Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J17 A20_Ashford Rd - UPDATED GEOMETRY.j9
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Report generation date: 10/11/2021 17:08:37

»2018, AM
»2018, PM
»2037 DM, AM
»2037 DM, PM
»2037 DS, AM
»2037 DS, PM
»2044 8.5k DM, AM
»2044 8.5k DM, PM
»2044 8.5k DS, AM
»2044 8.5k DS, PM
»2044 10k DM, AM
»2044 10k DM, PM
»2044 10k DS, AM
»2044 10k DS, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2018									
Stream B-AC	D1	1.0	11.27	0.50	B	D2	0.4	8.24	0.31	A
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2037 DM									
Stream B-AC	D3	2.7	26.09	0.74	D	D4	0.9	12.45	0.46	B
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2037 DS									
Stream B-AC	D5	4.1	43.71	0.82	E	D6	1.2	19.32	0.54	C
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2044 8.5k DM									
Stream B-AC	D7	3.2	30.43	0.77	D	D8	0.9	13.07	0.48	B
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2044 8.5k DS									
Stream B-AC	D9	32.6	268.45	1.14	F	D10	1.5	23.52	0.60	C
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2044 10k DM									
Stream B-AC	D11	3.0	29.04	0.76	D	D12	0.9	12.80	0.48	B
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2044 10k DS									
Stream B-AC	D13	34.3	281.61	1.15	F	D14	1.6	25.56	0.62	D
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

File summary

File Description

Title	J17 Otterpool Park_Base Model
Location	A20 Ashford Road - A20 - M20Junction 11
Site number	
Date	19/06/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D3	2037 DM	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D4	2037 DM	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D5	2037 DS	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D6	2037 DS	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D7	2044 8.5k DM	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D8	2044 8.5k DM	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D9	2044 8.5k DS	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D10	2044 8.5k DS	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D11	2044 10k DM	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D12	2044 10k DM	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D13	2044 10k DS	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D14	2044 10k DS	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C		2.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A20 Southbound		Major
B	A20 Ashford Road		Minor
C	A20 Northbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.44	✓	3.44				

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	100	88

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	717	0.074	0.188	0.118	0.269
B-C	815	0.077	0.194	-	-
C-B	678	0.161	0.161	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	869	100.000
B		ONE HOUR	✓	295	100.000
C		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	244	625
	B	0	0	295
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.50	11.27	1.0	B	271	406
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					224	336
A-C					574	860

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	222	56	696	0.319	220	0.0	0.5	7.544	A
C-A	0	0			0				
C-B	0	0	566	0.000	0	0.0	0.0	0.000	A
A-B	184	46			184				
A-C	471	118			471				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-AC	265	66	674	0.393	264	0.5	0.6	8.777	A
C-A	0	0			0				
C-B	0	0	545	0.000	0	0.0	0.0	0.000	A
A-B	219	55			219				
A-C	562	140			562				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	325	81	644	0.504	323	0.6	1.0	11.177	B
C-A	0	0			0				
C-B	0	0	515	0.000	0	0.0	0.0	0.000	A
A-B	269	67			269				
A-C	688	172			688				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	325	81	644	0.504	325	1.0	1.0	11.272	B
C-A	0	0			0				
C-B	0	0	515	0.000	0	0.0	0.0	0.000	A
A-B	269	67			269				
A-C	688	172			688				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	265	66	674	0.393	267	1.0	0.7	8.865	A
C-A	0	0			0				
C-B	0	0	545	0.000	0	0.0	0.0	0.000	A
A-B	219	55			219				
A-C	562	140			562				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	222	56	696	0.319	223	0.7	0.5	7.627	A
C-A	0	0			0				
C-B	0	0	566	0.000	0	0.0	0.0	0.000	A
A-B	184	46			184				
A-C	471	118			471				

2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C		1.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1020	100.000
B		ONE HOUR	✓	179	100.000
C		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	328	692
	B	0	0	179
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.31	8.24	0.4	A	164	246
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					301	451
A-C					635	952

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	135	34	691	0.195	134	0.0	0.2	6.446	A
C-A	0	0			0				
C-B	0	0	551	0.000	0	0.0	0.0	0.000	A
A-B	247	62			247				
A-C	521	130			521				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	161	40	667	0.241	161	0.2	0.3	7.099	A
C-A	0	0			0				
C-B	0	0	526	0.000	0	0.0	0.0	0.000	A
A-B	295	74			295				
A-C	622	156			622				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	197	49	634	0.311	197	0.3	0.4	8.219	A
C-A	0	0			0				
C-B	0	0	492	0.000	0	0.0	0.0	0.000	A
A-B	361	90			361				
A-C	762	190			762				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	197	49	634	0.311	197	0.4	0.4	8.238	A
C-A	0	0			0				
C-B	0	0	492	0.000	0	0.0	0.0	0.000	A
A-B	361	90			361				
A-C	762	190			762				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	161	40	667	0.241	161	0.4	0.3	7.125	A

C-A	0	0			0				
C-B	0	0	526	0.000	0	0.0	0.0	0.000	A
A-B	295	74			295				
A-C	622	156			622				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	135	34	691	0.195	135	0.3	0.2	6.476	A
C-A	0	0			0				
C-B	0	0	551	0.000	0	0.0	0.0	0.000	A
A-B	247	62			247				
A-C	521	130			521				

2037 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C		5.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2037 DM	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1396	100.000
B		ONE HOUR	✓	348	100.000
C		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	379	1017
	B	0	0	348
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	**B**	**C**
From	**A**	0	4	9
	B	0	0	5
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.74	26.09	2.7	D	319	479
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					348	522
A-C					933	1400

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	262	65	601	0.436	259	0.0	0.8	10.443	B
C-A	0	0			0				
C-B	0	0	496	0.000	0	0.0	0.0	0.000	A
A-B	285	71			285				
A-C	766	191			766				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	313	78	567	0.552	311	0.8	1.2	13.988	B
C-A	0	0			0				
C-B	0	0	460	0.000	0	0.0	0.0	0.000	A
A-B	341	85			341				
A-C	914	229			914				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	383	96	519	0.738	378	1.2	2.6	24.481	C
C-A	0	0			0				
C-B	0	0	411	0.000	0	0.0	0.0	0.000	A
A-B	417	104			417				
A-C	1120	280			1120				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	383	96	519	0.738	383	2.6	2.7	26.088	D
C-A	0	0			0				
C-B	0	0	411	0.000	0	0.0	0.0	0.000	A
A-B	417	104			417				
A-C	1120	280			1120				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	313	78	567	0.552	318	2.7	1.3	14.807	B

C-A	0	0			0				
C-B	0	0	460	0.000	0	0.0	0.0	0.000	A
A-B	341	85			341				
A-C	914	229			914				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	262	65	601	0.436	264	1.3	0.8	10.749	B
C-A	0	0			0				
C-B	0	0	496	0.000	0	0.0	0.0	0.000	A
A-B	285	71			285				
A-C	766	191			766				

2037 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C		1.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 DM	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1488	100.000
B		ONE HOUR	✓	227	100.000
C		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	392	1096
	B	0	0	227
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.46	12.45	0.9	B	208	312
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					360	540
A-C					1006	1509

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	171	43	626	0.273	169	0.0	0.4	7.854	A
C-A	0	0			0				
C-B	0	0	492	0.000	0	0.0	0.0	0.000	A
A-B	295	74			295				
A-C	825	206			825				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	204	51	590	0.346	203	0.4	0.5	9.306	A
C-A	0	0			0				
C-B	0	0	456	0.000	0	0.0	0.0	0.000	A
A-B	352	88			352				
A-C	985	246			985				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	250	62	539	0.464	249	0.5	0.8	12.345	B
C-A	0	0			0				
C-B	0	0	406	0.000	0	0.0	0.0	0.000	A
A-B	432	108			432				
A-C	1207	302			1207				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	250	62	539	0.464	250	0.8	0.9	12.449	B
C-A	0	0			0				
C-B	0	0	406	0.000	0	0.0	0.0	0.000	A
A-B	432	108			432				
A-C	1207	302			1207				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	204	51	590	0.346	205	0.9	0.5	9.396	A

C-A	0	0			0				
C-B	0	0	456	0.000	0	0.0	0.0	0.000	A
A-B	352	88			352				
A-C	985	246			985				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	171	43	626	0.273	172	0.5	0.4	7.927	A
C-A	0	0			0				
C-B	0	0	492	0.000	0	0.0	0.0	0.000	A
A-B	295	74			295				
A-C	825	206			825				

2037 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C		6.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2037 DS	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1862	100.000
B		ONE HOUR	✓	329	100.000
C		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	405	1457
	B	0	0	329
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.82	43.71	4.1	E	302	453
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					372	557
A-C					1337	2005

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	248	62	551	0.449	244	0.0	0.8	11.621	B
C-A	0	0			0				
C-B	0	0	441	0.000	0	0.0	0.0	0.000	A
A-B	305	76			305				
A-C	1097	274			1097				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	296	74	505	0.586	294	0.8	1.4	16.874	C
C-A	0	0			0				
C-B	0	0	395	0.000	0	0.0	0.0	0.000	A
A-B	364	91			364				
A-C	1310	327			1310				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	362	91	440	0.823	353	1.4	3.8	37.609	E
C-A	0	0			0				
C-B	0	0	332	0.000	0	0.0	0.0	0.000	A
A-B	446	111			446				
A-C	1604	401			1604				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	362	91	440	0.823	361	3.8	4.1	43.709	E
C-A	0	0			0				
C-B	0	0	332	0.000	0	0.0	0.0	0.000	A
A-B	446	111			446				
A-C	1604	401			1604				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	296	74	505	0.586	306	4.1	1.5	19.035	C

C-A	0	0			0				
C-B	0	0	395	0.000	0	0.0	0.0	0.000	A
A-B	364	91			364				
A-C	1310	327			1310				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	248	62	551	0.449	250	1.5	0.8	12.063	B
C-A	0	0			0				
C-B	0	0	441	0.000	0	0.0	0.0	0.000	A
A-B	305	76			305				
A-C	1097	274			1097				

2037 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C		1.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2037 DS	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	2120	100.000
B		ONE HOUR	✓	201	100.000
C		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	401	1719
	B	0	0	201
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	**B**	**C**
From	**A**	0	0	2
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.54	19.32	1.2	C	184	277
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					368	552
A-C					1577	2366

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	151	38	536	0.282	150	0.0	0.4	9.277	A
C-A	0	0			0				
C-B	0	0	417	0.000	0	0.0	0.0	0.000	A
A-B	302	75			302				
A-C	1294	324			1294				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	181	45	482	0.375	180	0.4	0.6	11.879	B
C-A	0	0			0				
C-B	0	0	366	0.000	0	0.0	0.0	0.000	A
A-B	360	90			360				
A-C	1545	386			1545				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	221	55	407	0.543	219	0.6	1.1	18.913	C
C-A	0	0			0				
C-B	0	0	296	0.000	0	0.0	0.0	0.000	A
A-B	442	110			442				
A-C	1893	473			1893				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	221	55	407	0.543	221	1.1	1.2	19.323	C
C-A	0	0			0				
C-B	0	0	296	0.000	0	0.0	0.0	0.000	A
A-B	442	110			442				
A-C	1893	473			1893				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	181	45	482	0.375	183	1.2	0.6	12.118	B

C-A	0	0			0				
C-B	0	0	366	0.000	0	0.0	0.0	0.000	A
A-B	360	90			360				
A-C	1545	386			1545				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	151	38	536	0.282	152	0.6	0.4	9.394	A
C-A	0	0			0				
C-B	0	0	417	0.000	0	0.0	0.0	0.000	A
A-B	302	75			302				
A-C	1294	324			1294				

2044 8.5k DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C		6.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2044 8.5k DM	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1422	100.000
B		ONE HOUR	✓	362	100.000
C		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	386	1036
	B	0	0	362
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	**B**	**C**
From	**A**	0	5	9
	B	0	0	5
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.77	30.43	3.2	D	332	498
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					354	531
A-C					951	1426

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	273	68	597	0.456	269	0.0	0.8	10.870	B
C-A	0	0			0				
C-B	0	0	492	0.000	0	0.0	0.0	0.000	A
A-B	291	73			291				
A-C	780	195			780				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	325	81	562	0.579	323	0.8	1.3	14.930	B
C-A	0	0			0				
C-B	0	0	456	0.000	0	0.0	0.0	0.000	A
A-B	347	87			347				
A-C	931	233			931				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	399	100	514	0.775	392	1.3	3.0	27.885	D
C-A	0	0			0				
C-B	0	0	406	0.000	0	0.0	0.0	0.000	A
A-B	425	106			425				
A-C	1141	285			1141				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	399	100	514	0.775	398	3.0	3.2	30.433	D
C-A	0	0			0				
C-B	0	0	406	0.000	0	0.0	0.0	0.000	A
A-B	425	106			425				
A-C	1141	285			1141				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	325	81	562	0.579	333	3.2	1.4	16.109	C

C-A	0	0			0				
C-B	0	0	456	0.000	0	0.0	0.0	0.000	A
A-B	347	87			347				
A-C	931	233			931				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	273	68	597	0.456	275	1.4	0.9	11.242	B
C-A	0	0			0				
C-B	0	0	492	0.000	0	0.0	0.0	0.000	A
A-B	291	73			291				
A-C	780	195			780				

2044 8.5k DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C		1.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2044 8.5k DM	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1532	100.000
B		ONE HOUR	✓	233	100.000
C		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	411	1121
	B	0	0	233
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	**B**	**C**
From	**A**	0	0	4
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.48	13.07	0.9	B	214	321
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					377	566
A-C					1029	1543

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	175	44	621	0.282	174	0.0	0.4	8.016	A
C-A	0	0			0				
C-B	0	0	487	0.000	0	0.0	0.0	0.000	A
A-B	309	77			309				
A-C	844	211			844				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	52	584	0.359	209	0.4	0.6	9.580	A
C-A	0	0			0				
C-B	0	0	450	0.000	0	0.0	0.0	0.000	A
A-B	369	92			369				
A-C	1008	252			1008				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	257	64	532	0.482	255	0.6	0.9	12.942	B
C-A	0	0			0				
C-B	0	0	398	0.000	0	0.0	0.0	0.000	A
A-B	453	113			453				
A-C	1234	309			1234				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	257	64	532	0.482	256	0.9	0.9	13.069	B
C-A	0	0			0				
C-B	0	0	398	0.000	0	0.0	0.0	0.000	A
A-B	453	113			453				
A-C	1234	309			1234				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	52	584	0.359	211	0.9	0.6	9.689	A

C-A	0	0			0				
C-B	0	0	450	0.000	0	0.0	0.0	0.000	A
A-B	369	92			369				
A-C	1008	252			1008				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	175	44	621	0.282	176	0.6	0.4	8.095	A
C-A	0	0			0				
C-B	0	0	487	0.000	0	0.0	0.0	0.000	A
A-B	309	77			309				
A-C	844	211			844				

2044 8.5k DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C		38.73	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2044 8.5k DS	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	2248	100.000
B		ONE HOUR	✓	376	100.000
C		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	420	1828
	B	0	0	376
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	**B**	**C**
From	**A**	0	4	3
	B	0	0	4
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.14	268.45	32.6	F	345	518
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					385	578
A-C					1677	2516

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	283	71	496	0.571	278	0.0	1.3	16.195	C
C-A	0	0			0				
C-B	0	0	397	0.000	0	0.0	0.0	0.000	A
A-B	316	79			316				
A-C	1376	344			1376				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	338	85	440	0.769	332	1.3	2.9	31.552	D
C-A	0	0			0				
C-B	0	0	342	0.000	0	0.0	0.0	0.000	A
A-B	378	94			378				
A-C	1643	411			1643				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	414	103	362	1.143	350	2.9	18.9	136.173	F
C-A	0	0			0				
C-B	0	0	266	0.000	0	0.0	0.0	0.000	A
A-B	462	116			462				
A-C	2013	503			2013				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	414	103	362	1.143	359	18.9	32.6	268.454	F
C-A	0	0			0				
C-B	0	0	266	0.000	0	0.0	0.0	0.000	A
A-B	462	116			462				
A-C	2013	503			2013				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	338	85	440	0.769	426	32.6	10.5	189.771	F

C-A	0	0			0				
C-B	0	0	342	0.000	0	0.0	0.0	0.000	A
A-B	378	94			378				
A-C	1643	411			1643				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	283	71	496	0.571	319	10.5	1.4	24.419	C
C-A	0	0			0				
C-B	0	0	397	0.000	0	0.0	0.0	0.000	A
A-B	316	79			316				
A-C	1376	344			1376				

2044 8.5k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C		1.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2044 8.5k DS	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	2278	100.000
B		ONE HOUR	✓	208	100.000
C		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	436	1842
	B	0	0	208
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.60	23.52	1.5	C	191	286
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					400	600
A-C					1690	2535

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	519	0.302	155	0.0	0.4	9.851	A
C-A	0	0			0				
C-B	0	0	399	0.000	0	0.0	0.0	0.000	A
A-B	328	82			328				
A-C	1387	347			1387				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	187	47	461	0.406	186	0.4	0.7	13.041	B
C-A	0	0			0				
C-B	0	0	345	0.000	0	0.0	0.0	0.000	A
A-B	392	98			392				
A-C	1656	414			1656				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	229	57	381	0.600	226	0.7	1.4	22.734	C
C-A	0	0			0				
C-B	0	0	270	0.000	0	0.0	0.0	0.000	A
A-B	480	120			480				
A-C	2028	507			2028				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	229	57	381	0.600	229	1.4	1.5	23.523	C
C-A	0	0			0				
C-B	0	0	270	0.000	0	0.0	0.0	0.000	A
A-B	480	120			480				
A-C	2028	507			2028				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	187	47	461	0.406	190	1.5	0.7	13.425	B

C-A	0	0			0				
C-B	0	0	345	0.000	0	0.0	0.0	0.000	A
A-B	392	98			392				
A-C	1656	414			1656				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	519	0.302	158	0.7	0.4	10.001	B
C-A	0	0			0				
C-B	0	0	399	0.000	0	0.0	0.0	0.000	A
A-B	328	82			328				
A-C	1387	347			1387				

2044 10k DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C		5.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2044 10k DM	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1415	100.000
B		ONE HOUR	✓	358	100.000
C		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	386	1029
	B	0	0	358
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	9
	B	0	0	5
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.76	29.04	3.0	D	329	493
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					354	531
A-C					944	1416

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	270	67	598	0.450	266	0.0	0.8	10.709	B
C-A	0	0			0				
C-B	0	0	493	0.000	0	0.0	0.0	0.000	A
A-B	291	73			291				
A-C	775	194			775				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	322	80	564	0.571	320	0.8	1.3	14.644	B
C-A	0	0			0				
C-B	0	0	457	0.000	0	0.0	0.0	0.000	A
A-B	347	87			347				
A-C	925	231			925				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	394	99	516	0.764	388	1.3	2.9	26.818	D
C-A	0	0			0				
C-B	0	0	407	0.000	0	0.0	0.0	0.000	A
A-B	425	106			425				
A-C	1133	283			1133				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	394	99	516	0.764	394	2.9	3.0	29.038	D
C-A	0	0			0				
C-B	0	0	407	0.000	0	0.0	0.0	0.000	A
A-B	425	106			425				
A-C	1133	283			1133				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	322	80	564	0.571	328	3.0	1.4	15.701	C

C-A	0	0			0				
C-B	0	0	457	0.000	0	0.0	0.0	0.000	A
A-B	347	87			347				
A-C	925	231			925				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	270	67	598	0.450	272	1.4	0.8	11.092	B
C-A	0	0			0				
C-B	0	0	493	0.000	0	0.0	0.0	0.000	A
A-B	291	73			291				
A-C	775	194			775				

2044 10k DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C		1.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2044 10k DM	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1504	100.000
B		ONE HOUR	✓	232	100.000
C		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	400	1104
	B	0	0	232
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.48	12.80	0.9	B	213	319
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					367	551
A-C					1013	1520

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	175	44	625	0.280	173	0.0	0.4	7.946	A
C-A	0	0			0				
C-B	0	0	490	0.000	0	0.0	0.0	0.000	A
A-B	301	75			301				
A-C	831	208			831				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	52	588	0.355	208	0.4	0.5	9.463	A
C-A	0	0			0				
C-B	0	0	454	0.000	0	0.0	0.0	0.000	A
A-B	360	90			360				
A-C	992	248			992				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	64	537	0.476	254	0.5	0.9	12.682	B
C-A	0	0			0				
C-B	0	0	403	0.000	0	0.0	0.0	0.000	A
A-B	440	110			440				
A-C	1216	304			1216				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	64	537	0.476	255	0.9	0.9	12.799	B
C-A	0	0			0				
C-B	0	0	403	0.000	0	0.0	0.0	0.000	A
A-B	440	110			440				
A-C	1216	304			1216				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	52	588	0.355	210	0.9	0.6	9.564	A

C-A	0	0			0				
C-B	0	0	454	0.000	0	0.0	0.0	0.000	A
A-B	360	90			360				
A-C	992	248			992				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	175	44	625	0.280	175	0.6	0.4	8.023	A
C-A	0	0			0				
C-B	0	0	490	0.000	0	0.0	0.0	0.000	A
A-B	301	75			301				
A-C	831	208			831				

2044 10k DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C		40.50	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2044 10k DS	AM	J17 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	2262	100.000
B		ONE HOUR	✓	377	100.000
C		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	422	1840
	B	0	0	377
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.15	281.61	34.3	F	346	519
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					387	581
A-C					1688	2533

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	284	71	494	0.575	279	0.0	1.3	16.378	C
C-A	0	0			0				
C-B	0	0	395	0.000	0	0.0	0.0	0.000	A
A-B	318	79			318				
A-C	1385	346			1385				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	339	85	437	0.775	332	1.3	3.0	32.308	D
C-A	0	0			0				
C-B	0	0	340	0.000	0	0.0	0.0	0.000	A
A-B	379	95			379				
A-C	1654	414			1654				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	415	104	359	1.155	348	3.0	19.7	141.515	F
C-A	0	0			0				
C-B	0	0	264	0.000	0	0.0	0.0	0.000	A
A-B	465	116			465				
A-C	2026	506			2026				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	415	104	359	1.155	357	19.7	34.3	281.608	F
C-A	0	0			0				
C-B	0	0	264	0.000	0	0.0	0.0	0.000	A
A-B	465	116			465				
A-C	2026	506			2026				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	339	85	437	0.775	425	34.3	12.8	206.022	F

C-A	0	0			0				
C-B	0	0	340	0.000	0	0.0	0.0	0.000	A
A-B	379	95			379				
A-C	1654	414			1654				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	284	71	494	0.575	329	12.8	1.4	27.703	D
C-A	0	0			0				
C-B	0	0	395	0.000	0	0.0	0.0	0.000	A
A-B	318	79			318				
A-C	1385	346			1385				

2044 10k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C		2.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2044 10k DS	PM	J17 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	2322	100.000
B		ONE HOUR	✓	210	100.000
C		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	431	1891
	B	0	0	210
	C	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.62	25.56	1.6	D	193	289
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					395	593
A-C					1735	2603

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	40	512	0.309	156	0.0	0.4	10.082	B
C-A	0	0			0				
C-B	0	0	394	0.000	0	0.0	0.0	0.000	A
A-B	324	81			324				
A-C	1424	356			1424				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	189	47	453	0.417	188	0.4	0.7	13.529	B
C-A	0	0			0				
C-B	0	0	339	0.000	0	0.0	0.0	0.000	A
A-B	387	97			387				
A-C	1700	425			1700				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	231	58	371	0.623	228	0.7	1.5	24.534	C
C-A	0	0			0				
C-B	0	0	263	0.000	0	0.0	0.0	0.000	A
A-B	475	119			475				
A-C	2082	521			2082				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	231	58	371	0.623	231	1.5	1.6	25.563	D
C-A	0	0			0				
C-B	0	0	263	0.000	0	0.0	0.0	0.000	A
A-B	475	119			475				
A-C	2082	521			2082				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	189	47	453	0.417	192	1.6	0.7	13.988	B

C-A	0	0			0				
C-B	0	0	339	0.000	0	0.0	0.0	0.000	A
A-B	387	97			387				
A-C	1700	425			1700				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	40	512	0.309	159	0.7	0.5	10.246	B
C-A	0	0			0				
C-B	0	0	394	0.000	0	0.0	0.0	0.000	A
A-B	324	81			324				
A-C	1424	356			1424				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J18 A20_Sandling Rd - Updated Geometry.j9
Path: \\arcadiso365.sharepoint.com@SSL\DavWWWRoot\teams\project-10029956\Shared Documents\17 Transport\D-Calcs\Modelling\Junction Modelling\2 - Models\J18 A20 Ashford Rd - Sandling Rd
Report generation date: 10/11/2021 17:12:18

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2018									
Stream B-C	D1	0.4	7.29	0.28	A	D2	0.3	6.44	0.23	A
Stream B-A		0.2	11.33	0.19	B		0.1	9.02	0.07	A
Stream C-AB		0.4	6.77	0.23	A		0.7	7.87	0.36	A
	2037 DM									
Stream B-C	D3	0.5	8.69	0.34	A	D4	0.2	6.44	0.19	A
Stream B-A		0.4	12.89	0.27	B		0.2	11.11	0.20	B
Stream C-AB		0.7	7.67	0.36	A		1.1	10.00	0.49	A
	2037 DS									
Stream B-C	D5	0.5	8.78	0.33	A	D6	0.2	6.90	0.15	A
Stream B-A		0.5	13.70	0.32	B		0.4	11.75	0.29	B
Stream C-AB		0.8	7.50	0.36	A		1.1	9.56	0.47	A
	2044 8.5k DM									
Stream B-C	D7	0.6	9.01	0.36	A	D8	0.2	6.50	0.20	A
Stream B-A		0.4	13.26	0.28	B		0.3	11.35	0.20	B
Stream C-AB		0.8	7.74	0.37	A		1.2	10.41	0.51	B
	2044 8.5k DS									
Stream B-C	D9	0.6	9.57	0.37	A	D10	0.2	6.96	0.14	A
Stream B-A		0.5	14.86	0.34	B		0.4	12.28	0.31	B
Stream C-AB		0.8	7.67	0.38	A		1.3	10.12	0.51	B
	2044 10k DM									
Stream B-C		0.5	8.85	0.35	A		0.2	6.47	0.19	A

Stream B-A	D11	0.4	13.10	0.27	B	D12	0.2	11.20	0.20	B
Stream C-AB		0.8	7.77	0.37	A		1.2	10.21	0.50	B
	2044 10k DS									
Stream B-C	D13	0.6	9.39	0.36	A	D14	0.2	6.93	0.14	A
Stream B-A		0.5	14.71	0.34	B		0.4	12.12	0.30	B
Stream C-AB		0.8	7.70	0.38	A		1.2	9.96	0.50	A

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

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

File summary

File Description

Title	J18 Otterpool Park_Base Model
Location	A20 Ashfrod Road - Sandling Road
Site number	
Date	19/06/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D3	2037 DM	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D4	2037 DM	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D5	2037 DS	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D6	2037 DS	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D7	2044 8.5k DM	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D8	2044 8.5k DM	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D9	2044 8.5k DS	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D10	2044 8.5k DS	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D11	2044 10k DM	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D12	2044 10k DM	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D13	2044 10k DS	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

D14	2044 10k DS	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A20 Ashford Rd SB		Major
B	Sandling Road		Minor
C	A20 Ashford Rd NB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.20			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	8.52	4.66	3.37	3.09	✓	1.00	41	92

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	553	0.096	0.241	0.152	0.345
B-C	778	0.113	0.286	-	-
C-B	632	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario	Time Period	Description	Traffic	Start time	Finish time	Time segment	Run

	name	name		profile type	(HH:mm)	(HH:mm)	length (min)	automatically
D1	2018	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	174	100.000
B		ONE HOUR	✓	242	100.000
C		ONE HOUR	✓	244	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	52	122
	B	69	0	173
	C	134	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	**B**	**C**
From	**A**	0	0	1
	B	12	0	1
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.28	7.29	0.4	A	159	238
B-A	0.19	11.33	0.2	B	63	95
C-AB	0.23	6.77	0.4	A	124	186
C-A					100	150
A-B					48	72
A-C					112	168

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	130	33	716	0.182	129	0.0	0.2	6.131	A
B-A	52	13	429	0.121	51	0.0	0.1	9.521	A
C-AB	98	24	668	0.146	97	0.0	0.2	6.288	A
C-A	86	22			86				
A-B	39	10			39				

A-C	92	23			92				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	156	39	703	0.221	155	0.2	0.3	6.570	A
B-A	62	16	415	0.150	62	0.1	0.2	10.198	B
C-AB	120	30	676	0.178	120	0.2	0.3	6.479	A
C-A	99	25			99				
A-B	47	12			47				
A-C	110	27			110				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	190	48	684	0.278	190	0.3	0.4	7.280	A
B-A	76	19	394	0.193	76	0.2	0.2	11.305	B
C-AB	154	39	687	0.225	154	0.3	0.4	6.761	A
C-A	114	29			114				
A-B	57	14			57				
A-C	134	34			134				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	190	48	684	0.279	190	0.4	0.4	7.294	A
B-A	76	19	394	0.193	76	0.2	0.2	11.328	B
C-AB	155	39	687	0.225	155	0.4	0.4	6.772	A
C-A	114	29			114				
A-B	57	14			57				
A-C	134	34			134				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	156	39	703	0.221	156	0.4	0.3	6.588	A
B-A	62	16	415	0.150	62	0.2	0.2	10.226	B
C-AB	121	30	676	0.178	121	0.4	0.3	6.494	A
C-A	99	25			99				
A-B	47	12			47				
A-C	110	27			110				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	130	33	715	0.182	130	0.3	0.2	6.161	A
B-A	52	13	429	0.121	52	0.2	0.1	9.565	A
C-AB	98	24	669	0.146	98	0.3	0.2	6.315	A
C-A	86	22			86				
A-B	39	10			39				
A-C	92	23			92				

2018, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	97	100.000
B		ONE HOUR	✓	178	100.000
C		ONE HOUR	✓	328	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	68	29
	B	28	0	150
	C	148	180	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.23	6.44	0.3	A	138	206
B-A	0.07	9.02	0.1	A	26	39
C-AB	0.36	7.87	0.7	A	206	310
C-A					95	142
A-B					62	94
A-C					27	40

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	735	0.154	112	0.0	0.2	5.773	A
B-A	21	5	467	0.045	21	0.0	0.0	8.062	A
C-AB	162	40	688	0.235	160	0.0	0.4	6.806	A
C-A	85	21			85				
A-B	51	13			51				
A-C	22	5			22				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	731	0.185	135	0.2	0.2	6.038	A
B-A	25	6	452	0.056	25	0.0	0.1	8.437	A
C-AB	200	50	700	0.286	200	0.4	0.5	7.198	A
C-A	95	24			95				
A-B	61	15			61				
A-C	26	7			26				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	165	41	724	0.228	165	0.2	0.3	6.431	A
B-A	31	8	430	0.072	31	0.1	0.1	9.012	A
C-AB	257	64	715	0.359	256	0.5	0.7	7.844	A
C-A	104	26			104				
A-B	75	19			75				
A-C	32	8			32				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	165	41	724	0.228	165	0.3	0.3	6.437	A
B-A	31	8	430	0.072	31	0.1	0.1	9.019	A
C-AB	257	64	715	0.360	257	0.7	0.7	7.869	A
C-A	104	26			104				
A-B	75	19			75				
A-C	32	8			32				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	731	0.185	135	0.3	0.2	6.046	A
B-A	25	6	451	0.056	25	0.1	0.1	8.449	A
C-AB	200	50	700	0.286	201	0.7	0.5	7.238	A
C-A	95	24			95				
A-B	61	15			61				
A-C	26	7			26				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	735	0.154	113	0.2	0.2	5.791	A
B-A	21	5	467	0.045	21	0.1	0.0	8.083	A
C-AB	162	40	689	0.235	162	0.5	0.4	6.856	A
C-A	85	21			85				
A-B	51	13			51				
A-C	22	5			22				

2037 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2037 DM	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	180	100.000
B		ONE HOUR	✓	286	100.000
C		ONE HOUR	✓	378	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	23	157
	B	94	0	192
	C	219	159	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	**B**	**C**
From	**A**	0	4	5
	B	2	0	5
	C	6	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.34	8.69	0.5	A	176	264
B-A	0.27	12.89	0.4	B	86	129
C-AB	0.36	7.67	0.7	A	206	309
C-A					141	212
A-B					21	32
A-C					144	216

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	145	36	672	0.215	143	0.0	0.3	6.799	A
B-A	71	18	440	0.161	70	0.0	0.2	9.701	A
C-AB	157	39	695	0.226	155	0.0	0.4	6.663	A
C-A	128	32			128				
A-B	17	4			17				
A-C	118	30			118				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	173	43	654	0.264	172	0.3	0.4	7.464	A
B-A	85	21	417	0.203	84	0.2	0.3	10.805	B
C-AB	198	50	711	0.279	198	0.4	0.5	7.017	A
C-A	142	35			142				
A-B	21	5			21				
A-C	141	35			141				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	626	0.338	211	0.4	0.5	8.655	A
B-A	103	26	383	0.270	103	0.3	0.4	12.832	B
C-AB	262	65	732	0.357	261	0.5	0.7	7.631	A
C-A	154	39			154				
A-B	25	6			25				
A-C	173	43			173				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	626	0.338	211	0.5	0.5	8.688	A
B-A	103	26	383	0.270	103	0.4	0.4	12.887	B
C-AB	262	66	733	0.358	262	0.7	0.7	7.672	A
C-A	154	39			154				
A-B	25	6			25				
A-C	173	43			173				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	173	43	654	0.264	173	0.5	0.4	7.499	A
B-A	85	21	417	0.203	85	0.4	0.3	10.864	B
C-AB	199	50	711	0.279	199	0.7	0.5	7.072	A
C-A	141	35			141				
A-B	21	5			21				
A-C	141	35			141				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	145	36	671	0.215	145	0.4	0.3	6.844	A
B-A	71	18	440	0.161	71	0.3	0.2	9.771	A
C-AB	157	39	695	0.226	158	0.5	0.4	6.722	A
C-A	127	32			127				
A-B	17	4			17				
A-C	118	30			118				

2037 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 DM	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	139	100.000
B		ONE HOUR	✓	192	100.000
C		ONE HOUR	✓	392	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	30	109
	B	73	0	119
	C	152	240	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	**B**	**C**
From	**A**	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.19	6.44	0.2	A	109	164
B-A	0.20	11.11	0.2	B	67	100
C-AB	0.49	10.00	1.1	A	278	417
C-A					82	123
A-B					28	41
A-C					100	150

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	721	0.124	89	0.0	0.1	5.694	A
B-A	55	14	456	0.121	54	0.0	0.1	8.964	A
C-AB	217	54	683	0.318	215	0.0	0.5	7.666	A
C-A	78	20			78				
A-B	23	6			23				
A-C	82	21			82				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	709	0.151	107	0.1	0.2	5.980	A
B-A	66	16	434	0.151	65	0.1	0.2	9.760	A
C-AB	269	67	694	0.388	268	0.5	0.7	8.464	A
C-A	83	21			83				
A-B	27	7			27				
A-C	98	24			98				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	690	0.190	131	0.2	0.2	6.432	A
B-A	80	20	405	0.199	80	0.2	0.2	11.078	B
C-AB	347	87	708	0.490	345	0.7	1.1	9.912	A
C-A	85	21			85				
A-B	33	8			33				
A-C	120	30			120				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	690	0.190	131	0.2	0.2	6.440	A
B-A	80	20	404	0.199	80	0.2	0.2	11.110	B
C-AB	347	87	708	0.490	347	1.1	1.1	9.998	A
C-A	84	21			84				
A-B	33	8			33				
A-C	120	30			120				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	708	0.151	107	0.2	0.2	5.990	A
B-A	66	16	434	0.151	66	0.2	0.2	9.799	A
C-AB	270	67	694	0.388	271	1.1	0.8	8.561	A
C-A	83	21			83				
A-B	27	7			27				
A-C	98	24			98				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	720	0.124	90	0.2	0.1	5.710	A
B-A	55	14	455	0.121	55	0.2	0.1	9.014	A
C-AB	218	54	683	0.318	218	0.8	0.5	7.767	A
C-A	78	19			78				
A-B	23	6			23				
A-C	82	21			82				

2037 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2037 DS	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	170	100.000
B		ONE HOUR	✓	294	100.000
C		ONE HOUR	✓	404	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	23	147
	B	112	0	182
	C	245	159	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	**B**	**C**
From	**A**	0	4	1
	B	2	0	5
	C	6	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.33	8.78	0.5	A	167	251
B-A	0.32	13.70	0.5	B	103	154
C-AB	0.36	7.50	0.8	A	214	320
C-A					157	236
A-B					21	32
A-C					135	202

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	663	0.207	136	0.0	0.3	6.814	A
B-A	84	21	444	0.190	83	0.0	0.2	9.963	A
C-AB	162	40	710	0.228	160	0.0	0.4	6.535	A
C-A	142	36			142				
A-B	17	4			17				
A-C	111	28			111				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	164	41	644	0.254	163	0.3	0.3	7.490	A
B-A	101	25	421	0.239	100	0.2	0.3	11.231	B
C-AB	205	51	729	0.282	205	0.4	0.5	6.867	A
C-A	158	39			158				
A-B	21	5			21				
A-C	132	33			132				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	50	611	0.328	200	0.3	0.5	8.747	A
B-A	123	31	386	0.319	123	0.3	0.5	13.623	B
C-AB	273	68	755	0.362	272	0.5	0.8	7.458	A
C-A	171	43			171				
A-B	25	6			25				
A-C	162	40			162				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	50	610	0.328	200	0.5	0.5	8.785	A
B-A	123	31	386	0.320	123	0.5	0.5	13.703	B
C-AB	274	68	755	0.362	274	0.8	0.8	7.501	A
C-A	171	43			171				
A-B	25	6			25				
A-C	162	40			162				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	164	41	643	0.255	164	0.5	0.3	7.531	A
B-A	101	25	420	0.240	101	0.5	0.3	11.312	B
C-AB	206	51	729	0.282	207	0.8	0.5	6.927	A
C-A	157	39			157				
A-B	21	5			21				
A-C	132	33			132				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	662	0.207	137	0.3	0.3	6.861	A
B-A	84	21	443	0.190	85	0.3	0.2	10.050	B
C-AB	162	41	711	0.228	163	0.5	0.4	6.595	A
C-A	142	35			142				
A-B	17	4			17				
A-C	111	28			111				

2037 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2037 DS	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	166	100.000
B		ONE HOUR	✓	198	100.000
C		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	48	118
	B	114	0	84
	C	176	226	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	**B**	**C**
From	**A**	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.15	6.90	0.2	A	77	116
B-A	0.29	11.75	0.4	B	105	157
C-AB	0.47	9.56	1.1	A	272	408
C-A					97	146
A-B					44	66
A-C					108	162

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	63	16	657	0.096	63	0.0	0.1	6.053	A
B-A	86	21	487	0.176	85	0.0	0.2	8.935	A
C-AB	211	53	691	0.305	209	0.0	0.5	7.446	A
C-A	92	23			92				
A-B	36	9			36				
A-C	89	22			89				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	641	0.118	75	0.1	0.1	6.366	A
B-A	102	26	464	0.221	102	0.2	0.3	9.950	A
C-AB	263	66	703	0.374	262	0.5	0.7	8.167	A
C-A	99	25			99				
A-B	43	11			43				
A-C	106	27			106				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	615	0.150	92	0.1	0.2	6.891	A
B-A	126	31	432	0.290	125	0.3	0.4	11.696	B
C-AB	341	85	720	0.475	340	0.7	1.1	9.477	A
C-A	101	25			101				
A-B	53	13			53				
A-C	130	32			130				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	614	0.151	92	0.2	0.2	6.901	A
B-A	126	31	432	0.291	126	0.4	0.4	11.748	B
C-AB	342	85	720	0.475	342	1.1	1.1	9.556	A
C-A	101	25			101				
A-B	53	13			53				
A-C	130	32			130				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	640	0.118	76	0.2	0.1	6.379	A
B-A	102	26	463	0.221	103	0.4	0.3	9.998	A
C-AB	263	66	703	0.374	265	1.1	0.7	8.257	A
C-A	98	25			98				
A-B	43	11			43				
A-C	106	27			106				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	63	16	656	0.096	63	0.1	0.1	6.074	A
B-A	86	21	486	0.176	86	0.3	0.2	9.003	A
C-AB	211	53	691	0.306	212	0.7	0.5	7.537	A
C-A	92	23			92				
A-B	36	9			36				
A-C	89	22			89				

2044 8.5k DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2044 8.5k DM	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	182	100.000
B		ONE HOUR	✓	299	100.000
C		ONE HOUR	✓	386	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	23	159
	B	96	0	203
	C	224	162	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	2	0	5
	C	6	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.36	9.01	0.6	A	186	279
B-A	0.28	13.26	0.4	B	88	132
C-AB	0.37	7.74	0.8	A	211	317
C-A					143	214
A-B					21	32
A-C					146	219

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	153	38	671	0.228	152	0.0	0.3	6.916	A
B-A	72	18	437	0.165	71	0.0	0.2	9.818	A
C-AB	161	40	697	0.231	159	0.0	0.4	6.681	A
C-A	130	32			130				
A-B	17	4			17				
A-C	120	30			120				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	182	46	653	0.280	182	0.3	0.4	7.641	A
B-A	86	22	413	0.209	86	0.2	0.3	10.990	B
C-AB	203	51	713	0.285	203	0.4	0.5	7.051	A
C-A	144	36			144				
A-B	21	5			21				
A-C	143	36			143				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	224	56	623	0.359	223	0.4	0.6	8.973	A
B-A	106	26	378	0.280	105	0.3	0.4	13.192	B
C-AB	269	67	736	0.366	268	0.5	0.8	7.695	A
C-A	156	39			156				
A-B	25	6			25				
A-C	175	44			175				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	224	56	623	0.359	223	0.6	0.6	9.015	A
B-A	106	26	377	0.280	106	0.4	0.4	13.257	B
C-AB	269	67	736	0.366	269	0.8	0.8	7.736	A
C-A	156	39			156				
A-B	25	6			25				
A-C	175	44			175				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	182	46	652	0.280	183	0.6	0.4	7.687	A
B-A	86	22	413	0.209	87	0.4	0.3	11.060	B
C-AB	204	51	714	0.285	205	0.8	0.5	7.111	A
C-A	143	36			143				
A-B	21	5			21				
A-C	143	36			143				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	153	38	670	0.228	153	0.4	0.3	6.969	A
B-A	72	18	437	0.166	73	0.3	0.2	9.893	A
C-AB	161	40	698	0.231	162	0.5	0.4	6.742	A
C-A	129	32			129				
A-B	17	4			17				
A-C	120	30			120				

2044 8.5k DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2044 8.5k DM	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	142	100.000
B		ONE HOUR	✓	196	100.000
C		ONE HOUR	✓	411	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	31	111
	B	73	0	123
	C	161	250	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	**B**	**C**
From	**A**	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.20	6.50	0.2	A	113	169
B-A	0.20	11.35	0.3	B	67	100
C-AB	0.51	10.41	1.2	B	293	440
C-A					84	126
A-B					28	43
A-C					102	153

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	721	0.128	92	0.0	0.1	5.721	A
B-A	55	14	451	0.122	54	0.0	0.1	9.068	A
C-AB	229	57	687	0.333	226	0.0	0.6	7.786	A
C-A	81	20			81				
A-B	23	6			23				
A-C	84	21			84				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	708	0.156	110	0.1	0.2	6.019	A
B-A	66	16	429	0.153	65	0.1	0.2	9.910	A
C-AB	284	71	698	0.407	283	0.6	0.8	8.668	A
C-A	85	21			85				
A-B	28	7			28				
A-C	100	25			100				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	689	0.196	135	0.2	0.2	6.493	A
B-A	80	20	398	0.202	80	0.2	0.2	11.313	B
C-AB	367	92	714	0.514	365	0.8	1.2	10.310	B
C-A	85	21			85				
A-B	34	9			34				
A-C	122	31			122				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	689	0.197	135	0.2	0.2	6.502	A
B-A	80	20	398	0.202	80	0.2	0.3	11.351	B
C-AB	368	92	714	0.514	367	1.2	1.2	10.414	B
C-A	85	21			85				
A-B	34	9			34				
A-C	122	31			122				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	708	0.156	111	0.2	0.2	6.032	A
B-A	66	16	428	0.153	66	0.3	0.2	9.953	A
C-AB	285	71	699	0.407	286	1.2	0.8	8.784	A
C-A	85	21			85				
A-B	28	7			28				
A-C	100	25			100				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	720	0.129	93	0.2	0.1	5.738	A
B-A	55	14	450	0.122	55	0.2	0.1	9.126	A
C-AB	229	57	687	0.333	230	0.8	0.6	7.899	A
C-A	80	20			80				
A-B	23	6			23				
A-C	84	21			84				

2044 8.5k DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2044 8.5k DS	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	203	100.000
B		ONE HOUR	✓	313	100.000
C		ONE HOUR	✓	419	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	24	179
	B	115	0	198
	C	257	162	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.37	9.57	0.6	A	182	273
B-A	0.34	14.86	0.5	B	106	158
C-AB	0.38	7.67	0.8	A	223	334
C-A					162	243
A-B					22	33
A-C					164	246

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	149	37	655	0.227	148	0.0	0.3	7.078	A
B-A	87	22	434	0.200	86	0.0	0.2	10.317	B
C-AB	168	42	712	0.235	166	0.0	0.4	6.588	A
C-A	148	37			148				
A-B	18	5			18				
A-C	135	34			135				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	178	44	633	0.281	178	0.3	0.4	7.902	A
B-A	103	26	408	0.254	103	0.2	0.3	11.799	B
C-AB	214	53	731	0.292	213	0.4	0.5	6.956	A
C-A	163	41			163				
A-B	22	5			22				
A-C	161	40			161				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	218	55	595	0.367	217	0.4	0.6	9.517	A
B-A	127	32	369	0.343	126	0.3	0.5	14.750	B
C-AB	286	71	757	0.377	285	0.5	0.8	7.620	A
C-A	176	44			176				
A-B	26	7			26				
A-C	197	49			197				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	218	55	594	0.367	218	0.6	0.6	9.574	A
B-A	127	32	369	0.343	127	0.5	0.5	14.863	B
C-AB	286	72	758	0.378	286	0.8	0.8	7.666	A
C-A	175	44			175				
A-B	26	7			26				
A-C	197	49			197				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	178	44	632	0.282	179	0.6	0.4	7.957	A
B-A	103	26	407	0.254	104	0.5	0.3	11.904	B
C-AB	214	54	731	0.293	215	0.8	0.6	7.015	A
C-A	163	41			163				
A-B	22	5			22				
A-C	161	40			161				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	149	37	654	0.228	149	0.4	0.3	7.134	A
B-A	87	22	433	0.200	87	0.3	0.3	10.419	B
C-AB	168	42	712	0.236	169	0.6	0.4	6.649	A
C-A	147	37			147				
A-B	18	5			18				
A-C	135	34			135				

2044 8.5k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2044 8.5k DS	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	178	100.000
B		ONE HOUR	✓	195	100.000
C		ONE HOUR	✓	436	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	49	129
	B	117	0	78
	C	197	239	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	6.96	0.2	A	72	107
B-A	0.31	12.28	0.4	B	107	161
C-AB	0.51	10.12	1.3	B	297	445
C-A					103	155
A-B					45	67
A-C					118	178

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	649	0.090	58	0.0	0.1	6.088	A
B-A	88	22	482	0.183	87	0.0	0.2	9.109	A
C-AB	228	57	699	0.327	226	0.0	0.6	7.587	A
C-A	100	25			100				
A-B	37	9			37				
A-C	97	24			97				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	70	18	632	0.111	70	0.1	0.1	6.407	A
B-A	105	26	457	0.230	105	0.2	0.3	10.227	B
C-AB	287	72	713	0.402	286	0.6	0.8	8.422	A
C-A	105	26			105				
A-B	44	11			44				
A-C	116	29			116				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	86	21	603	0.142	86	0.1	0.2	6.954	A
B-A	129	32	422	0.305	128	0.3	0.4	12.212	B
C-AB	375	94	732	0.512	373	0.8	1.3	10.014	B
C-A	105	26			105				
A-B	54	13			54				
A-C	142	36			142				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	86	21	603	0.143	86	0.2	0.2	6.965	A
B-A	129	32	422	0.305	129	0.4	0.4	12.278	B
C-AB	376	94	733	0.512	375	1.3	1.3	10.119	B
C-A	104	26			104				
A-B	54	13			54				
A-C	142	36			142				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	70	18	631	0.111	70	0.2	0.1	6.421	A
B-A	105	26	456	0.231	106	0.4	0.3	10.297	B
C-AB	287	72	714	0.402	289	1.3	0.8	8.538	A
C-A	105	26			105				
A-B	44	11			44				
A-C	116	29			116				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	648	0.091	59	0.1	0.1	6.105	A
B-A	88	22	481	0.183	88	0.3	0.2	9.189	A
C-AB	229	57	700	0.327	230	0.8	0.6	7.698	A
C-A	99	25			99				
A-B	37	9			37				
A-C	97	24			97				

2044 10k DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2044 10k DM	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	182	100.000
B		ONE HOUR	✓	292	100.000
C		ONE HOUR	✓	386	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	23	159
	B	94	0	198
	C	223	163	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	5
	B	2	0	5
	C	6	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.35	8.85	0.5	A	182	273
B-A	0.27	13.10	0.4	B	86	129
C-AB	0.37	7.77	0.8	A	212	318
C-A					142	213
A-B					21	32
A-C					146	219

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	149	37	672	0.222	148	0.0	0.3	6.859	A
B-A	71	18	438	0.162	70	0.0	0.2	9.773	A
C-AB	162	40	697	0.232	160	0.0	0.4	6.699	A
C-A	129	32			129				
A-B	17	4			17				
A-C	120	30			120				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	178	44	654	0.272	178	0.3	0.4	7.554	A
B-A	85	21	414	0.204	84	0.2	0.3	10.923	B
C-AB	204	51	713	0.287	204	0.4	0.5	7.075	A
C-A	143	36			143				
A-B	21	5			21				
A-C	143	36			143				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	218	55	625	0.349	217	0.4	0.5	8.813	A
B-A	103	26	379	0.273	103	0.3	0.4	13.037	B
C-AB	270	68	735	0.368	269	0.5	0.8	7.730	A
C-A	155	39			155				
A-B	25	6			25				
A-C	175	44			175				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	218	55	625	0.349	218	0.5	0.5	8.851	A
B-A	103	26	378	0.274	103	0.4	0.4	13.097	B
C-AB	271	68	735	0.368	271	0.8	0.8	7.772	A
C-A	154	39			154				
A-B	25	6			25				
A-C	175	44			175				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	178	44	653	0.272	179	0.5	0.4	7.592	A
B-A	85	21	413	0.204	85	0.4	0.3	10.980	B
C-AB	205	51	713	0.287	206	0.8	0.5	7.133	A
C-A	142	36			142				
A-B	21	5			21				
A-C	143	36			143				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	149	37	671	0.222	149	0.4	0.3	6.908	A
B-A	71	18	437	0.162	71	0.3	0.2	9.845	A
C-AB	162	41	697	0.233	163	0.5	0.4	6.763	A
C-A	128	32			128				
A-B	17	4			17				
A-C	120	30			120				

2044 10k DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2044 10k DM	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	141	100.000
B		ONE HOUR	✓	194	100.000
C		ONE HOUR	✓	400	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	31	110
	B	72	0	122
	C	155	245	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.19	6.47	0.2	A	112	168
B-A	0.20	11.20	0.2	B	66	99
C-AB	0.50	10.21	1.2	B	285	428
C-A					82	123
A-B					28	43
A-C					101	151

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	722	0.127	91	0.0	0.1	5.707	A
B-A	54	14	453	0.120	54	0.0	0.1	9.005	A
C-AB	222	56	684	0.325	220	0.0	0.5	7.732	A
C-A	79	20			79				
A-B	23	6			23				
A-C	83	21			83				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	709	0.155	110	0.1	0.2	5.999	A
B-A	65	16	431	0.150	65	0.1	0.2	9.815	A
C-AB	276	69	695	0.397	275	0.5	0.8	8.573	A
C-A	84	21			84				
A-B	28	7			28				
A-C	99	25			99				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	691	0.194	134	0.2	0.2	6.462	A
B-A	79	20	401	0.198	79	0.2	0.2	11.162	B
C-AB	356	89	710	0.501	354	0.8	1.2	10.115	B
C-A	84	21			84				
A-B	34	9			34				
A-C	121	30			121				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	691	0.195	134	0.2	0.2	6.470	A
B-A	79	20	401	0.198	79	0.2	0.2	11.195	B
C-AB	356	89	710	0.502	356	1.2	1.2	10.207	B
C-A	84	21			84				
A-B	34	9			34				
A-C	121	30			121				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	709	0.155	110	0.2	0.2	6.012	A
B-A	65	16	430	0.150	65	0.2	0.2	9.858	A
C-AB	276	69	695	0.398	278	1.2	0.8	8.677	A
C-A	83	21			83				
A-B	28	7			28				
A-C	99	25			99				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	721	0.127	92	0.2	0.1	5.726	A
B-A	54	14	452	0.120	54	0.2	0.1	9.056	A
C-AB	223	56	685	0.326	224	0.8	0.6	7.840	A
C-A	78	20			78				
A-B	23	6			23				
A-C	83	21			83				

2044 10k DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2044 10k DS	AM	J18 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	207	100.000
B		ONE HOUR	✓	305	100.000
C		ONE HOUR	✓	423	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	23	184
	B	112	0	193
	C	260	163	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.36	9.39	0.6	A	177	266
B-A	0.34	14.71	0.5	B	103	154
C-AB	0.38	7.70	0.8	A	225	338
C-A					163	245
A-B					21	32
A-C					169	253

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	145	36	656	0.222	144	0.0	0.3	7.021	A
B-A	84	21	433	0.195	83	0.0	0.2	10.282	B
C-AB	169	42	712	0.238	168	0.0	0.4	6.598	A
C-A	149	37			149				
A-B	17	4			17				
A-C	139	35			139				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	174	43	634	0.274	173	0.3	0.4	7.812	A
B-A	101	25	407	0.248	100	0.2	0.3	11.735	B
C-AB	216	54	732	0.295	215	0.4	0.6	6.973	A
C-A	164	41			164				
A-B	21	5			21				
A-C	165	41			165				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	212	53	596	0.356	212	0.4	0.5	9.344	A
B-A	123	31	369	0.335	123	0.3	0.5	14.598	B
C-AB	289	72	759	0.381	288	0.6	0.8	7.655	A
C-A	176	44			176				
A-B	25	6			25				
A-C	203	51			203				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	212	53	596	0.357	212	0.5	0.6	9.395	A
B-A	123	31	368	0.335	123	0.5	0.5	14.705	B
C-AB	290	72	759	0.382	290	0.8	0.8	7.700	A
C-A	176	44			176				
A-B	25	6			25				
A-C	203	51			203				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	174	43	633	0.274	174	0.5	0.4	7.863	A
B-A	101	25	406	0.248	101	0.5	0.3	11.834	B
C-AB	216	54	732	0.296	218	0.8	0.6	7.036	A
C-A	164	41			164				
A-B	21	5			21				
A-C	165	41			165				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	145	36	655	0.222	146	0.4	0.3	7.075	A
B-A	84	21	432	0.195	85	0.3	0.2	10.381	B
C-AB	170	42	713	0.238	170	0.6	0.4	6.660	A
C-A	149	37			149				
A-B	17	4			17				
A-C	139	35			139				

2044 10k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2044 10k DS	PM	J18 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	180	100.000
B		ONE HOUR	✓	192	100.000
C		ONE HOUR	✓	432	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	48	132
	B	114	0	78
	C	197	235	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	6.93	0.2	A	72	107
B-A	0.30	12.12	0.4	B	105	157
C-AB	0.50	9.96	1.2	A	292	438
C-A					104	157
A-B					44	66
A-C					121	182

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	650	0.090	58	0.0	0.1	6.076	A
B-A	86	21	482	0.178	85	0.0	0.2	9.054	A
C-AB	225	56	699	0.321	222	0.0	0.6	7.534	A
C-A	101	25			101				
A-B	36	9			36				
A-C	99	25			99				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	70	18	633	0.111	70	0.1	0.1	6.389	A
B-A	102	26	457	0.224	102	0.2	0.3	10.138	B
C-AB	282	70	713	0.395	281	0.6	0.8	8.337	A
C-A	107	27			107				
A-B	43	11			43				
A-C	119	30			119				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	86	21	606	0.142	86	0.1	0.2	6.921	A
B-A	126	31	423	0.297	125	0.3	0.4	12.053	B
C-AB	369	92	732	0.504	367	0.8	1.2	9.860	A
C-A	107	27			107				
A-B	53	13			53				
A-C	145	36			145				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	86	21	605	0.142	86	0.2	0.2	6.931	A
B-A	126	31	423	0.297	125	0.4	0.4	12.115	B
C-AB	369	92	732	0.504	369	1.2	1.2	9.960	A
C-A	106	27			106				
A-B	53	13			53				
A-C	145	36			145				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	70	18	633	0.111	70	0.2	0.1	6.403	A
B-A	102	26	456	0.225	103	0.4	0.3	10.207	B
C-AB	282	71	713	0.396	284	1.2	0.8	8.448	A
C-A	106	26			106				
A-B	43	11			43				
A-C	119	30			119				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	650	0.090	59	0.1	0.1	6.093	A
B-A	86	21	481	0.179	86	0.3	0.2	9.130	A
C-AB	225	56	699	0.322	226	0.8	0.6	7.640	A
C-A	100	25			100				
A-B	36	9			36				
A-C	99	25			99				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: J19 A20 Ashford Rd-Bargrove.j9
Path: \\arcadiso365.sharepoint.com@SSL\DavWWWRoot\teams\project-10029956\Shared Documents\17 Transport\D-Calcs\Modelling\Junction Modelling\2 - Models\J19 A20 Ashford Rd-Bargrove
Report generation date: 10/11/2021 17:16:01

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2018									
Arm A	D1	0.2	2.69	0.18	A	D2	0.2	2.47	0.13	A
Arm B		0.4	3.09	0.28	A		0.5	3.26	0.32	A
Arm C		0.3	3.10	0.22	A		0.2	3.03	0.19	A
Arm D		0.1	2.61	0.07	A		0.1	2.54	0.06	A
	2037 DM									
Arm A	D3	0.3	3.02	0.23	A	D4	0.2	2.65	0.18	A
Arm B		0.5	3.56	0.32	A		0.5	3.60	0.35	A
Arm C		0.3	3.45	0.26	A		0.3	3.43	0.24	A
Arm D		0.2	3.11	0.19	A		0.1	2.72	0.10	A
	2037 DS									
Arm A	D5	0.3	3.10	0.24	A	D6	0.2	2.77	0.20	A
Arm B		0.5	3.57	0.32	A		0.6	3.81	0.37	A
Arm C		0.3	3.42	0.24	A		0.3	3.47	0.23	A
Arm D		0.3	3.22	0.22	A		0.2	2.88	0.15	A
	2044 8.5k DM									
Arm A	D7	0.3	3.08	0.24	A	D8	0.2	2.68	0.18	A
Arm B		0.5	3.60	0.32	A		0.6	3.67	0.36	A
Arm C		0.4	3.52	0.27	A		0.3	3.46	0.24	A
Arm D		0.2	3.15	0.19	A		0.1	2.75	0.11	A
	2044 8.5k DS									
Arm A		0.4	3.21	0.26	A		0.3	2.81	0.21	A

Arm B	D9	0.5	3.67	0.33	A	D10	0.6	3.90	0.38	A
Arm C		0.4	3.54	0.26	A		0.3	3.53	0.24	A
Arm D		0.3	3.29	0.23	A		0.2	2.95	0.17	A
	2044 10k DM									
Arm A	D11	0.3	3.05	0.23	A	D12	0.2	2.66	0.18	A
Arm B		0.5	3.58	0.32	A		0.5	3.63	0.35	A
Arm C		0.4	3.48	0.26	A		0.3	3.44	0.24	A
Arm D		0.2	3.14	0.19	A		0.1	2.73	0.10	A
	2044 10k DS									
Arm A	D13	0.3	3.18	0.26	A	D14	0.3	2.80	0.21	A
Arm B		0.5	3.65	0.32	A		0.6	3.86	0.37	A
Arm C		0.3	3.52	0.26	A		0.3	3.51	0.24	A
Arm D		0.3	3.29	0.23	A		0.2	2.93	0.17	A

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

File summary

File Description

Title	J19 Otterpool Park_Base Model AM PEAK
Location	A20 Ashford Road - Bargrove
Site number	
Date	19/06/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	ONE HOUR	16:30	18:00	15	✓
D3	2037 DM	AM	ONE HOUR	07:45	09:15	15	✓
D4	2037 DM	PM	ONE HOUR	16:30	18:00	15	✓
D5	2037 DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2037 DS	PM	ONE HOUR	16:30	18:00	15	✓
D7	2044 8.5k DM	AM	ONE HOUR	07:45	09:15	15	✓
D8	2044 8.5k DM	PM	ONE HOUR	16:30	18:00	15	✓
D9	2044 8.5k DS	AM	ONE HOUR	07:45	09:15	15	✓
D10	2044 8.5k DS	PM	ONE HOUR	16:30	18:00	15	✓
D11	2044 10k DM	AM	ONE HOUR	07:45	09:15	15	✓
D12	2044 10k DM	PM	ONE HOUR	16:30	18:00	15	✓
D13	2044 10k DS	AM	ONE HOUR	07:45	09:15	15	✓
D14	2044 10k DS	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Beachborough	
B	A20 Ashford Road Westbound	
C	Bargrove	
D	A20 Ashford Road Eastbound	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	3.46	7.03	21.6	31.6	57.0	13.0	
B	3.30	7.13	20.1	28.9	57.0	39.0	
C	3.42	6.24	22.4	30.4	57.0	23.0	
D	3.88	7.28	16.7	38.7	57.0	38.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.629	1891
B	0.568	1693
C	0.587	1713
D	0.589	1792

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	266	100.000
B		ONE HOUR	✓	412	100.000
C		ONE HOUR	✓	302	100.000
D		ONE HOUR	✓	101	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	1	206	50	9
	B	137	1	169	105
	C	37	248	0	17
	D	5	86	9	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	0	1
	B	0	0	1	6
	C	0	4	0	1
	D	6	0	0	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.18	2.69	0.2	A	244	366
B	0.28	3.09	0.4	A	378	567
C	0.22	3.10	0.3	A	277	416
D	0.07	2.61	0.1	A	93	139

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	200	50	259	1709	0.117	200	135	0.0	0.1	2.385	A
B	310	78	53	1631	0.190	309	406	0.0	0.2	2.722	A
C	227	57	191	1546	0.147	227	171	0.0	0.2	2.727	A
D	76	19	318	1580	0.048	76	99	0.0	0.1	2.393	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	239	60	310	1676	0.143	239	162	0.1	0.2	2.504	A
B	370	93	63	1625	0.228	370	486	0.2	0.3	2.868	A
C	271	68	228	1524	0.178	271	205	0.2	0.2	2.873	A

D	91	23	381	1543	0.059	91	119	0.1	0.1	2.479	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	293	73	380	1632	0.179	293	198	0.2	0.2	2.688	A
B	454	113	77	1617	0.281	453	595	0.3	0.4	3.093	A
C	333	83	279	1494	0.223	332	251	0.2	0.3	3.098	A
D	111	28	466	1492	0.075	111	145	0.1	0.1	2.607	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	293	73	380	1632	0.180	293	198	0.2	0.2	2.688	A
B	454	113	77	1617	0.281	454	596	0.4	0.4	3.093	A
C	333	83	280	1494	0.223	333	251	0.3	0.3	3.098	A
D	111	28	467	1491	0.075	111	145	0.1	0.1	2.607	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	239	60	310	1676	0.143	239	162	0.2	0.2	2.507	A
B	370	93	63	1625	0.228	371	487	0.4	0.3	2.872	A
C	271	68	229	1524	0.178	272	205	0.3	0.2	2.875	A
D	91	23	382	1542	0.059	91	119	0.1	0.1	2.482	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	200	50	260	1709	0.117	200	136	0.2	0.1	2.386	A
B	310	78	53	1631	0.190	310	408	0.3	0.2	2.728	A
C	227	57	191	1546	0.147	228	172	0.2	0.2	2.733	A
D	76	19	319	1579	0.048	76	99	0.1	0.1	2.394	A

2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	205	100.000
B		ONE HOUR	✓	471	100.000
C		ONE HOUR	✓	259	100.000
D		ONE HOUR	✓	75	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	1	149	49	6
	B	190	2	206	73
	C	46	203	0	10
	D	7	57	10	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	0	0
	B	0	0	0	11
	C	0	5	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.13	2.47	0.2	A	188	282
B	0.32	3.26	0.5	A	432	648
C	0.19	3.03	0.2	A	238	356
D	0.06	2.54	0.1	A	69	103

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	154	39	205	1745	0.088	154	183	0.0	0.1	2.263	A
B	355	89	50	1637	0.217	353	309	0.0	0.3	2.803	A
C	195	49	205	1529	0.128	194	199	0.0	0.1	2.695	A
D	56	14	332	1592	0.035	56	68	0.0	0.0	2.343	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	184	46	245	1719	0.107	184	219	0.1	0.1	2.345	A
B	423	106	60	1631	0.260	423	369	0.3	0.3	2.980	A
C	233	58	245	1506	0.155	233	238	0.1	0.2	2.827	A
D	67	17	397	1553	0.043	67	81	0.0	0.0	2.423	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	226	56	300	1683	0.134	226	268	0.1	0.2	2.469	A
B	519	130	74	1623	0.319	518	452	0.3	0.5	3.255	A
C	285	71	300	1474	0.194	285	292	0.2	0.2	3.028	A
D	83	21	486	1499	0.055	83	99	0.0	0.1	2.540	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	226	56	301	1683	0.134	226	269	0.2	0.2	2.470	A
B	519	130	74	1623	0.319	519	453	0.5	0.5	3.257	A
C	285	71	301	1473	0.194	285	292	0.2	0.2	3.028	A
D	83	21	487	1499	0.055	83	99	0.1	0.1	2.541	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	184	46	246	1718	0.107	184	220	0.2	0.1	2.346	A
B	423	106	60	1631	0.260	424	370	0.5	0.4	2.982	A
C	233	58	246	1505	0.155	233	238	0.2	0.2	2.831	A
D	67	17	398	1552	0.043	67	81	0.1	0.0	2.425	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	154	39	206	1744	0.088	154	184	0.1	0.1	2.265	A
B	355	89	50	1636	0.217	355	310	0.4	0.3	2.809	A
C	195	49	206	1529	0.128	195	200	0.2	0.1	2.701	A
D	56	14	333	1591	0.035	56	68	0.0	0.0	2.345	A

2037 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2037 DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	320	100.000
B		ONE HOUR	✓	425	100.000
C		ONE HOUR	✓	324	100.000
D		ONE HOUR	✓	243	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	225	55	40
	B	138	0	204	83
	C	35	266	0	23
	D	71	136	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	10
	B	0	0	0	45
	C	0	10	0	4
	D	1	6	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.23	3.02	0.3	A	294	440
B	0.32	3.56	0.5	A	390	585
C	0.26	3.45	0.3	A	297	446
D	0.19	3.11	0.2	A	223	334

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	241	60	329	1646	0.146	240	183	0.0	0.2	2.558	A
B	320	80	98	1502	0.213	319	471	0.0	0.3	3.038	A
C	244	61	196	1456	0.168	243	221	0.0	0.2	2.967	A
D	183	46	329	1517	0.121	182	110	0.0	0.1	2.695	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	288	72	393	1603	0.179	287	219	0.2	0.2	2.736	A
B	382	96	118	1492	0.256	382	563	0.3	0.3	3.242	A
C	291	73	234	1432	0.203	291	265	0.2	0.3	3.155	A
D	218	55	394	1479	0.148	218	131	0.1	0.2	2.856	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	352	88	482	1543	0.228	352	268	0.2	0.3	3.021	A
B	468	117	144	1477	0.317	467	690	0.3	0.5	3.562	A
C	357	89	287	1399	0.255	356	324	0.3	0.3	3.453	A
D	268	67	483	1426	0.188	267	161	0.2	0.2	3.107	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	352	88	482	1543	0.228	352	269	0.3	0.3	3.022	A
B	468	117	144	1477	0.317	468	690	0.5	0.5	3.565	A
C	357	89	287	1399	0.255	357	325	0.3	0.3	3.454	A
D	268	67	483	1425	0.188	268	161	0.2	0.2	3.108	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	288	72	394	1602	0.180	288	220	0.3	0.2	2.739	A
B	382	96	118	1492	0.256	383	564	0.5	0.3	3.248	A
C	291	73	235	1432	0.203	292	266	0.3	0.3	3.160	A
D	218	55	395	1478	0.148	219	131	0.2	0.2	2.858	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	241	60	330	1646	0.146	241	184	0.2	0.2	2.565	A
B	320	80	99	1502	0.213	320	472	0.3	0.3	3.048	A
C	244	61	197	1455	0.168	244	222	0.3	0.2	2.971	A
D	183	46	331	1517	0.121	183	110	0.2	0.1	2.701	A

2037 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 DM	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	268	100.000
B		ONE HOUR	✓	486	100.000
C		ONE HOUR	✓	297	100.000
D		ONE HOUR	✓	138	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	171	51	46
	B	193	0	216	77
	C	50	224	0	23
	D	55	61	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	0	0
	B	0	0	0	35
	C	0	11	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.18	2.65	0.2	A	246	369
B	0.35	3.60	0.5	A	446	669
C	0.24	3.43	0.3	A	273	409
D	0.10	2.72	0.1	A	127	190

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	202	50	230	1724	0.117	201	224	0.0	0.1	2.365	A
B	366	91	89	1556	0.235	365	342	0.0	0.3	3.019	A
C	224	56	237	1442	0.155	223	217	0.0	0.2	2.951	A
D	104	26	350	1575	0.066	104	110	0.0	0.1	2.447	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	241	60	276	1693	0.142	241	268	0.1	0.2	2.478	A
B	437	109	107	1547	0.283	437	410	0.3	0.4	3.243	A
C	267	67	284	1415	0.189	267	260	0.2	0.2	3.136	A
D	124	31	420	1532	0.081	124	131	0.1	0.1	2.556	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	295	74	338	1651	0.179	295	328	0.2	0.2	2.654	A
B	535	134	131	1534	0.349	535	502	0.4	0.5	3.601	A
C	327	82	348	1377	0.237	327	318	0.2	0.3	3.427	A
D	152	38	514	1474	0.103	152	161	0.1	0.1	2.723	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	295	74	338	1651	0.179	295	328	0.2	0.2	2.654	A
B	535	134	131	1534	0.349	535	502	0.5	0.5	3.604	A
C	327	82	348	1377	0.237	327	318	0.3	0.3	3.427	A
D	152	38	514	1473	0.103	152	161	0.1	0.1	2.723	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	241	60	276	1693	0.142	241	268	0.2	0.2	2.480	A
B	437	109	107	1546	0.283	437	410	0.5	0.4	3.247	A
C	267	67	284	1414	0.189	267	260	0.3	0.2	3.141	A
D	124	31	420	1531	0.081	124	131	0.1	0.1	2.559	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	202	50	231	1723	0.117	202	225	0.2	0.1	2.366	A
B	366	91	90	1556	0.235	366	344	0.4	0.3	3.026	A
C	224	56	238	1442	0.155	224	218	0.2	0.2	2.956	A
D	104	26	352	1574	0.066	104	110	0.1	0.1	2.450	A

2037 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2037 DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	339	100.000
B		ONE HOUR	✓	421	100.000
C		ONE HOUR	✓	304	100.000
D		ONE HOUR	✓	288	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	228	55	56
	B	138	0	204	79
	C	35	266	0	3
	D	96	136	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	0	2
	B	0	0	0	42
	C	0	10	0	33
	D	1	6	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.24	3.10	0.3	A	311	467
B	0.32	3.57	0.5	A	386	579
C	0.24	3.42	0.3	A	279	418
D	0.22	3.22	0.3	A	264	396

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	255	64	344	1641	0.156	254	202	0.0	0.2	2.595	A
B	317	79	125	1502	0.211	316	473	0.0	0.3	3.032	A
C	229	57	205	1446	0.158	228	236	0.0	0.2	2.954	A
D	217	54	329	1526	0.142	216	104	0.0	0.2	2.746	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	305	76	411	1596	0.191	305	242	0.2	0.2	2.788	A
B	378	95	150	1489	0.254	378	566	0.3	0.3	3.241	A
C	273	68	245	1422	0.192	273	283	0.2	0.2	3.133	A
D	259	65	394	1487	0.174	259	124	0.2	0.2	2.930	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	373	93	504	1533	0.243	373	296	0.2	0.3	3.102	A
B	464	116	184	1471	0.315	463	693	0.3	0.5	3.570	A
C	335	84	300	1388	0.241	334	346	0.2	0.3	3.415	A
D	317	79	483	1434	0.221	317	152	0.2	0.3	3.222	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	373	93	504	1533	0.243	373	296	0.3	0.3	3.103	A
B	464	116	184	1471	0.315	464	694	0.5	0.5	3.573	A
C	335	84	301	1388	0.241	335	347	0.3	0.3	3.416	A
D	317	79	483	1434	0.221	317	152	0.3	0.3	3.223	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	305	76	412	1595	0.191	305	242	0.3	0.2	2.793	A
B	378	95	150	1489	0.254	379	567	0.5	0.3	3.247	A
C	273	68	246	1421	0.192	274	284	0.3	0.2	3.138	A
D	259	65	395	1487	0.174	259	124	0.3	0.2	2.935	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	255	64	345	1640	0.156	255	203	0.2	0.2	2.601	A
B	317	79	126	1502	0.211	317	475	0.3	0.3	3.041	A
C	229	57	206	1446	0.158	229	237	0.2	0.2	2.958	A
D	217	54	331	1525	0.142	217	104	0.2	0.2	2.751	A

2037 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2037 DS	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	291	100.000
B		ONE HOUR	✓	500	100.000
C		ONE HOUR	✓	286	100.000
D		ONE HOUR	✓	203	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	171	51	69
	B	193	0	216	91
	C	50	224	0	12
	D	76	61	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	0	0
	B	0	0	0	30
	C	0	11	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.20	2.77	0.2	A	267	401
B	0.37	3.81	0.6	A	459	688
C	0.23	3.47	0.3	A	262	394
D	0.15	2.88	0.2	A	186	279

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	219	55	263	1704	0.129	218	239	0.0	0.1	2.422	A
B	376	94	140	1530	0.246	375	342	0.0	0.3	3.114	A
C	215	54	265	1423	0.151	215	250	0.0	0.2	2.978	A
D	153	38	350	1575	0.097	152	129	0.0	0.1	2.531	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	262	65	315	1669	0.157	261	287	0.1	0.2	2.557	A
B	449	112	167	1515	0.297	449	410	0.3	0.4	3.376	A
C	257	64	317	1392	0.185	257	299	0.2	0.2	3.170	A
D	182	46	419	1532	0.119	182	155	0.1	0.1	2.667	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	320	80	386	1622	0.198	320	351	0.2	0.2	2.765	A
B	551	138	205	1495	0.368	550	502	0.4	0.6	3.807	A
C	315	79	388	1351	0.233	315	366	0.2	0.3	3.473	A
D	224	56	514	1474	0.152	223	189	0.1	0.2	2.879	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	320	80	386	1622	0.198	320	351	0.2	0.2	2.766	A
B	551	138	205	1495	0.368	551	502	0.6	0.6	3.810	A
C	315	79	389	1351	0.233	315	367	0.3	0.3	3.474	A
D	224	56	514	1473	0.152	224	189	0.2	0.2	2.879	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	262	65	316	1669	0.157	262	287	0.2	0.2	2.558	A
B	449	112	167	1515	0.297	450	410	0.6	0.4	3.383	A
C	257	64	318	1392	0.185	257	300	0.3	0.2	3.175	A
D	182	46	420	1531	0.119	183	155	0.2	0.1	2.668	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	219	55	264	1703	0.129	219	240	0.2	0.1	2.427	A
B	376	94	140	1530	0.246	377	344	0.4	0.3	3.122	A
C	215	54	266	1422	0.151	216	251	0.2	0.2	2.983	A
D	153	38	352	1574	0.097	153	130	0.1	0.1	2.533	A

2044 8.5k DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2044 8.5k DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	330	100.000
B		ONE HOUR	✓	434	100.000
C		ONE HOUR	✓	336	100.000
D		ONE HOUR	✓	249	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	233	56	41
	B	141	0	207	86
	C	37	277	0	22
	D	73	140	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	10
	B	0	0	0	44
	C	0	10	0	5
	D	1	6	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.24	3.08	0.3	A	303	454
B	0.32	3.60	0.5	A	398	597
C	0.27	3.52	0.4	A	308	462
D	0.19	3.15	0.2	A	228	343

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	248	62	340	1639	0.152	248	188	0.0	0.2	2.586	A
B	327	82	100	1503	0.217	326	488	0.0	0.3	3.056	A
C	253	63	201	1452	0.174	252	224	0.0	0.2	2.999	A
D	187	47	341	1510	0.124	187	112	0.0	0.1	2.718	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	297	74	407	1594	0.186	296	225	0.2	0.2	2.774	A
B	390	98	119	1492	0.262	390	584	0.3	0.4	3.266	A
C	302	76	241	1427	0.212	302	269	0.2	0.3	3.199	A
D	224	56	409	1470	0.152	224	134	0.1	0.2	2.888	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	363	91	498	1532	0.237	363	276	0.2	0.3	3.078	A
B	478	119	146	1477	0.323	477	715	0.4	0.5	3.598	A
C	370	92	295	1393	0.266	370	329	0.3	0.4	3.516	A
D	274	69	500	1415	0.194	274	164	0.2	0.2	3.154	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	363	91	499	1532	0.237	363	276	0.3	0.3	3.079	A
B	478	119	146	1477	0.324	478	716	0.5	0.5	3.601	A
C	370	92	295	1393	0.266	370	329	0.4	0.4	3.517	A
D	274	69	501	1415	0.194	274	164	0.2	0.2	3.155	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	297	74	408	1593	0.186	297	226	0.3	0.2	2.777	A
B	390	98	120	1492	0.262	391	585	0.5	0.4	3.272	A
C	302	76	241	1427	0.212	302	269	0.4	0.3	3.204	A
D	224	56	410	1470	0.152	224	134	0.2	0.2	2.890	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	248	62	341	1638	0.152	249	189	0.2	0.2	2.591	A
B	327	82	100	1502	0.217	327	490	0.4	0.3	3.065	A
C	253	63	202	1451	0.174	253	225	0.3	0.2	3.006	A
D	187	47	343	1509	0.124	188	112	0.2	0.1	2.725	A

2044 8.5k DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2044 8.5k DM	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	273	100.000
B		ONE HOUR	✓	501	100.000
C		ONE HOUR	✓	302	100.000
D		ONE HOUR	✓	144	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	174	53	46
	B	199	0	223	79
	C	52	227	0	23
	D	56	61	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	0	0
	B	0	0	0	34
	C	0	11	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.18	2.68	0.2	A	251	376
B	0.36	3.67	0.6	A	460	690
C	0.24	3.46	0.3	A	277	416
D	0.11	2.75	0.1	A	132	198

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	206	51	236	1720	0.120	205	230	0.0	0.1	2.377	A
B	377	94	95	1556	0.242	376	347	0.0	0.3	3.048	A
C	227	57	243	1439	0.158	227	227	0.0	0.2	2.967	A
D	108	27	359	1570	0.069	108	111	0.0	0.1	2.462	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	245	61	283	1688	0.145	245	276	0.1	0.2	2.494	A
B	450	113	113	1546	0.291	450	415	0.3	0.4	3.285	A
C	271	68	291	1411	0.192	271	272	0.2	0.2	3.158	A
D	129	32	429	1526	0.085	129	133	0.1	0.1	2.577	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	301	75	347	1645	0.183	300	338	0.2	0.2	2.676	A
B	552	138	139	1532	0.360	551	508	0.4	0.6	3.667	A
C	333	83	356	1373	0.242	332	333	0.2	0.3	3.459	A
D	159	40	526	1466	0.108	158	163	0.1	0.1	2.752	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	301	75	347	1645	0.183	301	338	0.2	0.2	2.676	A
B	552	138	139	1532	0.360	552	509	0.6	0.6	3.670	A
C	333	83	357	1373	0.242	333	334	0.3	0.3	3.460	A
D	159	40	526	1466	0.108	159	163	0.1	0.1	2.753	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	245	61	283	1688	0.145	246	276	0.2	0.2	2.495	A
B	450	113	113	1546	0.291	451	416	0.6	0.4	3.289	A
C	271	68	292	1411	0.192	272	273	0.3	0.2	3.163	A
D	129	32	430	1525	0.085	130	133	0.1	0.1	2.580	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	206	51	237	1719	0.120	206	231	0.2	0.1	2.378	A
B	377	94	95	1556	0.242	378	348	0.4	0.3	3.058	A
C	227	57	244	1439	0.158	228	228	0.2	0.2	2.974	A
D	108	27	360	1569	0.069	108	112	0.1	0.1	2.466	A

2044 8.5k DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2044 8.5k DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	364	100.000
B		ONE HOUR	✓	430	100.000
C		ONE HOUR	✓	325	100.000
D		ONE HOUR	✓	301	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	233	56	75
	B	141	0	207	82
	C	37	277	0	11
	D	106	140	55	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	5
	B	0	0	0	43
	C	0	10	0	9
	D	1	6	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.26	3.21	0.4	A	334	501
B	0.33	3.67	0.5	A	395	592
C	0.26	3.54	0.4	A	298	447
D	0.23	3.29	0.3	A	276	414

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	274	69	354	1633	0.168	273	213	0.0	0.2	2.645	A
B	324	81	140	1489	0.217	323	488	0.0	0.3	3.083	A
C	245	61	224	1438	0.170	244	239	0.0	0.2	3.014	A
D	227	57	341	1520	0.149	226	126	0.0	0.2	2.780	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	327	82	424	1587	0.206	327	255	0.2	0.3	2.858	A
B	387	97	167	1474	0.262	386	584	0.3	0.4	3.309	A
C	292	73	268	1411	0.207	292	286	0.2	0.3	3.217	A
D	271	68	409	1479	0.183	270	151	0.2	0.2	2.977	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	401	100	519	1523	0.263	400	312	0.3	0.4	3.208	A
B	473	118	205	1454	0.326	473	715	0.4	0.5	3.668	A
C	358	89	328	1374	0.260	357	350	0.3	0.4	3.541	A
D	331	83	500	1424	0.233	331	185	0.2	0.3	3.293	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	401	100	520	1522	0.263	401	313	0.4	0.4	3.209	A
B	473	118	205	1454	0.326	473	716	0.5	0.5	3.671	A
C	358	89	328	1374	0.260	358	350	0.4	0.4	3.542	A
D	331	83	501	1424	0.233	331	185	0.3	0.3	3.294	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	327	82	425	1586	0.206	328	256	0.4	0.3	2.863	A
B	387	97	167	1474	0.262	387	585	0.5	0.4	3.315	A
C	292	73	268	1410	0.207	293	286	0.4	0.3	3.223	A
D	271	68	410	1479	0.183	271	151	0.3	0.2	2.980	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	274	69	356	1632	0.168	274	214	0.3	0.2	2.650	A
B	324	81	140	1489	0.217	324	490	0.4	0.3	3.090	A
C	245	61	225	1437	0.170	245	240	0.3	0.2	3.022	A
D	227	57	343	1519	0.149	227	127	0.2	0.2	2.785	A

2044 8.5k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2044 8.5k DS	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	306	100.000
B		ONE HOUR	✓	515	100.000
C		ONE HOUR	✓	292	100.000
D		ONE HOUR	✓	224	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	174	53	79
	B	199	0	223	93
	C	52	227	0	13
	D	93	62	69	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	0	0
	B	0	0	0	29
	C	0	11	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.21	2.81	0.3	A	281	421
B	0.38	3.90	0.6	A	473	709
C	0.24	3.53	0.3	A	268	402
D	0.17	2.95	0.2	A	206	308

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	230	58	269	1701	0.135	230	258	0.0	0.2	2.446	A
B	388	97	151	1527	0.254	386	348	0.0	0.3	3.150	A
C	220	55	278	1416	0.155	219	259	0.0	0.2	3.005	A
D	169	42	359	1570	0.107	168	139	0.0	0.1	2.568	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	275	69	322	1665	0.165	275	309	0.2	0.2	2.589	A
B	463	116	181	1511	0.306	463	416	0.3	0.4	3.433	A
C	263	66	333	1385	0.190	262	310	0.2	0.2	3.207	A
D	201	50	429	1526	0.132	201	166	0.1	0.2	2.717	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	337	84	394	1617	0.208	337	378	0.2	0.3	2.811	A
B	567	142	221	1489	0.381	566	509	0.4	0.6	3.898	A
C	321	80	408	1341	0.240	321	379	0.2	0.3	3.529	A
D	247	62	526	1466	0.168	246	203	0.2	0.2	2.951	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	337	84	394	1617	0.208	337	379	0.3	0.3	2.812	A
B	567	142	221	1489	0.381	567	510	0.6	0.6	3.903	A
C	321	80	408	1341	0.240	321	380	0.3	0.3	3.530	A
D	247	62	526	1466	0.168	247	204	0.2	0.2	2.951	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	275	69	322	1665	0.165	275	310	0.3	0.2	2.592	A
B	463	116	181	1511	0.306	464	417	0.6	0.4	3.438	A
C	263	66	334	1384	0.190	263	311	0.3	0.2	3.210	A
D	201	50	430	1525	0.132	202	167	0.2	0.2	2.721	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	230	58	270	1700	0.136	231	259	0.2	0.2	2.449	A
B	388	97	151	1527	0.254	388	349	0.4	0.3	3.163	A
C	220	55	280	1416	0.155	220	260	0.2	0.2	3.010	A
D	169	42	360	1569	0.107	169	139	0.2	0.1	2.573	A

2044 10k DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2044 10k DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	324	100.000
B		ONE HOUR	✓	428	100.000
C		ONE HOUR	✓	330	100.000
D		ONE HOUR	✓	245	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	228	55	41
	B	139	0	205	84
	C	36	270	0	24
	D	72	137	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	10
	B	0	0	0	45
	C	0	10	0	4
	D	1	7	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.23	3.05	0.3	A	297	446
B	0.32	3.58	0.5	A	393	589
C	0.26	3.48	0.4	A	303	454
D	0.19	3.14	0.2	A	225	337

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	244	61	332	1643	0.148	243	185	0.0	0.2	2.570	A
B	322	81	99	1501	0.215	321	477	0.0	0.3	3.047	A
C	248	62	198	1455	0.171	248	222	0.0	0.2	2.981	A
D	184	46	334	1507	0.122	184	112	0.0	0.1	2.719	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	291	73	398	1599	0.182	291	222	0.2	0.2	2.752	A
B	385	96	119	1491	0.258	384	570	0.3	0.3	3.254	A
C	297	74	237	1430	0.207	296	266	0.2	0.3	3.174	A
D	220	55	400	1468	0.150	220	134	0.1	0.2	2.885	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	357	89	487	1538	0.232	356	272	0.2	0.3	3.045	A
B	471	118	145	1476	0.319	471	699	0.3	0.5	3.578	A
C	363	91	290	1397	0.260	363	326	0.3	0.3	3.481	A
D	270	67	489	1414	0.191	270	164	0.2	0.2	3.144	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	357	89	488	1538	0.232	357	272	0.3	0.3	3.046	A
B	471	118	145	1476	0.319	471	699	0.5	0.5	3.581	A
C	363	91	291	1397	0.260	363	326	0.3	0.4	3.482	A
D	270	67	490	1414	0.191	270	164	0.2	0.2	3.145	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	291	73	399	1598	0.182	292	222	0.3	0.2	2.757	A
B	385	96	119	1491	0.258	385	571	0.5	0.3	3.257	A
C	297	74	238	1430	0.207	297	266	0.4	0.3	3.177	A
D	220	55	401	1467	0.150	220	134	0.2	0.2	2.889	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	244	61	334	1642	0.149	244	186	0.2	0.2	2.575	A
B	322	81	99	1501	0.215	323	478	0.3	0.3	3.056	A
C	248	62	199	1454	0.171	249	223	0.3	0.2	2.985	A
D	184	46	335	1506	0.122	185	112	0.2	0.1	2.724	A

2044 10k DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2044 10k DM	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	270	100.000
B		ONE HOUR	✓	491	100.000
C		ONE HOUR	✓	298	100.000
D		ONE HOUR	✓	138	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	172	52	46
	B	195	0	218	78
	C	51	224	0	23
	D	56	60	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	0	0
	B	0	0	0	35
	C	0	11	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.18	2.66	0.2	A	248	372
B	0.35	3.63	0.5	A	451	676
C	0.24	3.44	0.3	A	273	410
D	0.10	2.73	0.1	A	127	190

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	203	51	230	1724	0.118	203	227	0.0	0.1	2.366	A
B	370	92	90	1555	0.238	368	342	0.0	0.3	3.030	A
C	224	56	239	1441	0.156	224	219	0.0	0.2	2.955	A
D	104	26	353	1573	0.066	104	110	0.0	0.1	2.449	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	243	61	275	1694	0.143	243	271	0.1	0.2	2.480	A
B	441	110	108	1546	0.286	441	410	0.3	0.4	3.258	A
C	268	67	287	1413	0.190	268	262	0.2	0.2	3.142	A
D	124	31	422	1530	0.081	124	132	0.1	0.1	2.559	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	297	74	337	1652	0.180	297	332	0.2	0.2	2.657	A
B	541	135	132	1533	0.353	540	502	0.4	0.5	3.624	A
C	328	82	351	1376	0.239	328	321	0.2	0.3	3.436	A
D	152	38	517	1472	0.103	152	162	0.1	0.1	2.727	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	297	74	337	1652	0.180	297	333	0.2	0.2	2.657	A
B	541	135	132	1533	0.353	541	502	0.5	0.5	3.627	A
C	328	82	351	1375	0.239	328	321	0.3	0.3	3.436	A
D	152	38	517	1471	0.103	152	162	0.1	0.1	2.727	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	243	61	275	1693	0.143	243	272	0.2	0.2	2.482	A
B	441	110	108	1546	0.286	442	410	0.5	0.4	3.265	A
C	268	67	287	1413	0.190	268	263	0.3	0.2	3.147	A
D	124	31	423	1530	0.081	124	132	0.1	0.1	2.562	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	203	51	231	1723	0.118	203	228	0.2	0.1	2.370	A
B	370	92	90	1555	0.238	370	344	0.4	0.3	3.037	A
C	224	56	240	1441	0.156	225	220	0.2	0.2	2.962	A
D	104	26	354	1573	0.066	104	111	0.1	0.1	2.451	A

2044 10k DS, AM

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2044 10k DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	359	100.000
B		ONE HOUR	✓	425	100.000
C		ONE HOUR	✓	323	100.000
D		ONE HOUR	✓	301	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	228	55	76
	B	139	0	205	81
	C	36	270	0	17
	D	109	137	55	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	5
	B	0	0	0	43
	C	0	10	0	6
	D	1	7	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.26	3.18	0.3	A	329	494
B	0.32	3.65	0.5	A	390	585
C	0.26	3.52	0.3	A	296	445
D	0.23	3.29	0.3	A	276	414

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	270	68	347	1637	0.165	269	213	0.0	0.2	2.630	A
B	320	80	140	1489	0.215	319	477	0.0	0.3	3.073	A
C	243	61	222	1441	0.169	242	236	0.0	0.2	3.003	A
D	227	57	334	1518	0.149	226	131	0.0	0.2	2.783	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	323	81	415	1591	0.203	323	255	0.2	0.3	2.837	A
B	382	96	167	1474	0.259	382	570	0.3	0.3	3.295	A
C	290	73	266	1414	0.205	290	283	0.2	0.3	3.203	A
D	271	68	400	1479	0.183	270	156	0.2	0.2	2.978	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	395	99	508	1529	0.259	395	312	0.3	0.3	3.175	A
B	468	117	205	1454	0.322	467	698	0.3	0.5	3.647	A
C	356	89	326	1377	0.258	355	346	0.3	0.3	3.522	A
D	331	83	489	1425	0.233	331	191	0.2	0.3	3.290	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	395	99	509	1528	0.259	395	313	0.3	0.3	3.176	A
B	468	117	205	1454	0.322	468	699	0.5	0.5	3.650	A
C	356	89	326	1377	0.258	356	347	0.3	0.3	3.523	A
D	331	83	490	1425	0.233	331	192	0.3	0.3	3.291	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	323	81	416	1591	0.203	323	256	0.3	0.3	2.842	A
B	382	96	167	1474	0.259	383	572	0.5	0.4	3.301	A
C	290	73	266	1413	0.205	291	284	0.3	0.3	3.209	A
D	271	68	401	1479	0.183	271	157	0.3	0.2	2.981	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	270	68	348	1637	0.165	271	214	0.3	0.2	2.635	A
B	320	80	140	1489	0.215	320	478	0.4	0.3	3.083	A
C	243	61	223	1440	0.169	243	237	0.3	0.2	3.010	A
D	227	57	335	1518	0.149	227	131	0.2	0.2	2.790	A

2044 10k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2044 10k DS	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	306	100.000
B		ONE HOUR	✓	505	100.000
C		ONE HOUR	✓	288	100.000
D		ONE HOUR	✓	222	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	172	52	82
	B	195	0	218	92
	C	51	224	0	13
	D	94	61	67	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	0	0
	B	0	0	0	29
	C	0	11	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.21	2.80	0.3	A	281	421
B	0.37	3.86	0.6	A	463	695
C	0.24	3.51	0.3	A	264	396
D	0.17	2.93	0.2	A	204	306

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	230	58	264	1704	0.135	230	255	0.0	0.2	2.440	A
B	380	95	151	1527	0.249	379	343	0.0	0.3	3.134	A
C	217	54	277	1417	0.153	216	253	0.0	0.2	2.995	A
D	167	42	353	1573	0.106	167	140	0.0	0.1	2.559	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	275	69	316	1669	0.165	275	305	0.2	0.2	2.582	A
B	454	113	181	1511	0.301	454	411	0.3	0.4	3.406	A
C	259	65	331	1386	0.187	259	303	0.2	0.2	3.194	A
D	200	50	422	1530	0.130	199	168	0.1	0.1	2.704	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	337	84	387	1621	0.208	337	374	0.2	0.3	2.801	A
B	556	139	221	1489	0.373	555	503	0.4	0.6	3.854	A
C	317	79	406	1343	0.236	317	371	0.2	0.3	3.509	A
D	244	61	517	1472	0.166	244	206	0.1	0.2	2.932	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	337	84	388	1621	0.208	337	374	0.3	0.3	2.802	A
B	556	139	221	1489	0.374	556	503	0.6	0.6	3.859	A
C	317	79	406	1342	0.236	317	371	0.3	0.3	3.510	A
D	244	61	517	1471	0.166	244	206	0.2	0.2	2.933	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	275	69	317	1669	0.165	275	306	0.3	0.2	2.583	A
B	454	113	181	1510	0.301	455	411	0.6	0.4	3.410	A
C	259	65	332	1385	0.187	259	303	0.3	0.2	3.199	A
D	200	50	423	1530	0.130	200	168	0.2	0.2	2.706	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	230	58	265	1703	0.135	231	256	0.2	0.2	2.444	A
B	380	95	151	1526	0.249	381	344	0.4	0.3	3.144	A
C	217	54	278	1417	0.153	217	254	0.2	0.2	3.000	A
D	167	42	354	1573	0.106	167	141	0.2	0.1	2.563	A

Junctions 9

ARCADY 9 - Roundabout Module

Filename: J20 M20-J12 Cheriton Interchange.j9
Path: \\arcadiso365.sharepoint.com@SSL\DavWWWRoot\teams\project-10029956\Shared Documents\17 Transport\D-Calcs\Modelling\Junction Modelling\2 - Models\J20 M20 J12 Cheriton interchange
Report generation date: 10/11/2021 17:18:19

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2018									
Arm A	D1	0.5	4.67	0.33	A	D2	0.9	5.38	0.47	A
Arm B		0.6	2.05	0.37	A		0.7	2.21	0.42	A
Arm C		1.2	4.71	0.56	A		0.6	3.23	0.37	A
Arm D		0.7	3.98	0.40	A		0.6	3.41	0.37	A
	2037 DM									
Arm A	D3	1.8	7.48	0.64	A	D4	1.6	7.74	0.61	A
Arm B		1.0	2.62	0.51	A		0.9	2.42	0.49	A
Arm C		0.9	4.36	0.46	A		1.5	6.11	0.61	A
Arm D		0.8	4.19	0.45	A		1.3	6.34	0.56	A
	2037 DS									
Arm A	D5	2.5	10.79	0.72	B	D6	2.4	11.78	0.71	B
Arm B		1.1	2.73	0.53	A		1.1	2.61	0.52	A
Arm C		1.3	5.34	0.58	A		2.3	7.65	0.70	A
Arm D		1.0	5.01	0.49	A		1.5	7.23	0.60	A
	2044 8.5k DM									
Arm A	D7	1.9	8.07	0.66	A	D8	1.7	8.54	0.64	A
Arm B		1.1	2.71	0.52	A		1.0	2.45	0.49	A
Arm C		0.9	4.48	0.47	A		1.7	6.41	0.63	A
Arm D		0.9	4.34	0.46	A		1.4	6.66	0.58	A
	2044 8.5k DS									
Arm A		2.9	13.12	0.75	B		4.4	21.46	0.83	C

Arm B	D9	1.4	3.07	0.58	A	D10	1.2	2.73	0.54	A
Arm C		1.8	6.33	0.64	A		3.8	11.21	0.80	B
Arm D		1.1	5.63	0.53	A		1.9	9.18	0.66	A
	2044 10k DM									
Arm A	D11	1.8	7.80	0.65	A	D12	1.6	8.13	0.62	A
Arm B		1.0	2.65	0.51	A		1.0	2.43	0.49	A
Arm C		0.9	4.43	0.47	A		1.6	6.25	0.62	A
Arm D		0.8	4.25	0.45	A		1.3	6.48	0.57	A
	2044 10k DS									
Arm A	D13	2.9	13.26	0.75	B	D14	4.0	19.71	0.81	C
Arm B		1.3	3.02	0.57	A		1.2	2.73	0.54	A
Arm C		1.9	6.52	0.65	A		3.7	10.85	0.79	B
Arm D		1.1	5.65	0.53	A		1.8	9.10	0.65	A

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

File summary

File Description

Title	J20 Otterpool Park Base Model AM PEAK
Location	M20 J12-Cheriton Interchange
Site number	
Date	27/06/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	ONE HOUR	16:30	18:00	15	✓
D3	2037 DM	AM	ONE HOUR	07:45	09:15	15	✓
D4	2037 DM	PM	ONE HOUR	16:30	18:00	15	✓
D5	2037 DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2037 DS	PM	ONE HOUR	16:30	18:00	15	✓
D7	2044 8.5k DM	AM	ONE HOUR	07:45	09:15	15	✓
D8	2044 8.5k DM	PM	ONE HOUR	16:30	18:00	15	✓
D9	2044 8.5k DS	AM	ONE HOUR	07:45	09:15	15	✓
D10	2044 8.5k DS	PM	ONE HOUR	16:30	18:00	15	✓
D11	2044 10k DM	AM	ONE HOUR	07:45	09:15	15	✓
D12	2044 10k DM	PM	ONE HOUR	16:30	18:00	15	✓
D13	2044 10k DS	AM	ONE HOUR	07:45	09:15	15	✓
D14	2044 10k DS	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	3.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	M20 Westbound	
B	B2064 Cheriton	
C	M20 Eastbound	
D	A20 Ashford Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	5.40	6.02	19.8	58.6	179.0	22.0	
B	6.57	8.49	24.9	39.4	167.4	19.0	
C	4.57	6.76	27.6	33.4	179.0	15.0	
D	4.64	6.70	25.1	39.6	179.0	29.0	

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	1543	124.00
B	355	44.00
C	964	105.00
D	1601	28.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.756	2158
B	1.172	3304
C	0.902	2470
D	0.743	2390

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	343	100.000
B		ONE HOUR	✓	940	100.000
C		ONE HOUR	✓	872	100.000
D		ONE HOUR	✓	547	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	309	0	34
	B	421	83	249	187
	C	0	521	4	347
	D	14	212	321	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	0	3
	B	1	1	3	0
	C	0	1	25	1
	D	7	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.33	4.67	0.5	A	315	472
B	0.37	2.05	0.6	A	863	1294
C	0.56	4.71	1.2	A	800	1200
D	0.40	3.98	0.7	A	502	753

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	258	65	857	1444	0.179	257	327	0.0	0.2	3.031	A
B	708	177	269	2942	0.241	706	844	0.0	0.3	1.610	A
C	656	164	545	1953	0.336	654	431	0.0	0.5	2.770	A
D	412	103	773	1772	0.232	411	426	0.0	0.3	2.642	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	308	77	1025	1320	0.234	308	391	0.2	0.3	3.557	A
B	845	211	322	2879	0.293	845	1010	0.3	0.4	1.768	A
C	784	196	651	1857	0.422	783	516	0.5	0.7	3.349	A
D	492	123	924	1661	0.296	491	510	0.3	0.4	3.076	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	378	94	1254	1151	0.328	377	479	0.3	0.5	4.648	A
B	1035	259	395	2794	0.370	1034	1236	0.4	0.6	2.044	A
C	960	240	798	1725	0.556	958	631	0.7	1.2	4.679	A
D	602	151	1131	1508	0.399	601	624	0.4	0.7	3.964	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	378	94	1256	1149	0.329	378	479	0.5	0.5	4.665	A
B	1035	259	395	2793	0.371	1035	1239	0.6	0.6	2.047	A
C	960	240	798	1725	0.557	960	632	1.2	1.2	4.707	A
D	602	151	1133	1507	0.400	602	625	0.7	0.7	3.977	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	308	77	1028	1318	0.234	309	391	0.5	0.3	3.570	A
B	845	211	323	2878	0.294	846	1014	0.6	0.4	1.773	A
C	784	196	652	1856	0.422	786	517	1.2	0.7	3.369	A
D	492	123	927	1659	0.296	493	512	0.7	0.4	3.091	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	258	65	860	1442	0.179	259	328	0.3	0.2	3.042	A
B	708	177	271	2941	0.241	708	848	0.4	0.3	1.612	A
C	656	164	546	1952	0.336	657	433	0.7	0.5	2.783	A
D	412	103	775	1770	0.233	412	428	0.4	0.3	2.654	A

2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	3.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	1543	124.00
B	355	44.00
C	964	105.00
D	1601	28.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	535	100.000
B		ONE HOUR	✓	1081	100.000
C		ONE HOUR	✓	600	100.000
D		ONE HOUR	✓	555	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	511	7	17
	B	326	164	428	164
	C	0	354	2	244
	D	22	200	333	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	14	0
	B	1	0	0	1
	C	0	1	0	2
	D	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.47	5.38	0.9	A	491	737
B	0.42	2.21	0.7	A	992	1488
C	0.37	3.23	0.6	A	551	826
D	0.37	3.41	0.6	A	509	764

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	403	101	790	1536	0.262	402	261	0.0	0.4	3.167	A
B	814	203	269	2968	0.274	812	922	0.0	0.4	1.670	A
C	452	113	504	1985	0.228	451	578	0.0	0.3	2.346	A
D	418	104	635	1885	0.222	417	319	0.0	0.3	2.451	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	481	120	945	1419	0.339	481	313	0.4	0.5	3.833	A
B	972	243	322	2905	0.335	971	1104	0.4	0.5	1.861	A
C	539	135	602	1896	0.284	539	692	0.3	0.4	2.652	A
D	499	125	760	1793	0.278	499	382	0.3	0.4	2.780	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	589	147	1157	1259	0.468	588	383	0.5	0.9	5.352	A

B	1190	298	395	2819	0.422	1190	1351	0.5	0.7	2.208	A
C	661	165	737	1775	0.372	660	847	0.4	0.6	3.226	A
D	611	153	930	1668	0.366	610	467	0.4	0.6	3.403	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	589	147	1159	1258	0.468	589	383	0.9	0.9	5.383	A
B	1190	298	395	2819	0.422	1190	1353	0.7	0.7	2.210	A
C	661	165	738	1775	0.372	661	848	0.6	0.6	3.230	A
D	611	153	931	1667	0.367	611	468	0.6	0.6	3.408	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	481	120	947	1418	0.339	483	313	0.9	0.5	3.855	A
B	972	243	323	2904	0.335	973	1107	0.7	0.5	1.866	A
C	539	135	603	1895	0.285	540	693	0.6	0.4	2.659	A
D	499	125	761	1792	0.278	500	382	0.6	0.4	2.786	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	403	101	793	1534	0.263	404	262	0.5	0.4	3.187	A
B	814	203	270	2967	0.274	814	926	0.5	0.4	1.671	A
C	452	113	505	1983	0.228	452	580	0.4	0.3	2.353	A
D	418	104	637	1884	0.222	418	320	0.4	0.3	2.458	A

2037 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	4.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	1543	124.00
B	355	44.00
C	964	105.00
D	1601	28.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2037 DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	779	100.000
B		ONE HOUR	✓	1276	100.000
C		ONE HOUR	✓	641	100.000
D		ONE HOUR	✓	628	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	469	0	310
	B	247	1	771	257
	C	0	641	0	0
	D	404	224	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	0	10
	B	2	0	4	1
	C	0	6	0	0
	D	6	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.64	7.48	1.8	A	715	1072
B	0.51	2.62	1.0	A	1171	1756
C	0.46	4.36	0.9	A	588	882
D	0.45	4.19	0.8	A	576	864

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	586	147	650	1569	0.374	584	489	0.0	0.6	3.644	A
B	961	240	232	2917	0.329	959	1002	0.0	0.5	1.836	A
C	483	121	612	1785	0.270	481	579	0.0	0.4	2.759	A
D	473	118	667	1782	0.265	471	426	0.0	0.4	2.744	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	700	175	778	1472	0.476	699	585	0.6	0.9	4.648	A
B	1147	287	278	2860	0.401	1146	1199	0.5	0.7	2.100	A
C	576	144	732	1678	0.343	576	693	0.4	0.5	3.264	A
D	565	141	798	1685	0.335	564	509	0.4	0.5	3.210	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	858	214	952	1340	0.640	854	716	0.9	1.7	7.362	A

B	1405	351	340	2782	0.505	1404	1466	0.7	1.0	2.608	A
C	706	176	895	1532	0.461	704	848	0.5	0.8	4.341	A
D	691	173	977	1552	0.445	690	623	0.5	0.8	4.170	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	858	214	953	1339	0.641	858	717	1.7	1.8	7.481	A
B	1405	351	341	2781	0.505	1405	1470	1.0	1.0	2.616	A
C	706	176	897	1531	0.461	706	849	0.8	0.9	4.364	A
D	691	173	979	1551	0.446	691	624	0.8	0.8	4.187	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	700	175	780	1470	0.476	704	586	1.8	0.9	4.715	A
B	1147	287	280	2857	0.401	1148	1204	1.0	0.7	2.109	A
C	576	144	735	1676	0.344	578	694	0.9	0.5	3.284	A
D	565	141	801	1683	0.335	566	511	0.8	0.5	3.224	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	586	147	653	1567	0.374	588	491	0.9	0.6	3.681	A
B	961	240	234	2915	0.330	961	1007	0.7	0.5	1.842	A
C	483	121	614	1783	0.271	483	581	0.5	0.4	2.771	A
D	473	118	670	1780	0.266	473	428	0.5	0.4	2.755	A

2037 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	5.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	1543	124.00
B	355	44.00
C	964	105.00
D	1601	28.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 DM	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	662	100.000
B		ONE HOUR	✓	1286	100.000
C		ONE HOUR	✓	829	100.000
D		ONE HOUR	✓	669	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	389	0	273
	B	422	1	626	237
	C	0	829	0	0
	D	407	262	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	10
	B	0	0	1	0
	C	0	1	0	0
	D	7	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.61	7.74	1.6	A	607	911
B	0.49	2.42	0.9	A	1180	1770
C	0.61	6.11	1.5	A	761	1141
D	0.56	6.34	1.3	A	614	921

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	498	125	819	1473	0.338	496	622	0.0	0.5	3.676	A
B	968	242	205	3026	0.320	966	1111	0.0	0.5	1.746	A
C	624	156	701	1802	0.346	622	470	0.0	0.5	3.047	A
D	504	126	940	1618	0.311	502	383	0.0	0.4	3.218	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	595	149	980	1356	0.439	594	744	0.5	0.8	4.719	A
B	1156	289	245	2974	0.389	1155	1329	0.5	0.6	1.979	A
C	745	186	838	1675	0.445	744	562	0.5	0.8	3.862	A
D	601	150	1124	1486	0.405	601	458	0.4	0.7	4.060	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	729	182	1198	1196	0.609	726	911	0.8	1.5	7.606	A

B	1416	354	299	2904	0.488	1415	1625	0.6	0.9	2.414	A
C	913	228	1025	1503	0.607	910	689	0.8	1.5	6.039	A
D	737	184	1375	1306	0.564	734	560	0.7	1.3	6.266	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	729	182	1202	1193	0.611	729	913	1.5	1.6	7.745	A
B	1416	354	301	2903	0.488	1416	1630	0.9	0.9	2.420	A
C	913	228	1027	1501	0.608	913	689	1.5	1.5	6.112	A
D	737	184	1378	1304	0.565	737	561	1.3	1.3	6.344	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	595	149	986	1352	0.440	598	747	1.6	0.8	4.796	A
B	1156	289	247	2972	0.389	1157	1337	0.9	0.6	1.986	A
C	745	186	841	1673	0.446	748	563	1.5	0.8	3.905	A
D	601	150	1129	1483	0.406	604	460	1.3	0.7	4.107	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	498	125	824	1470	0.339	499	625	0.8	0.5	3.714	A
B	968	242	206	3024	0.320	969	1117	0.6	0.5	1.754	A
C	624	156	703	1799	0.347	625	472	0.8	0.5	3.071	A
D	504	126	944	1615	0.312	505	385	0.7	0.5	3.245	A

2037 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	5.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	1543	124.00
B	355	44.00
C	964	105.00
D	1601	28.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2037 DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	774	100.000
B		ONE HOUR	✓	1349	100.000
C		ONE HOUR	✓	831	100.000
D		ONE HOUR	✓	636	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	466	0	308
	B	204	1	885	259
	C	0	831	0	0
	D	412	224	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	0	10
	B	1	0	3	1
	C	0	5	0	0
	D	8	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.72	10.79	2.5	B	710	1065
B	0.53	2.73	1.1	A	1238	1857
C	0.58	5.34	1.3	A	763	1144
D	0.49	5.01	1.0	A	584	875

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	583	146	792	1465	0.398	580	462	0.0	0.7	4.056	A
B	1016	254	231	2939	0.346	1013	1142	0.0	0.5	1.867	A
C	626	156	579	1832	0.342	624	665	0.0	0.5	2.974	A
D	479	120	778	1683	0.284	477	425	0.0	0.4	2.981	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	696	174	948	1347	0.517	694	553	0.7	1.1	5.500	A
B	1213	303	276	2882	0.421	1212	1366	0.5	0.7	2.155	A
C	747	187	693	1730	0.432	746	795	0.5	0.8	3.657	A
D	572	143	930	1572	0.364	571	509	0.4	0.6	3.595	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	852	213	1160	1187	0.718	847	677	1.1	2.4	10.407	B

B	1485	371	337	2805	0.529	1484	1670	0.7	1.1	2.720	A
C	915	229	847	1591	0.575	913	973	0.8	1.3	5.287	A
D	700	175	1138	1420	0.493	699	622	0.6	1.0	4.976	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	852	213	1163	1185	0.719	852	678	2.4	2.5	10.789	B
B	1485	371	339	2802	0.530	1485	1676	1.1	1.1	2.732	A
C	915	229	850	1589	0.576	915	974	1.3	1.3	5.341	A
D	700	175	1141	1419	0.494	700	624	1.0	1.0	5.010	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	696	174	952	1344	0.518	701	555	2.5	1.1	5.650	A
B	1213	303	279	2878	0.421	1214	1375	1.1	0.7	2.165	A
C	747	187	697	1726	0.433	749	797	1.3	0.8	3.693	A
D	572	143	934	1569	0.364	573	512	1.0	0.6	3.619	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	583	146	796	1462	0.399	584	464	1.1	0.7	4.111	A
B	1016	254	233	2937	0.346	1016	1148	0.7	0.5	1.874	A
C	626	156	582	1829	0.342	627	667	0.8	0.5	2.997	A
D	479	120	781	1681	0.285	480	428	0.6	0.4	2.998	A

2037 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	6.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	1543	124.00
B	355	44.00
C	964	105.00
D	1601	28.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2037 DS	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	690	100.000
B		ONE HOUR	✓	1361	100.000
C		ONE HOUR	✓	988	100.000
D		ONE HOUR	✓	669	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	400	0	290
	B	350	1	777	233
	C	0	988	0	0
	D	407	262	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	10
	B	0	0	1	0
	C	0	1	0	0
	D	7	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.71	11.78	2.4	B	633	950
B	0.52	2.61	1.1	A	1249	1873
C	0.70	7.65	2.3	A	907	1360
D	0.60	7.23	1.5	A	614	921

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	519	130	938	1385	0.375	517	568	0.0	0.6	4.137	A
B	1025	256	217	3007	0.341	1023	1238	0.0	0.5	1.812	A
C	744	186	656	1840	0.404	741	584	0.0	0.7	3.267	A
D	504	126	1005	1571	0.321	502	392	0.0	0.5	3.360	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	620	155	1123	1250	0.496	619	680	0.6	1.0	5.686	A
B	1224	306	260	2952	0.414	1223	1481	0.5	0.7	2.080	A
C	888	222	785	1721	0.516	887	698	0.7	1.1	4.304	A
D	601	150	1202	1430	0.421	600	469	0.5	0.7	4.335	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	760	190	1372	1068	0.711	754	831	1.0	2.4	11.260	B

B	1498	375	317	2879	0.520	1497	1809	0.7	1.1	2.602	A
C	1088	272	959	1561	0.697	1083	855	1.1	2.2	7.465	A
D	737	184	1469	1238	0.595	734	573	0.7	1.4	7.096	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	760	190	1377	1064	0.714	759	833	2.4	2.4	11.780	B
B	1498	375	319	2876	0.521	1498	1817	1.1	1.1	2.612	A
C	1088	272	962	1558	0.698	1088	855	2.2	2.3	7.649	A
D	737	184	1474	1235	0.597	736	576	1.4	1.5	7.226	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	620	155	1131	1245	0.498	626	683	2.4	1.0	5.873	A
B	1224	306	263	2948	0.415	1225	1493	1.1	0.7	2.090	A
C	888	222	789	1718	0.517	893	699	2.3	1.1	4.389	A
D	601	150	1209	1425	0.422	604	473	1.5	0.7	4.402	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	519	130	944	1381	0.376	521	571	1.0	0.6	4.193	A
B	1025	256	219	3005	0.341	1025	1246	0.7	0.5	1.821	A
C	744	186	659	1837	0.405	745	585	1.1	0.7	3.300	A
D	504	126	1010	1568	0.321	505	395	0.7	0.5	3.392	A

2044 8.5k DM, AM

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions
Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	4.62	A

Junction Network Options
Driving side	Lighting
Left	Normal/unknown

Arms

Arms
[same as above]

Roundabout Geometry
[same as above]

Large Roundabout Data
Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	1543	124.00
B	355	44.00
C	964	105.00
D	1601	28.00

Slope / Intercept / Capacity
[same as above]

Traffic Demand

Demand Set Details
ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2044 8.5k DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)
Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	792	100.000
B		ONE HOUR	✓	1309	100.000
C		ONE HOUR	✓	653	100.000
D		ONE HOUR	✓	650	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	478	0	314
	B	243	1	802	263
	C	0	653	0	0
	D	419	231	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	0	11
	B	2	0	4	1
	C	0	6	0	0
	D	6	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.66	8.07	1.9	A	727	1090
B	0.52	2.71	1.1	A	1201	1802
C	0.47	4.48	0.9	A	599	899
D	0.46	4.34	0.9	A	596	895

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	596	149	664	1553	0.384	594	497	0.0	0.6	3.744	A
B	985	246	235	2910	0.339	983	1023	0.0	0.5	1.866	A
C	492	123	616	1779	0.276	490	603	0.0	0.4	2.789	A
D	489	122	673	1777	0.275	488	433	0.0	0.4	2.789	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	712	178	795	1454	0.490	711	595	0.6	0.9	4.834	A
B	1177	294	282	2852	0.413	1176	1224	0.5	0.7	2.147	A
C	587	147	737	1671	0.351	586	721	0.4	0.5	3.318	A
D	584	146	806	1679	0.348	584	518	0.4	0.5	3.284	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	872	218	973	1319	0.661	868	728	0.9	1.9	7.914	A

B	1441	360	344	2773	0.520	1440	1497	0.7	1.1	2.698	A
C	719	180	902	1524	0.472	718	882	0.5	0.9	4.459	A
D	716	179	986	1545	0.463	714	633	0.5	0.9	4.318	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	872	218	974	1318	0.662	872	729	1.9	1.9	8.066	A
B	1441	360	346	2771	0.520	1441	1501	1.1	1.1	2.706	A
C	719	180	904	1522	0.472	719	883	0.9	0.9	4.484	A
D	716	179	988	1544	0.463	716	635	0.9	0.9	4.344	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	712	178	797	1452	0.490	716	596	1.9	1.0	4.916	A
B	1177	294	284	2849	0.413	1178	1229	1.1	0.7	2.156	A
C	587	147	740	1668	0.352	588	722	0.9	0.5	3.340	A
D	584	146	808	1677	0.348	586	521	0.9	0.5	3.302	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	596	149	667	1551	0.385	598	499	1.0	0.6	3.781	A
B	985	246	237	2908	0.339	986	1028	0.7	0.5	1.875	A
C	492	123	619	1777	0.277	492	604	0.5	0.4	2.806	A
D	489	122	676	1775	0.276	490	435	0.5	0.4	2.801	A

2044 8.5k DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	5.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	1543	124.00
B	355	44.00
C	964	105.00
D	1601	28.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2044 8.5k DM	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	674	100.000
B		ONE HOUR	✓	1289	100.000
C		ONE HOUR	✓	855	100.000
D		ONE HOUR	✓	681	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	392	0	282
	B	404	2	640	243
	C	0	855	0	0
	D	409	272	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	10
	B	0	0	1	0
	C	0	1	0	0
	D	8	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.64	8.54	1.7	A	618	928
B	0.49	2.45	1.0	A	1183	1774
C	0.63	6.41	1.7	A	785	1177
D	0.58	6.66	1.4	A	625	937

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	507	127	847	1452	0.349	505	610	0.0	0.5	3.793	A
B	970	243	211	3017	0.322	969	1141	0.0	0.5	1.755	A
C	644	161	699	1802	0.357	641	481	0.0	0.6	3.096	A
D	513	128	947	1605	0.319	511	394	0.0	0.5	3.284	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	606	151	1013	1331	0.455	605	730	0.5	0.8	4.950	A
B	1159	290	253	2963	0.391	1158	1365	0.5	0.6	1.994	A
C	769	192	836	1676	0.459	767	575	0.6	0.8	3.956	A
D	612	153	1132	1473	0.416	611	471	0.5	0.7	4.175	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	742	186	1239	1166	0.636	739	893	0.8	1.7	8.354	A

B	1419	355	309	2892	0.491	1418	1668	0.6	1.0	2.440	A
C	941	235	1023	1504	0.626	938	704	0.8	1.6	6.322	A
D	750	187	1385	1292	0.580	747	576	0.7	1.4	6.571	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	742	186	1243	1163	0.638	742	895	1.7	1.7	8.544	A
B	1419	355	310	2890	0.491	1419	1674	1.0	1.0	2.447	A
C	941	235	1025	1502	0.627	941	705	1.6	1.7	6.412	A
D	750	187	1388	1290	0.581	750	578	1.4	1.4	6.661	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	606	151	1019	1327	0.457	609	733	1.7	0.8	5.044	A
B	1159	290	255	2961	0.391	1160	1374	1.0	0.6	2.001	A
C	769	192	839	1673	0.459	772	576	1.7	0.9	4.006	A
D	612	153	1137	1469	0.417	615	474	1.4	0.7	4.228	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	507	127	852	1449	0.350	509	613	0.8	0.5	3.832	A
B	970	243	213	3015	0.322	971	1147	0.6	0.5	1.761	A
C	644	161	702	1800	0.358	645	482	0.9	0.6	3.119	A
D	513	128	951	1602	0.320	514	396	0.7	0.5	3.312	A

2044 8.5k DS, AM

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	6.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms
[same as above]

Roundabout Geometry
[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	1543	124.00
B	355	44.00
C	964	105.00
D	1601	28.00

Slope / Intercept / Capacity
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2044 8.5k DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	753	100.000
B		ONE HOUR	✓	1467	100.000
C		ONE HOUR	✓	915	100.000
D		ONE HOUR	✓	655	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	439	0	314
	B	203	1	999	264
	C	0	915	0	0
	D	423	232	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	0	11
	B	1	0	3	1
	C	0	5	0	0
	D	7	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.75	13.12	2.9	B	691	1036
B	0.58	3.07	1.4	A	1346	2019
C	0.64	6.33	1.8	A	840	1259
D	0.53	5.63	1.1	A	601	902

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	567	142	861	1405	0.404	564	470	0.0	0.7	4.269	A
B	1104	276	235	2929	0.377	1102	1190	0.0	0.6	1.968	A
C	689	172	587	1823	0.378	686	750	0.0	0.6	3.161	A
D	493	123	840	1648	0.299	491	434	0.0	0.4	3.110	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	677	169	1031	1277	0.530	675	562	0.7	1.1	5.958	A
B	1319	330	282	2870	0.459	1318	1424	0.6	0.8	2.318	A
C	823	206	702	1719	0.478	821	897	0.6	0.9	4.003	A
D	589	147	1005	1527	0.386	588	519	0.4	0.6	3.831	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	829	207	1260	1105	0.750	822	688	1.1	2.8	12.432	B

B	1615	404	343	2792	0.578	1613	1739	0.8	1.4	3.047	A
C	1007	252	857	1579	0.638	1004	1099	0.9	1.7	6.226	A
D	721	180	1228	1363	0.529	719	633	0.6	1.1	5.579	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	829	207	1264	1102	0.752	829	689	2.8	2.9	13.120	B
B	1615	404	346	2789	0.579	1615	1747	1.4	1.4	3.066	A
C	1007	252	861	1576	0.639	1007	1100	1.7	1.8	6.330	A
D	721	180	1232	1360	0.530	721	636	1.1	1.1	5.634	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	677	169	1036	1273	0.532	684	564	2.9	1.2	6.181	A
B	1319	330	285	2866	0.460	1321	1435	1.4	0.9	2.333	A
C	823	206	707	1715	0.480	826	899	1.8	0.9	4.064	A
D	589	147	1010	1523	0.387	591	523	1.1	0.6	3.870	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	567	142	866	1401	0.405	569	472	1.2	0.7	4.335	A
B	1104	276	237	2927	0.377	1105	1197	0.9	0.6	1.979	A
C	689	172	590	1820	0.378	690	753	0.9	0.6	3.188	A
D	493	123	844	1645	0.300	494	436	0.6	0.4	3.132	A

2044 8.5k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	9.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	1543	124.00
B	355	44.00
C	964	105.00
D	1601	28.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2044 8.5k DS	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	706	100.000
B		ONE HOUR	✓	1403	100.000
C		ONE HOUR	✓	1135	100.000
D		ONE HOUR	✓	681	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	406	0	300
	B	320	2	841	240
	C	0	1135	0	0
	D	414	267	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	10
	B	0	0	1	0
	C	0	1	0	0
	D	7	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.83	21.46	4.4	C	648	972
B	0.54	2.73	1.2	A	1287	1931
C	0.80	11.21	3.8	B	1041	1562
D	0.66	9.18	1.9	A	625	937

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	532	133	1053	1301	0.409	529	551	0.0	0.7	4.648	A
B	1056	264	225	2997	0.352	1054	1357	0.0	0.5	1.851	A
C	854	214	647	1848	0.462	851	632	0.0	0.9	3.600	A
D	513	128	1093	1508	0.340	511	405	0.0	0.5	3.603	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	635	159	1259	1150	0.552	633	659	0.7	1.2	6.934	A
B	1261	315	269	2940	0.429	1260	1623	0.5	0.7	2.142	A
C	1020	255	774	1731	0.590	1018	756	0.9	1.4	5.036	A
D	612	153	1307	1354	0.452	611	484	0.5	0.8	4.838	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	777	194	1535	948	0.820	766	805	1.2	4.1	18.702	C

B	1545	386	325	2868	0.539	1543	1976	0.7	1.2	2.714	A
C	1250	312	944	1574	0.794	1241	925	1.4	3.6	10.535	B
D	750	187	1595	1147	0.653	746	589	0.8	1.8	8.871	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	777	194	1545	941	0.826	776	808	4.1	4.4	21.456	C
B	1545	386	330	2862	0.540	1545	1991	1.2	1.2	2.732	A
C	1250	312	948	1569	0.796	1249	926	3.6	3.8	11.206	B
D	750	187	1604	1141	0.657	750	594	1.8	1.9	9.183	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	635	159	1273	1140	0.557	647	663	4.4	1.3	7.488	A
B	1261	315	275	2932	0.430	1263	1645	1.2	0.8	2.160	A
C	1020	255	781	1724	0.592	1030	757	3.8	1.5	5.256	A
D	612	153	1319	1345	0.455	616	491	1.9	0.8	4.969	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	532	133	1060	1296	0.410	534	554	1.3	0.7	4.741	A
B	1056	264	227	2994	0.353	1057	1367	0.8	0.5	1.858	A
C	854	214	650	1845	0.463	857	634	1.5	0.9	3.655	A
D	513	128	1100	1503	0.341	514	408	0.8	0.5	3.646	A

2044 10k DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	4.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	1543	124.00
B	355	44.00
C	964	105.00
D	1601	28.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2044 10k DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	781	100.000
B		ONE HOUR	✓	1289	100.000
C		ONE HOUR	✓	654	100.000
D		ONE HOUR	✓	635	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	470	0	311
	B	239	1	791	258
	C	0	654	0	0
	D	409	226	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	0	11
	B	2	0	4	1
	C	0	6	0	0
	D	6	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.65	7.80	1.8	A	717	1075
B	0.51	2.65	1.0	A	1183	1774
C	0.47	4.43	0.9	A	600	900
D	0.45	4.25	0.8	A	583	874

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	588	147	661	1555	0.378	586	487	0.0	0.6	3.704	A
B	970	243	233	2913	0.333	968	1014	0.0	0.5	1.849	A
C	492	123	607	1787	0.276	491	594	0.0	0.4	2.776	A
D	478	120	671	1779	0.269	477	427	0.0	0.4	2.762	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	702	176	791	1456	0.482	701	582	0.6	0.9	4.757	A
B	1159	290	279	2855	0.406	1158	1213	0.5	0.7	2.120	A
C	588	147	726	1680	0.350	587	711	0.4	0.5	3.292	A
D	571	143	803	1681	0.340	570	511	0.4	0.5	3.238	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	860	215	968	1322	0.650	856	712	0.9	1.8	7.665	A

B	1419	355	341	2777	0.511	1418	1484	0.7	1.0	2.647	A
C	720	180	889	1535	0.469	719	870	0.5	0.9	4.402	A
D	699	175	983	1548	0.452	698	625	0.5	0.8	4.230	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	860	215	970	1321	0.651	860	713	1.8	1.8	7.801	A
B	1419	355	342	2775	0.511	1419	1487	1.0	1.0	2.654	A
C	720	180	891	1533	0.470	720	871	0.9	0.9	4.426	A
D	699	175	984	1547	0.452	699	626	0.8	0.8	4.247	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	702	176	794	1454	0.483	706	584	1.8	0.9	4.832	A
B	1159	290	281	2852	0.406	1160	1218	1.0	0.7	2.128	A
C	588	147	729	1678	0.350	589	712	0.9	0.5	3.310	A
D	571	143	805	1679	0.340	572	513	0.8	0.5	3.253	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	588	147	664	1553	0.379	589	488	0.9	0.6	3.743	A
B	970	243	235	2911	0.333	971	1019	0.7	0.5	1.855	A
C	492	123	610	1785	0.276	493	596	0.5	0.4	2.790	A
D	478	120	674	1777	0.269	479	429	0.5	0.4	2.775	A

2044 10k DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	5.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	1543	124.00
B	355	44.00
C	964	105.00
D	1601	28.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2044 10k DM	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	668	100.000
B		ONE HOUR	✓	1287	100.000
C		ONE HOUR	✓	846	100.000
D		ONE HOUR	✓	669	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	391	0	277
	B	410	2	637	238
	C	0	846	0	0
	D	406	263	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	10
	B	0	0	1	0
	C	0	1	0	0
	D	8	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.62	8.13	1.6	A	613	919
B	0.49	2.43	1.0	A	1181	1771
C	0.62	6.25	1.6	A	776	1164
D	0.57	6.48	1.3	A	614	921

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	503	126	834	1463	0.344	501	613	0.0	0.5	3.735	A
B	969	242	208	3022	0.321	967	1127	0.0	0.5	1.750	A
C	637	159	696	1805	0.353	635	479	0.0	0.5	3.070	A
D	504	126	944	1606	0.314	502	387	0.0	0.5	3.255	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	601	150	997	1343	0.447	599	733	0.5	0.8	4.835	A
B	1157	289	249	2969	0.390	1156	1348	0.5	0.6	1.986	A
C	761	190	833	1680	0.453	759	572	0.5	0.8	3.906	A
D	601	150	1130	1474	0.408	600	462	0.5	0.7	4.118	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	735	184	1219	1181	0.623	732	897	0.8	1.6	7.970	A

B	1417	354	304	2899	0.489	1416	1648	0.6	1.0	2.425	A
C	931	233	1019	1509	0.617	928	701	0.8	1.6	6.172	A
D	737	184	1382	1294	0.569	734	565	0.7	1.3	6.400	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	735	184	1223	1178	0.624	735	898	1.6	1.6	8.131	A
B	1417	354	305	2897	0.489	1417	1654	1.0	1.0	2.432	A
C	931	233	1021	1507	0.618	931	701	1.6	1.6	6.253	A
D	737	184	1385	1292	0.570	737	567	1.3	1.3	6.484	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	601	150	1003	1339	0.449	604	735	1.6	0.8	4.917	A
B	1157	289	250	2967	0.390	1158	1356	1.0	0.6	1.991	A
C	761	190	835	1677	0.453	764	573	1.6	0.8	3.954	A
D	601	150	1134	1470	0.409	604	465	1.3	0.7	4.166	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	503	126	838	1460	0.345	504	615	0.8	0.5	3.771	A
B	969	242	209	3020	0.321	970	1133	0.6	0.5	1.755	A
C	637	159	699	1803	0.353	638	480	0.8	0.5	3.095	A
D	504	126	948	1603	0.314	505	388	0.7	0.5	3.279	A

2044 10k DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	6.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	1543	124.00
B	355	44.00
C	964	105.00
D	1601	28.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2044 10k DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	741	100.000
B		ONE HOUR	✓	1456	100.000
C		ONE HOUR	✓	939	100.000
D		ONE HOUR	✓	640	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	431	0	310
	B	201	1	994	260
	C	0	939	0	0
	D	413	227	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	0	11
	B	1	0	3	1
	C	0	5	0	0
	D	7	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.75	13.26	2.9	B	680	1020
B	0.57	3.02	1.3	A	1336	2004
C	0.65	6.52	1.9	A	862	1292
D	0.53	5.65	1.1	A	587	881

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	558	139	875	1394	0.400	555	461	0.0	0.7	4.293	A
B	1096	274	232	2933	0.374	1094	1198	0.0	0.6	1.955	A
C	707	177	579	1830	0.386	704	747	0.0	0.6	3.192	A
D	482	120	856	1635	0.295	480	428	0.0	0.4	3.112	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	666	167	1048	1264	0.527	664	551	0.7	1.1	5.983	A
B	1309	327	278	2875	0.455	1308	1434	0.6	0.8	2.296	A
C	844	211	693	1727	0.489	843	893	0.6	0.9	4.065	A
D	575	144	1024	1512	0.380	575	512	0.4	0.6	3.836	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	816	204	1281	1089	0.749	809	675	1.1	2.8	12.549	B

B	1603	401	338	2798	0.573	1601	1751	0.8	1.3	3.002	A
C	1034	258	846	1589	0.651	1030	1093	0.9	1.8	6.403	A
D	705	176	1252	1345	0.524	703	624	0.6	1.1	5.590	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	816	204	1285	1086	0.751	815	676	2.8	2.9	13.255	B
B	1603	401	341	2794	0.574	1603	1759	1.3	1.3	3.021	A
C	1034	258	850	1586	0.652	1034	1094	1.8	1.9	6.519	A
D	705	176	1256	1342	0.525	705	627	1.1	1.1	5.647	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	666	167	1053	1260	0.529	673	553	2.9	1.1	6.207	A
B	1309	327	282	2870	0.456	1311	1445	1.3	0.8	2.311	A
C	844	211	698	1723	0.490	848	895	1.9	1.0	4.129	A
D	575	144	1030	1508	0.381	577	516	1.1	0.6	3.874	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	558	139	880	1390	0.401	560	463	1.1	0.7	4.344	A
B	1096	274	234	2930	0.374	1097	1206	0.8	0.6	1.965	A
C	707	177	582	1827	0.387	708	749	1.0	0.6	3.220	A
D	482	120	860	1632	0.295	483	430	0.6	0.4	3.135	A

2044 10k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	9.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	1543	124.00
B	355	44.00
C	964	105.00
D	1601	28.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2044 10k DS	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	691	100.000
B		ONE HOUR	✓	1411	100.000
C		ONE HOUR	✓	1140	100.000
D		ONE HOUR	✓	671	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	398	0	293
	B	316	2	858	235
	C	0	1140	0	0
	D	408	263	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	10
	B	0	0	1	0
	C	0	1	0	0
	D	8	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.81	19.71	4.0	C	634	951
B	0.54	2.73	1.2	A	1295	1942
C	0.79	10.85	3.7	B	1046	1569
D	0.65	9.10	1.8	A	616	924

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	520	130	1054	1300	0.400	518	543	0.0	0.7	4.583	A
B	1062	266	219	3003	0.354	1060	1352	0.0	0.5	1.850	A
C	858	215	635	1859	0.462	855	645	0.0	0.9	3.574	A
D	505	126	1094	1498	0.337	503	396	0.0	0.5	3.609	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	621	155	1260	1149	0.541	619	650	0.7	1.2	6.767	A
B	1268	317	263	2948	0.430	1268	1617	0.5	0.8	2.141	A
C	1025	256	759	1744	0.588	1023	771	0.9	1.4	4.976	A
D	603	151	1308	1345	0.448	602	474	0.5	0.8	4.835	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	761	190	1537	947	0.803	751	794	1.2	3.7	17.491	C

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1554	388	318	2877	0.540	1552	1969	0.8	1.2	2.714	A
C	1255	314	926	1590	0.790	1247	944	1.4	3.6	10.242	B
D	739	185	1596	1140	0.648	735	577	0.8	1.8	8.806	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	761	190	1546	940	0.809	760	797	3.7	4.0	19.706	C
B	1554	388	322	2872	0.541	1554	1984	1.2	1.2	2.730	A
C	1255	314	931	1585	0.792	1255	945	3.6	3.7	10.846	B
D	739	185	1605	1134	0.652	739	581	1.8	1.8	9.103	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	621	155	1274	1139	0.545	632	654	4.0	1.2	7.249	A
B	1268	317	268	2941	0.431	1270	1638	1.2	0.8	2.156	A
C	1025	256	766	1738	0.590	1034	772	3.7	1.5	5.179	A
D	603	151	1320	1337	0.451	607	480	1.8	0.8	4.960	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	520	130	1061	1295	0.402	522	546	1.2	0.7	4.671	A
B	1062	266	222	3001	0.354	1063	1362	0.8	0.5	1.858	A
C	858	215	638	1856	0.462	861	646	1.5	0.9	3.627	A
D	505	126	1100	1494	0.338	506	399	0.8	0.5	3.652	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

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Filename: J21A M20 J13 Castle hill Interchange - UPDATED GEOMETRY.j9
Path: \\arcadiso365.sharepoint.com@SSL\DavWWWRoot\teams\project-10029956\Shared Documents\17 Transport\D-Calcs\Modelling\Junction Modelling\2 - Models\J21A M20 J13 Castle hill Interchange - Churchill Ave
Report generation date: 10/11/2021 17:20:34

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2018									
Arm A	D1	0.8	4.68	0.46	A	D2	0.4	3.35	0.29	A
Arm B		2.3	6.75	0.70	A		1.5	4.40	0.60	A
Arm C		1.0	4.90	0.51	A		1.2	5.14	0.55	A
Arm E		1.8	5.57	0.65	A		1.4	4.57	0.59	A
	2037 DM									
Arm A	D3	1.3	6.00	0.57	A	D4	0.8	5.04	0.43	A
Arm B		4.7	12.00	0.83	B		2.8	7.10	0.74	A
Arm C		1.3	6.02	0.57	A		2.1	7.91	0.68	A
Arm E		2.1	5.96	0.68	A		3.2	8.25	0.77	A
	2037 DS									
Arm A	D5	1.4	6.73	0.59	A	D6	0.8	5.28	0.45	A
Arm B		6.0	14.87	0.86	B		3.6	8.63	0.79	A
Arm C		1.7	7.16	0.63	A		3.2	11.55	0.77	B
Arm E		2.7	7.06	0.73	A		3.5	8.75	0.78	A
	2044 8.5k DM									
Arm A	D7	1.5	6.57	0.59	A	D8	0.7	5.19	0.43	A
Arm B		6.2	15.70	0.87	C		3.2	8.04	0.77	A
Arm C		1.5	6.65	0.60	A		2.5	9.09	0.72	A
Arm E		2.3	6.39	0.70	A		3.6	9.31	0.79	A
	2044 8.5k DS									
Arm A	D9	1.7	7.86	0.64	A	D10	0.8	5.45	0.45	A
Arm B		11.9	28.33	0.94	D		4.8	11.07	0.83	B
Arm C		1.9	8.12	0.66	A		4.8	16.41	0.84	C
Arm E		3.2	8.08	0.77	A		4.3	10.37	0.81	B
	2044 10k DM									
Arm A	D11	1.4	6.23	0.58	A	D12	0.7	5.00	0.42	A
Arm B		5.3	13.54	0.85	B		3.0	7.49	0.75	A
Arm C		1.4	6.30	0.58	A		2.2	8.28	0.69	A
Arm E		2.3	6.22	0.70	A		3.4	8.70	0.78	A
	2044 10k DS									

Arm A	D13	1.6	7.47	0.62	A	D14	0.8	5.40	0.45	A
Arm B		9.5	22.77	0.92	C		4.4	10.22	0.82	B
Arm C		1.8	7.60	0.64	A		4.2	14.62	0.81	B
Arm E		3.2	8.07	0.77	A		4.0	9.64	0.80	A

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

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

File summary

File Description

Title	J21A Otterpool Park_Base Model AM PEAK
Location	J21A M20 J13-Castle hill Interchange
Site number	
Date	27/06/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	ONE HOUR	16:30	18:00	15	✓
D3	2037 DM	AM	ONE HOUR	07:45	09:15	15	✓
D4	2037 DM	PM	ONE HOUR	16:30	18:00	15	✓
D5	2037 DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2037 DS	PM	ONE HOUR	16:30	18:00	15	✓
D7	2044 8.5k DM	AM	ONE HOUR	07:45	09:15	15	✓
D8	2044 8.5k DM	PM	ONE HOUR	16:30	18:00	15	✓
D9	2044 8.5k DS	AM	ONE HOUR	07:45	09:15	15	✓
D10	2044 8.5k DS	PM	ONE HOUR	16:30	18:00	15	✓
D11	2044 10k DM	AM	ONE HOUR	07:45	09:15	15	✓
D12	2044 10k DM	PM	ONE HOUR	16:30	18:00	15	✓
D13	2044 10k DS	AM	ONE HOUR	07:45	09:15	15	✓
D14	2044 10k DS	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	5.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	M20 Westbound Entry Only	
B	Churchill Avenue	
C	Cherry Garden Avenue	
D	M20 Westbound Exit Only	
E	A20 Castle Hill Bridge	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	5.84	10.80	36.1	15.4	60.0	40.0	
B	3.60	10.40	66.0	24.4	60.0	31.0	
C	3.65	8.18	29.6	18.4	60.0	29.0	
D							✓
E	6.40	10.09	6.4	29.6	60.0	48.0	

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
A		
B		
C	✓	100
D		
E		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.713	2675
B	0.724	2654
C	0.613	2026
D		
E	0.636	2224

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	592	100.000
B		ONE HOUR	✓	1109	100.000
C		ONE HOUR	✓	681	100.000
D					
E		ONE HOUR	✓	1093	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	127	462	2	1
	B	0	0	424	628	57
	C	0	387	40	0	254
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	579	513	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	1	0	0
	B	0	0	3	4	6
	C	0	3	3	3	5
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	4	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.46	4.68	0.8	A	543	815
B	0.70	6.75	2.3	A	1018	1526
C	0.51	4.90	1.0	A	625	937
D						
E	0.65	5.57	1.8	A	1003	1504

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	446	446	111	0	0	1140	1809	0.246	444	0	0.0	0.3	2.635	A
B	835	835	209	0	0	765	2009	0.416	832	820	0.0	0.7	3.052	A
C	513	513	128	0	0	517	1633	0.314	511	1080	0.0	0.5	3.202	A
D						554				473				
E	823	823	206	0	0	320	1943	0.423	820	234	0.0	0.7	3.196	A

08:00 - 08:15

	Total	Junction	Junction	Bypass	Bypass exit	Circulating	Capacity		Throughput	Throughput	Start	End	Delay	Unsignalised

Arm	Demand (Veh/hr)	demand (Veh/hr)	Arrivals (Veh)	demand (Veh/hr)	flow (Veh/hr)	flow (Veh/hr)	(Veh/hr)	RFC	(Veh/hr)	(exit side) (Veh/hr)	queue (Veh)	queue (Veh)	(s)	level of service
A	532	532	133	0	0	1365	1646	0.323	532	0	0.3	0.5	3.229	A
B	997	997	249	0	0	915	1901	0.524	995	981	0.7	1.1	3.968	A
C	612	612	153	0	0	618	1570	0.390	611	1292	0.5	0.6	3.752	A
D						664				566				
E	983	983	246	0	0	383	1904	0.516	981	280	0.7	1.1	3.897	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	652	652	163	0	0	1670	1424	0.458	650	0	0.5	0.8	4.644	A
B	1221	1221	305	0	0	1119	1755	0.696	1216	1201	1.1	2.2	6.626	A
C	750	750	187	0	0	756	1486	0.505	748	1580	0.6	1.0	4.871	A
D						812				692				
E	1203	1203	301	0	0	469	1849	0.651	1200	343	1.1	1.8	5.519	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	652	652	163	0	0	1673	1421	0.459	652	0	0.8	0.8	4.678	A
B	1221	1221	305	0	0	1122	1753	0.696	1221	1203	2.2	2.3	6.755	A
C	750	750	187	0	0	759	1484	0.505	750	1584	1.0	1.0	4.902	A
D						814				695				
E	1203	1203	301	0	0	470	1849	0.651	1203	344	1.8	1.8	5.574	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	532	532	133	0	0	1370	1642	0.324	534	0	0.8	0.5	3.255	A
B	997	997	249	0	0	919	1899	0.525	1002	985	2.3	1.1	4.033	A
C	612	612	153	0	0	622	1568	0.390	614	1298	1.0	0.6	3.776	A
D						666				570				
E	983	983	246	0	0	385	1903	0.516	986	281	1.8	1.1	3.939	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	446	446	111	0	0	1146	1805	0.247	446	0	0.5	0.3	2.650	A
B	835	835	209	0	0	768	2006	0.416	837	824	1.1	0.7	3.081	A
C	513	513	128	0	0	520	1631	0.314	513	1085	0.6	0.5	3.223	A
D						557				476				
E	823	823	206	0	0	322	1942	0.424	824	235	1.1	0.7	3.225	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	4.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	399	100.000
B		ONE HOUR	✓	1103	100.000
C		ONE HOUR	✓	778	100.000
D					
E		ONE HOUR	✓	1019	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	65	331	2	1
	B	0	0	443	549	111
	C	0	393	34	0	351
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	639	378	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	1	0	0
	B	0	0	1	1	2
	C	0	1	0	0	1
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.29	3.35	0.4	A	366	549
B	0.60	4.40	1.5	A	1012	1518
C	0.55	5.14	1.2	A	714	1071
D						
E	0.59	4.57	1.4	A	935	1403

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	300	300	75	0	0	1085	1874	0.160	300	0	0.0	0.2	2.285	A
B	830	830	208	0	0	561	2222	0.374	828	823	0.0	0.6	2.578	A
C	586	586	146	0	0	499	1700	0.345	584	890	0.0	0.5	3.220	A
D						668				415				
E	767	767	192	0	0	320	2005	0.383	765	347	0.0	0.6	2.895	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	359	359	90	0	0	1298	1722	0.208	358	0	0.2	0.3	2.639	A
B	992	992	248	0	0	672	2142	0.463	991	985	0.6	0.9	3.122	A
C	699	699	175	0	0	597	1640	0.427	699	1065	0.5	0.7	3.822	A
D						799				497				
E	916	916	229	0	0	383	1965	0.466	915	416	0.6	0.9	3.424	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	439	439	110	0	0	1589	1516	0.290	439	0	0.3	0.4	3.339	A
B	1214	1214	304	0	0	822	2034	0.597	1212	1205	0.9	1.5	4.364	A
C	857	857	214	0	0	731	1558	0.550	855	1303	0.7	1.2	5.109	A
D						978				608				
E	1122	1122	280	0	0	469	1911	0.587	1120	509	0.9	1.4	4.538	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	439	439	110	0	0	1592	1514	0.290	439	0	0.4	0.4	3.348	A
B	1214	1214	304	0	0	824	2033	0.597	1214	1208	1.5	1.5	4.395	A
C	857	857	214	0	0	732	1557	0.550	857	1306	1.2	1.2	5.142	A
D						980				609				
E	1122	1122	280	0	0	470	1910	0.587	1122	510	1.4	1.4	4.567	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	359	359	90	0	0	1303	1719	0.209	359	0	0.4	0.3	2.647	A
B	992	992	248	0	0	674	2141	0.463	994	989	1.5	0.9	3.144	A
C	699	699	175	0	0	599	1638	0.427	701	1069	1.2	0.8	3.849	A
D						802				498				
E	916	916	229	0	0	385	1964	0.466	918	417	1.4	0.9	3.447	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	300	300	75	0	0	1090	1870	0.161	301	0	0.3	0.2	2.293	A
B	830	830	208	0	0	564	2220	0.374	831	827	0.9	0.6	2.595	A
C	586	586	146	0	0	501	1698	0.345	587	894	0.8	0.5	3.239	A
D						671				417				
E	767	767	192	0	0	322	2004	0.383	768	349	0.9	0.6	2.916	A

2037 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	7.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2037 DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	709	100.000
B		ONE HOUR	✓	1309	100.000
C		ONE HOUR	✓	911	100.000
D					
E		ONE HOUR	✓	1180	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	182	473	0	54
	B	0	0	496	698	115
	C	0	404	0	188	319
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	640	540	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	2	0	6
	B	0	0	1	3	8
	C	0	0	0	20	4
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	2	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.57	6.00	1.3	A	651	976
B	0.83	12.00	4.7	B	1201	1802
C	0.57	6.02	1.3	A	867	995
D						
E	0.68	5.96	2.1	A	1083	1624

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	534	534	133	0	0	1188	1774	0.301	532	0	0.0	0.4	2.895	A
B	985	985	246	0	0	801	2008	0.491	982	920	0.0	1.0	3.493	A
C	711	544	136	142	0	650	1584	0.344	542	1132	0.0	0.5	3.449	A
D						669				523				
E	888	888	222	0	0	303	1991	0.446	885	366	0.0	0.8	3.245	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	637	637	159	0	0	1422	1609	0.396	636	0	0.4	0.7	3.699	A
B	1177	1177	294	0	0	958	1895	0.621	1174	1101	1.0	1.6	4.976	A
C	849	650	162	169	0	778	1504	0.432	649	1354	0.5	0.8	4.207	A
D						801				626				
E	1061	1061	265	0	0	363	1954	0.543	1059	438	0.8	1.2	4.017	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	781	781	195	0	0	1739	1384	0.564	778	0	0.7	1.3	5.915	A
B	1441	1441	360	0	0	1171	1741	0.828	1430	1346	1.6	4.5	11.166	B
C	1040	796	199	207	0	947	1398	0.570	794	1654	0.8	1.3	5.940	A
D						979				762				
E	1299	1299	325	0	0	444	1904	0.683	1295	535	1.2	2.1	5.884	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	781	781	195	0	0	1744	1381	0.565	781	0	1.3	1.3	5.995	A
B	1441	1441	360	0	0	1175	1739	0.829	1441	1350	4.5	4.7	11.997	B
C	1040	796	199	207	0	954	1393	0.571	796	1661	1.3	1.3	6.025	A
D						982				768				
E	1299	1299	325	0	0	445	1903	0.683	1299	537	2.1	2.1	5.961	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	637	637	159	0	0	1429	1604	0.397	640	0	1.3	0.7	3.746	A
B	1177	1177	294	0	0	963	1892	0.622	1189	1106	4.7	1.7	5.206	A
C	849	650	162	169	0	787	1498	0.434	652	1364	1.3	0.8	4.266	A
D						805				634				
E	1061	1061	265	0	0	364	1953	0.543	1065	441	2.1	1.2	4.068	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	534	534	133	0	0	1195	1769	0.302	535	0	0.7	0.4	2.919	A
B	985	985	246	0	0	805	2005	0.491	988	925	1.7	1.0	3.550	A
C	711	544	136	142	0	655	1581	0.344	545	1138	0.8	0.5	3.481	A
D						673				527				
E	888	888	222	0	0	305	1990	0.446	890	368	1.2	0.8	3.276	A

2037 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	7.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 DM	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	493	100.000
B		ONE HOUR	✓	1308	100.000
C		ONE HOUR	✓	1334	100.000
D					
E		ONE HOUR	✓	1305	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	114	343	0	36
	B	0	0	465	609	234
	C	0	492	0	464	378
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	805	500	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	1	0	0	0
	B	0	0	0	0	1
	C	0	0	0	14	3
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.43	5.04	0.8	A	452	679
B	0.74	7.10	2.8	A	1200	1800
C	0.68	7.91	2.1	A	1277	1197
D						
E	0.77	8.25	3.2	A	1197	1796

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	371	371	93	0	0	1347	1707	0.217	370	0	0.0	0.3	2.689	A
B	985	985	246	0	0	659	2171	0.454	981	1058	0.0	0.8	3.018	A
C	1048	655	164	349	0	660	1599	0.410	652	981	0.0	0.7	3.790	A
D						855				457				
E	982	982	246	0	0	369	1982	0.496	979	486	0.0	1.0	3.577	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	443	443	111	0	0	1612	1518	0.292	443	0	0.3	0.4	3.345	A
B	1176	1176	294	0	0	789	2076	0.566	1174	1266	0.8	1.3	3.981	A
C	1252	782	196	417	0	789	1521	0.514	781	1174	0.7	1.0	4.853	A
D						1023				547				
E	1173	1173	293	0	0	441	1936	0.606	1171	582	1.0	1.5	4.695	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	543	543	136	0	0	1970	1264	0.430	541	0	0.4	0.7	4.977	A
B	1440	1440	360	0	0	964	1949	0.739	1434	1547	1.3	2.7	6.915	A
C	1533	958	239	511	0	964	1415	0.677	954	1435	1.0	2.0	7.749	A
D						1250				668				
E	1437	1437	359	0	0	539	1874	0.767	1430	711	1.5	3.2	8.004	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	543	543	136	0	0	1978	1257	0.432	543	0	0.7	0.8	5.037	A
B	1440	1440	360	0	0	968	1947	0.740	1440	1553	2.7	2.8	7.099	A
C	1533	958	239	511	0	968	1412	0.678	958	1440	2.0	2.1	7.914	A
D						1255				670				
E	1437	1437	359	0	0	542	1872	0.767	1437	713	3.2	3.2	8.252	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	443	443	111	0	0	1624	1510	0.294	445	0	0.8	0.4	3.382	A
B	1176	1176	294	0	0	794	2073	0.567	1182	1275	2.8	1.3	4.065	A
C	1252	782	196	417	0	794	1518	0.515	786	1181	2.1	1.1	4.949	A
D						1030				550				
E	1173	1173	293	0	0	445	1934	0.607	1180	585	3.2	1.6	4.817	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	371	371	93	0	0	1356	1701	0.218	372	0	0.4	0.3	2.710	A
B	985	985	246	0	0	663	2168	0.454	987	1065	1.3	0.8	3.052	A
C	1048	655	164	349	0	663	1597	0.410	656	987	1.1	0.7	3.832	A
D						860				459				
E	982	982	246	0	0	371	1980	0.496	985	489	1.6	1.0	3.624	A

2037 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	9.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2037 DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	708	100.000
B		ONE HOUR	✓	1373	100.000
C		ONE HOUR	✓	978	100.000
D					
E		ONE HOUR	✓	1263	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	182	473	0	53
	B	0	0	499	759	115
	C	0	405	0	211	362
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	725	531	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	2	0	6
	B	0	0	1	2	8
	C	0	0	0	18	4
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	2	1	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.59	6.73	1.4	A	650	975
B	0.86	14.87	6.0	B	1260	1890
C	0.63	7.16	1.7	A	928	1056
D						
E	0.73	7.06	2.7	A	1159	1738

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	533	533	133	0	0	1251	1729	0.308	531	0	0.0	0.4	3.002	A
B	1034	1034	258	0	0	798	2020	0.512	1030	984	0.0	1.0	3.620	A
C	761	577	144	159	0	700	1551	0.372	575	1127	0.0	0.6	3.679	A
D						701				574				
E	951	951	238	0	0	304	1988	0.478	947	397	0.0	0.9	3.447	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	636	636	159	0	0	1497	1554	0.409	636	0	0.4	0.7	3.913	A
B	1234	1234	309	0	0	955	1906	0.648	1231	1178	1.0	1.8	5.309	A
C	909	690	172	190	0	838	1465	0.471	688	1349	0.6	0.9	4.627	A
D						839				687				
E	1135	1135	284	0	0	363	1951	0.582	1134	476	0.9	1.4	4.394	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	780	780	195	0	0	1830	1319	0.591	777	0	0.7	1.4	6.604	A
B	1512	1512	378	0	0	1167	1752	0.863	1496	1439	1.8	5.7	13.328	B
C	1114	844	211	232	0	1018	1353	0.624	841	1645	0.9	1.6	7.004	A
D						1025				835				
E	1391	1391	348	0	0	444	1901	0.732	1385	581	1.4	2.7	6.917	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	780	780	195	0	0	1836	1314	0.593	779	0	1.4	1.4	6.729	A
B	1512	1512	378	0	0	1171	1749	0.864	1510	1444	5.7	6.0	14.873	B
C	1114	844	211	232	0	1028	1347	0.627	844	1654	1.6	1.7	7.159	A
D						1029				843				
E	1391	1391	348	0	0	446	1900	0.732	1390	583	2.7	2.7	7.060	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	636	636	159	0	0	1506	1548	0.411	639	0	1.4	0.7	3.975	A
B	1234	1234	309	0	0	961	1902	0.649	1251	1185	6.0	1.9	5.663	A
C	909	690	172	190	0	850	1457	0.473	693	1361	1.7	0.9	4.724	A
D						845				698				
E	1135	1135	284	0	0	366	1950	0.582	1141	479	2.7	1.4	4.476	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	533	533	133	0	0	1258	1723	0.309	534	0	0.7	0.4	3.028	A
B	1034	1034	258	0	0	803	2017	0.513	1037	990	1.9	1.1	3.688	A
C	761	577	144	159	0	705	1548	0.373	579	1134	0.9	0.6	3.720	A
D						706				579				
E	951	951	238	0	0	306	1987	0.479	953	400	1.4	0.9	3.486	A

2037 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	9.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2037 DS	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	505	100.000
B		ONE HOUR	✓	1392	100.000
C		ONE HOUR	✓	1437	100.000
D					
E		ONE HOUR	✓	1324	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	123	343	0	39
	B	0	0	455	703	234
	C	0	498	0	496	443
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	829	495	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	1	0	0	0
	B	0	0	0	0	1
	C	0	0	0	13	3
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.45	5.28	0.8	A	463	695
B	0.79	8.63	3.6	A	1277	1916
C	0.77	11.55	3.2	B	1371	1295
D						
E	0.78	8.75	3.5	A	1215	1822

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	380	380	95	0	0	1366	1694	0.224	379	0	0.0	0.3	2.735	A
B	1048	1048	262	0	0	658	2172	0.483	1044	1087	0.0	0.9	3.182	A
C	1125	708	177	373	0	732	1554	0.456	705	970	0.0	0.8	4.227	A
D						910				527				
E	997	997	249	0	0	373	1979	0.504	993	537	0.0	1.0	3.635	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	454	454	113	0	0	1635	1502	0.302	453	0	0.3	0.4	3.430	A
B	1251	1251	313	0	0	787	2078	0.602	1249	1301	0.9	1.5	4.330	A
C	1343	846	211	446	0	876	1467	0.577	844	1160	0.8	1.3	5.763	A
D						1089				631				
E	1190	1190	298	0	0	447	1932	0.616	1188	642	1.0	1.6	4.821	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	556	556	139	0	0	1995	1245	0.446	555	0	0.4	0.8	5.201	A
B	1533	1533	383	0	0	962	1951	0.786	1525	1588	1.5	3.5	8.286	A
C	1645	1036	259	546	0	1069	1349	0.768	1029	1417	1.3	3.1	10.988	B
D						1328				770				
E	1458	1458	364	0	0	544	1870	0.779	1451	783	1.6	3.4	8.429	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	556	556	139	0	0	2006	1238	0.449	556	0	0.8	0.8	5.279	A
B	1533	1533	383	0	0	965	1948	0.787	1532	1596	3.5	3.6	8.632	A
C	1645	1036	259	546	0	1074	1346	0.770	1036	1423	3.1	3.2	11.553	B
D						1336				774				
E	1458	1458	364	0	0	548	1868	0.780	1457	788	3.4	3.5	8.746	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	454	454	113	0	0	1649	1492	0.304	455	0	0.8	0.4	3.477	A
B	1251	1251	313	0	0	792	2074	0.603	1260	1312	3.6	1.5	4.462	A
C	1343	846	211	446	0	883	1462	0.579	853	1169	3.2	1.4	5.981	A
D						1100				636				
E	1190	1190	298	0	0	452	1929	0.617	1198	649	3.5	1.6	4.968	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	380	380	95	0	0	1375	1687	0.225	381	0	0.4	0.3	2.758	A
B	1048	1048	262	0	0	662	2169	0.483	1050	1094	1.5	0.9	3.226	A
C	1125	708	177	373	0	736	1551	0.457	711	976	1.4	0.8	4.294	A
D						917				530				
E	997	997	249	0	0	376	1977	0.504	999	541	1.6	1.0	3.692	A

2044 8.5k DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	9.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2044 8.5k DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	729	100.000
B		ONE HOUR	✓	1354	100.000
C		ONE HOUR	✓	943	100.000
D					
E		ONE HOUR	✓	1212	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	186	480	0	63
	B	0	0	506	730	118
	C	0	412	0	196	335
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	658	554	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	2	0	5
	B	0	0	1	3	8
	C	0	0	0	20	4
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	2	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.59	6.57	1.5	A	669	1003
B	0.87	15.70	6.2	C	1242	1864
C	0.60	6.65	1.5	A	897	1028
D						
E	0.70	6.39	2.3	A	1112	1668

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	549	549	137	0	0	1218	1754	0.313	547	0	0.0	0.5	2.980	A
B	1019	1019	255	0	0	823	1992	0.512	1015	942	0.0	1.0	3.670	A
C	736	562	141	148	0	683	1563	0.360	560	1155	0.0	0.6	3.583	A
D						696				547				
E	912	912	228	0	0	309	1987	0.459	909	387	0.0	0.8	3.329	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	655	655	164	0	0	1458	1584	0.414	654	0	0.5	0.7	3.868	A
B	1217	1217	304	0	0	985	1876	0.649	1214	1127	1.0	1.8	5.414	A
C	879	672	168	176	0	817	1479	0.454	670	1382	0.6	0.8	4.446	A
D						833				655				
E	1090	1090	272	0	0	370	1950	0.559	1088	463	0.8	1.3	4.171	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	803	803	201	0	0	1782	1354	0.593	800	0	0.7	1.4	6.458	A
B	1491	1491	373	0	0	1204	1718	0.868	1475	1378	1.8	5.9	13.954	B
C	1077	822	206	216	0	993	1369	0.601	820	1686	0.8	1.5	6.520	A
D						1017				795				
E	1334	1334	334	0	0	452	1898	0.703	1330	565	1.3	2.3	6.290	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	803	803	201	0	0	1788	1350	0.594	803	0	1.4	1.5	6.568	A
B	1491	1491	373	0	0	1208	1715	0.869	1489	1383	5.9	6.2	15.700	C
C	1077	822	206	216	0	1002	1363	0.603	822	1695	1.5	1.5	6.651	A
D						1022				803				
E	1334	1334	334	0	0	454	1897	0.703	1334	568	2.3	2.3	6.392	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	655	655	164	0	0	1466	1578	0.415	658	0	1.5	0.7	3.924	A
B	1217	1217	304	0	0	990	1872	0.650	1235	1134	6.2	1.9	5.800	A
C	879	672	168	176	0	830	1471	0.457	674	1395	1.5	0.8	4.533	A
D						839				666				
E	1090	1090	272	0	0	372	1948	0.559	1094	467	2.3	1.3	4.235	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	549	549	137	0	0	1225	1749	0.314	550	0	0.7	0.5	3.006	A
B	1019	1019	255	0	0	827	1989	0.512	1023	947	1.9	1.1	3.739	A
C	736	562	141	148	0	688	1560	0.361	564	1162	0.8	0.6	3.619	A
D						700				551				
E	912	912	228	0	0	311	1986	0.459	914	389	1.3	0.9	3.362	A

2044 8.5k DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	8.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2044 8.5k DM	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	468	100.000
B		ONE HOUR	✓	1341	100.000
C		ONE HOUR	✓	1388	100.000
D					
E		ONE HOUR	✓	1306	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	73	352	0	43
	B	0	0	480	623	238
	C	0	546	0	478	364
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	793	513	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	1	0	0	0
	B	0	0	0	0	1
	C	0	0	0	14	3
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.43	5.19	0.7	A	429	644
B	0.77	8.04	3.2	A	1231	1846
C	0.72	9.09	2.5	A	1329	1253
D						
E	0.79	9.31	3.6	A	1198	1798

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	352	352	88	0	0	1388	1675	0.210	351	0	0.0	0.3	2.716	A
B	1010	1010	252	0	0	681	2155	0.469	1006	1059	0.0	0.9	3.125	A
C	1090	685	171	360	0	678	1590	0.431	682	1009	0.0	0.8	3.954	A
D						893				467				
E	983	983	246	0	0	409	1944	0.506	979	484	0.0	1.0	3.716	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	421	421	105	0	0	1662	1479	0.284	420	0	0.3	0.4	3.397	A
B	1206	1206	301	0	0	815	2058	0.586	1203	1267	0.9	1.4	4.204	A
C	1302	818	205	430	0	811	1509	0.542	816	1207	0.8	1.2	5.187	A
D						1069				559				
E	1174	1174	294	0	0	490	1893	0.620	1172	579	1.0	1.6	4.973	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	515	515	129	0	0	2028	1216	0.424	514	0	0.4	0.7	5.115	A
B	1476	1476	369	0	0	996	1926	0.766	1469	1547	1.4	3.2	7.761	A
C	1595	1002	250	526	0	991	1400	0.716	997	1474	1.2	2.4	8.825	A
D						1305				683				
E	1438	1438	359	0	0	598	1825	0.788	1430	707	1.6	3.6	8.942	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	515	515	129	0	0	2039	1209	0.426	515	0	0.7	0.7	5.188	A
B	1476	1476	369	0	0	1000	1923	0.768	1476	1554	3.2	3.2	8.036	A
C	1595	1002	250	526	0	995	1397	0.717	1002	1481	2.4	2.5	9.094	A
D						1311				686				
E	1438	1438	359	0	0	601	1823	0.789	1438	710	3.6	3.6	9.310	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	421	421	105	0	0	1676	1469	0.286	422	0	0.7	0.4	3.441	A
B	1206	1206	301	0	0	821	2054	0.587	1213	1277	3.2	1.4	4.317	A
C	1302	818	205	430	0	817	1505	0.544	823	1216	2.5	1.2	5.318	A
D						1077				563				
E	1174	1174	294	0	0	494	1891	0.621	1182	583	3.6	1.7	5.134	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	352	352	88	0	0	1398	1668	0.211	353	0	0.4	0.3	2.737	A
B	1010	1010	252	0	0	685	2152	0.469	1012	1066	1.4	0.9	3.165	A
C	1090	685	171	360	0	682	1587	0.432	687	1015	1.2	0.8	4.005	A
D						899				470				
E	983	983	246	0	0	412	1942	0.506	986	487	1.7	1.0	3.772	A

2044 8.5k DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	14.55	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2044 8.5k DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	734	100.000
B		ONE HOUR	✓	1470	100.000
C		ONE HOUR	✓	1033	100.000
D					
E		ONE HOUR	✓	1319	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	186	480	0	68
	B	0	0	544	808	118
	C	0	416	0	247	370
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	771	544	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	2	0	4
	B	0	0	1	2	8
	C	0	0	0	16	4
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	2	1	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.64	7.86	1.7	A	674	1010
B	0.94	28.33	11.9	D	1349	2023
C	0.66	8.12	1.9	A	979	1082
D						
E	0.77	8.08	3.2	A	1210	1816

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	553	553	138	0	0	1301	1697	0.326	551	0	0.0	0.5	3.135	A
B	1107	1107	277	0	0	822	2005	0.552	1102	1030	0.0	1.2	3.963	A
C	803	592	148	186	0	748	1523	0.388	589	1176	0.0	0.6	3.844	A
D						729				609				
E	993	993	248	0	0	312	1988	0.500	989	417	0.0	1.0	3.589	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	660	660	165	0	0	1557	1516	0.435	659	0	0.5	0.8	4.196	A
B	1321	1321	330	0	0	984	1889	0.700	1317	1232	1.2	2.3	6.256	A
C	959	707	177	222	0	894	1432	0.493	705	1406	0.6	1.0	4.941	A
D						872				728				
E	1186	1186	296	0	0	373	1950	0.608	1184	499	1.0	1.5	4.687	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	808	808	202	0	0	1902	1271	0.636	804	0	0.8	1.7	7.647	A
B	1618	1618	405	0	0	1201	1731	0.935	1586	1505	2.3	10.3	21.357	C
C	1175	865	216	272	0	1078	1318	0.657	862	1709	1.0	1.9	7.826	A
D						1064				876				
E	1452	1452	363	0	0	456	1898	0.765	1446	608	1.5	3.1	7.852	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	808	808	202	0	0	1910	1266	0.638	808	0	1.7	1.7	7.858	A
B	1618	1618	405	0	0	1207	1727	0.937	1612	1511	10.3	11.9	28.332	D
C	1175	865	216	272	0	1095	1308	0.662	865	1724	1.9	1.9	8.122	A
D						1069				890				
E	1452	1452	363	0	0	458	1897	0.766	1452	612	3.1	3.2	8.082	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	660	660	165	0	0	1568	1508	0.438	664	0	1.7	0.8	4.286	A
B	1321	1321	330	0	0	991	1883	0.702	1360	1241	11.9	2.4	7.361	A
C	959	707	177	222	0	922	1416	0.499	710	1429	1.9	1.0	5.131	A
D						881				751				
E	1186	1186	296	0	0	376	1948	0.609	1192	505	3.2	1.6	4.804	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	553	553	138	0	0	1309	1691	0.327	554	0	0.8	0.5	3.170	A
B	1107	1107	277	0	0	827	2002	0.553	1111	1036	2.4	1.2	4.063	A
C	803	592	148	186	0	754	1519	0.389	593	1184	1.0	0.6	3.892	A
D						734				614				
E	993	993	248	0	0	314	1987	0.500	995	420	1.6	1.0	3.642	A

2044 8.5k DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	12.06	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2044 8.5k DS	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	481	100.000
B		ONE HOUR	✓	1457	100.000
C		ONE HOUR	✓	1524	100.000
D					
E		ONE HOUR	✓	1378	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	83	352	0	46
	B	0	0	466	753	238
	C	0	507	0	529	488
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	872	506	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	1	0	0	0
	B	0	0	0	0	1
	C	0	0	0	13	2
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.45	5.45	0.8	A	441	662
B	0.83	11.07	4.8	B	1337	2005
C	0.84	16.41	4.8	C	1456	1370
D						
E	0.81	10.37	4.3	B	1264	1897

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	362	362	91	0	0	1413	1662	0.218	361	0	0.0	0.3	2.765	A
B	1097	1097	274	0	0	678	2157	0.508	1093	1096	0.0	1.0	3.370	A
C	1195	749	187	398	0	778	1533	0.489	745	993	0.0	0.9	4.551	A
D						958				565				
E	1037	1037	259	0	0	380	1975	0.525	1033	579	0.0	1.1	3.805	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	432	432	108	0	0	1691	1464	0.295	432	0	0.3	0.4	3.487	A
B	1310	1310	327	0	0	811	2061	0.636	1307	1311	1.0	1.7	4.760	A
C	1427	894	224	476	0	930	1440	0.621	892	1188	0.9	1.6	6.539	A
D						1147				675				
E	1239	1239	310	0	0	454	1928	0.643	1236	692	1.1	1.8	5.184	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	530	530	132	0	0	2060	1200	0.441	528	0	0.4	0.8	5.347	A
B	1604	1604	401	0	0	991	1930	0.831	1593	1598	1.7	4.6	10.327	B
C	1747	1096	274	582	0	1134	1316	0.833	1084	1450	1.6	4.5	14.823	B
D						1395				823				
E	1517	1517	379	0	0	552	1866	0.813	1508	842	1.8	4.1	9.809	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	530	530	132	0	0	2074	1190	0.445	530	0	0.8	0.8	5.453	A
B	1604	1604	401	0	0	995	1927	0.832	1603	1609	4.6	4.8	11.066	B
C	1747	1096	274	582	0	1141	1311	0.835	1094	1457	4.5	4.8	16.408	C
D						1407				829				
E	1517	1517	379	0	0	558	1862	0.815	1517	849	4.1	4.3	10.373	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	432	432	108	0	0	1711	1449	0.298	434	0	0.8	0.4	3.552	A
B	1310	1310	327	0	0	817	2056	0.637	1322	1327	4.8	1.8	4.982	A
C	1427	894	224	476	0	941	1434	0.624	907	1199	4.8	1.7	6.993	A
D						1164				683				
E	1239	1239	310	0	0	462	1923	0.644	1248	702	4.3	1.8	5.414	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	362	362	91	0	0	1423	1654	0.219	363	0	0.4	0.3	2.790	A
B	1097	1097	274	0	0	682	2154	0.509	1100	1104	1.8	1.0	3.425	A
C	1195	749	187	398	0	783	1530	0.490	752	999	1.7	1.0	4.646	A
D						966				568				
E	1037	1037	259	0	0	383	1973	0.526	1040	583	1.8	1.1	3.872	A

2044 10k DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	8.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2044 10k DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	715	100.000
B		ONE HOUR	✓	1331	100.000
C		ONE HOUR	✓	924	100.000
D					
E		ONE HOUR	✓	1204	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	183	472	0	60
	B	0	0	497	719	115
	C	0	402	0	194	328
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	655	549	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	2	0	5
	B	0	0	1	3	8
	C	0	0	0	20	4
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	2	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.58	6.23	1.4	A	656	984
B	0.85	13.54	5.3	B	1221	1832
C	0.58	6.30	1.4	A	880	1005
D						
E	0.70	6.22	2.3	A	1105	1657

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	538	538	135	0	0	1205	1763	0.305	537	0	0.0	0.4	2.931	A
B	1002	1002	251	0	0	811	2001	0.501	998	930	0.0	1.0	3.574	A
C	722	550	137	146	0	670	1571	0.350	547	1139	0.0	0.5	3.510	A
D						679				539				
E	906	906	227	0	0	301	1992	0.455	903	377	0.0	0.8	3.297	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	643	643	161	0	0	1442	1595	0.403	642	0	0.4	0.7	3.771	A
B	1197	1197	299	0	0	970	1886	0.634	1194	1113	1.0	1.7	5.176	A
C	862	656	164	174	0	802	1489	0.441	655	1362	0.5	0.8	4.314	A
D						812				645				
E	1082	1082	271	0	0	361	1955	0.554	1081	451	0.8	1.2	4.110	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	787	787	197	0	0	1763	1368	0.575	785	0	0.7	1.3	6.141	A
B	1465	1465	366	0	0	1186	1731	0.847	1452	1361	1.7	5.1	12.368	B
C	1056	804	201	214	0	976	1380	0.582	801	1663	0.8	1.4	6.198	A
D						993				784				
E	1326	1326	331	0	0	441	1905	0.696	1322	551	1.2	2.2	6.128	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	787	787	197	0	0	1768	1364	0.577	787	0	1.3	1.4	6.233	A
B	1465	1465	366	0	0	1190	1728	0.848	1464	1365	5.1	5.3	13.539	B
C	1056	804	201	214	0	984	1375	0.585	804	1671	1.4	1.4	6.299	A
D						996				791				
E	1326	1326	331	0	0	443	1904	0.696	1326	554	2.2	2.3	6.219	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	643	643	161	0	0	1449	1590	0.404	645	0	1.4	0.7	3.823	A
B	1197	1197	299	0	0	976	1882	0.636	1211	1119	5.3	1.8	5.468	A
C	862	656	164	174	0	813	1482	0.443	659	1374	1.4	0.8	4.387	A
D						817				654				
E	1082	1082	271	0	0	363	1954	0.554	1086	455	2.3	1.3	4.168	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	538	538	135	0	0	1211	1758	0.306	539	0	0.7	0.4	2.954	A
B	1002	1002	251	0	0	815	1998	0.502	1005	935	1.8	1.0	3.636	A
C	722	550	137	146	0	675	1568	0.351	551	1145	0.8	0.5	3.541	A
D						683				543				
E	906	906	227	0	0	303	1991	0.455	908	379	1.3	0.8	3.328	A

2044 10k DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	7.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2044 10k DM	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	469	100.000
B		ONE HOUR	✓	1322	100.000
C		ONE HOUR	✓	1353	100.000
D					
E		ONE HOUR	✓	1312	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	84	345	0	40
	B	0	0	465	624	233
	C	0	513	0	475	365
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	804	508	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	1	0	0	0
	B	0	0	0	0	1
	C	0	0	0	14	3
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.42	5.00	0.7	A	430	646
B	0.75	7.49	3.0	A	1213	1820
C	0.69	8.28	2.2	A	1296	1209
D						
E	0.78	8.70	3.4	A	1204	1806

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	353	353	88	0	0	1368	1693	0.209	352	0	0.0	0.3	2.684	A
B	995	995	249	0	0	670	2163	0.460	992	1050	0.0	0.8	3.065	A
C	1064	661	165	358	0	673	1592	0.415	658	989	0.0	0.7	3.843	A
D						863				468				
E	988	988	247	0	0	385	1971	0.501	984	478	0.0	1.0	3.630	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	422	422	105	0	0	1637	1501	0.281	421	0	0.3	0.4	3.331	A
B	1188	1188	297	0	0	801	2067	0.575	1186	1257	0.8	1.3	4.078	A
C	1270	789	197	427	0	805	1512	0.522	788	1183	0.7	1.1	4.962	A
D						1033				560				
E	1179	1179	295	0	0	460	1924	0.613	1177	573	1.0	1.6	4.809	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	516	516	129	0	0	2000	1243	0.416	515	0	0.4	0.7	4.940	A
B	1456	1456	364	0	0	979	1938	0.751	1449	1535	1.3	2.9	7.270	A
C	1556	967	242	523	0	983	1404	0.689	962	1445	1.1	2.2	8.082	A
D						1262				684				
E	1445	1445	361	0	0	562	1859	0.777	1437	699	1.6	3.3	8.400	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	516	516	129	0	0	2009	1236	0.418	516	0	0.7	0.7	5.001	A
B	1456	1456	364	0	0	983	1935	0.752	1455	1542	2.9	3.0	7.489	A
C	1556	967	242	523	0	987	1401	0.690	967	1451	2.2	2.2	8.277	A
D						1267				687				
E	1445	1445	361	0	0	565	1857	0.778	1444	702	3.3	3.4	8.696	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	422	422	105	0	0	1650	1492	0.283	423	0	0.7	0.4	3.370	A
B	1188	1188	297	0	0	807	2064	0.576	1195	1267	3.0	1.4	4.175	A
C	1270	789	197	427	0	811	1508	0.523	794	1191	2.2	1.1	5.067	A
D						1040				564				
E	1179	1179	295	0	0	464	1921	0.614	1187	577	3.4	1.6	4.948	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	353	353	88	0	0	1377	1687	0.209	354	0	0.4	0.3	2.702	A
B	995	995	249	0	0	674	2160	0.461	997	1057	1.4	0.9	3.100	A
C	1064	661	165	358	0	677	1590	0.416	663	994	1.1	0.7	3.890	A
D						869				471				
E	988	988	247	0	0	387	1970	0.501	990	481	1.6	1.0	3.685	A

2044 10k DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	12.57	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2044 10k DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	715	100.000
B		ONE HOUR	✓	1451	100.000
C		ONE HOUR	✓	1014	100.000
D					
E		ONE HOUR	✓	1325	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	183	472	0	60
	B	0	0	535	801	115
	C	0	405	0	246	363
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	782	539	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	2	0	5
	B	0	0	1	2	8
	C	0	0	0	16	4
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	2	1	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.62	7.47	1.6	A	656	984
B	0.92	22.77	9.5	C	1331	1997
C	0.64	7.60	1.8	A	962	1057
D						
E	0.77	8.07	3.2	A	1216	1824

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	538	538	135	0	0	1297	1698	0.317	536	0	0.0	0.5	3.093	A
B	1092	1092	273	0	0	806	2016	0.542	1088	1027	0.0	1.2	3.857	A
C	789	578	145	185	0	735	1531	0.378	576	1159	0.0	0.6	3.758	A
D						707				603				
E	998	998	249	0	0	304	1993	0.501	994	403	0.0	1.0	3.587	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	643	643	161	0	0	1552	1518	0.424	642	0	0.5	0.7	4.104	A
B	1304	1304	326	0	0	965	1902	0.686	1301	1229	1.2	2.1	5.949	A
C	942	690	173	221	0	878	1442	0.479	689	1387	0.6	0.9	4.774	A
D						846				722				
E	1191	1191	298	0	0	363	1956	0.609	1189	483	1.0	1.5	4.683	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	787	787	197	0	0	1897	1274	0.618	784	0	0.7	1.6	7.290	A
B	1598	1598	399	0	0	1178	1747	0.914	1572	1502	2.1	8.5	18.370	C
C	1154	846	211	271	0	1063	1328	0.637	842	1688	0.9	1.7	7.372	A
D						1033				872				
E	1459	1459	365	0	0	444	1905	0.766	1452	589	1.5	3.2	7.839	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	787	787	197	0	0	1904	1269	0.621	787	0	1.6	1.6	7.471	A
B	1598	1598	399	0	0	1183	1744	0.916	1594	1508	8.5	9.5	22.772	C
C	1154	846	211	271	0	1077	1319	0.641	845	1701	1.7	1.8	7.599	A
D						1038				884				
E	1459	1459	365	0	0	446	1904	0.766	1459	592	3.2	3.2	8.067	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	643	643	161	0	0	1563	1510	0.426	646	0	1.6	0.7	4.184	A
B	1304	1304	326	0	0	972	1897	0.688	1333	1238	9.5	2.2	6.707	A
C	942	690	173	221	0	900	1429	0.483	694	1405	1.8	0.9	4.919	A
D						854				740				
E	1191	1191	298	0	0	366	1954	0.610	1198	488	3.2	1.6	4.800	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	538	538	135	0	0	1305	1692	0.318	539	0	0.7	0.5	3.127	A
B	1092	1092	273	0	0	811	2013	0.543	1097	1034	2.2	1.2	3.947	A
C	789	578	145	185	0	741	1528	0.378	580	1167	0.9	0.6	3.803	A
D						712				608				
E	998	998	249	0	0	306	1992	0.501	1000	406	1.6	1.0	3.639	A

2044 10k DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J21A	M20 J13 Castle Hill Interchange	Standard Roundabout		A, B, C, D, E	10.98	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2044 10k DS	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	499	100.000
B		ONE HOUR	✓	1448	100.000
C		ONE HOUR	✓	1504	100.000
D					
E		ONE HOUR	✓	1372	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	114	345	0	40
	B	0	0	457	758	233
	C	0	478	0	531	495
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	875	497	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	1	0	0	0
	B	0	0	0	0	1
	C	0	0	0	13	2
	D	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	E	0	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.45	5.40	0.8	A	458	687
B	0.82	10.22	4.4	B	1329	1993
C	0.81	14.62	4.2	B	1438	1339
D						
E	0.80	9.64	4.0	A	1259	1888

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	376	376	94	0	0	1387	1679	0.224	375	0	0.0	0.3	2.756	A
B	1090	1090	273	0	0	662	2169	0.503	1086	1100	0.0	1.0	3.311	A
C	1180	733	183	400	0	773	1535	0.477	729	974	0.0	0.9	4.448	A
D						934				569				
E	1033	1033	258	0	0	358	1989	0.519	1029	576	0.0	1.1	3.733	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	449	449	112	0	0	1659	1485	0.302	448	0	0.3	0.4	3.469	A
B	1302	1302	325	0	0	792	2075	0.627	1299	1316	1.0	1.7	4.624	A
C	1409	875	219	477	0	925	1442	0.606	872	1166	0.9	1.5	6.287	A
D						1117				680				
E	1233	1233	308	0	0	429	1944	0.634	1231	689	1.1	1.7	5.029	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	549	549	137	0	0	2023	1225	0.448	548	0	0.4	0.8	5.302	A
B	1594	1594	399	0	0	967	1948	0.819	1584	1605	1.7	4.3	9.635	A
C	1725	1071	268	585	0	1128	1319	0.812	1061	1423	1.5	4.0	13.478	B
D						1360				829				
E	1511	1511	378	0	0	521	1885	0.801	1502	839	1.7	3.8	9.193	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	549	549	137	0	0	2036	1216	0.452	549	0	0.8	0.8	5.397	A
B	1594	1594	399	0	0	971	1945	0.820	1594	1615	4.3	4.4	10.217	B
C	1725	1071	268	585	0	1135	1315	0.815	1071	1430	4.0	4.2	14.621	B
D						1371				834				
E	1511	1511	378	0	0	526	1882	0.802	1510	845	3.8	4.0	9.638	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	449	449	112	0	0	1677	1472	0.305	450	0	0.8	0.4	3.528	A
B	1302	1302	325	0	0	797	2071	0.629	1312	1330	4.4	1.7	4.812	A
C	1409	875	219	477	0	934	1437	0.609	885	1175	4.2	1.6	6.645	A
D						1132				687				
E	1233	1233	308	0	0	435	1940	0.636	1242	698	4.0	1.8	5.221	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	376	376	94	0	0	1397	1672	0.225	376	0	0.4	0.3	2.780	A
B	1090	1090	273	0	0	665	2167	0.503	1093	1108	1.7	1.0	3.360	A
C	1180	733	183	400	0	778	1532	0.478	735	980	1.6	0.9	4.534	A
D						941				572				
E	1033	1033	258	0	0	361	1987	0.520	1036	580	1.8	1.1	3.797	A

Junctions 9

ARCADY 9 - Roundabout Module

Filename: J21B M20 J13 Castle hill Interchange - UPDATED GEOMETRY.j9
Path: \\arcadiso365.sharepoint.com@SSL\DavWWWRoot\teams\project-10029956\Shared Documents\17 Transport\D-Calcs\Modelling\Junction Modelling\2 - Models\J21B M20 J13 Castle hill Interchange
Report generation date: 10/11/2021 17:23:10

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2018									
Arm B	D1	0.4	4.36	0.27	A	D2	0.7	5.23	0.43	A
Arm C		0.9	3.00	0.48	A		1.0	3.33	0.51	A
Arm D		0.0	5.20	0.01	A		0.0	5.23	0.02	A
	2037 DM									
Arm B	D3	0.9	5.84	0.47	A	D4	1.5	7.61	0.60	A
Arm C		1.5	4.28	0.61	A		2.3	5.90	0.70	A
Arm D		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2037 DS									
Arm B	D5	1.0	6.33	0.51	A	D6	2.0	9.04	0.66	A
Arm C		1.9	5.07	0.66	A		2.7	6.85	0.74	A
Arm D		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2044 8.5k DM									
Arm B	D7	1.0	6.16	0.49	A	D8	1.5	7.56	0.60	A
Arm C		1.7	4.62	0.63	A		2.4	6.08	0.71	A
Arm D		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2044 8.5k DS									
Arm B	D9	1.1	6.66	0.53	A	D10	2.5	10.65	0.72	B
Arm C		2.3	5.77	0.70	A		3.6	8.64	0.78	A
Arm D		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2044 10k DM									
Arm B		0.9	6.03	0.48	A		1.4	7.44	0.59	A

Arm C	D11	1.6	4.50	0.62	A	D12	2.4	6.09	0.71	A
Arm D		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2044 10k DS									
Arm B	D13	1.1	6.43	0.51	A	D14	2.4	10.55	0.71	B
Arm C		2.3	5.67	0.70	A		3.5	8.45	0.78	A
Arm D		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

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

File summary

File Description

Title	J21B Otterpool Park_Base Model AM PEAK
Location	M20 J13-Castle hill Interchange
Site number	
Date	27/06/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	ONE HOUR	16:30	18:00	15	✓
D3	2037 DM	AM	ONE HOUR	07:45	09:15	15	✓
D4	2037 DM	PM	ONE HOUR	16:30	18:00	15	✓
D5	2037 DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2037 DS	PM	ONE HOUR	16:30	18:00	15	✓
D7	2044 8.5k DM	AM	ONE HOUR	07:45	09:15	15	✓
D8	2044 8.5k DM	PM	ONE HOUR	16:30	18:00	15	✓
D9	2044 8.5k DS	AM	ONE HOUR	07:45	09:15	15	✓
D10	2044 8.5k DS	PM	ONE HOUR	16:30	18:00	15	✓
D11	2044 10k DM	AM	ONE HOUR	07:45	09:15	15	✓
D12	2044 10k DM	PM	ONE HOUR	16:30	18:00	15	✓
D13	2044 10k DS	AM	ONE HOUR	07:45	09:15	15	✓
D14	2044 10k DS	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	M20 Eastbound Exit Only	
B	Castle Hill Bridge	
C	M20 Eastbound	
D	Castle Hill	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A							✓
B	3.25	6.03	3.5	23.3	37.5	35.0	
C	5.27	10.71	39.2	24.8	37.5	42.0	
D	3.47	7.77	21.2	21.4	37.5	44.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A		
B	0.545	1210
C	0.829	2650
D	0.645	1758

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A					
B		ONE HOUR	✓	284	100.000
C		ONE HOUR	✓	1002	100.000
D		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	282	0	0	2
	C	1	998	0	3
	D	2	4	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	6	0	0	50
	C	0	3	0	33
	D	0	25	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A						
B	0.27	4.36	0.4	A	261	391
C	0.48	3.00	0.9	A	919	1379
D	0.01	5.20	0.0	A	6	8

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			753				214				
B	214	53	0	1138	0.188	213	753	0.0	0.2	3.887	A
C	754	189	213	2389	0.316	753	0	0.0	0.5	2.198	A
D	5	1	962	956	0.005	4	4	0.0	0.0	3.783	A

08:00 - 08:15

Arm	Total Demand	Junction Arrivals	Circulating flow	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of

	(Veh/hr)	(Veh)	(Veh/hr)				(Veh/hr)	(Veh)	(Veh)		service
A			900				256				
B	255	64	0	1138	0.224	255	900	0.2	0.3	4.076	A
C	901	225	255	2353	0.383	900	0	0.5	0.6	2.476	A
D	5	1	1151	847	0.006	5	4	0.0	0.0	4.275	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1102				313				
B	313	78	0	1138	0.275	312	1102	0.3	0.4	4.358	A
C	1103	276	312	2304	0.479	1102	0	0.6	0.9	2.993	A
D	7	2	1409	699	0.009	7	5	0.0	0.0	5.196	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1103				314				
B	313	78	0	1138	0.275	313	1103	0.4	0.4	4.361	A
C	1103	276	313	2304	0.479	1103	0	0.9	0.9	2.998	A
D	7	2	1410	698	0.009	7	6	0.0	0.0	5.202	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			902				257				
B	255	64	0	1138	0.224	256	902	0.4	0.3	4.081	A
C	901	225	256	2352	0.383	902	0	0.9	0.6	2.485	A
D	5	1	1153	846	0.006	5	5	0.0	0.0	4.282	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			755				215				
B	214	53	0	1138	0.188	214	755	0.3	0.2	3.896	A
C	754	189	214	2388	0.316	755	0	0.6	0.5	2.205	A
D	5	1	965	954	0.005	5	4	0.0	0.0	3.795	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A					
B		ONE HOUR	✓	463	100.000
C		ONE HOUR	✓	1019	100.000
D		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	460	0	0	3
	C	3	1010	0	6
	D	3	9	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	Exit-only	Exit-only	Exit-only	Exit-only

From	B	1	0	0	0
	C	0	1	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A						
B	0.43	5.23	0.7	A	425	637
C	0.51	3.33	1.0	A	935	1403
D	0.02	5.23	0.0	A	11	17

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			765				349				
B	349	87	0	1198	0.291	347	765	0.0	0.4	4.223	A
C	767	192	347	2337	0.328	765	0	0.0	0.5	2.288	A
D	9	2	1105	1038	0.009	9	7	0.0	0.0	3.498	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			915				418				
B	416	104	0	1198	0.347	416	915	0.4	0.5	4.599	A
C	916	229	416	2280	0.402	915	0	0.5	0.7	2.637	A
D	11	3	1323	896	0.012	11	8	0.0	0.0	4.066	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1120				512				
B	510	127	0	1198	0.426	509	1120	0.5	0.7	5.218	A
C	1122	280	509	2202	0.509	1120	0	0.7	1.0	3.323	A
D	13	3	1620	703	0.019	13	10	0.0	0.0	5.219	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1122				513				
B	510	127	0	1198	0.426	510	1122	0.7	0.7	5.230	A
C	1122	280	510	2202	0.510	1122	0	1.0	1.0	3.333	A
D	13	3	1622	701	0.019	13	10	0.0	0.0	5.230	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			918				420				
B	416	104	0	1198	0.347	417	918	0.7	0.5	4.614	A

C	916	229	417	2279	0.402	917	0	1.0	0.7	2.647	A
D	11	3	1326	894	0.012	11	8	0.0	0.0	4.078	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			768				351				
B	349	87	0	1198	0.291	349	768	0.5	0.4	4.243	A
C	767	192	349	2335	0.329	768	0	0.7	0.5	2.299	A
D	9	2	1110	1035	0.009	9	7	0.0	0.0	3.511	A

2037 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2037 DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A					
B		ONE HOUR	✓	487	100.000
C		ONE HOUR	✓	1180	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	487	0	0	0
	C	0	1180	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	Exit-only	Exit-only	Exit-only	Exit-only

From	B	5	0	0	0
	C	0	2	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A						
B	0.47	5.84	0.9	A	447	670
C	0.61	4.28	1.5	A	1083	1624
D	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			886				365				
B	367	92	0	1152	0.318	365	886	0.0	0.5	4.562	A
C	888	222	365	2287	0.388	886	0	0.0	0.6	2.565	A
D	0	0	1251	928	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1060				437				
B	438	109	0	1152	0.380	437	1060	0.5	0.6	5.030	A
C	1061	265	437	2225	0.477	1060	0	0.6	0.9	3.086	A
D	0	0	1497	765	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1297				535				
B	536	134	0	1152	0.465	535	1297	0.6	0.9	5.824	A
C	1299	325	535	2142	0.607	1297	0	0.9	1.5	4.247	A
D	0	0	1832	542	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1299				536				
B	536	134	0	1152	0.465	536	1299	0.9	0.9	5.843	A
C	1299	325	536	2141	0.607	1299	0	1.5	1.5	4.277	A
D	0	0	1835	540	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1063				439				
B	438	109	0	1152	0.380	439	1063	0.9	0.6	5.052	A

C	1061	265	439	2224	0.477	1063	0	1.5	0.9	3.110	A
D	0	0	1502	761	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			889				367				
B	367	92	0	1152	0.318	367	889	0.6	0.5	4.589	A
C	888	222	367	2285	0.389	889	0	0.9	0.6	2.581	A
D	0	0	1257	924	0.000	0	0	0.0	0.0	0.000	A

2037 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 DM	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A					
B		ONE HOUR	✓	648	100.000
C		ONE HOUR	✓	1305	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	648	0	0	0
	C	0	1305	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	Exit-only	Exit-only	Exit-only	Exit-only

From	B	2	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A						
B	0.60	7.61	1.5	A	595	892
C	0.70	5.90	2.3	A	1197	1796
D	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			979				485				
B	488	122	0	1186	0.411	485	979	0.0	0.7	5.116	A
C	982	246	485	2240	0.439	979	0	0.0	0.8	2.848	A
D	0	0	1464	807	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1172				581				
B	583	146	0	1186	0.491	581	1172	0.7	1.0	5.942	A
C	1173	293	581	2159	0.543	1172	0	0.8	1.2	3.640	A
D	0	0	1753	620	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1432				711				
B	713	178	0	1186	0.602	711	1432	1.0	1.5	7.550	A
C	1437	359	711	2049	0.701	1432	0	1.2	2.3	5.798	A
D	0	0	2144	366	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1437				713				
B	713	178	0	1186	0.602	713	1437	1.5	1.5	7.612	A
C	1437	359	713	2047	0.702	1437	0	2.3	2.3	5.895	A
D	0	0	2150	362	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1178				585				
B	583	146	0	1186	0.491	585	1178	1.5	1.0	6.004	A

C	1173	293	585	2156	0.544	1178	0	2.3	1.2	3.698	A
D	0	0	1762	614	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			984				489				
B	488	122	0	1186	0.411	489	984	1.0	0.7	5.173	A
C	982	246	489	2237	0.439	984	0	1.2	0.8	2.879	A
D	0	0	1473	801	0.000	0	0	0.0	0.0	0.000	A

2037 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2037 DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A					
B		ONE HOUR	✓	530	100.000
C		ONE HOUR	✓	1263	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	530	0	0	0
	C	0	1263	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	Exit-only	Exit-only	Exit-only	Exit-only

From	B	5	0	0	0
	C	0	2	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A						
B	0.51	6.33	1.0	A	486	730
C	0.66	5.07	1.9	A	1159	1738
D	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			948				397				
B	399	100	0	1152	0.346	397	948	0.0	0.5	4.752	A
C	951	238	397	2260	0.421	948	0	0.0	0.7	2.739	A
D	0	0	1345	865	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1134				476				
B	476	119	0	1152	0.414	476	1134	0.5	0.7	5.316	A
C	1135	284	476	2192	0.518	1134	0	0.7	1.1	3.397	A
D	0	0	1610	690	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1387				582				
B	584	146	0	1152	0.506	582	1387	0.7	1.0	6.302	A
C	1391	348	582	2101	0.662	1387	0	1.1	1.9	5.016	A
D	0	0	1969	451	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1391				584				
B	584	146	0	1152	0.506	584	1391	1.0	1.0	6.329	A
C	1391	348	584	2100	0.662	1391	0	1.9	1.9	5.071	A
D	0	0	1974	448	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1139				478				
B	476	119	0	1152	0.414	478	1139	1.0	0.7	5.346	A

C	1135	284	478	2191	0.518	1139	0	1.9	1.1	3.432	A
D	0	0	1617	685	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			952				400				
B	399	100	0	1152	0.346	400	952	0.7	0.5	4.790	A
C	951	238	400	2257	0.421	952	0	1.1	0.7	2.763	A
D	0	0	1352	861	0.000	0	0	0.0	0.0	0.000	A

2037 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2037 DS	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A					
B		ONE HOUR	✓	716	100.000
C		ONE HOUR	✓	1325	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	716	0	0	0
	C	0	1325	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	Exit-only	Exit-only	Exit-only	Exit-only

From	B	2	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A						
B	0.66	9.04	2.0	A	657	986
C	0.74	6.85	2.7	A	1216	1824
D	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			994				536				
B	539	135	0	1186	0.454	536	994	0.0	0.8	5.508	A
C	998	249	536	2197	0.454	994	0	0.0	0.8	2.985	A
D	0	0	1530	764	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1189				642				
B	644	161	0	1186	0.543	642	1189	0.8	1.2	6.602	A
C	1191	298	642	2107	0.565	1189	0	0.8	1.3	3.914	A
D	0	0	1832	568	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1453				785				
B	788	197	0	1186	0.665	785	1453	1.2	1.9	8.913	A
C	1459	365	785	1986	0.734	1453	0	1.3	2.7	6.682	A
D	0	0	2239	304	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1459				788				
B	788	197	0	1186	0.665	788	1459	1.9	2.0	9.040	A
C	1459	365	788	1984	0.735	1459	0	2.7	2.7	6.847	A
D	0	0	2247	298	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1197				647				
B	644	161	0	1186	0.543	647	1197	2.0	1.2	6.711	A

C	1191	298	647	2104	0.566	1197	0	2.7	1.3	3.996	A
D	0	0	1843	560	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			999				540				
B	539	135	0	1186	0.454	540	999	1.2	0.8	5.588	A
C	998	249	540	2193	0.455	999	0	1.3	0.8	3.022	A
D	0	0	1540	758	0.000	0	0	0.0	0.0	0.000	A

2044 8.5k DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2044 8.5k DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A					
B		ONE HOUR	✓	516	100.000
C		ONE HOUR	✓	1212	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	516	0	0	0
	C	0	1212	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	Exit-only	Exit-only	Exit-only	Exit-only

From	B	5	0	0	0
	C	0	2	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A						
B	0.49	6.16	1.0	A	473	710
C	0.63	4.62	1.7	A	1112	1668
D	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			910				386				
B	388	97	0	1152	0.337	386	910	0.0	0.5	4.689	A
C	912	228	386	2269	0.402	910	0	0.0	0.7	2.643	A
D	0	0	1296	898	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1088				463				
B	464	116	0	1152	0.403	463	1088	0.5	0.7	5.221	A
C	1090	272	463	2203	0.495	1088	0	0.7	1.0	3.227	A
D	0	0	1552	728	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1332				567				
B	568	142	0	1152	0.493	567	1332	0.7	1.0	6.138	A
C	1334	334	567	2115	0.631	1332	0	1.0	1.7	4.581	A
D	0	0	1899	498	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1334				568				
B	568	142	0	1152	0.493	568	1334	1.0	1.0	6.162	A
C	1334	334	568	2114	0.631	1334	0	1.7	1.7	4.620	A
D	0	0	1902	495	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1092				465				
B	464	116	0	1152	0.403	465	1092	1.0	0.7	5.246	A

C	1090	272	465	2201	0.495	1092	0	1.7	1.0	3.253	A
D	0	0	1557	724	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			914				389				
B	388	97	0	1152	0.337	389	914	0.7	0.5	4.723	A
C	912	228	389	2266	0.403	914	0	1.0	0.7	2.663	A
D	0	0	1303	893	0.000	0	0	0.0	0.0	0.000	A

2044 8.5k DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2044 8.5k DM	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A					
B		ONE HOUR	✓	645	100.000
C		ONE HOUR	✓	1306	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	645	0	0	0
	C	0	1306	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	Exit-only	Exit-only	Exit-only	Exit-only

From	B	2	0	0	0
	C	0	1	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A						
B	0.60	7.56	1.5	A	592	888
C	0.71	6.08	2.4	A	1198	1798
D	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			980				483				
B	486	121	0	1186	0.409	483	980	0.0	0.7	5.100	A
C	983	246	483	2220	0.443	980	0	0.0	0.8	2.896	A
D	0	0	1463	802	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1172				579				
B	580	145	0	1186	0.489	579	1172	0.7	0.9	5.918	A
C	1174	294	579	2140	0.549	1172	0	0.8	1.2	3.716	A
D	0	0	1751	613	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1433				708				
B	710	178	0	1186	0.599	708	1433	0.9	1.5	7.497	A
C	1438	359	708	2031	0.708	1433	0	1.2	2.4	5.973	A
D	0	0	2141	358	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1438				710				
B	710	178	0	1186	0.599	710	1438	1.5	1.5	7.559	A
C	1438	359	710	2030	0.708	1438	0	2.4	2.4	6.081	A
D	0	0	2148	354	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1179				582				
B	580	145	0	1186	0.489	582	1179	1.5	1.0	5.979	A

C	1174	294	582	2137	0.549	1179	0	2.4	1.2	3.774	A
D	0	0	1761	607	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			985				487				
B	486	121	0	1186	0.409	487	985	1.0	0.7	5.156	A
C	983	246	487	2217	0.444	985	0	1.2	0.8	2.928	A
D	0	0	1472	796	0.000	0	0	0.0	0.0	0.000	A

2044 8.5k DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2044 8.5k DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A					
B		ONE HOUR	✓	556	100.000
C		ONE HOUR	✓	1319	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	556	0	0	0
	C	0	1319	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	Exit-only	Exit-only	Exit-only	Exit-only

From	B	5	0	0	0
	C	0	2	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A						
B	0.53	6.66	1.1	A	510	765
C	0.70	5.77	2.3	A	1210	1816
D	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			990				416				
B	419	105	0	1152	0.363	416	990	0.0	0.6	4.877	A
C	993	248	416	2243	0.443	990	0	0.0	0.8	2.865	A
D	0	0	1406	825	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1184				499				
B	500	125	0	1152	0.434	499	1184	0.6	0.8	5.504	A
C	1186	296	499	2172	0.546	1184	0	0.8	1.2	3.636	A
D	0	0	1683	641	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1448				611				
B	612	153	0	1152	0.531	611	1448	0.8	1.1	6.631	A
C	1452	363	611	2077	0.699	1448	0	1.2	2.3	5.681	A
D	0	0	2059	392	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1452				612				
B	612	153	0	1152	0.531	612	1452	1.1	1.1	6.665	A
C	1452	363	612	2076	0.700	1452	0	2.3	2.3	5.768	A
D	0	0	2064	388	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1190				501				
B	500	125	0	1152	0.434	501	1190	1.1	0.8	5.541	A

C	1186	296	501	2171	0.546	1190	0	2.3	1.2	3.689	A
D	0	0	1691	635	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			995				419				
B	419	105	0	1152	0.363	419	995	0.8	0.6	4.917	A
C	993	248	419	2240	0.443	995	0	1.2	0.8	2.893	A
D	0	0	1414	819	0.000	0	0	0.0	0.0	0.000	A

2044 8.5k DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	9.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2044 8.5k DS	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A					
B		ONE HOUR	✓	771	100.000
C		ONE HOUR	✓	1378	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	771	0	0	0
	C	0	1378	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	Exit-only	Exit-only	Exit-only	Exit-only

From	B	2	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A						
B	0.72	10.65	2.5	B	707	1061
C	0.78	8.64	3.6	A	1264	1897
D	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1034				577				
B	580	145	0	1186	0.489	577	1034	0.0	0.9	5.871	A
C	1037	259	577	2163	0.480	1034	0	0.0	0.9	3.178	A
D	0	0	1610	712	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1237				691				
B	693	173	0	1186	0.584	691	1237	0.9	1.4	7.249	A
C	1239	310	691	2066	0.600	1237	0	0.9	1.5	4.328	A
D	0	0	1928	505	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1509				845				
B	849	212	0	1186	0.716	845	1509	1.4	2.4	10.416	B
C	1517	379	845	1936	0.784	1509	0	1.5	3.5	8.282	A
D	0	0	2354	229	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1517				849				
B	849	212	0	1186	0.716	849	1517	2.4	2.5	10.653	B
C	1517	379	849	1933	0.785	1517	0	3.5	3.6	8.637	A
D	0	0	2366	221	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1247				697				
B	693	173	0	1186	0.584	697	1247	2.5	1.4	7.427	A

C	1239	310	697	2061	0.601	1247	0	3.6	1.5	4.466	A
D	0	0	1944	495	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1040				582				
B	580	145	0	1186	0.489	582	1040	1.4	1.0	5.982	A
C	1037	259	582	2158	0.481	1040	0	1.5	0.9	3.225	A
D	0	0	1622	704	0.000	0	0	0.0	0.0	0.000	A

2044 10k DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2044 10k DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A					
B		ONE HOUR	✓	504	100.000
C		ONE HOUR	✓	1204	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	504	0	0	0
	C	0	1204	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	Exit-only	Exit-only	Exit-only	Exit-only

From	B	5	0	0	0
	C	0	2	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A						
B	0.48	6.03	0.9	A	462	694
C	0.62	4.50	1.6	A	1105	1657
D	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			904				377				
B	379	95	0	1152	0.329	377	904	0.0	0.5	4.636	A
C	906	227	377	2276	0.398	904	0	0.0	0.7	2.619	A
D	0	0	1281	908	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1081				452				
B	453	113	0	1152	0.393	452	1081	0.5	0.6	5.140	A
C	1082	271	452	2212	0.489	1081	0	0.7	1.0	3.180	A
D	0	0	1534	740	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1323				554				
B	555	139	0	1152	0.482	554	1323	0.6	0.9	6.005	A
C	1326	331	554	2126	0.624	1323	0	1.0	1.6	4.469	A
D	0	0	1877	512	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1326				555				
B	555	139	0	1152	0.482	555	1326	0.9	0.9	6.026	A
C	1326	331	555	2125	0.624	1326	0	1.6	1.6	4.504	A
D	0	0	1880	510	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1085				454				
B	453	113	0	1152	0.393	454	1085	0.9	0.7	5.164	A

C	1082	271	454	2211	0.490	1085	0	1.6	1.0	3.205	A
D	0	0	1539	736	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			908				380				
B	379	95	0	1152	0.329	380	908	0.7	0.5	4.665	A
C	906	227	380	2274	0.399	908	0	1.0	0.7	2.638	A
D	0	0	1288	903	0.000	0	0	0.0	0.0	0.000	A

2044 10k DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2044 10k DM	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A					
B		ONE HOUR	✓	638	100.000
C		ONE HOUR	✓	1313	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	638	0	0	0
	C	0	1313	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	Exit-only	Exit-only	Exit-only	Exit-only

From	B	2	0	0	0
	C	0	1	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A						
B	0.59	7.44	1.4	A	585	878
C	0.71	6.09	2.4	A	1205	1807
D	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			985				478				
B	480	120	0	1186	0.405	478	985	0.0	0.7	5.062	A
C	988	247	478	2224	0.444	985	0	0.0	0.8	2.899	A
D	0	0	1463	802	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1179				573				
B	574	143	0	1186	0.484	573	1179	0.7	0.9	5.857	A
C	1180	295	573	2145	0.550	1179	0	0.8	1.2	3.720	A
D	0	0	1751	613	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1441				700				
B	702	176	0	1186	0.592	700	1441	0.9	1.4	7.381	A
C	1446	361	700	2038	0.709	1441	0	1.2	2.4	5.976	A
D	0	0	2141	358	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1446				702				
B	702	176	0	1186	0.592	702	1446	1.4	1.4	7.439	A
C	1446	361	702	2036	0.710	1446	0	2.4	2.4	6.090	A
D	0	0	2148	354	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1185				576				
B	574	143	0	1186	0.484	576	1185	1.4	0.9	5.916	A

C	1180	295	576	2142	0.551	1185	0	2.4	1.2	3.781	A
D	0	0	1761	607	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			990				481				
B	480	120	0	1186	0.405	481	990	0.9	0.7	5.115	A
C	988	247	481	2221	0.445	990	0	1.2	0.8	2.930	A
D	0	0	1472	796	0.000	0	0	0.0	0.0	0.000	A

2044 10k DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2044 10k DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A					
B		ONE HOUR	✓	538	100.000
C		ONE HOUR	✓	1325	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	538	0	0	0
	C	0	1325	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	Exit-only	Exit-only	Exit-only	Exit-only

From	B	5	0	0	0
	C	0	2	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A						
B	0.51	6.43	1.1	A	494	741
C	0.70	5.67	2.3	A	1216	1824
D	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			994				403				
B	405	101	0	1152	0.352	403	994	0.0	0.5	4.791	A
C	998	249	403	2254	0.442	994	0	0.0	0.8	2.850	A
D	0	0	1397	831	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1190				483				
B	484	121	0	1152	0.420	483	1190	0.5	0.7	5.373	A
C	1191	298	483	2186	0.545	1190	0	0.8	1.2	3.605	A
D	0	0	1672	648	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1455				591				
B	592	148	0	1152	0.514	591	1455	0.7	1.0	6.399	A
C	1459	365	591	2094	0.697	1455	0	1.2	2.3	5.594	A
D	0	0	2046	401	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1459				592				
B	592	148	0	1152	0.514	592	1459	1.0	1.1	6.429	A
C	1459	365	592	2093	0.697	1459	0	2.3	2.3	5.675	A
D	0	0	2051	397	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1195				485				
B	484	121	0	1152	0.420	485	1195	1.1	0.7	5.406	A

C	1191	298	485	2185	0.545	1195	0	2.3	1.2	3.657	A
D	0	0	1680	643	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			999				406				
B	405	101	0	1152	0.352	406	999	0.7	0.5	4.829	A
C	998	249	406	2252	0.443	999	0	1.2	0.8	2.876	A
D	0	0	1405	826	0.000	0	0	0.0	0.0	0.000	A

2044 10k DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	9.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2044 10k DS	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A					
B		ONE HOUR	✓	768	100.000
C		ONE HOUR	✓	1372	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	768	0	0	0
	C	0	1372	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	Exit-only	Exit-only	Exit-only	Exit-only

From	B	2	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A						
B	0.71	10.55	2.4	B	705	1057
C	0.78	8.45	3.5	A	1259	1888
D	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1029				574				
B	578	145	0	1186	0.487	574	1029	0.0	0.9	5.851	A
C	1033	258	574	2165	0.477	1029	0	0.0	0.9	3.160	A
D	0	0	1604	716	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1231				689				
B	690	173	0	1186	0.582	689	1231	0.9	1.4	7.213	A
C	1233	308	689	2068	0.596	1231	0	0.9	1.5	4.291	A
D	0	0	1920	511	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1503				841				
B	846	211	0	1186	0.713	841	1503	1.4	2.4	10.321	B
C	1511	378	841	1939	0.779	1503	0	1.5	3.4	8.116	A
D	0	0	2344	235	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1510				845				
B	846	211	0	1186	0.713	845	1510	2.4	2.4	10.550	B
C	1511	378	845	1936	0.780	1510	0	3.4	3.5	8.448	A
D	0	0	2356	228	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1241				694				
B	690	173	0	1186	0.582	694	1241	2.4	1.4	7.383	A

C	1233	308	694	2063	0.598	1241	0	3.5	1.5	4.421	A
D	0	0	1936	500	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A			1035				580				
B	578	145	0	1186	0.487	580	1035	1.4	1.0	5.959	A
C	1033	258	580	2160	0.478	1035	0	1.5	0.9	3.206	A
D	0	0	1615	709	0.000	0	0	0.0	0.0	0.000	A

J23 – M20 Junction 9

LinSig Modelling Results

Otterpool_Report_Output

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2018 AM	2018 AM	Network Control Plan 1	08:00 - 09:00	52/51/54/50	20.3	51.44
2	2018 PM	2018 PM	Network Control Plan 1	17:00 - 18:00	65/65/56/59	-5.5	75.40
3	2037 DM AM	2037 DM AM	Network Control Plan 1	08:00 - 09:00	52/51/54/50	-9.7	128.20
4	2037 DM PM	2037 DM PM	Network Control Plan 1	17:00 - 18:00	65/65/56/59	-26.9	452.18
5	2037 DS AM	2037 DS AM	Network Control Plan 1	08:00 - 09:00	52/51/54/50	-11.1	138.49
6	2037 DS PM	2037 DS PM	Network Control Plan 1	17:00 - 18:00	65/65/56/59	-33.6	459.01
7	2044 8.5k DM AM	2044 8.5k DM AM	Network Control Plan 1	08:00 - 09:00	52/51/54/50	-14.2	181.23
8	2044 8.5k DM PM	2044 8.5k DM PM	Network Control Plan 1	17:00 - 18:00	65/65/56/59	-27.9	620.99
9	2044 8.5k DS AM	2044 8.5k DS AM	Network Control Plan 1	08:00 - 09:00	52/51/54/50	-14.8	214.33
10	2044 8.5k DS PM	2044 8.5k DS PM	Network Control Plan 1	17:00 - 18:00	65/65/56/59	-40.3	655.09
11	2044 10k DM AM	2044 10k DM AM	Network Control Plan 1	08:00 - 09:00	52/51/54/50	-16.1	235.28
12	2044 10k DM PM	2044 10k DM PM	Network Control Plan 1	17:00 - 18:00	65/65/56/59	-36.2	573.65
13	2044 10k DS AM	2044 10k DS AM	Network Control Plan 1	08:00 - 09:00	52/51/54/50	-14.9	221.06
14	2044 10k DS PM	2044 10k DS PM	Network Control Plan 1	17:00 - 18:00	65/65/56/59	-34.9	658.60

Scenario 1: '2018 AM' (FG1: '2018 AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J23 M20 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**74.8%**	-	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**72.3%**	-	-
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	13	39	0	-	-	223	1904:1904	1904	513+513	24.0 : 19.5%	223	223
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	13	39	0	-	-	607	1904:1904	1904	513+513	54.6 : 63.8%	607	607
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	25	7	32	-	-	683	1907	1907	953	71.6%	683	683
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	25	7	32	-	-	689	1907	1907	953	72.3%	689	689
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	25	7	32	-	-	485	1907	1907	953	50.9%	485	485
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	783	2055	2055	2055	38.1%	783	783
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	694	2195	2195	2195	31.6%	694	694
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**72.2%**	-	-
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	26	7	33	-	-	605	1907:1907	1907	696+500	50.6 : 50.6%	605	605
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	26	7	33	-	-	278	1907	1907	1010	27.5%	278	278
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	26	7	33	-	-	327	1907	1907	1010	32.4%	327	327
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	13	38	0	-	-	369	1863	1863	511	72.2%	369	369
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	13	38	0	-	-	635	1863:1863	1863	393+511	70.2 : 70.2%	635	635
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	622	1932	1932	1932	32.2%	622	622
3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	352	2072	2072	2072	17.0%	352	352
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**74.7%**	-	-
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	20	7	27	-	-	554	1907	1907	742	74.7%	554	554
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	20	7	27	-	-	539	1907	1907	742	72.7%	539	539
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	20	7	27	-	-	147	1907	1907	742	19.8%	147	147
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	20	34	0	-	-:Y	766	1912:1912	1912	744+466	63.3 : 63.3%	766	766
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	20	34	0	-	-	633	1912:1912	1912	744+744	42.6 : 42.5%	633	633
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	849	1937	1937	1937	43.8%	849	849

3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1010	2077	2077	2077	48.6%	1010	1010
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**74.8%**	**-**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	17	33	0	-	-	967	1882:1882	1882	678+678	74.8 : 67.9%	967	967
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	17	33	0	-	-	373	1882	1882	678	55.1%	373	373
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	17	33	0	-	-	485	1882	1882	678	71.6%	485	485
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	21	7	28	-	-	145	1907	1907	839	17.3%	145	145
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	21	7	28	-	-	319	1907	1907	839	38.0%	319	319
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	21	7	28	-	-	316	1907	1907	839	37.7%	316	316
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	605	1932	1932	1932	31.3%	605	605
3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	143	2072	2072	2072	6.9%	143	143

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J23 M20 Junction 9	**0**	**0**	**0**	**34.2**	**17.2**	**0.0**	**51.4**	**-**	**7731.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**74.8%**	**65.6**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**0**	**0**	**0**	**8.8**	**4.5**	**0.0**	**13.2**	**-**	**2063.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**72.3%**	**17.0**	**-**
1/2+1/1	-	-	-	0.9	0.1	-	1.1	17.0	171.5	0.8	1.2	1.4	0.1	1.5	-	0.00	24.0 : 19.5%	1.4	-
1/3+1/4	-	-	-	2.8	0.7	-	3.5	20.8	519.9	0.9	3.3	4.1	0.7	4.8	-	0.00	54.6 : 63.8%	4.5	-
2/1	-	-	-	1.9	1.3	-	3.2	16.7	525.4	0.8	4.6	7.6	1.3	8.8	-	0.00	71.6%	4.1	-
2/2	-	-	-	1.9	1.3	-	3.2	16.9	530.0	0.8	4.6	7.7	1.3	8.9	-	0.00	72.3%	4.2	-
2/3	-	-	-	1.2	0.5	-	1.7	12.6	317.1	0.7	3.2	4.6	0.5	5.1	-	0.00	50.9%	2.3	-
3/1	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.0	-	0.0	0.3	0.3	-	0.00	38.1%	0.3	-
3/2	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.0	-	0.0	0.2	0.2	-	0.00	31.6%	0.2	-
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**0**	**0**	**0**	**6.9**	**3.7**	**0.0**	**10.6**	**-**	**1548.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**72.2%**	**13.4**	**-**
1/2+1/1	-	-	-	1.1	0.5	-	1.6	9.8	334.1	0.6	2.2	2.8	0.5	3.3	-	0.00	50.6 : 50.6%	2.3	-
1/3	-	-	-	0.5	0.2	-	0.7	9.1	152.6	0.5	1.7	2.2	0.2	2.4	-	0.00	27.5%	1.0	-
1/4	-	-	-	0.6	0.2	-	0.9	9.5	179.5	0.5	2.0	2.5	0.2	2.8	-	0.00	32.4%	1.2	-
2/1	-	-	-	1.7	1.3	-	3.0	29.2	332.8	0.9	3.6	4.7	1.3	6.0	-	0.00	72.2%	3.6	-
2/2+2/3	-	-	-	2.9	1.2	-	4.0	22.9	549.5	0.9	3.5	4.5	1.2	5.7	-	0.00	70.2 : 70.2%	5.0	-
3/1	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.0	-	0.0	0.2	0.2	-	0.00	32.2%	0.2	-
3/2	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.0	-	0.0	0.1	0.1	-	0.00	17.0%	0.1	-
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**0**	**0**	**0**	**9.7**	**5.0**	**0.0**	**14.7**	**-**	**2082.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**74.7%**	**18.5**	**-**
1/1	-	-	-	2.2	1.5	-	3.6	23.7	471.9	0.9	4.8	7.1	1.5	8.5	-	0.00	74.7%	4.5	-
1/2	-	-	-	2.1	1.3	-	3.4	22.8	459.1	0.9	4.6	6.9	1.3	8.2	-	0.00	72.7%	4.3	-
1/3	-	-	-	0.4	0.1	-	0.6	14.0	95.3	0.6	1.3	1.4	0.1	1.6	-	0.00	19.8%	0.7	-
2/2+2/1	-	-	-	2.9	0.9	-	3.7	17.4	599.0	0.8	4.1	5.6	0.9	6.5	-	0.00	63.3 : 63.3%	4.8	-
2/3+2/4	-	-	-	2.1	0.4	-	2.5	14.2	457.2	0.7	2.7	3.4	0.4	3.8	-	0.00	42.6 : 42.5%	3.3	-
3/1	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	43.8%	0.4	-
3/2	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.0	-	0.0	0.5	0.5	-	0.00	48.6%	0.5	-
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**0**	**0**	**0**	**8.9**	**4.1**	**0.0**	**13.0**	**-**	**2036.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**74.8%**	**16.7**	**-**
1/2+1/1	-	-	-	3.7	1.2	-	4.9	18.4	822.4	0.9	4.2	6.1	1.2	7.3	-	0.00	74.8 : 67.9%	6.5	-
1/3	-	-	-	1.3	0.6	-	1.9	18.7	290.9	0.8	3.1	4.0	0.6	4.7	-	0.00	55.1%	2.5	-
1/4	-	-	-	1.9	1.2	-	3.1	23.0	417.1	0.9	4.0	5.8	1.2	7.0	-	0.00	71.6%	3.9	-
2/1	-	-	-	0.3	0.1	-	0.4	11.1	87.0	0.6	1.0	1.2	0.1	1.3	-	0.00	17.3%	0.6	-
2/2	-	-	-	0.8	0.3	-	1.1	12.9	210.5	0.7	2.3	2.9	0.3	3.2	-	0.00	38.0%	1.5	-

2/3	-	-	-	0.8	0.3	-	1.1	12.8	208.6	0.7	2.3	2.9	0.3	3.2	-	0.00	37.7%	1.5	-
3/1	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.0	-	0.0	0.2	0.2	-	0.00	31.3%	0.2	-
3/2	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	-	0.0	0.0	0.0	-	0.00	6.9%	0.0	-

C1 - 13/1131	PRC for Signalled Lanes (%):	24.6	Total Delay for Signalled Lanes (pcuHr):	12.67	Cycle Time (s):	52
C2 - 13/1132	PRC for Signalled Lanes (%):	24.7	Total Delay for Signalled Lanes (pcuHr):	10.23	Cycle Time (s):	51
C3 - 13/1133	PRC for Signalled Lanes (%):	20.5	Total Delay for Signalled Lanes (pcuHr):	13.84	Cycle Time (s):	54
C4 - 13/1134	PRC for Signalled Lanes (%):	20.3	Total Delay for Signalled Lanes (pcuHr):	12.70	Cycle Time (s):	50
	PRC Over All Lanes (%):	20.3	Total Delay Over All Lanes(pcuHr):	51.44		

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	369	488	147	1004
	B	633	0	766	0	1399
	C	621	603	0	601	1825
	D	223	2	605	0	830
	Tot.	1477	974	1859	748	5058

Traffic Flows, Difference

Difference :

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

Scenario 2: '2018 PM' (FG2: '2018 PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J23 M20 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**94.9%**	-	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**85.6%**	-	-
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	17	48	0	-	-:Y	171	1904:1904	1904	527+6	32.1 : 32.1%	171	171
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	17	48	0	-	Y:Y	793	1904:1904	1904	439+498	85.6 : 83.7%	793	793
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	34	7	41	-	-	487	1907	1907	1027	47.4%	487	487
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	34	7	41	-	-	646	1907	1907	1027	62.9%	646	646
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	34	7	41	-	-	521	1907	1907	1027	50.7%	521	521
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	489	2055	2055	2055	23.8%	489	489
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	667	2195	2195	2195	30.4%	667	667
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**94.9%**	-	-
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	30	7	37	-	-	669	1907:1907	1907	909+0	73.6 : 0.0%	669	669
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	30	7	37	-	-	376	1907	1907	909	41.3%	376	376
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	30	7	37	-	-	417	1907	1907	909	45.8%	417	417
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	23	42	0	-	-	653	1863	1863	688	94.9%	653	653
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	23	42	0	-	Y:-	934	1863:1863	1863	451+589	89.8 : 89.8%	934	934
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	653	1932	1932	1932	33.8%	653	653
3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	669	2072	2072	2072	32.3%	669	669
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**80.5%**	-	-
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	28	7	35	-	-	781	1907	1907	988	79.1%	781	781
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	28	7	35	-	-	795	1907	1907	988	80.5%	795	795
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	28	7	35	-	-	151	1907	1907	988	15.3%	151	151
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	14	42	0	-	-:Y	554	1912:1912	1912	512+225	75.2 : 75.2%	554	554
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	14	42	0	-	Y:Y	492	1912:1912	1912	410+478	63.7 : 48.3%	492	492
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	950	1937	1937	1937	49.0%	950	950

3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1180	2077	2077	2077	56.8%	1180	1180
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**79.3%**	**-**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	21	38	0	-	Y:Y	733	1882:1882	1882	286+638	79.3 : 79.3%	733	733
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	21	38	0	-	Y	415	1882	1882	606	68.5%	415	415
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	21	38	0	-	Y	521	1882	1882	670	77.8%	521	521
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	26	7	33	-	-	141	1907	1907	873	16.2%	141	141
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	26	7	33	-	-	271	1907	1907	873	31.1%	271	271
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	26	7	33	-	-	231	1907	1907	873	26.5%	231	231
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	647	1932	1932	1932	33.5%	647	647
3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	11	2072	2072	2072	0.5%	11	11

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J23 M20 Junction 9	**0**	**0**	**0**	**44.2**	**31.2**	**0.0**	**75.4**	**-**	**8894.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.9%**	**91.7**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**0**	**0**	**0**	**10.5**	**5.1**	**0.0**	**15.6**	**-**	**1959.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**85.6%**	**19.2**	**-**
1/2+1/1	-	-	-	0.9	0.2	-	1.1	23.6	134.1	0.8	2.1	2.4	0.2	2.6	-	0.00	32.1 : 32.1%	1.4	-
1/3+1/4	-	-	-	5.1	2.6	-	7.8	35.3	750.0	0.9	5.3	7.1	2.6	9.7	-	0.00	85.6 : 83.7%	9.2	-
2/1	-	-	-	1.3	0.5	-	1.7	12.6	299.7	0.6	3.8	5.4	0.5	5.9	-	0.00	47.4%	2.3	-
2/2	-	-	-	1.9	0.8	-	2.7	15.2	447.2	0.7	5.0	8.1	0.8	8.9	-	0.00	62.9%	3.5	-
2/3	-	-	-	1.4	0.5	-	1.9	13.1	328.6	0.6	4.1	5.9	0.5	6.4	-	0.00	50.7%	2.5	-
3/1	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.0	-	0.0	0.2	0.2	-	0.00	23.8%	0.2	-
3/2	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.0	-	0.0	0.2	0.2	-	0.00	30.4%	0.2	-
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**0**	**0**	**0**	**13.0**	**13.5**	**0.0**	**26.5**	**-**	**2789.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.9%**	**31.6**	**-**
1/2+1/1	-	-	-	1.1	1.4	-	2.5	13.6	512.0	0.8	2.3	10.4	1.4	11.8	-	0.00	73.6 : 0.0%	3.5	-
1/3	-	-	-	1.7	0.4	-	2.0	19.2	375.9	1.0	6.4	6.8	0.4	7.1	-	0.00	41.3%	2.7	-
1/4	-	-	-	1.8	0.4	-	2.3	19.5	416.9	1.0	6.8	7.5	0.4	8.0	-	0.00	45.8%	3.0	-
2/1	-	-	-	3.6	6.7	-	10.4	57.1	632.9	1.0	7.1	11.4	6.7	18.2	-	0.00	94.9%	11.5	-
2/2+2/3	-	-	-	4.8	4.1	-	8.9	34.2	851.5	0.9	5.7	8.8	4.1	12.9	-	0.00	89.8 : 89.8%	10.4	-
3/1	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.0	-	0.0	0.3	0.3	-	0.00	33.8%	0.3	-
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	32.3%	0.2	-
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**0**	**0**	**0**	**10.7**	**7.2**	**0.0**	**17.9**	**-**	**2281.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**80.5%**	**22.1**	**-**
1/1	-	-	-	2.4	1.9	-	4.2	19.6	627.6	0.8	5.4	9.8	1.9	11.6	-	0.00	79.1%	5.4	-
1/2	-	-	-	2.5	2.0	-	4.5	20.3	653.0	0.8	5.5	10.2	2.0	12.2	-	0.00	80.5%	5.7	-
1/3	-	-	-	0.3	0.1	-	0.4	9.2	78.2	0.5	1.0	1.2	0.1	1.3	-	0.00	15.3%	0.5	-
2/2+2/1	-	-	-	2.9	1.5	-	4.4	28.5	495.5	0.9	4.2	5.5	1.5	6.9	-	0.00	75.2 : 75.2%	5.3	-
2/3+2/4	-	-	-	2.6	0.6	-	3.2	23.6	426.9	0.9	3.0	3.6	0.6	4.2	-	0.00	63.7 : 48.3%	4.0	-
3/1	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.0	-	0.0	0.5	0.5	-	0.00	49.0%	0.5	-
3/2	-	-	-	0.0	0.7	-	0.7	2.0	0.0	0.0	-	0.0	0.7	0.7	-	0.00	56.8%	0.7	-
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**0**	**0**	**0**	**10.0**	**5.4**	**0.0**	**15.4**	**-**	**1864.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**79.3%**	**18.8**	**-**
1/2+1/1	-	-	-	3.8	1.9	-	5.6	27.7	654.6	0.9	5.2	7.4	1.9	9.3	-	0.00	79.3 : 79.3%	6.8	-
1/3	-	-	-	2.0	1.1	-	3.1	26.7	358.7	0.9	4.4	5.9	1.1	7.0	-	0.00	68.5%	3.7	-
1/4	-	-	-	2.4	1.7	-	4.2	28.7	459.2	0.9	5.2	7.5	1.7	9.2	-	0.00	77.8%	5.0	-
2/1	-	-	-	0.4	0.1	-	0.5	11.9	81.3	0.6	1.2	1.3	0.1	1.4	-	0.00	16.2%	0.6	-
2/2	-	-	-	0.8	0.2	-	1.0	13.1	169.9	0.6	2.3	2.8	0.2	3.0	-	0.00	31.1%	1.3	-

2/3	-	-	-	0.6	0.2	-	0.8	12.7	140.9	0.6	1.9	2.3	0.2	2.5	-	0.00	26.5%	1.1	-
3/1	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.0	-	0.0	0.3	0.3	-	0.00	33.5%	0.3	-
3/2	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.5%	0.0	-

C1 - 13/1131 PRC for Signalled Lanes (%): 5.2 Total Delay for Signalled Lanes (pcuHr): 15.23 Cycle Time (s): 65
C2 - 13/1132 PRC for Signalled Lanes (%): -5.5 Total Delay for Signalled Lanes (pcuHr): 26.02 Cycle Time (s): 65
C3 - 13/1133 PRC for Signalled Lanes (%): 11.8 Total Delay for Signalled Lanes (pcuHr): 16.74 Cycle Time (s): 56
C4 - 13/1134 PRC for Signalled Lanes (%): 13.5 Total Delay for Signalled Lanes (pcuHr): 15.15 Cycle Time (s): 59
PRC Over All Lanes (%): -5.5 Total Delay Over All Lanes(pcuHr): 75.40

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	653	783	151	1587
	B	492	0	554	0	1046
	C	493	669	0	507	1669
	D	171	0	793	0	964
	Tot.	1156	1322	2130	658	5266

Traffic Flows, Difference

Difference :

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

Scenario 3: '2037 DM AM' (FG3: '2037 DM AM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J23 M20 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**98.7%**	-	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**98.7%**	-	-
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	13	39	0	-	-	342	1904:1904	1904	513+513	37.5 : 29.3%	342	342
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	13	39	0	-	-	919	1904:1904	1904	513+513	84.9 : 94.4%	919	919
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	25	7	32	-	-	933	1907	1907	953	97.9%	933	933
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	25	7	32	-	-	941	1907	1907	953	98.7%	941	941
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	25	7	32	-	-	802	1907	1907	953	84.1%	802	802
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	1083	2055	2055	2055	52.7%	1083	1083
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	964	2195	2195	2195	43.9%	964	964
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**93.2%**	-	-
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	971	1907:1907	1907	666+381	92.8 : 92.8%	971	971
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	23	7	30	-	-	435	1907	1907	897	48.5%	435	435
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	23	7	30	-	-	484	1907	1907	897	53.9%	484	484
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	16	35	0	-	-	579	1863	1863	621	93.2%	579	579
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	16	35	0	-	-	836	1863:1863	1863	384+610	84.2 : 84.2%	836	836
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	932	1932	1932	1932	48.2%	932	932
3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	618	2072	2072	2072	29.8%	618	618
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**90.0%**	-	-
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	23	7	30	-	-	758	1907	1907	848	89.4%	758	758
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	23	7	30	-	-	754	1907	1907	848	89.0%	754	754
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	23	7	30	-	-	243	1907	1907	848	28.7%	243	243
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	17	37	0	-	-:Y	1053	1912:1912	1912	637+567	85.2 : 90.0%	1053	1053
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	17	37	0	-	-	910	1912:1912	1912	637+521	80.0 : 76.7%	910	910
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1268	1937	1937	1937	65.5%	1268	1268

3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1297	2077	2077	2077	62.4%	1297	1297
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**	**-**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	24	26	0	-	-	1489	1882:1882	1882	941+896	82.9 : 79.1%	1489	1489
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	24	26	0	-	-	541	1882	1882	941	57.5%	541	541
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	24	26	0	-	-	802	1882	1882	941	85.2%	802	802
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	14	7	21	-	-	243	1907	1907	572	42.5%	243	243
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	14	7	21	-	-	510	1907	1907	572	89.1%	510	510
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	14	7	21	-	-	400	1907	1907	572	69.9%	400	400
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	952	1932	1932	1932	49.3%	952	952
3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	357	2072	2072	2072	17.2%	357	357

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J23 M20 Junction 9	**0**	**0**	**0**	**55.5**	**72.7**	**0.0**	**128.2**	**-**	**13063.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**98.7%**	**152.1**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**0**	**0**	**0**	**15.3**	**31.3**	**0.0**	**46.6**	**-**	**3647.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**98.7%**	**53.3**	**-**
1/2+1/1	-	-	-	1.5	0.3	-	1.7	17.9	273.3	0.8	1.9	2.2	0.3	2.5	-	0.00	37.5 : 29.3%	2.2	-
1/3+1/4	-	-	-	4.7	4.0	-	8.7	34.1	875.3	1.0	4.8	6.7	4.0	10.7	-	0.00	84.9 : 94.4%	10.3	-
2/1	-	-	-	3.3	11.0	-	14.3	55.1	897.1	1.0	6.2	13.0	11.0	23.9	-	0.00	97.9%	15.9	-
2/2	-	-	-	3.4	12.5	-	15.9	60.8	922.9	1.0	6.3	13.3	12.5	25.9	-	0.00	98.7%	17.6	-
2/3	-	-	-	2.5	2.6	-	5.1	22.7	678.6	0.8	5.3	9.8	2.6	12.4	-	0.00	84.1%	6.3	-
3/1	-	-	-	0.0	0.6	-	0.6	1.8	0.0	0.0	-	0.0	0.6	0.6	-	0.00	52.7%	0.6	-
3/2	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.0	-	0.0	0.4	0.4	-	0.00	43.9%	0.4	-
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**0**	**0**	**0**	**11.5**	**15.4**	**0.0**	**26.9**	**-**	**2793.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**93.2%**	**32.0**	**-**
1/2+1/1	-	-	-	3.0	5.6	-	8.6	31.9	883.2	0.9	4.7	10.4	5.6	16.0	-	0.00	92.8 : 92.8%	10.2	-
1/3	-	-	-	1.1	0.5	-	1.6	13.1	290.0	0.7	3.0	4.1	0.5	4.6	-	0.00	48.5%	2.1	-
1/4	-	-	-	1.3	0.6	-	1.9	13.9	341.6	0.7	3.4	4.8	0.6	5.4	-	0.00	53.9%	2.5	-
2/1	-	-	-	2.6	5.5	-	8.1	50.5	556.3	1.0	5.1	7.9	5.5	13.3	-	0.00	93.2%	9.1	-
2/2+2/3	-	-	-	3.5	2.6	-	6.0	26.0	722.4	0.9	4.6	6.6	2.6	9.1	-	0.00	84.2 : 84.2%	7.4	-
3/1	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.0	-	0.0	0.5	0.5	-	0.00	48.2%	0.5	-
3/2	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.0	-	0.0	0.2	0.2	-	0.00	29.8%	0.2	-
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**0**	**0**	**0**	**15.6**	**14.7**	**0.0**	**30.3**	**-**	**3305.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.0%**	**36.4**	**-**
1/1	-	-	-	2.9	3.9	-	6.8	32.3	687.8	0.9	5.9	10.3	3.9	14.2	-	0.00	89.4%	8.1	-
1/2	-	-	-	2.9	3.7	-	6.6	31.6	684.2	0.9	5.9	10.3	3.7	14.0	-	0.00	89.0%	7.9	-
1/3	-	-	-	0.6	0.2	-	0.8	12.5	153.0	0.6	1.9	2.3	0.2	2.5	-	0.00	28.7%	1.1	-
2/2+2/1	-	-	-	5.1	3.3	-	8.5	28.9	984.4	0.9	5.1	7.5	3.3	10.9	-	0.00	85.2 : 90.0%	10.3	-
2/3+2/4	-	-	-	4.0	1.8	-	5.8	23.0	796.1	0.9	4.8	6.9	1.8	8.7	-	0.00	80.0 : 76.7%	7.3	-
3/1	-	-	-	0.0	0.9	-	0.9	2.7	0.0	0.0	-	0.0	0.9	0.9	-	0.00	65.5%	0.9	-
3/2	-	-	-	0.0	0.8	-	0.8	2.3	0.0	0.0	-	0.0	0.8	0.8	-	0.00	62.4%	0.8	-
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**0**	**0**	**0**	**13.1**	**11.3**	**0.0**	**24.4**	**-**	**3316.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**	**30.5**	**-**
1/2+1/1	-	-	-	4.3	2.1	-	6.4	15.5	1222.4	0.8	5.0	9.1	2.1	11.2	-	0.00	82.9 : 79.1%	8.6	-
1/3	-	-	-	1.3	0.7	-	2.0	13.3	378.7	0.7	3.5	5.3	0.7	5.9	-	0.00	57.5%	2.7	-
1/4	-	-	-	2.4	2.8	-	5.2	23.3	689.7	0.9	5.1	9.6	2.8	12.4	-	0.00	85.2%	6.5	-
2/1	-	-	-	0.9	0.4	-	1.3	19.5	194.4	0.8	2.2	2.7	0.4	3.1	-	0.00	42.5%	1.7	-
2/2	-	-	-	2.4	3.7	-	6.0	42.6	479.4	0.9	4.7	6.7	3.7	10.3	-	0.00	89.1%	6.9	-

2/3	-	-	-	1.7	1.1	-	2.9	25.8	352.0	0.9	3.7	4.9	1.1	6.0	-	0.00	69.9%	3.5	-
3/1	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.0	-	0.0	0.5	0.5	-	0.00	49.3%	0.5	-
3/2	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.0	-	0.0	0.1	0.1	-	0.00	17.2%	0.1	-

C1 - 13/1131	PRC for Signalled Lanes (%):	-9.7	Total Delay for Signalled Lanes (pcuHr):	45.63	Cycle Time (s):	52
C2 - 13/1132	PRC for Signalled Lanes (%):	-3.6	Total Delay for Signalled Lanes (pcuHr):	26.22	Cycle Time (s):	51
C3 - 13/1133	PRC for Signalled Lanes (%):	-0.0	Total Delay for Signalled Lanes (pcuHr):	28.53	Cycle Time (s):	54
C4 - 13/1134	PRC for Signalled Lanes (%):	1.0	Total Delay for Signalled Lanes (pcuHr):	23.82	Cycle Time (s):	50
	PRC Over All Lanes (%):	-9.7	Total Delay Over All Lanes(pcuHr):	128.20		

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	579	593	243	1415
	B	910	0	1053	0	1963
	C	795	971	0	1066	2832
	D	342	0	919	0	1261
	Tot.	2047	1550	2565	1309	7471

Traffic Flows, Difference

Difference :

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

Scenario 4: '2037 DM PM' (FG4: '2037 DM PM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J23 M20 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**114.2%**	-	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**105.0%**	-	-
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	25	40	0	-	-:Y	275	1904:1904	1904	728+508	22.3 : 22.3%	275	275
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	25	40	0	-	Y:Y	1271	1904:1904	1904	674+703	93.4 : 91.4%	1271	1271
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	26	7	33	-	-	809	1907	1907	792	96.6%	766	766
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	26	7	33	-	-	832	1907	1907	792	105.0%	832	792
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	26	7	33	-	-	608	1907	1907	792	76.8%	608	608
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	922	2055	2055	2055	42.8%	879	879
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	616	2195	2195	2195	27.1%	594	594
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**114.2%**	-	-
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	25	7	32	-	-	986	1907:1907	1907	588+270	112.8 : 112.9%	968	858
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	25	7	32	-	-	629	1907	1907	763	82.5%	629	629
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	25	7	32	-	-	642	1907	1907	763	84.2%	642	642
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	28	37	0	-	-	949	1863	1863	831	114.2%	949	831
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	28	37	0	-	Y:-	1242	1863:1863	1863	452+685	109.2 : 109.2%	1242	1137
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	1259	1932	1932	1932	57.0%	1101	1101
3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	676	2072	2072	2072	28.4%	588	588
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**111.6%**	-	-
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	29	7	36	-	-	1123	1907	1907	1022	105.8%	1081	1022
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	29	7	36	-	-	1121	1907	1907	1022	105.8%	1080	1022
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	29	7	36	-	-	269	1907	1907	1022	24.1%	246	246
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	13	43	0	-	-:Y	801	1912:1912	1912	478+376	85.8 : 104.1%	801	786
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	13	43	0	-	Y:Y	654	1912:1912	1912	376+211	111.6 : 111.6%	654	611
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1514	1937	1937	1937	72.1%	1397	1397

3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1531	2077	2077	2077	68.9%	1432	1432
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.8%**	**-**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	33	26	0	-	Y:Y	1213	1882:1882	1882	797+796	76.1 : 76.1%	1213	1213
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	33	26	0	-	Y	597	1882	1882	989	60.4%	597	597
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	33	26	0	-	Y	608	1882	1882	1053	57.8%	608	608
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	14	7	21	-	-	246	1907	1907	485	46.4%	225	225
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	14	7	21	-	-	442	1907	1907	485	81.8%	397	397
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	14	7	21	-	-	235	1907	1907	485	48.5%	235	235
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	852	1932	1932	1932	43.0%	831	831
3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	240	2072	2072	2072	11.5%	238	238

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J23 M20 Junction 9	**0**	**0**	**0**	**87.7**	**364.5**	**0.0**	**452.2**	**-**	**14789.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**114.2%**	**479.3**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**0**	**0**	**0**	**20.2**	**44.0**	**0.0**	**64.2**	**-**	**3462.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.0%**	**70.5**	**-**
1/2+1/1	-	-	-	1.0	0.1	-	1.2	15.4	181.2	0.7	1.7	1.9	0.1	2.0	-	0.00	22.3 : 22.3%	1.5	-
1/3+1/4	-	-	-	6.9	5.5	-	12.3	34.9	1192.6	0.9	7.0	10.8	5.5	16.3	-	0.00	93.4 : 91.4%	14.5	-
2/1	-	-	-	3.9	8.7	-	12.7	59.5	742.0	1.0	7.7	13.4	8.7	22.1	-	0.00	96.6%	14.0	-
2/2	-	-	-	5.6	27.5	-	33.1	143.1	832.0	1.0	9.0	15.7	27.5	43.2	-	0.00	105.0%	34.6	-
2/3	-	-	-	2.8	1.6	-	4.4	25.9	514.5	0.8	6.1	9.3	1.6	10.9	-	0.00	76.8%	5.3	-
3/1	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.0	-	0.0	0.4	0.4	-	0.00	42.8%	0.4	-
3/2	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.0	-	0.0	0.2	0.2	-	0.00	27.1%	0.2	-
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**0**	**0**	**0**	**35.0**	**185.5**	**0.0**	**220.5**	**-**	**5156.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**114.2%**	**230.0**	**-**
1/2+1/1	-	-	-	8.7	59.2	-	68.0	252.8	1262.8	1.3	8.0	22.8	59.2	82.1	-	0.00	112.8 : 112.9%	70.3	-
1/3	-	-	-	4.2	2.3	-	6.4	36.9	629.0	1.0	10.9	11.4	2.3	13.6	-	0.00	82.5%	7.6	-
1/4	-	-	-	4.2	2.5	-	6.8	38.1	642.0	1.0	10.9	11.6	2.5	14.1	-	0.00	84.2%	8.0	-
2/1	-	-	-	9.4	62.7	-	72.1	273.4	949.0	1.0	13.2	20.6	62.7	83.3	-	0.00	114.2%	73.8	-
2/2+2/3	-	-	-	8.5	57.9	-	66.4	192.5	1673.8	1.3	8.9	20.1	57.9	78.0	-	0.00	109.2 : 109.2%	69.5	-
3/1	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.0	-	0.0	0.7	0.7	-	0.00	57.0%	0.7	-
3/2	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.0	-	0.0	0.2	0.2	-	0.00	28.4%	0.2	-
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**0**	**0**	**0**	**20.8**	**128.5**	**0.0**	**149.3**	**-**	**3692.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**111.6%**	**156.0**	**-**
1/1	-	-	-	5.4	37.1	-	42.5	141.4	1081.2	1.0	8.1	17.7	37.1	54.8	-	0.00	105.8%	44.4	-
1/2	-	-	-	5.3	36.8	-	42.1	140.4	1080.5	1.0	8.1	17.7	36.8	54.5	-	0.00	105.8%	44.1	-
1/3	-	-	-	0.5	0.2	-	0.6	9.3	127.5	0.5	1.6	2.0	0.2	2.1	-	0.00	24.1%	0.9	-
2/2+2/1	-	-	-	5.0	13.9	-	18.9	84.8	779.0	1.0	4.9	6.3	13.9	20.2	-	0.00	85.8 : 104.1%	20.3	-
2/3+2/4	-	-	-	4.6	38.2	-	42.8	235.4	624.6	1.0	5.7	7.2	38.2	45.4	-	0.00	111.6 : 111.6%	43.9	-
3/1	-	-	-	0.0	1.3	-	1.3	3.3	0.0	0.0	-	0.0	1.3	1.3	-	0.00	72.1%	1.3	-
3/2	-	-	-	0.0	1.1	-	1.1	2.8	0.0	0.0	-	0.0	1.1	1.1	-	0.00	68.9%	1.1	-
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**0**	**0**	**0**	**11.7**	**6.5**	**0.0**	**18.2**	**-**	**2477.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.8%**	**22.7**	**-**
1/2+1/1	-	-	-	4.0	1.6	-	5.6	16.5	915.0	0.8	5.4	8.4	1.6	10.0	-	0.00	76.1 : 76.1%	7.2	-
1/3	-	-	-	1.6	0.8	-	2.4	14.3	414.9	0.7	4.3	6.8	0.8	7.6	-	0.00	60.4%	3.1	-
1/4	-	-	-	1.4	0.7	-	2.1	12.5	391.6	0.6	4.1	6.4	0.7	7.1	-	0.00	57.8%	2.8	-
2/1	-	-	-	1.2	0.4	-	1.6	25.5	187.0	0.8	2.6	3.1	0.4	3.5	-	0.00	46.4%	1.9	-
2/2	-	-	-	2.3	2.1	-	4.4	40.2	369.7	0.9	4.6	6.1	2.1	8.2	-	0.00	81.8%	5.1	-

2/3	-	-	-	1.2	0.5	-	1.7	25.9	199.2	0.8	2.7	3.3	0.5	3.7	-	0.00	48.5%	2.1	-
3/1	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.0	-	0.0	0.4	0.4	-	0.00	43.0%	0.4	-
3/2	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.0	-	0.0	0.1	0.1	-	0.00	11.5%	0.1	-

C1 - 13/1131	PRC for Signalled Lanes (%):	-16.7	Total Delay for Signalled Lanes (pcuHr):	63.61	Cycle Time (s):	65
C2 - 13/1132	PRC for Signalled Lanes (%):	-26.9	Total Delay for Signalled Lanes (pcuHr):	219.69	Cycle Time (s):	65
C3 - 13/1133	PRC for Signalled Lanes (%):	-24.0	Total Delay for Signalled Lanes (pcuHr):	146.88	Cycle Time (s):	56
C4 - 13/1134	PRC for Signalled Lanes (%):	10.0	Total Delay for Signalled Lanes (pcuHr):	17.75	Cycle Time (s):	59
	PRC Over All Lanes (%):	-26.9	Total Delay Over All Lanes(pcuHr):	452.18		

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	949	973	269	2191
	B	654	0	801	0	1455
	C	609	986	0	823	2418
	D	275	0	1271	0	1546
	Tot.	1538	1935	3045	1092	7610

Traffic Flows, Difference

Difference :

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

Scenario 5: '2037 DS AM' (FG5: '2037 DS AM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J23 M20 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**100.0%**	-	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**100.0%**	-	-
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	12	40	0	-	-	342	1904:1904	1904	476+476	40.5 : 31.3%	342	342
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	12	40	0	-	-	919	1904:1904	1904	476+476	93.1 : 100.0%	919	919
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	26	7	33	-	-	959	1907	1907	990	96.9%	959	959
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	26	7	33	-	-	969	1907	1907	990	97.9%	969	969
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	26	7	33	-	-	797	1907	1907	990	80.5%	797	797
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	1108	2055	2055	2055	53.9%	1108	1108
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	954	2195	2195	2195	43.5%	954	954
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**96.5%**	-	-
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	1005	1907:1907	1907	672+370	96.5 : 96.5%	1005	1005
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	23	7	30	-	-	443	1907	1907	897	49.4%	443	443
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	23	7	30	-	-	476	1907	1907	897	53.0%	476	476
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	16	35	0	-	-	590	1863	1863	621	95.0%	590	590
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	16	35	0	-	-	836	1863:1863	1863	371+610	85.2 : 85.2%	836	836
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	947	1932	1932	1932	49.0%	947	947
3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	648	2072	2072	2072	31.3%	648	648
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**93.9%**	-	-
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	23	7	30	-	-	759	1907	1907	848	89.6%	759	759
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	23	7	30	-	-	753	1907	1907	848	88.8%	753	753
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	23	7	30	-	-	243	1907	1907	848	28.7%	243	243
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	17	37	0	-	-:Y	1099	1912:1912	1912	637+567	89.0 : 93.9%	1099	1099
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	17	37	0	-	-	925	1912:1912	1912	637+483	82.5 : 82.5%	925	925
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1291	1937	1937	1937	66.6%	1291	1291

3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1320	2077	2077	2077	63.6%	1320	1320
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.2%**	**-**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	23	27	0	-	-	1499	1882:1882	1882	903+893	87.2 : 79.6%	1499	1499
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	23	27	0	-	-	570	1882	1882	903	63.1%	570	570
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	23	27	0	-	-	797	1882	1882	903	88.2%	797	797
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	15	7	22	-	-	243	1907	1907	610	39.8%	243	243
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	15	7	22	-	-	526	1907	1907	610	86.2%	526	526
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	15	7	22	-	-	399	1907	1907	610	65.4%	399	399
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	954	1932	1932	1932	49.4%	954	954
3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	355	2072	2072	2072	17.1%	355	355

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J23 M20 Junction 9	**0**	**0**	**0**	**56.8**	**81.7**	**0.0**	**138.5**	**-**	**13351.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100.0%**	**162.9**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**0**	**0**	**0**	**15.3**	**33.0**	**0.0**	**48.2**	**-**	**3670.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100.0%**	**54.9**	**-**
1/2+1/1	-	-	-	1.5	0.3	-	1.8	19.1	279.9	0.8	2.0	2.3	0.3	2.6	-	0.00	40.5 : 31.3%	2.3	-
1/3+1/4	-	-	-	4.9	9.0	-	13.9	54.6	892.8	1.0	4.9	6.7	9.0	15.8	-	0.00	93.1 : 100.0%	15.6	-
2/1	-	-	-	3.2	9.5	-	12.8	47.9	922.1	1.0	6.1	13.3	9.5	22.9	-	0.00	96.9%	14.5	-
2/2	-	-	-	3.3	11.1	-	14.4	53.6	931.7	1.0	6.2	13.5	11.1	24.6	-	0.00	97.9%	16.1	-
2/3	-	-	-	2.3	2.0	-	4.3	19.5	643.7	0.8	5.1	9.3	2.0	11.3	-	0.00	80.5%	5.5	-
3/1	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.0	-	0.0	0.6	0.6	-	0.00	53.9%	0.6	-
3/2	-	-	-	0.0	0.4	-	0.4	1.4	0.0	0.0	-	0.0	0.4	0.4	-	0.00	43.5%	0.4	-
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**0**	**0**	**0**	**11.9**	**20.3**	**0.0**	**32.2**	**-**	**2879.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**96.5%**	**37.5**	**-**
1/2+1/1	-	-	-	3.3	9.2	-	12.4	44.5	954.6	0.9	5.1	11.5	9.2	20.6	-	0.00	96.5 : 96.5%	14.2	-
1/3	-	-	-	1.1	0.5	-	1.6	13.3	304.0	0.7	3.1	4.3	0.5	4.8	-	0.00	49.4%	2.2	-
1/4	-	-	-	1.3	0.6	-	1.8	13.8	326.7	0.7	3.3	4.6	0.6	5.2	-	0.00	53.0%	2.4	-
2/1	-	-	-	2.7	6.7	-	9.4	57.2	566.9	1.0	5.2	8.0	6.7	14.7	-	0.00	95.0%	10.4	-
2/2+2/3	-	-	-	3.5	2.8	-	6.2	26.9	727.1	0.9	4.6	6.8	2.8	9.6	-	0.00	85.2 : 85.2%	7.6	-
3/1	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.0	-	0.0	0.5	0.5	-	0.00	49.0%	0.5	-
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	31.3%	0.2	-
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**0**	**0**	**0**	**16.0**	**16.8**	**0.0**	**32.8**	**-**	**3382.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**93.9%**	**39.0**	**-**
1/1	-	-	-	2.9	3.9	-	6.9	32.5	688.7	0.9	5.9	10.3	3.9	14.3	-	0.00	89.6%	8.1	-
1/2	-	-	-	2.9	3.7	-	6.6	31.4	683.3	0.9	5.9	10.2	3.7	13.9	-	0.00	88.8%	7.8	-
1/3	-	-	-	0.6	0.2	-	0.8	12.5	153.0	0.6	1.9	2.3	0.2	2.5	-	0.00	28.7%	1.1	-
2/2+2/1	-	-	-	5.4	4.8	-	10.2	33.5	1047.8	1.0	5.4	8.0	4.8	12.8	-	0.00	89.0 : 93.9%	12.1	-
2/3+2/4	-	-	-	4.1	2.3	-	6.4	24.9	809.8	0.9	5.0	7.2	2.3	9.5	-	0.00	82.5 : 82.5%	7.9	-
3/1	-	-	-	0.0	1.0	-	1.0	2.8	0.0	0.0	-	0.0	1.0	1.0	-	0.00	66.6%	1.0	-
3/2	-	-	-	0.0	0.9	-	0.9	2.4	0.0	0.0	-	0.0	0.9	0.9	-	0.00	63.6%	0.9	-
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**0**	**0**	**0**	**13.7**	**11.6**	**0.0**	**25.3**	**-**	**3419.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.2%**	**31.6**	**-**
1/2+1/1	-	-	-	4.7	2.5	-	7.2	17.2	1276.5	0.9	5.3	9.6	2.5	12.1	-	0.00	87.2 : 79.6%	9.5	-
1/3	-	-	-	1.5	0.9	-	2.4	15.1	421.8	0.7	3.8	5.9	0.9	6.7	-	0.00	63.1%	3.2	-
1/4	-	-	-	2.6	3.5	-	6.1	27.6	717.3	0.9	5.3	10.0	3.5	13.5	-	0.00	88.2%	7.4	-
2/1	-	-	-	0.9	0.3	-	1.2	18.1	184.7	0.8	2.2	2.6	0.3	2.9	-	0.00	39.8%	1.6	-
2/2	-	-	-	2.3	2.9	-	5.3	35.9	483.9	0.9	4.7	6.7	2.9	9.6	-	0.00	86.2%	6.1	-

2/3	-	-	-	1.6	0.9	-	2.6	23.1	335.2	0.8	3.5	4.7	0.9	5.6	-	0.00	65.4%	3.2	-
3/1	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.0	-	0.0	0.5	0.5	-	0.00	49.4%	0.5	-
3/2	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.0	-	0.0	0.1	0.1	-	0.00	17.1%	0.1	-

C1 - 13/1131	PRC for Signalled Lanes (%):	-11.1	Total Delay for Signalled Lanes (pcuHr):	47.25	Cycle Time (s):	52
C2 - 13/1132	PRC for Signalled Lanes (%):	-7.2	Total Delay for Signalled Lanes (pcuHr):	31.50	Cycle Time (s):	51
C3 - 13/1133	PRC for Signalled Lanes (%):	-4.3	Total Delay for Signalled Lanes (pcuHr):	30.91	Cycle Time (s):	54
C4 - 13/1134	PRC for Signalled Lanes (%):	2.0	Total Delay for Signalled Lanes (pcuHr):	24.70	Cycle Time (s):	50
	PRC Over All Lanes (%):	-11.1	Total Delay Over All Lanes(pcuHr):	138.49		

Traffic Flows, Desired

Desired Flow :

		Destination				
Origin		A	B	C	D	Tot.
	A	0	590	593	243	1426
	B	925	0	1099	0	2024
	C	795	1005	0	1066	2866
	D	342	0	919	0	1261
	Tot.	2062	1595	2611	1309	7577

Traffic Flows, Difference

Difference :

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

Scenario 6: '2037 DS PM' (FG6: '2037 DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J23 M20 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**120.2%**	-	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**99.3%**	-	-
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	24	41	0	-	-:Y	275	1904:1904	1904	710+503	22.7 : 22.7%	275	275
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	24	41	0	-	Y:Y	1271	1904:1904	1904	644+635	99.3 : 99.3%	1271	1271
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	27	7	34	-	-	774	1907	1907	821	94.0%	772	772
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	27	7	34	-	-	785	1907	1907	821	95.6%	785	785
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	27	7	34	-	-	753	1907	1907	821	91.7%	753	753
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	888	2055	2055	2055	43.1%	886	886
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	662	2195	2195	2195	30.2%	662	662
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**120.2%**	-	-
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	26	7	33	-	-	1037	1907:1907	1907	602+290	116.3 : 116.3%	1037	892
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	26	7	33	-	-	640	1907	1907	792	80.8%	640	640
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	26	7	33	-	-	631	1907	1907	792	79.7%	631	631
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	27	38	0	-	-	965	1863	1863	803	120.2%	965	803
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	27	38	0	-	Y:-	1242	1863:1863	1863	423+672	113.4 : 113.4%	1242	1095
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	1302	1932	1932	1932	56.5%	1092	1092
3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	700	2072	2072	2072	29.1%	603	603
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**119.5%**	-	-
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	30	7	37	-	-	1120	1907	1907	1056	100.7%	1063	1056
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	30	7	37	-	-	1124	1907	1907	1056	100.9%	1066	1056
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	30	7	37	-	-	269	1907	1907	1056	22.5%	237	237
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	12	44	0	-	-:Y	852	1912:1912	1912	444+341	100.0 : 119.5%	852	785
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	12	44	0	-	Y:Y	666	1912:1912	1912	341+410	100.5 : 78.8%	666	664
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1528	1937	1937	1937	72.1%	1397	1397

3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1568	2077	2077	2077	72.2%	1500	1500
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.4%**	**-**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	34	25	0	-	Y:Y	1254	1882:1882	1882	829+711	81.4 : 81.4%	1254	1254
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	34	25	0	-	Y	462	1882	1882	1021	45.3%	462	462
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	34	25	0	-	Y	753	1882	1882	1085	69.4%	753	753
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	13	7	20	-	-	268	1907	1907	453	52.2%	236	236
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	13	7	20	-	-	344	1907	1907	453	75.6%	342	342
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	13	7	20	-	-	323	1907	1907	453	71.4%	323	323
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	847	1932	1932	1932	42.2%	815	815
3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	245	2072	2072	2072	11.8%	245	245

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J23 M20 Junction 9	**0**	**0**	**0**	**90.5**	**368.5**	**0.0**	**459.0**	**-**	**15410.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**120.2%**	**487.2**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**0**	**0**	**0**	**19.6**	**35.2**	**0.0**	**54.8**	**-**	**3600.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.3%**	**61.4**	**-**
1/2+1/1	-	-	-	1.1	0.1	-	1.2	16.1	185.4	0.7	1.7	1.9	0.1	2.1	-	0.00	22.7 : 22.7%	1.6	-
1/3+1/4	-	-	-	7.2	15.8	-	23.0	65.0	1222.3	1.0	7.3	11.4	15.8	27.1	-	0.00	99.3 : 99.3%	25.2	-
2/1	-	-	-	3.8	6.3	-	10.1	46.9	736.8	1.0	7.5	13.3	6.3	19.6	-	0.00	94.0%	11.4	-
2/2	-	-	-	3.9	7.6	-	11.5	52.7	748.8	1.0	7.6	13.5	7.6	21.1	-	0.00	95.6%	12.9	-
2/3	-	-	-	3.6	4.8	-	8.5	40.4	706.7	0.9	7.3	12.8	4.8	17.6	-	0.00	91.7%	9.8	-
3/1	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.0	-	0.0	0.4	0.4	-	0.00	43.1%	0.4	-
3/2	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.0	-	0.0	0.2	0.2	-	0.00	30.2%	0.2	-
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**0**	**0**	**0**	**40.1**	**242.7**	**0.0**	**282.8**	**-**	**5511.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**120.2%**	**292.9**	**-**
1/2+1/1	-	-	-	10.1	76.2	-	86.3	299.7	1336.7	1.3	9.3	24.9	76.2	101.1	-	0.00	116.3 : 116.3%	88.8	-
1/3	-	-	-	4.1	2.0	-	6.1	34.4	640.0	1.0	10.8	11.6	2.0	13.6	-	0.00	80.8%	7.3	-
1/4	-	-	-	4.0	1.9	-	5.9	33.7	631.0	1.0	10.6	11.4	1.9	13.3	-	0.00	79.7%	7.1	-
2/1	-	-	-	11.3	84.1	-	95.5	356.1	965.0	1.0	15.2	22.5	84.1	106.6	-	0.00	120.2%	97.2	-
2/2+2/3	-	-	-	10.5	77.6	-	88.1	255.5	1938.6	1.6	11.0	21.1	77.6	98.7	-	0.00	113.4 : 113.4%	91.7	-
3/1	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.0	-	0.0	0.6	0.6	-	0.00	56.5%	0.6	-
3/2	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.0	-	0.0	0.2	0.2	-	0.00	29.1%	0.2	-
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**0**	**0**	**0**	**18.7**	**83.2**	**0.0**	**101.9**	**-**	**3742.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**119.5%**	**108.8**	**-**
1/1	-	-	-	3.9	18.3	-	22.1	75.0	1063.1	1.0	6.9	16.7	18.3	34.9	-	0.00	100.7%	24.1	-
1/2	-	-	-	3.9	19.0	-	22.9	77.5	1065.6	1.0	7.0	16.7	19.0	35.7	-	0.00	100.9%	24.9	-
1/3	-	-	-	0.4	0.1	-	0.6	8.6	118.6	0.5	1.5	1.8	0.1	2.0	-	0.00	22.5%	0.8	-
2/2+2/1	-	-	-	6.4	38.8	-	45.2	191.2	852.0	1.0	6.0	7.4	38.8	46.2	-	0.00	100.0 : 119.5%	46.8	-
2/3+2/4	-	-	-	4.1	4.4	-	8.5	45.8	642.9	1.0	4.2	5.4	4.4	9.8	-	0.00	100.5 : 78.8%	9.7	-
3/1	-	-	-	0.0	1.3	-	1.3	3.3	0.0	0.0	-	0.0	1.3	1.3	-	0.00	72.1%	1.3	-
3/2	-	-	-	0.0	1.3	-	1.3	3.1	0.0	0.0	-	0.0	1.3	1.3	-	0.00	72.2%	1.3	-
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**0**	**0**	**0**	**12.1**	**7.4**	**0.0**	**19.5**	**-**	**2557.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.4%**	**24.1**	**-**
1/2+1/1	-	-	-	4.0	2.2	-	6.2	17.8	946.6	0.8	5.8	9.6	2.2	11.7	-	0.00	81.4 : 81.4%	7.9	-
1/3	-	-	-	1.1	0.4	-	1.5	11.4	274.1	0.6	3.2	4.5	0.4	4.9	-	0.00	45.3%	2.0	-
1/4	-	-	-	1.8	1.1	-	3.0	14.2	523.3	0.7	4.8	8.6	1.1	9.7	-	0.00	69.4%	3.9	-
2/1	-	-	-	1.3	0.5	-	1.8	27.9	204.2	0.9	2.8	3.3	0.5	3.9	-	0.00	52.2%	2.2	-
2/2	-	-	-	2.0	1.5	-	3.5	36.8	313.3	0.9	4.1	5.1	1.5	6.6	-	0.00	75.6%	4.1	-

2/3	-	-	-	1.9	1.2	-	3.1	34.3	295.6	0.9	3.9	4.8	1.2	6.1	-	0.00	71.4%	3.6	-
3/1	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.0	-	0.0	0.4	0.4	-	0.00	42.2%	0.4	-
3/2	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.0	-	0.0	0.1	0.1	-	0.00	11.8%	0.1	-

C1 - 13/1131	PRC for Signalled Lanes (%):	-10.3	Total Delay for Signalled Lanes (pcuHr):	54.22	Cycle Time (s):	65
C2 - 13/1132	PRC for Signalled Lanes (%):	-33.6	Total Delay for Signalled Lanes (pcuHr):	281.95	Cycle Time (s):	65
C3 - 13/1133	PRC for Signalled Lanes (%):	-32.8	Total Delay for Signalled Lanes (pcuHr):	99.35	Cycle Time (s):	56
C4 - 13/1134	PRC for Signalled Lanes (%):	10.6	Total Delay for Signalled Lanes (pcuHr):	19.03	Cycle Time (s):	59
	PRC Over All Lanes (%):	-33.6	Total Delay Over All Lanes(pcuHr):	459.01		

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	965	973	269	2207
	B	666	0	852	0	1518
	C	609	1037	0	823	2469
	D	275	0	1271	0	1546
	Tot.	1550	2002	3096	1092	7740

Traffic Flows, Difference

Difference :

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

Scenario 7: '2044 8.5k DM AM' (FG7: '2044 8.5k DM AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J23 M20 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**102.8%**	-	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**102.8%**	-	-
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	13	39	0	-	-	365	1904:1904	1904	513+506	40.2 : 31.4%	365	365
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	13	39	0	-	-	984	1904:1904	1904	513+513	91.9 : 100.1%	984	984
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	25	7	32	-	-	971	1907	1907	953	101.8%	971	953
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	25	7	32	-	-	980	1907	1907	953	102.8%	980	953
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	25	7	32	-	-	843	1907	1907	953	88.4%	843	843
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	1130	2055	2055	2055	54.1%	1113	1113
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	1022	2195	2195	2195	45.6%	1000	1000
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**96.3%**	-	-
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	1007	1907:1907	1907	671+370	96.2 : 96.3%	1003	1003
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	23	7	30	-	-	471	1907	1907	897	52.5%	471	471
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	23	7	30	-	-	513	1907	1907	897	57.1%	513	513
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	16	35	0	-	-	596	1863	1863	621	96.0%	596	596
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	16	35	0	-	-	886	1863:1863	1863	373+610	90.2 : 90.2%	886	886
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	954	1932	1932	1932	49.3%	953	953
3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	649	2072	2072	2072	31.2%	646	646
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**95.2%**	-	-
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	23	7	30	-	-	807	1907	1907	848	95.2%	807	807
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	23	7	30	-	-	804	1907	1907	848	94.8%	804	804
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	23	7	30	-	-	259	1907	1907	848	30.6%	259	259
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	17	37	0	-	-:Y	1103	1912:1912	1912	637+567	89.4 : 94.1%	1103	1103
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	17	37	0	-	-	949	1912:1912	1912	637+479	85.0 : 85.0%	949	949
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1340	1937	1937	1937	69.2%	1340	1340

3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1374	2077	2077	2077	66.1%	1374	1374
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**93.3%**	**-**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	23	27	0	-	-	1569	1882:1882	1882	903+902	90.4 : 83.4%	1569	1569
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	23	27	0	-	-	573	1882	1882	903	63.4%	573	573
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	23	27	0	-	-	843	1882	1882	903	93.3%	843	843
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	15	7	22	-	-	259	1907	1907	610	42.4%	259	259
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	15	7	22	-	-	542	1907	1907	610	88.8%	542	542
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	15	7	22	-	-	407	1907	1907	610	66.7%	407	407
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	1011	1932	1932	1932	52.3%	1011	1011
3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	388	2072	2072	2072	18.7%	388	388

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J23 M20 Junction 9	**0**	**0**	**0**	**61.2**	**120.0**	**0.0**	**181.2**	**-**	**14205.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**102.8%**	**207.2**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**0**	**0**	**0**	**17.5**	**57.7**	**0.0**	**75.2**	**-**	**3954.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**102.8%**	**82.4**	**-**
1/2+1/1	-	-	-	1.6	0.3	-	1.8	18.2	291.8	0.8	2.1	2.4	0.3	2.7	-	0.00	40.2 : 31.4%	2.4	-
1/3+1/4	-	-	-	5.1	8.7	-	13.8	50.4	965.9	1.0	5.1	7.4	8.7	16.1	-	0.00	91.9 : 100.1%	15.5	-
2/1	-	-	-	3.9	20.6	-	24.5	90.7	971.0	1.0	6.7	14.3	20.6	34.8	-	0.00	101.8%	26.2	-
2/2	-	-	-	4.1	23.6	-	27.8	102.0	980.0	1.0	6.9	14.5	23.6	38.2	-	0.00	102.8%	29.6	-
2/3	-	-	-	2.7	3.6	-	6.3	27.0	745.7	0.9	5.6	10.8	3.6	14.4	-	0.00	88.4%	7.7	-
3/1	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.0	-	0.0	0.6	0.6	-	0.00	54.1%	0.6	-
3/2	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.0	-	0.0	0.4	0.4	-	0.00	45.6%	0.4	-
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**0**	**0**	**0**	**12.4**	**22.4**	**0.0**	**34.8**	**-**	**2999.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**96.3%**	**40.3**	**-**
1/2+1/1	-	-	-	3.2	8.8	-	12.1	43.3	953.5	1.0	5.0	11.4	8.8	20.3	-	0.00	96.2 : 96.3%	13.8	-
1/3	-	-	-	1.2	0.6	-	1.8	13.7	323.2	0.7	3.3	4.6	0.6	5.1	-	0.00	52.5%	2.4	-
1/4	-	-	-	1.4	0.7	-	2.1	14.4	361.8	0.7	3.6	5.1	0.7	5.8	-	0.00	57.1%	2.7	-
2/1	-	-	-	2.8	7.5	-	10.2	61.7	572.6	1.0	5.3	8.1	7.5	15.6	-	0.00	96.0%	11.3	-
2/2+2/3	-	-	-	3.7	4.2	-	8.0	32.3	787.8	0.9	4.9	7.3	4.2	11.5	-	0.00	90.2 : 90.2%	9.4	-
3/1	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.0	-	0.0	0.5	0.5	-	0.00	49.3%	0.5	-
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	31.2%	0.2	-
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**0**	**0**	**0**	**16.8**	**24.3**	**0.0**	**41.1**	**-**	**3591.8**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**95.2%**	**47.7**	**-**
1/1	-	-	-	3.2	7.3	-	10.6	47.1	777.1	1.0	6.3	11.7	7.3	19.0	-	0.00	95.2%	12.0	-
1/2	-	-	-	3.2	6.9	-	10.2	45.5	759.0	0.9	6.3	11.4	6.9	18.3	-	0.00	94.8%	11.6	-
1/3	-	-	-	0.7	0.2	-	0.9	12.7	163.1	0.6	2.0	2.4	0.2	2.7	-	0.00	30.6%	1.2	-
2/2+2/1	-	-	-	5.5	5.0	-	10.4	34.0	1051.6	1.0	5.4	8.1	5.0	13.1	-	0.00	89.4 : 94.1%	12.4	-
2/3+2/4	-	-	-	4.2	2.8	-	7.0	26.5	841.0	0.9	5.1	7.5	2.8	10.3	-	0.00	85.0 : 85.0%	8.5	-
3/1	-	-	-	0.0	1.1	-	1.1	3.0	0.0	0.0	-	0.0	1.1	1.1	-	0.00	69.2%	1.1	-
3/2	-	-	-	0.0	1.0	-	1.0	2.6	0.0	0.0	-	0.0	1.0	1.0	-	0.00	66.1%	1.0	-
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**0**	**0**	**0**	**14.5**	**15.6**	**0.0**	**30.1**	**-**	**3660.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**93.3%**	**36.8**	**-**
1/2+1/1	-	-	-	5.1	3.2	-	8.3	19.0	1382.0	0.9	5.4	10.2	3.2	13.4	-	0.00	90.4 : 83.4%	10.8	-
1/3	-	-	-	1.5	0.9	-	2.4	15.1	424.0	0.7	3.8	5.9	0.9	6.8	-	0.00	63.4%	3.2	-
1/4	-	-	-	2.9	5.8	-	8.7	37.2	792.4	0.9	5.6	11.0	5.8	16.9	-	0.00	93.3%	10.2	-
2/1	-	-	-	1.0	0.4	-	1.3	18.5	202.0	0.8	2.3	2.8	0.4	3.2	-	0.00	42.4%	1.7	-
2/2	-	-	-	2.4	3.6	-	6.0	40.0	509.5	0.9	4.8	7.1	3.6	10.7	-	0.00	88.8%	7.0	-

2/3	-	-	-	1.7	1.0	-	2.7	23.5	350.0	0.9	3.6	4.9	1.0	5.9	-	0.00	66.7%	3.3	-
3/1	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.0	-	0.0	0.5	0.5	-	0.00	52.3%	0.5	-
3/2	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.0	-	0.0	0.1	0.1	-	0.00	18.7%	0.1	-

C1 - 13/1131	PRC for Signalled Lanes (%):	-14.2	Total Delay for Signalled Lanes (pcuHr):	74.17	Cycle Time (s):	52
C2 - 13/1132	PRC for Signalled Lanes (%):	-7.0	Total Delay for Signalled Lanes (pcuHr):	34.10	Cycle Time (s):	51
C3 - 13/1133	PRC for Signalled Lanes (%):	-5.8	Total Delay for Signalled Lanes (pcuHr):	39.06	Cycle Time (s):	54
C4 - 13/1134	PRC for Signalled Lanes (%):	-3.7	Total Delay for Signalled Lanes (pcuHr):	29.43	Cycle Time (s):	50
	PRC Over All Lanes (%):	-14.2	Total Delay Over All Lanes(pcuHr):	181.23		

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	596	627	259	1482
	B	949	0	1103	0	2052
	C	838	1007	0	1140	2985
	D	365	0	984	0	1349
	Tot.	2152	1603	2714	1399	7868

Traffic Flows, Difference

Difference :

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

Scenario 8: '2044 8.5k DM PM' (FG8: '2044 8.5k DM PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J23 M20 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**115.1%**	-	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**112.6%**	-	-
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	28	37	0	-	-:Y	294	1904:1904	1904	777+567	21.9 : 21.9%	294	294
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	28	37	0	-	Y:Y	1359	1904:1904	1904	735+729	92.8 : 92.8%	1359	1359
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	23	7	30	-	-	785	1907	1907	704	111.5%	785	704
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	23	7	30	-	-	793	1907	1907	704	112.6%	793	704
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	23	7	30	-	-	773	1907	1907	704	109.8%	773	704
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	909	2055	2055	2055	40.3%	828	828
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	707	2195	2195	2195	29.5%	647	647
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**115.1%**	-	-
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	24	7	31	-	-	1029	1907:1907	1907	562+270	111.8 : 112.1%	931	833
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	24	7	31	-	-	682	1907	1907	733	93.0%	682	682
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	24	7	31	-	-	677	1907	1907	733	92.3%	677	677
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	29	36	0	-	-	990	1863	1863	860	115.1%	990	860
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	29	36	0	-	Y:-	1311	1863:1863	1863	448+706	113.6 : 113.6%	1311	1154
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	1324	1932	1932	1932	58.5%	1131	1131
3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	695	2072	2072	2072	27.1%	562	562
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**110.8%**	-	-
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	29	7	36	-	-	1191	1907	1907	1022	110.6%	1130	1022
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	29	7	36	-	-	1193	1907	1907	1022	110.7%	1131	1022
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	29	7	36	-	-	286	1907	1907	1022	24.6%	252	252
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	13	43	0	-	-:Y	832	1912:1912	1912	478+376	87.0 : 110.8%	832	792
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	13	43	0	-	Y:Y	678	1912:1912	1912	376+444	95.3 : 72.1%	678	678
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1607	1937	1937	1937	72.1%	1397	1397

3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1609	2077	2077	2077	69.2%	1438	1438
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.0%**	**-**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	34	25	0	-	Y:Y	1306	1882:1882	1882	829+725	84.0 : 84.0%	1306	1306
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	34	25	0	-	Y	473	1882	1882	1021	46.3%	473	473
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	34	25	0	-	Y	773	1882	1882	1085	71.3%	773	773
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	13	7	20	-	-	282	1907	1907	453	54.9%	248	248
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	13	7	20	-	-	362	1907	1907	453	79.9%	362	362
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	13	7	20	-	-	320	1907	1907	453	70.7%	320	320
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	891	1932	1932	1932	44.4%	857	857
3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	274	2072	2072	2072	13.2%	274	274

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J23 M20 Junction 9	**0**	**0**	**0**	**103.4**	**517.6**	**0.0**	**621.0**	**-**	**15954.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**115.1%**	**650.2**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**0**	**0**	**0**	**28.1**	**139.2**	**0.0**	**167.3**	**-**	**3754.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**112.6%**	**174.2**	**-**
1/2+1/1	-	-	-	0.9	0.1	-	1.1	13.3	180.2	0.6	1.6	1.8	0.1	2.0	-	0.00	21.9 : 21.9%	1.4	-
1/3+1/4	-	-	-	6.5	5.8	-	12.4	32.7	1223.2	0.9	7.0	11.4	5.8	17.2	-	0.00	92.8 : 92.8%	14.6	-
2/1	-	-	-	6.9	44.8	-	51.7	237.3	785.0	1.0	10.0	15.6	44.8	60.5	-	0.00	111.5%	53.2	-
2/2	-	-	-	7.2	48.5	-	55.7	253.1	793.0	1.0	10.2	15.9	48.5	64.4	-	0.00	112.6%	57.2	-
2/3	-	-	-	6.5	39.3	-	45.8	213.5	773.0	1.0	9.6	15.2	39.3	54.6	-	0.00	109.8%	47.3	-
3/1	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.0	-	0.0	0.3	0.3	-	0.00	40.3%	0.3	-
3/2	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.0	-	0.0	0.2	0.2	-	0.00	29.5%	0.2	-
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**0**	**0**	**0**	**39.0**	**216.2**	**0.0**	**255.3**	**-**	**5665.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**115.1%**	**265.7**	**-**
1/2+1/1	-	-	-	8.2	53.7	-	62.0	239.6	1230.5	1.3	7.7	21.4	53.7	75.2	-	0.00	111.8 : 112.1%	64.2	-
1/3	-	-	-	5.1	5.5	-	10.5	55.6	682.0	1.0	12.0	12.3	5.5	17.8	-	0.00	93.0%	11.8	-
1/4	-	-	-	5.0	5.1	-	10.1	53.6	677.0	1.0	11.6	12.2	5.1	17.3	-	0.00	92.3%	11.3	-
2/1	-	-	-	10.0	68.7	-	78.6	286.0	990.0	1.0	13.8	21.8	68.7	90.4	-	0.00	115.1%	80.5	-
2/2+2/3	-	-	-	10.8	82.4	-	93.1	255.8	2086.2	1.6	11.1	22.5	82.4	104.9	-	0.00	113.6 : 113.6%	97.0	-
3/1	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.0	-	0.0	0.7	0.7	-	0.00	58.5%	0.7	-
3/2	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.0	-	0.0	0.2	0.2	-	0.00	27.1%	0.2	-
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**0**	**0**	**0**	**23.6**	**153.7**	**0.0**	**177.4**	**-**	**3844.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**110.8%**	**184.4**	**-**
1/1	-	-	-	6.7	59.0	-	65.8	209.6	1130.1	1.0	9.2	19.3	59.0	78.3	-	0.00	110.6%	67.9	-
1/2	-	-	-	6.8	59.6	-	66.4	211.2	1131.3	1.0	9.2	19.3	59.6	78.9	-	0.00	110.7%	68.4	-
1/3	-	-	-	0.5	0.2	-	0.7	9.3	130.4	0.5	1.7	2.0	0.2	2.2	-	0.00	24.6%	0.9	-
2/2+2/1	-	-	-	5.6	30.2	-	35.8	155.1	809.7	1.0	5.6	7.1	30.2	37.3	-	0.00	87.0 : 110.8%	37.3	-
2/3+2/4	-	-	-	4.0	2.3	-	6.3	33.4	643.0	0.9	4.3	5.5	2.3	7.8	-	0.00	95.3 : 72.1%	7.5	-
3/1	-	-	-	0.0	1.3	-	1.3	3.3	0.0	0.0	-	0.0	1.3	1.3	-	0.00	72.1%	1.3	-
3/2	-	-	-	0.0	1.1	-	1.1	2.8	0.0	0.0	-	0.0	1.1	1.1	-	0.00	69.2%	1.1	-
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**0**	**0**	**0**	**12.6**	**8.4**	**0.0**	**21.0**	**-**	**2689.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.0%**	**25.9**	**-**
1/2+1/1	-	-	-	4.3	2.6	-	6.9	18.9	1006.5	0.8	6.0	10.1	2.6	12.6	-	0.00	84.0 : 84.0%	8.7	-
1/3	-	-	-	1.1	0.4	-	1.5	11.5	288.6	0.6	3.3	4.7	0.4	5.2	-	0.00	46.3%	2.0	-
1/4	-	-	-	1.9	1.2	-	3.2	14.7	550.3	0.7	4.9	9.0	1.2	10.2	-	0.00	71.3%	4.2	-
2/1	-	-	-	1.4	0.6	-	2.0	28.5	214.6	0.9	3.0	3.5	0.6	4.1	-	0.00	54.9%	2.4	-
2/2	-	-	-	2.1	1.9	-	4.0	40.2	337.0	0.9	4.3	5.5	1.9	7.4	-	0.00	79.9%	4.7	-

2/3	-	-	-	1.8	1.2	-	3.0	34.0	292.9	0.9	3.8	4.8	1.2	6.0	-	0.00	70.7%	3.6	-
3/1	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	44.4%	0.4	-
3/2	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.0	-	0.0	0.1	0.1	-	0.00	13.2%	0.1	-

C1 - 13/1131	PRC for Signalled Lanes (%):	-25.1	Total Delay for Signalled Lanes (pcuHr):	166.78	Cycle Time (s):	65
C2 - 13/1132	PRC for Signalled Lanes (%):	-27.9	Total Delay for Signalled Lanes (pcuHr):	254.40	Cycle Time (s):	65
C3 - 13/1133	PRC for Signalled Lanes (%):	-23.1	Total Delay for Signalled Lanes (pcuHr):	174.95	Cycle Time (s):	56
C4 - 13/1134	PRC for Signalled Lanes (%):	7.1	Total Delay for Signalled Lanes (pcuHr):	20.55	Cycle Time (s):	59
	PRC Over All Lanes (%):	-27.9	Total Delay Over All Lanes(pcuHr):	620.99		

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	990	1025	286	2301
	B	678	0	832	0	1510
	C	644	1029	0	879	2552
	D	294	0	1359	0	1653
	Tot.	1616	2019	3216	1165	8016

Traffic Flows, Difference

Difference :

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

Scenario 9: '2044 8.5k DS AM' (FG9: '2044 8.5k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J23 M20 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**103.4%**	-	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**103.4%**	-	-
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	12	40	0	-	-	365	1904:1904	1904	476+476	43.5 : 33.2%	365	365
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	12	40	0	-	-	984	1904:1904	1904	476+476	103.4 : 103.4%	984	952
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	26	7	33	-	-	997	1907	1907	990	100.7%	997	990
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	26	7	33	-	-	1004	1907	1907	990	101.4%	1004	990
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	26	7	33	-	-	866	1907	1907	990	87.5%	866	866
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	1155	2055	2055	2055	55.9%	1148	1148
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	1017	2195	2195	2195	45.8%	1006	1006
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**102.0%**	-	-
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	1060	1907:1907	1907	677+360	102.0 : 102.0%	1057	1037
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	23	7	30	-	-	492	1907	1907	897	53.0%	476	476
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	23	7	30	-	-	492	1907	1907	897	53.0%	476	476
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	16	35	0	-	-	613	1863	1863	621	98.7%	613	613
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	16	35	0	-	-	886	1863:1863	1863	341+612	93.0 : 93.0%	886	886
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	981	1932	1932	1932	50.4%	973	973
3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	692	2072	2072	2072	32.7%	677	677
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**99.6%**	-	-
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	23	7	30	-	-	809	1907	1907	848	93.6%	793	793
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	23	7	30	-	-	802	1907	1907	848	92.7%	786	786
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	23	7	30	-	-	259	1907	1907	848	30.6%	259	259
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	17	37	0	-	-:Y	1166	1912:1912	1912	637+567	94.5 : 99.6%	1166	1166
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	17	37	0	-	-	969	1912:1912	1912	637+536	84.9 : 79.8%	969	969
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1373	1937	1937	1937	70.1%	1357	1357

3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1404	2077	2077	2077	66.8%	1388	1388
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.6%**	**-**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	24	26	0	-	-	1596	1882:1882	1882	941+896	88.8 : 84.8%	1596	1596
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	24	26	0	-	-	576	1882	1882	941	61.2%	576	576
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	24	26	0	-	-	866	1882	1882	941	92.0%	866	866
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	14	7	21	-	-	259	1907	1907	572	45.3%	259	259
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	14	7	21	-	-	541	1907	1907	572	94.6%	541	541
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	14	7	21	-	-	428	1907	1907	572	74.8%	428	428
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	1019	1932	1932	1932	52.7%	1019	1019
3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	380	2072	2072	2072	18.3%	380	380

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J23 M20 Junction 9	**0**	**0**	**0**	**62.5**	**151.9**	**0.0**	**214.3**	**-**	**14567.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**103.4%**	**241.0**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**0**	**0**	**0**	**17.5**	**67.5**	**0.0**	**85.1**	**-**	**4033.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**103.4%**	**92.5**	**-**
1/2+1/1	-	-	-	1.6	0.3	-	2.0	19.3	298.8	0.8	2.1	2.5	0.3	2.8	-	0.00	43.5 : 33.2%	2.5	-
1/3+1/4	-	-	-	5.8	25.6	-	31.4	115.0	984.0	1.0	5.3	7.1	25.6	32.7	-	0.00	103.4 : 103.4%	33.2	-
2/1	-	-	-	3.6	17.6	-	21.2	76.6	997.0	1.0	6.5	14.5	17.6	32.1	-	0.00	100.7%	23.0	-
2/2	-	-	-	3.8	19.7	-	23.5	84.2	1004.0	1.0	6.6	14.7	19.7	34.4	-	0.00	101.4%	25.3	-
2/3	-	-	-	2.6	3.3	-	6.0	24.8	749.4	0.9	5.5	10.8	3.3	14.1	-	0.00	87.5%	7.3	-
3/1	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.0	-	0.0	0.6	0.6	-	0.00	55.9%	0.6	-
3/2	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.0	-	0.0	0.4	0.4	-	0.00	45.8%	0.4	-
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**0**	**0**	**0**	**13.2**	**40.3**	**0.0**	**53.5**	**-**	**3199.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**102.0%**	**59.4**	**-**
1/2+1/1	-	-	-	4.0	22.2	-	26.2	89.4	1160.6	1.1	5.8	14.0	22.2	36.2	-	0.00	102.0 : 102.0%	28.4	-
1/3	-	-	-	1.3	0.6	-	1.8	13.8	326.7	0.7	3.3	4.6	0.6	5.2	-	0.00	53.0%	2.4	-
1/4	-	-	-	1.3	0.6	-	1.8	13.8	326.7	0.7	3.3	4.6	0.6	5.2	-	0.00	53.0%	2.4	-
2/1	-	-	-	2.9	10.5	-	13.4	78.8	601.0	1.0	5.4	8.5	10.5	19.1	-	0.00	98.7%	14.5	-
2/2+2/3	-	-	-	3.8	5.7	-	9.5	38.5	784.2	0.9	5.1	7.6	5.7	13.3	-	0.00	93.0 : 93.0%	10.9	-
3/1	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.0	-	0.0	0.5	0.5	-	0.00	50.4%	0.5	-
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	32.7%	0.2	-
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**0**	**0**	**0**	**17.2**	**26.2**	**0.0**	**43.3**	**-**	**3653.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.6%**	**50.0**	**-**
1/1	-	-	-	3.1	6.0	-	9.1	41.3	748.9	0.9	6.2	11.2	6.0	17.2	-	0.00	93.6%	10.5	-
1/2	-	-	-	3.1	5.4	-	8.5	39.0	742.3	0.9	6.1	11.1	5.4	16.6	-	0.00	92.7%	9.9	-
1/3	-	-	-	0.7	0.2	-	0.9	12.7	163.1	0.6	2.0	2.4	0.2	2.7	-	0.00	30.6%	1.2	-
2/2+2/1	-	-	-	5.9	10.1	-	16.0	49.3	1133.3	1.0	5.7	8.7	10.1	18.8	-	0.00	94.5 : 99.6%	18.0	-
2/3+2/4	-	-	-	4.4	2.3	-	6.7	24.8	865.5	0.9	5.1	7.5	2.3	9.8	-	0.00	84.9 : 79.8%	8.3	-
3/1	-	-	-	0.0	1.2	-	1.2	3.1	0.0	0.0	-	0.0	1.2	1.2	-	0.00	70.1%	1.2	-
3/2	-	-	-	0.0	1.0	-	1.0	2.6	0.0	0.0	-	0.0	1.0	1.0	-	0.00	66.8%	1.0	-
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**0**	**0**	**0**	**14.5**	**17.8**	**0.0**	**32.4**	**-**	**3682.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.6%**	**39.1**	**-**
1/2+1/1	-	-	-	4.8	3.2	-	8.0	18.2	1358.9	0.9	5.3	10.2	3.2	13.4	-	0.00	88.8 : 84.8%	10.5	-
1/3	-	-	-	1.4	0.8	-	2.2	13.9	414.7	0.7	3.7	5.8	0.8	6.5	-	0.00	61.2%	3.0	-
1/4	-	-	-	2.8	5.1	-	7.9	32.7	796.7	0.9	5.5	11.1	5.1	16.1	-	0.00	92.0%	9.3	-
2/1	-	-	-	1.0	0.4	-	1.4	19.9	207.2	0.8	2.4	2.9	0.4	3.3	-	0.00	45.3%	1.8	-
2/2	-	-	-	2.6	6.2	-	8.8	58.5	519.4	1.0	5.0	7.2	6.2	13.4	-	0.00	94.6%	9.7	-

2/3	-	-	-	1.9	1.5	-	3.3	28.0	385.2	0.9	3.9	5.4	1.5	6.8	-	0.00	74.8%	4.0	-
3/1	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.0	-	0.0	0.6	0.6	-	0.00	52.7%	0.6	-
3/2	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.0	-	0.0	0.1	0.1	-	0.00	18.3%	0.1	-

C1 - 13/1131	PRC for Signalled Lanes (%):	-14.8	Total Delay for Signalled Lanes (pcuHr):	84.03	Cycle Time (s):	52
C2 - 13/1132	PRC for Signalled Lanes (%):	-13.3	Total Delay for Signalled Lanes (pcuHr):	52.79	Cycle Time (s):	51
C3 - 13/1133	PRC for Signalled Lanes (%):	-10.6	Total Delay for Signalled Lanes (pcuHr):	41.17	Cycle Time (s):	54
C4 - 13/1134	PRC for Signalled Lanes (%):	-5.1	Total Delay for Signalled Lanes (pcuHr):	31.70	Cycle Time (s):	50
	PRC Over All Lanes (%):	-14.8	Total Delay Over All Lanes(pcuHr):	214.33		

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	613	627	259	1499
	B	969	0	1166	0	2135
	C	838	1060	0	1140	3038
	D	365	0	984	0	1349
	Tot.	2172	1673	2777	1399	8021

Traffic Flows, Difference

Difference :

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

Scenario 10: '2044 8.5k DS PM' (FG10: '2044 8.5k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J23 M20 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**126.2%**	-	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**122.2%**	-	-
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	21	44	0	-	-:Y	294	1904:1904	1904	644+426	27.5 : 27.5%	294	294
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	21	44	0	-	Y:Y	1359	1904:1904	1904	557+615	122.2 : 110.4%	1359	1172
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	30	7	37	-	-	814	1907	1907	909	89.5%	814	814
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	30	7	37	-	-	817	1907	1907	909	89.8%	817	817
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	30	7	37	-	-	809	1907	1907	909	89.0%	809	809
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	931	2055	2055	2055	45.3%	931	931
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	705	2195	2195	2195	32.1%	705	705
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**126.2%**	-	-
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	26	7	33	-	-	1098	1907:1907	1907	630+241	125.9 : 125.9%	1098	872
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	26	7	33	-	-	680	1907	1907	792	70.3%	557	557
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	26	7	33	-	-	679	1907	1907	792	77.7%	615	615
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	27	38	0	-	-	1013	1863	1863	803	126.2%	1013	803
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	27	38	0	-	Y:-	1311	1863:1863	1863	429+670	119.2 : 119.2%	1311	1100
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	1317	1932	1932	1932	54.0%	1044	1044
3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	794	2072	2072	2072	30.4%	631	631
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**109.6%**	-	-
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	27	7	34	-	-	1192	1907	1907	953	103.4%	986	953
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	27	7	34	-	-	1192	1907	1907	953	109.6%	1045	953
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	27	7	34	-	-	286	1907	1907	953	25.2%	240	240
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	15	41	0	-	-:Y	906	1912:1912	1912	546+444	82.9 : 102.1%	906	897
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	15	41	0	-	Y:Y	698	1912:1912	1912	444+292	94.9 : 94.9%	698	698
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1645	1937	1937	1937	72.1%	1397	1397

3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1645	2077	2077	2077	67.7%	1406	1406
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.8%**	**-**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	33	26	0	-	Y:Y	1272	1882:1882	1882	797+692	85.4 : 85.4%	1272	1272
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	33	26	0	-	Y	540	1882	1882	989	54.6%	540	540
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	33	26	0	-	Y	809	1882	1882	1053	76.9%	809	809
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	14	7	21	-	-	286	1907	1907	485	49.5%	240	240
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	14	7	21	-	-	421	1907	1907	485	86.8%	421	421
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	14	7	21	-	-	277	1907	1907	485	57.1%	277	277
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	877	1932	1932	1932	43.0%	831	831
3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	288	2072	2072	2072	13.9%	288	288

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J23 M20 Junction 9	**0**	**0**	**0**	**104.7**	**550.4**	**0.0**	**655.1**	**-**	**16221.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**126.2%**	**684.8**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**0**	**0**	**0**	**24.2**	**109.7**	**0.0**	**134.0**	**-**	**4062.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**122.2%**	**141.4**	**-**
1/2+1/1	-	-	-	1.3	0.2	-	1.5	18.7	216.2	0.7	2.0	2.3	0.2	2.5	-	0.00	27.5 : 27.5%	1.9	-
1/3+1/4	-	-	-	12.4	97.2	-	109.5	290.1	1631.3	1.2	10.5	16.0	97.2	113.2	-	0.00	122.2 : 110.4%	112.5	-
2/1	-	-	-	3.5	3.9	-	7.4	32.9	738.9	0.9	7.2	13.3	3.9	17.3	-	0.00	89.5%	8.8	-
2/2	-	-	-	3.5	4.1	-	7.6	33.5	741.6	0.9	7.3	13.4	4.1	17.4	-	0.00	89.8%	8.9	-
2/3	-	-	-	3.5	3.7	-	7.2	32.1	734.3	0.9	7.2	13.3	3.7	17.0	-	0.00	89.0%	8.6	-
3/1	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.0	-	0.0	0.4	0.4	-	0.00	45.3%	0.4	-
3/2	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.0	-	0.0	0.2	0.2	-	0.00	32.1%	0.2	-
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**0**	**0**	**0**	**46.6**	**335.4**	**0.0**	**382.1**	**-**	**5652.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**126.2%**	**392.4**	**-**
1/2+1/1	-	-	-	13.3	115.4	-	128.8	422.2	1378.4	1.3	12.3	27.7	115.4	143.2	-	0.00	125.9 : 125.9%	131.3	-
1/3	-	-	-	3.1	1.2	-	4.2	27.5	556.5	1.0	9.3	10.0	1.2	11.2	-	0.00	70.3%	5.3	-
1/4	-	-	-	3.4	1.7	-	5.1	29.9	615.1	1.0	9.5	11.1	1.7	12.8	-	0.00	77.7%	6.2	-
2/1	-	-	-	13.5	107.6	-	121.1	430.3	1013.0	1.0	17.4	25.0	107.6	132.6	-	0.00	126.2%	122.9	-
2/2+2/3	-	-	-	13.3	108.7	-	122.1	335.2	2089.0	1.6	13.8	23.6	108.7	132.3	-	0.00	119.2 : 119.2%	125.9	-
3/1	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.0	-	0.0	0.6	0.6	-	0.00	54.0%	0.6	-
3/2	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.0	-	0.0	0.2	0.2	-	0.00	30.4%	0.2	-
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**0**	**0**	**0**	**20.6**	**95.6**	**0.0**	**116.1**	**-**	**3688.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**109.6%**	**122.9**	**-**
1/1	-	-	-	4.6	25.8	-	30.4	111.2	986.0	1.0	7.6	15.8	25.8	41.6	-	0.00	103.4%	32.2	-
1/2	-	-	-	6.4	51.1	-	57.4	197.8	1045.4	1.0	9.0	17.7	51.1	68.8	-	0.00	109.6%	59.3	-
1/3	-	-	-	0.5	0.2	-	0.7	10.5	137.1	0.6	1.7	2.1	0.2	2.3	-	0.00	25.2%	1.0	-
2/2+2/1	-	-	-	5.2	9.4	-	14.6	58.1	873.6	1.0	5.3	7.2	9.4	16.6	-	0.00	82.9 : 102.1%	16.2	-
2/3+2/4	-	-	-	3.8	6.8	-	10.6	54.7	646.0	0.9	4.8	6.4	6.8	13.2	-	0.00	94.9 : 94.9%	11.8	-
3/1	-	-	-	0.0	1.3	-	1.3	3.3	0.0	0.0	-	0.0	1.3	1.3	-	0.00	72.1%	1.3	-
3/2	-	-	-	0.0	1.0	-	1.0	2.7	0.0	0.0	-	0.0	1.0	1.0	-	0.00	67.7%	1.0	-
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**0**	**0**	**0**	**13.2**	**9.7**	**0.0**	**22.9**	**-**	**2818.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.8%**	**28.1**	**-**
1/2+1/1	-	-	-	4.4	2.8	-	7.2	20.5	1002.4	0.8	6.1	10.0	2.8	12.9	-	0.00	85.4 : 85.4%	9.1	-
1/3	-	-	-	1.4	0.6	-	2.0	13.3	356.9	0.7	3.9	5.9	0.6	6.4	-	0.00	54.6%	2.7	-
1/4	-	-	-	2.3	1.6	-	3.9	17.3	617.0	0.8	5.4	10.1	1.6	11.8	-	0.00	76.9%	5.0	-
2/1	-	-	-	1.3	0.5	-	1.7	26.1	203.3	0.8	2.8	3.3	0.5	3.8	-	0.00	49.5%	2.1	-
2/2	-	-	-	2.5	3.0	-	5.5	46.8	399.6	0.9	4.9	6.5	3.0	9.6	-	0.00	86.8%	6.2	-

2/3	-	-	-	1.5	0.7	-	2.1	27.8	239.4	0.9	3.2	3.9	0.7	4.6	-	0.00	57.1%	2.6	-
3/1	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.0	-	0.0	0.4	0.4	-	0.00	43.0%	0.4	-
3/2	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.0	-	0.0	0.1	0.1	-	0.00	13.9%	0.1	-

C1 - 13/1131	PRC for Signalled Lanes (%):	-35.8	Total Delay for Signalled Lanes (pcuHr):	133.31	Cycle Time (s):	65
C2 - 13/1132	PRC for Signalled Lanes (%):	-40.3	Total Delay for Signalled Lanes (pcuHr):	381.25	Cycle Time (s):	65
C3 - 13/1133	PRC for Signalled Lanes (%):	-21.8	Total Delay for Signalled Lanes (pcuHr):	113.80	Cycle Time (s):	56
C4 - 13/1134	PRC for Signalled Lanes (%):	3.6	Total Delay for Signalled Lanes (pcuHr):	22.48	Cycle Time (s):	59
	PRC Over All Lanes (%):	-40.3	Total Delay Over All Lanes(pcuHr):	655.09		

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	1013	1025	286	2324
	B	698	0	906	0	1604
	C	644	1098	0	879	2621
	D	294	0	1359	0	1653
	Tot.	1636	2111	3290	1165	8202

Traffic Flows, Difference

Difference :

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

Scenario 11: '2044 10k DM AM' (FG11: '2044 10k DM AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J23 M20 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**104.5%**	-	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**104.5%**	-	-
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	13	39	0	-	-	366	1904:1904	1904	513+453	41.0 : 34.4%	366	366
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	13	39	0	-	-	986	1904:1904	1904	513+513	92.3 : 100.1%	986	986
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	25	7	32	-	-	1022	1907	1907	953	104.5%	996	953
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	25	7	32	-	-	995	1907	1907	953	104.4%	995	953
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	25	7	32	-	-	775	1907	1907	953	81.3%	775	775
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	1178	2055	2055	2055	54.0%	1110	1110
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	970	2195	2195	2195	42.7%	938	938
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**96.5%**	-	-
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	1010	1907:1907	1907	667+379	95.5 : 95.9%	1000	1000
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	23	7	30	-	-	473	1907	1907	897	52.7%	473	473
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	23	7	30	-	-	513	1907	1907	897	57.1%	513	513
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	16	35	0	-	-	599	1863	1863	621	96.5%	599	599
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	16	35	0	-	-	889	1863:1863	1863	371+610	90.6 : 90.6%	889	889
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	965	1932	1932	1932	49.8%	962	962
3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	644	2072	2072	2072	30.7%	637	637
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**100.2%**	-	-
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	22	7	29	-	-	809	1907	1907	812	99.6%	809	809
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	22	7	29	-	-	806	1907	1907	812	99.2%	806	806
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	22	7	29	-	-	260	1907	1907	812	32.0%	260	260
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	18	36	0	-	-:Y	1095	1912:1912	1912	673+602	84.1 : 87.9%	1095	1095
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	18	36	0	-	-	942	1912:1912	1912	673+267	100.2 : 100.2%	942	941
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1338	1937	1937	1937	69.1%	1338	1338

3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1372	2077	2077	2077	66.0%	1372	1372
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**103.8%**	**-**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	22	28	0	-	-	1492	1882:1882	1882	866+866	86.3 : 86.1%	1492	1492
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	22	28	0	-	-	727	1882	1882	866	84.0%	727	727
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	22	28	0	-	-	775	1882	1882	866	89.5%	775	775
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	16	7	23	-	-	260	1907	1907	648	40.1%	260	260
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	16	7	23	-	-	674	1907	1907	648	103.8%	673	648
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	16	7	23	-	-	268	1907	1907	648	41.3%	268	268
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	1005	1932	1932	1932	52.0%	1005	1005
3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	399	2072	2072	2072	19.3%	399	399

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J23 M20 Junction 9	**0**	**0**	**0**	**63.2**	**172.1**	**0.0**	**235.3**	**-**	**14262.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**104.5%**	**261.4**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**0**	**0**	**0**	**18.2**	**71.3**	**0.0**	**89.5**	**-**	**3892.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**104.5%**	**96.7**	**-**
1/2+1/1	-	-	-	1.6	0.3	-	1.9	18.4	292.6	0.8	2.1	2.4	0.3	2.8	-	0.00	41.0 : 34.4%	2.4	-
1/3+1/4	-	-	-	5.1	8.9	-	14.0	51.3	967.8	1.0	5.1	7.4	8.9	16.3	-	0.00	92.3 : 100.1%	15.8	-
2/1	-	-	-	4.6	29.8	-	34.4	124.2	996.4	1.0	7.3	15.0	29.8	44.8	-	0.00	104.5%	36.2	-
2/2	-	-	-	4.5	29.3	-	33.8	122.3	995.0	1.0	7.2	15.0	29.3	44.2	-	0.00	104.4%	35.6	-
2/3	-	-	-	2.4	2.1	-	4.5	20.8	640.9	0.8	5.2	9.3	2.1	11.4	-	0.00	81.3%	5.7	-
3/1	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.0	-	0.0	0.6	0.6	-	0.00	54.0%	0.6	-
3/2	-	-	-	0.0	0.4	-	0.4	1.4	0.0	0.0	-	0.0	0.4	0.4	-	0.00	42.7%	0.4	-
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**0**	**0**	**0**	**12.4**	**22.3**	**0.0**	**34.7**	**-**	**3021.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**96.5%**	**40.3**	**-**
1/2+1/1	-	-	-	3.2	8.1	-	11.3	40.6	956.8	1.0	4.9	11.3	8.1	19.4	-	0.00	95.5 : 95.9%	13.0	-
1/3	-	-	-	1.2	0.6	-	1.8	13.7	324.6	0.7	3.3	4.6	0.6	5.2	-	0.00	52.7%	2.4	-
1/4	-	-	-	1.4	0.7	-	2.1	14.4	361.8	0.7	3.6	5.1	0.7	5.8	-	0.00	57.1%	2.7	-
2/1	-	-	-	2.8	7.9	-	10.7	64.3	587.3	1.0	5.3	8.3	7.9	16.2	-	0.00	96.5%	11.8	-
2/2+2/3	-	-	-	3.8	4.4	-	8.2	33.1	790.6	0.9	4.9	7.4	4.4	11.8	-	0.00	90.6 : 90.6%	9.6	-
3/1	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.0	-	0.0	0.5	0.5	-	0.00	49.8%	0.5	-
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	30.7%	0.2	-
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**0**	**0**	**0**	**17.1**	**47.1**	**0.0**	**64.2**	**-**	**3639.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100.2%**	**70.8**	**-**
1/1	-	-	-	3.5	13.4	-	16.9	75.2	794.0	1.0	6.5	11.9	13.4	25.3	-	0.00	99.6%	18.4	-
1/2	-	-	-	3.4	12.6	-	16.1	71.9	790.7	1.0	6.5	11.9	12.6	24.5	-	0.00	99.2%	17.5	-
1/3	-	-	-	0.7	0.2	-	1.0	13.6	168.5	0.6	2.1	2.5	0.2	2.8	-	0.00	32.0%	1.3	-
2/2+2/1	-	-	-	5.1	3.0	-	8.1	26.5	1013.2	0.9	5.2	7.7	3.0	10.7	-	0.00	84.1 : 87.9%	9.9	-
2/3+2/4	-	-	-	4.3	15.8	-	20.1	76.7	872.5	0.9	6.2	10.1	15.8	25.9	-	0.00	100.2 : 100.2%	21.7	-
3/1	-	-	-	0.0	1.1	-	1.1	3.0	0.0	0.0	-	0.0	1.1	1.1	-	0.00	69.1%	1.1	-
3/2	-	-	-	0.0	1.0	-	1.0	2.5	0.0	0.0	-	0.0	1.0	1.0	-	0.00	66.0%	1.0	-
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**0**	**0**	**0**	**15.6**	**31.3**	**0.0**	**46.8**	**-**	**3709.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**103.8%**	**53.6**	**-**
1/2+1/1	-	-	-	5.0	3.0	-	8.0	19.4	1313.0	0.9	5.2	9.1	3.0	12.2	-	0.00	86.3 : 86.1%	10.4	-
1/3	-	-	-	2.4	2.5	-	4.9	24.4	625.2	0.9	5.0	8.7	2.5	11.2	-	0.00	84.0%	6.1	-
1/4	-	-	-	2.7	3.9	-	6.6	30.7	697.5	0.9	5.4	9.7	3.9	13.6	-	0.00	89.5%	7.9	-
2/1	-	-	-	0.9	0.3	-	1.2	17.2	197.6	0.8	2.2	2.7	0.3	3.1	-	0.00	40.1%	1.6	-
2/2	-	-	-	3.6	20.4	-	24.1	128.8	672.7	1.0	6.1	9.7	20.4	30.1	-	0.00	103.8%	25.3	-

2/3	-	-	-	0.9	0.4	-	1.3	17.4	203.7	0.8	2.3	2.8	0.4	3.2	-	0.00	41.3%	1.7	-
3/1	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.0	-	0.0	0.5	0.5	-	0.00	52.0%	0.5	-
3/2	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.0	-	0.0	0.1	0.1	-	0.00	19.3%	0.1	-

C1 - 13/1131	PRC for Signalled Lanes (%):	-16.1	Total Delay for Signalled Lanes (pcuHr):	88.57	Cycle Time (s):	52
C2 - 13/1132	PRC for Signalled Lanes (%):	-7.2	Total Delay for Signalled Lanes (pcuHr):	34.02	Cycle Time (s):	51
C3 - 13/1133	PRC for Signalled Lanes (%):	-11.3	Total Delay for Signalled Lanes (pcuHr):	62.10	Cycle Time (s):	54
C4 - 13/1134	PRC for Signalled Lanes (%):	-15.3	Total Delay for Signalled Lanes (pcuHr):	46.18	Cycle Time (s):	50
	PRC Over All Lanes (%):	-16.1	Total Delay Over All Lanes(pcuHr):	235.28		

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	599	629	260	1488
	B	942	0	1095	0	2037
	C	840	1010	0	1144	2994
	D	366	0	986	0	1352
	Tot.	2148	1609	2710	1404	7871

Traffic Flows, Difference

Difference :

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

Scenario 12: '2044 10k DM PM' (FG12: '2044 10k DM PM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J23 M20 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**122.6%**	-	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**116.1%**	-	-
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	22	43	0	-	-:Y	295	1904:1904	1904	674+469	25.8 : 25.8%	295	295
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	22	43	0	-	Y:Y	1365	1904:1904	1904	586+644	116.1 : 106.3%	1365	1230
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	29	7	36	-	-	783	1907	1907	880	88.7%	781	781
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	29	7	36	-	-	789	1907	1907	880	89.6%	789	789
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	29	7	36	-	-	775	1907	1907	880	88.1%	775	775
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	904	2055	2055	2055	43.9%	902	902
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	716	2195	2195	2195	32.6%	716	716
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**122.6%**	-	-
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	26	7	33	-	-	1022	1907:1907	1907	675+170	120.8 : 120.8%	1022	846
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	26	7	33	-	-	680	1907	1907	792	74.0%	586	586
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	26	7	33	-	-	685	1907	1907	792	81.4%	644	644
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	27	38	0	-	-	984	1863	1863	803	122.6%	984	803
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	27	38	0	-	Y:-	1315	1863:1863	1863	434+669	119.2 : 119.2%	1315	1103
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	1190	1932	1932	1932	50.4%	973	973
3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	816	2072	2072	2072	32.6%	676	676
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**110.8%**	-	-
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	29	7	36	-	-	1197	1907	1907	1022	99.8%	1019	1019
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	29	7	36	-	-	1196	1907	1907	1022	105.0%	1073	1022
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	29	7	36	-	-	287	1907	1907	1022	23.6%	241	241
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	13	43	0	-	-:Y	832	1912:1912	1912	478+376	87.0 : 110.8%	832	792
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	13	43	0	-	Y:Y	679	1912:1912	1912	376+444	100.6 : 67.8%	679	677
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1613	1937	1937	1937	72.0%	1395	1395

3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1612	2077	2077	2077	69.2%	1438	1438
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.4%**	**-**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	34	25	0	-	Y:Y	1286	1882:1882	1882	829+694	84.4 : 84.4%	1286	1286
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	34	25	0	-	Y	488	1882	1882	1021	47.8%	488	488
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	34	25	0	-	Y	775	1882	1882	1085	71.5%	775	775
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	13	7	20	-	-	286	1907	1907	453	53.0%	240	240
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	13	7	20	-	-	379	1907	1907	453	83.2%	376	376
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	13	7	20	-	-	301	1907	1907	453	66.5%	301	301
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	872	1932	1932	1932	42.7%	826	826
3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	296	2072	2072	2072	14.3%	296	296

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J23 M20 Junction 9	**0**	**0**	**0**	**97.9**	**475.7**	**0.0**	**573.7**	**-**	**15881.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**122.6%**	**602.7**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**0**	**0**	**0**	**22.8**	**84.0**	**0.0**	**106.8**	**-**	**3963.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**116.1%**	**114.1**	**-**
1/2+1/1	-	-	-	1.3	0.2	-	1.5	17.8	212.5	0.7	1.9	2.2	0.2	2.4	-	0.00	25.8 : 25.8%	1.8	-
1/3+1/4	-	-	-	11.2	72.1	-	83.3	219.6	1634.3	1.2	9.8	15.3	72.1	87.4	-	0.00	116.1 : 106.3%	86.2	-
2/1	-	-	-	3.5	3.7	-	7.1	32.8	708.5	0.9	7.2	12.8	3.7	16.4	-	0.00	88.7%	8.4	-
2/2	-	-	-	3.5	4.0	-	7.5	34.2	716.2	0.9	7.2	12.9	4.0	16.9	-	0.00	89.6%	8.8	-
2/3	-	-	-	3.4	3.5	-	6.9	31.9	691.5	0.9	7.1	12.5	3.5	15.9	-	0.00	88.1%	8.1	-
3/1	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.0	-	0.0	0.4	0.4	-	0.00	43.9%	0.4	-
3/2	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.0	-	0.0	0.2	0.2	-	0.00	32.6%	0.2	-
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**0**	**0**	**0**	**43.6**	**297.7**	**0.0**	**341.3**	**-**	**5588.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**122.6%**	**351.5**	**-**
1/2+1/1	-	-	-	10.9	90.9	-	101.8	358.5	1278.0	1.3	10.5	25.5	90.9	116.4	-	0.00	120.8 : 120.8%	104.1	-
1/3	-	-	-	3.4	1.4	-	4.8	29.5	585.8	1.0	9.8	10.6	1.4	12.0	-	0.00	74.0%	5.9	-
1/4	-	-	-	3.7	2.1	-	5.9	32.7	644.4	1.0	10.0	11.6	2.1	13.8	-	0.00	81.4%	7.0	-
2/1	-	-	-	12.2	93.4	-	105.6	386.2	984.0	1.0	16.1	23.5	93.4	116.9	-	0.00	122.6%	107.4	-
2/2+2/3	-	-	-	13.4	109.1	-	122.5	335.5	2096.3	1.6	13.8	23.7	109.1	132.8	-	0.00	119.2 : 119.2%	126.4	-
3/1	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.0	-	0.0	0.5	0.5	-	0.00	50.4%	0.5	-
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	32.6%	0.2	-
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**0**	**0**	**0**	**18.9**	**85.4**	**0.0**	**104.3**	**-**	**3660.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**110.8%**	**111.0**	**-**
1/1	-	-	-	3.7	15.4	-	19.1	67.4	1001.2	1.0	6.8	15.6	15.4	31.0	-	0.00	99.8%	20.9	-
1/2	-	-	-	5.1	33.6	-	38.8	130.1	1072.9	1.0	8.0	17.5	33.6	51.1	-	0.00	105.0%	40.7	-
1/3	-	-	-	0.5	0.2	-	0.6	9.2	124.6	0.5	1.6	1.9	0.2	2.1	-	0.00	23.6%	0.8	-
2/2+2/1	-	-	-	5.6	30.2	-	35.8	155.1	809.7	1.0	5.6	7.1	30.2	37.3	-	0.00	87.0 : 110.8%	37.3	-
2/3+2/4	-	-	-	4.0	3.6	-	7.6	40.3	652.1	1.0	4.6	5.9	3.6	9.5	-	0.00	100.6 : 67.8%	8.8	-
3/1	-	-	-	0.0	1.3	-	1.3	3.3	0.0	0.0	-	0.0	1.3	1.3	-	0.00	72.0%	1.3	-
3/2	-	-	-	0.0	1.1	-	1.1	2.8	0.0	0.0	-	0.0	1.1	1.1	-	0.00	69.2%	1.1	-
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**0**	**0**	**0**	**12.5**	**8.7**	**0.0**	**21.2**	**-**	**2668.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.4%**	**26.1**	**-**
1/2+1/1	-	-	-	4.2	2.6	-	6.9	19.2	984.4	0.8	6.0	10.1	2.6	12.8	-	0.00	84.4 : 84.4%	8.7	-
1/3	-	-	-	1.1	0.5	-	1.6	11.7	297.8	0.6	3.4	4.9	0.5	5.3	-	0.00	47.8%	2.1	-
1/4	-	-	-	1.9	1.2	-	3.2	14.8	551.7	0.7	5.0	9.0	1.2	10.3	-	0.00	71.5%	4.2	-
2/1	-	-	-	1.3	0.6	-	1.9	28.1	207.3	0.9	2.9	3.4	0.6	4.0	-	0.00	53.0%	2.2	-
2/2	-	-	-	2.2	2.3	-	4.6	43.7	357.3	0.9	4.5	5.9	2.3	8.2	-	0.00	83.2%	5.2	-

2/3	-	-	-	1.7	1.0	-	2.7	32.1	270.4	0.9	3.6	4.4	1.0	5.4	-	0.00	66.5%	3.2	-
3/1	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.0	-	0.0	0.4	0.4	-	0.00	42.7%	0.4	-
3/2	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.0	-	0.0	0.1	0.1	-	0.00	14.3%	0.1	-

C1 - 13/1131 PRC for Signalled Lanes (%): -29.0 Total Delay for Signalled Lanes (pcuHr): 106.20 Cycle Time (s): 65
C2 - 13/1132 PRC for Signalled Lanes (%): -36.2 Total Delay for Signalled Lanes (pcuHr): 340.54 Cycle Time (s): 65
C3 - 13/1133 PRC for Signalled Lanes (%): -23.1 Total Delay for Signalled Lanes (pcuHr): 101.93 Cycle Time (s): 56
C4 - 13/1134 PRC for Signalled Lanes (%): 6.6 Total Delay for Signalled Lanes (pcuHr): 20.75 Cycle Time (s): 59
PRC Over All Lanes (%): -36.2 Total Delay Over All Lanes(pcuHr): 573.65

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	984	1028	287	2299
	B	679	0	832	0	1511
	C	646	1022	0	881	2549
	D	295	0	1365	0	1660
	Tot.	1620	2006	3225	1168	8019

Traffic Flows, Difference

Difference :

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

Scenario 13: '2044 10k DS AM' (FG13: '2044 10k DS AM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J23 M20 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**103.4%**	-	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**103.4%**	-	-
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	13	39	0	-	-	366	1904:1904	1904	513+513	39.8 : 31.6%	366	366
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	13	39	0	-	-	986	1904:1904	1904	513+513	96.2 : 96.2%	986	986
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	25	7	32	-	-	976	1907	1907	953	102.4%	976	953
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	25	7	32	-	-	986	1907	1907	953	103.4%	986	953
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	25	7	32	-	-	908	1907	1907	953	95.2%	908	908
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	1138	2055	2055	2055	54.3%	1116	1116
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	1033	2195	2195	2195	45.8%	1006	1006
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**102.8%**	-	-
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	1065	1907:1907	1907	683+349	102.7 : 102.8%	1060	1031
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	23	7	30	-	-	493	1907	1907	897	54.9%	493	493
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	23	7	30	-	-	493	1907	1907	897	54.9%	493	493
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	16	35	0	-	-	616	1863	1863	621	99.2%	616	616
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	16	35	0	-	-	889	1863:1863	1863	341+612	93.4 : 93.4%	889	889
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	976	1932	1932	1932	49.9%	965	965
3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	705	2072	2072	2072	32.9%	683	683
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**99.9%**	-	-
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	23	7	30	-	-	811	1907	1907	848	95.7%	811	811
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	23	7	30	-	-	804	1907	1907	848	94.9%	804	804
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	23	7	30	-	-	260	1907	1907	848	30.7%	260	260
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	17	37	0	-	-:Y	1165	1912:1912	1912	637+567	99.9 : 93.2%	1165	1165
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	17	37	0	-	-	965	1912:1912	1912	637+637	79.2 : 72.2%	965	965
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1339	1937	1937	1937	69.1%	1339	1339

3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1441	2077	2077	2077	69.4%	1441	1441
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.6%**	**-**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	25	25	0	-	-	1615	1882:1882	1882	979+886	87.4 : 85.8%	1615	1615
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	25	25	0	-	-	526	1882	1882	979	53.7%	526	526
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	25	25	0	-	-	908	1882	1882	979	92.8%	908	908
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	13	7	20	-	-	260	1907	1907	534	48.7%	260	260
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	13	7	20	-	-	505	1907	1907	534	94.6%	505	505
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	13	7	20	-	-	460	1907	1907	534	86.1%	460	460
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	1020	1932	1932	1932	52.8%	1020	1020
3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	384	2072	2072	2072	18.5%	384	384

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J23 M20 Junction 9	**0**	**0**	**0**	**63.4**	**157.7**	**0.0**	**221.1**	**-**	**14737.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**103.4%**	**248.0**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**0**	**0**	**0**	**18.2**	**65.5**	**0.0**	**83.7**	**-**	**4077.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**103.4%**	**91.2**	**-**
1/2+1/1	-	-	-	1.6	0.3	-	1.8	18.1	292.5	0.8	2.0	2.4	0.3	2.7	-	0.00	39.8 : 31.6%	2.4	-
1/3+1/4	-	-	-	5.1	8.7	-	13.8	50.5	967.0	1.0	4.9	7.0	8.7	15.7	-	0.00	96.2 : 96.2%	15.6	-
2/1	-	-	-	4.0	22.2	-	26.3	96.9	976.0	1.0	6.8	14.4	22.2	36.7	-	0.00	102.4%	28.1	-
2/2	-	-	-	4.3	25.8	-	30.1	109.9	986.0	1.0	7.0	14.7	25.8	40.5	-	0.00	103.4%	31.9	-
2/3	-	-	-	3.1	7.5	-	10.6	42.2	855.6	0.9	6.1	12.4	7.5	19.9	-	0.00	95.2%	12.2	-
3/1	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.0	-	0.0	0.6	0.6	-	0.00	54.3%	0.6	-
3/2	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.0	-	0.0	0.4	0.4	-	0.00	45.8%	0.4	-
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**0**	**0**	**0**	**13.6**	**44.0**	**0.0**	**57.6**	**-**	**3317.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**102.8%**	**63.6**	**-**
1/2+1/1	-	-	-	4.2	24.9	-	29.1	98.9	1219.4	1.2	6.0	14.5	24.9	39.4	-	0.00	102.7 : 102.8%	31.4	-
1/3	-	-	-	1.3	0.6	-	1.9	14.1	348.0	0.7	3.4	4.9	0.6	5.5	-	0.00	54.9%	2.6	-
1/4	-	-	-	1.3	0.6	-	1.9	14.1	348.0	0.7	3.4	4.9	0.6	5.5	-	0.00	54.9%	2.6	-
2/1	-	-	-	2.9	11.2	-	14.1	82.5	603.9	1.0	5.5	8.6	11.2	19.8	-	0.00	99.2%	15.2	-
2/2+2/3	-	-	-	3.8	5.9	-	9.7	39.4	798.0	0.9	5.1	7.8	5.9	13.7	-	0.00	93.4 : 93.4%	11.2	-
3/1	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.0	-	0.0	0.5	0.5	-	0.00	49.9%	0.5	-
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	32.9%	0.2	-
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**0**	**0**	**0**	**17.4**	**28.7**	**0.0**	**46.1**	**-**	**3686.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.9%**	**52.8**	**-**
1/1	-	-	-	3.3	7.8	-	11.0	49.0	781.0	1.0	6.3	11.7	7.8	19.5	-	0.00	95.7%	12.5	-
1/2	-	-	-	3.2	7.0	-	10.2	45.7	759.3	0.9	6.3	11.4	7.0	18.4	-	0.00	94.9%	11.6	-
1/3	-	-	-	0.7	0.2	-	0.9	12.7	163.7	0.6	2.0	2.5	0.2	2.7	-	0.00	30.7%	1.2	-
2/2+2/1	-	-	-	5.9	9.9	-	15.8	48.9	1133.6	1.0	6.0	9.4	9.9	19.3	-	0.00	99.9 : 93.2%	17.9	-
2/3+2/4	-	-	-	4.3	1.5	-	5.9	21.8	849.3	0.9	4.8	6.7	1.5	8.3	-	0.00	79.2 : 72.2%	7.4	-
3/1	-	-	-	0.0	1.1	-	1.1	3.0	0.0	0.0	-	0.0	1.1	1.1	-	0.00	69.1%	1.1	-
3/2	-	-	-	0.0	1.1	-	1.1	2.8	0.0	0.0	-	0.0	1.1	1.1	-	0.00	69.4%	1.1	-
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**0**	**0**	**0**	**14.3**	**19.4**	**0.0**	**33.7**	**-**	**3656.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.6%**	**40.4**	**-**
1/2+1/1	-	-	-	4.5	3.2	-	7.7	17.2	1343.3	0.8	5.2	10.2	3.2	13.4	-	0.00	87.4 : 85.8%	10.2	-
1/3	-	-	-	1.2	0.6	-	1.7	12.0	347.2	0.7	3.2	4.8	0.6	5.4	-	0.00	53.7%	2.4	-
1/4	-	-	-	2.8	5.6	-	8.4	33.2	835.4	0.9	5.5	11.6	5.6	17.2	-	0.00	92.8%	9.9	-
2/1	-	-	-	1.1	0.5	-	1.6	21.6	213.2	0.8	2.5	3.0	0.5	3.4	-	0.00	48.7%	1.9	-
2/2	-	-	-	2.5	6.1	-	8.6	61.3	484.8	1.0	4.8	6.7	6.1	12.9	-	0.00	94.6%	9.5	-

2/3	-	-	-	2.2	2.9	-	5.1	39.7	432.4	0.9	4.3	6.0	2.9	8.9	-	0.00	86.1%	5.9	-
3/1	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.0	-	0.0	0.6	0.6	-	0.00	52.8%	0.6	-
3/2	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.0	-	0.0	0.1	0.1	-	0.00	18.5%	0.1	-

C1 - 13/1131	PRC for Signalled Lanes (%):	-14.9	Total Delay for Signalled Lanes (pcuHr):	82.69	Cycle Time (s):	52
C2 - 13/1132	PRC for Signalled Lanes (%):	-14.2	Total Delay for Signalled Lanes (pcuHr):	56.81	Cycle Time (s):	51
C3 - 13/1133	PRC for Signalled Lanes (%):	-11.1	Total Delay for Signalled Lanes (pcuHr):	43.84	Cycle Time (s):	54
C4 - 13/1134	PRC for Signalled Lanes (%):	-5.1	Total Delay for Signalled Lanes (pcuHr):	33.04	Cycle Time (s):	50
	PRC Over All Lanes (%):	-14.9	Total Delay Over All Lanes(pcuHr):	221.06		

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	616	629	260	1505
	B	965	0	1165	0	2130
	C	840	1065	0	1144	3049
	D	366	0	986	0	1352
	Tot.	2171	1681	2780	1404	8036

Traffic Flows, Difference

Difference :

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

Scenario 14: '2044 10k DS PM' (FG14: '2044 10k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J23 M20 Junction 9	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**121.4%**	-	-
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**107.4%**	-	-
1/2+1/1	M20 Slip road EB Left	U	N/A	N/A	C1:B		1	26	39	0	-	-:Y	295	1904:1904	1904	791+19	36.4 : 36.4%	295	295
1/3+1/4	M20 Slip road EB Ahead	U	N/A	N/A	C1:B		1	26	39	0	-	Y:Y	1365	1904:1904	1904	703+704	97.0 : 97.0%	1365	1365
2/1	Roundabout NB Ahead	U	N/A	N/A	C1:A		1	25	7	32	-	-	812	1907	1907	763	106.4%	812	763
2/2	Roundabout NB Right Ahead	U	N/A	N/A	C1:A		1	25	7	32	-	-	819	1907	1907	763	107.4%	819	763
2/3	Roundabout NB Right	U	N/A	N/A	C1:A		1	25	7	32	-	-	815	1907	1907	763	106.8%	815	763
3/1	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	819	2055	2055	2055	37.5%	770	770
3/2	A251 Trinity Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	823	2195	2195	2195	35.8%	786	786
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**121.4%**	-	-
1/2+1/1	Roundabout EB Ahead	U	N/A	N/A	C2:A		1	25	7	32	-	-	1099	1907:1907	1907	574+295	118.3 : 118.3%	1027	869
1/3	Roundabout EB Right	U	N/A	N/A	C2:A		1	25	7	32	-	-	682	1907	1907	763	89.4%	682	682
1/4	Roundabout EB Right	U	N/A	N/A	C2:A		1	25	7	32	-	-	683	1907	1907	763	89.5%	683	683
2/1	A251 Trinity Rd NB Left	U	N/A	N/A	C2:B		1	28	37	0	-	-	1009	1863	1863	831	121.4%	1009	831
2/2+2/3	A251 Trinity Rd NB Ahead	U	N/A	N/A	C2:B		1	28	37	0	-	Y:-	1315	1863:1863	1863	441+687	116.5 : 116.5%	1315	1129
3/1	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	1382	1932	1932	1932	58.3%	1126	1126
3/2	M20 Slip road East exit	U	N/A	N/A	-		-	-	-	-	-	-	726	2072	2072	2072	27.7%	574	574
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**110.0%**	-	-
1/1	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	29	7	36	-	-	1196	1907	1907	1022	109.9%	1123	1022
1/2	Roundabout SB Ahead	U	N/A	N/A	C3:A		1	29	7	36	-	-	1197	1907	1907	1022	110.0%	1124	1022
1/3	Roundabout SB Right	U	N/A	N/A	C3:A		1	29	7	36	-	-	287	1907	1907	1022	24.1%	246	246
2/2+2/1	M20 Slip road WB Left	U	N/A	N/A	C3:B		1	13	43	0	-	-:Y	911	1912:1912	1912	478+376	106.7 : 106.8%	911	854
2/3+2/4	M20 Slip road WB Ahead	U	N/A	N/A	C3:B		1	13	43	0	-	Y:Y	701	1912:1912	1912	376+444	98.8 : 74.3%	701	701
3/1	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1597	1937	1937	1937	72.1%	1397	1397

3/2	A20 Fougeres Way South exit	U	N/A	N/A	-		-	-	-	-	-	-	1707	2077	2077	2077	72.2%	1500	1500
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.4%**	**-**	**-**
1/2+1/1	A20 Fougeres way NB Ahead Left	U	N/A	N/A	C4:B		1	34	25	0	-	Y:Y	1322	1882:1882	1882	554+1012	84.4 : 84.4%	1322	1322
1/3	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	34	25	0	-	Y	489	1882	1882	1021	47.9%	489	489
1/4	A20 Fougeres way NB Ahead	U	N/A	N/A	C4:B		1	34	25	0	-	Y	815	1882	1882	1085	75.1%	815	815
2/1	Roundabout WB Ahead	U	N/A	N/A	C4:A		1	13	7	20	-	-	287	1907	1907	453	54.4%	246	246
2/2	Roundabout WB Right Ahead	U	N/A	N/A	C4:A		1	13	7	20	-	-	371	1907	1907	453	82.0%	371	371
2/3	Roundabout WB Right	U	N/A	N/A	C4:A		1	13	7	20	-	-	330	1907	1907	453	72.9%	330	330
3/1	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	1141	1932	1932	1932	57.0%	1100	1100
3/2	M20 Slip road West exit	U	N/A	N/A	-		-	-	-	-	-	-	27	2072	2072	2072	1.3%	27	27

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J23 M20 Junction 9	**0**	**0**	**0**	**107.8**	**550.8**	**0.0**	**658.6**	**-**	**16475.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**121.4%**	**688.8**	**-**
J1: M20 E/B Off Slip / M20 Junction 9 (13-1131)	**0**	**0**	**0**	**26.4**	**109.2**	**0.0**	**135.6**	**-**	**3936.8**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**107.4%**	**142.8**	**-**
1/2+1/1	-	-	-	1.1	0.3	-	1.4	16.6	199.4	0.7	2.9	3.5	0.3	3.8	-	0.00	36.4 : 36.4%	1.7	-
1/3+1/4	-	-	-	7.3	10.7	-	18.0	47.5	1291.5	0.9	7.4	11.9	10.7	22.7	-	0.00	97.0 : 97.0%	20.4	-
2/1	-	-	-	5.9	31.1	-	37.0	164.1	812.0	1.0	9.2	15.5	31.1	46.7	-	0.00	106.4%	38.5	-
2/2	-	-	-	6.1	34.1	-	40.2	176.9	819.0	1.0	9.4	15.8	34.1	49.9	-	0.00	107.4%	41.7	-
2/3	-	-	-	6.0	32.4	-	38.4	169.5	815.0	1.0	9.3	15.7	32.4	48.0	-	0.00	106.8%	39.9	-
3/1	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.0	-	0.0	0.3	0.3	-	0.00	37.5%	0.3	-
3/2	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.0	-	0.0	0.3	0.3	-	0.00	35.8%	0.3	-
J2: A251 Trinity Road / M20 Junction 9 (13-1132)	**0**	**0**	**0**	**44.5**	**279.4**	**0.0**	**323.9**	**-**	**5799.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**121.4%**	**334.5**	**-**
1/2+1/1	-	-	-	10.8	82.5	-	93.3	327.1	1332.4	1.3	9.8	24.5	82.5	107.0	-	0.00	118.3 : 118.3%	95.8	-
1/3	-	-	-	4.7	3.9	-	8.6	45.2	682.0	1.0	11.7	12.3	3.9	16.2	-	0.00	89.4%	9.8	-
1/4	-	-	-	4.7	3.9	-	8.6	45.3	683.0	1.0	11.5	12.3	3.9	16.2	-	0.00	89.5%	9.9	-
2/1	-	-	-	12.1	91.7	-	103.7	370.1	1009.0	1.0	16.0	23.8	91.7	115.5	-	0.00	121.4%	105.6	-
2/2+2/3	-	-	-	12.2	96.6	-	108.7	297.7	2093.5	1.6	12.6	23.1	96.6	119.6	-	0.00	116.5 : 116.5%	112.6	-
3/1	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.0	-	0.0	0.7	0.7	-	0.00	58.3%	0.7	-
3/2	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.0	-	0.0	0.2	0.2	-	0.00	27.7%	0.2	-
J3: M20 W/B Off Slip / M20 Junction 9 (13-1133)	**0**	**0**	**0**	**24.2**	**152.8**	**0.0**	**177.0**	**-**	**3950.8**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**110.0%**	**184.3**	**-**
1/1	-	-	-	6.6	55.8	-	62.4	199.9	1123.2	1.0	9.1	19.1	55.8	74.9	-	0.00	109.9%	64.4	-
1/2	-	-	-	6.6	56.3	-	62.9	201.3	1124.2	1.0	9.1	19.1	56.3	75.4	-	0.00	110.0%	64.9	-
1/3	-	-	-	0.5	0.2	-	0.6	9.3	127.6	0.5	1.6	2.0	0.2	2.1	-	0.00	24.1%	0.9	-
2/2+2/1	-	-	-	6.5	35.2	-	41.6	164.6	911.0	1.0	6.2	8.0	35.2	43.2	-	0.00	106.7 : 106.8%	43.3	-
2/3+2/4	-	-	-	4.1	2.8	-	7.0	35.8	664.9	0.9	4.4	5.7	2.8	8.5	-	0.00	98.8 : 74.3%	8.2	-
3/1	-	-	-	0.0	1.3	-	1.3	3.3	0.0	0.0	-	0.0	1.3	1.3	-	0.00	72.1%	1.3	-
3/2	-	-	-	0.0	1.3	-	1.3	3.1	0.0	0.0	-	0.0	1.3	1.3	-	0.00	72.2%	1.3	-
J4: A20 Fougeres Way / M20 Junction 9 (13-1134)	**0**	**0**	**0**	**12.8**	**9.3**	**0.0**	**22.1**	**-**	**2788.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.4%**	**27.2**	**-**
1/2+1/1	-	-	-	4.1	2.6	-	6.7	18.3	1021.4	0.8	5.7	11.1	2.6	13.8	-	0.00	84.4 : 84.4%	8.6	-
1/3	-	-	-	1.1	0.5	-	1.6	11.7	298.4	0.6	3.4	4.9	0.5	5.3	-	0.00	47.9%	2.1	-
1/4	-	-	-	2.1	1.5	-	3.6	15.9	607.8	0.7	5.2	10.0	1.5	11.5	-	0.00	75.1%	4.7	-
2/1	-	-	-	1.3	0.6	-	1.9	28.4	212.9	0.9	2.9	3.5	0.6	4.1	-	0.00	54.4%	2.3	-
2/2	-	-	-	2.2	2.2	-	4.4	42.3	345.8	0.9	4.4	5.7	2.2	7.8	-	0.00	82.0%	5.0	-

2/3	-	-	-	1.9	1.3	-	3.2	35.1	302.0	0.9	3.9	5.0	1.3	6.3	-	0.00	72.9%	3.8	-
3/1	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.0	-	0.0	0.7	0.7	-	0.00	57.0%	0.7	-
3/2	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	-	0.0	0.0	0.0	-	0.00	1.3%	0.0	-

C1 - 13/1131	PRC for Signalled Lanes (%):	-19.3	Total Delay for Signalled Lanes (pcuHr):	134.99	Cycle Time (s):	65
C2 - 13/1132	PRC for Signalled Lanes (%):	-34.9	Total Delay for Signalled Lanes (pcuHr):	322.97	Cycle Time (s):	65
C3 - 13/1133	PRC for Signalled Lanes (%):	-22.3	Total Delay for Signalled Lanes (pcuHr):	174.46	Cycle Time (s):	56
C4 - 13/1134	PRC for Signalled Lanes (%):	6.6	Total Delay for Signalled Lanes (pcuHr):	21.46	Cycle Time (s):	59
	PRC Over All Lanes (%):	-34.9	Total Delay Over All Lanes(pcuHr):	658.60		

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	1009	1028	287	2324
	B	701	0	911	0	1612
	C	646	1099	0	881	2626
	D	295	0	1365	0	1660
	Tot.	1642	2108	3304	1168	8222

Traffic Flows, Difference

Difference :

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

J24 – Cheriton High Street / Risborough Lane

LinSig Modelling Results

Otterpool_Report_Output

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2018 AM	2018 AM	Network Control Plan 1	08:00 - 09:00	99	15.4	19.71
2	2018 PM	2018 PM	Network Control Plan 1	17:00 - 18:00	115	10.1	23.81
3	2037 DM AM	2037 DM AM	Network Control Plan 1	08:00 - 09:00	99	-51.6	259.29
4	2037 DM PM	2037 DM PM	Network Control Plan 1	17:00 - 18:00	115	-92.0	471.87
5	2037 DS AM	2037 DS AM	Network Control Plan 1	08:00 - 09:00	99	-78.9	419.00
6	2037 DS PM	2037 DS PM	Network Control Plan 1	17:00 - 18:00	115	-133.0	647.27
7	2044 8.5k DM AM	2044 8.5k DM AM	Network Control Plan 1	08:00 - 09:00	99	-58.8	298.31
8	2044 8.5k DM PM	2044 8.5k DM PM	Network Control Plan 1	17:00 - 18:00	115	-111.3	545.93
9	2044 8.5k DS AM	2044 8.5k DS AM	Network Control Plan 1	08:00 - 09:00	99	-119.9	581.49
10	2044 8.5k DS PM	2044 8.5k DS PM	Network Control Plan 1	17:00 - 18:00	115	-177.6	811.73
11	2044 10k DM AM	2044 10k DM AM	Network Control Plan 1	08:00 - 09:00	99	-57.0	279.59
12	2044 10k DM PM	2044 10k DM PM	Network Control Plan 1	17:00 - 18:00	115	-101.2	506.53
13	2044 10k DS AM	2044 10k DS AM	Network Control Plan 1	08:00 - 09:00	99	-118.2	575.41
14	2044 10k DS PM	2044 10k DS PM	Network Control Plan 1	17:00 - 18:00	115	-174.8	798.34

Scenario 1: '2018 AM' (FG1: '2018 AM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J24 Cheriton High Street/Risborough Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**78.0%**	-	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**78.0%**	-	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	28	11	39	-	-	495	1892:1687	1892	500+238	62.6 : 76.6%	495	495
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	-	-	-	485	1915	1915	1915	25.3%	485	485
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	36	47	83	-	-	583	1672:1779	1672	354+394	78.0 : 78.0%	583	583
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	602	1865	1865	1865	32.3%	602	602
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	557	1928	1928	1928	28.9%	557	557
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	28	11	39	-	-	492	1865:1720	1865	499+372	56.5 : 56.5%	492	492
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	-	-	-	63	1896	1896	1896	3.3%	63	63
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	9	90	0	-	-	137	1838	1838	186	73.8%	137	137
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J24 Cheriton High Street/Risborough Lane	**147**	**0**	**35**	**13.8**	**5.4**	**0.6**	**19.7**	-	**1730.7**	-	-	-	-	-	-	-	**78.0%**	**22.9**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**147**	**0**	**35**	**13.8**	**5.4**	**0.6**	**19.7**	-	**1730.7**	-	-	-	-	-	-	-	**78.0%**	**22.9**	-
1/1+1/2	147	0	35	4.1	1.0	0.6	5.7	41.6	611.7	1.2	5.9	7.2	1.0	8.2	-	0.00	62.6 : 76.6%	6.8	-
2/1	-	-	-	0.0	0.2	-	0.2	1.3	83.4	0.2	-	2.3	0.2	2.5	-	0.00	25.3%	0.3	-
3/1+3/2	-	-	-	4.1	1.7	-	5.8	35.8	501.6	0.9	7.0	10.9	1.7	12.6	-	0.00	78.0 : 78.0%	6.7	-
4/1	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.0	-	0.0	0.2	0.2	-	0.00	32.3%	0.2	-
5/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	28.9%	0.2	-
6/2+6/1	-	-	-	3.9	0.6	-	4.6	33.5	401.2	0.8	5.3	6.4	0.6	7.1	-	0.00	56.5 : 56.5%	5.3	-
7/1	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	3.3%	0.0	-
8/1	-	-	-	1.6	1.3	-	3.0	78.3	132.8	1.0	3.3	3.7	1.3	5.0	-	0.00	73.8%	3.2	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-

C1 - 14/0709　PRC for Signalled Lanes (%): 15.4　Total Delay for Signalled Lanes (pcuHr): 19.07　Cycle Time (s): 99
PRC Over All Lanes (%): 15.4　Total Delay Over All Lanes(pcuHr): 19.71

Traffic Flows, Desired
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	93	44	137
	B	0	0	210	282	492
	C	49	258	0	276	583
	D	14	299	182	0	495
	Tot.	63	557	485	602	1707

Traffic Flows, Difference
Difference :

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

Scenario 2: '2018 PM' (FG2: '2018 PM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J24 Cheriton High Street/Risborough Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.7%**	**-**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.7%**	**-**	**-**
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	40	11	51	-	-	683	1892:1687	1892	566+269	81.7 : 81.7%	683	683
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	-	-	-	494	1915	1915	1915	25.8%	494	494
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	42	59	101	-	-	590	1672:1770	1672	392+333	81.3 : 81.3%	590	590
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	663	1865	1865	1865	35.5%	663	663
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	686	1928	1928	1928	35.6%	686	686
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	40	11	51	-	-	533	1865:1720	1865	543+373	58.2 : 58.2%	533	533
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	-	-	-	48	1896	1896	1896	2.5%	48	48
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	7	108	0	-	-	85	1836	1836	128	66.6%	85	85
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J24 Cheriton High Street/Risborough Lane	**193**	**0**	**27**	**16.4**	**6.7**	**0.7**	**23.8**	**-**	**1978.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.7%**	**27.4**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**193**	**0**	**27**	**16.4**	**6.7**	**0.7**	**23.8**	**-**	**1978.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.7%**	**27.4**	**-**
1/1+1/2	193	0	27	6.1	2.2	0.7	9.0	47.5	878.4	1.3	9.3	13.8	2.2	16.0	-	0.00	81.7 : 81.7%	10.6	-
2/1	-	-	-	0.0	0.2	-	0.2	1.3	83.8	0.2	-	2.7	0.2	2.9	-	0.00	25.8%	0.3	-
3/1+3/2	-	-	-	4.9	2.1	-	7.0	42.9	530.6	0.9	8.9	14.0	2.1	16.1	-	0.00	81.3 : 81.3%	8.0	-
4/1	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.0	-	0.0	0.3	0.3	-	0.00	35.5%	0.3	-
5/1	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.0	-	0.0	0.3	0.3	-	0.00	35.6%	0.3	-
6/2+6/1	-	-	-	4.2	0.7	-	4.9	32.8	403.1	0.8	6.3	7.8	0.7	8.5	-	0.00	58.2 : 58.2%	5.6	-
7/1	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	2.5%	0.0	-
8/1	-	-	-	1.2	1.0	-	2.2	92.5	82.8	1.0	2.5	2.6	1.0	3.6	-	0.00	66.6%	2.3	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-

C1 - 14/0709 PRC for Signalled Lanes (%): 10.1 Total Delay for Signalled Lanes (pcuHr): 23.07 Cycle Time (s): 115
PRC Over All Lanes (%): 10.1 Total Delay Over All Lanes(pcuHr): 23.81

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	57	28	85
	B	0	0	217	316	533
	C	28	243	0	319	590
	D	20	443	220	0	683
	Tot.	48	686	494	663	1891

Traffic Flows, Difference

Difference :

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

Scenario 3: '2037 DM AM' (FG3: '2037 DM AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J24 Cheriton High Street/Risborough Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**136.4%**	-	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**136.4%**	-	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	38	11	49	-	-	840	1892:1687	1892	378+254	130.6 : 136.4%	840	747
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	-	-	-	649	1915	1915	1915	29.1%	556	556
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	28	57	85	-	-	817	1672:1775	1672	327+272	136.4 : 136.4%	817	599
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	913	1865	1865	1865	42.6%	794	794
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	791	1928	1928	1928	36.6%	705	705
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	38	11	49	-	-	623	1865:1720	1865	640+285	67.4 : 67.4%	623	623
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	-	-	-	73	1896	1896	1896	3.1%	60	60
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	7	92	0	-	-	146	1851	1851	150	97.6%	146	146
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J24 Cheriton High Street/Risborough Lane	**161**	**0**	**94**	**34.3**	**224.0**	**1.0**	**259.3**	-	**2722.3**	-	-	-	-	-	-	-	**136.4%**	**264.3**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**161**	**0**	**94**	**34.3**	**224.0**	**1.0**	**259.3**	-	**2722.3**	-	-	-	-	-	-	-	**136.4%**	**264.3**	-
1/1+1/2	161	0	94	10.5	106.0	1.0	117.4	503.2	1021.7	1.2	8.1	12.1	106.0	118.1	-	0.00	130.6 : 136.4%	119.3	-
2/1	-	-	-	0.0	0.2	-	0.2	1.3	60.2	0.1	-	1.7	0.2	1.9	-	0.00	29.1%	0.3	-
3/1+3/2	-	-	-	18.0	110.9	-	129.0	568.3	1026.3	1.3	21.8	29.5	110.9	140.4	-	0.00	136.4 : 136.4%	130.9	-
4/1	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	42.6%	0.4	-
5/1	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.0	-	0.0	0.3	0.3	-	0.00	36.6%	0.3	-
6/2+6/1	-	-	-	3.9	1.0	-	4.9	28.6	469.5	0.8	6.9	9.3	1.0	10.4	-	0.00	67.4 : 67.4%	5.8	-
7/1	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	3.1%	0.0	-
8/1	-	-	-	1.8	5.2	-	7.1	174.0	144.5	1.0	3.6	4.0	5.2	9.2	-	0.00	97.6%	7.3	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-

C1 - 14/0709 PRC for Signalled Lanes (%): -51.6 Total Delay for Signalled Lanes (pcuHr): 258.40 Cycle Time (s): 99
PRC Over All Lanes (%): -51.6 Total Delay Over All Lanes(pcuHr): 259.29

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	2	110	36	148
	B	0	0	192	431	623
	C	50	321	0	446	817
	D	23	470	347	0	840
	Tot.	73	793	649	913	2428

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	-2	0	0	-2
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-2	0	0	-2

Scenario 4: '2037 DM PM' (FG4: '2037 DM PM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J24 Cheriton High Street/Risborough Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**172.8%**	-	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**172.8%**	-	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	58	11	69	-	-	1198	1892:1687	1892	414+282	172.3 : 172.3%	1198	719
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	-	-	-	752	1915	1915	1915	28.6%	549	549
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	24	77	101	-	-	739	1672:1755	1672	274+154	172.8 : 172.8%	739	428
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	1036	1865	1865	1865	44.9%	837	837
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	918	1928	1928	1928	28.7%	554	554
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	58	11	69	-	-	738	1865:1720	1865	789+299	67.8 : 67.8%	738	738
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	-	-	-	61	1896	1896	1896	2.0%	37	37
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	7	108	0	-	-	92	1841	1841	128	71.8%	92	92
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J24 Cheriton High Street/Risborough Lane	**199**	**0**	**83**	**58.2**	**412.4**	**1.3**	**471.9**	**-**	**3389.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**172.8%**	**478.1**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**199**	**0**	**83**	**58.2**	**412.4**	**1.3**	**471.9**	**-**	**3389.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**172.8%**	**478.1**	**-**
1/1+1/2	199	0	83	25.0	252.5	1.3	278.8	837.8	1930.7	1.6	18.8	42.1	252.5	294.6	-	0.00	172.3 : 172.3%	282.3	-
2/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	28.6%	0.2	-
3/1+3/2	-	-	-	28.2	156.8	-	185.0	901.0	895.2	1.2	33.4	39.5	156.8	196.3	-	0.00	172.8 : 172.8%	186.6	-
4/1	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	44.9%	0.4	-
5/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	28.7%	0.2	-
6/2+6/1	-	-	-	3.7	1.0	-	4.8	23.2	474.1	0.6	8.0	11.6	1.0	12.6	-	0.00	67.8 : 67.8%	5.6	-
7/1	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	2.0%	0.0	-
8/1	-	-	-	1.3	1.2	-	2.5	99.2	89.6	1.0	2.7	2.9	1.2	4.1	-	0.00	71.8%	2.7	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-

C1 - 14/0709 PRC for Signalled Lanes (%): -92.0 Total Delay for Signalled Lanes (pcuHr): 471.06 Cycle Time (s): 115
PRC Over All Lanes (%): -92.0 Total Delay Over All Lanes(pcuHr): 471.87

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	2	64	28	94
	B	0	0	203	535	738
	C	1	265	0	473	739
	D	60	653	485	0	1198
	Tot.	61	920	752	1036	2769

Traffic Flows, Difference

Difference :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	-2	0	0	-2
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-2	0	0	-2

Scenario 5: '2037 DS AM' (FG5: '2037 DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J24 Cheriton High Street/Risborough Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**161.0%**	-	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**161.0%**	-	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	42	11	53	-	-	1035	1892:1687	1892	390+254	160.6 : 161.0%	1035	772
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	-	-	-	711	1915	1915	1915	28.9%	553	553
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	24	61	85	-	-	865	1672:1773	1672	281+259	160.3 : 160.3%	865	540
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	987	1865	1865	1865	43.8%	816	816
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	957	1928	1928	1928	37.2%	718	718
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	42	11	53	-	-	685	1865:1720	1865	701+273	70.3 : 70.3%	685	685
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	-	-	-	84	1896	1896	1896	3.1%	59	59
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	7	92	0	-	-	154	1844	1844	149	103.3%	154	149
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J24 Cheriton High Street/Risborough Lane	**159**	**0**	**95**	**47.3**	**370.6**	**1.1**	**419.0**	-	**3677.0**	-	-	-	-	-	-	-	**161.0%**	**425.7**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**159**	**0**	**95**	**47.3**	**370.6**	**1.1**	**419.0**	-	**3677.0**	-	-	-	-	-	-	-	**161.0%**	**425.7**	-
1/1+1/2	159	0	95	15.9	196.9	1.1	213.9	744.0	1928.1	1.9	10.4	25.9	196.9	222.8	-	0.00	160.6 : 161.0%	217.4	-
2/1	-	-	-	0.0	0.2	-	0.2	1.3	19.6	0.0	-	0.5	0.2	0.7	-	0.00	28.9%	0.2	-
3/1+3/2	-	-	-	25.3	164.0	-	189.3	788.0	1074.7	1.2	29.1	36.3	164.0	200.3	-	0.00	160.3 : 160.3%	191.3	-
4/1	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	43.8%	0.4	-
5/1	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.0	-	0.0	0.3	0.3	-	0.00	37.2%	0.3	-
6/2+6/1	-	-	-	3.9	1.2	-	5.1	26.7	500.6	0.7	7.4	10.4	1.2	11.6	-	0.00	70.3 : 70.3%	6.0	-
7/1	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	3.1%	0.0	-
8/1	-	-	-	2.2	7.6	-	9.8	229.1	154.0	1.0	4.1	4.4	7.6	12.0	-	0.00	103.3%	10.1	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-

C1 - 14/0709 PRC for Signalled Lanes (%): -78.9 Total Delay for Signalled Lanes (pcuHr): 418.10 Cycle Time (s): 99
PRC Over All Lanes (%): -78.9 Total Delay Over All Lanes(pcuHr): 419.00

Traffic Flows, Desired

Desired Flow :

		Destination				
Origin		A	B	C	D	Tot.
	A	0	2	110	44	156
	B	0	0	192	493	685
	C	50	365	0	450	865
	D	34	592	409	0	1035
	Tot.	84	959	711	987	2741

Traffic Flows, Difference

Difference :

		Destination				
Origin		A	B	C	D	Tot.
	A	0	-2	0	0	-2
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-2	0	0	-2

Scenario 6: '2037 DS PM' (FG6: '2037 DS PM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J24 Cheriton High Street/Risborough Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**209.7%**	-	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**209.7%**	-	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	61	11	72	-	-	1368	1892:1687	1892	393+259	209.7 : 209.7%	1368	652
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	-	-	-	804	1915	1915	1915	27.1%	519	519
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	21	80	101	-	-	800	1672:1755	1672	236+159	202.9 : 202.9%	800	394
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	1114	1865	1865	1865	46.7%	872	872
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	1076	1928	1928	1928	26.9%	518	518
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	61	11	72	-	-	793	1865:1720	1865	842+276	70.9 : 70.9%	793	793
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	-	-	-	70	1896	1896	1896	1.8%	33	33
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	7	108	0	-	-	103	1828	1828	127	81.0%	103	103
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J24 Cheriton High Street/Risborough Lane	**176**	**0**	**84**	**79.4**	**566.4**	**1.4**	**647.3**	**-**	**3615.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**209.7%**	**653.9**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**176**	**0**	**84**	**79.4**	**566.4**	**1.4**	**647.3**	**-**	**3615.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**209.7%**	**653.9**	**-**
1/1+1/2	176	0	84	38.6	358.7	1.4	398.8	1049.5	2030.1	1.5	30.1	57.9	358.7	416.6	-	0.00	209.7 : 209.7%	402.5	-
2/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	27.1%	0.2	-
3/1+3/2	-	-	-	35.5	203.8	-	239.3	1077.0	966.0	1.2	41.0	47.0	203.8	250.8	-	0.00	202.9 : 202.9%	241.1	-
4/1	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.0	-	0.0	0.4	0.4	-	0.00	46.7%	0.4	-
5/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	26.9%	0.2	-
6/2+6/1	-	-	-	3.7	1.2	-	4.9	22.5	517.6	0.7	8.5	13.3	1.2	14.5	-	0.00	70.9 : 70.9%	5.9	-
7/1	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	1.8%	0.0	-
8/1	-	-	-	1.5	1.8	-	3.4	117.4	101.2	1.0	3.0	3.2	1.8	5.1	-	0.00	81.0%	3.5	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-

C1 - 14/0709 PRC for Signalled Lanes (%): -133.0 Total Delay for Signalled Lanes (pcuHr): 646.45 Cycle Time (s): 115
PRC Over All Lanes (%): -133.0 Total Delay Over All Lanes(pcuHr): 647.27

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	2	64	39	105
	B	0	0	196	597	793
	C	1	321	0	478	800
	D	69	755	544	0	1368
	Tot.	70	1078	804	1114	3066

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	-2	0	0	-2
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-2	0	0	-2

Scenario 7: '2044 8.5k DM AM' (FG7: '2044 8.5k DM AM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J24 Cheriton High Street/Risborough Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**142.9%**	-	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**142.9%**	-	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	39	11	50	-	-	855	1892:1687	1892	357+251	140.6 : 140.6%	855	753
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	-	-	-	661	1915	1915	1915	29.2%	559	559
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	27	58	85	-	-	835	1672:1775	1672	315+269	142.9 : 142.9%	835	584
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	933	1865	1865	1865	42.8%	798	798
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	813	1928	1928	1928	37.0%	713	713
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	39	11	50	-	-	641	1865:1720	1865	654+286	68.2 : 68.2%	641	641
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	-	-	-	74	1896	1896	1896	3.1%	59	59
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	7	92	0	-	-	150	1851	1851	150	100.3%	150	150
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J24 Cheriton High Street/Risborough Lane	**157**	**0**	**94**	**36.9**	**260.3**	**1.0**	**298.3**	-	**2803.6**	-	-	-	-	-	-	-	**142.9%**	**303.4**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**157**	**0**	**94**	**36.9**	**260.3**	**1.0**	**298.3**	-	**2803.6**	-	-	-	-	-	-	-	**142.9%**	**303.4**	-
1/1+1/2	157	0	94	10.8	125.1	1.0	137.0	576.7	1070.3	1.3	8.4	12.5	125.1	137.6	-	0.00	140.6 : 140.6%	138.9	-
2/1	-	-	-	0.0	0.2	-	0.2	1.3	59.6	0.1	-	1.6	0.2	1.8	-	0.00	29.2%	0.3	-
3/1+3/2	-	-	-	20.3	127.0	-	147.3	635.1	1046.8	1.3	24.0	31.6	127.0	158.7	-	0.00	142.9 : 142.9%	149.2	-
4/1	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	42.8%	0.4	-
5/1	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.0	-	0.0	0.3	0.3	-	0.00	37.0%	0.3	-
6/2+6/1	-	-	-	3.9	1.1	-	5.0	28.1	476.9	0.7	7.1	9.5	1.1	10.6	-	0.00	68.2 : 68.2%	5.9	-
7/1	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	3.1%	0.0	-
8/1	-	-	-	1.9	6.2	-	8.2	195.6	150.0	1.0	3.7	4.1	6.2	10.4	-	0.00	100.3%	8.4	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-

C1 - 14/0709 PRC for Signalled Lanes (%): -58.8 Total Delay for Signalled Lanes (pcuHr): 297.42 Cycle Time (s): 99
PRC Over All Lanes (%): -58.8 Total Delay Over All Lanes(pcuHr): 298.31

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	2	113	37	152
	B	0	0	195	446	641
	C	51	334	0	450	835
	D	23	479	353	0	855
	Tot.	74	815	661	933	2483

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	-2	0	0	-2
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-2	0	0	-2

Scenario 8: '2044 8.5k DM PM' (FG8: '2044 8.5k DM PM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J24 Cheriton High Street/Risborough Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**190.2%**	-	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**190.2%**	-	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	60	11	71	-	-	1287	1892:1687	1892	426+271	184.7 : 184.7%	1287	740
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	-	-	-	767	1915	1915	1915	28.1%	537	537
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	22	79	101	-	-	753	1672:1755	1672	257+139	190.2 : 190.2%	753	396
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	1092	1865	1865	1865	46.1%	860	860
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	988	1928	1928	1928	29.6%	571	571
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	60	11	71	-	-	775	1865:1720	1865	822+288	69.8 : 69.8%	775	775
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	-	-	-	62	1896	1896	1896	1.9%	37	37
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	7	108	0	-	-	94	1840	1840	128	73.4%	94	94
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J24 Cheriton High Street/Risborough Lane	**188**	**0**	**84**	**65.5**	**479.0**	**1.4**	**545.9**	**-**	**3490.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**190.2%**	**552.3**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**188**	**0**	**84**	**65.5**	**479.0**	**1.4**	**545.9**	**-**	**3490.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**190.2%**	**552.3**	**-**
1/1+1/2	188	0	84	28.8	296.2	1.4	326.3	912.9	1989.0	1.5	21.5	47.2	296.2	343.4	-	0.00	184.7 : 184.7%	330.0	-
2/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	28.1%	0.2	-
3/1+3/2	-	-	-	31.6	179.6	-	211.2	1009.8	907.2	1.2	37.1	42.9	179.6	222.5	-	0.00	190.2 : 190.2%	212.9	-
4/1	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.0	-	0.0	0.4	0.4	-	0.00	46.1%	0.4	-
5/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	29.6%	0.2	-
6/2+6/1	-	-	-	3.7	1.1	-	4.9	22.6	502.5	0.6	8.3	12.6	1.1	13.8	-	0.00	69.8 : 69.8%	5.8	-
7/1	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	1.9%	0.0	-
8/1	-	-	-	1.4	1.3	-	2.7	101.7	91.5	1.0	2.7	2.9	1.3	4.2	-	0.00	73.4%	2.8	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-

C1 - 14/0709 PRC for Signalled Lanes (%): -111.3 Total Delay for Signalled Lanes (pcuHr): 545.09 Cycle Time (s): 115
PRC Over All Lanes (%): -111.3 Total Delay Over All Lanes(pcuHr): 545.93

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	2	65	29	96
	B	0	0	201	574	775
	C	1	263	0	489	753
	D	61	725	501	0	1287
	Tot.	62	990	767	1092	2911

Traffic Flows, Difference

Difference :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	-2	0	0	-2
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-2	0	0	-2

Scenario 9: '2044 8.5k DS AM' (FG9: '2044 8.5k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J24 Cheriton High Street/Risborough Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**197.9%**	-	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**197.9%**	-	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	46	11	57	-	-	1130	1892:1687	1892	356+227	193.8 : 193.8%	1130	666
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	-	-	-	748	1915	1915	1915	27.3%	523	523
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	20	65	85	-	-	922	1672:1772	1672	247+219	197.9 : 197.9%	922	466
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	1133	1865	1865	1865	47.5%	886	886
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	1033	1928	1928	1928	31.5%	607	607
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	46	11	57	-	-	786	1865:1720	1865	769+254	76.8 : 76.8%	786	786
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	-	-	-	90	1896	1896	1896	2.7%	51	51
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	7	92	0	-	-	166	1838	1838	149	111.8%	166	149
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J24 Cheriton High Street/Risborough Lane	**130**	**0**	**97**	**62.0**	**518.2**	**1.3**	**581.5**	**-**	**3661.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**197.9%**	**588.2**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**130**	**0**	**97**	**62.0**	**518.2**	**1.3**	**581.5**	**-**	**3661.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**197.9%**	**588.2**	**-**
1/1+1/2	130	0	97	20.8	274.5	1.3	296.5	944.7	1776.0	1.6	14.4	32.6	274.5	307.1	-	0.00	193.8 : 193.8%	299.8	-
2/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	27.3%	0.2	-
3/1+3/2	-	-	-	34.1	229.0	-	263.1	1027.3	1136.9	1.2	38.3	45.0	229.0	274.0	-	0.00	197.9 : 197.9%	265.2	-
4/1	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.0	-	0.0	0.5	0.5	-	0.00	47.5%	0.5	-
5/1	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.0	-	0.0	0.2	0.2	-	0.00	31.5%	0.2	-
6/2+6/1	-	-	-	4.1	1.6	-	5.8	26.4	582.5	0.7	8.2	12.9	1.6	14.5	-	0.00	76.8 : 76.8%	6.8	-
7/1	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	2.7%	0.0	-
8/1	-	-	-	3.1	12.2	-	15.2	330.0	166.0	1.0	5.1	5.4	12.2	17.5	-	0.00	111.8%	15.5	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-

C1 - 14/0709 PRC for Signalled Lanes (%): -119.9 Total Delay for Signalled Lanes (pcuHr): 580.60 Cycle Time (s): 99
PRC Over All Lanes (%): -119.9 Total Delay Over All Lanes(pcuHr): 581.49

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	1	113	53	167
	B	0	0	195	591	786
	C	51	382	0	489	922
	D	39	651	440	0	1130
	Tot.	90	1034	748	1133	3005

Traffic Flows, Difference

Difference :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	-1	0	0	-1
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-1	0	0	-1

Scenario 10: '2044 8.5k DS PM' (FG10: '2044 8.5k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J24 Cheriton High Street/Risborough Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**249.9%**	-	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**249.9%**	-	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	66	11	77	-	-	1524	1892:1687	1892	372+238	249.9 : 249.9%	1524	610
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	-	-	-	860	1915	1915	1915	26.3%	504	504
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	16	85	101	-	-	838	1672:1755	1672	178+167	242.6 : 242.6%	838	345
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	1153	1865	1865	1865	48.2%	898	898
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	1256	1928	1928	1928	26.3%	508	508
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	66	11	77	-	-	877	1865:1720	1865	915+272	73.9 : 73.9%	877	877
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	-	-	-	79	1896	1896	1896	1.7%	32	32
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	7	108	0	-	-	109	1824	1824	127	85.9%	109	109
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J24 Cheriton High Street/Risborough Lane	**152**	**0**	**86**	**100.5**	**709.6**	**1.6**	**811.7**	-	**3809.7**	-	-	-	-	-	-	-	**249.9%**	**818.7**	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**152**	**0**	**86**	**100.5**	**709.6**	**1.6**	**811.7**	-	**3809.7**	-	-	-	-	-	-	-	**249.9%**	**818.7**	-
1/1+1/2	152	0	86	53.1	457.9	1.6	512.5	1210.7	2106.0	1.4	42.3	75.4	457.9	533.2	-	0.00	249.9 : 249.9%	516.4	-
2/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	26.3%	0.2	-
3/1+3/2	-	-	-	42.2	247.1	-	289.4	1243.0	1019.8	1.2	47.8	52.9	247.1	300.0	-	0.00	242.6 : 242.6%	291.2	-
4/1	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.0	-	0.0	0.5	0.5	-	0.00	48.2%	0.5	-
5/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	26.3%	0.2	-
6/2+6/1	-	-	-	3.6	1.4	-	5.0	20.6	576.8	0.7	8.6	15.4	1.4	16.8	-	0.00	73.9 : 73.9%	6.1	-
7/1	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	1.7%	0.0	-
8/1	-	-	-	1.6	2.4	-	4.0	132.3	107.1	1.0	3.2	3.4	2.4	5.8	-	0.00	85.9%	4.2	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-

C1 - 14/0709 PRC for Signalled Lanes (%): -177.6 Total Delay for Signalled Lanes (pcuHr): 810.90 Cycle Time (s): 115
PRC Over All Lanes (%): -177.6 Total Delay Over All Lanes(pcuHr): 811.73

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	2	65	44	111
	B	0	0	201	676	877
	C	1	404	0	433	838
	D	78	852	594	0	1524
	Tot.	79	1258	860	1153	3350

Traffic Flows, Difference

Difference :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	-2	0	0	-2
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-2	0	0	-2

Scenario 11: '2044 10k DM AM' (FG11: '2044 10k DM AM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J24 Cheriton High Street/Risborough Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**141.3%**	-	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**141.3%**	-	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	39	11	50	-	-	851	1892:1687	1892	370+258	135.0 : 136.3%	851	757
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	-	-	-	654	1915	1915	1915	29.3%	560	560
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	27	58	85	-	-	824	1672:1775	1672	316+268	141.3 : 141.3%	824	583
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	922	1865	1865	1865	42.5%	792	792
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	804	1928	1928	1928	36.7%	708	708
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	39	11	50	-	-	631	1865:1720	1865	654+286	67.2 : 67.2%	631	631
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	-	-	-	73	1896	1896	1896	3.1%	58	58
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	7	92	0	-	-	147	1850	1850	149	98.3%	147	147
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J24 Cheriton High Street/Risborough Lane	**164**	**0**	**94**	**35.7**	**242.9**	**1.0**	**279.6**	**-**	**2720.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**141.3%**	**284.6**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**164**	**0**	**94**	**35.7**	**242.9**	**1.0**	**279.6**	**-**	**2720.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**141.3%**	**284.6**	**-**
1/1+1/2	164	0	94	10.4	113.4	1.0	124.9	528.3	1030.7	1.2	8.2	12.3	113.4	125.7	-	0.00	135.0 : 136.3%	126.8	-
2/1	-	-	-	0.0	0.2	-	0.2	1.3	40.1	0.1	-	1.1	0.2	1.3	-	0.00	29.3%	0.3	-
3/1+3/2	-	-	-	19.6	122.1	-	141.6	618.7	1034.9	1.3	23.3	30.8	122.1	152.9	-	0.00	141.3 : 141.3%	143.5	-
4/1	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	42.5%	0.4	-
5/1	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.0	-	0.0	0.3	0.3	-	0.00	36.7%	0.3	-
6/2+6/1	-	-	-	3.9	1.0	-	4.9	27.8	469.4	0.7	7.0	9.4	1.0	10.4	-	0.00	67.2 : 67.2%	5.7	-
7/1	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	3.1%	0.0	-
8/1	-	-	-	1.9	5.5	-	7.3	179.4	145.5	1.0	3.6	4.0	5.5	9.5	-	0.00	98.3%	7.6	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-

C1 - 14/0709 PRC for Signalled Lanes (%): -57.0 Total Delay for Signalled Lanes (pcuHr): 278.71 Cycle Time (s): 99
PRC Over All Lanes (%): -57.0 Total Delay Over All Lanes(pcuHr): 279.59

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	2	110	37	149
	B	0	0	192	439	631
	C	50	328	0	446	824
	D	23	476	352	0	851
	Tot.	73	806	654	922	2455

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	-2	0	0	-2
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-2	0	0	-2

Scenario 12: '2044 10k DM PM' (FG12: '2044 10k DM PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J24 Cheriton High Street/Risborough Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**181.1%**	-	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**181.1%**	-	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	59	11	70	-	-	1245	1892:1687	1892	422+279	177.5 : 177.5%	1245	739
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	-	-	-	758	1915	1915	1915	28.3%	541	541
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	23	78	101	-	-	743	1672:1755	1672	267+143	181.1 : 181.1%	743	410
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	1066	1865	1865	1865	45.5%	849	849
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	947	1928	1928	1928	29.3%	565	565
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	59	11	70	-	-	752	1865:1720	1865	808+289	68.6 : 68.6%	752	752
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	-	-	-	61	1896	1896	1896	2.0%	37	37
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	7	108	0	-	-	92	1841	1841	128	71.8%	92	92
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J24 Cheriton High Street/Risborough Lane	**196**	**0**	**83**	**61.6**	**443.6**	**1.4**	**506.5**	**-**	**3435.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**181.1%**	**512.8**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**196**	**0**	**83**	**61.6**	**443.6**	**1.4**	**506.5**	**-**	**3435.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**181.1%**	**512.8**	**-**
1/1+1/2	196	0	83	26.7	273.0	1.4	301.1	870.7	1967.0	1.6	20.1	44.6	273.0	317.7	-	0.00	177.5 : 177.5%	304.7	-
2/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	28.3%	0.2	-
3/1+3/2	-	-	-	29.8	167.5	-	197.3	955.8	896.8	1.2	35.1	41.1	167.5	208.6	-	0.00	181.1 : 181.1%	198.9	-
4/1	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.0	-	0.0	0.4	0.4	-	0.00	45.5%	0.4	-
5/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	29.3%	0.2	-
6/2+6/1	-	-	-	3.7	1.1	-	4.8	22.9	482.5	0.6	8.2	12.0	1.1	13.1	-	0.00	68.6 : 68.6%	5.7	-
7/1	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	2.0%	0.0	-
8/1	-	-	-	1.3	1.2	-	2.5	99.2	89.6	1.0	2.7	2.9	1.2	4.1	-	0.00	71.8%	2.7	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-

C1 - 14/0709

PRC for Signalled Lanes (%): -101.2
PRC Over All Lanes (%): -101.2

Total Delay for Signalled Lanes (pcuHr): 505.70
Total Delay Over All Lanes(pcuHr): 506.53

Cycle Time (s): 115

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	2	64	28	94
	B	0	0	198	554	752
	C	1	258	0	484	743
	D	60	689	496	0	1245
	Tot.	61	949	758	1066	2834

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	-2	0	0	-2
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-2	0	0	-2

Scenario 13: '2044 10k DS AM' (FG13: '2044 10k DS AM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J24 Cheriton High Street/Risborough Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**196.4%**	-	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**196.4%**	-	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	46	11	57	-	-	1145	1892:1687	1892	365+233	191.4 : 191.4%	1145	674
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	-	-	-	748	1915	1915	1915	27.4%	525	525
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	20	65	85	-	-	912	1672:1772	1672	248+216	196.4 : 196.4%	912	464
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	1127	1865	1865	1865	47.4%	883	883
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	1034	1928	1928	1928	31.5%	606	606
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	46	11	57	-	-	779	1865:1720	1865	770+252	76.2 : 76.2%	779	779
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	-	-	-	90	1896	1896	1896	2.7%	51	51
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	7	92	0	-	-	163	1837	1837	148	109.8%	163	148
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J24 Cheriton High Street/Risborough Lane	**136**	**0**	**97**	**61.5**	**512.7**	**1.3**	**575.4**	**-**	**3670.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**196.4%**	**582.1**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**136**	**0**	**97**	**61.5**	**512.7**	**1.3**	**575.4**	**-**	**3670.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**196.4%**	**582.1**	**-**
1/1+1/2	136	0	97	21.1	274.5	1.3	296.8	933.1	1809.3	1.6	14.7	33.1	274.5	307.6	-	0.00	191.4 : 191.4%	300.1	-
2/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	27.4%	0.2	-
3/1+3/2	-	-	-	33.5	224.8	-	258.3	1019.4	1125.6	1.2	37.7	44.3	224.8	269.1	-	0.00	196.4 : 196.4%	260.3	-
4/1	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.0	-	0.0	0.4	0.4	-	0.00	47.4%	0.4	-
5/1	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.0	-	0.0	0.2	0.2	-	0.00	31.5%	0.2	-
6/2+6/1	-	-	-	4.1	1.6	-	5.7	26.1	572.6	0.7	8.2	12.6	1.6	14.2	-	0.00	76.2 : 76.2%	6.7	-
7/1	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	2.7%	0.0	-
8/1	-	-	-	2.9	11.0	-	13.9	306.0	163.0	1.0	4.8	5.1	11.0	16.1	-	0.00	109.8%	14.2	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-

C1 - 14/0709 PRC for Signalled Lanes (%): -118.2 Total Delay for Signalled Lanes (pcuHr): 574.53 Cycle Time (s): 99
PRC Over All Lanes (%): -118.2 Total Delay Over All Lanes(pcuHr): 575.41

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	1	110	53	164
	B	0	0	192	587	779
	C	50	375	0	487	912
	D	40	659	446	0	1145
	Tot.	90	1035	748	1127	3000

Traffic Flows, Difference

Difference :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	-1	0	0	-1
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-1	0	0	-1

Scenario 14: '2044 10k DS PM' (FG14: '2044 10k DS PM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J24 Cheriton High Street/Risborough Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**247.3%**	-	-
J24 A20 Cheriton High St / Risborough Ln (14/0709)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**247.3%**	-	-
1/1+1/2	A20 Cheriton High Street EB Right Ahead Left	U+O	N/A	N/A	A		1	66	11	77	-	-	1503	1892:1687	1892	368+240	247.3 : 247.3%	1503	608
2/1	B2063 Risborough Lane	U	N/A	N/A	-		-	-	-	-	-	-	854	1915	1915	1915	26.1%	501	501
3/1+3/2	B2063 Risborough Lane NB Left Right Ahead	U	N/A	N/A	C		1	16	85	101	-	-	836	1672:1755	1672	177+171	239.9 : 239.9%	836	348
4/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	1145	1865	1865	1865	48.1%	897	897
5/1	A20 Cheriton High Street	U	N/A	N/A	-		-	-	-	-	-	-	1242	1928	1928	1928	26.3%	507	507
6/2+6/1	A20 Cheriton High Street WB Left Ahead	U	N/A	N/A	B		1	66	11	77	-	-	872	1865:1720	1865	918+268	73.6 : 73.6%	872	872
7/1	Stanley Road	U	N/A	N/A	-		-	-	-	-	-	-	79	1896	1896	1896	1.7%	32	32
8/1	Stanley Road SB Ahead Right	U	N/A	N/A	D		1	7	108	0	-	-	109	1822	1822	127	86.0%	109	109
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J24 Cheriton High Street/Risborough Lane	**154**	**0**	**85**	**99.0**	**697.7**	**1.6**	**798.3**	**-**	**3790.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**247.3%**	**805.3**	**-**
J24 A20 Cheriton High St / Risborough Ln (14/0709)	**154**	**0**	**85**	**99.0**	**697.7**	**1.6**	**798.3**	**-**	**3790.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**247.3%**	**805.3**	**-**
1/1+1/2	154	0	85	52.0	448.5	1.6	502.1	1202.5	2088.7	1.4	41.5	74.0	448.5	522.5	-	0.00	247.3 : 247.3%	505.9	-
2/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	26.1%	0.2	-
3/1+3/2	-	-	-	41.8	244.6	-	286.5	1233.6	1020.7	1.2	47.3	52.4	244.6	297.0	-	0.00	239.9 : 239.9%	288.3	-
4/1	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.0	-	0.0	0.5	0.5	-	0.00	48.1%	0.5	-
5/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	26.3%	0.2	-
6/2+6/1	-	-	-	3.6	1.4	-	5.0	20.5	574.3	0.7	8.6	15.4	1.4	16.8	-	0.00	73.6 : 73.6%	6.0	-
7/1	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	1.7%	0.0	-
8/1	-	-	-	1.6	2.4	-	4.0	132.7	107.1	1.0	3.2	3.4	2.4	5.8	-	0.00	86.0%	4.2	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-

C1 - 14/0709 PRC for Signalled Lanes (%): -174.8 Total Delay for Signalled Lanes (pcuHr): 797.51 Cycle Time (s): 115
PRC Over All Lanes (%): -174.8 Total Delay Over All Lanes(pcuHr): 798.34

Traffic Flows, Desired

Desired Flow :

		Destination				
Origin		A	B	C	D	Tot.
	A	0	2	64	45	111
	B	0	0	197	675	872
	C	1	410	0	425	836
	D	78	832	593	0	1503
	Tot.	79	1244	854	1145	3322

Traffic Flows, Difference

Difference :

		Destination				
Origin		A	B	C	D	Tot.
	A	0	-2	0	0	-2
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	-2	0	0	-2

J25 – Cheriton High Street / A2034 Cherry Garden Avenue

LinSig Modelling Results

Otterpool_Report_Output

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2018 AM	2018 AM	Network Control Plan 1	08:00 - 09:00	171	7.0	45.85
2	2018 PM	2018 PM	Network Control Plan 1	17:00 - 18:00	155	-0.0	47.62
3	2037 DM AM	2037 DM AM	Network Control Plan 1	08:00 - 09:00	171	-19.4	112.03
4	2037 DM PM	2037 DM PM	Network Control Plan 1	17:00 - 18:00	155	-27.1	161.05
5	2037 DS AM	2037 DS AM	Network Control Plan 1	08:00 - 09:00	171	-35.6	223.07
6	2037 DS PM	2037 DS PM	Network Control Plan 1	17:00 - 18:00	155	-46.2	265.00
7	2044 8.5k DM AM	2044 8.5k DM AM	Network Control Plan 1	08:00 - 09:00	171	-24.2	144.57
8	2044 8.5k DM PM	2044 8.5k DM PM	Network Control Plan 1	17:00 - 18:00	155	-34.8	188.71
9	2044 8.5k DS AM	2044 8.5k DS AM	Network Control Plan 1	08:00 - 09:00	171	-53.9	336.54
10	2044 8.5k DS PM	2044 8.5k DS PM	Network Control Plan 1	17:00 - 18:00	155	-68.9	349.77
11	2044 10k DM AM	2044 10k DM AM	Network Control Plan 1	08:00 - 09:00	171	-20.9	126.06
12	2044 10k DM PM	2044 10k DM PM	Network Control Plan 1	17:00 - 18:00	155	-29.7	168.04
13	2044 10k DS AM	2044 10k DS AM	Network Control Plan 1	08:00 - 09:00	171	-52.6	323.84
14	2044 10k DS PM	2044 10k DS PM	Network Control Plan 1	17:00 - 18:00	155	-67.6	337.61

Scenario 1: '2018 AM' (FG1: '2018 AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**	**-**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**	**-**	**-**
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	40	131	0	-	-	303	1550	1550	372	81.5%	303	303
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	40	131	0	-	-	413	1929:1750	1929	415+79	83.7 : 83.7%	413	413
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	72	145	46	-	-	172	1534	1534	655	26.3%	172	172
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	40	6	46	-	-	410	1929:1746	1929	434+94	77.6 : 77.6%	410	410
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	45	76	121	-	-	412	1844	1844	496	83.1%	412	412
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	40	6	46	-	-	411	1779:1729	1779	380+120	81.7 : 84.1%	411	411
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	-	-	-	590	Inf	Inf	Inf	0.0%	590	590
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	348	Inf	Inf	Inf	0.0%	348	348
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	-	-	-	482	Inf	Inf	Inf	0.0%	482	482
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	701	Inf	Inf	Inf	0.0%	701	701
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	115	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**140**	**0**	**34**	**33.9**	**10.9**	**1.1**	**45.8**	**-**	**2190.8**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**	**49.9**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**140**	**0**	**34**	**33.9**	**10.9**	**1.1**	**45.8**	**-**	**2190.8**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**	**49.9**	**-**
1/1	-	-	-	5.2	2.1	-	7.3	86.2	285.3	0.9	10.8	13.6	2.1	15.6	-	0.00	81.5%	7.8	-
1/2+1/3	-	-	-	6.9	2.4	-	9.3	81.4	396.4	1.0	13.1	16.9	2.4	19.3	-	0.00	83.7 : 83.7%	10.1	-
2/1	-	-	-	1.5	0.2	-	1.7	35.4	110.6	0.6	4.6	5.3	0.2	5.4	-	0.00	26.3%	1.9	-
2/2+2/3	73	0	0	6.7	1.7	0.5	8.9	78.0	497.6	1.2	12.0	15.1	1.7	16.8	-	0.00	77.6 : 77.6%	9.8	-
3/1	-	-	-	6.7	2.3	-	9.1	79.1	385.5	0.9	14.1	18.3	2.3	20.6	-	0.00	83.1%	9.8	-
4/1+4/2	67	0	34	6.8	2.2	0.6	9.6	84.4	515.3	1.3	11.0	14.6	2.2	16.8	-	0.00	81.7 : 84.1%	10.6	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): 7.0 Total Delay for Signalled Lanes (pcuHr): 45.85 Cycle Time (s): 171
PRC Over All Lanes (%): 7.0 Total Delay Over All Lanes(pcuHr): 45.85

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	303	347	66	716
	B	101	0	62	248	411
	C	317	61	0	34	412
	D	172	337	73	0	582
	Tot.	590	701	482	348	2121

Traffic Flows, Difference

Difference :

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

Scenario 2: '2018 PM' (FG2: '2018 PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**90.0%**	-	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**90.0%**	-	-
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	27	128	0	-	-	252	1550	1550	280	90.0%	252	252
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	27	128	0	-	-	357	1929:1750	1929	313+92	88.3 : 88.3%	357	357
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	55	142	42	-	-	171	1534	1534	554	30.9%	171	171
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	36	6	42	-	-	451	1929:1746	1929	439+95	84.5 : 84.5%	451	451
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	46	72	118	-	-	503	1844	1844	559	90.0%	503	503
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	36	6	42	-	-	371	1779:1729	1779	384+107	72.5 : 87.0%	371	371
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	-	-	-	659	Inf	Inf	Inf	0.0%	659	659
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	355	Inf	Inf	Inf	0.0%	355	355
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	-	-	-	406	Inf	Inf	Inf	0.0%	406	406
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	685	Inf	Inf	Inf	0.0%	685	685
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	112	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**128**	**0**	**45**	**31.5**	**15.1**	**1.0**	**47.6**	**-**	**2191.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.0%**	**51.6**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**128**	**0**	**45**	**31.5**	**15.1**	**1.0**	**47.6**	**-**	**2191.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.0%**	**51.6**	**-**
1/1	-	-	-	4.3	3.6	-	7.9	113.3	245.5	1.0	8.7	10.6	3.6	14.2	-	0.00	90.0%	8.4	-
1/2+1/3	-	-	-	6.0	3.3	-	9.3	93.4	353.7	1.0	10.0	12.4	3.3	15.7	-	0.00	88.3 : 88.3%	9.9	-
2/1	-	-	-	1.7	0.2	-	1.9	40.3	122.5	0.7	4.6	5.3	0.2	5.5	-	0.00	30.9%	2.1	-
2/2+2/3	79	0	1	6.8	2.6	0.4	9.8	78.1	555.9	1.2	12.0	15.6	2.6	18.1	-	0.00	84.5 : 84.5%	10.8	-
3/1	-	-	-	7.2	3.9	-	11.2	79.9	480.3	1.0	14.8	20.7	3.9	24.6	-	0.00	90.0%	12.0	-
4/1+4/2	48	0	45	5.4	1.5	0.6	7.6	73.4	433.5	1.2	9.0	10.7	1.5	12.2	-	0.00	72.5 : 87.0%	8.4	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -0.0 Total Delay for Signalled Lanes (pcuHr): 47.62 Cycle Time (s): 155
PRC Over All Lanes (%): -0.0 Total Delay Over All Lanes(pcuHr): 47.62

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	252	276	81	609
	B	93	0	50	228	371
	C	395	62	0	46	503
	D	171	371	80	0	622
	Tot.	659	685	406	355	2105

Traffic Flows, Difference

Difference :

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

Scenario 3: '2037 DM AM' (FG3: '2037 DM AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**107.4%**	-	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**107.4%**	-	-
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	35	136	0	-	-	326	1550	1550	326	99.9%	326	326
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	35	136	0	-	-	494	1929:1750	1929	344+119	106.6 : 106.6%	494	463
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	77	150	56	-	-	305	1534	1534	700	43.6%	305	305
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	50	6	56	-	-	574	1929:1746	1929	503+137	86.1 : 103.1%	574	570
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	40	86	126	-	-	475	1844	1844	442	107.4%	475	442
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	50	6	56	-	-	486	1779:1729	1779	468+100	81.9 : 102.7%	486	483
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	-	-	-	772	Inf	Inf	Inf	0.0%	744	744
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	492	Inf	Inf	Inf	0.0%	481	481
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	-	-	-	572	Inf	Inf	Inf	0.0%	545	545
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	824	Inf	Inf	Inf	0.0%	820	820
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	120	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**130**	**0**	**107**	**47.9**	**62.5**	**1.6**	**112.0**	**-**	**2921.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**107.4%**	**117.4**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**130**	**0**	**107**	**47.9**	**62.5**	**1.6**	**112.0**	**-**	**2921.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**107.4%**	**117.4**	**-**
1/1	-	-	-	6.1	8.9	-	15.1	166.3	324.1	1.0	12.0	15.4	8.9	24.3	-	0.00	99.9%	15.7	-
1/2+1/3	-	-	-	11.6	21.1	-	32.7	238.3	570.7	1.2	17.7	22.5	21.1	43.7	-	0.00	106.6 : 106.6%	33.7	-
2/1	-	-	-	2.7	0.4	-	3.1	36.1	206.9	0.7	7.7	9.8	0.4	10.2	-	0.00	43.6%	3.4	-
2/2+2/3	86	0	51	9.3	6.1	0.8	16.1	101.2	751.0	1.3	14.7	21.1	6.1	27.1	-	0.00	86.1 : 103.1%	17.5	-
3/1	-	-	-	10.7	21.9	-	32.6	246.9	475.0	1.0	18.5	24.1	21.9	46.0	-	0.00	107.4%	33.4	-
4/1+4/2	45	0	56	7.5	4.1	0.8	12.5	92.5	593.6	1.2	13.0	18.1	4.1	22.2	-	0.00	81.9 : 102.7%	13.6	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -19.4 Total Delay for Signalled Lanes (pcuHr): 112.03 Cycle Time (s): 171
PRC Over All Lanes (%): -19.4 Total Delay Over All Lanes(pcuHr): 112.03

Traffic Flows, Desired

Desired Flow :

		Destination				
Origin		A	B	C	D	Tot.
	A	0	326	367	127	820
	B	103	0	64	319	486
	C	364	65	0	46	475
	D	305	433	141	0	879
	Tot.	772	824	572	492	2660

Traffic Flows, Difference

Difference :

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

Scenario 4: '2037 DM PM' (FG4: '2037 DM PM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**114.4%**	-	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**114.4%**	-	-
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	24	131	0	-	-	286	1550	1550	250	114.4%	286	250
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	24	131	0	-	-	461	1929:1750	1929	267+153	109.6 : 109.6%	461	421
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	58	145	48	-	-	245	1534	1534	584	42.0%	245	245
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	42	6	48	-	-	573	1929:1746	1929	488+114	91.6 : 110.9%	573	561
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	43	78	121	-	-	593	1844	1844	523	113.3%	593	523
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	42	6	48	-	-	482	1779:1729	1779	450+81	86.9 : 112.6%	482	472
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	-	-	-	811	Inf	Inf	Inf	0.0%	745	745
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	562	Inf	Inf	Inf	0.0%	541	541
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	-	-	-	471	Inf	Inf	Inf	0.0%	433	433
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	796	Inf	Inf	Inf	0.0%	753	753
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	115	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**83**	**0**	**111**	**52.2**	**107.4**	**1.5**	**161.0**	**-**	**2939.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**114.4%**	**166.4**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**83**	**0**	**111**	**52.2**	**107.4**	**1.5**	**161.0**	**-**	**2939.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**114.4%**	**166.4**	**-**
1/1	-	-	-	8.4	21.3	-	29.7	374.0	286.0	1.0	13.3	15.2	21.3	36.5	-	0.00	114.4%	30.2	-
1/2+1/3	-	-	-	11.3	24.8	-	36.0	281.4	557.5	1.2	14.6	17.7	24.8	42.4	-	0.00	109.6 : 109.6%	37.1	-
2/1	-	-	-	2.4	0.4	-	2.8	40.7	180.2	0.7	6.4	7.8	0.4	8.1	-	0.00	42.0%	3.1	-
2/2+2/3	57	0	57	9.4	13.0	0.7	23.1	145.2	746.0	1.3	13.9	20.0	13.0	33.0	-	0.00	91.6 : 110.9%	24.5	-
3/1	-	-	-	13.2	38.6	-	51.8	314.3	593.0	1.0	20.9	28.5	38.6	67.1	-	0.00	113.3%	52.9	-
4/1+4/2	27	0	54	7.6	9.3	0.8	17.6	131.8	576.5	1.2	12.2	17.0	9.3	26.3	-	0.00	86.9 : 112.6%	18.7	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -27.1 Total Delay for Signalled Lanes (pcuHr): 161.05 Cycle Time (s): 155
PRC Over All Lanes (%): -27.1 Total Delay Over All Lanes(pcuHr): 161.05

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	286	293	168	747
	B	91	0	52	339	482
	C	475	63	0	55	593
	D	245	447	126	0	818
	Tot.	811	796	471	562	2640

Traffic Flows, Difference

Difference :

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

Scenario 5: '2037 DS AM' (FG5: '2037 DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**122.0%**	-	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**122.0%**	-	-
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	29	142	0	-	-	322	1550	1550	272	118.4%	322	272
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	29	142	0	-	-	488	1929:1750	1929	293+108	121.7 : 121.7%	488	401
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	80	156	65	-	-	350	1534	1534	727	48.2%	350	350
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	59	6	65	-	-	696	1929:1746	1929	570+157	90.0 : 116.8%	696	670
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	37	95	132	-	-	500	1844	1844	410	122.0%	500	410
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	59	6	65	-	-	546	1779:1729	1779	549+89	80.3 : 117.5%	546	530
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	-	-	-	842	Inf	Inf	Inf	0.0%	757	757
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	556	Inf	Inf	Inf	0.0%	524	524
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	-	-	-	604	Inf	Inf	Inf	0.0%	514	514
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	900	Inf	Inf	Inf	0.0%	838	838
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	126	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**137**	**0**	**109**	**67.5**	**153.7**	**1.9**	**223.1**	**-**	**3332.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**122.0%**	**229.2**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**137**	**0**	**109**	**67.5**	**153.7**	**1.9**	**223.1**	**-**	**3332.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**122.0%**	**229.2**	**-**
1/1	-	-	-	11.2	27.9	-	39.2	437.8	322.0	1.0	17.2	19.8	27.9	47.7	-	0.00	118.4%	39.7	-
1/2+1/3	-	-	-	17.5	46.2	-	63.6	469.3	718.8	1.5	23.5	27.5	46.2	73.6	-	0.00	121.7 : 121.7%	64.9	-
2/1	-	-	-	3.0	0.5	-	3.4	35.5	237.4	0.7	8.6	11.3	0.5	11.7	-	0.00	48.2%	3.9	-
2/2+2/3	105	0	52	12.3	20.8	0.9	34.0	176.0	919.2	1.3	16.5	26.2	20.8	47.0	-	0.00	90.0 : 116.8%	35.7	-
3/1	-	-	-	14.9	47.7	-	62.6	451.0	500.0	1.0	22.5	28.0	47.7	75.8	-	0.00	122.0%	63.6	-
4/1+4/2	32	0	57	8.6	10.6	1.0	20.2	133.1	635.5	1.2	13.9	20.4	10.6	31.0	-	0.00	80.3 : 117.5%	21.3	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -35.6 Total Delay for Signalled Lanes (pcuHr): 223.07 Cycle Time (s): 171
PRC Over All Lanes (%): -35.6 Total Delay Over All Lanes(pcuHr): 223.07

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	322	357	131	810
	B	105	0	64	377	546
	C	387	65	0	48	500
	D	350	513	183	0	1046
	Tot.	842	900	604	556	2902

Traffic Flows, Difference

Difference :

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

Scenario 6: '2037 DS PM' (FG6: '2037 DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**131.6%**	-	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**131.6%**	-	-
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	21	134	0	-	-	279	1550	1550	220	126.8%	279	220
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	21	134	0	-	-	453	1929:1750	1929	246+133	119.7 : 119.7%	453	379
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	62	148	55	-	-	308	1534	1534	623	49.4%	308	308
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	49	6	55	-	-	670	1929:1746	1929	552+116	93.8 : 131.6%	670	634
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	39	85	124	-	-	626	1844	1844	476	131.5%	626	476
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	49	6	55	-	-	556	1779:1729	1779	518+81	88.1 : 123.7%	556	537
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	-	-	-	915	Inf	Inf	Inf	0.0%	774	774
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	619	Inf	Inf	Inf	0.0%	579	579
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	-	-	-	498	Inf	Inf	Inf	0.0%	413	413
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	860	Inf	Inf	Inf	0.0%	786	786
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	118	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**76**	**0**	**120**	**68.4**	**194.8**	**1.8**	**265.0**	**-**	**3288.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**131.6%**	**271.0**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**76**	**0**	**120**	**68.4**	**194.8**	**1.8**	**265.0**	**-**	**3288.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**131.6%**	**271.0**	**-**
1/1	-	-	-	10.4	31.7	-	42.1	542.9	279.0	1.0	15.2	16.9	31.7	48.6	-	0.00	126.8%	42.6	-
1/2+1/3	-	-	-	14.4	40.0	-	54.4	432.5	640.3	1.4	17.9	20.5	40.0	60.6	-	0.00	119.7 : 119.7%	55.6	-
2/1	-	-	-	2.9	0.5	-	3.4	39.9	228.5	0.7	7.7	9.8	0.5	10.3	-	0.00	49.4%	3.8	-
2/2+2/3	58	0	58	12.0	30.6	0.9	43.4	233.5	857.8	1.3	15.4	24.0	30.6	54.6	-	0.00	93.8 : 131.6%	45.0	-
3/1	-	-	-	20.1	77.1	-	97.2	558.8	626.0	1.0	27.7	35.0	77.1	112.1	-	0.00	131.5%	98.3	-
4/1+4/2	18	0	62	8.7	14.8	0.9	24.5	158.4	657.3	1.2	13.5	20.0	14.8	34.8	-	0.00	88.1 : 123.7%	25.7	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -46.2 Total Delay for Signalled Lanes (pcuHr): 265.00 Cycle Time (s): 155
PRC Over All Lanes (%): -46.2 Total Delay Over All Lanes(pcuHr): 265.00

Traffic Flows, Desired

Desired Flow :

		Destination				
Origin		A	B	C	D	Tot.
	A	0	279	294	159	732
	B	100	0	52	404	556
	C	507	63	0	56	626
	D	308	518	152	0	978
	Tot.	915	860	498	619	2892

Traffic Flows, Difference

Difference :

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

Scenario 7: '2044 8.5k DM AM' (FG7: '2044 8.5k DM AM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**111.7%**	-	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**111.7%**	-	-
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	34	137	0	-	-	333	1550	1550	317	105.0%	333	317
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	34	137	0	-	-	505	1929:1750	1929	336+115	111.7 : 111.7%	505	452
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	77	151	57	-	-	319	1534	1534	700	45.6%	319	319
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	51	6	57	-	-	583	1929:1746	1929	512+133	86.2 : 106.6%	583	574
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	40	87	127	-	-	490	1844	1844	442	110.8%	490	442
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	51	6	57	-	-	501	1779:1729	1779	476+99	83.0 : 107.2%	501	494
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	-	-	-	800	Inf	Inf	Inf	0.0%	756	756
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	506	Inf	Inf	Inf	0.0%	488	488
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	-	-	-	584	Inf	Inf	Inf	0.0%	536	536
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	841	Inf	Inf	Inf	0.0%	819	819
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	121	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**125**	**0**	**107**	**54.5**	**88.4**	**1.6**	**144.6**	**-**	**3053.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**111.7%**	**150.2**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**125**	**0**	**107**	**54.5**	**88.4**	**1.6**	**144.6**	**-**	**3053.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**111.7%**	**150.2**	**-**
1/1	-	-	-	7.9	13.9	-	21.7	234.9	333.0	1.0	13.9	17.0	13.9	30.9	-	0.00	105.0%	22.3	-
1/2+1/3	-	-	-	14.1	30.6	-	44.7	318.8	642.4	1.3	20.4	25.2	30.6	55.8	-	0.00	111.7 : 111.7%	45.9	-
2/1	-	-	-	2.8	0.4	-	3.2	36.6	218.3	0.7	8.1	10.4	0.4	10.8	-	0.00	45.6%	3.6	-
2/2+2/3	82	0	51	9.7	8.5	0.8	19.1	117.7	758.1	1.3	14.9	21.5	8.5	30.0	-	0.00	86.2 : 106.6%	20.5	-
3/1	-	-	-	11.9	28.3	-	40.2	295.5	490.0	1.0	19.7	25.5	28.3	53.8	-	0.00	110.8%	41.1	-
4/1+4/2	43	0	56	8.1	6.7	0.8	15.6	112.1	611.6	1.2	13.3	18.9	6.7	25.6	-	0.00	83.0 : 107.2%	16.7	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -24.2 Total Delay for Signalled Lanes (pcuHr): 144.57 Cycle Time (s): 171
PRC Over All Lanes (%): -24.2 Total Delay Over All Lanes(pcuHr): 144.57

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	333	376	129	838
	B	106	0	66	329	501
	C	375	67	0	48	490
	D	319	441	142	0	902
	Tot.	800	841	584	506	2731

Traffic Flows, Difference

Difference :

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

Scenario 8: '2044 8.5k DM PM' (FG8: '2044 8.5k DM PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**121.3%**	-	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**121.3%**	-	-
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	24	131	0	-	-	292	1550	1550	250	116.8%	292	250
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	24	131	0	-	-	480	1929:1750	1929	266+160	112.7 : 112.7%	480	426
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	60	145	50	-	-	294	1534	1534	604	48.7%	294	294
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	44	6	50	-	-	593	1929:1746	1929	507+114	91.1 : 115.2%	593	576
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	41	80	121	-	-	606	1844	1844	500	121.3%	606	500
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	44	6	50	-	-	492	1779:1729	1779	477+89	87.0 : 87.0%	492	492
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	-	-	-	856	Inf	Inf	Inf	0.0%	771	771
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	597	Inf	Inf	Inf	0.0%	567	567
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	-	-	-	485	Inf	Inf	Inf	0.0%	434	434
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	819	Inf	Inf	Inf	0.0%	766	766
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	115	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**84**	**0**	**107**	**57.1**	**130.2**	**1.4**	**188.7**	**-**	**3062.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**121.3%**	**194.3**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**84**	**0**	**107**	**57.1**	**130.2**	**1.4**	**188.7**	**-**	**3062.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**121.3%**	**194.3**	**-**
1/1	-	-	-	9.0	24.0	-	33.0	407.4	292.0	1.0	14.0	15.9	24.0	40.0	-	0.00	116.8%	33.6	-
1/2+1/3	-	-	-	12.8	31.0	-	43.8	328.5	613.3	1.3	16.2	19.4	31.0	50.4	-	0.00	112.7 : 112.7%	44.9	-
2/1	-	-	-	2.9	0.5	-	3.4	41.1	220.0	0.7	7.5	9.5	0.5	9.9	-	0.00	48.7%	3.8	-
2/2+2/3	57	0	57	9.8	15.8	0.8	26.4	160.1	772.3	1.3	14.2	20.8	15.8	36.5	-	0.00	91.1 : 115.2%	27.8	-
3/1	-	-	-	15.6	55.9	-	71.5	424.9	606.0	1.0	23.3	30.7	55.9	86.5	-	0.00	121.3%	72.6	-
4/1+4/2	27	0	50	6.9	3.1	0.7	10.6	77.7	558.6	1.1	12.7	17.9	3.1	21.0	-	0.00	87.0 : 87.0%	11.6	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -34.8 Total Delay for Signalled Lanes (pcuHr): 188.71 Cycle Time (s): 155
PRC Over All Lanes (%): -34.8 Total Delay Over All Lanes(pcuHr): 188.71

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	292	300	180	772
	B	77	0	54	361	492
	C	485	65	0	56	606
	D	294	462	131	0	887
	Tot.	856	819	485	597	2757

Traffic Flows, Difference

Difference :

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

Scenario 9: '2044 8.5k DS AM' (FG9: '2044 8.5k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**138.5%**	-	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**138.5%**	-	-
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	26	145	0	-	-	328	1550	1550	245	134.0%	328	245
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	26	145	0	-	-	532	1929:1750	1929	263+121	138.5 : 138.5%	532	384
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	82	159	70	-	-	370	1534	1534	745	49.7%	370	370
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	64	6	70	-	-	751	1929:1746	1929	606+145	91.3 : 137.0%	751	698
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	35	100	135	-	-	531	1844	1844	388	136.8%	531	388
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	64	6	70	-	-	607	1779:1729	1779	597+87	83.5 : 124.1%	607	586
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	-	-	-	893	Inf	Inf	Inf	0.0%	760	760
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	650	Inf	Inf	Inf	0.0%	590	590
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	-	-	-	628	Inf	Inf	Inf	0.0%	473	473
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	948	Inf	Inf	Inf	0.0%	847	847
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	129	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**121**	**0**	**111**	**87.1**	**247.3**	**2.1**	**336.5**	**-**	**3577.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**138.5%**	**343.1**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**121**	**0**	**111**	**87.1**	**247.3**	**2.1**	**336.5**	**-**	**3577.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**138.5%**	**343.1**	**-**
1/1	-	-	-	14.7	43.5	-	58.2	639.2	328.0	1.0	20.8	23.2	43.5	66.7	-	0.00	134.0%	58.8	-
1/2+1/3	-	-	-	24.4	75.7	-	100.1	677.7	796.7	1.5	30.6	34.5	75.7	110.2	-	0.00	138.5 : 138.5%	101.6	-
2/1	-	-	-	3.1	0.5	-	3.6	34.6	248.8	0.7	8.8	11.8	0.5	12.3	-	0.00	49.7%	4.0	-
2/2+2/3	92	0	53	14.7	40.3	1.0	56.1	268.8	975.3	1.3	17.1	28.6	40.3	68.9	-	0.00	91.3 : 137.0%	57.9	-
3/1	-	-	-	20.7	73.2	-	93.9	636.6	531.0	1.0	28.3	33.9	73.2	107.1	-	0.00	136.8%	94.9	-
4/1+4/2	29	0	58	9.5	14.1	1.1	24.6	146.0	697.8	1.1	15.2	23.4	14.1	37.5	-	0.00	83.5 : 124.1%	25.9	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -53.9 Total Delay for Signalled Lanes (pcuHr): 336.54 Cycle Time (s): 171
PRC Over All Lanes (%): -53.9 Total Delay Over All Lanes(pcuHr): 336.54

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	328	364	168	860
	B	108	0	66	433	607
	C	415	67	0	49	531
	D	370	553	198	0	1121
	Tot.	893	948	628	650	3119

Traffic Flows, Difference

Difference :

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

Scenario 10: '2044 8.5k DS PM' (FG10: '2044 8.5k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**152.0%**	-	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**152.0%**	-	-
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	18	137	0	-	-	285	1550	1550	190	150.0%	285	190
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	18	137	0	-	-	462	1929:1750	1929	222+122	134.2 : 134.2%	462	344
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	66	151	62	-	-	392	1534	1534	663	59.1%	392	392
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	56	6	62	-	-	762	1929:1746	1929	614+125	94.8 : 143.7%	762	707
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	35	92	127	-	-	651	1844	1844	428	152.0%	651	428
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	56	6	62	-	-	597	1779:1729	1779	611+77	86.7 : 86.7%	597	597
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	-	-	-	988	Inf	Inf	Inf	0.0%	807	807
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	697	Inf	Inf	Inf	0.0%	636	636
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	-	-	-	532	Inf	Inf	Inf	0.0%	401	401
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	932	Inf	Inf	Inf	0.0%	815	815
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	121	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**80**	**0**	**112**	**85.2**	**262.8**	**1.7**	**349.8**	**-**	**3617.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**152.0%**	**356.4**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**80**	**0**	**112**	**85.2**	**262.8**	**1.7**	**349.8**	**-**	**3617.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**152.0%**	**356.4**	**-**
1/1	-	-	-	13.7	49.0	-	62.7	792.1	285.0	1.0	18.8	20.2	49.0	69.2	-	0.00	150.0%	63.2	-
1/2+1/3	-	-	-	18.6	60.7	-	79.3	617.8	765.1	1.7	22.2	24.6	60.7	85.3	-	0.00	134.2 : 134.2%	80.7	-
2/1	-	-	-	3.7	0.7	-	4.4	40.2	298.4	0.8	9.4	12.8	0.7	13.6	-	0.00	59.1%	4.9	-
2/2+2/3	67	0	59	13.8	36.6	1.0	51.4	242.9	980.5	1.3	16.4	27.6	36.6	64.2	-	0.00	94.8 : 143.7%	53.2	-
3/1	-	-	-	28.1	112.8	-	140.9	779.2	651.0	1.0	35.8	42.7	112.8	155.5	-	0.00	152.0%	142.1	-
4/1+4/2	13	0	54	7.3	3.1	0.7	11.1	66.8	637.4	1.1	14.5	22.2	3.1	25.2	-	0.00	86.7 : 86.7%	12.2	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -68.9 Total Delay for Signalled Lanes (pcuHr): 349.77 Cycle Time (s): 155
PRC Over All Lanes (%): -68.9 Total Delay Over All Lanes(pcuHr): 349.77

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	285	298	164	747
	B	67	0	54	476	597
	C	529	65	0	57	651
	D	392	582	180	0	1154
	Tot.	988	932	532	697	3149

Traffic Flows, Difference

Difference :

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

Scenario 11: '2044 10k DM AM' (FG11: '2044 10k DM AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**108.8%**	-	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**108.8%**	-	-
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	35	136	0	-	-	327	1550	1550	326	100.2%	327	326
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	35	136	0	-	-	498	1929:1750	1929	344+119	107.5 : 107.5%	498	463
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	77	150	56	-	-	312	1534	1534	700	44.6%	312	312
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	50	6	56	-	-	580	1929:1746	1929	503+131	87.1 : 108.5%	580	569
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	40	86	126	-	-	481	1844	1844	442	108.8%	481	442
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	50	6	56	-	-	493	1779:1729	1779	468+96	83.1 : 108.5%	493	485
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	-	-	-	785	Inf	Inf	Inf	0.0%	747	747
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	498	Inf	Inf	Inf	0.0%	485	485
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	-	-	-	577	Inf	Inf	Inf	0.0%	540	540
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	831	Inf	Inf	Inf	0.0%	825	825
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	120	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**120**	**0**	**107**	**50.3**	**74.1**	**1.6**	**126.1**	**-**	**2963.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**108.8%**	**131.5**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**120**	**0**	**107**	**50.3**	**74.1**	**1.6**	**126.1**	**-**	**2963.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**108.8%**	**131.5**	**-**
1/1	-	-	-	6.2	9.2	-	15.4	169.7	327.0	1.0	12.1	15.6	9.2	24.8	-	0.00	100.2%	16.0	-
1/2+1/3	-	-	-	12.0	22.8	-	34.8	251.6	587.9	1.2	18.3	23.1	22.8	45.9	-	0.00	107.5 : 107.5%	35.9	-
2/1	-	-	-	2.8	0.4	-	3.2	36.4	211.6	0.7	7.9	10.1	0.4	10.5	-	0.00	44.6%	3.5	-
2/2+2/3	80	0	51	10.0	10.1	0.8	20.9	129.8	754.8	1.3	14.9	21.5	10.1	31.6	-	0.00	87.1 : 108.5%	22.3	-
3/1	-	-	-	11.2	24.4	-	35.6	266.3	481.0	1.0	18.9	24.7	24.4	49.1	-	0.00	108.8%	36.5	-
4/1+4/2	40	0	56	8.1	7.3	0.8	16.2	118.2	601.1	1.2	13.2	18.6	7.3	25.8	-	0.00	83.1 : 108.5%	17.3	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -20.9 Total Delay for Signalled Lanes (pcuHr): 126.06 Cycle Time (s): 171
PRC Over All Lanes (%): -20.9 Total Delay Over All Lanes(pcuHr): 126.06

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	327	370	128	825
	B	104	0	65	324	493
	C	369	66	0	46	481
	D	312	438	142	0	892
	Tot.	785	831	577	498	2691

Traffic Flows, Difference

Difference :

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

Scenario 12: '2044 10k DM PM' (FG12: '2044 10k DM PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**116.7%**	-	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**116.7%**	-	-
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	24	131	0	-	-	286	1550	1550	250	114.4%	286	250
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	24	131	0	-	-	466	1929:1750	1929	267+156	110.2 : 110.2%	466	423
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	59	145	49	-	-	263	1534	1534	594	44.3%	263	263
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	43	6	49	-	-	585	1929:1746	1929	497+115	91.7 : 112.4%	585	571
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	42	79	121	-	-	597	1844	1844	512	116.7%	597	512
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	43	6	49	-	-	485	1779:1729	1779	463+81	86.6 : 103.9%	485	482
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	-	-	-	826	Inf	Inf	Inf	0.0%	754	754
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	576	Inf	Inf	Inf	0.0%	552	552
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	-	-	-	475	Inf	Inf	Inf	0.0%	434	434
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	805	Inf	Inf	Inf	0.0%	760	760
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	115	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**84**	**0**	**112**	**53.4**	**113.1**	**1.5**	**168.0**	**-**	**2974.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**116.7%**	**173.5**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**84**	**0**	**112**	**53.4**	**113.1**	**1.5**	**168.0**	**-**	**2974.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**116.7%**	**173.5**	**-**
1/1	-	-	-	8.4	21.3	-	29.7	374.0	286.0	1.0	13.3	15.2	21.3	36.5	-	0.00	114.4%	30.2	-
1/2+1/3	-	-	-	11.6	26.0	-	37.6	290.5	571.5	1.2	14.9	18.0	26.0	44.0	-	0.00	110.2 : 110.2%	38.6	-
2/1	-	-	-	2.6	0.4	-	3.0	40.6	193.4	0.7	6.8	8.3	0.4	8.7	-	0.00	44.3%	3.3	-
2/2+2/3	58	0	57	9.6	14.2	0.8	24.6	151.2	761.2	1.3	14.1	20.5	14.2	34.7	-	0.00	91.7 : 112.4%	26.0	-
3/1	-	-	-	14.2	46.0	-	60.2	363.0	597.0	1.0	21.9	29.4	46.0	75.3	-	0.00	116.7%	61.3	-
4/1+4/2	25	0	55	7.1	5.2	0.7	13.0	96.6	565.0	1.2	12.4	17.2	5.2	22.5	-	0.00	86.6 : 103.9%	14.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -29.7 Total Delay for Signalled Lanes (pcuHr): 168.04 Cycle Time (s): 155
PRC Over All Lanes (%): -29.7 Total Delay Over All Lanes(pcuHr): 168.04

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	286	294	172	752
	B	84	0	52	349	485
	C	479	63	0	55	597
	D	263	456	129	0	848
	Tot.	826	805	475	576	2682

Traffic Flows, Difference

Difference :

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

Scenario 13: '2044 10k DS AM' (FG13: '2044 10k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**137.3%**	-	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**137.3%**	-	-
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	26	145	0	-	-	322	1550	1550	245	131.6%	322	245
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	26	145	0	-	-	525	1929:1750	1929	263+121	136.6 : 136.6%	525	384
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	82	159	70	-	-	361	1534	1534	745	48.5%	361	361
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	64	6	70	-	-	760	1929:1746	1929	604+147	92.3 : 137.3%	760	705
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	35	100	135	-	-	524	1844	1844	388	135.0%	524	388
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	64	6	70	-	-	603	1779:1729	1779	598+84	83.1 : 126.1%	603	581
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	-	-	-	877	Inf	Inf	Inf	0.0%	749	749
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	646	Inf	Inf	Inf	0.0%	589	589
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	-	-	-	626	Inf	Inf	Inf	0.0%	475	475
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	946	Inf	Inf	Inf	0.0%	852	852
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	129	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**120**	**0**	**111**	**84.9**	**236.8**	**2.1**	**323.8**	**-**	**3561.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**137.3%**	**330.4**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**120**	**0**	**111**	**84.9**	**236.8**	**2.1**	**323.8**	**-**	**3561.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**137.3%**	**330.4**	**-**
1/1	-	-	-	14.0	40.6	-	54.6	610.8	322.0	1.0	20.0	22.4	40.6	63.0	-	0.00	131.6%	55.2	-
1/2+1/3	-	-	-	23.6	72.2	-	95.8	656.9	789.8	1.5	29.7	33.5	72.2	105.6	-	0.00	136.6 : 136.6%	97.2	-
2/1	-	-	-	3.0	0.5	-	3.4	34.3	242.8	0.7	8.6	11.5	0.5	12.0	-	0.00	48.5%	3.9	-
2/2+2/3	94	0	53	15.0	39.3	1.0	55.3	262.1	994.8	1.3	17.4	29.2	39.3	68.5	-	0.00	92.3 : 137.3%	57.2	-
3/1	-	-	-	19.9	69.8	-	89.6	615.8	524.0	1.0	27.5	33.0	69.8	102.8	-	0.00	135.0%	90.6	-
4/1+4/2	26	0	58	9.5	14.4	1.1	25.0	149.2	687.6	1.1	15.1	23.1	14.4	37.6	-	0.00	83.1 : 126.1%	26.3	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -52.6 Total Delay for Signalled Lanes (pcuHr): 323.84 Cycle Time (s): 171
PRC Over All Lanes (%): -52.6 Total Delay Over All Lanes(pcuHr): 323.84

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	322	359	166	847
	B	106	0	65	432	603
	C	410	66	0	48	524
	D	361	558	202	0	1121
	Tot.	877	946	626	646	3095

Traffic Flows, Difference

Difference :

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

Scenario 14: '2044 10k DS PM' (FG14: '2044 10k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**150.8%**	-	-
A20 Cheriton Road/ Cherry Garden Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**150.8%**	-	-
1/1	A20 Cherry Garden Ave SB Left	U	N/A	N/A	B		1	18	137	0	-	-	279	1550	1550	190	146.8%	279	190
1/2+1/3	A20 Cherry Garden Ave SB Right Ahead	U	N/A	N/A	B		1	18	137	0	-	-	453	1929:1750	1929	222+124	131.1 : 131.1%	453	346
2/1	A20 Cheriton Road EB Left	U	N/A	N/A	E		1	66	151	62	-	-	380	1534	1534	663	57.3%	380	380
2/2+2/3	A20 Cheriton Road EB Right Ahead	U+O	N/A	N/A	A		1	56	6	62	-	-	762	1929:1746	1929	613+125	94.8 : 144.7%	762	706
3/1	B2034 Beachborough Road NB Ahead Left Right	U	N/A	N/A	D		1	35	92	127	-	-	646	1844	1844	428	150.8%	646	428
4/1+4/2	A2034 Cheriton Road WB Right Ahead Left	U+O	N/A	N/A	C		1	56	6	62	-	-	599	1779:1729	1779	609+79	86.9 : 88.9%	599	599
5/1	A20 Cherry Garden Ave	U	N/A	N/A	-		-	-	-	-	-	-	977	Inf	Inf	Inf	0.0%	799	799
6/1	A20 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	695	Inf	Inf	Inf	0.0%	638	638
7/1	B2034 Beachborough Road	U	N/A	N/A	-		-	-	-	-	-	-	524	Inf	Inf	Inf	0.0%	399	399
8/1	A2034 Cheriton Road	U	N/A	N/A	-		-	-	-	-	-	-	923	Inf	Inf	Inf	0.0%	813	813
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	121	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	7	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J25 B2064 Cheriton High Street/A2034 Cherry Garden Ave	**81**	**0**	**114**	**82.9**	**252.9**	**1.7**	**337.6**	**-**	**3562.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**150.8%**	**344.1**	**-**
A20 Cheriton Road/ Cherry Garden Avenue	**81**	**0**	**114**	**82.9**	**252.9**	**1.7**	**337.6**	**-**	**3562.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**150.8%**	**344.1**	**-**
1/1	-	-	-	13.1	46.0	-	59.1	762.9	279.0	1.0	18.0	19.4	46.0	65.5	-	0.00	146.8%	59.6	-
1/2+1/3	-	-	-	17.5	55.7	-	73.2	582.0	725.2	1.6	21.0	23.3	55.7	79.0	-	0.00	131.1 : 131.1%	74.6	-
2/1	-	-	-	3.5	0.7	-	4.2	39.5	284.4	0.7	9.1	12.2	0.7	12.9	-	0.00	57.3%	4.7	-
2/2+2/3	67	0	59	13.9	37.0	1.0	52.0	245.5	981.2	1.3	16.4	27.6	37.0	64.6	-	0.00	94.8 : 144.7%	53.8	-
3/1	-	-	-	27.6	110.3	-	137.9	768.4	646.0	1.0	35.3	42.1	110.3	152.4	-	0.00	150.8%	139.1	-
4/1+4/2	14	0	56	7.3	3.1	0.7	11.2	67.4	646.6	1.1	14.5	22.3	3.1	25.5	-	0.00	86.9 : 88.9%	12.4	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/0681 PRC for Signalled Lanes (%): -67.6 Total Delay for Signalled Lanes (pcuHr): 337.61 Cycle Time (s): 155
PRC Over All Lanes (%): -67.6 Total Delay Over All Lanes(pcuHr): 337.61

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	279	291	162	732
	B	70	0	52	477	599
	C	527	63	0	56	646
	D	380	581	181	0	1142
	Tot.	977	923	524	695	3119

Traffic Flows, Difference

Difference :

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

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: J26 Prospect Rd_Stade St.j9
Path: \\arcadiso365.sharepoint.com@SSL\DavWWWRoot\teams\project-10029956\Shared Documents\17 Transport\D-Calcs\Modelling\Junction Modelling\2 - Models\J26 Prospect Rd - Stade St
Report generation date: 11/11/2021 10:52:38

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2018									
Stream B-AC	D1	1.3	31.87	0.57	D	D2	2.3	64.30	0.72	F
Stream C-AB		0.5	10.89	0.34	B		1.4	18.64	0.58	C
	2037 DM									
Stream B-AC	D3	3.9	99.25	0.84	F	D4	11.5	271.77	1.09	F
Stream C-AB		1.0	14.73	0.51	B		1.8	23.66	0.65	C
	2037 DS									
Stream B-AC	D5	5.7	139.93	0.92	F	D6	15.6	356.41	1.19	F
Stream C-AB		1.1	15.51	0.52	C		2.0	25.49	0.67	D
	2044 8.5k DM									
Stream B-AC	D7	6.1	144.73	0.93	F	D8	19.1	420.89	1.26	F
Stream C-AB		1.1	15.47	0.53	C		2.1	25.96	0.68	D
	2044 8.5k DS									
Stream B-AC	D9	11.0	243.73	1.06	F	D10	36.1	794.18	1.82	F
Stream C-AB		1.2	16.50	0.54	C		2.6	30.02	0.72	D
	2044 10k DM									
Stream B-AC	D11	4.6	115.27	0.87	F	D12	13.6	313.59	1.14	F
Stream C-AB		1.1	15.03	0.52	C		1.9	24.39	0.66	C
	2044 10k DS									
Stream B-AC	D13	7.9	186.40	0.99	F	D14	27.7	618.03	1.52	F
Stream C-AB		1.1	15.94	0.53	C		2.3	27.97	0.69	D

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

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

File summary

File Description

Title	J26 Otterpool Park_Base Model
Location	A259 Prospect Rd - Stade St
Site number	
Date	09/08/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D3	2037 DM	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D4	2037 DM	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D5	2037 DS	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D6	2037 DS	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D7	2044 8.5k DM	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D8	2044 8.5k DM	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D9	2044 8.5k DS	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D10	2044 8.5k DS	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D11	2044 10k DM	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D12	2044 10k DM	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D13	2044 10k DS	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D14	2044 10k DS	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Rampart Road Westbound		Major
B	Stade Street		Minor
C	A259 Rampart Road Eastbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	2.40	113.0	✓	10.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.01	25	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	499	0.091	0.230	0.145	0.328
B-C	641	0.098	0.248	-	-
C-B	653	0.253	0.253	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	522	100.000
B		ONE HOUR	✓	137	100.000
C		ONE HOUR	✓	891	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	137	385
	B	88	0	49
	C	738	153	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.57	31.87	1.3	D	126	189
C-AB	0.34	10.89	0.5	B	140	211
C-A					677	1016
A-B					126	189
A-C					353	530

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	26	356	0.290	102	0.0	0.4	14.049	B
C-AB	115	29	546	0.211	114	0.0	0.3	8.323	A
C-A	556	139			556				
A-B	103	26			103				
A-C	290	72			290				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-AC	123	31	318	0.387	122	0.4	0.6	18.299	C
C-AB	138	34	526	0.261	137	0.3	0.3	9.250	A
C-A	663	166			663				
A-B	123	31			123				
A-C	346	87			346				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	151	38	263	0.573	148	0.6	1.2	30.629	D
C-AB	168	42	499	0.338	168	0.3	0.5	10.854	B
C-A	813	203			813				
A-B	151	38			151				
A-C	424	106			424				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	151	38	263	0.573	151	1.2	1.3	31.869	D
C-AB	168	42	499	0.338	168	0.5	0.5	10.892	B
C-A	813	203			813				
A-B	151	38			151				
A-C	424	106			424				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	123	31	318	0.388	126	1.3	0.7	18.972	C
C-AB	138	34	526	0.261	138	0.5	0.4	9.294	A
C-A	663	166			663				
A-B	123	31			123				
A-C	346	87			346				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	26	356	0.290	104	0.7	0.4	14.352	B
C-AB	115	29	546	0.211	116	0.4	0.3	8.378	A
C-A	556	139			556				
A-B	103	26			103				
A-C	290	72			290				

2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	700	100.000
B		ONE HOUR	✓	127	100.000
C		ONE HOUR	✓	936	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	138	562
	B	79	0	48
	C	695	241	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.72	64.30	2.3	F	117	175
C-AB	0.58	18.64	1.4	C	222	333
C-A					637	956
A-B					127	190
A-C					516	774

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	318	0.301	94	0.0	0.4	15.978	C
C-AB	181	45	519	0.350	179	0.0	0.5	10.539	B
C-A	523	131			523				
A-B	104	26			104				
A-C	423	106			423				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	29	268	0.427	113	0.4	0.7	23.114	C
C-AB	217	54	493	0.440	216	0.5	0.8	12.944	B
C-A	625	156			625				
A-B	124	31			124				
A-C	505	126			505				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	140	35	194	0.721	134	0.7	2.1	55.796	F
C-AB	267	67	460	0.581	265	0.8	1.3	18.250	C
C-A	763	191			763				
A-B	152	38			152				
A-C	619	155			619				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	140	35	193	0.724	139	2.1	2.3	64.299	F
C-AB	267	67	460	0.581	267	1.3	1.4	18.642	C
C-A	763	191			763				
A-B	152	38			152				
A-C	619	155			619				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	29	266	0.429	120	2.3	0.8	25.576	D

C-AB	217	54	493	0.440	219	1.4	0.8	13.244	B
C-A	625	156			625				
A-B	124	31			124				
A-C	505	126			505				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	317	0.302	97	0.8	0.4	16.489	C
C-AB	181	45	519	0.350	182	0.8	0.5	10.736	B
C-A	523	131			523				
A-B	104	26			104				
A-C	423	106			423				

2037 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2037 DM	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	552	100.000
B		ONE HOUR	✓	142	100.000
C		ONE HOUR	✓	1108	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	76	476
	B	94	0	48
	C	879	229	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.84	99.25	3.9	F	130	195
C-AB	0.51	14.73	1.0	B	210	316
C-A					806	1210
A-B					70	105
A-C					437	655

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	309	0.347	105	0.0	0.5	17.508	C
C-AB	172	43	546	0.316	171	0.0	0.5	9.555	A
C-A	662	165			662				
A-B	57	14			57				
A-C	358	90			358				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	128	32	259	0.493	126	0.5	0.9	26.727	D
C-AB	206	51	525	0.392	205	0.5	0.6	11.239	B
C-A	790	198			790				
A-B	68	17			68				
A-C	428	107			428				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	156	39	187	0.837	147	0.9	3.3	76.729	F
C-AB	253	63	497	0.509	251	0.6	1.0	14.563	B
C-A	967	242			967				
A-B	84	21			84				
A-C	524	131			524				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	156	39	186	0.840	154	3.3	3.9	99.255	F
C-AB	253	63	497	0.509	253	1.0	1.0	14.730	B
C-A	967	242			967				
A-B	84	21			84				
A-C	524	131			524				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	128	32	258	0.494	139	3.9	1.0	32.749	D

C-AB	206	51	525	0.392	207	1.0	0.7	11.392	B
C-A	790	198			790				
A-B	68	17			68				
A-C	428	107			428				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	308	0.347	109	1.0	0.5	18.275	C
C-AB	172	43	546	0.316	173	0.7	0.5	9.685	A
C-A	662	165			662				
A-B	57	14			57				
A-C	358	90			358				

2037 DM, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		20.96	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 DM	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	843	100.000
B		ONE HOUR	✓	135	100.000
C		ONE HOUR	✓	1053	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	150	693
	B	76	0	59
	C	807	246	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.09	271.77	11.5	F	124	186
C-AB	0.65	23.66	1.8	C	228	342
C-A					738	1107
A-B					138	206
A-C					636	954

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	25	292	0.349	100	0.0	0.5	18.556	C
C-AB	185	46	493	0.376	183	0.0	0.6	11.535	B
C-A	608	152			608				
A-B	113	28			113				
A-C	522	130			522				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	121	30	231	0.525	119	0.5	1.0	31.628	D
C-AB	221	55	462	0.479	220	0.6	0.9	14.810	B
C-A	725	181			725				
A-B	135	34			135				
A-C	623	156			623				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	37	138	1.077	124	1.0	7.2	160.806	F
C-AB	278	70	430	0.647	275	0.9	1.7	22.761	C
C-A	881	220			881				
A-B	165	41			165				
A-C	763	191			763				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	37	137	1.088	131	7.2	11.5	271.765	F
C-AB	278	70	430	0.647	278	1.7	1.8	23.657	C
C-A	881	220			881				
A-B	165	41			165				
A-C	763	191			763				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	121	30	229	0.529	162	11.5	1.2	76.602	F

C-AB	221	55	462	0.479	225	1.8	0.9	15.391	C
C-A	725	181			725				
A-B	135	34			135				
A-C	623	156			623				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	25	290	0.350	104	1.2	0.6	19.628	C
C-AB	185	46	493	0.376	187	0.9	0.6	11.811	B
C-A	608	152			608				
A-B	113	28			113				
A-C	522	130			522				

2037 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		12.59	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2037 DS	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	596	100.000
B		ONE HOUR	✓	142	100.000
C		ONE HOUR	✓	1119	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	76	520
	B	94	0	48
	C	890	229	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.92	139.93	5.7	F	130	195
C-AB	0.52	15.51	1.1	C	210	316
C-A					816	1225
A-B					70	105
A-C					477	716

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	299	0.358	105	0.0	0.5	18.352	C
C-AB	172	43	537	0.321	171	0.0	0.5	9.775	A
C-A	670	168			670				
A-B	57	14			57				
A-C	391	98			391				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	128	32	247	0.517	126	0.5	1.0	29.217	D
C-AB	206	51	515	0.400	205	0.5	0.7	11.606	B
C-A	800	200			800				
A-B	68	17			68				
A-C	467	117			467				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	156	39	171	0.913	143	1.0	4.4	98.887	F
C-AB	253	63	485	0.522	251	0.7	1.1	15.313	C
C-A	979	245			979				
A-B	84	21			84				
A-C	573	143			573				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	156	39	171	0.917	151	4.4	5.7	139.926	F
C-AB	253	63	485	0.522	253	1.1	1.1	15.513	C
C-A	979	245			979				
A-B	84	21			84				
A-C	573	143			573				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	128	32	246	0.518	146	5.7	1.2	41.105	E

C-AB	206	51	515	0.400	207	1.1	0.7	11.784	B
C-A	800	200			800				
A-B	68	17			68				
A-C	467	117			467				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	298	0.359	109	1.2	0.6	19.289	C
C-AB	172	43	537	0.321	173	0.7	0.5	9.918	A
C-A	670	168			670				
A-B	57	14			57				
A-C	391	98			391				

2037 DS, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		26.50	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2037 DS	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	886	100.000
B		ONE HOUR	✓	135	100.000
C		ONE HOUR	✓	1035	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	150	736
	B	76	0	59
	C	789	246	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.19	356.41	15.6	F	124	186
C-AB	0.67	25.49	2.0	D	229	344
C-A					721	1081
A-B					138	206
A-C					675	1013

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	25	285	0.357	99	0.0	0.5	19.196	C
C-AB	185	46	485	0.382	183	0.0	0.6	11.859	B
C-A	594	148			594				
A-B	113	28			113				
A-C	554	139			554				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	121	30	223	0.545	119	0.5	1.1	33.951	D
C-AB	221	55	452	0.490	220	0.6	0.9	15.418	C
C-A	709	177			709				
A-B	135	34			135				
A-C	662	165			662				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	37	127	1.172	117	1.1	9.1	201.214	F
C-AB	281	70	421	0.666	277	0.9	1.9	24.342	C
C-A	859	215			859				
A-B	165	41			165				
A-C	810	203			810				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	37	125	1.187	123	9.1	15.6	356.408	F
C-AB	281	70	421	0.666	281	1.9	2.0	25.487	D
C-A	859	215			859				
A-B	165	41			165				
A-C	810	203			810				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	121	30	221	0.549	178	15.6	1.4	125.622	F

C-AB	221	55	452	0.490	225	2.0	1.0	16.127	C
C-A	709	177			709				
A-B	135	34			135				
A-C	662	165			662				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	25	284	0.358	105	1.4	0.6	20.503	C
C-AB	185	46	485	0.382	187	1.0	0.6	12.145	B
C-A	594	148			594				
A-B	113	28			113				
A-C	554	139			554				

2044 8.5k DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		13.39	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2044 8.5k DM	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	574	100.000
B		ONE HOUR	✓	147	100.000
C		ONE HOUR	✓	1134	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	79	495
	B	97	0	50
	C	900	234	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	**B**	**C**
From	**A**	0	6	2
	B	1	0	2
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.93	144.73	6.1	F	135	202
C-AB	0.53	15.47	1.1	C	215	323
C-A					826	1238
A-B					72	109
A-C					454	681

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	302	0.367	108	0.0	0.6	18.440	C
C-AB	176	44	541	0.326	174	0.0	0.5	9.767	A
C-A	678	169			678				
A-B	59	15			59				
A-C	373	93			373				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	250	0.528	130	0.6	1.1	29.513	D
C-AB	210	53	519	0.405	210	0.5	0.7	11.587	B
C-A	809	202			809				
A-B	71	18			71				
A-C	445	111			445				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	40	175	0.926	147	1.0	4.7	100.755	F
C-AB	258	65	491	0.527	257	0.7	1.1	15.272	C
C-A	990	248			990				
A-B	87	22			87				
A-C	545	136			545				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	40	174	0.929	156	4.7	6.1	144.731	F
C-AB	258	65	491	0.527	258	1.1	1.1	15.473	C
C-A	990	248			990				
A-B	87	22			87				
A-C	545	136			545				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	249	0.530	152	6.1	1.2	42.875	E

C-AB	210	53	519	0.405	212	1.1	0.7	11.768	B
C-A	809	202			809				
A-B	71	18			71				
A-C	445	111			445				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	301	0.368	113	1.2	0.6	19.434	C
C-AB	176	44	541	0.326	177	0.7	0.5	9.909	A
C-A	678	169			678				
A-B	59	15			59				
A-C	373	93			373				

2044 8.5k DM, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		31.27	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2044 8.5k DM	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	864	100.000
B		ONE HOUR	✓	139	100.000
C		ONE HOUR	✓	1084	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	155	709
	B	78	0	61
	C	829	255	0

Vehicle Mix

Heavy Vehicle Percentages

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

	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.26	420.89	19.1	F	128	191
C-AB	0.68	25.96	2.1	D	239	358
C-A					756	1134
A-B					142	213
A-C					651	976

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	26	284	0.369	102	0.0	0.6	19.612	C
C-AB	192	48	489	0.393	189	0.0	0.6	11.932	B
C-A	624	156			624				
A-B	117	29			117				
A-C	534	133			534				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	221	0.566	122	0.6	1.2	35.712	E
C-AB	230	57	457	0.502	228	0.6	1.0	15.608	C
C-A	745	186			745				
A-B	139	35			139				
A-C	637	159			637				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	153	38	123	1.246	115	1.2	10.7	232.602	F
C-AB	294	74	432	0.681	290	1.0	2.0	24.681	C
C-A	899	225			899				
A-B	171	43			171				
A-C	781	195			781				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	153	38	121	1.264	119	10.7	19.1	420.890	F
C-AB	294	74	432	0.681	294	2.0	2.1	25.957	D
C-A	899	225			899				
A-B	171	43			171				
A-C	781	195			781				

17:45 - 18:00

Stream	Total Demand	Junction Arrivals	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue	End queue (Veh)	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)				(Veh)			
B-AC	125	31	219	0.572	195	19.1	1.7	179.836	F
C-AB	230	57	457	0.502	234	2.1	1.0	16.394	C
C-A	745	186			745				
A-B	139	35			139				
A-C	637	159			637				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	26	282	0.370	109	1.7	0.6	21.251	C
C-AB	192	48	489	0.393	194	1.0	0.7	12.257	B
C-A	624	156			624				
A-B	117	29			117				
A-C	534	133			534				

2044 8.5k DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		20.50	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2044 8.5k DS	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	626	100.000
B		ONE HOUR	✓	147	100.000
C		ONE HOUR	✓	1160	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	79	547
	B	97	0	50
	C	926	234	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	2
	B	1	0	2
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.06	243.73	11.0	F	135	202
C-AB	0.54	16.50	1.2	C	215	323
C-A					849	1274
A-B					72	109
A-C					502	753

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	289	0.383	108	0.0	0.6	19.708	C
C-AB	176	44	531	0.332	174	0.0	0.5	10.036	B
C-A	697	174			697				
A-B	59	15			59				
A-C	412	103			412				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	234	0.564	130	0.6	1.2	33.712	D
C-AB	210	53	507	0.415	210	0.5	0.7	12.053	B
C-A	832	208			832				
A-B	71	18			71				
A-C	492	123			492				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	40	154	1.053	138	1.2	7.2	147.249	F
C-AB	259	65	477	0.543	257	0.7	1.1	16.249	C
C-A	1018	255			1018				
A-B	87	22			87				
A-C	602	151			602				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	40	153	1.058	146	7.2	11.0	243.734	F
C-AB	259	65	477	0.543	259	1.1	1.2	16.501	C
C-A	1018	255			1018				
A-B	87	22			87				
A-C	602	151			602				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	233	0.567	170	11.0	1.5	78.712	F

C-AB	210	53	507	0.415	212	1.2	0.7	12.268	B
C-A	832	208			832				
A-B	71	18			71				
A-C	492	123			492				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	288	0.385	114	1.5	0.6	21.078	C
C-AB	176	44	531	0.332	177	0.7	0.5	10.194	B
C-A	697	174			697				
A-B	59	15			59				
A-C	412	103			412				

2044 8.5k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		53.85	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2044 8.5k DS	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	937	100.000
B		ONE HOUR	✓	139	100.000
C		ONE HOUR	✓	1105	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	155	782
	B	78	0	61
	C	850	255	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.82	794.18	36.1	F	128	191
C-AB	0.72	30.02	2.6	D	243	364
C-A					771	1157
A-B					142	213
A-C					718	1076

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	26	264	0.396	102	0.0	0.6	21.881	C
C-AB	192	48	473	0.406	189	0.0	0.7	12.562	B
C-A	640	160			640				
A-B	117	29			117				
A-C	589	147			589				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	196	0.639	121	0.6	1.6	46.310	E
C-AB	230	57	439	0.523	228	0.7	1.1	16.915	C
C-A	764	191			764				
A-B	139	35			139				
A-C	703	176			703				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	153	38	87	1.767	84	1.6	18.8	495.858	F
C-AB	306	76	425	0.720	300	1.1	2.4	27.918	D
C-A	911	228			911				
A-B	171	43			171				
A-C	861	215			861				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	153	38	84	1.819	84	18.8	36.1	794.185	F
C-AB	306	76	425	0.720	305	2.4	2.6	30.019	D
C-A	911	228			911				
A-B	171	43			171				
A-C	861	215			861				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	193	0.648	188	36.1	20.4	514.250	F

C-AB	230	57	440	0.523	236	2.6	1.1	18.124	C
C-A	764	191			764				
A-B	139	35			139				
A-C	703	176			703				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	26	263	0.398	183	20.4	0.7	90.598	F
C-AB	192	48	473	0.406	194	1.1	0.7	12.959	B
C-A	640	160			640				
A-B	117	29			117				
A-C	589	147			589				

2044 10k DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		10.98	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2044 10k DM	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	561	100.000
B		ONE HOUR	✓	144	100.000
C		ONE HOUR	✓	1119	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	78	483
	B	95	0	49
	C	888	231	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	2
	B	1	0	2
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.87	115.27	4.6	F	132	198
C-AB	0.52	15.03	1.1	C	212	318
C-A					815	1222
A-B					72	107
A-C					443	665

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	27	306	0.354	106	0.0	0.5	17.851	C
C-AB	174	43	544	0.320	172	0.0	0.5	9.639	A
C-A	669	167			669				
A-B	59	15			59				
A-C	364	91			364				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	32	256	0.506	128	0.5	1.0	27.732	D
C-AB	208	52	522	0.398	207	0.5	0.6	11.382	B
C-A	798	200			798				
A-B	70	18			70				
A-C	434	109			434				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	159	40	182	0.870	147	1.0	3.8	85.048	F
C-AB	255	64	494	0.516	253	0.6	1.0	14.850	B
C-A	977	244			977				
A-B	86	21			86				
A-C	532	133			532				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	159	40	182	0.873	155	3.8	4.6	115.273	F
C-AB	255	64	494	0.516	255	1.0	1.1	15.030	C
C-A	977	244			977				
A-B	86	21			86				
A-C	532	133			532				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	32	255	0.508	144	4.6	1.1	35.757	E

C-AB	208	52	522	0.398	209	1.1	0.7	11.548	B
C-A	798	200			798				
A-B	70	18			70				
A-C	434	109			434				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	27	305	0.355	111	1.1	0.6	18.694	C
C-AB	174	43	544	0.320	175	0.7	0.5	9.776	A
C-A	669	167			669				
A-B	59	15			59				
A-C	364	91			364				

2044 10k DM, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		23.78	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2044 10k DM	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	850	100.000
B		ONE HOUR	✓	136	100.000
C		ONE HOUR	✓	1066	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	152	698
	B	76	0	60
	C	817	249	0

Vehicle Mix

Heavy Vehicle Percentages

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

	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.14	313.59	13.6	F	125	187
C-AB	0.66	24.39	1.9	C	232	347
C-A					747	1120
A-B					139	209
A-C					640	961

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	26	290	0.354	100	0.0	0.5	18.817	C
C-AB	187	47	491	0.382	185	0.0	0.6	11.664	B
C-A	615	154			615				
A-B	114	29			114				
A-C	525	131			525				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	31	228	0.536	120	0.5	1.1	32.684	D
C-AB	224	56	460	0.487	223	0.6	0.9	15.068	C
C-A	734	184			734				
A-B	137	34			137				
A-C	627	157			627				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	150	37	133	1.125	121	1.1	8.2	180.216	F
C-AB	283	71	430	0.658	280	0.9	1.8	23.384	C
C-A	890	223			890				
A-B	167	42			167				
A-C	769	192			769				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	150	37	132	1.138	128	8.2	13.6	313.586	F
C-AB	283	71	430	0.658	283	1.8	1.9	24.388	C
C-A	890	223			890				
A-B	167	42			167				
A-C	769	192			769				

17:45 - 18:00

Stream	Total Demand	Junction Arrivals	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue	End queue (Veh)	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)				(Veh)			
B-AC	122	31	226	0.540	171	13.6	1.3	98.613	F
C-AB	224	56	460	0.487	228	1.9	1.0	15.710	C
C-A	734	184			734				
A-B	137	34			137				
A-C	627	157			627				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	26	288	0.355	105	1.3	0.6	19.998	C
C-AB	187	47	491	0.382	189	1.0	0.6	11.954	B
C-A	615	154			615				
A-B	114	29			114				
A-C	525	131			525				

2044 10k DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		16.02	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2044 10k DS	AM	J26 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	610	100.000
B		ONE HOUR	✓	144	100.000
C		ONE HOUR	✓	1148	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	78	532
	B	95	0	49
	C	917	231	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	2
	B	1	0	2
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.99	186.40	7.9	F	132	198
C-AB	0.53	15.94	1.1	C	212	318
C-A					841	1262
A-B					72	107
A-C					488	732

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	27	293	0.369	106	0.0	0.6	19.009	C
C-AB	174	43	534	0.326	172	0.0	0.5	9.891	A
C-A	690	173			690				
A-B	59	15			59				
A-C	401	100			401				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	32	240	0.539	127	0.6	1.1	31.344	D
C-AB	208	52	511	0.406	207	0.5	0.7	11.803	B
C-A	824	206			824				
A-B	70	18			70				
A-C	478	120			478				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	159	40	162	0.982	140	1.1	5.6	121.150	F
C-AB	255	64	481	0.531	254	0.7	1.1	15.722	C
C-A	1009	252			1009				
A-B	86	21			86				
A-C	586	146			586				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	159	40	161	0.986	149	5.6	7.9	186.400	F
C-AB	255	64	481	0.531	255	1.1	1.1	15.939	C
C-A	1009	252			1009				
A-B	86	21			86				
A-C	586	146			586				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	32	239	0.541	156	7.9	1.3	53.868	F

C-AB	208	52	511	0.406	209	1.1	0.7	11.994	B
C-A	824	206			824				
A-B	70	18			70				
A-C	478	120			478				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	27	293	0.371	111	1.3	0.6	20.127	C
C-AB	174	43	534	0.326	175	0.7	0.5	10.039	B
C-A	690	173			690				
A-B	59	15			59				
A-C	401	100			401				

2044 10k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		42.40	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2044 10k DS	PM	J26 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	920	100.000
B		ONE HOUR	✓	136	100.000
C		ONE HOUR	✓	1079	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	152	768
	B	76	0	60
	C	830	249	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	**B**	**C**
From	**A**	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.52	618.03	27.7	F	125	187
C-AB	0.69	27.97	2.3	D	234	351
C-A					756	1134
A-B					139	209
A-C					705	1057

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	26	272	0.377	100	0.0	0.6	20.713	C
C-AB	187	47	477	0.393	185	0.0	0.6	12.242	B
C-A	625	156			625				
A-B	114	29			114				
A-C	578	145			578				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	31	205	0.596	119	0.6	1.3	40.570	E
C-AB	224	56	443	0.506	223	0.6	1.0	16.239	C
C-A	746	186			746				
A-B	137	34			137				
A-C	690	173			690				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	150	37	100	1.490	96	1.3	14.7	352.503	F
C-AB	291	73	419	0.695	286	1.0	2.2	26.374	D
C-A	897	224			897				
A-B	167	42			167				
A-C	846	211			846				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	150	37	98	1.521	98	14.7	27.7	618.030	F
C-AB	291	73	419	0.694	290	2.2	2.3	27.974	D
C-A	897	224			897				
A-B	167	42			167				
A-C	846	211			846				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	31	203	0.603	196	27.7	9.3	345.051	F

C-AB	224	56	443	0.506	229	2.3	1.1	17.179	C
C-A	746	186			746				
A-B	137	34			137				
A-C	690	173			690				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	26	270	0.379	137	9.3	0.6	33.998	D
C-AB	187	47	477	0.393	189	1.1	0.7	12.589	B
C-A	625	156			625				
A-B	114	29			114				
A-C	578	145			578				

J27 – Barrow Hill Shuttle Working Signals

LinSig Modelling Results

Otterpool_Report_Output

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2018 AM	2018 AM	Network Control Plan 1	08:00 - 09:00	50	66.1	3.53
2	2018 PM	2018 PM	Network Control Plan 1	17:00 - 18:00	50	79.5	3.24
3	2037 DM AM	2037 DM AM	Network Control Plan 1	08:00 - 09:00	50	-17.4	42.21
4	2037 DM PM	2037 DM PM	Network Control Plan 1	17:00 - 18:00	50	-20.1	55.54
5	2037 DS AM	2037 DS AM	Network Control Plan 1	08:00 - 09:00	50	-19.3	60.77
6	2037 DS PM	2037 DS PM	Network Control Plan 1	17:00 - 18:00	50	-17.1	51.24
7	2044 8.5k DM AM	2044 8.5k DM AM	Network Control Plan 1	08:00 - 09:00	50	-15.7	39.61
8	2044 8.5k DM PM	2044 8.5k DM PM	Network Control Plan 1	17:00 - 18:00	50	-19.3	55.35
9	2044 8.5k DS AM	2044 8.5k DS AM	Network Control Plan 1	08:00 - 09:00	50	-36.7	133.03
10	2044 8.5k DS PM	2044 8.5k DS PM	Network Control Plan 1	17:00 - 18:00	50	-43.9	168.97
11	2044 10k DM AM	2044 10k DM AM	Network Control Plan 1	08:00 - 09:00	50	-13.1	33.91
12	2044 10k DM PM	2044 10k DM PM	Network Control Plan 1	17:00 - 18:00	50	-19.5	53.48
13	2044 10k DS AM	2044 10k DS AM	Network Control Plan 1	08:00 - 09:00	50	-41.2	150.57
14	2044 10k DS PM	2044 10k DS PM	Network Control Plan 1	17:00 - 18:00	50	-47.1	186.15
15	2044 8.5k DS AM Sens	2044 8.5k DS AM Sensitivity Test	Network Control Plan 1	08:00 - 09:00	50	-43.5	168.06
16	2044 8.5k DS PM Sens	2044 8.5k DS AM Sensitivity Test	Network Control Plan 1	17:00 - 18:00	50	-52.2	207.55

Scenario 1: '2018 AM' (FG1: '2018 AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**54.2%**	**-**	**-**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**54.2%**	**-**	**-**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	13	11	24	-	-	272	1915	1915	536	50.7%	272	272
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	15	35	0	-	-	332	1915	1915	613	54.2%	332	332
3/1		U	N/A	N/A	-		-	-	-	-	-	-	332	Inf	Inf	Inf	0.0%	332	332
4/1		U	N/A	N/A	-		-	-	-	-	-	-	272	Inf	Inf	Inf	0.0%	272	272

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**2.4**	**1.1**	**0.0**	**3.5**	**-**	**495.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**54.2%**	**4.4**	**-**
Ashford Road Junction	**0**	**0**	**0**	**2.4**	**1.1**	**0.0**	**3.5**	**-**	**495.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**54.2%**	**4.4**	**-**
1/1	-	-	-	1.1	0.5	-	1.7	21.9	223.0	0.8	2.6	3.1	0.5	3.6	-	0.00	50.7%	2.1	-
2/1	-	-	-	1.3	0.6	-	1.9	20.4	272.2	0.8	3.0	3.8	0.6	4.4	-	0.00	54.2%	2.4	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 PRC for Signalled Lanes (%): 66.1 Total Delay for Signalled Lanes (pcuHr): 3.53 Cycle Time (s): 50
PRC Over All Lanes (%): 66.1 Total Delay Over All Lanes(pcuHr): 3.53

Traffic Flows, Desired
Desired Flow :

	Destination			
		A	B	Tot.
Origin	A	0	272	272
	B	332	0	332
	Tot.	332	272	604

Traffic Flows, Difference
Difference :

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

Scenario 2: '2018 PM' (FG2: '2018 PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**50.1%**	**-**	**-**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**50.1%**	**-**	**-**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	14	11	25	-	-	288	1915	1915	574	50.1%	288	288
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	14	36	0	-	-	279	1915	1915	574	48.6%	279	279
3/1		U	N/A	N/A	-		-	-	-	-	-	-	279	Inf	Inf	Inf	0.0%	279	279
4/1		U	N/A	N/A	-		-	-	-	-	-	-	288	Inf	Inf	Inf	0.0%	288	288

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**2.3**	**1.0**	**0.0**	**3.2**	**-**	**459.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**50.1%**	**4.1**	**-**
Ashford Road Junction	**0**	**0**	**0**	**2.3**	**1.0**	**0.0**	**3.2**	**-**	**459.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**50.1%**	**4.1**	**-**
1/1	-	-	-	1.2	0.5	-	1.7	20.7	236.2	0.8	2.6	3.3	0.5	3.8	-	0.00	50.1%	2.1	-
2/1	-	-	-	1.1	0.5	-	1.6	20.4	223.2	0.8	2.6	3.1	0.5	3.6	-	0.00	48.6%	2.0	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 PRC for Signalled Lanes (%): 79.5 Total Delay for Signalled Lanes (pcuHr): 3.24 Cycle Time (s): 50
PRC Over All Lanes (%): 79.5 Total Delay Over All Lanes(pcuHr): 3.24

Traffic Flows, Desired

Desired Flow :

	Destination			
Origin		A	B	Tot.
	A	0	288	288
	B	279	0	279
	Tot.	279	288	567

Traffic Flows, Difference

Difference :

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

Scenario 3: '2037 DM AM' (FG3: '2037 DM AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.7%**	**-**	**-**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.7%**	**-**	**-**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	12	11	23	-	-	494	1915	1915	498	99.2%	494	494
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	16	34	0	-	-	688	1915	1915	651	105.7%	688	651
3/1		U	N/A	N/A	-		-	-	-	-	-	-	688	Inf	Inf	Inf	0.0%	651	651
4/1		U	N/A	N/A	-		-	-	-	-	-	-	494	Inf	Inf	Inf	0.0%	494	494

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**6.8**	**35.4**	**0.0**	**42.2**	**-**	**1172.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.7%**	**44.4**	**-**
Ashford Road Junction	**0**	**0**	**0**	**6.8**	**35.4**	**0.0**	**42.2**	**-**	**1172.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.7%**	**44.4**	**-**
1/1	-	-	-	2.5	10.2	-	12.7	92.6	484.1	1.0	4.8	6.7	10.2	16.9	-	0.00	99.2%	13.6	-
2/1	-	-	-	4.2	25.3	-	29.5	154.4	688.0	1.0	6.9	10.1	25.3	35.3	-	0.00	105.7%	30.8	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 PRC for Signalled Lanes (%): -17.4 Total Delay for Signalled Lanes (pcuHr): 42.21 Cycle Time (s): 50
PRC Over All Lanes (%): -17.4 Total Delay Over All Lanes(pcuHr): 42.21

Traffic Flows, Desired

Desired Flow :

	Destination			
Origin		A	B	Tot.
	A	0	494	494
	B	688	0	688
	Tot.	688	494	1182

Traffic Flows, Difference

Difference :

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

Scenario 4: '2037 DM PM' (FG4: '2037 DM PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**108.1%**	-	-
Ashford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**108.1%**	-	-
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	12	11	23	-	-	538	1915	1915	498	108.1%	538	498
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	16	34	0	-	-	681	1915	1915	651	104.6%	681	651
3/1		U	N/A	N/A	-		-	-	-	-	-	-	681	Inf	Inf	Inf	0.0%	651	651
4/1		U	N/A	N/A	-		-	-	-	-	-	-	538	Inf	Inf	Inf	0.0%	498	498

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**7.7**	**47.9**	**0.0**	**55.5**	-	**1219.0**	-	-	-	-	-	-	-	**108.1%**	**57.8**	-
Ashford Road Junction	**0**	**0**	**0**	**7.7**	**47.9**	**0.0**	**55.5**	-	**1219.0**	-	-	-	-	-	-	-	**108.1%**	**57.8**	-
1/1	-	-	-	3.7	25.4	-	29.0	194.2	538.0	1.0	5.8	8.0	25.4	33.4	-	0.00	108.1%	30.0	-
2/1	-	-	-	4.0	22.5	-	26.5	140.2	681.0	1.0	6.7	9.9	22.5	32.4	-	0.00	104.6%	27.8	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 PRC for Signalled Lanes (%): -20.1 Total Delay for Signalled Lanes (pcuHr): 55.54 Cycle Time (s): 50

PRC Over All Lanes (%): -20.1 Total Delay Over All Lanes(pcuHr): 55.54

Traffic Flows, Desired

Desired Flow :

	Destination			
		A	B	Tot.
Origin	A	0	538	538
	B	681	0	681
	Tot.	681	538	1219

Traffic Flows, Difference

Difference :

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

Scenario 5: '2037 DS AM' (FG5: '2037 DS AM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**107.4%**	**-**	**-**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**107.4%**	**-**	**-**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	14	11	25	-	-	617	1915	1915	574	107.4%	617	574
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	14	36	0	-	-	614	1915	1915	574	106.9%	614	574
3/1		U	N/A	N/A	-		-	-	-	-	-	-	614	Inf	Inf	Inf	0.0%	574	574
4/1		U	N/A	N/A	-		-	-	-	-	-	-	617	Inf	Inf	Inf	0.0%	575	575

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**8.1**	**52.7**	**0.0**	**60.8**	**-**	**1231.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**107.4%**	**63.0**	**-**
Ashford Road Junction	**0**	**0**	**0**	**8.1**	**52.7**	**0.0**	**60.8**	**-**	**1231.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**107.4%**	**63.0**	**-**
1/1	-	-	-	3.9	27.0	-	30.9	180.4	617.0	1.0	6.2	9.2	27.0	36.1	-	0.00	107.4%	32.0	-
2/1	-	-	-	4.1	25.7	-	29.9	175.0	614.0	1.0	6.7	9.1	25.7	34.8	-	0.00	106.9%	31.0	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 PRC for Signalled Lanes (%): -19.3 Total Delay for Signalled Lanes (pcuHr): 60.77 Cycle Time (s): 50
PRC Over All Lanes (%): -19.3 Total Delay Over All Lanes(pcuHr): 60.77

Traffic Flows, Desired

Desired Flow :

	Destination			
Origin		A	B	Tot.
	A	0	617	617
	B	614	0	614
	Tot.	614	617	1231

Traffic Flows, Difference

Difference :

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

Scenario 6: '2037 DS PM' (FG6: '2037 DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.4%**	**-**	**-**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.4%**	**-**	**-**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	13	11	24	-	-	563	1915	1915	536	105.0%	563	536
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	15	35	0	-	-	646	1915	1915	613	105.4%	646	613
3/1		U	N/A	N/A	-		-	-	-	-	-	-	646	Inf	Inf	Inf	0.0%	613	613
4/1		U	N/A	N/A	-		-	-	-	-	-	-	563	Inf	Inf	Inf	0.0%	536	536

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**7.4**	**43.8**	**0.0**	**51.2**	**-**	**1209.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.4%**	**53.5**	**-**
Ashford Road Junction	**0**	**0**	**0**	**7.4**	**43.8**	**0.0**	**51.2**	**-**	**1209.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.4%**	**53.5**	**-**
1/1	-	-	-	3.4	20.3	-	23.7	151.8	563.0	1.0	5.7	8.2	20.3	28.5	-	0.00	105.0%	24.8	-
2/1	-	-	-	4.0	23.5	-	27.5	153.3	646.0	1.0	6.7	9.4	23.5	32.9	-	0.00	105.4%	28.7	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 PRC for Signalled Lanes (%): -17.1 Total Delay for Signalled Lanes (pcuHr): 51.24 Cycle Time (s): 50
PRC Over All Lanes (%): -17.1 Total Delay Over All Lanes(pcuHr): 51.24

Traffic Flows, Desired

Desired Flow :

	Destination			
Origin		A	B	Tot.
	A	0	563	563
	B	646	0	646
	Tot.	646	563	1209

Traffic Flows, Difference

Difference :

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

Scenario 7: '2044 8.5k DM AM' (FG7: '2044 8.5k DM AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**104.1%**	**-**	**-**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**104.1%**	**-**	**-**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	12	11	23	-	-	500	1915	1915	498	100.4%	500	498
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	16	34	0	-	-	678	1915	1915	651	104.1%	678	651
3/1		U	N/A	N/A	-		-	-	-	-	-	-	678	Inf	Inf	Inf	0.0%	651	651
4/1		U	N/A	N/A	-		-	-	-	-	-	-	500	Inf	Inf	Inf	0.0%	498	498

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**6.5**	**33.1**	**0.0**	**39.6**	**-**	**1178.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**104.1%**	**41.8**	**-**
Ashford Road Junction	**0**	**0**	**0**	**6.5**	**33.1**	**0.0**	**39.6**	**-**	**1178.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**104.1%**	**41.8**	**-**
1/1	-	-	-	2.6	11.7	-	14.3	103.2	500.0	1.0	4.9	7.0	11.7	18.7	-	0.00	100.4%	15.2	-
2/1	-	-	-	3.9	21.4	-	25.3	134.2	678.0	1.0	6.6	9.8	21.4	31.2	-	0.00	104.1%	26.5	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 PRC for Signalled Lanes (%): -15.7 Total Delay for Signalled Lanes (pcuHr): 39.61 Cycle Time (s): 50

PRC Over All Lanes (%): -15.7 Total Delay Over All Lanes(pcuHr): 39.61

Traffic Flows, Desired

Desired Flow :

	Destination			
Origin		A	B	Tot.
	A	0	500	500
	B	678	0	678
	Tot.	678	500	1178

Traffic Flows, Difference

Difference :

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

Scenario 8: '2044 8.5k DM PM' (FG8: '2044 8.5k DM PM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**107.4%**	**-**	**-**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**107.4%**	**-**	**-**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	13	11	24	-	-	560	1915	1915	536	104.4%	560	536
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	15	35	0	-	-	658	1915	1915	613	107.4%	658	613
3/1		U	N/A	N/A	-		-	-	-	-	-	-	658	Inf	Inf	Inf	0.0%	613	613
4/1		U	N/A	N/A	-		-	-	-	-	-	-	560	Inf	Inf	Inf	0.0%	536	536

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**7.8**	**47.6**	**0.0**	**55.4**	**-**	**1218.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**107.4%**	**57.6**	**-**
Ashford Road Junction	**0**	**0**	**0**	**7.8**	**47.6**	**0.0**	**55.4**	**-**	**1218.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**107.4%**	**57.6**	**-**
1/1	-	-	-	3.3	19.2	-	22.5	144.8	560.0	1.0	5.6	8.1	19.2	27.3	-	0.00	104.4%	23.6	-
2/1	-	-	-	4.4	28.4	-	32.8	179.6	658.0	1.0	7.1	9.8	28.4	38.2	-	0.00	107.4%	34.0	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 PRC for Signalled Lanes (%): -19.3 Total Delay for Signalled Lanes (pcuHr): 55.35 Cycle Time (s): 50
PRC Over All Lanes (%): -19.3 Total Delay Over All Lanes(pcuHr): 55.35

Traffic Flows, Desired

Desired Flow :

	Destination			
Origin		A	B	Tot.
	A	0	560	560
	B	658	0	658
	Tot.	658	560	1218

Traffic Flows, Difference

Difference :

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

Scenario 9: '2044 8.5k DS AM' (FG9: '2044 8.5k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**123.1%**	**-**	**-**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**123.1%**	**-**	**-**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	14	11	25	-	-	671	1915	1915	574	116.8%	671	574
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	14	36	0	-	-	707	1915	1915	574	123.1%	707	574
3/1		U	N/A	N/A	-		-	-	-	-	-	-	707	Inf	Inf	Inf	0.0%	574	574
4/1		U	N/A	N/A	-		-	-	-	-	-	-	671	Inf	Inf	Inf	0.0%	575	575

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**12.7**	**120.3**	**0.0**	**133.0**	**-**	**1378.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**123.1%**	**135.6**	**-**
Ashford Road Junction	**0**	**0**	**0**	**12.7**	**120.3**	**0.0**	**133.0**	**-**	**1378.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**123.1%**	**135.6**	**-**
1/1	-	-	-	5.4	51.5	-	56.9	305.3	671.0	1.0	7.5	10.7	51.5	62.2	-	0.00	116.8%	58.1	-
2/1	-	-	-	7.3	68.8	-	76.1	387.6	707.0	1.0	10.2	12.9	68.8	81.7	-	0.00	123.1%	77.4	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 PRC for Signalled Lanes (%): -36.7 Total Delay for Signalled Lanes (pcuHr): 133.03 Cycle Time (s): 50
PRC Over All Lanes (%): -36.7 Total Delay Over All Lanes(pcuHr): 133.03

Traffic Flows, Desired

Desired Flow :

	Destination			
Origin		A	B	Tot.
	A	0	671	671
	B	707	0	707
	Tot.	707	671	1378

Traffic Flows, Difference

Difference :

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

Scenario 10: '2044 8.5k DS PM' (FG10: '2044 8.5k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**129.5%**	**-**	**-**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**129.5%**	**-**	**-**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	12	11	23	-	-	645	1915	1915	498	129.5%	645	498
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	16	34	0	-	-	803	1915	1915	651	123.3%	803	651
3/1		U	N/A	N/A	-		-	-	-	-	-	-	803	Inf	Inf	Inf	0.0%	651	651
4/1		U	N/A	N/A	-		-	-	-	-	-	-	645	Inf	Inf	Inf	0.0%	498	498

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**14.8**	**154.2**	**0.0**	**169.0**	**-**	**1448.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**129.5%**	**171.6**	**-**
Ashford Road Junction	**0**	**0**	**0**	**14.8**	**154.2**	**0.0**	**169.0**	**-**	**1448.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**129.5%**	**171.6**	**-**
1/1	-	-	-	6.6	75.7	-	82.3	459.4	645.0	1.0	8.3	11.0	75.7	86.7	-	0.00	129.5%	83.5	-
2/1	-	-	-	8.2	78.5	-	86.7	388.5	803.0	1.0	11.1	14.7	78.5	93.2	-	0.00	123.3%	88.1	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 PRC for Signalled Lanes (%): -43.9 Total Delay for Signalled Lanes (pcuHr): 168.97 Cycle Time (s): 50
PRC Over All Lanes (%): -43.9 Total Delay Over All Lanes(pcuHr): 168.97

Traffic Flows, Desired

Desired Flow :

	Destination			
Origin		A	B	Tot.
	A	0	645	645
	B	803	0	803
	Tot.	803	645	1448

Traffic Flows, Difference

Difference :

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

Scenario 11: '2044 10k DM AM' (FG11: '2044 10k DM AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.8%**	**-**	**-**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.8%**	**-**	**-**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	12	11	23	-	-	500	1915	1915	498	100.4%	500	498
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	16	34	0	-	-	663	1915	1915	651	101.8%	663	651
3/1		U	N/A	N/A	-		-	-	-	-	-	-	663	Inf	Inf	Inf	0.0%	651	651
4/1		U	N/A	N/A	-		-	-	-	-	-	-	500	Inf	Inf	Inf	0.0%	498	498

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**6.0**	**27.9**	**0.0**	**33.9**	**-**	**1163.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.8%**	**36.0**	**-**
Ashford Road Junction	**0**	**0**	**0**	**6.0**	**27.9**	**0.0**	**33.9**	**-**	**1163.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.8%**	**36.0**	**-**
1/1	-	-	-	2.6	11.7	-	14.3	103.2	500.0	1.0	4.9	7.0	11.7	18.7	-	0.00	100.4%	15.2	-
2/1	-	-	-	3.4	16.2	-	19.6	106.3	663.0	1.0	6.0	9.4	16.2	25.6	-	0.00	101.8%	20.8	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 PRC for Signalled Lanes (%): -13.1 Total Delay for Signalled Lanes (pcuHr): 33.91 Cycle Time (s): 50

PRC Over All Lanes (%): -13.1 Total Delay Over All Lanes(pcuHr): 33.91

Traffic Flows, Desired

Desired Flow :

	Destination			
Origin		A	B	Tot.
	A	0	500	500
	B	663	0	663
	Tot.	663	500	1163

Traffic Flows, Difference

Difference :

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

Scenario 12: '2044 10k DM PM' (FG12: '2044 10k DM PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**107.5%**	-	-
Ashford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**107.5%**	-	-
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	13	11	24	-	-	554	1915	1915	536	103.3%	554	536
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	15	35	0	-	-	659	1915	1915	613	107.5%	659	613
3/1		U	N/A	N/A	-		-	-	-	-	-	-	659	Inf	Inf	Inf	0.0%	613	613
4/1		U	N/A	N/A	-		-	-	-	-	-	-	554	Inf	Inf	Inf	0.0%	536	536

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**7.6**	**45.8**	**0.0**	**53.5**	-	**1213.0**	-	-	-	-	-	-	-	**107.5%**	**55.7**	-
Ashford Road Junction	**0**	**0**	**0**	**7.6**	**45.8**	**0.0**	**53.5**	-	**1213.0**	-	-	-	-	-	-	-	**107.5%**	**55.7**	-
1/1	-	-	-	3.2	17.0	-	20.2	131.3	554.0	1.0	5.5	7.9	17.0	25.0	-	0.00	103.3%	21.2	-
2/1	-	-	-	4.5	28.8	-	33.3	181.8	659.0	1.0	7.1	9.9	28.8	38.7	-	0.00	107.5%	34.5	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 PRC for Signalled Lanes (%): -19.5 Total Delay for Signalled Lanes (pcuHr): 53.48 Cycle Time (s): 50
PRC Over All Lanes (%): -19.5 Total Delay Over All Lanes(pcuHr): 53.48

Traffic Flows, Desired

Desired Flow :

	Destination			
Origin		A	B	Tot.
	A	0	554	554
	B	659	0	659
	Tot.	659	554	1213

Traffic Flows, Difference

Difference :

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

Scenario 13: '2044 10k DS AM' (FG13: '2044 10k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**127.1%**	-	-
Ashford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**127.1%**	-	-
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	14	11	25	-	-	682	1915	1915	574	118.7%	682	574
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	14	36	0	-	-	730	1915	1915	574	127.1%	730	574
3/1		U	N/A	N/A	-		-	-	-	-	-	-	730	Inf	Inf	Inf	0.0%	574	574
4/1		U	N/A	N/A	-		-	-	-	-	-	-	682	Inf	Inf	Inf	0.0%	575	575

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**13.8**	**136.8**	**0.0**	**150.6**	-	**1412.0**	-	-	-	-	-	-	-	**127.1%**	**153.2**	-
Ashford Road Junction	**0**	**0**	**0**	**13.8**	**136.8**	**0.0**	**150.6**	-	**1412.0**	-	-	-	-	-	-	-	**127.1%**	**153.2**	-
1/1	-	-	-	5.7	56.8	-	62.5	329.7	682.0	1.0	7.7	11.0	56.8	67.7	-	0.00	118.7%	63.7	-
2/1	-	-	-	8.1	80.0	-	88.1	434.5	730.0	1.0	11.0	13.9	80.0	93.9	-	0.00	127.1%	89.5	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 PRC for Signalled Lanes (%): -41.2 Total Delay for Signalled Lanes (pcuHr): 150.57 Cycle Time (s): 50
PRC Over All Lanes (%): -41.2 Total Delay Over All Lanes(pcuHr): 150.57

Traffic Flows, Desired

Desired Flow :

	Destination			
Origin		A	B	Tot.
	A	0	682	682
	B	730	0	730
	Tot.	730	682	1412

Traffic Flows, Difference

Difference :

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

Scenario 14: '2044 10k DS PM' (FG14: '2044 10k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**132.4%**	-	-
Ashford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**132.4%**	-	-
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	12	11	23	-	-	659	1915	1915	498	132.4%	659	498
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	16	34	0	-	-	822	1915	1915	651	126.2%	822	651
3/1		U	N/A	N/A	-		-	-	-	-	-	-	822	Inf	Inf	Inf	0.0%	651	651
4/1		U	N/A	N/A	-		-	-	-	-	-	-	659	Inf	Inf	Inf	0.0%	498	498

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**15.8**	**170.3**	**0.0**	**186.1**	-	**1481.0**	-	-	-	-	-	-	-	**132.4%**	**188.9**	-
Ashford Road Junction	**0**	**0**	**0**	**15.8**	**170.3**	**0.0**	**186.1**	-	**1481.0**	-	-	-	-	-	-	-	**132.4%**	**188.9**	-
1/1	-	-	-	7.0	82.5	-	89.6	489.2	659.0	1.0	8.6	11.4	82.5	93.9	-	0.00	132.4%	90.8	-
2/1	-	-	-	8.8	87.8	-	96.6	423.0	822.0	1.0	11.8	15.5	87.8	103.3	-	0.00	126.2%	98.1	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 PRC for Signalled Lanes (%): -47.1 Total Delay for Signalled Lanes (pcuHr): 186.15 Cycle Time (s): 50
PRC Over All Lanes (%): -47.1 Total Delay Over All Lanes(pcuHr): 186.15

Traffic Flows, Desired

Desired Flow :

	Destination			
Origin		A	B	Tot.
	A	0	659	659
	B	822	0	822
	Tot.	822	659	1481

Traffic Flows, Difference

Difference :

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

Scenario 15: '2044 8.5k DS AM Sens' (FG17: '2044 8.5k DS AM Sensitivity Test', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**129.2%**	**-**	**-**
Ashford Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**129.2%**	**-**	**-**
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	14	11	25	-	-	704	1915	1915	574	122.5%	704	574
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	14	36	0	-	-	742	1915	1915	574	129.2%	742	574
3/1		U	N/A	N/A	-		-	-	-	-	-	-	742	Inf	Inf	Inf	0.0%	574	574
4/1		U	N/A	N/A	-		-	-	-	-	-	-	704	Inf	Inf	Inf	0.0%	575	575

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**14.8**	**153.3**	**0.0**	**168.1**	**-**	**1446.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**129.2%**	**170.7**	**-**
Ashford Road Junction	**0**	**0**	**0**	**14.8**	**153.3**	**0.0**	**168.1**	**-**	**1446.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**129.2%**	**170.7**	**-**
1/1	-	-	-	6.3	67.4	-	73.7	376.7	704.0	1.0	8.3	11.6	67.4	78.9	-	0.00	122.5%	75.0	-
2/1	-	-	-	8.5	85.9	-	94.4	458.0	742.0	1.0	11.5	14.3	85.9	100.2	-	0.00	129.2%	95.8	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 PRC for Signalled Lanes (%): -43.5 Total Delay for Signalled Lanes (pcuHr): 168.06 Cycle Time (s): 50

PRC Over All Lanes (%): -43.5 Total Delay Over All Lanes(pcuHr): 168.06

Traffic Flows, Desired

Desired Flow :

	Destination			
Origin		A	B	Tot.
	A	0	704	704
	B	742	0	742
	Tot.	742	704	1446

Traffic Flows, Difference

Difference :

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

Scenario 16: '2044 8.5k DS PM Sens' (FG18: '2044 8.5k DS AM Sensitivity Test', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**137.0%**	-	-
Ashford Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**137.0%**	-	-
1/1	Ashford Road Southbound Ahead	U	N/A	N/A	A		1	12	11	23	-	-	682	1915	1915	498	137.0%	682	498
2/1	Ashford Road Northbound Ahead	U	N/A	N/A	B		1	16	34	0	-	-	840	1915	1915	651	129.0%	840	651
3/1		U	N/A	N/A	-		-	-	-	-	-	-	840	Inf	Inf	Inf	0.0%	651	651
4/1		U	N/A	N/A	-		-	-	-	-	-	-	682	Inf	Inf	Inf	0.0%	498	498

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**17.1**	**190.5**	**0.0**	**207.5**	-	**1522.0**	-	-	-	-	-	-	-	**137.0%**	**210.3**	-
Ashford Road Junction	**0**	**0**	**0**	**17.1**	**190.5**	**0.0**	**207.5**	-	**1522.0**	-	-	-	-	-	-	-	**137.0%**	**210.3**	-
1/1	-	-	-	7.6	93.9	-	101.5	535.8	682.0	1.0	9.2	12.0	93.9	105.9	-	0.00	137.0%	102.8	-
2/1	-	-	-	9.4	96.6	-	106.0	454.4	840.0	1.0	12.5	16.2	96.6	112.8	-	0.00	129.0%	107.6	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 PRC for Signalled Lanes (%): -52.2 Total Delay for Signalled Lanes (pcuHr): 207.55 Cycle Time (s): 50
PRC Over All Lanes (%): -52.2 Total Delay Over All Lanes(pcuHr): 207.55

Traffic Flows, Desired

Desired Flow :

	Destination			
		A	B	Tot.
Origin	A	0	682	682
	B	840	0	840
	Tot.	840	682	1522

Traffic Flows, Difference

Difference :

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

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

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Filename: J32 A20 Ashford Rd_Access to zone P6.j9
Path: \\arcadiso365.sharepoint.com@SSL\DavWWWRoot\teams\project-10029956\Shared Documents\17 Transport\D-Calcs\Modelling\Junction Modelling\2 - Models\J32 A20 Ashford Rd_Access to zone P6
Report generation date: 11/11/2021 11:14:11

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2037 DS									
Stream B-AC	D1	0.3	8.79	0.22	A	D2	0.1	7.16	0.08	A
Stream C-AB		0.1	7.28	0.07	A		0.3	8.13	0.21	A
	2044 8.5k DS									
Stream B-AC	D3	0.7	12.65	0.43	B	D4	0.3	8.58	0.20	A
Stream C-AB		0.3	9.28	0.22	A		0.6	10.89	0.38	B
	2044 10k DS									
Stream B-AC	D5	0.7	12.20	0.41	B	D6	0.2	8.43	0.20	A
Stream C-AB		0.3	9.07	0.21	A		0.7	11.34	0.41	B

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

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

File summary

File Description

Title	J4 Otterpool Park_Base Model
Location	A20 Ashford Road - Stone Hill
Site number	
Date	10/07/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2037 DS	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D2	2037 DS	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D3	2044 8.5k DS	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D4	2044 8.5k DS	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓
D5	2044 10k DS	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓
D6	2044 10k DS	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2037 DS, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A20 Ashford Road Westbound		Major
B	Access		Minor
C	A20 Ashford Road Eastbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	2.40	113.0	✓	5.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	75	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	539	0.098	0.248	0.156	0.355
B-C	671	0.103	0.260	-	-
C-B	653	0.253	0.253	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2037 DS	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	440	100.000
B		ONE HOUR	✓	102	100.000
C		ONE HOUR	✓	312	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	436
	B	9	0	93
	C	279	33	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	8.79	0.3	A	94	140
C-AB	0.07	7.28	0.1	A	30	45
C-A					256	384
A-B					4	6
A-C					400	600

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	565	0.136	76	0.0	0.2	7.353	A
C-AB	25	6	569	0.044	25	0.0	0.0	6.606	A
C-A	210	53			210				
A-B	3	0.75			3				
A-C	328	82			328				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	547	0.168	92	0.2	0.2	7.896	A
C-AB	30	7	553	0.054	30	0.0	0.1	6.875	A
C-A	251	63			251				
A-B	4	0.90			4				
A-C	392	98			392				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	112	28	522	0.215	112	0.2	0.3	8.777	A
C-AB	36	9	531	0.068	36	0.1	0.1	7.281	A
C-A	307	77			307				
A-B	4	1			4				
A-C	480	120			480				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	112	28	522	0.215	112	0.3	0.3	8.789	A
C-AB	36	9	531	0.068	36	0.1	0.1	7.281	A
C-A	307	77			307				
A-B	4	1			4				
A-C	480	120			480				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	547	0.168	92	0.3	0.2	7.916	A
C-AB	30	7	553	0.054	30	0.1	0.1	6.877	A
C-A	251	63			251				
A-B	4	0.90			4				
A-C	392	98			392				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	565	0.136	77	0.2	0.2	7.378	A
C-AB	25	6	569	0.044	25	0.1	0.0	6.610	A
C-A	210	53			210				
A-B	3	0.75			3				
A-C	328	82			328				

2037 DS, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2037 DS	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	346	100.000
B		ONE HOUR	✓	39	100.000
C		ONE HOUR	✓	452	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	8	338
	B	3	0	36
	C	348	104	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	7.16	0.1	A	36	54
C-AB	0.21	8.13	0.3	A	95	143
C-A					319	479
A-B					7	11
A-C					310	465

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	583	0.050	29	0.0	0.1	6.503	A
C-AB	78	20	587	0.133	78	0.0	0.2	7.053	A
C-A	262	65			262				
A-B	6	2			6				
A-C	254	64			254				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	567	0.062	35	0.1	0.1	6.763	A
C-AB	93	23	575	0.163	93	0.2	0.2	7.478	A
C-A	313	78			313				
A-B	7	2			7				
A-C	304	76			304				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	546	0.079	43	0.1	0.1	7.158	A
C-AB	115	29	557	0.206	114	0.2	0.3	8.128	A
C-A	383	96			383				
A-B	9	2			9				
A-C	372	93			372				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	546	0.079	43	0.1	0.1	7.159	A
C-AB	115	29	557	0.206	115	0.3	0.3	8.135	A
C-A	383	96			383				
A-B	9	2			9				
A-C	372	93			372				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	567	0.062	35	0.1	0.1	6.767	A

C-AB	93	23	575	0.163	94	0.3	0.2	7.492	A
C-A	313	78			313				
A-B	7	2			7				
A-C	304	76			304				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	583	0.050	29	0.1	0.1	6.510	A
C-AB	78	20	587	0.133	78	0.2	0.2	7.075	A
C-A	262	65			262				
A-B	6	2			6				
A-C	254	64			254				

2044 8.5k DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2044 8.5k DS	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	536	100.000
B		ONE HOUR	✓	194	100.000
C		ONE HOUR	✓	367	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	533
	B	9	0	185
	C	266	101	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	11	0	0
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.43	12.65	0.7	B	178	267
C-AB	0.22	9.28	0.3	A	93	139
C-A					244	366
A-B					3	4
A-C					489	734

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	146	37	550	0.266	145	0.0	0.4	8.851	A
C-AB	76	19	546	0.139	75	0.0	0.2	7.645	A
C-A	200	50			200				
A-B	2	0.56			2				
A-C	401	100			401				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	44	528	0.330	174	0.4	0.5	10.141	B
C-AB	91	23	526	0.173	91	0.2	0.2	8.262	A
C-A	239	60			239				
A-B	3	0.67			3				
A-C	479	120			479				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	53	498	0.429	213	0.5	0.7	12.564	B
C-AB	111	28	499	0.223	111	0.2	0.3	9.266	A
C-A	293	73			293				
A-B	3	0.83			3				
A-C	587	147			587				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	53	498	0.429	214	0.7	0.7	12.649	B
C-AB	111	28	499	0.223	111	0.3	0.3	9.280	A
C-A	293	73			293				
A-B	3	0.83			3				
A-C	587	147			587				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	44	528	0.330	175	0.7	0.5	10.229	B

C-AB	91	23	526	0.173	91	0.3	0.2	8.280	A
C-A	239	60			239				
A-B	3	0.67			3				
A-C	479	120			479				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	146	37	550	0.266	147	0.5	0.4	8.936	A
C-AB	76	19	546	0.139	76	0.2	0.2	7.669	A
C-A	200	50			200				
A-B	2	0.56			2				
A-C	401	100			401				

2044 8.5k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2044 8.5k DS	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	421	100.000
B		ONE HOUR	✓	97	100.000
C		ONE HOUR	✓	582	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	8	413
	B	3	0	94
	C	398	184	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	33	0	0
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	8.58	0.3	A	89	134
C-AB	0.38	10.89	0.6	B	169	254
C-A					365	547
A-B					7	11
A-C					379	568

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	569	0.128	72	0.0	0.1	7.236	A
C-AB	139	35	568	0.244	137	0.0	0.3	8.342	A
C-A	300	75			300				
A-B	6	2			6				
A-C	311	78			311				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	552	0.158	87	0.1	0.2	7.747	A
C-AB	166	41	553	0.300	165	0.3	0.4	9.276	A
C-A	358	89			358				
A-B	7	2			7				
A-C	371	93			371				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	526	0.203	107	0.2	0.3	8.573	A
C-AB	204	51	534	0.382	203	0.4	0.6	10.846	B
C-A	437	109			437				
A-B	9	2			9				
A-C	455	114			455				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	526	0.203	107	0.3	0.3	8.584	A
C-AB	204	51	534	0.382	204	0.6	0.6	10.895	B
C-A	437	109			437				
A-B	9	2			9				
A-C	455	114			455				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	552	0.158	87	0.3	0.2	7.762	A

C-AB	166	41	553	0.300	166	0.6	0.4	9.331	A
C-A	358	89			358				
A-B	7	2			7				
A-C	371	93			371				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	569	0.128	73	0.2	0.1	7.259	A
C-AB	139	35	568	0.244	139	0.4	0.3	8.408	A
C-A	300	75			300				
A-B	6	2			6				
A-C	311	78			311				

2044 10k DS, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2044 10k DS	AM	J4 Otterpool Park AM PEAK	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	537	100.000
B		ONE HOUR	✓	188	100.000
C		ONE HOUR	✓	366	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	533
	B	9	0	179
	C	269	97	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.41	12.20	0.7	B	173	259
C-AB	0.21	9.07	0.3	A	89	134
C-A					247	370
A-B					4	6
A-C					489	734

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	35	554	0.256	140	0.0	0.3	8.678	A
C-AB	73	18	551	0.133	72	0.0	0.2	7.513	A
C-A	203	51			203				
A-B	3	0.75			3				
A-C	401	100			401				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	532	0.318	169	0.3	0.5	9.890	A
C-AB	87	22	531	0.164	87	0.2	0.2	8.100	A
C-A	242	60			242				
A-B	4	0.90			4				
A-C	479	120			479				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	207	52	502	0.412	206	0.5	0.7	12.133	B
C-AB	107	27	504	0.212	107	0.2	0.3	9.056	A
C-A	296	74			296				
A-B	4	1			4				
A-C	587	147			587				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	207	52	502	0.413	207	0.7	0.7	12.204	B
C-AB	107	27	504	0.212	107	0.3	0.3	9.068	A
C-A	296	74			296				
A-B	4	1			4				
A-C	587	147			587				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	532	0.318	170	0.7	0.5	9.965	A

C-AB	87	22	531	0.164	87	0.3	0.2	8.120	A
C-A	242	60			242				
A-B	4	0.90			4				
A-C	479	120			479				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	35	554	0.256	142	0.5	0.3	8.756	A
C-AB	73	18	551	0.133	73	0.2	0.2	7.539	A
C-A	203	51			203				
A-B	3	0.75			3				
A-C	401	100			401				

2044 10k DS, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2044 10k DS	PM	J4 Otterpool Park PM PEAK	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	430	100.000
B		ONE HOUR	✓	96	100.000
C		ONE HOUR	✓	611	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	8	422
	B	3	0	93
	C	412	199	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	8.43	0.2	A	88	132
C-AB	0.41	11.34	0.7	B	184	275
C-A					377	566
A-B					7	11
A-C					387	581

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	576	0.125	72	0.0	0.1	7.126	A
C-AB	150	37	572	0.262	149	0.0	0.4	8.478	A
C-A	310	78			310				
A-B	6	2			6				
A-C	318	79			318				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	22	558	0.155	86	0.1	0.2	7.623	A
C-AB	179	45	557	0.322	179	0.4	0.5	9.513	A
C-A	370	92			370				
A-B	7	2			7				
A-C	379	95			379				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	106	26	533	0.198	105	0.2	0.2	8.421	A
C-AB	221	55	539	0.411	220	0.5	0.7	11.272	B
C-A	451	113			451				
A-B	9	2			9				
A-C	465	116			465				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	106	26	533	0.198	106	0.2	0.2	8.431	A
C-AB	221	55	539	0.411	221	0.7	0.7	11.338	B
C-A	451	113			451				
A-B	9	2			9				
A-C	465	116			465				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	22	558	0.155	87	0.2	0.2	7.638	A

C-AB	179	45	557	0.322	180	0.7	0.5	9.580	A
C-A	370	92			370				
A-B	7	2			7				
A-C	379	95			379				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	576	0.125	72	0.2	0.1	7.145	A
C-AB	150	37	572	0.262	150	0.5	0.4	8.553	A
C-A	310	78			310				
A-B	6	2			6				
A-C	318	79			318				

J33 A20 Newingreen / Link Road West

LinSig Modelling Results

Otterpool_Report_Output

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2044 8.5k DS AM	2044 8.5k DS AM	Network Control Plan 1	08:00 - 09:00	106	38.6	9.56
2	2044 8.5k DS PM	2044 8.5k DS PM	Network Control Plan 1	16:45 - 17:45	102	21.5	14.52
3	2044 10k DS AM	2044 10k DS AM	Network Control Plan 1	08:00 - 09:00	106	40.0	9.62
4	2044 10k DS AM	2044 10k DS PM	Network Control Plan 1	16:45 - 17:45	102	19.2	14.58

Scenario 1: '2044 8.5k DS AM' (FG1: '2044 8.5k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**64.9%**	-	-
J35 A20 Ashford Rd/P1C	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**64.9%**	-	-
1/1+1/2	A20 Ashford Rd East Ahead Right	U+O	N/A	N/A	A	H	1	68	6	74	4	-	251	1940:1860	1940	269+380	38.7 : 38.7%	251	251
2/1	A20 Ashford Rd West Ahead Left	U	N/A	N/A	B		1	58	6	64	-	-	701	1940	1940	1080	64.9%	701	701
3/2+3/1	Access to zone P1C Left Right	U	N/A	N/A	C D		1	25:8	81:99	0:1	-	-	305	1860:1805	1860	386+113	61.2 : 61.2%	305	305
4/1	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	282	Inf	Inf	Inf	0.0%	282	282
5/1	A20 Ashford Rd West Exit	U	N/A	N/A	-		-	-	-	-	-	-	340	Inf	Inf	Inf	0.0%	340	340
6/1	Access to zone P1C Exit	U	N/A	N/A	-		-	-	-	-	-	-	635	Inf	Inf	Inf	0.0%	635	635
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	58	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	6	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**133**	**11**	**3**	**6.9**	**2.0**	**0.6**	**9.6**	-	**1000.3**	-	-	-	-	-	-	-	**64.9%**	**11.4**	-
J35 A20 Ashford Rd/P1C	**133**	**11**	**3**	**6.9**	**2.0**	**0.6**	**9.6**	-	**1000.3**	-	-	-	-	-	-	-	**64.9%**	**11.4**	-
1/1+1/2	133	11	3	0.6	0.3	0.6	1.5 (0.3+1.2)	21.8 (11.3:29.2)	236.6	0.9	1.4	1.6	0.3	1.9	-	0.00	38.7 : 38.7%	2.0	-
2/1	-	-	-	3.2	0.9	-	4.1	21.0	482.8	0.7	8.8	14.2	0.9	15.1	-	0.00	64.9%	5.0	-
3/2+3/1	-	-	-	3.2	0.8	-	3.9 (2.9+1.1)	46.5 (43.9:55.4)	280.9	0.9	5.1	6.3	0.8	7.1	-	0.00	61.2 : 61.2%	4.5	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 PRC for Signalled Lanes (%): 38.6 Total Delay for Signalled Lanes (pcuHr): 9.56 Cycle Time (s): 106
PRC Over All Lanes (%): 38.6 Total Delay Over All Lanes(pcuHr): 9.56

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	69	236	305
	B	147	0	104	251
	C	488	213	0	701
	Tot.	635	282	340	1257

Traffic Flows, Difference

Difference :

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

Scenario 2: '2044 8.5k DS PM' (FG2: '2044 8.5k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**74.1%**	-	-
J35 A20 Ashford Rd/P1C	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**74.1%**	-	-
1/1+1/2	A20 Ashford Rd East Ahead Right	U+O	N/A	N/A	A	H	1	64	6	70	22	-	716	1940:1860	1940	385+582	74.1 : 74.1%	716	716
2/1	A20 Ashford Rd West Ahead Left	U	N/A	N/A	B		1	36	6	42	-	-	470	1940	1940	704	66.8%	470	470
3/2+3/1	Access to zone P1C Left Right	U	N/A	N/A	C D		1	25:8	77:95	0:1	-	-	351	1860:1805	1860	393+133	66.7 : 66.7%	351	351
4/1	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	255	Inf	Inf	Inf	0.0%	255	255
5/1	A20 Ashford Rd West Exit	U	N/A	N/A	-		-	-	-	-	-	-	547	Inf	Inf	Inf	0.0%	547	547
6/1	Access to zone P1C Exit	U	N/A	N/A	-		-	-	-	-	-	-	735	Inf	Inf	Inf	0.0%	735	735
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	36	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	6	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**145**	**277**	**8**	**10.3**	**3.4**	**0.8**	**14.5**	-	**1789.6**	-	-	-	-	-	-	-	**74.1%**	**17.8**	-
J35 A20 Ashford Rd/P1C	**145**	**277**	**8**	**10.3**	**3.4**	**0.8**	**14.5**	-	**1789.6**	-	-	-	-	-	-	-	**74.1%**	**17.8**	-
1/1+1/2	145	277	8	3.3	1.4	0.8	5.4 (1.3+4.1)	27.4 (16.5:34.5)	1061.2	1.5	4.2	10.3	1.4	11.7	-	0.00	74.1 : 74.1%	7.4	-
2/1	-	-	-	3.6	1.0	-	4.6	35.0	391.7	0.8	8.2	11.1	1.0	12.1	-	0.00	66.8%	5.3	-
3/2+3/1	-	-	-	3.5	1.0	-	4.5 (3.2+1.4)	46.2 (43.3:54.8)	336.8	1.0	5.5	7.1	1.0	8.1	-	0.00	66.7 : 66.7%	5.1	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 PRC for Signalled Lanes (%): 21.5 Total Delay for Signalled Lanes (pcuHr): 14.52 Cycle Time (s): 102
PRC Over All Lanes (%): 21.5 Total Delay Over All Lanes(pcuHr): 14.52

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	89	262	351
	B	431	0	285	716
	C	304	166	0	470
	Tot.	735	255	547	1537

Traffic Flows, Difference

Difference :

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

Scenario 3: '2044 10k DS AM' (FG3: '2044 10k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**64.3%**	-	-
J35 A20 Ashford Rd/P1C	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**64.3%**	-	-
1/1+1/2	A20 Ashford Rd East Ahead Right	U+O	N/A	N/A	A	H	1	68	6	74	4	-	258	1940:1860	1940	257+387	40.1 : 40.1%	258	258
2/1	A20 Ashford Rd West Ahead Left	U	N/A	N/A	B		1	58	6	64	-	-	694	1940	1940	1080	64.3%	694	694
3/2+3/1	Access to zone P1C Left Right	U	N/A	N/A	C D		1	25:8	81:99	0:1	-	-	310	1860:1805	1860	376+133	61.0 : 61.0%	310	310
4/1	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	291	Inf	Inf	Inf	0.0%	291	291
5/1	A20 Ashford Rd West Exit	U	N/A	N/A	-		-	-	-	-	-	-	332	Inf	Inf	Inf	0.0%	332	332
6/1	Access to zone P1C Exit	U	N/A	N/A	-		-	-	-	-	-	-	639	Inf	Inf	Inf	0.0%	639	639
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	58	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	6	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**140**	**12**	**3**	**7.0**	**2.0**	**0.7**	**9.6**	**-**	**1015.8**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**64.3%**	**11.5**	**-**
J35 A20 Ashford Rd/P1C	**140**	**12**	**3**	**7.0**	**2.0**	**0.7**	**9.6**	**-**	**1015.8**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**64.3%**	**11.5**	**-**
1/1+1/2	140	12	3	0.6	0.3	0.7	1.6 (0.3+1.3)	22.1 (11.5:29.2)	249.9	1.0	1.5	1.7	0.3	2.1	-	0.00	40.1 : 40.1%	2.0	-
2/1	-	-	-	3.1	0.9	-	4.0	20.9	477.9	0.7	8.7	14.1	0.9	15.0	-	0.00	64.3%	4.9	-
3/2+3/1	-	-	-	3.2	0.8	-	4.0 (2.8+1.2)	46.6 (43.5:55.5)	287.9	0.9	5.0	6.2	0.8	6.9	-	0.00	61.0 : 61.0%	4.5	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 PRC for Signalled Lanes (%): 40.0 Total Delay for Signalled Lanes (pcuHr): 9.62 Cycle Time (s): 106
PRC Over All Lanes (%): 40.0 Total Delay Over All Lanes(pcuHr): 9.62

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	81	229	310
	B	155	0	103	258
	C	484	210	0	694
	Tot.	639	291	332	1262

Traffic Flows, Difference

Difference :

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

Scenario 4: '2044 10k DS AM' (FG4: '2044 10k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**75.5%**	-	-
J35 A20 Ashford Rd/P1C	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**75.5%**	-	-
1/1+1/2	A20 Ashford Rd East Ahead Right	U+O	N/A	N/A	A	H	1	64	6	70	21	-	738	1940:1860	1940	395+583	75.5 : 75.5%	738	738
2/1	A20 Ashford Rd West Ahead Left	U	N/A	N/A	B		1	37	6	43	-	-	467	1940	1940	723	64.6%	467	467
3/2+3/1	Access to zone P1C Left Right	U	N/A	N/A	C D		1	25:8	77:95	0:1	-	-	355	1860:1805	1860	386+147	66.6 : 66.6%	355	355
4/1	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	257	Inf	Inf	Inf	0.0%	257	257
5/1	A20 Ashford Rd West Exit	U	N/A	N/A	-		-	-	-	-	-	-	555	Inf	Inf	Inf	0.0%	555	555
6/1	Access to zone P1C Exit	U	N/A	N/A	-		-	-	-	-	-	-	748	Inf	Inf	Inf	0.0%	748	748
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	37	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	6	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**160**	**272**	**9**	**10.4**	**3.4**	**0.8**	**14.6**	-	**1833.6**	-	-	-	-	-	-	-	**75.5%**	**17.9**	-
J35 A20 Ashford Rd/P1C	**160**	**272**	**9**	**10.4**	**3.4**	**0.8**	**14.6**	-	**1833.6**	-	-	-	-	-	-	-	**75.5%**	**17.9**	-
1/1+1/2	160	272	9	3.4	1.5	0.8	5.7 (1.4+4.3)	27.7 (17.0:34.9)	1108.7	1.5	4.3	10.6	1.5	12.2	-	0.00	75.5 : 75.5%	7.7	-
2/1	-	-	-	3.4	0.9	-	4.3	33.4	384.6	0.8	8.0	10.9	0.9	11.8	-	0.00	64.6%	5.0	-
3/2+3/1	-	-	-	3.6	1.0	-	4.6 (3.1+1.5)	46.3 (43.0:54.8)	340.2	1.0	5.4	6.9	1.0	7.9	-	0.00	66.6 : 66.6%	5.2	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 PRC for Signalled Lanes (%): 19.2 Total Delay for Signalled Lanes (pcuHr): 14.58 Cycle Time (s): 102
PRC Over All Lanes (%): 19.2 Total Delay Over All Lanes(pcuHr): 14.58

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	98	257	355
	B	440	0	298	738
	C	308	159	0	467
	Tot.	748	257	555	1560

Traffic Flows, Difference

Difference :

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

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

Filename: J34_non-Signalised T Junction.j9
Path: \\arcadiso365.sharepoint.com@SSL\DavWWWRoot\teams\project-10029956\Shared Documents\17 Transport\D-Calcs\Modelling\Junction Modelling\2 - Models\J34_A20_Internal
Report generation date: 11/11/2021 12:41:11

»2044 8.5k DS, AM
»2044 8.5k DS, PM
»2044 10k DS, AM
»2044 10k DS, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2044 8.5k DS									
Stream B-C	D1	0.3	9.31	0.23	A	D2	1.9	18.86	0.66	C
Stream B-A		1.4	19.55	0.59	C		0.1	10.59	0.10	B
Stream C-AB		0.1	7.42	0.12	A		0.2	8.84	0.14	A
	2044 10k DS									
Stream B-C	D3	0.6	11.01	0.35	B	D4	2.5	23.84	0.72	C
Stream B-A		1.9	24.71	0.66	C		0.1	10.95	0.11	B
Stream C-AB		0.2	7.61	0.15	A		0.2	9.04	0.16	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	25/01/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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

Analysis Options

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

		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2044 8.5k DS	AM	ONE HOUR	08:00	09:30	15
D2	2044 8.5k DS	PM	ONE HOUR	17:00	18:30	15
D3	2044 10k DS	AM	ONE HOUR	08:00	09:30	15
D4	2044 10k DS	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2044 8.5k DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30		✓	2.20	100.0	✓	2.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.65	3.65	60	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	561	0.096	0.244	0.153	0.348
B-C	705	0.102	0.258	-	-
C-B	632	0.231	0.231	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2044 8.5k DS	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	319	100.000
B		✓	356	100.000
C		✓	264	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	197	122
	B	240	0	116
	C	202	62	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.23	9.31	0.3	A
B-A	0.59	19.55	1.4	C
C-AB	0.12	7.42	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	604	0.145	87	0.2	7.607	A
B-A	181	485	0.373	178	0.6	11.756	B
C-AB	47	577	0.081	46	0.1	6.776	A
C-A	152			152			
A-B	148			148			
A-C	92			92			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104	582	0.179	104	0.2	8.242	A

B-A	216	470	0.459	215	0.8	14.168	B
C-AB	56	567	0.099	56	0.1	7.039	A
C-A	181			181			
A-B	177			177			
A-C	110			110			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	552	0.232	127	0.3	9.283	A
B-A	264	449	0.588	262	1.4	19.146	C
C-AB	69	554	0.124	69	0.1	7.415	A
C-A	222			222			
A-B	217			217			
A-C	134			134			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	551	0.232	128	0.3	9.315	A
B-A	264	449	0.588	264	1.4	19.554	C
C-AB	69	554	0.124	69	0.1	7.418	A
C-A	222			222			
A-B	217			217			
A-C	134			134			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104	581	0.180	105	0.2	8.282	A
B-A	216	470	0.459	218	0.9	14.523	B
C-AB	56	567	0.099	56	0.1	7.042	A
C-A	181			181			
A-B	177			177			
A-C	110			110			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	603	0.145	88	0.2	7.653	A
B-A	181	485	0.373	182	0.6	12.026	B
C-AB	47	577	0.081	47	0.1	6.789	A
C-A	152			152			
A-B	148			148			
A-C	92			92			

2044 8.5k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2044 8.5k DS	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	630	100.000
B		✓	366	100.000
C		✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	262	368
	B	35	0	331
	C	191	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	1
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.66	18.86	1.9	C
B-A	0.10	10.59	0.1	B
C-AB	0.14	8.84	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	249	604	0.413	246	0.7	10.081	B
B-A	26	436	0.060	26	0.1	8.771	A
C-AB	47	523	0.089	46	0.1	7.539	A
C-A	144			144			
A-B	197			197			
A-C	277			277			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	298	584	0.509	296	1.0	12.560	B
B-A	31	412	0.076	31	0.1	9.457	A
C-AB	56	503	0.111	56	0.1	8.046	A
C-A	171			171			
A-B	236			236			
A-C	331			331			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	364	556	0.655	361	1.8	18.316	C
B-A	39	378	0.102	38	0.1	10.586	B
C-AB	69	476	0.145	69	0.2	8.834	A
C-A	210			210			
A-B	288			288			
A-C	405			405			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	364	556	0.655	364	1.9	18.862	C
B-A	39	378	0.102	39	0.1	10.594	B
C-AB	69	476	0.145	69	0.2	8.841	A
C-A	210			210			
A-B	288			288			
A-C	405			405			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	298	584	0.510	301	1.1	12.960	B
B-A	31	412	0.076	32	0.1	9.470	A
C-AB	56	503	0.111	56	0.1	8.056	A
C-A	171			171			
A-B	236			236			

A-C	331			331			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	249	604	0.413	251	0.7	10.321	B
B-A	26	436	0.060	26	0.1	8.788	A
C-AB	47	523	0.089	47	0.1	7.554	A
C-A	144			144			
A-B	197			197			
A-C	277			277			

2044 10k DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2044 10k DS	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	315	100.000
B		✓	434	100.000
C		✓	317	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	193	122
	B	264	0	170
	C	241	76	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	2	0	7
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.35	11.01	0.6	B
B-A	0.66	24.71	1.9	C
C-AB	0.15	7.61	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	597	0.214	127	0.3	8.200	A
B-A	199	477	0.417	196	0.7	12.899	B
C-AB	57	579	0.099	57	0.1	6.893	A
C-A	181			181			
A-B	145			145			
A-C	92			92			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	153	573	0.267	152	0.4	9.179	A
B-A	237	460	0.515	236	1.0	16.199	C
C-AB	69	570	0.121	69	0.1	7.186	A
C-A	216			216			
A-B	174			174			
A-C	110			110			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	187	539	0.347	186	0.6	10.926	B
B-A	291	438	0.664	287	1.9	23.788	C
C-AB	85	558	0.152	84	0.2	7.609	A
C-A	264			264			
A-B	212			212			
A-C	134			134			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	187	538	0.348	187	0.6	11.006	B
B-A	291	438	0.664	290	1.9	24.710	C
C-AB	85	558	0.152	85	0.2	7.612	A
C-A	264			264			
A-B	212			212			
A-C	134			134			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	153	571	0.268	154	0.4	9.266	A
B-A	237	460	0.515	241	1.1	16.886	C
C-AB	69	570	0.121	69	0.1	7.194	A
C-A	216			216			
A-B	174			174			

A-C	110			110			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	595	0.215	128	0.3	8.282	A
B-A	199	477	0.417	200	0.7	13.308	B
C-AB	57	579	0.099	58	0.1	6.910	A
C-A	181			181			
A-B	145			145			
A-C	92			92			

2044 10k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2044 10k DS	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	643	100.000
B		✓	396	100.000
C		✓	259	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	237	406
	B	36	0	360
	C	191	68	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	1
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.72	23.84	2.5	C
B-A	0.11	10.95	0.1	B
C-AB	0.16	9.04	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	271	598	0.453	268	0.8	10.916	B
B-A	27	430	0.063	27	0.1	8.934	A
C-AB	51	521	0.098	51	0.1	7.644	A
C-A	144			144			
A-B	178			178			
A-C	306			306			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	324	577	0.561	322	1.2	14.170	B
B-A	32	404	0.080	32	0.1	9.686	A
C-AB	61	501	0.123	61	0.1	8.187	A
C-A	171			171			
A-B	213			213			
A-C	365			365			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	396	548	0.724	392	2.4	22.643	C
B-A	40	369	0.108	40	0.1	10.937	B
C-AB	76	474	0.160	76	0.2	9.036	A
C-A	209			209			
A-B	261			261			
A-C	447			447			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	396	548	0.724	396	2.5	23.845	C
B-A	40	368	0.108	40	0.1	10.948	B
C-AB	76	474	0.160	76	0.2	9.045	A
C-A	209			209			
A-B	261			261			
A-C	447			447			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	324	577	0.561	328	1.3	14.915	B
B-A	32	404	0.080	32	0.1	9.699	A
C-AB	61	501	0.123	62	0.1	8.200	A
C-A	171			171			
A-B	213			213			

A-C	365			365			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	271	598	0.453	273	0.9	11.267	B
B-A	27	429	0.063	27	0.1	8.952	A
C-AB	51	521	0.098	51	0.1	7.660	A
C-A	144			144			
A-B	178			178			
A-C	306			306			

J35 A20 Ashford Road / Access to Zone P1C

LinSig Modelling Results

Otterpool_Report_Output

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2044 8.5k DS AM	2044 8.5k DS AM	Network Control Plan 1	08:00 - 09:00	120	0.2	39.33
2	2044 8.5k DS AM	2044 8.5k DS PM	Network Control Plan 1	16:45 - 17:45	96	10.0	27.47
3	2044 10k DS AM	2044 10k DS AM	Network Control Plan 1	08:00 - 09:00	120	-1.9	42.14
4	2044 10k DS PM	2044 10k DS PM	Network Control Plan 1	16:45 - 17:45	96	7.8	28.42

Scenario 1: '2044 8.5k DS AM' (FG1: '2044 8.5k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**89.8%**	-	-
J35 A20 Ashford Rd/P1C	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**89.8%**	-	-
1/1	A20 Ashford Rd North Ahead	U	N/A	N/A	A		1	83	24	107	-	-	848	1940	1940	1358	62.4%	848	848
1/2+1/3	A20 Ashford Rd North Ahead Right	U	N/A	N/A	A B		1	83:44	24:63	107	-	-	644	2080:1860	2080	342+561	71.3 : 71.3%	644	644
2/1	A20 Ashford Rd South Ahead Left	U	N/A	N/A	C		1	48	9	57	-	-	702	1939	1939	792	88.7%	702	702
2/2	A20 Ashford Rd South Ahead	U	N/A	N/A	C		1	48	9	57	-	-	760	2080	2080	849	89.5%	760	760
3/1+3/2	Access to zone P1C Left Right	U	N/A	N/A	E D		1	58:10	66:113	4:3	-	-	801	1805:1860	1805	866+26	89.8 : 89.8%	801	801
4/1	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	1087	Inf	Inf	Inf	0.0%	1087	1087
4/2	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	1149	Inf	Inf	Inf	0.0%	1149	1149
5/1	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	871	Inf	Inf	Inf	0.0%	871	871
5/2	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	244	Inf	Inf	Inf	0.0%	244	244
6/1	Access to zone P1C Exit	U	N/A	N/A	-		-	-	-	-	-	-	404	Inf	Inf	Inf	0.0%	404	404
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	58	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	48	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	6	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**25.7**	**13.6**	**0.0**	**39.3**	**-**	**2966.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**	**44.8**	**-**
J35 A20 Ashford Rd/P1C	**0**	**0**	**0**	**25.7**	**13.6**	**0.0**	**39.3**	**-**	**2966.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**	**44.8**	**-**
1/1	-	-	-	2.3	0.8	-	3.1	13.1	445.2	0.5	8.0	14.8	0.8	15.7	-	0.00	62.4%	3.9	-
1/2+1/3	-	-	-	3.7	1.2	-	5.0 (0.9+4.1)	27.8 (13.1:36.8)	423.6	0.7	3.8	11.1	1.2	12.3	-	0.00	71.3 : 71.3%	5.7	-
2/1	-	-	-	6.4	3.6	-	10.0	51.5	649.4	0.9	13.5	21.6	3.6	25.3	-	0.00	88.7%	11.2	-
2/2	-	-	-	7.0	3.9	-	10.9	51.6	703.0	0.9	14.6	23.4	3.9	27.3	-	0.00	89.5%	12.2	-
3/1+3/2	-	-	-	6.3	4.0	-	10.3 (9.9+0.4)	46.4 (45.8:68.4)	745.1	0.9	13.0	24.1	4.0	28.1	-	0.00	89.8 : 89.8%	11.7	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 PRC for Signalled Lanes (%): 0.2 Total Delay for Signalled Lanes (pcuHr): 39.33 Cycle Time (s): 120
PRC Over All Lanes (%): 0.2 Total Delay Over All Lanes(pcuHr): 39.33

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1092	400	1492
	B	1458	0	4	1462
	C	778	23	0	801
	Tot.	2236	1115	404	3755

Traffic Flows, Difference

Difference :

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

Scenario 2: '2044 8.5k DS AM' (FG2: '2044 8.5k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**81.8%**	-	-
J35 A20 Ashford Rd/P1C	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**81.8%**	-	-
1/1	A20 Ashford Rd North Ahead	U	N/A	N/A	A		1	59	24	83	-	-	861	1940	1940	1213	71.0%	861	861
1/2+1/3	A20 Ashford Rd North Ahead Right	U	N/A	N/A	A B		1	59:44	24:39	83	-	-	1228	2080:1860	2080	921+579	81.8 : 81.8%	1228	1228
2/1	A20 Ashford Rd South Ahead Left	U	N/A	N/A	C		1	24	9	33	-	-	398	1935	1935	504	79.0%	398	398
2/2	A20 Ashford Rd South Ahead	U	N/A	N/A	C		1	24	9	33	-	-	434	2080	2080	542	80.1%	434	434
3/1+3/2	Access to zone P1C Left Right	U	N/A	N/A	E D		1	58:10	42:89	4:3	-	-	866	1805:1860	1805	1101+10	78.0 : 78.0%	866	866
4/1	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	813	Inf	Inf	Inf	0.0%	813	813
4/2	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	863	Inf	Inf	Inf	0.0%	863	863
5/1	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	869	Inf	Inf	Inf	0.0%	869	869
5/2	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	754	Inf	Inf	Inf	0.0%	754	754
6/1	Access to zone P1C Exit	U	N/A	N/A	-		-	-	-	-	-	-	488	Inf	Inf	Inf	0.0%	488	488
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	58	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	24	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	6	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**18.5**	**8.9**	**0.0**	**27.5**	**-**	**2880.8**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.8%**	**32.7**	**-**
J35 A20 Ashford Rd/P1C	**0**	**0**	**0**	**18.5**	**8.9**	**0.0**	**27.5**	**-**	**2880.8**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.8%**	**32.7**	**-**
1/1	-	-	-	2.9	1.2	-	4.1	17.2	574.0	0.7	8.1	15.3	1.2	16.5	-	0.00	71.0%	5.2	-
1/2+1/3	-	-	-	4.6	2.2	-	6.9 (3.6+3.2)	20.1 (17.2:24.7)	889.8	0.7	7.1	14.8	2.2	17.0	-	0.00	81.8 : 81.8%	8.5	-
2/1	-	-	-	3.7	1.8	-	5.5	49.5	369.0	0.9	7.6	9.8	1.8	11.7	-	0.00	79.0%	6.1	-
2/2	-	-	-	4.0	1.9	-	5.9	49.3	402.4	0.9	8.3	10.7	1.9	12.7	-	0.00	80.1%	6.7	-
3/1+3/2	-	-	-	3.3	1.7	-	5.1 (5.0+0.1)	21.1 (20.9:45.3)	645.6	0.7	8.4	16.8	1.7	18.5	-	0.00	78.0 : 78.0%	6.3	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 PRC for Signalled Lanes (%): 10.0 Total Delay for Signalled Lanes (pcuHr): 27.47 Cycle Time (s): 96
PRC Over All Lanes (%): 10.0 Total Delay Over All Lanes(pcuHr): 27.47

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	1615	474	2089
	B	818	0	14	832
	C	858	8	0	866
	Tot.	1676	1623	488	3787

Traffic Flows, Difference

Difference :

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

Scenario 3: '2044 10k DS AM' (FG3: '2044 10k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**91.7%**	-	-
J35 A20 Ashford Rd/P1C	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**91.7%**	-	-
1/1	A20 Ashford Rd North Ahead	U	N/A	N/A	A		1	83	24	107	-	-	865	1940	1940	1358	63.7%	865	865
1/2+1/3	A20 Ashford Rd North Ahead Right	U	N/A	N/A	A B		1	83:44	24:63	107	-	-	640	2080:1860	2080	324+567	71.8 : 71.8%	640	640
2/1	A20 Ashford Rd South Ahead Left	U	N/A	N/A	C		1	48	9	57	-	-	715	1939	1939	792	90.3%	715	715
2/2	A20 Ashford Rd South Ahead	U	N/A	N/A	C		1	48	9	57	-	-	772	2080	2080	849	90.9%	772	772
3/1+3/2	Access to zone P1C Left Right	U	N/A	N/A	E D		1	58:10	66:113	4:3	-	-	818	1805:1860	1805	868+24	91.7 : 91.7%	818	818
4/1	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	1109	Inf	Inf	Inf	0.0%	1109	1109
4/2	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	1170	Inf	Inf	Inf	0.0%	1170	1170
5/1	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	887	Inf	Inf	Inf	0.0%	887	887
5/2	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	233	Inf	Inf	Inf	0.0%	233	233
6/1	Access to zone P1C Exit	U	N/A	N/A	-		-	-	-	-	-	-	411	Inf	Inf	Inf	0.0%	411	411
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	58	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	48	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	6	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**26.4**	**15.7**	**0.0**	**42.1**	**-**	**3056.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**91.7%**	**47.7**	**-**
J35 A20 Ashford Rd/P1C	**0**	**0**	**0**	**26.4**	**15.7**	**0.0**	**42.1**	**-**	**3056.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**91.7%**	**47.7**	**-**
1/1	-	-	-	2.3	0.9	-	3.2	13.4	461.3	0.5	8.2	15.4	0.9	16.3	-	0.00	63.7%	4.1	-
1/2+1/3	-	-	-	3.8	1.3	-	5.1 (0.9+4.2)	28.5 (13.4:37.1)	430.6	0.7	3.8	11.4	1.3	12.7	-	0.00	71.8 : 71.8%	5.9	-
2/1	-	-	-	6.6	4.2	-	10.8	54.4	667.3	0.9	13.7	22.2	4.2	26.4	-	0.00	90.3%	12.0	-
2/2	-	-	-	7.2	4.5	-	11.6	54.3	720.5	0.9	14.8	24.0	4.5	28.5	-	0.00	90.9%	13.0	-
3/1+3/2	-	-	-	6.5	4.9	-	11.4 (11.0+0.4)	50.3 (49.7:71.7)	776.4	0.9	13.3	25.1	4.9	30.0	-	0.00	91.7 : 91.7%	12.8	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 PRC for Signalled Lanes (%): -1.9 Total Delay for Signalled Lanes (pcuHr): 42.14 Cycle Time (s): 120
PRC Over All Lanes (%): -1.9 Total Delay Over All Lanes(pcuHr): 42.14

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	1098	407	1505
	B	1483	0	4	1487
	C	796	22	0	818
	Tot.	2279	1120	411	3810

Traffic Flows, Difference

Difference :

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

Scenario 4: '2044 10k DS PM' (FG4: '2044 10k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.5%**	**-**	**-**
J35 A20 Ashford Rd/P1C	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.5%**	**-**	**-**
1/1	A20 Ashford Rd North Ahead	U	N/A	N/A	A		1	59	24	83	-	-	897	1940	1940	1213	74.0%	897	897
1/2+1/3	A20 Ashford Rd North Ahead Right	U	N/A	N/A	A B		1	59:42	24:41	83	-	-	1244	2080:1860	2080	935+554	83.5 : 83.5%	1244	1244
2/1	A20 Ashford Rd South Ahead Left	U	N/A	N/A	C		1	26	9	35	-	-	401	1935	1935	544	73.7%	401	401
2/2	A20 Ashford Rd South Ahead	U	N/A	N/A	C		1	26	9	35	-	-	438	2080	2080	585	74.9%	438	438
3/1+3/2	Access to zone P1C Left Right	U	N/A	N/A	E D		1	56:10	44:89	4:3	-	-	894	1805:1860	1805	1064+10	83.3 : 83.3%	894	894
4/1	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	830	Inf	Inf	Inf	0.0%	830	830
4/2	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	881	Inf	Inf	Inf	0.0%	881	881
5/1	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	905	Inf	Inf	Inf	0.0%	905	905
5/2	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	781	Inf	Inf	Inf	0.0%	781	781
6/1	Access to zone P1C Exit	U	N/A	N/A	-		-	-	-	-	-	-	477	Inf	Inf	Inf	0.0%	477	477
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	56	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	26	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	6	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**19.3**	**9.2**	**0.0**	**28.4**	**-**	**3062.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.5%**	**34.0**	**-**
J35 A20 Ashford Rd/P1C	**0**	**0**	**0**	**19.3**	**9.2**	**0.0**	**28.4**	**-**	**3062.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.5%**	**34.0**	**-**
1/1	-	-	-	3.1	1.4	-	4.5	18.2	616.7	0.7	8.5	16.4	1.4	17.9	-	0.00	74.0%	5.7	-
1/2+1/3	-	-	-	4.9	2.5	-	7.4 (4.0+3.4)	21.4 (18.2:26.7)	959.7	0.8	7.4	16.6	2.5	19.0	-	0.00	83.5 : 83.5%	9.1	-
2/1	-	-	-	3.5	1.4	-	4.9	43.6	363.4	0.9	7.5	9.7	1.4	11.1	-	0.00	73.7%	5.5	-
2/2	-	-	-	3.8	1.5	-	5.3	43.4	396.9	0.9	8.2	10.6	1.5	12.0	-	0.00	74.9%	6.0	-
3/1+3/2	-	-	-	3.9	2.4	-	6.4 (6.3+0.1)	25.6 (25.4:47.9)	725.4	0.8	9.1	19.1	2.4	21.5	-	0.00	83.3 : 83.3%	7.7	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 PRC for Signalled Lanes (%): 7.8 Total Delay for Signalled Lanes (pcuHr): 28.42 Cycle Time (s): 96
PRC Over All Lanes (%): 7.8 Total Delay Over All Lanes(pcuHr): 28.42

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	1678	463	2141
	B	825	0	14	839
	C	886	8	0	894
	Tot.	1711	1686	477	3874

Traffic Flows, Difference

Difference :

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

J36 A20 Ashford Road / Access to Zone P2C

LinSig Modelling Results

Otterpool_Report_Output

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2037 DS AM	2037 DS AM	Network Control Plan	08:00 - 09:00	96	23.6	14.03
2	2044 8.5k DS AM	2044 8.5k DS AM	Network Control Plan	08:00 - 09:00	120	0.7	36.10
3	2044 10k DS AM	2044 10k DS AM	Network Control Plan	08:00 - 09:00	120	1.0	37.42

Scenario 1: '2037 DS AM' (FG1: '2037 DS AM', Plan 1: 'Network Control Plan')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**72.8%**	-	-
J36 A20 Ashford Rd/P2C	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**72.8%**	-	-
1/1+1/2	A20 Ashford Rd North Ahead	U	1	N/A	A		1	77	6	83	-	-	1442	1980:1980	1980	990+990	72.8 : 72.8%	1442	1442
1/3	A20 Ashford Rd North Right	U	1	N/A	B		1	10	73	83	-	-	151	1899	1899	218	69.4%	151	151
2/2+2/1	A20 Ashford Rd South Ahead Left	U	1	N/A	C		1	54	13	67	-	-	1368	2120:1980	2120	1059+991	66.7 : 66.7%	1368	1368
2/3	A20 Ashford Rd South Ahead	U	1	N/A	C		1	54	13	67	-	-	590	1980	1980	1134	52.0%	590	590
3/1	Access to zone P2C Left	U	1	N/A	D		1	20	76	0	-	-	8	1805	1805	395	2.0%	8	8
3/2	Access to zone P2C Right	U	1	N/A	G		1	7	89	0	-	-	11	1860	1860	155	7.1%	11	11
4/1	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	609	Inf	Inf	Inf	0.0%	609	609
4/2	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	710	Inf	Inf	Inf	0.0%	710	710
4/3	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	593	Inf	Inf	Inf	0.0%	593	593
5/1	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	732	Inf	Inf	Inf	0.0%	732	732
5/2	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	721	Inf	Inf	Inf	0.0%	721	721
6/1	Access to zone P2C Exit	U	N/A	N/A	-		-	-	-	-	-	-	205	Inf	Inf	Inf	0.0%	205	205
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	1	-	E		1	62	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	1	-	I		0	0	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	1	-	H		1	24	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**10.0**	**4.0**	**0.0**	**14.0**	**-**	**1807.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**72.8%**	**17.3**	**-**
J36 A20 Ashford Rd/P2C	**0**	**0**	**0**	**10.0**	**4.0**	**0.0**	**14.0**	**-**	**1807.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**72.8%**	**17.3**	**-**
1/1+1/2	-	-	-	1.1	1.3	-	2.4 (1.2+1.2)	6.0 (6.0:6.0)	420.6	0.3	3.2	5.6	1.3	6.9	-	0.00	72.8 : 72.8%	3.2	-
1/3	-	-	-	1.7	1.1	-	2.8	67.1	144.7	1.0	3.5	3.9	1.1	5.0	-	0.00	69.4%	3.1	-
2/2+2/1	-	-	-	5.0	1.0	-	6.0 (3.1+2.9)	15.8 (15.8:15.8)	869.3	0.6	7.7	12.0	1.0	13.0	-	0.00	66.7 : 66.7%	7.6	-
2/3	-	-	-	2.0	0.5	-	2.6	15.8	356.5	0.6	6.4	9.5	0.5	10.0	-	0.00	52.0%	3.2	-
3/1	-	-	-	0.1	0.0	-	0.1	34.3	6.2	0.8	0.2	0.2	0.0	0.2	-	0.00	2.0%	0.1	-
3/2	-	-	-	0.1	0.0	-	0.2	53.3	10.1	0.9	0.3	0.3	0.0	0.3	-	0.00	7.1%	0.2	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 23.6 Total Delay for Signalled Lanes (pcuHr): 14.03 Cycle Time (s): 96
PRC Over All Lanes (%): 23.6 Total Delay Over All Lanes(pcuHr): 14.03

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	1442	151	1593
	B	1904	0	54	1958
	C	8	11	0	19
	Tot.	1912	1453	205	3570

Traffic Flows, Difference

Difference :

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

Scenario 2: '2044 8.5k DS AM' (FG2: '2044 8.5k DS AM', Plan 1: 'Network Control Plan')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**	**-**	**-**
J36 A20 Ashford Rd/P2C	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**	**-**	**-**
1/1+1/2	A20 Ashford Rd North Ahead	U	1	N/A	A		1	101	6	107	-	-	1455	1980:1980	1980	991+989	73.5 : 73.5%	1455	1455
1/3	A20 Ashford Rd North Right	U	1	N/A	B		1	35	72	107	-	-	504	1899	1899	570	88.5%	504	504
2/2+2/1	A20 Ashford Rd South Ahead Left	U	1	N/A	C		1	53	13	66	-	-	1524	2120:1980	2120	881+825	89.4 : 89.4%	1524	1524
2/3	A20 Ashford Rd South Ahead	U	1	N/A	C		1	53	13	66	-	-	712	1980	1980	891	79.9%	712	712
3/1	Access to zone P2C Left	U	1	N/A	D		1	45	75	0	-	-	34	1805	1805	692	4.9%	34	34
3/2	Access to zone P2C Right	U	1	N/A	G		1	7	113	0	-	-	36	1860	1860	124	29.0%	36	36
4/1	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	570	Inf	Inf	Inf	0.0%	570	570
4/2	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	798	Inf	Inf	Inf	0.0%	798	798
4/3	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	723	Inf	Inf	Inf	0.0%	723	723
5/1	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	764	Inf	Inf	Inf	0.0%	764	764
5/2	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	727	Inf	Inf	Inf	0.0%	727	727
6/1	Access to zone P2C Exit	U	N/A	N/A	-		-	-	-	-	-	-	683	Inf	Inf	Inf	0.0%	683	683
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	1	-	E		1	61	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	1	-	I		0	0	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	1	-	H		1	49	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**25.1**	**11.1**	**0.0**	**36.1**	**-**	**2811.8**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**	**41.3**	**-**
J36 A20 Ashford Rd/P2C	**0**	**0**	**0**	**25.1**	**11.1**	**0.0**	**36.1**	**-**	**2811.8**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**	**41.3**	**-**
1/1+1/2	-	-	-	0.9	1.4	-	2.2 (1.1+1.1)	5.5 (5.5:5.5)	339.5	0.2	3.2	5.7	1.4	7.0	-	0.00	73.5 : 73.5%	2.9	-
1/3	-	-	-	5.6	3.5	-	9.1	64.8	478.8	0.9	11.5	16.0	3.5	19.4	-	0.00	88.5%	9.9	-
2/2+2/1	-	-	-	12.2	4.0	-	16.3 (8.4+7.9)	38.4 (38.4:38.4)	1326.9	0.9	14.0	22.7	4.0	26.8	-	0.00	89.4 : 89.4%	18.7	-
2/3	-	-	-	5.6	1.9	-	7.6	38.2	611.1	0.9	12.7	20.4	1.9	22.3	-	0.00	79.9%	8.7	-
3/1	-	-	-	0.2	0.0	-	0.2	26.0	21.2	0.6	0.7	0.7	0.0	0.7	-	0.00	4.9%	0.3	-
3/2	-	-	-	0.5	0.2	-	0.7	73.7	34.2	0.9	1.1	1.1	0.2	1.3	-	0.00	29.0%	0.8	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 0.7 Total Delay for Signalled Lanes (pcuHr): 36.10 Cycle Time (s): 120
PRC Over All Lanes (%): 0.7 Total Delay Over All Lanes(pcuHr): 36.10

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	1455	504	1959
	B	2057	0	179	2236
	C	34	36	0	70
	Tot.	2091	1491	683	4265

Traffic Flows, Difference

Difference :

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

Scenario 3: '2044 10k DS AM' (FG3: '2044 10k DS AM', Plan 1: 'Network Control Plan')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**	**-**	**-**
J36 A20 Ashford Rd/P2C	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**	**-**	**-**
1/1+1/2	A20 Ashford Rd North Ahead	U	1	N/A	A		1	101	6	107	-	-	1469	1980:1980	1980	991+989	74.2 : 74.2%	1469	1469
1/3	A20 Ashford Rd North Right	U	1	N/A	B		1	35	72	107	-	-	503	1899	1899	570	88.3%	503	503
2/2+2/1	A20 Ashford Rd South Ahead Left	U	1	N/A	C		1	53	13	66	-	-	1519	2120:1980	2120	881+823	89.1 : 89.1%	1519	1519
2/3	A20 Ashford Rd South Ahead	U	1	N/A	C		1	53	13	66	-	-	760	1980	1980	891	85.3%	760	760
3/1	Access to zone P2C Left	U	1	N/A	D		1	45	75	0	-	-	33	1805	1805	692	4.8%	33	33
3/2	Access to zone P2C Right	U	1	N/A	G		1	7	113	0	-	-	37	1860	1860	124	29.8%	37	37
4/1	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	565	Inf	Inf	Inf	0.0%	565	565
4/2	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	796	Inf	Inf	Inf	0.0%	796	796
4/3	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	771	Inf	Inf	Inf	0.0%	771	771
5/1	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	772	Inf	Inf	Inf	0.0%	772	772
5/2	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	734	Inf	Inf	Inf	0.0%	734	734
6/1	Access to zone P2C Exit	U	N/A	N/A	-		-	-	-	-	-	-	683	Inf	Inf	Inf	0.0%	683	683
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	1	-	E		1	61	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	1	-	I		0	0	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	1	-	H		1	49	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**25.6**	**11.8**	**0.0**	**37.4**	**-**	**2870.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**	**42.7**	**-**
J36 A20 Ashford Rd/P2C	**0**	**0**	**0**	**25.6**	**11.8**	**0.0**	**37.4**	**-**	**2870.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**	**42.7**	**-**
1/1+1/2	-	-	-	0.9	1.4	-	2.3 (1.2+1.2)	5.7 (5.7:5.6)	342.8	0.2	3.3	5.7	1.4	7.1	-	0.00	74.2 : 74.2%	2.9	-
1/3	-	-	-	5.6	3.4	-	9.0	64.5	477.8	1.0	11.5	15.9	3.4	19.3	-	0.00	88.3%	9.9	-
2/2+2/1	-	-	-	12.2	3.9	-	16.1 (8.3+7.8)	38.2 (38.2:38.2)	1316.5	0.9	14.0	22.7	3.9	26.6	-	0.00	89.1 : 89.1%	18.5	-
2/3	-	-	-	6.2	2.8	-	9.0	42.6	677.7	0.9	13.5	22.6	2.8	25.4	-	0.00	85.3%	10.2	-
3/1	-	-	-	0.2	0.0	-	0.2	26.0	20.6	0.6	0.7	0.7	0.0	0.7	-	0.00	4.8%	0.3	-
3/2	-	-	-	0.5	0.2	-	0.8	74.0	35.2	1.0	1.1	1.2	0.2	1.4	-	0.00	29.8%	0.8	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 1.0 Total Delay for Signalled Lanes (pcuHr): 37.42 Cycle Time (s): 120
PRC Over All Lanes (%): 1.0 Total Delay Over All Lanes(pcuHr): 37.42

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	1469	503	1972
	B	2099	0	180	2279
	C	33	37	0	70
	Tot.	2132	1506	683	4321

Traffic Flows, Difference

Difference :

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

Otterpool_Report_Output

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2037 DS PM	2037 DS PM	Network Control Plan	16:45 - 17:45	96	57.6	11.72
2	2044 8.5k DS PM	2044 8.5k DS PM	Network Control Plan	16:45 - 17:45	96	24.4	26.05
3	2044 10k DS PM	2044 10k DS PM	Network Control Plan	16:45 - 17:45	96	22.6	26.45

Scenario 1: '2037 DS PM' (FG1: '2037 DS PM', Plan 1: 'Network Control Plan')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**57.1%**	-	-
J36 A20 Ashford Rd/P2C	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**57.1%**	-	-
1/1	A20 Ashford Rd North Ahead	U	1	N/A	A		1	77	6	83	-	-	914	1980	1980	1609	56.8%	914	914
1/2+1/3	A20 Ashford Rd North Ahead Right	U	1	N/A	A B		1	77:8	6:75	83	-	-	927	1980:1899	1980	1606+18	57.1 : 57.1%	927	927
2/2+2/1	A20 Ashford Rd South Ahead Left	U	1	N/A	C		1	56	13	69	-	-	1163	2120:1980	2120	1059+991	56.7 : 56.7%	1163	1163
2/3	A20 Ashford Rd South Ahead	U	1	N/A	C		1	56	13	69	-	-	484	1980	1980	1176	41.2%	484	484
3/1	Access to zone P2C Left	U	1	N/A	D		1	18	78	0	-	-	155	1805	1805	357	43.4%	155	155
3/2	Access to zone P2C Right	U	1	N/A	G		1	7	89	0	-	-	53	1860	1860	155	34.2%	53	53
4/1	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	602	Inf	Inf	Inf	0.0%	602	602
4/2	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	653	Inf	Inf	Inf	0.0%	653	653
4/3	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	536	Inf	Inf	Inf	0.0%	536	536
5/1	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	967	Inf	Inf	Inf	0.0%	967	967
5/2	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	917	Inf	Inf	Inf	0.0%	917	917
6/1	Access to zone P2C Exit	U	N/A	N/A	-		-	-	-	-	-	-	21	Inf	Inf	Inf	0.0%	21	21
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	1	-	E		1	64	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	1	-	I		0	0	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	1	-	H		1	22	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**8.8**	**3.0**	**0.0**	**11.7**	**-**	**1735.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**57.1%**	**14.9**	**-**
J36 A20 Ashford Rd/P2C	**0**	**0**	**0**	**8.8**	**3.0**	**0.0**	**11.7**	**-**	**1735.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**57.1%**	**14.9**	**-**
1/1	-	-	-	0.8	0.7	-	1.5	5.7	314.2	0.3	4.1	8.4	0.7	9.0	-	0.00	56.8%	2.0	-
1/2+1/3	-	-	-	0.9	0.7	-	1.6 (1.5+0.1)	6.1 (5.7:42.5)	324.3	0.3	4.1	8.4	0.7	9.1	-	0.00	57.1 : 57.1%	2.2	-
2/2+2/1	-	-	-	3.6	0.7	-	4.2 (2.2+2.0)	13.1 (13.1:13.1)	654.2	0.6	6.2	9.0	0.7	9.7	-	0.00	56.7 : 56.7%	5.4	-
2/3	-	-	-	1.4	0.3	-	1.8	13.1	257.1	0.5	5.0	6.9	0.3	7.2	-	0.00	41.2%	2.2	-
3/1	-	-	-	1.5	0.4	-	1.8	42.7	135.6	0.9	3.2	3.6	0.4	4.0	-	0.00	43.4%	2.1	-
3/2	-	-	-	0.6	0.3	-	0.9	59.1	49.7	0.9	1.3	1.3	0.3	1.6	-	0.00	34.2%	1.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 57.6 Total Delay for Signalled Lanes (pcuHr): 11.72 Cycle Time (s): 96
PRC Over All Lanes (%): 57.6 Total Delay Over All Lanes(pcuHr): 11.72

Traffic Flows, Desired
Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	1831	10	1841
	B	1636	0	11	1647
	C	155	53	0	208
	Tot.	1791	1884	21	3696

Traffic Flows, Difference
Difference :

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

Scenario 2: '2044 8.5k DS PM' (FG2: '2044 8.5k DS PM', Plan 1: 'Network Control Plan')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**72.3%**	-	-
J36 A20 Ashford Rd/P2C	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**72.3%**	-	-
1/1	A20 Ashford Rd North Ahead	U	1	N/A	A		1	72	6	78	-	-	961	1980	1980	1506	63.8%	961	961
1/2+1/3	A20 Ashford Rd North Ahead Right	U	1	N/A	A B		1	72:22	6:56	78	-	-	994	1980:1899	1980	1476+59	64.8 : 64.8%	994	994
2/2+2/1	A20 Ashford Rd South Ahead Left	U	1	N/A	C		1	37	13	50	-	-	1174	2120:1980	2120	839+784	72.3 : 72.3%	1174	1174
2/3	A20 Ashford Rd South Ahead	U	1	N/A	C		1	37	13	50	-	-	503	1980	1980	784	64.2%	503	503
3/1	Access to zone P2C Left	U	1	N/A	D		1	37	59	0	-	-	508	1805	1805	714	71.1%	508	508
3/2	Access to zone P2C Right	U	1	N/A	G		1	12	84	0	-	-	173	1860	1860	252	68.7%	173	173
4/1	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	700	Inf	Inf	Inf	0.0%	700	700
4/2	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	776	Inf	Inf	Inf	0.0%	776	776
4/3	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	672	Inf	Inf	Inf	0.0%	672	672
5/1	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	1134	Inf	Inf	Inf	0.0%	1134	1134
5/2	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	956	Inf	Inf	Inf	0.0%	956	956
6/1	Access to zone P2C Exit	U	N/A	N/A	-		-	-	-	-	-	-	75	Inf	Inf	Inf	0.0%	75	75
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	11	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	1	-	E		1	45	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	1	-	I		0	0	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	1	-	H		1	41	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**19.8**	**6.3**	**0.0**	**26.0**	**-**	**2889.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**72.3%**	**31.3**	**-**
J36 A20 Ashford Rd/P2C	**0**	**0**	**0**	**19.8**	**6.3**	**0.0**	**26.0**	**-**	**2889.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**72.3%**	**31.3**	**-**
1/1	-	-	-	1.4	0.9	-	2.3	8.6	440.5	0.5	5.6	11.7	0.9	12.6	-	0.00	63.8%	3.1	-
1/2+1/3	-	-	-	1.7	0.9	-	2.6 (2.3+0.3)	9.5 (8.6:31.7)	467.5	0.5	5.6	11.7	0.9	12.6	-	0.00	64.8 : 64.8%	3.5	-
2/2+2/1	-	-	-	8.0	1.3	-	9.3 (4.8+4.5)	28.5 (28.5:28.5)	990.6	0.8	9.4	13.7	1.3	15.0	-	0.00	72.3 : 72.3%	11.1	-
2/3	-	-	-	3.3	0.9	-	4.2	29.9	403.4	0.8	7.8	10.8	0.9	11.6	-	0.00	64.2%	4.9	-
3/1	-	-	-	3.4	1.2	-	4.7	33.0	423.3	0.8	7.9	11.3	1.2	12.5	-	0.00	71.1%	5.4	-
3/2	-	-	-	1.9	1.1	-	3.0	61.8	164.0	0.9	3.9	4.4	1.1	5.4	-	0.00	68.7%	3.3	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 24.4 Total Delay for Signalled Lanes (pcuHr): 26.05 Cycle Time (s): 96
PRC Over All Lanes (%): 24.4 Total Delay Over All Lanes(pcuHr): 26.05

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	1917	38	1955
	B	1640	0	37	1677
	C	508	173	0	681
	Tot.	2148	2090	75	4313

Traffic Flows, Difference

Difference :

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

Scenario 3: '2044 10k DS PM' (FG3: '2044 10k DS PM', Plan 1: 'Network Control Plan')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**73.4%**	-	-
J36 A20 Ashford Rd/P2C	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**73.4%**	-	-
1/1	A20 Ashford Rd North Ahead	U	1	N/A	A		1	72	6	78	-	-	987	1980	1980	1506	65.6%	987	987
1/2+1/3	A20 Ashford Rd North Ahead Right	U	1	N/A	A B		1	72:21	6:57	78	-	-	1018	1980:1899	1980	1478+56	66.4 : 66.4%	1018	1018
2/2+2/1	A20 Ashford Rd South Ahead Left	U	1	N/A	C		1	38	13	51	-	-	1222	2120:1980	2120	861+804	73.4 : 73.3%	1222	1222
2/3	A20 Ashford Rd South Ahead	U	1	N/A	C		1	38	13	51	-	-	489	1980	1980	804	60.8%	489	489
3/1	Access to zone P2C Left	U	1	N/A	D		1	36	60	0	-	-	507	1805	1805	696	72.9%	507	507
3/2	Access to zone P2C Right	U	1	N/A	G		1	12	84	0	-	-	173	1860	1860	252	68.7%	173	173
4/1	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	722	Inf	Inf	Inf	0.0%	722	722
4/2	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	801	Inf	Inf	Inf	0.0%	801	801
4/3	A20 Ashford Rd North Exit	U	N/A	N/A	-		-	-	-	-	-	-	658	Inf	Inf	Inf	0.0%	658	658
5/1	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	1160	Inf	Inf	Inf	0.0%	1160	1160
5/2	A20 Ashford Rd South Exit	U	N/A	N/A	-		-	-	-	-	-	-	981	Inf	Inf	Inf	0.0%	981	981
6/1	Access to zone P2C Exit	U	N/A	N/A	-		-	-	-	-	-	-	74	Inf	Inf	Inf	0.0%	74	74
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	11	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	1	-	E		1	46	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	1	-	I		0	0	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	1	-	H		1	40	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**0**	**0**	**0**	**20.0**	**6.5**	**0.0**	**26.4**	**-**	**2961.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**73.4%**	**31.9**	**-**
J36 A20 Ashford Rd/P2C	**0**	**0**	**0**	**20.0**	**6.5**	**0.0**	**26.4**	**-**	**2961.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**73.4%**	**31.9**	**-**
1/1	-	-	-	1.5	0.9	-	2.5	9.0	462.7	0.5	5.8	12.3	0.9	13.3	-	0.00	65.6%	3.3	-
1/2+1/3	-	-	-	1.8	1.0	-	2.8 (2.4+0.3)	9.8 (8.9:32.6)	488.8	0.5	5.7	12.3	1.0	13.2	-	0.00	66.4 : 66.4%	3.7	-
2/2+2/1	-	-	-	8.2	1.4	-	9.6 (4.9+4.6)	28.1 (28.1:28.1)	1031.1	0.8	9.7	14.2	1.4	15.6	-	0.00	73.4 : 73.3%	11.4	-
2/3	-	-	-	3.1	0.8	-	3.8	28.2	382.0	0.8	7.5	10.2	0.8	11.0	-	0.00	60.8%	4.5	-
3/1	-	-	-	3.6	1.3	-	4.9	34.6	433.1	0.9	8.0	11.5	1.3	12.9	-	0.00	72.9%	5.7	-
3/2	-	-	-	1.9	1.1	-	3.0	61.8	164.0	0.9	3.9	4.4	1.1	5.4	-	0.00	68.7%	3.3	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 22.6 Total Delay for Signalled Lanes (pcuHr): 26.45 Cycle Time (s): 96
PRC Over All Lanes (%): 22.6 Total Delay Over All Lanes(pcuHr): 26.45

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	1968	37	2005
	B	1674	0	37	1711
	C	507	173	0	680
	Tot.	2181	2141	74	4396

Traffic Flows, Difference

Difference :

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

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: J37 - Otterpool Lane Access to Zone P1B_DS_it6.j9
Path: \\arcadiso365.sharepoint.com@SSL\DavWWWRoot\teams\project-10029956\Shared Documents\17 Transport\D-Calcs\Modelling\Junction Modelling\2 - Models\J37 Otterpool Lane Access to zone P1B
Report generation date: 11/11/2021 12:58:32

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2037 DS									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2044 8.5k DS									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2044 10k DS									
Stream B-AC	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

File summary

File Description

Title	J14 Otterpool Park_Base Model
Location	A261 London Rd - Barrack Hill
Site number	
Date	08/08/2017
Version	
Status	Base
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units

m	kph	Veh	Veh	perHour	s	-Hour	perHour

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2037 DS	AM	J37 Otterpool Lane Access to Zone P18 AM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	07:45	09:15	15	✓
D2	2037 DS	PM	J37 Otterpool Lane Access to Zone P18 PM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	16:45	18:15	15	✓
D3	2044 8.5k DS	AM	J37 Otterpool Lane Access to Zone P18 AM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	07:45	09:15	15	✓
D4	2044 8.5k DS	PM	J37 Otterpool Lane Access to Zone P18 PM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	16:45	18:15	15	✓
D5	2044 10k DS	AM	J37 Otterpool Lane Access to Zone P18 AM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	07:45	09:15	15	✓
D6	2044 10k DS	PM	J37 Otterpool Lane Access to Zone P18 PM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2037 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A261 London Road Eastbound		Major
B	Barrack Hill		Minor
C	A261 London Road Westbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.60	✓	2.70	✓	2.70	85.0	✓	2.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	75	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	575	0.092	0.232	0.146	0.332
B-C	674	0.096	0.243	-	-
C-B	657	0.237	0.237	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
			J37 Otterpool Lane Access to Zone					

D1	2037 DS	AM	P18 AM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	244	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	259	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	0	244
	B	0	0	0
	C	259	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	**B**	**C**
From	**A**	0	0	7
	B	0	0	0
	C	13	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					238	356
A-B					0	0
A-C					224	336

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	554	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1221	0.000	0	0.0	0.0	0.000	A
C-A	195	49			195				
A-B	0	0			0				
A-C	184	46			184				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	541	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1203	0.000	0	0.0	0.0	0.000	A
C-A	233	58			233				
A-B	0	0			0				
A-C	219	55			219				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	523	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1178	0.000	0	0.0	0.0	0.000	A
C-A	285	71			285				
A-B	0	0			0				
A-C	269	67			269				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	523	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1178	0.000	0	0.0	0.0	0.000	A
C-A	285	71			285				
A-B	0	0			0				
A-C	269	67			269				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	541	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1203	0.000	0	0.0	0.0	0.000	A
C-A	233	58			233				
A-B	0	0			0				
A-C	219	55			219				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	554	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1221	0.000	0	0.0	0.0	0.000	A
C-A	195	49			195				
A-B	0	0			0				
A-C	184	46			184				

2037 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2037 DS	PM	J37 Otterpool Lane Access to Zone P18 PM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	244	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	244
	B	0	0	0
	C	218	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					200	300
A-B					0	0
A-C					224	336

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	561	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1227	0.000	0	0.0	0.0	0.000	A
C-A	164	41			164				
A-B	0	0			0				
A-C	184	46			184				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	550	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1210	0.000	0	0.0	0.0	0.000	A
C-A	196	49			196				
A-B	0	0			0				
A-C	219	55			219				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	534	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1187	0.000	0	0.0	0.0	0.000	A
C-A	240	60			240				
A-B	0	0			0				
A-C	269	67			269				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	534	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1187	0.000	0	0.0	0.0	0.000	A
C-A	240	60			240				
A-B	0	0			0				
A-C	269	67			269				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	550	0.000	0	0.0	0.0	0.000	A

C-AB	0	0	1210	0.000	0	0.0	0.0	0.000	A
C-A	196	49			196				
A-B	0	0			0				
A-C	219	55			219				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	561	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1227	0.000	0	0.0	0.0	0.000	A
C-A	164	41			164				
A-B	0	0			0				
A-C	184	46			184				

2044 8.5k DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2044 8.5k DS	AM	J37 Otterpool Lane Access to Zone P18 AM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	267	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	317	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	0	267
	B	0	0	0
	C	317	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	**B**	**C**
From	**A**	0	0	7
	B	0	0	0
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					291	436
A-B					0	0
A-C					245	368

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	546	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1212	0.000	0	0.0	0.0	0.000	A
C-A	239	60			239				
A-B	0	0			0				
A-C	201	50			201				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	531	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1193	0.000	0	0.0	0.0	0.000	A
C-A	285	71			285				
A-B	0	0			0				
A-C	240	60			240				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	511	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1165	0.000	0	0.0	0.0	0.000	A
C-A	349	87			349				
A-B	0	0			0				
A-C	294	73			294				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	511	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1165	0.000	0	0.0	0.0	0.000	A
C-A	349	87			349				
A-B	0	0			0				
A-C	294	73			294				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	531	0.000	0	0.0	0.0	0.000	A

C-AB	0	0	1193	0.000	0	0.0	0.0	0.000	A
C-A	285	71			285				
A-B	0	0			0				
A-C	240	60			240				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	546	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1212	0.000	0	0.0	0.0	0.000	A
C-A	239	60			239				
A-B	0	0			0				
A-C	201	50			201				

2044 8.5k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2044 8.5k DS	PM	J37 Otterpool Lane Access to Zone P18 PM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	298	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	299	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	298
	B	0	0	0
	C	299	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					274	412
A-B					0	0
A-C					273	410

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	546	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1208	0.000	0	0.0	0.0	0.000	A
C-A	225	56			225				
A-B	0	0			0				
A-C	224	56			224				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	532	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1187	0.000	0	0.0	0.0	0.000	A
C-A	269	67			269				
A-B	0	0			0				
A-C	268	67			268				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	511	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1159	0.000	0	0.0	0.0	0.000	A
C-A	329	82			329				
A-B	0	0			0				
A-C	328	82			328				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	511	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1159	0.000	0	0.0	0.0	0.000	A
C-A	329	82			329				
A-B	0	0			0				
A-C	328	82			328				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	532	0.000	0	0.0	0.0	0.000	A

C-AB	0	0	1187	0.000	0	0.0	0.0	0.000	A
C-A	269	67			269				
A-B	0	0			0				
A-C	268	67			268				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	546	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1208	0.000	0	0.0	0.0	0.000	A
C-A	225	56			225				
A-B	0	0			0				
A-C	224	56			224				

2044 10k DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2044 10k DS	AM	J37 Otterpool Lane Access to Zone P18 AM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	288	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	353	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	288
	B	0	0	0
	C	353	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					324	486
A-B					0	0
A-C					264	396

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	539	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1204	0.000	0	0.0	0.0	0.000	A
C-A	266	66			266				
A-B	0	0			0				
A-C	217	54			217				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	523	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1183	0.000	0	0.0	0.0	0.000	A
C-A	317	79			317				
A-B	0	0			0				
A-C	259	65			259				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	500	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1153	0.000	0	0.0	0.0	0.000	A
C-A	389	97			389				
A-B	0	0			0				
A-C	317	79			317				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	500	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1153	0.000	0	0.0	0.0	0.000	A
C-A	389	97			389				
A-B	0	0			0				
A-C	317	79			317				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	523	0.000	0	0.0	0.0	0.000	A

C-AB	0	0	1183	0.000	0	0.0	0.0	0.000	A
C-A	317	79			317				
A-B	0	0			0				
A-C	259	65			259				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	539	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1204	0.000	0	0.0	0.0	0.000	A
C-A	266	66			266				
A-B	0	0			0				
A-C	217	54			217				

2044 10k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2044 10k DS	PM	J37 Otterpool Lane Access to Zone P18 PM Peak Template Used: J14 A261 London Rd - Barrack Hill_Base Model_DM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	343	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	341	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	343
	B	0	0	0
	C	341	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					313	469
A-B					0	0
A-C					315	472

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	535	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1192	0.000	0	0.0	0.0	0.000	A
C-A	257	64			257				
A-B	0	0			0				
A-C	258	65			258				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	518	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1168	0.000	0	0.0	0.0	0.000	A
C-A	307	77			307				
A-B	0	0			0				
A-C	308	77			308				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	495	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1135	0.000	0	0.0	0.0	0.000	A
C-A	375	94			375				
A-B	0	0			0				
A-C	378	94			378				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	495	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1135	0.000	0	0.0	0.0	0.000	A
C-A	375	94			375				
A-B	0	0			0				
A-C	378	94			378				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	518	0.000	0	0.0	0.0	0.000	A

C-AB	0	0	1168	0.000	0	0.0	0.0	0.000	A
C-A	307	77			307				
A-B	0	0			0				
A-C	308	77			308				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	535	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1192	0.000	0	0.0	0.0	0.000	A
C-A	257	64			257				
A-B	0	0			0				
A-C	258	65			258				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: J38 Access Junction.j9
Path: \\arcadiso365.sharepoint.com@SSL\DavWWWRoot\teams\project-10029956\Shared Documents\17 Transport\D-Calcs\Modelling\Junction Modelling\2 - Models\J38 Otterpool Lane Access to zone P1B
Report generation date: 11/11/2021 13:00:28

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2037 DS									
Stream B-ACD	D5	0.4	9.94	0.30	A	D6	0.5	14.22	0.32	B
Stream A-BCD		0.0	5.62	0.01	A		0.1	5.99	0.06	A
Stream D-ABC		0.4	10.98	0.27	B		0.2	9.38	0.14	A
Stream C-ABD		0.4	7.56	0.17	A		1.5	11.23	0.53	B
	2044 8.5k DS									
Stream B-ACD	D9	0.7	12.34	0.42	B	D10	0.7	18.24	0.42	C
Stream A-BCD		0.0	5.57	0.01	A		0.1	5.91	0.07	A
Stream D-ABC		0.5	12.43	0.33	B		0.2	10.39	0.16	B
Stream C-ABD		0.4	7.30	0.18	A		2.1	12.08	0.59	B
	2044 10k DS									
Stream B-ACD	D13	0.7	12.78	0.39	B	D14	0.7	18.14	0.41	C
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		1.1	9.00	0.40	A		4.6	20.49	0.77	C

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

File summary

File Description

Title	
Location	
Site number	
Date	10/09/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	

Enumerator	ARCADIS\fda76470
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 DS	AM	ONE HOUR	00:00	01:30	15
D6	2037 DS	PM	ONE HOUR	00:00	01:30	15
D9	2044 8.5k DS	AM	ONE HOUR	00:00	01:30	15
D10	2044 8.5k DS	PM	ONE HOUR	00:00	01:30	15
D13	2044 10k DS	AM	ONE HOUR	00:00	01:30	15
D14	2044 10k DS	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2037 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		4.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major
D	untitled		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.00			20.0	✓	0.00
C	7.00			20.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.50	20	20
D	One lane	3.50	20	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	586	-	-	-	0.217	0.217	0.217	-	0.217	-	-
B-AD	519	0.090	0.228	-	-	-	0.144	0.326	0.144	0.090	0.228
B-C	668	0.098	0.248	-	-	-	-	-	-	0.098	0.248
C-B	586	0.217	0.217	-	-	-	-	-	-	0.217	0.217
D-A	668	-	-	-	0.248	0.098	0.248	-	0.098	-	-
D-BC	519	0.144	0.144	0.326	0.228	0.090	0.228	-	0.090	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 DS	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	226	100.000
B		✓	145	100.000
C		✓	279	100.000
D		✓	111	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	21	199	6
	B	18	0	109	18
	C	187	69	0	23
	D	20	58	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	14	8	0
	B	11	0	1	0
	C	17	19	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.30	9.94	0.4	A
A-BCD	0.01	5.62	0.0	A
A-B				
A-C				
D-ABC	0.27	10.98	0.4	B
C-ABD	0.17	7.56	0.4	A
C-D				
C-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	109	560	0.195	108	0.2	8.115	A
A-BCD	6	661	0.009	6	0.0	5.608	A
A-B	16			16			
A-C	148			148			
D-ABC	84	479	0.174	83	0.2	9.066	A
C-ABD	69	646	0.107	68	0.2	7.346	A
C-D	15			15			
C-A	126			126			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	130	547	0.238	130	0.3	8.804	A
A-BCD	8	676	0.011	8	0.0	5.503	A
A-B	19			19			
A-C	177			177			
D-ABC	100	467	0.214	100	0.3	9.794	A
C-ABD	87	659	0.132	87	0.2	7.425	A
C-D	18			18			
C-A	146			146			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	160	529	0.302	159	0.4	9.917	A
A-BCD	10	698	0.015	10	0.0	5.370	A
A-B	23			23			
A-C	216			216			
D-ABC	122	450	0.271	122	0.4	10.948	B
C-ABD	116	677	0.171	115	0.4	7.549	A
C-D	21			21			
C-A	170			170			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	160	529	0.302	160	0.4	9.945	A
A-BCD	10	698	0.015	10	0.0	5.381	A
A-B	23			23			
A-C	216			216			
D-ABC	122	450	0.271	122	0.4	10.976	B
C-ABD	116	677	0.171	116	0.4	7.556	A
C-D	21			21			
C-A	170			170			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	130	547	0.238	131	0.3	8.839	A
A-BCD	8	676	0.011	8	0.0	5.526	A
A-B	19			19			
A-C	177			177			
D-ABC	100	467	0.214	100	0.3	9.829	A
C-ABD	87	659	0.133	88	0.3	7.427	A
C-D	18			18			
C-A	146			146			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	109	560	0.195	109	0.2	8.165	A

A-BCD	6	661	0.009	6	0.0	5.620	A
A-B	16			16			
A-C	148			148			
D-ABC	84	479	0.175	84	0.2	9.118	A
C-ABD	69	646	0.107	69	0.2	7.367	A
C-D	15			15			
C-A	126			126			

2037 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		7.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2037 DS	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	226	100.000
B		✓	112	100.000
C		✓	441	100.000
D		✓	58	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	18	183	25
	B	17	0	22	73
	C	175	218	0	48
	D	13	28	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	17	9	0
	B	12	0	0	0
	C	6	1	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	14.22	0.5	B
A-BCD	0.06	5.99	0.1	A
A-B				
A-C				
D-ABC	0.14	9.38	0.2	A
C-ABD	0.53	11.23	1.5	B
C-D				
C-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	84	434	0.194	83	0.2	10.412	B
A-BCD	25	641	0.038	24	0.1	5.963	A
A-B	13			13			
A-C	132			132			
D-ABC	44	480	0.091	43	0.1	8.244	A
C-ABD	220	662	0.332	217	0.6	8.216	A
C-D	24			24			
C-A	88			88			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	101	412	0.245	100	0.3	11.744	B
A-BCD	31	652	0.048	31	0.1	5.930	A
A-B	15			15			
A-C	157			157			
D-ABC	52	466	0.112	52	0.1	8.689	A
C-ABD	279	679	0.411	278	0.9	9.169	A
C-D	25			25			
C-A	92			92			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	123	381	0.324	123	0.5	14.129	B
A-BCD	41	669	0.062	41	0.1	5.897	A
A-B	19			19			
A-C	189			189			
D-ABC	64	448	0.143	64	0.2	9.362	A
C-ABD	371	701	0.529	369	1.4	11.067	B
C-D	25			25			
C-A	90			90			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	123	381	0.324	123	0.5	14.224	B
A-BCD	41	669	0.062	41	0.1	5.913	A

A-B	19			19			
A-C	189			189			
D-ABC	64	448	0.143	64	0.2	9.376	A
C-ABD	372	702	0.530	372	1.5	11.234	B
C-D	24			24			
C-A	89			89			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	101	411	0.245	101	0.3	11.849	B
A-BCD	31	652	0.048	31	0.1	5.969	A
A-B	15			15			
A-C	157			157			
D-ABC	52	466	0.112	52	0.1	8.710	A
C-ABD	280	680	0.412	282	0.9	9.350	A
C-D	25			25			
C-A	91			91			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	84	433	0.195	85	0.2	10.518	B
A-BCD	25	640	0.039	25	0.1	5.987	A
A-B	13			13			
A-C	132			132			
D-ABC	44	479	0.091	44	0.1	8.272	A
C-ABD	221	663	0.333	222	0.6	8.368	A
C-D	24			24			
C-A	87			87			

2044 8.5k DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		5.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2044 8.5k DS	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	249	100.000
B		✓	193	100.000
C		✓	322	100.000
D		✓	127	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	**B**	**C**	**D**
From	**A**	0	26	218	5
	B	40	0	138	15
	C	224	70	0	28
	D	21	55	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	**B**	**C**	**D**
From	**A**	0	0	8	0
	B	0	0	1	0
	C	14	19	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.42	12.34	0.7	B
A-BCD	0.01	5.57	0.0	A
A-B				
A-C				
D-ABC	0.33	12.43	0.5	B
C-ABD	0.18	7.30	0.4	A
C-D				
C-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	145	543	0.268	144	0.4	9.057	A
A-BCD	5	664	0.008	5	0.0	5.561	A
A-B	19			19			
A-C	163			163			
D-ABC	96	464	0.206	95	0.3	9.712	A
C-ABD	74	662	0.111	73	0.2	7.140	A
C-D	19			19			
C-A	150			150			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	174	527	0.329	173	0.5	10.213	B
A-BCD	7	681	0.010	7	0.0	5.448	A
A-B	23			23			
A-C	194			194			
D-ABC	114	450	0.254	114	0.3	10.712	B
C-ABD	95	679	0.140	94	0.3	7.202	A
C-D	22			22			
C-A	173			173			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	212	506	0.420	212	0.7	12.260	B
A-BCD	9	704	0.013	9	0.0	5.302	A
A-B	28			28			
A-C	237			237			
D-ABC	140	430	0.326	139	0.5	12.384	B
C-ABD	128	702	0.182	127	0.4	7.305	A
C-D	25			25			
C-A	201			201			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	212	506	0.420	212	0.7	12.338	B
A-BCD	9	704	0.013	9	0.0	5.314	A

A-B	28			28			
A-C	237			237			
D-ABC	140	429	0.326	140	0.5	12.429	B
C-ABD	128	702	0.182	128	0.4	7.301	A
C-D	25			25			
C-A	201			201			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	174	527	0.329	174	0.5	10.299	B
A-BCD	7	681	0.010	7	0.0	5.472	A
A-B	23			23			
A-C	194			194			
D-ABC	114	449	0.254	115	0.3	10.771	B
C-ABD	95	679	0.140	95	0.3	7.193	A
C-D	22			22			
C-A	173			173			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	145	542	0.268	146	0.4	9.155	A
A-BCD	5	664	0.008	5	0.0	5.574	A
A-B	19			19			
A-C	163			163			
D-ABC	96	464	0.206	96	0.3	9.787	A
C-ABD	74	662	0.112	74	0.2	7.157	A
C-D	19			19			
C-A	150			150			

2044 8.5k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		7.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2044 8.5k DS	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	280	100.000
B		✓	132	100.000
C		✓	539	100.000
D		✓	62	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	40	214	26
	B	31	0	18	83
	C	242	222	0	75
	D	14	27	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	9	0
	B	0	0	0	0
	C	5	2	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.42	18.24	0.7	C
A-BCD	0.07	5.91	0.1	A
A-B				
A-C				
D-ABC	0.16	10.39	0.2	B
C-ABD	0.59	12.08	2.1	B
C-D				
C-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	99	406	0.245	98	0.3	11.652	B
A-BCD	28	652	0.043	27	0.1	5.887	A
A-B	29			29			
A-C	154			154			
D-ABC	47	458	0.102	46	0.1	8.741	A
C-ABD	253	704	0.359	250	0.8	8.111	A
C-D	36			36			
C-A	117			117			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	119	379	0.313	118	0.4	13.751	B
A-BCD	36	666	0.054	36	0.1	5.842	A
A-B	34			34			
A-C	182			182			
D-ABC	56	440	0.127	56	0.1	9.367	A
C-ABD	329	729	0.452	328	1.1	9.229	A
C-D	37			37			
C-A	119			119			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	145	343	0.423	144	0.7	17.986	C
A-BCD	48	687	0.071	48	0.1	5.795	A
A-B	41			41			
A-C	219			219			
D-ABC	68	415	0.164	68	0.2	10.357	B
C-ABD	453	764	0.593	450	2.1	11.791	B
C-D	33			33			
C-A	107			107			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	145	342	0.424	145	0.7	18.243	C
A-BCD	49	686	0.071	49	0.1	5.813	A

A-B	41			41			
A-C	219			219			
D-ABC	68	415	0.165	68	0.2	10.386	B
C-ABD	455	765	0.594	455	2.1	12.080	B
C-D	33			33			
C-A	106			106			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	119	378	0.314	120	0.5	13.983	B
A-BCD	36	665	0.054	36	0.1	5.881	A
A-B	34			34			
A-C	182			182			
D-ABC	56	439	0.127	56	0.1	9.403	A
C-ABD	331	731	0.453	335	1.2	9.490	A
C-D	36			36			
C-A	117			117			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	99	405	0.246	100	0.3	11.840	B
A-BCD	28	651	0.043	28	0.1	5.915	A
A-B	29			29			
A-C	154			154			
D-ABC	47	457	0.102	47	0.1	8.782	A
C-ABD	255	705	0.361	256	0.8	8.295	A
C-D	36			36			
C-A	115			115			

2044 10k DS, AM

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		4.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2044 10k DS	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	346	100.000
B		✓	172	100.000
C		✓	450	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	80	266	0
	B	53	0	119	0
	C	300	150	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	7	0
	B	0	0	5	0
	C	11	9	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.39	12.78	0.7	B
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.40	9.00	1.1	A
C-D				
C-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	129	526	0.246	128	0.3	9.338	A
A-BCD	0	528	0.000	0	0.0	0.000	A
A-B	60			60			
A-C	200			200			
D-ABC	0	495	0.000	0	0.0	0.000	A
C-ABD	168	688	0.244	166	0.5	7.545	A
C-D	0			0			
C-A	171			171			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	155	507	0.305	154	0.4	10.536	B
A-BCD	0	516	0.000	0	0.0	0.000	A
A-B	72			72			
A-C	239			239			
D-ABC	0	477	0.000	0	0.0	0.000	A
C-ABD	218	711	0.307	217	0.7	8.020	A
C-D	0			0			
C-A	186			186			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	189	481	0.394	189	0.7	12.697	B
A-BCD	0	501	0.000	0	0.0	0.000	A
A-B	88			88			
A-C	293			293			
D-ABC	0	453	0.000	0	0.0	0.000	A
C-ABD	299	742	0.404	298	1.1	8.929	A
C-D	0			0			
C-A	196			196			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	189	481	0.394	189	0.7	12.776	B
A-BCD	0	501	0.000	0	0.0	0.000	A

A-B	88			88			
A-C	293			293			
D-ABC	0	452	0.000	0	0.0	0.000	A
C-ABD	300	742	0.404	300	1.1	9.000	A
C-D	0			0			
C-A	195			195			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	155	507	0.305	155	0.5	10.624	B
A-BCD	0	516	0.000	0	0.0	0.000	A
A-B	72			72			
A-C	239			239			
D-ABC	0	477	0.000	0	0.0	0.000	A
C-ABD	219	712	0.308	221	0.7	8.108	A
C-D	0			0			
C-A	186			186			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	129	525	0.247	130	0.3	9.430	A
A-BCD	0	528	0.000	0	0.0	0.000	A
A-B	60			60			
A-C	200			200			
D-ABC	0	495	0.000	0	0.0	0.000	A
C-ABD	169	689	0.245	170	0.5	7.632	A
C-D	0			0			
C-A	170			170			

2044 10k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		11.10	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2044 10k DS	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	363	100.000
B		✓	124	100.000
C		✓	634	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	**B**	**C**	**D**
From	**A**	0	59	304	0
	B	83	0	41	0
	C	367	267	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	**B**	**C**	**D**
From	**A**	0	0	6	0
	B	0	0	2	0
	C	3	1	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.41	18.14	0.7	C
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.77	20.49	4.6	C
C-D				
C-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	93	413	0.226	92	0.3	11.241	B
A-BCD	0	512	0.000	0	0.0	0.000	A
A-B	44			44			
A-C	229			229			
D-ABC	0	476	0.000	0	0.0	0.000	A
C-ABD	326	722	0.451	321	1.1	9.100	A
C-D	0			0			
C-A	152			152			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	111	382	0.292	111	0.4	13.343	B
A-BCD	0	497	0.000	0	0.0	0.000	A
A-B	53			53			
A-C	273			273			
D-ABC	0	454	0.000	0	0.0	0.000	A
C-ABD	431	752	0.573	428	1.9	11.355	B
C-D	0			0			
C-A	139			139			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	137	338	0.404	136	0.7	17.786	C
A-BCD	0	477	0.000	0	0.0	0.000	A
A-B	65			65			
A-C	335			335			
D-ABC	0	424	0.000	0	0.0	0.000	A
C-ABD	606	793	0.764	596	4.3	18.601	C
C-D	0			0			
C-A	92			92			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	137	336	0.406	136	0.7	18.140	C
A-BCD	0	476	0.000	0	0.0	0.000	A

A-B	65			65			
A-C	335			335			
D-ABC	0	422	0.000	0	0.0	0.000	A
C-ABD	612	797	0.767	611	4.6	20.495	C
C-D	0			0			
C-A	86			86			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	111	379	0.294	112	0.4	13.636	B
A-BCD	0	495	0.000	0	0.0	0.000	A
A-B	53			53			
A-C	273			273			
D-ABC	0	452	0.000	0	0.0	0.000	A
C-ABD	437	757	0.577	447	2.1	12.403	B
C-D	0			0			
C-A	133			133			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	93	412	0.227	94	0.3	11.423	B
A-BCD	0	511	0.000	0	0.0	0.000	A
A-B	44			44			
A-C	229			229			
D-ABC	0	475	0.000	0	0.0	0.000	A
C-ABD	329	724	0.454	332	1.2	9.497	A
C-D	0			0			
C-A	149			149			

J39 Internal Link Road Junction

LinSig Modelling Results

Otterpool_Report_Output

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2037 DS AM	2037 DS AM	Network Control Plan 1	08:00 - 09:00	96	78.8	5.06
2	2037 DS PM	2037 DS PM	Network Control Plan 1	17:00 - 18:00	96	41.3	7.17
3	2044 8.5k DS AM	2044 8.5k DS AM	Network Control Plan 1	08:00 - 09:00	96	41.7	6.65
4	2044 8.5k DS PM	2044 8.5k DS PM	Network Control Plan 1	17:00 - 18:00	96	17.6	9.89
5	2044 10k DS AM	2044 10k DS AM	Network Control Plan 1	08:00 - 09:00	96	33.6	7.00
6	2044 10k DS PM	2044 10k DS PM	Network Control Plan 1	17:00 - 18:00	96	11.3	10.73

Scenario 1: '2037 DS AM' (FG1: '2037 DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**50.3%**	**-**	**-**
Internal Link Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**50.3%**	**-**	**-**
1/1+1/2	Link Road East Ahead Right	U+O	N/A	N/A	A	G	1	56	5	61	4	-	246	1945:1848	1945	1065+110	20.9 : 20.9%	246	246
2/1	Link Road West Ahead Left	U	N/A	N/A	B		1	47	5	52	-	-	481	1911	1911	955	50.3%	481	481
3/1	Link Road East Exit	U	N/A	N/A	-		-	-	-	-	-	-	411	Inf	Inf	Inf	0.0%	411	411
4/1	Link Road West Exit	U	N/A	N/A	-		-	-	-	-	-	-	281	Inf	Inf	Inf	0.0%	281	281
5/1	High St North Left Right	O	N/A	N/A	C		1	10	86	0	-	-	103	1829	1829	210	49.1%	103	103
6/1	High St North Exit	U	N/A	N/A	-		-	-	-	-	-	-	138	Inf	Inf	Inf	0.0%	138	138
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**21**	**58**	**2**	**3.9**	**1.1**	**0.1**	**5.1**	**-**	**542.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**50.3%**	**6.1**	**-**
Internal Link Road	**21**	**58**	**2**	**3.9**	**1.1**	**0.1**	**5.1**	**-**	**542.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**50.3%**	**6.1**	**-**
1/1+1/2	21	2	0	0.6	0.1	0.1	0.8	11.6	125.0	0.5	2.3	2.7	0.1	2.9	-	0.00	20.9 : 20.9%	1.0	-
2/1	-	-	-	2.1	0.5	-	2.6	19.8	320.7	0.7	6.1	8.6	0.5	9.1	-	0.00	50.3%	3.2	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	0	57	1	1.1	0.5	0.0	1.6	56.6	96.6	0.9	2.4	2.6	0.5	3.1	-	0.00	49.1%	1.8	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/1099 PRC for Signalled Lanes (%): 78.8 Total Delay for Signalled Lanes (pcuHr): 5.06 Cycle Time (s): 96
PRC Over All Lanes (%): 78.8 Total Delay Over All Lanes(pcuHr): 5.06

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	366	115	481
	B	223	0	23	246
	C	58	45	0	103
	Tot.	281	411	138	830

Traffic Flows, Difference

Difference :

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

Scenario 2: '2037 DS PM' (FG2: '2037 DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**63.7%**	**-**	**-**
Internal Link Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**63.7%**	**-**	**-**
1/1+1/2	Link Road East Ahead Right	U+O	N/A	N/A	A	G	1	53	5	58	4	-	184	1945:1848	1945	793+374	15.8 : 15.8%	184	184
2/1	Link Road West Ahead Left	U	N/A	N/A	B		1	44	5	49	-	-	575	1926	1926	903	63.7%	575	575
3/1	Link Road East Exit	U	N/A	N/A	-		-	-	-	-	-	-	580	Inf	Inf	Inf	0.0%	580	580
4/1	Link Road West Exit	U	N/A	N/A	-		-	-	-	-	-	-	203	Inf	Inf	Inf	0.0%	203	203
5/1	High St North Left Right	O	N/A	N/A	C		1	13	83	0	-	-	158	1826	1826	266	59.3%	158	158
6/1	High St North Exit	U	N/A	N/A	-		-	-	-	-	-	-	134	Inf	Inf	Inf	0.0%	134	134
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**53**	**81**	**3**	**5.3**	**1.7**	**0.2**	**7.2**	**-**	**703.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**63.7%**	**8.5**	**-**
Internal Link Road	**53**	**81**	**3**	**5.3**	**1.7**	**0.2**	**7.2**	**-**	**703.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**63.7%**	**8.5**	**-**
1/1+1/2	53	4	1	0.5	0.1	0.2	0.8	15.9	126.1	0.7	1.4	1.5	0.1	1.6	-	0.00	15.8 : 15.8%	1.0	-
2/1	-	-	-	3.1	0.9	-	4.0	24.8	431.2	0.8	7.8	11.5	0.9	12.4	-	0.00	63.7%	4.7	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	0	76	2	1.7	0.7	0.0	2.4	54.8	146.5	0.9	3.5	3.9	0.7	4.6	-	0.00	59.3%	2.7	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/1099 PRC for Signalled Lanes (%): 41.3 Total Delay for Signalled Lanes (pcuHr): 7.17 Cycle Time (s): 96
PRC Over All Lanes (%): 41.3 Total Delay Over All Lanes(pcuHr): 7.17

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	500	75	575
	B	125	0	59	184
	C	78	80	0	158
	Tot.	203	580	134	917

Traffic Flows, Difference

Difference :

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

Scenario 3: '2044 8.5k DS AM' (FG3: '2044 8.5k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**63.5%**	**-**	**-**
Internal Link Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**63.5%**	**-**	**-**
1/1+1/2	Link Road East Ahead Right	U+O	N/A	N/A	A	G	1	58	5	63	4	-	275	1945:1848	1945	1100+115	22.6 : 22.6%	275	275
2/1	Link Road West Ahead Left	U	N/A	N/A	B		1	49	5	54	-	-	635	1920	1920	1000	63.5%	635	635
3/1	Link Road East Exit	U	N/A	N/A	-		-	-	-	-	-	-	575	Inf	Inf	Inf	0.0%	575	575
4/1	Link Road West Exit	U	N/A	N/A	-		-	-	-	-	-	-	305	Inf	Inf	Inf	0.0%	305	305
5/1	High St North Left Right	O	N/A	N/A	C		1	8	88	0	-	-	106	1827	1827	171	61.9%	106	106
6/1	High St North Exit	U	N/A	N/A	-		-	-	-	-	-	-	136	Inf	Inf	Inf	0.0%	136	136
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**24**	**57**	**2**	**4.8**	**1.8**	**0.1**	**6.6**	**-**	**687.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**63.5%**	**7.9**	**-**
Internal Link Road	**24**	**57**	**2**	**4.8**	**1.8**	**0.1**	**6.6**	**-**	**687.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**63.5%**	**7.9**	**-**
1/1+1/2	24	2	1	0.6	0.1	0.1	0.9	11.2	135.7	0.5	2.4	2.9	0.1	3.1	-	0.00	22.6 : 22.6%	1.1	-
2/1	-	-	-	2.9	0.9	-	3.8	21.4	449.8	0.7	7.8	12.0	0.9	12.9	-	0.00	63.5%	4.6	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	0	55	1	1.2	0.8	0.0	2.0	68.8	101.6	1.0	2.5	2.7	0.8	3.5	-	0.00	61.9%	2.2	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/1099 PRC for Signalled Lanes (%): 41.7 Total Delay for Signalled Lanes (pcuHr): 6.65 Cycle Time (s): 96
PRC Over All Lanes (%): 41.7 Total Delay Over All Lanes(pcuHr): 6.65

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	525	110	635
	B	249	0	26	275
	C	56	50	0	106
	Tot.	305	575	136	1016

Traffic Flows, Difference

Difference :

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

Scenario 4: '2044 8.5k DS PM' (FG4: '2044 8.5k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**76.6%**	**-**	**-**
Internal Link Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**76.6%**	**-**	**-**
1/1+1/2	Link Road East Ahead Right	U+O	N/A	N/A	A	G	1	56	5	61	4	-	283	1945:1848	1945	1102+66	24.2 : 24.2%	283	283
2/1	Link Road West Ahead Left	U	N/A	N/A	B		1	47	5	52	-	-	735	1920	1920	960	76.6%	735	735
3/1	Link Road East Exit	U	N/A	N/A	-		-	-	-	-	-	-	682	Inf	Inf	Inf	0.0%	682	682
4/1	Link Road West Exit	U	N/A	N/A	-		-	-	-	-	-	-	351	Inf	Inf	Inf	0.0%	351	351
5/1	High St North Left Right	O	N/A	N/A	C		1	10	86	0	-	-	160	1827	1827	209	76.4%	160	160
6/1	High St North Exit	U	N/A	N/A	-		-	-	-	-	-	-	145	Inf	Inf	Inf	0.0%	145	145
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**14**	**83**	**2**	**6.5**	**3.3**	**0.1**	**9.9**	**-**	**887.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**76.6%**	**11.5**	**-**
Internal Link Road	**14**	**83**	**2**	**6.5**	**3.3**	**0.1**	**9.9**	**-**	**887.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**76.6%**	**11.5**	**-**
1/1+1/2	14	1	0	0.7	0.2	0.1	1.0	12.1	143.3	0.5	2.7	3.3	0.2	3.5	-	0.00	24.2 : 24.2%	1.2	-
2/1	-	-	-	4.0	1.6	-	5.6	27.3	589.5	0.8	9.4	15.7	1.6	17.3	-	0.00	76.6%	6.7	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	0	82	2	1.8	1.5	0.0	3.4	75.6	155.0	1.0	3.7	4.1	1.5	5.7	-	0.00	76.4%	3.6	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/1099 PRC for Signalled Lanes (%): 17.6 Total Delay for Signalled Lanes (pcuHr): 9.89 Cycle Time (s): 96
PRC Over All Lanes (%): 17.6 Total Delay Over All Lanes(pcuHr): 9.89

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	606	129	735
	B	267	0	16	283
	C	84	76	0	160
	Tot.	351	682	145	1178

Traffic Flows, Difference

Difference :

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

Scenario 5: '2044 10k DS AM' (FG5: '2044 10k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**67.4%**	**-**	**-**
Internal Link Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**67.4%**	**-**	**-**
1/1+1/2	Link Road East Ahead Right	U+O	N/A	N/A	A	G	1	58	5	63	4	-	281	1945:1848	1945	1117+95	23.2 : 23.2%	281	281
2/1	Link Road West Ahead Left	U	N/A	N/A	B		1	49	5	54	-	-	673	1918	1918	999	67.4%	673	673
3/1	Link Road East Exit	U	N/A	N/A	-		-	-	-	-	-	-	587	Inf	Inf	Inf	0.0%	587	587
4/1	Link Road West Exit	U	N/A	N/A	-		-	-	-	-	-	-	324	Inf	Inf	Inf	0.0%	324	324
5/1	High St North Left Right	O	N/A	N/A	C		1	8	88	0	-	-	103	1832	1832	172	60.0%	103	103
6/1	High St North Exit	U	N/A	N/A	-		-	-	-	-	-	-	146	Inf	Inf	Inf	0.0%	146	146
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**20**	**65**	**2**	**5.0**	**1.9**	**0.1**	**7.0**	**-**	**725.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**67.4%**	**8.3**	**-**
Internal Link Road	**20**	**65**	**2**	**5.0**	**1.9**	**0.1**	**7.0**	**-**	**725.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**67.4%**	**8.3**	**-**
1/1+1/2	20	2	0	0.6	0.2	0.1	0.9	11.1	136.2	0.5	2.5	3.0	0.2	3.2	-	0.00	23.2 : 23.2%	1.1	-
2/1	-	-	-	3.2	1.0	-	4.2	22.5	490.7	0.7	8.2	13.1	1.0	14.1	-	0.00	67.4%	5.1	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	0	64	1	1.2	0.7	0.0	1.9	67.4	98.7	1.0	2.4	2.6	0.7	3.4	-	0.00	60.0%	2.1	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/1099
PRC for Signalled Lanes (%): 33.6
PRC Over All Lanes (%): 33.6
Total Delay for Signalled Lanes (pcuHr): 7.00
Total Delay Over All Lanes(pcuHr): 7.00
Cycle Time (s): 96

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	549	124	673
	B	259	0	22	281
	C	65	38	0	103
	Tot.	324	587	146	1057

Traffic Flows, Difference

Difference :

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

Scenario 6: '2044 10k DS PM' (FG6: '2044 10k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**	**-**	**-**
Internal Link Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**	**-**	**-**
1/1+1/2	Link Road East Ahead Right	U+O	N/A	N/A	A	G	1	56	5	61	4	-	272	1945:1848	1945	1107+60	23.3 : 23.3%	272	272
2/1	Link Road West Ahead Left	U	N/A	N/A	B		1	47	5	52	-	-	776	1919	1919	960	80.9%	776	776
3/1	Link Road East Exit	U	N/A	N/A	-		-	-	-	-	-	-	708	Inf	Inf	Inf	0.0%	708	708
4/1	Link Road West Exit	U	N/A	N/A	-		-	-	-	-	-	-	348	Inf	Inf	Inf	0.0%	348	348
5/1	High St North Left Right	O	N/A	N/A	C		1	10	86	0	-	-	161	1828	1828	209	76.9%	161	161
6/1	High St North Exit	U	N/A	N/A	-		-	-	-	-	-	-	153	Inf	Inf	Inf	0.0%	153	153
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	6	-	-	-	-	0	-	-	0	0.0%	0	0
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	-	-	-	0	-	-	0	0.0%	0	0

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: A20 Ashford Rd/ B2067 Otterpool Ln	**13**	**89**	**2**	**6.9**	**3.8**	**0.1**	**10.7**	**-**	**937.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**	**12.4**	**-**
Internal Link Road	**13**	**89**	**2**	**6.9**	**3.8**	**0.1**	**10.7**	**-**	**937.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**	**12.4**	**-**
1/1+1/2	13	1	0	0.7	0.2	0.1	0.9	12.1	134.6	0.5	2.7	3.2	0.2	3.3	-	0.00	23.3 : 23.3%	1.2	-
2/1	-	-	-	4.3	2.1	-	6.4	29.7	646.7	0.8	9.9	17.2	2.1	19.3	-	0.00	80.9%	7.6	-
3/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	0	88	2	1.8	1.6	0.0	3.4	76.2	156.0	1.0	3.7	4.2	1.6	5.7	-	0.00	76.9%	3.7	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
Ped Link: P1	-	-	-	-	-	-	Inf	Inf	-	-	-	-	-	Inf	-	-	0.0%	-	-
Ped Link: P2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-
Ped Link: P4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	-	-

C1 - 14/1099 PRC for Signalled Lanes (%): 11.3 Total Delay for Signalled Lanes (pcuHr): 10.73 Cycle Time (s): 96
PRC Over All Lanes (%): 11.3 Total Delay Over All Lanes(pcuHr): 10.73

Traffic Flows, Desired
Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	637	139	776
	B	258	0	14	272
	C	90	71	0	161
	Tot.	348	708	153	1209

Traffic Flows, Difference
Difference :

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

J42 M20 Junction 10a

LinSig Modelling Results

Otterpool_Report_Output

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2037 DM AM	2037 DM AM	Network Control Plan 1	08:00 - 09:00	50/50	14.0	24.64
2	2037 DM PM	2037 DM PM	Network Control Plan 1	17:00 - 18:00	50/50	14.6	31.82
3	2037 DS AM	2037 DS AM	Network Control Plan 1	08:00 - 09:00	50/50	8.6	31.18
4	2037 DS PM	2037 DS PM	Network Control Plan 1	17:00 - 18:00	50/50	-1.1	49.31
5	2044 8.5k DM AM	2044 8.5k DM AM	Network Control Plan 1	08:00 - 09:00	50/50	8.6	28.50
6	2044 8.5k DM PM	2044 8.5k DM PM	Network Control Plan 1	17:00 - 18:00	60/50	9.0	41.37
7	2044 8.5k DS AM	2044 8.5k DS AM	Network Control Plan 1	08:00 - 09:00	72/53	6.5	42.16
8	2044 8.5k DS PM	2044 8.5k DS PM	Network Control Plan 1	17:00 - 18:00	72/50	-3.3	65.04
9	2044 10k DM AM	2044 10k DM AM	Network Control Plan 1	08:00 - 09:00	50/50	8.6	29.58
10	2044 10k DM PM	2044 10k DM PM	Network Control Plan 1	17:00 - 18:00	50/50	9.4	36.81
11	2044 10k DS AM	2044 10k DS AM	Network Control Plan 1	08:00 - 09:00	50/50	4.6	40.26
12	2044 10k DS PM	2044 10k DS PM	Network Control Plan 1	17:00 - 18:00	50/50	-11.1	74.00

Scenario 1: '2037 DM AM' (FG1: '2037 DM AM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J1 M20Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**78.9%**	-	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**71.0%**	-	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	9	41	0	-	-	229	1900	1900	380	60.3%	229	229
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	9	41	0	-	-	164	1900	1900	380	43.2%	164	164
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	9	41	0	-	-	158	1900	1900	380	41.6%	158	158
2/2+2/1	Right Left	U	N/A	N/A	C1:A		1	28	7	35	-	-	1136	1900:1900	1900	744+1102	59.8 : 62.7%	1136	1136
2/3	Right	U	N/A	N/A	C1:A		1	28	7	35	-	-	462	1900	1900	1102	41.9%	462	462
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	512	1900	1900	1900	26.9%	512	512
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	788	1900	1900	1900	41.5%	788	788
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	158	1900	1900	1900	8.3%	158	158
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	578	1653	1653	1126	51.4%	578	578
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1119	1900	1900	1900	58.9%	1119	1119
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	175	1900	1900	1900	9.2%	175	175
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	1073	2171	2171	1511	71.0%	1073	1073
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	691	Inf	Inf	Inf	0.0%	691	691
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	742	Inf	Inf	Inf	0.0%	742	742
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	488	Inf	Inf	Inf	0.0%	488	488
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	478	Inf	Inf	Inf	0.0%	478	478
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**78.9%**	-	-
1/1	Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	491	1900	1900	912	53.8%	491	491
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	910	1900:1900	1900	912+241	78.9 : 78.9%	910	910
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	14	36	0	-	-	866	1900:1900	1900	570+570	76.0 : 76.0%	866	866
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	14	36	0	-	-	339	1900	1900	570	59.5%	339	339
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	736	1900	1900	1900	38.7%	736	736
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	529	1900	1900	1900	27.8%	529	529
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	1493	3000	3000	2647	56.4%	1493	1493
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	924	Inf	Inf	Inf	0.0%	924	924
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	417	Inf	Inf	Inf	0.0%	417	417
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	581	Inf	Inf	Inf	0.0%	581	581
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	579	Inf	Inf	Inf	0.0%	579	579

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J1 M20Junction 10	**3144**	**0**	**0**	**13.0**	**11.6**	**0.0**	**24.6**	**-**	**4944.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**78.9%**	**33.7**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1651**	**0**	**0**	**4.9**	**5.7**	**0.0**	**10.7**	**-**	**2764.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**71.0%**	**15.7**	**-**
1/1	-	-	-	1.2	0.8	-	1.9	30.0	206.1	0.9	2.4	2.9	0.8	3.6	-	0.00	60.3%	2.3	-
1/2	-	-	-	0.8	0.4	-	1.2	25.8	141.0	0.9	1.7	2.0	0.4	2.3	-	0.00	43.2%	1.4	-
1/3	-	-	-	0.8	0.4	-	1.1	25.6	135.9	0.9	1.7	1.9	0.4	2.2	-	0.00	41.6%	1.4	-
2/2+2/1	-	-	-	1.3	0.8	-	2.1	6.6	1119.0	1.0	2.3	18.9	0.8	19.7	-	0.00	59.8 : 62.7%	4.1	-
2/3	-	-	-	0.7	0.4	-	1.1	8.6	249.5	0.5	2.4	3.5	0.4	3.8	-	0.00	41.9%	1.6	-
3/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	26.9%	0.2	-
3/2	-	-	-	0.1	0.4	-	0.4	2.0	339.2	0.4	-	4.5	0.4	4.9	-	0.00	41.5%	1.1	-
3/3	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	8.3%	0.0	-
4/1	578	0	0	0.1	0.5	-	0.6	3.8	173.4	0.3	-	1.3	0.5	1.8	-	0.00	51.4%	0.9	-
5/1	-	-	-	0.0	0.7	-	0.7	2.4	314.2	0.3	-	0.3	0.7	1.0	1.00	0.00	58.9%	1.3	-
5/2	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.0	-	0.0	0.1	0.1	-	0.00	9.2%	0.1	-
6/1	1073	0	0	0.0	1.2	-	1.2	4.1	85.8	0.1	-	1.2	1.2	2.4	-	0.00	71.0%	1.4	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**1493**	**0**	**0**	**8.1**	**5.9**	**0.0**	**14.0**	**-**	**2180.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**78.9%**	**18.0**	**-**
1/1	-	-	-	0.9	0.6	-	1.5	10.7	362.6	0.7	2.2	5.0	0.6	5.6	-	0.00	53.8%	2.1	-
1/2+1/3	-	-	-	2.0	1.8	-	3.8	15.2	753.6	0.8	3.8	17.4	1.8	19.3	-	0.00	78.9 : 78.9%	5.2	-
2/2+2/1	-	-	-	3.8	1.6	-	5.4	22.4	779.4	0.9	4.0	5.4	1.6	7.0	-	0.00	76.0 : 76.0%	6.8	-
2/3	-	-	-	1.4	0.7	-	2.1	22.7	284.8	0.8	3.1	4.0	0.7	4.7	-	0.00	59.5%	2.7	-
3/1	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.0	-	0.0	0.3	0.3	-	0.00	38.7%	0.3	-
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	27.8%	0.2	-
4/1	1493	0	0	0.0	0.6	-	0.6	1.6	0.0	0.0	-	0.0	0.6	0.6	-	0.00	56.4%	0.6	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - e84039 PRC for Signalled Lanes (%): 43.5 Total Delay for Signalled Lanes (pcuHr): 7.40 Cycle Time (s): 50
C2 - e84042 PRC for Signalled Lanes (%): 14.0 Total Delay for Signalled Lanes (pcuHr): 12.81 Cycle Time (s): 50
PRC Over All Lanes (%): 14.0 Total Delay Over All Lanes(pcuHr): 24.64

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	230	331	0	17	578
	B	190	0	11	327	545	1073
	C	501	12	0	692	0	1205
	D	0	271	624	0	598	1493
	E	0	229	0	322	0	551
	Tot.	691	742	966	1341	1160	4900

Traffic Flows, Difference

Difference :

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

Scenario 2: '2037 DM PM' (FG2: '2037 DM PM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J1 M20Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**78.5%**	-	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**78.4%**	-	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	12	38	0	-	-	263	1900	1900	494	53.2%	263	263
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	12	38	0	-	-	294	1900	1900	494	59.5%	294	294
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	12	38	0	-	-	381	1900	1900	494	77.1%	381	381
2/2+2/1	Right Left	U	N/A	N/A	C1:A		1	25	7	32	-	-	1337	1900:1900	1900	988+799	78.4 : 70.4%	1337	1337
2/3	Right	U	N/A	N/A	C1:A		1	25	7	32	-	-	642	1900	1900	988	65.0%	642	642
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	753	1900	1900	1900	39.6%	753	753
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1218	1900	1900	1900	64.1%	1218	1218
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	381	1900	1900	1900	20.1%	381	381
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	390	1653	1653	805	48.5%	390	390
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1433	1900	1900	1900	75.4%	1433	1433
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	381	1900	1900	1900	20.1%	381	381
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	849	2171	2171	1246	68.2%	849	849
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	565	Inf	Inf	Inf	0.0%	565	565
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	928	Inf	Inf	Inf	0.0%	928	928
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	580	Inf	Inf	Inf	0.0%	580	580
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	570	Inf	Inf	Inf	0.0%	570	570
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**78.5%**	-	-
1/1	Ahead	U	N/A	N/A	C2:A		1	24	7	31	-	-	536	1900	1900	950	56.4%	536	536
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	24	7	31	-	-	977	1900:1900	1900	950+294	78.5 : 78.5%	977	977
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	13	37	0	-	-	777	1900:1900	1900	532+532	73.1 : 72.9%	777	777
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	13	37	0	-	-	277	1900	1900	532	52.1%	277	277
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	433	1900	1900	1900	22.8%	433	433
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	508	1900	1900	1900	26.7%	508	508
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	1865	3000	3000	2728	68.4%	1865	1865
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	924	Inf	Inf	Inf	0.0%	924	924
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	702	Inf	Inf	Inf	0.0%	702	702
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	414	Inf	Inf	Inf	0.0%	414	414
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	413	Inf	Inf	Inf	0.0%	413	413

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J1 M20Junction 10	**3104**	**0**	**0**	**16.2**	**15.6**	**0.0**	**31.8**	**-**	**7082.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**78.5%**	**44.8**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1239**	**0**	**0**	**9.4**	**9.9**	**0.0**	**19.3**	**-**	**4780.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**78.4%**	**28.0**	**-**
1/1	-	-	-	1.2	0.6	-	1.7	23.6	220.9	0.8	2.6	3.1	0.6	3.6	-	0.00	53.2%	2.1	-
1/2	-	-	-	1.3	0.7	-	2.1	25.1	252.8	0.9	2.9	3.5	0.7	4.2	-	0.00	59.5%	2.5	-
1/3	-	-	-	1.8	1.6	-	3.5	32.6	350.5	0.9	3.7	4.9	1.6	6.5	-	0.00	77.1%	4.1	-
2/2+2/1	-	-	-	2.8	1.5	-	4.2	11.4	1536.7	1.1	4.6	19.0	1.5	20.5	-	0.00	78.4 : 70.4%	7.1	-
2/3	-	-	-	1.6	0.9	-	2.5	13.9	462.2	0.7	3.9	6.4	0.9	7.3	-	0.00	65.0%	3.3	-
3/1	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.0	-	0.0	0.3	0.3	-	0.00	39.6%	0.3	-
3/2	-	-	-	0.5	0.9	-	1.3	4.0	806.5	0.7	-	11.2	0.9	12.1	-	0.00	64.1%	2.8	-
3/3	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	20.1%	0.1	-
4/1	390	0	0	0.1	0.5	-	0.6	5.2	85.8	0.2	-	1.2	0.5	1.7	-	0.00	48.5%	0.7	-
5/1	-	-	-	0.2	1.5	-	1.7	4.3	877.7	0.6	-	0.9	1.5	2.4	1.00	0.00	75.4%	3.3	-
5/2	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	20.1%	0.1	-
6/1	849	0	0	0.1	1.1	-	1.1	4.8	186.8	0.2	-	2.6	1.1	3.7	-	0.00	68.2%	1.5	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**1865**	**0**	**0**	**6.8**	**5.7**	**0.0**	**12.5**	**-**	**2302.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**78.5%**	**16.8**	**-**
1/1	-	-	-	0.8	0.6	-	1.5	9.8	438.4	0.8	1.8	6.1	0.6	6.7	-	0.00	56.4%	2.3	-
1/2+1/3	-	-	-	1.3	1.8	-	3.1	11.5	932.2	1.0	2.4	19.0	1.8	20.8	-	0.00	78.5 : 78.5%	4.8	-
2/2+2/1	-	-	-	3.5	1.3	-	4.9	22.5	699.3	0.9	3.7	4.9	1.3	6.2	-	0.00	73.1 : 72.9%	6.1	-
2/3	-	-	-	1.2	0.5	-	1.7	22.2	232.7	0.8	2.6	3.2	0.5	3.8	-	0.00	52.1%	2.1	-
3/1	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	22.8%	0.1	-
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	26.7%	0.2	-
4/1	1865	0	0	0.0	1.1	-	1.1	2.1	0.0	0.0	-	0.0	1.1	1.1	-	0.00	68.4%	1.1	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - e84039 PRC for Signalled Lanes (%): 14.7 Total Delay for Signalled Lanes (pcuHr): 13.94 Cycle Time (s): 50
C2 - e84042 PRC for Signalled Lanes (%): 14.6 Total Delay for Signalled Lanes (pcuHr): 11.14 Cycle Time (s): 50
PRC Over All Lanes (%): 14.6 Total Delay Over All Lanes(pcuHr): 31.82

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	175	215	0	0	390
	B	231	0	11	245	362	849
	C	331	17	0	706	0	1054
	D	0	476	924	0	465	1865
	E	3	260	0	675	0	938
	Tot.	565	928	1150	1626	827	5096

Traffic Flows, Difference

Difference :

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

Scenario 3: '2037 DS AM' (FG3: '2037 DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J1 M20Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**82.9%**	-	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**77.9%**	-	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	12	21	33	-	-	370	1900	1900	494	74.9%	370	370
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	12	21	33	-	-	192	1900	1900	494	38.9%	192	192
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	12	21	33	-	-	156	1900	1900	494	31.6%	156	156
2/2+2/1	Right Left	U	N/A	N/A	C1:A		1	25	40	15	-	-	1319	1900:1900	1900	790+988	69.5 : 77.9%	1319	1319
2/3	Right	U	N/A	N/A	C1:A		1	25	40	15	-	-	562	1900	1900	988	56.9%	562	562
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	727	1900	1900	1900	38.3%	727	727
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	942	1900	1900	1900	49.6%	942	942
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	156	1900	1900	1900	8.2%	156	156
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	492	1653	1653	963	51.1%	492	492
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1249	1900	1900	1900	65.7%	1249	1249
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	157	1900	1900	1900	8.3%	157	157
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	1041	2171	2171	1454	71.6%	1041	1041
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	774	Inf	Inf	Inf	0.0%	774	774
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	911	Inf	Inf	Inf	0.0%	911	911
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	558	Inf	Inf	Inf	0.0%	558	558
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	529	Inf	Inf	Inf	0.0%	529	529
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**82.9%**	-	-
1/1	Ahead	U	N/A	N/A	C2:A		1	21	40	11	-	-	492	1900	1900	836	58.9%	492	492
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	21	40	11	-	-	868	1900:1900	1900	836+211	82.9 : 82.9%	868	868
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	16	17	33	-	-	1015	1900:1900	1900	646+646	78.6 : 78.5%	1015	1015
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	16	17	33	-	-	411	1900	1900	646	63.6%	411	411
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	764	1900	1900	1900	40.2%	764	764
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	586	1900	1900	1900	30.8%	586	586
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	1625	3000	3000	2614	62.2%	1625	1625
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	999	Inf	Inf	Inf	0.0%	999	999
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	437	Inf	Inf	Inf	0.0%	437	437
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	548	Inf	Inf	Inf	0.0%	548	548
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	546	Inf	Inf	Inf	0.0%	546	546

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J1 M20Junction 10	**3158**	**0**	**0**	**16.3**	**14.8**	**0.0**	**31.2**	**-**	**6467.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**	**43.0**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1533**	**0**	**0**	**7.2**	**7.7**	**0.0**	**15.0**	**-**	**4085.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**77.9%**	**22.4**	**-**
1/1	-	-	-	1.7	1.5	-	3.2	31.2	333.0	0.9	3.6	4.6	1.5	6.1	-	0.00	74.9%	3.8	-
1/2	-	-	-	0.8	0.3	-	1.1	21.2	157.4	0.8	1.9	2.2	0.3	2.5	-	0.00	38.9%	1.4	-
1/3	-	-	-	0.6	0.2	-	0.9	20.3	124.8	0.8	1.5	1.7	0.2	2.0	-	0.00	31.6%	1.1	-
2/2+2/1	-	-	-	2.4	1.4	-	3.8	10.4	1693.7	1.3	3.1	20.6	1.4	22.1	-	0.00	69.5 : 77.9%	6.9	-
2/3	-	-	-	1.3	0.7	-	1.9	12.4	382.2	0.7	3.4	5.3	0.7	6.0	-	0.00	56.9%	2.6	-
3/1	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.0	-	0.0	0.3	0.3	-	0.00	38.3%	0.3	-
3/2	-	-	-	0.2	0.5	-	0.7	2.6	511.6	0.5	-	7.1	0.5	7.6	-	0.00	49.6%	1.6	-
3/3	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	8.2%	0.0	-
4/1	492	0	0	0.1	0.5	-	0.6	4.5	187.0	0.4	-	1.4	0.5	1.9	-	0.00	51.1%	1.0	-
5/1	-	-	-	0.1	1.0	-	1.1	3.0	612.6	0.5	-	0.6	1.0	1.6	1.00	0.00	65.7%	2.2	-
5/2	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	8.3%	0.0	-
6/1	1041	0	0	0.0	1.3	-	1.3	4.4	83.3	0.1	-	1.2	1.3	2.4	-	0.00	71.6%	1.4	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**1625**	**0**	**0**	**9.1**	**7.1**	**0.0**	**16.2**	**-**	**2382.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**	**20.6**	**-**
1/1	-	-	-	1.1	0.7	-	1.8	13.0	402.6	0.8	2.5	5.6	0.7	6.3	-	0.00	58.9%	2.5	-
1/2+1/3	-	-	-	2.3	2.4	-	4.6	19.2	720.6	0.8	3.9	8.6	2.4	10.9	-	0.00	82.9 : 82.9%	5.9	-
2/2+2/1	-	-	-	4.2	1.8	-	6.0	21.3	913.5	0.9	4.4	6.3	1.8	8.2	-	0.00	78.6 : 78.5%	7.7	-
2/3	-	-	-	1.6	0.9	-	2.5	21.5	345.2	0.8	3.5	4.8	0.9	5.7	-	0.00	63.6%	3.1	-
3/1	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.0	-	0.0	0.3	0.3	-	0.00	40.2%	0.3	-
3/2	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.0	-	0.0	0.2	0.2	-	0.00	30.8%	0.2	-
4/1	1625	0	0	0.0	0.8	-	0.8	1.8	0.0	0.0	-	0.0	0.8	0.8	-	0.00	62.2%	0.8	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - e84039 PRC for Signalled Lanes (%): 15.5 Total Delay for Signalled Lanes (pcuHr): 10.96 Cycle Time (s): 50
C2 - e84042 PRC for Signalled Lanes (%): 8.6 Total Delay for Signalled Lanes (pcuHr): 14.85 Cycle Time (s): 50
PRC Over All Lanes (%): 8.6 Total Delay Over All Lanes(pcuHr): 31.18

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	184	307	0	1	492
	B	175	0	30	300	536	1041
	C	595	43	0	788	0	1426
	D	0	318	750	0	557	1625
	E	4	366	0	348	0	718
	Tot.	774	911	1087	1436	1094	5302

Traffic Flows, Difference

Difference :

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

Scenario 4: '2037 DS PM' (FG4: '2037 DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J1 M20Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**91.0%**	-	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**91.0%**	-	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	11	39	0	-	-	408	1900	1900	456	89.5%	408	408
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	11	39	0	-	-	352	1900	1900	456	77.2%	352	352
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	11	39	0	-	-	415	1900	1900	456	91.0%	415	415
2/2+2/1	Right Left	U	N/A	N/A	C1:A		1	26	7	33	-	-	1511	1900:1900	1900	1026+751	88.4 : 80.4%	1511	1511
2/3	Right	U	N/A	N/A	C1:A		1	26	7	33	-	-	807	1900	1900	1026	78.7%	807	807
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	969	1900	1900	1900	51.0%	969	969
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1501	1900	1900	1900	79.0%	1501	1501
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	415	1900	1900	1900	21.8%	415	415
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	276	1653	1653	598	46.2%	276	276
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1675	1900	1900	1900	88.2%	1675	1675
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	415	1900	1900	1900	21.8%	415	415
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	766	2171	2171	1105	69.3%	766	766
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	608	Inf	Inf	Inf	0.0%	608	608
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	1071	Inf	Inf	Inf	0.0%	1071	1071
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	690	Inf	Inf	Inf	0.0%	690	690
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	661	Inf	Inf	Inf	0.0%	661	661
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**80.0%**	-	-
1/1	Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	586	1900	1900	912	64.3%	586	586
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	919	1900:1900	1900	912+236	80.0 : 80.0%	919	919
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	14	36	0	-	-	895	1900:1900	1900	570+570	78.6 : 78.4%	895	895
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	14	36	0	-	-	335	1900	1900	570	58.8%	335	335
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	418	1900	1900	1900	22.0%	418	418
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	524	1900	1900	1900	27.6%	524	524
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	2082	3000	3000	2720	76.6%	2082	2082
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	1033	Inf	Inf	Inf	0.0%	1033	1033
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	760	Inf	Inf	Inf	0.0%	760	760
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	354	Inf	Inf	Inf	0.0%	354	354
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	352	Inf	Inf	Inf	0.0%	352	352

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J1 M20Junction 10	**3124**	**0**	**0**	**20.0**	**29.3**	**0.0**	**49.3**	**-**	**8640.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**91.0%**	**65.1**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1042**	**0**	**0**	**12.7**	**21.9**	**0.0**	**34.7**	**-**	**6438.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**91.0%**	**46.5**	**-**
1/1	-	-	-	2.1	3.7	-	5.8	50.9	391.7	1.0	4.1	5.4	3.7	9.1	-	0.00	89.5%	6.5	-
1/2	-	-	-	1.7	1.6	-	3.4	34.5	323.8	0.9	3.5	4.5	1.6	6.1	-	0.00	77.2%	4.0	-
1/3	-	-	-	2.1	4.2	-	6.3	54.9	398.4	1.0	4.2	5.5	4.2	9.7	-	0.00	91.0%	7.1	-
2/2+2/1	-	-	-	3.1	2.8	-	5.9	14.1	1881.0	1.2	5.1	23.3	2.8	26.0	-	0.00	88.4 : 80.4%	9.4	-
2/3	-	-	-	2.1	1.8	-	3.9	17.3	629.5	0.8	4.7	8.7	1.8	10.6	-	0.00	78.7%	5.0	-
3/1	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.0	-	0.0	0.5	0.5	-	0.00	51.0%	0.5	-
3/2	-	-	-	1.0	1.9	-	2.9	6.9	1116.7	0.7	-	15.5	1.9	17.4	-	0.00	79.0%	4.9	-
3/3	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	21.8%	0.1	-
4/1	276	0	0	0.1	0.4	-	0.5	6.9	71.8	0.3	-	1.0	0.4	1.4	-	0.00	46.2%	0.7	-
5/1	-	-	-	0.3	3.6	-	4.0	8.5	1410.8	0.8	-	3.3	3.6	6.9	1.00	0.00	88.2%	6.5	-
5/2	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	21.8%	0.1	-
6/1	766	0	0	0.1	1.1	-	1.3	5.9	214.5	0.3	-	3.0	1.1	4.1	-	0.00	69.3%	1.6	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**2082**	**0**	**0**	**7.3**	**7.3**	**0.0**	**14.6**	**-**	**2202.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**80.0%**	**18.7**	**-**
1/1	-	-	-	0.8	0.9	-	1.7	10.3	497.7	0.8	1.6	6.9	0.9	7.8	-	0.00	64.3%	2.6	-
1/2+1/3	-	-	-	1.2	2.0	-	3.1	12.3	617.9	0.7	2.2	18.6	2.0	20.5	-	0.00	80.0 : 80.0%	4.3	-
2/2+2/1	-	-	-	4.0	1.8	-	5.8	23.3	805.5	0.9	4.1	5.6	1.8	7.4	-	0.00	78.6 : 78.4%	7.3	-
2/3	-	-	-	1.4	0.7	-	2.1	22.5	281.4	0.8	3.1	3.9	0.7	4.6	-	0.00	58.8%	2.6	-
3/1	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	22.0%	0.1	-
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	27.6%	0.2	-
4/1	2082	0	0	0.0	1.6	-	1.6	2.8	0.0	0.0	-	0.0	1.6	1.6	-	0.00	76.6%	1.6	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - e84039 PRC for Signalled Lanes (%): -1.1 Total Delay for Signalled Lanes (pcuHr): 25.27 Cycle Time (s): 50
C2 - e84042 PRC for Signalled Lanes (%): 12.4 Total Delay for Signalled Lanes (pcuHr): 12.68 Cycle Time (s): 50
PRC Over All Lanes (%): -1.1 Total Delay Over All Lanes(pcuHr): 49.31

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	102	174	0	0	276
	B	204	0	28	235	299	766
	C	400	39	0	791	0	1230
	D	0	526	1149	0	407	2082
	E	4	404	0	767	0	1175
	Tot.	608	1071	1351	1793	706	5529

Traffic Flows, Difference

Difference :

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

Scenario 5: '2044 8.5k DM AM' (FG5: '2044 8.5k DM AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J1 M20Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**82.9%**	-	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**74.4%**	-	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	9	41	0	-	-	239	1900	1900	380	62.9%	239	239
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	9	41	0	-	-	212	1900	1900	380	55.8%	212	212
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	9	41	0	-	-	202	1900	1900	380	53.2%	202	202
2/2+2/1	Right Left	U	N/A	N/A	C1:A		1	28	7	35	-	-	1165	1900:1900	1900	699+1102	62.6 : 66.1%	1165	1165
2/3	Right	U	N/A	N/A	C1:A		1	28	7	35	-	-	496	1900	1900	1102	45.0%	496	496
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	534	1900	1900	1900	28.1%	534	534
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	850	1900	1900	1900	44.7%	850	850
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	202	1900	1900	1900	10.6%	202	202
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	591	1653	1653	1091	54.1%	591	591
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1186	1900	1900	1900	62.4%	1186	1186
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	219	1900	1900	1900	11.5%	219	219
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	1082	2171	2171	1454	74.4%	1082	1082
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	728	Inf	Inf	Inf	0.0%	728	728
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	772	Inf	Inf	Inf	0.0%	772	772
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	495	Inf	Inf	Inf	0.0%	495	495
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	487	Inf	Inf	Inf	0.0%	487	487
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**82.9%**	-	-
1/1	Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	552	1900	1900	912	60.5%	552	552
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	953	1900:1900	1900	912+238	82.9 : 82.9%	953	953
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	14	36	0	-	-	904	1900:1900	1900	570+570	79.5 : 79.1%	904	904
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	14	36	0	-	-	365	1900	1900	570	64.0%	365	365
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	732	1900	1900	1900	38.5%	732	732
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	562	1900	1900	1900	29.6%	562	562
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	1724	3000	3000	2653	65.0%	1724	1724
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	1003	Inf	Inf	Inf	0.0%	1003	1003
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	477	Inf	Inf	Inf	0.0%	477	477
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	680	Inf	Inf	Inf	0.0%	680	680
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	677	Inf	Inf	Inf	0.0%	677	677

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J1 M20Junction 10	**3397**	**0**	**0**	**14.2**	**14.3**	**0.0**	**28.5**	**-**	**5525.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**	**38.6**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1673**	**0**	**0**	**5.7**	**6.9**	**0.0**	**12.6**	**-**	**3109.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**74.4%**	**18.3**	**-**
1/1	-	-	-	1.2	0.8	-	2.1	30.9	215.1	0.9	2.5	3.0	0.8	3.8	-	0.00	62.9%	2.4	-
1/2	-	-	-	1.1	0.6	-	1.7	28.6	190.8	0.9	2.2	2.7	0.6	3.3	-	0.00	55.8%	2.0	-
1/3	-	-	-	1.0	0.6	-	1.6	28.0	177.8	0.9	2.1	2.5	0.6	3.0	-	0.00	53.2%	1.9	-
2/2+2/1	-	-	-	1.3	0.9	-	2.2	6.9	1151.1	1.0	2.2	19.2	0.9	20.1	-	0.00	62.6 : 66.1%	4.3	-
2/3	-	-	-	0.8	0.4	-	1.2	8.9	277.8	0.6	2.6	3.9	0.4	4.3	-	0.00	45.0%	1.7	-
3/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	28.1%	0.2	-
3/2	-	-	-	0.1	0.4	-	0.5	2.0	361.8	0.4	-	4.8	0.4	5.2	-	0.00	44.7%	1.1	-
3/3	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.0	-	0.0	0.1	0.1	-	0.00	10.6%	0.1	-
4/1	591	0	0	0.1	0.6	-	0.7	4.3	212.8	0.4	-	1.6	0.6	2.2	-	0.00	54.1%	1.1	-
5/1	-	-	-	0.0	0.8	-	0.9	2.6	349.0	0.3	-	0.3	0.8	1.1	1.00	0.00	62.4%	1.5	-
5/2	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.0	-	0.0	0.1	0.1	-	0.00	11.5%	0.1	-
6/1	1082	0	0	0.0	1.4	-	1.5	4.9	173.1	0.2	-	2.4	1.4	3.8	-	0.00	74.4%	1.8	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**1724**	**0**	**0**	**8.5**	**7.3**	**0.0**	**15.9**	**-**	**2416.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**	**20.3**	**-**
1/1	-	-	-	1.0	0.8	-	1.7	11.3	435.6	0.8	2.3	6.0	0.8	6.8	-	0.00	60.5%	2.5	-
1/2+1/3	-	-	-	2.0	2.4	-	4.4	16.5	853.3	0.9	3.7	17.5	2.4	19.9	-	0.00	82.9 : 82.9%	5.9	-
2/2+2/1	-	-	-	4.0	1.9	-	5.9	23.6	813.6	0.9	4.2	5.7	1.9	7.5	-	0.00	79.5 : 79.1%	7.4	-
2/3	-	-	-	1.5	0.9	-	2.4	23.9	313.9	0.9	3.3	4.4	0.9	5.2	-	0.00	64.0%	3.0	-
3/1	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.0	-	0.0	0.3	0.3	-	0.00	38.5%	0.3	-
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	29.6%	0.2	-
4/1	1724	0	0	0.0	0.9	-	0.9	1.9	0.0	0.0	-	0.0	0.9	0.9	-	0.00	65.0%	0.9	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - e84039 PRC for Signalled Lanes (%): 36.2 Total Delay for Signalled Lanes (pcuHr): 8.78 Cycle Time (s): 50
C2 - e84042 PRC for Signalled Lanes (%): 8.6 Total Delay for Signalled Lanes (pcuHr): 14.44 Cycle Time (s): 50
PRC Over All Lanes (%): 8.6 Total Delay Over All Lanes(pcuHr): 28.50

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	238	336	0	17	591
	B	197	0	8	340	537	1082
	C	531	12	0	726	0	1269
	D	0	283	638	0	803	1724
	E	0	239	0	414	0	653
	Tot.	728	772	982	1480	1357	5319

Traffic Flows, Difference

Difference :

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

Scenario 6: '2044 8.5k DM PM' (FG6: '2044 8.5k DM PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J1 M20Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**82.6%**	-	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**82.6%**	-	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	16	44	0	-	-	282	1900	1900	538	52.4%	282	282
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	16	44	0	-	-	385	1900	1900	538	71.5%	385	385
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	16	44	0	-	-	392	1900	1900	538	72.8%	392	392
2/2+2/1	Right Left	U	N/A	N/A	C1:A		1	31	7	38	-	-	1383	1900:1900	1900	1013+723	79.6 : 79.6%	1383	1383
2/3	Right	U	N/A	N/A	C1:A		1	31	7	38	-	-	721	1900	1900	1013	71.2%	721	721
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	816	1900	1900	1900	42.9%	816	816
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1372	1900	1900	1900	72.2%	1372	1372
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	392	1900	1900	1900	20.6%	392	392
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	358	1653	1653	719	49.8%	358	358
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1569	1900	1900	1900	82.6%	1569	1569
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	392	1900	1900	1900	20.6%	392	392
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	847	2171	2171	1171	72.4%	847	847
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	583	Inf	Inf	Inf	0.0%	583	583
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	977	Inf	Inf	Inf	0.0%	977	977
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	602	Inf	Inf	Inf	0.0%	602	602
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	593	Inf	Inf	Inf	0.0%	593	593
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**80.0%**	-	-
1/1	Ahead	U	N/A	N/A	C2:A		1	24	7	31	-	-	634	1900	1900	950	66.7%	634	634
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	24	7	31	-	-	979	1900:1900	1900	950+274	80.0 : 80.0%	979	979
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	13	37	0	-	-	808	1900:1900	1900	532+532	75.9 : 75.9%	808	808
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	13	37	0	-	-	282	1900	1900	532	53.0%	282	282
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	445	1900	1900	1900	23.4%	445	445
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	501	1900	1900	1900	26.4%	501	501
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	2032	3000	3000	2727	74.5%	2032	2032
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	1038	Inf	Inf	Inf	0.0%	1038	1038
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	719	Inf	Inf	Inf	0.0%	719	719
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	438	Inf	Inf	Inf	0.0%	438	438
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	436	Inf	Inf	Inf	0.0%	436	436

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J1 M20Junction 10	**3237**	**0**	**0**	**22.2**	**19.2**	**0.0**	**41.4**	**-**	**6888.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.6%**	**54.0**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1205**	**0**	**0**	**13.0**	**12.3**	**0.0**	**25.3**	**-**	**4709.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.6%**	**33.9**	**-**
1/1	-	-	-	1.4	0.5	-	2.0	25.1	235.0	0.8	3.2	3.9	0.5	4.5	-	0.00	52.4%	2.4	-
1/2	-	-	-	2.1	1.2	-	3.3	30.9	340.1	0.9	4.4	5.7	1.2	6.9	-	0.00	71.5%	3.9	-
1/3	-	-	-	2.1	1.3	-	3.4	31.5	352.8	0.9	4.5	5.9	1.3	7.2	-	0.00	72.8%	4.1	-
2/2+2/1	-	-	-	4.0	1.9	-	6.0	15.6	1029.6	0.7	5.8	10.8	1.9	12.7	-	0.00	79.6 : 79.6%	7.9	-
2/3	-	-	-	2.1	1.2	-	3.3	16.6	540.8	0.7	5.2	9.0	1.2	10.2	-	0.00	71.2%	4.3	-
3/1	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	42.9%	0.4	-
3/2	-	-	-	0.7	1.3	-	1.9	5.1	901.4	0.7	-	15.0	1.3	16.3	-	0.00	72.2%	3.6	-
3/3	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	20.6%	0.1	-
4/1	358	0	0	0.1	0.5	-	0.6	6.3	89.5	0.3	-	1.5	0.5	2.0	-	0.00	49.8%	0.8	-
5/1	-	-	-	0.3	2.3	-	2.6	6.1	980.2	0.6	-	4.9	2.3	7.2	1.00	0.00	82.6%	4.4	-
5/2	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	20.6%	0.1	-
6/1	847	0	0	0.2	1.3	-	1.5	6.2	240.0	0.3	-	4.0	1.3	5.3	-	0.00	72.4%	1.9	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**2032**	**0**	**0**	**9.2**	**6.9**	**0.0**	**16.0**	**-**	**2179.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**80.0%**	**20.0**	**-**
1/1	-	-	-	1.7	1.0	-	2.6	15.0	469.2	0.7	4.1	6.5	1.0	7.5	-	0.00	66.7%	3.5	-
1/2+1/3	-	-	-	2.6	2.0	-	4.6	16.9	745.8	0.8	4.9	8.7	2.0	10.6	-	0.00	80.0 : 80.0%	6.0	-
2/2+2/1	-	-	-	3.7	1.6	-	5.3	23.4	727.2	0.9	3.8	5.0	1.6	6.6	-	0.00	75.9 : 75.9%	6.6	-
2/3	-	-	-	1.2	0.6	-	1.8	22.4	236.9	0.8	2.7	3.3	0.6	3.9	-	0.00	53.0%	2.2	-
3/1	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.0	-	0.0	0.2	0.2	-	0.00	23.4%	0.2	-
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	26.4%	0.2	-
4/1	2032	0	0	0.0	1.5	-	1.5	2.6	0.0	0.0	-	0.0	1.5	1.5	-	0.00	74.5%	1.5	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - e84039 PRC for Signalled Lanes (%): 13.0 Total Delay for Signalled Lanes (pcuHr): 18.01 Cycle Time (s): 60
C2 - e84042 PRC for Signalled Lanes (%): 12.5 Total Delay for Signalled Lanes (pcuHr): 14.26 Cycle Time (s): 50
PRC Over All Lanes (%): 9.0 Total Delay Over All Lanes(pcuHr): 41.37

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	161	197	0	0	358
	B	234	0	11	249	353	847
	C	342	17	0	731	0	1090
	D	0	524	987	0	521	2032
	E	7	275	0	777	0	1059
	Tot.	583	977	1195	1757	874	5386

Traffic Flows, Difference

Difference :

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

Scenario 7: '2044 8.5k DS AM' (FG7: '2044 8.5k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J1 M20Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**84.5%**	-	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**83.0%**	-	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	18	25	43	-	-	409	1900	1900	501	81.6%	409	409
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	18	25	43	-	-	217	1900	1900	501	43.3%	217	217
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	18	25	43	-	-	124	1900	1900	501	24.7%	124	124
2/2+2/1	Right Left	U	N/A	N/A	C1:A		1	41	50	19	-	-	1375	1900:1900	1900	671+1025	81.1 : 81.1%	1375	1375
2/3	Right	U	N/A	N/A	C1:A		1	41	50	19	-	-	683	1900	1900	1108	61.6%	683	683
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	825	1900	1900	1900	43.4%	825	825
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1024	1900	1900	1900	53.9%	1024	1024
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	124	1900	1900	1900	6.5%	124	124
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	497	1653	1653	900	55.2%	497	497
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1329	1900	1900	1900	69.9%	1329	1329
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	125	1900	1900	1900	6.6%	125	125
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	1186	2171	2171	1429	83.0%	1186	1186
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	835	Inf	Inf	Inf	0.0%	835	835
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	1016	Inf	Inf	Inf	0.0%	1016	1016
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	589	Inf	Inf	Inf	0.0%	589	589
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	557	Inf	Inf	Inf	0.0%	557	557
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**84.5%**	-	-
1/1	Ahead	U	N/A	N/A	C2:A		1	23	50	20	-	-	561	1900	1900	860	65.2%	561	561
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	23	50	20	-	-	933	1900:1900	1900	860+244	84.5 : 84.5%	933	933
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	17	26	43	-	-	1064	1900:1900	1900	645+645	82.4 : 82.4%	1064	1064
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	17	26	43	-	-	448	1900	1900	645	69.4%	448	448
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	842	1900	1900	1900	44.3%	842	842
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	654	1900	1900	1900	34.4%	654	654
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	1689	3000	3000	2566	65.8%	1689	1689
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	1093	Inf	Inf	Inf	0.0%	1093	1093
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	417	Inf	Inf	Inf	0.0%	417	417
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	564	Inf	Inf	Inf	0.0%	564	564
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	563	Inf	Inf	Inf	0.0%	563	563

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J1 M20Junction 10	**3372**	**0**	**0**	**22.8**	**19.4**	**0.0**	**42.2**	**-**	**6213.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**	**53.5**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1683**	**0**	**0**	**11.3**	**10.8**	**0.0**	**22.0**	**-**	**3680.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.0%**	**28.8**	**-**
1/1	-	-	-	2.8	2.1	-	4.9	43.5	380.6	0.9	5.8	7.6	2.1	9.7	-	0.00	81.6%	5.6	-
1/2	-	-	-	1.3	0.4	-	1.7	28.3	177.8	0.8	3.1	3.6	0.4	3.9	-	0.00	43.3%	2.0	-
1/3	-	-	-	0.7	0.2	-	0.9	25.7	96.4	0.8	1.8	1.9	0.2	2.1	-	0.00	24.7%	1.1	-
2/2+2/1	-	-	-	3.9	2.1	-	6.0	15.7	929.0	0.7	6.5	12.2	2.1	14.3	-	0.00	81.1 : 81.1%	7.7	-
2/3	-	-	-	1.9	0.8	-	2.7	14.0	436.4	0.6	5.3	8.7	0.8	9.5	-	0.00	61.6%	3.5	-
3/1	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	43.4%	0.4	-
3/2	-	-	-	0.2	0.6	-	0.8	2.8	555.8	0.5	-	11.1	0.6	11.7	-	0.00	53.9%	1.8	-
3/3	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	6.5%	0.0	-
4/1	497	0	0	0.2	0.6	-	0.8	6.1	255.4	0.5	-	2.8	0.6	3.4	-	0.00	55.2%	1.3	-
5/1	-	-	-	0.2	1.2	-	1.3	3.6	684.3	0.5	-	3.9	1.2	5.1	1.00	0.00	69.9%	2.6	-
5/2	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	6.6%	0.0	-
6/1	1186	0	0	0.0	2.4	-	2.4	7.4	164.7	0.1	-	3.3	2.4	5.7	-	0.00	83.0%	2.7	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**1689**	**0**	**0**	**11.5**	**8.6**	**0.0**	**20.1**	**-**	**2533.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**	**24.7**	**-**
1/1	-	-	-	1.8	0.9	-	2.7	17.2	434.0	0.8	4.2	6.4	0.9	7.3	-	0.00	65.2%	3.5	-
1/2+1/3	-	-	-	3.1	2.6	-	5.7	22.2	755.4	0.8	5.5	9.3	2.6	11.9	-	0.00	84.5 : 84.5%	7.1	-
2/2+2/1	-	-	-	4.7	2.3	-	7.0	23.8	963.6	0.9	4.9	7.1	2.3	9.4	-	0.00	82.4 : 82.4%	8.8	-
2/3	-	-	-	1.9	1.1	-	3.0	24.1	380.4	0.8	4.1	5.6	1.1	6.7	-	0.00	69.4%	3.7	-
3/1	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	44.3%	0.4	-
3/2	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.0	-	0.0	0.3	0.3	-	0.00	34.4%	0.3	-
4/1	1689	0	0	0.0	1.0	-	1.0	2.0	0.0	0.0	-	0.0	1.0	1.0	-	0.00	65.8%	1.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - e84039 PRC for Signalled Lanes (%): 10.3 Total Delay for Signalled Lanes (pcuHr): 16.19 Cycle Time (s): 72
C2 - e84042 PRC for Signalled Lanes (%): 6.5 Total Delay for Signalled Lanes (pcuHr): 18.49 Cycle Time (s): 53
PRC Over All Lanes (%): 6.5 Total Delay Over All Lanes(pcuHr): 42.16

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	191	305	0	1	497
	B	206	0	34	344	602	1186
	C	625	62	0	825	0	1512
	D	0	358	807	0	524	1689
	E	4	405	0	341	0	750
	Tot.	835	1016	1146	1510	1127	5634

Traffic Flows, Difference

Difference :

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

Scenario 8: '2044 8.5k DS PM' (FG8: '2044 8.5k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J1 M20Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**92.9%**	-	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**92.9%**	-	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	19	53	0	-	-	486	1900	1900	528	92.1%	486	486
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	19	53	0	-	-	354	1900	1900	528	67.1%	354	354
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	19	53	0	-	-	390	1900	1900	528	73.9%	390	390
2/2+2/1	Right Left	U	N/A	N/A	C1:A		1	40	7	47	-	-	1581	1900:1900	1900	1006+695	92.9 : 92.9%	1581	1581
2/3	Right	U	N/A	N/A	C1:A		1	40	7	47	-	-	954	1900	1900	1082	88.2%	954	954
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1180	1900	1900	1900	62.1%	1180	1180
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1538	1900	1900	1900	80.9%	1538	1538
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	390	1900	1900	1900	20.5%	390	390
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	255	1653	1653	495	51.5%	255	255
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1692	1900	1900	1900	89.1%	1692	1692
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	390	1900	1900	1900	20.5%	390	390
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	890	2171	2171	1109	80.3%	890	890
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	657	Inf	Inf	Inf	0.0%	657	657
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	1281	Inf	Inf	Inf	0.0%	1281	1281
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	708	Inf	Inf	Inf	0.0%	708	708
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	669	Inf	Inf	Inf	0.0%	669	669
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**83.2%**	-	-
1/1	Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	627	1900	1900	912	68.8%	627	627
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	968	1900:1900	1900	912+273	81.7 : 81.7%	968	968
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	14	36	0	-	-	938	1900:1900	1900	570+570	82.3 : 82.3%	938	938
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	14	36	0	-	-	351	1900	1900	570	61.6%	351	351
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	468	1900	1900	1900	24.6%	468	468
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	574	1900	1900	1900	30.2%	574	574
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	2235	3000	3000	2686	83.2%	2235	2235
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	1096	Inf	Inf	Inf	0.0%	1096	1096
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	746	Inf	Inf	Inf	0.0%	746	746
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	371	Inf	Inf	Inf	0.0%	371	371
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	371	Inf	Inf	Inf	0.0%	371	371

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J1 M20Junction 10	**3380**	**0**	**0**	**29.6**	**35.4**	**0.0**	**65.0**	**-**	**8570.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**92.9%**	**80.7**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1145**	**0**	**0**	**19.4**	**26.3**	**0.0**	**45.6**	**-**	**6180.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**92.9%**	**56.9**	**-**
1/1	-	-	-	3.4	4.7	-	8.1	60.3	465.8	1.0	6.8	9.3	4.7	14.1	-	0.00	92.1%	9.0	-
1/2	-	-	-	2.3	1.0	-	3.3	33.3	309.7	0.9	4.9	6.2	1.0	7.2	-	0.00	67.1%	3.8	-
1/3	-	-	-	2.6	1.4	-	3.9	36.4	352.1	0.9	5.4	7.0	1.4	8.4	-	0.00	73.9%	4.6	-
2/2+2/1	-	-	-	5.2	6.0	-	11.2	25.5	1204.9	0.8	7.5	15.8	6.0	21.8	-	0.00	92.9 : 92.9%	13.4	-
2/3	-	-	-	3.6	3.5	-	7.1	26.7	821.5	0.9	7.7	16.4	3.5	20.0	-	0.00	88.2%	8.6	-
3/1	-	-	-	0.0	0.8	-	0.8	2.5	0.0	0.0	-	0.0	0.8	0.8	-	0.00	62.1%	0.8	-
3/2	-	-	-	1.2	2.1	-	3.3	7.7	1164.3	0.8	-	23.3	2.1	25.4	-	0.00	80.9%	5.4	-
3/3	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	20.5%	0.1	-
4/1	255	0	0	0.1	0.5	-	0.7	9.4	67.3	0.3	-	1.3	0.5	1.9	-	0.00	51.5%	0.8	-
5/1	-	-	-	0.6	3.9	-	4.6	9.7	1486.0	0.9	-	15.2	3.9	19.2	1.00	0.00	89.1%	7.3	-
5/2	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	20.5%	0.1	-
6/1	890	0	0	0.4	2.0	-	2.4	9.5	309.0	0.3	-	6.2	2.0	8.2	-	0.00	80.3%	2.9	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**2235**	**0**	**0**	**10.2**	**9.2**	**0.0**	**19.4**	**-**	**2389.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.2%**	**23.8**	**-**
1/1	-	-	-	1.8	1.1	-	2.8	16.4	476.5	0.8	4.2	6.6	1.1	7.7	-	0.00	68.8%	3.7	-
1/2+1/3	-	-	-	2.8	2.2	-	5.0	18.5	755.1	0.8	5.0	8.7	2.2	10.9	-	0.00	81.7 : 81.7%	6.3	-
2/2+2/1	-	-	-	4.2	2.3	-	6.5	25.0	863.0	0.9	4.3	6.0	2.3	8.3	-	0.00	82.3 : 82.3%	8.1	-
2/3	-	-	-	1.5	0.8	-	2.3	23.2	294.8	0.8	3.2	4.1	0.8	4.9	-	0.00	61.6%	2.8	-
3/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	24.6%	0.2	-
3/2	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.0	-	0.0	0.2	0.2	-	0.00	30.2%	0.2	-
4/1	2235	0	0	0.0	2.4	-	2.4	3.9	0.0	0.0	-	0.0	2.4	2.4	-	0.00	83.2%	2.4	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - e84039   PRC for Signalled Lanes (%): -3.3   Total Delay for Signalled Lanes (pcuHr): 33.67   Cycle Time (s): 72
C2 - e84042   PRC for Signalled Lanes (%): 9.4   Total Delay for Signalled Lanes (pcuHr): 16.58   Cycle Time (s): 50
PRC Over All Lanes (%): -3.3   Total Delay Over All Lanes(pcuHr): 65.04

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	101	154	0	0	255
	B	234	0	39	273	344	890
	C	412	52	0	825	0	1289
	D	0	653	1184	0	398	2235
	E	11	475	0	744	0	1230
	Tot.	657	1281	1377	1842	742	5899

Traffic Flows, Difference

Difference :

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

Scenario 9: '2044 10k DM AM' (FG9: '2044 10k DM AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J1 M20Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**82.9%**	-	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**75.1%**	-	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	10	40	0	-	-	241	1900	1900	418	57.7%	241	241
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	10	40	0	-	-	232	1900	1900	418	55.5%	232	232
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	10	40	0	-	-	234	1900	1900	418	56.0%	234	234
2/2+2/1	Right Left	U	N/A	N/A	C1:A		1	27	7	34	-	-	1177	1900:1900	1900	731+1064	62.7 : 67.6%	1177	1177
2/3	Right	U	N/A	N/A	C1:A		1	27	7	34	-	-	497	1900	1900	1064	46.7%	497	497
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	543	1900	1900	1900	28.6%	543	543
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	885	1900	1900	1900	46.6%	885	885
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	234	1900	1900	1900	12.3%	234	234
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	571	1653	1653	1066	53.6%	571	571
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1209	1900	1900	1900	63.6%	1209	1209
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	251	1900	1900	1900	13.2%	251	251
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	1071	2171	2171	1426	75.1%	1071	1071
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	719	Inf	Inf	Inf	0.0%	719	719
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	773	Inf	Inf	Inf	0.0%	773	773
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	497	Inf	Inf	Inf	0.0%	497	497
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	488	Inf	Inf	Inf	0.0%	488	488
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**82.9%**	-	-
1/1	Ahead	U	N/A	N/A	C2:A		1	24	7	31	-	-	570	1900	1900	950	60.0%	570	570
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	24	7	31	-	-	976	1900:1900	1900	950+239	82.1 : 82.1%	976	976
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	13	37	0	-	-	882	1900:1900	1900	532+532	82.9 : 82.9%	882	882
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	13	37	0	-	-	366	1900	1900	532	68.8%	366	366
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	713	1900	1900	1900	37.5%	713	713
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	562	1900	1900	1900	29.6%	562	562
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	1720	3000	3000	2656	64.8%	1720	1720
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	1011	Inf	Inf	Inf	0.0%	1011	1011
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	508	Inf	Inf	Inf	0.0%	508	508
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	662	Inf	Inf	Inf	0.0%	662	662
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	659	Inf	Inf	Inf	0.0%	659	659

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J1 M20Junction 10	**3362**	**0**	**0**	**14.7**	**14.9**	**0.0**	**29.6**	**-**	**5702.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**	**40.0**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1642**	**0**	**0**	**6.1**	**7.0**	**0.0**	**13.1**	**-**	**3191.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**75.1%**	**19.0**	**-**
1/1	-	-	-	1.2	0.7	-	1.8	27.5	212.1	0.9	2.5	2.9	0.7	3.6	-	0.00	57.7%	2.2	-
1/2	-	-	-	1.1	0.6	-	1.7	27.0	204.2	0.9	2.4	2.8	0.6	3.5	-	0.00	55.5%	2.1	-
1/3	-	-	-	1.1	0.6	-	1.8	27.1	205.9	0.9	2.4	2.9	0.6	3.5	-	0.00	56.0%	2.1	-
2/2+2/1	-	-	-	1.5	0.9	-	2.4	7.4	1064.0	0.9	2.5	19.7	0.9	20.7	-	0.00	62.7 : 67.6%	4.4	-
2/3	-	-	-	0.9	0.4	-	1.3	9.7	288.3	0.6	2.8	4.0	0.4	4.4	-	0.00	46.7%	1.9	-
3/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	28.6%	0.2	-
3/2	-	-	-	0.1	0.4	-	0.5	2.2	396.7	0.4	-	5.3	0.4	5.8	-	0.00	46.6%	1.3	-
3/3	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.0	-	0.0	0.1	0.1	-	0.00	12.3%	0.1	-
4/1	571	0	0	0.1	0.6	-	0.7	4.4	217.0	0.4	-	1.6	0.6	2.2	-	0.00	53.6%	1.1	-
5/1	-	-	-	0.0	0.9	-	0.9	2.7	389.4	0.3	-	0.3	0.9	1.2	1.00	0.00	63.6%	1.6	-
5/2	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.0	-	0.0	0.1	0.1	-	0.00	13.2%	0.1	-
6/1	1071	0	0	0.1	1.5	-	1.5	5.2	214.2	0.2	-	3.0	1.5	4.5	-	0.00	75.1%	1.9	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**1720**	**0**	**0**	**8.6**	**7.9**	**0.0**	**16.5**	**-**	**2510.8**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**	**21.1**	**-**
1/1	-	-	-	1.0	0.7	-	1.7	10.8	461.0	0.8	2.2	6.4	0.7	7.2	-	0.00	60.0%	2.6	-
1/2+1/3	-	-	-	1.9	2.2	-	4.1	15.1	916.3	0.9	3.5	17.5	2.2	19.8	-	0.00	82.1 : 82.1%	5.8	-
2/2+2/1	-	-	-	4.1	2.4	-	6.5	26.5	811.4	0.9	4.2	5.6	2.4	8.0	-	0.00	82.9 : 82.9%	8.0	-
2/3	-	-	-	1.6	1.1	-	2.7	26.8	322.1	0.9	3.5	4.5	1.1	5.6	-	0.00	68.8%	3.3	-
3/1	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.0	-	0.0	0.3	0.3	-	0.00	37.5%	0.3	-
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	29.6%	0.2	-
4/1	1720	0	0	0.0	0.9	-	0.9	1.9	0.0	0.0	-	0.0	0.9	0.9	-	0.00	64.8%	0.9	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - e84039 PRC for Signalled Lanes (%): 33.2 Total Delay for Signalled Lanes (pcuHr): 9.09 Cycle Time (s): 50
C2 - e84042 PRC for Signalled Lanes (%): 8.6 Total Delay for Signalled Lanes (pcuHr): 15.03 Cycle Time (s): 50
PRC Over All Lanes (%): 8.6 Total Delay Over All Lanes(pcuHr): 29.58

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	230	324	0	17	571
	B	196	0	8	338	529	1071
	C	523	10	0	715	0	1248
	D	0	292	653	0	775	1720
	E	0	241	0	466	0	707
	Tot.	719	773	985	1519	1321	5317

Traffic Flows, Difference

Difference :

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

Scenario 10: '2044 10k DM PM' (FG10: '2044 10k DM PM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J1 M20Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**82.3%**	-	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**82.3%**	-	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	12	38	0	-	-	281	1900	1900	494	56.9%	281	281
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	12	38	0	-	-	347	1900	1900	494	70.2%	347	347
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	12	38	0	-	-	400	1900	1900	494	81.0%	400	400
2/2+2/1	Right Left	U	N/A	N/A	C1:A		1	25	7	32	-	-	1389	1900:1900	1900	988+786	82.3 : 73.3%	1389	1389
2/3	Right	U	N/A	N/A	C1:A		1	25	7	32	-	-	691	1900	1900	988	69.9%	691	691
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	809	1900	1900	1900	42.6%	809	809
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1316	1900	1900	1900	69.3%	1316	1316
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	400	1900	1900	1900	21.1%	400	400
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	362	1653	1653	737	49.2%	362	362
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1514	1900	1900	1900	79.7%	1514	1514
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	400	1900	1900	1900	21.1%	400	400
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	850	2171	2171	1195	71.1%	850	850
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	583	Inf	Inf	Inf	0.0%	583	583
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	973	Inf	Inf	Inf	0.0%	973	973
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	593	Inf	Inf	Inf	0.0%	593	593
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	584	Inf	Inf	Inf	0.0%	584	584
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**81.4%**	-	-
1/1	Ahead	U	N/A	N/A	C2:A		1	25	7	32	-	-	597	1900	1900	988	60.4%	597	597
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	25	7	32	-	-	990	1900:1900	1900	988+287	77.6 : 77.6%	990	990
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	12	38	0	-	-	804	1900:1900	1900	494+494	81.4 : 81.4%	804	804
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	12	38	0	-	-	281	1900	1900	494	56.9%	281	281
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	442	1900	1900	1900	23.3%	442	442
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	504	1900	1900	1900	26.5%	504	504
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	2010	3000	3000	2727	73.7%	2010	2010
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	999	Inf	Inf	Inf	0.0%	999	999
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	727	Inf	Inf	Inf	0.0%	727	727
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	439	Inf	Inf	Inf	0.0%	439	439
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	437	Inf	Inf	Inf	0.0%	437	437

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J1 M20Junction 10	**3222**	**0**	**0**	**17.6**	**19.2**	**0.0**	**36.8**	**-**	**7430.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**	**50.4**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1212**	**0**	**0**	**10.4**	**12.2**	**0.0**	**22.6**	**-**	**5095.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**	**32.0**	**-**
1/1	-	-	-	1.3	0.7	-	1.9	24.5	241.7	0.9	2.7	3.4	0.7	4.0	-	0.00	56.9%	2.4	-
1/2	-	-	-	1.6	1.2	-	2.8	28.8	312.3	0.9	3.4	4.3	1.2	5.5	-	0.00	70.2%	3.3	-
1/3	-	-	-	1.9	2.0	-	4.0	35.7	368.0	0.9	3.9	5.1	2.0	7.2	-	0.00	81.0%	4.6	-
2/2+2/1	-	-	-	2.9	1.8	-	4.7	12.3	1536.9	1.1	4.9	19.1	1.8	20.8	-	0.00	82.3 : 73.3%	7.5	-
2/3	-	-	-	1.7	1.2	-	2.9	15.1	511.3	0.7	4.2	7.1	1.2	8.3	-	0.00	69.9%	3.8	-
3/1	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.0	-	0.0	0.4	0.4	-	0.00	42.6%	0.4	-
3/2	-	-	-	0.5	1.1	-	1.7	4.5	886.2	0.7	-	12.3	1.1	13.4	-	0.00	69.3%	3.3	-
3/3	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	21.1%	0.1	-
4/1	362	0	0	0.1	0.5	-	0.6	5.8	94.1	0.3	-	1.3	0.5	1.8	-	0.00	49.2%	0.8	-
5/1	-	-	-	0.2	1.9	-	2.2	5.1	924.1	0.6	-	0.9	1.9	2.9	1.00	0.00	79.7%	3.9	-
5/2	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	21.1%	0.1	-
6/1	850	0	0	0.1	1.2	-	1.3	5.6	221.0	0.3	-	3.1	1.2	4.3	-	0.00	71.1%	1.7	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**2010**	**0**	**0**	**7.2**	**7.0**	**0.0**	**14.2**	**-**	**2334.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.4%**	**18.5**	**-**
1/1	-	-	-	0.9	0.8	-	1.6	9.8	506.5	0.8	1.8	7.0	0.8	7.8	-	0.00	60.4%	2.5	-
1/2+1/3	-	-	-	1.2	1.7	-	2.9	10.6	846.9	0.9	2.3	19.0	1.7	20.7	-	0.00	77.6 : 77.6%	4.5	-
2/2+2/1	-	-	-	3.9	2.1	-	6.0	26.9	739.7	0.9	3.9	5.1	2.1	7.3	-	0.00	81.4 : 81.4%	7.4	-
2/3	-	-	-	1.3	0.7	-	1.9	24.5	241.7	0.9	2.7	3.4	0.7	4.0	-	0.00	56.9%	2.4	-
3/1	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.0	-	0.0	0.2	0.2	-	0.00	23.3%	0.2	-
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	26.5%	0.2	-
4/1	2010	0	0	0.0	1.4	-	1.4	2.5	0.0	0.0	-	0.0	1.4	1.4	-	0.00	73.7%	1.4	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - e84039 PRC for Signalled Lanes (%): 9.4 Total Delay for Signalled Lanes (pcuHr): 16.28 Cycle Time (s): 50
C2 - e84042 PRC for Signalled Lanes (%): 10.6 Total Delay for Signalled Lanes (pcuHr): 12.45 Cycle Time (s): 50
PRC Over All Lanes (%): 9.4 Total Delay Over All Lanes(pcuHr): 36.81

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	164	198	0	0	362
	B	236	0	10	251	353	850
	C	340	17	0	728	0	1085
	D	0	518	969	0	523	2010
	E	7	274	0	747	0	1028
	Tot.	583	973	1177	1726	876	5335

Traffic Flows, Difference

Difference :

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

Scenario 11: '2044 10k DS AM' (FG11: '2044 10k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J1 M20Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**86.0%**	-	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**84.9%**	-	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	12	38	0	-	-	414	1900	1900	494	83.8%	414	414
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	12	38	0	-	-	199	1900	1900	494	40.3%	199	199
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	12	38	0	-	-	143	1900	1900	494	28.9%	143	143
2/2+2/1	Right Left	U	N/A	N/A	C1:A		1	25	7	32	-	-	1399	1900:1900	1900	758+988	75.1 : 84.0%	1399	1399
2/3	Right	U	N/A	N/A	C1:A		1	25	7	32	-	-	679	1900	1900	988	68.7%	679	679
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	841	1900	1900	1900	44.3%	841	841
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1016	1900	1900	1900	53.5%	1016	1016
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	143	1900	1900	1900	7.5%	143	143
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	480	1653	1653	885	54.2%	480	480
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1310	1900	1900	1900	68.9%	1310	1310
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	144	1900	1900	1900	7.6%	144	144
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	1214	2171	2171	1429	84.9%	1214	1214
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	834	Inf	Inf	Inf	0.0%	834	834
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	1026	Inf	Inf	Inf	0.0%	1026	1026
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	591	Inf	Inf	Inf	0.0%	591	591
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	555	Inf	Inf	Inf	0.0%	555	555
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**86.0%**	-	-
1/1	Ahead	U	N/A	N/A	C2:A		1	22	7	29	-	-	557	1900	1900	874	63.7%	557	557
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	22	7	29	-	-	965	1900:1900	1900	874+248	86.0 : 86.0%	965	965
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	15	35	0	-	-	1041	1900:1900	1900	608+608	85.5 : 85.7%	1041	1041
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	15	35	0	-	-	449	1900	1900	608	73.8%	449	449
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	837	1900	1900	1900	44.1%	837	837
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	662	1900	1900	1900	34.8%	662	662
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	1713	3000	3000	2565	66.8%	1713	1713
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	1078	Inf	Inf	Inf	0.0%	1078	1078
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	435	Inf	Inf	Inf	0.0%	435	435
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	568	Inf	Inf	Inf	0.0%	568	568
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	566	Inf	Inf	Inf	0.0%	566	566

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J1 M20Junction 10	**3407**	**0**	**0**	**18.9**	**21.3**	**0.0**	**40.3**	**-**	**8068.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.0%**	**55.0**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1694**	**0**	**0**	**8.7**	**11.6**	**0.0**	**20.2**	**-**	**5396.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.9%**	**30.1**	**-**
1/1	-	-	-	2.0	2.4	-	4.5	38.7	389.2	0.9	4.0	5.4	2.4	7.8	-	0.00	83.8%	5.2	-
1/2	-	-	-	0.8	0.3	-	1.2	21.4	163.2	0.8	1.9	2.3	0.3	2.6	-	0.00	40.3%	1.5	-
1/3	-	-	-	0.6	0.2	-	0.8	19.9	114.4	0.8	1.4	1.6	0.2	1.8	-	0.00	28.9%	1.0	-
2/2+2/1	-	-	-	3.0	2.0	-	5.0	12.9	1995.1	1.4	3.3	24.3	2.0	26.3	-	0.00	75.1 : 84.0%	8.7	-
2/3	-	-	-	1.7	1.1	-	2.8	14.8	502.5	0.7	4.1	7.0	1.1	8.1	-	0.00	68.7%	3.7	-
3/1	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	44.3%	0.4	-
3/2	-	-	-	0.2	0.6	-	0.8	2.7	618.3	0.6	-	8.6	0.6	9.2	-	0.00	53.5%	1.9	-
3/3	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	7.5%	0.0	-
4/1	480	0	0	0.1	0.6	-	0.7	5.4	230.4	0.5	-	1.7	0.6	2.3	-	0.00	54.2%	1.1	-
5/1	-	-	-	0.1	1.1	-	1.2	3.4	727.9	0.6	-	0.8	1.1	1.9	1.00	0.00	68.9%	2.6	-
5/2	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	7.6%	0.0	-
6/1	1214	0	0	0.0	2.7	-	2.8	8.3	655.6	0.5	-	6.7	2.7	9.5	-	0.00	84.9%	4.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**1713**	**0**	**0**	**10.3**	**9.8**	**0.0**	**20.0**	**-**	**2671.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.0%**	**24.9**	**-**
1/1	-	-	-	1.2	0.9	-	2.1	13.7	467.8	0.8	2.8	6.5	0.9	7.4	-	0.00	63.7%	3.0	-
1/2+1/3	-	-	-	2.5	3.0	-	5.5	20.5	851.2	0.9	4.2	17.4	3.0	20.4	-	0.00	86.0 : 86.0%	7.1	-
2/2+2/1	-	-	-	4.6	2.9	-	7.5	25.9	957.7	0.9	4.6	6.7	2.9	9.5	-	0.00	85.5 : 85.7%	9.2	-
2/3	-	-	-	1.9	1.4	-	3.3	26.3	395.1	0.9	4.0	5.5	1.4	6.9	-	0.00	73.8%	4.0	-
3/1	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	44.1%	0.4	-
3/2	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.0	-	0.0	0.3	0.3	-	0.00	34.8%	0.3	-
4/1	1713	0	0	0.0	1.0	-	1.0	2.1	0.0	0.0	-	0.0	1.0	1.0	-	0.00	66.8%	1.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - e84039	PRC for Signalled Lanes (%):	7.1	Total Delay for Signalled Lanes (pcuHr):	14.22	Cycle Time (s):	50
C2 - e84042	PRC for Signalled Lanes (%):	4.6	Total Delay for Signalled Lanes (pcuHr):	18.38	Cycle Time (s):	50
	PRC Over All Lanes (%):	4.6	Total Delay Over All Lanes(pcuHr):	40.26		

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	185	294	0	1	480
	B	213	0	35	358	608	1214
	C	617	60	0	813	0	1490
	D	0	371	817	0	525	1713
	E	4	410	0	342	0	756
	Tot.	834	1026	1146	1513	1134	5653

Traffic Flows, Difference

Difference :

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

Scenario 12: '2044 10k DS PM' (FG12: '2044 10k DS PM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network: J1 M20Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**100.0%**	-	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**100.0%**	-	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	12	38	0	-	-	494	1900	1900	494	100.0%	494	494
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	12	38	0	-	-	358	1900	1900	494	72.5%	358	358
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	12	38	0	-	-	421	1900	1900	494	85.2%	421	421
2/2+2/1	Right Left	U	N/A	N/A	C1:A		1	25	7	32	-	-	1639	1900:1900	1900	988+723	99.9 : 90.2%	1639	1639
2/3	Right	U	N/A	N/A	C1:A		1	25	7	32	-	-	918	1900	1900	988	92.9%	918	918
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1208	1900	1900	1900	63.6%	1208	1208
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1538	1900	1900	1900	80.9%	1538	1538
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	421	1900	1900	1900	22.2%	421	421
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	245	1653	1653	464	52.8%	245	245
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1685	1900	1900	1900	88.7%	1685	1685
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	421	1900	1900	1900	22.2%	421	421
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	910	2171	2171	1097	83.0%	910	910
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	663	Inf	Inf	Inf	0.0%	663	663
8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	1306	Inf	Inf	Inf	0.0%	1306	1306
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	704	Inf	Inf	Inf	0.0%	704	704
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	664	Inf	Inf	Inf	0.0%	664	664
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**85.4%**	-	-
1/1	Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	640	1900	1900	912	70.2%	640	640
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	1008	1900:1900	1900	912+268	85.4 : 85.4%	1008	1008
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	14	36	0	-	-	923	1900:1900	1900	570+570	81.1 : 80.9%	923	923
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	14	36	0	-	-	370	1900	1900	570	64.9%	370	370
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	455	1900	1900	1900	23.9%	455	455
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	599	1900	1900	1900	31.5%	599	599
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	2250	3000	3000	2683	83.9%	2250	2250
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	1101	Inf	Inf	Inf	0.0%	1101	1101
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	786	Inf	Inf	Inf	0.0%	786	786
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	374	Inf	Inf	Inf	0.0%	374	374
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	373	Inf	Inf	Inf	0.0%	373	373

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: J1 M20Junction 10	**3405**	**0**	**0**	**24.2**	**49.8**	**0.0**	**74.0**	**-**	**10666.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100.0%**	**93.5**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1155**	**0**	**0**	**15.9**	**39.8**	**0.0**	**55.7**	**-**	**7625.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100.0%**	**69.7**	**-**
1/1	-	-	-	2.5	11.1	-	13.7	99.5	484.1	1.0	4.8	6.7	11.1	17.8	-	0.00	100.0%	14.5	-
1/2	-	-	-	1.7	1.3	-	3.0	29.9	322.2	0.9	3.5	4.5	1.3	5.8	-	0.00	72.5%	3.6	-
1/3	-	-	-	2.1	2.7	-	4.7	40.6	395.7	0.9	4.1	5.5	2.7	8.2	-	0.00	85.2%	5.5	-
2/2+2/1	-	-	-	5.0	9.1	-	14.1	31.1	2584.4	1.6	6.2	27.0	9.1	36.1	-	0.00	99.9 : 90.2%	18.9	-
2/3	-	-	-	2.8	5.6	-	8.5	33.3	843.8	0.9	5.6	11.7	5.6	17.4	-	0.00	92.9%	10.0	-
3/1	-	-	-	0.0	0.9	-	0.9	2.6	0.0	0.0	-	0.0	0.9	0.9	-	0.00	63.6%	0.9	-
3/2	-	-	-	0.9	2.1	-	3.0	7.1	1151.1	0.7	-	16.0	2.1	18.1	-	0.00	80.9%	5.1	-
3/3	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	22.2%	0.1	-
4/1	245	0	0	0.1	0.6	-	0.7	10.0	73.5	0.3	-	1.0	0.6	1.6	-	0.00	52.8%	0.8	-
5/1	-	-	-	0.4	3.8	-	4.2	9.0	1424.5	0.8	-	0.9	3.8	4.7	1.00	0.00	88.7%	6.8	-
5/2	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	22.2%	0.1	-
6/1	910	0	0	0.3	2.4	-	2.7	10.5	345.8	0.4	-	4.8	2.4	7.2	-	0.00	83.0%	3.3	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**2250**	**0**	**0**	**8.3**	**10.0**	**0.0**	**18.3**	**-**	**3041.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**85.4%**	**23.9**	**-**
1/1	-	-	-	1.0	1.2	-	2.1	12.0	543.7	0.8	2.0	7.6	1.2	8.7	-	0.00	70.2%	3.1	-
1/2+1/3	-	-	-	1.6	2.8	-	4.5	16.0	1105.2	1.1	2.7	18.0	2.8	20.8	-	0.00	85.4 : 85.4%	6.5	-
2/2+2/1	-	-	-	4.1	2.1	-	6.2	24.3	849.2	0.9	4.2	5.9	2.1	8.0	-	0.00	81.1 : 80.9%	7.8	-
2/3	-	-	-	1.6	0.9	-	2.5	24.1	318.2	0.9	3.4	4.4	0.9	5.3	-	0.00	64.9%	3.1	-
3/1	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.0	-	0.0	0.2	0.2	-	0.00	23.9%	0.2	-
3/2	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.0	-	0.0	0.2	0.2	-	0.00	31.5%	0.2	-
4/1	2250	0	0	0.0	2.6	-	2.6	4.1	225.0	0.1	-	3.1	2.6	5.7	-	0.00	83.9%	3.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - e84039 PRC for Signalled Lanes (%): -11.1 Total Delay for Signalled Lanes (pcuHr): 43.99 Cycle Time (s): 50
C2 - e84042 PRC for Signalled Lanes (%): 5.4 Total Delay for Signalled Lanes (pcuHr): 15.33 Cycle Time (s): 50
PRC Over All Lanes (%): -11.1 Total Delay Over All Lanes(pcuHr): 74.00

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	98	147	0	0	245
	B	238	0	41	282	349	910
	C	414	53	0	826	0	1293
	D	0	672	1180	0	398	2250
	E	11	483	0	779	0	1273
	Tot.	663	1306	1368	1887	747	5971

Traffic Flows, Difference

Difference :

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

Otterpool_Report_Output

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2037 DM AM	2037 DM AM	Network Control Plan 1	08:00 - 09:00	50/50	15.8	27.80
2	2037 DM PM	2037 DM PM	Network Control Plan 1	17:00 - 18:00	50/50	-3.4	46.38
3	2037 DS AM	2037 DS AM	Network Control Plan 1	08:00 - 09:00	50/50	1.5	40.95
4	2037 DS PM	2037 DS PM	Network Control Plan 1	17:00 - 18:00	50/50	-20.5	160.50
5	2044 8.5k DM AM	2044 8.5k DM AM	Network Control Plan 1	08:00 - 09:00	50/50	11.2	33.03
6	2044 8.5k DM PM	2044 8.5k DM PM	Network Control Plan 1	17:00 - 18:00	60/50	-5.0	60.82
7	2044 8.5k DS AM	2044 8.5k DS AM	Network Control Plan 1	08:00 - 09:00	72/53	-0.8	52.25
8	2044 8.5k DS PM	2044 8.5k DS PM	Network Control Plan 1	17:00 - 18:00	72/50	-20.4	221.66
9	2044 10k DM AM	2044 10k DM AM	Network Control Plan 1	08:00 - 09:00	50/50	10.8	33.86
10	2044 10k DM PM	2044 10k DM PM	Network Control Plan 1	17:00 - 18:00	50/50	-9.3	66.91
11	2044 10k DS AM	2044 10k DS AM	Network Control Plan 1	08:00 - 09:00	50/50	-10.0	70.36
12	2044 10k DS PM	2044 10k DS PM	Network Control Plan 1	17:00 - 18:00	50/50	-31.3	343.46

Scenario 1: '2037 DM AM' (FG1: '2037 DM AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arrivin (pcu)
Network: J1 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**77.7%**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**71.0%**	**-**
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	8	42	0	-	-	229	1900	1900	342	67.0%	229
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	8	42	0	-	-	200	1900	1900	342	58.5%	200
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	8	42	0	-	-	122	1900	1900	342	35.7%	122
2/1	Right Left	U	N/A	N/A	C1:A		1	29	7	36	-	-	798	1900	1900	1140	70.0%	798
2/2	Right	U	N/A	N/A	C1:A		1	29	7	36	-	-	800	1900	1900	1140	70.2%	800
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	512	1900	1900	1900	26.9%	512
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	824	1900	1900	1900	43.4%	824
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	122	1900	1900	1900	6.4%	122
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	578	1653	1653	1130	51.2%	578
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1155	1900	1900	1900	60.8%	1155
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	139	1900	1900	1900	7.3%	139
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	1073	2171	2171	1511	71.0%	1073
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	691	Inf	Inf	Inf	0.0%	691

8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	742	Inf	Inf	Inf	0.0%	742
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	488	Inf	Inf	Inf	0.0%	488
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	478	Inf	Inf	Inf	0.0%	478
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**77.7%**	**-**
1/1	Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	527	1900	1900	912	57.8%	527
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	874	1900:1900	1900	912+253	75.0 : 75.0%	874
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	14	36	0	-	-	886	1900:1900	1900	570+570	77.7 : 77.7%	886
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	14	36	0	-	-	319	1900	1900	570	56.0%	319
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	756	1900	1900	1900	39.8%	756
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	509	1900	1900	1900	26.8%	509
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	1493	2794	2794	2124	70.3%	1493
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	970	Inf	Inf	Inf	0.0%	970
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	371	Inf	Inf	Inf	0.0%	371
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	581	Inf	Inf	Inf	0.0%	581
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	579	Inf	Inf	Inf	0.0%	579

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weight Total Delay (pcuHr
Network: J1 M20Junction 10	**3144**	**0**	**0**	**14.1**	**13.7**	**0.0**	**27.8**	**-**	**4117.8**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**77.7%**	**35.3**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1651**	**0**	**0**	**6.1**	**7.5**	**0.0**	**13.5**	**-**	**1924.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**71.0%**	**17.1**
1/1	-	-	-	1.2	1.0	-	2.2	34.8	210.7	0.9	2.5	2.9	1.0	3.9	-	0.00	67.0%	2.6
1/2	-	-	-	1.0	0.7	-	1.7	31.4	180.0	0.9	2.2	2.5	0.7	3.2	-	0.00	58.5%	2.1
1/3	-	-	-	0.6	0.3	-	0.9	26.1	104.9	0.9	1.3	1.5	0.3	1.7	-	0.00	35.7%	1.1
2/1	-	-	-	1.6	1.2	-	2.7	12.4	694.2	0.9	3.6	9.6	1.2	10.8	-	0.00	70.0%	4.0
2/2	-	-	-	1.5	1.2	-	2.7	12.2	545.2	0.7	4.0	7.6	1.2	8.7	-	0.00	70.2%	3.7
3/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	26.9%	0.2
3/2	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	43.4%	0.4
3/3	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	6.4%	0.0
4/1	578	0	0	0.1	0.5	-	0.6	3.7	104.0	0.2	-	1.4	0.5	2.0	-	0.00	51.2%	0.8
5/1	-	-	-	0.0	0.8	-	0.8	2.4	0.0	0.0	-	0.0	0.8	0.8	1.00	0.00	60.8%	0.8
5/2	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	7.3%	0.0
6/1	1073	0	0	0.0	1.2	-	1.2	4.1	85.8	0.1	-	1.2	1.2	2.4	-	0.00	71.0%	1.4
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**1493**	**0**	**0**	**8.1**	**6.2**	**0.0**	**14.3**	**-**	**2192.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**77.7%**	**18.3**
1/1	-	-	-	0.9	0.7	-	1.6	10.6	397.3	0.8	2.2	5.5	0.7	6.2	-	0.00	57.8%	2.3
1/2+1/3	-	-	-	1.9	1.5	-	3.4	14.1	640.7	0.7	3.8	7.4	1.5	8.9	-	0.00	75.0 : 75.0%	4.6

2/2+2/1	-	-	-	3.9	1.7	-	5.7	23.0	797.4	0.9	4.1	5.5	1.7	7.3	-	0.00	77.7 : 77.7%	7.1
2/3	-	-	-	1.3	0.6	-	1.9	21.9	268.0	0.8	2.9	3.7	0.6	4.4	-	0.00	56.0%	2.4
3/1	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.0	-	0.0	0.3	0.3	-	0.00	39.8%	0.3
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	26.8%	0.2
4/1	1493	0	0	0.0	1.2	-	1.2	2.8	89.6	0.1	-	1.2	1.2	2.4	-	0.00	70.3%	1.3
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0

C1 - e84039	PRC for Signalled Lanes (%):	28.2	Total Delay for Signalled Lanes (pcuHr):	10.30	Cycle Time (s):	50
C2 - e84042	PRC for Signalled Lanes (%):	15.8	Total Delay for Signalled Lanes (pcuHr):	12.57	Cycle Time (s):	50
	PRC Over All Lanes (%):	15.8	Total Delay Over All Lanes(pcuHr):	27.80		

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	230	331	0	17	578
	B	190	0	11	327	545	1073
	C	501	12	0	692	0	1205
	D	0	271	624	0	598	1493
	E	0	229	0	322	0	551
	Tot.	691	742	966	1341	1160	4900

Traffic Flows, Difference

Difference :

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

Scenario 2: '2037 DM PM' (FG2: '2037 DM PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: J1 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**93.0%**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**93.0%**	**-**
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	10	40	0	-	-	263	1900	1900	418	62.9%	263
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	10	40	0	-	-	293	1900	1900	418	70.1%	293
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	10	40	0	-	-	382	1900	1900	418	91.4%	382
2/1	Right Left	U	N/A	N/A	C1:A		1	27	7	34	-	-	990	1900	1900	1064	93.0%	990
2/2	Right	U	N/A	N/A	C1:A		1	27	7	34	-	-	989	1900	1900	1064	93.0%	989
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	753	1900	1900	1900	39.6%	753
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1217	1900	1900	1900	64.1%	1217
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	382	1900	1900	1900	20.1%	382
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	390	1653	1653	821	47.5%	390
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1432	1900	1900	1900	75.4%	1432
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	382	1900	1900	1900	20.1%	382
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	849	2171	2171	1246	68.2%	849
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	565	Inf	Inf	Inf	0.0%	565

8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	928	Inf	Inf	Inf	0.0%	928
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	580	Inf	Inf	Inf	0.0%	580
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	570	Inf	Inf	Inf	0.0%	570
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.7%**	**-**
1/1	Ahead	U	N/A	N/A	C2:A		1	24	7	31	-	-	536	1900	1900	950	56.4%	536
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	24	7	31	-	-	977	1900:1900	1900	950+289	78.8 : 78.8%	977
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	13	37	0	-	-	772	1900:1900	1900	532+532	72.7 : 72.4%	772
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	13	37	0	-	-	282	1900	1900	532	53.0%	282
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	431	1900	1900	1900	22.7%	431
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	510	1900	1900	1900	26.8%	510
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	1865	2794	2794	2283	81.7%	1865
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	921	Inf	Inf	Inf	0.0%	921
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	705	Inf	Inf	Inf	0.0%	705
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	414	Inf	Inf	Inf	0.0%	414
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	413	Inf	Inf	Inf	0.0%	413

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weight Total Delay (pcuHr
Network: J1 M20Junction 10	**3104**	**0**	**0**	**17.2**	**29.2**	**0.0**	**46.4**	**-**	**6343.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**93.0%**	**58.0**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1239**	**0**	**0**	**10.4**	**22.3**	**0.0**	**32.7**	**-**	**3685.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**93.0%**	**39.5**
1/1	-	-	-	1.3	0.8	-	2.1	29.2	236.7	0.9	2.7	3.3	0.8	4.1	-	0.00	62.9%	2.6
1/2	-	-	-	1.5	1.2	-	2.6	32.1	269.6	0.9	3.0	3.7	1.2	4.9	-	0.00	70.1%	3.1
1/3	-	-	-	2.0	4.3	-	6.3	59.4	366.7	1.0	3.9	5.1	4.3	9.4	-	0.00	91.4%	7.0
2/1	-	-	-	2.6	5.8	-	8.4	30.5	930.7	0.9	4.8	12.9	5.8	18.7	-	0.00	93.0%	10.1
2/2	-	-	-	2.8	5.7	-	8.5	31.1	876.4	0.9	5.6	12.2	5.7	17.9	-	0.00	93.0%	10.1
3/1	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.0	-	0.0	0.3	0.3	-	0.00	39.6%	0.3
3/2	-	-	-	0.0	0.9	-	0.9	2.6	0.0	0.0	-	0.0	0.9	0.9	-	0.00	64.1%	0.9
3/3	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	20.1%	0.1
4/1	390	0	0	0.1	0.5	-	0.6	5.1	93.6	0.2	-	1.3	0.5	1.8	-	0.00	47.5%	0.7
5/1	-	-	-	0.1	1.5	-	1.6	4.0	725.0	0.5	-	0.3	1.5	1.8	1.00	0.00	75.4%	2.9
5/2	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	20.1%	0.1
6/1	849	0	0	0.1	1.1	-	1.1	4.8	186.8	0.2	-	2.6	1.1	3.7	-	0.00	68.2%	1.5
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**1865**	**0**	**0**	**6.8**	**6.9**	**0.0**	**13.7**	**-**	**2657.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.7%**	**18.5**
1/1	-	-	-	0.7	0.6	-	1.3	8.9	422.4	0.8	1.6	5.9	0.6	6.5	-	0.00	56.4%	2.1
1/2+1/3	-	-	-	1.3	1.8	-	3.2	11.6	781.2	0.8	2.4	20.1	1.8	21.9	-	0.00	78.8 : 78.8%	4.6

2/2+2/1	-	-	-	3.5	1.3	-	4.8	22.4	694.8	0.9	3.7	4.8	1.3	6.1	-	0.00	72.7 : 72.4%	6.1
2/3	-	-	-	1.2	0.6	-	1.8	22.4	236.9	0.8	2.7	3.3	0.6	3.9	-	0.00	53.0%	2.2
3/1	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	22.7%	0.1
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	26.8%	0.2
4/1	1865	0	0	0.1	2.2	-	2.3	4.4	522.2	0.3	-	5.7	2.2	7.9	-	0.00	81.7%	3.3
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0

C1 - e84039 PRC for Signalled Lanes (%): -3.4 Total Delay for Signalled Lanes (pcuHr): 27.99 Cycle Time (s): 50
C2 - e84042 PRC for Signalled Lanes (%): 14.2 Total Delay for Signalled Lanes (pcuHr): 11.03 Cycle Time (s): 50
PRC Over All Lanes (%): -3.4 Total Delay Over All Lanes(pcuHr): 46.38

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	175	215	0	0	390
	B	231	0	11	245	362	849
	C	331	17	0	706	0	1054
	D	0	476	924	0	465	1865
	E	3	260	0	675	0	938
	Tot.	565	928	1150	1626	827	5096

Traffic Flows, Difference

Difference :

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

Scenario 3: '2037 DS AM' (FG3: '2037 DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: J1 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.6%**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.6%**	**-**
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	10	23	33	-	-	370	1900	1900	418	88.5%	370
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	10	23	33	-	-	257	1900	1900	418	61.5%	257
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	10	23	33	-	-	91	1900	1900	418	21.8%	91
2/1	Right Left	U	N/A	N/A	C1:A		1	27	40	17	-	-	938	1900	1900	1064	88.2%	938
2/2	Right	U	N/A	N/A	C1:A		1	27	40	17	-	-	943	1900	1900	1064	88.6%	943
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	727	1900	1900	1900	38.3%	727
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1007	1900	1900	1900	53.0%	1007
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	91	1900	1900	1900	4.8%	91
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	492	1653	1653	959	51.3%	492
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1314	1900	1900	1900	69.2%	1314
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	92	1900	1900	1900	4.8%	92
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	1041	2171	2171	1454	71.6%	1041
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	774	Inf	Inf	Inf	0.0%	774

8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	911	Inf	Inf	Inf	0.0%	911
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	558	Inf	Inf	Inf	0.0%	558
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	529	Inf	Inf	Inf	0.0%	529
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**80.2%**	**-**
1/1	Ahead	U	N/A	N/A	C2:A		1	21	40	11	-	-	557	1900	1900	836	66.6%	557
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	21	40	11	-	-	803	1900:1900	1900	836+231	75.2 : 75.2%	803
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	16	17	33	-	-	1035	1900:1900	1900	646+646	80.2 : 80.0%	1035
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	16	17	33	-	-	391	1900	1900	646	60.5%	391
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	785	1900	1900	1900	41.3%	785
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	565	1900	1900	1900	29.7%	565
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	1625	2794	2794	2063	78.8%	1625
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	1074	Inf	Inf	Inf	0.0%	1074
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	362	Inf	Inf	Inf	0.0%	362
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	548	Inf	Inf	Inf	0.0%	548
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	546	Inf	Inf	Inf	0.0%	546

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weight Total Delay (pcuHr)
Network: J1 M20Junction 10	**3158**	**0**	**0**	**18.0**	**23.0**	**0.0**	**40.9**	**-**	**5417.8**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.6%**	**50.9**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1533**	**0**	**0**	**8.9**	**15.3**	**0.0**	**24.3**	**-**	**2487.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.6%**	**28.8**
1/1	-	-	-	1.9	3.4	-	5.3	51.8	355.2	1.0	3.8	4.9	3.4	8.3	-	0.00	88.5%	6.0
1/2	-	-	-	1.3	0.8	-	2.0	28.7	231.3	0.9	2.6	3.2	0.8	4.0	-	0.00	61.5%	2.5
1/3	-	-	-	0.4	0.1	-	0.5	21.5	72.8	0.8	0.9	1.0	0.1	1.2	-	0.00	21.8%	0.7
2/1	-	-	-	2.7	3.5	-	6.2	23.8	899.5	1.0	5.2	12.5	3.5	16.0	-	0.00	88.2%	7.8
2/2	-	-	-	2.5	3.7	-	6.2	23.7	810.3	0.9	5.3	11.3	3.7	14.9	-	0.00	88.6%	7.7
3/1	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.0	-	0.0	0.3	0.3	-	0.00	38.3%	0.3
3/2	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.0	-	0.0	0.6	0.6	-	0.00	53.0%	0.6
3/3	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	4.8%	0.0
4/1	492	0	0	0.1	0.5	-	0.6	4.7	118.1	0.2	-	1.6	0.5	2.2	-	0.00	51.3%	0.9
5/1	-	-	-	0.0	1.1	-	1.1	3.1	0.0	0.0	-	0.0	1.1	1.1	1.00	0.00	69.2%	1.1
5/2	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	4.8%	0.0
6/1	1041	0	0	0.0	1.3	-	1.3	4.3	0.0	0.0	-	0.0	1.3	1.3	-	0.00	71.6%	1.3
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**1625**	**0**	**0**	**9.0**	**7.6**	**0.0**	**16.7**	**-**	**2930.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**80.2%**	**22.0**
1/1	-	-	-	1.1	1.0	-	2.1	13.3	476.3	0.9	2.2	6.6	1.0	7.6	-	0.00	66.6%	2.9
1/2+1/3	-	-	-	2.1	1.5	-	3.6	16.3	617.1	0.8	3.9	7.1	1.5	8.6	-	0.00	75.2 : 75.2%	4.8

2/2+2/1	-	-	-	4.3	2.0	-	6.3	21.9	931.5	0.9	4.5	6.5	2.0	8.5	-	0.00	80.2 : 80.0%	8.0
2/3	-	-	-	1.5	0.8	-	2.3	20.7	320.6	0.8	3.4	4.5	0.8	5.2	-	0.00	60.5%	2.8
3/1	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.0	-	0.0	0.4	0.4	-	0.00	41.3%	0.4
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	29.7%	0.2
4/1	1625	0	0	0.0	1.8	-	1.9	4.2	585.0	0.4	-	4.5	1.8	6.4	-	0.00	78.8%	3.0
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0

C1 - e84039 PRC for Signalled Lanes (%): 1.5 Total Delay for Signalled Lanes (pcuHr): 20.33 Cycle Time (s): 50
C2 - e84042 PRC for Signalled Lanes (%): 12.2 Total Delay for Signalled Lanes (pcuHr): 14.23 Cycle Time (s): 50
PRC Over All Lanes (%): 1.5 Total Delay Over All Lanes(pcuHr): 40.95

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	184	307	0	1	492
	B	175	0	30	300	536	1041
	C	595	43	0	788	0	1426
	D	0	318	750	0	557	1625
	E	4	366	0	348	0	718
	Tot.	774	911	1087	1436	1094	5302

Traffic Flows, Difference

Difference :

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

Scenario 4: '2037 DS PM' (FG4: '2037 DS PM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: J1 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**108.4%**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**108.4%**	**-**
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	9	41	0	-	-	408	1900	1900	380	107.4%	408
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	9	41	0	-	-	355	1900	1900	380	93.4%	355
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	9	41	0	-	-	412	1900	1900	380	108.4%	412
2/1	Right Left	U	N/A	N/A	C1:A		1	28	7	35	-	-	1159	1900	1900	1102	105.2%	1159
2/2	Right	U	N/A	N/A	C1:A		1	28	7	35	-	-	1159	1900	1900	1102	105.2%	1159
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	969	1900	1900	1900	47.6%	905
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1504	1900	1900	1900	76.2%	1447
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	412	1900	1900	1900	20.0%	380
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	276	1653	1653	672	41.1%	276
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1678	1900	1900	1900	85.3%	1621
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	412	1900	1900	1900	20.0%	380
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	766	2171	2171	1150	66.6%	766
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	608	Inf	Inf	Inf	0.0%	586

8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	1071	Inf	Inf	Inf	0.0%	1007
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	689	Inf	Inf	Inf	0.0%	661
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	662	Inf	Inf	Inf	0.0%	634
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**91.7%**	**-**
1/1	Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	588	1900	1900	912	64.5%	588
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	917	1900:1900	1900	912+250	75.4 : 78.9%	885
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	14	36	0	-	-	873	1900:1900	1900	570+570	76.7 : 76.5%	873
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	14	36	0	-	-	357	1900	1900	570	62.6%	357
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	388	1900	1900	1900	20.4%	388
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	554	1900	1900	1900	29.2%	554
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	2082	2794	2794	2271	91.7%	2082
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	1024	Inf	Inf	Inf	0.0%	1024
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	769	Inf	Inf	Inf	0.0%	737
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	354	Inf	Inf	Inf	0.0%	354
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	352	Inf	Inf	Inf	0.0%	352

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weight Total Delay (pcuHr)
Network: J1 M20Junction 10	**3124**	**0**	**0**	**25.4**	**135.1**	**0.0**	**160.5**	**-**	**8111.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**108.4%**	**175.3**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1042**	**0**	**0**	**17.9**	**124.7**	**0.0**	**142.5**	**-**	**4763.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**108.4%**	**151.3**
1/1	-	-	-	3.1	19.3	-	22.4	197.2	408.0	1.0	5.1	6.1	19.3	25.4	-	0.00	107.4%	23.1
1/2	-	-	-	1.9	5.1	-	7.0	70.9	347.9	1.0	3.7	4.8	5.1	9.9	-	0.00	93.4%	7.6
1/3	-	-	-	3.2	20.9	-	24.1	210.8	412.0	1.0	5.2	6.3	20.9	27.2	-	0.00	108.4%	24.9
2/1	-	-	-	4.7	36.4	-	41.1	127.7	1159.0	1.0	6.4	16.9	36.4	53.3	-	0.00	105.2%	43.2
2/2	-	-	-	4.7	36.4	-	41.1	127.7	1159.0	1.0	7.0	16.9	36.4	53.3	-	0.00	105.2%	43.2
3/1	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.0	-	0.0	0.5	0.5	-	0.00	47.6%	0.5
3/2	-	-	-	0.0	1.6	-	1.6	3.9	0.0	0.0	-	0.0	1.6	1.6	-	0.00	76.2%	1.6
3/3	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	20.0%	0.1
4/1	276	0	0	0.1	0.3	-	0.4	5.6	66.2	0.2	-	0.9	0.3	1.3	-	0.00	41.1%	0.6
5/1	-	-	-	0.2	2.9	-	3.1	6.8	1042.8	0.6	-	0.9	2.9	3.7	1.00	0.00	85.3%	5.0
5/2	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	20.0%	0.1
6/1	766	0	0	0.1	1.0	-	1.1	5.0	168.5	0.2	-	2.3	1.0	3.3	-	0.00	66.6%	1.4
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**2082**	**0**	**0**	**7.5**	**10.5**	**0.0**	**18.0**	**-**	**3348.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**91.7%**	**24.1**
1/1	-	-	-	0.7	0.9	-	1.6	9.6	466.9	0.8	1.6	6.5	0.9	7.4	-	0.00	64.5%	2.4
1/2+1/3	-	-	-	1.2	1.6	-	2.8	11.3	622.9	0.7	2.2	19.6	1.6	21.2	-	0.00	75.4 : 78.9%	3.9

2/2+2/1	-	-	-	3.9	1.6	-	5.5	22.6	785.7	0.9	4.0	5.5	1.6	7.1	-	0.00	76.7 : 76.5%	6.9
2/3	-	-	-	1.5	0.8	-	2.3	23.5	307.0	0.9	3.3	4.3	0.8	5.1	-	0.00	62.6%	2.9
3/1	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	20.4%	0.1
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	29.2%	0.2
4/1	2082	0	0	0.3	5.2	-	5.5	9.5	1165.9	0.6	-	8.1	5.2	13.3	-	0.00	91.7%	7.6
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0

C1 - e84039 PRC for Signalled Lanes (%): -20.5 Total Delay for Signalled Lanes (pcuHr): 135.68 Cycle Time (s): 50

C2 - e84042 PRC for Signalled Lanes (%): 14.0 Total Delay for Signalled Lanes (pcuHr): 12.14 Cycle Time (s): 50

PRC Over All Lanes (%): -20.5 Total Delay Over All Lanes(pcuHr): 160.50

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	102	174	0	0	276
	B	204	0	28	235	299	766
	C	400	39	0	791	0	1230
	D	0	526	1149	0	407	2082
	E	4	404	0	767	0	1175
	Tot.	608	1071	1351	1793	706	5529

Traffic Flows, Difference

Difference :

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

Scenario 5: '2044 8.5k DM AM' (FG5: '2044 8.5k DM AM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: J1 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**78.3%**	**-**
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	10	40	0	-	-	239	1900	1900	418	57.2%	239
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	10	40	0	-	-	273	1900	1900	418	65.3%	273
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	10	40	0	-	-	141	1900	1900	418	33.7%	141
2/1	Right Left	U	N/A	N/A	C1:A		1	27	7	34	-	-	833	1900	1900	1064	78.3%	833
2/2	Right	U	N/A	N/A	C1:A		1	27	7	34	-	-	828	1900	1900	1064	77.8%	828
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	534	1900	1900	1900	28.1%	534
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	911	1900	1900	1900	47.9%	911
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	141	1900	1900	1900	7.4%	141
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	591	1653	1653	1085	54.5%	591
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1247	1900	1900	1900	65.6%	1247
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	158	1900	1900	1900	8.3%	158
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	1082	2171	2171	1454	74.4%	1082
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	728	Inf	Inf	Inf	0.0%	728

8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	772	Inf	Inf	Inf	0.0%	772
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	495	Inf	Inf	Inf	0.0%	495
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	487	Inf	Inf	Inf	0.0%	487
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**	**-**
1/1	Ahead	U	N/A	N/A	C2:A		1	22	7	29	-	-	613	1900	1900	874	70.1%	613
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	22	7	29	-	-	892	1900:1900	1900	874+248	79.5 : 79.5%	892
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	15	35	0	-	-	931	1900:1900	1900	608+608	76.8 : 76.3%	931
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	15	35	0	-	-	338	1900	1900	608	55.6%	338
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	759	1900	1900	1900	39.9%	759
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	535	1900	1900	1900	28.2%	535
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	1724	2794	2794	2131	80.9%	1724
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	1077	Inf	Inf	Inf	0.0%	1077
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	403	Inf	Inf	Inf	0.0%	403
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	680	Inf	Inf	Inf	0.0%	680
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	677	Inf	Inf	Inf	0.0%	677

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weight Total Delay (pcuHr
Network: J1 M20Junction 10	**3397**	**0**	**0**	**16.0**	**17.0**	**0.0**	**33.0**	**-**	**5203.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**	**42.6**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1673**	**0**	**0**	**7.3**	**9.1**	**0.0**	**16.4**	**-**	**2276.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**78.3%**	**20.6**
1/1	-	-	-	1.2	0.7	-	1.8	27.4	210.3	0.9	2.5	2.9	0.7	3.6	-	0.00	57.2%	2.2
1/2	-	-	-	1.3	0.9	-	2.3	30.0	245.7	0.9	2.8	3.4	0.9	4.3	-	0.00	65.3%	2.7
1/3	-	-	-	0.6	0.3	-	0.9	22.9	118.4	0.8	1.4	1.6	0.3	1.9	-	0.00	33.7%	1.1
2/1	-	-	-	2.0	1.8	-	3.8	16.2	766.6	0.9	4.4	10.6	1.8	12.4	-	0.00	78.3%	5.2
2/2	-	-	-	2.1	1.7	-	3.8	16.5	653.9	0.8	4.7	9.1	1.7	10.8	-	0.00	77.8%	5.0
3/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	28.1%	0.2
3/2	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.0	-	0.0	0.5	0.5	-	0.00	47.9%	0.5
3/3	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	7.4%	0.0
4/1	591	0	0	0.1	0.6	-	0.7	4.3	130.0	0.2	-	1.8	0.6	2.4	-	0.00	54.5%	0.9
5/1	-	-	-	0.0	1.0	-	1.0	2.7	0.0	0.0	-	0.0	1.0	1.0	1.00	0.00	65.6%	1.0
5/2	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	8.3%	0.0
6/1	1082	0	0	0.0	1.4	-	1.5	4.9	151.5	0.1	-	2.1	1.4	3.5	-	0.00	74.4%	1.7
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**1724**	**0**	**0**	**8.7**	**7.9**	**0.0**	**16.6**	**-**	**2926.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**	**22.0**
1/1	-	-	-	1.2	1.2	-	2.4	13.9	539.0	0.9	2.4	7.5	1.2	8.6	-	0.00	70.1%	3.3
1/2+1/3	-	-	-	2.1	1.9	-	4.1	16.4	695.8	0.8	3.9	8.0	1.9	9.9	-	0.00	79.5 : 79.5%	5.3

2/2+2/1	-	-	-	4.0	1.6	-	5.6	21.6	828.6	0.9	4.2	5.8	1.6	7.5	-	0.00	76.8 : 76.3%	7.1
2/3	-	-	-	1.3	0.6	-	1.9	20.7	277.2	0.8	3.0	3.8	0.6	4.5	-	0.00	55.6%	2.5
3/1	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.0	-	0.0	0.3	0.3	-	0.00	39.9%	0.3
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	28.2%	0.2
4/1	1724	0	0	0.1	2.1	-	2.2	4.5	586.2	0.3	-	5.7	2.1	7.8	-	0.00	80.9%	3.2
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0

C1 - e84039 PRC for Signalled Lanes (%): 15.0 Total Delay for Signalled Lanes (pcuHr): 12.54 Cycle Time (s): 50
C2 - e84042 PRC for Signalled Lanes (%): 13.2 Total Delay for Signalled Lanes (pcuHr): 13.94 Cycle Time (s): 50
PRC Over All Lanes (%): 11.2 Total Delay Over All Lanes(pcuHr): 33.03

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	238	336	0	17	591
	B	197	0	8	340	537	1082
	C	531	12	0	726	0	1269
	D	0	283	638	0	803	1724
	E	0	239	0	414	0	653
	Tot.	728	772	982	1480	1357	5319

Traffic Flows, Difference

Difference :

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

Scenario 6: '2044 8.5k DM PM' (FG6: '2044 8.5k DM PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: J1 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.5%**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.5%**	**-**
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	12	48	0	-	-	282	1900	1900	412	68.5%	282
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	12	48	0	-	-	388	1900	1900	412	94.3%	388
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	12	48	0	-	-	389	1900	1900	412	94.5%	389
2/1	Right Left	U	N/A	N/A	C1:A		1	35	7	42	-	-	1052	1900	1900	1140	92.3%	1052
2/2	Right	U	N/A	N/A	C1:A		1	35	7	42	-	-	1052	1900	1900	1140	92.3%	1052
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	816	1900	1900	1900	42.9%	816
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1375	1900	1900	1900	72.4%	1375
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	389	1900	1900	1900	20.5%	389
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	358	1653	1653	740	48.4%	358
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1572	1900	1900	1900	82.7%	1572
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	389	1900	1900	1900	20.5%	389
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	847	2171	2171	1171	72.4%	847
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	583	Inf	Inf	Inf	0.0%	583

8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	977	Inf	Inf	Inf	0.0%	977
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	602	Inf	Inf	Inf	0.0%	602
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	593	Inf	Inf	Inf	0.0%	593
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.0%**	**-**
1/1	Ahead	U	N/A	N/A	C2:A		1	24	7	31	-	-	635	1900	1900	950	66.8%	635
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	24	7	31	-	-	978	1900:1900	1900	950+297	78.4 : 78.4%	978
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	13	37	0	-	-	803	1900:1900	1900	532+532	75.4 : 75.6%	803
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	13	37	0	-	-	287	1900	1900	532	53.9%	287
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	426	1900	1900	1900	22.4%	426
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	520	1900	1900	1900	27.4%	520
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	2032	2794	2794	2284	89.0%	2032
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	1037	Inf	Inf	Inf	0.0%	1037
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	720	Inf	Inf	Inf	0.0%	720
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	438	Inf	Inf	Inf	0.0%	438
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	436	Inf	Inf	Inf	0.0%	436

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weight Total Delay (pcuHr)
Network: J1 M20Junction 10	**3237**	**0**	**0**	**22.6**	**38.2**	**0.0**	**60.8**	**-**	**7216.8**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.5%**	**74.0**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1205**	**0**	**0**	**13.4**	**29.1**	**0.0**	**42.5**	**-**	**4066.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.5%**	**49.9**
1/1	-	-	-	1.7	1.1	-	2.8	35.3	258.5	0.9	3.5	4.3	1.1	5.4	-	0.00	68.5%	3.2
1/2	-	-	-	2.5	5.6	-	8.1	74.8	381.5	1.0	4.9	6.4	5.6	11.9	-	0.00	94.3%	8.8
1/3	-	-	-	2.5	5.7	-	8.2	76.0	382.5	1.0	4.9	6.4	5.7	12.1	-	0.00	94.5%	8.9
2/1	-	-	-	3.1	5.3	-	8.5	29.0	929.3	0.9	6.4	15.5	5.3	20.8	-	0.00	92.3%	10.2
2/2	-	-	-	3.1	5.3	-	8.5	29.0	929.3	0.9	6.4	15.5	5.3	20.8	-	0.00	92.3%	10.2
3/1	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	42.9%	0.4
3/2	-	-	-	0.0	1.3	-	1.3	3.4	0.0	0.0	-	0.0	1.3	1.3	-	0.00	72.4%	1.3
3/3	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	20.5%	0.1
4/1	358	0	0	0.1	0.5	-	0.6	6.2	95.5	0.3	-	1.6	0.5	2.1	-	0.00	48.4%	0.8
5/1	-	-	-	0.1	2.4	-	2.5	5.6	849.8	0.5	-	0.4	2.4	2.8	1.00	0.00	82.7%	4.0
5/2	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	20.5%	0.1
6/1	847	0	0	0.2	1.3	-	1.5	6.3	240.0	0.3	-	4.0	1.3	5.3	-	0.00	72.4%	1.9
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**2032**	**0**	**0**	**9.2**	**9.1**	**0.0**	**18.3**	**-**	**3150.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.0%**	**24.1**
1/1	-	-	-	1.7	1.0	-	2.7	15.1	469.9	0.7	4.1	6.5	1.0	7.5	-	0.00	66.8%	3.5
1/2+1/3	-	-	-	2.6	1.8	-	4.4	16.1	741.4	0.8	4.8	8.5	1.8	10.3	-	0.00	78.4 : 78.4%	5.7

2/2+2/1	-	-	-	3.7	1.5	-	5.2	23.3	722.7	0.9	3.8	5.0	1.5	6.5	-	0.00	75.4 : 75.6%	6.5
2/3	-	-	-	1.2	0.6	-	1.8	22.6	241.1	0.8	2.7	3.3	0.6	3.9	-	0.00	53.9%	2.2
3/1	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	22.4%	0.1
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	27.4%	0.2
4/1	2032	0	0	0.1	3.9	-	4.0	7.1	975.4	0.5	-	8.5	3.9	12.4	-	0.00	89.0%	5.8
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0

C1 - e84039 PRC for Signalled Lanes (%): -5.0 Total Delay for Signalled Lanes (pcuHr): 35.99 Cycle Time (s): 60
C2 - e84042 PRC for Signalled Lanes (%): 14.8 Total Delay for Signalled Lanes (pcuHr): 14.03 Cycle Time (s): 50
PRC Over All Lanes (%): -5.0 Total Delay Over All Lanes(pcuHr): 60.82

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	161	197	0	0	358
	B	234	0	11	249	353	847
	C	342	17	0	731	0	1090
	D	0	524	987	0	521	2032
	E	7	275	0	777	0	1059
	Tot.	583	977	1195	1757	874	5386

Traffic Flows, Difference

Difference :

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

Scenario 7: '2044 8.5k DS AM' (FG7: '2044 8.5k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: J1 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.7%**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.7%**	**-**
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	17	26	43	-	-	409	1900	1900	475	86.1%	409
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	17	26	43	-	-	228	1900	1900	475	48.0%	228
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	17	26	43	-	-	113	1900	1900	475	23.8%	113
2/1	Right Left	U	N/A	N/A	C1:A		1	42	50	20	-	-	1029	1900	1900	1135	90.7%	1029
2/2	Right	U	N/A	N/A	C1:A		1	42	50	20	-	-	1029	1900	1900	1135	90.7%	1029
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	825	1900	1900	1900	43.4%	825
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1035	1900	1900	1900	54.5%	1035
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	113	1900	1900	1900	5.9%	113
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	497	1653	1653	914	54.4%	497
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1340	1900	1900	1900	70.5%	1340
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	114	1900	1900	1900	6.0%	114
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	1186	2171	2171	1429	83.0%	1186
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	835	Inf	Inf	Inf	0.0%	835

8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	1016	Inf	Inf	Inf	0.0%	1016
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	589	Inf	Inf	Inf	0.0%	589
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	557	Inf	Inf	Inf	0.0%	557
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**85.6%**	**-**
1/1	Ahead	U	N/A	N/A	C2:A		1	23	50	20	-	-	572	1900	1900	860	66.5%	572
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	23	50	20	-	-	922	1900:1900	1900	860+246	83.3 : 83.3%	922
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	17	26	43	-	-	1072	1900:1900	1900	645+645	83.1 : 83.1%	1072
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	17	26	43	-	-	440	1900	1900	645	68.2%	440
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	851	1900	1900	1900	44.8%	851
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	645	1900	1900	1900	33.9%	645
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	1689	2794	2794	1974	85.6%	1689
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	1108	Inf	Inf	Inf	0.0%	1108
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	402	Inf	Inf	Inf	0.0%	402
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	564	Inf	Inf	Inf	0.0%	564
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	563	Inf	Inf	Inf	0.0%	563

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weight Total Delay (pcuHr)
Network: J1 M20Junction 10	**3372**	**0**	**0**	**24.1**	**28.1**	**0.0**	**52.3**	**-**	**6272.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.7%**	**63.7**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1683**	**0**	**0**	**12.5**	**17.7**	**0.0**	**30.2**	**-**	**2751.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.7%**	**35.2**
1/1	-	-	-	2.9	2.9	-	5.8	50.9	386.3	0.9	5.9	7.7	2.9	10.6	-	0.00	86.1%	6.5
1/2	-	-	-	1.5	0.5	-	1.9	30.3	193.2	0.8	3.3	3.9	0.5	4.3	-	0.00	48.0%	2.3
1/3	-	-	-	0.7	0.2	-	0.8	26.5	89.5	0.8	1.6	1.8	0.2	1.9	-	0.00	23.8%	1.0
2/1	-	-	-	3.6	4.5	-	8.1	28.4	900.4	0.9	7.7	18.0	4.5	22.5	-	0.00	90.7%	9.8
2/2	-	-	-	3.6	4.5	-	8.1	28.4	900.4	0.9	7.7	18.0	4.5	22.5	-	0.00	90.7%	9.8
3/1	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	43.4%	0.4
3/2	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.0	-	0.0	0.6	0.6	-	0.00	54.5%	0.6
3/3	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	5.9%	0.0
4/1	497	0	0	0.1	0.6	-	0.7	5.3	117.3	0.2	-	2.3	0.6	2.9	-	0.00	54.4%	1.0
5/1	-	-	-	0.0	1.2	-	1.2	3.2	0.0	0.0	-	0.0	1.2	1.2	1.00	0.00	70.5%	1.2
5/2	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	6.0%	0.0
6/1	1186	0	0	0.0	2.4	-	2.4	7.4	164.7	0.1	-	3.3	2.4	5.7	-	0.00	83.0%	2.7
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**1689**	**0**	**0**	**11.6**	**10.5**	**0.0**	**22.1**	**-**	**3520.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**85.6%**	**28.5**
1/1	-	-	-	1.8	1.0	-	2.8	17.6	442.5	0.8	4.3	6.5	1.0	7.5	-	0.00	66.5%	3.6
1/2+1/3	-	-	-	3.0	2.4	-	5.5	21.4	746.1	0.8	5.4	9.2	2.4	11.6	-	0.00	83.3 : 83.3%	6.8

2/2+2/1	-	-	-	4.8	2.4	-	7.2	24.2	970.9	0.9	4.9	7.1	2.4	9.5	-	0.00	83.1 : 83.1%	9.0
2/3	-	-	-	1.8	1.1	-	2.9	23.7	373.6	0.8	4.0	5.5	1.1	6.6	-	0.00	68.2%	3.6
3/1	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	44.8%	0.4
3/2	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.0	-	0.0	0.3	0.3	-	0.00	33.9%	0.3
4/1	1689	0	0	0.1	2.9	-	3.0	6.5	987.9	0.6	-	8.0	2.9	10.9	-	0.00	85.6%	4.8
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0

C1 - e84039 PRC for Signalled Lanes (%): -0.8 Total Delay for Signalled Lanes (pcuHr): 24.79 Cycle Time (s): 72
C2 - e84042 PRC for Signalled Lanes (%): 8.0 Total Delay for Signalled Lanes (pcuHr): 18.37 Cycle Time (s): 53
PRC Over All Lanes (%): -0.8 Total Delay Over All Lanes(pcuHr): 52.25

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	191	305	0	1	497
	B	206	0	34	344	602	1186
	C	625	62	0	825	0	1512
	D	0	358	807	0	524	1689
	E	4	405	0	341	0	750
	Tot.	835	1016	1146	1510	1127	5634

Traffic Flows, Difference

Difference :

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

Scenario 8: '2044 8.5k DS PM' (FG8: '2044 8.5k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: J1 M20Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**108.3%**	-
J1: M20 Junction 10 / M20 EB Offslip (e84039)	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**108.3%**	-
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	16	56	0	-	-	486	1900	1900	449	108.3%	486
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	16	56	0	-	-	385	1900	1900	449	85.8%	385
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	16	56	0	-	-	359	1900	1900	449	80.0%	359
2/1	Right Left	U	N/A	N/A	C1:A		1	43	7	50	-	-	1262	1900	1900	1161	107.9%	1253
2/2	Right	U	N/A	N/A	C1:A		1	43	7	50	-	-	1273	1900	1900	1161	107.8%	1252
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1180	1900	1900	1900	56.9%	1082
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1569	1900	1900	1900	77.1%	1465
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	359	1900	1900	1900	18.9%	359
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	255	1653	1653	606	42.1%	255
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1723	1900	1900	1900	85.2%	1619
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	359	1900	1900	1900	18.9%	359
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	890	2171	2171	1162	76.6%	890
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	657	Inf	Inf	Inf	0.0%	609

8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	1281	Inf	Inf	Inf	0.0%	1183
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	708	Inf	Inf	Inf	0.0%	656
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	669	Inf	Inf	Inf	0.0%	617
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.7%**	**-**
1/1	Ahead	U	N/A	N/A	C2:A		1	24	7	31	-	-	658	1900	1900	950	69.3%	658
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	24	7	31	-	-	937	1900:1900	1900	950+122	87.4 : 87.4%	937
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	13	37	0	-	-	918	1900:1900	1900	532+532	86.3 : 86.3%	918
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	13	37	0	-	-	371	1900	1900	532	69.7%	371
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	564	1900	1900	1900	29.7%	564
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	478	1900	1900	1900	25.2%	478
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	2235	2794	2794	2198	101.7%	2235
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	1117	Inf	Inf	Inf	0.0%	1117
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	725	Inf	Inf	Inf	0.0%	725
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	371	Inf	Inf	Inf	0.0%	368
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	371	Inf	Inf	Inf	0.0%	368

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weight Total Delay (pcuHr)
Network: J1 M20Junction 10	**3343**	**0**	**0**	**38.9**	**182.8**	**0.0**	**221.7**	**-**	**9602.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**108.3%**	**239.2**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1145**	**0**	**0**	**26.6**	**139.3**	**0.0**	**165.9**	**-**	**4891.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**108.3%**	**174.8**
1/1	-	-	-	5.3	23.8	-	29.1	215.3	486.0	1.0	8.7	10.8	23.8	34.6	-	0.00	108.3%	30.0
1/2	-	-	-	2.8	2.8	-	5.6	52.4	363.6	0.9	5.7	7.3	2.8	10.1	-	0.00	85.8%	6.3
1/3	-	-	-	2.6	1.9	-	4.5	45.2	334.1	0.9	5.3	6.7	1.9	8.6	-	0.00	80.0%	5.1
2/1	-	-	-	7.8	51.8	-	59.6	171.2	1252.6	1.0	10.9	26.9	51.8	78.7	-	0.00	107.9%	61.9
2/2	-	-	-	7.7	51.6	-	59.3	170.6	1252.2	1.0	10.9	26.9	51.6	78.5	-	0.00	107.8%	61.6
3/1	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.0	-	0.0	0.7	0.7	-	0.00	56.9%	0.7
3/2	-	-	-	0.0	1.7	-	1.7	4.1	0.0	0.0	-	0.0	1.7	1.7	-	0.00	77.1%	1.7
3/3	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	18.9%	0.1
4/1	255	0	0	0.1	0.4	-	0.5	7.0	63.8	0.3	-	1.3	0.4	1.6	-	0.00	42.1%	0.6
5/1	-	-	-	0.0	2.8	-	2.9	6.4	892.1	0.6	-	0.2	2.8	3.0	1.00	0.00	85.2%	4.5
5/2	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	18.9%	0.1
6/1	890	0	0	0.2	1.6	-	1.9	7.5	247.2	0.3	-	4.9	1.6	6.6	-	0.00	76.6%	2.3
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**2198**	**0**	**0**	**12.3**	**43.5**	**0.0**	**55.8**	**-**	**4710.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.7%**	**64.4**
1/1	-	-	-	1.7	1.1	-	2.9	15.7	500.1	0.8	4.2	6.9	1.1	8.1	-	0.00	69.3%	3.8
1/2+1/3	-	-	-	2.8	3.3	-	6.1	23.3	786.0	0.8	5.3	10.1	3.3	13.4	-	0.00	87.4 : 87.4%	7.5

2/2+2/1	-	-	-	4.4	3.0	-	7.4	28.9	862.9	0.9	4.3	6.0	3.0	9.0	-	0.00	86.3 : 86.3%	9.0
2/3	-	-	-	1.7	1.1	-	2.8	27.1	326.5	0.9	3.5	4.5	1.1	5.7	-	0.00	69.7%	3.4
3/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	29.7%	0.2
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	25.2%	0.2
4/1	2198	0	0	1.8	34.5	-	36.3	58.5	2235.0	1.0	-	93.1	34.5	127.7	-	0.00	101.7%	40.4
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0

C1 - e84039 PRC for Signalled Lanes (%): -20.4 Total Delay for Signalled Lanes (pcuHr): 158.07 Cycle Time (s): 72
C2 - e84042 PRC for Signalled Lanes (%): 3.0 Total Delay for Signalled Lanes (pcuHr): 19.10 Cycle Time (s): 50
PRC Over All Lanes (%): -20.4 Total Delay Over All Lanes(pcuHr): 221.66

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	101	154	0	0	255
	B	234	0	39	273	344	890
	C	412	52	0	825	0	1289
	D	0	653	1184	0	398	2235
	E	11	475	0	744	0	1230
	Tot.	657	1281	1377	1842	742	5899

Traffic Flows, Difference

Difference :

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

Scenario 9: '2044 10k DM AM' (FG9: '2044 10k DM AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: J1 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.3%**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**76.1%**	**-**
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	9	41	0	-	-	241	1900	1900	380	63.4%	241
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	9	41	0	-	-	271	1900	1900	380	71.3%	271
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	9	41	0	-	-	195	1900	1900	380	51.3%	195
2/1	Right Left	U	N/A	N/A	C1:A		1	28	7	35	-	-	839	1900	1900	1102	76.1%	839
2/2	Right	U	N/A	N/A	C1:A		1	28	7	35	-	-	835	1900	1900	1102	75.8%	835
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	543	1900	1900	1900	28.6%	543
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	924	1900	1900	1900	48.6%	924
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	195	1900	1900	1900	10.3%	195
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	571	1653	1653	1074	53.2%	571
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1248	1900	1900	1900	65.7%	1248
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	212	1900	1900	1900	11.2%	212
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	1071	2171	2171	1426	75.1%	1071
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	719	Inf	Inf	Inf	0.0%	719

8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	773	Inf	Inf	Inf	0.0%	773
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	496	Inf	Inf	Inf	0.0%	496
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	489	Inf	Inf	Inf	0.0%	489
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.3%**	**-**
1/1	Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	609	1900	1900	912	66.8%	609
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	23	7	30	-	-	937	1900:1900	1900	912+241	81.3 : 81.3%	937
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	14	36	0	-	-	910	1900:1900	1900	570+570	79.8 : 79.8%	910
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	14	36	0	-	-	338	1900	1900	570	59.3%	338
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	741	1900	1900	1900	39.0%	741
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	534	1900	1900	1900	28.1%	534
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	1720	2794	2794	2137	80.5%	1720
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	1064	Inf	Inf	Inf	0.0%	1064
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	455	Inf	Inf	Inf	0.0%	455
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	662	Inf	Inf	Inf	0.0%	662
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	659	Inf	Inf	Inf	0.0%	659

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weight Total Delay (pcuHr)
Network: J1 M20Junction 10	**3362**	**0**	**0**	**16.0**	**17.9**	**0.0**	**33.9**	**-**	**5361.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.3%**	**43.7**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1642**	**0**	**0**	**7.5**	**9.5**	**0.0**	**17.0**	**-**	**2366.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**76.1%**	**21.3**
1/1	-	-	-	1.2	0.9	-	2.1	31.1	216.9	0.9	2.5	3.0	0.9	3.9	-	0.00	63.4%	2.5
1/2	-	-	-	1.4	1.2	-	2.6	34.8	249.3	0.9	2.9	3.5	1.2	4.7	-	0.00	71.3%	3.1
1/3	-	-	-	1.0	0.5	-	1.5	27.5	171.6	0.9	2.1	2.4	0.5	2.9	-	0.00	51.3%	1.8
2/1	-	-	-	1.8	1.6	-	3.4	14.7	765.7	0.9	3.8	10.6	1.6	12.2	-	0.00	76.1%	4.8
2/2	-	-	-	1.9	1.5	-	3.4	14.7	623.1	0.7	4.5	8.7	1.5	10.2	-	0.00	75.8%	4.6
3/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	28.6%	0.2
3/2	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.0	-	0.0	0.5	0.5	-	0.00	48.6%	0.5
3/3	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.0	-	0.0	0.1	0.1	-	0.00	10.3%	0.1
4/1	571	0	0	0.1	0.6	-	0.7	4.2	125.6	0.2	-	1.7	0.6	2.3	-	0.00	53.2%	0.9
5/1	-	-	-	0.0	1.0	-	1.0	2.8	0.0	0.0	-	0.0	1.0	1.0	1.00	0.00	65.7%	1.0
5/2	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.0	-	0.0	0.1	0.1	-	0.00	11.2%	0.1
6/1	1071	0	0	0.1	1.5	-	1.5	5.2	214.2	0.2	-	3.0	1.5	4.5	-	0.00	75.1%	1.9
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**1720**	**0**	**0**	**8.5**	**8.3**	**0.0**	**16.9**	**-**	**2994.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.3%**	**22.3**
1/1	-	-	-	1.0	1.0	-	2.0	12.0	509.8	0.8	2.3	7.1	1.0	8.1	-	0.00	66.8%	3.0
1/2+1/3	-	-	-	1.9	2.1	-	4.1	15.6	778.9	0.8	3.7	17.5	2.1	19.6	-	0.00	81.3 : 81.3%	5.5

2/2+2/1	-	-	-	4.1	1.9	-	6.0	23.8	837.2	0.9	4.2	5.8	1.9	7.8	-	0.00	79.8 : 79.8%	7.5
2/3	-	-	-	1.4	0.7	-	2.1	22.6	283.9	0.8	3.1	3.9	0.7	4.7	-	0.00	59.3%	2.6
3/1	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.0	-	0.0	0.3	0.3	-	0.00	39.0%	0.3
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	28.1%	0.2
4/1	1720	0	0	0.1	2.0	-	2.1	4.4	584.8	0.3	-	5.7	2.0	7.8	-	0.00	80.5%	3.2
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0

C1 - e84039 PRC for Signalled Lanes (%): 18.2 Total Delay for Signalled Lanes (pcuHr): 13.03 Cycle Time (s): 50
C2 - e84042 PRC for Signalled Lanes (%): 10.8 Total Delay for Signalled Lanes (pcuHr): 14.24 Cycle Time (s): 50
PRC Over All Lanes (%): 10.8 Total Delay Over All Lanes(pcuHr): 33.86

Traffic Flows, Desired
Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	230	324	0	17	571
	B	196	0	8	338	529	1071
	C	523	10	0	715	0	1248
	D	0	292	653	0	775	1720
	E	0	241	0	466	0	707
	Tot.	719	773	985	1519	1321	5317

Traffic Flows, Difference
Difference :

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

Scenario 10: '2044 10k DM PM' (FG10: '2044 10k DM PM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: J1 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**98.3%**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**98.3%**	**-**
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	10	40	0	-	-	281	1900	1900	418	67.2%	281
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	10	40	0	-	-	336	1900	1900	418	80.4%	336
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	10	40	0	-	-	411	1900	1900	418	98.3%	411
2/1	Right Left	U	N/A	N/A	C1:A		1	27	7	34	-	-	1041	1900	1900	1064	97.8%	1041
2/2	Right	U	N/A	N/A	C1:A		1	27	7	34	-	-	1039	1900	1900	1064	97.7%	1039
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	809	1900	1900	1900	42.6%	809
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1305	1900	1900	1900	68.7%	1305
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	411	1900	1900	1900	21.6%	411
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	362	1653	1653	754	48.0%	362
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1503	1900	1900	1900	79.1%	1503
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	411	1900	1900	1900	21.6%	411
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	850	2171	2171	1195	71.1%	850
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	583	Inf	Inf	Inf	0.0%	583

8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	973	Inf	Inf	Inf	0.0%	973
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	593	Inf	Inf	Inf	0.0%	593
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	584	Inf	Inf	Inf	0.0%	584
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.9%**	**-**
1/1	Ahead	U	N/A	N/A	C2:A		1	24	7	31	-	-	585	1900	1900	950	61.6%	585
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	24	7	31	-	-	1002	1900:1900	1900	950+289	80.8 : 80.8%	1002
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	13	37	0	-	-	780	1900:1900	1900	532+532	73.3 : 73.3%	780
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	13	37	0	-	-	305	1900	1900	532	57.3%	305
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	407	1900	1900	1900	21.4%	407
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	539	1900	1900	1900	28.4%	539
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	2010	2794	2794	2286	87.9%	2010
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	975	Inf	Inf	Inf	0.0%	975
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	751	Inf	Inf	Inf	0.0%	751
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	439	Inf	Inf	Inf	0.0%	439
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	437	Inf	Inf	Inf	0.0%	437

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weight Total Delay (pcuHr
Network: J1 M20Junction 10	**3222**	**0**	**0**	**18.9**	**48.0**	**0.0**	**66.9**	**-**	**7181.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**98.3%**	**80.1**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1212**	**0**	**0**	**11.8**	**39.2**	**0.0**	**51.1**	**-**	**4130.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**98.3%**	**58.6**
1/1	-	-	-	1.4	1.0	-	2.4	30.8	252.9	0.9	2.9	3.5	1.0	4.5	-	0.00	67.2%	2.9
1/2	-	-	-	1.7	2.0	-	3.7	39.4	315.8	0.9	3.5	4.4	2.0	6.3	-	0.00	80.4%	4.3
1/3	-	-	-	2.2	8.5	-	10.8	94.2	402.8	1.0	4.2	5.6	8.5	14.1	-	0.00	98.3%	11.5
2/1	-	-	-	3.0	11.4	-	14.3	49.6	1026.2	1.0	5.1	14.3	11.4	25.6	-	0.00	97.8%	16.2
2/2	-	-	-	3.3	11.0	-	14.3	49.5	991.1	1.0	6.0	13.8	11.0	24.8	-	0.00	97.7%	16.1
3/1	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.0	-	0.0	0.4	0.4	-	0.00	42.6%	0.4
3/2	-	-	-	0.0	1.1	-	1.1	3.0	0.0	0.0	-	0.0	1.1	1.1	-	0.00	68.7%	1.1
3/3	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	21.6%	0.1
4/1	362	0	0	0.1	0.5	-	0.6	5.7	94.1	0.3	-	1.3	0.5	1.8	-	0.00	48.0%	0.7
5/1	-	-	-	0.1	1.9	-	1.9	4.6	826.6	0.5	-	0.3	1.9	2.2	1.00	0.00	79.1%	3.4
5/2	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	21.6%	0.1
6/1	850	0	0	0.1	1.2	-	1.3	5.6	221.0	0.3	-	3.1	1.2	4.3	-	0.00	71.1%	1.7
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**2010**	**0**	**0**	**7.1**	**8.8**	**0.0**	**15.9**	**-**	**3050.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.9%**	**21.4**
1/1	-	-	-	0.7	0.8	-	1.5	9.4	470.3	0.8	1.6	6.5	0.8	7.3	-	0.00	61.6%	2.4
1/2+1/3	-	-	-	1.3	2.1	-	3.4	12.2	778.2	0.8	2.3	20.2	2.1	22.3	-	0.00	80.8 : 80.8%	4.8

2/2+2/1	-	-	-	3.5	1.4	-	4.9	22.6	702.0	0.9	3.7	4.9	1.4	6.2	-	0.00	73.3 : 73.3%	6.2
2/3	-	-	-	1.3	0.7	-	2.0	23.3	256.2	0.8	2.9	3.6	0.7	4.2	-	0.00	57.3%	2.4
3/1	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	21.4%	0.1
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	28.4%	0.2
4/1	2010	0	0	0.2	3.6	-	3.7	6.7	844.2	0.4	-	7.8	3.6	11.4	-	0.00	87.9%	5.3
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0

C1 - e84039 PRC for Signalled Lanes (%): -9.3 Total Delay for Signalled Lanes (pcuHr): 45.48 Cycle Time (s): 50
C2 - e84042 PRC for Signalled Lanes (%): 11.3 Total Delay for Signalled Lanes (pcuHr): 11.79 Cycle Time (s): 50
PRC Over All Lanes (%): -9.3 Total Delay Over All Lanes(pcuHr): 66.91

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	164	198	0	0	362
	B	236	0	10	251	353	850
	C	340	17	0	728	0	1085
	D	0	518	969	0	523	2010
	E	7	274	0	747	0	1028
	Tot.	583	973	1177	1726	876	5335

Traffic Flows, Difference

Difference :

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

Scenario 11: '2044 10k DS AM' (FG11: '2044 10k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: J1 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.0%**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.0%**	**-**
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	10	40	0	-	-	414	1900	1900	418	99.0%	414
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	10	40	0	-	-	205	1900	1900	418	49.0%	205
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	10	40	0	-	-	137	1900	1900	418	32.8%	137
2/1	Right Left	U	N/A	N/A	C1:A		1	27	7	34	-	-	1039	1900	1900	1064	97.7%	1039
2/2	Right	U	N/A	N/A	C1:A		1	27	7	34	-	-	1039	1900	1900	1064	97.7%	1039
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	841	1900	1900	1900	44.3%	841
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1022	1900	1900	1900	53.8%	1022
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	137	1900	1900	1900	7.2%	137
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	480	1653	1653	902	53.2%	480
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1316	1900	1900	1900	69.3%	1316
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	138	1900	1900	1900	7.3%	138
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	1214	2171	2171	1429	84.9%	1214
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	834	Inf	Inf	Inf	0.0%	834

8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	1026	Inf	Inf	Inf	0.0%	1026
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	590	Inf	Inf	Inf	0.0%	590
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	556	Inf	Inf	Inf	0.0%	556
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.9%**	**-**
1/1	Ahead	U	N/A	N/A	C2:A		1	22	7	29	-	-	563	1900	1900	874	64.4%	563
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	22	7	29	-	-	959	1900:1900	1900	874+235	86.5 : 86.5%	959
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	15	35	0	-	-	1041	1900:1900	1900	608+608	85.7 : 85.5%	1041
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	15	35	0	-	-	449	1900	1900	608	73.8%	449
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	847	1900	1900	1900	44.6%	847
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	652	1900	1900	1900	34.3%	652
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	1713	2794	2794	1971	86.9%	1713
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	1083	Inf	Inf	Inf	0.0%	1083
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	430	Inf	Inf	Inf	0.0%	430
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	568	Inf	Inf	Inf	0.0%	568
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	566	Inf	Inf	Inf	0.0%	566

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weight Total Delay (pcuHr)
Network: J1 M20Junction 10	**3407**	**0**	**0**	**20.7**	**49.7**	**0.0**	**70.4**	**-**	**6731.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.0%**	**82.7**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1694**	**0**	**0**	**10.3**	**37.5**	**0.0**	**47.9**	**-**	**3034.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.0%**	**53.4**
1/1	-	-	-	2.2	9.2	-	11.5	99.6	405.7	1.0	4.3	5.6	9.2	14.9	-	0.00	99.0%	12.2
1/2	-	-	-	1.0	0.5	-	1.5	25.5	176.3	0.9	2.1	2.4	0.5	2.9	-	0.00	49.0%	1.8
1/3	-	-	-	0.6	0.2	-	0.9	22.8	115.1	0.8	1.4	1.6	0.2	1.8	-	0.00	32.8%	1.1
2/1	-	-	-	3.1	11.0	-	14.2	49.0	1030.2	1.0	4.8	14.3	11.0	25.3	-	0.00	97.7%	16.0
2/2	-	-	-	3.3	11.0	-	14.3	49.6	997.3	1.0	6.0	13.9	11.0	24.9	-	0.00	97.7%	16.1
3/1	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	44.3%	0.4
3/2	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.0	-	0.0	0.6	0.6	-	0.00	53.8%	0.6
3/3	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	7.2%	0.0
4/1	480	0	0	0.1	0.6	-	0.7	4.9	115.2	0.2	-	1.6	0.6	2.2	-	0.00	53.2%	0.9
5/1	-	-	-	0.0	1.1	-	1.1	3.1	0.0	0.0	-	0.0	1.1	1.1	1.00	0.00	69.3%	1.1
5/2	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	7.3%	0.0
6/1	1214	0	0	0.0	2.7	-	2.8	8.2	194.2	0.2	-	2.7	2.7	5.4	-	0.00	84.9%	3.1
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**1713**	**0**	**0**	**10.4**	**12.1**	**0.0**	**22.5**	**-**	**3697.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.9%**	**29.3**
1/1	-	-	-	1.2	0.9	-	2.1	13.2	469.2	0.8	2.5	6.5	0.9	7.4	-	0.00	64.4%	2.9
1/2+1/3	-	-	-	2.5	3.1	-	5.6	20.9	847.3	0.9	4.3	17.4	3.1	20.5	-	0.00	86.5 : 86.5%	7.1

2/2+2/1	-	-	-	4.6	2.9	-	7.5	25.9	957.7	0.9	4.6	6.7	2.9	9.5	-	0.00	85.7 : 85.5%	9.2
2/3	-	-	-	1.9	1.4	-	3.3	26.3	395.1	0.9	4.0	5.5	1.4	6.9	-	0.00	73.8%	4.0
3/1	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.0	-	0.0	0.4	0.4	-	0.00	44.6%	0.4
3/2	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.0	-	0.0	0.3	0.3	-	0.00	34.3%	0.3
4/1	1713	0	0	0.2	3.2	-	3.4	7.2	1027.8	0.6	-	8.1	3.2	11.3	-	0.00	86.9%	5.3
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0

C1 - e84039 PRC for Signalled Lanes (%): -10.0 Total Delay for Signalled Lanes (pcuHr): 42.25 Cycle Time (s): 50
C2 - e84042 PRC for Signalled Lanes (%): 4.0 Total Delay for Signalled Lanes (pcuHr): 18.40 Cycle Time (s): 50
PRC Over All Lanes (%): -10.0 Total Delay Over All Lanes(pcuHr): 70.36

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	185	294	0	1	480
	B	213	0	35	358	608	1214
	C	617	60	0	813	0	1490
	D	0	371	817	0	525	1713
	E	4	410	0	342	0	756
	Tot.	834	1026	1146	1513	1134	5653

Traffic Flows, Difference

Difference :

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

Scenario 12: '2044 10k DS PM' (FG12: '2044 10k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arrivin (pcu)
Network: J1 M20Junction 10	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**118.2%**	**-**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**118.2%**	**-**
1/1	M20 EB Off-Slip Ahead U-Turn	U	N/A	N/A	C1:B		1	10	40	0	-	-	494	1900	1900	418	118.2%	494
1/2	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	10	40	0	-	-	391	1900	1900	418	93.5%	391
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	10	40	0	-	-	388	1900	1900	418	92.8%	388
2/1	Right Left	U	N/A	N/A	C1:A		1	27	7	34	-	-	1269	1900	1900	1064	117.9%	1254
2/2	Right	U	N/A	N/A	C1:A		1	27	7	34	-	-	1288	1900	1900	1064	117.9%	1255
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1208	1900	1900	1900	52.8%	1003
3/2	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1571	1900	1900	1900	71.8%	1365
3/3	Ahead	U	N/A	N/A	-		-	-	-	-	-	-	388	1900	1900	1900	20.4%	388
4/1	Hythe Road EB Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	245	1653	1653	669	36.6%	245
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	1718	1900	1900	1900	79.6%	1512
5/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	388	1900	1900	1900	20.4%	388
6/1	Hythe Road WB Left U-Turn	O	N/A	N/A	-		-	-	-	-	-	-	910	2171	2171	1202	75.7%	910
7/1	Hythe Road WB Exit	U	N/A	N/A	-		-	-	-	-	-	-	663	Inf	Inf	Inf	0.0%	569

8/1	Hythe Road EB Exit	U	N/A	N/A	-		-	-	-	-	-	-	1306	Inf	Inf	Inf	0.0%	1101
9/1	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	704	Inf	Inf	Inf	0.0%	601
9/2	M20 EB On-Slip	U	N/A	N/A	-		-	-	-	-	-	-	664	Inf	Inf	Inf	0.0%	561
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**102.7%**	**-**
1/1	Ahead	U	N/A	N/A	C2:A		1	24	7	31	-	-	673	1900	1900	950	70.8%	673
1/2+1/3	Right Ahead	U	N/A	N/A	C2:A		1	24	7	31	-	-	975	1900:1900	1900	950+113	91.7 : 91.7%	975
2/2+2/1	M20 WB Off-Slip Ahead Left	U	N/A	N/A	C2:B		1	13	37	0	-	-	907	1900:1900	1900	532+532	85.2 : 85.3%	907
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	13	37	0	-	-	386	1900	1900	532	72.6%	386
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	-	-	-	564	1900	1900	1900	29.7%	564
3/2	Right	U	N/A	N/A	-		-	-	-	-	-	-	490	1900	1900	1900	25.8%	490
4/1	A2070 Bad Munstereifel Rd Ahead Left	O	N/A	N/A	-		-	-	-	-	-	-	2250	2794	2794	2191	102.7%	2250
5/1	A2070	U	N/A	N/A	-		-	-	-	-	-	-	1127	Inf	Inf	Inf	0.0%	1127
5/2	A2070	U	N/A	N/A	-		-	-	-	-	-	-	760	Inf	Inf	Inf	0.0%	760
6/1	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	374	Inf	Inf	Inf	0.0%	369
6/2	M20 WB ON-Slip	U	N/A	N/A	-		-	-	-	-	-	-	373	Inf	Inf	Inf	0.0%	368

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weight Total Delay (pcuHr)
Network: J1 M20Junction 10	**3346**	**0**	**0**	**36.6**	**306.9**	**0.0**	**343.5**	**-**	**9283.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**118.2%**	**360.5**
J1: M20 Junction 10 / M20 EB Offslip (e84039)	**1155**	**0**	**0**	**25.4**	**253.6**	**0.0**	**279.0**	**-**	**4079.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**118.2%**	**286.5**
1/1	-	-	-	4.9	41.0	-	45.9	334.2	494.0	1.0	7.2	8.6	41.0	49.6	-	0.00	118.2%	46.8
1/2	-	-	-	2.1	5.2	-	7.3	67.2	383.2	1.0	4.0	5.3	5.2	10.5	-	0.00	93.5%	8.0
1/3	-	-	-	2.1	4.9	-	6.9	64.4	380.2	1.0	4.0	5.3	4.9	10.2	-	0.00	92.8%	7.6
2/1	-	-	-	7.8	98.2	-	106.1	304.5	1254.1	1.0	8.6	20.1	98.2	118.3	-	0.00	117.9%	108.4
2/2	-	-	-	8.3	98.5	-	106.8	306.3	1254.5	1.0	10.3	20.1	98.5	118.5	-	0.00	117.9%	109.0
3/1	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.0	-	0.0	0.6	0.6	-	0.00	52.8%	0.6
3/2	-	-	-	0.0	1.3	-	1.3	3.3	0.0	0.0	-	0.0	1.3	1.3	-	0.00	71.8%	1.3
3/3	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	20.4%	0.1
4/1	245	0	0	0.1	0.3	-	0.4	5.5	58.8	0.2	-	0.8	0.3	1.1	-	0.00	36.6%	0.5
5/1	-	-	-	0.0	1.9	-	1.9	4.6	0.0	0.0	-	0.0	1.9	1.9	1.00	0.00	79.6%	1.9
5/2	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.0	-	0.0	0.1	0.1	-	0.00	20.4%	0.1
6/1	910	0	0	0.2	1.5	-	1.7	6.7	254.8	0.3	-	3.5	1.5	5.1	-	0.00	75.7%	2.2
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
8/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
9/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
J2: M20 Junction 10 / M20 Westbound Off-Slip (e84042)	**2191**	**0**	**0**	**11.2**	**53.2**	**0.0**	**64.5**	**-**	**5203.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**102.7%**	**74.0**
1/1	-	-	-	0.9	1.2	-	2.1	11.4	580.5	0.9	1.9	8.1	1.2	9.3	-	0.00	70.8%	3.2
1/2+1/3	-	-	-	1.5	5.0	-	6.5	24.0	1173.1	1.2	3.2	19.1	5.0	24.1	-	0.00	91.7 : 91.7%	8.7

2/2+2/1	-	-	-	4.3	2.8	-	7.1	28.1	852.6	0.9	4.3	5.9	2.8	8.7	-	0.00	85.2 : 85.3%	8.6
2/3	-	-	-	1.7	1.3	-	3.0	28.4	347.4	0.9	3.6	4.8	1.3	6.1	-	0.00	72.6%	3.7
3/1	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	29.7%	0.2
3/2	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.0	-	0.0	0.2	0.2	-	0.00	25.8%	0.2
4/1	2191	0	0	2.7	42.6	-	45.3	72.5	2250.0	1.0	-	93.8	42.6	136.3	-	0.00	102.7%	49.4
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
5/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0
6/2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0

C1 - e84039	PRC for Signalled Lanes (%):	-31.3	Total Delay for Signalled Lanes (pcuHr):	272.91	Cycle Time (s):	50
C2 - e84042	PRC for Signalled Lanes (%):	-1.9	Total Delay for Signalled Lanes (pcuHr):	18.76	Cycle Time (s):	50
	PRC Over All Lanes (%):	-31.3	Total Delay Over All Lanes(pcuHr):	343.46		

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	98	147	0	0	245
	B	238	0	41	282	349	910
	C	414	53	0	826	0	1293
	D	0	672	1180	0	398	2250
	E	11	483	0	779	0	1273
	Tot.	663	1306	1368	1887	747	5971

Traffic Flows, Difference

Difference :

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

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

Filename: J43 A20 Ashford Rd small roundabout FdeB.j9
Path: \\arcadiso365.sharepoint.com@SSL\DavWWWRoot\teams\project-10029956\Shared Documents\17 Transport\D-Calcs\Modelling\Junction Modelling\2 - Models\J43 A20 Ashford Rd small roundabout
Report generation date: 11/11/2021 15:10:29

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2037 DM									
Arm B	D1	1.1	2.53	0.51	A	D2	0.9	2.28	0.48	A
Arm A		0.8	2.77	0.46	A		0.7	2.23	0.40	A
	2037 DS									
Arm B	D3	1.9	3.47	0.65	A	D4	2.2	3.68	0.68	A
Arm A		4.1	7.43	0.81	A		2.3	4.39	0.70	A
	2044 8.5k DM									
Arm B	D5	1.1	2.59	0.53	A	D6	1.0	2.33	0.49	A
Arm A		1.0	2.97	0.49	A		0.7	2.32	0.42	A
	2044 8.5k DS									
Arm B	D7	3.8	5.74	0.79	A	D8	2.6	4.17	0.72	A
Arm A		7.9	13.23	0.89	B		5.2	8.17	0.84	A
	2044 10k DM									
Arm B	D9	1.1	2.57	0.52	A	D10	0.9	2.29	0.48	A
Arm A		0.9	2.93	0.49	A		0.7	2.30	0.42	A
	2044 10k DS									
Arm B	D11	3.6	5.54	0.79	A	D12	2.5	4.04	0.71	A
Arm A		7.0	11.72	0.88	B		5.1	7.99	0.84	A

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

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

File summary

File Description

Title	J21B Otterpool Park_Base Model AM PEAK
Location	M20 J13-Castle hill Interchange
Site number	
Date	27/06/2017
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	
Enumerator	dma78191 [C8Z9W0G2]
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2037 DM	AM	ONE HOUR	07:45	09:15	15	✓
D2	2037 DM	PM	ONE HOUR	16:30	18:00	15	✓
D3	2037 DS	AM	ONE HOUR	07:45	09:15	15	✓
D4	2037 DS	PM	ONE HOUR	16:30	18:00	15	✓
D5	2044 8.5k DM	AM	ONE HOUR	07:45	09:15	15	✓
D6	2044 8.5k DM	PM	ONE HOUR	16:30	18:00	15	✓
D7	2044 8.5k DS	AM	ONE HOUR	07:45	09:15	15	✓
D8	2044 8.5k DS	PM	ONE HOUR	16:30	18:00	15	✓
D9	2044 10k DM	AM	ONE HOUR	07:45	09:15	15	✓
D10	2044 10k DM	PM	ONE HOUR	16:30	18:00	15	✓
D11	2044 10k DS	AM	ONE HOUR	07:45	09:15	15	✓
D12	2044 10k DS	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2037 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm B - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		B, A	2.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
B	A20 Ashford Rd North	
A	A20 Ashford Rd South	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
B	7.65	7.65	0.0	21.4	78.0	32.0	
A	7.40	7.40	0.0	19.0	78.0	39.0	

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
B	0	13.66
A	134	23.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
B	1.213	3150
A	1.125	2955

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2037 DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)

✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B		ONE HOUR	✓	1366	100.000
A		ONE HOUR	✓	1002	100.000

Origin-Destination Data

Demand (Veh/hr)

		To	
		B	**A**
From	**B**	291	1075
	A	1002	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		B	**A**
From	**B**	6	8
	A	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B	0.51	2.53	1.1	A	1253	1880
A	0.46	2.77	0.8	A	919	1379

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1028	257	0	2928	0.351	1026	971	0.0	0.5	1.890	A
A	754	189	219	2518	0.300	753	808	0.0	0.4	2.037	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1228	307	0	2928	0.419	1227	1162	0.5	0.7	2.115	A
A	901	225	261	2470	0.365	900	966	0.4	0.6	2.293	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1504	376	0	2928	0.514	1503	1422	0.7	1.1	2.523	A
A	1103	276	320	2405	0.459	1102	1183	0.6	0.8	2.760	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1504	376	0	2928	0.514	1504	1424	1.1	1.1	2.527	A
A	1103	276	320	2405	0.459	1103	1184	0.8	0.8	2.765	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1228	307	0	2928	0.419	1229	1164	1.1	0.7	2.120	A
A	901	225	262	2470	0.365	902	967	0.8	0.6	2.298	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1028	257	0	2928	0.351	1029	974	0.7	0.5	1.895	A
A	754	189	219	2517	0.300	755	810	0.6	0.4	2.042	A

2037 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm B - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		B, A	2.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
B	0	13.66
A	134	23.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2037 DM	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B		ONE HOUR	✓	1324	100.000
A		ONE HOUR	✓	989	100.000

Origin-Destination Data

Demand (Veh/hr)

		To	
		B	A
From	B	119	1205
	A	989	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		B	A
From	B	0	4
	A	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B	0.48	2.28	0.9	A	1215	1822
A	0.40	2.23	0.7	A	908	1361

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	997	249	0	3039	0.328	995	833	0.0	0.5	1.758	A
A	745	186	89	2745	0.271	743	905	0.0	0.4	1.798	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1190	298	0	3039	0.392	1190	996	0.5	0.6	1.946	A
A	889	222	107	2726	0.326	889	1083	0.4	0.5	1.959	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1458	364	0	3039	0.480	1457	1219	0.6	0.9	2.273	A
A	1089	272	131	2700	0.403	1088	1326	0.5	0.7	2.232	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1458	364	0	3039	0.480	1458	1220	0.9	0.9	2.275	A
A	1089	272	131	2700	0.403	1089	1327	0.7	0.7	2.234	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1190	298	0	3039	0.392	1191	997	0.9	0.6	1.950	A

A	889	222	107	2726	0.326	890	1084	0.7	0.5	1.963	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	997	249	0	3039	0.328	997	835	0.6	0.5	1.765	A
A	745	186	90	2745	0.271	745	908	0.5	0.4	1.802	A

2037 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm B - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		B, A	5.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
B	0	13.66
A	134	23.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2037 DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B		ONE HOUR	✓	1786	100.000
A		ONE HOUR	✓	1861	100.000

Origin-Destination Data

Demand (Veh/hr)

		To	
		B	**A**
From	**B**	269	1517
	A	1861	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		B	**A**
From	**B**	4	5
	A	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B	0.65	3.47	1.9	A	1639	2458
A	0.81	7.43	4.1	A	1708	2562

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1345	336	0	3004	0.448	1341	1599	0.0	0.8	2.161	A
A	1401	350	202	2640	0.531	1397	1139	0.0	1.1	2.885	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1606	401	0	3004	0.534	1604	1912	0.8	1.1	2.569	A
A	1673	418	242	2595	0.645	1670	1363	1.1	1.8	3.884	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1966	492	0	3004	0.655	1963	2336	1.1	1.9	3.448	A
A	2049	512	296	2533	0.809	2040	1668	1.8	4.1	7.171	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1966	492	0	3004	0.655	1966	2345	1.9	1.9	3.467	A
A	2049	512	296	2533	0.809	2049	1670	4.1	4.1	7.425	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1606	401	0	3004	0.534	1609	1925	1.9	1.2	2.586	A

A	1673	418	242	2594	0.645	1682	1366	4.1	1.8	3.987	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1345	336	0	3004	0.448	1346	1607	1.2	0.8	2.172	A
A	1401	350	203	2639	0.531	1404	1143	1.8	1.1	2.921	A

2037 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm B - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		B, A	4.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
B	0	13.66
A	134	23.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 DS	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B		ONE HOUR	✓	1921	100.000
A		ONE HOUR	✓	1757	100.000

Origin-Destination Data

Demand (Veh/hr)

		To	
		B	A
From	B	118	1803
	A	1757	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		B	A
From	B	0	2
	A	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B	0.68	3.68	2.2	A	1763	2644
A	0.70	4.39	2.3	A	1612	2418

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1446	362	0	3092	0.468	1443	1408	0.0	0.9	2.178	A
A	1323	331	89	2799	0.473	1319	1354	0.0	0.9	2.425	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1727	432	0	3092	0.559	1725	1684	0.9	1.3	2.632	A
A	1580	395	106	2780	0.568	1578	1619	0.9	1.3	2.990	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	2115	529	0	3092	0.684	2112	2060	1.3	2.1	3.658	A
A	1934	484	130	2754	0.702	1930	1982	1.3	2.3	4.348	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	2115	529	0	3092	0.684	2115	2064	2.1	2.2	3.684	A
A	1934	484	130	2754	0.702	1934	1985	2.3	2.3	4.392	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1727	432	0	3092	0.559	1730	1690	2.2	1.3	2.652	A

A	1580	395	106	2780	0.568	1584	1624	2.3	1.3	3.018	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1446	362	0	3092	0.468	1448	1413	1.3	0.9	2.192	A
A	1323	331	89	2799	0.473	1324	1359	1.3	0.9	2.445	A

2044 8.5k DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm B - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		B, A	2.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
B	0	13.66
A	134	23.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2044 8.5k DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B		ONE HOUR	✓	1398	100.000
A		ONE HOUR	✓	1066	100.000

Origin-Destination Data

Demand (Veh/hr)

		To	
		B	A
From	B	306	1092
	A	1066	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		B	A
From	B	6	8
	A	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B	0.53	2.59	1.1	A	1283	1924
A	0.49	2.97	1.0	A	978	1467

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1052	263	0	2929	0.359	1050	1031	0.0	0.6	1.914	A
A	803	201	230	2506	0.320	801	820	0.0	0.5	2.110	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1257	314	0	2929	0.429	1256	1233	0.6	0.7	2.151	A
A	958	240	275	2455	0.390	958	981	0.5	0.6	2.402	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1539	385	0	2929	0.526	1538	1509	0.7	1.1	2.586	A
A	1174	293	337	2387	0.492	1172	1201	0.6	1.0	2.962	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1539	385	0	2929	0.526	1539	1511	1.1	1.1	2.590	A
A	1174	293	337	2386	0.492	1174	1202	1.0	1.0	2.968	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1257	314	0	2929	0.429	1258	1235	1.1	0.8	2.158	A

A	958	240	275	2455	0.390	960	983	1.0	0.6	2.411	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1052	263	0	2929	0.359	1053	1034	0.8	0.6	1.920	A
A	803	201	231	2505	0.320	803	823	0.6	0.5	2.116	A

2044 8.5k DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm B - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		B, A	2.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
B	0	13.66
A	134	23.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2044 8.5k DM	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B		ONE HOUR	✓	1355	100.000
A		ONE HOUR	✓	1040	100.000

Origin-Destination Data

Demand (Veh/hr)

		To	
		B	**A**
From	**B**	123	1232
	A	1040	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		B	**A**
From	**B**	0	4
	A	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B	0.49	2.33	1.0	A	1243	1865
A	0.42	2.32	0.7	A	954	1431

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1020	255	0	3039	0.336	1018	874	0.0	0.5	1.779	A
A	783	196	92	2742	0.286	781	926	0.0	0.4	1.834	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1218	305	0	3039	0.401	1217	1045	0.5	0.7	1.976	A
A	935	234	111	2722	0.343	934	1107	0.4	0.5	2.014	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1492	373	0	3039	0.491	1491	1280	0.7	1.0	2.323	A
A	1145	286	135	2695	0.425	1144	1355	0.5	0.7	2.320	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1492	373	0	3039	0.491	1492	1280	1.0	1.0	2.325	A
A	1145	286	135	2695	0.425	1145	1356	0.7	0.7	2.322	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1218	305	0	3039	0.401	1219	1046	1.0	0.7	1.980	A

A	935	234	111	2722	0.344	936	1109	0.7	0.5	2.017	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1020	255	0	3039	0.336	1021	876	0.7	0.5	1.783	A
A	783	196	93	2741	0.286	783	928	0.5	0.4	1.841	A

2044 8.5k DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm B - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		B, A	9.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
B	0	13.66
A	134	23.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2044 8.5k DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B		ONE HOUR	✓	2205	100.000
A		ONE HOUR	✓	2049	100.000

Origin-Destination Data

Demand (Veh/hr)

		To	
		B	A
From	B	297	1908
	A	2049	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		B	A
From	B	4	3
	A	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B	0.79	5.74	3.8	A	2023	3035
A	0.89	13.23	7.9	B	1880	2820

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1660	415	0	3054	0.544	1655	1760	0.0	1.2	2.565	A
A	1543	386	223	2641	0.584	1537	1432	0.0	1.4	3.244	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1982	496	0	3054	0.649	1980	2105	1.2	1.8	3.341	A
A	1842	461	267	2591	0.711	1838	1713	1.4	2.4	4.753	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	2428	607	0	3054	0.795	2420	2562	1.8	3.8	5.608	A
A	2256	564	326	2523	0.894	2236	2094	2.4	7.5	11.767	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	2428	607	0	3054	0.795	2428	2581	3.8	3.8	5.738	A
A	2256	564	327	2522	0.895	2254	2101	7.5	7.9	13.227	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1982	496	0	3054	0.649	1990	2132	3.8	1.9	3.406	A

A	1842	461	268	2590	0.711	1864	1722	7.9	2.5	5.104	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1660	415	0	3054	0.544	1663	1771	1.9	1.2	2.591	A
A	1543	386	224	2640	0.584	1547	1439	2.5	1.4	3.307	A

2044 8.5k DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm B - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		B, A	6.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
B	0	13.66
A	134	23.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2044 8.5k DS	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B		ONE HOUR	✓	2050	100.000
A		ONE HOUR	✓	2123	100.000

Origin-Destination Data

Demand (Veh/hr)

		To	
		B	**A**
From	**B**	122	1928
	A	2123	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		B	**A**
From	**B**	0	1
	A	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B	0.72	4.17	2.6	A	1881	2822
A	0.84	8.17	5.2	A	1948	2922

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1543	386	0	3121	0.495	1539	1685	0.0	1.0	2.271	A
A	1598	400	92	2824	0.566	1593	1448	0.0	1.3	2.913	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1843	461	0	3121	0.591	1841	2015	1.0	1.4	2.810	A
A	1909	477	110	2804	0.681	1905	1732	1.3	2.1	3.992	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	2257	564	0	3121	0.723	2253	2460	1.4	2.6	4.126	A
A	2337	584	134	2777	0.842	2326	2118	2.1	5.0	7.786	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	2257	564	0	3121	0.723	2257	2471	2.6	2.6	4.168	A
A	2337	584	134	2776	0.842	2337	2123	5.0	5.2	8.166	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1843	461	0	3121	0.591	1847	2031	2.6	1.5	2.839	A

A	1909	477	110	2803	0.681	1921	1738	5.2	2.2	4.131	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1543	386	0	3121	0.495	1545	1694	1.5	1.0	2.287	A
A	1598	400	92	2823	0.566	1602	1453	2.2	1.3	2.953	A

2044 10k DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm B - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		B, A	2.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
B	0	13.66
A	134	23.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2044 10k DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B		ONE HOUR	✓	1387	100.000
A		ONE HOUR	✓	1057	100.000

Origin-Destination Data

Demand (Veh/hr)

		To	
		B	A
From	B	300	1087
	A	1057	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		B	A
From	B	6	8
	A	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B	0.52	2.57	1.1	A	1273	1909
A	0.49	2.93	0.9	A	970	1455

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1044	261	0	2928	0.357	1042	1019	0.0	0.6	1.906	A
A	796	199	225	2511	0.317	794	817	0.0	0.5	2.095	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1247	312	0	2928	0.426	1246	1219	0.6	0.7	2.138	A
A	950	238	270	2461	0.386	950	977	0.5	0.6	2.379	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1527	382	0	2928	0.521	1526	1493	0.7	1.1	2.564	A
A	1164	291	330	2394	0.486	1163	1196	0.6	0.9	2.921	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1527	382	0	2928	0.521	1527	1494	1.1	1.1	2.568	A
A	1164	291	330	2394	0.486	1164	1197	0.9	0.9	2.926	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1247	312	0	2928	0.426	1248	1221	1.1	0.7	2.145	A

A	950	238	270	2461	0.386	951	978	0.9	0.6	2.386	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1044	261	0	2928	0.357	1045	1022	0.7	0.6	1.911	A
A	796	199	226	2510	0.317	796	819	0.6	0.5	2.103	A

2044 10k DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm B - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		B, A	2.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
B	0	13.66
A	134	23.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2044 10k DM	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B		ONE HOUR	✓	1336	100.000
A		ONE HOUR	✓	1025	100.000

Origin-Destination Data

Demand (Veh/hr)

		To	
		B	A
From	B	123	1213
	A	1025	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		B	A
From	B	0	4
	A	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B	0.48	2.29	0.9	A	1226	1839
A	0.42	2.30	0.7	A	941	1411

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1006	251	0	3040	0.331	1004	863	0.0	0.5	1.766	A
A	772	193	92	2742	0.281	770	911	0.0	0.4	1.823	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1201	300	0	3040	0.395	1200	1031	0.5	0.7	1.957	A
A	921	230	111	2722	0.339	921	1090	0.4	0.5	1.999	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1471	368	0	3040	0.484	1470	1263	0.7	0.9	2.292	A
A	1129	282	135	2695	0.419	1128	1335	0.5	0.7	2.295	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1471	368	0	3040	0.484	1471	1264	0.9	0.9	2.294	A
A	1129	282	135	2695	0.419	1129	1336	0.7	0.7	2.297	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1201	300	0	3040	0.395	1202	1033	0.9	0.7	1.960	A

A	921	230	111	2722	0.339	922	1091	0.7	0.5	2.002	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1006	251	0	3040	0.331	1006	865	0.7	0.5	1.770	A
A	772	193	93	2741	0.282	772	914	0.5	0.4	1.830	A

2044 10k DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm B - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		B, A	8.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
B	0	13.66
A	134	23.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2044 10k DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B		ONE HOUR	✓	2181	100.000
A		ONE HOUR	✓	2030	100.000

Origin-Destination Data

Demand (Veh/hr)

	To	
From	B	A
B	282	1899
A	2030	0

Vehicle Mix

Heavy Vehicle Percentages

	To	
From	B	A
B	5	3
A	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B	0.79	5.54	3.6	A	2001	3002
A	0.88	11.72	7.0	B	1863	2794

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1642	410	0	3051	0.538	1637	1735	0.0	1.2	2.539	A
A	1528	382	212	2652	0.576	1523	1426	0.0	1.3	3.172	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1961	490	0	3051	0.643	1958	2074	1.2	1.8	3.289	A
A	1825	456	253	2604	0.701	1821	1705	1.3	2.3	4.575	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	2401	600	0	3051	0.787	2394	2527	1.8	3.6	5.432	A
A	2235	559	310	2539	0.880	2218	2085	2.3	6.7	10.671	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	2401	600	0	3051	0.787	2401	2544	3.6	3.6	5.539	A
A	2235	559	310	2538	0.881	2234	2091	6.7	7.0	11.725	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1961	490	0	3051	0.643	1968	2098	3.6	1.8	3.346	A

A	1825	456	254	2602	0.701	1843	1714	7.0	2.4	4.854	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1642	410	0	3051	0.538	1645	1745	1.8	1.2	2.566	A
A	1528	382	213	2651	0.577	1532	1432	2.4	1.4	3.231	A

2044 10k DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm B - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		B, A	6.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
B	0	13.66
A	134	23.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2044 10k DS	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B		ONE HOUR	✓	2026	100.000
A		ONE HOUR	✓	2114	100.000

Origin-Destination Data

Demand (Veh/hr)

		To	
		B	A
From	B	122	1904
	A	2114	0

Vehicle Mix

Heavy Vehicle Percentages

		To	
		B	A
From	B	0	1
	A	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B	0.71	4.04	2.5	A	1859	2789
A	0.84	7.99	5.1	A	1940	2910

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1525	381	0	3121	0.489	1521	1678	0.0	1.0	2.245	A
A	1592	398	92	2824	0.564	1586	1430	0.0	1.3	2.897	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1821	455	0	3121	0.584	1820	2007	1.0	1.4	2.763	A
A	1900	475	110	2804	0.678	1897	1710	1.3	2.1	3.955	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	2231	558	0	3121	0.715	2226	2450	1.4	2.5	4.006	A
A	2328	582	134	2777	0.838	2316	2092	2.1	4.9	7.635	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	2231	558	0	3121	0.715	2231	2461	2.5	2.5	4.044	A
A	2328	582	134	2776	0.838	2327	2096	4.9	5.1	7.989	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1821	455	0	3121	0.584	1826	2022	2.5	1.4	2.790	A

A	1900	475	110	2803	0.678	1912	1716	5.1	2.1	4.091	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B	1525	381	0	3121	0.489	1527	1687	1.4	1.0	2.261	A
A	1592	398	92	2823	0.564	1595	1435	2.1	1.3	2.939	A

J44 Old Dover Road / Nackington Road / St Lawrence Drive

LinSig Modelling Results

Otterpool_Report_Output

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2018 AM Peak Hour	AM Peak Hour	Network Control Plan 1	08:00 - 09:00	99/119	-10.5	60.44
2	2018 PM Peak Hour	PM Peak Hour	Network Control Plan 1	17:00 - 18:00	109/109	-11.9	44.03
3	2037 AM DM	2037 AM DM	Network Control Plan 1	08:00 - 09:00	99/119	-28.7	167.68
4	2037 PM DM	2037 PM DM	Network Control Plan 1	17:00 - 18:00	109/109	-32.9	114.56
5	2037 AM DS	2037 AM DS	Network Control Plan 1	08:00 - 09:00	99/119	-30.3	189.64
6	2037 PM DS	2037 PM DS	Network Control Plan 1	17:00 - 18:00	109/109	-34.3	126.49
7	2044 8.5k AM DM	2044 8.5k AM DM	Network Control Plan 1	08:00 - 09:00	99/119	-36.0	218.05
8	2044 8.5k PM DM	2044 8.5k PM DM	Network Control Plan 1	17:00 - 18:00	109/109	-40.3	152.68
9	2044 8.5k AM DS	2044 8.5k AM DS	Network Control Plan 1	08:00 - 09:00	99/119	-38.8	248.84
10	2044 8.5k PM DS	2044 8.5k PM DS	Network Control Plan 1	17:00 - 18:00	109/109	-42.6	175.48
11	2044 10k AM DM	2044 10k AM DM	Network Control Plan 1	08:00 - 09:00	99/119	-36.0	218.05
12	2044 10k PM DM	2044 10k PM DM	Network Control Plan 1	17:00 - 18:00	109/109	-40.3	152.68
13	2044 10k AM DS	2044 10k AM DS	Network Control Plan 1	08:00 - 09:00	99/119	-39.4	251.62
14	2044 10k PM DS	2044 10k PM DS	Network Control Plan 1	17:00 - 18:00	109/109	-31.8	159.67

Scenario 1: '2018 AM Peak Hour' (FG1: 'AM Peak Hour', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.4%**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.4%**	**-**	**-**
1/1	Old Dover Road B2068 (WB) Left Ahead Right	O	N/A	N/A	C1:D		1	40	5	45	-	-	645	1840	1840	658	98.0%	645	645
2/1	The Drive Left Ahead Right	U	N/A	N/A	C1:E		1	7	92	0	-	-	78	1958	1958	158	49.3%	78	78
3/1	Old Dover Road Right Left Ahead	O	N/A	N/A	C1:A		1	20	5	25	-	-	328	1623	1623	344	95.3%	328	328
4/1	St Lawerence Road B2068 Ahead Right Left	U	N/A	N/A	C1:B		1	15	71	86	-	-	290	1805	1805	292	99.4%	290	290
5/1	The Drive (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	73	Inf	Inf	Inf	0.0%	73	73
6/1	Old Dover Road (exit)	U	N/A	N/A	-		-	-	-	-	-	-	632	Inf	Inf	Inf	0.0%	632	632
7/1	St Lawerence Road B2068 (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	213	Inf	Inf	Inf	0.0%	213	213
J2: Nackington Road/Old Dover Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**96.8%**	**-**	**-**
1/1	Old Dover Road (WB) Ahead Left	U	N/A	N/A	C2:B		1	25	5	30	-	-	282	2034	2034	444	63.5%	282	282
2/1+2/2	B2068 Nackington Road Left Right	U	N/A	N/A	C2:C		1	35	84	0	-	-	536	1743:1787	1743	448+105	96.8 : 96.8%	536	536
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	N/A	N/A	C2:A	C2:D	1	50	5	55	20	-	423	1915:1787	1915	185+473	64.2 : 64.2%	423	423
4/1	Old Dover Road (EB Exit)	U	N/A	N/A	-		-	-	-	-	-	-	221	Inf	Inf	Inf	0.0%	221	221
5/1	B2068 Nackington Road Exit	U	N/A	N/A	-		-	-	-	-	-	-	375	Inf	Inf	Inf	0.0%	375	375

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**142**	**319**	**13**	**25.5**	**34.0**	**1.0**	**60.4**	**-**	**2820.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.4%**	**65.6**	**-**
J1: St Lawerence Road/Old Dover Road	**37**	**127**	**5**	**12.9**	**24.3**	**0.3**	**37.6**	**-**	**1423.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.4%**	**40.2**	**-**
1/1	12	127	5	5.1	9.8	0.3	15.3	85.2	717.2	1.1	10.0	17.4	9.8	27.2	-	0.00	98.0%	16.6	-
2/1	-	-	-	0.9	0.5	-	1.4	65.8	74.1	0.9	1.9	2.0	0.5	2.5	-	0.00	49.3%	1.6	-
3/1	25	0	0	3.5	5.9	0.1	9.4	103.4	345.1	1.1	6.9	8.8	5.9	14.7	-	0.00	95.3%	10.1	-
4/1	-	-	-	3.3	8.1	-	11.4	142.0	287.1	1.0	6.5	7.9	8.1	16.0	-	0.00	99.4%	12.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: Nackington Road/Old Dover Road Junction	**105**	**192**	**8**	**12.5**	**9.7**	**0.6**	**22.9**	**-**	**1397.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**96.8%**	**25.4**	**-**
1/1	-	-	-	3.3	0.9	-	4.2	53.2	253.6	0.9	7.1	8.4	0.9	9.2	-	0.00	63.5%	4.6	-
2/1+2/2	-	-	-	6.0	8.0	-	14.0	93.9	542.9	1.0	11.4	16.7	8.0	24.7	-	0.00	96.8 : 96.8%	15.0	-
3/1+3/2	105	192	8	3.2	0.9	0.6	4.7	40.4	600.8	1.4	5.6	8.5	0.9	9.4	-	0.00	64.2 : 64.2%	5.8	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0 PRC for Signalled Lanes (%): -10.5 Total Delay for Signalled Lanes (pcuHr): 37.55 Cycle Time (s): 99
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): -7.6 Total Delay for Signalled Lanes (pcuHr): 22.88 Cycle Time (s): 119
PRC Over All Lanes (%): -10.5 Total Delay Over All Lanes(pcuHr): 60.44

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	40	102	26	122	290
	B	43	0	71	6	162	282
	C	102	102	0	16	316	536
	D	15	9	22	0	32	78
	E	53	70	180	25	0	328
	Tot.	213	221	375	73	632	1514

Traffic Flows, Difference

Difference :

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

Scenario 2: '2018 PM Peak Hour' (FG2: 'PM Peak Hour', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100.7%**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100.7%**	**-**	**-**
1/1	Old Dover Road B2068 (WB) Left Ahead Right	O	N/A	N/A	C1:D		1	50	5	55	-	-	371	1840	1840	452	82.1%	371	371
2/1	The Drive Left Ahead Right	U	N/A	N/A	C1:E		1	7	102	0	-	-	128	1958	1958	144	89.1%	128	128
3/1	Old Dover Road Right Left Ahead	O	N/A	N/A	C1:A		1	35	5	40	-	-	540	1623	1623	536	100.7%	540	536
4/1	St Lawerence Road B2068 Ahead Right Left	U	N/A	N/A	C1:B		1	15	81	96	-	-	205	1805	1805	265	77.4%	205	205
5/1	The Drive (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	113	Inf	Inf	Inf	0.0%	113	113
6/1	Old Dover Road (exit)	U	N/A	N/A	-		-	-	-	-	-	-	291	Inf	Inf	Inf	0.0%	291	291
7/1	St Lawerence Road B2068 (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	194	Inf	Inf	Inf	0.0%	194	194
J2: Nackington Road/Old Dover Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**	**-**	**-**
1/1	Old Dover Road (WB) Ahead Left	U	N/A	N/A	C2:B		1	15	7	22	-	-	253	2034	2034	299	84.7%	253	253
2/1+2/2	B2068 Nackington Road Left Right	U	N/A	N/A	C2:C		1	20	91	2	-	-	323	1743:1787	1743	266+119	83.8 : 83.8%	323	323
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	N/A	N/A	C2:A	C2:D	1	55	7	62	35	-	646	1915:1787	1915	367+629	64.6 : 64.5%	643	643
4/1	Old Dover Road (EB Exit)	U	N/A	N/A	-		-	-	-	-	-	-	338	Inf	Inf	Inf	0.0%	337	337
5/1	B2068 Nackington Road Exit	U	N/A	N/A	-		-	-	-	-	-	-	513	Inf	Inf	Inf	0.0%	511	511

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**74**	**460**	**10**	**18.0**	**25.2**	**0.8**	**44.0**	**-**	**2093.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100.7%**	**47.9**	**-**
J1: St Lawerence Road/Old Dover Road	**46**	**91**	**1**	**10.3**	**19.4**	**0.3**	**30.1**	**-**	**1075.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100.7%**	**32.1**	**-**
1/1	0	91	1	0.3	2.2	0.3	2.8	27.5	205.6	0.6	0.2	3.8	2.2	6.0	-	0.00	82.1%	3.2	-
2/1	-	-	-	1.8	3.0	-	4.7	133.3	126.8	1.0	3.5	3.8	3.0	6.8	-	0.00	89.1%	5.0	-
3/1	46	0	0	5.7	12.7	0.0	18.3	122.3	547.6	1.0	10.8	16.5	12.7	29.1	-	0.00	100.7%	19.3	-
4/1	-	-	-	2.5	1.6	-	4.2	73.2	195.6	1.0	5.2	5.9	1.6	7.5	-	0.00	77.4%	4.5	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: Nackington Road/Old Dover Road Junction	**28**	**369**	**9**	**7.7**	**5.8**	**0.5**	**13.9**	**-**	**1017.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**	**15.8**	**-**
1/1	-	-	-	3.2	2.5	-	5.7	80.9	246.0	1.0	6.4	7.4	2.5	10.0	-	0.00	84.7%	6.1	-
2/1+2/2	-	-	-	3.7	2.4	-	6.1	68.0	309.5	1.0	6.4	8.0	2.4	10.4	-	0.00	83.8 : 83.8%	6.7	-
3/1+3/2	28	369	9	0.8	0.9	0.5	2.1	12.0	462.0	0.7	3.0	5.1	0.9	6.1	-	0.00	64.6 : 64.5%	3.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0 PRC for Signalled Lanes (%): -11.9 Total Delay for Signalled Lanes (pcuHr): 30.09 Cycle Time (s): 109
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 6.2 Total Delay for Signalled Lanes (pcuHr): 13.94 Cycle Time (s): 109
PRC Over All Lanes (%): -11.9 Total Delay Over All Lanes(pcuHr): 44.03

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	62	104	14	25	205
	B	36	0	105	20	92	253
	C	56	100	0	33	134	323
	D	34	21	33	0	40	128
	E	68	155	271	46	0	540
	Tot.	194	338	513	113	291	1449

Traffic Flows, Difference

Difference :

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

Scenario 3: '2037 AM DM' (FG3: '2037 AM DM', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**115.9%**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**115.9%**	**-**	**-**
1/1	Old Dover Road B2068 (WB) Left Ahead Right	O	N/A	N/A	C1:D		1	40	5	45	-	-	725	1840	1840	600	111.2%	668	601
2/1	The Drive Left Ahead Right	U	N/A	N/A	C1:E		1	7	92	0	-	-	81	1958	1958	158	51.2%	81	81
3/1	Old Dover Road Right Left Ahead	O	N/A	N/A	C1:A		1	20	5	25	-	-	375	1623	1623	344	108.9%	375	344
4/1	St Lawerence Road B2068 Ahead Right Left	U	N/A	N/A	C1:B		1	15	71	86	-	-	338	1805	1805	292	115.9%	338	292
5/1	The Drive (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	73	Inf	Inf	Inf	0.0%	63	63
6/1	Old Dover Road (exit)	U	N/A	N/A	-		-	-	-	-	-	-	707	Inf	Inf	Inf	0.0%	598	598
7/1	St Lawerence Road B2068 (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	252	Inf	Inf	Inf	0.0%	217	217
J2: Nackington Road/Old Dover Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**112.8%**	**-**	**-**
1/1	Old Dover Road (WB) Ahead Left	U	N/A	N/A	C2:B		1	25	5	30	-	-	304	2034	2034	444	68.4%	304	304
2/1+2/2	B2068 Nackington Road Left Right	U	N/A	N/A	C2:C		1	35	84	0	-	-	625	1743:1787	1743	447+107	112.8 : 112.8%	625	554
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	N/A	N/A	C2:A	C2:D	1	50	5	55	20	-	487	1915:1787	1915	179+457	69.3 : 69.4%	441	441
4/1	Old Dover Road (EB Exit)	U	N/A	N/A	-		-	-	-	-	-	-	258	Inf	Inf	Inf	0.0%	231	231
5/1	B2068 Nackington Road Exit	U	N/A	N/A	-		-	-	-	-	-	-	433	Inf	Inf	Inf	0.0%	400	400

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**111**	**356**	**17**	**40.0**	**126.6**	**1.0**	**167.7**	**-**	**3223.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**115.9%**	**173.6**	**-**
J1: St Lawerence Road/Old Dover Road	**23**	**135**	**9**	**20.9**	**85.0**	**0.4**	**106.2**	**-**	**1553.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**115.9%**	**109.0**	**-**
1/1	0	135	9	8.5	38.1	0.3	46.9	252.9	745.0	1.1	12.2	20.2	38.1	58.3	-	0.00	111.2%	48.3	-
2/1	-	-	-	1.0	0.5	-	1.5	66.6	76.9	0.9	2.0	2.1	0.5	2.6	-	0.00	51.2%	1.6	-
3/1	23	0	0	5.6	20.0	0.0	25.7	246.6	393.6	1.0	8.8	11.2	20.0	31.2	-	0.00	108.9%	26.4	-
4/1	-	-	-	5.7	26.3	-	32.1	341.8	338.0	1.0	9.2	10.9	26.3	37.3	-	0.00	115.9%	32.7	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: Nackington Road/Old Dover Road Junction	**88**	**221**	**8**	**19.2**	**41.6**	**0.7**	**61.5**	**-**	**1669.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**112.8%**	**64.5**	**-**
1/1	-	-	-	3.6	1.1	-	4.7	55.4	278.5	0.9	7.7	9.2	1.1	10.3	-	0.00	68.4%	5.2	-
2/1+2/2	-	-	-	12.1	39.4	-	51.5	296.8	749.4	1.2	18.0	24.1	39.4	63.5	-	0.00	112.8 : 112.8%	52.9	-
3/1+3/2	88	221	8	3.5	1.1	0.7	5.3	43.2	641.7	1.5	5.8	9.1	1.1	10.3	-	0.00	69.3 : 69.4%	6.5	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0 PRC for Signalled Lanes (%): -28.7 Total Delay for Signalled Lanes (pcuHr): 106.20 Cycle Time (s): 99
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): -25.3 Total Delay for Signalled Lanes (pcuHr): 61.49 Cycle Time (s): 119
PRC Over All Lanes (%): -28.7 Total Delay Over All Lanes(pcuHr): 167.68

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	47	120	26	145	338
	B	48	0	83	5	168	304
	C	126	121	0	17	361	625
	D	16	9	23	0	33	81
	E	62	81	207	25	0	375
	Tot.	252	258	433	73	707	1723

Traffic Flows, Difference

Difference :

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

Scenario 4: '2037 PM DM' (FG4: '2037 PM DM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**119.6%**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**119.6%**	**-**	**-**
1/1	Old Dover Road B2068 (WB) Left Ahead Right	O	N/A	N/A	C1:D		1	50	5	55	-	-	426	1840	1840	437	97.5%	426	426
2/1	The Drive Left Ahead Right	U	N/A	N/A	C1:E		1	7	102	0	-	-	128	1958	1958	144	89.1%	128	128
3/1	Old Dover Road Right Left Ahead	O	N/A	N/A	C1:A		1	35	5	40	-	-	641	1623	1623	536	119.6%	641	536
4/1	St Lawerence Road B2068 Ahead Right Left	U	N/A	N/A	C1:B		1	15	81	96	-	-	242	1805	1805	265	91.3%	242	242
5/1	The Drive (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	112	Inf	Inf	Inf	0.0%	105	105
6/1	Old Dover Road (exit)	U	N/A	N/A	-		-	-	-	-	-	-	328	Inf	Inf	Inf	0.0%	328	328
7/1	St Lawerence Road B2068 (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	226	Inf	Inf	Inf	0.0%	213	213
J2: Nackington Road/Old Dover Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.5%**	**-**	**-**
1/1	Old Dover Road (WB) Ahead Left	U	N/A	N/A	C2:B		1	15	7	22	-	-	286	2034	2034	299	95.8%	286	286
2/1+2/2	B2068 Nackington Road Left Right	U	N/A	N/A	C2:C		1	20	91	2	-	-	384	1743:1787	1743	265+121	99.5 : 99.5%	384	384
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	N/A	N/A	C2:A	C2:D	1	55	7	62	35	-	771	1915:1787	1915	354+607	71.5 : 71.3%	687	687
4/1	Old Dover Road (EB Exit)	U	N/A	N/A	-		-	-	-	-	-	-	404	Inf	Inf	Inf	0.0%	373	373
5/1	B2068 Nackington Road Exit	U	N/A	N/A	-		-	-	-	-	-	-	611	Inf	Inf	Inf	0.0%	557	557

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**44**	**523**	**16**	**26.9**	**86.7**	**0.9**	**114.6**	**-**	**2627.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**119.6%**	**119.4**	**-**
J1: St Lawerence Road/Old Dover Road	**38**	**106**	**6**	**17.7**	**70.2**	**0.4**	**88.2**	**-**	**1334.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**119.6%**	**90.7**	**-**
1/1	0	106	6	0.7	7.9	0.4	9.0	75.8	323.9	0.8	0.4	7.3	7.9	15.3	-	0.00	97.5%	9.6	-
2/1	-	-	-	1.8	3.0	-	4.7	133.3	126.8	1.0	3.5	3.8	3.0	6.8	-	0.00	89.1%	5.0	-
3/1	38	0	0	12.1	55.4	0.0	67.5	379.2	646.2	1.0	15.8	22.6	55.4	78.0	-	0.00	119.6%	68.7	-
4/1	-	-	-	3.1	3.9	-	7.0	104.2	237.6	1.0	6.1	7.2	3.9	11.1	-	0.00	91.3%	7.4	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: Nackington Road/Old Dover Road Junction	**7**	**417**	**9**	**9.3**	**16.5**	**0.6**	**26.3**	**-**	**1292.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.5%**	**28.7**	**-**
1/1	-	-	-	3.7	5.9	-	9.5	120.2	283.4	1.0	7.2	8.6	5.9	14.5	-	0.00	95.8%	10.1	-
2/1+2/2	-	-	-	4.6	9.3	-	13.9	130.5	383.7	1.0	7.8	10.2	9.3	19.5	-	0.00	99.5 : 99.5%	14.6	-
3/1+3/2	7	417	9	1.0	1.2	0.6	2.8	14.9	625.6	0.9	3.3	7.1	1.2	8.4	-	0.00	71.5 : 71.3%	4.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0 PRC for Signalled Lanes (%): -32.9 Total Delay for Signalled Lanes (pcuHr): 88.24 Cycle Time (s): 109
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): -10.6 Total Delay for Signalled Lanes (pcuHr): 26.32 Cycle Time (s): 109
PRC Over All Lanes (%): -32.9 Total Delay Over All Lanes(pcuHr): 114.56

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	75	125	13	29	242
	B	42	0	124	19	101	286
	C	70	120	0	35	159	384
	D	34	21	34	0	39	128
	E	80	188	328	45	0	641
	Tot.	226	404	611	112	328	1681

Traffic Flows, Difference

Difference :

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

Scenario 5: '2037 AM DS' (FG5: '2037 AM DS', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**117.2%**	-	-
J1: St Lawerence Road/Old Dover Road	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**117.2%**	-	-
1/1	Old Dover Road B2068 (WB) Left Ahead Right	O	N/A	N/A	C1:D		1	40	5	45	-	-	745	1840	1840	590	113.7%	671	592
2/1	The Drive Left Ahead Right	U	N/A	N/A	C1:E		1	7	92	0	-	-	81	1958	1958	158	51.2%	81	81
3/1	Old Dover Road Right Left Ahead	O	N/A	N/A	C1:A		1	20	5	25	-	-	379	1623	1623	344	110.1%	379	344
4/1	St Lawerence Road B2068 Ahead Right Left	U	N/A	N/A	C1:B		1	15	71	86	-	-	342	1805	1805	292	117.2%	342	292
5/1	The Drive (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	74	Inf	Inf	Inf	0.0%	63	63
6/1	Old Dover Road (exit)	U	N/A	N/A	-		-	-	-	-	-	-	714	Inf	Inf	Inf	0.0%	583	583
7/1	St Lawerence Road B2068 (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	263	Inf	Inf	Inf	0.0%	219	219
J2: Nackington Road/Old Dover Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**116.4%**	-	-
1/1	Old Dover Road (WB) Ahead Left	U	N/A	N/A	C2:B		1	25	5	30	-	-	305	2034	2034	444	68.6%	305	305
2/1+2/2	B2068 Nackington Road Left Right	U	N/A	N/A	C2:C		1	35	84	0	-	-	644	1743:1787	1743	449+104	116.4 : 116.4%	644	553
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	N/A	N/A	C2:A	C2:D	1	50	5	55	20	-	496	1915:1787	1915	176+455	70.4 : 70.4%	444	444
4/1	Old Dover Road (EB Exit)	U	N/A	N/A	-		-	-	-	-	-	-	259	Inf	Inf	Inf	0.0%	227	227
5/1	B2068 Nackington Road Exit	U	N/A	N/A	-		-	-	-	-	-	-	441	Inf	Inf	Inf	0.0%	403	403

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**109**	**363**	**17**	**42.9**	**145.7**	**1.1**	**189.6**	**-**	**3262.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**117.2%**	**195.6**	**-**
J1: St Lawerence Road/Old Dover Road	**23**	**137**	**9**	**22.1**	**94.7**	**0.4**	**117.1**	**-**	**1564.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**117.2%**	**120.0**	**-**
1/1	0	137	9	9.2	44.3	0.3	53.8	288.6	748.6	1.1	12.6	20.7	44.3	65.0	-	0.00	113.7%	55.2	-
2/1	-	-	-	1.0	0.5	-	1.5	66.6	76.9	0.9	2.0	2.1	0.5	2.6	-	0.00	51.2%	1.6	-
3/1	23	0	0	5.9	21.7	0.0	27.6	262.3	397.4	1.0	9.0	11.4	21.7	33.1	-	0.00	110.1%	28.3	-
4/1	-	-	-	6.0	28.2	-	34.2	359.9	342.0	1.0	9.5	11.2	28.2	39.4	-	0.00	117.2%	34.8	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: Nackington Road/Old Dover Road Junction	**87**	**226**	**8**	**20.9**	**51.0**	**0.7**	**72.5**	**-**	**1698.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**116.4%**	**75.6**	**-**
1/1	-	-	-	3.6	1.1	-	4.7	55.5	279.4	0.9	7.7	9.2	1.1	10.3	-	0.00	68.6%	5.2	-
2/1+2/2	-	-	-	13.7	48.7	-	62.4	348.9	767.7	1.2	19.8	26.1	48.7	74.8	-	0.00	116.4 : 116.4%	63.8	-
3/1+3/2	87	226	8	3.5	1.2	0.7	5.4	43.8	651.0	1.5	5.9	9.3	1.2	10.4	-	0.00	70.4 : 70.4%	6.6	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0 PRC for Signalled Lanes (%): -30.3 Total Delay for Signalled Lanes (pcuHr): 117.12 Cycle Time (s): 99
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): -29.3 Total Delay for Signalled Lanes (pcuHr): 72.52 Cycle Time (s): 119
PRC Over All Lanes (%): -30.3 Total Delay Over All Lanes(pcuHr): 189.64

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	48	124	26	144	342
	B	50	0	83	5	167	305
	C	135	121	0	18	370	644
	D	16	9	23	0	33	81
	E	62	81	211	25	0	379
	Tot.	263	259	441	74	714	1751

Traffic Flows, Difference

Difference :

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

Scenario 6: '2037 PM DS' (FG6: '2037 PM DS', Plan 1: 'Network Control Plan 1')
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**120.9%**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**120.9%**	**-**	**-**
1/1	Old Dover Road B2068 (WB) Left Ahead Right	O	N/A	N/A	C1:D		1	50	5	55	-	-	434	1840	1840	429	99.6%	427	427
2/1	The Drive Left Ahead Right	U	N/A	N/A	C1:E		1	7	102	0	-	-	130	1958	1958	144	90.5%	130	130
3/1	Old Dover Road Right Left Ahead	O	N/A	N/A	C1:A		1	35	5	40	-	-	648	1623	1623	536	120.9%	648	536
4/1	St Lawerence Road B2068 Ahead Right Left	U	N/A	N/A	C1:B		1	15	81	96	-	-	251	1805	1805	265	94.7%	251	251
5/1	The Drive (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	111	Inf	Inf	Inf	0.0%	102	102
6/1	Old Dover Road (exit)	U	N/A	N/A	-		-	-	-	-	-	-	333	Inf	Inf	Inf	0.0%	329	329
7/1	St Lawerence Road B2068 (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	231	Inf	Inf	Inf	0.0%	215	215
J2: Nackington Road/Old Dover Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**102.6%**	**-**	**-**
1/1	Old Dover Road (WB) Ahead Left	U	N/A	N/A	C2:B		1	15	7	22	-	-	286	2034	2034	299	95.8%	286	286
2/1+2/2	B2068 Nackington Road Left Right	U	N/A	N/A	C2:C		1	20	91	2	-	-	395	1743:1787	1743	266+119	102.6 : 102.6%	395	385
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	N/A	N/A	C2:A	C2:D	1	55	7	62	35	-	788	1915:1787	1915	342+607	73.5 : 73.4%	697	697
4/1	Old Dover Road (EB Exit)	U	N/A	N/A	-		-	-	-	-	-	-	406	Inf	Inf	Inf	0.0%	371	371
5/1	B2068 Nackington Road Exit	U	N/A	N/A	-		-	-	-	-	-	-	629	Inf	Inf	Inf	0.0%	571	571

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**44**	**537**	**19**	**28.4**	**97.1**	**1.0**	**126.5**	**-**	**2725.9**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**120.9%**	**131.5**	**-**
J1: St Lawerence Road/Old Dover Road	**37**	**107**	**9**	**18.3**	**77.1**	**0.4**	**95.8**	**-**	**1354.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**120.9%**	**98.3**	**-**
1/1	0	107	9	0.7	10.0	0.4	11.1	93.2	325.0	0.8	0.4	7.3	10.0	17.3	-	0.00	99.6%	11.7	-
2/1	-	-	-	1.8	3.2	-	5.0	139.4	128.8	1.0	3.6	3.9	3.2	7.1	-	0.00	90.5%	5.3	-
3/1	37	0	0	12.6	58.7	0.0	71.3	396.3	652.1	1.0	16.2	23.0	58.7	81.7	-	0.00	120.9%	72.5	-
4/1	-	-	-	3.2	5.2	-	8.4	120.2	248.7	1.0	6.3	7.5	5.2	12.7	-	0.00	94.7%	8.8	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: Nackington Road/Old Dover Road Junction	**7**	**430**	**10**	**10.1**	**20.0**	**0.6**	**30.7**	**-**	**1371.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**102.6%**	**33.2**	**-**
1/1	-	-	-	3.7	5.9	-	9.5	120.2	283.4	1.0	7.2	8.6	5.9	14.5	-	0.00	95.8%	10.1	-
2/1+2/2	-	-	-	5.3	12.7	-	18.1	164.6	418.8	1.1	8.7	11.0	12.7	23.8	-	0.00	102.6 : 102.6%	18.8	-
3/1+3/2	7	430	10	1.1	1.4	0.6	3.1	15.9	669.1	1.0	3.4	7.7	1.4	9.0	-	0.00	73.5 : 73.4%	4.3	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0 PRC for Signalled Lanes (%): -34.3 Total Delay for Signalled Lanes (pcuHr): 95.81 Cycle Time (s): 109
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): -14.0 Total Delay for Signalled Lanes (pcuHr): 30.68 Cycle Time (s): 109
PRC Over All Lanes (%): -34.3 Total Delay Over All Lanes(pcuHr): 126.49

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	76	132	13	30	251
	B	43	0	125	18	100	286
	C	75	122	0	35	163	395
	D	34	21	35	0	40	130
	E	79	187	337	45	0	648
	Tot.	231	406	629	111	333	1710

Traffic Flows, Difference

Difference :

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

Scenario 7: '2044 8.5k AM DM' (FG7: '2044 8.5k AM DM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**122.4%**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**122.4%**	**-**	**-**
1/1	Old Dover Road B2068 (WB) Left Ahead Right	O	N/A	N/A	C1:D		1	40	5	45	-	-	770	1840	1840	600	113.5%	681	602
2/1	The Drive Left Ahead Right	U	N/A	N/A	C1:E		1	7	92	0	-	-	81	1958	1958	158	51.2%	81	81
3/1	Old Dover Road Right Left Ahead	O	N/A	N/A	C1:A		1	20	5	25	-	-	396	1623	1623	344	115.0%	396	344
4/1	St Lawerence Road B2068 Ahead Right Left	U	N/A	N/A	C1:B		1	15	71	86	-	-	357	1805	1805	292	122.4%	357	292
5/1	The Drive (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	73	Inf	Inf	Inf	0.0%	60	60
6/1	Old Dover Road (exit)	U	N/A	N/A	-		-	-	-	-	-	-	749	Inf	Inf	Inf	0.0%	599	599
7/1	St Lawerence Road B2068 (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	266	Inf	Inf	Inf	0.0%	216	216
J2: Nackington Road/Old Dover Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**120.0%**	**-**	**-**
1/1	Old Dover Road (WB) Ahead Left	U	N/A	N/A	C2:B		1	25	5	30	-	-	323	2034	2034	444	72.7%	323	323
2/1+2/2	B2068 Nackington Road Left Right	U	N/A	N/A	C2:C		1	35	84	0	-	-	665	1743:1787	1743	446+108	120.0 : 120.0%	665	554
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	N/A	N/A	C2:A	C2:D	1	50	5	55	20	-	516	1915:1787	1915	173+442	72.1 : 72.1%	443	443
4/1	Old Dover Road (EB Exit)	U	N/A	N/A	-		-	-	-	-	-	-	275	Inf	Inf	Inf	0.0%	233	233
5/1	B2068 Nackington Road Exit	U	N/A	N/A	-		-	-	-	-	-	-	459	Inf	Inf	Inf	0.0%	407	407

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**95**	**372**	**17**	**47.0**	**170.0**	**1.1**	**218.0**	**-**	**3348.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**122.4%**	**224.2**	**-**
J1: St Lawerence Road/Old Dover Road	**22**	**135**	**9**	**24.2**	**109.2**	**0.3**	**133.8**	**-**	**1605.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**122.4%**	**136.7**	**-**
1/1	0	135	9	9.2	44.3	0.3	53.8	284.7	758.1	1.1	12.8	20.9	44.3	65.2	-	0.00	113.5%	55.2	-
2/1	-	-	-	1.0	0.5	-	1.5	66.6	76.9	0.9	2.0	2.1	0.5	2.6	-	0.00	51.2%	1.6	-
3/1	22	0	0	6.9	29.2	0.0	36.2	328.9	413.6	1.0	9.8	12.3	29.2	41.6	-	0.00	115.0%	36.9	-
4/1	-	-	-	7.0	35.2	-	42.2	425.8	357.0	1.0	10.6	12.4	35.2	47.6	-	0.00	122.4%	42.9	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: Nackington Road/Old Dover Road Junction	**73**	**237**	**8**	**22.8**	**60.8**	**0.7**	**84.3**	**-**	**1742.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**120.0%**	**87.5**	**-**
1/1	-	-	-	3.9	1.3	-	5.2	57.7	298.6	0.9	8.2	9.9	1.3	11.2	-	0.00	72.7%	5.7	-
2/1+2/2	-	-	-	15.3	58.2	-	73.5	398.1	789.6	1.2	21.5	28.0	58.2	86.2	-	0.00	120.0 : 120.0%	75.0	-
3/1+3/2	73	237	8	3.6	1.3	0.7	5.6	45.3	654.2	1.5	5.8	9.3	1.3	10.6	-	0.00	72.1 : 72.1%	6.8	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0 PRC for Signalled Lanes (%): -36.0 Total Delay for Signalled Lanes (pcuHr): 133.76 Cycle Time (s): 99
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): -33.3 Total Delay for Signalled Lanes (pcuHr): 84.29 Cycle Time (s): 119
PRC Over All Lanes (%): -36.0 Total Delay Over All Lanes(pcuHr): 218.05

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	50	128	26	153	357
	B	51	0	88	5	179	323
	C	134	130	0	17	384	665
	D	16	9	23	0	33	81
	E	65	86	220	25	0	396
	Tot.	266	275	459	73	749	1822

Traffic Flows, Difference

Difference :

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

Scenario 8: '2044 8.5k PM DM' (FG8: '2044 8.5k PM DM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**126.3%**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**126.3%**	**-**	**-**
1/1	Old Dover Road B2068 (WB) Left Ahead Right	O	N/A	N/A	C1:D		1	50	5	55	-	-	450	1840	1840	433	99.8%	433	433
2/1	The Drive Left Ahead Right	U	N/A	N/A	C1:E		1	7	102	0	-	-	128	1958	1958	144	89.1%	128	128
3/1	Old Dover Road Right Left Ahead	O	N/A	N/A	C1:A		1	35	5	40	-	-	677	1623	1623	536	126.3%	677	536
4/1	St Lawerence Road B2068 Ahead Right Left	U	N/A	N/A	C1:B		1	15	81	96	-	-	255	1805	1805	265	96.2%	255	255
5/1	The Drive (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	112	Inf	Inf	Inf	0.0%	100	100
6/1	Old Dover Road (exit)	U	N/A	N/A	-		-	-	-	-	-	-	346	Inf	Inf	Inf	0.0%	335	335
7/1	St Lawerence Road B2068 (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	238	Inf	Inf	Inf	0.0%	216	216
J2: Nackington Road/Old Dover Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.4%**	**-**	**-**
1/1	Old Dover Road (WB) Ahead Left	U	N/A	N/A	C2:B		1	15	7	22	-	-	304	2034	2034	299	101.8%	304	299
2/1+2/2	B2068 Nackington Road Left Right	U	N/A	N/A	C2:C		1	20	91	2	-	-	407	1743:1787	1743	265+121	105.4 : 105.4%	407	386
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	N/A	N/A	C2:A	C2:D	1	55	7	62	35	-	814	1915:1787	1915	349+599	74.0 : 73.8%	700	700
4/1	Old Dover Road (EB Exit)	U	N/A	N/A	-		-	-	-	-	-	-	428	Inf	Inf	Inf	0.0%	380	380
5/1	B2068 Nackington Road Exit	U	N/A	N/A	-		-	-	-	-	-	-	647	Inf	Inf	Inf	0.0%	572	572

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**36**	**538**	**18**	**31.7**	**120.0**	**1.0**	**152.7**	**-**	**2842.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**126.3%**	**157.9**	**-**
J1: St Lawerence Road/Old Dover Road	**36**	**106**	**9**	**20.2**	**91.9**	**0.4**	**112.5**	**-**	**1394.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**126.3%**	**115.0**	**-**
1/1	0	106	9	0.7	10.2	0.4	11.3	94.2	332.5	0.8	0.4	7.6	10.2	17.8	-	0.00	99.8%	11.9	-
2/1	-	-	-	1.8	3.0	-	4.7	133.3	126.8	1.0	3.5	3.8	3.0	6.8	-	0.00	89.1%	5.0	-
3/1	36	0	0	14.4	72.8	0.0	87.2	464.0	681.9	1.0	17.6	24.8	72.8	97.6	-	0.00	126.3%	88.5	-
4/1	-	-	-	3.3	5.9	-	9.1	129.1	252.7	1.0	6.4	7.7	5.9	13.5	-	0.00	96.2%	9.6	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: Nackington Road/Old Dover Road Junction	**0**	**432**	**9**	**11.5**	**28.1**	**0.6**	**40.2**	**-**	**1448.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.4%**	**42.9**	**-**
1/1	-	-	-	4.2	10.2	-	14.4	170.7	304.0	1.0	7.8	9.4	10.2	19.5	-	0.00	101.8%	15.0	-
2/1+2/2	-	-	-	6.1	16.5	-	22.7	200.5	461.9	1.1	9.6	11.9	16.5	28.4	-	0.00	105.4 : 105.4%	23.5	-
3/1+3/2	0	432	9	1.1	1.4	0.6	3.1	16.1	682.2	1.0	3.4	8.1	1.4	9.4	-	0.00	74.0 : 73.8%	4.4	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0 PRC for Signalled Lanes (%): -40.3 Total Delay for Signalled Lanes (pcuHr): 112.47 Cycle Time (s): 109
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): -17.1 Total Delay for Signalled Lanes (pcuHr): 40.22 Cycle Time (s): 109
PRC Over All Lanes (%): -40.3 Total Delay Over All Lanes(pcuHr): 152.68

Traffic Flows, Desired
Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	79	132	13	31	255
	B	45	0	133	19	107	304
	C	75	128	0	35	169	407
	D	34	21	34	0	39	128
	E	84	200	348	45	0	677
	Tot.	238	428	647	112	346	1771

Traffic Flows, Difference
Difference :

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

Scenario 9: '2044 8.5k AM DS' (FG9: '2044 8.5k AM DS', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**124.9%**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**124.8%**	**-**	**-**
1/1	Old Dover Road B2068 (WB) Left Ahead Right	O	N/A	N/A	C1:D		1	40	5	45	-	-	797	1840	1840	587	116.7%	685	589
2/1	The Drive Left Ahead Right	U	N/A	N/A	C1:E		1	7	92	0	-	-	80	1958	1958	158	50.6%	80	80
3/1	Old Dover Road Right Left Ahead	O	N/A	N/A	C1:A		1	20	5	25	-	-	401	1623	1623	344	116.5%	401	344
4/1	St Lawerence Road B2068 Ahead Right Left	U	N/A	N/A	C1:B		1	15	71	86	-	-	364	1805	1805	292	124.8%	364	292
5/1	The Drive (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	74	Inf	Inf	Inf	0.0%	59	59
6/1	Old Dover Road (exit)	U	N/A	N/A	-		-	-	-	-	-	-	760	Inf	Inf	Inf	0.0%	581	581
7/1	St Lawerence Road B2068 (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	280	Inf	Inf	Inf	0.0%	218	218
J2: Nackington Road/Old Dover Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**124.9%**	**-**	**-**
1/1	Old Dover Road (WB) Ahead Left	U	N/A	N/A	C2:B		1	25	5	30	-	-	325	2034	2034	444	73.1%	325	325
2/1+2/2	B2068 Nackington Road Left Right	U	N/A	N/A	C2:C		1	35	84	0	-	-	691	1743:1787	1743	449+104	124.9 : 124.9%	691	553
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	N/A	N/A	C2:A	C2:D	1	50	5	55	20	-	528	1915:1787	1915	164+442	73.8 : 73.8%	447	447
4/1	Old Dover Road (EB Exit)	U	N/A	N/A	-		-	-	-	-	-	-	273	Inf	Inf	Inf	0.0%	225	225
5/1	B2068 Nackington Road Exit	U	N/A	N/A	-		-	-	-	-	-	-	474	Inf	Inf	Inf	0.0%	415	415

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**94**	**383**	**17**	**50.9**	**196.8**	**1.1**	**248.8**	**-**	**3405.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**124.9%**	**255.1**	**-**
J1: St Lawerence Road/Old Dover Road	**21**	**138**	**9**	**25.8**	**122.8**	**0.4**	**149.0**	**-**	**1619.8**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**124.8%**	**151.9**	**-**
1/1	0	138	9	10.1	52.3	0.3	62.7	329.3	762.5	1.1	13.3	21.5	52.3	73.7	-	0.00	116.7%	64.1	-
2/1	-	-	-	1.0	0.5	-	1.5	66.3	76.0	0.9	2.0	2.1	0.5	2.6	-	0.00	50.6%	1.6	-
3/1	21	0	0	7.2	31.5	0.0	38.8	348.1	417.4	1.0	10.0	12.6	31.5	44.1	-	0.00	116.5%	39.5	-
4/1	-	-	-	7.5	38.5	-	46.0	455.3	364.0	1.0	11.2	13.0	38.5	51.5	-	0.00	124.8%	46.7	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: Nackington Road/Old Dover Road Junction	**73**	**245**	**8**	**25.1**	**74.0**	**0.7**	**99.9**	**-**	**1785.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**124.9%**	**103.1**	**-**
1/1	-	-	-	3.9	1.3	-	5.2	58.0	300.4	0.9	8.2	9.9	1.3	11.3	-	0.00	73.1%	5.8	-
2/1+2/2	-	-	-	17.6	71.3	-	88.9	462.9	814.7	1.2	24.0	30.7	71.3	102.0	-	0.00	124.9 : 124.9%	90.4	-
3/1+3/2	73	245	8	3.7	1.4	0.7	5.8	46.6	670.6	1.5	6.0	9.6	1.4	11.0	-	0.00	73.8 : 73.8%	7.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0 PRC for Signalled Lanes (%): -38.6 Total Delay for Signalled Lanes (pcuHr): 148.96 Cycle Time (s): 99
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): -38.8 Total Delay for Signalled Lanes (pcuHr): 99.88 Cycle Time (s): 119
PRC Over All Lanes (%): -38.8 Total Delay Over All Lanes(pcuHr): 248.84

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	50	135	26	153	364
	B	54	0	89	5	177	325
	C	146	130	0	18	397	691
	D	16	8	23	0	33	80
	E	64	85	227	25	0	401
	Tot.	280	273	474	74	760	1861

Traffic Flows, Difference

Difference :

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

Scenario 10: '2044 8.5k PM DS' (FG10: '2044 8.5k PM DS', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**128.3%**	-	-
J1: St Lawerence Road/Old Dover Road	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**128.3%**	-	-
1/1	Old Dover Road B2068 (WB) Left Ahead Right	O	N/A	N/A	C1:D		1	50	5	55	-	-	465	1840	1840	424	102.5%	434	423
2/1	The Drive Left Ahead Right	U	N/A	N/A	C1:E		1	7	102	0	-	-	130	1958	1958	144	90.5%	130	130
3/1	Old Dover Road Right Left Ahead	O	N/A	N/A	C1:A		1	35	5	40	-	-	688	1623	1623	536	128.3%	688	536
4/1	St Lawerence Road B2068 Ahead Right Left	U	N/A	N/A	C1:B		1	15	81	96	-	-	268	1805	1805	265	101.1%	268	265
5/1	The Drive (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	112	Inf	Inf	Inf	0.0%	97	97
6/1	Old Dover Road (exit)	U	N/A	N/A	-		-	-	-	-	-	-	353	Inf	Inf	Inf	0.0%	327	327
7/1	St Lawerence Road B2068 (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	247	Inf	Inf	Inf	0.0%	217	217
J2: Nackington Road/Old Dover Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**110.1%**	-	-
1/1	Old Dover Road (WB) Ahead Left	U	N/A	N/A	C2:B		1	15	7	22	-	-	305	2034	2034	299	102.2%	305	299
2/1+2/2	B2068 Nackington Road Left Right	U	N/A	N/A	C2:C		1	20	91	2	-	-	423	1743:1787	1743	267+117	110.1 : 110.1%	423	384
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	N/A	N/A	C2:A	C2:D	1	55	7	62	35	-	839	1915:1787	1915	334+601	76.4 : 76.2%	713	713
4/1	Old Dover Road (EB Exit)	U	N/A	N/A	-		-	-	-	-	-	-	429	Inf	Inf	Inf	0.0%	373	373
5/1	B2068 Nackington Road Exit	U	N/A	N/A	-		-	-	-	-	-	-	673	Inf	Inf	Inf	0.0%	589	589

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**35**	**556**	**19**	**34.7**	**139.7**	**1.0**	**175.5**	**-**	**2994.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**128.3%**	**181.0**	**-**
J1: St Lawerence Road/Old Dover Road	**35**	**108**	**9**	**21.7**	**103.8**	**0.4**	**125.9**	**-**	**1422.3**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**128.3%**	**128.5**	**-**
1/1	0	108	9	1.2	13.4	0.4	15.0	124.5	333.6	0.8	0.7	7.6	13.4	21.0	-	0.00	102.5%	15.6	-
2/1	-	-	-	1.8	3.2	-	5.0	139.4	128.8	1.0	3.6	3.9	3.2	7.1	-	0.00	90.5%	5.3	-
3/1	35	0	0	15.1	78.2	0.0	93.3	488.3	691.9	1.0	18.2	25.4	78.2	103.6	-	0.00	128.3%	94.6	-
4/1	-	-	-	3.6	9.0	-	12.6	168.6	268.0	1.0	6.9	8.2	9.0	17.2	-	0.00	101.1%	13.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: Nackington Road/Old Dover Road Junction	**0**	**448**	**10**	**13.0**	**35.9**	**0.6**	**49.5**	**-**	**1572.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**110.1%**	**52.4**	**-**
1/1	-	-	-	4.3	10.5	-	14.8	174.5	305.0	1.0	7.9	9.4	10.5	19.9	-	0.00	102.2%	15.3	-
2/1+2/2	-	-	-	7.5	23.8	-	31.3	266.3	526.8	1.2	11.1	13.3	23.8	37.1	-	0.00	110.1 : 110.1%	32.3	-
3/1+3/2	0	448	10	1.2	1.6	0.6	3.5	17.5	740.3	1.0	3.5	8.7	1.6	10.2	-	0.00	76.4 : 76.2%	4.8	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0 PRC for Signalled Lanes (%): -42.6 Total Delay for Signalled Lanes (pcuHr): 125.94 Cycle Time (s): 109
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): -22.3 Total Delay for Signalled Lanes (pcuHr): 49.54 Cycle Time (s): 109
PRC Over All Lanes (%): -42.6 Total Delay Over All Lanes(pcuHr): 175.48

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	81	143	13	31	268
	B	47	0	134	18	106	305
	C	82	129	0	36	176	423
	D	34	21	35	0	40	130
	E	84	198	361	45	0	688
	Tot.	247	429	673	112	353	1814

Traffic Flows, Difference

Difference :

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

Scenario 11: '2044 10k AM DM' (FG11: '2044 10k AM DM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**122.4%**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**122.4%**	**-**	**-**
1/1	Old Dover Road B2068 (WB) Left Ahead Right	O	N/A	N/A	C1:D		1	40	5	45	-	-	770	1840	1840	600	113.5%	681	602
2/1	The Drive Left Ahead Right	U	N/A	N/A	C1:E		1	7	92	0	-	-	81	1958	1958	158	51.2%	81	81
3/1	Old Dover Road Right Left Ahead	O	N/A	N/A	C1:A		1	20	5	25	-	-	396	1623	1623	344	115.0%	396	344
4/1	St Lawerence Road B2068 Ahead Right Left	U	N/A	N/A	C1:B		1	15	71	86	-	-	357	1805	1805	292	122.4%	357	292
5/1	The Drive (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	73	Inf	Inf	Inf	0.0%	60	60
6/1	Old Dover Road (exit)	U	N/A	N/A	-		-	-	-	-	-	-	749	Inf	Inf	Inf	0.0%	599	599
7/1	St Lawerence Road B2068 (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	266	Inf	Inf	Inf	0.0%	216	216
J2: Nackington Road/Old Dover Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**120.0%**	**-**	**-**
1/1	Old Dover Road (WB) Ahead Left	U	N/A	N/A	C2:B		1	25	5	30	-	-	323	2034	2034	444	72.7%	323	323
2/1+2/2	B2068 Nackington Road Left Right	U	N/A	N/A	C2:C		1	35	84	0	-	-	665	1743:1787	1743	446+108	120.0 : 120.0%	665	554
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	N/A	N/A	C2:A	C2:D	1	50	5	55	20	-	516	1915:1787	1915	173+442	72.1 : 72.1%	443	443
4/1	Old Dover Road (EB Exit)	U	N/A	N/A	-		-	-	-	-	-	-	275	Inf	Inf	Inf	0.0%	233	233
5/1	B2068 Nackington Road Exit	U	N/A	N/A	-		-	-	-	-	-	-	459	Inf	Inf	Inf	0.0%	407	407

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**95**	**372**	**17**	**47.0**	**170.0**	**1.1**	**218.0**	**-**	**3348.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**122.4%**	**224.2**	**-**
J1: St Lawerence Road/Old Dover Road	**22**	**135**	**9**	**24.2**	**109.2**	**0.3**	**133.8**	**-**	**1605.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**122.4%**	**136.7**	**-**
1/1	0	135	9	9.2	44.3	0.3	53.8	284.7	758.1	1.1	12.8	20.9	44.3	65.2	-	0.00	113.5%	55.2	-
2/1	-	-	-	1.0	0.5	-	1.5	66.6	76.9	0.9	2.0	2.1	0.5	2.6	-	0.00	51.2%	1.6	-
3/1	22	0	0	6.9	29.2	0.0	36.2	328.9	413.6	1.0	9.8	12.3	29.2	41.6	-	0.00	115.0%	36.9	-
4/1	-	-	-	7.0	35.2	-	42.2	425.8	357.0	1.0	10.6	12.4	35.2	47.6	-	0.00	122.4%	42.9	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: Nackington Road/Old Dover Road Junction	**73**	**237**	**8**	**22.8**	**60.8**	**0.7**	**84.3**	**-**	**1742.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**120.0%**	**87.5**	**-**
1/1	-	-	-	3.9	1.3	-	5.2	57.7	298.6	0.9	8.2	9.9	1.3	11.2	-	0.00	72.7%	5.7	-
2/1+2/2	-	-	-	15.3	58.2	-	73.5	398.1	789.6	1.2	21.5	28.0	58.2	86.2	-	0.00	120.0 : 120.0%	75.0	-
3/1+3/2	73	237	8	3.6	1.3	0.7	5.6	45.3	654.2	1.5	5.8	9.3	1.3	10.6	-	0.00	72.1 : 72.1%	6.8	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0 PRC for Signalled Lanes (%): -36.0 Total Delay for Signalled Lanes (pcuHr): 133.76 Cycle Time (s): 99
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): -33.3 Total Delay for Signalled Lanes (pcuHr): 84.29 Cycle Time (s): 119
PRC Over All Lanes (%): -36.0 Total Delay Over All Lanes(pcuHr): 218.05

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	50	128	26	153	357
	B	51	0	88	5	179	323
	C	134	130	0	17	384	665
	D	16	9	23	0	33	81
	E	65	86	220	25	0	396
	Tot.	266	275	459	73	749	1822

Traffic Flows, Difference

Difference :

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

Scenario 12: '2044 10k PM DM' (FG12: '2044 10k PM DM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**126.3%**	-	-
J1: St Lawerence Road/Old Dover Road	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**126.3%**	-	-
1/1	Old Dover Road B2068 (WB) Left Ahead Right	O	N/A	N/A	C1:D		1	50	5	55	-	-	450	1840	1840	433	99.8%	433	433
2/1	The Drive Left Ahead Right	U	N/A	N/A	C1:E		1	7	102	0	-	-	128	1958	1958	144	89.1%	128	128
3/1	Old Dover Road Right Left Ahead	O	N/A	N/A	C1:A		1	35	5	40	-	-	677	1623	1623	536	126.3%	677	536
4/1	St Lawerence Road B2068 Ahead Right Left	U	N/A	N/A	C1:B		1	15	81	96	-	-	255	1805	1805	265	96.2%	255	255
5/1	The Drive (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	112	Inf	Inf	Inf	0.0%	100	100
6/1	Old Dover Road (exit)	U	N/A	N/A	-		-	-	-	-	-	-	346	Inf	Inf	Inf	0.0%	335	335
7/1	St Lawerence Road B2068 (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	238	Inf	Inf	Inf	0.0%	216	216
J2: Nackington Road/Old Dover Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**105.4%**	-	-
1/1	Old Dover Road (WB) Ahead Left	U	N/A	N/A	C2:B		1	15	7	22	-	-	304	2034	2034	299	101.8%	304	299
2/1+2/2	B2068 Nackington Road Left Right	U	N/A	N/A	C2:C		1	20	91	2	-	-	407	1743:1787	1743	265+121	105.4 : 105.4%	407	386
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	N/A	N/A	C2:A	C2:D	1	55	7	62	35	-	814	1915:1787	1915	349+599	74.0 : 73.8%	700	700
4/1	Old Dover Road (EB Exit)	U	N/A	N/A	-		-	-	-	-	-	-	428	Inf	Inf	Inf	0.0%	380	380
5/1	B2068 Nackington Road Exit	U	N/A	N/A	-		-	-	-	-	-	-	647	Inf	Inf	Inf	0.0%	572	572

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**36**	**538**	**18**	**31.7**	**120.0**	**1.0**	**152.7**	**-**	**2842.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**126.3%**	**157.9**	**-**
J1: St Lawerence Road/Old Dover Road	**36**	**106**	**9**	**20.2**	**91.9**	**0.4**	**112.5**	**-**	**1394.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**126.3%**	**115.0**	**-**
1/1	0	106	9	0.7	10.2	0.4	11.3	94.2	332.5	0.8	0.4	7.6	10.2	17.8	-	0.00	99.8%	11.9	-
2/1	-	-	-	1.8	3.0	-	4.7	133.3	126.8	1.0	3.5	3.8	3.0	6.8	-	0.00	89.1%	5.0	-
3/1	36	0	0	14.4	72.8	0.0	87.2	464.0	681.9	1.0	17.6	24.8	72.8	97.6	-	0.00	126.3%	88.5	-
4/1	-	-	-	3.3	5.9	-	9.1	129.1	252.7	1.0	6.4	7.7	5.9	13.5	-	0.00	96.2%	9.6	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: Nackington Road/Old Dover Road Junction	**0**	**432**	**9**	**11.5**	**28.1**	**0.6**	**40.2**	**-**	**1448.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.4%**	**42.9**	**-**
1/1	-	-	-	4.2	10.2	-	14.4	170.7	304.0	1.0	7.8	9.4	10.2	19.5	-	0.00	101.8%	15.0	-
2/1+2/2	-	-	-	6.1	16.5	-	22.7	200.5	461.9	1.1	9.6	11.9	16.5	28.4	-	0.00	105.4 : 105.4%	23.5	-
3/1+3/2	0	432	9	1.1	1.4	0.6	3.1	16.1	682.2	1.0	3.4	8.1	1.4	9.4	-	0.00	74.0 : 73.8%	4.4	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0 PRC for Signalled Lanes (%): -40.3 Total Delay for Signalled Lanes (pcuHr): 112.47 Cycle Time (s): 109
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): -17.1 Total Delay for Signalled Lanes (pcuHr): 40.22 Cycle Time (s): 109
PRC Over All Lanes (%): -40.3 Total Delay Over All Lanes(pcuHr): 152.68

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	79	132	13	31	255
	B	45	0	133	19	107	304
	C	75	128	0	35	169	407
	D	34	21	34	0	39	128
	E	84	200	348	45	0	677
	Tot.	238	428	647	112	346	1771

Traffic Flows, Difference

Difference :

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

Scenario 13: '2044 10k AM DS' (FG13: '2044 10k AM DS', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**125.5%**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**125.5%**	**-**	**-**
1/1	Old Dover Road B2068 (WB) Left Ahead Right	O	N/A	N/A	C1:D		1	40	5	45	-	-	799	1840	1840	586	116.9%	685	588
2/1	The Drive Left Ahead Right	U	N/A	N/A	C1:E		1	7	92	0	-	-	80	1958	1958	158	50.6%	80	80
3/1	Old Dover Road Right Left Ahead	O	N/A	N/A	C1:A		1	20	5	25	-	-	401	1623	1623	344	116.5%	401	344
4/1	St Lawerence Road B2068 Ahead Right Left	U	N/A	N/A	C1:B		1	15	71	86	-	-	366	1805	1805	292	125.5%	366	292
5/1	The Drive (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	74	Inf	Inf	Inf	0.0%	59	59
6/1	Old Dover Road (exit)	U	N/A	N/A	-		-	-	-	-	-	-	761	Inf	Inf	Inf	0.0%	580	580
7/1	St Lawerence Road B2068 (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	281	Inf	Inf	Inf	0.0%	218	218
J2: Nackington Road/Old Dover Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**125.3%**	**-**	**-**
1/1	Old Dover Road (WB) Ahead Left	U	N/A	N/A	C2:B		1	25	5	30	-	-	325	2034	2034	444	73.1%	325	325
2/1+2/2	B2068 Nackington Road Left Right	U	N/A	N/A	C2:C		1	35	84	0	-	-	693	1743:1787	1743	449+104	125.3 : 125.3%	693	553
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	N/A	N/A	C2:A	C2:D	1	50	5	55	20	-	530	1915:1787	1915	165+442	73.8 : 73.9%	448	448
4/1	Old Dover Road (EB Exit)	U	N/A	N/A	-		-	-	-	-	-	-	274	Inf	Inf	Inf	0.0%	225	225
5/1	B2068 Nackington Road Exit	U	N/A	N/A	-		-	-	-	-	-	-	475	Inf	Inf	Inf	0.0%	415	415

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**94**	**383**	**18**	**51.3**	**199.3**	**1.1**	**251.6**	**-**	**3410.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**125.5%**	**257.9**	**-**
J1: St Lawerence Road/Old Dover Road	**21**	**138**	**9**	**26.0**	**124.2**	**0.4**	**150.6**	**-**	**1622.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**125.5%**	**153.5**	**-**
1/1	0	138	9	10.1	52.7	0.3	63.2	331.8	762.8	1.1	13.3	21.5	52.7	74.2	-	0.00	116.9%	64.6	-
2/1	-	-	-	1.0	0.5	-	1.5	66.3	76.0	0.9	2.0	2.1	0.5	2.6	-	0.00	50.6%	1.6	-
3/1	21	0	0	7.2	31.5	0.0	38.8	348.1	417.4	1.0	10.0	12.6	31.5	44.1	-	0.00	116.5%	39.5	-
4/1	-	-	-	7.7	39.5	-	47.1	463.6	366.0	1.0	11.3	13.1	39.5	52.6	-	0.00	125.5%	47.8	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: Nackington Road/Old Dover Road Junction	**73**	**245**	**8**	**25.3**	**75.0**	**0.7**	**101.1**	**-**	**1788.4**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**125.3%**	**104.3**	**-**
1/1	-	-	-	3.9	1.3	-	5.2	58.0	300.4	0.9	8.2	9.9	1.3	11.3	-	0.00	73.1%	5.8	-
2/1+2/2	-	-	-	17.7	72.3	-	90.0	467.8	816.7	1.2	24.1	30.9	72.3	103.2	-	0.00	125.3 : 125.3%	91.5	-
3/1+3/2	73	245	8	3.7	1.4	0.7	5.8	46.6	671.3	1.5	6.0	9.6	1.4	11.0	-	0.00	73.8 : 73.9%	7.0	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0 PRC for Signalled Lanes (%): -39.4 Total Delay for Signalled Lanes (pcuHr): 150.55 Cycle Time (s): 99
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): -39.2 Total Delay for Signalled Lanes (pcuHr): 101.07 Cycle Time (s): 119
PRC Over All Lanes (%): -39.4 Total Delay Over All Lanes(pcuHr): 251.62

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	51	136	26	153	366
	B	54	0	89	5	177	325
	C	147	130	0	18	398	693
	D	16	8	23	0	33	80
	E	64	85	227	25	0	401
	Tot.	281	274	475	74	761	1865

Traffic Flows, Difference

Difference :

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

Scenario 14: '2044 10k PM DS' (FG14: '2044 10k PM DS', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**118.6%**	-	-
J1: St Lawerence Road/Old Dover Road	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**118.6%**	-	-
1/1	Old Dover Road B2068 (WB) Left Ahead Right	O	N/A	N/A	C1:D		1	52	5	57	-	-	467	1840	1840	406	115.0%	467	406
2/1	The Drive Left Ahead Right	U	N/A	N/A	C1:E		1	7	102	0	-	-	130	1958	1958	144	90.5%	130	130
3/1	Old Dover Road Right Left Ahead	O	N/A	N/A	C1:A		1	38	5	43	-	-	689	1623	1623	581	118.6%	689	581
4/1	St Lawerence Road B2068 Ahead Right Left	U	N/A	N/A	C1:B		1	13	83	96	-	-	269	1805	1805	232	116.0%	269	232
5/1	The Drive (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	112	Inf	Inf	Inf	0.0%	96	96
6/1	Old Dover Road (exit)	U	N/A	N/A	-		-	-	-	-	-	-	354	Inf	Inf	Inf	0.0%	312	312
7/1	St Lawerence Road B2068 (Exit)	U	N/A	N/A	-		-	-	-	-	-	-	248	Inf	Inf	Inf	0.0%	218	218
J2: Nackington Road/Old Dover Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**91.8%**	-	-
1/1	Old Dover Road (WB) Ahead Left	U	N/A	N/A	C2:B		1	34	17	51	-	-	305	2034	2034	653	46.7%	305	305
2/1+2/2	B2068 Nackington Road Left Right	U	N/A	N/A	C2:C		1	25	96	12	-	-	425	1743:1787	1743	324+141	91.5 : 91.5%	425	425
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	N/A	N/A	C2:A	C2:D	1	50	17	67	11	-	841	1915:1787	1915	281+506	91.8 : 91.7%	722	722
4/1	Old Dover Road (EB Exit)	U	N/A	N/A	-		-	-	-	-	-	-	429	Inf	Inf	Inf	0.0%	387	387
5/1	B2068 Nackington Road Exit	U	N/A	N/A	-		-	-	-	-	-	-	675	Inf	Inf	Inf	0.0%	598	598

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network	**260**	**289**	**66**	**32.6**	**125.6**	**1.5**	**159.7**	**-**	**3194.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**118.6%**	**165.5**	**-**
J1: St Lawerence Road/Old Dover Road	**38**	**104**	**9**	**23.4**	**116.0**	**0.6**	**139.9**	**-**	**1525.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**118.6%**	**142.7**	**-**
1/1	0	104	9	3.9	33.9	0.6	38.3	295.5	432.0	0.9	3.7	9.5	33.9	43.4	-	0.00	115.0%	39.1	-
2/1	-	-	-	1.8	3.2	-	5.0	139.4	128.8	1.0	3.6	3.9	3.2	7.1	-	0.00	90.5%	5.3	-
3/1	38	0	0	12.5	57.2	0.0	69.6	363.9	695.8	1.0	16.3	24.1	57.2	81.3	-	0.00	118.6%	70.9	-
4/1	-	-	-	5.2	21.7	-	26.9	360.2	269.0	1.0	8.5	9.6	21.7	31.3	-	0.00	116.0%	27.4	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
J2: Nackington Road/Old Dover Road Junction	**222**	**185**	**57**	**9.2**	**9.7**	**0.9**	**19.7**	**-**	**1669.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**91.8%**	**22.8**	**-**
1/1	-	-	-	2.5	0.4	-	2.9	34.7	243.4	0.8	6.1	7.4	0.4	7.8	-	0.00	46.7%	3.4	-
2/1+2/2	-	-	-	4.6	4.4	-	9.0	76.5	411.3	1.0	8.3	11.1	4.4	15.5	-	0.00	91.5 : 91.5%	9.8	-
3/1+3/2	222	185	57	2.0	4.8	0.9	7.8	38.7	1014.3	1.4	4.1	13.8	4.8	18.6	-	0.00	91.8 : 91.7%	9.6	-
4/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
5/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0 PRC for Signalled Lanes (%): -31.8 Total Delay for Signalled Lanes (pcuHr): 139.92 Cycle Time (s): 109
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): -2.0 Total Delay for Signalled Lanes (pcuHr): 19.74 Cycle Time (s): 109
PRC Over All Lanes (%): -31.8 Total Delay Over All Lanes(pcuHr): 159.67

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	81	144	13	31	269
	B	47	0	134	18	106	305
	C	83	129	0	36	177	425
	D	34	21	35	0	40	130
	E	84	198	362	45	0	689
	Tot.	248	429	675	112	354	1818

Traffic Flows, Difference

Difference :

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

Basic Results Summary

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2014 AM Peak Hour	AM Peak Hour 2014	Network Control Plan 1	08:00 - 09:00	99/119	43.2	21.71
2	2014 PM Peak Hour	PM Peak Hour 2014	Network Control Plan 1	16:45 - 17:45	109/109	46.7	19.57
3	2037 DM AM	2037 DM AM	Network Control Plan 1	08:00 - 09:00	99/119	19.7	29.29
4	2037 DM AM	2037 DM PM	Network Control Plan 1	16:45 - 17:45	109/109	20.7	28.38
5	2037 DS AM	2037 DS AM	Network Control Plan 1	08:00 - 09:00	99/119	17.3	30.22
6	2037 DS AM	2037 DS PM	Network Control Plan 1	16:45 - 17:45	109/109	17.5	28.75
7	2044 8.5k DM AM	2044 8.5k DM AM	Network Control Plan 1	08:00 - 09:00	99/119	12.7	32.93
8	2044 8.5k DM PM	2044 8.5k DM PM	Network Control Plan 1	16:45 - 17:45	109/109	12.5	31.83
9	2044 8.5k DS AM	2044 8.5k DS AM	Network Control Plan 1	08:00 - 09:00	99/119	9.9	34.62
10	2044 8.5k DS PM	2044 8.5k DS PM	Network Control Plan 1	16:45 - 17:45	109/109	0.8	36.32
11	2044 10k DM AM	2044 10k DM AM	Network Control Plan 1	08:00 - 09:00	99/119	12.7	32.93
12	2044 10k DM PM	2044 10k DM PM	Network Control Plan 1	16:45 - 17:45	109/109	12.5	31.83
13	2044 10k DS AM	2044 10k DS AM	Network Control Plan 1	08:00 - 09:00	99/119	9.6	34.80
14	2044 10k DS PM	2044 10k DS PM	Network Control Plan 1	16:45 - 17:45	109/109	0.8	36.88

Scenario 1: '2014 AM Peak Hour' (FG1: 'AM Peak Hour 2014', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.8%**	**477**	**129**	**9**	**21.7**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.8%**	**320**	**0**	**2**	**10.9**	**-**	**-**
1/1	St Lawerence Road B2068 Ahead Right Left	O	C1:B		1	24	-	285	1805	456	62.5%	120	0	1	3.4	43.4	7.7
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	C1:D		1	43	-	605	1840:1940	734+229	62.8 : 62.8%	144	0	0	4.6	27.3	10.2
3/1	The Drive Ahead Left Right	O	C1:E		1	24	-	78	1958	406	19.2%	32	0	0	0.8	34.7	1.8
4/1	Old Dover Road Left Right Ahead	O	C1:A		1	43	-	315	1623	721	43.7%	25	0	0	2.1	24.1	6.3
J2: Nackington Road/Old Dover Road Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.4%**	**157**	**129**	**7**	**10.8**	**-**	**-**
1/1	Old Dover Road (WB) Ahead Left	U	C2:B		1	28	-	252	2034	496	50.8%	-	-	-	3.2	46.2	7.7
2/1+2/2	B2068 Nackington Road Left Right	U	C2:C	C2:K	1	56:24	32	519	1743:1787	674+159	62.4 : 62.4%	-	-	-	4.4	30.7	12.1
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	C2:A	C2:D	1	60	27	408	1915:1787	239+610	48.0 : 48.0%	157	129	7	3.2	27.9	7.4

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 43.2 Total Delay for Signalled Lanes (pcuHr): 10.88 Cycle Time (s): 99
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 44.3 Total Delay for Signalled Lanes (pcuHr): 10.83 Cycle Time (s): 119
PRC Over All Lanes (%): 43.2 Total Delay Over All Lanes(pcuHr): 21.71

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	39	99	26	121	285
	B	40	0	67	5	140	252
	C	104	99	0	17	299	519
	D	15	9	23	0	31	78
	E	52	67	171	25	0	315
	Tot.	211	214	360	73	591	1449

Traffic Flows, Difference

Difference :

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

Scenario 2: '2014 PM Peak Hour' (FG2: 'PM Peak Hour 2014', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**61.4%**	**340**	**259**	**18**	**19.6**	-	-
J1: St Lawerence Road/Old Dover Road	-	-	-		-	-	-	-	-	-	**61.4%**	**214**	**0**	**1**	**10.1**	-	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	C1:B		1	20	-	199	1805	348	57.2%	24	0	0	2.9	51.9	6.1
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	C1:D		1	57	-	347	1840:1940	828+276	30.4 : 34.4%	95	0	0	1.7	18.1	2.9
3/1	The Drive Ahead Left Right	O	C1:E		1	20	-	125	1958	220	56.8%	52	0	0	2.1	59.8	3.9
4/1	Old Dover Road Left Right Ahead	O	C1:A		1	57	-	530	1623	864	61.4%	44	0	0	3.4	23.1	11.8
J2: Nackington Road/Old Dover Road Junction	-	-	-		-	-	-	-	-	-	**59.9%**	**126**	**259**	**17**	**9.5**	-	-
1/1	Old Dover Road (WB) Ahead Left	U	C2:B		1	22	-	235	2034	429	54.8%	-	-	-	3.1	47.6	6.9
2/1+2/2	B2068 Nackington Road Left Right	U	C2:C	C2:K	1	52:15	37	314	1743:1787	359+165	59.9 : 59.9%	-	-	-	2.9	33.0	4.6
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	C2:A	C2:D	1	59	32	637	1915:1787	402+687	58.5 : 58.5%	126	259	17	3.5	19.8	7.3

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 46.7 Total Delay for Signalled Lanes (pcuHr): 10.09 Cycle Time (s): 109
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 50.2 Total Delay for Signalled Lanes (pcuHr): 9.48 Cycle Time (s): 109
PRC Over All Lanes (%): 46.7 Total Delay Over All Lanes(pcuHr): 19.57

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	61	101	13	24	199
	B	36	0	103	13	83	235
	C	59	99	0	24	132	314
	D	33	20	32	0	40	125
	E	63	154	269	44	0	530
	Tot.	191	334	505	94	279	1403

Traffic Flows, Difference

Difference :

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

Scenario 3: '2037 DM AM' (FG3: '2037 DM AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**75.2%**	**495**	**220**	**11**	**29.3**	-	-
J1: St Lawerence Road/Old Dover Road	-	-	-		-	-	-	-	-	-	**75.2%**	**374**	**0**	**2**	**14.5**	-	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	C1:B		1	24	-	338	1805	456	74.2%	144	0	1	4.6	49.1	9.9
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	C1:D		1	43	-	725	1840:1940	733+231	75.2 : 75.2%	174	0	0	6.4	31.8	13.7
3/1	The Drive Ahead Left Right	O	C1:E		1	24	-	81	1958	380	21.3%	32	0	0	0.8	35.2	1.9
4/1	Old Dover Road Left Right Ahead	O	C1:A		1	43	-	375	1623	721	52.0%	25	0	0	2.7	25.9	7.9
J2: Nackington Road/Old Dover Road Junction	-	-	-		-	-	-	-	-	-	**74.5%**	**121**	**220**	**9**	**14.8**	-	-
1/1	Old Dover Road (WB) Ahead Left	U	C2:B		1	28	-	304	2034	496	61.3%	-	-	-	4.2	49.3	9.7
2/1+2/2	B2068 Nackington Road Left Right	U	C2:C	C2:K	1	56:25	31	625	1743:1787	676+162	74.5 : 74.5%	-	-	-	6.0	34.8	16.6
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	C2:A	C2:D	1	59	26	487	1915:1787	220+562	62.2 : 62.2%	121	220	9	4.6	33.8	10.1

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 19.7 Total Delay for Signalled Lanes (pcuHr): 14.50 Cycle Time (s): 99
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 20.8 Total Delay for Signalled Lanes (pcuHr): 14.78 Cycle Time (s): 119
PRC Over All Lanes (%): 19.7 Total Delay Over All Lanes(pcuHr): 29.29

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	47	120	26	145	338
	B	48	0	83	5	168	304
	C	126	121	0	17	361	625
	D	16	9	23	0	33	81
	E	62	81	207	25	0	375
	Tot.	252	258	433	73	707	1723

Traffic Flows, Difference

Difference :

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

Scenario 4: '2037 DM AM' (FG4: '2037 DM PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.6%**	**306**	**412**	**11**	**28.4**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.2%**	**240**	**0**	**1**	**15.1**	**-**	**-**
1/1	St Lawerence Road B2068 Ahead Right Left	O	C1:B		1	20	-	242	1805	348	69.6%	29	0	0	3.9	57.7	7.9
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	C1:D		1	57	-	426	1840:1940	619+185	50.8 : 60.5%	112	0	0	3.6	30.5	7.6
3/1	The Drive Ahead Left Right	O	C1:E		1	20	-	128	1958	182	70.4%	54	0	1	2.7	74.6	4.5
4/1	Old Dover Road Left Right Ahead	O	C1:A		1	57	-	641	1623	864	74.2%	45	0	0	5.0	27.9	16.4
J2: Nackington Road/Old Dover Road Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.6%**	**65**	**412**	**10**	**13.3**	**-**	**-**
1/1	Old Dover Road (WB) Ahead Left	U	C2:B		1	20	-	286	2034	392	73.0%	-	-	-	4.6	57.9	9.4
2/1+2/2	B2068 Nackington Road Left Right	U	C2:C	C2:K	1	54:15	39	384	1743:1787	362+165	72.8 : 72.8%	-	-	-	3.9	36.5	6.4
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	C2:A	C2:D	1	59	34	771	1915:1787	381+653	74.6 : 74.6%	65	412	10	4.8	22.3	11.5

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 21.3 Total Delay for Signalled Lanes (pcuHr): 15.10 Cycle Time (s): 109
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 20.7 Total Delay for Signalled Lanes (pcuHr): 13.28 Cycle Time (s): 109
PRC Over All Lanes (%): 20.7 Total Delay Over All Lanes(pcuHr): 28.38

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	75	125	13	29	242
	B	42	0	124	19	101	286
	C	70	120	0	35	159	384
	D	34	21	34	0	39	128
	E	80	188	328	45	0	641
	Tot.	226	404	611	112	328	1681

Traffic Flows, Difference

Difference :

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

Scenario 5: '2037 DS AM' (FG5: '2037 DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.7%**	**495**	**238**	**11**	**30.2**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.7%**	**384**	**0**	**2**	**15.0**	**-**	**-**
1/1	St Lawerence Road B2068 Ahead Right Left	O	C1:B		1	24	-	342	1805	456	75.0%	143	0	1	4.7	49.6	10.1
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	C1:D		1	43	-	745	1840:1940	730+241	76.7 : 76.7%	185	0	0	6.8	32.7	14.3
3/1	The Drive Ahead Left Right	O	C1:E		1	24	-	81	1958	371	21.8%	32	0	0	0.8	35.4	1.9
4/1	Old Dover Road Left Right Ahead	O	C1:A		1	43	-	379	1623	721	52.5%	25	0	0	2.7	26.0	8.0
J2: Nackington Road/Old Dover Road Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.6%**	**111**	**238**	**9**	**15.2**	**-**	**-**
1/1	Old Dover Road (WB) Ahead Left	U	C2:B		1	27	-	305	2034	479	63.7%	-	-	-	4.3	51.2	9.9
2/1+2/2	B2068 Nackington Road Left Right	U	C2:C	C2:K	1	57:24	33	644	1743:1787	683+158	76.6 : 76.6%	-	-	-	6.3	35.3	17.3
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	C2:A	C2:D	1	60	28	496	1915:1787	222+576	62.1 : 62.1%	111	238	9	4.6	33.1	10.2

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 17.3 Total Delay for Signalled Lanes (pcuHr): 15.01 Cycle Time (s): 99
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 17.5 Total Delay for Signalled Lanes (pcuHr): 15.21 Cycle Time (s): 119
PRC Over All Lanes (%): 17.3 Total Delay Over All Lanes(pcuHr): 30.22

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	48	124	26	144	342
	B	50	0	83	5	167	305
	C	135	121	0	18	370	644
	D	16	9	23	0	33	81
	E	62	81	211	25	0	379
	Tot.	263	259	441	74	714	1751

Traffic Flows, Difference

Difference :

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

Scenario 6: '2037 DS AM' (FG6: '2037 DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**76.6%**	**412**	**324**	**17**	**28.7**	-	-
J1: St Lawerence Road/Old Dover Road	-	-	-		-	-	-	-	-	-	**76.3%**	**248**	**0**	**1**	**16.1**	-	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	C1:B		1	21	-	251	1805	364	68.9%	30	0	0	3.9	55.9	8.1
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	C1:D		1	56	-	434	1840:1940	466+167	67.8 : 70.5%	118	0	0	4.1	34.1	7.4
3/1	The Drive Ahead Left Right	O	C1:E		1	21	-	130	1958	182	71.6%	55	0	1	2.7	75.1	4.6
4/1	Old Dover Road Left Right Ahead	O	C1:A		1	56	-	648	1623	849	76.3%	45	0	0	5.3	29.6	17.1
J2: Nackington Road/Old Dover Road Junction	-	-	-		-	-	-	-	-	-	**76.6%**	**164**	**324**	**16**	**12.7**	-	-
1/1	Old Dover Road (WB) Ahead Left	U	C2:B		1	28	-	286	2034	541	52.8%	-	-	-	3.3	41.2	7.9
2/1+2/2	B2068 Nackington Road Left Right	U	C2:C	C2:K	1	46:14	32	395	1743:1787	356+159	76.6 : 76.6%	-	-	-	4.7	42.5	8.2
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	C2:A	C2:D	1	60	27	788	1915:1787	371+659	76.5 : 76.5%	164	324	16	4.8	21.7	12.0

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 17.9 Total Delay for Signalled Lanes (pcuHr): 16.06 Cycle Time (s): 109
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 17.5 Total Delay for Signalled Lanes (pcuHr): 12.69 Cycle Time (s): 109
PRC Over All Lanes (%): 17.5 Total Delay Over All Lanes(pcuHr): 28.75

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	76	132	13	30	251
	B	43	0	125	18	100	286
	C	75	122	0	35	163	395
	D	34	21	35	0	40	130
	E	79	187	337	45	0	648
	Tot.	231	406	629	111	333	1710

Traffic Flows, Difference

Difference :

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

Scenario 7: '2044 8.5k DM AM' (FG7: '2044 8.5k DM AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.8%**	**503**	**252**	**11**	**32.9**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.8%**	**393**	**0**	**2**	**16.2**	**-**	**-**
1/1	St Lawerence Road B2068 Ahead Right Left	O	C1:B		1	24	-	357	1805	456	78.3%	151	0	2	5.2	52.2	10.9
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	C1:D		1	43	-	770	1840:1940	733+232	79.8 : 79.8%	185	0	0	7.3	34.3	15.7
3/1	The Drive Ahead Left Right	O	C1:E		1	24	-	81	1958	366	22.1%	32	0	0	0.8	35.5	1.9
4/1	Old Dover Road Left Right Ahead	O	C1:A		1	43	-	396	1623	721	54.9%	25	0	0	2.9	26.6	8.5
J2: Nackington Road/Old Dover Road Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.8%**	**110**	**252**	**9**	**16.7**	**-**	**-**
1/1	Old Dover Road (WB) Ahead Left	U	C2:B		1	28	-	323	2034	496	65.2%	-	-	-	4.6	50.8	10.4
2/1+2/2	B2068 Nackington Road Left Right	U	C2:C	C2:K	1	56:25	31	665	1743:1787	671+163	79.8 : 79.8%	-	-	-	7.0	37.7	19.6
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	C2:A	C2:D	1	59	26	516	1915:1787	215+551	67.3 : 67.3%	110	252	9	5.2	36.0	11.1

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 12.7 Total Delay for Signalled Lanes (pcuHr): 16.25 Cycle Time (s): 99
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 12.8 Total Delay for Signalled Lanes (pcuHr): 16.69 Cycle Time (s): 119
PRC Over All Lanes (%): 12.7 Total Delay Over All Lanes(pcuHr): 32.93

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	50	128	26	153	357
	B	51	0	88	5	179	323
	C	134	130	0	17	384	665
	D	16	9	23	0	33	81
	E	65	86	220	25	0	396
	Tot.	266	275	459	73	749	1822

Traffic Flows, Difference

Difference :

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

Scenario 8: '2044 8.5k DM PM' (FG8: '2044 8.5k DM PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**80.0%**	**413**	**338**	**14**	**31.8**	-	-
J1: St Lawerence Road/Old Dover Road	-	-	-		-	-	-	-	-	-	**78.4%**	**250**	**0**	**1**	**17.7**	-	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	C1:B		1	20	-	255	1805	348	73.3%	31	0	0	4.3	60.3	8.6
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	C1:D		1	57	-	450	1840:1940	432+156	76.3 : 77.1%	120	0	0	4.6	37.1	7.2
3/1	The Drive Ahead Left Right	O	C1:E		1	20	-	128	1958	164	78.2%	54	0	1	3.2	88.8	5.0
4/1	Old Dover Road Left Right Ahead	O	C1:A		1	57	-	677	1623	864	78.4%	45	0	0	5.7	30.1	18.1
J2: Nackington Road/Old Dover Road Junction	-	-	-		-	-	-	-	-	-	**80.0%**	**163**	**338**	**13**	**14.1**	-	-
1/1	Old Dover Road (WB) Ahead Left	U	C2:B		1	29	-	304	2034	560	54.3%	-	-	-	3.4	40.7	8.4
2/1+2/2	B2068 Nackington Road Left Right	U	C2:C	C2:K	1	45:14	31	407	1743:1787	349+160	80.0 : 80.0%	-	-	-	5.2	45.7	8.9
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	C2:A	C2:D	1	60	26	814	1915:1787	376+645	79.8 : 79.8%	163	338	13	5.5	24.4	13.1

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 14.8 Total Delay for Signalled Lanes (pcuHr): 17.72 Cycle Time (s): 109
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 12.5 Total Delay for Signalled Lanes (pcuHr): 14.11 Cycle Time (s): 109
PRC Over All Lanes (%): 12.5 Total Delay Over All Lanes(pcuHr): 31.83

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	79	132	13	31	255
	B	45	0	133	19	107	304
	C	75	128	0	35	169	407
	D	34	21	34	0	39	128
	E	84	200	348	45	0	677
	Tot.	238	428	647	112	346	1771

Traffic Flows, Difference

Difference :

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

Scenario 9: '2044 8.5k DS AM' (FG9: '2044 8.5k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.9%**	**515**	**268**	**12**	**34.6**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.9%**	**407**	**0**	**2**	**17.1**	**-**	**-**
1/1	St Lawerence Road B2068 Ahead Right Left	O	C1:B		1	24	-	364	1805	456	79.9%	151	0	2	5.4	53.6	11.2
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	C1:D		1	43	-	797	1840:1940	729+244	81.9 : 81.9%	200	0	0	7.9	35.8	16.4
3/1	The Drive Ahead Left Right	O	C1:E		1	24	-	80	1958	357	22.4%	31	0	0	0.8	35.7	1.9
4/1	Old Dover Road Left Right Ahead	O	C1:A		1	43	-	401	1623	721	55.6%	25	0	0	3.0	26.9	8.8
J2: Nackington Road/Old Dover Road Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.1%**	**108**	**268**	**10**	**17.5**	**-**	**-**
1/1	Old Dover Road (WB) Ahead Left	U	C2:B		1	28	-	325	2034	496	65.6%	-	-	-	4.6	50.9	10.6
2/1+2/2	B2068 Nackington Road Left Right	U	C2:C	C2:K	1	56:25	31	691	1743:1787	692+160	81.1 : 81.1%	-	-	-	7.4	38.6	20.5
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	C2:A	C2:D	1	59	26	528	1915:1787	204+549	70.1 : 70.1%	108	268	10	5.5	37.4	11.9

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 9.9 Total Delay for Signalled Lanes (pcuHr): 17.12 Cycle Time (s): 99
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 11.0 Total Delay for Signalled Lanes (pcuHr): 17.50 Cycle Time (s): 119
PRC Over All Lanes (%): 9.9 Total Delay Over All Lanes(pcuHr): 34.62

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	50	135	26	153	364
	B	54	0	89	5	177	325
	C	146	130	0	18	397	691
	D	16	8	23	0	33	80
	E	64	85	227	25	0	401
	Tot.	280	273	474	74	760	1861

Traffic Flows, Difference

Difference :

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

Scenario 10: '2044 8.5k DS PM' (FG10: '2044 8.5k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**	**622**	**147**	**31**	**36.3**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**	**257**	**0**	**4**	**20.9**	**-**	**-**
1/1	St Lawerence Road B2068 Ahead Right Left	O	C1:B		1	20	-	268	1805	348	77.1%	30	0	1	4.7	63.4	9.3
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	C1:D		1	57	-	465	1840:1940	383+147	87.8 : 87.8%	127	0	2	5.8	44.6	6.9
3/1	The Drive Ahead Left Right	O	C1:E		1	20	-	130	1958	146	89.3%	55	0	1	4.6	126.4	6.4
4/1	Old Dover Road Left Right Ahead	O	C1:A		1	57	-	688	1623	864	79.7%	45	0	0	5.9	30.8	18.7
J2: Nackington Road/Old Dover Road Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.7%**	**365**	**147**	**27**	**15.4**	**-**	**-**
1/1	Old Dover Road (WB) Ahead Left	U	C2:B		1	46	-	305	2034	877	34.8%	-	-	-	2.0	23.9	6.4
2/1+2/2	B2068 Nackington Road Left Right	U	C2:C	C2:K	1	28:12	16	423	1743:1787	339+149	86.7 : 86.7%	-	-	-	7.6	64.3	13.5
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	C2:A	C2:D	1	62	11	839	1915:1787	361+649	83.0 : 83.0%	365	147	27	5.8	24.9	14.6

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 0.8 Total Delay for Signalled Lanes (pcuHr): 20.93 Cycle Time (s): 109
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 3.8 Total Delay for Signalled Lanes (pcuHr): 15.38 Cycle Time (s): 109
PRC Over All Lanes (%): 0.8 Total Delay Over All Lanes(pcuHr): 36.32

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	81	143	13	31	268
	B	47	0	134	18	106	305
	C	82	129	0	36	176	423
	D	34	21	35	0	40	130
	E	84	198	361	45	0	688
	Tot.	247	429	673	112	353	1814

Traffic Flows, Difference

Difference :

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

Scenario 11: '2044 10k DM AM' (FG11: '2044 10k DM AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**79.8%**	**503**	**252**	**11**	**32.9**	-	-
J1: St Lawerence Road/Old Dover Road	-	-	-		-	-	-	-	-	-	**79.8%**	**393**	**0**	**2**	**16.2**	-	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	C1:B		1	24	-	357	1805	456	78.3%	151	0	2	5.2	52.2	10.9
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	C1:D		1	43	-	770	1840:1940	733+232	79.8 : 79.8%	185	0	0	7.3	34.3	15.7
3/1	The Drive Ahead Left Right	O	C1:E		1	24	-	81	1958	366	22.1%	32	0	0	0.8	35.5	1.9
4/1	Old Dover Road Left Right Ahead	O	C1:A		1	43	-	396	1623	721	54.9%	25	0	0	2.9	26.6	8.5
J2: Nackington Road/Old Dover Road Junction	-	-	-		-	-	-	-	-	-	**79.8%**	**110**	**252**	**9**	**16.7**	-	-
1/1	Old Dover Road (WB) Ahead Left	U	C2:B		1	28	-	323	2034	496	65.2%	-	-	-	4.6	50.8	10.4
2/1+2/2	B2068 Nackington Road Left Right	U	C2:C	C2:K	1	56:25	31	665	1743:1787	671+163	79.8 : 79.8%	-	-	-	7.0	37.7	19.6
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	C2:A	C2:D	1	59	26	516	1915:1787	215+551	67.3 : 67.3%	110	252	9	5.2	36.0	11.1

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 12.7 Total Delay for Signalled Lanes (pcuHr): 16.25 Cycle Time (s): 99
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 12.8 Total Delay for Signalled Lanes (pcuHr): 16.69 Cycle Time (s): 119
PRC Over All Lanes (%): 12.7 Total Delay Over All Lanes(pcuHr): 32.93

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	50	128	26	153	357
	B	51	0	88	5	179	323
	C	134	130	0	17	384	665
	D	16	9	23	0	33	81
	E	65	86	220	25	0	396
	Tot.	266	275	459	73	749	1822

Traffic Flows, Difference

Difference :

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

Scenario 12: '2044 10k DM PM' (FG12: '2044 10k DM PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**80.0%**	**413**	**338**	**14**	**31.8**	-	-
J1: St Lawerence Road/Old Dover Road	-	-	-		-	-	-	-	-	-	**78.4%**	**250**	**0**	**1**	**17.7**	-	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	C1:B		1	20	-	255	1805	348	73.3%	31	0	0	4.3	60.3	8.6
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	C1:D		1	57	-	450	1840:1940	432+156	76.3 : 77.1%	120	0	0	4.6	37.1	7.2
3/1	The Drive Ahead Left Right	O	C1:E		1	20	-	128	1958	164	78.2%	54	0	1	3.2	88.8	5.0
4/1	Old Dover Road Left Right Ahead	O	C1:A		1	57	-	677	1623	864	78.4%	45	0	0	5.7	30.1	18.1
J2: Nackington Road/Old Dover Road Junction	-	-	-		-	-	-	-	-	-	**80.0%**	**163**	**338**	**13**	**14.1**	-	-
1/1	Old Dover Road (WB) Ahead Left	U	C2:B		1	29	-	304	2034	560	54.3%	-	-	-	3.4	40.7	8.4
2/1+2/2	B2068 Nackington Road Left Right	U	C2:C	C2:K	1	45:14	31	407	1743:1787	349+160	80.0 : 80.0%	-	-	-	5.2	45.7	8.9
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	C2:A	C2:D	1	60	26	814	1915:1787	376+645	79.8 : 79.8%	163	338	13	5.5	24.4	13.1

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 14.8 Total Delay for Signalled Lanes (pcuHr): 17.72 Cycle Time (s): 109
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 12.5 Total Delay for Signalled Lanes (pcuHr): 14.11 Cycle Time (s): 109
PRC Over All Lanes (%): 12.5 Total Delay Over All Lanes(pcuHr): 31.83

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	79	132	13	31	255
	B	45	0	133	19	107	304
	C	75	128	0	35	169	407
	D	34	21	34	0	39	128
	E	84	200	348	45	0	677
	Tot.	238	428	647	112	346	1771

Traffic Flows, Difference

Difference :

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

Scenario 13: '2044 10k DS AM' (FG13: '2044 10k DS AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**82.1%**	**516**	**269**	**12**	**34.8**	-	-
J1: St Lawerence Road/Old Dover Road	-	-	-		-	-	-	-	-	-	**82.1%**	**408**	**0**	**2**	**17.2**	-	-
1/1	St Lawerence Road B2068 Ahead Right Left	O	C1:B		1	24	-	366	1805	456	80.3%	151	0	2	5.5	54.0	11.3
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	C1:D		1	43	-	799	1840:1940	729+245	82.1 : 82.1%	201	0	0	8.0	35.9	16.7
3/1	The Drive Ahead Left Right	O	C1:E		1	24	-	80	1958	353	22.7%	31	0	0	0.8	35.8	1.9
4/1	Old Dover Road Left Right Ahead	O	C1:A		1	43	-	401	1623	721	55.6%	25	0	0	3.0	26.9	8.8
J2: Nackington Road/Old Dover Road Junction	-	-	-		-	-	-	-	-	-	**81.2%**	**108**	**269**	**10**	**17.6**	-	-
1/1	Old Dover Road (WB) Ahead Left	U	C2:B		1	28	-	325	2034	496	65.6%	-	-	-	4.6	50.9	10.6
2/1+2/2	B2068 Nackington Road Left Right	U	C2:C	C2:K	1	56:25	31	693	1743:1787	693+160	81.2 : 81.2%	-	-	-	7.4	38.7	20.6
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	C2:A	C2:D	1	59	26	530	1915:1787	205+549	70.3 : 70.3%	108	269	10	5.5	37.5	11.9

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 9.6 Total Delay for Signalled Lanes (pcuHr): 17.24 Cycle Time (s): 99
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 10.8 Total Delay for Signalled Lanes (pcuHr): 17.56 Cycle Time (s): 119
PRC Over All Lanes (%): 9.6 Total Delay Over All Lanes(pcuHr): 34.80

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	51	136	26	153	366
	B	54	0	89	5	177	325
	C	147	130	0	18	398	693
	D	16	8	23	0	33	80
	E	64	85	227	25	0	401
	Tot.	281	274	475	74	761	1865

Traffic Flows, Difference

Difference :

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

Scenario 14: '2044 10k DS PM' (FG14: '2044 10k DS PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**	**620**	**149**	**34**	**36.9**	**-**	**-**
J1: St Lawerence Road/Old Dover Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**	**255**	**0**	**7**	**21.4**	**-**	**-**
1/1	St Lawerence Road B2068 Ahead Right Left	O	C1:B		1	20	-	269	1805	348	77.4%	30	0	1	4.8	63.7	9.3
2/1+2/2	Old Dover Road B2068 (WB) Right Left Ahead	U+O	C1:D		1	57	-	467	1840:1940	378+146	89.1 : 89.1%	126	0	4	6.1	47.4	7.3
3/1	The Drive Ahead Left Right	O	C1:E		1	20	-	130	1958	146	89.3%	54	0	2	4.6	126.4	6.4
4/1	Old Dover Road Left Right Ahead	O	C1:A		1	57	-	689	1623	864	79.8%	45	0	0	5.9	30.8	18.8
J2: Nackington Road/Old Dover Road Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.8%**	**365**	**149**	**27**	**15.5**	**-**	**-**
1/1	Old Dover Road (WB) Ahead Left	U	C2:B		1	46	-	305	2034	877	34.8%	-	-	-	2.0	23.9	6.4
2/1+2/2	B2068 Nackington Road Left Right	U	C2:C	C2:K	1	28:12	16	425	1743:1787	341+149	86.8 : 86.8%	-	-	-	7.6	64.4	13.6
3/1+3/2	Old Dover Road B2068 (EB) Ahead Right	U+O	C2:A	C2:D	1	62	11	841	1915:1787	360+649	83.3 : 83.3%	365	149	27	5.9	25.2	14.7

C1 - B2068 Old Dover / St Lawrence Rd, Canterbury. 06/0Stream: 1 PRC for Signalled Lanes (%): 0.8 Total Delay for Signalled Lanes (pcuHr): 21.38 Cycle Time (s): 109
C2 - B2068 Old Dover Road / Nackington Road - Canterbury. 06/060 PRC for Signalled Lanes (%): 3.7 Total Delay for Signalled Lanes (pcuHr): 15.51 Cycle Time (s): 109
PRC Over All Lanes (%): 0.8 Total Delay Over All Lanes(pcuHr): 36.88

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	81	144	13	31	269
	B	47	0	134	18	106	305
	C	83	129	0	36	177	425
	D	34	21	35	0	40	130
	E	84	198	362	45	0	689
	Tot.	248	429	675	112	354	1818

Traffic Flows, Difference

Difference :

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

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: SH16 (J30) Canterbury Rd V1.2.j9
Path: \\arcadiso365.sharepoint.com@SSL\DavWWWRoot\teams\project-10029956\Shared Documents\17 Transport\D-Calcs\Modelling\Junction Modelling\2 - Models\SH16 (J30) Canterbury Rd A260 Alkham Valley Rd
Report generation date: 11/11/2021 13:45:11

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2018									
Stream B-C	D1	1.3	18.13	0.56	C	D2	0.4	10.57	0.31	B
Stream B-A		0.4	34.50	0.27	D		0.4	35.04	0.28	E
Stream C-B		0.8	21.37	0.45	C		1.2	22.92	0.55	C
	2037 DM									
Stream B-C	D3	1.4	22.95	0.60	C	D4	0.4	10.89	0.27	B
Stream B-A		0.2	100.18	0.18	F		0.5	131.43	0.37	F
Stream C-B		14.8	257.36	1.10	F		9.6	125.32	0.97	F
	2037 DS									
Stream B-C	D5	1.5	24.90	0.62	C	D6	0.5	15.07	0.32	C
Stream B-A		0.3	129.10	0.25	F		1.0	322.68	0.62	F
Stream C-B		19.9	338.26	1.18	F		17.3	209.95	1.07	F
	2044 8.5k DM									
Stream B-C	D7	1.5	24.83	0.62	C	D8	0.7	13.56	0.40	B
Stream B-A		0.2	198.55	0.20	F		0.5	219.48	0.40	F
Stream C-B		25.9	419.58	1.27	F		15.0	180.76	1.04	F
	2044 8.5k DS									
Stream B-C	D9	10.3	134.48	1.11	F	D10	49.4	666.25	9999999999.00	F
Stream B-A		0.7	1233.59	1.00	F		2.2	1291.76	9999999999.00	F
Stream C-B		39.0	644.75	1.53	F		35.0	404.72	1.26	F
	2044 10k DM									
Stream B-C		1.4	23.31	0.60	C		0.5	12.14	0.35	B

Stream B-A	D11	0.2	131.64	0.20	F	D12	0.5	152.38	0.35	F
Stream C-B		19.8	329.02	1.17	F		11.9	148.55	1.00	F
	2044 10k DS									
Stream B-C	D13	1.7	28.80	0.65	D	D14	33.5	584.14	9999999999.00	F
Stream B-A		0.4	282.74	0.37	F		2.7	805.21	9999999999.00	F
Stream C-B		31.7	526.43	1.39	F		31.9	372.02	1.23	F

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

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

File summary

File Description

Title	Canterbury Rd-A260-Alkham Valley Rd
Location	
Site number	
Date	09/04/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	ysa77377 [HCL70027]
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2018	AM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	08:00	09:00	60	15	✓
D2	2018	PM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	16:45	17:45	60	15	✓
D3	2037 DM	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30		15	✓
D4	2037 DM	PM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	16:45	18:15		15	✓
D5	2037 DS	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30		15	✓
D6	2037 DS	PM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	16:45	18:15		15	✓
D7	2044 8.5k DM	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30		15	✓
D8	2044 8.5k DM	PM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	16:45	18:15		15	✓
D9	2044 8.5k DS	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30		15	✓

D10	2044 8.5k DS	PM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	16:45	18:15		15	✓
D11	2044 10k DM	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30		15	✓
D12	2044 10k DM	PM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	16:45	18:15		15	✓
D13	2044 10k DS	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30		15	✓
D14	2044 10k DS	PM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	16:45	18:15		15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018 , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D1 - 2018 , AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Canterbury Rd Southbound		Major
B	Alkham Valley Rd		Minor
C	Canterbury Rd Northbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.19		✓	3.50	150.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	9.15	7.00	6.00	6.00	✓	3.00	65	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	519	0.094	0.237	0.149	0.338
B-C	809	0.123	0.311	-	-
C-B	754	0.290	0.290	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2018	AM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	858	655
	B	39	0	253
	C	490	138	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	1
	B	5	0	2
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.56	18.13	1.3	C	253	253
B-A	0.27	34.50	0.4	D	39	39
C-A					490	490
C-B	0.45	21.37	0.8	C	138	138
A-B					858	858
A-C					655	655

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	253	63	453	0.559	248	0.0	1.2	17.203	C
B-A	39	10	145	0.269	38	0.0	0.4	33.164	D

C-A	490	123			490				
C-B	138	35	306	0.450	135	0.0	0.8	20.640	C
A-B	858	215			858				
A-C	655	164			655				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	253	63	451	0.560	253	1.2	1.2	18.099	C
B-A	39	10	143	0.272	39	0.4	0.4	34.448	D
C-A	490	123			490				
C-B	138	35	306	0.450	138	0.8	0.8	21.352	C
A-B	858	215			858				
A-C	655	164			655				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	253	63	451	0.560	253	1.2	1.3	18.125	C
B-A	39	10	143	0.272	39	0.4	0.4	34.490	D
C-A	490	123			490				
C-B	138	35	306	0.450	138	0.8	0.8	21.366	C
A-B	858	215			858				
A-C	655	164			655				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	253	63	451	0.561	253	1.3	1.3	18.133	C
B-A	39	10	143	0.272	39	0.4	0.4	34.501	D
C-A	490	123			490				
C-B	138	35	306	0.450	138	0.8	0.8	21.371	C
A-B	858	215			858				
A-C	655	164			655				

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - 2018, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2018	PM	Canterbury Rd-A260-Alkham Valley Rd	DIRECT	16:45	17:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	852	511
	B	40	0	153
	C	713	195	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
	A	0	1	1

From	B	0	0	1
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.31	10.57	0.4	B	153	153
B-A	0.28	35.04	0.4	E	40	40
C-A					713	713
C-B	0.55	22.92	1.2	C	195	195
A-B					852	852
A-C					511	511

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	153	38	496	0.308	151	0.0	0.4	10.388	B
B-A	40	10	144	0.277	39	0.0	0.4	33.639	D
C-A	713	178			713				
C-B	195	49	352	0.554	190	0.0	1.2	21.699	C
A-B	852	213			852				
A-C	511	128			511				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	153	38	494	0.310	153	0.4	0.4	10.561	B
B-A	40	10	143	0.280	40	0.4	0.4	34.981	D
C-A	713	178			713				
C-B	195	49	352	0.554	195	1.2	1.2	22.870	C
A-B	852	213			852				
A-C	511	128			511				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	153	38	494	0.310	153	0.4	0.4	10.565	B
B-A	40	10	143	0.280	40	0.4	0.4	35.026	E
C-A	713	178			713				
C-B	195	49	352	0.554	195	1.2	1.2	22.921	C
A-B	852	213			852				
A-C	511	128			511				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	153	38	494	0.310	153	0.4	0.4	10.566	B
B-A	40	10	143	0.280	40	0.4	0.4	35.041	E
C-A	713	178			713				
C-B	195	49	352	0.554	195	1.2	1.2	22.915	C

A-B	852	213			852				
A-C	511	128			511				

2037 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		18.92	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2037 DM	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1755	100.000
B		ONE HOUR	✓	218	100.000
C		ONE HOUR	✓	730	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	1030	725
	B	7	0	211
	C	549	181	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.60	22.95	1.4	C	194	290
B-A	0.18	100.18	0.2	F	6	10
C-A					504	756
C-B	1.10	257.36	14.8	F	166	249
A-B					945	1418
A-C					665	998

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	40	526	0.302	157	0.0	0.4	9.724	A
B-A	5	1	204	0.026	5	0.0	0.0	18.132	C
C-A	413	103			413				
C-B	136	34	363	0.375	134	0.0	0.6	15.567	C
A-B	775	194			775				
A-C	546	136			546				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	190	47	472	0.402	189	0.4	0.7	12.649	B
B-A	6	2	141	0.045	6	0.0	0.0	26.732	D
C-A	494	123			494				
C-B	163	41	287	0.567	160	0.6	1.2	27.828	D
A-B	926	231			926				
A-C	652	163			652				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	232	58	393	0.592	229	0.7	1.4	21.677	C
B-A	8	2	54	0.144	7	0.0	0.2	77.203	F
C-A	604	151			604				
C-B	199	50	182	1.095	167	1.2	9.2	147.255	F
A-B	1134	284			1134				
A-C	798	200			798				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	232	58	388	0.598	232	1.4	1.4	22.946	C
B-A	8	2	43	0.178	8	0.2	0.2	100.176	F
C-A	604	151			604				
C-B	199	50	182	1.095	177	9.2	14.8	257.356	F
A-B	1134	284			1134				
A-C	798	200			798				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	190	47	471	0.403	193	1.4	0.7	13.069	B
B-A	6	2	122	0.052	7	0.2	0.1	31.480	D
C-A	494	123			494				
C-B	163	41	287	0.567	216	14.8	1.5	76.648	F
A-B	926	231			926				
A-C	652	163			652				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	40	526	0.302	160	0.7	0.4	9.871	A
B-A	5	1	202	0.026	5	0.1	0.0	18.357	C
C-A	413	103			413				
C-B	136	34	363	0.375	140	1.5	0.6	16.348	C
A-B	775	194			775				
A-C	546	136			546				

2037 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		13.22	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 DM	PM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1417	100.000
B		ONE HOUR	✓	125	100.000
C		ONE HOUR	✓	1150	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	946	471
	B	14	0	111
	C	888	262	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.27	10.89	0.4	B	102	153
B-A	0.37	131.43	0.5	F	13	19
C-A					815	1222
C-B	0.97	125.32	9.6	F	240	361
A-B					868	1302
A-C					432	648

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	84	21	590	0.142	83	0.0	0.2	7.095	A
B-A	11	3	199	0.053	10	0.0	0.1	19.038	C
C-A	669	167			669				
C-B	197	49	442	0.446	194	0.0	0.8	14.344	B
A-B	712	178			712				
A-C	355	89			355				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	25	546	0.183	100	0.2	0.2	8.051	A
B-A	13	3	136	0.092	12	0.1	0.1	29.053	D
C-A	798	200			798				
C-B	236	59	382	0.617	233	0.8	1.5	23.710	C
A-B	850	213			850				
A-C	423	106			423				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	122	31	466	0.263	122	0.2	0.4	10.454	B
B-A	15	4	49	0.312	14	0.1	0.4	99.611	F
C-A	978	244			978				
C-B	288	72	298	0.969	266	1.5	7.2	82.399	F
A-B	1042	260			1042				
A-C	519	130			519				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	122	31	452	0.270	122	0.4	0.4	10.895	B
B-A	15	4	42	0.369	15	0.4	0.5	131.430	F
C-A	978	244			978				
C-B	288	72	298	0.969	279	7.2	9.6	125.319	F
A-B	1042	260			1042				
A-C	519	130			519				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	25	543	0.184	100	0.4	0.2	8.141	A
B-A	13	3	124	0.101	14	0.5	0.1	33.121	D
C-A	798	200			798				
C-B	236	59	382	0.617	267	9.6	1.7	38.465	E
A-B	850	213			850				
A-C	423	106			423				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	84	21	589	0.142	84	0.2	0.2	7.125	A
B-A	11	3	197	0.054	11	0.1	0.1	19.371	C
C-A	669	167			669				
C-B	197	49	442	0.446	201	1.7	0.8	15.137	C
A-B	712	178			712				
A-C	355	89			355				

2037 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		24.13	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2037 DS	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1796	100.000
B		ONE HOUR	✓	219	100.000
C		ONE HOUR	✓	730	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	1071	725
	B	8	0	211
	C	549	181	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.62	24.90	1.5	C	194	290
B-A	0.25	129.10	0.3	F	7	11
C-A					504	756
C-B	1.18	338.26	19.9	F	166	249
A-B					983	1474
A-C					665	998

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	40	521	0.305	157	0.0	0.4	9.839	A
B-A	6	2	201	0.030	6	0.0	0.0	18.477	C
C-A	413	103			413				
C-B	136	34	354	0.385	134	0.0	0.6	16.200	C
A-B	806	202			806				
A-C	546	136			546				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	190	47	467	0.406	189	0.4	0.7	12.892	B
B-A	7	2	137	0.052	7	0.0	0.1	27.647	D
C-A	494	123			494				
C-B	163	41	276	0.590	160	0.6	1.3	30.260	D
A-B	963	241			963				
A-C	652	163			652				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	232	58	384	0.605	229	0.7	1.4	22.831	C
B-A	9	2	49	0.179	8	0.1	0.2	87.052	F
C-A	604	151			604				
C-B	199	50	168	1.183	158	1.3	11.6	184.241	F
A-B	1179	295			1179				
A-C	798	200			798				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	232	58	376	0.618	232	1.4	1.5	24.896	C
B-A	9	2	36	0.245	8	0.2	0.3	129.097	F
C-A	604	151			604				
C-B	199	50	168	1.183	166	11.6	19.9	338.255	F
A-B	1179	295			1179				
A-C	798	200			798				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	190	47	464	0.408	193	1.5	0.7	13.422	B
B-A	7	2	111	0.065	8	0.3	0.1	35.129	E
C-A	494	123			494				
C-B	163	41	276	0.590	236	19.9	1.7	132.532	F
A-B	963	241			963				
A-C	652	163			652				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	40	521	0.305	160	0.7	0.4	9.996	A
B-A	6	2	198	0.030	6	0.1	0.0	18.755	C
C-A	413	103			413				
C-B	136	34	354	0.385	141	1.7	0.6	17.202	C
A-B	806	202			806				
A-C	546	136			546				

2037 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		21.64	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2037 DS	PM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1504	100.000
B		ONE HOUR	✓	113	100.000
C		ONE HOUR	✓	1150	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	993	511
	B	12	0	101
	C	888	262	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.32	15.07	0.5	C	93	139
B-A	0.62	322.68	1.0	F	11	17
C-A					815	1222
C-B	1.07	209.95	17.3	F	240	361
A-B					911	1367
A-C					469	703

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	577	0.132	75	0.0	0.2	7.167	A
B-A	9	2	189	0.048	9	0.0	0.0	20.000	C
C-A	669	167			669				
C-B	197	49	423	0.466	194	0.0	0.8	15.498	C
A-B	748	187			748				
A-C	385	96			385				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	531	0.171	91	0.2	0.2	8.164	A
B-A	11	3	123	0.087	11	0.0	0.1	31.850	D
C-A	798	200			798				
C-B	236	59	359	0.657	232	0.8	1.8	27.618	D
A-B	893	223			893				
A-C	459	115			459				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	435	0.255	111	0.2	0.3	11.073	B
B-A	13	3	34	0.392	12	0.1	0.5	154.629	F
C-A	978	244			978				
C-B	288	72	270	1.070	252	1.8	11.0	118.737	F
A-B	1093	273			1093				
A-C	563	141			563				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	349	0.318	111	0.3	0.5	15.066	C
B-A	13	3	21	0.623	11	0.5	1.0	322.675	F
C-A	978	244			978				
C-B	288	72	270	1.070	263	11.0	17.3	209.954	F
A-B	1093	273			1093				
A-C	563	141			563				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	524	0.173	92	0.5	0.2	8.353	A
B-A	11	3	101	0.107	14	1.0	0.1	42.634	E
C-A	798	200			798				
C-B	236	59	359	0.657	296	17.3	2.2	83.179	F
A-B	893	223			893				
A-C	459	115			459				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	577	0.132	76	0.2	0.2	7.198	A
B-A	9	2	186	0.049	9	0.1	0.1	20.446	C
C-A	669	167			669				
C-B	197	49	423	0.466	202	2.2	0.9	16.683	C
A-B	748	187			748				
A-C	385	96			385				

2044 8.5k DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		30.09	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2044 8.5k DM	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1811	100.000
B		ONE HOUR	✓	213	100.000
C		ONE HOUR	✓	756	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1063	748
	B	4	0	209
	C	567	189	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.62	24.83	1.5	C	192	288
B-A	0.20	198.55	0.2	F	4	6
C-A					520	780
C-B	1.27	419.58	25.9	F	173	260
A-B					975	1463
A-C					686	1030

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	39	519	0.303	156	0.0	0.4	9.871	A
B-A	3	0.75	193	0.016	3	0.0	0.0	18.939	C
C-A	427	107			427				
C-B	142	36	350	0.406	140	0.0	0.7	16.875	C
A-B	800	200			800				
A-C	563	141			563				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	188	47	464	0.405	187	0.4	0.7	12.927	B
B-A	4	0.90	128	0.028	4	0.0	0.0	28.906	D
C-A	510	127			510				
C-B	170	42	272	0.624	166	0.7	1.5	33.062	D
A-B	956	239			956				
A-C	672	168			672				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	230	58	384	0.600	227	0.7	1.4	22.572	C
B-A	4	1	38	0.115	4	0.0	0.1	104.513	F
C-A	624	156			624				
C-B	208	52	164	1.271	156	1.5	14.5	221.949	F
A-B	1170	293			1170				
A-C	824	206			824				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	230	58	374	0.616	230	1.4	1.5	24.826	C
B-A	4	1	22	0.202	4	0.1	0.2	198.554	F
C-A	624	156			624				
C-B	208	52	164	1.271	162	14.5	25.9	419.585	F
A-B	1170	293			1170				
A-C	824	206			824				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	188	47	462	0.406	191	1.5	0.7	13.434	B
B-A	4	0.90	94	0.038	4	0.2	0.0	40.309	E
C-A	510	127			510				
C-B	170	42	272	0.624	262	25.9	2.9	214.101	F
A-B	956	239			956				
A-C	672	168			672				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	39	519	0.303	158	0.7	0.4	10.024	B
B-A	3	0.75	189	0.016	3	0.0	0.0	19.378	C
C-A	427	107			427				
C-B	142	36	350	0.406	151	2.9	0.7	18.798	C
A-B	800	200			800				
A-C	563	141			563				

2044 8.5k DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		18.64	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2044 8.5k DM	PM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1457	100.000
B		ONE HOUR	✓	170	100.000
C		ONE HOUR	✓	1181	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0	971	486
	B	9	0	161
	C	912	269	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	**B**	**C**
From	**A**	0	1	1
	B	0	0	1
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.40	13.56	0.7	B	148	222
B-A	0.40	219.48	0.5	F	8	12
C-A					837	1255
C-B	1.04	180.76	15.0	F	247	370
A-B					891	1337
A-C					446	669

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	121	30	592	0.205	120	0.0	0.3	7.609	A
B-A	7	2	190	0.036	7	0.0	0.0	19.600	C
C-A	687	172			687				
C-B	203	51	433	0.467	199	0.0	0.9	15.165	C
A-B	731	183			731				
A-C	366	91			366				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	145	36	549	0.264	144	0.3	0.4	8.887	A
B-A	8	2	125	0.065	8	0.0	0.1	30.673	D
C-A	820	205			820				
C-B	242	60	371	0.652	238	0.9	1.7	26.437	D
A-B	873	218			873				
A-C	437	109			437				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	177	44	467	0.379	176	0.4	0.6	12.328	B
B-A	10	2	36	0.276	9	0.1	0.3	129.739	F
C-A	1004	251			1004				
C-B	296	74	285	1.040	263	1.7	9.9	106.035	F
A-B	1069	267			1069				
A-C	535	134			535				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	177	44	442	0.401	177	0.6	0.7	13.558	B
B-A	10	2	25	0.400	9	0.3	0.5	219.485	F
C-A	1004	251			1004				
C-B	296	74	285	1.040	276	9.9	15.0	180.762	F
A-B	1069	267			1069				
A-C	535	134			535				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	145	36	545	0.266	146	0.7	0.4	9.050	A
B-A	8	2	106	0.076	10	0.5	0.1	37.948	E
C-A	820	205			820				
C-B	242	60	371	0.652	293	15.0	2.1	65.355	F
A-B	873	218			873				
A-C	437	109			437				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	121	30	592	0.205	122	0.4	0.3	7.662	A
B-A	7	2	187	0.036	7	0.1	0.0	19.982	C
C-A	687	172			687				
C-B	203	51	433	0.467	207	2.1	0.9	16.246	C
A-B	731	183			731				
A-C	366	91			366				

2044 8.5k DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		52.97	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2044 8.5k DS	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1896	100.000
B		ONE HOUR	✓	207	100.000
C		ONE HOUR	✓	756	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1143	753
	B	4	0	203
	C	567	189	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.11	134.48	10.3	F	186	279
B-A	1.00	1233.59	0.7	F	4	6
C-A					520	780
C-B	1.53	644.75	39.0	F	173	260
A-B					1049	1573
A-C					691	1036

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	153	38	510	0.300	151	0.0	0.4	9.986	A
B-A	3	0.75	186	0.016	3	0.0	0.0	19.627	C
C-A	427	107			427				
C-B	142	36	331	0.429	139	0.0	0.7	18.489	C
A-B	861	215			861				
A-C	567	142			567				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	182	46	454	0.402	182	0.4	0.7	13.168	B
B-A	4	0.90	120	0.030	4	0.0	0.0	30.880	D
C-A	510	127			510				
C-B	170	42	249	0.682	165	0.7	1.9	40.821	E
A-B	1028	257			1028				
A-C	677	169			677				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	224	56	368	0.608	220	0.7	1.5	23.912	C
B-A	4	1	29	0.154	4	0.0	0.2	143.501	F
C-A	624	156			624				
C-B	208	52	136	1.533	132	1.9	20.9	350.054	F
A-B	1258	315			1258				
A-C	829	207			829				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	224	56	202	1.106	188	1.5	10.3	134.476	F
B-A	4	1	4	0.996	2	0.2	0.7	1233.588	F
C-A	624	156			624				
C-B	208	52	136	1.533	135	20.9	39.0	644.754	F
A-B	1258	315			1258				
A-C	829	207			829				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	182	46	447	0.409	221	10.3	0.7	18.745	C
B-A	4	0.90	68	0.053	6	0.7	0.1	60.699	F
C-A	510	127			510				
C-B	170	42	249	0.682	243	39.0	20.8	430.104	F
A-B	1028	257			1028				
A-C	677	169			677				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	153	38	509	0.300	154	0.7	0.4	10.159	B
B-A	3	0.75	158	0.019	3	0.1	0.0	23.234	C
C-A	427	107			427				
C-B	142	36	331	0.429	222	20.8	0.8	60.423	F
A-B	861	215			861				
A-C	567	142			567				

2044 8.5k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		72.94	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2044 8.5k DS	PM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1611	100.000
B		ONE HOUR	✓	156	100.000
C		ONE HOUR	✓	1181	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1038	573
	B	5	0	151
	C	912	269	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	9999999999.00	666.25	49.4	F	139	208
B-A	9999999999.00	1291.76	2.2	F	5	7
C-A					837	1255
C-B	1.26	404.72	35.0	F	247	370
A-B					952	1429
A-C					526	789

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	114	28	568	0.200	113	0.0	0.2	7.892	A
B-A	4	0.94	170	0.022	4	0.0	0.0	21.665	C
C-A	687	172			687				
C-B	203	51	399	0.507	199	0.0	1.0	17.604	C
A-B	781	195			781				
A-C	431	108			431				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	136	34	520	0.261	135	0.2	0.3	9.338	A
B-A	4	1	101	0.045	4	0.0	0.0	37.364	E
C-A	820	205			820				
C-B	242	60	331	0.732	236	1.0	2.4	36.227	E
A-B	933	233			933				
A-C	515	129			515				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	166	42	152	1.092	136	0.3	7.9	265.935	F
B-A	6	1	5	1.066	2	0.0	0.8	1291.758	F
C-A	1004	251			1004				
C-B	296	74	235	1.259	228	2.4	19.4	202.325	F
A-B	1143	286			1143				
A-C	631	158			631				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	166	42	0	9999999999.000	0	7.9	49.4	666.252	F
B-A	6	1	0	9999999999.000	0	0.8	2.2	632.374	F
C-A	1004	251			1004				
C-B	296	74	235	1.259	234	19.4	35.0	404.720	F
A-B	1143	286			1143				
A-C	631	158			631				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	136	34	494	0.275	332	49.4	0.4	81.669	F
B-A	4	1	50	0.091	13	2.2	0.1	112.898	F
C-A	820	205			820				
C-B	242	60	331	0.732	321	35.0	15.1	284.014	F
A-B	933	233			933				
A-C	515	129			515				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	114	28	567	0.200	114	0.4	0.3	7.959	A
B-A	4	0.94	149	0.025	4	0.1	0.0	24.838	C
C-A	687	172			687				
C-B	203	51	399	0.507	259	15.1	1.1	35.978	E
A-B	781	195			781				
A-C	431	108			431				

2044 10k DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		23.84	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2044 10k DM	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1781	100.000
B		ONE HOUR	✓	212	100.000
C		ONE HOUR	✓	742	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1044	737
	B	6	0	206
	C	557	185	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.60	23.31	1.4	C	189	284
B-A	0.20	131.64	0.2	F	6	8
C-A					511	767
C-B	1.17	329.02	19.8	F	170	255
A-B					958	1437
A-C					676	1014

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	522	0.297	153	0.0	0.4	9.723	A
B-A	5	1	199	0.023	4	0.0	0.0	18.537	C
C-A	419	105			419				
C-B	139	35	357	0.390	137	0.0	0.6	16.162	C
A-B	786	196			786				
A-C	555	139			555				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	185	46	468	0.396	184	0.4	0.6	12.642	B
B-A	5	1	135	0.040	5	0.0	0.0	27.784	D
C-A	501	125			501				
C-B	166	42	280	0.594	163	0.6	1.4	30.111	D
A-B	939	235			939				
A-C	663	166			663				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	227	57	387	0.586	224	0.6	1.3	21.711	C
B-A	7	2	46	0.142	6	0.0	0.1	88.488	F
C-A	613	153			613				
C-B	204	51	174	1.174	163	1.4	11.6	179.210	F
A-B	1149	287			1149				
A-C	811	203			811				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	227	57	380	0.596	226	1.3	1.4	23.308	C
B-A	7	2	33	0.198	6	0.1	0.2	131.639	F
C-A	613	153			613				
C-B	204	51	174	1.174	171	11.6	19.8	329.021	F
A-B	1149	287			1149				
A-C	811	203			811				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	185	46	466	0.397	188	1.4	0.7	13.083	B
B-A	5	1	109	0.049	6	0.2	0.1	35.135	E
C-A	501	125			501				
C-B	166	42	280	0.594	238	19.8	1.7	128.982	F
A-B	939	235			939				
A-C	663	166			663				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	522	0.297	156	0.7	0.4	9.869	A
B-A	5	1	196	0.023	5	0.1	0.0	18.809	C
C-A	419	105			419				
C-B	139	35	357	0.390	144	1.7	0.7	17.175	C
A-B	786	196			786				
A-C	555	139			555				

2044 10k DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		15.48	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2044 10k DM	PM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1433	100.000
B		ONE HOUR	✓	157	100.000
C		ONE HOUR	✓	1162	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	956	477
	B	11	0	146
	C	896	266	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.35	12.14	0.5	B	134	201
B-A	0.35	152.38	0.5	F	10	15
C-A					822	1233
C-B	1.00	148.55	11.9	F	244	366
A-B					877	1316
A-C					438	657

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	595	0.185	109	0.0	0.2	7.397	A
B-A	8	2	195	0.042	8	0.0	0.0	19.198	C
C-A	675	169			675				
C-B	200	50	439	0.457	197	0.0	0.8	14.713	B
A-B	720	180			720				
A-C	359	90			359				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	552	0.238	131	0.2	0.3	8.550	A
B-A	10	2	132	0.075	10	0.0	0.1	29.521	D
C-A	805	201			805				
C-B	239	60	377	0.634	236	0.8	1.6	24.904	C
A-B	859	215			859				
A-C	429	107			429				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	161	40	472	0.341	160	0.3	0.5	11.506	B
B-A	12	3	44	0.277	11	0.1	0.3	107.534	F
C-A	987	247			987				
C-B	293	73	293	1.001	266	1.6	8.3	92.466	F
A-B	1053	263			1053				
A-C	525	131			525				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	161	40	457	0.352	161	0.5	0.5	12.136	B
B-A	12	3	35	0.350	12	0.3	0.5	152.376	F
C-A	987	247			987				
C-B	293	73	293	1.001	279	8.3	11.9	148.551	F
A-B	1053	263			1053				
A-C	525	131			525				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	548	0.239	132	0.5	0.3	8.668	A
B-A	10	2	117	0.085	11	0.5	0.1	34.572	D
C-A	805	201			805				
C-B	239	60	377	0.634	279	11.9	1.9	47.746	E
A-B	859	215			859				
A-C	429	107			429				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	594	0.185	110	0.3	0.2	7.442	A
B-A	8	2	193	0.043	8	0.1	0.0	19.543	C
C-A	675	169			675				
C-B	200	50	439	0.457	204	1.9	0.9	15.626	C
A-B	720	180			720				
A-C	359	90			359				

2044 10k DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		36.55	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2044 10k DS	AM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1863	100.000
B		ONE HOUR	✓	212	100.000
C		ONE HOUR	✓	742	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1126	737
	B	6	0	206
	C	557	185	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.65	28.80	1.7	D	189	284
B-A	0.37	282.74	0.4	F	6	8
C-A					511	767
C-B	1.39	526.43	31.7	F	170	255
A-B					1033	1550
A-C					676	1014

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	514	0.302	153	0.0	0.4	9.928	A
B-A	5	1	193	0.023	4	0.0	0.0	19.123	C
C-A	419	105			419				
C-B	139	35	339	0.411	137	0.0	0.7	17.586	C
A-B	848	212			848				
A-C	555	139			555				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	185	46	459	0.404	184	0.4	0.7	13.065	B
B-A	5	1	128	0.042	5	0.0	0.0	29.429	D
C-A	501	125			501				
C-B	166	42	258	0.644	162	0.7	1.6	36.302	E
A-B	1012	253			1012				
A-C	663	166			663				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	227	57	373	0.608	224	0.7	1.5	23.594	C
B-A	7	2	38	0.176	6	0.0	0.2	112.468	F
C-A	613	153			613				
C-B	204	51	147	1.390	141	1.6	17.2	279.744	F
A-B	1240	310			1240				
A-C	811	203			811				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	227	57	349	0.650	226	1.5	1.7	28.795	D
B-A	7	2	18	0.373	6	0.2	0.4	282.736	F
C-A	613	153			613				
C-B	204	51	147	1.390	146	17.2	31.7	526.435	F
A-B	1240	310			1240				
A-C	811	203			811				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	185	46	454	0.408	189	1.7	0.7	13.782	B
B-A	5	1	86	0.063	7	0.4	0.1	46.142	E
C-A	501	125			501				
C-B	166	42	258	0.644	250	31.7	10.7	310.551	F
A-B	1012	253			1012				
A-C	663	166			663				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	514	0.302	156	0.7	0.4	10.094	B
B-A	5	1	178	0.025	5	0.1	0.0	20.790	C
C-A	419	105			419				
C-B	139	35	339	0.411	179	10.7	0.7	28.379	D
A-B	848	212			848				
A-C	555	139			555				

2044 10k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		60.19	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2044 10k DS	PM	Canterbury Rd-A260-Alkham Valley Rd	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1601	100.000
B		ONE HOUR	✓	126	100.000
C		ONE HOUR	✓	1162	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1028	573
	B	7	0	119
	C	896	266	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	9999999999.00	584.14	33.5	F	109	164
B-A	9999999999.00	805.21	2.7	F	6	10
C-A					822	1233
C-B	1.23	372.02	31.9	F	244	366
A-B					943	1415
A-C					526	789

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	562	0.159	89	0.0	0.2	7.582	A
B-A	5	1	173	0.030	5	0.0	0.0	21.422	C
C-A	675	169			675				
C-B	200	50	402	0.499	196	0.0	1.0	17.247	C
A-B	774	193			774				
A-C	431	108			431				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	514	0.208	107	0.2	0.3	8.823	A
B-A	6	2	105	0.060	6	0.0	0.1	36.489	E
C-A	805	201			805				
C-B	239	60	333	0.718	234	1.0	2.2	34.622	D
A-B	924	231			924				
A-C	515	129			515				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	306	0.428	129	0.3	0.7	20.142	C
B-A	8	2	10	0.756	5	0.1	0.8	805.208	F
C-A	987	247			987				
C-B	293	73	238	1.228	230	2.2	17.9	187.846	F
A-B	1132	283			1132				
A-C	631	158			631				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	0	9999999999.000	0	0.7	33.5	584.143	F
B-A	8	2	0	9999999999.000	0	0.8	2.7	611.926	F
C-A	987	247			987				
C-B	293	73	238	1.228	237	17.9	31.9	372.017	F
A-B	1132	283			1132				
A-C	631	158			631				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	486	0.220	240	33.5	0.3	27.215	D
B-A	6	2	62	0.102	17	2.7	0.1	93.824	F
C-A	805	201			805				
C-B	239	60	333	0.718	323	31.9	10.9	245.924	F
A-B	924	231			924				
A-C	515	129			515				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	561	0.160	90	0.3	0.2	7.643	A
B-A	5	1	158	0.033	6	0.1	0.0	23.631	C
C-A	675	169			675				
C-B	200	50	402	0.499	240	10.9	1.0	27.594	D
A-B	774	193			774				
A-C	431	108			431				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

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Filename: SH18_Spitfire Way-White House Hill-A260.j9
Path: \\arcadiso365.sharepoint.com@SSL\DavWWWRoot\teams\project-10029956\Shared Documents\17 Transport\D-Calcs\Modelling\Junction Modelling\2 - Models\SH18_A20 Slip road Spitfire Way Canterbury Rd
Report generation date: 11/11/2021 13:47:17

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2018									
Arm A	D1	0.8	6.85	0.43	A	D2	0.3	4.10	0.26	A
Arm B		1.2	7.17	0.55	A		5.2	15.89	0.85	C
Arm C		0.6	3.65	0.37	A		1.5	6.80	0.61	A
Arm D		3.4	11.22	0.78	B		1.2	5.67	0.54	A
	2037 DM									
Arm A	D3	1.3	10.47	0.57	B	D4	0.5	5.06	0.33	A
Arm B		5.9	26.30	0.87	D		8.5	26.67	0.91	D
Arm C		0.7	4.27	0.42	A		3.1	11.62	0.76	B
Arm D		9.3	28.09	0.92	D		2.0	8.26	0.67	A
	2037 DS									
Arm A	D5	1.6	11.60	0.61	B	D6	0.6	5.44	0.37	A
Arm B		11.6	48.46	0.95	E		26.8	72.43	1.01	F
Arm C		0.8	4.45	0.43	A		3.3	12.23	0.77	B
Arm D		11.7	35.23	0.94	E		2.2	8.83	0.69	A
	2044 8.5k DM									
Arm A	D7	1.5	11.79	0.61	B	D8	0.5	5.23	0.34	A
Arm B		9.1	39.47	0.92	E		15.2	45.22	0.96	E
Arm C		0.8	4.40	0.43	A		3.6	13.35	0.79	B
Arm D		13.2	38.62	0.95	E		2.2	8.87	0.69	A
	2044 8.5k DS									
Arm A		2.2	15.17	0.70	C		0.7	5.82	0.40	A

Arm B	D9	36.7	124.54	1.06	F	D10	101.6	223.38	1.15	F
Arm C		0.8	4.54	0.44	A		3.4	12.46	0.78	B
Arm D		19.6	55.07	0.98	F		2.4	9.63	0.71	A
	2044 10k DM									
Arm A	D11	1.4	10.97	0.58	B	D12	0.5	5.13	0.33	A
Arm B		7.3	32.11	0.90	D		10.9	33.51	0.93	D
Arm C		0.7	4.34	0.43	A		3.3	12.20	0.77	B
Arm D		10.5	31.44	0.93	D		2.1	8.48	0.68	A
	2044 10k DS									
Arm A	D13	2.1	14.51	0.68	B	D14	0.7	5.74	0.40	A
Arm B		31.6	109.70	1.04	F		91.2	201.46	1.13	F
Arm C		0.8	4.53	0.44	A		3.2	11.86	0.77	B
Arm D		15.8	46.02	0.96	E		2.3	9.29	0.70	A

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

File summary

File Description

Title	Spitfire Way-White House Hill-A260
Location	
Site number	
Date	09/04/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	✓
D2	2018	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	✓
D3	2037 DM	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	✓
D4	2037 DM	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	✓
D5	2037 DS	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	✓
D6	2037 DS	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	✓
D7	2044 8.5k DM	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	✓
D8	2044 8.5k DM	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	✓
D9	2044 8.5k DS	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	✓
D10	2044 8.5k DS	PM	A20 Slip road Spitfire	ONE	17:00	18:30	15	✓

			Way Canterbury Rd	HOUR				
D11	2044 10k DM	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	✓
D12	2044 10k DM	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	✓
D13	2044 10k DS	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	✓
D14	2044 10k DS	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	8.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	White House Hill	
B	A20 Slip Roads	
C	Canterbury Rd	
D	Spitfire Way	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	4.55	6.29	11.0	21.8	43.5	41.0	
B	6.09	8.86	20.7	16.7	43.4	56.0	
C	5.03	8.05	8.0	25.6	42.8	43.0	
D	5.15	7.57	4.1	17.2	42.8	52.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.616	1670
B	0.700	2190
C	0.658	1872
D	0.602	1661

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)

✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	366	100.000
B		ONE HOUR	✓	552	100.000
C		ONE HOUR	✓	516	100.000
D		ONE HOUR	✓	1026	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	**B**	**C**	**D**
From	**A**	0	24	342	0
	B	108	0	192	252
	C	138	18	0	360
	D	0	66	960	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	**B**	**C**	**D**
From	**A**	0	0	2	0
	B	4	0	4	7
	C	2	26	0	2
	D	4	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.43	6.85	0.8	A	336	504
B	0.55	7.17	1.2	A	507	760
C	0.37	3.65	0.6	A	473	710
D	0.78	11.22	3.4	B	941	1412

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	276	69	782	1156	0.238	274	185	0.0	0.3	4.075	A
B	416	104	975	1420	0.293	414	81	0.0	0.4	3.573	A
C	388	97	270	1639	0.237	387	1119	0.0	0.3	2.873	A
D	772	193	198	1506	0.513	768	459	0.0	1.0	4.852	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service

A	329	82	936	1060	0.310	328	221	0.3	0.4	4.915	A
B	496	124	1168	1289	0.385	495	97	0.4	0.6	4.531	A
C	464	116	323	1603	0.289	463	1340	0.3	0.4	3.159	A
D	922	231	237	1482	0.622	920	550	1.0	1.6	6.376	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	403	101	1143	932	0.432	402	270	0.4	0.8	6.771	A
B	608	152	1426	1114	0.545	606	118	0.6	1.2	7.045	A
C	568	142	395	1554	0.366	567	1637	0.4	0.6	3.646	A
D	1130	282	290	1450	0.779	1123	672	1.6	3.4	10.785	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	403	101	1149	928	0.434	403	271	0.8	0.8	6.854	A
B	608	152	1433	1109	0.548	608	119	1.2	1.2	7.173	A
C	568	142	396	1553	0.366	568	1645	0.6	0.6	3.652	A
D	1130	282	291	1449	0.779	1129	674	3.4	3.4	11.218	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	329	82	946	1055	0.312	330	222	0.8	0.5	4.977	A
B	496	124	1178	1282	0.387	498	98	1.2	0.6	4.606	A
C	464	116	325	1602	0.290	465	1352	0.6	0.4	3.166	A
D	922	231	238	1482	0.623	929	552	3.4	1.7	6.598	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	276	69	788	1152	0.239	276	185	0.5	0.3	4.113	A
B	416	104	983	1414	0.294	416	82	0.6	0.4	3.612	A
C	388	97	272	1638	0.237	389	1128	0.4	0.3	2.884	A
D	772	193	199	1506	0.513	775	461	1.7	1.1	4.945	A

2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	9.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	276	100.000
B		ONE HOUR	✓	1110	100.000
C		ONE HOUR	✓	738	100.000
D		ONE HOUR	✓	678	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	12	264	0
	B	198	0	408	504
	C	168	12	0	558
	D	0	18	660	0

Vehicle Mix

Heavy Vehicle Percentages

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

	D	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.26	4.10	0.3	A	253	380
B	0.85	15.89	5.2	C	1019	1528
C	0.61	6.80	1.5	A	677	1016
D	0.54	5.67	1.2	A	622	933

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	208	52	517	1332	0.156	207	274	0.0	0.2	3.199	A
B	836	209	693	1673	0.500	832	31	0.0	1.0	4.262	A
C	556	139	526	1505	0.369	553	999	0.0	0.6	3.773	A
D	510	128	283	1461	0.349	508	796	0.0	0.5	3.772	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	248	62	619	1268	0.196	248	328	0.2	0.2	3.527	A
B	998	249	830	1577	0.633	995	38	1.0	1.7	6.160	A
C	663	166	629	1436	0.462	662	1195	0.6	0.9	4.644	A
D	610	152	339	1428	0.427	609	953	0.5	0.7	4.391	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	304	76	758	1182	0.257	303	400	0.2	0.3	4.095	A
B	1222	306	1015	1446	0.845	1209	46	1.7	4.9	14.444	B
C	813	203	765	1347	0.603	810	1460	0.9	1.5	6.677	A
D	746	187	413	1383	0.540	745	1161	0.7	1.2	5.623	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	304	76	760	1181	0.257	304	403	0.3	0.3	4.103	A
B	1222	306	1017	1445	0.846	1221	46	4.9	5.2	15.893	C
C	813	203	772	1342	0.606	812	1466	1.5	1.5	6.802	A
D	746	187	416	1382	0.540	746	1169	1.2	1.2	5.666	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	248	62	622	1267	0.196	249	332	0.3	0.2	3.535	A
B	998	249	833	1575	0.634	1012	38	5.2	1.8	6.543	A
C	663	166	640	1429	0.464	666	1204	1.5	0.9	4.733	A
D	610	152	343	1425	0.428	611	963	1.2	0.8	4.432	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	208	52	520	1330	0.156	208	276	0.2	0.2	3.208	A
B	836	209	697	1670	0.500	839	32	1.8	1.0	4.345	A
C	556	139	530	1502	0.370	557	1005	0.9	0.6	3.812	A
D	510	128	285	1460	0.350	511	802	0.8	0.5	3.798	A

2037 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	20.57	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2037 DM	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	412	100.000
B		ONE HOUR	✓	777	100.000
C		ONE HOUR	✓	555	100.000
D		ONE HOUR	✓	1157	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	19	393	0
	B	141	0	270	366
	C	134	81	0	340
	D	0	65	1092	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	3	0	4	5
	C	1	7	0	2

	D	0	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.57	10.47	1.3	B	378	567
B	0.87	26.30	5.9	D	713	1069
C	0.42	4.27	0.7	A	509	764
D	0.92	28.09	9.3	D	1062	1593

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	310	78	926	1065	0.291	309	206	0.0	0.4	4.750	A
B	585	146	1111	1340	0.437	582	124	0.0	0.8	4.731	A
C	418	104	380	1572	0.266	416	1313	0.0	0.4	3.112	A
D	871	218	267	1466	0.594	865	529	0.0	1.4	5.943	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	370	93	1108	952	0.389	369	247	0.4	0.6	6.172	A
B	699	175	1330	1190	0.587	696	148	0.8	1.4	7.252	A
C	499	125	454	1522	0.328	498	1572	0.4	0.5	3.516	A
D	1040	260	319	1434	0.726	1036	633	1.4	2.6	8.945	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	454	113	1340	809	0.561	451	300	0.6	1.2	10.002	B
B	855	214	1611	998	0.857	840	180	1.4	5.1	21.178	C
C	611	153	548	1458	0.419	610	1903	0.5	0.7	4.239	A
D	1274	318	389	1391	0.916	1251	770	2.6	8.3	22.640	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	454	113	1359	797	0.569	453	302	1.2	1.3	10.472	B
B	855	214	1631	984	0.869	853	181	5.1	5.9	26.304	D
C	611	153	556	1453	0.420	611	1927	0.7	0.7	4.274	A
D	1274	318	391	1390	0.917	1270	776	8.3	9.3	28.087	D

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	370	93	1139	933	0.397	373	251	1.3	0.7	6.456	A
B	699	175	1362	1168	0.598	716	150	5.9	1.5	8.262	A
C	499	125	467	1513	0.330	500	1611	0.7	0.5	3.555	A
D	1040	260	324	1431	0.727	1066	643	9.3	2.8	10.533	B

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	310	78	937	1058	0.293	311	208	0.7	0.4	4.825	A
B	585	146	1124	1331	0.439	588	125	1.5	0.8	4.864	A
C	418	104	384	1569	0.266	418	1328	0.5	0.4	3.131	A
D	871	218	269	1464	0.595	876	533	2.8	1.5	6.173	A

2037 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	15.41	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 DM	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	316	100.000
B		ONE HOUR	✓	1106	100.000
C		ONE HOUR	✓	902	100.000
D		ONE HOUR	✓	810	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	14	302	0
	B	217	0	346	543
	C	198	67	0	637
	D	0	42	768	0

Vehicle Mix

Heavy Vehicle Percentages

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

	D	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.33	5.06	0.5	A	290	435
B	0.91	26.67	8.5	D	1015	1522
C	0.76	11.62	3.1	B	828	1242
D	0.67	8.26	2.0	A	743	1115

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	238	59	657	1249	0.190	237	311	0.0	0.2	3.553	A
B	833	208	802	1605	0.519	828	92	0.0	1.1	4.614	A
C	679	170	569	1477	0.460	676	1061	0.0	0.8	4.474	A
D	610	152	361	1429	0.427	607	884	0.0	0.7	4.365	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	284	71	787	1169	0.243	284	372	0.2	0.3	4.066	A
B	994	249	960	1494	0.666	991	110	1.1	1.9	7.105	A
C	811	203	681	1403	0.578	809	1270	0.8	1.3	6.038	A
D	728	182	432	1386	0.525	727	1058	0.7	1.1	5.448	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	348	87	962	1062	0.328	347	451	0.3	0.5	5.035	A
B	1218	304	1174	1345	0.906	1195	135	1.9	7.6	21.493	C
C	993	248	821	1310	0.758	987	1548	1.3	3.0	10.920	B
D	892	223	524	1330	0.670	888	1283	1.1	2.0	8.076	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	348	87	965	1059	0.328	348	456	0.5	0.5	5.060	A
B	1218	304	1178	1342	0.907	1214	135	7.6	8.5	26.672	D
C	993	248	834	1301	0.763	993	1558	3.0	3.1	11.622	B
D	892	223	530	1327	0.672	892	1297	2.0	2.0	8.259	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	284	71	792	1166	0.244	285	380	0.5	0.3	4.088	A
B	994	249	966	1490	0.667	1020	111	8.5	2.1	8.063	A
C	811	203	701	1390	0.584	818	1285	3.1	1.4	6.368	A
D	728	182	440	1381	0.527	732	1078	2.0	1.1	5.576	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	238	59	662	1246	0.191	238	314	0.3	0.2	3.572	A
B	833	208	807	1601	0.520	836	93	2.1	1.1	4.733	A
C	679	170	575	1473	0.461	681	1069	1.4	0.9	4.557	A
D	610	152	364	1427	0.427	611	892	1.1	0.8	4.424	A

2037 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	29.75	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2037 DS	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	448	100.000
B		ONE HOUR	✓	828	100.000
C		ONE HOUR	✓	556	100.000
D		ONE HOUR	✓	1162	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	19	429	0
	B	185	0	270	373
	C	134	81	0	341
	D	0	65	1097	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	2	0	4	5
	C	1	7	0	2

	D	0	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.61	11.60	1.6	B	411	617
B	0.95	48.46	11.6	E	760	1140
C	0.43	4.45	0.8	A	510	765
D	0.94	35.23	11.7	E	1066	1599

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	337	84	930	1073	0.314	335	239	0.0	0.5	4.871	A
B	623	156	1141	1325	0.471	620	124	0.0	0.9	5.082	A
C	419	105	418	1547	0.271	417	1344	0.0	0.4	3.181	A
D	875	219	300	1446	0.605	869	535	0.0	1.5	6.172	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	403	101	1112	958	0.420	402	286	0.5	0.7	6.454	A
B	744	186	1366	1171	0.636	741	148	0.9	1.7	8.311	A
C	500	125	499	1493	0.335	499	1608	0.4	0.5	3.621	A
D	1045	261	359	1411	0.740	1040	640	1.5	2.7	9.573	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	493	123	1339	816	0.604	490	345	0.7	1.5	10.932	B
B	912	228	1650	977	0.933	883	180	1.7	8.8	31.897	D
C	612	153	595	1429	0.428	611	1938	0.5	0.7	4.397	A
D	1279	320	434	1365	0.937	1250	773	2.7	10.0	26.441	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	493	123	1362	803	0.614	493	349	1.5	1.6	11.603	B
B	912	228	1673	961	0.949	900	181	8.8	11.6	48.464	E
C	612	153	607	1421	0.431	612	1967	0.7	0.8	4.450	A
D	1279	320	438	1363	0.939	1272	781	10.0	11.7	35.231	E

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	403	101	1152	934	0.431	406	296	1.6	0.8	6.864	A
B	744	186	1408	1142	0.652	783	151	11.6	1.9	11.064	B
C	500	125	528	1474	0.339	501	1663	0.8	0.5	3.702	A
D	1045	261	369	1405	0.744	1079	660	11.7	3.0	12.152	B

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	337	84	942	1065	0.317	338	241	0.8	0.5	4.963	A
B	623	156	1156	1315	0.474	627	125	1.9	0.9	5.267	A
C	419	105	423	1544	0.271	419	1360	0.5	0.4	3.204	A
D	875	219	302	1445	0.605	881	540	3.0	1.6	6.444	A

2037 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	32.64	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2037 DS	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	357	100.000
B		ONE HOUR	✓	1192	100.000
C		ONE HOUR	✓	899	100.000
D		ONE HOUR	✓	817	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	14	343	0
	B	255	0	387	550
	C	197	67	0	635
	D	0	42	775	0

Vehicle Mix

Heavy Vehicle Percentages

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

	D	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.37	5.44	0.6	A	328	491
B	1.01	72.43	26.8	F	1094	1641
C	0.77	12.23	3.3	B	825	1237
D	0.69	8.83	2.2	A	750	1125

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	269	67	662	1246	0.216	268	338	0.0	0.3	3.677	A
B	897	224	838	1580	0.568	892	92	0.0	1.3	5.196	A
C	677	169	603	1455	0.465	673	1127	0.0	0.9	4.585	A
D	615	154	389	1412	0.436	612	887	0.0	0.8	4.483	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	321	80	793	1165	0.275	321	405	0.3	0.4	4.259	A
B	1072	268	1003	1464	0.732	1066	110	1.3	2.6	8.920	A
C	808	202	720	1377	0.587	806	1349	0.9	1.4	6.280	A
D	734	184	465	1366	0.538	733	1061	0.8	1.1	5.670	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	393	98	969	1057	0.372	392	483	0.4	0.6	5.408	A
B	1312	328	1226	1309	1.003	1249	135	2.6	18.4	41.302	E
C	990	247	844	1295	0.764	983	1632	1.4	3.1	11.301	B
D	900	225	556	1311	0.686	896	1271	1.1	2.1	8.577	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	393	98	973	1054	0.373	393	490	0.6	0.6	5.442	A
B	1312	328	1231	1306	1.005	1279	135	18.4	26.8	72.430	F
C	990	247	864	1282	0.772	989	1646	3.1	3.3	12.232	B
D	900	225	564	1307	0.688	899	1289	2.1	2.2	8.830	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	321	80	799	1162	0.276	322	428	0.6	0.4	4.290	A
B	1072	268	1010	1460	0.734	1167	111	26.8	2.9	16.405	C
C	808	202	788	1332	0.607	815	1388	3.3	1.6	7.054	A
D	734	184	489	1352	0.543	738	1114	2.2	1.2	5.905	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	269	67	667	1243	0.216	269	342	0.4	0.3	3.701	A
B	897	224	844	1576	0.569	904	93	2.9	1.3	5.404	A
C	677	169	610	1450	0.467	680	1137	1.6	0.9	4.690	A
D	615	154	393	1409	0.436	617	897	1.2	0.8	4.550	A

2044 8.5k DM, AM

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	28.54	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2044 8.5k DM	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	425	100.000
B		ONE HOUR	✓	800	100.000
C		ONE HOUR	✓	571	100.000
D		ONE HOUR	✓	1191	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	20	405	0
	B	144	0	282	374
	C	137	87	0	347
	D	0	67	1124	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	3	0	4	5
	C	1	7	0	2

	D	0	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.61	11.79	1.5	B	390	585
B	0.92	39.47	9.1	E	734	1101
C	0.43	4.40	0.8	A	524	786
D	0.95	38.62	13.2	E	1093	1639

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	320	80	956	1047	0.306	318	211	0.0	0.4	4.931	A
B	602	151	1144	1318	0.457	599	130	0.0	0.8	4.987	A
C	430	107	388	1566	0.275	428	1355	0.0	0.4	3.161	A
D	897	224	276	1460	0.614	890	540	0.0	1.6	6.254	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	382	96	1144	930	0.411	381	252	0.4	0.7	6.544	A
B	719	180	1369	1164	0.618	716	156	0.8	1.6	7.993	A
C	513	128	464	1515	0.339	513	1621	0.4	0.5	3.590	A
D	1071	268	330	1427	0.750	1065	646	1.6	2.9	9.807	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	468	117	1374	787	0.594	465	305	0.7	1.4	11.074	B
B	881	220	1650	971	0.907	858	189	1.6	7.2	27.789	D
C	629	157	556	1453	0.433	628	1952	0.5	0.8	4.356	A
D	1311	328	401	1384	0.947	1279	783	2.9	11.0	28.111	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	468	117	1398	772	0.606	468	308	1.4	1.5	11.793	B
B	881	220	1675	954	0.923	873	191	7.2	9.1	39.468	E
C	629	157	566	1447	0.435	629	1983	0.8	0.8	4.401	A
D	1311	328	404	1382	0.949	1303	790	11.0	13.2	38.624	E

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	382	96	1189	902	0.424	385	258	1.5	0.7	7.006	A
B	719	180	1415	1132	0.636	748	159	9.1	1.8	10.075	B
C	513	128	484	1501	0.342	514	1679	0.8	0.5	3.651	A
D	1071	268	336	1423	0.752	1111	662	13.2	3.2	12.883	B

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	320	80	968	1039	0.308	321	212	0.7	0.4	5.027	A
B	602	151	1158	1308	0.461	606	131	1.8	0.9	5.157	A
C	430	107	392	1563	0.275	430	1372	0.5	0.4	3.183	A
D	897	224	278	1459	0.615	903	545	3.2	1.6	6.546	A

2044 8.5k DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	22.81	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2044 8.5k DM	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	324	100.000
B		ONE HOUR	✓	1155	100.000
C		ONE HOUR	✓	921	100.000
D		ONE HOUR	✓	828	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	14	310	0
	B	226	0	362	567
	C	202	71	0	648
	D	0	43	785	0

Vehicle Mix

Heavy Vehicle Percentages

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

	D	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.34	5.23	0.5	A	297	446
B	0.96	45.22	15.2	E	1060	1590
C	0.79	13.35	3.6	B	845	1268
D	0.69	8.87	2.2	A	760	1140

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	244	61	673	1239	0.197	243	321	0.0	0.2	3.610	A
B	870	217	821	1591	0.546	865	96	0.0	1.2	4.923	A
C	693	173	594	1461	0.475	690	1092	0.0	0.9	4.648	A
D	623	156	374	1421	0.439	620	910	0.0	0.8	4.479	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	291	73	806	1157	0.252	291	383	0.2	0.3	4.154	A
B	1038	260	983	1478	0.702	1034	115	1.2	2.3	8.021	A
C	828	207	710	1384	0.598	826	1307	0.9	1.5	6.425	A
D	744	186	447	1377	0.541	743	1088	0.8	1.2	5.663	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	357	89	985	1047	0.341	356	462	0.3	0.5	5.204	A
B	1272	318	1201	1326	0.959	1232	140	2.3	12.1	30.576	D
C	1014	254	846	1293	0.784	1006	1587	1.5	3.4	12.216	B
D	912	228	539	1321	0.690	908	1313	1.2	2.2	8.616	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	357	89	990	1044	0.342	357	469	0.5	0.5	5.234	A
B	1272	318	1205	1323	0.961	1259	141	12.1	15.2	45.217	E
C	1014	254	865	1281	0.792	1013	1600	3.4	3.6	13.350	B
D	912	228	547	1317	0.692	911	1331	2.2	2.2	8.866	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	291	73	813	1153	0.253	292	397	0.5	0.3	4.183	A
B	1038	260	989	1474	0.704	1089	116	15.2	2.5	10.562	B
C	828	207	748	1359	0.609	836	1330	3.6	1.6	6.994	A
D	744	186	461	1369	0.544	748	1123	2.2	1.2	5.840	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	244	61	679	1236	0.197	244	324	0.3	0.2	3.633	A
B	870	217	826	1587	0.548	874	97	2.5	1.2	5.085	A
C	693	173	600	1456	0.476	696	1100	1.6	0.9	4.752	A
D	623	156	377	1419	0.439	625	919	1.2	0.8	4.544	A

2044 8.5k DS, AM

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	59.35	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2044 8.5k DS	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	493	100.000
B		ONE HOUR	✓	878	100.000
C		ONE HOUR	✓	571	100.000
D		ONE HOUR	✓	1202	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	20	473	0
	B	206	0	287	385
	C	137	87	0	347
	D	0	67	1135	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	2	0	3	5
	C	1	7	0	2

	D	0	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.70	15.17	2.2	C	452	679
B	1.06	124.54	36.7	F	806	1209
C	0.44	4.54	0.8	A	524	786
D	0.98	55.07	19.6	F	1103	1654

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	371	93	963	1051	0.353	369	257	0.0	0.5	5.242	A
B	661	165	1202	1288	0.513	657	130	0.0	1.0	5.669	A
C	430	107	442	1531	0.281	428	1417	0.0	0.4	3.261	A
D	905	226	322	1433	0.632	898	548	0.0	1.7	6.653	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	443	111	1152	933	0.475	442	307	0.5	0.9	7.302	A
B	789	197	1438	1126	0.701	784	156	1.0	2.3	10.402	B
C	513	128	528	1473	0.348	513	1695	0.4	0.5	3.746	A
D	1081	270	385	1395	0.775	1074	656	1.7	3.3	11.017	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	543	136	1373	796	0.682	538	360	0.9	2.1	13.741	B
B	967	242	1722	931	1.039	894	189	2.3	20.4	59.374	F
C	629	157	602	1424	0.441	628	2014	0.5	0.8	4.515	A
D	1323	331	456	1352	0.979	1277	774	3.3	14.9	35.619	E

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	543	136	1400	778	0.697	542	362	2.1	2.2	15.170	C
B	967	242	1752	910	1.062	901	190	20.4	36.7	124.541	F
C	629	157	607	1421	0.442	629	2047	0.8	0.8	4.544	A
D	1323	331	458	1350	0.980	1305	777	14.9	19.6	55.066	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	443	111	1221	890	0.498	448	340	2.2	1.0	8.226	A
B	789	197	1509	1077	0.733	924	160	36.7	3.0	41.889	E
C	513	128	622	1411	0.364	514	1811	0.8	0.6	4.019	A
D	1081	270	419	1375	0.786	1143	718	19.6	3.9	19.155	C

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	371	93	979	1042	0.356	373	260	1.0	0.6	5.397	A
B	661	165	1221	1275	0.518	669	132	3.0	1.1	6.008	A
C	430	107	450	1525	0.282	431	1439	0.6	0.4	3.292	A
D	905	226	326	1431	0.633	914	555	3.9	1.8	7.079	A

2044 8.5k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	91.97	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2044 8.5k DS	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	381	100.000
B		ONE HOUR	✓	1327	100.000
C		ONE HOUR	✓	917	100.000
D		ONE HOUR	✓	837	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	14	367	0
	B	297	0	449	581
	C	201	71	0	645
	D	0	43	794	0

Vehicle Mix

Heavy Vehicle Percentages

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

	D	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.40	5.82	0.7	A	350	524
B	1.15	223.38	101.6	F	1218	1827
C	0.78	12.46	3.4	B	841	1262
D	0.71	9.63	2.4	A	768	1152

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	287	72	680	1235	0.232	286	373	0.0	0.3	3.787	A
B	999	250	870	1558	0.641	992	96	0.0	1.8	6.283	A
C	690	173	656	1419	0.486	687	1205	0.0	0.9	4.888	A
D	630	158	426	1390	0.453	627	917	0.0	0.8	4.700	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	343	86	814	1152	0.297	342	445	0.3	0.4	4.440	A
B	1193	298	1042	1438	0.829	1182	115	1.8	4.5	13.512	B
C	824	206	782	1336	0.617	822	1442	0.9	1.6	6.965	A
D	752	188	508	1340	0.562	751	1096	0.8	1.3	6.089	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	419	105	995	1041	0.403	418	502	0.4	0.7	5.772	A
B	1461	365	1273	1276	1.145	1262	140	4.5	54.2	94.065	F
C	1010	252	835	1301	0.776	1003	1700	1.6	3.3	11.812	B
D	922	230	580	1297	0.711	917	1258	1.3	2.4	9.367	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	419	105	999	1038	0.404	419	506	0.7	0.7	5.818	A
B	1461	365	1278	1273	1.148	1271	141	54.2	101.6	223.380	F
C	1010	252	841	1297	0.779	1009	1708	3.3	3.4	12.461	B
D	922	230	584	1295	0.712	921	1267	2.4	2.4	9.630	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	343	86	821	1148	0.298	343	500	0.7	0.4	4.478	A
B	1193	298	1049	1433	0.832	1419	116	101.6	45.0	187.453	F
C	824	206	939	1232	0.669	830	1529	3.4	2.1	9.061	A
D	752	188	564	1307	0.576	757	1205	2.4	1.4	6.592	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	287	72	686	1231	0.233	287	414	0.4	0.3	3.817	A
B	999	250	876	1554	0.643	1171	97	45.0	1.9	15.073	C
C	690	173	775	1341	0.515	694	1273	2.1	1.1	5.605	A
D	630	158	468	1364	0.462	632	1001	1.4	0.9	4.931	A

2044 10k DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	23.57	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2044 10k DM	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	417	100.000
B		ONE HOUR	✓	793	100.000
C		ONE HOUR	✓	563	100.000
D		ONE HOUR	✓	1168	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	19	398	0
	B	142	0	280	371
	C	135	86	0	342
	D	0	65	1103	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	3	0	4	5
	C	1	7	0	2

	D	0	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.58	10.97	1.4	B	383	574
B	0.90	32.11	7.3	D	728	1092
C	0.43	4.34	0.7	A	517	775
D	0.93	31.44	10.5	D	1072	1608

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	314	78	938	1057	0.297	312	208	0.0	0.4	4.820	A
B	597	149	1123	1332	0.448	594	127	0.0	0.8	4.856	A
C	424	106	384	1568	0.270	422	1332	0.0	0.4	3.137	A
D	879	220	272	1462	0.601	873	534	0.0	1.5	6.054	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	375	94	1123	943	0.397	374	248	0.4	0.7	6.314	A
B	713	178	1344	1180	0.604	710	152	0.8	1.5	7.612	A
C	506	127	459	1518	0.333	506	1595	0.4	0.5	3.555	A
D	1050	263	326	1430	0.734	1045	639	1.5	2.7	9.249	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	459	115	1354	799	0.574	456	301	0.7	1.3	10.416	B
B	873	218	1626	988	0.884	855	185	1.5	6.1	24.315	C
C	620	155	553	1455	0.426	619	1927	0.5	0.7	4.301	A
D	1286	321	396	1387	0.927	1260	776	2.7	9.2	24.484	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	459	115	1375	787	0.584	459	304	1.3	1.4	10.972	B
B	873	218	1647	973	0.898	868	187	6.1	7.3	32.110	D
C	620	155	562	1449	0.428	620	1954	0.7	0.7	4.341	A
D	1286	321	399	1385	0.928	1281	783	9.2	10.5	31.436	D

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	375	94	1158	921	0.407	378	253	1.4	0.7	6.655	A
B	713	178	1381	1155	0.617	735	155	7.3	1.7	9.020	A
C	506	127	476	1507	0.336	507	1640	0.7	0.5	3.606	A
D	1050	263	331	1427	0.736	1080	652	10.5	2.9	11.245	B

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	314	78	950	1050	0.299	315	209	0.7	0.4	4.902	A
B	597	149	1136	1323	0.451	600	128	1.7	0.8	5.006	A
C	424	106	388	1565	0.271	424	1348	0.5	0.4	3.158	A
D	879	220	274	1461	0.602	885	539	2.9	1.5	6.306	A

2044 10k DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	18.14	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2044 10k DM	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	319	100.000
B		ONE HOUR	✓	1131	100.000
C		ONE HOUR	✓	906	100.000
D		ONE HOUR	✓	815	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	14	305	0
	B	222	0	355	554
	C	198	71	0	637
	D	0	42	773	0

Vehicle Mix

Heavy Vehicle Percentages

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

	D	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.33	5.13	0.5	A	293	439
B	0.93	33.51	10.9	D	1038	1557
C	0.77	12.20	3.3	B	831	1247
D	0.68	8.48	2.1	A	748	1122

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	240	60	664	1245	0.193	239	315	0.0	0.2	3.575	A
B	851	213	808	1600	0.532	847	95	0.0	1.1	4.750	A
C	682	171	581	1469	0.464	679	1074	0.0	0.9	4.535	A
D	614	153	368	1425	0.431	611	892	0.0	0.8	4.407	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	287	72	795	1164	0.246	286	376	0.2	0.3	4.098	A
B	1017	254	967	1489	0.683	1013	114	1.1	2.1	7.500	A
C	814	204	695	1394	0.584	812	1285	0.9	1.4	6.170	A
D	733	183	440	1381	0.530	731	1067	0.8	1.1	5.526	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	351	88	971	1056	0.333	351	455	0.3	0.5	5.102	A
B	1245	311	1183	1339	0.930	1216	139	2.1	9.3	25.129	D
C	998	249	835	1301	0.767	991	1565	1.4	3.1	11.348	B
D	897	224	533	1325	0.677	894	1292	1.1	2.0	8.267	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	351	88	975	1053	0.333	351	461	0.5	0.5	5.128	A
B	1245	311	1187	1336	0.932	1239	140	9.3	10.9	33.512	D
C	998	249	850	1291	0.773	997	1576	3.1	3.3	12.197	B
D	897	224	539	1322	0.679	897	1308	2.0	2.1	8.476	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	287	72	801	1161	0.247	287	386	0.5	0.3	4.127	A
B	1017	254	973	1485	0.685	1051	115	10.9	2.2	8.937	A
C	814	204	721	1376	0.592	822	1303	3.3	1.5	6.573	A
D	733	183	450	1375	0.533	736	1093	2.1	1.2	5.668	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	240	60	669	1242	0.193	241	318	0.3	0.2	3.595	A
B	851	213	813	1596	0.533	856	96	2.2	1.2	4.889	A
C	682	171	587	1465	0.466	684	1082	1.5	0.9	4.626	A
D	614	153	371	1423	0.431	615	900	1.2	0.8	4.466	A

2044 10k DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	51.71	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2044 10k DS	AM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	487	100.000
B		ONE HOUR	✓	872	100.000
C		ONE HOUR	✓	563	100.000
D		ONE HOUR	✓	1180	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	19	468	0
	B	210	0	280	382
	C	135	86	0	342
	D	0	65	1115	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	2	0	4	5
	C	1	7	0	2

	D	0	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.68	14.51	2.1	B	447	670
B	1.04	109.70	31.6	F	800	1200
C	0.44	4.53	0.8	A	517	775
D	0.96	46.02	15.8	E	1083	1624

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	367	92	946	1052	0.348	365	258	0.0	0.5	5.220	A
B	656	164	1184	1294	0.507	652	127	0.0	1.0	5.576	A
C	424	106	443	1530	0.277	422	1393	0.0	0.4	3.245	A
D	888	222	323	1432	0.620	882	542	0.0	1.6	6.469	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	438	109	1132	937	0.467	436	309	0.5	0.9	7.173	A
B	784	196	1416	1134	0.691	779	152	1.0	2.2	10.010	B
C	506	127	529	1473	0.344	506	1667	0.4	0.5	3.720	A
D	1061	265	386	1394	0.761	1055	649	1.6	3.0	10.440	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	536	134	1355	799	0.671	532	364	0.9	2.0	13.275	B
B	960	240	1703	938	1.024	896	185	2.2	18.2	54.503	F
C	620	155	608	1420	0.437	619	1990	0.5	0.8	4.489	A
D	1299	325	459	1350	0.962	1261	768	3.0	12.6	31.684	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	536	134	1381	783	0.685	536	367	2.0	2.1	14.507	B
B	960	240	1730	919	1.045	907	186	18.2	31.6	109.700	F
C	620	155	616	1415	0.438	620	2022	0.8	0.8	4.527	A
D	1299	325	462	1348	0.964	1287	774	12.6	15.8	46.020	E

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	438	109	1187	903	0.485	442	338	2.1	1.0	7.888	A
B	784	196	1474	1095	0.716	899	156	31.6	2.7	29.414	D
C	506	127	611	1418	0.357	507	1762	0.8	0.6	3.954	A
D	1061	265	416	1376	0.771	1110	702	15.8	3.6	15.688	C

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	367	92	961	1043	0.351	368	261	1.0	0.5	5.348	A
B	656	164	1200	1283	0.512	663	129	2.7	1.1	5.870	A
C	424	106	450	1525	0.278	425	1413	0.6	0.4	3.274	A
D	888	222	326	1430	0.621	896	548	3.6	1.7	6.828	A

2044 10k DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	83.42	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2044 10k DS	PM	A20 Slip road Spitfire Way Canterbury Rd	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	381	100.000
B		ONE HOUR	✓	1315	100.000
C		ONE HOUR	✓	904	100.000
D		ONE HOUR	✓	825	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	14	367	0
	B	295	0	451	569
	C	198	71	0	635
	D	0	42	783	0

Vehicle Mix

Heavy Vehicle Percentages

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

	D	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.40	5.74	0.7	A	350	524
B	1.13	201.46	91.2	F	1207	1810
C	0.77	11.86	3.2	B	830	1244
D	0.70	9.29	2.3	A	757	1136

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	287	72	671	1240	0.231	286	369	0.0	0.3	3.765	A
B	990	247	862	1564	0.633	983	95	0.0	1.7	6.129	A
C	681	170	646	1426	0.477	677	1199	0.0	0.9	4.781	A
D	621	155	422	1392	0.446	618	901	0.0	0.8	4.633	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	343	86	804	1159	0.296	342	440	0.3	0.4	4.406	A
B	1182	296	1032	1445	0.818	1172	114	1.7	4.2	12.746	B
C	813	203	770	1344	0.605	810	1434	0.9	1.5	6.713	A
D	742	185	504	1343	0.552	740	1076	0.8	1.2	5.957	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	419	105	982	1049	0.400	419	501	0.4	0.7	5.702	A
B	1448	362	1261	1285	1.127	1268	139	4.2	49.1	86.247	F
C	995	249	833	1302	0.764	989	1696	1.5	3.1	11.268	B
D	908	227	579	1298	0.700	904	1243	1.2	2.3	9.052	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	419	105	986	1046	0.401	419	505	0.7	0.7	5.742	A
B	1448	362	1266	1282	1.130	1280	140	49.1	91.2	201.459	F
C	995	249	841	1297	0.767	995	1705	3.1	3.2	11.863	B
D	908	227	583	1295	0.701	908	1253	2.3	2.3	9.292	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	343	86	810	1155	0.297	343	499	0.7	0.4	4.440	A
B	1182	296	1038	1441	0.821	1425	115	91.2	30.5	156.414	F
C	813	203	936	1234	0.659	818	1527	3.2	2.0	8.744	A
D	742	185	563	1307	0.567	746	1191	2.3	1.3	6.455	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	287	72	677	1237	0.232	287	398	0.4	0.3	3.792	A
B	990	247	868	1560	0.635	1105	96	30.5	1.8	10.194	B
C	681	170	726	1373	0.496	685	1247	2.0	1.0	5.256	A
D	621	155	452	1374	0.452	623	959	1.3	0.8	4.807	A

Junctions 9
ARCADY 9 - Roundabout Module
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Filename: SH19_Alkham Valley Rd-A20 Slip.j9
Path: \\arcadiso365.sharepoint.com@SSL\DavWWWRoot\teams\project-10029956\Shared Documents\17 Transport\D-Calcs\Modelling\Junction Modelling\2 - Models\SH19_A20 slip road Alkham Valley Rd
Report generation date: 11/11/2021 13:48:55

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2018									
Arm A	D1	0.0	1.88	0.03	A	D2	0.0	2.09	0.05	A
Arm B		1.0	3.85	0.50	A		0.3	2.53	0.24	A
Arm C		5.1	17.20	0.84	C		2.8	8.86	0.74	A
	2037 DM									
Arm A	D3	0.0	1.95	0.02	A	D4	0.0	2.10	0.03	A
Arm B		1.1	4.04	0.53	A		0.3	2.55	0.25	A
Arm C		57.8	141.23	1.07	F		6.3	17.95	0.87	C
	2037 DS									
Arm A	D5	0.0	1.94	0.02	A	D6	0.0	2.12	0.02	A
Arm B		1.1	4.04	0.53	A		0.3	2.54	0.25	A
Arm C		78.0	182.73	1.11	F		8.6	23.64	0.91	C
	2044 8.5k DM									
Arm A	D7	0.0	1.95	0.02	A	D8	0.1	2.13	0.05	A
Arm B		1.2	4.18	0.54	A		0.4	2.64	0.27	A
Arm C		90.1	211.98	1.13	F		8.1	22.52	0.90	C
	2044 8.5k DS									
Arm A	D9	0.0	1.94	0.02	A	D10	0.1	2.12	0.05	A
Arm B		1.2	4.17	0.54	A		0.4	2.62	0.26	A
Arm C		135.9	338.37	1.21	F		13.6	36.32	0.95	E
	2044 10k DM									
Arm A		0.0	1.95	0.02	A		0.0	2.11	0.05	A

Arm B	D11	1.1	4.09	0.53	A	D12	0.4	2.60	0.26	A
Arm C		73.4	175.22	1.10	F		7.0	19.81	0.88	C
	2044 10k DS									
Arm A	D13	0.0	1.94	0.02	A	D14	0.0	2.12	0.03	A
Arm B		1.1	4.09	0.53	A		0.3	2.56	0.26	A
Arm C		117.5	277.14	1.18	F		11.8	31.80	0.94	D

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

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

File summary

File Description

Title	Alkham Valley Rd-A20 Slip
Location	
Site number	
Date	09/04/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	ysa77377 [HCL70027]
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	08:00	09:30	15	✓
D2	2018	PM	ONE HOUR	17:00	18:30	15	✓
D3	2037 DM	AM	ONE HOUR	08:00	09:30	15	✓
D4	2037 DM	PM	ONE HOUR	17:00	18:30	15	✓
D5	2037 DS	AM	ONE HOUR	08:00	09:30	15	✓
D6	2037 DS	PM	ONE HOUR	17:00	18:30	15	✓
D7	2044 8.5k DM	AM	ONE HOUR	08:00	09:30	15	✓
D8	2044 8.5k DM	PM	ONE HOUR	17:00	18:30	15	✓
D9	2044 8.5k DS	AM	ONE HOUR	08:00	09:30	15	✓
D10	2044 8.5k DS	PM	ONE HOUR	17:00	18:30	15	✓
D11	2044 10k DM	AM	ONE HOUR	08:00	09:30	15	✓
D12	2044 10k DM	PM	ONE HOUR	17:00	18:30	15	✓
D13	2044 10k DS	AM	ONE HOUR	08:00	09:30	15	✓
D14	2044 10k DS	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	10.84	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A20 Offslip	
B	AlkamValley Rd (East)	
C	AlkamValley Rd (South)	
D	A20 onslip	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	6.71	8.71	13.2	23.7	44.6	38.0	
B	3.82	7.44	37.9	23.3	44.6	40.0	
C	4.13	6.66	19.2	26.5	44.6	34.0	
D							✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.759	2392
B	0.668	1942
C	0.646	1787
D		

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	54	100.000
B		ONE HOUR	✓	846	100.000
C		ONE HOUR	✓	1002	100.000
D					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	0	54	0
	B	0	0	234	612
	C	0	318	0	684
	D	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	50	7	0
	B	0	0	1	2
	C	0	4	0	2
	D	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.03	1.88	0.0	A	50	74
B	0.50	3.85	1.0	A	776	1164
C	0.84	17.20	5.1	C	919	1379
D						

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	41	10	238	2060	0.020	41	0	0.0	0.0	1.781	A
B	637	159	41	1881	0.339	635	238	0.0	0.5	2.884	A
C	754	189	459	1447	0.521	750	216	0.0	1.1	5.136	A
D			238				971				

08:15 - 08:30

Arm	Total Demand	Junction Arrivals	Circulating flow	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of

	(Veh/hr)	(Veh)	(Veh/hr)				(Veh/hr)	(Veh)	(Veh)		service
A	49	12	285	2026	0.024	49	0	0.0	0.0	1.820	A
B	761	190	49	1875	0.406	760	285	0.5	0.7	3.226	A
C	901	225	550	1389	0.649	898	259	1.1	1.8	7.291	A
D			285				1163				

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	59	15	346	1980	0.030	59	0	0.0	0.0	1.873	A
B	931	233	59	1867	0.499	930	346	0.7	1.0	3.837	A
C	1103	276	673	1310	0.842	1091	317	1.8	4.8	15.684	C
D			346				1418				

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	59	15	350	1978	0.030	59	0	0.0	0.0	1.875	A
B	931	233	59	1867	0.499	931	350	1.0	1.0	3.846	A
C	1103	276	674	1309	0.843	1102	317	4.8	5.1	17.201	C
D			350				1426				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	49	12	290	2022	0.024	49	0	0.0	0.0	1.823	A
B	761	190	49	1875	0.406	762	290	1.0	0.7	3.239	A
C	901	225	551	1388	0.649	913	259	5.1	1.9	7.783	A
D			290				1175				

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	41	10	240	2058	0.020	41	0	0.0	0.0	1.786	A
B	637	159	41	1881	0.339	638	240	0.7	0.5	2.899	A
C	754	189	461	1445	0.522	758	217	1.9	1.1	5.258	A
D			240				978				

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	78	100.000
B		ONE HOUR	✓	408	100.000
C		ONE HOUR	✓	1038	100.000
D					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	6	72	0
	B	0	0	114	294
	C	0	630	0	408
	D	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	0	25	1	0

From	B	0	0	1	1
	C	0	1	0	3
	D	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.05	2.09	0.0	A	72	107
B	0.24	2.53	0.3	A	374	562
C	0.74	8.86	2.8	A	952	1429
D						

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	59	15	472	1974	0.030	59	0	0.0	0.0	1.878	A
B	307	77	54	1887	0.163	306	477	0.0	0.2	2.276	A
C	781	195	221	1614	0.484	778	140	0.0	0.9	4.284	A
D			472				526				

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	70	18	565	1905	0.037	70	0	0.0	0.0	1.961	A
B	367	92	65	1880	0.195	367	571	0.2	0.2	2.379	A
C	933	233	264	1587	0.588	931	167	0.9	1.4	5.476	A
D			565				630				

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	86	21	690	1812	0.047	86	0	0.0	0.0	2.085	A
B	449	112	79	1870	0.240	449	697	0.2	0.3	2.533	A
C	1143	286	323	1549	0.738	1138	205	1.4	2.7	8.648	A
D			690				771				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	86	21	694	1809	0.047	86	0	0.0	0.0	2.088	A
B	449	112	79	1870	0.240	449	700	0.3	0.3	2.533	A
C	1143	286	324	1548	0.738	1143	205	2.7	2.8	8.859	A
D			694				773				

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	70	18	570	1902	0.037	70	0	0.0	0.0	1.965	A
B	367	92	65	1880	0.195	367	575	0.3	0.2	2.382	A

C	933	233	265	1586	0.588	938	167	2.8	1.4	5.599	A
D			570				633				

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	59	15	476	1972	0.030	59	0	0.0	0.0	1.883	A
B	307	77	54	1887	0.163	307	480	0.2	0.2	2.279	A
C	781	195	221	1614	0.484	783	140	1.4	0.9	4.346	A
D			476				529				

2037 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	81.49	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2037 DM	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	33	100.000
B		ONE HOUR	✓	901	100.000
C		ONE HOUR	✓	1211	100.000
D					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	2	31	0
	B	0	0	187	714
	C	0	335	0	876
	D	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	0	50	10	0

From	B	0	0	1	2
	C	0	3	0	2
	D	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.02	1.95	0.0	A	30	45
B	0.53	4.04	1.1	A	827	1240
C	1.07	141.23	57.8	F	1111	1667
D						

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	25	6	250	1954	0.013	25	0	0.0	0.0	1.865	A
B	678	170	23	1891	0.359	676	252	0.0	0.6	2.958	A
C	912	228	536	1402	0.650	904	164	0.0	1.8	7.128	A
D			250				1190				

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	30	7	299	1920	0.015	30	0	0.0	0.0	1.903	A
B	810	202	28	1888	0.429	809	300	0.6	0.7	3.336	A
C	1089	272	641	1335	0.816	1080	196	1.8	4.1	13.645	B
D			299				1422				

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	36	9	336	1894	0.019	36	0	0.0	0.0	1.937	A
B	992	248	34	1883	0.527	991	339	0.7	1.1	4.026	A
C	1333	333	785	1242	1.074	1216	240	4.1	33.4	67.267	F
D			336				1665				

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	36	9	342	1890	0.019	36	0	0.0	0.0	1.941	A
B	992	248	34	1883	0.527	992	344	1.1	1.1	4.039	A
C	1333	333	786	1241	1.074	1236	240	33.4	57.8	141.230	F
D			342				1680				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	30	7	358	1879	0.016	30	0	0.0	0.0	1.948	A
B	810	202	28	1888	0.429	811	360	1.1	0.8	3.348	A

C	1089	272	643	1333	0.816	1296	196	57.8	6.0	89.706	F
D			358				1580				

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	25	6	257	1949	0.013	25	0	0.0	0.0	1.872	A
B	678	170	23	1891	0.359	679	258	0.8	0.6	2.971	A
C	912	228	538	1401	0.651	928	164	6.0	1.9	7.866	A
D			257				1209				

2037 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	13.53	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 DM	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	43	100.000
B		ONE HOUR	✓	438	100.000
C		ONE HOUR	✓	1208	100.000
D					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	2	41	0
	B	0	0	83	355
	C	0	664	0	544
	D	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	0	50	2	0

From	B	0	0	1	1
	C	0	0	0	1
	D	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.03	2.10	0.0	A	39	59
B	0.25	2.55	0.3	A	402	603
C	0.87	17.95	6.3	C	1108	1663
D						

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	32	8	497	1933	0.017	32	0	0.0	0.0	1.892	A
B	330	82	31	1902	0.173	329	499	0.0	0.2	2.287	A
C	909	227	267	1606	0.566	904	93	0.0	1.3	5.093	A
D			497				674				

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	39	10	595	1862	0.021	39	0	0.0	0.0	1.974	A
B	394	98	37	1898	0.207	394	597	0.2	0.3	2.392	A
C	1086	271	319	1572	0.691	1082	111	1.3	2.2	7.296	A
D			595				806				

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	47	12	723	1769	0.027	47	0	0.0	0.0	2.090	A
B	482	121	45	1892	0.255	482	725	0.3	0.3	2.552	A
C	1330	333	391	1526	0.872	1315	136	2.2	6.0	16.032	C
D			723				983				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	47	12	730	1763	0.027	47	0	0.0	0.0	2.097	A
B	482	121	45	1892	0.255	482	732	0.3	0.3	2.552	A
C	1330	333	391	1525	0.872	1329	137	6.0	6.3	17.952	C
D			730				989				

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	39	10	606	1854	0.021	39	0	0.0	0.0	1.984	A
B	394	98	37	1898	0.207	394	608	0.3	0.3	2.395	A

C	1086	271	319	1572	0.691	1102	112	6.3	2.3	7.913	A
D			606				816				

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	32	8	502	1930	0.017	32	0	0.0	0.0	1.896	A
B	330	82	31	1902	0.173	330	504	0.3	0.2	2.291	A
C	909	227	267	1606	0.566	913	93	2.3	1.3	5.228	A
D			502				679				

2037 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	106.39	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2037 DS	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	33	100.000
B		ONE HOUR	✓	901	100.000
C		ONE HOUR	✓	1252	100.000
D					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	2	31	0
	B	0	0	188	713
	C	0	335	0	917
	D	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	0	50	10	0

From	B	0	0	1	2
	C	0	3	0	2
	D	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.02	1.94	0.0	A	30	45
B	0.53	4.04	1.1	A	827	1240
C	1.11	182.73	78.0	F	1149	1723
D						

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	25	6	250	1954	0.013	25	0	0.0	0.0	1.865	A
B	678	170	23	1891	0.359	676	252	0.0	0.6	2.958	A
C	943	236	535	1403	0.672	935	164	0.0	2.0	7.562	A
D			250				1220				

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	30	7	298	1921	0.015	30	0	0.0	0.0	1.902	A
B	810	202	28	1888	0.429	809	300	0.6	0.7	3.336	A
C	1126	281	640	1335	0.843	1114	197	2.0	4.8	15.529	C
D			298				1456				

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	36	9	328	1900	0.019	36	0	0.0	0.0	1.931	A
B	992	248	34	1883	0.527	991	330	0.7	1.1	4.026	A
C	1378	345	784	1243	1.109	1225	241	4.8	43.2	81.962	F
D			328				1681				

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	36	9	332	1897	0.019	36	0	0.0	0.0	1.934	A
B	992	248	34	1883	0.527	992	334	1.1	1.1	4.039	A
C	1378	345	785	1242	1.110	1239	241	43.2	78.0	182.732	F
D			332				1693				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	30	7	352	1883	0.016	30	0	0.0	0.0	1.942	A
B	810	202	28	1888	0.429	811	354	1.1	0.8	3.348	A

C	1126	281	642	1334	0.844	1317	197	78.0	30.1	150.619	F
D			352				1607				

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	25	6	282	1932	0.013	25	0	0.0	0.0	1.889	A
B	678	170	23	1891	0.359	679	284	0.8	0.6	2.974	A
C	943	236	537	1402	0.673	1054	165	30.1	2.1	14.144	B
D			282				1310				

2037 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	17.84	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2037 DS	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	33	100.000
B		ONE HOUR	✓	438	100.000
C		ONE HOUR	✓	1255	100.000
D					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	2	31	0
	B	0	0	82	356
	C	0	664	0	591
	D	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	0	50	3	0

From	B	0	0	1	1
	C	0	0	0	1
	D	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.02	2.12	0.0	A	30	45
B	0.25	2.54	0.3	A	402	603
C	0.91	23.64	8.6	C	1152	1727
D						

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	25	6	497	1904	0.013	25	0	0.0	0.0	1.914	A
B	330	82	23	1907	0.173	329	498	0.0	0.2	2.280	A
C	945	236	267	1605	0.589	939	85	0.0	1.4	5.360	A
D			497				710				

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	30	7	595	1834	0.016	30	0	0.0	0.0	1.995	A
B	394	98	28	1904	0.207	394	596	0.2	0.3	2.383	A
C	1128	282	320	1571	0.718	1124	102	1.4	2.5	7.971	A
D			595				849				

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	36	9	720	1744	0.021	36	0	0.0	0.0	2.107	A
B	482	121	34	1900	0.254	482	722	0.3	0.3	2.539	A
C	1382	345	392	1525	0.906	1360	124	2.5	7.8	19.772	C
D			720				1032				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	36	9	729	1737	0.021	36	0	0.0	0.0	2.116	A
B	482	121	34	1900	0.254	482	732	0.3	0.3	2.539	A
C	1382	345	392	1524	0.906	1379	124	7.8	8.6	23.639	C
D			729				1041				

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	30	7	609	1823	0.016	30	0	0.0	0.0	2.007	A
B	394	98	28	1904	0.207	394	611	0.3	0.3	2.384	A

C	1128	282	320	1571	0.718	1152	102	8.6	2.6	9.047	A
D			609				863				

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	25	6	502	1900	0.013	25	0	0.0	0.0	1.918	A
B	330	82	23	1907	0.173	330	504	0.3	0.2	2.282	A
C	945	236	268	1605	0.589	950	85	2.6	1.5	5.534	A
D			502				715				

2044 8.5k DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	121.86	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2044 8.5k DM	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	32	100.000
B		ONE HOUR	✓	929	100.000
C		ONE HOUR	✓	1251	100.000
D					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	2	30	0
	B	0	0	183	746
	C	0	342	0	909
	D	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	0	50	10	0

From	B	0	0	1	2
	C	0	4	0	2
	D	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.02	1.95	0.0	A	29	44
B	0.54	4.18	1.2	A	852	1279
C	1.13	211.98	90.1	F	1148	1722
D						

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	24	6	255	1947	0.012	24	0	0.0	0.0	1.870	A
B	699	175	23	1891	0.370	697	257	0.0	0.6	3.010	A
C	942	235	560	1383	0.681	934	160	0.0	2.1	7.866	A
D			255				1238				

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	29	7	304	1913	0.015	29	0	0.0	0.0	1.909	A
B	835	209	27	1888	0.442	834	306	0.6	0.8	3.411	A
C	1125	281	670	1313	0.857	1112	191	2.1	5.3	16.931	C
D			304				1478				

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	35	9	329	1896	0.019	35	0	0.0	0.0	1.934	A
B	1023	256	33	1884	0.543	1021	331	0.8	1.2	4.166	A
C	1377	344	820	1216	1.133	1202	234	5.3	49.1	92.671	F
D			329				1694				

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	35	9	332	1894	0.019	35	0	0.0	0.0	1.936	A
B	1023	256	33	1884	0.543	1023	334	1.2	1.2	4.180	A
C	1377	344	821	1215	1.133	1214	235	49.1	90.1	211.979	F
D			332				1703				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	29	7	355	1878	0.015	29	0	0.0	0.0	1.946	A
B	835	209	27	1888	0.442	837	356	1.2	0.8	3.427	A

C	1125	281	672	1311	0.858	1297	192	90.1	47.0	191.846	F
D			355				1614				

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	24	6	306	1911	0.013	24	0	0.0	0.0	1.909	A
B	699	175	23	1891	0.370	700	308	0.8	0.6	3.023	A
C	942	235	562	1382	0.682	1121	161	47.0	2.2	26.334	D
D			306				1377				

2044 8.5k DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	16.46	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2044 8.5k DM	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	89	100.000
B		ONE HOUR	✓	448	100.000
C		ONE HOUR	✓	1241	100.000
D					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	2	87	0
	B	0	0	82	366
	C	0	685	0	556
	D	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	0	50	1	0

From	B	0	0	1	1
	C	0	0	0	1
	D	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.05	2.13	0.1	A	82	123
B	0.27	2.64	0.4	A	411	617
C	0.90	22.52	8.1	C	1139	1708
D						

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	67	17	513	1962	0.034	67	0	0.0	0.0	1.898	A
B	337	84	65	1879	0.179	336	514	0.0	0.2	2.332	A
C	934	234	275	1601	0.584	929	127	0.0	1.4	5.313	A
D			513				691				

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	80	20	614	1887	0.042	80	0	0.0	0.0	1.991	A
B	403	101	78	1871	0.215	403	615	0.2	0.3	2.452	A
C	1116	279	329	1566	0.713	1112	152	1.4	2.4	7.853	A
D			614				827				

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	98	24	743	1791	0.055	98	0	0.0	0.1	2.126	A
B	493	123	96	1859	0.265	493	745	0.3	0.4	2.635	A
C	1366	342	403	1518	0.900	1346	186	2.4	7.4	19.089	C
D			743				1006				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	98	24	753	1784	0.055	98	0	0.1	0.1	2.135	A
B	493	123	96	1859	0.265	493	755	0.4	0.4	2.635	A
C	1366	342	403	1518	0.900	1364	186	7.4	8.1	22.518	C
D			753				1014				

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	80	20	628	1876	0.043	80	0	0.1	0.0	2.003	A
B	403	101	78	1871	0.215	403	630	0.4	0.3	2.455	A

C	1116	279	329	1565	0.713	1138	152	8.1	2.6	8.826	A
D			628				839				

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	67	17	518	1958	0.034	67	0	0.0	0.0	1.905	A
B	337	84	66	1879	0.179	338	520	0.3	0.2	2.335	A
C	934	234	276	1600	0.584	939	127	2.6	1.4	5.478	A
D			518				696				

2044 8.5k DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	198.67	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2044 8.5k DS	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	31	100.000
B		ONE HOUR	✓	928	100.000
C		ONE HOUR	✓	1331	100.000
D					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	2	29	0
	B	0	0	178	750
	C	0	342	0	989
	D	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	0	50	10	0

From	B	0	0	1	2
	C	0	4	0	2
	D	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.02	1.94	0.0	A	28	43
B	0.54	4.17	1.2	A	852	1277
C	1.21	338.37	135.9	F	1221	1832
D						

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	23	6	255	1946	0.012	23	0	0.0	0.0	1.871	A
B	699	175	22	1892	0.369	696	256	0.0	0.6	3.006	A
C	1002	251	563	1382	0.725	992	155	0.0	2.5	9.010	A
D			255				1300				

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	28	7	302	1913	0.015	28	0	0.0	0.0	1.908	A
B	834	209	26	1889	0.442	833	304	0.6	0.8	3.411	A
C	1197	299	674	1311	0.913	1175	186	2.5	8.0	23.388	C
D			302				1546				

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	34	9	310	1907	0.018	34	0	0.0	0.0	1.921	A
B	1022	255	32	1885	0.542	1020	312	0.8	1.2	4.157	A
C	1465	366	825	1214	1.207	1207	228	8.0	72.6	130.381	F
D			310				1721				

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	34	9	312	1907	0.018	34	0	0.0	0.0	1.922	A
B	1022	255	32	1885	0.542	1022	314	1.2	1.2	4.172	A
C	1465	366	826	1213	1.208	1212	228	72.6	135.9	310.748	F
D			312				1727				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	28	7	334	1891	0.015	28	0	0.0	0.0	1.933	A
B	834	209	26	1889	0.442	836	336	1.2	0.8	3.425	A

C	1197	299	675	1309	0.914	1300	186	135.9	110.1	338.372	F
D			334				1641				

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	23	6	351	1879	0.012	23	0	0.0	0.0	1.940	A
B	699	175	22	1892	0.369	699	353	0.8	0.6	3.023	A
C	1002	251	565	1380	0.726	1368	156	110.1	18.6	173.188	F
D			351				1582				

2044 8.5k DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	26.58	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2044 8.5k DS	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	78	100.000
B		ONE HOUR	✓	448	100.000
C		ONE HOUR	✓	1307	100.000
D					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	2	76	0
	B	0	0	80	368
	C	0	685	0	622
	D	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	0	50	1	0

From	B	0	0	1	1
	C	0	0	0	1
	D	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.05	2.12	0.1	A	72	107
B	0.26	2.62	0.4	A	411	617
C	0.95	36.32	13.6	E	1199	1799
D						

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	59	15	512	1959	0.030	59	0	0.0	0.0	1.893	A
B	337	84	57	1885	0.179	336	514	0.0	0.2	2.324	A
C	984	246	276	1599	0.615	978	117	0.0	1.6	5.734	A
D			512				742				

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	70	18	613	1885	0.037	70	0	0.0	0.0	1.983	A
B	403	101	68	1877	0.215	403	615	0.2	0.3	2.441	A
C	1175	294	331	1564	0.751	1170	140	1.6	2.9	9.001	A
D			613				887				

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	86	21	736	1793	0.048	86	0	0.0	0.1	2.108	A
B	493	123	84	1867	0.264	493	738	0.3	0.4	2.620	A
C	1439	360	405	1516	0.949	1405	172	2.9	11.5	26.601	D
D			736				1073				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	86	21	750	1783	0.048	86	0	0.1	0.1	2.120	A
B	493	123	84	1867	0.264	493	752	0.4	0.4	2.620	A
C	1439	360	405	1516	0.949	1430	172	11.5	13.6	36.319	E
D			750				1086				

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	70	18	638	1866	0.038	70	0	0.1	0.0	2.004	A
B	403	101	68	1877	0.215	403	640	0.4	0.3	2.442	A

C	1175	294	331	1564	0.751	1217	140	13.6	3.2	11.541	B
D			638				910				

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	59	15	519	1954	0.030	59	0	0.0	0.0	1.901	A
B	337	84	57	1885	0.179	337	520	0.3	0.2	2.328	A
C	984	246	277	1599	0.615	990	118	3.2	1.6	5.973	A
D			519				748				

2044 10k DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	101.08	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2044 10k DM	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	32	100.000
B		ONE HOUR	✓	911	100.000
C		ONE HOUR	✓	1230	100.000
D					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	2	30	0
	B	0	0	182	729
	C	0	338	0	892
	D	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	0	50	10	0

From	B	0	0	1	2
	C	0	4	0	2
	D	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.02	1.95	0.0	A	29	44
B	0.53	4.09	1.1	A	836	1254
C	1.10	175.22	73.4	F	1129	1693
D						

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	24	6	252	1949	0.012	24	0	0.0	0.0	1.868	A
B	686	171	23	1891	0.363	684	254	0.0	0.6	2.976	A
C	926	232	547	1392	0.665	918	159	0.0	1.9	7.490	A
D			252				1213				

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	29	7	301	1915	0.015	29	0	0.0	0.0	1.907	A
B	819	205	27	1888	0.434	818	303	0.6	0.8	3.363	A
C	1106	276	655	1322	0.836	1095	190	1.9	4.6	15.151	C
D			301				1449				

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	35	9	332	1893	0.019	35	0	0.0	0.0	1.937	A
B	1003	251	33	1884	0.532	1002	334	0.8	1.1	4.073	A
C	1354	339	801	1228	1.103	1209	233	4.6	41.0	79.372	F
D			332				1678				

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	35	9	336	1890	0.019	35	0	0.0	0.0	1.940	A
B	1003	251	33	1884	0.532	1003	339	1.1	1.1	4.086	A
C	1354	339	803	1227	1.103	1224	233	41.0	73.4	175.217	F
D			336				1690				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	29	7	358	1875	0.015	29	0	0.0	0.0	1.951	A
B	819	205	27	1888	0.434	820	360	1.1	0.8	3.375	A

C	1106	276	657	1321	0.837	1303	191	73.4	24.0	138.165	F
D			358				1602				

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	24	6	279	1931	0.012	24	0	0.0	0.0	1.889	A
B	686	171	23	1891	0.363	687	280	0.8	0.6	2.989	A
C	926	232	549	1390	0.666	1014	160	24.0	2.1	11.969	B
D			279				1285				

2044 10k DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	14.64	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2044 10k DM	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	77	100.000
B		ONE HOUR	✓	441	100.000
C		ONE HOUR	✓	1223	100.000
D					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	2	75	0
	B	0	0	81	360
	C	0	671	0	552
	D	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	0	50	1	0

From	B	0	0	1	1
	C	0	0	0	1
	D	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.05	2.11	0.0	A	71	106
B	0.26	2.60	0.4	A	405	607
C	0.88	19.81	7.0	C	1122	1683
D						

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	58	14	502	1966	0.029	58	0	0.0	0.0	1.885	A
B	332	83	56	1885	0.176	331	504	0.0	0.2	2.315	A
C	921	230	270	1604	0.574	915	117	0.0	1.3	5.192	A
D			502				684				

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	69	17	601	1893	0.037	69	0	0.0	0.0	1.973	A
B	396	99	67	1878	0.211	396	603	0.2	0.3	2.429	A
C	1099	275	323	1569	0.701	1096	140	1.3	2.3	7.539	A
D			601				818				

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	85	21	729	1798	0.047	85	0	0.0	0.0	2.101	A
B	486	121	83	1868	0.260	485	732	0.3	0.3	2.604	A
C	1347	337	396	1522	0.885	1329	172	2.3	6.6	17.319	C
D			729				996				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	85	21	738	1792	0.047	85	0	0.0	0.0	2.108	A
B	486	121	83	1868	0.260	486	740	0.3	0.4	2.604	A
C	1347	337	396	1522	0.885	1345	172	6.6	7.0	19.806	C
D			738				1003				

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	69	17	613	1884	0.037	69	0	0.0	0.0	1.985	A
B	396	99	67	1878	0.211	397	615	0.4	0.3	2.430	A

C	1099	275	324	1569	0.701	1118	140	7.0	2.4	8.294	A
D			613				829				

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	58	14	507	1963	0.030	58	0	0.0	0.0	1.889	A
B	332	83	56	1885	0.176	332	509	0.3	0.2	2.320	A
C	921	230	271	1603	0.574	925	118	2.4	1.4	5.339	A
D			507				689				

2044 10k DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	163.15	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2044 10k DS	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	32	100.000
B		ONE HOUR	✓	911	100.000
C		ONE HOUR	✓	1312	100.000
D					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	2	30	0
	B	0	0	182	729
	C	0	338	0	974
	D	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	0	50	10	0

From	B	0	0	1	2
	C	0	4	0	2
	D	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.02	1.94	0.0	A	29	44
B	0.53	4.09	1.1	A	836	1254
C	1.18	277.14	117.5	F	1204	1806
D						

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	24	6	252	1950	0.012	24	0	0.0	0.0	1.868	A
B	686	171	23	1891	0.363	684	254	0.0	0.6	2.976	A
C	988	247	547	1392	0.710	978	159	0.0	2.4	8.519	A
D			252				1273				

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	29	7	299	1916	0.015	29	0	0.0	0.0	1.906	A
B	819	205	27	1888	0.434	818	301	0.6	0.8	3.363	A
C	1179	295	655	1323	0.892	1162	190	2.4	6.8	20.409	C
D			299				1517				

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	35	9	314	1906	0.018	35	0	0.0	0.0	1.924	A
B	1003	251	33	1884	0.532	1002	316	0.8	1.1	4.073	A
C	1445	361	801	1229	1.176	1219	233	6.8	63.1	113.606	F
D			314				1707				

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	35	9	316	1905	0.019	35	0	0.0	0.0	1.925	A
B	1003	251	33	1884	0.532	1003	318	1.1	1.1	4.086	A
C	1445	361	803	1228	1.177	1227	233	63.1	117.5	268.035	F
D			316				1713				

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	29	7	338	1890	0.015	29	0	0.0	0.0	1.935	A
B	819	205	27	1888	0.434	820	339	1.1	0.8	3.377	A

C	1179	295	657	1322	0.892	1310	191	117.5	84.8	277.136	F
D			338				1629				

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	24	6	339	1889	0.013	24	0	0.0	0.0	1.930	A
B	686	171	23	1891	0.363	687	340	0.8	0.6	2.991	A
C	988	247	549	1390	0.710	1315	160	84.8	2.8	103.013	F
D			339				1526				

2044 10k DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	23.74	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2044 10k DS	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	46	100.000
B		ONE HOUR	✓	442	100.000
C		ONE HOUR	✓	1295	100.000
D					

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	2	44	0
	B	0	0	82	360
	C	0	671	0	624
	D	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
	A	0	50	3	0

From	**B**	0	0	1	1
	C	0	0	0	1
	D	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.03	2.12	0.0	A	42	63
B	0.26	2.56	0.3	A	406	608
C	0.94	31.80	11.8	D	1188	1782
D						

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	35	9	502	1915	0.018	35	0	0.0	0.0	1.913	A
B	333	83	33	1900	0.175	332	504	0.0	0.2	2.294	A
C	975	244	270	1603	0.608	969	95	0.0	1.5	5.621	A
D			502				737				

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	41	10	601	1844	0.022	41	0	0.0	0.0	1.997	A
B	397	99	40	1896	0.210	397	602	0.2	0.3	2.401	A
C	1164	291	323	1569	0.742	1159	113	1.5	2.8	8.682	A
D			601				882				

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	51	13	723	1755	0.029	51	0	0.0	0.0	2.112	A
B	487	122	48	1890	0.258	486	726	0.3	0.3	2.565	A
C	1426	356	396	1522	0.937	1396	139	2.8	10.2	24.343	C
D			723				1069				

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	51	13	736	1746	0.029	51	0	0.0	0.0	2.123	A
B	487	122	48	1890	0.258	487	738	0.3	0.3	2.565	A
C	1426	356	396	1521	0.937	1420	139	10.2	11.8	31.805	D
D			736				1080				

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	41	10	621	1828	0.023	41	0	0.0	0.0	2.015	A
B	397	99	40	1896	0.210	398	623	0.3	0.3	2.402	A

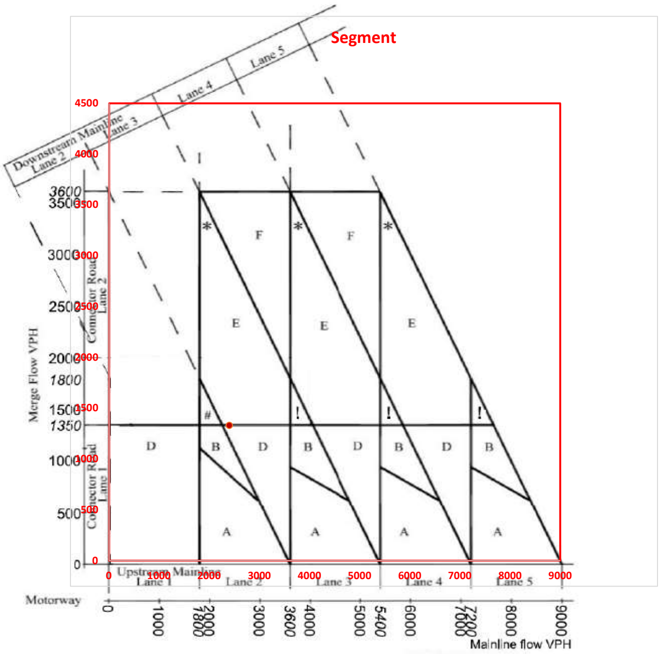
C	1164	291	324	1568	0.742	1199	113	11.8	3.0	10.622	B
D			621				902				

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	35	9	508	1910	0.018	35	0	0.0	0.0	1.921	A
B	333	83	33	1900	0.175	333	510	0.3	0.2	2.296	A
C	975	244	271	1603	0.608	981	95	3.0	1.6	5.838	A
D			508				744				

APPENDIX S Merge/Diverge Diagrams

Figure 3.12b Motorway merging diagram



M20-EB-Jct10A-Merge-Ramp_2037_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2399	1332

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

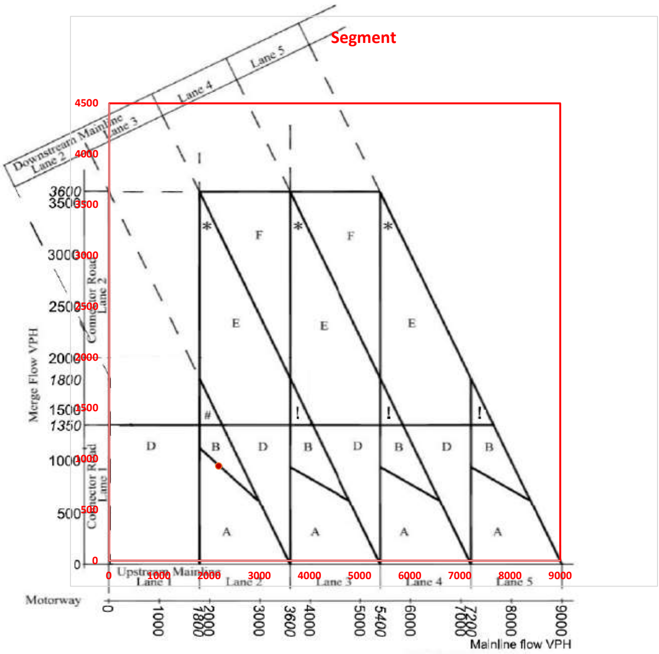
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct10A-Merge-Ramp_2044_8_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2186	933

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

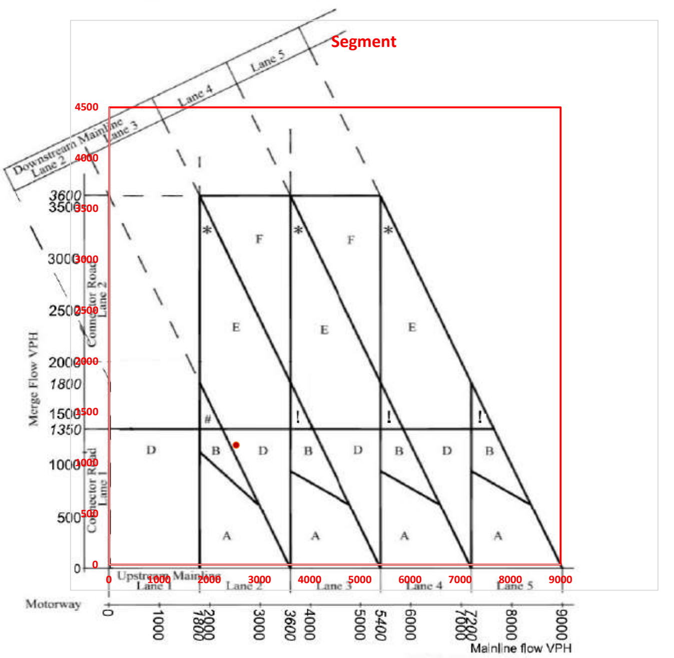
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct10A-Merge-Ramp_2044_8_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2531	1176

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

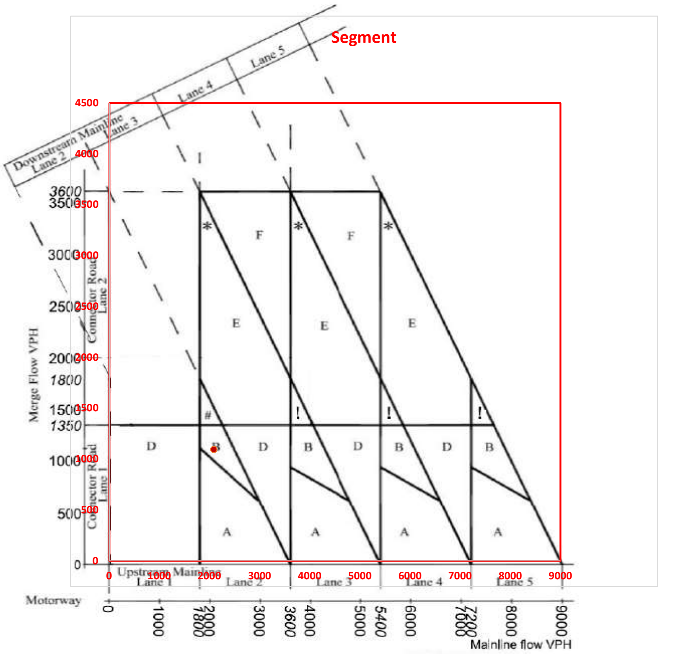
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct10A-Merge-Ramp_2044_8_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2087	1096

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

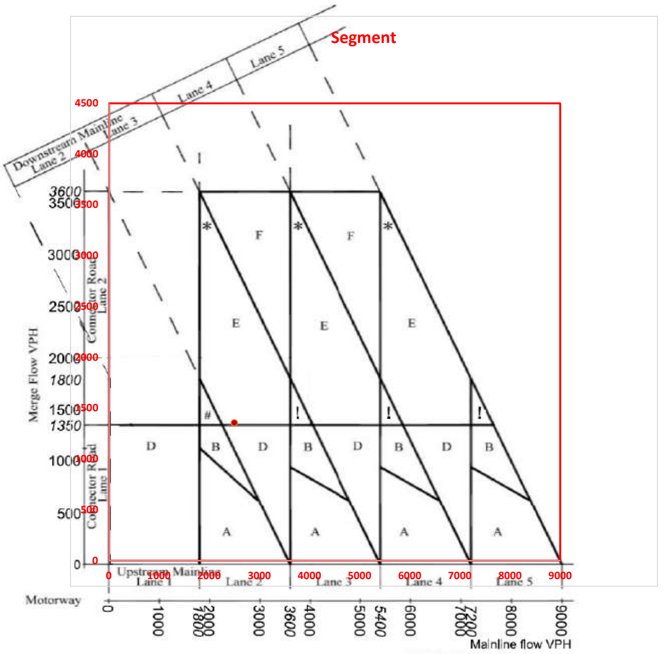
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct10A-Merge-Ramp_2044_8_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2497	1357

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

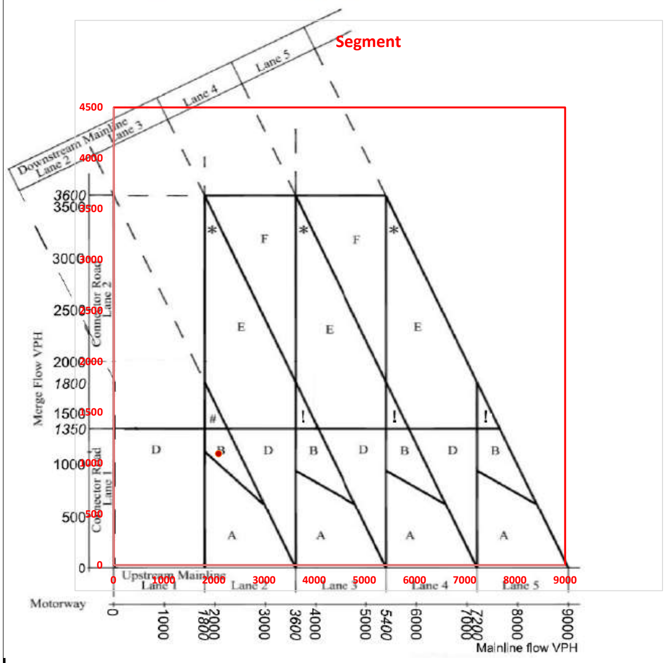
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct10A-Merge-Ramp_2044_10_DSAM

Mainline flow	Merge flow

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

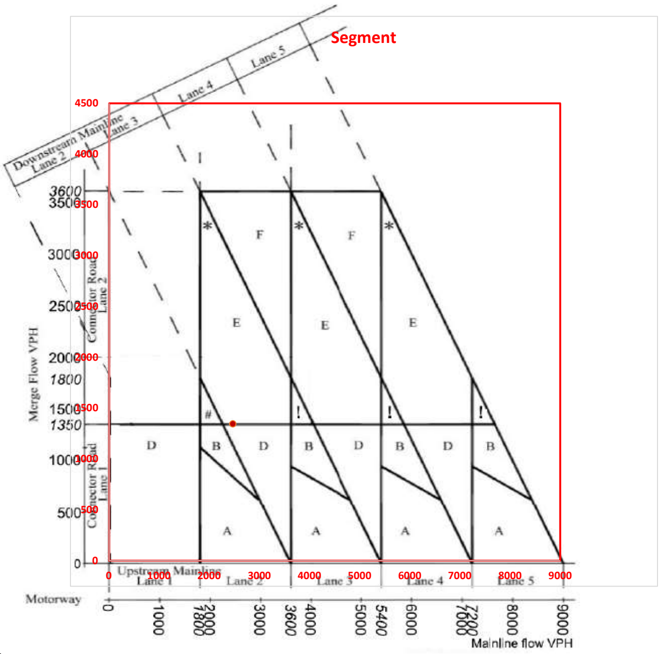
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct10A-Merge-Ramp_2044_10_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2471	1347

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

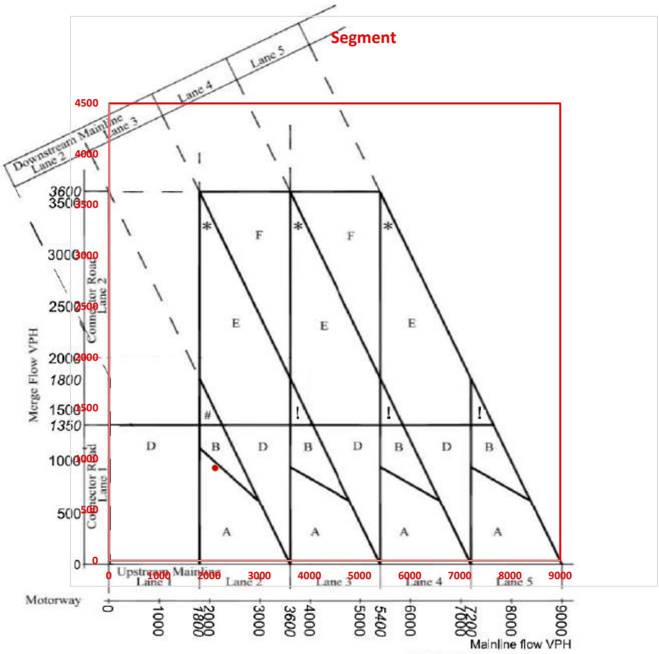
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct10A-Merge-Ramp_2037_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2117	914

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

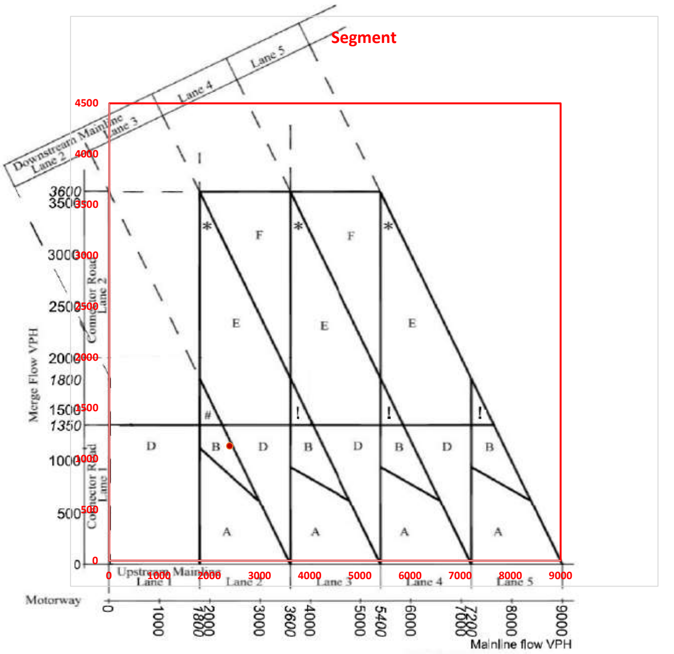
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct10A-Merge-Ramp_2037_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2402	1129

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

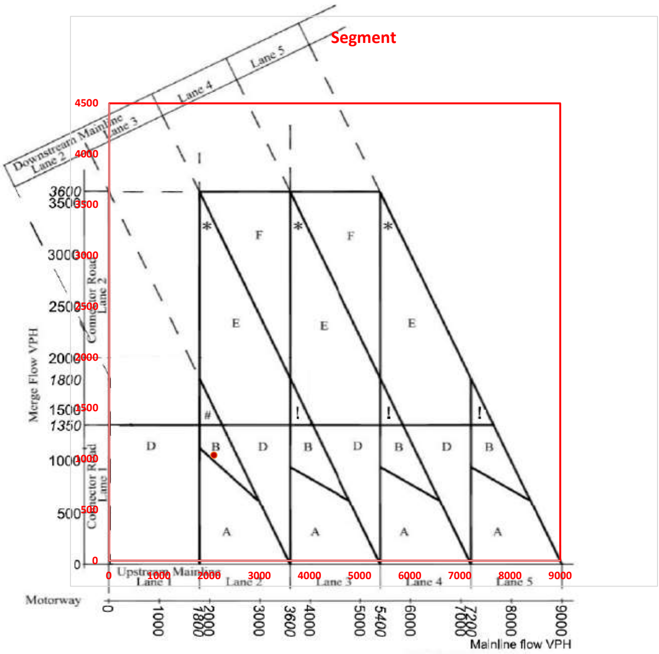
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct10A-Merge-Ramp_2037_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2094	1039

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

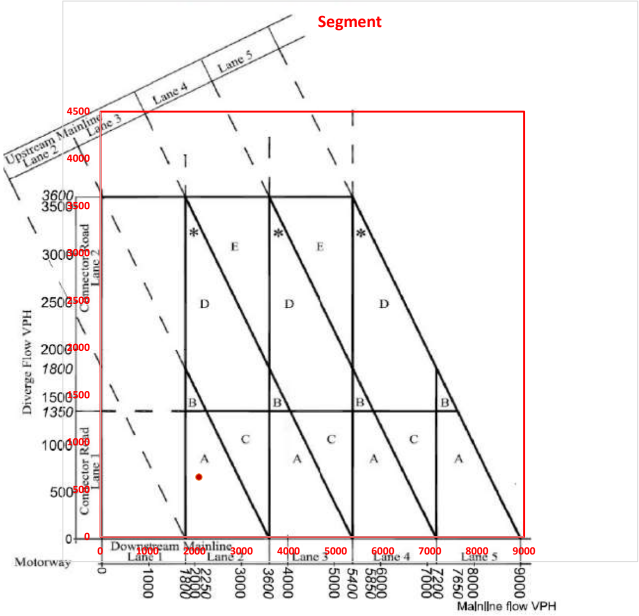
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10A-Diverge-Ramp_2037_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2094	633

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

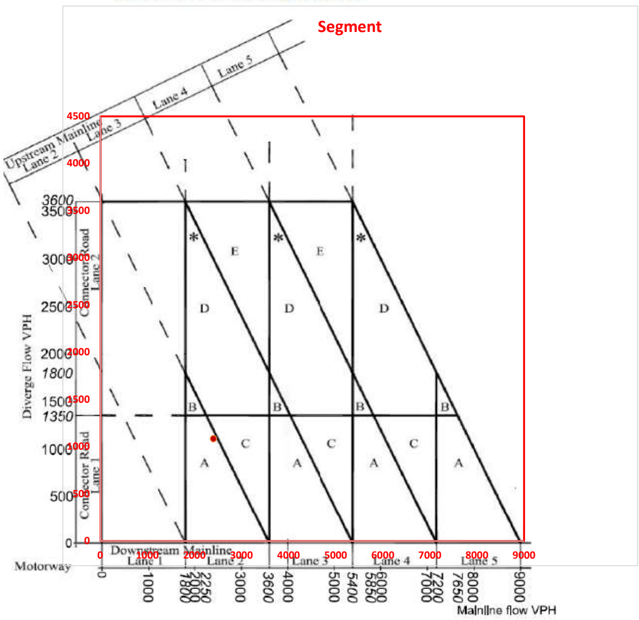
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10A-Diverge-Ramp_2037_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2399	1085

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

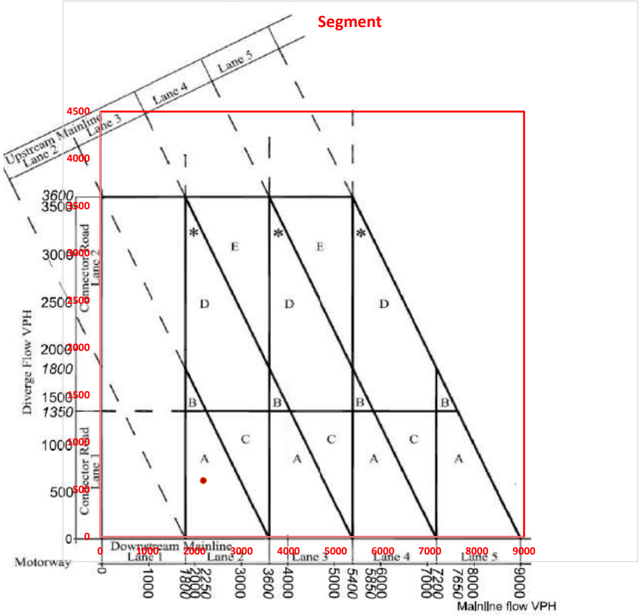
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10A-Diverge-Ramp_2044_8_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2186	596

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

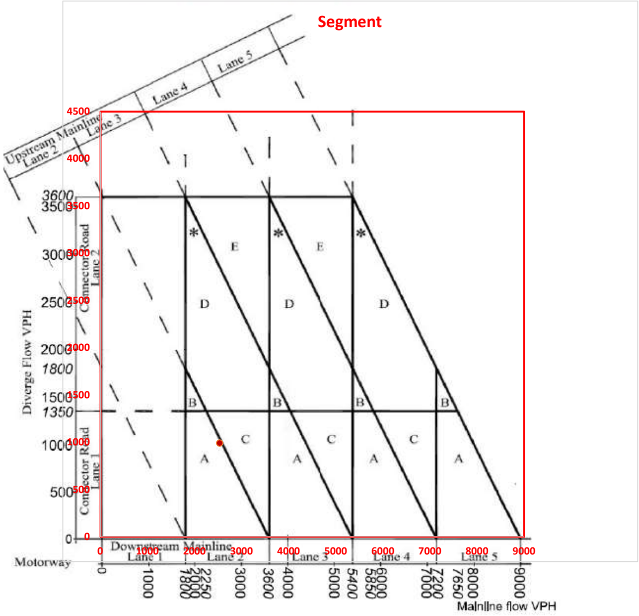
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10A-Diverge-Ramp_2044_8_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2531	993

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

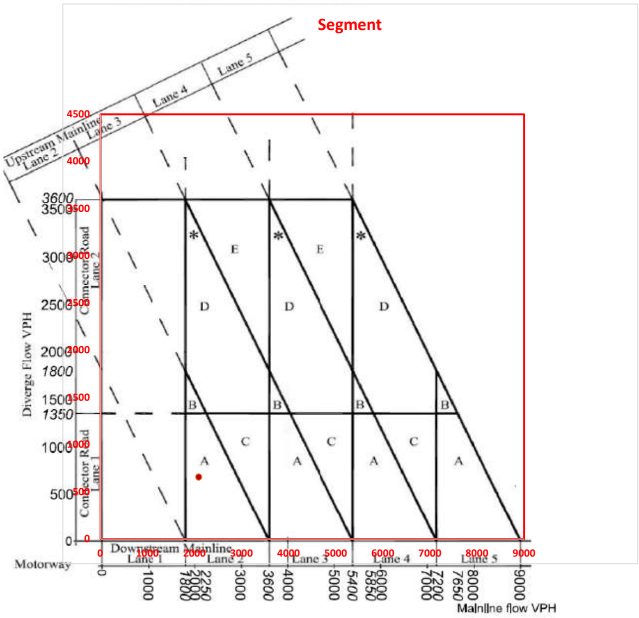
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10A-Diverge-Ramp_2044_8_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2087	658

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

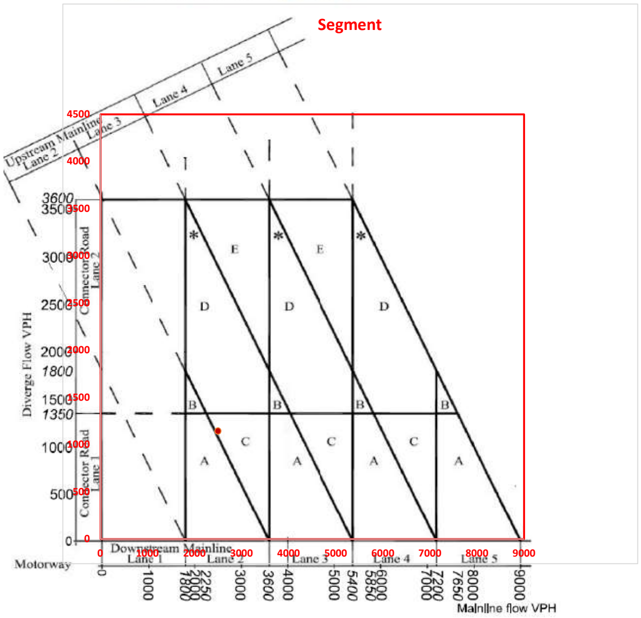
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10A-Diverge-Ramp_2044_8_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2497	1143

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

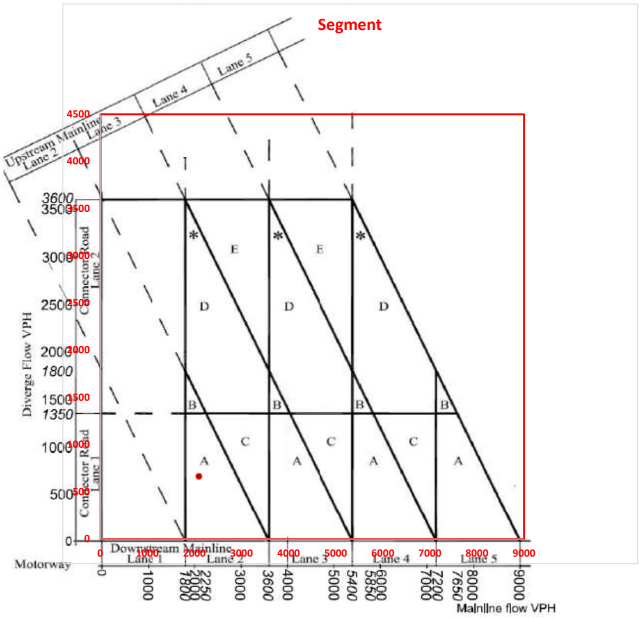
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10A-Diverge-Ramp_2044_10_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2093	664

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

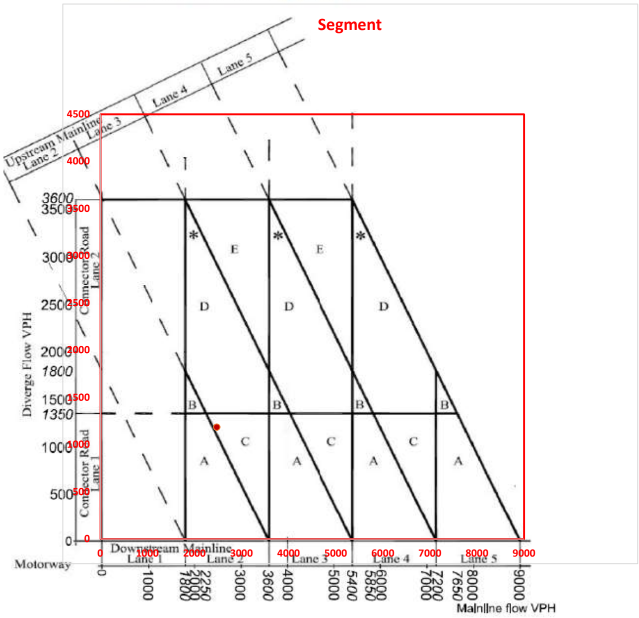
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10A-Diverge-Ramp_2044_10_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2471	1187

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

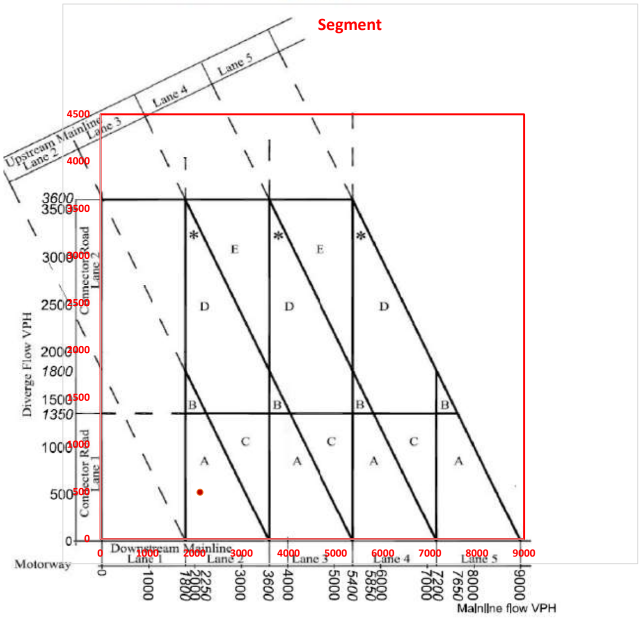
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10A-Diverge-Ramp_2037_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2117	495

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

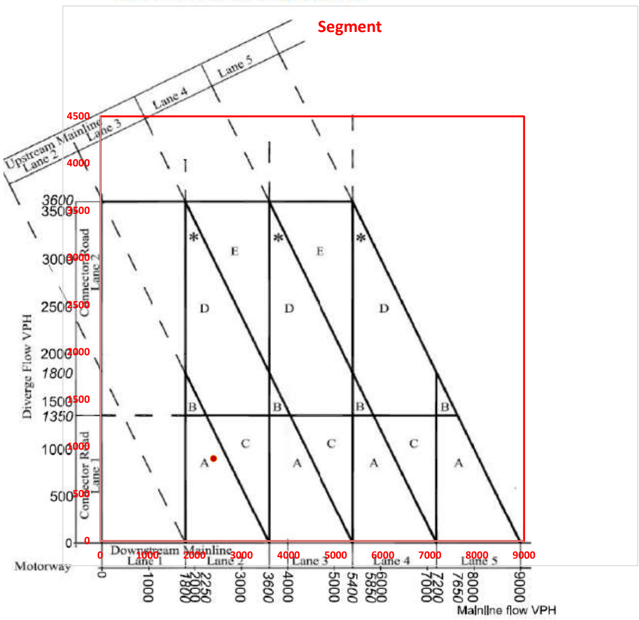
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10A-Diverge-Ramp_2037_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2402	875

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

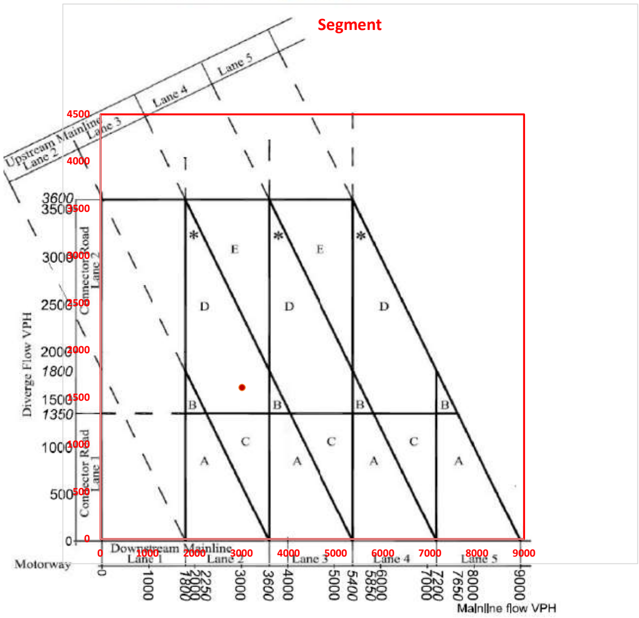
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct9-Diverge-Ramp_2044_8_DMPM

Mainline flow Veh/hr	Diverge flow Veh/hr
3008	1606

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

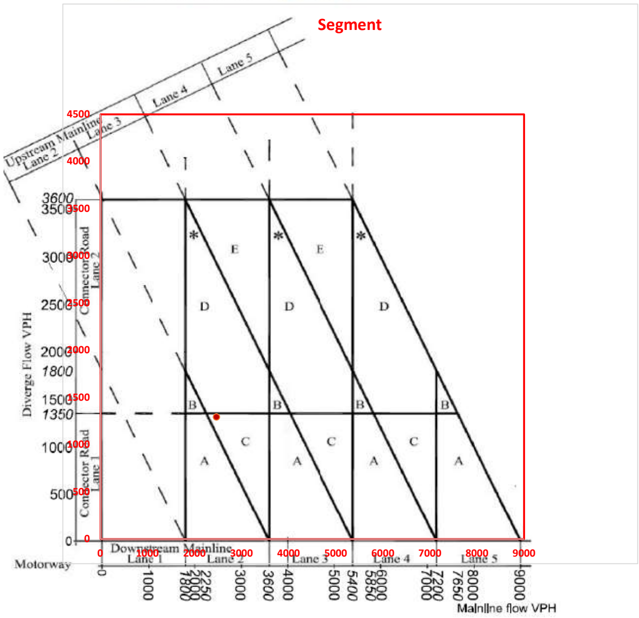
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct9-Diverge-Ramp_2044_8_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2465	1294

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

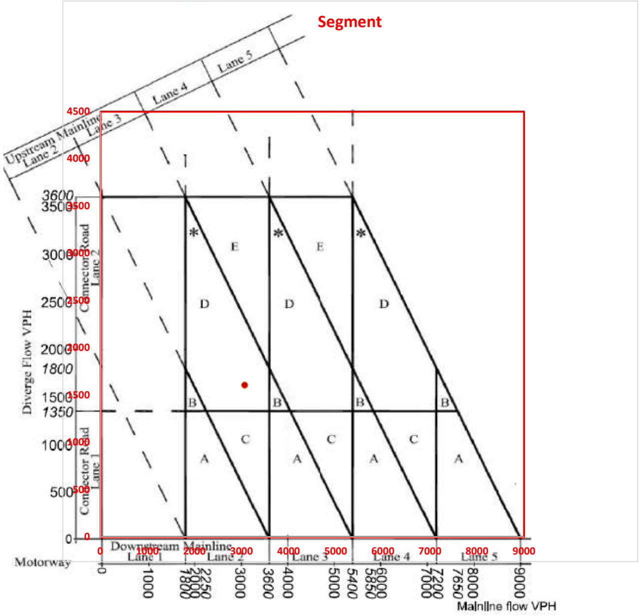
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct9-Diverge-Ramp_2044_8_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
3064	1606

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

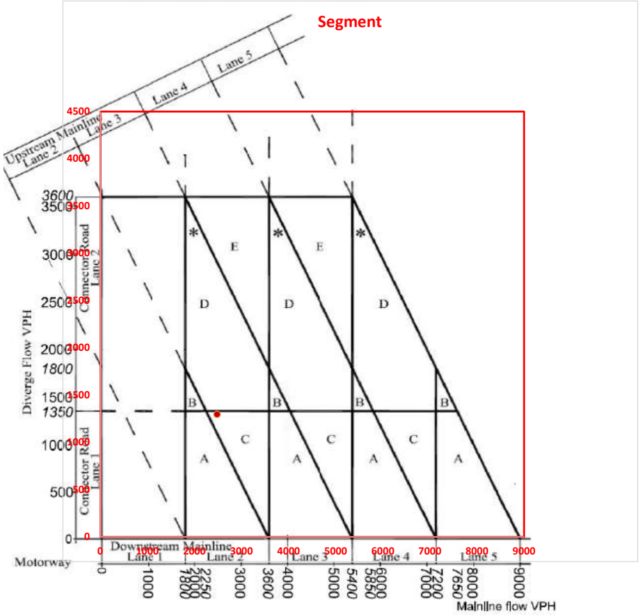
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct9-Diverge-Ramp_2044_10_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2475	1297

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

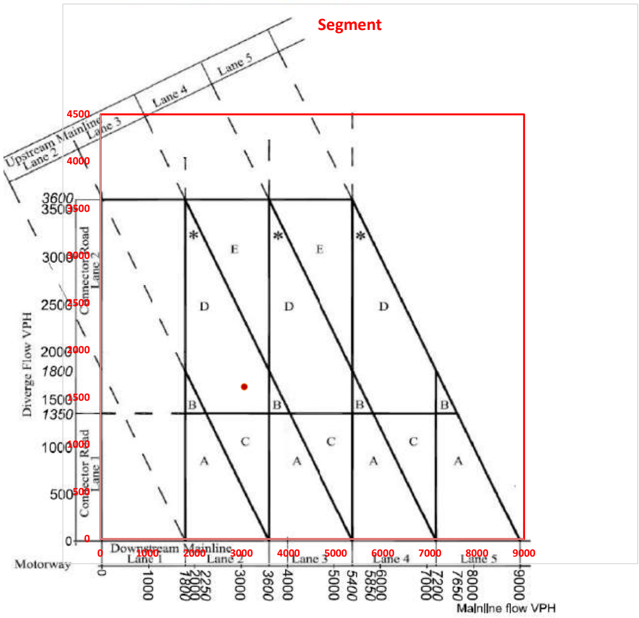
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct9-Diverge-Ramp_2044_10_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
3056	1614

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

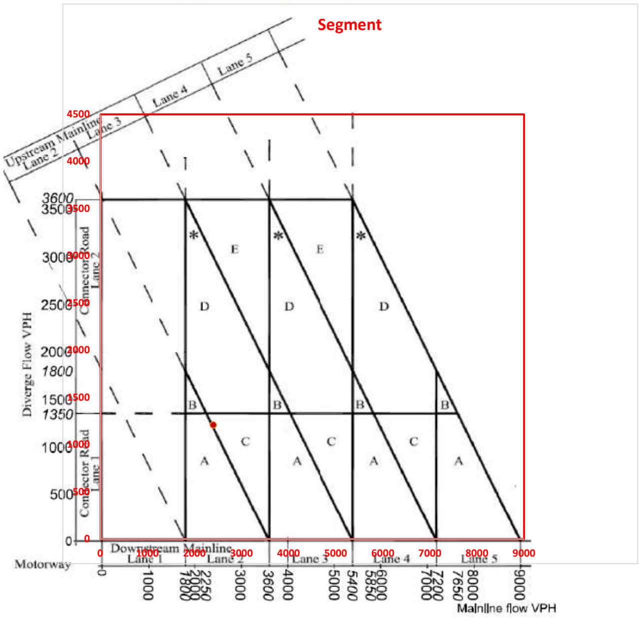
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct9-Diverge-Ramp_2037_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2398	1209

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

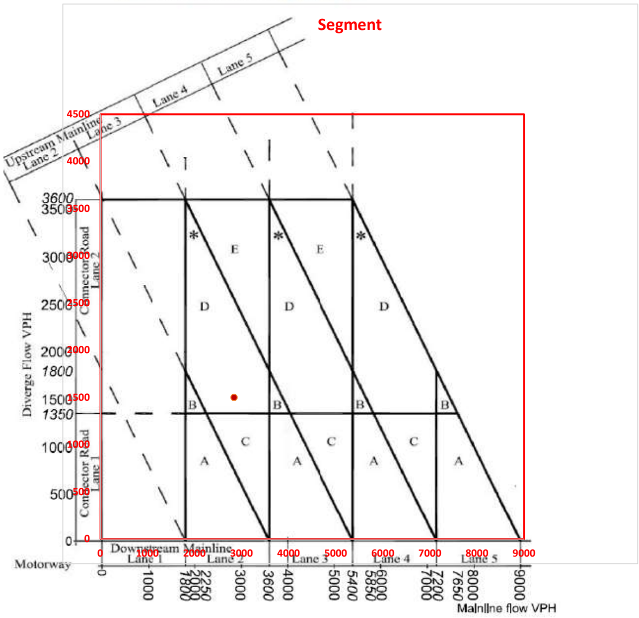
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct9-Diverge-Ramp_2037_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2838	1501

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

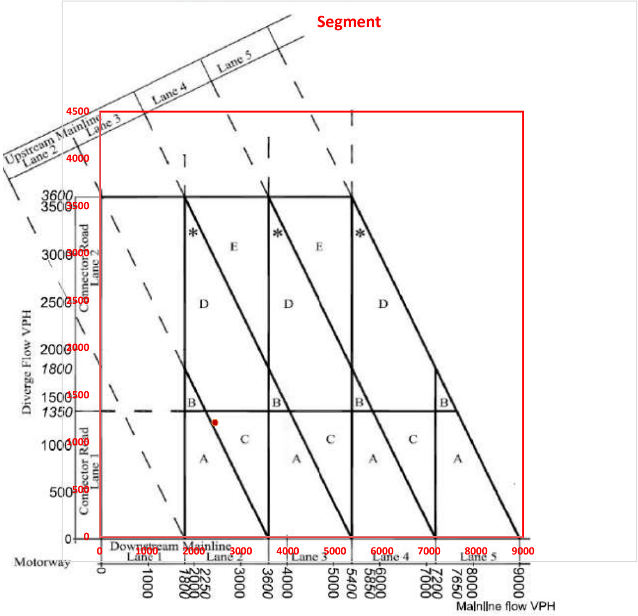
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

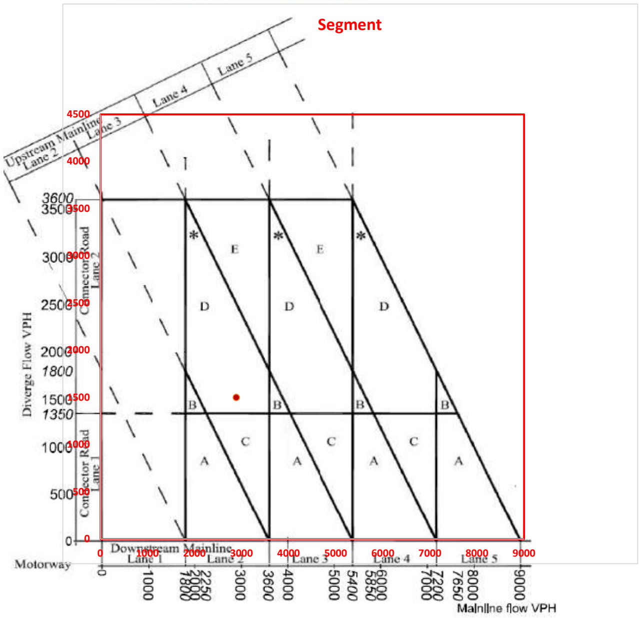
3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

M20-EB-Jct9-Diverge-Ramp_2037_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2447	1209

Figure 3.26b Motorway diverging diagram



M20-EB-Jct9-Diverge-Ramp_2037_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2887	1501

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

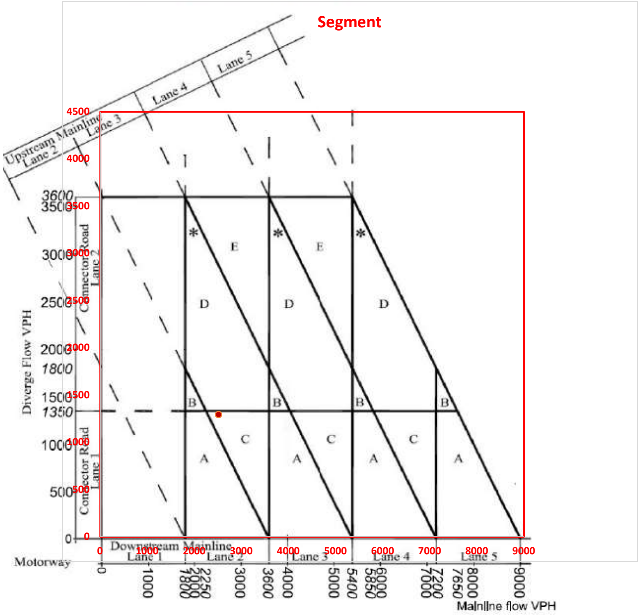
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct9-Diverge-Ramp_2044_8_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2516	1294

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

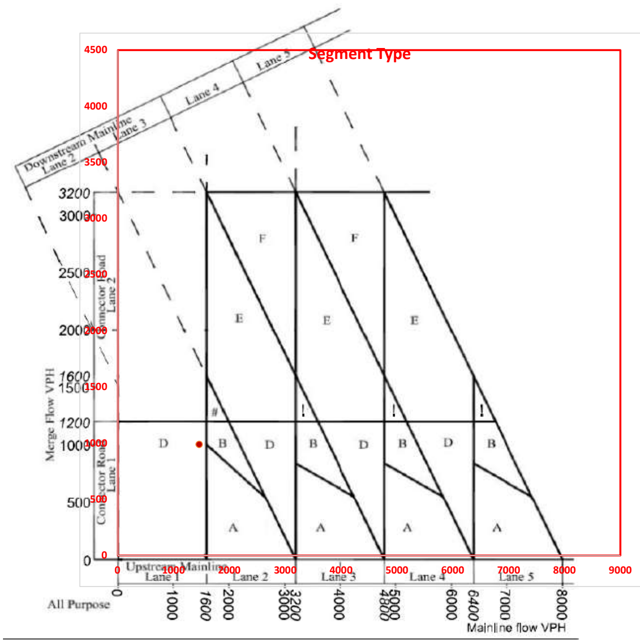
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.12a All-purpose road merging diagram



A20-WB-AlkhamValley-Merge-Ramp_2044_8_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1456	991

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

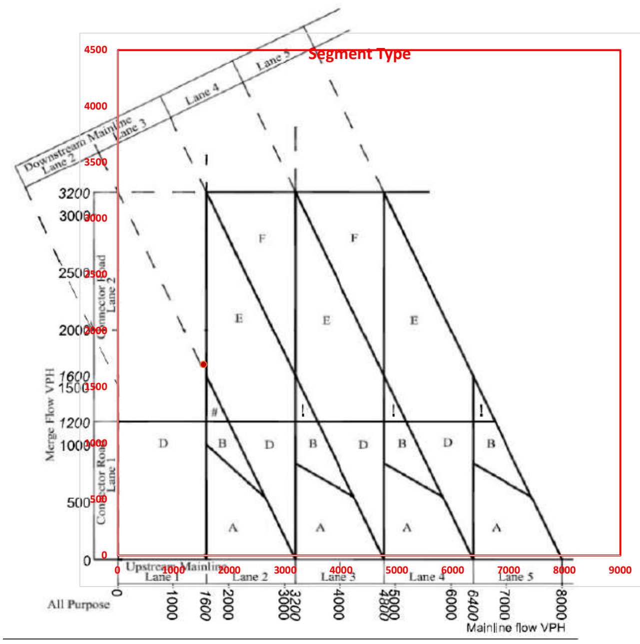
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-WB-AlkhamValley-Merge-Ramp_2044_10_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1536	1702

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

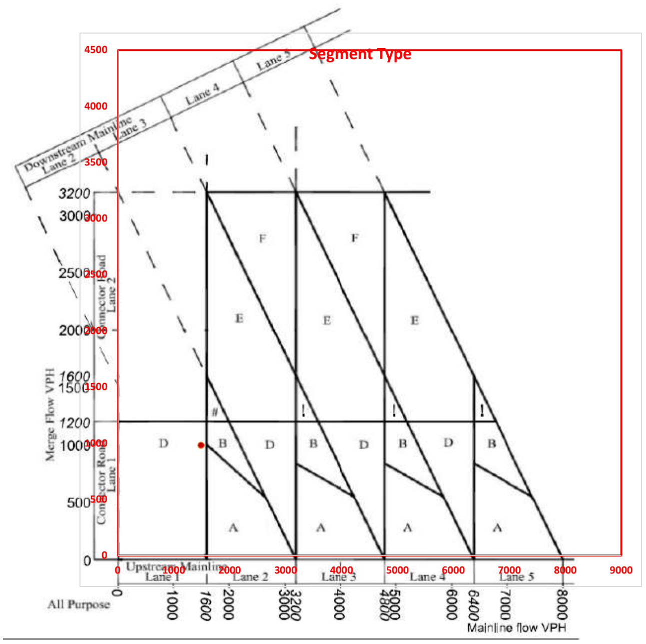
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-WB-AlkhamValley-Merge-Ramp_2044_10_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1483	983

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

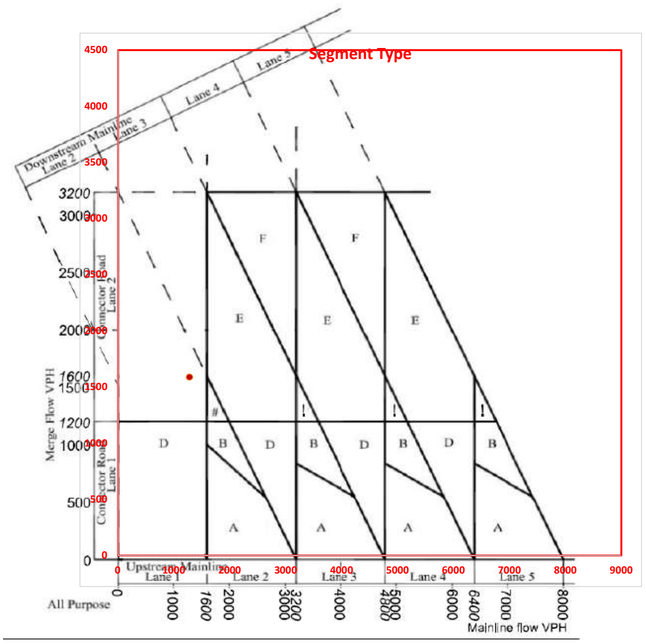
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-WB-AlkhamValley-Merge-Ramp_2037_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1276	1589

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

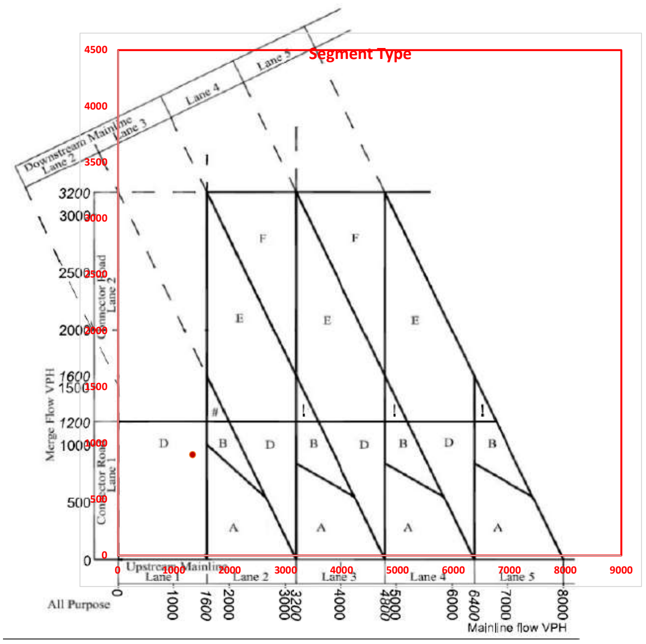
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-WB-AlkhamValley-Merge-Ramp_2037_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1334	900

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

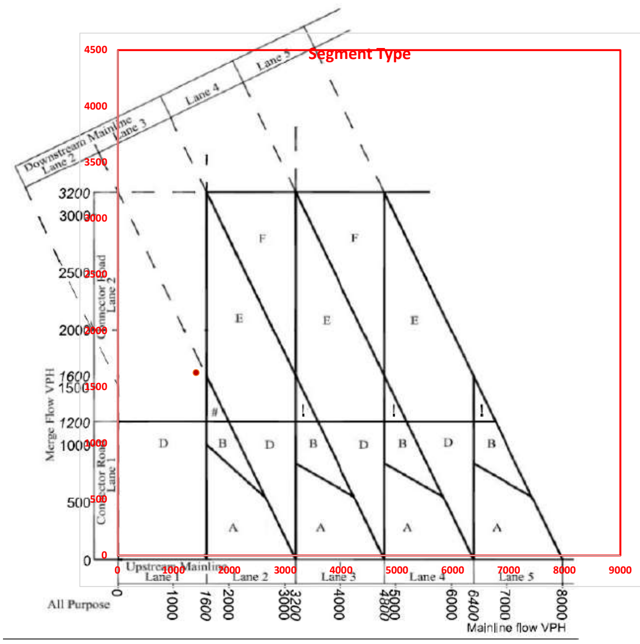
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-WB-AlkhamValley-Merge-Ramp_2037_DSAM

Mainline flow Veh/hr	Merge flow Veh/hr
1401	1630

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

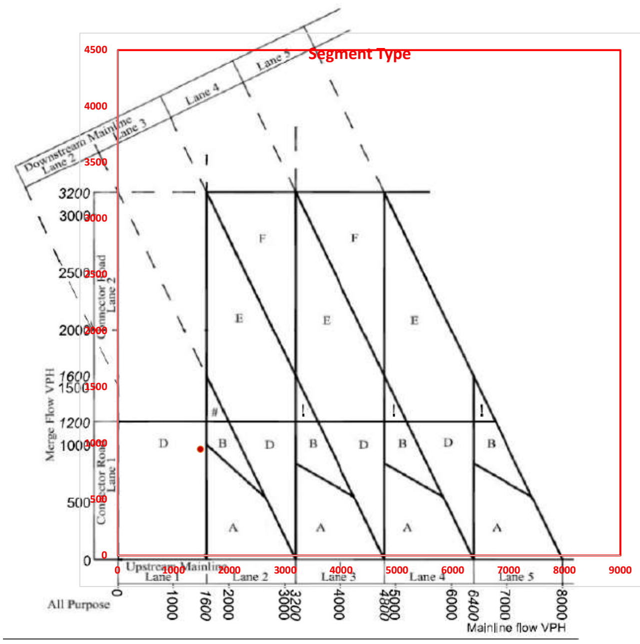
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-WB-AlkhamValley-Merge-Ramp_2037_DSPM

Mainline flow Veh/hr	Merge flow Veh/hr
1479	948

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

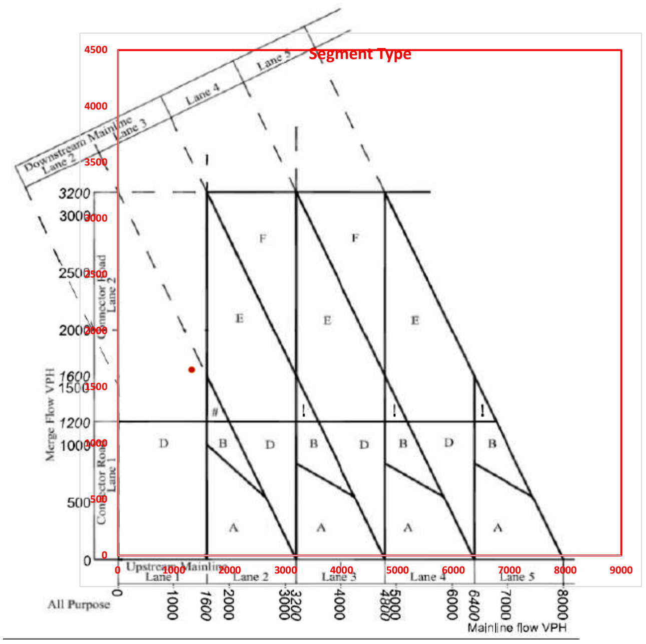
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-WB-AlkhamValley-Merge-Ramp_2044_8_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1318	1655

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

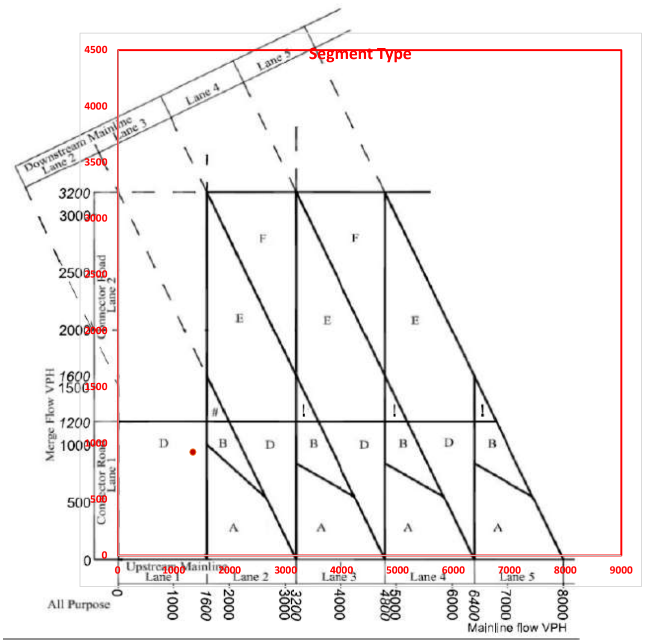
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-WB-AlkhamValley-Merge-Ramp_2044_8_DMPM

Mainline flow Veh/hr	Merge flow Veh/hr
1338	922

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

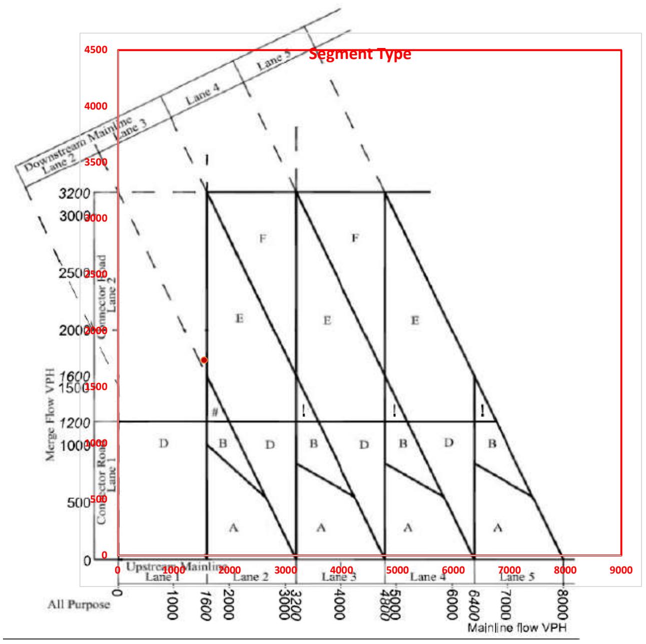
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-WB-AlkhamValley-Merge-Ramp_2044_8_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1541	1740

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

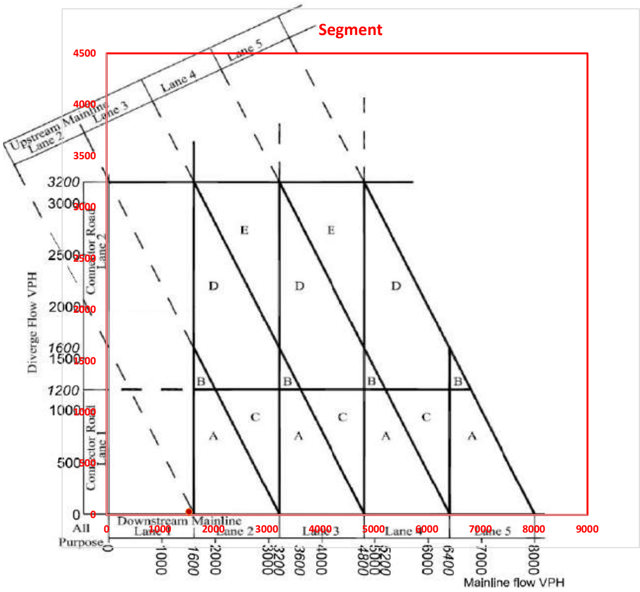
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.26a All-purpose road diverging diagram



A20-WB-AlkhamValley-Diverge-Ramp_2044_8_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1541	31

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

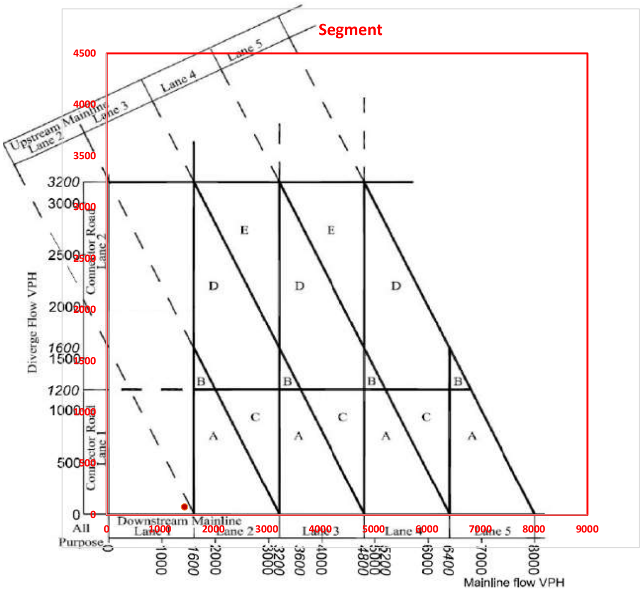
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.

Figure 3.26a All-purpose road diverging diagram



A20-WB-AlkhamValley-Diverge-Ramp_2044_8_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1456	78

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

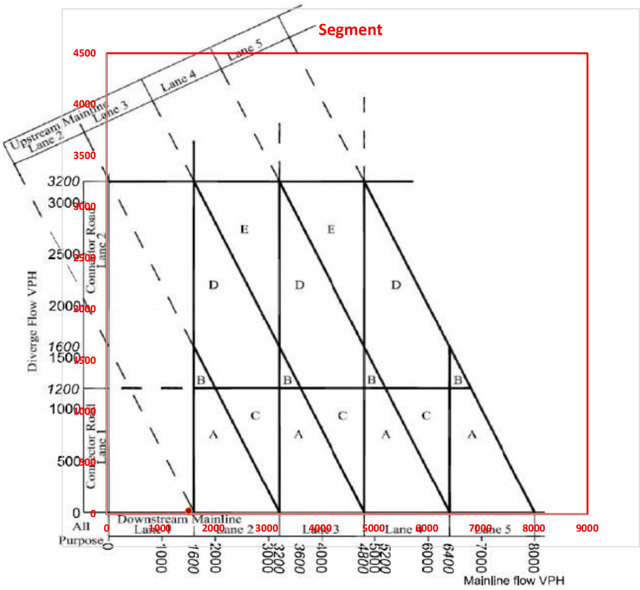
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26a All-purpose road diverging diagram



A20-WB-AlkhamValley-Diverge-Ramp_2044_10_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1536	32

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

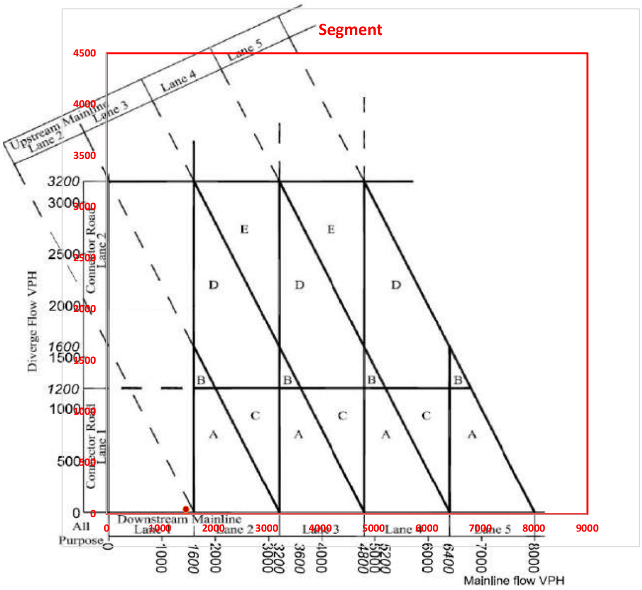
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26a All-purpose road diverging diagram



A20-WB-AlkhamValley-Diverge-Ramp_2044_10_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1483	47

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

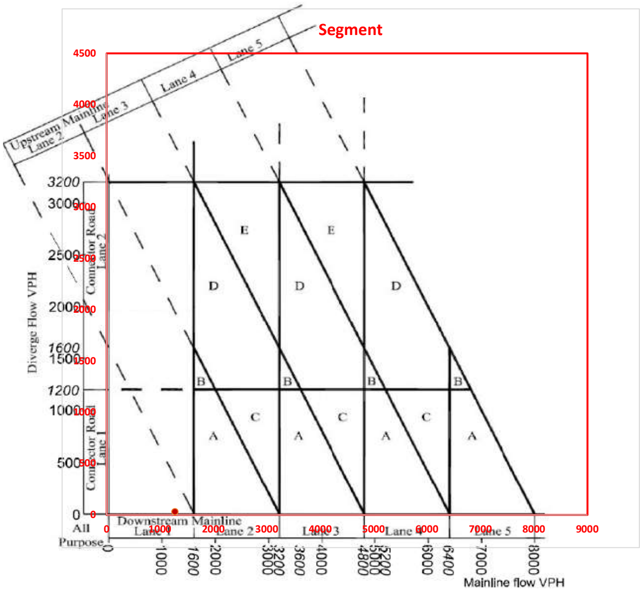
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26a All-purpose road diverging diagram



A20-WB-AlkhamValley-Diverge-Ramp_2037_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1276	32

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

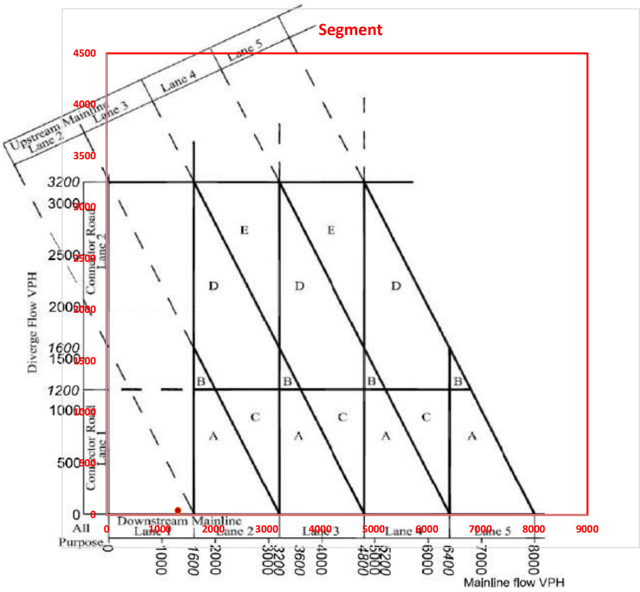
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26a All-purpose road diverging diagram



A20-WB-AlkhamValley-Diverge-Ramp_2037_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1334	43

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

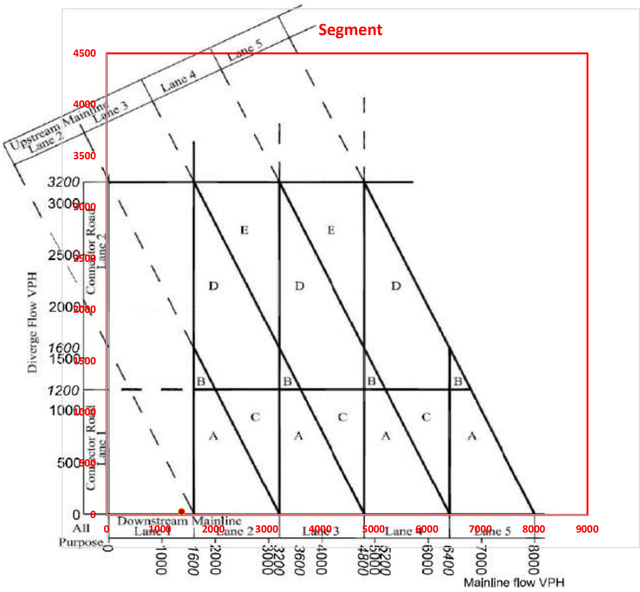
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26a All-purpose road diverging diagram



A20-WB-AlkhamValley-Diverge-Ramp_2037_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1401	32

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

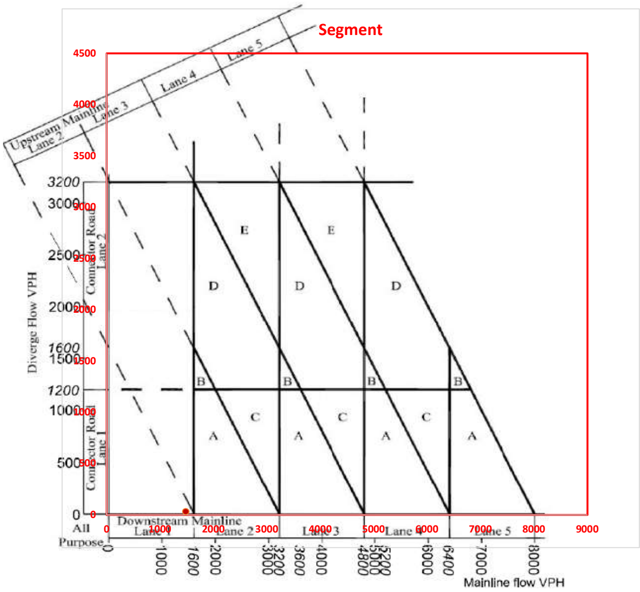
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26a All-purpose road diverging diagram



A20-WB-AlkhamValley-Diverge-Ramp_2037_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1479	33

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

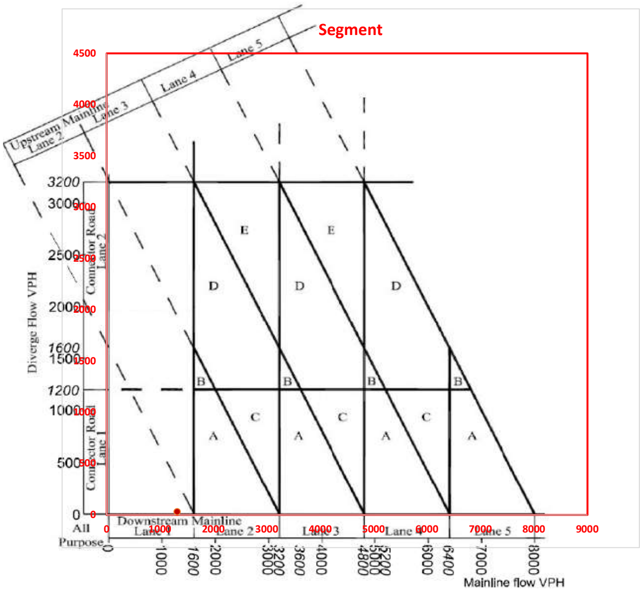
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26a All-purpose road diverging diagram



A20-WB-AlkhamValley-Diverge-Ramp_2044_8_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1318	32

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

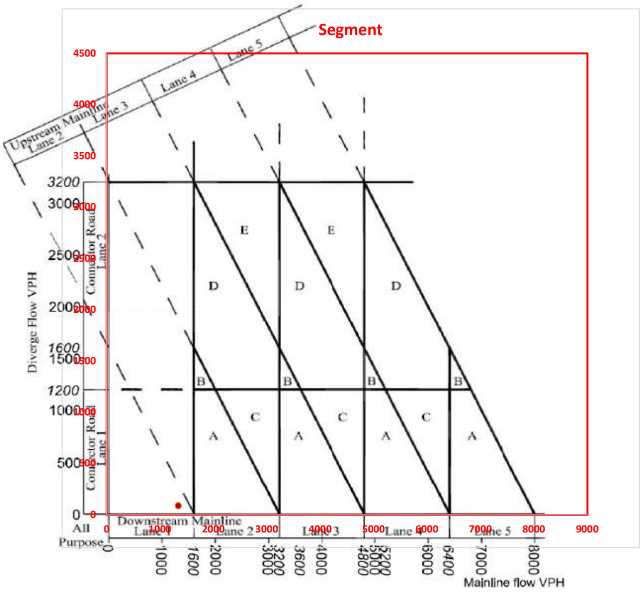
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.

Figure 3.26a All-purpose road diverging diagram



A20-WB-AlkhamValley-Diverge-Ramp_2044_8_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1338	90

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

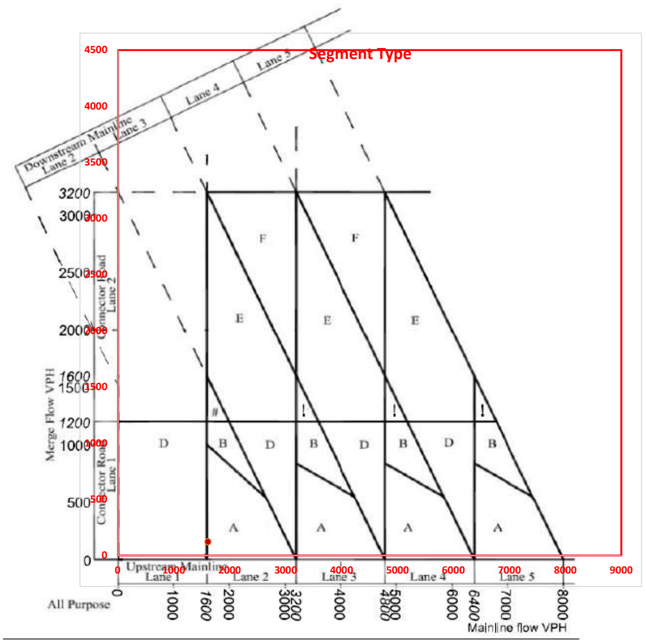
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.

Figure 3.12a All-purpose road merging diagram



A20-EB-AlkhamValley-Merge-Ramp_2037_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1607	123

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

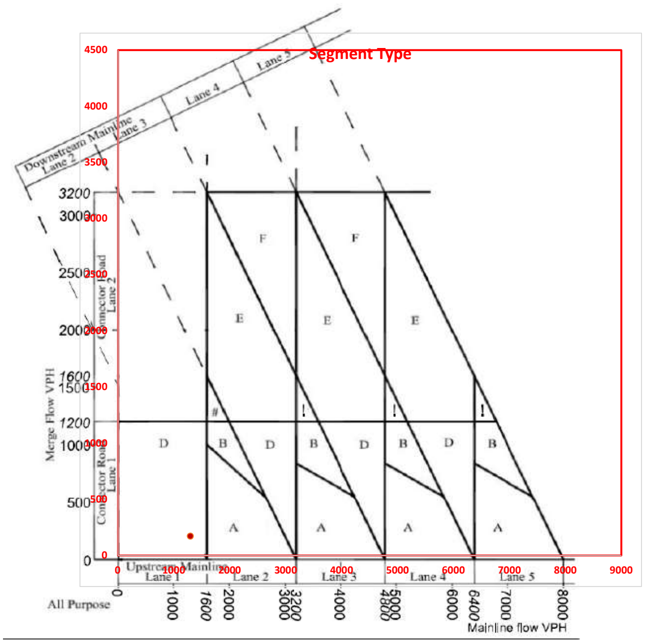
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-EB-AlkhamValley-Merge-Ramp_2044_8_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1294	174

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

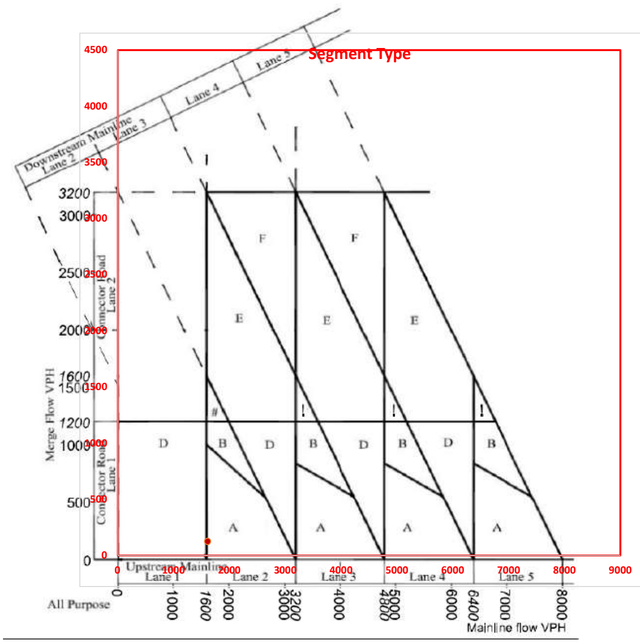
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-EB-AlkhamValley-Merge-Ramp_2044_8_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1609	127

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

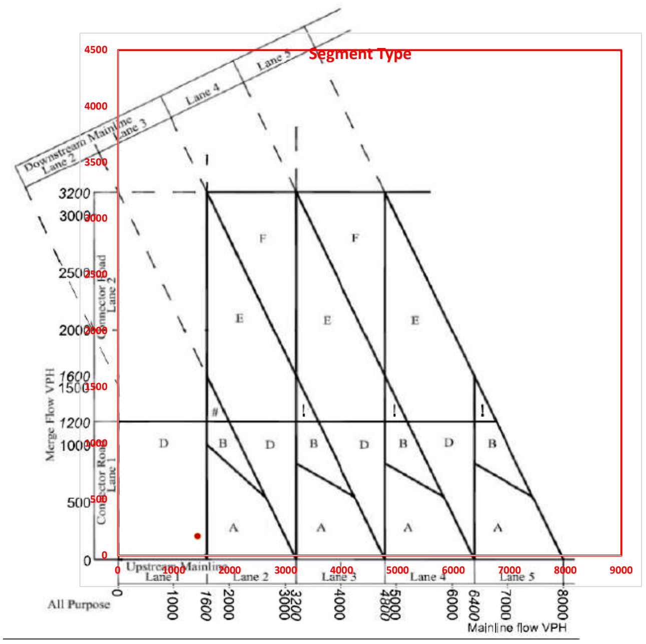
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-EB-AlkhamValley-Merge-Ramp_2044_8_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1421	174

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

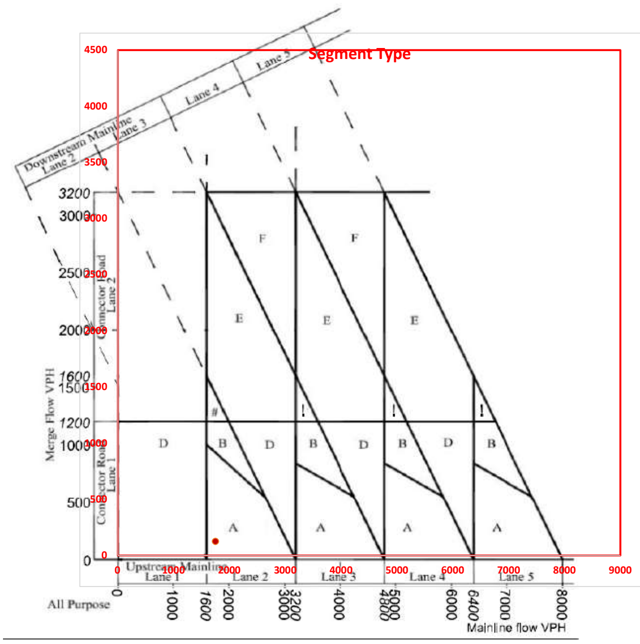
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-EB-AlkhamValley-Merge-Ramp_2044_8_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1747	127

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

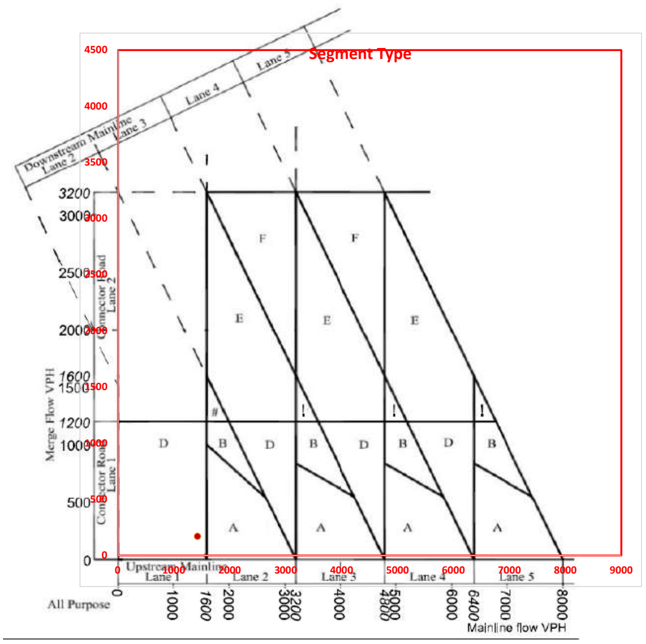
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-EB-AlkhamValley-Merge-Ramp_2044_10_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1420	171

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

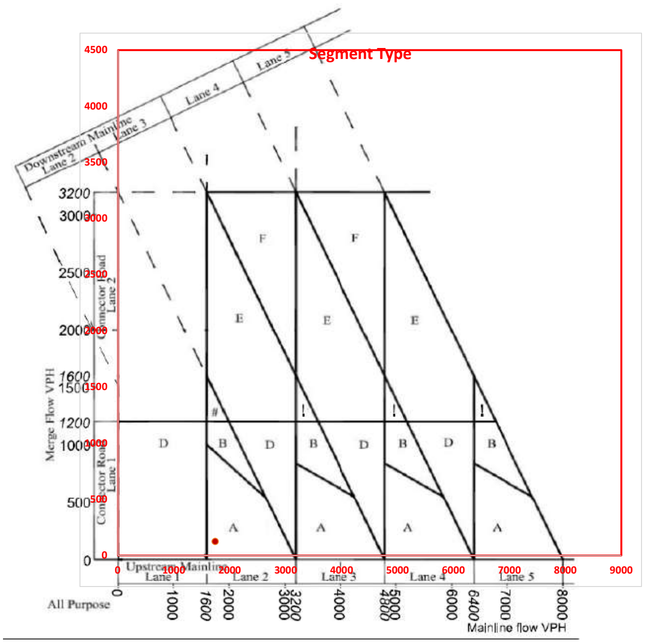
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-EB-AlkhamValley-Merge-Ramp_2044_10_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1737	126

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

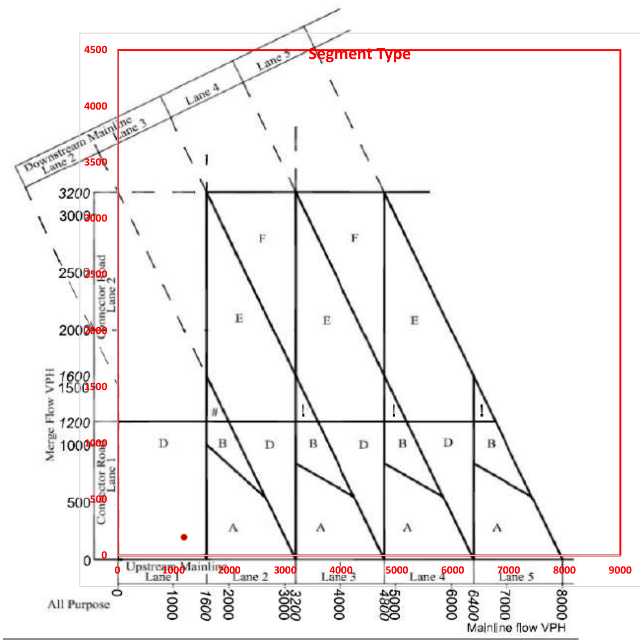
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-EB-AlkhamValley-Merge-Ramp_2037_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1186	165

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

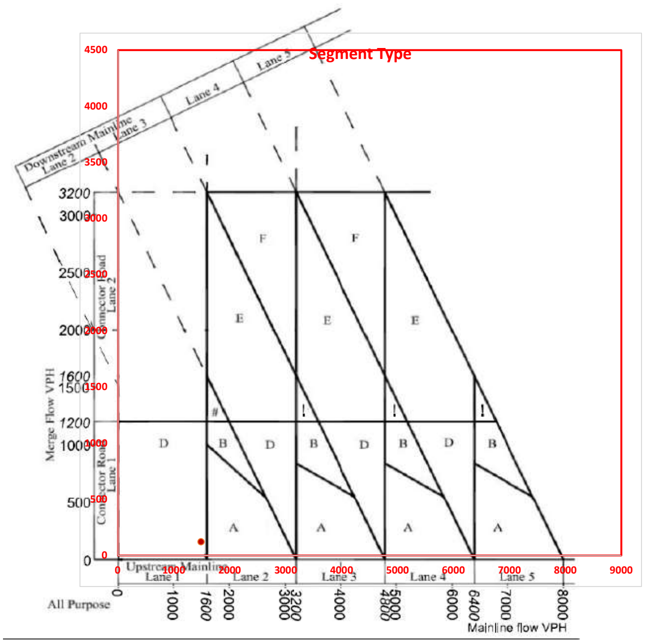
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-EB-AlkhamValley-Merge-Ramp_2037_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1484	123

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

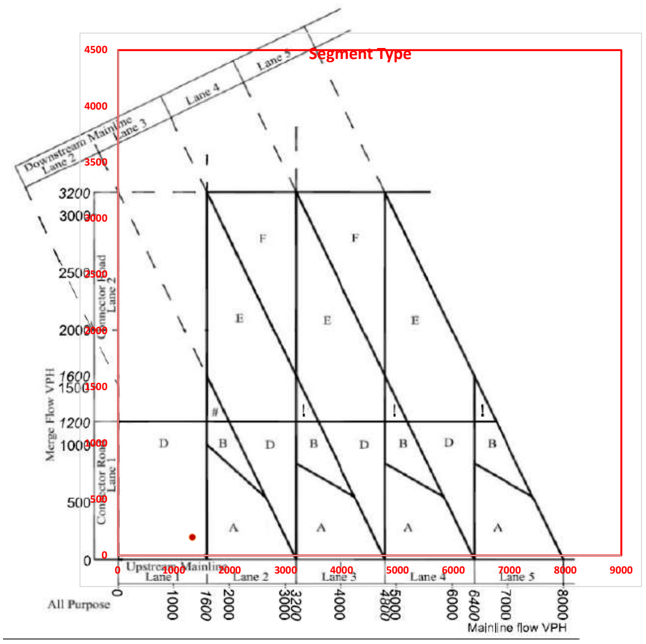
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12a All-purpose road merging diagram



A20-EB-AlkhamValley-Merge-Ramp_2037_DSAM

Mainline flow Veh/hr	Merge flow Veh/hr
1329	165

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

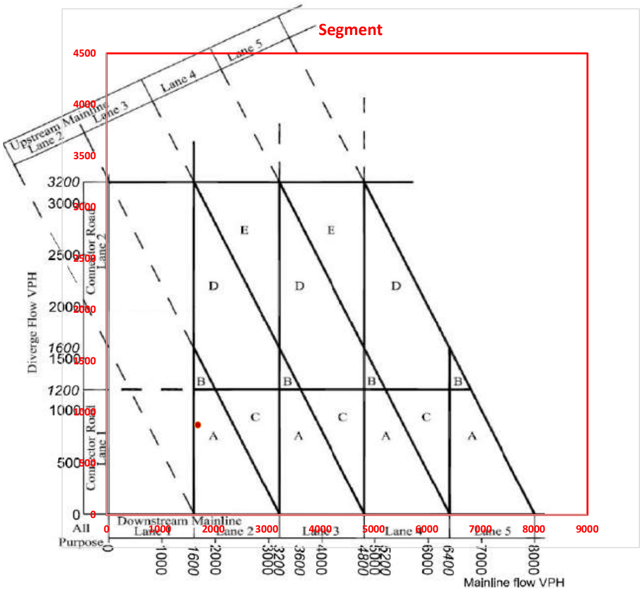
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.26a All-purpose road diverging diagram



A20-EB-AlkhamValley-Diverge-Ramp_2044_8_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1705	878

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

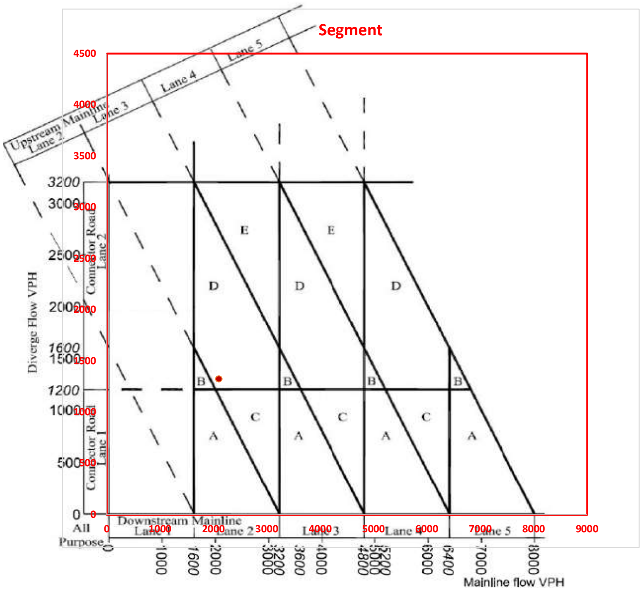
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.

Figure 3.26a All-purpose road diverging diagram



A20-EB-AlkhamValley-Diverge-Ramp_2044_8_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2096	1327

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

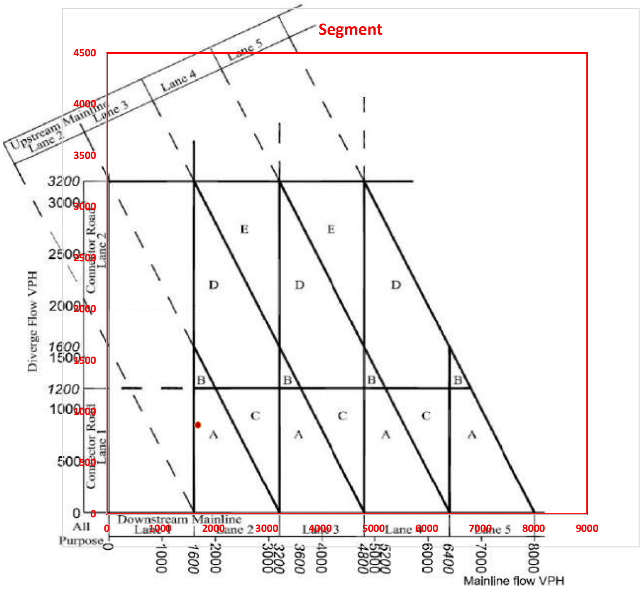
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26a All-purpose road diverging diagram



A20-EB-AlkhamValley-Diverge-Ramp_2044_10_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1704	872

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

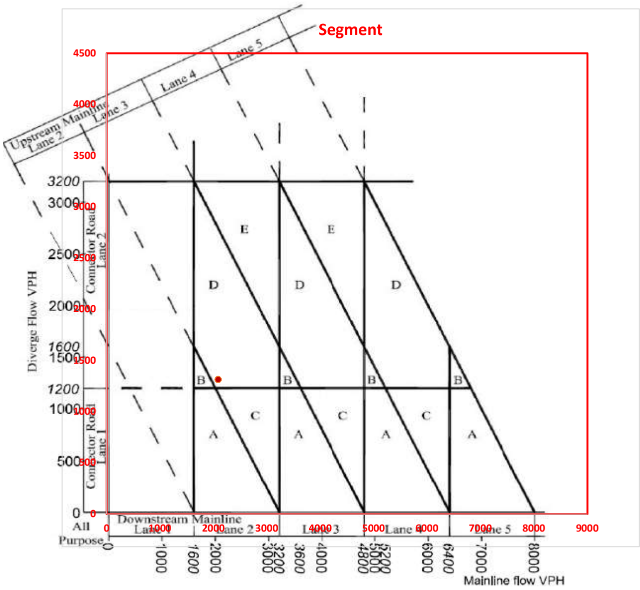
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.

Figure 3.26a All-purpose road diverging diagram



A20-EB-AlkhamValley-Diverge-Ramp_2044_10_DSPM

Mainline flow Veh/hr	Diverge flow Veh/hr
2084	1314

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

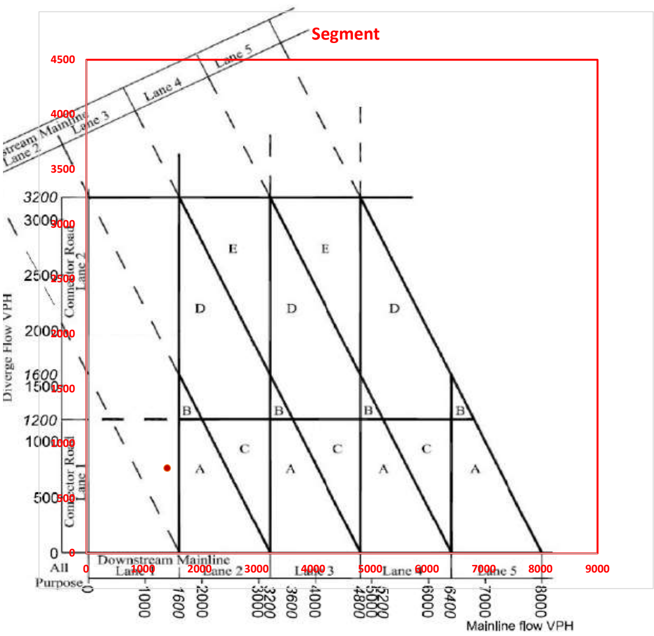
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26a All-purpose road diverging diagram



A20-EB-AlkhamValley-Diverge-Ramp_2037_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1423	777

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

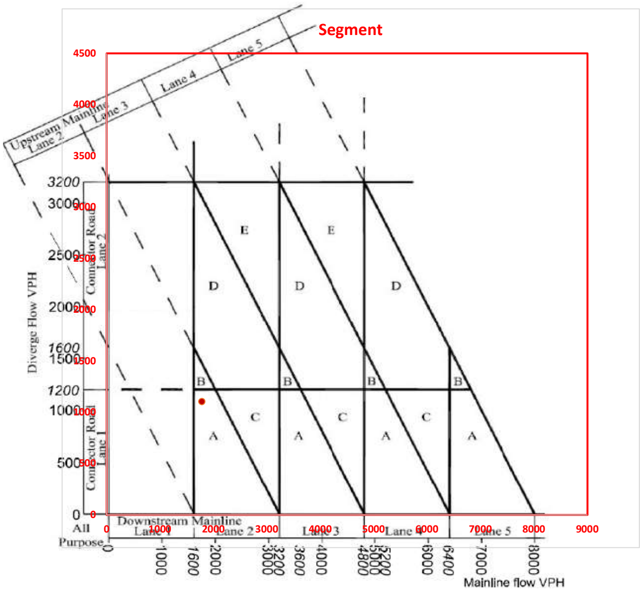
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26a All-purpose road diverging diagram



A20-EB-AlkhamValley-Diverge-Ramp_2037_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1781	1106

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

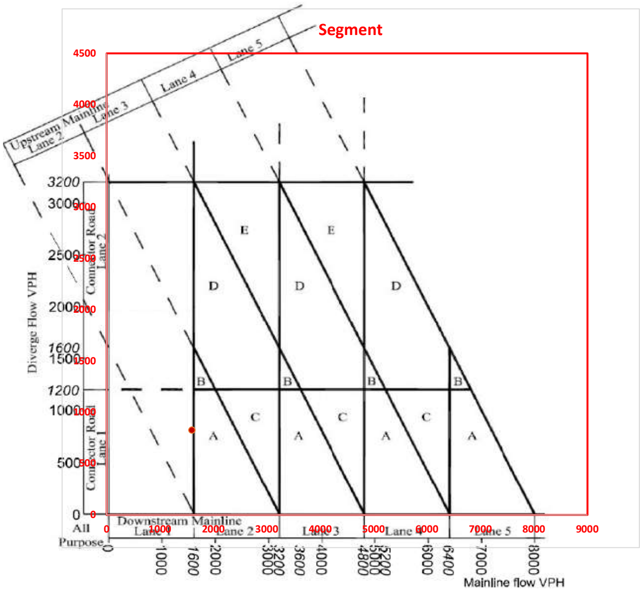
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26a All-purpose road diverging diagram



A20-EB-AlkhamValley-Diverge-Ramp_2037_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1595	828

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

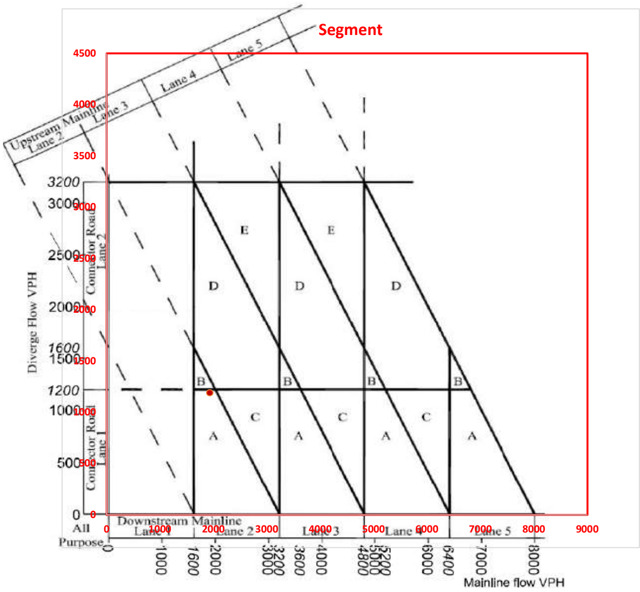
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26a All-purpose road diverging diagram



A20-EB-AlkhamValley-Diverge-Ramp_2037_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1928	1192

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

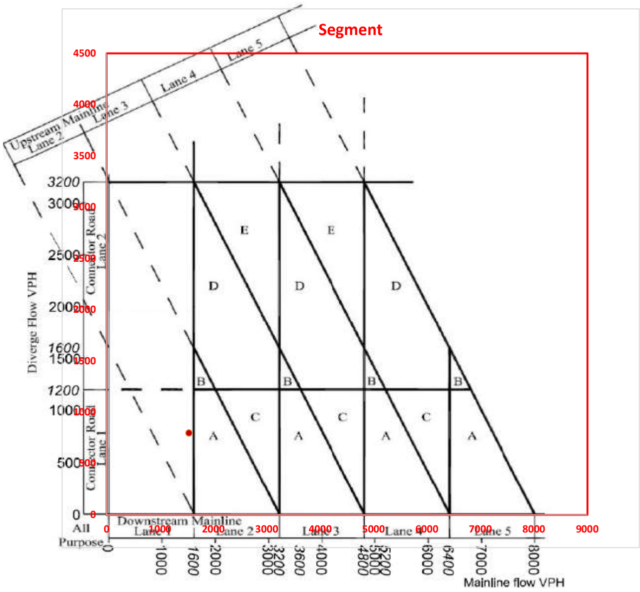
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26a All-purpose road diverging diagram



A20-EB-AlkhamValley-Diverge-Ramp_2044_8_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1540	800

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

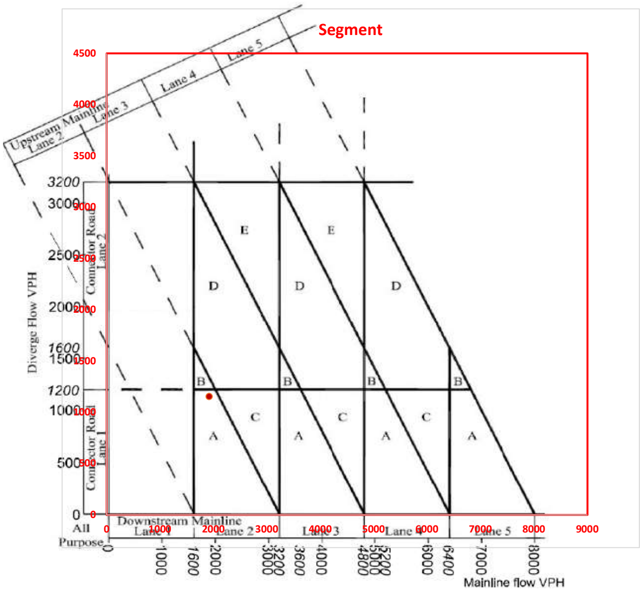
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26a All-purpose road diverging diagram



A20-EB-AlkhamValley-Diverge-Ramp_2044_8_DMPM

Mainline flow Veh/hr	Diverge flow Veh/hr
1915	1155

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

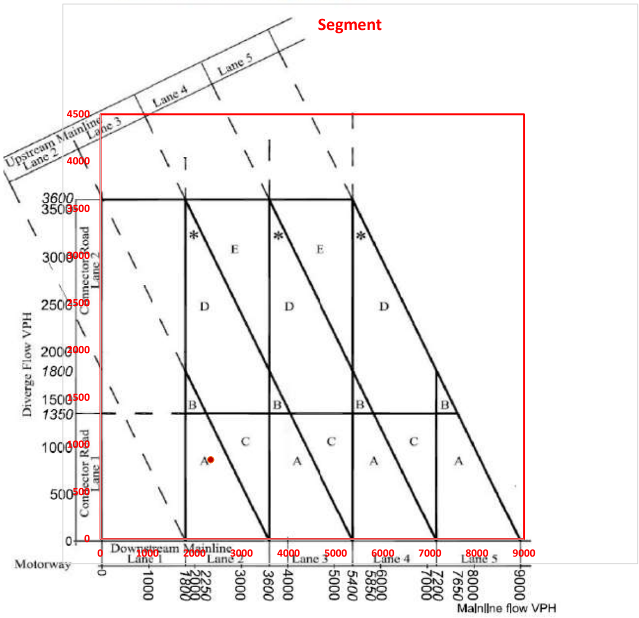
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2044_8_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2342	841

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

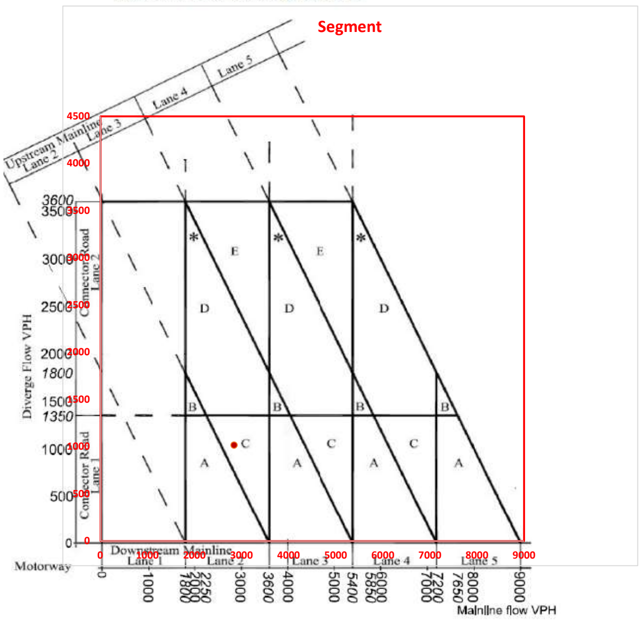
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2044_8_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2837	1017

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

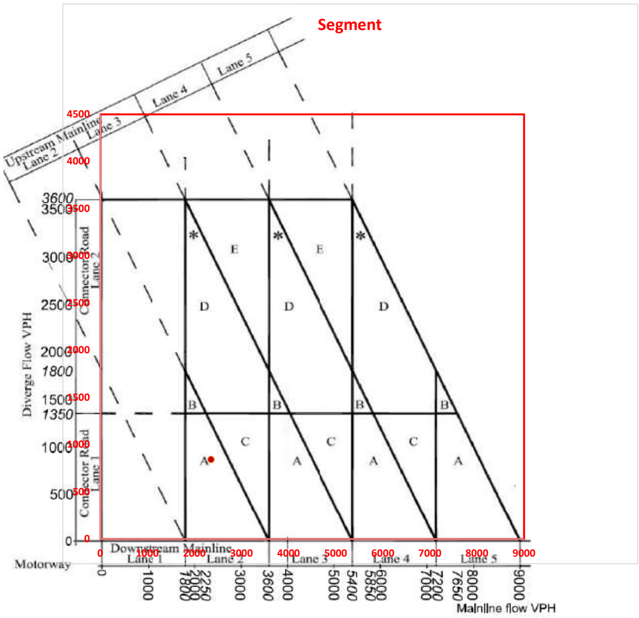
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2044_10_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2348	842

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

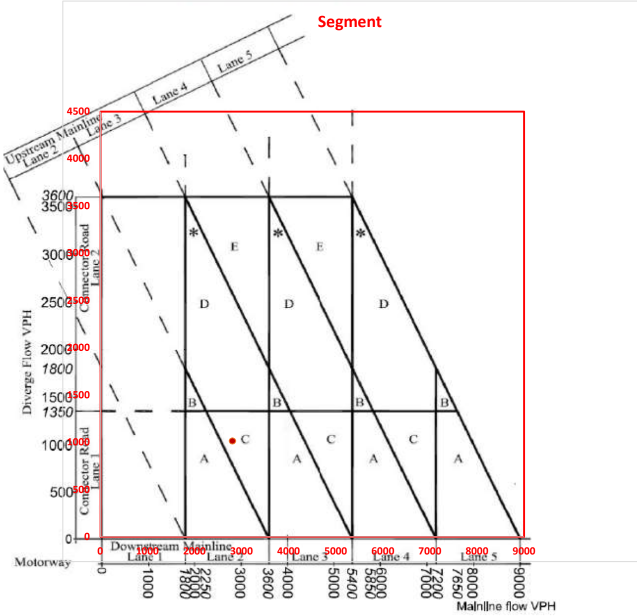
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2044_10_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2804	1014

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

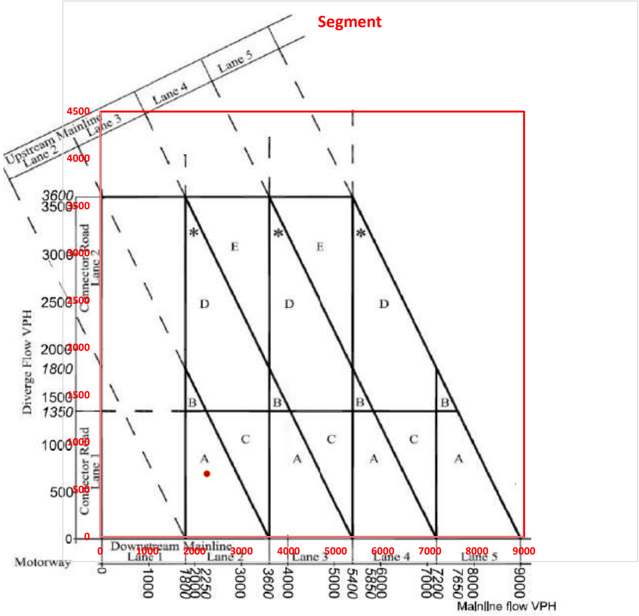
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2037_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2263	668

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

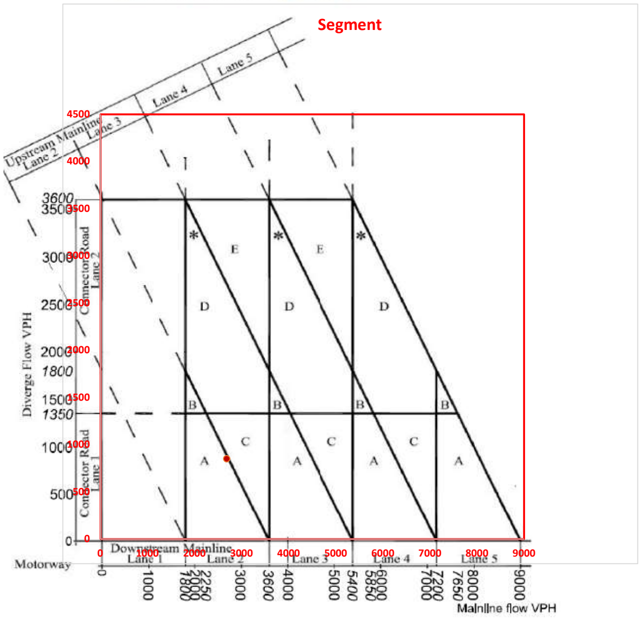
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2037_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2680	851

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

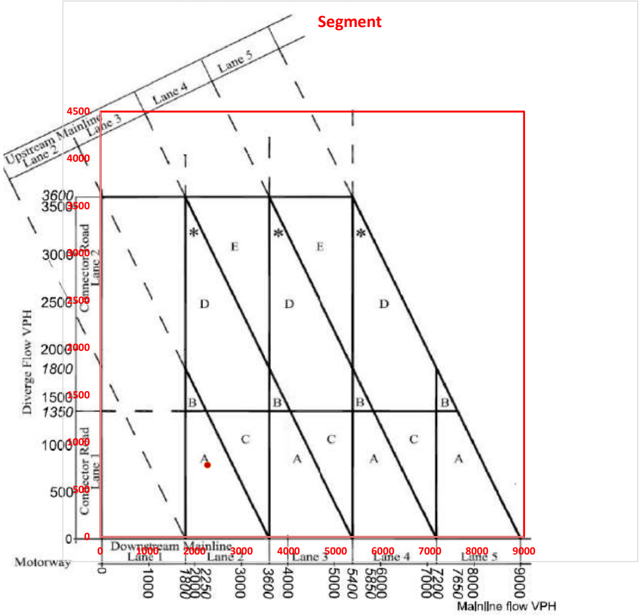
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2037_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2273	760

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

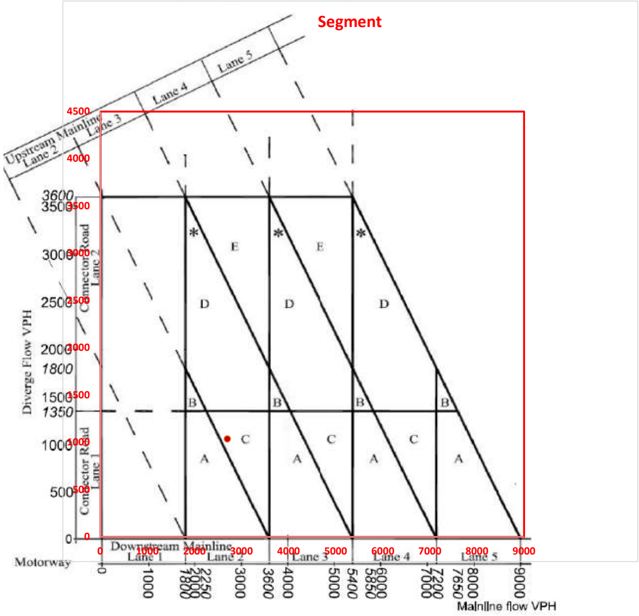
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2037_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2694	1037

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

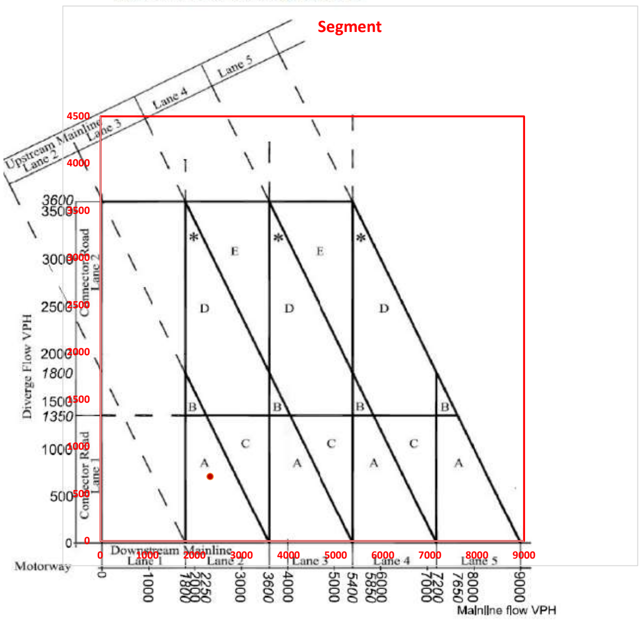
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2044_8_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2330	684

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

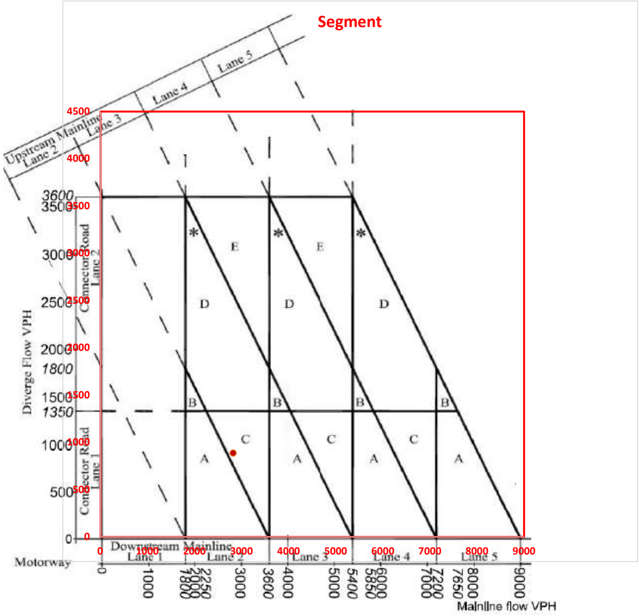
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2044_8_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2820	887

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

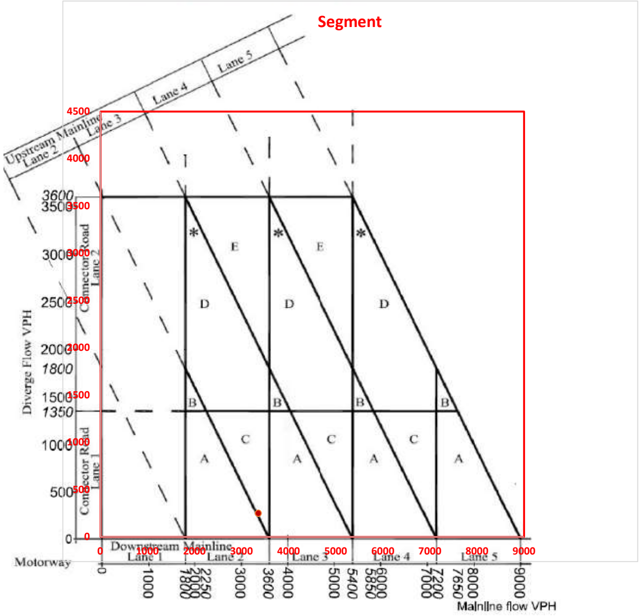
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11A-Diverge-Ramp_2044_8_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
3351	250

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

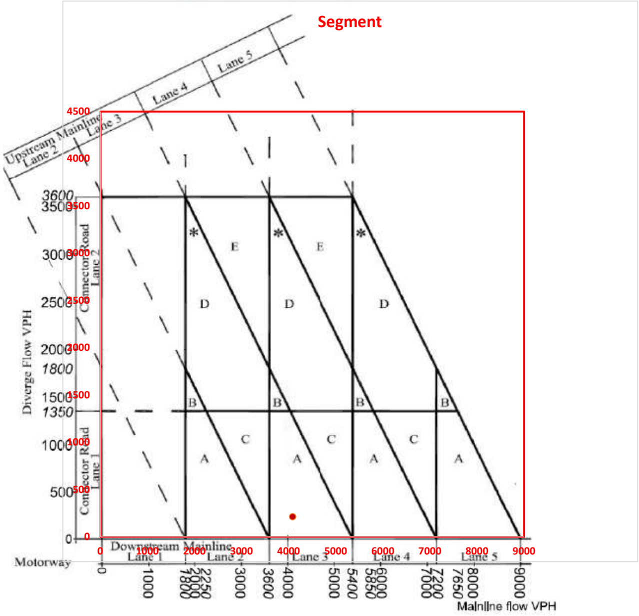
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11A-Diverge-Ramp_2044_8_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
4081	213

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

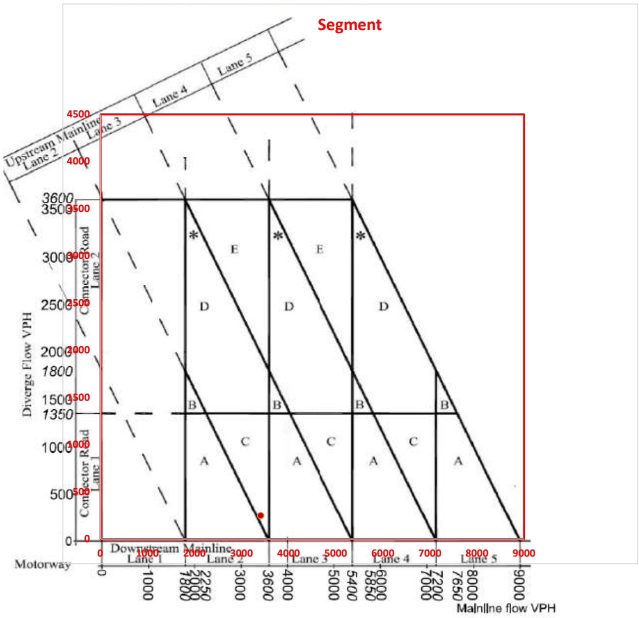
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11A-Diverge-Ramp_2044_10_DSAM

Mainline flow Veh/hr	Diverge flow Veh/hr
3404	248

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

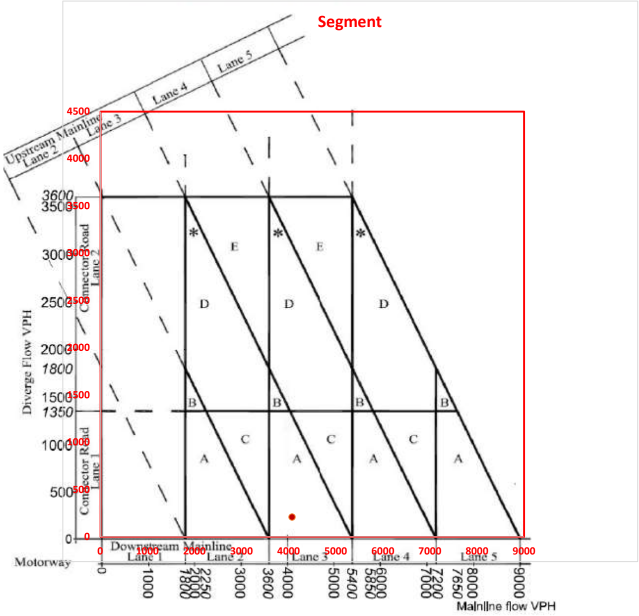
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

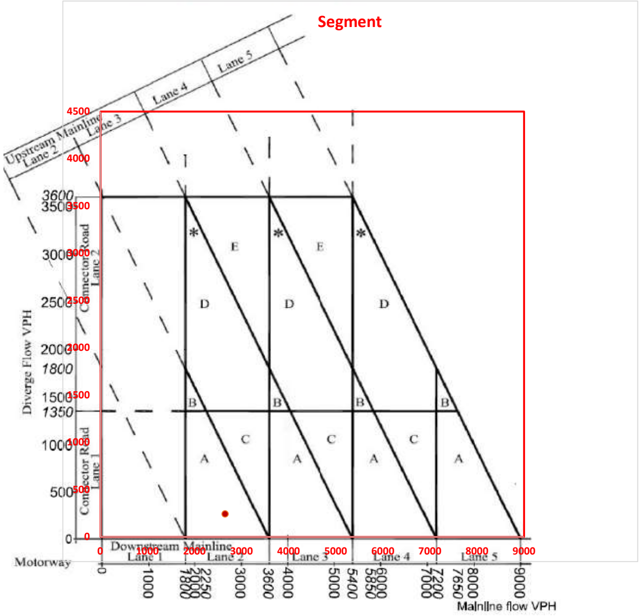
3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

M20-EB-Jct11A-Diverge-Ramp_2044_10_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
4071	211

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11A-Diverge-Ramp_2037_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2646	243

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

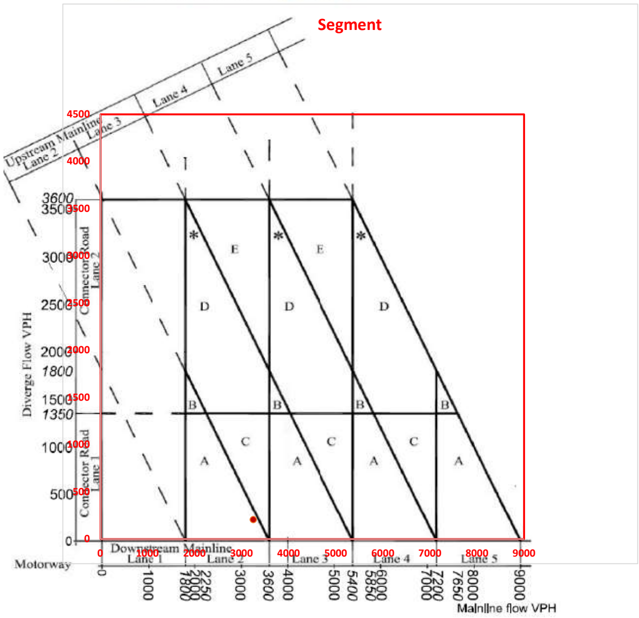
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11A-Diverge-Ramp_2037_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
3247	206

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

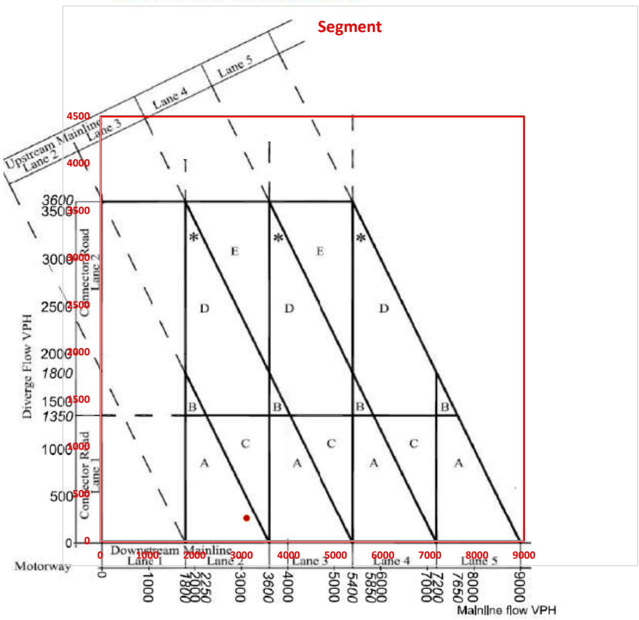
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11A-Diverge-Ramp_2037_DSAM

Mainline flow Veh/hr	Diverge flow Veh/hr
3106	243

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

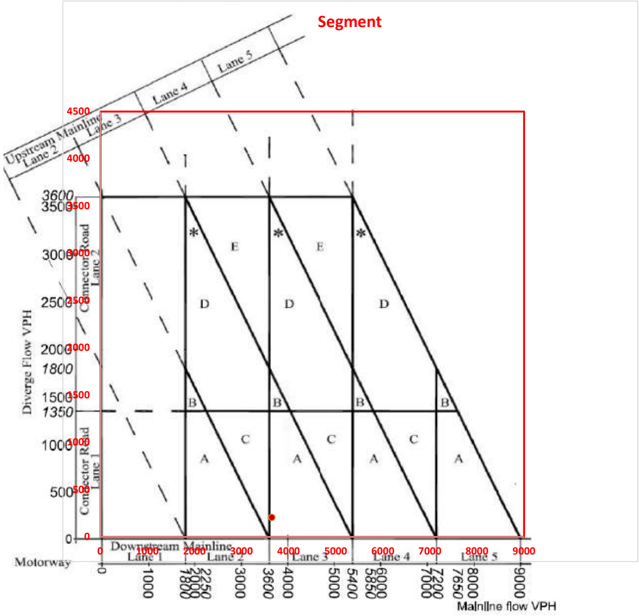
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11A-Diverge-Ramp_2037_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
3639	206

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

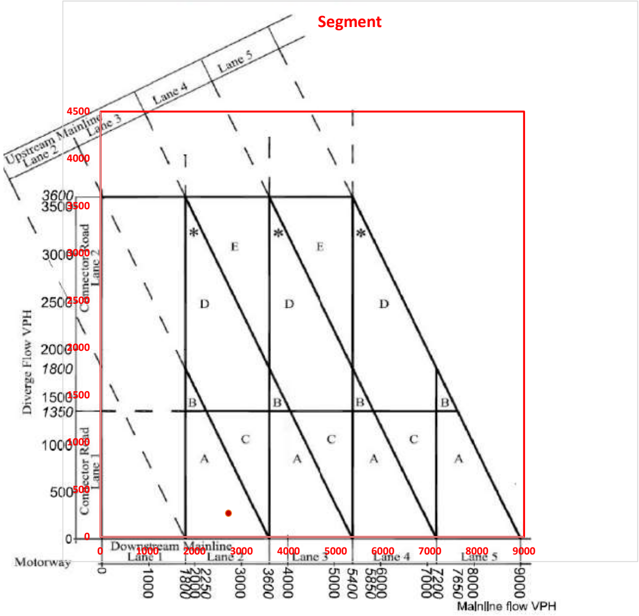
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11A-Diverge-Ramp_2044_8_DMAM

Mainline flow Veh/hr	Diverge flow Veh/hr
2718	250

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

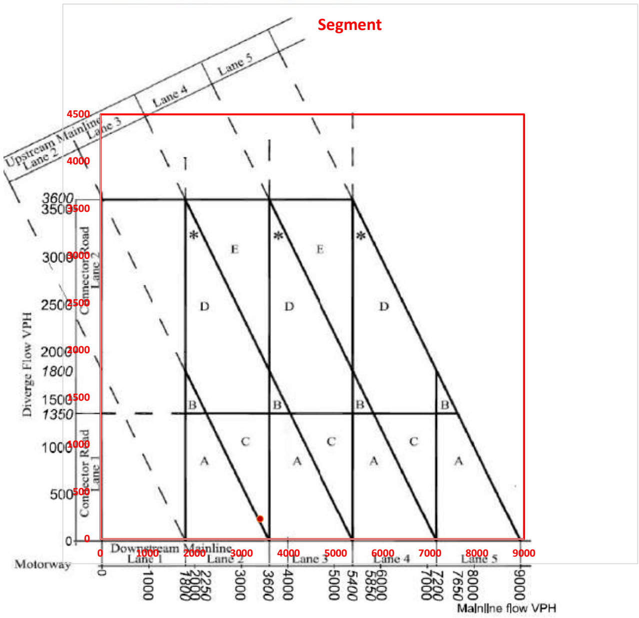
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11A-Diverge-Ramp_2044_8_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
3391	213

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

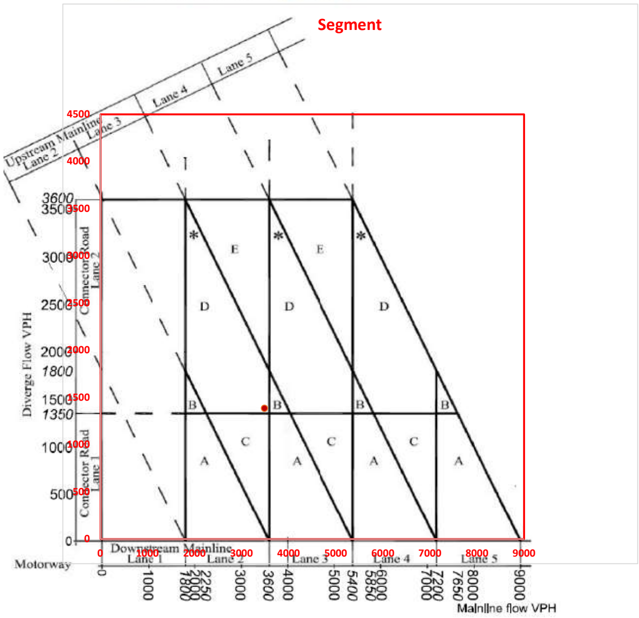
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

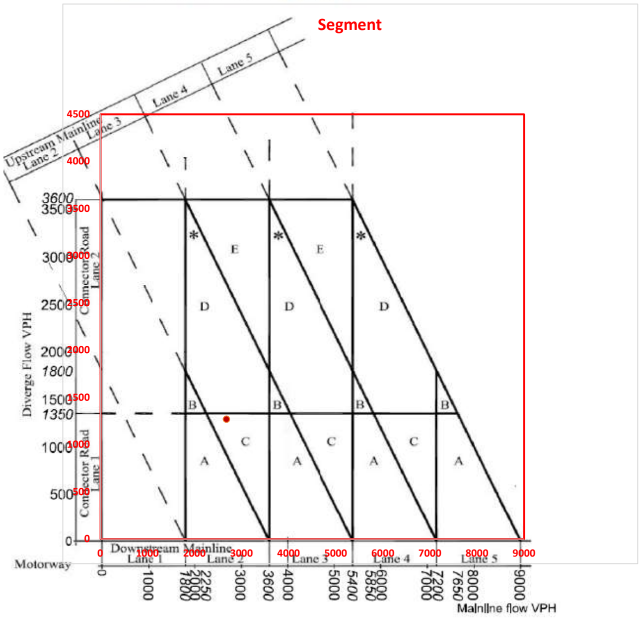
3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

M20-EB-Jct10-Diverge-Ramp_2037_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
3484	1385

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10-Diverge-Ramp_2044_8_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2677	1269

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

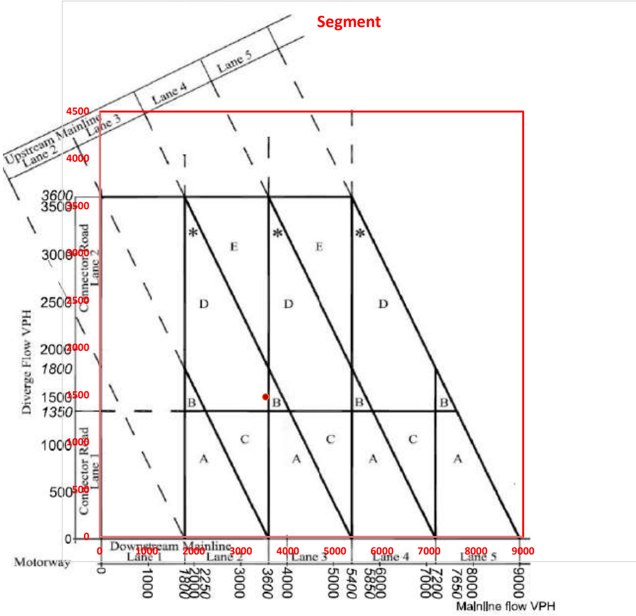
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10-Diverge-Ramp_2044_8_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
3524	1481

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

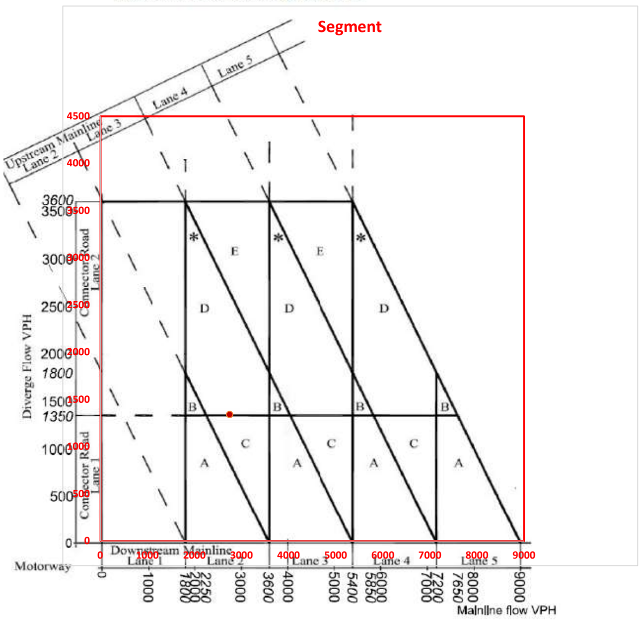
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

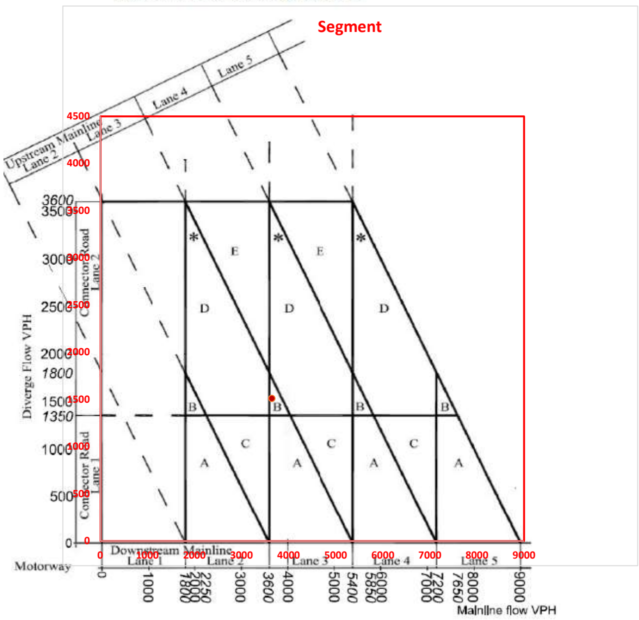
3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

M20-EB-Jct10-Diverge-Ramp_2044_8_DSAM

Mainline flow Veh/hr	Diverge flow Veh/hr
2745	1341

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10-Diverge-Ramp_2044_8_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
3641	1512

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

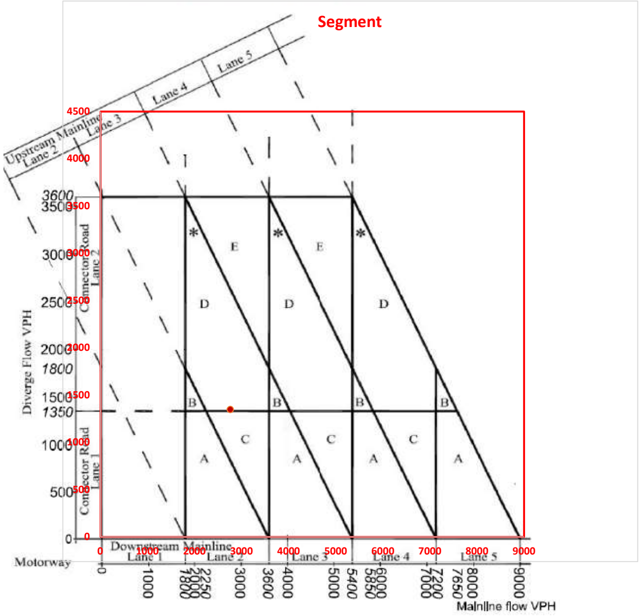
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10-Diverge-Ramp_2044_10_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2757	1347

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

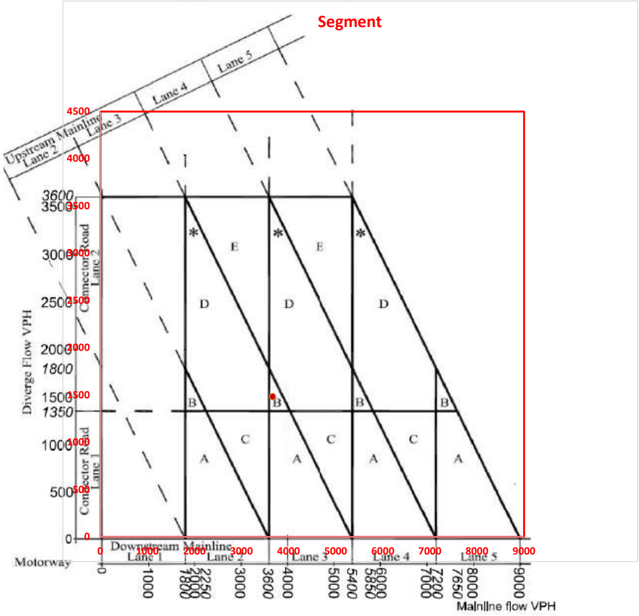
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10-Diverge-Ramp_2044_10_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
3658	1485

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

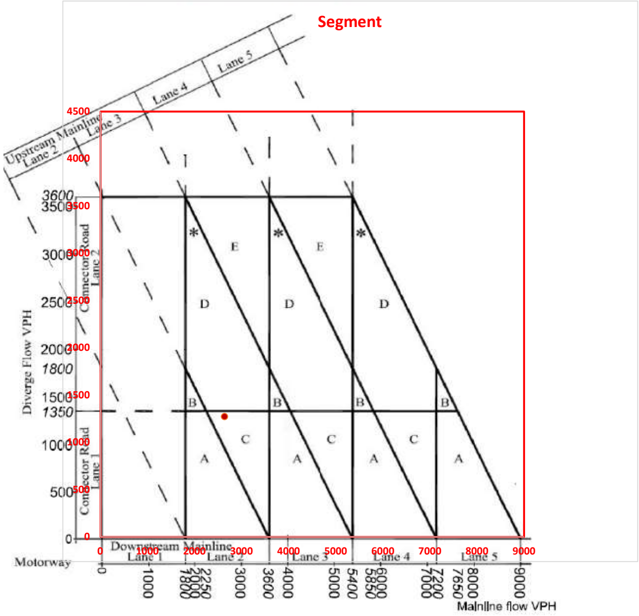
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10-Diverge-Ramp_2037_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2637	1272

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

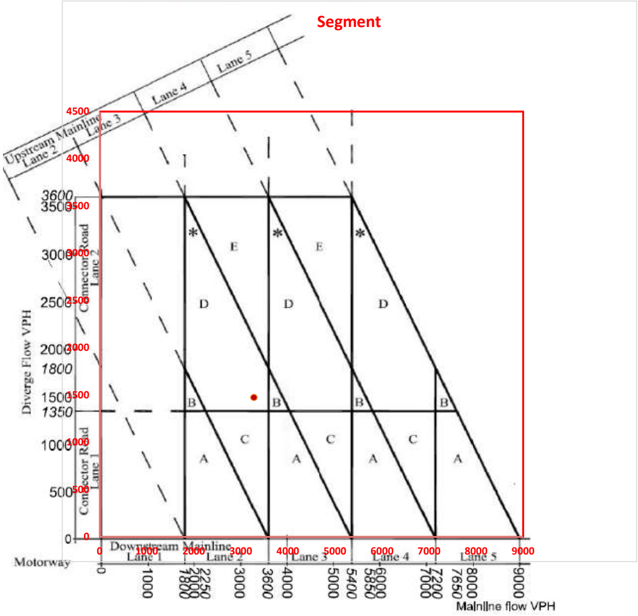
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10-Diverge-Ramp_2037_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
3276	1475

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

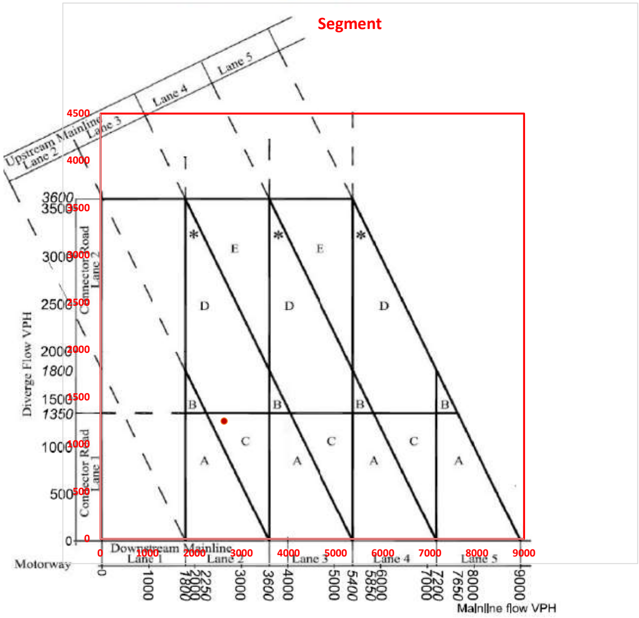
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct10-Diverge-Ramp_2037_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2627	1246

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

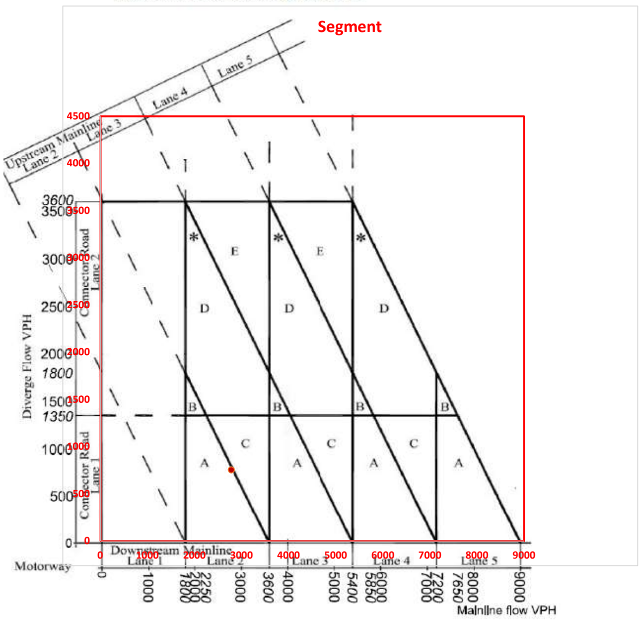
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct12-Diverge-Ramp_2044_8_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2780	753

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

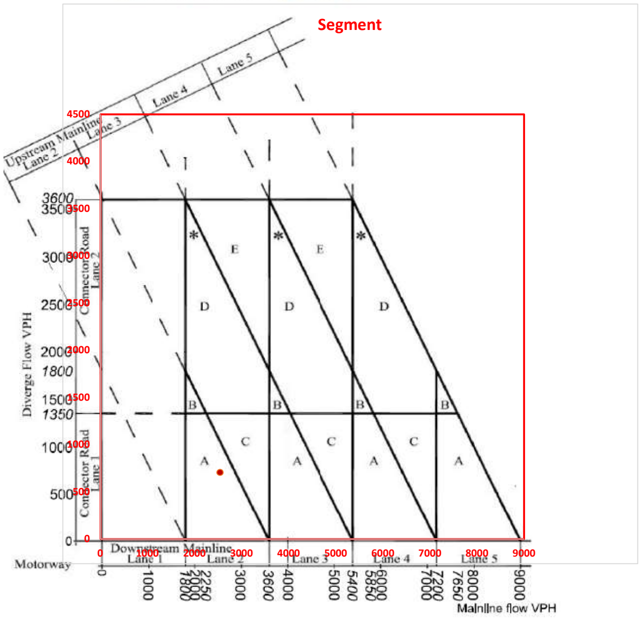
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct12-Diverge-Ramp_2044_8_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2541	706

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

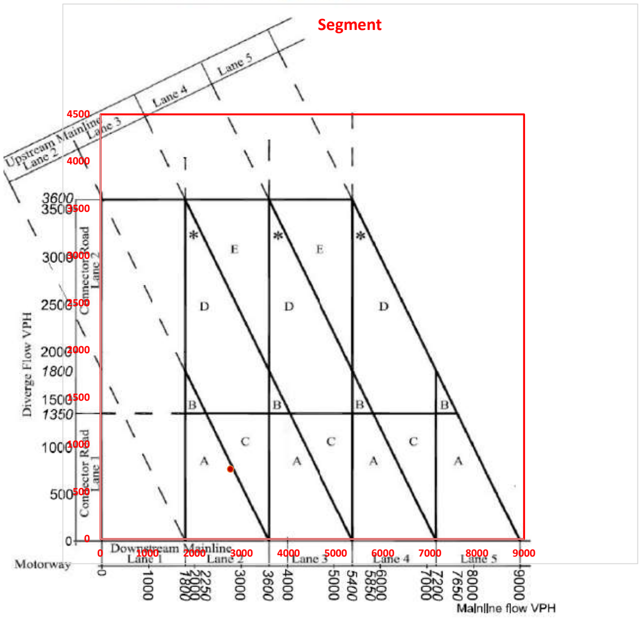
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct12-Diverge-Ramp_2044_10_DSAM

Mainline flow Veh/hr	Diverge flow Veh/hr
2761	741

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

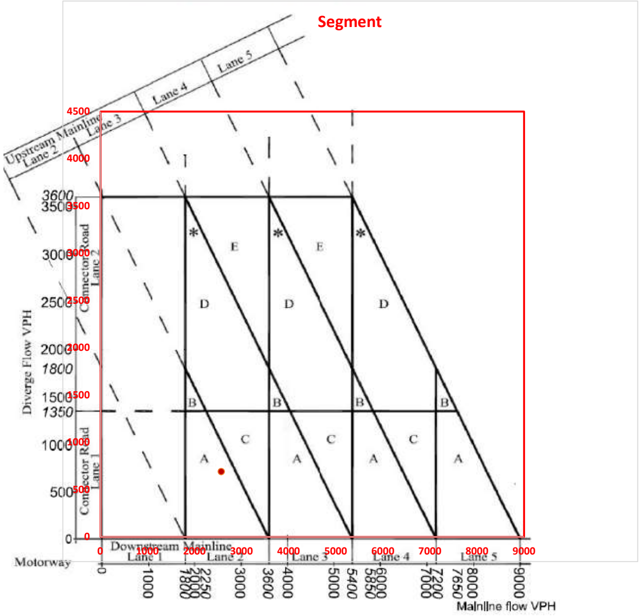
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.

Figure 3.26b Motorway diverging diagram



3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

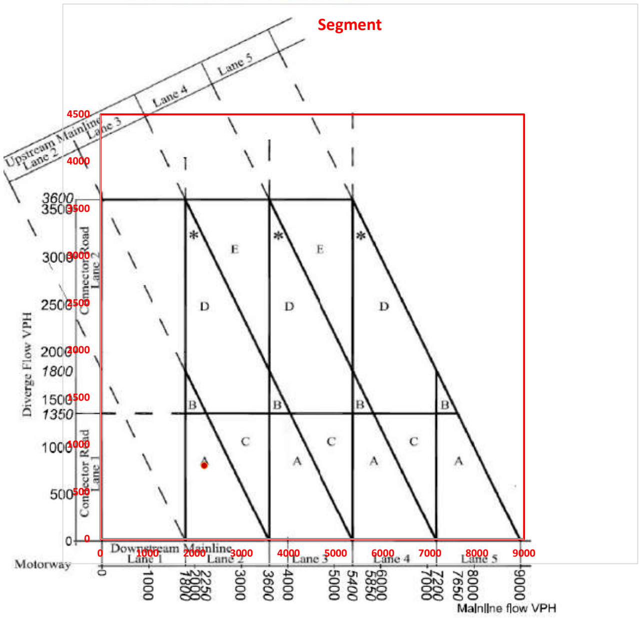
3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

M20-WB-Jct12-Diverge-Ramp_2044_10_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2565	692

Figure 3.26b Motorway diverging diagram



M20-WB-Jct12-Diverge-Ramp_2037_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2204	779

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

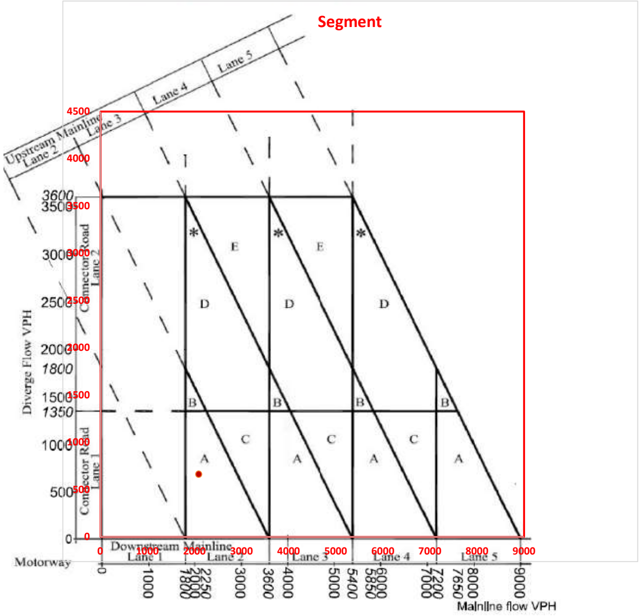
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct12-Diverge-Ramp_2037_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2087	662

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

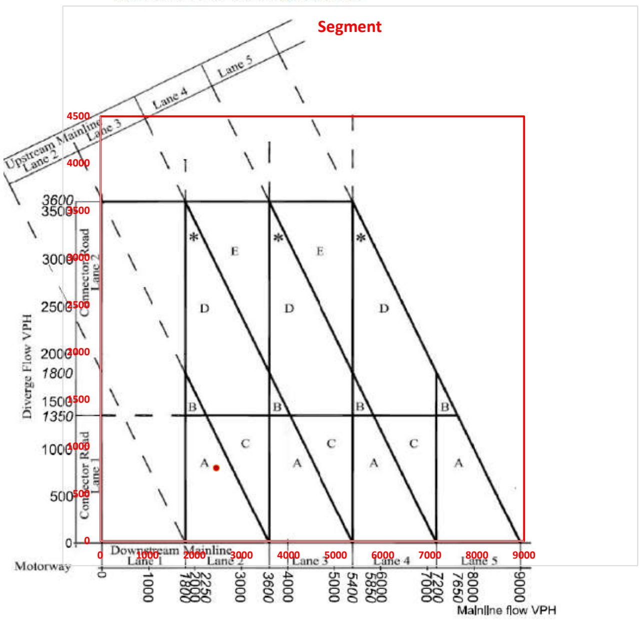
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct12-Diverge-Ramp_2037_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2460	774

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

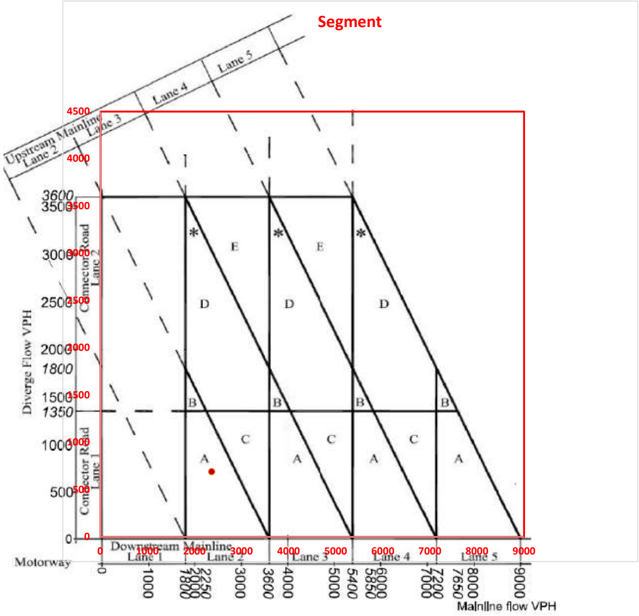
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct12-Diverge-Ramp_2037_DSPM

Mainline flow Veh/hr	Diverge flow Veh/hr
2360	690

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

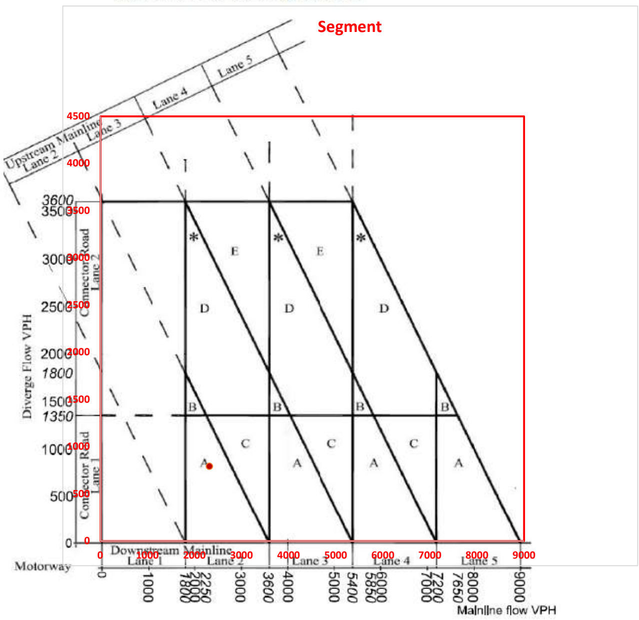
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct12-Diverge-Ramp_2044_8_DMAM

Mainline flow Veh/hr	Diverge flow Veh/hr
2315	792

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

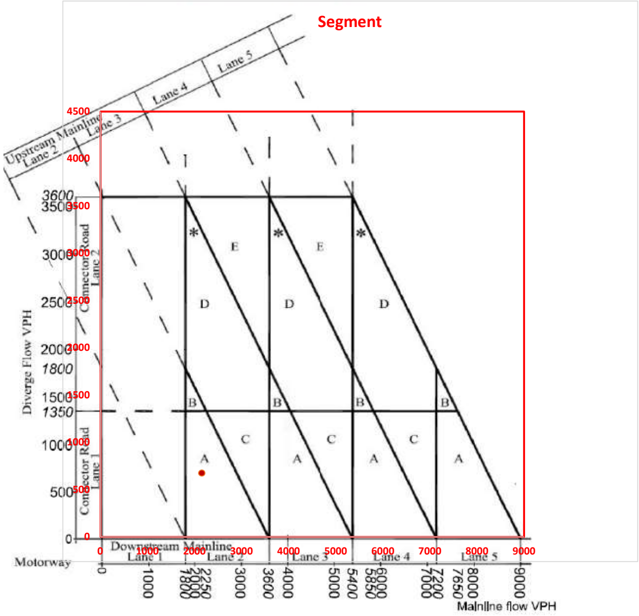
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct12-Diverge-Ramp_2044_8_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2154	675

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

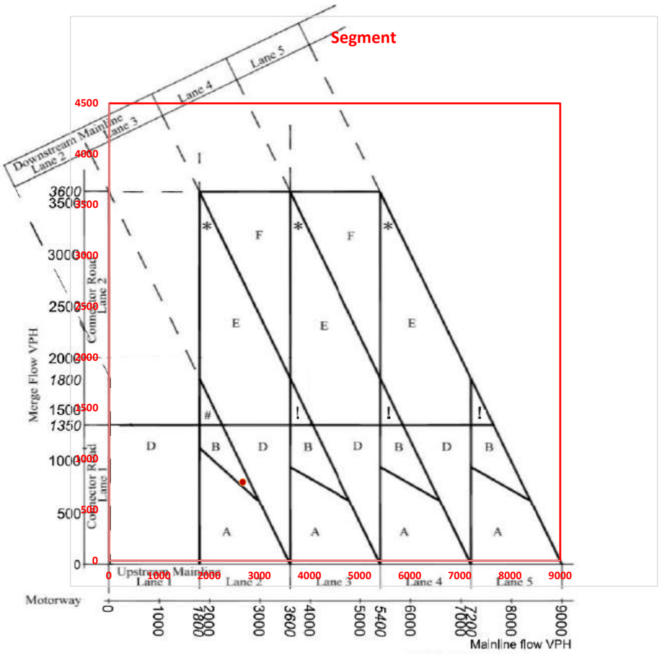
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.

Figure 3.12b Motorway merging diagram



M20-WB-Jct11-Merge-Ramp_2044_8_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2666	774

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

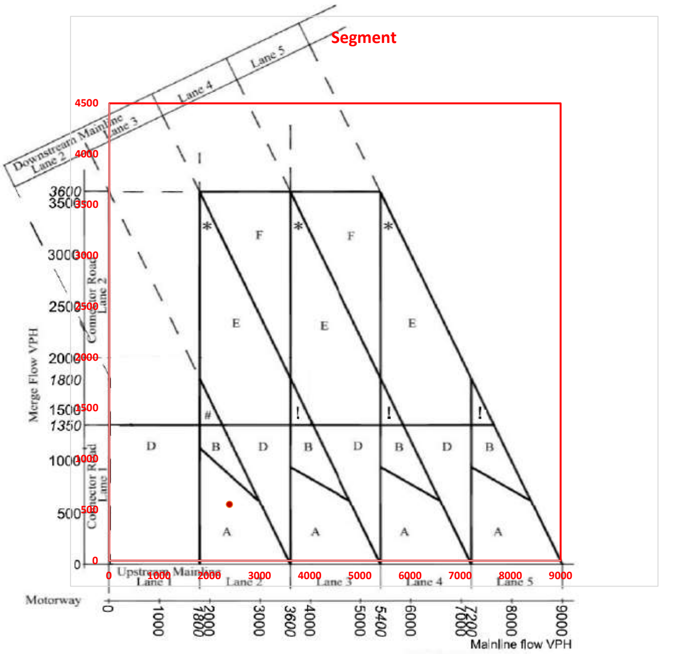
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct11-Merge-Ramp_2044_8_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2400	555

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

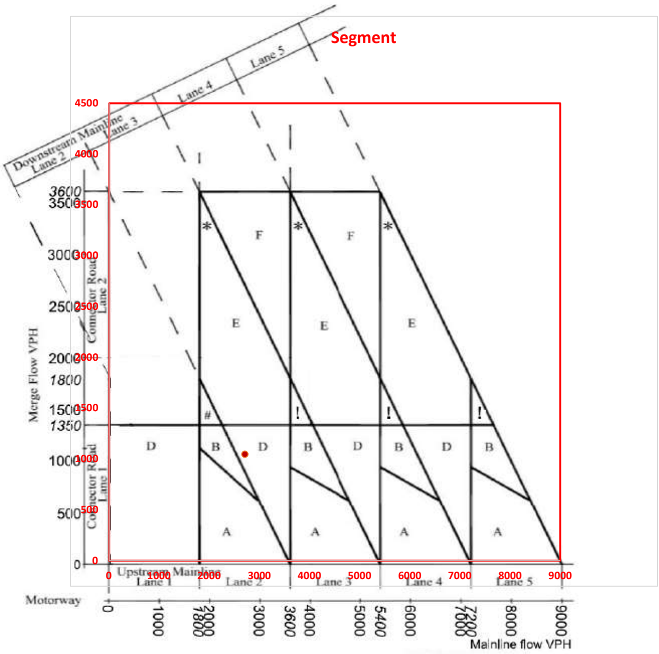
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct11-Merge-Ramp_2044_8_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2709	1048

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

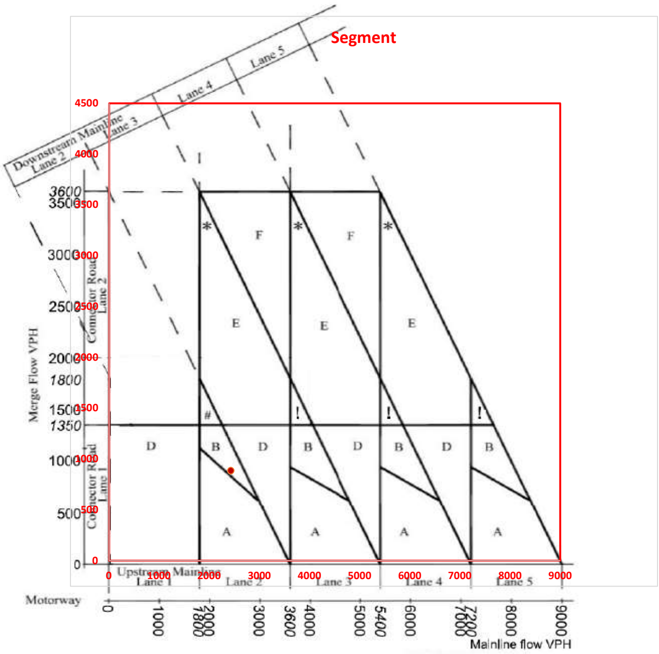
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct11-Merge-Ramp_2044_8_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2426	886

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

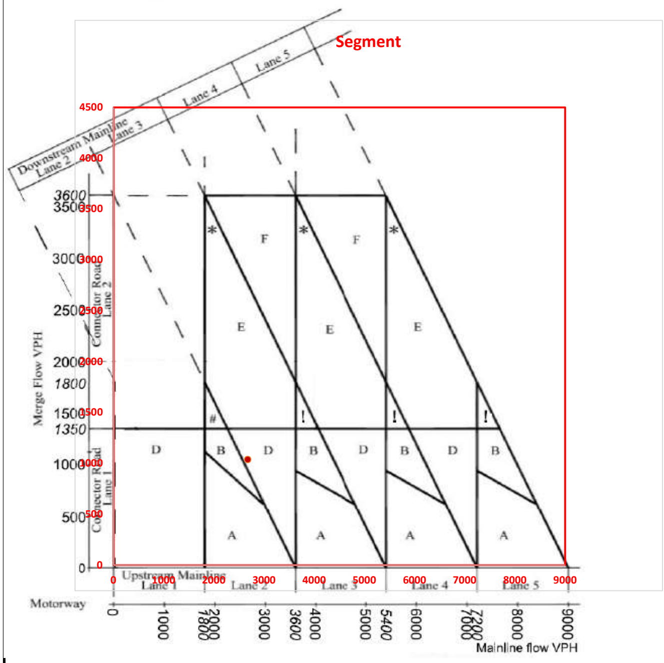
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct11-Merge-Ramp_2044_10_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2671	1039

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

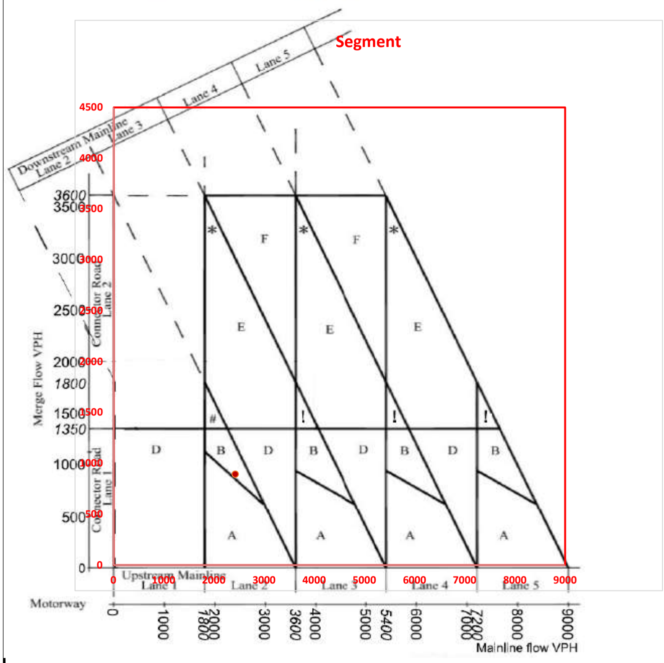
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct11-Merge-Ramp_2044_10_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2423	896

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

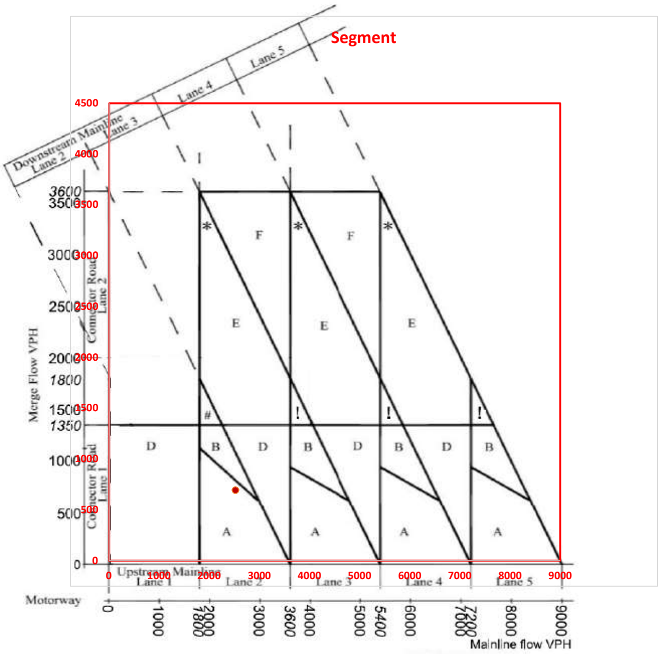
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct11-Merge-Ramp_2037_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2523	695

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

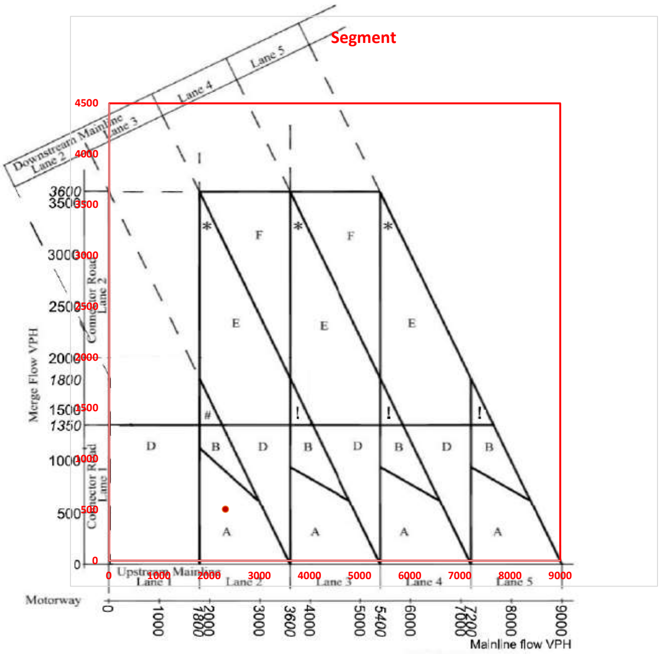
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct11-Merge-Ramp_2037_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2322	507

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

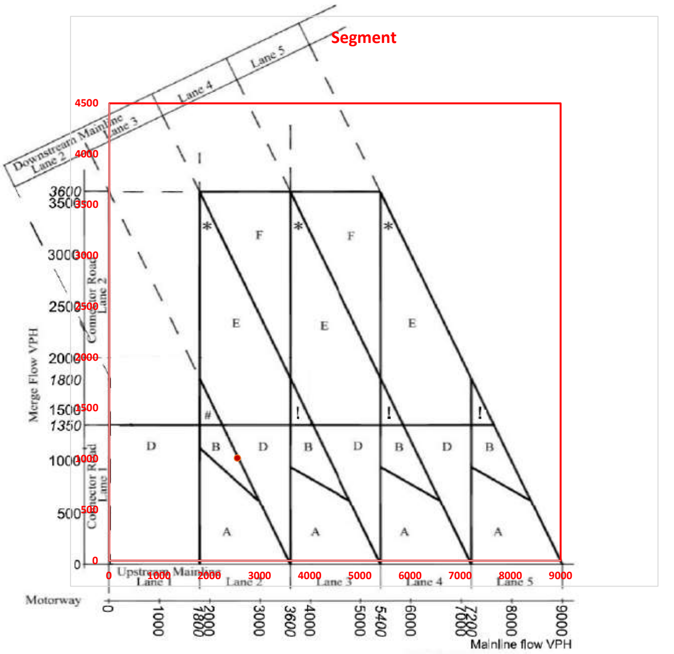
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct11-Merge-Ramp_2037_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2557	1011

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

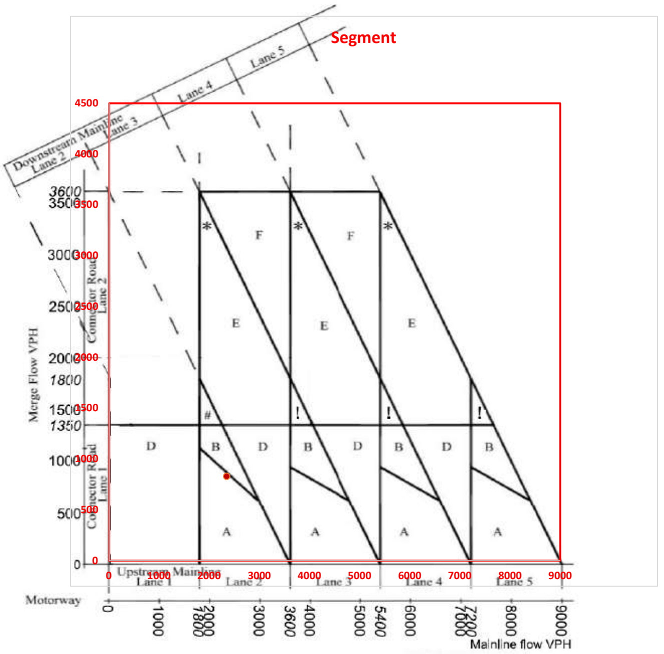
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct11-Merge-Ramp_2037_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2346	830

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

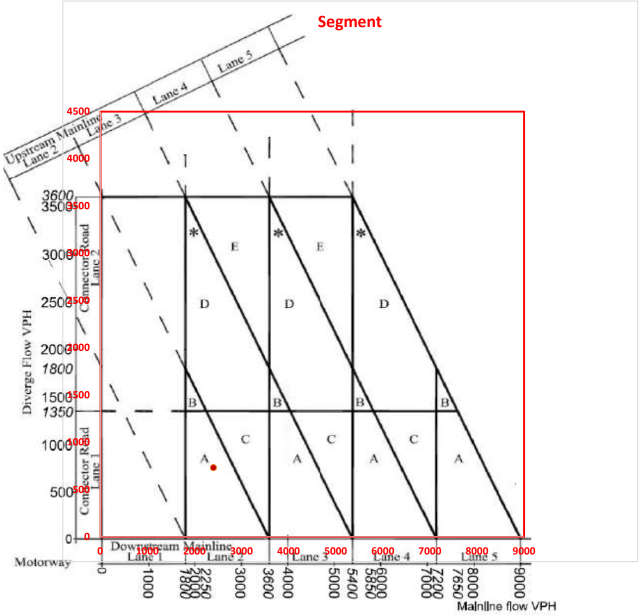
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.26b Motorway diverging diagram



M20-WB-Jct11-Diverge-Ramp_2044_8_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2400	733

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

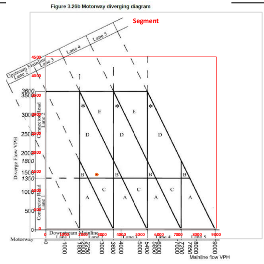
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct11-Diverge-Ramp 2044 8 DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2709	1416

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

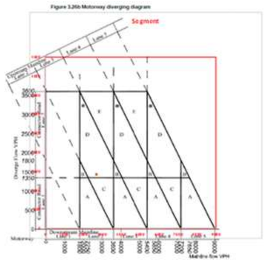
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.

Figure 3.26b Motorway diverging diagram



M20-WB-Jct11-Diverge-Ramp_2044_8_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2709	1416

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

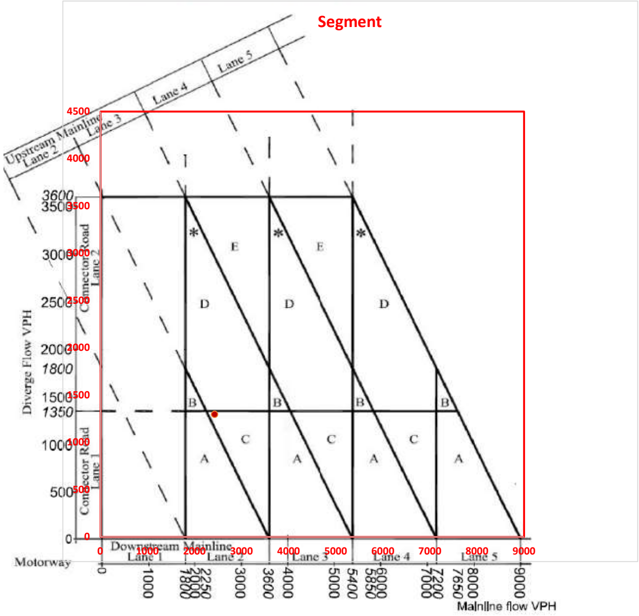
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.

Figure 3.26b Motorway diverging diagram



M20-WB-Jct11-Diverge-Ramp_2044_8_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2426	1297

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

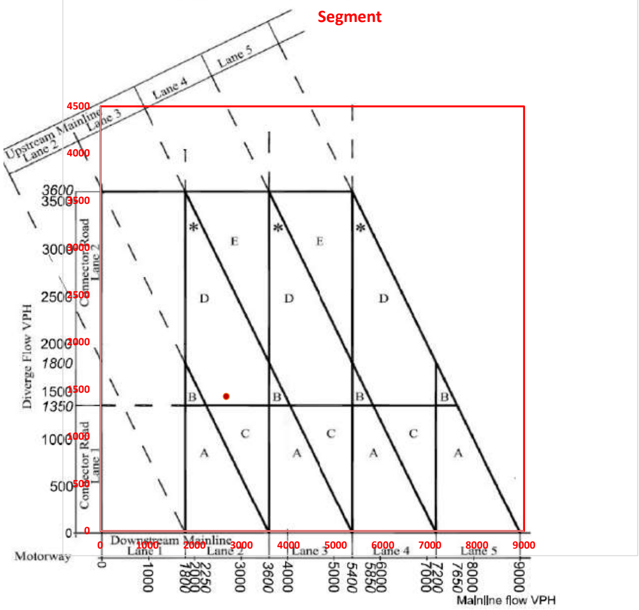
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct11-Diverge-Ramp_2044_10_DSAM

Mainline flow Veh/hr	Diverge flow Veh/hr
2671	1427

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

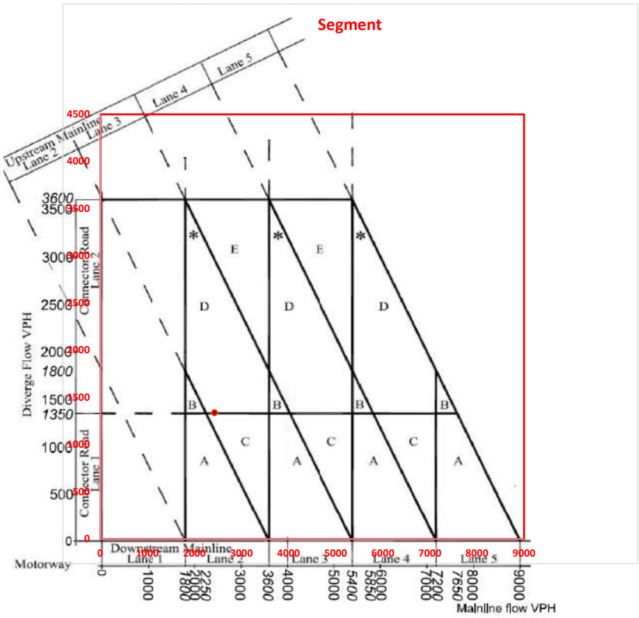
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct11-Diverge-Ramp_2044_10_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2423	1338

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

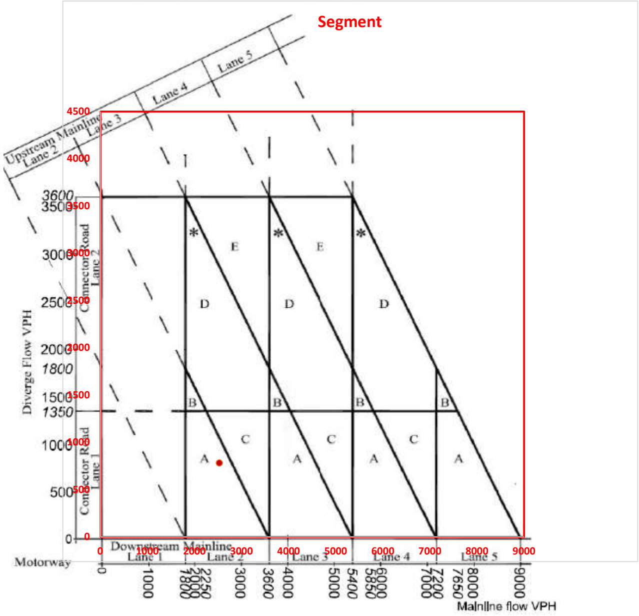
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct11-Diverge-Ramp_2037_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2523	782

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

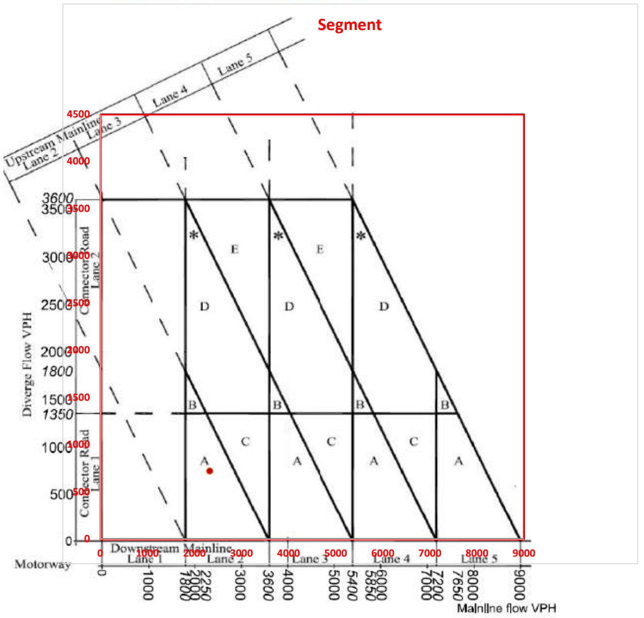
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct11-Diverge-Ramp_2037_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2322	720

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

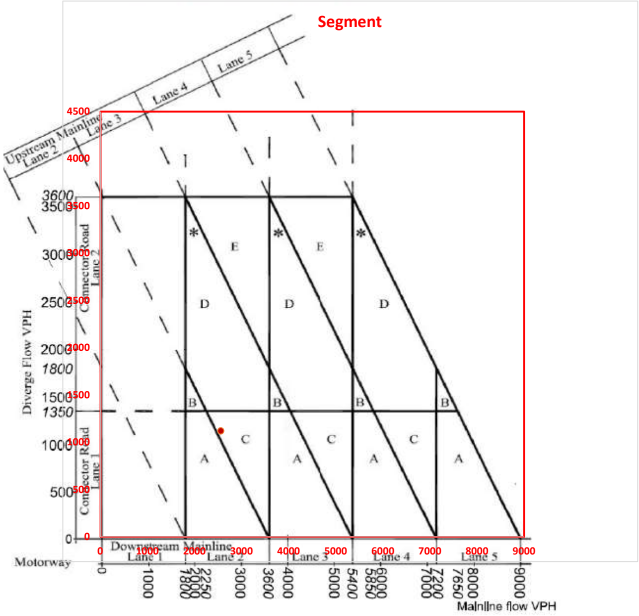
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct11-Diverge-Ramp_2037_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2557	1121

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

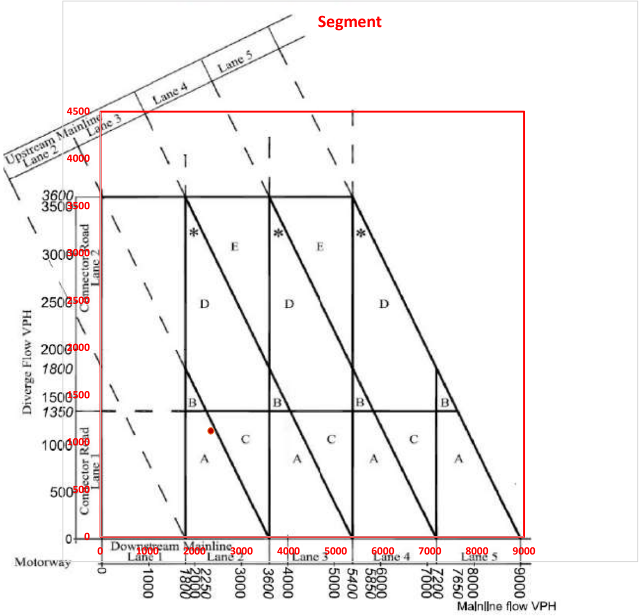
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct11-Diverge-Ramp_2037_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2346	1122

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

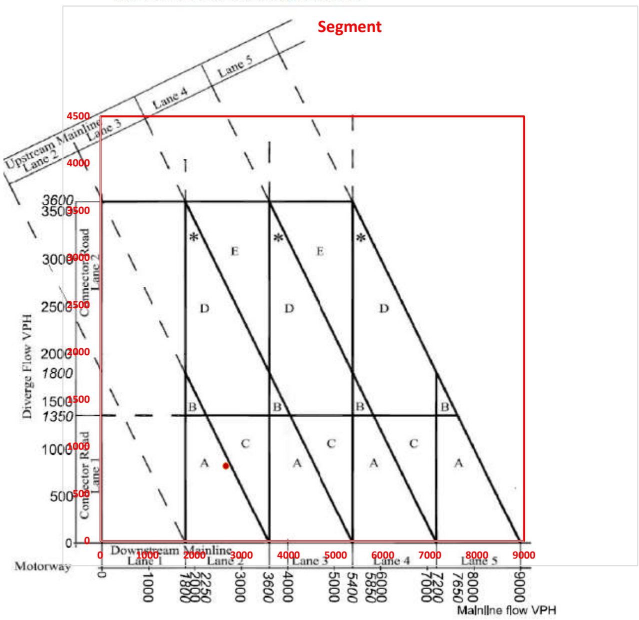
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct11-Diverge-Ramp_2044_8_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2666	795

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

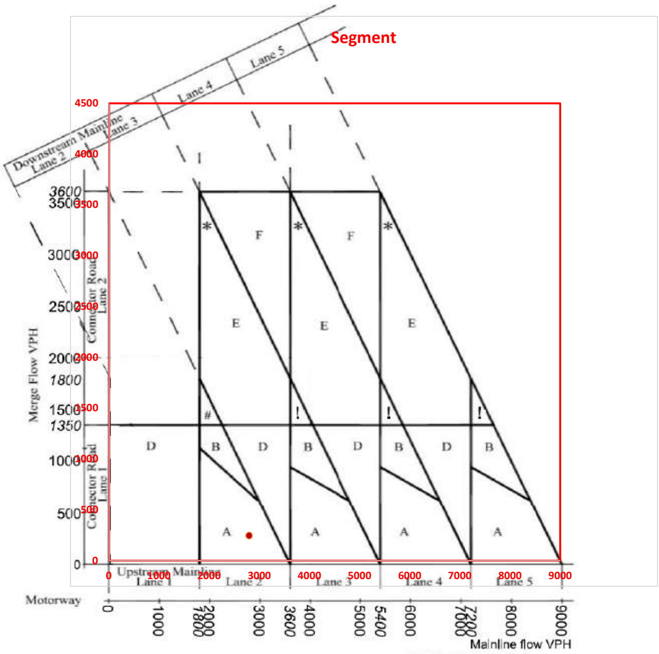
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.12b Motorway merging diagram



M20-WB-Jct11A-Merge-Ramp_2044_8_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2794	248

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

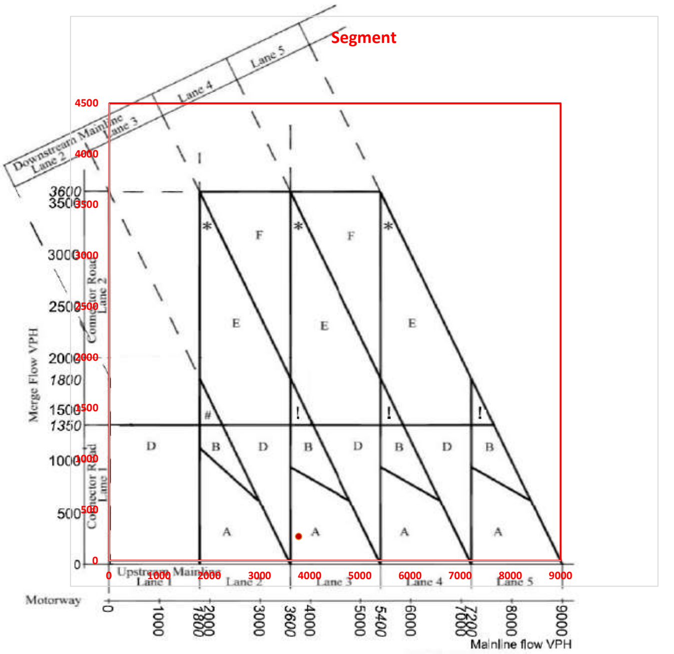
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct11A-Merge-Ramp_2044_8_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
3779	239

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

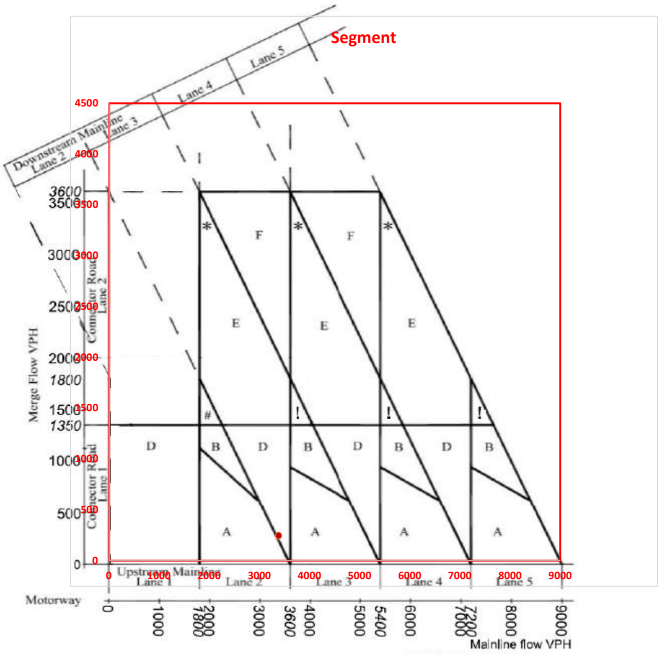
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct11A-Merge-Ramp_2044_8_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
3382	248

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

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2) Layout A Option 2 for urban roads.

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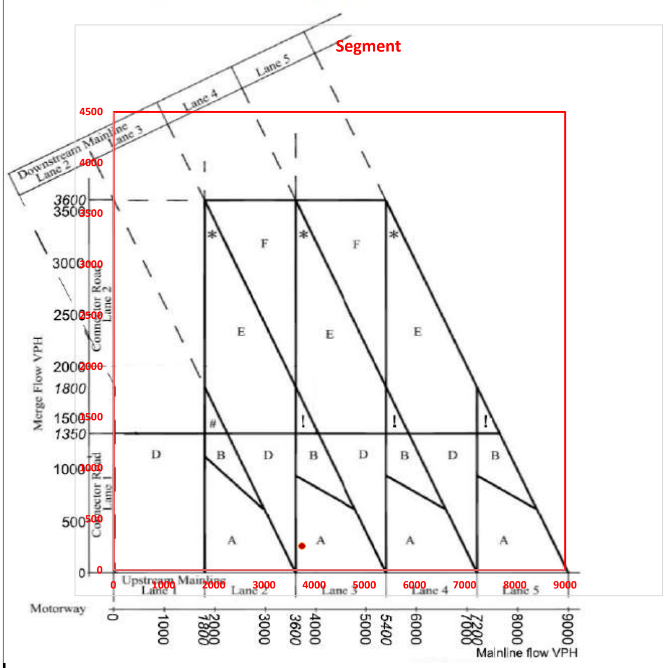
3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct11A-Merge-Ramp_2044_10_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
3755	237

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

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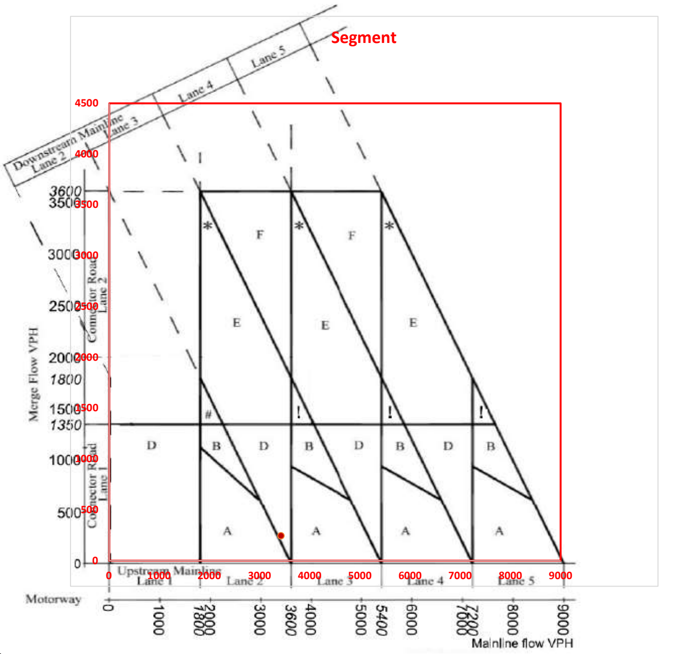
Figure 3.12b Motorway merging diagram



M20-WB-Jct11A-Merge-Ramp_2044_10_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
3422	246

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

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2) Layout A Option 2 for urban roads.

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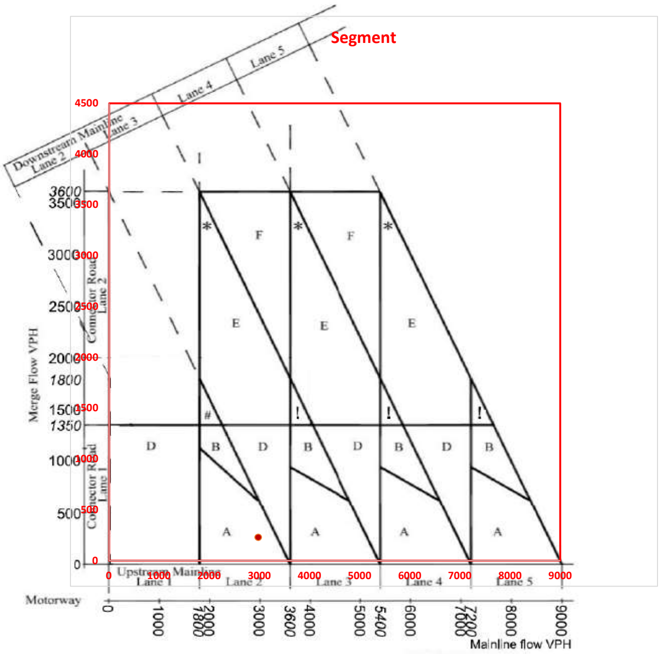
Figure 3.12b Motorway merging diagram



M20-WB-Jct11A-Merge-Ramp_2037_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2975	231

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

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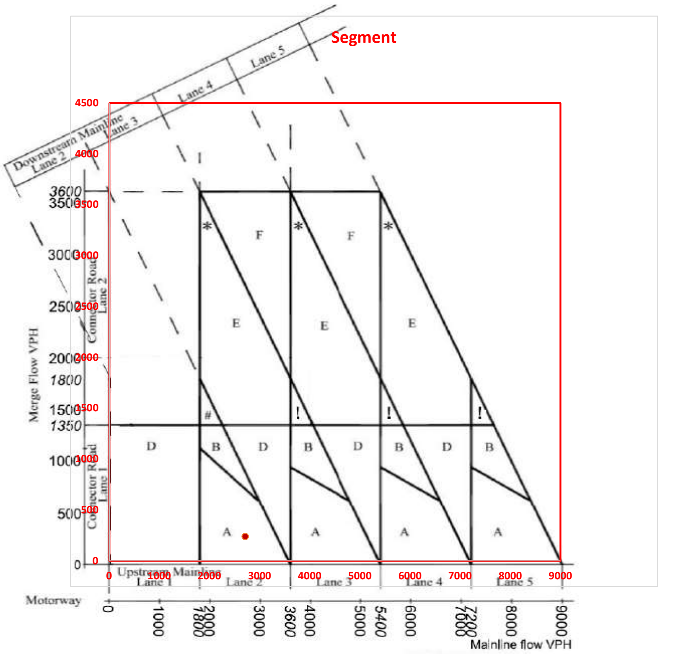
3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct11A-Merge-Ramp_2037_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2713	240

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

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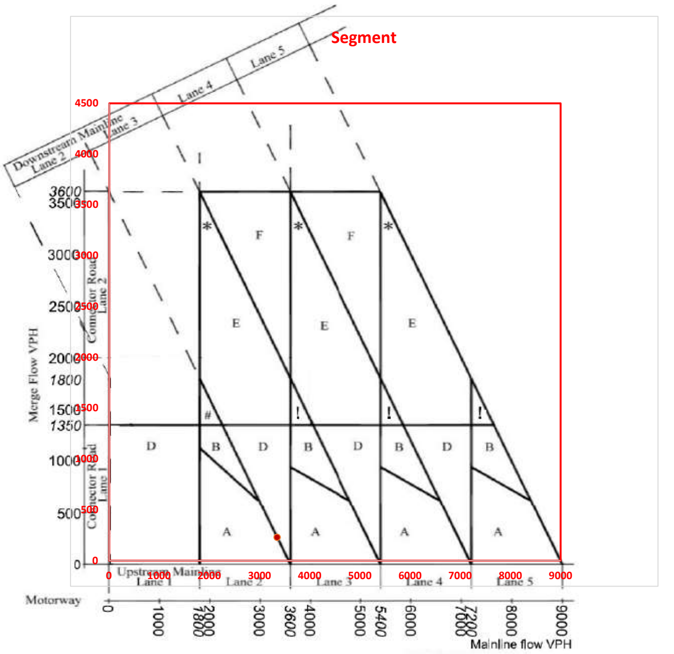
3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct11A-Merge-Ramp_2037_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
3346	231

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

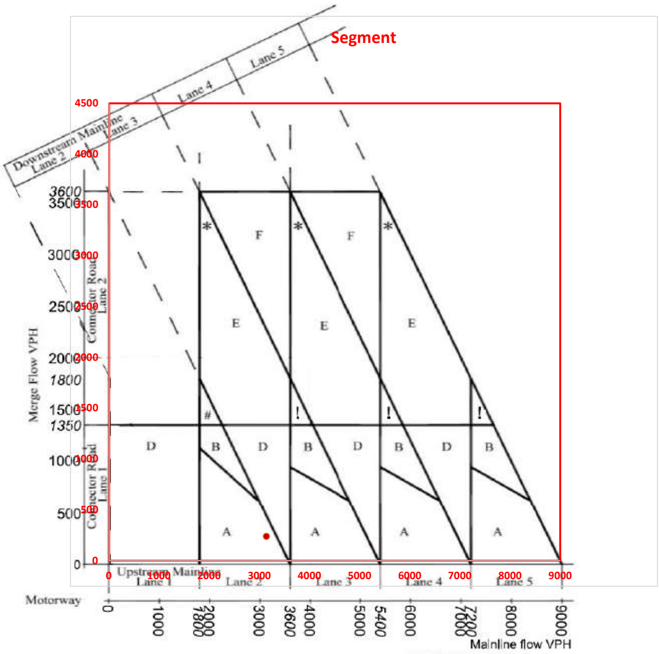
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct11A-Merge-Ramp_2037_DSPM

Mainline flow	Merge flow

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

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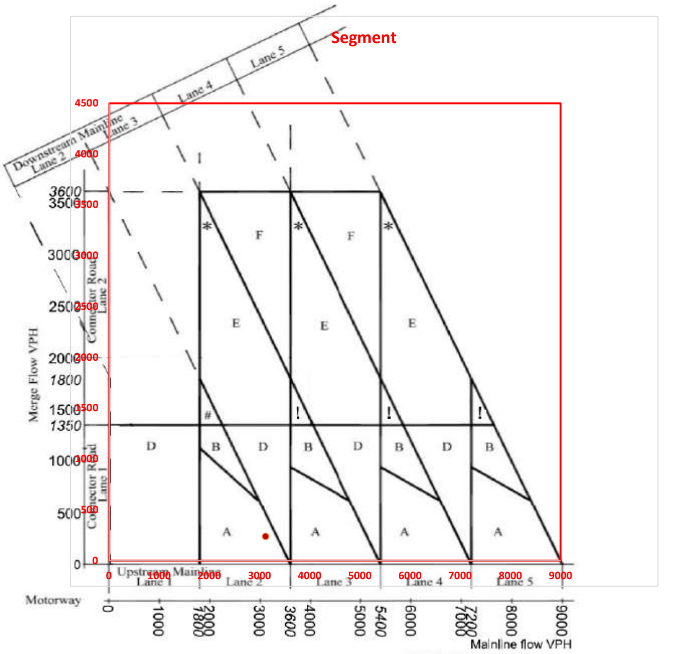
3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct11A-Merge-Ramp_2044_8_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
3117	239

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

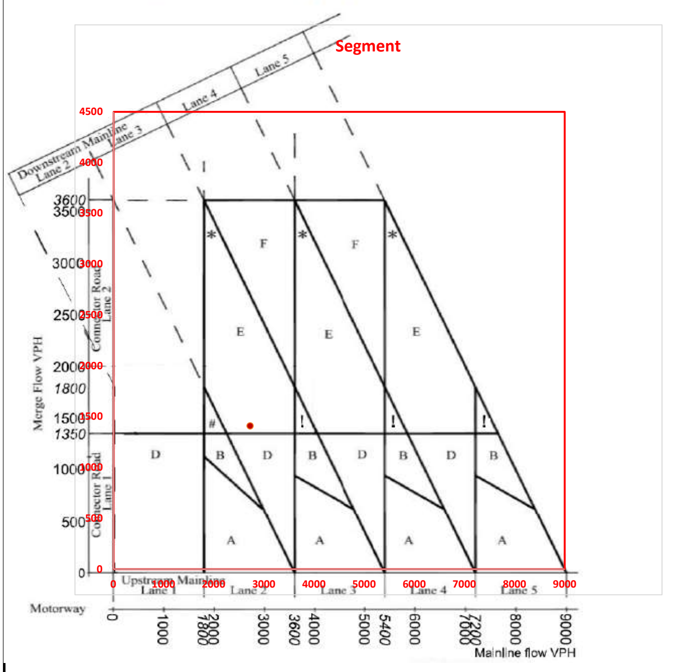
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct10-Merge-Ramp_2044_8_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2725	1410

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

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3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

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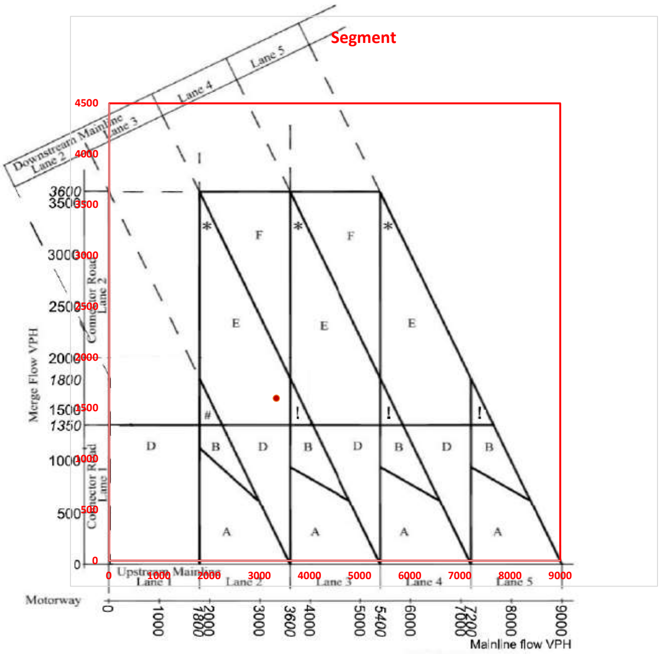
3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct10-Merge-Ramp_2044_8_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
3337	1598

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

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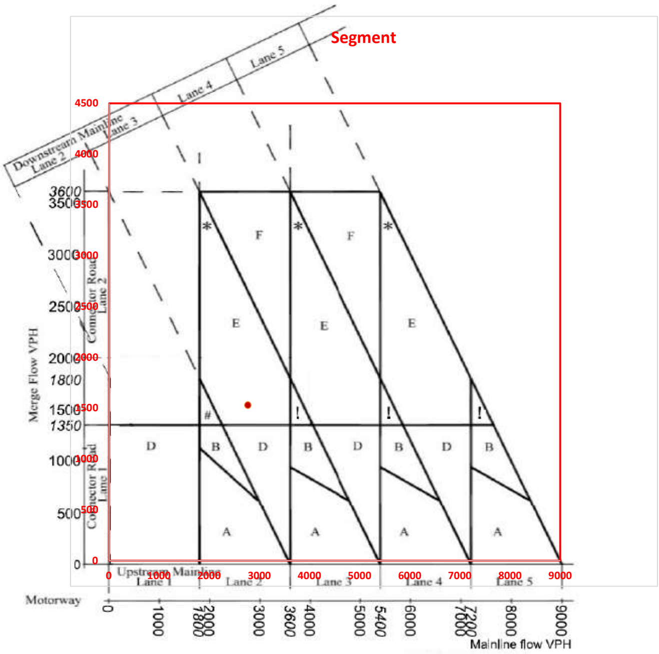
3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct10-Merge-Ramp_2044_8_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2770	1531

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

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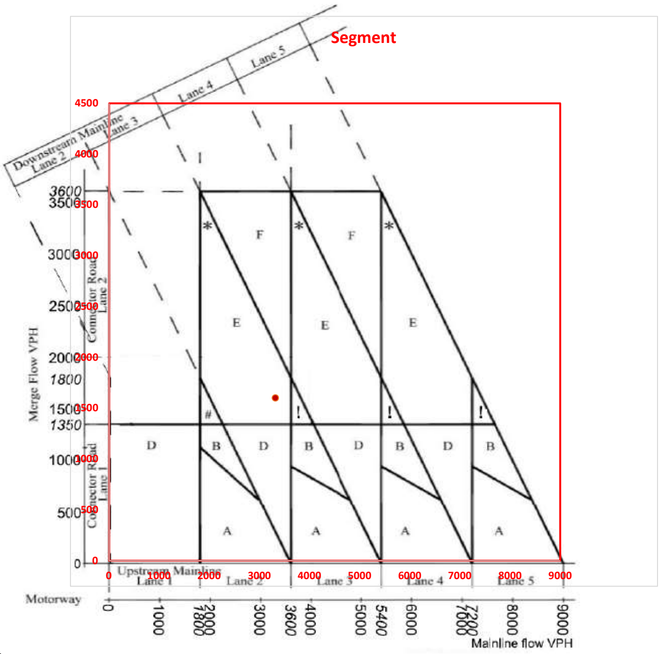
Figure 3.12b Motorway merging diagram



M20-WB-Jct10-Merge-Ramp_2044_10_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
3319	1602

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

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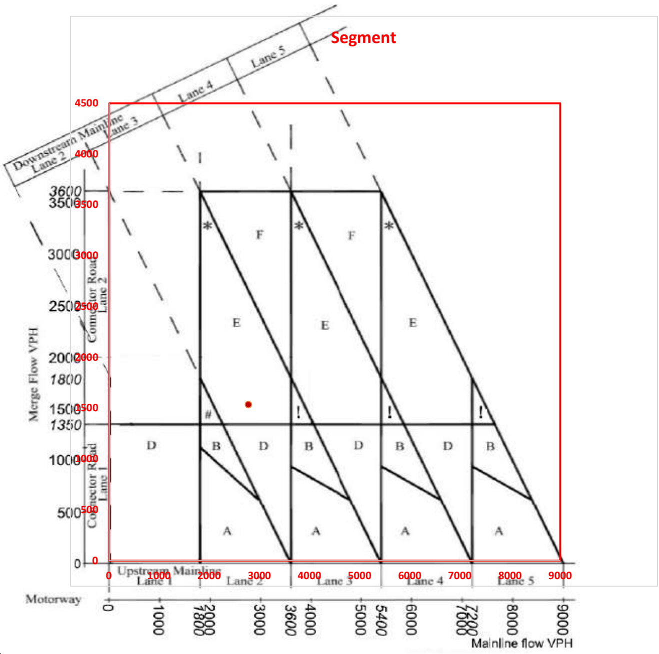
3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct10-Merge-Ramp_2044_10_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2780	1537

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

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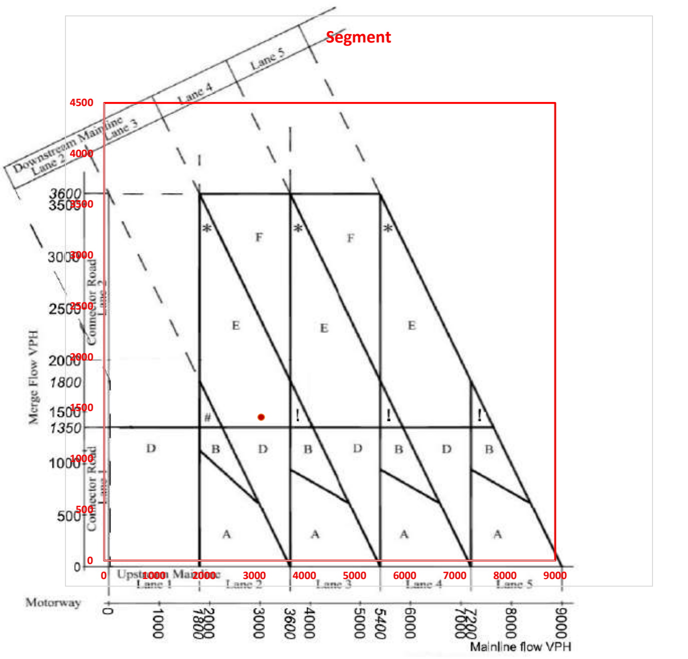
Figure 3.12b Motorway merging diagram



M20-WB-Jct10-Merge-Ramp_2037_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
3134	1410

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

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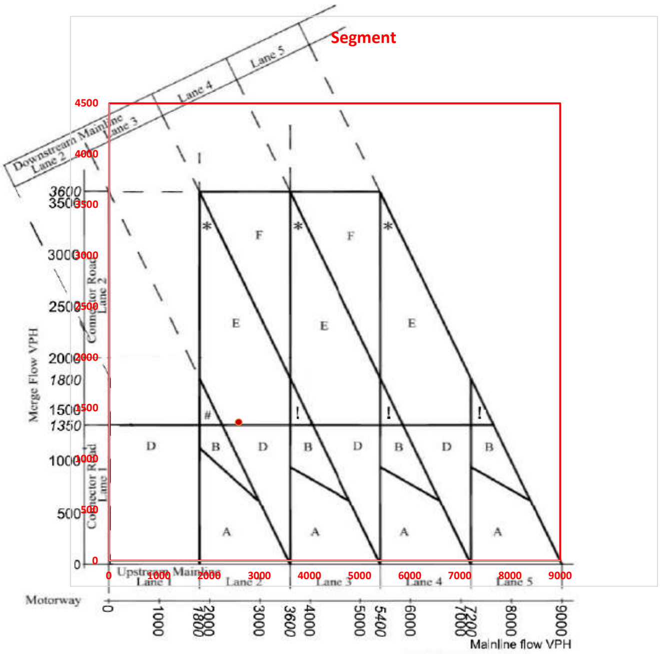
Figure 3.12b Motorway merging diagram



M20-WB-Jct10-Merge-Ramp_2037_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2586	1364

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

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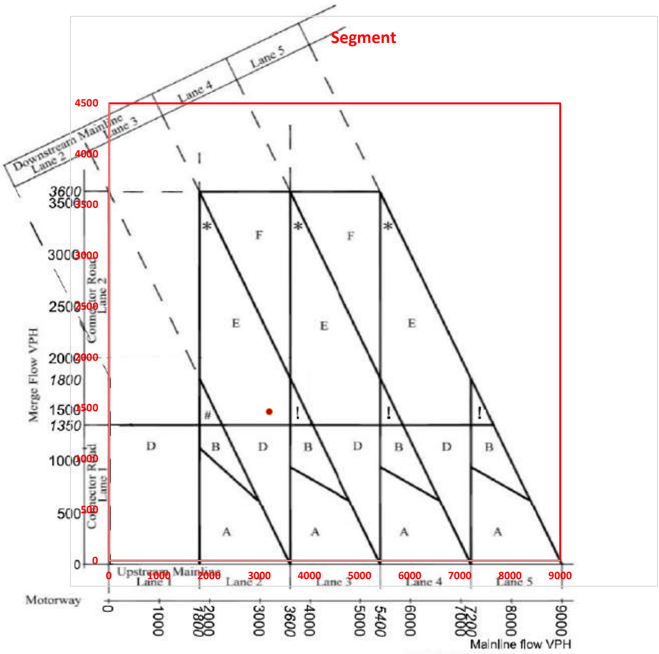
Figure 3.12b Motorway merging diagram



M20-WB-Jct10-Merge-Ramp_2037_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
3196	1467

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

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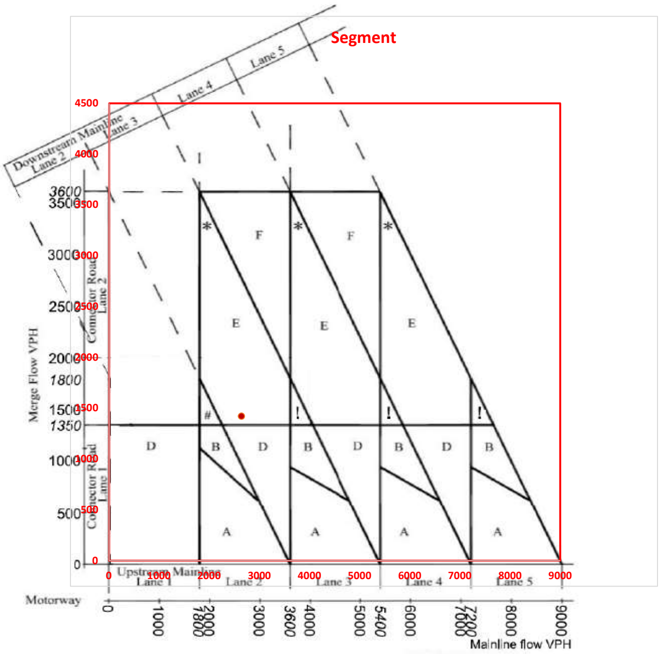
Figure 3.12b Motorway merging diagram



M20-WB-Jct10-Merge-Ramp_2037_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2643	1422

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

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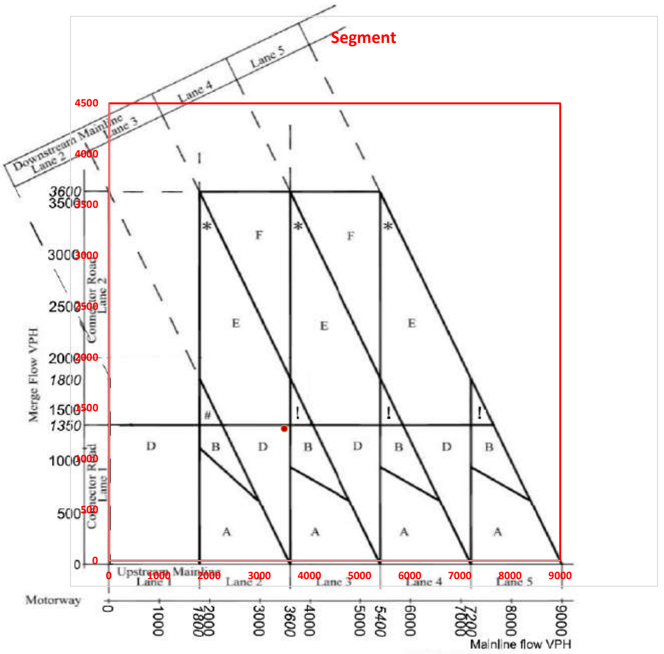
Figure 3.12b Motorway merging diagram



M20-WB-Jct10-Merge-Ramp_2044_8_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
3497	1300

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

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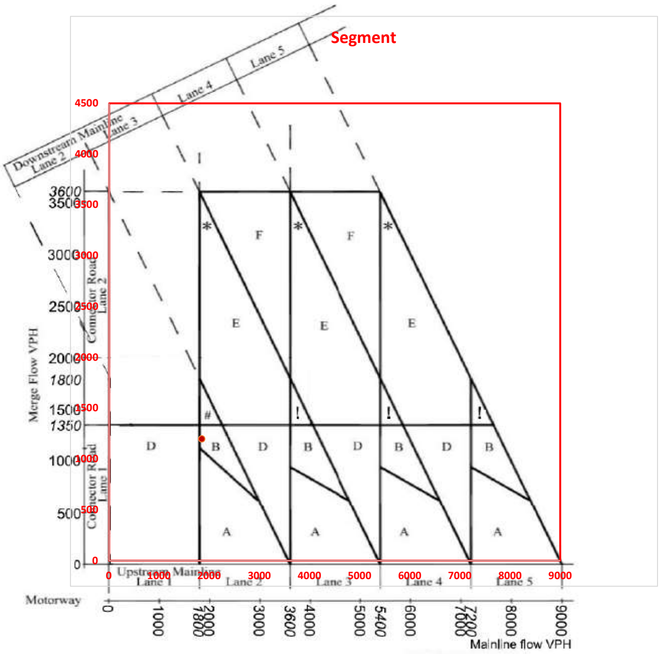
3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2037_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1852	1199

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

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3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

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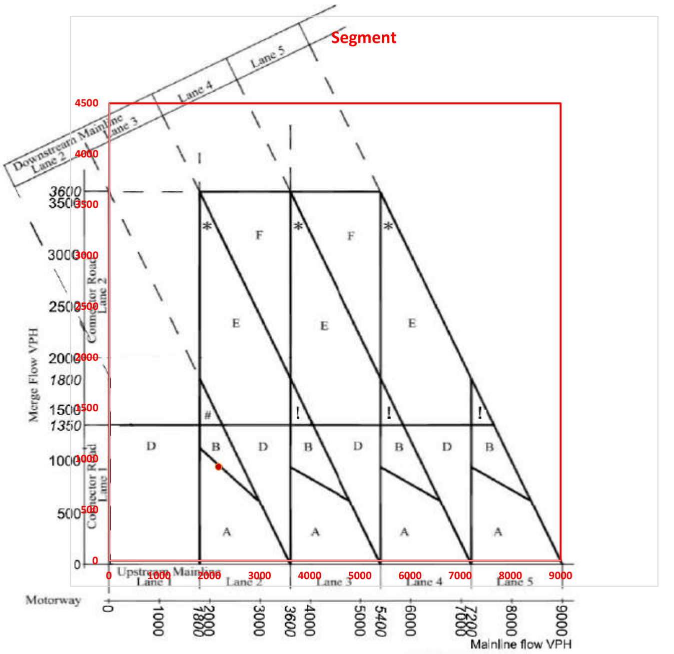
3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2044_8_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2181	925

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

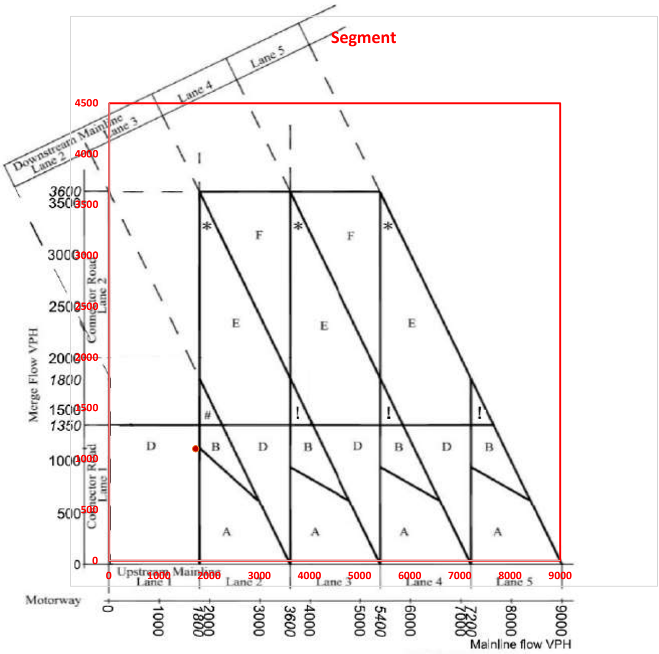
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2044_8_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1729	1101

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

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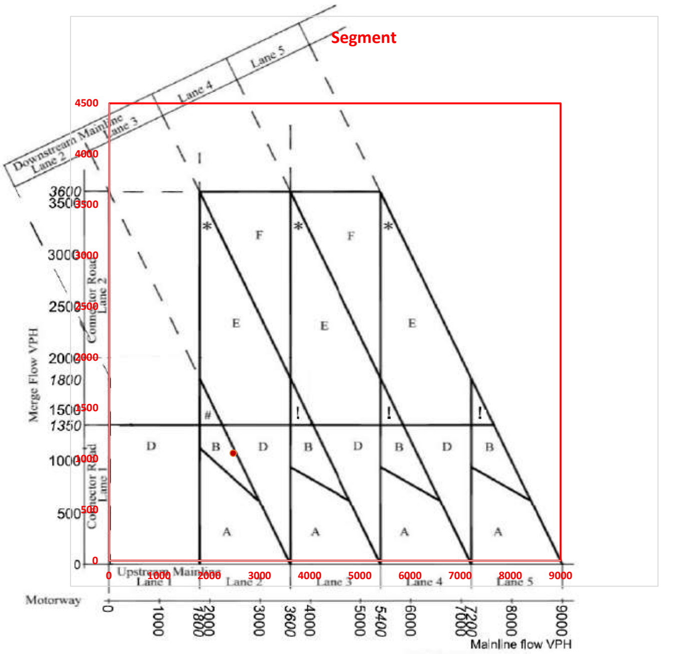
3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2044_8_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2473	1059

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

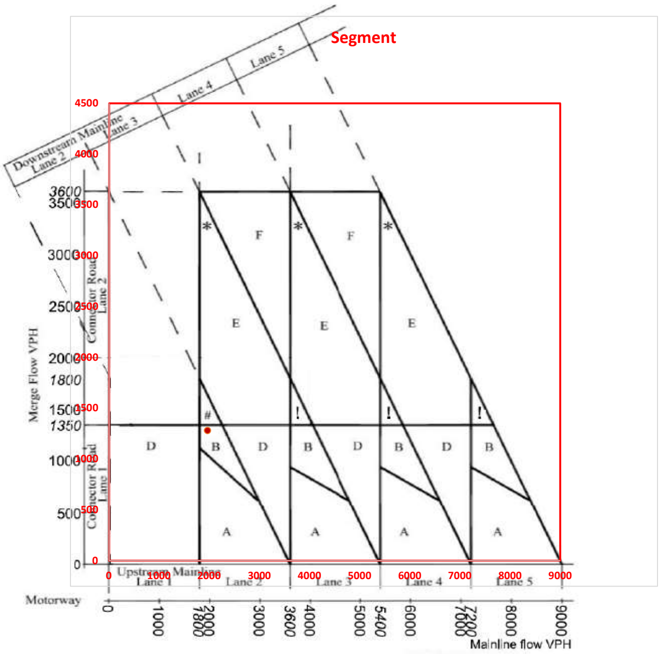
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2044_8_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1965	1282

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

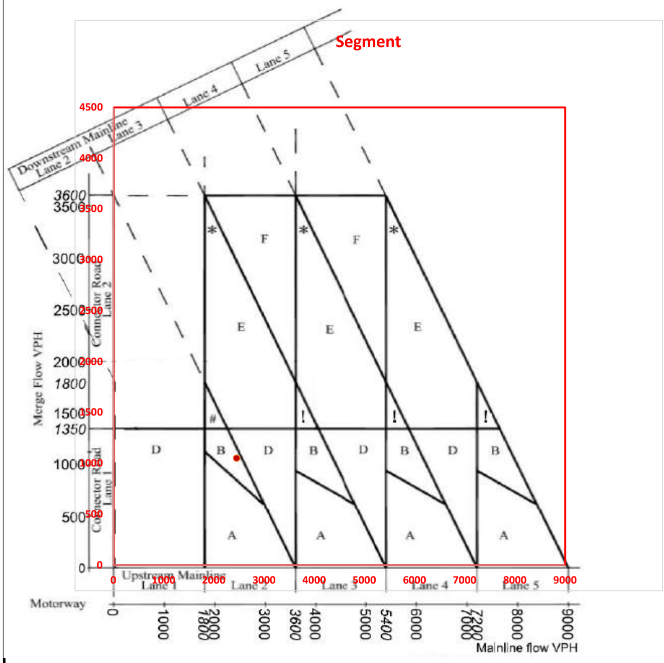
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2044_10_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2450	1052

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

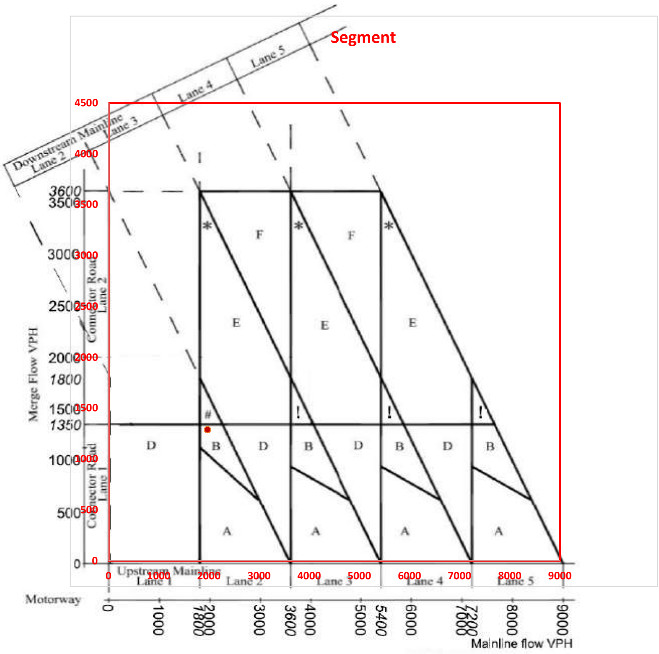
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2044_10_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1967	1289

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

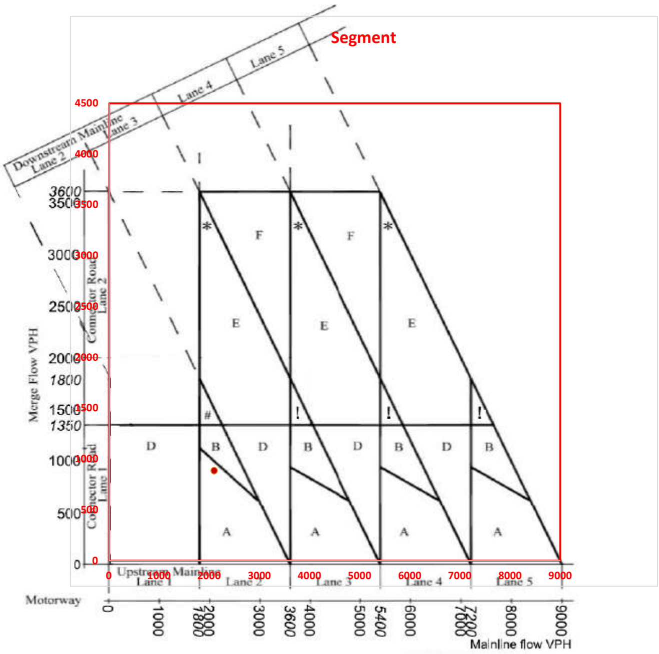
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2037_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2097	886

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

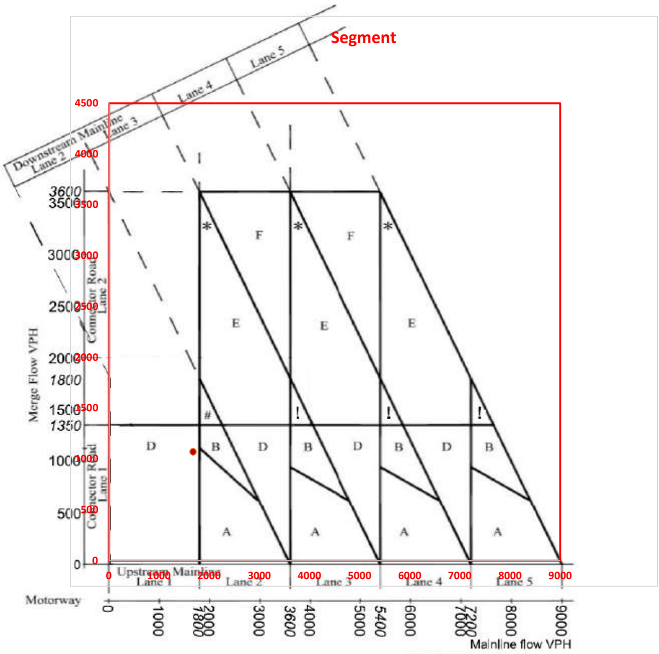
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2037_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1675	1073

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

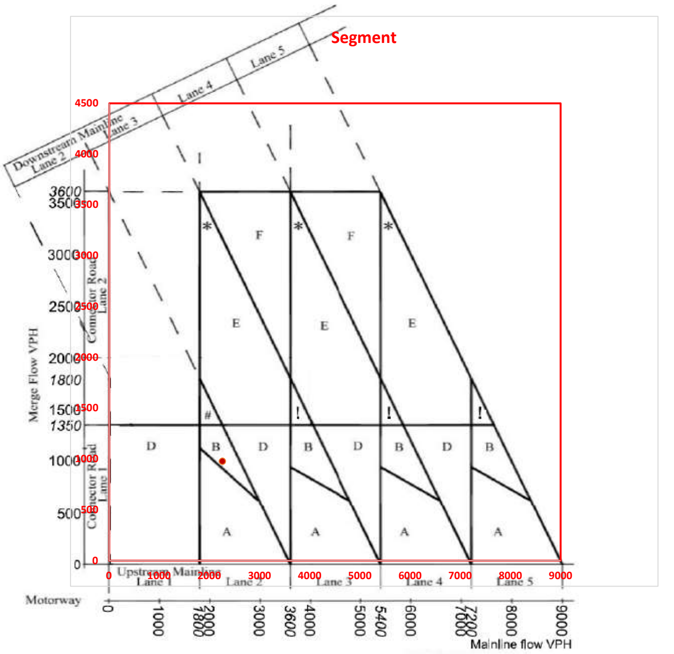
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2037_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2257	978

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

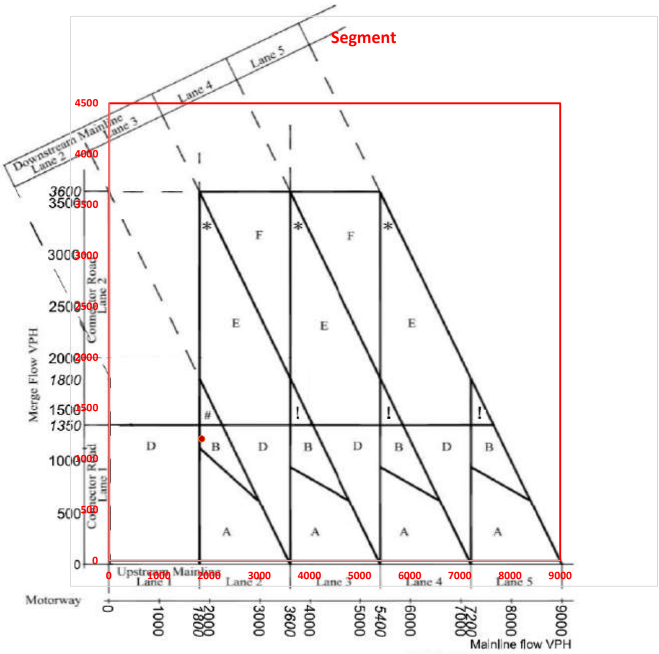
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2037_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1852	1199

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

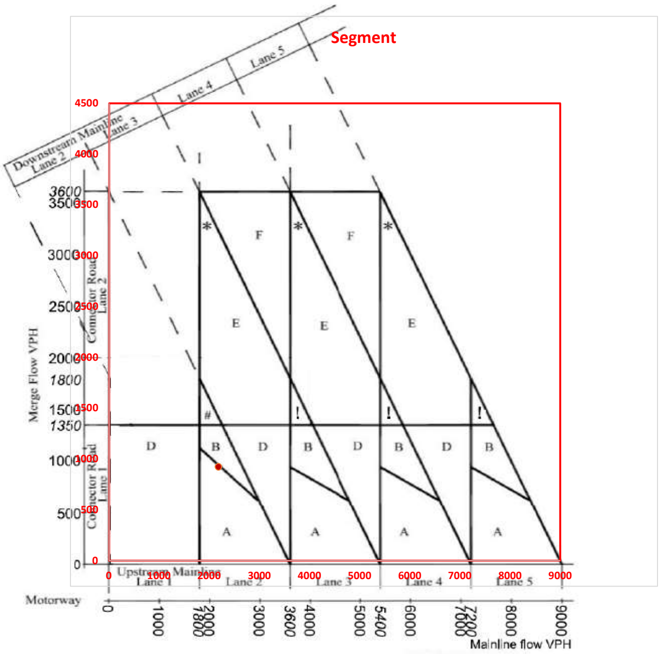
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2044_8_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2181	925

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

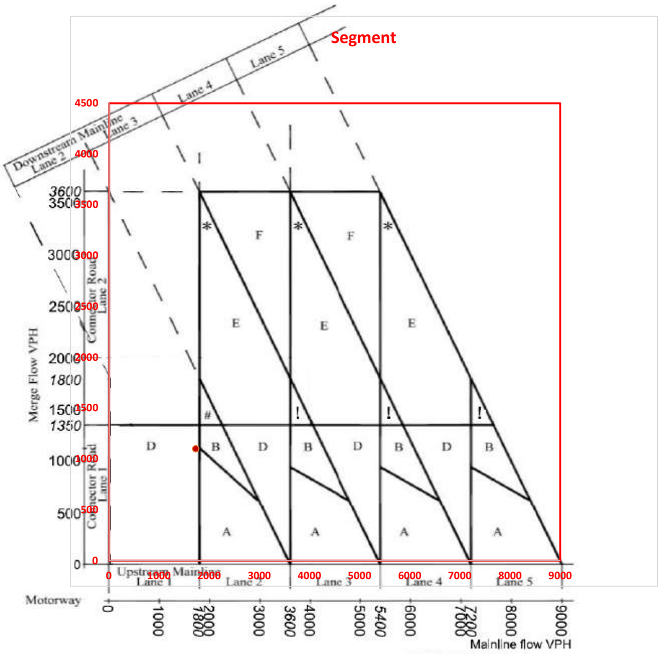
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2044_8_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1729	1101

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

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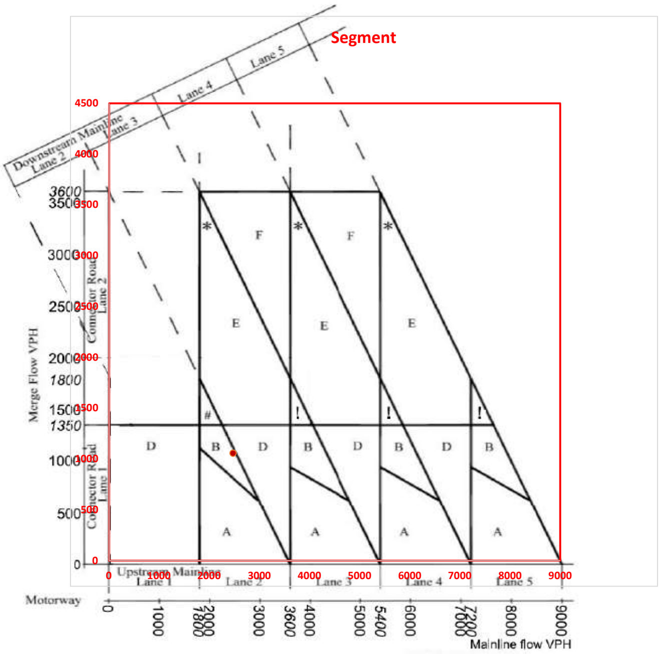
3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2044_8_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2473	1059

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

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3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

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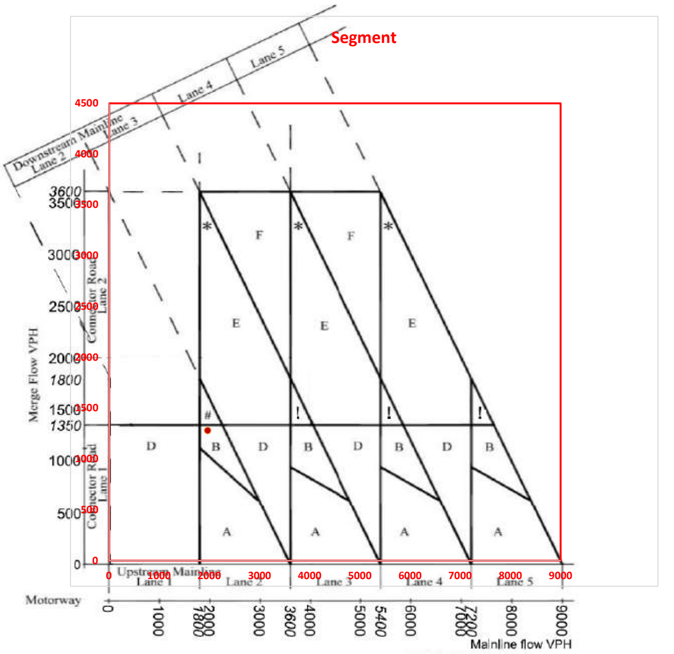
3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2044_8_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1965	1282

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

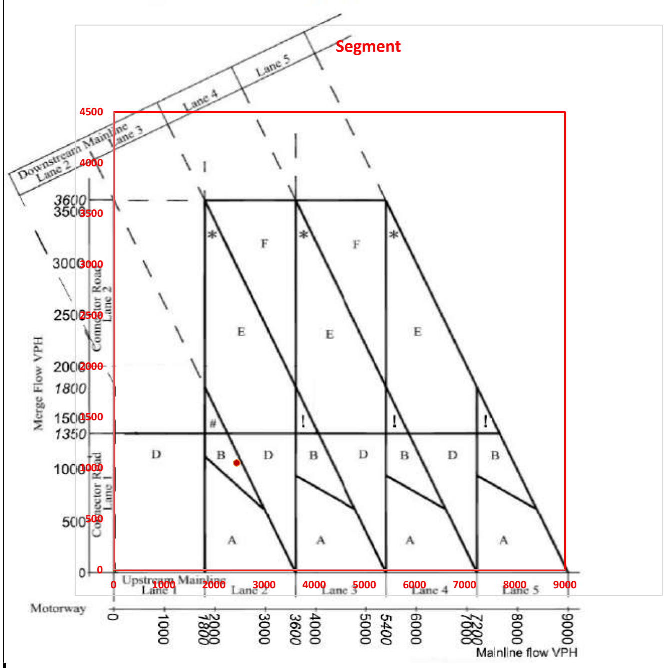
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2044_10_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2450	1052

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

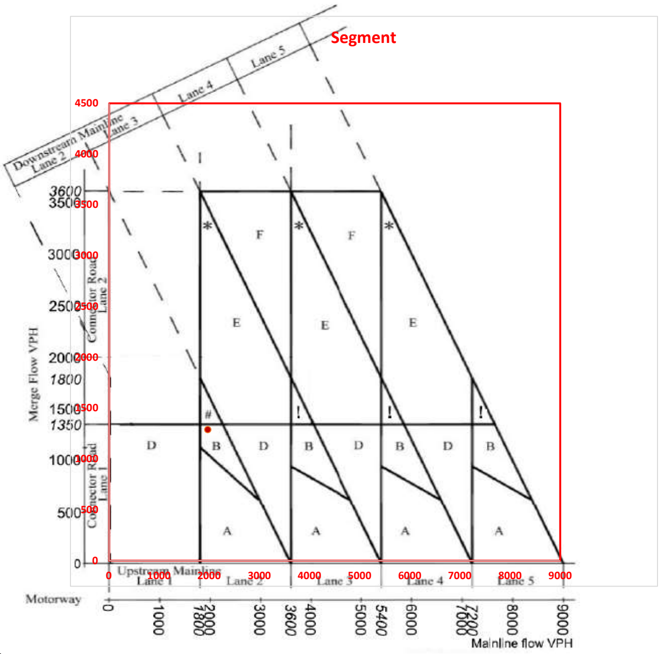
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2044_10_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1967	1289

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

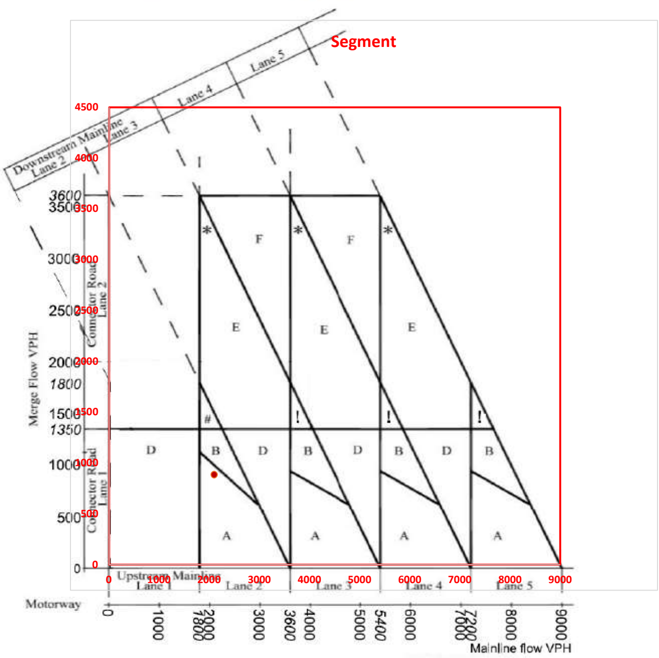
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2037_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2097	886

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

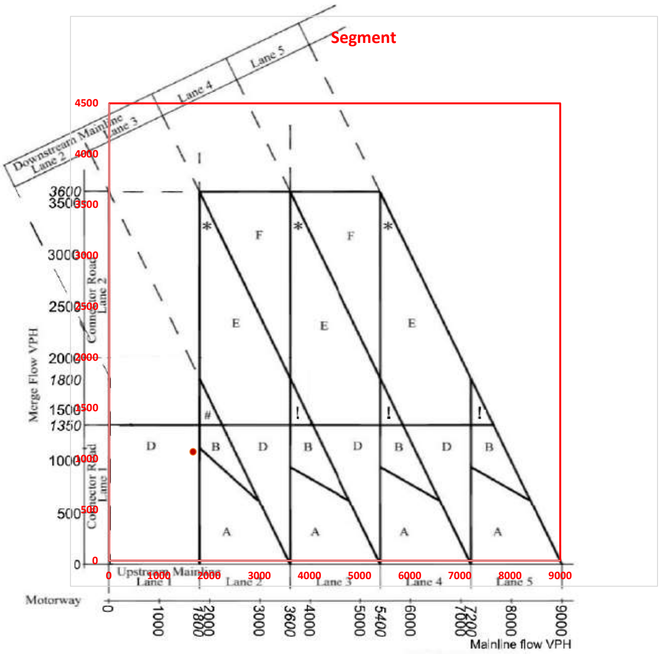
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2037_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1675	1073

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

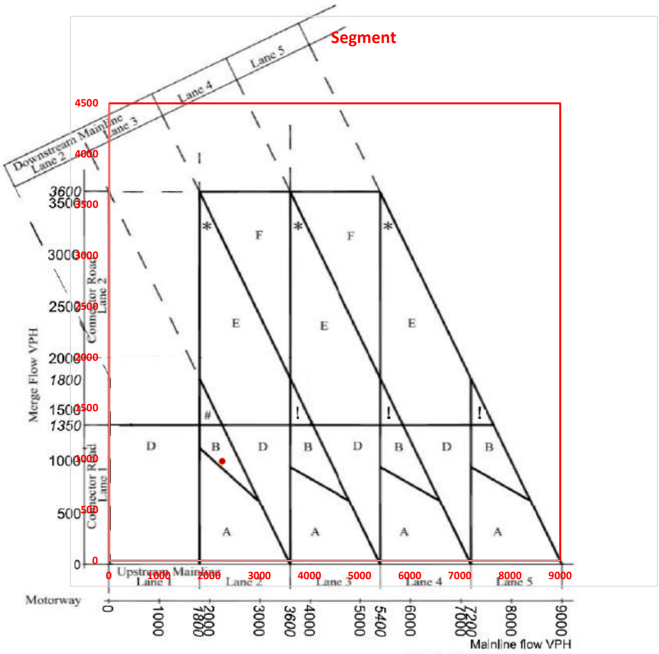
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct13-Merge-Ramp_2037_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2257	978

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

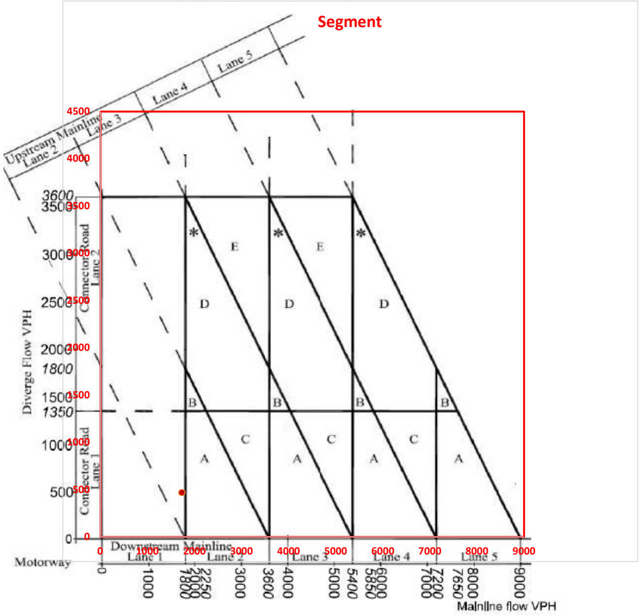
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.26b Motorway diverging diagram



M20-WB-Jct13-Diverge-Ramp_2044_8_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1729	468

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

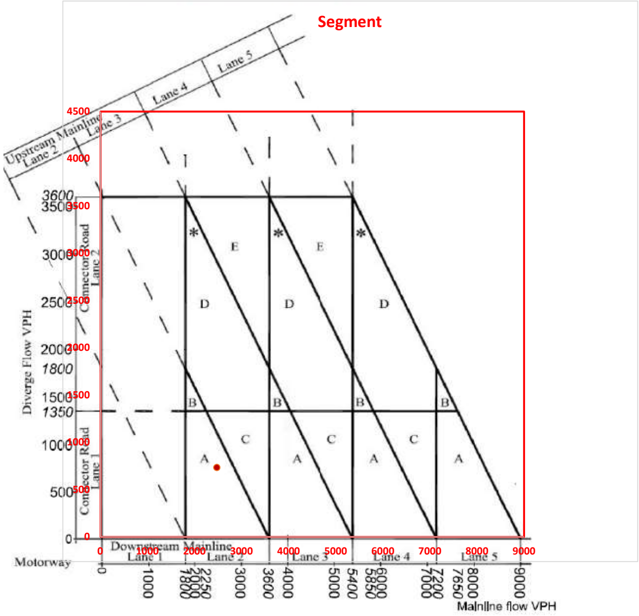
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct13-Diverge-Ramp_2044_8_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2473	735

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

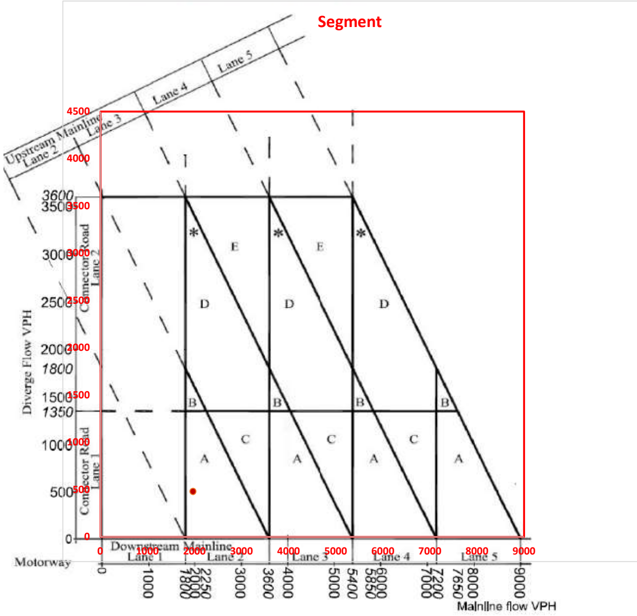
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct13-Diverge-Ramp_2044_8_DSPM

Mainline flow Veh/hr	Diverge flow Veh/hr
1965	481

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

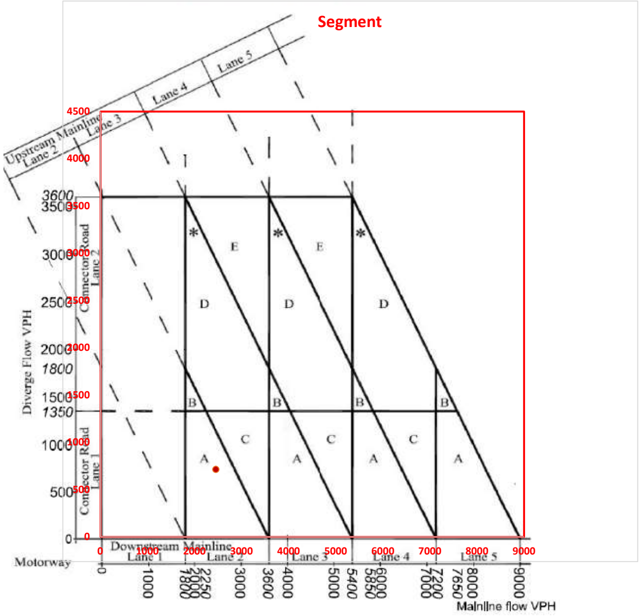
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct13-Diverge-Ramp_2044_10_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2450	714

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

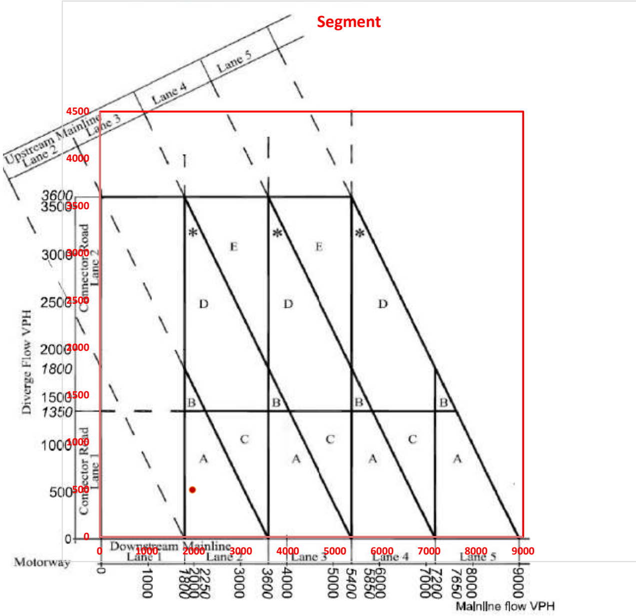
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

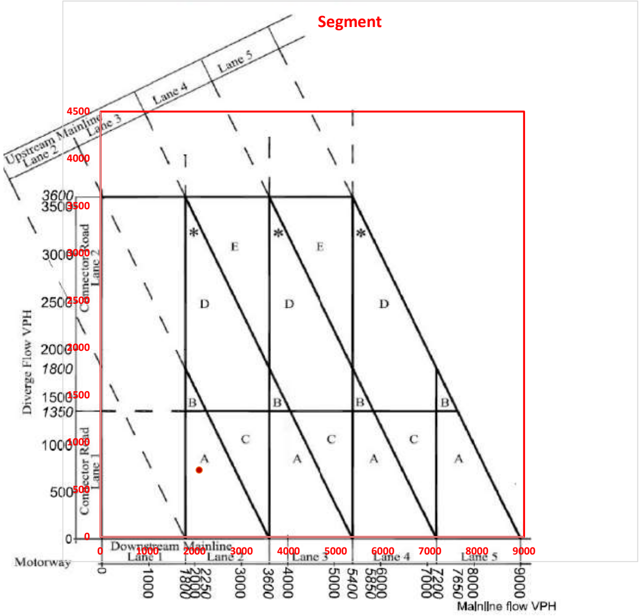
3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

M20-WB-Jct13-Diverge-Ramp_2044_10_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1967	499

Figure 3.26b Motorway diverging diagram



3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

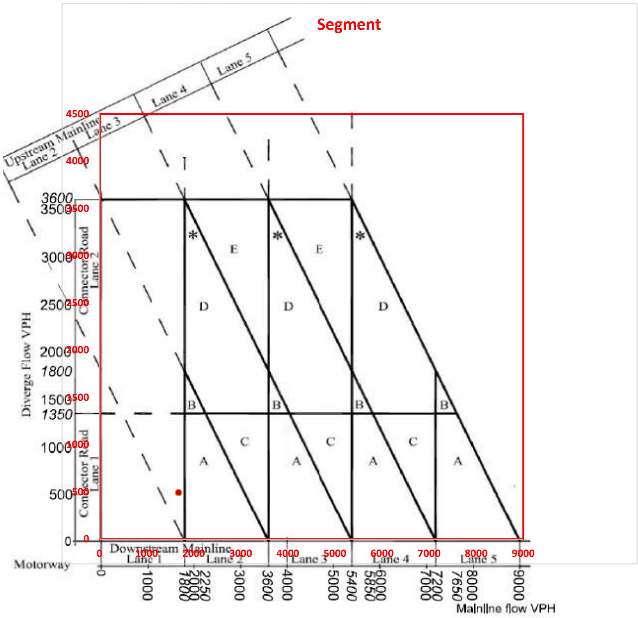
3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

M20-WB-Jct13-Diverge-Ramp_2037_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2097	708

Figure 3.26b Motorway diverging diagram



M20-WB-Jct13-Diverge-Ramp_2037_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1675	494

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

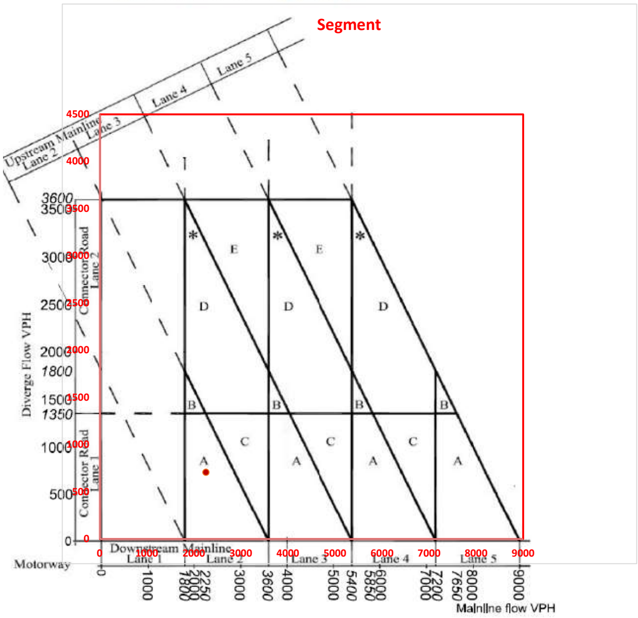
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

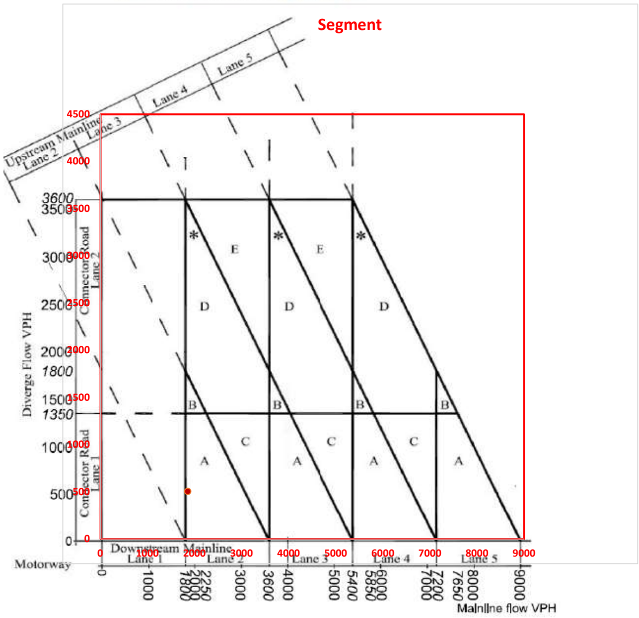
3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

M20-WB-Jct13-Diverge-Ramp_2037_DSAM

Mainline flow Veh/hr	Diverge flow Veh/hr
2257	707

Figure 3.26b Motorway diverging diagram



M20-WB-Jct13-Diverge-Ramp_2037_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1852	505

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

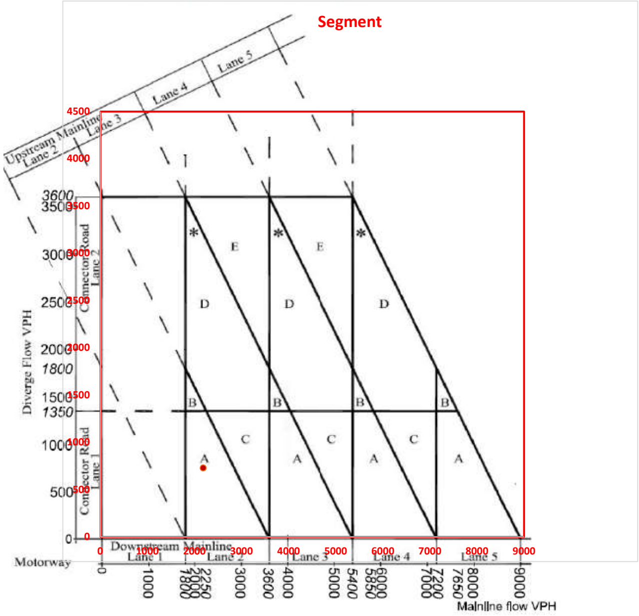
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.

Figure 3.26b Motorway diverging diagram



M20-WB-Jct13-Diverge-Ramp_2044_8_DMAM

Mainline flow Veh/hr	Diverge flow Veh/hr
2181	729

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

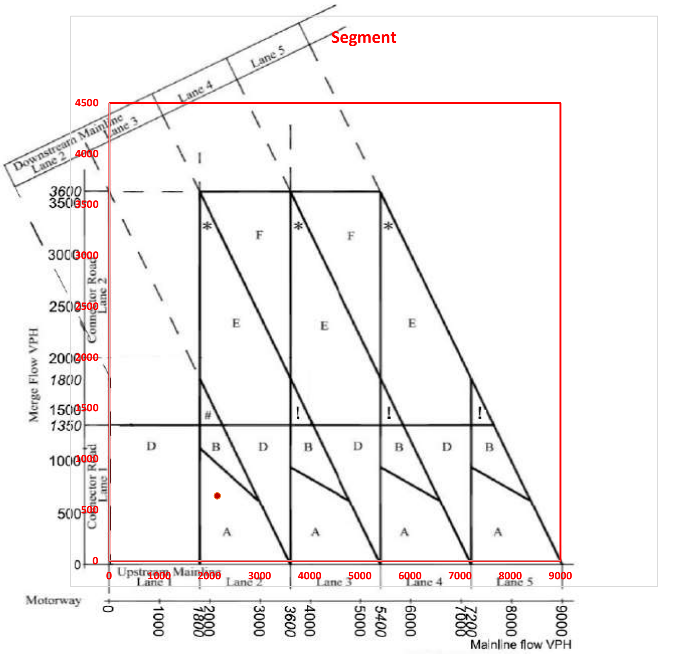
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.12b Motorway merging diagram



M20-WB-Jct12-Merge-Ramp_2044_8_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2154	640

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

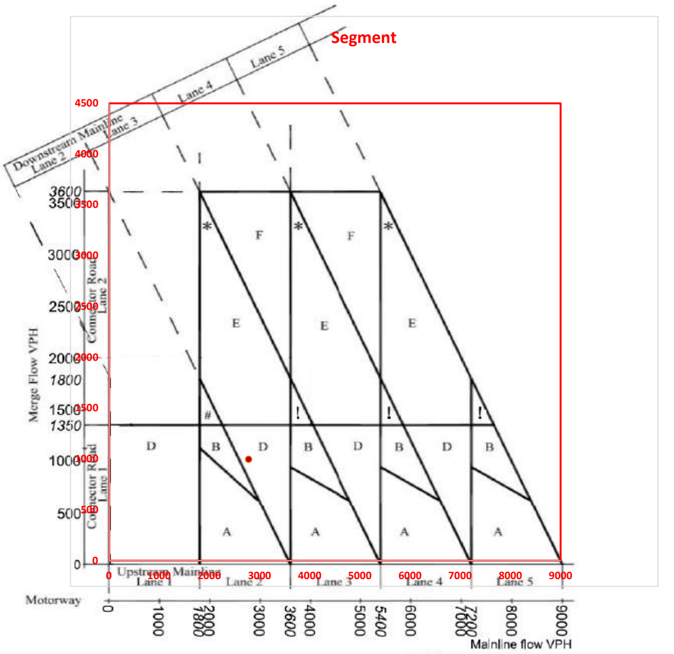
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct12-Merge-Ramp_2044_8_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2780	999

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

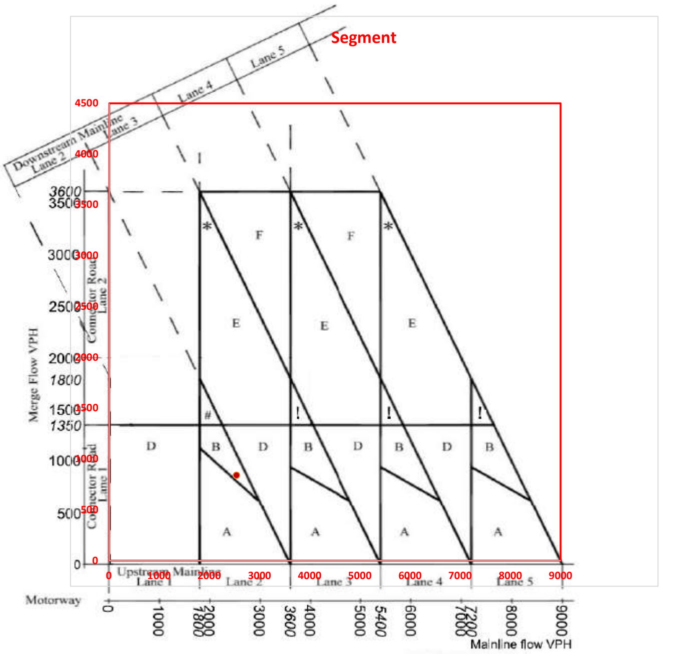
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct12-Merge-Ramp_2044_8_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2541	841

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

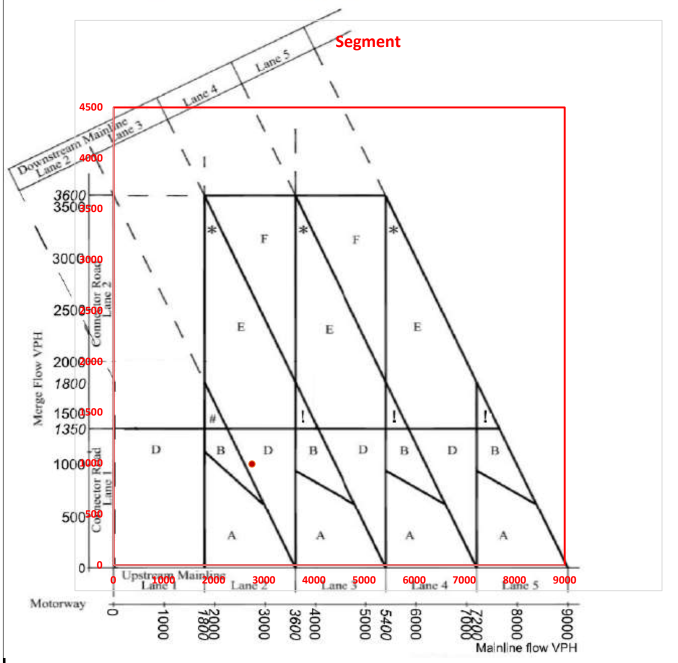
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct12-Merge-Ramp_2044_10_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2761	994

NOTE 2 On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.

NOTE 3 On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

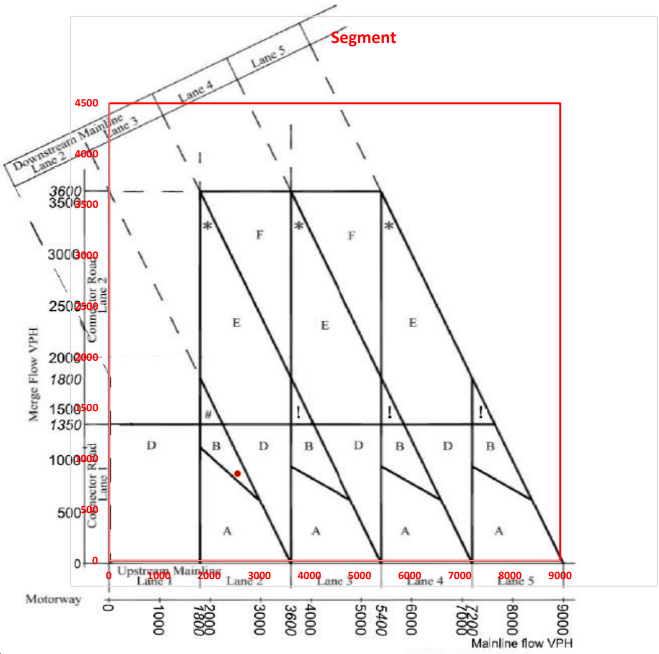
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct12-Merge-Ramp_2044_10_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2565	858

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

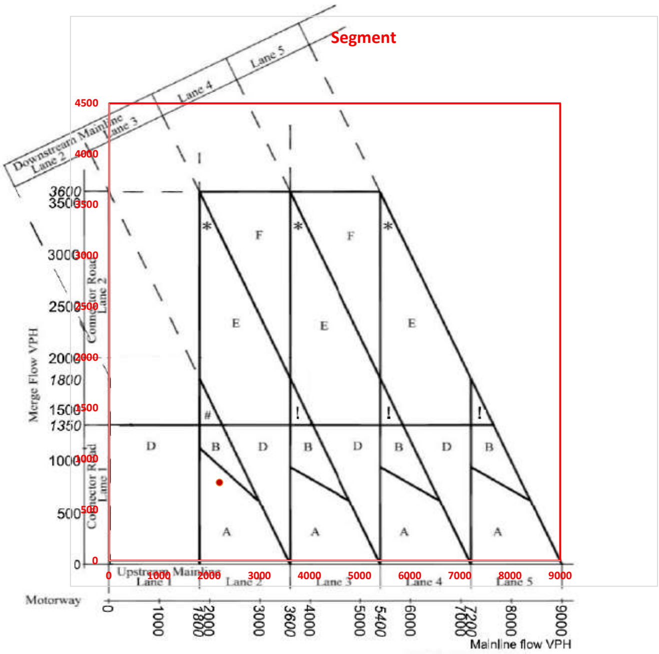
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct12-Merge-Ramp_2037_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2204	771

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

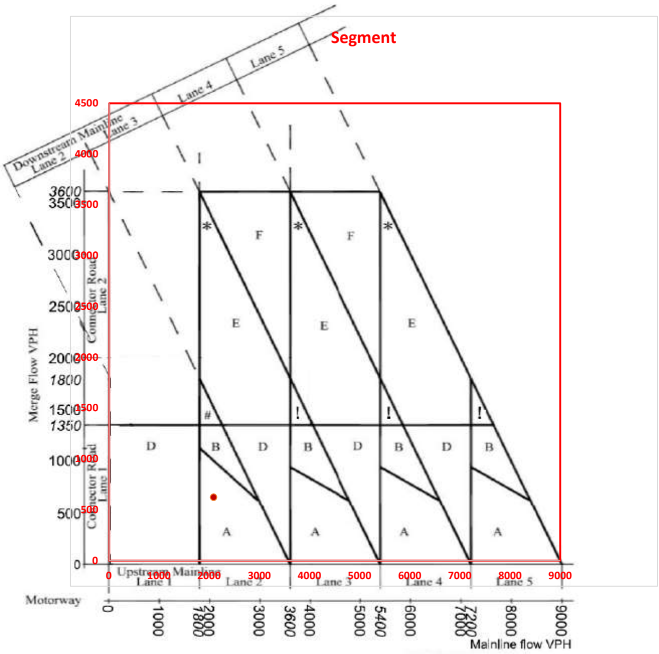
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct12-Merge-Ramp_2037_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2087	626

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

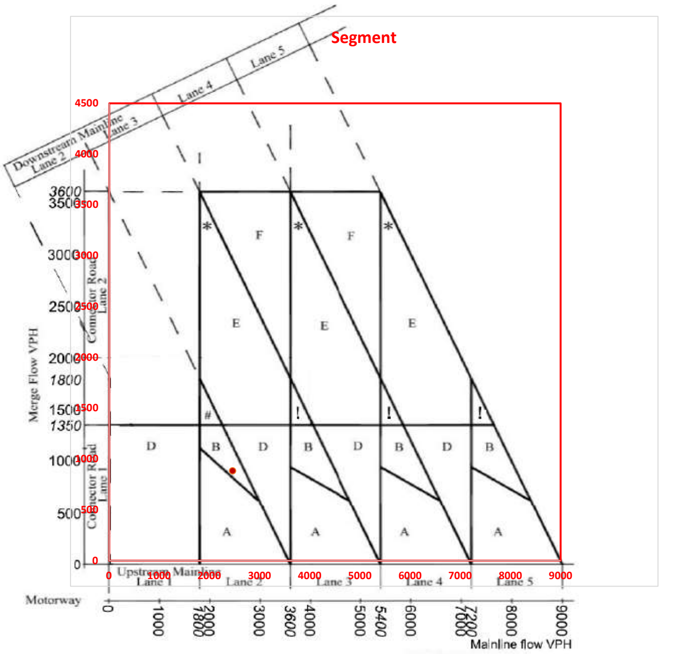
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct12-Merge-Ramp_2037_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2460	885

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

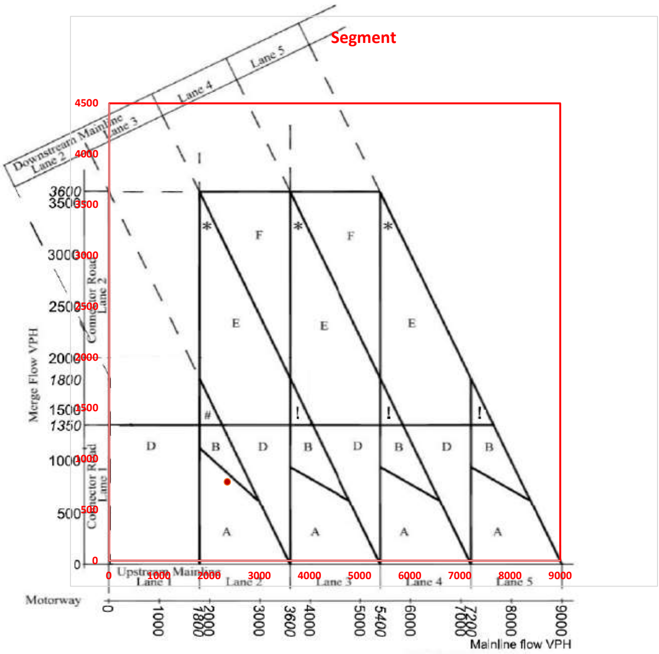
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct12-Merge-Ramp_2037_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2360	777

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

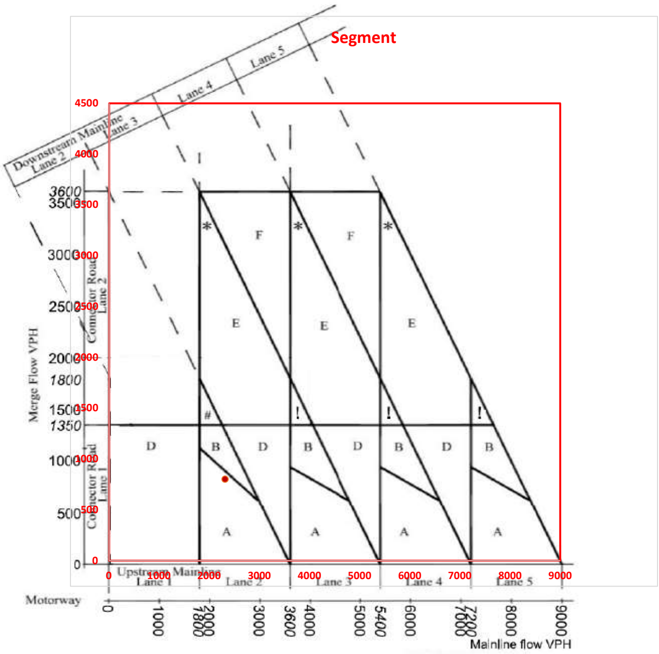
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct12-Merge-Ramp_2044_8_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2315	802

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

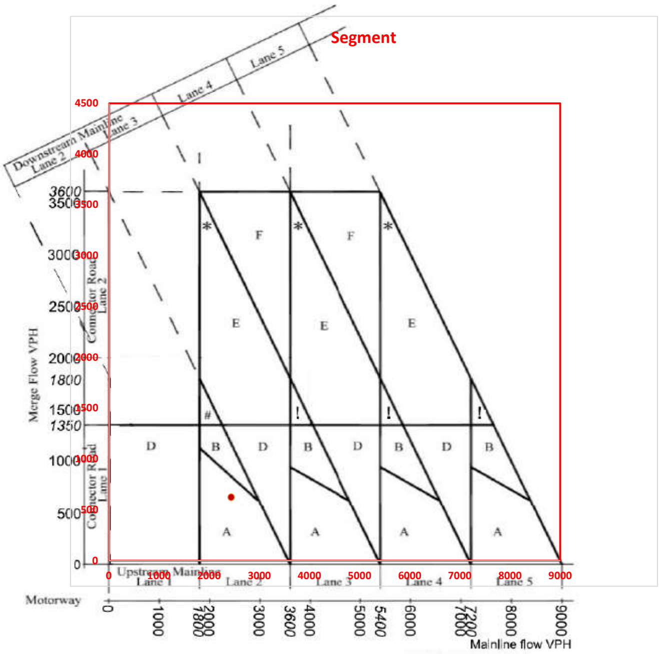
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct12-Merge-Ramp_2044_8_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2436	626

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

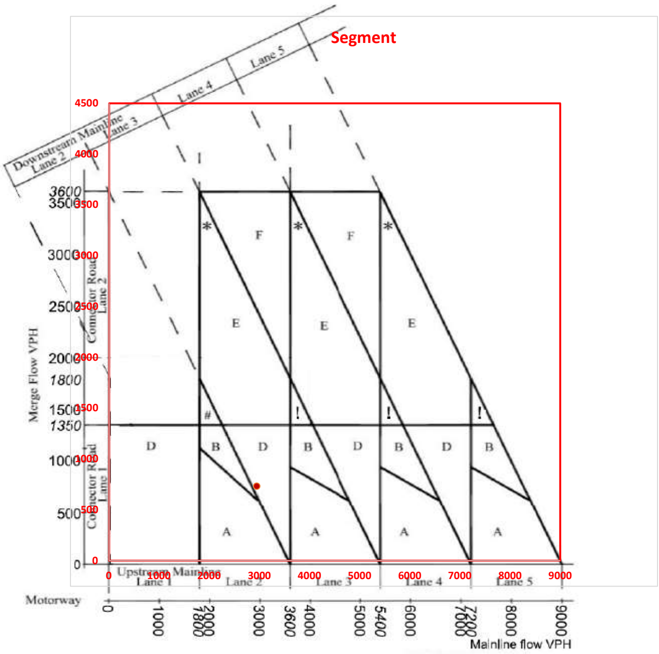
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct12-Merge-Ramp_2044_8_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2946	734

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

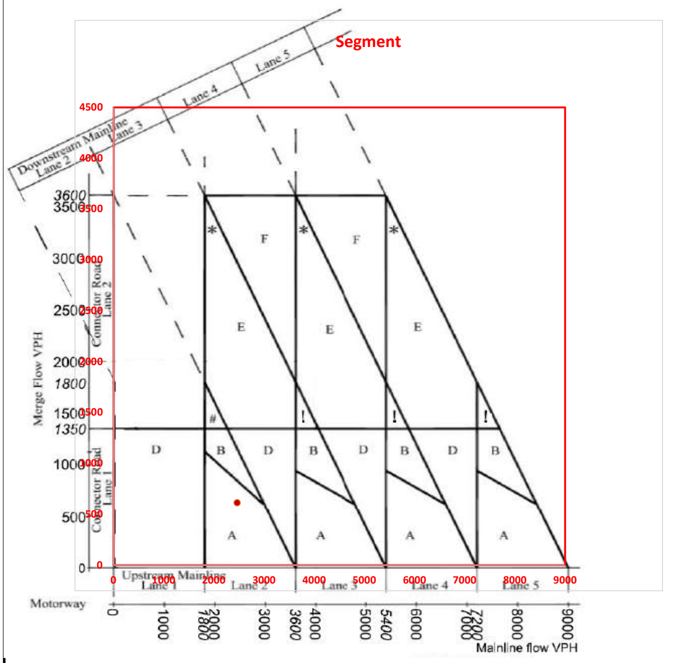
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct12-Merge-Ramp_2044_10_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2465	614

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

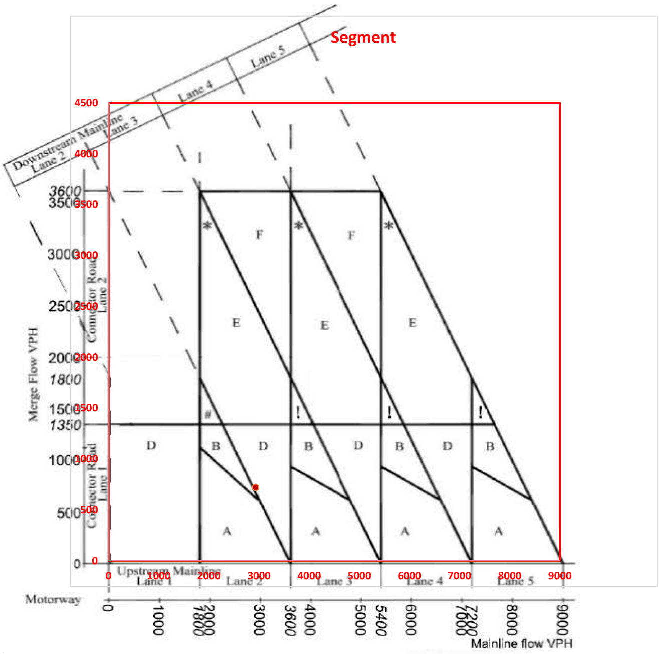
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct12-Merge-Ramp_2044_10_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2931	723

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

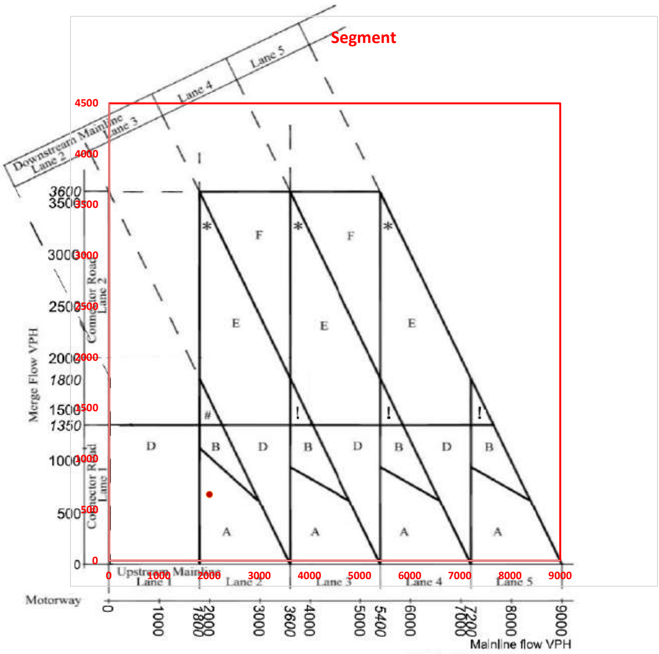
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct12-Merge-Ramp_2037_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2004	652

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

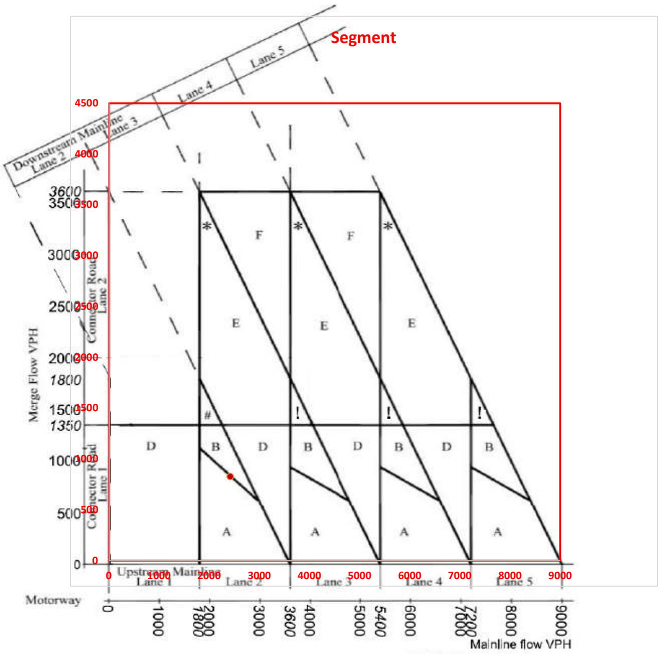
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct12-Merge-Ramp_2037_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2417	829

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

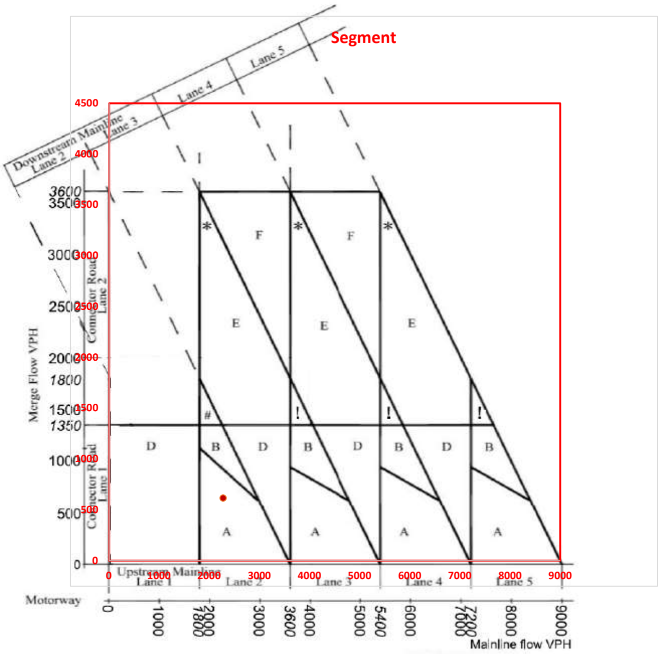
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct12-Merge-Ramp_2037_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2275	616

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

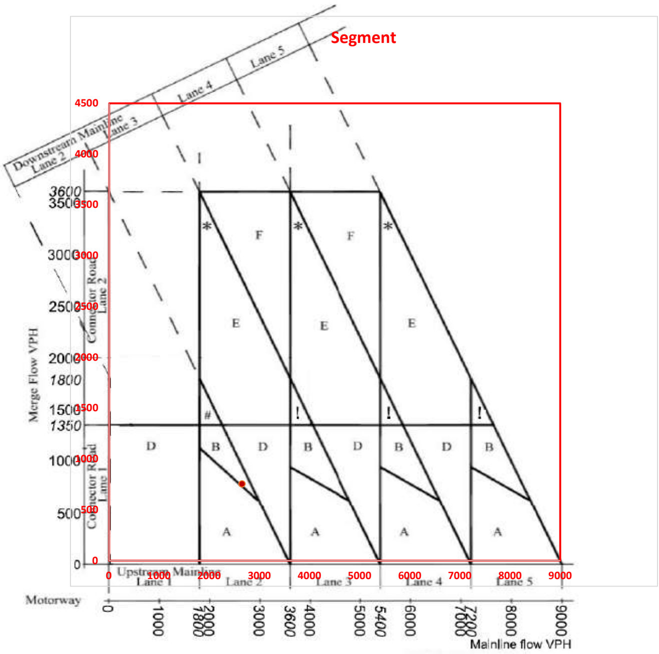
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct12-Merge-Ramp_2037_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2651	757

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

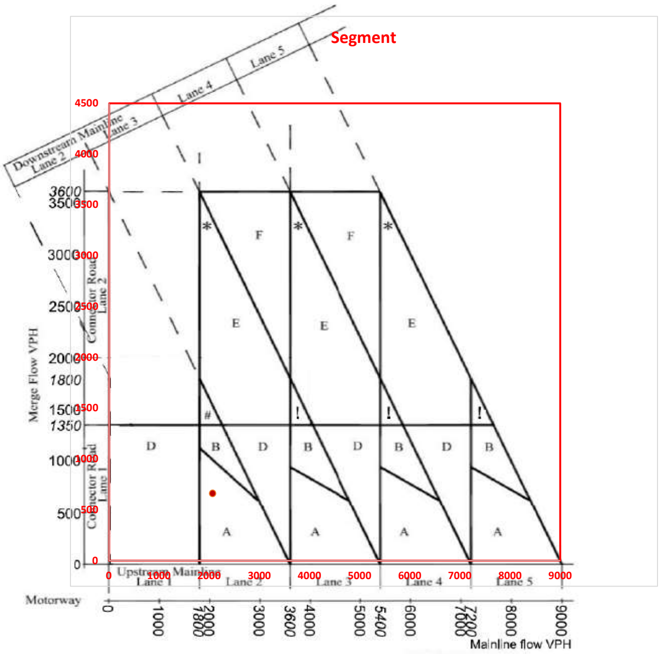
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct12-Merge-Ramp_2044_8_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2065	663

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

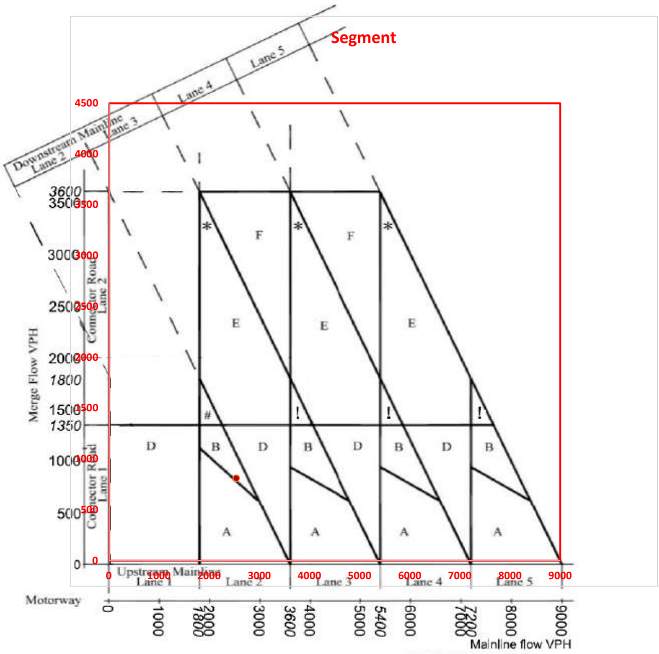
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct12-Merge-Ramp_2044_8_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2536	812

o

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

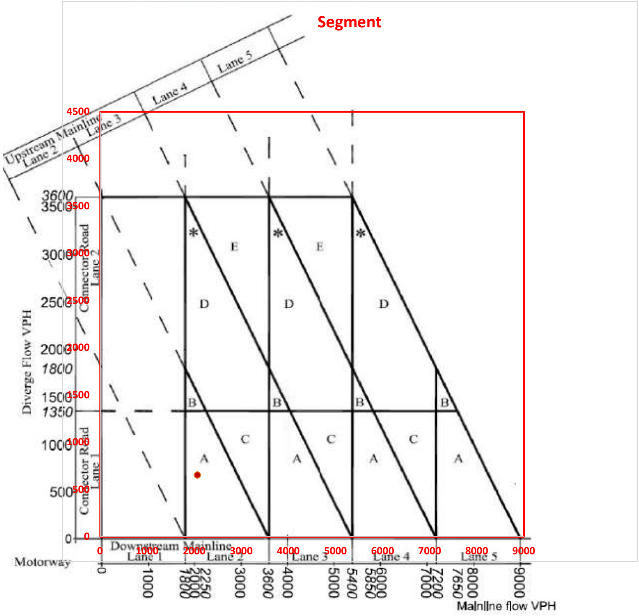
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.26b Motorway diverging diagram



M20-EB-Jct12-Diverge-Ramp_2044_8_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2065	653

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

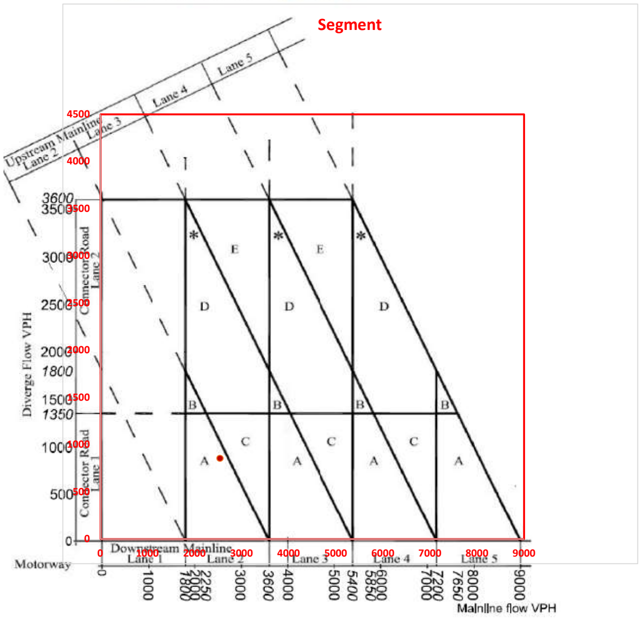
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct12-Diverge-Ramp_2044_8_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2536	855

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

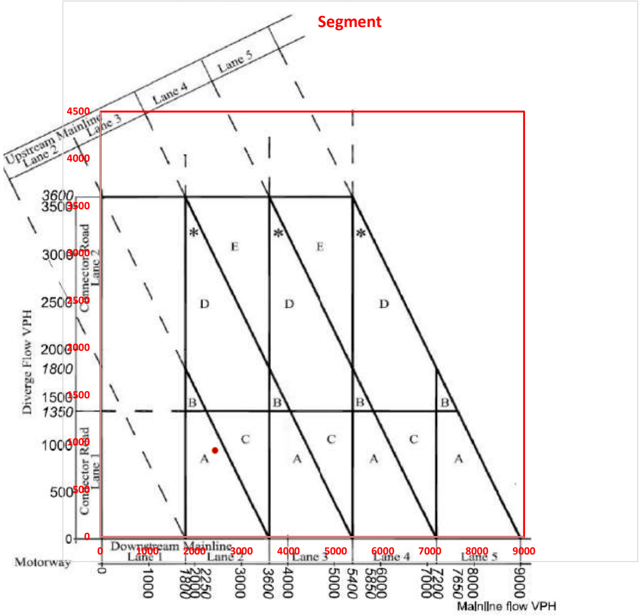
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct12-Diverge-Ramp_2044_8_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2436	915

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

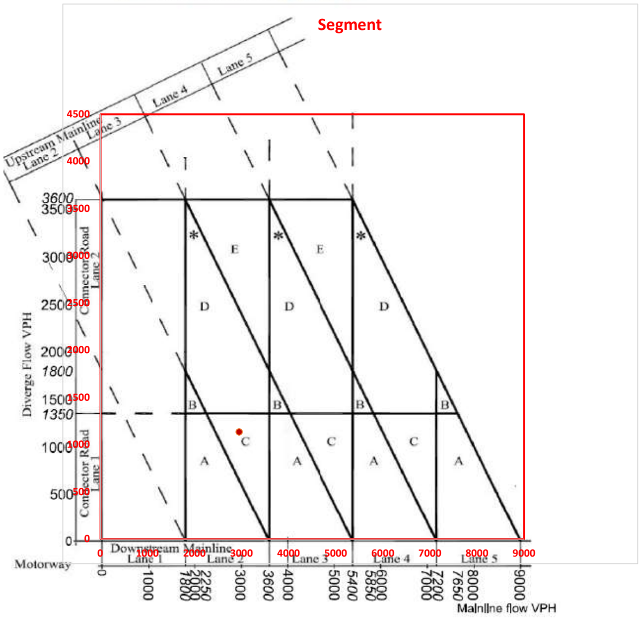
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct12-Diverge-Ramp_2044_8_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2946	1135

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

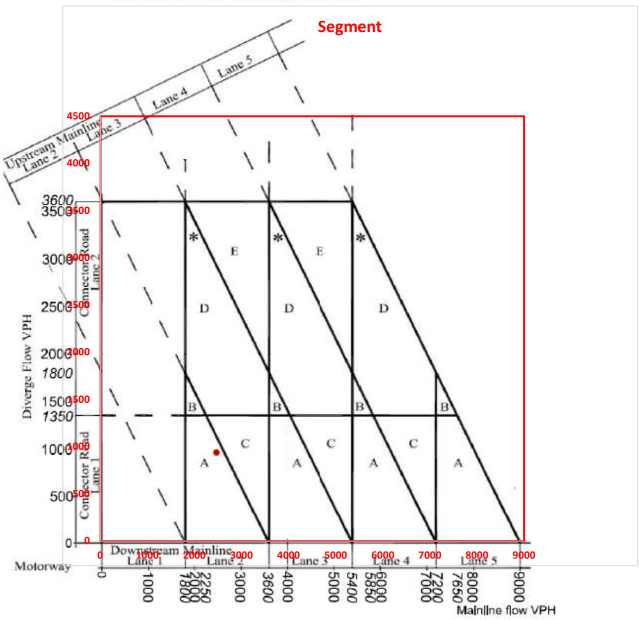
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.

Figure 3.26b Motorway diverging diagram



M20-EB-Jct12-Diverge-Ramp_2044_10_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2465	939

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

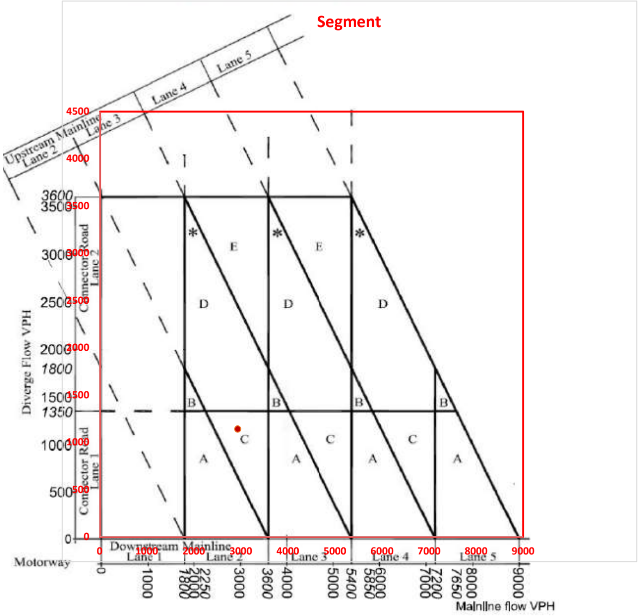
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct12-Diverge-Ramp_2044_10_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2931	1140

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

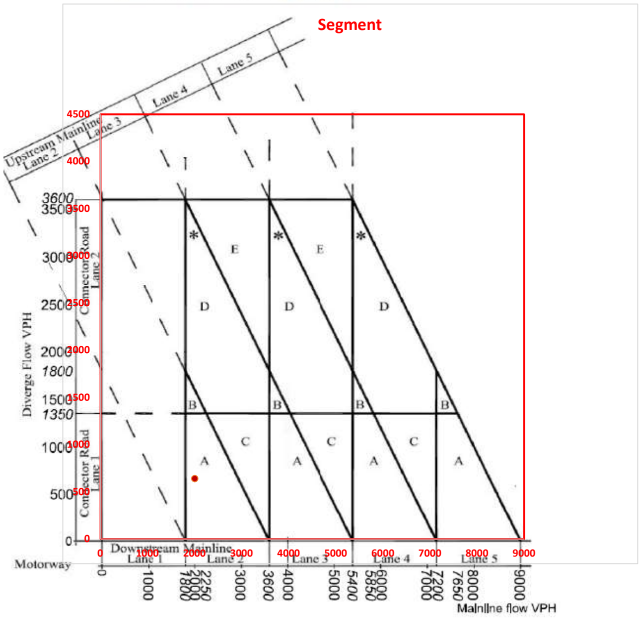
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.

Figure 3.26b Motorway diverging diagram



M20-EB-Jct12-Diverge-Ramp_2037_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2004	641

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

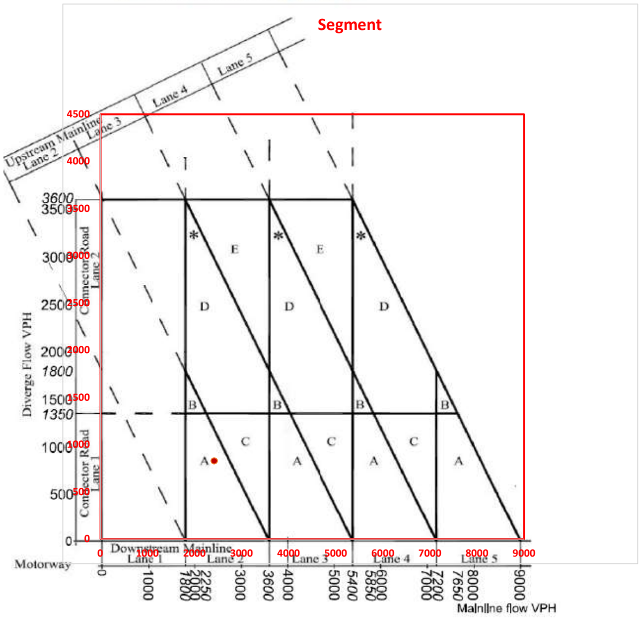
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct12-Diverge-Ramp_2037_DMPM

Mainline flow Veh/hr	Diverge flow Veh/hr
2417	829

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

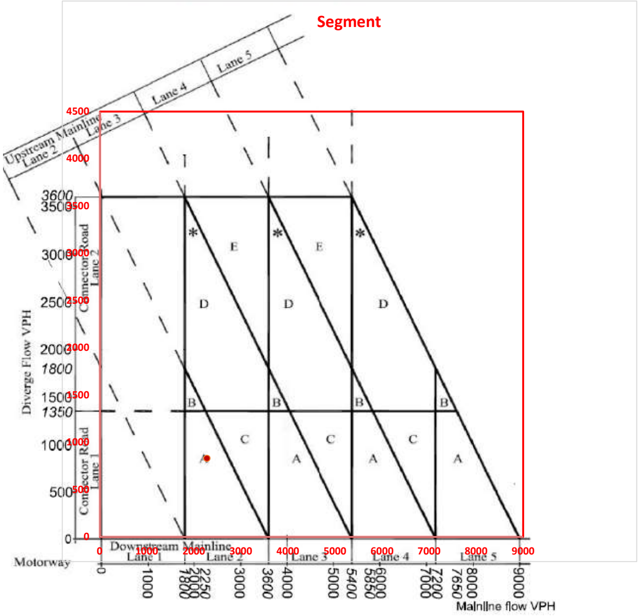
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct12-Diverge-Ramp_2037_DSAM

Mainline flow Veh/hr	Diverge flow Veh/hr
2275	831

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

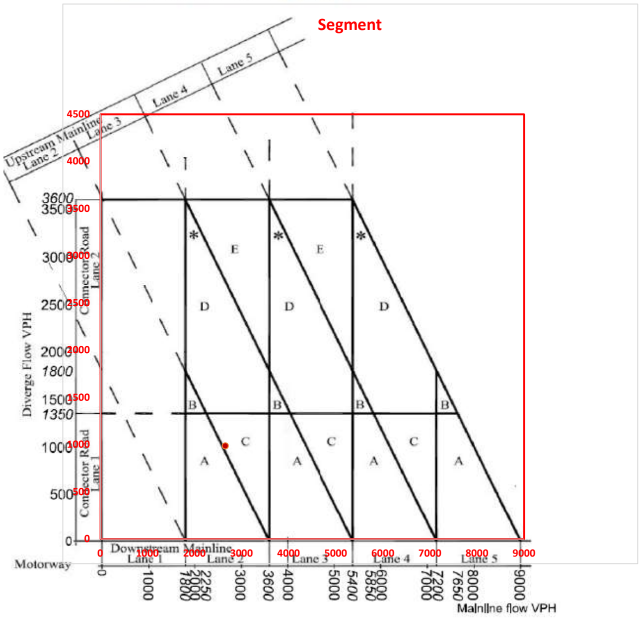
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct12-Diverge-Ramp_2037_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2651	988

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

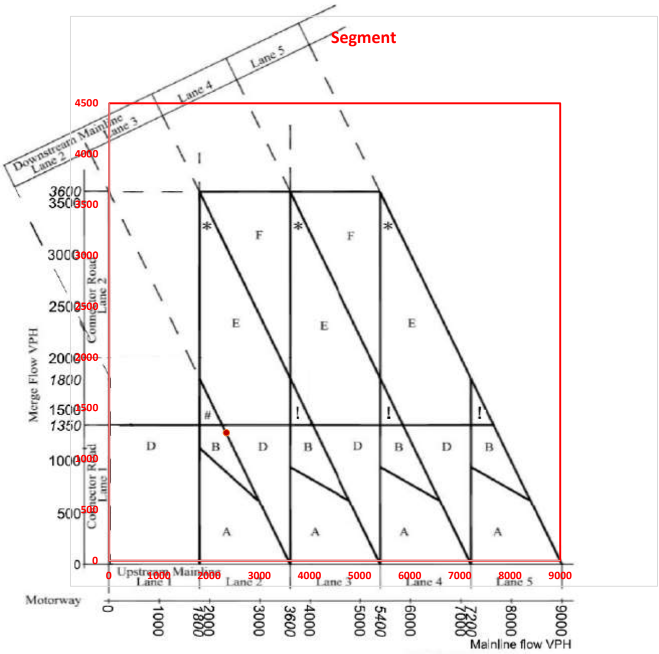
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.12b Motorway merging diagram



M20-EB-Jct11-Merge-Ramp_2044_8_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2342	1259

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

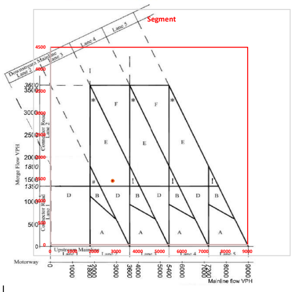
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct11-Merge-Ramp_2044_8_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2837	1456

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

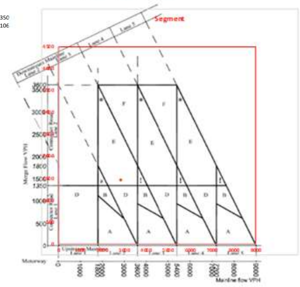
3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

1350
106

Figure 3.12b Motorway merging diagram



M20-EB-Jct11-Merge-Ramp_2044_8_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2837	1456

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

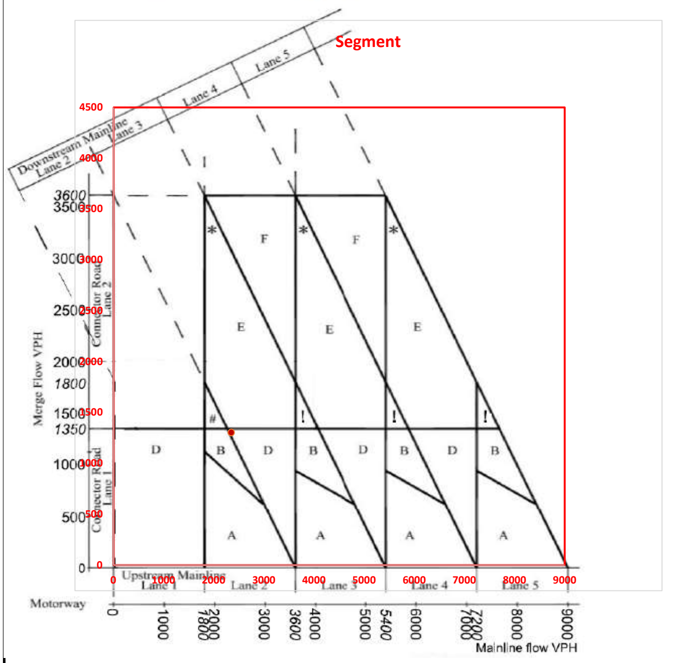
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct11-Merge-Ramp_2044_10_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2348	1305

NOTE 2 — *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 — *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

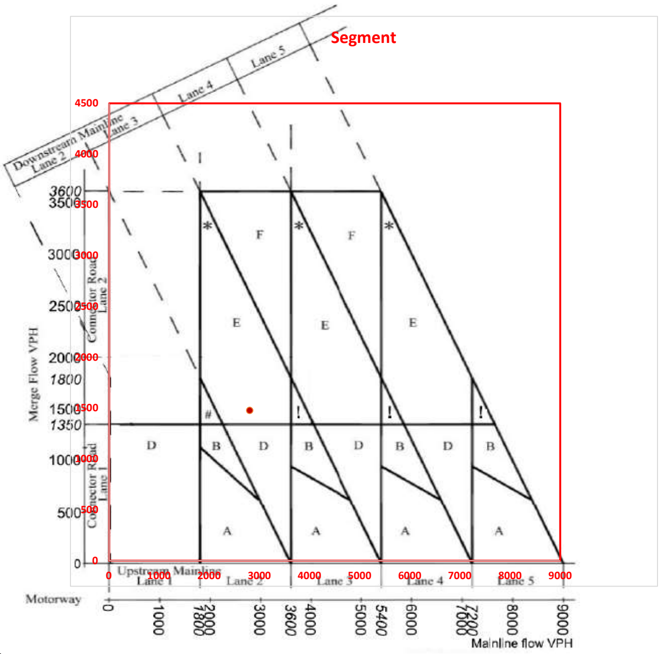
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE — *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct11-Merge-Ramp_2044_10_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2804	1478

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

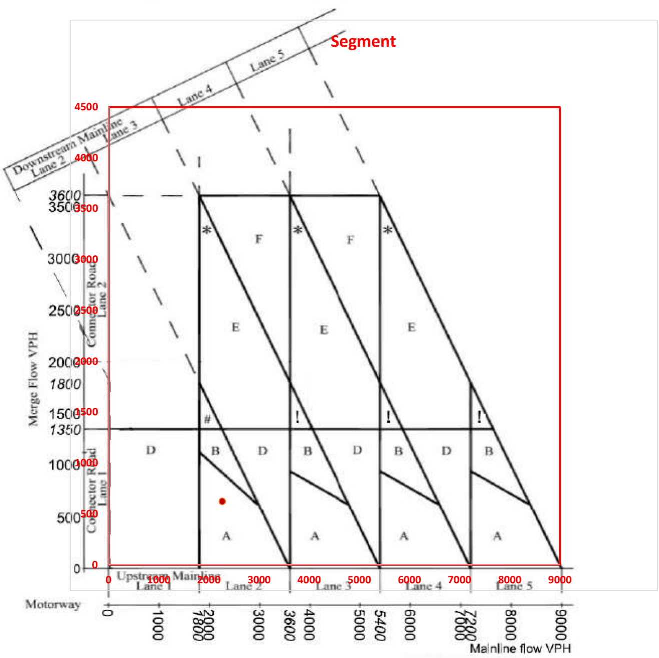
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct11-Merge-Ramp_2037_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2263	626

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

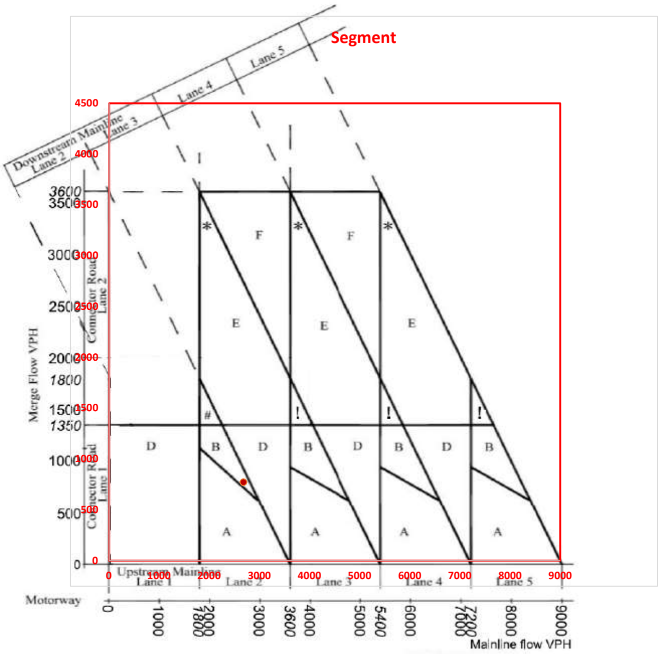
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct11-Merge-Ramp_2037_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2680	773

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

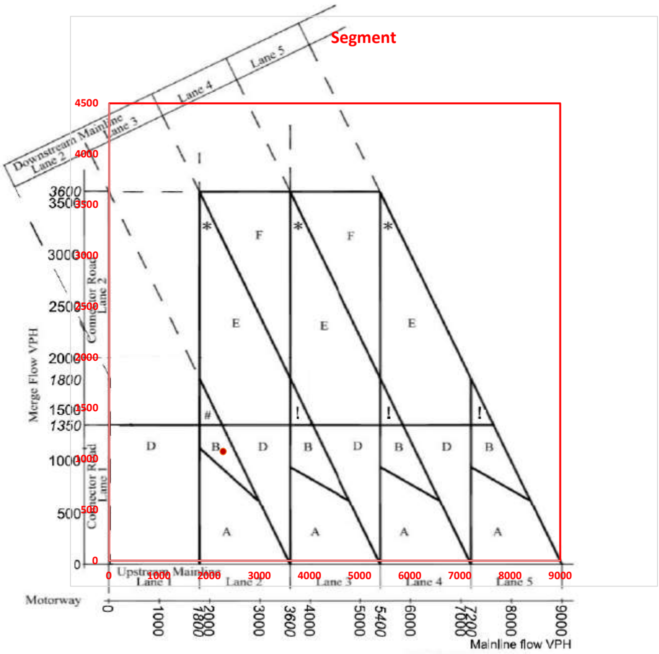
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct11-Merge-Ramp_2037_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2273	1076

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

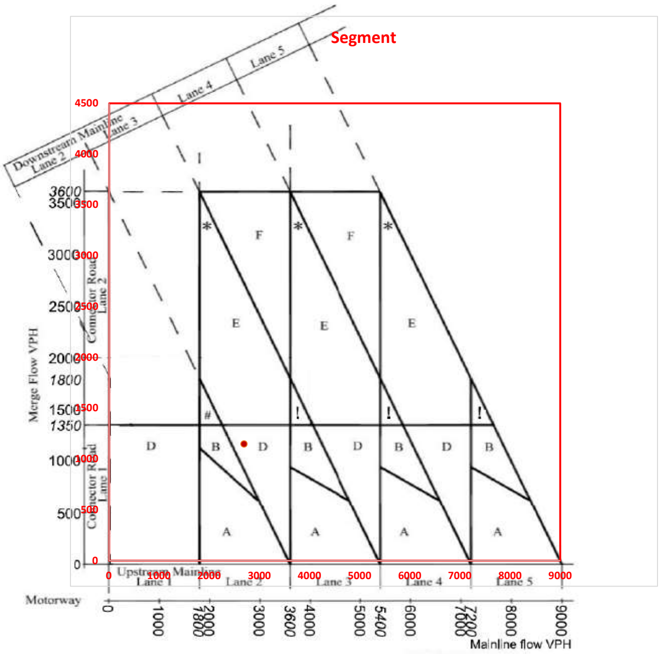
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct11-Merge-Ramp_2037_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2694	1150

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

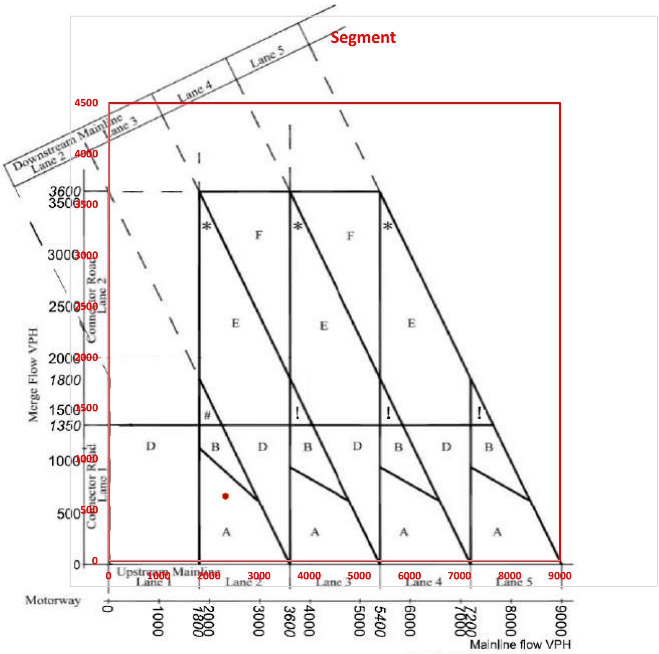
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct11-Merge-Ramp_2044_8_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2330	638

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

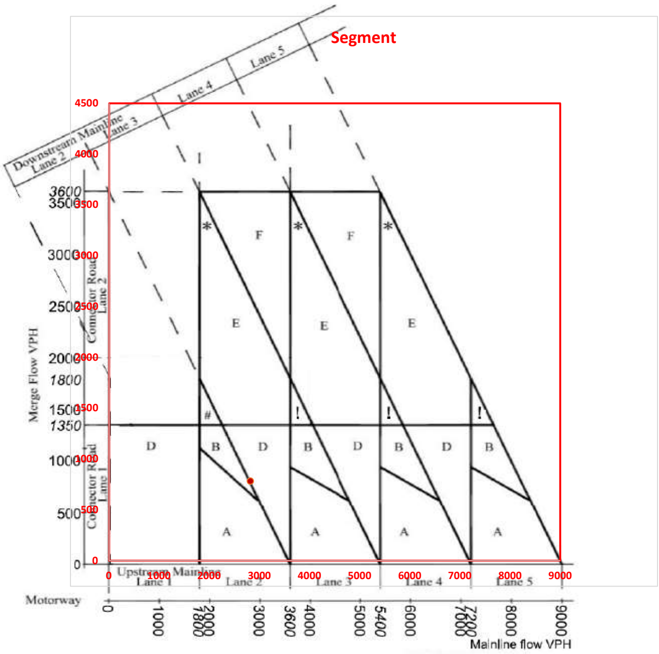
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct11-Merge-Ramp_2044_8_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2820	784

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

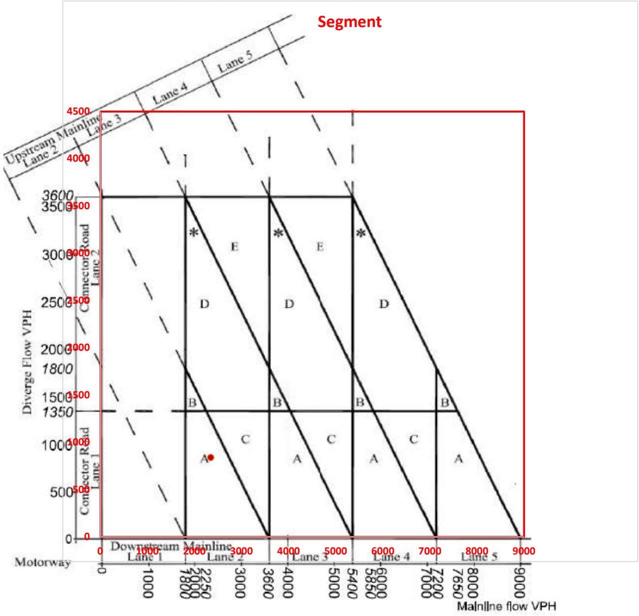
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2044_8_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2342	841

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

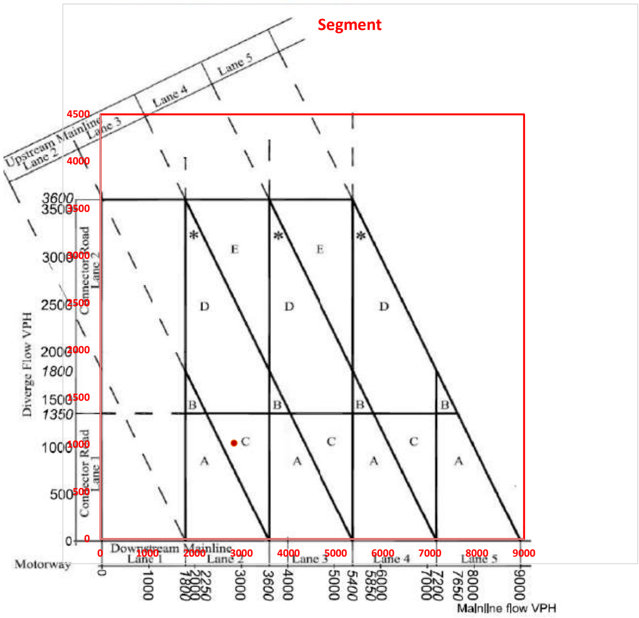
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2044_8_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2837	1017

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

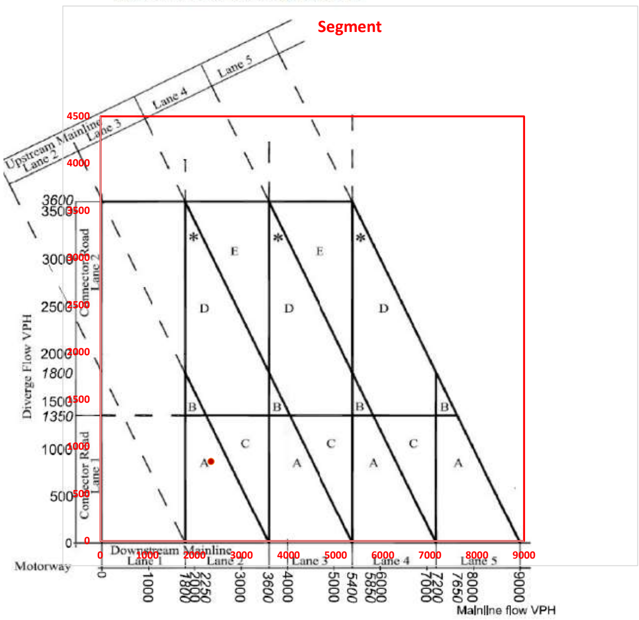
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2044_10_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2348	842

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

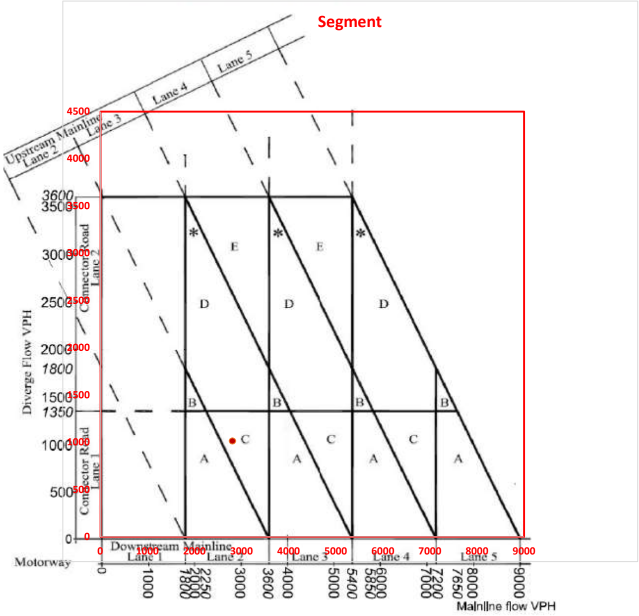
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2044_10_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2804	1014

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

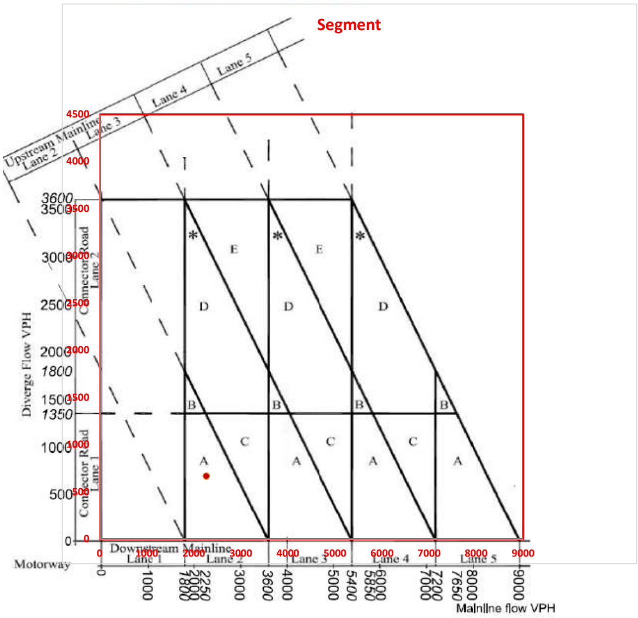
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

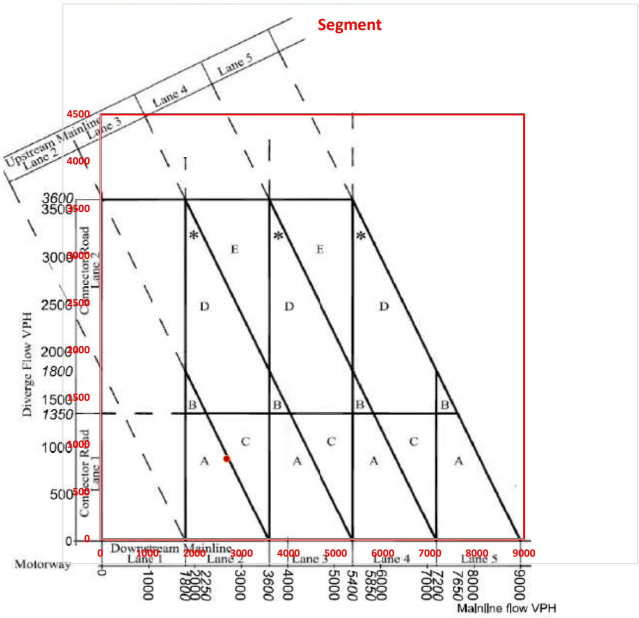
3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

M20-EB-Jct11-Diverge-Ramp_2037_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2263	668

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2037_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2680	851

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

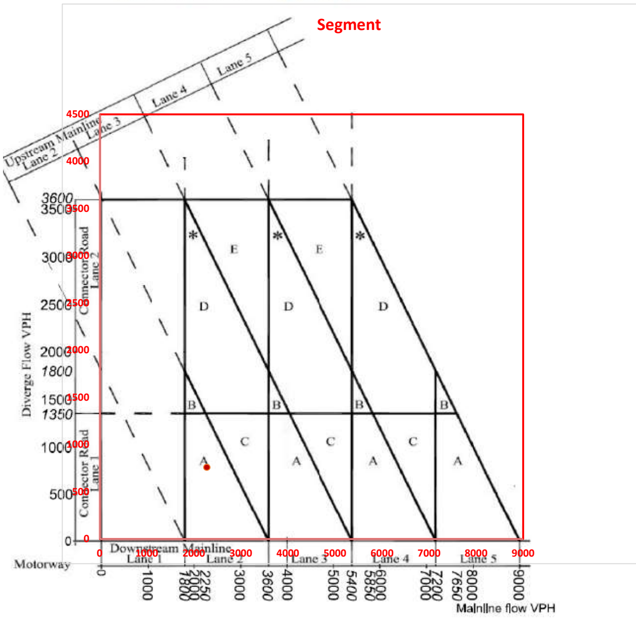
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2037_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2273	760

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

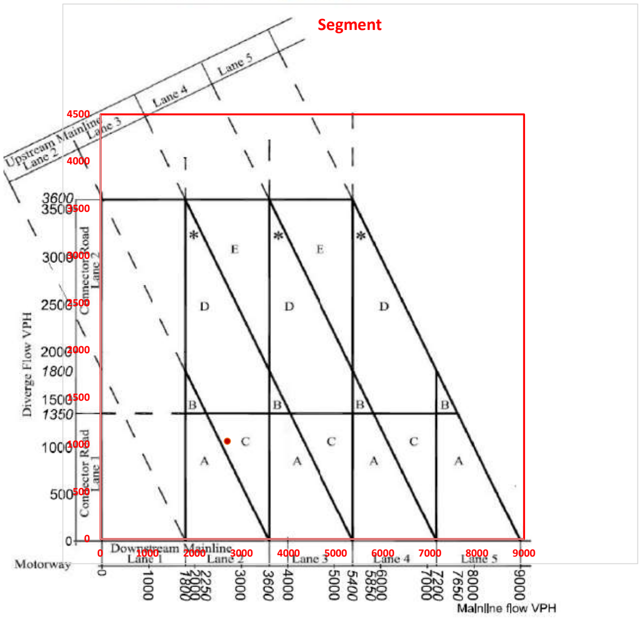
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2037_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2694	1037

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

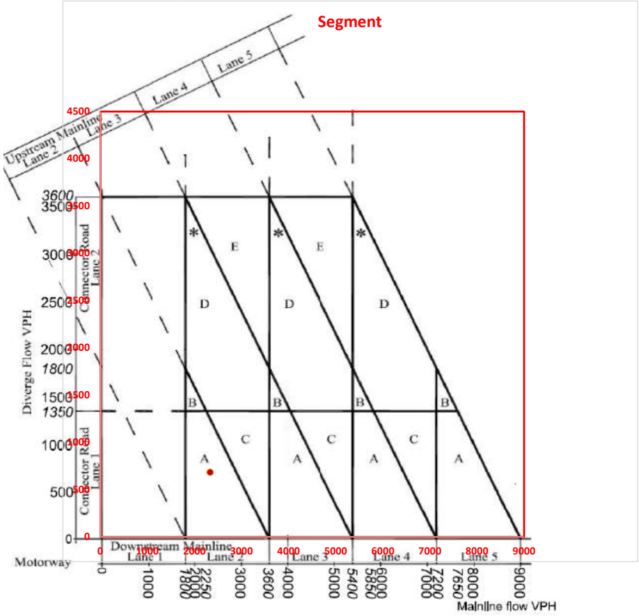
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2044_8_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2330	684

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

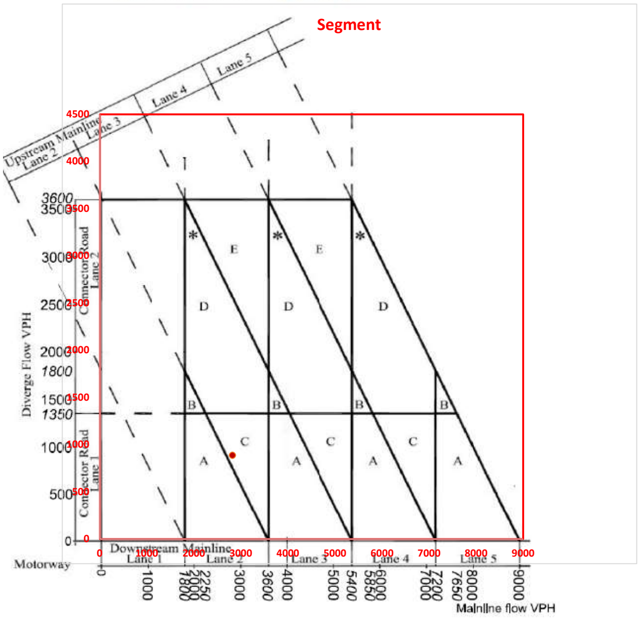
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct11-Diverge-Ramp_2044_8_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2820	887

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

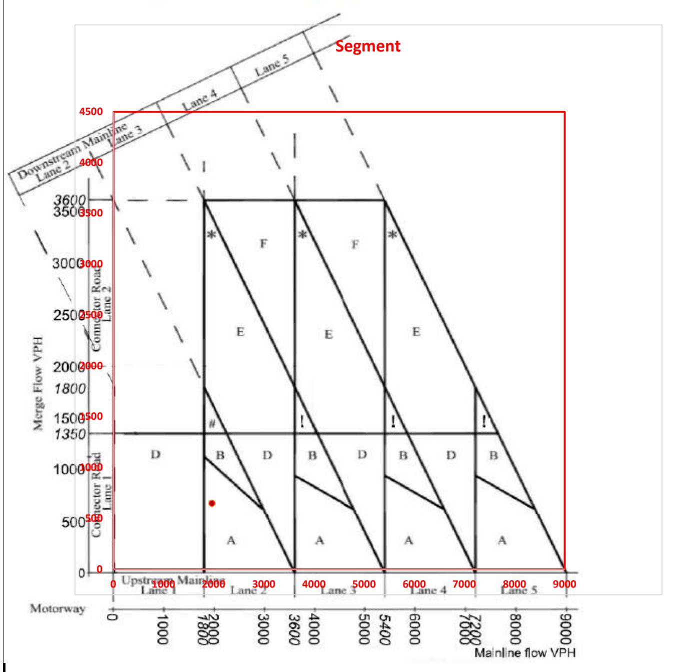
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.

Figure 3.12b Motorway merging diagram



M20-WB-Jct10A-Merge-Ramp_2037_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1961	649

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

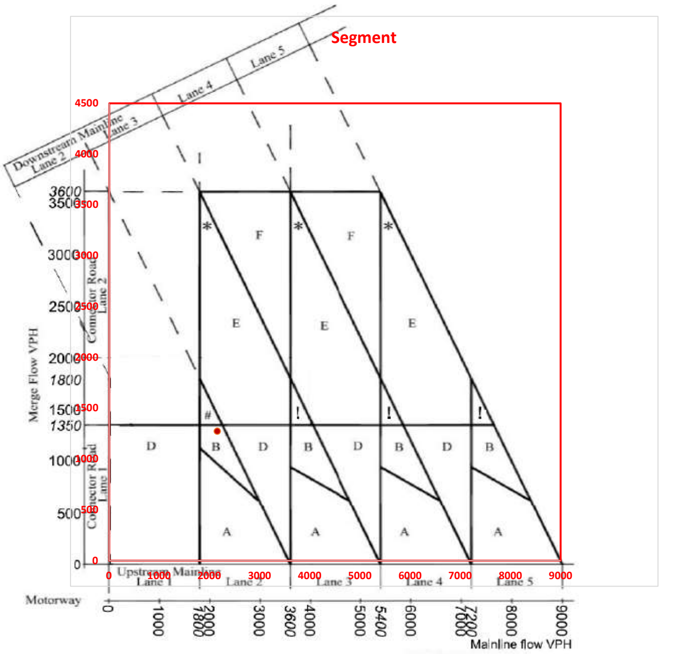
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct10A-Merge-Ramp_2044_8_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2159	1274

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

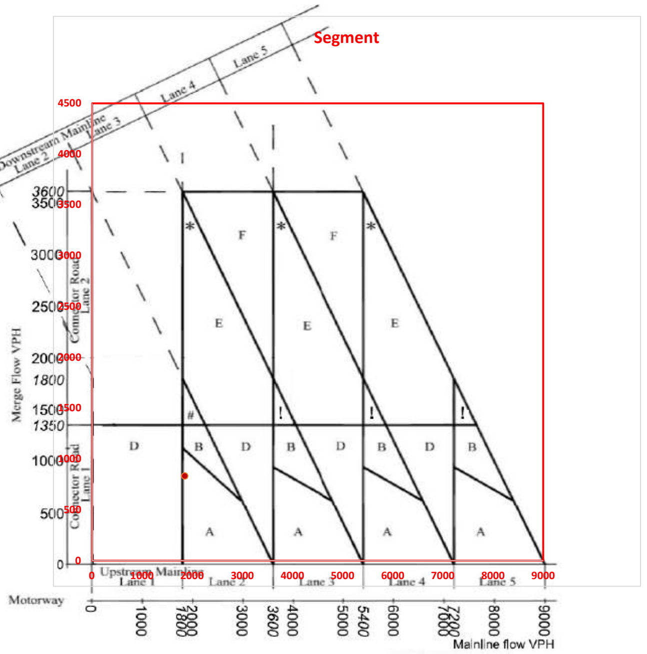
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct10A-Merge-Ramp_2044_8_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1850	833

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

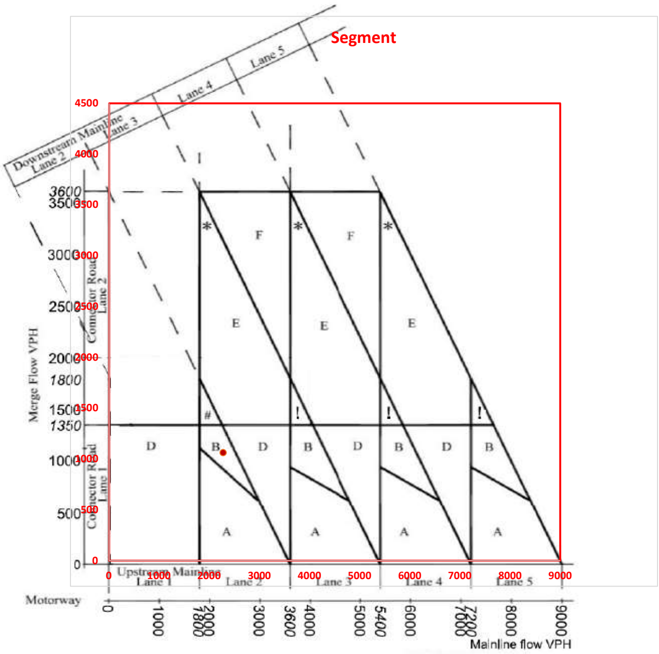
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct10A-Merge-Ramp_2044_8_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2274	1063

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

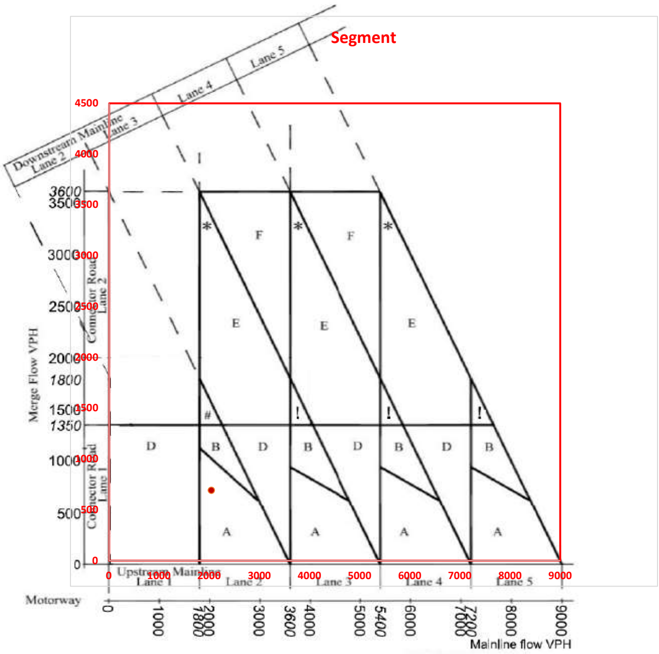
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct10A-Merge-Ramp_2044_8_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2042	693

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

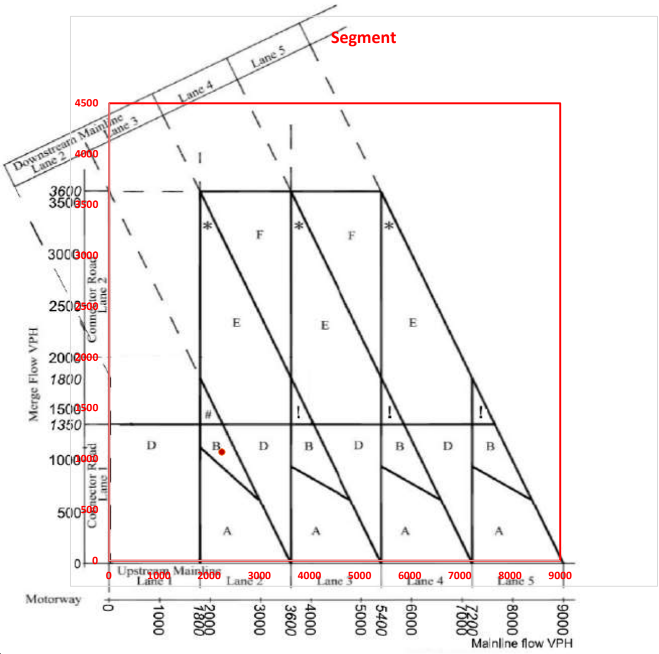
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct10A-Merge-Ramp_2044_10_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2249	1070

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

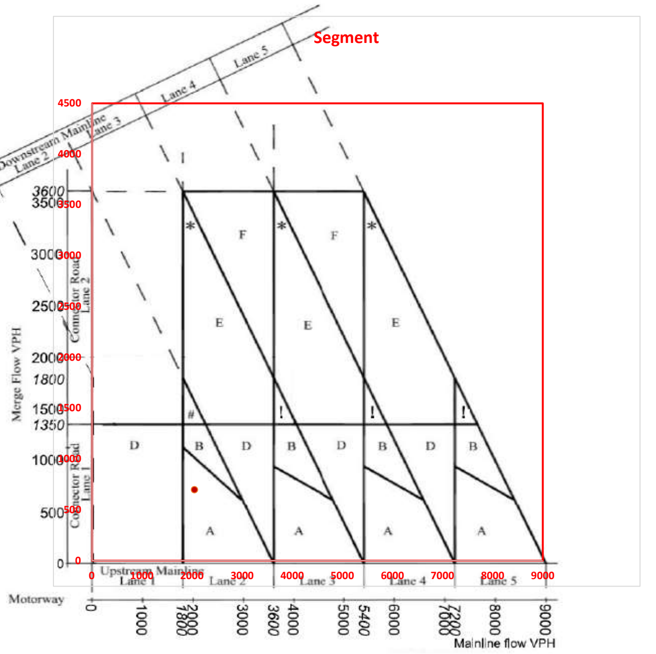
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct10A-Merge-Ramp_2044_10_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2045	699

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

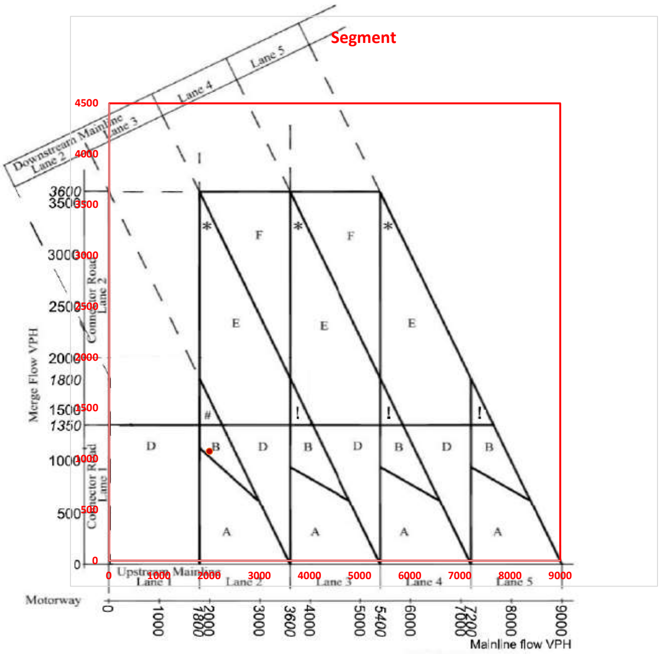
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct10A-Merge-Ramp_2037_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2004	1077

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

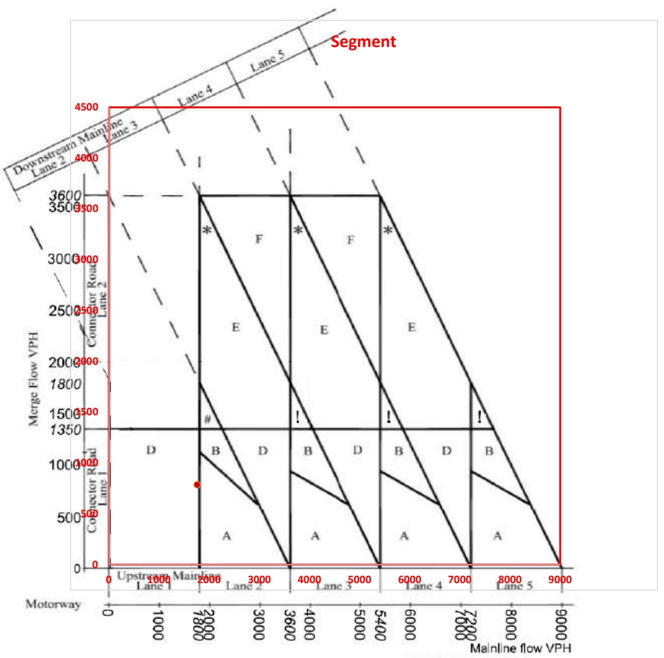
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct10A-Merge-Ramp_2037_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1759	788

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

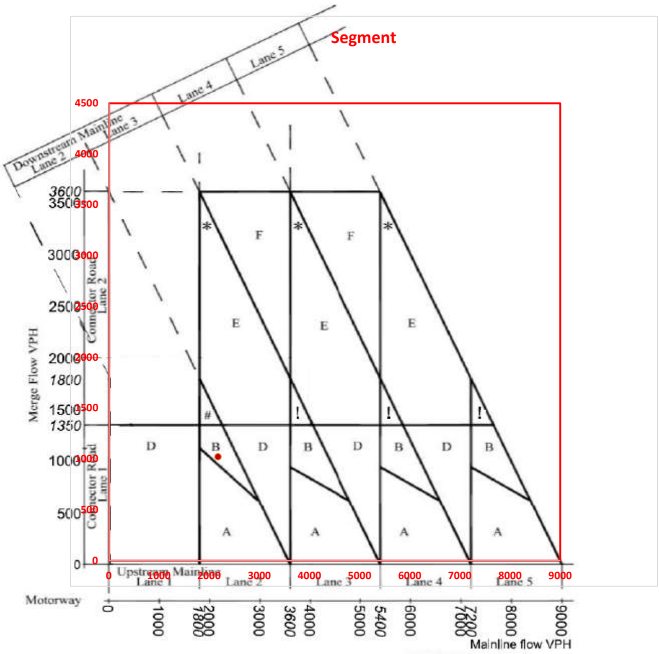
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct10A-Merge-Ramp_2037_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2172	1023

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

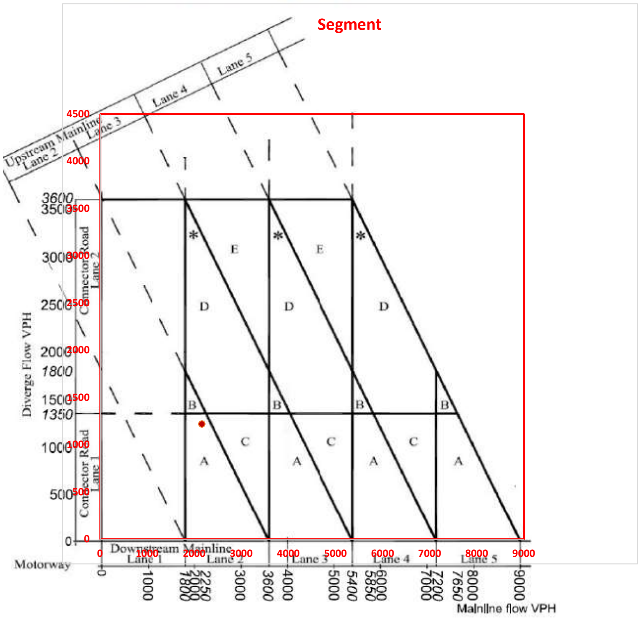
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.26b Motorway diverging diagram



M20-WB-Jct10A-Diverge-Ramp_2044_8_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2159	1220

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

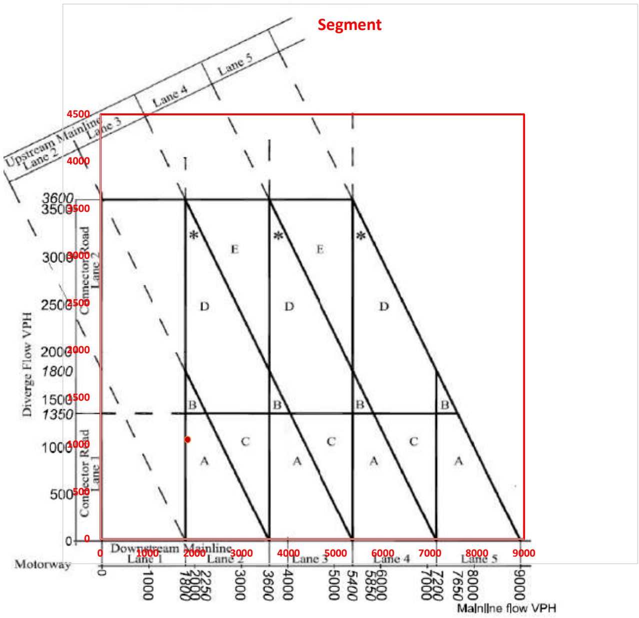
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

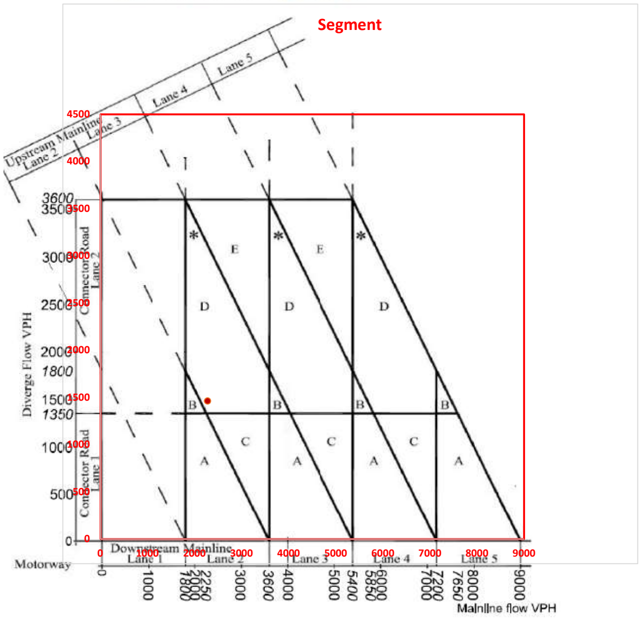
3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

M20-WB-Jct10A-Diverge-Ramp_2044_8_DMPM

Mainline flow Veh/hr	Diverge flow Veh/hr
1850	1054

Figure 3.26b Motorway diverging diagram



M20-WB-Jct10A-Diverge-Ramp_2044_8_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2274	1462

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

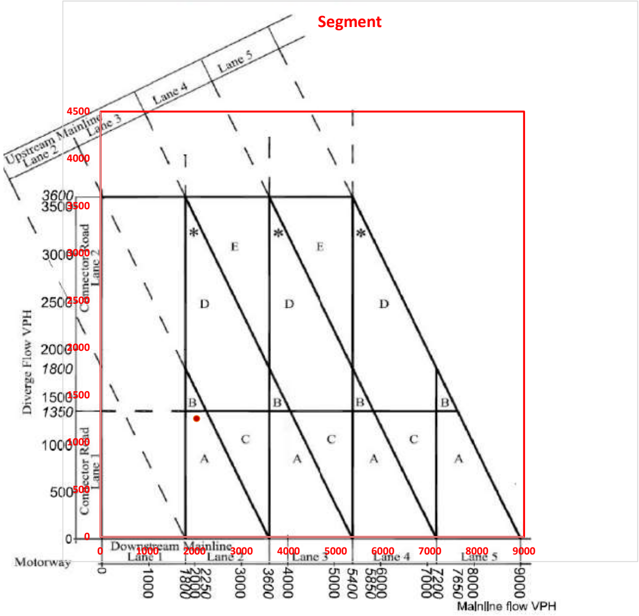
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct10A-Diverge-Ramp_2044_8_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2042	1252

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

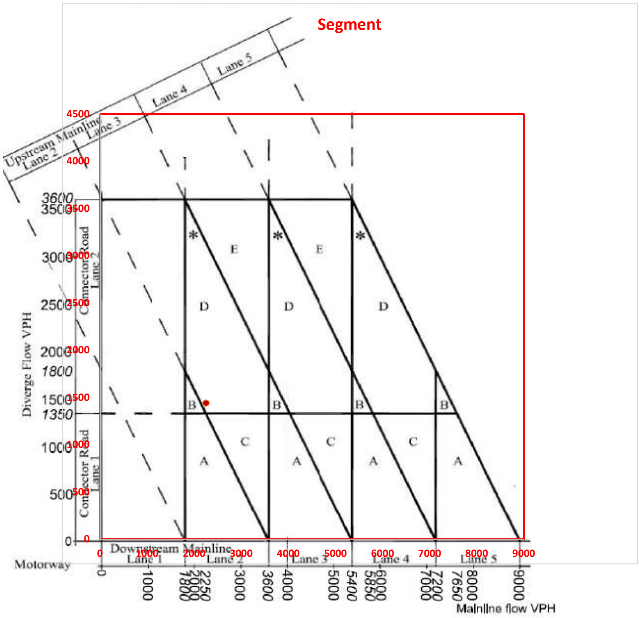
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct10A-Diverge-Ramp_2044_10_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2249	1441

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

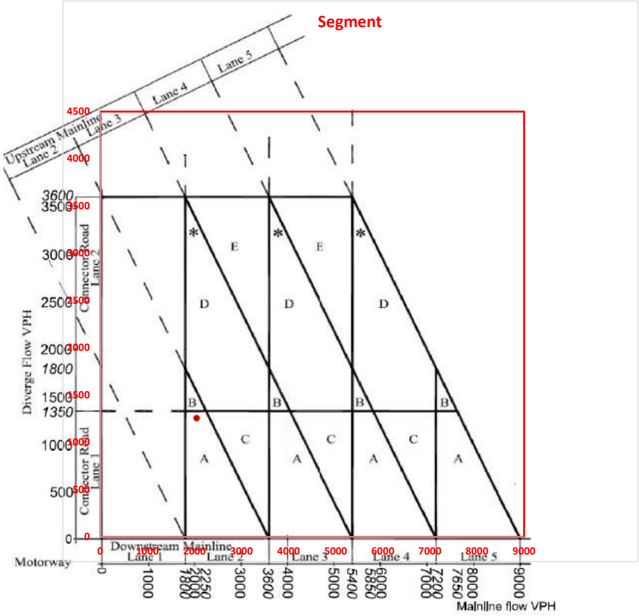
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct10A-Diverge-Ramp_2044_10_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2045	1256

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

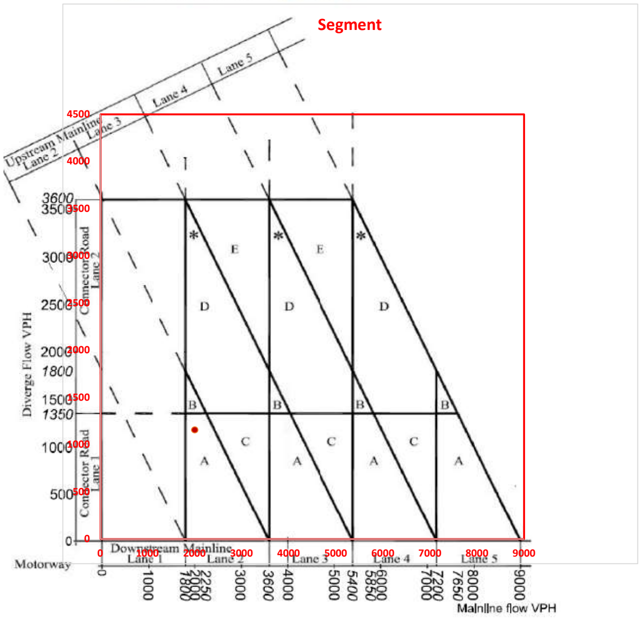
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct10A-Diverge-Ramp_2037_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2004	1156

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

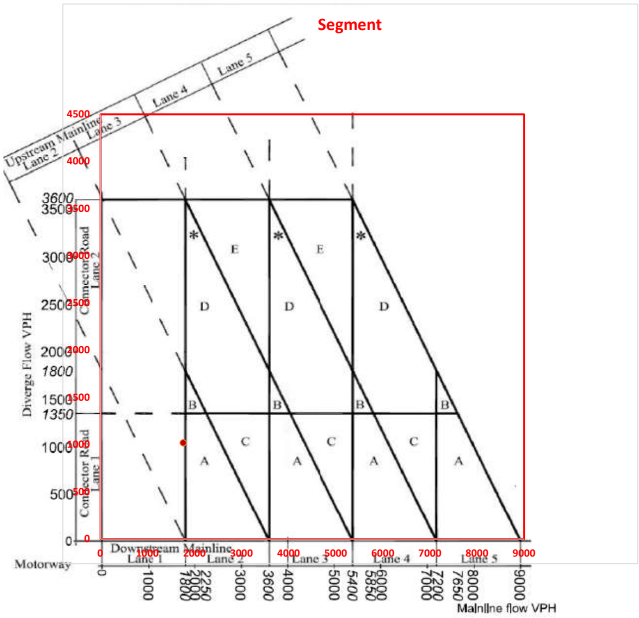
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct10A-Diverge-Ramp_2037_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1759	1020

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

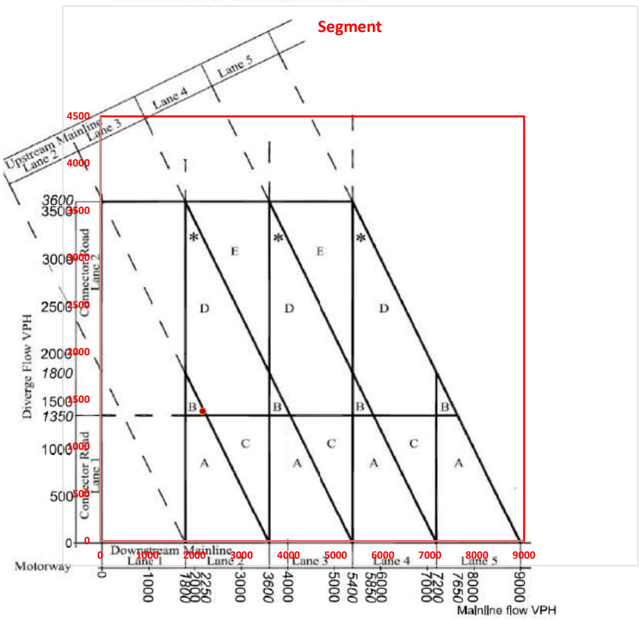
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct10A-Diverge-Ramp_2037_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2172	1376

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

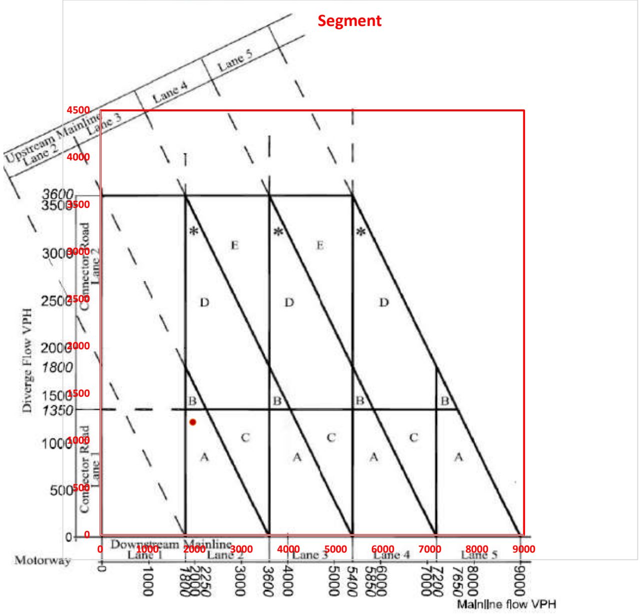
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

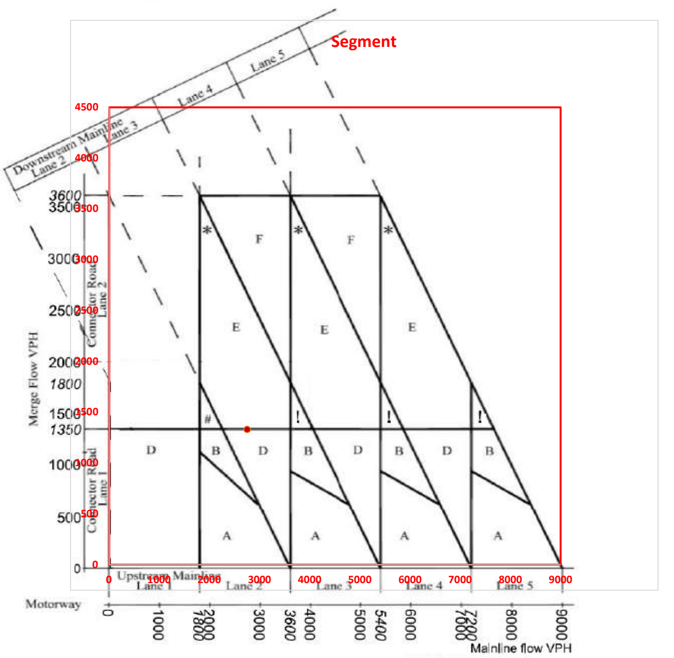
3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

M20-WB-Jct10A-Diverge-Ramp_2037_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1961	1196

Figure 3.12b Motorway merging diagram



M20-WB-Jct9-Merge-Ramp_2044_8_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2751	1330

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

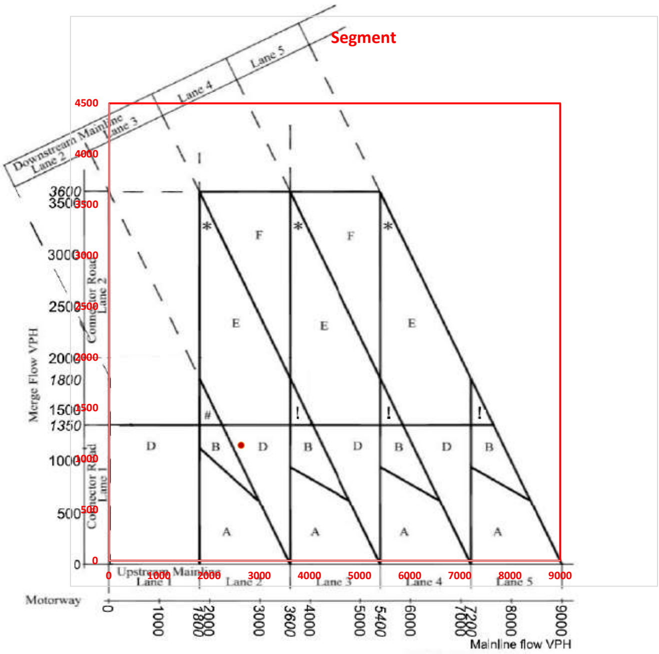
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct9-Merge-Ramp_2044_8_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2636	1136

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

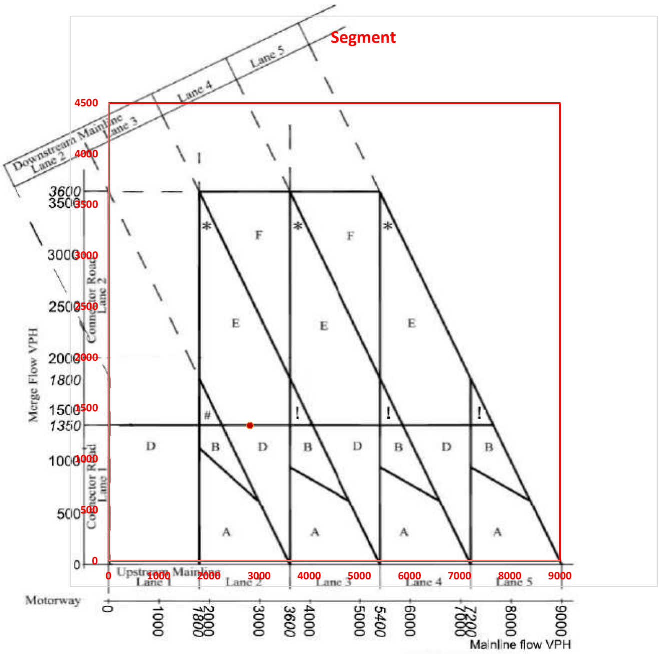
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct9-Merge-Ramp_2044_8_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2816	1330

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

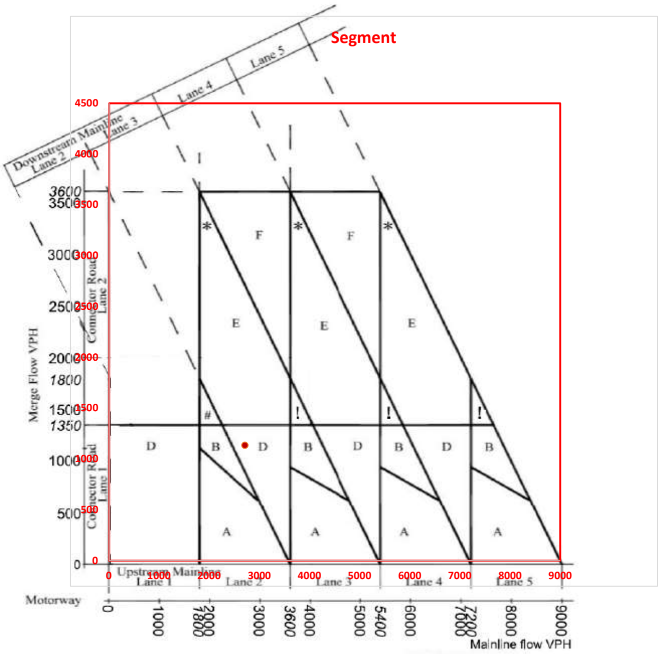
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct9-Merge-Ramp_2044_8_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2709	1136

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

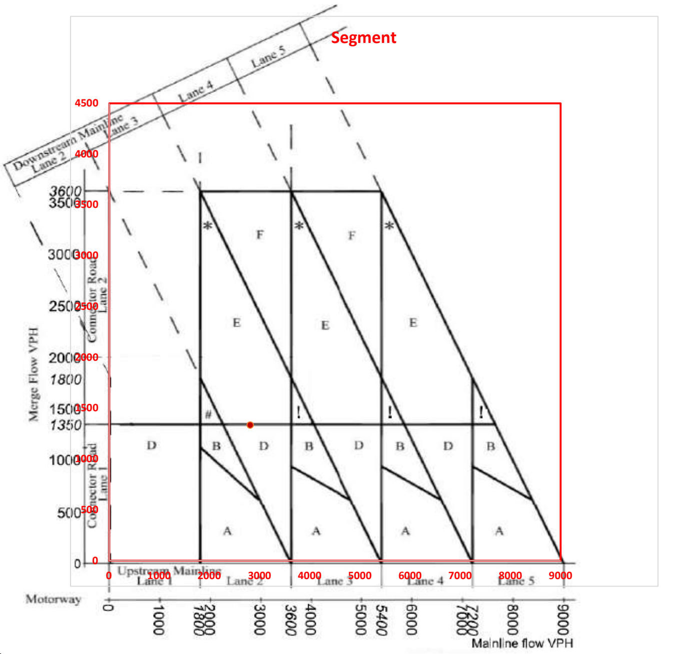
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct9-Merge-Ramp_2044_10_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2809	1335

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

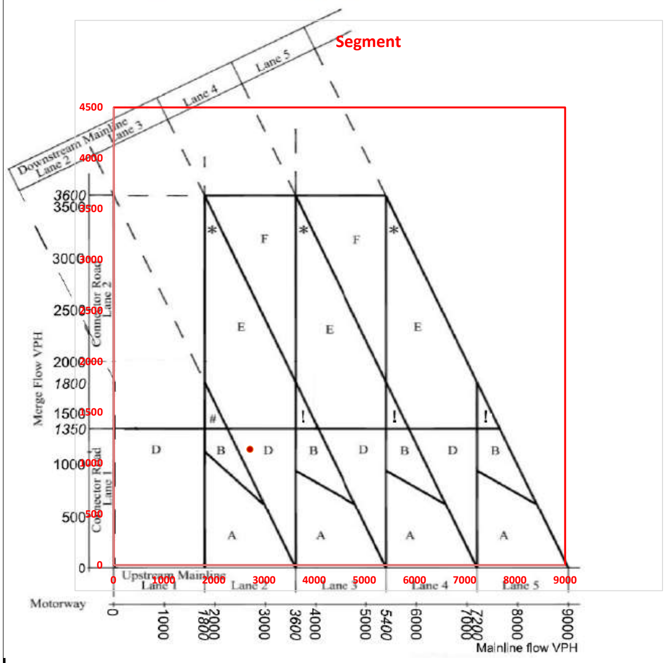
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct9-Merge-Ramp_2044_10_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2717	1139

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

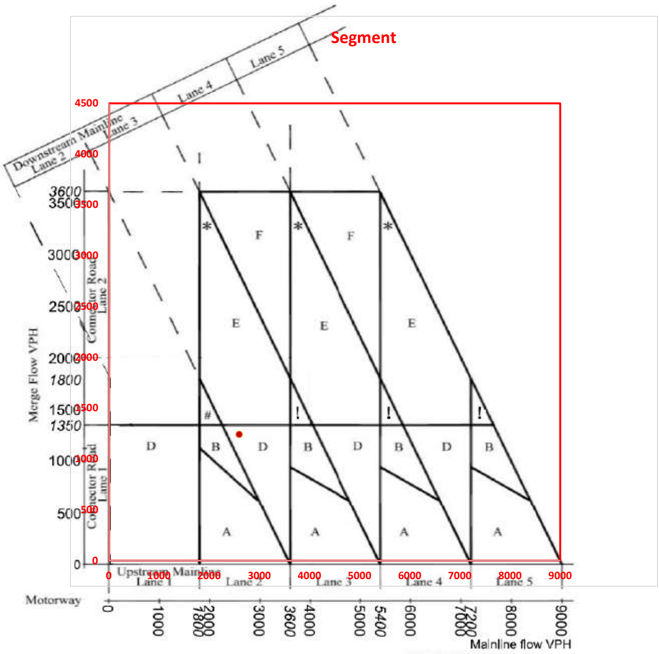
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct9-Merge-Ramp_2037_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2597	1243

NOTE 2	*On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*
NOTE 3	*On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

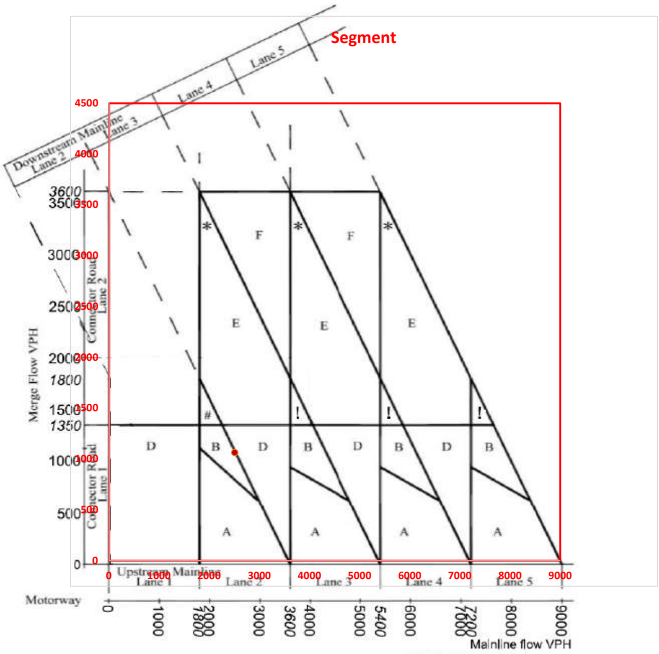
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct9-Merge-Ramp_2037_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2507	1064

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

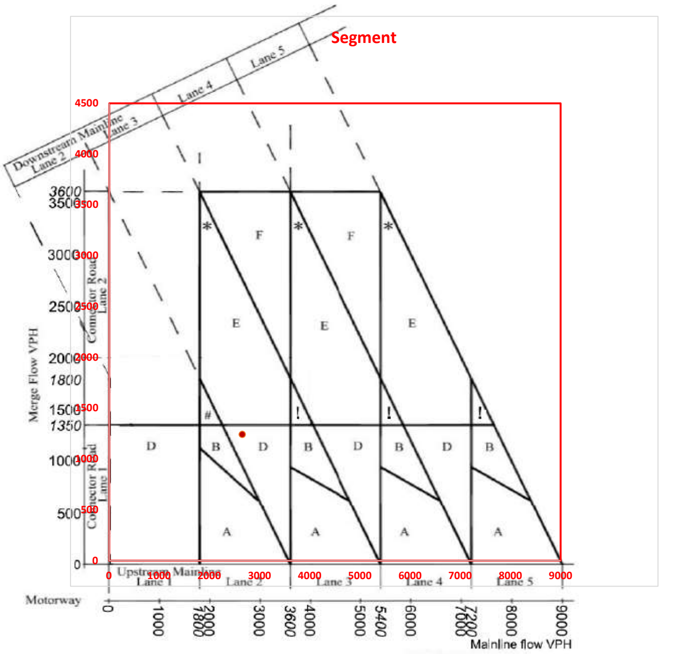
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct9-Merge-Ramp_2037_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2653	1243

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

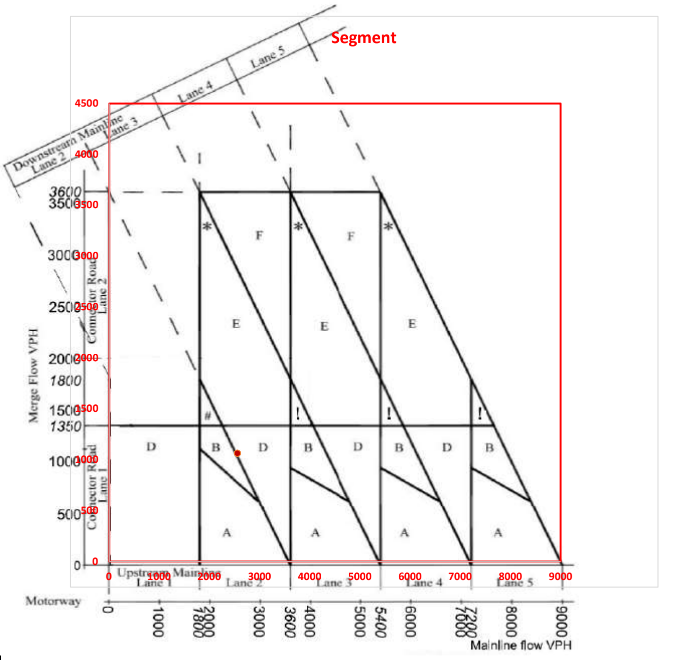
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-WB-Jct9-Merge-Ramp_2037_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2557	1064

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

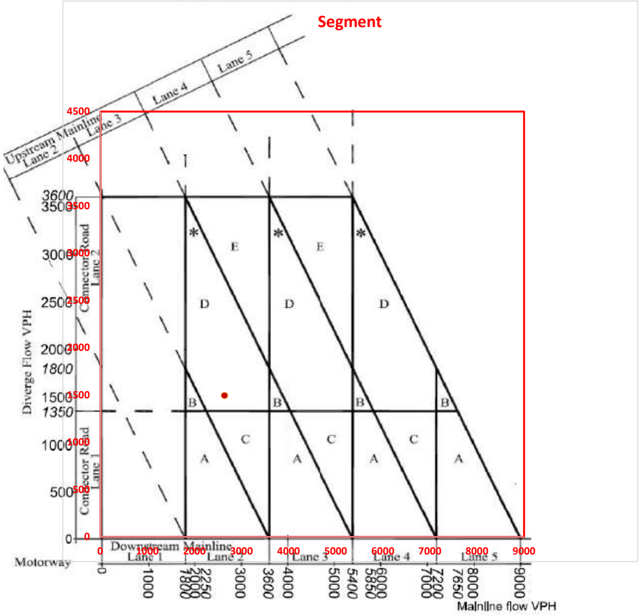
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.26b Motorway diverging diagram



M20-WB-Jct9-Diverge-Ramp_2044_8_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2636	1495

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

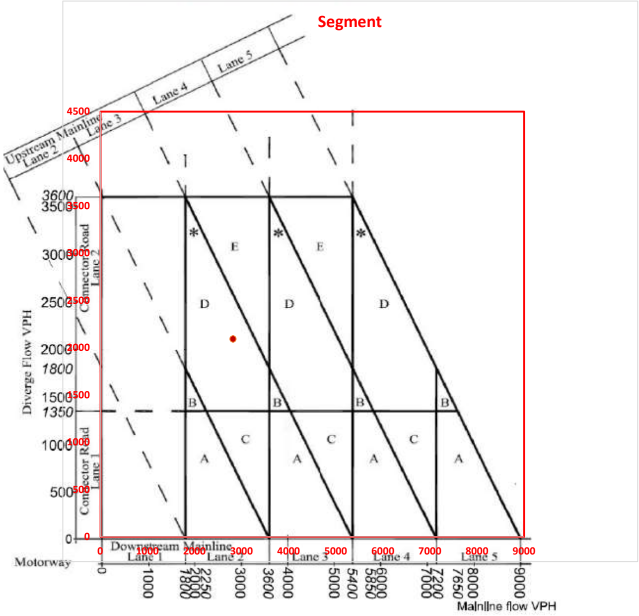
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct9-Diverge-Ramp_2044_8_DSAM

Mainline flow Veh/hr	Diverge flow Veh/hr
2816	2094

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

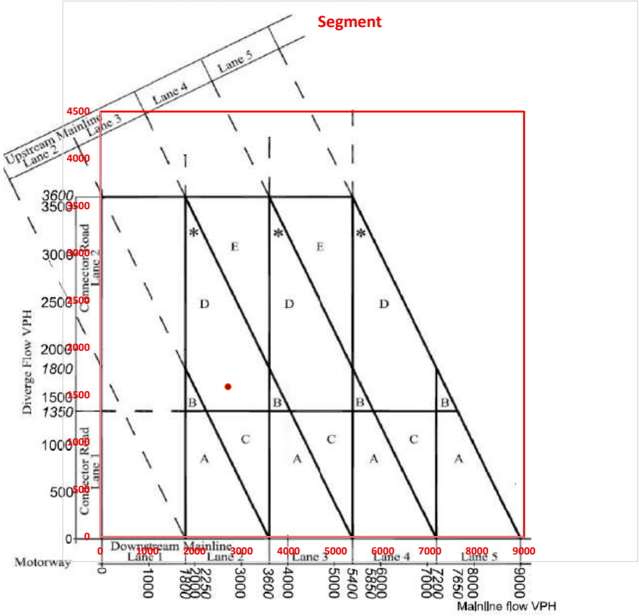
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct9-Diverge-Ramp_2044_8_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2709	1588

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

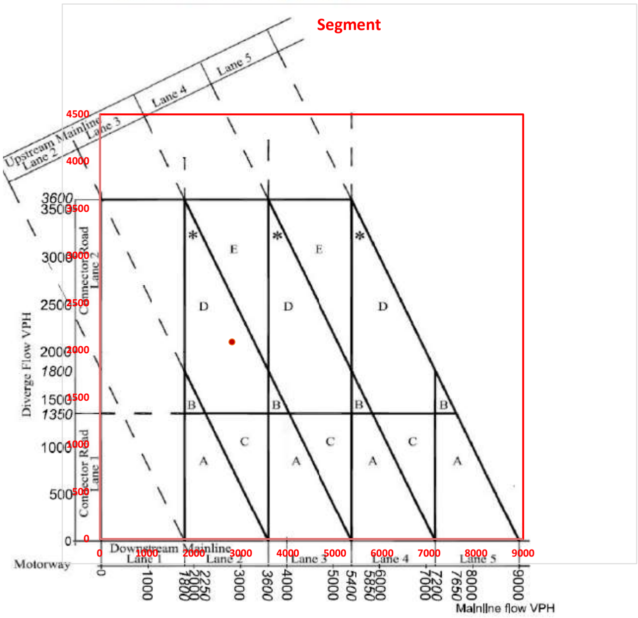
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct9-Diverge-Ramp_2044_10_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2809	2088

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

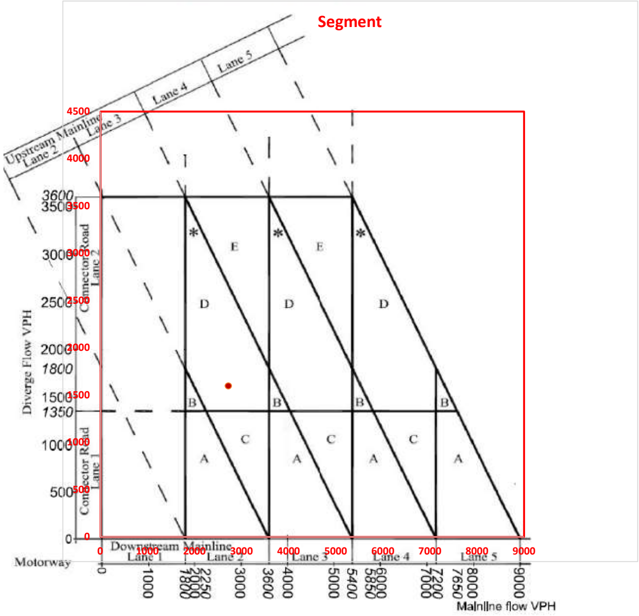
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct9-Diverge-Ramp_2044_10_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2717	1597

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

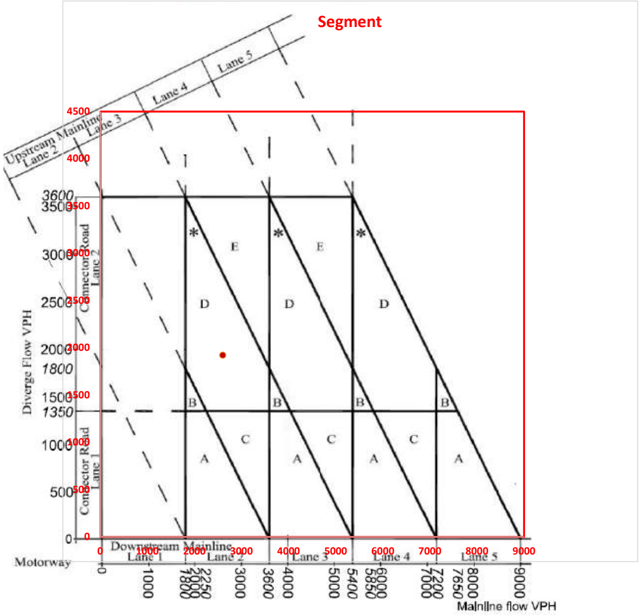
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

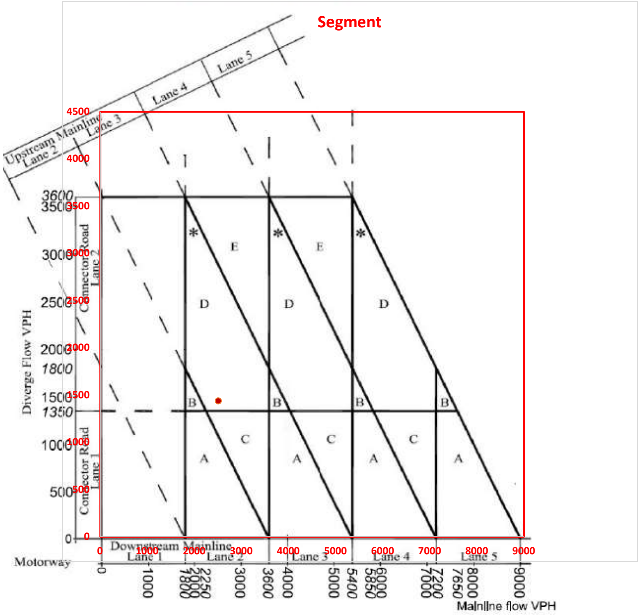
3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

M20-WB-Jct9-Diverge-Ramp_2037_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2597	1922

Figure 3.26b Motorway diverging diagram



M20-WB-Jct9-Diverge-Ramp_2037_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2507	1439

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

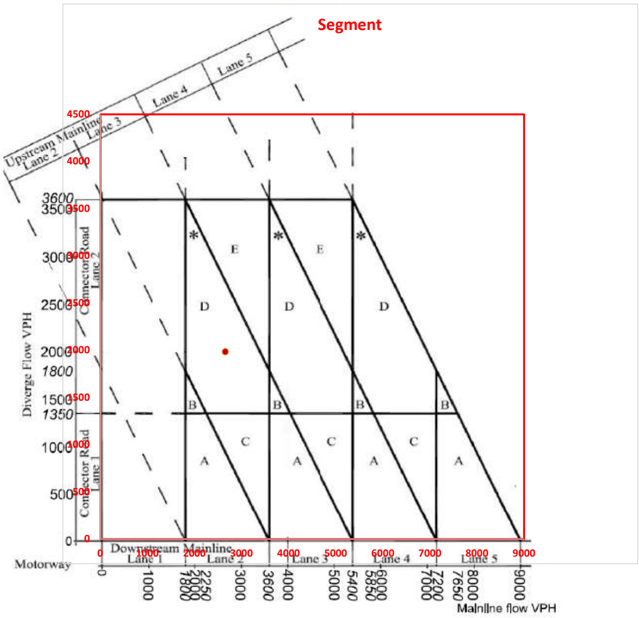
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct9-Diverge-Ramp_2037_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2653	1984

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

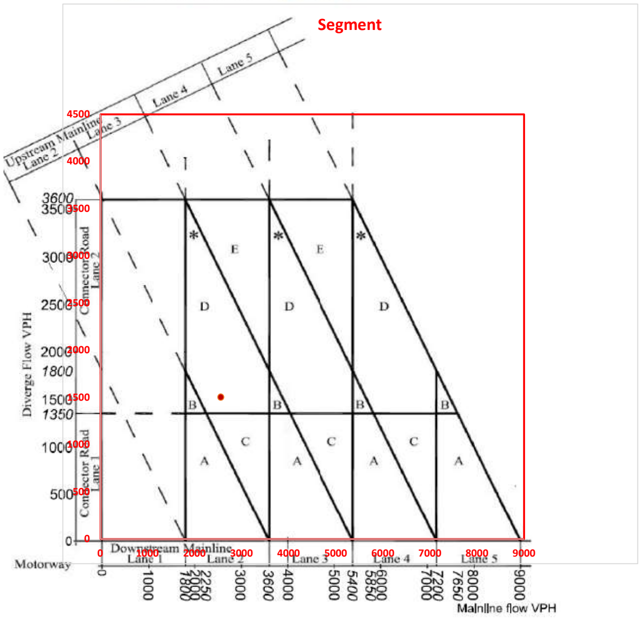
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct9-Diverge-Ramp_2037_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2557	1504

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

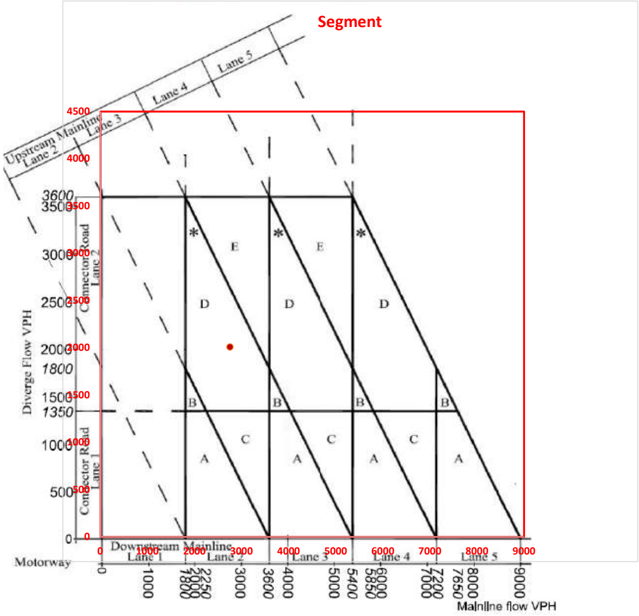
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-WB-Jct9-Diverge-Ramp_2044_8_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2751	2010

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

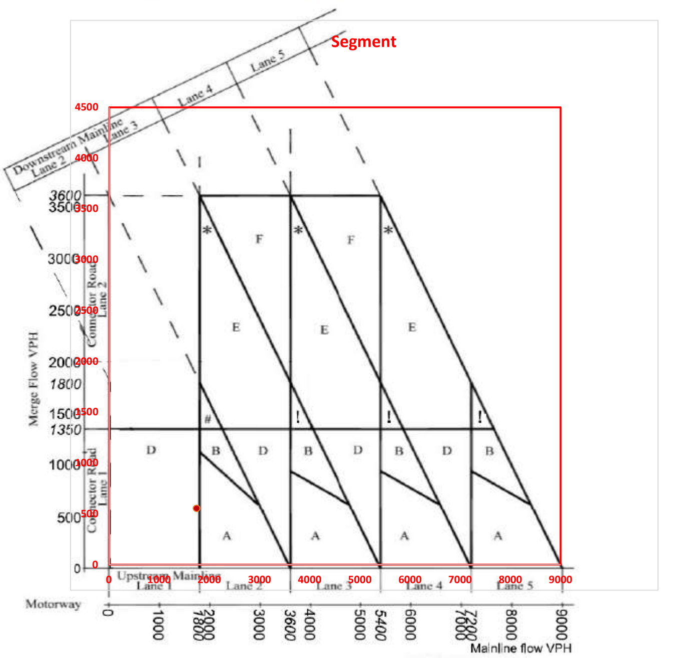
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.12b Motorway merging diagram



NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

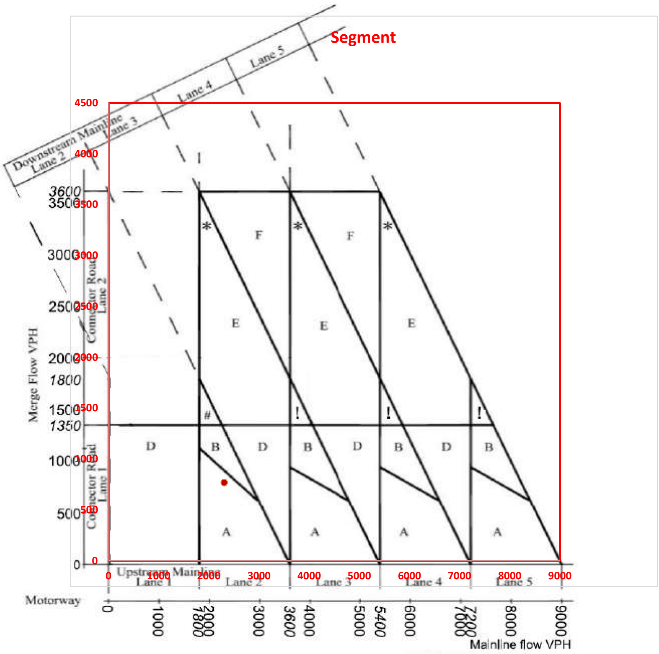
NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

M20-EB-Jct13-Merge-Ramp_2044_8_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1743	556

Figure 3.12b Motorway merging diagram



M20-EB-Jct13-Merge-Ramp_2044_8_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2302	771

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

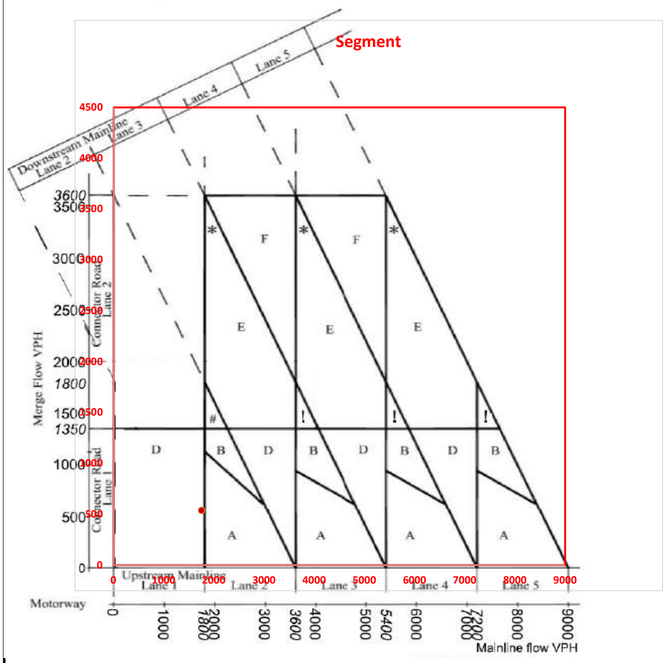
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct13-Merge-Ramp_2044_10_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1754	538

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

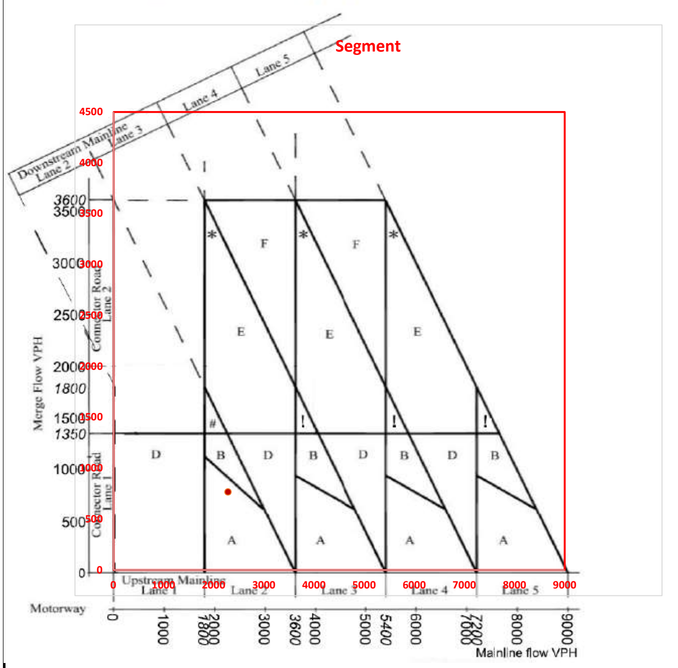
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct13-Merge-Ramp_2044_10_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2283	768

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

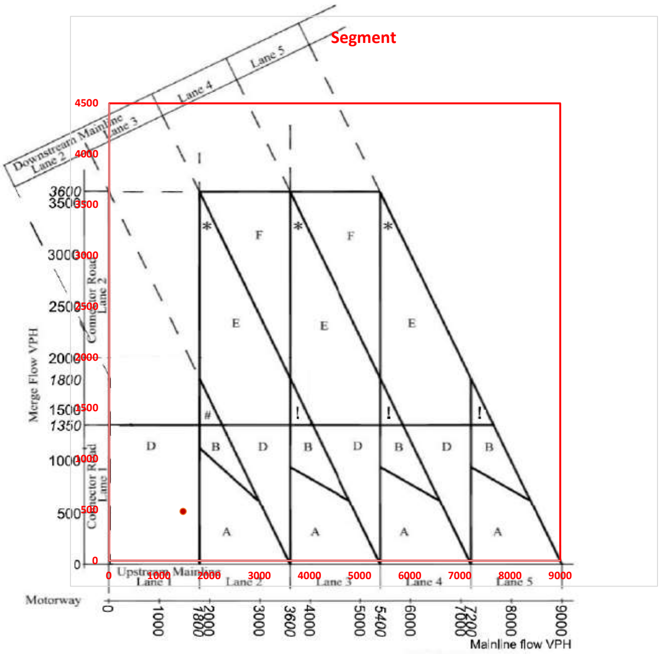
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct13-Merge-Ramp_2037_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1476	487

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

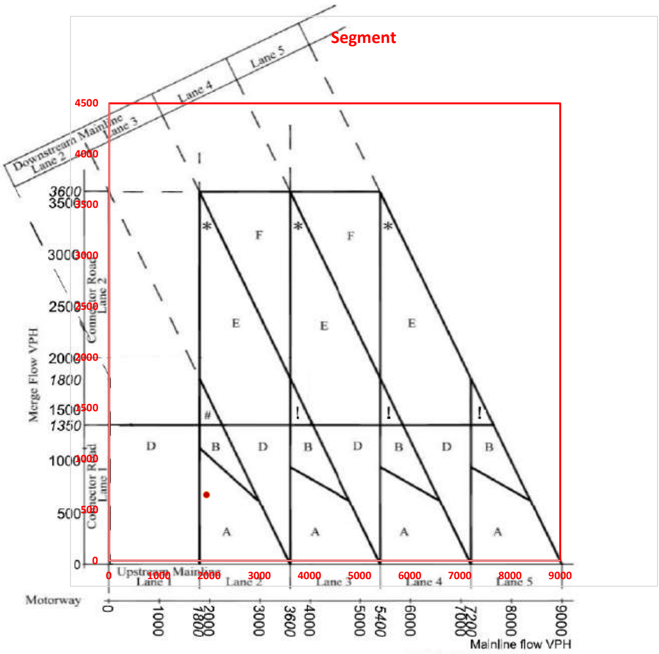
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct13-Merge-Ramp_2037_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1942	648

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

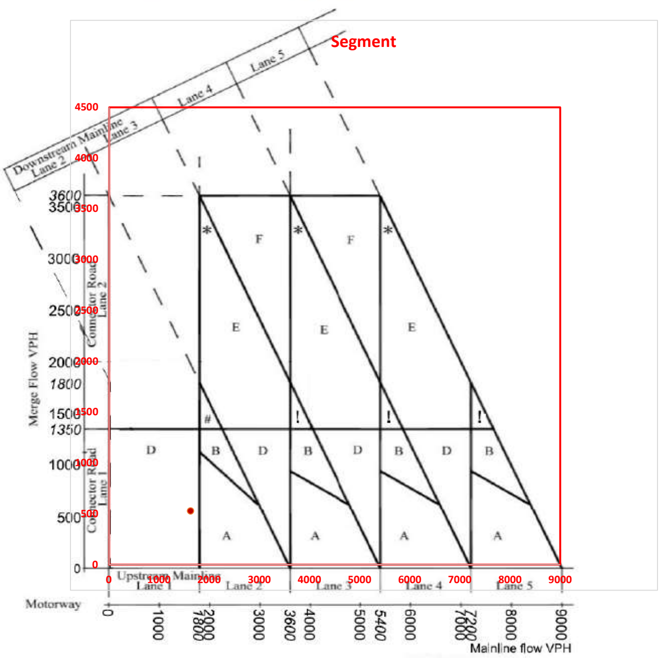
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct13-Merge-Ramp_2037_DSAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1627	530

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

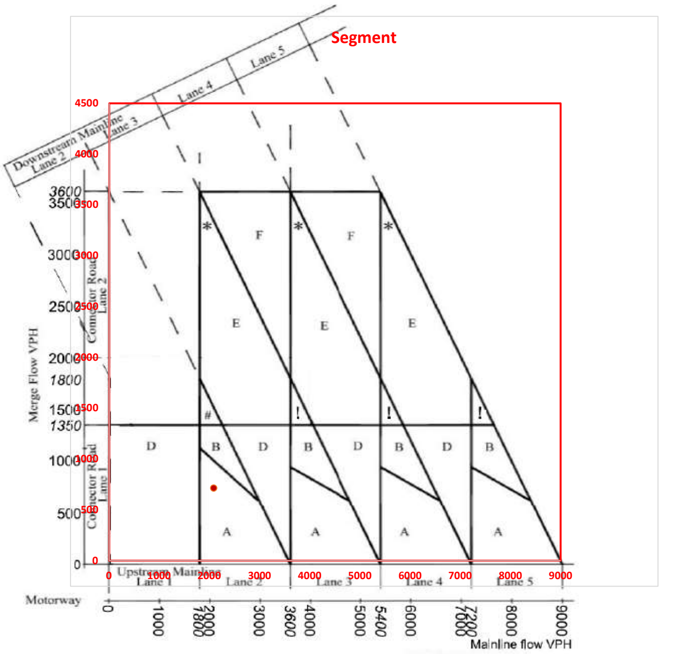
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct13-Merge-Ramp_2037_DSPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2084	716

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

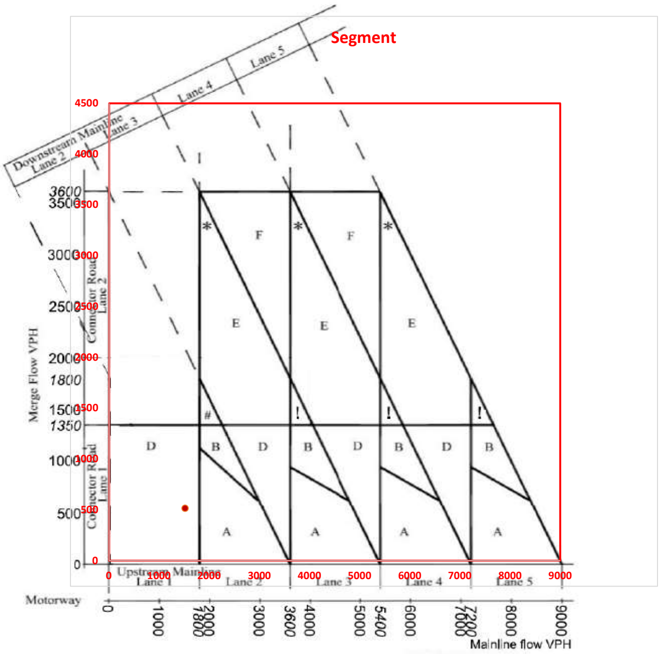
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct13-Merge-Ramp_2044_8_DMAM

Mainline flow	Merge flow
Veh/hr	Veh/hr
1516	516

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

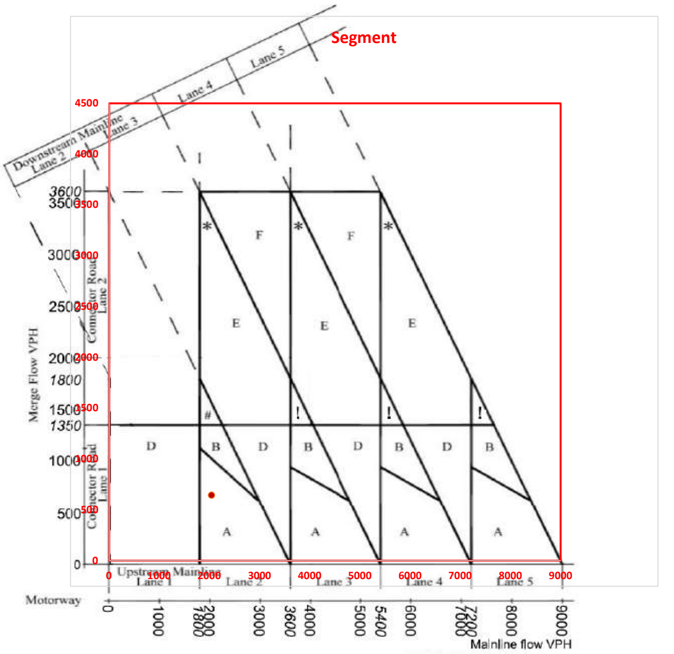
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.12b Motorway merging diagram



M20-EB-Jct13-Merge-Ramp_2044_8_DMPM

Mainline flow	Merge flow
Veh/hr	Veh/hr
2042	645

NOTE 2 *On Figures 3.12a and 3.12b, the # symbol indicates areas of uncertainty and the choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.*

NOTE 3 *On Figures 3.12a and 3.12b, the ! symbol indicates that the minimum layout to be provided is:*

1) Layout C for rural roads;

2) Layout A Option 2 for urban roads.

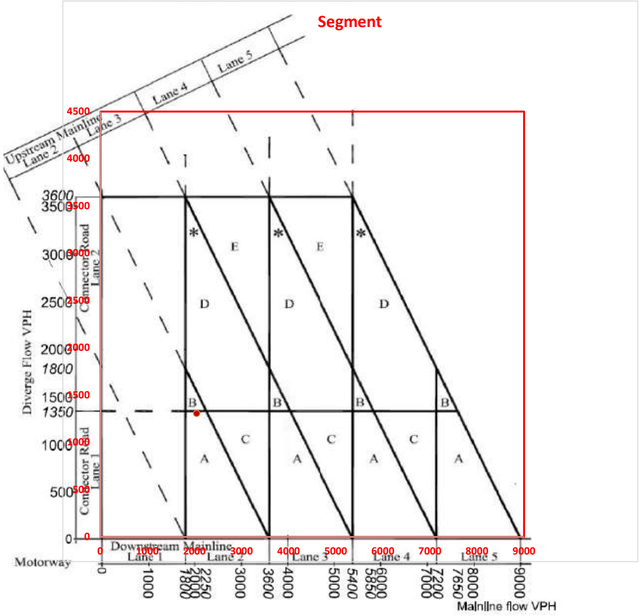
3.12.1 Where the flows are in the region indicated by the * symbol in Figure 3.12b and Layout E option 2 is to be used, an extended auxiliary lane should be provided instead of a taper merge.

3.12.2 A merge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g Layout C instead of Layout A.

NOTE *A merge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout F.*

3.13 For 3 lane merges onto the main carriageway, Layout G or H (see Figures 3.14i to 3.14k) shall be used based on the number of downstream lanes to be provided.

Figure 3.26b Motorway diverging diagram



M20-EB-Jct13-Diverge-Ramp_2044_8_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2042	1306

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

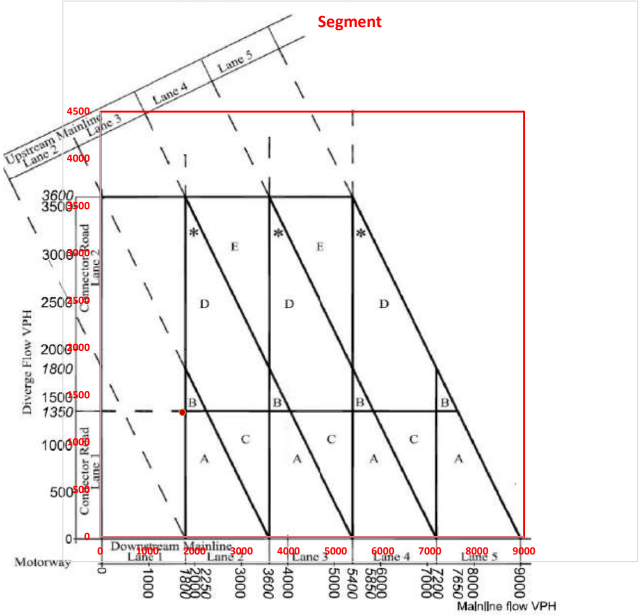
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

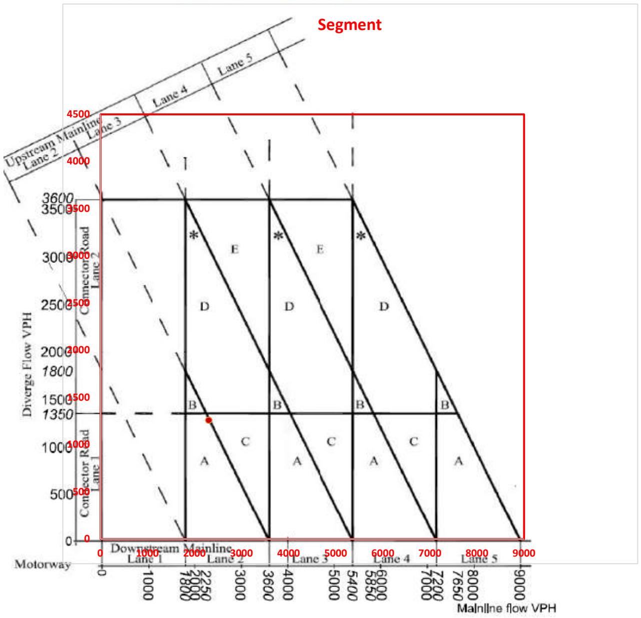
3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

M20-EB-Jct13-Diverge-Ramp_2044_8_DSAM

Mainline flow Veh/hr	Diverge flow Veh/hr
1743	1319

Figure 3.26b Motorway diverging diagram



M20-EB-Jct13-Diverge-Ramp_2044_8_DSPM

Mainline flow Veh/hr	Diverge flow Veh/hr
2302	1258

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

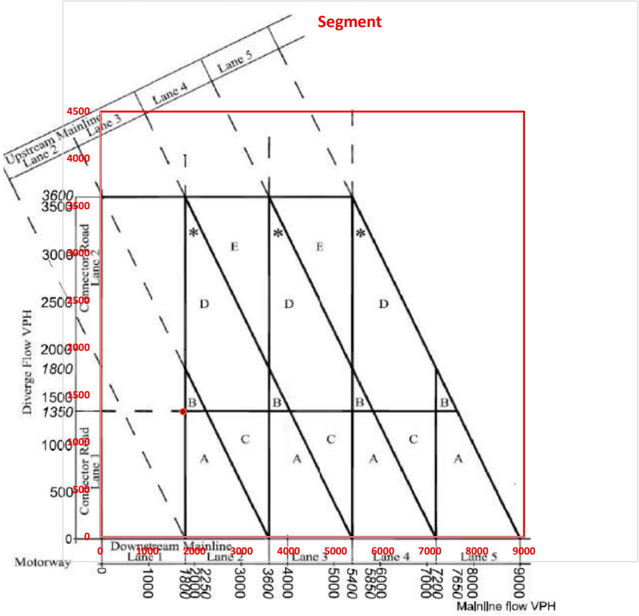
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.

Figure 3.26b Motorway diverging diagram



M20-EB-Jct13-Diverge-Ramp_2044_10_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1754	1325

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

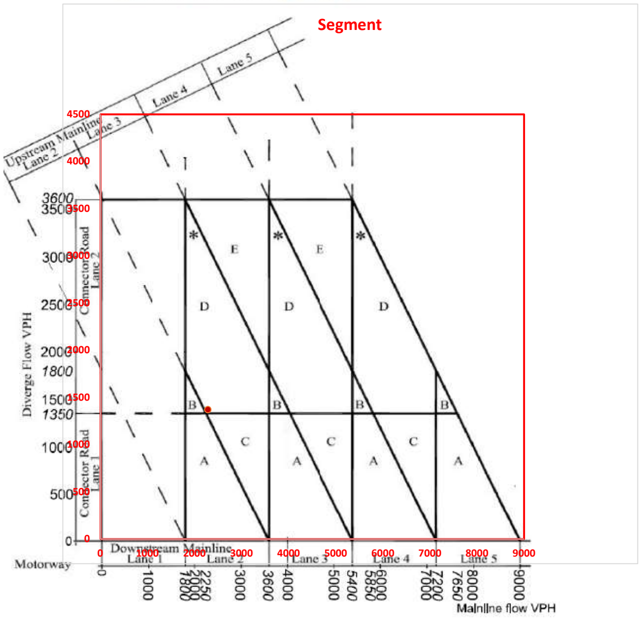
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct13-Diverge-Ramp_2044_10_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2283	1372

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

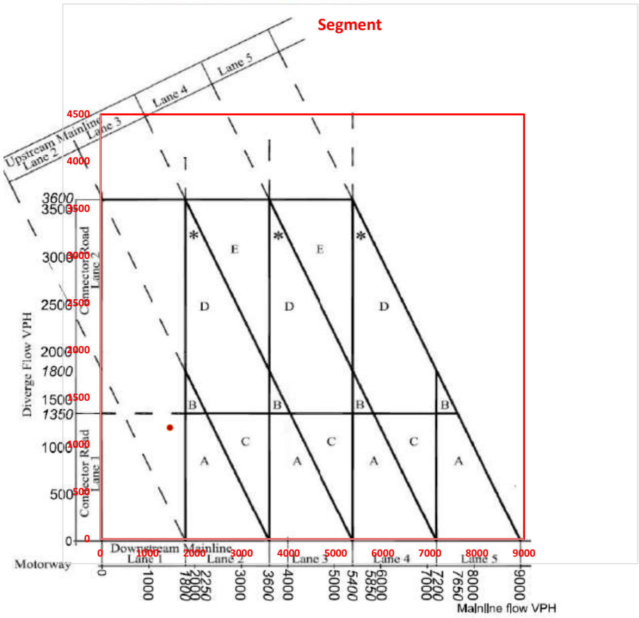
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct13-Diverge-Ramp_2037_DMAM

Mainline flow Veh/hr	Diverge flow Veh/hr
1476	1180

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

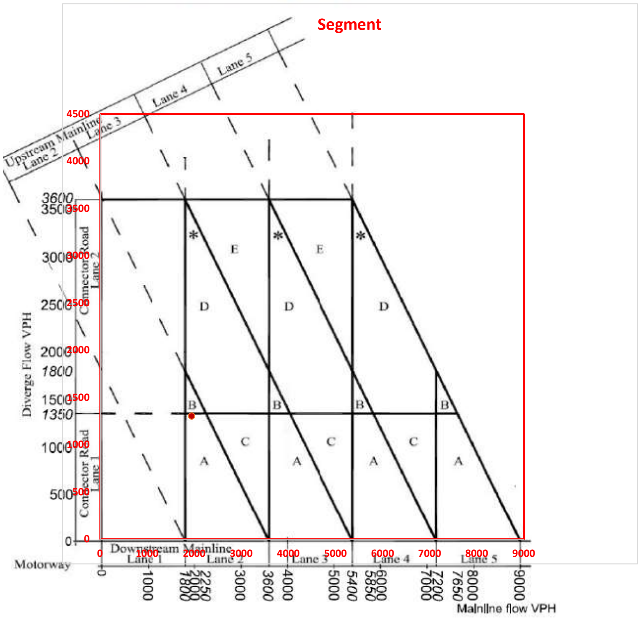
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct13-Diverge-Ramp_2037_DMPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1942	1305

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

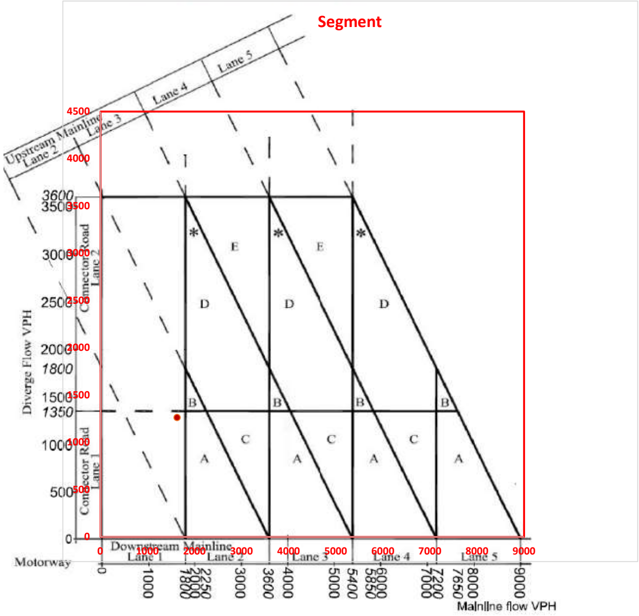
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

Figure 3.26b Motorway diverging diagram



M20-EB-Jct13-Diverge-Ramp_2037_DSAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1627	1263

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

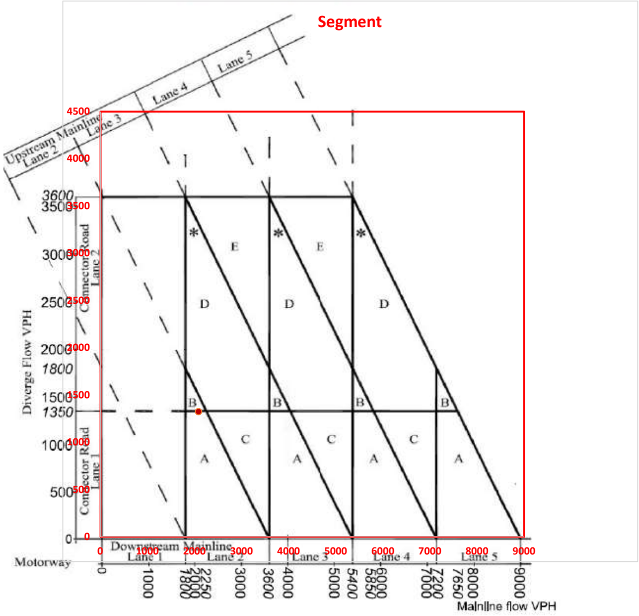
3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

M20-EB-Jct13-Diverge-Ramp_2037_DSPM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
2084	1325

Figure 3.26b Motorway diverging diagram



3.26.1	Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.
3.26.2	A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.
NOTE	*A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*
3.27	For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

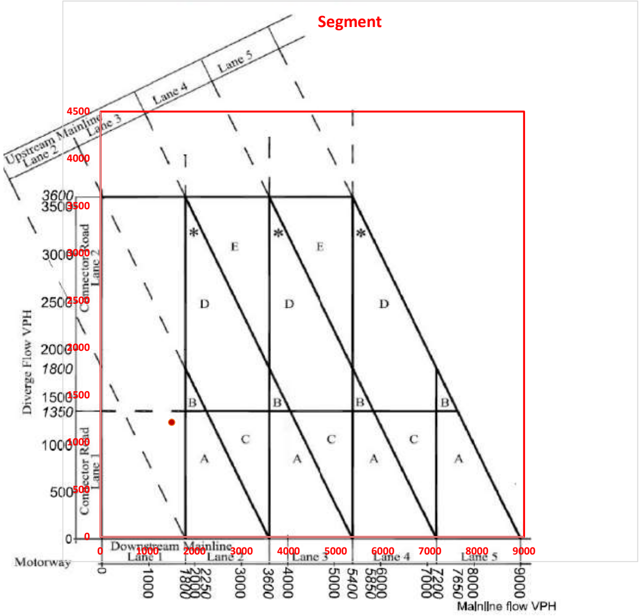
3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.

Figure 3.26b Motorway diverging diagram



M20-EB-Jct13-Diverge-Ramp_2044_8_DMAM

Mainline flow	Diverge flow
Veh/hr	Veh/hr
1516	1212

3.26.1 Where the flows are in the region indicated by the * symbol in Figures 3.25b and Layout D option 2 is to be used, an extended auxiliary lane should be provided instead of a taper diverge.

3.26.2 A diverge layout that offers a higher level of capacity than the worst case peak flow may be provided, e.g. Layout C instead of Layout A.

NOTE *A diverge layout that offers less capacity than the worst case peak flow cannot be used e.g. a Layout C instead of Layout E.*

3.27 For situations where 3 lanes on the diverge connector road are needed, Layout F shall be used.

3.28 A parallel diverge (Layout A option 2) shall be used instead of a taper diverge (Layout A option 1) if one or more of the following apply:

1) the mainline horizontal radius is less than the desirable minimum in a right hand curve direction;
2) the mainline is on an uphill or downhill gradient of 3% or steeper for longer than 1.5 km prior to the start of the taper.

3.29 Diverge Layouts B option 2 and D option 2 shall only be used when modifying an existing diverge.

NOTE *For the construction of new junctions and new slip roads at existing junctions, Layouts B option 2 and D option 2 are not used.*

APPENDIX T Non-car trip distributions

Bus Trip Distributions (Best Case Scenario)

Origin/Destination	Service Used					Ave. wait time =	10									
	1st	2nd	3rd	4th	Notes	Journey time (mins)	Wait time (mins)	Total Time (mins)	Log Normal func value	Population	Attraction Factor	Residential Non-Work Distribution	Outgoing Commuter Distribution	Incoming Commuter Distribution - Business Park	Incoming Commuter Distribution - Hubs	Combined
Lympne	10					9	10	19	0.027	1,002	0	0%	0%	1%	1%	0%
Stanford	10					37	10	47	0.001	1,002	1	4%	0%	1%	1%	2%
Sellindge	10					11	10	21	0.020	1,601	0	0%	0%	1%	1%	0%
Lyminge	10	17				145	20	165	0.000	1,342	0	0%	0%	0%	0%	0%
Hythe	10					32	10	42	0.001	3,014	3	22%	11%	7%	7%	14%
Palmarsh (west)	10					35	10	45	0.001	1,464	1	7%	0%	1%	1%	3%
Folkstone	10					70	10	80	0.000	52,589	1	6%	57%	54%	54%	34%
East and north of Otterpool	10	17				80	20	100	0.000	3,548	0	0%	3%	1%	1%	1%
Old Hawkinge	10	73				111	20	131	0.000	8,002	0	0%	1%	6%	6%	2%
Dymchurch	10	102				68	20	88	0.000	2,022	0	0%	1%	1%	1%	1%
Burmarsh	10	102				93	20	113	0.000	1,703	0	0%	0%	1%	1%	0%
North of Hawkinge	10A	10	18			200	30	230	0.000	1,399	0	0%	0%	0%	0%	0%
North East Folkstone & Hythe	18A				18A to Six Mile Garage	66	10	76	0.000	1,447	0	0%	0%	0%	0%	0%
Central Folkstone & Hythe	10A	11A				150	20	170	0.000	3,679	0	0%	1%	2%	2%	1%
North Folkstone & Hythe	10	16				200	20	220	0.000	2,087	0	0%	0%	1%	1%	0%
New Romney	10	102				76	20	96	0.000	6,996	0	0%	3%	2%	2%	2%
South East Folkstone & Hythe	10A	11				152	20	172	0.000	1,245	0	0%	0%	1%	1%	0%
Lydd	10	102				143	20	163	0.000	6,567	0	0%	1%	3%	3%	1%
																0%
Ashford	10					51	10	61	0.000	74,204	8	57%	3%	2%	2%	25%
Canterbury	10	16				78	20	98	0.000	151,145	0	3%	10%	2%	2%	5%
Dover	10	102				111	20	131	0.000	31,022	0	0%	4%	10%	10%	4%
Maidstone	10	Rail			10 to Ashford Railway Station (49 mins)	119	20	139	0.000	113,137	0	0%	0%	0%	0%	0%
Rother	10A	2	312	313		229	40	269	0.000	92,900	0	0%	0%	0%	0%	0%
Dartford	10	Rail			10 to Sandling (9 mins)	257	20	277	0.000	97,365	0	0%	0%	0%	0%	0%
Tonbridge and Malling	10	Rail			10 to Ashford Railway Station (49 mins)	132	20	152	0.000	120,805	0	0%	0%	0%	0%	0%
Medway	10	Rail			10 to Ashford Railway Station (49 mins)	197	20	217	0.000	274,015	0	0%	0%	0%	0%	0%
Tunbridge Wells	10	102	100	305		349	40	389	0.000	64,783	0	0%	0%	0%	0%	0%
Swale	10	16	3X			154	30	184	0.000	142,400	0	0%	0%	0%	0%	0%
Thanet	10	16	11			189	30	219	0.000	139,800	0	0%	1%	2%	2%	1%
																0%
London									0.000	8,665,000	0	0%	0%	0%	0%	0%
Other UK									0.000	54,789,697	0	0%	0%	0%	0%	0%
											15	100%	100%	100%	100%	100%

Bus Trip Distributions (User Survey Scenario)

Origin/Destination	Service Used				Ave. wait time =	10										
	1st	2nd	3rd	4th	Notes	Journey time (mins)	Wait time (mins)	Total Time (mins)	Log Normal func value	Population	Attraction Factor	Residential Non-Work Distribution	Outgoing Commuter Distribution	Incoming Commuter Distribution - Business Park	Incoming Commuter Distribution - Hubs	Combined
Lympne	10					9	10	19	0.027	1,002	0	0%	0%	1%	1%	0%
Stanford	10					37	10	47	0.001	1,002	1	4%	0%	1%	1%	2%
Sellindge	10					11	10	21	0.020	1,601	0	0%	0%	1%	1%	0%
Lyminge	10	17				145	20	165	0.000	1,342	0	0%	0%	0%	0%	0%
Hythe	10					32	10	42	0.001	3,014	3	22%	11%	7%	7%	14%
Palmarsh (west)	10					35	10	45	0.001	1,464	1	7%	0%	1%	1%	3%
Folkstone	10					70	10	80	0.000	52,589	1	6%	57%	54%	54%	35%
East and north of Otterpool	10	17				80	20	100	0.000	3,548	0	0%	3%	1%	1%	1%
Old Hawkinge	10	73				111	20	131	0.000	8,002	0	0%	1%	6%	6%	2%
Dymchurch	10	102				68	20	88	0.000	2,022	0	0%	1%	1%	1%	1%
Burmarsh	10	102				93	20	113	0.000	1,703	0	0%	0%	1%	1%	0%
North of Hawkinge	10A	10	18			200	30	230	0.000	1,399	0	0%	0%	0%	0%	0%
North East Folkstone & Hythe	18A				18A to Six Mile Garage	66	10	76	0.000	1,447	0	0%	0%	0%	0%	0%
Central Folkstone & Hythe	10A	11A				150	20	170	0.000	3,679	0	0%	1%	2%	2%	1%
North Folkstone & Hythe	10	16				200	20	220	0.000	2,087	0	0%	0%	1%	1%	0%
New Romney	10	102				76	20	96	0.000	6,996	0	0%	3%	2%	2%	2%
South East Folkstone & Hythe	10A	11				152	20	172	0.000	1,245	0	0%	0%	1%	1%	0%
Lydd	10	102				143	20	163	0.000	6,567	0	0%	1%	3%	3%	1%
																0%
Ashford	10					51	10	61	0.000	74,204	8	57%	3%	2%	2%	24%
Canterbury	10	16				78	20	98	0.000	151,145	0	3%	10%	2%	2%	5%
Dover	10	102				111	20	131	0.000	31,022	0	0%	4%	10%	10%	5%
Maidstone	10	Rail			10 to Ashford Railway Station (49 mins)	119	20	139	0.000	113,137	0	0%	0%	0%	0%	0%
Rother	10A	2	312	313		229	40	269	0.000	92,900	0	0%	0%	0%	0%	0%
Dartford	10	Rail			10 to Sandling (9 mins)	257	20	277	0.000	97,365	0	0%	0%	0%	0%	0%
Tonbridge and Malling	10	Rail			10 to Ashford Railway Station (49 mins)	132	20	152	0.000	120,805	0	0%	0%	0%	0%	0%
Medway	10	Rail			10 to Ashford Railway Station (49 mins)	197	20	217	0.000	274,015	0	0%	0%	0%	0%	0%
Tunbridge Wells	10	102	100	305		349	40	389	0.000	64,783	0	0%	0%	0%	0%	0%
Swale	10	16	3X			154	30	184	0.000	142,400	0	0%	0%	0%	0%	0%
Thanet	10	16	11			189	30	219	0.000	139,800	0	0%	1%	2%	2%	1%
																0%
London									0.000	8,665,000	0	0%	0%	0%	0%	0%
Other UK									0.000	54,789,697	0	0%	0%	0%	0%	0%
											15	**100%**	**100%**	**100%**	**100%**	**100%**

Rail Trip Distributions (Best Case Scenario)

				Ave. wait time =	15									
Origin/Destination	**Rail route option?**	**No. of Changes**	**Notes**	**Journey time (mins)**	**Wait time (mins)**	**Total Time (mins)**	**Log Normal func value**	**Population**	**Attraction Factor**	**Residential Non-Work Distribution**	**Outgoing Commuter Distribution**	**Incoming Commuter Distribution - Business Park**	**Incoming Commuter Distribution - Hubs**	**Combined**
Lympne			East							0%	0%	0%	0%	0%
Stanford			East							0%	0%	0%	0%	0%
Sellindge			West							0%	0%	0%	0%	0%
Lyminge			East							0%	0%	0%	0%	0%
Hythe	1	1	East	15	30	45	0.001	3,014	2	0%	1%	2%	2%	1%
Palmarsh (west)			East							0%	0%	0%	0%	0%
Folkstone	1		East	9	15	24	0.013	52,589	698	39%	4%	11%	11%	15%
East and north of Otterpool	1	2	East	25	45	70	0.000	3,548	0	0%	0%	1%	1%	0%
Old Hawkinge	1	2	East	25	45	70	0.000	8,002	0	0%	0%	1%	1%	0%
Dymchurch	1	2	East	25	45	70	0.000	2,022	0	0%	0%	0%	0%	0%
Burmarsh			East							0%	0%	0%	0%	0%
North of Hawkinge	1	3	East	25	60	85	0.000	1,399	0	0%	0%	0%	0%	0%
North East Folkstone & Hythe	1	3	East	25	60	85	0.000	1,447	0	0%	0%	0%	0%	0%
Central Folkstone & Hythe			East							0%	0%	0%	0%	0%
North Folkstone & Hythe			East							0%	0%	0%	0%	0%
New Romney			West							0%	0%	0%	0%	0%
South East Folkstone & Hythe			West							0%	0%	0%	0%	0%
Lydd	1	1	West	80	30	110	0.000	6,567	0	0%	0%	1%	1%	0%
Ashford	1		West	9	15	24	0.013	74,204	985	54%	14%	16%	16%	25%
Canterbury	1	1	West	35	30	65	0.000	151,145	11	1%	1%	1%	1%	1%
Dover	1		East	25	15	40	0.001	31,022	44	2%	5%	35%	35%	16%
Maidstone	1	1	West	42	30	72	0.000	113,137	4	0%	2%	2%	2%	2%
Rother	1	1	West	80	30	110	0.000	92,900	0	0%	0%	1%	1%	0%
Dartford	1	3	West	90	60	150	0.000	97,365	0	0%	0%	0%	0%	0%
Tonbridge and Malling	1		West	50	15	65	0.000	120,805	9	0%	1%	1%	1%	1%
Medway	1	1	East	90	30	120	0.000	274,015	0	0%	0%	0%	0%	0%
Tunbridge Wells	1	1	West	70	30	100	0.000	64,783	0	0%	1%	0%	0%	0%
Swale	1	2	East	110	45	155	0.000	142,400	0	0%	0%	1%	1%	0%
Thanet	1	1	East	75	30	105	0.000	139,800	0	0%	2%	8%	8%	4%
London	1	1	West	60	30	90	0.000	8,665,000	54	3%	60%	8%	8%	25%
Other UK	1	4	West	420	75	495	0.000	54,789,697	0	0%	6%	8%	8%	5%
									1808	**100%**	**100%**	**100%**	**100%**	**100%**

Rail Trip Distributions (User Survey Scenario)

			Ave. wait time =		15									
Origin/Destination	Rail route option?	No. of Changes	Notes	Journey time (mins)	Wait time (mins)	Total Time (mins)	Log Normal func value	Population	Attraction Factor	Residential Non-Work Distribution	Outgoing Commuter Distribution	Incoming Commuter Distribution - Business Park	Incoming Commuter Distribution - Hubs	Combined
Lympne			East							0%	0%	0%	0%	0%
Stanford			East							0%	0%	0%	0%	0%
Sellindge			West							0%	0%	0%	0%	0%
Lyminge			East							0%	0%	0%	0%	0%
Hythe	1	1	East	15	30	45	0.001	3,014	2	0%	1%	2%	2%	1%
Palmarsh (west)			East							0%	0%	0%	0%	0%
Folkstone	1		East	9	15	24	0.013	52,589	698	39%	4%	11%	11%	16%
East and north of Otterpool	1	2	East	25	45	70	0.000	3,548	0	0%	0%	1%	1%	0%
Old Hawkinge	1	2	East	25	45	70	0.000	8,002	0	0%	0%	1%	1%	0%
Dymchurch	1	2	East	25	45	70	0.000	2,022	0	0%	0%	0%	0%	0%
Burmarsh			East							0%	0%	0%	0%	0%
North of Hawkinge	1	3	East	25	60	85	0.000	1,399	0	0%	0%	0%	0%	0%
North East Folkstone & Hythe	1	3	East	25	60	85	0.000	1,447	0	0%	0%	0%	0%	0%
Central Folkstone & Hythe			East							0%	0%	0%	0%	0%
North Folkstone & Hythe			East							0%	0%	0%	0%	0%
New Romney			West							0%	0%	0%	0%	0%
South East Folkstone & Hythe			West							0%	0%	0%	0%	0%
Lydd	1	1	West	80	30	110	0.000	6,567	0	0%	0%	1%	1%	0%
Ashford	1		West	9	15	24	0.013	74,204	985	54%	14%	16%	16%	25%
Canterbury	1	1	West	35	30	65	0.000	151,145	11	1%	1%	1%	1%	1%
Dover	1		East	25	15	40	0.001	31,022	44	2%	5%	35%	35%	16%
Maidstone	1	1	West	42	30	72	0.000	113,137	4	0%	2%	2%	2%	2%
Rother	1	1	West	80	30	110	0.000	92,900	0	0%	0%	1%	1%	0%
Dartford	1	3	West	90	60	150	0.000	97,365	0	0%	0%	0%	0%	0%
Tonbridge and Malling	1		West	50	15	65	0.000	120,805	9	0%	1%	1%	1%	1%
Medway	1	1	East	90	30	120	0.000	274,015	0	0%	0%	0%	0%	0%
Tunbridge Wells	1	1	West	70	30	100	0.000	64,783	0	0%	1%	0%	0%	0%
Swale	1	2	East	110	45	155	0.000	142,400	0	0%	0%	1%	1%	0%
Thanet	1	1	East	75	30	105	0.000	139,800	0	0%	2%	8%	8%	4%
London	1	1	West	60	30	90	0.000	8,665,000	54	3%	60%	8%	8%	25%
Other UK	1	4	West	420	75	495	0.000	54,789,697	0	0%	6%	8%	8%	5%
									1808	**100%**	**100%**	**100%**	**100%**	**100%**

Cycle Trip Distributions (Best Case Scenario)

Origin/Destination	Route			Distance (km)	Total Time (mins)	Log Normal func value	Population	Attraction Factor	Residential Non-Work Distribution	Outgoing Commuter Distribution	Incoming Commuter Distribution - Business Park	Incoming Commuter Distribution - Hubs	Combined
			Ave. Cycle speed =	0.25	km/min								
Lympne	A20 Stone Street / Otterpool Lane			2.9	12	0.065	1,002	65	23%	0%	1%	1%	14%
Stanford	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	B2068 Stone Street	5.1	20	0.022	1,002	22	8%	0%	1%	1%	5%
Sellindge	A20 Barrow Hill			3.4	14	0.054	1,601	86	31%	1%	1%	1%	18%
Lyminge	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	Sandling Road	8.4	34	0.003	1,342	5	2%	0%	1%	1%	1%
Hythe	A20 Stone Street / Otterpool Lane	B2067 Aldington Rd (E)		5.9	24	0.014	3,014	42	15%	11%	10%	10%	13%
Palmarsh (west)	A20 Stone Street / Otterpool Lane	B2067 Aldington Rd (E)	Lympne Hill	7.25	29	0.006	1,464	9	3%	1%	1%	1%	2%
Folkstone	A20 Stone Street / Otterpool Lane	B2067 Aldington Rd (E)		12.9	51	0.000	52,589	18	6%	47%	50%	50%	24%
East and north of Otterpool	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	Sandling Road	8	32	0.004	3,548	15	5%	4%	2%	2%	4%
Old Hawkinge	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	Sandling Road	13.4	54	0.000	8,002	2	1%	1%	2%	2%	1%
Dymchurch	A20 Stone Street / Otterpool Lane	B2067 Aldington Rd (E)	Lympne Hill	11.3	45	0.001	2,022	1	1%	1%	1%	1%	1%
Burmarsh	A20 Stone Street / Otterpool Lane	B2067 Aldington Rd (E)	Lympne Hill	9.2	37	0.002	1,703	4	1%	1%	1%	1%	1%
North of Hawkinge	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	B2068 Stone Street	13.65	55	0.000	1,399	0	0%	0%	1%	1%	0%
North East Folkstone & Hythe	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	B2068 Stone Street	11.7	47	0.001	1,447	1	0%	0%	1%	1%	0%
Central Folkstone & Hythe	A20 Stone Street / Otterpool Lane	B2067 Aldington Rd (E)	Lympne Hill	16.7	67	0.000	3,679	0	0%	2%	2%	2%	1%
North Folkstone & Hythe	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	B2068 Stone Street	22.7	91	0.000	2,087	0	0%	1%	1%	1%	0%
New Romney	B2067 Aldington Rd (E)	Lympne Hill		18.1	72	0.000	6,996	0	0%	9%	9%	9%	4%
South East Folkstone & Hythe	B2067 Aldington Road			31.75	127	0.000	1,245	0	0%	1%	1%	1%	0%
Lydd	B2067 Aldington Rd (E)	Lympne Hill		23.9	96	0.000	6,567	0	0%	7%	8%	8%	3%
Ashford	A20 Barrow Hill			15.7	63	0.000	74,204	7	2%	3%	1%	1%	2%
Canterbury	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	B2068 Stone Street	31.6	126	0.000	151,145	0	0%	2%	1%	1%	1%
Dover	A261 Hythe Rd			24.4	98	0.000	31,022	0	0%	3%	3%	3%	1%
Maidstone	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	M20 Westbound	47.2	189	0.000	113,137	0	0%	0%	0%	0%	0%
Rother	B2067 Aldington Road			56.9	228	0.000	92,900	0	0%	0%	0%	0%	0%
Dartford	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	M20 Westbound	83.95	336	0.000	97,365	0	0%	0%	0%	0%	0%
Tonbridge and Malling	B2067 Aldington Road			74.3	297	0.000	120,805	0	0%	0%	0%	0%	0%
Medway	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	M20 Westbound	62.05	248	0.000	274,015	0	0%	0%	0%	0%	0%
Tunbridge Wells	B2067 Aldington Road			75.8	303	0.000	64,783	0	0%	0%	0%	0%	0%
Swale	A20 Barrow Hill			49.7	199	0.000	142,400	0	0%	0%	0%	0%	0%
Thanet	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	M20 Eastbound	51.65	207	0.000	139,800	0	0%	1%	1%	1%	0%
London	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	M20 Westbound	112	448	0.000	8,665,000	0	0%	1%	0%	0%	0%
Other UK	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	M20 Westbound	386	1544	0.000	54,789,697	0	0%	2%	2%	2%	1%
								277	**100%**	**100%**	**100%**	**100%**	**100%**

Cycle Trip Distributions (User Survey Scenario)

				Ave. Cycle speed =	0.25	km/min								
Origin/Destination	**Route**			**Distance (km)**	**Total Time (mins)**	**Log Normal func value**	**Population**	**Attraction Factor**	**Residential Non-Work Distribution**	**Outgoing Commuter Distribution**	**Incoming Commuter Distribution - Business Park**	**Incoming Commuter Distribution - Hubs**	**Combined**
Lympne	A20 Stone Street / Otterpool Lane			2.9	12	0.065	1,002	65	23%	0%	1%	1%	11%
Stanford	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	B2068 Stone Street	5.1	20	0.022	1,002	22	8%	0%	1%	1%	4%
Sellindge	A20 Barrow Hill			3.4	14	0.054	1,601	86	31%	1%	1%	1%	15%
Lyminge	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	Sandling Road	8.4	34	0.003	1,342	5	2%	0%	1%	1%	1%
Hythe	A20 Stone Street / Otterpool Lane	B2067 Aldington Rd (E)		5.9	24	0.014	3,014	42	15%	11%	10%	10%	13%
Palmarsh (west)	A20 Stone Street / Otterpool Lane	B2067 Aldington Rd (E)	Lympne Hill	7.25	29	0.006	1,464	9	3%	1%	1%	1%	2%
Folkstone	A20 Stone Street / Otterpool Lane	B2067 Aldington Rd (E)		12.9	51	0.000	52,589	18	6%	47%	50%	50%	29%
East and north of Otterpool	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	Sandling Road	8	32	0.004	3,548	15	5%	4%	2%	2%	4%
Old Hawkinge	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	Sandling Road	13.4	54	0.000	8,002	2	1%	1%	2%	2%	1%
Dymchurch	A20 Stone Street / Otterpool Lane	B2067 Aldington Rd (E)	Lympne Hill	11.3	45	0.001	2,022	1	1%	1%	1%	1%	1%
Burmarsh	A20 Stone Street / Otterpool Lane	B2067 Aldington Rd (E)	Lympne Hill	9.2	37	0.002	1,703	4	1%	1%	1%	1%	1%
North of Hawkinge	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	B2068 Stone Street	13.65	55	0.000	1,399	0	0%	0%	1%	1%	0%
North East Folkstone & Hythe	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	B2068 Stone Street	11.7	47	0.001	1,447	1	0%	0%	1%	1%	0%
Central Folkstone & Hythe	A20 Stone Street / Otterpool Lane	B2067 Aldington Rd (E)	Lympne Hill	16.7	67	0.000	3,679	0	0%	2%	2%	2%	1%
North Folkstone & Hythe	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	B2068 Stone Street	22.7	91	0.000	2,087	0	0%	1%	1%	1%	0%
New Romney	B2067 Aldington Rd (E)	Lympne Hill		18.1	72	0.000	6,996	0	0%	9%	9%	9%	5%
South East Folkstone & Hythe	B2067 Aldington Road			31.75	127	0.000	1,245	0	0%	1%	1%	1%	0%
Lydd	B2067 Aldington Rd (E)	Lympne Hill		23.9	96	0.000	6,567	0	0%	7%	8%	8%	4%
Ashford	A20 Barrow Hill			15.7	63	0.000	74,204	7	2%	3%	1%	1%	2%
Canterbury	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	B2068 Stone Street	31.6	126	0.000	151,145	0	0%	2%	1%	1%	1%
Dover	A261 Hythe Rd			24.4	98	0.000	31,022	0	0%	3%	3%	3%	2%
Maidstone	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	M20 Westbound	47.2	189	0.000	113,137	0	0%	0%	0%	0%	0%
Rother	B2067 Aldington Road			56.9	228	0.000	92,900	0	0%	0%	0%	0%	0%
Dartford	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	M20 Westbound	83.95	336	0.000	97,365	0	0%	0%	0%	0%	0%
Tonbridge and Malling	B2067 Aldington Road			74.3	297	0.000	120,805	0	0%	0%	0%	0%	0%
Medway	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	M20 Westbound	62.05	248	0.000	274,015	0	0%	0%	0%	0%	0%
Tunbridge Wells	B2067 Aldington Road			75.8	303	0.000	64,783	0	0%	0%	0%	0%	0%
Swale	A20 Barrow Hill			49.7	199	0.000	142,400	0	0%	0%	0%	0%	0%
Thanet	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	M20 Eastbound	51.65	207	0.000	139,800	0	0%	1%	1%	1%	1%
London	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	M20 Westbound	112	448	0.000	8,665,000	0	0%	1%	0%	0%	0%
Other UK	A20 Ashford Road s/o/ M20 J11	M20 J11 RoundaboutA20 r/b	M20 Westbound	386	1544	0.000	54,789,697	0	0%	2%	2%	2%	1%
								277	**100%**	**100%**	**100%**	**100%**	**100%**

Walk Trip Distributions (Best Case Scenario)

			Ave. Walk speed =	0.084	km/min									
Origin/Destination	**Route**			**Distance (km)**	**Total Time (mins)**	**Log Normal func value**	**Population**	**Attraction Factor**	**Residential Non-Work Distribution**	**Outgoing Commuter Distribution**	**Incoming Commuter Distribution - Business Park**	**Incoming Commuter Distribution - Hubs**	**Combined**	**Combined***
Lympne	A20 Stone Street / Otterpool Lane			2.9	35	0.003	1,002	3	12%	0%	0%	0%	6%	11%
Stanford		A20 r/b	Bridge over M20 at Stone Street	5.1	61	0.000	1,002	0	0%	0%	0%	0%	0%	1%
Sellindge	A20 Barrow Hill			2	24	0.014	1,601	22	87%	0%	0%	0%	42%	77%
Lyminge	Ashford Road s/o M20 J11	A20 r/b	A261 Hythe Road / PRoW	8.4	100	0.000	1,342	0	0%	0%	0%	0%	0%	0%
Hythe	A261 Hythe Road / PRoW			5.933333	71	0.000	3,014	0	0%	9%	8%	8%	5%	9%
Palmarsh (west)	A261 Hythe Road / PRoW			7.25	86	0.000	1,464	0	0%	0%	0%	0%	0%	0%
Folkstone	A261 Hythe Road / PRoW			13.09091	156	0.000	52,589	0	0%	74%	74%	74%	38%	0%
East and north of Otterpool	Ashford Road s/o M20 J11	A20 r/b	A261 Hythe Road / PRoW	8	95	0.000	3,548	0	0%	1%	1%	1%	1%	1%
Old Hawkinge	Ashford Road s/o M20 J11	A20 r/b	A261 Hythe Road / PRoW	13.4	160	0.000	8,002	0	0%	2%	3%	3%	1%	0%
Dymchurch	A261 Hythe Road / PRoW			11.3	135	0.000	2,022	0	0%	1%	1%	1%	0%	0%
Burmarsh	A261 Hythe Road / PRoW			9.233333	110	0.000	1,703	0	0%	0%	0%	0%	0%	0%
North of Hawkinge			Bridge over M20 at Stone Street	13.65	163	0.000	1,399	0	0%	0%	0%	0%	0%	0%
North East Folkstone & Hythe			Bridge over M20 at Stone Street	11.7	139	0.000	1,447	0	0%	0%	0%	0%	0%	0%
Central Folkstone & Hythe	B2067 Aldington Road			16.7	199	0.000	3,679	0	0%	1%	1%	1%	0%	0%
North Folkstone & Hythe			Bridge over M20 at Stone Street	23.9	285	0.000	2,087	0	0%	1%	1%	1%	0%	0%
New Romney	B2067 Aldington Rd (E)	Lympne Hill		18.1	215	0.000	6,996	0	0%	6%	6%	6%	3%	0%
South East Folkstone & Hythe	B2067 Aldington Road			27	321	0.000	1,245	0	0%	0%	0%	0%	0%	0%
Lydd	B2067 Aldington Rd (E)	Lympne Hill		23.9	285	0.000	6,567	0	0%	3%	3%	3%	2%	0%
														0%
Ashford	A20 Barrow Hill			23.9	285	0.000	74,204	0	0%	0%	0%	0%	0%	0%
Canterbury			Bridge over M20 at Stone Street			0.000	151,145	0	0%	0%	0%	0%	0%	0%
Dover	A261 Hythe Road / PRoW					0.000	31,022	0	0%	0%	0%	0%	0%	0%
Maidstone			Bridge over M20 at Stone Street			0.000	113,137	0	0%	0%	0%	0%	0%	0%
Rother	B2067 Aldington Road					0.000	92,900	0	0%	0%	0%	0%	0%	0%
Dartford			Bridge over M20 at Stone Street			0.000	97,365	0	0%	0%	0%	0%	0%	0%
Tonbridge and Malling	B2067 Aldington Road					0.000	120,805	0	0%	0%	0%	0%	0%	0%
Medway			Bridge over M20 at Stone Street			0.000	274,015	0	0%	0%	0%	0%	0%	0%
Tunbridge Wells	B2067 Aldington Road					0.000	64,783	0	0%	0%	0%	0%	0%	0%
Swale	A20 Barrow Hill					0.000	142,400	0	0%	0%	0%	0%	0%	0%
Thanet			A261 Hythe Road / PRoW			0.000	139,800	0	0%	0%	0%	0%	0%	0%
														0%
London	A20 Barrow Hill					0.000	8,665,000	0	0%	0%	0%	0%	0%	0%
Other UK	A20 Barrow Hill					0.000	54,789,697	0	0%	0%	0%	0%	0%	0%
								25	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

NB: ‘Combined*’ Scenario applies a cut off for Origin/Destinations that take over 120mins to reach by walking, and the proportions for these locations are proportionally re-distributed to the remaining ODs.

Walk Trip Distributions (User Survey Scenario)

Origin/Destination	Route			Distance (km)	Total Time (mins)	Log Normal func value	Population	Attraction Factor	Residential Non-Work Distribution	Outgoing Commuter Distribution	Incoming Commuter Distribution - Business Park	Incoming Commuter Distribution - Hubs	Combined	Combined*
			Ave. Cycle speed =		0.084	km/min								
Lympne	A20 Stone Street / Otterpool Lane			2.9	35	0.003	1,002	3	12%	0%	0%	0%	8%	11%
Stanford		A20 r/b	Bridge over M20 at Stone Street	5.1	61	0.000	1,002	0	0%	0%	0%	0%	0%	1%
Sellindge	A20 Barrow Hill			2	24	0.014	1,601	22	87%	0%	0%	0%	59%	82%
Lyminge	Ashford Road s/o M20 J11	A20 r/b	A261 Hythe Road / PRoW	8.4	100	0.000	1,342	0	0%	0%	0%	0%	0%	0%
Hythe	A261 Hythe Road / PRoW			5.933333	71	0.000	3,014	0	0%	9%	8%	8%	3%	5%
Palmarsh (west)	A261 Hythe Road / PRoW			7.25	86	0.000	1,464	0	0%	0%	0%	0%	0%	0%
Folkstone	A261 Hythe Road / PRoW			13.09091	156	0.000	52,589	0	0%	74%	74%	74%	24%	0%
East and north of Otterpool	Ashford Road s/o M20 J11	A20 r/b	A261 Hythe Road / PRoW	8	95	0.000	3,548	0	0%	1%	1%	1%	1%	1%
Old Hawkinge	Ashford Road s/o M20 J11	A20 r/b	A261 Hythe Road / PRoW	13.4	160	0.000	8,002	0	0%	2%	3%	3%	1%	0%
Dymchurch	A261 Hythe Road / PRoW			11.3	135	0.000	2,022	0	0%	1%	1%	1%	0%	0%
Burmarsh	A261 Hythe Road / PRoW			9.233333	110	0.000	1,703	0	0%	0%	0%	0%	0%	0%
North of Hawkinge			Bridge over M20 at Stone Street	13.65	163	0.000	1,399	0	0%	0%	0%	0%	0%	0%
North East Folkstone & Hythe			Bridge over M20 at Stone Street	11.7	139	0.000	1,447	0	0%	0%	0%	0%	0%	0%
Central Folkstone & Hythe	B2067 Aldington Road			16.7	199	0.000	3,679	0	0%	1%	1%	1%	0%	0%
North Folkstone & Hythe			Bridge over M20 at Stone Street	23.9	285	0.000	2,087	0	0%	1%	1%	1%	0%	0%
New Romney	B2067 Aldington Rd (E)	Lympne Hill		18.1	215	0.000	6,996	0	0%	6%	6%	6%	2%	0%
South East Folkstone & Hythe	B2067 Aldington Road			27	321	0.000	1,245	0	0%	0%	0%	0%	0%	0%
Lydd	B2067 Aldington Rd (E)	Lympne Hill		23.9	285	0.000	6,567	0	0%	3%	3%	3%	1%	0%
														0%
Ashford	A20 Barrow Hill			23.9	285	0.000	74,204	0	0%	0%	0%	0%	0%	0%
Canterbury			Bridge over M20 at Stone Street			0.000	151,145	0	0%	0%	0%	0%	0%	0%
Dover	A261 Hythe Road / PRoW					0.000	31,022	0	0%	0%	0%	0%	0%	0%
Maidstone			Bridge over M20 at Stone Street			0.000	113,137	0	0%	0%	0%	0%	0%	0%
Rother	B2067 Aldington Road					0.000	92,900	0	0%	0%	0%	0%	0%	0%
Dartford			Bridge over M20 at Stone Street			0.000	97,365	0	0%	0%	0%	0%	0%	0%
Tonbridge and Malling	B2067 Aldington Road					0.000	120,805	0	0%	0%	0%	0%	0%	0%
Medway			Bridge over M20 at Stone Street			0.000	274,015	0	0%	0%	0%	0%	0%	0%
Tunbridge Wells	B2067 Aldington Road					0.000	64,783	0	0%	0%	0%	0%	0%	0%
Swale	A20 Barrow Hill					0.000	142,400	0	0%	0%	0%	0%	0%	0%
Thanet			A261 Hythe Road / PRoW			0.000	139,800	0	0%	0%	0%	0%	0%	0%
													0%	0%
London	A20 Barrow Hill					0.000	8,665,000	0	0%	0%	0%	0%	0%	0%
Other UK	A20 Barrow Hill					0.000	54,789,697	0	0%	0%	0%	0%	0%	0%
								25	100%	100%	100%	100%	100%	100%

NB: ‘Combined*’ Scenario applies a cut off for Origin/Destinations that take over 120mins to reach by walking, and the proportions for these locations are proportionally re-distributed to the remaining ODs.

APPENDIX U Illustrative Accommodation Schedule reflective of the Development Specification Quantum

Summary Indicative Development Phasing_10-09-20

Quantum uplifted to Development Specification on pro-rata basis

8500 unit - Application,

units or sq ft developed

Indicative Year			*TARGET*	*SCHEDUL*	*2021*	*2022*	*2023*
units built one year before sold							
Resdiential C3 Units sold	units all tenures & 70/30 houses /flats	Applicatior	7,855	7,855	0	0	
Cumulative Sales (C3 market and affordable)		Application					
Residential C2 Units		Applicatior	645	645			
Cumulative residential units		Applicatior	8500	8,500	0	0	
Resdiential C3 Units		Masterplar	8704				
Residential C2 Units		Masterplar	1296				
Cumulative residential units		Masterpla	10000				
		ft2	m2	m2			
Hotel	C1 (NIA)c120 bed	62,627	5,818	5,818			
				-			
Retail Space				-			
	A1 (GIA)	170,756	15,864	15,864			
	A2/A3 (GIA)	113,022	10500	10,500			
Commercial Space				-			
	B1 (NIA)	475,920	44214	44,214			
54,871	B1 hub (NIA)	114,712	10657	10,657			
63,019	B2 (NIA)	87,702	8148	8,148			
Schools				-			
Application	Application 7 Primary schools+SEN Schoo	236,377	21960	21,960			
Application	Application 2 Secondary Schools	242,534	22532	22,533			
Sport	(Framework incl. 1 additional primary school)			-			
	D2 Indoor sports facility (GEA)	71,162	6611	6,611			
	Sports pavilion (GEA)	20,332	1889	1,889			
				-			
Health	(GEA) approx 1 main site and two 'surgeries'	151,449	14070	14,070			
				-			
Community	(Framework incl. 1 additional nursery)			-			
Application	Application 10 Nurserys	34,875	3240	3,240			
	Community Centre(s) (GIA) sqft	67,813	6300	6,300			
				hectares			
Green Infrastructure	GI Habitat		162.26	162.26			
	GI sports playing fields		11.53	11.53			
	GI general amenity		39.32	39.32			
	GI playspace		5.98	5.98			
	GI Strategic parks		15.51	15.51			
	GI allotments orchards		9.75	9.75			
	GI cemeteries		3.00	3.00			
	GI mixed use suds		7.14	7.14			
	GI housing Suds		41.04	41.03			
	GI secondary school playing fields		9.78	9.78			
	GI primary school playing fields		8.14	8.14			
			313.445	313.44			
Infrastructure	Roads		20.33	20.33			
	Parking		0.83	0.83			
	Utilities		0.45	0.45			
	WW¬T		0.85	0.85			
Infrastructure	Total		22.458	22.458			
C2 (m2)							

Non resi Previous zone no.	1A	1A	1A	1A	1A	1A	1B	1B	2A	1C	1B	1A	1C	3A
Non resi Phase TBC	1.1-3	1.1	1.1	1.4	1.1	1.5	1.1	1.6	2	1.7-8	1.5	1.5	1.1	3.1-2
Housing Phase TBC	1.1-3	1.1-3	1.1-3	1.4	1.1-3	1.5	1.1-3	1.6	2	1.7-8	1.5	1.5	1.1-3	3.1-2
Housing Previous zone no.	1A	1A	6	6	1A	6	1B	1B	2A	1C	1B	1A	1C	1B
TARGET SALES	121	264		331		350		423			423			528
SCHEDULE	121	264		331		350		423			423			528
Indicative Year	2024	2025	2026		2027		2028		2029			2030		
Resdiential C3 Units sold	121	264	281	50		154	142	281	207	166	50	178	92	258
Cumulative Sales (C3 market and affordable)	121	385		716			716	1293			1716			2244
Residential C2 Units					196									
Cumulative residential units (Application)	121	385		716			1066	1489			1912			2440
Cumulative residential units (Masterpla)	121	385		716			1066	1489			1912			2440
Hotel C1 (NIA)c120 bed													5818.2	
A1 (GIA)			1510.8		1510.8								7554.1	
A2/A3 (GIA)			1500		1500								3000	
B1 hub (NIA)					2875.1								2875.1	
Application 7 Primary schools+SEN Schoo	3414								4910					
Application 2 Secondary Schools									12182					
D2 Indoor sports facility (GEA)													1259.3	
Sports pavilion (GEA)						629.63								
Health					1507.5								11055	
Application 10 Nurserys	324								324					
Community Centre(s) (GIA) sqft	600											600		
GI Habitat	6.31		4	2.47	3	2.37		2.57	1.16	2.874				2.1
GI sports playing fields	0		1.62			1.23		0	0.74	0				
GI general amenity	3.4		1.86	1		1.07		1.35	0	0				1.56
GI playspace	0.56		0.23	0.31				0.2	0.15	0				
GI Strategic parks			6.48			0.52		0.34	0	0				
GI allotments orchards	0.43					0.21		0	1.6	0				
GI cemeteries								0	0	0				
GI mixed use suds			0.4		0.4		0.4	0	1.04	0		0.34		
GI housing Suds	1.4	1.18	1	0.7466	0.41	0.7466		1.21	0.78	0.64	0.747			1.5
GI secondary school playing fields								0	6	0				
GI primary school playing fields	1.3							0	0.82	0				
Roads	2.94			0.831			1.14	0.224	0.44	3.887				
Parking	0.33													
Utilities	0.15						0.15							
WW¬T						0.85								
C2 (m2)					12250									

Non resi Previous zone no.	1B		1B	1B	2C	2C	7	7	2C	3B	3C	2A	6	2A
Non resi Phase TBC	3.1-2	3.1-2	3.4	3.3	4	4	5	1.5	4	6.1-2	6.3	2	5	4
Housing Phase TBC	3.1-2	3.1-2	3.4	3.3	3.3	4	5	5	4	6.1-3	6.3	6.1-2	5	4
Housing Previous zone no.	1B		1B	2B	2C	2C	7	7	2C	3B	3C	2=3B	4	3B
TARGET SALES	528			557			498			502			534	
SCHEDULE	528			557			498			502			534	
Indicative Year	2031	2032			2033			2034			2035			2036
Resdiential C3 Units sold	528	67	32	326	161	174	163	168	168	166	298	58	178	205
Cumulative Sales (C3 market and affordable)	2772			3197			3695			4197			4731	4936
Residential C2 Units		132												
Cumulative residential units (Application)	2968			3197			4023			4525			5059	5264
Cumulative residential units (Masterpla)	2968			3525			4023			4525			5059	5593
Hotel C1 (NIA)c120 bed														-
Retail Space														P2C
A1 (GIA)	755.41	1510.8												
A2/A3 (GIA)	750	750												750
B1 (NIA)		-			8214.6									5476.4
B1 hub (NIA)	1150	1150								306.7				
B2 (NIA)					1095.3									1095.3
Application 7 Primary schools+SEN Schoo		2410						3414						
D2 Indoor sports facility (GEA)	1259.3											944.44		
Sports pavilion (GEA)										629.6				
Application 10 Nurserys	324			324				324		324				
Community Centre(s) (GIA) sqft	600			500				600		900			600	
GI Habitat	2.08		2.42	2.67	0.8	0.8	1.71	1.99	0.72	3.8	23.5	3.8	1.5	3.84
GI sports playing fields	0.74		0	0.74	0		0	0		1.88	0		0.49	
GI general amenity	1.61	1.56	0.15	2.34		2.63	1.66	1.9		0.6	1.4	0.6	1.9	0.61
GI playspace	0.36	0.35	0.02	0.35		0.39	0.37				0.2	0.16	0.4	
GI Strategic parks	0.52	0.5	0.04	0.58		0.66					0	0.28		
GI allotments orchards	0.9		0	0		0.26				2.7	0			
GI cemeteries			0	0							0			
GI mixed use suds	0.3	0.22	0	0.04	0.35		0.17	0.17	0.3		0	0.09	0.15	0.28
GI housing Suds	1.5	1.5	0.22	3.08	0.5	0.9	1.11	1.25	0.91		1.4	0.6	1.5	0.9
GI secondary school playing fields			0	0							0		3.78	
GI primary school playing fields		1.3	0	0				1.3			0		0.82	
Roads	1.2			1.048	1.606			0.5		0.779	0		1.348	
Parking					0.5									
C2 (m2)		8680.3												

Non resi Previous zone no.	3A	3B	4	5	4	4		7	2C		2C	2C	2C	2C	
Non resi Phase TBC	8.1	6.1-2	8.1	7	7	7	7	5	4	4	4	4	4	4	
Housing Phase TBC	8.1	6.1-2	8.1	7	7	7	5	5	5	8.2	8.2	9	9	9	
Housing Previous zone no.	3A	3B	4	5	4	4		7	7	8	8	9	9	9	
TARGET SALES		534		504	504		661	535		582	121	**435**	531	534	
					6601				***8379***		***8500***	***8935***		***10000***	Master
SCHEDULE		534		504	504		661	535		582		556	531	534	
Indicative Year			2037		2038	2039		2040	2041		2042		2043	2044	2045
units built one year before sold												Application			Master
Resdiential C3 Units sold	93	236	226	278	504	412	249	218	202	380	121	218	314	317	
Cumulative Sales (C3 market and affordable)				5769	6273	6685		7152	7354			8073	8387	8704	
Residential C2 Units								317				217	217	217	
Cumulative residential units (Application)				6097	6601	7013		7797	7999			8935	9466	10000	
Cumulative residential units (Masterpla)				6097	6601	7262		7797	8379		8500	8935	9466	10000	
A1 (GIA)	2266				-						755.4				
A2/A3 (GIA)	1500				-						750				
B1 (NIA)									5476	5476	5476	5476.375853	5476	3141	
B1 hub (NIA)	2300														
B2 (NIA)									1095	1095	1095	1095.275171	1095	480.8	
Application 7 Primary schools+SEN Schoo	3112			2410				2290						3112	
Application 2 Secondary Schools								10351						8 primary scho	
D2 Indoor sports facility (GEA)				630				2519							
Sports pavilion (GEA)				630											
Health								1508							
Application 10 Nurserys	324			324				324			324			350	N
Community Centre(s) (GIA) sqft	400			1000				500						Nurserys 13 @	
GI Habitat	5.68	4		20.7	20.666	20.67		1.5		12.6		4	1	1.06	
GI sports playing fields	0			4.09		0		0		0		1.8			
GI general amenity	1.53	0.4		1.91	1.91	1.91		1.72		2.74		1.8	1.8	1.8	1.8
GI playspace	0.23	0.17		0.35	0.35	0.16		0.31		0.36		0.5		0.58	
GI Strategic parks	0.38	0.27			1.16	0.27		1.41		2.1				1.02	
GI allotments orchards	0.15				2					1.5				0.41	
GI cemeteries	0				3					0					
GI mixed use suds	0.46			0.35				0.18	0.3	0.3	0.3	0.3	0.3	0.29	
GI housing Suds	1.81	1		2.53	2.533	2.533		1.5		3.39		1.25	1.25	1.25	1.29
GI secondary school playing fields	0									0					
GI primary school playing fields	1.3			1.3						0				1.3	
Roads	1.41			0.76	0.763	0.763				0.69		1	1	1	
Utilities					0.15										
C2 (m2)								20777				14233	14233	14233	

Phase Key	Pevious name	Previous key	Previous Zone
1.1-3	Westenhanger	WH	1A
1.4-1.5	Westenhanger (River Stour)	WH_rs	6
1.6	West Newingreen	WNG	2A
1.7-8	East Triangle South	ET_s	1C
2	West Newingreen	WNG	2A
3.1-2	West Otterpool (north)	WO_n	1B
3.3	West Otterpool (south)	WO_s	2B
3.4	West Otterpool (west)	WO_w	5
4	East Triangle	ET	2C
5	River Stour	RS	7
6.3	East Otterpool (west)	EO_w	3C
6.1-2	East Otterpool (east)	EO_e	3B
7	Barrow Hill	BH	4
8.1	South Otterpool (north)	SO_n	3A
8.2	South Otterpool (south)	SO_s	8
9	Ridge	RD	9

Notes

Home sale assumptions based on a mix of tenure types and multiple sales outlets being opened up on site (includes extra care units)
Hotel is assumed early as existing market for tourist and business travel given excellent transport connections (M20 A20)
Retail is assumed other than coffee/corner shop to require some development to have taken place before enquires grow in town centre are and station. A20 frontage helpful.
Commercial space assume requires a level of on site development to have happened before enquiries to build will commence
Schools follow broad housing numbers and likely impact on school age numbers
Sports Hall only required when reasonably through development as secondary school opened earlier with facilities
Health envisages at least one main facility and perhaps 3 supporting. The major facility may grow over time with modular approach
Nurseries will follow housing numbers
Community centres will also integrate with school and health offer but additional allowance for space allowed for as shown (may also integrate with community art plans in existing outbuilding in racecourse)

Arcadis (UK) Limited

Corner Block
2 Cornwall Street
Birmingham
B3 2DX
United Kingdom

T: +44 (0)121 503 2700

arcadis.com