



OTTERPOOL PARK

COUNTRYSIDE • CONNECTED • CREATIVE

TRANSPORT ASSESMENT | VOLUME 6
APPENDICES Q TO S

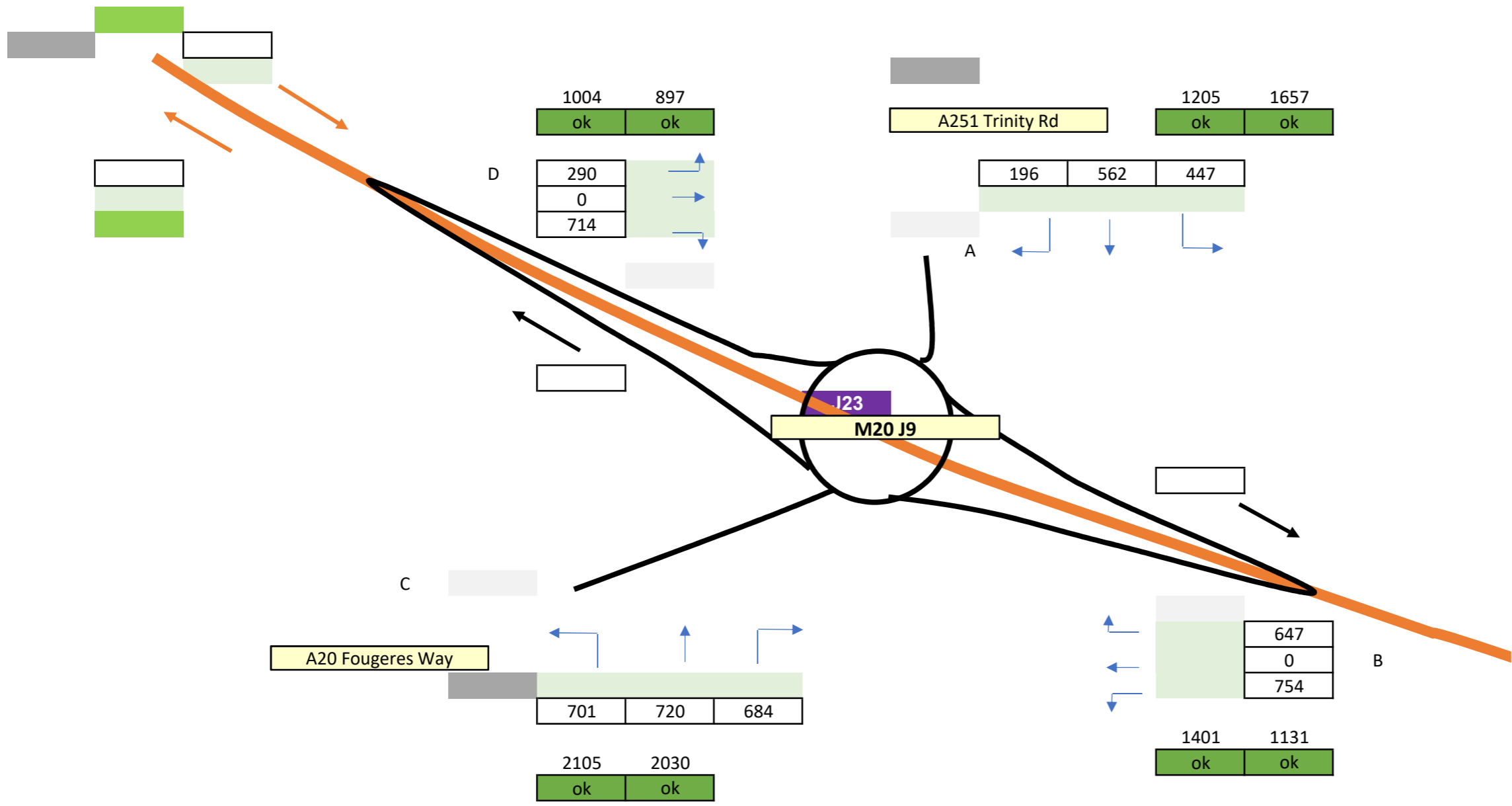
www.otterpoolpark.org

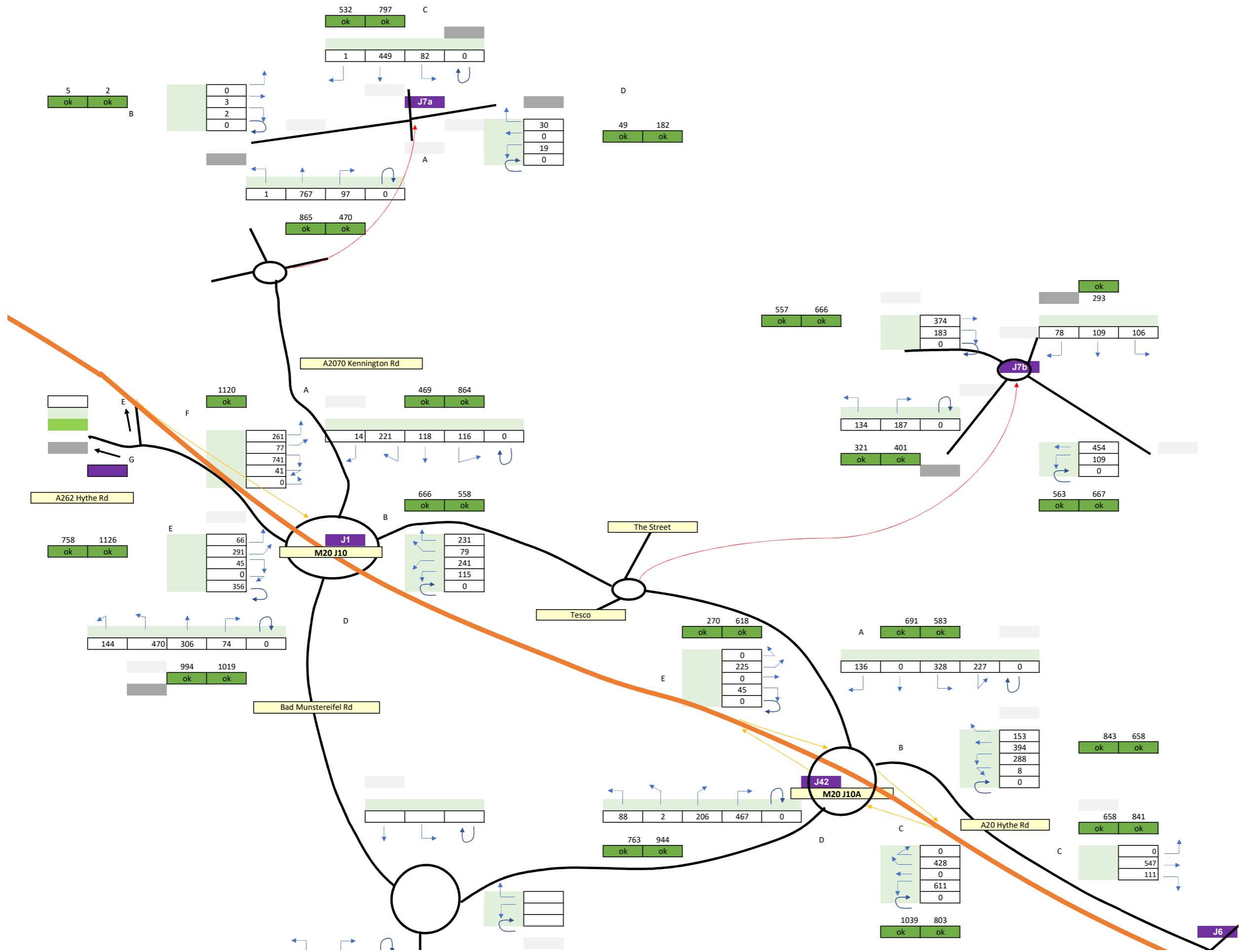
 **ARCADIS**

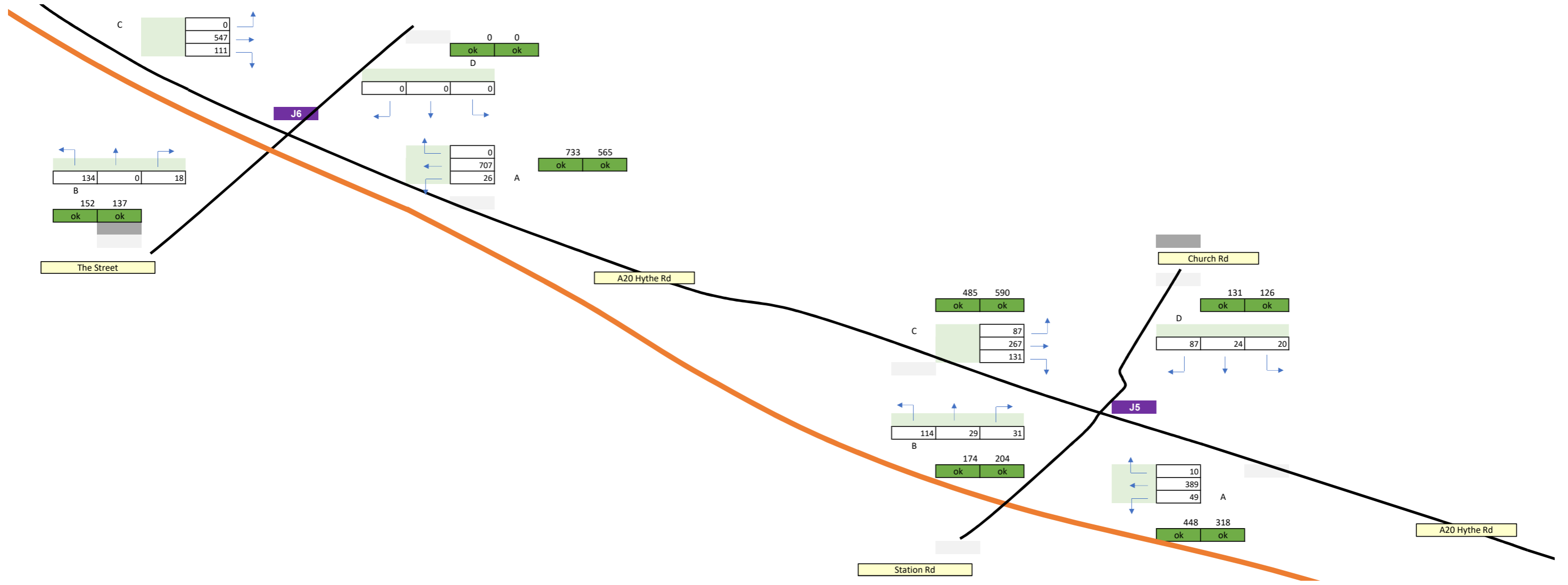
Author: Arcadis
February 2019

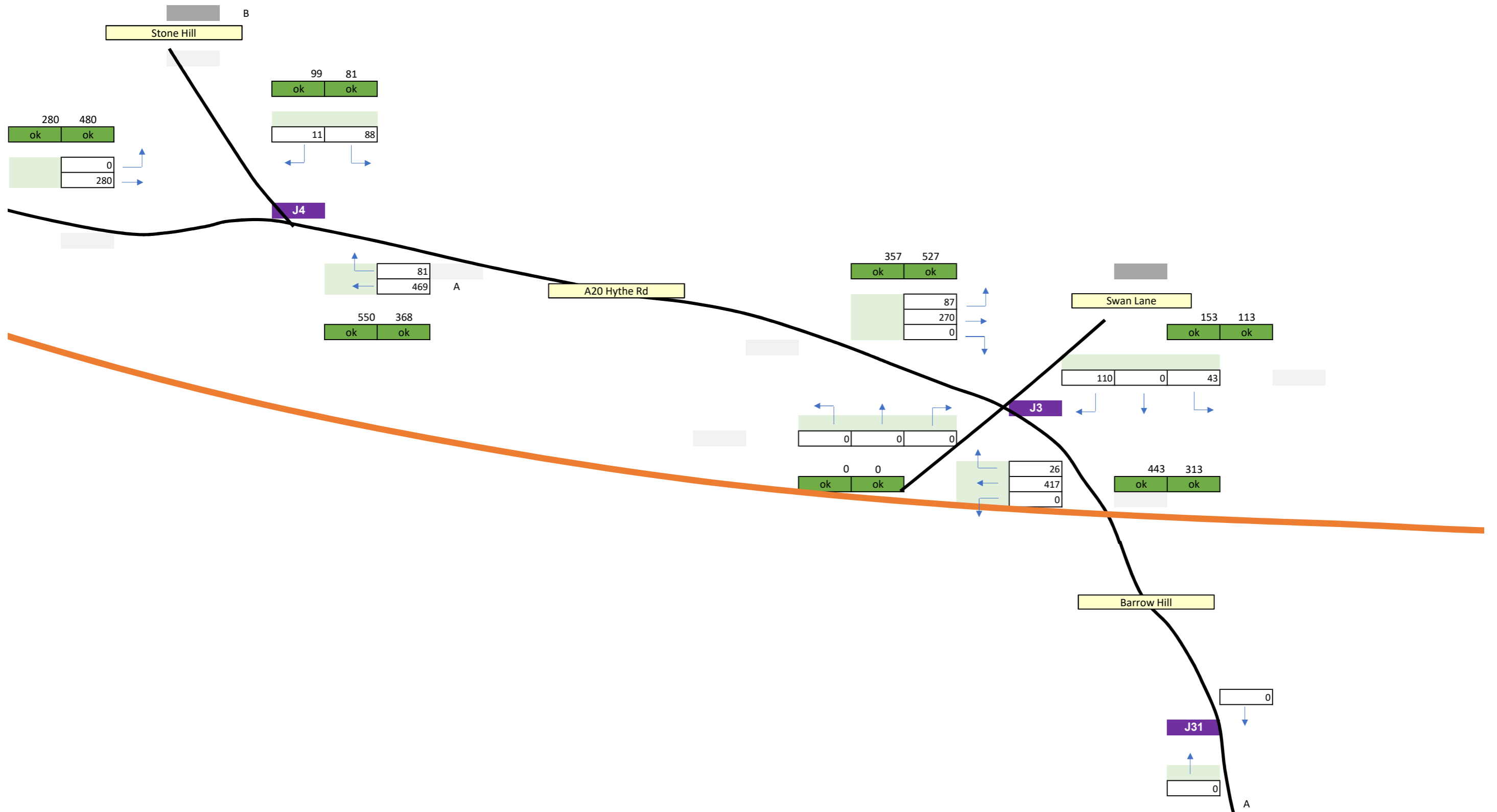
APPENDIX Q – AM and PM Peak Hour Do-Minimum and Do-Something Traffic Flows

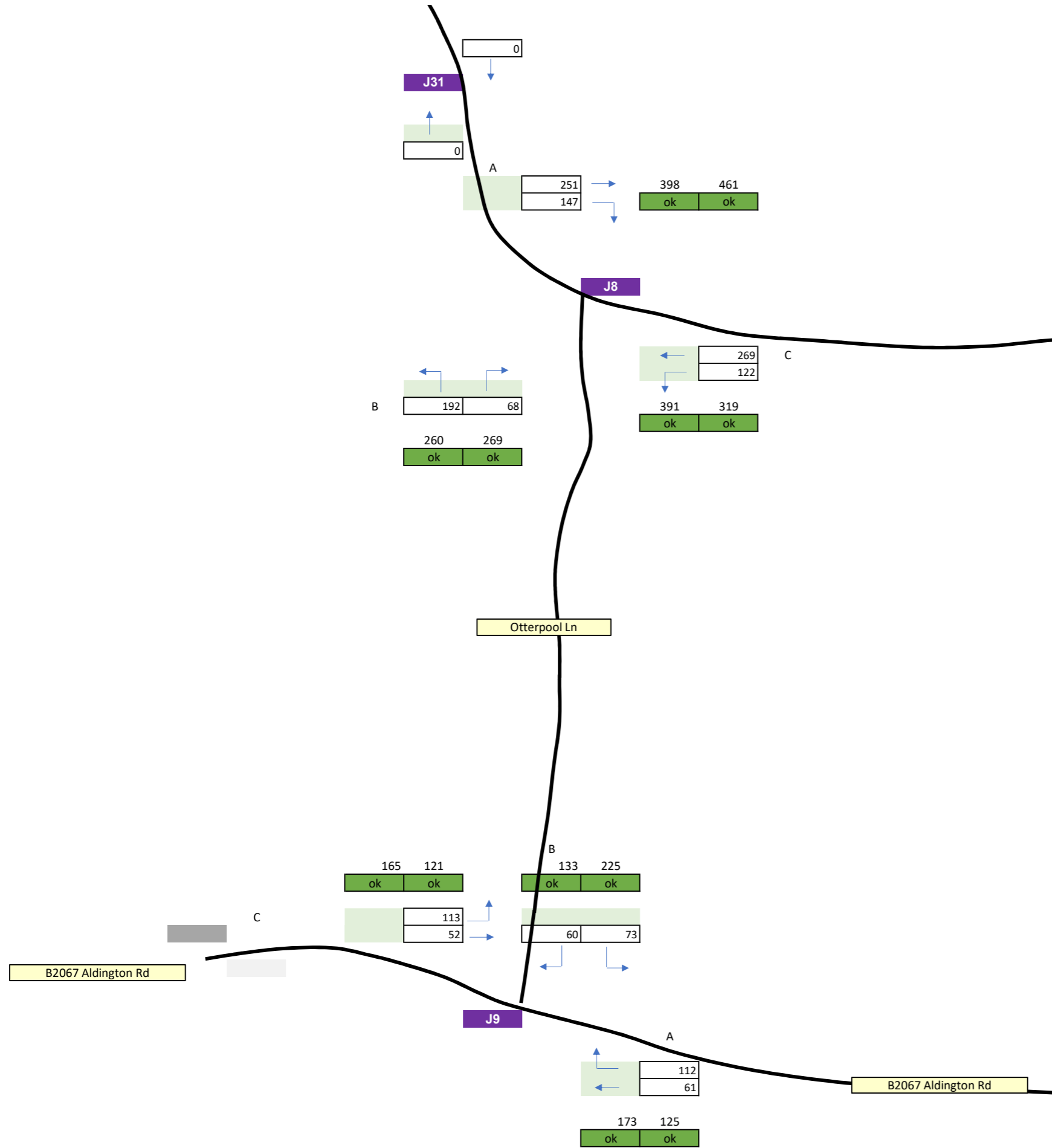
Q.1 Folkestone & Hythe and Ashford - 2037 AM Peak Do-Minimum

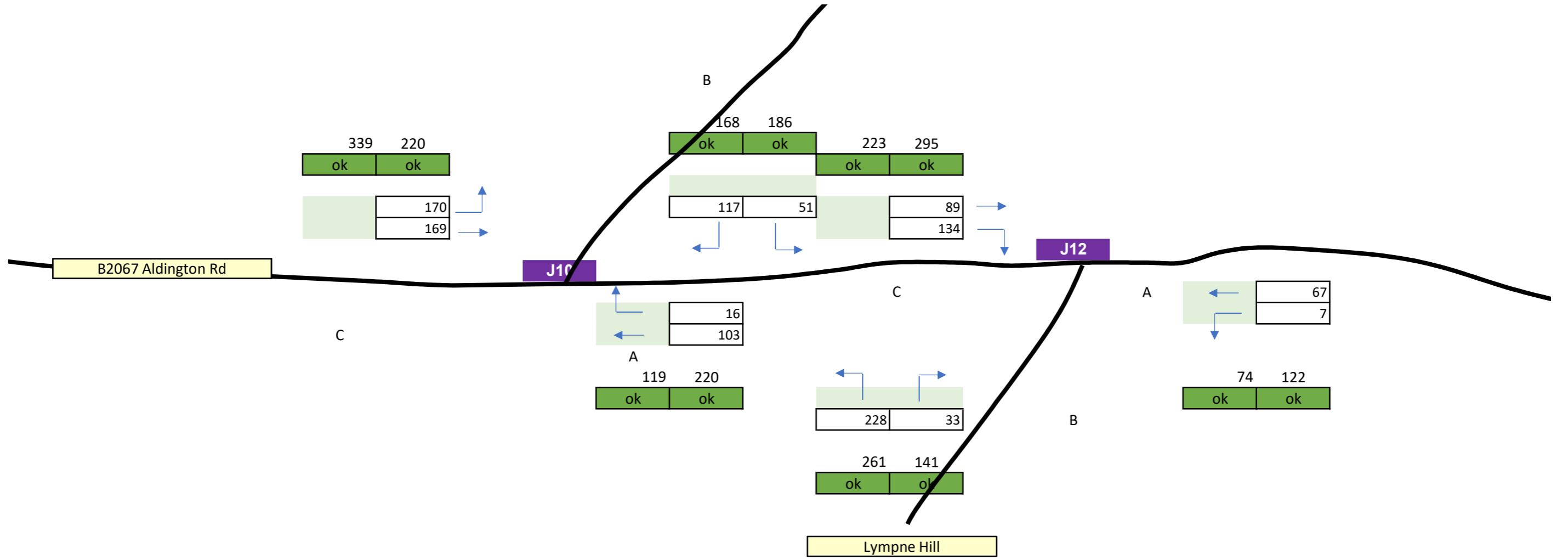


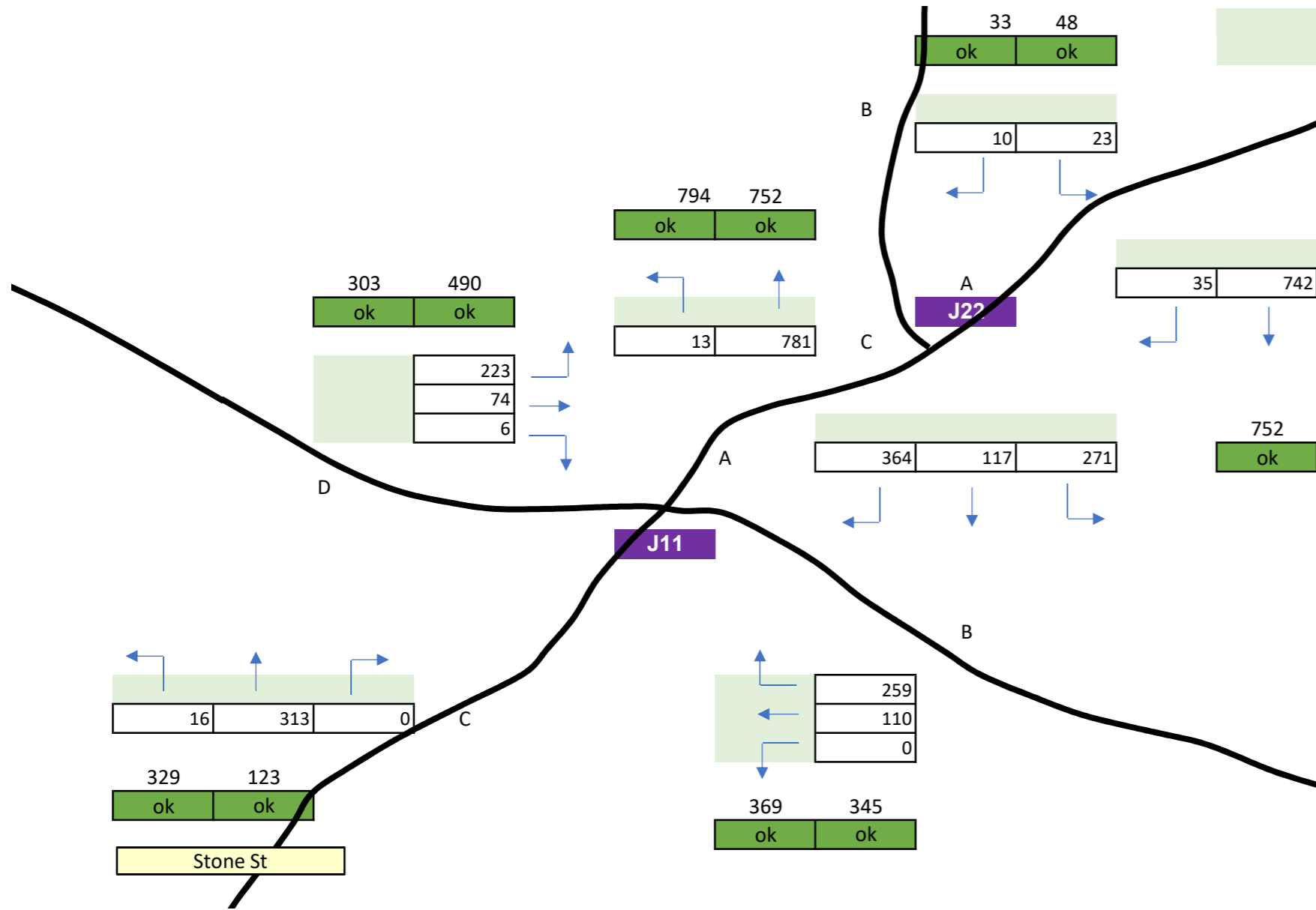


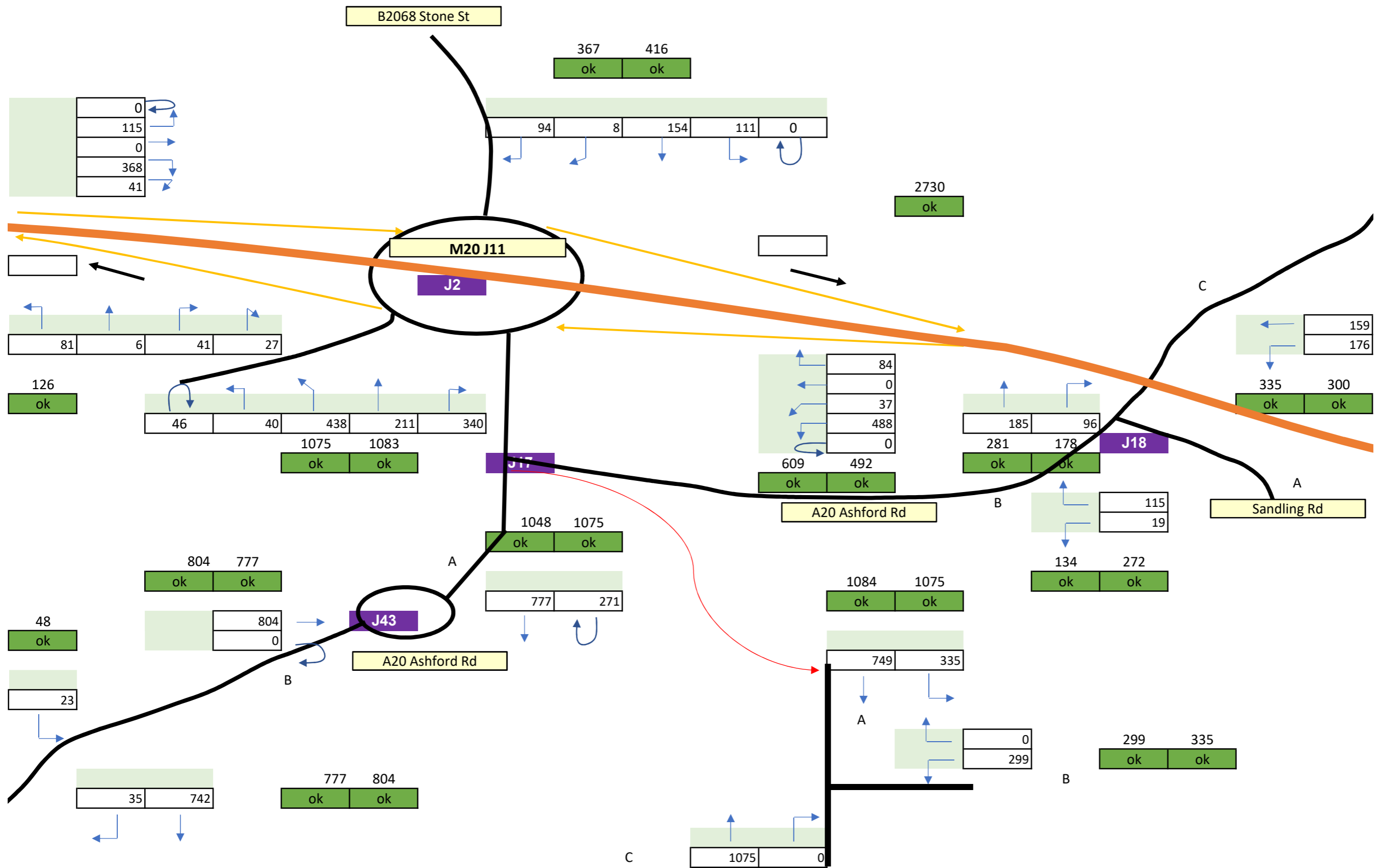


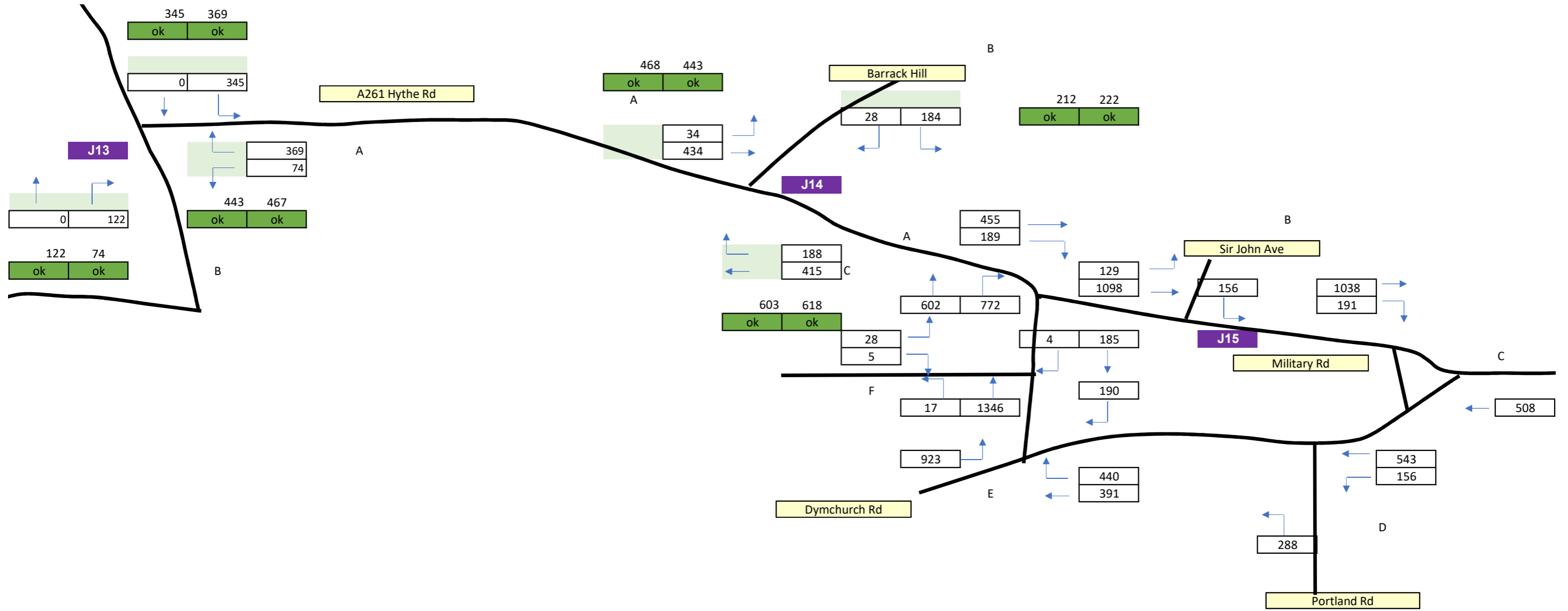


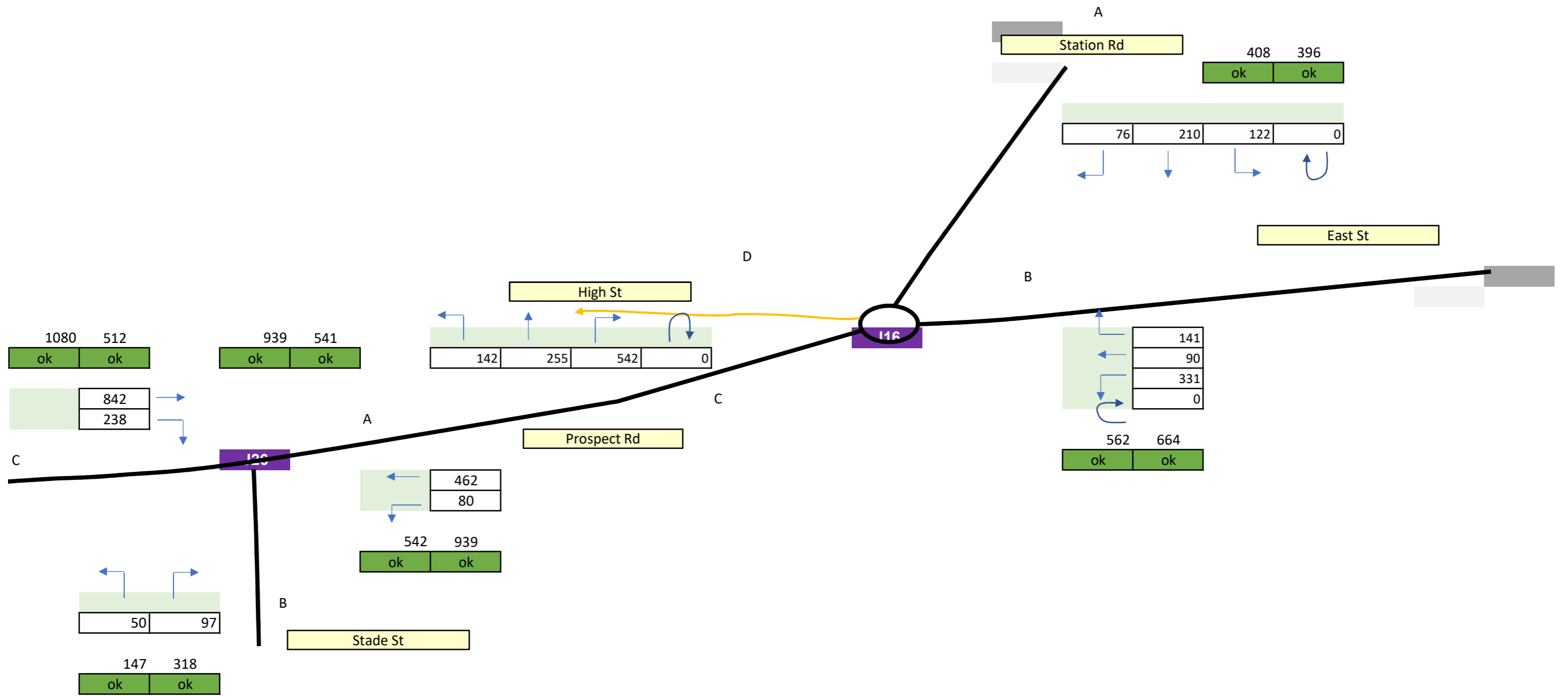












199	103
ok	ok

0
35
139
25

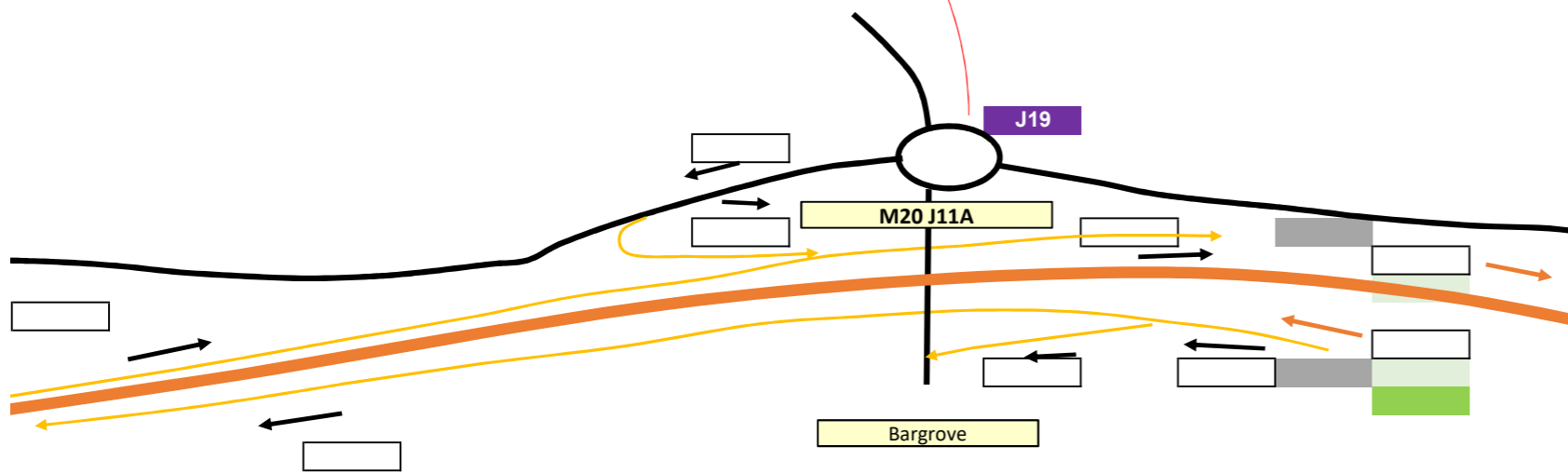
290	195		
ok	ok		
8	56	226	0

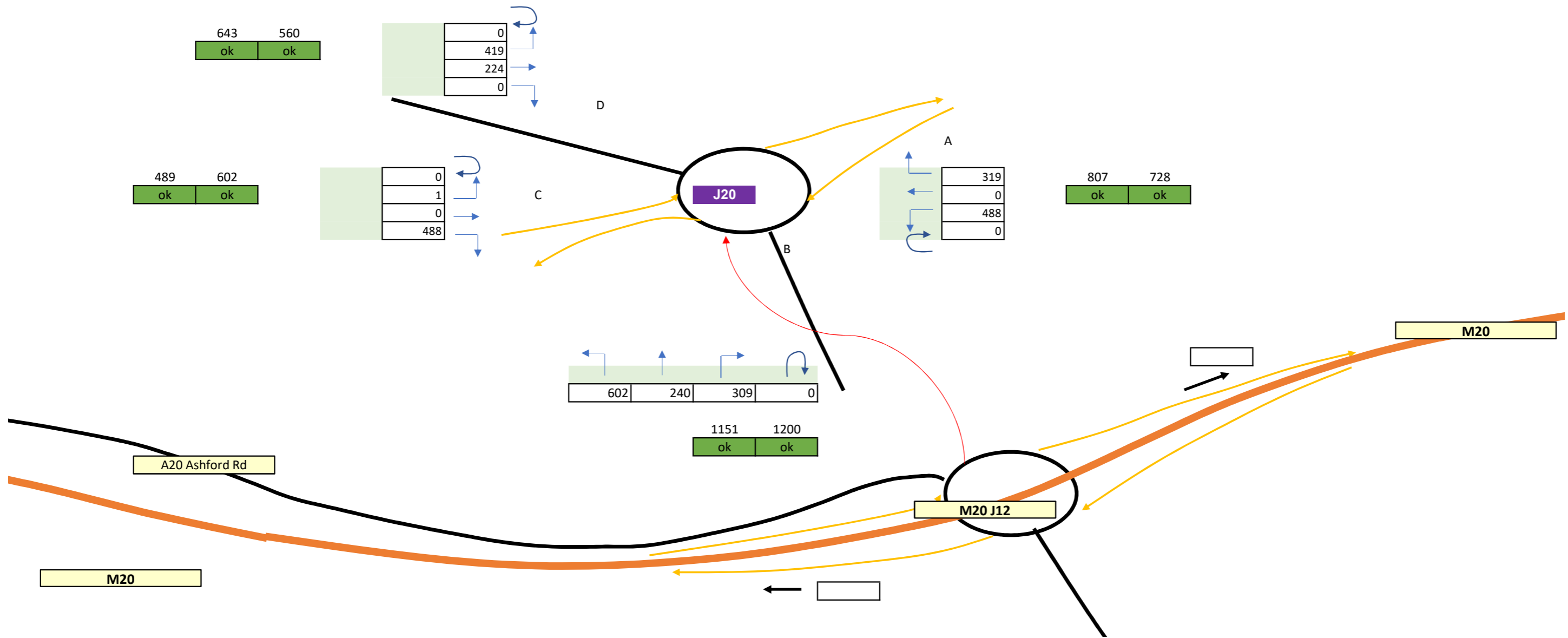
414	641
ok	ok

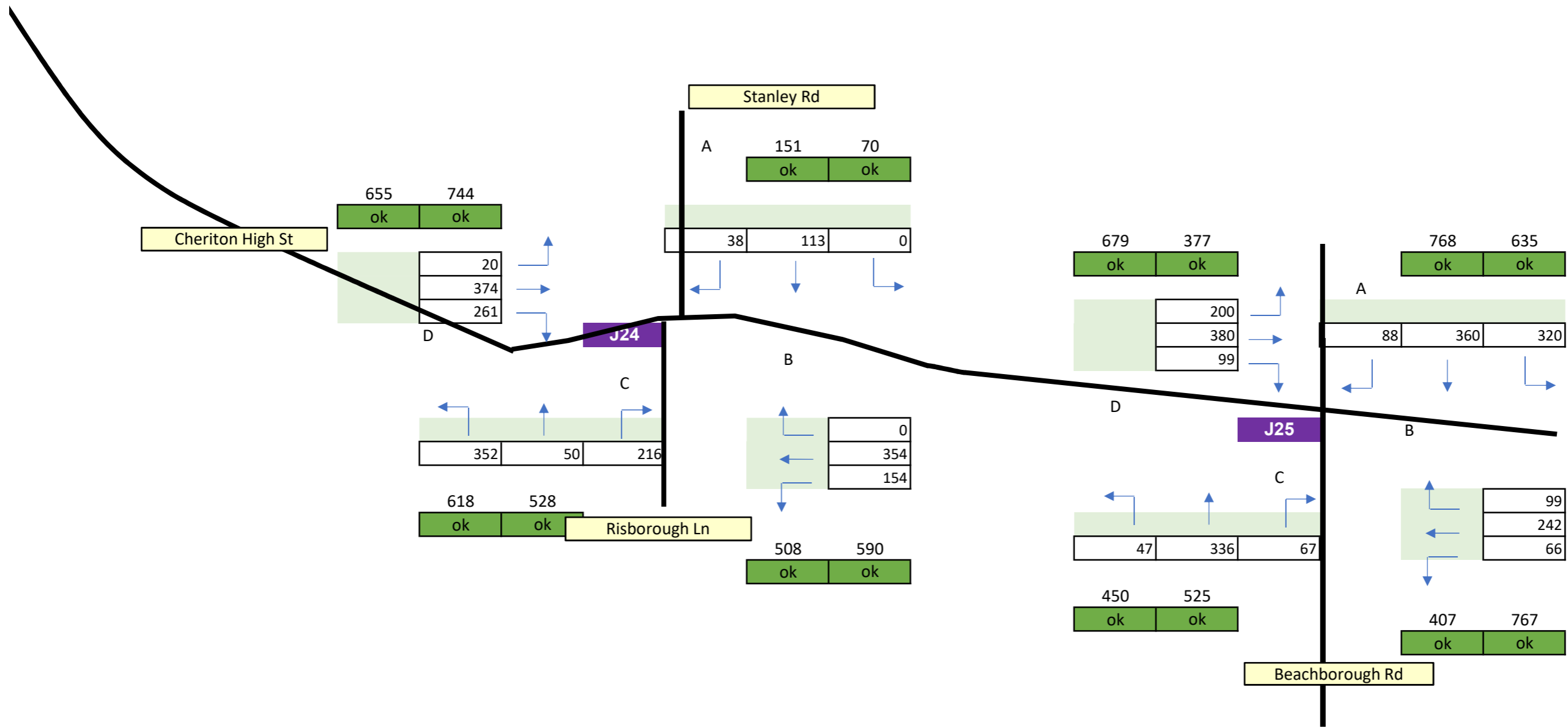
124
86
204
0

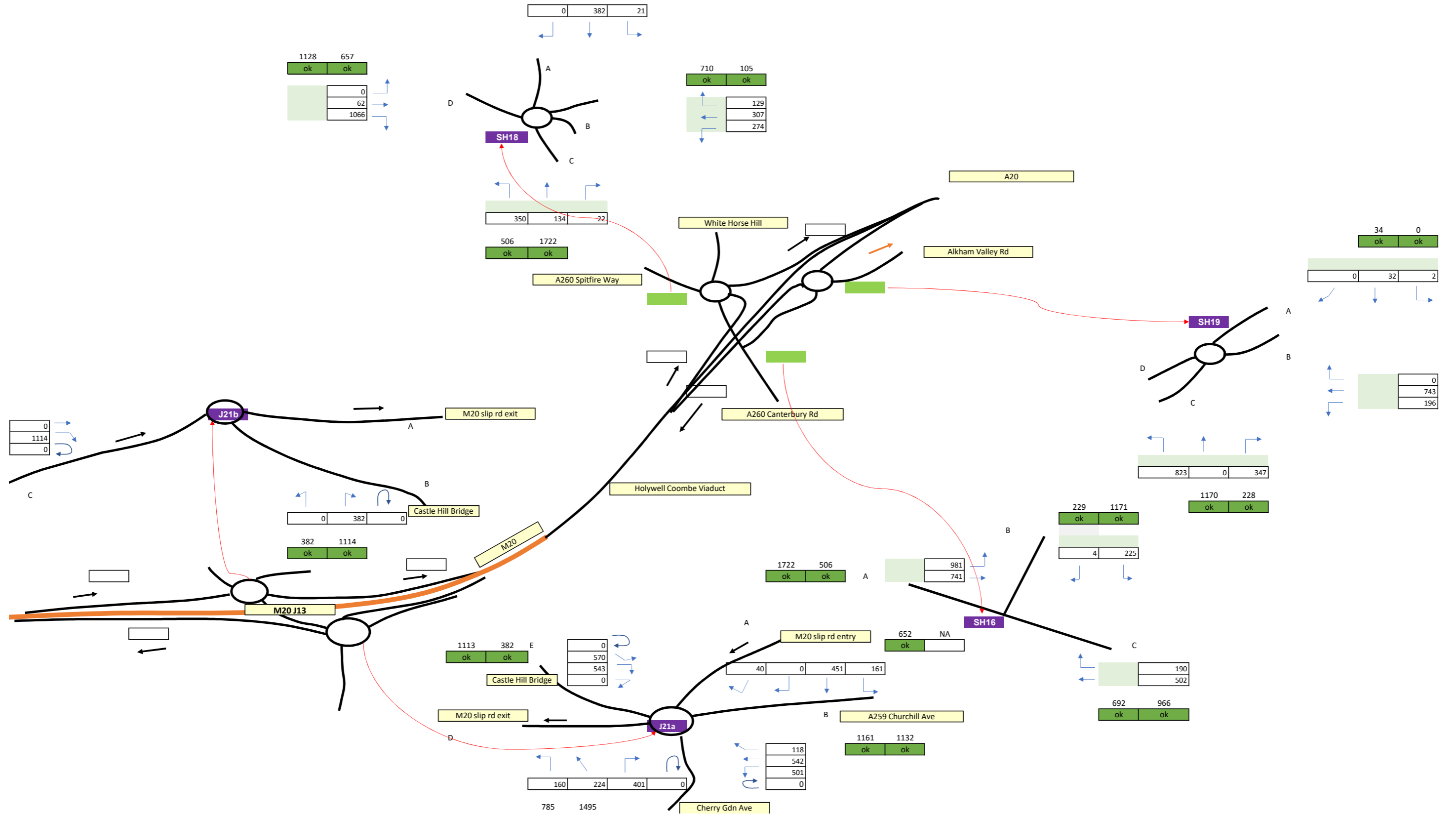
321	285
ok	ok

9	36	276	0
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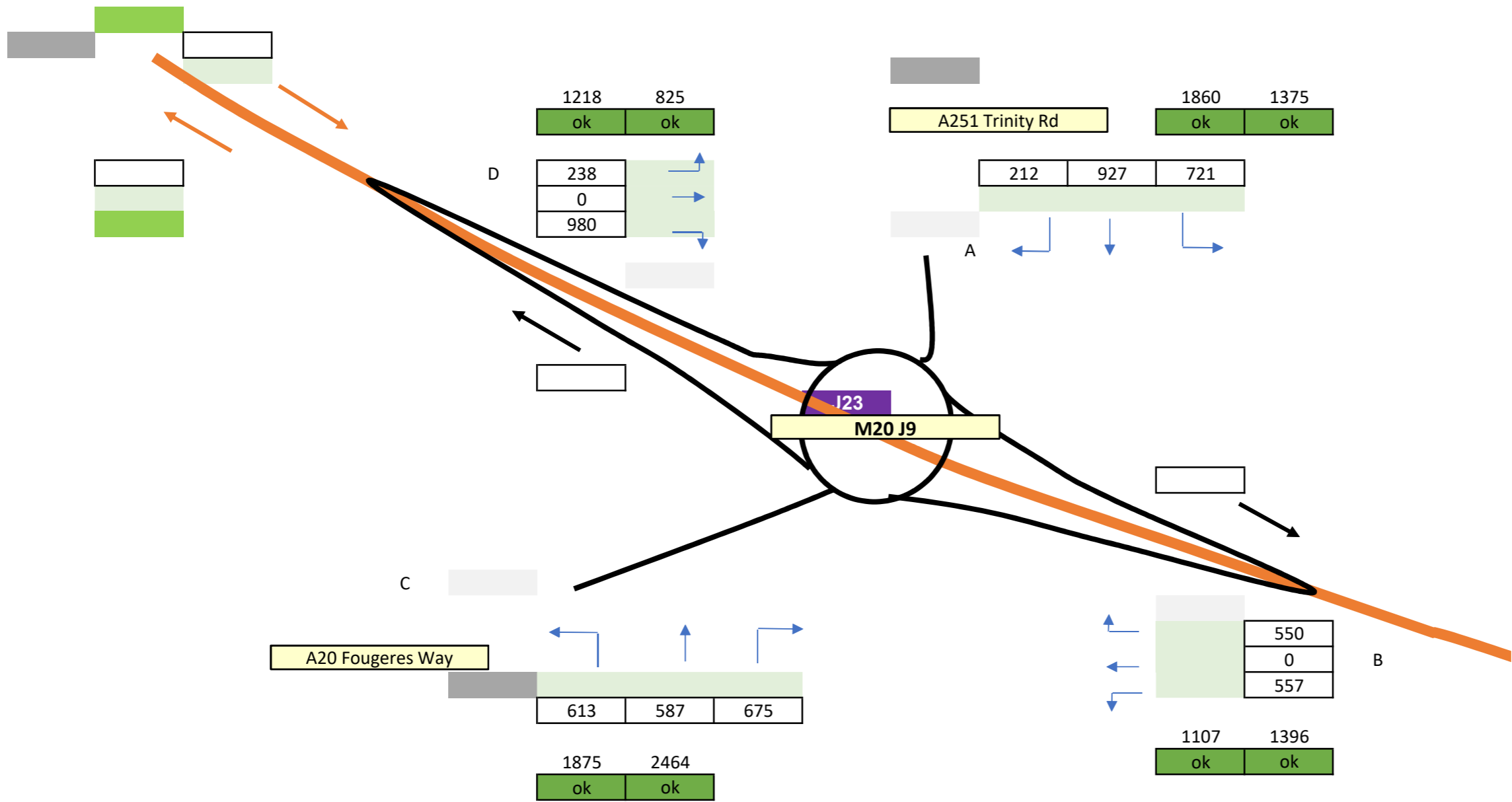


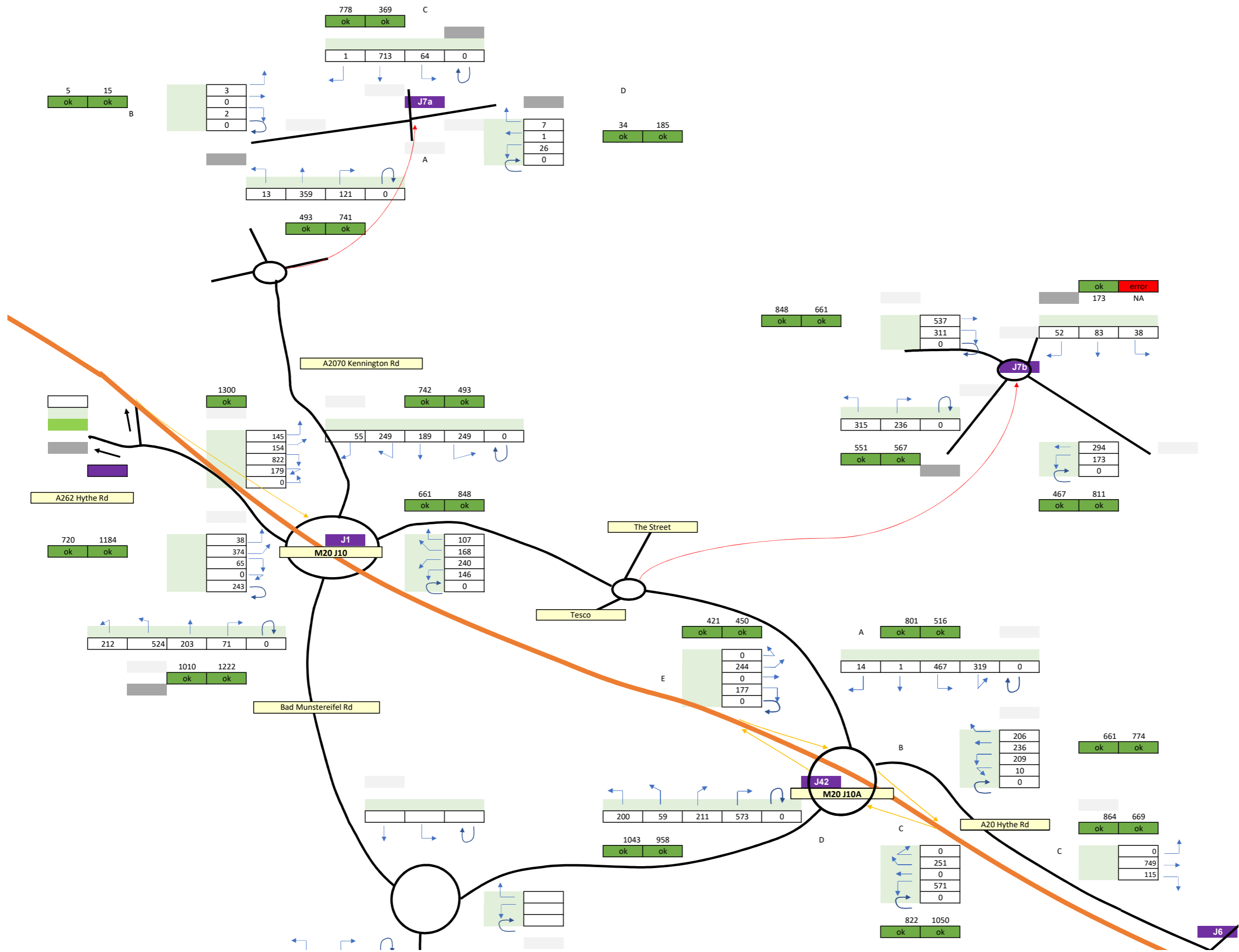


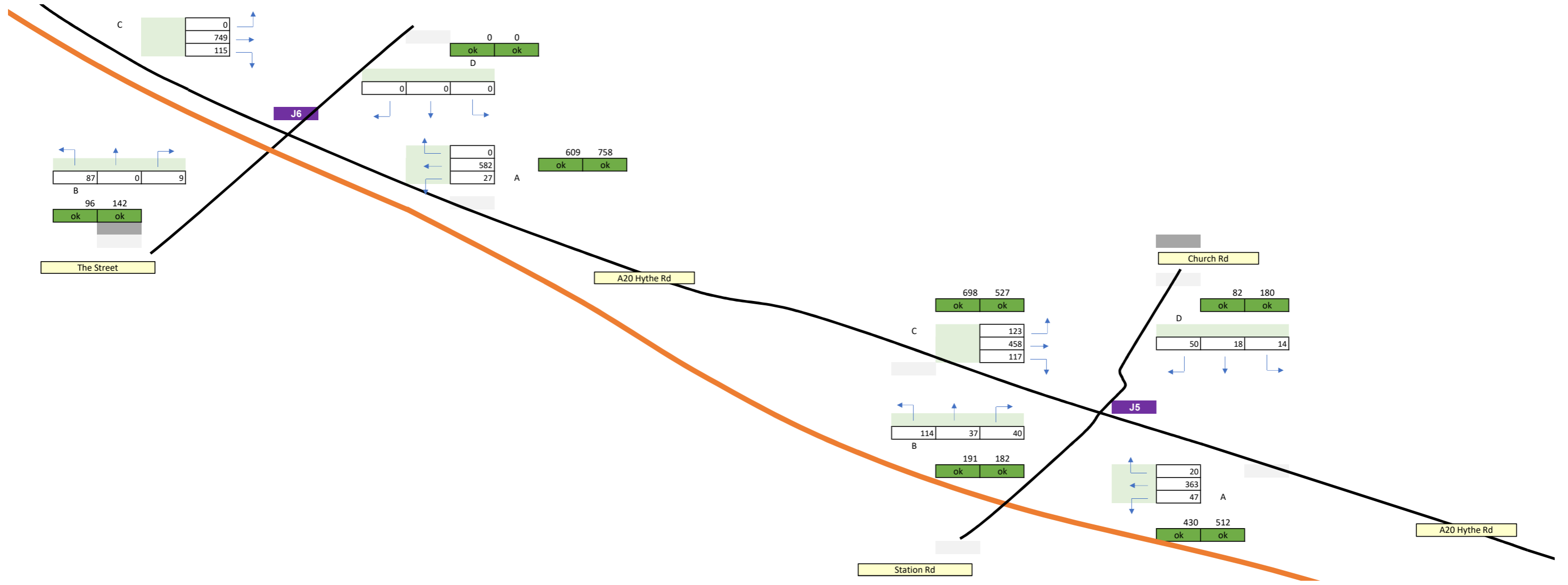


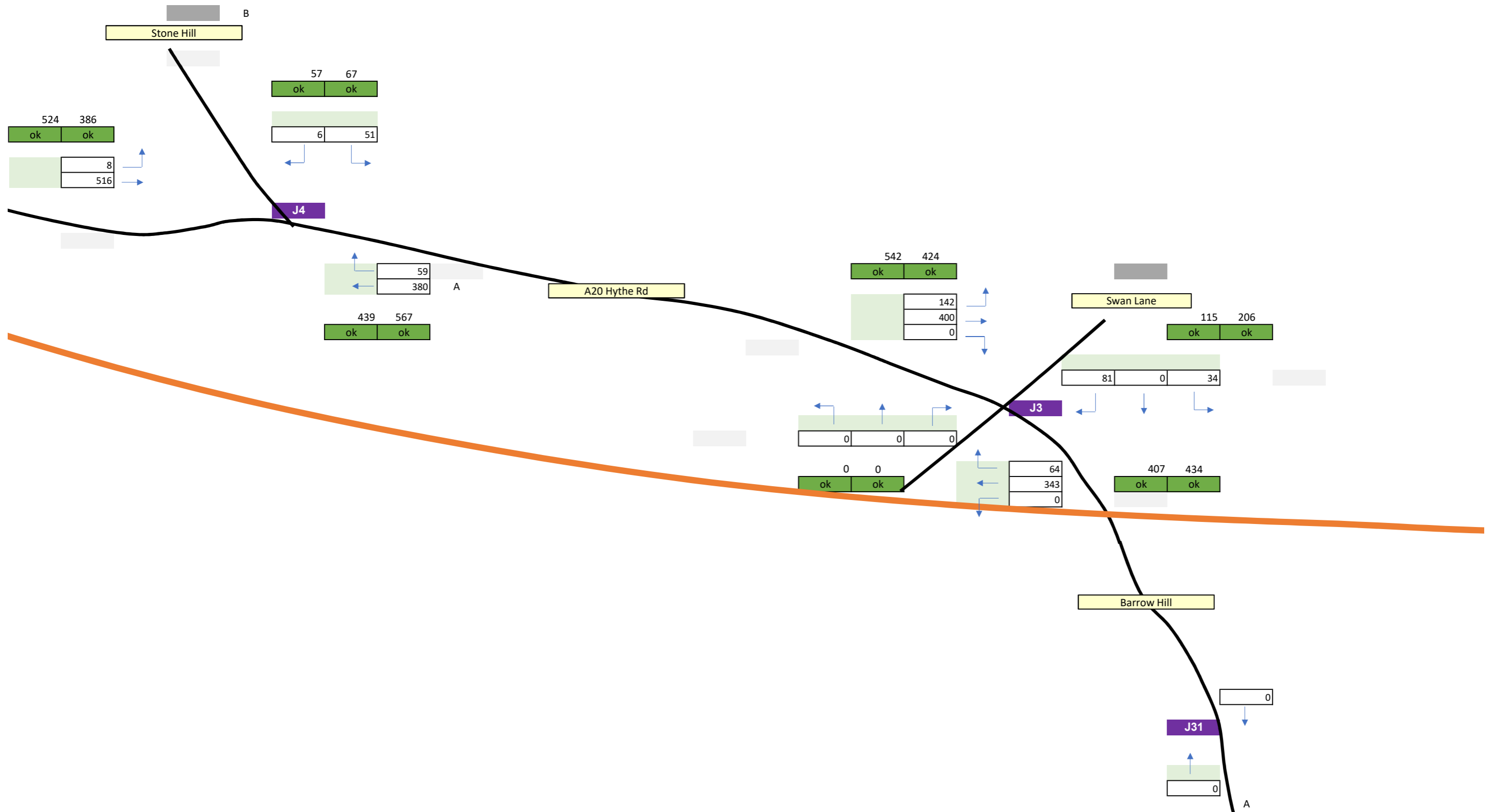


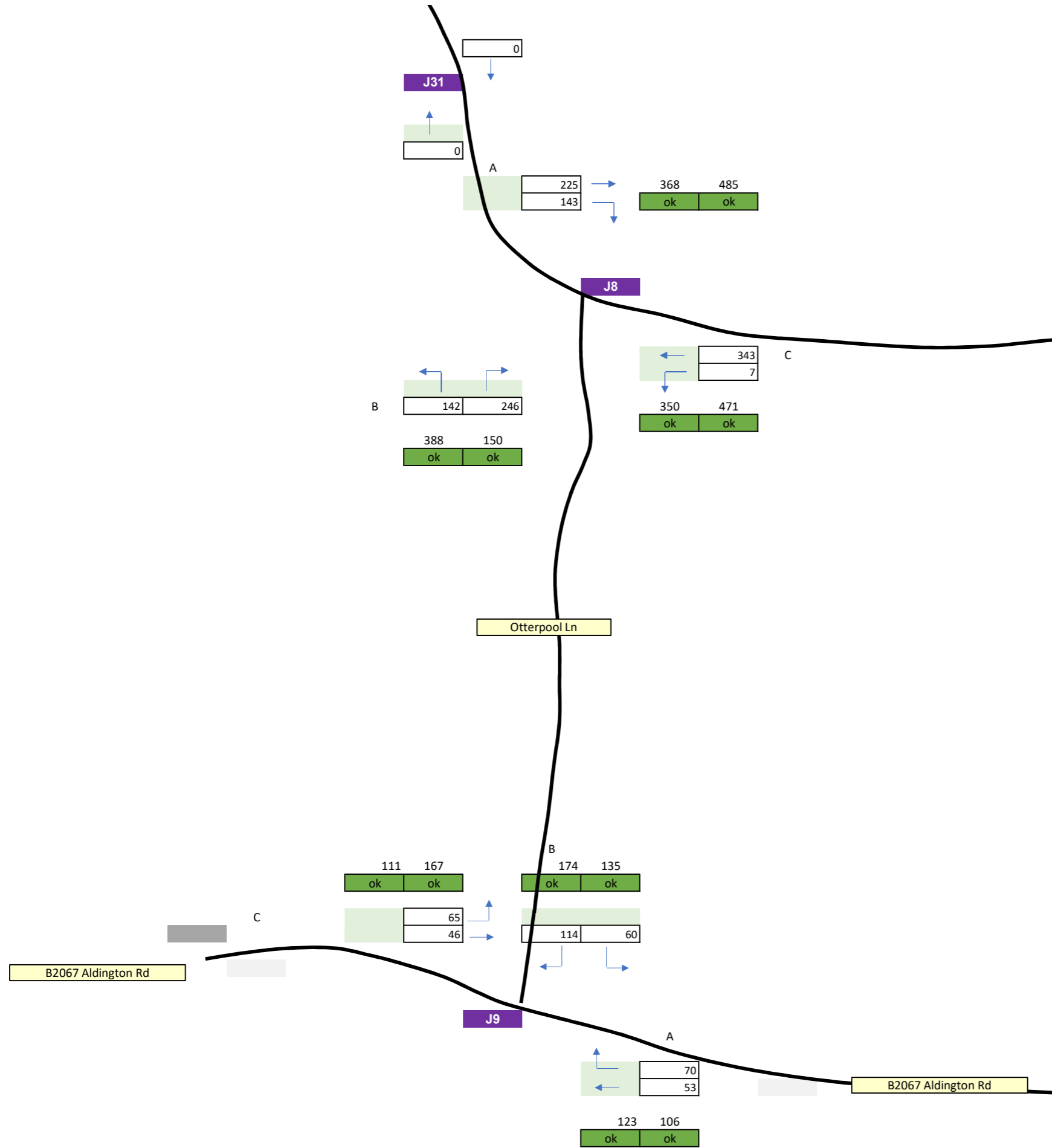
Q.2 Folkestone & Hythe and Ashford - 2037 PM Peak Do-Minimum

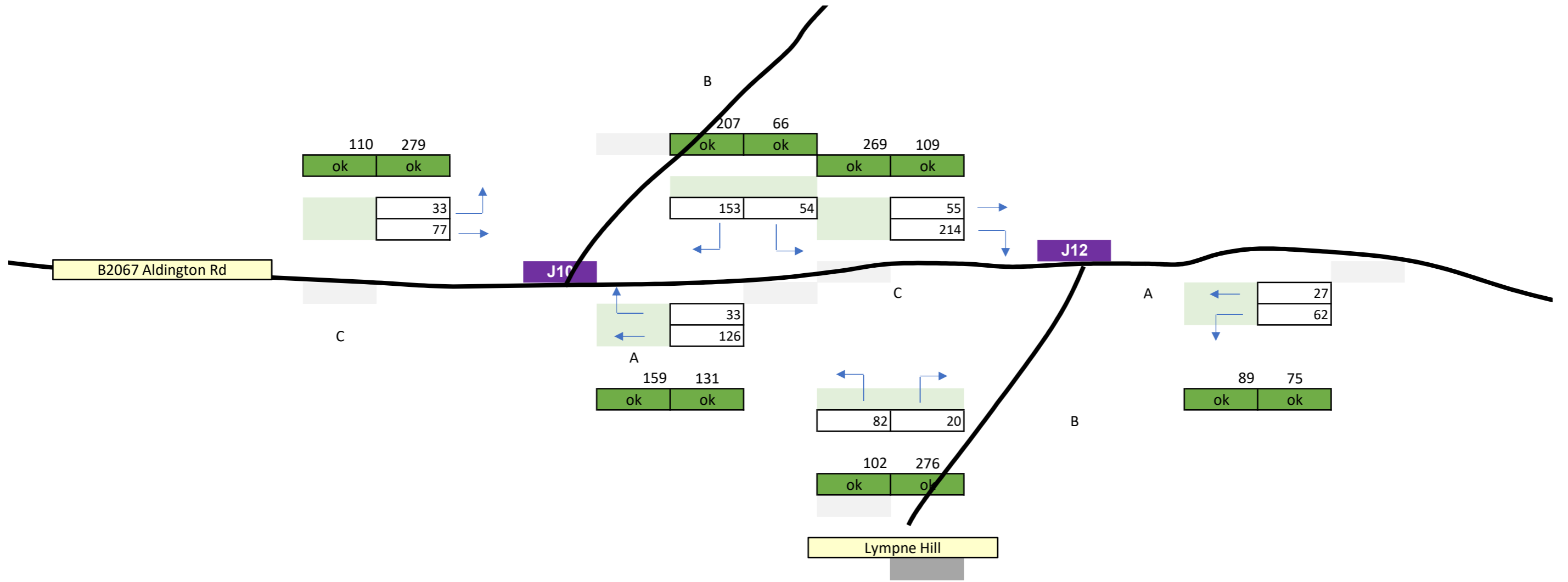


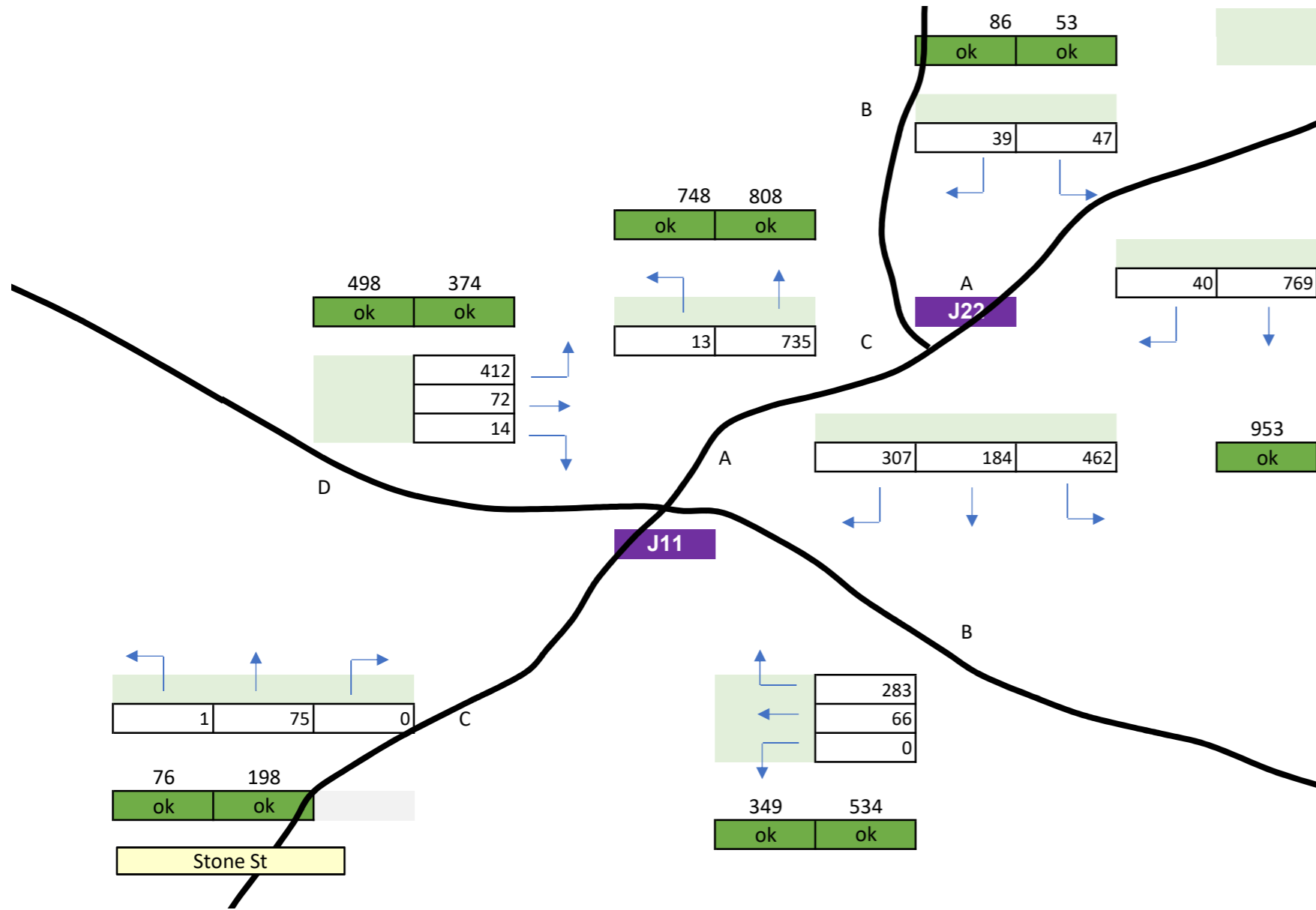


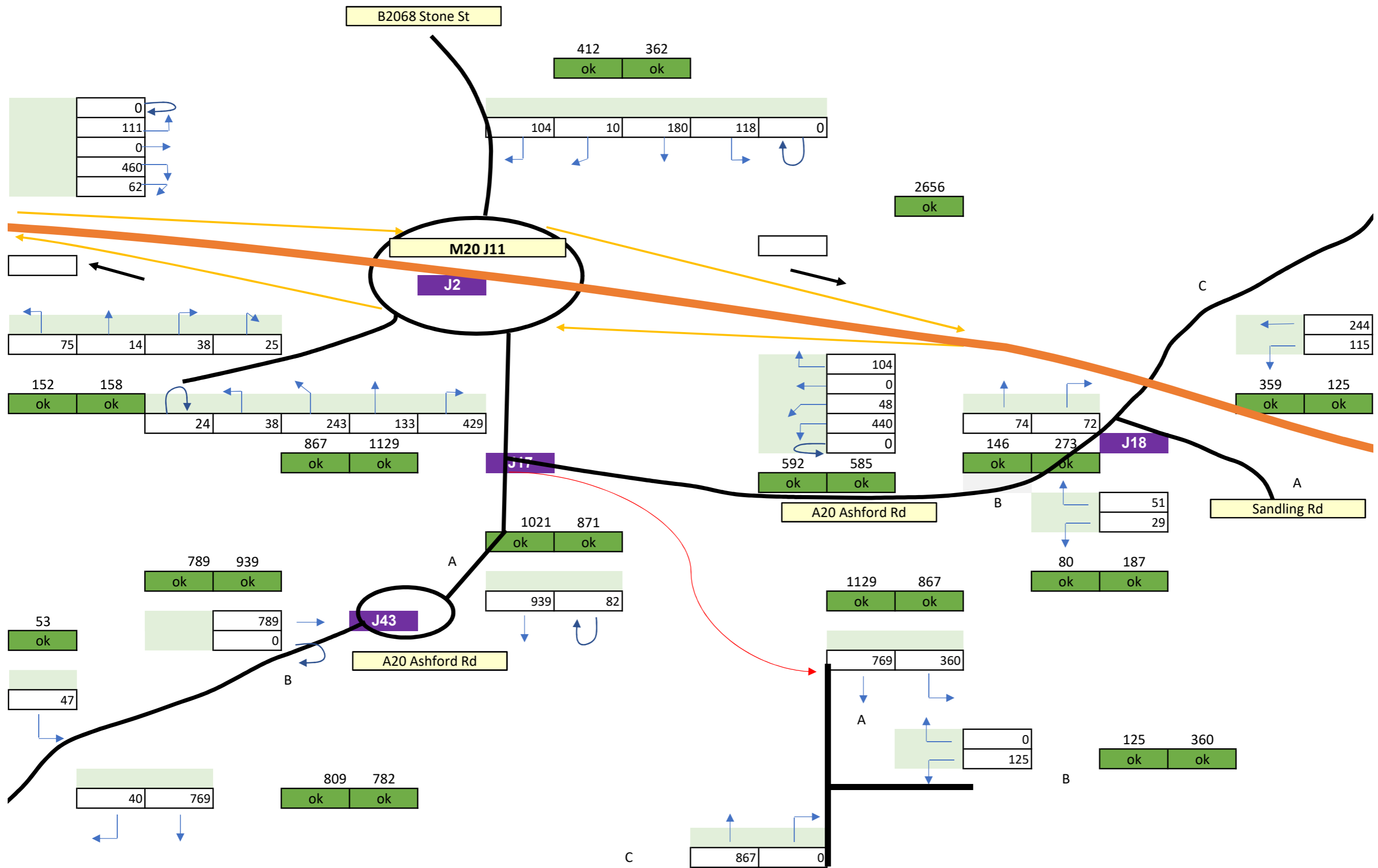


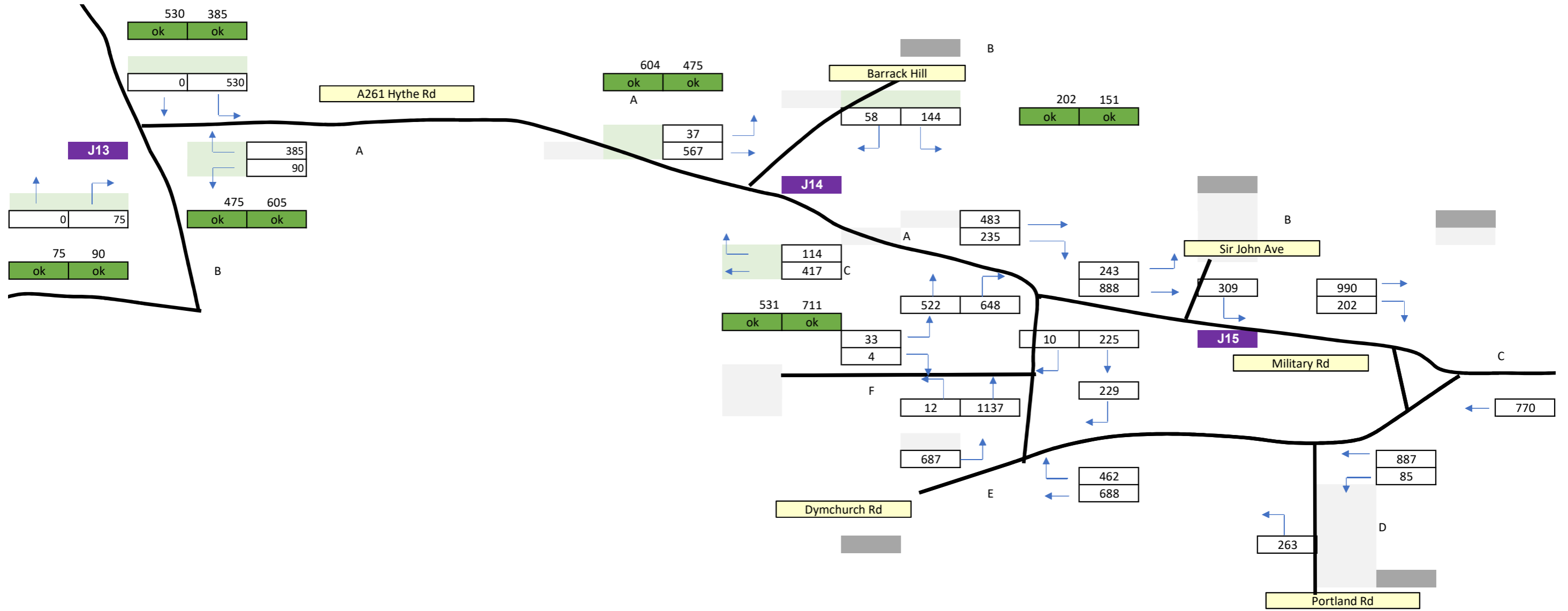


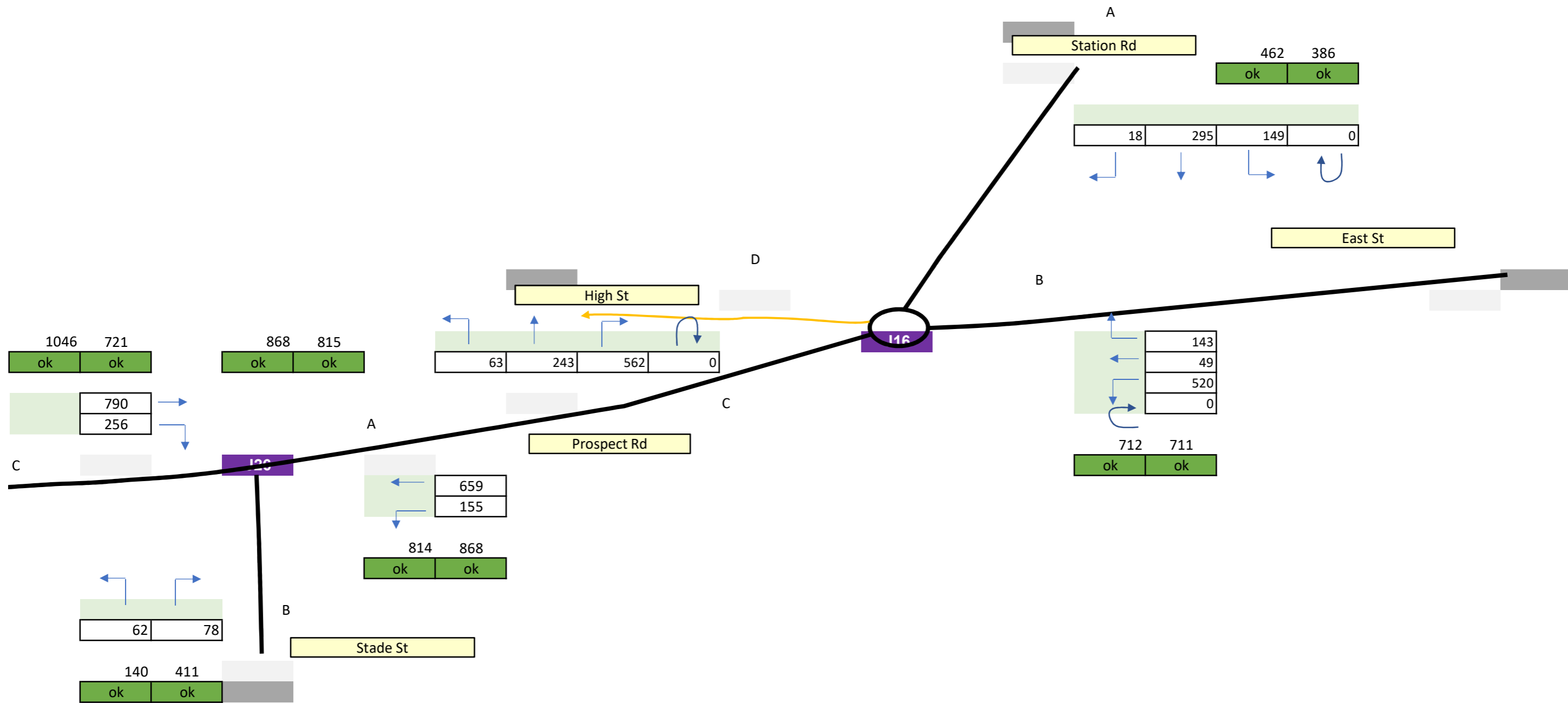












96	89
ok	ok

0
21
60
15

216	260
ok	ok

8	53	155	0
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D

B

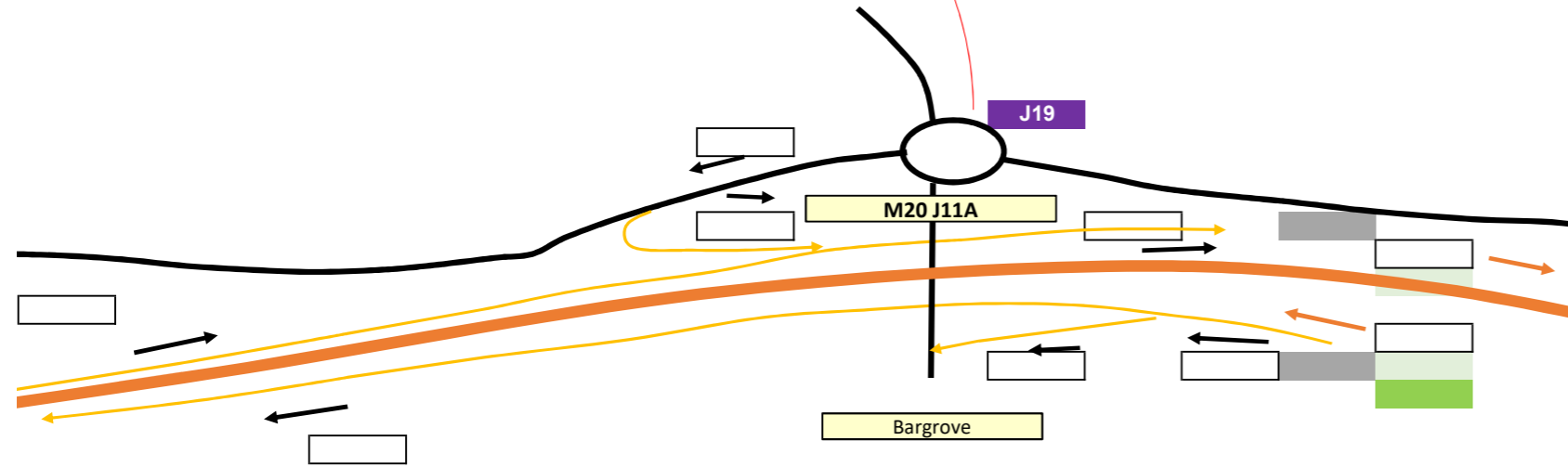
485	453
ok	ok

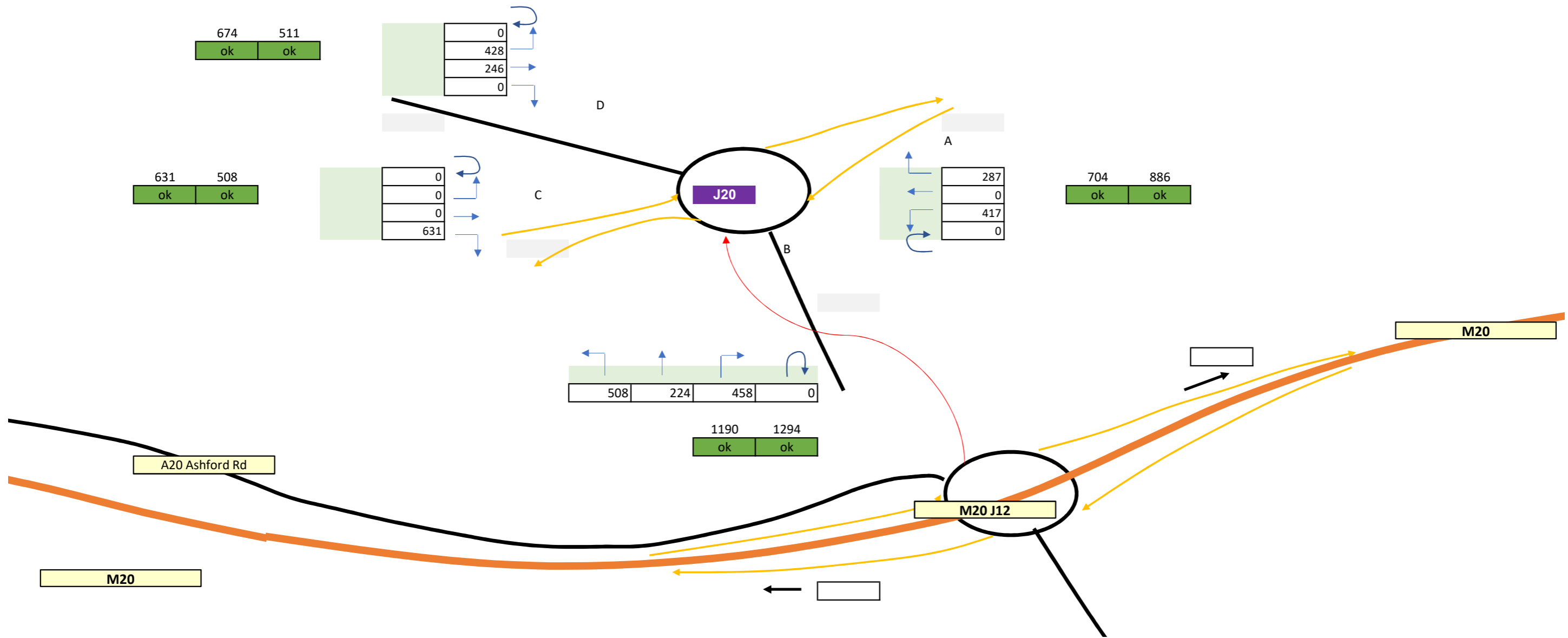
5	52	238	0
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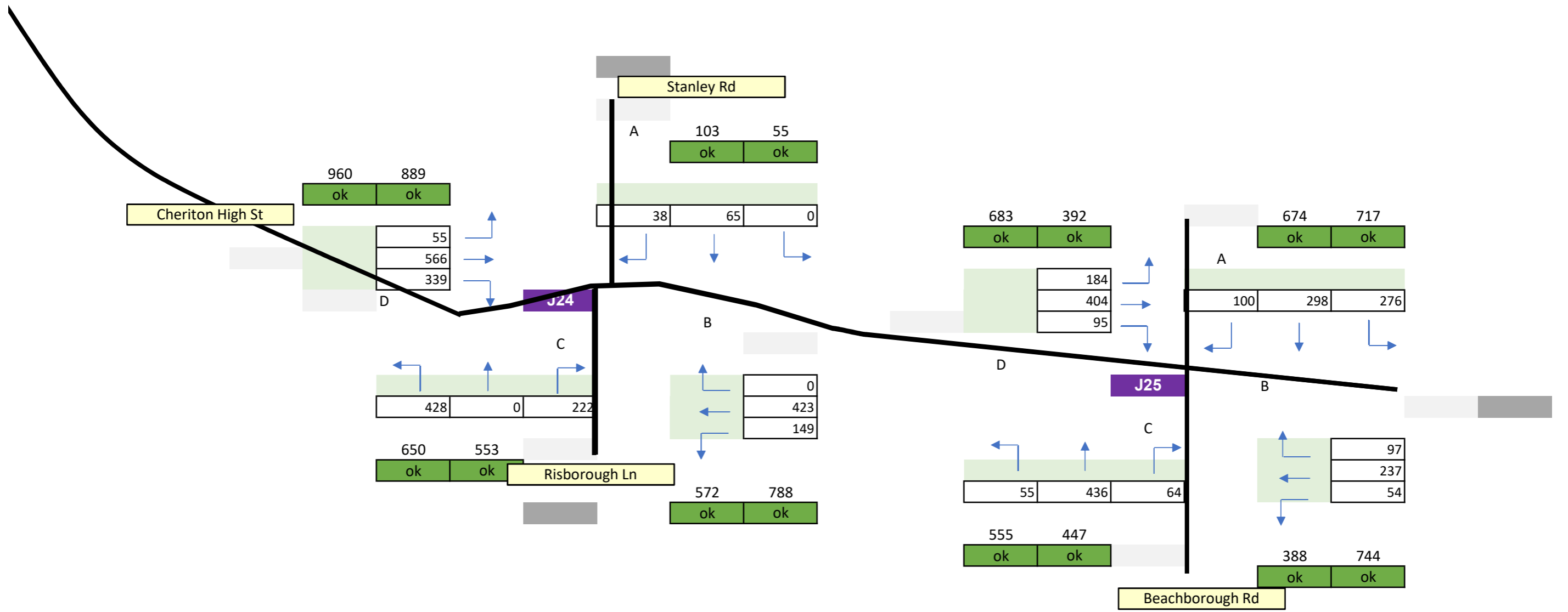
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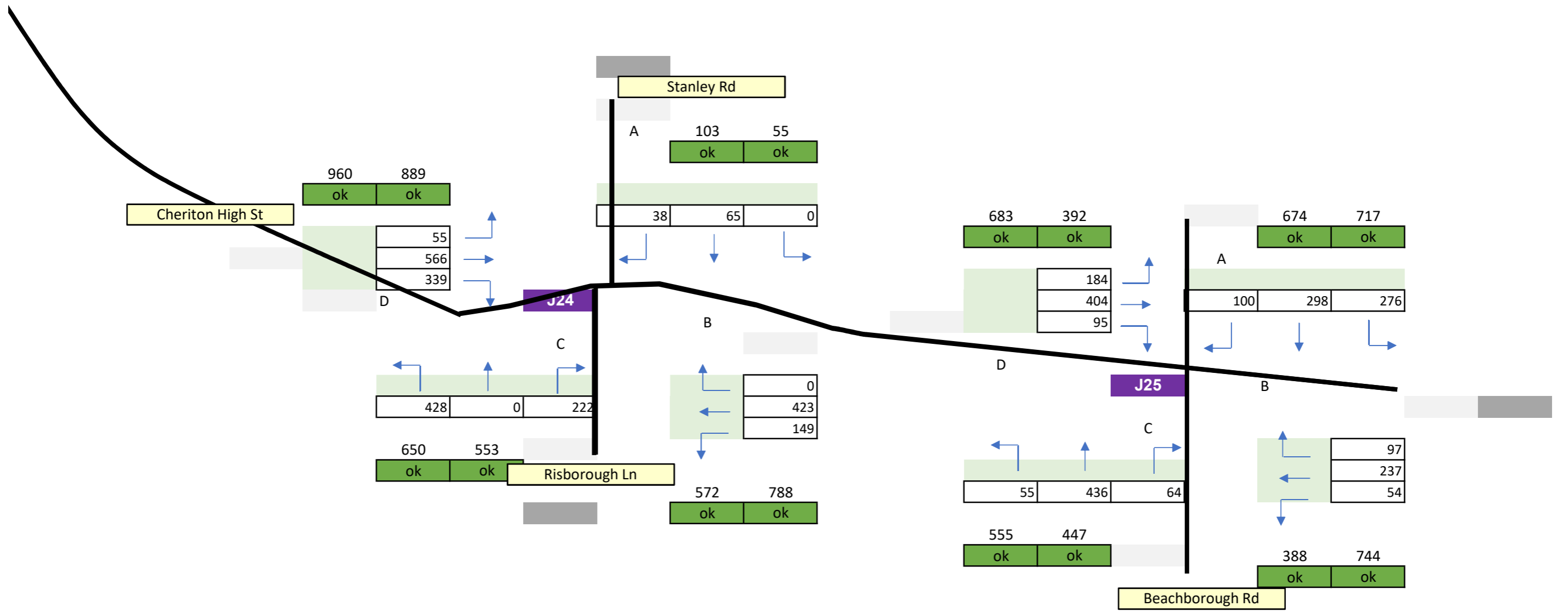
187
76
222
0

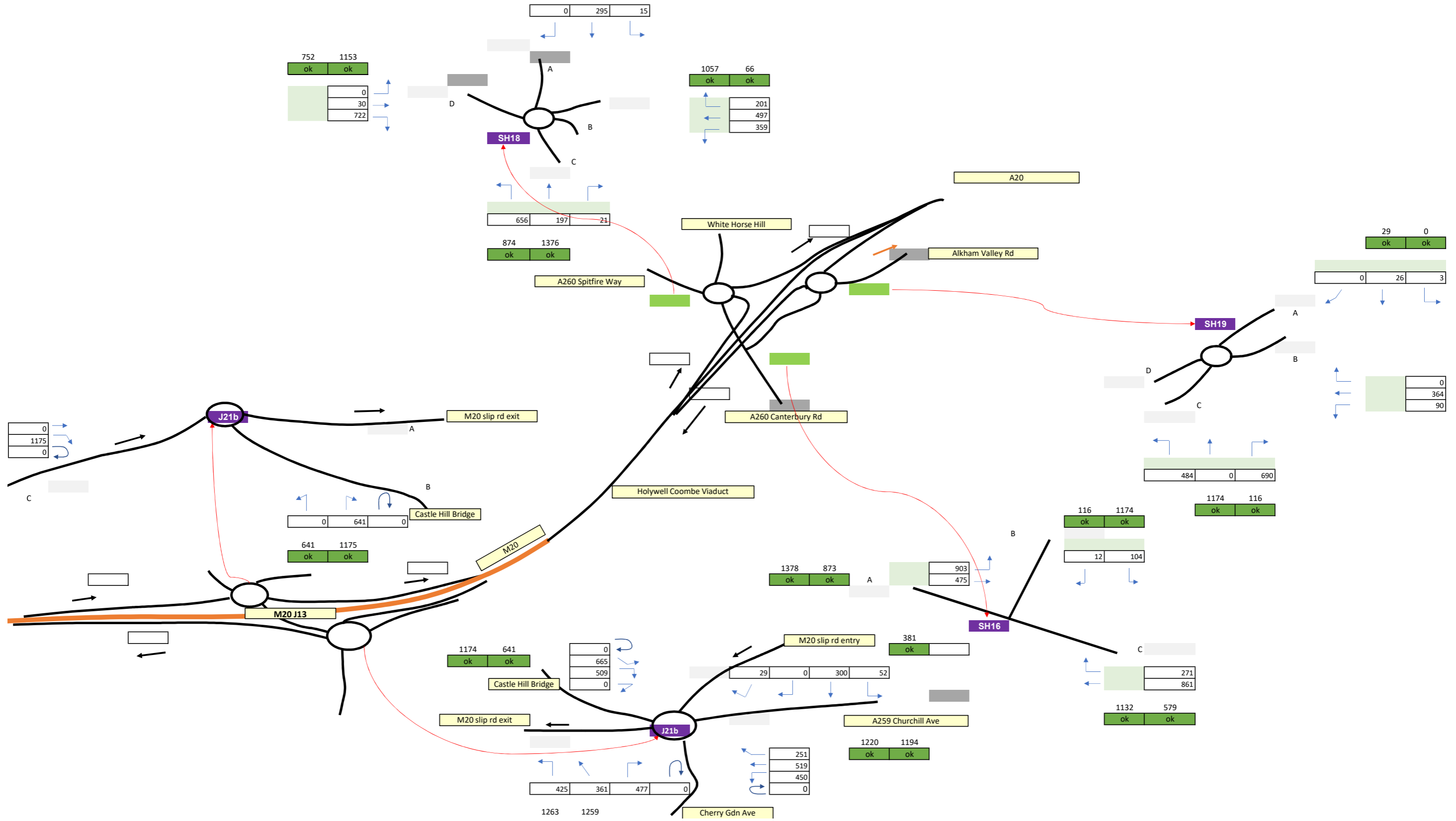
295	290
ok	ok



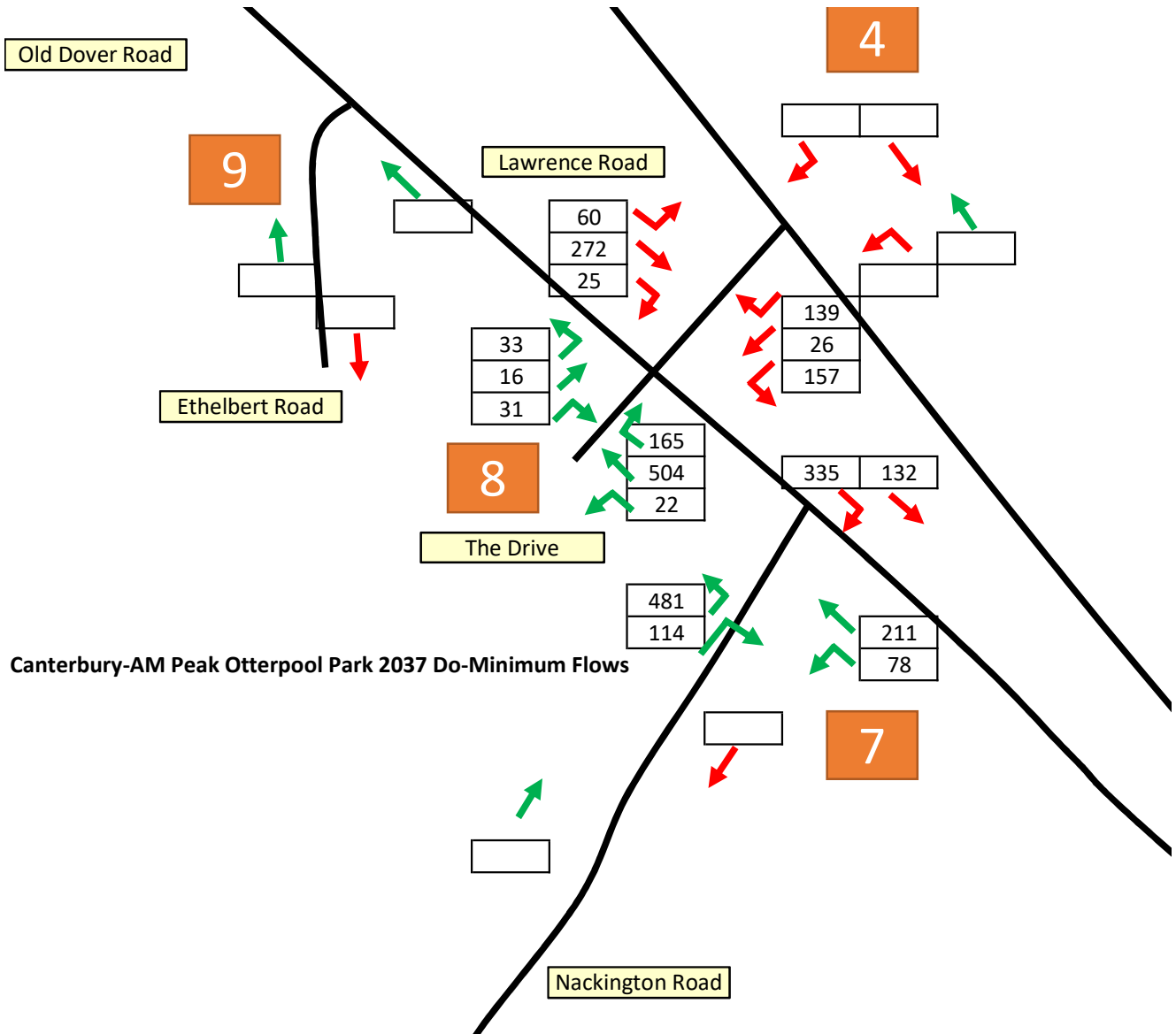






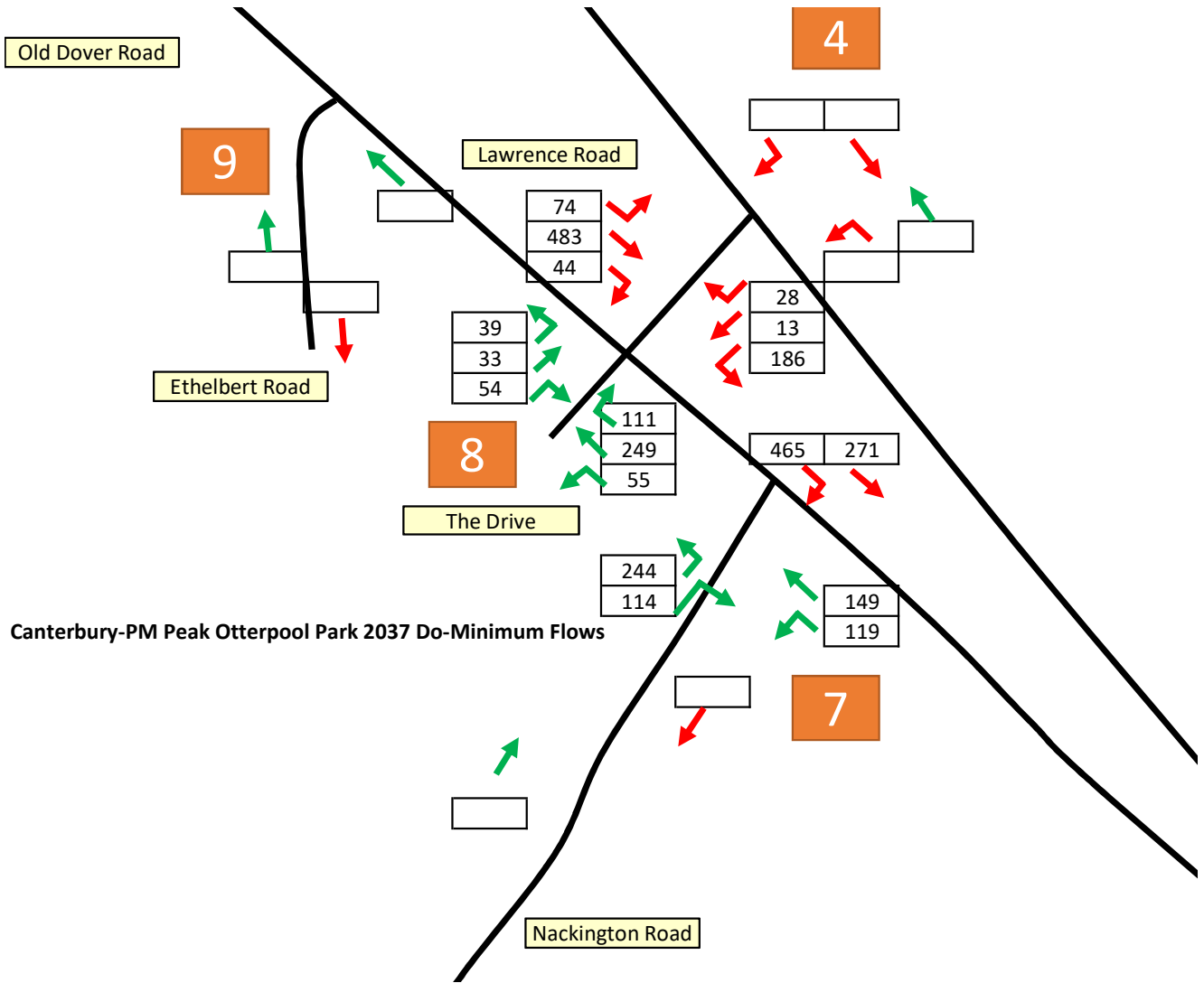


Q3 Canterbury - 2037 AM Peak Do-Minimum

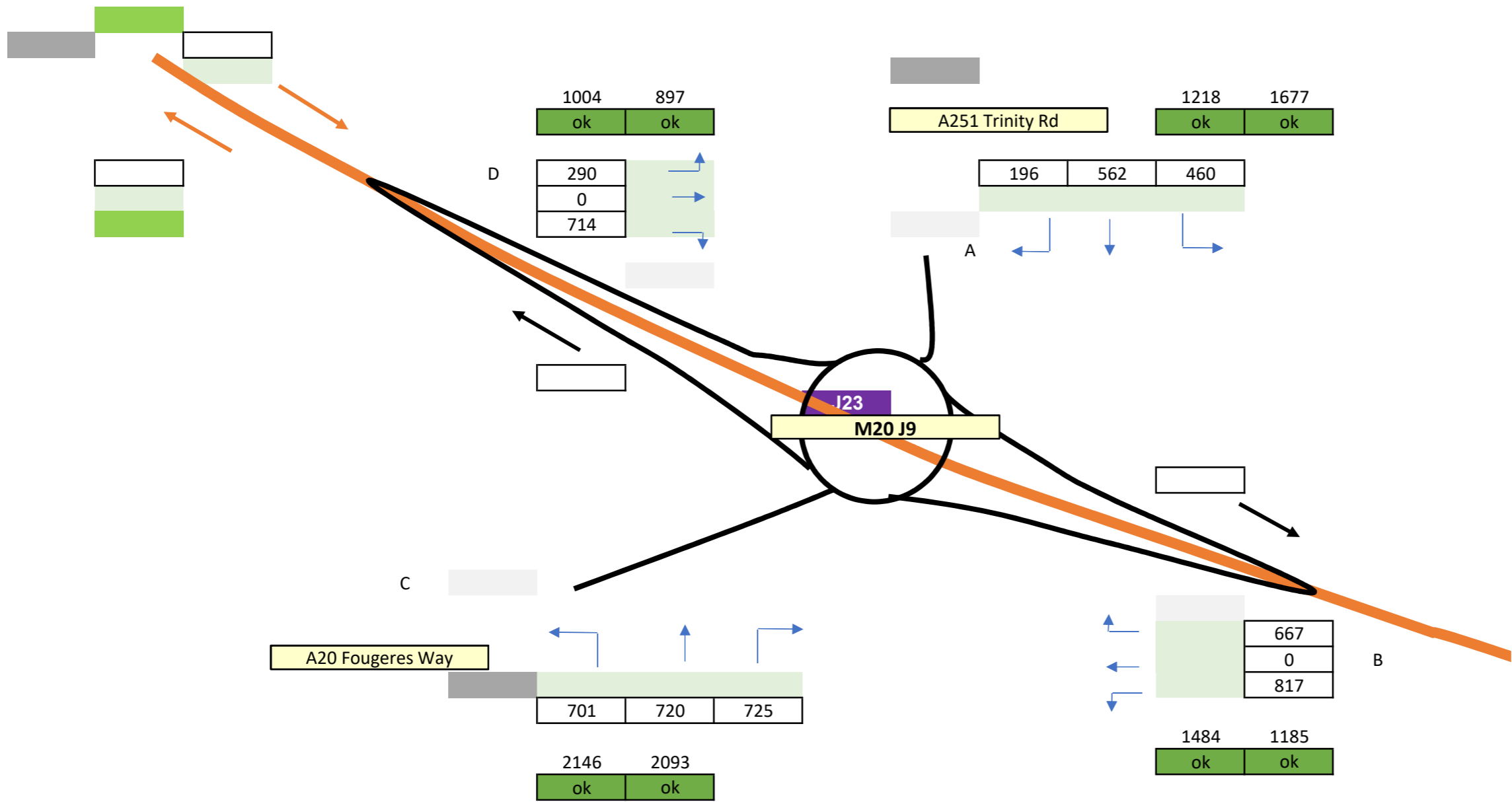


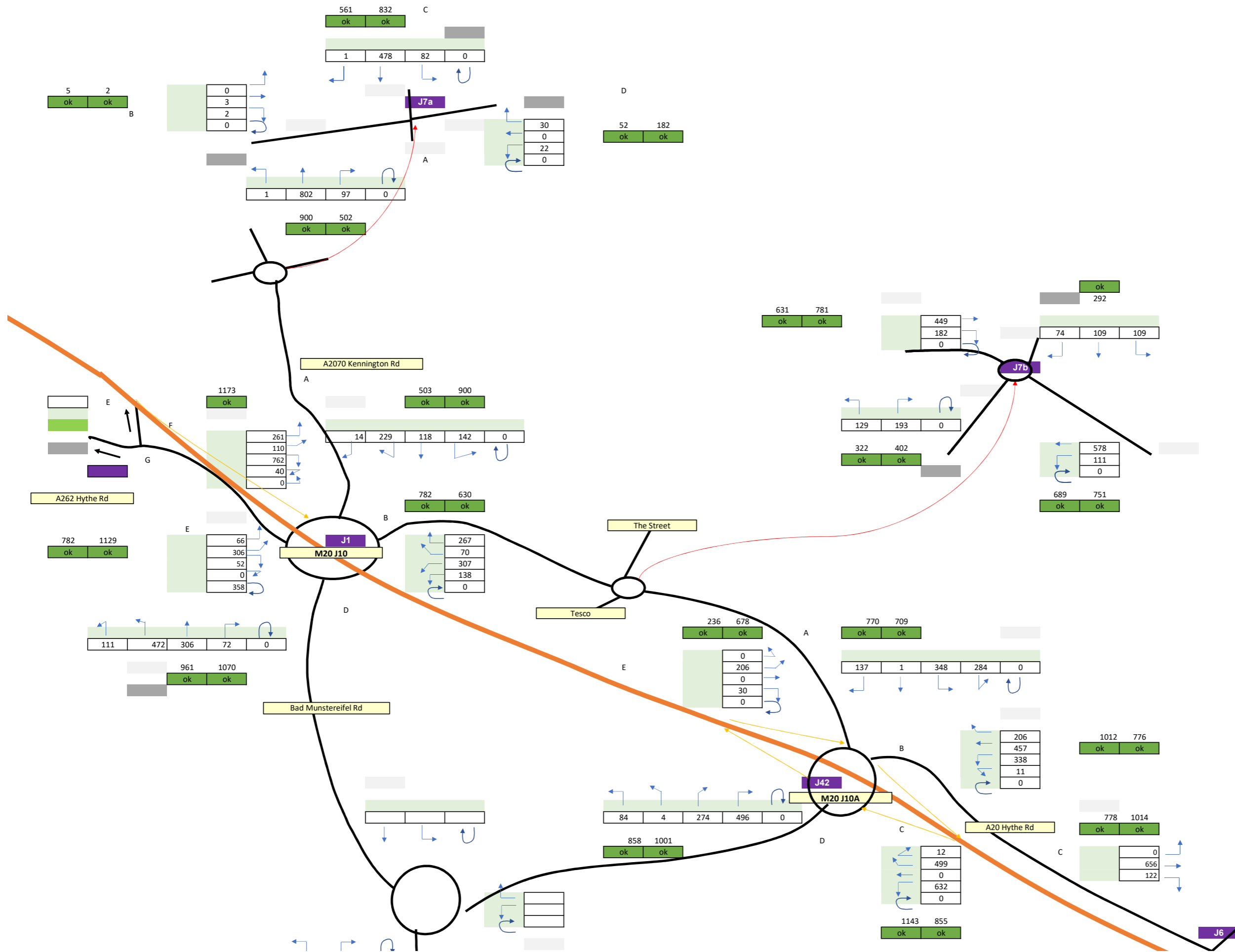
Canterbury-AM Peak Otterpool Park 2037 Do-Minimum Flows

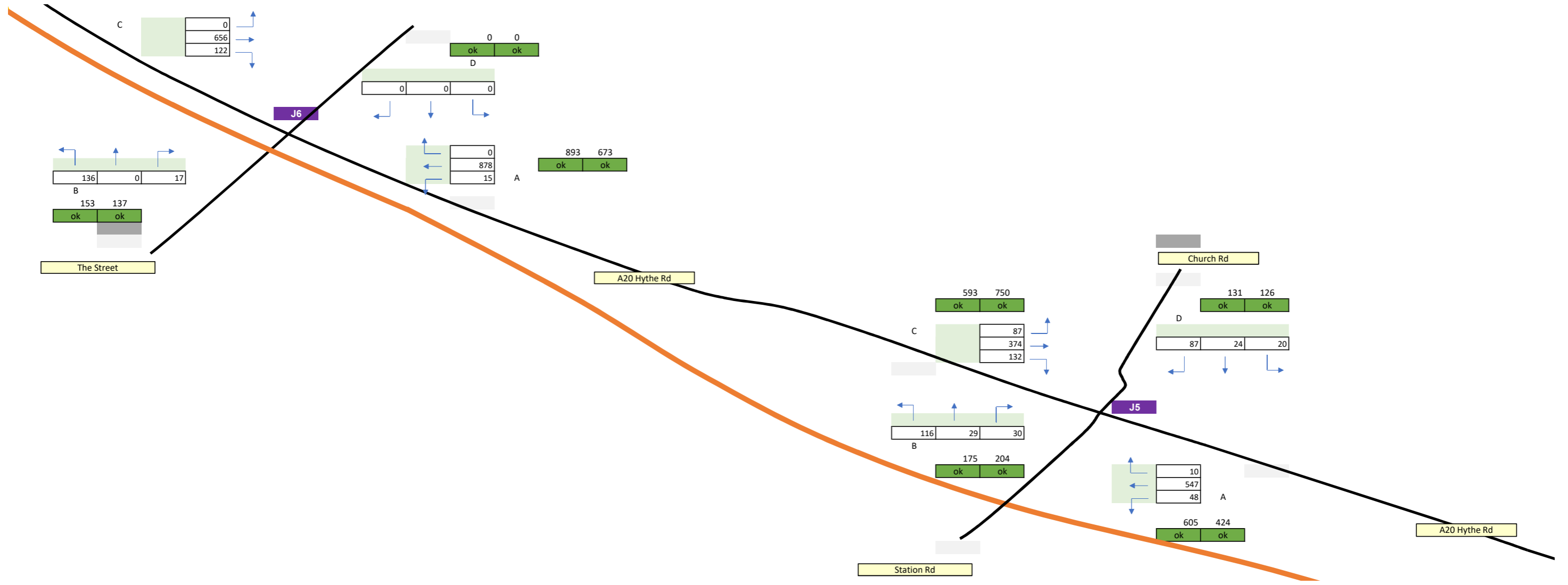
Q.4 Canterbury - 2037 PM Peak Do-Minimum

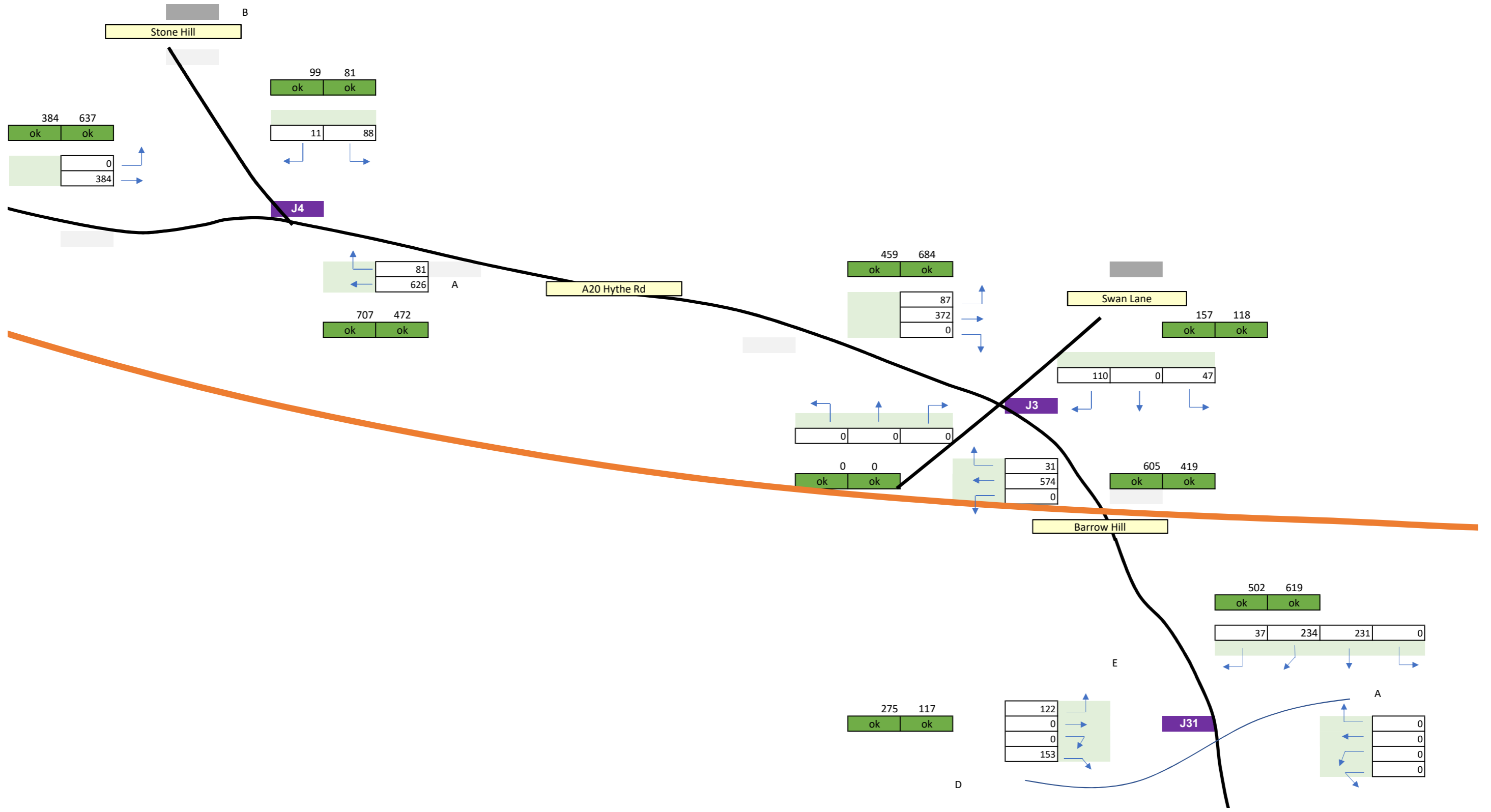


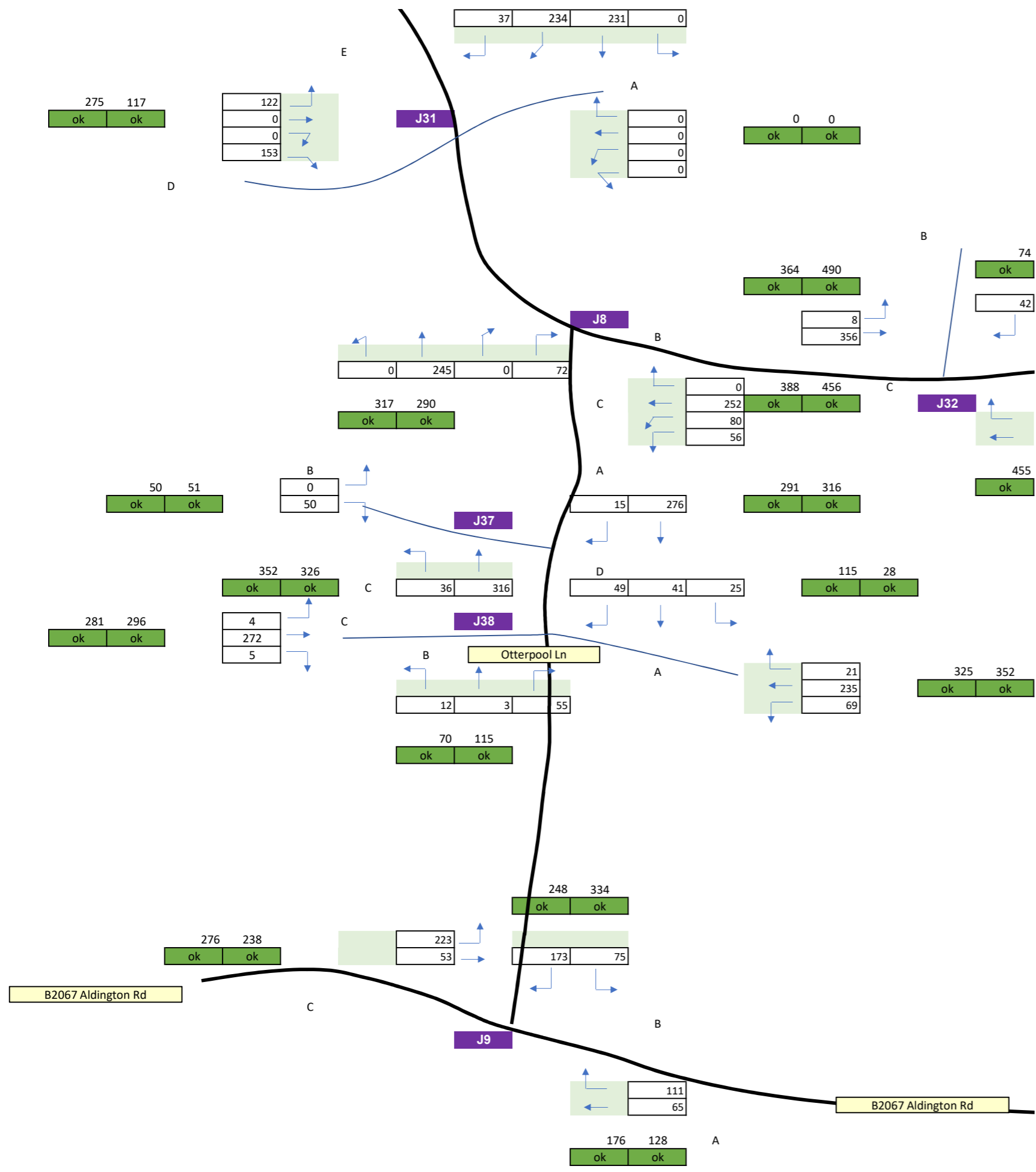
Q5 Folkestone & Hythe and Ashford - 2037 AM Peak Do-Something

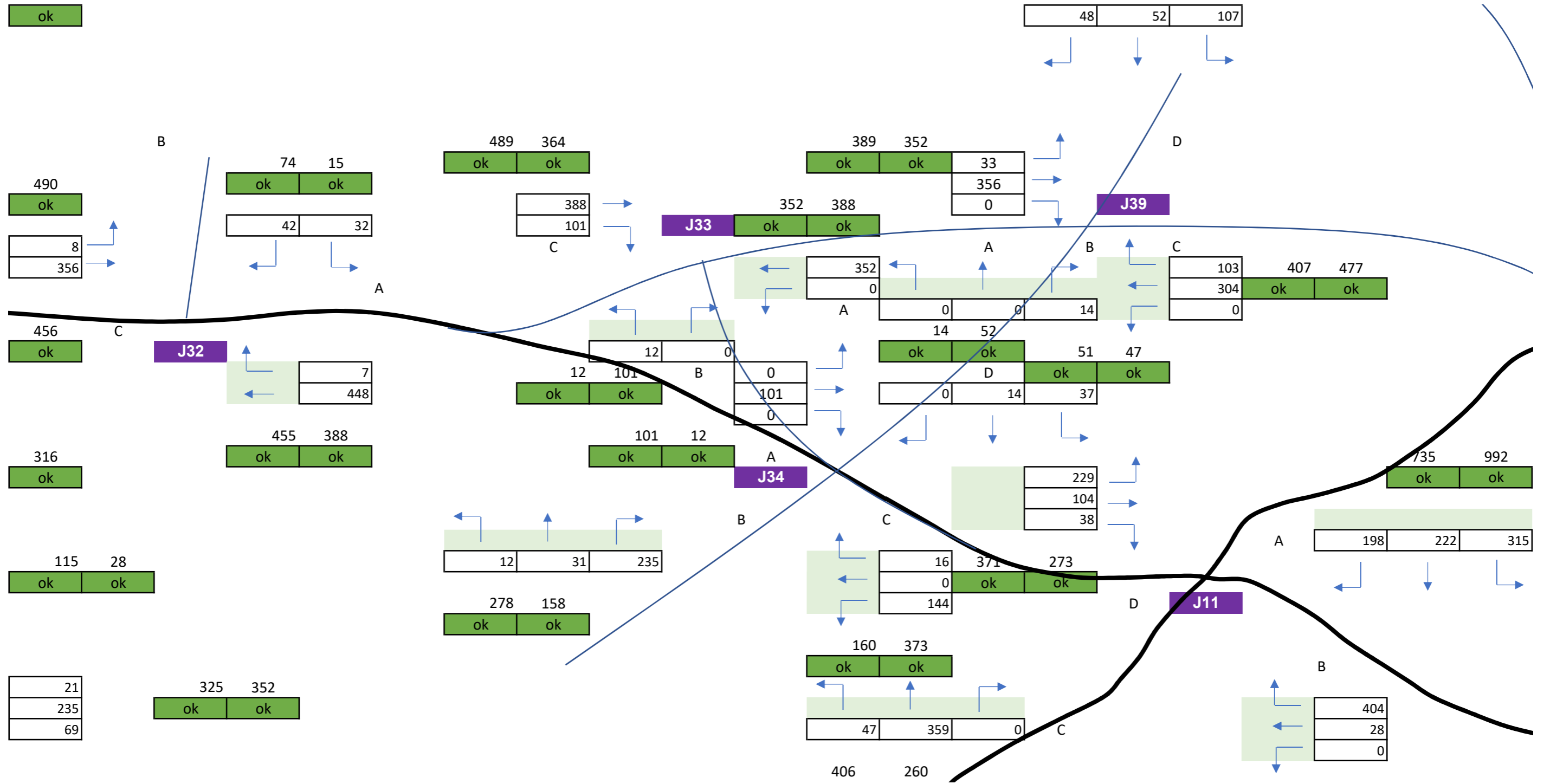


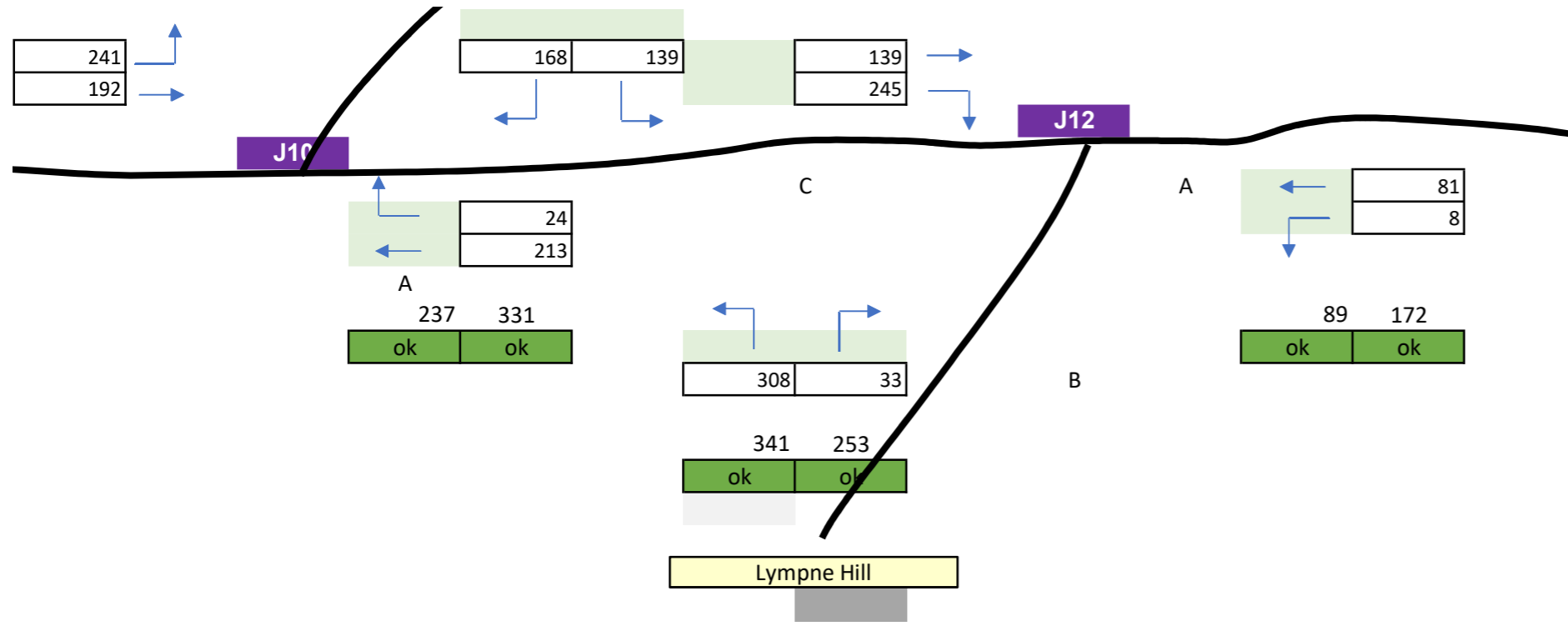


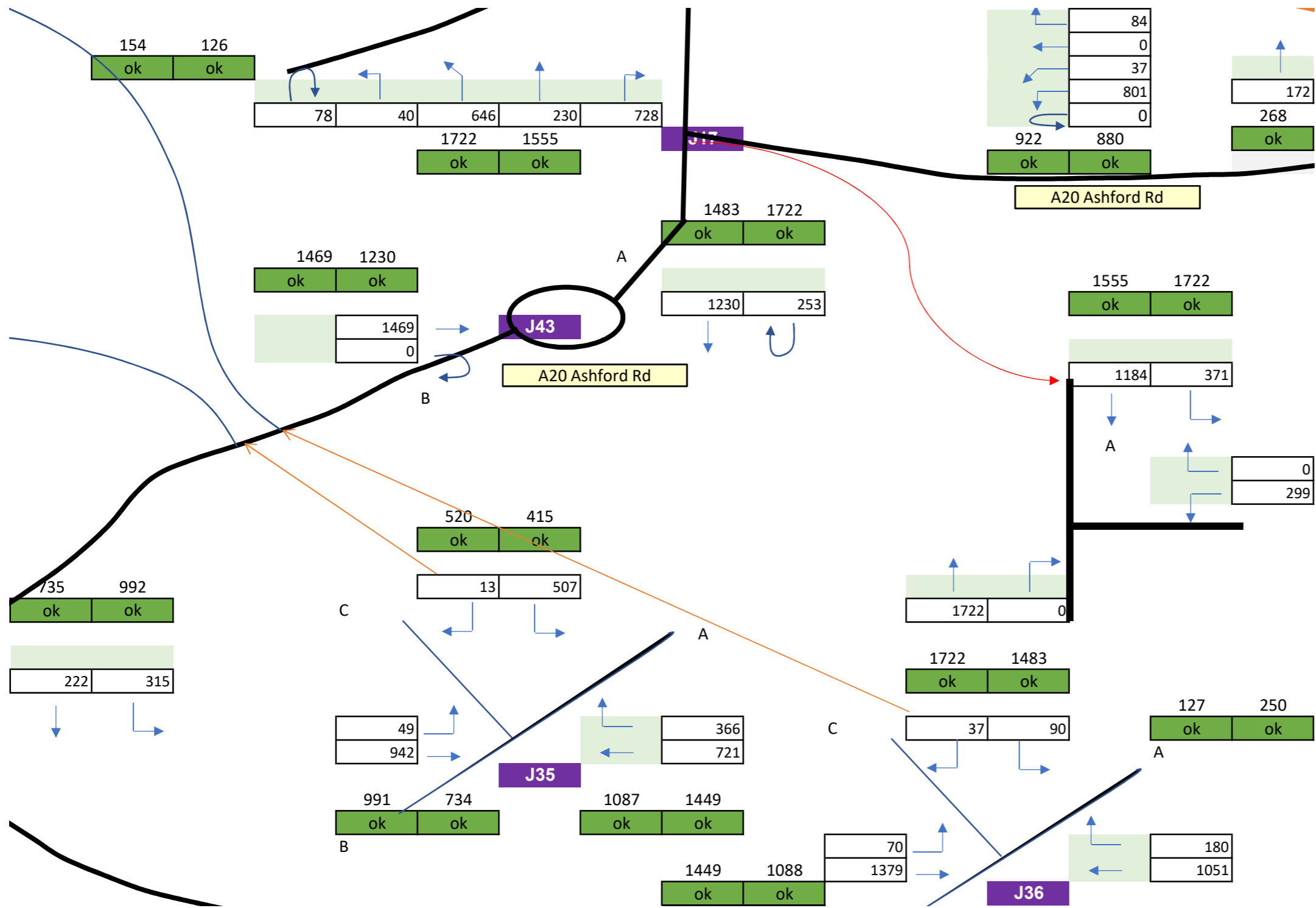


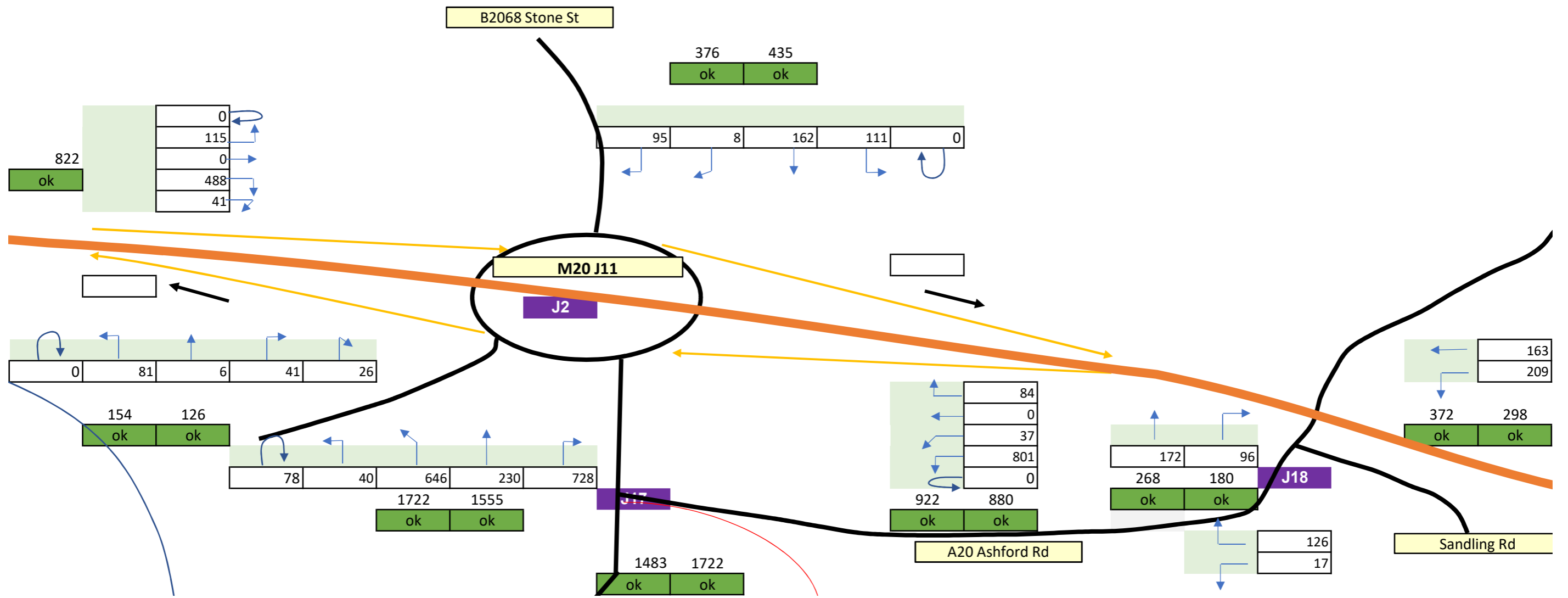


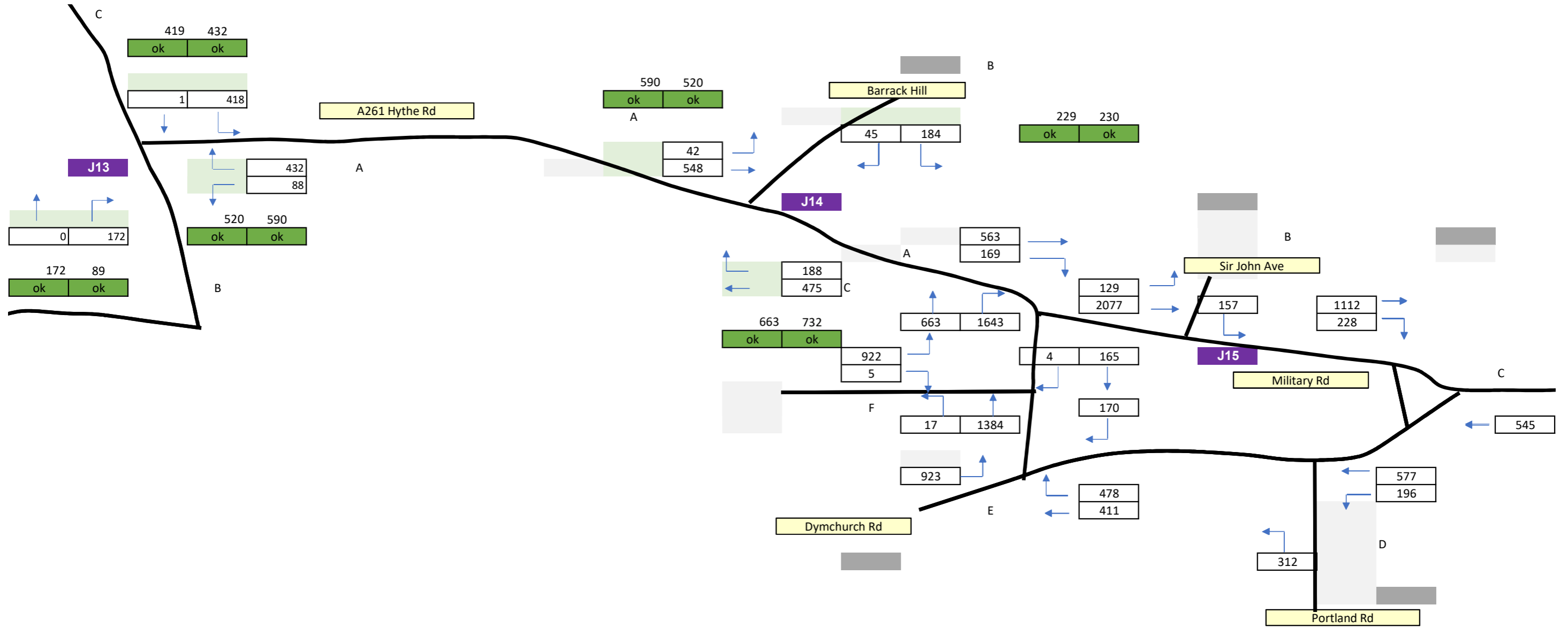


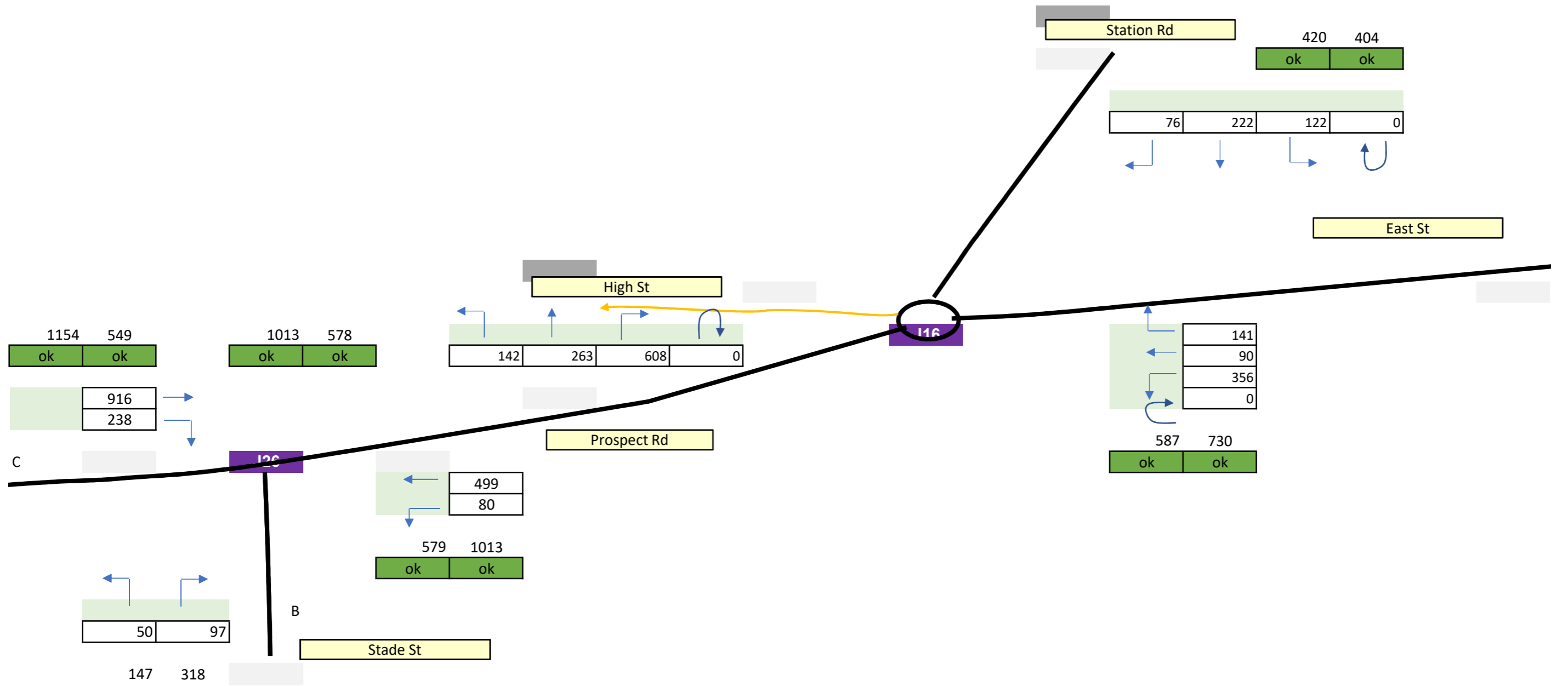


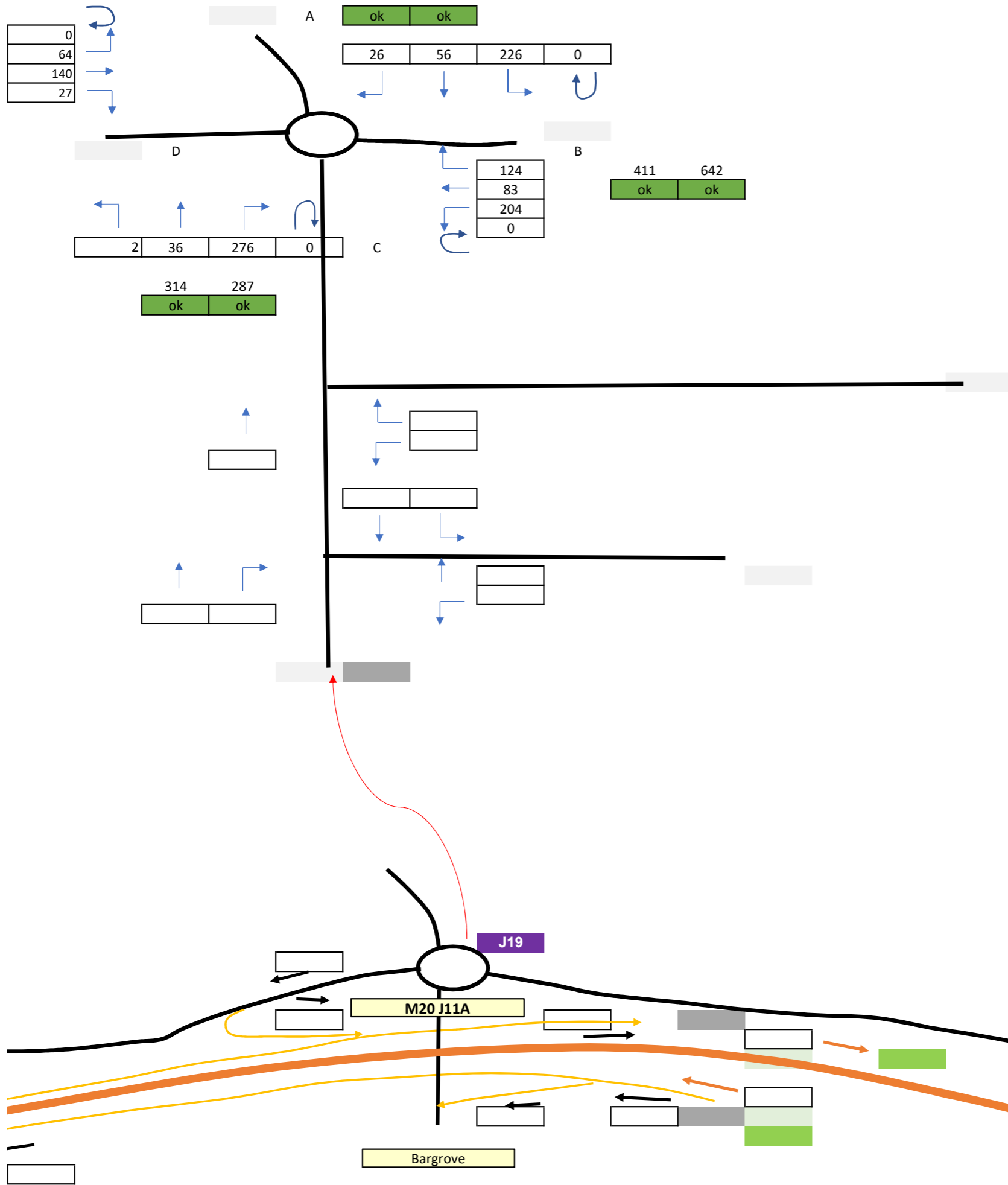


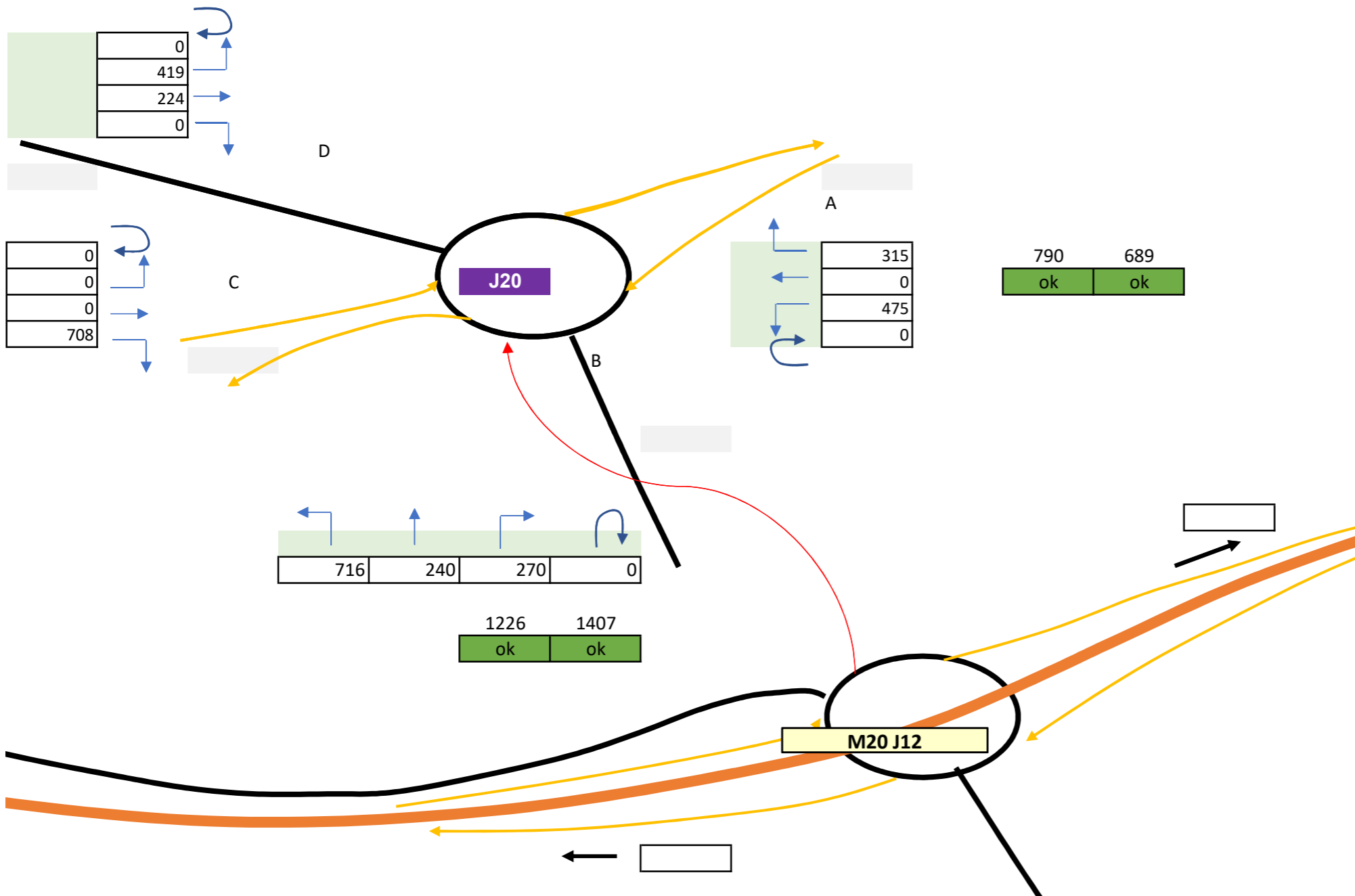


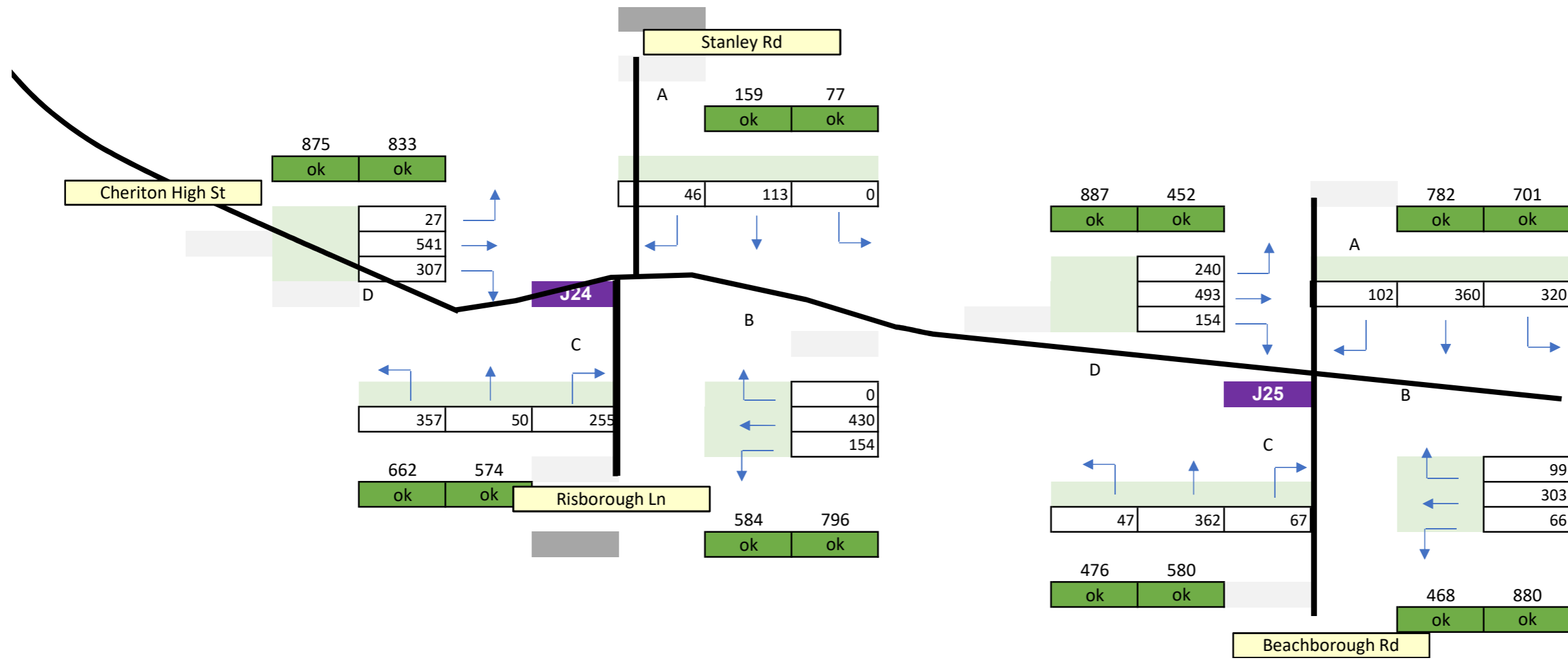


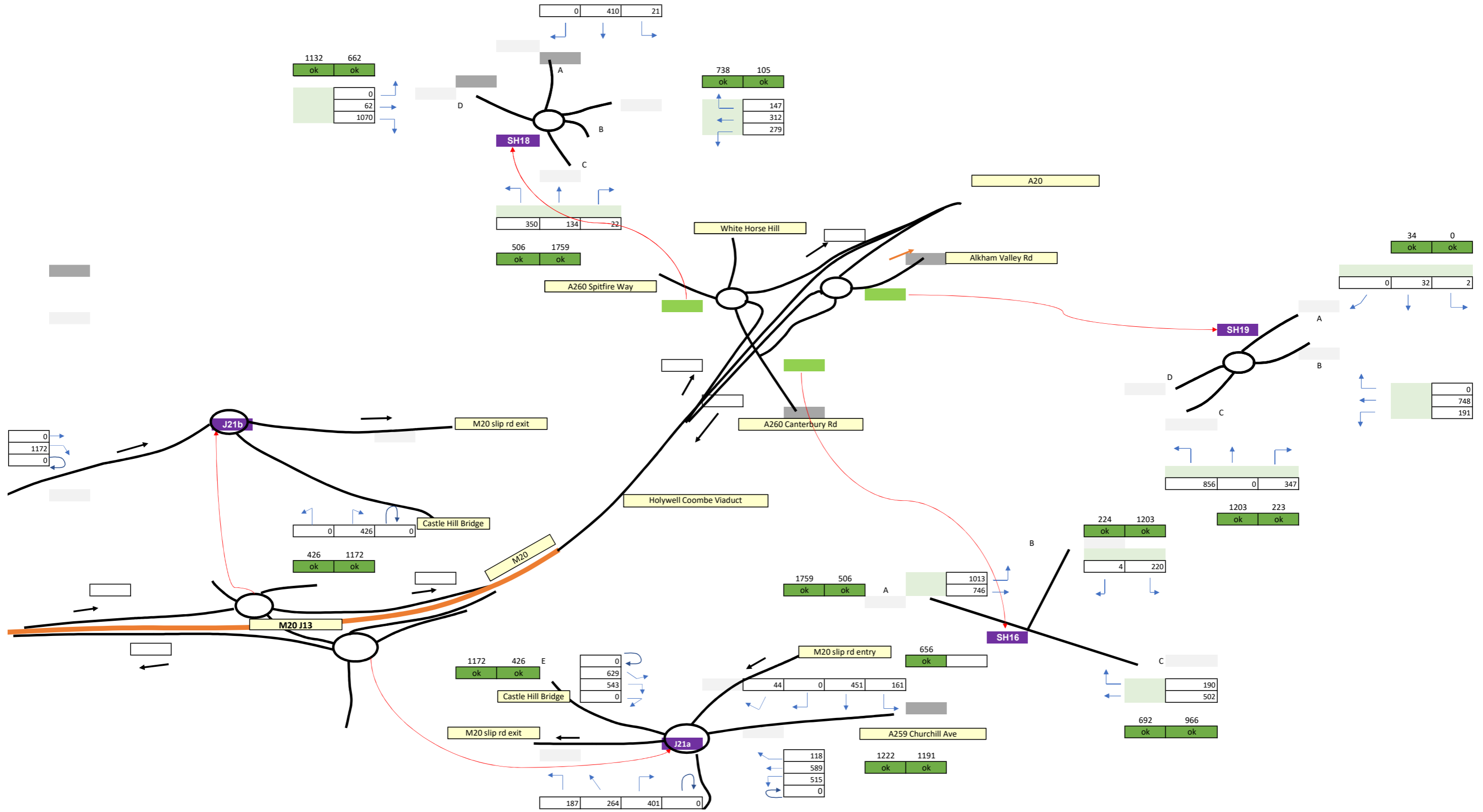




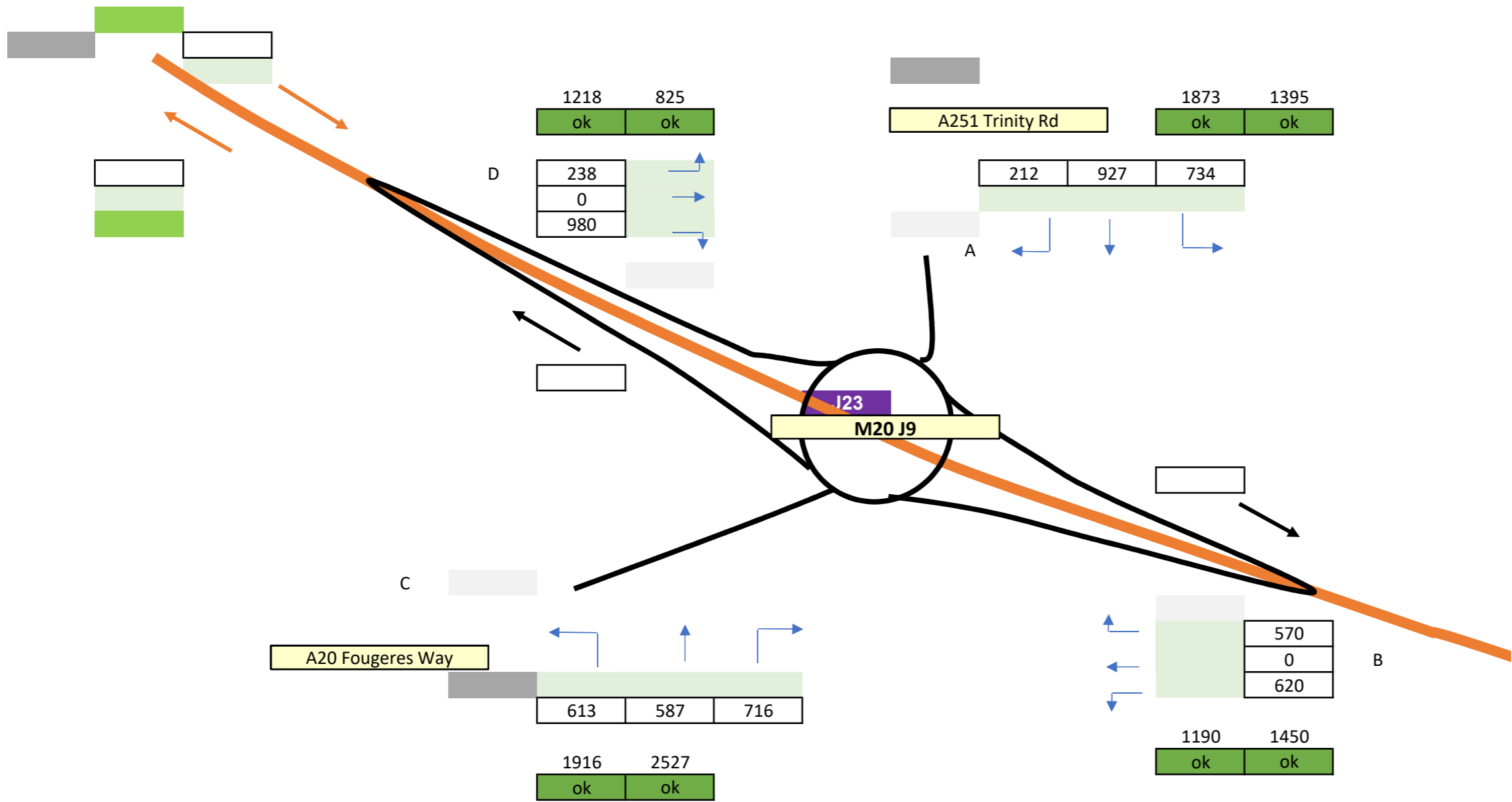


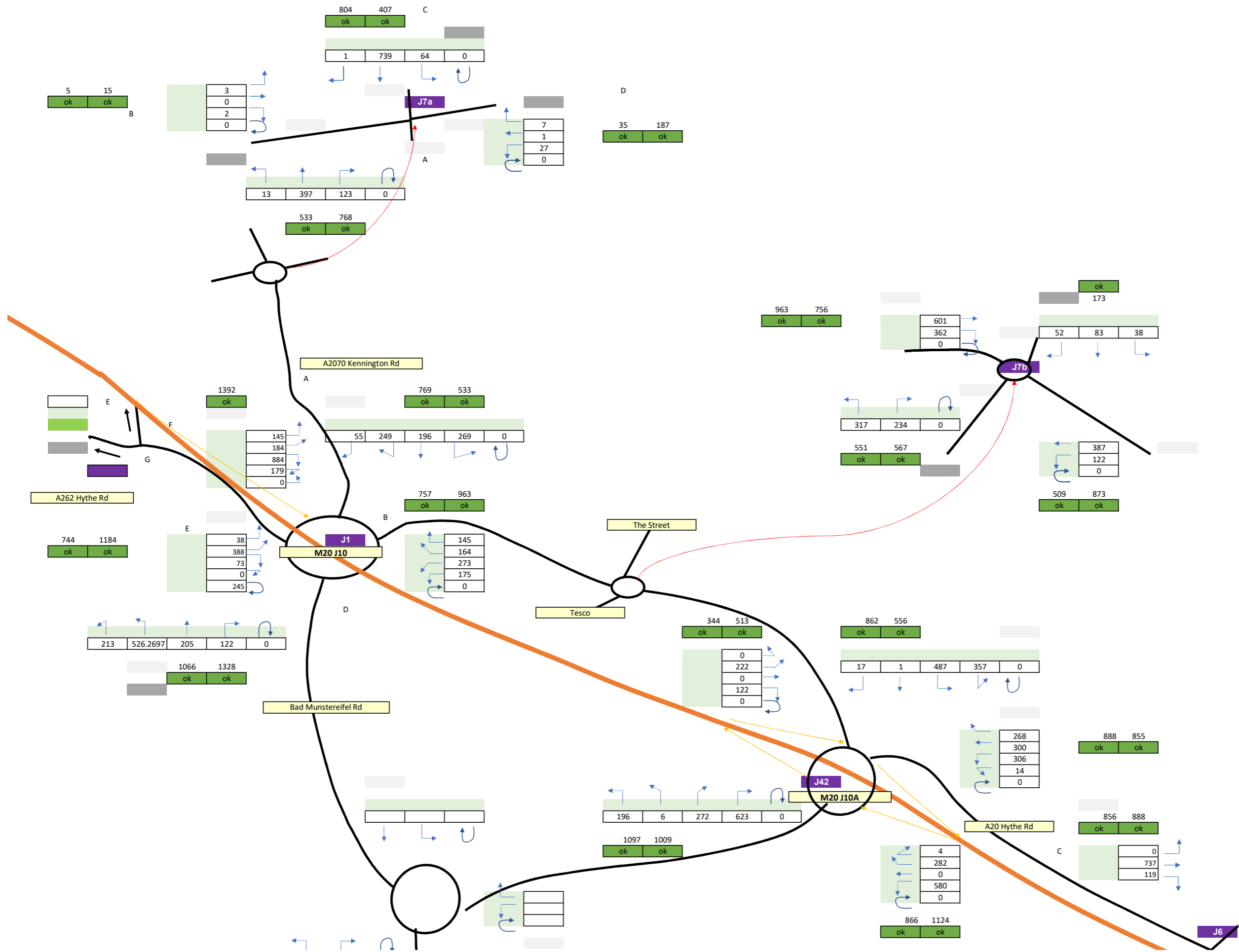


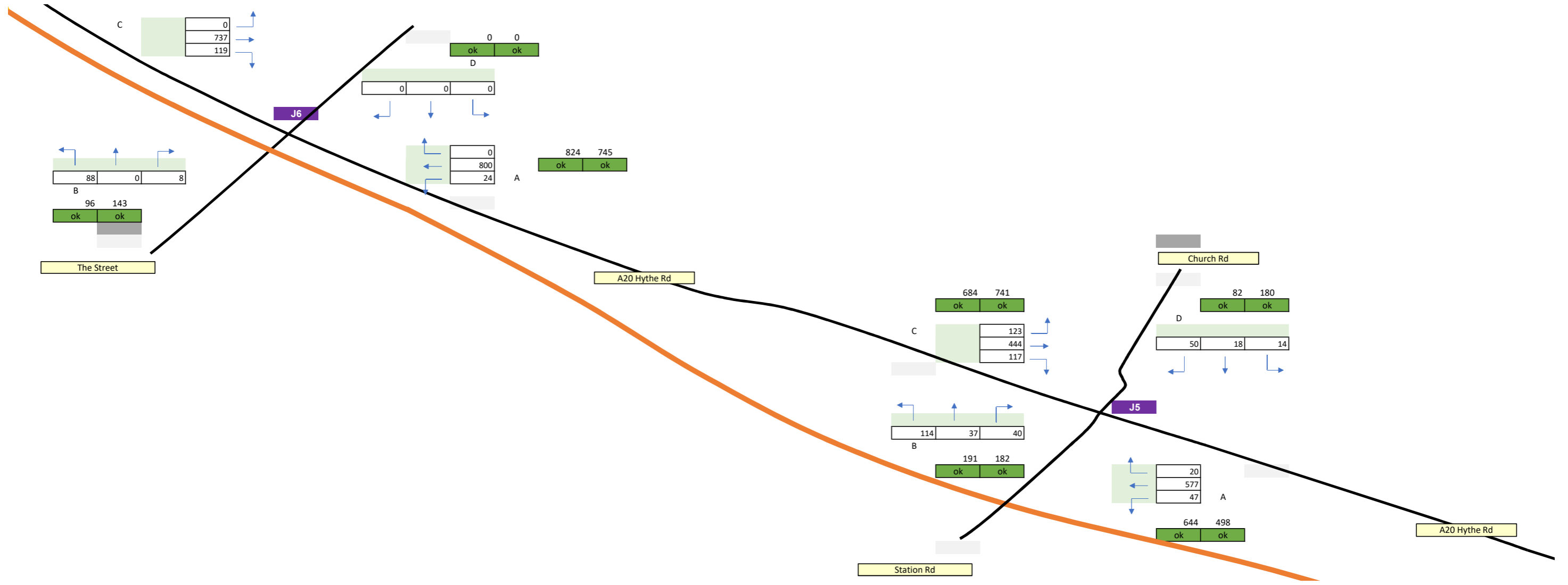


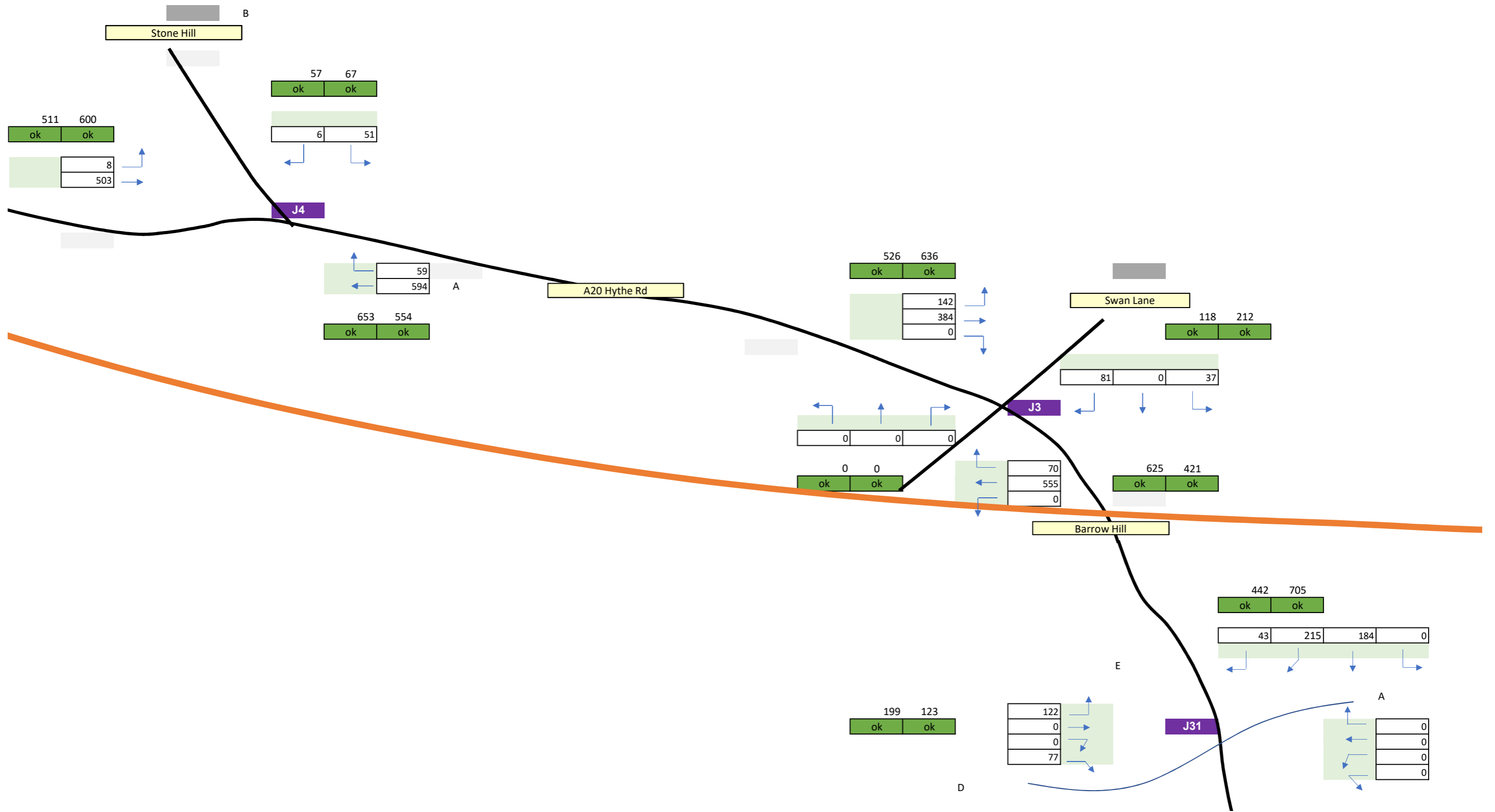


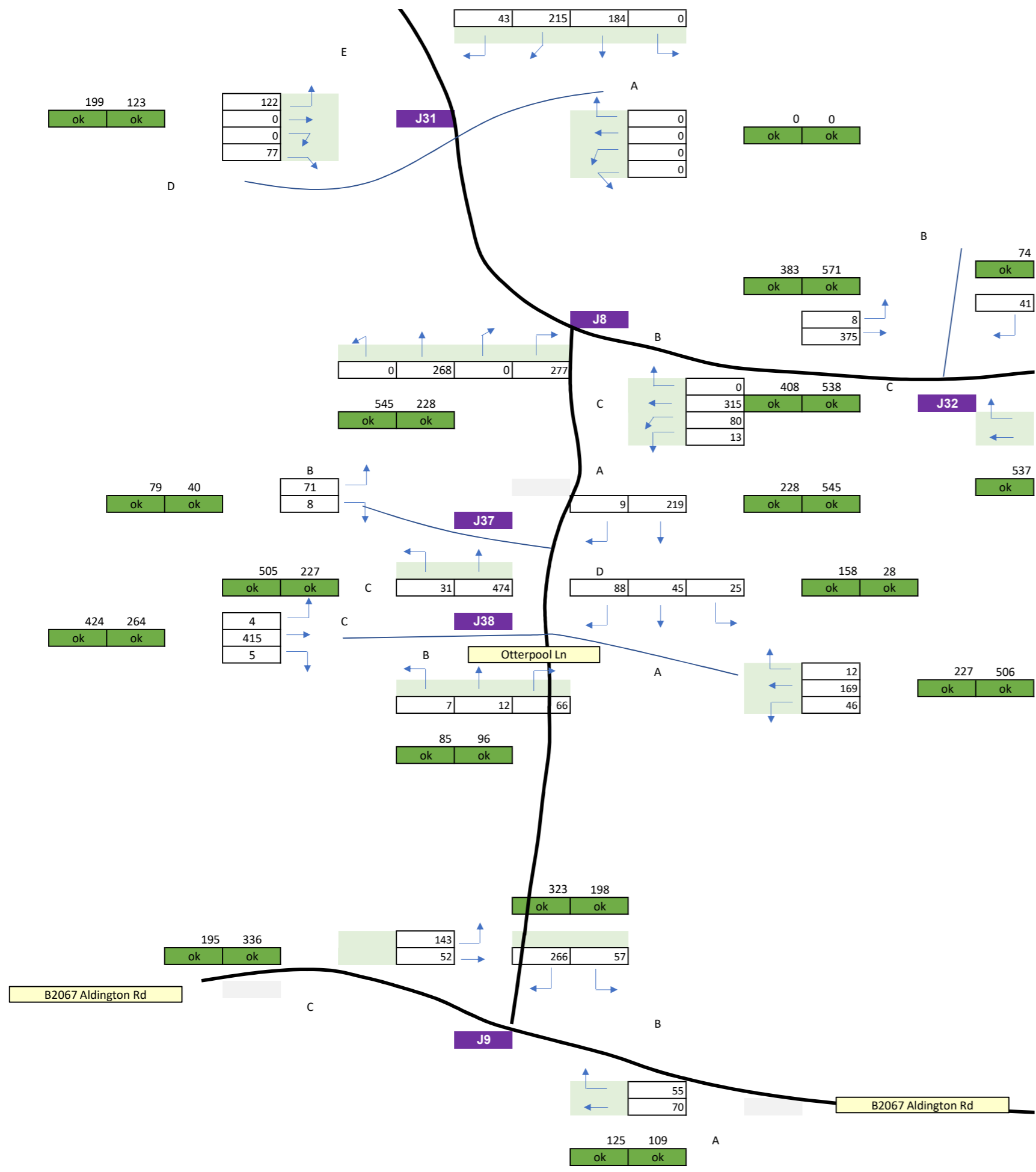
Q.6 Folkestone & Hythe and Ashford - 2037 PM Peak Do-Something

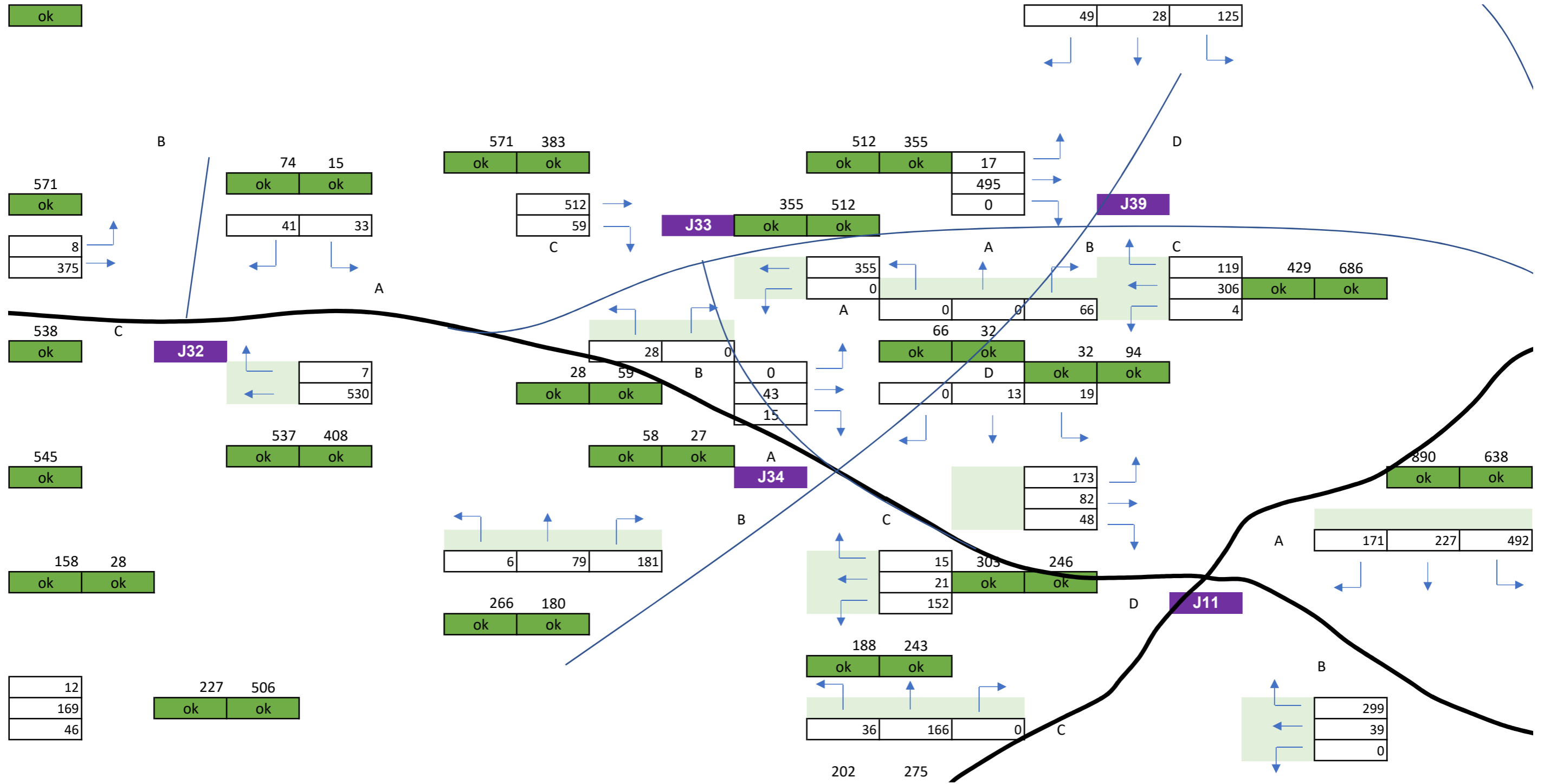


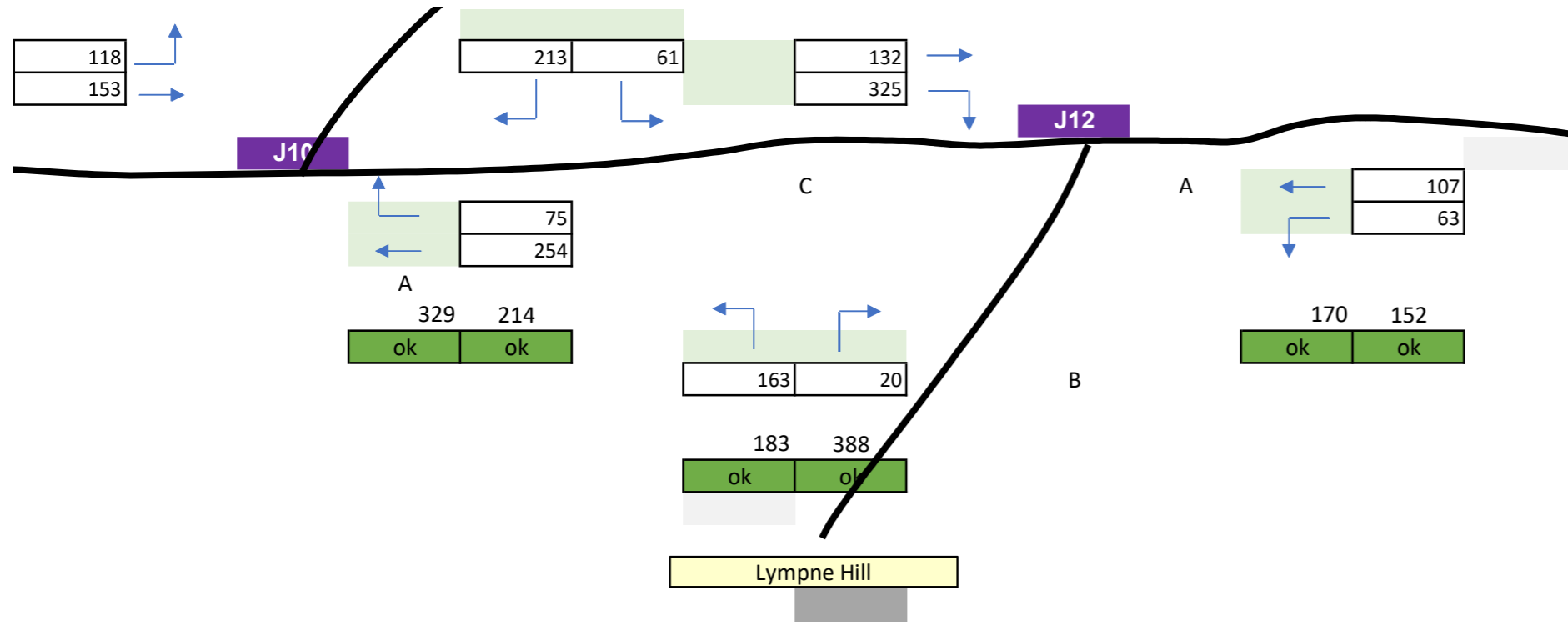


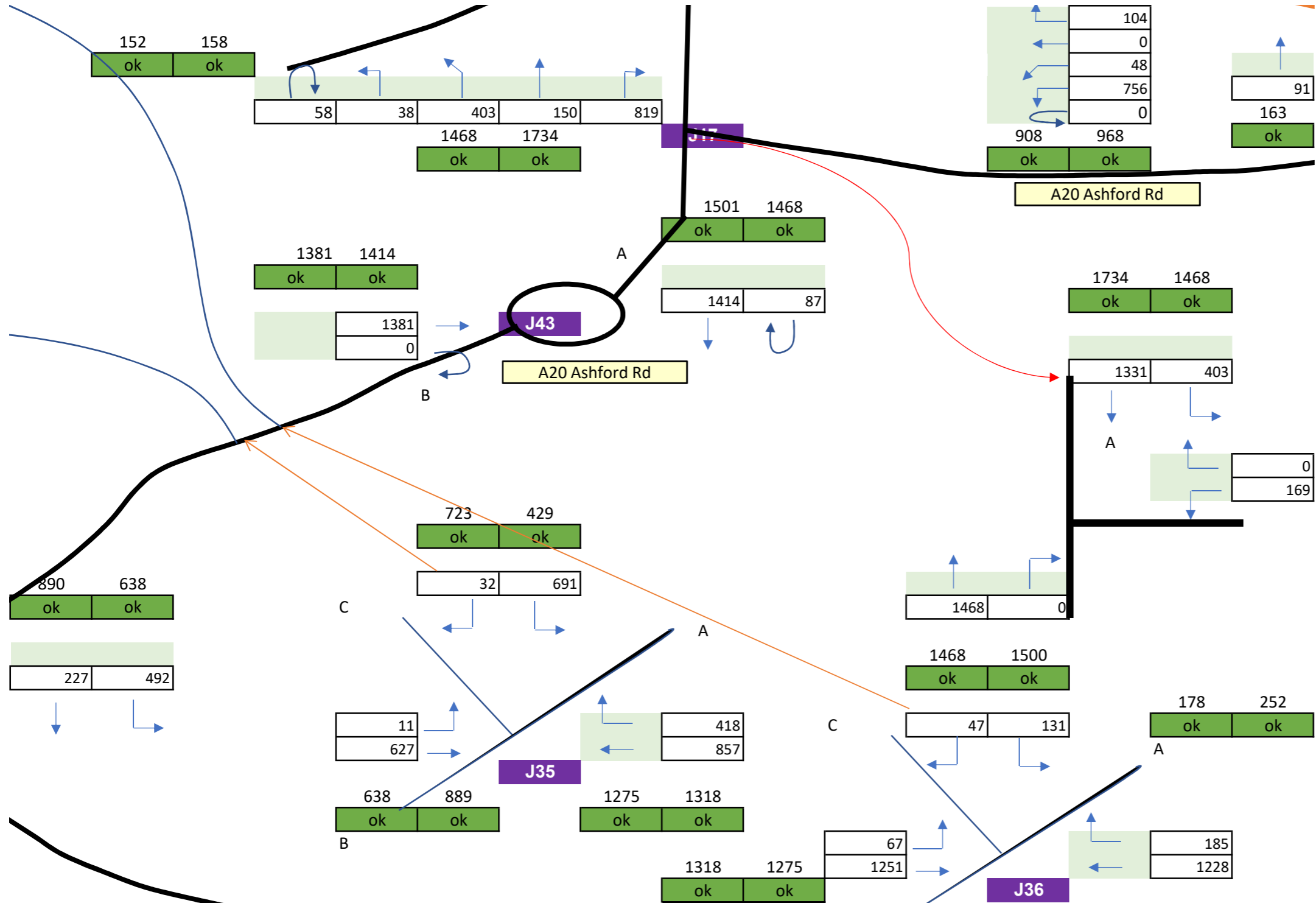


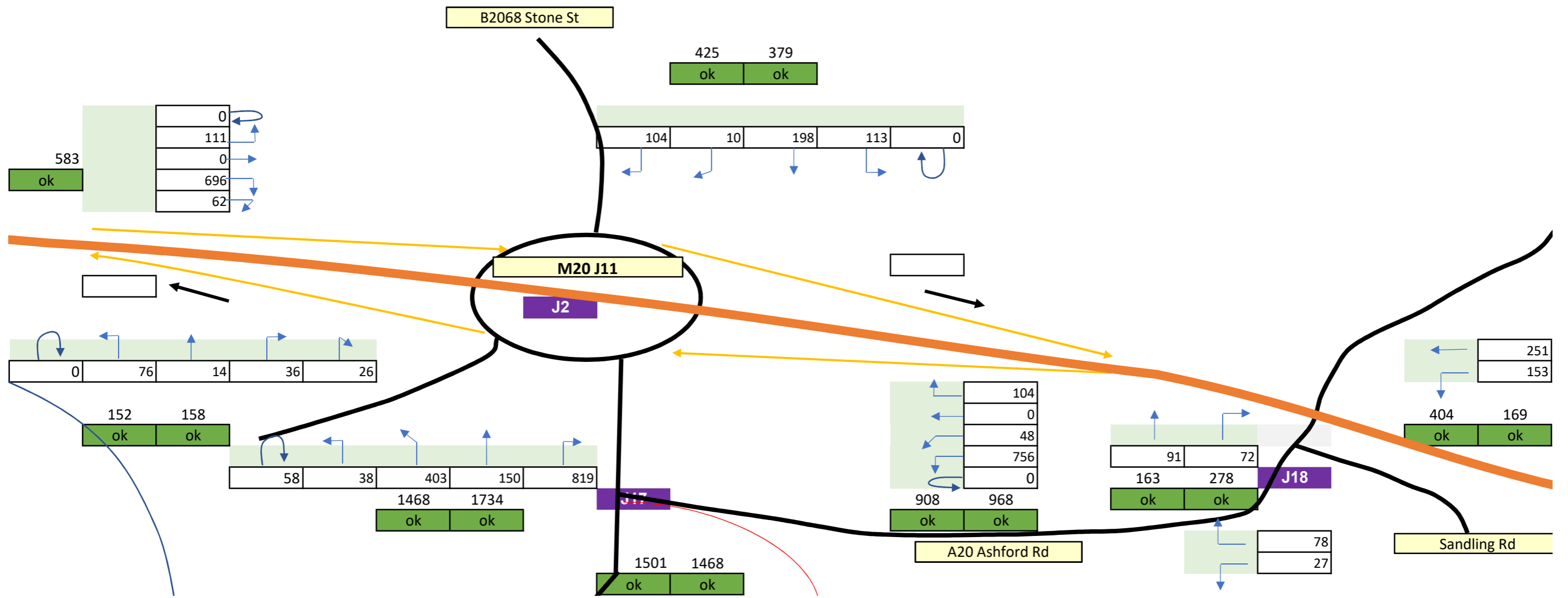


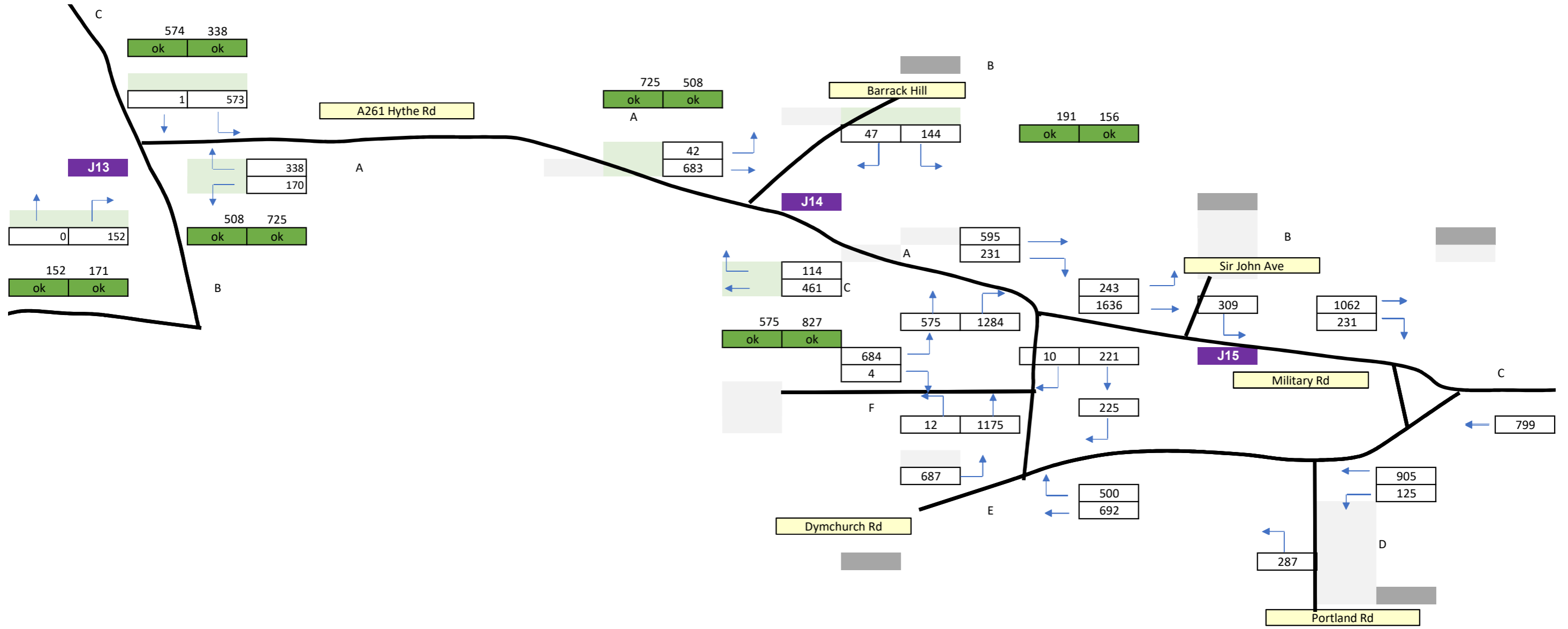


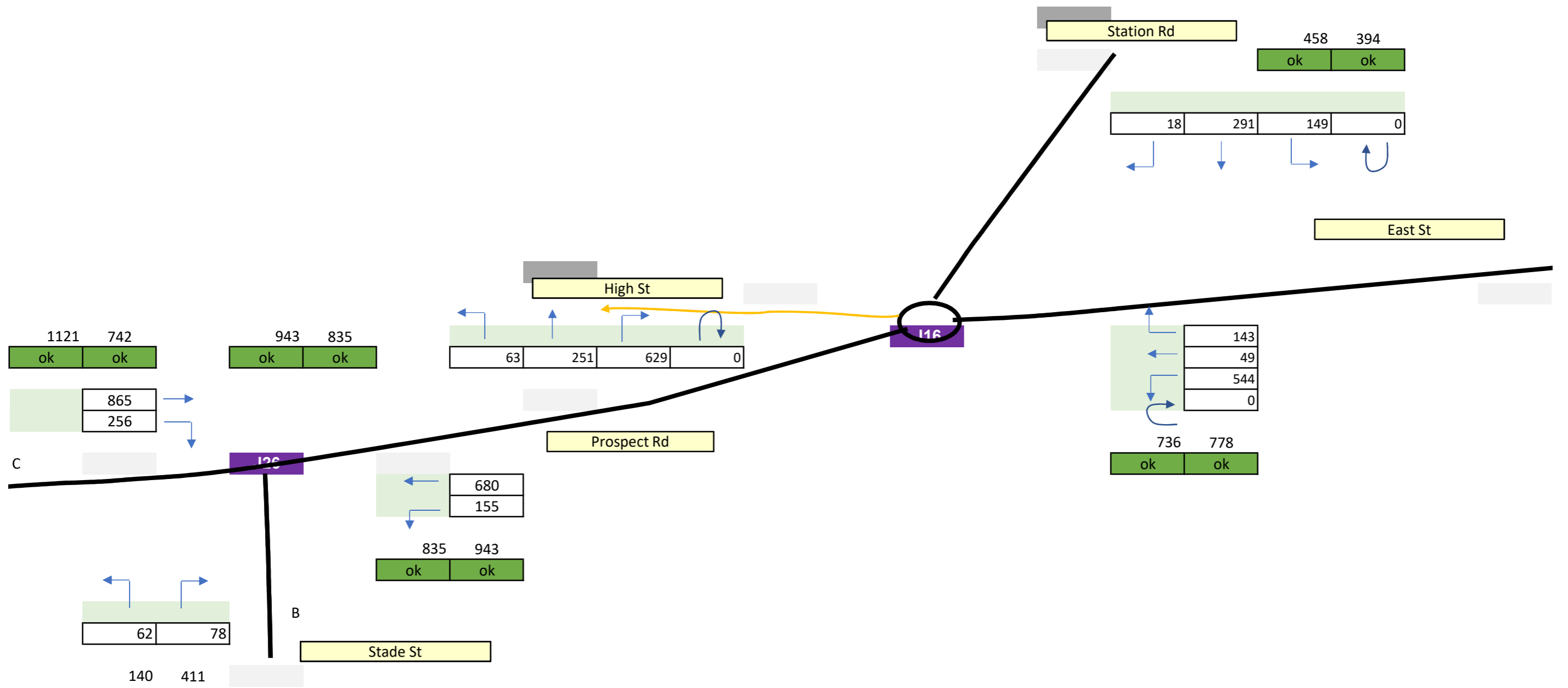


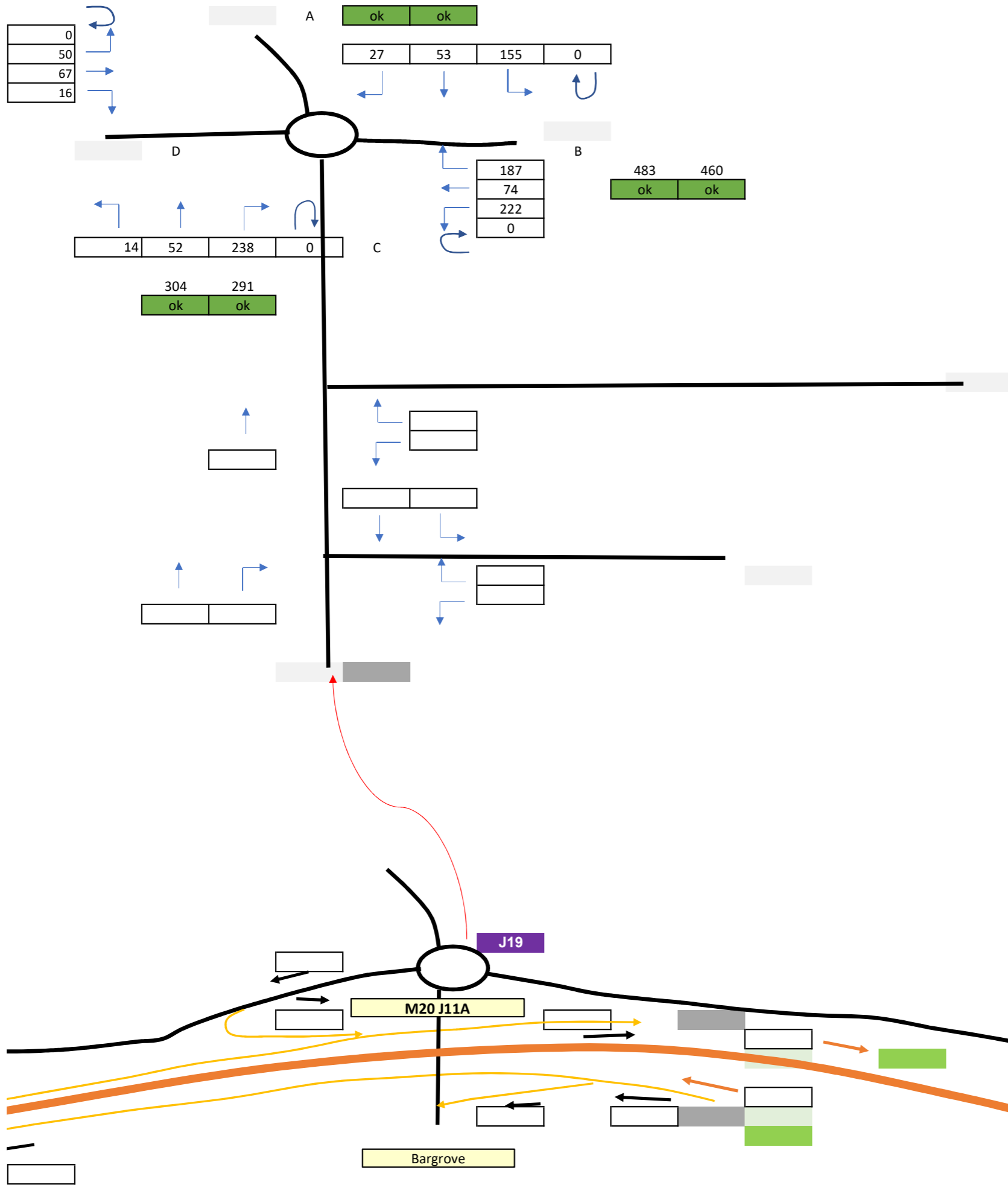


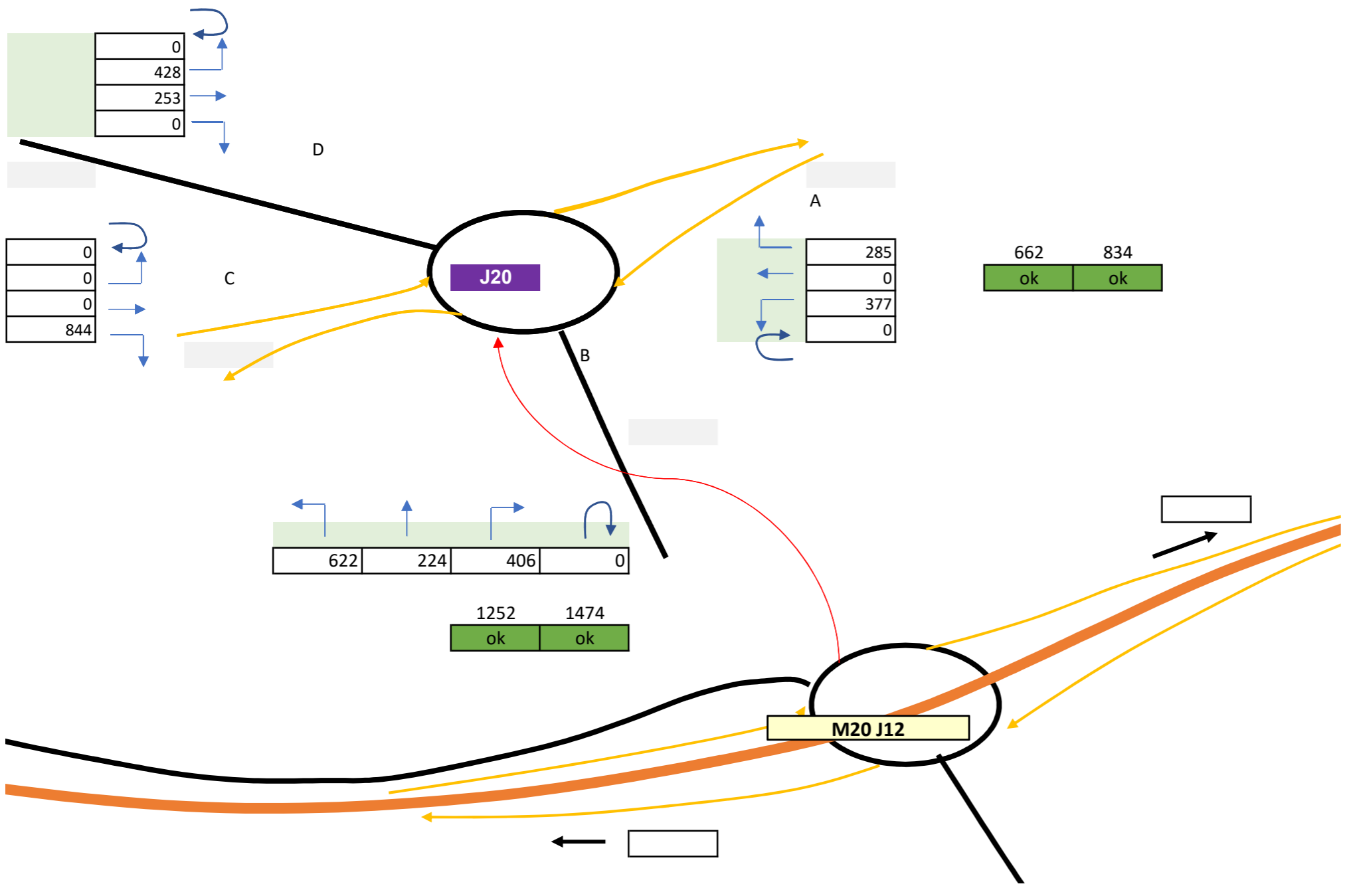


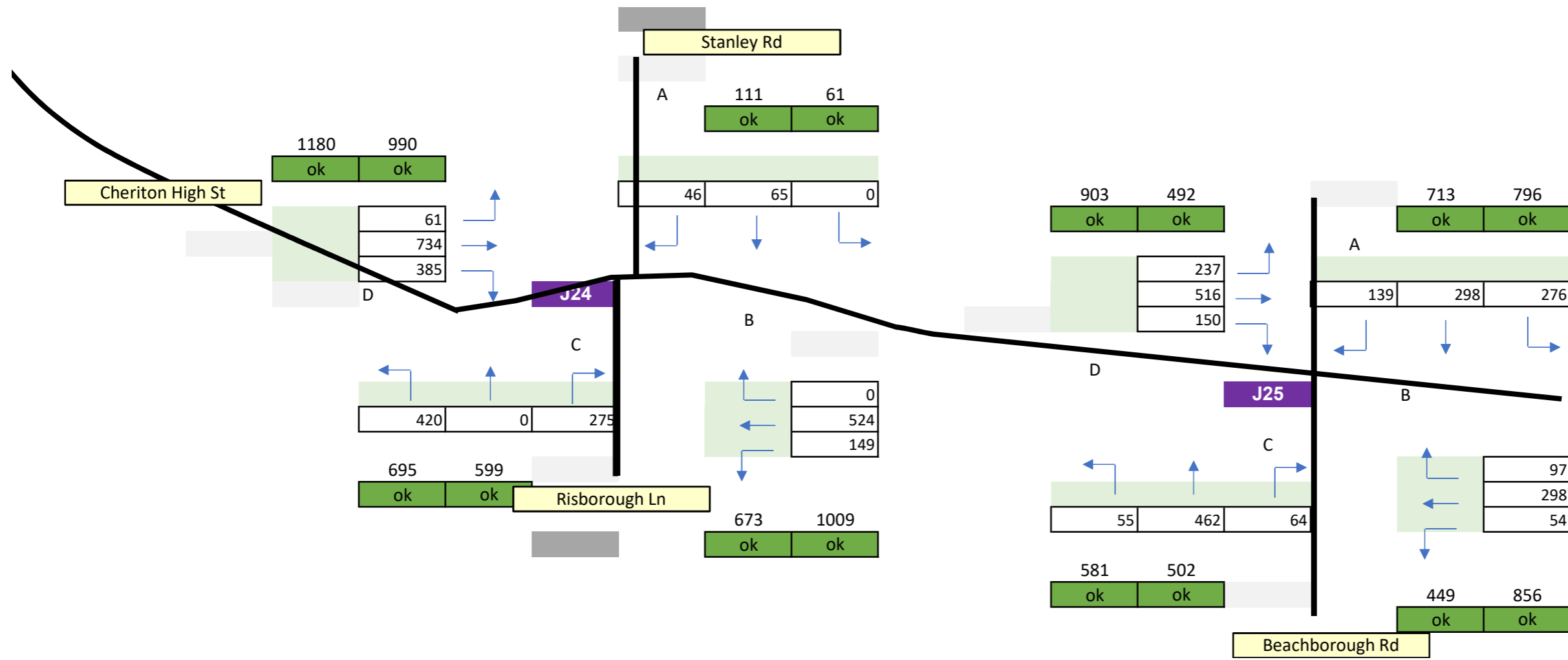


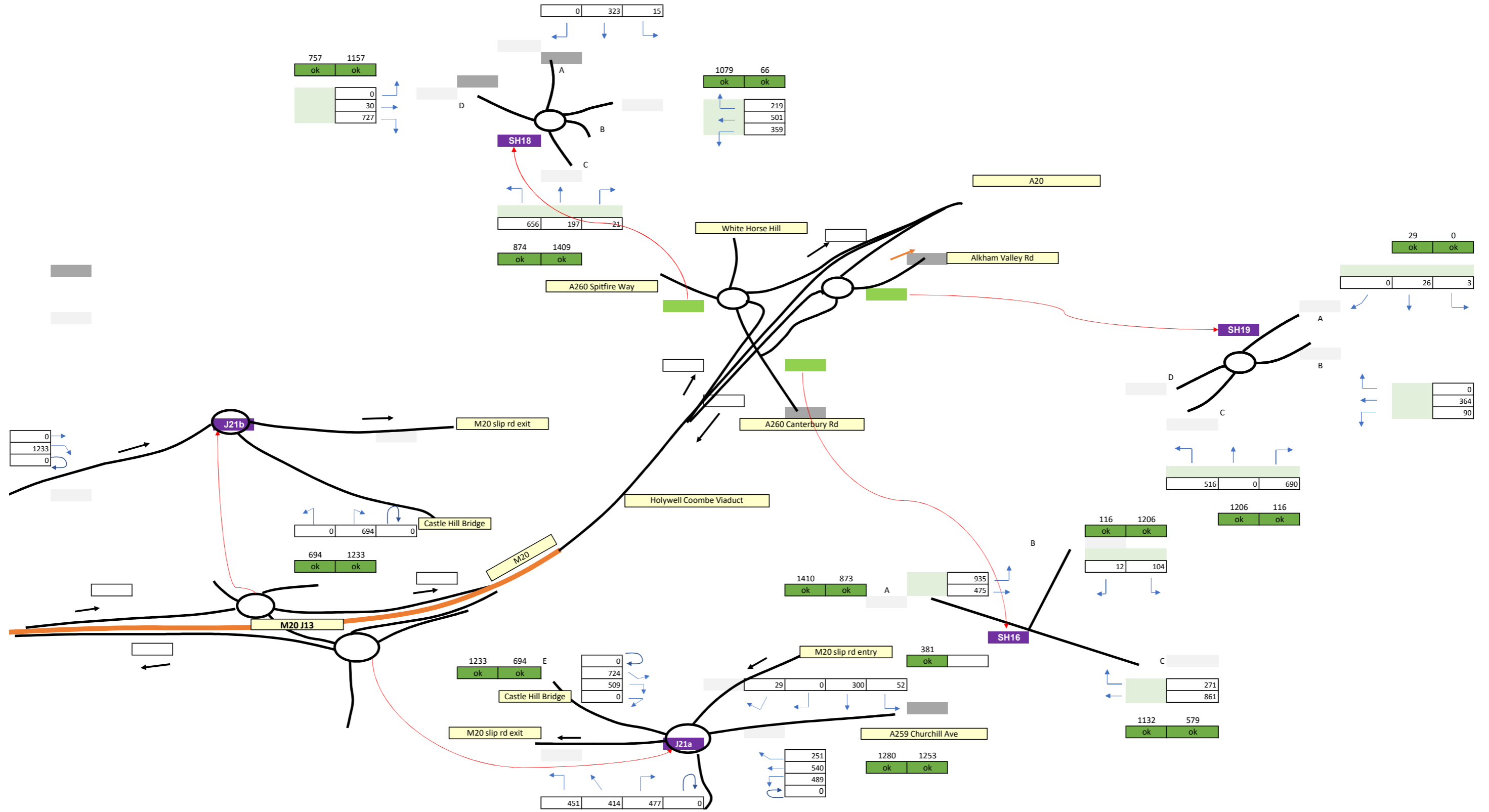




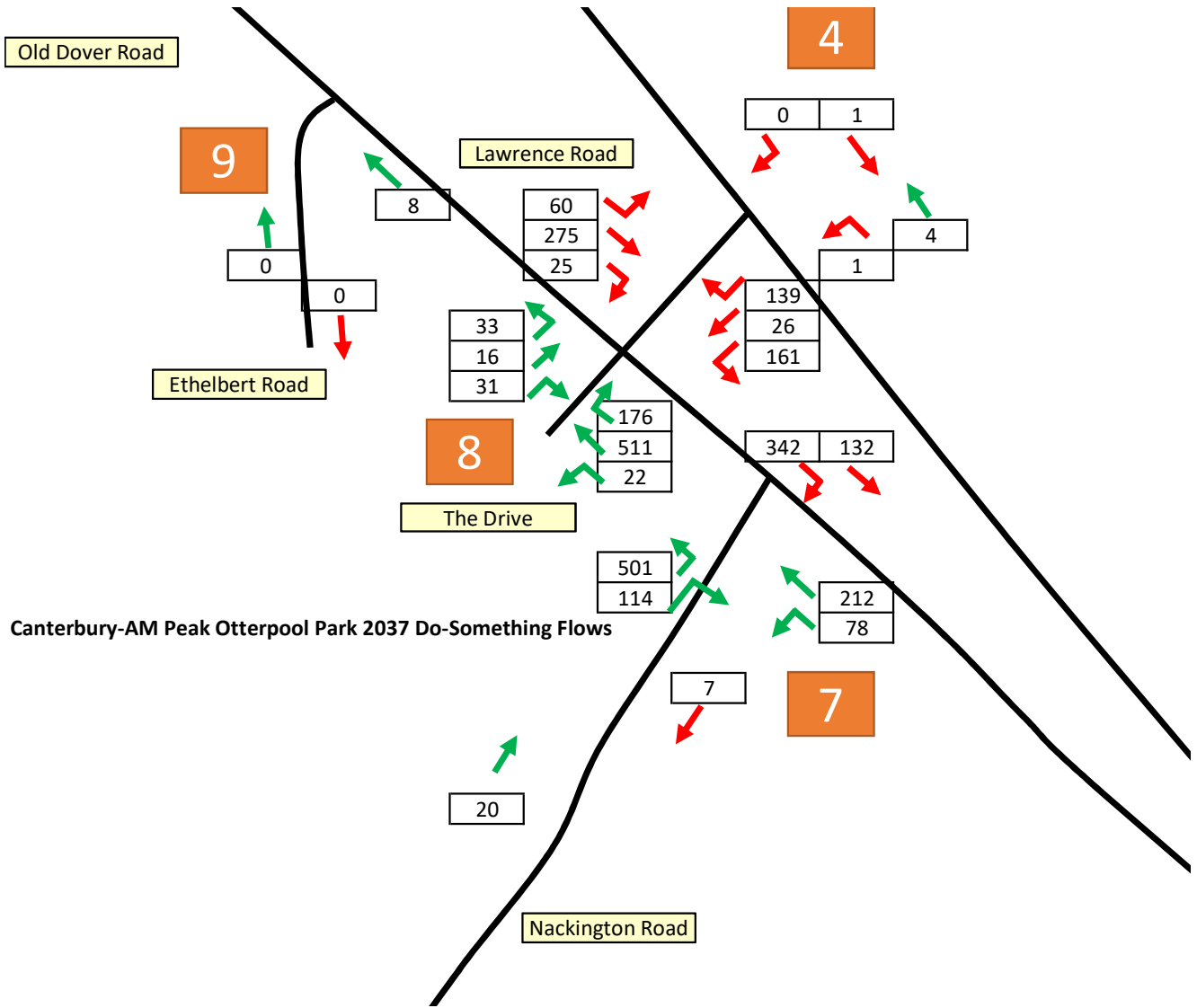






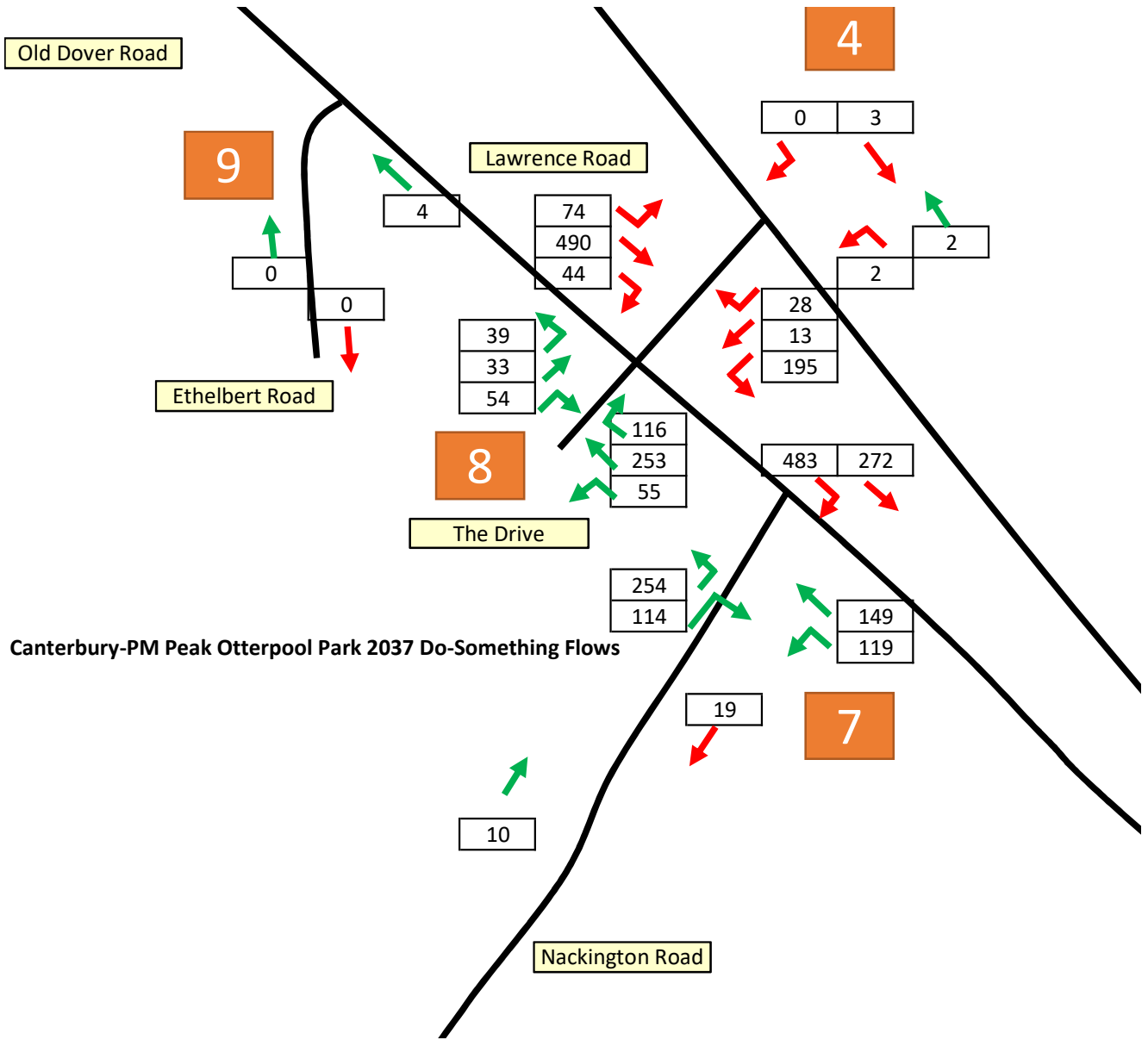


Q7 Canterbury - 2037 AM Peak Do-Something

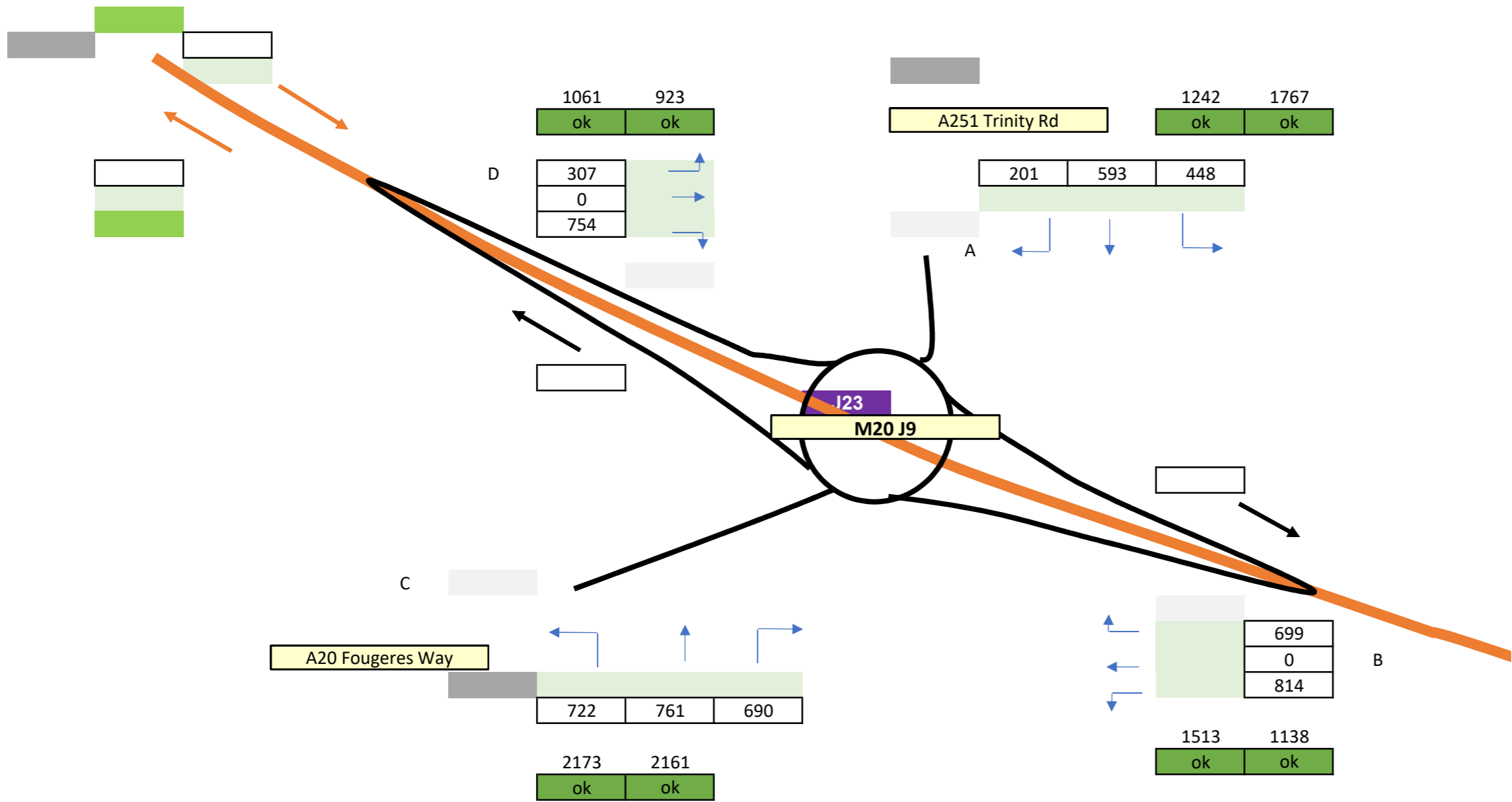


Canterbury-AM Peak Otterpool Park 2037 Do-Something Flows

Q.8 Canterbury - 2037 PM Peak Do-Something



Q.9 Folkestone & Hythe and Ashford - 2044 AM Peak Do-Minimum



A251 Trinity Rd

1242	1767
ok	ok

201	593	448
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A

I23

M20 J9

D

1061	923
ok	ok

307	
0	
754	

C

A20 Fougères Way

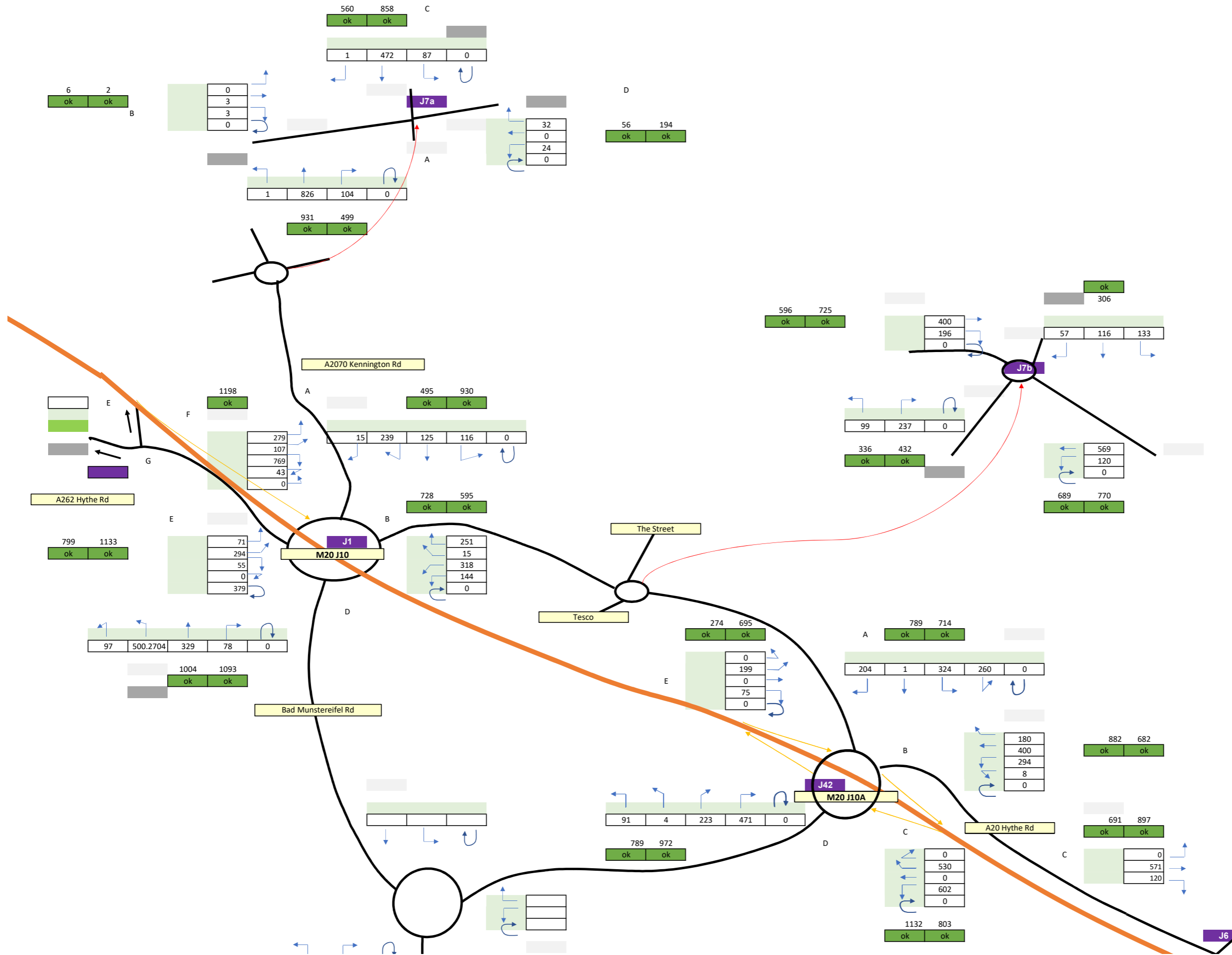
722	761	690
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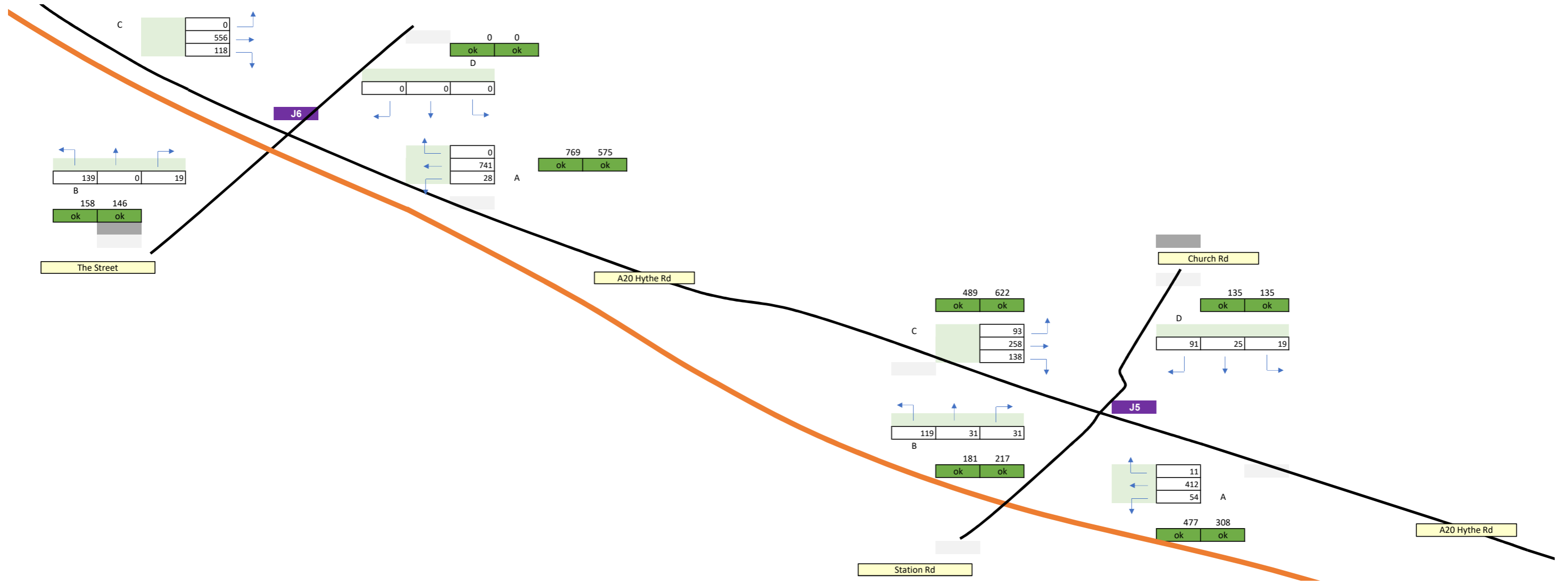
2173	2161
ok	ok

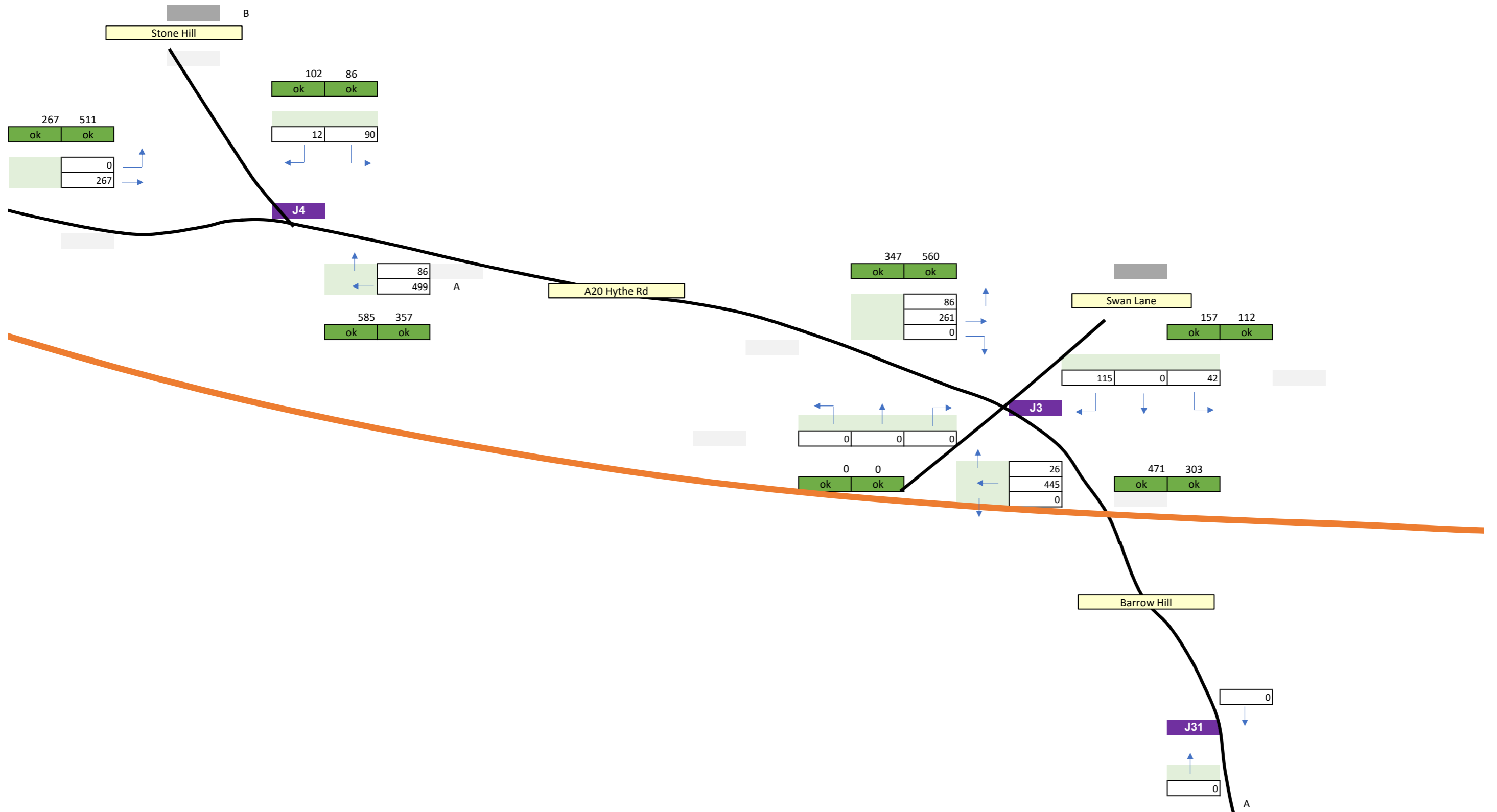
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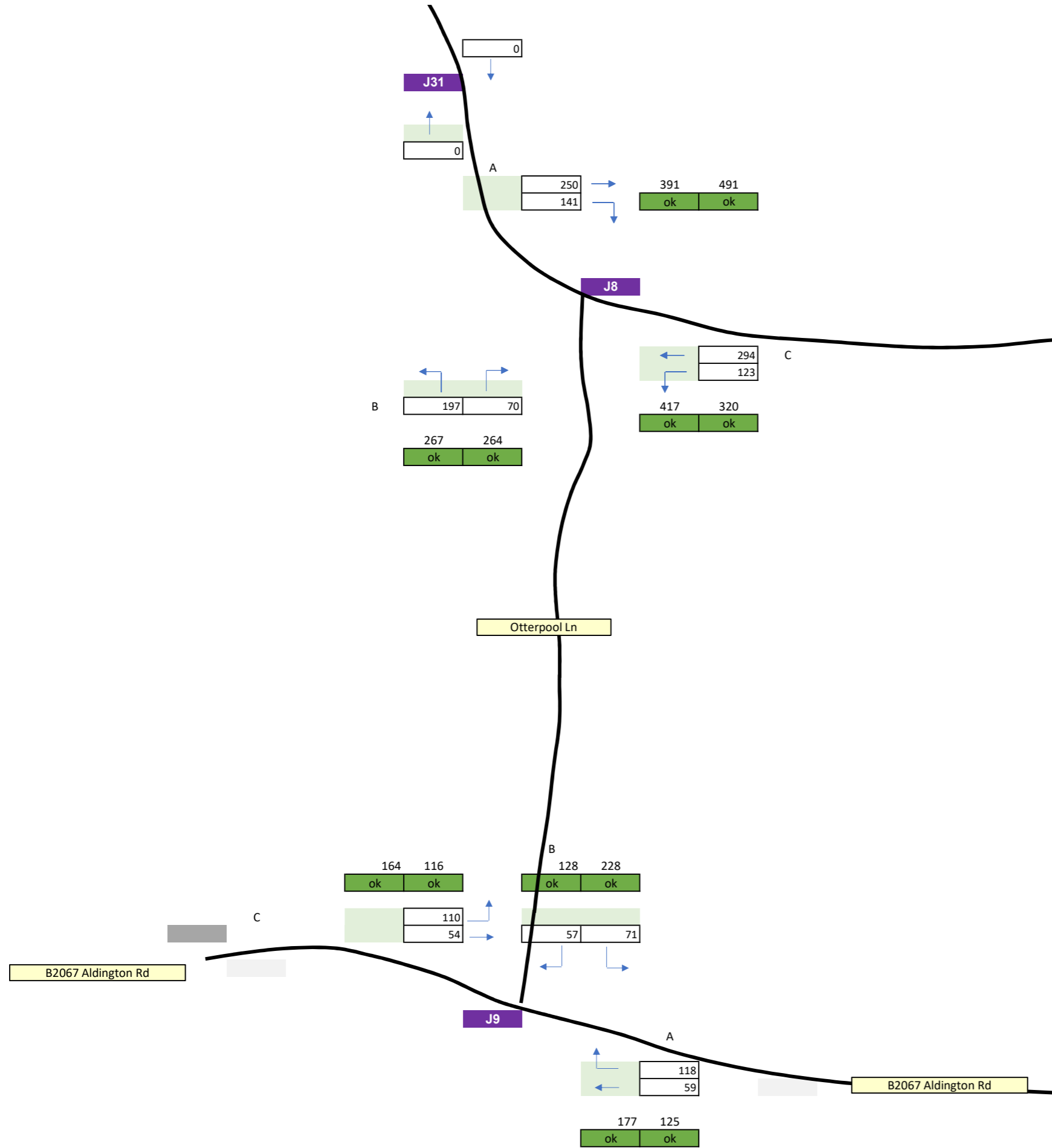
699
0
814

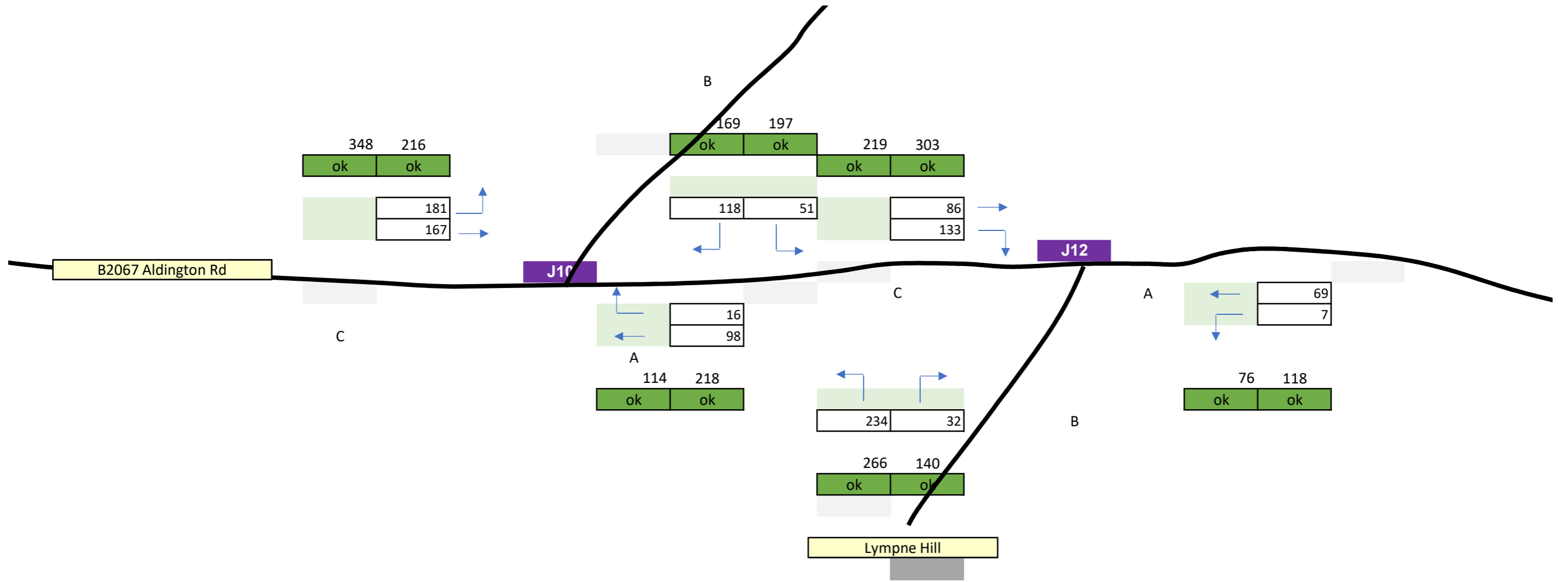
1513	1138
ok	ok

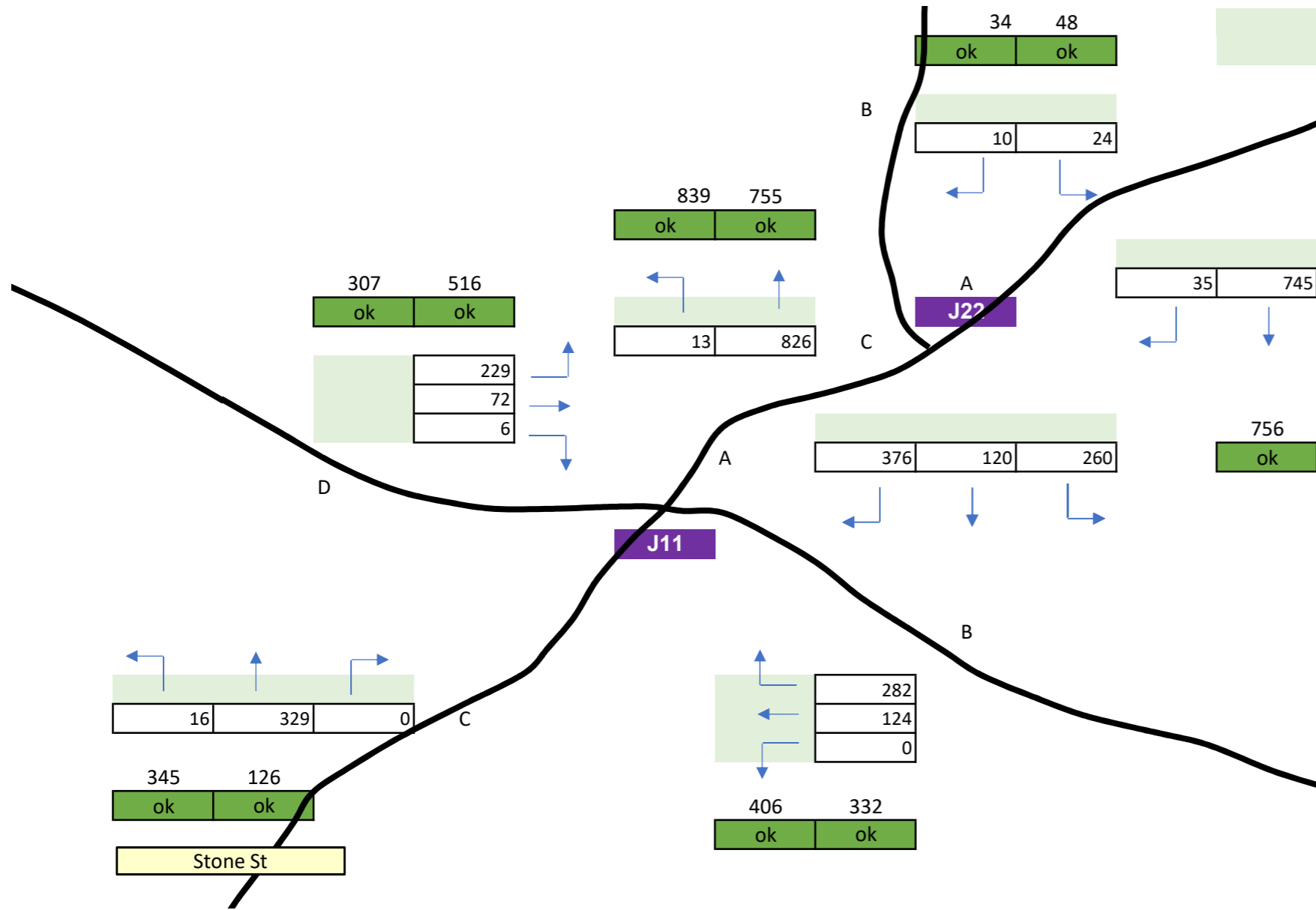


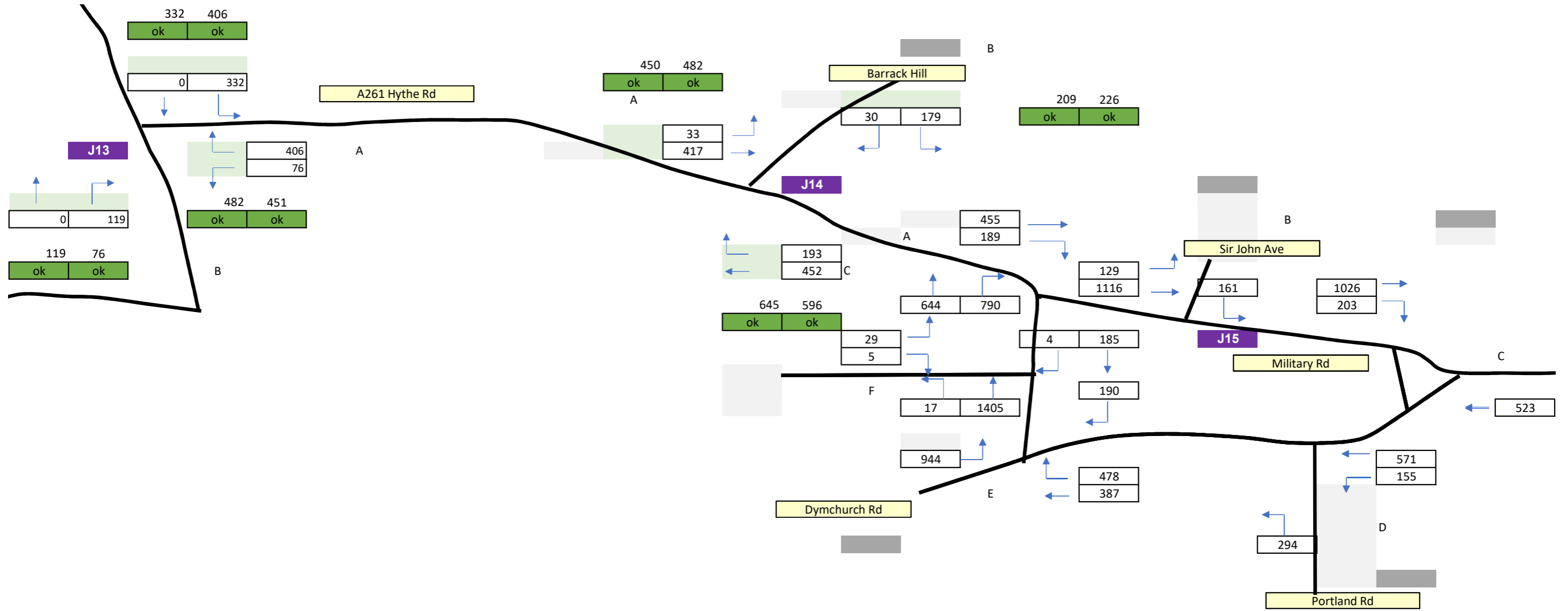


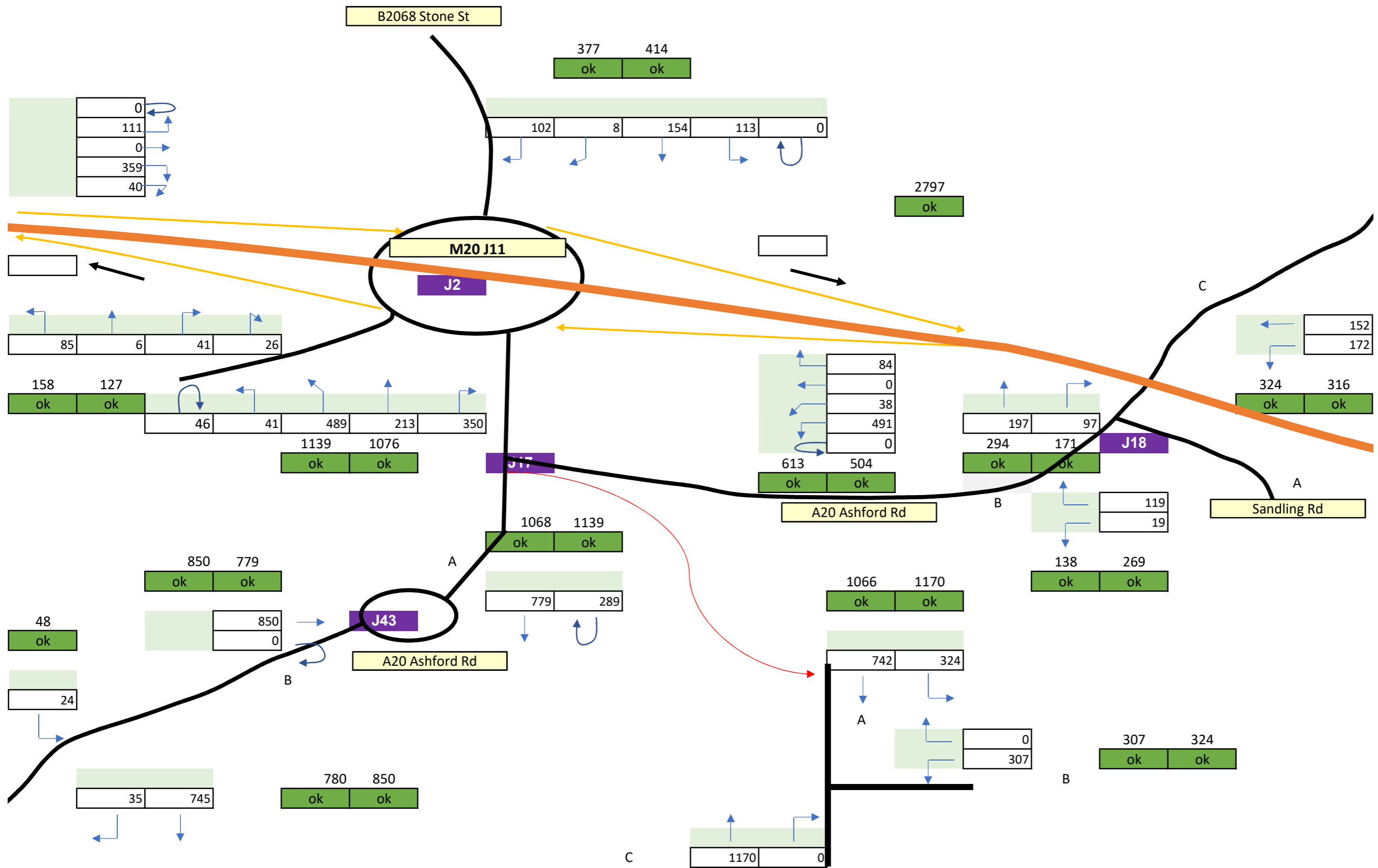


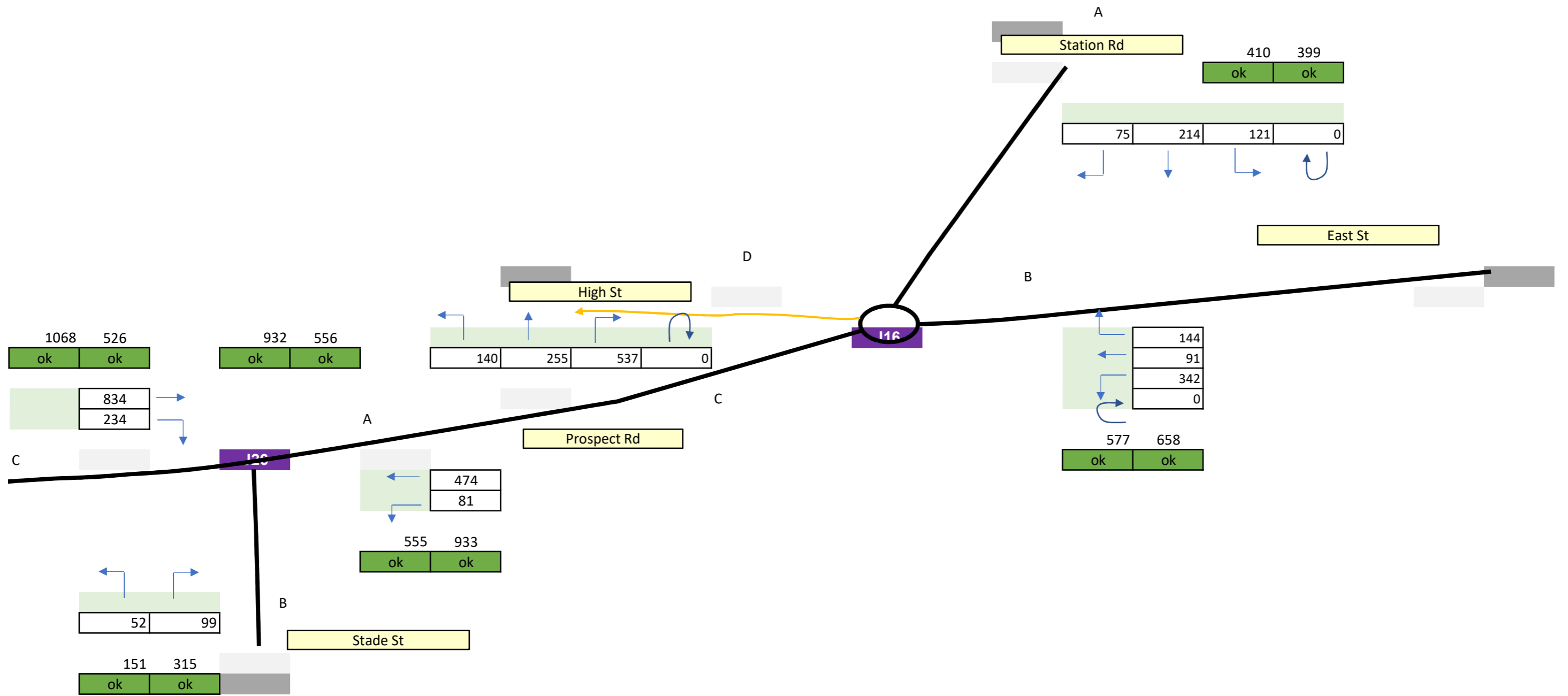












197	109
ok	ok

0
34
140
23

296	193
ok	ok

9	55	232	0
---	----	-----	---

D

B

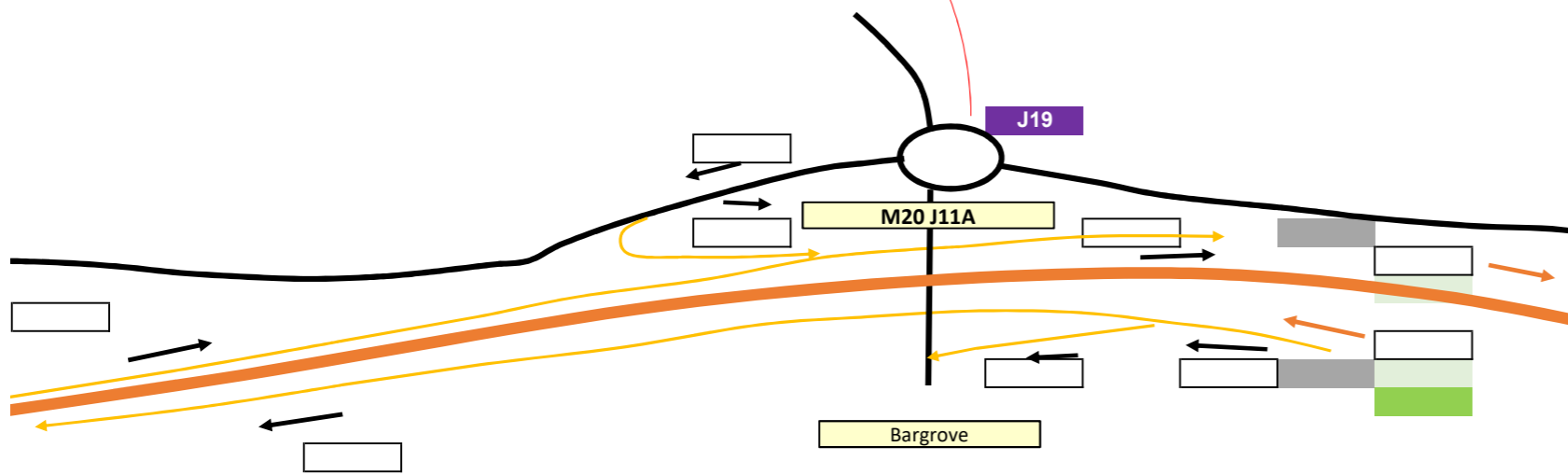
411	661
ok	ok

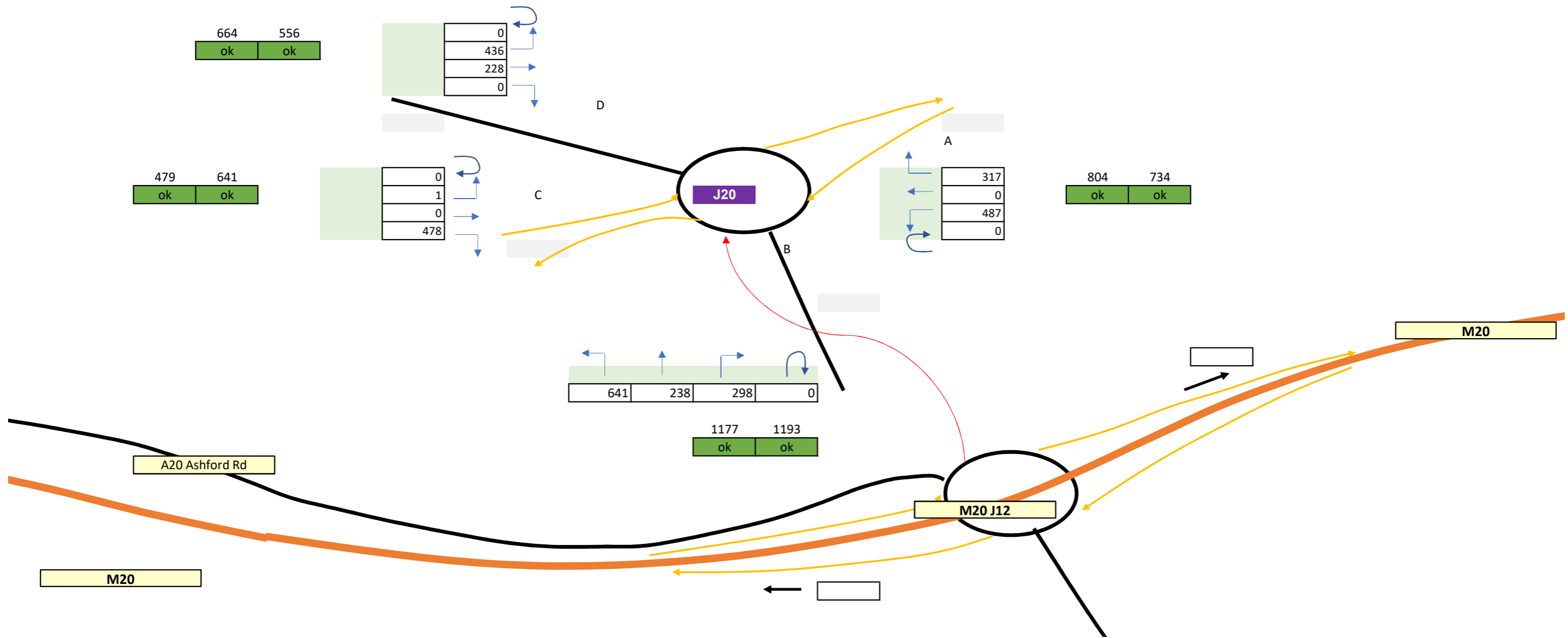
10	37	289	0
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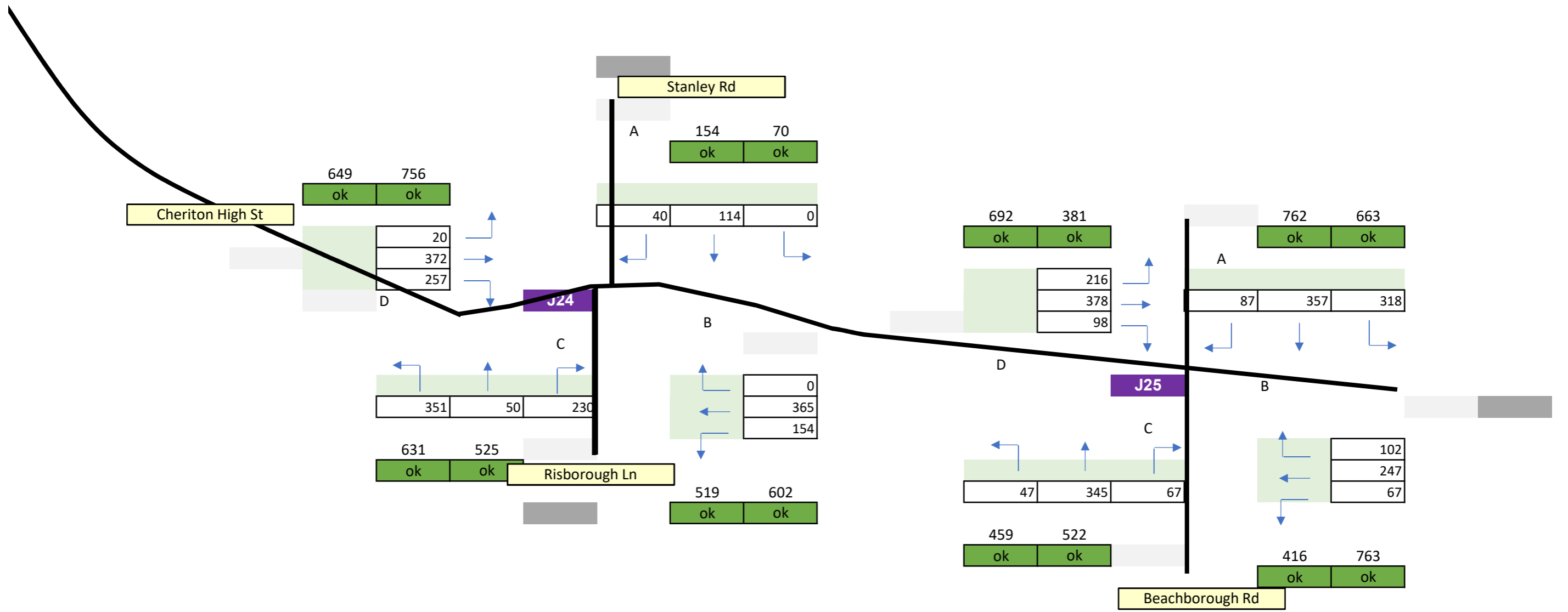
C

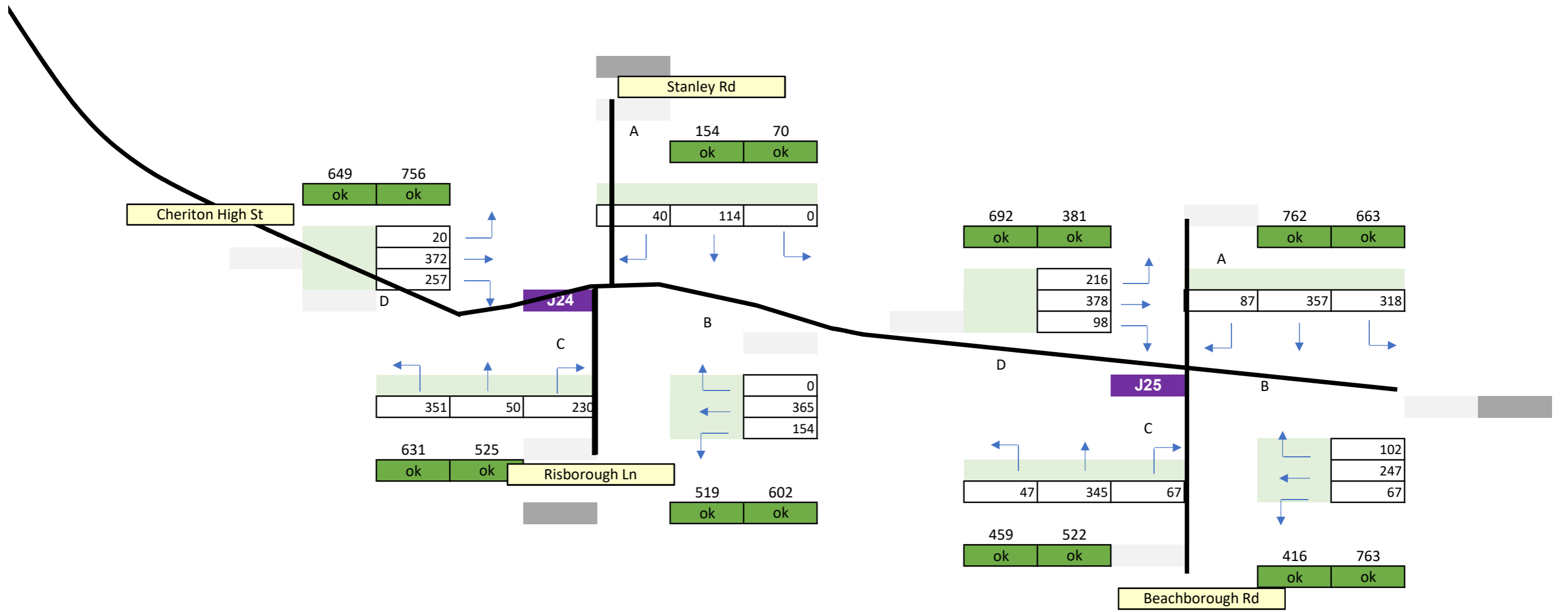
122
90
199
0

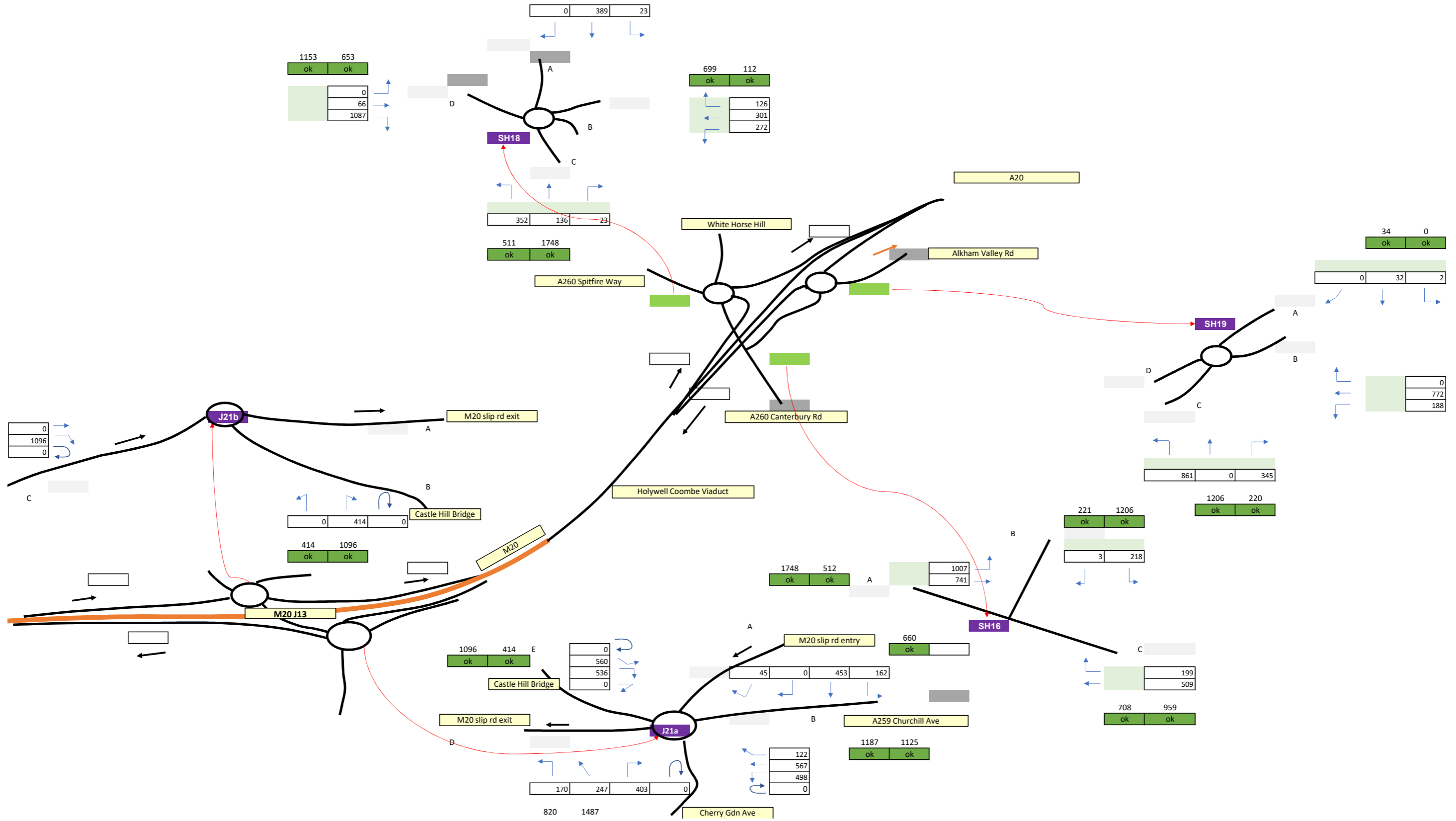
336	277
ok	ok



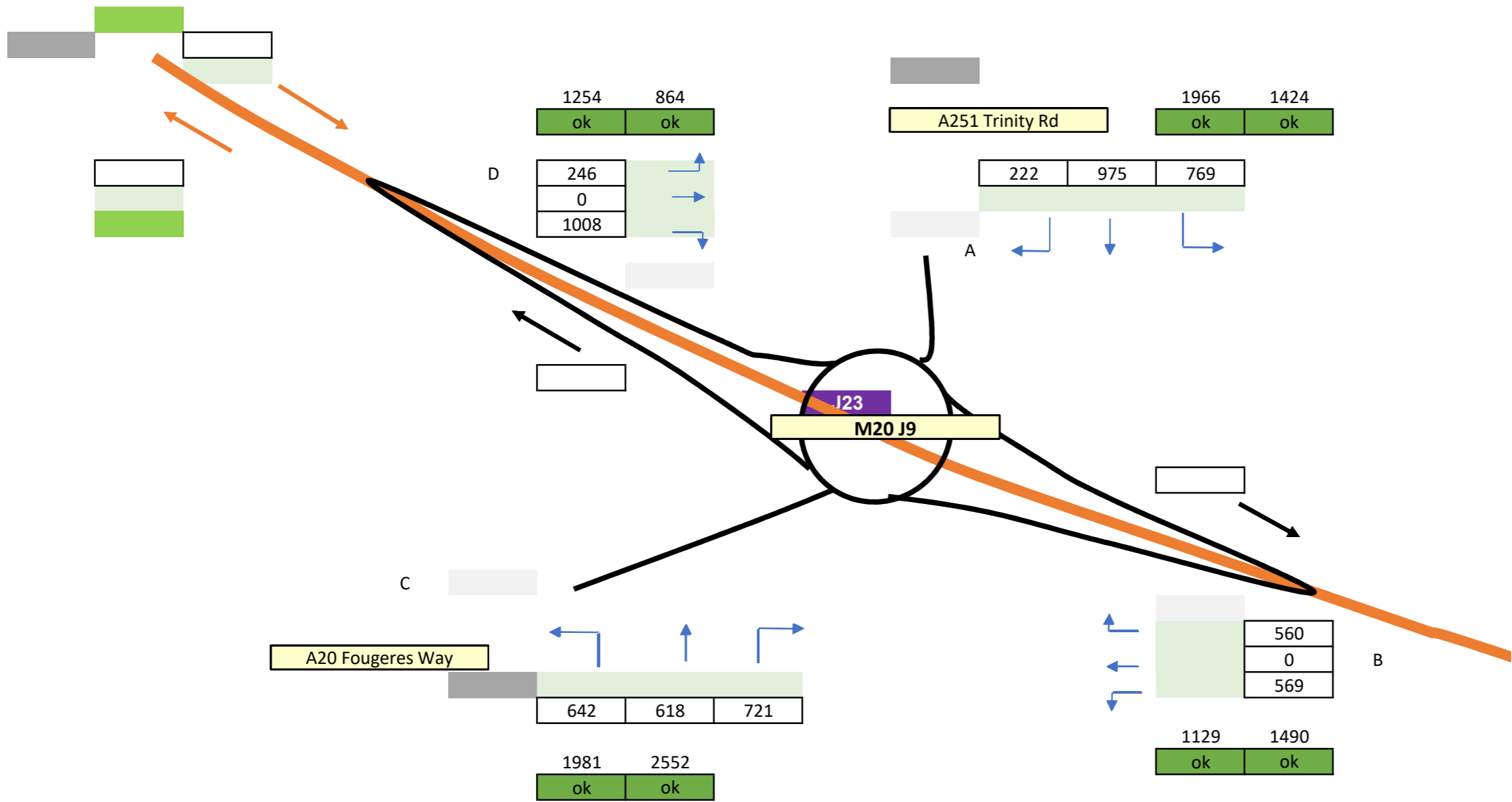


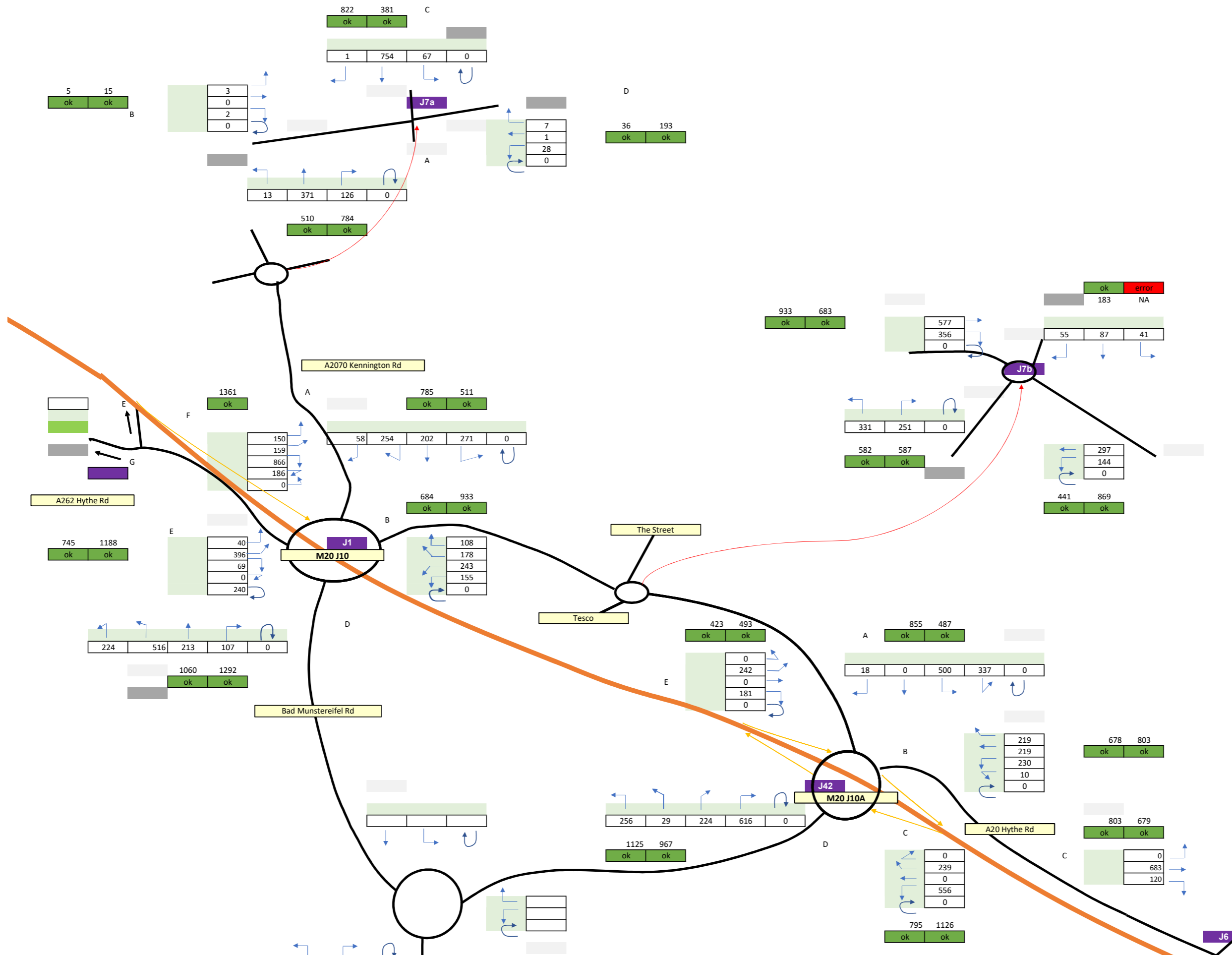


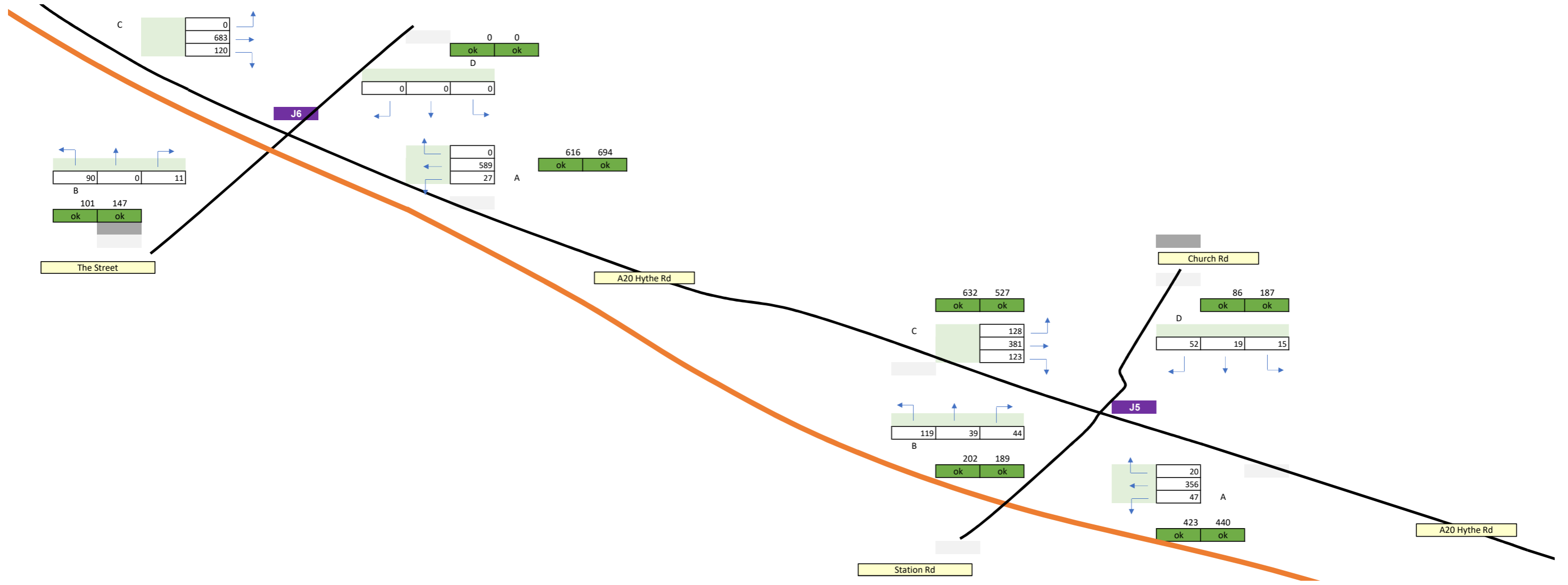


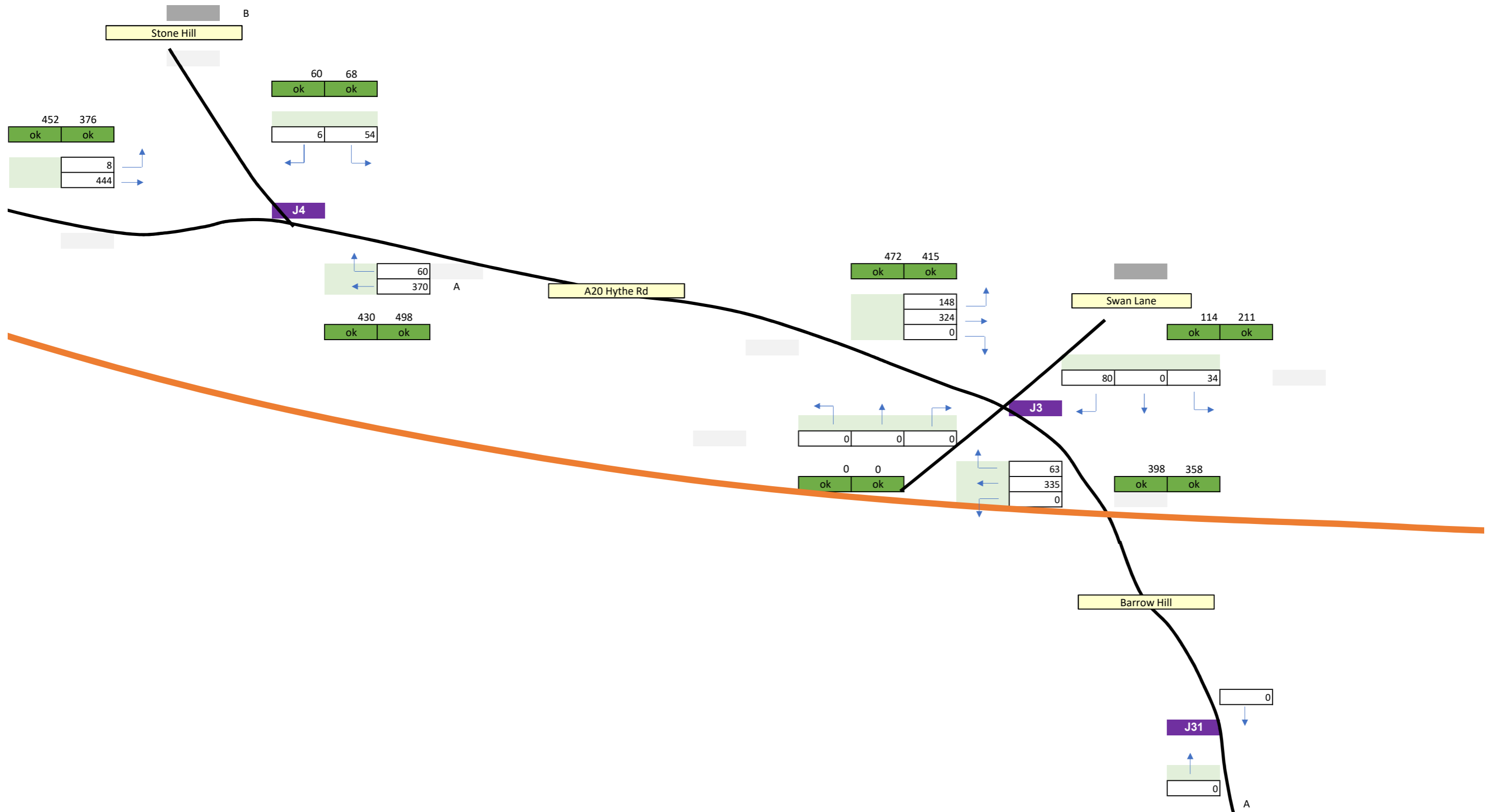


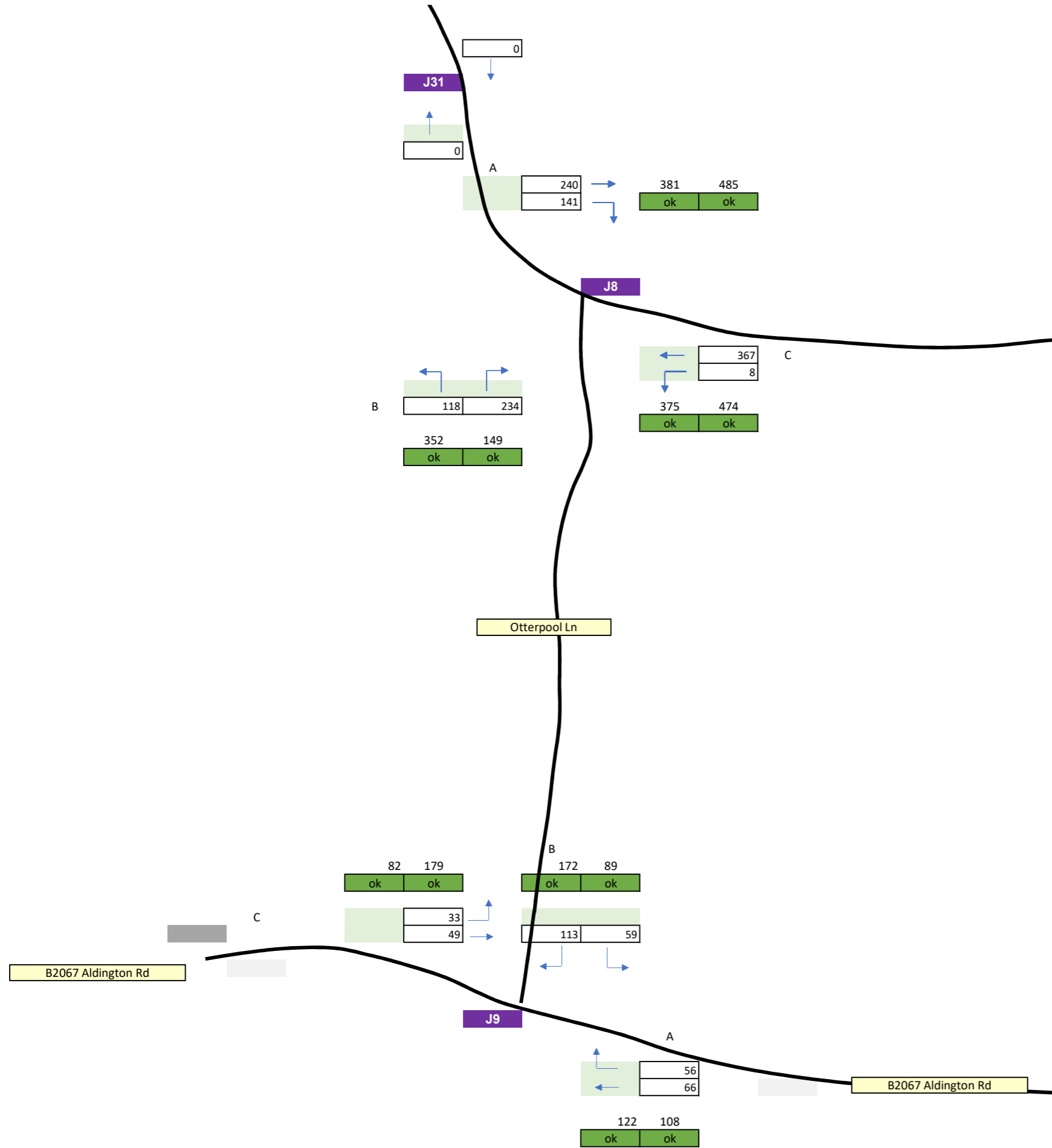
Q.10 Folkestone & Hythe and Ashford - 2044 PM Peak Do-Minimum

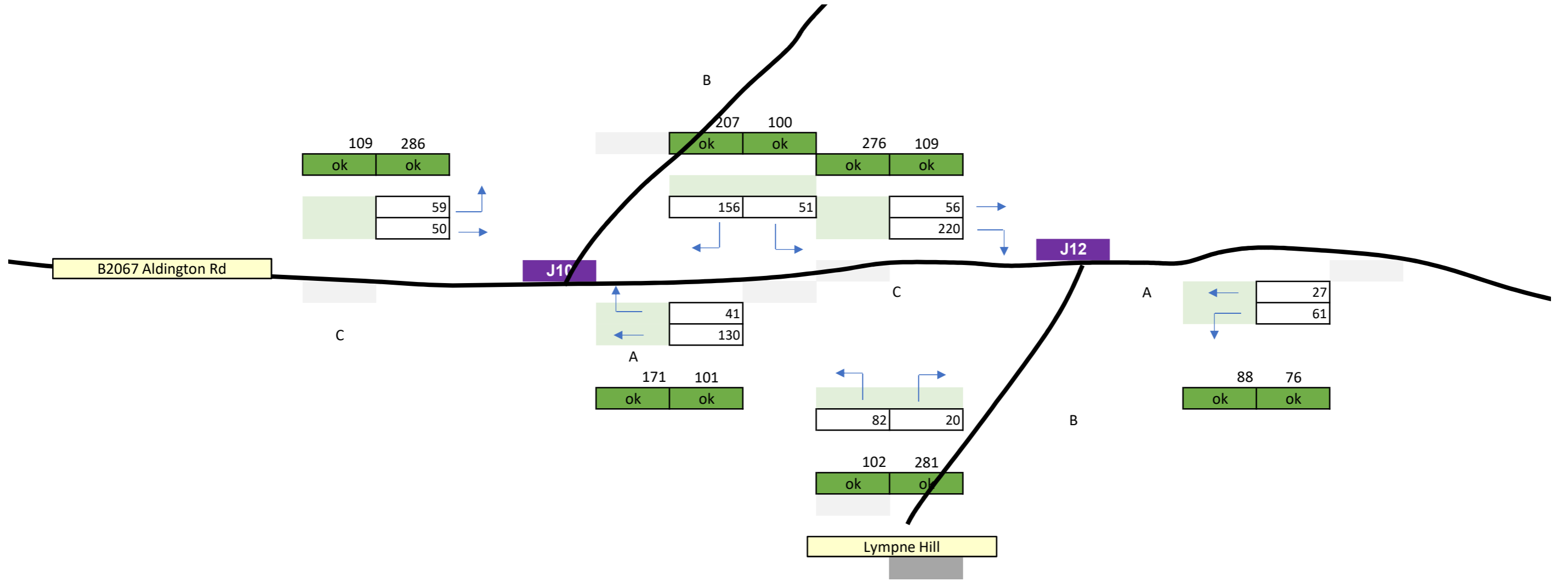


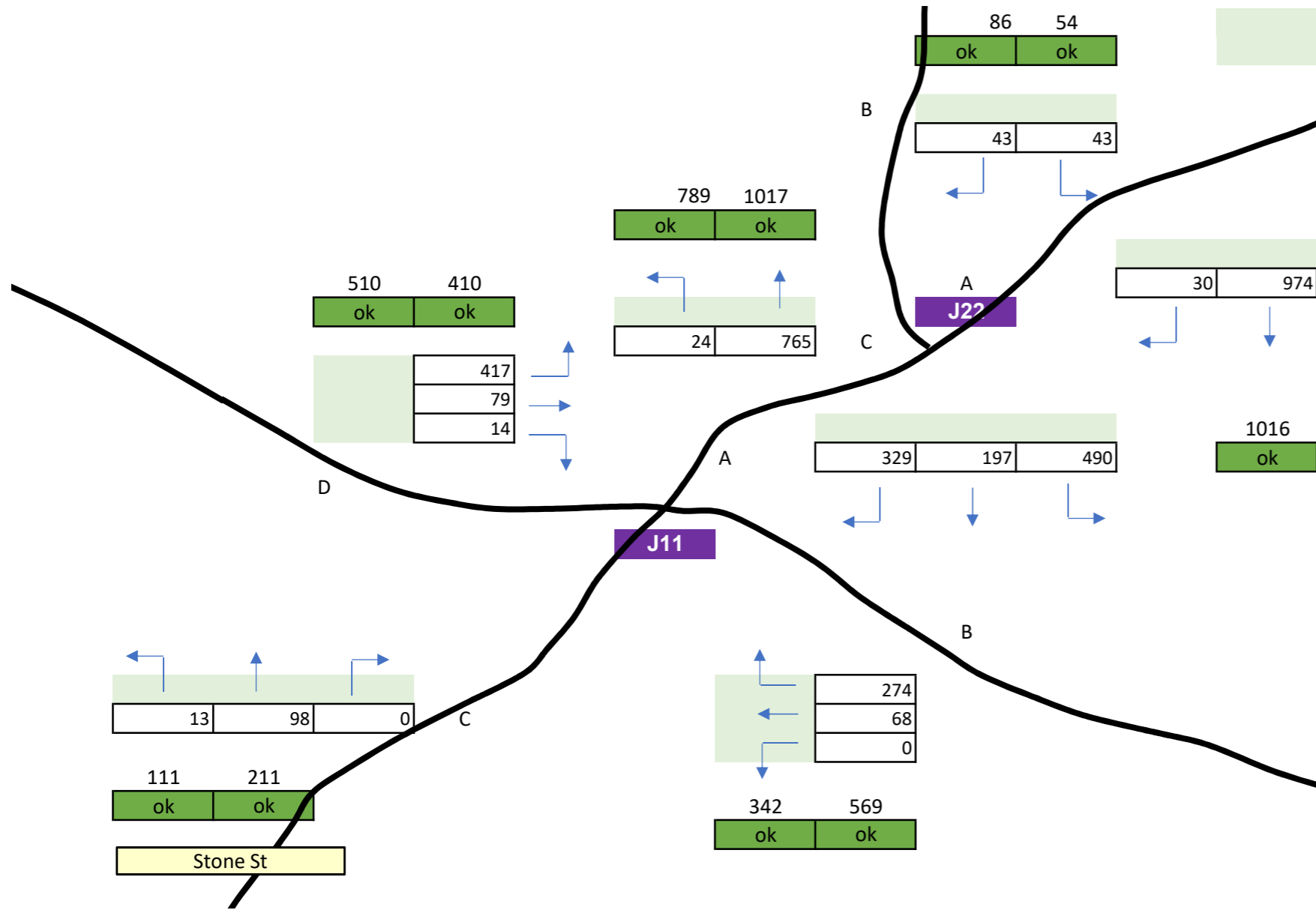


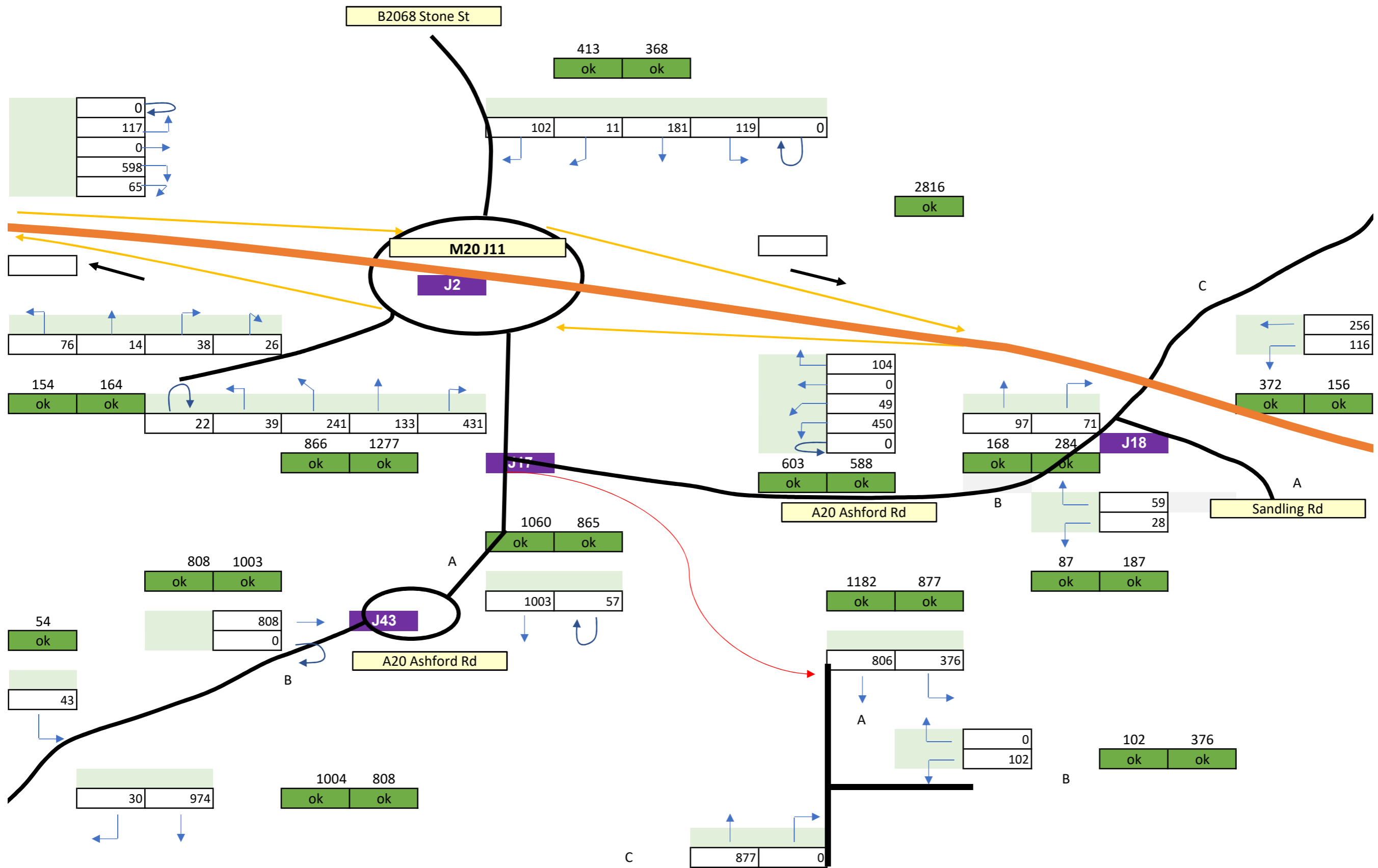


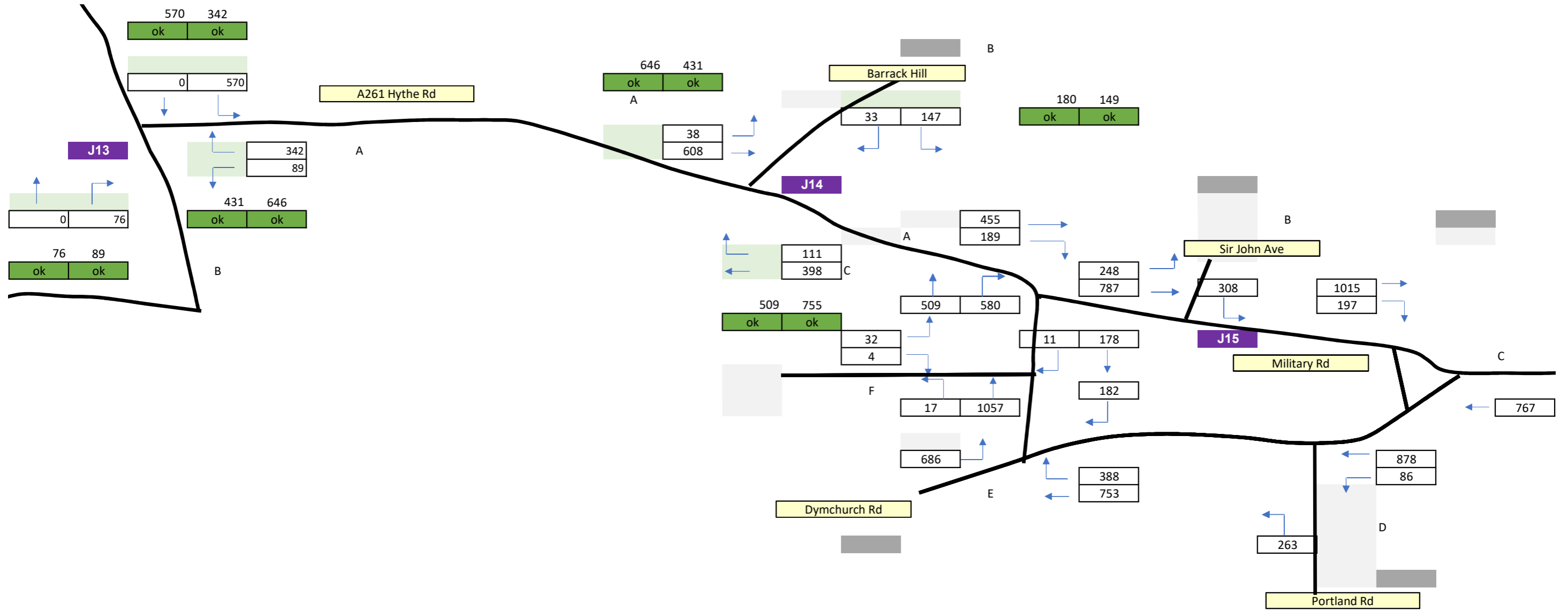


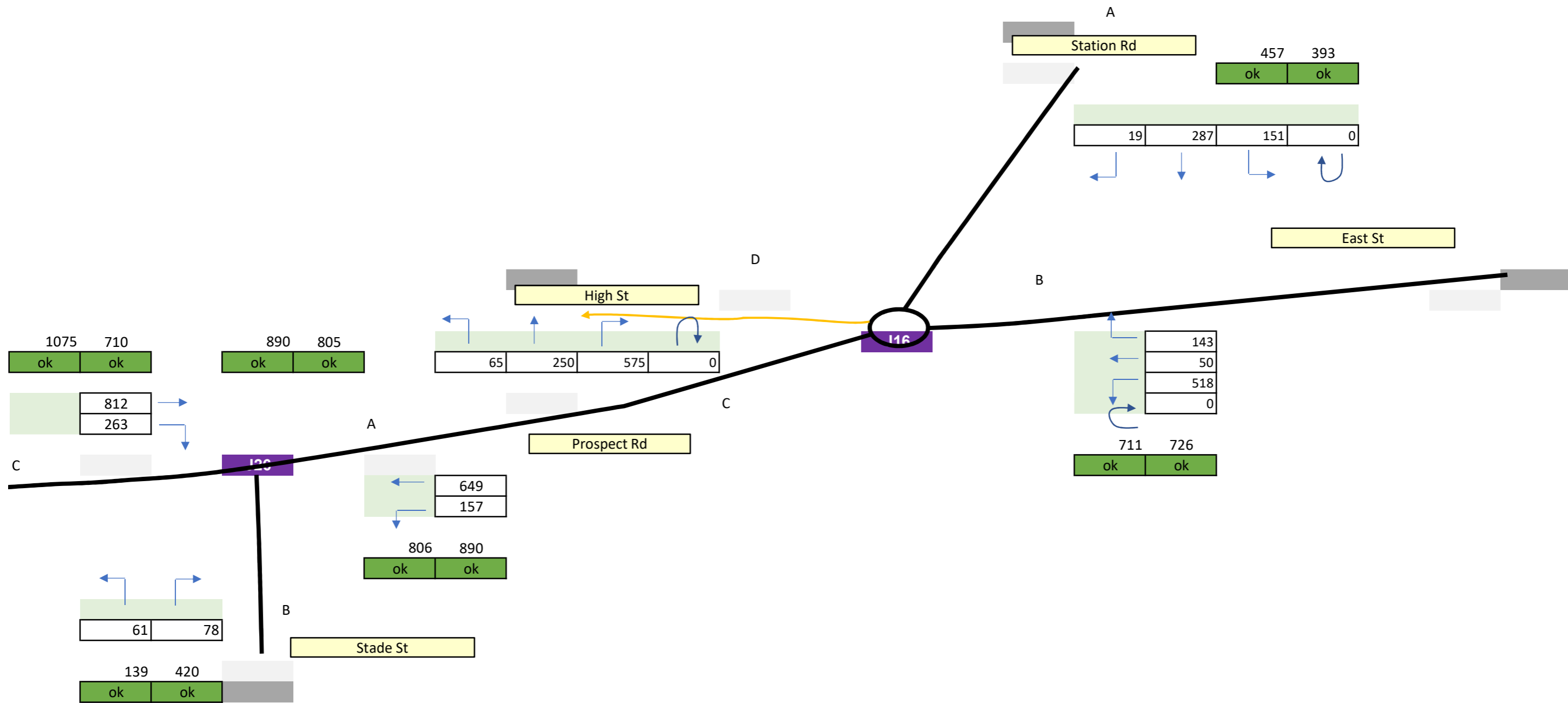












93	96
ok	ok

0
22
59
12

216	266
ok	ok

8	54	154	0
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D

B

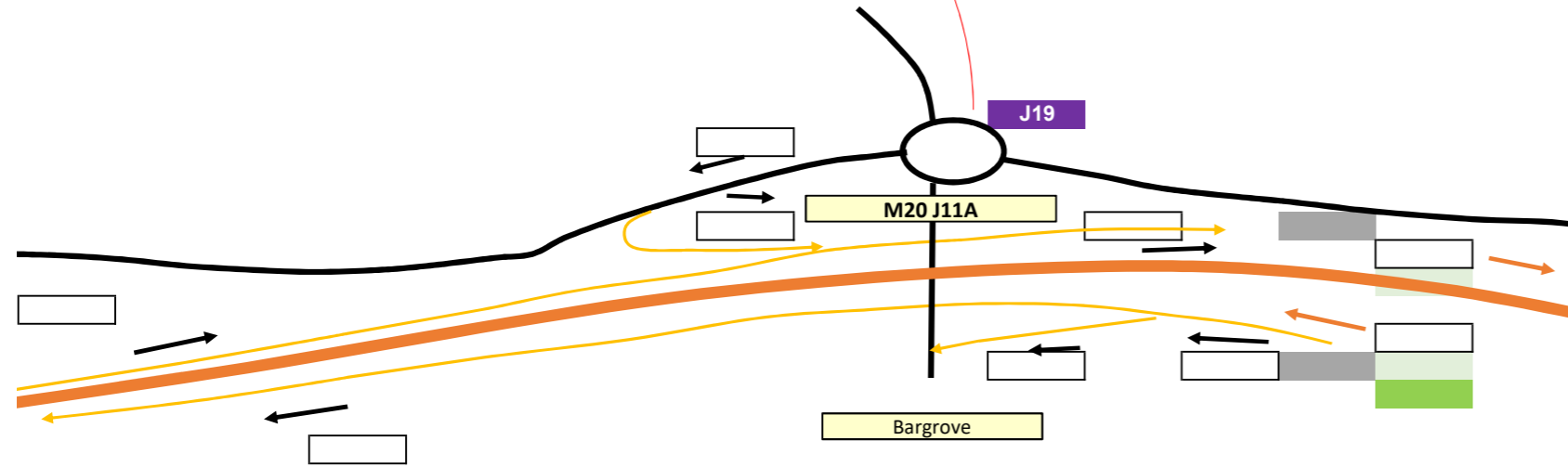
497	453
ok	ok

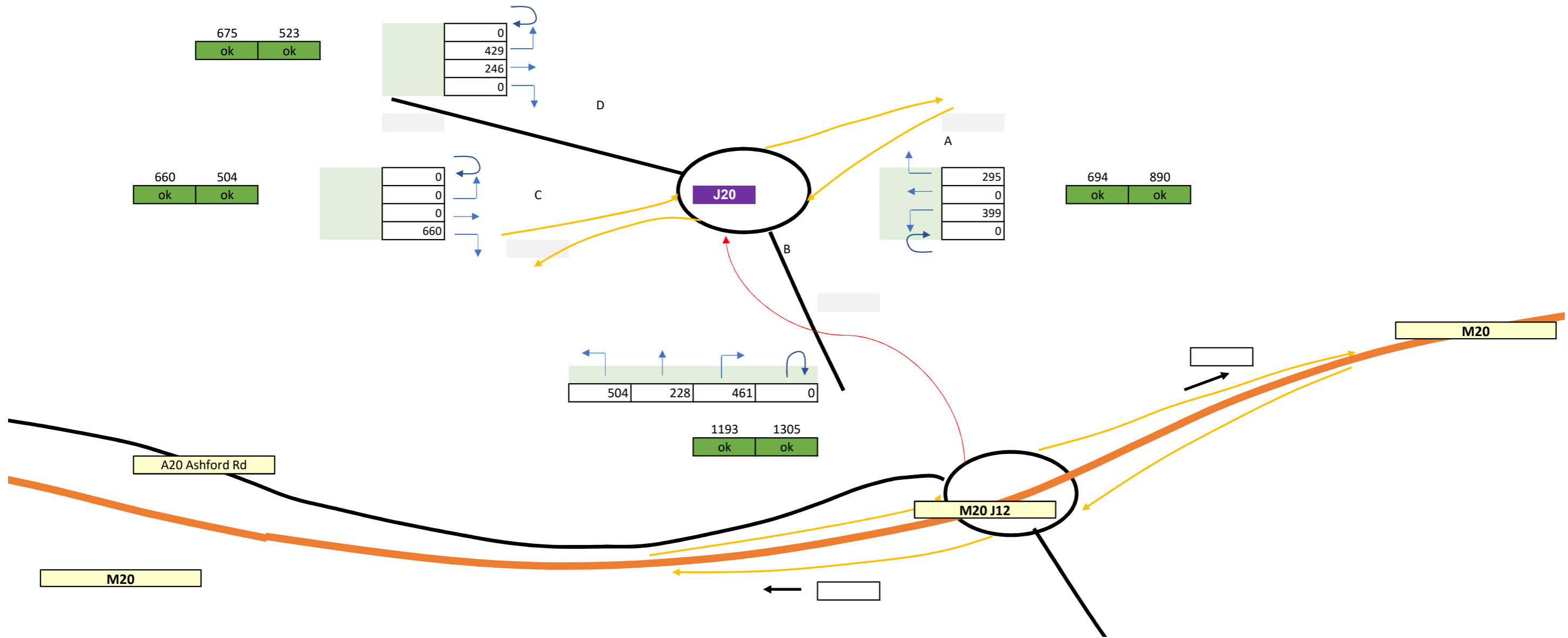
13	52	240	0
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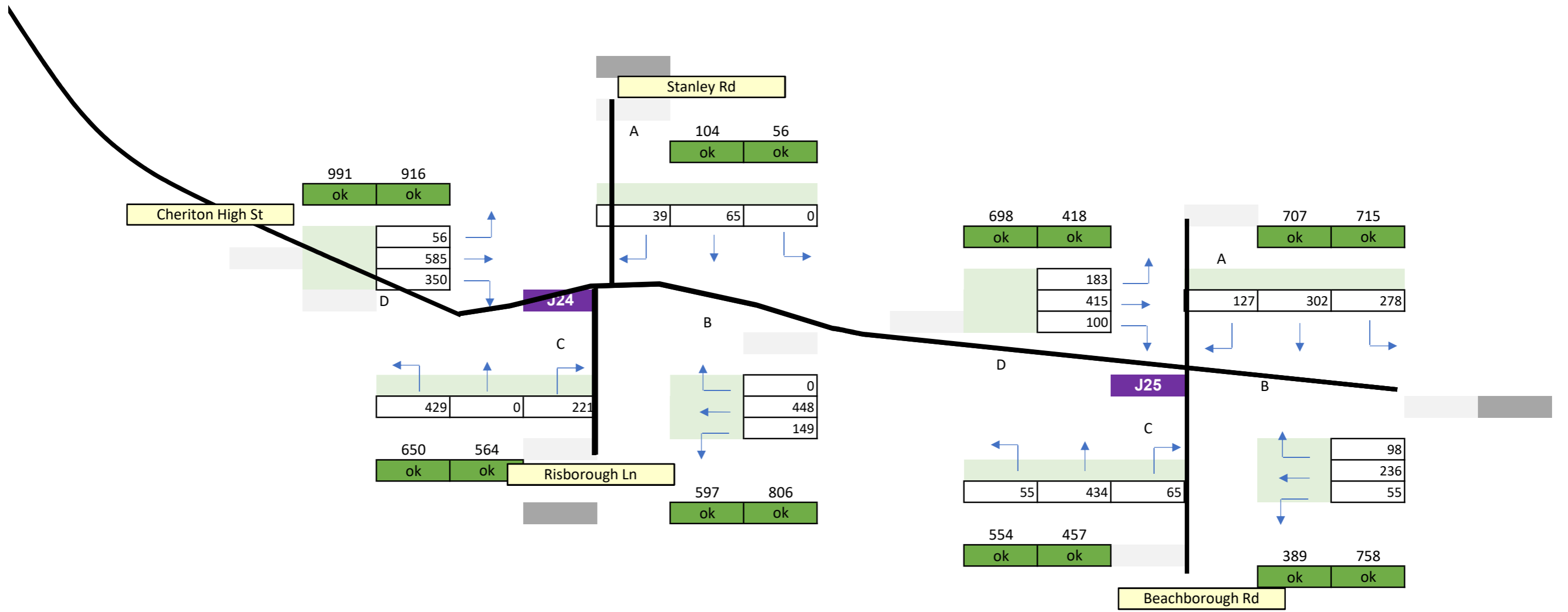
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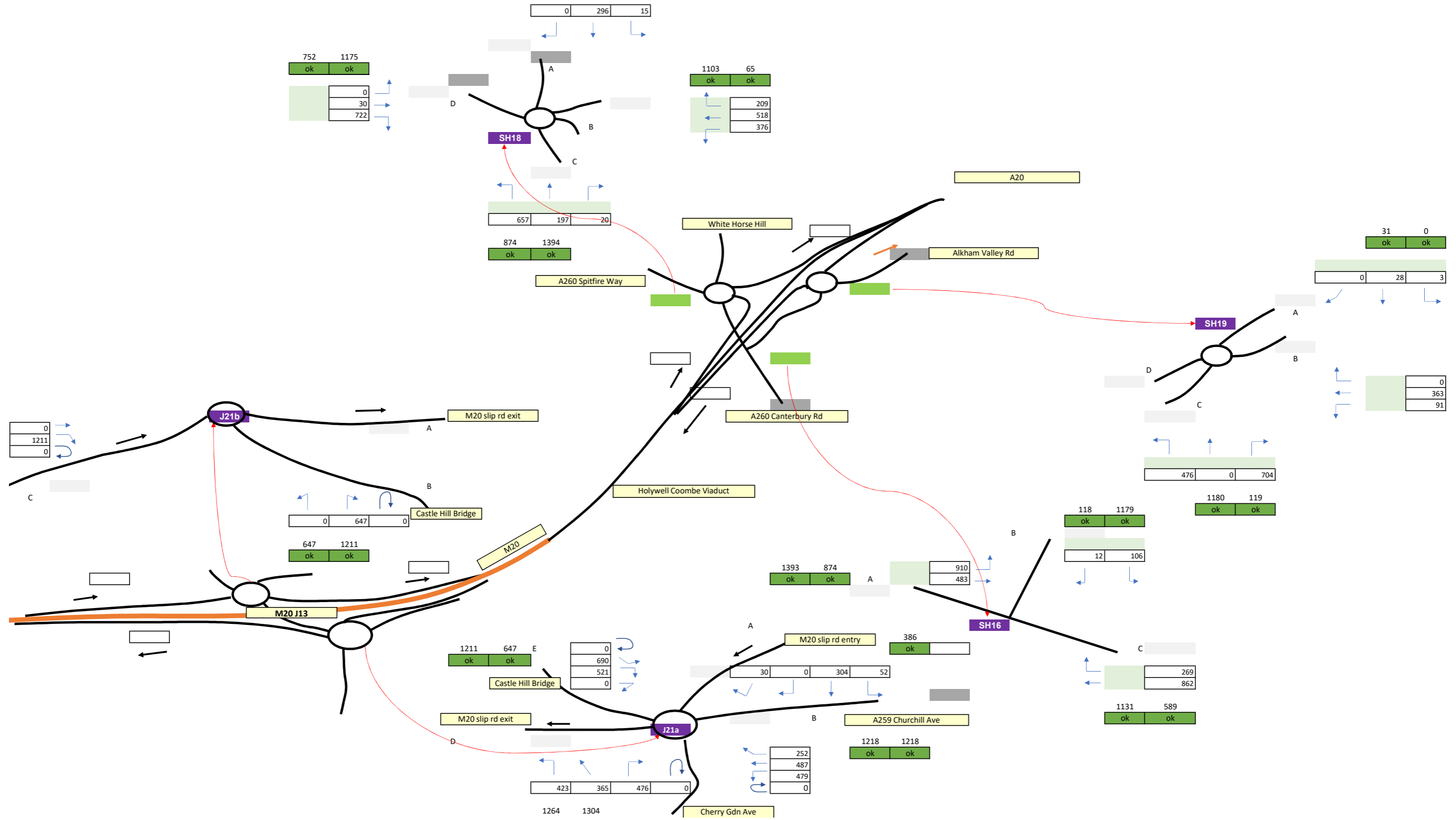
192
75
230
0

305	296
ok	ok

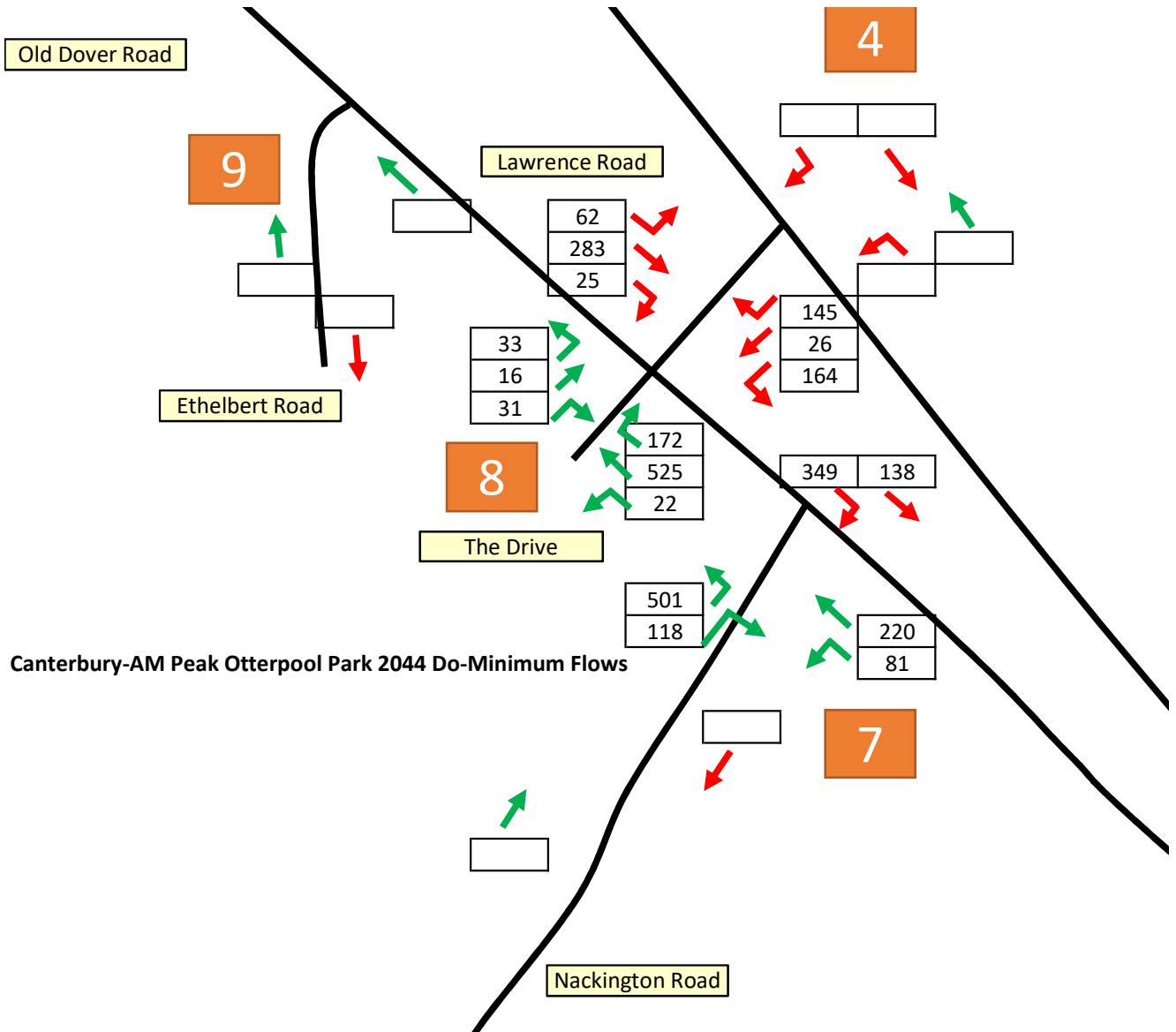






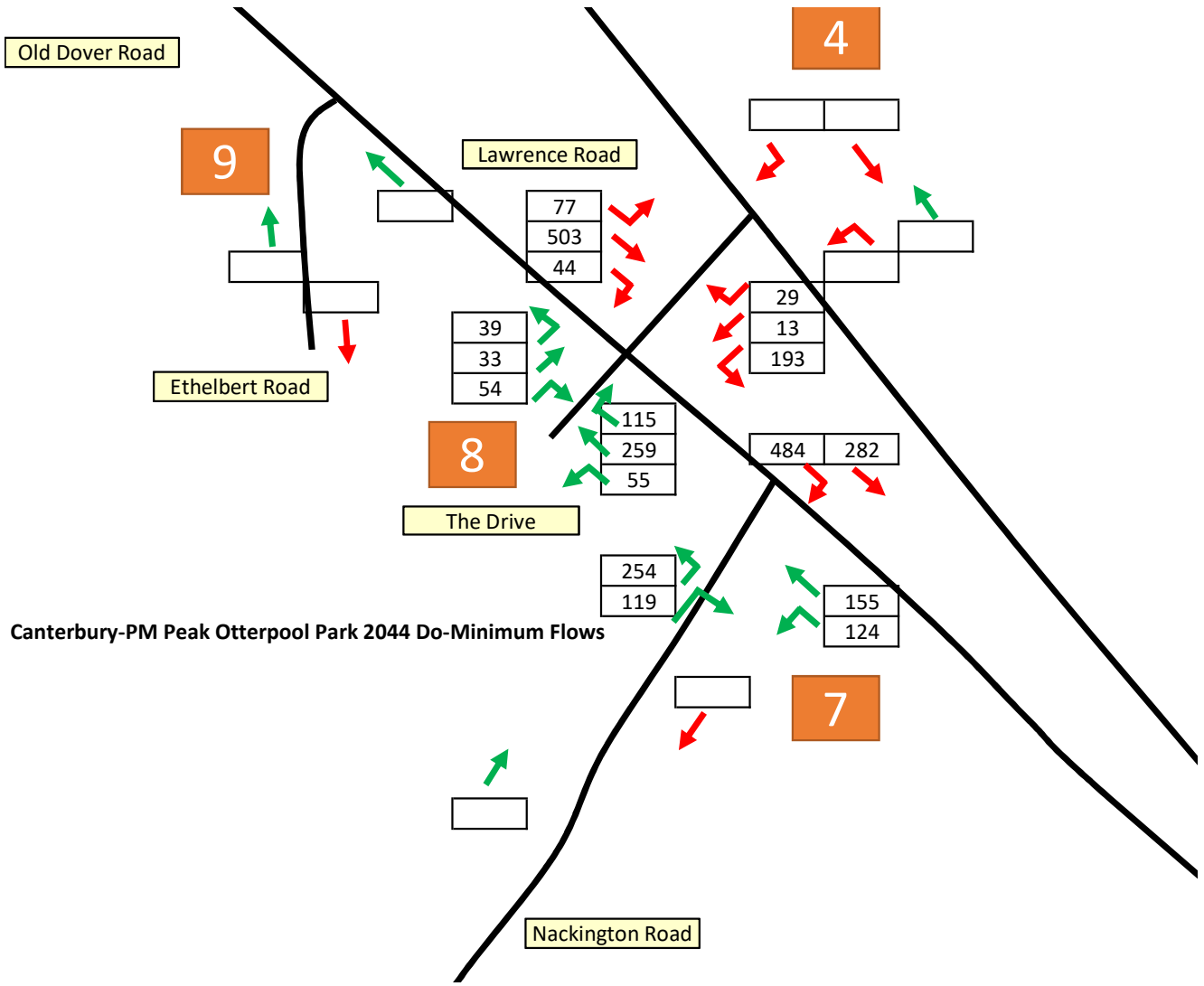


Q11 Canterbury - 2044 AM Peak Do-Minimum

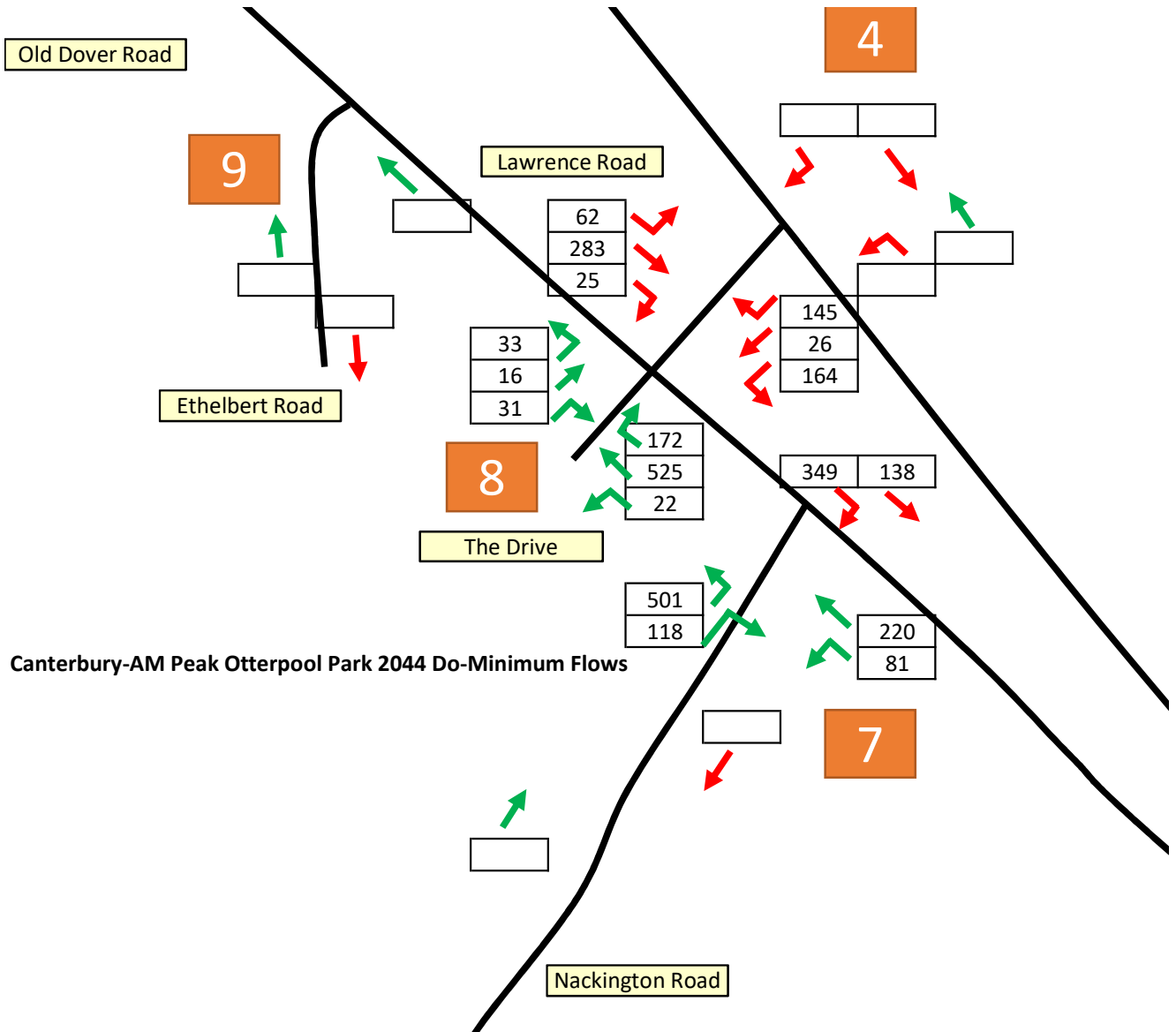


Canterbury-AM Peak Otterpool Park 2044 Do-Minimum Flows

Q.12 Canterbury - 2044 PM Peak Do-Minimum

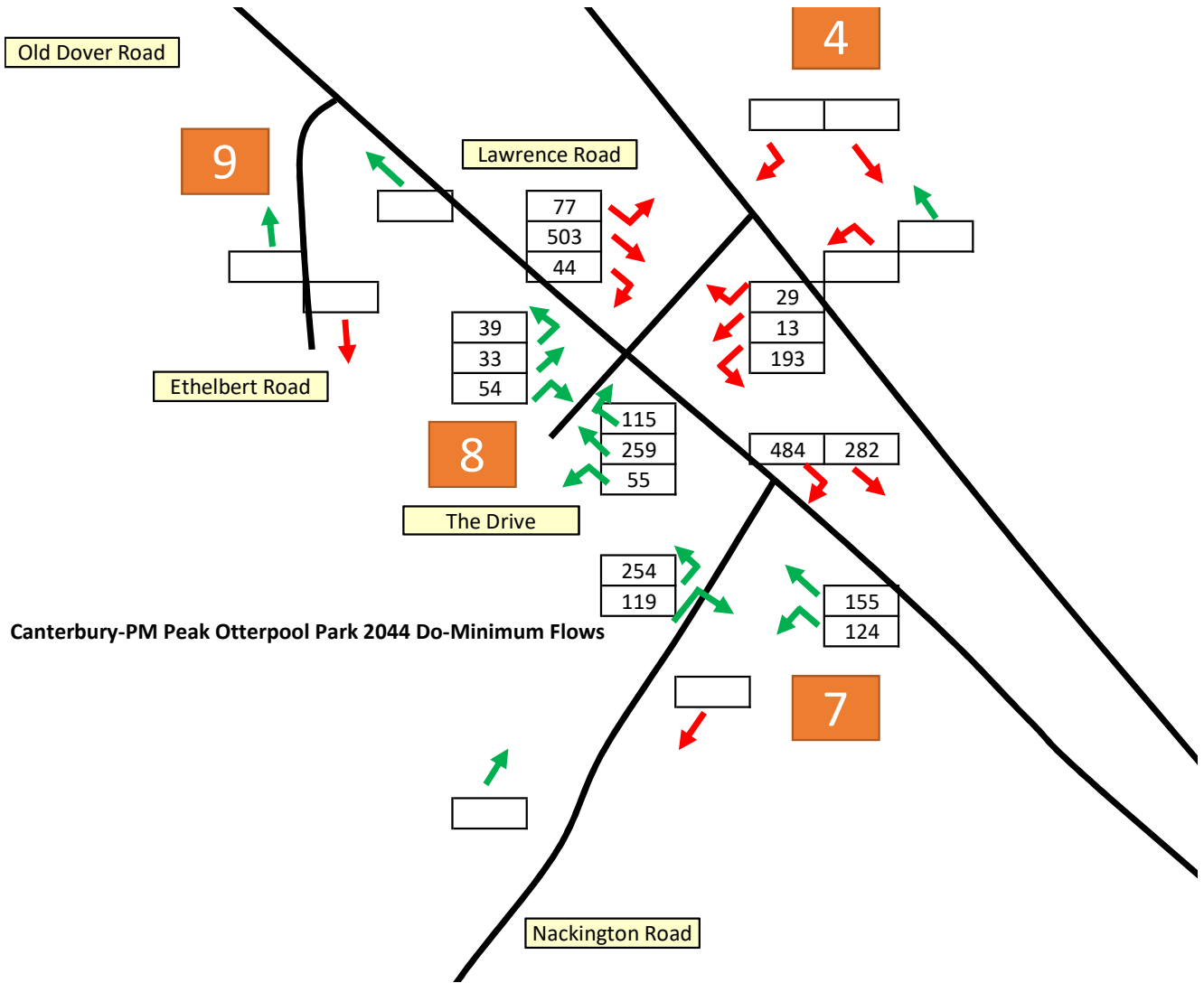


Q13 Folkestone & Hythe and Ashford - 2044 AM Peak Do-Something



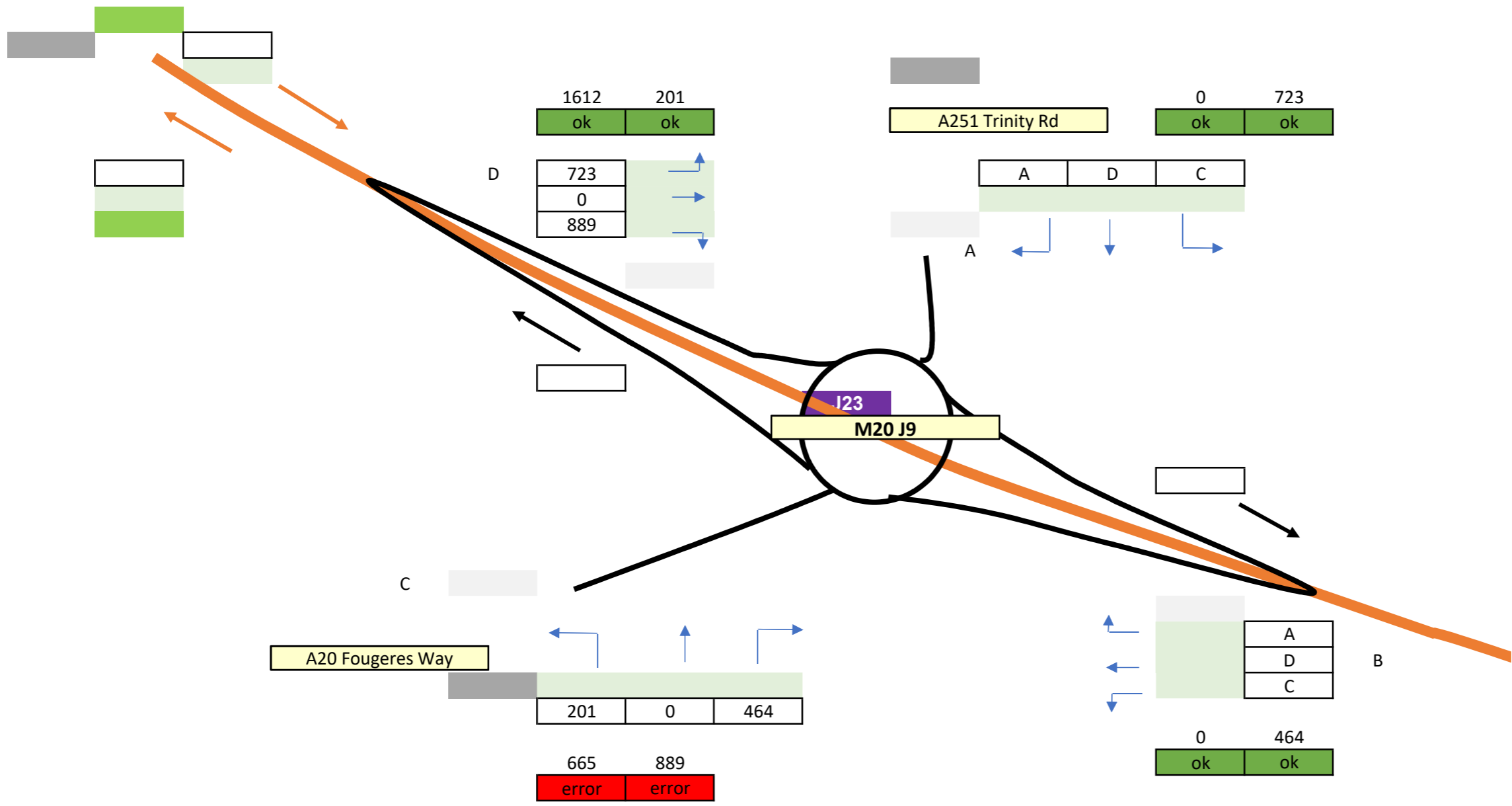
Canterbury-AM Peak Otterpool Park 2044 Do-Minimum Flows

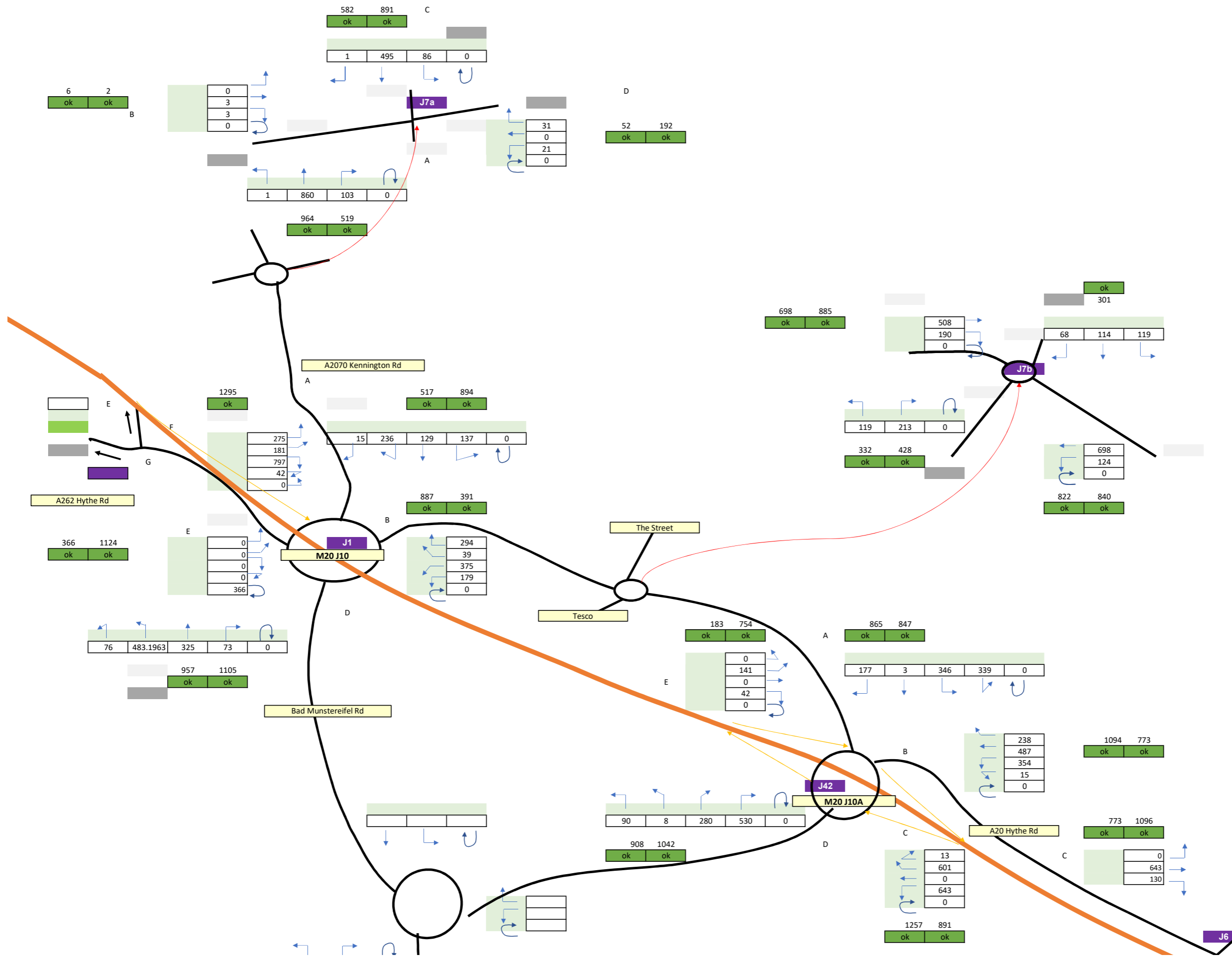
Q.14 Folkestone & Hythe and Ashford - 2044 PM Peak Do-Something

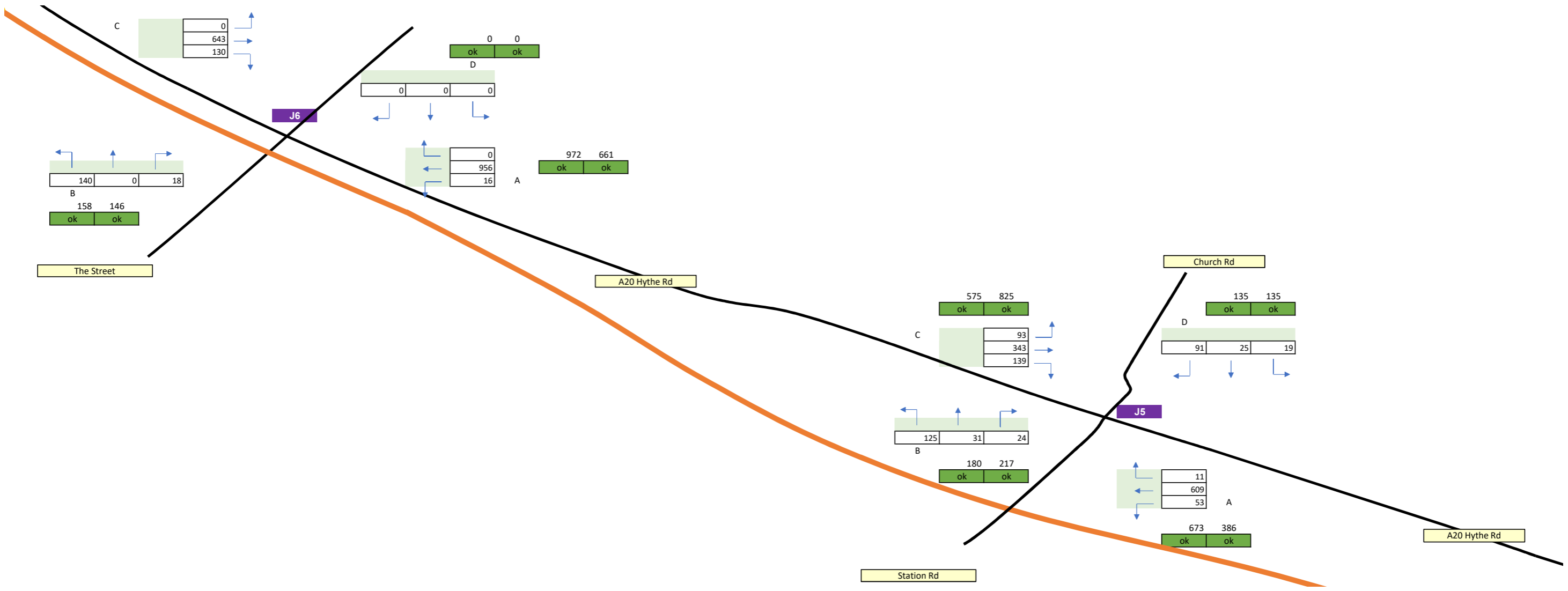


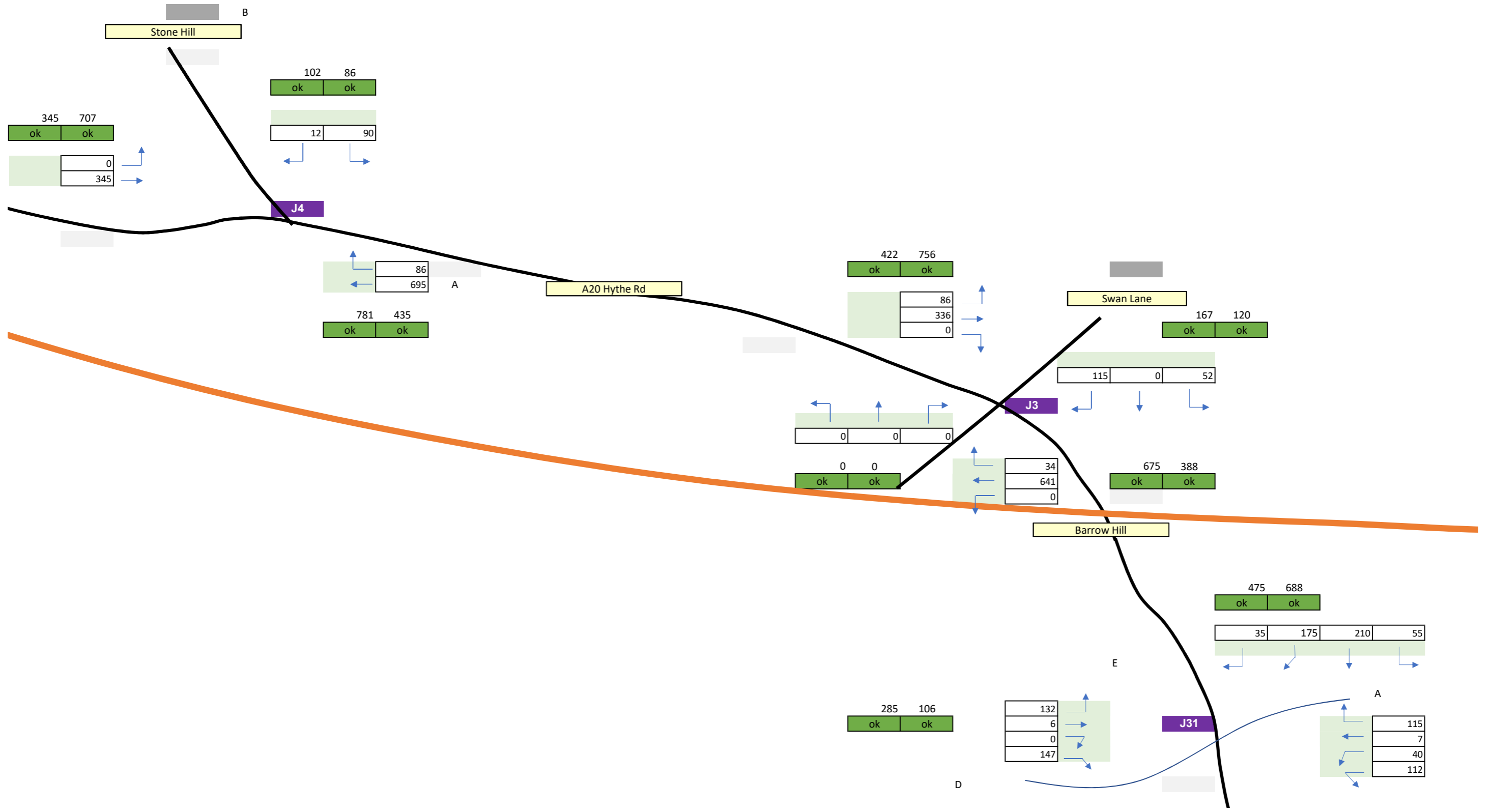
Canterbury-PM Peak Otterpool Park 2044 Do-Minimum Flows

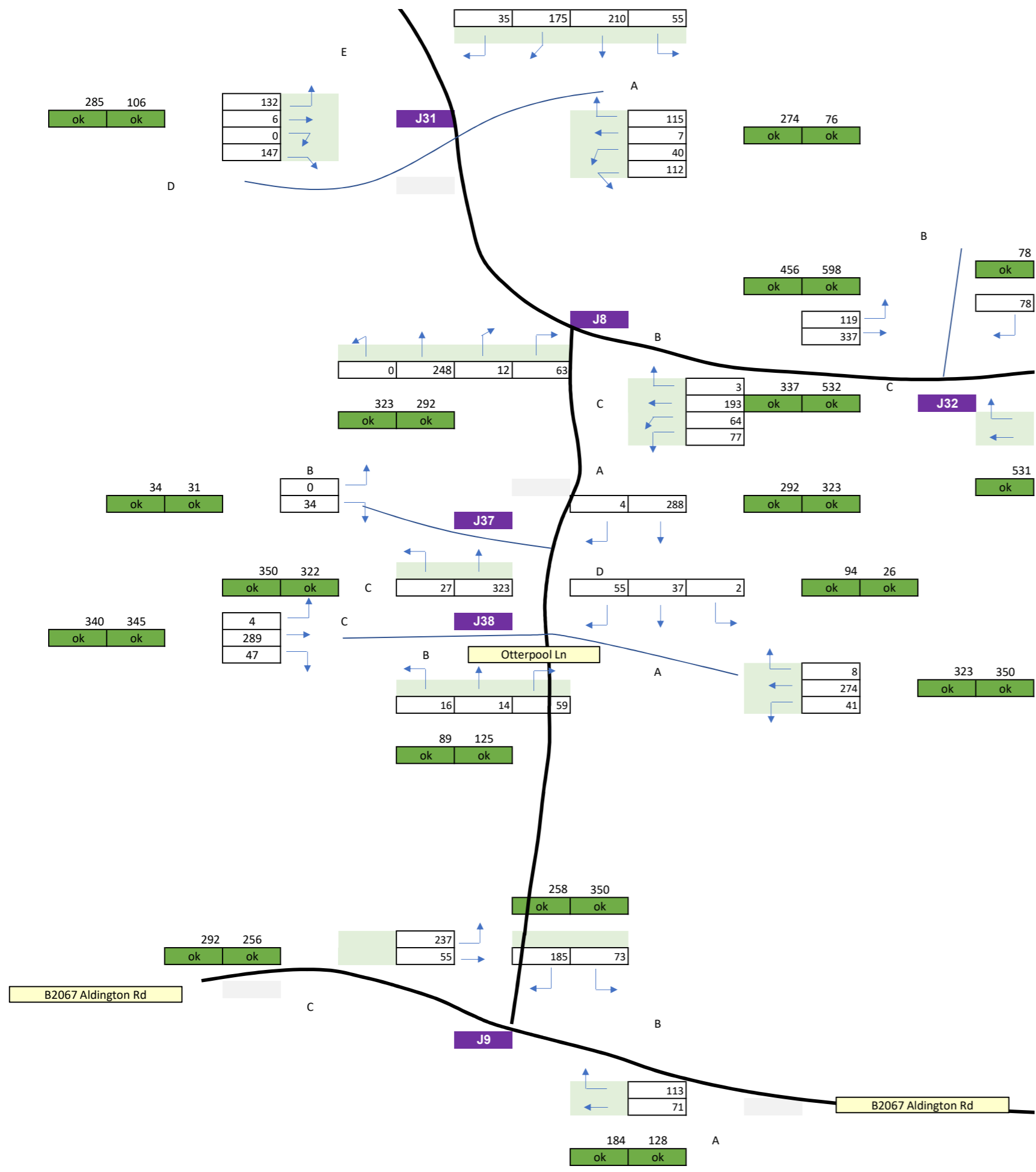
Q15 Canterbury - 2044 AM Peak Do-Something

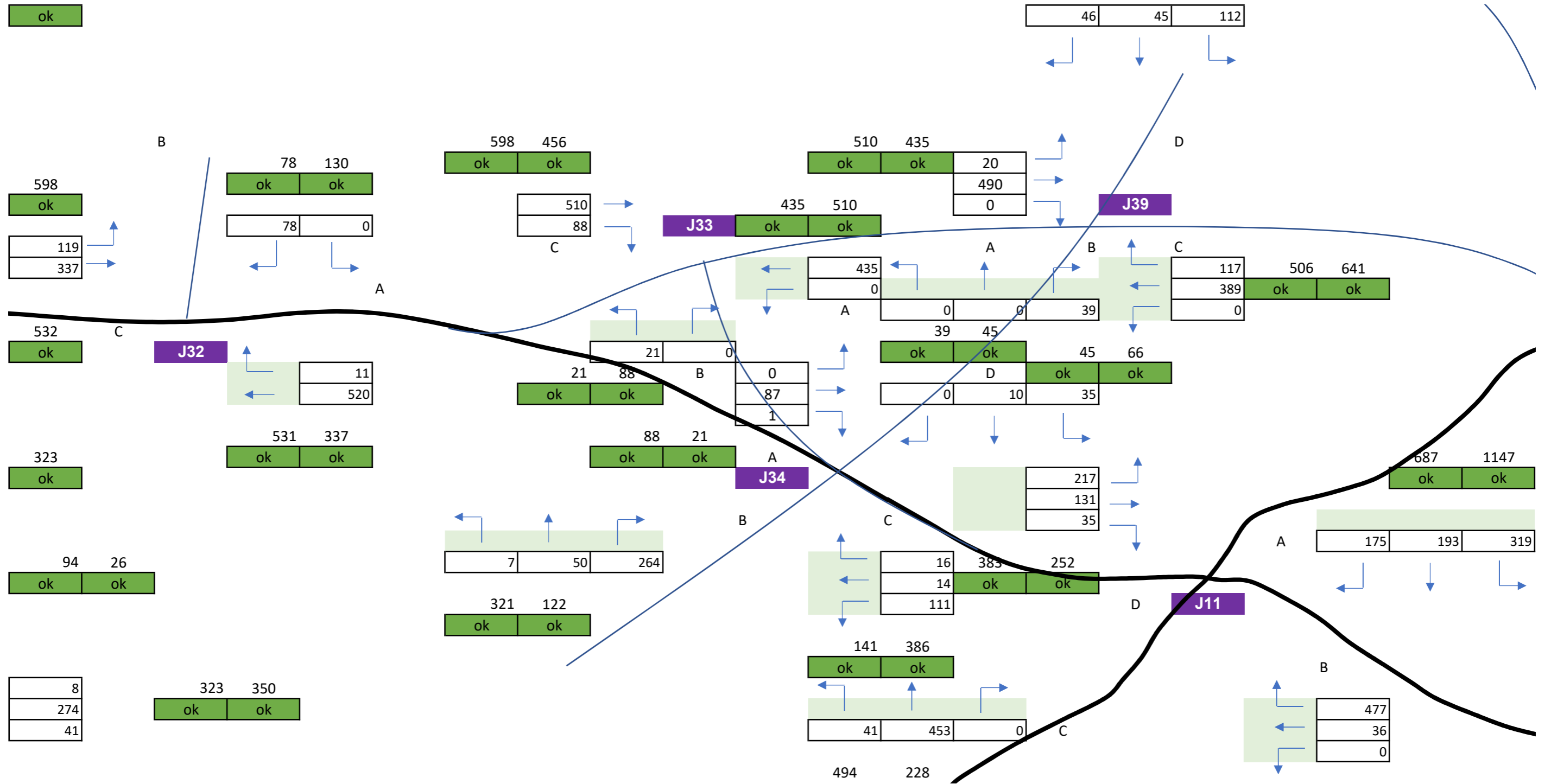


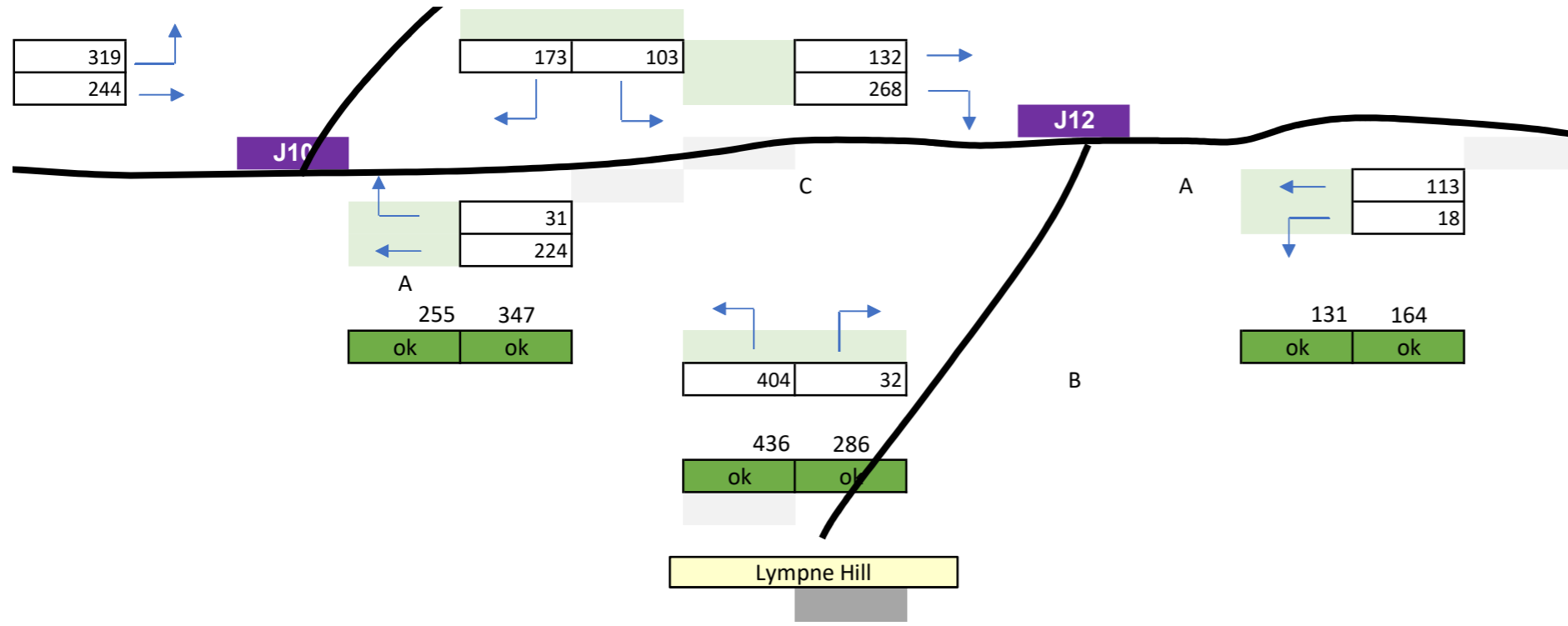


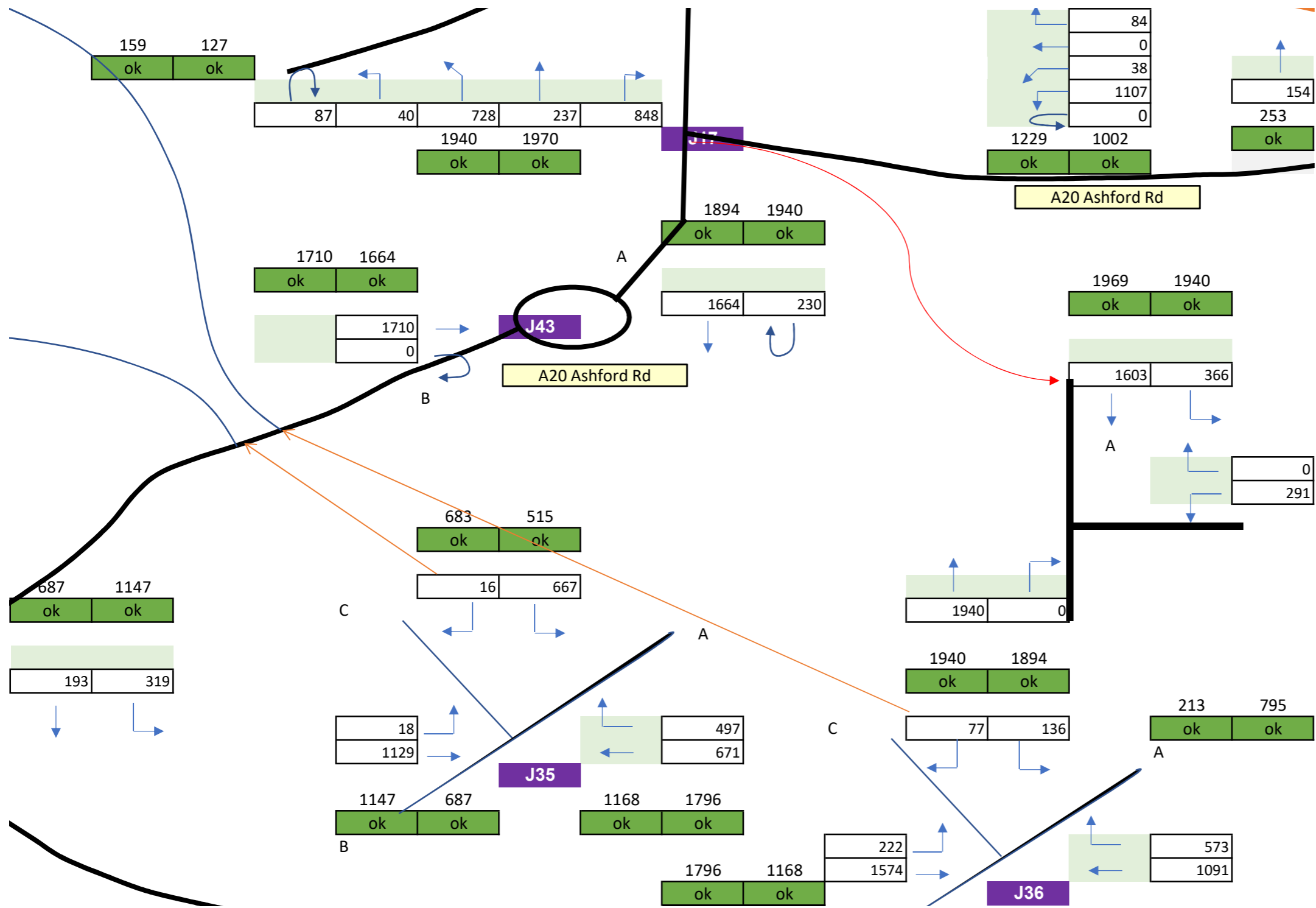


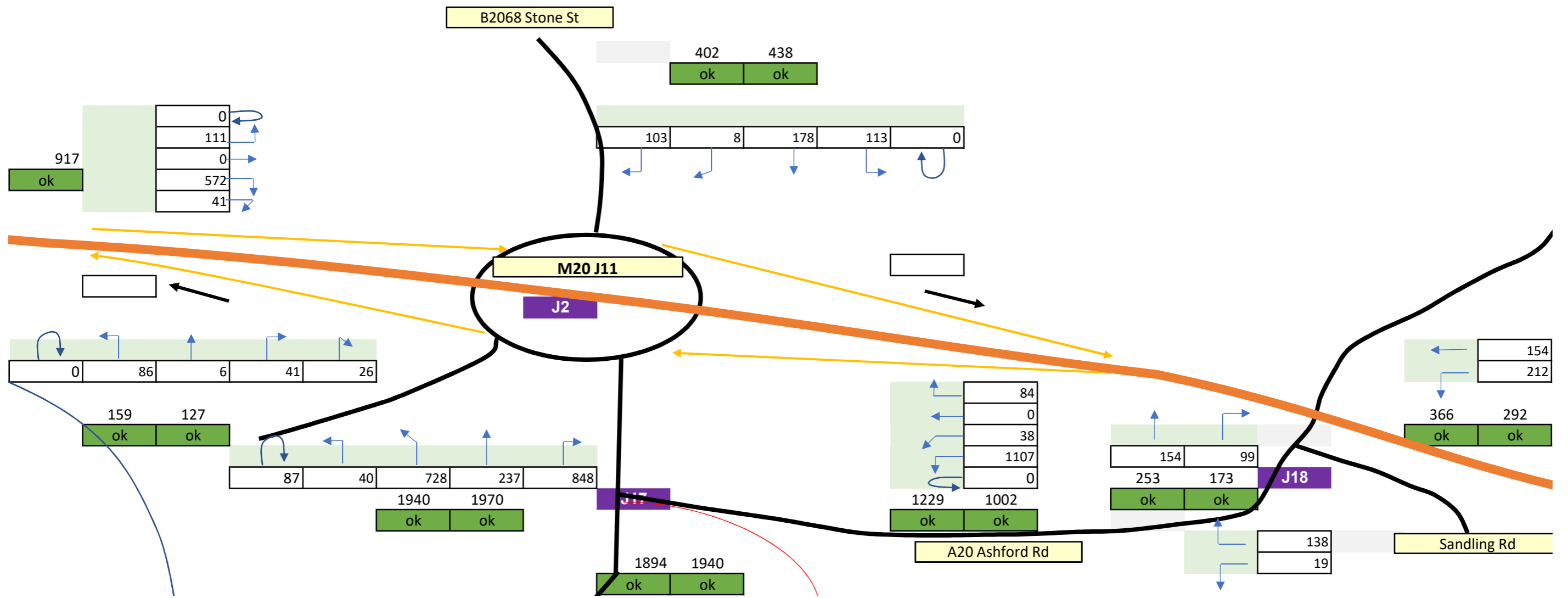


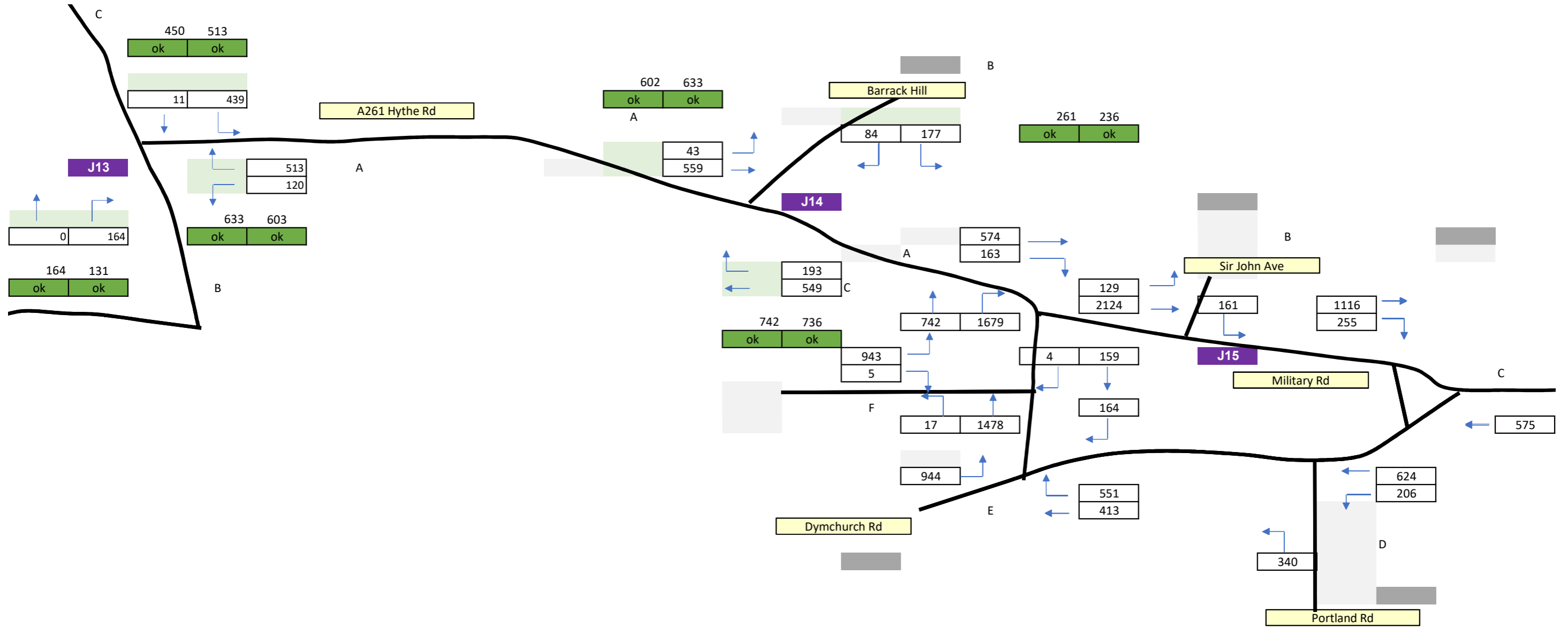


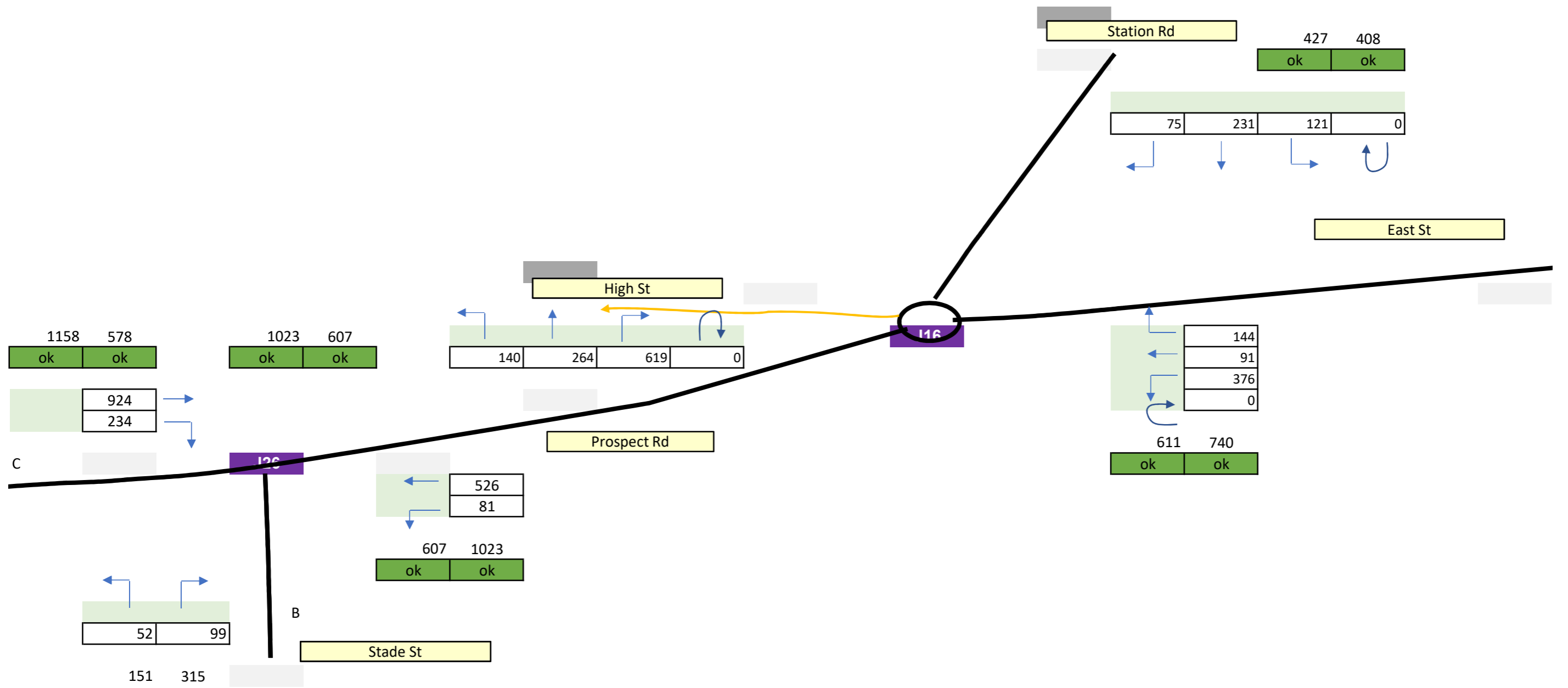


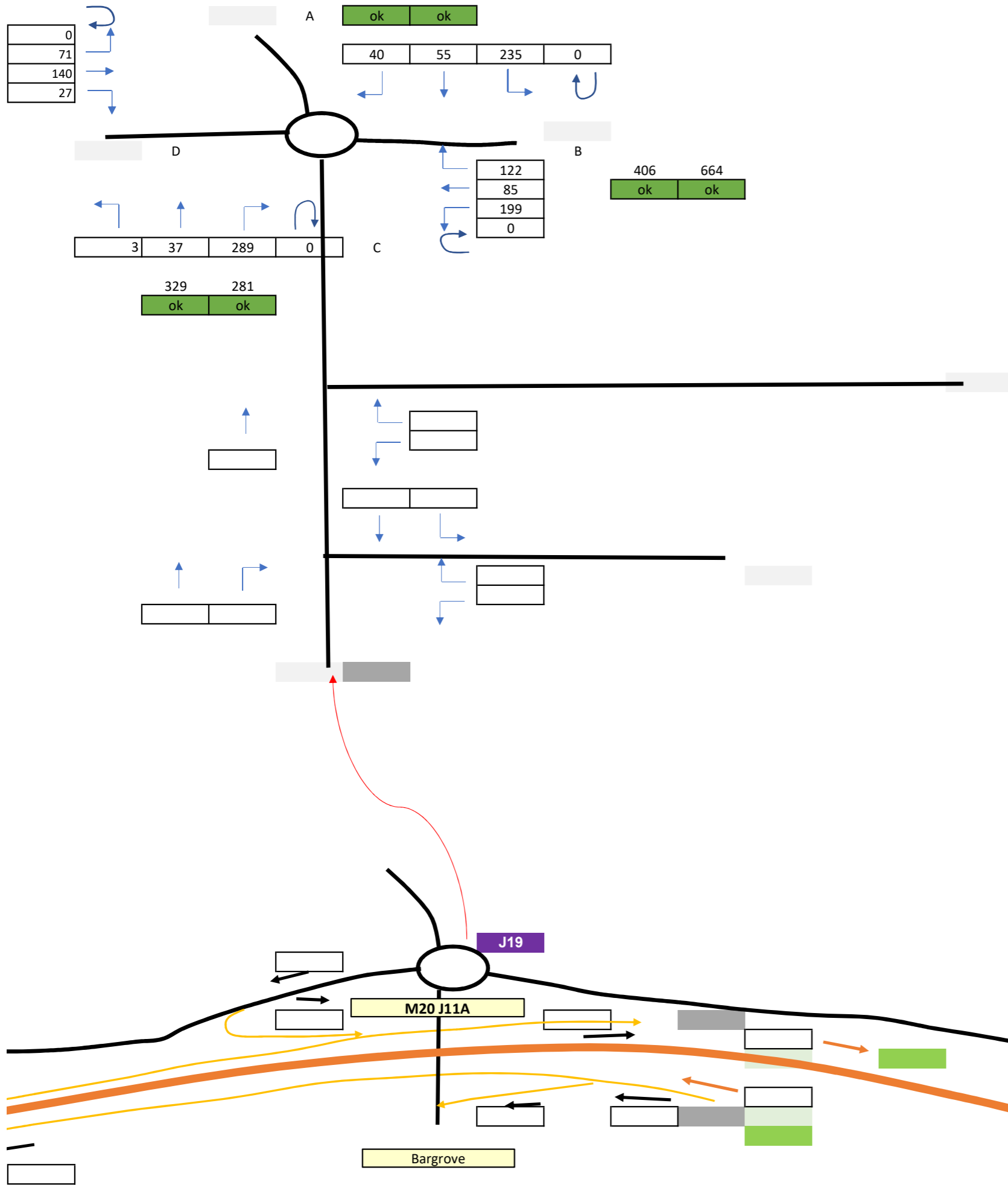


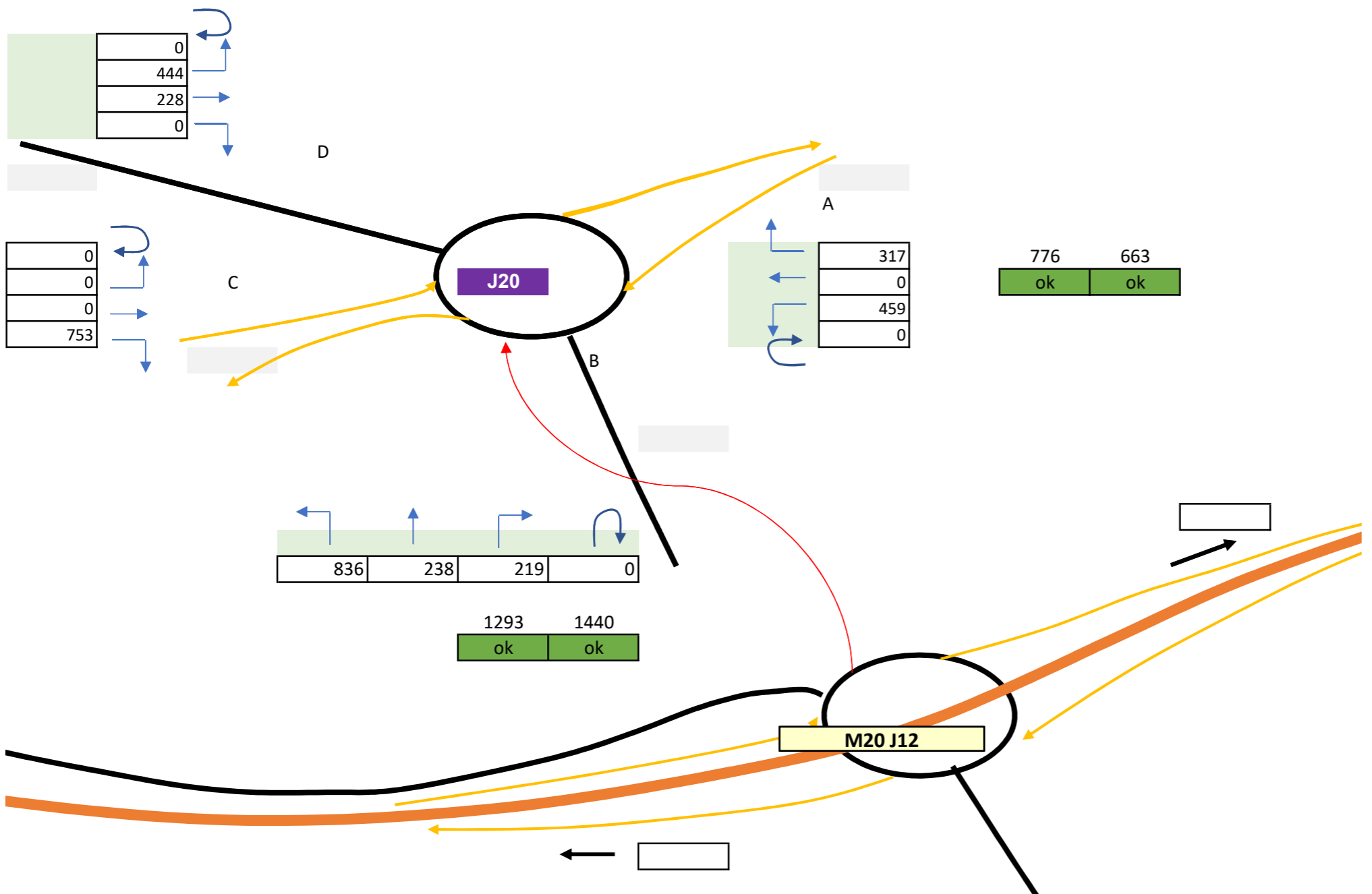


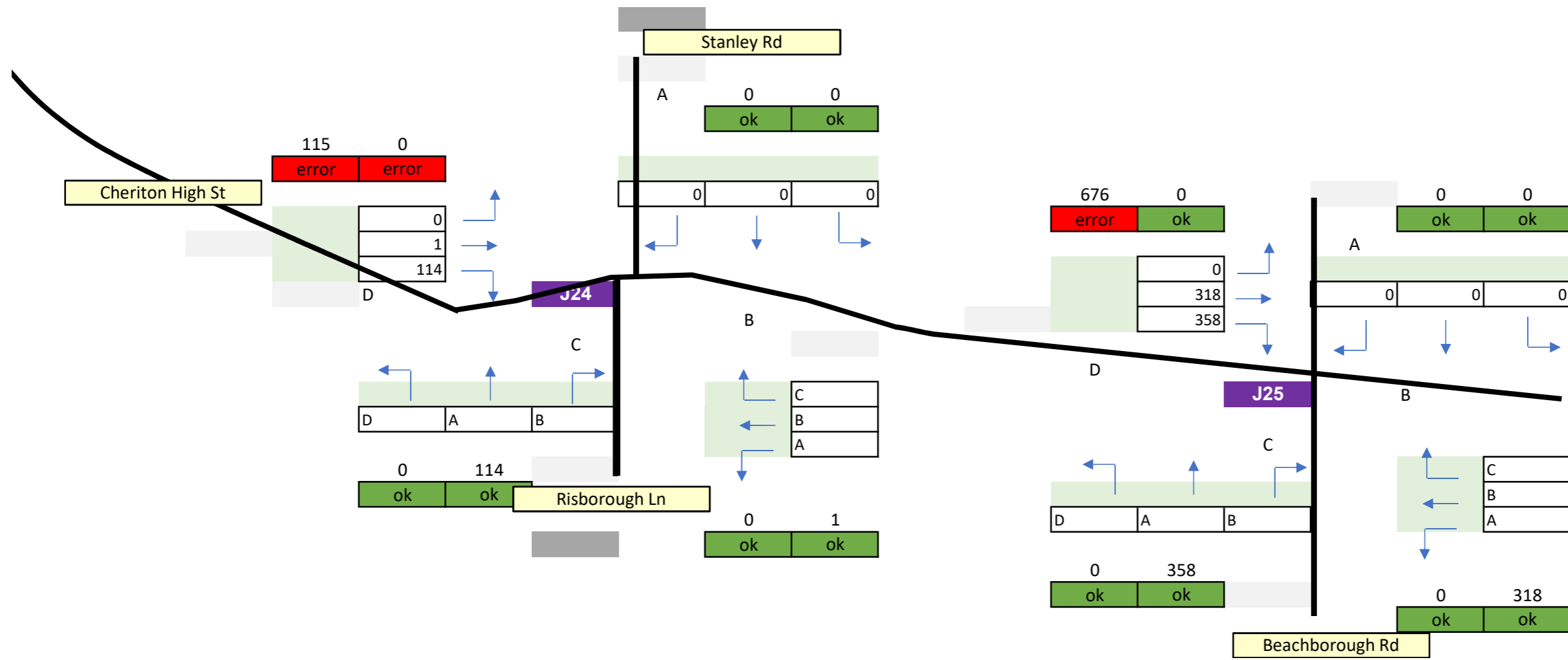


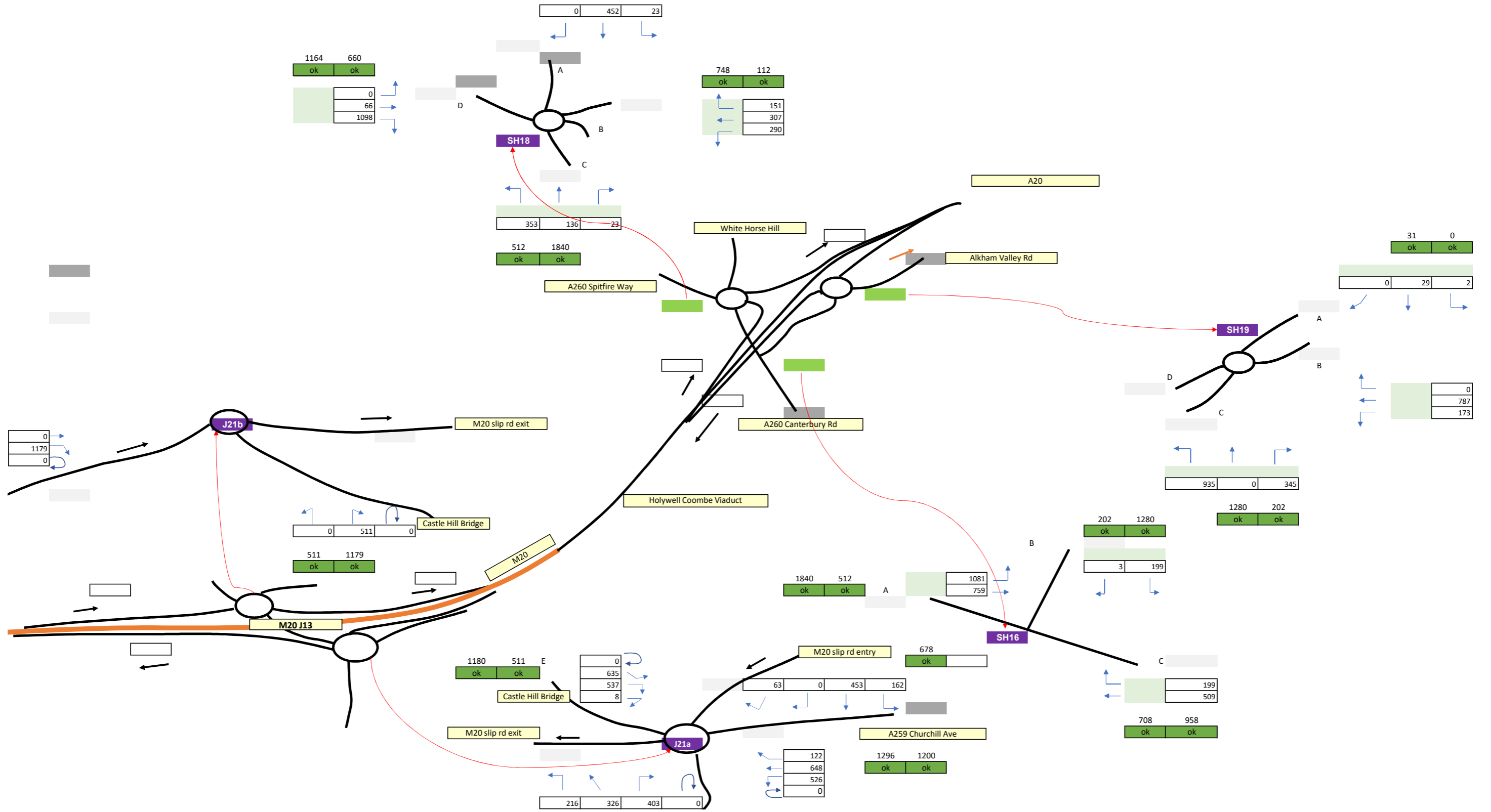












1164	660
ok	ok
0	
66	
1098	

0	452	23
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748	112
ok	ok
151	
307	
290	

353	136	23
512	1840	
ok	ok	

31	0	
ok	ok	
0	29	2

0
787
173

0
1179
0

0	511	0
511	1179	
ok	ok	

1840	512
ok	ok
1081	759

202	1280
ok	ok
3	199

1280	202
ok	ok

1180	511		
ok	ok		
0	635	537	8

63	0	453	162
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199	509
708	958
ok	ok

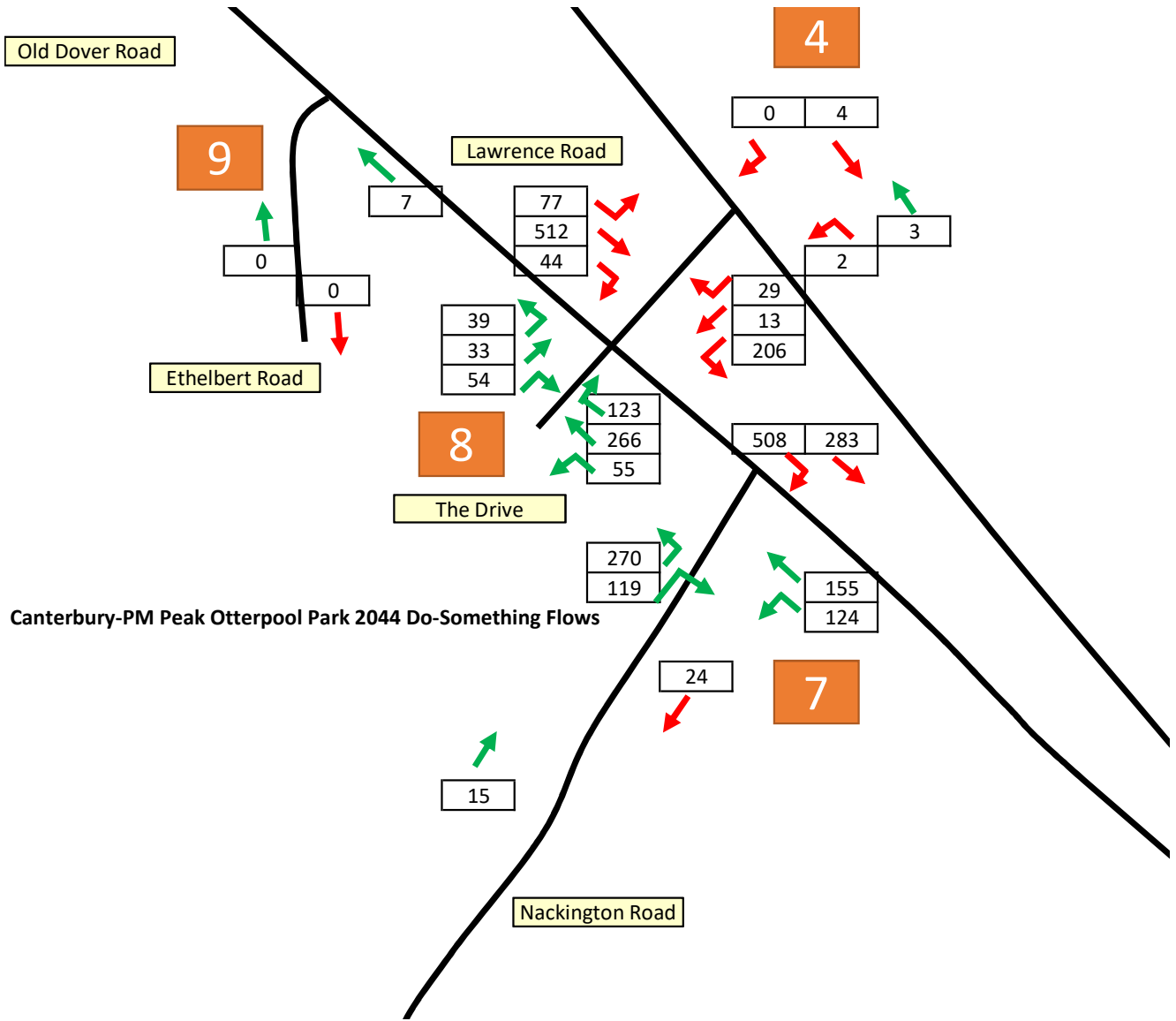
216	326	403	0
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122	648	526	0
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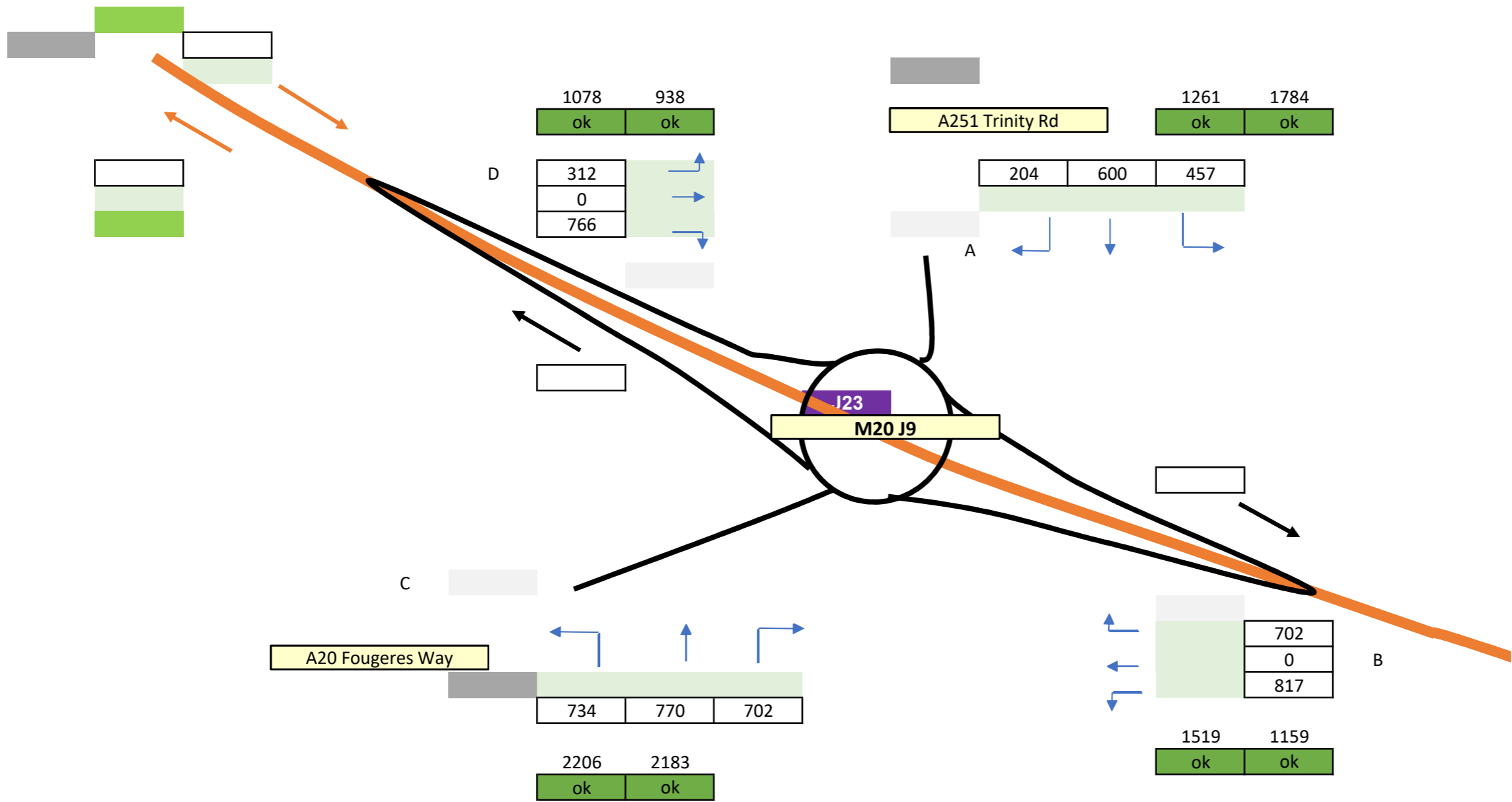
678
ok

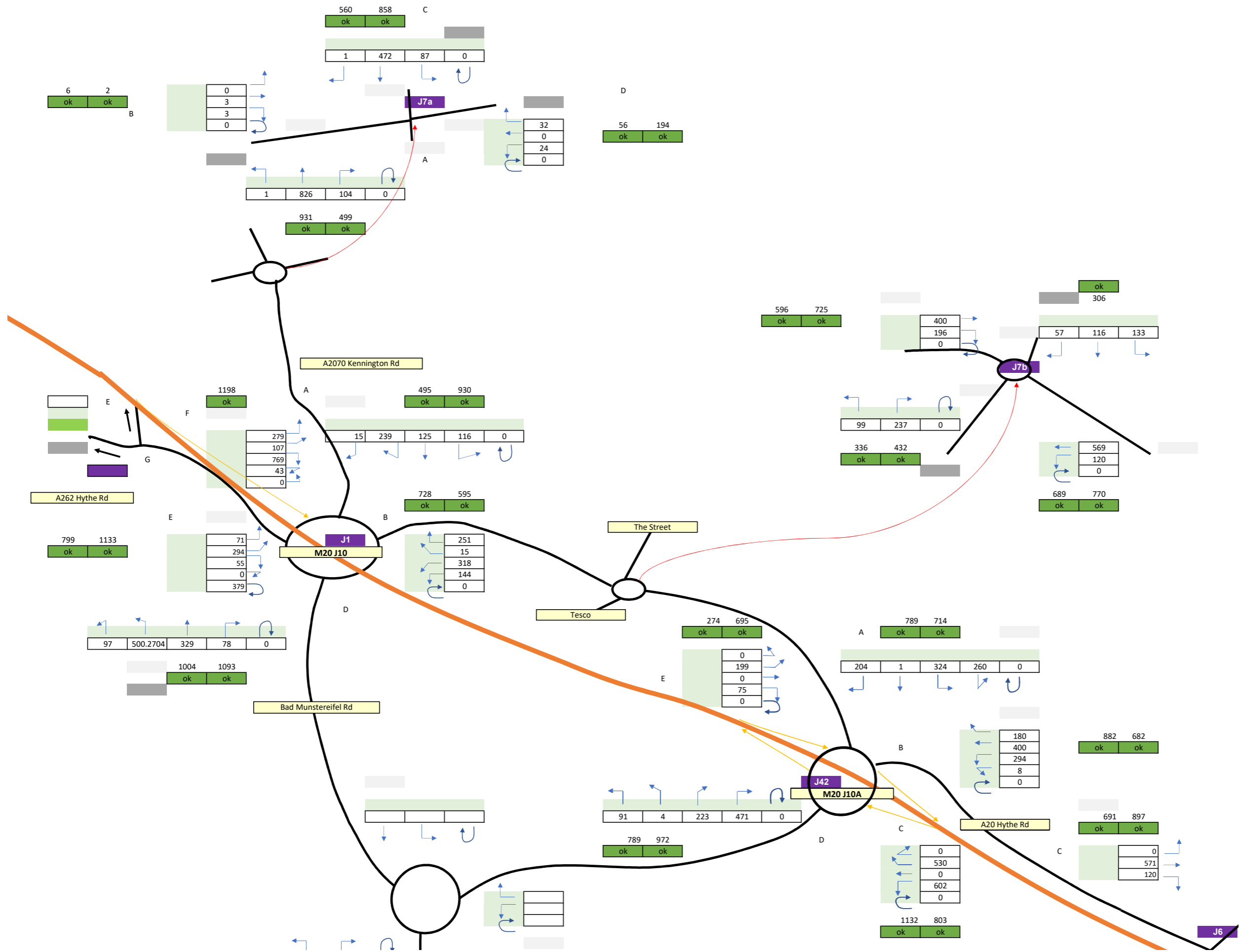
1296	1200
ok	ok

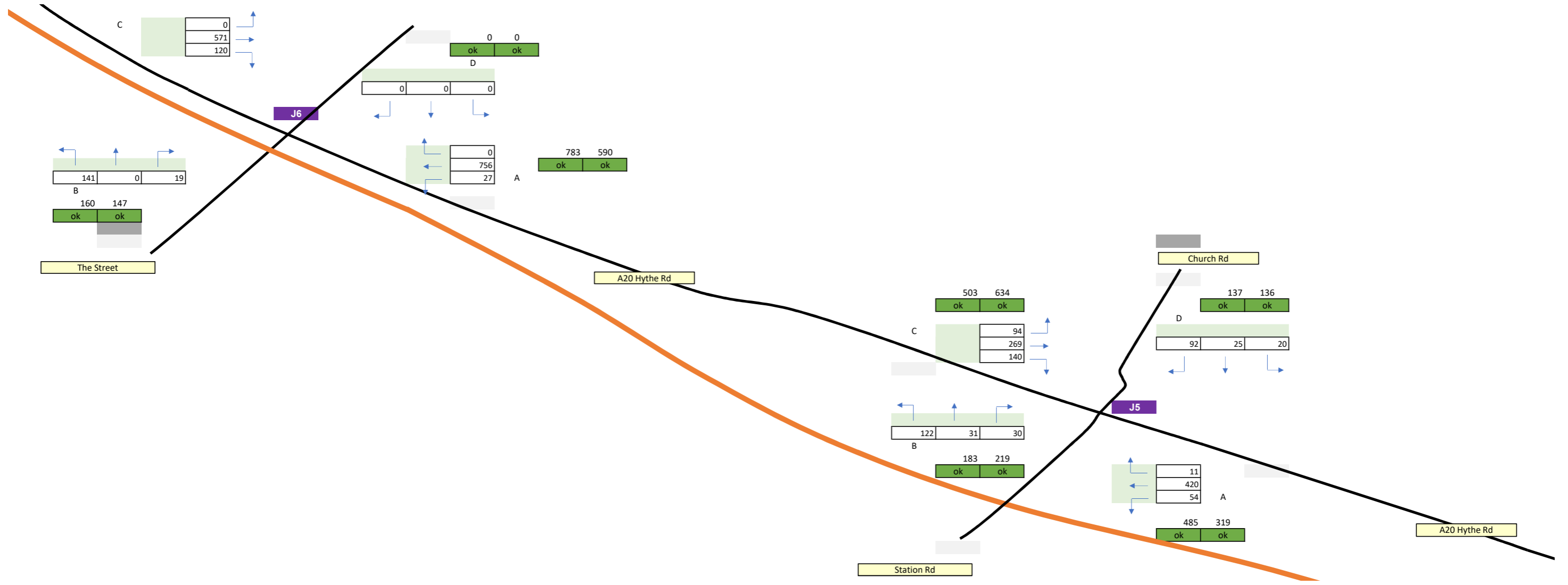
Q.16 Canterbury - 2044 PM Peak Do-Something

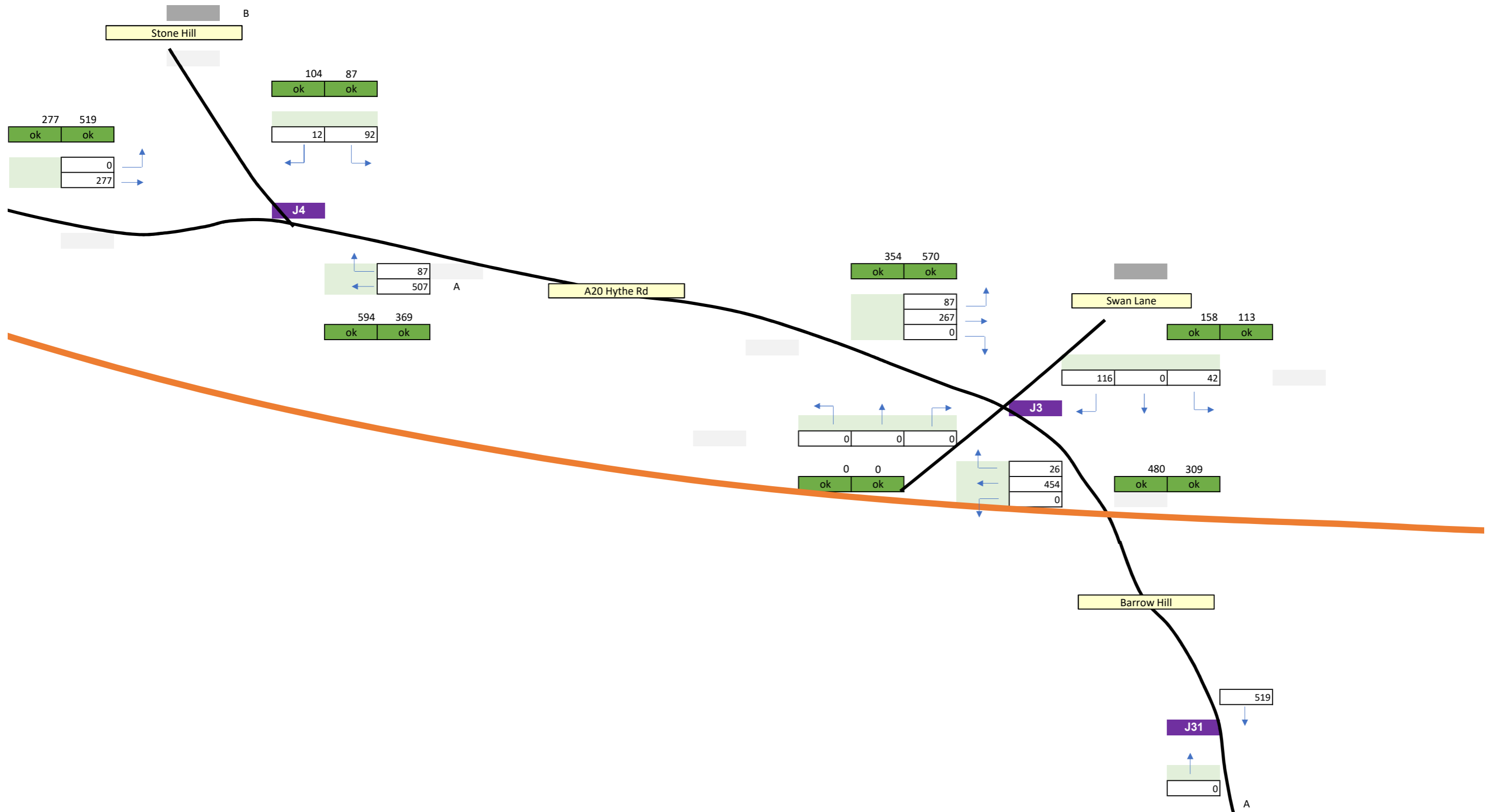


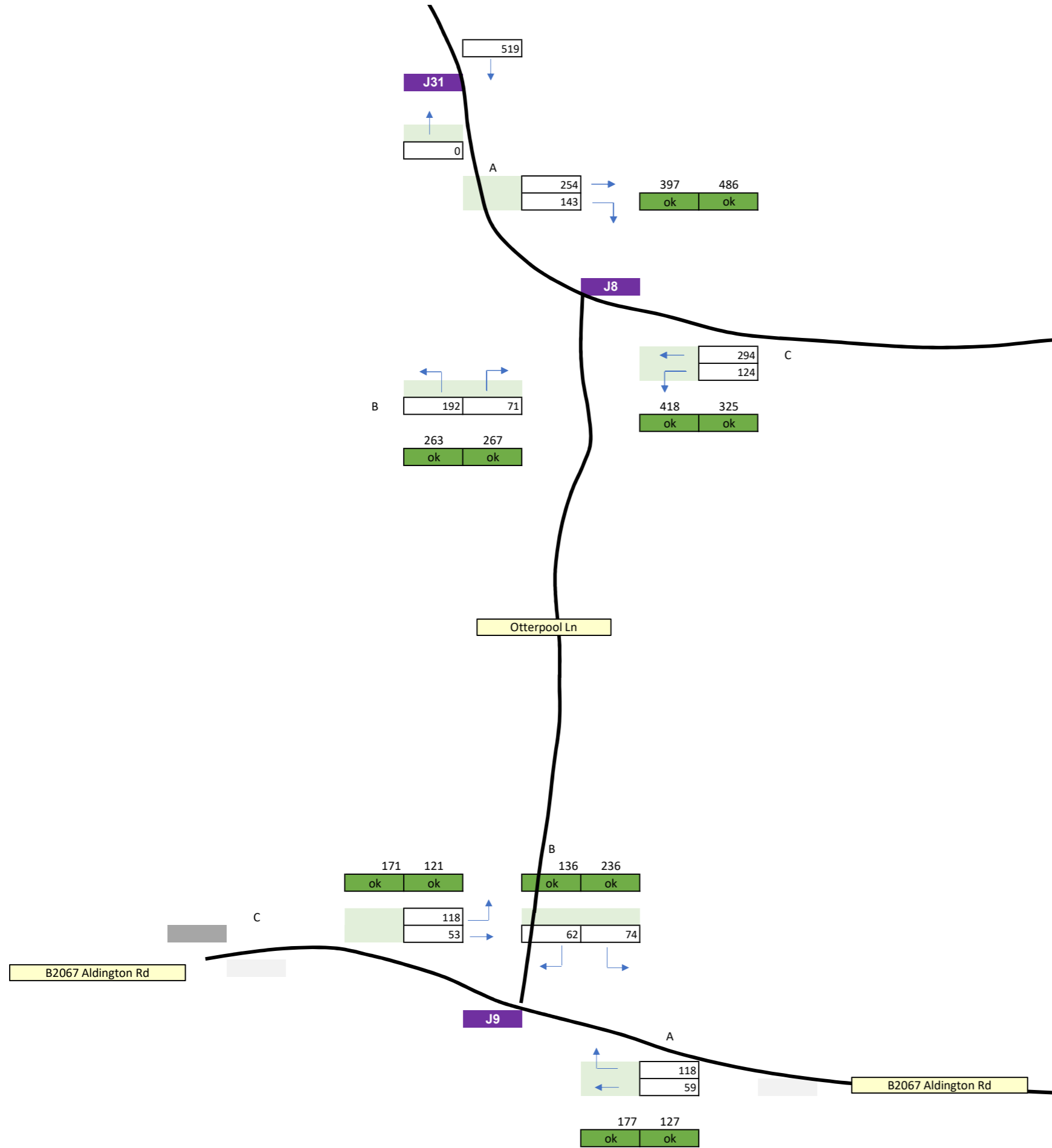
Q.17 Folkestone & Hythe and Ashford - 2046 AM Peak Do-Minimum

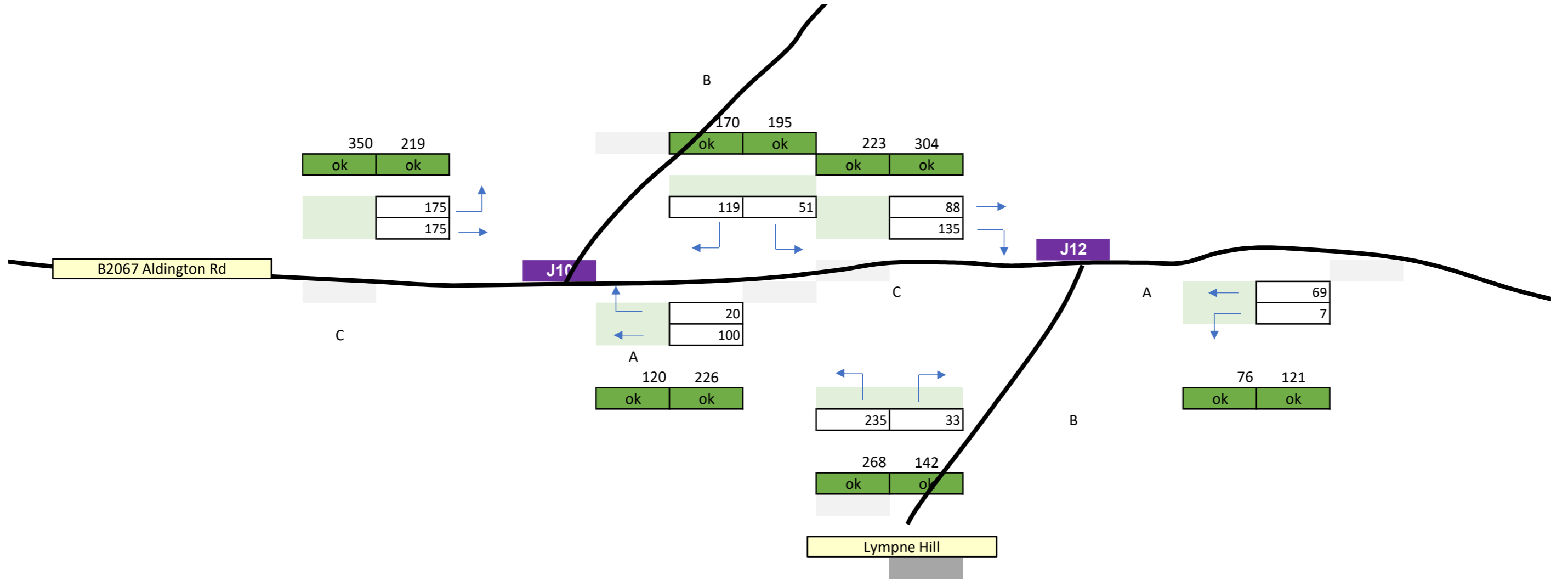


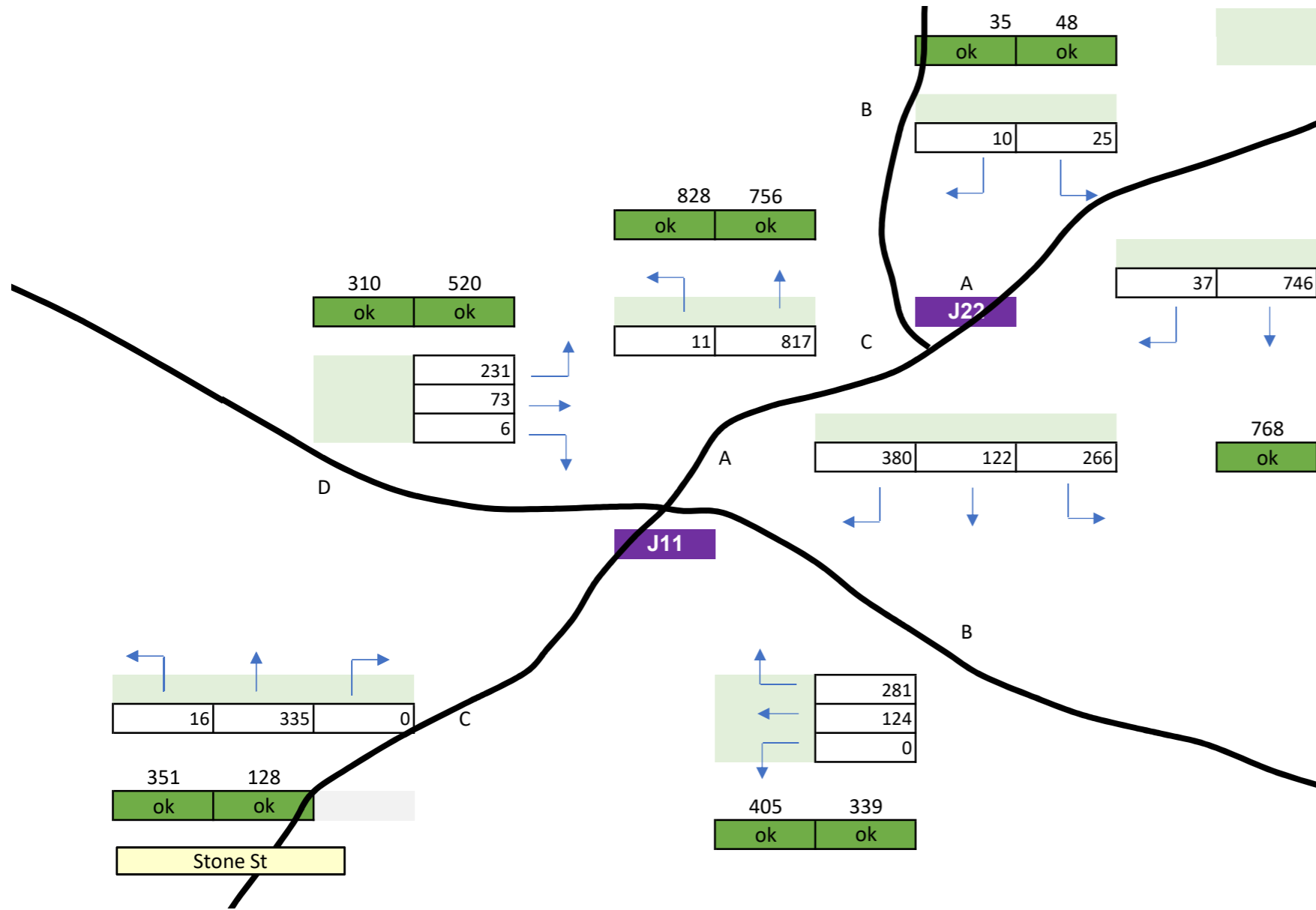


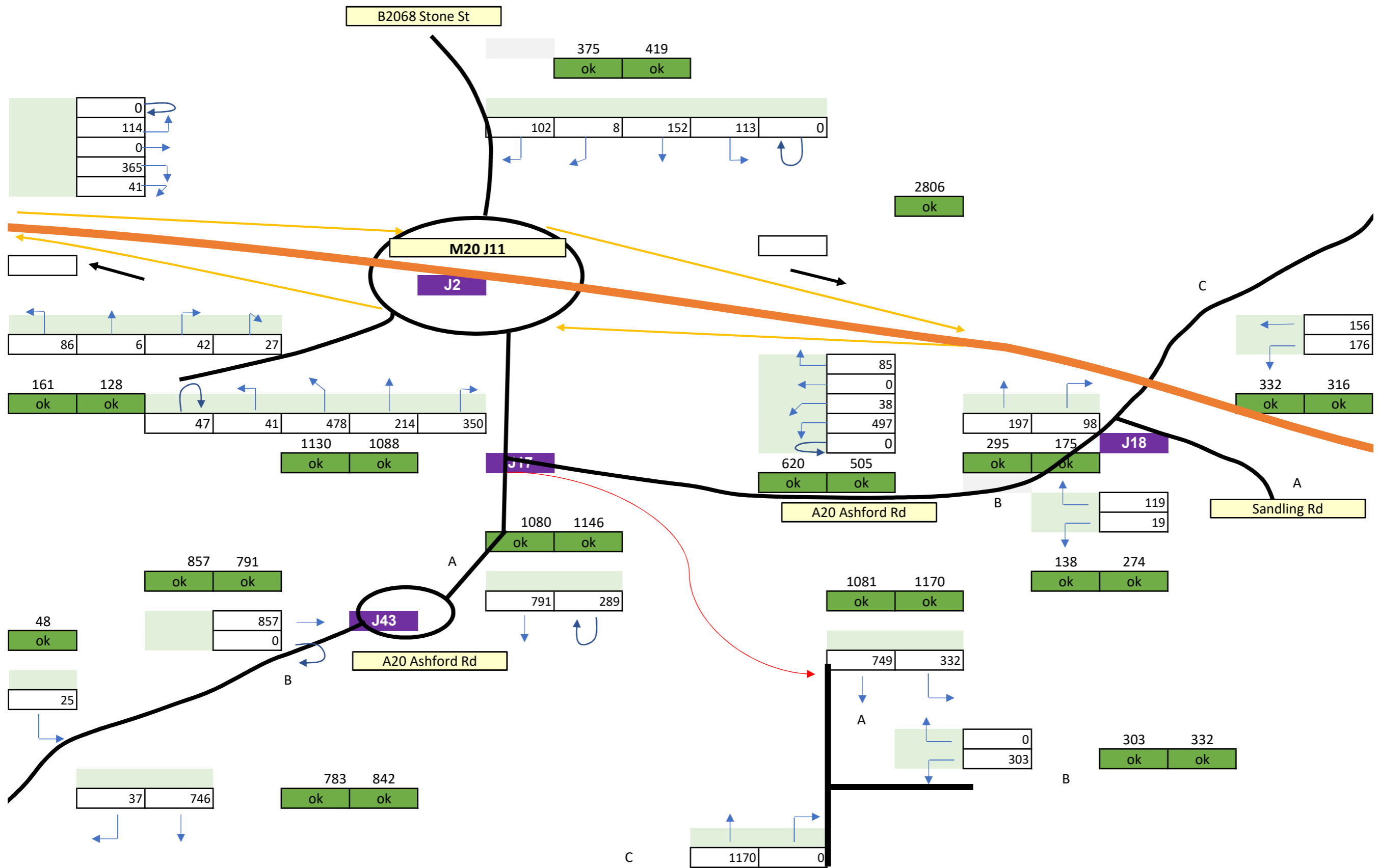


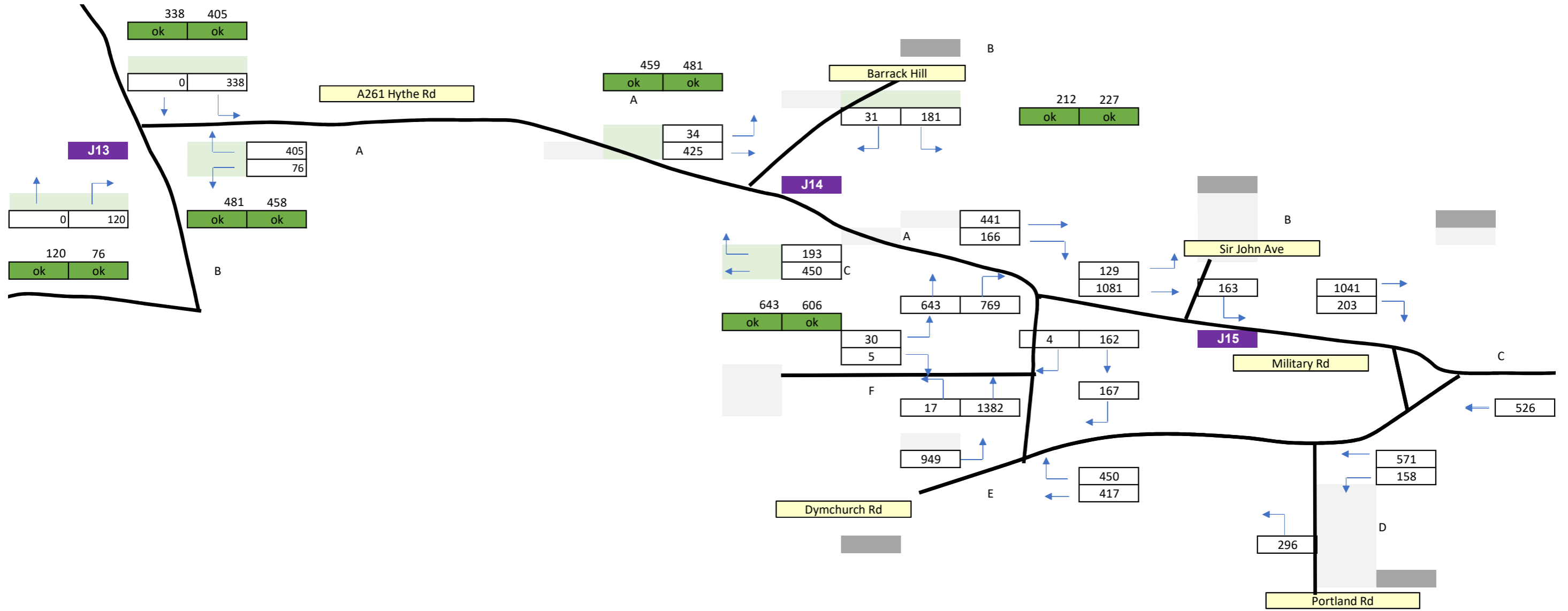


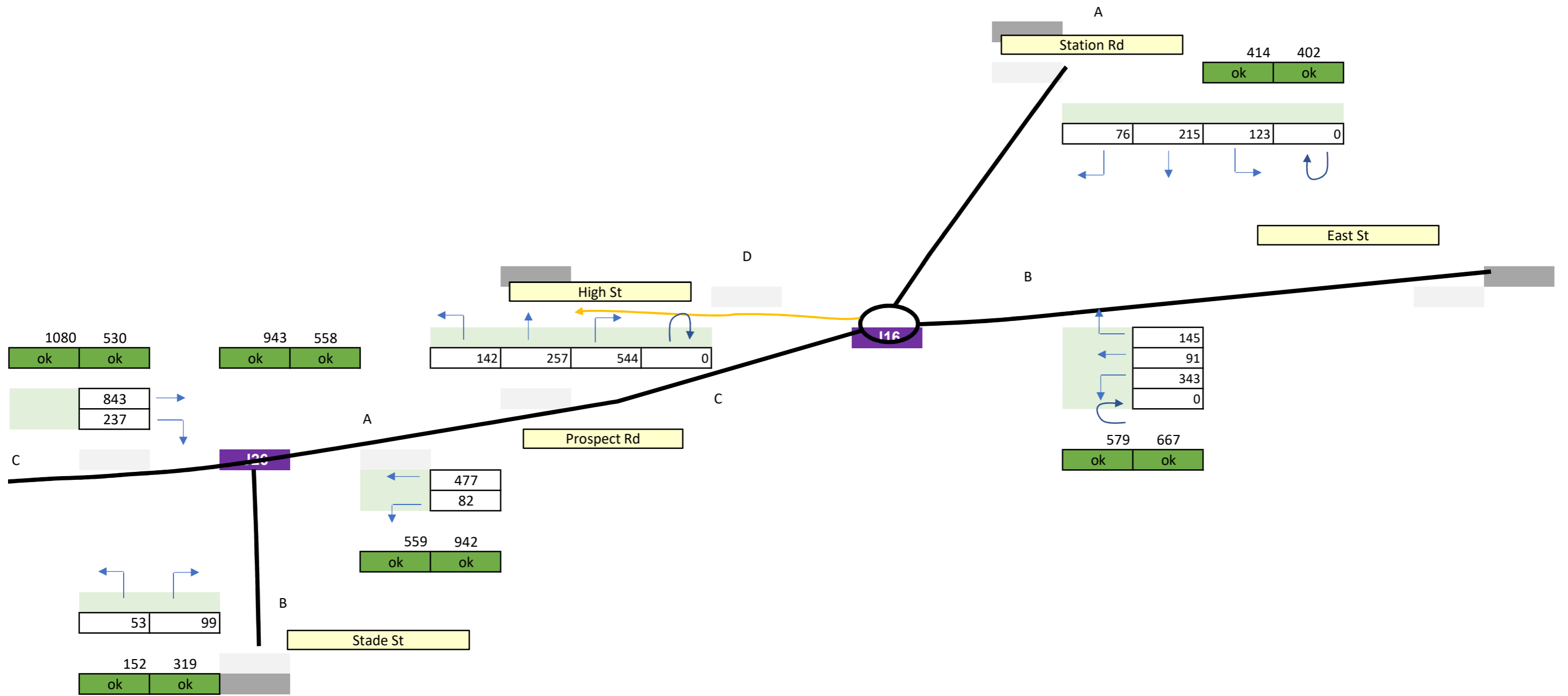












201	110
ok	ok

0
35
141
25

298	196
ok	ok

9	56	233	0
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D

B

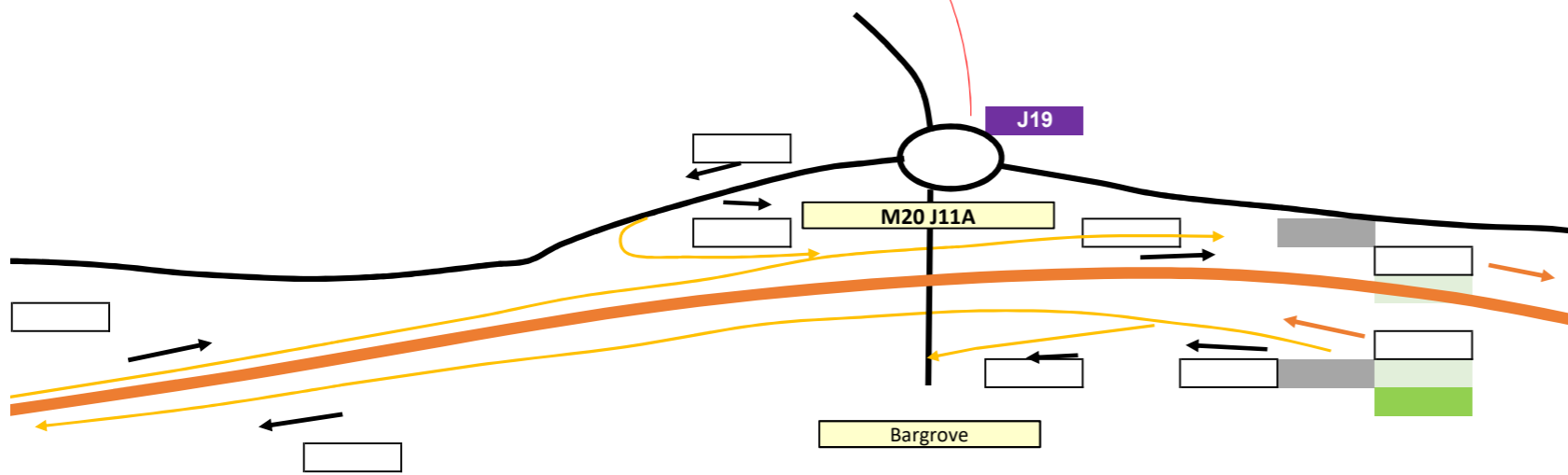
417	664
ok	ok

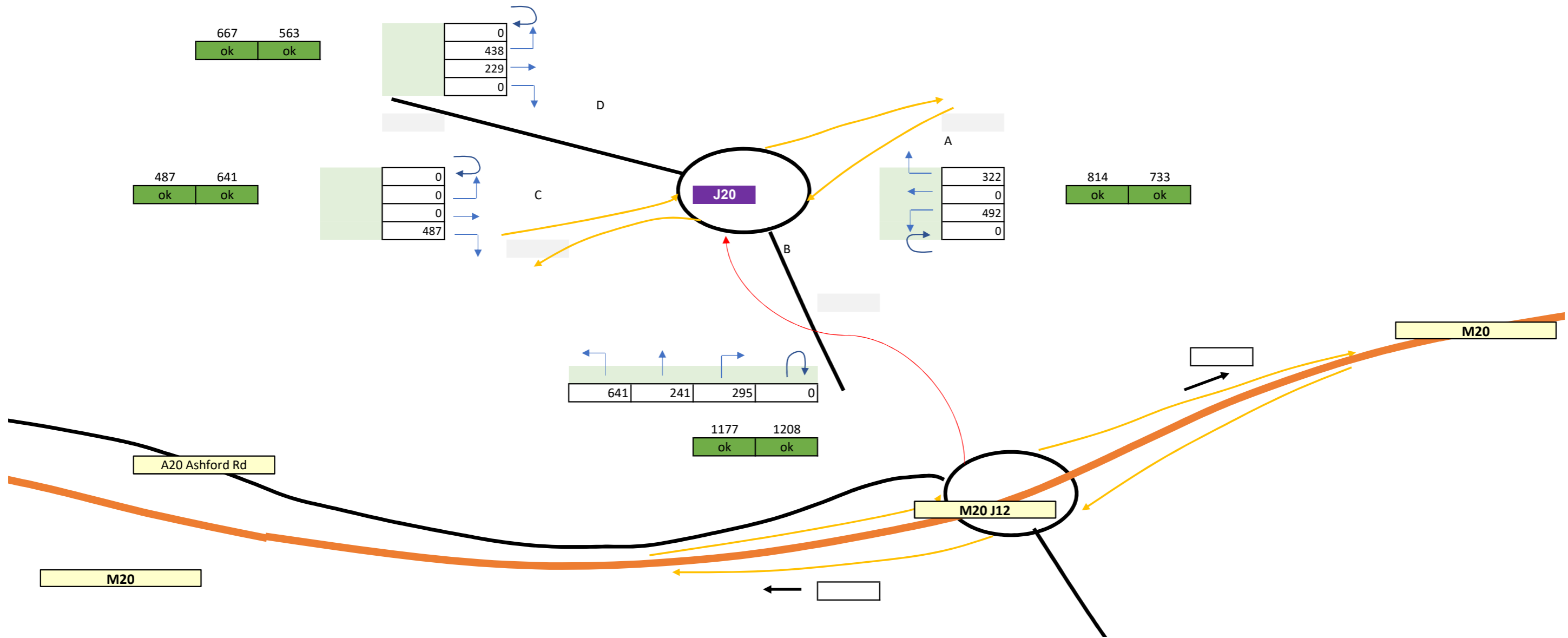
10	37	290	0
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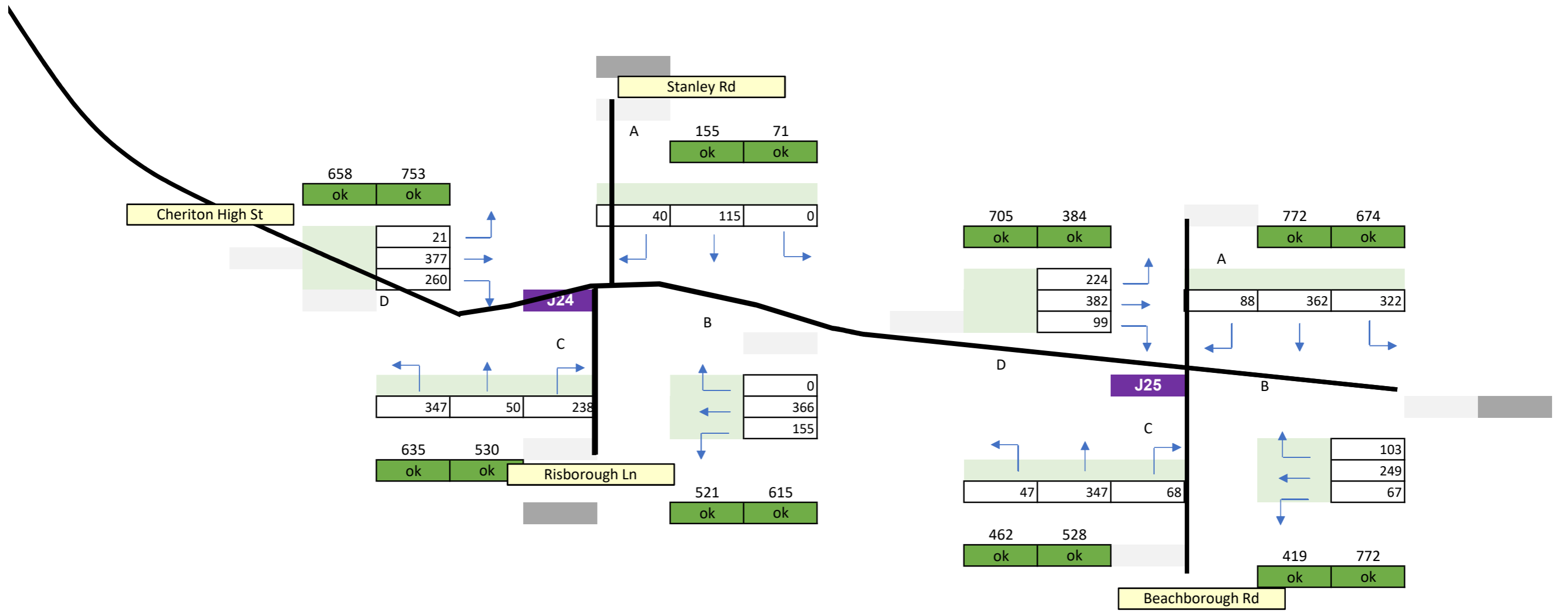
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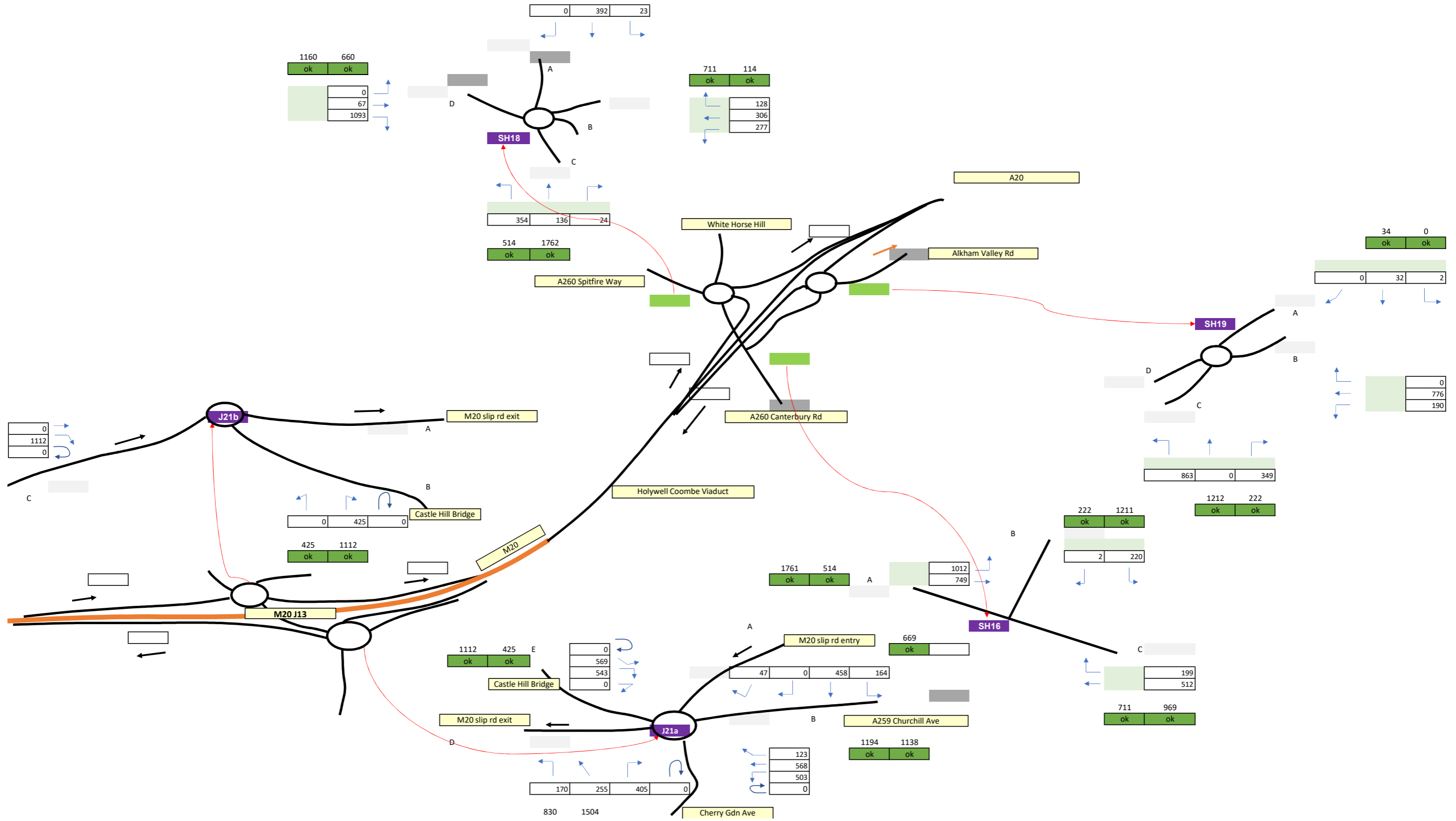
124
91
202
0

337	283
ok	ok

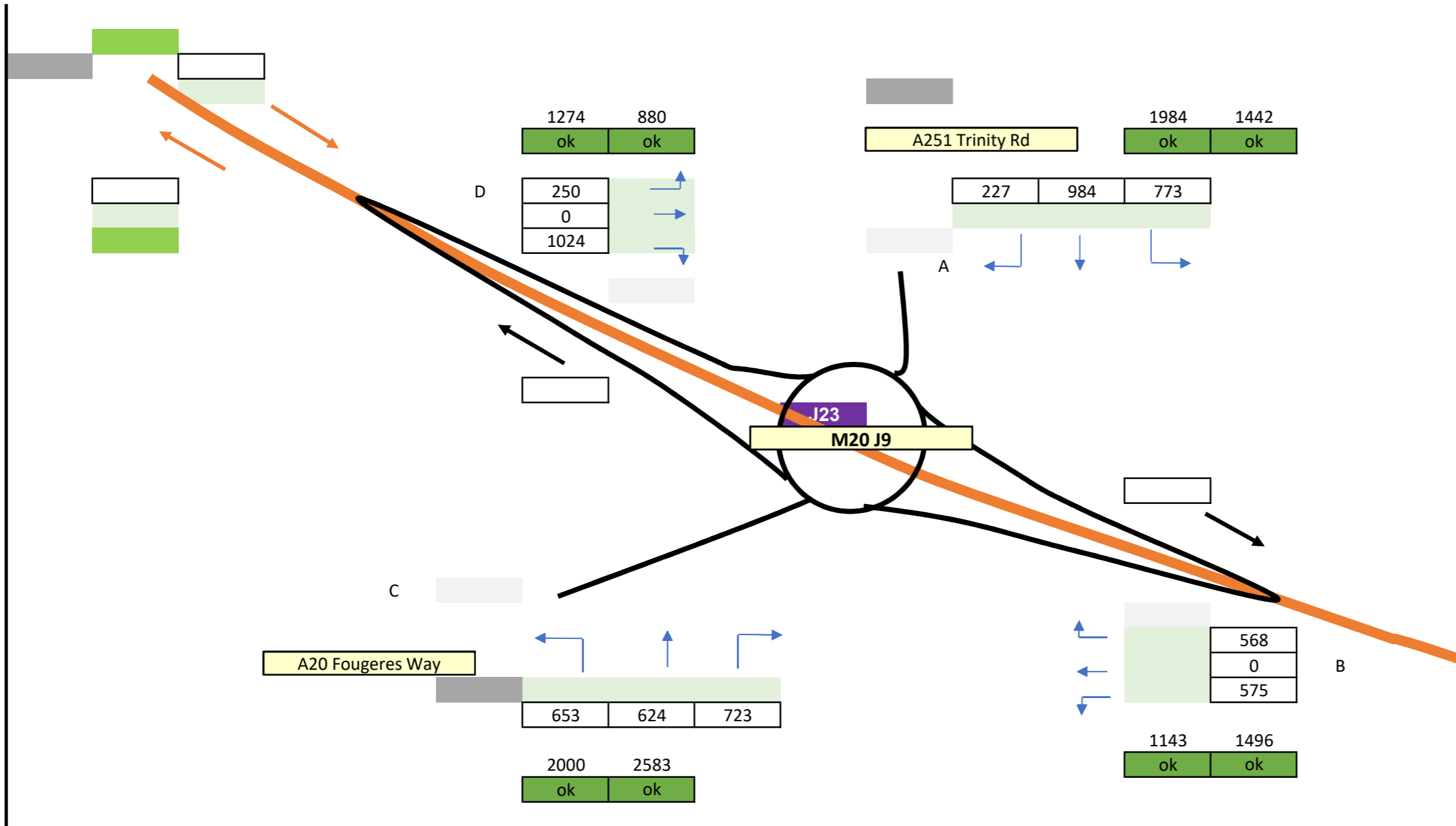


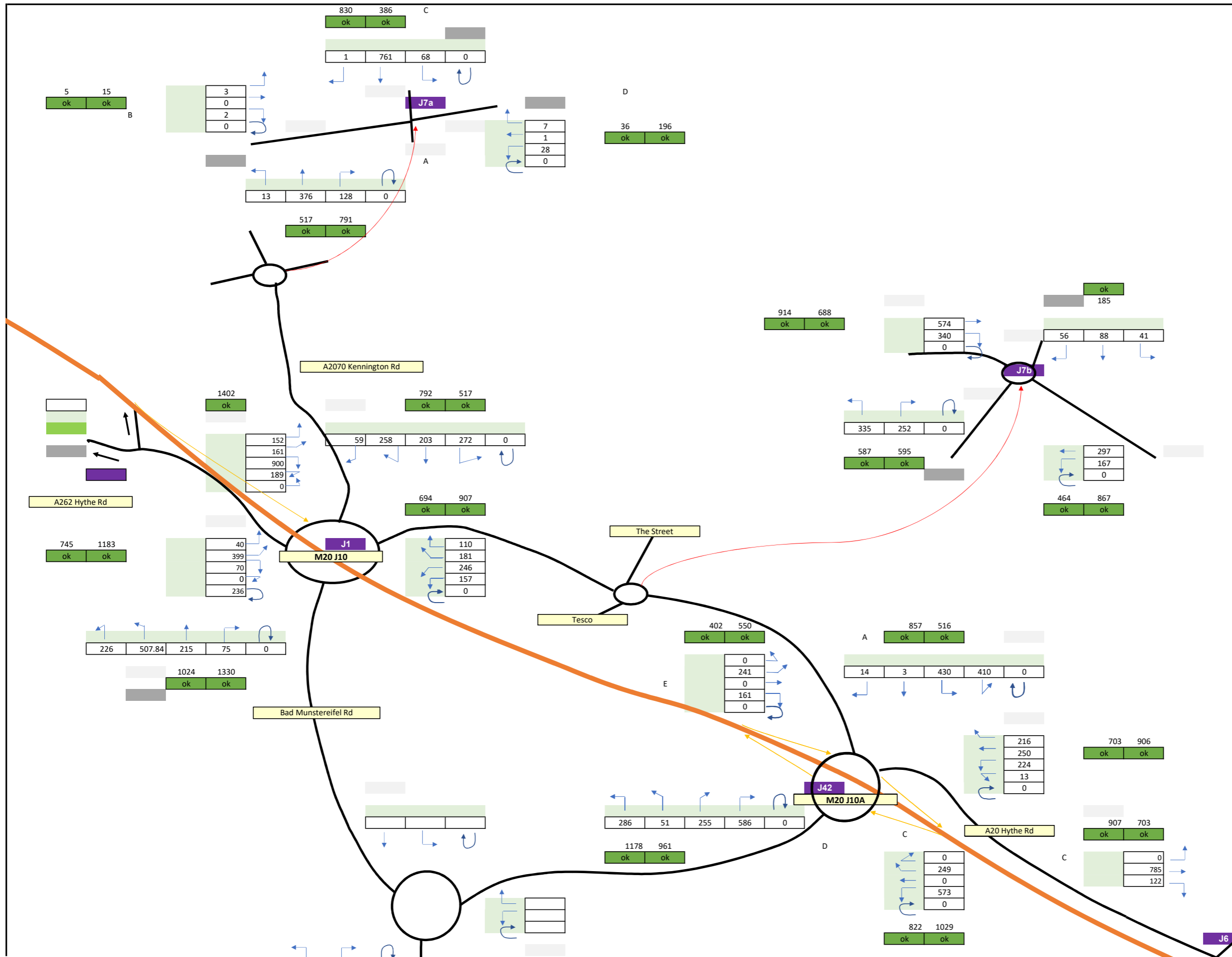


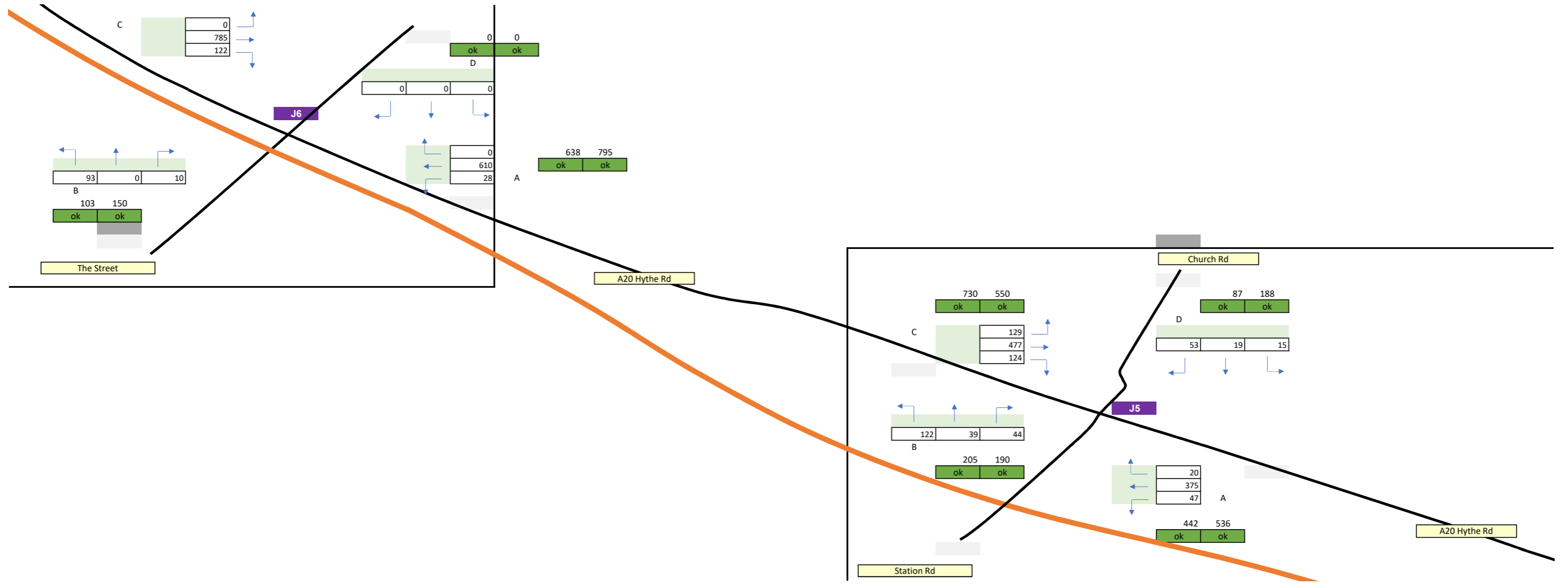


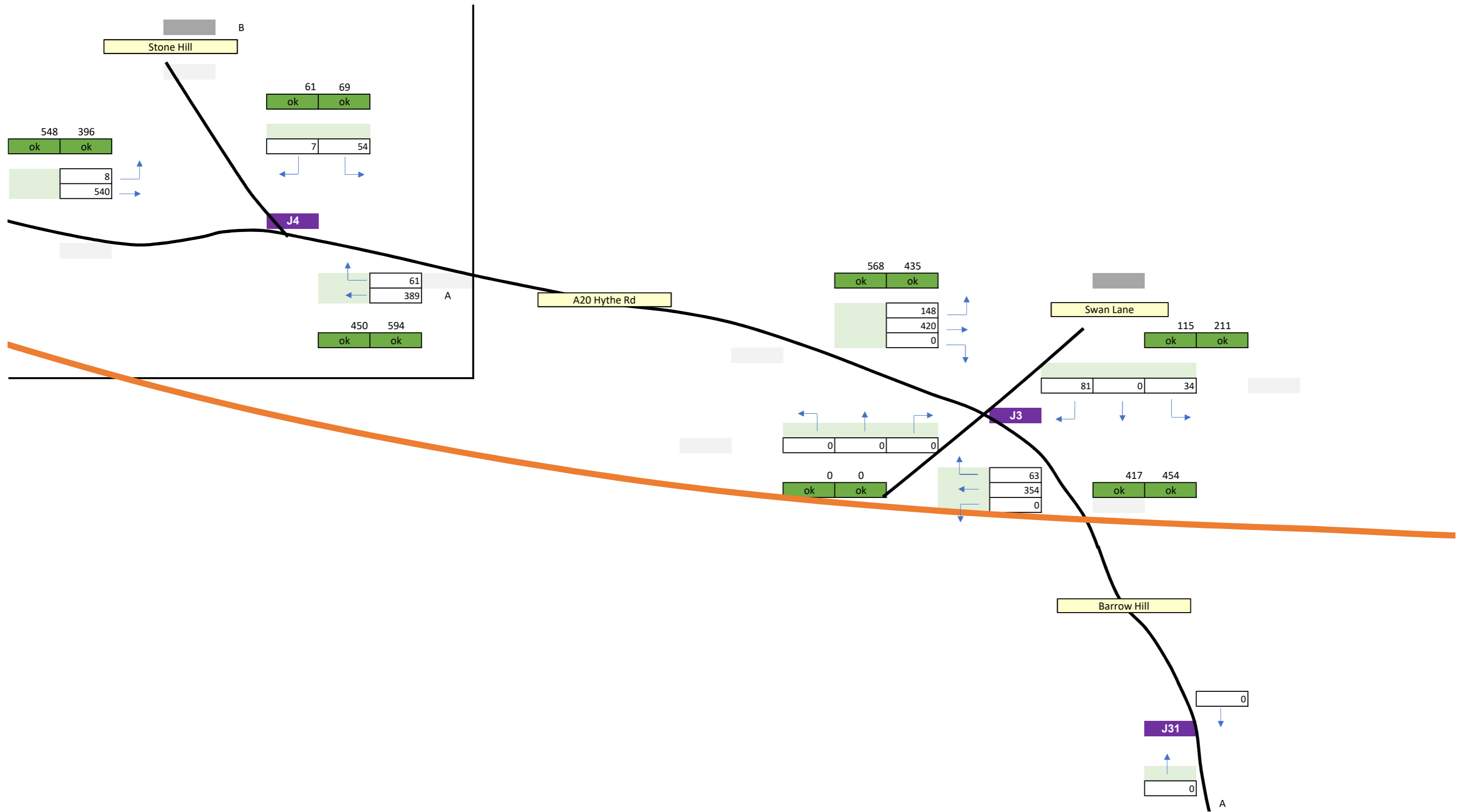


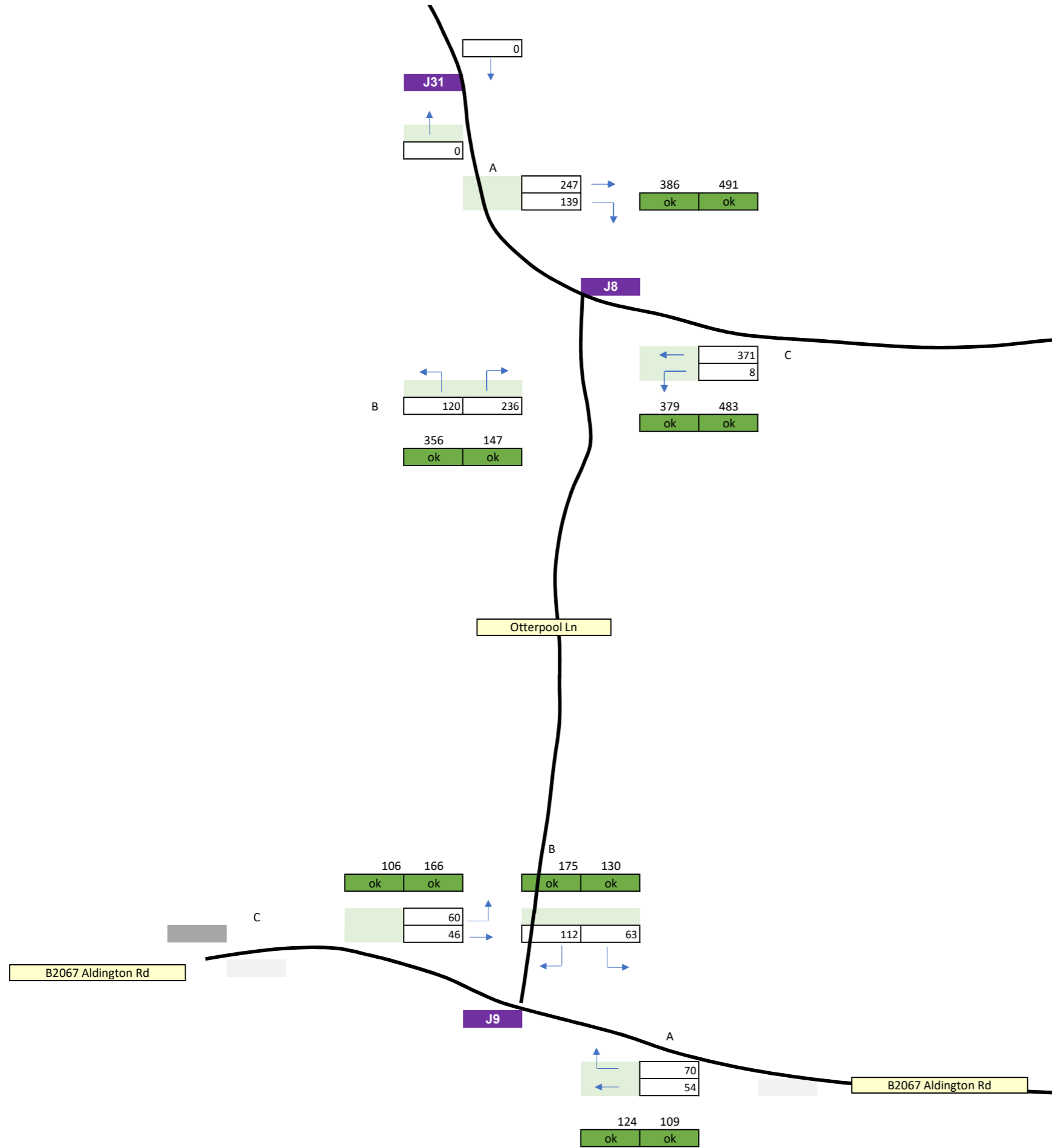
Q.18 Folkestone & Hythe and Ashford - 2046 PM Peak Do-Minimum

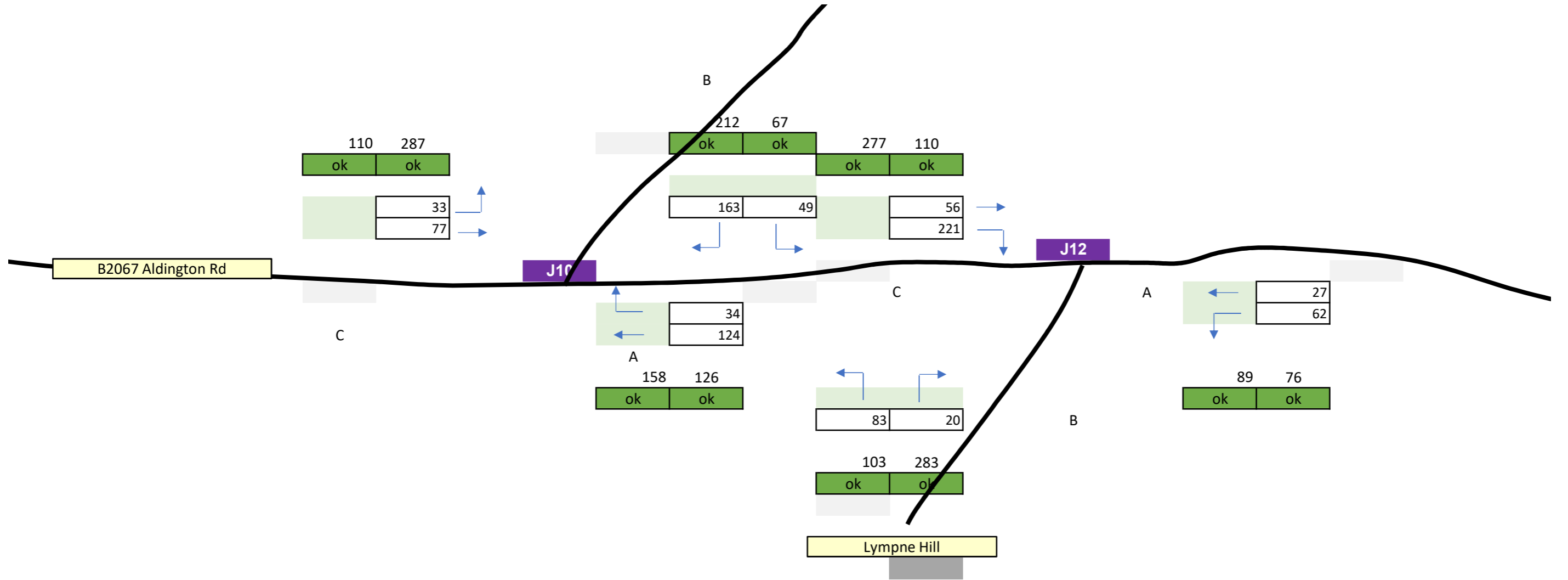


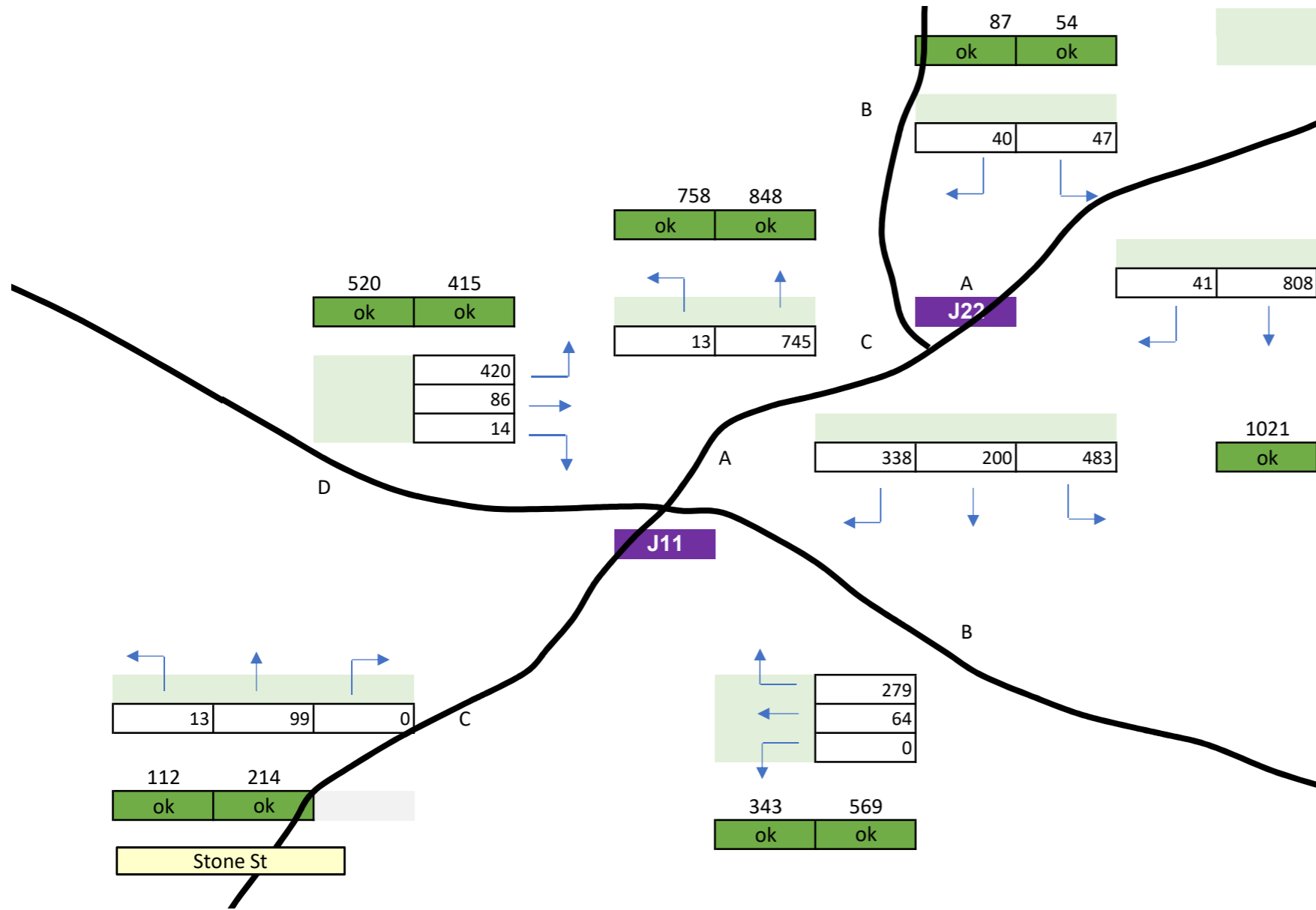


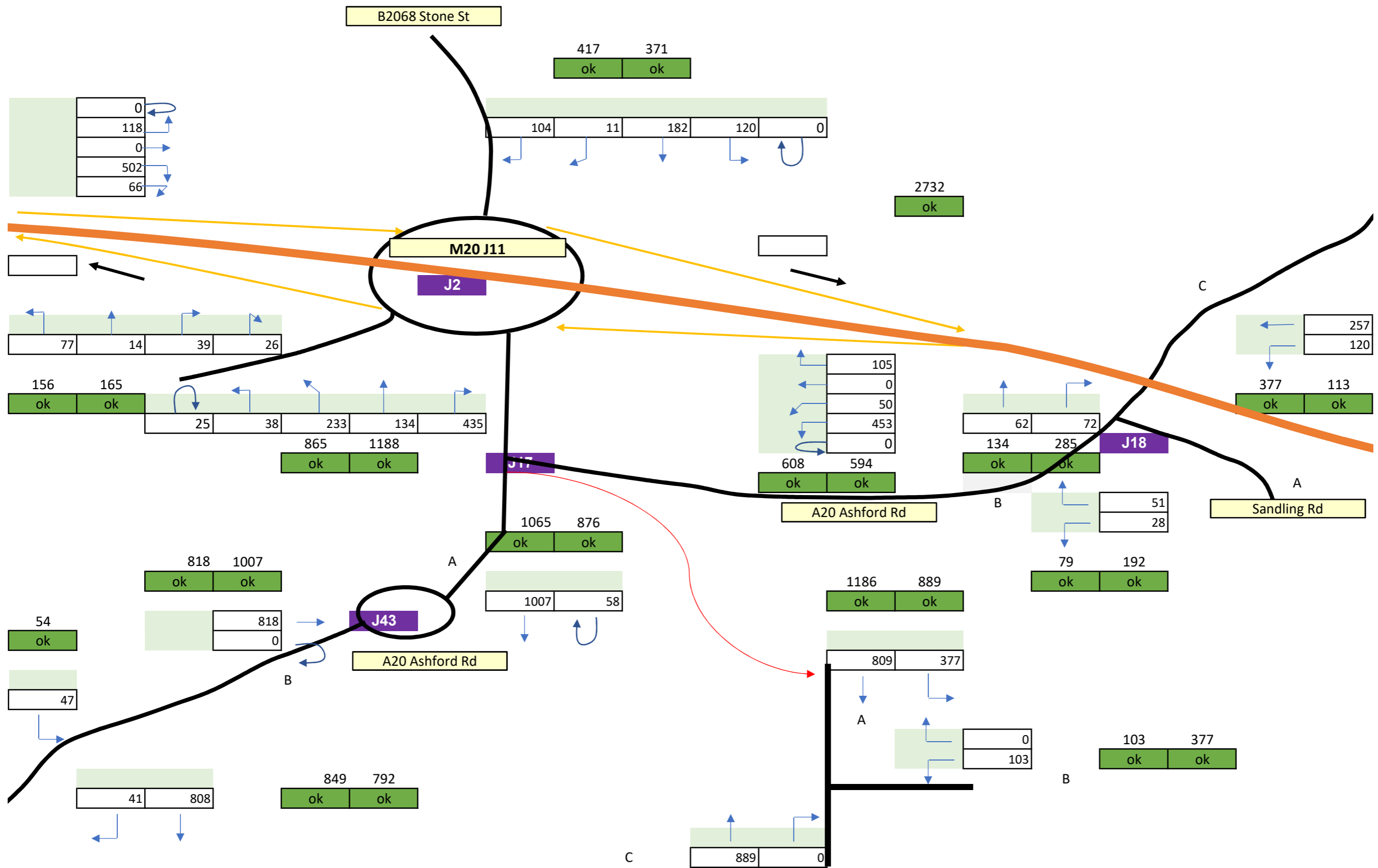


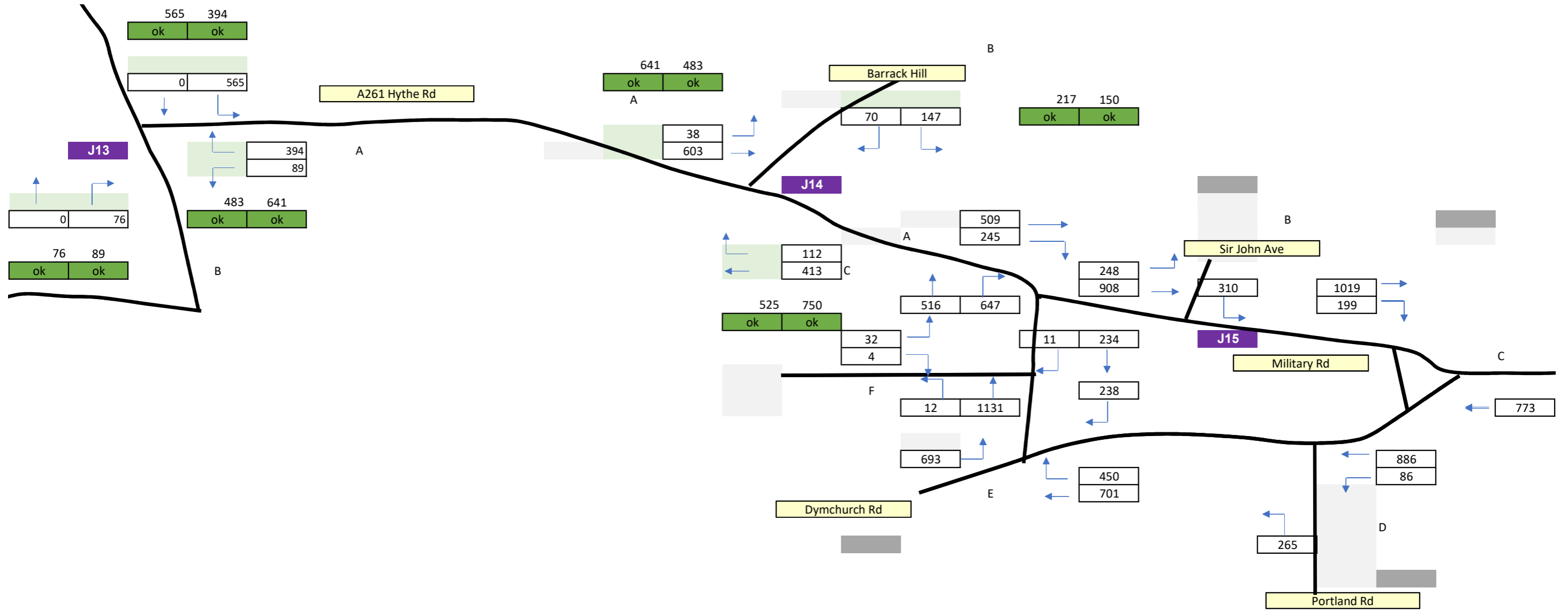


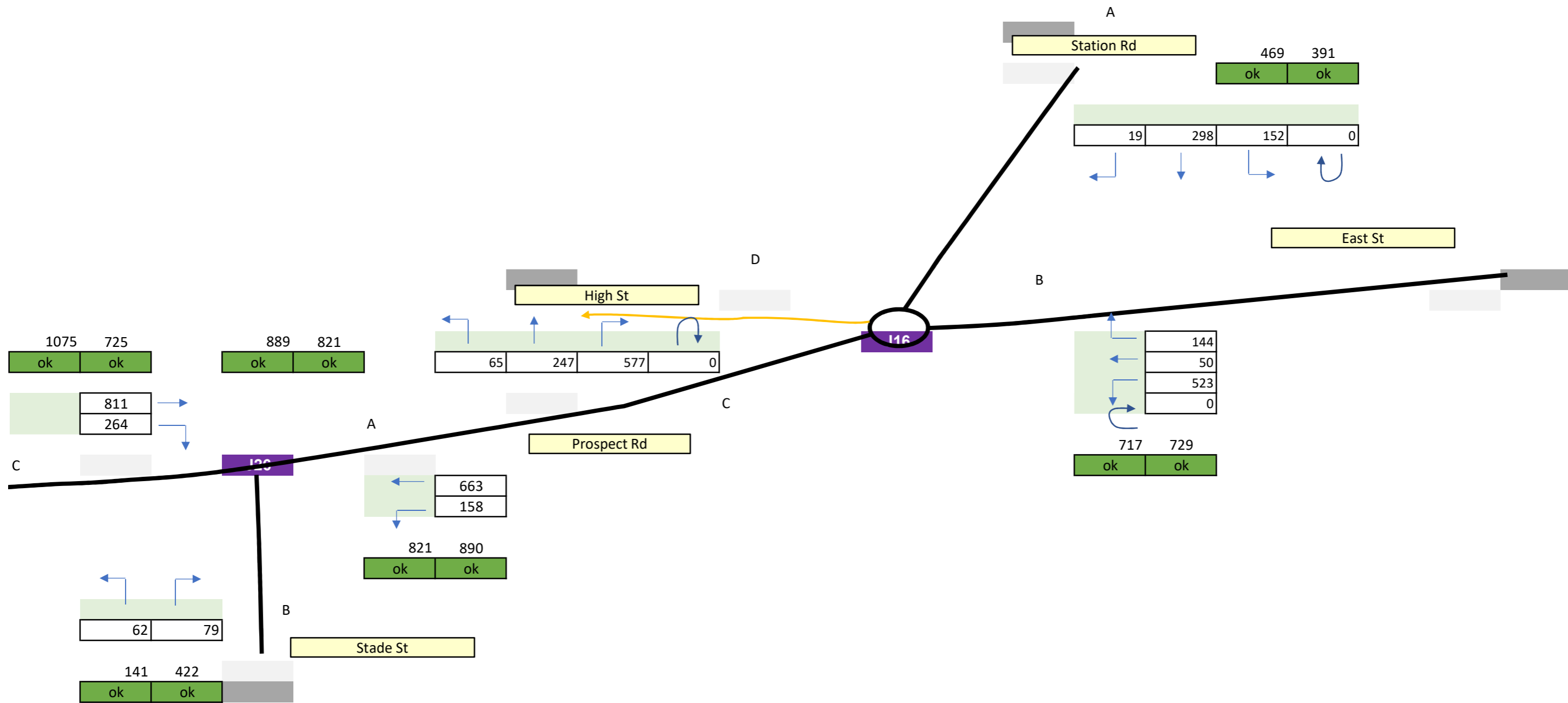












98	88
ok	ok

0
22
60
16

218	266
ok	ok

8	54	156	0
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D

B

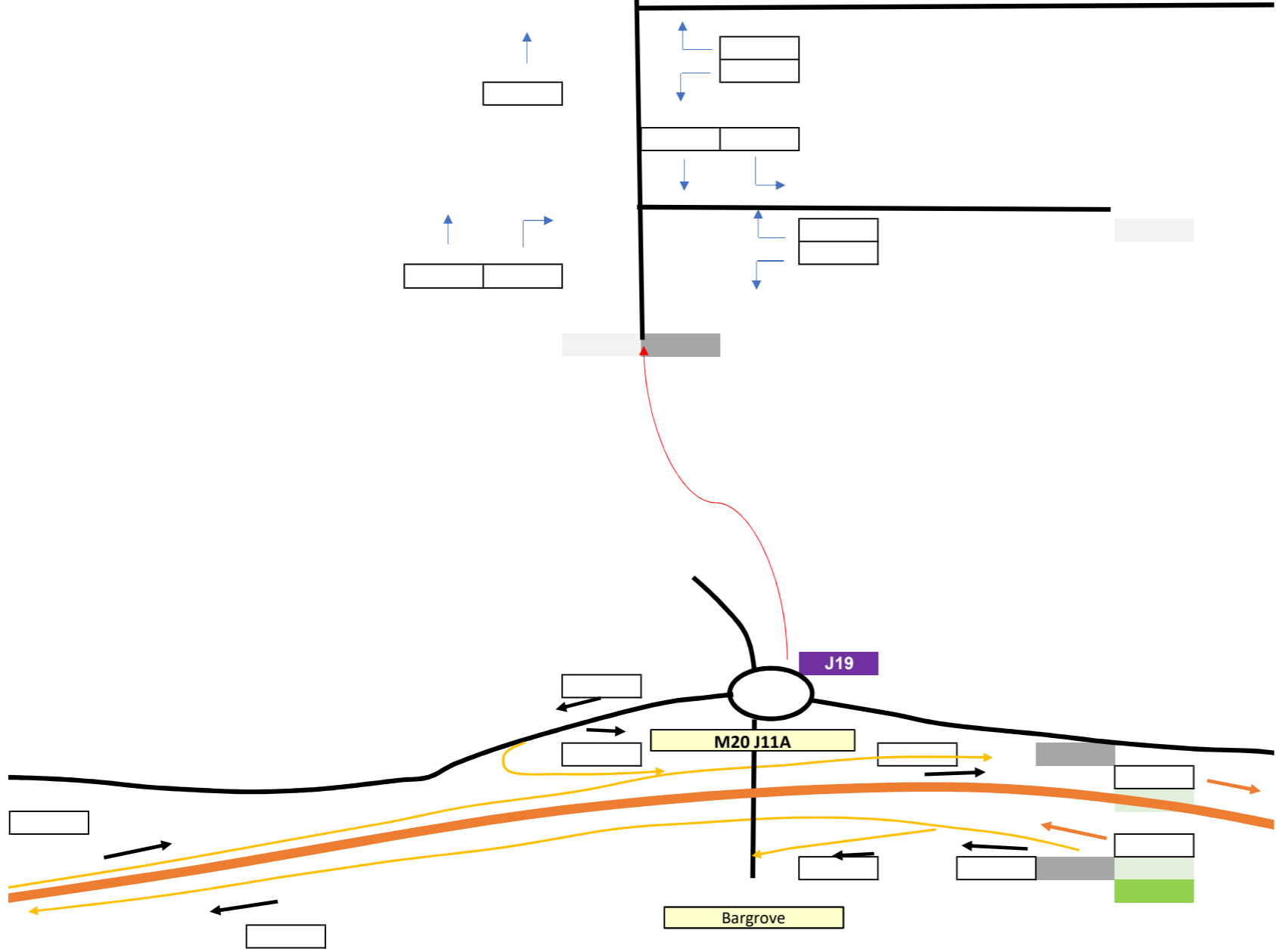
498	459
ok	ok

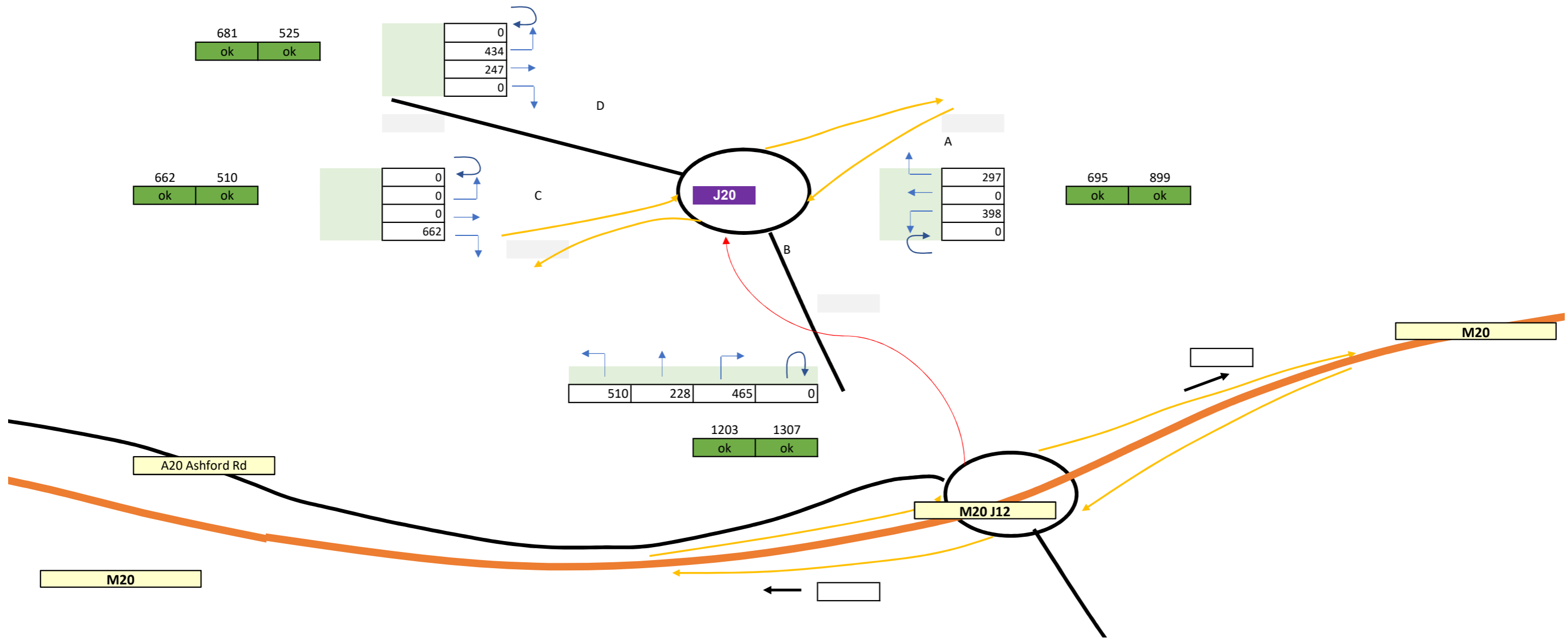
4	52	243	0
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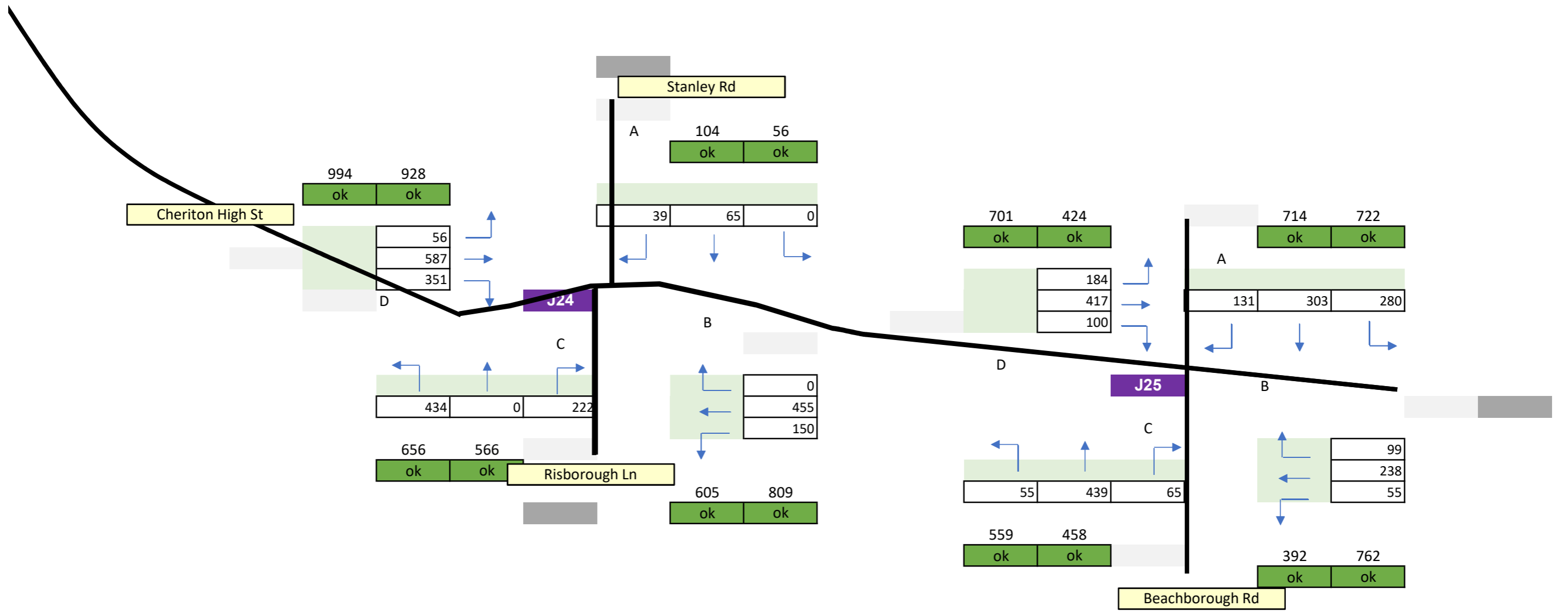
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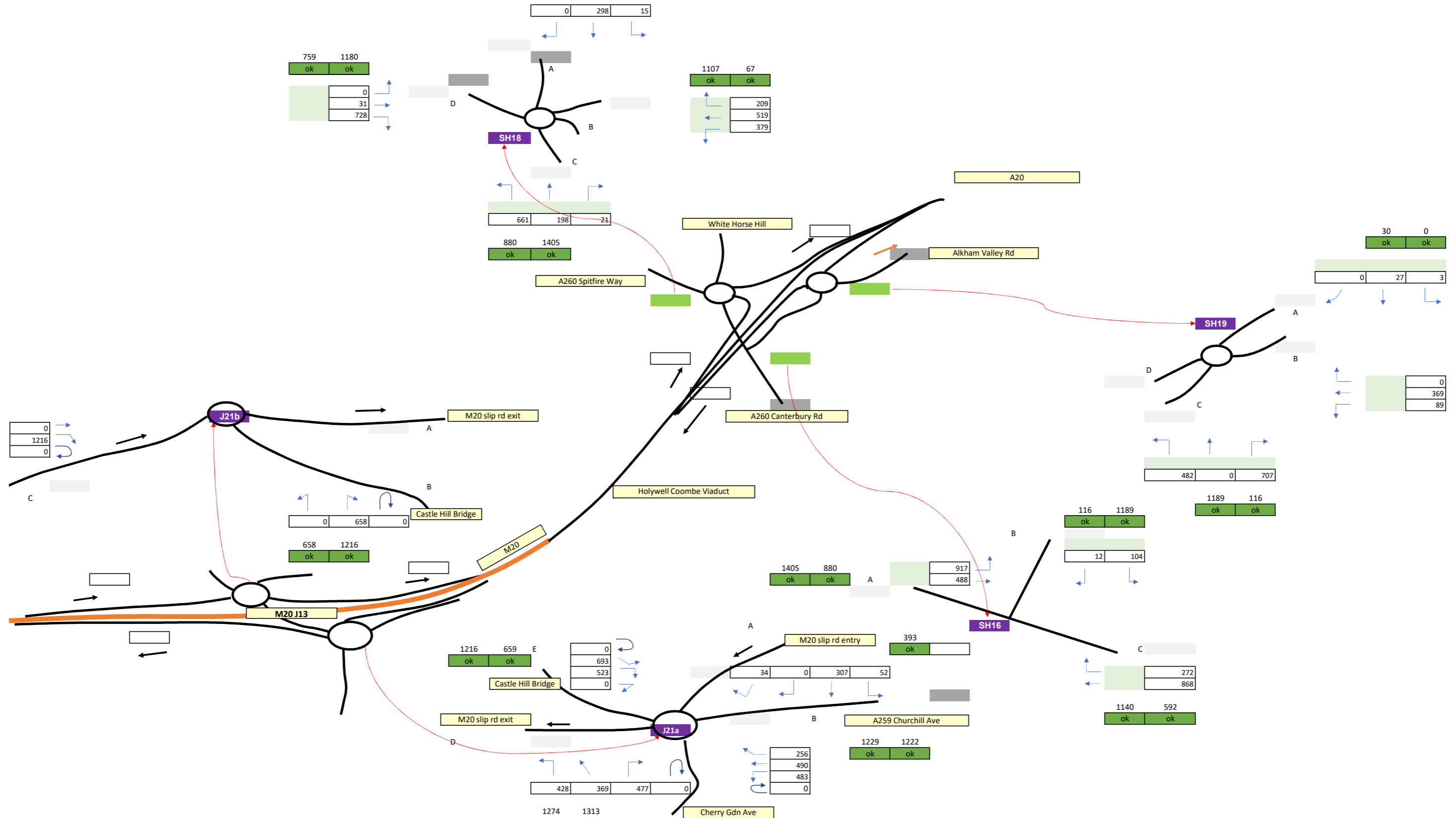
192
76
230
0

299	300
ok	ok

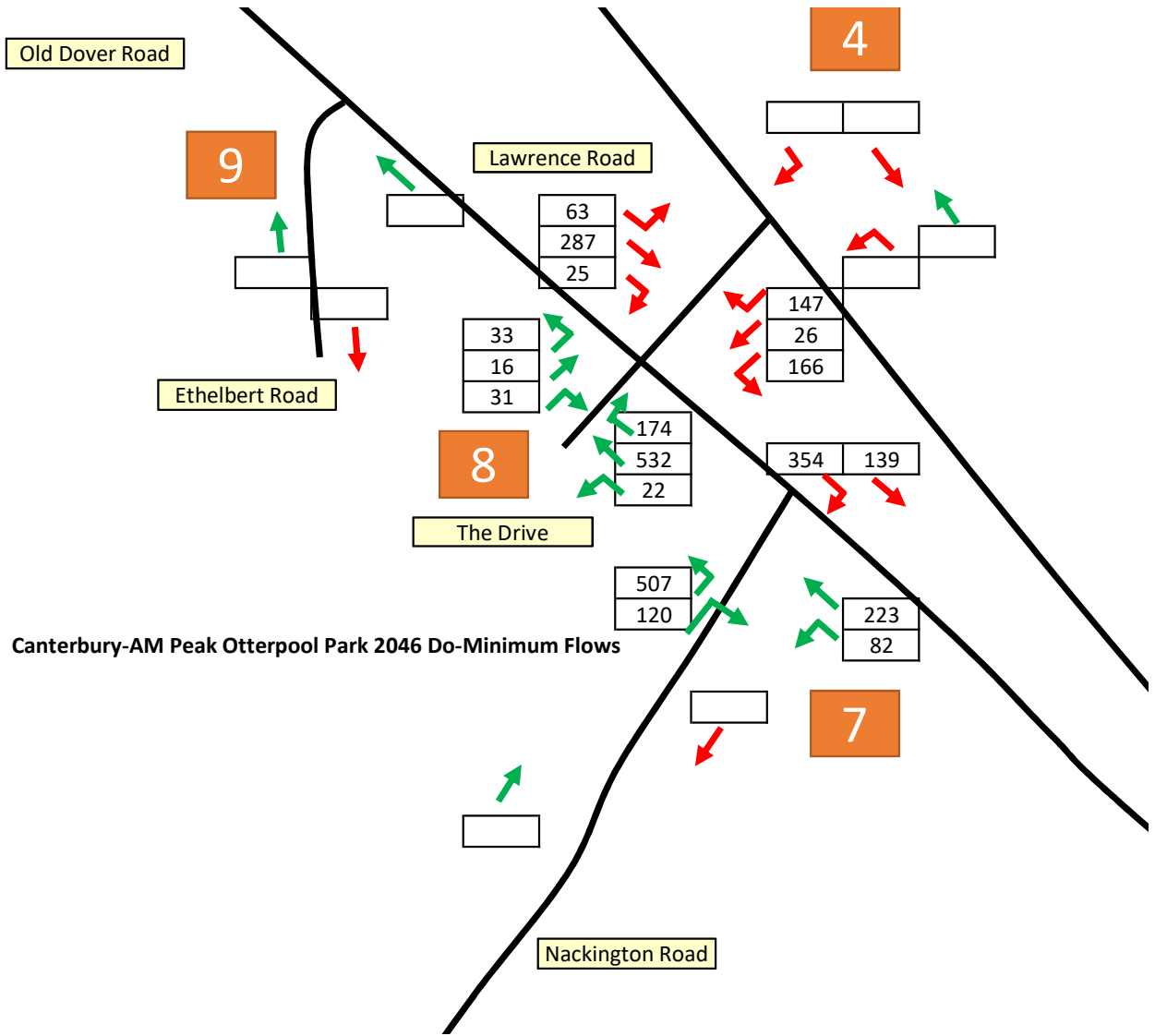






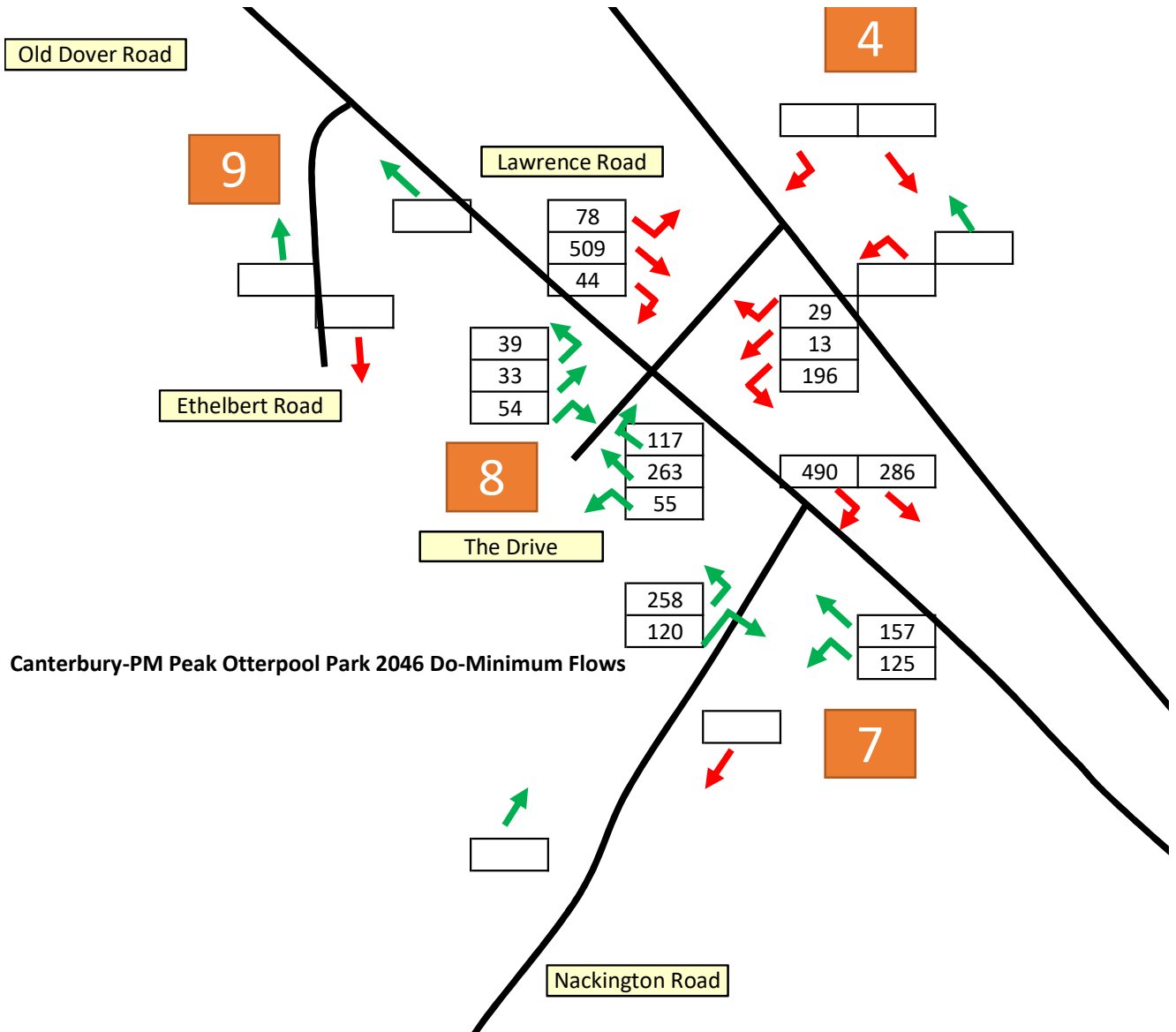


Q.19 Canterbury - 2046 AM Peak Do-Minimum



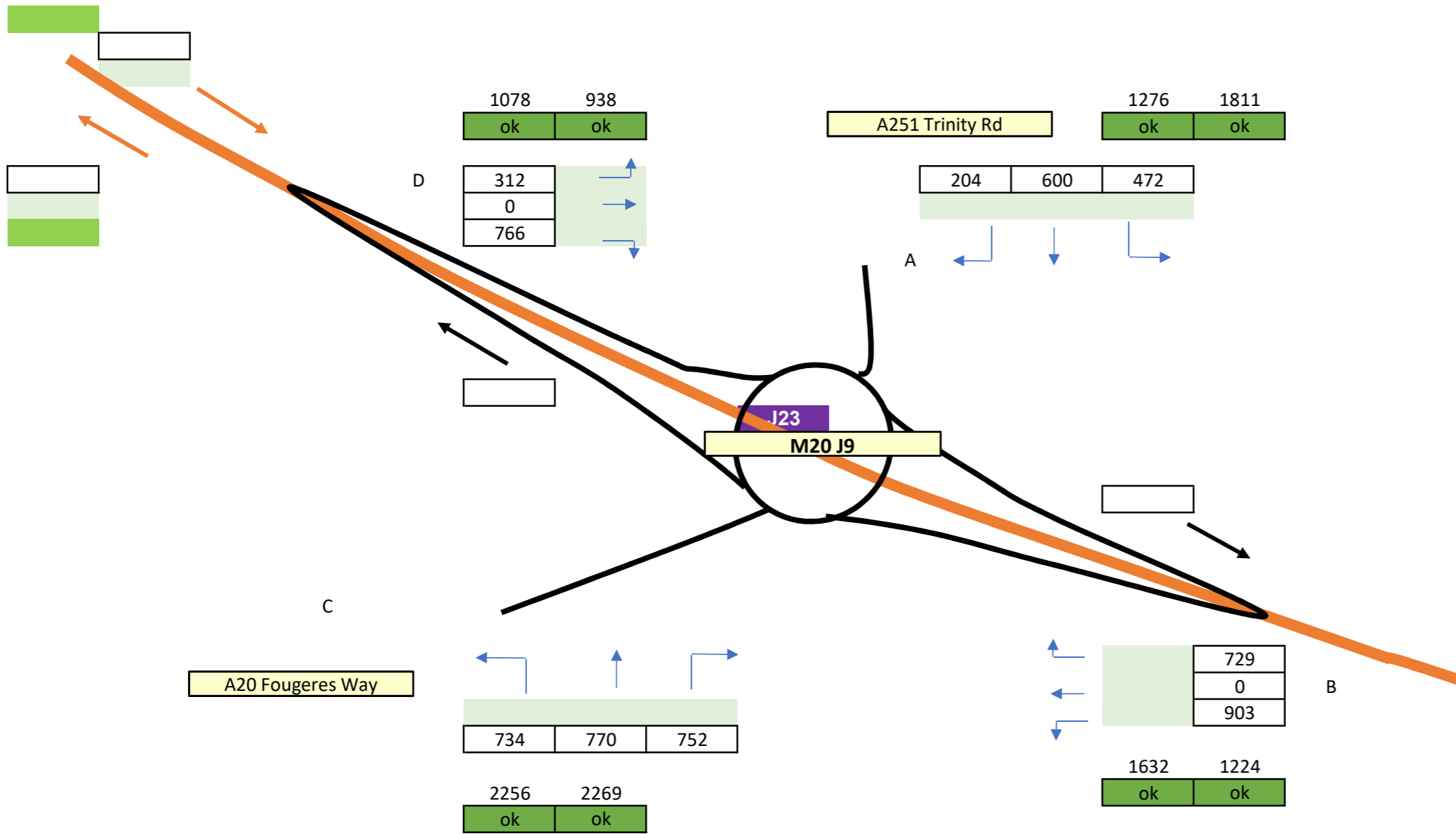
Canterbury-AM Peak Otterpool Park 2046 Do-Minimum Flows

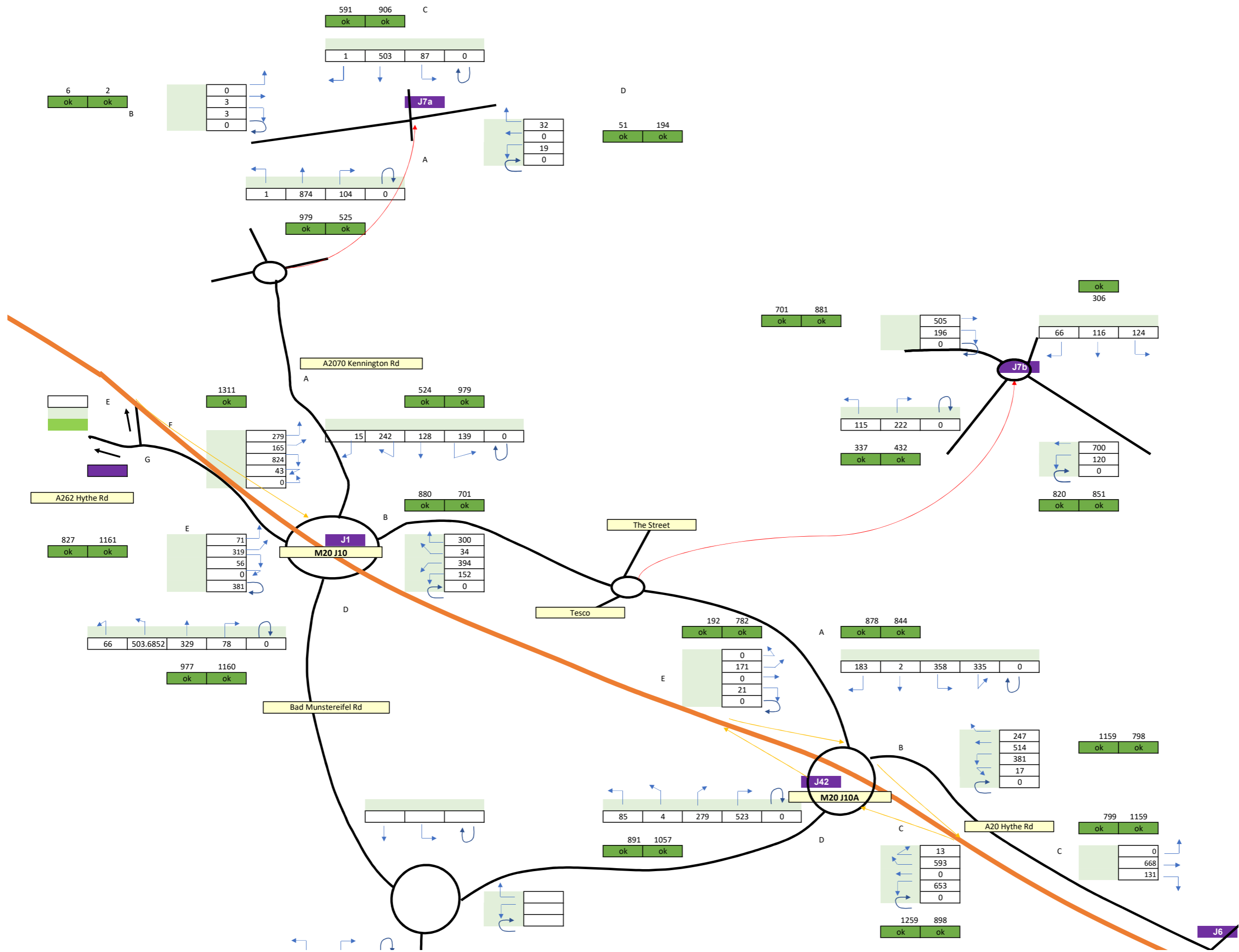
Q.20 Canterbury - 2046 PM Peak Do-Minimum

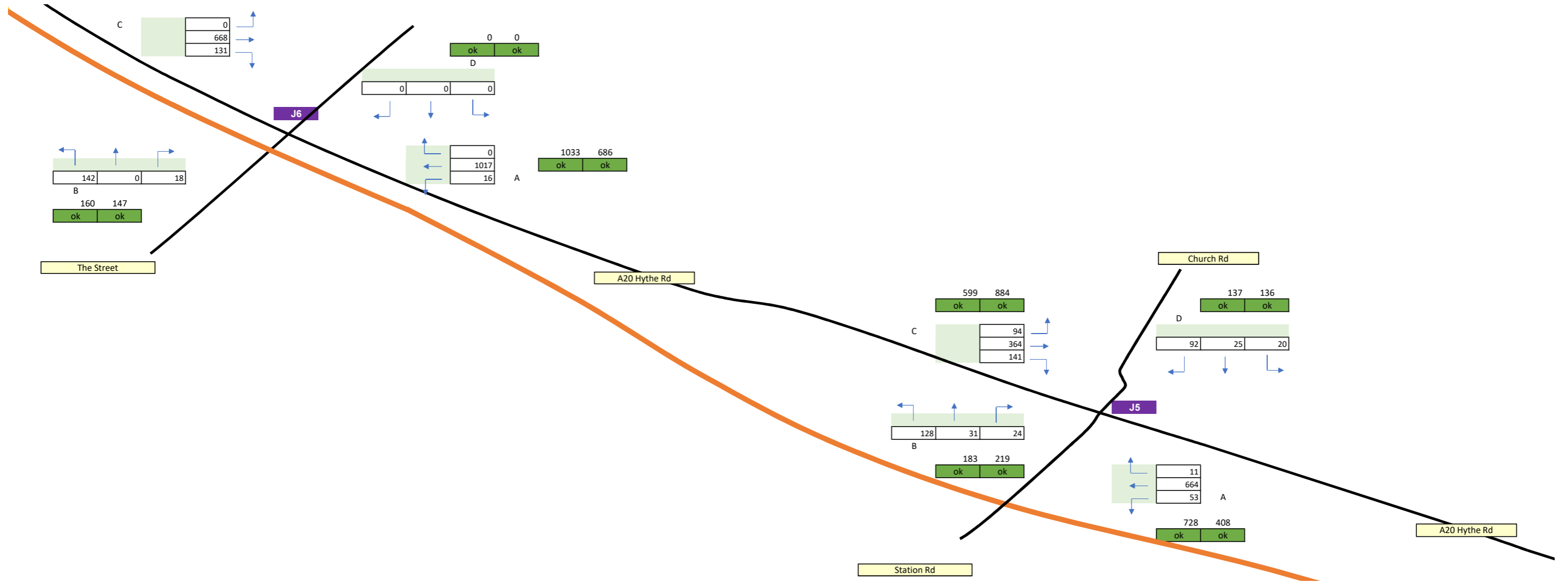


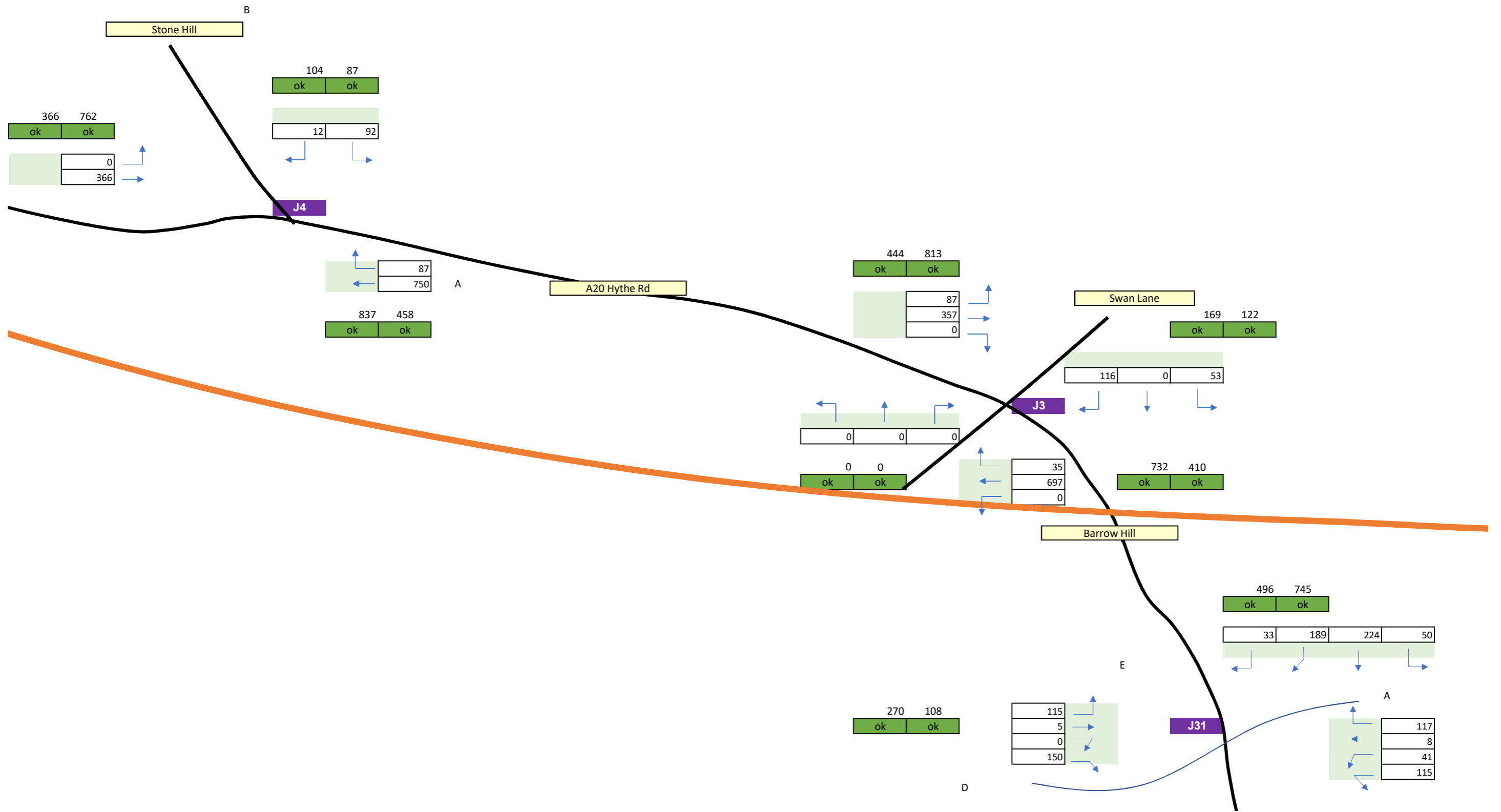
Canterbury-PM Peak Otterpool Park 2046 Do-Minimum Flows

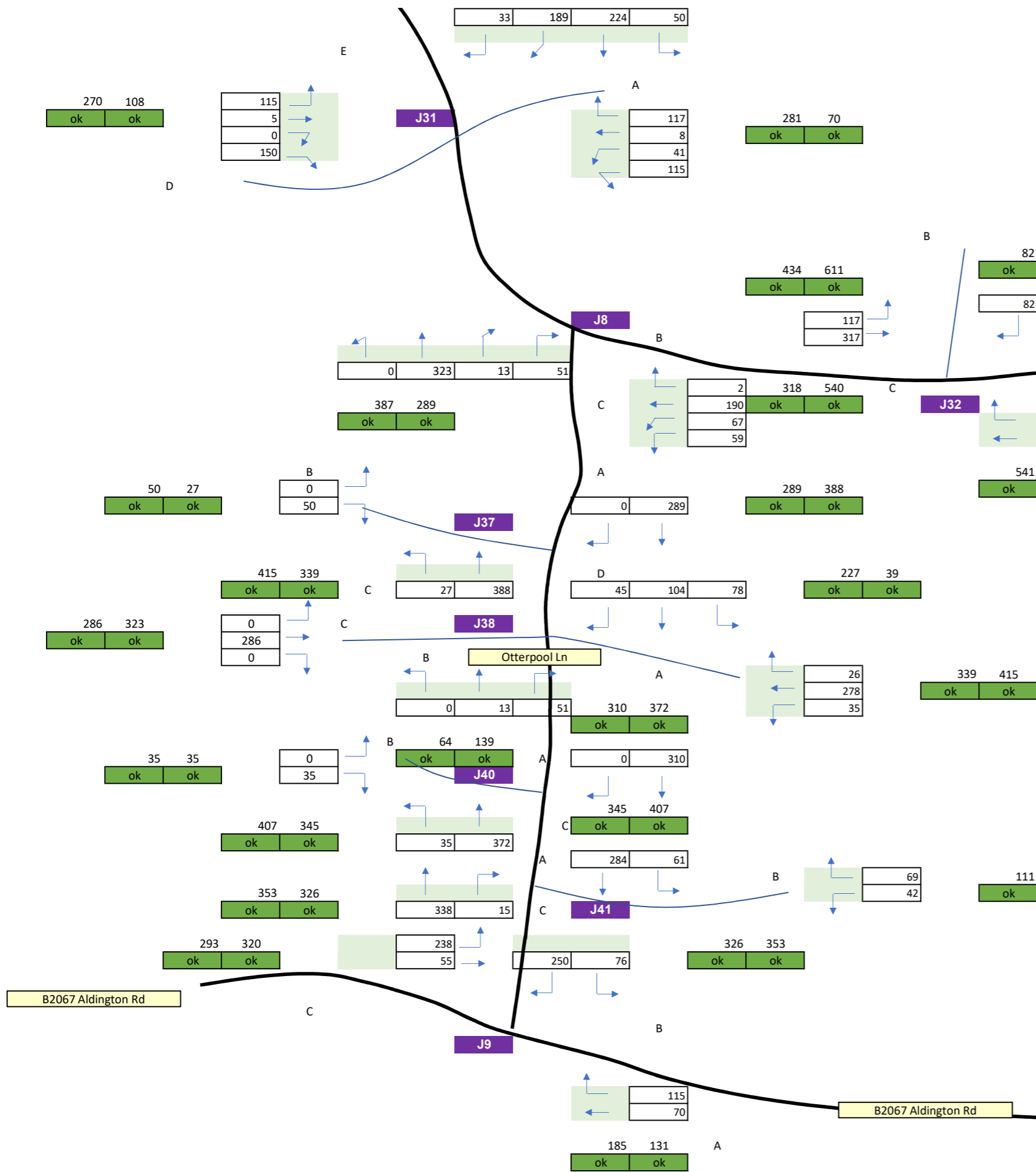
Q.21 Folkestone & Hythe and Ashford - 2046 AM Peak Do-Something

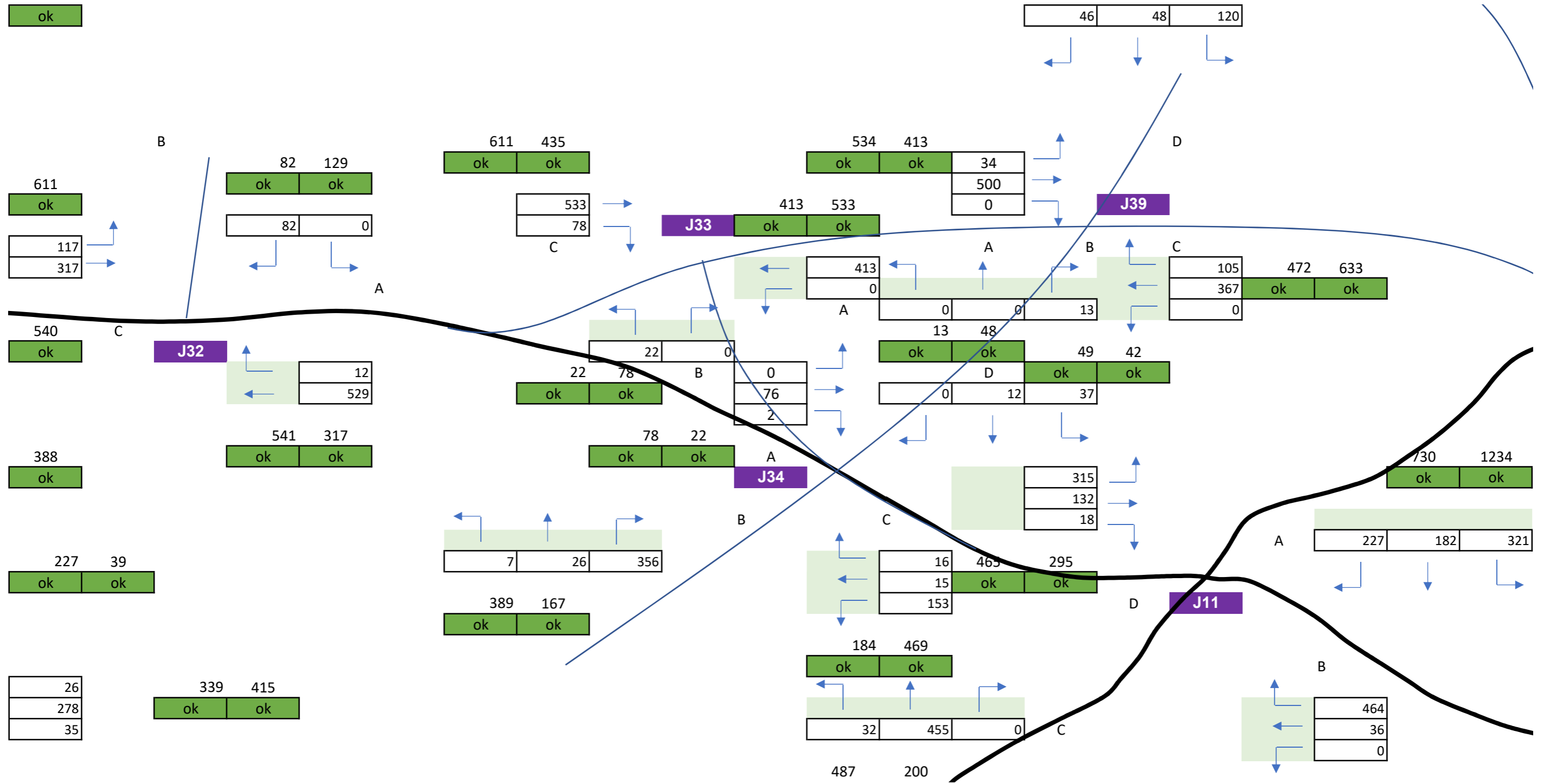


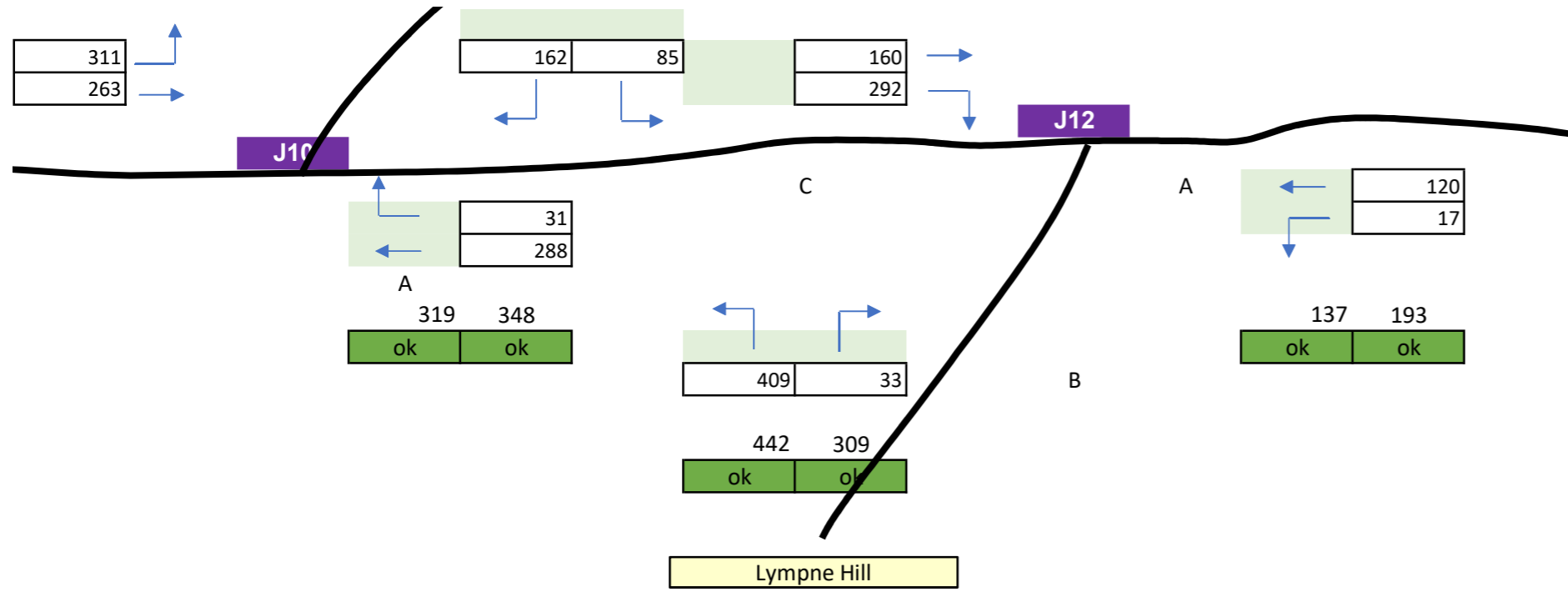


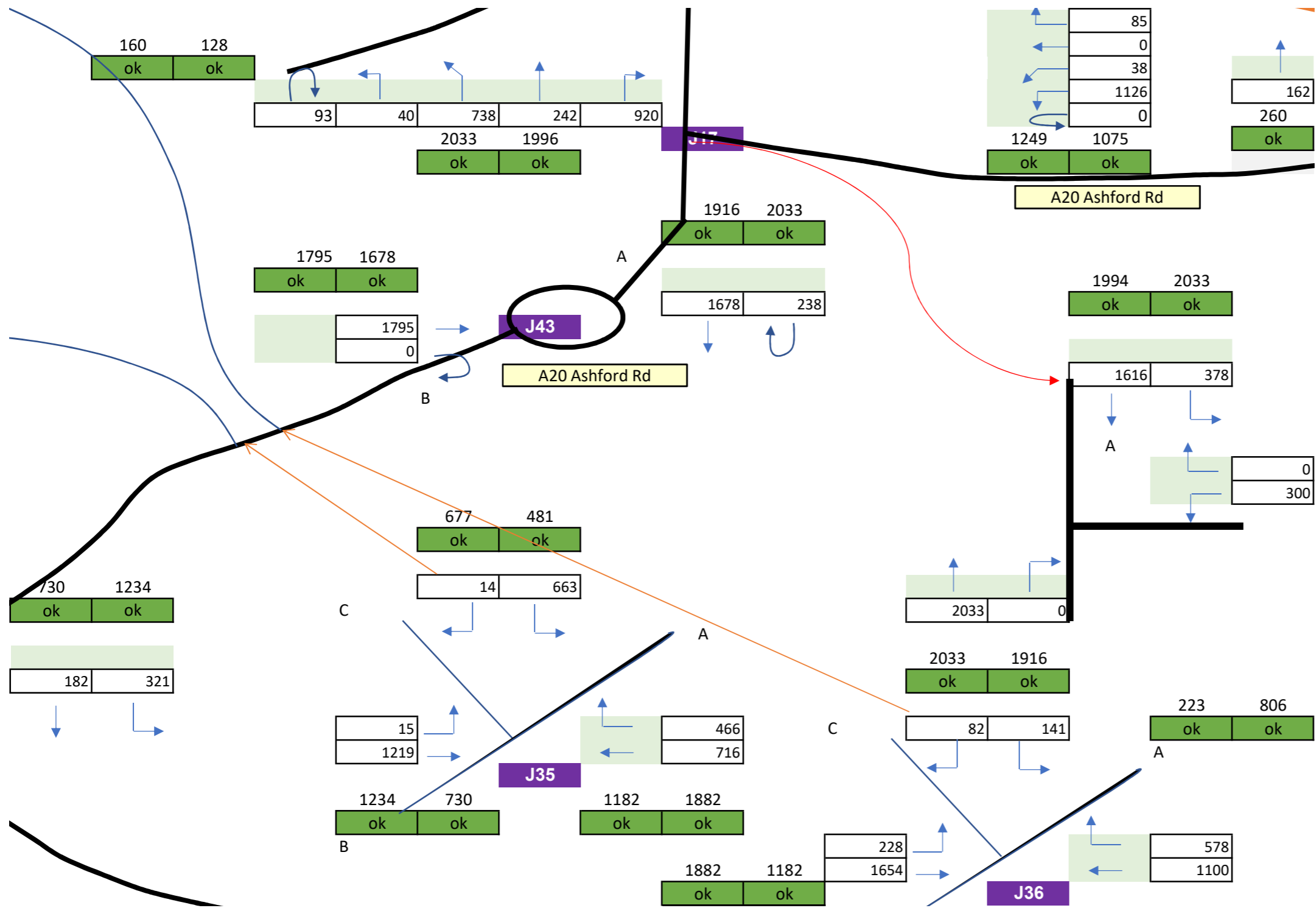


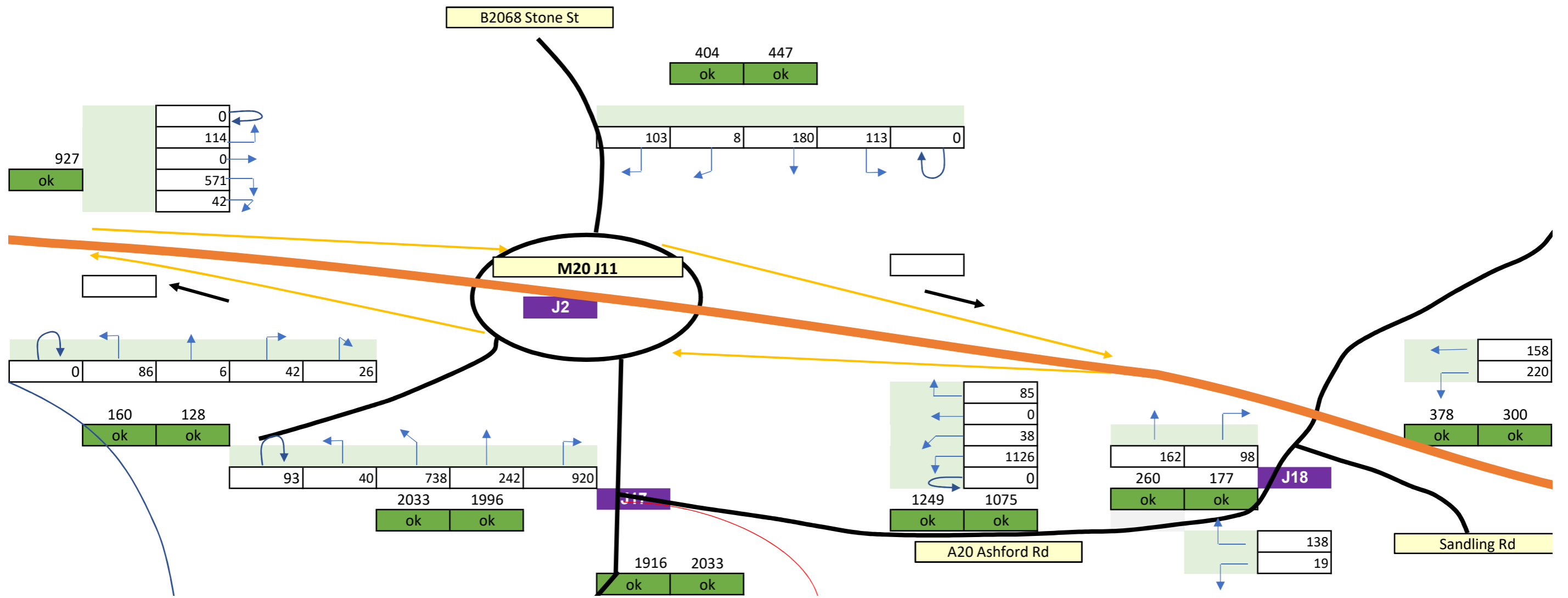


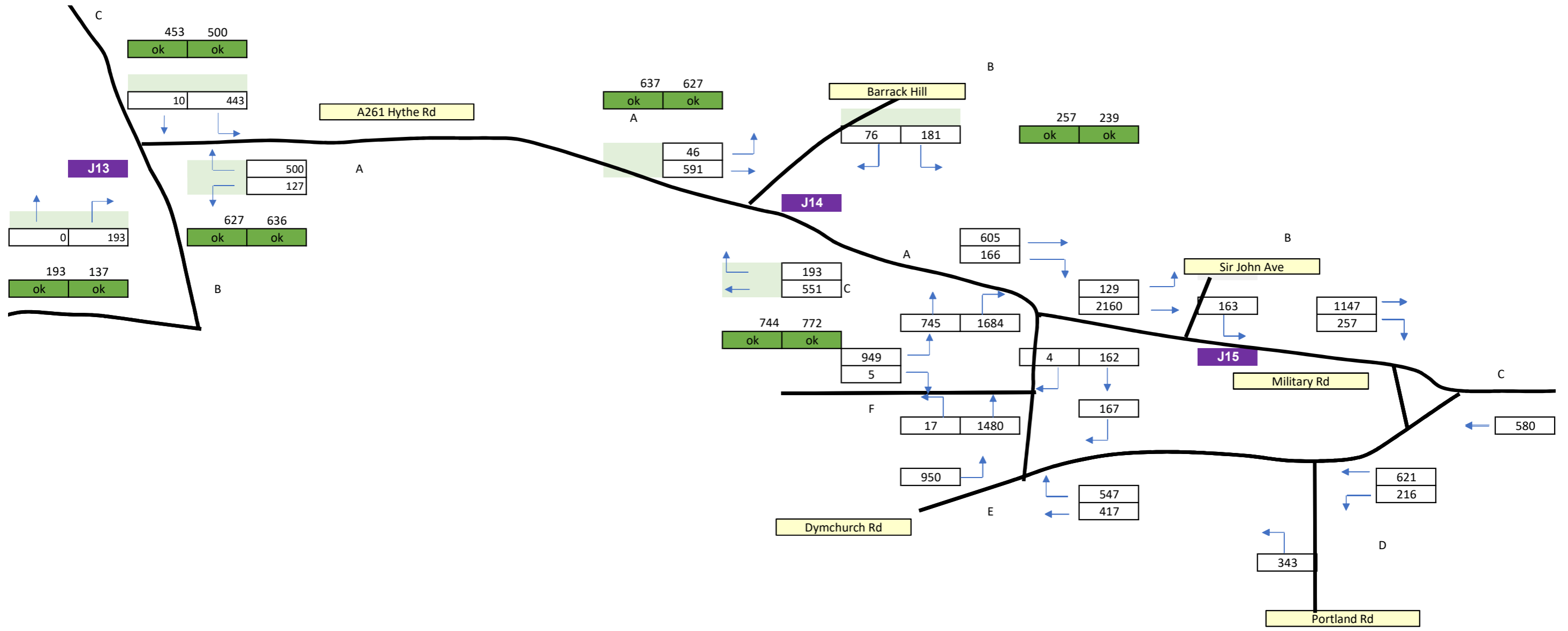


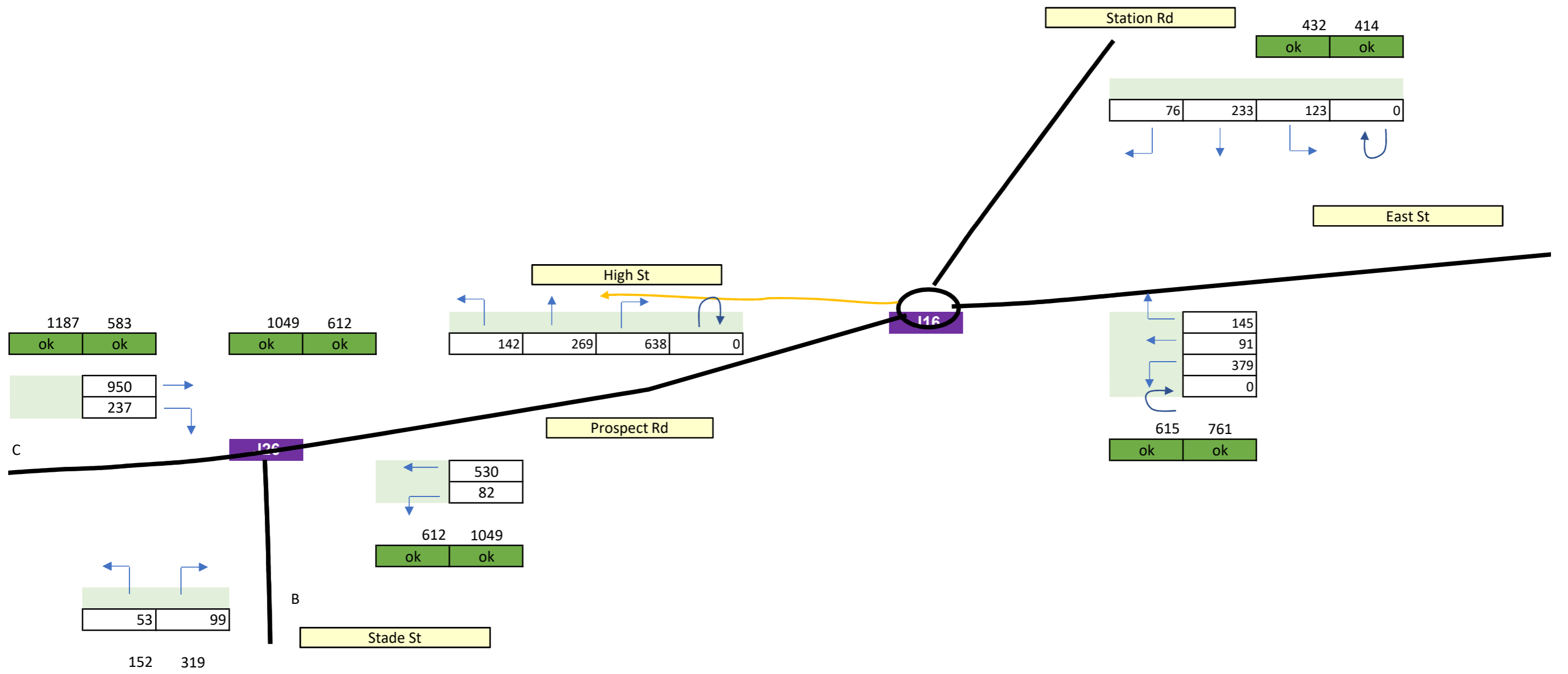


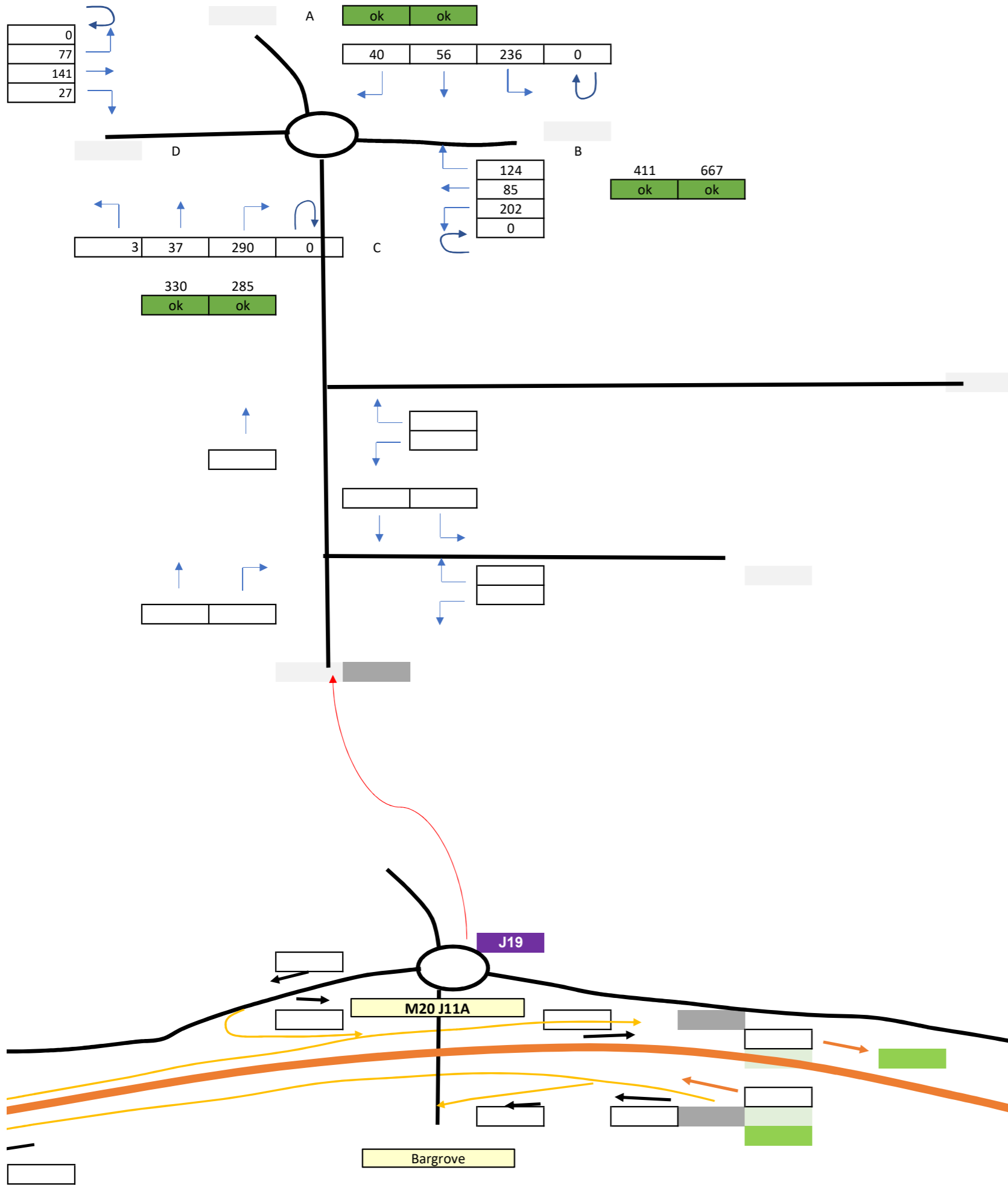


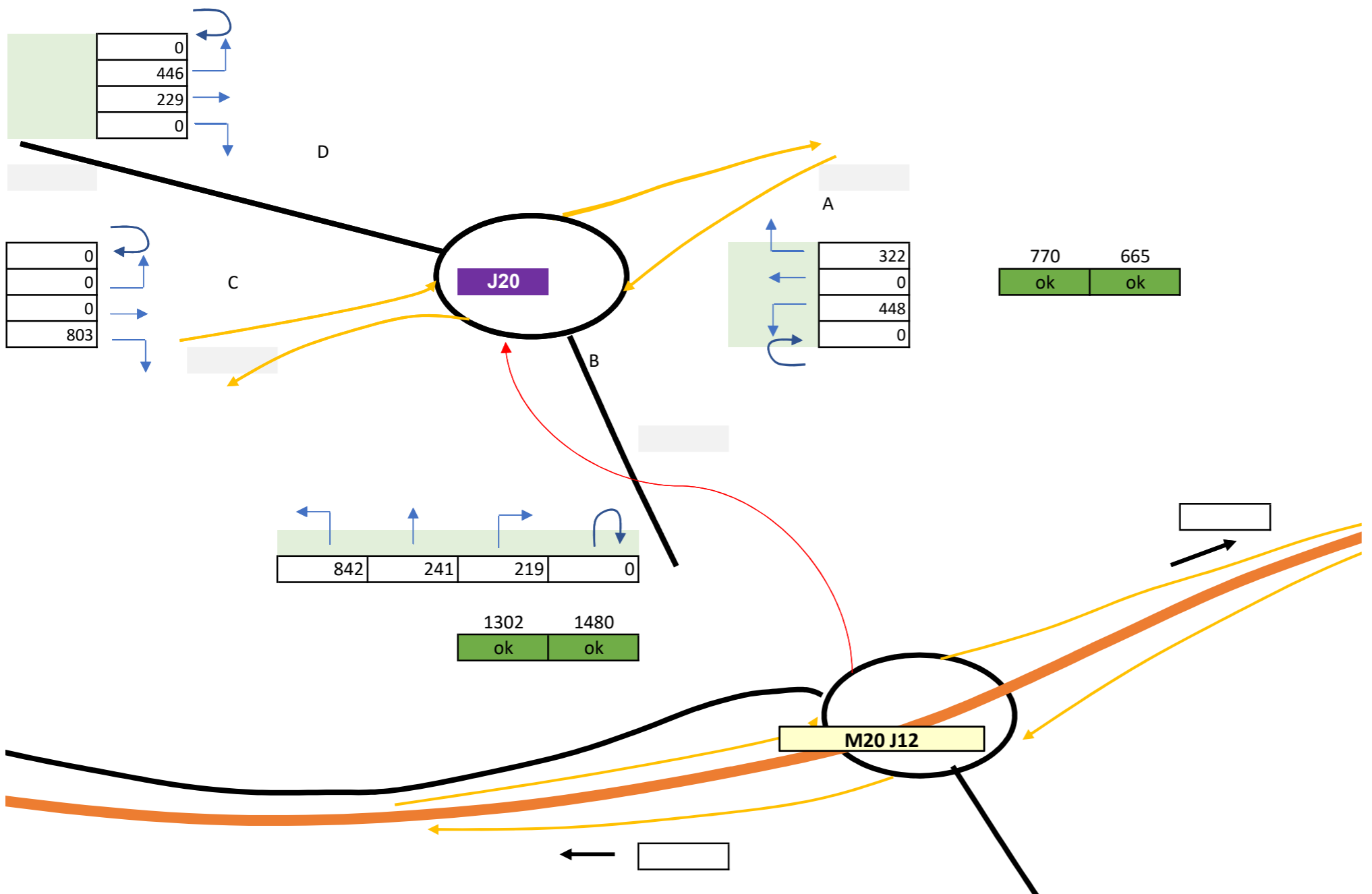


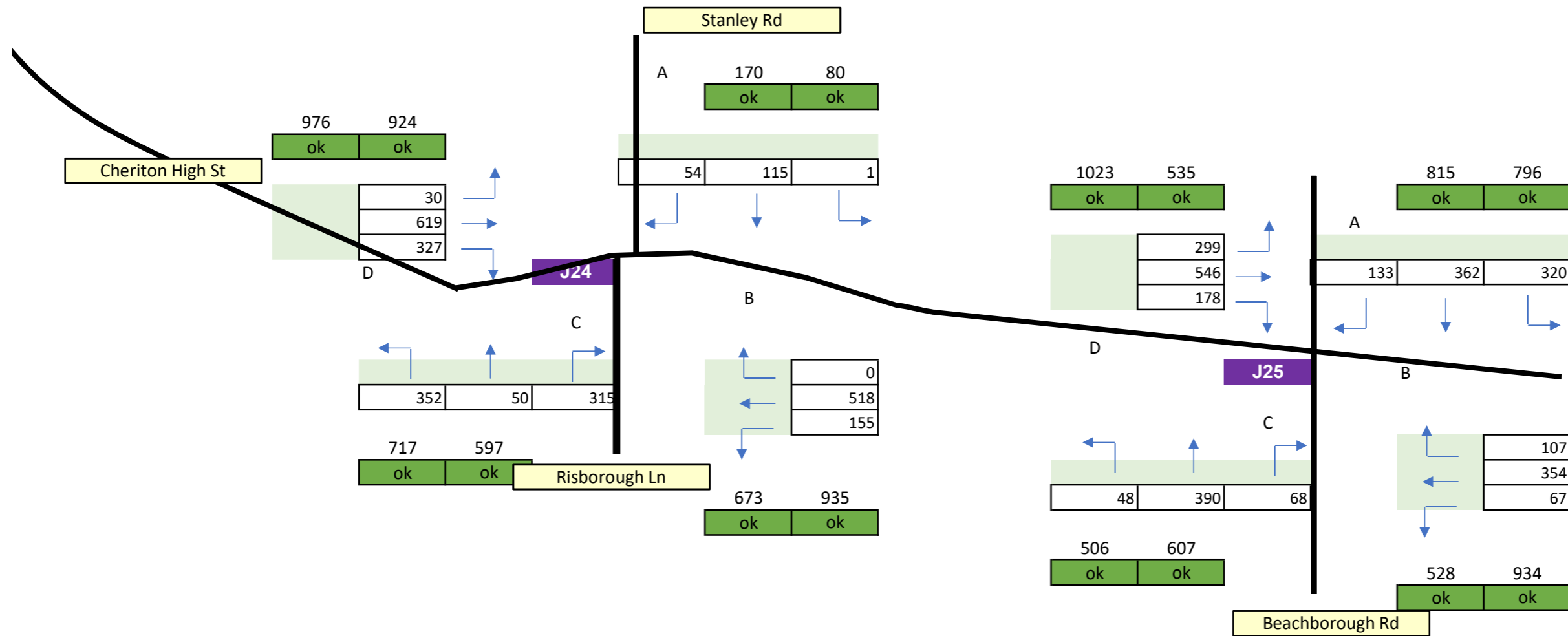


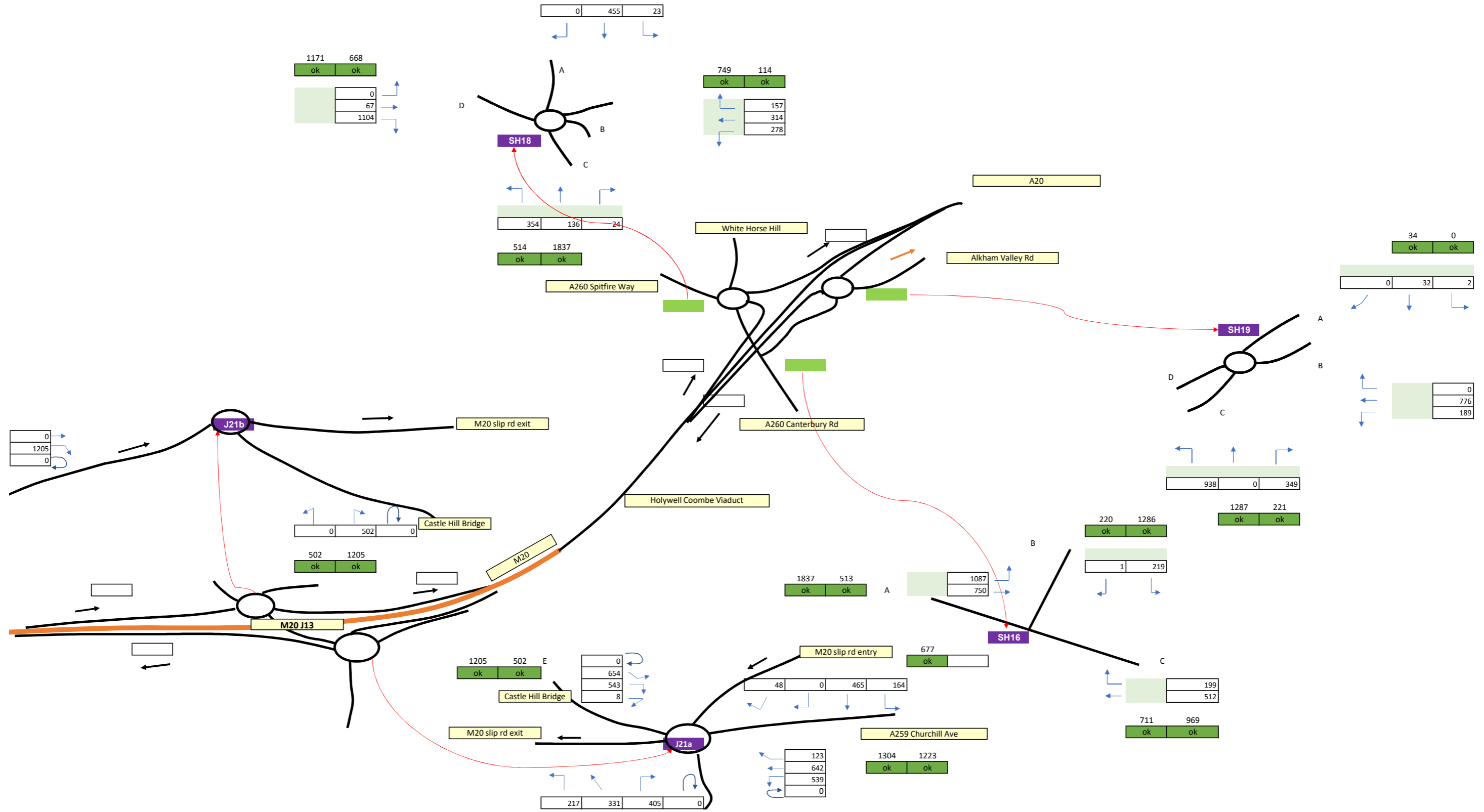




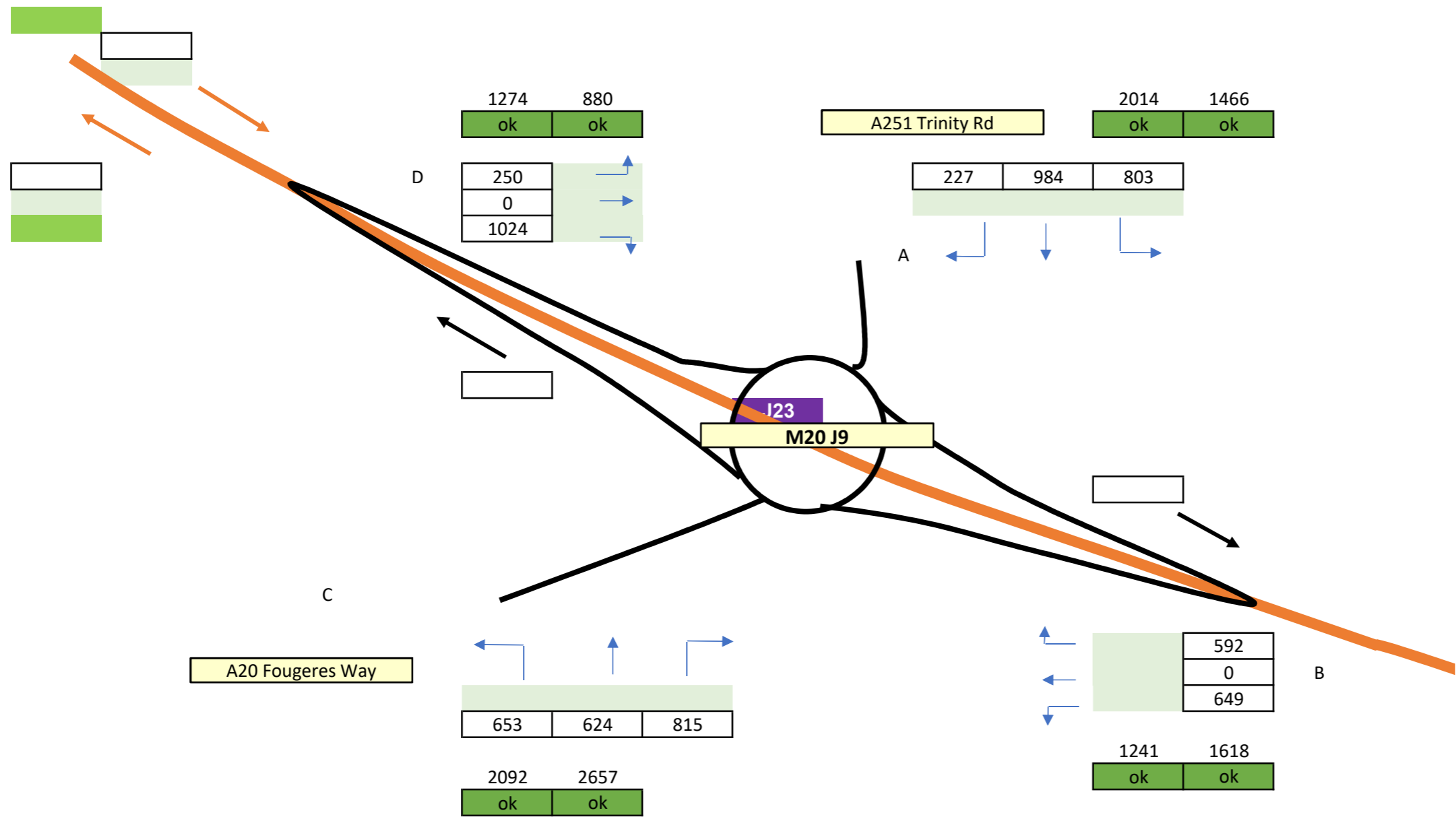


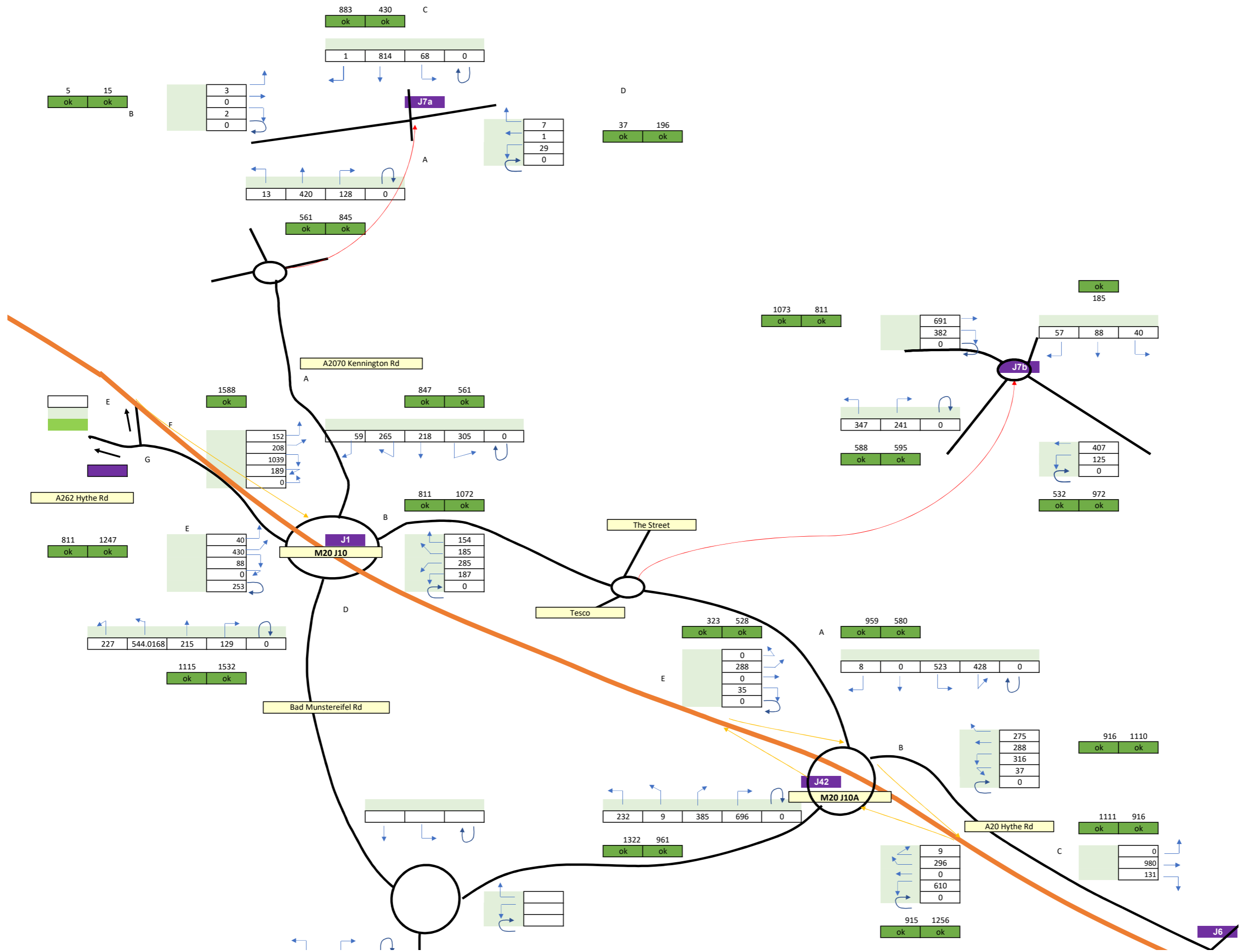


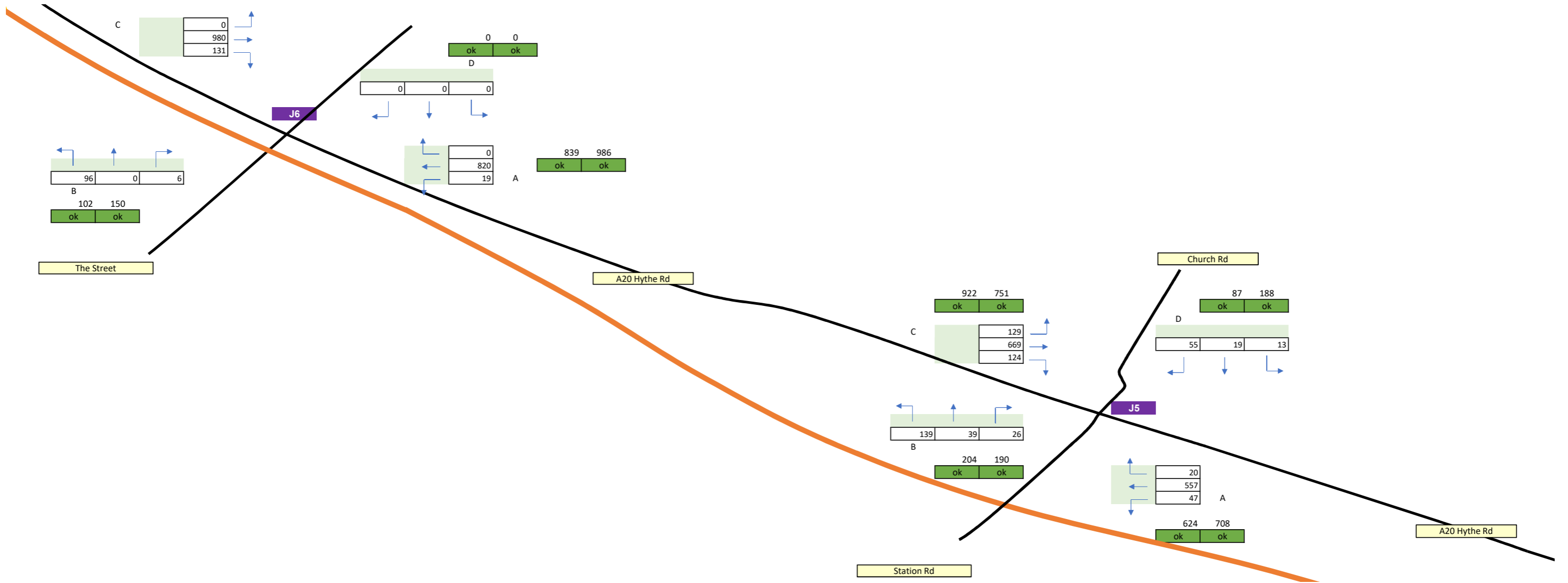


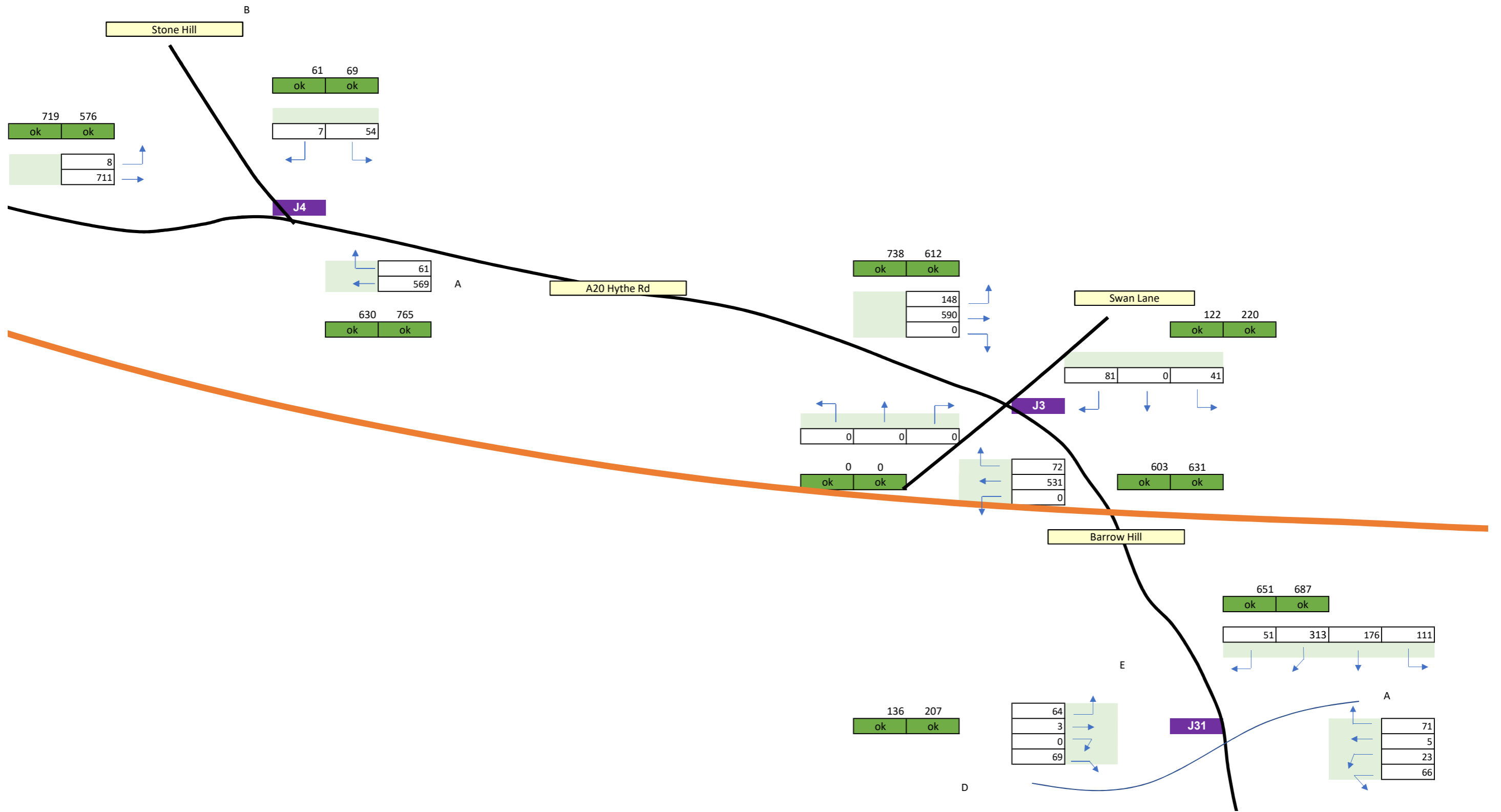


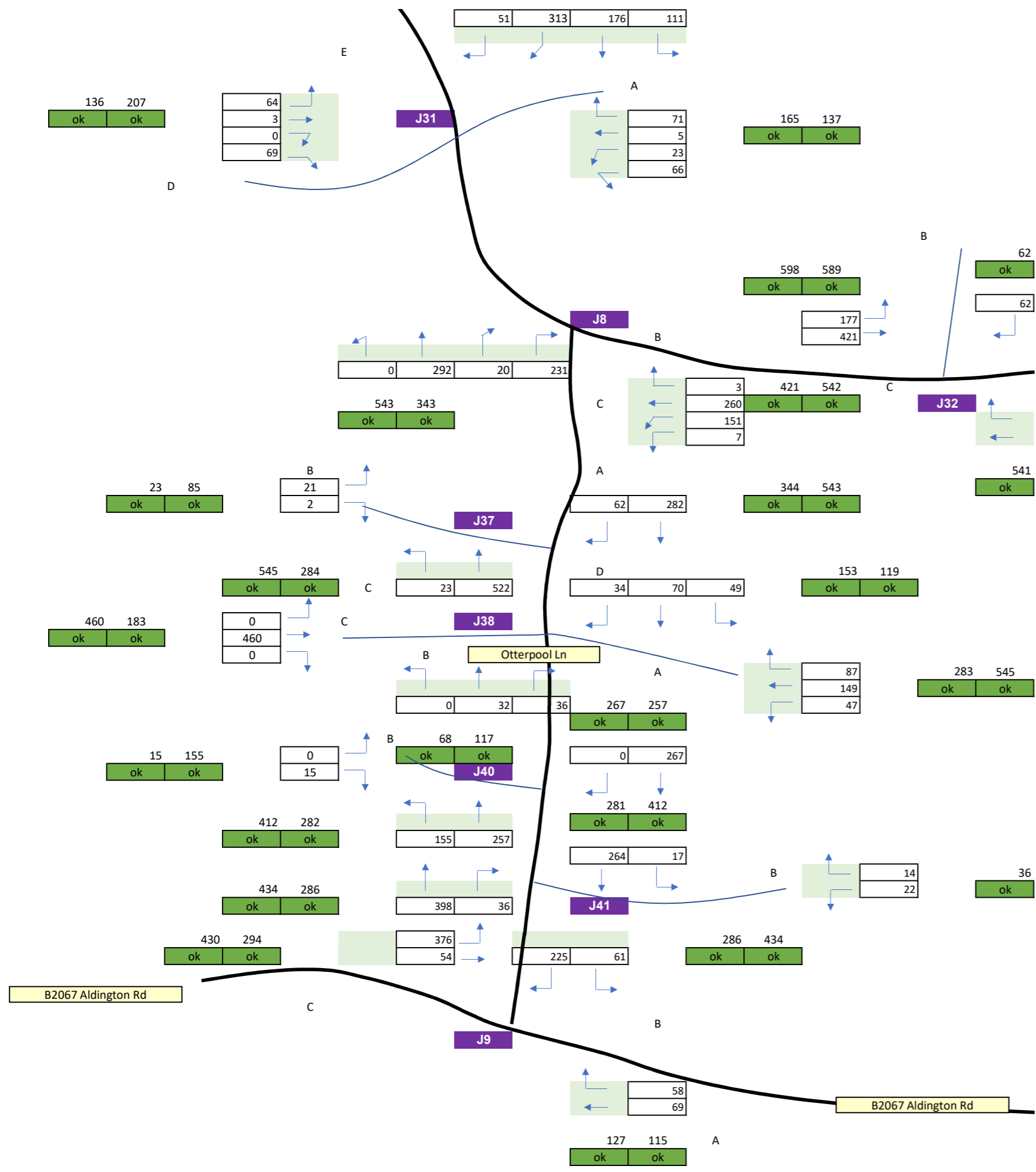
Q.22 Folkestone & Hythe and Ashford - 2046 PM Peak Do-Something

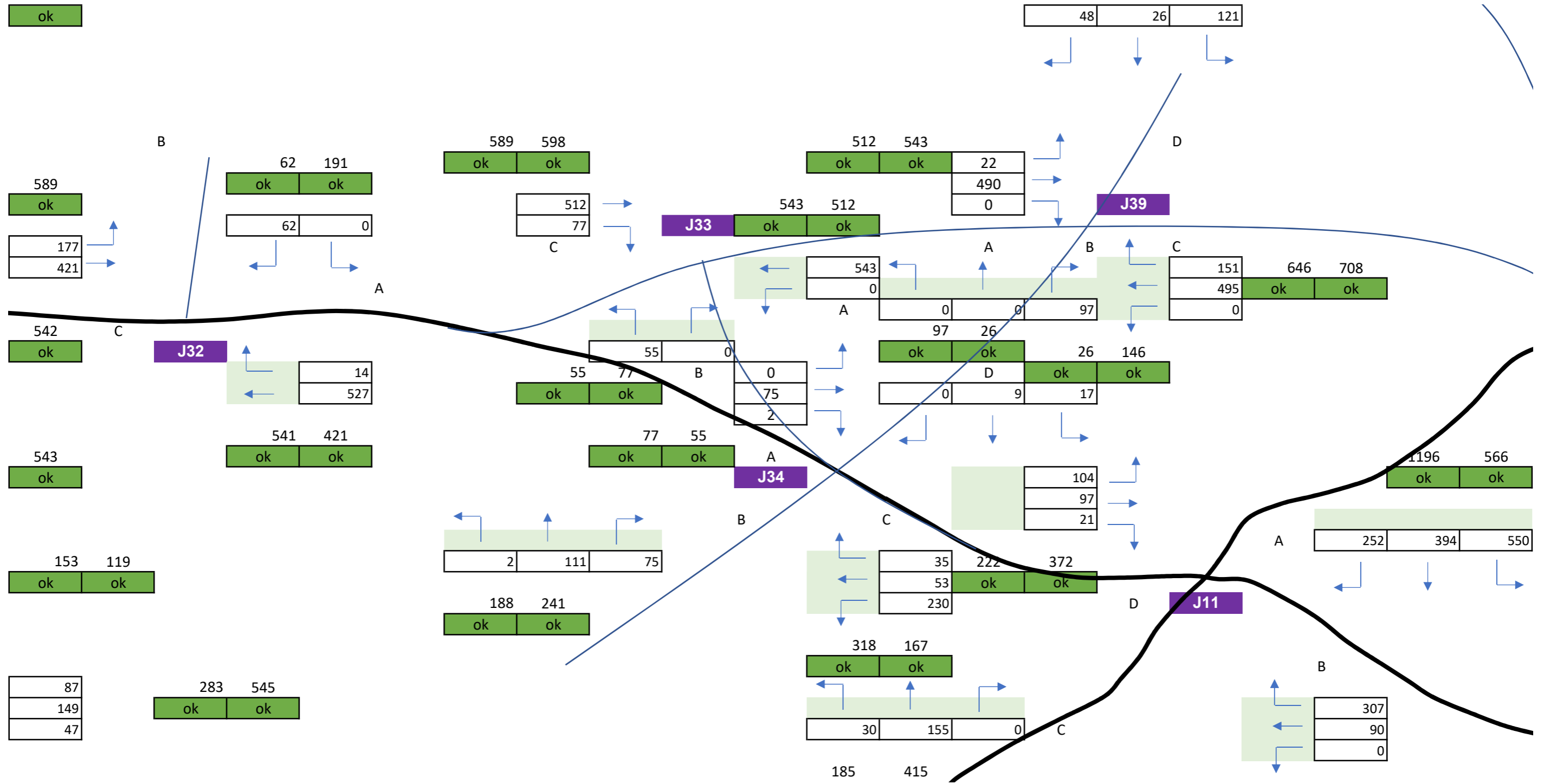


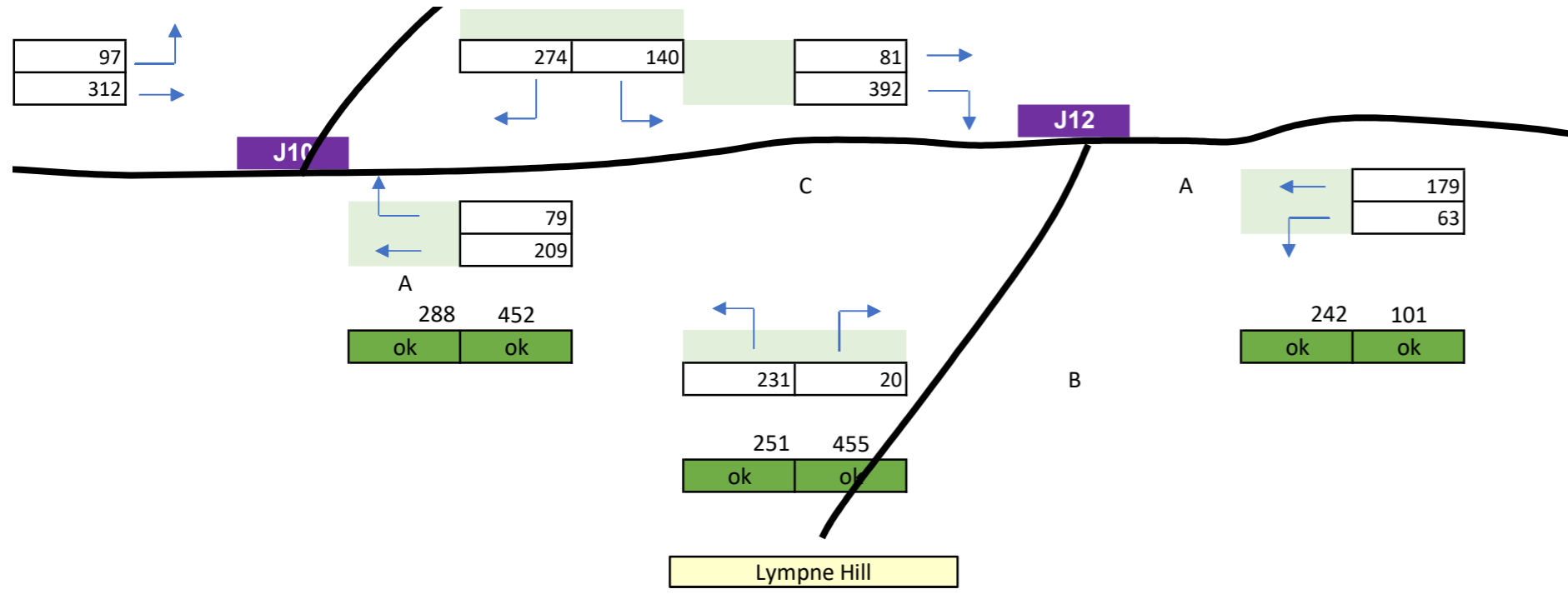


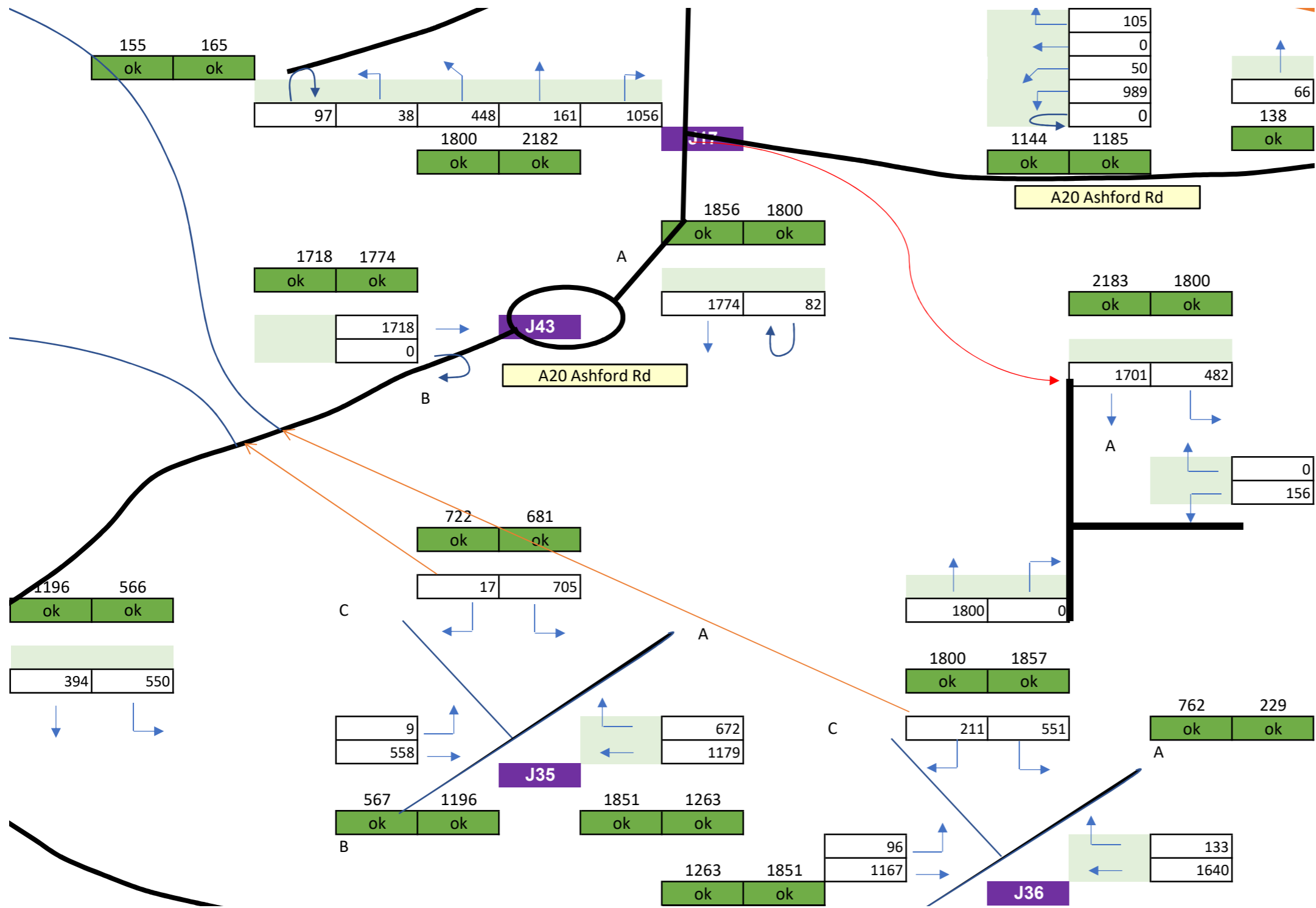


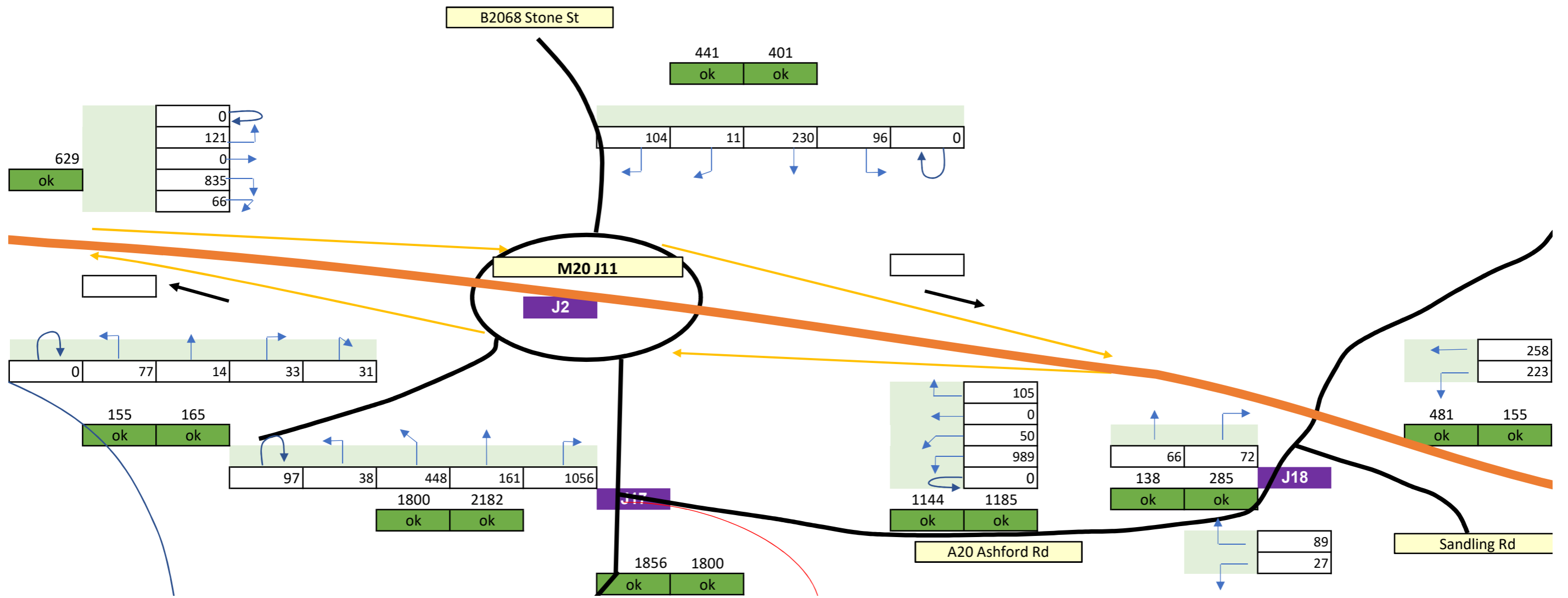


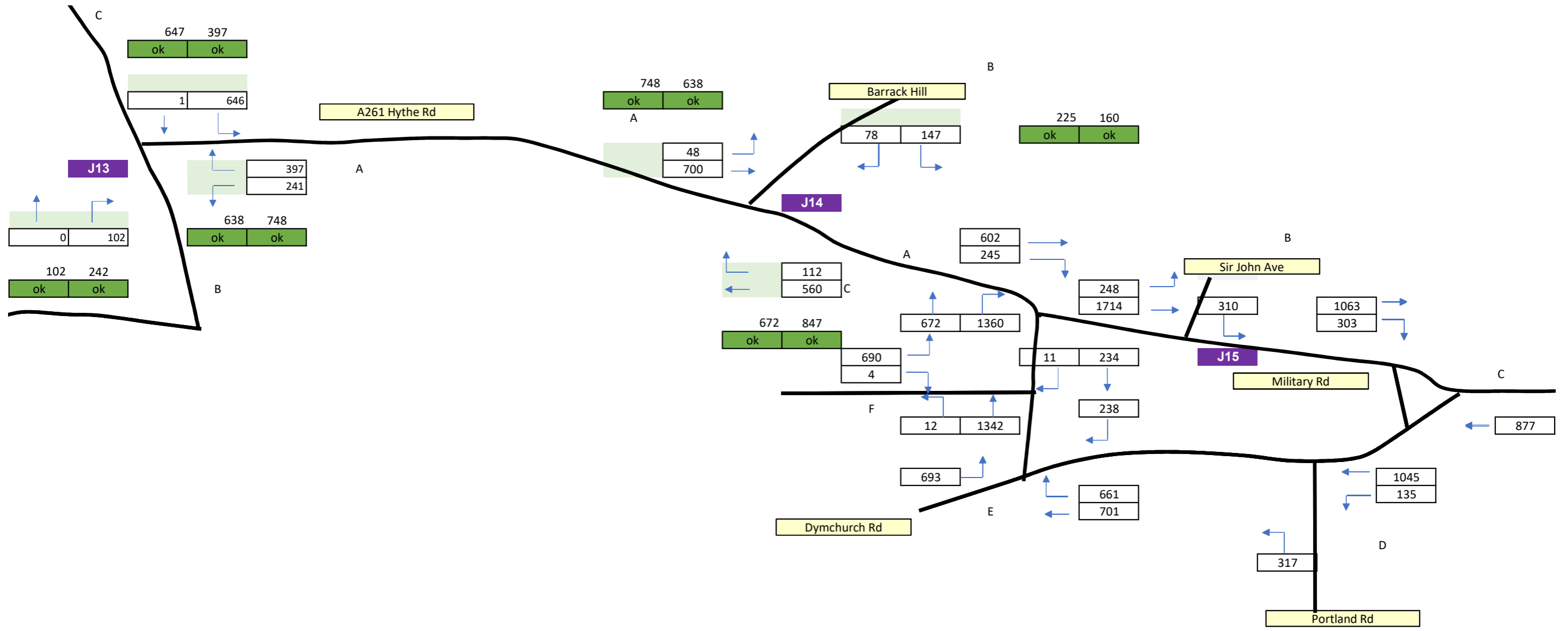


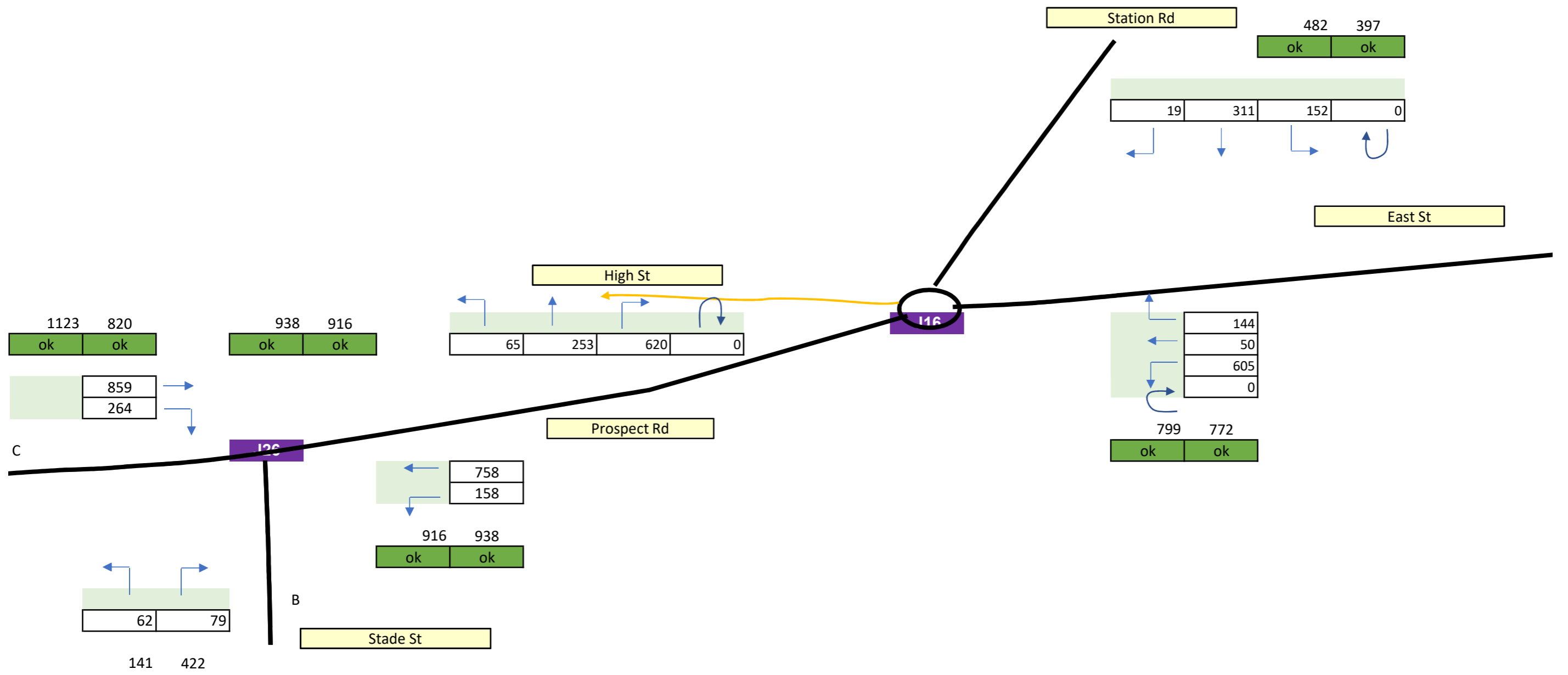


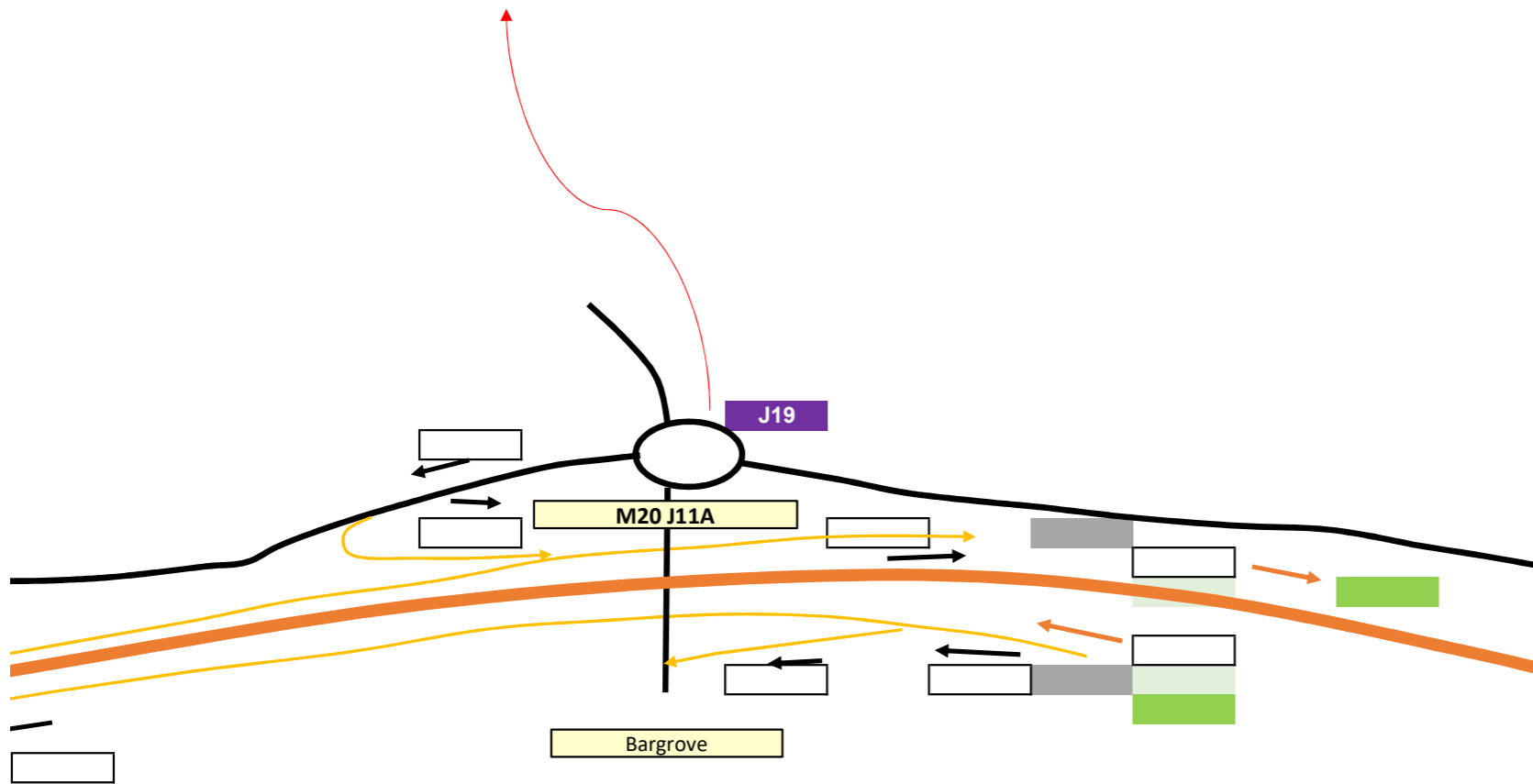
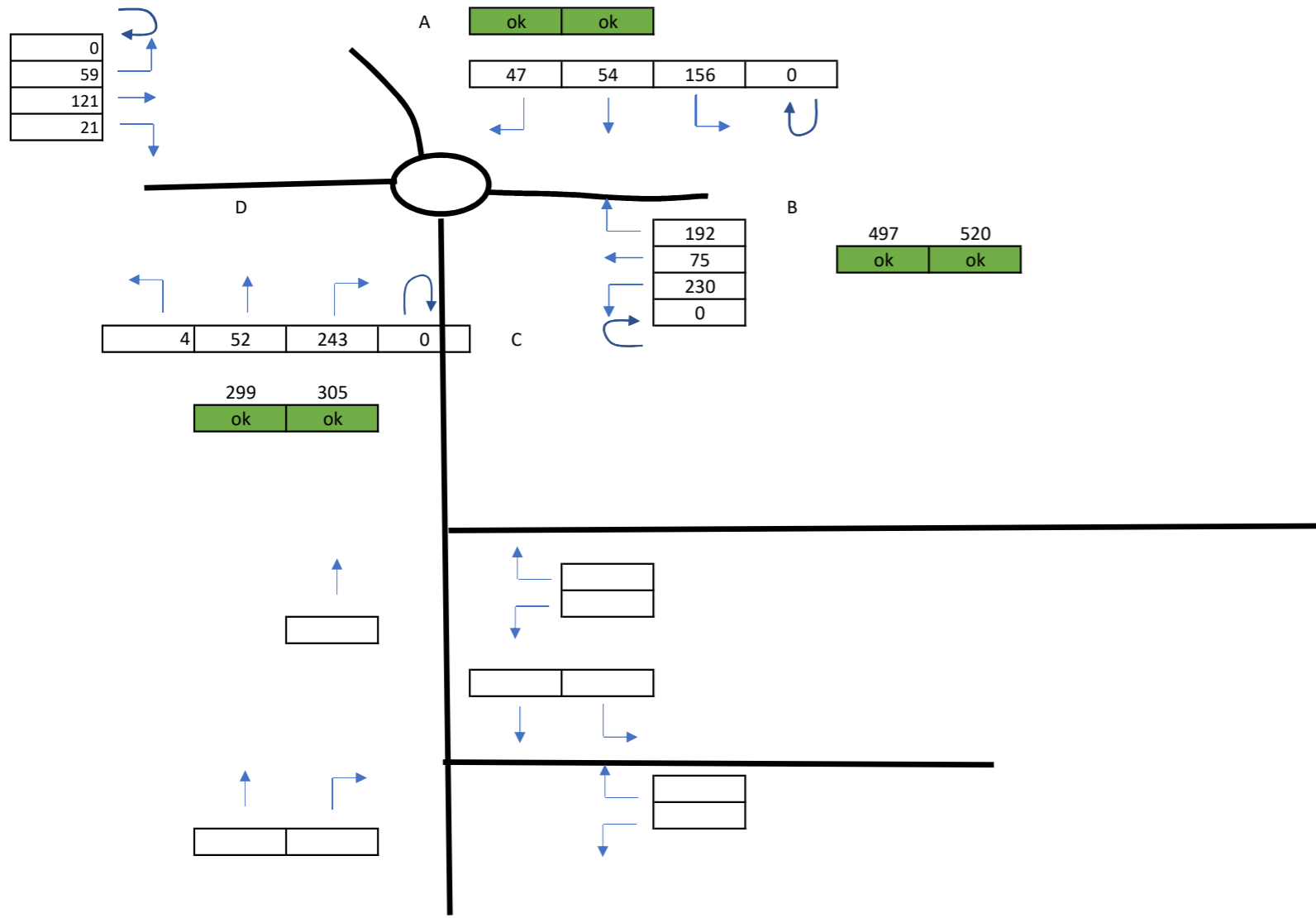


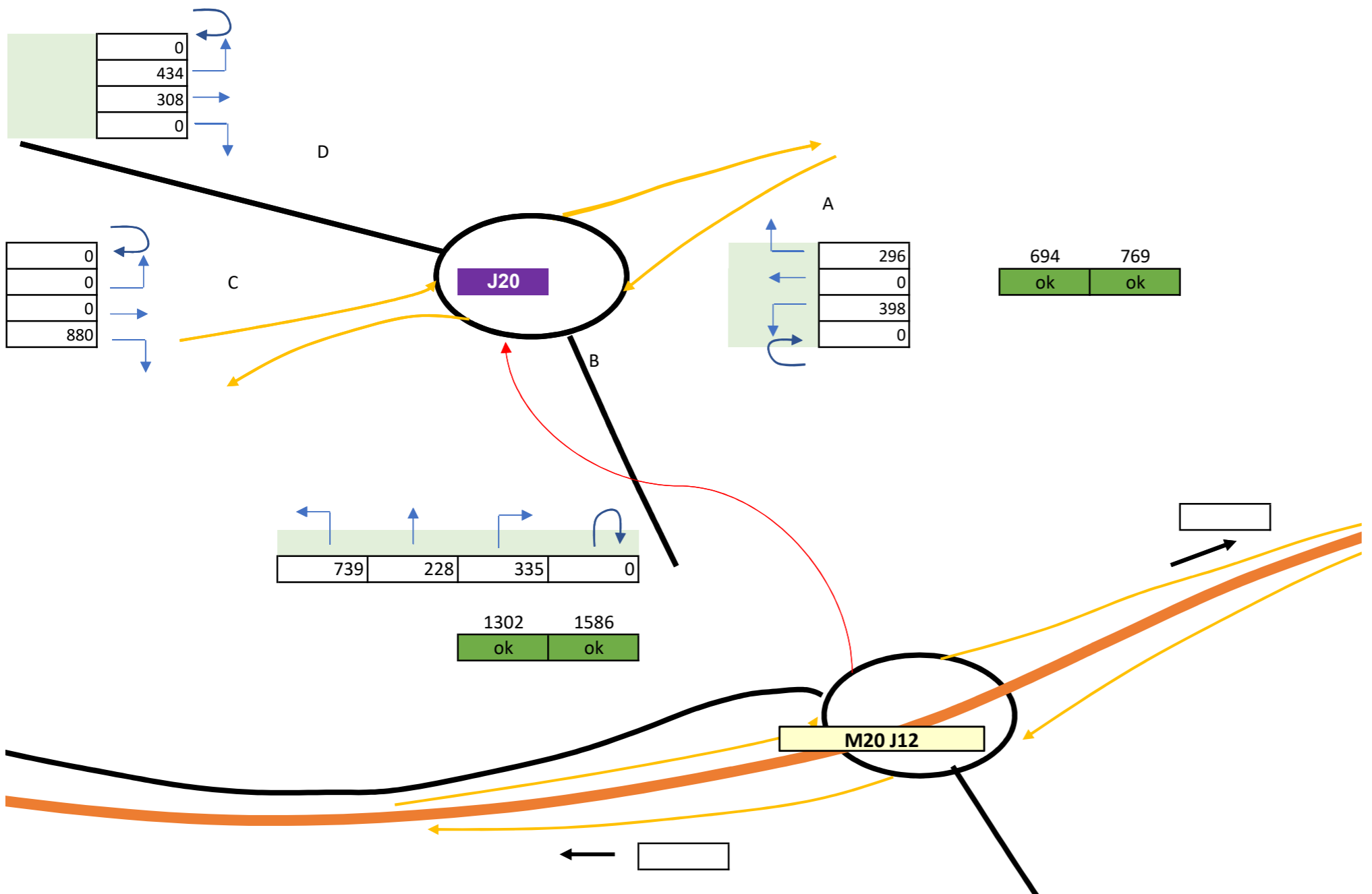


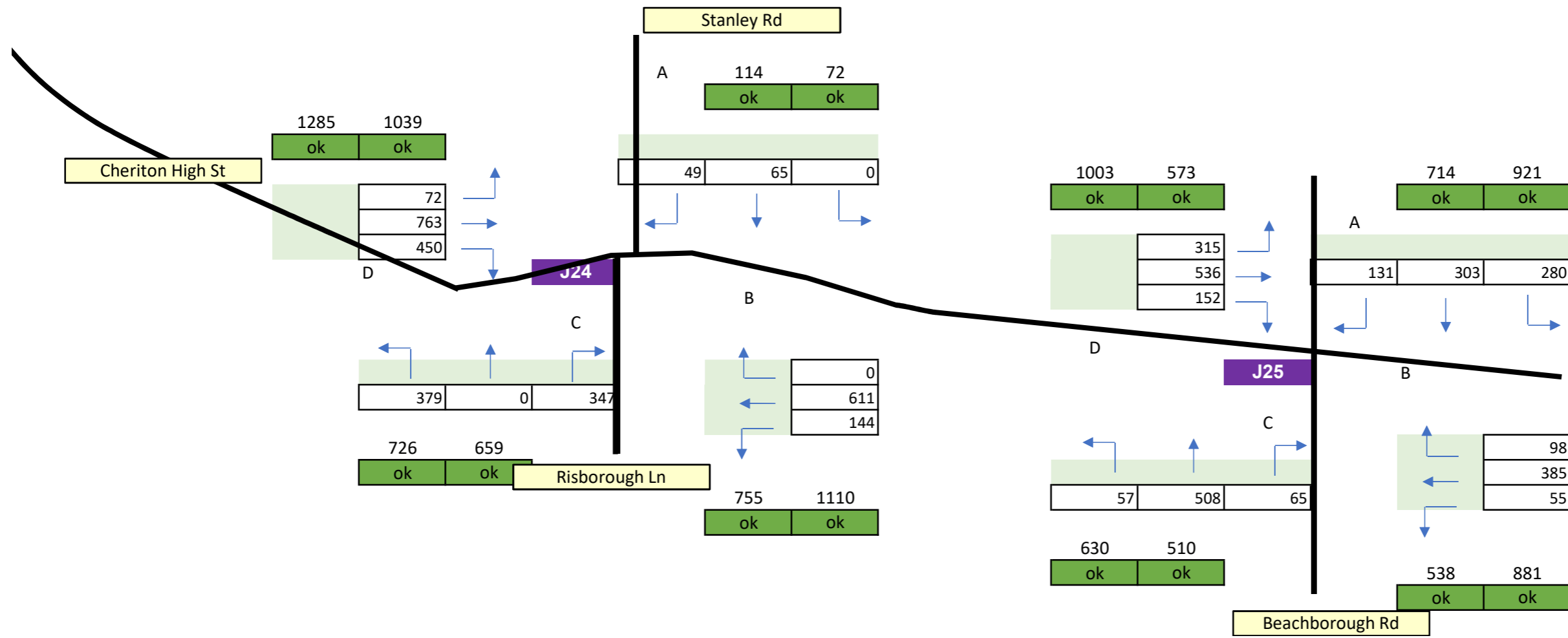


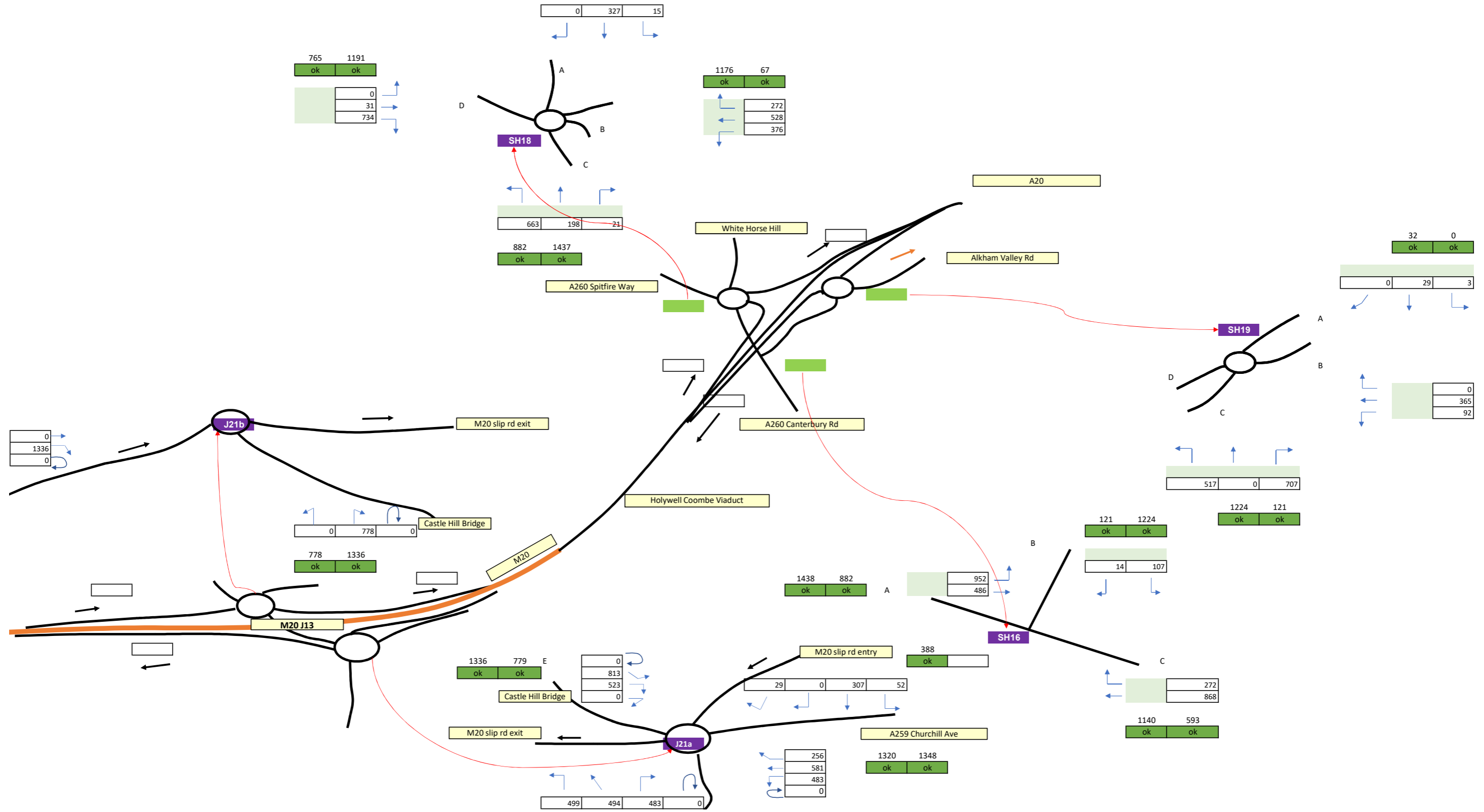




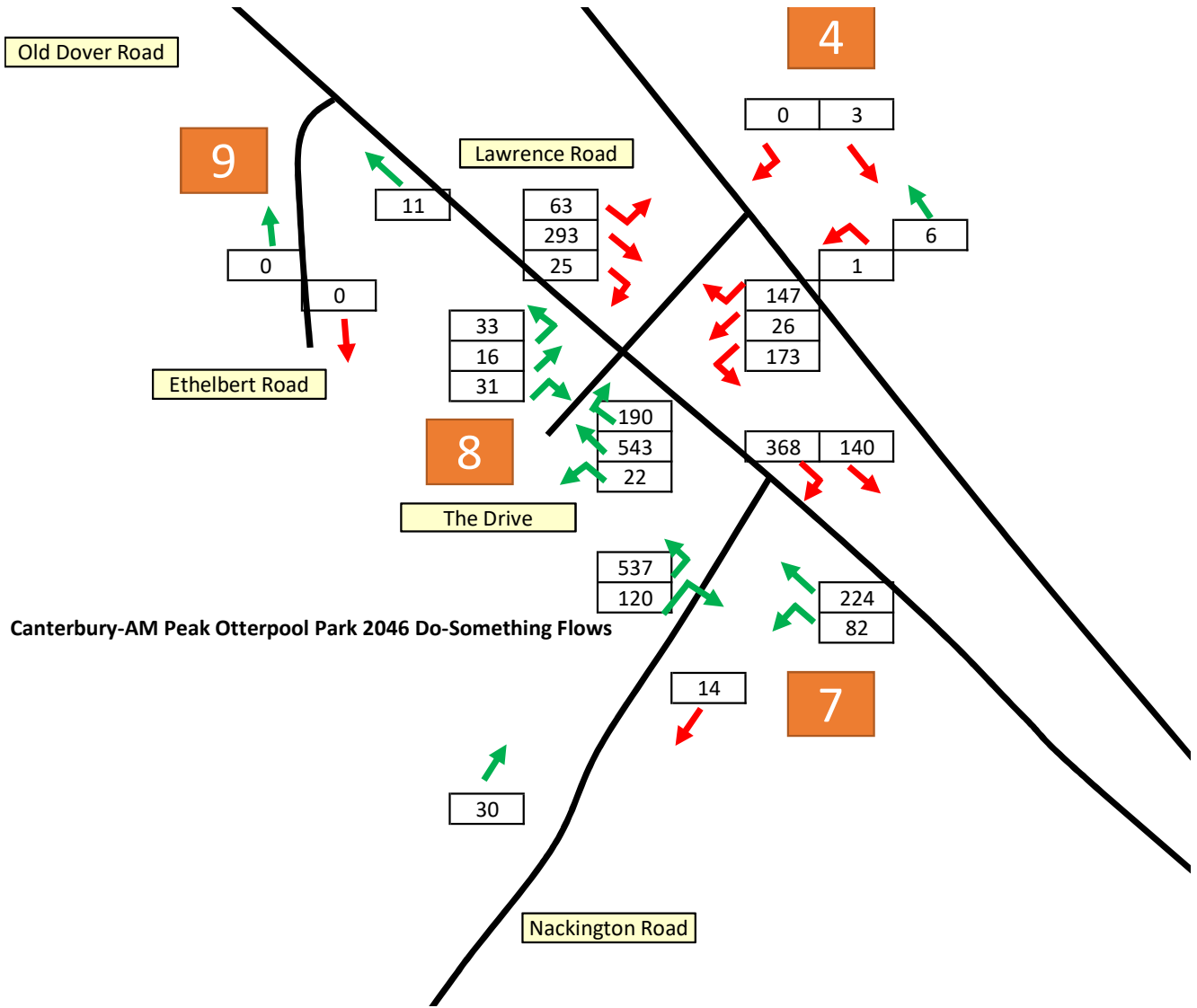




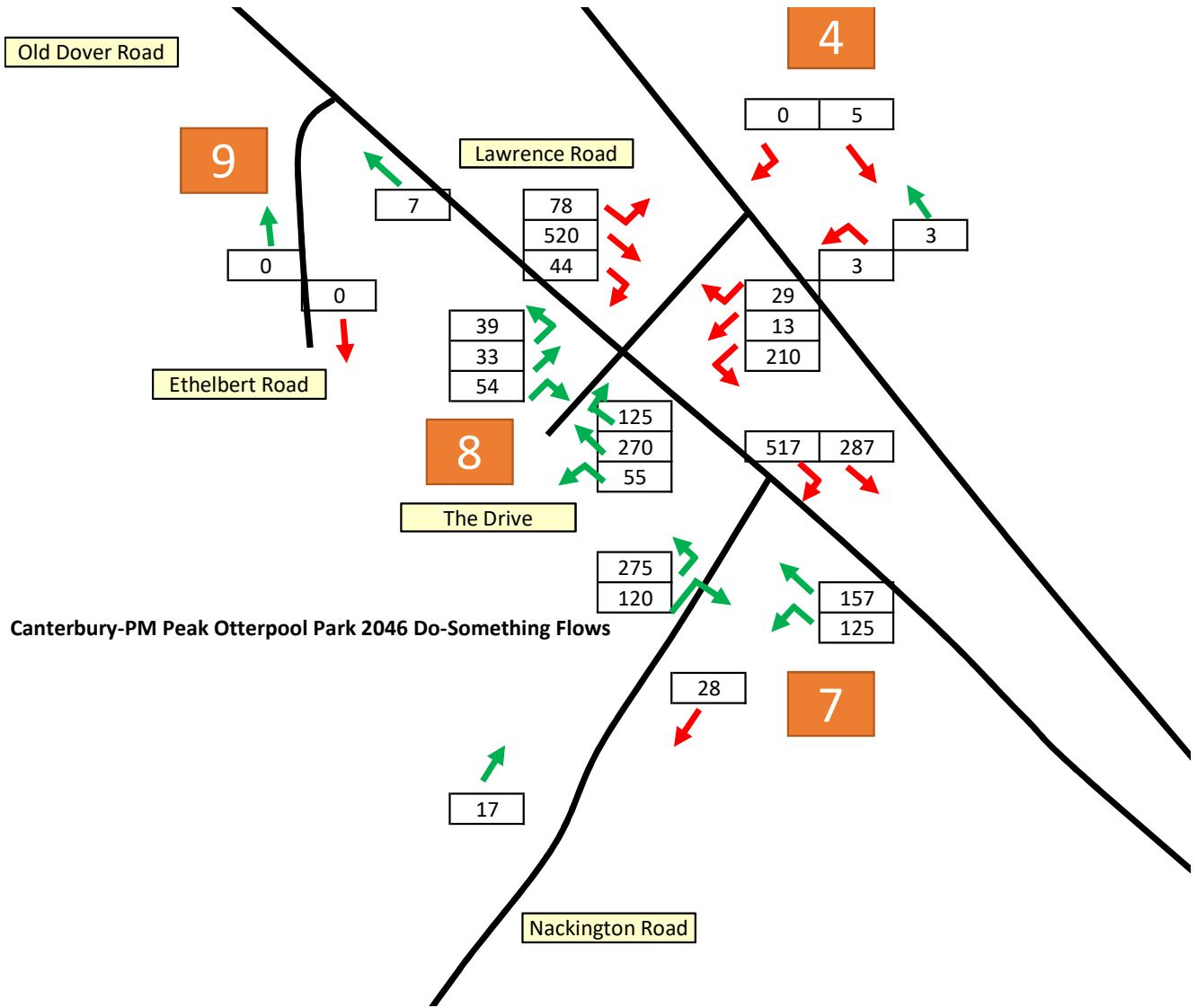




Q.23 Canterbury - 2046 AM Peak Do-Something



Q.24 Canterbury - 2046 PM Peak Do-Something



Canterbury-PM Peak Otterpool Park 2046 Do-Something Flows

APPENDIX R - Highway Capacity Modelling Summary Results Tables

R.1 Do-Minimum Model Summary Results Tables

**Otterpool Park
Modelling Results
2037 Do-Minimum**

M20 J10

J1

Approach	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Kennington Road	1 and 2	25.9 : 25.9%	2.8	28.6	49.9 : 49.9%	6.1	30.2
	3	42.8%	5.9	33.6	51.4%	7.6	33.9
Hythe Road Southbound	1	18.4%	2.4	27.3	35.0%	3.8	40.1
	2 and 3	70.2 : 70.2%	9.7	34.3	75.9 : 75.9%	8.8	46.6
A2070 Bad Munstereifel Road	1 and 2	41.4 : 41.4%	5.6	16	50.7 : 50.7%	7.4	18.9
	3 and 4	26.6 : 26.6%	3.4	14.6	23.7 : 23.7%	3.2	16.3
A292 Hythe Road	1 and 2	71.3 : 71.3%	10.9	43.7	78.3 : 78.3%	10.1	51.9
	3	66.2%	10.5	41.1	73.5%	10.1	51.9
M20 Eastbound Off-Slip	1 and 2	52.2 : 52.2%	6.7	14.4	55.4 : 55.4%	7.8	12.5
	3	41.2%	6.9	15.2	51.4%	9.4	14.2

M20 J11

J2

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound Off-Slip	0.40	0.7	3.6	0.40	0.7	3.7
A20 Ashford Road	0.43	0.7	2.3	0.35	0.5	2.0
Services	0.17	0.2	4.4	0.14	0.2	3.5
M20 Eastbound Off-Slip	0.42	0.7	4.4	0.47	0.9	4.5
B2068 Stone Street	0.30	0.4	3.7	0.36	0.6	4.5

Ashford Road (A20) / Swan Lane

J3

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Westbound	0.00	0.0	0.0	0.00	0.0	0.0
Private Access	0.05	0.1	6.7	0.14	0.2	7.7
A20 Ashford Road Eastbound	0.47	0.9	18.6	0.37	0.6	16.7
Swan Lane	0.00	0.0	0.0	0.00	0.0	0.0

Ashford Road (A20) / Stone Hill**J4**

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Westbound	0.33	0.5	16.4	0.20	0.2	13.9
Stone Hill	0.00	0.0	0.0	0.02	0.0	7.2

Hythe Road (A20) / Station Road / Church Road**J5**

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.50	1.0	19.1	0.57	1.3	22.3
Station Road	0.02	0.0	6.2	0.04	0.0	7.1
A20 Hythe Road Eastbound	0.48	0.9	23.3	0.35	0.5	21.8
Church Road	0.24	0.3	7.8	0.20	0.3	7.2

Hythe Road (A20) / Meersham**J6**

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.41	0.7	15.2	0.23	0.3	10.5
Mersham	0.25	0.3	10.1	0.24	0.3	8.8

A2070 Kennington Road / The Street**J7a**

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A2070 Kennington Road Northbound	0.02	0.0	15.2	0.01	0.0	8.8
The Street Eastbound	0.21	0.3	9.0	0.30	0.4	11.3
A2070 Kennington Road Southbound	0.18	0.2	14.5	0.10	0.1	11.1
The Street Westbound	0.00	0.0	8.1	0.00	0.0	6.4

Hythe Road (A20) / The Street

J7b

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.42	0.7	4.1	0.36	0.6	4.0
Tesco Access	0.32	0.5	4.8	0.48	0.9	5.6
A20 Hythe Road Eastbound	0.37	0.6	3.4	0.56	1.2	4.8
The Street	0.68	2.0	23.6	0.61	1.5	29.4

A20 Ashford Road / B2067 Otterpool Lane

J8

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Road Westbound	1 and 2	62.6 : 62.6%	10.2	45.3	66.6 : 66.6%	12.3	53.3
B2067 Otterpool Lane	1	62.1%	10.4	51.6	67.3%	13.6	47.7
A20 Ashford Road Eastbound	1 and 2	63.4 : 63.4%	6.2	32.6	68.1 : 68.1%	6.5	39.3

B2067 Otterpool Lane / Aldington Road

J9

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Eastbound	0.33	0.5	12.1	0.38	0.6	11.4
B2067 Otterpool Lane	0.21	0.3	7.6	0.12	0.1	6.7

Aldington Road / Stone Street

J10

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Eastbound	0.37	0.6	11.6	0.43	0.7	11.9
Stone Street	0.31	0.5	7.9	0.06	0.1	6.4

A20/Stone St/ Hythe Road

J11

Traffic Movement	Lane	AM Peak			PM Peak		
		RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Hythe Road	1	0.95	5.4	164.01	0.99	4.5	224.25
	2	0.96	9.2	122.80	0.98	10.9	130.86
Stone Street	1	0.38	0.5	116.54	0.00	0.0	7.54
	2	0.92	7.3	81.88	0.23	0.3	12.92
A20 Ashford Road	1	0.01	0.0	7.20	0.03	0.0	7.12
	2	0.15	0.2	7.55	0.15	0.2	8.12

Aldington Road / Lympne Hill

J12

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Westbound	0.53	1.1	14.4	0.22	0.3	8.9
Lympne Hill	0.27	0.4	7.6	0.42	0.8	9.9

A261 Hythe Road / Aldington Road**J13**

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Hythe Road Westbound	0.38	0.6	16.7	0.25	0.3	14.9
Aldington Road	0.00	0.0	0.0	0.00	0.0	0.0

A261 London Road / Barrack Hill**J14**

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A261 London Road Eastbound	0.45	0.8	12.6	0.49	0.9	15.5
Barrack Hill	0.39	0.7	9.9	0.25	0.4	9.1

A259 / Dymchurch Road / Military Road

J15

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
London Road	1 and 2	70.7 : 70.7%	5.2	16.5	70.5 : 70.5%	5.2	14.3
St John Moore Avenue	1	35.3%	0.3	6.2	65.8%	2.8	11.5
Portland Road	1	51.5%	0.5	6.6	52.6%	0.6	7.5
Dymchurch Road Northbound	1 and 2	80.5 : 80.5%	11.0	17.5	64.8 : 64.8%	7.2	15.4
	2 and 3	75.6 : 75.6%	7.5	33.0	60.8 : 60.8%	5.8	22.9
Dymchurch Road Westbound	1	54.6%	5.9	6.8	78.1%	12.1	12.6
Green Lane	1	22.3%	0.9	48.9	19.0%	0.7	37.5
Scalons Bridge Road Northbound	1	46.0%	5.0	5.2	41.6%	3.9	5.6
Scalons Bridge Road Right Turn	1	71.4%	12.9	17.6	70.8%	9.9	19.8
Scalons Bridge Road Southbound	1	44.5%	3.4	28.8	60.3%	4.4	34.8
Military Road	1	94.0%	27.1	26.7	93.3%	23.1	25.7

A259 Prospect Road / A259 East Road / Station Road / High Street

J16

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Station Road	0.40	0.7	5.4	0.46	0.8	6.0
A259 Seabrook Road	0.42	0.7	4.2	0.53	1.1	5.1
Prospect Road	0.80	4.0	14.2	0.70	2.3	9.0

A20 Ashford Road / A20 J11 offslip

J17

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Southbound	0.58	1.4	15.3	0.23	0.3	7.8
A20 Ashford Road	0.00	0.0	0.0	0.00	0.0	0.0

Ashford Road (A20) / Sandling Road

J18

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Southbound	0.59	1.4	16.5	0.31	0.4	10.2
Sandling Road	0.34	0.7	7.8	0.47	1.0	9.9

M20 J11A

J19

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Beachborough	0.21	0.3	3.0	0.14	0.2	2.6
A20 Ashford Road Westbound	0.31	0.4	3.5	0.34	0.5	3.5
Bargrove	0.25	0.3	3.4	0.23	0.3	3.4
A20 Ashford Road Eastbound	0.16	0.2	3.0	0.07	0.1	2.7

M20 J12

J20

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound	0.60	1.5	6.0	0.56	1.3	5.9
B2064 Cheriton	0.46	0.8	2.4	0.46	0.8	2.3
M20 Eastbound	0.37	0.6	4.0	0.47	0.9	4.6
A20 Ashford Road	0.43	0.7	3.8	0.52	1.1	5.2

M20 J13

J21a

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound Entry Only	0.50	1.0	5.0	0.31	0.4	3.8
Churchill Avenue	0.78	3.4	9.9	0.73	2.6	7.2
Cherry Garden Avenue	0.46	0.8	4.5	0.63	1.7	6.7
A20 Castle Hill Bridge	0.78	0.8	10.6	0.84	5.1	14.7

M20 J13

J21b

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Eastbound Exit Only	0.00	0.0	0.0	0.00	0.0	0.0
Castle Hill Bridge	0.31	0.5	3.9	0.50	1.0	5.1
M20 Eastbound	0.55	1.2	3.6	0.64	1.7	4.9
Castle Hill	0.00	0.0	0.0	0.00	0.0	0.0

A260 Spitfire Way / White Horse Hill / A20 Slip Roads**SH18**

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
White House Hill	0.52	1.1	8.7	0.30	0.4	4.6
A20 Slip Roads	0.78	3.3	15.9	0.84	5.1	16.5
Canterbury Road	0.37	0.6	3.8	0.72	2.5	9.4
Spitfire Way	0.87	6.0	18.1	0.61	1.6	6.8

Alkham Valley Road / A20 slip roads**SH19**

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Off-Slip	0.02	0.0	1.9	0.02	0.0	2.2
Alkam Valley Road (East)	0.55	1.2	4.2	0.26	0.4	2.6
Alkam Valley Road (South)	1.06	47.4	121.5	0.85	5.4	15.6

A260 Canterbury Road / Alkham Valley Road**SH16**

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Alkham Valley Road	0.62	1.6	23.72	0.24	0.3	10.09
	0.09	0.1	85.08	0.28	0.4	106.12
Canterbury Road Northbound	1.08	14.6	243.88	0.96	9.3	117.87

A20 Ashford Road / Stone Street**J22**

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Westbound	0.13	0.2	15.41	0.31	0.4	16.95
Stone Street	0.03	0.0	7.82	0.03	0.0	7.80

M20 J9

J23

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Trinity Road	1	67.9%	6.4	21.1	81.2%	12.8	23.3
	2 and 3	72.6 : 72.6%	6.6	18.4	95.1 : 95.1%	20.8	35.9
M20 Slip Road Westbound	1 and 2	79.3 : 79.5%	6.9	25.4	86.9 : 87.2%	7.6	43.0
	3 and 4	67.8 : 66.4%	5.1	21.5	84.7 : 83.5%	6.9	39.6
Fougenes Way Northbound	1 and 2	64.7 : 64.7%	6.2	10.8	53.3 : 53.3%	4.7	8.9
	3	39.9%	3.3	9.9	29.5%	2.6	8.4
	4	78.1%	9.7	17.8	67.4%	8.5	13.5
M20 Sliproad Eastbound	1 and 2	30.3 : 30.3%	1.8	17.3	20.4 : 20.2%	1.7	17.2
	3 and 4	75.2 : 83.9%	7.3	26.2	85.7 : 86.6%	11.6	30.6

B2064 Cheriton High Street Risborough Lane

J24

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Stanley Road Southbound	1	106.1%	13.2	264.2	84.1%	5.4	128.4
Cheriton High Street Westbound	1 and 2	64.3 : 64.3%	8.9	30.6	66.1 : 66.1%	11.2	29.4
Risborough Lane Northbound	1 and 2	106.3 : 106.3%	42.0	181.9	126.9 : 126.9%	98.0	472.9
Cheriton High Street Eastbound	1 and 2	75.6 : 106.0%	20.1	91.3	100.4 : 123.0%	64.8	195.3

B2064 Cheriton High Street / A2034 Cherry Garden Avenue

J25

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Cherry Garden Avenue Southbound	1	94.1%	20.4	123.6	102.2%	22.1	200.6
	2 and 3	96.4 : 96.4%	26.2	121.3	99.6 : 99.6%	23.8	149.0
A2034 Cheriton Road Westbound	1 and 2	75.1 : 94.0%	16.0	77.9	72.1 : 97.7%	13.0	72.5
B2034 Beachborough Road Northbound	1	96.1%	28.3	118.0	103.9%	42.9	179.6
A20 Cheriton Road Eastbound	1	29.9%	6.4	34.8	32.1%	5.9	39.1
	2 and 3	84.2 : 84.2%	21.3	79.5	86.8 : 86.8%	20.3	78.3

A259 Prospect Road / Stade Street

J26

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Stade Street	0.84	3.9	95.6	1.05	10.1	234.1
A259 Rampart Road Westbound	0.53	1.1	15.2	0.66	1.9	24.0

Barrow Hill One-Way

J27

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Barrow Hill Southbound	1	78.5%	7.2	31.8	76.1%	6.7	30.2
Barrow Hill Northbound	1	83.2%	8.9	32.5	81.3%	8.3	30.8

The Drive

Old Dover Road / St Lawrence Road / The Drive and Nackington Road / Old Dover Road

J44

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Old Dover Road / St Lawrence Road / The Drive							
B2068 Old Dover Road Westbound	1	76.0 : 76.0%	14.4	29.6	40.8 : 52.3%	6.9	22.3
The Drive	1	18.5%	2.1	39.2	89.0%	6.5	131.5
Old Dover Road	1	71.7%	14.4	39.7	87.8%	24.2	44.8
B2068 St Lawrence Road	1	76.2%	11.9	57.4	79.9%	9.6	74.7
Nackington Road / Old Dover Road							
Old Dover Road Westbound	1	67.8%	12.2	48.6	38.1%	8.2	22.6
B2068 Nackington Road	1 and 2	75.9 : 75.9%	17.5	37.9	81.2 : 81.2%	12.1	63.6
B2068 Old Dover Road Eastbound	1 and 2	67.5 : 67.5%	11.4	22.7	77.5 : 77.5%	11.1	15.7

M20 J10a

J42

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
M20 Eastbound Off-Slip	1	60.0%	3.8	28.2	68.9%	4.4	33.6
	2	0.0%	0.0	0.0	0.0%	0.0	0.0
	3	21.5%	1.1	21.5	62.4%	3.8	30.7
Hythe Road Eastbound	1	57.2%	2.0	3.5	69.2%	3.8	5.7
Hythe Road Westbound	1	55.1%	0.6	2.5	45.0%	0.4	2.2
M20 Westbound Off-Slip	1 and 2	45.0 : 45.2%	3.8	13.9	41.7 : 41.7%	3.4	13.6
	3	60.0%	5.6	18.6	35.5%	2.8	15.0
A2070 Bad Munstereifel Road	1 and 2	41.0%	0.8	1.4	45.8%	0.4	1.4
A2070 Bad Munstereifel	3	0.0%	0.0	0.0	0.0%	0.0	0.0

A20 Ashford Road Small Roundabout

J43

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Southbound	0.54	1.2	3.7	0.50	1.0	3.2
A20 Ashford Road Northbound	0.47	0.9	3.5	0.42	0.7	3.0

**Otterpool Park
Modelling Results
2044 Do-Minimum**

M20 J10

J1

Approach	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Kennington Road	1 and 2	26.7 : 26.7%	2.8	30.2	53.1 : 53.1%	6.6	30
	3	48.6%	6.5	36.6	51.3%	7.7	33
Hythe Road Southbound	1	23.0%	3.1	27.9	35.6%	4.0	39.2
	2 and 3	71.0 : 71.0%	9.9	34.7	77.8 : 77.8%	9.4	46.8
A2070 Bad Munstereifel Road	1 and 2	40.8 : 40.8%	5.5	14.9	51.8 : 51.8%	7.7	19.6
	3 and 4	27.3 : 27.3%	3.4	13.7	23.9 : 23.9%	3.1	16.6
A292 Hythe Road	1 and 2	70.3 : 70.3%	11.1	41.3	77.3 : 77.3%	10.0	49.4
	3	64.5%	10.7	38.6	71.4%	10.0	49.5
M20 Eastbound Off-Slip	1 and 2	56.8 : 56.8%	7.5	15.5	57.5 : 57.5%	8.2	12.3
	3	44.2%	7.7	16.2	53.2%	9.9	13.9

M20 J11

J2

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound Off-Slip	0.41	0.7	3.7	0.46	0.8	4.5
A20 Ashford Road	0.45	0.8	2.4	0.35	0.5	2.0
Services	0.18	0.2	4.7	0.14	0.2	3.6
M20 Eastbound Off-Slip	0.41	0.7	4.5	0.57	1.3	5.6
B2068 Stone Street	0.30	0.4	3.8	0.40	0.7	5.4

Ashford Road (A20) / Swan Lane

J3

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Westbound	0.00	0.0	0.0	0.00	0.0	0.0
Private Access	0.05	0.1	6.6	0.14	0.2	7.4
A20 Ashford Road Eastbound	0.48	0.9	19.1	0.35	0.5	15.2
Swan Lane	0.00	0.0	0.0	0.00	0.0	0.0

Ashford Road (A20) / Stone Hill**J4**

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Westbound	0.35	0.5	17.2	0.20	0.2	13.5
Stone Hill	0.00	0.0	0.0	0.02	0.0	7.2

Hythe Road (A20) / Station Road / Church Road**J5**

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.53	1.1	20.7	0.59	1.4	23.4
Station Road	0.02	0.0	6.2	0.04	0.0	6.8
A20 Hythe Road Eastbound	0.51	1.0	25.2	0.35	0.5	20.3
Church Road	0.25	0.3	8.0	0.21	0.3	7.2

Hythe Road (A20) / Meersham

J6

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.44	0.8	16.5	0.25	0.3	10.9
Mersham	0.27	0.4	10.4	0.25	0.3	9.0

A2070 Kennington Road / The Street

J7a

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A2070 Kennington Road Northbound	0.03	0.0	16.4	0.01	0.0	8.9
The Street Eastbound	0.23	0.3	9.2	0.32	0.5	12.0
A2070 Kennington Road Southbound	0.20	0.3	15.1	0.11	0.1	11.5
The Street Westbound	0.00	0.0	8.4	0.00	0.0	6.4

Hythe Road (A20) / The Street

J7b

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.49	0.9	4.7	0.35	0.5	4.0
Tesco Access	0.34	0.5	5.1	0.51	1.0	5.9
A20 Hythe Road Eastbound	0.39	0.6	3.6	0.62	1.6	5.6
The Street	0.76	2.9	33.6	0.77	3.0	57.5

A20 Ashford Road / B2067 Otterpool Lane

J8

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Road Westbound	1 and 2	64.5 : 64.5%	11.2	44.4	65.7 : 65.7%	12.8	50.2
B2067 Otterpool Lane	1	64.2%	10.8	52.4	66.1%	12.6	49.8
A20 Ashford Road Eastbound	1 and 2	63.5 : 63.5%	6.0	33	67.3 : 67.3%	6.4	37.1

B2067 Otterpool Lane / Aldington Road

J9

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Eastbound	0.32	0.5	11.9	0.37	0.6	11.2
B2067 Otterpool Lane	0.21	0.3	7.6	0.06	0.1	6.5

Aldington Road / Stone Street

J10

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Eastbound	0.38	0.6	11.8	0.43	0.8	12.1
Stone Street	0.33	0.5	8.1	0.11	0.1	6.8

A20/Stone St/ Hythe Road

J11

Traffic Movement	Lane	AM Peak			PM Peak		
		RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Hythe Road	1	1.09	9.6	265.97	1.02	5.0	244.12
	2	1.08	18.9	215.28	1.02	13.0	157.66
Stone Street	1	1.00	2.0	405.10	0.03	0.0	7.94
	2	0.98	11.9	123.10	0.31	0.4	14.69
A20 Ashford Road	1	0.01	0.0	7.31	0.03	0.0	7.26
	2	0.01	0.0	7.20	0.03	0.0	7.12

Aldington Road / Lympne Hill

J12

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Westbound	0.27	0.4	7.6	0.43	0.8	10.1
Lympne Hill	0.54	1.2	14.6	0.22	0.3	8.9

A261 Hythe Road / Aldington Road

J13

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Hythe Road Westbound	0.38	0.6	17.1	0.26	0.3	14.8
Aldington Road	0.00	0.0	0.0	0.00	0.0	0.0

A261 London Road / Barrack Hill

J14

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A261 London Road Eastbound	0.44	0.8	12.5	0.42	0.7	13.1
Barrack Hill	0.40	0.8	9.8	0.25	0.3	9.3

A259 / Dymchurch Road / Military Road**J15**

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
London Road	1 and 2	68.8 : 68.8%	5.0	16.1	75.0 : 75.0%	5.8	15.5
St John Moore Avenue	1	36.2%	0.3	6.2	66.5%	2.9	12.0
Portland Road	1	52.9%	0.6	6.9	52.6%	0.6	7.5
Dymchurch Road Northbound	1 and 2	83.1 : 83.1%	11.8	19.5	63.6 : 63.6%	7.1	14.5
	2 and 3	76.5 : 76.5%	7.9	32.5	62.1 : 62.1%	5.8	24.0
Dymchurch Road Westbound	1	55.9%	6.3	7.0	77.9%	12.0	12.5
Green Lane	1	22.9%	0.9	49.1	19.0%	0.7	37.5
Scalons Bridge Road Northbound	1	49.1%	5.5	5.5	40.6%	3.8	5.5
Scalons Bridge Road Right Turn	1	71.5%	12.9	17.7	71.2%	9.9	20.0
Scalons Bridge Road Southbound	1	43.3%	3.2	28.6	59.8%	4.6	33.2
Military Road	1	93.4%	25.7	25.0	95.3%	26.3	31.3

A259 Prospect Road / A259 East Road / Station Road / High Street**J16**

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Station Road	0.41	0.7	5.5	0.46	0.8	6.1
A259 Seabrook Road	0.43	0.7	4.3	0.53	1.1	5.1
Prospect Road	0.80	3.9	13.9	0.72	2.6	9.6

A20 Ashford Road / A20 J11 offslip**J17**

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Southbound	0.62	1.6	16.8	0.30	0.4	9.0
A20 Ashford Road	0.00	0.0	0.0	0.00	0.0	0.0

Ashford Road (A20) / Sandling Road

J18

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Southbound	0.61	1.5	17.4	0.35	0.5	10.5
Sandling Road	0.33	0.6	7.7	0.50	1.1	10.4

M20 J11A

J19

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Beachborough	0.21	0.3	3.0	0.14	0.2	2.6
A20 Ashford Road Westbound	0.31	0.4	3.5	0.35	0.5	3.6
Bargrove	0.26	0.4	3.4	0.24	0.3	3.4
A20 Ashford Road Eastbound	0.15	0.2	3.0	0.07	0.1	2.7

M20 J12

J20

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound	0.60	1.50	5.99	0.56	1.30	6.11
B2064 Cheriton	0.47	0.90	2.46	0.46	0.80	2.33
M20 Eastbound	0.36	0.60	3.87	0.50	1.00	4.97
A20 Ashford Road	0.44	0.80	3.83	0.53	1.10	5.50

M20 J13

J21a

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound Entry Only	0.50	1.00	5.02	0.32	0.50	3.94
Churchill Avenue	0.79	3.80	10.60	0.73	2.70	7.33
Cherry Garden Avenue	0.49	0.90	4.75	0.63	1.70	6.54
A20 Castle Hill Bridge	0.77	0.77	10.04	0.87	6.20	17.47

M20 J13

J21b

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Eastbound Exit Only	0.00	0.0	0.0	0.00	0.0	0.0
Castle Hill Bridge	0.34	0.5	4.0	0.51	1.0	5.2
M20 Eastbound	0.55	1.2	3.6	0.66	1.9	5.2
Castle Hill	0.00	0.0	0.0	0.00	0.0	0.0

A260 Spitfire Way / White Horse Hill / A20 Slip Roads

SH18

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
White House Hill	0.54	1.2	9.4	0.30	0.4	4.6
A20 Slip Roads	0.78	3.5	16.8	0.88	6.8	21.3
Canterbury Road	0.37	0.6	3.8	0.73	2.6	9.9
Spitfire Way	0.88	7.0	20.9	0.61	1.6	6.9

Alkham Valley Road / A20 slip roads

SH19

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Off-Slip	0.02	0.0	1.9	0.02	0.0	2.2
Alkham Valley Road (East)	0.56	1.3	4.4	0.26	0.4	2.6
Alkham Valley Road (South)	1.11	75.2	183.0	0.86	5.8	16.6

A260 Canterbury Road / Alkham Valley Road

SH16

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Alkham Valley Road	0.61	1.5	23.0	0.25	0.3	10.3
	0.09	0.1	107.7	0.30	0.4	114.5
Canterbury Road Northbound	1.19	22.0	339.6	0.97	9.8	124.0

A20 Ashford Road / Stone Street

J22

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Westbound	0.14	0.2	16.2	0.37	0.6	22.4
Stone Street	0.03	0.0	7.8	0.07	0.1	8.4

M20 J9

J23

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Trinity Road	1	68.0%	6.4	21.2	84.0%	14.1	24.5
	2 and 3	76.2 : 76.2%	7.1	19.6	97.9 : 97.9%	27.1	47.9
M20 Slip Road Westbound	1 and 2	85.6 : 85.6%	8.4	29.3	89.0 : 89.0%	8.3	46.0
	3 and 4	73.3 : 71.6%	5.8	22.8	86.2 : 85.0%	7.3	41.3
Fougenes Way Northbound	1 and 2	67.3 : 67.3%	6.9	11.9	56.0 : 56.0%	5.1	9.1
	3	43.5%	3.8	11.0	31.0%	2.8	8.5
	4	82.0%	10.6	20.8	72.0%	9.7	14.7
M20 Sliproad Eastbound	1 and 2	32.2 : 32.0%	2.0	17.5	21.1 : 20.9%	1.7	17.2
	3 and 4	79.5 : 88.3%	8.2	28.7	88.4 : 88.8%	12.6	32.9

B2064 Cheriton High Street Risborough Lane

J24

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Stanley Road Southbound	1	108.2%	14.5	289.4	84.9%	5.5	131.1
Cheriton High Street Westbound	1 and 2	66.2 : 66.2%	9.4	31.2	68.5 : 68.5%	11.9	29.5
Risborough Lane Northbound	1 and 2	107.9 : 107.9%	46.5	202.7	130.5 : 130.5%	105.8	516.9
Cheriton High Street Eastbound	1 and 2	75.3 : 108.6%	23.1	109.2	102.0 : 130.7%	80.6	242.4

B2064 Cheriton High Street / A2034 Cherry Garden Avenue

J25

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Cherry Garden Avenue Southbound	1	96.0%	21.3	135.9	103.0%	23.0	210.2
	2 and 3	97.8 : 97.8%	27.4	132.3	103.1 : 103.1%	29.3	186.9
A2034 Cheriton Road Westbound	1 and 2	76.9 : 96.6%	16.7	79.6	70.6 : 98.9%	12.8	71.0
B2034 Beachborough Road Northbound	1	95.8%	28.5	115.1	106.2%	47.8	213.2
A20 Cheriton Road Eastbound	1	32.7%	7.0	36.1	31.3%	5.8	38.2
	2 and 3	83.9 : 83.9%	21.2	79.4	87.5 : 87.5%	21.1	78.3

A259 Prospect Road / Stade Street

J26

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Stade Street	0.86	4.4	104.3	1.10	12.1	277.5
A259 Rampart Road Westbound	0.52	1.1	15.1	0.68	2.1	25.0

Barrow Hill One-Way

J27

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Barrow Hill Southbound	1	83.1%	7.7	37.8	78.9%	7.2	32.0
The Drive	1	82.9%	9.1	30.7	81.4%	8.4	30.9

Old Dover Road / St Lawrence Road / The Drive and Nackington Road / Old Dover Road

J44

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Old Dover Road / St Lawrence Road / The Drive							
	1	78.6 : 78.6%	15.3	30.8	43.3 : 56.7%	7.0	23.2
The Drive	1	18.9%	2.1	39.3	90.7%	6.9	141.6
Old Dover Road	1	73.8%	15.1	40.8	89.5%	25.7	46.6
B2068 St Lawrence Road	1	79.1%	12.6	59.9	87.1%	11.1	90.0
Nackington Road / Old Dover Road							
Old Dover Road Westbound	1	69.7%	12.7	49.5	40.7%	8.7	24.3
B2068 Nackington Road	1 and 2	78.7 : 78.7%	18.8	39.4	81.9 : 81.9%	12.6	62.5
B2068 Old Dover Road Eastbound	1 and 2	71.3 : 71.3%	12.1	24.3	82.9 : 82.9%	14.5	19.9

M20 J10a

J42

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
M20 Eastbound Off-Slip	1	57.9%	3.4	29.3	68.9%	4.4	33.6
	2	0.0%	0.0	0.0	0.0%	0.0	0.0
	3	26.6%	1.4	23.4	62.4%	3.8	30.7
Hythe Road Eastbound	1	63.5%	2.9	4.2	69.2%	3.8	5.7
Hythe Road Westbound	1	58.6%	0.7	2.7	45.0%	0.4	2.2
M20 Westbound Off-Slip	1 and 2	46.0 : 46.0%	3.8	14.0	41.7 : 41.7%	3.4	13.6
	3	71.3%	7.2	21.8	35.5%	2.8	15.0
A2070 Bad Munstereifel Road	1 and 2	43.8%	1.4	1.6	45.8%	0.4	1.4
A2070 Bad Munstereifel	3	0.0%	0.0	0.0	0.0%	0.0	0.0

A20 Ashford Road Small Roundabout

J43

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Southbound	0.56	1.3	3.9	0.52	1.1	3.3
A20 Ashford Road Northbound	0.50	1.0	3.8	0.43	0.8	3.1

Otterpool Park Modelling Results 2046 Do-Minimum

M20 J10

J1

Approach	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Kennington Road	1 and 2	26.7 : 26.7%	2.8	29.4	53.3 : 53.3%	6.7	30.1
	3	47.2%	6.5	35.4	52.1%	7.8	33.2
Hythe Road Southbound	1	22.1%	3.0	26.3	34.7%	4.0	38.1
	2 and 3	71.3 : 71.3%	10.1	33.1	77.8 : 77.8%	9.5	45.8
A2070 Bad Munstereifel Road	1 and 2	40.9 : 40.9%	5.5	16.5	52.0 : 52.0%	7.7	20.3
	3 and 4	27.7 : 27.7%	3.5	15.3	26.2 : 26.2%	3.6	17.7
A292 Hythe Road	1 and 2	70.8 : 70.8%	11.3	41.7	77.2 : 77.2%	9.9	49.1
	3	66.0%	11.0	39.2	71.0%	9.9	49.2
M20 Eastbound Off-Slip	1 and 2	55.4 : 55.4%	7.0	14.2	59.0 : 59.0%	8.5	12.5
	3	42.7%	7.3	14.9	55.0%	10.4	14.3

M20 J11

J2

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound Off-Slip	0.41	0.7	3.7	0.46	0.8	4.6
A20 Ashford Road	0.46	0.8	2.4	0.35	0.5	2.1
Services	0.19	0.2	4.7	0.15	0.2	3.6
M20 Eastbound Off-Slip	0.43	0.7	4.6	0.57	1.3	5.6
B2068 Stone Street	0.31	0.4	3.8	0.41	0.7	5.4

Ashford Road (A20) / Swan Lane

J3

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Westbound	0.00	0.0	0.0	0.00	0.0	0.0
Private Access	0.05	0.1	6.7	0.14	0.2	7.4
A20 Ashford Road Eastbound	0.48	0.9	19.4	0.35	0.5	15.4
Swan Lane	0.00	0.0	0.0	0.00	0.0	0.0

Ashford Road (A20) / Stone Hill

J4

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Westbound	0.36	0.5	17.3	0.20	0.2	13.5
Stone Hill	0.00	0.0	0.0	0.02	0.0	7.2

Hythe Road (A20) / Station Road / Church Road

J5

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.54	1.1	20.7	0.60	1.5	24.0
Station Road	0.02	0.0	6.3	0.04	0.0	6.9
A20 Hythe Road Eastbound	0.52	1.0	25.6	0.36	0.5	20.8
Church Road	0.26	0.3	8.0	0.22	0.3	7.3

Hythe Road (A20) / Meersham

J6

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.45	0.8	16.7	0.25	0.3	11.0
Meersham	0.28	0.4	10.5	0.25	0.3	9.1

A2070 Kennington Road / The Street

J7a

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A2070 Kennington Road Northbound	0.03	0.0	16.6	0.01	0.0	9.0
The Street Eastbound	0.23	0.3	9.3	0.32	0.5	12.1
A2070 Kennington Road Southbound	0.21	0.3	15.4	0.11	0.1	11.6
The Street Westbound	0.00	0.0	8.5	0.00	0.0	6.5

Hythe Road (A20) / The Street

J7b

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.51	1.0	4.9	0.38	0.6	4.1
Tesco Access	0.35	0.5	5.3	0.52	1.1	6.0
A20 Hythe Road Eastbound	0.40	0.7	3.7	0.60	1.5	5.4
The Street	0.79	3.3	37.9	0.75	2.7	50.0

A20 Ashford Road / B2067 Otterpool Lane

J8

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Road Westbound	1 and 2	64.6 : 64.6%	11.2	44.4	66.4 : 66.4%	13.0	50.4
B2067 Otterpool Lane	1	63.4%	10.6	52.1	67.0%	12.8	50.2
A20 Ashford Road Eastbound	1 and 2	64.4 : 64.4%	6.1	33.2	66.5 : 66.5%	6.3	36.2

B2067 Otterpool Lane / Aldington Road

J9

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Eastbound	0.32	0.5	11.9	0.37	0.6	11.2
B2067 Otterpool Lane	0.20	0.3	7.5	0.06	0.1	6.5

Aldington Road / Stone Street

J10

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Eastbound	0.39	0.6	12.0	0.44	0.8	12.3
Stone Street	0.34	0.6	8.3	0.11	0.1	6.8

A20/Stone St/ Hythe Road

J11

Traffic Movement	Lane	AM Peak			PM Peak		
		RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Hythe Road	1	1.10	10.10	280.60	1.05	5.30	273.93
	2	1.09	20.00	228.58	1.05	15.70	183.62
Stone Street	1	0.88	1.60	354.23	1.02	2.00	417.88
	2	0.96	9.90	114.48	1.01	14.10	140.25
A20 Ashford Road	1	0.00	0.00	7.94	0.01	0.00	7.25
	2	0.01	0.00	7.20	0.03	0.00	7.12

Aldington Road / Lympne Hill

J12

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Westbound	0.27	0.4	7.6	0.43	0.8	10.1
Lympne Hill	0.55	1.2	14.8	0.22	0.3	8.9

A261 Hythe Road / Aldington Road

J13

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Hythe Road Westbound	0.39	0.6	17.2	0.26	0.3	14.7
Aldington Road	0.00	0.0	0.0	0.00	0.0	0.0

A261 London Road / Barrack Hill

J14

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A261 London Road Eastbound	0.45	0.8	12.7	0.41	0.7	12.7
Barrack Hill	0.40	0.8	9.9	0.25	0.4	9.3

A259 / Dymchurch Road / Military Road

J15

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
London Road	1 and 2	69.9 : 69.9%	5.2	16.4	74.7 : 74.7%	5.7	15.4
St John Moore Avenue	1	36.9%	0.3	6.4	67.0%	3.0	12.2
Portland Road	1	53.4%	0.6	6.9	53.1%	0.6	7.6
Dymchurch Road Northbound	1 and 2	81.9 : 81.9%	11.3	18.1	64.1 : 64.1%	7.2	14.6
	2 and 3	80.4 : 80.4%	8.4	36.4	62.7 : 62.7%	5.9	24.1
Dymchurch Road Westbound	1	56.4%	6.4	7.0	78.4%	12.4	12.7
Green Lane	1	23.6%	0.9	49.2	19.0%	0.7	37.5
Scalons Bridge Road Northbound	1	49.0%	5.5	5.5	41.2%	3.9	5.5
Scalons Bridge Road Right Turn	1	72.2%	13.3	17.9	71.7%	10.0	20.1
Scalons Bridge Road Southbound	1	41.4%	3.2	27.1	63.8%	4.8	36.1
Military Road	2	94.7%	28.2	28.6	95.6%	26.9	32.7

A259 Prospect Road / A259 East Road / Station Road / High Street

J16

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Station Road	0.41	0.7	5.5	0.46	0.9	6.1
A259 Seabrook Road	0.43	0.8	4.3	0.53	1.1	5.2
Prospect Road	0.81	4.1	14.7	0.73	2.6	9.7

A20 Ashford Road / A20 J11 offslip

J17

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Southbound	0.62	1.6	17.0	0.31	0.5	9.2
A20 Ashford Road	0.00	0.0	0.0	0.00	0.0	0.0

Ashford Road (A20) / Sandling Road

J18

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Southbound	0.61	1.6	17.6	0.36	0.6	10.7
Sandling Road	0.34	0.6	7.8	0.50	1.1	10.4

M20 J11A

J19

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Beachborough	0.21	0.3	3.0	0.15	0.2	2.6
A20 Ashford Road Westbound	0.31	0.4	3.5	0.35	0.5	3.6
Bargrove	0.26	0.4	3.5	0.24	0.3	3.4
A20 Ashford Road Eastbound	0.16	0.2	3.1	0.07	0.1	2.7

M20 J12

J20

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound	0.61	1.50	6.20	0.57	1.30	6.15
B2064 Cheriton	0.47	0.90	2.48	0.46	0.90	2.35
M20 Eastbound	0.37	0.60	3.91	0.50	1.00	5.04
A20 Ashford Road	0.44	0.80	3.87	0.54	1.20	5.61

M20 J13

J21a

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound Entry Only	0.51	1.10	5.19	0.32	0.50	3.99
Churchill Avenue	0.80	4.00	11.24	0.74	2.80	7.63
Cherry Garden Avenue	0.49	1.00	4.81	0.63	1.70	6.70
A20 Castle Hill Bridge	0.78	0.78	10.60	0.87	6.40	17.98

M20 J13

J21b

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Eastbound Exit Only	0.00	0.0	0.0	0.00	0.0	0.0
Castle Hill Bridge	0.35	0.5	4.1	0.51	1.1	5.3
M20 Eastbound	0.56	1.3	3.7	0.66	2.0	5.3
Castle Hill	0.00	0.0	0.0	0.00	0.0	0.0

A260 Spitfire Way / White Horse Hill / A20 Slip Roads

SH18

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
White House Hill	0.55	1.2	9.6	0.31	0.4	4.6
A20 Slip Roads	0.80	3.8	18.4	0.89	7.2	22.6
Canterbury Road	0.38	0.6	3.9	0.73	2.7	10.1
Spitfire Way	0.89	7.4	22.0	0.62	1.6	7.0

Alkham Valley Road / A20 slip roads

SH19

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Off-Slip	0.02	0.0	1.9	0.02	0.0	2.2
Alkam Valley Road (East)	0.57	1.3	4.4	0.27	0.4	2.6
Alkam Valley Road (South)	1.12	79.6	192.9	0.87	6.2	17.7

A260 Canterbury Road / Alkham Valley Road

SH16

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Alkham Valley Road	0.61	1.5	23.5	0.25	0.3	10.6
	0.07	0.1	119.1	0.34	0.4	136.5
Canterbury Road Northbound	1.22	23.8	366.4	0.99	11.4	140.6

A20 Ashford Road / Stone Street

J22

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Westbound	0.15	0.2	16.4	0.38	0.6	23.1
Stone Street	0.03	0.0	7.9	0.07	0.1	8.4

M20 J9

J23

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Trinity Road	1	66.1%	6.3	19.6	84.5%	14.5	24.9
	2 and 3	75.4 : 75.4%	7.0	18.4	99.5 : 99.5%	32.4	59.2
M20 Slip Road Westbound	1 and 2	86.0 : 86.0%	8.5	29.6	89.9 : 89.9%	8.6	47.7
	3 and 4	73.5 : 72.0%	5.8	22.9	87.5 : 86.2%	7.6	42.8
Fougenes Way Northbound	1 and 2	68.4 : 68.4%	6.7	11.3	56.7 : 56.7%	5.2	9.2
	3	42.3%	3.6	10.2	31.4%	2.8	8.6
	4	80.4%	10.4	18.9	72.2%	9.7	14.8
M20 Sliproad Eastbound	1 and 2	32.6 : 32.6%	2.0	17.5	21.4 : 21.4%	1.8	17.3
	3 and 4	81.4 : 89.1%	8.5	29.7	90.0 : 90.1%	13.3	34.7

B2064 Cheriton High Street Risborough Lane

J24

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Stanley Road Southbound	1	108.9%	15.0	297.9	84.9%	5.5	131.1
Cheriton High Street Westbound	1 and 2	66.4 : 66.4%	9.4	31.2	69.3 : 69.3%	12.3	29.7
Risborough Lane Northbound	1 and 2	107.9 : 107.9%	46.7	202.6	131.8 : 131.8%	109.5	531.9
Cheriton High Street Eastbound	1 and 2	76.5 : 110.4%	25.8	121.7	103.6 : 133.4%	88.6	270.1

B2064 Cheriton High Street / A2034 Cherry Garden Avenue

J25

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Cherry Garden Avenue Southbound	1	97.2%	22.3	143.6	103.7%	23.9	219.9
	2 and 3	99.4 : 99.4%	29.5	144.7	103.8 : 103.8%	30.9	196.7
A2034 Cheriton Road Westbound	1 and 2	75.9 : 95.6%	16.6	77.9	71.2 : 101.0%	13.5	77.0
B2034 Beachborough Road Northbound	1	98.6%	31.4	134.9	107.0%	49.8	224.1
A20 Cheriton Road Eastbound	1	33.4%	7.3	35.6	31.5%	5.8	38.3
	2 and 3	83.2 : 83.2%	21.1	77.7	87.9 : 87.9%	21.3	79.0

A259 Prospect Road / Stade Street

J26

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Stade Street	0.88	4.90	115.05	1.14	14.00	310.72
A259 Rampart Road Westbound	0.53	1.10	15.41	0.68	2.10	25.43

Barrow Hill One-Way

J27

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Barrow Hill Southbound	1	84.4%	8.0	39.2	79.6%	7.3	32.6
The Drive	1	82.3%	8.9	30.2	82.4%	8.7	31.7

Old Dover Road / St Lawrence Road / The Drive and Nackington Road / Old Dover Road

J44

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Old Dover Road / St Lawrence Road / The Drive							
	1	79.6 : 79.6%	15.6	31.2	46.4 : 59.0%	7.2	23.1
The Drive	1	19.0%	2.1	39.3	91.7%	7.1	147.2
Old Dover Road	1	74.5%	15.4	41.3	90.3%	26.4	48.2
B2068 St Lawrence Road	1	80.0%	12.8	60.8	88.2%	11.5	92.7
Nackington Road / Old Dover Road							
Old Dover Road Westbound	1	70.4%	12.9	49.8	40.3%	8.7	23.6
B2068 Nackington Road	1 and 2	79.9 : 79.9%	19.3	40.2	85.2 : 85.2%	13.4	68.1
B2068 Old Dover Road Eastbound	1 and 2	72.3 : 72.3%	12.3	24.7	82.8 : 82.8%	15.0	19.4

M20 J10a

J42

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
M20 Eastbound Off-Slip	1	64.9%	3.7	33.8	64.9%	3.7	33.8
	2	0.0%	0.0	0.0	0.0%	0.0	0.0
	3	32.5%	1.6	25.7	32.5%	1.6	25.7
Hythe Road Eastbound	1	65.4%	3.2	4.5	65.4%	3.2	4.5
Hythe Road Westbound	1	59.4%	0.7	2.8	59.4%	0.7	2.8
M20 Westbound Off-Slip	1 and 2	42.2 : 42.4%	3.6	12.9	42.2 : 42.4%	3.6	12.9
	3	70.7%	7.3	20.5	70.7%	7.3	20.5
A2070 Bad Munstereifel Road	1 and 2	44.9%	1.7	1.7	44.9%	1.7	1.7
A2070 Bad Munstereifel	3	0.0%	0.0	0.0	0.0%	0.0	0.0

A20 Ashford Road Small Roundabout

J43

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Southbound	0.56	1.30	3.88	0.52	1.10	3.36
A20 Ashford Road Northbound	0.50	1.00	3.82	0.44	0.80	3.09

R.2 Do-Something Model Summary Results Tables

Otterpool Park Modelling Results 2037 Do-Something

M20 J10

J1

Approach	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Kennington Road	1 and 2	30.5 : 30.5%	3.4	29.2	52.1 : 52.1%	6.6	30.9
	3	44.9%	6.2	34.1	58.8%	9.1	35.8
Hythe Road Southbound	1	19.2%	2.7	23.1	38.9%	4.5	38.9
	2 and 3	72.3 : 72.3%	11.2	30.3	77.7 : 77.7%	9.4	45.4
A2070 Bad Munstereifel Road	1 and 2	39.1 : 39.1%	5.1	15.2	51.1 : 51.1%	7.5	19.6
	3 and 4	31.5 : 31.5%	4.4	14.9	24.0 : 24.0%	3.1	16.6
A292 Hythe Road	1 and 2	72.5 : 72.5%	11.1	44.1	77.7 : 77.7%	10.2	50
	3	69.0%	11.2	42.2	72.3%	10.2	50
M20 Eastbound Off-Slip	1 and 2	55.0 : 55.0%	7.0	13.7	60.7 : 60.7%	8.9	13.1
	3	42.2%	7.2	14.3	53.8%	10.0	14.6

M20 J11

J2

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound Off-Slip	0.66	1.9	6.8	0.76	3.0	11.1
A20 Ashford Road	0.67	2.0	3.9	0.58	1.4	3.1
Services	0.31	0.4	9.5	0.22	0.3	6.0
M20 Eastbound Off-Slip	0.69	2.1	11.0	0.86	5.7	22.7
B2068 Stone Street	0.46	0.9	7.5	0.70	2.2	17.6

Ashford Road (A20) / Swan Lane

J3

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Westbound	0.00	0.0	0.0	0.00	0.0	0.0
Private Access	0.07	0.1	6.9	0.15	0.2	7.2
A20 Ashford Road Eastbound	0.54	1.2	24.6	0.41	0.7	19.0
Swan Lane	0.00	0.0	0.0	0.00	0.0	0.0

Ashford Road (A20) / Stone Hill

J4

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Westbound	0.40	0.7	21.9	0.23	0.3	17.5
Stone Hill	0.00	0.0	0.0	0.02	0.0	8.1

Hythe Road (A20) / Station Road / Church Road

J5

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.58	1.3	25.5	0.67	1.9	34.4
Station Road	0.02	0.0	6.6	0.04	0.0	7.0
A20 Hythe Road Eastbound	0.58	1.3	34.4	0.40	0.6	26.4
Church Road	0.26	0.3	8.7	0.23	0.3	8.3

Hythe Road (A20) / Meersham**J6**

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.48	0.9	19.5	0.27	0.4	12.4
Mersham	0.30	0.4	11.7	0.27	0.4	10.4

A2070 Kennington Road / The Street**J7a**

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A2070 Kennington Road Northbound	0.02	0.0	16.1	0.01	0.0	9.1
The Street Eastbound	0.21	0.3	9.1	0.31	0.4	11.6
A2070 Kennington Road Southbound	0.19	0.2	14.9	0.11	0.1	11.4
The Street Westbound	0.00	0.0	8.3	0.00	0.0	6.5

Hythe Road (A20) / The Street

J7b

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.51	1.0	4.9	0.41	0.7	4.4
Tesco Access	0.34	0.5	5.3	0.51	1.0	6.2
A20 Hythe Road Eastbound	0.42	0.7	3.7	0.63	1.7	5.8
The Street	0.74	2.7	32.0	0.75	2.7	54.2

A20 Ashford Road / B2067 Otterpool Lane

J8

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Road Westbound	1 and 2	67.2 : 67.2%	7.3	53.1	81.0 : 81.0%	9.5	66.3
B2067 Otterpool Lane	1	66.4%	12.4	50.8	80.0%	19.6	48.8
A20 Ashford Road Eastbound	1 and 2	32.7%	6.5	8.7	25.9%	5.2	14.1

B2067 Otterpool Lane / Aldington Road

J9

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Eastbound	0.58	1.3	18.0	0.67	2.0	20.6
B2067 Otterpool Lane	0.43	0.8	10.7	0.28	0.4	8.5

Aldington Road / Stone Street

J10

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Eastbound	0.84	4.6	52.6	0.65	1.8	21.9
Stone Street	0.47	1.0	10.2	0.24	0.3	8.0

A20/Stone St/ Hythe Road

J11

Traffic Movement	Lane	AM Peak			PM Peak		
		RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Hythe Road	1	1.26	6.20	951.07	0.55	1.00	90.39
	2	1.41	74.40	717.78	0.91	6.90	81.66
Stone Street	1	0.89	3.30	233.13	0.08	0.10	8.15
	2	0.97	11.20	106.61	0.43	0.80	15.02
A20 Ashford Road	1	0.08	0.10	7.18	0.10	0.10	7.24
	2	0.20	0.30	7.92	0.17	0.20	8.04

Aldington Road / Lympne Hill

J12

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Westbound	0.51	1.20	10.62	0.69	2.50	17.72
Lympne Hill	0.71	2.30	22.95	0.40	0.70	11.78

A261 Hythe Road / Aldington Road

J13

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Hythe Road Westbound	0.59	1.40	27.35	0.52	1.10	23.56
Aldington Road	0.01	0.00	6.75	0.01	0.00	5.67

A261 London Road / Barrack Hill

J14

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A261 London Road Eastbound	0.58	1.30	19.38	0.49	0.90	16.48
Barrack Hill	0.42	0.80	10.55	0.27	0.40	9.76

A259 / Dymchurch Road / Military Road

J15

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
London Road	1 and 2	71.0 : 71.0%	5.3	14.1	57.3 : 57.3%	3.9	7.7
St John Moore Avenue	1	37.6%	0.3	6.8	69.1%	3.6	14.0
Portland Road	1	57.4%	0.7	7.7	59.1%	0.7	8.9
Dymchurch Road Northbound	1 and 2	84.1 : 84.1%	12.1	21.0	66.4 : 66.4%	7.6	16.4
	2 and 3	80.3 : 80.4%	9.1	34.0	67.4 : 67.5%	6.9	23.9
Dymchurch Road Westbound	1	60.1%	7.1	7.5	83.4%	14.7	15.0
Green Lane	1	22.3%	0.9	48.9	19.0%	0.7	37.5
Scalons Bridge Road Northbound	1	50.5%	5.9	5.6	45.7%	4.5	5.9
Scalons Bridge Road Right Turn	1	71.4%	12.9	17.6	101.5%	26.2	110.3
Scalons Bridge Road Southbound	1	44.5%	3.4	28.8	60.3%	4.4	34.8
Military Road	1	102.8%	56.7	90.9	101.6%	46.1	76.7

A259 Prospect Road / A259 East Road / Station Road / High Street

J16

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Station Road	0.43	0.8	5.9	0.47	0.9	6.4
A259 Seabrook Road	0.44	0.8	4.3	0.54	1.2	5.3
Prospect Road	0.87	6.1	20.6	0.76	3.1	11.0

A20 Ashford Road / A20 J11 offslip

J17

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Southbound	0.68	2.1	23.2	0.39	0.6	12.5
A20 Ashford Road	0.00	0.0	0.0	0.00	0.0	0.0

Ashford Road (A20) / Sandling Road

J18

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Southbound	0.56	1.2	15.4	0.35	0.5	10.8
Sandling Road	0.36	0.7	7.7	0.51	1.2	10.2

M20 J11A

J19

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Beachborough	0.22	0.3	3.0	0.16	0.2	2.6
A20 Ashford Road Westbound	0.31	0.4	3.5	0.34	0.5	3.6
Bargrove	0.25	0.3	3.4	0.24	0.3	3.4
A20 Ashford Road Eastbound	0.18	0.2	3.1	0.10	0.1	2.7

M20 J12

J20

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound	0.67	2.00	8.47	0.62	1.60	7.90
B2064 Cheriton	0.49	0.90	2.52	0.48	0.90	2.39
M20 Eastbound	0.51	1.00	4.76	0.61	1.50	6.05
A20 Ashford Road	0.47	0.90	4.59	0.58	1.40	6.67

M20 J13

J21a

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound Entry Only	0.52	1.10	5.39	0.32	0.50	3.99
Churchill Avenue	0.82	4.30	11.78	0.76	3.20	8.26
Cherry Garden Avenue	0.50	1.00	4.88	0.68	2.10	7.72
A20 Castle Hill Bridge	0.82	4.40	12.65	0.89	7.10	19.68

M20 J13

J21b

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Eastbound Exit Only	0.00	0.0	0.0	0.00	0.0	0.0
Castle Hill Bridge	0.35	0.5	4.1	0.54	1.2	5.6
M20 Eastbound	0.59	1.4	4.0	0.68	2.1	5.6
Castle Hill	0.00	0.0	0.0	0.00	0.0	0.0

A260 Spitfire Way / White Horse Hill / A20 Slip Roads

SH18

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
White House Hill	0.56	1.2	9.5	0.33	0.5	4.8
A20 Slip Roads	0.83	4.4	20.6	0.88	6.6	21.1
Canterbury Road	0.38	0.6	3.9	0.72	2.6	9.8
Spitfire Way	0.88	6.5	19.7	0.62	1.6	7.1

Alkham Valley Road / A20 slip roads

SH19

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Off-Slip	0.02	0.0	1.9	0.02	0.0	2.2
Alkham Valley Road (East)	0.55	1.2	4.2	0.26	0.4	2.6
Alkham Valley Road (South)	1.09	64.4	157.6	0.87	6.4	18.3

A260 Canterbury Road / Alkham Valley Road

SH16

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Alkham Valley Road	0.62	1.6	24.0	0.25	0.3	10.4
	0.11	0.1	99.6	0.32	0.4	123.1
Canterbury Road Northbound	1.16	19.2	311.8	0.99	11.5	142.2

M20 J9

J23

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Trinity Road	1	69.8%	6.6	21.8	80.3%	12.7	21.9
	2 and 3	72.9 : 72.9%	6.6	18.5	93.3 : 93.3%	18.2	30.0
M20 Slip Road Westbound	1 and 2	80.1 : 80.1%	7.4	24.5	88.6 : 88.6%	8.6	43.1
	3 and 4	65.3 : 63.6%	5.0	20.0	80.5 : 79.3%	6.4	34.5
Fougenes Way Northbound	1 and 2	65.1 : 64.6%	6.8	10.8	53.3 : 53.3%	4.7	8.9
	3	40.1%	3.4	10.0	29.5%	2.6	8.4
	4	82.5%	11.1	20.2	71.4%	9.6	14.5
M20 Sliproad Eastbound	1 and 2	30.3 : 30.3%	1.8	17.3	20.4 : 20.2%	1.7	17.2
	3 and 4	75.2 : 83.9%	7.3	26.2	86.1 : 86.2%	11.5	30.7

B2064 Cheriton High Street Risborough Lane

J24

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Stanley Road Southbound	1	111.7%	16.9	332.2	90.6%	6.6	154.5
Cheriton High Street Westbound	1 and 2	70.5 : 70.5%	10.9	29.6	72.3 : 72.3%	14.0	27.5
Risborough Lane Northbound	1 and 2	125.0 : 125.0%	91.5	436.6	156.7 : 156.7%	162.4	777.6
Cheriton High Street Eastbound	1 and 2	97.0 : 127.9%	60.1	209.4	115.6 : 151.5%	163.2	440.7

B2064 Cheriton High Street / A2034 Cherry Garden Avenue

J25

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Cherry Garden Avenue Southbound	1	115.3%	44.0	392.4	120.0%	41.3	454.2
	2 and 3	117.0 : 117.0%	62.4	402.5	116.2 : 116.2%	53.1	382.8
A2034 Cheriton Road Westbound	1 and 2	71.6 : 109.4%	22.3	105.8	70.4 : 122.5%	24.4	147.0
B2034 Beachborough Road Northbound	1	114.6%	60.1	350.8	125.4%	91.9	481.5
A20 Cheriton Road Eastbound	1	33.6%	7.4	32.5	37.4%	7.3	36.1
	2 and 3	90.5 : 90.5%	30.0	79.5	93.5 : 93.5%	29.7	83.9

A259 Prospect Road / Stade Street

J26

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Stade Street	0.96	7.20	167.75	1.24	18.50	404.25
A259 Rampart Road Westbound	0.54	1.10	15.86	0.67	2.00	24.81

Barrow Hill One-Way

J27

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Barrow Hill Southbound	1	104.8%	26.5	152.9	104.4%	24.1	151.3
Barrow Hill Northbound	1	101.1%	23.9	97.9	104.0%	32.3	130.4

Old Dover Road / St Lawrence Road / The Drive and Nackington Road / Old Dover Road

J44

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Old Dover Road / St Lawrence Road / The Drive							
B2068 Old Dover Road Westbound	1	77.5 : 77.5%	14.9	30.2	43.3 : 56.2%	7.1	23.1
The Drive	1	19.0%	2.1	39.3	88.8%	6.5	131.1
Old Dover Road	1	72.3%	14.6	40.0	88.8%	24.9	46.3
B2068 St Lawrence Road	1	77.5%	12.1	58.5	83.5%	10.4	80.2
Nackington Road / Old Dover Road							
Old Dover Road Westbound	1	67.8%	12.2	48.6	38.1%	8.2	22.6
B2068 Nackington Road	1 and 2	77.5 : 77.5%	18.3	38.5	82.1 : 82.1%	12.5	64.3
B2068 Old Dover Road Eastbound	1 and 2	71.2 : 71.2%	12.1	24.9	80.6 : 80.6%	13.1	17.7

M20 J10a

J42

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
M20 Eastbound Off-Slip	1	66.4%	3.9	34.5	69.3%	4.1	36.0
	2	0.0%	0.0	0.0	0.0%	0.0	0.0
	3	12.3%	0.5	23.2	50.9%	2.7	29.2
Hythe Road Eastbound	1	64.2%	3.3	4.4	75.0%	4.9	6.9
Hythe Road Westbound	1	65.3%	0.9	3.2	60.3%	0.8	3.0
M20 Westbound Off-Slip	1 and 2	44.2 : 44.3%	3.8	13.1	73.0 : 73.2%	5.3	26.0
	3	68.3%	7.0	19.8	69.9%	4.9	32.0
A2070 Bad Munstereifel Road	1 and 2	48.0%	2.3	1.8	49.8%	0.5	1.6
A2070 Bad Munstereifel	3	0.0%	0.0	0.0	0.0%	0.0	0.0

A20 Ashford Road Small Roundabout

J43

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Southbound	0.75	2.90	6.52	0.73	2.70	5.89
A20 Ashford Road Northbound	0.83	4.80	11.04	0.73	2.70	6.51

J8+31

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Road Westbound	1	47.0%	10.3	13.7	49.5%	9.1	8.1
	2	19.0%	0.1	2.2	18.3%	0.1	2.0
Access to zone	1	60.6%	9.5	54.1	53.5%	6.9	56.7
Barrow Hill/Ashford Road	1	25.3%	5.0	21.2	18.4%	3.5	17.3
	2	29.9%	6.2	23.0	26.6%	5.3	19.7
	1	0.0%	0.0	0.0	0.0%	0.0	0.0
A20 Ashford Road Westbound	1 and 2	67.2 : 67.2%	7.3	53.1	81.0 : 81.0%	9.5	66.3
B2067 Otterpool Lane	1	66.4%	12.4	50.8	80.0%	19.6	48.8
A20 Ashford Road	1	32.7%	6.5	8.7	25.9%	5.2	14.1
	2	65.2%	9.9	69.4	78.0%	9.9	86.0

A20 Ashford Road Access to P6

J32

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road	0.02	0.00	7.02	0.02	0.00	7.32
Access	0.19	0.20	10.22	0.20	0.20	11.04

A20 Ashford Road Link Road West

J33

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road	0.20	0.3	8.07	0.12	0.1	7.34
Access	0.02	0.0	6.78	0.06	0.1	7.02

A20 Ashford Road Access to P1A & P2A

J34

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Rd Westbound	1	41.7%	2.9	30.7	40.0%	3.2	26.7
B2067 Otterpool Lane	1	41.8%	4.1	20.7	42.0%	4.1	22.3
A20 Ashford Rd Eastbound	1	25.9%	1.7	28.7	12.3%	0.9	24.8
Barrow Hill Cottages	1	7.3%	0.6	15.9	5.1%	0.4	18.0

A20 Ashford Road Link Road East

J35

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Road North	1 and 2	42.6 : 42.6%	5.0	8.7 (8.7:8.7)	47.6 : 47.6%	5.8	9.1 (9.1:9.1)
	3	63.8%	9.3	36.8	48.1%	8.0	21.5
A20 Ashford Road South	1	63.7%	11.7	28.4	64.9%	8.6	41.7
	2 and 3	63.8%	11.8	28.4	65.3%	8.7	41.8
Access to zone P1C	1 and 2	64.6 : 64.6%	11.7	26.5 (26.0:46.9)	65.4 : 65.4%	13.1	17.7 (16.4:45.7)

A20 Ashford Road Link Road / High Street

J36

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Road North	1	70.1%	14.0	7.6	78.2%	18.9	9.7
	2 and 3	0.0 : 65.0%	5.4	56.9 (0.0:56.9)	0.0 : 62.3%	5.4	53.7 (0.0:53.7)
A20 Ashford Road South	1 and 2	40.4%	7.1	13.0	35.9%	6.0	13.0
	3 and 4	56.7 : 56.7%	8.1	13.0 (13.0:13.0)	51.9 : 51.9%	7.3	13.0 (13.0:13.0)
Access to Zone P2C	2 and 3	19.9%	2.0	33.4	27.9%	3.0	33.6
	3	23.9%	1.1	56.4	30.3%	1.4	58.0

A20 Otterpool Lane Access tp Zpne P1B

J37

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Access	0.09	0.1	6.66	0.20	0.2	10.27
Otterpool Lane Northbound	0.07	0.1	6.67	0.06	0.1	6.41

A20 Otterpool Lane Access tp Zpne P2B & P3B

J38

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Access 1	0.21	0.30	12.05	0.26	0.30	13.33
Otterpool Lane Southbound	0.03	0.00	5.56	0.02	0.00	5.79
Access 2	0.33	0.50	13.74	0.48	0.90	18.91
Otterpool Lane Northbound	0.01	0.00	5.46	0.01	0.00	5.21

A20 Otterpool Lane Access to Zone P2B & P3B

J39

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Barrow Hill Cottages	1	53.8%	5.5	43.9	62.2%	5.8	51.0
A20 Ashford Rd Westbound	1 and 2	41.6 : 41.6%	5.5	21.2	40.7 : 40.7%	5.1	20.7
B2067 Otterpool Lane	1	7.6%	0.3	49.1	46.0%	1.9	66.3
A20 Ashford Rd Eastbound	1 and 2	56.0%	9.1	29.4	66.0%	12.1	29.8

**Otterpool Park
Modelling Results
2044 Do-Something**

M20 J10

J1

Approach	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Kennington Road	1 and 2	34.6 : 34.6%	3.6	35.2	64.6 : 64.6%	8.4	36.7
	3	58.1%	7.2	43.8	65.6%	9.6	41.6
Hythe Road Southbound	1	22.3%	3.3	20.2	34.5%	4.4	33.7
	2 and 3	73.0 : 73.0%	12.1	26.9	75.5 : 75.5%	9.5	39.7
A2070 Bad Munstereifel Road	1 and 2	40.0 : 40.0%	5.4	15.9	52.1 : 52.1%	7.7	20.3
	3 and 4	27.9 : 27.9%	3.5	14.7	27.3 : 27.3%	3.6	17.5
A292 Hythe Road	1 and 2	72.9 : 72.9%	11.5	43.9	81.3 : 81.3%	11.1	52.1
	3	72.2%	12.3	42.7	73.8%	10.5	50.9
M20 Eastbound Off-Slip	1 and 2	69.2 : 69.2%	10.2	21.8	66.9 : 66.9%	10.3	14.1
	3	55.9%	10.4	22.7	60.8%	12.2	16.0

Ashford Road (A20) / Stone Hill

J4

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Westbound	0.42	0.7	23.2	0.26	0.3	18.7
Stone Hill	0.00	0.0	0.0	0.02	0.0	7.8

Hythe Road (A20) / Station Road / Church Road

J5

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.60	1.5	27.4	0.69	2.1	35.7
Station Road	0.02	0.0	6.6	0.05	0.0	7.9
A20 Hythe Road Eastbound	0.61	1.5	38.0	0.51	1.0	39.0
Church Road	0.28	0.4	9.2	0.23	0.3	8.2

Hythe Road (A20) / Meersham

J6

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.52	1.1	22.5	0.27	0.4	12.2
Mersham	0.34	0.5	12.8	0.27	0.4	10.3

A2070 Kennington Road / The Street

J7a

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A2070 Kennington Road Northbound	0.03	0.0	17.6	0.01	0.0	9.3
The Street Eastbound	0.23	0.3	9.4	0.33	0.5	12.5
A2070 Kennington Road Southbound	0.21	0.3	16.3	0.12	0.1	12.2
The Street Westbound	0.00	0.0	8.7	0.00	0.0	6.6

Hythe Road (A20) / The Street

J7b

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.61	1.5	6.2	0.42	0.7	4.5
Tesco Access	0.38	0.6	6.0	0.54	1.2	6.7
A20 Hythe Road Eastbound	0.47	0.9	4.2	0.69	2.2	7.0
The Street	0.63	1.7	25.3	0.72	2.3	59.2

A20 Ashford Road / B2067 Otterpool Lane

J8

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Road Westbound	1 and 2	62.2 : 62.2%	6.3	53.4	83.0 : 83.0%	10.2	68.4
B2067 Otterpool Lane	1	62.8%	12.2	46.8	82.5%	19.4	54.5
A20 Ashford Road Eastbound	1 and 2	41.4%	7.4	9.5	30.0%	5.1	11.3

B2067 Otterpool Lane / Aldington Road

J9

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Eastbound	0.60	1.5	18.9	0.55	1.2	16.1
B2067 Otterpool Lane	0.45	0.9	10.9	0.50	1.0	12.0

Aldington Road / Stone Street

J10

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Eastbound	0.78	3.2	39.8	0.85	4.8	46.5
Stone Street	0.62	2.1	13.2	0.21	0.3	7.2

A20/Stone St/ Hythe Road

J11

Traffic Movement	Lane	AM Peak			PM Peak		
		RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Hythe Road	1	1.60	11.90	1535.01	1.02	6.20	222.25
	2	1.70	149.60	1374.53	1.02	13.70	155.23
Stone Street	1	1.21	5.70	529.23	0.10	0.10	8.61
	2	1.19	48.50	370.13	0.39	0.60	14.53
A20 Ashford Road	1	0.07	0.10	6.99	0.07	0.10	7.84
	2	0.25	0.30	8.22	0.23	0.30	9.74

Aldington Road / Lympne Hill

J12

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Westbound	0.56	1.50	12.24	0.80	4.00	29.59
Lympne Hill	0.90	7.00	56.67	0.50	1.00	14.35

A261 Hythe Road / Aldington Road

J13

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Hythe Road Westbound	0.62	1.60	32.32	0.35	0.50	18.64
Aldington Road	0.04	0.10	5.14	0.01	0.00	5.31

A261 London Road / Barrack Hill

J14

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A261 London Road Eastbound	0.74	2.70	35.14	0.59	1.40	21.70
Barrack Hill	0.43	0.90	10.49	0.26	0.40	9.69

A259 / Dymchurch Road / Military Road

J15

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
London Road	1 and 2	69.2 : 69.2%	5.0	13.3	75.2 : 75.2%	5.8	14.0
St John Moore Avenue	1	38.4%	0.3	6.9	69.3%	3.4	13.8
Portland Road	1	63.6%	0.9	9.2	65.2%	0.9	10.8
Dymchurch Road Northbound	1 and 2	103.2 : 103.2%	39.1	112.8	72.0 : 72.0%	8.5	20.1
	2 and 3	68.5 : 68.6%	7.9	20.8	72.3 : 72.4%	8.2	23.2
Dymchurch Road Westbound	1	63.2%	8.1	8.0	88.5%	17.9	19.1
Green Lane	1	22.9%	0.9	49.1	19.0%	0.7	37.5
Scalons Bridge Road Northbound	1	55.6%	7.0	6.1	51.0%	5.4	6.4
Scalons Bridge Road Right Turn	1	69.5%	12.3	17.0	71.2%	9.9	20.0
Scalons Bridge Road Southbound	1	43.3%	3.2	28.6	59.8%	4.6	33.2
Military Road	2	102.6%	55.9	88.9	102.0%	47.9	81.5

Ashford Road (A20) / Sandling Road

J18

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Southbound	0.54	1.10	14.96	0.33	0.50	11.30
Sandling Road	0.34	0.70	7.56	0.58	1.80	10.48

M20 J11A

J19

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Beachborough	0.24	0.30	3.11	0.18	0.20	2.84
A20 Ashford Road Westbound	0.30	0.40	3.49	0.36	0.60	3.67
Bargrove	0.26	0.30	3.46	0.24	0.30	3.45
A20 Ashford Road Eastbound	0.18	0.20	3.11	0.21	0.30	3.12

M20 J12

J20

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound	0.69	2.20	9.25	0.68	2.10	9.94
B2064 Cheriton	0.52	1.10	2.69	0.49	1.00	2.46
M20 Eastbound	0.52	1.10	4.78	0.54	1.20	5.01
A20 Ashford Road	0.50	1.00	4.89	0.64	1.70	7.04

M20 J13

J21a

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound Entry Only	0.54	1.20	5.75	0.34	0.50	4.32
Churchill Avenue	0.88	6.60	17.47	0.78	3.40	8.87
Cherry Garden Avenue	0.57	1.30	5.95	0.74	2.70	9.54
A20 Castle Hill Bridge	0.84	4.90	13.96	0.95	13.20	34.71

M20 J13

J21b

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Eastbound Exit Only	0.00	0.00	0.00	0.00	0.00	0.00
Castle Hill Bridge	0.41	0.70	4.47	0.60	1.50	6.33
M20 Eastbound	0.62	1.60	4.50	0.76	3.10	7.80
Castle Hill	0.00	0.00	0.00	0.00	0.00	0.00

A260 Spitfire Way / White Horse Hill / A20 Slip Roads

SH18

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
White House Hill	0.63	1.70	11.64	0.33	0.50	4.79
A20 Slip Roads	0.89	6.70	31.25	0.95	13.70	40.58
Canterbury Road	0.38	0.60	3.92	0.75	3.00	11.42
Spitfire Way	0.90	8.20	24.45	0.64	1.70	7.51

Alkham Valley Road / A20 slip roads

SH19

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Off-Slip	0.02	0.00	1.94	0.02	0.00	2.16
Alkam Valley Road (East)	0.56	1.30	4.35	0.26	0.40	2.57
Alkam Valley Road (South)	1.19	120.30	293.47	0.88	6.80	19.40

A260 Canterbury Road / Alkham Valley Road

SH16

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Alkham Valley Road	0.59	1.40	23.85	0.27	0.40	11.19
	0.10	0.20	246.03	0.42	0.60	150.71
Canterbury Road Northbound	1.37	35.60	555.68	1.00	12.10	149.74

M20 J9

J23

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Trinity Road	1	70.4%	6.7	22.0	89.4%	16.8	31.4
	2 and 3	76.7 : 76.7%	7.3	19.7	99.0 : 99.0%	30.3	56.3
M20 Slip Road Westbound	1 and 2	86.9 : 87.1%	9.2	29.1	99.0 : 99.0%	16.5	86.4
	3 and 4	70.6 : 69.1%	5.7	21.1	89.6 : 88.4%	8.3	46.0
Fougenes Way Northbound	1 and 2	69.7 : 67.1%	7.6	11.4	55.9 : 55.9%	5.1	9.1
	3	42.4%	3.6	10.2	31.1%	2.8	8.5
	4	84.2%	11.8	21.5	79.8%	12.2	17.8
M20 Sliproad Eastbound	1 and 2	32.2 : 32.0%	2.0	17.5	22.1 : 22.1%	1.8	18.1
	3 and 4	79.5 : 88.3%	8.2	28.7	93.0 : 92.8%	14.8	40.9

B2064 Cheriton High Street Risborough Lane

J24

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Stanley Road Southbound	1	117.4%	20.9	400.8	92.2%	7.0	163.0
Cheriton High Street Westbound	1 and 2	75.1 : 75.1%	12.6	29.3	73.5 : 73.5%	15.6	25.0
Risborough Lane Northbound	1 and 2	142.2 : 142.2%	135.9	628.6	178.4 : 178.4%	196.8	937.0
Cheriton High Street Eastbound	1 and 2	98.0 : 137.2%	70.1	232.1	177.6 : 177.6%	320.1	868.5

B2064 Cheriton High Street / A2034 Cherry Garden Avenue

J25

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Cherry Garden Avenue Southbound	1	122.5%	52.7	494.6	132.4%	53.5	610.1
	2 and 3	125.0 : 125.0%	78.5	514.6	124.9 : 124.9%	66.8	505.1
A2034 Cheriton Road Westbound	1 and 2	76.2 : 127.0%	33.2	163.8	80.5 : 121.2%	29.0	139.6
B2034 Beachborough Road Northbound	1	124.0%	80.4	475.6	129.9%	107.4	539.0
A20 Cheriton Road Eastbound	1	40.7%	9.5	33.5	48.6%	10.1	39.6
	2 and 3	91.2 : 96.1%	32.5	82.6	93.5 : 94.6%	30.1	85.3

A259 Prospect Road / Stade Street

J26

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Stade Street	1.04	10.20	223.08	1.56	29.40	646.34
A259 Rampart Road Westbound	0.54	1.10	16.11	0.72	2.60	29.27

Barrow Hill One-Way

J27

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Barrow Hill Southbound	1	107.7%	30.4	192.6	110.5%	44.5	222.5
Barrow Hill Northbound	1	102.7%	28.8	114.1	117.3%	64.5	315.7

Old Dover Road / St Lawrence Road / The Drive and Nackington Road / Old Dover Road

J44

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Old Dover Road / St Lawrence Road / The Drive							
B2068 Old Dover Road Westbound	1	80.5 : 80.5%	15.9	32.3	56.1 : 66.1%	7.7	24.3
The Drive	1	19.6%	2.1	39.5	91.1%	6.9	143.4
Old Dover Road	1	74.5%	15.4	41.3	92.2%	27.8	53.4
B2068 St Lawrence Road	1	80.9%	13.2	61.8	88.1%	11.8	90.2
Nackington Road / Old Dover Road							
Old Dover Road Westbound	1	72.1%	13.0	51.6	40.7%	8.7	24.3
B2068 Nackington Road	1 and 2	80.7 : 80.7%	20.0	40.2	85.4 : 85.4%	13.9	67.2
B2068 Old Dover Road Eastbound	1 and 2	71.7 : 71.7%	12.6	24.6	85.2 : 85.2%	17.9	21.9

M20 J10a

J42

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
M20 Eastbound Off-Slip	1	51.3%	2.5	31.3	78.9%	5.7	40.5
	2	0.0%	0.0	0.0	0.0%	0.0	0.0
	3	14.8%	0.6	25.0	22.4%	1.1	22.9
Hythe Road Eastbound	1	71.4%	5.0	5.5	85.1%	9.1	12.0
Hythe Road Westbound	1	70.9%	1.2	3.9	59.3%	0.7	2.9
M20 Westbound Off-Slip	1 and 2	42.5 : 42.6%	3.7	12.2	55.6 : 55.6%	4.3	18.3
	3	78.8%	9.3	23.0	52.3%	3.9	21.1
A2070 Bad Munstereifel Road	1 and 2	52.9%	3.3	2.2	57.7%	1.4	1.8
A2070 Bad Munstereifel	3	0.0%	0.0	0.0	0.0%	0.0	0.0

A20 Ashford Road Small Roundabout

J43

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Southbound	0.94	13.30	24.43	0.87	6.10	11.66
A20 Ashford Road Northbound	0.97	20.40	40.73	0.89	7.20	14.78

J8+31

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Road Westbound	1	49.4%	9.6	16.9	49.3%	6.4	5.5
	2	22.4%	0.6	4.9	20.2%	0.3	2.6
Access to zone	1	52.4%	9.2	45.3	46.6%	4.9	59.6
Barrow Hill/Ashford Road	1	36.2%	7.1	31.2	28.1%	5.7	17.9
	2	29.4%	5.6	31.5	30.4%	6.4	19.3
	1	47.1%	8.3	41.5	52.7%	5.8	61.1
A20 Ashford Road Westbound	1 and 2	62.2 : 62.2%	6.3	53.4	83.0 : 83.0%	10.2	68.4
B2067 Otterpool Lane	1	62.8%	12.2	46.8	82.5%	19.4	54.5
A20 Ashford Road	1	41.4%	7.4	9.5	30.0%	5.1	11.3
	2	62.7%	9.0	65.0	83.2%	12.8	86.0

A20 Ashford Road Access to P6

J32

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road	0.27	0.40	9.91	0.38	0.60	11.53
Access	0.17	0.20	8.51	0.13	0.10	8.07

A20 Ashford Road Link Road West

J33

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road	0.18	0.2	8.36	0.18	0.2	8.63
Access	0.04	0.0	7.25	0.12	0.1	8.27

A20 Ashford Road Access to P1A & P2A

J34

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Rd Westbound	1	42.5%	2.6	33.6	41.3%	4.3	18.0
B2067 Otterpool Lane	1	43.2%	4.6	19.0	39.3%	2.6	32.1
A20 Ashford Rd Eastbound	1	27.0%	1.6	31.5	10.5%	1.0	15.3
Barrow Hill Cottages	1	6.0%	0.5	14.4	6.6%	0.4	28.2

A20 Ashford Road Link Road East

J35

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Road North	1 and 2	39.9 : 39.9%	4.6	8.6 (8.6:8.6)	63.0 : 63.0%	9.0	12.1 (12.1:12.1)
	3	79.0%	13.9	41.4	67.0%	13.7	21.9
A20 Ashford Road South	1	79.2%	15.6	37.4	65.3%	7.0	48.8
	2 and 3	79.4%	15.9	37.6	65.6%	7.1	48.9
Access to zone P1C	1 and 2	81.3 : 81.3%	18.3	31.7 (31.3:51.4)	60.8 : 60.8%	11.4	12.9 (12.2:41.8)

A20 Ashford Road Link Road / High Street

J36

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Road North	1	72.7%	15.3	8.2	56.7%	10.7	9.3
	2 and 3	0.0 : 89.0%	18.1	52.7 (0.0:52.7)	61.0 : 61.0%	10.4	12.4 (9.3:29.8)
A20 Ashford Road South	1 and 2	78.9%	16.2	36.1	50.1%	7.9	28.7
	3 and 4	88.5 : 88.5%	18.3	36.2 (36.2:36.2)	63.3 : 63.3%	10.1	28.4 (28.4:28.4)
Access to Zone P2C	2 and 3	16.8%	2.3	18.5	63.7%	11.7	24.4
	3	49.7%	2.4	64.9	61.3%	5.7	50.4

A20 Otterpool Lane Access tp Zpne P1B

J37

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Access	0.06	0.1	6.50	0.04	0.0	8.60
Otterpool Lane Northbound	0.05	0.1	6.58	0.13	0.1	7.02

A20 Otterpool Lane Access tp Zpne P2B & P3B

J38

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Access 1	0.27	0.40	13.61	0.25	0.30	13.24
Otterpool Lane Southbound	0.01	0.00	5.65	0.05	0.10	6.35
Access 2	0.30	0.40	14.99	0.23	0.30	13.72
Otterpool Lane Northbound	0.08	0.10	5.87	0.02	0.00	5.32

A20 Otterpool Lane Access to Zone P2B & P3B

J39

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Barrow Hill Cottages	1	66.1%	6.0	54.4	56.1%	5.0	48.6
A20 Ashford Rd Westbound	1 and 2	48.3 : 48.3%	7.3	20.6	61.0 : 61.0%	10.8	23.4
B2067 Otterpool Lane	1	30.5%	1.1	63.6	66.3%	3.6	76.2
A20 Ashford Rd Eastbound	1 and 2	67.9%	12.9	29.7	67.2%	12.5	30.2

Otterpool Park Modelling Results

2046 Do-Something

M20 J10

J1

Approach	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Kennington Road	1 and 2	38.1 : 38.1%	3.8	39.1	67.8 : 67.8%	8.7	39.4
	3	69.5%	8.1	53.3	73.3%	10.8	47.4
Hythe Road Southbound	1	18.8%	2.8	19.8	36.0%	4.6	34.8
	2 and 3	73.6 : 73.6%	12.0	26.8	78.2 : 78.2%	10.0	41.9
A2070 Bad Munstereifel Road	1 and 2	39.9 : 39.9%	5.5	18.2	54.5 : 54.5%	8.2	21.3
	3 and 4	31.3 : 31.3%	4.2	17.3	28.7 : 28.7%	3.9	18.3
A292 Hythe Road	1 and 2	74.8 : 74.8%	12.0	44.6	83.1 : 83.1%	11.8	54.3
	3	71.0%	12.0	42.2	78.5%	11.6	54.3
M20 Eastbound Off-Slip	1 and 2	67.5 : 67.5%	9.7	22.1	69.6 : 69.6%	10.9	14.6
	3	61.6%	11.8	24.8	64.0%	13.5	16.8

M20 J11

J2

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound Off-Slip	0.96	14.5	40.0	0.93	10.3	31.3
A20 Ashford Road	0.80	3.9	6.4	0.71	2.4	4.4
Services	0.54	1.1	24.2	0.32	0.5	10.0
M20 Eastbound Off-Slip	0.95	11.3	54.0	1.37	156.5	480.4
B2068 Stone Street	0.70	2.2	18.5	0.96	11.1	86.9

Ashford Road (A20) / Swan Lane

J3

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Westbound	0.00	0.0	0.0	0.00	0.0	0.0
Private Access	0.46	0.8	26.6	0.27	0.4	20.2
A20 Ashford Road Eastbound	0.59	1.4	28.2	0.49	0.9	25.6
Swan Lane	0.00	0.0	0.0	0.00	0.0	0.0

Ashford Road (A20) / Stone Hill

J4

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Westbound	0.46	0.8	26.6	0.27	0.4	20.2
Stone Hill	0.00	0.0	0.0	0.02	0.0	7.9

Hythe Road (A20) / Station Road / Church Road

J5

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.64	1.7	32.0	0.72	2.4	40.4
Station Road	0.02	0.0	6.6	0.05	0.1	8.2
A20 Hythe Road Eastbound	0.66	1.8	45.5	0.58	1.3	50.6
Church Road	0.30	0.4	9.7	0.24	0.3	8.3

Hythe Road (A20) / Meersham

J6

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.56	1.2	26.1	0.29	0.4	13.0
Meersham	0.35	0.5	13.6	0.30	0.4	10.9

A2070 Kennington Road / The Street

J7a

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A2070 Kennington Road Northbound	0.03	0.0	18.1	0.01	0.0	9.4
The Street Eastbound	0.23	0.3	9.5	0.34	0.5	12.8
A2070 Kennington Road Southbound	0.21	0.3	16.7	0.12	0.1	12.4
The Street Westbound	0.00	0.0	8.8	0.00	0.0	6.6

Hythe Road (A20) / The Street

J7b

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Hythe Road Westbound	0.61	1.5	6.2	0.42	0.7	4.5
Tesco Access	0.39	0.6	6.1	0.55	1.2	6.8
A20 Hythe Road Eastbound	0.47	0.9	4.2	0.71	2.4	7.3
The Street	0.89	6.2	71.8	1.05	12.2	211.3

A20 Ashford Road / B2067 Otterpool Lane

J8

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Road Westbound	1 and 2	66.3 : 66.3%	6.4	58.8	88.7 : 88.7%	11.8	80
B2067 Otterpool Lane	1	66.9%	14.3	45.1	87.2%	21.8	60.4
A20 Ashford Road Eastbound	1 and 2	45.5%	8.0	12.2	29.0%	4.9	11.2

B2067 Otterpool Lane / Aldington Road

J9

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Eastbound	0.73	2.6	26.8	0.65	1.8	21.6
B2067 Otterpool Lane	0.45	0.8	10.6	0.73	2.7	21.4

Aldington Road / Stone Street

J10

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Eastbound	0.71	2.3	31.5	1.06	22.9	178.2
Stone Street	0.63	2.2	13.4	0.19	0.3	7.1

A20/Stone St/ Hythe Road

J11

Traffic Movement	Lane	AM Peak			PM Peak		
		RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Hythe Road	1	1.18	10.00	387.03	1.29	23.30	489.10
	2	1.17	29.90	307.86	1.28	44.50	468.03
Stone Street	1	1.20	5.50	707.91	0.08	0.10	8.89
	2	1.27	62.60	522.34	0.44	0.80	16.54
A20 Ashford Road	1	0.04	0.00	6.86	0.05	0.10	7.97
	2	0.24	0.30	10.40	0.26	0.30	10.42

Aldington Road / Lympe Hill

J12

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Aldington Road Westbound	0.63	1.90	13.96	0.84	4.90	34.96
Lympe Hill	0.92	8.20	65.36	0.55	1.20	16.10

A261 Hythe Road / Aldington Road

J13

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Hythe Road Westbound	0.72	2.40	43.44	0.39	0.60	20.24
Aldington Road	0.04	0.00	5.14	0.01	0.00	5.34

A261 London Road / Barrack Hill

J14

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A261 London Road Eastbound	0.74	2.60	35.34	0.64	1.70	25.73
Barrack Hill	0.44	1.00	10.74	0.27	0.40	9.71

A259 / Dymchurch Road / Military Road

J15

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
London Road	1 and 2	74.5 : 74.5%	5.5	14.5	60.3 : 60.3%	4.2	8.2
St John Moore Avenue	1	39.9%	0.3	7.2	69.6%	3.6	14.3
Portland Road	1	64.7%	0.9	9.5	67.9%	1.0	11.8
Dymchurch Road Northbound	1 and 2	101.9 : 101.9%	40.2	99.3	74.4 : 74.4%	9.0	21.6
	2 and 3	72.5 : 72.5%	10.2	24.2	73.8 : 73.9%	8.6	22.9
Dymchurch Road Westbound	1	61.1%	8.5	7.2	90.5%	19.6	21.6
Green Lane	1	23.6%	0.9	49.2	19.0%	0.7	37.5
Scalons Bridge Road Northbound	1	56.1%	2.1	4.3	53.3%	5.9	6.6
Scalons Bridge Road Right Turn	1	69.5%	17.0	13.3	102.9%	29.1	125.2
Scalons Bridge Road Southbound	1	29.2%	0.9	11.5	63.8%	4.8	36.1
Military Road	1	101.5%	57.0	70.9	102.0%	47.9	81.5

Ashford Road (A20) / Sandling Road

J18

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Southbound	0.55	1.20	15.34	0.32	0.50	10.99
Sandling Road	0.36	0.70	7.63	0.55	1.50	10.44

M20 J11A

J19

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Beachborough	0.24	0.30	3.12	0.18	0.20	2.74
A20 Ashford Road Westbound	0.30	0.40	3.48	0.36	0.60	3.68
Bargrove	0.26	0.30	3.47	0.24	0.30	3.46
A20 Ashford Road Eastbound	0.19	0.20	3.14	0.15	0.20	2.91

M20 J12

J20

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound	0.71	2.40	10.35	0.69	2.20	10.55
B2064 Cheriton	0.52	1.10	2.72	0.50	1.00	2.52
M20 Eastbound	0.56	1.30	5.22	0.61	1.60	5.88
A20 Ashford Road	0.52	1.10	5.24	0.62	1.60	7.20

M20 J13

J21a

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound Entry Only	0.55	1.20	5.89	0.34	0.50	4.39
Churchill Avenue	0.88	7.00	18.52	0.79	3.70	9.51
Cherry Garden Avenue	0.57	1.30	5.91	0.76	3.00	10.39
A20 Castle Hill Bridge	0.85	5.40	15.20	0.96	14.70	38.25

M20 J13

J21b

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Eastbound Exit Only	0.00	0.00	0.00	0.00	0.00	0.00
Castle Hill Bridge	0.40	0.70	4.42	0.61	1.50	6.54
M20 Eastbound	0.62	1.60	4.50	0.77	3.30	8.24
Castle Hill	0.00	0.00	0.00	0.00	0.00	0.00

A260 Spitfire Way / White Horse Hill / A20 Slip Roads

SH18

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
White House Hill	0.64	1.70	12.02	0.34	0.50	4.87
A20 Slip Roads	0.90	7.10	33.15	0.96	15.70	45.80
Canterbury Road	0.38	0.60	3.97	0.76	3.10	11.74
Spitfire Way	0.91	8.90	26.35	0.64	1.80	7.70

Alkham Valley Road / A20 slip roads

SH19

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Off-Slip	0.02	0.00	1.93	0.02	0.00	2.16
Alkam Valley Road (East)	0.56	1.30	4.39	0.26	0.40	2.57
Alkam Valley Road (South)	1.19	120.40	292.18	0.89	7.50	21.20

A260 Canterbury Road / Alkham Valley Road

SH16

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Alkham Valley Road	0.63	1.60	24.91	0.28	0.40	11.62
	0.06	0.10	213.07	0.46	0.70	180.35
Canterbury Road Northbound	1.41	35.20	548.27	1.03	14.20	170.71

M20 J9

J23

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Trinity Road	1	71.6%	7.0	22.4	90.4%	17.3	33.1
	2 and 3	77.8 : 77.8%	7.5	20.2	101.7 : 101.7%	40.4	82.7
M20 Slip Road Westbound	1 and 2	88.4 : 88.4%	9.7	30.6	92.7 : 92.7%	10.6	51.9
	3 and 4	71.2 : 69.7%	5.8	21.3	83.5 : 82.4%	7.0	36.7
Fougenes Way Northbound	1 and 2	71.8 : 68.2%	8.1	11.7	56.6 : 56.6%	5.2	9.2
	3	42.6%	3.6	10.2	31.5%	2.8	8.6
	4	85.7%	12.2	22.7	81.1%	12.8	18.5
M20 Sliproad Eastbound	1 and 2	32.6 : 32.6%	2.0	17.5	22.4 : 22.4%	1.8	18.1
	3 and 4	80.8 : 89.7%	8.7	29.7	94.2 : 94.4%	16.2	44.5

B2064 Cheriton High Street Risborough Lane

J24

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Stanley Road Southbound	1	118.8%	22.0	417.6	93.1%	7.2	167.6
Cheriton High Street Westbound	1 and 2	77.1 : 77.1%	13.3	29.5	75.3 : 75.3%	16.7	25.2
Risborough Lane Northbound	1 and 2	147.9 : 147.9%	147.9	682.5	188.1 : 188.1%	212.5	996.4
Cheriton High Street Eastbound	1 and 2	102.1 : 147.0%	89.7	280.6	189.9 : 189.9%	352.6	939.6

B2064 Cheriton High Street / A2034 Cherry Garden Avenue

J25

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Cherry Garden Avenue Southbound	1	126.9%	57.8	552.4	133.3%	54.7	620.9
	2 and 3	131.9% : 131.9%	93.7	601.4	125.6% : 125.6%	68.5	513.0
A2034 Cheriton Road Westbound	1 and 2	74.2% : 130.5%	33.7	164.8	82.9% : 122.5%	31.1	142.8
B2034 Beachborough Road Northbound	1	131.9%	95.1	578.2	136.0%	122.2	612.5
A20 Cheriton Road Eastbound	1	40.3%	9.4	32.2	49.7%	10.5	39.3
	2 and 3	92.6% : 94.4%	34.9	81.8	93.7% : 105.7%	36.7	119.3

A259 Prospect Road / Stade Street

J26

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Stade Street	1.09	12.80	269.85	1.77	35.40	770.51
A259 Rampart Road Westbound	0.55	1.20	16.45	0.73	2.80	30.61

Barrow Hill One-Way

J27

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Barrow Hill Southbound	1	112.5%	40.6	255.5	118.0%	65.7	320.9
Barrow Hill Northbound	1	110.5%	52.9	219.6	122.2%	79.1	377.0

Old Dover Road / St Lawrence Road / The Drive and Nackington Road / Old Dover Road

J44

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Old Dover Road / St Lawrence Road / The Drive							
B2068 Old Dover Road Eastbound	1	81.7 : 81.7%	16.3	33.1	62.7 : 69.8%	7.6	27.6
The Drive	1	19.6%	2.1	39.6	93.3%	7.4	156.9
Old Dover Road	1	75.4%	15.7	41.8	93.4%	29.0	56.7
B2068 St Lawrence Road	1	81.8%	13.4	62.8	89.8%	12.4	95.0
Nackington Road / Old Dover Road							
Old Dover Road Westbound	1	72.8%	13.3	52.0	47.8%	10.1	30.9
B2068 Nackington Road	1 and 2	81.4 : 81.4%	20.5	40.6	86.2 : 86.2%	14.3	63.7
B2068 Old Dover Road Eastbound	1 and 2	75.1 : 75.1%	13.1	26.3	85.4 : 85.4%	18.2	22.7

M20 J10a

J42

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
M20 Eastbound Off-Slip	1	60.5%	3.1	34.4	85.4%	6.5	52.4
	2	0.0%	0.0	0.0	0.0%	0.0	0.0
	3	7.2%	0.3	24.4	13.2%	0.6	23.3
Hythe Road Eastbound	1	72.8%	5.1	5.8	87.1%	10.5	13.8
Hythe Road Westbound	1	74.6%	3.1	4.4	61.6%	0.8	3.1
M20 Westbound Off-Slip	1 and 2	43.1 : 43.1%	3.7	12.3	84.5 : 84.5%	6.9	33.9
	3	78.1%	9.2	22.6	81.8%	6.2	43.7
A2070 Bad Munstereifel Road	1 and 2	53.2%	3.3	2.3	59.7%	1.1	1.9
A2070 Bad Munstereifel	3	0.0%	0.0	0.0	0.0%	0.0	0.0

A20 Ashford Road Small Roundabout

J43

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road Southbound	0.95	15.4	27.92	0.91	8.9	16.44
A20 Ashford Road Northbound	1.02	42.6	73.61	0.91	9.2	18.54

J8+31

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Road Westbound	1	57.3%	12.1	15.5	52.5%	7.1	5.9
	2	20.4%	0.5	4.8	20.5%	0.3	2.6
Access to zone	1	57.0%	9.1	50.5	43.3%	4.6	58.4
Barrow Hill/Ashford Road	1	34.5%	7.0	28.7	28.7%	5.7	18.1
	2	29.5%	5.8	29.8	34.4%	7.5	19.9
	1	52.0%	8.9	44.9	53.3%	5.9	61.4
A20 Ashford Road Westbound	1 and 2	66.3 : 66.3%	6.4	58.8	88.7 : 88.7%	11.8	80.0
B2067 Otterpool Lane	1	66.9%	14.3	45.1	87.2%	21.8	60.4
A20 Ashford Road	1	45.5%	8.0	12.2	29.0%	4.9	11.2
	2	66.8%	9.7	69.2	87.4%	15.1	90.4

A20 Ashford Road Access to P6

J32

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road	0.26	0.40	9.94	0.39	0.60	11.66
Access	0.18	0.20	8.65	0.13	0.20	8.02

A20 Ashford Road Link Road West

J33

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Ashford Road	0.16	0.20	7.98	0.17	0.20	8.58
Access	0.05	0.00	7.19	0.12	0.10	8.33

A20 Ashford Road Access to P1A & P2A

J34

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Rd Westbound	1	55.6%	3.7	36.8	45.8%	4.7	20.2
B2067 Otterpool Lane	1	58.6%	6.0	22.7	45.9%	3.4	30.9
A20 Ashford Rd Eastbound	1	23.7%	1.4	31.1	10.7%	1.0	16.9
Barrow Hill Cottages	1	6.5%	0.6	14.4	6.6%	0.4	25.8

A20 Ashford Road Link Road East

J35

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Road North	1 and 2	42.2 : 42.2%	5.0	8.7 (8.7:8.7)	65.7 : 65.7%	9.2	11.0 (11.0:11.0)
	3	77.1%	13.1	41.1	70.9%	14.9	24.5
A20 Ashford Road South	1	82.9%	17.5	39.4	69.2%	8.3	48.1
	2 and 3	83.1%	17.6	39.5	69.3%	8.3	48.1
Access to zone P1C	1 and 2	82.8 : 82.8%	18.6	33.6 (33.2:52.5)	61.3 : 61.3%	11.6	14.0 (13.3:44.7)

A20 Ashford Road Link Road / High Street

J36

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Road North	1	72.1%	15.7	7.8	59.1%	12.4	9.7
	2 and 3	0.0 : 89.1%	19.5	55.0 (0.0:55.0)	63.0 : 63.0%	11.9	12.9 (9.7:33.1)
A20 Ashford Road South	1 and 2	87.7%	22.3	44.8	51.1%	9.2	28.6
	3 and 4	88.9 : 88.9%	19.3	37.1 (37.2:37.1)	65.2 : 65.2%	11.0	28.4 (28.4:28.4)
Access to Zone P2C	2 and 3	17.7%	2.5	20.3	66.1%	13.2	28.0
	3	57.3%	2.9	75.2	65.5%	6.6	56.1

A20 Otterpool Lane Access to Zone P2B & P3B

J39

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Barrow Hill Cottages	1	69.7%	6.5	56.6	60.1%	5.5	50.1
A20 Ashford Rd Westbound	1 and 2	45.6 : 45.6%	6.7	20.4	61.9 : 61.9%	11.1	23.5
B2067 Otterpool Lane	1	11.4%	0.4	61.0	65.0%	3.4	77.4
A20 Ashford Rd Eastbound	1 and 2	71.4%	13.9	31.0	65.9%	12.1	29.8

Otterpool Lane

J40

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Access	0.07	0.10	6.53	0.03	0.00	6.14
Otterpool Lane	0.07	0.10	6.69	0.29	0.40	8.30

Otterpool Lane

J41

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
Access	0.25	0.30	10.01	0.08	0.10	7.56
Otterpool Lane	0.03	0.00	6.55	0.07	0.10	6.59

R.3 Do-Something with Mitigation Model Summary Results Tables

Otterpool Park Modelling Results 2037 Mitigation

M20 J11

J2

Approach	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
M20 Westbound Off-Slip	1	54.5%	4.4	2.5	60.3%	6.8	4.9
Eastern Circulatory	1	20.5%	0.1	1.2	28.9%	0.2	1.3
	2	31.4%	0.2	1.4	35.0%	0.3	1.5
A20 Ashford Road	1	60.0%	0.7	1.5	51.9%	0.5	1.3
Southern Circulatory	1	6.1%	0.0	1.0	9.3%	0.1	1.0
	2	10.3%	0.1	1.1	11.3%	0.1	1.1
Services Ahead	1	18.5%	0.1	2.0	14.5%	0.1	1.7
South West Circulatory	1	68.8%	1.1	3.0	57.7%	0.7	2.2
	2	33.1%	0.2	1.4	30.2%	0.2	1.4
M20 Eastbound Off-Slip	1	65.7%	5.8	26.5	66.1%	6.8	22.3
	2	66.4%	5.9	26.7	67.9%	7.0	22.8
Western Circulatory	1	59.3%	6.8	13.3	71.0%	8.7	18.9
	2	64.4%	7.9	14.3	71.3%	8.8	19.3
B2068 Stone Street	1	36.7%	1.7	3.9	48.9%	2.7	7.1
Northern Circulatory	1	26.3%	0.2	1.3	36.1%	0.3	1.5
	2	53.3%	0.6	2.0	57.1%	0.7	2.2

A20/Stone St/ Hythe Road

J11

Approach	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Ashford Road Southbound	1	44.5%	6.1	20.7	57.6%	8.9	19.8
	2 and 3	82.3 : 77.1%	7.5	51.0	63.0 : 63.0%	6.2	39.3
A261 Hythe Road Westbound	1 and 2	84.9 : 84.9%	12.7	50.2	61.1 : 61.1%	7.4	34.1
Stone Street Northbound	1 and 2	82.0%	11.6	49.5	59.4%	5.3	45.7
A20 Ashford Road Eastbound	1 and 2	71.6 : 71.6%	6.2	42.0	61.9 : 61.9%	3.9	36.2

A259 / Dymchurch Road / Military Road

J15

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
London Road	1 and 2	71.0 : 71.0%	5.3	14.1	70.8 : 70.8%	5.2	12.4
St John Moore Avenue	1	33.1%	0.2	5.6	62.5%	2.5	10.0
Portland Road	1	57.6%	0.7	7.8	59.2%	0.7	9.0
Dymchurch Road Northbound	1 and 2	84.1 : 84.1%	12.1	21.0	66.4 : 66.4%	7.6	16.4
	2 and 3	80.4 : 80.4%	9.1	34.1	67.5 : 67.5%	7.0	23.9
Dymchurch Road Westbound	1	60.6%	7.4	7.6	83.7%	14.8	15.4
Green Lane	1	22.3%	0.9	48.9	19.0%	0.7	37.5
Scalons Bridge Road Northbound	1	50.5%	5.9	5.6	45.8%	4.5	5.9
	1	71.4%	12.9	17.6	70.8%	9.9	19.8
Scalons Bridge Road Southbound	1	44.5%	3.4	28.8	60.3%	4.4	34.8
Military Road	1	80.9%	14.8	12.4	80.2%	13.3	12.6

M20 J13

J21a

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound Entry Only	0.52	1.1	5.4	0.32	0.5	4.0
Churchill Avenue	0.79	3.6	9.9	0.74	2.8	7.2
Cherry Garden Avenue	0.50	1.0	4.9	0.68	2.1	7.7
A20 Castle Hill Bridge	0.82	4.4	12.7	0.89	7.1	19.7

A260 Spitfire Way / White Horse Hill / A20 Slip Roads

SH18

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
White House Hill	0.56	1.2	9.5	0.33	0.5	4.8
A20 Slip Roads	0.79	3.6	16.7	0.85	5.2	16.5
Canterbury Road	0.38	0.6	3.9	0.72	2.6	9.8
Spitfire Way	0.88	6.5	19.7	0.62	1.6	7.1

Alkham Valley Road / A20 slip roads

SH19

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Offslip	0.02	0.00	1.95	0.02	0.00	2.16
A20 Off-Slip	0.55	1.20	4.24	0.26	0.40	2.56
AlkamValley Road (South)	0.93	11.30	32.91	0.76	3.10	8.64

M20 J9

J23

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Trinity Road	1	71.4%	7.7	25.2	87.8%	15.3	31.3
	2 and 3	69.4 : 69.4%	7.5	20.2	83.5 : 83.5%	12.6	20.7
M20 Slip Road Westbound	1 and 2	80.1 : 80.1%	8.4	27.8	90.1 : 90.1%	9.6	48.4
	3 and 4	65.3 : 63.6%	5.9	23.0	81.5 : 81.0%	7.0	38.1
Fougenes Way Northbound	1 and 2	43.2%	4.4	11.3	37.6%	3.9	11.2
	3	43.2%	4.4	11.3	37.6%	3.9	11.2
	4	73.0%	10.0	17.1	63.6%	8.3	15.1
M20 Sliproad Eastbound	1 and 2	29.4 : 29.4%	2.1	19.4	19.5 : 19.3%	1.6	16.4
	3 and 4	72.8 : 81.3%	7.8	27.5	82.2 : 82.7%	10.7	27.2

B2064 Cheriton High Street Risborough Lane

J24

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Stanley Road Southbound	1	99.3%	10.4	181.7	80.5%	5.3	111.2
Cheriton High Street Westbound	1 and 2	109.5 : 109.5%	45.9	235.6	122.3 : 122.3%	89.4	422.0
Risborough Lane Northbound	1 and 2	111.6 : 111.6%	58.2	256.2	125.4 : 125.4%	99.1	447.3
Cheriton High Street Eastbound	1 and 2	93.6 : 114.4%	52.2	174.3	118.4 : 124.4%	144.8	379.2

B2064 Cheriton High Street / A2034 Cherry Garden Avenue

J25

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Cherry Garden Avenue Southbound	1	49.6%	11.7	41.7	40.6%	8.4	34.2
	2 and 3	54.9 : 54.9%	14.3	41.7	83.0 : 83.0%	10.9	51.5
A2034 Cheriton Road Westbound	1 and 2	64.6 : 66.2%	16.0	55.1	66.9 : 81.2%	14.2	57.6
B2034 Beachborough Road Northbound	1	71.6%	20.8	56.4	82.9%	25.0	58.0
A20 Cheriton Road Eastbound	1	41.3%	8.7	44.2	45.2%	8.3	45.9
	2 and 3	78.0 : 78.0%	22.5	58.6	84.4 : 84.4%	23.0	63.3

Barrow Hill One-Way

J27

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Barrow Hill Southbound	1	88.3%	12.7	45.9	85.9%	11.9	45.5
Barrow Hill Northbound	1	86.5%	14.4	35.4	87.0%	16.1	34.5

A20 Ashford Road Small Roundabout

J43

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Rd North	1	71.7%	1.3	5.5	67.7%	1.0	4.8
	2	71.6%	1.2	5.4	67.6%	1.0	4.8
A20 Ashford Rd South	1	61.0%	6.7	7.9	55.6%	5.6	7.2
	2	60.9%	6.7	7.9	55.5%	5.6	7.2

**Otterpool Park
Modelling Results
2044 Mitigation**

M20 J11

J2

Approach	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
M20 Westbound Off-Slip	1	77.0%	14.5	8.0	84.9%	16.9	15.5
Eastern Circulatory	1	25.3%	0.2	1.3	39.3%	6.2	1.6
	2	32.9%	0.2	1.4	39.5%	0.3	1.6
A20 Ashford Road	1	68.1%	1.1	1.9	61.9%	0.8	1.6
Southern Circulatory	1	6.1%	0.0	1.0	9.5%	0.1	1.0
	2	10.7%	0.1	1.1	11.2%	0.1	1.1
Services Ahead	1	22.5%	0.1	2.6	17.8%	0.1	2.0
South West Circulatory	1	78.3%	1.8	4.3	66.2%	1.0	2.8
	2	36.5%	0.3	1.5	36.5%	0.3	1.5
M20 Eastbound Off-Slip	1	68.7%	7.7	30.3	78.7%	10.6	32.0
	2	70.0%	7.9	30.8	80.4%	11.1	33.2
Western Circulatory	1	63.3%	9.5	15.4	78.2%	13.4	22.1
	2	69.6%	10.9	17.1	77.6%	13.0	22.2
B2068 Stone Street	1	45.9%	3.1	6.9	68.8%	5.0	16.5
Northern Circulatory	1	31.5%	0.2	1.4	45.7%	0.4	1.7
	2	59.5%	0.7	2.3	67.2%	1.0	2.9

A20/Stone St/ Hythe Road

J11

Approach	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Ashford Road Southbound	1	44.9%	8.1	26.1	57.8%	9.3	16.7
	2 and 3	89.2 : 87.0%	10.0	80.1	68.4 : 68.4%	8.7	34.9
A261 Hythe Road Westbound	1 and 2	89.0 : 89.0%	19.9	62.2	68.2 : 68.2%	8.2	36.3
Stone Street Northbound	1 and 2	89.5%	19.5	67.5	67.3%	5.3	54.8
A20 Ashford Road Eastbound	1 and 2	90.1 : 90.1%	13.2	78.5	60.5 : 60.5%	3.8	45.9

A259 / Dymchurch Road / Military Road

J15

Approach	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
London Road	1 and 2	77.2 : 77.2%	6.1	16.3	79.8 : 79.8%	6.6	16.5
St John Moore Avenue	1	30.1%	0.2	4.7	51.5%	1.5	6.2
Portland Road	1	64.8%	0.9	9.6	68.0%	1.0	11.8
Dymchurch Road Northbound	1 and 2	89.1 : 89.1%	19.8	29.3	72.7 : 72.7%	9.2	21.0
	2 and 3	88.8 : 88.8%	15.1	47.4	77.2 : 77.2%	9.7	22.5
Dymchurch Road Westbound	1	59.7%	7.9	6.4	85.2%	18.1	16.5
Green Lane	1	25.9%	1.0	55.2	20.7%	0.8	41.9
Scalons Bridge Road Northbound	1	55.2%	2.4	4.4	51.9%	5.3	6.7
Scalons Bridge Road Northbound	1	68.1%	18.5	15.1	67.9%	13.4	33.6
Scalons Bridge Road Southbound	1	24.6%	0.6	7.9	65.9%	5.8	38.6
Military Road	1	80.5%	14.7	12.2	80.2%	13.3	12.6

M20 J13

J21a

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound Entry Only	0.54	1.20	5.75	0.34	0.50	4.32
Churchill Avenue	0.85	5.20	13.73	0.75	3.00	7.69
Cherry Garden Avenue	0.57	1.30	5.96	0.74	2.80	9.54
M20 Westbound Exit Only	0.00	0.00	0.00	0.00	0.00	0.00
A20 Castle Hill Bridge	0.84	4.90	13.96	0.95	13.20	34.71

A260 Spitfire Way / White Horse Hill / A20 Slip Roads

SH18

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
White Horse Hill	0.63	1.70	11.64	0.33	0.50	4.79
A20 Slip Roads	0.85	5.10	23.57	0.92	9.40	28.10
Canterbury Road	0.38	0.60	3.93	0.76	3.00	11.51
Spitfire Way	0.90	8.20	24.48	0.64	1.70	7.52

Alkham Valley Road / A20 slip roads

SH19

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Off-Slip	0.02	0.00	1.96	0.02	0.00	2.16
AlkamValley Road (East)	0.56	1.30	4.35	0.26	0.40	2.57
AlkamValley Road (South)	1.02	33.40	82.00	0.77	3.20	8.92

M20 J9

J23

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Trinity Road	1	71.8%	8.5	26.6	79.8%	12.7	26.9
	2 and 3	72.6 : 72.6%	8.6	22.2	93.5 : 93.5%	18.5	33.5
M20 Slip Road Westbound	1 and 2	80.7 : 80.9%	9.6	28.3	88.6 : 88.6%	9.8	47.6
	3 and 4	65.8 : 64.0%	6.6	23.3	80.2 : 79.1%	7.5	38.8
Fougenes Way Northbound	1 and 2	41.4%	4.4	10.4	28.9%	3.0	8.0
	3	41.4%	4.4	10.4	28.9%	3.0	8.0
	4	72.8%	11.0	16.2	74.1%	12.6	15.1
M20 Sliproad Eastbound	1 and 2	30.2 : 30.0%	2.4	20.4	21.4 : 21.4%	1.9	19.2
	3 and 4	74.7 : 82.9%	8.9	29.3	90.1 : 90.0%	14.2	37.3

B2064 Cheriton High Street Risborough Lane

J24

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Stanley Road Southbound	1	109.1%	16.6	296.2	82.0%	5.5	114.8
Cheriton High Street Westbound	1 and 2	116.9 : 116.9%	73.9	349.4	132.4 : 132.4%	121.0	542.4
Risborough Lane Northbound	1 and 2	119.4 : 119.4%	86.7	370.1	132.3 : 132.3%	116.1	527.0
Cheriton High Street Eastbound	1 and 2	98.2 : 115.3%	55.6	158.2	118.7 : 130.9%	164.3	409.7

B2064 Cheriton High Street / A2034 Cherry Garden Avenue

J25

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Cherry Garden Avenue Southbound	1	50.0%	11.8	42.5	40.9%	8.5	34.2
	2 and 3	56.7 : 62.2%	14.7	43.7	88.6 : 88.6%	12.3	60.1
A2034 Cheriton Road Westbound	1 and 2	70.9 : 84.8%	19.1	59.1	77.8 : 88.3%	19.0	63.0
B2034 Beachborough Road Northbound	1	76.5%	22.8	60.0	89.6%	28.8	68.3
A20 Cheriton Road Eastbound	1	50.0%	11.2	46.0	57.8%	11.4	49.9
	2 and 3	81.0 : 81.0%	24.7	61.4	86.0 : 86.0%	23.9	66.8

Barrow Hill One-Way

J27

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Barrow Hill Southbound	1	88.6%	12.9	49.9	88.4%	18.0	45.7
Barrow Hill Northbound	1	85.9%	15.7	33.2	88.5%	18.7	43.6

A20 Ashford Road Small Roundabout

J43

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Road southbound	1	89.1%	3.8	13.5	80.5%	2.0	7.9
	2	89.1%	3.8	13.5	80.5%	2.0	7.9
A20 Ashford Road northbound	1	72.1%	9.3	10.0	66.6%	7.9	8.8
	2	72.1%	9.3	10.0	66.5%	7.9	8.8

Otterpool Park Modelling Results 2046 Mitigation

M20 J11

J2

Approach	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
M20 Westbound Off-Slip	1	78.4%	15.5	8.4	84.9%	17.8	14.7
Eastern Circulatory	1	26.1%	0.2	1.3	37.4%	7.8	1.8
	2	32.5%	0.2	1.4	38.9%	0.3	1.5
A20 Ashford Road	1	71.4%	1.2	2.1	63.7%	0.9	1.7
Southern Circulatory	1	6.1%	0.0	1.0	9.6%	0.1	1.0
	2	10.6%	0.1	1.1	11.3%	0.1	1.1
Services Ahead	1	24.8%	0.2	2.9	18.6%	0.1	2.1
South West Circulatory	1	80.7%	2.1	4.9	68.0%	1.1	3.0
	2	39.1%	0.3	1.6	37.4%	0.3	1.5
M20 Eastbound Off-Slip	1	69.0%	7.7	30.4	79.9%	11.0	32.8
	2	70.4%	8.1	31.0	83.4%	12.0	35.6
Western Circulatory	1	67.3%	10.6	16.4	80.0%	13.9	22.9
	2	73.7%	12.2	18.4	79.8%	13.7	23.3
B2068 Stone Street	1	49.4%	3.5	8.4	74.4%	5.7	19.9
Northern Circulatory	1	33.3%	0.2	1.4	46.8%	0.4	1.8
	2	61.8%	0.8	2.5	69.3%	1.1	3.1

A20/Stone St/ Hythe Road

J11

Approach	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Ashford Road Southbound	1	43.5%	7.9	24.5	56.8%	9.1	15.8
	2 and 3	90.3 : 90.3%	12.3	80.8	76.1 : 76.1%	10.7	35.0
A261 Hythe Road Westbound	1 and 2	89.4 : 89.4%	19.8	64.0	76.2 : 76.2%	9.4	42.6
Stone Street Northbound	1 and 2	90.9%	19.8	72.0	73.1%	5.8	61.2
A20 Ashford Road Eastbound	1 and 2	90.8 : 90.8%	17.2	74.2	56.9 : 56.9%	3.4	37.0

A259 / Dymchurch Road / Military Road

J15

Approach	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
London Road	1 and 2	77.2 : 77.2%	6.1	16.3	79.8 : 79.8%	6.6	16.5
St John Moore Avenue	1	30.1%	0.2	4.7	51.5%	1.5	6.2
Portland Road	1	64.8%	0.9	9.6	68.0%	1.0	11.8
Dymchurch Road Northbound	1 and 2	89.1 : 89.1%	19.8	29.3	72.7 : 72.7%	9.2	21.0
	2 and 3	88.8 : 88.8%	15.1	47.4	77.2 : 77.2%	9.7	22.5
Dymchurch Road Westbound	1	59.7%	7.9	6.4	85.2%	18.1	16.5
Green Lane	1	25.9%	1.0	55.2	20.7%	0.8	41.9
Scalons Bridge Road Northbound	1	55.2%	2.4	4.4	51.9%	5.3	6.7
	1	68.1%	18.5	15.1	67.9%	13.4	33.6
Scalons Bridge Road Southbound	1	24.6%	0.6	7.9	65.9%	5.8	38.6
Military Road	1	84.7%	20.8	10.7	78.6%	9.1	8.7

M20 J13

J21a

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
M20 Westbound Entry Only	0.55	1.20	5.89	0.34	0.50	4.39
Churchill Avenue	0.85	5.50	14.39	0.77	3.20	8.16
Cherry Garden Avenue	0.57	1.30	5.91	0.76	3.00	10.39
M20 Westbound Exit Only	0.00	0.00	0.00	0.00	0.00	0.00
A20 Castle Hill Bridge	0.85	5.40	15.20	0.96	14.70	38.26

A260 Spitfire Way / White Horse Hill / A20 Slip Roads

SH18

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
White Horse Hill	0.64	1.70	12.02	0.34	0.50	4.87
A20 Slip Roads	0.86	5.40	24.75	0.93	10.50	31.25
Canterbury Road	0.38	0.60	3.98	0.76	3.10	11.87
Spitfire Way	0.91	8.90	26.40	0.64	1.80	7.71

Alkham Valley Road / A20 slip roads

SH19

Approach	AM Peak			PM Peak		
	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)	RFC	Queue Length (vehicles)	Ave. Delay per Vehicle (secs)
A20 Off-Slip	0.02	0.00	1.95	0.02	0.00	2.17
Alkam Valley Road (East)	0.56	1.30	4.39	0.26	0.40	2.57
Alkam Valley Road (South)	1.02	33.20	81.35	0.78	3.40	9.32

M20 J9

J23

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Trinity Road	1	73.0%	8.7	27.1	94.6%	21.1	46.1
	2 and 3	74.0 : 74.0%	8.9	22.6	90.1 : 90.1%	15.9	26.2
M20 Slip Road Westbound	1 and 2	82.1 : 82.1%	9.9	28.9	91.6 : 91.6%	10.8	52.1
	3 and 4	66.1 : 64.7%	6.7	23.4	82.5 : 81.4%	7.6	39.1
Fougenes Way Northbound	1 and 2	41.9%	4.5	10.5	40.8%	4.5	11.1
	3	41.9%	4.5	10.5	40.8%	4.5	11.1
	4	73.8%	11.2	16.6	66.4%	9.4	15.3
M20 Sliproad Eastbound	1 and 2	30.6 : 30.6%	2.4	20.4	20.5 : 20.5%	1.8	17.2
	3 and 4	76.3 : 83.9%	9.1	29.9	86.3 : 86.4%	12.4	30.8

B2064 Cheriton High Street Risborough Lane

J24

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Stanley Road Southbound	1	105.6%	14.0	244.9	82.7%	5.6	116.8
Cheriton High Street Westbound	1 and 2	121.5 : 121.5%	84.7	399.3	138.0 : 138.0%	137.9	603.3
Risborough Lane Northbound	1 and 2	123.5 : 123.5%	93.9	413.8	134.7 : 134.7%	123.6	552.9
Cheriton High Street Eastbound	1 and 2	102.1 : 121.5%	67.4	193.2	121.3 : 132.9%	178.4	440.4

B2064 Cheriton High Street / A2034 Cherry Garden Avenue

J25

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Cherry Garden Avenue Southbound	1	51.5%	12.0	44.3	41.8%	8.7	35.1
	2 and 3	78.0 : 78.5%	16.7	53.2	98.0 : 98.0%	17.5	107.7
A2034 Cheriton Road Westbound	1 and 2	70.2 : 89.8%	19.3	58.0	80.1 : 90.7%	20.4	64.2
B2034 Beachborough Road Northbound	1	80.2%	23.9	64.9	98.2%	36.8	107.3
A20 Cheriton Road Eastbound	1	49.2%	11.1	44.4	58.9%	11.8	49.6
	2 and 3	83.6 : 83.6%	27.0	62.1	86.2 : 93.8%	24.9	68.8

Barrow Hill One-Way

J27

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
Barrow Hill Southbound	1	90.0%	14.9	54.4	89.8%	22.3	50.7
Barrow Hill Northbound	1	88.4%	19.0	36.9	88.7%	22.3	46.8

A20 Ashford Road Small Roundabout

J43

Traffic Movement	Lane	AM Peak			PM Peak		
		Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)	Degree of Saturation	Mean Max Queue (PCUs)	Ave. Delay per PCU (secs)
A20 Ashford Road North	1	90.2%	4.3	14.8	84.3%	2.6	9.7
	2	90.2%	4.3	14.8	84.3%	2.6	9.7
A20 Ashford Road South	1	75.9%	10.5	11.0	68.6%	8.2	9.2
	2	75.8%	10.5	11.0	68.6%	8.2	9.2

APPENDIX S - DMRB Merge and Diverge Assessment

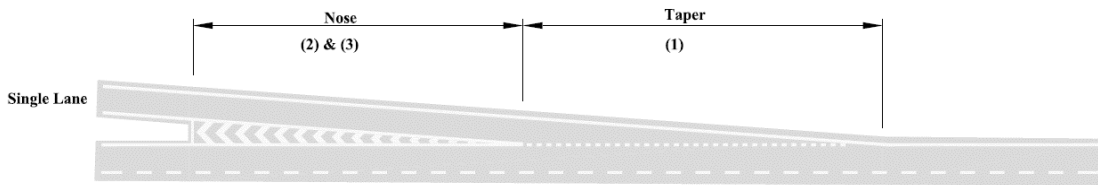
N.1 DMRB Merge and Diverge Layouts

The standard TD 22/06 provides the layout and size requirements for new and improved grade separated junctions and interchanges on rural and urban trunk roads and motorways.

Merging

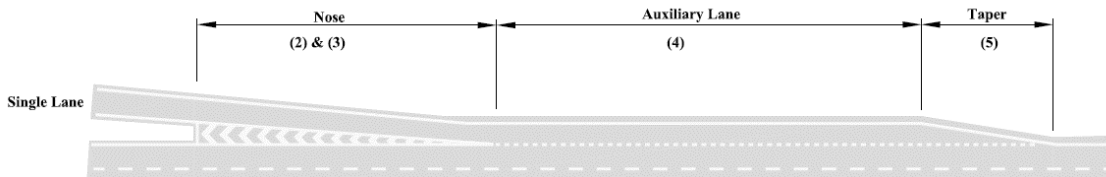
The merging layouts described in this TA are explained below.

A – Taper merge: A layout where merging traffic joins the mainline carriageway through an area forming a funnel to the mainline carriageway.



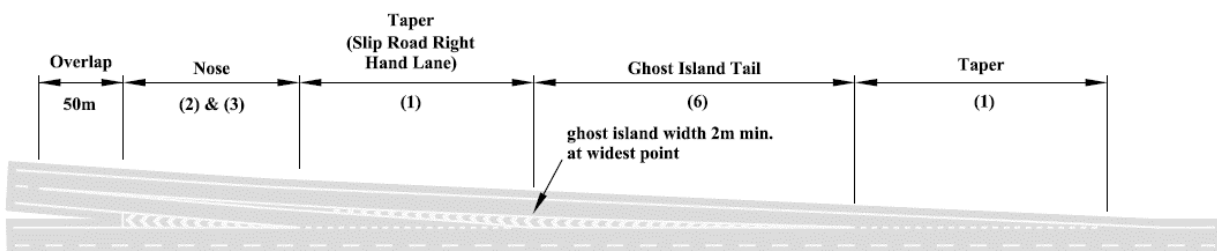
A - Taper Merge

B – Parallel merge: A layout where an auxiliary lane is provided alongside the mainline carriageway.



B - Parallel Merge

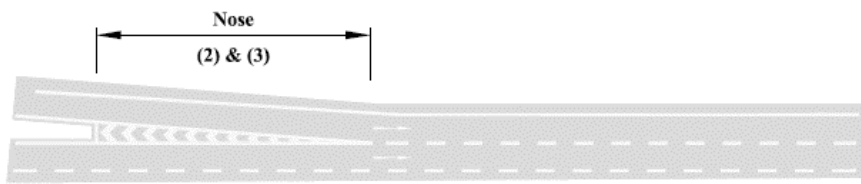
C – Ghost Island Merge: A layout with a two-lane slip road where the lanes are separated by a ghost island. The offside lane merges with the mainline carriageway and the nearside lane continues to merge with the mainline carriageway.



C - Ghost Island Merge

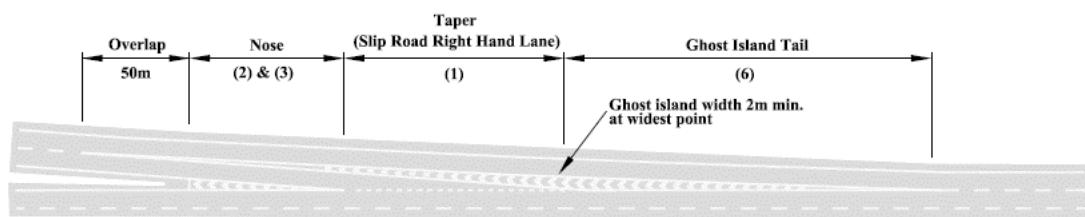
(Only used where design flows on mainline are light, there are 3 lanes or more on mainline and merging flow is over one lane capacity, see paragraph 2.30).

E – Lane Gain: A layout where a merging connector road becomes a lane or lanes of the downstream main carriageway.

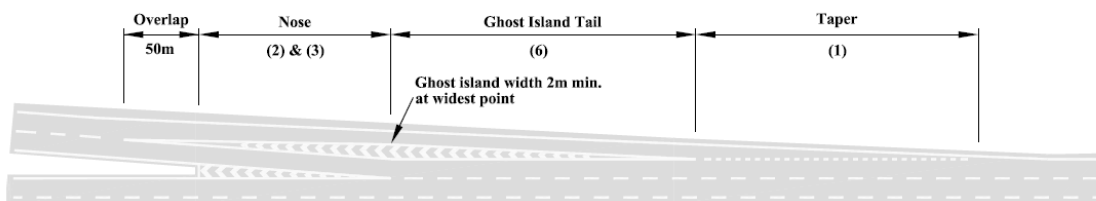


E - Lane Gain

F – Lane Gain with Ghost Island Merge: A layout with a two-lane slip road where the lanes are separated by a ghost island. The offside lane merges with the mainline carriageway and the nearside lane continues and becomes a new lane on the mainline carriageway.

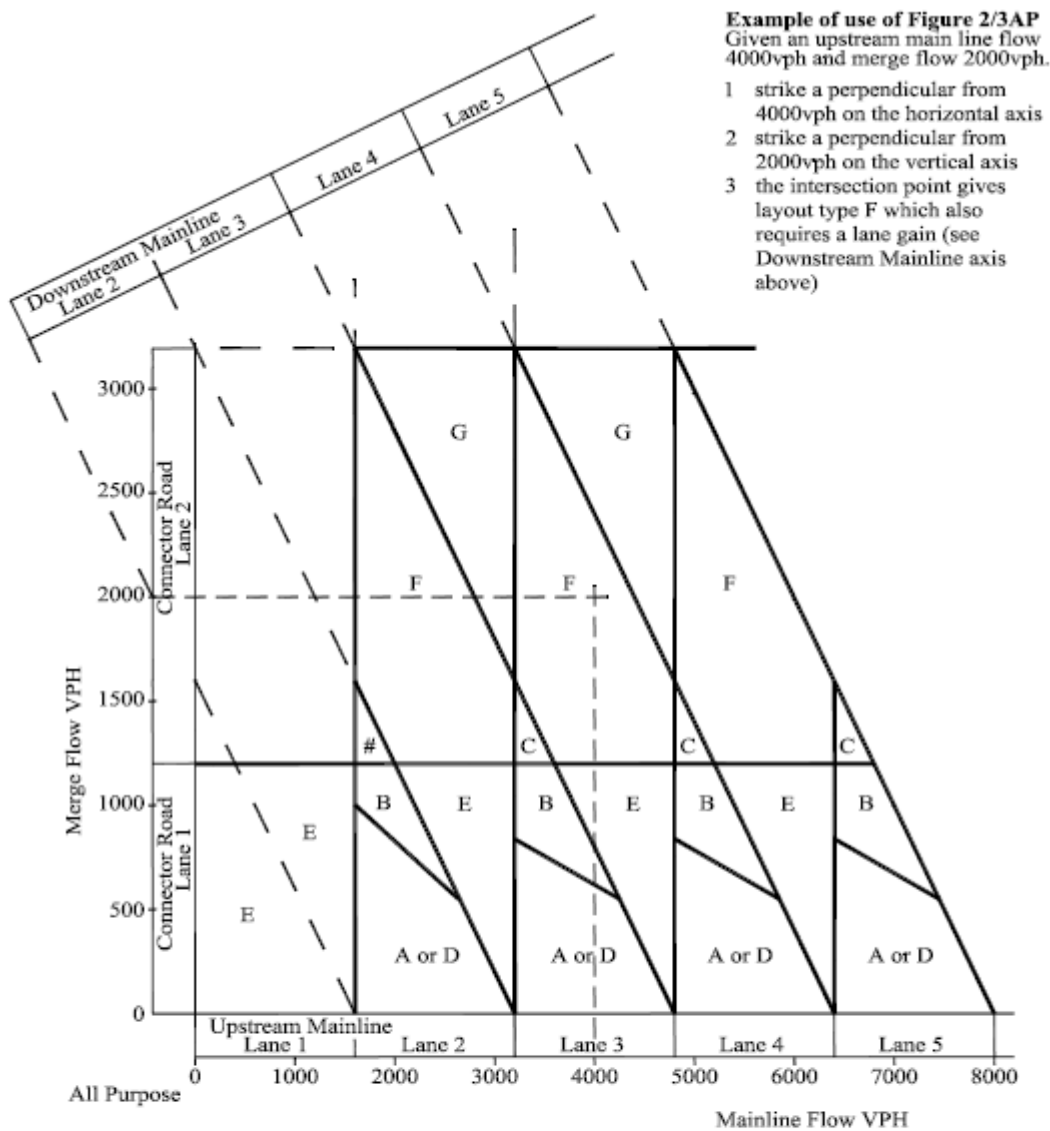


F - Lane Gain with Ghost Island Merge (OPTION 1 - PREFERRED)



F - Lane Gain with Ghost Island Merge (OPTION 2 - ALTERNATIVE - See Paragraph 2.30)

Hourly flows for the merge and the mainline upstream have been estimated and inserted in Figure 2/3 MW for junctions 9 to 13 in M20 and in Figure 2/3 AP for junctions A20 / Spitfire Way / White Horse Hill and A20 / Alkham Valley Rd. The process consists on striking a perpendicular line from the upstream mainline flows in the horizontal axis and then striking a perpendicular line from the merge flows in the vertical axis. The intersection point gives the layout that the merge requires as well as the number of lanes upstream and downstream the slip road and in the connector road.

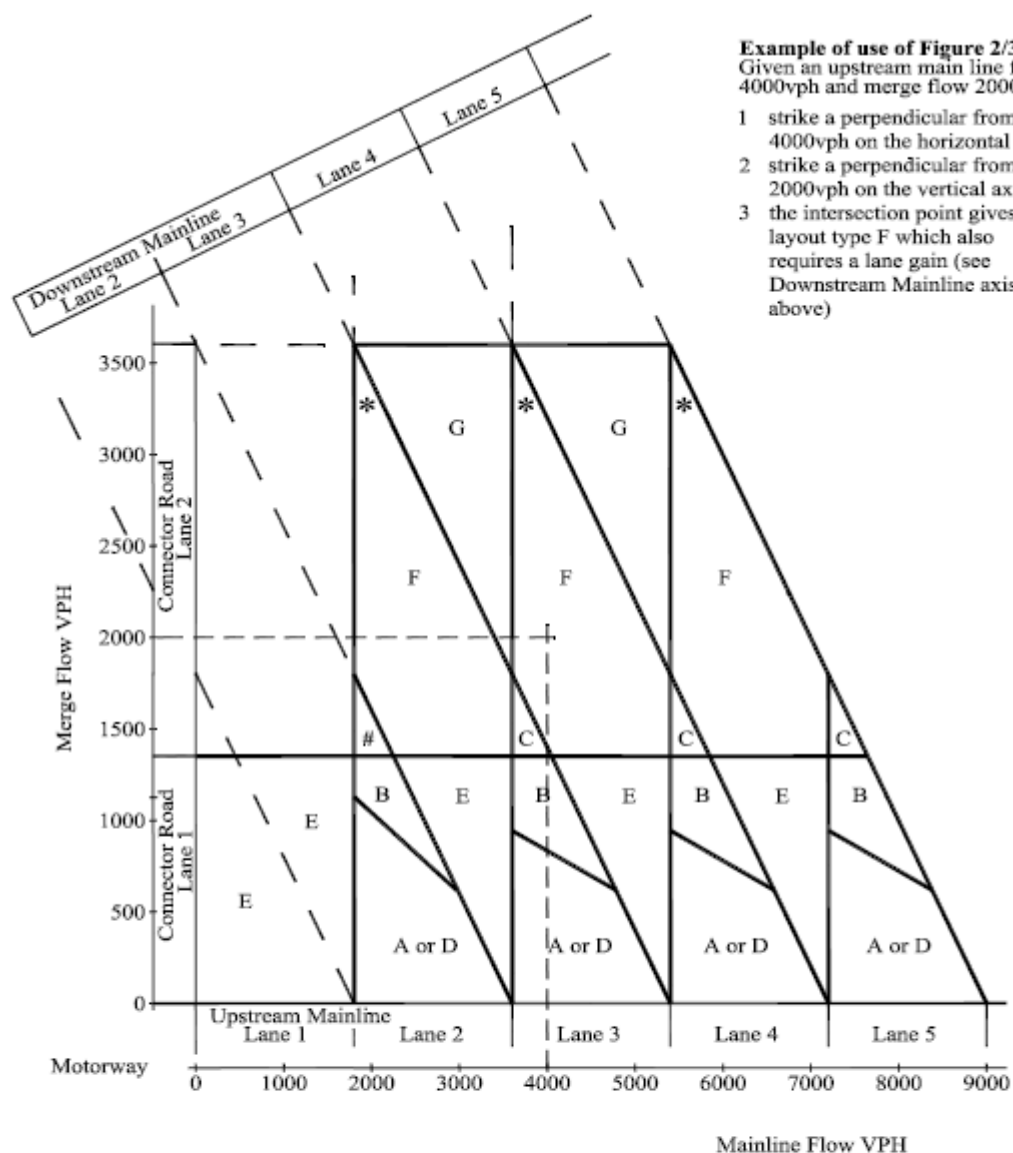


Notes:

Area of uncertainty – In this area the choice will depend on the downstream provision. If there is a lane gain then use Layout E or F.

See paragraph 2.29 and the example above, for explanation of the usage of this diagram.

Figure 2/3 AP All-Purpose Road Merging Diagram



Example of use of Figure 2/3MW
 Given an upstream main line flow 4000vph and merge flow 2000vph.

- 1 strike a perpendicular from 4000vph on the horizontal axis
- 2 strike a perpendicular from 2000vph on the vertical axis
- 3 the intersection point gives layout type F which also requires a lane gain (see Downstream Mainline axis above)

Notes:

- * If Layout F Option 2 is used consider extended Auxiliary Lane (see paragraph 4.23).
- # Area of uncertainty – In this area the choice will depend on the downstream provision. If there is a lane gain then use Layout E or F.

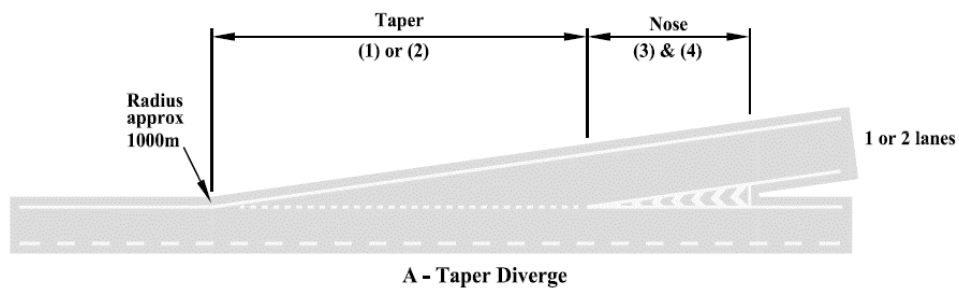
See paragraph 2.29 and example above, for explanation of the usage of this diagram.

Figure 2/3 MW Motorway Merging Diagram

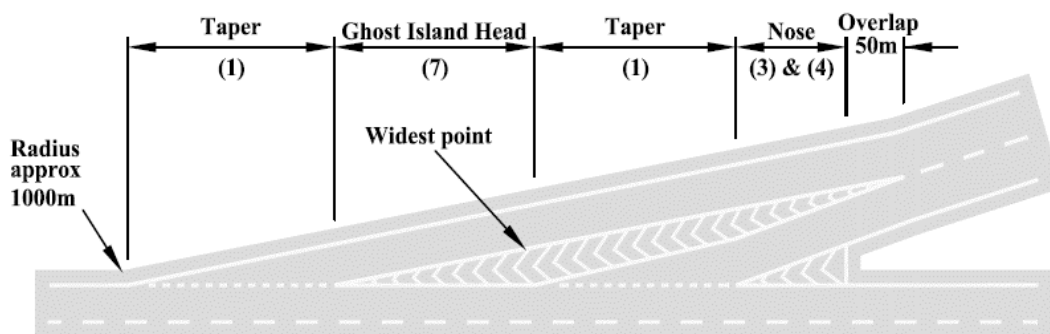
Diverging

The diverging layouts described in this TA are explained below.

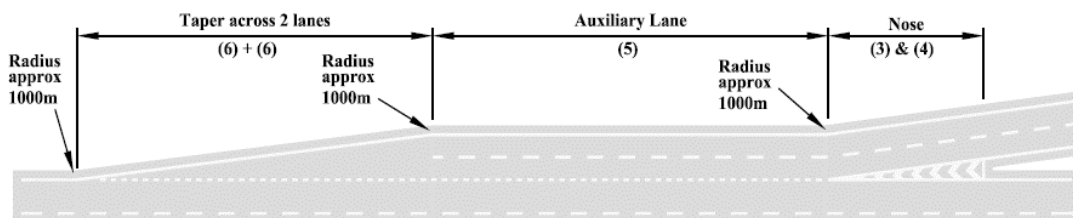
A – Taper diverge: A layout where diverging traffic leaves the mainline carriageway through an area forming a flare from the mainline carriageway.



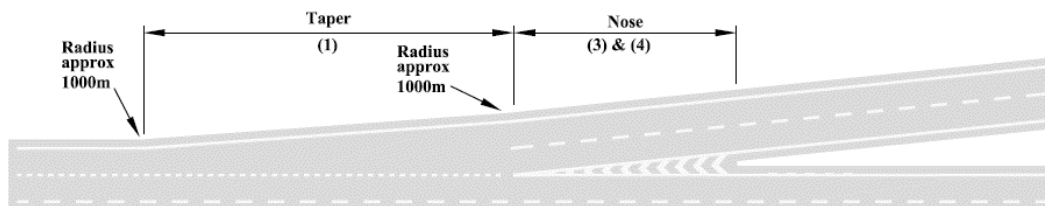
B – Ghost Island diverge:



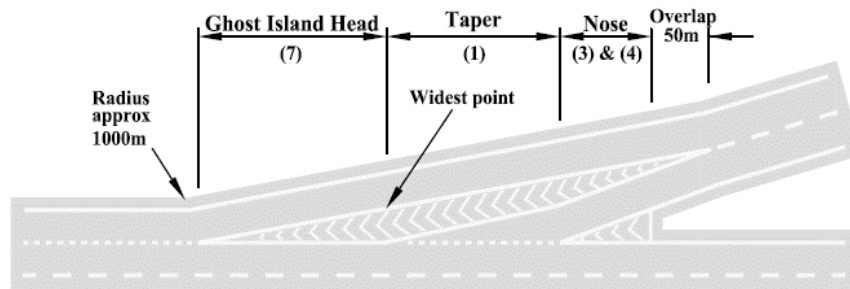
B- Parallel diverge: A layout where an auxiliary lane is provided alongside the mainline carriageway to form the slip road lanes.



C – Lane drop at Taper Diverge: The nearside lane from the mainline carriageway diverts to form the slip road.

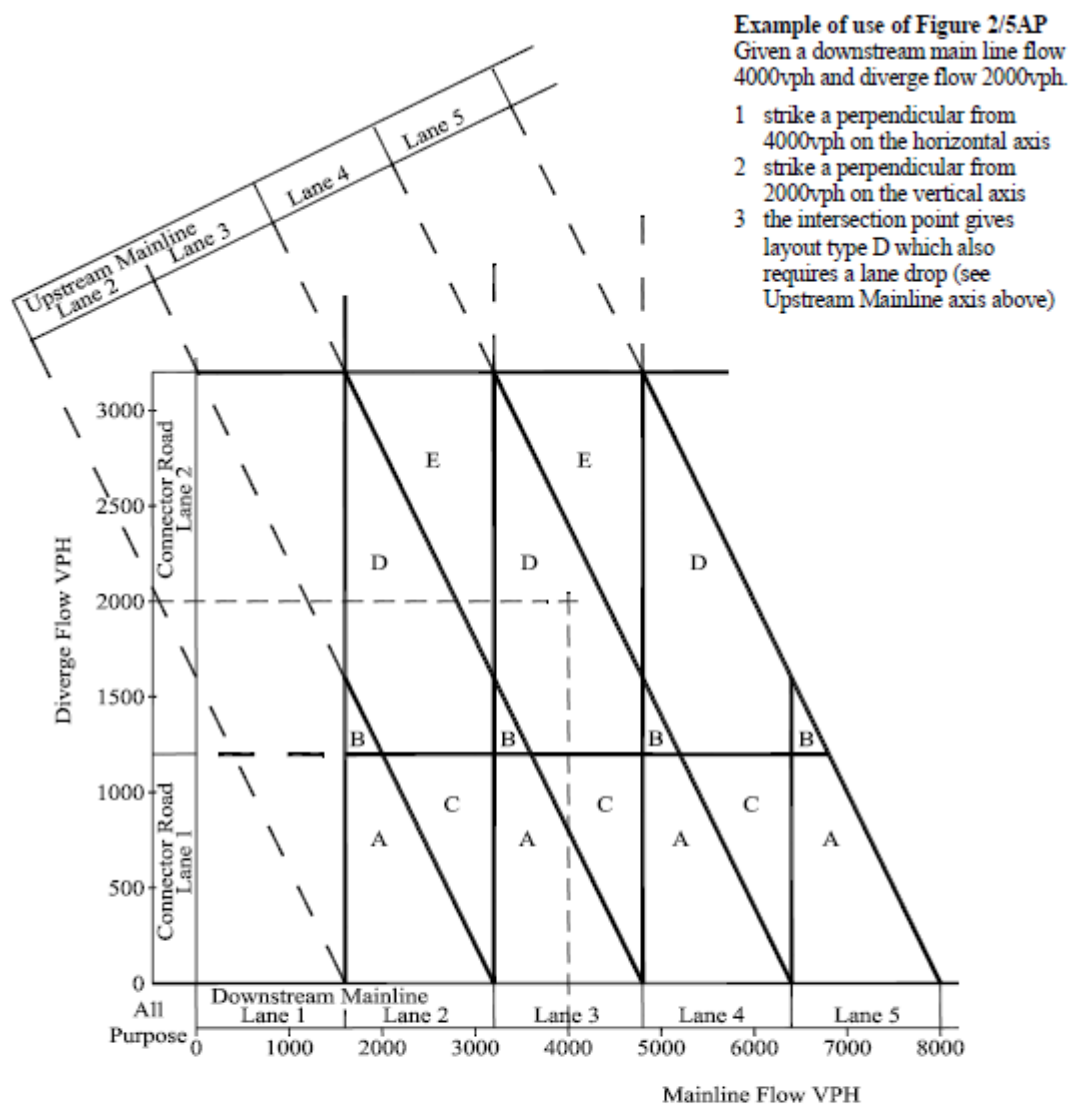


D – Ghost Island diverge for Lane Drop: The nearside lane from the mainline carriageway diverts to form the first lane of the slip road and the second lane is formed from an additional taper diverge. Both diverging lanes are separated with a ghost island. Both diverging lanes are separated with a ghost island.



D (Option 1 Preferred) - Ghost Island diverge for Lane Drop including for conversion of existing Lane Drop at Taper Diverge

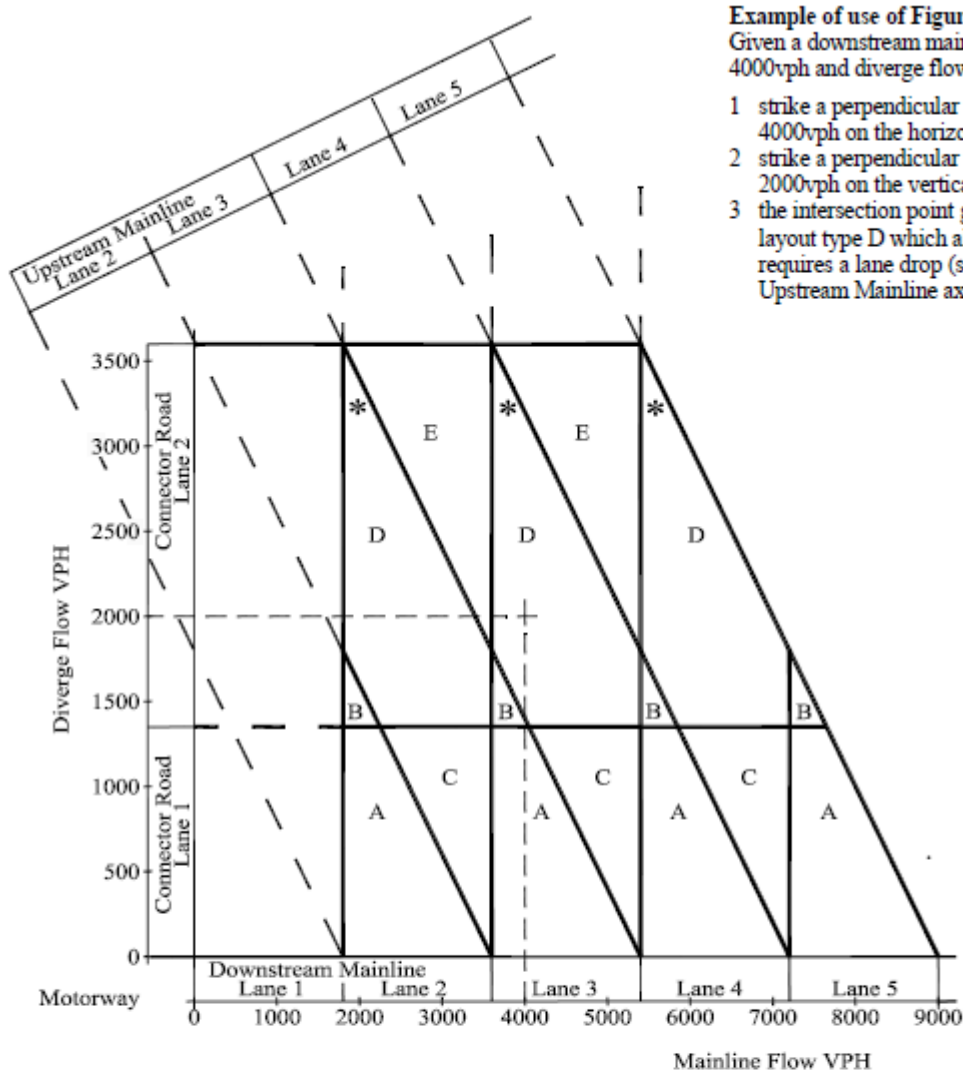
Hourly flows for the diverge and the mainline downstream have been estimated and inserted in Figure 2/5 MW for junctions 9 to 13 in M20 and in Figure 2/5 AP for junctions A20 / Spitfire Way / White Horse Hill and A20 / Alkham Valley Rd. The process consists on striking a perpendicular line from the downstream mainline flows in the horizontal axis and then striking a perpendicular line from the diverge flows in the vertical axis. The intersection point gives the layout that the diverge requires as well as the number of lanes upstream and downstream the slip road and in the connector road.



Notes:

See paragraph 2.43 and the example above, for explanation of the usage of this diagram.

Figure 2/5 AP All-Purpose Road Diverging Diagram



Example of use of Figure 2/5MW
 Given a downstream main line flow 4000vph and diverge flow 2000vph.

- 1 strike a perpendicular from 4000vph on the horizontal axis
- 2 strike a perpendicular from 2000vph on the vertical axis
- 3 the intersection point gives layout type D which also requires a lane drop (see Upstream Mainline axis above)

Notes:

- * If Layout D Option 2 is used consider extended Auxiliary Lane (see paragraph 4.24).
 See paragraph 2.43 and the example above, for explanation of the usage of this diagram.

Figure 2/5 MW Motorway Diverging Diagram

Table 3/1b provides information of the number of lanes of the connector roads depending on the connector flows.

Connector Road Flow*	Merge (Rural)	Merge (Urban)	Diverge (Rural)	Diverge (Urban)	Interchange Link/Loop (Rural)	Interchange Link/Loop (Urban)
0-900	MG1A Single lane with hardshoulder	MG1B Single lane with hardshoulder	DG1A Single lane with hardshoulder	DG1B Single lane with hardshoulder	IL1A Single lane* with hardshoulder	IL1B Single lane* with hardshoulder
901-1350	MG1A Single lane with hardshoulder	MG1B Single lane with hardshoulder	DG2A Two lanes with hardstrip	DG2B Two lanes with hardstrip	IL1A Single lane* with hardshoulder	IL1B Single lane* with hardshoulder
1351-2700	MG2C Two lanes with hardshoulder	MG2D Two lanes with urban hardshoulder	DG2A Two lanes with hardstrip	DG2B Two lanes with hardstrip	IL2A Two lanes with hardshoulder	IL2B Two lanes with urban hardshoulder
2701-3600	MG2C Two lanes with hardshoulder	MG2D Two lanes with urban hardshoulder	DG2C Two lanes with hardshoulder	DG2D Two lanes with urban hardshoulder	IL2A Two lanes with hardshoulder	IL2B Two lanes with urban hardshoulder

Table 3/1b Cross-Sections for Connector Roads To/From Mainline Motorways

N.2 Merge and Diverge Assessment Calculations

2037 Merge assessment

		Do-Minimum Scenario										
		Junction	Location	Mainline flow (vph)	Merge flow (vph)	Factor mainline	Factored mainline flow (vph)	Factor slip	Factored merge flow (vph)	Type	Upstream Mainline Lane	Downstream Mainline Lane
AM	M20 J9	M20 EB onslip	2079	1131	1	2079	1	1131	B	2	2	
		M20 WB onslip	2069	897	1.05	2172	1	897	A	2	2	
	M20 J10	M20 WB onslip	2343	1127	1	2343	1	1127	B	2	2	
	M20 J10A	M20 EB onslip	1820	803	1	1820	1	803	A	2	2	
		M20 WB onslip	1726	617	1	1726	1	617	E	1	2	
	M20 J11	M20 EB onslip	2100	492	1	2100	1	492	A	2	2	
		M20 WB onslip	2153	613	1	2153	1	613	A	2	2	
	M20 J11A	M20 WB onslip	2520	243	1	2520	1.1	267	A	2	2	
	M20 J12	M20 EB onslip	1834	729	1	1834	1	729	A	2	2	
		M20 WB onslip	1918	602	1	1918	1	602	A	2	2	
	M20 J13	M20 EB onslip	1449	382	1	1449	1	382	E	1	2	
		M20 WB onslip	2023	702	1	2023	1	702	A	2	2	
	A20	A20 EB onslip	1121	105	1	1121	1	105	E	1	1	
		A20 WB onslip	1108	1566	1	1108	1	1566	-	1	2	
PM	M20 J9	M20 EB onslip	2439	1395	1	2439	1	1395	F	2	3	
		M20 WB onslip	2131	825	1	2131	1	825	A	2	2	
	M20 J10	M20 WB onslip	2056	1183	1	2056	1	1183	B	2	2	
	M20 J10A	M20 EB onslip	2113	1050	1	2113	1	1050	B	2	2	
		M20 WB onslip	1606	449	1	1606	1	449	E	1	2	
	M20 J11	M20 EB onslip	2442	585	1	2442	1	585	A	2	2	
		M20 WB onslip	2001	428	1	2001	1	428	A	2	2	
	M20 J11A	M20 WB onslip	2343	250	1	2343	1.1	275	A	2	2	
	M20 J12	M20 EB onslip	2164	887	1	2164	1	887	A	2	2	
		M20 WB onslip	1834	508	1	1834	1	508	A	2	2	
	M20 J13	M20 EB onslip	1876	641	1	1876	1	641	A	2	2	
		M20 WB onslip	1595	944	1	1595	1	944	E	1	2	
	A20	A20 EB onslip	1460	66	1	1460	1	66	E	1	1	
		A20 WB onslip	1127	848	1	1127	1	848	E	1	2	

2037 Merge assessment

	Junction	Location	Do-Something Scenario								
			Mainline flow (vph)	Merge flow (vph)	Factor mainline	Factored mainline flow (vph)	Factor slip	Factored merge flow (vph)	Type	Upstream Mainline Lane	Downstream Mainline Lane
AM	M20 J9	M20 EB onslip	2114	1185	1	2114	1	1185	B	2	2
		M20 WB onslip	2165	897	1.05	2273	1	897	B	2	2
	M20 J10	M20 WB onslip	2520	1129	1	2520	1	1129	E	2	3
	M20 J10A	M20 EB onslip	1889	856	1	1889	1	856	A	2	2
		M20 WB onslip	1842	679	1	1842	1	679	A	2	2
	M20 J11	M20 EB onslip	2101	881	1	2101	1	881	A	2	2
		M20 WB onslip	2162	822	1	2162	1	822	A	2	2
	M20 J11A	M20 WB onslip	2841	243	1	2841	1.1	267	A	2	2
	M20 J12	M20 EB onslip	2004	689	1	2004	1	689	A	2	2
		M20 WB onslip	2126	716	1	2126	1	716	A	2	2
	M20 J13	M20 EB onslip	1521	426	1	1521	1	426	E	1	2
		M20 WB onslip	2140	776	1	2140	1	776	A	2	2
	A20	A20 EB onslip	1210	105	1	1210	1	105	E	1	1
		A20 WB onslip	1193	1604	1	1193	1	1604	-	1	2
PM	M20 J9	M20 EB onslip	2475	1450	1	2475	1	1450	F	2	3
		M20 WB onslip	2227	825	1	2227	1	825	A	2	2
	M20 J10	M20 WB onslip	2234	1183	1	2234	1	1183	B	2	2
	M20 J10A	M20 EB onslip	2188	1123	1	2188	1	1123	B	2	2
		M20 WB onslip	1721	513	1	1721	1	513	E	1	2
	M20 J11	M20 EB onslip	2443	968	1	2443	1	968	B	2	2
		M20 WB onslip	2004	583	1	2004	1	583	A	2	2
	M20 J11A	M20 WB onslip	2663	250	1	2663	1.1	275	A	2	2
	M20 J12	M20 EB onslip	2334	834	1	2334	1	834	A	2	2
		M20 WB onslip	2040	622	1	2040	1	622	A	2	2
	M20 J13	M20 EB onslip	1935	694	1	1935	1	694	A	2	2
		M20 WB onslip	1712	991	1	1712	1	991	E	1	2
	A20	A20 EB onslip	1549	66	1	1549	1	66	E	1	1
		A20 WB onslip	1212	881	1	1212	1	881	E	1	2

2037 Diverge assessment

		Do-Minimum Scenario									
Junction	Location	Mainline flow (vph)	Diverge flow (vph)	Factor mainline	Factored mainline flow (vph)	Factor slip	Factored Diverge flow (vph)	Type	Downstream Mainline Lane	Upstream Mainline Lane	
AM	M20 J9	M20 EB offslip	2079	1004	1	2079	1	1004	A	2	2
		M20 WB offslip	2069	1401	1.05	2172	1	1401	B	2	2
	M20 J10	M20 EB offslip	2090	1120	1	2090	1	1120	A	2	2
	M20 J10A	M20 EB offslip	1820	270	1	1820	1	270	A	2	2
		M20 WB offslip	1726	1040	1	1726	1	1040	-	1	2
	M20 J11	M20 EB offslip	2100	523	1	2100	1	523	A	2	2
		M20 WB offslip	2153	609	1	2153	1	609	A	2	2
	M20 J11A	M20 EB offslip	2323	270	1	2323	1	270	A	2	2
	M20 J12	M20 EB offslip	1834	489	1	1834	1	489	A	2	2
		M20 WB offslip	1918	808	1	1918	1	808	A	2	2
M20 J13	M20 EB offslip	1449	1114	1	1449	1	1114	-	1	2	
	M20 WB offslip	2023	652	1	2023	1	652	A	2	2	
A20	A20 EB offslip	1121	710	1.21	1354	1	710	-	1	2	
	A20 WB offslip	1108	34	1.05	1163	1	34	-	1	1	
PM	M20 J9	M20 EB offslip	2439	1219	1	2439	1	1219	C	2	3
		M20 WB offslip	2131	1107	1	2131	1	1107	A	2	2
	M20 J10	M20 EB offslip	2535	1300	1	2535	1	1300	C	2	3
	M20 J10A	M20 EB offslip	2113	421	1	2113	1	421	A	2	2
		M20 WB offslip	1606	822	1	1606	1	822	-	1	2
	M20 J11	M20 EB offslip	2442	721	1	2442	1	721	A	2	2
		M20 WB offslip	2001	592	1	2001	1	592	A	2	2
	M20 J11A	M20 EB offslip	2795	233	1	2795	1	233	A	2	2
	M20 J12	M20 EB offslip	2164	631	1	2164	1	631	A	2	2
		M20 WB offslip	1834	704	1	1834	1	704	A	2	2
M20 J13	M20 EB offslip	1876	1175	1	1876	1	1175	A	2	2	
	M20 WB offslip	1595	381	1	1595	1	381	-	1	2	
A20	A20 EB offslip	1460	1057	1.20	1751	1	1057	A	2	2	
	A20 WB offslip	1127	29	1	1127	1	29	-	1	1	

2037 Diverge assessment

	Junction	Location	Do-Something Scenario								
			Mainline flow (vph)	Diverge flow (vph)	Factor mainline	Factored mainline flow (vph)	Factor slip	Factored Diverge flow (vph)	Type	Downstream Mainline Lane	Upstream Mainline Lane
AM	M20 J9	M20 EB offslip	2114	1004	1	2114	1	1004	A	2	2
		M20 WB offslip	2165	1484	1.05	2273	1	1484	D	2	3
	M20 J10	M20 EB offslip	2126	1174	1	2126	1	1174	A	2	2
	M20 J10A	M20 EB offslip	1889	237	1	1889	1	237	A	2	2
		M20 WB offslip	1842	1143	1	1842	1	1143	A	2	2
	M20 J11	M20 EB offslip	2101	643	1	2101	1	643	A	2	2
		M20 WB offslip	2162	922	1	2162	1	922	A	2	2
	M20 J11A	M20 EB offslip	2713	270	1	2713	1	270	A	2	2
	M20 J12	M20 EB offslip	2004	709	1	2004	1	709	A	2	2
		M20 WB offslip	2126	790	1	2126	1	790	A	2	2
M20 J13	M20 EB offslip	1521	1172	1	1521	1	1172	-	1	2	
	M20 WB offslip	2140	657	1	2140	1	657	A	2	2	
A20	A20 EB offslip	1210	737	1.20	1448	1	737	-	1	2	
	A20 WB offslip	1193	34	1.05	1253	1	34	-	1	1	
PM	M20 J9	M20 EB offslip	2475	1219	1	2475	1	1219	C	2	3
		M20 WB offslip	2227	1190	1	2227	1	1190	A	2	2
	M20 J10	M20 EB offslip	2533	1391	1	2533	1	1391	D	2	3
	M20 J10A	M20 EB offslip	2188	345	1	2188	1	345	A	2	2
		M20 WB offslip	1721	866	1	1721	1	866	-	1	2
	M20 J11	M20 EB offslip	2443	869	1	2443	1	869	A	2	2
		M20 WB offslip	2004	908	1	2004	1	908	A	2	2
	M20 J11A	M20 EB offslip	3178	233	1	3178	1	233	A	2	2
	M20 J12	M20 EB offslip	2334	844	1	2334	1	844	A	2	2
		M20 WB offslip	2040	662	1	2040	1	662	A	2	2
M20 J13	M20 EB offslip	1935	1233	1	1935	1	1233	A	2	2	
	M20 WB offslip	1712	381	1	1712	1	381	-	1	2	
A20	A20 EB offslip	1549	1079	1.19	1844	1	1079	A	2	2	
	A20 WB offslip	1212	29	1	1212	1	29	-	1	1	

2044 Merge assessment

		Do-Minimum Scenario									
Junction	Location	Mainline flow (vph)	Merge flow (vph)	Factor mainline	Factored mainline flow (vph)	Factor slip	Factored merge flow (vph)	Type	Upstream Mainline Lane	Downstream Mainline Lane	
AM	M20 J9	M20 EB onslip	2100	1139	1	2100	1	1139	B	2	2
		M20 WB onslip	2168	923	1.05	2276	1	923	B	2	2
	M20 J10	M20 WB onslip	2561	1119	1	2561	1	1119	E	2	3
	M20 J10A	M20 EB onslip	1789	786	1	1789	1	786	A	2	2
		M20 WB onslip	1871	690	1	1871	1	690	A	2	2
	M20 J11	M20 EB onslip	2065	504	1	2065	1	504	A	2	2
		M20 WB onslip	2326	676	1	2326	1	676	A	2	2
	M20 J11A	M20 WB onslip	2688	251	1	2688	1.1	276	A	2	2
	M20 J12	M20 EB onslip	1811	735	1	1811	1	735	A	2	2
		M20 WB onslip	2047	641	1	2047	1	641	A	2	2
	M20 J13	M20 EB onslip	1450	414	1	1450	1	414	E	1	2
		M20 WB onslip	2113	737	1	2113	1	737	A	2	2
	A20	A20 EB onslip	1165	112	1	1165	1	112	E	1	1
		A20 WB onslip	1140	1633	1	1140	1	1633	-	1	2
PM	M20 J9	M20 EB onslip	2543	1489	1	2543	1	1489	F	2	3
		M20 WB onslip	2173	864	1	2173	1	864	A	2	2
	M20 J10	M20 WB onslip	2113	1189	1	2113	1	1189	B	2	2
	M20 J10A	M20 EB onslip	2248	1126	1	2248	1	1126	B	2	2
		M20 WB onslip	1620	493	1	1620	1	493	E	1	2
	M20 J11	M20 EB onslip	2594	588	1	2594	1	588	A	2	2
		M20 WB onslip	1997	419	1	1997	1	419	A	2	2
	M20 J11A	M20 WB onslip	2342	259	1	2342	1.1	285	A	2	2
	M20 J12	M20 EB onslip	2280	889	1	2280	1	889	A	2	2
		M20 WB onslip	1838	504	1	1838	1	504	A	2	2
	M20 J13	M20 EB onslip	1958	647	1	1958	1	647	A	2	2
		M20 WB onslip	1621	911	1	1621	1	911	E	1	2
	A20	A20 EB onslip	1169	838	1	1169	1	838	E	1	2
		A20 WB onslip	1502	65	1	1502	1	65	E	1	1

2044 Merge assessment

	Junction	Location	Do-Something Scenario								
			Mainline flow (vph)	Merge flow (vph)	Factor mainline	Factored mainline flow (vph)	Factor slip	Factored merge flow (vph)	Type	Upstream Mainline Lane	Downstream Mainline Lane
AM	M20 J9	M20 EB onslip	2175	1204	1	2175	1	1204	B	2	2
		M20 WB onslip	2289	923	1.05	2403	1	923	B	2	2
	M20 J10	M20 WB onslip	2759	1142	1	2759	1	1142	E	2	3
	M20 J10A	M20 EB onslip	1902	893	1	1902	1	893	A	2	2
		M20 WB onslip	2004	755	1	2004	1	755	A	2	2
	M20 J11	M20 EB onslip	2071	1002	1	2071	1	1002	B	2	2
		M20 WB onslip	2343	918	1	2343	1	918	B	2	2
	M20 J11A	M20 WB onslip	3321	251	1	3321	1.1	276	E	2	3
	M20 J12	M20 EB onslip	2040	664	1	2040	1	664	A	2	2
		M20 WB onslip	2485	836	1	2485	1	836	B	2	2
	M20 J13	M20 EB onslip	1524	511	1	1524	1	511	E	1	2
		M20 WB onslip	2390	872	1	2390	1	872	B	2	2
	A20	A20 EB onslip	1287	112	1	1287	1	112	E	1	1
		A20 WB onslip	1345	1722	1	1345	1	1722	-	1	2
PM	M20 J9	M20 EB onslip	2639	1595	1	2639	1	1595	F	2	3
		M20 WB onslip	2242	864	1	2242	1	864	A	2	2
	M20 J10	M20 WB onslip	2252	1205	1	2252	1	1205	B	2	2
	M20 J10A	M20 EB onslip	2359	1247	1	2359	1	1247	E	2	3
		M20 WB onslip	1718	534	1	1718	1	534	E	1	2
	M20 J11	M20 EB onslip	2608	1068	1	2608	1	1068	E	2	3
		M20 WB onslip	1997	616	1	1997	1	616	A	2	2
	M20 J11A	M20 WB onslip	2820	259	1	2820	1.1	285	A	2	2
	M20 J12	M20 EB onslip	2656	770	1	2656	1	770	B	2	2
		M20 WB onslip	2116	704	1	2116	1	704	A	2	2
	M20 J13	M20 EB onslip	2098	762	1	2098	1	762	A	2	2
		M20 WB onslip	1758	1052	1	1758	1	1052	E	1	2
	A20	A20 EB onslip	1274	868	1	1274	1	868	E	1	2
		A20 WB onslip	1690	65	1	1690	1	65	E	1	1

2044 Diverge assessment

		Do-Minimum Scenario									
Junction	Location	Mainline flow (vph)	Diverge flow (vph)	Factor mainline	Factored mainline flow (vph)	Factor slip	Factored Diverge flow (vph)	Type	Downstream Mainline Lane	Upstream Mainline Lane	
AM	M20 J9	M20 EB offslip	2100	1060	1	2100	1	1060	A	2	2
		M20 WB offslip	2168	1513	1.05	2276	1	1513	D	2	3
	M20 J10	M20 EB offslip	2046	1192	1	2046	1	1192	A	2	2
	M20 J10A	M20 EB offslip	1789	257	1	1789	1	257	A	2	2
		M20 WB offslip	1871	1131	1	1871	1	1131	A	2	2
	M20 J11	M20 EB offslip	2065	510	1	2065	1	510	A	2	2
		M20 WB offslip	2326	612	1	2326	1	612	A	2	2
	M20 J11A	M20 EB offslip	2289	280	1	2289	1	280	A	2	2
	M20 J12	M20 EB offslip	1811	478	1	1811	1	478	A	2	2
		M20 WB offslip	2047	804	1	2047	1	804	A	2	2
M20 J13	M20 EB offslip	1450	1096	1	1450	1	1096	-	1	2	
	M20 WB offslip	2113	660	1	2113	1	660	A	2	2	
A20	A20 EB offslip	1165	699	1.21	1407	1	699	-	1	2	
	A20 WB offslip	1140	33	1.05	1197	1	33	-	1	1	
PM	M20 J9	M20 EB offslip	2543	1253	1	2543	1	1253	C	2	3
		M20 WB offslip	2173	1129	1	2173	1	1129	A	2	2
	M20 J10	M20 EB offslip	2670	1361	1	2670	1	1361	C	2	3
	M20 J10A	M20 EB offslip	2248	422	1	2248	1	422	A	2	2
		M20 WB offslip	1620	795	1	1620	1	795	-	1	2
	M20 J11	M20 EB offslip	2594	780	1	2594	1	780	A	2	2
		M20 WB offslip	1997	604	1	1997	1	604	A	2	2
	M20 J11A	M20 EB offslip	2940	241	1	2940	1	241	A	2	2
	M20 J12	M20 EB offslip	2280	660	1	2280	1	660	A	2	2
		M20 WB offslip	1838	694	1	1838	1	694	A	2	2
M20 J13	M20 EB offslip	1958	1211	1	1958	1	1211	A	2	2	
	M20 WB offslip	1621	386	1	1621	1	386	-	1	2	
A20	A20 EB offslip	1502	1103	1.20	1804	1	1103	A	2	2	
	A20 WB offslip	1169	30	1	1169	1	30	-	1	1	

2044 Diverge assessment

	Junction	Location	Do-Something Scenario								
			Mainline flow (vph)	Diverge flow (vph)	Factor mainline	Factored mainline flow (vph)	Factor slip	Factored Diverge flow (vph)	Type	Downstream Mainline Lane	Upstream Mainline Lane
AM	M20 J9	M20 EB offslip	2175	1060	1	2175	1	1060	A	2	2
		M20 WB offslip	2289	1612	1.05	2403	1	1612	D	2	3
	M20 J10	M20 EB offslip	2085	1294	1	2085	1	1294	A	2	2
		M20 J10A	M20 EB offslip	1902	183	1	1902	1	183	A	2
	M20 J11	M20 EB offslip	2071	724	1	2071	1	724	A	2	2
		M20 WB offslip	2343	1229	1	2343	1	1229	A	2	2
	M20 J11A	M20 EB offslip	2793	280	1	2793	1	280	A	2	2
	M20 J12	M20 EB offslip	2040	753	1	2040	1	753	A	2	2
		M20 WB offslip	2485	776	1	2485	1	776	A	2	2
	M20 J13	M20 EB offslip	1524	1179	1	1524	1	1179	-	1	2
M20 WB offslip		2390	678	1	2390	1	678	A	2	2	
A20	A20 EB offslip	1287	749	1.19	1535	1	749	-	1	2	
	A20 WB offslip	1345	31	1.05	1412	1	31	-	1	1	
PM	M20 J9	M20 EB offslip	2639	1253	1	2639	1	1253	C	2	3
		M20 WB offslip	2242	1216	1	2242	1	1216	A	2	2
	M20 J10	M20 EB offslip	2705	1528	1	2705	1	1528	D	2	3
		M20 J10A	M20 EB offslip	2359	346	1	2359	1	346	A	2
	M20 J11	M20 WB offslip	1718	895	1	1718	1	895	-	1	2
		M20 EB offslip	2608	998	1	2608	1	998	C	2	3
	M20 J11A	M20 WB offslip	1997	1082	1	1997	1	1082	A	2	2
		M20 EB offslip	3435	241	1	3435	1	241	C	2	3
	M20 J12	M20 EB offslip	2656	779	1	2656	1	779	A	2	2
		M20 WB offslip	2116	694	1	2116	1	694	A	2	2
M20 J13	M20 EB offslip	2098	1327	1	2098	1	1327	A	2	2	
	M20 WB offslip	1758	384	1	1758	1	384	-	1	2	
A20	A20 EB offslip	1690	1171	1.18	2002	1	1171	A	2	2	
	A20 WB offslip	1274	31	1	1274	1	31	-	1	1	

2046 Merge assessment

		Do-Minimum Scenario									
Junction	Location	Mainline flow (vph)	Merge flow (vph)	Factor mainline	Factored mainline flow (vph)	Factor slip	Factored merge flow (vph)	Type	Upstream Mainline Lane	Downstream Mainline Lane	
AM	M20 J9	M20 EB onslip	2147	1159	1	2147	1	1159	B	2	2
		M20 WB onslip	2191	939	1.05	2301	1	939	B	2	2
	M20 J10	M20 WB onslip	2576	1134	1	2576	1	1134	E	2	3
	M20 J10A	M20 EB onslip	1833	803	1	1833	1	803	A	2	2
		M20 WB onslip	1881	695	1	1881	1	695	A	2	2
	M20 J11	M20 EB onslip	2112	507	1	2112	1	507	A	2	2
		M20 WB onslip	2334	679	1	2334	1	679	A	2	2
	M20 J11A	M20 WB onslip	2699	255	1	2699	1.1	281	A	2	2
	M20 J12	M20 EB onslip	1848	732	1	1848	1	732	A	2	2
		M20 WB onslip	2058	641	1	2058	1	641	A	2	2
	M20 J13	M20 EB onslip	1468	425	1	1468	1	425	E	1	2
		M20 WB onslip	2132	739	1	2132	1	739	A	2	2
	A20	A20 EB onslip	1181	113	1	1181	1	113	E	1	1
		A20 WB onslip	1162	1639	1	1162	1	1639	-	1	2
PM	M20 J9	M20 EB onslip	2575	1497	1	2575	1	1497	F	2	3
		M20 WB onslip	2217	879	1	2217	1	879	A	2	2
	M20 J10	M20 WB onslip	2178	1182	1	2178	1	1182	B	2	2
	M20 J10A	M20 EB onslip	2266	1122	1	2266	1	1122	B	2	2
		M20 WB onslip	1652	526	1	1652	1	526	E	1	2
	M20 J11	M20 EB onslip	2611	593	1	2611	1	593	A	2	2
		M20 WB onslip	2033	427	1	2033	1	427	A	2	2
	M20 J11A	M20 WB onslip	2378	262	1	2378	1.1	288	A	2	2
	M20 J12	M20 EB onslip	2297	899	1	2297	1	899	B	2	2
		M20 WB onslip	1868	510	1	1868	1	510	A	2	2
	M20 J13	M20 EB onslip	1980	658	1	1980	1	658	A	2	2
		M20 WB onslip	1644	918	1	1644	1	918	E	1	2
	A20	A20 EB onslip	1531	67	1	1531	1	67	E	1	2
		A20 WB onslip	1187	851	1	1187	1	851	E	1	2

2046 Merge assessment

	Junction	Location	Do-Something Scenario								
			Mainline flow (vph)	Merge flow (vph)	Factor mainline	Factored mainline flow (vph)	Factor slip	Factored merge flow (vph)	Type	Upstream Mainline Lane	Downstream Mainline Lane
AM	M20 J9	M20 EB onslip	2225	1225	1	2225	1	1225	B	2	2
		M20 WB onslip	2332	939	1.05	2449	1	939	B	2	2
	M20 J10	M20 WB onslip	2802	1162	1	2802	1	1162	E	2	3
	M20 J10A	M20 EB onslip	1947	898	1	1947	1	898	A	2	2
		M20 WB onslip	2021	781	1	2021	1	781	A	2	2
	M20 J11	M20 EB onslip	2119	1075	1	2119	1	1075	B	2	2
		M20 WB onslip	2352	927	1	2352	1	927	B	2	2
	M20 J11A	M20 WB onslip	3346	255	1	3346	1.1	281	E	2	3
	M20 J12	M20 EB onslip	2107	665	1	2107	1	665	A	2	2
		M20 WB onslip	2504	842	1	2504	1	842	B	2	2
	M20 J13	M20 EB onslip	1567	502	1	1567	1	502	E	1	2
		M20 WB onslip	2406	867	1	2406	1	867	B	2	2
	A20	A20 EB onslip	1320	113	1	1320	1	113	E	1	1
		A20 WB onslip	1369	1714	1	1369	1	1714	-	1	2
PM	M20 J9	M20 EB onslip	2687	1618	1	2687	1	1618	F	2	3
		M20 WB onslip	2288	879	1	2288	1	879	A	2	2
	M20 J10	M20 WB onslip	2282	1247	1	2282	1	1247	B	2	2
	M20 J10A	M20 EB onslip	2394	1256	1	2394	1	1256	E	2	3
		M20 WB onslip	1756	527	1	1756	1	527	E	1	2
	M20 J11	M20 EB onslip	2628	1185	1	2628	1	1185	E	2	3
		M20 WB onslip	2042	629	1	2042	1	629	A	2	2
	M20 J11A	M20 WB onslip	2924	262	1	2924	1.1	288	A	2	2
	M20 J12	M20 EB onslip	2688	769	1	2688	1	769	B	2	2
		M20 WB onslip	2185	739	1	2185	1	739	A	2	2
	M20 J13	M20 EB onslip	2121	778	1	2121	1	778	A	2	2
		M20 WB onslip	1799	1079	1	1799	1	1079	E	1	2
	A20	A20 EB onslip	1724	67	1	1724	1	67	A	2	2
		A20 WB onslip	1305	882	1	1305	1	882	E	1	2

2046 Diverge assessment

		Do-Minimum Scenario									
Junction	Location	Mainline flow (vph)	Diverge flow (vph)	Factor mainline	Factored mainline flow (vph)	Factor slip	Factored Diverge flow (vph)	Type	Downstream Mainline Lane	Upstream Mainline Lane	
AM	M20 J9	M20 EB offslip	2147	1078	1	2147	1	1078	A	2	2
		M20 WB offslip	2191	1519	1.05	2301	1	1519	D	2	3
	M20 J10	M20 EB offslip	2108	1198	1	2108	1	1198	A	2	2
		M20 J10A	M20 EB offslip	1833	275	1	1833	1	275	A	2
	M20 J11	M20 WB offslip	1881	1133	1	1881	1	1133	A	2	2
		M20 EB offslip	2112	524	1	2112	1	524	A	2	2
	M20 J11A	M20 WB offslip	2334	620	1	2334	1	620	A	2	2
		M20 EB offslip	2335	284	1	2335	1	284	A	2	2
	M20 J12	M20 EB offslip	1848	487	1	1848	1	487	A	2	2
		M20 WB offslip	2058	813	1	2058	1	813	A	2	2
	M20 J13	M20 EB offslip	1468	1112	1	1468	1	1112	-	1	2
		M20 WB offslip	2132	668	1	2132	1	668	A	2	2
A20	M20 EB offslip	1181	712	1.21	1426	1	712	-	1	2	
	A20 WB offslip	1162	34	1.05	1220	1	34	-	1	1	
PM	M20 J9	M20 EB offslip	2575	1274	1	2575	1	1274	C	2	3
		M20 WB offslip	2217	1144	1	2217	1	1144	A	2	2
	M20 J10	M20 EB offslip	2670	1402	1	2670	1	1402	D	2	3
		M20 J10A	M20 EB offslip	2266	403	1	2266	1	403	A	2
	M20 J11	M20 WB offslip	1652	808	1	1652	1	808	-	1	2
		M20 EB offslip	2611	777	1	2611	1	777	A	2	2
	M20 J11A	M20 WB offslip	2033	607	1	2033	1	607	A	2	2
		M20 EB offslip	2959	245	1	2959	1	245	A	2	2
	M20 J12	M20 EB offslip	2297	662	1	2297	1	662	A	2	2
		M20 WB offslip	1868	694	1	1868	1	694	A	2	2
	M20 J13	M20 EB offslip	1980	1216	1	1980	1	1216	A	2	2
		M20 WB offslip	1644	393	1	1644	1	393	-	1	2
	A20	M20 EB offslip	1531	1108	1.20	1838	1	1108	A	2	2
		A20 WB offslip	1187	30	1	1187	1	30	-	1	1

2046 Diverge assessment

	Junction	Location	Do-Something Scenario								
			Mainline flow (vph)	Diverge flow (vph)	Factor mainline	Factored mainline flow (vph)	Factor slip	Factored Diverge flow (vph)	Type	Downstream Mainline Lane	Upstream Mainline Lane
AM	M20 J9	M20 EB offslip	2225	1078	1	2225	1	1078	A	2	2
		M20 WB offslip	2332	1632	1.05	2449	1	1632	D	2	3
	M20 J10	M20 EB offslip	2139	1311	1	2139	1	1311	A	2	2
		M20 J10A	M20 EB offslip	1947	192	1	1947	1	192	A	2
	M20 J11	M20 EB offslip	2119	726	1	2119	1	726	A	2	2
		M20 WB offslip	2352	1248	1	2352	1	1248	C	2	3
	M20 J11A	M20 EB offslip	2910	284	1	2910	1	284	A	2	2
	M20 J12	M20 EB offslip	2107	803	1	2107	1	803	A	2	2
		M20 WB offslip	2504	770	1	2504	1	770	A	2	2
	M20 J13	M20 EB offslip	1567	1205	1	1567	1	1205	-	1	2
M20 WB offslip		2406	677	1	2406	1	677	A	2	2	
A20	A20 EB offslip	1320	749	1.19	1572	1	749	A	2	2	
	A20 WB offslip	1369	34	1	1369	1	34	-	1	1	
PM	M20 J9	M20 EB offslip	2687	1274	1	2687	1	1274	C	2	3
		M20 WB offslip	2288	1241	1	2288	1	1241	A	2	2
	M20 J10	M20 EB offslip	2717	1588	1	2717	1	1588	D	2	3
		M20 J10A	M20 EB offslip	2394	323	1	2394	1	323	A	2
	M20 J11	M20 WB offslip	1756	916	1	1756	1	916	-	1	2
		M20 EB offslip	2628	1022	1	2628	1	1022	C	2	3
	M20 J11A	M20 WB offslip	2042	1144	1	2042	1	1144	A	2	2
		M20 EB offslip	3568	245	1	3568	1	245	C	2	3
	M20 J12	M20 EB offslip	2688	880	1	2688	1	880	A	2	2
		M20 WB offslip	2185	694	1	2185	1	694	A	2	2
M20 J13	M20 EB offslip	2121	1336	1	2121	1	1336	A	2	2	
	M20 WB offslip	1799	389	1	1799	1	389	A	2	2	
A20	A20 EB offslip	1724	1176	1.18	2040	1	1176	C	2	3	
	A20 WB offslip	1305	31	1	1305	1	31	-	1	1	

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