 (A20 Fougeres way NB Lane 3)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/4 (A20 Fougeres way NB Lane 4)	This lane uses a directly entered Saturation Flow						1882	1882
J4:2/1 (Roundabout WB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J4:2/2 (Roundabout WB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J4:2/3 (Roundabout WB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J4:3/1 (M20 Slip road West exit)	3.17	0.00	Y				1932	1932
J4:3/2 (M20 Slip road West exit)	3.17	0.00	N				2072	2072

Scenario 2: '2055 DS VM PM' (FG10: '2055 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	757	717	192	1666
	B	533	0	972	0	1505
	C	587	847	0	696	2130
	D	209	3	1192	0	1404
	Tot.	1329	1607	2881	888	6705

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2055 DS VM PM
Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	
J1:1/1 (short)	1
J1:1/2 (with short)	209(In) 208(Out)
J1:1/3 (with short)	1195(In) 598(Out)
J1:1/4 (short)	597
J1:2/1	650
J1:2/2	695
J1:2/3	622
J1:3/1	651
J1:3/2	678
Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)	
J2:1/1 (short)	517
J2:1/2 (with short)	850(In) 333(Out)
J2:1/3	595
J2:1/4	597
J2:2/1	757
J2:2/2 (with short)	909(In) 358(Out)
J2:2/3 (short)	551
J2:3/1	1274
J2:3/2	333
Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	
J3:1/1	953
J3:1/2	956
J3:1/3	192
J3:2/1 (short)	399
J3:2/2 (with short)	972(In) 573(Out)
J3:2/3 (with short)	533(In) 303(Out)
J3:2/4 (short)	230
J3:3/1	1352
J3:3/2	1529
Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	
J4:1/1 (short)	696
J4:1/2 (with short)	1043(In) 347(Out)

J4:1/3	465
J4:1/4	622
J4:2/1	192
J4:2/2	303
J4:2/3	230
J4:3/1	888
J4:3/2	0

Lane Saturation Flows

Junction: J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 Slip road EB Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/2 (M20 Slip road EB Lane 2)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/3 (M20 Slip road EB Lane 3)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/4 (M20 Slip road EB Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:2/1 (Roundabout NB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J1:2/2 (Roundabout NB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J1:2/3 (Roundabout NB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J1:3/1 (A251 Trinity Rd North Exit)	4.40	0.00	Y				2055	2055
J1:3/2 (A251 Trinity Rd North Exit)	4.40	0.00	N				2195	2195

Full Input Data And Results

Junction: J2: A251 Trinity Road / M20 Junction 9 (13-1132)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Roundabout EB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/2 (Roundabout EB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/3 (Roundabout EB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J2:1/4 (Roundabout EB Lane 4)	This lane uses a directly entered Saturation Flow						1907	1907
J2:2/1 (A251 Trinity Rd NB Lane 1)	This lane uses a directly entered Saturation Flow						1863	1863
J2:2/2 (A251 Trinity Rd NB Lane 2)	This lane uses a directly entered Saturation Flow						1863	1863
J2:2/3 (A251 Trinity Rd NB Lane 3)	This lane uses a directly entered Saturation Flow						1863	1863
J2:3/1 (M20 Slip road East exit)	3.17	0.00	Y				1932	1932
J2:3/2 (M20 Slip road East exit)	3.17	0.00	N				2072	2072

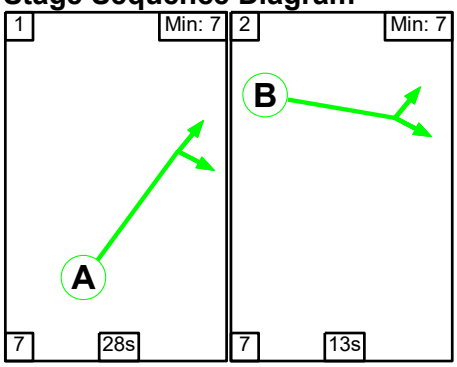
Junction: J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Roundabout SB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J3:1/2 (Roundabout SB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J3:1/3 (Roundabout SB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J3:2/1 (M20 Slip road WB Lane 1)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/2 (M20 Slip road WB Lane 2)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/3 (M20 Slip road WB Lane 3)	This lane uses a directly entered Saturation Flow						1912	1912
J3:2/4 (M20 Slip road WB Lane 4)	This lane uses a directly entered Saturation Flow						1912	1912
J3:3/1 (A20 Fougeres Way South exit)	3.22	0.00	Y				1937	1937
J3:3/2 (A20 Fougeres Way South exit)	3.22	0.00	N				2077	2077

Full Input Data And Results

Junction: J4: A20 Fougeres Way / M20 Junction 9 (13-1134)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (A20 Fougeres way NB Lane 1)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/2 (A20 Fougeres way NB Lane 2)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/3 (A20 Fougeres way NB Lane 3)	This lane uses a directly entered Saturation Flow						1882	1882
J4:1/4 (A20 Fougeres way NB Lane 4)	This lane uses a directly entered Saturation Flow						1882	1882
J4:2/1 (Roundabout WB Lane 1)	This lane uses a directly entered Saturation Flow						1907	1907
J4:2/2 (Roundabout WB Lane 2)	This lane uses a directly entered Saturation Flow						1907	1907
J4:2/3 (Roundabout WB Lane 3)	This lane uses a directly entered Saturation Flow						1907	1907
J4:3/1 (M20 Slip road West exit)	3.17	0.00	Y				1932	1932
J4:3/2 (M20 Slip road West exit)	3.17	0.00	N				2072	2072

Scenario 1: '2055 DS VM AM' (FG9: '2055 DS AM', Plan 1: 'Network Control Plan 1')
C1 - 13/1131

Stage Sequence Diagram

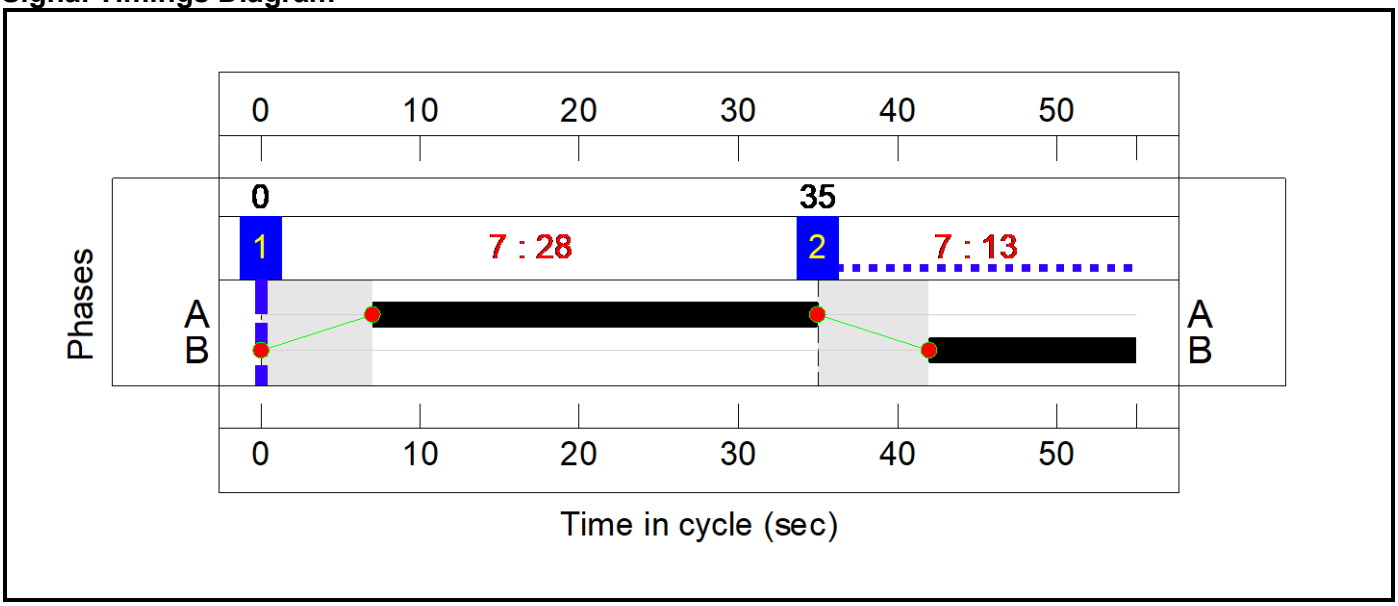


Stage Timings

Stage	1	2
Duration	28	13
Change Point	0	35

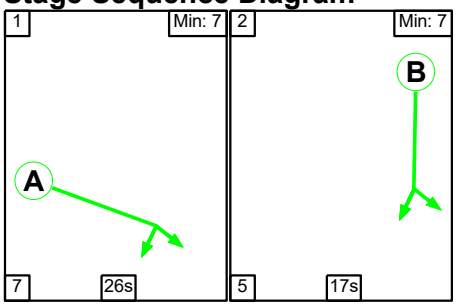
Full Input Data And Results

Signal Timings Diagram



C2 - 13/1132

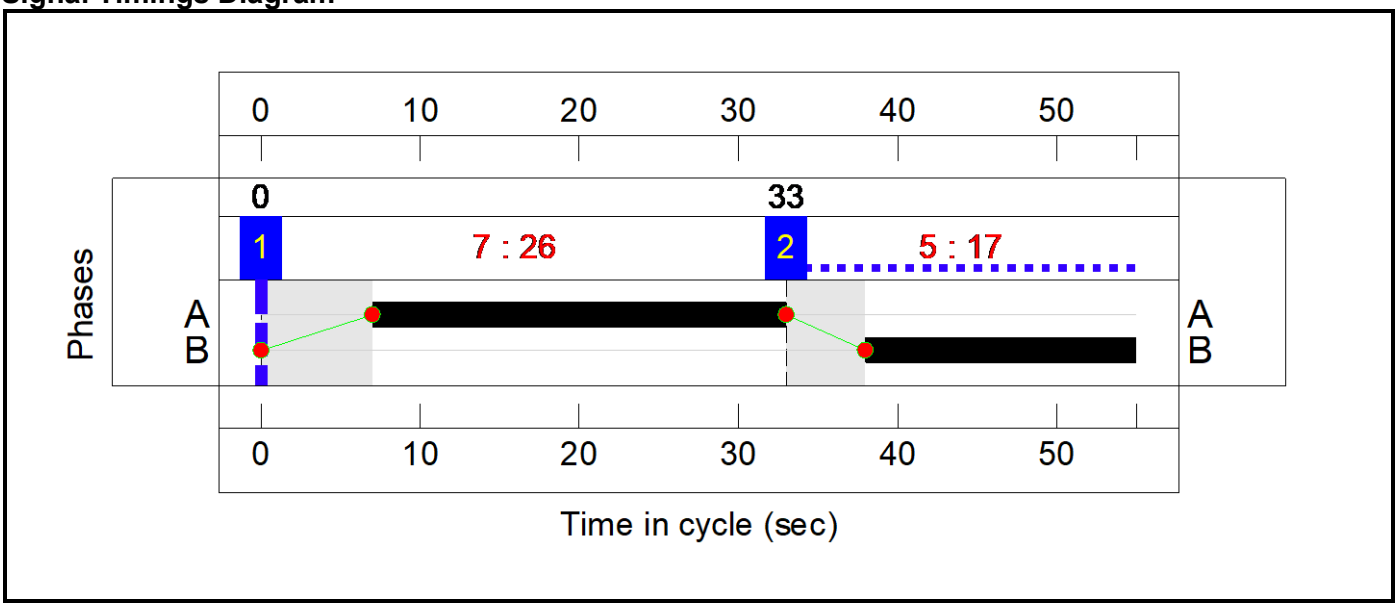
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	26	17
Change Point	0	33

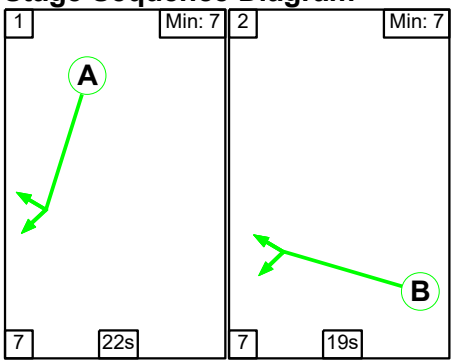
Signal Timings Diagram



Full Input Data And Results

C3 - 13/1133

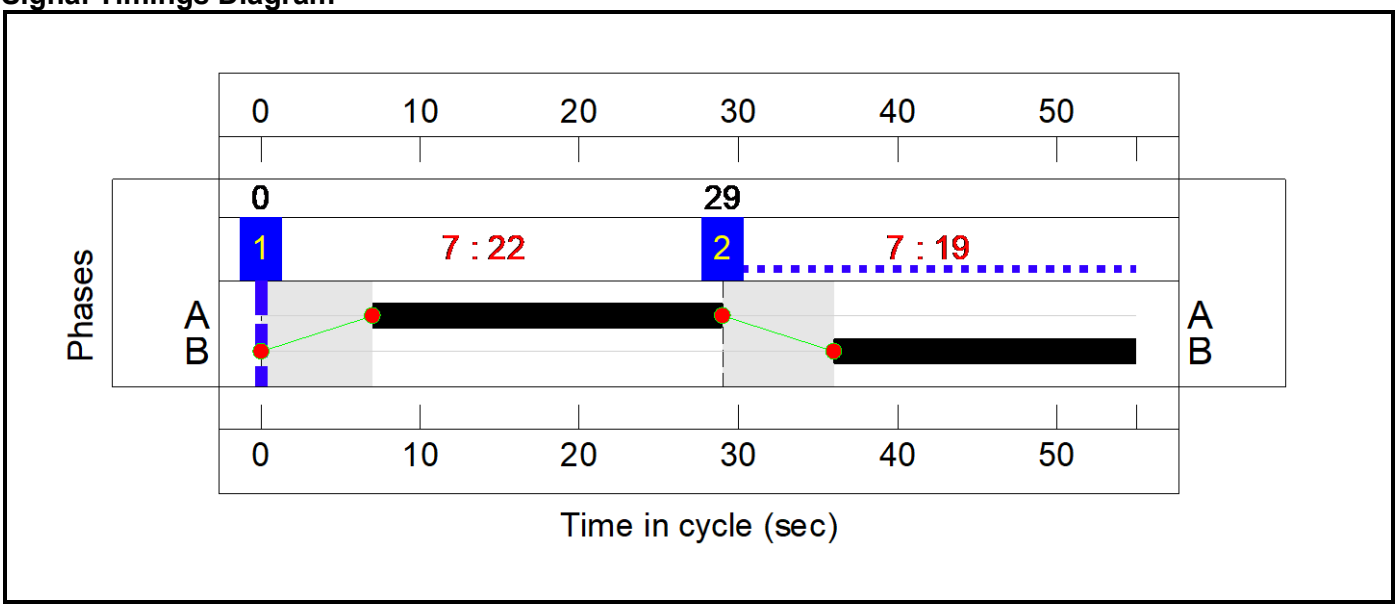
Stage Sequence Diagram



Stage Timings

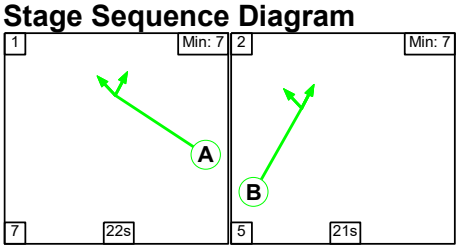
Stage	1	2
Duration	22	19
Change Point	0	29

Signal Timings Diagram



C4 - 13/1134

Stage Sequence Diagram

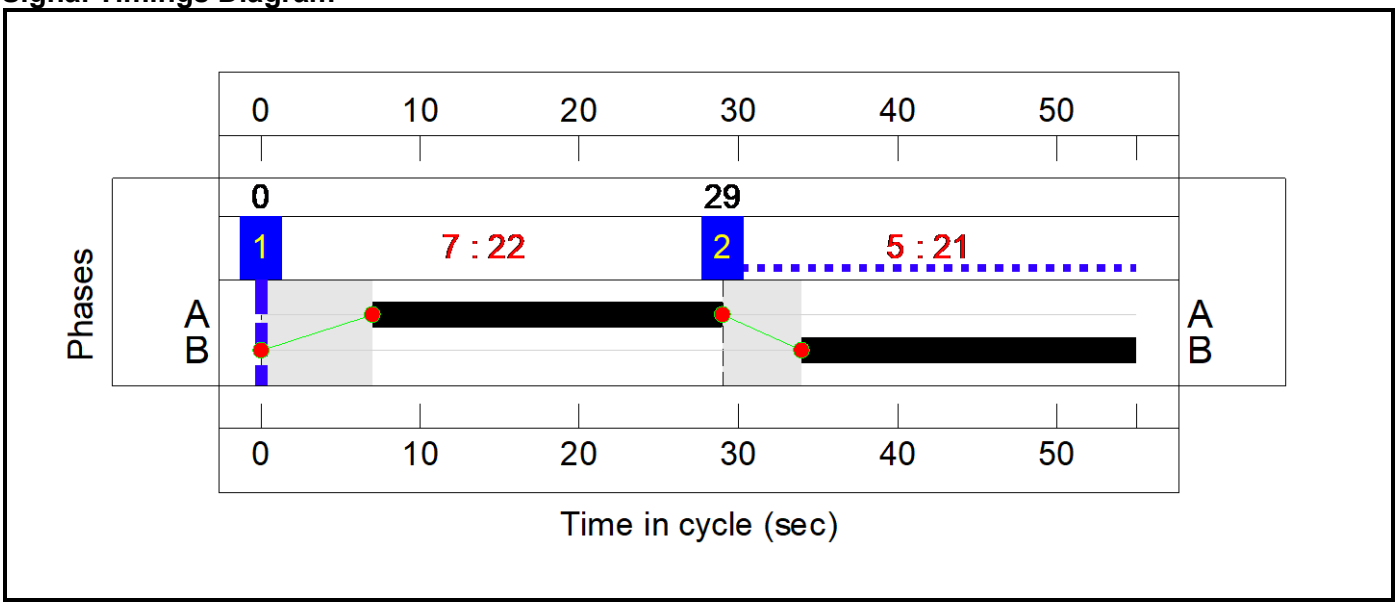


Stage Timings

Stage	1	2
Duration	22	21
Change Point	0	29

Full Input Data And Results

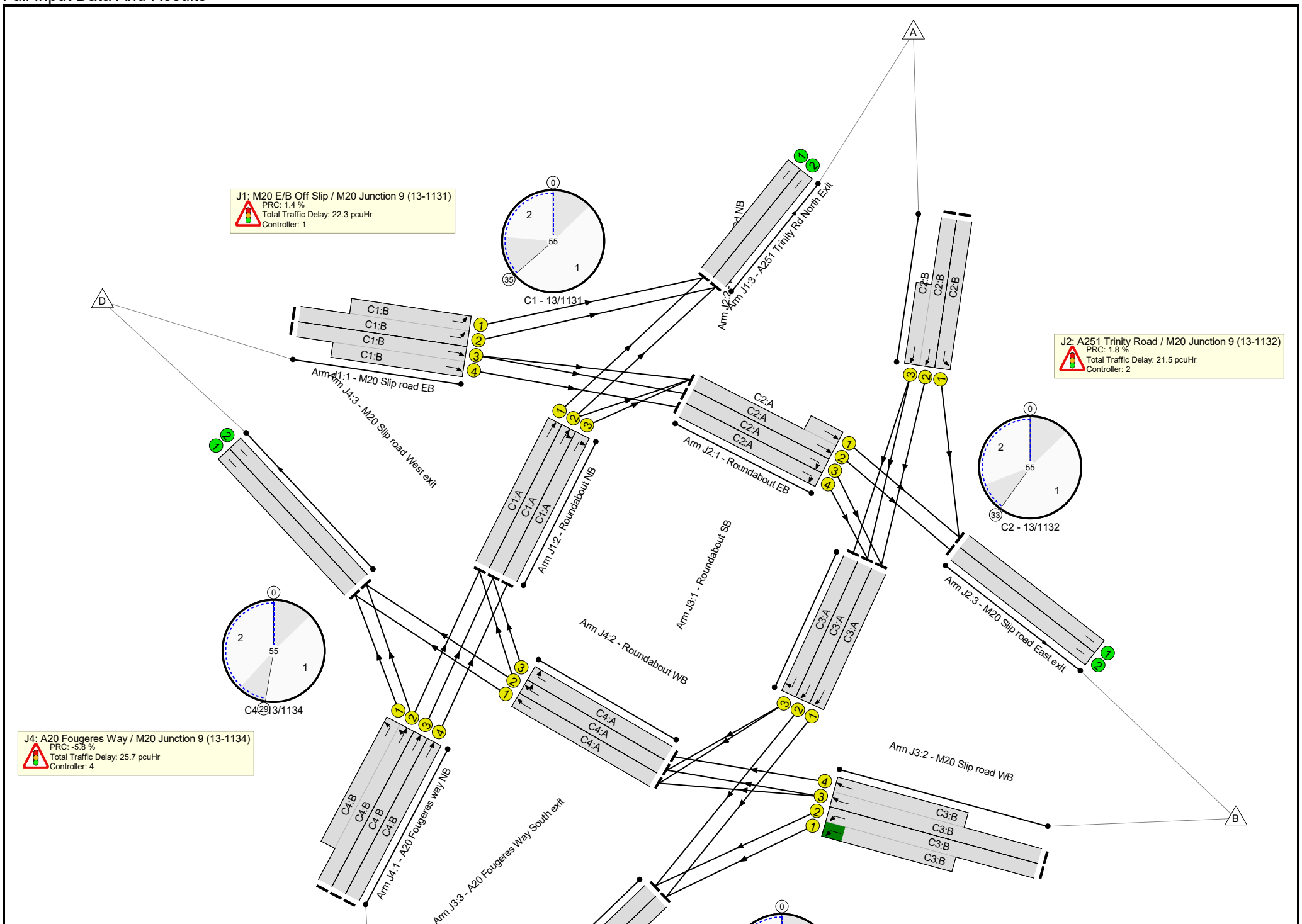
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J21 M20 Junction 9	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.2%**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	13	-	218	1904:1904	485+383	26.2 : 23.8%
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	13	-	856	1904:1904	485+485	87.9 : 88.7%
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	28	-	827	1907	1006	82.2%
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	28	-	884	1907	1006	87.9%
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	28	-	628	1907	1006	62.5%
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	918	2055	2055	44.7%
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	771	2195	2195	35.1%
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.4%**
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	26	-	868	1907:1907	751+276	84.5 : 84.5%
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	26	-	426	1907	936	45.5%
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	26	-	430	1907	936	45.9%
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	17	-	539	1863	610	88.4%
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	17	-	795	1863:1863	345+588	85.3 : 85.3%
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	772	1932	1932	40.0%

Full Input Data And Results

3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	635	2072	2072	30.6%
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.3%**
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	22	-	720	1907	797	90.3%
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	22	-	718	1907	797	90.0%
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	22	-	213	1907	797	26.7%
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	19	-	1076	1912:1912	695+525	88.2 : 88.2%
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	19	-	845	1912:1912	695+484	71.6 : 71.6%
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	1183	1937	1937	61.1%
3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	1331	2077	2077	64.1%
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.2%**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	21	-	1386	1882:1882	753+753	95.2 : 88.9%
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	21	-	537	1882	753	71.3%
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	21	-	628	1882	753	83.4%
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	22	-	213	1907	797	26.7%
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	22	-	498	1907	797	62.4%
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	22	-	347	1907	797	43.5%
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	882	1932	1932	45.7%

Full Input Data And Results

3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	388	2072	2072	18.7%

Full Input Data And Results

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: J21 M20 Junction 9	**-**	**-**	**0**	**0**	**0**	**51.7**	**47.1**	**0.0**	**98.8**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**-**	**0**	**0**	**0**	**11.3**	**10.9**	**0.0**	**22.3**	**-**	**-**	**-**	**-**
1/2+1/1	218	218	-	-	-	1.0	0.2	-	1.2	19.0	1.5	0.2	1.7
1/3+1/4	856	856	-	-	-	4.7	3.6	-	8.2	34.7	6.2	3.6	9.8
2/1	827	827	-	-	-	1.2	2.3	-	3.4	15.0	5.7	2.3	7.9
2/2	884	884	-	-	-	2.2	3.4	-	5.7	23.1	12.9	3.4	16.3
2/3	628	628	-	-	-	2.2	0.8	-	3.1	17.6	9.5	0.8	10.4
3/1	918	918	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
3/2	771	771	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**-**	**0**	**0**	**0**	**11.2**	**10.3**	**0.0**	**21.5**	**-**	**-**	**-**	**-**
1/2+1/1	868	868	-	-	-	2.1	2.6	-	4.8	19.9	15.9	2.6	18.6
1/3	426	426	-	-	-	1.4	0.4	-	1.8	15.4	6.5	0.4	6.9
1/4	430	430	-	-	-	1.4	0.4	-	1.8	15.4	6.6	0.4	7.0
2/1	539	539	-	-	-	2.6	3.5	-	6.1	40.7	7.8	3.5	11.3
2/2+2/3	795	795	-	-	-	3.6	2.8	-	6.4	28.8	7.0	2.8	9.7
3/1	772	772	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
3/2	635	635	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**-**	**0**	**0**	**0**	**14.4**	**14.9**	**0.0**	**29.4**	**-**	**-**	**-**	**-**
1/1	720	720	-	-	-	3.0	4.2	-	7.2	36.2	8.5	4.2	12.7
1/2	718	718	-	-	-	2.9	4.1	-	7.0	35.1	8.2	4.1	12.3
1/3	213	213	-	-	-	0.2	0.2	-	0.3	5.8	1.9	0.2	2.1
2/2+2/1	1076	1076	-	-	-	4.9	3.6	-	8.5	28.3	8.7	3.6	12.2

Full Input Data And Results

2/3+2/4	845	845	-	-	-	3.4	1.3	-	4.6	19.8	6.5	1.3	7.8
3/1	1183	1183	-	-	-	0.0	0.8	-	0.8	2.4	0.0	0.8	0.8
3/2	1331	1331	-	-	-	0.0	0.9	-	0.9	2.4	0.0	0.9	0.9
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**0**	**0**	**0**	**14.8**	**10.9**	**0.0**	**25.7**	**-**	**-**	**-**	**-**
1/2+1/1	1386	1386	-	-	-	6.0	5.3	-	11.4	29.5	10.6	5.3	15.9
1/3	537	537	-	-	-	2.1	1.2	-	3.3	22.1	6.9	1.2	8.1
1/4	628	628	-	-	-	2.6	2.4	-	5.0	28.7	8.5	2.4	11.0
2/1	213	213	-	-	-	0.1	0.2	-	0.3	4.5	0.2	0.2	0.3
2/2	498	498	-	-	-	2.4	0.8	-	3.3	23.5	7.6	0.8	8.4
2/3	347	347	-	-	-	1.6	0.4	-	2.0	20.8	5.3	0.4	5.7
3/1	882	882	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
3/2	388	388	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

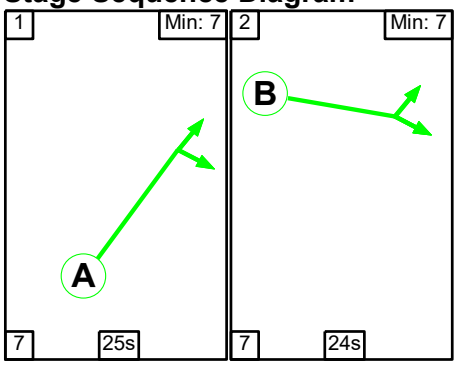
C1 - 13/1131	PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	21.60	Cycle Time (s):	55
C2 - 13/1132	PRC for Signalled Lanes (%):	1.8	Total Delay for Signalled Lanes (pcuHr):	20.90	Cycle Time (s):	55
C3 - 13/1133	PRC for Signalled Lanes (%):	-0.3	Total Delay for Signalled Lanes (pcuHr):	27.68	Cycle Time (s):	55
C4 - 13/1134	PRC for Signalled Lanes (%):	-5.8	Total Delay for Signalled Lanes (pcuHr):	25.19	Cycle Time (s):	55
	PRC Over All Lanes (%):	-5.8	Total Delay Over All Lanes(pcuHr):	98.81		

Full Input Data And Results

Scenario 2: '2055 DS VM PM' (FG10: '2055 DS PM', Plan 1: 'Network Control Plan 1')

C1 - 13/1131

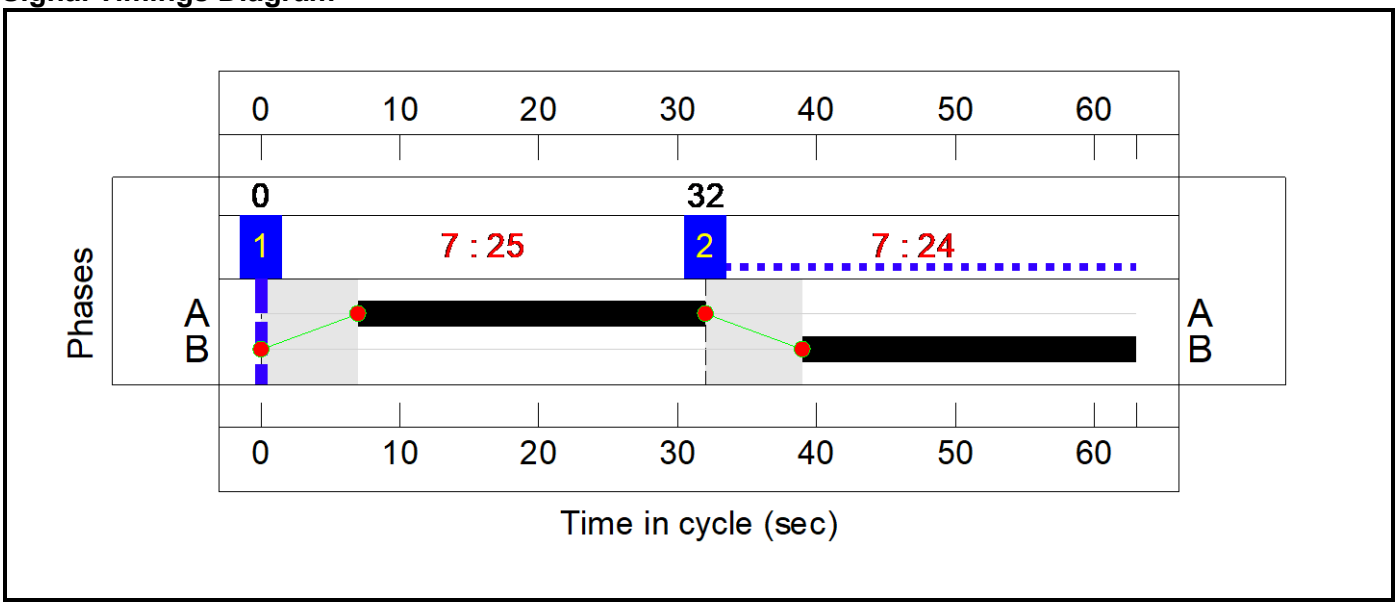
Stage Sequence Diagram



Stage Timings

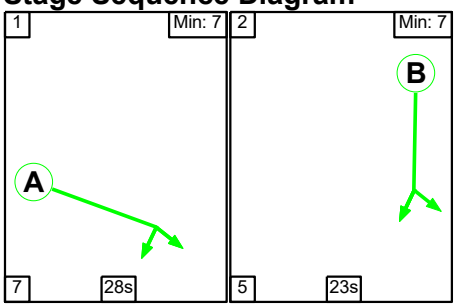
Stage	1	2
Duration	25	24
Change Point	0	32

Signal Timings Diagram



C2 - 13/1132

Stage Sequence Diagram

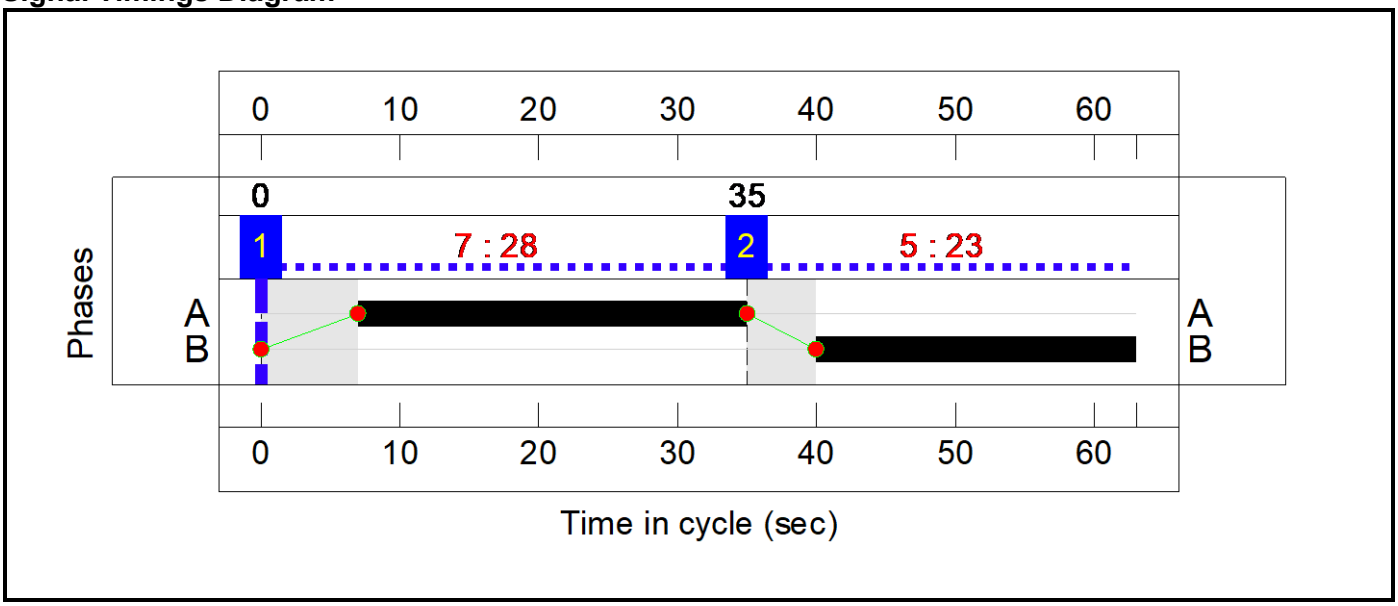


Full Input Data And Results

Stage Timings

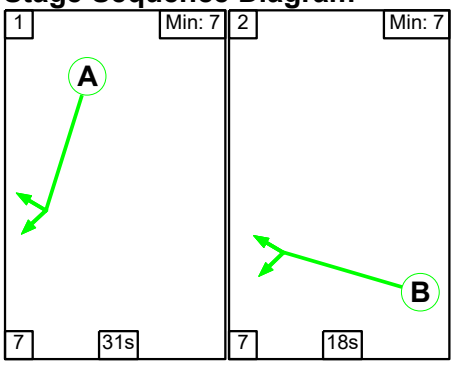
Stage	1	2
Duration	28	23
Change Point	0	35

Signal Timings Diagram



C3 - 13/1133

Stage Sequence Diagram

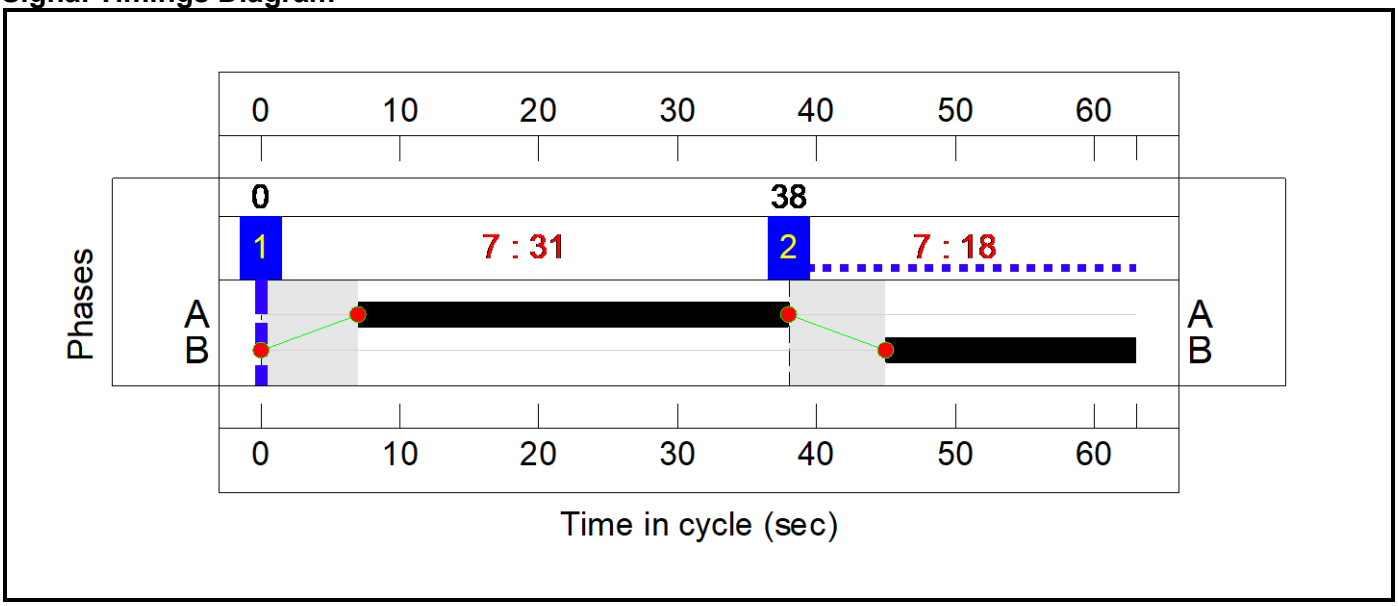


Stage Timings

Stage	1	2
Duration	31	18
Change Point	0	38

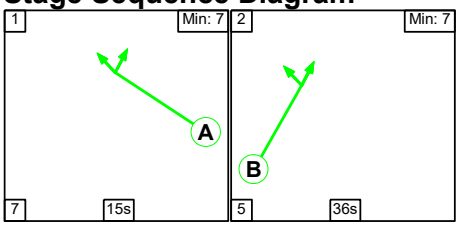
Full Input Data And Results

Signal Timings Diagram



C4 - 13/1134

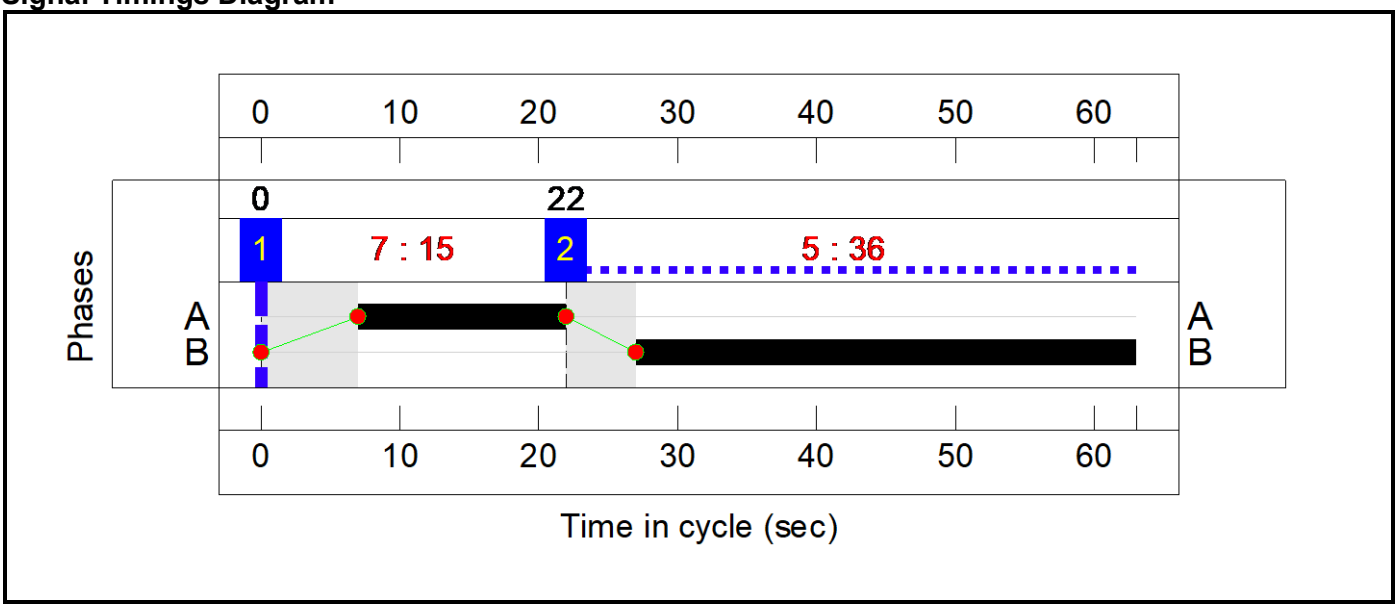
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	15	36
Change Point	0	22

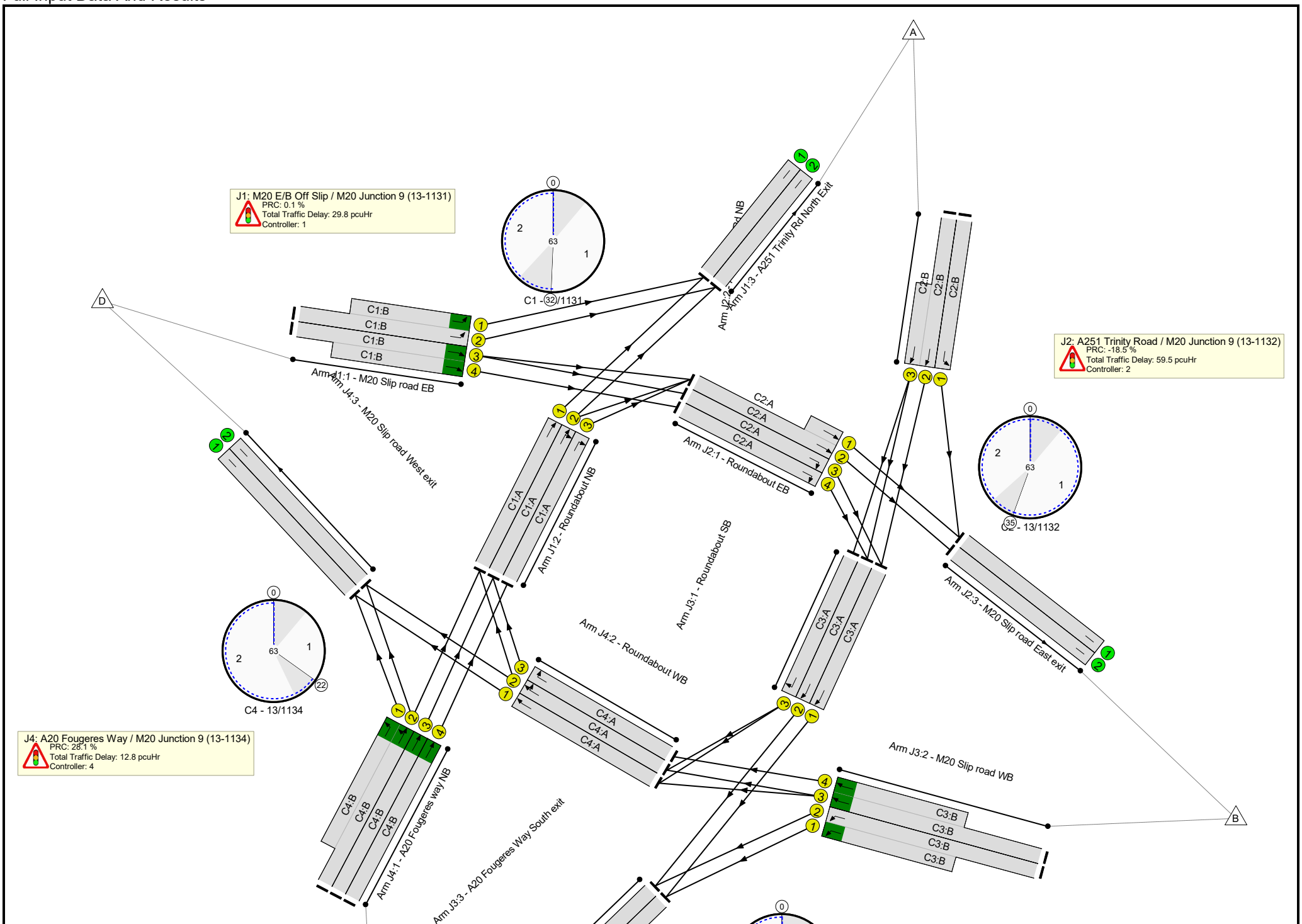
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J21 M20 Junction 9	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.7%**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.9%**
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	24	-	209	1904:1904	756+4	27.5 : 27.5%
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	24	-	1195	1904:1904	665+679	89.9 : 87.9%
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	25	-	650	1907	787	82.6%
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	25	-	695	1907	787	88.3%
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	25	-	622	1907	787	79.0%
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	651	2055	2055	31.7%
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	678	2195	2195	30.9%
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.7%**
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	28	-	850	1907:1907	397+616	83.9 : 83.9%
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	28	-	595	1907	878	67.8%
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	28	-	597	1907	878	68.0%
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	23	-	757	1863	710	106.7%
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	23	-	909	1863:1863	402+618	89.1 : 89.1%
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	1274	1932	1932	63.5%

Full Input Data And Results

3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	333	2072	2072	16.1%
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.4%**
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	31	-	953	1907	969	98.4%
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	31	-	956	1907	969	98.7%
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	31	-	192	1907	969	19.8%
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	18	-	972	1912:1912	577+402	99.4 : 99.4%
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	18	-	533	1912:1912	486+369	62.4 : 62.4%
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	1352	1937	1937	69.8%
3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	1529	2077	2077	73.6%
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.3%**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	36	-	1043	1882:1882	494+991	70.3 : 70.3%
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	36	-	465	1882	1016	45.8%
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	36	-	622	1882	1075	57.8%
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	15	-	192	1907	484	39.6%
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	15	-	303	1907	484	62.6%
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	15	-	230	1907	484	47.5%
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	888	1932	1932	46.0%

Full Input Data And Results

3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	0	2072	2072	0.0%

Full Input Data And Results

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: J21 M20 Junction 9	**-**	**-**	**0**	**0**	**0**	**61.6**	**98.0**	**0.0**	**159.7**	**-**	**-**	**-**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**-**	**-**	**0**	**0**	**0**	**17.7**	**12.1**	**0.0**	**29.8**	**-**	**-**	**-**	**-**
1/2+1/1	209	209	-	-	-	0.7	0.2	-	0.9	16.2	2.4	0.2	2.6
1/3+1/4	1195	1195	-	-	-	6.1	3.8	-	10.0	30.0	9.8	3.8	13.6
2/1	650	650	-	-	-	2.9	2.3	-	5.2	28.6	7.0	2.3	9.2
2/2	695	695	-	-	-	3.5	3.5	-	7.0	36.4	11.7	3.5	15.2
2/3	622	622	-	-	-	4.4	1.8	-	6.2	36.0	10.9	1.8	12.7
3/1	651	651	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/2	678	678	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**-**	**-**	**0**	**0**	**0**	**20.1**	**39.4**	**0.0**	**59.5**	**-**	**-**	**-**	**-**
1/2+1/1	850	850	-	-	-	2.6	2.5	-	5.1	21.7	17.5	2.5	20.0
1/3	595	595	-	-	-	3.8	1.0	-	4.8	29.1	10.4	1.0	11.5
1/4	597	597	-	-	-	3.8	1.1	-	4.8	29.0	10.4	1.1	11.5
2/1	757	710	-	-	-	5.9	30.0	-	35.8	170.4	14.3	30.0	44.2
2/2+2/3	909	909	-	-	-	4.1	3.8	-	7.9	31.4	8.8	3.8	12.6
3/1	1227	1227	-	-	-	0.0	0.9	-	0.9	2.5	0.0	0.9	0.9
3/2	333	333	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**-**	**-**	**0**	**0**	**0**	**15.4**	**42.2**	**0.0**	**57.6**	**-**	**-**	**-**	**-**
1/1	953	953	-	-	-	3.2	12.0	-	15.2	57.4	12.7	12.0	24.7
1/2	956	956	-	-	-	3.0	12.6	-	15.6	58.8	13.2	12.6	25.9
1/3	192	192	-	-	-	0.3	0.1	-	0.4	8.0	2.7	0.1	2.8
2/2+2/1	972	972	-	-	-	5.9	14.1	-	20.1	74.3	9.9	14.1	24.0

Full Input Data And Results

2/3+2/4	533	533	-	-	-	2.9	0.8	-	3.7	25.3	4.6	0.8	5.5
3/1	1352	1352	-	-	-	0.0	1.2	-	1.2	3.1	0.0	1.2	1.2
3/2	1529	1529	-	-	-	0.0	1.4	-	1.4	3.3	0.0	1.4	1.4
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**0**	**0**	**0**	**8.5**	**4.3**	**0.0**	**12.8**	**-**	**-**	**-**	**-**
1/2+1/1	1043	1043	-	-	-	3.1	1.2	-	4.2	14.6	8.5	1.2	9.7
1/3	465	465	-	-	-	1.1	0.4	-	1.6	12.1	4.9	0.4	5.3
1/4	622	622	-	-	-	1.5	0.7	-	2.2	12.6	6.9	0.7	7.6
2/1	192	192	-	-	-	0.4	0.3	-	0.7	13.0	0.5	0.3	0.9
2/2	303	303	-	-	-	1.4	0.8	-	2.2	26.4	5.3	0.8	6.1
2/3	230	230	-	-	-	1.0	0.5	-	1.5	23.0	4.0	0.5	4.5
3/1	888	888	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

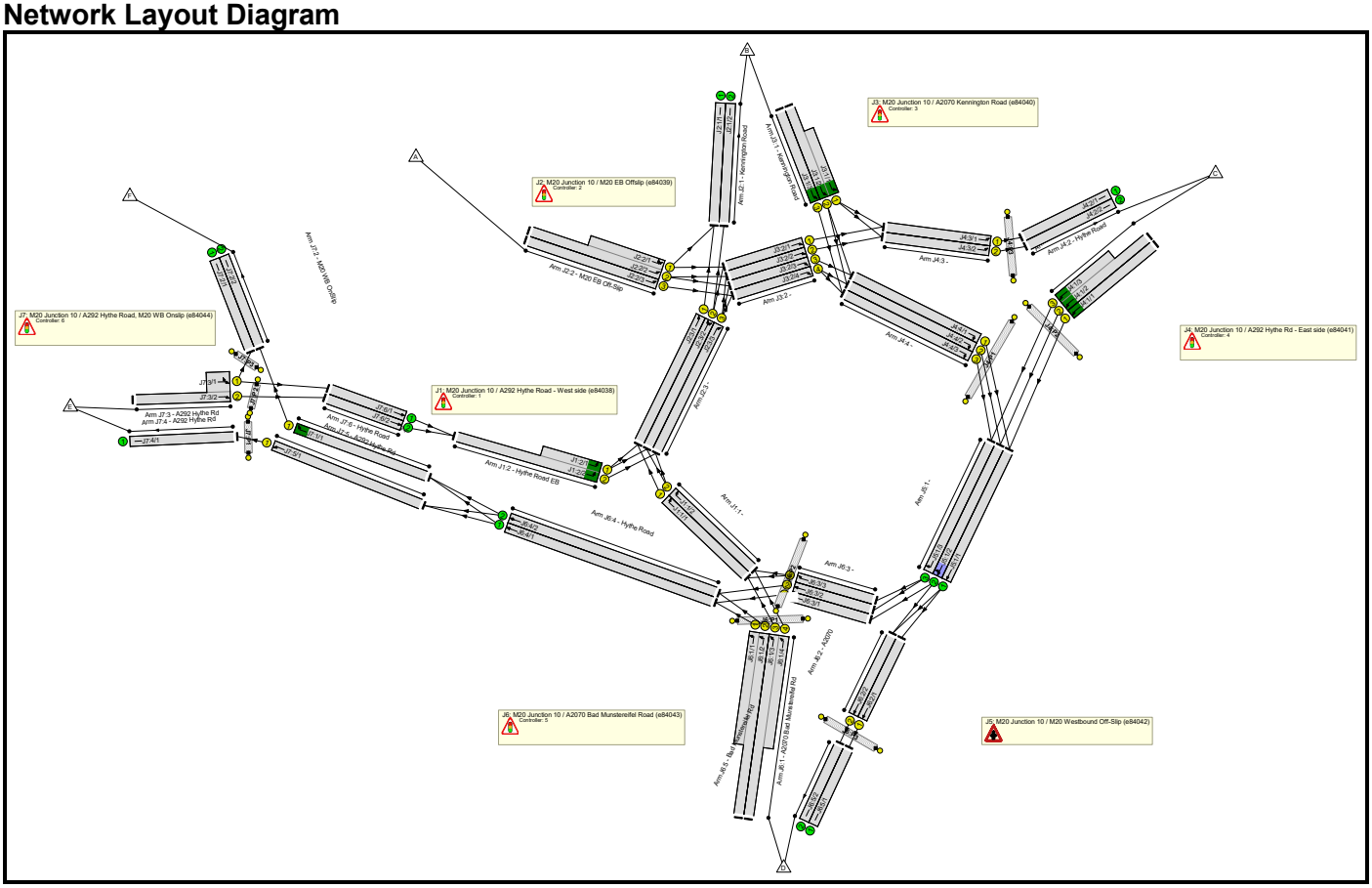
C1 - 13/1131	PRC for Signalled Lanes (%):	0.1	Total Delay for Signalled Lanes (pcuHr):	29.31	Cycle Time (s):	63
C2 - 13/1132	PRC for Signalled Lanes (%):	-18.5	Total Delay for Signalled Lanes (pcuHr):	58.53	Cycle Time (s):	63
C3 - 13/1133	PRC for Signalled Lanes (%):	-10.4	Total Delay for Signalled Lanes (pcuHr):	55.07	Cycle Time (s):	63
C4 - 13/1134	PRC for Signalled Lanes (%):	28.1	Total Delay for Signalled Lanes (pcuHr):	12.37	Cycle Time (s):	63
	PRC Over All Lanes (%):	-18.5	Total Delay Over All Lanes(pcuHr):	159.66		

Full Input Data And Results

User and Project Details

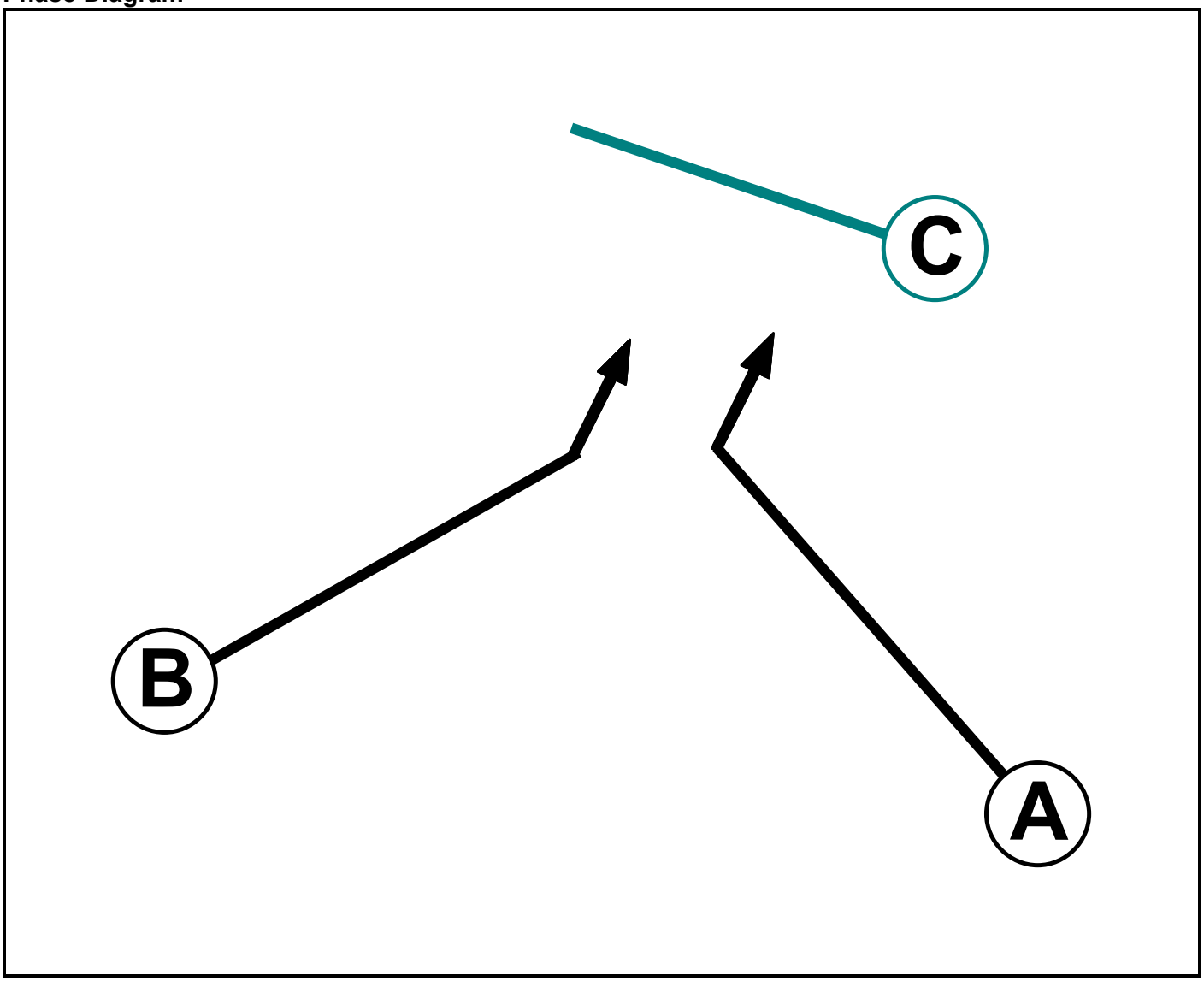
Project:	**Otterpool Park**
Title:	**J22_J23 M20Junction 10**
Location:	
Additional detail:	
File name:	J22_J23 M20 Junction 10.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



C1 - e84038

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Dummy		-9999	3

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

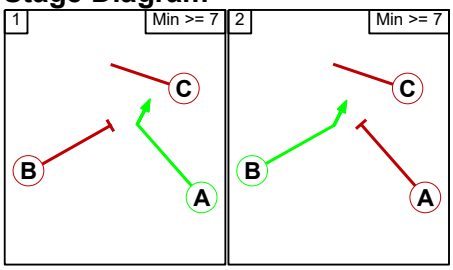
Phase Intergreens Matrix

		Starting Phase		
Terminating Phase		A	B	C
	A		6	3
	B	6		3
	C	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

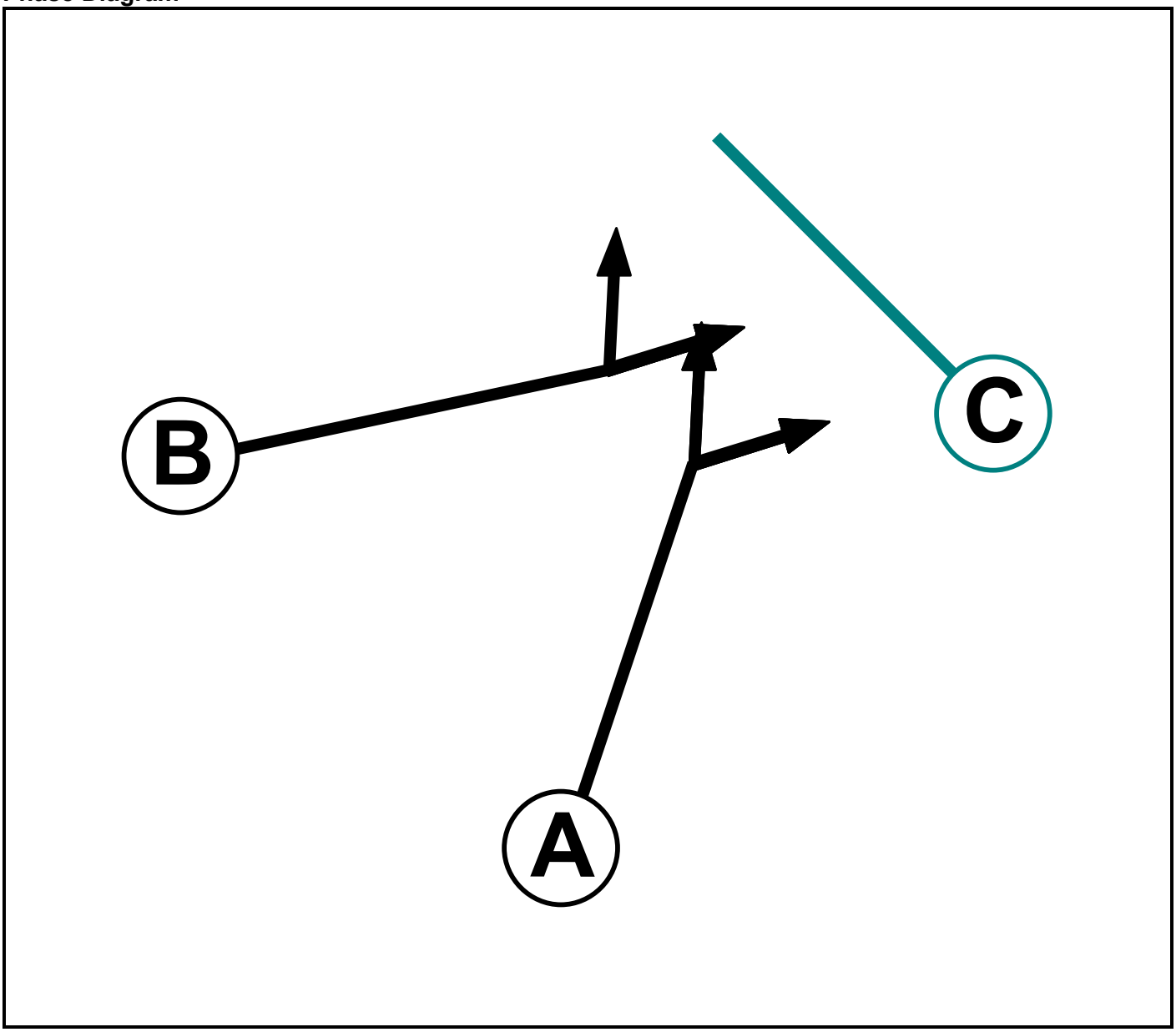
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage	
From Stage		1	2
	1		6
	2	6	

C2 - e84039

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Dummy		-9999	3

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

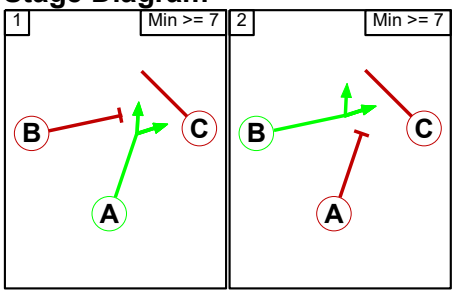
Phase Intergreens Matrix

		Starting Phase		
		A	B	C
Terminating Phase	A		6	3
	B	7		3
	C	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

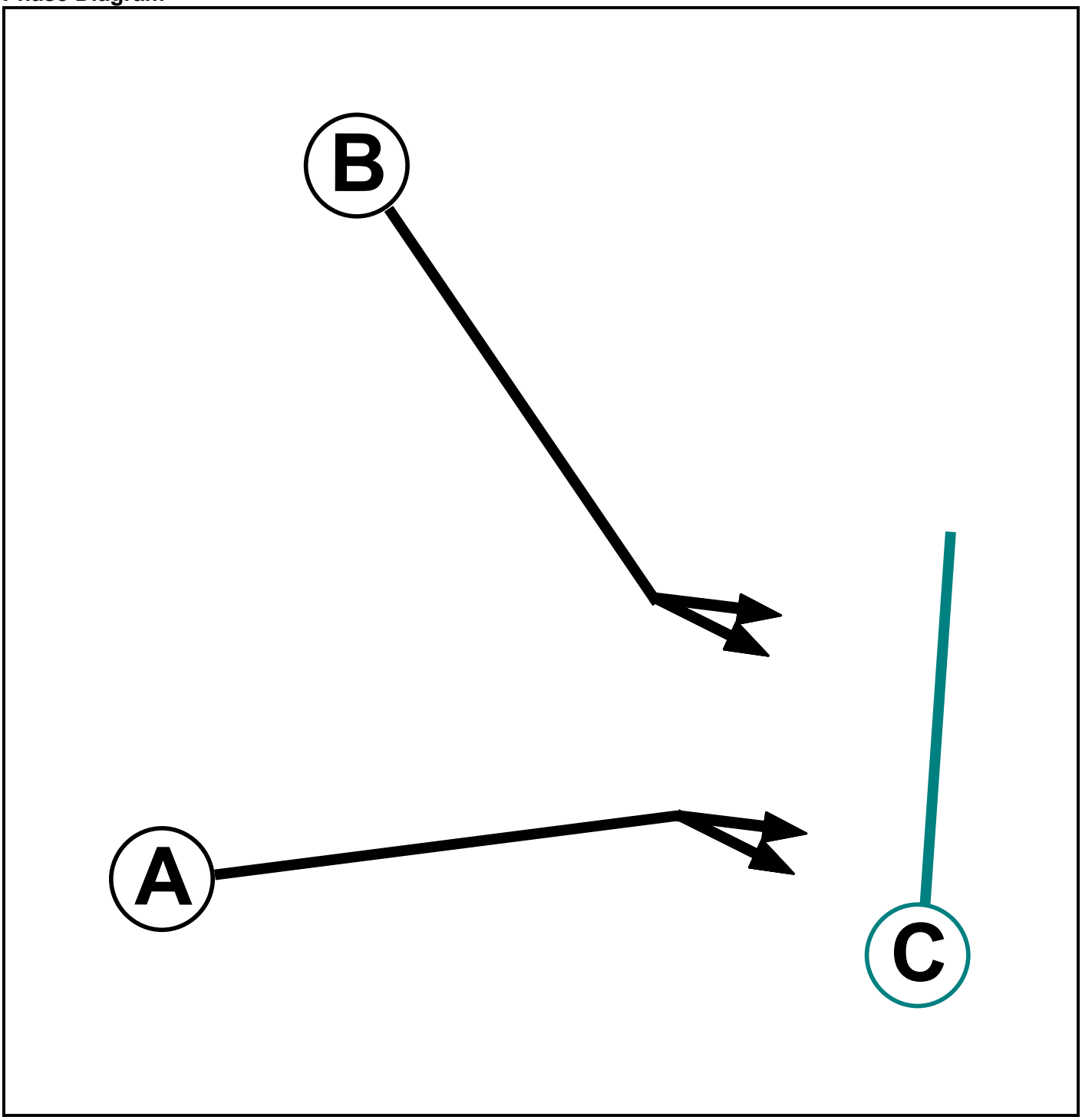
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage	
		1	2
From Stage	1		6
	2	7	

C3 - e84040

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Dummy		-9999	3

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

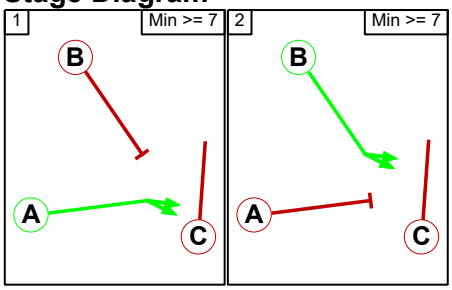
Phase Intergreens Matrix

	Starting Phase			
Terminating Phase		A	B	C
	A		6	3
	B	7		3
	C	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

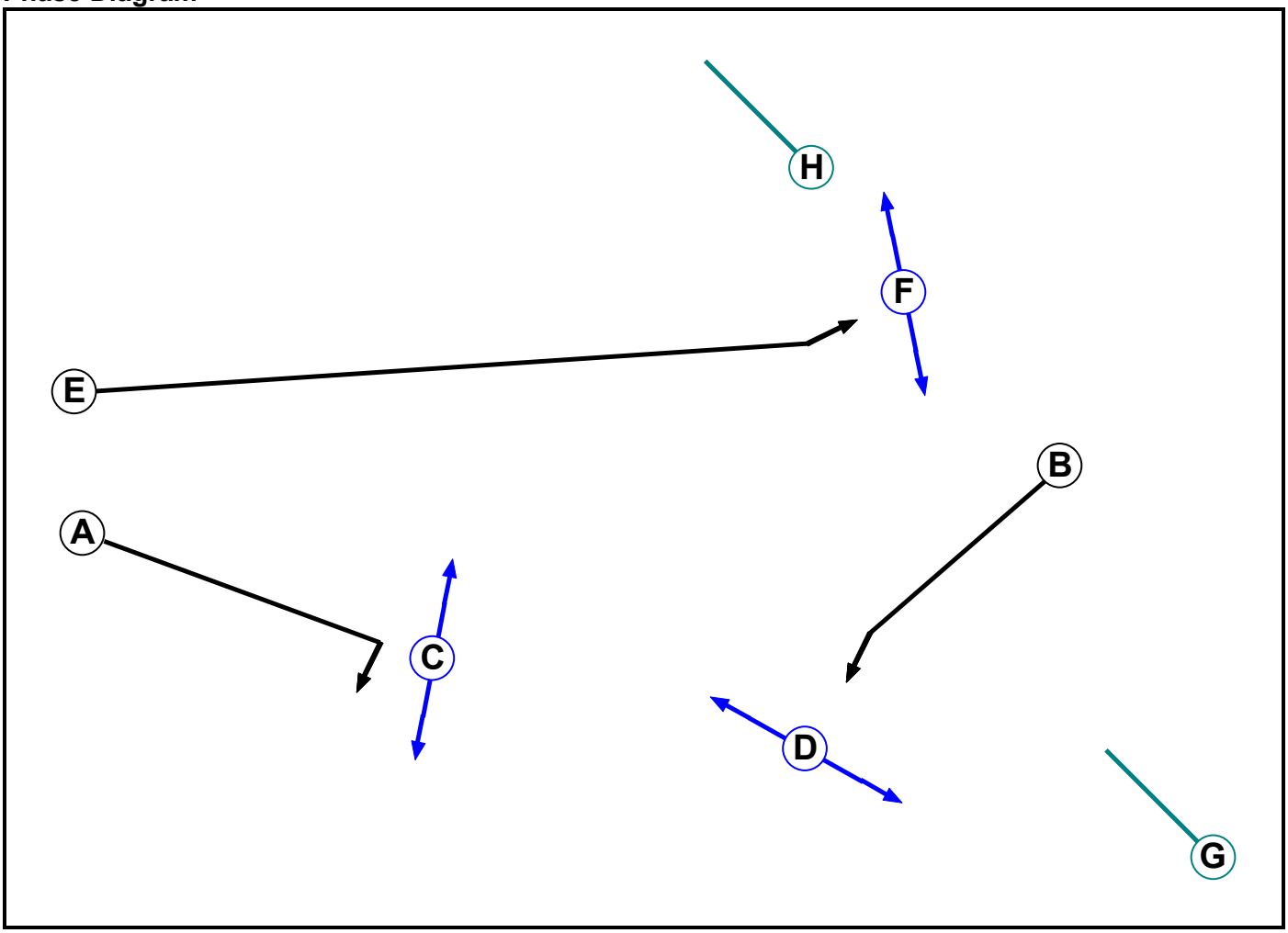
Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		6
	2	7	

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

C4 - e84041

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Pedestrian	1		-9999	7
D	Pedestrian	1		-9999	7
E	Traffic	2		-9999	7
F	Pedestrian	2		-9999	6
G	Dummy	1		-9999	3
H	Dummy	2		-9999	3

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Phase Intergreens Matrix

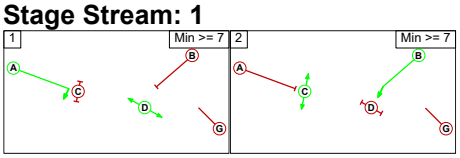
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		6	6	-	-	-	3	-
	B	7		-	7	-	-	3	-
	C	14	-		-	-	-	3	-
	D	-	12	-		-	-	3	-
	E	-	-	-	-		5	-	3
	F	-	-	-	-	9		-	3
	G	2	2	-	-	-	-		-
	H	-	-	-	-	2	2	-	

Phases in Stage

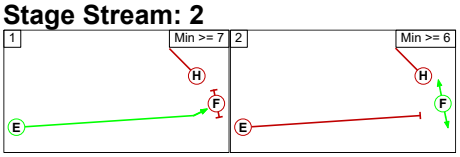
Stream	Stage No.	Phases in Stage
1	1	A D
1	2	B C
2	1	E
2	2	F

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	6	6
2	1	B	Losing	7	7

Stage Stream: 2

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

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Prohibited Stage Change

Stage Stream: 1

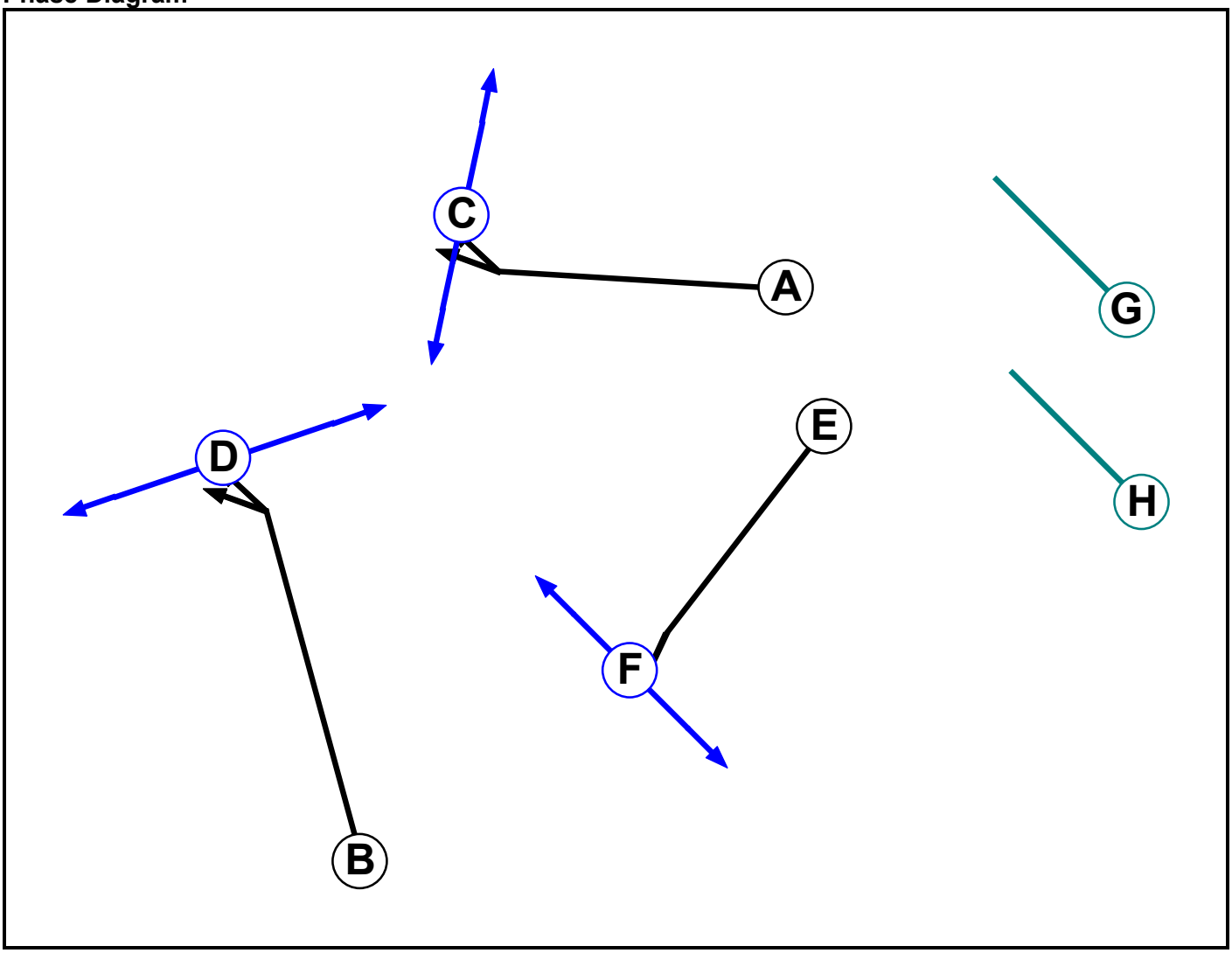
	To Stage		
From Stage		1	2
	1		12
	2	14	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	9	

C5 - e84043

Phase Diagram



Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Pedestrian	1		-9999	7
D	Pedestrian	1		-9999	7
E	Traffic	2		-9999	7
F	Pedestrian	2		-9999	6
G	Dummy	1		-9999	3
H	Dummy	2		-9999	3

Phase Intergreens Matrix

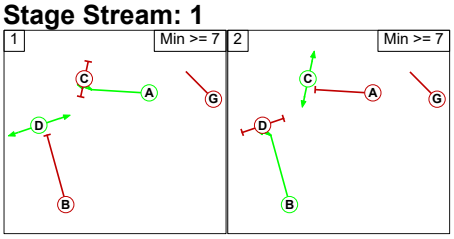
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		7	7	-	-	-	3	-
	B	7		-	7	-	-	3	-
	C	12	-		-	-	-	3	-
	D	-	14	-		-	-	3	-
	E	-	-	-	-		5	-	3
	F	-	-	-	-	10		-	3
	G	2	2	-	-	-	-		-
	H	-	-	-	-	2	2	-	

Phases in Stage

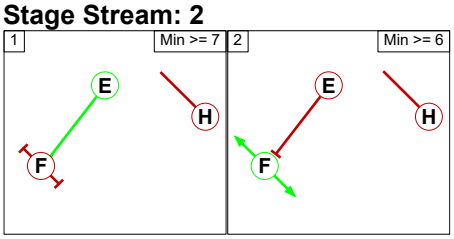
Stream	Stage No.	Phases in Stage
1	1	A D
1	2	B C
2	1	E
2	2	F

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	7	7
2	1	B	Losing	7	7

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

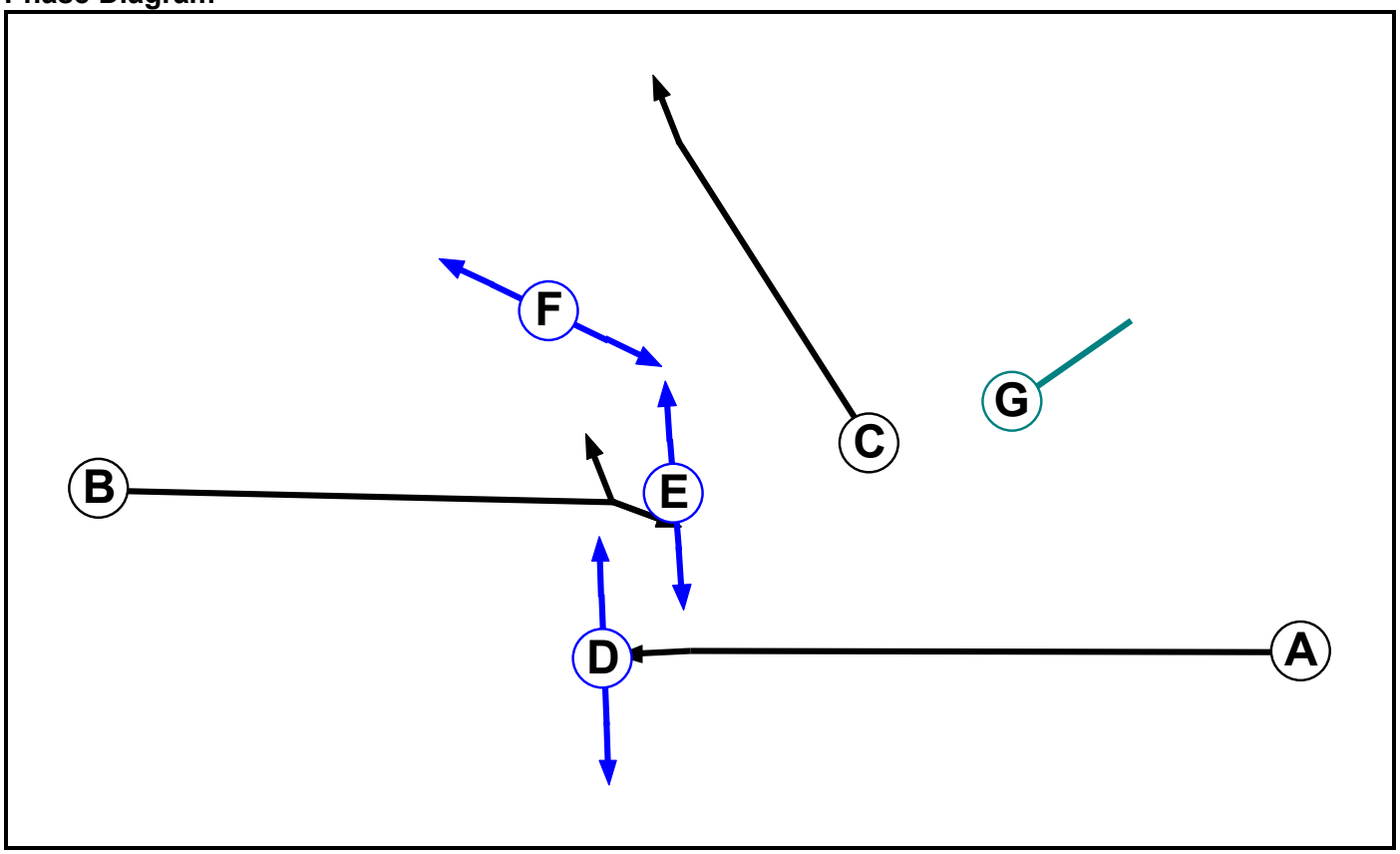
	To Stage		
From Stage		1	2
	1		14
	2	14	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	10	

C6 - e84044

Phase Diagram



Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Pedestrian		-9999	5
E	Pedestrian		-9999	5
F	Pedestrian		-9999	5
G	Dummy		-9999	3

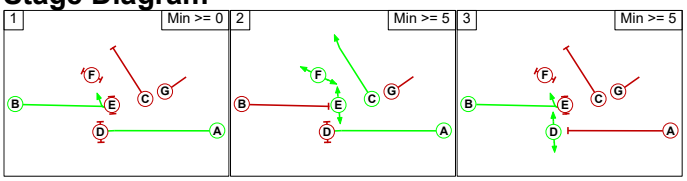
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		-	-	7	-	-	3
	B	-		5	-	5	5	3
	C	-	7		-	-	-	3
	D	7	-	-		-	-	3
	E	-	7	-	-		-	3
	F	-	7	-	-	-		3
	G	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A C E F
3	B D

Stage Diagram



Phase Delays

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

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Prohibited Stage Change

	To Stage			
From Stage		1	2	3
	1		5	7
	2	7		7
	3	7	7	

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Give-Way Lane Input Data

Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)
There are no Opposed Lanes in this Junction

Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)
There are no Opposed Lanes in this Junction

Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)
There are no Opposed Lanes in this Junction

Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)
There are no Opposed Lanes in this Junction

Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)
There are no Opposed Lanes in this Junction

Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)
There are no Opposed Lanes in this Junction

Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)
There are no Opposed Lanes in this Junction

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Lane Input Data

Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1	U	A	2	3	18.3	User	1806	-	-	-	-	-
J1:1/2	U	A	2	3	18.3	User	1806	-	-	-	-	-
J1:2/1 (Hythe Road EB)	U	B	2	3	9.2	User	1904	-	-	-	-	-
J1:2/2 (Hythe Road EB)	U	B	2	3	73.9	User	1904	-	-	-	-	-

Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Kennington Road)	U		2	3	7.8	Geom	-	3.25	0.00	Y		
J2:1/2 (Kennington Road)	U		2	3	7.8	Geom	-	3.25	0.00	N		
J2:2/1 (M20 EB Off-Slip)	U	B	2	3	11.7	Geom	-	4.00	0.00	Y	Arm J3:2 Ahead	Inf
											Arm J2:1 Left	52.00
J2:2/2 (M20 EB Off-Slip)	U	B	2	3	60.0	Geom	-	4.00	0.00	N	Arm J3:2 Ahead	Inf
J2:2/3 (M20 EB Off-Slip)	U	B	2	3	60.0	Geom	-	4.00	0.00	N	Arm J3:2 Ahead	Inf
J2:3/1	U	A	2	3	13.9	User	1806	-	-	-	-	-
J2:3/2	U	A	2	3	13.9	User	1806	-	-	-	-	-
J2:3/3	U	A	2	3	13.9	User	1806	-	-	-	-	-

Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (Kennington Road)	U	B	2	3	10.4	User	1851	-	-	-	-	-
J3:1/2 (Kennington Road)	U	B	2	3	60.0	User	1851	-	-	-	-	-
J3:1/3 (Kennington Road)	U	B	2	3	10.8	User	1851	-	-	-	-	-
J3:2/1	U	A	2	3	12.2	User	1806	-	-	-	-	-
J3:2/2	U	A	2	3	12.2	User	1806	-	-	-	-	-
J3:2/3	U	A	2	3	12.2	User	1806	-	-	-	-	-
J3:2/4	U	A	2	3	12.2	User	1806	-	-	-	-	-

Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (Hythe Road SB)	U	B	2	3	60.0	User	1809	-	-	-	-	-
J4:1/2 (Hythe Road SB)	U	B	2	3	60.0	User	1841	-	-	-	-	-
J4:1/3 (Hythe Road SB)	U	B	2	3	10.4	User	1796	-	-	-	-	-
J4:2/1 (Hythe Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:2/2 (Hythe Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:3/1	U	E	2	3	12.7	User	1800	-	-	-	-	-
J4:3/2	U	E	2	3	12.7	User	1800	-	-	-	-	-
J4:4/1	U	A	2	3	12.9	User	1806	-	-	-	-	-
J4:4/2	U	A	2	3	12.9	User	1806	-	-	-	-	-
J4:4/3	U	A	2	3	12.9	User	1806	-	-	-	-	-

Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J5:1/1	U		2	3	25.2	User	1806	-	-	-	-	-
J5:1/2	U		2	3	25.2	User	1806	-	-	-	-	-
J5:1/3	U		2	3	25.2	User	1806	-	-	-	-	-

Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J6:1/1 (A2070 Bad Munstereifel Rd)	U	B	2	3	17.0	User	1798	-	-	-	-	-
J6:1/2 (A2070 Bad Munstereifel Rd)	U	B	2	3	60.0	User	1798	-	-	-	-	-
J6:1/3 (A2070 Bad Munstereifel Rd)	U	B	2	3	60.0	User	1798	-	-	-	-	-
J6:1/4 (A2070 Bad Munstereifel Rd)	U	B	2	3	17.0	User	1798	-	-	-	-	-
J6:2/1 (A2070)	U	E	2	3	15.3	User	1800	-	-	-	-	-
J6:2/2 (A2070)	U	E	2	3	15.3	User	1800	-	-	-	-	-
J6:3/1	U	A	2	3	14.3	User	1806	-	-	-	-	-
J6:3/2	U	A	2	3	14.3	User	1806	-	-	-	-	-
J6:3/3	U	A	2	3	14.3	User	1806	-	-	-	-	-
J6:4/1 (Hythe Road)	U		2	3	77.0	Geom	-	3.25	0.00	Y	Arm J7:1 Ahead	Inf
											Arm J7:5 Ahead	Inf
J6:4/2 (Hythe Road)	U		2	3	77.0	Geom	-	3.25	0.00	N	Arm J7:1 Ahead	Inf
											Arm J7:5 Ahead	Inf
J6:5/1 (Bad Munstereifel Rd)	U		2	3	60.0	Inf	-	-	-	-	-	-
J6:5/2 (Bad Munstereifel Rd)	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J7:1/1 (M20 WB OnSlip)	U	C	2	3	20.3	User	1785	-	-	-	-	-
J7:2/1 (M20 WB OnSlip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J7:2/2 (M20 WB OnSlip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J7:3/1 (A292 Hythe Rd)	U	B	2	3	3.5	User	3400	-	-	-	-	-
J7:3/2 (A292 Hythe Rd)	U	B	2	3	60.0	User	1931	-	-	-	-	-
J7:4/1 (A292 Hythe Rd)	U		2	3	60.0	Inf	-	-	-	-	-	-
J7:5/1 (A292 Hythe Rd)	U	A	2	3	23.1	User	1800	-	-	-	-	-
J7:6/1 (Hythe Road)	U		2	3	6.1	Inf	-	-	-	-	-	-
J7:6/2 (Hythe Road)	U		2	3	6.1	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM'	08:00	09:00	01:00	
2: '2025 PM'	17:00	18:00	01:00	
3: '2025 AM Local Peak'	07:30	08:30	01:00	
4: '2025 PM Local Peak'	16:00	17:00	01:00	
5: '2055 DM AM'	08:00	09:00	01:00	
6: '2055 DM PM'	17:00	18:00	01:00	
7: '2055 DS AM'	08:00	09:00	01:00	
8: '2055 DS PM'	17:00	18:00	01:00	

Scenario 1: '2025 AM' (FG1: '2025 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	191	121	490	23	30	855
	B	0	0	221	296	84	110	711
	C	0	134	0	140	95	123	492
	D	0	471	112	0	394	505	1482
	E	0	91	222	80	0	246	639
	F	0	0	0	0	0	0	0
	Tot.	0	887	676	1006	596	1014	4179

Traffic Lane Flows

Lane	Scenario 1: 2025 AM
Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	
J1:1/1	349
J1:1/2	368
J1:2/1 (short)	217
J1:2/2 (with short)	393(In) 176(Out)
Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)	
J2:1/1	552
J2:1/2	335
J2:2/1 (short)	288
J2:2/2 (with short)	592(In) 304(Out)
J2:2/3	263
J2:3/1	361
J2:3/2	469
J2:3/3	280
Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)	
J3:1/1 (short)	221
J3:1/2 (with short)	564(In) 343(Out)
J3:1/3	147
J3:2/1	231
J3:2/2	224
J3:2/3	347
J3:2/4	276
Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	
J4:1/1	99
J4:1/2 (with short)	393(In) 203(Out)
J4:1/3 (short)	190
J4:2/1	333
J4:2/2	343
J4:3/1	333
J4:3/2	343
J4:4/1	515
J4:4/2	425
J4:4/3	173
Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	
J5:1/1	614
J5:1/2	628

J5:1/3	363
Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	
J6:1/1 (short)	436
J6:1/2 (with short)	899(In) 463(Out)
J6:1/3 (with short)	583(In) 283(Out)
J6:1/4 (short)	300
J6:2/1	499
J6:2/2	507
J6:3/1	236
J6:3/2	229
J6:3/3	134
J6:4/1	672
J6:4/2	692
J6:5/1	499
J6:5/2	507
Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	
J7:1/1	768
J7:2/1	246
J7:2/2	768
J7:3/1 (short)	407
J7:3/2 (with short)	639(In) 232(Out)
J7:4/1	596
J7:5/1	596
J7:6/1	161
J7:6/2	232

Lane Saturation Flows

Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1	This lane uses a directly entered Saturation Flow						1806	1806
J1:1/2	This lane uses a directly entered Saturation Flow						1806	1806
J1:2/1 (Hythe Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:2/2 (Hythe Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1904	1904

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Kennington Road)	3.25	0.00	Y				1940	1940
J2:1/2 (Kennington Road)	3.25	0.00	N				2080	2080
J2:2/1 (M20 EB Off-Slip)	4.00	0.00	Y	Arm J3:2 Ahead	Inf	33.7 %	1977	1977
				Arm J2:1 Left	52.00	66.3 %		
J2:2/2 (M20 EB Off-Slip)	4.00	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2155	2155
J2:2/3 (M20 EB Off-Slip)	4.00	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2155	2155
J2:3/1	This lane uses a directly entered Saturation Flow						1806	1806
J2:3/2	This lane uses a directly entered Saturation Flow						1806	1806
J2:3/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Kennington Road Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
J3:1/2 (Kennington Road Lane 2)	This lane uses a directly entered Saturation Flow						1851	1851
J3:1/3 (Kennington Road Lane 3)	This lane uses a directly entered Saturation Flow						1851	1851
J3:2/1	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/2	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/3	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/4	This lane uses a directly entered Saturation Flow						1806	1806

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Hythe Road SB Lane 1)	This lane uses a directly entered Saturation Flow						1809	1809
J4:1/2 (Hythe Road SB Lane 2)	This lane uses a directly entered Saturation Flow						1841	1841
J4:1/3 (Hythe Road SB Lane 3)	This lane uses a directly entered Saturation Flow						1796	1796
J4:2/1 (Hythe Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:2/2 (Hythe Road Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:3/2	This lane uses a directly entered Saturation Flow						1800	1800
J4:4/1	This lane uses a directly entered Saturation Flow						1806	1806
J4:4/2	This lane uses a directly entered Saturation Flow						1806	1806
J4:4/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	This lane uses a directly entered Saturation Flow						1806	1806
J5:1/2	This lane uses a directly entered Saturation Flow						1806	1806
J5:1/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (A2070 Bad Munstereifel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/2 (A2070 Bad Munstereifel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/3 (A2070 Bad Munstereifel Rd Lane 3)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/4 (A2070 Bad Munstereifel Rd Lane 4)	This lane uses a directly entered Saturation Flow						1798	1798
J6:2/1 (A2070 Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J6:2/2 (A2070 Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J6:3/1	This lane uses a directly entered Saturation Flow						1806	1806
J6:3/2	This lane uses a directly entered Saturation Flow						1806	1806
J6:3/3	This lane uses a directly entered Saturation Flow						1806	1806
J6:4/1 (Hythe Road)	3.25	0.00	Y	Arm J7:1 Ahead	Inf	54.2 %	1940	1940
				Arm J7:5 Ahead	Inf	45.8 %		
J6:4/2 (Hythe Road)	3.25	0.00	N	Arm J7:1 Ahead	Inf	58.4 %	2080	2080
				Arm J7:5 Ahead	Inf	41.6 %		
J6:5/1 (Bad Munstereifel Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:5/2 (Bad Munstereifel Rd Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J7:1/1 (M20 WB OnSlip Lane 1)	This lane uses a directly entered Saturation Flow						1785	1785
J7:2/1 (M20 WB OnSlip Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:2/2 (M20 WB OnSlip Lane 2)	Infinite Saturation Flow						Inf	Inf
J7:3/1 (A292 Hythe Rd Lane 1)	This lane uses a directly entered Saturation Flow						3400	3400
J7:3/2 (A292 Hythe Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1931
J7:4/1 (A292 Hythe Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:5/1 (A292 Hythe Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J7:6/1 (Hythe Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:6/2 (Hythe Road Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 PM' (FG2: '2025 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	94	95	553	32	43	817
	B	0	0	232	284	120	158	794
	C	0	148	0	173	111	146	578
	D	0	421	96	0	376	471	1364
	E	0	59	226	78	0	143	506
	F	0	0	0	0	0	0	0
	Tot.	0	722	649	1088	639	961	4059

Traffic Lane Flows

Lane	Scenario 2: 2025 PM
Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	
J1:1/1	331
J1:1/2	334
J1:2/1 (short)	204
J1:2/2 (with short)	363(In) 159(Out)
Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)	
J2:1/1	435
J2:1/2	287
J2:2/1 (short)	156
J2:2/2 (with short)	508(In) 352(Out)
J2:2/3	309
J2:3/1	341
J2:3/2	435
J2:3/3	252
Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)	
J3:1/1 (short)	232
J3:1/2 (with short)	571(In) 339(Out)
J3:1/3	223
J3:2/1	210
J3:2/2	207
J3:2/3	365
J3:2/4	341
Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	
J4:1/1	126
J4:1/2 (with short)	452(In) 257(Out)
J4:1/3 (short)	195
J4:2/1	322
J4:2/2	327
J4:3/1	322
J4:3/2	327
J4:4/1	528
J4:4/2	478
J4:4/3	262
Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	
J5:1/1	654
J5:1/2	735

J5:1/3	457
Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	
J6:1/1 (short)	416
J6:1/2 (with short)	847(In) 431(Out)
J6:1/3 (with short)	517(In) 271(Out)
J6:1/4 (short)	246
J6:2/1	529
J6:2/2	559
J6:3/1	301
J6:3/2	309
J6:3/3	148
J6:4/1	717
J6:4/2	740
J6:5/1	529
J6:5/2	559
Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	
J7:1/1	818
J7:2/1	143
J7:2/2	818
J7:3/1 (short)	323
J7:3/2 (with short)	506(In) 183(Out)
J7:4/1	639
J7:5/1	639
J7:6/1	180
J7:6/2	183

Lane Saturation Flows

Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1	This lane uses a directly entered Saturation Flow						1806	1806
J1:1/2	This lane uses a directly entered Saturation Flow						1806	1806
J1:2/1 (Hythe Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:2/2 (Hythe Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1904	1904

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Kennington Road)	3.25	0.00	Y				1940	1940
J2:1/2 (Kennington Road)	3.25	0.00	N				2080	2080
J2:2/1 (M20 EB Off-Slip)	4.00	0.00	Y	Arm J3:2 Ahead	Inf	39.7 %	1981	1981
				Arm J2:1 Left	52.00	60.3 %		
J2:2/2 (M20 EB Off-Slip)	4.00	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2155	2155
J2:2/3 (M20 EB Off-Slip)	4.00	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2155	2155
J2:3/1	This lane uses a directly entered Saturation Flow						1806	1806
J2:3/2	This lane uses a directly entered Saturation Flow						1806	1806
J2:3/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Kennington Road Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
J3:1/2 (Kennington Road Lane 2)	This lane uses a directly entered Saturation Flow						1851	1851
J3:1/3 (Kennington Road Lane 3)	This lane uses a directly entered Saturation Flow						1851	1851
J3:2/1	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/2	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/3	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/4	This lane uses a directly entered Saturation Flow						1806	1806

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Hythe Road SB Lane 1)	This lane uses a directly entered Saturation Flow						1809	1809
J4:1/2 (Hythe Road SB Lane 2)	This lane uses a directly entered Saturation Flow						1841	1841
J4:1/3 (Hythe Road SB Lane 3)	This lane uses a directly entered Saturation Flow						1796	1796
J4:2/1 (Hythe Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:2/2 (Hythe Road Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:3/2	This lane uses a directly entered Saturation Flow						1800	1800
J4:4/1	This lane uses a directly entered Saturation Flow						1806	1806
J4:4/2	This lane uses a directly entered Saturation Flow						1806	1806
J4:4/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	This lane uses a directly entered Saturation Flow						1806	1806
J5:1/2	This lane uses a directly entered Saturation Flow						1806	1806
J5:1/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (A2070 Bad Munstereifel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/2 (A2070 Bad Munstereifel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/3 (A2070 Bad Munstereifel Rd Lane 3)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/4 (A2070 Bad Munstereifel Rd Lane 4)	This lane uses a directly entered Saturation Flow						1798	1798
J6:2/1 (A2070 Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J6:2/2 (A2070 Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J6:3/1	This lane uses a directly entered Saturation Flow						1806	1806
J6:3/2	This lane uses a directly entered Saturation Flow						1806	1806
J6:3/3	This lane uses a directly entered Saturation Flow						1806	1806
J6:4/1 (Hythe Road)	3.25	0.00	Y	Arm J7:1 Ahead	Inf	55.0 %	1940	1940
				Arm J7:5 Ahead	Inf	45.0 %		
J6:4/2 (Hythe Road)	3.25	0.00	N	Arm J7:1 Ahead	Inf	57.3 %	2080	2080
				Arm J7:5 Ahead	Inf	42.7 %		
J6:5/1 (Bad Munstereifel Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:5/2 (Bad Munstereifel Rd Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J7:1/1 (M20 WB OnSlip Lane 1)	This lane uses a directly entered Saturation Flow						1824	1824
J7:2/1 (M20 WB OnSlip Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:2/2 (M20 WB OnSlip Lane 2)	Infinite Saturation Flow						Inf	Inf
J7:3/1 (A292 Hythe Rd Lane 1)	This lane uses a directly entered Saturation Flow						3400	3400
J7:3/2 (A292 Hythe Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1931
J7:4/1 (A292 Hythe Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:5/1 (A292 Hythe Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J7:6/1 (Hythe Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:6/2 (Hythe Road Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2055 DM AM' (FG5: '2055 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	298	140	893	47	52	1430
	B	0	0	300	522	189	207	1218
	C	0	187	0	162	132	165	646
	D	0	670	129	0	462	613	1874
	E	0	133	283	116	0	285	817
	F	0	0	0	0	0	0	0
	Tot.	0	1288	852	1693	830	1322	5985

Traffic Lane Flows

Lane	Scenario 3: 2055 DM AM
Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	
J1:1/1	492
J1:1/2	494
J1:2/1 (short)	241
J1:2/2 (with short)	532(In) 291(Out)
Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)	
J2:1/1	850
J2:1/2	438
J2:2/1 (short)	381
J2:2/2 (with short)	906(In) 525(Out)
J2:2/3	524
J2:3/1	552
J2:3/2	551
J2:3/3	415
Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)	
J3:1/1 (short)	300
J3:1/2 (with short)	822(In) 522(Out)
J3:1/3	396
J3:2/1	196
J3:2/2	356
J3:2/3	545
J3:2/4	563
Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	
J4:1/1	161
J4:1/2 (with short)	485(In) 289(Out)
J4:1/3 (short)	196
J4:2/1	362
J4:2/2	490
J4:3/1	362
J4:3/2	490
J4:4/1	814
J4:4/2	717
J4:4/3	495
Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	
J5:1/1	975
J5:1/2	1006

J5:1/3	691
Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	
J6:1/1 (short)	536
J6:1/2 (with short)	1075(In) 539(Out)
J6:1/3 (with short)	799(In) 373(Out)
J6:1/4 (short)	426
J6:2/1	800
J6:2/2	893
J6:3/1	288
J6:3/2	504
J6:3/3	187
J6:4/1	824
J6:4/2	1043
J6:5/1	800
J6:5/2	893
Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	
J7:1/1	1037
J7:2/1	285
J7:2/2	1037
J7:3/1 (short)	521
J7:3/2 (with short)	817(In) 296(Out)
J7:4/1	830
J7:5/1	830
J7:6/1	236
J7:6/2	296

Lane Saturation Flows

Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1	This lane uses a directly entered Saturation Flow						1806	1806
J1:1/2	This lane uses a directly entered Saturation Flow						1806	1806
J1:2/1 (Hythe Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:2/2 (Hythe Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1904	1904

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Kennington Road)	3.25	0.00	Y				1940	1940
J2:1/2 (Kennington Road)	3.25	0.00	N				2080	2080
J2:2/1 (M20 EB Off-Slip)	4.00	0.00	Y	Arm J3:2 Ahead	Inf	21.8 %	1971	1971
				Arm J2:1 Left	52.00	78.2 %		
J2:2/2 (M20 EB Off-Slip)	4.00	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2155	2155
J2:2/3 (M20 EB Off-Slip)	4.00	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2155	2155
J2:3/1	This lane uses a directly entered Saturation Flow						1806	1806
J2:3/2	This lane uses a directly entered Saturation Flow						1806	1806
J2:3/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Kennington Road Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
J3:1/2 (Kennington Road Lane 2)	This lane uses a directly entered Saturation Flow						1851	1851
J3:1/3 (Kennington Road Lane 3)	This lane uses a directly entered Saturation Flow						1851	1851
J3:2/1	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/2	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/3	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/4	This lane uses a directly entered Saturation Flow						1806	1806

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Hythe Road SB Lane 1)	This lane uses a directly entered Saturation Flow						1809	1809
J4:1/2 (Hythe Road SB Lane 2)	This lane uses a directly entered Saturation Flow						1841	1841
J4:1/3 (Hythe Road SB Lane 3)	This lane uses a directly entered Saturation Flow						1796	1796
J4:2/1 (Hythe Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:2/2 (Hythe Road Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:3/2	This lane uses a directly entered Saturation Flow						1800	1800
J4:4/1	This lane uses a directly entered Saturation Flow						1806	1806
J4:4/2	This lane uses a directly entered Saturation Flow						1806	1806
J4:4/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	This lane uses a directly entered Saturation Flow						1806	1806
J5:1/2	This lane uses a directly entered Saturation Flow						1806	1806
J5:1/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (A2070 Bad Munstereifel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/2 (A2070 Bad Munstereifel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/3 (A2070 Bad Munstereifel Rd Lane 3)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/4 (A2070 Bad Munstereifel Rd Lane 4)	This lane uses a directly entered Saturation Flow						1798	1798
J6:2/1 (A2070 Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J6:2/2 (A2070 Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J6:3/1	This lane uses a directly entered Saturation Flow						1806	1806
J6:3/2	This lane uses a directly entered Saturation Flow						1806	1806
J6:3/3	This lane uses a directly entered Saturation Flow						1806	1806
J6:4/1 (Hythe Road)	3.25	0.00	Y	Arm J7:1 Ahead	Inf	55.0 %	1940	1940
				Arm J7:5 Ahead	Inf	45.0 %		
J6:4/2 (Hythe Road)	3.25	0.00	N	Arm J7:1 Ahead	Inf	56.0 %	2080	2080
				Arm J7:5 Ahead	Inf	44.0 %		
J6:5/1 (Bad Munstereifel Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:5/2 (Bad Munstereifel Rd Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J7:1/1 (M20 WB OnSlip Lane 1)	This lane uses a directly entered Saturation Flow						1785	1785
J7:2/1 (M20 WB OnSlip Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:2/2 (M20 WB OnSlip Lane 2)	Infinite Saturation Flow						Inf	Inf
J7:3/1 (A292 Hythe Rd Lane 1)	This lane uses a directly entered Saturation Flow						3400	3400
J7:3/2 (A292 Hythe Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1931
J7:4/1 (A292 Hythe Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:5/1 (A292 Hythe Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J7:6/1 (Hythe Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:6/2 (Hythe Road Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2055 DM PM' (FG6: '2055 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	231	111	1006	56	98	1502
	B	0	0	270	489	171	268	1198
	C	0	216	0	202	137	196	751
	D	0	665	112	0	529	828	2134
	E	0	109	264	156	0	166	695
	F	0	0	0	0	0	0	0
	Tot.	0	1221	757	1853	893	1556	6280

Traffic Lane Flows

Lane	Scenario 4: 2055 DM PM
Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	
J1:1/1	485
J1:1/2	508
J1:2/1 (short)	223
J1:2/2 (with short)	529(In) 306(Out)
Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)	
J2:1/1	762
J2:1/2	459
J2:2/1 (short)	301
J2:2/2 (with short)	914(In) 613(Out)
J2:2/3	588
J2:3/1	531
J2:3/2	574
J2:3/3	417
Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)	
J3:1/1 (short)	270
J3:1/2 (with short)	759(In) 489(Out)
J3:1/3	439
J3:2/1	185
J3:2/2	302
J3:2/3	668
J3:2/4	648
Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	
J4:1/1	202
J4:1/2 (with short)	549(In) 333(Out)
J4:1/3 (short)	216
J4:2/1	349
J4:2/2	408
J4:3/1	349
J4:3/2	408
J4:4/1	850
J4:4/2	801
J4:4/3	593
Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	
J5:1/1	1052
J5:1/2	1134

J5:1/3	809
Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	
J6:1/1 (short)	687
J6:1/2 (with short)	1357(In) 670(Out)
J6:1/3 (with short)	777(In) 335(Out)
J6:1/4 (short)	442
J6:2/1	930
J6:2/2	923
J6:3/1	333
J6:3/2	593
J6:3/3	216
J6:4/1	1020
J6:4/2	1263
J6:5/1	930
J6:5/2	923
Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	
J7:1/1	1390
J7:2/1	166
J7:2/2	1390
J7:3/1 (short)	443
J7:3/2 (with short)	695(In) 252(Out)
J7:4/1	893
J7:5/1	893
J7:6/1	277
J7:6/2	252

Lane Saturation Flows

Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1	This lane uses a directly entered Saturation Flow						1806	1806
J1:1/2	This lane uses a directly entered Saturation Flow						1806	1806
J1:2/1 (Hythe Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:2/2 (Hythe Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1904	1904

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Kennington Road)	3.25	0.00	Y				1940	1940
J2:1/2 (Kennington Road)	3.25	0.00	N				2080	2080
J2:2/1 (M20 EB Off-Slip)	4.00	0.00	Y	Arm J3:2 Ahead	Inf	23.3 %	1971	1971
				Arm J2:1 Left	52.00	76.7 %		
J2:2/2 (M20 EB Off-Slip)	4.00	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2155	2155
J2:2/3 (M20 EB Off-Slip)	4.00	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2155	2155
J2:3/1	This lane uses a directly entered Saturation Flow						1806	1806
J2:3/2	This lane uses a directly entered Saturation Flow						1806	1806
J2:3/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Kennington Road Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
J3:1/2 (Kennington Road Lane 2)	This lane uses a directly entered Saturation Flow						1851	1851
J3:1/3 (Kennington Road Lane 3)	This lane uses a directly entered Saturation Flow						1851	1851
J3:2/1	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/2	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/3	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/4	This lane uses a directly entered Saturation Flow						1806	1806

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Hythe Road SB Lane 1)	This lane uses a directly entered Saturation Flow						1809	1809
J4:1/2 (Hythe Road SB Lane 2)	This lane uses a directly entered Saturation Flow						1841	1841
J4:1/3 (Hythe Road SB Lane 3)	This lane uses a directly entered Saturation Flow						1796	1796
J4:2/1 (Hythe Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:2/2 (Hythe Road Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:3/2	This lane uses a directly entered Saturation Flow						1800	1800
J4:4/1	This lane uses a directly entered Saturation Flow						1806	1806
J4:4/2	This lane uses a directly entered Saturation Flow						1806	1806
J4:4/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	This lane uses a directly entered Saturation Flow						1806	1806
J5:1/2	This lane uses a directly entered Saturation Flow						1806	1806
J5:1/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (A2070 Bad Munstereifel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/2 (A2070 Bad Munstereifel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/3 (A2070 Bad Munstereifel Rd Lane 3)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/4 (A2070 Bad Munstereifel Rd Lane 4)	This lane uses a directly entered Saturation Flow						1798	1798
J6:2/1 (A2070 Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J6:2/2 (A2070 Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J6:3/1	This lane uses a directly entered Saturation Flow						1806	1806
J6:3/2	This lane uses a directly entered Saturation Flow						1806	1806
J6:3/3	This lane uses a directly entered Saturation Flow						1806	1806
J6:4/1 (Hythe Road)	3.25	0.00	Y	Arm J7:1 Ahead	Inf	61.1 %	1940	1940
				Arm J7:5 Ahead	Inf	38.9 %		
J6:4/2 (Hythe Road)	3.25	0.00	N	Arm J7:1 Ahead	Inf	60.7 %	2080	2080
				Arm J7:5 Ahead	Inf	39.3 %		
J6:5/1 (Bad Munstereifel Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:5/2 (Bad Munstereifel Rd Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J7:1/1 (M20 WB OnSlip Lane 1)	This lane uses a directly entered Saturation Flow						1824	1824
J7:2/1 (M20 WB OnSlip Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:2/2 (M20 WB OnSlip Lane 2)	Infinite Saturation Flow						Inf	Inf
J7:3/1 (A292 Hythe Rd Lane 1)	This lane uses a directly entered Saturation Flow						3400	3400
J7:3/2 (A292 Hythe Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1931
J7:4/1 (A292 Hythe Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:5/1 (A292 Hythe Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J7:6/1 (Hythe Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:6/2 (Hythe Road Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2055 DS AM' (FG7: '2055 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	305	140	893	35	64	1437
	B	0	0	324	522	135	261	1242
	C	0	231	0	162	145	178	716
	D	0	670	129	0	542	921	2262
	E	0	127	257	164	0	285	833
	F	0	0	0	0	0	0	0
	Tot.	0	1333	850	1741	857	1709	6490

Traffic Lane Flows

Lane	Scenario 5: 2055 DS AM
Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	
J1:1/1	466
J1:1/2	564
J1:2/1 (short)	173
J1:2/2 (with short)	548(In) 375(Out)
Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)	
J2:1/1	857
J2:1/2	476
J2:2/1 (short)	412
J2:2/2 (with short)	921(In) 509(Out)
J2:2/3	516
J2:3/1	552
J2:3/2	525
J2:3/3	501
Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)	
J3:1/1 (short)	324
J3:1/2 (with short)	920(In) 596(Out)
J3:1/3	322
J3:2/1	156
J3:2/2	370
J3:2/3	578
J3:2/4	578
Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	
J4:1/1	162
J4:1/2 (with short)	554(In) 320(Out)
J4:1/3 (short)	234
J4:2/1	349
J4:2/2	501
J4:3/1	349
J4:3/2	501
J4:4/1	842
J4:4/2	811
J4:4/3	421
Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	
J5:1/1	1004
J5:1/2	1131

J5:1/3	655
Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	
J6:1/1 (short)	727
J6:1/2 (with short)	1463(In) 736(Out)
J6:1/3 (with short)	799(In) 319(Out)
J6:1/4 (short)	480
J6:2/1	878
J6:2/2	863
J6:3/1	394
J6:3/2	424
J6:3/3	231
J6:4/1	1121
J6:4/2	1160
J6:5/1	878
J6:5/2	863
Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	
J7:1/1	1424
J7:2/1	285
J7:2/2	1424
J7:3/1 (short)	534
J7:3/2 (with short)	833(In) 299(Out)
J7:4/1	857
J7:5/1	857
J7:6/1	249
J7:6/2	299

Lane Saturation Flows

Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1	This lane uses a directly entered Saturation Flow						1806	1806
J1:1/2	This lane uses a directly entered Saturation Flow						1806	1806
J1:2/1 (Hythe Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:2/2 (Hythe Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1904	1904

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Kennington Road)	3.25	0.00	Y				1940	1940
J2:1/2 (Kennington Road)	3.25	0.00	N				2080	2080
J2:2/1 (M20 EB Off-Slip)	4.00	0.00	Y	Arm J3:2 Ahead	Inf	26.0 %	1973	1973
				Arm J2:1 Left	52.00	74.0 %		
J2:2/2 (M20 EB Off-Slip)	4.00	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2155	2155
J2:2/3 (M20 EB Off-Slip)	4.00	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2155	2155
J2:3/1	This lane uses a directly entered Saturation Flow						1806	1806
J2:3/2	This lane uses a directly entered Saturation Flow						1806	1806
J2:3/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Kennington Road Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
J3:1/2 (Kennington Road Lane 2)	This lane uses a directly entered Saturation Flow						1851	1851
J3:1/3 (Kennington Road Lane 3)	This lane uses a directly entered Saturation Flow						1851	1851
J3:2/1	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/2	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/3	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/4	This lane uses a directly entered Saturation Flow						1806	1806

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Hythe Road SB Lane 1)	This lane uses a directly entered Saturation Flow						1809	1809
J4:1/2 (Hythe Road SB Lane 2)	This lane uses a directly entered Saturation Flow						1841	1841
J4:1/3 (Hythe Road SB Lane 3)	This lane uses a directly entered Saturation Flow						1796	1796
J4:2/1 (Hythe Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:2/2 (Hythe Road Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:3/2	This lane uses a directly entered Saturation Flow						1800	1800
J4:4/1	This lane uses a directly entered Saturation Flow						1806	1806
J4:4/2	This lane uses a directly entered Saturation Flow						1806	1806
J4:4/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	This lane uses a directly entered Saturation Flow						1806	1806
J5:1/2	This lane uses a directly entered Saturation Flow						1806	1806
J5:1/3	This lane uses a directly entered Saturation Flow						1806	1806

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (A2070 Bad Munstereifel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/2 (A2070 Bad Munstereifel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/3 (A2070 Bad Munstereifel Rd Lane 3)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/4 (A2070 Bad Munstereifel Rd Lane 4)	This lane uses a directly entered Saturation Flow						1798	1798
J6:2/1 (A2070 Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J6:2/2 (A2070 Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J6:3/1	This lane uses a directly entered Saturation Flow						1806	1806
J6:3/2	This lane uses a directly entered Saturation Flow						1806	1806
J6:3/3	This lane uses a directly entered Saturation Flow						1806	1806
J6:4/1 (Hythe Road)	3.25	0.00	Y	Arm J7:1 Ahead	Inf	56.3 %	1940	1940
				Arm J7:5 Ahead	Inf	43.7 %		
J6:4/2 (Hythe Road)	3.25	0.00	N	Arm J7:1 Ahead	Inf	68.4 %	2080	2080
				Arm J7:5 Ahead	Inf	31.6 %		
J6:5/1 (Bad Munstereifel Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:5/2 (Bad Munstereifel Rd Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J7:1/1 (M20 WB OnSlip Lane 1)	This lane uses a directly entered Saturation Flow						1785	1785
J7:2/1 (M20 WB OnSlip Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:2/2 (M20 WB OnSlip Lane 2)	Infinite Saturation Flow						Inf	Inf
J7:3/1 (A292 Hythe Rd Lane 1)	This lane uses a directly entered Saturation Flow						3400	3400
J7:3/2 (A292 Hythe Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1931
J7:4/1 (A292 Hythe Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:5/1 (A292 Hythe Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J7:6/1 (Hythe Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:6/2 (Hythe Road Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2055 DS PM' (FG8: '2055 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	231	111	1006	56	98	1502
	B	0	0	270	520	171	268	1229
	C	0	252	0	202	163	195	812
	D	0	665	112	0	529	828	2134
	E	0	109	264	186	0	166	725
	F	0	0	0	0	0	0	0
	Tot.	0	1257	757	1914	919	1555	6402

Traffic Lane Flows

Lane	Scenario 6: 2055 DS PM
Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	
J1:1/1	515
J1:1/2	514
J1:2/1 (short)	201
J1:2/2 (with short)	559(In) 358(Out)
Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)	
J2:1/1	802
J2:1/2	455
J2:2/1 (short)	312
J2:2/2 (with short)	916(In) 604(Out)
J2:2/3	586
J2:3/1	571
J2:3/2	548
J2:3/3	469
Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)	
J3:1/1 (short)	270
J3:1/2 (with short)	790(In) 520(Out)
J3:1/3	439
J3:2/1	174
J3:2/2	313
J3:2/3	685
J3:2/4	661
Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	
J4:1/1	202
J4:1/2 (with short)	610(In) 358(Out)
J4:1/3 (short)	252
J4:2/1	341
J4:2/2	416
J4:3/1	341
J4:3/2	416
J4:4/1	884
J4:4/2	828
J4:4/3	593
Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	
J5:1/1	1086
J5:1/2	1186

J5:1/3	845
Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	
J6:1/1 (short)	684
J6:1/2 (with short)	1357(In) 673(Out)
J6:1/3 (with short)	777(In) 327(Out)
J6:1/4 (short)	450
J6:2/1	950
J6:2/2	964
J6:3/1	358
J6:3/2	593
J6:3/3	252
J6:4/1	1042
J6:4/2	1266
J6:5/1	950
J6:5/2	964
Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	
J7:1/1	1389
J7:2/1	166
J7:2/2	1389
J7:3/1 (short)	463
J7:3/2 (with short)	725(In) 262(Out)
J7:4/1	919
J7:5/1	919
J7:6/1	297
J7:6/2	262

Lane Saturation Flows

Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1	This lane uses a directly entered Saturation Flow						1806	1806
J1:1/2	This lane uses a directly entered Saturation Flow						1806	1806
J1:2/1 (Hythe Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:2/2 (Hythe Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1904	1904

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Kennington Road)	3.25	0.00	Y				1940	1940
J2:1/2 (Kennington Road)	3.25	0.00	N				2080	2080
J2:2/1 (M20 EB Off-Slip)	4.00	0.00	Y	Arm J3:2 Ahead	Inf	26.0 %	1973	1973
				Arm J2:1 Left	52.00	74.0 %		
J2:2/2 (M20 EB Off-Slip)	4.00	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2155	2155
J2:2/3 (M20 EB Off-Slip)	4.00	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2155	2155
J2:3/1	This lane uses a directly entered Saturation Flow						1806	1806
J2:3/2	This lane uses a directly entered Saturation Flow						1806	1806
J2:3/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Kennington Road Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
J3:1/2 (Kennington Road Lane 2)	This lane uses a directly entered Saturation Flow						1851	1851
J3:1/3 (Kennington Road Lane 3)	This lane uses a directly entered Saturation Flow						1851	1851
J3:2/1	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/2	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/3	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/4	This lane uses a directly entered Saturation Flow						1806	1806

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Hythe Road SB Lane 1)	This lane uses a directly entered Saturation Flow						1809	1809
J4:1/2 (Hythe Road SB Lane 2)	This lane uses a directly entered Saturation Flow						1841	1841
J4:1/3 (Hythe Road SB Lane 3)	This lane uses a directly entered Saturation Flow						1796	1796
J4:2/1 (Hythe Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:2/2 (Hythe Road Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:3/2	This lane uses a directly entered Saturation Flow						1800	1800
J4:4/1	This lane uses a directly entered Saturation Flow						1806	1806
J4:4/2	This lane uses a directly entered Saturation Flow						1806	1806
J4:4/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	This lane uses a directly entered Saturation Flow						1806	1806
J5:1/2	This lane uses a directly entered Saturation Flow						1806	1806
J5:1/3	This lane uses a directly entered Saturation Flow						1806	1806

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

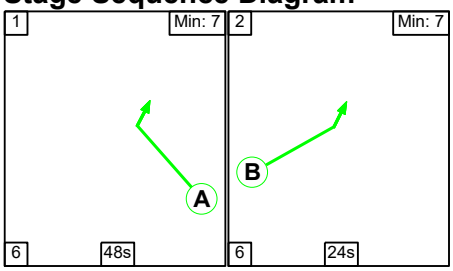
Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (A2070 Bad Munstereifel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/2 (A2070 Bad Munstereifel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/3 (A2070 Bad Munstereifel Rd Lane 3)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/4 (A2070 Bad Munstereifel Rd Lane 4)	This lane uses a directly entered Saturation Flow						1798	1798
J6:2/1 (A2070 Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J6:2/2 (A2070 Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J6:3/1	This lane uses a directly entered Saturation Flow						1806	1806
J6:3/2	This lane uses a directly entered Saturation Flow						1806	1806
J6:3/3	This lane uses a directly entered Saturation Flow						1806	1806
J6:4/1 (Hythe Road)	3.25	0.00	Y	Arm J7:1 Ahead	Inf	60.3 %	1940	1940
				Arm J7:5 Ahead	Inf	39.7 %		
J6:4/2 (Hythe Road)	3.25	0.00	N	Arm J7:1 Ahead	Inf	60.1 %	2080	2080
				Arm J7:5 Ahead	Inf	39.9 %		
J6:5/1 (Bad Munstereifel Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:5/2 (Bad Munstereifel Rd Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J7:1/1 (M20 WB OnSlip Lane 1)	This lane uses a directly entered Saturation Flow						1824	1824
J7:2/1 (M20 WB OnSlip Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:2/2 (M20 WB OnSlip Lane 2)	Infinite Saturation Flow						Inf	Inf
J7:3/1 (A292 Hythe Rd Lane 1)	This lane uses a directly entered Saturation Flow						3400	3400
J7:3/2 (A292 Hythe Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1931
J7:4/1 (A292 Hythe Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:5/1 (A292 Hythe Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J7:6/1 (Hythe Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:6/2 (Hythe Road Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2025 AM' (FG1: '2025 AM', Plan 1: 'Network Control Plan 1')
C1 - e84038

Stage Sequence Diagram

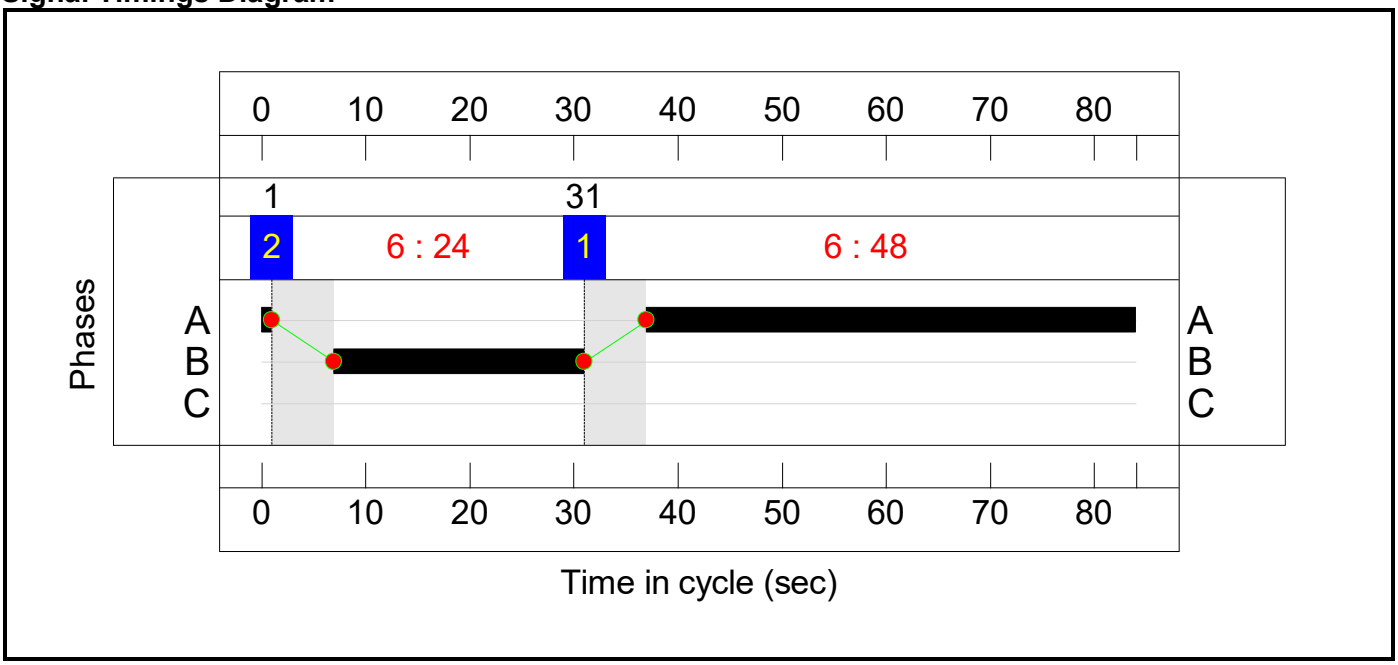


Stage Timings

Stage	1	2
Duration	48	24
Change Point	31	1

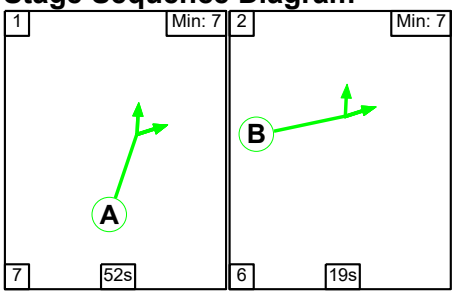
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Signal Timings Diagram



C2 - e84039

Stage Sequence Diagram

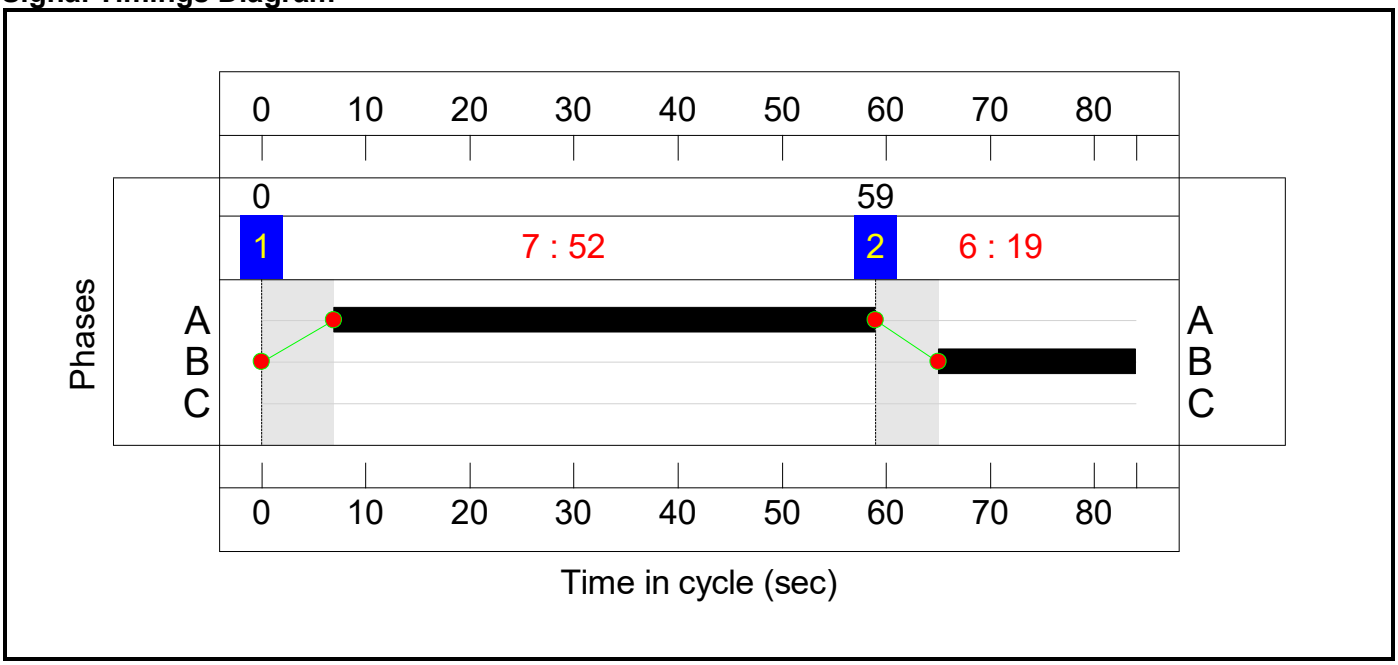


Stage Timings

Stage	1	2
Duration	52	19
Change Point	0	59

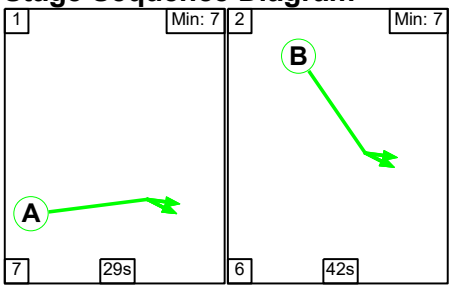
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Signal Timings Diagram



C3 - e84040

Stage Sequence Diagram

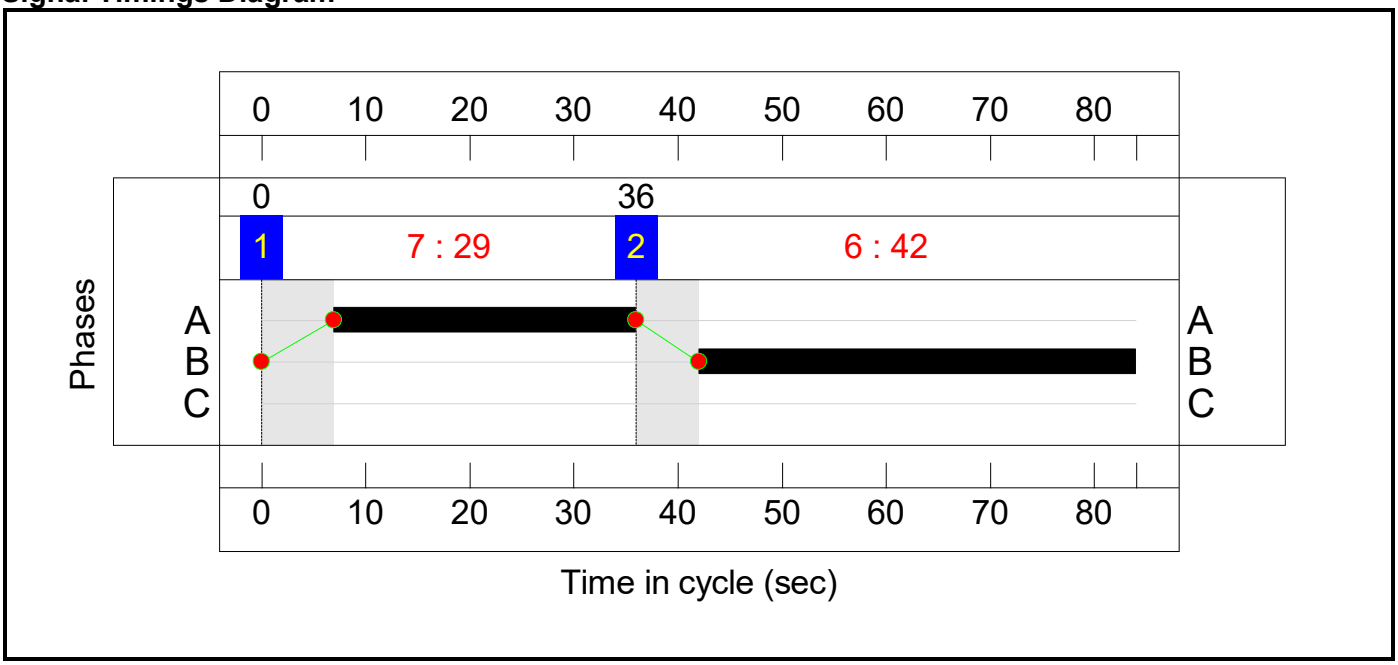


Stage Timings

Stage	1	2
Duration	29	42
Change Point	0	36

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

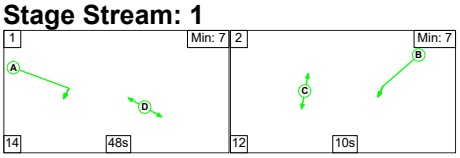
Signal Timings Diagram



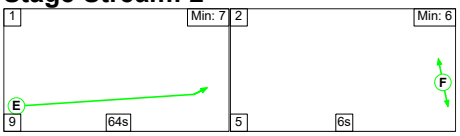
C4 - e84041

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

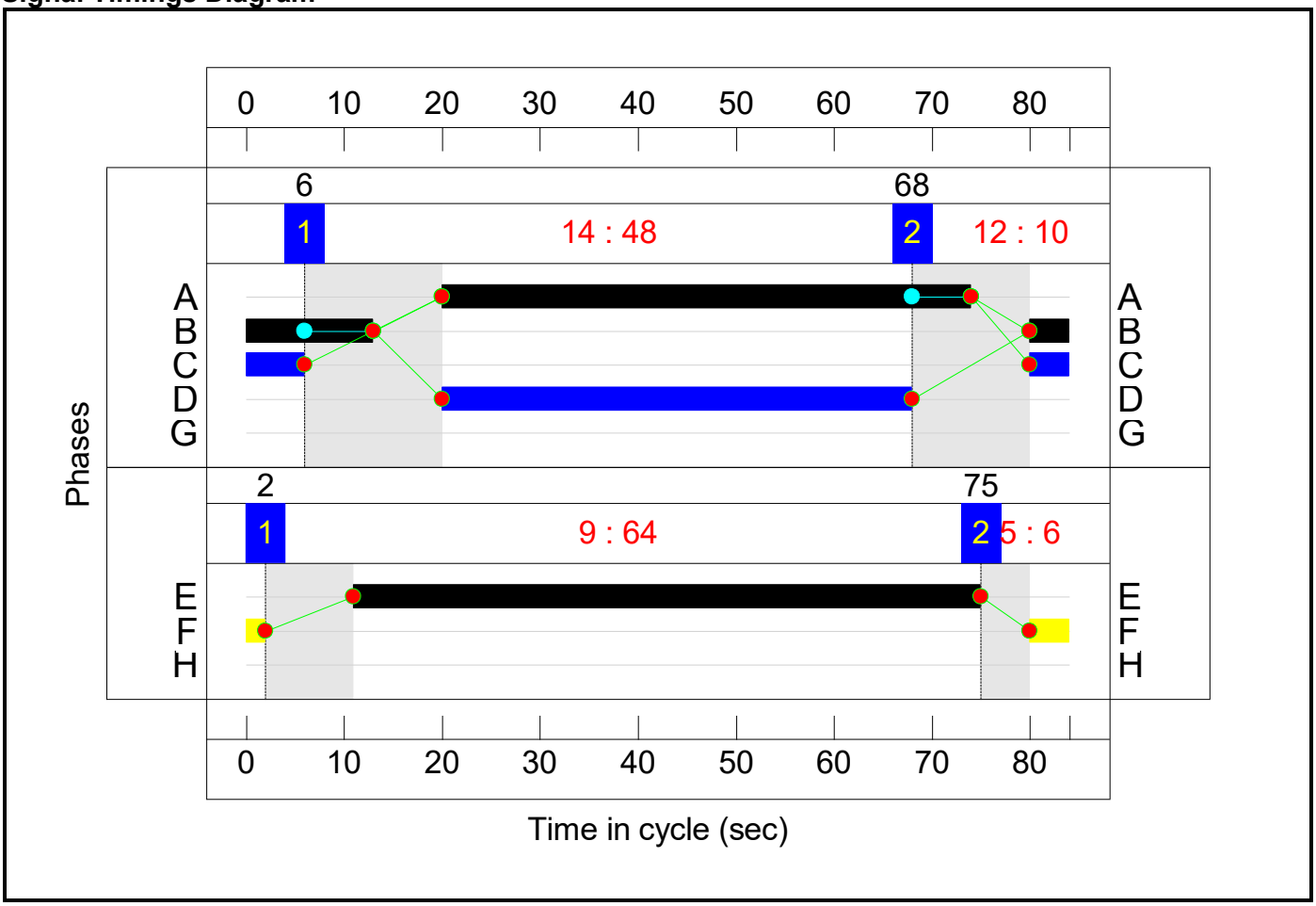
Stage	1	2
Duration	48	10
Change Point	6	68

Stage Stream: 2

Stage	1	2
Duration	64	6
Change Point	2	75

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

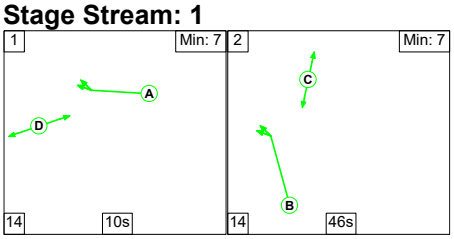
Signal Timings Diagram



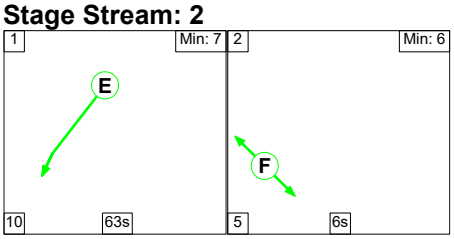
C5 - e84043

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

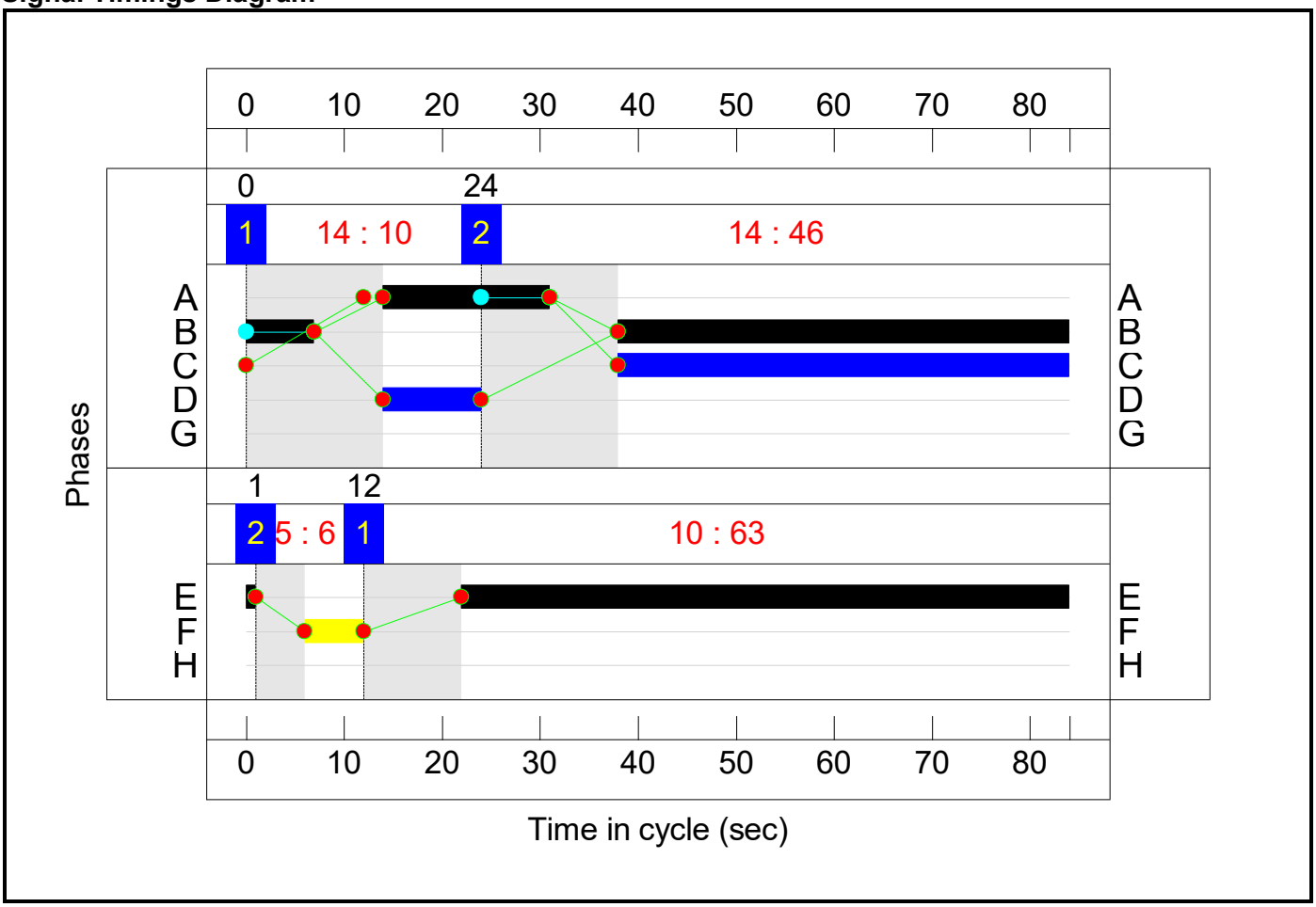
Stage	1	2
Duration	10	46
Change Point	0	24

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Stage Stream: 2

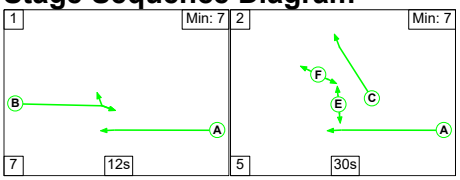
Stage	1	2
Duration	63	6
Change Point	12	1

Signal Timings Diagram



C6 - e84044

Stage Sequence Diagram

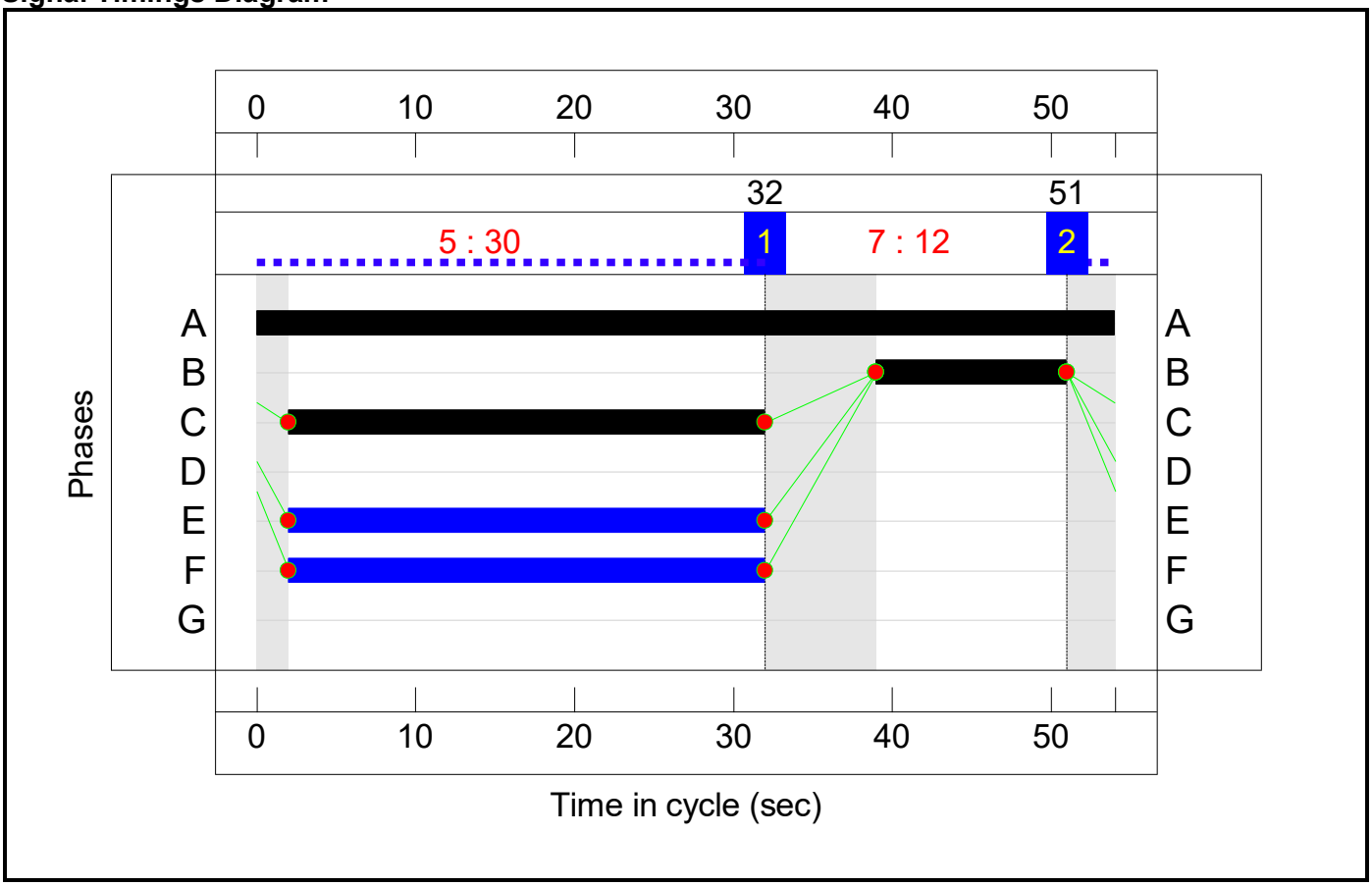


Stage Timings

Stage	1	2
Duration	12	30
Change Point	32	51

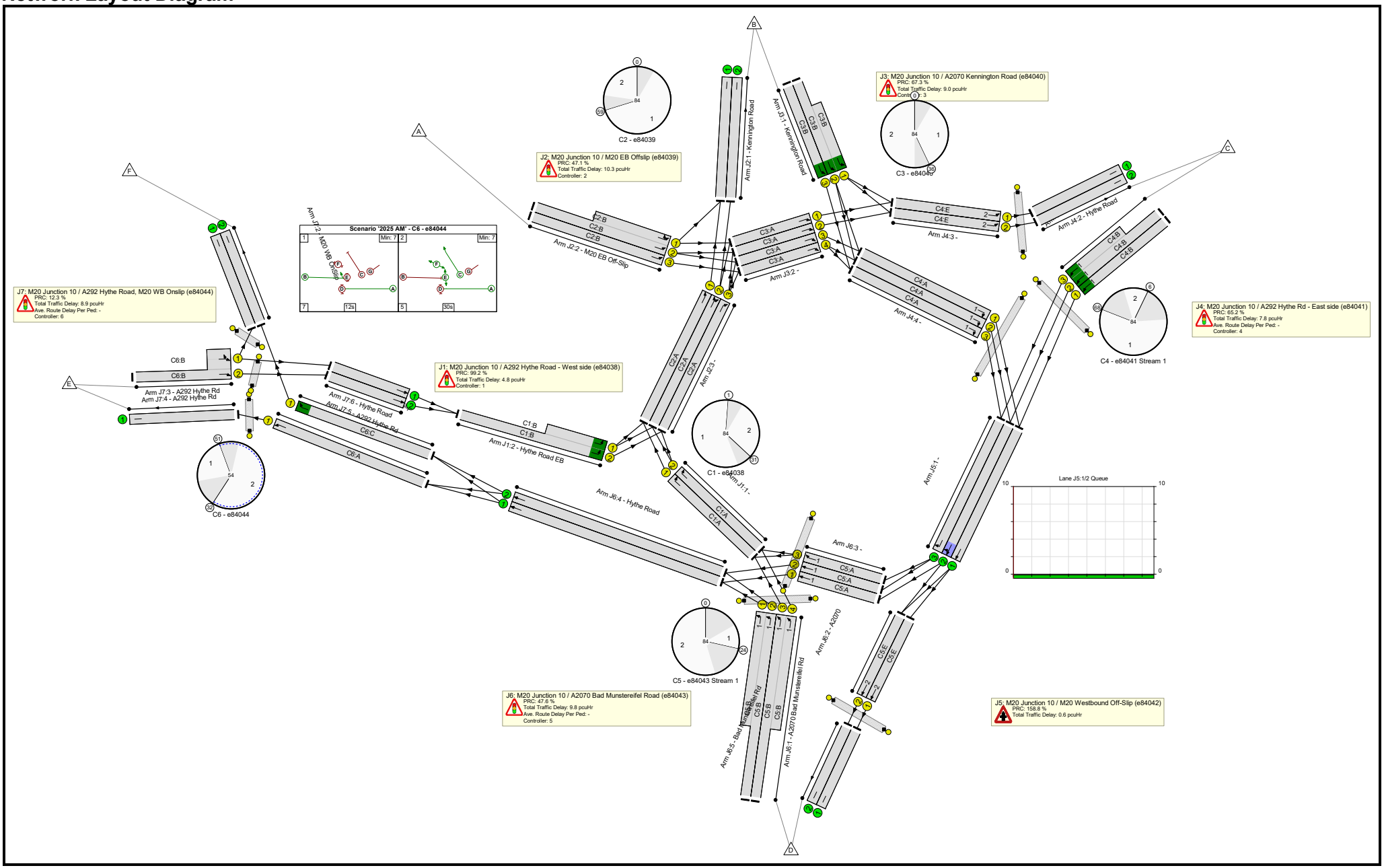
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Signal Timings Diagram



Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Network Layout Diagram



Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J22_J23 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.1%**
J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.2%**
1/1	Right	U	N/A	N/A	C1:A		1	48	-	349	1806	1054	33.1%
1/2	Right	U	N/A	N/A	C1:A		1	48	-	368	1806	1054	34.9%
2/2+2/1	Hythe Road EB Left	U	N/A	N/A	C1:B		1	24	-	393	1904:1904	390+480	45.2 : 45.2%
J2: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.2%**
1/1	Kennington Road	U	N/A	N/A	-		-	-	-	552	1940	1940	28.5%
1/2	Kennington Road	U	N/A	N/A	-		-	-	-	335	2080	2080	16.1%
2/2+2/1	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	19	-	592	2155:1977	513+471	59.2 : 61.2%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	19	-	263	2155	513	51.3%
3/1	Ahead	U	N/A	N/A	C2:A		1	52	-	361	1806	1140	31.7%
3/2	Right Ahead	U	N/A	N/A	C2:A		1	52	-	469	1806	1140	41.2%
3/3	Right	U	N/A	N/A	C2:A		1	52	-	280	1806	1140	24.6%
J3: M20 Junction 10 / A2070 Kennington Road (e84040)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.8%**
1/2+1/1	Kennington Road Left Ahead	U	N/A	N/A	C3:B		1	42	-	564	1851:1851	750+483	45.7 : 45.7%
1/3	Kennington Road Ahead	U	N/A	N/A	C3:B		1	42	-	147	1851	926	15.9%
2/1	Ahead	U	N/A	N/A	C3:A		1	29	-	231	1806	645	35.8%

2/2	Ahead	U	N/A	N/A	C3:A		1	29	-	224	1806	645	34.7%
2/3	Ahead	U	N/A	N/A	C3:A		1	29	-	347	1806	645	53.8%
2/4	Ahead	U	N/A	N/A	C3:A		1	29	-	276	1806	645	42.8%
J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**54.5%**
1/1	Hythe Road SB Ahead	U	4:1	N/A	C4:B		1	17	-	99	1809	366	27.0%
1/2+1/3	Hythe Road SB Ahead	U	4:1	N/A	C4:B		1	17	-	393	1841:1796	373+363	54.5 : 52.3%
2/1	Hythe Road	U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
2/2	Hythe Road	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
3/1	Ahead	U	4:2	N/A	C4:E		1	64	-	333	1800	1393	23.9%
3/2	Ahead	U	4:2	N/A	C4:E		1	64	-	343	1800	1393	24.6%
4/1	Right	U	4:1	N/A	C4:A		1	54	-	515	1806	1182	43.6%
4/2	Right	U	4:1	N/A	C4:A		1	54	-	425	1806	1182	35.9%
4/3	Right	U	4:1	N/A	C4:A		1	54	-	173	1806	1182	14.6%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**34.8%**
1/1	Ahead	U	N/A	N/A	-		-	-	-	614	1806	1806	34.0%
1/2	Ahead Right	U	N/A	N/A	-		-	-	-	628	1806	1806	34.8%
1/3	Right	U	N/A	N/A	-		-	-	-	363	1806	1806	20.1%
J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.0%**

1/2+1/1	A2070 Bad Munstereifel Rd Left	U	5:1	N/A	C5:B		1	53	-	899	1798:1798	926+872	50.0 : 50.0%
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	5:1	N/A	C5:B		1	53	-	583	1798:1798	873+925	32.4 : 32.4%
2/1	A2070 Ahead	U	5:2	N/A	C5:E		1	63	-	499	1800	1371	36.4%
2/2	A2070 Ahead	U	5:2	N/A	C5:E		1	63	-	507	1800	1371	37.0%
3/1	Ahead	U	5:1	N/A	C5:A		1	17	-	236	1806	387	61.0%
3/2	Ahead	U	5:1	N/A	C5:A		1	17	-	229	1806	387	59.2%
3/3	Ahead	U	5:1	N/A	C5:A		1	17	-	134	1806	387	34.6%
4/1	Hythe Road Ahead Ahead2	U	N/A	N/A	-		-	-	-	672	1940	1940	34.6%
4/2	Hythe Road Ahead Ahead2	U	N/A	N/A	-		-	-	-	692	2080	2080	33.3%
5/1	Bad Munstereifel Rd	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
5/2	Bad Munstereifel Rd	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.1%**
1/1	M20 WB OnSlip Right	U	N/A	N/A	C6:C		1	30	-	768	1785	959	80.1%
2/1	M20 WB OnSlip	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
2/2	M20 WB OnSlip	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

3/2+3/1	A292 Hythe Rd Left Ahead	U	N/A	N/A	C6:B		1	12	-	639	1931:3400	314+551	73.9 : 73.9%
4/1	A292 Hythe Rd	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
5/1	A292 Hythe Rd Ahead	U	N/A	N/A	C6:A		1	54	-	596	1800	1800	33.1%
6/1	Hythe Road Ahead	U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
6/2	Hythe Road Ahead	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

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: J22_J23 M20Junction 10	**-**	**-**	**0**	**0**	**0**	**36.3**	**14.9**	**0.0**	**51.3**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	**-**	**-**	**0**	**0**	**0**	**3.9**	**0.9**	**0.0**	**4.8**	**-**	**-**	**-**	**-**
1/1	349	349	-	-	-	0.6	0.2	-	0.8	8.6	2.6	0.2	2.9
1/2	368	368	-	-	-	0.6	0.3	-	0.9	8.7	2.7	0.3	3.0
2/2+2/1	393	393	-	-	-	2.7	0.4	-	3.1	28.1	4.0	0.4	4.4
J2: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**0**	**0**	**0**	**8.0**	**2.3**	**0.0**	**10.3**	**-**	**-**	**-**	**-**
1/1	552	552	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
1/2	335	335	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
2/2+2/1	592	592	-	-	-	4.7	0.8	-	5.4	33.0	6.2	0.8	7.0
2/3	263	263	-	-	-	2.0	0.5	-	2.6	34.9	5.3	0.5	5.8
3/1	361	361	-	-	-	0.6	0.2	-	0.9	8.7	2.8	0.2	3.1
3/2	469	469	-	-	-	0.4	0.3	-	0.8	5.9	2.0	0.3	2.3
3/3	280	280	-	-	-	0.2	0.2	-	0.4	4.8	1.0	0.2	1.2
J3: M20 Junction 10 / A2070 Kennington Road (e84040)	**-**	**-**	**0**	**0**	**0**	**7.0**	**2.0**	**0.0**	**9.0**	**-**	**-**	**-**	**-**
1/2+1/1	564	564	-	-	-	2.0	0.4	-	2.4	15.2	4.9	0.4	5.3
1/3	147	147	-	-	-	0.5	0.1	-	0.6	13.7	1.8	0.1	1.9
2/1	231	231	-	-	-	0.7	0.3	-	0.9	14.5	2.7	0.3	3.0
2/2	224	224	-	-	-	0.8	0.3	-	1.1	17.3	2.2	0.3	2.4
2/3	347	347	-	-	-	1.6	0.6	-	2.2	22.9	6.7	0.6	7.3
2/4	276	276	-	-	-	1.5	0.4	-	1.8	23.9	6.2	0.4	6.5
J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	**-**	**-**	**0**	**0**	**0**	**6.0**	**1.8**	**0.0**	**7.8**	**-**	**-**	**-**	**-**

1/1	99	99	-	-	-	0.8	0.2	-	1.0	35.0	1.9	0.2	2.1
1/2+1/3	393	393	-	-	-	3.3	0.6	-	3.8	35.2	4.2	0.6	4.8
2/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	333	333	-	-	-	0.1	0.2	-	0.2	2.4	0.4	0.2	0.6
3/2	343	343	-	-	-	0.1	0.2	-	0.2	2.5	0.5	0.2	0.7
4/1	515	515	-	-	-	0.9	0.4	-	1.3	8.9	8.6	0.4	9.0
4/2	425	425	-	-	-	0.7	0.3	-	1.0	8.2	6.5	0.3	6.8
4/3	173	173	-	-	-	0.2	0.1	-	0.3	5.8	1.1	0.1	1.2
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.6**	**0.0**	**0.6**	**-**	**-**	**-**	**-**
1/1	614	614	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
1/2	628	628	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
1/3	363	363	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	**-**	**-**	**0**	**0**	**0**	**6.2**	**3.6**	**0.0**	**9.8**	**-**	**-**	**-**	**-**
1/2+1/1	899	899	-	-	-	1.8	0.5	-	2.3	9.1	5.1	0.5	5.6
1/3+1/4	583	583	-	-	-	1.0	0.2	-	1.3	7.9	3.0	0.2	3.2
2/1	499	499	-	-	-	0.1	0.3	-	0.4	3.1	1.2	0.3	1.5
2/2	507	507	-	-	-	0.2	0.3	-	0.5	3.4	2.3	0.3	2.6
3/1	236	236	-	-	-	1.0	0.8	-	1.8	27.6	3.2	0.8	3.9
3/2	229	229	-	-	-	1.8	0.7	-	2.6	40.3	4.9	0.7	5.6
3/3	134	134	-	-	-	0.2	0.3	-	0.5	12.6	0.3	0.3	0.6
4/1	672	672	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
4/2	692	692	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2

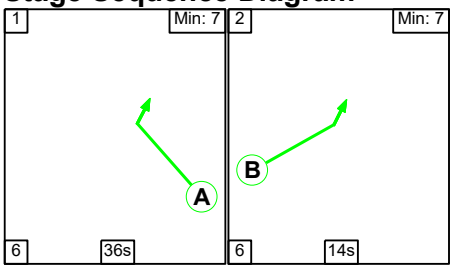
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

5/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	**-**	**-**	**0**	**0**	**0**	**5.3**	**3.6**	**0.0**	**8.9**	**-**	**-**	**-**	**-**
1/1	768	768	-	-	-	2.2	2.0	-	4.1	19.4	9.2	2.0	11.1
2/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	639	639	-	-	-	3.1	1.4	-	4.5	25.6	3.0	1.4	4.4
4/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	596	596	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2
6/1	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 - e84038		PRC for Signalled Lanes (%):	99.2	Total Delay for Signalled Lanes (pcuHr):	4.78	Cycle Time (s):	84
C2 - e84039		PRC for Signalled Lanes (%):	47.1	Total Delay for Signalled Lanes (pcuHr):	10.01	Cycle Time (s):	84
C3 - e84040		PRC for Signalled Lanes (%):	67.3	Total Delay for Signalled Lanes (pcuHr):	8.99	Cycle Time (s):	84
C4 - e84041	Stream: 1	PRC for Signalled Lanes (%):	65.2	Total Delay for Signalled Lanes (pcuHr):	7.33	Cycle Time (s):	84
C4 - e84041	Stream: 2	PRC for Signalled Lanes (%):	265.5	Total Delay for Signalled Lanes (pcuHr):	0.45	Cycle Time (s):	84
C5 - e84043	Stream: 1	PRC for Signalled Lanes (%):	47.6	Total Delay for Signalled Lanes (pcuHr):	8.40	Cycle Time (s):	84
C5 - e84043	Stream: 2	PRC for Signalled Lanes (%):	143.4	Total Delay for Signalled Lanes (pcuHr):	0.91	Cycle Time (s):	84
C6 - e84044		PRC for Signalled Lanes (%):	12.3	Total Delay for Signalled Lanes (pcuHr):	8.93	Cycle Time (s):	54
		PRC Over All Lanes (%):	12.3	Total Delay Over All Lanes(pcuHr):	51.26		

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x
Scenario 2: '2025 PM' (FG2: '2025 PM', Plan 1: 'Network Control Plan 1')
C1 - e84038

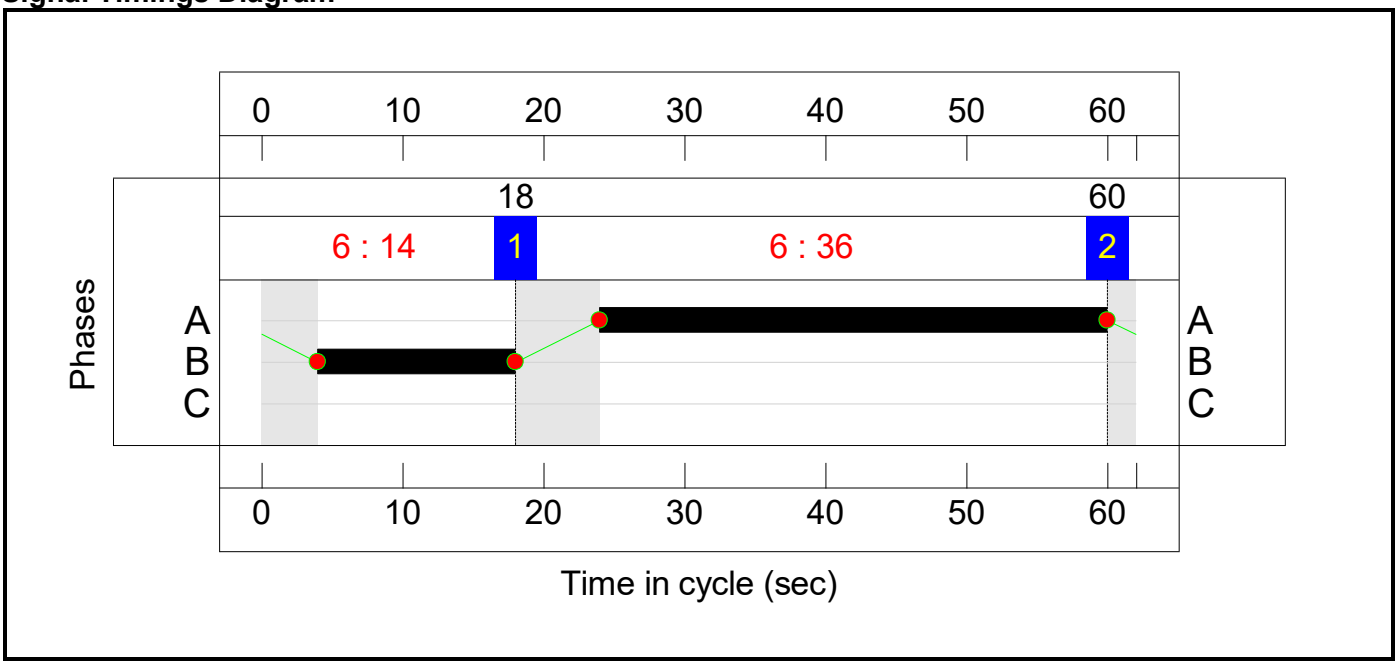
Stage Sequence Diagram



Stage Timings

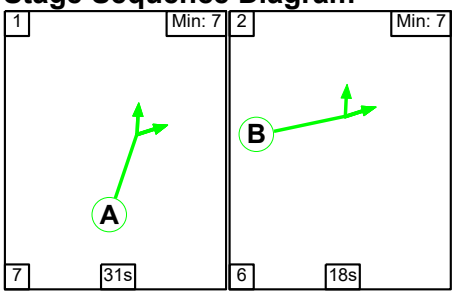
Stage	1	2
Duration	36	14
Change Point	18	60

Signal Timings Diagram



C2 - e84039

Stage Sequence Diagram

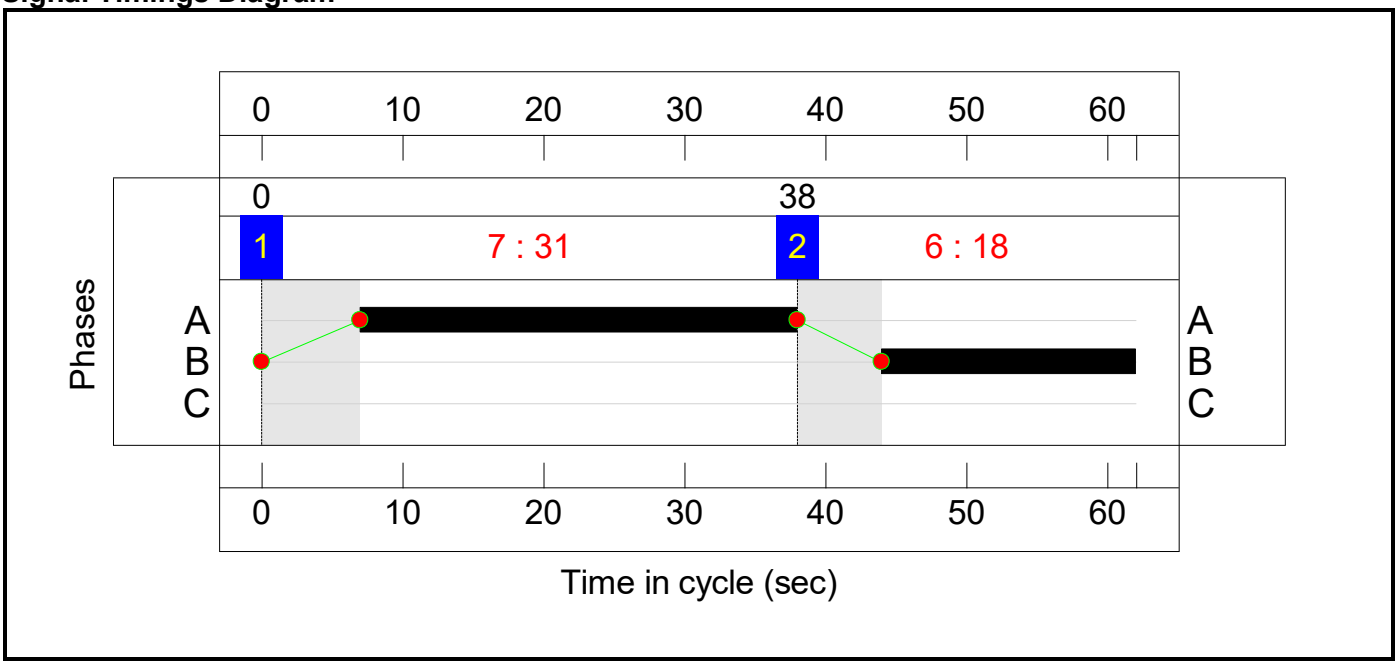


Stage Timings

Stage	1	2
Duration	31	18
Change Point	0	38

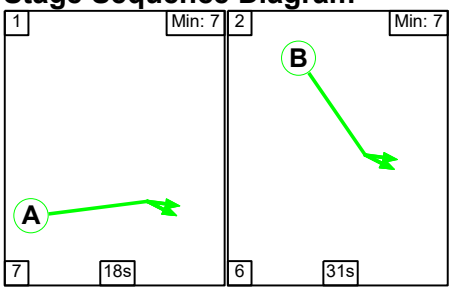
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Signal Timings Diagram



C3 - e84040

Stage Sequence Diagram

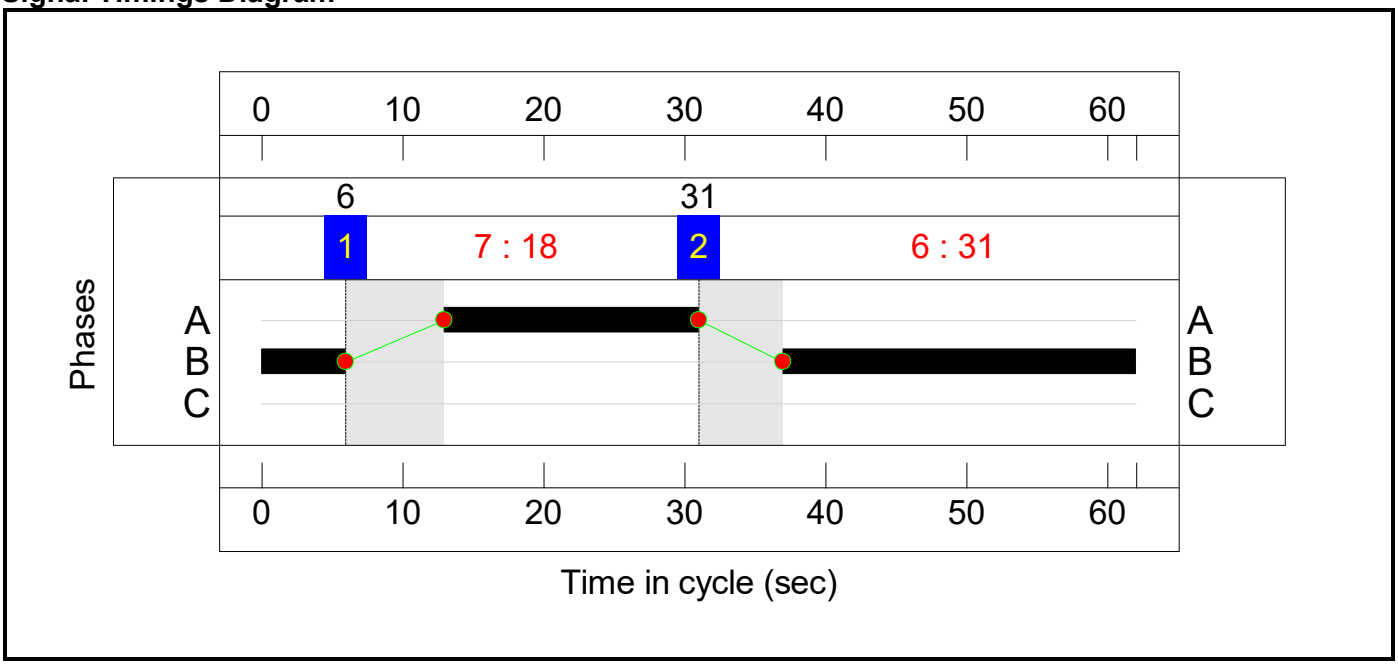


Stage Timings

Stage	1	2
Duration	18	31
Change Point	6	31

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

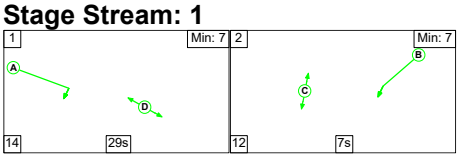
Signal Timings Diagram



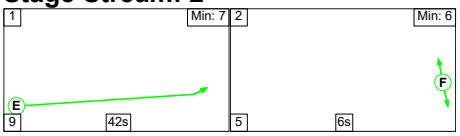
C4 - e84041

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

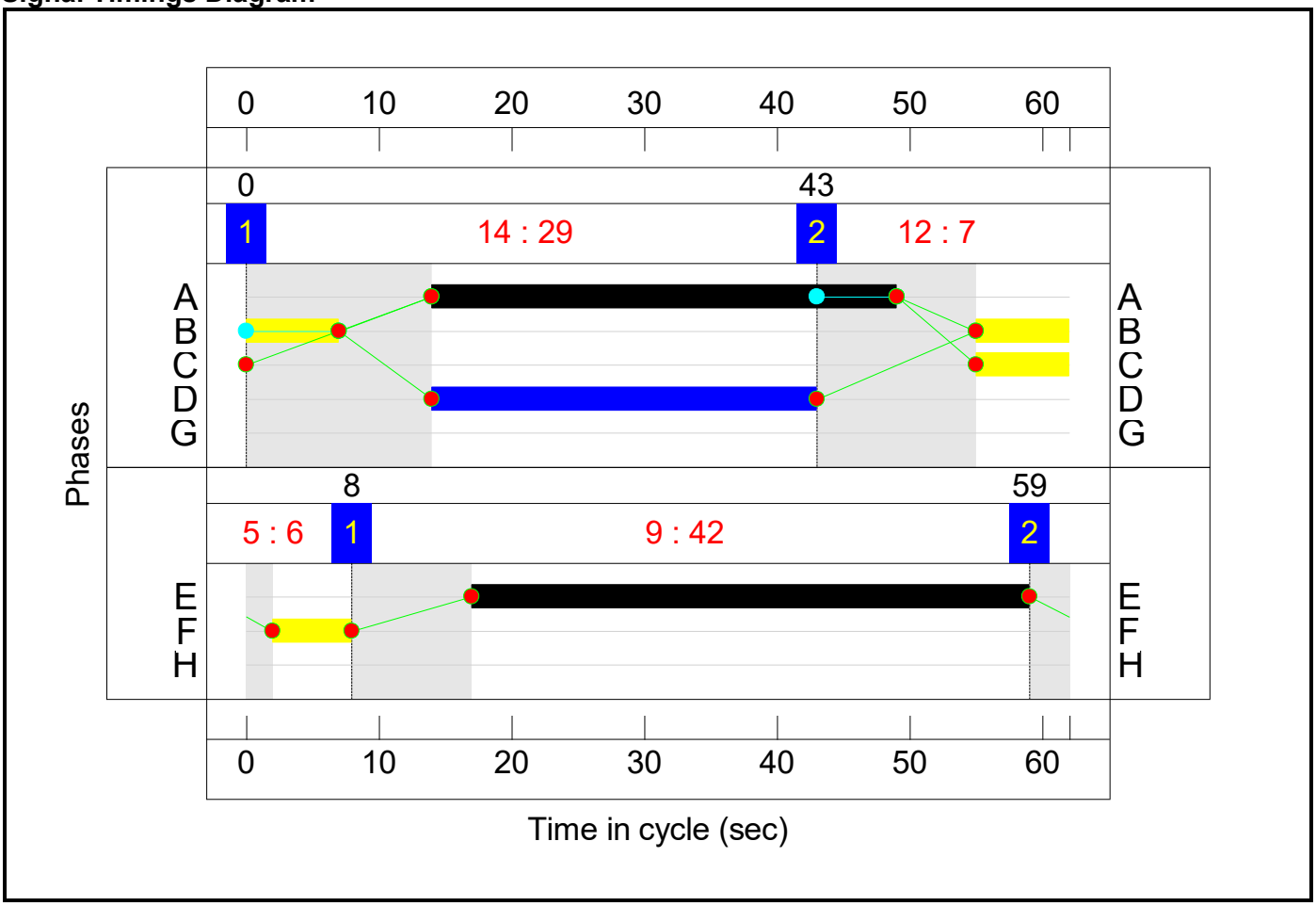
Stage	1	2
Duration	29	7
Change Point	0	43

Stage Stream: 2

Stage	1	2
Duration	42	6
Change Point	8	59

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

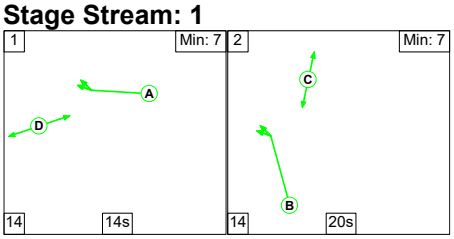
Signal Timings Diagram



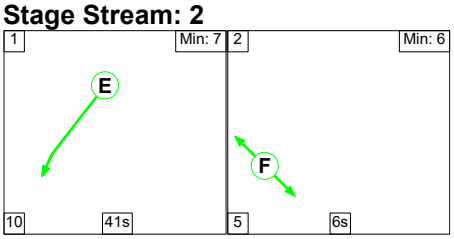
C5 - e84043

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

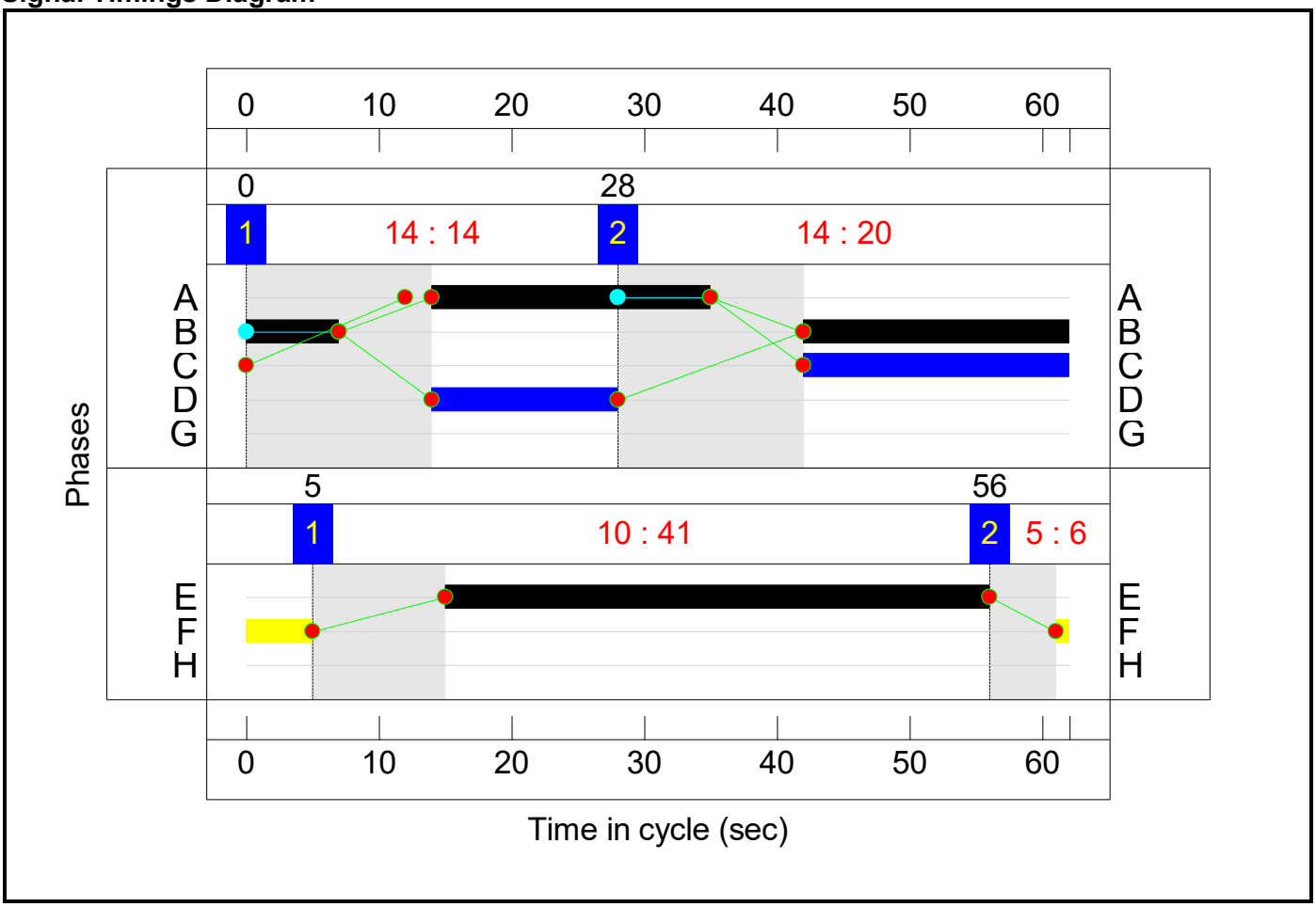
Stage	1	2
Duration	14	20
Change Point	0	28

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Stage Stream: 2

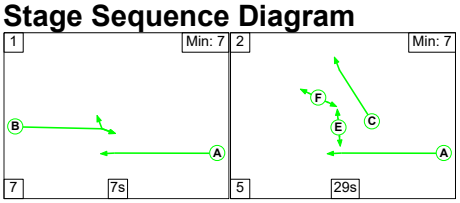
Stage	1	2
Duration	41	6
Change Point	5	56

Signal Timings Diagram



C6 - e84044

Stage Sequence Diagram

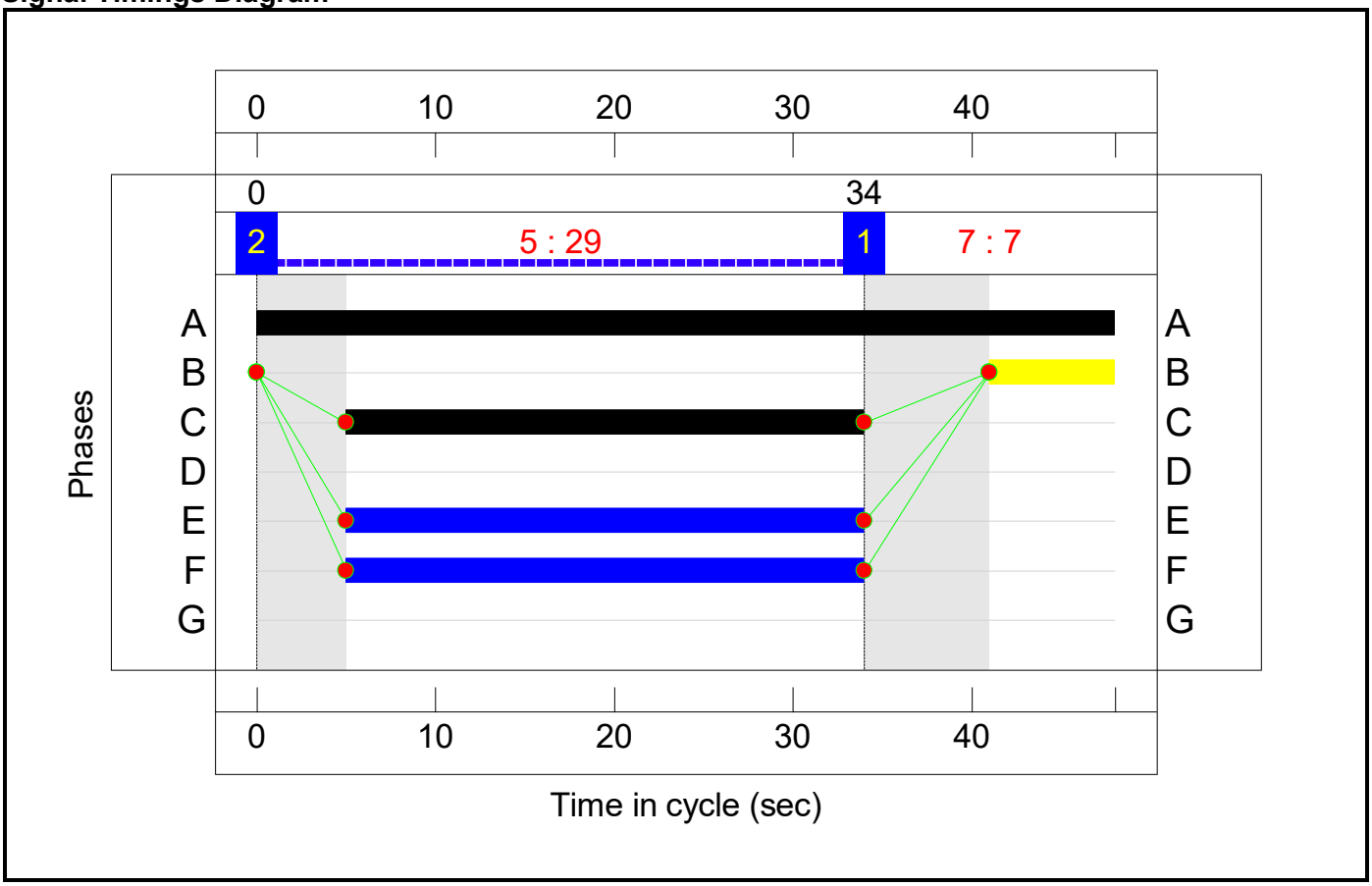


Stage Timings

Stage	1	2
Duration	7	29
Change Point	34	0

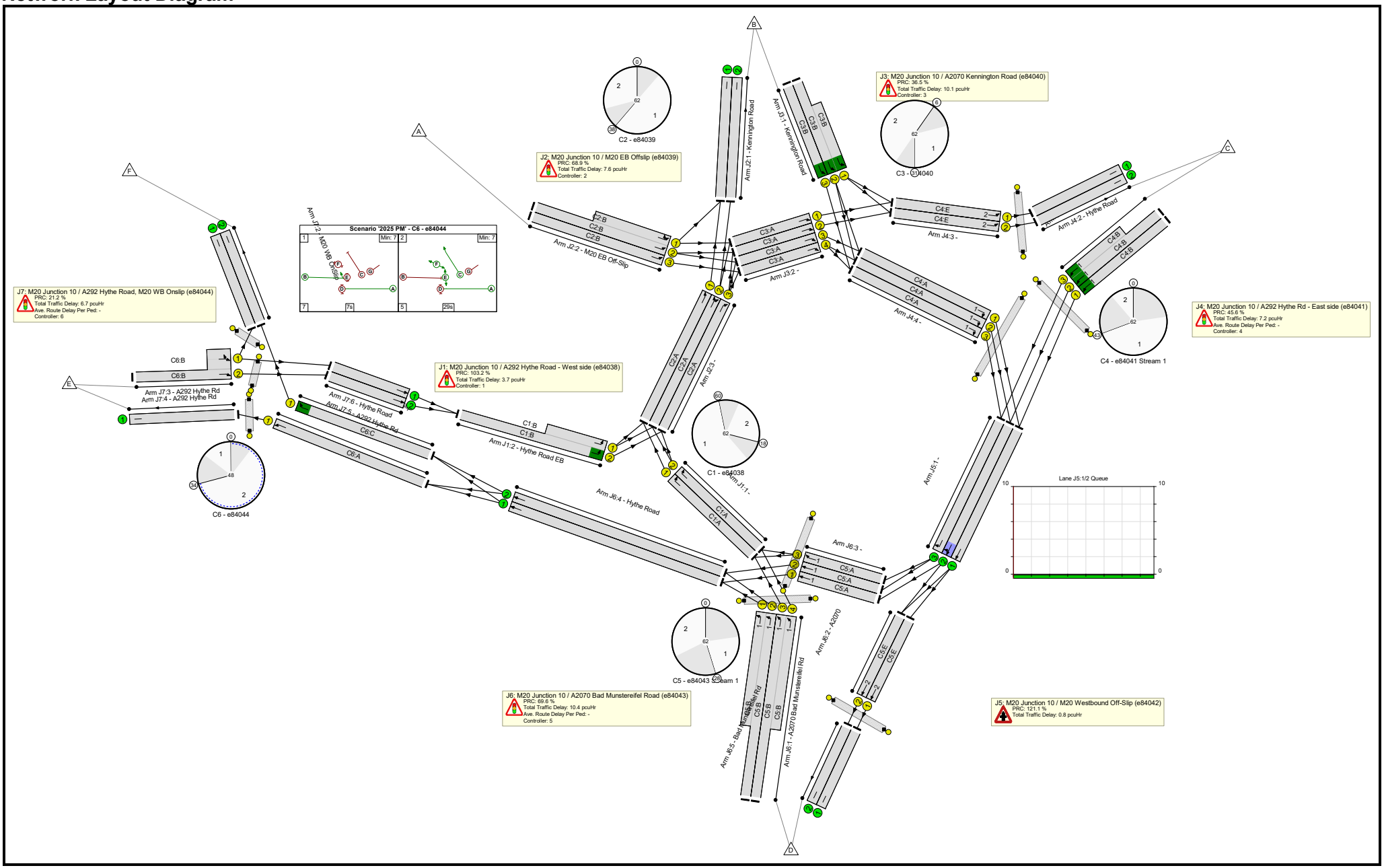
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Signal Timings Diagram



Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Network Layout Diagram



Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J22_J23 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.2%**
J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.3%**
1/1	Right	U	N/A	N/A	C1:A		1	36	-	331	1806	1078	30.7%
1/2	Right	U	N/A	N/A	C1:A		1	36	-	334	1806	1078	31.0%
2/2+2/1	Hythe Road EB Left	U	N/A	N/A	C1:B		1	14	-	363	1904:1904	359+461	44.3 : 44.3%
J2: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.3%**
1/1	Kennington Road	U	N/A	N/A	-		-	-	-	435	1940	1940	22.4%
1/2	Kennington Road	U	N/A	N/A	-		-	-	-	287	2080	2080	13.8%
2/2+2/1	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	18	-	508	2155:1981	660+293	53.3 : 53.3%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	18	-	309	2155	660	46.8%
3/1	Ahead	U	N/A	N/A	C2:A		1	31	-	341	1806	932	36.6%
3/2	Right Ahead	U	N/A	N/A	C2:A		1	31	-	435	1806	932	46.7%
3/3	Right	U	N/A	N/A	C2:A		1	31	-	252	1806	932	27.0%
J3: M20 Junction 10 / A2070 Kennington Road (e84040)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.9%**
1/2+1/1	Kennington Road Left Ahead	U	N/A	N/A	C3:B		1	31	-	571	1851:1851	812+555	41.8 : 41.8%
1/3	Kennington Road Ahead	U	N/A	N/A	C3:B		1	31	-	223	1851	926	24.1%
2/1	Ahead	U	N/A	N/A	C3:A		1	18	-	210	1806	553	37.9%

2/2	Ahead	U	N/A	N/A	C3:A		1	18	-	207	1806	553	37.4%
2/3	Ahead	U	N/A	N/A	C3:A		1	18	-	365	1806	553	65.9%
2/4	Ahead	U	N/A	N/A	C3:A		1	18	-	341	1806	553	61.6%
J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.8%**
1/1	Hythe Road SB Ahead	U	4:1	N/A	C4:B		1	14	-	126	1809	408	30.8%
1/2+1/3	Hythe Road SB Ahead	U	4:1	N/A	C4:B		1	14	-	452	1841:1796	416+368	61.8 : 53.0%
2/1	Hythe Road	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
2/2	Hythe Road	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
3/1	Ahead	U	4:2	N/A	C4:E		1	42	-	322	1800	1248	25.8%
3/2	Ahead	U	4:2	N/A	C4:E		1	42	-	327	1800	1248	26.2%
4/1	Right	U	4:1	N/A	C4:A		1	35	-	528	1806	1049	50.4%
4/2	Right	U	4:1	N/A	C4:A		1	35	-	478	1806	1049	45.6%
4/3	Right	U	4:1	N/A	C4:A		1	35	-	262	1806	1049	25.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.7%**
1/1	Ahead	U	N/A	N/A	-		-	-	-	654	1806	1806	36.2%
1/2	Ahead Right	U	N/A	N/A	-		-	-	-	735	1806	1806	40.7%
1/3	Right	U	N/A	N/A	-		-	-	-	457	1806	1806	25.3%
J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.1%**

1/2+1/1	A2070 Bad Munstereifel Rd Left	U	5:1	N/A	C5:B		1	27	-	847	1798:1798	812+812	53.1 : 51.2%
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	5:1	N/A	C5:B		1	27	-	517	1798:1798	812+812	33.4 : 30.3%
2/1	A2070 Ahead	U	5:2	N/A	C5:E		1	41	-	529	1800	1219	43.4%
2/2	A2070 Ahead	U	5:2	N/A	C5:E		1	41	-	559	1800	1219	45.8%
3/1	Ahead	U	5:1	N/A	C5:A		1	21	-	301	1806	641	47.0%
3/2	Ahead	U	5:1	N/A	C5:A		1	21	-	309	1806	641	48.2%
3/3	Ahead	U	5:1	N/A	C5:A		1	21	-	148	1806	641	23.1%
4/1	Hythe Road Ahead Ahead2	U	N/A	N/A	-		-	-	-	717	1940	1940	37.0%
4/2	Hythe Road Ahead Ahead2	U	N/A	N/A	-		-	-	-	740	2080	2080	35.6%
5/1	Bad Munstereifel Rd	U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
5/2	Bad Munstereifel Rd	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.2%**
1/1	M20 WB OnSlip Right	U	N/A	N/A	C6:C		1	29	-	818	1824	1102	74.2%
2/1	M20 WB OnSlip	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%
2/2	M20 WB OnSlip	U	N/A	N/A	-		-	-	-	818	Inf	Inf	0.0%

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

3/2+3/1	A292 Hythe Rd Left Ahead	U	N/A	N/A	C6:B		1	7	-	506	1931:3400	286+505	64.0 : 64.0%
4/1	A292 Hythe Rd	U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
5/1	A292 Hythe Rd Ahead	U	N/A	N/A	C6:A		1	48	-	639	1800	1800	35.5%
6/1	Hythe Road Ahead	U	N/A	N/A	-		-	-	-	180	Inf	Inf	0.0%
6/2	Hythe Road Ahead	U	N/A	N/A	-		-	-	-	183	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

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: J22_J23 M20Junction 10	**-**	**-**	**0**	**0**	**0**	**31.8**	**14.8**	**0.0**	**46.6**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	**-**	**-**	**0**	**0**	**0**	**2.8**	**0.8**	**0.0**	**3.7**	**-**	**-**	**-**	**-**
1/1	331	331	-	-	-	0.4	0.2	-	0.6	7.0	1.9	0.2	2.1
1/2	334	334	-	-	-	0.4	0.2	-	0.6	6.7	2.1	0.2	2.3
2/2+2/1	363	363	-	-	-	2.0	0.4	-	2.4	24.0	2.9	0.4	3.3
J2: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**0**	**0**	**0**	**5.5**	**2.1**	**0.0**	**7.6**	**-**	**-**	**-**	**-**
1/1	435	435	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
1/2	287	287	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
2/2+2/1	508	508	-	-	-	2.4	0.6	-	3.0	21.4	5.0	0.6	5.6
2/3	309	309	-	-	-	1.5	0.4	-	1.9	22.5	4.3	0.4	4.7
3/1	341	341	-	-	-	0.8	0.3	-	1.1	11.3	3.7	0.3	3.9
3/2	435	435	-	-	-	0.5	0.4	-	1.0	8.1	4.6	0.4	5.1
3/3	252	252	-	-	-	0.2	0.2	-	0.4	5.4	1.1	0.2	1.3
J3: M20 Junction 10 / A2070 Kennington Road (e84040)	**-**	**-**	**0**	**0**	**0**	**7.2**	**2.9**	**0.0**	**10.1**	**-**	**-**	**-**	**-**
1/2+1/1	571	571	-	-	-	1.5	0.4	-	1.8	11.5	3.5	0.4	3.8
1/3	223	223	-	-	-	0.5	0.2	-	0.7	11.4	2.2	0.2	2.3
2/1	210	210	-	-	-	0.4	0.3	-	0.7	12.5	1.2	0.3	1.5
2/2	207	207	-	-	-	0.5	0.3	-	0.8	14.0	2.2	0.3	2.4
2/3	365	365	-	-	-	2.2	1.0	-	3.1	31.0	6.1	1.0	7.1
2/4	341	341	-	-	-	2.1	0.8	-	2.9	30.7	5.8	0.8	6.5
J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	**-**	**-**	**0**	**0**	**0**	**4.9**	**2.3**	**0.0**	**7.2**	**-**	**-**	**-**	**-**

1/1	126	126	-	-	-	0.7	0.2	-	0.9	26.4	1.8	0.2	2.0
1/2+1/3	452	452	-	-	-	2.7	0.7	-	3.4	26.7	3.9	0.7	4.6
2/1	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	322	322	-	-	-	0.1	0.2	-	0.3	3.0	0.5	0.2	0.7
3/2	327	327	-	-	-	0.1	0.2	-	0.3	3.0	0.5	0.2	0.7
4/1	528	528	-	-	-	0.4	0.5	-	0.9	6.2	1.5	0.5	2.0
4/2	478	478	-	-	-	0.4	0.4	-	0.9	6.5	1.6	0.4	2.0
4/3	262	262	-	-	-	0.5	0.2	-	0.6	8.6	1.8	0.2	1.9
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.8**	**0.0**	**0.8**	**-**	**-**	**-**	**-**
1/1	654	654	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
1/2	735	735	-	-	-	0.0	0.3	-	0.3	1.7	0.0	0.3	0.3
1/3	457	457	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	**-**	**-**	**0**	**0**	**0**	**7.2**	**3.2**	**0.0**	**10.4**	**-**	**-**	**-**	**-**
1/2+1/1	847	847	-	-	-	2.9	0.5	-	3.4	14.5	5.3	0.5	5.8
1/3+1/4	517	517	-	-	-	1.6	0.2	-	1.8	12.5	3.0	0.2	3.2
2/1	529	529	-	-	-	0.4	0.4	-	0.8	5.1	2.1	0.4	2.5
2/2	559	559	-	-	-	0.4	0.4	-	0.8	5.0	2.8	0.4	3.3
3/1	301	301	-	-	-	0.6	0.4	-	1.1	12.8	3.6	0.4	4.0
3/2	309	309	-	-	-	1.4	0.5	-	1.9	21.7	4.3	0.5	4.7
3/3	148	148	-	-	-	0.0	0.2	-	0.2	4.4	0.6	0.2	0.7
4/1	717	717	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/2	740	740	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3

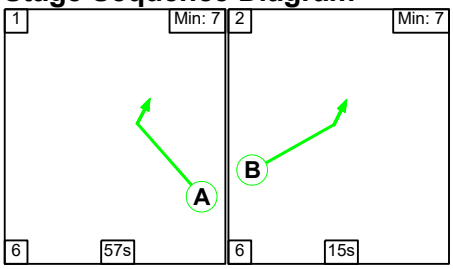
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

5/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	**-**	**-**	**0**	**0**	**0**	**4.1**	**2.6**	**0.0**	**6.7**	**-**	**-**	**-**	**-**
1/1	818	818	-	-	-	1.5	1.4	-	3.0	13.1	7.7	1.4	9.2
2/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	506	506	-	-	-	2.6	0.9	-	3.5	24.7	2.2	0.9	3.1
4/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	639	639	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/1	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 - e84038		PRC for Signalled Lanes (%):	103.2	Total Delay for Signalled Lanes (pcuHr):	3.68	Cycle Time (s):	62
C2 - e84039		PRC for Signalled Lanes (%):	68.9	Total Delay for Signalled Lanes (pcuHr):	7.37	Cycle Time (s):	62
C3 - e84040		PRC for Signalled Lanes (%):	36.5	Total Delay for Signalled Lanes (pcuHr):	10.12	Cycle Time (s):	62
C4 - e84041	Stream: 1	PRC for Signalled Lanes (%):	45.6	Total Delay for Signalled Lanes (pcuHr):	6.68	Cycle Time (s):	62
C4 - e84041	Stream: 2	PRC for Signalled Lanes (%):	243.6	Total Delay for Signalled Lanes (pcuHr):	0.54	Cycle Time (s):	62
C5 - e84043	Stream: 1	PRC for Signalled Lanes (%):	69.6	Total Delay for Signalled Lanes (pcuHr):	8.33	Cycle Time (s):	62
C5 - e84043	Stream: 2	PRC for Signalled Lanes (%):	96.3	Total Delay for Signalled Lanes (pcuHr):	1.53	Cycle Time (s):	62
C6 - e84044		PRC for Signalled Lanes (%):	21.2	Total Delay for Signalled Lanes (pcuHr):	6.72	Cycle Time (s):	48
		PRC Over All Lanes (%):	21.2	Total Delay Over All Lanes(pcuHr):	46.56		

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x
Scenario 3: '2055 DM AM' (FG5: '2055 DM AM', Plan 1: 'Network Control Plan 1')
C1 - e84038

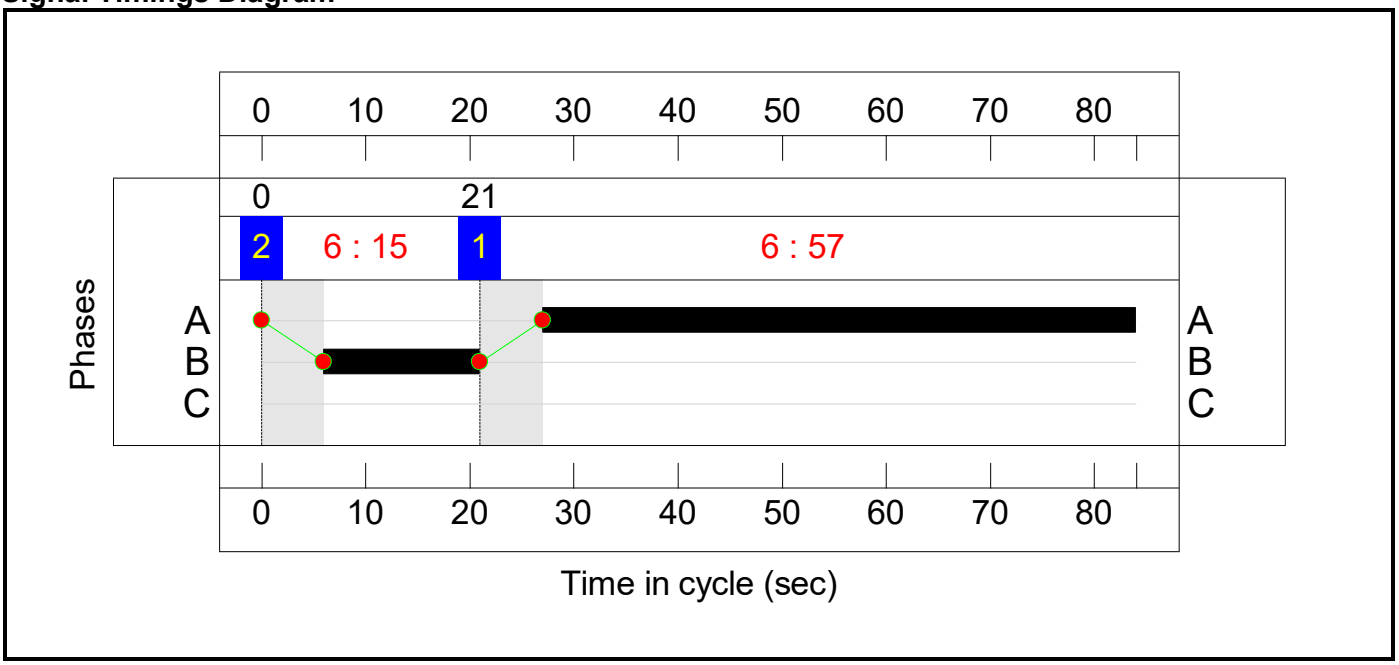
Stage Sequence Diagram



Stage Timings

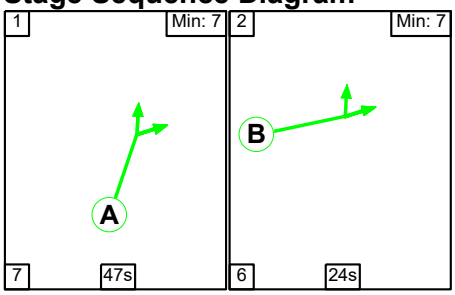
Stage	1	2
Duration	57	15
Change Point	21	0

Signal Timings Diagram



C2 - e84039

Stage Sequence Diagram

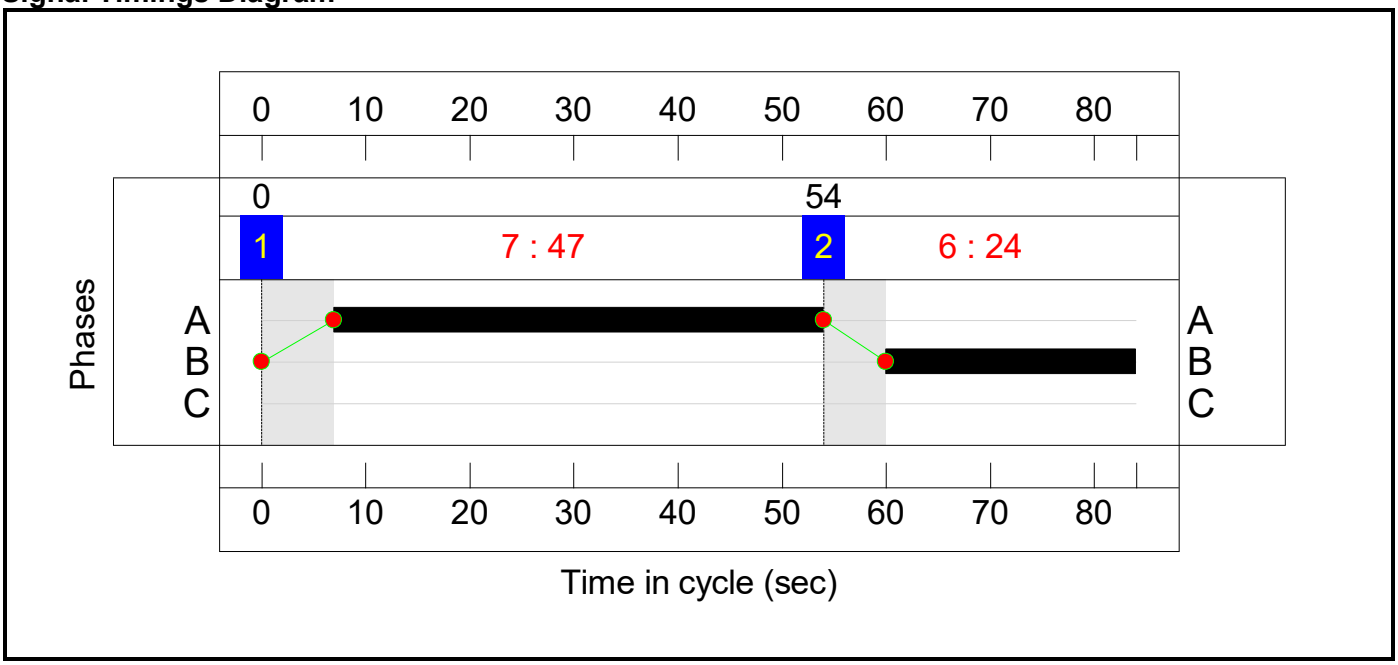


Stage Timings

Stage	1	2
Duration	47	24
Change Point	0	54

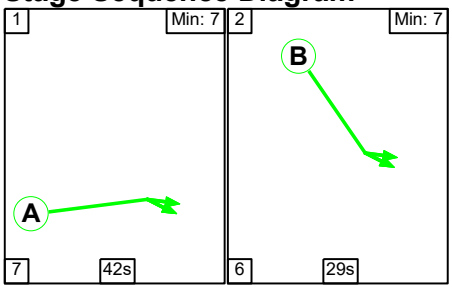
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Signal Timings Diagram



C3 - e84040

Stage Sequence Diagram

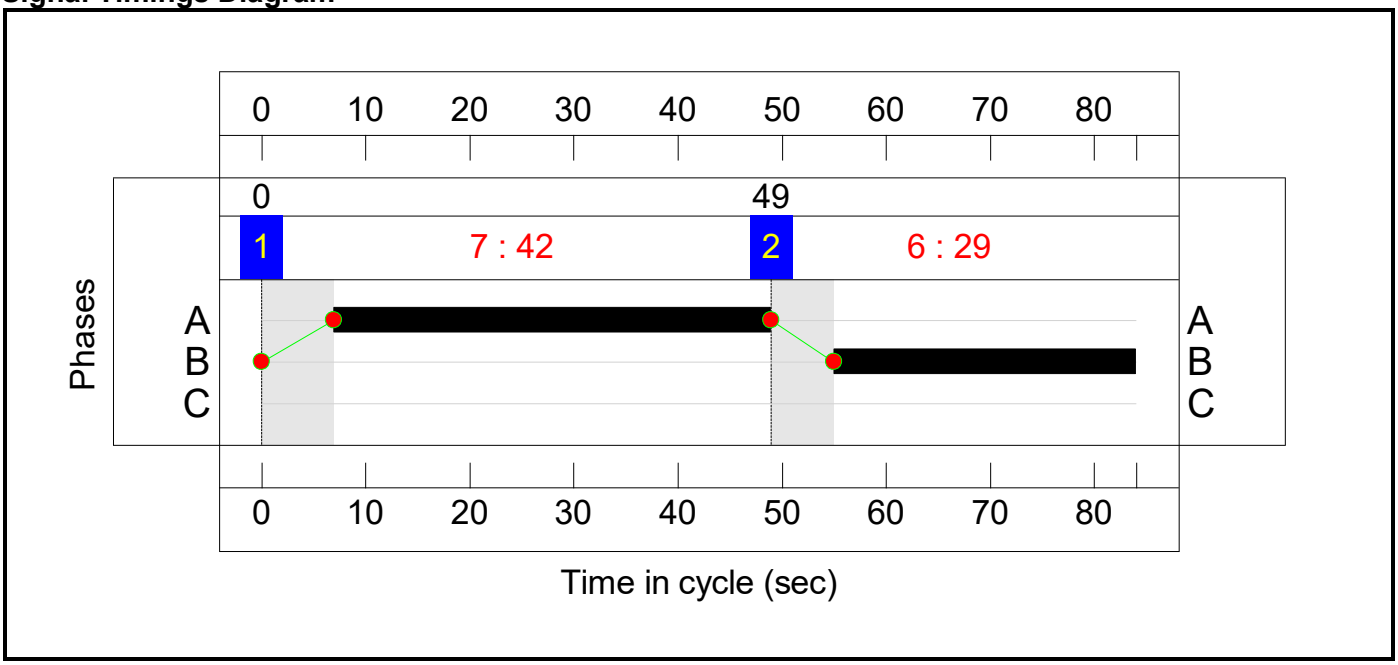


Stage Timings

Stage	1	2
Duration	42	29
Change Point	0	49

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

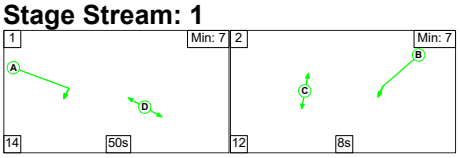
Signal Timings Diagram



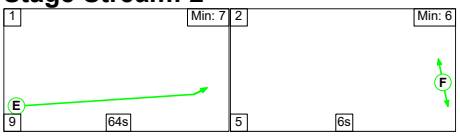
C4 - e84041

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

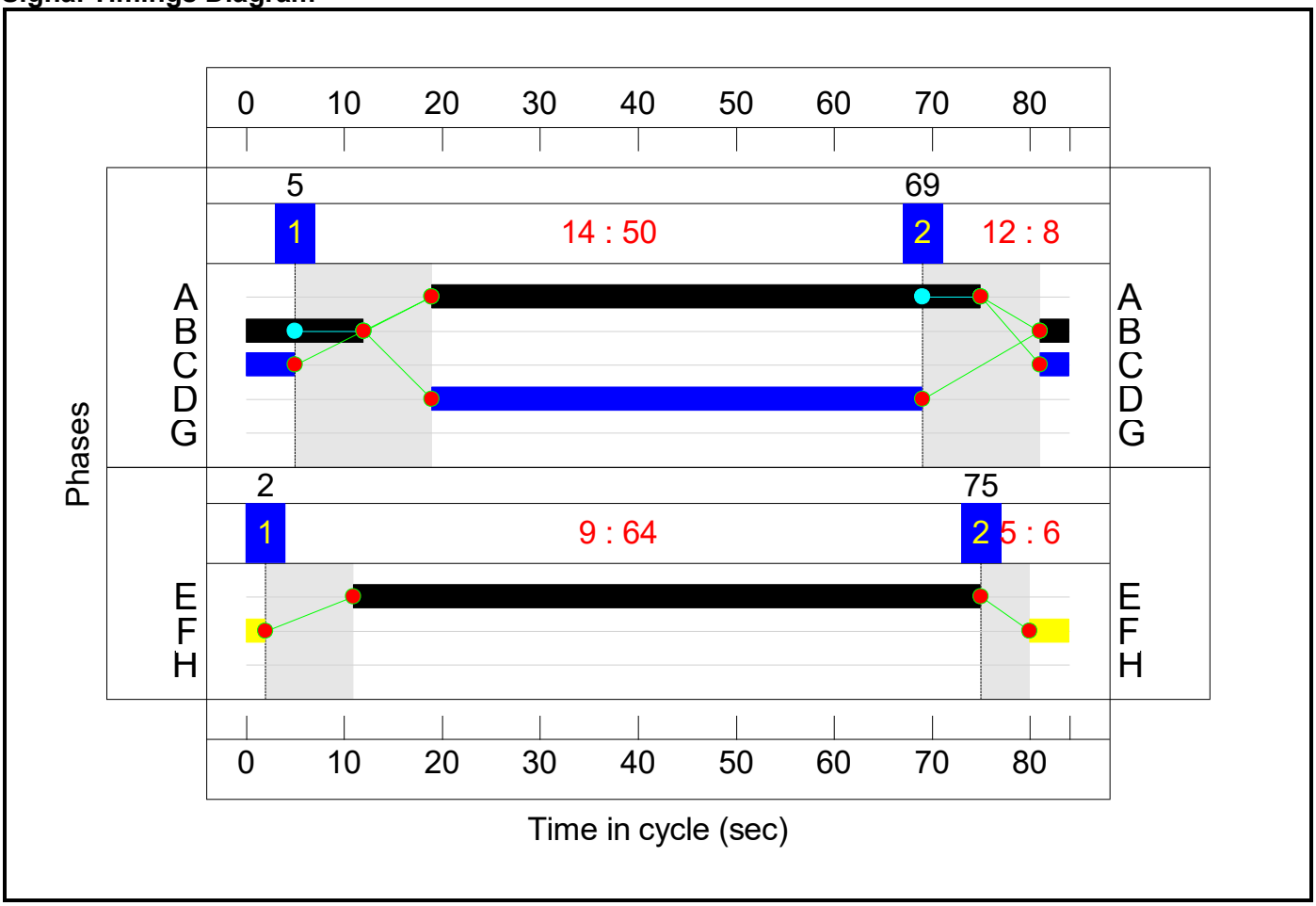
Stage	1	2
Duration	50	8
Change Point	5	69

Stage Stream: 2

Stage	1	2
Duration	64	6
Change Point	2	75

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

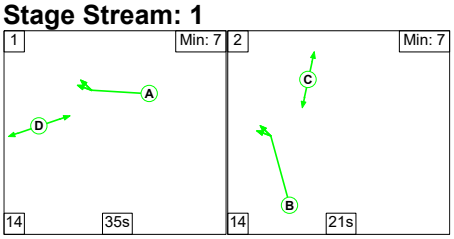
Signal Timings Diagram



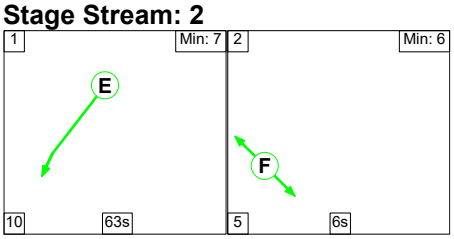
C5 - e84043

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

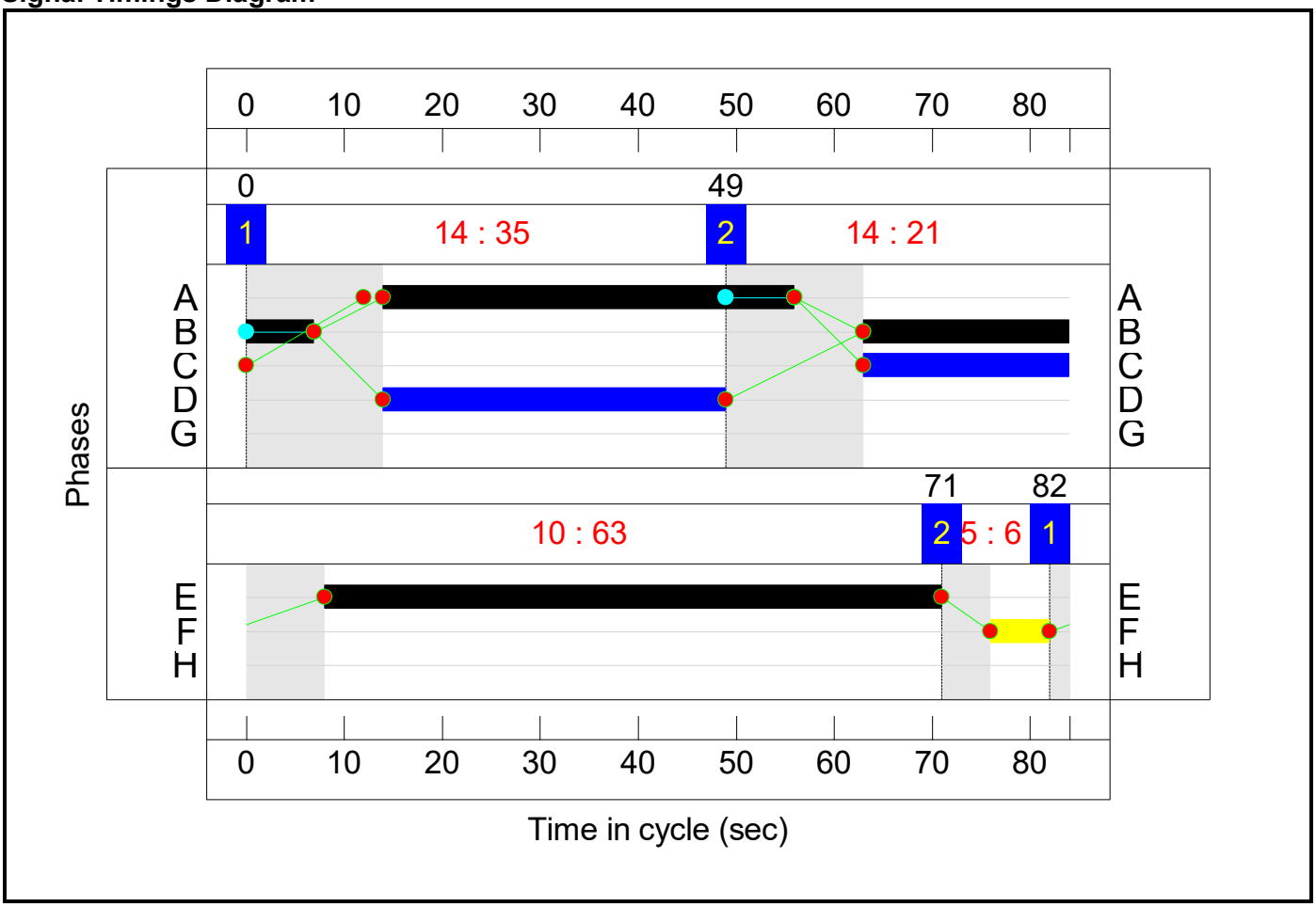
Stage	1	2
Duration	35	21
Change Point	0	49

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Stage Stream: 2

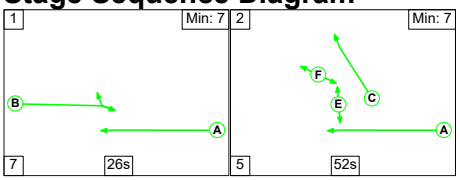
Stage	1	2
Duration	63	6
Change Point	82	71

Signal Timings Diagram



C6 - e84044

Stage Sequence Diagram

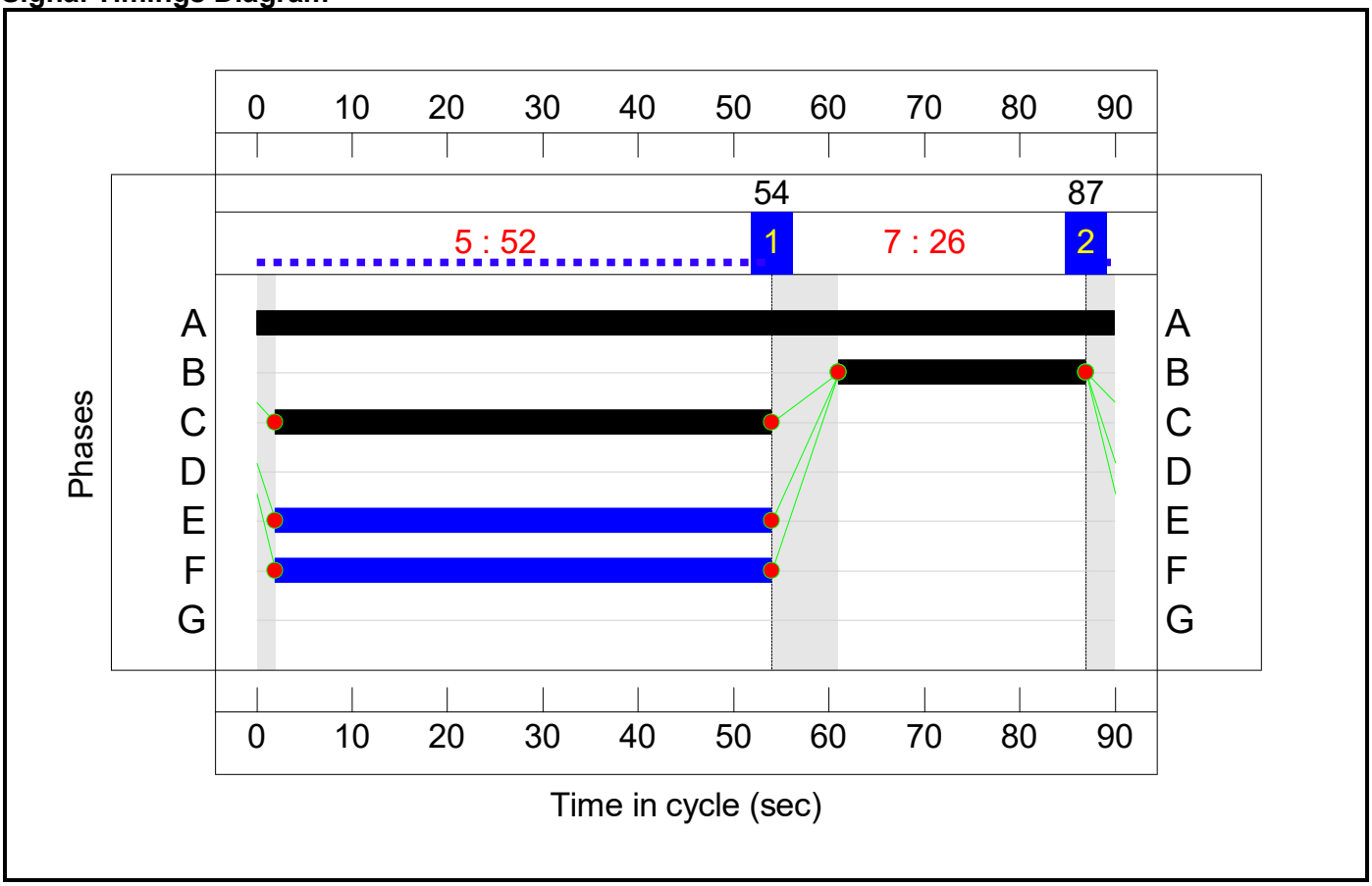


Stage Timings

Stage	1	2
Duration	26	52
Change Point	54	87

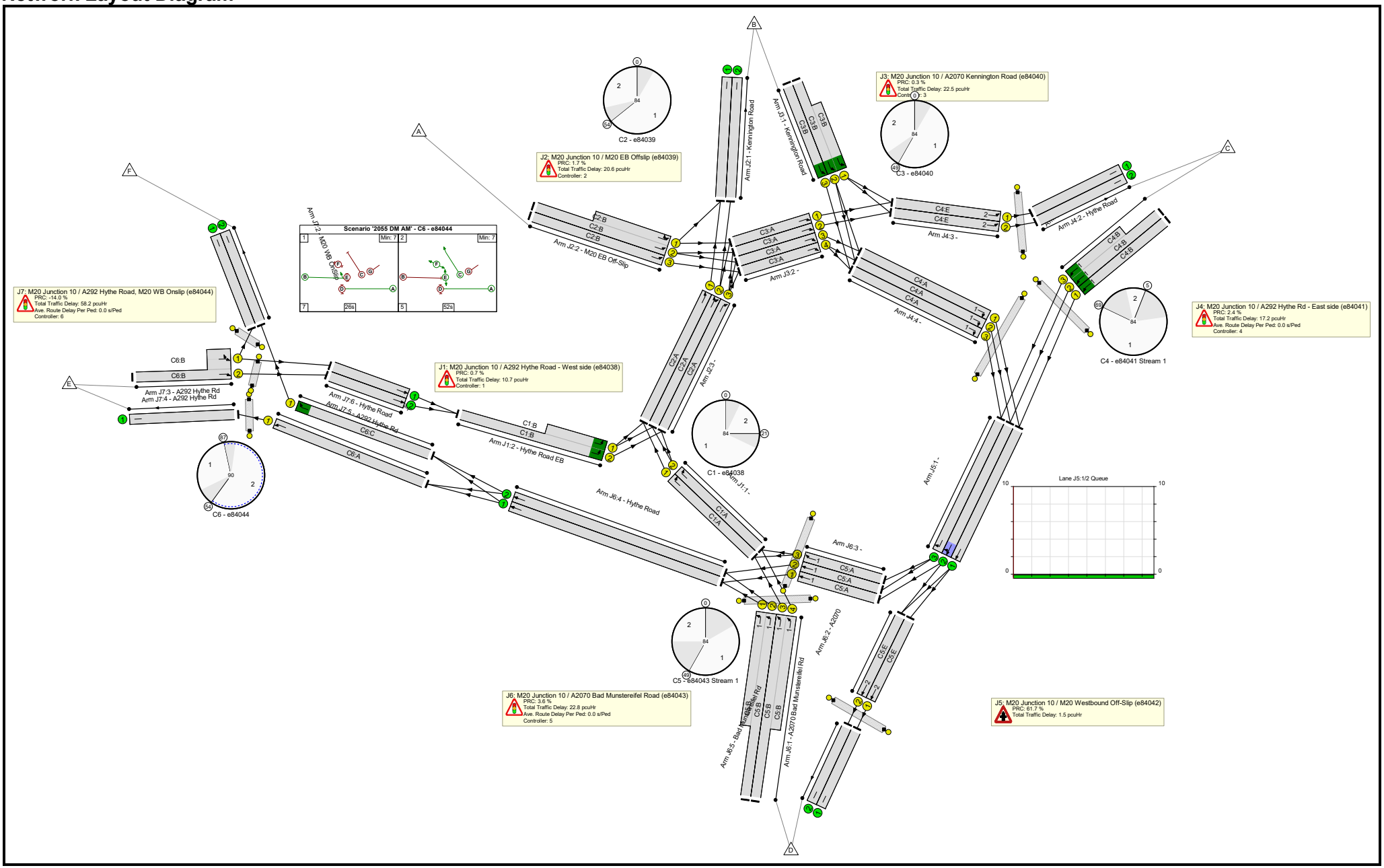
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Signal Timings Diagram



Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Network Layout Diagram



Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J22_J23 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.6%**
J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**
1/1	Right	U	N/A	N/A	C1:A		1	57	-	492	1806	1247	39.5%
1/2	Right	U	N/A	N/A	C1:A		1	57	-	494	1806	1247	39.6%
2/2+2/1	Hythe Road EB Left	U	N/A	N/A	C1:B		1	15	-	532	1904:1904	317+263	89.4 : 89.4%
J2: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.5%**
1/1	Kennington Road	U	N/A	N/A	-		-	-	-	850	1940	1940	43.7%
1/2	Kennington Road	U	N/A	N/A	-		-	-	-	438	2080	2080	21.0%
2/2+2/1	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	24	-	906	2155:1971	593+431	88.5 : 88.5%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	24	-	524	2155	641	81.7%
3/1	Ahead	U	N/A	N/A	C2:A		1	47	-	552	1806	1032	53.3%
3/2	Right Ahead	U	N/A	N/A	C2:A		1	47	-	551	1806	1032	52.9%
3/3	Right	U	N/A	N/A	C2:A		1	47	-	415	1806	1032	39.5%
J3: M20 Junction 10 / A2070 Kennington Road (e84040)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**
1/2+1/1	Kennington Road Left Ahead	U	N/A	N/A	C3:B		1	29	-	822	1851:1851	581+334	89.8 : 89.8%
1/3	Kennington Road Ahead	U	N/A	N/A	C3:B		1	29	-	396	1851	639	62.0%
2/1	Ahead	U	N/A	N/A	C3:A		1	42	-	196	1806	925	20.9%

2/2	Ahead	U	N/A	N/A	C3:A		1	42	-	356	1806	925	38.0%
2/3	Ahead	U	N/A	N/A	C3:A		1	42	-	545	1806	925	58.7%
2/4	Ahead	U	N/A	N/A	C3:A		1	42	-	563	1806	925	60.8%
J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.9%**
1/1	Hythe Road SB Ahead	U	4:1	N/A	C4:B		1	15	-	161	1809	323	49.8%
1/2+1/3	Hythe Road SB Ahead	U	4:1	N/A	C4:B		1	15	-	485	1841:1796	329+223	87.9 : 87.9%
2/1	Hythe Road	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
2/2	Hythe Road	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
3/1	Ahead	U	4:2	N/A	C4:E		1	64	-	362	1800	1393	25.8%
3/2	Ahead	U	4:2	N/A	C4:E		1	64	-	490	1800	1393	34.9%
4/1	Right	U	4:1	N/A	C4:A		1	56	-	814	1806	1226	66.3%
4/2	Right	U	4:1	N/A	C4:A		1	56	-	717	1806	1226	58.4%
4/3	Right	U	4:1	N/A	C4:A		1	56	-	495	1806	1226	40.4%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.6%**
1/1	Ahead	U	N/A	N/A	-		-	-	-	975	1806	1806	53.9%
1/2	Ahead Right	U	N/A	N/A	-		-	-	-	1006	1806	1806	55.6%
1/3	Right	U	N/A	N/A	-		-	-	-	691	1806	1806	38.3%
J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.8%**

1/2+1/1	A2070 Bad Munstereifel Rd Left	U	5:1	N/A	C5:B		1	28	-	1075	1798:1798	621+621	86.8 : 86.3%
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	5:1	N/A	C5:B		1	28	-	799	1798:1798	561+621	66.5 : 68.6%
2/1	A2070 Ahead	U	5:2	N/A	C5:E		1	63	-	800	1800	1371	58.2%
2/2	A2070 Ahead	U	5:2	N/A	C5:E		1	63	-	893	1800	1371	65.0%
3/1	Ahead	U	5:1	N/A	C5:A		1	42	-	288	1806	925	31.2%
3/2	Ahead	U	5:1	N/A	C5:A		1	42	-	504	1806	925	54.5%
3/3	Ahead	U	5:1	N/A	C5:A		1	42	-	187	1806	925	20.2%
4/1	Hythe Road Ahead Ahead2	U	N/A	N/A	-		-	-	-	824	1940	1940	42.5%
4/2	Hythe Road Ahead Ahead2	U	N/A	N/A	-		-	-	-	1043	2080	2080	50.1%
5/1	Bad Munstereifel Rd	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
5/2	Bad Munstereifel Rd	U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.6%**
1/1	M20 WB OnSlip Right	U	N/A	N/A	C6:C		1	52	-	1037	1785	1011	102.5%
2/1	M20 WB OnSlip	U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%
2/2	M20 WB OnSlip	U	N/A	N/A	-		-	-	-	1037	Inf	Inf	0.0%

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

3/2+3/1	A292 Hythe Rd Left Ahead	U	N/A	N/A	C6:B		1	26	-	817	1931:3400	288+508	102.6 : 102.6%
4/1	A292 Hythe Rd	U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
5/1	A292 Hythe Rd Ahead	U	N/A	N/A	C6:A		1	90	-	830	1800	1800	46.1%
6/1	Hythe Road Ahead	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
6/2	Hythe Road Ahead	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

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: J22_J23 M20Junction 10	**-**	**-**	**0**	**0**	**0**	**74.7**	**78.8**	**0.0**	**153.5**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	**-**	**-**	**0**	**0**	**0**	**6.3**	**4.4**	**0.0**	**10.7**	**-**	**-**	**-**	**-**
1/1	492	492	-	-	-	0.6	0.3	-	0.9	6.8	3.8	0.3	4.1
1/2	494	494	-	-	-	0.9	0.3	-	1.2	8.9	4.1	0.3	4.4
2/2+2/1	518	518	-	-	-	4.8	3.7	-	8.6	59.4	6.5	3.7	10.2
J2: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**0**	**0**	**0**	**12.8**	**7.7**	**0.0**	**20.6**	**-**	**-**	**-**	**-**
1/1	848	848	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
1/2	436	436	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/2+2/1	906	906	-	-	-	6.7	3.6	-	10.3	41.0	11.4	3.6	15.0
2/3	524	524	-	-	-	4.0	2.2	-	6.1	42.2	11.2	2.2	13.4
3/1	550	550	-	-	-	1.1	0.6	-	1.7	11.2	7.8	0.6	8.4
3/2	546	546	-	-	-	0.8	0.6	-	1.3	8.9	8.6	0.6	9.2
3/3	408	408	-	-	-	0.2	0.3	-	0.5	4.7	3.5	0.3	3.8
J3: M20 Junction 10 / A2070 Kennington Road (e84040)	**-**	**-**	**0**	**0**	**0**	**15.8**	**6.8**	**0.0**	**22.5**	**-**	**-**	**-**	**-**
1/2+1/1	822	822	-	-	-	5.4	4.0	-	9.5	41.5	11.5	4.0	15.6
1/3	396	396	-	-	-	2.5	0.8	-	3.3	30.3	7.6	0.8	8.4
2/1	193	193	-	-	-	0.4	0.1	-	0.5	10.0	1.9	0.1	2.1
2/2	352	352	-	-	-	0.3	0.3	-	0.6	5.8	1.4	0.3	1.7
2/3	543	543	-	-	-	3.3	0.7	-	4.0	26.5	12.2	0.7	12.9
2/4	562	562	-	-	-	3.8	0.8	-	4.6	29.6	12.9	0.8	13.7
J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	**-**	**-**	**0**	**0**	**0**	**10.9**	**6.3**	**0.0**	**17.2**	**-**	**-**	**-**	**-**

1/1	161	161	-	-	-	1.4	0.5	-	1.9	42.2	3.4	0.5	3.8
1/2+1/3	485	485	-	-	-	4.4	3.3	-	7.7	57.4	6.5	3.3	9.8
2/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	359	359	-	-	-	0.1	0.2	-	0.3	2.9	0.8	0.2	1.0
3/2	486	486	-	-	-	0.1	0.3	-	0.4	2.6	0.6	0.3	0.9
4/1	812	812	-	-	-	2.4	1.0	-	3.4	14.9	15.4	1.0	16.4
4/2	716	716	-	-	-	1.8	0.7	-	2.5	12.3	13.3	0.7	14.0
4/3	495	495	-	-	-	0.8	0.3	-	1.1	8.0	3.7	0.3	4.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**0**	**0**	**0**	**0.0**	**1.5**	**0.0**	**1.5**	**-**	**-**	**-**	**-**
1/1	973	973	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
1/2	1005	1005	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
1/3	691	691	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	**-**	**-**	**0**	**0**	**0**	**15.2**	**7.6**	**0.0**	**22.8**	**-**	**-**	**-**	**-**
1/2+1/1	1075	1075	-	-	-	7.7	3.1	-	10.8	36.1	11.7	3.1	14.8
1/3+1/4	799	799	-	-	-	5.1	1.0	-	6.2	27.9	8.5	1.0	9.6
2/1	798	798	-	-	-	0.4	0.7	-	1.1	4.9	4.0	0.7	4.7
2/2	892	892	-	-	-	0.6	0.9	-	1.5	6.1	13.1	0.9	14.0
3/1	288	288	-	-	-	0.0	0.2	-	0.2	2.8	0.0	0.2	0.2
3/2	504	504	-	-	-	1.4	0.6	-	2.0	14.1	7.3	0.6	7.9
3/3	187	187	-	-	-	0.0	0.1	-	0.1	2.4	0.0	0.1	0.1
4/1	824	824	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
4/2	1043	1043	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5

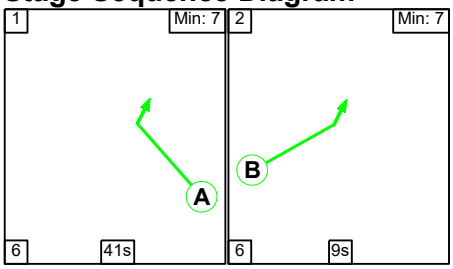
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

5/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	**-**	**-**	**0**	**0**	**0**	**13.7**	**44.6**	**0.0**	**58.2**	**-**	**-**	**-**	**-**
1/1	1037	1011	-	-	-	6.7	23.7	-	30.4	105.4	26.6	23.7	50.3
2/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1012	1012	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	817	796	-	-	-	7.0	20.4	-	27.4	120.9	14.8	20.4	35.2
4/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	830	830	-	-	-	0.0	0.4	-	0.4	1.9	0.0	0.4	0.4
6/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 - e84038		PRC for Signalled Lanes (%):	0.7	Total Delay for Signalled Lanes (pcuHr):	10.70	Cycle Time (s):	84
C2 - e84039		PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	20.06	Cycle Time (s):	84
C3 - e84040		PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	22.52	Cycle Time (s):	84
C4 - e84041	Stream: 1	PRC for Signalled Lanes (%):	2.4	Total Delay for Signalled Lanes (pcuHr):	16.55	Cycle Time (s):	84
C4 - e84041	Stream: 2	PRC for Signalled Lanes (%):	158.2	Total Delay for Signalled Lanes (pcuHr):	0.64	Cycle Time (s):	84
C5 - e84043	Stream: 1	PRC for Signalled Lanes (%):	3.6	Total Delay for Signalled Lanes (pcuHr):	19.29	Cycle Time (s):	84
C5 - e84043	Stream: 2	PRC for Signalled Lanes (%):	38.4	Total Delay for Signalled Lanes (pcuHr):	2.60	Cycle Time (s):	84
C6 - e84044		PRC for Signalled Lanes (%):	-14.0	Total Delay for Signalled Lanes (pcuHr):	58.24	Cycle Time (s):	90
		PRC Over All Lanes (%):	-14.0	Total Delay Over All Lanes(pcuHr):	153.52		

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x
Scenario 4: '2055 DM PM' (FG6: '2055 DM PM', Plan 1: 'Network Control Plan 1')
C1 - e84038

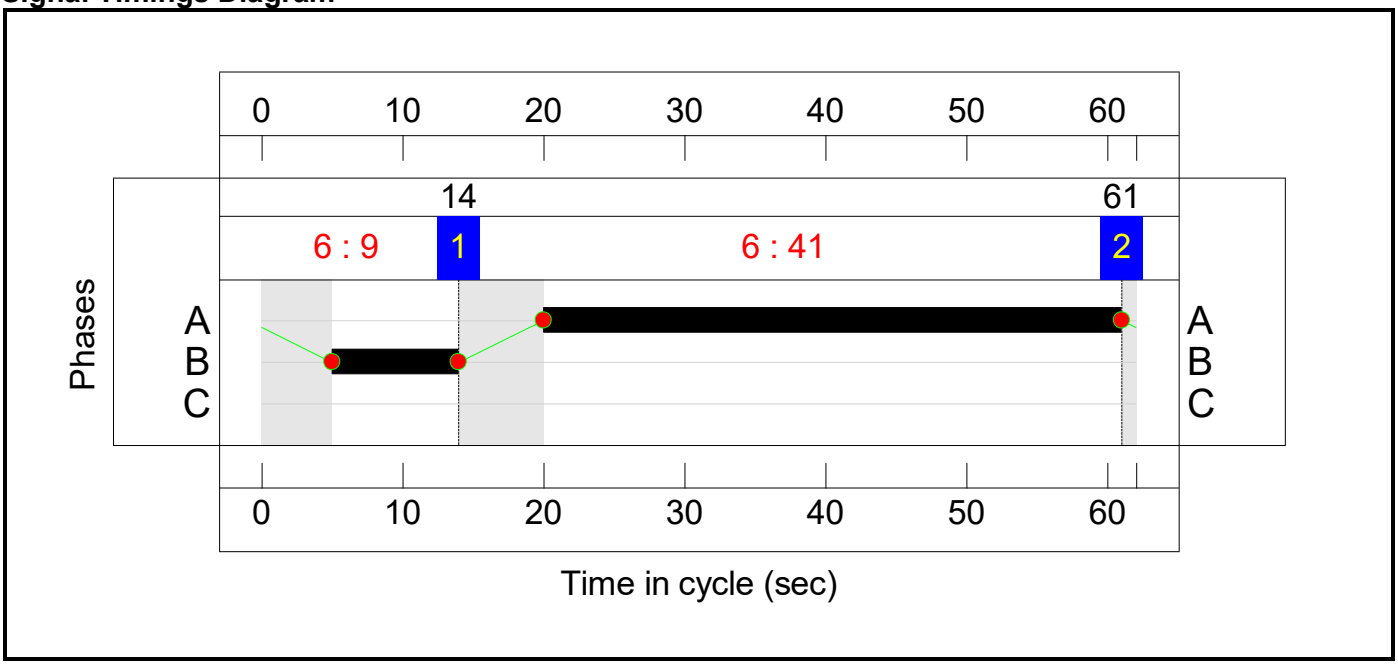
Stage Sequence Diagram



Stage Timings

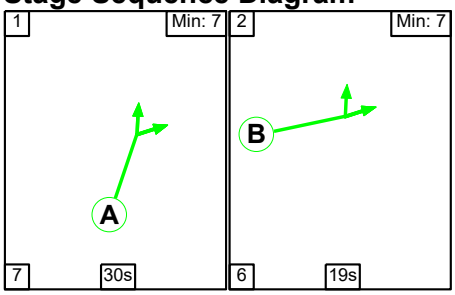
Stage	1	2
Duration	41	9
Change Point	14	61

Signal Timings Diagram



C2 - e84039

Stage Sequence Diagram

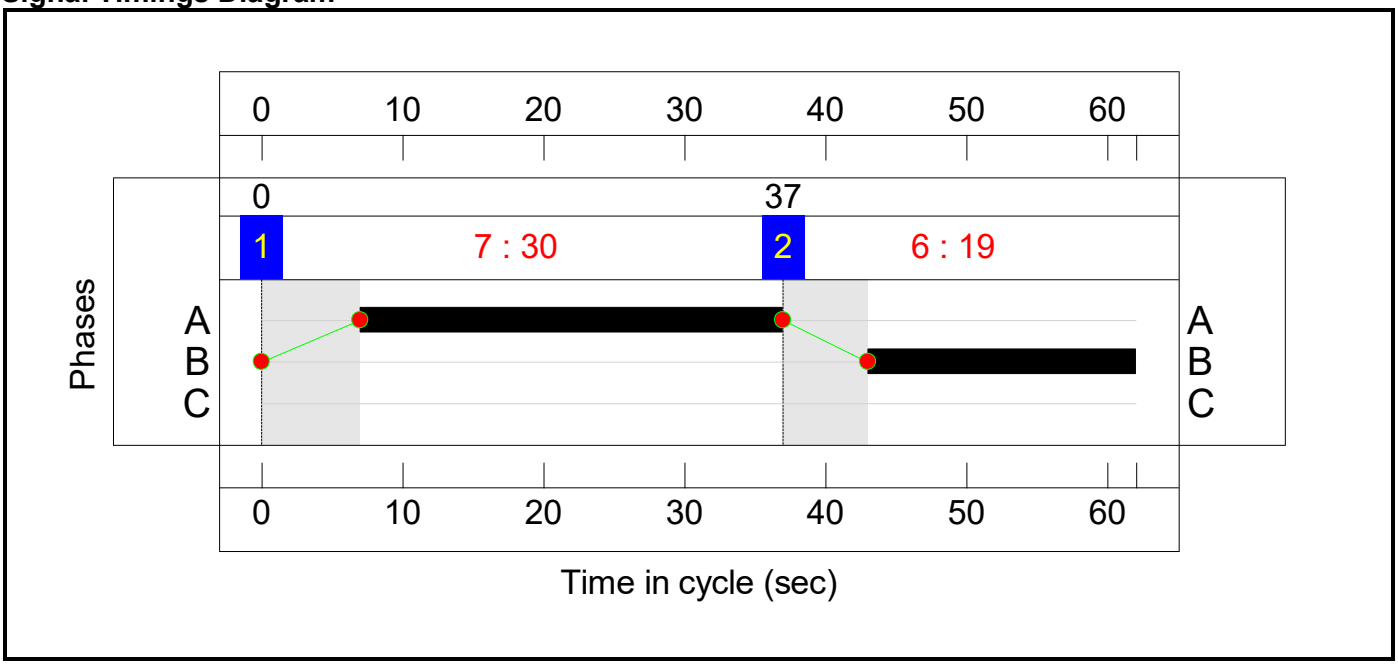


Stage Timings

Stage	1	2
Duration	30	19
Change Point	0	37

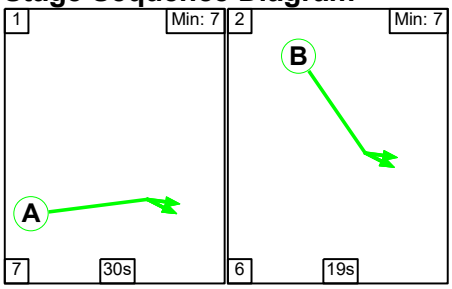
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Signal Timings Diagram



C3 - e84040

Stage Sequence Diagram

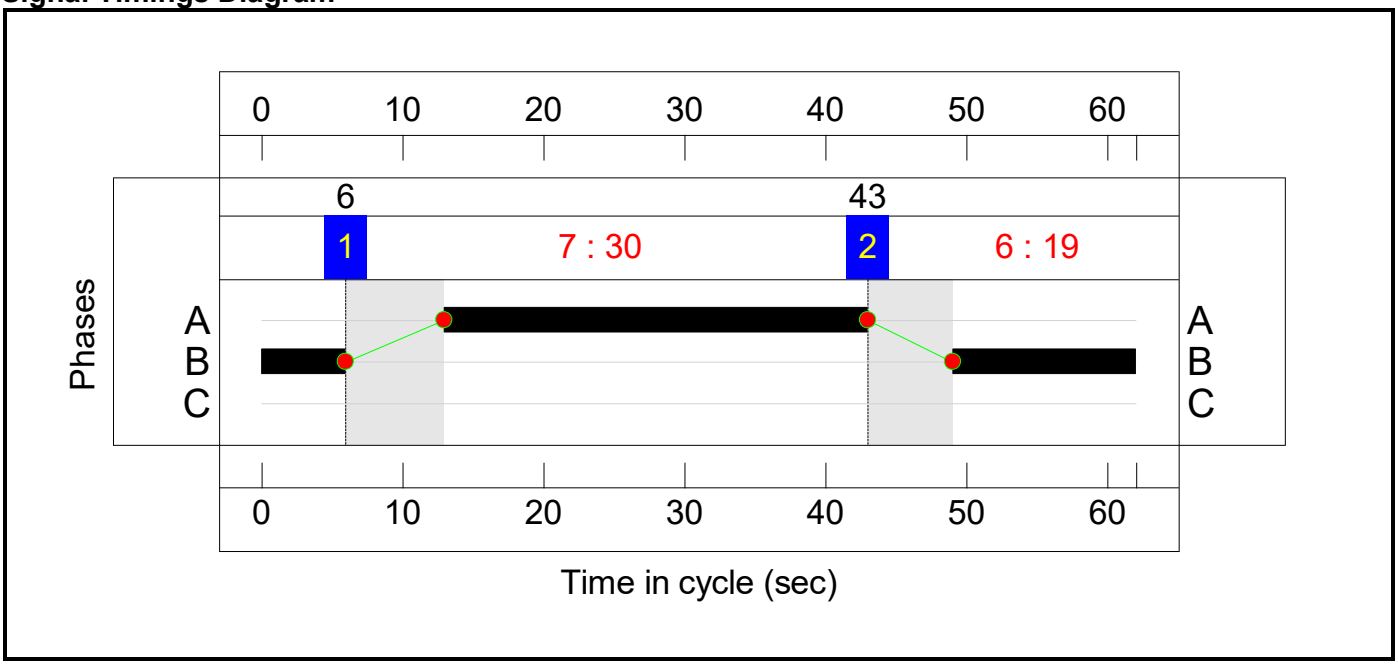


Stage Timings

Stage	1	2
Duration	30	19
Change Point	6	43

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

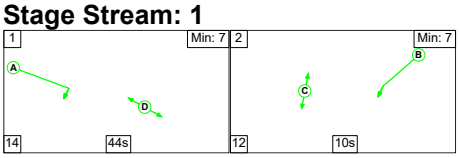
Signal Timings Diagram



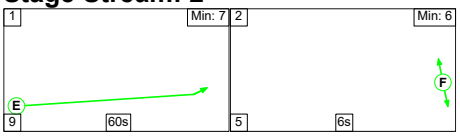
C4 - e84041

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

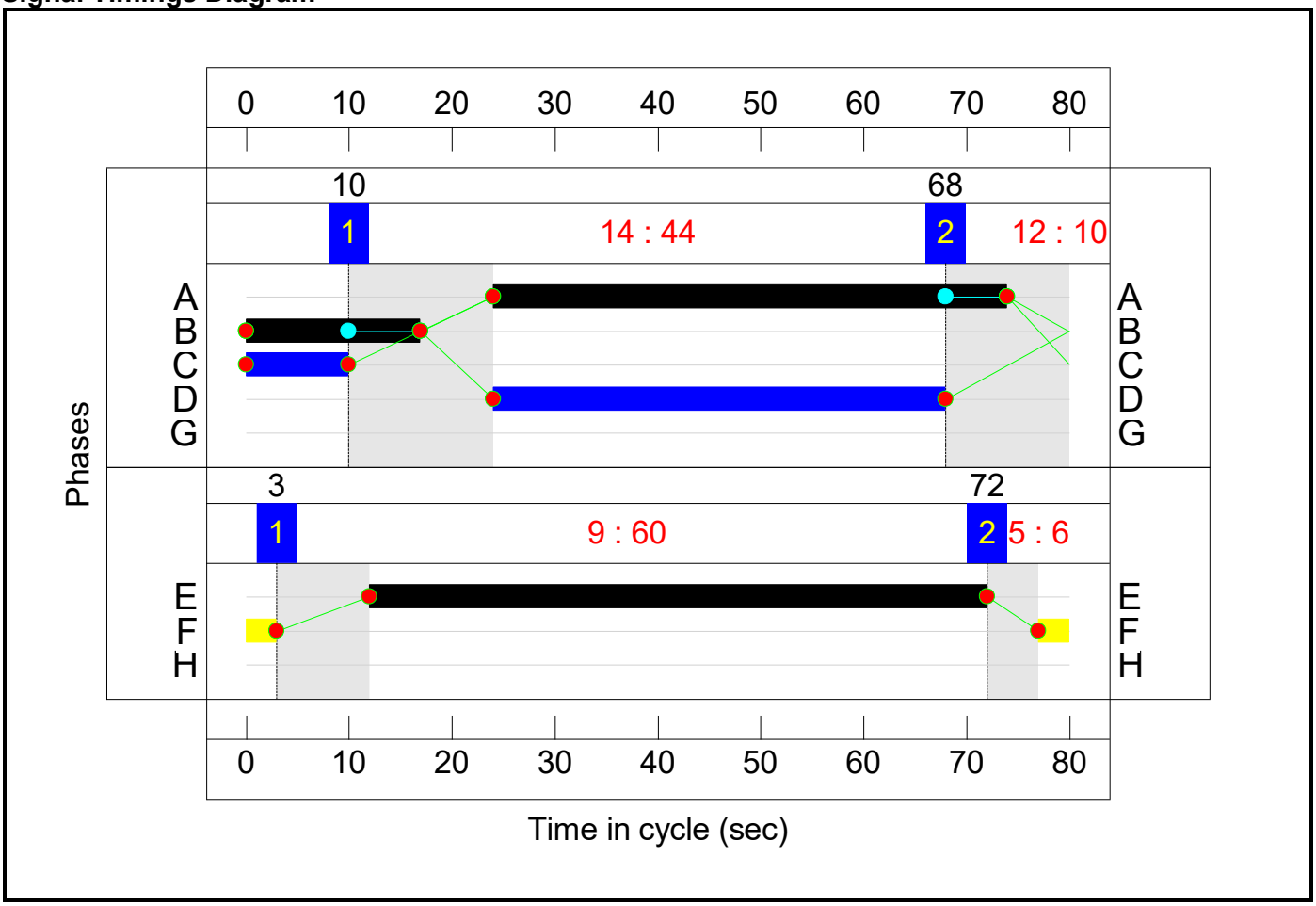
Stage	1	2
Duration	44	10
Change Point	10	68

Stage Stream: 2

Stage	1	2
Duration	60	6
Change Point	3	72

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

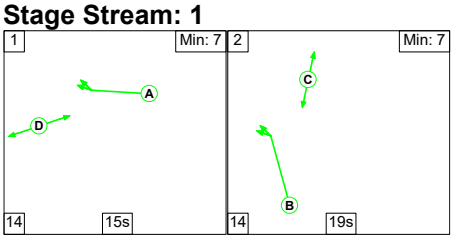
Signal Timings Diagram



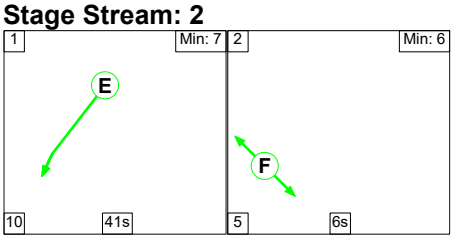
C5 - e84043

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

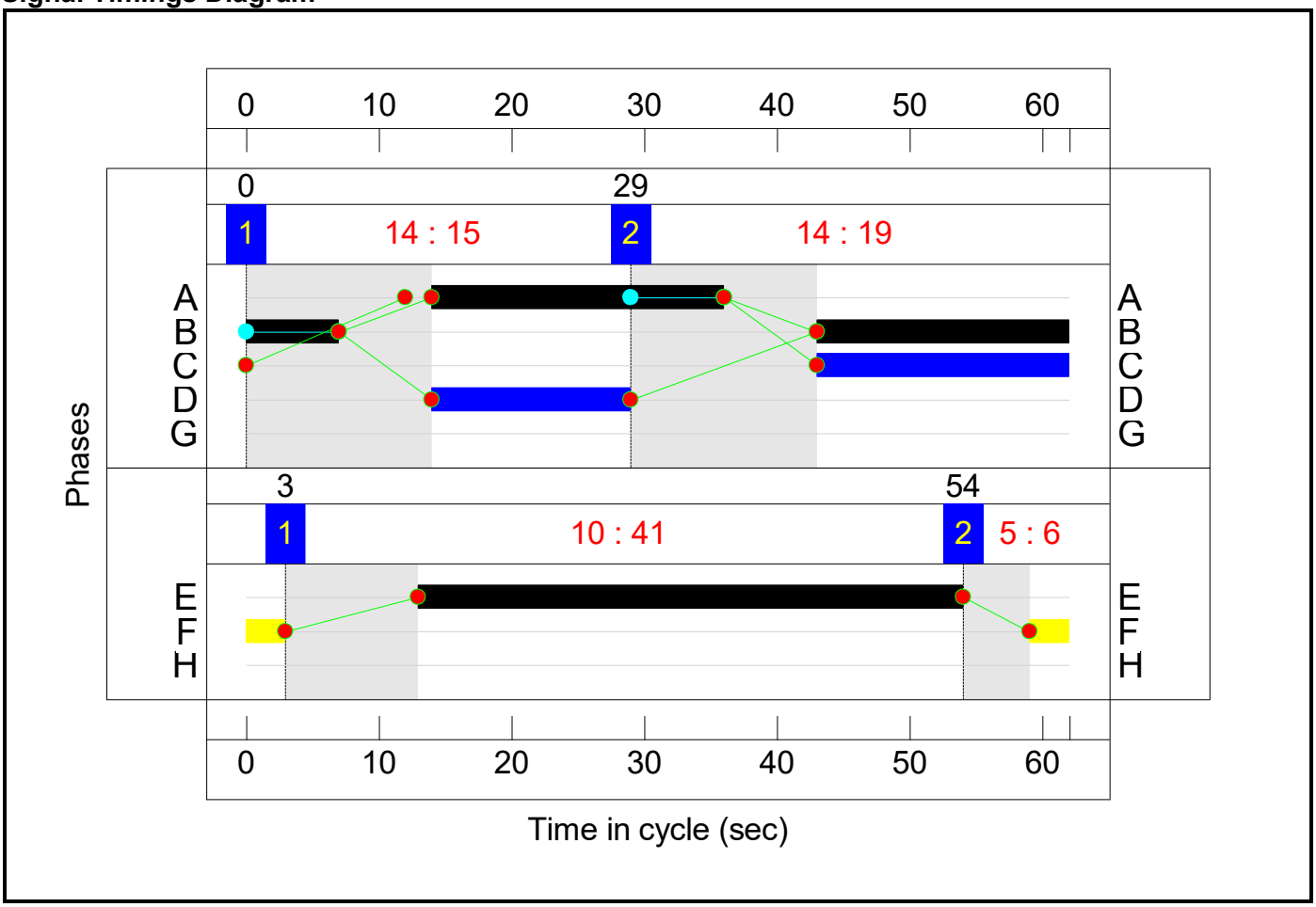
Stage	1	2
Duration	15	19
Change Point	0	29

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Stage Stream: 2

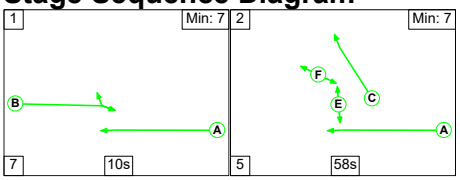
Stage	1	2
Duration	41	6
Change Point	3	54

Signal Timings Diagram



C6 - e84044

Stage Sequence Diagram

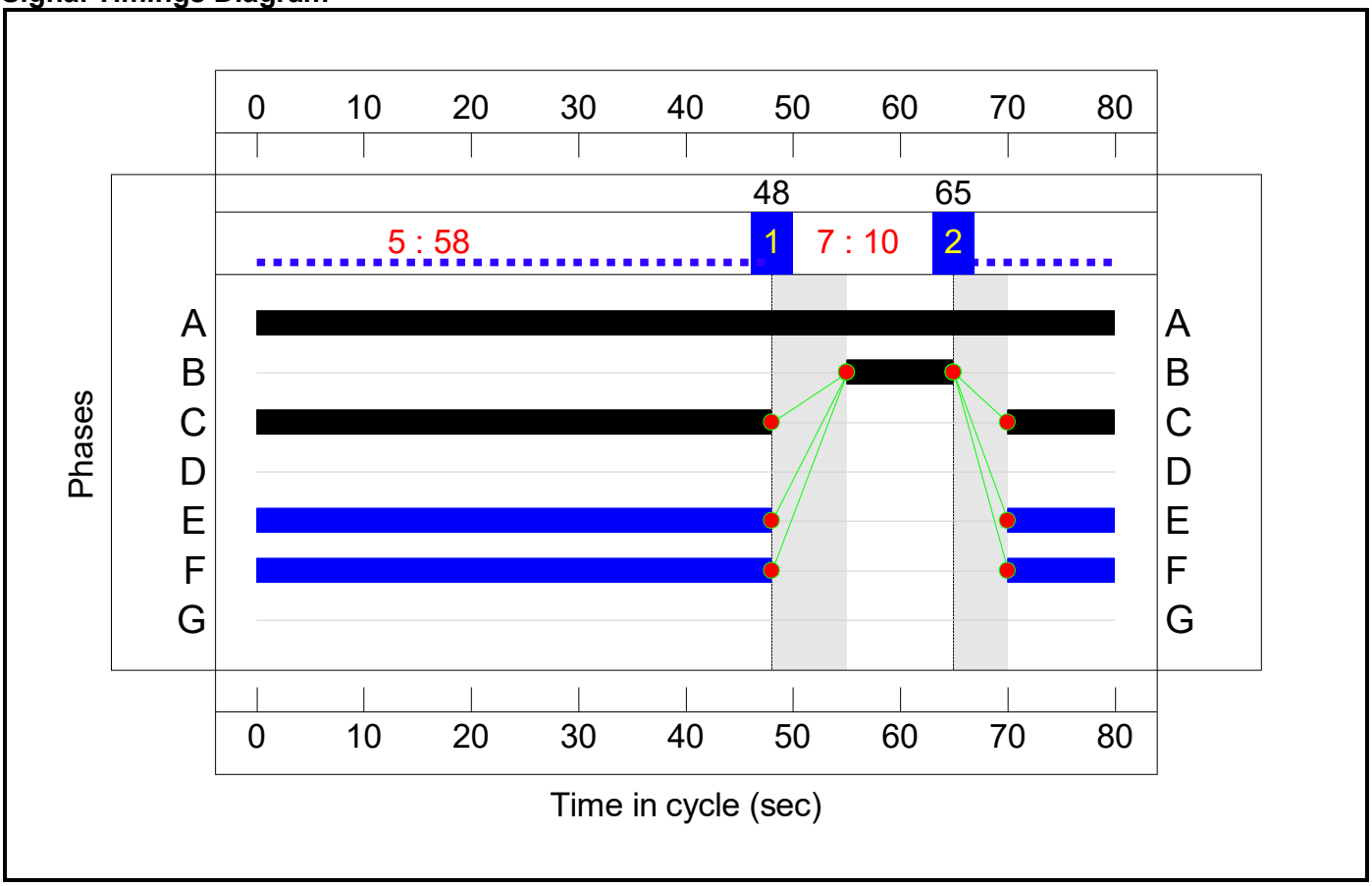


Stage Timings

Stage	1	2
Duration	10	58
Change Point	48	65

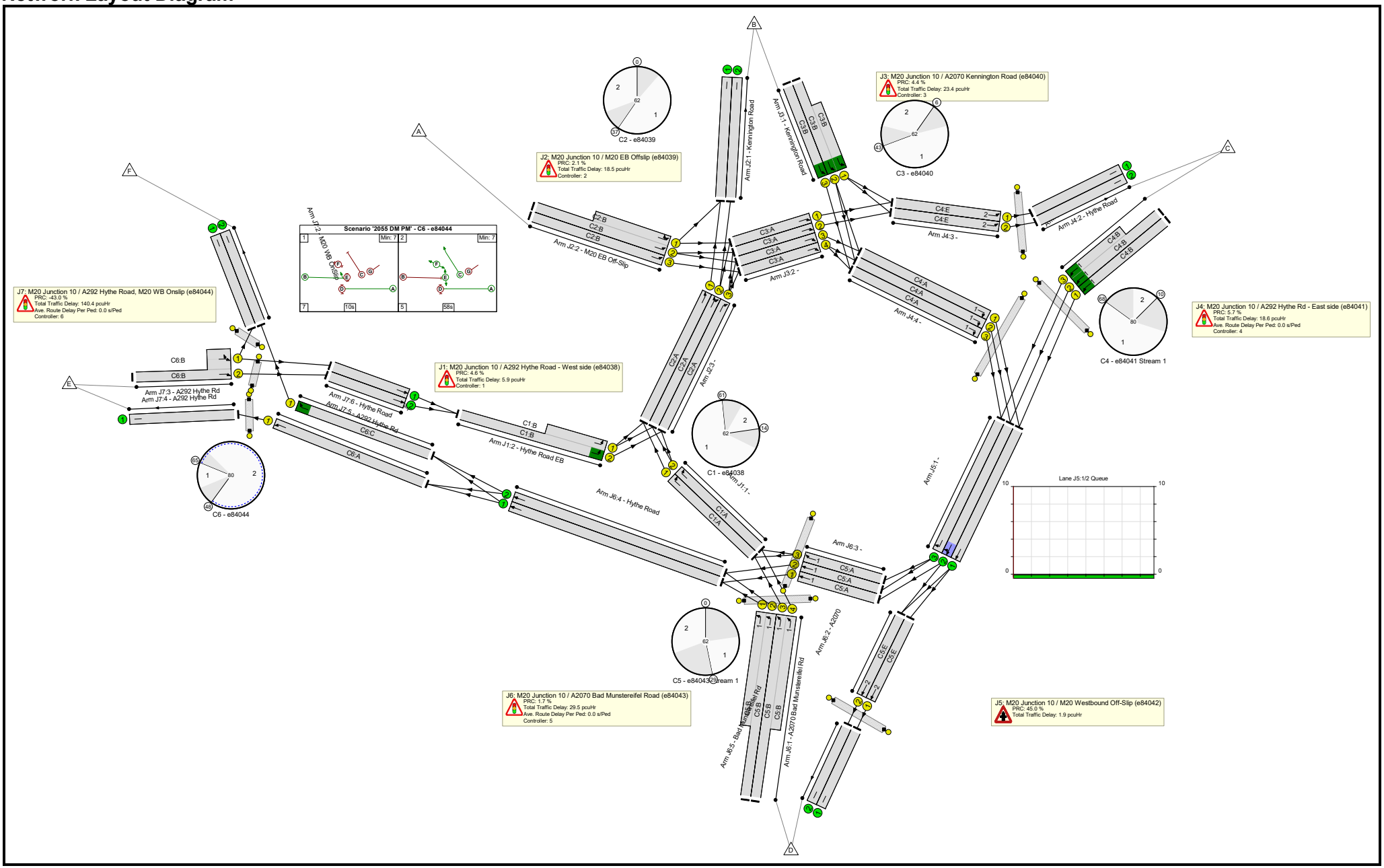
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Signal Timings Diagram



Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Network Layout Diagram



Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J22_J23 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**128.7%**
J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.0%**
1/1	Right	U	N/A	N/A	C1:A		1	41	-	485	1806	1223	39.6%
1/2	Right	U	N/A	N/A	C1:A		1	41	-	508	1806	1223	41.5%
2/2+2/1	Hythe Road EB Left	U	N/A	N/A	C1:B		1	9	-	529	1904:1904	276+284	86.0 : 61.1%
J2: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.2%**
1/1	Kennington Road	U	N/A	N/A	-		-	-	-	762	1940	1940	38.7%
1/2	Kennington Road	U	N/A	N/A	-		-	-	-	459	2080	2080	21.4%
2/2+2/1	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	19	-	914	2155:1971	695+341	88.2 : 88.2%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	19	-	588	2155	695	84.6%
3/1	Ahead	U	N/A	N/A	C2:A		1	30	-	531	1806	903	57.7%
3/2	Right Ahead	U	N/A	N/A	C2:A		1	30	-	574	1806	903	59.2%
3/3	Right	U	N/A	N/A	C2:A		1	30	-	417	1806	903	38.6%
J3: M20 Junction 10 / A2070 Kennington Road (e84040)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.2%**
1/2+1/1	Kennington Road Left Ahead	U	N/A	N/A	C3:B		1	19	-	759	1851:1851	567+313	86.2 : 86.2%
1/3	Kennington Road Ahead	U	N/A	N/A	C3:B		1	19	-	439	1851	567	77.4%
2/1	Ahead	U	N/A	N/A	C3:A		1	30	-	185	1806	903	17.7%

2/2	Ahead	U	N/A	N/A	C3:A		1	30	-	302	1806	903	29.7%
2/3	Ahead	U	N/A	N/A	C3:A		1	30	-	668	1806	903	71.6%
2/4	Ahead	U	N/A	N/A	C3:A		1	30	-	648	1806	903	70.3%
J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.1%**
1/1	Hythe Road SB Ahead	U	4:1	N/A	C4:B		1	17	-	202	1809	384	52.5%
1/2+1/3	Hythe Road SB Ahead	U	4:1	N/A	C4:B		1	17	-	549	1841:1796	391+254	85.1 : 85.1%
2/1	Hythe Road	U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
2/2	Hythe Road	U	N/A	N/A	-		-	-	-	408	Inf	Inf	0.0%
3/1	Ahead	U	4:2	N/A	C4:E		1	60	-	349	1800	1373	23.6%
3/2	Ahead	U	4:2	N/A	C4:E		1	60	-	408	1800	1373	27.3%
4/1	Right	U	4:1	N/A	C4:A		1	50	-	850	1806	1151	72.0%
4/2	Right	U	4:1	N/A	C4:A		1	50	-	801	1806	1151	68.4%
4/3	Right	U	4:1	N/A	C4:A		1	50	-	593	1806	1151	51.5%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.0%**
1/1	Ahead	U	N/A	N/A	-		-	-	-	1052	1806	1806	57.1%
1/2	Ahead Right	U	N/A	N/A	-		-	-	-	1134	1806	1806	62.0%
1/3	Right	U	N/A	N/A	-		-	-	-	809	1806	1806	44.8%
J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.5%**

1/2+1/1	A2070 Bad Munstereifel Rd Left	U	5:1	N/A	C5:B		1	26	-	1357	1798:1798	783+783	85.6 : 87.7%
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	5:1	N/A	C5:B		1	26	-	777	1798:1798	654+783	51.2 : 56.4%
2/1	A2070 Ahead	U	5:2	N/A	C5:E		1	41	-	930	1800	1219	74.6%
2/2	A2070 Ahead	U	5:2	N/A	C5:E		1	41	-	923	1800	1219	74.5%
3/1	Ahead	U	5:1	N/A	C5:A		1	22	-	333	1806	670	49.7%
3/2	Ahead	U	5:1	N/A	C5:A		1	22	-	593	1806	670	88.5%
3/3	Ahead	U	5:1	N/A	C5:A		1	22	-	216	1806	670	32.2%
4/1	Hythe Road Ahead Ahead2	U	N/A	N/A	-		-	-	-	1020	1940	1940	52.6%
4/2	Hythe Road Ahead Ahead2	U	N/A	N/A	-		-	-	-	1263	2080	2080	60.7%
5/1	Bad Munstereifel Rd	U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
5/2	Bad Munstereifel Rd	U	N/A	N/A	-		-	-	-	923	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**128.7%**
1/1	M20 WB OnSlip Right	U	N/A	N/A	C6:C		1	58	-	1390	1824	1322	105.1%
2/1	M20 WB OnSlip	U	N/A	N/A	-		-	-	-	166	Inf	Inf	0.0%
2/2	M20 WB OnSlip	U	N/A	N/A	-		-	-	-	1390	Inf	Inf	0.0%

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

3/2+3/1	A292 Hythe Rd Left Ahead	U	N/A	N/A	C6:B		1	10	-	695	1931:3400	196+344	128.7 : 128.7%
4/1	A292 Hythe Rd	U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
5/1	A292 Hythe Rd Ahead	U	N/A	N/A	C6:A		1	80	-	893	1800	1800	49.6%
6/1	Hythe Road Ahead	U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
6/2	Hythe Road Ahead	U	N/A	N/A	-		-	-	-	252	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

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: J22_J23 M20Junction 10	**-**	**-**	**0**	**0**	**0**	**77.6**	**160.6**	**0.0**	**238.2**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	**-**	**-**	**0**	**0**	**0**	**3.9**	**2.0**	**0.0**	**5.9**	**-**	**-**	**-**	**-**
1/1	485	485	-	-	-	0.4	0.3	-	0.7	5.3	2.7	0.3	3.1
1/2	508	508	-	-	-	0.6	0.4	-	1.0	6.8	2.9	0.4	3.2
2/2+2/1	411	411	-	-	-	2.9	1.4	-	4.2	37.0	4.0	1.4	5.3
J2: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**0**	**0**	**0**	**10.2**	**8.3**	**0.0**	**18.5**	**-**	**-**	**-**	**-**
1/1	752	752	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
1/2	445	445	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/2+2/1	914	914	-	-	-	4.8	3.5	-	8.3	32.8	9.9	3.5	13.4
2/3	588	588	-	-	-	3.2	2.6	-	5.8	35.6	9.3	2.6	11.9
3/1	521	521	-	-	-	1.2	0.7	-	1.8	12.7	5.3	0.7	6.0
3/2	534	534	-	-	-	0.9	0.7	-	1.6	11.1	6.4	0.7	7.1
3/3	349	349	-	-	-	0.2	0.3	-	0.5	4.9	1.3	0.3	1.6
J3: M20 Junction 10 / A2070 Kennington Road (e84040)	**-**	**-**	**0**	**0**	**0**	**16.0**	**7.4**	**0.0**	**23.4**	**-**	**-**	**-**	**-**
1/2+1/1	759	759	-	-	-	4.1	3.0	-	7.0	33.4	7.9	3.0	10.9
1/3	439	439	-	-	-	2.4	1.7	-	4.1	33.2	6.8	1.7	8.5
2/1	160	160	-	-	-	0.4	0.1	-	0.5	11.5	1.2	0.1	1.3
2/2	269	269	-	-	-	0.2	0.2	-	0.4	5.8	1.7	0.2	1.9
2/3	647	647	-	-	-	4.4	1.2	-	5.6	31.3	11.1	1.2	12.4
2/4	635	635	-	-	-	4.5	1.2	-	5.7	32.2	10.9	1.2	12.1
J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	**-**	**-**	**0**	**0**	**0**	**12.2**	**6.5**	**0.0**	**18.6**	**-**	**-**	**-**	**-**

1/1	202	202	-	-	-	1.6	0.6	-	2.1	37.7	3.9	0.6	4.5
1/2+1/3	549	549	-	-	-	4.5	2.7	-	7.2	47.2	7.0	2.7	9.7
2/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	324	324	-	-	-	0.2	0.2	-	0.4	4.5	2.1	0.2	2.2
3/2	375	375	-	-	-	0.3	0.2	-	0.5	4.7	2.4	0.2	2.6
4/1	829	829	-	-	-	2.2	1.3	-	3.5	15.2	12.2	1.3	13.5
4/2	788	788	-	-	-	2.0	1.1	-	3.1	14.2	11.2	1.1	12.2
4/3	593	593	-	-	-	1.3	0.5	-	1.8	11.0	7.1	0.5	7.6
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**0**	**0**	**0**	**0.0**	**1.9**	**0.0**	**1.9**	**-**	**-**	**-**	**-**
1/1	1031	1031	-	-	-	0.0	0.7	-	0.7	2.3	0.0	0.7	0.7
1/2	1121	1121	-	-	-	0.0	0.8	-	0.8	2.6	0.0	0.8	0.8
1/3	809	809	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	**-**	**-**	**0**	**0**	**0**	**17.3**	**12.2**	**0.0**	**29.5**	**-**	**-**	**-**	**-**
1/2+1/1	1357	1357	-	-	-	6.0	3.2	-	9.1	24.2	10.7	3.2	13.8
1/3+1/4	777	777	-	-	-	2.7	0.6	-	3.3	15.4	5.6	0.6	6.2
2/1	909	909	-	-	-	1.6	1.5	-	3.1	12.3	10.1	1.5	11.6
2/2	909	909	-	-	-	1.6	1.5	-	3.1	12.3	10.1	1.5	11.5
3/1	333	333	-	-	-	1.4	0.5	-	1.9	20.4	4.3	0.5	4.8
3/2	593	593	-	-	-	3.0	3.5	-	6.5	39.7	9.6	3.5	13.1
3/3	216	216	-	-	-	0.8	0.2	-	1.1	17.9	2.6	0.2	2.9
4/1	1020	1020	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
4/2	1263	1263	-	-	-	0.0	0.8	-	0.8	2.2	0.0	0.8	0.8

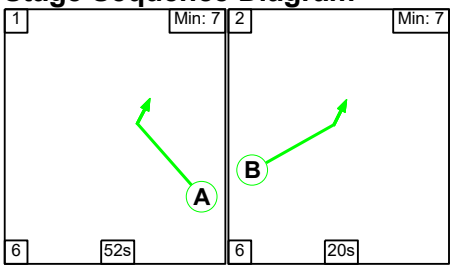
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

5/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	**-**	**-**	**0**	**0**	**0**	**18.1**	**122.3**	**0.0**	**140.4**	**-**	**-**	**-**	**-**
1/1	1390	1322	-	-	-	6.8	42.1	-	48.9	126.7	32.4	42.1	74.5
2/1	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1322	1322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	695	540	-	-	-	11.3	79.7	-	91.0	471.3	13.9	79.7	93.6
4/1	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	893	893	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
6/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 - e84038		PRC for Signalled Lanes (%):	4.6	Total Delay for Signalled Lanes (pcuHr):	5.89	Cycle Time (s):	62
C2 - e84039		PRC for Signalled Lanes (%):	2.1	Total Delay for Signalled Lanes (pcuHr):	18.08	Cycle Time (s):	62
C3 - e84040		PRC for Signalled Lanes (%):	4.4	Total Delay for Signalled Lanes (pcuHr):	23.35	Cycle Time (s):	62
C4 - e84041	Stream: 1	PRC for Signalled Lanes (%):	5.7	Total Delay for Signalled Lanes (pcuHr):	17.76	Cycle Time (s):	80
C4 - e84041	Stream: 2	PRC for Signalled Lanes (%):	229.8	Total Delay for Signalled Lanes (pcuHr):	0.89	Cycle Time (s):	80
C5 - e84043	Stream: 1	PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	21.96	Cycle Time (s):	62
C5 - e84043	Stream: 2	PRC for Signalled Lanes (%):	20.7	Total Delay for Signalled Lanes (pcuHr):	6.20	Cycle Time (s):	62
C6 - e84044		PRC for Signalled Lanes (%):	-43.0	Total Delay for Signalled Lanes (pcuHr):	140.40	Cycle Time (s):	80
		PRC Over All Lanes (%):	-43.0	Total Delay Over All Lanes(pcuHr):	238.19		

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x
Scenario 5: '2055 DS AM' (FG7: '2055 DS AM', Plan 1: 'Network Control Plan 1')
C1 - e84038

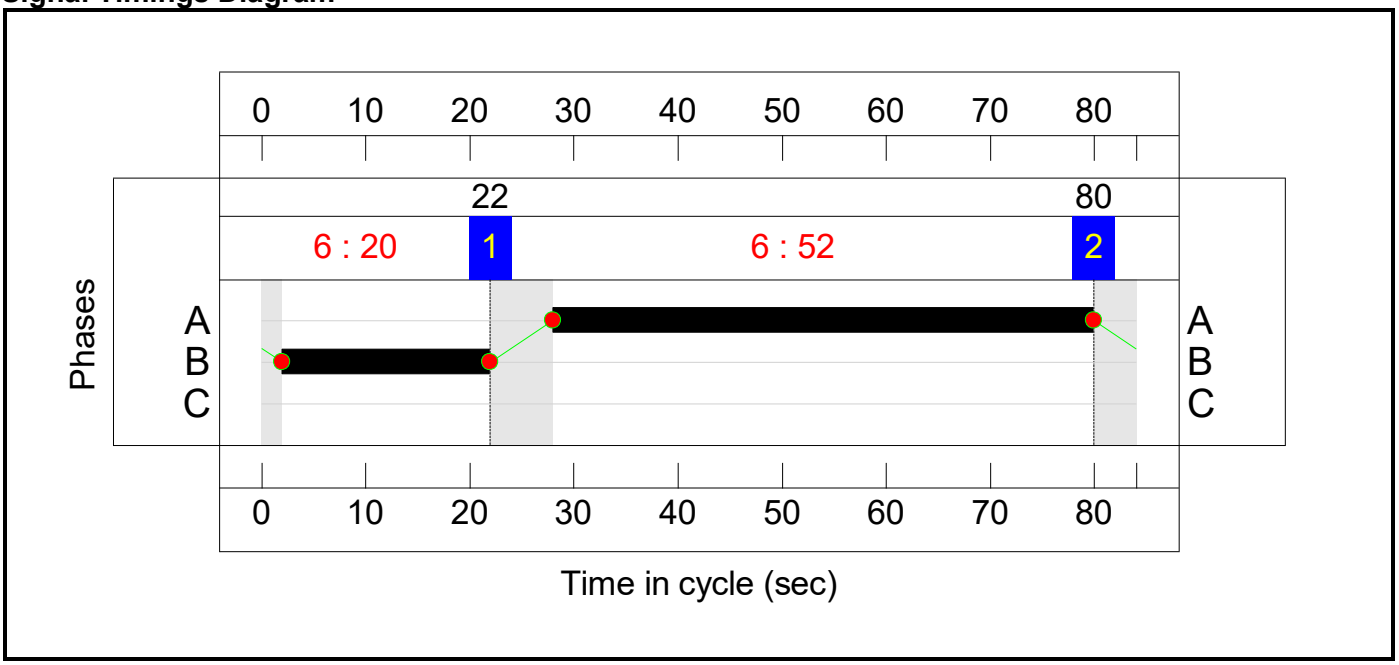
Stage Sequence Diagram



Stage Timings

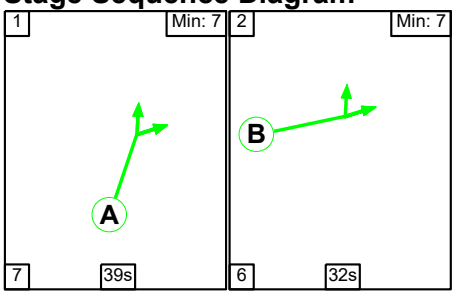
Stage	1	2
Duration	52	20
Change Point	22	80

Signal Timings Diagram



C2 - e84039

Stage Sequence Diagram

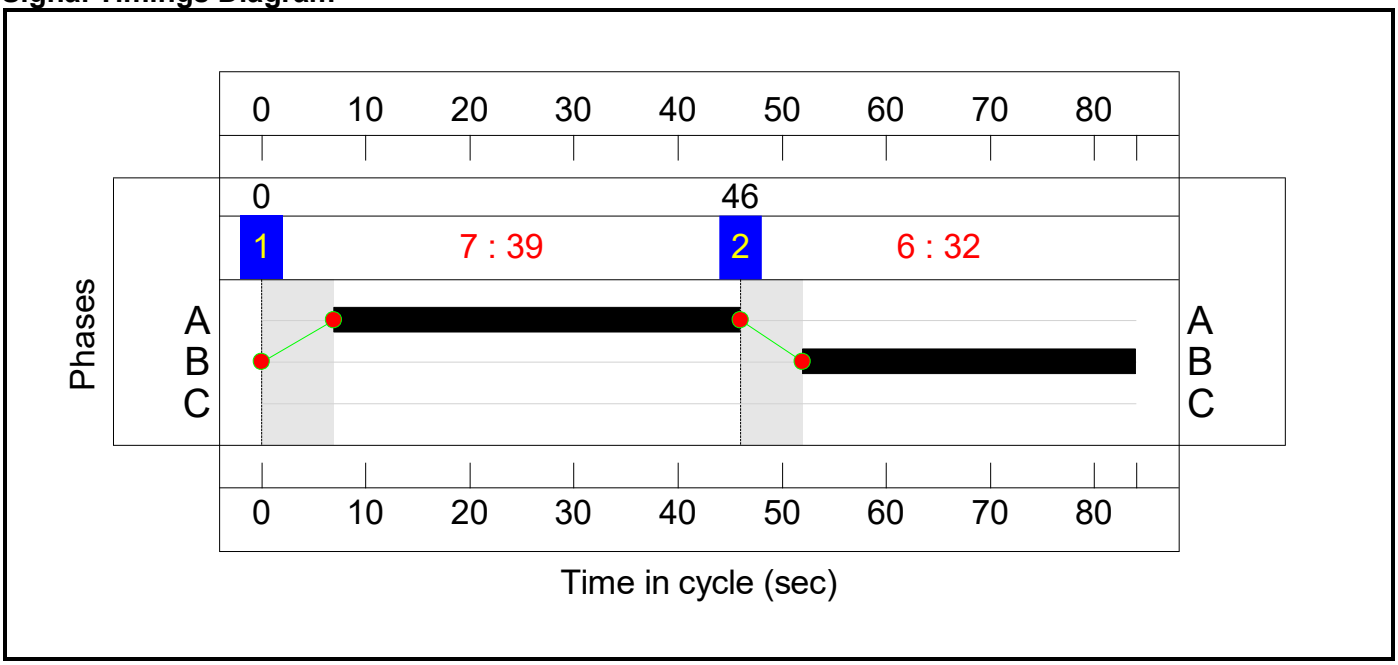


Stage Timings

Stage	1	2
Duration	39	32
Change Point	0	46

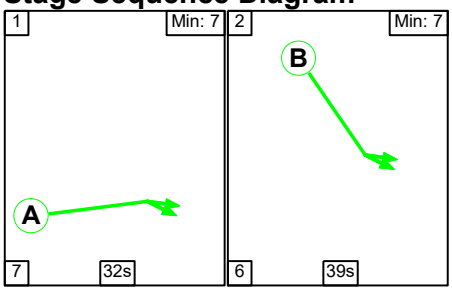
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Signal Timings Diagram



C3 - e84040

Stage Sequence Diagram

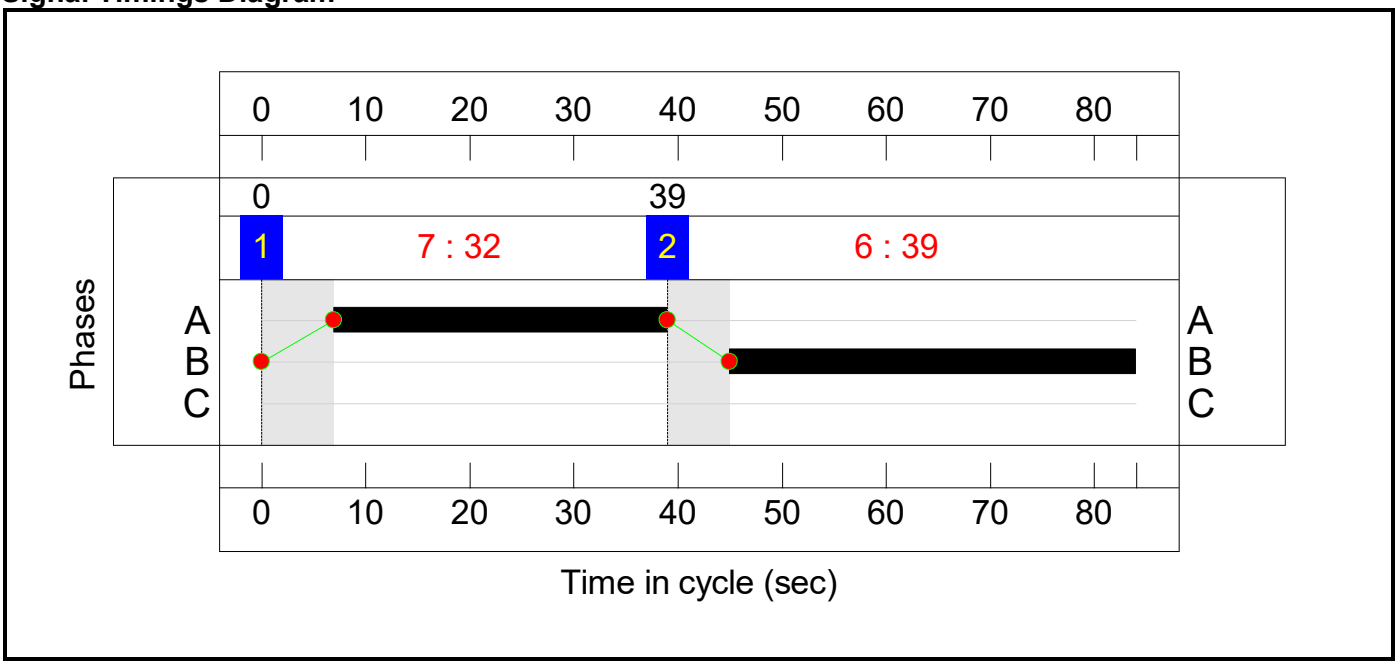


Stage Timings

Stage	1	2
Duration	32	39
Change Point	0	39

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

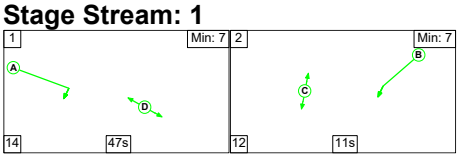
Signal Timings Diagram



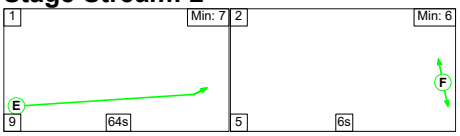
C4 - e84041

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

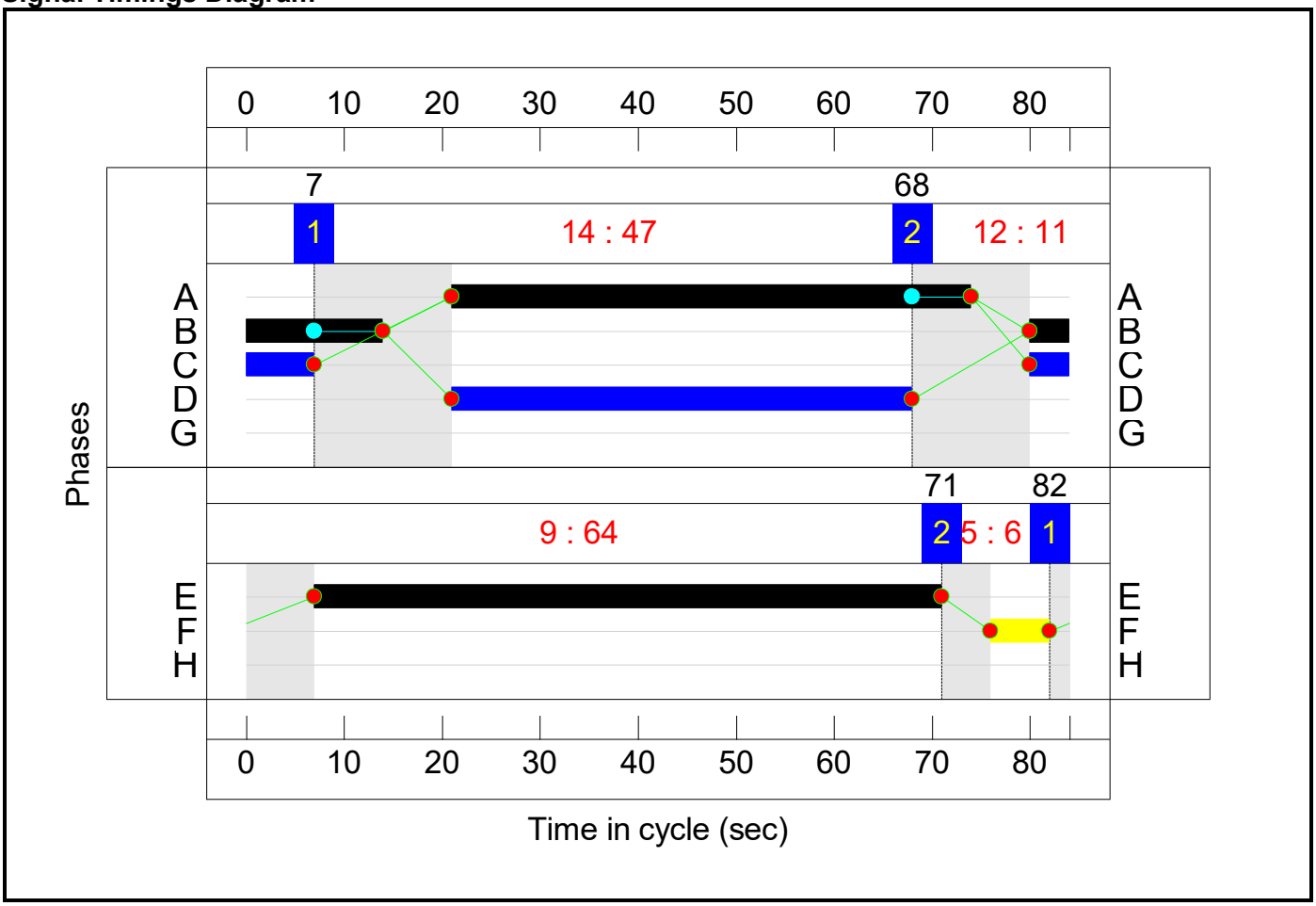
Stage	1	2
Duration	47	11
Change Point	7	68

Stage Stream: 2

Stage	1	2
Duration	64	6
Change Point	82	71

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

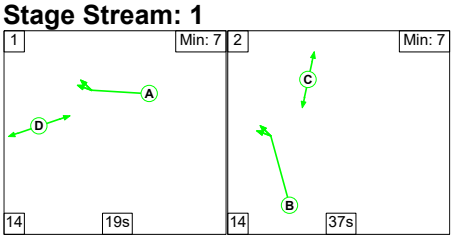
Signal Timings Diagram



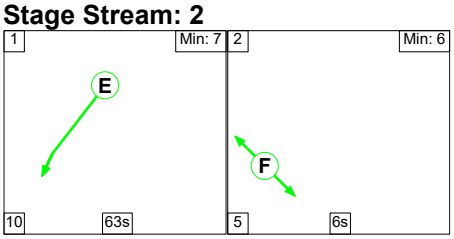
C5 - e84043

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

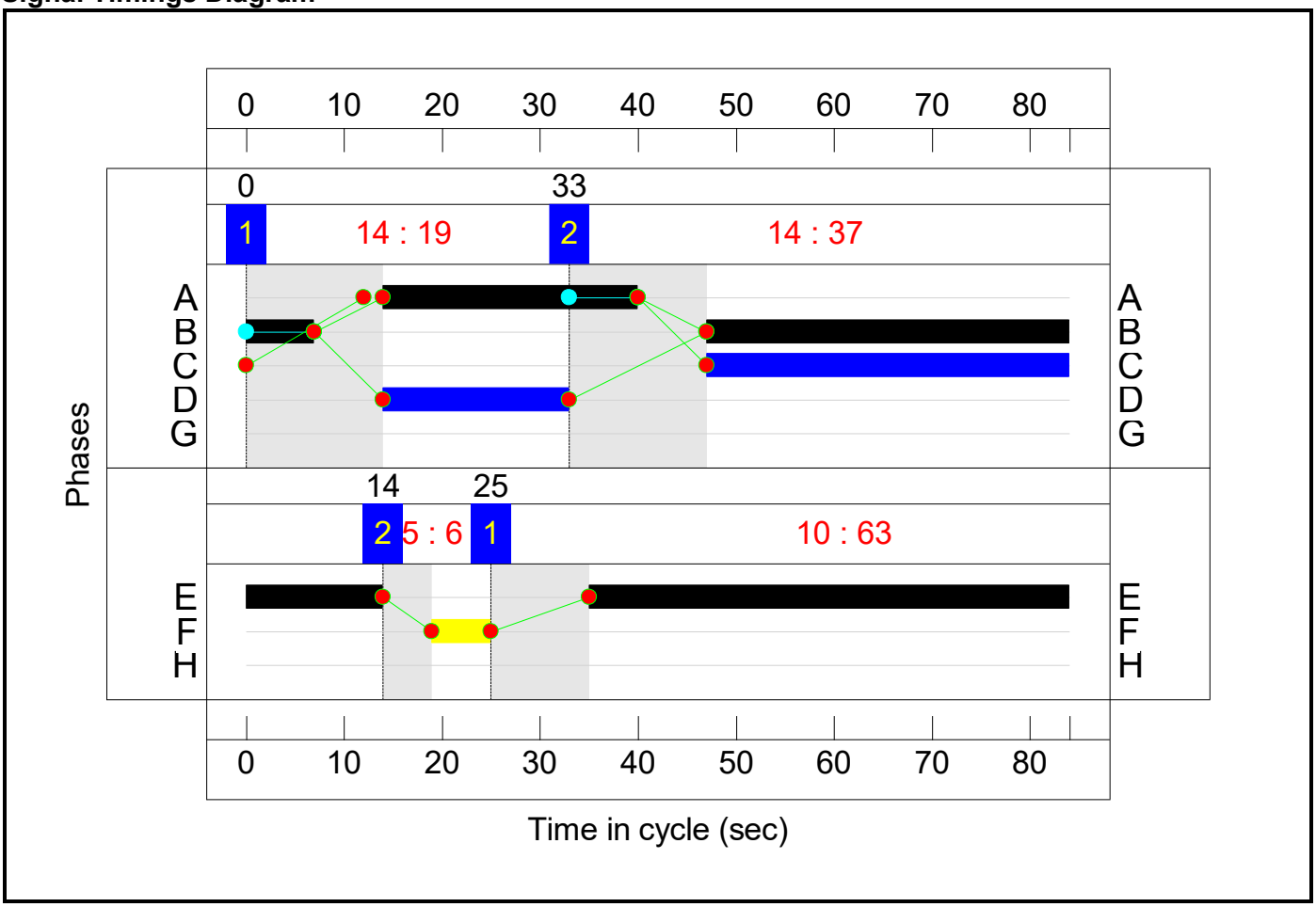
Stage	1	2
Duration	19	37
Change Point	0	33

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Stage Stream: 2

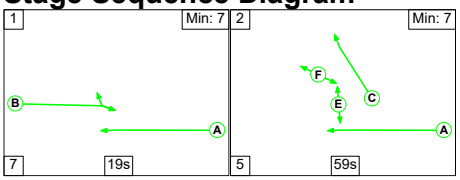
Stage	1	2
Duration	63	6
Change Point	25	14

Signal Timings Diagram



C6 - e84044

Stage Sequence Diagram

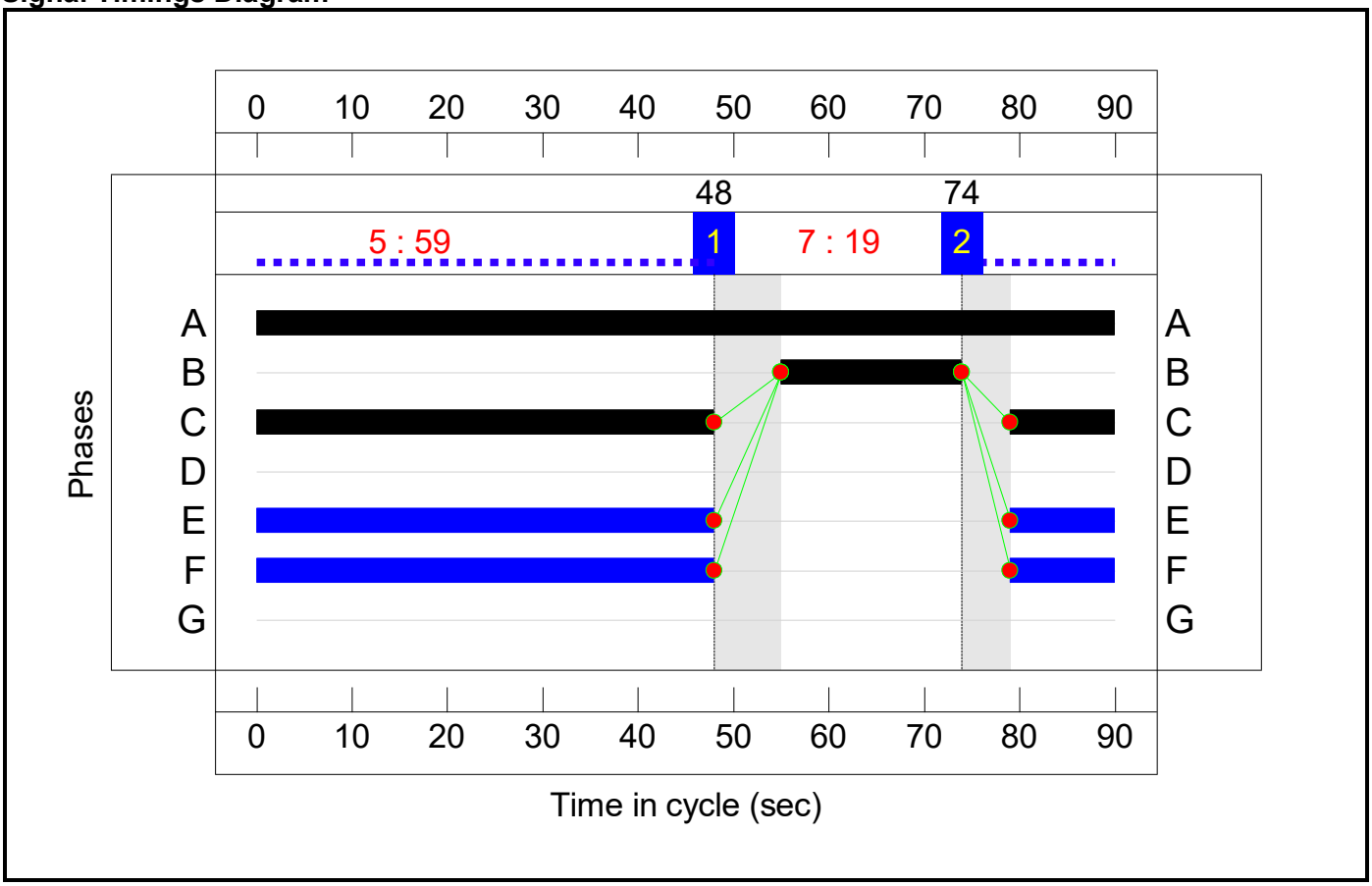


Stage Timings

Stage	1	2
Duration	19	59
Change Point	48	74

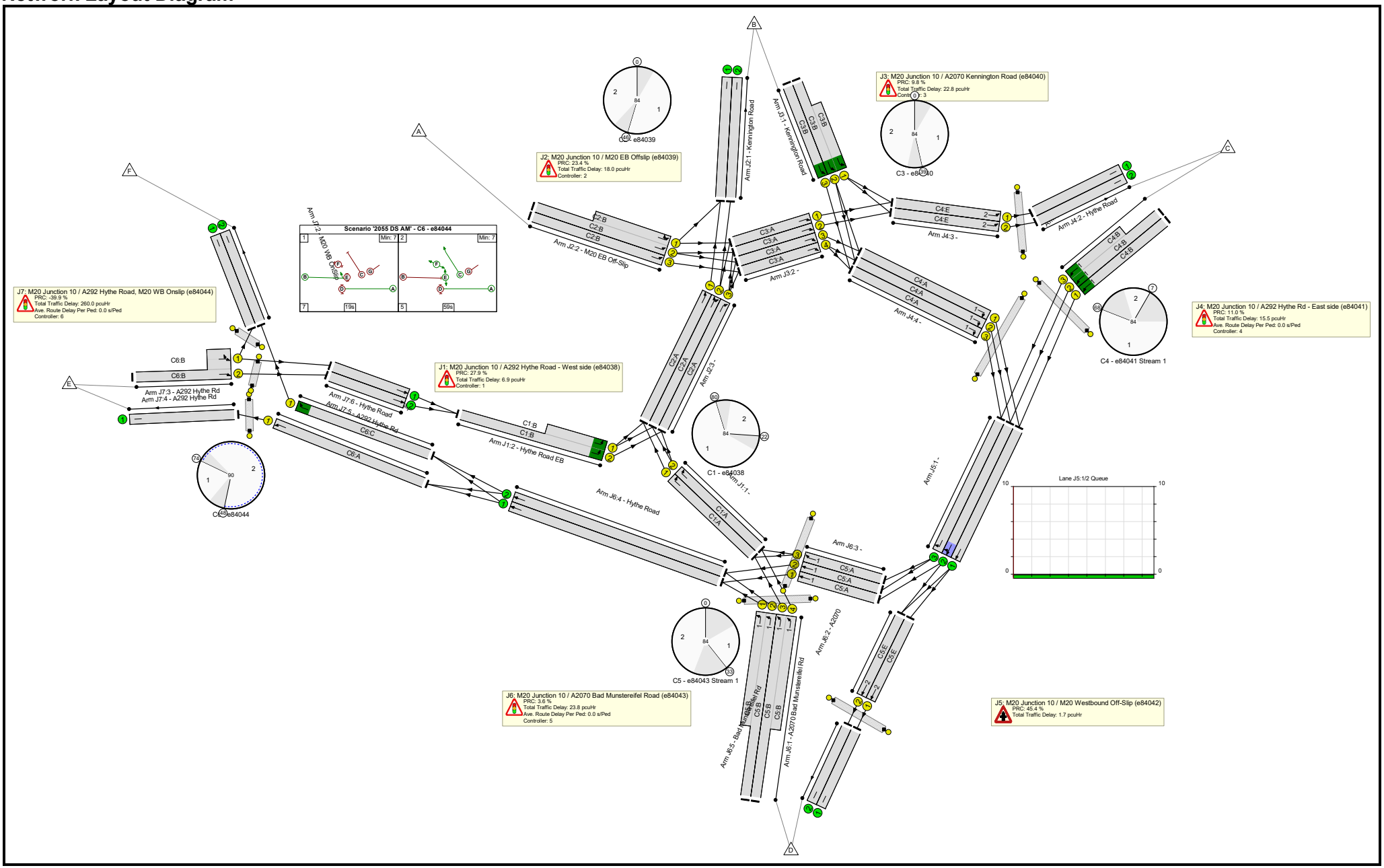
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Signal Timings Diagram



Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Network Layout Diagram



Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J22_J23 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**125.9%**
J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.4%**
1/1	Right	U	N/A	N/A	C1:A		1	52	-	466	1806	1140	40.9%
1/2	Right	U	N/A	N/A	C1:A		1	52	-	564	1806	1140	49.5%
2/2+2/1	Hythe Road EB Left	U	N/A	N/A	C1:B		1	20	-	548	1904:1904	423+195	70.4 : 70.4%
J2: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.9%**
1/1	Kennington Road	U	N/A	N/A	-		-	-	-	857	1940	1940	43.3%
1/2	Kennington Road	U	N/A	N/A	-		-	-	-	476	2080	2080	22.5%
2/2+2/1	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	32	-	921	2155:1973	698+565	72.9 : 72.9%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	32	-	516	2155	847	60.9%
3/1	Ahead	U	N/A	N/A	C2:A		1	39	-	552	1806	860	62.1%
3/2	Right Ahead	U	N/A	N/A	C2:A		1	39	-	525	1806	860	59.0%
3/3	Right	U	N/A	N/A	C2:A		1	39	-	501	1806	860	49.3%
J3: M20 Junction 10 / A2070 Kennington Road (e84040)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.0%**
1/2+1/1	Kennington Road Left Ahead	U	N/A	N/A	C3:B		1	39	-	920	1851:1851	727+395	82.0 : 82.0%
1/3	Kennington Road Ahead	U	N/A	N/A	C3:B		1	39	-	322	1851	859	37.5%
2/1	Ahead	U	N/A	N/A	C3:A		1	32	-	156	1806	709	20.7%

2/2	Ahead	U	N/A	N/A	C3:A		1	32	-	370	1806	709	46.0%
2/3	Ahead	U	N/A	N/A	C3:A		1	32	-	578	1806	709	78.5%
2/4	Ahead	U	N/A	N/A	C3:A		1	32	-	578	1806	709	79.7%
J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.1%**
1/1	Hythe Road SB Ahead	U	4:1	N/A	C4:B		1	18	-	162	1809	388	41.8%
1/2+1/3	Hythe Road SB Ahead	U	4:1	N/A	C4:B		1	18	-	554	1841:1796	394+288	81.1 : 81.1%
2/1	Hythe Road	U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
2/2	Hythe Road	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
3/1	Ahead	U	4:2	N/A	C4:E		1	64	-	349	1800	1393	24.4%
3/2	Ahead	U	4:2	N/A	C4:E		1	64	-	501	1800	1393	32.8%
4/1	Right	U	4:1	N/A	C4:A		1	53	-	842	1806	1161	70.7%
4/2	Right	U	4:1	N/A	C4:A		1	53	-	811	1806	1161	68.8%
4/3	Right	U	4:1	N/A	C4:A		1	53	-	421	1806	1161	36.3%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.9%**
1/1	Ahead	U	N/A	N/A	-		-	-	-	1004	1806	1806	54.4%
1/2	Ahead Right	U	N/A	N/A	-		-	-	-	1131	1806	1806	61.9%
1/3	Right	U	N/A	N/A	-		-	-	-	655	1806	1806	36.3%
J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.9%**

1/2+1/1	A2070 Bad Munstereifel Rd Left	U	5:1	N/A	C5:B		1	44	-	1463	1798:1798	847+837	86.9 : 86.9%
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	5:1	N/A	C5:B		1	44	-	799	1798:1798	578+870	55.2 : 55.2%
2/1	A2070 Ahead	U	5:2	N/A	C5:E		1	63	-	878	1800	1371	62.5%
2/2	A2070 Ahead	U	5:2	N/A	C5:E		1	63	-	863	1800	1371	62.0%
3/1	Ahead	U	5:1	N/A	C5:A		1	26	-	394	1806	581	67.9%
3/2	Ahead	U	5:1	N/A	C5:A		1	26	-	424	1806	581	73.0%
3/3	Ahead	U	5:1	N/A	C5:A		1	26	-	231	1806	581	39.8%
4/1	Hythe Road Ahead Ahead2	U	N/A	N/A	-		-	-	-	1121	1940	1940	57.8%
4/2	Hythe Road Ahead Ahead2	U	N/A	N/A	-		-	-	-	1160	2080	2080	55.8%
5/1	Bad Munstereifel Rd	U	N/A	N/A	-		-	-	-	878	Inf	Inf	0.0%
5/2	Bad Munstereifel Rd	U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**125.9%**
1/1	M20 WB OnSlip Right	U	N/A	N/A	C6:C		1	59	-	1424	1785	1150	123.8%
2/1	M20 WB OnSlip	U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%
2/2	M20 WB OnSlip	U	N/A	N/A	-		-	-	-	1424	Inf	Inf	0.0%

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

3/2+3/1	A292 Hythe Rd Left Ahead	U	N/A	N/A	C6:B		1	19	-	833	1931:3400	237+424	125.9 : 125.9%
4/1	A292 Hythe Rd	U	N/A	N/A	-		-	-	-	857	Inf	Inf	0.0%
5/1	A292 Hythe Rd Ahead	U	N/A	N/A	C6:A		1	90	-	857	1800	1800	47.6%
6/1	Hythe Road Ahead	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
6/2	Hythe Road Ahead	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

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: J22_J23 M20Junction 10	**-**	**-**	**0**	**0**	**0**	**90.7**	**258.0**	**0.0**	**348.7**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	**-**	**-**	**0**	**0**	**0**	**4.9**	**2.0**	**0.0**	**6.9**	**-**	**-**	**-**	**-**
1/1	466	466	-	-	-	0.6	0.3	-	1.0	7.4	4.3	0.3	4.6
1/2	564	564	-	-	-	0.8	0.5	-	1.3	8.3	4.0	0.5	4.5
2/2+2/1	435	435	-	-	-	3.5	1.2	-	4.6	38.4	6.4	1.2	7.5
J2: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**0**	**0**	**0**	**13.3**	**4.7**	**0.0**	**18.0**	**-**	**-**	**-**	**-**
1/1	839	839	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
1/2	468	468	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/2+2/1	921	921	-	-	-	5.1	1.3	-	6.4	25.2	9.3	1.3	10.7
2/3	516	516	-	-	-	2.9	0.8	-	3.7	25.8	9.6	0.8	10.4
3/1	534	534	-	-	-	2.3	0.8	-	3.1	20.9	7.7	0.8	8.5
3/2	507	507	-	-	-	2.3	0.7	-	3.0	21.5	8.1	0.7	8.8
3/3	424	424	-	-	-	0.7	0.5	-	1.2	10.0	8.5	0.5	9.0
J3: M20 Junction 10 / A2070 Kennington Road (e84040)	**-**	**-**	**0**	**0**	**0**	**16.1**	**6.8**	**0.0**	**22.8**	**-**	**-**	**-**	**-**
1/2+1/1	920	920	-	-	-	4.3	2.2	-	6.5	25.4	11.2	2.2	13.4
1/3	322	322	-	-	-	1.3	0.3	-	1.6	17.9	4.8	0.3	5.1
2/1	147	147	-	-	-	0.7	0.1	-	0.9	21.1	2.5	0.1	2.6
2/2	327	327	-	-	-	0.6	0.4	-	1.0	10.9	1.4	0.4	1.8
2/3	557	557	-	-	-	4.4	1.8	-	6.2	39.8	12.8	1.8	14.6
2/4	565	565	-	-	-	4.8	1.9	-	6.7	42.8	13.1	1.9	15.0
J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	**-**	**-**	**0**	**0**	**0**	**10.1**	**5.4**	**0.0**	**15.5**	**-**	**-**	**-**	**-**

1/1	162	162	-	-	-	1.3	0.4	-	1.6	36.4	3.2	0.4	3.6
1/2+1/3	554	554	-	-	-	4.7	2.1	-	6.8	44.2	7.0	2.1	9.1
2/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	340	340	-	-	-	0.1	0.2	-	0.3	3.1	1.1	0.2	1.2
3/2	458	458	-	-	-	0.1	0.2	-	0.3	2.6	0.7	0.2	1.0
4/1	821	821	-	-	-	1.9	1.2	-	3.1	13.5	14.3	1.2	15.5
4/2	798	798	-	-	-	1.5	1.1	-	2.6	11.7	12.5	1.1	13.6
4/3	421	421	-	-	-	0.5	0.3	-	0.8	6.6	2.7	0.3	3.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**0**	**0**	**0**	**0.0**	**1.7**	**0.0**	**1.7**	**-**	**-**	**-**	**-**
1/1	983	983	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
1/2	1118	1118	-	-	-	0.0	0.8	-	0.8	2.6	0.0	0.8	0.8
1/3	655	655	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	**-**	**-**	**0**	**0**	**0**	**14.3**	**9.5**	**0.0**	**23.8**	**-**	**-**	**-**	**-**
1/2+1/1	1463	1463	-	-	-	6.2	3.2	-	9.4	23.2	13.5	3.2	16.7
1/3+1/4	799	799	-	-	-	2.6	0.6	-	3.2	14.6	7.1	0.6	7.7
2/1	857	857	-	-	-	0.2	0.8	-	1.1	4.5	1.4	0.8	2.3
2/2	850	850	-	-	-	0.5	0.8	-	1.3	5.4	4.6	0.8	5.4
3/1	394	394	-	-	-	0.5	1.0	-	1.6	14.5	3.5	1.0	4.6
3/2	424	424	-	-	-	4.2	1.3	-	5.5	47.0	9.4	1.3	10.7
3/3	231	231	-	-	-	0.0	0.3	-	0.4	5.9	0.1	0.3	0.4
4/1	1121	1121	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7
4/2	1160	1160	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6

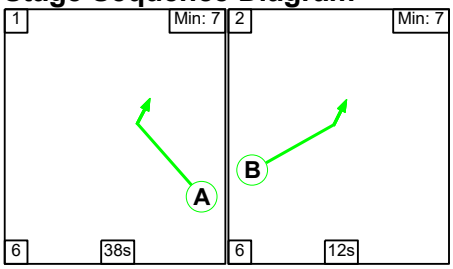
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

5/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	850	850	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	**-**	**-**	**0**	**0**	**0**	**32.0**	**228.0**	**0.0**	**260.0**	**-**	**-**	**-**	**-**
1/1	1424	1150	-	-	-	18.4	139.4	-	157.8	398.8	42.4	139.4	181.8
2/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1150	1150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	833	661	-	-	-	13.6	88.1	-	101.7	439.7	20.1	88.1	108.3
4/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	857	857	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
6/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 - e84038		PRC for Signalled Lanes (%):	27.9	Total Delay for Signalled Lanes (pcuHr):	6.90	Cycle Time (s):	84
C2 - e84039		PRC for Signalled Lanes (%):	23.4	Total Delay for Signalled Lanes (pcuHr):	17.45	Cycle Time (s):	84
C3 - e84040		PRC for Signalled Lanes (%):	9.8	Total Delay for Signalled Lanes (pcuHr):	22.83	Cycle Time (s):	84
C4 - e84041	Stream: 1	PRC for Signalled Lanes (%):	11.0	Total Delay for Signalled Lanes (pcuHr):	14.90	Cycle Time (s):	84
C4 - e84041	Stream: 2	PRC for Signalled Lanes (%):	174.0	Total Delay for Signalled Lanes (pcuHr):	0.63	Cycle Time (s):	84
C5 - e84043	Stream: 1	PRC for Signalled Lanes (%):	3.6	Total Delay for Signalled Lanes (pcuHr):	20.16	Cycle Time (s):	84
C5 - e84043	Stream: 2	PRC for Signalled Lanes (%):	44.0	Total Delay for Signalled Lanes (pcuHr):	2.34	Cycle Time (s):	84
C6 - e84044		PRC for Signalled Lanes (%):	-39.9	Total Delay for Signalled Lanes (pcuHr):	259.96	Cycle Time (s):	90
		PRC Over All Lanes (%):	-39.9	Total Delay Over All Lanes(pcuHr):	348.69		

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x
Scenario 6: '2055 DS PM' (FG8: '2055 DS PM', Plan 1: 'Network Control Plan 1')
C1 - e84038

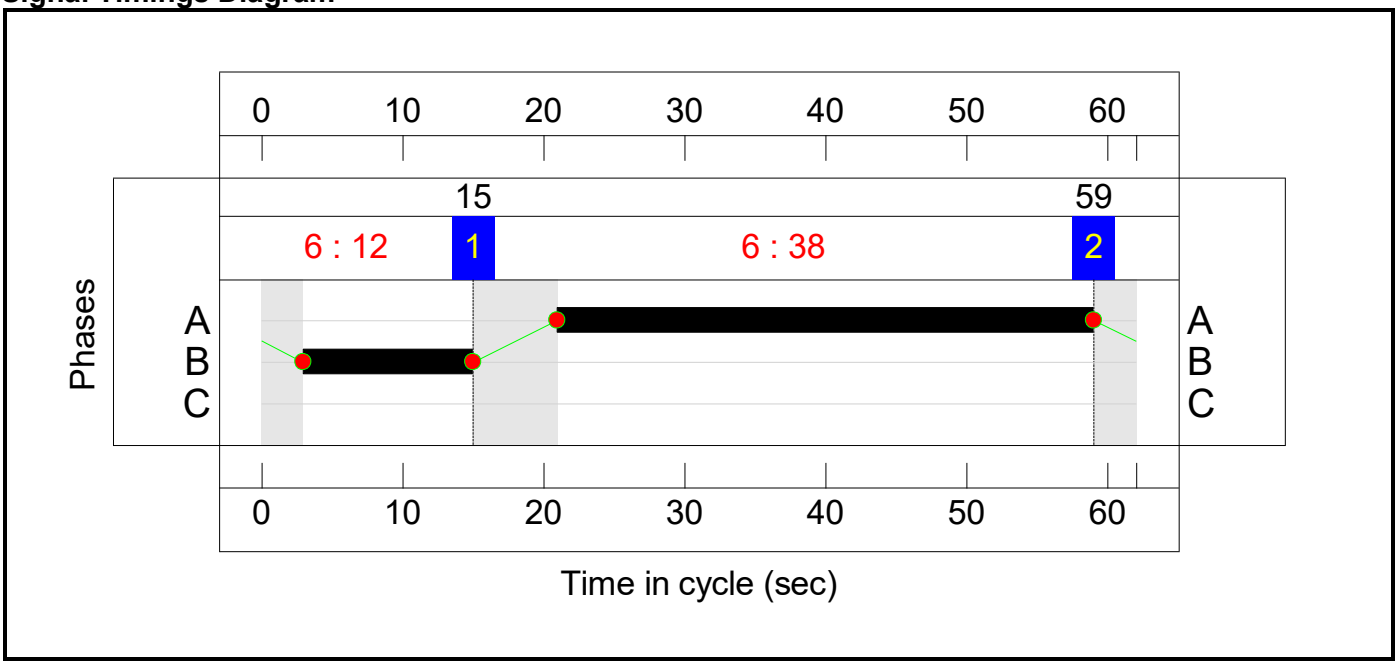
Stage Sequence Diagram



Stage Timings

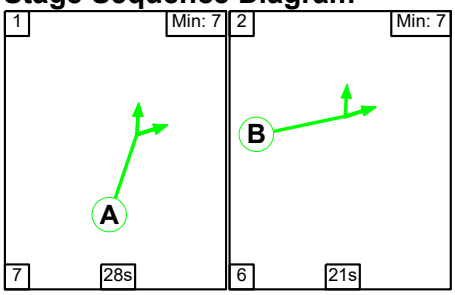
Stage	1	2
Duration	38	12
Change Point	15	59

Signal Timings Diagram



C2 - e84039

Stage Sequence Diagram

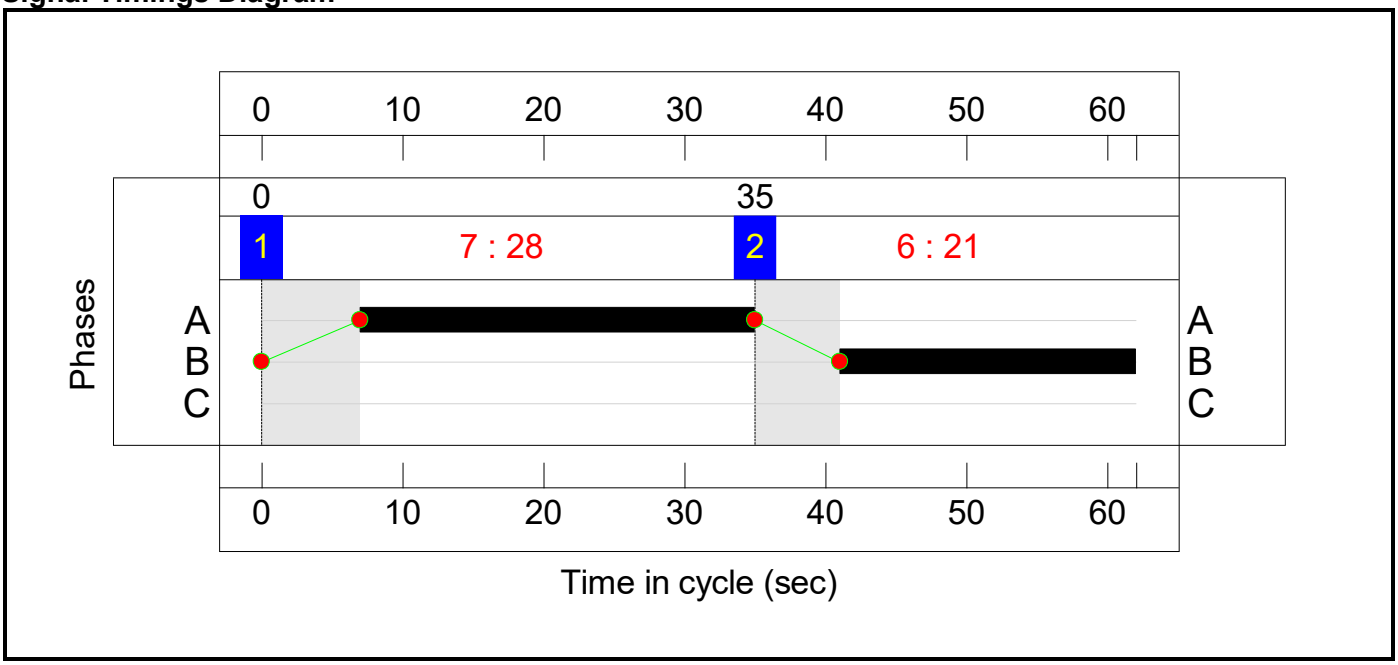


Stage Timings

Stage	1	2
Duration	28	21
Change Point	0	35

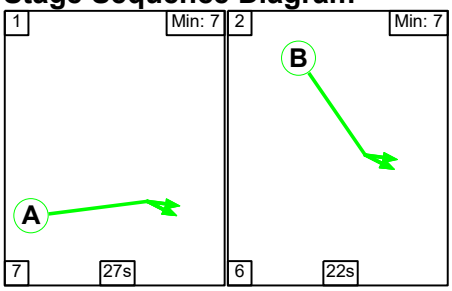
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Signal Timings Diagram



C3 - e84040

Stage Sequence Diagram

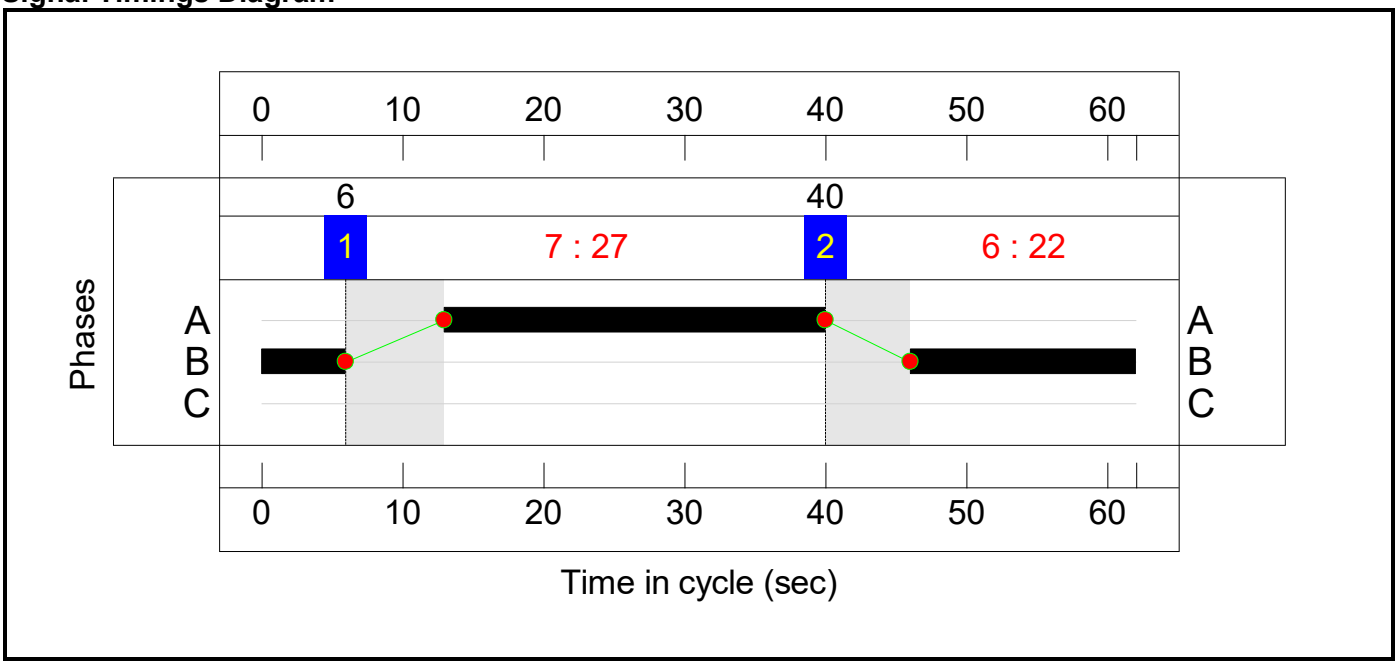


Stage Timings

Stage	1	2
Duration	27	22
Change Point	6	40

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

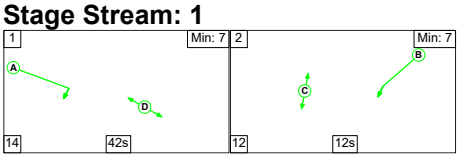
Signal Timings Diagram



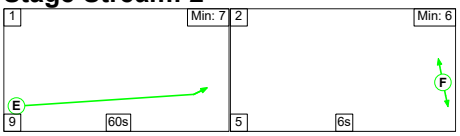
C4 - e84041

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

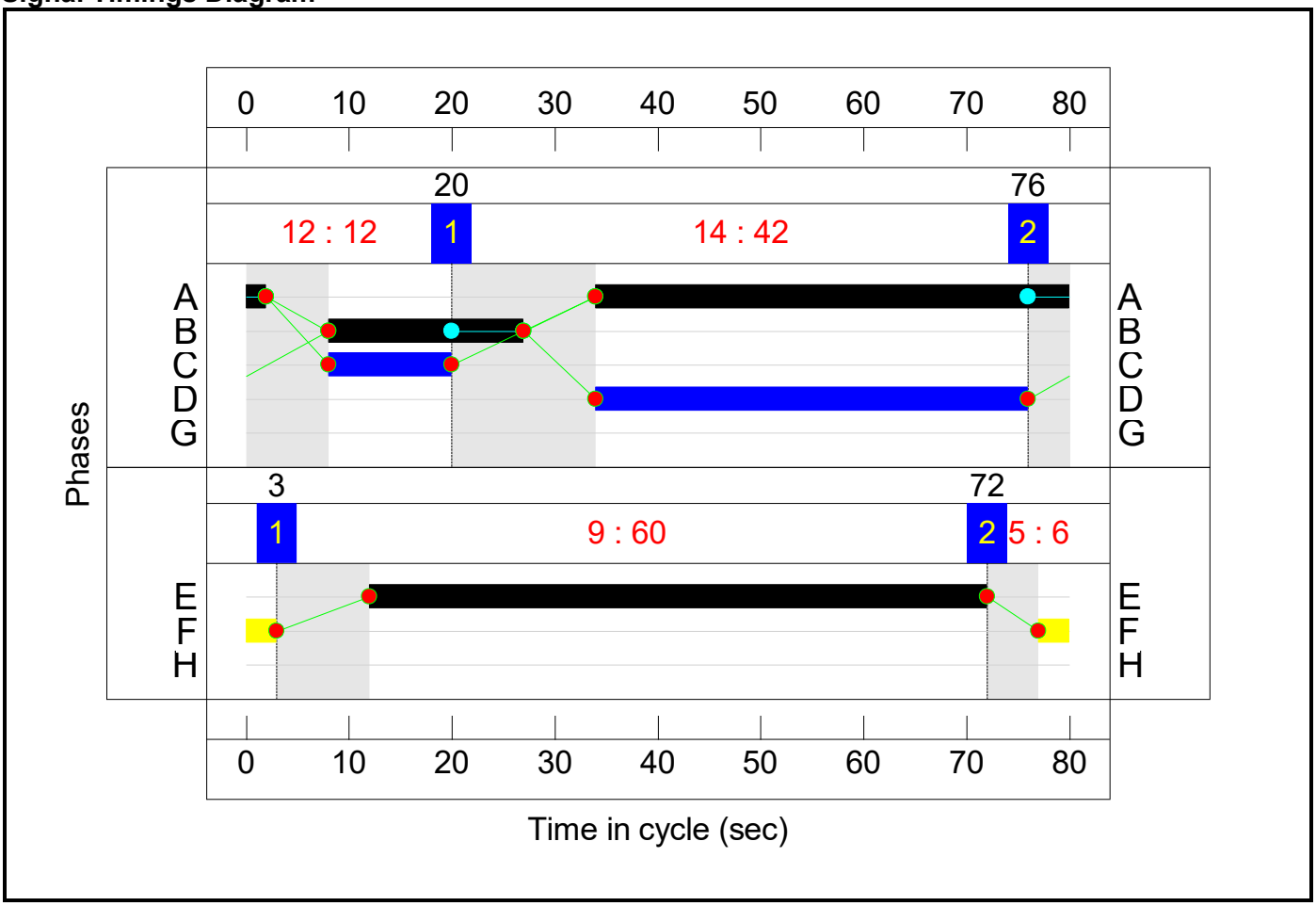
Stage	1	2
Duration	42	12
Change Point	20	76

Stage Stream: 2

Stage	1	2
Duration	60	6
Change Point	3	72

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

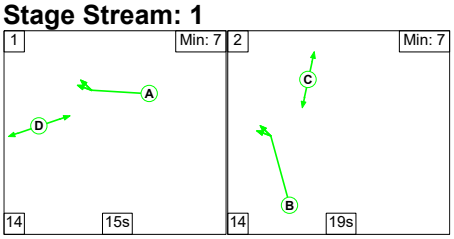
Signal Timings Diagram



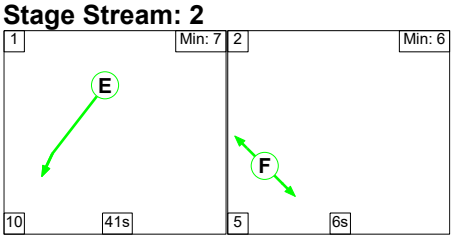
C5 - e84043

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

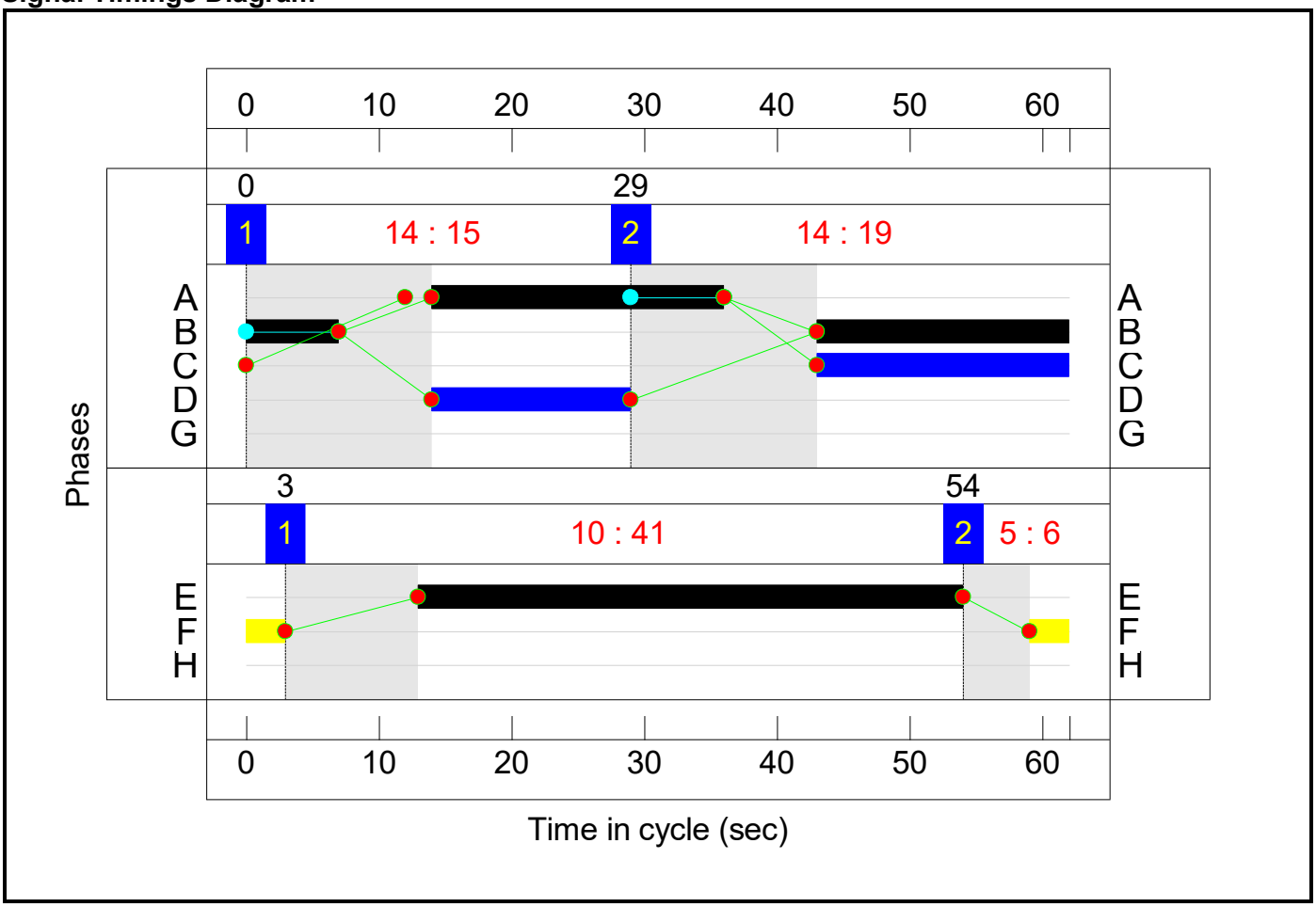
Stage	1	2
Duration	15	19
Change Point	0	29

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Stage Stream: 2

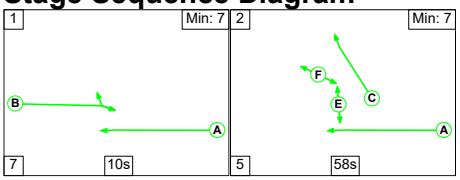
Stage	1	2
Duration	41	6
Change Point	3	54

Signal Timings Diagram



C6 - e84044

Stage Sequence Diagram

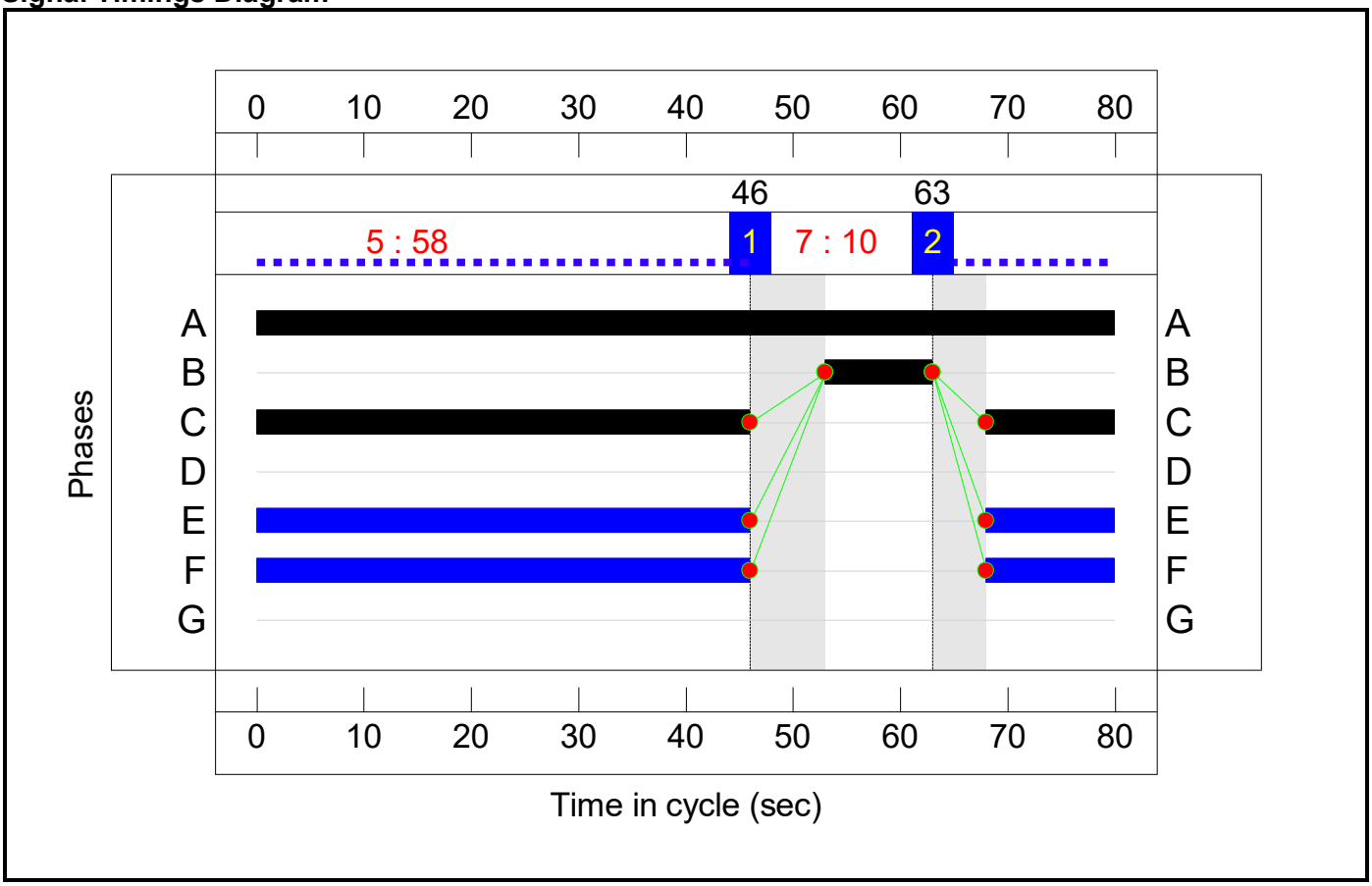


Stage Timings

Stage	1	2
Duration	10	58
Change Point	46	63

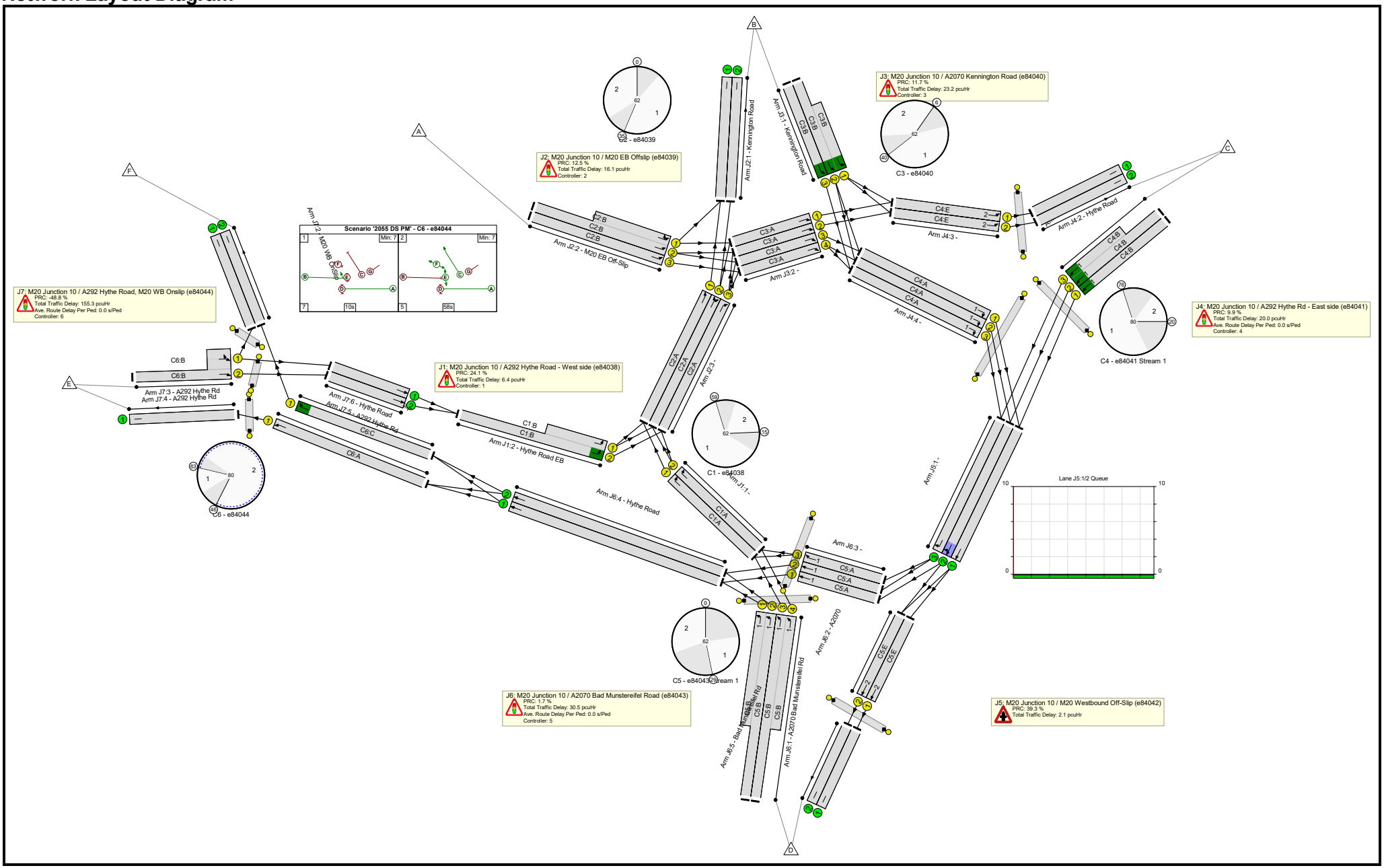
Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Signal Timings Diagram



Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Network Layout Diagram



Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J22_J23 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**133.9%**
J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.5%**
1/1	Right	U	N/A	N/A	C1:A		1	38	-	515	1806	1136	45.3%
1/2	Right	U	N/A	N/A	C1:A		1	38	-	514	1806	1136	45.2%
2/2+2/1	Hythe Road EB Left	U	N/A	N/A	C1:B		1	12	-	559	1904:1904	369+207	72.5 : 72.5%
J2: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.0%**
1/1	Kennington Road	U	N/A	N/A	-		-	-	-	802	1940	1940	40.6%
1/2	Kennington Road	U	N/A	N/A	-		-	-	-	455	2080	2080	21.2%
2/2+2/1	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	21	-	916	2155:1973	755+390	80.0 : 80.0%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	21	-	586	2155	765	76.6%
3/1	Ahead	U	N/A	N/A	C2:A		1	28	-	571	1806	845	65.9%
3/2	Right Ahead	U	N/A	N/A	C2:A		1	28	-	548	1806	845	60.5%
3/3	Right	U	N/A	N/A	C2:A		1	28	-	469	1806	845	44.8%
J3: M20 Junction 10 / A2070 Kennington Road (e84040)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.5%**
1/2+1/1	Kennington Road Left Ahead	U	N/A	N/A	C3:B		1	22	-	790	1851:1851	657+341	79.2 : 79.2%
1/3	Kennington Road Ahead	U	N/A	N/A	C3:B		1	22	-	439	1851	657	66.8%
2/1	Ahead	U	N/A	N/A	C3:A		1	27	-	174	1806	816	18.5%

2/2	Ahead	U	N/A	N/A	C3:A		1	27	-	313	1806	816	33.0%
2/3	Ahead	U	N/A	N/A	C3:A		1	27	-	685	1806	816	80.5%
2/4	Ahead	U	N/A	N/A	C3:A		1	27	-	661	1806	816	78.7%
J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.9%**
1/1	Hythe Road SB Ahead	U	4:1	N/A	C4:B		1	19	-	202	1809	430	47.0%
1/2+1/3	Hythe Road SB Ahead	U	4:1	N/A	C4:B		1	19	-	610	1841:1796	437+308	81.9 : 81.9%
2/1	Hythe Road	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
2/2	Hythe Road	U	N/A	N/A	-		-	-	-	416	Inf	Inf	0.0%
3/1	Ahead	U	4:2	N/A	C4:E		1	60	-	341	1800	1373	23.1%
3/2	Ahead	U	4:2	N/A	C4:E		1	60	-	416	1800	1373	27.1%
4/1	Right	U	4:1	N/A	C4:A		1	48	-	884	1806	1106	77.4%
4/2	Right	U	4:1	N/A	C4:A		1	48	-	828	1806	1106	73.1%
4/3	Right	U	4:1	N/A	C4:A		1	48	-	593	1806	1106	53.6%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.6%**
1/1	Ahead	U	N/A	N/A	-		-	-	-	1086	1806	1806	58.6%
1/2	Ahead Right	U	N/A	N/A	-		-	-	-	1186	1806	1806	64.6%
1/3	Right	U	N/A	N/A	-		-	-	-	845	1806	1806	46.8%
J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.5%**

1/2+1/1	A2070 Bad Munstereifel Rd Left	U	5:1	N/A	C5:B		1	26	-	1357	1798:1798	783+783	86.0 : 87.4%
1/3+1/4	A2070 Bad Munstereifel Rd Left	U	5:1	N/A	C5:B		1	26	-	777	1798:1798	615+783	53.2 : 57.5%
2/1	A2070 Ahead	U	5:2	N/A	C5:E		1	41	-	950	1800	1219	75.7%
2/2	A2070 Ahead	U	5:2	N/A	C5:E		1	41	-	964	1800	1219	77.4%
3/1	Ahead	U	5:1	N/A	C5:A		1	22	-	358	1806	670	53.4%
3/2	Ahead	U	5:1	N/A	C5:A		1	22	-	593	1806	670	88.5%
3/3	Ahead	U	5:1	N/A	C5:A		1	22	-	252	1806	670	37.6%
4/1	Hythe Road Ahead Ahead2	U	N/A	N/A	-		-	-	-	1042	1940	1940	53.7%
4/2	Hythe Road Ahead Ahead2	U	N/A	N/A	-		-	-	-	1266	2080	2080	60.9%
5/1	Bad Munstereifel Rd	U	N/A	N/A	-		-	-	-	950	Inf	Inf	0.0%
5/2	Bad Munstereifel Rd	U	N/A	N/A	-		-	-	-	964	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**133.9%**
1/1	M20 WB OnSlip Right	U	N/A	N/A	C6:C		1	58	-	1389	1824	1322	105.0%
2/1	M20 WB OnSlip	U	N/A	N/A	-		-	-	-	166	Inf	Inf	0.0%
2/2	M20 WB OnSlip	U	N/A	N/A	-		-	-	-	1389	Inf	Inf	0.0%

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

3/2+3/1	A292 Hythe Rd Left Ahead	U	N/A	N/A	C6:B		1	10	-	725	1931:3400	196+346	133.9 : 133.9%
4/1	A292 Hythe Rd	U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
5/1	A292 Hythe Rd Ahead	U	N/A	N/A	C6:A		1	80	-	919	1800	1800	51.1%
6/1	Hythe Road Ahead	U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
6/2	Hythe Road Ahead	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

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: J22_J23 M20Junction 10	**-**	**-**	**0**	**0**	**0**	**80.9**	**172.7**	**0.0**	**253.5**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	**-**	**-**	**0**	**0**	**0**	**4.3**	**2.1**	**0.0**	**6.4**	**-**	**-**	**-**	**-**
1/1	515	515	-	-	-	0.6	0.4	-	1.0	6.9	4.1	0.4	4.5
1/2	514	514	-	-	-	1.1	0.4	-	1.5	10.3	4.0	0.4	4.4
2/2+2/1	417	417	-	-	-	2.6	1.3	-	3.9	33.8	4.3	1.3	5.6
J2: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**0**	**0**	**0**	**10.0**	**6.2**	**0.0**	**16.1**	**-**	**-**	**-**	**-**
1/1	788	788	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
1/2	442	442	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/2+2/1	916	916	-	-	-	4.3	2.0	-	6.3	24.8	9.2	2.0	11.2
2/3	586	586	-	-	-	2.9	1.6	-	4.5	27.6	8.8	1.6	10.4
3/1	557	557	-	-	-	1.5	1.0	-	2.5	16.0	5.7	1.0	6.7
3/2	511	511	-	-	-	1.1	0.8	-	1.8	12.8	5.7	0.8	6.4
3/3	378	378	-	-	-	0.2	0.4	-	0.6	5.5	1.1	0.4	1.5
J3: M20 Junction 10 / A2070 Kennington Road (e84040)	**-**	**-**	**0**	**0**	**0**	**16.1**	**7.1**	**0.0**	**23.2**	**-**	**-**	**-**	**-**
1/2+1/1	790	790	-	-	-	3.7	1.9	-	5.6	25.5	7.9	1.9	9.8
1/3	439	439	-	-	-	2.1	1.0	-	3.1	25.1	6.3	1.0	7.3
2/1	151	151	-	-	-	0.5	0.1	-	0.6	14.7	1.4	0.1	1.5
2/2	269	269	-	-	-	0.2	0.2	-	0.5	6.3	1.6	0.2	1.8
2/3	657	657	-	-	-	4.8	2.0	-	6.8	37.2	11.3	2.0	13.3
2/4	642	642	-	-	-	4.8	1.8	-	6.7	37.3	11.1	1.8	12.9
J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	**-**	**-**	**0**	**0**	**0**	**13.4**	**6.6**	**0.0**	**20.0**	**-**	**-**	**-**	**-**

1/1	202	202	-	-	-	1.5	0.4	-	1.9	34.1	3.8	0.4	4.3
1/2+1/3	610	610	-	-	-	4.8	2.2	-	7.0	41.0	7.5	2.2	9.6
2/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	318	318	-	-	-	0.2	0.2	-	0.4	4.4	2.0	0.2	2.2
3/2	372	372	-	-	-	0.3	0.2	-	0.5	4.6	2.4	0.2	2.6
4/1	856	856	-	-	-	2.7	1.7	-	4.4	18.5	13.8	1.7	15.5
4/2	809	809	-	-	-	2.4	1.3	-	3.8	16.9	12.6	1.3	13.9
4/3	593	593	-	-	-	1.5	0.6	-	2.0	12.4	7.6	0.6	8.2
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**0**	**0**	**0**	**0.0**	**2.1**	**0.0**	**2.1**	**-**	**-**	**-**	**-**
1/1	1058	1058	-	-	-	0.0	0.7	-	0.7	2.4	0.0	0.7	0.7
1/2	1167	1167	-	-	-	0.0	0.9	-	0.9	2.8	0.0	0.9	0.9
1/3	845	845	-	-	-	0.0	0.4	-	0.4	1.9	0.0	0.4	0.4
J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	**-**	**-**	**0**	**0**	**0**	**17.7**	**12.8**	**0.0**	**30.5**	**-**	**-**	**-**	**-**
1/2+1/1	1357	1357	-	-	-	6.0	3.2	-	9.1	24.2	10.6	3.2	13.8
1/3+1/4	777	777	-	-	-	2.7	0.6	-	3.4	15.6	5.8	0.6	6.4
2/1	923	923	-	-	-	1.7	1.5	-	3.2	12.6	10.5	1.5	12.1
2/2	944	944	-	-	-	1.8	1.7	-	3.5	13.2	11.0	1.7	12.7
3/1	358	358	-	-	-	1.5	0.6	-	2.1	21.1	4.8	0.6	5.3
3/2	593	593	-	-	-	3.0	3.5	-	6.5	39.7	9.6	3.5	13.1
3/3	252	252	-	-	-	1.0	0.3	-	1.3	18.6	3.2	0.3	3.5
4/1	1042	1042	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
4/2	1266	1266	-	-	-	0.0	0.8	-	0.8	2.2	0.0	0.8	0.8

Full Input Data And Results
J22_J23 M20 Junction 10.lsg3x

5/1	923	923	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	944	944	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	**-**	**-**	**0**	**0**	**0**	**19.4**	**135.9**	**0.0**	**155.3**	**-**	**-**	**-**	**-**
1/1	1389	1322	-	-	-	6.8	41.6	-	48.5	125.7	32.3	41.6	74.0
2/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1322	1322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	725	541	-	-	-	12.5	93.8	-	106.3	527.8	15.3	93.8	109.0
4/1	919	919	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	919	919	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
6/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

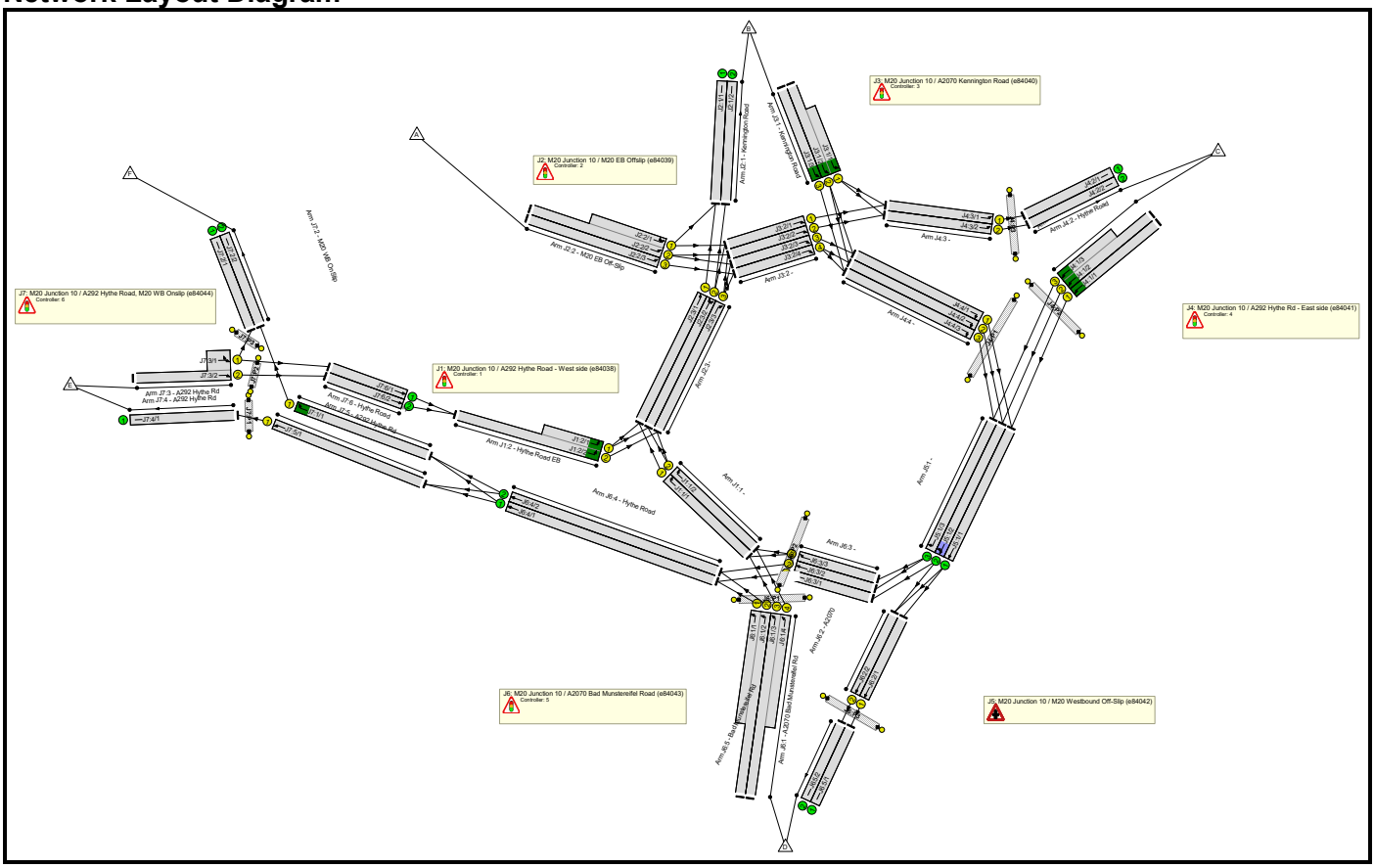
C1 - e84038		PRC for Signalled Lanes (%):	24.1	Total Delay for Signalled Lanes (pcuHr):	6.38	Cycle Time (s):	62
C2 - e84039		PRC for Signalled Lanes (%):	12.5	Total Delay for Signalled Lanes (pcuHr):	15.66	Cycle Time (s):	62
C3 - e84040		PRC for Signalled Lanes (%):	11.7	Total Delay for Signalled Lanes (pcuHr):	23.19	Cycle Time (s):	62
C4 - e84041	Stream: 1	PRC for Signalled Lanes (%):	9.9	Total Delay for Signalled Lanes (pcuHr):	19.11	Cycle Time (s):	80
C4 - e84041	Stream: 2	PRC for Signalled Lanes (%):	231.7	Total Delay for Signalled Lanes (pcuHr):	0.87	Cycle Time (s):	80
C5 - e84043	Stream: 1	PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	22.43	Cycle Time (s):	62
C5 - e84043	Stream: 2	PRC for Signalled Lanes (%):	16.3	Total Delay for Signalled Lanes (pcuHr):	6.71	Cycle Time (s):	62
C6 - e84044		PRC for Signalled Lanes (%):	-48.8	Total Delay for Signalled Lanes (pcuHr):	155.30	Cycle Time (s):	80
		PRC Over All Lanes (%):	-48.8	Total Delay Over All Lanes(pcuHr):	253.54		

Full Input Data And Results

User and Project Details

Project:	**Otterpool Park**
Title:	**J22_J23 M20Junction 10**
Location:	
Additional detail:	
File name:	J22_J23 M20 Junction 10.lsg3x
Author:	
Company:	
Address:	

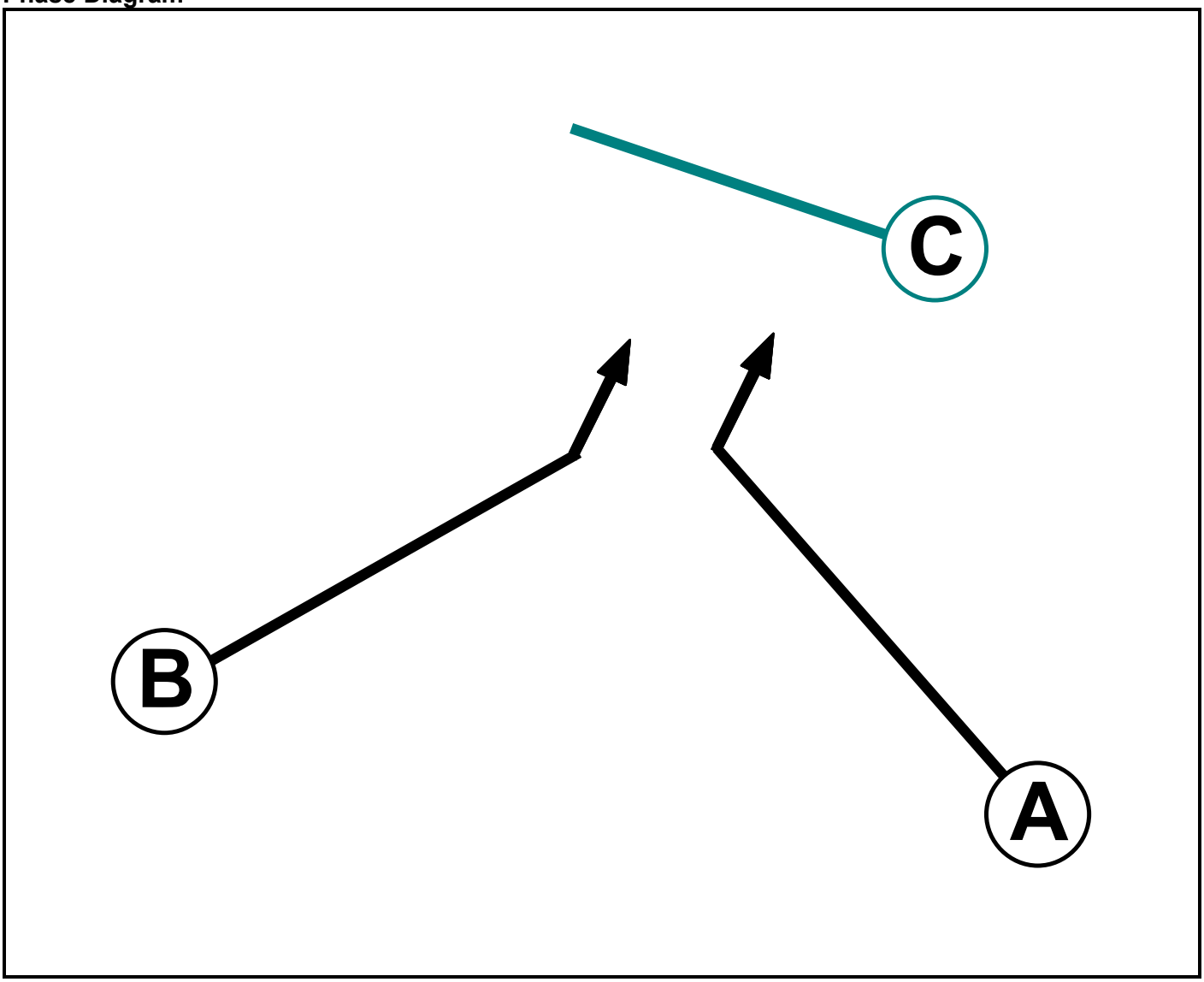
Network Layout Diagram



Full Input Data And Results

C1 - e84038

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Dummy		-9999	3

Full Input Data And Results

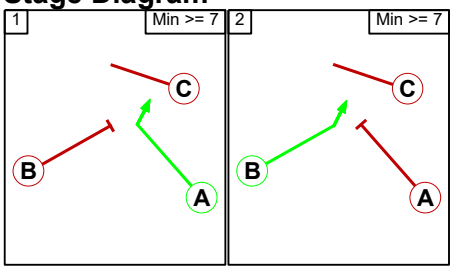
Phase Intergreens Matrix

Terminating Phase	Starting Phase			
		A	B	C
	A		6	3
	B	6		3
	C	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

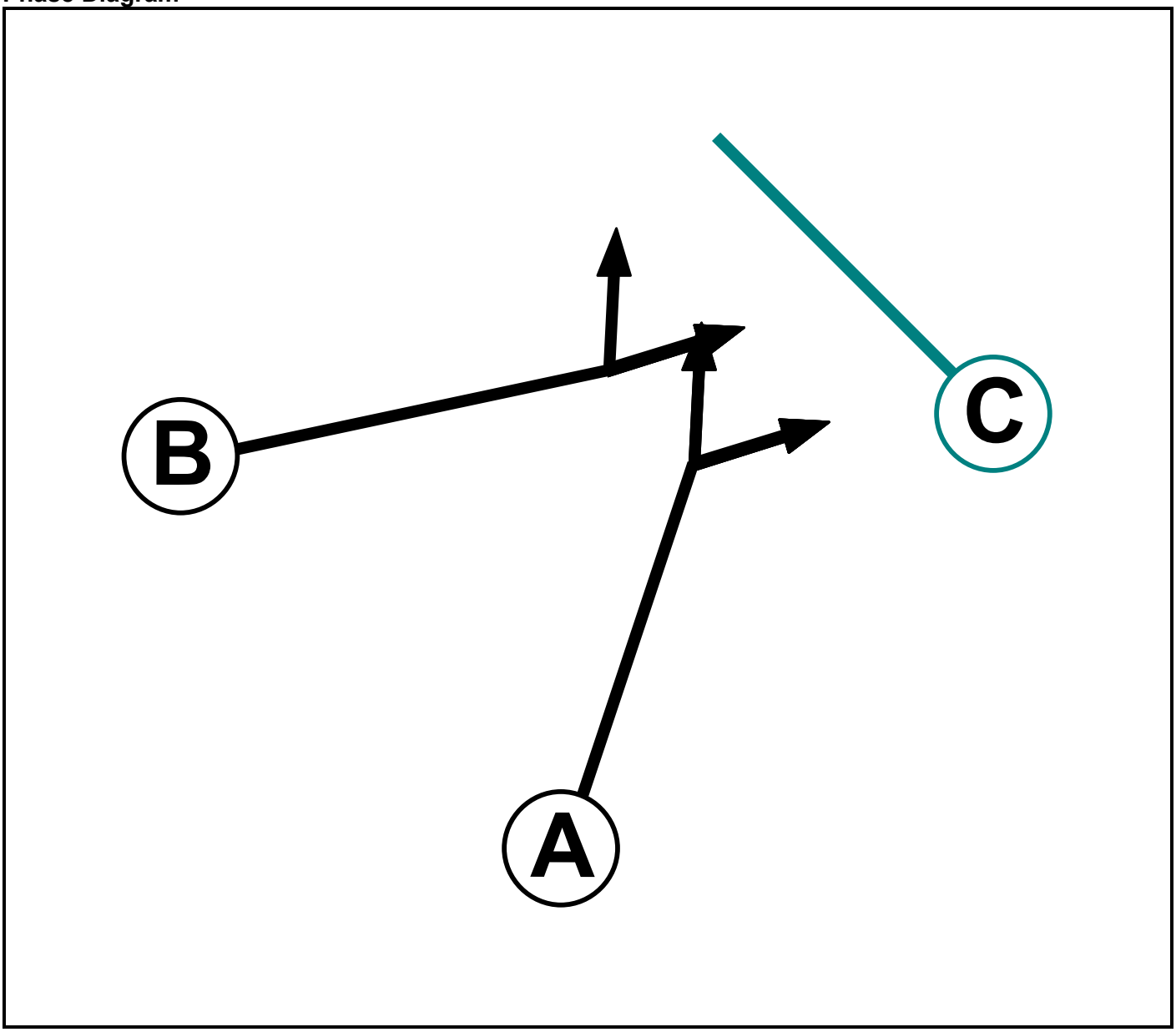
Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		6
	2	6	

Full Input Data And Results

C2 - e84039

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Dummy		-9999	3

Full Input Data And Results

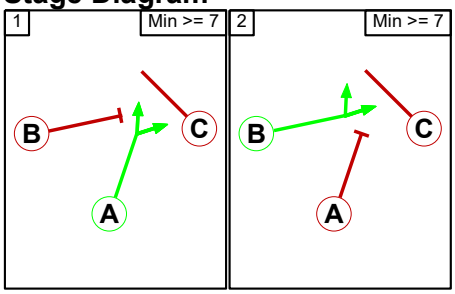
Phase Intergreens Matrix

Terminating Phase	Starting Phase			
		A	B	C
	A		6	3
	B	7		3
	C	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

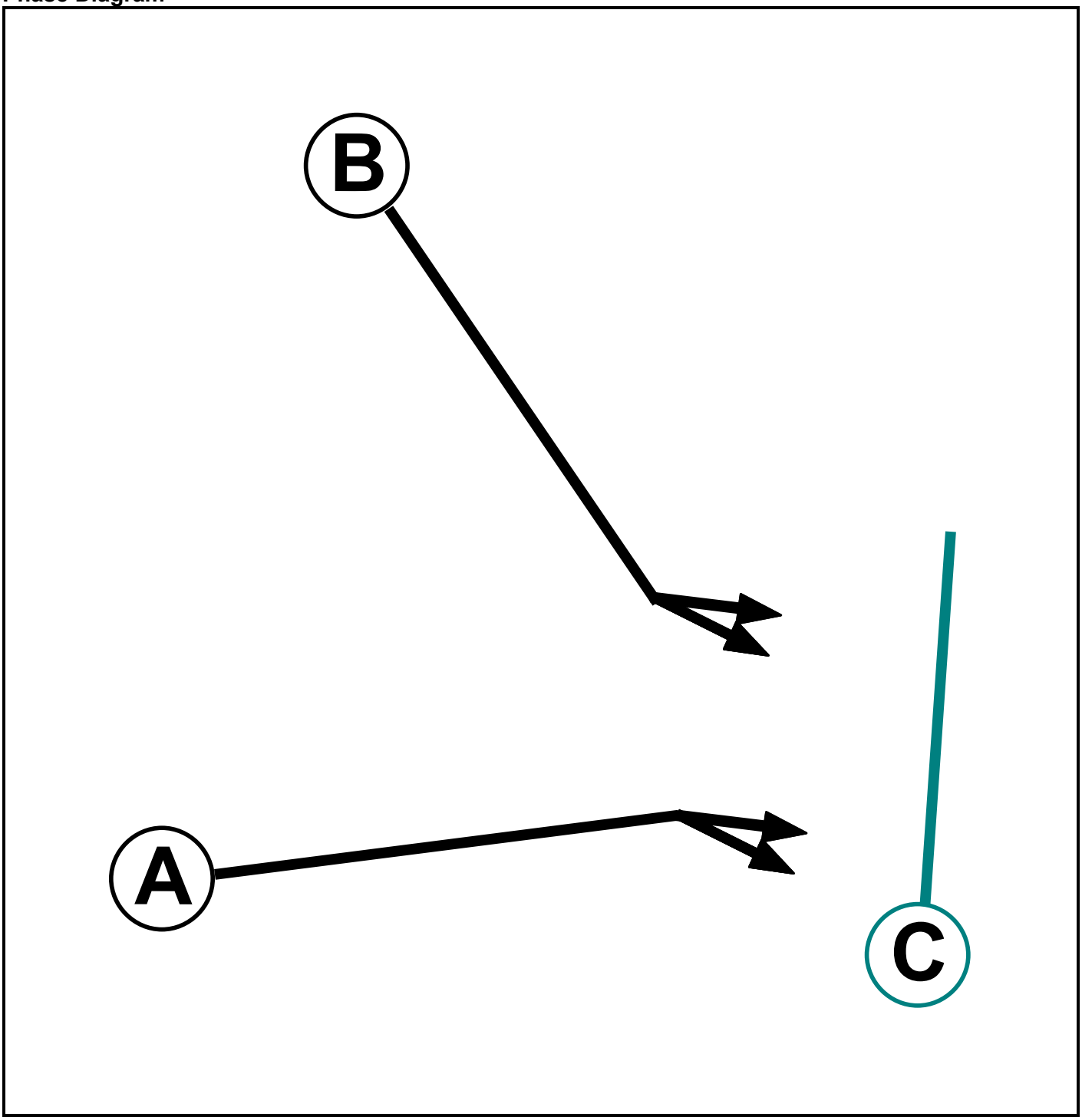
Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		6
	2	7	

Full Input Data And Results

C3 - e84040

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Dummy		-9999	3

Full Input Data And Results

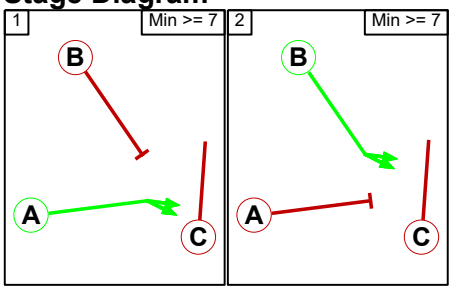
Phase Intergreens Matrix

Terminating Phase	Starting Phase			
		A	B	C
	A		6	3
	B	7		3
	C	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

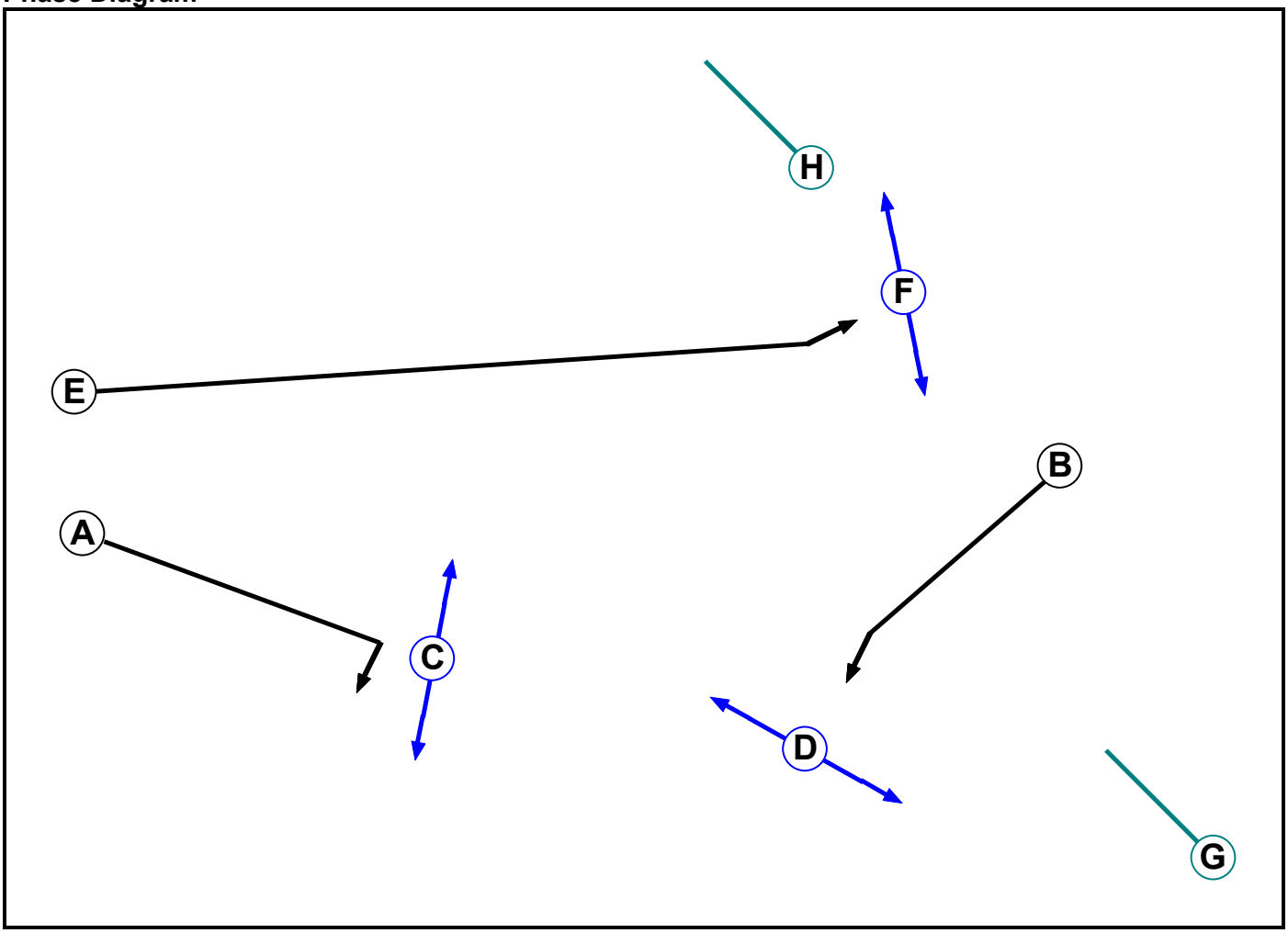
Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		6
	2	7	

Full Input Data And Results

C4 - e84041

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Pedestrian	1		-9999	7
D	Pedestrian	1		-9999	7
E	Traffic	2		-9999	7
F	Pedestrian	2		-9999	6
G	Dummy	1		-9999	3
H	Dummy	2		-9999	3

Full Input Data And Results

Phase Intergreens Matrix

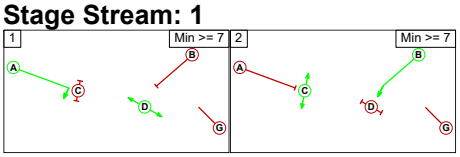
Terminating Phase	Starting Phase							
	A	B	C	D	E	F	G	H
A		6	6	-	-	-	3	-
B	7		-	7	-	-	3	-
C	14	-		-	-	-	3	-
D	-	12	-		-	-	3	-
E	-	-	-	-		5	-	3
F	-	-	-	-	9		-	3
G	2	2	-	-	-	-		-
H	-	-	-	-	2	2	-	

Phases in Stage

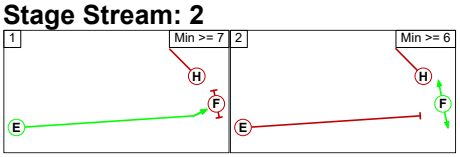
Stream	Stage No.	Phases in Stage
1	1	A D
1	2	B C
2	1	E
2	2	F

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	6	6
2	1	B	Losing	7	7

Stage Stream: 2

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

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

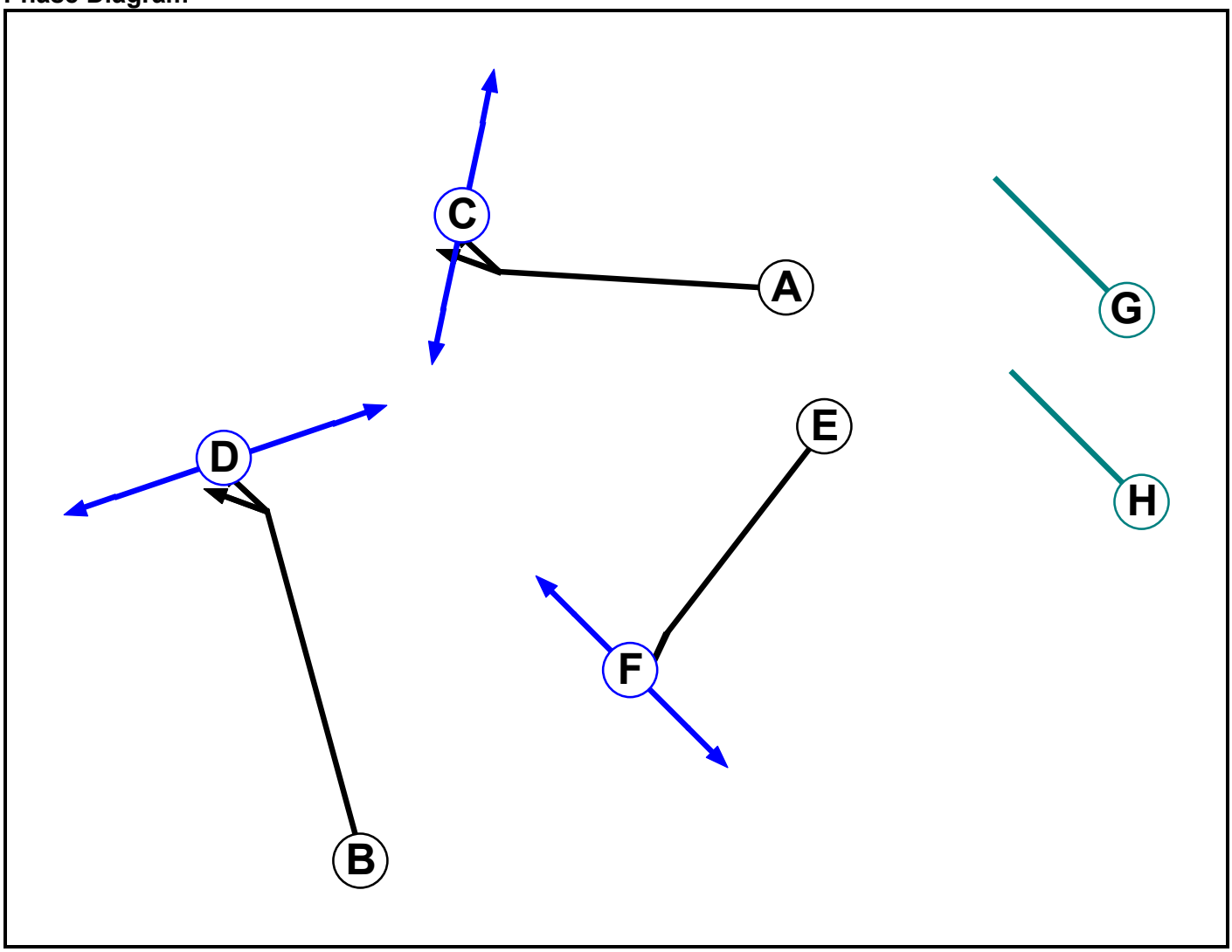
	To Stage		
From Stage		1	2
	1		12
	2	14	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	9	

C5 - e84043

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Pedestrian	1		-9999	7
D	Pedestrian	1		-9999	7
E	Traffic	2		-9999	7
F	Pedestrian	2		-9999	6
G	Dummy	1		-9999	3
H	Dummy	2		-9999	3

Phase Intergreens Matrix

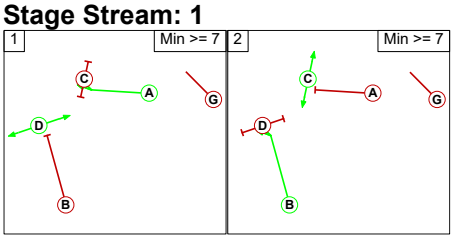
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		7	7	-	-	-	3	-
	B	7		-	7	-	-	3	-
	C	12	-		-	-	-	3	-
	D	-	14	-		-	-	3	-
	E	-	-	-	-		5	-	3
	F	-	-	-	-	10		-	3
	G	2	2	-	-	-	-		-
	H	-	-	-	-	2	2	-	

Phases in Stage

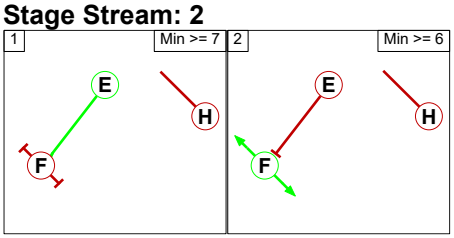
Stream	Stage No.	Phases in Stage
1	1	A D
1	2	B C
2	1	E
2	2	F

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	7	7
2	1	B	Losing	7	7

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

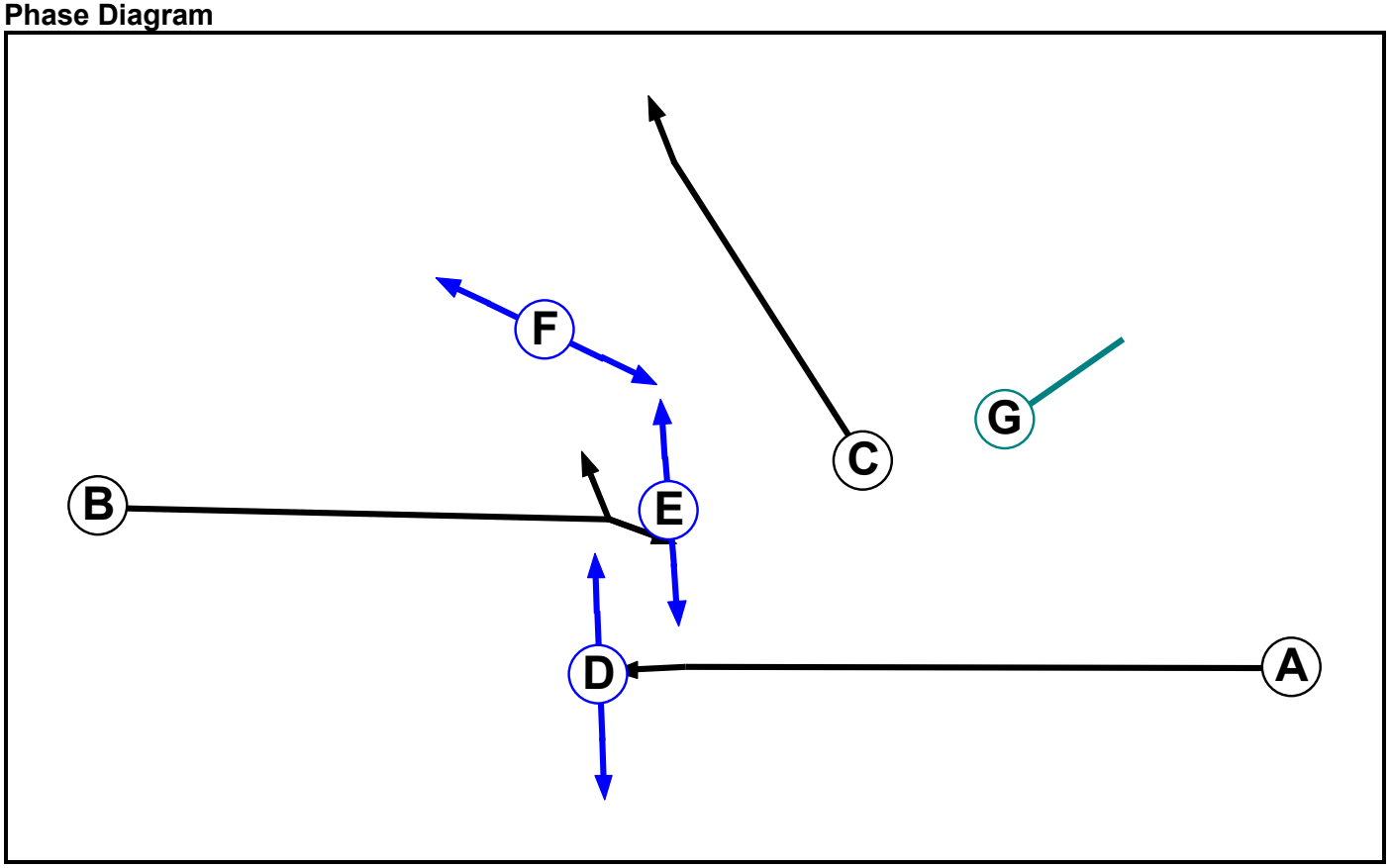
	To Stage		
From Stage		1	2
	1		14
	2	14	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	10	

C6 - e84044

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Pedestrian		-9999	5
E	Pedestrian		-9999	5
F	Pedestrian		-9999	5
G	Dummy		-9999	3

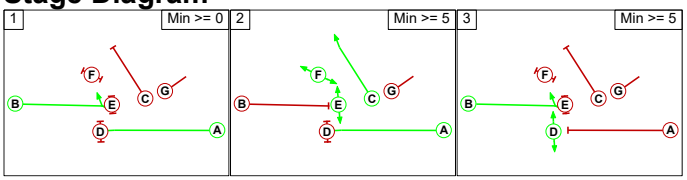
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		-	-	7	-	-	3
	B	-		5	-	5	5	3
	C	-	7		-	-	-	3
	D	7	-	-		-	-	3
	E	-	7	-	-		-	3
	F	-	7	-	-	-		3
	G	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A C E F
3	B D

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		5	7
	2	7		7
	3	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)
There are no Opposed Lanes in this Junction

Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)
There are no Opposed Lanes in this Junction

Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)
There are no Opposed Lanes in this Junction

Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)
There are no Opposed Lanes in this Junction

Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)
There are no Opposed Lanes in this Junction

Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)
There are no Opposed Lanes in this Junction

Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J1:1/1	U	A	2	3	18.3	User	1806	-	-	-	-	-
J1:1/2	U	A	2	3	18.3	User	1806	-	-	-	-	-
J1:2/1 (Hythe Road EB)	U	B	2	3	9.2	User	1904	-	-	-	-	-
J1:2/2 (Hythe Road EB)	U	B	2	3	73.9	User	1904	-	-	-	-	-

Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (Kennington Road)	U		2	3	7.8	Geom	-	3.25	0.00	Y		
J2:1/2 (Kennington Road)	U		2	3	7.8	Geom	-	3.25	0.00	N		
J2:2/1 (M20 EB Off-Slip)	U	B	2	3	11.7	Geom	-	4.00	0.00	Y	Arm J3:2 Ahead	Inf
											Arm J2:1 Left	52.00
J2:2/2 (M20 EB Off-Slip)	U	B	2	3	60.0	Geom	-	4.00	0.00	N	Arm J3:2 Ahead	Inf
J2:2/3 (M20 EB Off-Slip)	U	B	2	3	60.0	Geom	-	4.00	0.00	N	Arm J3:2 Ahead	Inf
J2:3/1	U	A	2	3	13.9	User	1806	-	-	-	-	-
J2:3/2	U	A	2	3	13.9	User	1806	-	-	-	-	-
J2:3/3	U	A	2	3	13.9	User	1806	-	-	-	-	-

Full Input Data And Results

Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J3:1/1 (Kennington Road)	U	B	2	3	10.4	User	1851	-	-	-	-	-
J3:1/2 (Kennington Road)	U	B	2	3	60.0	User	1851	-	-	-	-	-
J3:1/3 (Kennington Road)	U	B	2	3	10.8	User	1851	-	-	-	-	-
J3:2/1	U	A	2	3	12.2	User	1806	-	-	-	-	-
J3:2/2	U	A	2	3	12.2	User	1806	-	-	-	-	-
J3:2/3	U	A	2	3	12.2	User	1806	-	-	-	-	-
J3:2/4	U	A	2	3	12.2	User	1806	-	-	-	-	-

Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J4:1/1 (Hythe Road SB)	U	B	2	3	60.0	User	1809	-	-	-	-	-
J4:1/2 (Hythe Road SB)	U	B	2	3	60.0	User	1841	-	-	-	-	-
J4:1/3 (Hythe Road SB)	U	B	2	3	10.4	User	1796	-	-	-	-	-
J4:2/1 (Hythe Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:2/2 (Hythe Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:3/1	U	E	2	3	12.7	User	1800	-	-	-	-	-
J4:3/2	U	E	2	3	12.7	User	1800	-	-	-	-	-
J4:4/1	U	A	2	3	12.9	User	1806	-	-	-	-	-
J4:4/2	U	A	2	3	12.9	User	1806	-	-	-	-	-
J4:4/3	U	A	2	3	12.9	User	1806	-	-	-	-	-

Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J5:1/1	U		2	3	25.2	User	1806	-	-	-	-	-
J5:1/2	U		2	3	25.2	User	1806	-	-	-	-	-
J5:1/3	U		2	3	25.2	User	1806	-	-	-	-	-

Full Input Data And Results

Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J6:1/1 (A2070 Bad Munstereifel Rd)	U	B	2	3	17.0	User	1798	-	-	-	-	-
J6:1/2 (A2070 Bad Munstereifel Rd)	U	B	2	3	60.0	User	1798	-	-	-	-	-
J6:1/3 (A2070 Bad Munstereifel Rd)	U	B	2	3	60.0	User	1798	-	-	-	-	-
J6:1/4 (A2070 Bad Munstereifel Rd)	U	B	2	3	17.0	User	1798	-	-	-	-	-
J6:2/1 (A2070)	U	E	2	3	15.3	User	1800	-	-	-	-	-
J6:2/2 (A2070)	U	E	2	3	15.3	User	1800	-	-	-	-	-
J6:3/1	U	A	2	3	14.3	User	1806	-	-	-	-	-
J6:3/2	U	A	2	3	14.3	User	1806	-	-	-	-	-
J6:3/3	U	A	2	3	14.3	User	1806	-	-	-	-	-
J6:4/1 (Hythe Road)	U		2	3	77.0	Geom	-	3.25	0.00	Y	Arm J7:1 Ahead Arm J7:5 Ahead	Inf Inf
J6:4/2 (Hythe Road)	U		2	3	77.0	Geom	-	3.25	0.00	N	Arm J7:1 Ahead Arm J7:5 Ahead	Inf Inf
J6:5/1 (Bad Munstereifel Rd)	U		2	3	60.0	Inf	-	-	-	-	-	-
J6:5/2 (Bad Munstereifel Rd)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J7:1/1 (M20 WB OnSlip)	U	C	2	3	20.3	User	1785	-	-	-	-	-
J7:2/1 (M20 WB OnSlip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J7:2/2 (M20 WB OnSlip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J7:3/1 (A292 Hythe Rd)	U	B	2	3	3.5	User	3400	-	-	-	-	-
J7:3/2 (A292 Hythe Rd)	U	B	2	3	60.0	User	1931	-	-	-	-	-
J7:4/1 (A292 Hythe Rd)	U		2	3	60.0	Inf	-	-	-	-	-	-
J7:5/1 (A292 Hythe Rd)	U	A	2	3	23.1	User	1800	-	-	-	-	-
J7:6/1 (Hythe Road)	U		2	3	6.1	Inf	-	-	-	-	-	-
J7:6/2 (Hythe Road)	U		2	3	6.1	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM'	08:00	09:00	01:00	
2: '2025 PM'	17:00	18:00	01:00	
5: '2055 DM AM'	08:00	09:00	01:00	
6: '2055 DM PM'	17:00	18:00	01:00	
7: '2055 DS AM'	08:00	09:00	01:00	
8: '2055 DS PM'	17:00	18:00	01:00	

Scenario 1: '2055 DS VM AM' (FG7: '2055 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	305	140	893	35	64	1437
	B	0	0	327	522	135	261	1245
	C	0	234	0	162	148	178	722
	D	0	670	129	0	542	921	2262
	E	0	127	257	167	0	285	836
	F	0	0	0	0	0	0	0
	Tot.	0	1336	853	1744	860	1709	6502

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2055 DS VM AM
Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	
J1:1/1	470
J1:1/2	563
J1:2/1 (short)	185
J1:2/2 (with short)	551(In) 366(Out)
Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)	
J2:1/1	856
J2:1/2	480
J2:2/1 (short)	411
J2:2/2 (with short)	915(In) 504(Out)
J2:2/3	522
J2:3/1	551
J2:3/2	540
J2:3/3	493
Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)	
J3:1/1 (short)	327
J3:1/2 (with short)	915(In) 588(Out)
J3:1/3	330
J3:2/1	166
J3:2/2	360
J3:2/3	570
J3:2/4	589
Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	
J4:1/1	162
J4:1/2 (with short)	560(In) 315(Out)
J4:1/3 (short)	245
J4:2/1	354
J4:2/2	499
J4:3/1	354
J4:3/2	499
J4:4/1	853
J4:4/2	795
J4:4/3	429
Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	
J5:1/1	1015
J5:1/2	1110

J5:1/3	674
Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	
J6:1/1 (short)	731
J6:1/2 (with short)	1463(In) 732(Out)
J6:1/3 (with short)	799(In) 319(Out)
J6:1/4 (short)	480
J6:2/1	881
J6:2/2	863
J6:3/1	381
J6:3/2	440
J6:3/3	234
J6:4/1	1112
J6:4/2	1172
J6:5/1	881
J6:5/2	863
Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	
J7:1/1	1424
J7:2/1	285
J7:2/2	1424
J7:3/1 (short)	536
J7:3/2 (with short)	836(In) 300(Out)
J7:4/1	860
J7:5/1	860
J7:6/1	251
J7:6/2	300

Lane Saturation Flows

Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1	This lane uses a directly entered Saturation Flow						1806	1806
J1:1/2	This lane uses a directly entered Saturation Flow						1806	1806
J1:2/1 (Hythe Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:2/2 (Hythe Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1904	1904

Full Input Data And Results

Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Kennington Road)	3.25	0.00	Y				1940	1940
J2:1/2 (Kennington Road)	3.25	0.00	N				2080	2080
J2:2/1 (M20 EB Off-Slip)	4.00	0.00	Y	Arm J3:2 Ahead Arm J2:1 Left	Inf 52.00	25.8 % 74.2 %	1973	1973
J2:2/2 (M20 EB Off-Slip)	4.00	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2155	2155
J2:2/3 (M20 EB Off-Slip)	4.00	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2155	2155
J2:3/1	This lane uses a directly entered Saturation Flow						1806	1806
J2:3/2	This lane uses a directly entered Saturation Flow						1806	1806
J2:3/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Kennington Road Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
J3:1/2 (Kennington Road Lane 2)	This lane uses a directly entered Saturation Flow						1851	1851
J3:1/3 (Kennington Road Lane 3)	This lane uses a directly entered Saturation Flow						1851	1851
J3:2/1	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/2	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/3	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/4	This lane uses a directly entered Saturation Flow						1806	1806

Full Input Data And Results

Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Hythe Road SB Lane 1)	This lane uses a directly entered Saturation Flow						1809	1809
J4:1/2 (Hythe Road SB Lane 2)	This lane uses a directly entered Saturation Flow						1841	1841
J4:1/3 (Hythe Road SB Lane 3)	This lane uses a directly entered Saturation Flow						1796	1796
J4:2/1 (Hythe Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:2/2 (Hythe Road Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:3/2	This lane uses a directly entered Saturation Flow						1800	1800
J4:4/1	This lane uses a directly entered Saturation Flow						1806	1806
J4:4/2	This lane uses a directly entered Saturation Flow						1806	1806
J4:4/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	This lane uses a directly entered Saturation Flow						1806	1806
J5:1/2	This lane uses a directly entered Saturation Flow						1806	1806
J5:1/3	This lane uses a directly entered Saturation Flow						1806	1806

Full Input Data And Results

Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (A2070 Bad Munstereifel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/2 (A2070 Bad Munstereifel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/3 (A2070 Bad Munstereifel Rd Lane 3)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/4 (A2070 Bad Munstereifel Rd Lane 4)	This lane uses a directly entered Saturation Flow						1798	1798
J6:2/1 (A2070 Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J6:2/2 (A2070 Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J6:3/1	This lane uses a directly entered Saturation Flow						1806	1806
J6:3/2	This lane uses a directly entered Saturation Flow						1806	1806
J6:3/3	This lane uses a directly entered Saturation Flow						1806	1806
J6:4/1 (Hythe Road)	3.25	0.00	Y	Arm J7:1 Ahead	Inf	54.1 %	1940	1940
				Arm J7:5 Ahead	Inf	45.9 %		
J6:4/2 (Hythe Road)	3.25	0.00	N	Arm J7:1 Ahead	Inf	70.1 %	2080	2080
				Arm J7:5 Ahead	Inf	29.9 %		
J6:5/1 (Bad Munstereifel Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:5/2 (Bad Munstereifel Rd Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J7:1/1 (M20 WB OnSlip Lane 1)	This lane uses a directly entered Saturation Flow						1785	1785
J7:2/1 (M20 WB OnSlip Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:2/2 (M20 WB OnSlip Lane 2)	Infinite Saturation Flow						Inf	Inf
J7:3/1 (A292 Hythe Rd Lane 1)	This lane uses a directly entered Saturation Flow						3400	3400
J7:3/2 (A292 Hythe Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1931
J7:4/1 (A292 Hythe Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:5/1 (A292 Hythe Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J7:6/1 (Hythe Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:6/2 (Hythe Road Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2055 DS VM PM' (FG8: '2055 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	231	111	1006	56	98	1502
	B	0	0	270	524	171	268	1233
	C	0	255	0	202	166	195	818
	D	0	665	112	0	529	828	2134
	E	0	109	264	190	0	166	729
	F	0	0	0	0	0	0	0
	Tot.	0	1260	757	1922	922	1555	6416

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2055 DS VM PM
Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	
J1:1/1	534
J1:1/2	498
J1:2/1 (short)	203
J1:2/2 (with short)	563(In) 360(Out)
Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)	
J2:1/1	823
J2:1/2	437
J2:2/1 (short)	313
J2:2/2 (with short)	911(In) 598(Out)
J2:2/3	591
J2:3/1	592
J2:3/2	533
J2:3/3	470
Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)	
J3:1/1 (short)	270
J3:1/2 (with short)	794(In) 524(Out)
J3:1/3	439
J3:2/1	178
J3:2/2	309
J3:2/3	683
J3:2/4	667
Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	
J4:1/1	202
J4:1/2 (with short)	616(In) 361(Out)
J4:1/3 (short)	255
J4:2/1	340
J4:2/2	417
J4:3/1	340
J4:3/2	417
J4:4/1	875
J4:4/2	845
J4:4/3	593
Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	
J5:1/1	1077
J5:1/2	1206

Full Input Data And Results

J5:1/3	848
Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	
J6:1/1 (short)	684
J6:1/2 (with short)	1357(In) 673(Out)
J6:1/3 (with short)	777(In) 337(Out)
J6:1/4 (short)	440
J6:2/1	943
J6:2/2	979
J6:3/1	361
J6:3/2	593
J6:3/3	255
J6:4/1	1045
J6:4/2	1266
J6:5/1	943
J6:5/2	979
Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	
J7:1/1	1389
J7:2/1	166
J7:2/2	1389
J7:3/1 (short)	464
J7:3/2 (with short)	729(In) 265(Out)
J7:4/1	922
J7:5/1	922
J7:6/1	298
J7:6/2	265

Lane Saturation Flows

Junction: J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1	This lane uses a directly entered Saturation Flow						1806	1806
J1:1/2	This lane uses a directly entered Saturation Flow						1806	1806
J1:2/1 (Hythe Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1904	1904
J1:2/2 (Hythe Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1904	1904

Full Input Data And Results

Junction: J2: M20 Junction 10 / M20 EB Offslip (e84039)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Kennington Road)	3.25	0.00	Y				1940	1940
J2:1/2 (Kennington Road)	3.25	0.00	N				2080	2080
J2:2/1 (M20 EB Off-Slip)	4.00	0.00	Y	Arm J3:2 Ahead Arm J2:1 Left	Inf 52.00	26.2 % 73.8 %	1973	1973
J2:2/2 (M20 EB Off-Slip)	4.00	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2155	2155
J2:2/3 (M20 EB Off-Slip)	4.00	0.00	N	Arm J3:2 Ahead	Inf	100.0 %	2155	2155
J2:3/1	This lane uses a directly entered Saturation Flow						1806	1806
J2:3/2	This lane uses a directly entered Saturation Flow						1806	1806
J2:3/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J3: M20 Junction 10 / A2070 Kennington Road (e84040)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Kennington Road Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851
J3:1/2 (Kennington Road Lane 2)	This lane uses a directly entered Saturation Flow						1851	1851
J3:1/3 (Kennington Road Lane 3)	This lane uses a directly entered Saturation Flow						1851	1851
J3:2/1	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/2	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/3	This lane uses a directly entered Saturation Flow						1806	1806
J3:2/4	This lane uses a directly entered Saturation Flow						1806	1806

Full Input Data And Results

Junction: J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (Hythe Road SB Lane 1)	This lane uses a directly entered Saturation Flow						1809	1809
J4:1/2 (Hythe Road SB Lane 2)	This lane uses a directly entered Saturation Flow						1841	1841
J4:1/3 (Hythe Road SB Lane 3)	This lane uses a directly entered Saturation Flow						1796	1796
J4:2/1 (Hythe Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:2/2 (Hythe Road Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/1	This lane uses a directly entered Saturation Flow						1800	1800
J4:3/2	This lane uses a directly entered Saturation Flow						1800	1800
J4:4/1	This lane uses a directly entered Saturation Flow						1806	1806
J4:4/2	This lane uses a directly entered Saturation Flow						1806	1806
J4:4/3	This lane uses a directly entered Saturation Flow						1806	1806

Junction: J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1	This lane uses a directly entered Saturation Flow						1806	1806
J5:1/2	This lane uses a directly entered Saturation Flow						1806	1806
J5:1/3	This lane uses a directly entered Saturation Flow						1806	1806

Full Input Data And Results

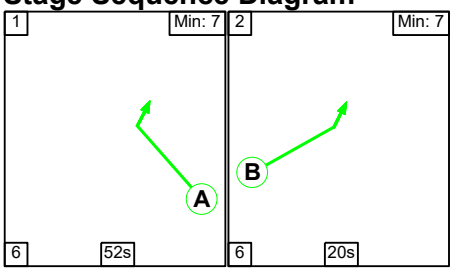
Junction: J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (A2070 Bad Munstereifel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/2 (A2070 Bad Munstereifel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/3 (A2070 Bad Munstereifel Rd Lane 3)	This lane uses a directly entered Saturation Flow						1798	1798
J6:1/4 (A2070 Bad Munstereifel Rd Lane 4)	This lane uses a directly entered Saturation Flow						1798	1798
J6:2/1 (A2070 Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J6:2/2 (A2070 Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J6:3/1	This lane uses a directly entered Saturation Flow						1806	1806
J6:3/2	This lane uses a directly entered Saturation Flow						1806	1806
J6:3/3	This lane uses a directly entered Saturation Flow						1806	1806
J6:4/1 (Hythe Road)	3.25	0.00	Y	Arm J7:1 Ahead	Inf	59.6 %	1940	1940
				Arm J7:5 Ahead	Inf	40.4 %		
J6:4/2 (Hythe Road)	3.25	0.00	N	Arm J7:1 Ahead	Inf	60.5 %	2080	2080
				Arm J7:5 Ahead	Inf	39.5 %		
J6:5/1 (Bad Munstereifel Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:5/2 (Bad Munstereifel Rd Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J7:1/1 (M20 WB OnSlip Lane 1)	This lane uses a directly entered Saturation Flow						1824	1824
J7:2/1 (M20 WB OnSlip Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:2/2 (M20 WB OnSlip Lane 2)	Infinite Saturation Flow						Inf	Inf
J7:3/1 (A292 Hythe Rd Lane 1)	This lane uses a directly entered Saturation Flow						3400	3400
J7:3/2 (A292 Hythe Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1931
J7:4/1 (A292 Hythe Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:5/1 (A292 Hythe Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J7:6/1 (Hythe Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:6/2 (Hythe Road Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2055 DS VM AM' (FG7: '2055 DS AM', Plan 1: 'Network Control Plan 1')
C1 - e84038

Stage Sequence Diagram

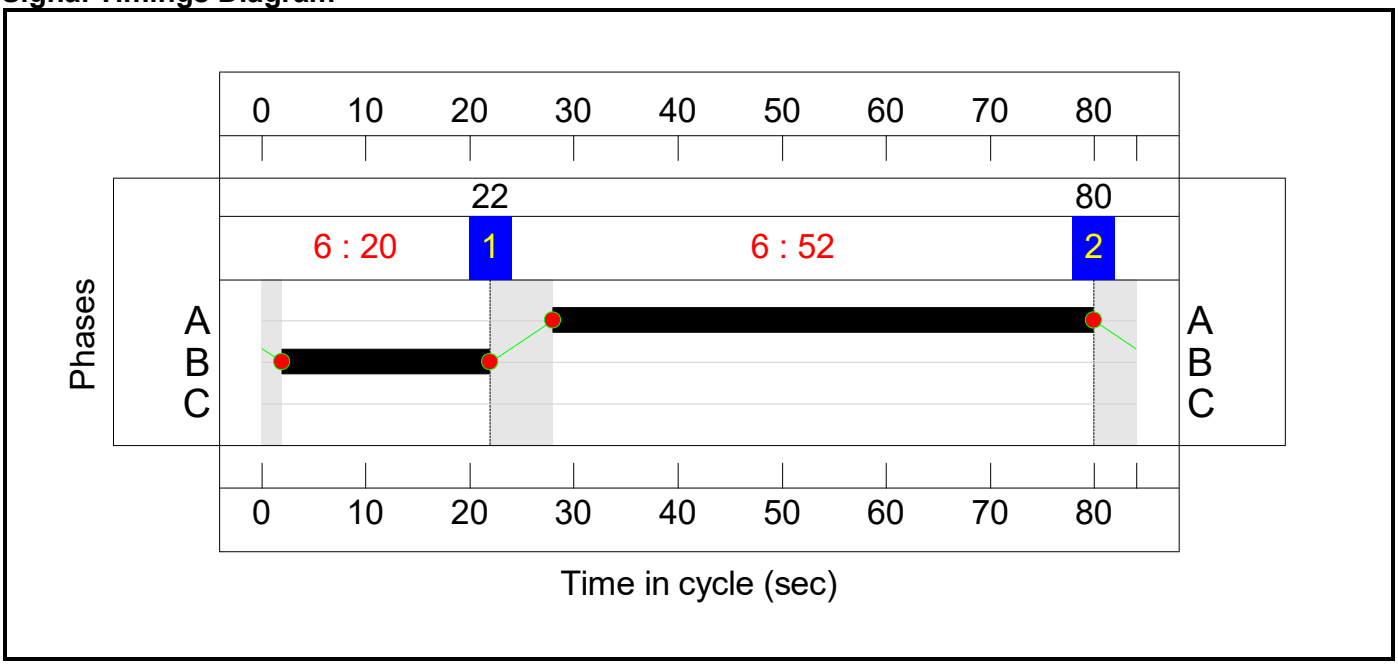


Stage Timings

Stage	1	2
Duration	52	20
Change Point	22	80

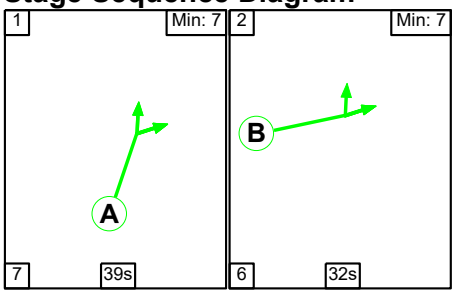
Full Input Data And Results

Signal Timings Diagram



C2 - e84039

Stage Sequence Diagram

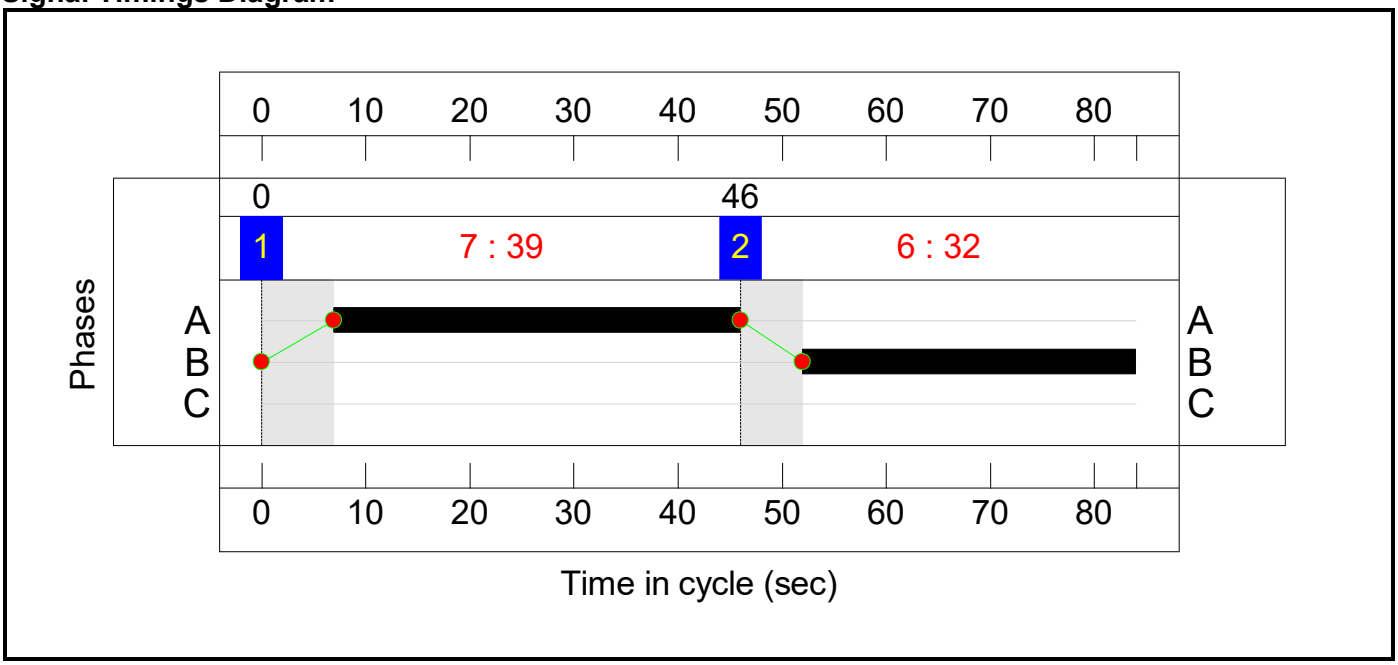


Stage Timings

Stage	1	2
Duration	39	32
Change Point	0	46

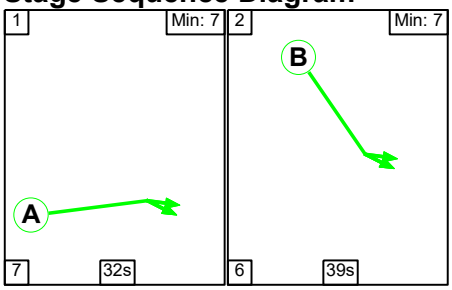
Full Input Data And Results

Signal Timings Diagram



C3 - e84040

Stage Sequence Diagram

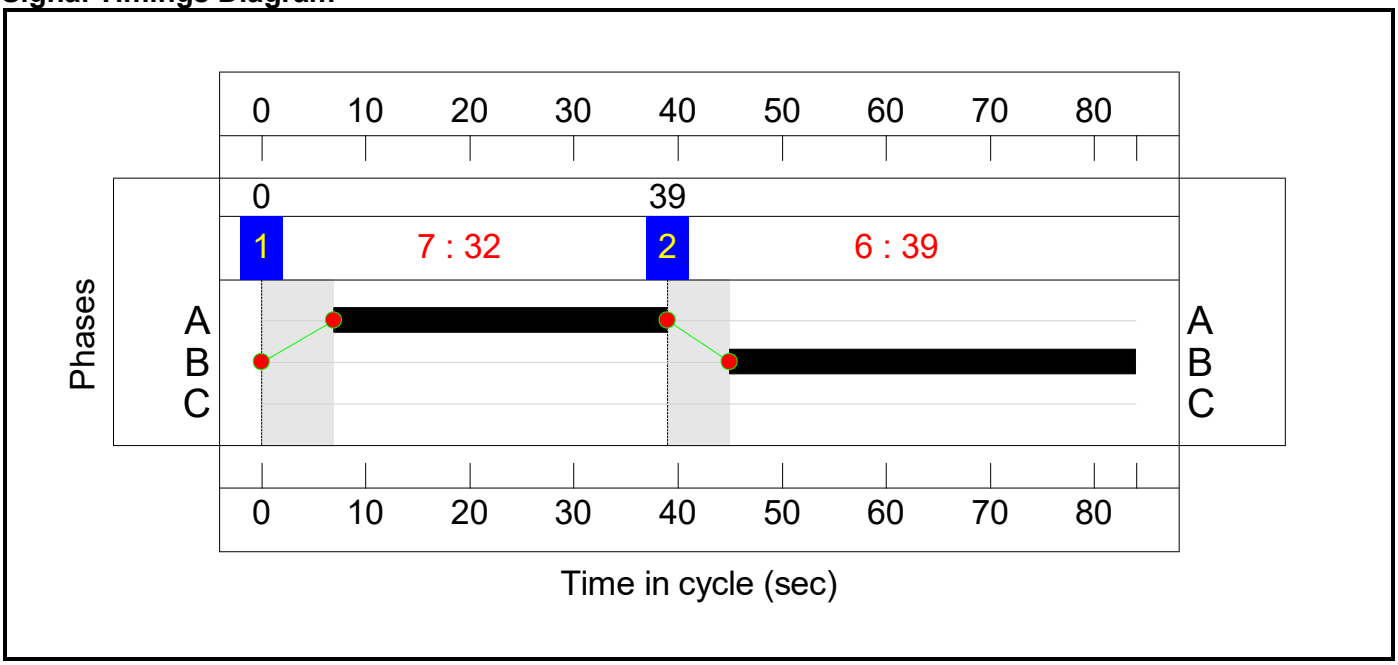


Stage Timings

Stage	1	2
Duration	32	39
Change Point	0	39

Full Input Data And Results

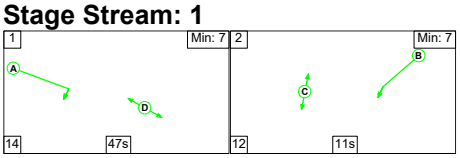
Signal Timings Diagram



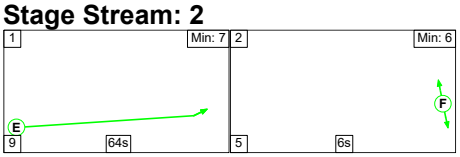
C4 - e84041

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

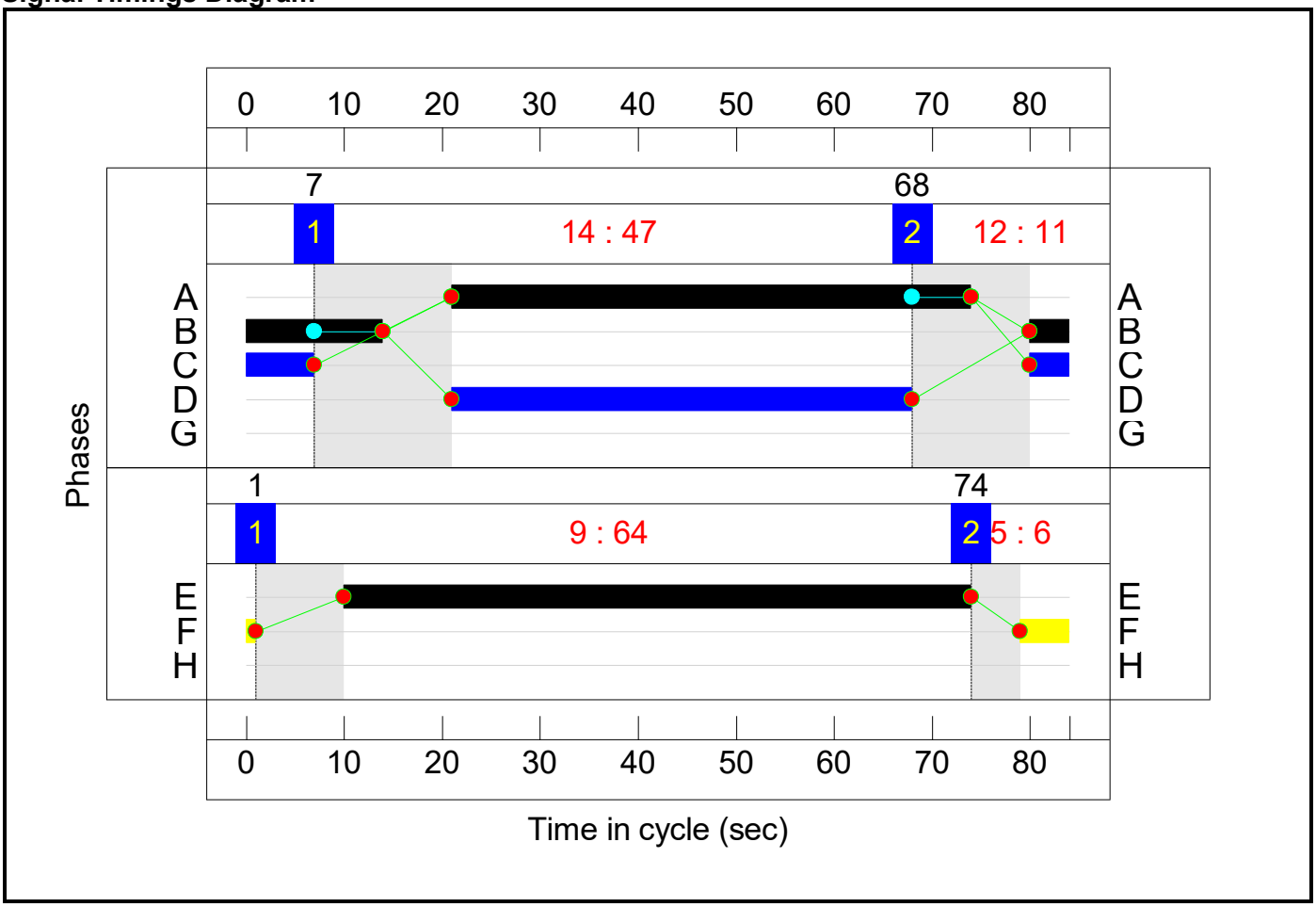
Stage	1	2
Duration	47	11
Change Point	7	68

Stage Stream: 2

Stage	1	2
Duration	64	6
Change Point	1	74

Full Input Data And Results

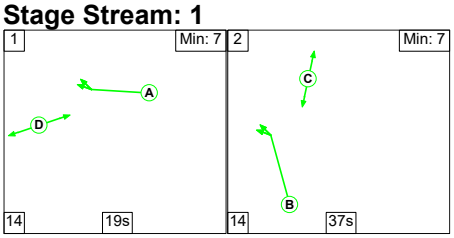
Signal Timings Diagram



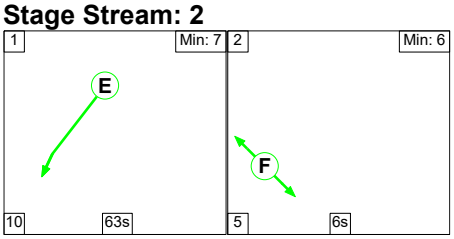
C5 - e84043

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

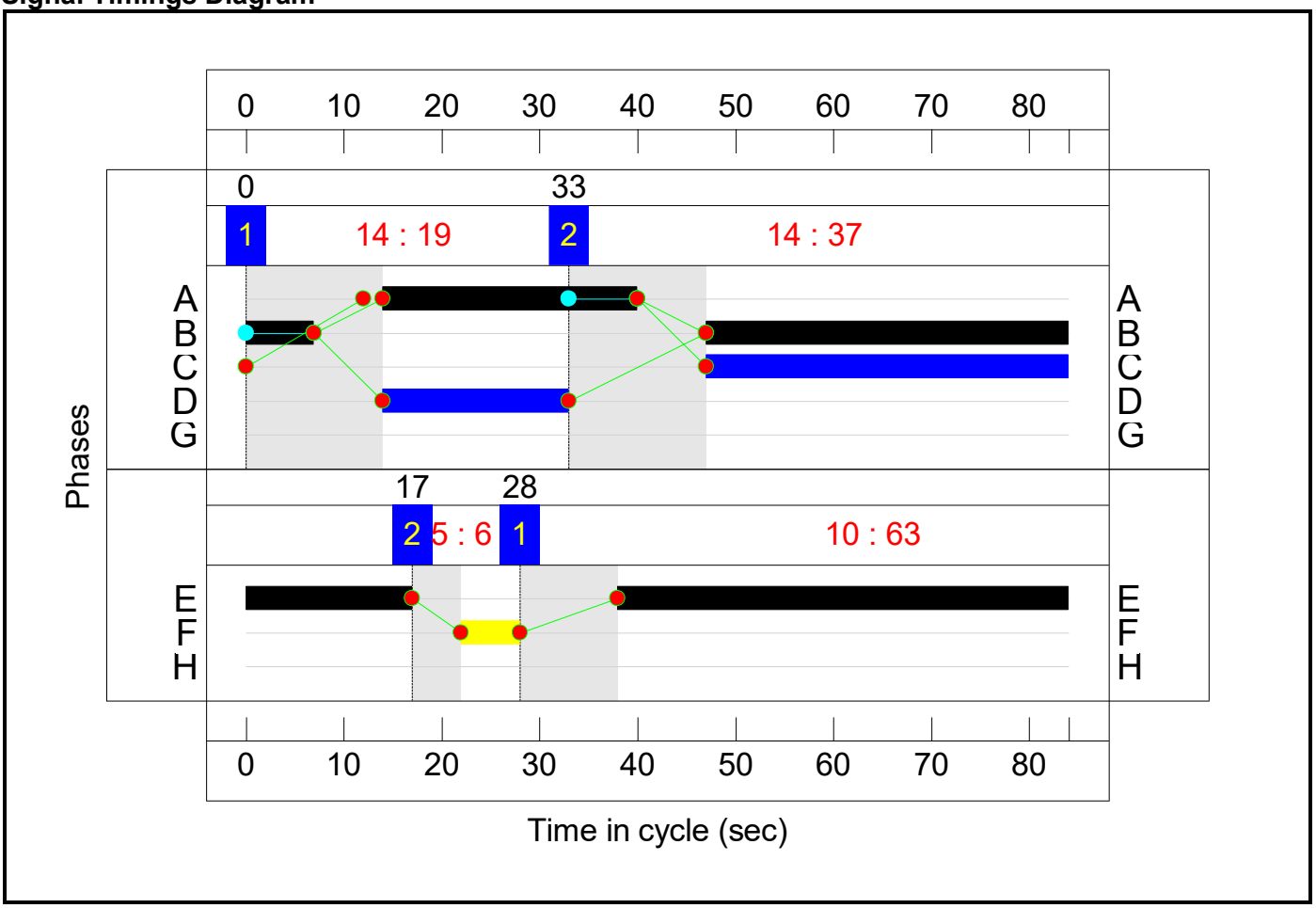
Stage	1	2
Duration	19	37
Change Point	0	33

Full Input Data And Results

Stage Stream: 2

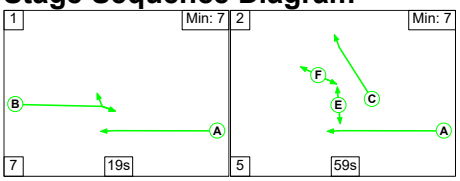
Stage	1	2
Duration	63	6
Change Point	28	17

Signal Timings Diagram



C6 - e84044

Stage Sequence Diagram

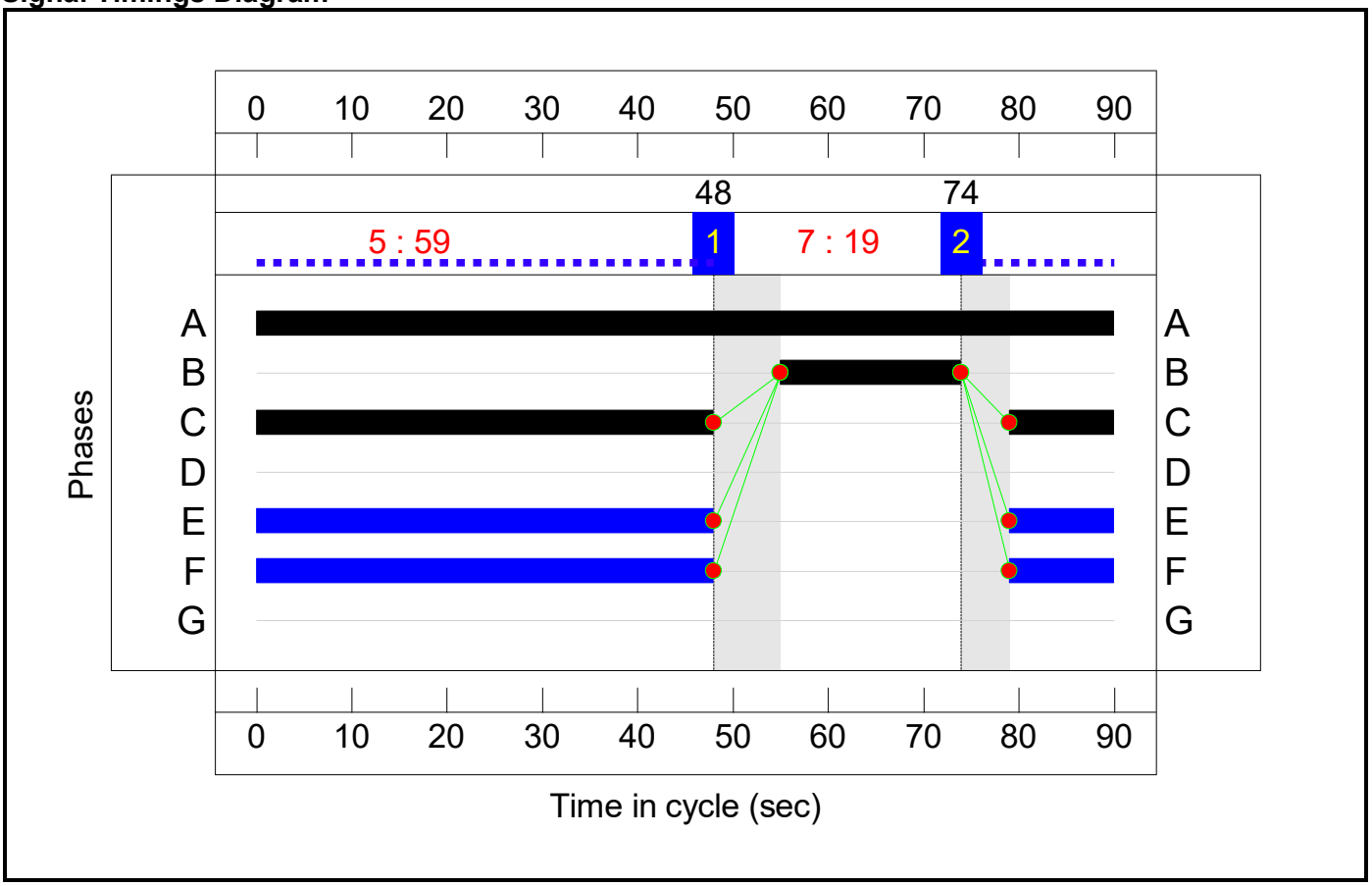


Stage Timings

Stage	1	2
Duration	19	59
Change Point	48	74

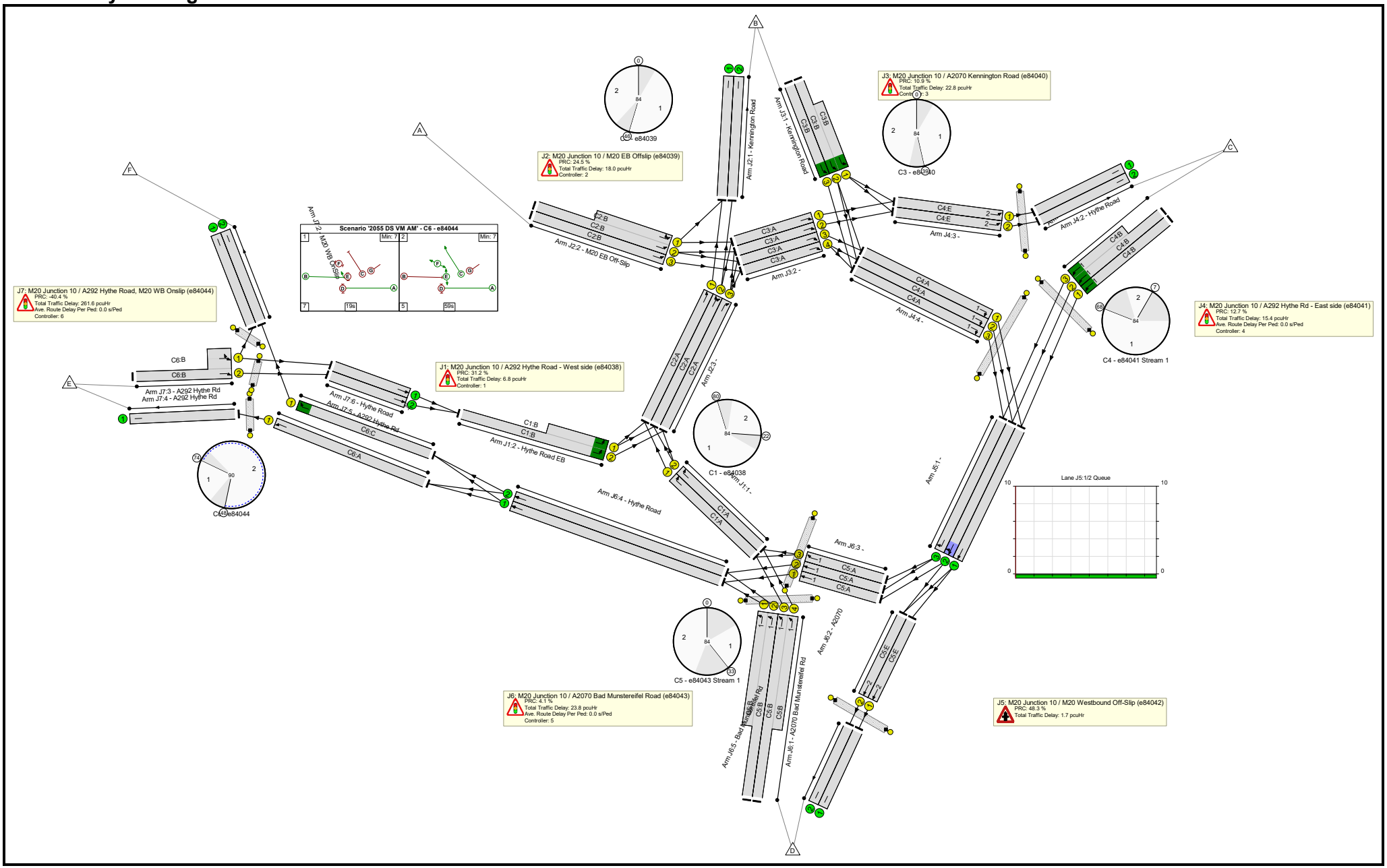
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J22_J23 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**126.4%**
J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.6%**
1/1	Right	U	N/A	N/A	C1:A		1	52	-	470	1806	1140	41.2%
1/2	Right	U	N/A	N/A	C1:A		1	52	-	563	1806	1140	49.4%
2/2+2/1	Hythe Road EB Left	U	N/A	N/A	C1:B		1	20	-	551	1904:1904	422+213	68.6 : 68.6%
J2: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.3%**
1/1	Kennington Road	U	N/A	N/A	-		-	-	-	856	1940	1940	43.3%
1/2	Kennington Road	U	N/A	N/A	-		-	-	-	480	2080	2080	22.6%
2/2+2/1	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	32	-	915	2155:1973	697+569	72.3 : 72.3%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	32	-	522	2155	847	61.7%
3/1	Ahead	U	N/A	N/A	C2:A		1	39	-	551	1806	860	62.1%
3/2	Right Ahead	U	N/A	N/A	C2:A		1	39	-	540	1806	860	60.3%
3/3	Right	U	N/A	N/A	C2:A		1	39	-	493	1806	860	48.4%
J3: M20 Junction 10 / A2070 Kennington Road (e84040)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.1%**
1/2+1/1	Kennington Road Left Ahead	U	N/A	N/A	C3:B		1	39	-	915	1851:1851	725+403	81.1 : 81.1%
1/3	Kennington Road Ahead	U	N/A	N/A	C3:B		1	39	-	330	1851	859	38.4%
2/1	Ahead	U	N/A	N/A	C3:A		1	32	-	166	1806	709	21.7%
2/2	Ahead	U	N/A	N/A	C3:A		1	32	-	360	1806	709	44.9%

Full Input Data And Results

2/3	Ahead	U	N/A	N/A	C3:A		1	32	-	570	1806	709	77.4%
2/4	Ahead	U	N/A	N/A	C3:A		1	32	-	589	1806	709	81.0%
J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.8%**
1/1	Hythe Road SB Ahead	U	4:1	N/A	C4:B		1	18	-	162	1809	388	41.8%
1/2+1/3	Hythe Road SB Ahead	U	4:1	N/A	C4:B		1	18	-	560	1841:1796	394+307	79.8 : 79.8%
2/1	Hythe Road	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
2/2	Hythe Road	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
3/1	Ahead	U	4:2	N/A	C4:E		1	64	-	354	1800	1393	24.5%
3/2	Ahead	U	4:2	N/A	C4:E		1	64	-	499	1800	1393	32.8%
4/1	Right	U	4:1	N/A	C4:A		1	53	-	853	1806	1161	71.7%
4/2	Right	U	4:1	N/A	C4:A		1	53	-	795	1806	1161	67.3%
4/3	Right	U	4:1	N/A	C4:A		1	53	-	429	1806	1161	37.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.7%**
1/1	Ahead	U	N/A	N/A	-		-	-	-	1015	1806	1806	55.0%
1/2	Ahead Right	U	N/A	N/A	-		-	-	-	1110	1806	1806	60.7%
1/3	Right	U	N/A	N/A	-		-	-	-	674	1806	1806	37.3%
J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.5%**
1/2+1/1	A2070 Bad Munstereifel Rd Left	U	5:1	N/A	C5:B		1	44	-	1463	1798:1798	846+845	86.5 : 86.5%

Full Input Data And Results

1/3+1/4	A2070 Bad Munstereifel Rd Left	U	5:1	N/A	C5:B		1	44	-	799	1798:1798	578+870	55.2 : 55.2%
2/1	A2070 Ahead	U	5:2	N/A	C5:E		1	63	-	881	1800	1371	62.7%
2/2	A2070 Ahead	U	5:2	N/A	C5:E		1	63	-	863	1800	1371	61.9%
3/1	Ahead	U	5:1	N/A	C5:A		1	26	-	381	1806	581	65.6%
3/2	Ahead	U	5:1	N/A	C5:A		1	26	-	440	1806	581	75.8%
3/3	Ahead	U	5:1	N/A	C5:A		1	26	-	234	1806	581	40.3%
4/1	Hythe Road Ahead Ahead2	U	N/A	N/A	-		-	-	-	1112	1940	1940	57.3%
4/2	Hythe Road Ahead Ahead2	U	N/A	N/A	-		-	-	-	1172	2080	2080	56.3%
5/1	Bad Munstereifel Rd	U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%
5/2	Bad Munstereifel Rd	U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**126.4%**
1/1	M20 WB OnSlip Right	U	N/A	N/A	C6:C		1	59	-	1424	1785	1150	123.8%
2/1	M20 WB OnSlip	U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%
2/2	M20 WB OnSlip	U	N/A	N/A	-		-	-	-	1424	Inf	Inf	0.0%
3/2+3/1	A292 Hythe Rd Left Ahead	U	N/A	N/A	C6:B		1	19	-	836	1931:3400	237+424	126.4 : 126.4%
4/1	A292 Hythe Rd	U	N/A	N/A	-		-	-	-	860	Inf	Inf	0.0%

Full Input Data And Results

5/1	A292 Hythe Rd Ahead	U	N/A	N/A	C6:A		1	90	-	860	1800	1800	47.8%
6/1	Hythe Road Ahead	U	N/A	N/A	-		-	-	-	251	Inf	Inf	0.0%
6/2	Hythe Road Ahead	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

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: J22_J23 M20Junction 10	**-**	**-**	**0**	**0**	**0**	**90.9**	**259.2**	**0.0**	**350.0**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	**-**	**-**	**0**	**0**	**0**	**4.9**	**1.9**	**0.0**	**6.8**	**-**	**-**	**-**	**-**
1/1	470	470	-	-	-	0.6	0.4	-	1.0	7.3	4.3	0.4	4.6
1/2	563	563	-	-	-	0.8	0.5	-	1.3	8.3	3.9	0.5	4.4
2/2+2/1	436	436	-	-	-	3.5	1.1	-	4.5	37.5	6.1	1.1	7.2
J2: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**0**	**0**	**0**	**13.4**	**4.7**	**0.0**	**18.0**	**-**	**-**	**-**	**-**
1/1	839	839	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
1/2	470	470	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/2+2/1	915	915	-	-	-	5.1	1.3	-	6.4	25.0	9.2	1.3	10.5
2/3	522	522	-	-	-	3.0	0.8	-	3.8	26.0	9.7	0.8	10.5
3/1	534	534	-	-	-	2.3	0.8	-	3.1	21.0	7.6	0.8	8.4
3/2	518	518	-	-	-	2.3	0.8	-	3.1	21.5	8.4	0.8	9.2
3/3	417	417	-	-	-	0.7	0.5	-	1.2	10.1	8.2	0.5	8.7
J3: M20 Junction 10 / A2070 Kennington Road (e84040)	**-**	**-**	**0**	**0**	**0**	**16.1**	**6.7**	**0.0**	**22.8**	**-**	**-**	**-**	**-**
1/2+1/1	915	915	-	-	-	4.2	2.1	-	6.3	24.9	10.7	2.1	12.8
1/3	330	330	-	-	-	1.3	0.3	-	1.7	18.1	5.0	0.3	5.3
2/1	154	154	-	-	-	0.7	0.1	-	0.9	20.1	2.5	0.1	2.6
2/2	318	318	-	-	-	0.6	0.4	-	1.0	11.1	1.4	0.4	1.8
2/3	549	549	-	-	-	4.3	1.7	-	6.0	39.2	12.7	1.7	14.3
2/4	575	575	-	-	-	4.9	2.1	-	7.0	43.6	13.3	2.1	15.4
J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	**-**	**-**	**0**	**0**	**0**	**10.1**	**5.3**	**0.0**	**15.4**	**-**	**-**	**-**	**-**
1/1	162	162	-	-	-	1.3	0.4	-	1.6	36.4	3.2	0.4	3.6

Full Input Data And Results

1/2+1/3	560	560	-	-	-	4.8	1.9	-	6.7	43.1	6.9	1.9	8.8
2/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	342	342	-	-	-	0.1	0.2	-	0.3	3.0	0.9	0.2	1.0
3/2	457	457	-	-	-	0.1	0.2	-	0.3	2.6	0.6	0.2	0.9
4/1	832	832	-	-	-	1.9	1.3	-	3.2	13.7	14.2	1.3	15.5
4/2	781	781	-	-	-	1.4	1.0	-	2.5	11.3	12.6	1.0	13.6
4/3	429	429	-	-	-	0.5	0.3	-	0.8	6.6	2.7	0.3	3.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**0**	**0**	**0**	**0.0**	**1.7**	**0.0**	**1.7**	**-**	**-**	**-**	**-**
1/1	994	994	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
1/2	1096	1096	-	-	-	0.0	0.8	-	0.8	2.5	0.0	0.8	0.8
1/3	674	674	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	**-**	**-**	**0**	**0**	**0**	**14.3**	**9.5**	**0.0**	**23.8**	**-**	**-**	**-**	**-**
1/2+1/1	1463	1463	-	-	-	6.2	3.1	-	9.3	22.9	13.2	3.1	16.3
1/3+1/4	799	799	-	-	-	2.6	0.6	-	3.2	14.6	7.1	0.6	7.7
2/1	860	860	-	-	-	0.3	0.8	-	1.1	4.6	2.0	0.8	2.9
2/2	849	849	-	-	-	0.4	0.8	-	1.2	5.1	7.1	0.8	7.9
3/1	381	381	-	-	-	0.5	0.9	-	1.4	13.4	2.6	0.9	3.6
3/2	440	440	-	-	-	4.3	1.5	-	5.8	47.8	9.8	1.5	11.3
3/3	234	234	-	-	-	0.1	0.3	-	0.4	6.0	0.1	0.3	0.5
4/1	1112	1112	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7
4/2	1172	1172	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
5/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	**-**	**-**	**0**	**0**	**0**	**32.2**	**229.4**	**0.0**	**261.6**	**-**	**-**	**-**	**-**
1/1	1424	1150	-	-	-	18.4	139.4	-	157.8	398.8	42.4	139.4	181.8
2/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1150	1150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	836	662	-	-	-	13.8	89.6	-	103.3	445.0	20.4	89.6	109.9
4/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	860	860	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
6/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

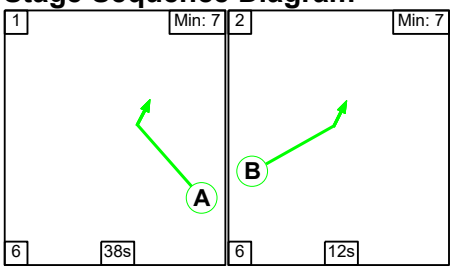
C1 - e84038		PRC for Signalled Lanes (%):	31.2	Total Delay for Signalled Lanes (pcuHr):	6.80	Cycle Time (s):	84
C2 - e84039		PRC for Signalled Lanes (%):	24.5	Total Delay for Signalled Lanes (pcuHr):	17.49	Cycle Time (s):	84
C3 - e84040		PRC for Signalled Lanes (%):	10.9	Total Delay for Signalled Lanes (pcuHr):	22.78	Cycle Time (s):	84
C4 - e84041	Stream: 1	PRC for Signalled Lanes (%):	12.7	Total Delay for Signalled Lanes (pcuHr):	14.76	Cycle Time (s):	84
C4 - e84041	Stream: 2	PRC for Signalled Lanes (%):	174.0	Total Delay for Signalled Lanes (pcuHr):	0.61	Cycle Time (s):	84
C5 - e84043	Stream: 1	PRC for Signalled Lanes (%):	4.1	Total Delay for Signalled Lanes (pcuHr):	20.21	Cycle Time (s):	84
C5 - e84043	Stream: 2	PRC for Signalled Lanes (%):	43.5	Total Delay for Signalled Lanes (pcuHr):	2.28	Cycle Time (s):	84
C6 - e84044		PRC for Signalled Lanes (%):	-40.4	Total Delay for Signalled Lanes (pcuHr):	261.57	Cycle Time (s):	90
		PRC Over All Lanes (%):	-40.4	Total Delay Over All Lanes(pcuHr):	350.02		

Full Input Data And Results

Scenario 2: '2055 DS VM PM' (FG8: '2055 DS PM', Plan 1: 'Network Control Plan 1')

C1 - e84038

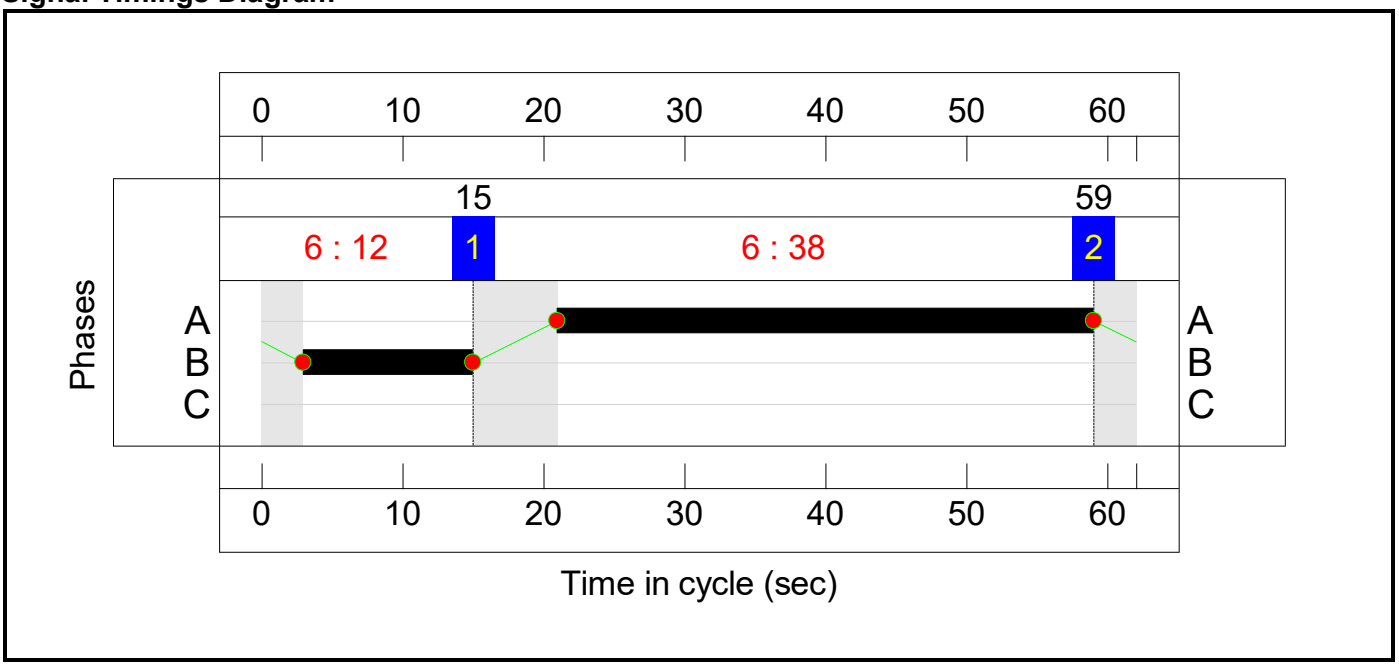
Stage Sequence Diagram



Stage Timings

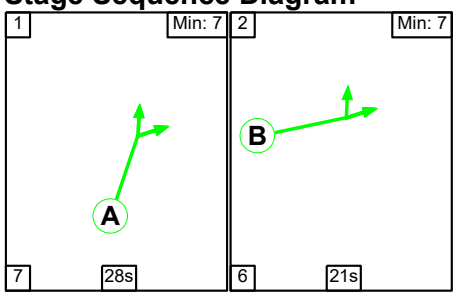
Stage	1	2
Duration	38	12
Change Point	15	59

Signal Timings Diagram



C2 - e84039

Stage Sequence Diagram

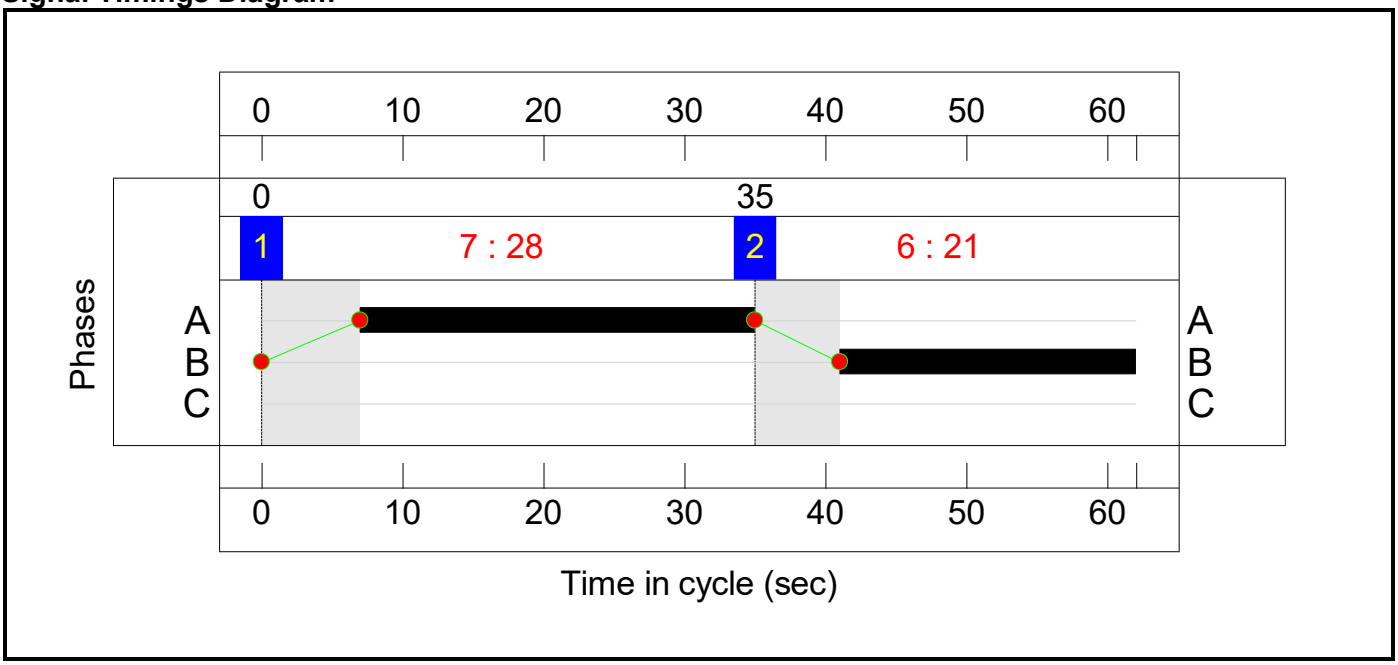


Stage Timings

Stage	1	2
Duration	28	21
Change Point	0	35

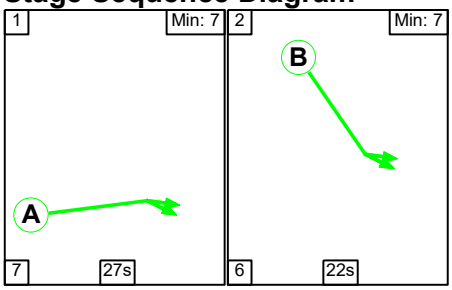
Full Input Data And Results

Signal Timings Diagram



C3 - e84040

Stage Sequence Diagram

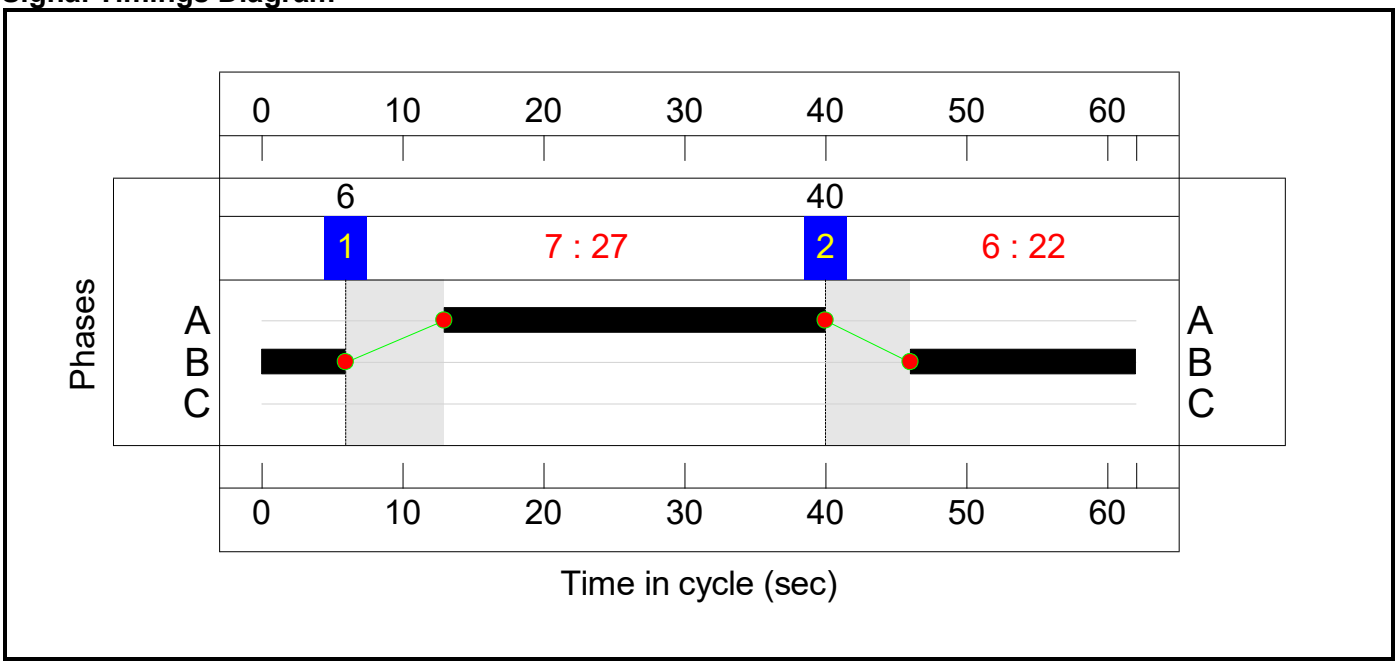


Stage Timings

Stage	1	2
Duration	27	22
Change Point	6	40

Full Input Data And Results

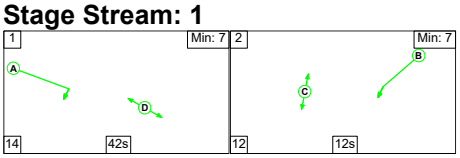
Signal Timings Diagram



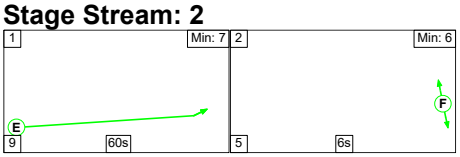
C4 - e84041

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

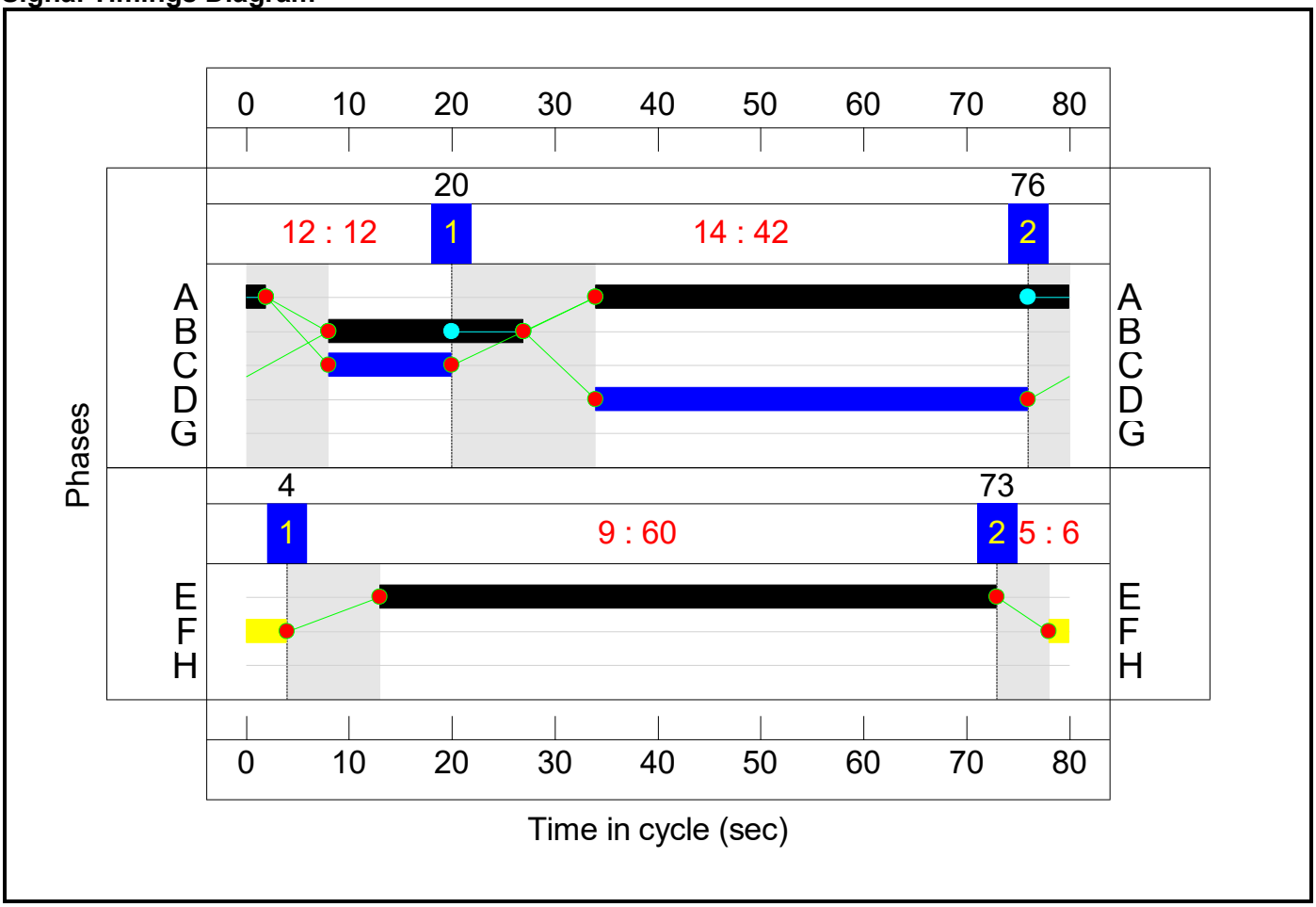
Stage	1	2
Duration	42	12
Change Point	20	76

Stage Stream: 2

Stage	1	2
Duration	60	6
Change Point	4	73

Full Input Data And Results

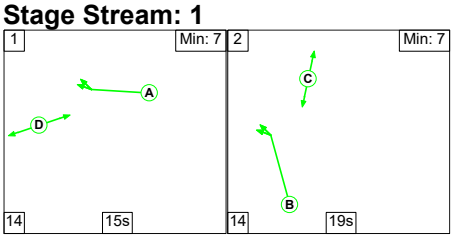
Signal Timings Diagram



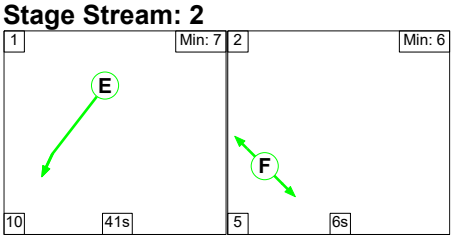
C5 - e84043

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

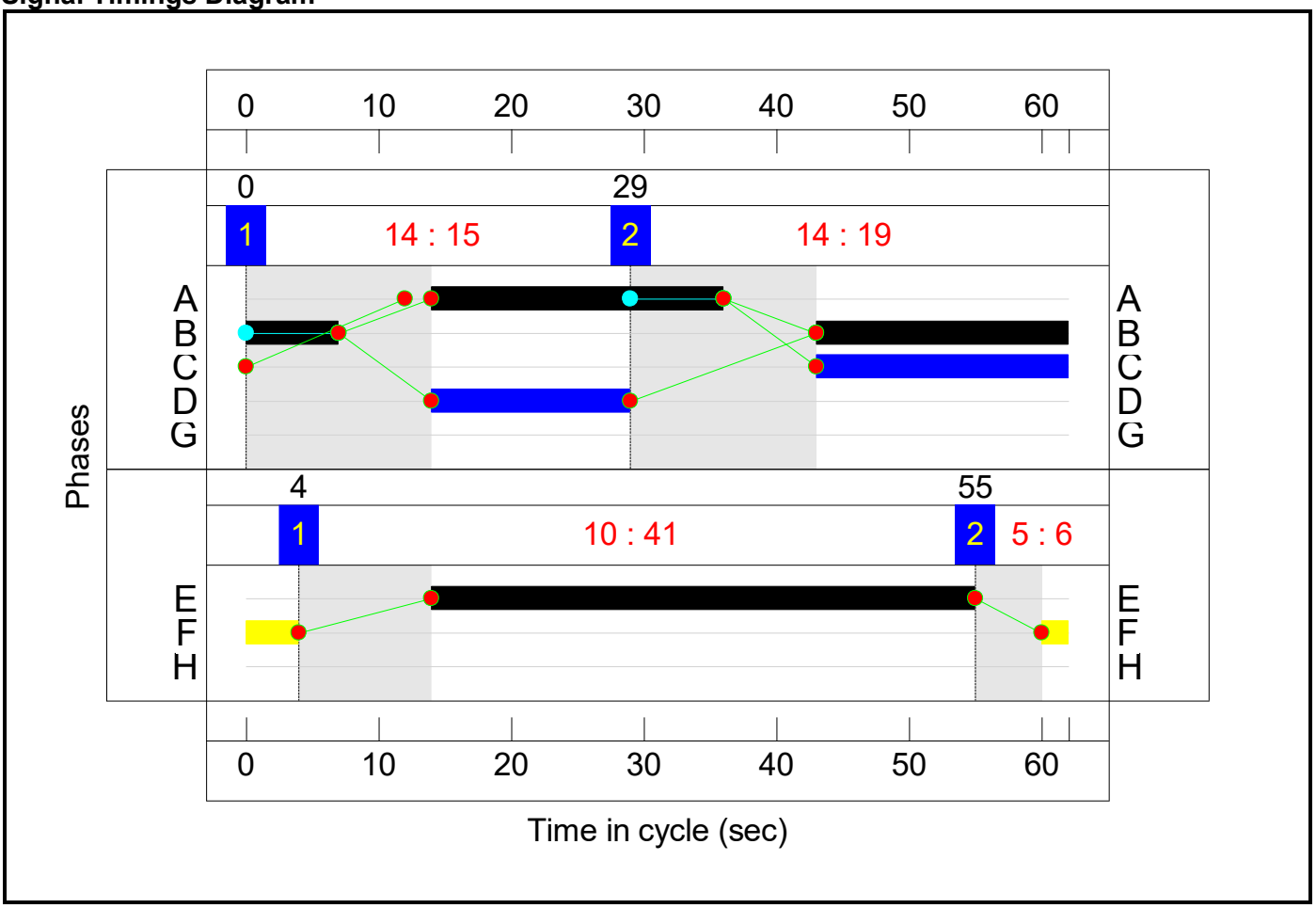
Stage	1	2
Duration	15	19
Change Point	0	29

Full Input Data And Results

Stage Stream: 2

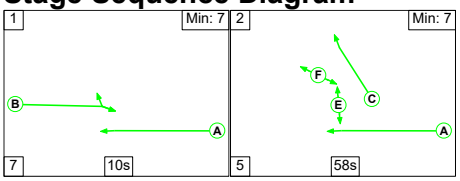
Stage	1	2
Duration	41	6
Change Point	4	55

Signal Timings Diagram



C6 - e84044

Stage Sequence Diagram

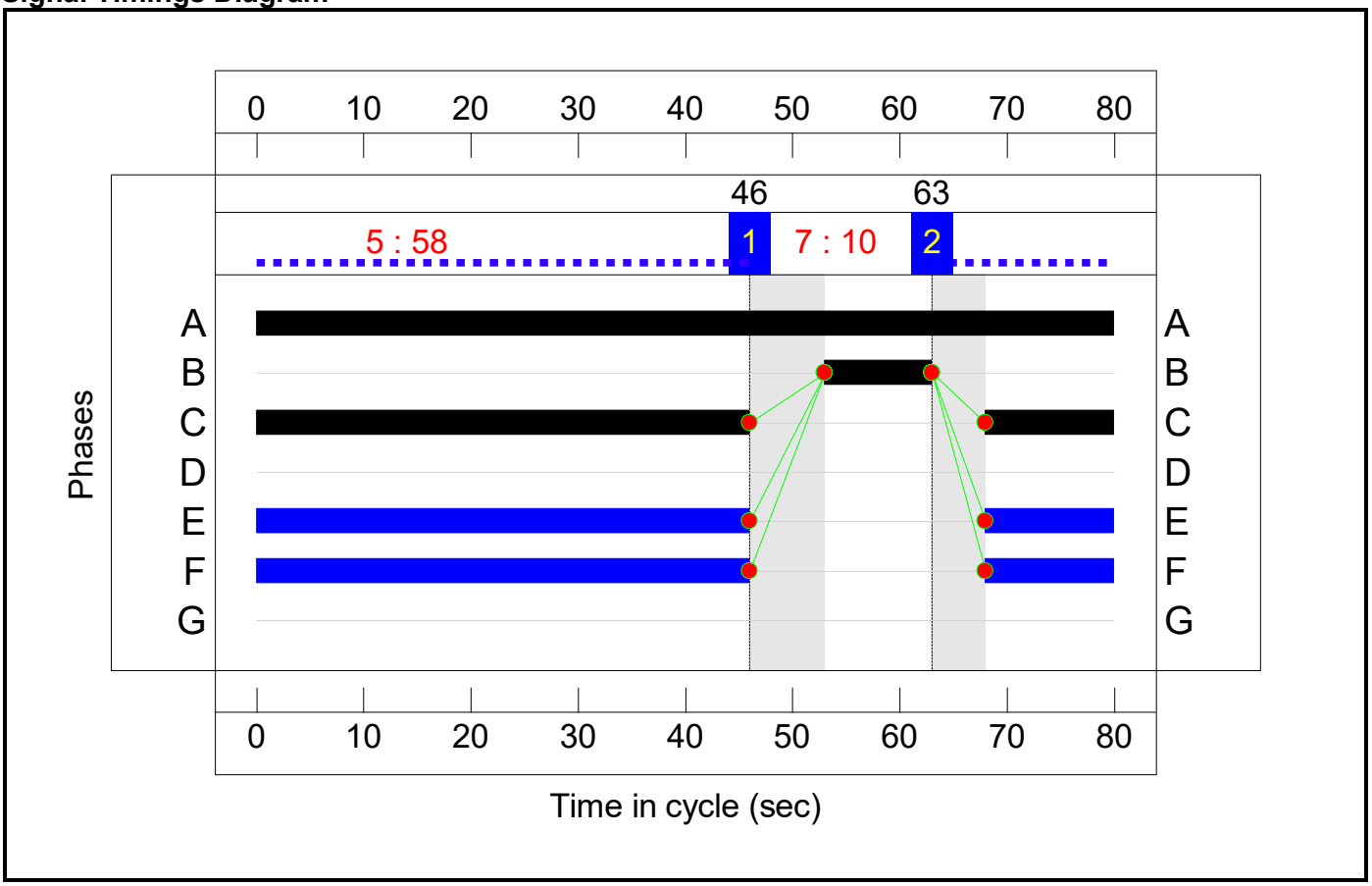


Stage Timings

Stage	1	2
Duration	10	58
Change Point	46	63

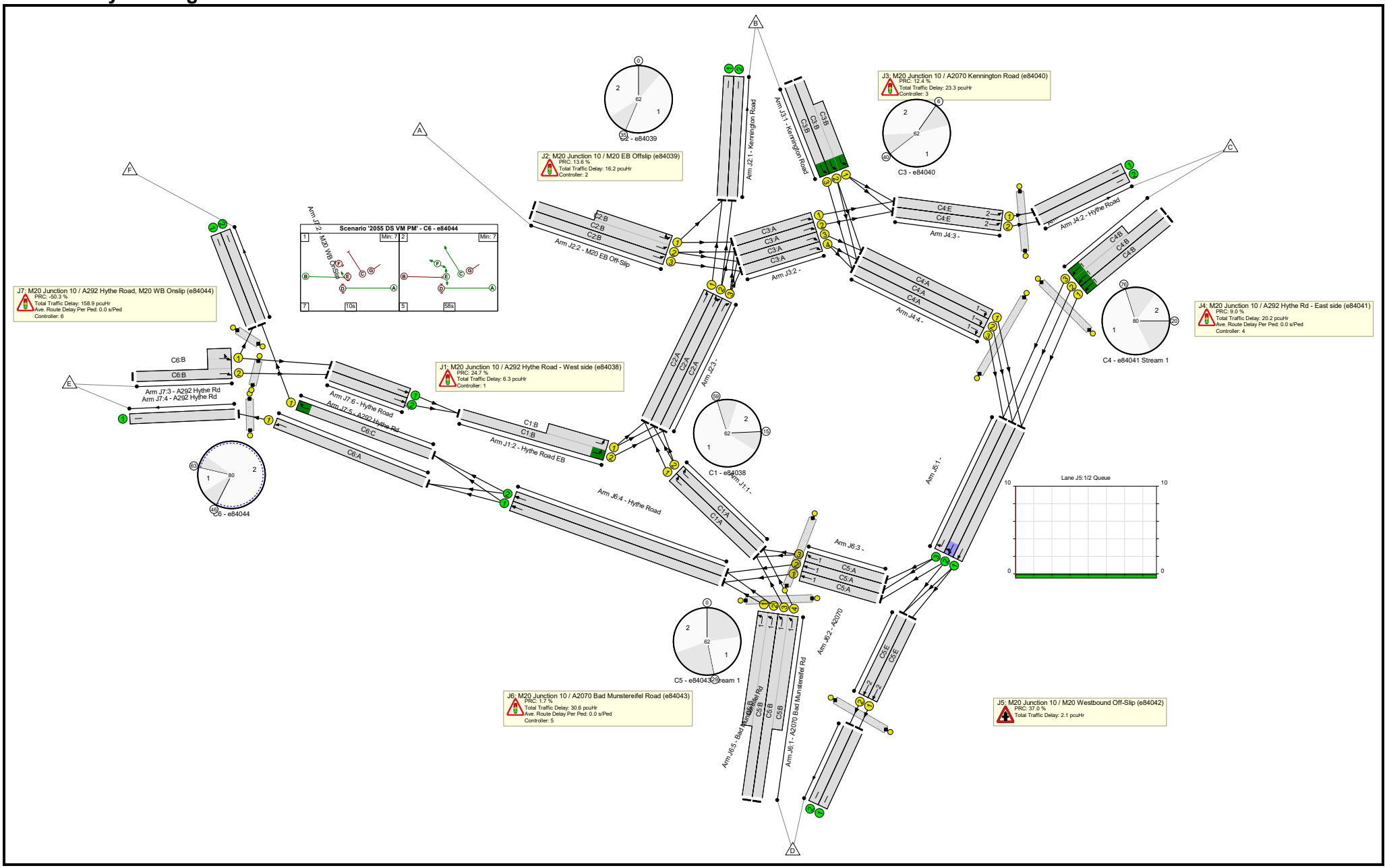
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J22_J23 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**135.3%**
J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.2%**
1/1	Right	U	N/A	N/A	C1:A		1	38	-	534	1806	1136	47.0%
1/2	Right	U	N/A	N/A	C1:A		1	38	-	498	1806	1136	43.8%
2/2+2/1	Hythe Road EB Left	U	N/A	N/A	C1:B		1	12	-	563	1904:1904	369+208	72.2 : 72.2%
J2: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.2%**
1/1	Kennington Road	U	N/A	N/A	-		-	-	-	823	1940	1940	41.6%
1/2	Kennington Road	U	N/A	N/A	-		-	-	-	437	2080	2080	20.4%
2/2+2/1	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	21	-	911	2155:1973	755+395	79.2 : 79.2%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	21	-	591	2155	765	77.3%
3/1	Ahead	U	N/A	N/A	C2:A		1	28	-	592	1806	845	68.3%
3/2	Right Ahead	U	N/A	N/A	C2:A		1	28	-	533	1806	845	58.6%
3/3	Right	U	N/A	N/A	C2:A		1	28	-	470	1806	845	44.5%
J3: M20 Junction 10 / A2070 Kennington Road (e84040)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.1%**
1/2+1/1	Kennington Road Left Ahead	U	N/A	N/A	C3:B		1	22	-	794	1851:1851	657+338	79.8 : 79.8%
1/3	Kennington Road Ahead	U	N/A	N/A	C3:B		1	22	-	439	1851	657	66.8%
2/1	Ahead	U	N/A	N/A	C3:A		1	27	-	178	1806	816	18.8%
2/2	Ahead	U	N/A	N/A	C3:A		1	27	-	309	1806	816	32.4%

Full Input Data And Results

2/3	Ahead	U	N/A	N/A	C3:A		1	27	-	683	1806	816	80.1%
2/4	Ahead	U	N/A	N/A	C3:A		1	27	-	667	1806	816	79.3%
J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.6%**
1/1	Hythe Road SB Ahead	U	4:1	N/A	C4:B		1	19	-	202	1809	430	47.0%
1/2+1/3	Hythe Road SB Ahead	U	4:1	N/A	C4:B		1	19	-	616	1841:1796	437+309	82.6 : 82.6%
2/1	Hythe Road	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
2/2	Hythe Road	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
3/1	Ahead	U	4:2	N/A	C4:E		1	60	-	340	1800	1373	23.0%
3/2	Ahead	U	4:2	N/A	C4:E		1	60	-	417	1800	1373	27.2%
4/1	Right	U	4:1	N/A	C4:A		1	48	-	875	1806	1106	76.4%
4/2	Right	U	4:1	N/A	C4:A		1	48	-	845	1806	1106	74.6%
4/3	Right	U	4:1	N/A	C4:A		1	48	-	593	1806	1106	53.6%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.7%**
1/1	Ahead	U	N/A	N/A	-		-	-	-	1077	1806	1806	58.0%
1/2	Ahead Right	U	N/A	N/A	-		-	-	-	1206	1806	1806	65.7%
1/3	Right	U	N/A	N/A	-		-	-	-	848	1806	1806	47.0%
J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.5%**
1/2+1/1	A2070 Bad Munstereifel Rd Left	U	5:1	N/A	C5:B		1	26	-	1357	1798:1798	783+783	86.0 : 87.4%

Full Input Data And Results

1/3+1/4	A2070 Bad Munstereifel Rd Left	U	5:1	N/A	C5:B		1	26	-	777	1798:1798	664+783	50.8 : 56.2%
2/1	A2070 Ahead	U	5:2	N/A	C5:E		1	41	-	943	1800	1219	75.0%
2/2	A2070 Ahead	U	5:2	N/A	C5:E		1	41	-	979	1800	1219	78.6%
3/1	Ahead	U	5:1	N/A	C5:A		1	22	-	361	1806	670	53.9%
3/2	Ahead	U	5:1	N/A	C5:A		1	22	-	593	1806	670	88.5%
3/3	Ahead	U	5:1	N/A	C5:A		1	22	-	255	1806	670	38.1%
4/1	Hythe Road Ahead Ahead2	U	N/A	N/A	-		-	-	-	1045	1940	1940	53.9%
4/2	Hythe Road Ahead Ahead2	U	N/A	N/A	-		-	-	-	1266	2080	2080	60.9%
5/1	Bad Munstereifel Rd	U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%
5/2	Bad Munstereifel Rd	U	N/A	N/A	-		-	-	-	979	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**135.3%**
1/1	M20 WB OnSlip Right	U	N/A	N/A	C6:C		1	58	-	1389	1824	1322	105.0%
2/1	M20 WB OnSlip	U	N/A	N/A	-		-	-	-	166	Inf	Inf	0.0%
2/2	M20 WB OnSlip	U	N/A	N/A	-		-	-	-	1389	Inf	Inf	0.0%
3/2+3/1	A292 Hythe Rd Left Ahead	U	N/A	N/A	C6:B		1	10	-	729	1931:3400	196+343	135.3 : 135.3%
4/1	A292 Hythe Rd	U	N/A	N/A	-		-	-	-	922	Inf	Inf	0.0%

Full Input Data And Results

5/1	A292 Hythe Rd Ahead	U	N/A	N/A	C6:A		1	80	-	922	1800	1800	51.2%
6/1	Hythe Road Ahead	U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
6/2	Hythe Road Ahead	U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

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: J22_J23 M20Junction 10	**-**	**-**	**0**	**0**	**0**	**81.3**	**176.2**	**0.0**	**257.5**	**-**	**-**	**-**	**-**
J1: M20 Junction 10 / A292 Hythe Road - West side (e84038)	**-**	**-**	**0**	**0**	**0**	**4.2**	**2.1**	**0.0**	**6.3**	**-**	**-**	**-**	**-**
1/1	534	534	-	-	-	0.6	0.4	-	1.1	7.1	4.2	0.4	4.7
1/2	498	498	-	-	-	1.0	0.4	-	1.4	9.9	3.7	0.4	4.1
2/2+2/1	416	416	-	-	-	2.6	1.3	-	3.9	33.6	4.3	1.3	5.6
J2: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**0**	**0**	**0**	**10.0**	**6.2**	**0.0**	**16.2**	**-**	**-**	**-**	**-**
1/1	808	808	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
1/2	424	424	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/2+2/1	911	911	-	-	-	4.3	1.9	-	6.2	24.4	9.1	1.9	11.0
2/3	591	591	-	-	-	2.9	1.7	-	4.6	27.9	9.0	1.7	10.7
3/1	577	577	-	-	-	1.6	1.1	-	2.7	16.7	5.9	1.1	7.0
3/2	495	495	-	-	-	1.0	0.7	-	1.7	12.3	5.6	0.7	6.3
3/3	376	376	-	-	-	0.2	0.4	-	0.6	5.4	1.1	0.4	1.5
J3: M20 Junction 10 / A2070 Kennington Road (e84040)	**-**	**-**	**0**	**0**	**0**	**16.2**	**7.1**	**0.0**	**23.3**	**-**	**-**	**-**	**-**
1/2+1/1	794	794	-	-	-	3.8	1.9	-	5.7	25.8	8.0	1.9	9.9
1/3	439	439	-	-	-	2.1	1.0	-	3.1	25.1	6.3	1.0	7.3
2/1	153	153	-	-	-	0.5	0.1	-	0.6	14.7	1.4	0.1	1.5
2/2	265	265	-	-	-	0.2	0.2	-	0.5	6.2	1.6	0.2	1.8
2/3	653	653	-	-	-	4.7	2.0	-	6.7	36.9	11.2	2.0	13.2
2/4	647	647	-	-	-	4.9	1.9	-	6.8	37.7	11.1	1.9	13.0
J4: M20 Junction 10 / A292 Hythe Rd - East side (e84041)	**-**	**-**	**0**	**0**	**0**	**13.5**	**6.7**	**0.0**	**20.2**	**-**	**-**	**-**	**-**
1/1	202	202	-	-	-	1.5	0.4	-	1.9	34.1	3.8	0.4	4.3

Full Input Data And Results

1/2+1/3	616	616	-	-	-	4.8	2.3	-	7.1	41.5	7.5	2.3	9.8
2/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	315	315	-	-	-	0.2	0.1	-	0.4	4.4	2.0	0.1	2.2
3/2	373	373	-	-	-	0.3	0.2	-	0.5	4.6	2.4	0.2	2.6
4/1	845	845	-	-	-	2.7	1.6	-	4.3	18.1	13.6	1.6	15.2
4/2	825	825	-	-	-	2.5	1.5	-	4.0	17.4	13.1	1.5	14.5
4/3	593	593	-	-	-	1.5	0.6	-	2.0	12.4	7.6	0.6	8.2
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J5: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**0**	**0**	**0**	**0.0**	**2.1**	**0.0**	**2.1**	**-**	**-**	**-**	**-**
1/1	1047	1047	-	-	-	0.0	0.7	-	0.7	2.4	0.0	0.7	0.7
1/2	1186	1186	-	-	-	0.0	1.0	-	1.0	2.9	0.0	1.0	1.0
1/3	848	848	-	-	-	0.0	0.4	-	0.4	1.9	0.0	0.4	0.4
J6: M20 Junction 10 / A2070 Bad Munstereifel Road (e84043)	**-**	**-**	**0**	**0**	**0**	**17.8**	**12.8**	**0.0**	**30.6**	**-**	**-**	**-**	**-**
1/2+1/1	1357	1357	-	-	-	6.0	3.2	-	9.1	24.2	10.6	3.2	13.8
1/3+1/4	777	777	-	-	-	2.7	0.6	-	3.3	15.4	5.6	0.6	6.2
2/1	914	914	-	-	-	1.7	1.5	-	3.1	12.4	10.2	1.5	11.6
2/2	958	958	-	-	-	1.8	1.8	-	3.6	13.7	11.2	1.8	13.0
3/1	361	361	-	-	-	1.5	0.6	-	2.1	21.1	4.8	0.6	5.4
3/2	593	593	-	-	-	3.0	3.5	-	6.5	39.7	9.6	3.5	13.1
3/3	255	255	-	-	-	1.0	0.3	-	1.3	18.6	3.2	0.3	3.5
4/1	1045	1045	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
4/2	1266	1266	-	-	-	0.0	0.8	-	0.8	2.2	0.0	0.8	0.8
5/1	914	914	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	958	958	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J7: M20 Junction 10 / A292 Hythe Road, M20 WB Onslip (e84044)	**-**	**-**	**0**	**0**	**0**	**19.7**	**139.2**	**0.0**	**158.9**	**-**	**-**	**-**	**-**
1/1	1389	1322	-	-	-	6.8	41.6	-	48.5	125.7	32.3	41.6	74.0
2/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1322	1322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	729	539	-	-	-	12.9	97.0	-	109.9	542.5	15.7	97.0	112.7
4/1	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	922	922	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
6/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 - e84038		PRC for Signalled Lanes (%):	24.7	Total Delay for Signalled Lanes (pcuHr):	6.32	Cycle Time (s):	62
C2 - e84039		PRC for Signalled Lanes (%):	13.6	Total Delay for Signalled Lanes (pcuHr):	15.71	Cycle Time (s):	62
C3 - e84040		PRC for Signalled Lanes (%):	12.4	Total Delay for Signalled Lanes (pcuHr):	23.30	Cycle Time (s):	62
C4 - e84041	Stream: 1	PRC for Signalled Lanes (%):	9.0	Total Delay for Signalled Lanes (pcuHr):	19.31	Cycle Time (s):	80
C4 - e84041	Stream: 2	PRC for Signalled Lanes (%):	231.5	Total Delay for Signalled Lanes (pcuHr):	0.87	Cycle Time (s):	80
C5 - e84043	Stream: 1	PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	22.43	Cycle Time (s):	62
C5 - e84043	Stream: 2	PRC for Signalled Lanes (%):	14.5	Total Delay for Signalled Lanes (pcuHr):	6.79	Cycle Time (s):	62
C6 - e84044		PRC for Signalled Lanes (%):	-50.3	Total Delay for Signalled Lanes (pcuHr):	158.87	Cycle Time (s):	80
		PRC Over All Lanes (%):	-50.3	Total Delay Over All Lanes(pcuHr):	257.53		

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: J24_A2070 Roundabout.j11

[redacted]

Report generation date: 17/09/2026 10:12:25

»2025 | | AM
»2025 | | PM
»2055 | DM | AM
»2055 | DM | PM
»2055 | DS High Vision | AM
»2055 | DS High Vision | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2025					
A - A2070 SB	3.2	10.59	0.76	7.8	24.52	0.89
B - A2070 WB	0.2	2.86	0.17	0.1	2.72	0.10
C - A2070 NB	1.0	3.90	0.50	1.3	4.22	0.56
	2055 - DM					
A - A2070 SB	598.6	1610.25	1.84	692.4	1788.74	1.86
B - A2070 WB	0.3	3.04	0.19	0.1	2.81	0.12
C - A2070 NB	8.3	18.43	0.90	3.6	8.52	0.78
	2055 - DS High Vision					
A - A2070 SB	462.7	1143.87	1.58	860.0	2273.84	2.06
B - A2070 WB	0.3	3.19	0.21	0.1	2.70	0.11
C - A2070 NB	2.7	7.14	0.72	5.4	11.84	0.85

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.

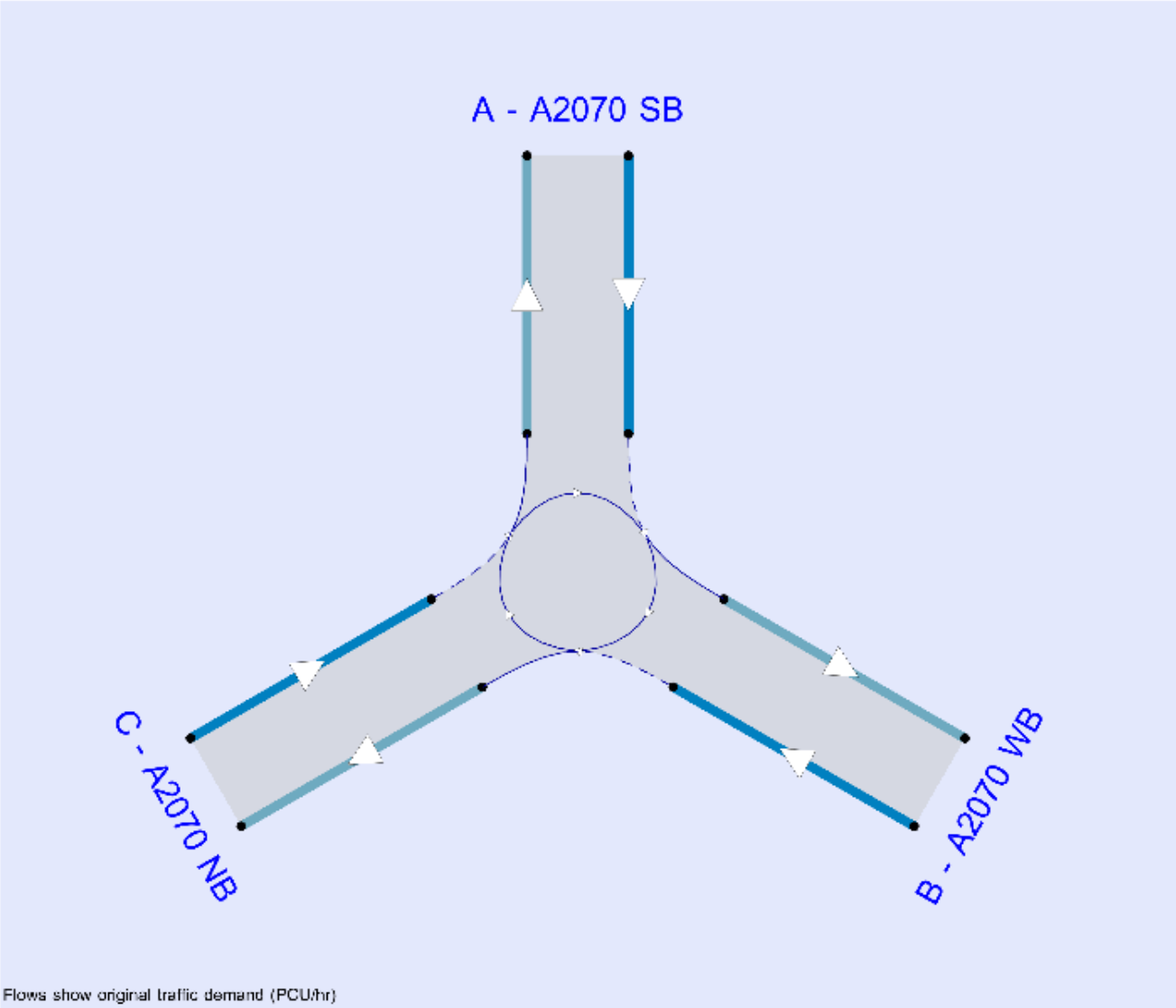
File summary

File Description

Title	
Location	
Site number	
Date	30/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\GBEG133756
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓					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)	Run automatically
D1	2025		AM	ONE HOUR	07:45	09:15	15	✓
D2	2025		PM	ONE HOUR	16:45	18:15	15	✓
D3	2025	(LOCAL)	AM (L)	ONE HOUR	07:15	08:45	15	✓
D4	2025	(LOCAL)	PM (L)	ONE HOUR	16:00	17:30	15	✓
D5	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓
D6	2055	DM	PM	ONE HOUR	16:45	18:15	15	✓
D7	2055	DS Medium Vision	AM	ONE HOUR	07:45	09:15	15	✓
D8	2055	DS Medium Vision	PM	ONE HOUR	16:45	18:15	15	✓
D9	2055	DS High Vision	AM	ONE HOUR	07:45	09:15	15	✓
D10	2055	DS High Vision	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

2025 | | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A2070 NB - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J28	A2070 Roundabout	Standard Roundabout		A, B, C	5.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.29	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A2070 SB		
B	A2070 WB		
C	A2070 NB		

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
A - A2070 SB	6.88	6.88	0.0	70.0	74.0	11.8		
B - A2070 WB	6.87	8.53	23.4	17.4	72.5	29.9		
C - A2070 NB	3.27	8.34	88.0	26.1	72.5	32.1		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
A - A2070 SB		
B - A2070 WB	✓	100
C - A2070 NB	✓	100

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - A2070 SB	Direct		-250
B - A2070 WB	Direct		-200
C - A2070 NB	Direct		-200

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A2070 SB	0.602	2039
B - A2070 WB	0.613	2274
C - A2070 NB	0.588	2097

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

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A2070 SB		ONE HOUR	✓	1005	100.000
B - A2070 WB		ONE HOUR	✓	998	100.000
C - A2070 NB		ONE HOUR	✓	2109	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	2	28	975
	B - A2070 WB	246	0	752
	C - A2070 NB	1237	837	36

Proportions

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	0.00	0.03	0.97
	B - A2070 WB	0.25	0.00	0.75
	C - A2070 NB	0.59	0.40	0.02

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	0	26	4
	B - A2070 WB	5	0	5
	C - A2070 NB	6	6	3

Average PCU Per Veh

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	1.000	1.260	1.040
	B - A2070 WB	1.050	1.000	1.050
	C - A2070 NB	1.060	1.060	1.030

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A2070 SB	07:45-08:00	757	757
	08:00-08:15	904	904
	08:15-08:30	1107	1107
	08:30-08:45	1107	1107
	08:45-09:00	904	904
	09:00-09:15	757	757
B - A2070 WB	07:45-08:00	751	751
	08:00-08:15	897	897
	08:15-08:30	1098	1098
	08:30-08:45	1098	1098
	08:45-09:00	897	897
	09:00-09:15	751	751
C - A2070 NB	07:45-08:00	1588	1588
	08:00-08:15	1896	1896
	08:15-08:30	2322	2322
	08:30-08:45	2322	2322
	08:45-09:00	1896	1896
	09:00-09:15	1588	1588

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A2070 SB	0.76	10.59	3.2	11.9	B	922	1383
B - A2070 WB	0.17	2.86	0.2	0.5	A	915	338
C - A2070 NB	0.50	3.90	1.0	1.5	A	1935	1201

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	757	757	189	0	931	655	1645	0.460	753	186	0.0	0.9	4.200	A
B - A2070 WB	751	185	46	566	0	759	1809	0.102	185	649	0.0	0.1	2.327	A
C - A2070 NB	1588	657	164	931	566	186	1988	0.330	655	757	0.0	0.5	2.856	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	904	904	226	0	1112	784	1567	0.577	901	223	0.9	1.4	5.632	A
B - A2070 WB	897	221	55	676	0	908	1717	0.129	221	777	0.1	0.2	2.526	A
C - A2070 NB	1896	784	196	1112	676	223	1966	0.399	784	907	0.5	0.7	3.221	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	1107	1107	277	0	1362	959	1462	0.757	1100	273	1.4	3.1	10.211	B
B - A2070 WB	1098	271	68	828	0	1108	1595	0.170	271	951	0.2	0.2	2.854	A
C - A2070 NB	2322	961	240	1362	828	273	1937	0.496	959	1106	0.7	1.0	3.892	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	1107	1107	277	0	1362	961	1461	0.758	1106	273	3.1	3.2	10.593	B
B - A2070 WB	1098	271	68	828	0	1115	1591	0.170	271	952	0.2	0.2	2.863	A
C - A2070 NB	2322	961	240	1362	828	273	1937	0.496	961	1113	1.0	1.0	3.903	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	904	904	226	0	1112	786	1566	0.577	911	223	3.2	1.4	5.798	A
B - A2070 WB	897	221	55	676	0	917	1712	0.129	221	779	0.2	0.2	2.536	A
C - A2070 NB	1896	784	196	1112	676	223	1966	0.399	786	915	1.0	0.7	3.231	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	757	757	189	0	931	658	1643	0.461	759	187	1.4	0.9	4.264	A
B - A2070 WB	751	185	46	566	0	765	1805	0.103	185	652	0.2	0.1	2.333	A
C - A2070 NB	1588	657	164	931	566	187	1988	0.330	658	763	0.7	0.5	2.866	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	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
A - A2070 SB	0.88	0.57	1.05	1.46	1.52			N/A	N/A
B - A2070 WB	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C - A2070 NB	0.52	0.00	0.00	0.52	0.52			N/A	N/A

08:00 - 08:15

Arm	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
A - A2070 SB	1.40	0.05	0.57	3.40	5.11			N/A	N/A
B - A2070 WB	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C - A2070 NB	0.70	0.10	0.86	1.45	1.52			N/A	N/A

08:15 - 08:30

Arm	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
A - A2070 SB	3.12	0.03	0.30	3.12	11.89			N/A	N/A
B - A2070 WB	0.21	0.03	0.27	0.48	0.51			N/A	N/A
C - A2070 NB	1.03	0.03	0.27	1.03	1.03			N/A	N/A

08:30 - 08:45

Arm	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
A - A2070 SB	3.19	0.03	0.29	3.19	5.21			N/A	N/A
B - A2070 WB	0.21	0.03	0.26	0.47	0.50			N/A	N/A
C - A2070 NB	1.04	0.03	0.28	1.04	1.08			N/A	N/A

08:45 - 09:00

Arm	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
A - A2070 SB	1.45	0.06	0.87	3.23	4.69			N/A	N/A
B - A2070 WB	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C - A2070 NB	0.71	0.58	1.06	1.48	1.54			N/A	N/A

09:00 - 09:15

Arm	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
A - A2070 SB	0.90	0.04	0.41	2.09	3.57			N/A	N/A
B - A2070 WB	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C - A2070 NB	0.53	0.00	0.00	0.53	0.53			N/A	N/A

2025 | | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A2070 NB - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J28	A2070 Roundabout	Standard Roundabout		A, B, C	9.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.06	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A2070 SB		ONE HOUR	✓	1102	100.000
B - A2070 WB		ONE HOUR	✓	990	100.000
C - A2070 NB		ONE HOUR	✓	2226	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	1	89	1012
	B - A2070 WB	141	2	847
	C - A2070 NB	1202	915	109

Proportions

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	0.00	0.08	0.92
	B - A2070 WB	0.14	0.00	0.86
	C - A2070 NB	0.54	0.41	0.05

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	0	3	5
	B - A2070 WB	3	0	10
	C - A2070 NB	2	3	0

Average PCU Per Veh

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	1.000	1.030	1.050
	B - A2070 WB	1.030	1.000	1.100
	C - A2070 NB	1.020	1.030	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A2070 SB	16:45-17:00	830	830
	17:00-17:15	991	991
	17:15-17:30	1213	1213
	17:30-17:45	1213	1213
	17:45-18:00	991	991
	18:00-18:15	830	830
B - A2070 WB	16:45-17:00	746	746
	17:00-17:15	890	890
	17:15-17:30	1090	1090
	17:30-17:45	1090	1090
	17:45-18:00	890	890
	18:00-18:15	746	746
C - A2070 NB	16:45-17:00	1676	1676
	17:00-17:15	2001	2001
	17:15-17:30	2451	2451
	17:30-17:45	2451	2451
	17:45-18:00	2001	2001
	18:00-18:15	1676	1676

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A2070 SB	0.89	24.52	7.8	42.1	C	1011	1517
B - A2070 WB	0.10	2.72	0.1	0.5	A	909	197
C - A2070 NB	0.56	4.22	1.3	1.7	A	2043	1410

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	830	830	207	0	905	770	1575	0.527	825	107	0.0	1.2	5.001	A
B - A2070 WB	746	108	27	638	0	840	1759	0.061	108	755	0.0	0.1	2.244	A
C - A2070 NB	1676	771	193	905	638	108	2034	0.379	769	839	0.0	0.6	2.915	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	991	991	248	0	1081	922	1484	0.668	987	128	1.2	2.1	7.537	A
B - A2070 WB	890	129	32	761	0	1005	1658	0.078	129	904	0.1	0.1	2.423	A
C - A2070 NB	2001	921	230	1081	761	130	2021	0.456	920	1004	0.6	0.9	3.353	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	1213	1213	303	0	1323	1128	1360	0.892	1193	157	2.1	7.1	20.545	C
B - A2070 WB	1090	158	39	933	0	1216	1528	0.103	158	1105	0.1	0.1	2.704	A
C - A2070 NB	2451	1128	282	1323	933	159	2004	0.563	1126	1215	0.9	1.3	4.201	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	1213	1213	303	0	1323	1130	1359	0.893	1211	157	7.1	7.8	24.519	C
B - A2070 WB	1090	158	39	933	0	1233	1518	0.104	158	1108	0.1	0.1	2.724	A
C - A2070 NB	2451	1128	282	1323	933	159	2004	0.563	1128	1232	1.3	1.3	4.218	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	991	991	248	0	1081	924	1483	0.668	1013	128	7.8	2.2	8.410	A
B - A2070 WB	890	129	32	761	0	1030	1643	0.078	129	908	0.1	0.1	2.448	A
C - A2070 NB	2001	921	230	1081	761	130	2021	0.456	923	1029	1.3	0.9	3.369	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	830	830	207	0	905	774	1573	0.527	834	107	2.2	1.2	5.130	A
B - A2070 WB	746	108	27	638	0	848	1754	0.062	108	759	0.1	0.1	2.253	A
C - A2070 NB	1676	771	193	905	638	109	2033	0.379	772	848	0.9	0.6	2.934	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	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
A - A2070 SB	1.15	0.58	1.10	1.52	1.52			N/A	N/A
B - A2070 WB	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - A2070 NB	0.62	0.56	1.03	1.44	1.49			N/A	N/A

17:00 - 17:15

Arm	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
A - A2070 SB	2.05	0.05	0.48	5.54	9.14			N/A	N/A
B - A2070 WB	0.09	0.03	0.27	0.48	0.51			N/A	N/A
C - A2070 NB	0.85	0.08	0.83	1.22	1.71			N/A	N/A

17:15 - 17:30

Arm	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
A - A2070 SB	7.13	0.05	0.47	19.86	37.71			N/A	N/A
B - A2070 WB	0.12	0.03	0.27	0.48	0.50			N/A	N/A
C - A2070 NB	1.31	0.03	0.26	1.31	1.31			N/A	N/A

17:30 - 17:45

Arm	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
A - A2070 SB	7.80	0.04	0.36	15.18	42.06			N/A	N/A
B - A2070 WB	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C - A2070 NB	1.31	0.03	0.27	1.31	1.31			N/A	N/A

17:45 - 18:00

Arm	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
A - A2070 SB	2.17	0.04	0.44	5.88	10.37			N/A	N/A
B - A2070 WB	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - A2070 NB	0.87	0.53	1.01	1.44	1.49			N/A	N/A

18:00 - 18:15

Arm	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
A - A2070 SB	1.18	0.03	0.32	2.02	5.98			N/A	N/A
B - A2070 WB	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C - A2070 NB	0.63	0.09	0.81	1.39	1.47			N/A	N/A

2055 | DM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A2070 NB - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J28	A2070 Roundabout	Standard Roundabout		A, B, C	446.34	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	446.34	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)	Run automatically
D5	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A2070 SB		ONE HOUR	✓	1688	100.000
B - A2070 WB		ONE HOUR	✓	1401	100.000
C - A2070 NB		ONE HOUR	✓	3140	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	2	34	1652
	B - A2070 WB	288	0	1113
	C - A2070 NB	1582	1516	42

Proportions

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	0.00	0.02	0.98
	B - A2070 WB	0.21	0.00	0.79
	C - A2070 NB	0.50	0.48	0.01

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	0	26	3
	B - A2070 WB	5	0	4
	C - A2070 NB	5	4	3

Average PCU Per Veh

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	1.000	1.263	1.026
	B - A2070 WB	1.047	1.000	1.038
	C - A2070 NB	1.053	1.038	1.029

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A2070 SB	07:45-08:00	1271	1271
	08:00-08:15	1517	1517
	08:15-08:30	1859	1859
	08:30-08:45	1859	1859
	08:45-09:00	1517	1517
	09:00-09:15	1271	1271
B - A2070 WB	07:45-08:00	1055	1055
	08:00-08:15	1259	1259
	08:15-08:30	1543	1543
	08:30-08:45	1543	1543
	08:45-09:00	1259	1259
	09:00-09:15	1055	1055
C - A2070 NB	07:45-08:00	2364	2364
	08:00-08:15	2823	2823
	08:15-08:30	3457	3457
	08:30-08:45	3457	3457
	08:45-09:00	2823	2823
	09:00-09:15	2364	2364

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A2070 SB	1.84	1610.25	598.6	598.6	F	1549	2323
B - A2070 WB	0.19	3.04	0.3	0.9	A	1286	396
C - A2070 NB	0.90	18.43	8.3	42.3	C	2881	2144

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	1271	1271	318	0	1191	1167	1337	0.951	1225	218	0.0	11.4	26.960	D
B - A2070 WB	1055	217	54	838	0	1232	1519	0.143	216	1160	0.0	0.2	2.891	A
C - A2070 NB	2364	1173	293	1191	838	218	1969	0.596	1167	1231	0.0	1.5	4.620	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - A2070 SB	1517	1517	379	0	1422	1396	1198	1.266	1195	260	11.4	92.1	171.660	F
B - A2070 WB	1259	259	65	1001	0	1208	1533	0.169	259	1383	0.2	0.2	2.955	A
C - A2070 NB	2823	1401	350	1422	1001	260	1944	0.720	1396	1207	1.5	2.6	6.759	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - A2070 SB	1859	1859	465	0	1742	1695	1019	1.824	1019	318	92.1	302.1	704.632	F
B - A2070 WB	1543	317	79	1225	0	1044	1634	0.194	317	1670	0.2	0.3	2.860	A
C - A2070 NB	3457	1715	429	1742	1225	318	1910	0.898	1695	1043	2.6	7.8	15.984	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level c servic
A - A2070 SB	1859	1859	465	0	1742	1713	1008	1.844	1008	318	302.1	514.8	1463.897	F
B - A2070 WB	1543	317	79	1225	0	1034	1640	0.193	317	1687	0.3	0.3	2.846	A
C - A2070 NB	3457	1715	429	1742	1225	318	1910	0.898	1713	1032	7.8	8.3	18.430	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level c servic
A - A2070 SB	1517	1517	379	0	1422	1423	1182	1.283	1182	260	514.8	598.6	1610.247	F
B - A2070 WB	1259	259	65	1001	0	1197	1540	0.168	259	1408	0.3	0.2	2.942	A
C - A2070 NB	2823	1401	350	1422	1001	260	1944	0.720	1423	1195	8.3	2.7	7.458	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level c servic
A - A2070 SB	1271	1271	318	0	1191	1178	1330	0.956	1328	219	598.6	584.3	1603.701	F
B - A2070 WB	1055	217	54	838	0	1333	1457	0.149	217	1173	0.2	0.2	3.037	A
C - A2070 NB	2364	1173	293	1191	838	219	1969	0.596	1178	1331	2.7	1.5	4.747	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	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
A - A2070 SB	11.36	0.03	0.27	11.36	11.36			N/A	N/A
B - A2070 WB	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C - A2070 NB	1.51	0.60	1.41	1.89	2.03			N/A	N/A

08:00 - 08:15

Arm	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
A - A2070 SB	92.08	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C - A2070 NB	2.60	0.05	0.47	7.19	12.25			N/A	N/A

08:15 - 08:30

Arm	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
A - A2070 SB	302.05	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.25	0.03	0.26	0.48	0.50			N/A	N/A
C - A2070 NB	7.77	0.04	0.42	20.35	42.34			N/A	N/A

08:30 - 08:45

Arm	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
A - A2070 SB	514.77	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.25	0.03	0.28	0.51	0.85			N/A	N/A
C - A2070 NB	8.34	0.03	0.34	11.84	41.53			N/A	N/A

08:45 - 09:00

Arm	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
A - A2070 SB	598.56	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C - A2070 NB	2.74	0.05	0.46	7.61	13.09			N/A	N/A

09:00 - 09:15

Arm	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
A - A2070 SB	584.33	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C - A2070 NB	1.55	0.03	0.34	3.21	8.05			N/A	N/A

2055 | DM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A2070 NB - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J28	A2070 Roundabout	Standard Roundabout		A, B, C	517.74	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	517.74	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)	Run automatically
D6	2055	DM	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A2070 SB		ONE HOUR	✓	1858	100.000
B - A2070 WB		ONE HOUR	✓	1295	100.000
C - A2070 NB		ONE HOUR	✓	3328	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	1	179	1678
	B - A2070 WB	164	2	1129
	C - A2070 NB	1912	1289	127

Proportions

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	0.00	0.10	0.90
	B - A2070 WB	0.13	0.00	0.87
	C - A2070 NB	0.57	0.39	0.04

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	0	2	3
	B - A2070 WB	3	0	8
	C - A2070 NB	1	2	0

Average PCU Per Veh

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	1.000	1.020	1.033
	B - A2070 WB	1.029	1.000	1.081
	C - A2070 NB	1.011	1.023	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A2070 SB	16:45-17:00	1399	1399
	17:00-17:15	1670	1670
	17:15-17:30	2046	2046
	17:30-17:45	2046	2046
	17:45-18:00	1670	1670
	18:00-18:15	1399	1399
B - A2070 WB	16:45-17:00	975	975
	17:00-17:15	1164	1164
	17:15-17:30	1426	1426
	17:30-17:45	1426	1426
	17:45-18:00	1164	1164
	18:00-18:15	975	975
C - A2070 NB	16:45-17:00	2505	2505
	17:00-17:15	2992	2992
	17:15-17:30	3664	3664
	17:30-17:45	3664	3664
	17:45-18:00	2992	2992
	18:00-18:15	2505	2505

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A2070 SB	1.86	1788.74	692.4	200.0	F	1705	2557
B - A2070 WB	0.12	2.81	0.1	0.5	A	1188	228
C - A2070 NB	0.78	8.52	3.6	12.2	A	3054	1949

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	1399	1399	350	0	1439	1063	1399	1.000	1325	124	0.0	18.5	35.999	E
B - A2070 WB	975	125	31	850	0	1293	1482	0.084	125	1095	0.0	0.1	2.729	A
C - A2070 NB	2505	1066	267	1439	850	125	2024	0.527	1062	1292	0.0	1.1	3.804	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - A2070 SB	1670	1670	418	0	1719	1272	1273	1.312	1271	148	18.5	118.3	209.600	F
B - A2070 WB	1164	149	37	1015	0	1263	1500	0.099	149	1281	0.1	0.1	2.741	A
C - A2070 NB	2992	1273	318	1719	1015	150	2009	0.634	1271	1262	1.1	1.7	4.958	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - A2070 SB	2046	2046	511	0	2105	1554	1103	1.854	1103	181	118.3	353.9	774.193	F
B - A2070 WB	1426	183	46	1243	0	1136	1577	0.116	183	1521	0.1	0.1	2.655	A
C - A2070 NB	3664	1559	390	2105	1243	183	1990	0.784	1552	1136	1.7	3.5	8.259	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level o servic
A - A2070 SB	2046	2046	511	0	2105	1561	1099	1.861	1099	181	353.9	590.5	1550.626	F
B - A2070 WB	1426	183	46	1243	0	1133	1579	0.116	183	1527	0.1	0.1	2.651	A
C - A2070 NB	3664	1559	390	2105	1243	183	1990	0.784	1559	1133	3.5	3.6	8.517	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level o servic
A - A2070 SB	1670	1670	418	0	1719	1282	1267	1.318	1267	148	590.5	691.2	1739.744	F
B - A2070 WB	1164	149	37	1015	0	1260	1502	0.099	149	1289	0.1	0.1	2.740	A
C - A2070 NB	2992	1273	318	1719	1015	150	2009	0.634	1280	1259	3.6	1.8	5.093	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level o servic
A - A2070 SB	1399	1399	350	0	1439	1070	1395	1.003	1394	124	691.2	692.4	1788.739	F
B - A2070 WB	975	125	31	850	0	1356	1443	0.087	125	1109	0.1	0.1	2.810	A
C - A2070 NB	2505	1066	267	1439	850	126	2023	0.527	1069	1355	1.8	1.1	3.859	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	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
A - A2070 SB	18.45	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - A2070 NB	1.13	0.56	1.02	1.43	1.48			N/A	N/A

17:00 - 17:15

Arm	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
A - A2070 SB	118.28	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - A2070 NB	1.74	0.05	0.47	4.61	7.42			N/A	N/A

17:15 - 17:30

Arm	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
A - A2070 SB	353.85	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.13	0.03	0.26	0.47	0.50			N/A	N/A
C - A2070 NB	3.55	0.03	0.29	3.55	12.17			N/A	N/A

17:30 - 17:45

Arm	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
A - A2070 SB	590.46	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C - A2070 NB	3.62	0.03	0.28	3.62	3.62			N/A	N/A

17:45 - 18:00

Arm	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
A - A2070 SB	691.24	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - A2070 NB	1.79	0.07	0.97	4.26	6.13			N/A	N/A

18:00 - 18:15

Arm	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
A - A2070 SB	692.38	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C - A2070 NB	1.15	0.04	0.42	2.87	4.74			N/A	N/A

2055 | DS High Vision | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A2070 NB - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J28	A2070 Roundabout	Standard Roundabout		A, B, C	311.36	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	311.36	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)	Run automatically
D9	2055	DS High Vision	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A2070 SB		ONE HOUR	✓	1736	100.000
B - A2070 WB		ONE HOUR	✓	1506	100.000
C - A2070 NB		ONE HOUR	✓	3225	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	2	82	1652
	B - A2070 WB	288	0	1218
	C - A2070 NB	1969	1214	42

Proportions

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	0.00	0.05	0.95
	B - A2070 WB	0.19	0.00	0.81
	C - A2070 NB	0.61	0.38	0.01

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	0	9	3
	B - A2070 WB	5	0	3
	C - A2070 NB	4	5	3

Average PCU Per Veh

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	1.000	1.091	1.026
	B - A2070 WB	1.047	1.000	1.034
	C - A2070 NB	1.042	1.047	1.029

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A2070 SB	07:45-08:00	1307	1307
	08:00-08:15	1561	1561
	08:15-08:30	1911	1911
	08:30-08:45	1911	1911
	08:45-09:00	1561	1561
	09:00-09:15	1307	1307
B - A2070 WB	07:45-08:00	1134	1134
	08:00-08:15	1354	1354
	08:15-08:30	1658	1658
	08:30-08:45	1658	1658
	08:45-09:00	1354	1354
	09:00-09:15	1134	1134
C - A2070 NB	07:45-08:00	2428	2428
	08:00-08:15	2899	2899
	08:15-08:30	3551	3551
	08:30-08:45	3551	3551
	08:45-09:00	2899	2899
	09:00-09:15	2428	2428

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A2070 SB	1.58	1143.87	462.7	462.7	F	1593	2389
B - A2070 WB	0.21	3.19	0.3	1.2	A	1382	396
C - A2070 NB	0.72	7.14	2.7	5.3	A	2959	1729

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	1307	1307	327	0	1482	942	1472	0.888	1280	218	0.0	6.8	17.339	C
B - A2070 WB	1134	217	54	917	0	1251	1507	0.144	216	971	0.0	0.2	2.916	A
C - A2070 NB	2428	946	236	1482	917	218	1969	0.480	942	1249	0.0	1.0	3.652	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - A2070 SB	1561	1561	390	0	1770	1127	1360	1.147	1349	260	6.8	59.8	101.037	F
B - A2070 WB	1354	259	65	1095	0	1323	1463	0.177	259	1153	0.2	0.2	3.127	A
C - A2070 NB	2899	1129	282	1770	1095	260	1944	0.581	1127	1321	1.0	1.4	4.600	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - A2070 SB	1911	1911	478	0	2168	1378	1209	1.580	1209	318	59.8	235.4	445.845	F
B - A2070 WB	1658	317	79	1341	0	1198	1540	0.206	317	1389	0.2	0.3	3.081	A
C - A2070 NB	3551	1383	346	2168	1341	318	1910	0.724	1378	1197	1.4	2.7	7.011	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - A2070 SB	1911	1911	478	0	2168	1383	1207	1.584	1207	318	235.4	411.6	909.709	F
B - A2070 WB	1658	317	79	1341	0	1196	1541	0.206	317	1393	0.3	0.3	3.077	A
C - A2070 NB	3551	1383	346	2168	1341	318	1910	0.724	1383	1194	2.7	2.7	7.138	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
A - A2070 SB	1561	1561	390	0	1770	1134	1356	1.151	1356	261	411.6	462.7	1143.870	F
B - A2070 WB	1354	259	65	1095	0	1330	1459	0.177	259	1160	0.3	0.2	3.143	A
C - A2070 NB	2899	1129	282	1770	1095	261	1944	0.581	1134	1329	2.7	1.5	4.677	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
A - A2070 SB	1307	1307	327	0	1482	948	1469	0.890	1465	219	462.7	423.1	1088.215	F
B - A2070 WB	1134	217	54	917	0	1428	1399	0.155	217	985	0.2	0.2	3.187	A
C - A2070 NB	2428	946	236	1482	917	219	1969	0.480	948	1426	1.5	1.0	3.694	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	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
A - A2070 SB	6.84	0.03	0.28	6.84	6.84			N/A	N/A
B - A2070 WB	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C - A2070 NB	0.96	0.58	1.05	1.46	1.52			N/A	N/A

08:00 - 08:15

Arm	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
A - A2070 SB	59.84	1.44	38.05	143.06	189.81			N/A	N/A
B - A2070 WB	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C - A2070 NB	1.43	0.05	0.57	3.50	5.25			N/A	N/A

08:15 - 08:30

Arm	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
A - A2070 SB	235.37	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.27	0.03	0.26	0.48	0.50			N/A	N/A
C - A2070 NB	2.67	0.03	0.29	2.67	4.80			N/A	N/A

08:30 - 08:45

Arm	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
A - A2070 SB	411.58	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.27	0.03	0.30	0.72	1.15			N/A	N/A
C - A2070 NB	2.71	0.03	0.28	2.71	2.71			N/A	N/A

08:45 - 09:00

Arm	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
A - A2070 SB	462.68	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C - A2070 NB	1.47	0.09	1.13	2.89	3.89			N/A	N/A

09:00 - 09:15

Arm	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
A - A2070 SB	423.08	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C - A2070 NB	0.97	0.05	0.51	2.05	3.06			N/A	N/A

2055 | DS High Vision | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A2070 NB - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J28	A2070 Roundabout	Standard Roundabout		A, B, C	652.84	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	652.84	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)	Run automatically
D10	2055	DS High Vision	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A2070 SB		ONE HOUR	✓	1919	100.000
B - A2070 WB		ONE HOUR	✓	1393	100.000
C - A2070 NB		ONE HOUR	✓	3440	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	1	240	1678
	B - A2070 WB	164	2	1227
	C - A2070 NB	1912	1401	127

Proportions

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	0.00	0.13	0.87
	B - A2070 WB	0.12	0.00	0.88
	C - A2070 NB	0.56	0.41	0.04

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	0	1	3
	B - A2070 WB	3	0	7
	C - A2070 NB	1	2	0

Average PCU Per Veh

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	1.000	1.014	1.033
	B - A2070 WB	1.029	1.000	1.073
	C - A2070 NB	1.011	1.021	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A2070 SB	16:45-17:00	1445	1445
	17:00-17:15	1725	1725
	17:15-17:30	2113	2113
	17:30-17:45	2113	2113
	17:45-18:00	1725	1725
	18:00-18:15	1445	1445
B - A2070 WB	16:45-17:00	1049	1049
	17:00-17:15	1252	1252
	17:15-17:30	1534	1534
	17:30-17:45	1534	1534
	17:45-18:00	1252	1252
	18:00-18:15	1049	1049
C - A2070 NB	16:45-17:00	2590	2590
	17:00-17:15	3092	3092
	17:15-17:30	3788	3788
	17:30-17:45	3788	3788
	17:45-18:00	3092	3092
	18:00-18:15	2590	2590

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A2070 SB	2.06	2273.84	860.0	200.0	F	1761	2641
B - A2070 WB	0.11	2.70	0.1	0.5	A	1278	228
C - A2070 NB	0.85	11.84	5.4	26.1	B	3157	2103

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	1445	1445	361	0	1439	1147	1349	1.071	1309	124	0.0	33.9	57.111	F
B - A2070 WB	1049	125	31	924	0	1240	1514	0.083	125	1215	0.0	0.1	2.666	A
C - A2070 NB	2590	1150	288	1439	924	125	2024	0.568	1145	1240	0.0	1.3	4.151	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - A2070 SB	1725	1725	431	0	1719	1372	1213	1.422	1212	148	33.9	162.1	314.628	F
B - A2070 WB	1252	149	37	1103	0	1175	1554	0.096	149	1410	0.1	0.1	2.636	A
C - A2070 NB	3092	1374	343	1719	1103	150	2009	0.684	1370	1174	1.3	2.2	5.712	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level c servic
A - A2070 SB	2113	2113	528	0	2105	1673	1032	2.047	1032	181	162.1	432.3	1030.509	F
B - A2070 WB	1534	183	46	1351	0	1042	1635	0.112	183	1663	0.1	0.1	2.549	A
C - A2070 NB	3788	1682	421	2105	1351	183	1990	0.846	1670	1041	2.2	5.2	11.088	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level c servic
A - A2070 SB	2113	2113	528	0	2105	1684	1025	2.061	1025	181	432.3	704.2	1999.776	F
B - A2070 WB	1534	183	46	1351	0	1037	1638	0.112	183	1672	0.1	0.1	2.544	A
C - A2070 NB	3788	1682	421	2105	1351	183	1990	0.846	1682	1036	5.2	5.4	11.836	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level c servic
A - A2070 SB	1725	1725	431	0	1719	1388	1203	1.433	1203	148	704.2	834.7	2158.970	F
B - A2070 WB	1252	149	37	1103	0	1168	1558	0.096	149	1423	0.1	0.1	2.631	A
C - A2070 NB	3092	1374	343	1719	1103	150	2009	0.684	1386	1168	5.4	2.2	6.003	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level c servic
A - A2070 SB	1445	1445	361	0	1439	1155	1343	1.075	1343	124	834.7	860.0	2273.842	F
B - A2070 WB	1049	125	31	924	0	1271	1495	0.084	125	1228	0.1	0.1	2.703	A
C - A2070 NB	2590	1150	288	1439	924	126	2023	0.569	1154	1271	2.2	1.4	4.238	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	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
A - A2070 SB	33.93	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - A2070 NB	1.33	0.58	1.18	1.61	1.82			N/A	N/A

17:00 - 17:15

Arm	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
A - A2070 SB	162.14	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.11	0.03	0.26	0.46	0.49			N/A	N/A
C - A2070 NB	2.16	0.05	0.46	5.90	9.94			N/A	N/A

17:15 - 17:30

Arm	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
A - A2070 SB	432.34	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.13	0.03	0.26	0.47	0.50			N/A	N/A
C - A2070 NB	5.17	0.03	0.33	7.75	26.13			N/A	N/A

17:30 - 17:45

Arm	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
A - A2070 SB	704.23	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C - A2070 NB	5.36	0.03	0.29	5.36	14.59			N/A	N/A

17:45 - 18:00

Arm	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
A - A2070 SB	834.65	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - A2070 NB	2.25	0.05	0.58	6.02	9.53			N/A	N/A

18:00 - 18:15

Arm	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
A - A2070 SB	859.98	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - A2070 NB	1.36	0.04	0.36	3.39	6.68			N/A	N/A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: J24_A2070 Roundabout j11

[redacted]

Report generation date: 17/09/2026 11:42:21

»2055 | DS Medium Vision | AM
»2055 | DS Medium Vision | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2055 - DS Medium Vision					
A - A2070 SB	470.1	1163.78	1.59	882.7	2342.34	2.09
B - A2070 WB	0.3	3.18	0.21	0.1	2.69	0.11
C - A2070 NB	2.8	7.27	0.73	5.7	12.48	0.85

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.

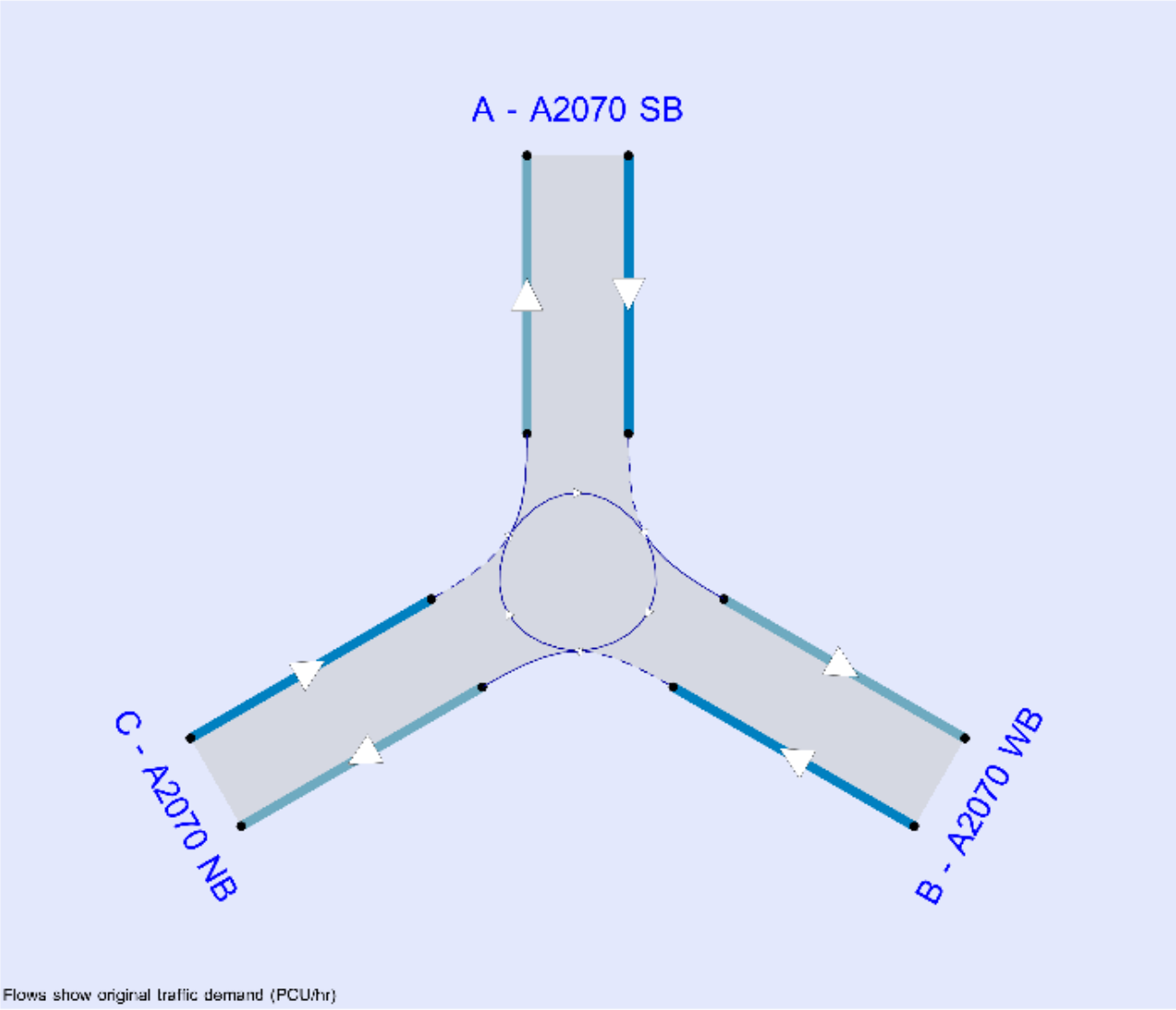
File summary

File Description

Title	
Location	
Site number	
Date	30/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\GBEG133756
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓					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)	Run automatically
D1	2025		AM	ONE HOUR	07:45	09:15	15	✓
D2	2025		PM	ONE HOUR	16:45	18:15	15	✓
D3	2025	(LOCAL)	AM (L)	ONE HOUR	07:15	08:45	15	✓
D4	2025	(LOCAL)	PM (L)	ONE HOUR	16:00	17:30	15	✓
D5	2055	DM	AM	ONE HOUR	07:45	09:15	15	✓
D6	2055	DM	PM	ONE HOUR	16:45	18:15	15	✓
D7	2055	DS Medium Vision	AM	ONE HOUR	07:45	09:15	15	✓
D8	2055	DS Medium Vision	PM	ONE HOUR	16:45	18:15	15	✓
D9	2055	DS High Vision	AM	ONE HOUR	07:45	09:15	15	✓
D10	2055	DS High Vision	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D7,D8	100.000	100.000

2055 | DS Medium Vision | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A2070 NB - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J28	A2070 Roundabout	Standard Roundabout		A, B, C	316.02	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	316.02	F

Arms

Arms

Arm	Name	Description	No give-way line
A	A2070 SB		
B	A2070 WB		
C	A2070 NB		

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
A - A2070 SB	6.88	6.88	0.0	70.0	74.0	11.8		
B - A2070 WB	6.87	8.53	23.4	17.4	72.5	29.9		
C - A2070 NB	3.27	8.34	88.0	26.1	72.5	32.1		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
A - A2070 SB		
B - A2070 WB	✓	100
C - A2070 NB	✓	100

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - A2070 SB	Direct		-250
B - A2070 WB	Direct		-200
C - A2070 NB	Direct		-200

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A2070 SB	0.602	2039
B - A2070 WB	0.613	2274
C - A2070 NB	0.588	2097

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)	Run automatically
D7	2055	DS Medium Vision	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A2070 SB		ONE HOUR	✓	1738	100.000
B - A2070 WB		ONE HOUR	✓	1518	100.000
C - A2070 NB		ONE HOUR	✓	3234	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	2	84	1652
	B - A2070 WB	288	0	1230
	C - A2070 NB	1969	1223	42

Proportions

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	0.00	0.05	0.95
	B - A2070 WB	0.19	0.00	0.81
	C - A2070 NB	0.61	0.38	0.01

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	0	9	3
	B - A2070 WB	5	0	3
	C - A2070 NB	4	5	3

Average PCU Per Veh

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	1.000	1.091	1.026
	B - A2070 WB	1.047	1.000	1.034
	C - A2070 NB	1.042	1.047	1.029

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A2070 SB	07:45-08:00	1308	1308
	08:00-08:15	1562	1562
	08:15-08:30	1914	1914
	08:30-08:45	1914	1914
	08:45-09:00	1562	1562
	09:00-09:15	1308	1308
B - A2070 WB	07:45-08:00	1143	1143
	08:00-08:15	1365	1365
	08:15-08:30	1671	1671
	08:30-08:45	1671	1671
	08:45-09:00	1365	1365
	09:00-09:15	1143	1143
C - A2070 NB	07:45-08:00	2435	2435
	08:00-08:15	2907	2907
	08:15-08:30	3561	3561
	08:30-08:45	3561	3561
	08:45-09:00	2907	2907
	09:00-09:15	2435	2435

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A2070 SB	1.59	1163.78	470.1	470.1	F	1595	2392
B - A2070 WB	0.21	3.18	0.3	1.1	A	1393	396
C - A2070 NB	0.73	7.27	2.8	5.4	A	2968	1741

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	1308	1308	327	0	1482	948	1468	0.891	1280	218	0.0	7.0	17.713	C
B - A2070 WB	1143	217	54	926	0	1250	1508	0.144	216	979	0.0	0.2	2.915	A
C - A2070 NB	2435	952	238	1482	926	218	1969	0.484	948	1249	0.0	1.0	3.676	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - A2070 SB	1562	1562	391	0	1770	1135	1356	1.153	1344	260	7.0	61.5	103.865	F
B - A2070 WB	1365	259	65	1106	0	1317	1467	0.177	259	1163	0.2	0.2	3.119	A
C - A2070 NB	2907	1137	284	1770	1106	260	1944	0.585	1135	1316	1.0	1.5	4.644	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - A2070 SB	1914	1914	478	0	2168	1388	1204	1.590	1203	318	61.5	239.1	456.019	F
B - A2070 WB	1671	317	79	1354	0	1191	1544	0.205	317	1400	0.2	0.3	3.070	A
C - A2070 NB	3561	1393	348	2168	1354	318	1910	0.729	1388	1190	1.5	2.7	7.140	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - A2070 SB	1914	1914	478	0	2168	1393	1201	1.594	1201	318	239.1	417.3	925.890	F
B - A2070 WB	1671	317	79	1354	0	1189	1545	0.205	317	1404	0.3	0.3	3.067	A
C - A2070 NB	3561	1393	348	2168	1354	318	1910	0.729	1393	1187	2.7	2.8	7.275	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
A - A2070 SB	1562	1562	391	0	1770	1142	1351	1.156	1351	261	417.3	470.1	1163.776	F
B - A2070 WB	1365	259	65	1106	0	1324	1463	0.177	259	1170	0.3	0.2	3.130	A
C - A2070 NB	2907	1137	284	1770	1106	261	1944	0.585	1142	1322	2.8	1.5	4.727	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
A - A2070 SB	1308	1308	327	0	1482	954	1464	0.893	1461	219	470.1	431.9	1111.228	F
B - A2070 WB	1143	217	54	926	0	1422	1402	0.155	217	993	0.2	0.2	3.178	A
C - A2070 NB	2435	952	238	1482	926	219	1969	0.484	954	1421	1.5	1.0	3.719	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	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
A - A2070 SB	7.02	0.03	0.28	7.02	7.02			N/A	N/A
B - A2070 WB	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C - A2070 NB	0.97	0.58	1.05	1.46	1.52			N/A	N/A

08:00 - 08:15

Arm	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
A - A2070 SB	61.52	1.38	38.76	147.93	196.81			N/A	N/A
B - A2070 WB	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C - A2070 NB	1.46	0.05	0.55	3.59	5.44			N/A	N/A

08:15 - 08:30

Arm	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
A - A2070 SB	239.07	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.27	0.03	0.26	0.48	0.50			N/A	N/A
C - A2070 NB	2.74	0.03	0.29	2.74	5.32			N/A	N/A

08:30 - 08:45

Arm	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
A - A2070 SB	417.32	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.27	0.03	0.30	0.70	1.14			N/A	N/A
C - A2070 NB	2.78	0.03	0.28	2.78	2.78			N/A	N/A

08:45 - 09:00

Arm	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
A - A2070 SB	470.11	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C - A2070 NB	1.49	0.09	1.12	2.99	4.04			N/A	N/A

09:00 - 09:15

Arm	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
A - A2070 SB	431.90	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C - A2070 NB	0.99	0.05	0.50	2.11	3.17			N/A	N/A

2055 | DS Medium Vision | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A2070 NB - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J28	A2070 Roundabout	Standard Roundabout		A, B, C	671.86	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	671.86	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)	Run automatically
D8	2055	DS Medium Vision	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A2070 SB		ONE HOUR	✓	1927	100.000
B - A2070 WB		ONE HOUR	✓	1406	100.000
C - A2070 NB		ONE HOUR	✓	3455	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	1	248	1678
	B - A2070 WB	164	2	1240
	C - A2070 NB	1912	1416	127

Proportions

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	0.00	0.13	0.87
	B - A2070 WB	0.12	0.00	0.88
	C - A2070 NB	0.55	0.41	0.04

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	0	1	3
	B - A2070 WB	3	0	7
	C - A2070 NB	1	2	0

Average PCU Per Veh

		To		
		A - A2070 SB	B - A2070 WB	C - A2070 NB
From	A - A2070 SB	1.000	1.014	1.033
	B - A2070 WB	1.029	1.000	1.073
	C - A2070 NB	1.011	1.021	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A2070 SB	16:45-17:00	1451	1451
	17:00-17:15	1732	1732
	17:15-17:30	2122	2122
	17:30-17:45	2122	2122
	17:45-18:00	1732	1732
	18:00-18:15	1451	1451
B - A2070 WB	16:45-17:00	1059	1059
	17:00-17:15	1264	1264
	17:15-17:30	1548	1548
	17:30-17:45	1548	1548
	17:45-18:00	1264	1264
	18:00-18:15	1059	1059
C - A2070 NB	16:45-17:00	2601	2601
	17:00-17:15	3106	3106
	17:15-17:30	3804	3804
	17:30-17:45	3804	3804
	17:45-18:00	3106	3106
	18:00-18:15	2601	2601

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A2070 SB	2.09	2342.34	882.7	200.0	F	1768	2652
B - A2070 WB	0.11	2.69	0.1	0.5	A	1290	228
C - A2070 NB	0.85	12.48	5.7	28.5	B	3170	2124

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A2070 SB	1451	1451	363	0	1439	1158	1342	1.081	1305	124	0.0	36.4	60.527	F
B - A2070 WB	1059	125	31	934	0	1232	1519	0.082	125	1231	0.0	0.1	2.657	A
C - A2070 NB	2601	1162	290	1439	934	125	2024	0.574	1156	1232	0.0	1.4	4.204	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
A - A2070 SB	1732	1732	433	0	1719	1385	1205	1.438	1204	148	36.4	168.4	331.084	F
B - A2070 WB	1264	149	37	1115	0	1163	1561	0.096	149	1427	0.1	0.1	2.623	A
C - A2070 NB	3106	1387	347	1719	1115	150	2009	0.690	1384	1163	1.4	2.2	5.832	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level c servic
A - A2070 SB	2122	2122	530	0	2105	1688	1023	2.075	1023	181	168.4	443.1	1067.900	F
B - A2070 WB	1548	183	46	1365	0	1030	1643	0.111	183	1681	0.1	0.1	2.536	A
C - A2070 NB	3804	1699	425	2105	1365	183	1990	0.854	1686	1029	2.2	5.5	11.607	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level c servic
A - A2070 SB	2122	2122	530	0	2105	1700	1015	2.089	1015	181	443.1	719.7	2065.788	F
B - A2070 WB	1548	183	46	1365	0	1024	1646	0.111	183	1691	0.1	0.1	2.531	A
C - A2070 NB	3804	1699	425	2105	1365	183	1990	0.854	1698	1024	5.5	5.7	12.484	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level c servic
A - A2070 SB	1732	1732	433	0	1719	1402	1195	1.450	1195	148	719.7	854.1	2218.405	F
B - A2070 WB	1264	149	37	1115	0	1156	1565	0.095	149	1441	0.1	0.1	2.617	A
C - A2070 NB	3106	1387	347	1719	1115	150	2009	0.690	1401	1156	5.7	2.3	6.159	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level c servic
A - A2070 SB	1451	1451	363	0	1439	1167	1337	1.085	1337	124	854.1	882.7	2342.344	F
B - A2070 WB	1059	125	31	934	0	1260	1501	0.083	125	1243	0.1	0.1	2.690	A
C - A2070 NB	2601	1162	290	1439	934	126	2023	0.574	1165	1260	2.3	1.4	4.295	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	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
A - A2070 SB	36.41	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - A2070 NB	1.36	0.58	1.22	1.68	1.86			N/A	N/A

17:00 - 17:15

Arm	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
A - A2070 SB	168.41	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.11	0.03	0.26	0.46	0.49			N/A	N/A
C - A2070 NB	2.23	0.05	0.45	6.08	10.31			N/A	N/A

17:15 - 17:30

Arm	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
A - A2070 SB	443.15	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.13	0.03	0.26	0.47	0.50			N/A	N/A
C - A2070 NB	5.48	0.03	0.34	9.24	28.55			N/A	N/A

17:30 - 17:45

Arm	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
A - A2070 SB	719.71	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C - A2070 NB	5.70	0.03	0.29	5.70	17.54			N/A	N/A

17:45 - 18:00

Arm	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
A - A2070 SB	854.12	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C - A2070 NB	2.32	0.05	0.51	6.29	10.07			N/A	N/A

18:00 - 18:15

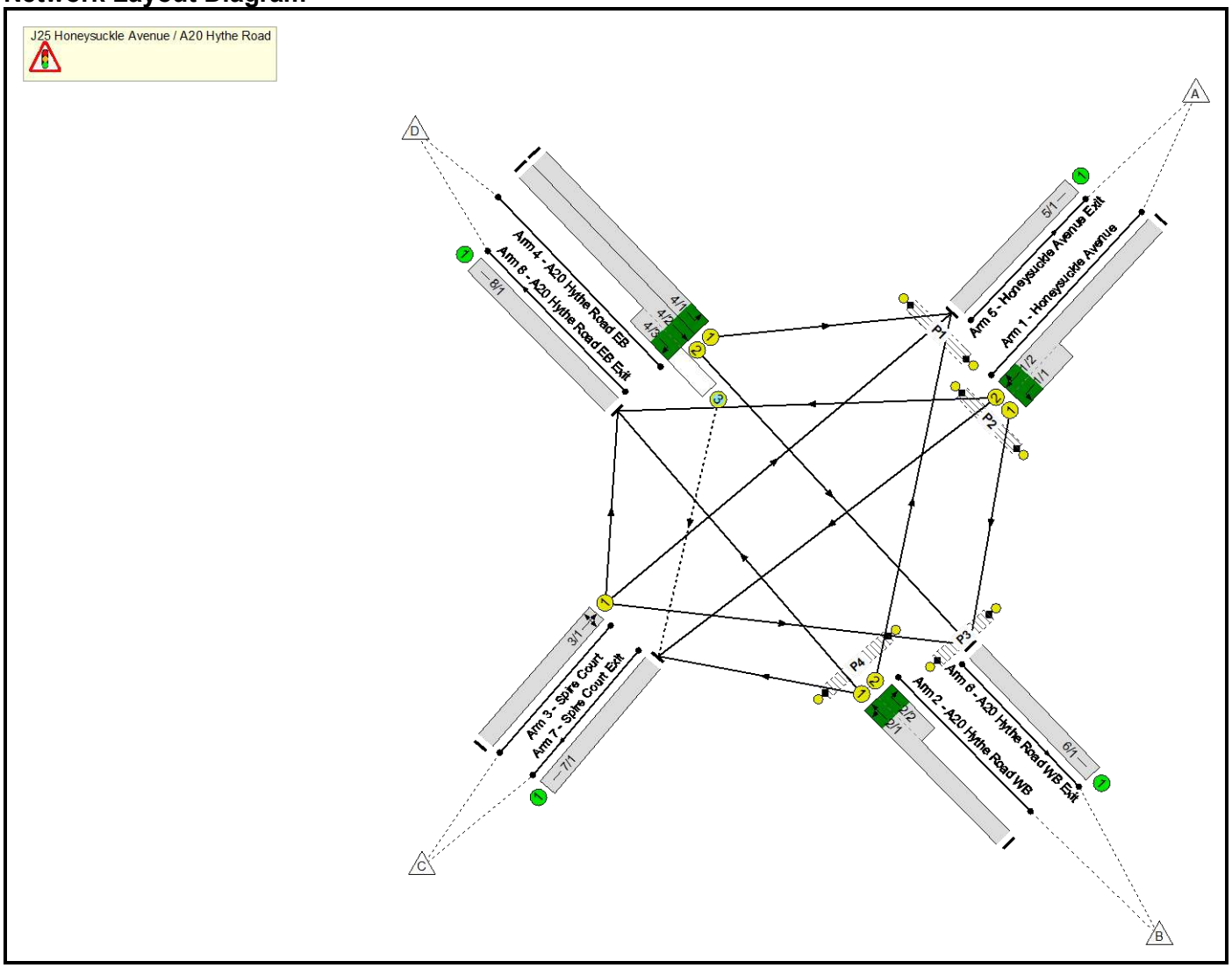
Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A2070 SB	882.67	>199	>199	>199	>199			N/A	N/A
B - A2070 WB	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C - A2070 NB	1.39	0.04	0.36	3.43	6.95			N/A	N/A

Full Input Data And Results

User and Project Details

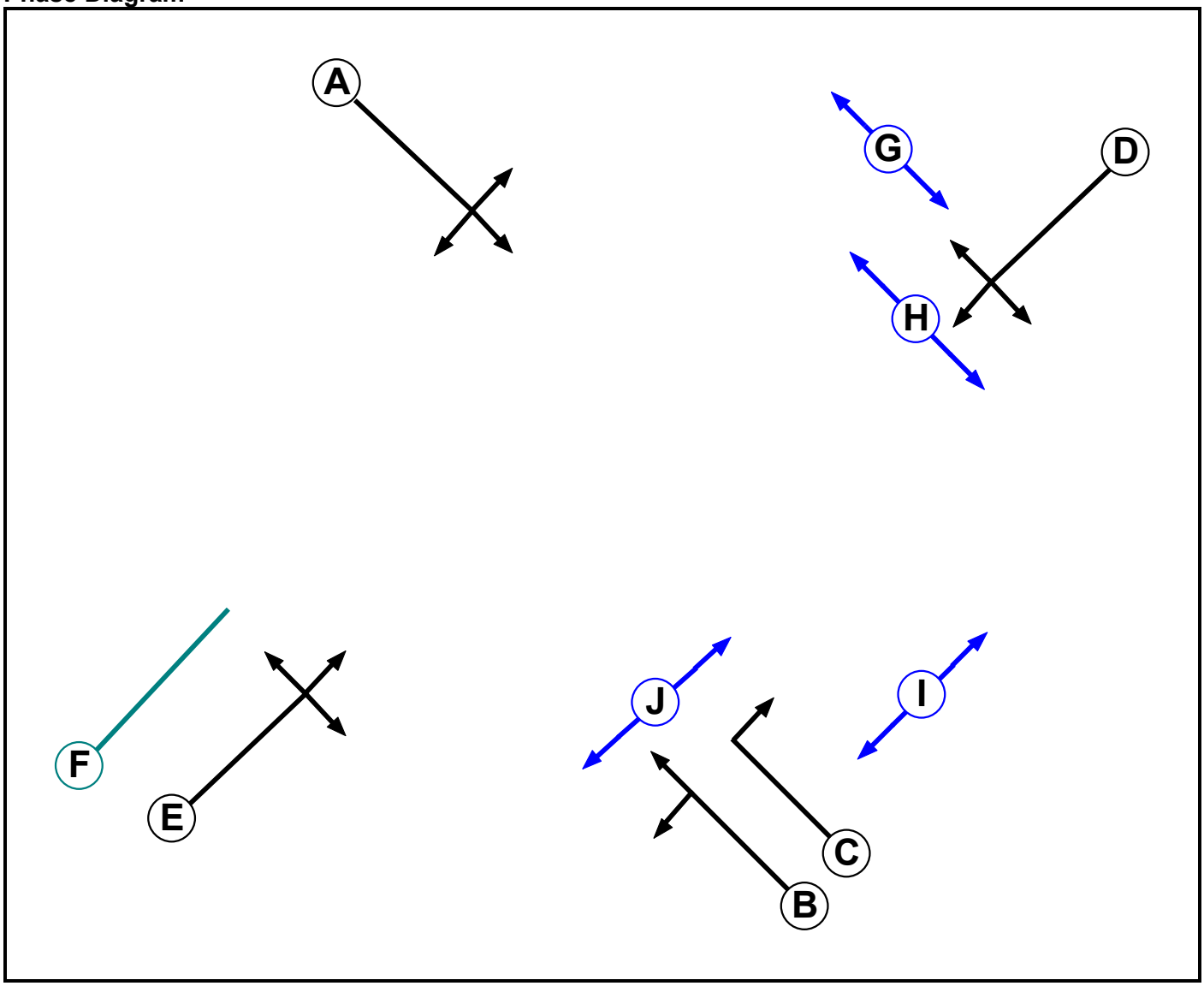
Project:	
Title:	
Location:	
Additional detail:	
File name:	J25_Honeysuckle Ave.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Dummy		7	7
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	6

Full Input Data And Results

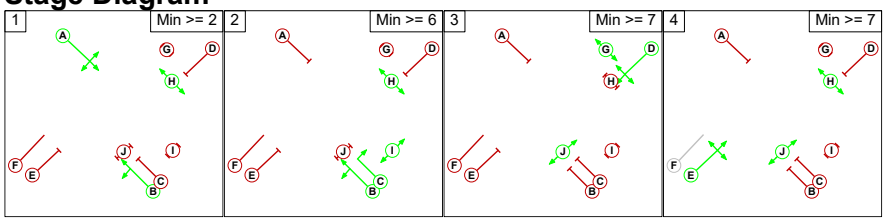
Phase Intergreens Matrix

Terminating Phase	Starting Phase									
	A	B	C	D	E	F	G	H	I	J
A		-	6	7	8	-	8	-	10	-
B	-		-	5	7	8	-	-	-	5
C	6	-		5	6	-	9	-	-	5
D	5	5	5		8	9	-	5	7	-
E	6	5	5	6		-	8	-	8	-
F	-	5	-	5	-		-	-	-	-
G	6	-	6	-	6	-		-	-	-
H	-	-	-	11	-	-	-		-	-
I	7	-	-	7	7	-	-	-		-
J	-	11	11	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B H
2	B C H I
3	D G J
4	E H J

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	3	B	Losing	6	6
3	1	D	Losing	1	1

Prohibited Stage Change

From Stage	To Stage			
	1	2	3	4
1		10	11	8
2	7		11	7
3	11	11		8
4	11	11	11	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J25 Honeysuckle Avenue / A20 Hythe Road											
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)**
4/3 (A20 Hythe Road EB)	7/1 (Right)	1439	0	2/1	1.09	All	4.00	-	0.50	4	4.00

Full Input Data And Results

Lane Input Data

Junction: J25 Honeysuckle Avenue / A20 Hythe Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Honeysuckle Avenue)	U	D	2	3	5.5	Geom	-	3.08	0.00	Y	Arm 6 Left	12.01
1/2 (Honeysuckle Avenue)	U	D	2	3	60.0	Geom	-	3.37	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	28.81
2/1 (A20 Hythe Road WB)	U	B	2	3	60.0	Geom	-	3.37	0.00	Y	Arm 7 Left	8.06
											Arm 8 Ahead	Inf
2/2 (A20 Hythe Road WB)	U	C	2	3	4.9	Geom	-	3.34	0.00	Y	Arm 5 Right	10.94
3/1 (Spire Court)	U	E	2	3	60.0	Geom	-	3.43	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	18.00
											Arm 8 Left	6.02
4/1 (A20 Hythe Road EB)	U	A	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Left	7.03
4/2 (A20 Hythe Road EB)	U	A	2	3	60.0	User	1902	-	-	-	-	-
4/3 (A20 Hythe Road EB)	O	A	2	3	4.3	Geom	-	3.60	0.00	N	Arm 7 Right	9.46
5/1 (Honeysuckle Avenue Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A20 Hythe Road WB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Spire Court Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A20 Hythe Road EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM'	08:00	09:00	01:00	
2: '2025 PM'	17:00	18:00	01:00	
3: '2055 DM AM'	08:00	09:00	01:00	
4: '2055 DM PM'	17:00	18:00	01:00	
5: '2055 DS AM'	08:00	09:00	01:00	
6: '2055 DS PM'	17:00	18:00	01:00	

Scenario 1: '2025 AM' (FG1: '2025 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	106	1	143	250
	B	125	0	0	269	394
	C	0	0	0	0	0
	D	149	415	4	0	568
	Tot.	274	521	5	412	1212

Traffic Lane Flows

Lane	Scenario 1: 2025 AM
Junction: J25 Honeysuckle Avenue / A20 Hythe Road	
1/1 (short)	106
1/2 (with short)	250(In) 144(Out)
2/1 (with short)	394(In) 269(Out)
2/2 (short)	125
3/1	0
4/1	149
4/2 (with short)	419(In) 415(Out)
4/3 (short)	4
5/1	274
6/1	521
7/1	5
8/1	412

Full Input Data And Results

Lane Saturation Flows

Junction: J25 Honeysuckle Avenue / A20 Hythe Road								
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 (Honeysuckle Avenue)	3.08	0.00	Y	Arm 6 Left	12.01	100.0 %	1709	1709
1/2 (Honeysuckle Avenue)	3.37	0.00	Y	Arm 7 Ahead	Inf	0.7 %	1856	1856
				Arm 8 Right	28.81	99.3 %		
2/1 (A20 Hythe Road WB)	3.37	0.00	Y	Arm 7 Left	8.06	0.0 %	1952	1952
				Arm 8 Ahead	Inf	100.0 %		
2/2 (A20 Hythe Road WB)	3.34	0.00	Y	Arm 5 Right	10.94	100.0 %	1714	1714
3/1 (Spire Court)	3.43	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1958	1958
				Arm 6 Right	18.00	0.0 %		
				Arm 8 Left	6.02	0.0 %		
4/1 (A20 Hythe Road EB)	3.30	0.00	Y	Arm 5 Left	7.03	100.0 %	1603	1603
4/2 (A20 Hythe Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1902	1902
4/3 (A20 Hythe Road EB)	3.60	0.00	N	Arm 7 Right	9.46	100.0 %	1826	1826
5/1 (Honeysuckle Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Hythe Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Spire Court Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A20 Hythe Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 PM' (FG2: '2025 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	95	0	146	241
	B	71	0	0	274	345
	C	0	0	0	0	0
	D	108	442	1	0	551
	Tot.	179	537	1	420	1137

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2025 PM
Junction: J25 Honeysuckle Avenue / A20 Hythe Road	
1/1 (short)	95
1/2 (with short)	241(In) 146(Out)
2/1 (with short)	345(In) 274(Out)
2/2 (short)	71
3/1	0
4/1	108
4/2 (with short)	443(In) 442(Out)
4/3 (short)	1
5/1	179
6/1	537
7/1	1
8/1	420

Full Input Data And Results

Lane Saturation Flows

Junction: J25 Honeysuckle Avenue / A20 Hythe Road								
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 (Honeysuckle Avenue)	3.08	0.00	Y	Arm 6 Left	12.01	100.0 %	1709	1709
1/2 (Honeysuckle Avenue)	3.37	0.00	Y	Arm 7 Ahead	Inf	0.0 %	1855	1855
				Arm 8 Right	28.81	100.0 %		
2/1 (A20 Hythe Road WB)	3.37	0.00	Y	Arm 7 Left	8.06	0.0 %	1952	1952
				Arm 8 Ahead	Inf	100.0 %		
2/2 (A20 Hythe Road WB)	3.34	0.00	Y	Arm 5 Right	10.94	100.0 %	1714	1714
3/1 (Spire Court)	3.43	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1958	1958
				Arm 6 Right	18.00	0.0 %		
				Arm 8 Left	6.02	0.0 %		
4/1 (A20 Hythe Road EB)	3.30	0.00	Y	Arm 5 Left	7.03	100.0 %	1603	1603
4/2 (A20 Hythe Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1902	1902
4/3 (A20 Hythe Road EB)	3.60	0.00	N	Arm 7 Right	9.46	100.0 %	1826	1826
5/1 (Honeysuckle Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Hythe Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Spire Court Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A20 Hythe Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2055 DM AM' (FG3: '2055 DM AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	123	1	165	289
	B	145	0	0	388	533
	C	2	3	0	2	7
	D	173	550	5	0	728
	Tot.	320	676	6	555	1557

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2055 DM AM
Junction: J25 Honeysuckle Avenue / A20 Hythe Road	
1/1 (short)	123
1/2 (with short)	289(In) 166(Out)
2/1 (with short)	533(In) 388(Out)
2/2 (short)	145
3/1	7
4/1	173
4/2 (with short)	555(In) 550(Out)
4/3 (short)	5
5/1	320
6/1	676
7/1	6
8/1	555

Full Input Data And Results

Lane Saturation Flows

Junction: J25 Honeysuckle Avenue / A20 Hythe Road								
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 (Honeysuckle Avenue)	3.08	0.00	Y	Arm 6 Left	12.01	100.0 %	1709	1709
1/2 (Honeysuckle Avenue)	3.37	0.00	Y	Arm 7 Ahead	Inf	0.6 %	1856	1856
				Arm 8 Right	28.81	99.4 %		
2/1 (A20 Hythe Road WB)	3.37	0.00	Y	Arm 7 Left	8.06	0.0 %	1952	1952
				Arm 8 Ahead	Inf	100.0 %		
2/2 (A20 Hythe Road WB)	3.34	0.00	Y	Arm 5 Right	10.94	100.0 %	1714	1714
3/1 (Spire Court)	3.43	0.00	Y	Arm 5 Ahead	Inf	28.6 %	1769	1769
				Arm 6 Right	18.00	42.9 %		
				Arm 8 Left	6.02	28.6 %		
4/1 (A20 Hythe Road EB)	3.30	0.00	Y	Arm 5 Left	7.03	100.0 %	1603	1603
4/2 (A20 Hythe Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1902	1902
4/3 (A20 Hythe Road EB)	3.60	0.00	N	Arm 7 Right	9.46	100.0 %	1826	1826
5/1 (Honeysuckle Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Hythe Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Spire Court Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A20 Hythe Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2055 DM PM' (FG4: '2055 DM PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	110	0	170	280
	B	82	0	0	396	478
	C	0	0	0	2	2
	D	126	514	1	0	641
	Tot.	208	624	1	568	1401

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2055 DM PM
Junction: J25 Honeysuckle Avenue / A20 Hythe Road	
1/1 (short)	110
1/2 (with short)	280(In) 170(Out)
2/1 (with short) 2/2 (short)	478(In) 396(Out) 82
3/1 4/1 4/2 (with short)	2 126 515(In) 514(Out)
4/3 (short)	1
5/1	208
6/1	624
7/1	1
8/1	568

Full Input Data And Results

Lane Saturation Flows

Junction: J25 Honeysuckle Avenue / A20 Hythe Road								
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 (Honeysuckle Avenue)	3.08	0.00	Y	Arm 6 Left	12.01	100.0 %	1709	1709
1/2 (Honeysuckle Avenue)	3.37	0.00	Y	Arm 7 Ahead	Inf	0.0 %	1855	1855
				Arm 8 Right	28.81	100.0 %		
2/1 (A20 Hythe Road WB)	3.37	0.00	Y	Arm 7 Left	8.06	0.0 %	1952	1952
				Arm 8 Ahead	Inf	100.0 %		
2/2 (A20 Hythe Road WB)	3.34	0.00	Y	Arm 5 Right	10.94	100.0 %	1714	1714
3/1 (Spire Court)	3.43	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1567	1567
				Arm 6 Right	18.00	0.0 %		
				Arm 8 Left	6.02	100.0 %		
4/1 (A20 Hythe Road EB)	3.30	0.00	Y	Arm 5 Left	7.03	100.0 %	1603	1603
4/2 (A20 Hythe Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1902	1902
4/3 (A20 Hythe Road EB)	3.60	0.00	N	Arm 7 Right	9.46	100.0 %	1826	1826
5/1 (Honeysuckle Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Hythe Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Spire Court Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A20 Hythe Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2055 DS AM' (FG5: '2055 DS AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	123	1	165	289
	B	145	0	0	460	605
	C	2	3	0	2	7
	D	173	549	5	0	727
	Tot.	320	675	6	627	1628

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2055 DS AM
Junction: J25 Honeysuckle Avenue / A20 Hythe Road	
1/1 (short)	123
1/2 (with short)	289(In) 166(Out)
2/1 (with short)	605(In) 460(Out)
2/2 (short)	145
3/1	7
4/1	173
4/2 (with short)	554(In) 549(Out)
4/3 (short)	5
5/1	320
6/1	675
7/1	6
8/1	627

Full Input Data And Results

Lane Saturation Flows

Junction: J25 Honeysuckle Avenue / A20 Hythe Road								
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 (Honeysuckle Avenue)	3.08	0.00	Y	Arm 6 Left	12.01	100.0 %	1709	1709
1/2 (Honeysuckle Avenue)	3.37	0.00	Y	Arm 7 Ahead	Inf	0.6 %	1856	1856
				Arm 8 Right	28.81	99.4 %		
2/1 (A20 Hythe Road WB)	3.37	0.00	Y	Arm 7 Left	8.06	0.0 %	1952	1952
				Arm 8 Ahead	Inf	100.0 %		
2/2 (A20 Hythe Road WB)	3.34	0.00	Y	Arm 5 Right	10.94	100.0 %	1714	1714
3/1 (Spire Court)	3.43	0.00	Y	Arm 5 Ahead	Inf	28.6 %	1769	1769
				Arm 6 Right	18.00	42.9 %		
				Arm 8 Left	6.02	28.6 %		
4/1 (A20 Hythe Road EB)	3.30	0.00	Y	Arm 5 Left	7.03	100.0 %	1603	1603
4/2 (A20 Hythe Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1902	1902
4/3 (A20 Hythe Road EB)	3.60	0.00	N	Arm 7 Right	9.46	100.0 %	1826	1826
5/1 (Honeysuckle Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Hythe Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Spire Court Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A20 Hythe Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2055 DS PM' (FG6: '2055 DS PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	110	0	170	280
	B	82	0	0	457	539
	C	0	0	0	2	2
	D	126	514	1	0	641
	Tot.	208	624	1	629	1462

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2055 DS PM
Junction: J25 Honeysuckle Avenue / A20 Hythe Road	
1/1 (short)	110
1/2 (with short)	280(In) 170(Out)
2/1 (with short) 2/2 (short)	539(In) 457(Out) 82
3/1 4/1 4/2 (with short)	2 126 515(In) 514(Out)
4/3 (short)	1
5/1	208
6/1	624
7/1	1
8/1	629

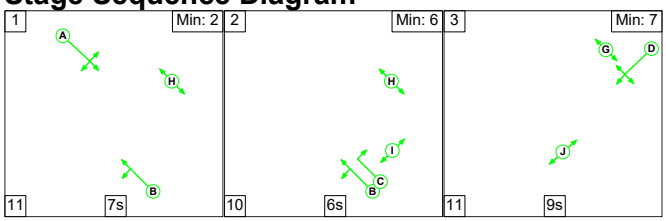
Full Input Data And Results

Lane Saturation Flows

Junction: J25 Honeysuckle Avenue / A20 Hythe Road								
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 (Honeysuckle Avenue)	3.08	0.00	Y	Arm 6 Left	12.01	100.0 %	1709	1709
1/2 (Honeysuckle Avenue)	3.37	0.00	Y	Arm 7 Ahead	Inf	0.0 %	1855	1855
				Arm 8 Right	28.81	100.0 %		
2/1 (A20 Hythe Road WB)	3.37	0.00	Y	Arm 7 Left	8.06	0.0 %	1952	1952
				Arm 8 Ahead	Inf	100.0 %		
2/2 (A20 Hythe Road WB)	3.34	0.00	Y	Arm 5 Right	10.94	100.0 %	1714	1714
3/1 (Spire Court)	3.43	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1567	1567
				Arm 6 Right	18.00	0.0 %		
				Arm 8 Left	6.02	100.0 %		
4/1 (A20 Hythe Road EB)	3.30	0.00	Y	Arm 5 Left	7.03	100.0 %	1603	1603
4/2 (A20 Hythe Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1902	1902
4/3 (A20 Hythe Road EB)	3.60	0.00	N	Arm 7 Right	9.46	100.0 %	1826	1826
5/1 (Honeysuckle Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Hythe Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Spire Court Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A20 Hythe Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2025 AM' (FG1: '2025 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

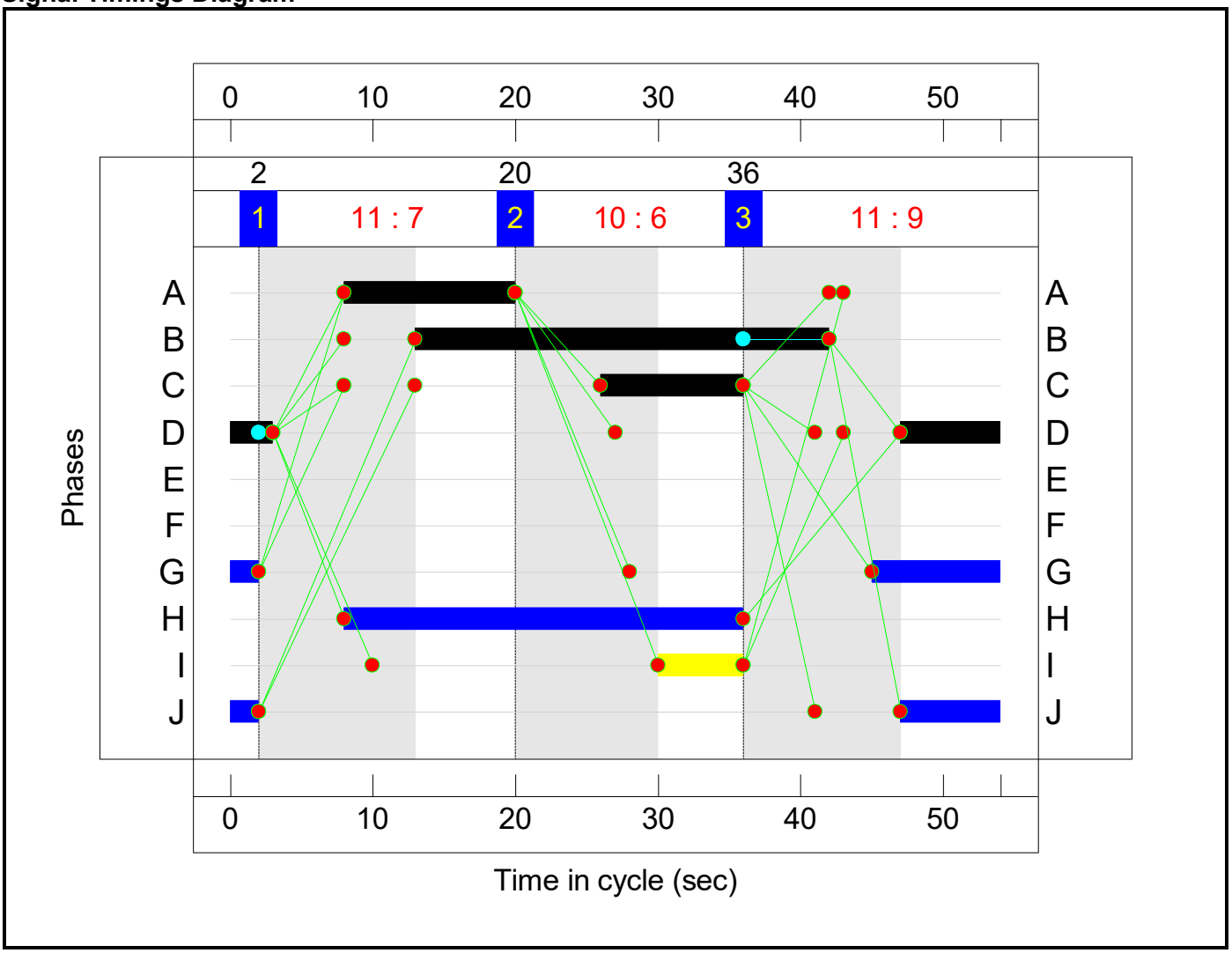


Stage Timings

Stage	1	2	3
Duration	7	6	9
Change Point	2	20	36

Full Input Data And Results

Signal Timings Diagram

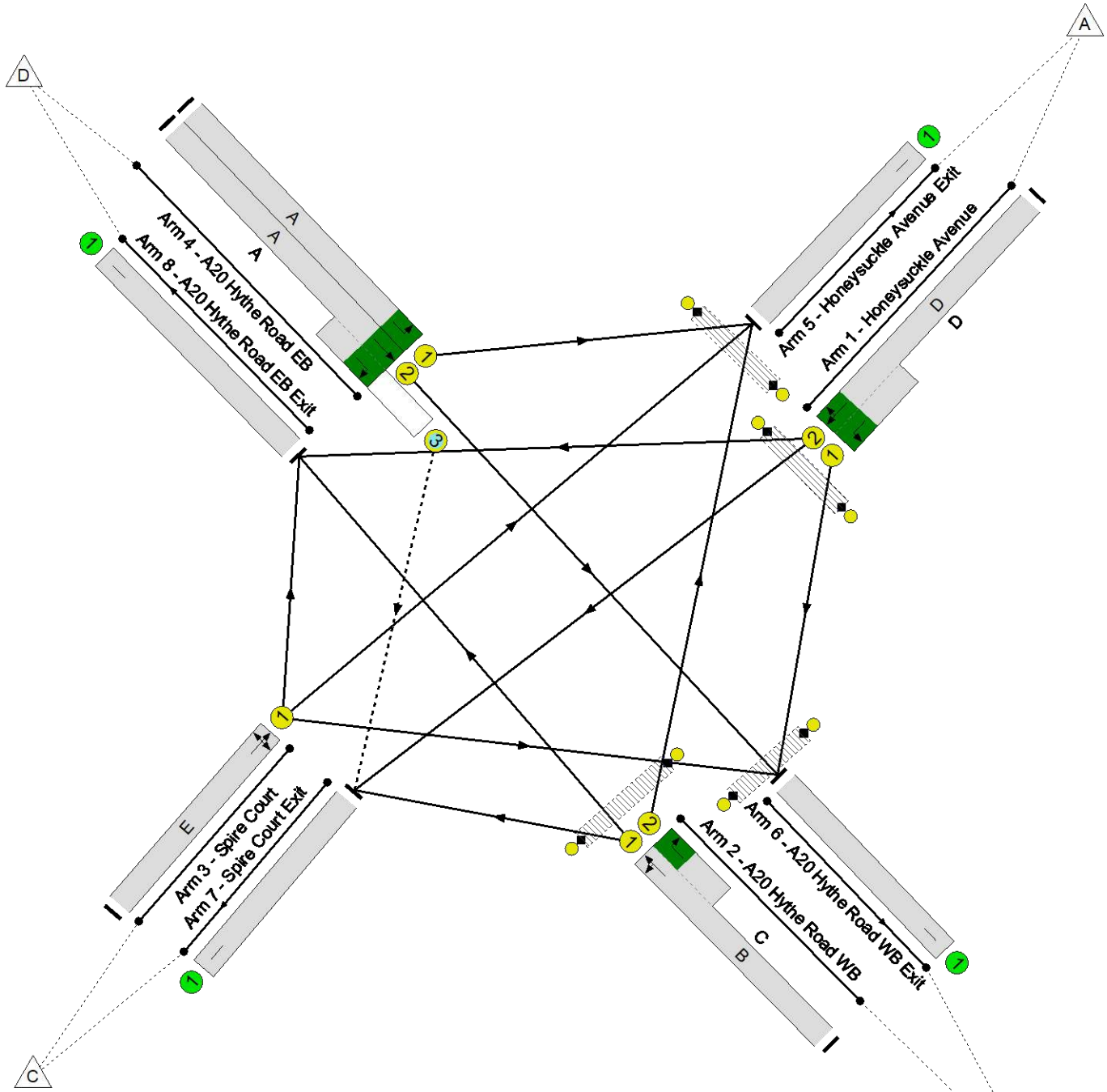


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

J25 Honeysuckle Avenue / A20 Hythe Road
PRC: 28.0 %
Total Traffic Delay: 7.4 pcuHr
Ave. Route Delay Per Ped: -



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.3%**
J25 Honeysuckle Avenue / A20 Hythe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.3%**
1/2+1/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		1	10	-	250	1856:1709	344+253	41.9 : 41.9%
2/1+2/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B C		1	29:10	-	394	1952:1714	478+222	56.3 : 56.3%
3/1	Spire Court Ahead Right Left	U	N/A	N/A	E		0	0	-	0	1958	0	0.0%
4/1	A20 Hythe Road EB Left	U	N/A	N/A	A		1	12	-	149	1603	505	29.5%
4/2+4/3	A20 Hythe Road EB Ahead Right	U+O	N/A	N/A	A		1	12	-	419	1902:1826	590+6	70.3 : 70.3%
5/1	Honeysuckle Avenue Exit	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
6/1	A20 Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
7/1	Spire Court Exit	U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
8/1	A20 Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
Ped Link: P1	Honeysuckle Avenue Exit	-	N/A	-	G		1	11	-	0	-	0	0.0%
Ped Link: P2	Honeysuckle Avenue Approach	-	N/A	-	H		1	28	-	0	-	0	0.0%
Ped Link: P3	A20 Hythe Road WB Exit	-	N/A	-	I		1	6	-	0	-	0	0.0%
Ped Link: P4	A20 Hythe Road WB Approach	-	N/A	-	J		1	9	-	0	-	0	0.0%

Full Input Data And Results

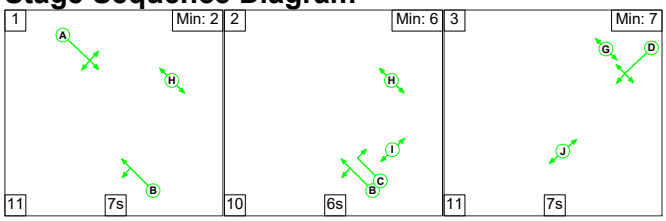
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1**	**3**	**0**	**5.0**	**2.4**	**0.0**	**7.4**	**-**	**-**	**-**	**-**
J25 Honeysuckle Avenue / A20 Hythe Road	**-**	**-**	**1**	**3**	**0**	**5.0**	**2.4**	**0.0**	**7.4**	**-**	**-**	**-**	**-**
1/2+1/1	250	250	-	-	-	1.3	0.4	-	1.7	24.5	1.9	0.4	2.2
2/1+2/2	394	394	-	-	-	1.2	0.6	-	1.9	17.1	2.0	0.6	2.7
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	149	149	-	-	-	0.6	0.2	-	0.8	19.0	1.7	0.2	1.9
4/2+4/3	419	419	1	3	0	1.9	1.2	0.0	3.1	26.3	5.4	1.2	6.6
5/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 28.0 Total Delay for Signalled Lanes (pcuHr): 7.42 Cycle Time (s): 54
PRC Over All Lanes (%): 28.0 Total Delay Over All Lanes(pcuHr): 7.42

Full Input Data And Results

Scenario 2: '2025 PM' (FG2: '2025 PM', Plan 1: 'Network Control Plan 1')

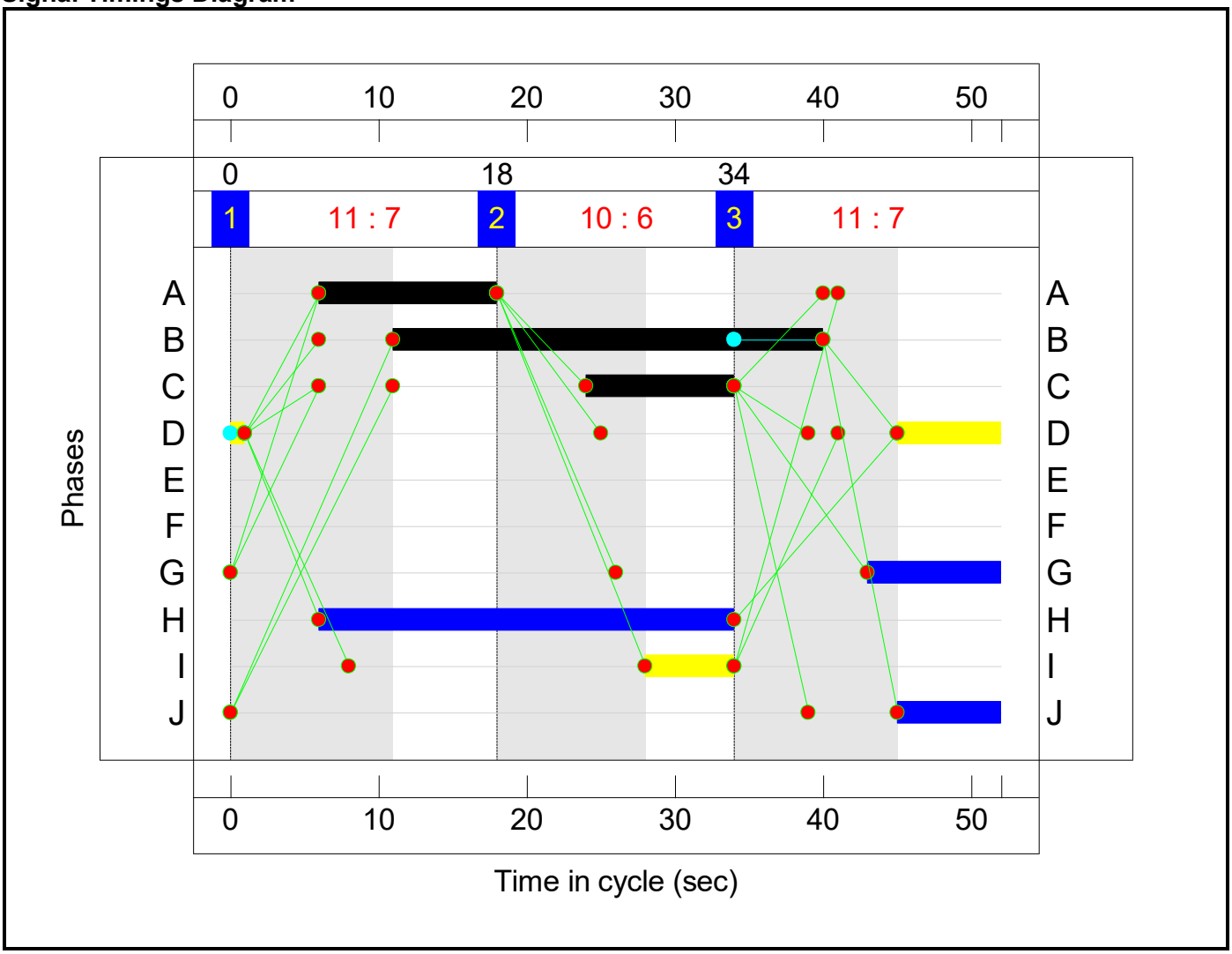
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	7	6	7
Change Point	0	18	34

Signal Timings Diagram

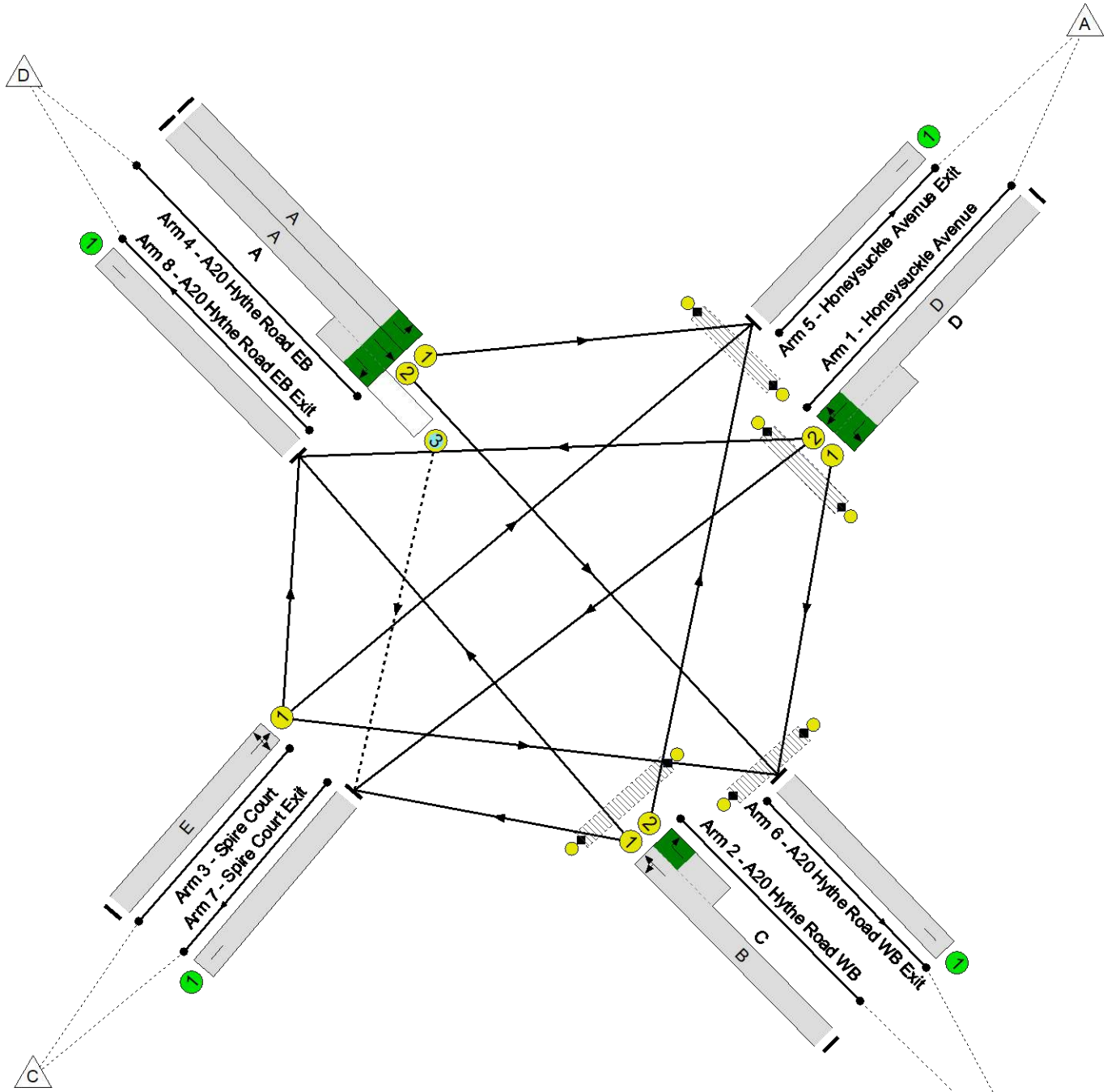


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

J25 Honeysuckle Avenue / A20 Hythe Road
PRC: 40.1 %
Total Traffic Delay: 5.5 pcuHr
Ave. Route Delay Per Ped: -



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.2%**
J25 Honeysuckle Avenue / A20 Hythe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.2%**
1/2+1/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		1	8	-	241	1855:1709	392+255	37.2 : 37.2%
2/1+2/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B C		1	29:10	-	345	1952:1714	975+198	28.1 : 35.9%
3/1	Spire Court Ahead Right Left	U	N/A	N/A	E		0	0	-	0	1958	0	0.0%
4/1	A20 Hythe Road EB Left	U	N/A	N/A	A		1	12	-	108	1603	586	18.4%
4/2+4/3	A20 Hythe Road EB Ahead Right	U+O	N/A	N/A	A		1	12	-	443	1902:1826	688+2	64.2 : 64.2%
5/1	Honeysuckle Avenue Exit	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
6/1	A20 Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
7/1	Spire Court Exit	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
8/1	A20 Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
Ped Link: P1	Honeysuckle Avenue Exit	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P2	Honeysuckle Avenue Approach	-	N/A	-	H		1	28	-	0	-	0	0.0%
Ped Link: P3	A20 Hythe Road WB Exit	-	N/A	-	I		1	6	-	0	-	0	0.0%
Ped Link: P4	A20 Hythe Road WB Approach	-	N/A	-	J		1	7	-	0	-	0	0.0%

Full Input Data And Results

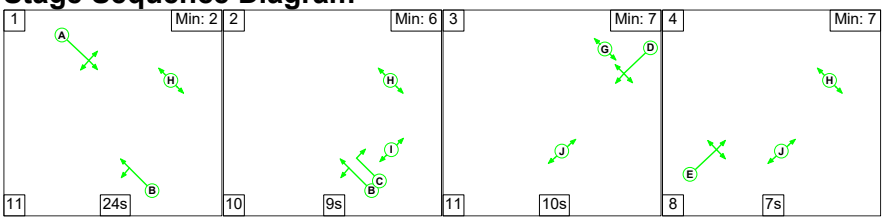
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**1**	**0**	**4.0**	**1.5**	**0.0**	**5.5**	**-**	**-**	**-**	**-**
J25 Honeysuckle Avenue / A20 Hythe Road	**-**	**-**	**0**	**1**	**0**	**4.0**	**1.5**	**0.0**	**5.5**	**-**	**-**	**-**	**-**
1/2+1/1	241	241	-	-	-	1.2	0.3	-	1.5	21.8	1.8	0.3	2.1
2/1+2/2	345	345	-	-	-	0.8	0.2	-	1.0	10.9	1.9	0.2	2.1
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	108	108	-	-	-	0.3	0.1	-	0.5	15.0	1.1	0.1	1.2
4/2+4/3	443	443	0	1	0	1.7	0.9	0.0	2.6	20.9	5.3	0.9	6.2
5/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 40.1 Total Delay for Signalled Lanes (pcuHr): 5.52 Cycle Time (s): 52
PRC Over All Lanes (%): 40.1 Total Delay Over All Lanes(pcuHr): 5.52

Full Input Data And Results

Scenario 3: '2055 DM AM' (FG3: '2055 DM AM', Plan 2: 'Network Control Plan 2')

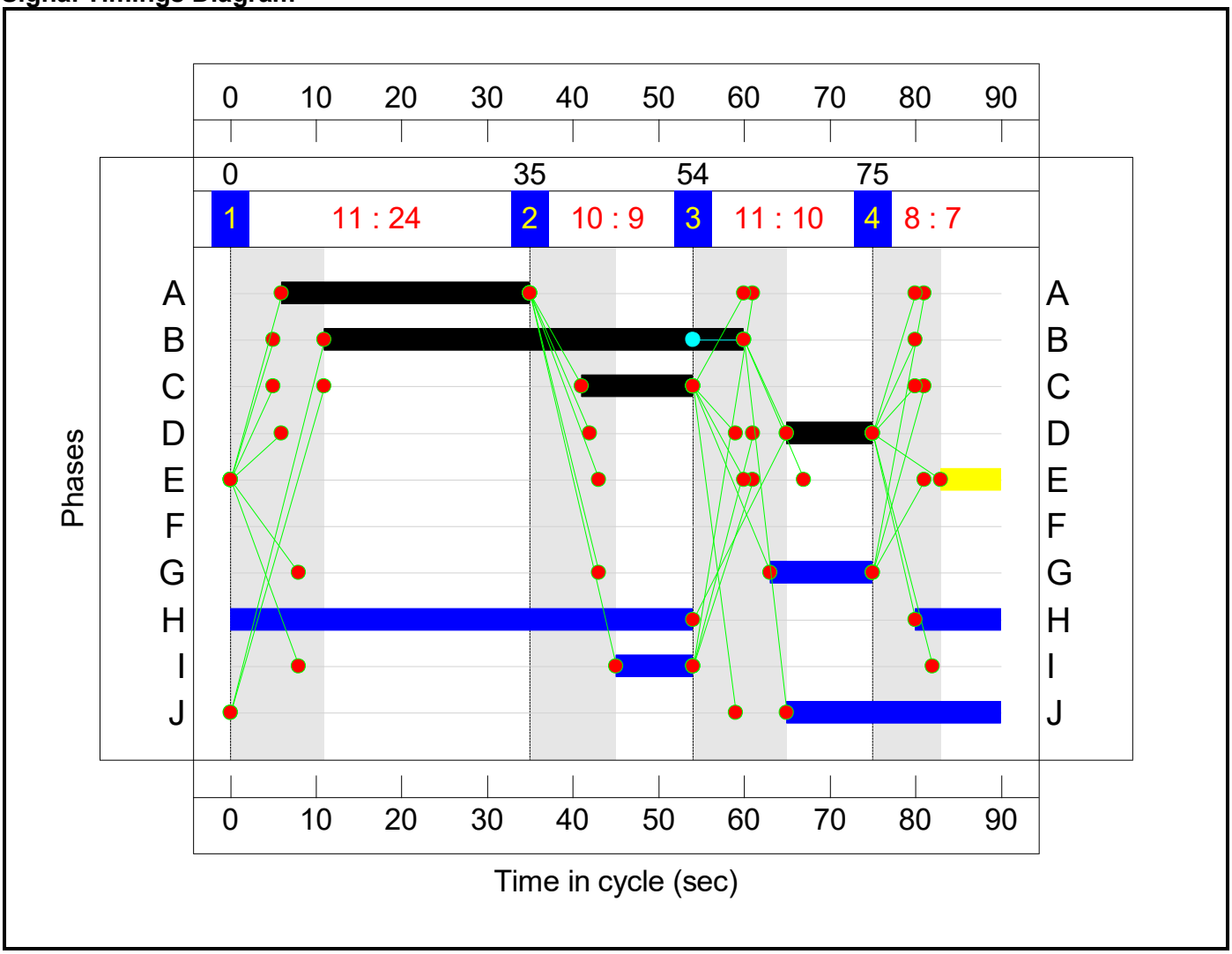
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	24	9	10	7
Change Point	0	35	54	75

Signal Timings Diagram

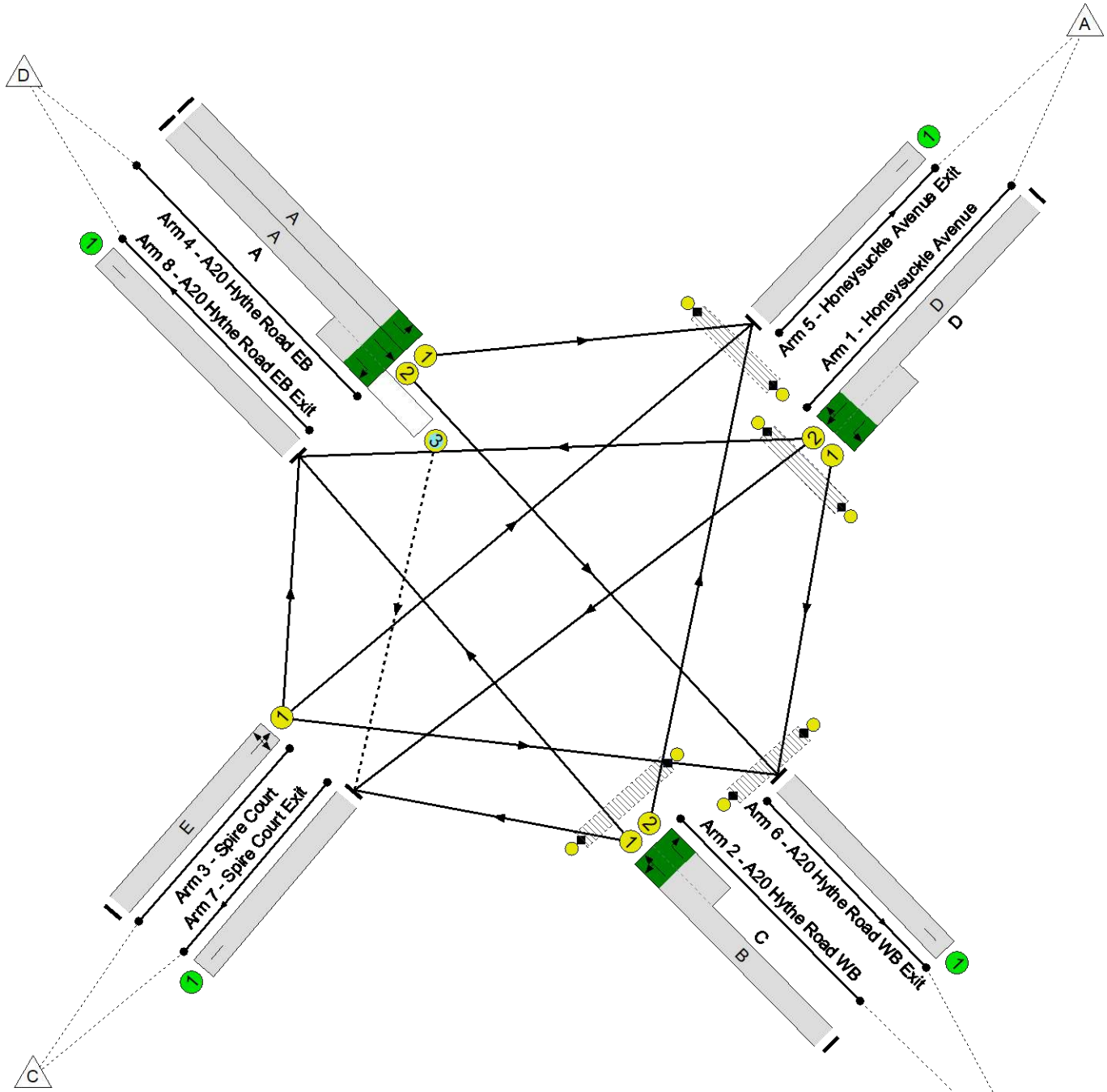


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

J25 Honeysuckle Avenue / A20 Hythe Road
PRC: 11.8 %
Total Traffic Delay: 16.6 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.5%**
J25 Honeysuckle Avenue / A20 Hythe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.5%**
1/2+1/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		1	10	-	289	1856:1709	206+153	80.5 : 80.5%
2/1+2/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B C		1	49:13	-	533	1952:1714	510+190	76.1 : 76.1%
3/1	Spire Court Ahead Right Left	U	N/A	N/A	E		1	7	-	7	1769	157	4.5%
4/1	A20 Hythe Road EB Left	U	N/A	N/A	A		1	29	-	173	1603	588	29.4%
4/2+4/3	A20 Hythe Road EB Ahead Right	U+O	N/A	N/A	A		1	29	-	555	1902:1826	689+6	79.8 : 79.8%
5/1	Honeysuckle Avenue Exit	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
6/1	A20 Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
7/1	Spire Court Exit	U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
8/1	A20 Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
Ped Link: P1	Honeysuckle Avenue Exit	-	N/A	-	G		1	12	-	0	-	0	0.0%
Ped Link: P2	Honeysuckle Avenue Approach	-	N/A	-	H		1	64	-	0	-	0	0.0%
Ped Link: P3	A20 Hythe Road WB Exit	-	N/A	-	I		1	9	-	0	-	0	0.0%
Ped Link: P4	A20 Hythe Road WB Approach	-	N/A	-	J		1	25	-	0	-	0	0.0%

Full Input Data And Results

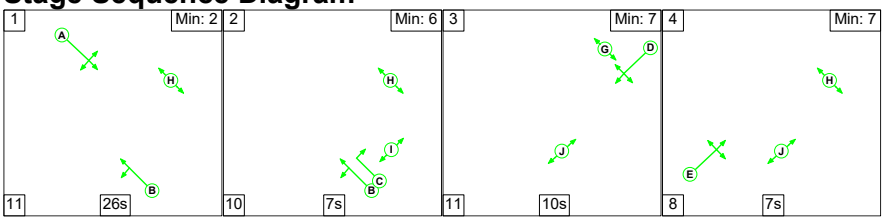
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3**	**2**	**0**	**10.9**	**5.7**	**0.0**	**16.6**	**-**	**-**	**-**	**-**
J25 Honeysuckle Avenue / A20 Hythe Road	**-**	**-**	**3**	**2**	**0**	**10.9**	**5.7**	**0.0**	**16.6**	**-**	**-**	**-**	**-**
1/2+1/1	289	289	-	-	-	3.1	2.0	-	5.1	63.1	4.0	2.0	6.0
2/1+2/2	533	533	-	-	-	2.8	1.6	-	4.4	29.6	5.6	1.6	7.2
3/1	7	7	-	-	-	0.1	0.0	-	0.1	49.8	0.2	0.0	0.2
4/1	173	173	-	-	-	1.0	0.2	-	1.2	24.6	3.0	0.2	3.2
4/2+4/3	555	555	3	2	0	3.9	1.9	0.0	5.9	38.0	12.3	1.9	14.2
5/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 11.8 Total Delay for Signalled Lanes (pcuHr): 16.59 Cycle Time (s): 90
PRC Over All Lanes (%): 11.8 Total Delay Over All Lanes(pcuHr): 16.59

Full Input Data And Results

Scenario 4: '2055 DM PM' (FG4: '2055 DM PM', Plan 2: 'Network Control Plan 2')

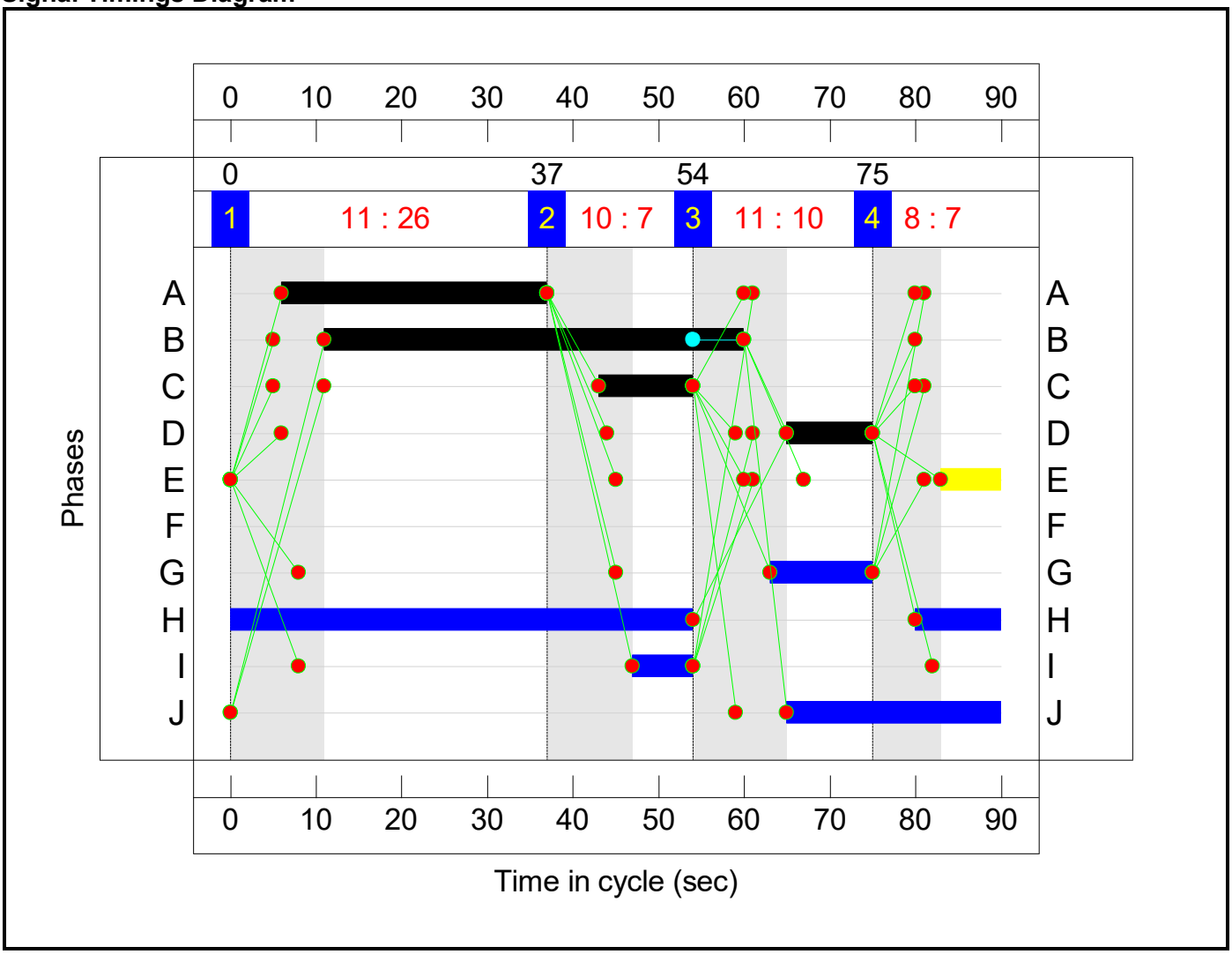
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	26	7	10	7
Change Point	0	37	54	75

Signal Timings Diagram

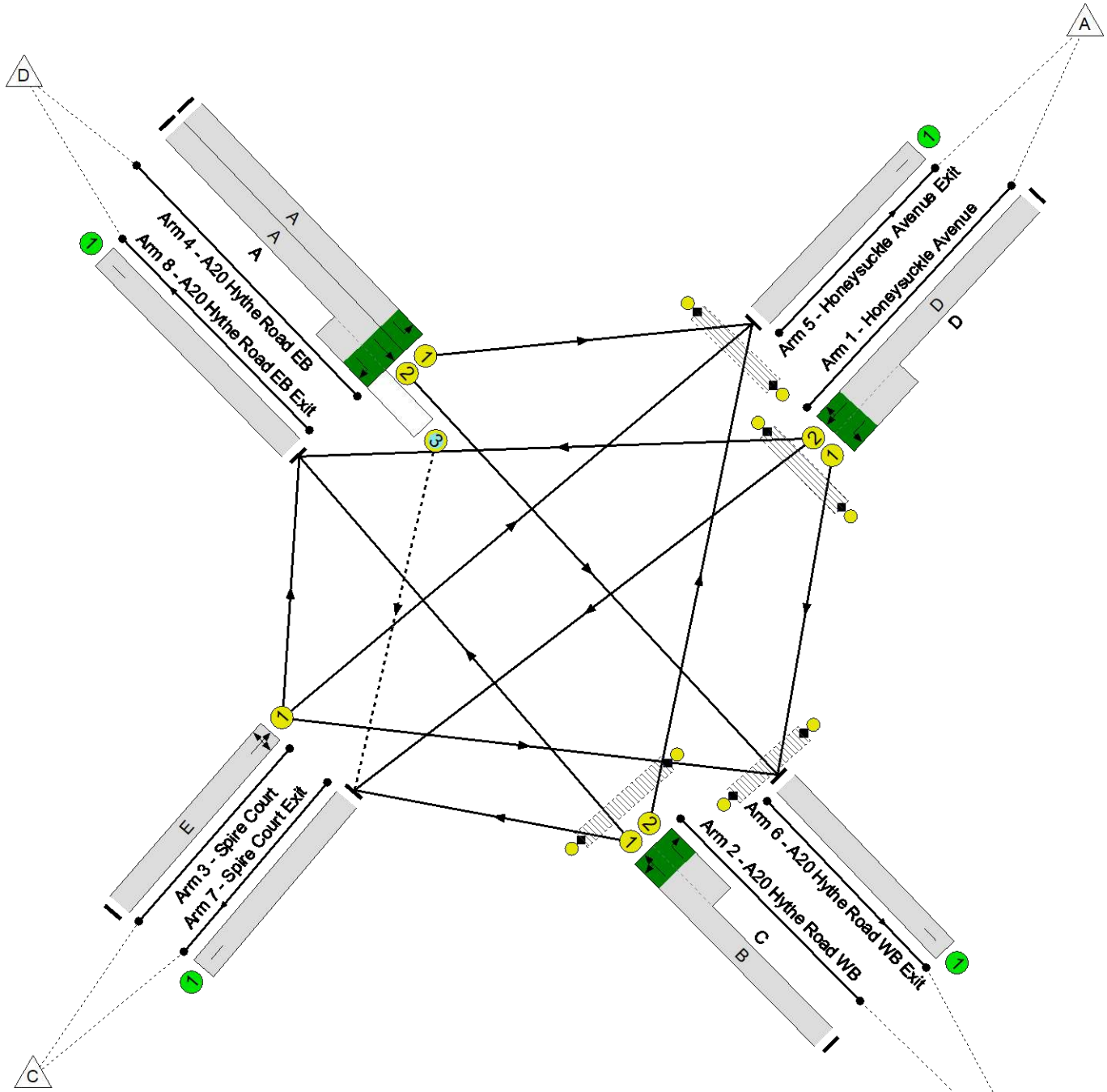


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

J25 Honeysuckle Avenue / A20 Hythe Road
PRC: 33.3 %
Total Traffic Delay: 11.6 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**
J25 Honeysuckle Avenue / A20 Hythe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**
1/2+1/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		1	10	-	280	1855:1709	252+163	67.5 : 67.5%
2/1+2/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B C		1	49:11	-	478	1952:1714	644+133	61.5 : 61.5%
3/1	Spire Court Ahead Right Left	U	N/A	N/A	E		1	7	-	2	1567	139	1.4%
4/1	A20 Hythe Road EB Left	U	N/A	N/A	A		1	31	-	126	1603	659	19.1%
4/2+4/3	A20 Hythe Road EB Ahead Right	U+O	N/A	N/A	A		1	31	-	515	1902:1826	777+2	66.1 : 66.1%
5/1	Honeysuckle Avenue Exit	U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
6/1	A20 Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
7/1	Spire Court Exit	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
8/1	A20 Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
Ped Link: P1	Honeysuckle Avenue Exit	-	N/A	-	G		1	12	-	0	-	0	0.0%
Ped Link: P2	Honeysuckle Avenue Approach	-	N/A	-	H		1	64	-	0	-	0	0.0%
Ped Link: P3	A20 Hythe Road WB Exit	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P4	A20 Hythe Road WB Approach	-	N/A	-	J		1	25	-	0	-	0	0.0%

Full Input Data And Results

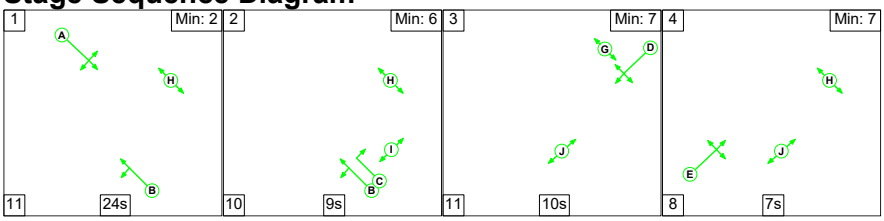
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1**	**0**	**0**	**8.7**	**2.9**	**0.0**	**11.6**	**-**	**-**	**-**	**-**
J25 Honeysuckle Avenue / A20 Hythe Road	**-**	**-**	**1**	**0**	**0**	**8.7**	**2.9**	**0.0**	**11.6**	**-**	**-**	**-**	**-**
1/2+1/1	280	280	-	-	-	2.8	1.0	-	3.8	49.0	4.0	1.0	5.0
2/1+2/2	478	478	-	-	-	2.2	0.8	-	3.0	22.6	5.7	0.8	6.5
3/1	2	2	-	-	-	0.0	0.0	-	0.0	50.9	0.0	0.0	0.1
4/1	126	126	-	-	-	0.6	0.1	-	0.7	20.3	2.0	0.1	2.1
4/2+4/3	515	515	1	0	0	3.1	1.0	0.0	4.0	28.2	10.3	1.0	11.3
5/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 33.3 Total Delay for Signalled Lanes (pcuHr): 11.59 Cycle Time (s): 90
PRC Over All Lanes (%): 33.3 Total Delay Over All Lanes(pcuHr): 11.59

Full Input Data And Results

Scenario 5: '2055 DS AM' (FG5: '2055 DS AM', Plan 2: 'Network Control Plan 2')

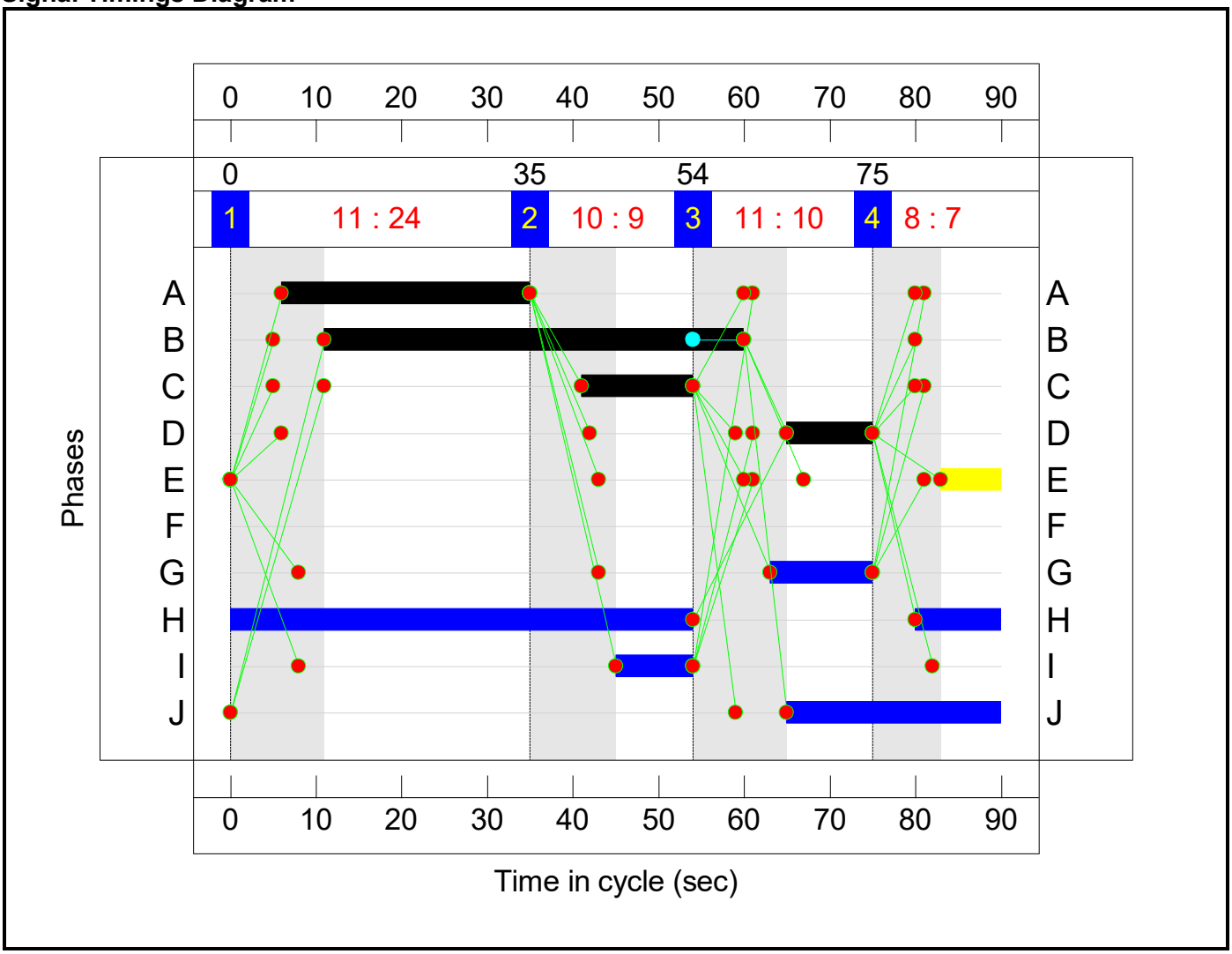
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	24	9	10	7
Change Point	0	35	54	75

Signal Timings Diagram

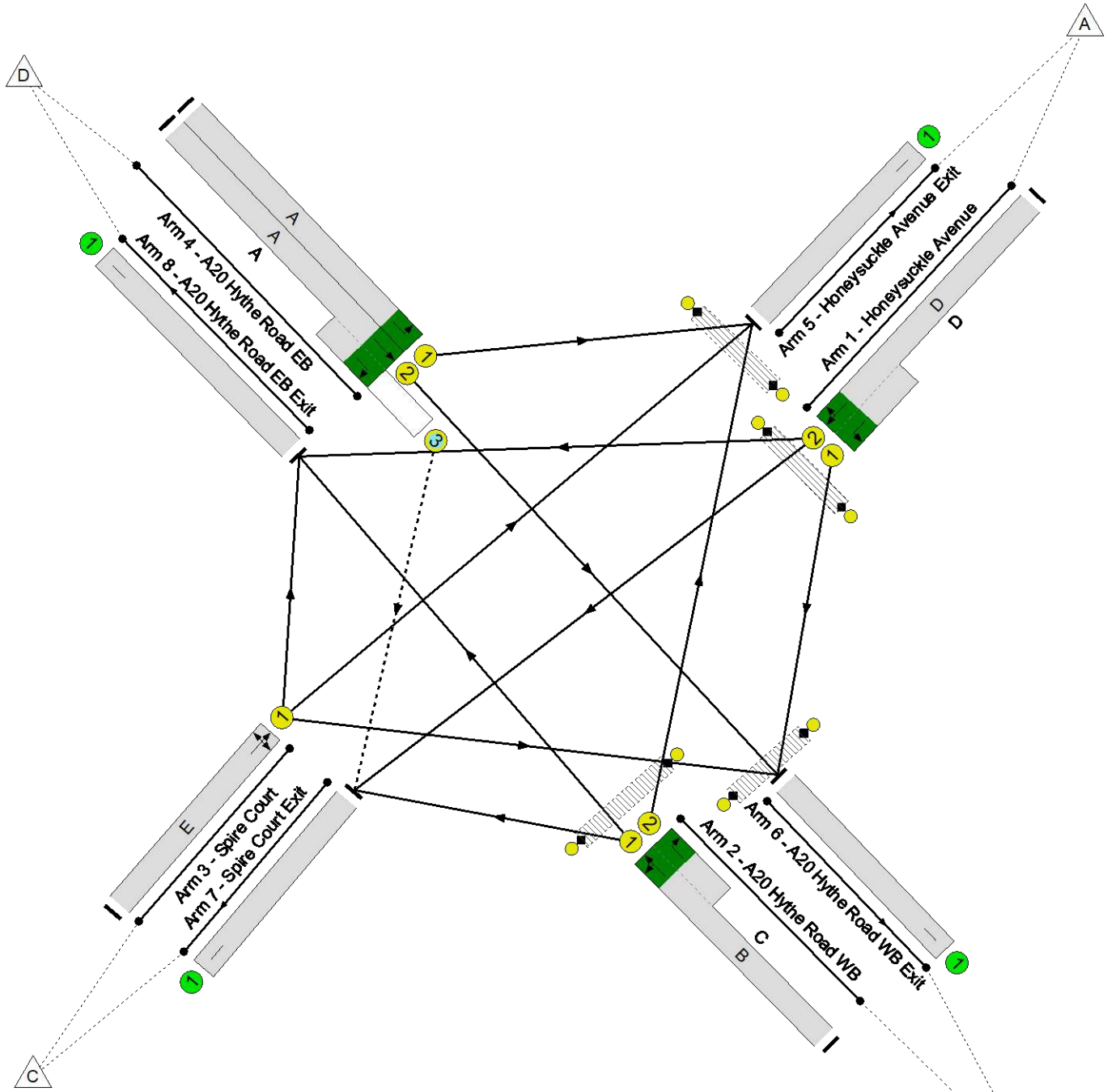


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

J25 Honeysuckle Avenue / A20 Hythe Road
PRC: 11.8 %
Total Traffic Delay: 16.9 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.5%**
J25 Honeysuckle Avenue / A20 Hythe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.5%**
1/2+1/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		1	10	-	289	1856:1709	206+153	80.5 : 80.5%
2/1+2/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B C		1	49:13	-	605	1952:1714	604+190	76.1 : 76.1%
3/1	Spire Court Ahead Right Left	U	N/A	N/A	E		1	7	-	7	1769	157	4.5%
4/1	A20 Hythe Road EB Left	U	N/A	N/A	A		1	29	-	173	1603	588	29.4%
4/2+4/3	A20 Hythe Road EB Ahead Right	U+O	N/A	N/A	A		1	29	-	554	1902:1826	689+6	79.7 : 79.7%
5/1	Honeysuckle Avenue Exit	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
6/1	A20 Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
7/1	Spire Court Exit	U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
8/1	A20 Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
Ped Link: P1	Honeysuckle Avenue Exit	-	N/A	-	G		1	12	-	0	-	0	0.0%
Ped Link: P2	Honeysuckle Avenue Approach	-	N/A	-	H		1	64	-	0	-	0	0.0%
Ped Link: P3	A20 Hythe Road WB Exit	-	N/A	-	I		1	9	-	0	-	0	0.0%
Ped Link: P4	A20 Hythe Road WB Approach	-	N/A	-	J		1	25	-	0	-	0	0.0%

Full Input Data And Results

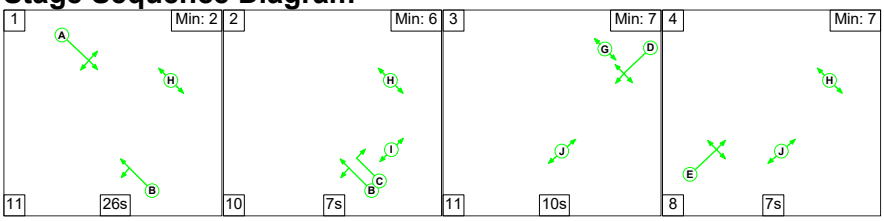
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3**	**2**	**0**	**11.2**	**5.7**	**0.0**	**16.9**	**-**	**-**	**-**	**-**
J25 Honeysuckle Avenue / A20 Hythe Road	**-**	**-**	**3**	**2**	**0**	**11.2**	**5.7**	**0.0**	**16.9**	**-**	**-**	**-**	**-**
1/2+1/1	289	289	-	-	-	3.1	2.0	-	5.1	63.1	4.0	2.0	6.0
2/1+2/2	605	605	-	-	-	3.1	1.6	-	4.7	27.9	7.4	1.6	8.9
3/1	7	7	-	-	-	0.1	0.0	-	0.1	49.8	0.2	0.0	0.2
4/1	173	173	-	-	-	1.0	0.2	-	1.2	24.6	3.0	0.2	3.2
4/2+4/3	554	554	3	2	0	3.9	1.9	0.0	5.8	37.9	12.3	1.9	14.2
5/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 11.8 Total Delay for Signalled Lanes (pcuHr): 16.87 Cycle Time (s): 90
PRC Over All Lanes (%): 11.8 Total Delay Over All Lanes(pcuHr): 16.87

Full Input Data And Results

Scenario 6: '2055 DS PM' (FG6: '2055 DS PM', Plan 2: 'Network Control Plan 2')

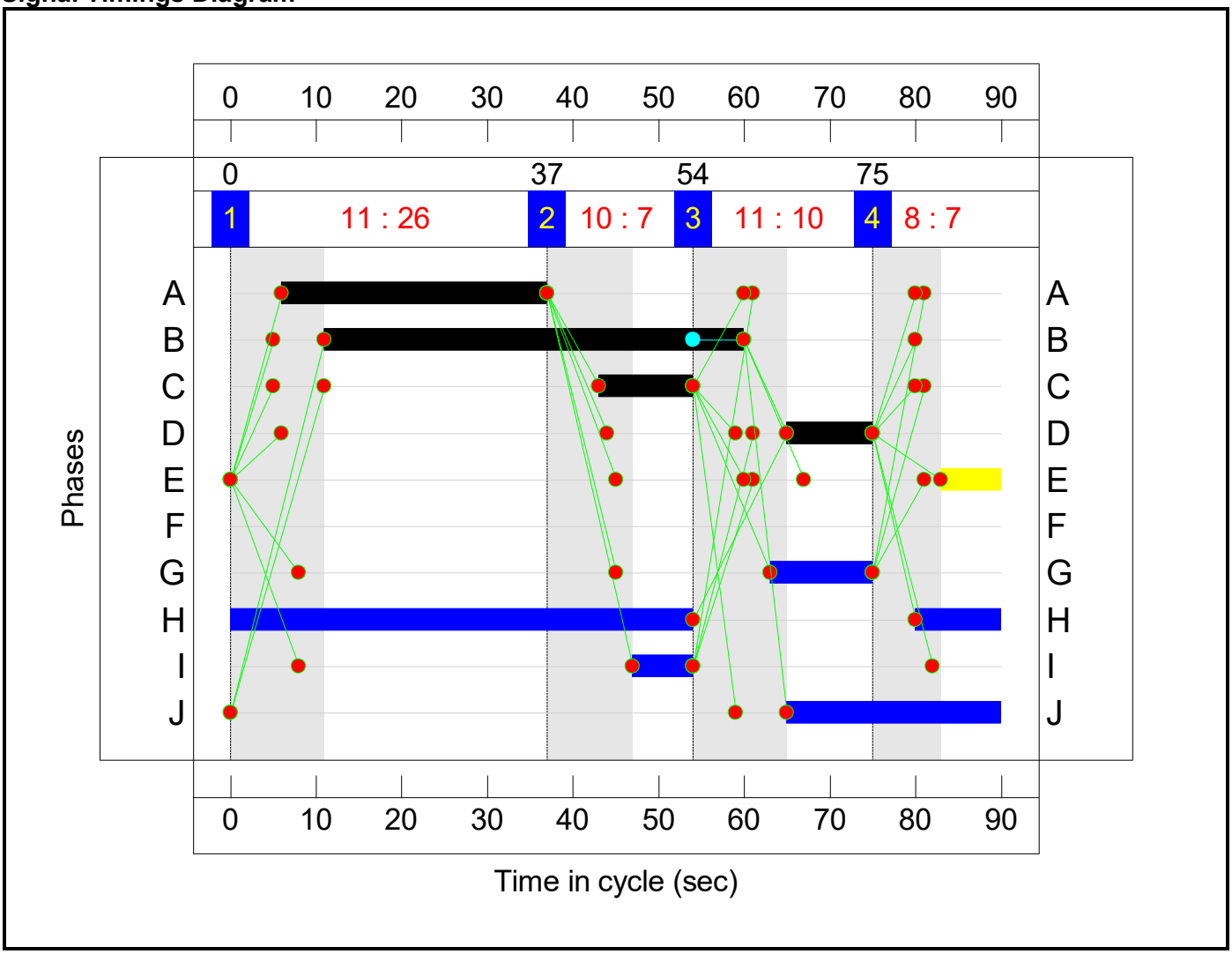
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	26	7	10	7
Change Point	0	37	54	75

Signal Timings Diagram

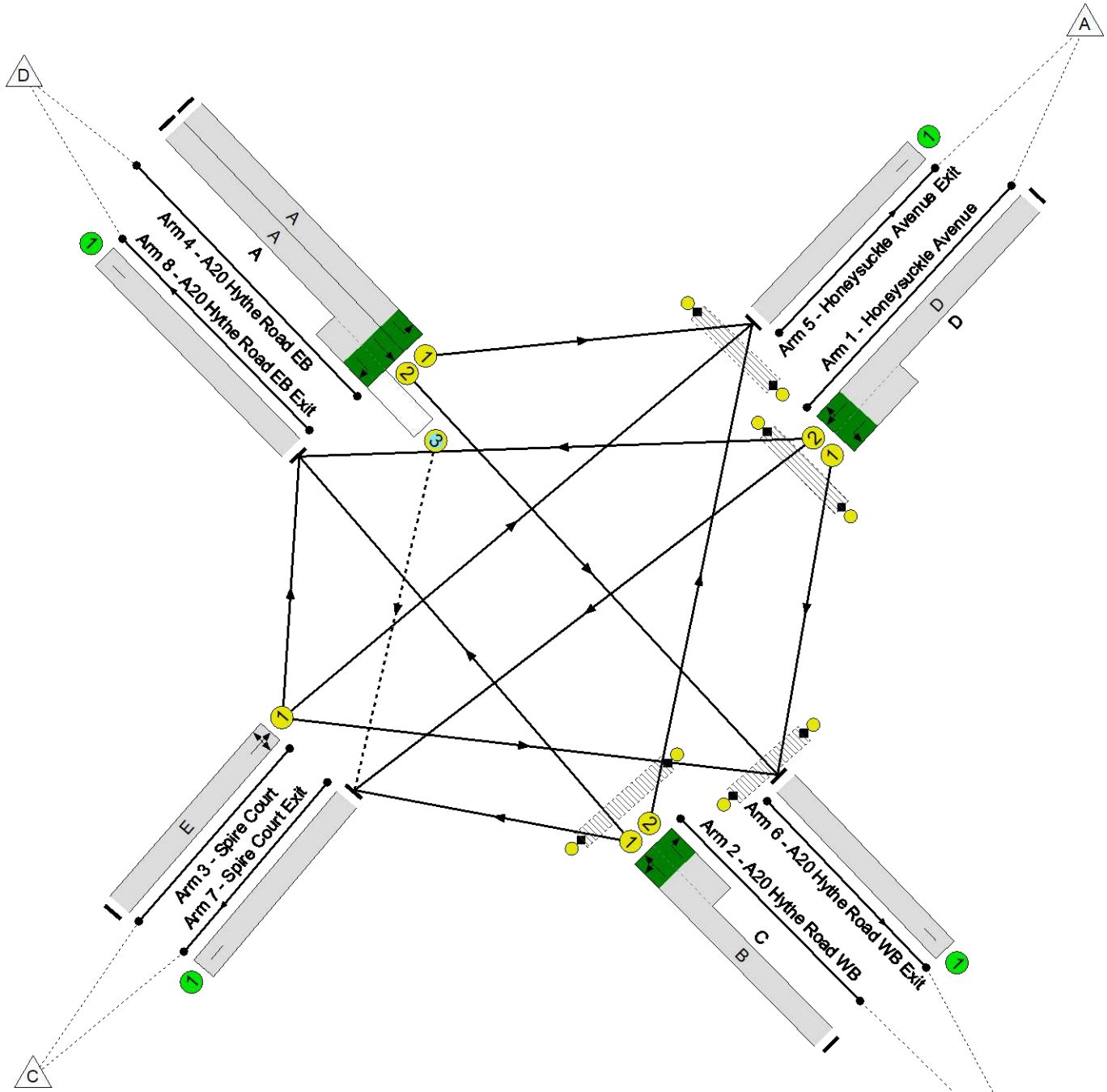


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

J25 Honeysuckle Avenue / A20 Hythe Road
PRC: 33.3 %
Total Traffic Delay: 11.6 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**
J25 Honeysuckle Avenue / A20 Hythe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**
1/2+1/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		1	10	-	280	1855:1709	252+163	67.5 : 67.5%
2/1+2/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B C		1	49:11	-	539	1952:1714	870+133	52.5 : 61.5%
3/1	Spire Court Ahead Right Left	U	N/A	N/A	E		1	7	-	2	1567	139	1.4%
4/1	A20 Hythe Road EB Left	U	N/A	N/A	A		1	31	-	126	1603	659	19.1%
4/2+4/3	A20 Hythe Road EB Ahead Right	U+O	N/A	N/A	A		1	31	-	515	1902:1826	777+2	66.1 : 66.1%
5/1	Honeysuckle Avenue Exit	U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
6/1	A20 Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
7/1	Spire Court Exit	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
8/1	A20 Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
Ped Link: P1	Honeysuckle Avenue Exit	-	N/A	-	G		1	12	-	0	-	0	0.0%
Ped Link: P2	Honeysuckle Avenue Approach	-	N/A	-	H		1	64	-	0	-	0	0.0%
Ped Link: P3	A20 Hythe Road WB Exit	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P4	A20 Hythe Road WB Approach	-	N/A	-	J		1	25	-	0	-	0	0.0%

Full Input Data And Results

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	**-**	**-**	**1**	**0**	**0**	**8.9**	**2.7**	**0.0**	**11.6**	**-**	**-**	**-**	**-**
J25 Honeysuckle Avenue / A20 Hythe Road	**-**	**-**	**1**	**0**	**0**	**8.9**	**2.7**	**0.0**	**11.6**	**-**	**-**	**-**	**-**
1/2+1/1	280	280	-	-	-	2.8	1.0	-	3.8	49.0	4.0	1.0	5.0
2/1+2/2	539	539	-	-	-	2.5	0.6	-	3.0	20.3	6.9	0.6	7.5
3/1	2	2	-	-	-	0.0	0.0	-	0.0	50.9	0.0	0.0	0.1
4/1	126	126	-	-	-	0.6	0.1	-	0.7	20.3	2.0	0.1	2.1
4/2+4/3	515	515	1	0	0	3.1	1.0	0.0	4.0	28.2	10.3	1.0	11.3
5/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

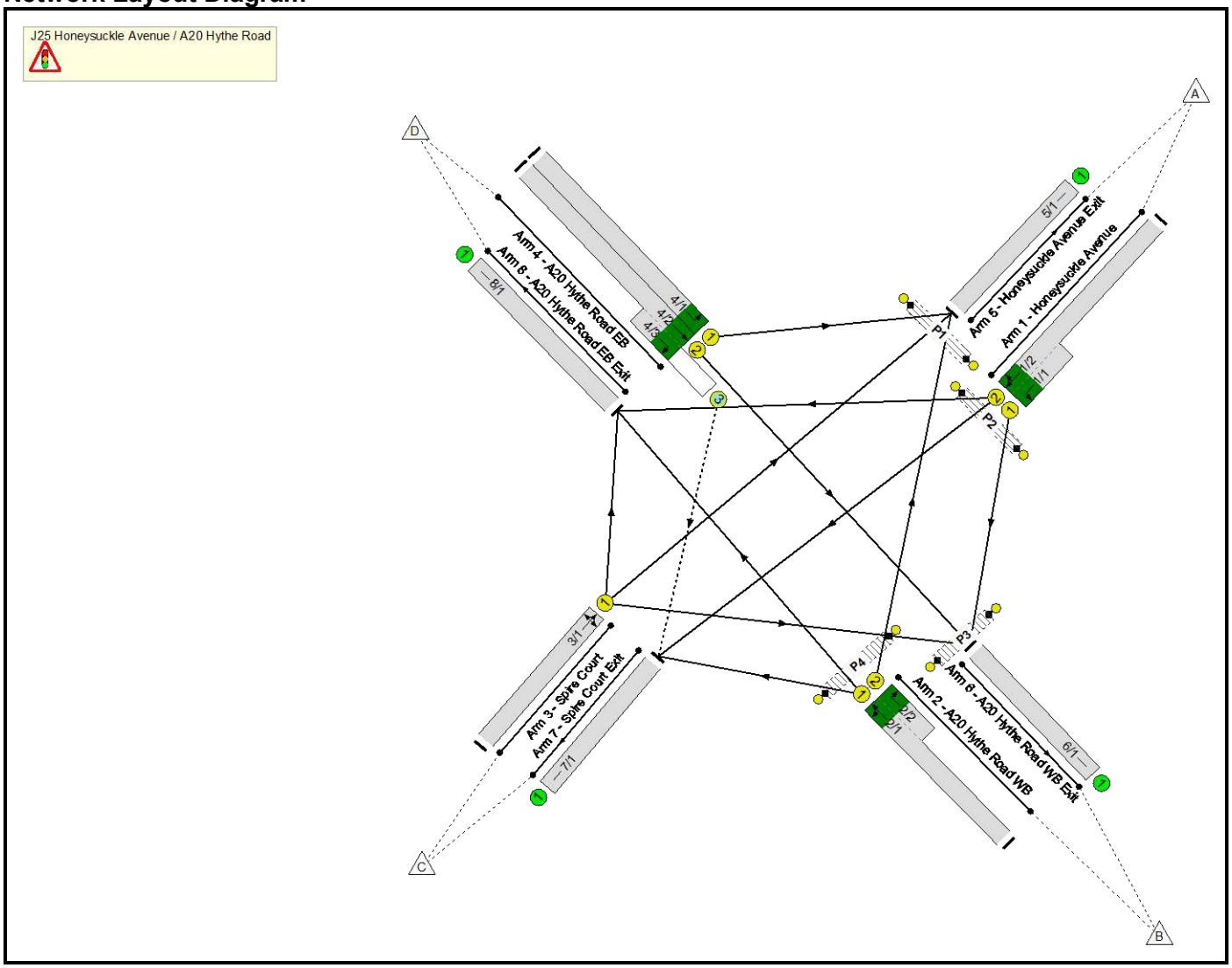
C1 PRC for Signalled Lanes (%): 33.3 Total Delay for Signalled Lanes (pcuHr): 11.64 Cycle Time (s): 90
PRC Over All Lanes (%): 33.3 Total Delay Over All Lanes(pcuHr): 11.64

Full Input Data And Results

User and Project Details

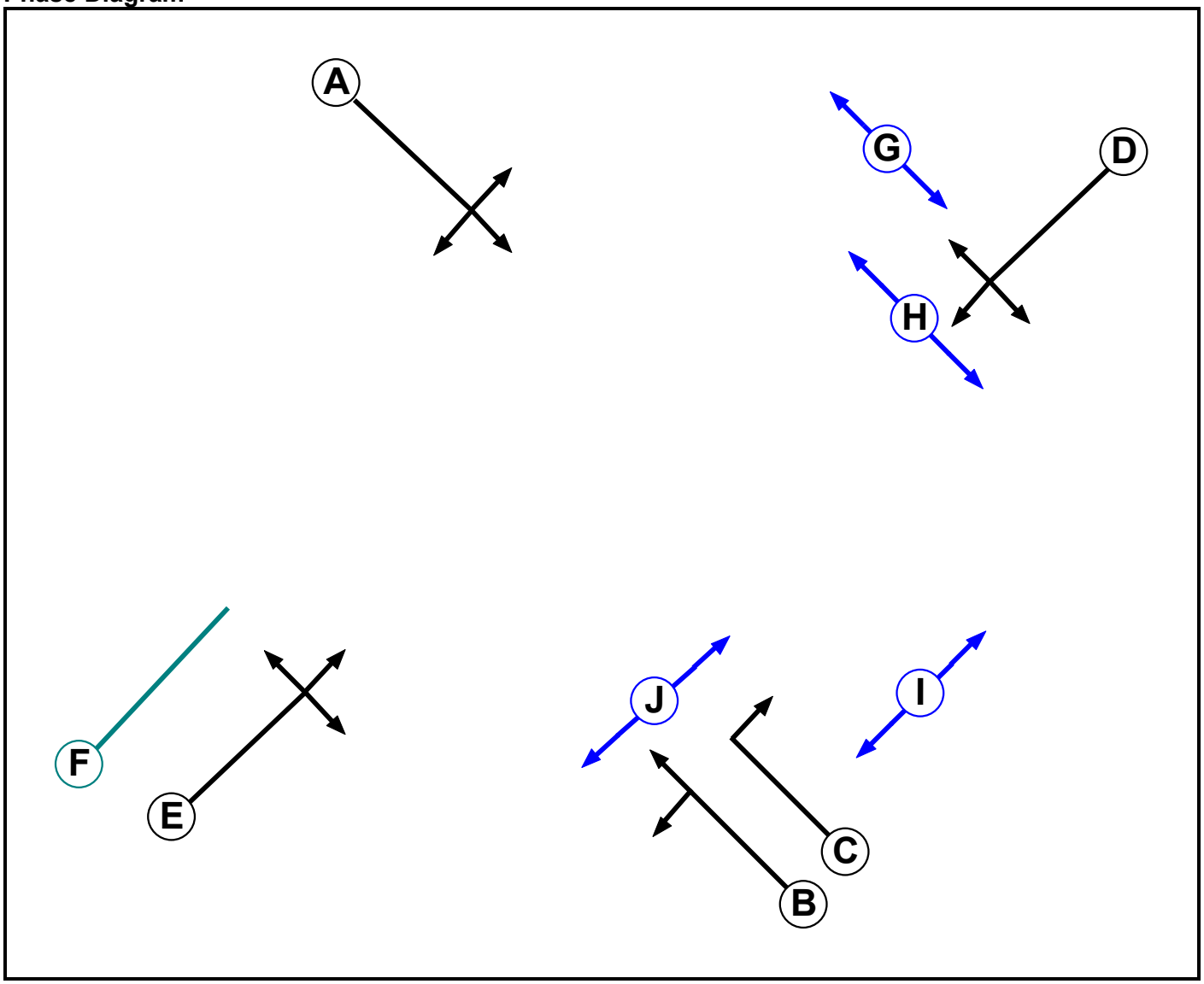
Project:	
Title:	
Location:	
Additional detail:	
File name:	J25_HoneysuckleAve.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Dummy		7	7
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	6

Full Input Data And Results

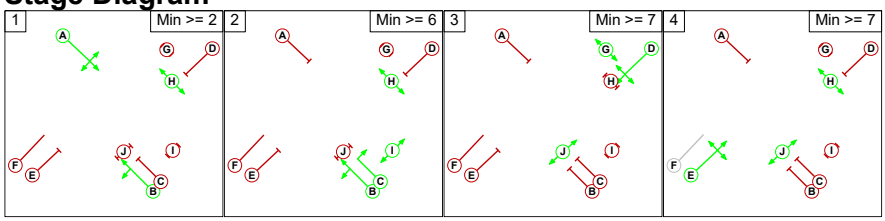
Phase Intergreens Matrix

Terminating Phase	Starting Phase									
	A	B	C	D	E	F	G	H	I	J
A		-	6	7	8	-	8	-	10	-
B	-		-	5	7	8	-	-	-	5
C	6	-		5	6	-	9	-	-	5
D	5	5	5		8	9	-	5	7	-
E	6	5	5	6		-	8	-	8	-
F	-	5	-	5	-		-	-	-	-
G	6	-	6	-	6	-		-	-	-
H	-	-	-	11	-	-	-		-	-
I	7	-	-	7	7	-	-	-		-
J	-	11	11	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B H
2	B C H I
3	D G J
4	E H J

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	3	B	Losing	6	6
3	1	D	Losing	1	1

Prohibited Stage Change

From Stage	To Stage			
	1	2	3	4
1		10	11	8
2	7		11	7
3	11	11		8
4	11	11	11	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J25 Honeysuckle Avenue / A20 Hythe Road											
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)**
4/3 (A20 Hythe Road EB)	7/1 (Right)	1439	0	2/1	1.09	All	4.00	-	0.50	4	4.00

Full Input Data And Results

Lane Input Data

Junction: J25 Honeysuckle Avenue / A20 Hythe Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Honeysuckle Avenue)	U	D	2	3	5.5	Geom	-	3.08	0.00	Y	Arm 6 Left	12.01
1/2 (Honeysuckle Avenue)	U	D	2	3	60.0	Geom	-	3.37	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	28.81
2/1 (A20 Hythe Road WB)	U	B	2	3	60.0	Geom	-	3.37	0.00	Y	Arm 7 Left	8.06
											Arm 8 Ahead	Inf
2/2 (A20 Hythe Road WB)	U	C	2	3	4.9	Geom	-	3.34	0.00	Y	Arm 5 Right	10.94
3/1 (Spire Court)	U	E	2	3	60.0	Geom	-	3.43	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	18.00
											Arm 8 Left	6.02
4/1 (A20 Hythe Road EB)	U	A	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Left	7.03
4/2 (A20 Hythe Road EB)	U	A	2	3	60.0	User	1902	-	-	-	-	-
4/3 (A20 Hythe Road EB)	O	A	2	3	4.3	Geom	-	3.60	0.00	N	Arm 7 Right	9.46
5/1 (Honeysuckle Avenue Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A20 Hythe Road WB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Spire Court Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A20 Hythe Road EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM'	08:00	09:00	01:00	
2: '2025 PM'	17:00	18:00	01:00	
3: '2055 DM AM'	08:00	09:00	01:00	
4: '2055 DM PM'	17:00	18:00	01:00	
5: '2055 DS AM'	08:00	09:00	01:00	
6: '2055 DS PM'	17:00	18:00	01:00	

Scenario 1: '2055 DS VM AM' (FG5: '2055 DS AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	123	1	165	289
	B	145	0	0	466	611
	C	2	3	0	2	7
	D	173	551	5	0	729
	Tot.	320	677	6	633	1636

Traffic Lane Flows

Lane	Scenario 1: 2055 DS VM AM
Junction: J25 Honeysuckle Avenue / A20 Hythe Road	
1/1 (short)	123
1/2 (with short)	289(In) 166(Out)
2/1 (with short)	611(In) 466(Out)
2/2 (short)	145
3/1	7
4/1	173
4/2 (with short)	556(In) 551(Out)
4/3 (short)	5
5/1	320
6/1	677
7/1	6
8/1	633

Full Input Data And Results

Lane Saturation Flows

Junction: J25 Honeysuckle Avenue / A20 Hythe Road								
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 (Honeysuckle Avenue)	3.08	0.00	Y	Arm 6 Left	12.01	100.0 %	1709	1709
1/2 (Honeysuckle Avenue)	3.37	0.00	Y	Arm 7 Ahead	Inf	0.6 %	1856	1856
				Arm 8 Right	28.81	99.4 %		
2/1 (A20 Hythe Road WB)	3.37	0.00	Y	Arm 7 Left	8.06	0.0 %	1952	1952
				Arm 8 Ahead	Inf	100.0 %		
2/2 (A20 Hythe Road WB)	3.34	0.00	Y	Arm 5 Right	10.94	100.0 %	1714	1714
3/1 (Spire Court)	3.43	0.00	Y	Arm 5 Ahead	Inf	28.6 %	1769	1769
				Arm 6 Right	18.00	42.9 %		
				Arm 8 Left	6.02	28.6 %		
4/1 (A20 Hythe Road EB)	3.30	0.00	Y	Arm 5 Left	7.03	100.0 %	1603	1603
4/2 (A20 Hythe Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1902	1902
4/3 (A20 Hythe Road EB)	3.60	0.00	N	Arm 7 Right	9.46	100.0 %	1826	1826
5/1 (Honeysuckle Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Hythe Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Spire Court Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A20 Hythe Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2055 DS VM PM' (FG6: '2055 DS PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	110	0	170	280
	B	82	0	0	464	546
	C	0	0	0	2	2
	D	126	514	1	0	641
	Tot.	208	624	1	636	1469

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2055 DS VM PM
Junction: J25 Honeysuckle Avenue / A20 Hythe Road	
1/1 (short)	110
1/2 (with short)	280(In) 170(Out)
2/1 (with short)	546(In) 464(Out)
2/2 (short)	82
3/1	2
4/1	126
4/2 (with short)	515(In) 514(Out)
4/3 (short)	1
5/1	208
6/1	624
7/1	1
8/1	636

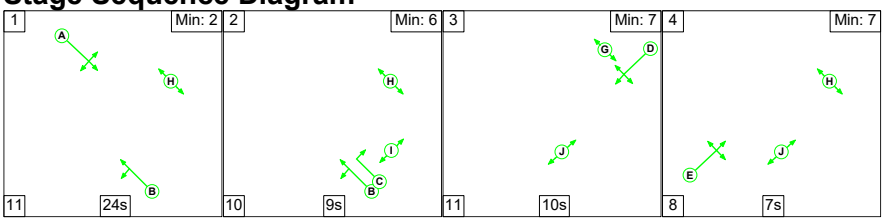
Full Input Data And Results

Lane Saturation Flows

Junction: J25 Honeysuckle Avenue / A20 Hythe Road								
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 (Honeysuckle Avenue)	3.08	0.00	Y	Arm 6 Left	12.01	100.0 %	1709	1709
1/2 (Honeysuckle Avenue)	3.37	0.00	Y	Arm 7 Ahead	Inf	0.0 %	1855	1855
				Arm 8 Right	28.81	100.0 %		
2/1 (A20 Hythe Road WB)	3.37	0.00	Y	Arm 7 Left	8.06	0.0 %	1952	1952
				Arm 8 Ahead	Inf	100.0 %		
2/2 (A20 Hythe Road WB)	3.34	0.00	Y	Arm 5 Right	10.94	100.0 %	1714	1714
3/1 (Spire Court)	3.43	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1567	1567
				Arm 6 Right	18.00	0.0 %		
				Arm 8 Left	6.02	100.0 %		
4/1 (A20 Hythe Road EB)	3.30	0.00	Y	Arm 5 Left	7.03	100.0 %	1603	1603
4/2 (A20 Hythe Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1902	1902
4/3 (A20 Hythe Road EB)	3.60	0.00	N	Arm 7 Right	9.46	100.0 %	1826	1826
5/1 (Honeysuckle Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A20 Hythe Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Spire Court Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A20 Hythe Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2055 DS VM AM' (FG5: '2055 DS AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

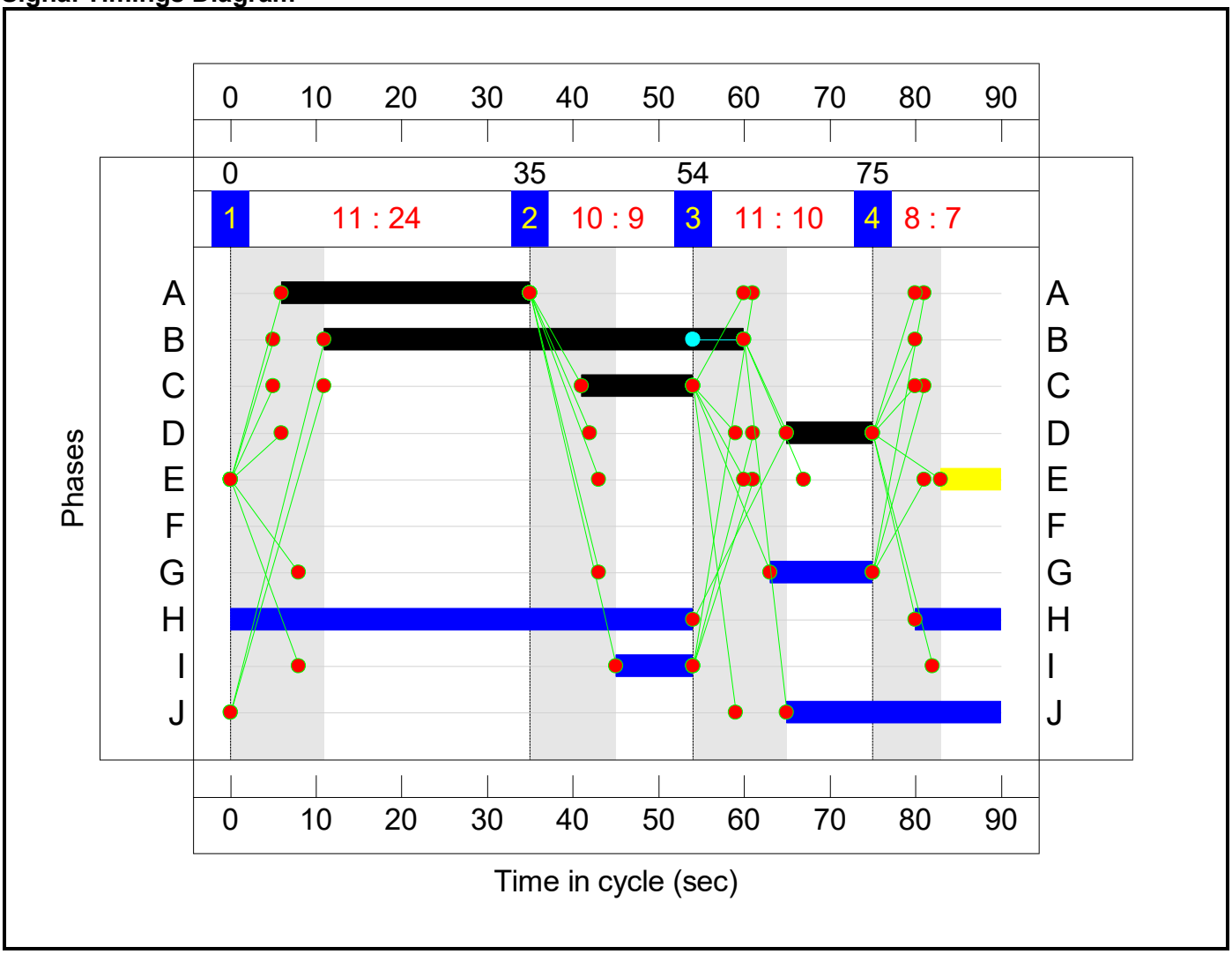


Stage Timings

Stage	1	2	3	4
Duration	24	9	10	7
Change Point	0	35	54	75

Full Input Data And Results

Signal Timings Diagram

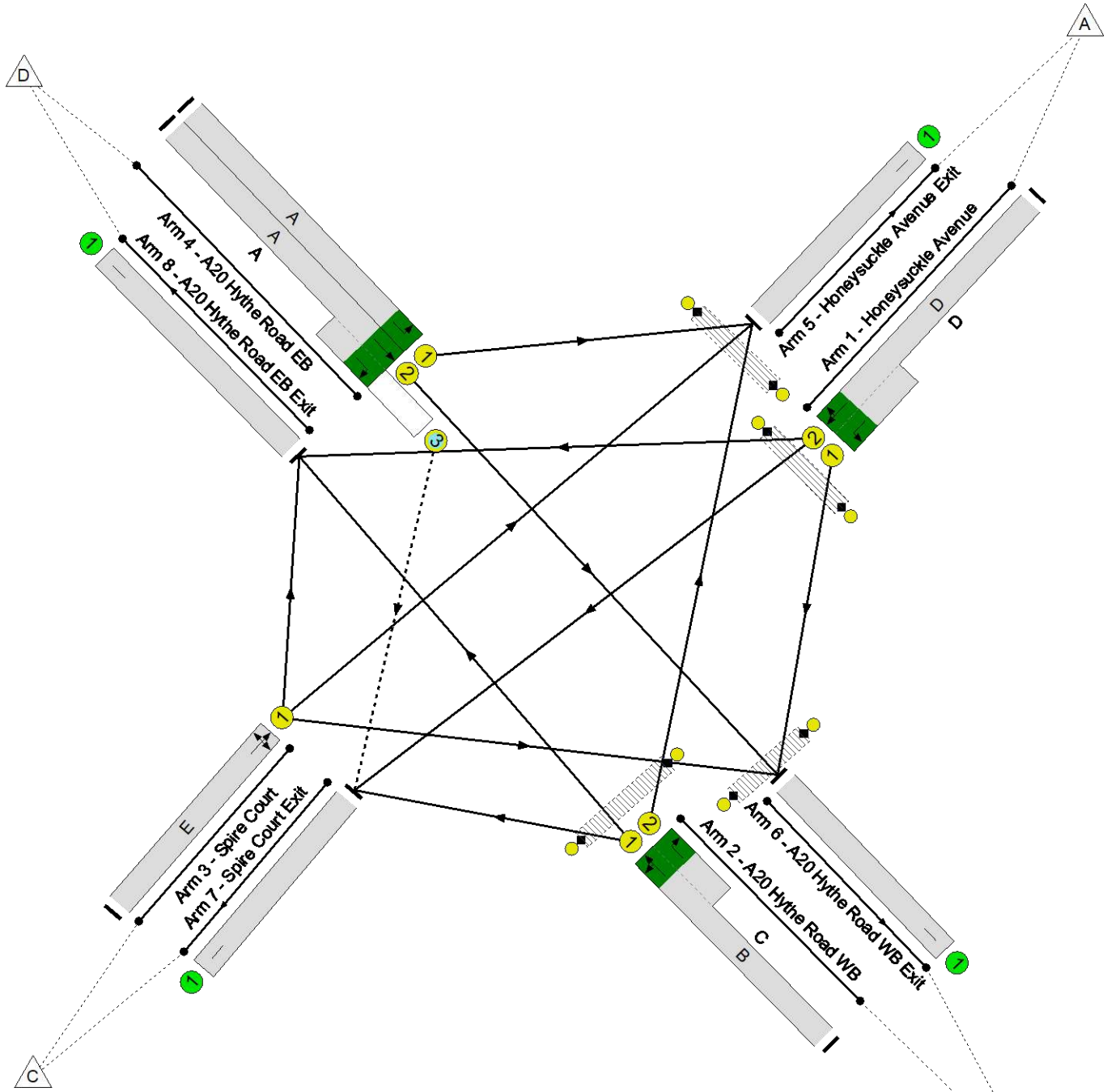


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

J25 Honeysuckle Avenue / A20 Hythe Road
PRC: 11.8 %
Total Traffic Delay: 17.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.5%**
J25 Honeysuckle Avenue / A20 Hythe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.5%**
1/2+1/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		1	10	-	289	1856:1709	206+153	80.5 : 80.5%
2/1+2/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B C		1	49:13	-	611	1952:1714	612+190	76.1 : 76.1%
3/1	Spire Court Ahead Right Left	U	N/A	N/A	E		1	7	-	7	1769	157	4.5%
4/1	A20 Hythe Road EB Left	U	N/A	N/A	A		1	29	-	173	1603	588	29.4%
4/2+4/3	A20 Hythe Road EB Ahead Right	U+O	N/A	N/A	A		1	29	-	556	1902:1826	689+6	80.0 : 80.0%
5/1	Honeysuckle Avenue Exit	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
6/1	A20 Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
7/1	Spire Court Exit	U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
8/1	A20 Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
Ped Link: P1	Honeysuckle Avenue Exit	-	N/A	-	G		1	12	-	0	-	0	0.0%
Ped Link: P2	Honeysuckle Avenue Approach	-	N/A	-	H		1	64	-	0	-	0	0.0%
Ped Link: P3	A20 Hythe Road WB Exit	-	N/A	-	I		1	9	-	0	-	0	0.0%
Ped Link: P4	A20 Hythe Road WB Approach	-	N/A	-	J		1	25	-	0	-	0	0.0%

Full Input Data And Results

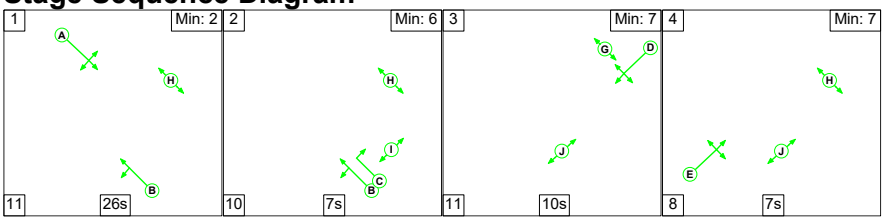
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3**	**2**	**0**	**11.3**	**5.7**	**0.0**	**17.0**	**-**	**-**	**-**	**-**
J25 Honeysuckle Avenue / A20 Hythe Road	**-**	**-**	**3**	**2**	**0**	**11.3**	**5.7**	**0.0**	**17.0**	**-**	**-**	**-**	**-**
1/2+1/1	289	289	-	-	-	3.1	2.0	-	5.1	63.1	4.0	2.0	6.0
2/1+2/2	611	611	-	-	-	3.2	1.6	-	4.7	27.8	7.6	1.6	9.2
3/1	7	7	-	-	-	0.1	0.0	-	0.1	49.8	0.2	0.0	0.2
4/1	173	173	-	-	-	1.0	0.2	-	1.2	24.6	3.0	0.2	3.2
4/2+4/3	556	556	3	2	0	3.9	1.9	0.0	5.9	38.1	12.3	1.9	14.3
5/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 11.8 Total Delay for Signalled Lanes (pcuHr): 16.95 Cycle Time (s): 90
PRC Over All Lanes (%): 11.8 Total Delay Over All Lanes(pcuHr): 16.95

Full Input Data And Results

Scenario 2: '2055 DS VM PM' (FG6: '2055 DS PM', Plan 2: 'Network Control Plan 2')

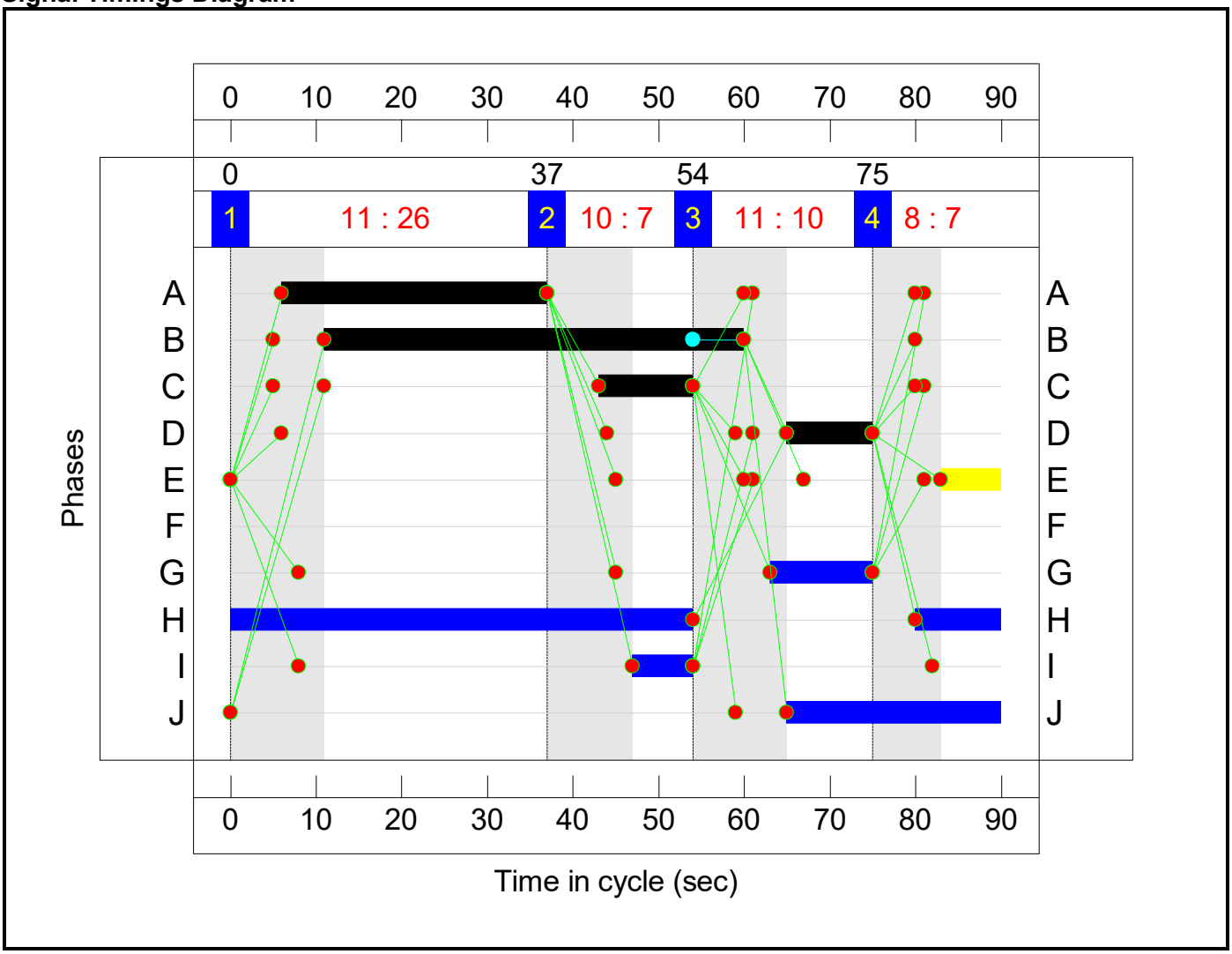
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	26	7	10	7
Change Point	0	37	54	75

Signal Timings Diagram

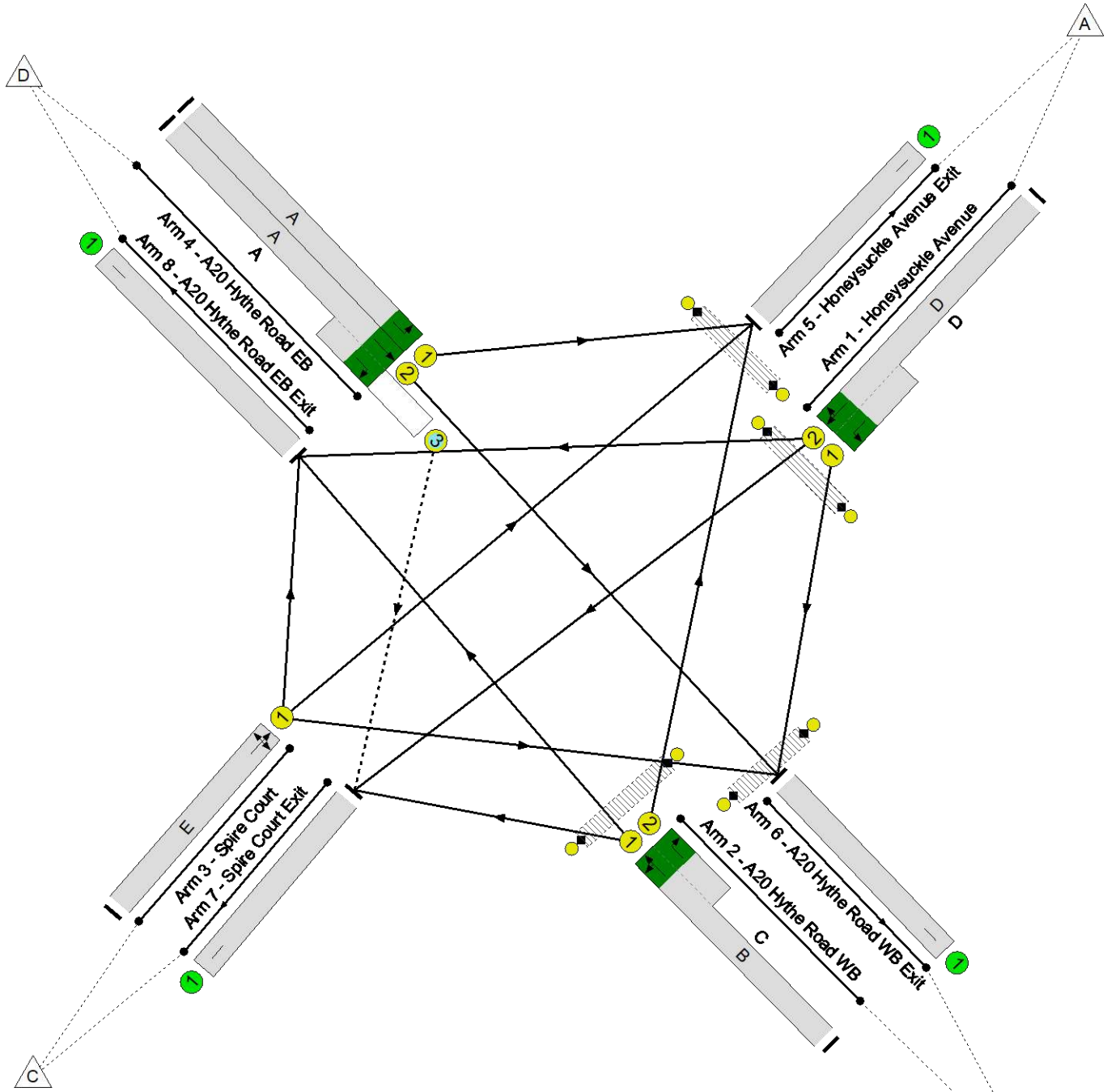


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

J25 Honeysuckle Avenue / A20 Hythe Road
PRC: 33.3 %
Total Traffic Delay: 11.7 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**
J25 Honeysuckle Avenue / A20 Hythe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**
1/2+1/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		1	10	-	280	1855:1709	252+163	67.5 : 67.5%
2/1+2/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B C		1	49:11	-	546	1952:1714	895+133	51.8 : 61.5%
3/1	Spire Court Ahead Right Left	U	N/A	N/A	E		1	7	-	2	1567	139	1.4%
4/1	A20 Hythe Road EB Left	U	N/A	N/A	A		1	31	-	126	1603	659	19.1%
4/2+4/3	A20 Hythe Road EB Ahead Right	U+O	N/A	N/A	A		1	31	-	515	1902:1826	777+2	66.1 : 66.1%
5/1	Honeysuckle Avenue Exit	U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
6/1	A20 Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
7/1	Spire Court Exit	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
8/1	A20 Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	636	Inf	Inf	0.0%
Ped Link: P1	Honeysuckle Avenue Exit	-	N/A	-	G		1	12	-	0	-	0	0.0%
Ped Link: P2	Honeysuckle Avenue Approach	-	N/A	-	H		1	64	-	0	-	0	0.0%
Ped Link: P3	A20 Hythe Road WB Exit	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P4	A20 Hythe Road WB Approach	-	N/A	-	J		1	25	-	0	-	0	0.0%

Full Input Data And Results

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	**-**	**-**	**1**	**0**	**0**	**9.0**	**2.7**	**0.0**	**11.7**	**-**	**-**	**-**	**-**
J25 Honeysuckle Avenue / A20 Hythe Road	**-**	**-**	**1**	**0**	**0**	**9.0**	**2.7**	**0.0**	**11.7**	**-**	**-**	**-**	**-**
1/2+1/1	280	280	-	-	-	2.8	1.0	-	3.8	49.0	4.0	1.0	5.0
2/1+2/2	546	546	-	-	-	2.5	0.6	-	3.1	20.2	7.2	0.6	7.7
3/1	2	2	-	-	-	0.0	0.0	-	0.0	50.9	0.0	0.0	0.1
4/1	126	126	-	-	-	0.6	0.1	-	0.7	20.3	2.0	0.1	2.1
4/2+4/3	515	515	1	0	0	3.1	1.0	0.0	4.0	28.2	10.3	1.0	11.3
5/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 33.3 Total Delay for Signalled Lanes (pcuHr): 11.65 Cycle Time (s): 90
PRC Over All Lanes (%): 33.3 Total Delay Over All Lanes(pcuHr): 11.65

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: J26_Aldington Rd_Lympne Hill.j11

[redacted]

Report generation date: 17/09/2026 10:14:33

»2025 | | AM
»2025 | | PM
»2055 | DM | AM
»2055 | DM | PM
»2055 | DS | AM
»2055 | DS | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025					
Stream B-C	0.4	6.95	0.27	0.1	5.71	0.11
Stream B-A	0.0	7.93	0.01	0.0	8.40	0.02
Stream C-AB	0.2	7.33	0.17	0.5	8.46	0.31
	2055 - DM					
Stream B-C	1.0	11.68	0.49	0.4	8.00	0.29
Stream B-A	0.0	11.59	0.02	0.0	11.39	0.03
Stream C-AB	0.8	11.59	0.42	1.3	13.87	0.55
	2055 - DS					
Stream B-C	1.8	14.34	0.64	0.8	9.22	0.44
Stream B-A	0.0	12.14	0.02	0.0	11.63	0.03
Stream C-AB	1.6	14.50	0.61	3.3	22.76	0.76

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.

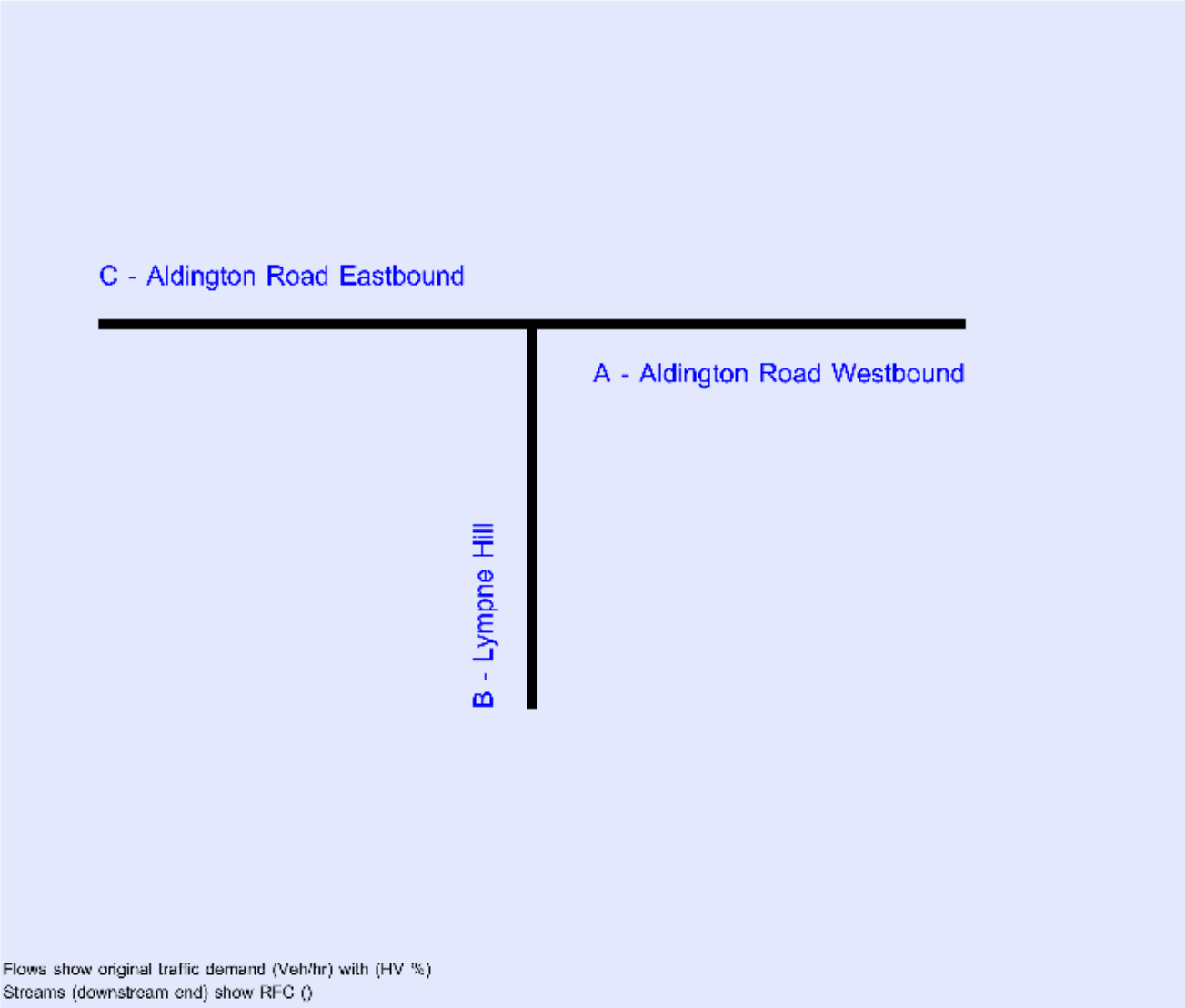
File summary

File Description

Title	J12 Otterpool Park_Base Model
Location	Aldington Rd - Lympne Hill
Site number	
Date	09/08/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	For 2050 DM (AM & PM) Scenario following arm structure is followed A - Adlington Rd WB B - Lympne St C - Adlington Rd EB as the arm structure give in forecast flows matrix is not realistic (as Arm B is minor arm in PICADY Model)

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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018		AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D15,D16,D17,D18,D19,D20	100.000	100.000

2025 | | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Lympne Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.40	A

Arms

Arms

Arm	Name	Description	Arm type
A	Aldington Road Westbound		Major
B	Lympne Hill		Minor
C	Aldington Road Eastbound		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 - Aldington Road Eastbound	6.00			50.6	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Lympne Hill	One lane plus flare	10.00	9.22	5.27	3.51	2.68	✓	2.00	34	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	513	0.093	0.236	0.149	0.337
B-C	724	0.111	0.280	-	-
C-B	603	0.234	0.234	-	-

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	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2025	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Aldington Road Westbound		ONE HOUR	✓	32	100.000
B - Lympne Hill		ONE HOUR	✓	175	100.000
C - Aldington Road Eastbound		ONE HOUR	✓	147	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Aldington Road Westbound	B - Lympne Hill	C - Aldington Road Eastbound
From	A - Aldington Road Westbound	0	4	28
	B - Lympne Hill	4	0	171
	C - Aldington Road Eastbound	55	92	0

Proportions

		To		
		A - Aldington Road Westbound	B - Lympne Hill	Ald Eas
From	A - Aldington Road Westbound	0.00	0.13	
	B - Lympne Hill	0.02	0.00	
	C - Aldington Road Eastbound	0.37	0.63	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Aldington Road Westbound	B - Lympne Hill	C - Aldington Road Eastbound
From	A - Aldington Road Westbound	0	0	0
	B - Lympne Hill	0	0	1
	C - Aldington Road Eastbound	0	2	0

Average PCU Per Veh

		To		
		A - Aldington Road Westbound	B - Lympne Hill	Ald Eas
From	A - Aldington Road Westbound	1.000	1.000	
	B - Lympne Hill	1.000	1.000	
	C - Aldington Road Eastbound	1.000	1.020	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Aldington Road Westbound	07:45-08:00	24	24
	08:00-08:15	29	29
	08:15-08:30	35	35
	08:30-08:45	35	35
	08:45-09:00	29	29
	09:00-09:15	24	24
B - Lympne Hill	07:45-08:00	132	133
	08:00-08:15	157	159
	08:15-08:30	193	195
	08:30-08:45	193	195
	08:45-09:00	157	159
	09:00-09:15	132	133
C - Aldington Road Eastbound	07:45-08:00	111	112
	08:00-08:15	132	134
	08:15-08:30	162	164
	08:30-08:45	162	164
	08:45-09:00	132	134
	09:00-09:15	111	112

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.27	6.95	0.4	A	157	235
B-A	0.01	7.93	0.0	A	4	6
C-AB	0.17	7.33	0.2	A	86	128
C-A					49	74
A-B					4	6
A-C					26	39

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	0.00	709	0.181	128	0.0	0.2	6.181	A
B-A	3	0.75	0.00	477	0.006	3	0.0	0.0	7.594	A
C-AB	70	17	0.00	591	0.118	69	0.0	0.1	6.893	A
C-A	41	10	0.00			41				
A-B	3	0.75	0.00			3				
A-C	21	5	0.00			21				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	154	38	0.00	708	0.217	154	0.2	0.3	6.489	A
B-A	4	0.90	0.00	469	0.008	4	0.0	0.0	7.728	A
C-AB	84	21	0.00	592	0.141	84	0.1	0.2	7.077	A
C-A	48	12	0.00			48				
A-B	4	0.90	0.00			4				
A-C	25	6	0.00			25				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	188	47	0.00	706	0.267	188	0.3	0.4	6.944	A
B-A	4	1	0.00	459	0.010	4	0.0	0.0	7.925	A
C-AB	103	26	0.00	594	0.174	103	0.2	0.2	7.327	A
C-A	59	15	0.00			59				
A-B	4	1	0.00			4				
A-C	31	8	0.00			31				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	188	47	0.00	706	0.267	188	0.4	0.4	6.952	A
B-A	4	1	0.00	459	0.010	4	0.0	0.0	7.927	A
C-AB	103	26	0.00	594	0.174	103	0.2	0.2	7.330	A
C-A	59	15	0.00			59				
A-B	4	1	0.00			4				
A-C	31	8	0.00			31				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	154	38	0.00	708	0.217	154	0.4	0.3	6.502	A
B-A	4	0.90	0.00	469	0.008	4	0.0	0.0	7.730	A
C-AB	84	21	0.00	592	0.141	84	0.2	0.2	7.088	A
C-A	48	12	0.00			48				
A-B	4	0.90	0.00			4				
A-C	25	6	0.00			25				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	0.00	709	0.181	129	0.3	0.2	6.203	A
B-A	3	0.75	0.00	477	0.006	3	0.0	0.0	7.598	A
C-AB	70	17	0.00	591	0.118	70	0.2	0.1	6.910	A
C-A	41	10	0.00			41				
A-B	3	0.75	0.00			3				
A-C	21	5	0.00			21				

2025 | | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Lympne Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.75	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2025	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Aldington Road Westbound		ONE HOUR	✓	21	100.000
B - Lympne Hill		ONE HOUR	✓	81	100.000
C - Aldington Road Eastbound		ONE HOUR	✓	230	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Aldington Road Westbound	B - Lympne Hill	C - Aldington Road Eastbound
From	A - Aldington Road Westbound	0	1	20
	B - Lympne Hill	7	0	74
	C - Aldington Road Eastbound	65	165	0

Proportions

		To		
		A - Aldington Road Westbound	B - Lympne Hill	Ald F East
From	A - Aldington Road Westbound	0.00	0.05	
	B - Lympne Hill	0.09	0.00	
	C - Aldington Road Eastbound	0.28	0.72	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Aldington Road Westbound	B - Lympne Hill	C - Aldington Road Eastbound
	A - Aldington Road Westbound	0	0	5
	B - Lympne Hill	0	0	0
	C - Aldington Road Eastbound	2	1	0

Average PCU Per Veh

	To			
From		A - Aldington Road Westbound	B - Lympne Hill	Ald R East
	A - Aldington Road Westbound	1.000	1.000	1
	B - Lympne Hill	1.000	1.000	1
	C - Aldington Road Eastbound	1.020	1.010	1

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Aldington Road Westbound	16:45-17:00	16	17
	17:00-17:15	19	20
	17:15-17:30	23	24
	17:30-17:45	23	24
	17:45-18:00	19	20
	18:00-18:15	16	17
B - Lympne Hill	16:45-17:00	61	61
	17:00-17:15	73	73
	17:15-17:30	89	89
	17:30-17:45	89	89
	17:45-18:00	73	73
	18:00-18:15	61	61
C - Aldington Road Eastbound	16:45-17:00	173	175
	17:00-17:15	207	209
	17:15-17:30	253	256
	17:30-17:45	253	256
	17:45-18:00	207	209
	18:00-18:15	173	175

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.11	5.71	0.1	A	68	102
B-A	0.02	8.40	0.0	A	6	10
C-AB	0.31	8.46	0.5	A	156	233
C-A					55	83
A-B					0.92	1
A-C					18	28

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	715	0.078	55	0.0	0.1	5.455	A
B-A	5	1	0.00	462	0.011	5	0.0	0.0	7.880	A
C-AB	126	32	0.00	604	0.209	125	0.0	0.3	7.506	A
C-A	47	12	0.00			47				
A-B	0.75	0.19	0.00			0.75				
A-C	15	4	0.00			15				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	714	0.093	66	0.1	0.1	5.562	A
B-A	6	2	0.00	451	0.014	6	0.0	0.0	8.091	A
C-AB	152	38	0.00	608	0.250	152	0.3	0.3	7.896	A
C-A	55	14	0.00			55				
A-B	0.90	0.22	0.00			0.90				
A-C	18	4	0.00			18				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	81	20	0.00	712	0.114	81	0.1	0.1	5.711	A
B-A	8	2	0.00	437	0.018	8	0.0	0.0	8.393	A
C-AB	188	47	0.00	614	0.307	188	0.3	0.5	8.446	A
C-A	65	16	0.00			65				
A-B	1	0.28	0.00			1				
A-C	22	6	0.00			22				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	81	20	0.00	712	0.114	81	0.1	0.1	5.711	A
B-A	8	2	0.00	436	0.018	8	0.0	0.0	8.396	A
C-AB	188	47	0.00	614	0.307	188	0.5	0.5	8.464	A
C-A	65	16	0.00			65				
A-B	1	0.28	0.00			1				
A-C	22	6	0.00			22				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	714	0.093	67	0.1	0.1	5.566	A
B-A	6	2	0.00	451	0.014	6	0.0	0.0	8.098	A
C-AB	152	38	0.00	608	0.250	152	0.5	0.3	7.921	A
C-A	55	14	0.00			55				
A-B	0.90	0.22	0.00			0.90				
A-C	18	4	0.00			18				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	715	0.078	56	0.1	0.1	5.463	A
B-A	5	1	0.00	462	0.011	5	0.0	0.0	7.891	A
C-AB	126	32	0.00	604	0.209	127	0.3	0.3	7.548	A
C-A	47	12	0.00			47				
A-B	0.75	0.19	0.00			0.75				
A-C	15	4	0.00			15				

2055 | DM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Lympne Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2055	DM	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Aldington Road Westbound		ONE HOUR	✓	357	100.000
B - Lympne Hill		ONE HOUR	✓	277	100.000
C - Aldington Road Eastbound		ONE HOUR	✓	255	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Aldington Road Westbound	B - Lympne Hill	C - Aldington Road Eastbound
From	A - Aldington Road Westbound	0	6	351
	B - Lympne Hill	6	0	271
	C - Aldington Road Eastbound	63	192	0

Proportions

		To		
		A - Aldington Road Westbound	B - Lympne Hill	Ald Eas
From	A - Aldington Road Westbound	0.00	0.02	
	B - Lympne Hill	0.02	0.00	
	C - Aldington Road Eastbound	0.25	0.75	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Aldington Road Westbound	B - Lympne Hill	C - Aldington Road Eastbound
	A - Aldington Road Westbound	0	0	0
	B - Lympne Hill	0	0	1
	C - Aldington Road Eastbound	0	1	0

Average PCU Per Veh

	To			
From		A - Aldington Road Westbound	B - Lympne Hill	Ald R East
	A - Aldington Road Westbound	1.000	1.000	1
	B - Lympne Hill	1.000	1.000	1
	C - Aldington Road Eastbound	1.000	1.012	1

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Aldington Road Westbound	07:45-08:00	269	269
	08:00-08:15	321	321
	08:15-08:30	393	393
	08:30-08:45	393	393
	08:45-09:00	321	321
	09:00-09:15	269	269
B - Lympne Hill	07:45-08:00	209	210
	08:00-08:15	249	251
	08:15-08:30	305	308
	08:30-08:45	305	308
	08:45-09:00	249	251
	09:00-09:15	209	210
C - Aldington Road Eastbound	07:45-08:00	192	194
	08:00-08:15	229	231
	08:15-08:30	281	283
	08:30-08:45	281	283
	08:45-09:00	229	231
	09:00-09:15	192	194

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.49	11.68	1.0	B	249	373
B-A	0.02	11.59	0.0	B	6	8
C-AB	0.42	11.59	0.8	B	184	275
C-A					50	76
A-B					6	8
A-C					322	483

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	204	51	0.00	642	0.318	202	0.0	0.5	8.153	A
B-A	5	1	0.00	390	0.012	4	0.0	0.0	9.346	A
C-AB	148	37	0.00	547	0.271	147	0.0	0.4	8.960	A
C-A	44	11	0.00			44				
A-B	5	1	0.00			5				
A-C	264	66	0.00			264				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	244	61	0.00	627	0.389	243	0.5	0.6	9.355	A
B-A	5	1	0.00	361	0.015	5	0.0	0.0	10.111	B
C-AB	179	45	0.00	541	0.331	178	0.4	0.5	9.918	A
C-A	50	13	0.00			50				
A-B	5	1	0.00			5				
A-C	316	79	0.00			316				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	298	75	0.00	607	0.492	297	0.6	0.9	11.583	B
B-A	7	2	0.00	318	0.021	7	0.0	0.0	11.564	B
C-AB	224	56	0.00	535	0.418	223	0.5	0.7	11.517	B
C-A	57	14	0.00			57				
A-B	7	2	0.00			7				
A-C	386	97	0.00			386				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	298	75	0.00	607	0.492	298	0.9	1.0	11.678	B
B-A	7	2	0.00	317	0.021	7	0.0	0.0	11.588	B
C-AB	224	56	0.00	535	0.418	224	0.7	0.8	11.587	B
C-A	57	14	0.00			57				
A-B	7	2	0.00			7				
A-C	386	97	0.00			386				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	244	61	0.00	627	0.389	245	1.0	0.6	9.449	A
B-A	5	1	0.00	361	0.015	5	0.0	0.0	10.136	B
C-AB	179	45	0.00	541	0.331	180	0.8	0.5	9.999	A
C-A	50	13	0.00			50				
A-B	5	1	0.00			5				
A-C	316	79	0.00			316				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	204	51	0.00	642	0.318	205	0.6	0.5	8.249	A
B-A	5	1	0.00	389	0.012	5	0.0	0.0	9.370	A
C-AB	148	37	0.00	547	0.271	149	0.5	0.4	9.050	A
C-A	44	11	0.00			44				
A-B	5	1	0.00			5				
A-C	264	66	0.00			264				

2055 | DM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Lympne Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2055	DM	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Aldington Road Westbound		ONE HOUR	✓	274	100.000
B - Lympne Hill		ONE HOUR	✓	177	100.000
C - Aldington Road Eastbound		ONE HOUR	✓	339	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Aldington Road Westbound	B - Lympne Hill	C - Aldington Road Eastbound
From	A - Aldington Road Westbound	0	2	272
	B - Lympne Hill	10	0	167
	C - Aldington Road Eastbound	75	264	0

Proportions

		To		
		A - Aldington Road Westbound	B - Lympne Hill	Ald Eas
From	A - Aldington Road Westbound	0.00	0.01	
	B - Lympne Hill	0.06	0.00	
	C - Aldington Road Eastbound	0.22	0.78	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Aldington Road Westbound	B - Lympne Hill	C - Aldington Road Eastbound
	A - Aldington Road Westbound	0	0	0
	B - Lympne Hill	0	0	0
	C - Aldington Road Eastbound	2	0	0

Average PCU Per Veh

	To			
From		A - Aldington Road Westbound	B - Lympne Hill	Ald R East
	A - Aldington Road Westbound	1.000	1.000	1
	B - Lympne Hill	1.000	1.000	1
	C - Aldington Road Eastbound	1.016	1.004	1

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Aldington Road Westbound	16:45-17:00	206	207
	17:00-17:15	246	247
	17:15-17:30	302	303
	17:30-17:45	302	303
	17:45-18:00	246	247
	18:00-18:15	206	207
B - Lympne Hill	16:45-17:00	133	133
	17:00-17:15	159	159
	17:15-17:30	195	195
	17:30-17:45	195	195
	17:45-18:00	159	159
	18:00-18:15	133	133
C - Aldington Road Eastbound	16:45-17:00	255	257
	17:00-17:15	305	307
	17:15-17:30	373	376
	17:30-17:45	373	376
	17:45-18:00	305	307
	18:00-18:15	255	257

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.29	8.00	0.4	A	153	230
B-A	0.03	11.39	0.0	B	9	14
C-AB	0.55	13.87	1.3	B	257	386
C-A					54	81
A-B					2	3
A-C					250	374

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	31	0.00	663	0.190	125	0.0	0.2	6.684	A
B-A	8	2	0.00	388	0.019	7	0.0	0.0	9.454	A
C-AB	206	52	0.00	573	0.360	204	0.0	0.6	9.698	A
C-A	49	12	0.00			49				
A-B	2	0.38	0.00			2				
A-C	205	51	0.00			205				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	150	38	0.00	650	0.231	150	0.2	0.3	7.189	A
B-A	9	2	0.00	363	0.025	9	0.0	0.0	10.178	B
C-AB	250	63	0.00	573	0.437	249	0.6	0.8	11.114	B
C-A	54	14	0.00			54				
A-B	2	0.45	0.00			2				
A-C	245	61	0.00			245				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	184	46	0.00	634	0.290	183	0.3	0.4	7.990	A
B-A	11	3	0.00	328	0.034	11	0.0	0.0	11.363	B
C-AB	316	79	0.00	575	0.548	314	0.8	1.3	13.685	B
C-A	58	14	0.00			58				
A-B	2	0.55	0.00			2				
A-C	299	75	0.00			299				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	184	46	0.00	634	0.290	184	0.4	0.4	8.005	A
B-A	11	3	0.00	327	0.034	11	0.0	0.0	11.387	B
C-AB	316	79	0.00	576	0.548	315	1.3	1.3	13.870	B
C-A	58	14	0.00			58				
A-B	2	0.55	0.00			2				
A-C	299	75	0.00			299				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	150	38	0.00	650	0.231	151	0.4	0.3	7.207	A
B-A	9	2	0.00	362	0.025	9	0.0	0.0	10.209	B
C-AB	250	63	0.00	573	0.437	252	1.3	0.8	11.307	B
C-A	54	14	0.00			54				
A-B	2	0.45	0.00			2				
A-C	245	61	0.00			245				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	31	0.00	662	0.190	126	0.3	0.2	6.713	A
B-A	8	2	0.00	387	0.019	8	0.0	0.0	9.487	A
C-AB	206	52	0.00	573	0.360	207	0.8	0.6	9.875	A
C-A	49	12	0.00			49				
A-B	2	0.38	0.00			2				
A-C	205	51	0.00			205				

2055 | DS | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Lympne Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		12.87	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.87	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2055	DS	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Aldington Road Westbound		ONE HOUR	✓	44	100.000
B - Lympne Hill		ONE HOUR	✓	418	100.000
C - Aldington Road Eastbound		ONE HOUR	✓	386	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Aldington Road Westbound	B - Lympne Hill	C - Aldington Road Eastbound
From	A - Aldington Road Westbound	0	6	38
	B - Lympne Hill	6	0	412
	C - Aldington Road Eastbound	63	323	0

Proportions

		To		
		A - Aldington Road Westbound	B - Lympne Hill	Ald Eas
From	A - Aldington Road Westbound	0.00	0.14	
	B - Lympne Hill	0.01	0.00	
	C - Aldington Road Eastbound	0.16	0.84	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Aldington Road Westbound	B - Lympne Hill	C - Aldington Road Eastbound
	A - Aldington Road Westbound	0	0	0
	B - Lympne Hill	0	0	1
	C - Aldington Road Eastbound	0	1	0

Average PCU Per Veh

	To			
From		A - Aldington Road Westbound	B - Lympne Hill	Ald R East
	A - Aldington Road Westbound	1.000	1.000	1
	B - Lympne Hill	1.000	1.000	1
	C - Aldington Road Eastbound	1.000	1.007	1

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Aldington Road Westbound	07:45-08:00	33	33
	08:00-08:15	40	40
	08:15-08:30	48	48
	08:30-08:45	48	48
	08:45-09:00	40	40
	09:00-09:15	33	33
B - Lympne Hill	07:45-08:00	315	316
	08:00-08:15	376	378
	08:15-08:30	460	463
	08:30-08:45	460	463
	08:45-09:00	376	378
	09:00-09:15	315	316
C - Aldington Road Eastbound	07:45-08:00	291	292
	08:00-08:15	347	349
	08:15-08:30	425	428
	08:30-08:45	425	428
	08:45-09:00	347	349
	09:00-09:15	291	292

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.64	14.34	1.8	B	378	567
B-A	0.02	12.14	0.0	B	6	8
C-AB	0.61	14.50	1.6	B	312	468
C-A					42	63
A-B					6	8
A-C					35	52

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	310	78	0.00	709	0.437	307	0.0	0.8	8.884	A
B-A	5	1	0.00	401	0.011	4	0.0	0.0	9.078	A
C-AB	251	63	0.00	611	0.411	248	0.0	0.7	9.863	A
C-A	39	10	0.00			39				
A-B	5	1	0.00			5				
A-C	29	7	0.00			29				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	370	93	0.00	707	0.524	369	0.8	1.1	10.605	B
B-A	5	1	0.00	366	0.015	5	0.0	0.0	9.983	A
C-AB	304	76	0.00	618	0.492	303	0.7	1.0	11.406	B
C-A	43	11	0.00			43				
A-B	5	1	0.00			5				
A-C	34	9	0.00			34				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	454	113	0.00	704	0.644	451	1.1	1.7	14.060	B
B-A	7	2	0.00	305	0.022	7	0.0	0.0	12.054	B
C-AB	381	95	0.00	630	0.605	379	1.0	1.6	14.245	B
C-A	44	11	0.00			44				
A-B	7	2	0.00			7				
A-C	42	10	0.00			42				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	454	113	0.00	704	0.644	453	1.7	1.8	14.336	B
B-A	7	2	0.00	303	0.022	7	0.0	0.0	12.140	B
C-AB	381	95	0.00	630	0.605	381	1.6	1.6	14.495	B
C-A	44	11	0.00			44				
A-B	7	2	0.00			7				
A-C	42	10	0.00			42				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	370	93	0.00	707	0.524	373	1.8	1.1	10.850	B
B-A	5	1	0.00	364	0.015	5	0.0	0.0	10.051	B
C-AB	304	76	0.00	618	0.492	306	1.6	1.0	11.658	B
C-A	43	11	0.00			43				
A-B	5	1	0.00			5				
A-C	34	9	0.00			34				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	310	78	0.00	709	0.437	312	1.1	0.8	9.080	A
B-A	5	1	0.00	399	0.011	5	0.0	0.0	9.134	A
C-AB	251	63	0.00	611	0.411	252	1.0	0.7	10.084	B
C-A	39	10	0.00			39				
A-B	5	1	0.00			5				
A-C	29	7	0.00			29				

2055 | DS | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Lympne Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		15.41	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.41	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2055	DS	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Aldington Road Westbound		ONE HOUR	✓	48	100.000
B - Lympne Hill		ONE HOUR	✓	294	100.000
C - Aldington Road Eastbound		ONE HOUR	✓	480	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Aldington Road Westbound	B - Lympne Hill	C - Aldington Road Eastbound
From	A - Aldington Road Westbound	0	2	46
	B - Lympne Hill	10	0	284
	C - Aldington Road Eastbound	75	405	0

Proportions

		To		
		A - Aldington Road Westbound	B - Lympne Hill	Ald E East
From	A - Aldington Road Westbound	0.00	0.04	
	B - Lympne Hill	0.03	0.00	
	C - Aldington Road Eastbound	0.16	0.84	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Aldington Road Westbound	B - Lympne Hill	C - Aldington Road Eastbound
	A - Aldington Road Westbound	0	0	3
	B - Lympne Hill	0	0	0
	C - Aldington Road Eastbound	2	0	0

Average PCU Per Veh

	To			
From		A - Aldington Road Westbound	B - Lympne Hill	Ald R East
	A - Aldington Road Westbound	1.000	1.000	1
	B - Lympne Hill	1.000	1.000	1
	C - Aldington Road Eastbound	1.016	1.003	1

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Aldington Road Westbound	16:45-17:00	36	37
	17:00-17:15	43	44
	17:15-17:30	53	54
	17:30-17:45	53	54
	17:45-18:00	43	44
	18:00-18:15	36	37
B - Lympne Hill	16:45-17:00	221	221
	17:00-17:15	264	264
	17:15-17:30	324	324
	17:30-17:45	324	324
	17:45-18:00	264	264
	18:00-18:15	221	221
C - Aldington Road Eastbound	16:45-17:00	361	363
	17:00-17:15	432	434
	17:15-17:30	528	531
	17:30-17:45	528	531
	17:45-18:00	432	434
	18:00-18:15	361	363

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.44	9.22	0.8	A	261	391
B-A	0.03	11.63	0.0	B	9	14
C-AB	0.76	22.76	3.3	C	401	601
C-A					40	59
A-B					2	3
A-C					42	63

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	214	53	0.00	710	0.301	212	0.0	0.4	7.200	A
B-A	8	2	0.00	390	0.019	7	0.0	0.0	9.418	A
C-AB	320	80	0.00	622	0.514	316	0.0	1.1	11.607	B
C-A	42	10	0.00			42				
A-B	2	0.38	0.00			2				
A-C	35	9	0.00			35				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	255	64	0.00	707	0.361	255	0.4	0.6	7.943	A
B-A	9	2	0.00	362	0.025	9	0.0	0.0	10.201	B
C-AB	390	97	0.00	633	0.616	387	1.1	1.6	14.575	B
C-A	42	10	0.00			42				
A-B	2	0.45	0.00			2				
A-C	41	10	0.00			41				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	313	78	0.00	703	0.445	312	0.6	0.8	9.174	A
B-A	11	3	0.00	322	0.034	11	0.0	0.0	11.559	B
C-AB	493	123	0.00	651	0.757	487	1.6	3.1	21.420	C
C-A	35	9	0.00			35				
A-B	2	0.55	0.00			2				
A-C	51	13	0.00			51				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	313	78	0.00	703	0.445	313	0.8	0.8	9.217	A
B-A	11	3	0.00	320	0.034	11	0.0	0.0	11.633	B
C-AB	493	123	0.00	651	0.757	493	3.1	3.3	22.765	C
C-A	35	9	0.00			35				
A-B	2	0.55	0.00			2				
A-C	51	13	0.00			51				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	255	64	0.00	707	0.361	256	0.8	0.6	7.994	A
B-A	9	2	0.00	359	0.025	9	0.0	0.0	10.289	B
C-AB	390	97	0.00	633	0.616	396	3.3	1.8	15.591	C
C-A	42	10	0.00			42				
A-B	2	0.45	0.00			2				
A-C	41	10	0.00			41				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	214	53	0.00	710	0.301	214	0.6	0.4	7.266	A
B-A	8	2	0.00	387	0.019	8	0.0	0.0	9.485	A
C-AB	320	80	0.00	622	0.514	322	1.8	1.1	12.140	B
C-A	42	10	0.00			42				
A-B	2	0.38	0.00			2				
A-C	35	9	0.00			35				

Junctions 11

PICADY 11 - Priority Intersection Module

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Filename: J26_Aldington Rd_Lympne Hill.j11

[redacted]

Report generation date: 17/09/2026 11:45:07

»2055 | DS VM | AM
»2055 | DS VM | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2055 - DS VM					
Stream B-C	2.0	15.43	0.67	0.9	9.65	0.47
Stream B-A	0.0	12.84	0.02	0.0	12.05	0.04
Stream C-AB	1.8	15.58	0.63	3.9	26.35	0.79

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.

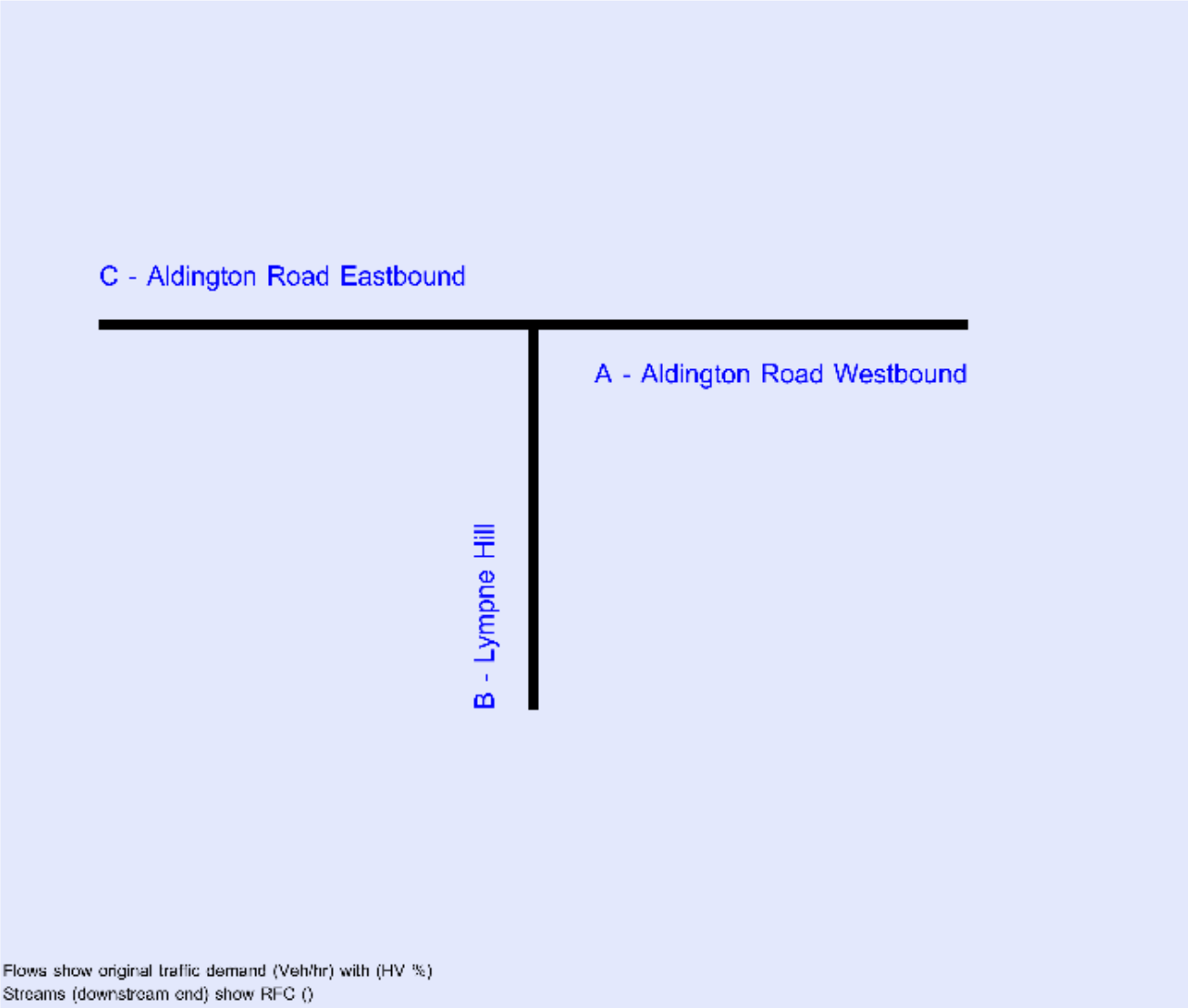
File summary

File Description

Title	J12 Otterpool Park_Base Model
Location	Aldington Rd - Lympne Hill
Site number	
Date	09/08/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	For 2050 DM (AM & PM) Scenario following arm structure is followed A - Adlington Rd WB B - Lympne St C - Adlington Rd EB as the arm structure give in forecast flows matrix is not realistic (as Arm B is minor arm in PICADY Model)

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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018		AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	2018		PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D15	2025		AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D16	2025		PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D17	2055	DM	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D18	2055	DM	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D19	2055	DS VM	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D20	2055	DS VM	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D19,D20	100.000	100.000

2055 | DS VM | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Lympne Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		13.92	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.92	B

Arms

Arms

Arm	Name	Description	Arm type
A	Aldington Road Westbound		Major
B	Lympne Hill		Minor
C	Aldington Road Eastbound		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 - Aldington Road Eastbound	6.00			50.6	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Lympne Hill	One lane plus flare	10.00	9.22	5.27	3.51	2.68	✓	2.00	34	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	513	0.093	0.236	0.149	0.337
B-C	724	0.111	0.280	-	-
C-B	603	0.234	0.234	-	-

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	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2055	DS VM	AM	J12 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Aldington Road Westbound		ONE HOUR	✓	45	100.000
B - Lympne Hill		ONE HOUR	✓	434	100.000
C - Aldington Road Eastbound		ONE HOUR	✓	401	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Aldington Road Westbound	B - Lympne Hill	C - Aldington Road Eastbound
From	A - Aldington Road Westbound	0	6	39
	B - Lympne Hill	6	0	428
	C - Aldington Road Eastbound	63	338	0

Proportions

		To		
		A - Aldington Road Westbound	B - Lympne Hill	Ald Eas
From	A - Aldington Road Westbound	0.00	0.13	
	B - Lympne Hill	0.01	0.00	
	C - Aldington Road Eastbound	0.16	0.84	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Aldington Road Westbound	B - Lympne Hill	C - Aldington Road Eastbound
From	A - Aldington Road Westbound	0	0	0
	B - Lympne Hill	0	0	1
	C - Aldington Road Eastbound	0	1	0

Average PCU Per Veh

		To		
		A - Aldington Road Westbound	B - Lympne Hill	Ald Eas
From	A - Aldington Road Westbound	1.000	1.000	
	B - Lympne Hill	1.000	1.000	
	C - Aldington Road Eastbound	1.000	1.007	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Aldington Road Westbound	07:45-08:00	34	34
	08:00-08:15	40	40
	08:15-08:30	50	50
	08:30-08:45	50	50
	08:45-09:00	40	40
	09:00-09:15	34	34
B - Lympne Hill	07:45-08:00	327	329
	08:00-08:15	390	392
	08:15-08:30	478	481
	08:30-08:45	478	481
	08:45-09:00	390	392
	09:00-09:15	327	329
C - Aldington Road Eastbound	07:45-08:00	302	304
	08:00-08:15	360	363
	08:15-08:30	442	444
	08:30-08:45	442	444
	08:45-09:00	360	363
	09:00-09:15	302	304

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.67	15.43	2.0	C	393	589
B-A	0.02	12.84	0.0	B	6	8
C-AB	0.63	15.58	1.8	C	327	491
C-A					41	61
A-B					6	8
A-C					36	54

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	322	81	0.00	709	0.454	319	0.0	0.8	9.151	A
B-A	5	1	0.00	395	0.011	4	0.0	0.0	9.226	A
C-AB	263	66	0.00	612	0.431	260	0.0	0.8	10.165	B
C-A	39	10	0.00			39				
A-B	5	1	0.00			5				
A-C	29	7	0.00			29				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	385	96	0.00	707	0.544	383	0.8	1.2	11.073	B
B-A	5	1	0.00	356	0.015	5	0.0	0.0	10.253	B
C-AB	319	80	0.00	619	0.515	318	0.8	1.1	11.913	B
C-A	42	10	0.00			42				
A-B	5	1	0.00			5				
A-C	35	9	0.00			35				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	471	118	0.00	704	0.669	468	1.2	1.9	15.068	C
B-A	7	2	0.00	290	0.023	7	0.0	0.0	12.720	B
C-AB	400	100	0.00	632	0.633	397	1.1	1.8	15.243	C
C-A	41	10	0.00			41				
A-B	7	2	0.00			7				
A-C	43	11	0.00			43				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	471	118	0.00	704	0.670	471	1.9	2.0	15.431	C
B-A	7	2	0.00	287	0.023	7	0.0	0.0	12.842	B
C-AB	400	100	0.00	632	0.634	400	1.8	1.8	15.576	C
C-A	41	10	0.00			41				
A-B	7	2	0.00			7				
A-C	43	11	0.00			43				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	385	96	0.00	707	0.544	388	2.0	1.2	11.381	B
B-A	5	1	0.00	354	0.015	5	0.0	0.0	10.341	B
C-AB	319	80	0.00	619	0.515	322	1.8	1.1	12.234	B
C-A	42	10	0.00			42				
A-B	5	1	0.00			5				
A-C	35	9	0.00			35				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	322	81	0.00	709	0.454	324	1.2	0.8	9.378	A
B-A	5	1	0.00	392	0.012	5	0.0	0.0	9.288	A
C-AB	263	66	0.00	612	0.431	265	1.1	0.8	10.427	B
C-A	39	10	0.00			39				
A-B	5	1	0.00			5				
A-C	29	7	0.00			29				

2055 | DS VM | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Lympne Hill - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		17.55	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.55	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2055	DS VM	PM	J12 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Aldington Road Westbound		ONE HOUR	✓	51	100.000
B - Lympne Hill		ONE HOUR	✓	309	100.000
C - Aldington Road Eastbound		ONE HOUR	✓	498	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Aldington Road Westbound	B - Lympne Hill	C - Aldington Road Eastbound
From	A - Aldington Road Westbound	0	2	49
	B - Lympne Hill	10	0	299
	C - Aldington Road Eastbound	75	423	0

Proportions

		To		
		A - Aldington Road Westbound	B - Lympne Hill	Ald F East
From	A - Aldington Road Westbound	0.00	0.04	
	B - Lympne Hill	0.03	0.00	
	C - Aldington Road Eastbound	0.15	0.85	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Aldington Road Westbound	B - Lympne Hill	C - Aldington Road Eastbound
	A - Aldington Road Westbound	0	0	2
	B - Lympne Hill	0	0	0
	C - Aldington Road Eastbound	2	0	0

Average PCU Per Veh

	To			
From		A - Aldington Road Westbound	B - Lympne Hill	Ald R East
	A - Aldington Road Westbound	1.000	1.000	1
	B - Lympne Hill	1.000	1.000	1
	C - Aldington Road Eastbound	1.016	1.003	1

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Aldington Road Westbound	16:45-17:00	38	39
	17:00-17:15	46	47
	17:15-17:30	56	57
	17:30-17:45	56	57
	17:45-18:00	46	47
	18:00-18:15	38	39
B - Lympne Hill	16:45-17:00	233	233
	17:00-17:15	278	278
	17:15-17:30	340	340
	17:30-17:45	340	340
	17:45-18:00	278	278
	18:00-18:15	233	233
C - Aldington Road Eastbound	16:45-17:00	375	377
	17:00-17:15	448	450
	17:15-17:30	548	551
	17:30-17:45	548	551
	17:45-18:00	448	450
	18:00-18:15	375	377

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.47	9.65	0.9	A	274	412
B-A	0.04	12.05	0.0	B	9	14
C-AB	0.79	26.35	3.9	D	420	630
C-A					37	55
A-B					2	3
A-C					45	67

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	225	56	0.00	710	0.317	223	0.0	0.5	7.372	A
B-A	8	2	0.00	384	0.020	7	0.0	0.0	9.563	A
C-AB	335	84	0.00	623	0.538	330	0.0	1.2	12.130	B
C-A	40	10	0.00			40				
A-B	2	0.38	0.00			2				
A-C	37	9	0.00			37				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	269	67	0.00	707	0.380	268	0.5	0.6	8.198	A
B-A	9	2	0.00	354	0.025	9	0.0	0.0	10.423	B
C-AB	408	102	0.00	634	0.644	406	1.2	1.8	15.624	C
C-A	39	10	0.00			39				
A-B	2	0.45	0.00			2				
A-C	44	11	0.00			44				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	329	82	0.00	702	0.469	328	0.6	0.9	9.596	A
B-A	11	3	0.00	312	0.035	11	0.0	0.0	11.955	B
C-AB	518	129	0.00	654	0.792	510	1.8	3.7	24.239	C
C-A	31	8	0.00			31				
A-B	2	0.55	0.00			2				
A-C	54	13	0.00			54				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	329	82	0.00	702	0.469	329	0.9	0.9	9.650	A
B-A	11	3	0.00	310	0.036	11	0.0	0.0	12.055	B
C-AB	518	129	0.00	654	0.792	517	3.7	3.9	26.353	D
C-A	31	8	0.00			31				
A-B	2	0.55	0.00			2				
A-C	54	13	0.00			54				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	269	67	0.00	707	0.380	270	0.9	0.6	8.261	A
B-A	9	2	0.00	351	0.026	9	0.0	0.0	10.537	B
C-AB	408	102	0.00	634	0.644	416	3.9	2.0	17.106	C
C-A	39	10	0.00			39				
A-B	2	0.45	0.00			2				
A-C	44	11	0.00			44				

18:00 - 18:15

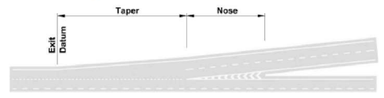
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	225	56	0.00	710	0.317	226	0.6	0.5	7.450	A
B-A	8	2	0.00	381	0.020	8	0.0	0.0	9.639	A
C-AB	335	84	0.00	623	0.537	338	2.0	1.3	12.792	B
C-A	40	10	0.00			40				
A-B	2	0.38	0.00			2				
A-C	37	9	0.00			37				

Appendix K

2026 TAA PROPOSED CONCEPT HIGHWAY MITIGATION

EASTBOUND DIVERGE
CD 122 Figure 3.30e Layout C - lane drop accommodated primarily within existing highway boundary footprint

Figure 3.30e Layout C - lane drop



Existing accommodation overbridge to be retained

Up to 2.0m asymmetrical widening (nearside or offside) within existing footprint, to be confirmed at future design development

Retaining Wall:
Height : 0-1m (340m)

M20 Eastbound Diverge Slip Road - this is on embankment ahead of the roundabout entry area. It is likely to be possible to widen (to retain existing highway boundary lines) symmetrically / or other either using geotextile solution or retaining wall solutions) to achieve 3 lanes here.

B2068 entry / exit changes required are negligible and relatively straight forward to achieve.

Retaining Wall:
Height: 0-1m (100m)
Height: 1-2m (50m)

Maintenance lane can be reduced in these areas to avoid any impacts on existing bridge abutments, as long as the 1.5m verge is maintained. Consideration will also be required for installation of VRS.

Formalise 2 Traffic Lanes

WESTBOUND MERGE
CD 122 Figure 3.14e Layout D - lane gain with approach hybrid 2 lane lane merge on slip road as per Fig 3.14b Layout A option 2 Accommodated primarily within existing highway boundary footprint

Figure 3.14e Layout D - lane gain

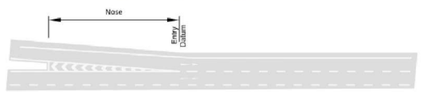
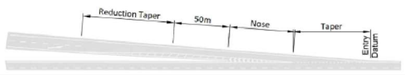


Figure 3.14b Layout A option 2 - 2 lane taper merge



M20 Westbound Merge Slip Road - the slip road after the roundabout is on embankment on the offside after exit area and at grade/cut on the nearside. It is likely to be possible to widen (to retain highway boundary lines widen to the offside using either steeper geotextile solution or retaining wall solution) to achieve the 2 lanes here.

Up to 3.5m asymmetrical widening (nearside or offside) within existing footprint, to be confirmed at future design development

3 Traffic Lanes

Cutline

KEY:

- VERGE
- HARDSTRIP
- HARD SHOULDER
- MAINTENANCE LANE
- RETAINING WALL
- TRAFFIC SIGNALS — P02. KEY ADDED
- PHYSICAL ISLAND

NOTES:

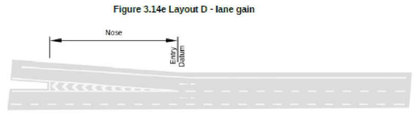
1. ALL EXISTING O/B WILL BE RETAINED UNLESS OTHERWISE STATED.
2. PROPOSALS INCLUDE SEVERAL VARYING SIGNIFICANT DEPARTURES OR RELAXATIONS FROM STANDARDS. ASSUME HE WILL GRANT THESE.
3. ALL WIDENING IS ASSUMED TO BE INSIDE EXISTING HIGHWAY BOUNDARY AND ADDITIONAL LAND WILL NOT BE REQUIRED. CROSS SECTIONS ARE ACCOMMODATED UTILISING STRUCTURE/RW's.
4. COSTS ASSOCIATED WITH ENVIRONMENTAL OR ARCHAEOLOGICAL ARE NOT KNOWN/QUANTIFIED
5. TRAFFIC SIGNAL LOCATIONS ARE INDICATIVE AND HAVE NOT BEEN DETAIL DESIGNED.

0.91m RH

Existing slip road paved area retained to accommodate proposed merge arrangement.

EASTBOUND MERGE
CD 122 Figure 3.14e Layout D - lane gain accommodated primarily within existing highway boundary footprint

Figure 3.14e Layout D - lane gain



Maintenance lane can be reduced in these areas to avoid any impacts on existing bridge abutments, as long as the 1.5m verge is maintained. Consideration will also be required for installation of VRS.

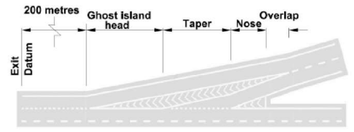
3 Traffic Lanes

Discontinuation of hardshoulder due to the constraint of the existing A20 Ashford Road Overbridge.

Retaining Wall
Height: 0-1m (150m, and 150) at both widening terminals.
Height: 1-2m 280m
Height: 2-3m 280m

WESTBOUND DIVERGE
CD 122 Figure 3.30f Layout D option 1 - ghost island (tiger tail) lane drop accommodated primarily within existing highway boundary footprint. Requires c.60m hard shoulder discontinuity. Departure from Standard to retain existing A20 overbridge.

Figure 3.30f Layout D option 1 - ghost island lane drop



M20 Westbound Merge Slip Road - the area on approach to the roundabout is on embankment on the offside and cutting on the nearside. It is likely to be possible to widen (to retain existing highway boundary lines symmetrically / or other, either using geotextile solution or retaining wall solutions) to achieve 3 lanes here.

Up to 4.0m asymmetrical widening (nearside or offside) within existing footprint, to be confirmed at future design development

Pond

Harringe Court

P02. PROPOSED JUNCTION LAYOUT REMOVED

Cutline

0 10 20 30 40 50 60 70 80 90 100
SCALE 1:1250 (A1) METRES
SCALE 1:2500 (A3)

REV	DATE	DESCRIPTION	DRN	CHK	REV	APP
P02	19SEP22	COMMENTS ADDED	LAF	JP	SA	IB

Rev.	Date	Description	Prod.	Chk.	Rev.	App.

OTTERPOOL PARK
COUNTRYSIDE - CONNECTED - CREATIVE

Project:
OTTERPOOL PARK DEVELOPMENT

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Drawing Title:
OTTERPOOL PARK
M20 J11
MERGE AND DIVERGE LAYOUTS
OTTERPOOL 8500 DWELLINGS

Designed: M.SMITH	Signed	Date 08/02/2022
Produced: M.SMITH	Signed	Date 08/02/2022
Checked: L.FORD	Signed	Date 08/02/2022
Reviewed: S.ARAYAL	Signed	Date 08/02/2022
Approved: I.BRADDOCK	Signed	Date 08/02/2022
Design Stage: PRELIMINARY		
Original Size: A1	Grid: OS	Datum: AOD
Suitability Code: S1	Scale: 1:1250	Project Number: 10029956

Suitability Description:
PRELIMINARY DESIGN
NOT TO BE USED FOR CONSTRUCTION

Drawing Number: 10029956 - ARC - XX XX - DR - HE - 0036
Revision: P02

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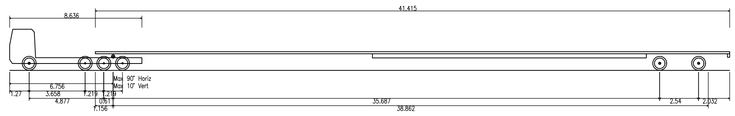

SpanCrete Truck 1

Overall Length	47.015m
Overall Width	2.591m
Overall Body Height	2.677m
Min Body Ground Clearance	0.443m
Max Track Width	2.591m
Lock to lock time	6.00s
Max Wheel Angle	45.00°

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REV	DATE	BY	DESCRIPTION	CHK	APP
P01	15/09/2026	RDS	FIRST ISSUE	PS	JS

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OTTERPOOL PARK LLP

ARCHITECT:

SITE/PROJECT:
OTTERPOOL PARK

TITLE:
NEWINGREEN JUNCTION
ON-SLIP MITIGATION OPTIONEERING
WITH A20 DUAL ALIGNMENT
OPTION 2

SCALE @ A1:	CHECKED:		APPROVED:
NTS	BS		JS
PROJECT NO: UK0037778.5358	DESIGNED: RDS	DRAWN: RDS	DATE: September 26

DRAWING No:	REV:
265358-WSP-00-00-SK-CE-0005	P01

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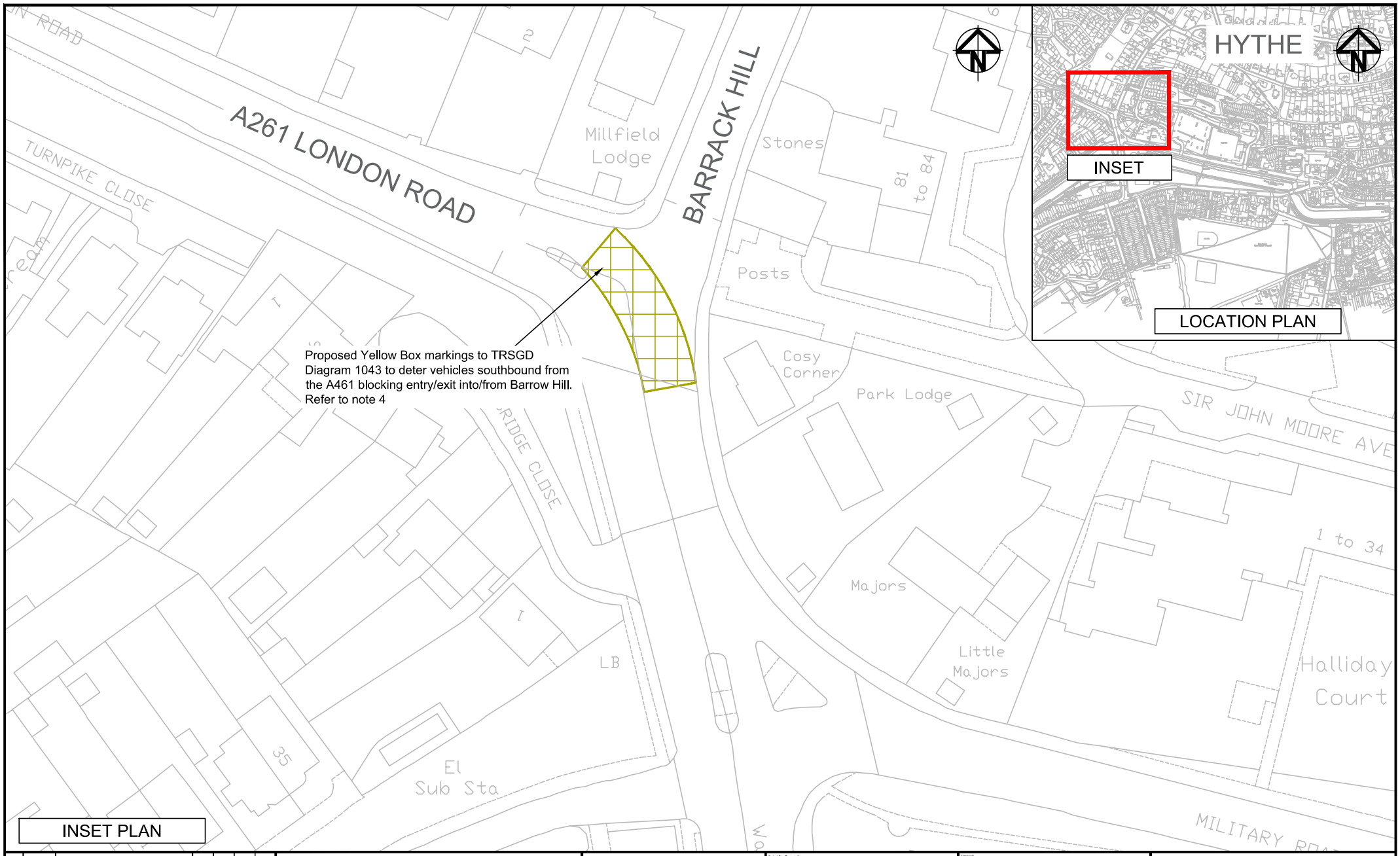

INSET PLAN

Rev	Date	Description	Prod.	Chk.	Rev.	App.
-	-	-	-	-	REV	APP

Notes:

1. Section measurements are taken from OS.
2. A topographical survey will be required for detail design
3. Swept Path Analysis has not been undertaken.
4. Traffic analysis are to determine whether Yellow box markings or Keep Clear markings are required.

OTTERPOOL PARK

Site

Client

Suitability Description:

Suitability description
Suitability description comment

Designed: L. Ford	Signed: X. XXXXX	Date: 23AUG22
Produced: L. Ford	Signed: X. XXXXX	Date: 23AUG22
Checked: J. Phipps	Signed: X. XXXXX	Date: 23AUG22
Reviewed: S.Arayal	Signed: X. XXXXX	Date: 23AUG22
Approved: I. Braddock	Signed: X. XXXXX	Date: 23AUG22
Design Stage: PRELIMINARY DESIGN		
Original Size: A3	Grid: OS	Datum: AOD
Suitability Code: S1	Scale: 1:500	Project Number: 10029956

Project:

OTTERPOOL PARK DEVELOPMENT

Drawing Title:

A20 Junction 14
London Road/Barrack Hill
Proposed 'Box' Layout

ARCADIS

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80 Fenchurch Street
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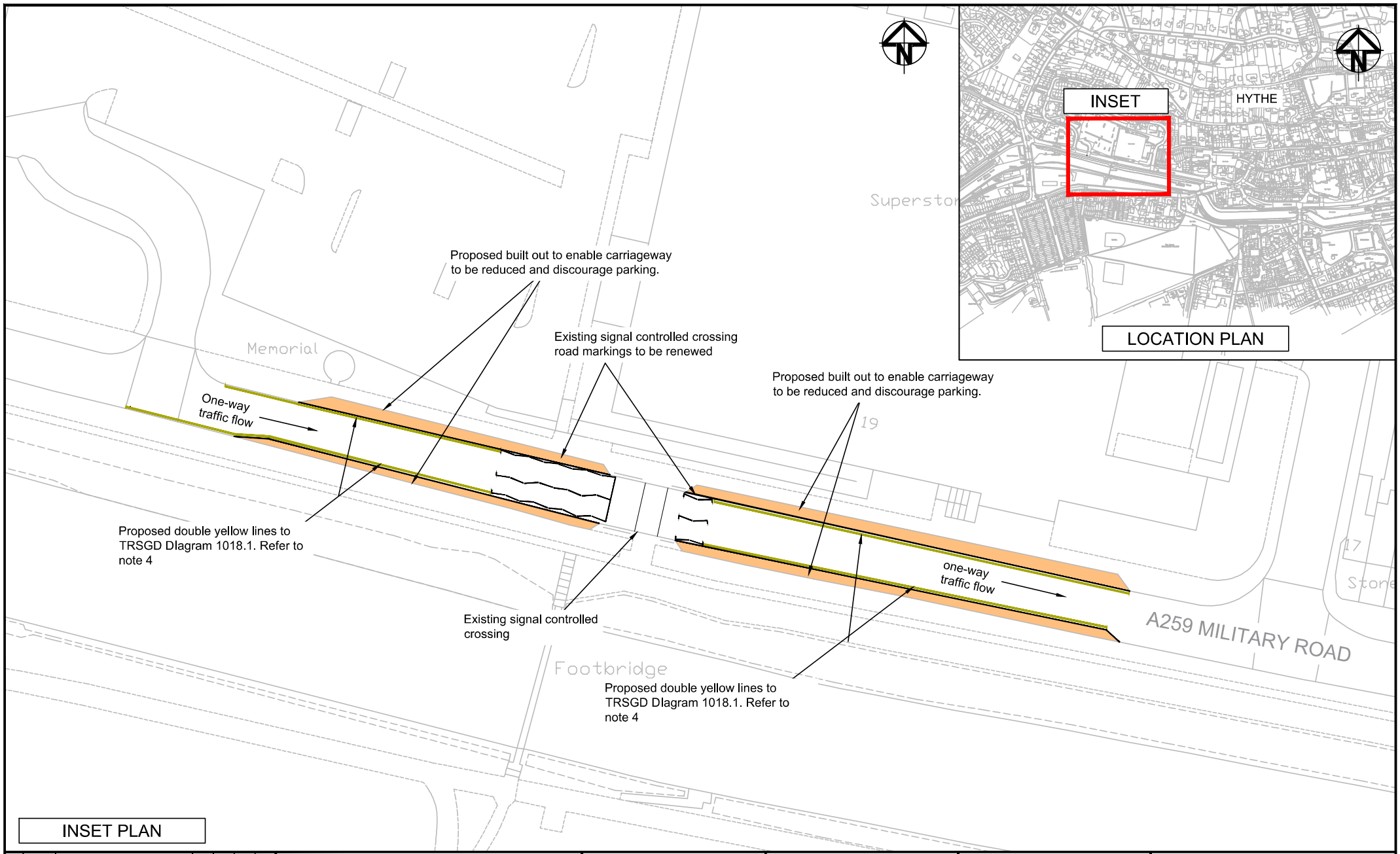
Drawing Number: 10029956 - ARC - XX XX - DR - HE - 46

Revision: P1



INSET PLAN

Rev	Date	Description	Prod.	Chk.	Rev.	App.
-	-	-	-	-	REV	APP

Notes:

1. Section measurements are taken from OS.
2. A topographical survey will be required for detail design
3. Swept Path Analysis has not been undertaken.
4. Extents of double yellow lines are to be determined by Kent County Council
5. Utilities are unknown and may require protection / diversion where widening is required.

OTTERPOOL PARK

Site | Client

Suitability Description:
Suitability description
Suitability description comment

Designed: L. Ford	Signed: X. XXXXX	Date: 23AUG22
Produced: L. Ford	Signed: X. XXXXX	Date: 23AUG22
Checked: J. Phipps	Signed: X. XXXXX	Date: 23AUG22
Reviewed: S.Arayal	Signed: X. XXXXX	Date: 23AUG22
Approved: I. Braddock	Signed: X. XXXXX	Date: 23AUG22
Design Stage: PRELIMINARY DESIGN		
Original Size: A3	Grid: OS	Datum: AOD
Suitability Code: S1	Scale: 1:500	Project Number: 10029956

Project:
OTTERPOOL PARK DEVELOPMENT

Drawing Title:
A20 Junction 15
Dymchurch Gyratory
Double Yellow Lines

ARCADIS
Registered office:
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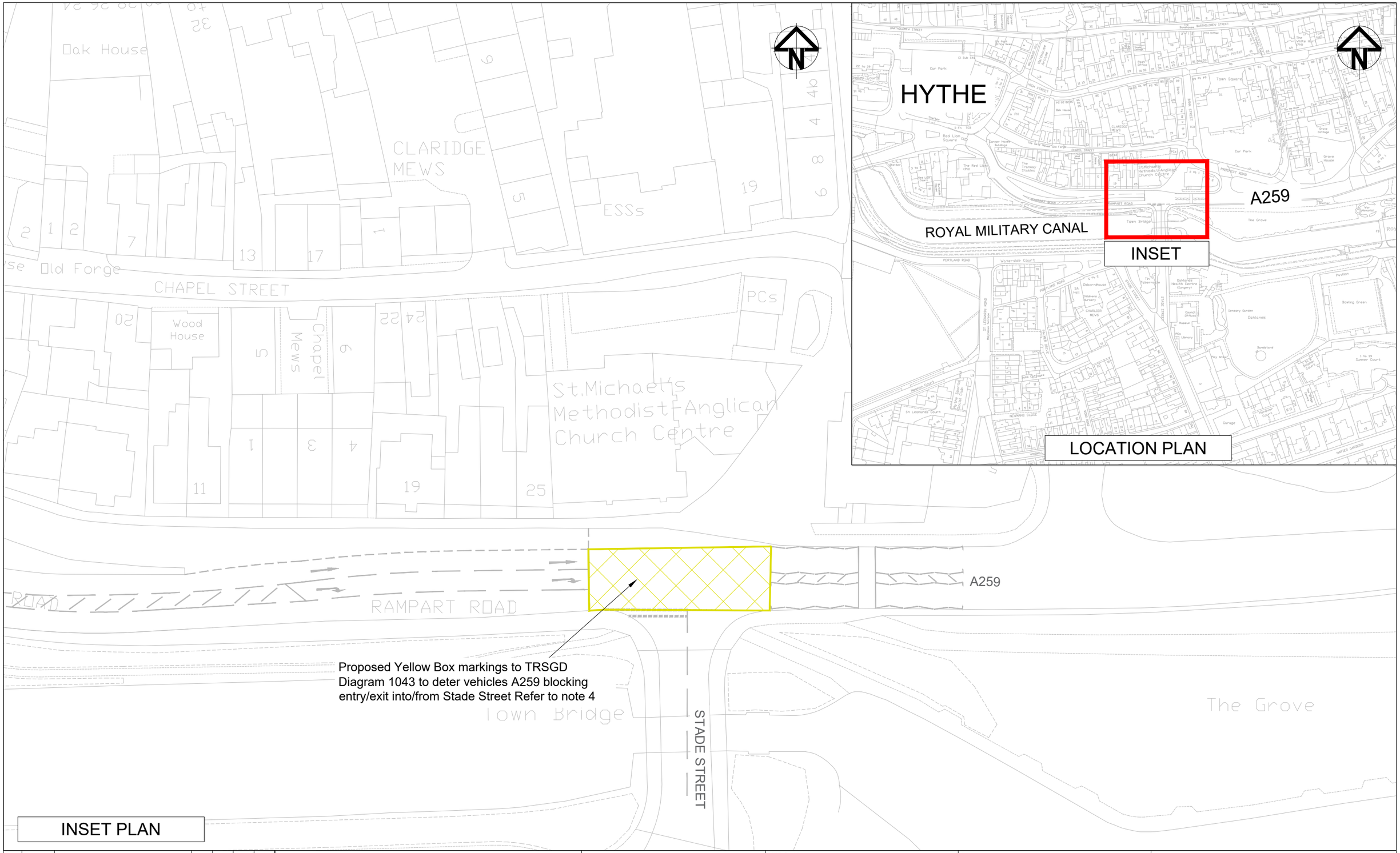
Revision: P1



INSET PLAN

Rev	Date	Description	Prod.	Chk.	Rev.	App.
-	-	-	-	-	-	-

Notes:

1. Section measurements are taken from OS.
2. A topographical survey will be required for detail design
3. Swept Path Analysis has not been undertaken.
4. Traffic analysis are to determine whether Yellow box markings or Keep Clear markings are required.

OTTERPOOL PARK
COUNTRYSIDE · CONNECTED · CREATIVE

Site

Client

Suitability Description:
PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

Designed: L. Ford	Signed: X. XXXXX	Date: 23AUG22
Produced: L. Ford	Signed: X. XXXXX	Date: 23AUG22
Checked: J. Phillips	Signed: X. XXXXX	Date: 23AUG22
Reviewed: S.Arayal	Signed: X. XXXXX	Date: 23AUG22
Approved: I. Braddock	Signed: X. XXXXX	Date: 23AUG22
Design Stage: PRELIMINARY DESIGN		
Original Size: A3	Grid: OS	Datum: AOD
Suitability Code: S1	Scale: 1:500	Project Number: 10029956

Project:
OTTERPOOL PARK DEVELOPMENT

Drawing Title:
Junction 26
Stade Street / Rampart Road
YELLOW BOX MARKINGS

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Revision: P01

Print Date: 2022-11-16 10:45:17

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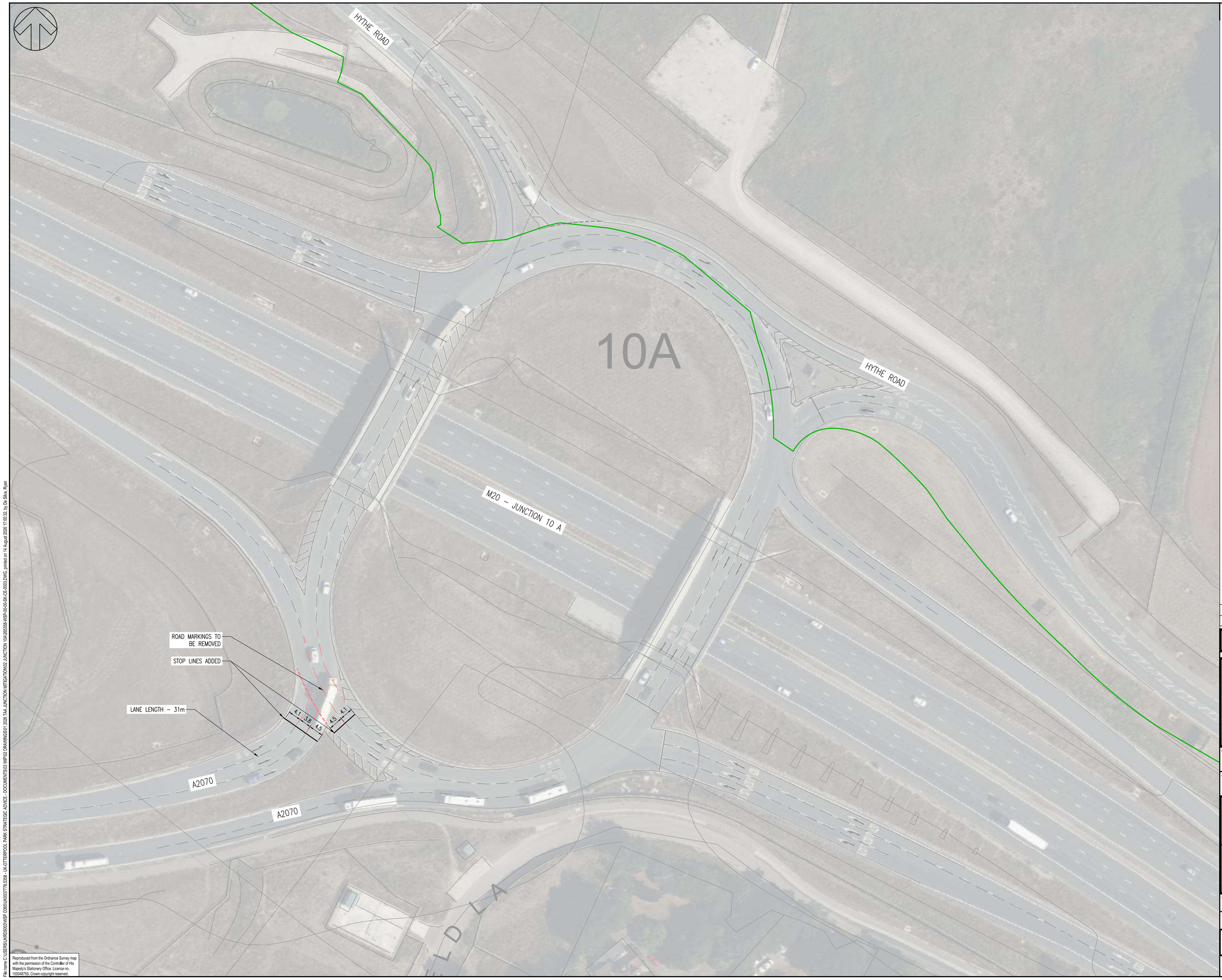

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1. THIS DRAWING IS A HIGH–LEVEL CONCEPT DESIGN, SUBJECT TO THE FOLLOWING:
   - TOPOGRAPHICAL SURVEY
   - UTILITIES SURVEY
   - DETAILED DESIGN REVIEW
   - ROAD SAFETY AUDIT.

KEY:

INDICATIVE HIGHWAYS BOUNDARY

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REV	DATE	BY	DESCRIPTION	CHK	APP
P01	14/08/2026	SUF	FIRST ISSUE	BS	JJ

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TITLE:
M20 JUNCTION 10A
MITIGATION OPTIONEERING

SCALE @ A1:	CHECKED:		APPROVED:
NTS	BS		JJ
PROJECT NO: UK0037778.5358	DESIGNED: SUF	DRAWN: SUF	DATE: August 26

DRAWING No: 265358-WSP-00-00-SK-CE-0003
REV: P01

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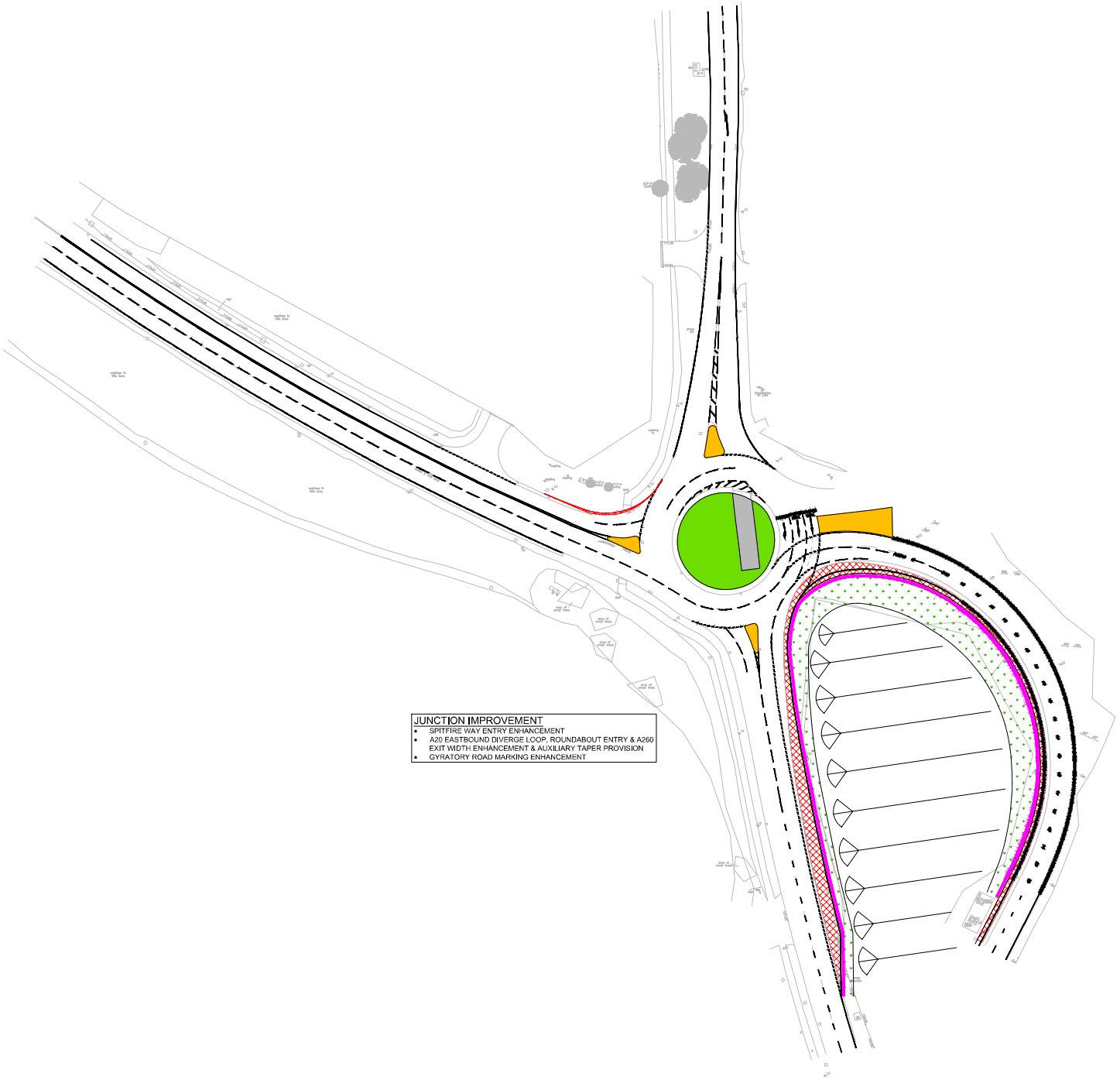

KEY:

- ADDITIONAL PAVED AREA
- PHYSICAL ISLAND
- MAINTENANCE HARDSTANDING
- VERGE
- ROAD RESTRAINT SYSTEM

NOTES:

1. THIS IS A SCHEMATIC PLAN, NOT AN ENGINEERING DESIGN. IT IS INTENDED TO DEMONSTRATE IMPROVEMENT VIABILITY ONLY.
2. UTILITIES DATA NOT CURRENTLY AVAILABLE OR CONSIDERED IN THE SCHEMATIC.

Rev	Date	Description	Prod.	Chk.	Rev.	App.
P01	15JAN21	FOR INFORMATION	NC	SA	DC	PL

REV	DATE	DESCRIPTION	DRN	CHK	REV	APP

Folkestone & Hythe District Council

Project:

OTTERPOOL PARK DEVELOPMENT

Site

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Drawing Title:

SPITFIRE WAY
PROPOSED JUNCTION
SCHEMATIC PLAN

Designed: N.CLEMENTS	Signed:	Date: 15/01/2021
Produced: N.CLEMENTS	Signed:	Date: 15/01/2021
Checked: S.ARAYAL	Signed:	Date: 15/01/2021
Reviewed: D.CARRICKON	Signed:	Date: 15/01/2021
Approved: P.LONGMAN	Signed:	Date: 15/01/2021

Design Stage: PRELIMINARY

Original Size: A1	Grid: OS	Datum: AOD
Suitability Code: S1	Scale: 1:500	Project Number: 10029956

Suitability Description:

PRELIMINARY DESIGN
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Drawing Number: 10029956 - OP - ARC XX - DR - T - 0018

Revision: P01

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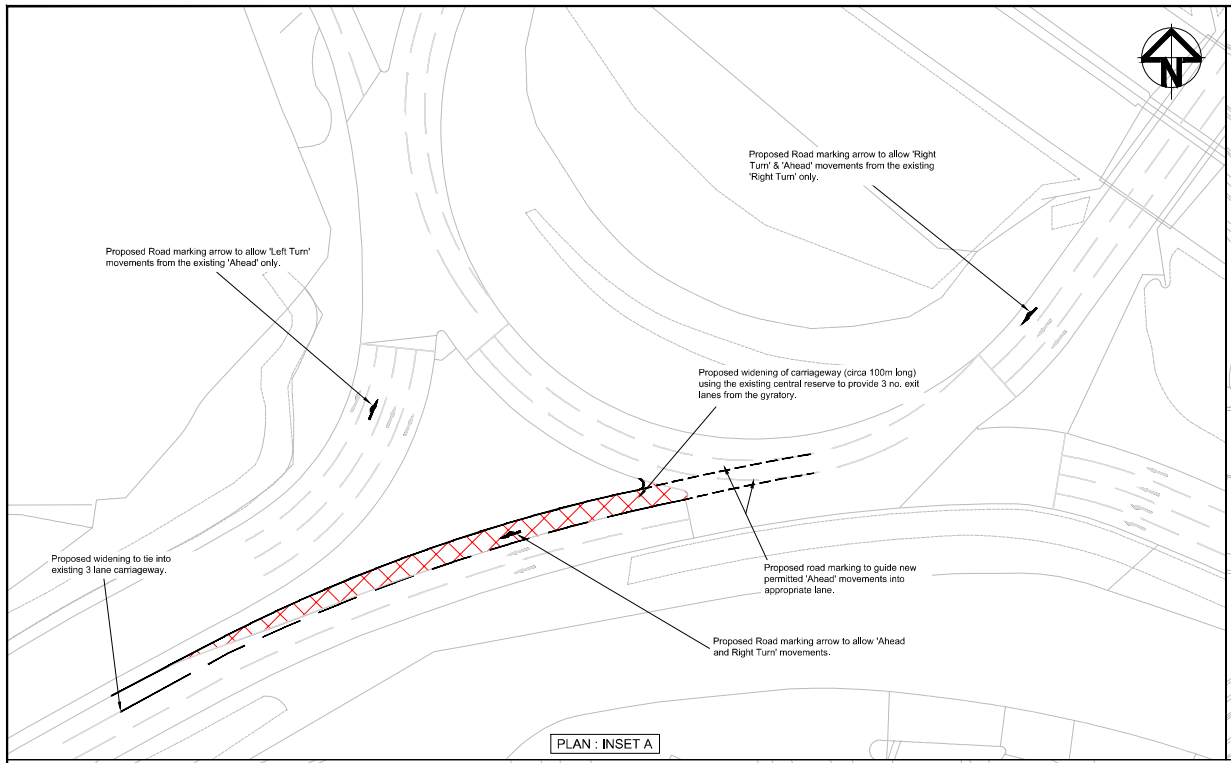
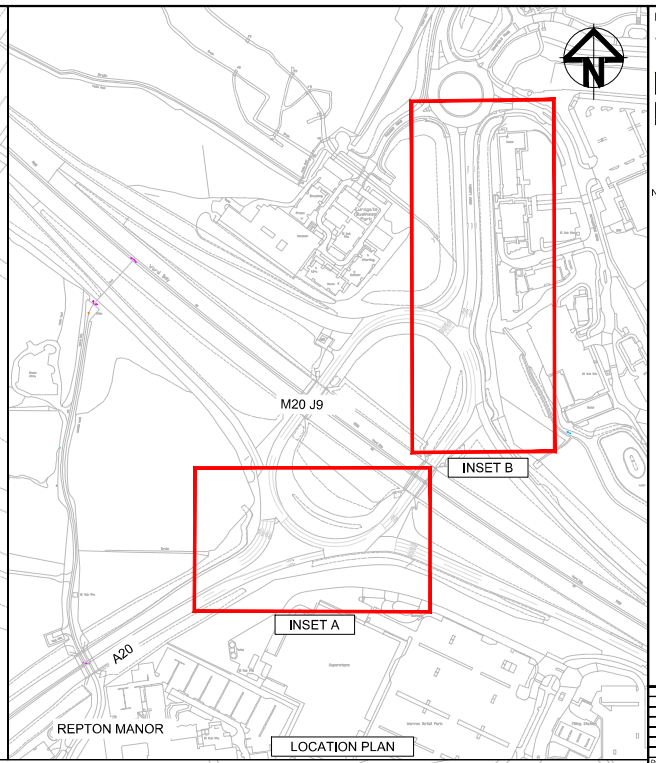
SCALE 1:500 (A1)
SCALE 1:1000 (A3)

Print Date: 2021-02-02 12:12:11 C:\Users\nca76293\ARCADIS\10029956 - Otterpool Park Stage 4a - 17 Transport\E-OurDrawings\Highways\Drawings\Spitfire Way Junction Design.dwg



PLAN : INSET A



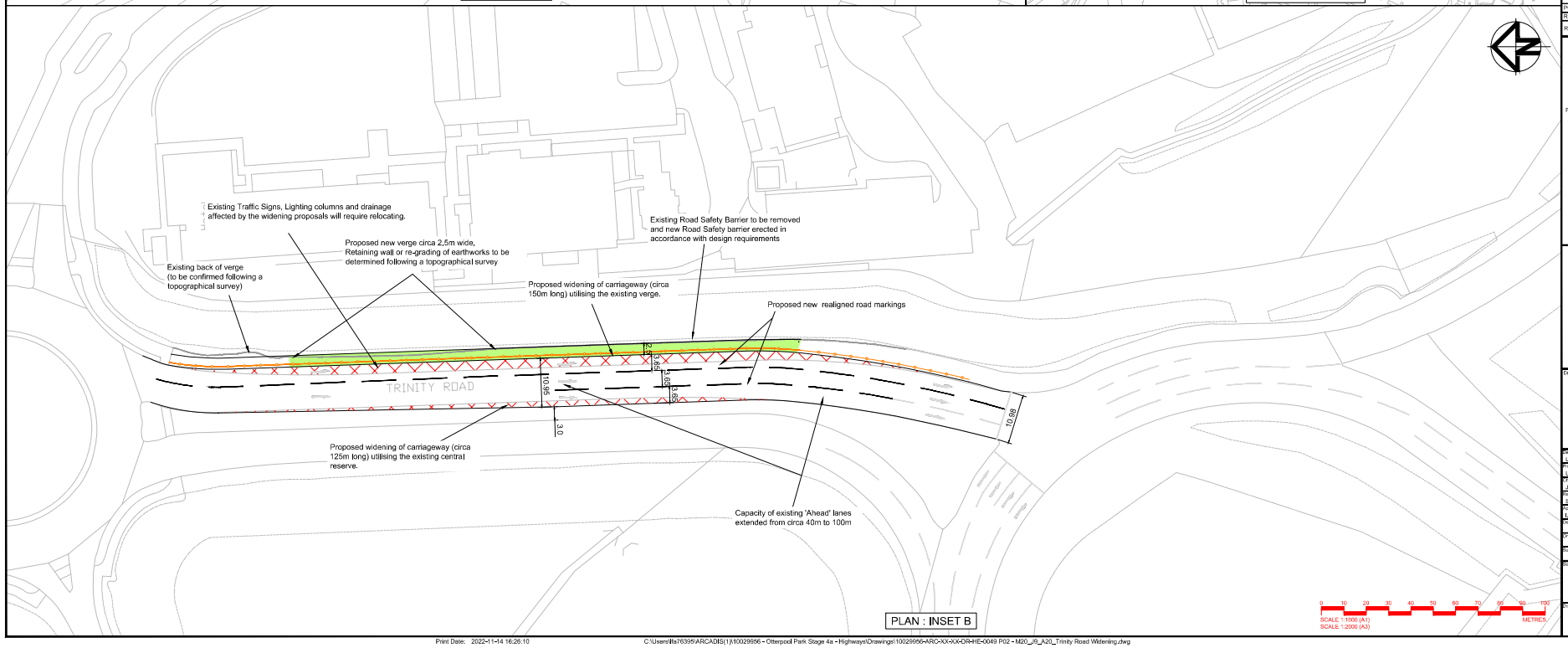
LOCATION PLAN

KEY:

- PROPOSED ROAD SAFETY BARRIER
- PROPOSED VERGE
- ROAD WIDENING

NOTES:

1. ALL EXISTING O/B WILL BE RETAINED UNLESS OTHERWISE STATED.
2. PROPOSALS INCLUDE SEVERAL VARYING SIGNIFICANT DEPARTURES OR RELAXATIONS FROM STANDARDS. ASSUME HE WILL GRANT THESE.
3. ALL WIDENING IS ASSUMED TO BE INSIDE EXISTING HIGHWAY BOUNDARY AND ADDITIONAL LAND WILL NOT BE REQUIRED. CROSS SECTIONS ARE ACCOMMODATED UTILISING STRUCTURE/RW's.
4. COSTS ASSOCIATED WITH ENVIRONMENTAL OR ARCHAEOLOGICAL ARE NOT KNOWN/QUANTIFIED
5. TRAFFIC SIGNAL LOCATIONS ARE INDICATIVE AND HAVE NOT BEEN DETAIL DESIGNED.



PLAN : INSET B

0 10 20 30 40 50 60 70 80 90 100 METRES
SCALE 1:1000 (A1)
SCALE 1:2000 (A3)

REV	DATE	DESCRIPTION	DRN	CHK	REV	APP
P02	11/14/22	KENT CC COMMENT ADDED	LF	JP	IB	SA

Rev	Date	Description	Prod.	Chk.	Rev.	App.

OTTERPOOL PARK

Project:

OTTERPOOL PARK DEVELOPMENT

Site

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Drawing Title:

OTTERPOOL PARK
M20 J9
A20 / TRINITY ROAD
ADDITIONAL LANES

Designed: LFORD	Signed	Date: 20/09/2022
Produced: LFORD	Signed	Date: 20/09/2022
Checked: JJPHILLIPS	Signed	Date: 20/09/2022
Reviewed: SJARAYAL	Signed	Date: 20/09/2022
Approved: LBRADDOCK	Signed	Date: 20/09/2022

Design Stage: PRELIMINARY

Original Size: A1	Grid: OS	Datum: AOD
Suitability Code: S1	Scale: 1:500	Project Number: 10029956

Suitability Description

PRELIMINARY DESIGN
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Drawing Number: 10029956 - ARC - XX XX - DR - HE - 0049

Revision: P02

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NOTES:

1. THIS DRAWING IS A HIGH-LEVEL CONCEPT DESIGN, SUBJECT TO THE FOLLOWING:
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   - UTILITIES SURVEY
   - DETAILED DESIGN REVIEW
   - ROAD SAFETY AUDIT.

KEY:

INDICATIVE NATIONAL HIGHWAYS BOUNDARY (KCC HIGHWAY BOUNDARY EXTENTS PENDING)

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REV	DATE	BY	DESCRIPTION	CHK	APP
P02	25/09/2026	RDS	LABEL FOR MAINTENANCE BAY ADDED	PS	JJ
P01	31/07/2026	SUF	FIRST ISSUE	PS	JJ

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ARCHITECT:

SITE/PROJECT:
OTTERPOOL PARK

TITLE:
A292 HYTHE ROAD / M20 J10 WB
ON-SLIP MITIGATION OPTIONEERING

SCALE @ A1:	CHECKED:		APPROVED:
1:250	BS		JJ
PROJECT NO: UK0037778.5358	DESIGNED: SUF	DRAWN: SUF	DATE: August 26

DRAWING No: 265358-WSP-00-00-SK-CE-0002
REV: P02

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Appendix L

MERGE AND DIVERGE

J11. 2055DM_EB Diverge_AM

DMRB Category	
Diverging Flow	707
Mainline Flow	2188
Layout	A
Option	1

Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

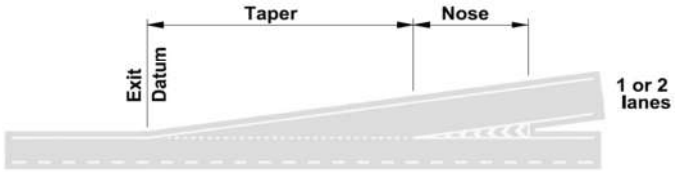
Existing Category	
Layout	A
Option	1

Lane Details	
Downstream Mainline	3
Upstream Mainline	3
Connector Road	1

Result

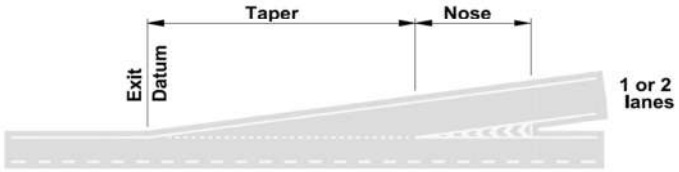
No Mitigation Required

Figure 3.30a Layout A option 1 - taper diverge



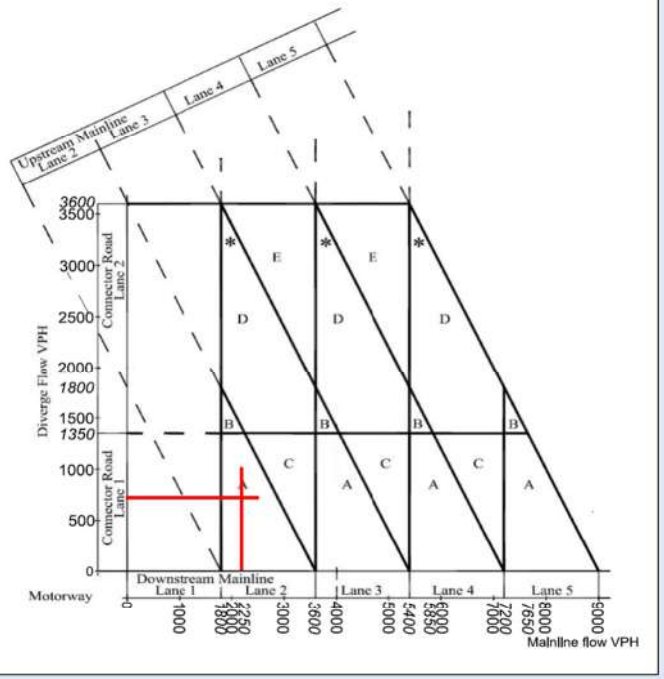
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J11. 2055DM_EB Diverge_PM

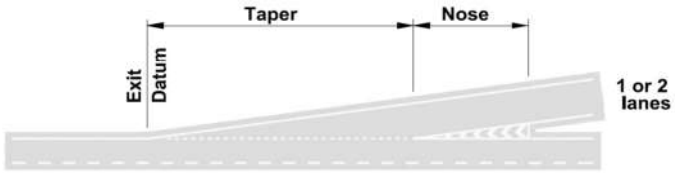
DMRB Category	
Diverging Flow	902
Mainline Flow	2504
Layout	A
Option	1
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	A
Option	1
Lane Details	
Downstream Mainline	3
Upstream Mainline	3
Connector Road	1

Result

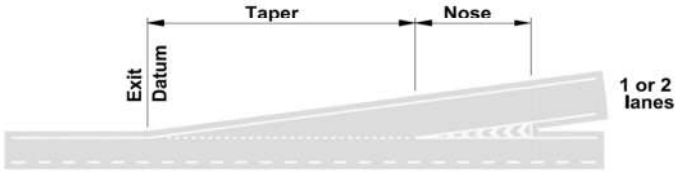
No Mitigation Required

Figure 3.30a Layout A option 1 - taper diverge



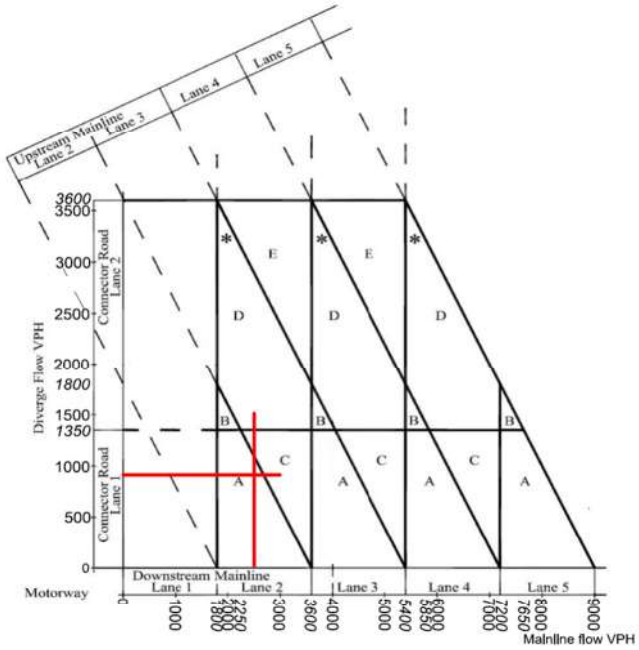
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J11. 2055DM_EB Merge_AM

DMRB Category

Merging Flow	867
Mainline Flow	2188

Layout	A
Option	1

Lane Requirement

Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Existing Category

Layout	A
Option	1

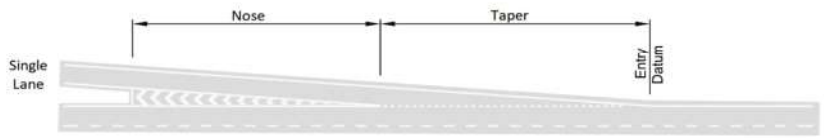
Lane Details

Upstream Mainline	3
Downstream Mainline	3
Connector Road	1

Result

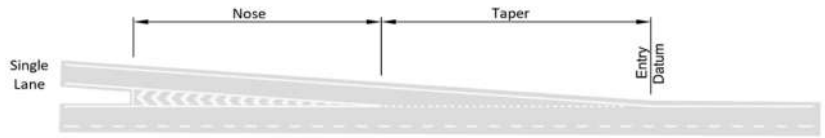
No Mitigation Required

Figure 3.14a Layout A option 1 - taper merge



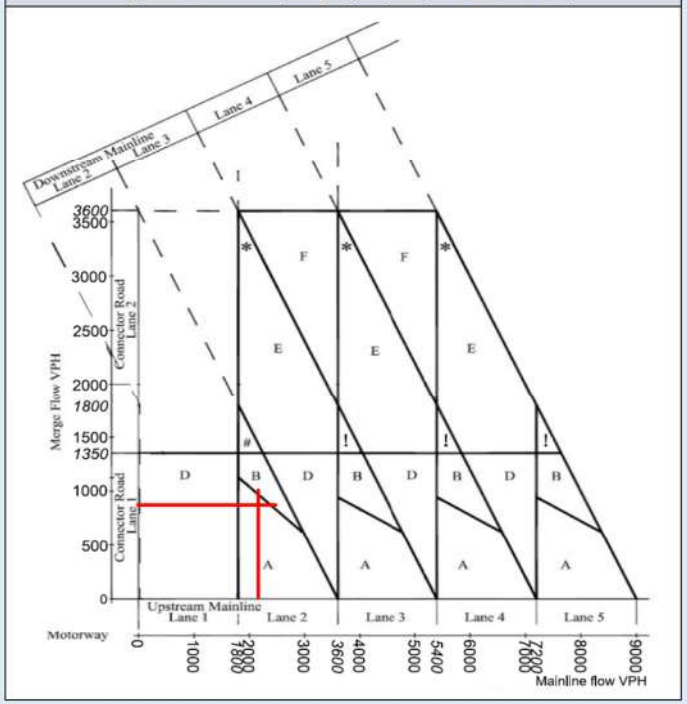
Existing Layout

Figure 3.14a Layout A option 1 - taper merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J11. 2055DM_EB Merge_PM

DMRB Category	
Merging Flow	953
Mainline Flow	2504
Layout	B
Option	

Lane Requirement	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

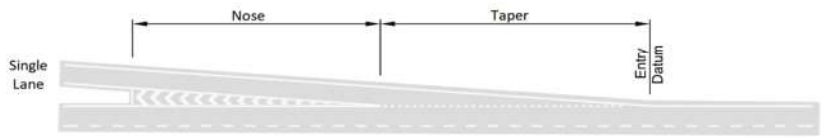
Existing Category	
Layout	A
Option	1

Lane Details	
Upstream Mainline	3
Downstream Mainline	3
Connector Road	1

Result

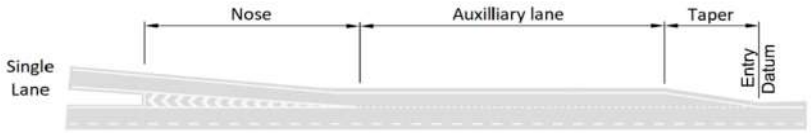
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14a Layout A option 1 - taper merge



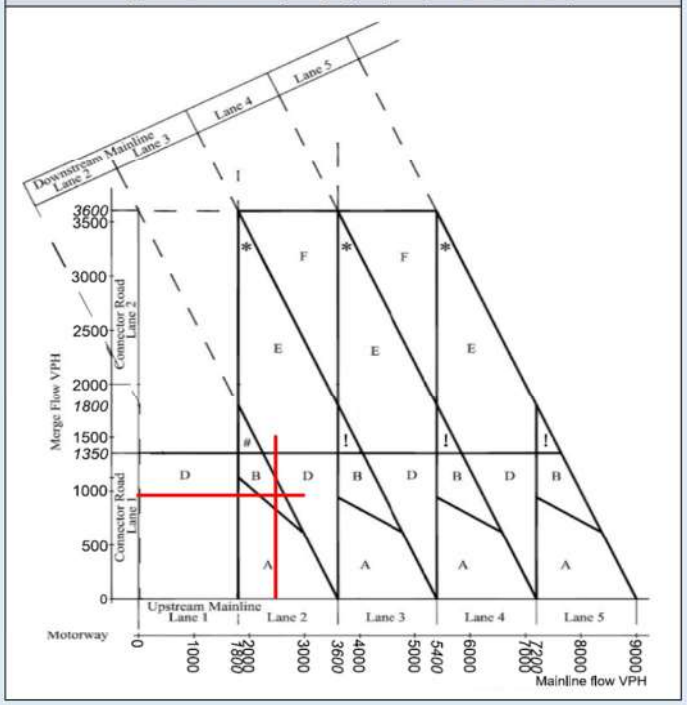
Existing Layout

Figure 3.14c Layout B - parallel merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J11. 2055DM_WB Diverge_AM

DMRB Category	
Diverging Flow	796
Mainline Flow	2294
Layout	A
Option	1

Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

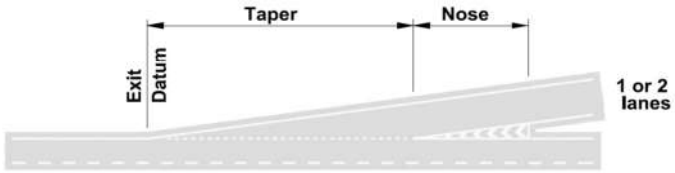
Existing Category	
Layout	A
Option	1

Lane Details	
Downstream Mainline	3
Upstream Mainline	3
Connector Road	1

Result

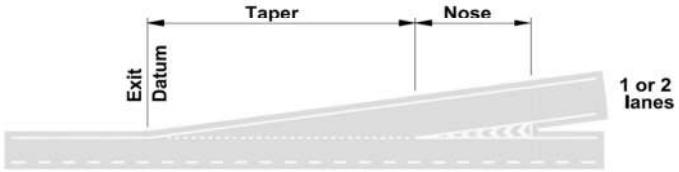
No Mitigation Required

Figure 3.30a Layout A option 1 - taper diverge



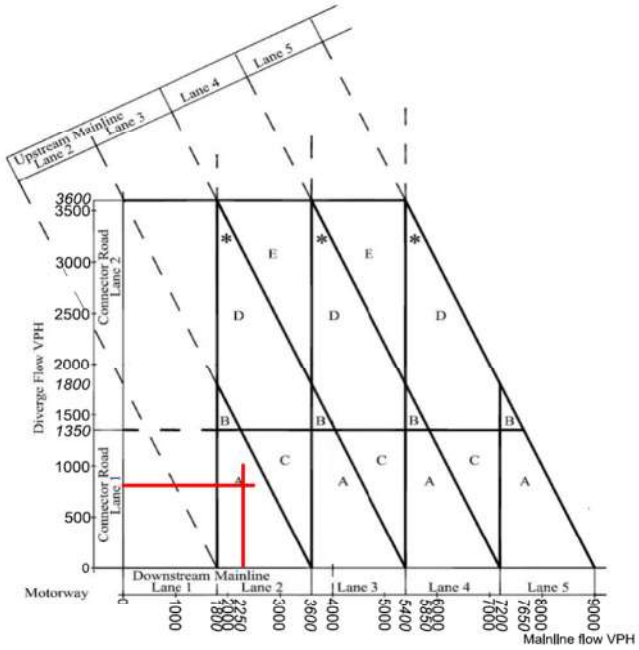
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J11. 2055DM_WB Diverge_PM

DMRB Category	
Diverging Flow	676
Mainline Flow	1847
Layout	A
Option	1

Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

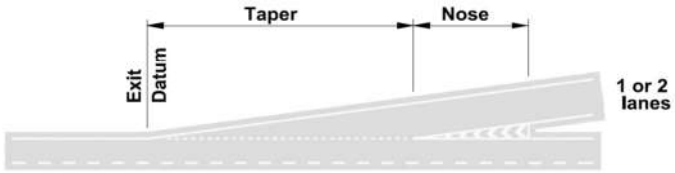
Existing Category	
Layout	A
Option	1

Lane Details	
Downstream Mainline	3
Upstream Mainline	3
Connector Road	1

Result

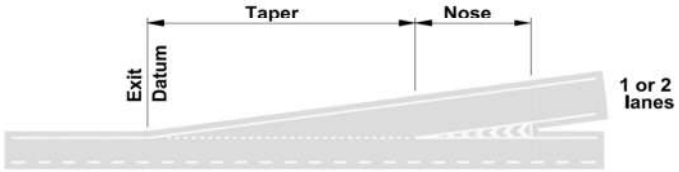
No Mitigation Required

Figure 3.30a Layout A option 1 - taper diverge



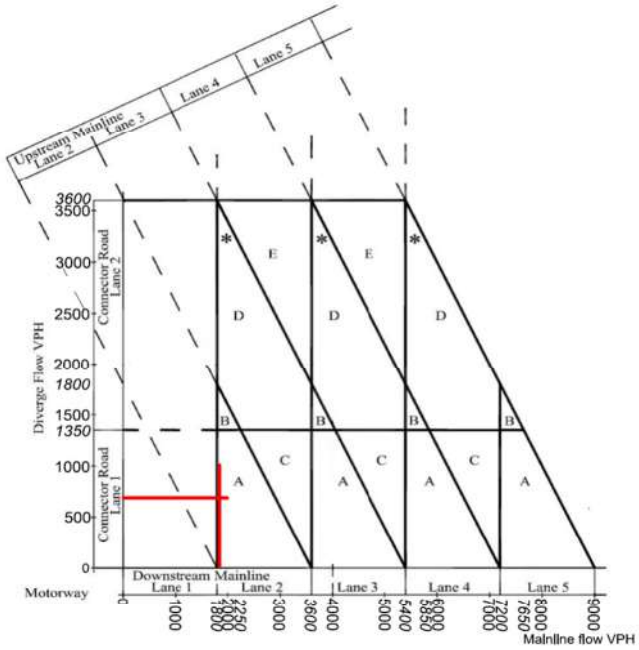
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J11. 2055DM_WB Merge_AM

DMRB Category	
Merging Flow	539
Mainline Flow	2294
Layout	A
Option	1

Lane Requirement	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

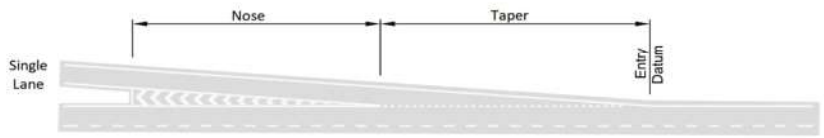
Existing Category	
Layout	A
Option	1

Lane Details	
Upstream Mainline	3
Downstream Mainline	3
Connector Road	1

Result

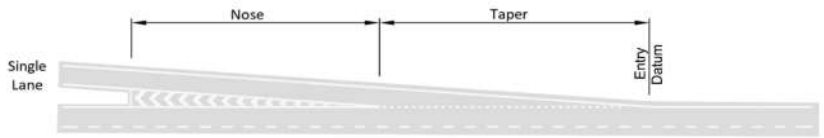
No Mitigation Required

Figure 3.14a Layout A option 1 - taper merge



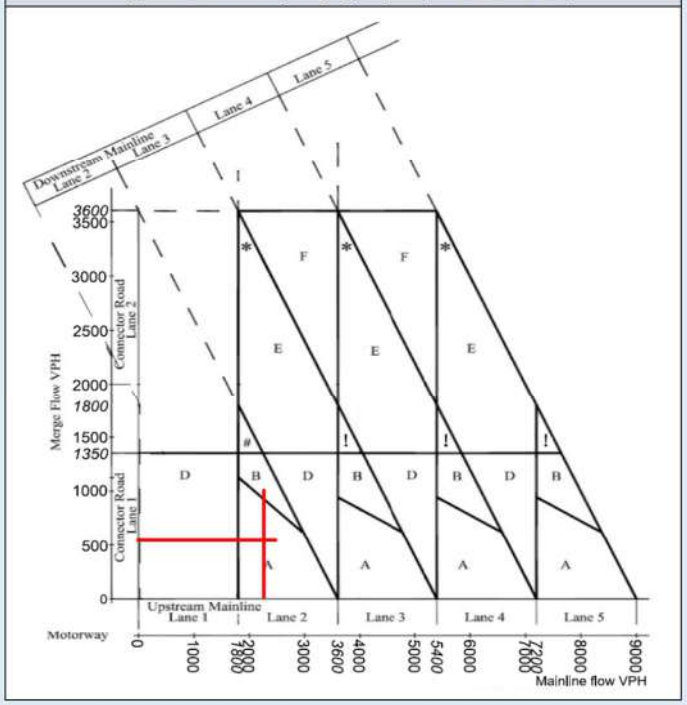
Existing Layout

Figure 3.14a Layout A option 1 - taper merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J11. 2055DM_WB Merge_PM

DMRB Category	
Merging Flow	513
Mainline Flow	1847
Layout	A
Option	1

Lane Requirement	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

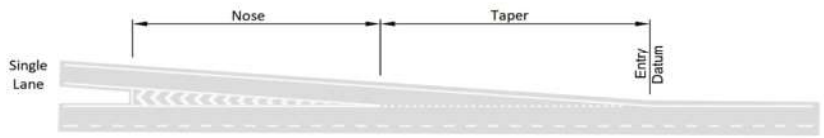
Existing Category	
Layout	A
Option	1

Lane Details	
Upstream Mainline	3
Downstream Mainline	3
Connector Road	1

Result

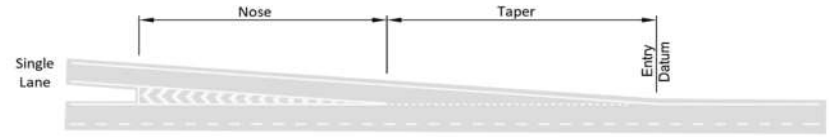
No Mitigation Required

Figure 3.14a Layout A option 1 - taper merge



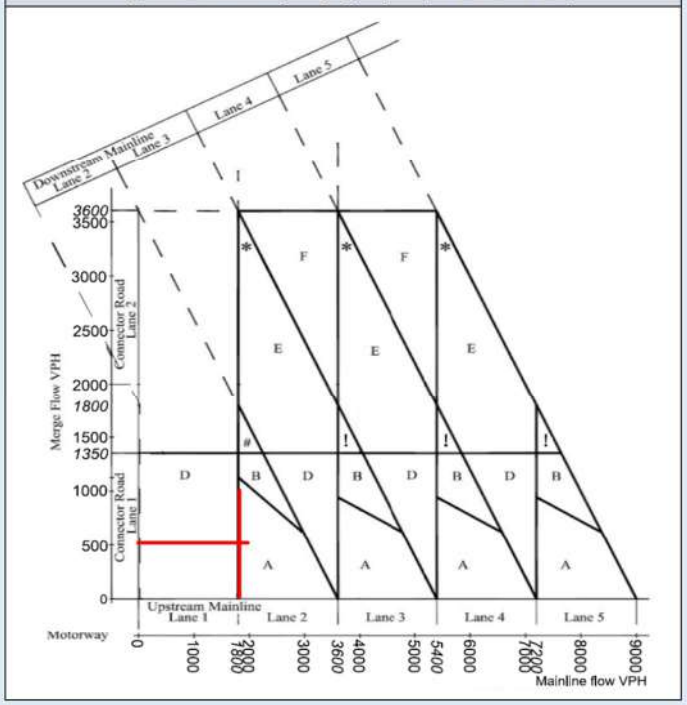
Existing Layout

Figure 3.14a Layout A option 1 - taper merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J11. 2055DS_EB Diverge_AM

DMRB Category	
Diverging Flow	688
Mainline Flow	2188
Layout	A
Option	1

Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

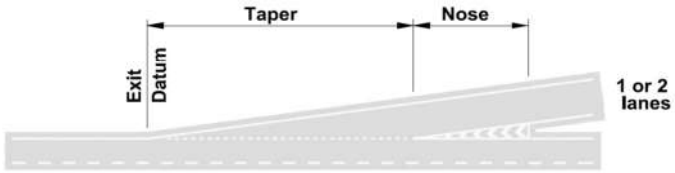
Existing Category	
Layout	A
Option	1

Lane Details	
Downstream Mainline	3
Upstream Mainline	3
Connector Road	1

Result

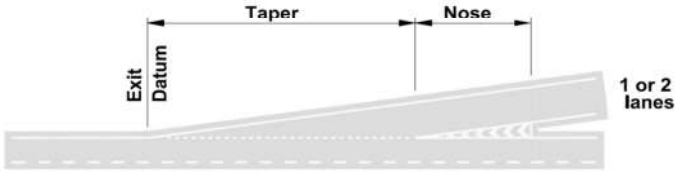
No Mitigation Required

Figure 3.30a Layout A option 1 - taper diverge



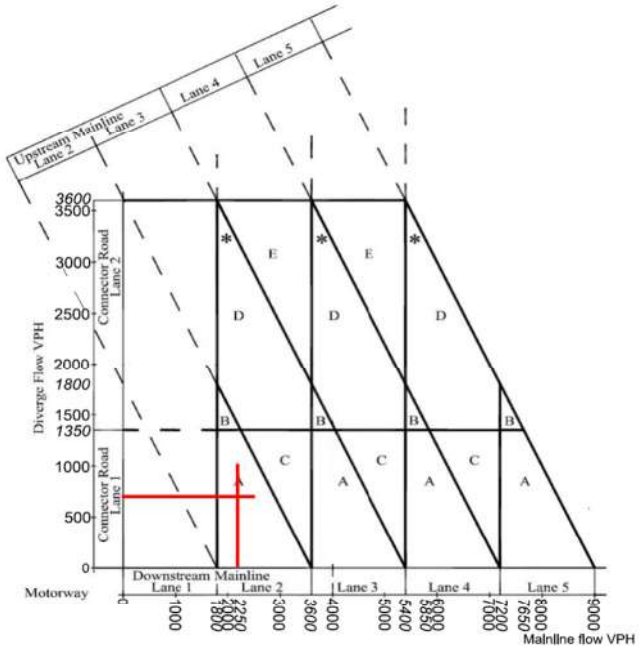
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J11. 2055DS_EB Diverge_PM

DMRB Category	
Diverging Flow	747
Mainline Flow	2504
Layout	A
Option	1

Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

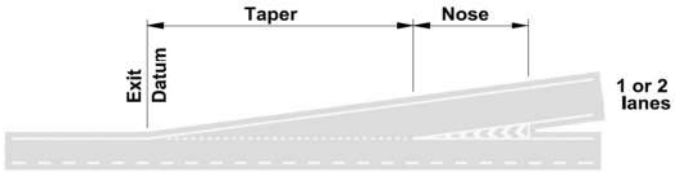
Existing Category	
Layout	A
Option	1

Lane Details	
Downstream Mainline	3
Upstream Mainline	3
Connector Road	1

Result

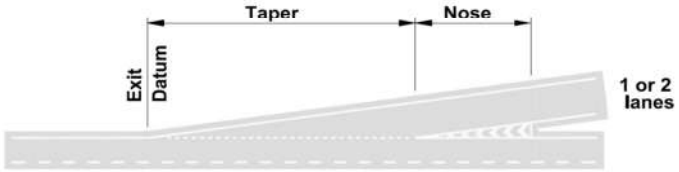
No Mitigation Required

Figure 3.30a Layout A option 1 - taper diverge



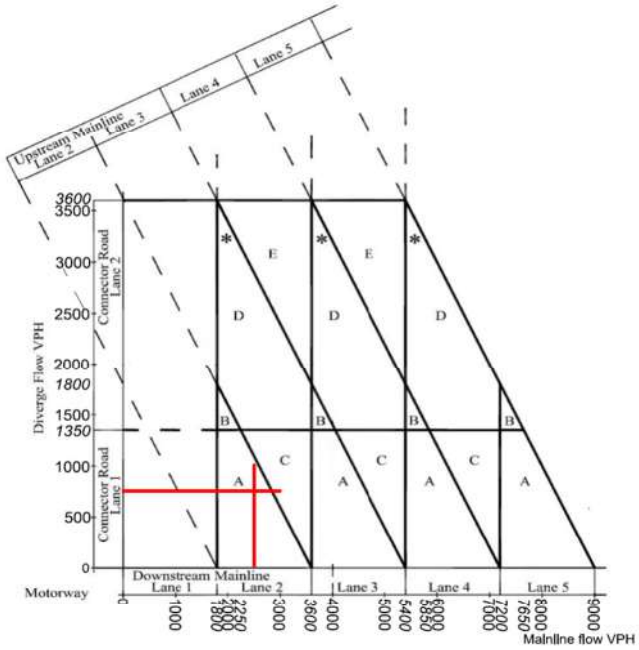
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J11. 2055DS_EB Merge_AM

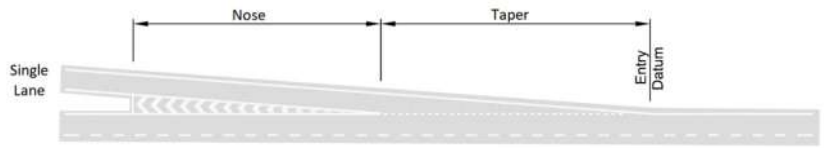
DMRB Category	
Merging Flow	1435
Mainline Flow	2188
Layout	E
Option	1
Lane Requirement	
Upstream Mainline	2
Downstream Mainline	3
Connector Road	2

Existing Category	
Layout	A
Option	1
Lane Details	
Upstream Mainline	3
Downstream Mainline	3
Connector Road	1

Result

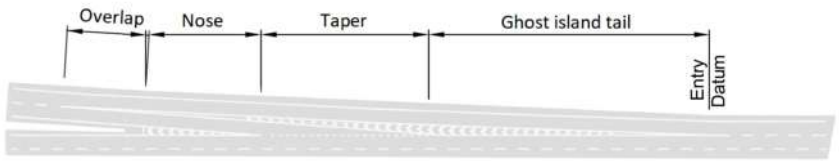
Mitigation Required

Figure 3.14a Layout A option 1 - taper merge



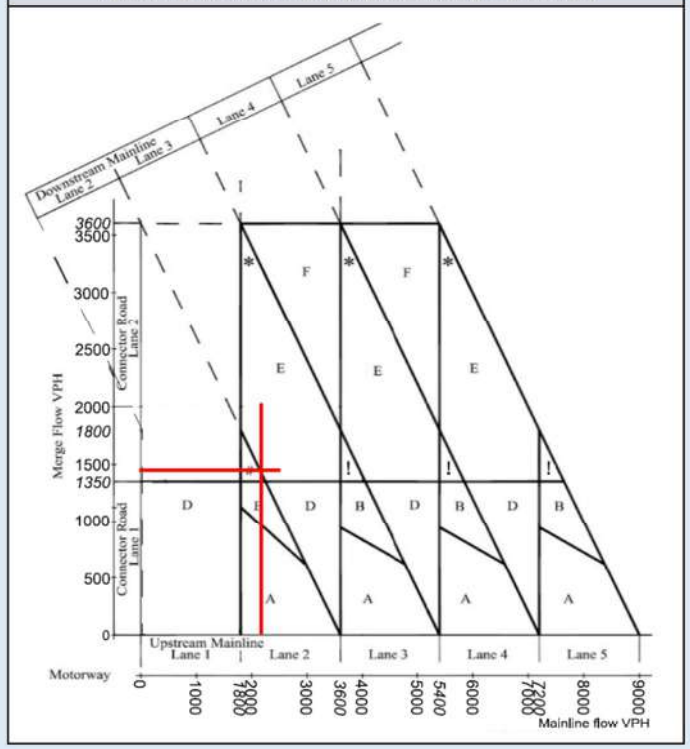
Existing Layout

Figure 3.14f Layout E Option 1 - lane gain with ghost island offside merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



The assessment indicates a requirement for a two-lane connector road and further engineering judgement is required to determine the most appropriate merge layout

J11. 2055DS_EB Merge_PM

DMRB Category

Merging Flow	1562
Mainline Flow	2504

Layout	E
Option	1

Lane Requirement

Upstream Mainline	2
Downstream Mainline	3
Connector Road	2

Existing Category

Layout	A
Option	1

Lane Details

Upstream Mainline	3
Downstream Mainline	3
Connector Road	1

Result

Mitigation Required

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)

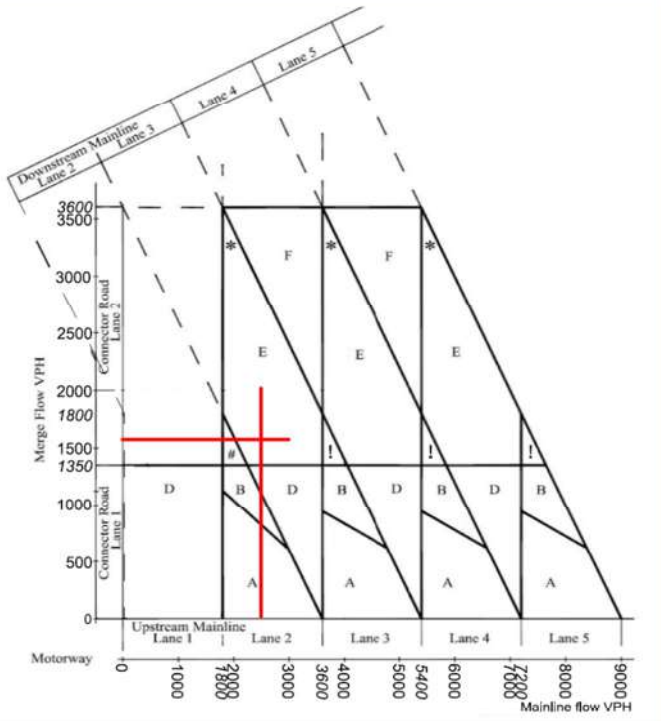
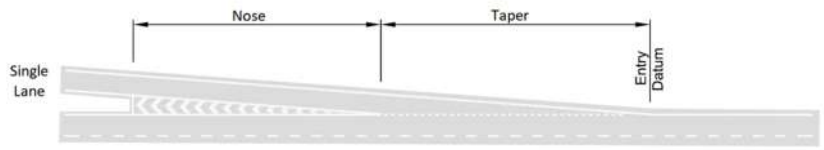
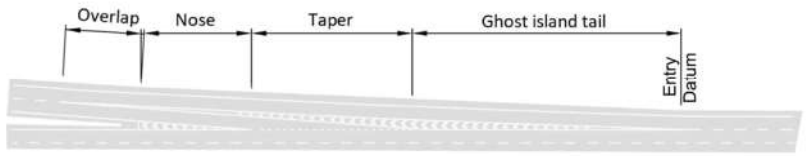


Figure 3.14a Layout A option 1 - taper merge



Existing Layout

Figure 3.14f Layout E Option 1 - lane gain with ghost island offside merge



DMRB recommended Layout

The assessment indicates a requirement for a two-lane connector road and further engineering judgement is required to determine the most appropriate merge layout

J11. 2055DS_WB Diverge_AM

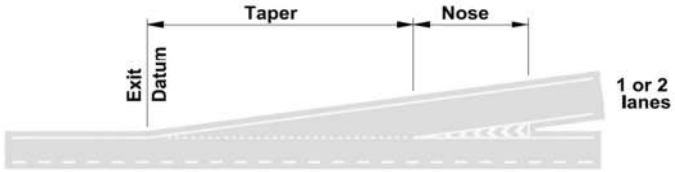
DMRB Category	
Diverging Flow	1387
Mainline Flow	2294
Layout	D
Option	1
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	3
Connector Road	2

Existing Category	
Layout	A
Option	1
Lane Details	
Downstream Mainline	3
Upstream Mainline	3
Connector Road	1

Result

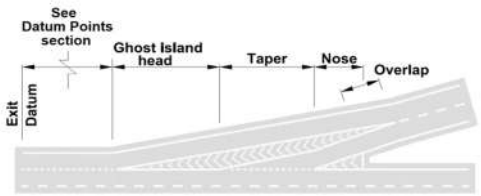
Mitigation Required

Figure 3.30a Layout A option 1 - taper diverge



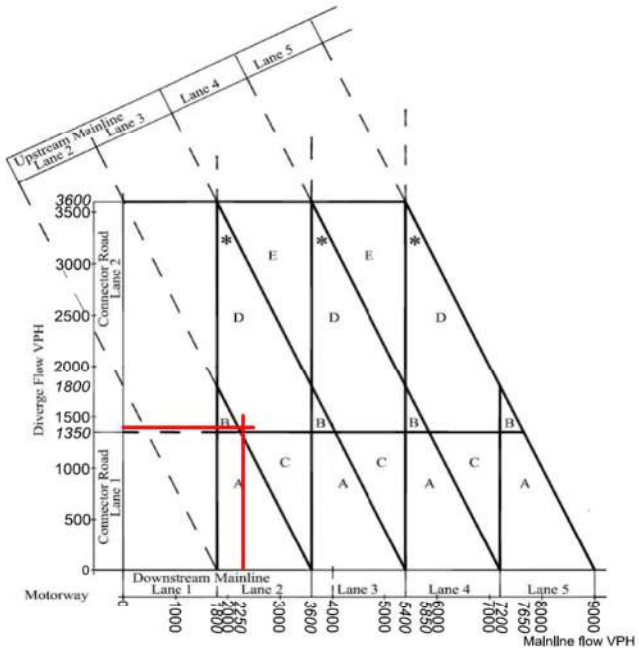
Existing Layout

Figure 3.30g Layout D option 1 - ghost island lane drop



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J11. 2055DS_WB Diverge_PM

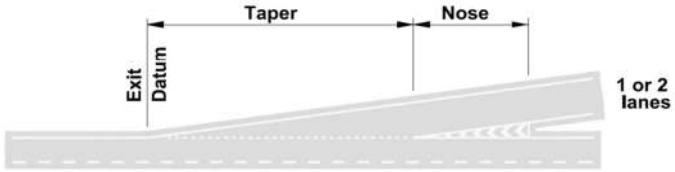
DMRB Category	
Diverging Flow	1207
Mainline Flow	1847
Layout	A
Option	1
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	A
Option	1
Lane Details	
Downstream Mainline	3
Upstream Mainline	3
Connector Road	1

Result

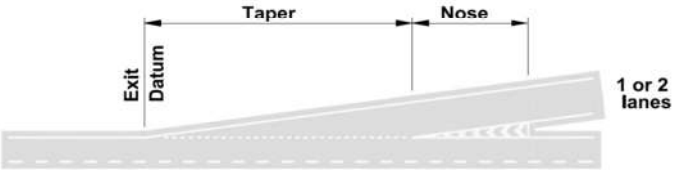
No Mitigation Required

Figure 3.30a Layout A option 1 - taper diverge



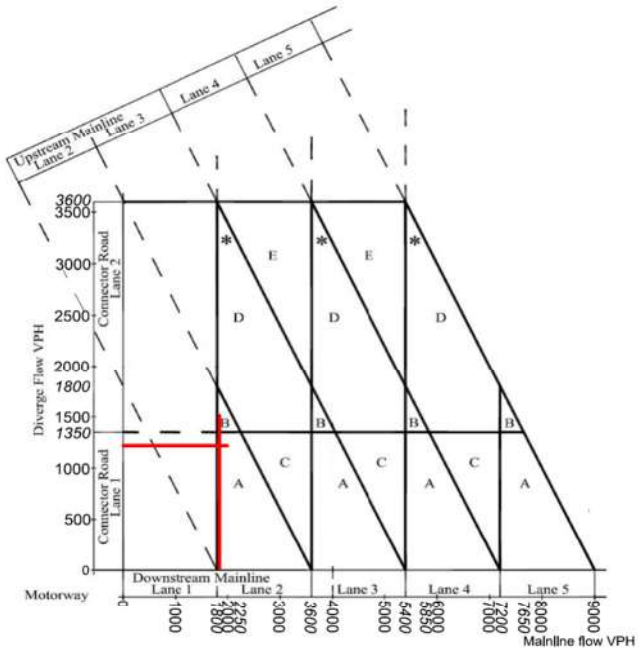
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J11. 2055DS_WB Merge_AM

DMRB Category

Merging Flow	676
Mainline Flow	2294

Layout	A
Option	1

Lane Requirement

Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Existing Category

Layout	A
Option	1

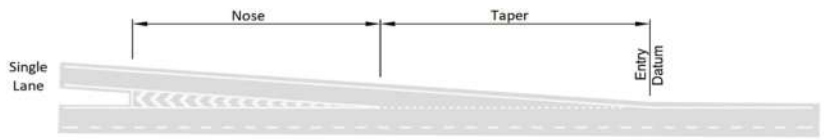
Lane Details

Upstream Mainline	3
Downstream Mainline	3
Connector Road	1

Result

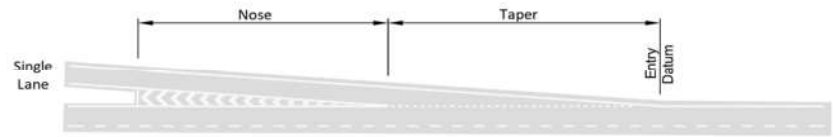
No Mitigation Required

Figure 3.14a Layout A option 1 - taper merge



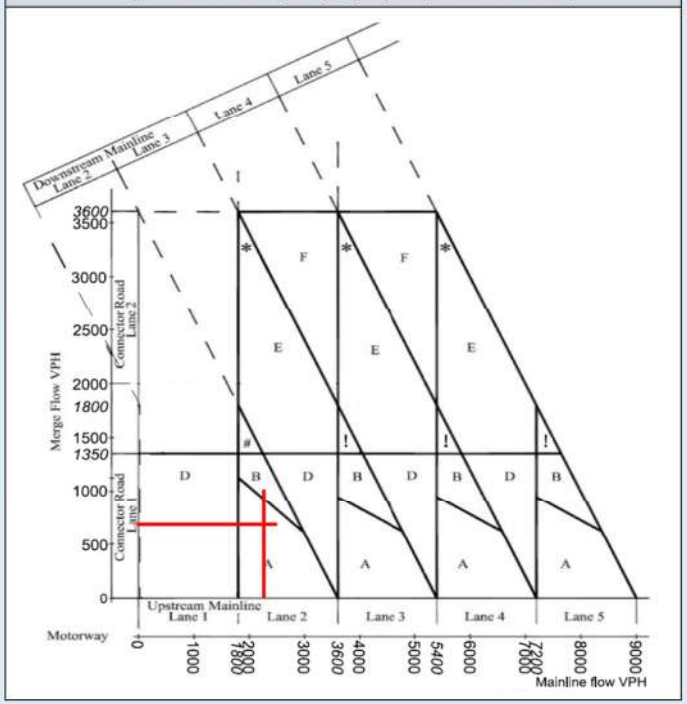
Existing Layout

Figure 3.14a Layout A option 1 - taper merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J11. 2055DS_WB Merge_PM

DMRB Category	
Merging Flow	577
Mainline Flow	1847
Layout	A
Option	1

Lane Requirement	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

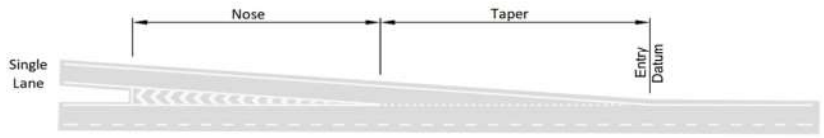
Existing Category	
Layout	A
Option	1

Lane Details	
Upstream Mainline	3
Downstream Mainline	3
Connector Road	1

Result

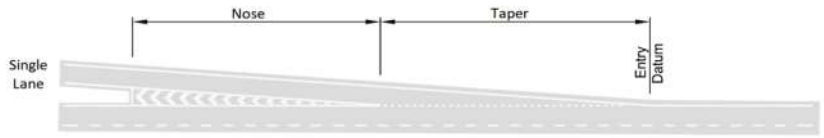
No Mitigation Required

Figure 3.14a Layout A option 1 - taper merge



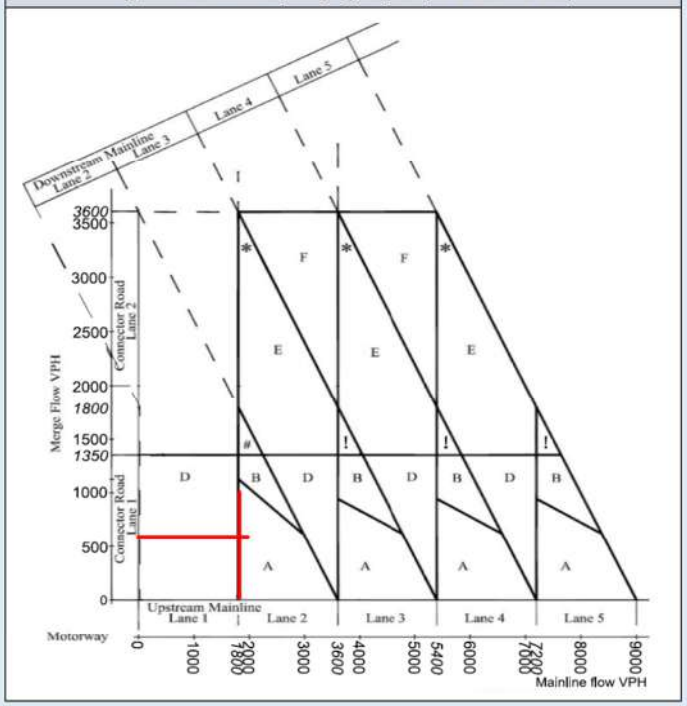
Existing Layout

Figure 3.14a Layout A option 1 - taper merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J11a. 2055DM_EB Diverge_AM

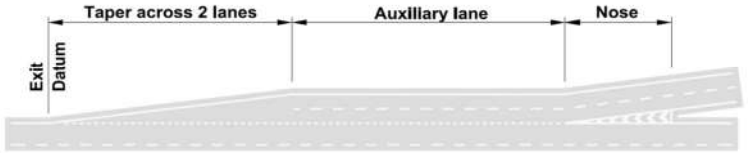
DMRB Category	
Diverging Flow	550
Mainline Flow	2505
Layout	A
Option	2
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	B
Option	2
Lane Details	
Downstream Mainline	3
Upstream Mainline	3
Connector Road	2

Result

Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.30d Layout B option 2 - Two-lane auxiliary diverge

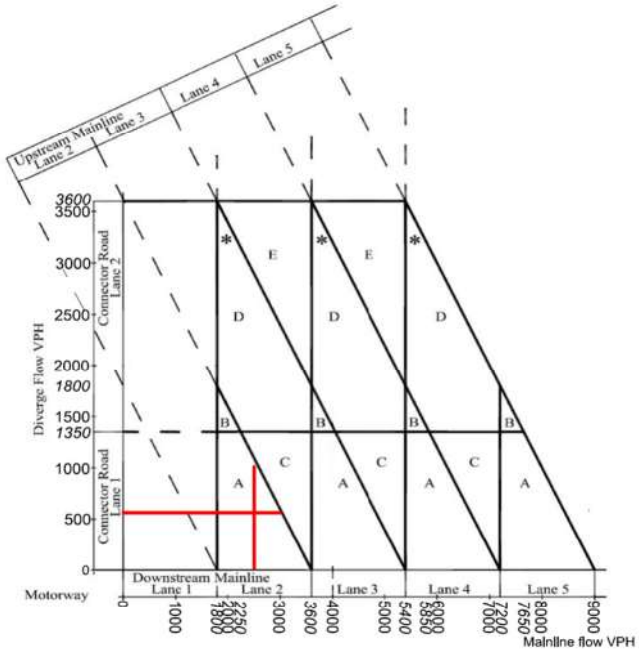


Existing Layout

Figure 3.30b Layout A option 2 - Single lane auxiliary diverge

DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J11a. 2055DM_EB Diverge_PM

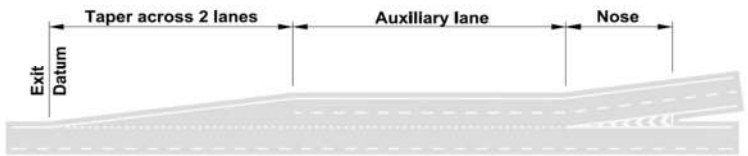
DMRB Category	
Diverging Flow	325
Mainline Flow	3132
Layout	A
Option	2
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	B
Option	2
Lane Details	
Downstream Mainline	3
Upstream Mainline	3
Connector Road	2

Result

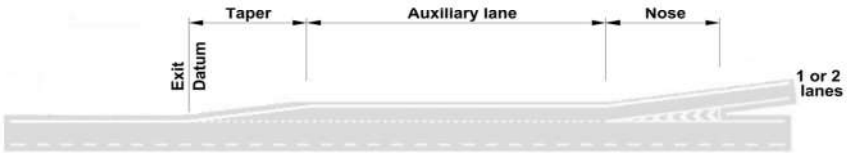
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.30d Layout B option 2 - Two-lane auxiliary diverge



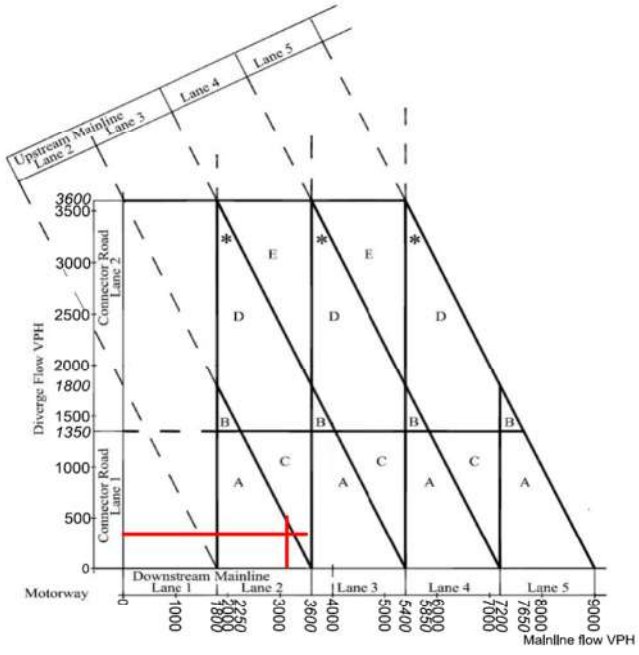
Existing Layout

Figure 3.30b Layout A option 2 - Single lane auxiliary diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J11a. 2055DM_WB Merge_AM

DMRB Category	
Merging Flow	197
Mainline Flow	2661
Layout	A
Option	1

Lane Requirement	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

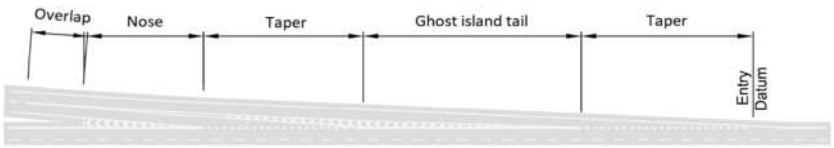
Existing Category	
Layout	C
Option	

Lane Details	
Upstream Mainline	3
Downstream Mainline	3
Connector Road	2

Result

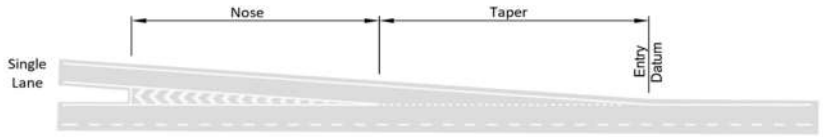
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14d Layout C - ghost island merge



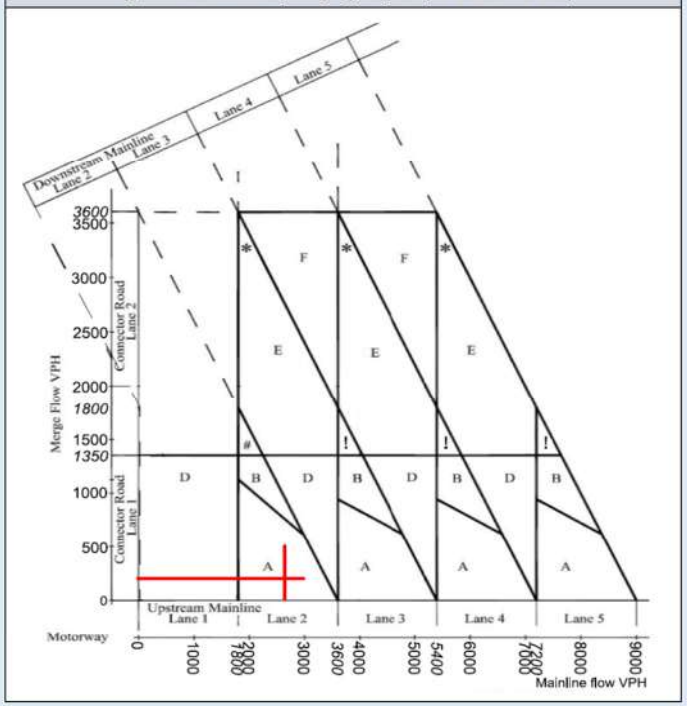
Existing Layout

Figure 3.14a Layout A option 1 - taper merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J11a. 2055DM_WB Merge_PM

DMRB Category	
Merging Flow	328
Mainline Flow	2128
Layout	A
Option	1

Lane Requirement	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

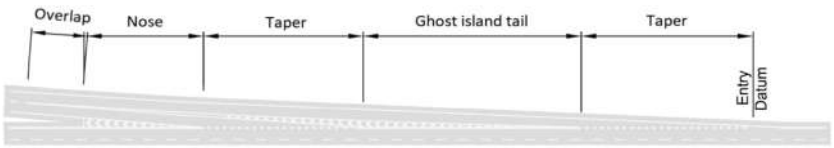
Existing Category	
Layout	C
Option	

Lane Details	
Upstream Mainline	3
Downstream Mainline	3
Connector Road	2

Result

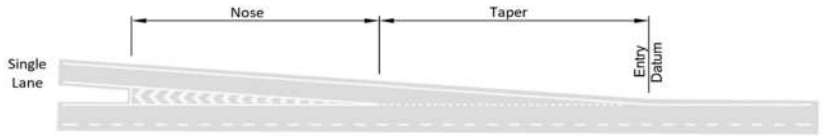
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14d Layout C - ghost island merge



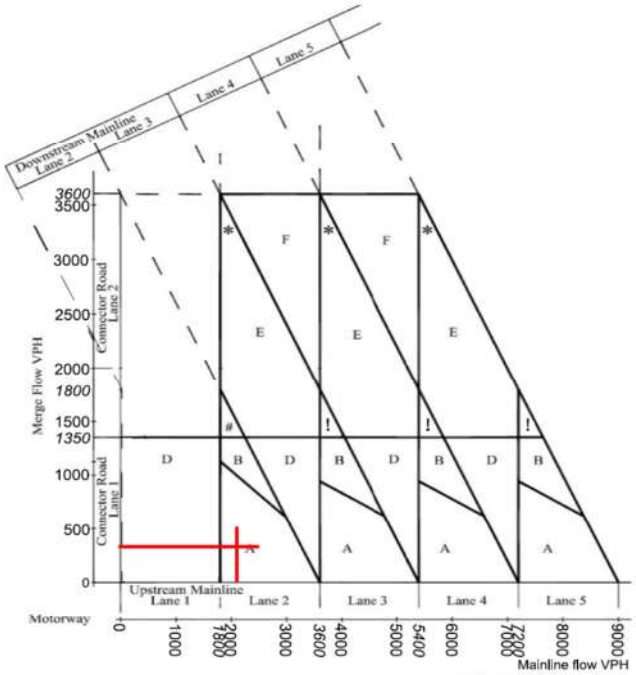
Existing Layout

Figure 3.14a Layout A option 1 - taper merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J11a. 2055DS_EB Diverge_AM

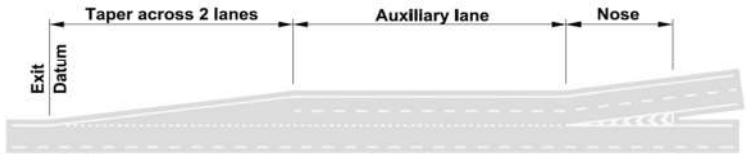
DMRB Category	
Diverging Flow	550
Mainline Flow	3073
Layout	C
Option	2
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	3
Connector Road	1

Existing Category	
Layout	B
Option	2
Lane Details	
Downstream Mainline	3
Upstream Mainline	3
Connector Road	2

Result

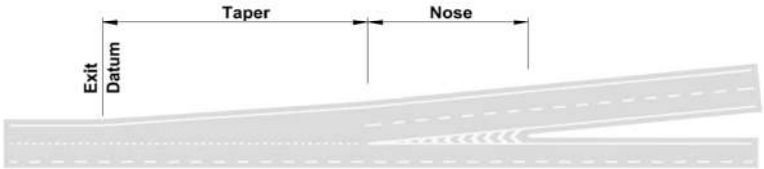
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.30d Layout B option 2 - Two-lane auxiliary diverge



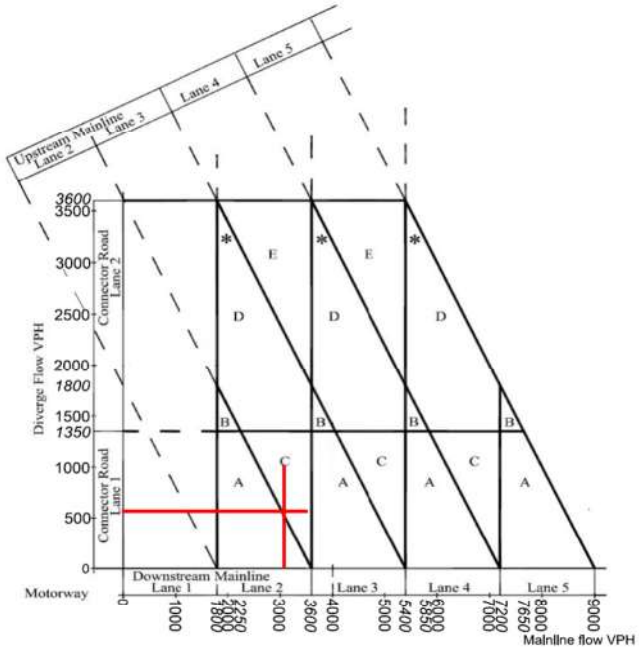
Existing Layout

Figure 3.30f Layout C Option 2 - lane drop with 2-lane connector road



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J11a. 2055DS_EB Diverge_PM

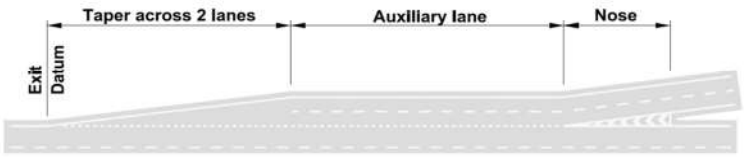
DMRB Category	
Diverging Flow	325
Mainline Flow	3741
Layout	A
Option	2
Lane Requirement	
Downstream Mainline	3
Upstream Mainline	3
Connector Road	1

Existing Category	
Layout	B
Option	2
Lane Details	
Downstream Mainline	3
Upstream Mainline	3
Connector Road	2

Result

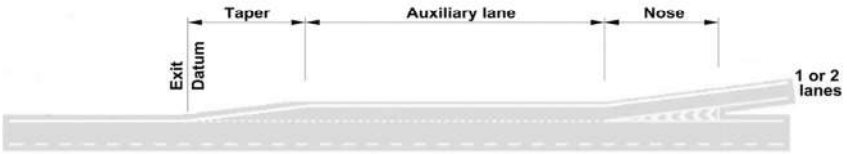
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.30d Layout B option 2 - Two-lane auxiliary diverge



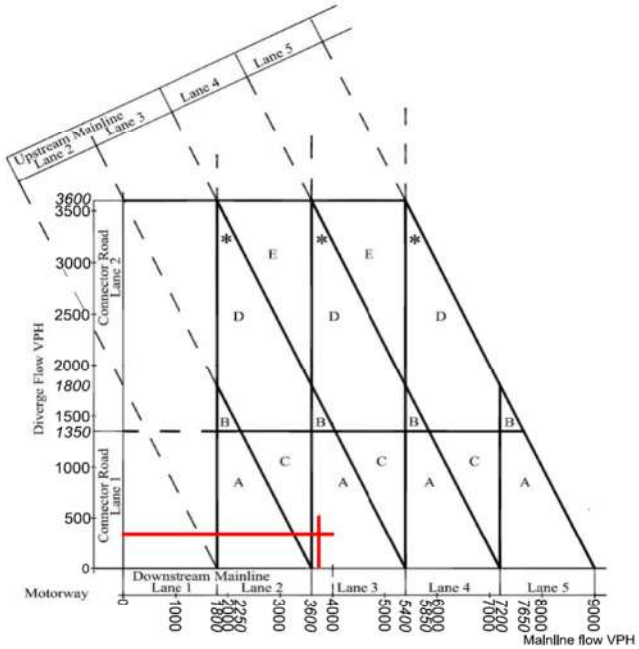
Existing Layout

Figure 3.30b Layout A option 2 - Single lane auxiliary diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J11a. 2055DS_WB Merge_AM

DMRB Category	
Merging Flow	197
Mainline Flow	3252
Layout	A
Option	1

Lane Requirement	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

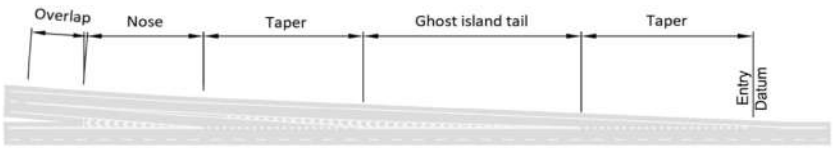
Existing Category	
Layout	C
Option	

Lane Details	
Upstream Mainline	3
Downstream Mainline	3
Connector Road	2

Result

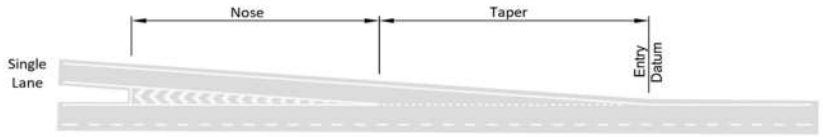
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14d Layout C - ghost island merge



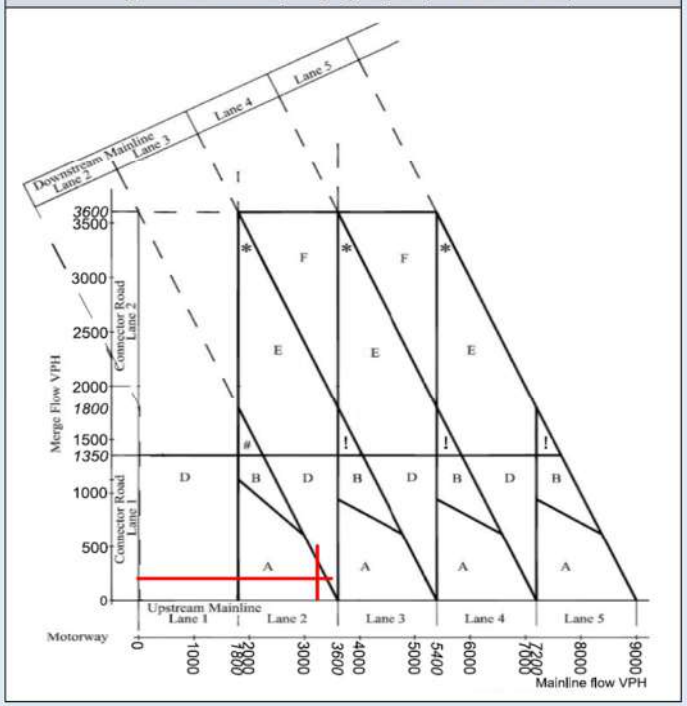
Existing Layout

Figure 3.14a Layout A option 1 - taper merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J11a. 2055DS_WB Merge_PM

DMRB Category

Merging Flow	328
Mainline Flow	2659

Layout	A
Option	1

Lane Requirement

Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Existing Category

Layout	C
Option	

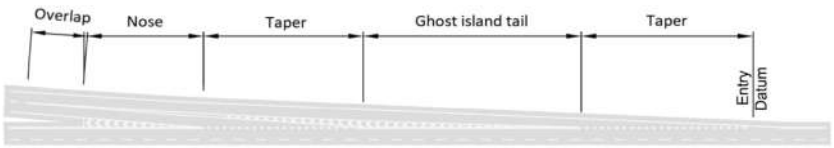
Lane Details

Upstream Mainline	3
Downstream Mainline	3
Connector Road	2

Result

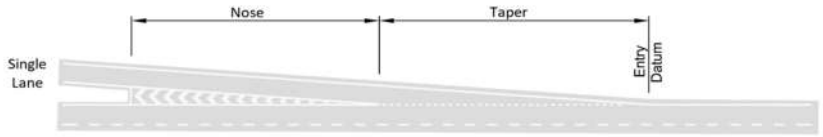
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14d Layout C - ghost island merge



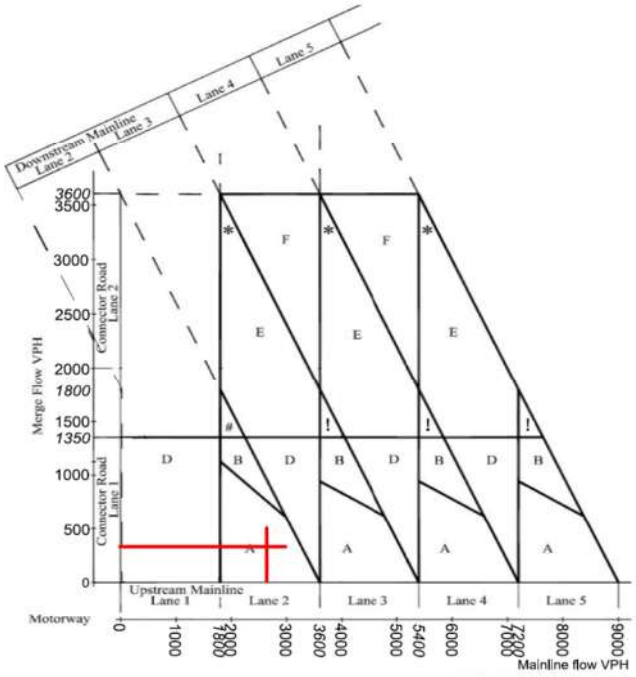
Existing Layout

Figure 3.14a Layout A option 1 - taper merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J12. 2055DM_EB Diverge_AM

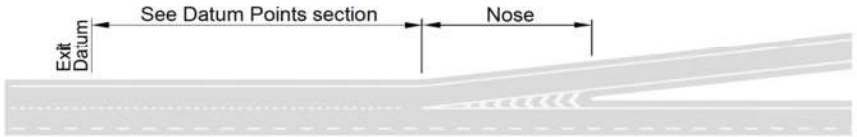
DMRB Category	
Diverging Flow	744
Mainline Flow	1761
Layout	A
Option	1
Lane Requirement	
Downstream Mainline	1
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	C
Option	1
Lane Details	
Downstream Mainline	2
Upstream Mainline	3
Connector Road	1

Result

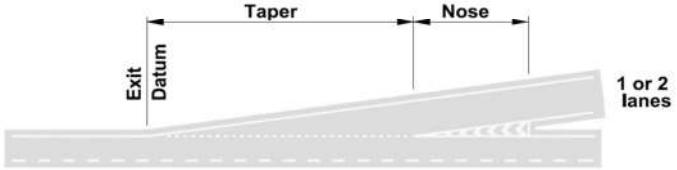
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.30e Layout C Option 1 - lane drop with 1-lane connector road



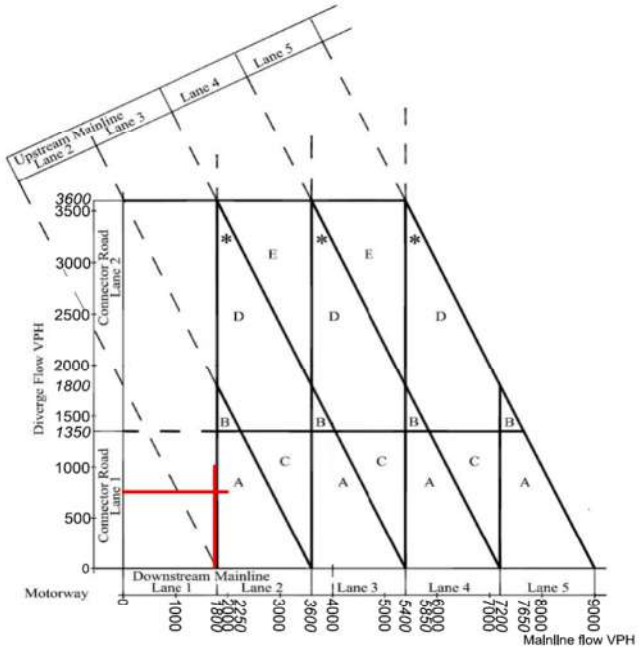
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J12. 2055DM_EB Diverge_PM

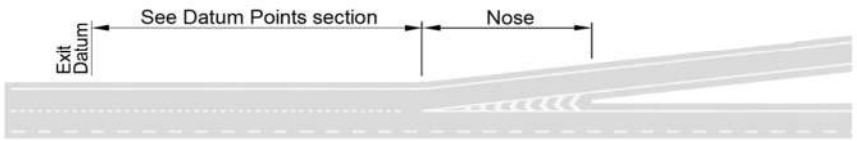
DMRB Category	
Diverging Flow	903
Mainline Flow	2229
Layout	A
Option	1
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	C
Option	1
Lane Details	
Downstream Mainline	2
Upstream Mainline	3
Connector Road	1

Result

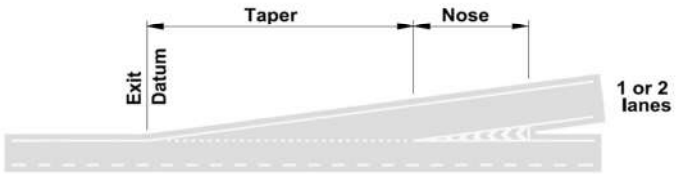
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.30e Layout C Option 1 - lane drop with 1-lane connector road



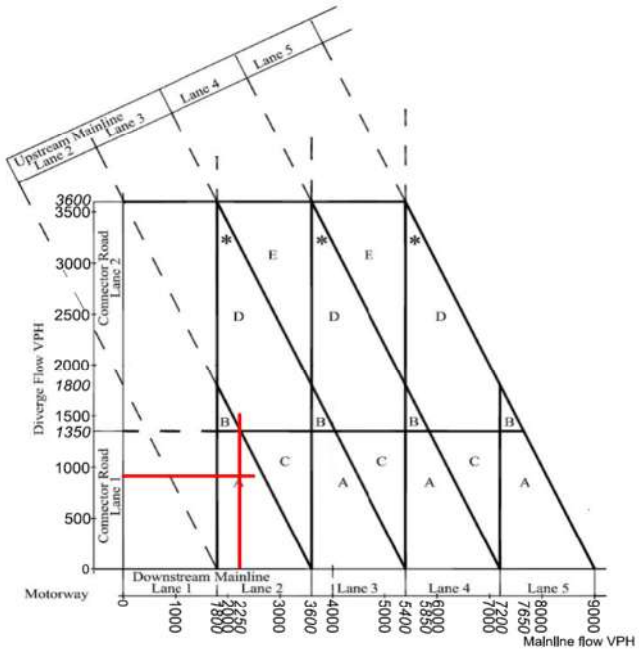
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J12. 2055DM_EB Merge_AM

DMRB Category	
Merging Flow	1034
Mainline Flow	1761
Layout	D
Option	

Lane Requirement	
Upstream Mainline	1
Downstream Mainline	2
Connector Road	1

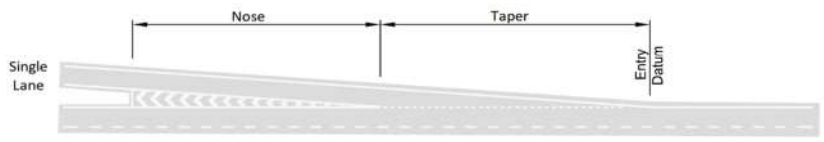
Existing Category	
Layout	A
Option	1

Lane Details	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Result

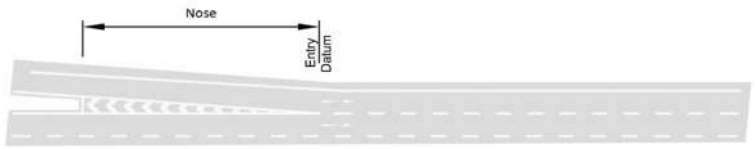
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14a Layout A option 1 - taper merge



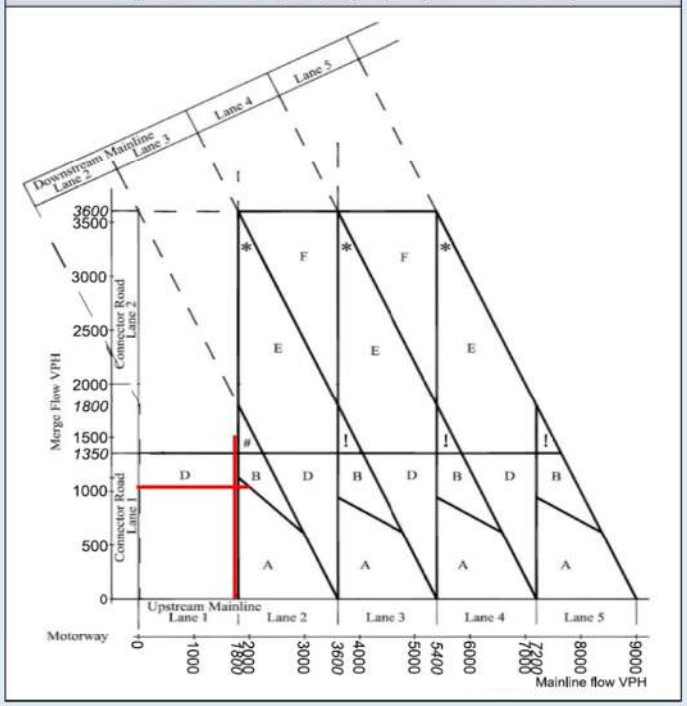
Existing Layout

Figure 3.14e Layout D - lane gain



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



The future-year flow plots within the Layout D region of Figure 3.12b. For an existing motorway junction where no lane gain is proposed, the National Highways NAA (England National Application Annex) permits Layout B to be used instead of Layout D.

J12. 2055DM_EB Merge_PM

DMRB Category	
Merging Flow	956
Mainline Flow	2229
Layout	B
Option	

Lane Requirement	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

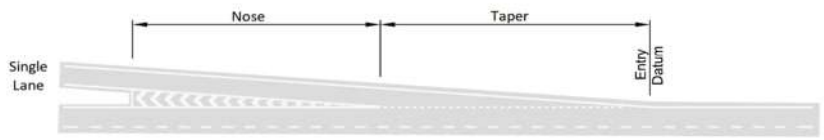
Existing Category	
Layout	A
Option	1

Lane Details	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Result

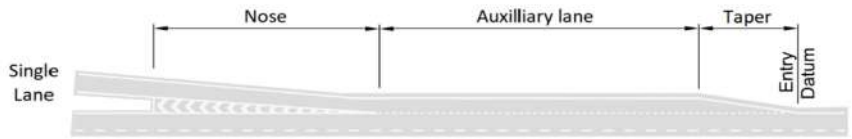
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14a Layout A option 1 - taper merge



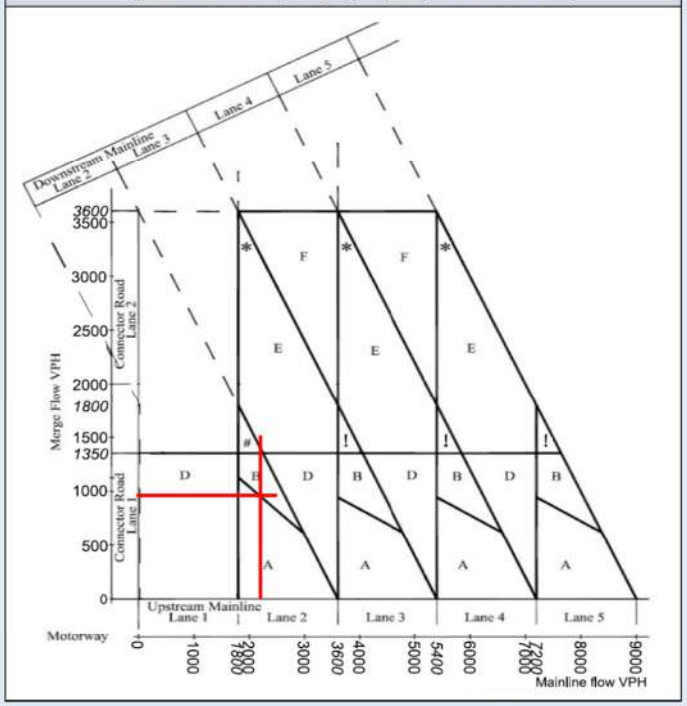
Existing Layout

Figure 3.14c Layout B - parallel merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J12. 2055DM_WB Diverge_AM

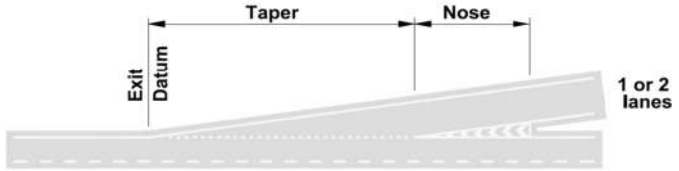
DMRB Category	
Diverging Flow	860
Mainline Flow	2135
Layout	A
Option	1
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	A
Option	1
Lane Details	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Result

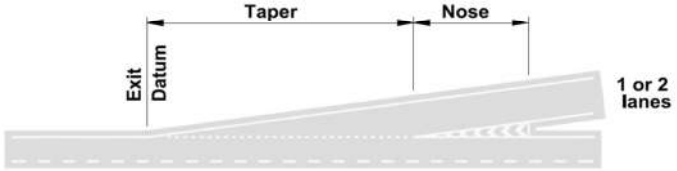
No Mitigation Required

Figure 3.30a Layout A option 1 - taper diverge



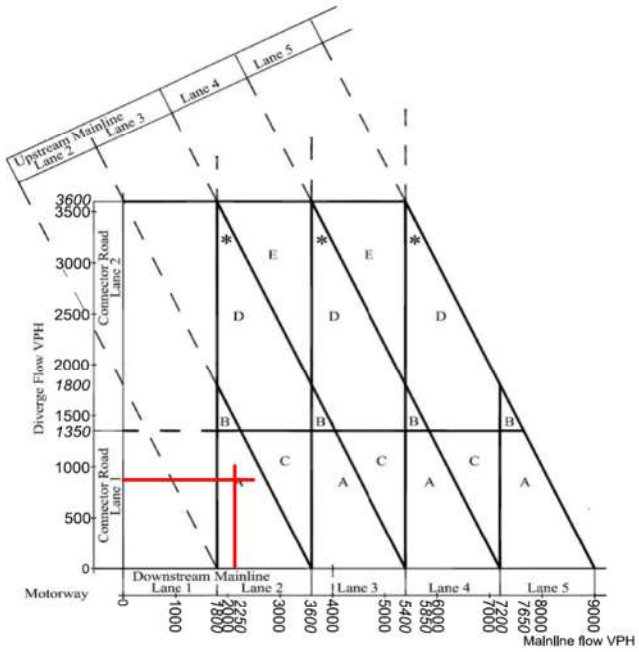
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J12. 2055DM_WB Diverge_PM

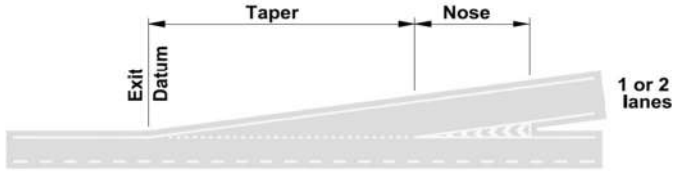
DMRB Category	
Diverging Flow	846
Mainline Flow	1895
Layout	A
Option	1
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	A
Option	1
Lane Details	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Result

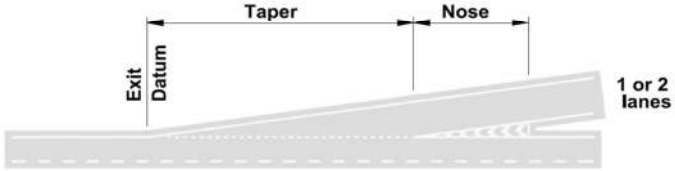
No Mitigation Required

Figure 3.30a Layout A option 1 - taper diverge



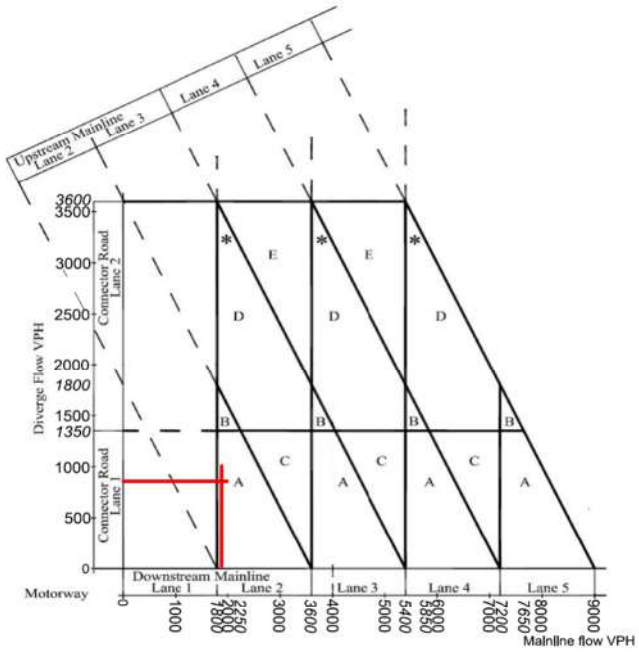
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J12. 2055DM_WB Merge_AM

DMRB Category

Merging Flow	774
Mainline Flow	2135

Layout	A
Option	1

Lane Requirement

Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Existing Category

Layout	D
Option	

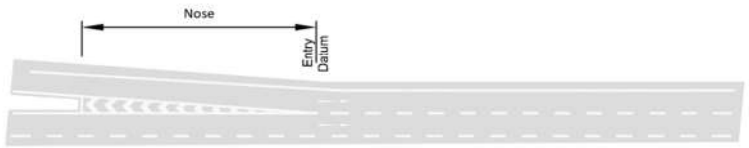
Lane Details

Upstream Mainline	2
Downstream Mainline	3
Connector Road	1

Result

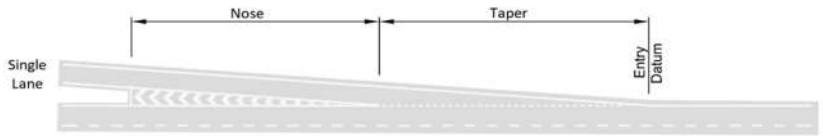
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14e Layout D - lane gain



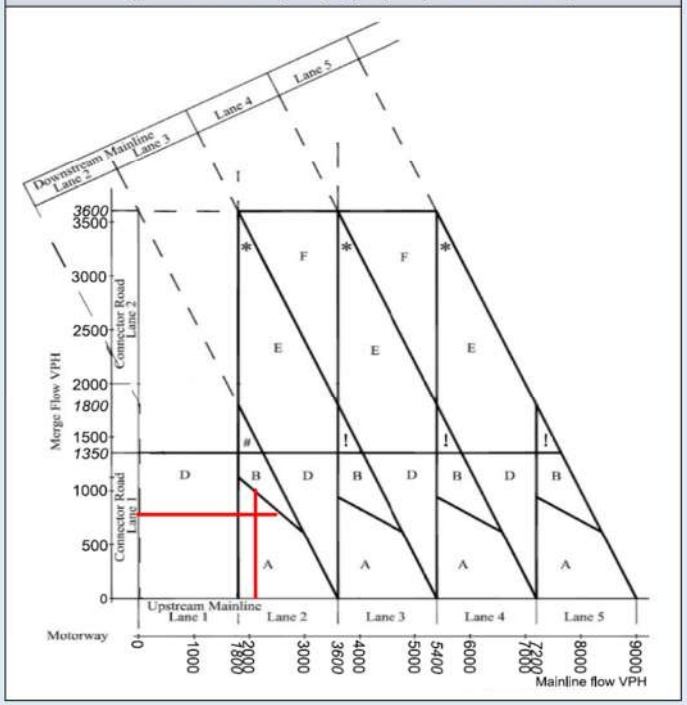
Existing Layout

Figure 3.14a Layout A option 1 - taper merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J12. 2055DM_WB Merge_PM

DMRB Category

Merging Flow	581
Mainline Flow	1895

Layout	A
Option	1

Lane Requirement

Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Existing Category

Layout	D
Option	

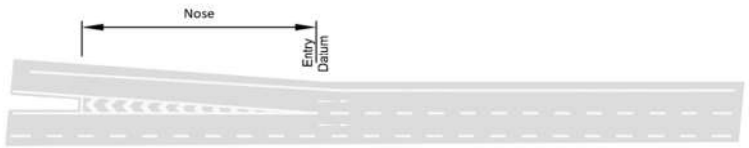
Lane Details

Upstream Mainline	2
Downstream Mainline	3
Connector Road	1

Result

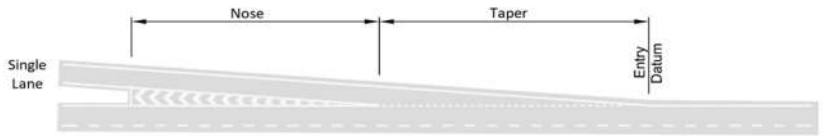
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14e Layout D - lane gain



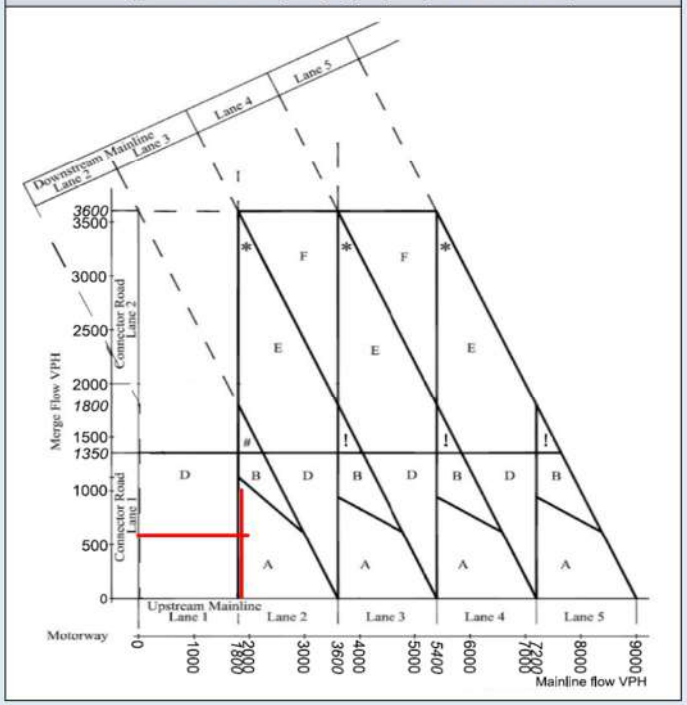
Existing Layout

Figure 3.14a Layout A option 1 - taper merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J12. 2055DS_EB Diverge_AM

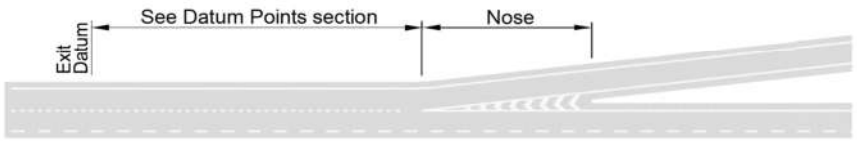
DMRB Category	
Diverging Flow	971
Mainline Flow	2102
Layout	A
Option	1
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	C
Option	1
Lane Details	
Downstream Mainline	2
Upstream Mainline	3
Connector Road	1

Result

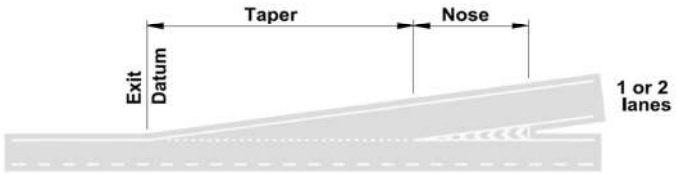
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.30e Layout C Option 1 - lane drop with 1-lane connector road



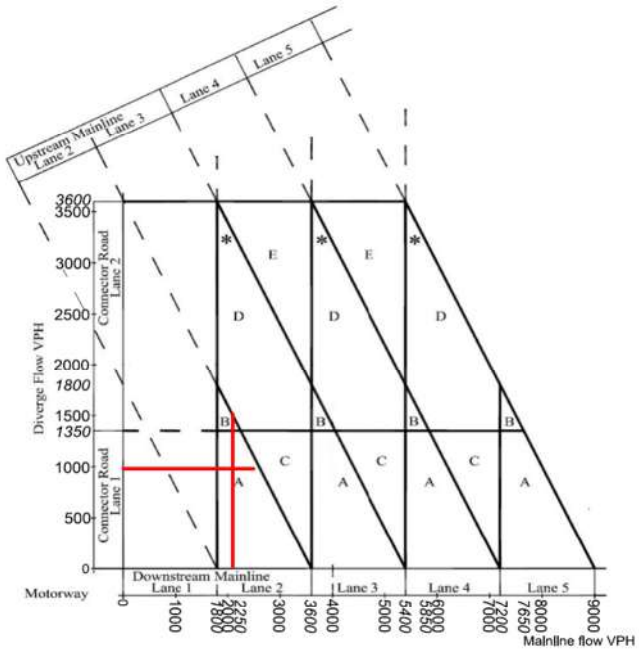
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J12. 2055DS_EB Diverge_PM

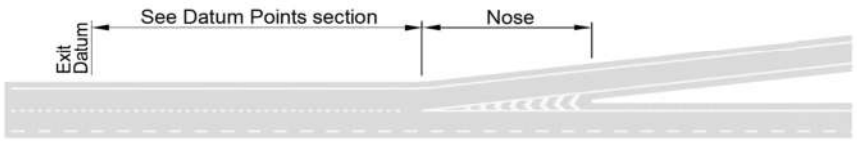
DMRB Category	
Diverging Flow	1139
Mainline Flow	2602
Layout	C
Option	1
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	3
Connector Road	1

Existing Category	
Layout	C
Option	1
Lane Details	
Downstream Mainline	2
Upstream Mainline	3
Connector Road	1

Result

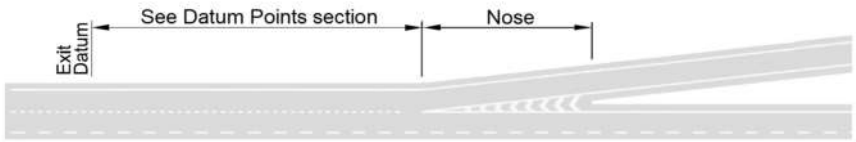
No Mitigation Required

Figure 3.30e Layout C Option 1 - lane drop with 1-lane connector road



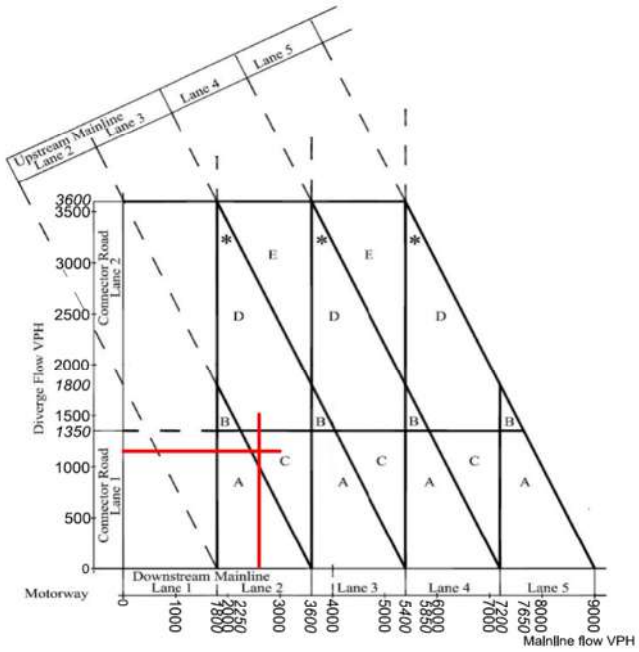
Existing Layout

Figure 3.30e Layout C Option 1 - lane drop with 1-lane connector road



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J12. 2055DS_EB Merge_AM

DMRB Category	
Merging Flow	1002
Mainline Flow	2102
Layout	A
Option	1

Lane Requirement	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

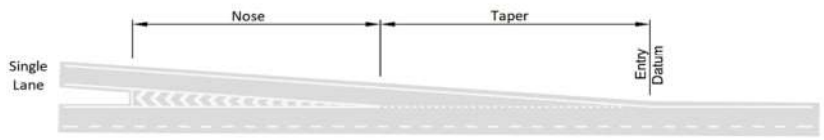
Existing Category	
Layout	A
Option	1

Lane Details	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Result

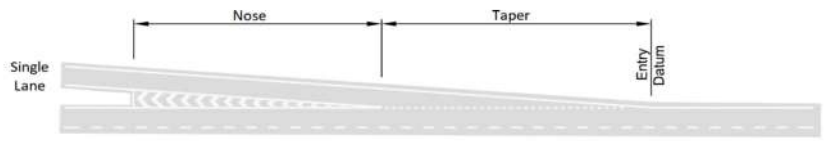
No Mitigation Required

Figure 3.14a Layout A option 1 - taper merge



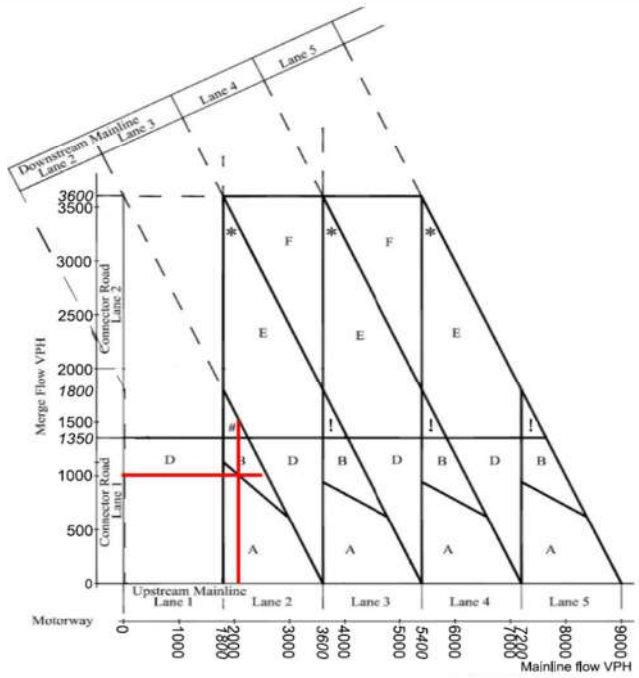
Existing Layout

Figure 3.14a Layout A option 1 - taper merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J12. 2055DS_EB Merge_PM

DMRB Category

Merging Flow	941
Mainline Flow	2602

Layout	B
Option	

Lane Requirement

Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Existing Category

Layout	A
Option	1

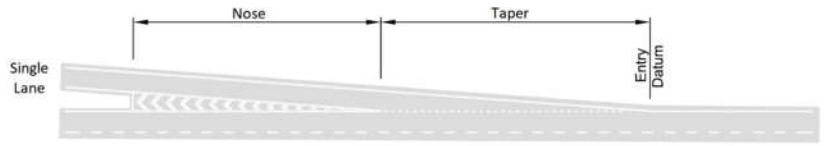
Lane Details

Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Result

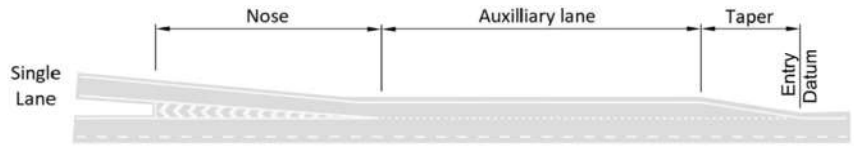
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14a Layout A option 1 - taper merge



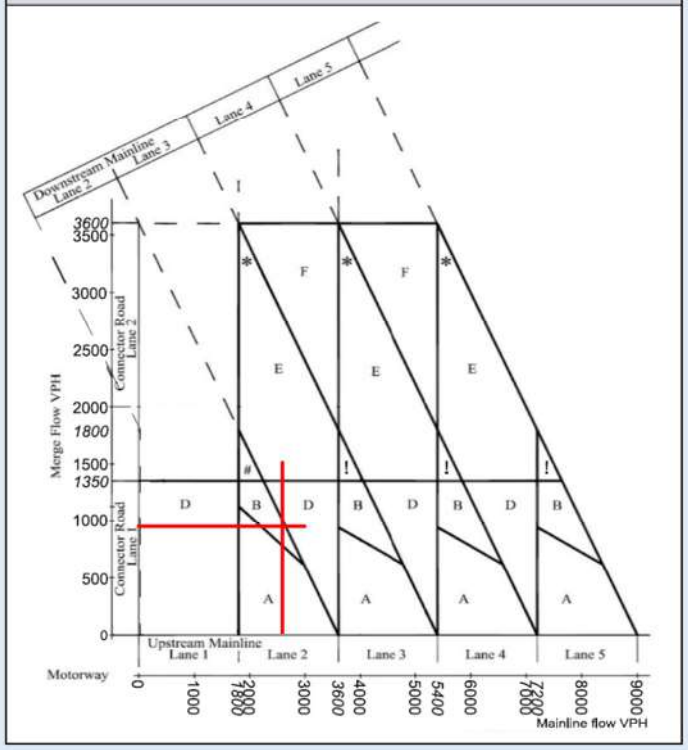
Existing Layout

Figure 3.14c Layout B - parallel merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J12. 2055DS_WB Diverge_AM

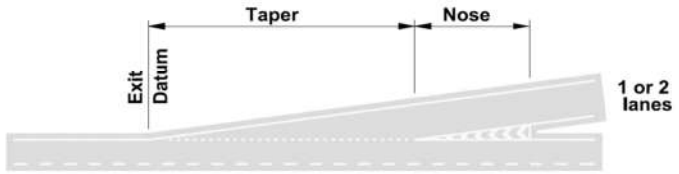
DMRB Category	
Diverging Flow	860
Mainline Flow	2541
Layout	A
Option	1
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	A
Option	1
Lane Details	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Result

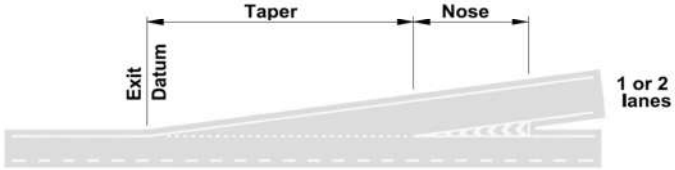
No Mitigation Required

Figure 3.30a Layout A option 1 - taper diverge



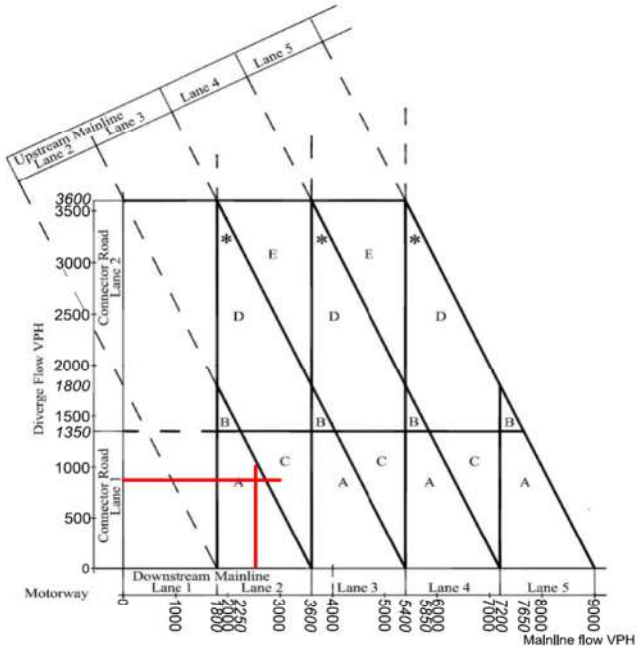
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J12. 2055DS_WB Diverge_PM

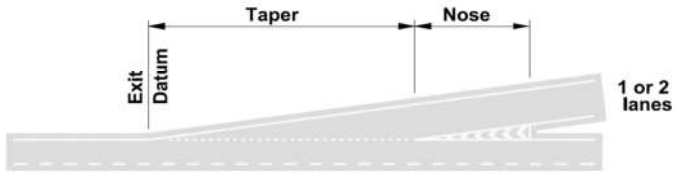
DMRB Category	
Diverging Flow	849
Mainline Flow	2206
Layout	A
Option	1
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	A
Option	1
Lane Details	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Result

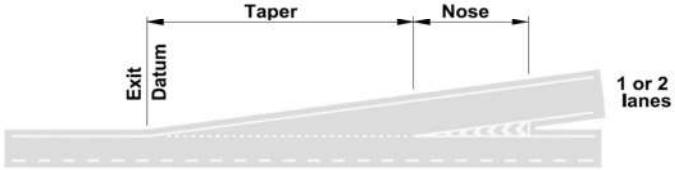
No Mitigation Required

Figure 3.30a Layout A option 1 - taper diverge



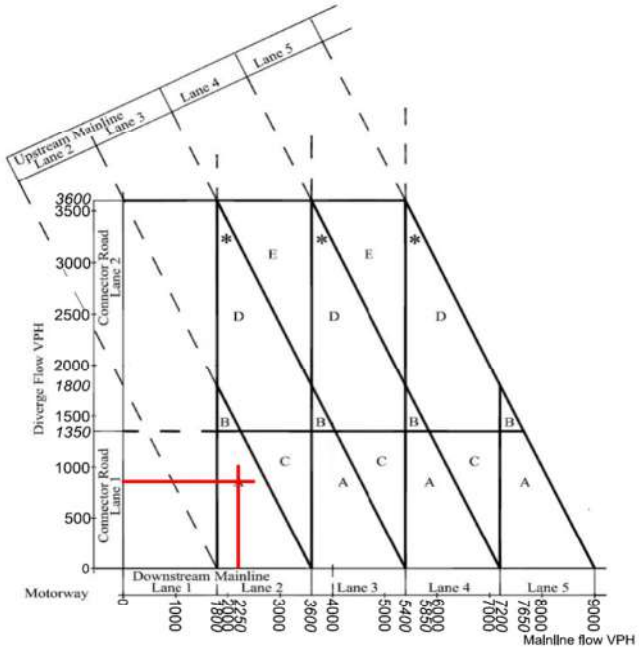
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J12. 2055DS_WB Merge_AM

DMRB Category

Merging Flow	959
Mainline Flow	2541

Layout	B
Option	

Lane Requirement

Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Existing Category

Layout	D
Option	

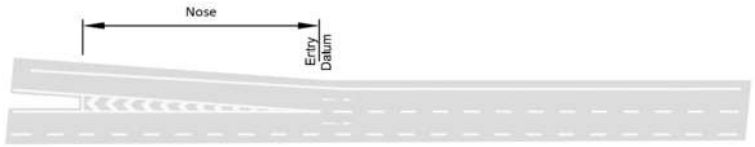
Lane Details

Upstream Mainline	2
Downstream Mainline	3
Connector Road	1

Result

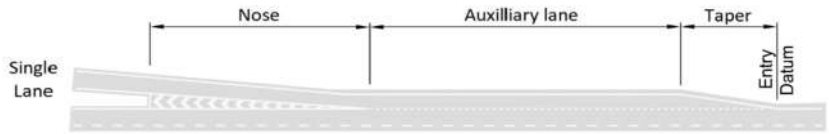
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14e Layout D - lane gain



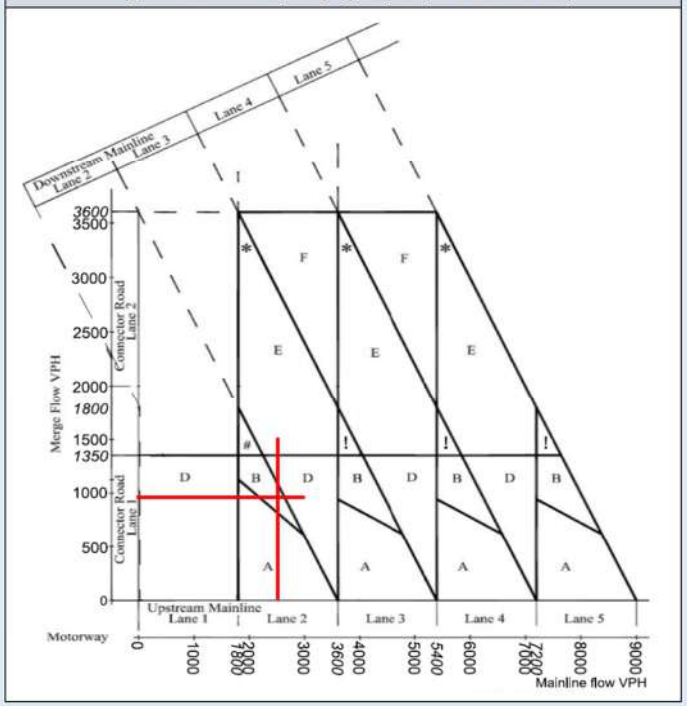
Existing Layout

Figure 3.14c Layout B - parallel merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J12. 2055DS_WB Merge_PM

DMRB Category

Merging Flow	801
Mainline Flow	2206

Layout	A
Option	1

Lane Requirement

Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Existing Category

Layout	D
Option	

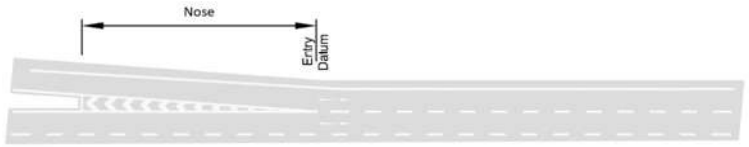
Lane Details

Upstream Mainline	2
Downstream Mainline	3
Connector Road	1

Result

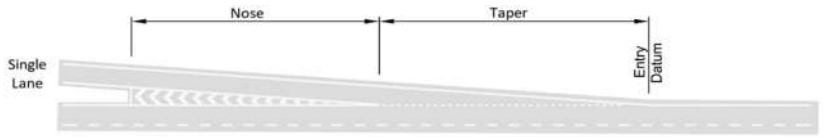
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14e Layout D - lane gain



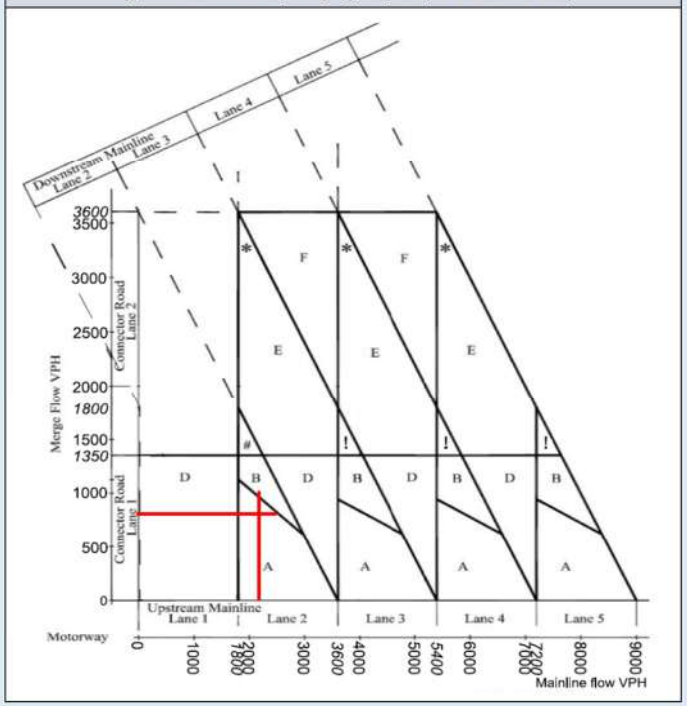
Existing Layout

Figure 3.14a Layout A option 1 - taper merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J13. 2055DM_EB Diverge_AM

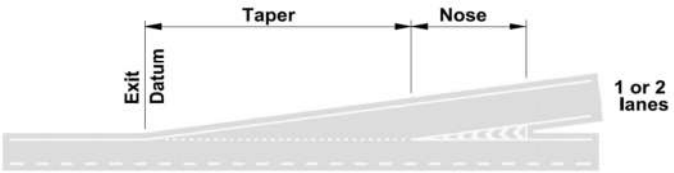
DMRB Category	
Diverging Flow	1153
Mainline Flow	1593
Layout	A
Option	1
Lane Requirement	
Downstream Mainline	1
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	A
Option	1
Lane Details	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Result

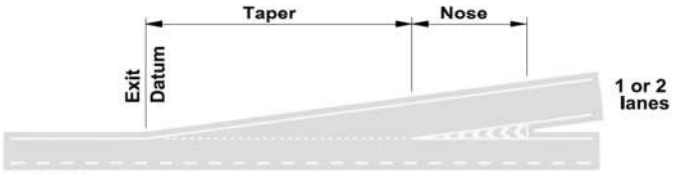
No Mitigation Required

Figure 3.30a Layout A option 1 - taper diverge



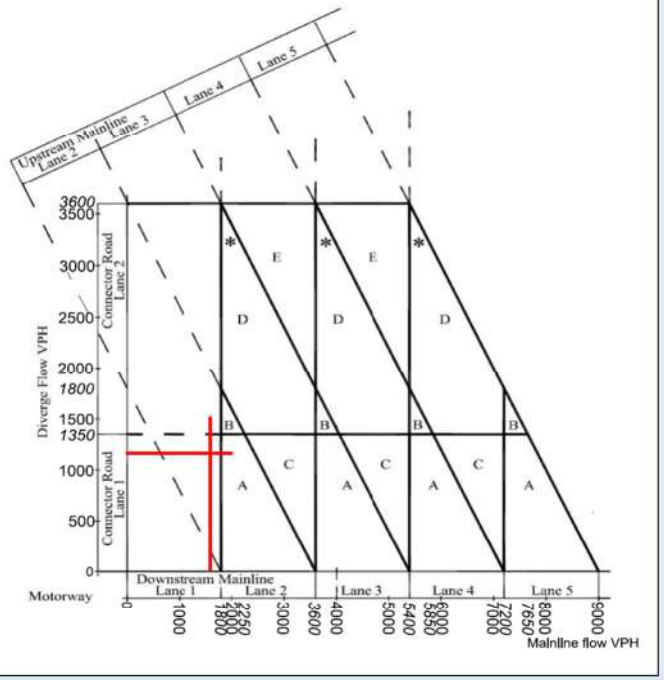
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J13. 2055DM_EB Diverge_PM

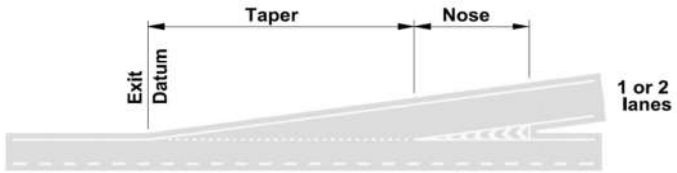
DMRB Category	
Diverging Flow	1181
Mainline Flow	1958
Layout	A
Option	1
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	A
Option	1
Lane Details	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Result

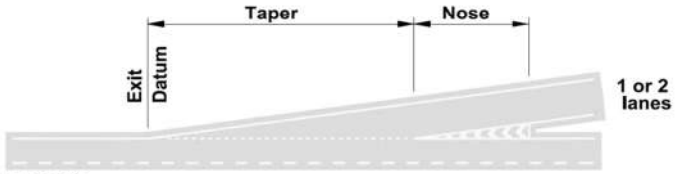
No Mitigation Required

Figure 3.30a Layout A option 1 - taper diverge



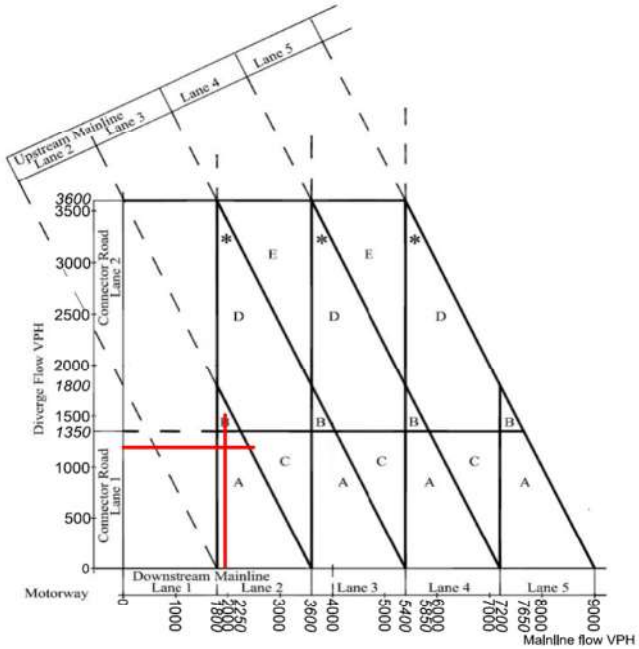
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J13. 2055DM_EB Merge_AM

DMRB Category

Merging Flow	504
Mainline Flow	1673
Layout	D
Option	

Lane Requirement

Upstream Mainline	1
Downstream Mainline	2
Connector Road	1

Existing Category

Layout	B
Option	

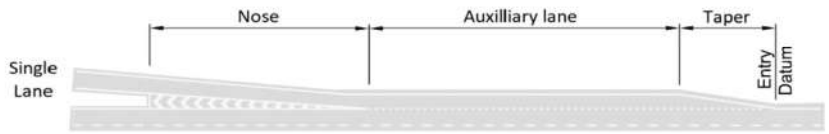
Lane Details

Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Result

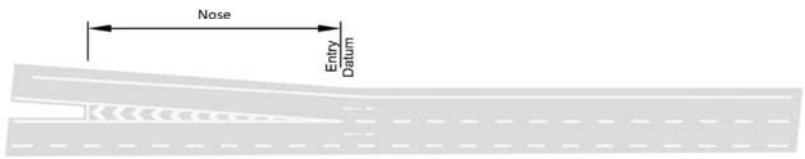
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14c Layout B - parallel merge



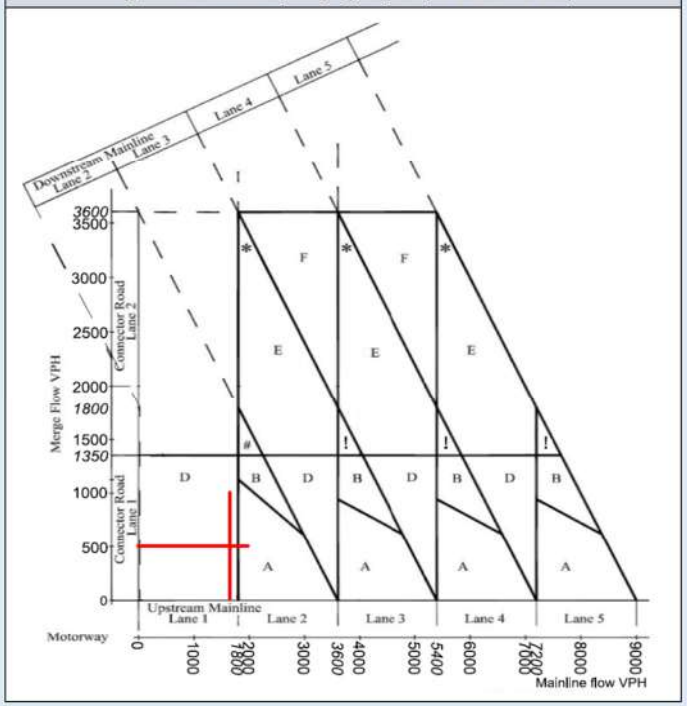
Existing Layout

Figure 3.14e Layout D - lane gain



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J13. 2055DM_EB Merge_PM

DMRB Category	
Merging Flow	719
Mainline Flow	1958
Layout	A
Option	1

Lane Requirement	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Existing Category	
Layout	B
Option	

Lane Details	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

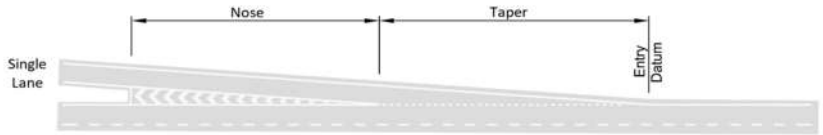
Result

Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14c Layout B - parallel merge

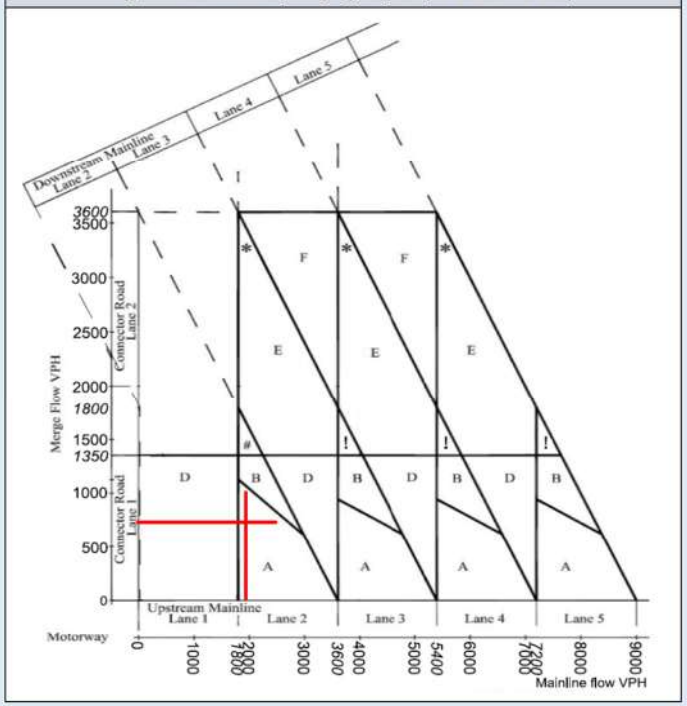
Existing Layout

Figure 3.14a Layout A option 1 - taper merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J13. 2055DM_WB Diverge_AM

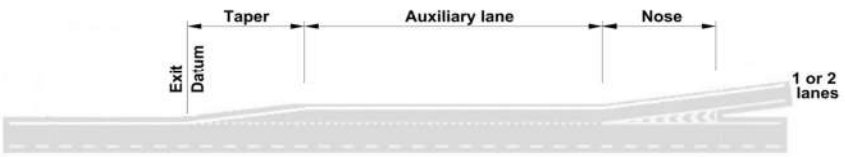
DMRB Category	
Diverging Flow	802
Mainline Flow	1933
Layout	A
Option	2
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	A
Option	2
Lane Details	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Result

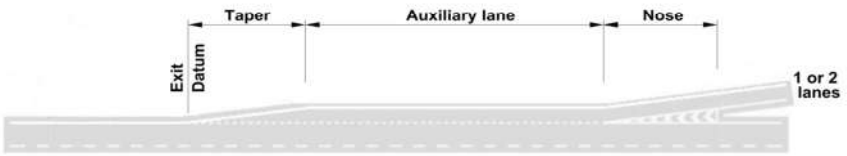
No Mitigation Required

Figure 3.30b Layout A option 2 - Single lane auxiliary diverge



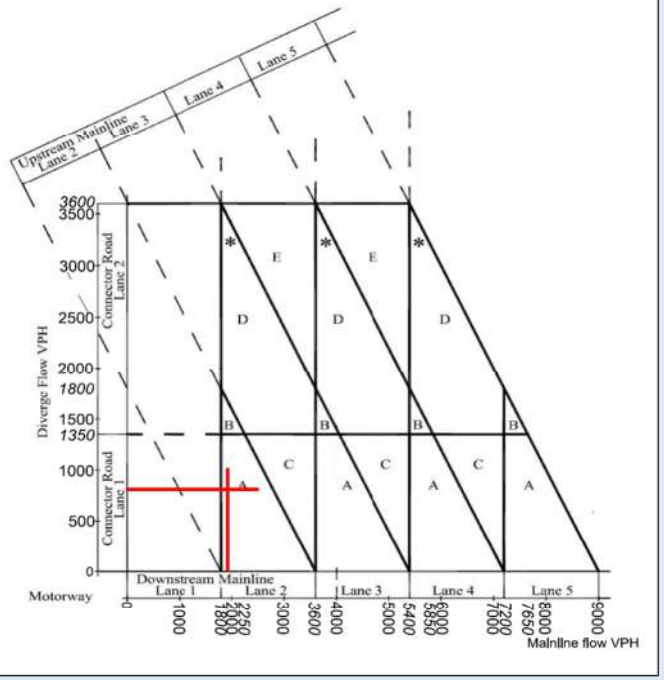
Existing Layout

Figure 3.30b Layout A option 2 - Single lane auxiliary diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J13. 2055DM_WB Diverge_PM

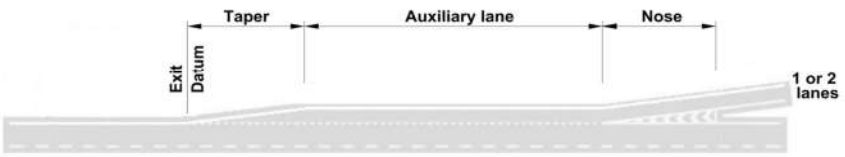
DMRB Category	
Diverging Flow	552
Mainline Flow	1481
Layout	A
Option	2
Lane Requirement	
Downstream Mainline	1
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	A
Option	2
Lane Details	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Result

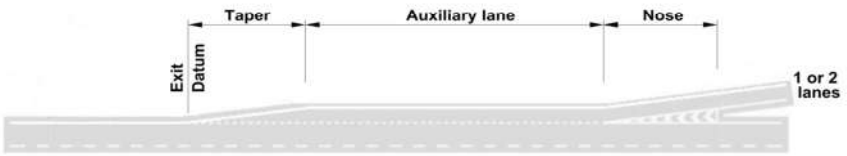
No Mitigation Required

Figure 3.30b Layout A option 2 - Single lane auxiliary diverge



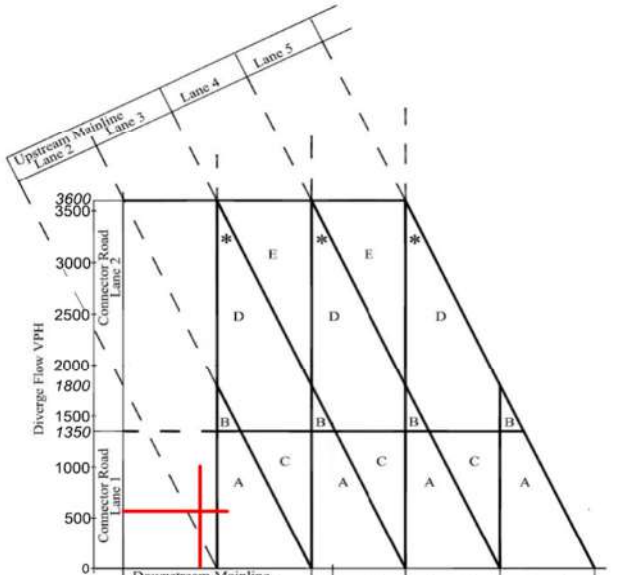
Existing Layout

Figure 3.30b Layout A option 2 - Single lane auxiliary diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J13. 2055DM_WB Merge_AM

DMRB Category	
Merging Flow	1232
Mainline Flow	1933
Layout	B
Option	

Lane Requirement	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

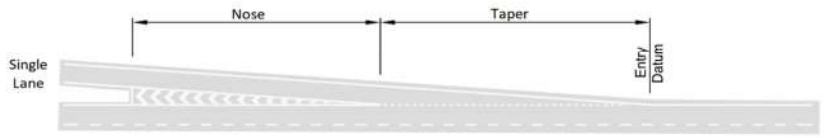
Existing Category	
Layout	A
Option	1

Lane Details	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Result

Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14a Layout A option 1 - taper merge

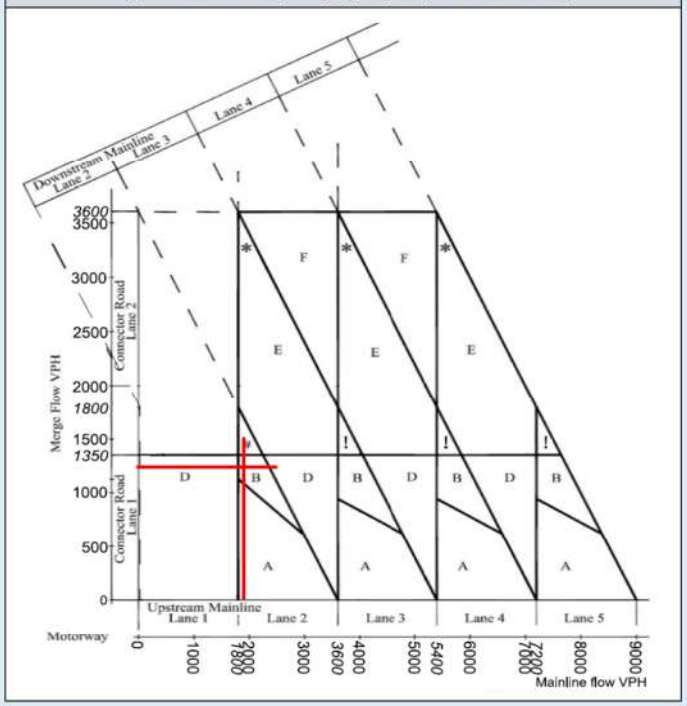


Existing Layout

Figure 3.14c Layout B - parallel merge

DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J13. 2055DM_WB Merge_PM

DMRB Category	
Merging Flow	1110
Mainline Flow	1481
Layout	D
Option	

Lane Requirement	
Upstream Mainline	1
Downstream Mainline	2
Connector Road	1

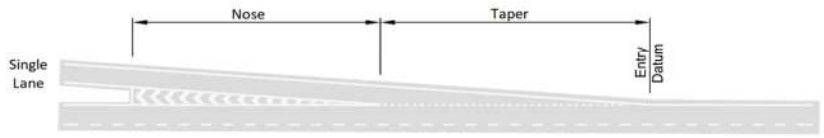
Existing Category	
Layout	A
Option	1

Lane Details	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Result

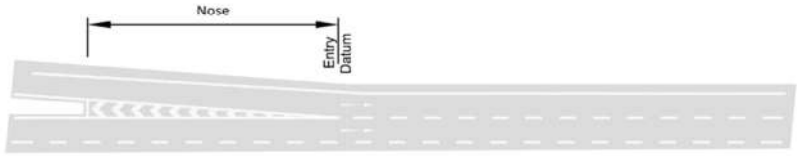
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14a Layout A option 1 - taper merge



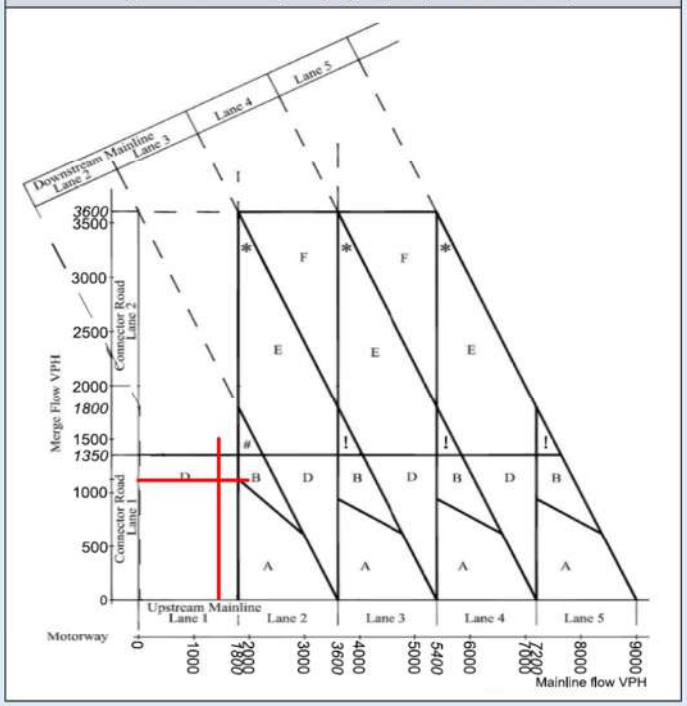
Existing Layout

Figure 3.14e Layout D - lane gain



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J13. 2055DS_EB Diverge_AM

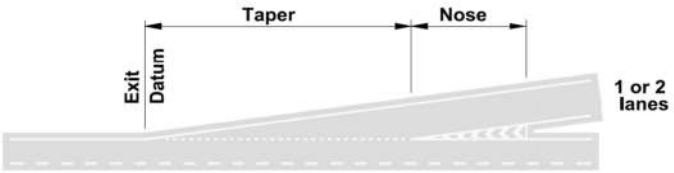
DMRB Category	
Diverging Flow	1254
Mainline Flow	1803
Layout	A
Option	1
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	A
Option	1
Lane Details	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Result

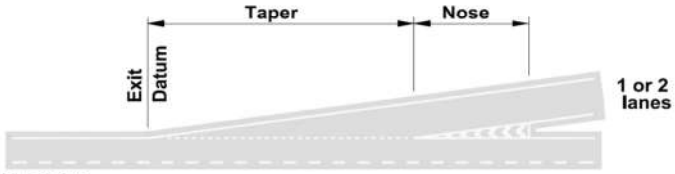
No Mitigation Required

Figure 3.30a Layout A option 1 - taper diverge



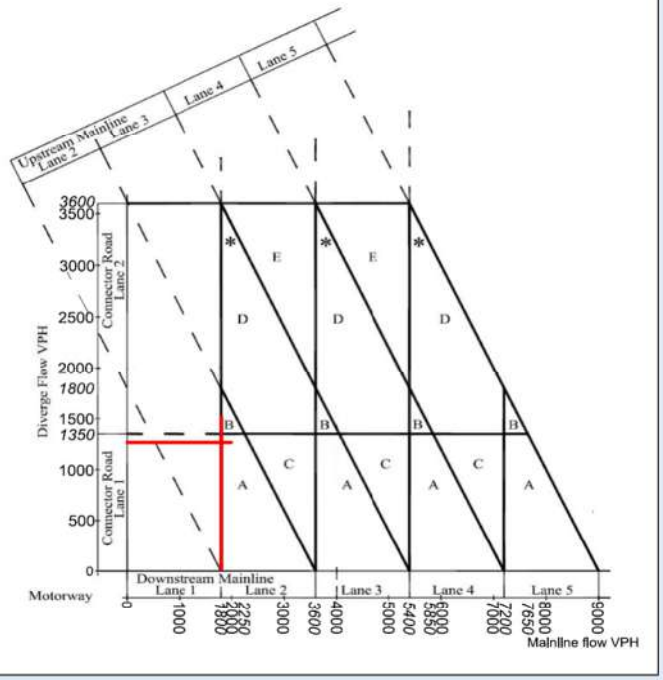
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J13. 2055DS_EB Diverge_PM

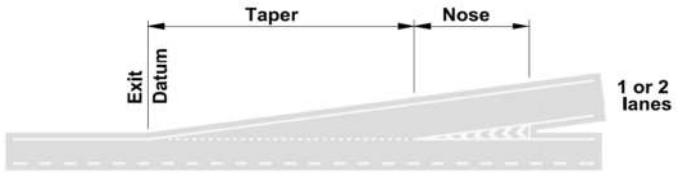
DMRB Category	
Diverging Flow	1293
Mainline Flow	2205
Layout	A
Option	1
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	A
Option	1
Lane Details	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Result

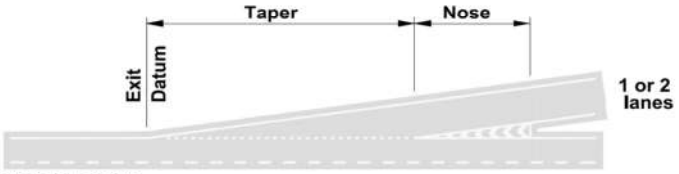
No Mitigation Required

Figure 3.30a Layout A option 1 - taper diverge



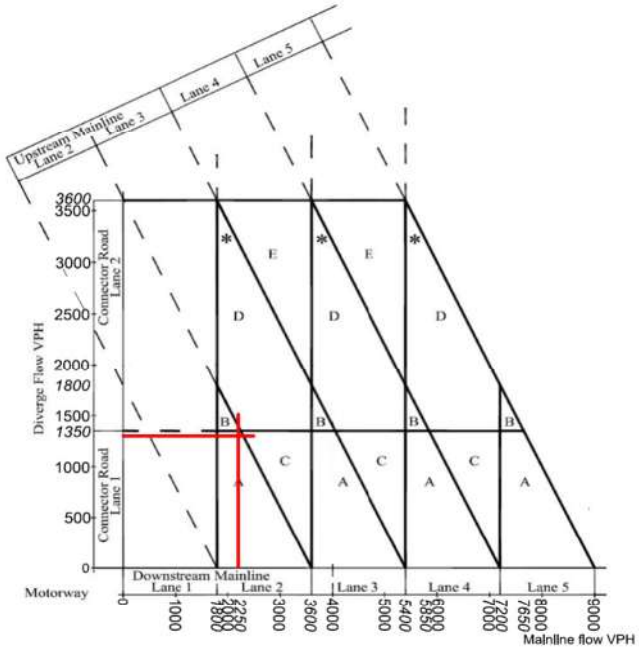
Existing Layout

Figure 3.30a Layout A option 1 - taper diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J13. 2055DS_EB Merge_AM

DMRB Category	
Merging Flow	529
Mainline Flow	1803
Layout	A
Option	1

Lane Requirement	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Existing Category	
Layout	B
Option	

Lane Details	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

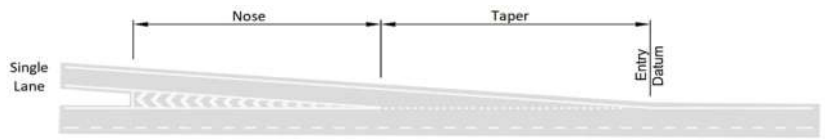
Result

Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14c Layout B - parallel merge

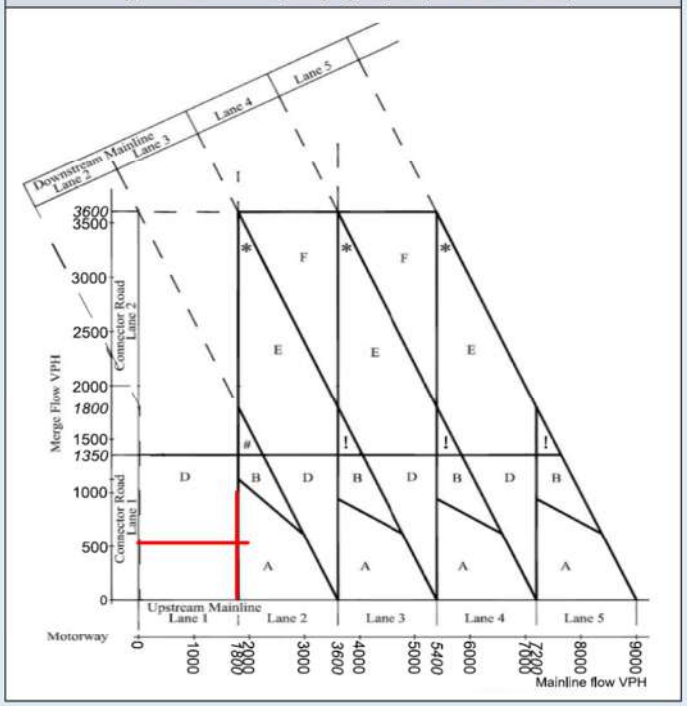
Existing Layout

Figure 3.14a Layout A option 1 - taper merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J13. 2055DS_EB Merge_PM

DMRB Category	
Merging Flow	733
Mainline Flow	2205
Layout	A
Option	1

Lane Requirement	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Existing Category	
Layout	B
Option	

Lane Details	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

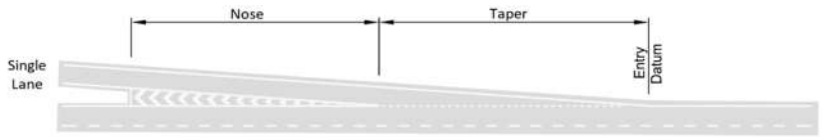
Result

Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14c Layout B - parallel merge

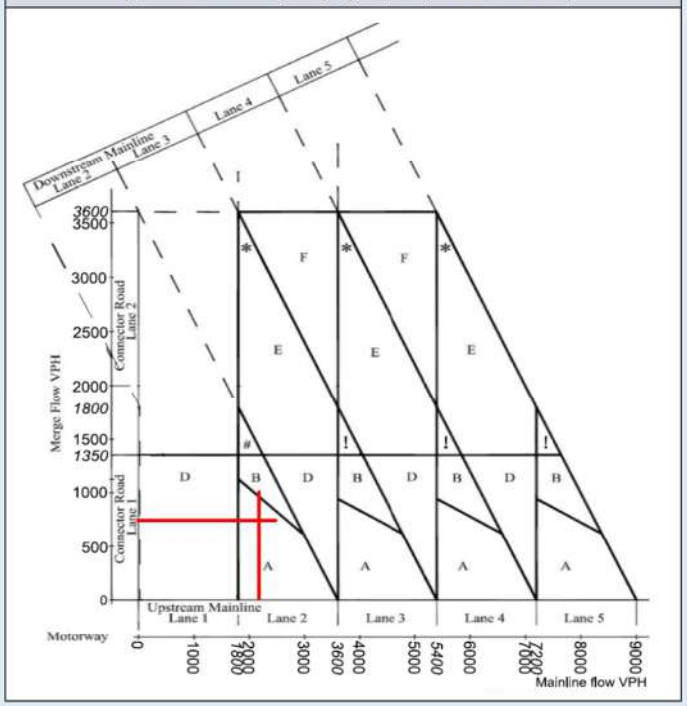
Existing Layout

Figure 3.14a Layout A option 1 - taper merge



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



J13. 2055DS_WB Diverge_AM

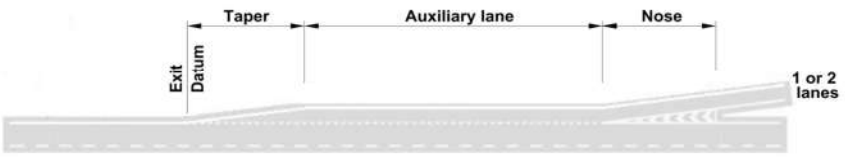
DMRB Category	
Diverging Flow	802
Mainline Flow	2195
Layout	A
Option	2
Lane Requirement	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	A
Option	2
Lane Details	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Result

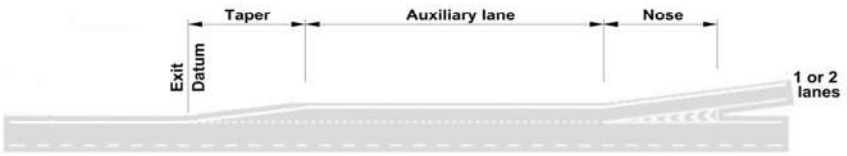
No Mitigation Required

Figure 3.30b Layout A option 2 - Single lane auxiliary diverge



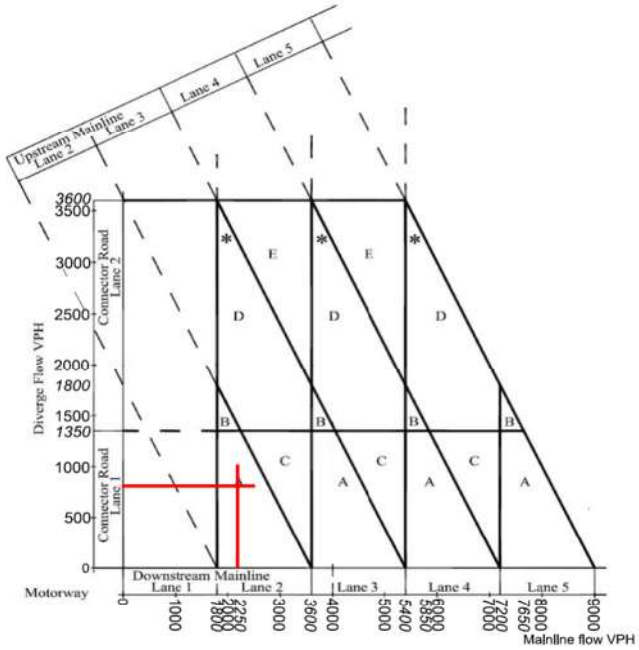
Existing Layout

Figure 3.30b Layout A option 2 - Single lane auxiliary diverge



DMRB Recommended Layout

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)



J13. 2055DS_WB Diverge_PM

DMRB Category	
Diverging Flow	550
Mainline Flow	1692
Layout	A
Option	2
Lane Requirement	
Downstream Mainline	1
Upstream Mainline	2
Connector Road	1

Existing Category	
Layout	A
Option	2
Lane Details	
Downstream Mainline	2
Upstream Mainline	2
Connector Road	1

Result

No Mitigation Required

Figure 3.26b Motorway diverging diagram (ref: DMRB CD 122)

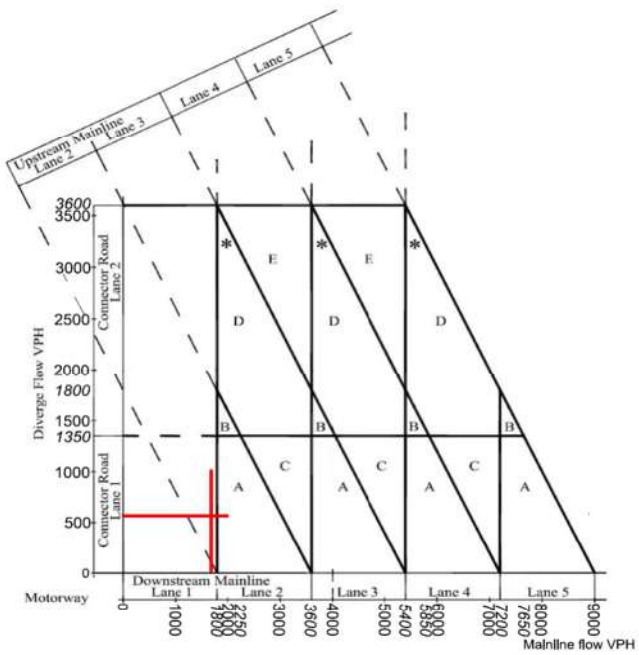
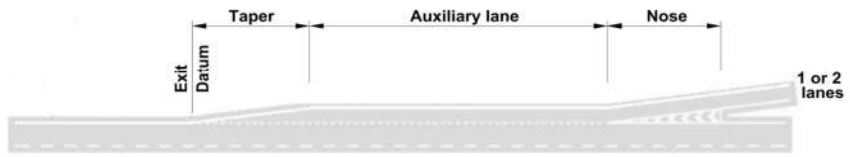
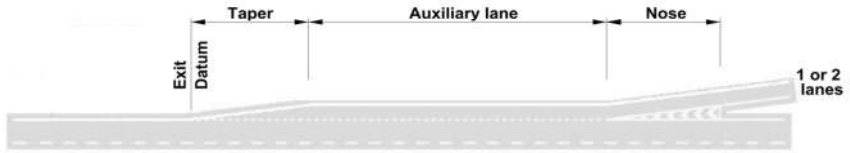


Figure 3.30b Layout A option 2 - Single lane auxiliary diverge



Existing Layout

Figure 3.30b Layout A option 2 - Single lane auxiliary diverge



DMRB Recommended Layout

J13. 2055DS_WB Merge_AM

DMRB Category	
Merging Flow	1376
Mainline Flow	2195
Layout	B
Option	

Lane Requirement	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

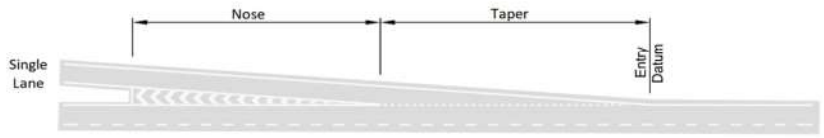
Existing Category	
Layout	A
Option	1

Lane Details	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Result

Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14a Layout A option 1 - taper merge

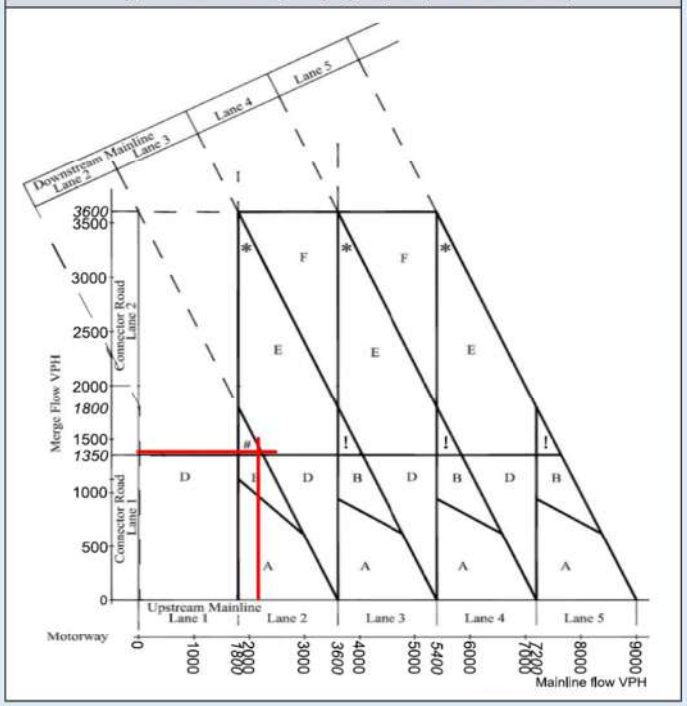


Existing Layout

Figure 3.14c Layout B - parallel merge

DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge

J13. 2055DS_WB Merge_PM

DMRB Category	
Merging Flow	1213
Mainline Flow	1692
Layout	D
Option	

Lane Requirement	
Upstream Mainline	1
Downstream Mainline	2
Connector Road	1

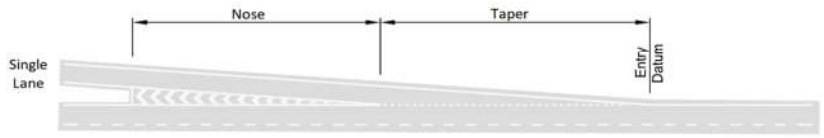
Existing Category	
Layout	A
Option	1

Lane Details	
Upstream Mainline	2
Downstream Mainline	2
Connector Road	1

Result

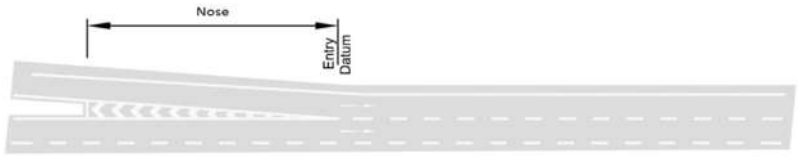
Existing layout differs from preferred arrangement but provides sufficient capacity - No Mitigation

Figure 3.14a Layout A option 1 - taper merge



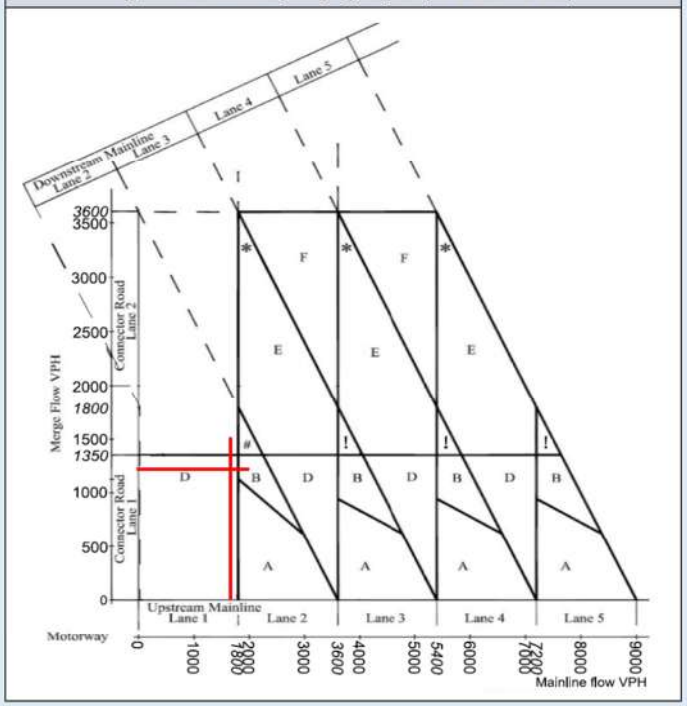
Existing Layout

Figure 3.14e Layout D - lane gain



DMRB recommended Layout

Figure 3.12b Motorway merging diagram (ref: DMRB CD 122)



MERGING LAYOUTS

Merge Layouts		
Sl. No	**Layout**	**Details**
1	Layout A Option 1	Single Lane Taper Merge
2	Layout A Option 2	Dual-Lane Merge with Reduction Taper
3	Layout B	Parallel Merge
4	Layout C	Ghost Island Merge
5	Layout D	Lane Gain
6	Layout E Option 1	Single Lane Gain with Ghost Island Offside merge
7	Layout E Option 2	Single Lane Gain with Ghost Island Nearside Merge
8	Layout F	Two Lanes Gain with Ghost Island
9	Layout G Option 1	Single Lane Gain along Mainline with Double Ghost Island Merge
10	Layout G Option 2	Single Lane Gain along Mainline with Single Ghost Island Merge
11	Layout H	Two Lanes Gain along Mainline with Ghost Island Merge

Figure 3.12b Motorway merging diagram

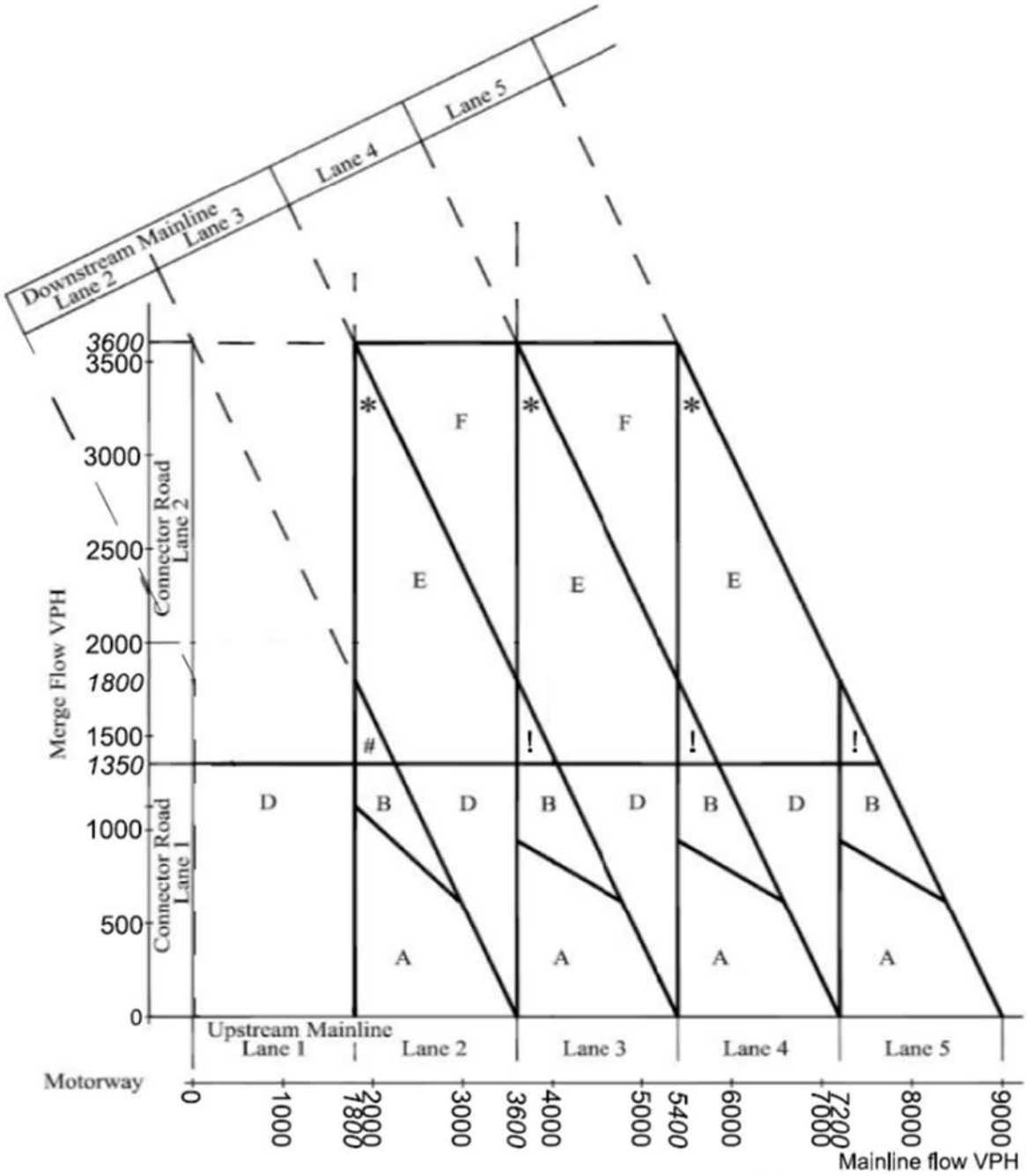


Figure 3.14a Layout A option 1 - taper merge

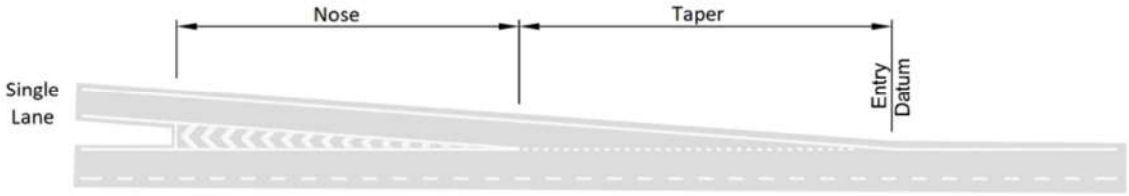


Figure 3.14b Layout A option 2 - 2 lane taper

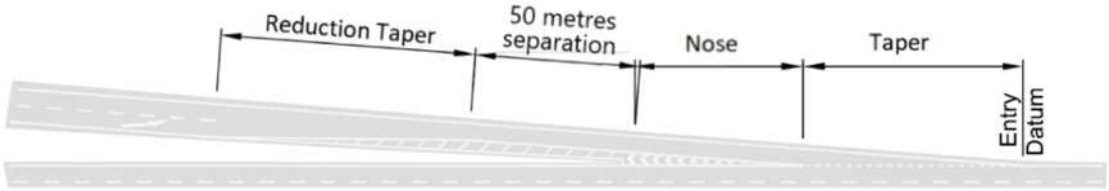


Figure 3.14c Layout B - parallel merge

Figure 3.14d Layout C - ghost island merge

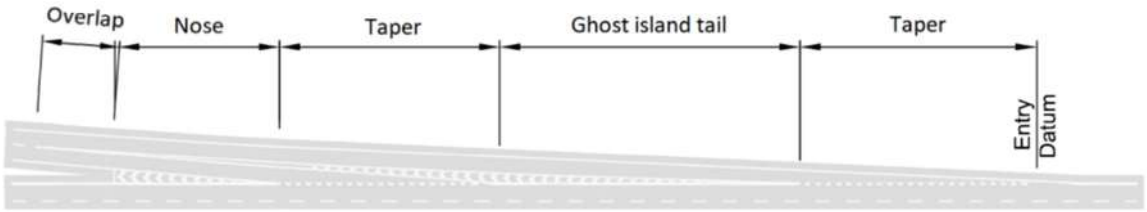


Figure 3.14e Layout D - lane gain

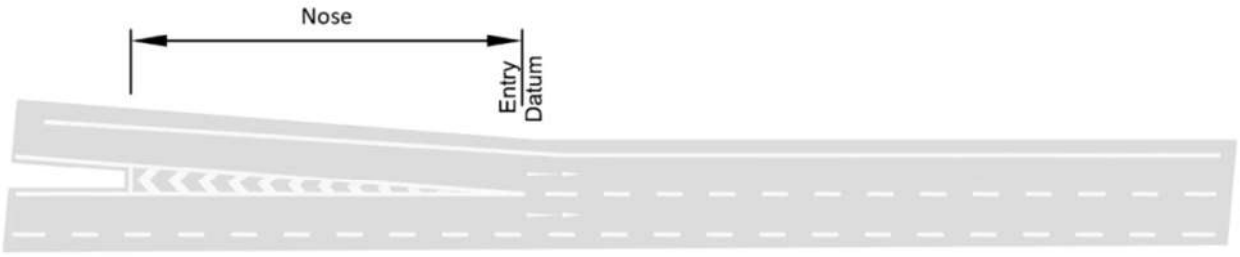


Figure 3.14f Layout E Option 1 - lane gain with ghost island offside merge

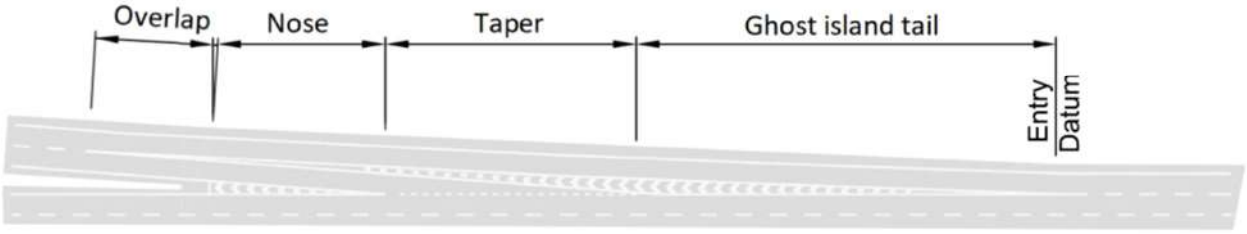


Figure 3.14g Layout E Option 2 - lane gain with ghost island nearside merge

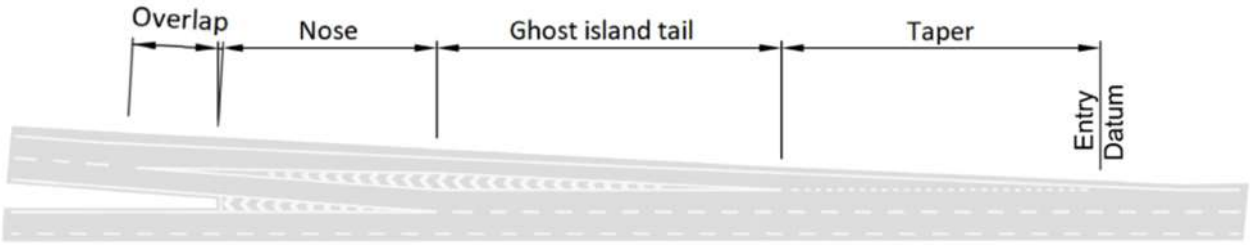


Figure 3.14h Layout F - 2 lane gain with ghost island

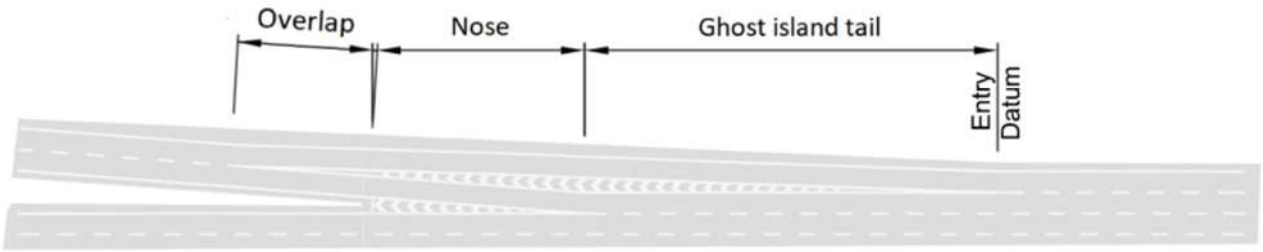


Figure 3.14i Layout G Option 1 - mainline lane gain and double ghost island merge

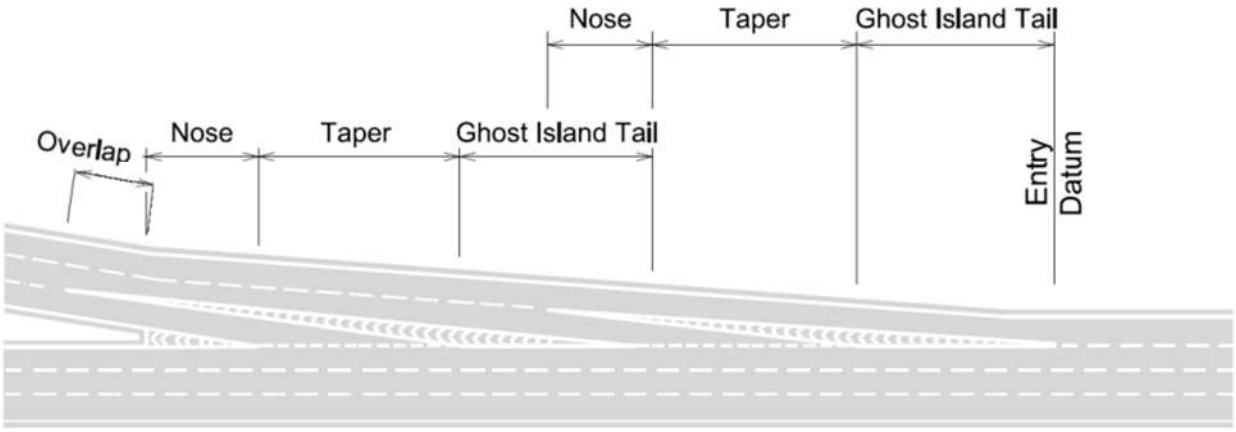


Figure 3.14j Layout G Option 2 - mainline lane gain and single ghost island merge

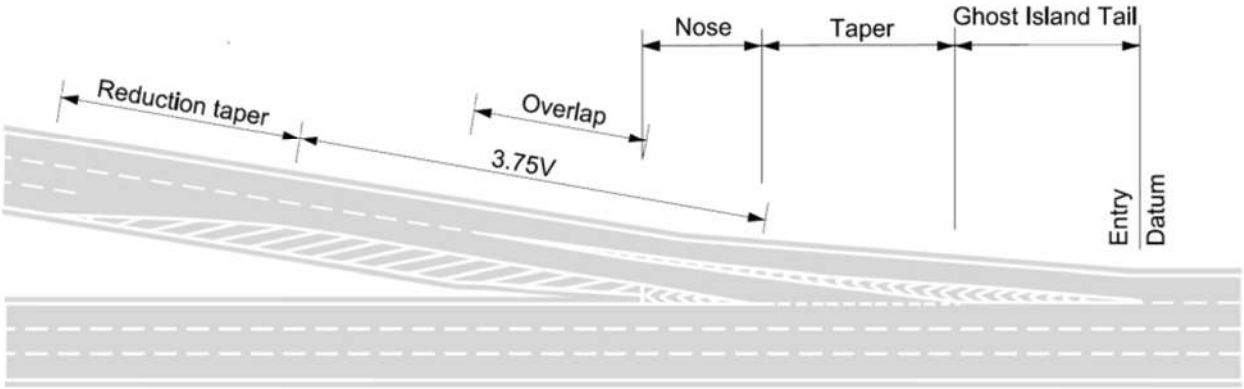
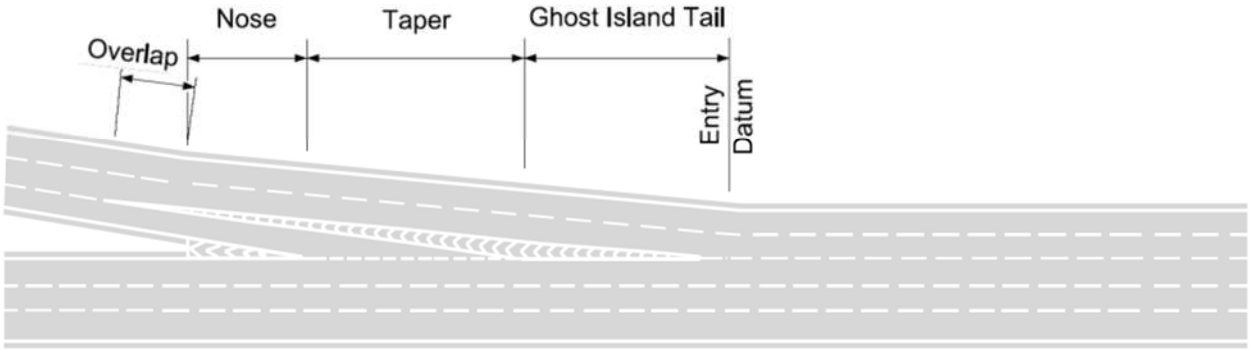


Figure 3.14k Layout H - mainline 2 lane gain and ghost island merge



DIVERGING LAYOUTS

Diverge Layouts		
Sl. No	**Layout**	**Details**
1	Layout A Option 1	Taper Diverge
2	Layout A Option 2	Single Lane Auxiliary Diverge
3	Layout B Option 1	Ghost Island Diverge
4	Layout B Option 2	Two Lane Auxiliary Diverge
5	Layout C Option 1	Lane Drop with One Lane Connector Road
6	Layout C Option 2	Lane Drop with Two Lane Connector Road
7	Layout D Option 1	Ghost Island Lane Drop
8	Layout D Option 2	Auxiliary Lane Drop
9	Layout E	Two Lane Drop
10	Layout F	Single Lane Drop along Mainline and Ghost Island Diverge
11	Layout G	Two Lane Drop along Mainline and Ghost Island Diverge

Figure 3.26b Motorway diverging diagram

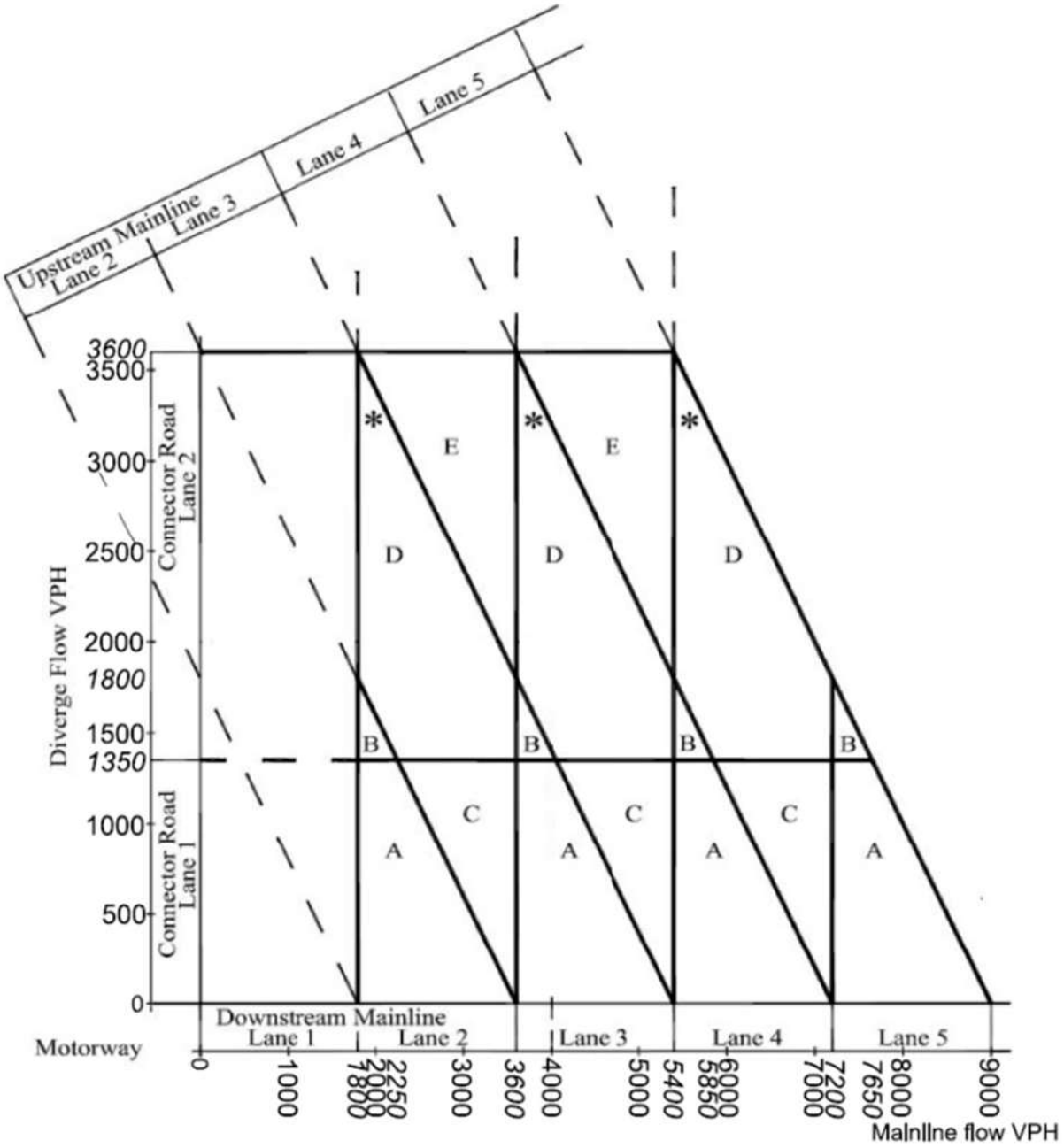


Figure 3.30a Layout A option 1 - taper diverge

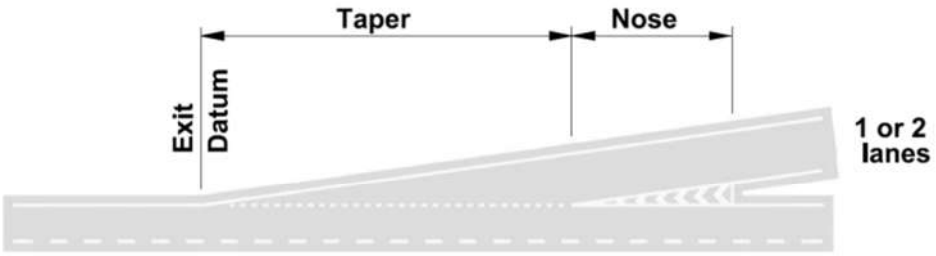


Figure 3.30b Layout A option 2 - Single lane auxiliary diverge

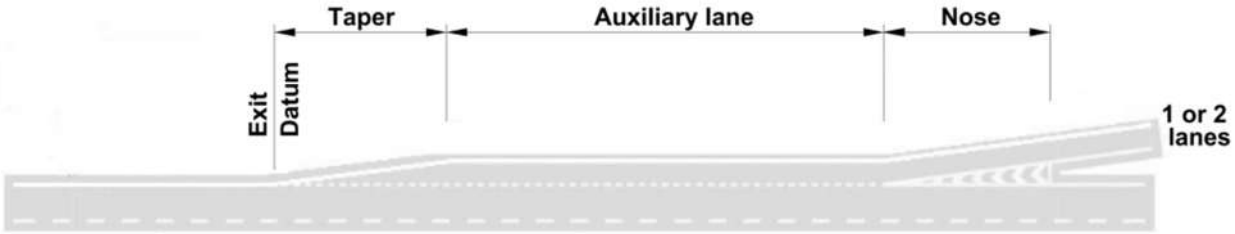


Figure 3.30c Layout B option 1 - ghost island diverge

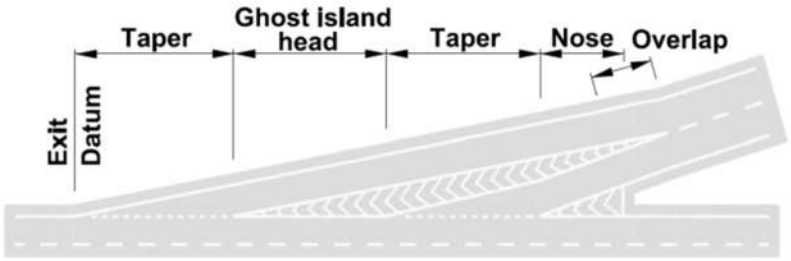


Figure 3.30d Layout B option 2 - Two-lane auxiliary diverge

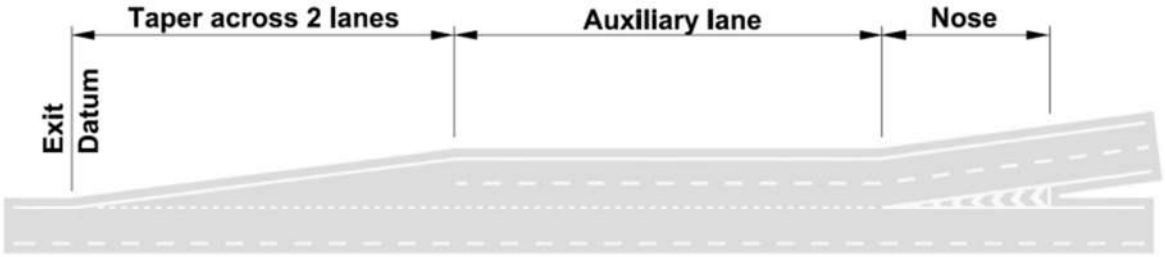


Figure 3.30e Layout C Option 1 - lane drop with 1-lane connector road

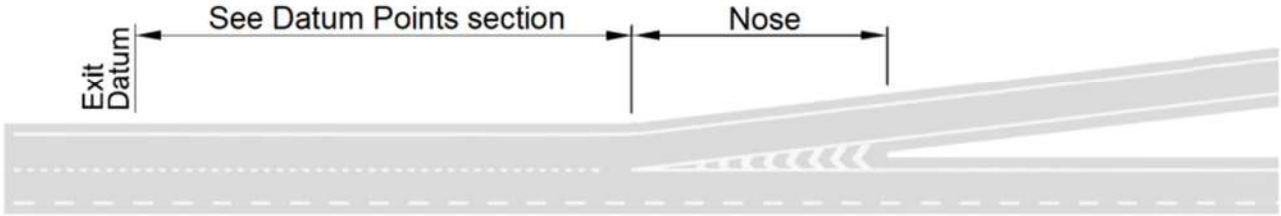


Figure 3.30f Layout C Option 2 - lane drop with 2-lane connector road

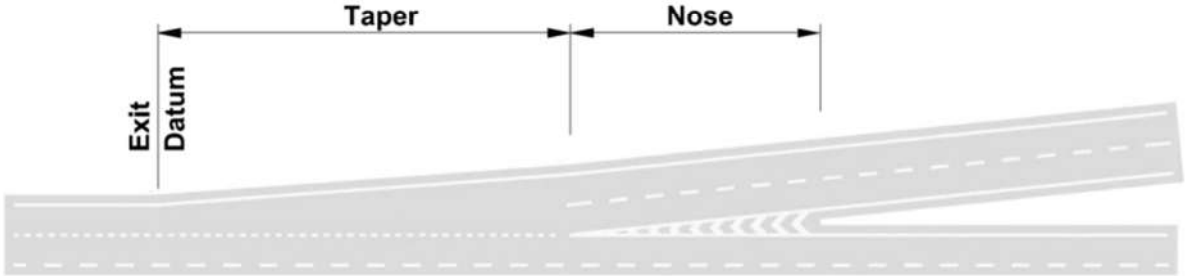


Figure 3.30g Layout D option 1 - ghost island lane drop

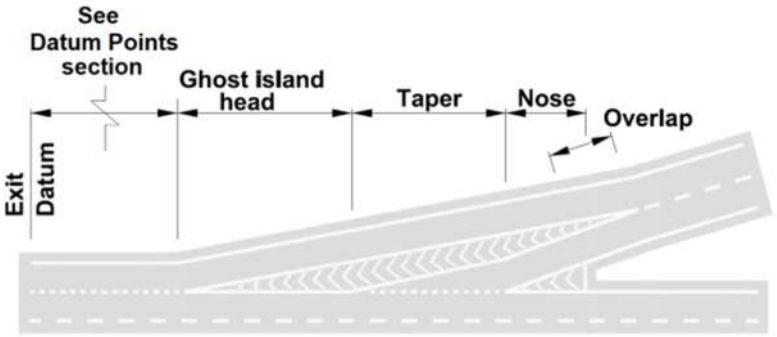


Figure 3.30h Layout D option 2 - auxiliary lane lane drop

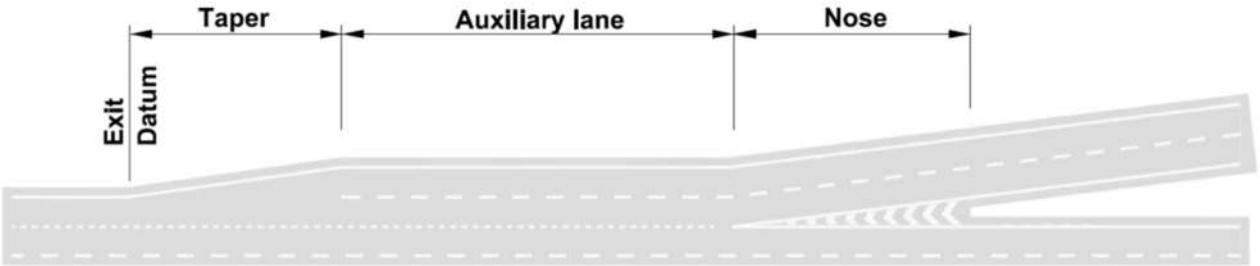


Figure 3.30i Layout E - 2-lane drop

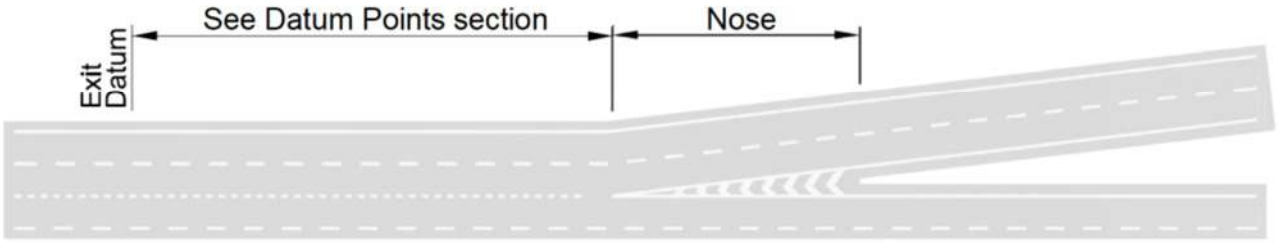


Figure 3.30j Layout F - mainline lane drop and ghost island diverge

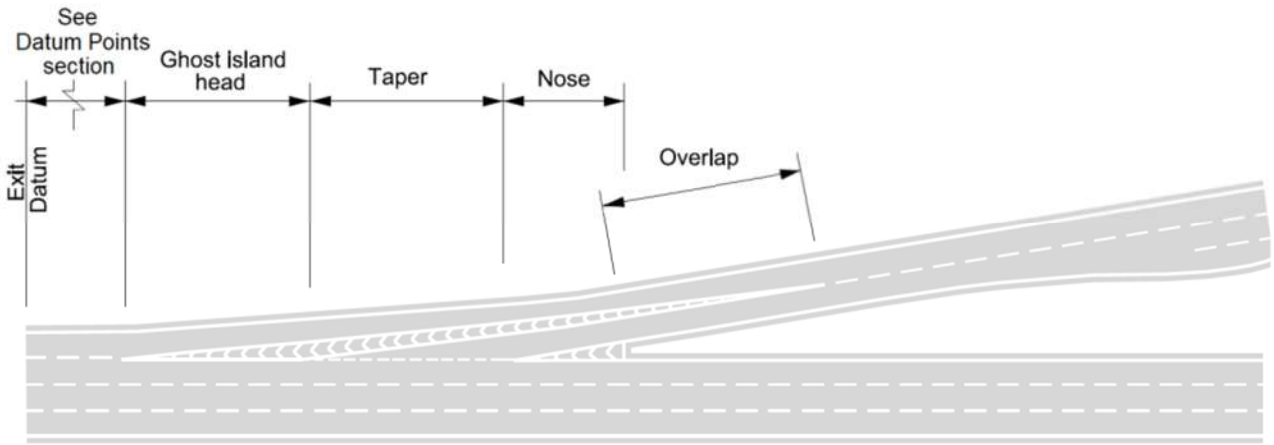
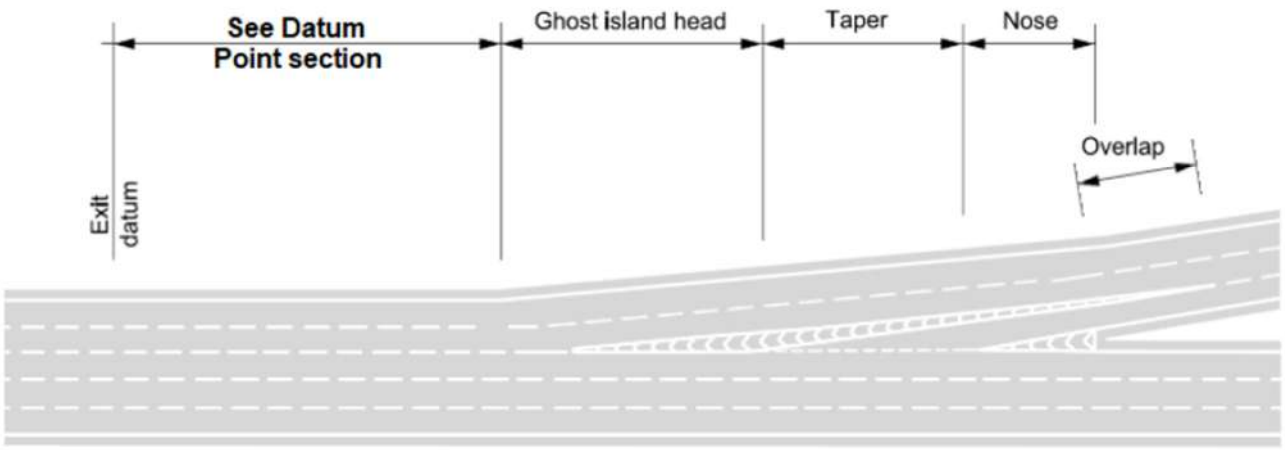


Figure 3.30k Layout G - mainline 2-lane drop and ghost island diverge



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