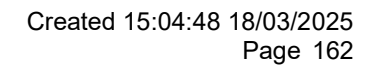


J7) M20 J10a.lsg3x



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	144.1%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	85.6%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	7	-	-	466	1913:2115	403+445	76.2 : 35.7%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	7	-	-	139	1959	412	33.7%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	19	-	-	950	1972	1038	85.6%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	19	-	-	721	1972	1038	69.5%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	144.1%
1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	637	1970	442	144.1%
2/1	NW Circ Right	U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
2/2	NW Circ Right	U	N/A	N/A	-		-	-	-	-	1178	Inf	Inf	0.0%
2/3	NW Circ Right	U	N/A	N/A	-		-	-	-	-	141	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	386	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	131.4%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	O	N/A	N/A	-		-	-	-	-	684	1958:1947	399+122	131.4 : 131.4%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	786	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	1569	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	172	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	1367	Inf	Inf	0.0%

Detailed Input Data And Results

4/1	NE Circ Ahead Right	U	N/A	N/A	-		-	-	-	-	1569	Inf	Inf	0.0%
4/2	NE Circ Right	U	N/A	N/A	-		-	-	-	-	172	Inf	Inf	0.0%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	786	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	80.6%
1/1	E Circ Right	U	N/A	N/A	C2:A		1	7	-	-	362	1976	416	80.6%
1/2	E Circ Right	U	N/A	N/A	C2:A		1	7	-	-	365	2124	447	65.3%
1/3	E Circ Right	U	N/A	N/A	C2:A		1	7	-	-	331	1981	417	60.1%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	19	-	-	1049	2142:1950	1071+975	51.3 : 51.3%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	19	-	-	106	2000	1053	10.1%
3/1	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	862	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	914	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-		-	-	-	-	437	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	84.1%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-		-	-	-	-	778	2089:1988	847+274	69.4 : 69.4%
1/3	A2070 EB Ahead	O	N/A	N/A	-		-	-	-	-	719	2087	855	84.1%
2/1	SW Circ Ahead	U	N/A	N/A	-		-	-	-	-	157	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	437	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-		-	-	-	-	862	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-		-	-	-	-	757	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	252	Inf	Inf	0.0%
4/2	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	168	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J7) M20 J10a	-	-	3835	0	0	19.8	195.6	0.0	215.4	-	-	-	-	
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	5.7	4.9	0.0	10.6	-	-	-	-	
1/1+1/2	466	466	-	-	-	1.8	0.6	-	2.4	18.4	3.0	0.6	3.6	
1/3	139	139	-	-	-	0.5	0.3	-	0.7	19.4	1.2	0.3	1.5	
2/1	888	888	-	-	-	1.8	2.9	-	4.6	18.8	7.2	2.9	10.0	
2/2	721	721	-	-	-	1.7	1.1	-	2.8	14.0	6.3	1.1	7.5	
J2: A20 W Jnc at M20 J10a	-	-	442	0	0	5.4	99.1	0.0	104.5	-	-	-	-	
1/1	637	442	442	0	0	5.4	99.1	-	104.5	590.8	20.2	99.1	119.3	
2/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	1178	1178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	141	141	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A20 E Jnc at M20 J10a	-	-	1118	0	0	3.6	83.7	0.0	87.3	-	-	-	-	
1/2+1/1	684	559	1118	0	0	3.6	83.7	-	87.3	459.5	14.4	83.7	98.2	
2/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	1434	1434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	1259	1259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	1434	1434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

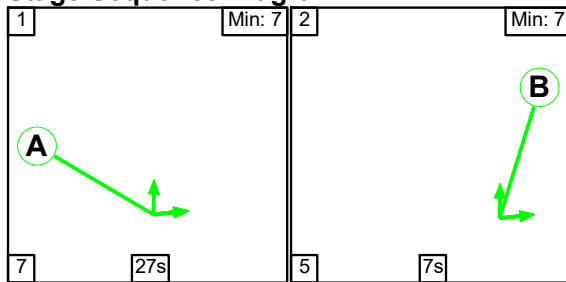
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	4.9	4.2	0.0	9.1	-	-	-	-	
1/1	335	335	-	-	-	1.3	2.0	-	3.3	35.3	3.5	2.0	5.5	
1/2	292	292	-	-	-	1.0	0.9	-	1.9	23.9	3.0	0.9	4.0	
1/3	251	251	-	-	-	0.8	0.7	-	1.5	22.0	2.6	0.7	3.4	
2/2+2/1	1049	1049	-	-	-	1.7	0.5	-	2.2	7.5	3.7	0.5	4.2	
2/3	106	106	-	-	-	0.1	0.1	-	0.2	6.4	0.6	0.1	0.6	
3/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	2275	0	0	0.2	3.7	0.0	3.9	-	-	-	-	
1/2+1/1	778	778	1556	0	0	0.1	1.1	-	1.2	5.5	1.6	1.1	2.8	
1/3	719	719	719	0	0	0.1	2.5	-	2.7	13.4	3.4	2.5	5.9	
2/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 5.1 Total Delay for Signalled Lanes (pcuHr): 10.57 Cycle Time (s): 38 C2 PRC for Signalled Lanes (%): 11.6 Total Delay for Signalled Lanes (pcuHr): 9.14 Cycle Time (s): 38 PRC Over All Lanes (%): -60.2 Total Delay Over All Lanes(pcuHr): 215.42														

Detailed Input Data And Results

Scenario 13: '2036 Base+Sev 4 AM Peak' (FG13: '2036 Base+Sev 4 AM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



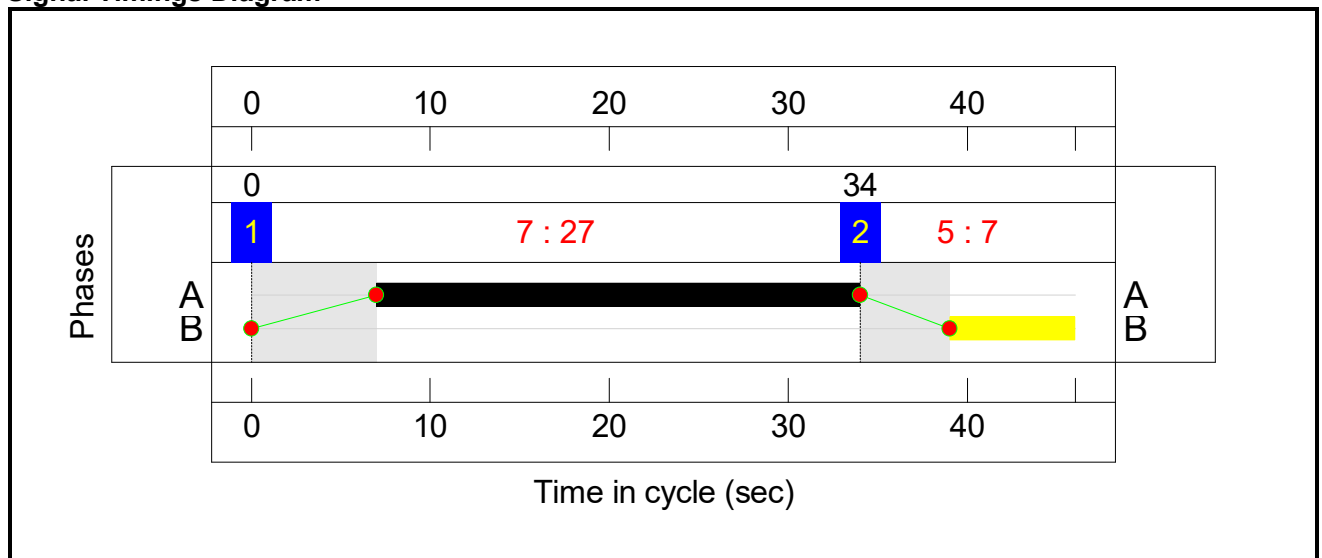
Stage Timings

Stage	1	2
Duration	27	7
Change Point	0	34

Phase Timings

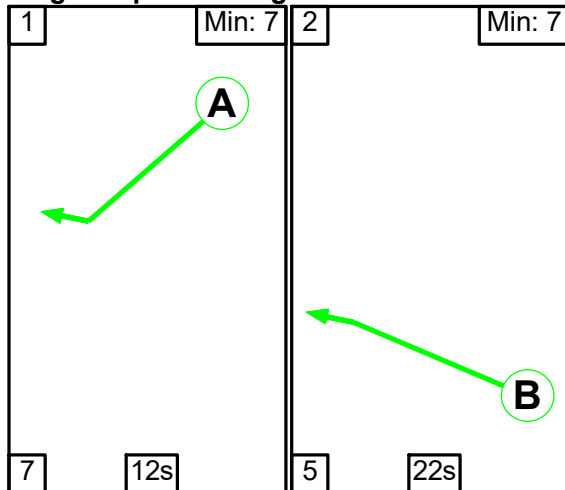
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	27	7	34
B	M20 EB Off-Slip Ahead Left	Traffic	7	39	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



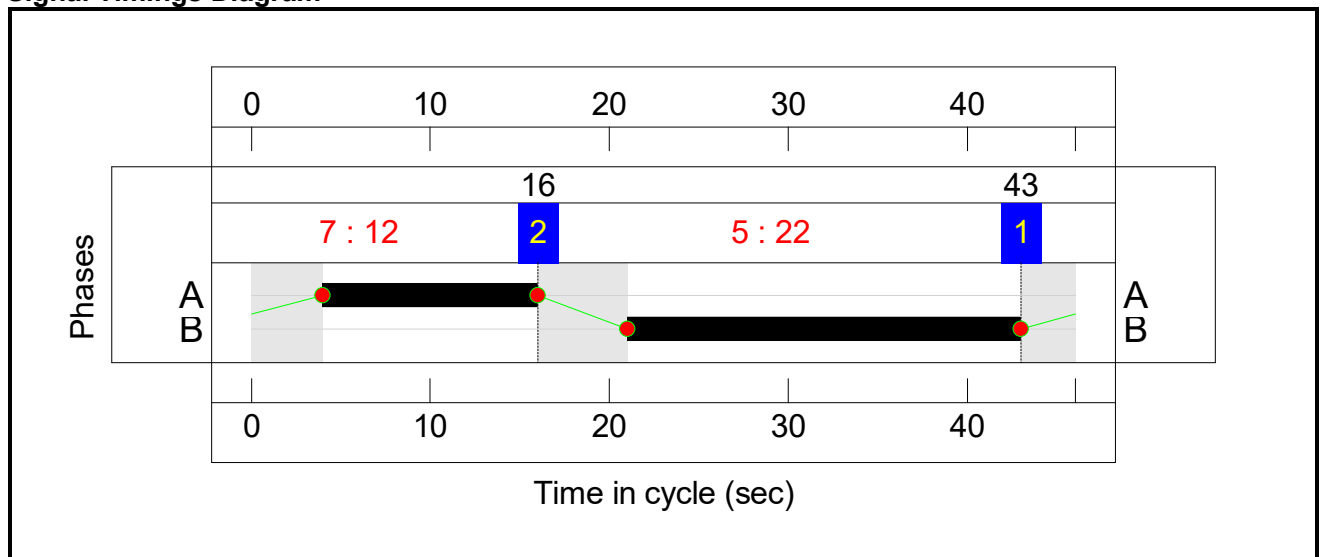
Stage Timings

Stage	1	2
Duration	12	22
Change Point	43	16

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	12	4	16
B	M20 WB Off-Slip Ahead	Traffic	22	21	43

Signal Timings Diagram



Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	39	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	39	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	39	0
J1:2/1	W Circ Ahead Left	U	A	7	34
J1:2/2	W Circ Ahead	U	A	7	34

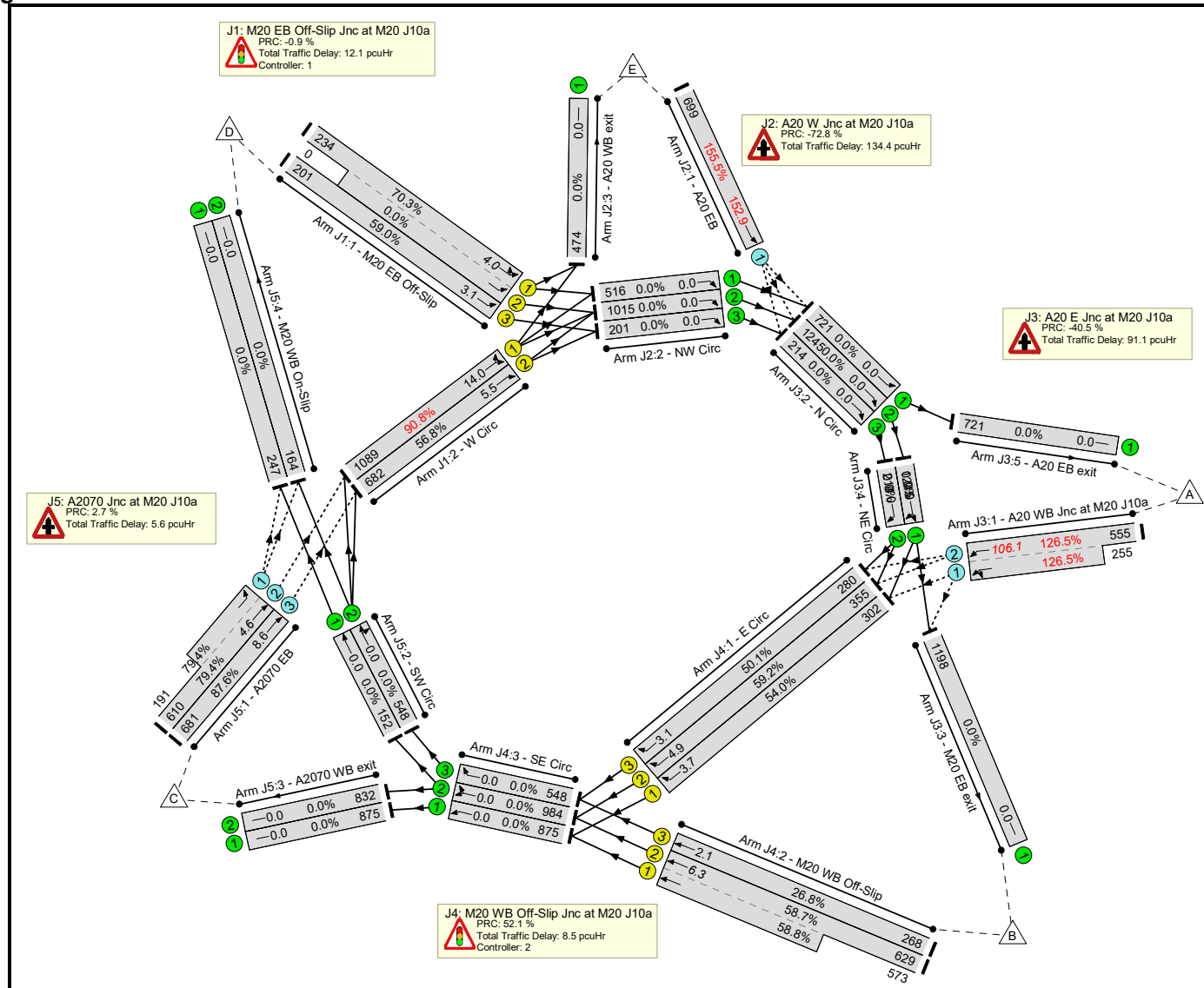
Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	4	16
J4:1/2	E Circ Right	U	A	4	16
J4:1/3	E Circ Right	U	A	4	16
J4:2/1	M20 WB Off-Slip Ahead	U	B	21	43
J4:2/2	M20 WB Off-Slip Ahead	U	B	21	43
J4:2/3	M20 WB Off-Slip Ahead	U	B	21	43

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	155.5%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	90.8%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	7	-	-	234	1914:2200	333+0	70.3 : 0.0%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	7	-	-	201	1959	341	59.0%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	27	-	-	1145	1970	1199	90.8%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	27	-	-	682	1972	1200	56.8%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	155.5%
1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	699	1970	449	155.5%
2/1	NW Circ Right	U	N/A	N/A	-		-	-	-	-	529	Inf	Inf	0.0%
2/2	NW Circ Right	U	N/A	N/A	-		-	-	-	-	1015	Inf	Inf	0.0%
2/3	NW Circ Right	U	N/A	N/A	-		-	-	-	-	201	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	517	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	126.5%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	O	N/A	N/A	-		-	-	-	-	810	1958:1966	439+202	126.5 : 126.5%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	848	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	1375	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	221	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	1295	Inf	Inf	0.0%

Detailed Input Data And Results

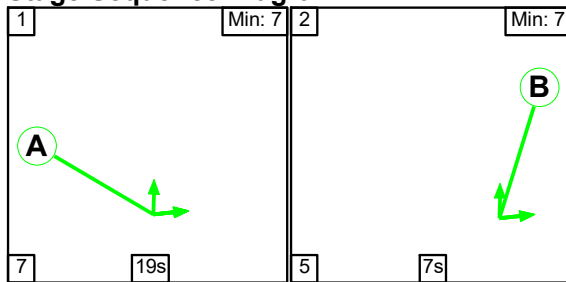
4/1	NE Circ Ahead Right	U	N/A	N/A	-		-	-	-	-	1375	Inf	Inf	0.0%
4/2	NE Circ Right	U	N/A	N/A	-		-	-	-	-	221	Inf	Inf	0.0%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	848	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	59.2%
1/1	E Circ Right	U	N/A	N/A	C2:A		1	12	-	-	335	1976	558	54.0%
1/2	E Circ Right	U	N/A	N/A	C2:A		1	12	-	-	420	2124	600	59.2%
1/3	E Circ Right	U	N/A	N/A	C2:A		1	12	-	-	356	1981	560	50.1%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	22	-	-	1202	2142:1950	1071+975	58.7 : 58.8%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	22	-	-	268	2000	1000	26.8%
3/1	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	908	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	1049	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-		-	-	-	-	624	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	87.6%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-		-	-	-	-	801	2089:1988	769+241	79.4 : 79.4%
1/3	A2070 EB Ahead	O	N/A	N/A	-		-	-	-	-	681	2087	777	87.6%
2/1	SW Circ Ahead	U	N/A	N/A	-		-	-	-	-	216	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	624	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-		-	-	-	-	908	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-		-	-	-	-	833	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	311	Inf	Inf	0.0%
4/2	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	184	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J7) M20 J10a	-	-	4120	0	0	23.5	228.2	0.0	251.7	-	-	-	-	
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	5.0	7.1	0.0	12.1	-	-	-	-	
1/1+1/2	234	234	-	-	-	1.2	1.2	-	2.3	35.7	2.8	1.2	4.0	
1/3	201	201	-	-	-	1.0	0.7	-	1.7	30.3	2.3	0.7	3.1	
2/1	1089	1089	-	-	-	1.7	4.6	-	6.3	20.7	9.4	4.6	14.0	
2/2	682	682	-	-	-	1.2	0.7	-	1.8	9.6	4.8	0.7	5.5	
J2: A20 W Jnc at M20 J10a	-	-	449	0	0	8.3	126.1	0.0	134.4	-	-	-	-	
1/1	699	449	449	0	0	8.3	126.1	-	134.4	692.3	26.8	126.1	152.9	
2/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	1015	1015	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A20 E Jnc at M20 J10a	-	-	1388	0	0	4.0	87.1	0.0	91.1	-	-	-	-	
1/2+1/1	810	694	1388	0	0	4.0	87.1	-	91.1	405.0	19.0	87.1	106.1	
2/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	1245	1245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	1198	1198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	1245	1245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

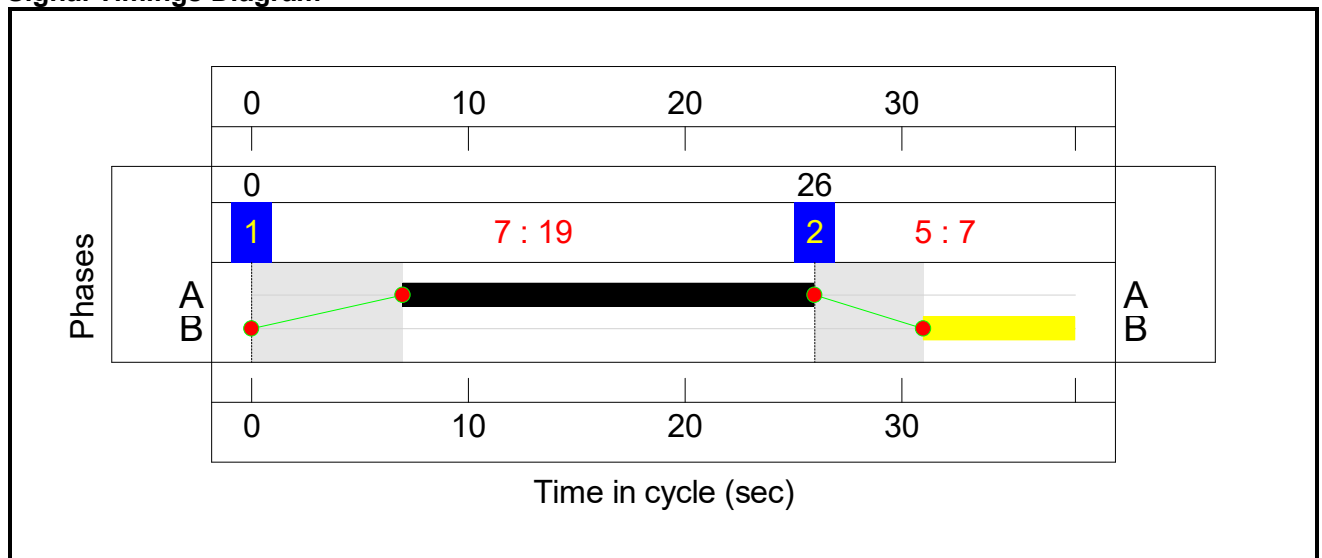
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	5.8	2.7	0.0	8.5	-	-	-	-	
1/1	302	302	-	-	-	1.1	0.6	-	1.7	19.8	3.2	0.6	3.7	
1/2	355	355	-	-	-	0.8	0.7	-	1.5	15.0	4.2	0.7	4.9	
1/3	280	280	-	-	-	0.7	0.5	-	1.2	15.7	2.6	0.5	3.1	
2/2+2/1	1202	1202	-	-	-	2.7	0.7	-	3.4	10.3	5.6	0.7	6.3	
2/3	268	268	-	-	-	0.5	0.2	-	0.7	9.1	1.9	0.2	2.1	
3/1	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	984	984	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	2283	0	0	0.4	5.2	0.0	5.6	-	-	-	-	
1/2+1/1	801	801	1602	0	0	0.2	1.9	-	2.0	9.2	2.7	1.9	4.6	
1/3	681	681	681	0	0	0.2	3.3	-	3.6	18.8	5.3	3.3	8.6	
2/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -0.9 Total Delay for Signalled Lanes (pcuHr): 12.09 Cycle Time (s): 46 C2 PRC for Signalled Lanes (%): 52.1 Total Delay for Signalled Lanes (pcuHr): 8.48 Cycle Time (s): 46 PRC Over All Lanes (%): -72.8 Total Delay Over All Lanes(pcuHr): 251.70														

Stage Sequence Diagram**Stage Timings**

Stage	1	2
Duration	19	7
Change Point	0	26

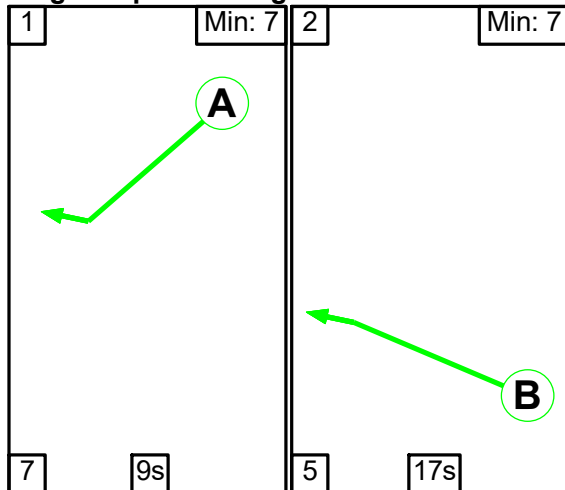
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	19	7	26
B	M20 EB Off-Slip Ahead Left	Traffic	7	31	0

Signal Timings Diagram

Controller :C2

Stage Sequence Diagram



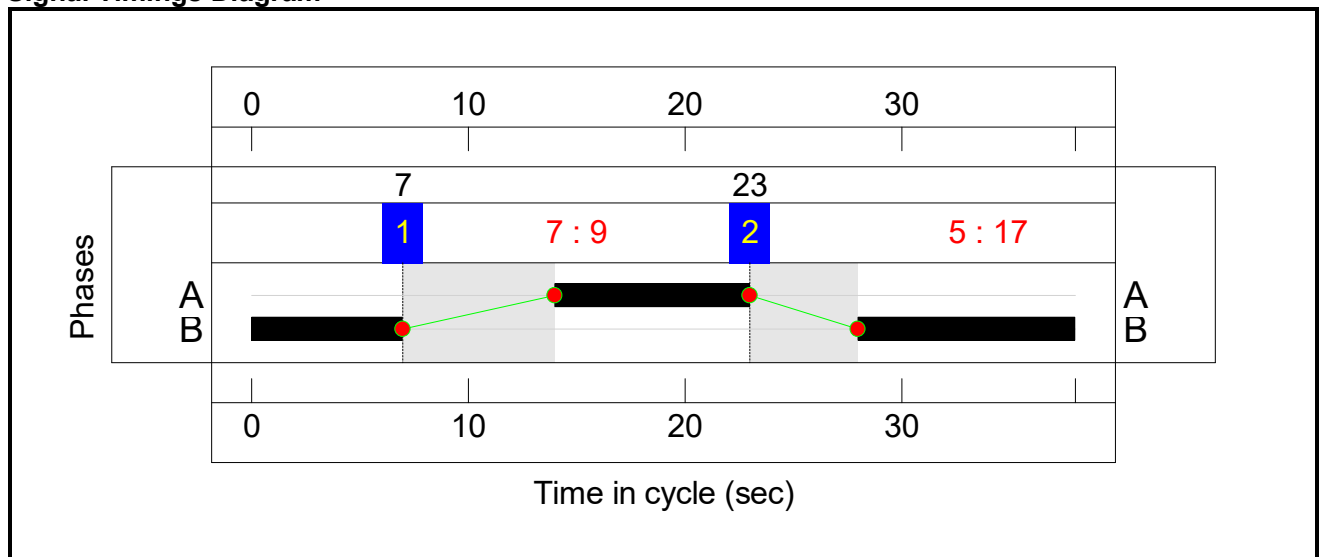
Stage Timings

Stage	1	2
Duration	9	17
Change Point	7	23

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	9	14	23
B	M20 WB Off-Slip Ahead	Traffic	17	28	7

Signal Timings Diagram



Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	31	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	31	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	31	0
J1:2/1	W Circ Ahead Left	U	A	7	26
J1:2/2	W Circ Ahead	U	A	7	26

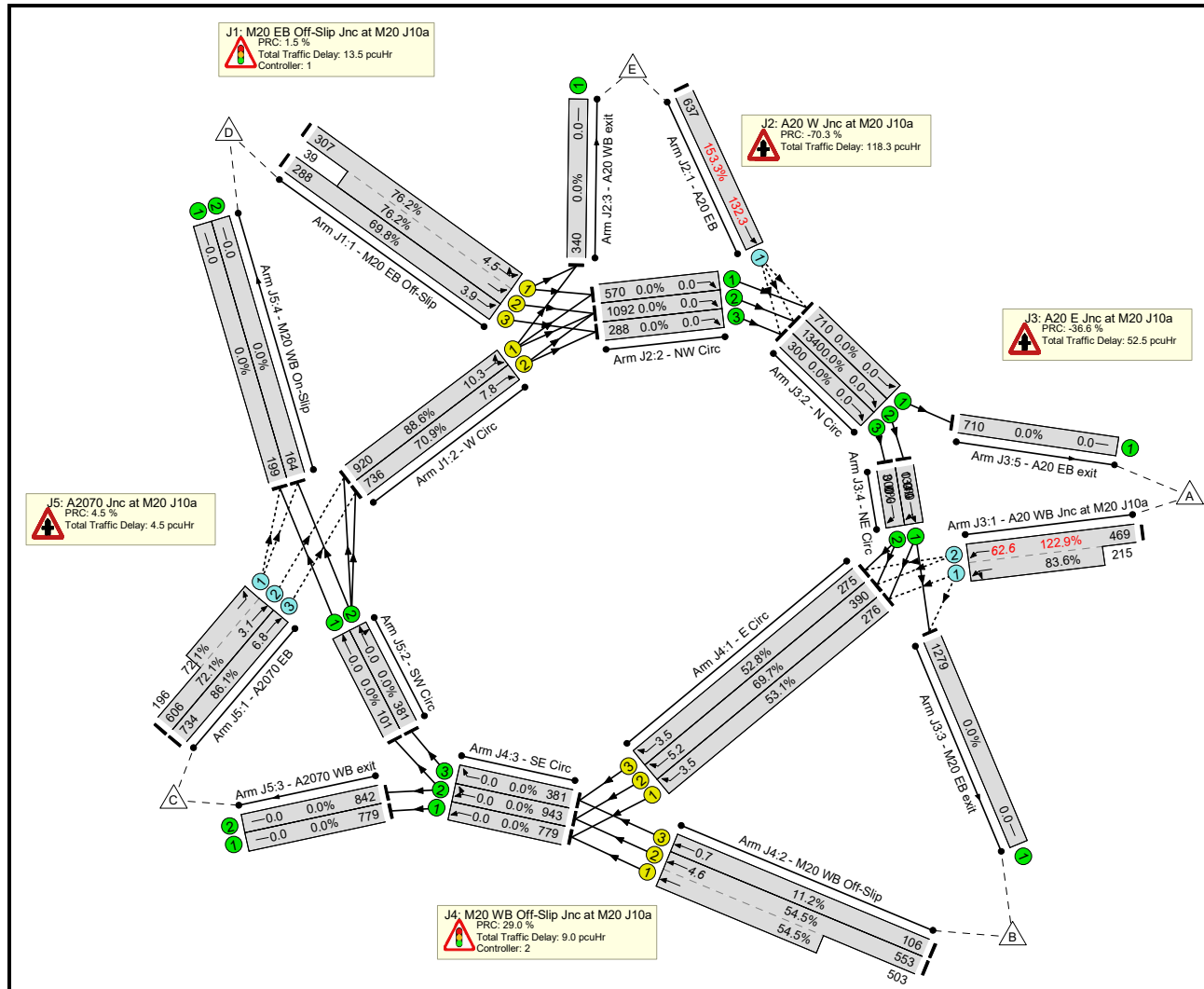
Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	14	23
J4:1/2	E Circ Right	U	A	14	23
J4:1/3	E Circ Right	U	A	14	23
J4:2/1	M20 WB Off-Slip Ahead	U	B	28	7
J4:2/2	M20 WB Off-Slip Ahead	U	B	28	7
J4:2/3	M20 WB Off-Slip Ahead	U	B	28	7

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	153.3%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	88.6%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	7	-	-	346	1913:2115	403+51	76.2 : 76.2%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	7	-	-	288	1959	412	69.8%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	19	-	-	968	1972	1038	88.6%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	19	-	-	736	1972	1038	70.9%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	153.3%
1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	637	1970	415	153.3%
2/1	NW Circ Right	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%
2/2	NW Circ Right	U	N/A	N/A	-		-	-	-	-	1092	Inf	Inf	0.0%
2/3	NW Circ Right	U	N/A	N/A	-		-	-	-	-	288	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	386	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	122.9%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	O	N/A	N/A	-		-	-	-	-	684	1958:1954	382+257	122.9 : 83.6%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	787	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	1494	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	308	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	1399	Inf	Inf	0.0%

Detailed Input Data And Results

4/1	NE Circ Ahead Right	U	N/A	N/A	-		-	-	-	-	1494	Inf	Inf	0.0%
4/2	NE Circ Right	U	N/A	N/A	-		-	-	-	-	308	Inf	Inf	0.0%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	787	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	69.7%
1/1	E Circ Right	U	N/A	N/A	C2:A		1	9	-	-	310	1976	520	53.1%
1/2	E Circ Right	U	N/A	N/A	C2:A		1	9	-	-	436	2124	559	69.7%
1/3	E Circ Right	U	N/A	N/A	C2:A		1	9	-	-	341	1981	521	52.8%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	17	-	-	1056	2142:1950	1015+924	54.5 : 54.5%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	17	-	-	106	2000	947	11.2%
3/1	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	813	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	989	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-		-	-	-	-	447	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	86.1%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-		-	-	-	-	802	2089:1988	840+272	72.1 : 72.1%
1/3	A2070 EB Ahead	O	N/A	N/A	-		-	-	-	-	734	2087	852	86.1%
2/1	SW Circ Ahead	U	N/A	N/A	-		-	-	-	-	147	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	447	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-		-	-	-	-	813	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-		-	-	-	-	842	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	245	Inf	Inf	0.0%
4/2	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	181	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J7) M20 J10a	-	-	3947	0	0	21.1	176.6	0.0	197.7	-	-	-	-	
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	5.9	7.6	0.0	13.5	-	-	-	-	
1/1+1/2	346	346	-	-	-	1.3	1.6	-	2.9	30.1	3.0	1.6	4.5	
1/3	288	288	-	-	-	1.1	1.1	-	2.2	28.1	2.8	1.1	3.9	
2/1	920	920	-	-	-	1.8	3.7	-	5.5	21.4	6.6	3.7	10.3	
2/2	736	736	-	-	-	1.7	1.2	-	2.9	14.0	6.6	1.2	7.8	
J2: A20 W Jnc at M20 J10a	-	-	415	0	0	6.2	112.2	0.0	118.3	-	-	-	-	
1/1	637	415	415	0	0	6.2	112.2	-	118.3	668.9	20.2	112.2	132.3	
2/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A20 E Jnc at M20 J10a	-	-	1193	0	0	2.8	49.7	0.0	52.5	-	-	-	-	
1/2+1/1	684	597	1193	0	0	2.8	49.7	-	52.5	276.2	12.9	49.7	62.6	
2/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	1340	1340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	1279	1279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	1340	1340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	6.1	2.9	0.0	9.0	-	-	-	-	
1/1	276	276	-	-	-	1.2	0.6	-	1.8	23.0	2.9	0.6	3.5	
1/2	390	390	-	-	-	1.6	1.1	-	2.7	25.2	4.1	1.1	5.2	
1/3	275	275	-	-	-	1.0	0.6	-	1.6	20.7	2.9	0.6	3.5	
2/2+2/1	1056	1056	-	-	-	2.1	0.6	-	2.7	9.1	4.0	0.6	4.6	
2/3	106	106	-	-	-	0.2	0.1	-	0.2	7.7	0.6	0.1	0.7	
3/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	2338	0	0	0.2	4.2	0.0	4.5	-	-	-	-	
1/2+1/1	802	802	1604	0	0	0.1	1.3	-	1.4	6.1	1.9	1.3	3.1	
1/3	734	734	734	0	0	0.1	3.0	-	3.1	15.2	3.9	3.0	6.8	
2/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 1.5 Total Delay for Signalled Lanes (pcuHr): 13.47 Cycle Time (s): 38 C2 PRC for Signalled Lanes (%): 29.0 Total Delay for Signalled Lanes (pcuHr): 8.99 Cycle Time (s): 38 PRC Over All Lanes (%): -70.3 Total Delay Over All Lanes(pcuHr): 197.73														

W. LinSig Output & Signal Controller Data – Junction 8

Appendices

MICROSENSE TRAFFIC CONTROLLER CONFIGURATION FORMS

CUSTOMER : HIGHWAYS AGENCY

INTERSECTION DESCRIPTION : A292 HYTHE ROAD / M20 LONDON BOUND ON SLIP, WILLESBOROUGH INTERCHANGE - 20J28

MICROSENSE TENDER No. :

MICROSENSE WORKS ORDER No. : 12860

CUSTOMERS ORDER No. :

DATED :

CUSTOMERS ENGINEER : DAVID MOORE

CUSTOMERS TELEPHONE No. : 01245 245190

EXT :

EQUIPMENT INSTALLATION BY : TSUK

SLOT CUTTING BY : TSUK

CIVIL WORKS BY :

CONFIGURATION No. : CFG3384

ISSUE : 1.01

CONFIGURATION ENGINEER: MARCO GMYS

GENERAL DATA

POWER SUPPLY DATA

MAINS VOLTAGE	240 Volts
MAINS FREQUENCY	50 Hz
PEAK CURRENT	0.0 Amps
DIMMING VOLTAGE	160

SOLAR SWITCH DATA

DETECTOR TIMING SET DATA	SET 1	SET 2	SET 3	SET 4
CALL DELAY PERIOD (seconds)	60.0	60.0	60.0	60.0
CANCEL DELAY PERIOD (seconds)	60.0	60.0	60.0	60.0
DFM ACTIVE TIMES (Hours or Minutes)	18H	18H	18H	18H
DFM INACTIVE TIMES (Hours or Minutes)	18H	18H	18H	18H

BRITISH SUMMERTIME CHANGE DATA

BST START WEEK	13	BST END WEEK	43
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MANUAL MODE DISABLE DATA

IS MANUAL DISABLE VIA HANDSET OPTION REQUIRED ?	No
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CONFIGURATION NOTES

CONFIGURATION HISTORY

ISSUE	DATE	DESCRIPTION
1.00	9/5/07	INITIAL CONFIGURATION
1.01	10/5/07	INTERMEDIATE EDIT

PHASE DATA 1

PHS. ID	ROAD NAME(S)	PHS. TYPE	TYPE	APPEARANCE ASSOC'ED PHASE(S)	TYPE	TERMINATION ASSOC'ED PHASE(S)	RESTART ALLWD.	APP. IN MAN.
A	A292 WESTBOUND AHEAD	T	0		0		No	0
B	A292 EASTBOUND AHEAD & LEFT TURN	T	0		0		No	0
C	A292 WESTBOUND RIGHT TURN	T	0		0		No	0
D	PEDS 'X' A292 WESTBOUND AHEAD	NP	1		0		No	0
E	PEDS 'X' A292 EASTBOUND AHEAD	NP	0		0		No	0
F	PEDS 'X' A292 EASTBOUND LEFT TURN	NP	0		0		No	0

PHASE DATA 2

PHASE ID	MIN. GREEN TIME	MIN. GREEN LIMIT	WINDOW TIME	SPEED MEASUREMENT FACILITIES		ASSOC. TO PED. PHASES	COND. DMD. TYPE	CONDITIONING PHASES
				EXIST	PED. PHASES			
A	7.0	7.0	-	No		No	NONE	
B	7.0	7.0	-	No		No	NONE	
C	7.0	7.0	-	No		No	NONE	
D	7.0	7.0	-	-		-	NONE	
E	7.0	7.0	-	-		-	NONE	
F	7.0	7.0	-	-		-	NONE	

PHASE DATA 2_1

PHS ID	MAXIMUM GREENS (VA)								MAXIMUM GREENS (PTM)								MAXIMUM GREENS (FVP)							
	SET 1	SET 2	SET 3	SET 4	SET 5	SET 6	SET 7	SET 8	SET 1	SET 2	SET 3	SET 4	SET 5	SET 6	SET 7	SET 8	SET 1	SET 2	SET 3	SET 4	SET 5	SET 6	SET 7	SET 8
A	30.0	20.0	30.0	20.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	30.0	20.0	30.0	20.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C	30.0	20.0	30.0	20.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PHASE DATA 2_2

PHS. ID	FIXED SEQ.	PED. TYPE	DEMAND EXTN.	DITHERING		PEDESTRIAN INTERGREEN SEQUENCE TIMES						PV INFO		PV ASSOCIATED TO			PV	PV	LOCAL OVERRIDE
				QUIESCENT	NORMAL	GAP	FRC	MIN	MAX	CLR	XTR	UTC	LOCAL	PHASE	STR/STG	INPUT	DELAY	WINDOW	
A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	Yes	-	1.0	0.0	1.0	1.0	1.0	5.0	-	1.0	-	0	A	-	-	-	-	-	-
E	Yes	-	1.0	0.0	1.0	1.0	1.0	5.0	-	1.0	-	0	A	-	-	-	-	-	-
F	Yes	-	1.0	0.0	1.0	1.0	1.0	5.0	-	1.0	-	0	A	-	-	-	-	-	-

PHASE DATA 2_4

PEDESTRIAN SUPPLEMENTARY SIGNALS

PHASE	ILLUMINATE WAIT LAMPS ON PHASES	TACTILE	CONFIGURATION INPUT	STATE	AUDIBLE	CONFIRMATION INPUT	ACTIVE STATE	DRIVE PHASE	DURATION
A		False	False	OC	False	False	OC	A	
B		False	False	OC	False	False	OC	B	
C		False	False	OC	False	False	OC	C	
D	D	False	False	OC	False	False	OC	D	
E	E	False	False	OC	False	False	OC	E	
F	F	False	False	OC	False	False	OC	F	

PHASE DATA 4

PHASE ID	CONFLICTING GREENS	OPPOSED BY PHASE DEMANDS	OPPOSED BY STAGE DEMANDS	REVERTIVE PHASE DEMANDS
A	D	ALL		A
B	C,E,F	ALL		B
C	B	ALL		C
D	A	ALL		
E	B	ALL		
F	B	ALL		

STAGE DATA

STREAM 1		START-UP STAGE NO.	1
STAGE	ACTIVE PHASES		
00			
01	A,B		
02	A,C,E,F		
03	B,D		
04			
05			
06			
07			
08			
09			
10			
11			
12			
13			
14			
15			

MODE DATA

STREAM 1		STARTING INTERGREEN DURATION	12.0
MODE	PRIORITY No.	ALL RED EXTENSIONS AUTO TO MAX	
C.L.F	4	No	
PSV EMERGENCY			
HURRY CALL 1			
HURRY CALL 2			
HURRY CALL 3			
HURRY CALL 4			
LRT			
MANUAL	1	No	
MANUAL FT	2	Yes	
MOVA			
NORMAL - VA	5	No	
PSV PRIORITY			
PART TIME			
UTC	3	No	
PHASE DEMANDS TO BE INSERTED ON START-UP AND WHEN LEAVING MANUAL OR FIXED TIME MODES			
ALL			

MANUAL MODE DATA

MANUAL BUTTON NO.	STAGE NUMBER FOR EACH STREAM								STREET NAME(S)
	1	2	3	4	5	6	7	8	
ALL RED	0								ALL RED
1	1								A292 WEST AND EAST BOUND
2	2								A292 WEST BOUND AHEAD + LEFT TURN & PEDS 'X' A292 EAST BOUND
3	3								A292 EAST BOUND & PEDS 'X' A292 WEST BOUND
4									
5									
6									
7									
BUTTON NO. FOR INITIAL MANUAL STAGE SET								1	STREAMS THAT MUST BE IN MANUAL MODE TOGETHER

UTC GENERAL DATA, CONFIRM BIT DATA & SF/LO QUALIFICATION PERIODS

UTC GENERAL DATA

UTC OPTION
OPTION 1 (MCE 0105/0106)

TF RESET TIME
00:00:00 HRS

STREAM LINKING OPTIONS							
1	2	3	4	5	6	7	8
U	U	U	U	U	U	U	U

SYNC CONFIRM TIMES	
RT REPLY BIT	3
SR REPLY BIT	3

TIME SYNC DATA	
DAY TYPE	ANY
REFERENCE TIME	00:00:00HRS
REPEAT RATE	24H
WINDOW TIME	24H

USE SERIAL INTERFACE FOR UTC
FALSE

UTC ACTIVE STATE
SHORT CIRCUIT

UTC CONFIRM DATA

STREAM	CONFIRM BIT(S) TO BE USED FOR MANUAL MODE RUNNING ON STREAM	CONFIRM BIT(S) TO BE REPLIED FOR FIXED TIME RUNNING ON STREAM
1		
2		
3		
4		
5		
6		
7		
8		

CONTROLLER STATE	CONFIRM BIT(S) TO BE USED FOR CONTROLLER STATE
MANUAL MODE SELECTED	CRB
SIGNALS OFF FAILED	
SIGNALS OFF MANUALLY	
DETECTOR FAULT	
CONTROLLER FAULT	
CONTROLLER WARNING	
MANUAL FIXED TIME SELECTED	CRB

SF/LO QUALIFICATION PERIODS

LO1	10.0	LO2	10.0	LO3	10.0	LO4	10.0	LO5	10.0	LO6	10.0	LO7	10.0	LO8	10.0
SF01	7.0	SF02	7.0	SF03	7.0	SF04	7.0	SF05	7.0	SF06	7.0	SF07	7.0	SF08	7.0
SF09	7.0	SF10	7.0	SF11	7.0	SF12	7.0	SF13	7.0	SF14	7.0	SF15	7.0	SF16	7.0

UTC FORCE BITS

Force Bit	PHASE DEMANDS TO BE CONSIDERED FOR DEMAND DEPENDANT STAGES	REQUIRED PHASE EXTENSIONS	STAGE TO FORCE IN EACH STREAM							
			1	2	3	4	5	6	7	8
F01			1							
F02			2							
F03			3							

UTC (STREAM/STAGE) CONFIRM DATA

STAGE No.	STREAM							
	1	2	3	4	5	6	7	8
00								
01	G1							
02	G2							
03	G3							
04								
05								
06								
07								
08								
09								
10								
11								
12								
13								
14								
15								

UTC TIMEOUT DATA & LOCAL LINK INHIBIT DATA

UTC TIMEOUT DATA

	UTC BITS									
	F	D	DX	SF	FM	LO	GO	LL	LRTI	PV
TIMEOUT DURATION	200	0	0	0	0	0	0	0	0	500
NO TIMEOUTS ALLOWED	False	True	True	True	True	True	True	True	True	False

UTC LOCAL LINK INHIBIT DATA

LL BITS	PHASES
LL01	
LL02	
LL03	
LL04	
LL05	
LL06	
LL07	
LL08	

FT AND VA MODE

STREAM 1

FT MODE DATA

NORMAL FT OR VA TO MAX

VA

FROM STAGE	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15
STAGE TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TO STAGE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DEMAND DEPENDANT PHASES DURING VA TO MAX D,E,F

VA MODE DATA

ARTERIAL REVERSION TO STAGE/PHASE	1	VA STAGE SELECTION OPTION REQUIRED	NEAR
-----------------------------------	---	------------------------------------	------

MINIMUM INTERGREEN DURATIONS

FROM PHS	TO PHASES					
	A	B	C	D	E	F
A				7.0		
B			5.0		5.0	5.0
C		7.0				
D	8.0					
E		8.0				
F		8.0				

REF No.

3384

ISSUE

1.01

DATE

10/05/07

INTERGREEN MINIMUM LIMIT VALUES

FROM PHS	TO PHASES					
	A	B	C	D	E	F
A				7.0		
B			5.0		5.0	5.0
C		7.0				
D	8.0					
E		8.0				
F		8.0				

DETECTOR DATA 1

DET. NAME	Det. Type	Du- mmy	I/P No.	Assoc. I/P No.	Vis. Unit No.	Active State	Count Det.	Self Reset	Detector Set		Illuminate Wait Lamps on Phase(s)	Latched Phase Demand	Unlatched Phase Demand	Green Phase Extension(s)	Varimax Phase
AIN1	NM	N	1			OC	N	False	0.5	15					
AX2	NM	N	2			OC	N	False	0.5	15		A		A(3.0)	
BIN3	NM	N	3			OC	N	False	0.5	15					
BX4	NM	N	4			OC	N	False	0.5	15		B		B(3.0)	
CIN5	NM	N	5			OC	N	False	0.5	15					
CX6	NM	N	6			OC	N	False	0.5	15		C		C(3.0)	
CSL7	NM	N	7			OC	N	False	0.5	15		C			
PBD	PB	N	8			SC	N	False	0.5	15		D			
PBE	PB	N	9			OC	N	False	0.5	15		E			
PBF	PB	N	10			OC	N	False	0.5	15		F			

DETECTOR DATA 2

DET. NAME	DFM TIMINGS								DFM FORCE STATES		CALL/CANCEL TIMINGS								ASSOCIATED TO PED.	
	DFA SET 1	DFA SET 2	DFA SET 3	DFA SET 4	DFI SET 1	DFI SET 2	DFI SET 3	DFI SET 4	ACTIVE	INACTIVE	DCL SET 1	DCL SET 2	DCL SET 3	DCL SET 4	DCN SET 1	DCN SET 2	DCN SET 3	DCN SET 4	PHASE	EXTN.
AIN1	30M				9H				N	N									-	-
AX2	30M				9H				A	A									-	-
BIN3	30M				9H				N	N									-	-
BX4	30M				9H				A	A									-	-
CIN5	30M				9H				N	N									-	-
CX6	30M				9H				A	A									-	-
CSL7	30M				9H				A	A									-	-
PBD	30M				72H				A	A									D	1.0
PBE	30M				72H				A	A									E	1.0
PBF	30M				72H				A	A									F	1.0

TIMETABLE ENTRY DATA

No.	DAY TYPE	TIME	EV. LST
1	WKD	07:30:00	2
2	WKD	09:30:00	3
3	WKD	16:00:00	4
4	WKD	18:30:00	1
5	SAT	07:30:00	3
6	SAT	18:30:00	1
7	SUN	08:30:00	3
8	SUN	18:30:00	1

TIMETABLE EVENT LIST DATA

LIST No.	EVENT ACTION 1		EVENT ACTION 2		EVENT ACTION 3		EVENT ACTION 4		EVENT ACTION 5		EVENT ACTION 6		EVENT ACTION 7		EVENT ACTION 8	
	TYPE	PARAMS	TYPE	PARAMS	TYPE	PARAMS	TYPE	PARAMS	TYPE	PARAMS	TYPE	PARAMS	TYPE	PARAMS	TYPE	PARAMS
1	TTS	1														
2	TTS	2														
3	TTS	3														
4	TTS	4														
5	TTS	5														
6	TTS	6														
7	TTS	7														
8	TTS	8														

SPECIAL CONDITIONING TIMER DATA

TIMER No.	TIMER NAME	DURATION	COMMENTS	FIXED
001	TOGCRB	1.0	CRB TOGGLE TIMER	N
002	MQS	60.0	MOVA 'QUICK START' TIMER	N

SPECIAL CONDITIONING STATEMENTS

STATEMENT 001

COMMENTS: MOVA active lights led AUX1.

IF UTCMODE-1
THEN MPLEDON-SPARE4
ELSE MPLEDOFF-SPARE4

STATEMENT 002

COMMENTS: A phase running replies GA.

IF PHASE-A
THEN OUTPUTA-GA
ELSE OUTPUTN-GA

STATEMENT 003

COMMENTS: B phase running replies GB.

IF PHASE-B
THEN OUTPUTA-GA
ELSE OUTPUTN-GB

STATEMENT 004

COMMENTS: TC bit active sets UTC mode active, else inhibits it.

IF UTCBIT-TC
THEN UTCA-1
ELSE UTCI-1

STATEMENT 005

COMMENTS: UTC mode inactive starts TOGCRB timer

IF NOT UTCMODE-1
THEN SCTSTART-TOGCRB

SPECIAL CONDITIONING STATEMENTS

STATEMENT 006

COMMENTS: VA mode select switch, AUX1.

IF MANIP-SPARE4 OR MANIP-FTSEL OR MANIP-MANSEL NOT
THEN UTCBITI-TC
ELSE UTCBITN-TC

STATEMENT 007

COMMENTS: TOGCRB timer running or previous statement true sets CRB reply.

IF SCTRUNNG-TOGCRB OR STMNT-6 OR STUMODE-1
THEN OUTPUTA-CRB
ELSE OUTPUTN-CRB

STATEMENT 008

COMMENTS: MOVA quick start: Startup mode or flag1 set (loss of MOVA control), starts MQS timer.

IF STUMODE-1 OR SCFLAG-1
THEN SCTSTART-MQS

STATEMENT 009

COMMENTS: MOVA quick start: MQS timer running, inserts demands for all stages.

IF SCTRUNNG-MQS
THEN PHSDMDA-A PHSDMDA-B PHSDMDA-C PHSDMDA-D
ELSE PHSDMDN-A PHSDMDN-B PHSDMDN-C PHSDMDN-D

STATEMENT 010

COMMENTS: MOVA quick start: MQS timer running, inhibits extensions for vehicle phases.

IF SCTRUNNG-MQS
THEN EXTI-A EXTI-B EXTI-C
ELSE EXTN-A EXTN-B EXTN-C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 011

COMMENTS: MOVA quick start: Loss of MOVA control (UTC mode) sets flag1

IF NOT UTCMODE-1 AND NOT SCFLAG-2
THEN SCFLGON-1 SCFLGON-2
ELSE SCFLGOFF-1

STATEMENT 012

COMMENTS: MOVA quick start: MOVA control (UTC mode) resets flag2.

IF UTCMODE-1
THEN SCFLGOFF-2

RED LAMP MONITORING DATA 1

AUTO CLEAR RED LAMP WARNINGS	NO
-------------------------------------	----

RED LAMP MONITOR TYPE	Other
------------------------------	-------

RED LAMP MONITORING DATA 2

STREAM BASED DATA					
STREAM No.	SHUTDOWN REQUIRED	RED FLT. EXTENSION	SINGLE RED LAMP FAULT INPUT NAME	MULTIPLE RED LAMP FAULT INPUT NAME	INHIBIT STAGES
1	No	2.0			

RED LAMP MONITORING DATA 3

SECOND RED FAILURE PHASE DATA	
PHASE ID	INHIBITED PHASES
A	D
B	E,F
C	
D	
E	
F	

ILM DATA

FAULT INDICATIONS					MAINS UNSTABLE INDICATIONS OUTPUT(s)						
AUTO CLEAR RED LAMP WARNINGS				NO							
FLASH DFM FOR LAMP CONFLICT				NO							
FLASH DFM FOR LAMP FAILURE				NO							
UNSTABLE TOROID INDICATION (as LAMP FAILURE)				YES							
CHANNEL	NAME	PHASE	ASPECT	LAMP TYPE	FLASH	SINGLE FAULTS	MULTI FAULTS	AVG LAMP CURR	FAILURE INDICATION O/P(s)	CONFLICT INDICATION O/P(s)	IND CHAN
01	TPA	A	RAG	T	NO	1	2	250			False
02	TPB	B	RAG	T	NO	1	2	250			False
03	TPC	C	RAG	T	NO	0	0	250			False

INPUT DATA

DIT	INPUT	INPUT NAME	MODE	COMMENT
1 / 0	00	IP00	Parallel	
1 / 1	01	*AIN1	Parallel	
1 / 2	02	*AX2	Parallel	
1 / 3	03	*BIN3	Parallel	
1 / 4	04	*BX4	Parallel	
1 / 5	05	*CIN5	Parallel	
1 / 6	06	*CX6	Parallel	
1 / 7	07	*CSL7	Parallel	
1 / 8	08	*PBD	Parallel	
1 / 9	09	*PBE	Parallel	
1 / 10	10	*PBF	Parallel	
1 / 11	11	IP11	Parallel	
1 / 12	12	IP12	Parallel	
1 / 13	13	IP13	Parallel	
1 / 14	14	IP14	Parallel	
1 / 15	15	IP15	Parallel	
1 / 16	16	F1	Parallel	
1 / 17	17	F2	Parallel	
1 / 18	18	F3	Parallel	
1 / 19	19	IP19	Parallel	
1 / 20	20	IP20	Parallel	
1 / 21	21	IP21	Parallel	
1 / 22	22	IP22	Parallel	
1 / 23	23	IP23	Parallel	
1 / 24	24	IP24	Parallel	
1 / 25	25	IP25	Parallel	
1 / 26	26	IP26	Parallel	
1 / 27	27	IP27	Parallel	
1 / 28	28	IP28	Parallel	
1 / 29	29	IP29	Parallel	
1 / 30	30	IP30	Parallel	
1 / 31	31	TC	Parallel	

OUTPUT DATA

DOT	OUTPUT NUMBER	OUTPUT NAME	INVERT STATE	COMMENT
1 / 0	00	G1	ON	
1 / 1	01	G2	ON	
1 / 2	02	G3	ON	
1 / 3	03	GA	ON	
1 / 4	04	GB	ON	
1 / 5	05	OP05	ON	
1 / 6	06	OP06	ON	
1 / 7	07	OP07	ON	
1 / 8	08	OP08	ON	
1 / 9	09	OP09	ON	
1 / 10	10	OP10	ON	
1 / 11	11	OP11	ON	
1 / 12	12	OP12	ON	
1 / 13	13	OP13	ON	
1 / 14	14	OP14	ON	
1 / 15	15	CRB	ON	

MOVA Tools	
Site Configuration	
Version: 1.1.0.26 [5-Aug-2013] © Copyright TRL Limited, 2015	
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Filename: Import of M20_J20J28T.mova

Path: C:\Documents and Settings\ranjan.gnanasundaram.BBMMJV\Desktop

Report generation date: 27/03/2015 17:45:26

Data Plan 1 - (untitled)

Design Considerations

Severity	Area	Item	Description
Info	ALT-DOWN Detector	Link 3 - Lane 3 - Other Detectors	ALT-DOWN detector 7 on lane 3 is set to the STOPLINE detector on the same lane. This is valid, but requires the STOPLINE detector to be MOVA loop rather than a high-sensitivity loop.

Controller details

MOVA Controller 1

ID	1
MOVA Version	M7.0
Name	(untitled)
Description	
Main Stage [MAINST]	1
Total Green Limit [TOTALG] (s)	200
Detector ON [DETON]	Closed circuit
Stage Confirm ON [STAGON]	Open circuit
Phase Confirm ON [PHASON]	Open circuit
Stage Demand ON [STGDEM]	Closed circuit

Phases

Phases

Phase ID	A	B	C	D	E	F
Name						
Phase Type	Traffic	Traffic	Traffic	Pedestrian	Pedestrian	Pedestrian
Associated Phase						
Minimum Green (s)	7.0	7.0	7.0	6.0	6.0	6.0
Interstage Behaviour [LPHASE]	Runs between consecutive stages	Never runs during interstage	Never runs during interstage	Never runs during interstage	Never runs during interstage	Never runs during interstage
Phase Confirm Channel [LPHASE]						

Phase Intergreen Matrix for Controller 1

	To						
From		A	B	C	D	E	F
	A	-					
	B		-				
	C			-			
	D				-		
	E					-	
	F						-

Stages

Stages

Stage	1	2	3
Description			
Phases In Stage	A,B	A,C,E,F	B,D
Auto-set Stage Minimum	✓	✓	✓
Stage Minimum [MIN] (s)	7.0	7.0	7.0
Stage Maximum [MAX] (s)	60.0	60.0	60.0
All Red Pedestrian Stage [REDPED]			

Stages: Pedestrians

Stage	1	2	3
Enable Pedestrian Short Cycling			
PEDMAX1 (s)			
PEDMAX2 (%)			

Stages: Alerts

Stage	1	2	3
Occupancy alert threshold (ON) [OCCUAL on]	9.9	9.9	9.9
Occupancy alert threshold (OFF) [OCCUAL off]	9.9	9.9	9.9

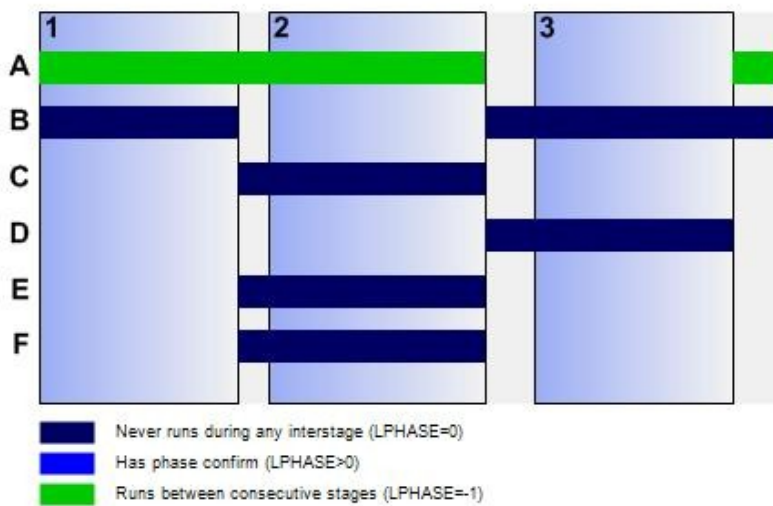
Interstage Matrix for Controller 1

	To			
		1	2	3
From	1	-	5	7
	2	8	-	8
	3	8	8	-

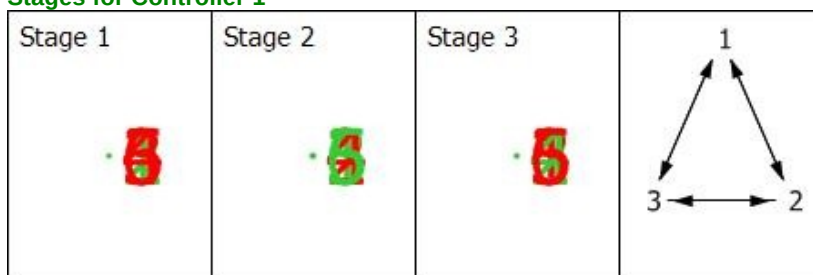
Banned Stage transitions for Controller 1

	To			
		1	2	3
From	1	-	Allow	Allow
	2	Allow	-	Allow
	3	Allow	Allow	-

Stages and phases for Controller 1



Stages for Controller 1



LGREEN and SDCODE Matrix

LGREEN matrix

	Link						
		1	2	3	4	5	6
Stage	1	2	2	0	0	0	0
	2	2	0	1	0	1	1
	3	0	2	0	1	0	0

SDCODE matrix

	Link						
		1	2	3	4	5	6
Stage	1	1	1				
	2	0		1		3	3
	3		0		1		

Links

Links

Link	1	2	3	4	5	6
Name						
Description						
Phase	A	B	C	D	E	F
Link Type [LTYPE]	Traffic	Traffic	Traffic	Pedestrian	Pedestrian	Pedestrian
Demand Channel				9	10	11
Latched				✓		
Volumetric Detection						
Use Wait Channel						
Wait Channel [WAITCH]						
LPHASE_RAW	-1	0	0	0	0	0
LTYPE_RAW	0	0	0	9	110	111

Link: Modelling

Link	1	2	3	4	5	6
Auto-set Link Minimum Green	✓	✓	✓	✓	✓	✓
Link Minimum Green [LMIN] (s)	7.0	7.0	7.0	6.0	6.0	6.0
Auto-set Stop Penalty	✓	✓	✓			
Heavy Vehicles (%)	10	10	10			
Stop Penalty [STOPEN] (s)	9.0	9.0	9.0			
Encourage Pedestrian Stage					Off	Off
Auto-set End of Saturation Time	✓	✓	✓			
End of Saturation Time [ESLMAX] (s)	120.0	120.0	60.0			
Auto-set Lost Time	✓	✓	✓			
Lost Time [LOSTIM] (s)	14.0	11.0	18.0			

Link: Offside Turners

Link	1	2	3	4	5	6
Auto-set	✓	✓	✓			
Early cut-off demand type [MIXOUT]	Not applicable	Not applicable	Not applicable	-	-	-
Vehicles between X and OUT dets [MIXOUT] (veh)						

Link: Constants

Link	1	2	3	4	5	6
Auto-set	✓	✓	✓	✓	✓	✓
MINPCS	50	50	50	50	50	50
Is Short Link [SHORTL]						
Number Of Main Lanes [NMAINL]	1	1	1	0	0	0

Lanes

Lanes

Lane	1	2	3
Name			
Description			
Lane Type	Normal	Normal	Normal
Short Lane Length [DSHORT] (m)			
Lane Weighting Factor [LANEWF]	1	1	1
Cruise Speed [CSPEED] (m/s)	10.0	10.0	10.0
Enter headway?	✓	✓	✓
Headway [SATINC] (s)	2.0	2.0	2.0
Saturation Flow (veh/hr)	1800	1800	1800
Start-up Lost Time [STLOST] (s)	1.3	1.3	1.3
Saturation Flow Feedback [USESF]	Off	Off	Off
Start-up Lost Time Feedback [USEST]	Off	Off	Off

Lane: Detectors

Lane	1	2	3
X Detector ID [X]	2	4	6
X Detector distance [DX] (m)	39.0	39.0	39.0
IN Detector?	✓	✓	✓
IN Detector ID [IN]	1	3	5
IN Detector distance [DIN] (m)	93.0	93.0	93.0
Auto-set	✓	✓	✓
X Detector cruise time [CRUSX] (s)	3.5	3.5	3.5
X Detector queue clear time [MOVEQX] (s)	16.5	16.5	16.5
IN Detector cruise time [CRUSIN] (s)	9.0	9.0	9.0
IN Detector queue clear time [MOVQIN] (s)	30.5	30.5	30.5
Queue Detection Time [QMINON] (s)	6.0	6.0	6.0

Lane: Combination Detectors

Lane	1	2	3
COMB-X Detector present?			
COMB-X Detector ID [COMBX]			
Associated X Det 1 [ASSOCD-1]			
Associated X Det 2?			
Associated X Det 2 [ASSOCD-2]			
Auto-set	✓	✓	✓
Time To Use Combination [COMTIM] (s)			

Lane: Other Detectors

Lane	1	2	3
OUT Detector?			
OUT Detector ID			
IN-SINK Detector?			
IN-SINK Detector ID			
X-SINK Detector?			
X-SINK Detector ID			
STOPLINE Detector?			✓
STOPLINE Detector ID			7
AutoSet ALT-UP			
ALT-UP Detector?	✓	✓	✓
ALT-UP Detector ID	1	3	5
ALT-DOWN Detector?			✓
ALT-DOWN Detector ID			7

Lane: Oversaturation

Lane	1	2	3
Detector For Oversaturation Checking [XOSAT]	IN detector	IN detector	IN detector
Auto-set	✓	✓	✓
Critical Vehicle Count [OSATCC] (veh)	9	9	9
Critical Vehicle Count Compact [OSATCX] (veh)	5	5	5
Critical Vehicle Time [OSATTM]			

Lane: Alerts

Lane	1	2	3
Enable Oversaturation Alert			
Oversaturation Cycles [OSATAL]			
Enable Exit Blocking Alert			
Exit Blocking Cycles [EXITAL]			

Lane: Advanced

Lane	1	2	3
Auto-set	✓	✓	✓
Max Minimum Green [MAXMIN] (s)	13.5	13.5	13.5
Utilised Amber Time [GAMBER] (s)	2.0	2.0	2.0
Saturation Flow Gap [SATGAP] (s)	1.4	1.4	1.4
Critical Gap [CRITG] (s)	3.4	3.4	3.4

Logging

Logging

Telephone Number	
TMA Logging Period [TMAPRD]	60

Logging: Error weighting

Error type	Weighting
Auto-set	✓
Faulty detector [2]	0
Stage not ended [3]	5
Intergreen not ended [4]	5
Invalid stage demanded [5]	5
Wrong stage confirmed [6]	5
Multiple stage confirms [14]	0
Watchdog routine [8]	5
Divide error [16]	5
Program error [11]	0

Logging: Saturation Flow Logs

Time Period	Start Time (HH:mm)	End Time (HH:mm)
Weekday Period 1	07:30	09:30
Weekday Period 2	16:30	18:30
Weekday Period 3	09:30	16:30
Weekday Period 4	18:30	22:00
Saturday	09:00	17:00
Sunday	10:00	16:00

Constants

Constants

Auto-set	SCAN	MINEXT (s)	MAXEXT (s)	ADDGAP	SUBGAP	NDETS	STAGES	NLINKS	NLANES
✓	0.5	3.0	9.5	0.5	0.5	11	3	6	3

Summary of Detectors and Confirms

Detectors

Detector	Detector Type	Link	Lane	Data Plan
1	N		1	
2	X		1	
3	N		2	
4	X		2	
5	N		3	
6	X		3	
7	Stopline		3	
9	Pedestrian	4		
10	Pedestrian	5		
11	Pedestrian	6		

Confirms

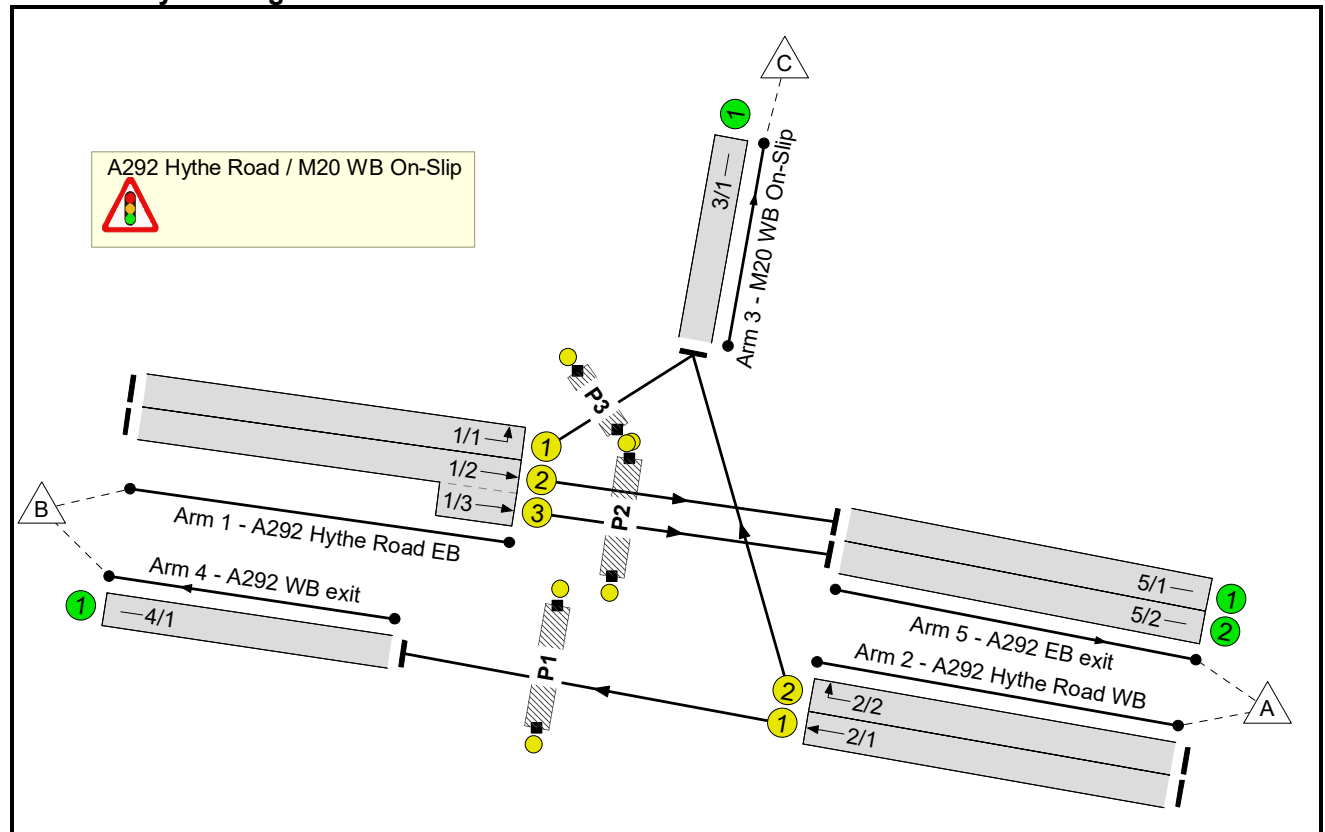
Confirm	Stage	Phase
1	1	
2	2	
3	3	

Detailed Input Data And Results

User and Project Details

Project:	WIE20982 Sevington IBF
Title:	J8) A292 Hythe Road / M20 WB On-Slip
Location:	
Date Completed:	March 2025
Model Purpose:	For TA
Additional detail:	
File name:	J8) A292 Hythe Rd_M20 WB On-Slip.lsg3x
Author:	CSMS4
Company:	WIE
Address:	
Linsig Version:	3, 3, 0, 6

Network Layout Diagram

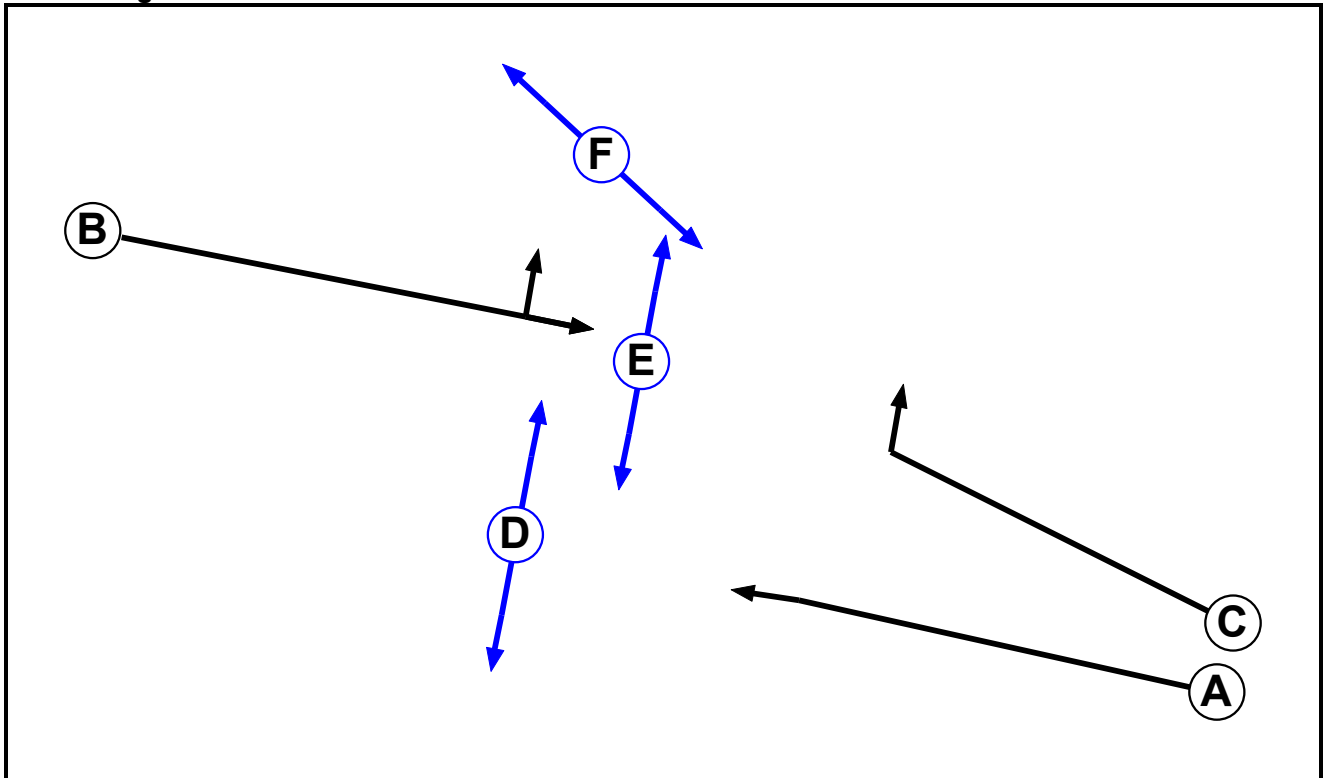


Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2024 Base AM	2024 Base AM	Network Control Plan 1	07:45 - 08:45	180	24.3	9.98
2	2024 Base PM	2024 Base PM	Network Control Plan 1	16:30 - 17:30	180	41.0	7.27
3	2024 Base+Sev (Obs) AM	2024 Base+Sev (Obs) AM	Network Control Plan 1	07:45 - 08:45	180	22.5	10.11
4	2024 Base+Sev (Obs) PM	2024 Base+Sev (Obs) PM	Network Control Plan 1	16:30 - 17:30	180	36.8	7.60
5	2026 Base AM	2026 Base AM	Network Control Plan 1	07:45 - 08:45	180	21.4	10.49
6	2026 Base PM	2026 Base PM	Network Control Plan 1	16:30 - 17:30	180	37.6	7.56
7	2026 Base+Sev AM	2026 Base+Sev AM	Network Control Plan 1	07:45 - 08:45	180	19.6	10.63
8	2026 Base+Sev PM	2026 Base+Sev PM	Network Control Plan 1	16:30 - 17:30	180	33.8	7.91
9	2036 Base AM	2036 Base AM	Network Control Plan 1	07:45 - 08:45	180	-2.1	20.04
10	2036 Base PM	2036 Base PM	Network Control Plan 1	16:30 - 17:30	180	10.3	12.72
11	2036 Base+Sev AM	2036 Base+Sev AM	Network Control Plan 1	07:45 - 08:45	180	-2.5	21.36
12	2036 Base+Sev PM	2036 Base+Sev PM	Network Control Plan 1	16:30 - 17:30	180	8.1	13.69
13	2036 Base+Sev 4 AM	2036 Base+Sev 4 AM	Network Control Plan 1	07:45 - 08:45	180	-2.7	21.48
14	2036 Base+Sev 4 PM	2036 Base+Sev 4 PM	Network Control Plan 1	16:30 - 17:30	180	7.4	13.81

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	6	3	A292 Hythe Road / M20 WB On-Slip	

Phase Diagram**Phase Input Data**

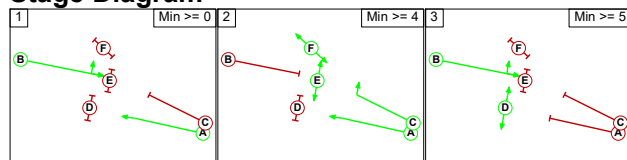
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		6	6
E	Pedestrian		6	6
F	Pedestrian		6	6

Phase Intergreens Matrix

	Starting Phase						
Terminating Phase		A	B	C	D	E	F
	A		-	-	7	-	-
	B	-		5	-	5	5
	C	-	7		-	-	-
	D	8	-	-		-	-
	E	-	8	-	-		-
	F	-	8	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A C E F
3	B D

Stage Diagram**Phase Delays**

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

Prohibited Stage Change

From Stage	To Stage		
	1	2	3
	1	5	7
	2	8	8
	3	8	8

Lane Input Data

Junction: A292 Hythe Road / M20 WB On-Slip												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A292 Hythe Road EB)	U	B	2	3	2.6	Geom	-	4.34	0.00	Y	Arm 3 Left	40.05
1/2 (A292 Hythe Road EB)	U	B	2	3	60.0	Geom	-	3.44	0.00	Y	Arm 5 Ahead	169.00
1/3 (A292 Hythe Road EB)	U	B	2	3	3.5	Geom	-	3.44	0.00	N	Arm 5 Ahead	156.00
2/1 (A292 Hythe Road WB)	U	A	2	3	60.0	Geom	-	3.48	0.00	Y	Arm 4 Ahead	Inf
2/2 (A292 Hythe Road WB)	U	C	2	3	60.0	Geom	-	3.62	0.00	Y	Arm 3 Right	14.07
3/1 (M20 WB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (A292 WB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A292 EB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (A292 EB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

Give-Way Lane Input Data

Junction: A292 Hythe Road / M20 WB On-Slip

There are no Opposed Lanes in this Junction

Lane Connector Input Data

Junction: A292 Hythe Road / M20 WB On-Slip				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	3/1	Internal	5	35
1/2	5/1	Internal	5	35
1/3	5/2	Internal	5	35
2/1	4/1	Internal	5	35
2/2	3/1	Internal	5	35

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A292 Hythe Road / M20 WB On-Slip								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A292 Hythe Road EB)	4.34	0.00	Y	Arm 3 Left	40.05	100.0 %	1975	1975
1/2 (A292 Hythe Road EB)	3.44	0.00	Y	Arm 5 Ahead	169.00	100.0 %	1942	1942
1/3 (A292 Hythe Road EB)	3.44	0.00	N	Arm 5 Ahead	156.00	100.0 %	2080	2080
2/1 (A292 Hythe Road WB)	3.48	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1963	1963
2/2 (A292 Hythe Road WB)	3.62	0.00	Y	Arm 3 Right	14.07	100.0 %	1786	1786
3/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A292 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A292 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A292 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A292 Hythe Road / M20 WB On-Slip								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A292 Hythe Road EB)	4.34	0.00	Y	Arm 3 Left	40.05	100.0 %	1975	1975
1/2 (A292 Hythe Road EB)	3.44	0.00	Y	Arm 5 Ahead	169.00	100.0 %	1942	1942
1/3 (A292 Hythe Road EB)	3.44	0.00	N	Arm 5 Ahead	156.00	100.0 %	2080	2080
2/1 (A292 Hythe Road WB)	3.48	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1963	1963
2/2 (A292 Hythe Road WB)	3.62	0.00	Y	Arm 3 Right	14.07	100.0 %	1786	1786
3/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A292 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A292 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A292 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2024 Base+Sev (Obs) AM' (FG3: '2024 Base+Sev (Obs) AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A292 Hythe Road / M20 WB On-Slip								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A292 Hythe Road EB)	4.34	0.00	Y	Arm 3 Left	40.05	100.0 %	1975	1975
1/2 (A292 Hythe Road EB)	3.44	0.00	Y	Arm 5 Ahead	169.00	100.0 %	1942	1942
1/3 (A292 Hythe Road EB)	3.44	0.00	N	Arm 5 Ahead	156.00	100.0 %	2080	2080
2/1 (A292 Hythe Road WB)	3.48	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1963	1963
2/2 (A292 Hythe Road WB)	3.62	0.00	Y	Arm 3 Right	14.07	100.0 %	1786	1786
3/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A292 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A292 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A292 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2024 Base+Sev (Obs) PM' (FG4: '2024 Base+Sev (Obs) PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A292 Hythe Road / M20 WB On-Slip								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A292 Hythe Road EB)	4.34	0.00	Y	Arm 3 Left	40.05	100.0 %	1975	1975
1/2 (A292 Hythe Road EB)	3.44	0.00	Y	Arm 5 Ahead	169.00	100.0 %	1942	1942
1/3 (A292 Hythe Road EB)	3.44	0.00	N	Arm 5 Ahead	156.00	100.0 %	2080	2080
2/1 (A292 Hythe Road WB)	3.48	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1963	1963
2/2 (A292 Hythe Road WB)	3.62	0.00	Y	Arm 3 Right	14.07	100.0 %	1786	1786
3/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A292 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A292 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A292 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2026 Base AM' (FG5: '2026 Base AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A292 Hythe Road / M20 WB On-Slip								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A292 Hythe Road EB)	4.34	0.00	Y	Arm 3 Left	40.05	100.0 %	1975	1975
1/2 (A292 Hythe Road EB)	3.44	0.00	Y	Arm 5 Ahead	169.00	100.0 %	1942	1942
1/3 (A292 Hythe Road EB)	3.44	0.00	N	Arm 5 Ahead	156.00	100.0 %	2080	2080
2/1 (A292 Hythe Road WB)	3.48	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1963	1963
2/2 (A292 Hythe Road WB)	3.62	0.00	Y	Arm 3 Right	14.07	100.0 %	1786	1786
3/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A292 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A292 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A292 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2026 Base PM' (FG6: '2026 Base PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A292 Hythe Road / M20 WB On-Slip								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A292 Hythe Road EB)	4.34	0.00	Y	Arm 3 Left	40.05	100.0 %	1975	1975
1/2 (A292 Hythe Road EB)	3.44	0.00	Y	Arm 5 Ahead	169.00	100.0 %	1942	1942
1/3 (A292 Hythe Road EB)	3.44	0.00	N	Arm 5 Ahead	156.00	100.0 %	2080	2080
2/1 (A292 Hythe Road WB)	3.48	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1963	1963
2/2 (A292 Hythe Road WB)	3.62	0.00	Y	Arm 3 Right	14.07	100.0 %	1786	1786
3/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A292 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A292 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A292 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2026 Base+Sev AM' (FG7: '2026 Base+Sev AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A292 Hythe Road / M20 WB On-Slip								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A292 Hythe Road EB)	4.34	0.00	Y	Arm 3 Left	40.05	100.0 %	1975	1975
1/2 (A292 Hythe Road EB)	3.44	0.00	Y	Arm 5 Ahead	169.00	100.0 %	1942	1942
1/3 (A292 Hythe Road EB)	3.44	0.00	N	Arm 5 Ahead	156.00	100.0 %	2080	2080
2/1 (A292 Hythe Road WB)	3.48	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1963	1963
2/2 (A292 Hythe Road WB)	3.62	0.00	Y	Arm 3 Right	14.07	100.0 %	1786	1786
3/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A292 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A292 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A292 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2026 Base+Sev PM' (FG8: '2026 Base+Sev PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A292 Hythe Road / M20 WB On-Slip								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A292 Hythe Road EB)	4.34	0.00	Y	Arm 3 Left	40.05	100.0 %	1975	1975
1/2 (A292 Hythe Road EB)	3.44	0.00	Y	Arm 5 Ahead	169.00	100.0 %	1942	1942
1/3 (A292 Hythe Road EB)	3.44	0.00	N	Arm 5 Ahead	156.00	100.0 %	2080	2080
2/1 (A292 Hythe Road WB)	3.48	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1963	1963
2/2 (A292 Hythe Road WB)	3.62	0.00	Y	Arm 3 Right	14.07	100.0 %	1786	1786
3/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A292 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A292 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A292 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2036 Base AM' (FG9: '2036 Base AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A292 Hythe Road / M20 WB On-Slip								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A292 Hythe Road EB)	4.34	0.00	Y	Arm 3 Left	40.05	100.0 %	1975	1975
1/2 (A292 Hythe Road EB)	3.44	0.00	Y	Arm 5 Ahead	169.00	100.0 %	1942	1942
1/3 (A292 Hythe Road EB)	3.44	0.00	N	Arm 5 Ahead	156.00	100.0 %	2080	2080
2/1 (A292 Hythe Road WB)	3.48	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1963	1963
2/2 (A292 Hythe Road WB)	3.62	0.00	Y	Arm 3 Right	14.07	100.0 %	1786	1786
3/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A292 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A292 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A292 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '2036 Base PM' (FG10: '2036 Base PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A292 Hythe Road / M20 WB On-Slip								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A292 Hythe Road EB)	4.34	0.00	Y	Arm 3 Left	40.05	100.0 %	1975	1975
1/2 (A292 Hythe Road EB)	3.44	0.00	Y	Arm 5 Ahead	169.00	100.0 %	1942	1942
1/3 (A292 Hythe Road EB)	3.44	0.00	N	Arm 5 Ahead	156.00	100.0 %	2080	2080
2/1 (A292 Hythe Road WB)	3.48	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1963	1963
2/2 (A292 Hythe Road WB)	3.62	0.00	Y	Arm 3 Right	14.07	100.0 %	1786	1786
3/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A292 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A292 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A292 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 10

Scenario 11: '2036 Base+Sev AM' (FG11: '2036 Base+Sev AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A292 Hythe Road / M20 WB On-Slip								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A292 Hythe Road EB)	4.34	0.00	Y	Arm 3 Left	40.05	100.0 %	1975	1975
1/2 (A292 Hythe Road EB)	3.44	0.00	Y	Arm 5 Ahead	169.00	100.0 %	1942	1942
1/3 (A292 Hythe Road EB)	3.44	0.00	N	Arm 5 Ahead	156.00	100.0 %	2080	2080
2/1 (A292 Hythe Road WB)	3.48	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1963	1963
2/2 (A292 Hythe Road WB)	3.62	0.00	Y	Arm 3 Right	14.07	100.0 %	1786	1786
3/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A292 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A292 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A292 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 11

Scenario 12: '2036 Base+Sev PM' (FG12: '2036 Base+Sev PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A292 Hythe Road / M20 WB On-Slip								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A292 Hythe Road EB)	4.34	0.00	Y	Arm 3 Left	40.05	100.0 %	1975	1975
1/2 (A292 Hythe Road EB)	3.44	0.00	Y	Arm 5 Ahead	169.00	100.0 %	1942	1942
1/3 (A292 Hythe Road EB)	3.44	0.00	N	Arm 5 Ahead	156.00	100.0 %	2080	2080
2/1 (A292 Hythe Road WB)	3.48	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1963	1963
2/2 (A292 Hythe Road WB)	3.62	0.00	Y	Arm 3 Right	14.07	100.0 %	1786	1786
3/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A292 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A292 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A292 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 12

Scenario 13: '2036 Base+Sev 4 AM' (FG13: '2036 Base+Sev 4 AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A292 Hythe Road / M20 WB On-Slip								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A292 Hythe Road EB)	4.34	0.00	Y	Arm 3 Left	40.05	100.0 %	1975	1975
1/2 (A292 Hythe Road EB)	3.44	0.00	Y	Arm 5 Ahead	169.00	100.0 %	1942	1942
1/3 (A292 Hythe Road EB)	3.44	0.00	N	Arm 5 Ahead	156.00	100.0 %	2080	2080
2/1 (A292 Hythe Road WB)	3.48	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1963	1963
2/2 (A292 Hythe Road WB)	3.62	0.00	Y	Arm 3 Right	14.07	100.0 %	1786	1786
3/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A292 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A292 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A292 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 13

Scenario 14: '2036 Base+Sev 4 PM' (FG14: '2036 Base+Sev 4 PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A292 Hythe Road / M20 WB On-Slip								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A292 Hythe Road EB)	4.34	0.00	Y	Arm 3 Left	40.05	100.0 %	1975	1975
1/2 (A292 Hythe Road EB)	3.44	0.00	Y	Arm 5 Ahead	169.00	100.0 %	1942	1942
1/3 (A292 Hythe Road EB)	3.44	0.00	N	Arm 5 Ahead	156.00	100.0 %	2080	2080
2/1 (A292 Hythe Road WB)	3.48	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1963	1963
2/2 (A292 Hythe Road WB)	3.62	0.00	Y	Arm 3 Right	14.07	100.0 %	1786	1786
3/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A292 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A292 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A292 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 14

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM'	07:45	08:45	01:00	
2: '2024 Base PM'	16:30	17:30	01:00	
3: '2024 Base+Sev (Obs) AM'	07:45	08:45	01:00	
4: '2024 Base+Sev (Obs) PM'	16:30	17:30	01:00	
5: '2026 Base AM'	07:45	08:45	01:00	
6: '2026 Base PM'	16:30	17:30	01:00	
7: '2026 Base+Sev AM'	07:45	08:45	01:00	
8: '2026 Base+Sev PM'	16:30	17:30	01:00	
9: '2036 Base AM'	07:45	08:45	01:00	
10: '2036 Base PM'	16:30	17:30	01:00	
11: '2036 Base+Sev AM'	07:45	08:45	01:00	
12: '2036 Base+Sev PM'	16:30	17:30	01:00	
13: '2036 Base+Sev 4 AM'	07:45	08:45	01:00	
14: '2036 Base+Sev 4 PM'	16:30	17:30	01:00	

Traffic Flows, Desired**FG1: '2024 Base AM'****Desired Flow :**

		Destination			
Origin		A	B	C	Tot.
	A	0	655	789	1444
	B	399	0	294	693
	C	0	0	0	0
	Tot.	399	655	1083	2137

FG2: '2024 Base PM'**Desired Flow :**

		Destination			
Origin		A	B	C	Tot.
	A	0	706	722	1428
	B	367	0	150	517
	C	0	0	0	0
	Tot.	367	706	872	1945

FG3: '2024 Base+Sev (Obs) AM'**Desired Flow :**

		Destination			
Origin		A	B	C	Tot.
	A	0	656	802	1458
	B	399	0	294	693
	C	0	0	0	0
	Tot.	399	656	1096	2151

FG4: '2024 Base+Sev (Obs) PM'**Desired Flow :**

		Destination			
Origin		A	B	C	Tot.
	A	0	707	757	1464
	B	367	0	150	517
	C	0	0	0	0
	Tot.	367	707	907	1981

Detailed Input Data And Results

FG5: '2026 Base AM'

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	671	808	1479
	B	409	0	301	710
	C	0	0	0	0
	Tot.	409	671	1109	2189

FG6: '2026 Base PM'

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	723	740	1463
	B	376	0	153	529
	C	0	0	0	0
	Tot.	376	723	893	1992

FG7: '2026 Base+Sev AM'

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	672	821	1493
	B	409	0	301	710
	C	0	0	0	0
	Tot.	409	672	1122	2203

FG8: '2026 Base+Sev PM'

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	724	774	1498
	B	376	0	153	529
	C	0	0	0	0
	Tot.	376	724	927	2027

FG9: '2036 Base AM'

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	907	1003	1910
	B	504	0	364	868
	C	0	0	0	0
	Tot.	504	907	1367	2778

Detailed Input Data And Results

FG10: '2036 Base PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
	A	0	937	907	1844
	B	488	0	236	724
	C	0	0	0	0
	Tot.	488	937	1143	2568

FG11: '2036 Base+Sev AM'

Desired Flow :

	Destination				
		A	B	C	Tot.
	A	0	908	1016	1924
	B	504	0	364	868
	C	0	0	0	0
	Tot.	504	908	1380	2792

FG12: '2036 Base+Sev PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
	A	0	938	942	1880
	B	488	0	236	724
	C	0	0	0	0
	Tot.	488	938	1178	2604

FG13: '2036 Base+Sev 4 AM'

Desired Flow :

	Destination				
		A	B	C	Tot.
	A	0	908	1018	1926
	B	504	0	364	868
	C	0	0	0	0
	Tot.	504	908	1382	2794

FG14: '2036 Base+Sev 4 PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
	A	0	938	948	1886
	B	488	0	236	724
	C	0	0	0	0
	Tot.	488	938	1184	2610

Detailed Input Data And Results

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	655	789	1444
	B	399	0	294	693
	C	0	0	0	0
	Tot.	399	655	1083	2137

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: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	706	722	1428
	B	367	0	150	517
	C	0	0	0	0
	Tot.	367	706	872	1945

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: '2024 Base+Sev (Obs) AM' (FG3: '2024 Base+Sev (Obs) AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	656	802	1458
	B	399	0	294	693
	C	0	0	0	0
	Tot.	399	656	1096	2151

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: '2024 Base+Sev (Obs) PM' (FG4: '2024 Base+Sev (Obs) PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	707	757	1464
	B	367	0	150	517
	C	0	0	0	0
	Tot.	367	707	907	1981

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: '2026 Base AM' (FG5: '2026 Base AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	671	808	1479
	B	409	0	301	710
	C	0	0	0	0
	Tot.	409	671	1109	2189

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 6: '2026 Base PM' (FG6: '2026 Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	723	740	1463
	B	376	0	153	529
	C	0	0	0	0
	Tot.	376	723	893	1992

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 7: '2026 Base+Sev AM' (FG7: '2026 Base+Sev AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	672	821	1493
	B	409	0	301	710
	C	0	0	0	0
	Tot.	409	672	1122	2203

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 8: '2026 Base+Sev PM' (FG8: '2026 Base+Sev PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	724	774	1498
	B	376	0	153	529
	C	0	0	0	0
	Tot.	376	724	927	2027

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 9: '2036 Base AM' (FG9: '2036 Base AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	907	1003	1910
	B	504	0	364	868
	C	0	0	0	0
	Tot.	504	907	1367	2778

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 10: '2036 Base PM' (FG10: '2036 Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	937	907	1844
	B	488	0	236	724
	C	0	0	0	0
	Tot.	488	937	1143	2568

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 11: '2036 Base+Sev AM' (FG11: '2036 Base+Sev AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	908	1016	1924
	B	504	0	364	868
	C	0	0	0	0
	Tot.	504	908	1380	2792

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 12: '2036 Base+Sev PM' (FG12: '2036 Base+Sev PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	938	942	1880
	B	488	0	236	724
	C	0	0	0	0
	Tot.	488	938	1178	2604

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 13: '2036 Base+Sev 4 AM' (FG13: '2036 Base+Sev 4 AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	908	1018	1926
	B	504	0	364	868
	C	0	0	0	0
	Tot.	504	908	1382	2794

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 14: '2036 Base+Sev 4 PM' (FG14: '2036 Base+Sev 4 PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	938	948	1886
	B	488	0	236	724
	C	0	0	0	0
	Tot.	488	938	1184	2610

Traffic Flows, Difference**Difference :**

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

Traffic Lane Flows

Lane	Scenario 1: 2024 Base AM	Scenario 2: 2024 Base PM	Scenario 3: 2024 Base+Sev (Obs) AM	Scenario 4: 2024 Base+Sev (Obs) PM	Scenario 5: 2026 Base AM	Scenario 6: 2026 Base PM
Junction: A292 Hythe Road / M20 WB On-Slip						
1/1	294	150	294	150	301	153
1/2 (with short)	399(In) 194(Out)	367(In) 179(Out)	399(In) 194(Out)	367(In) 179(Out)	409(In) 199(Out)	376(In) 183(Out)
1/3 (short)	205	188	205	188	210	193
2/1	655	706	656	707	671	723
2/2	789	722	802	757	808	740
3/1	1083	872	1096	907	1109	893
4/1	655	706	656	707	671	723
5/1	194	179	194	179	199	183
5/2	205	188	205	188	210	193

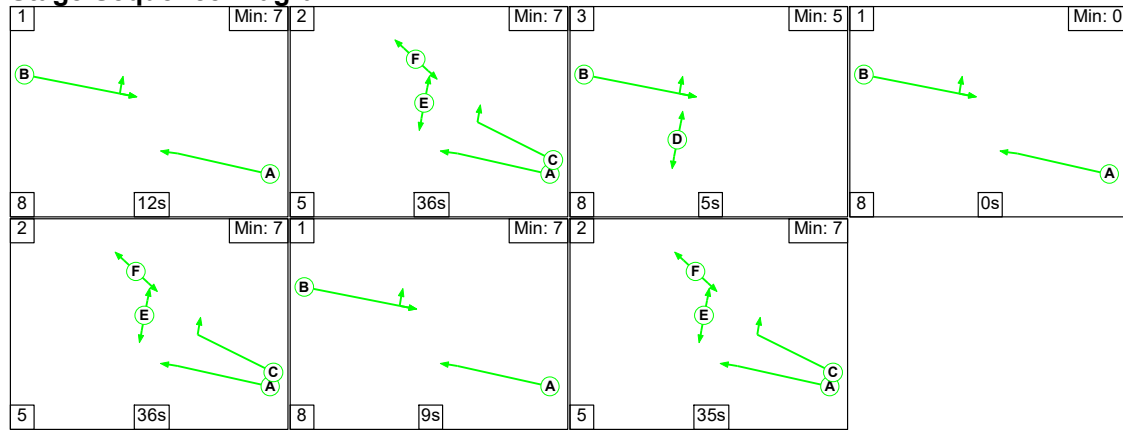
Lane	Scenario 7: 2026 Base+Sev AM	Scenario 8: 2026 Base+Sev PM	Scenario 9: 2036 Base AM	Scenario 10: 2036 Base PM	Scenario 11: 2036 Base+Sev AM	Scenario 12: 2036 Base+Sev PM
Junction: A292 Hythe Road / M20 WB On-Slip						
1/1	301	153	364	236	364	236
1/2 (with short)	409(In) 199(Out)	376(In) 183(Out)	504(In) 245(Out)	488(In) 237(Out)	504(In) 245(Out)	488(In) 237(Out)
1/3 (short)	210	193	259	251	259	251
2/1	672	724	907	937	908	938
2/2	821	774	1003	907	1016	942
3/1	1122	927	1367	1143	1380	1178
4/1	672	724	907	937	908	938
5/1	199	183	245	237	245	237
5/2	210	193	259	251	259	251

Detailed Input Data And Results

Lane	Scenario 13: 2036 Base+Sev 4 AM	Scenario 14: 2036 Base+Sev 4 PM
Junction: A292 Hythe Road / M20 WB On-Slip		
1/1	364	236
1/2 (with short)	504(In) 245(Out)	488(In) 237(Out)
1/3 (short)	259	251
2/1	908	938
2/2	1018	948
3/1	1382	1184
4/1	908	938
5/1	245	237
5/2	259	251

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



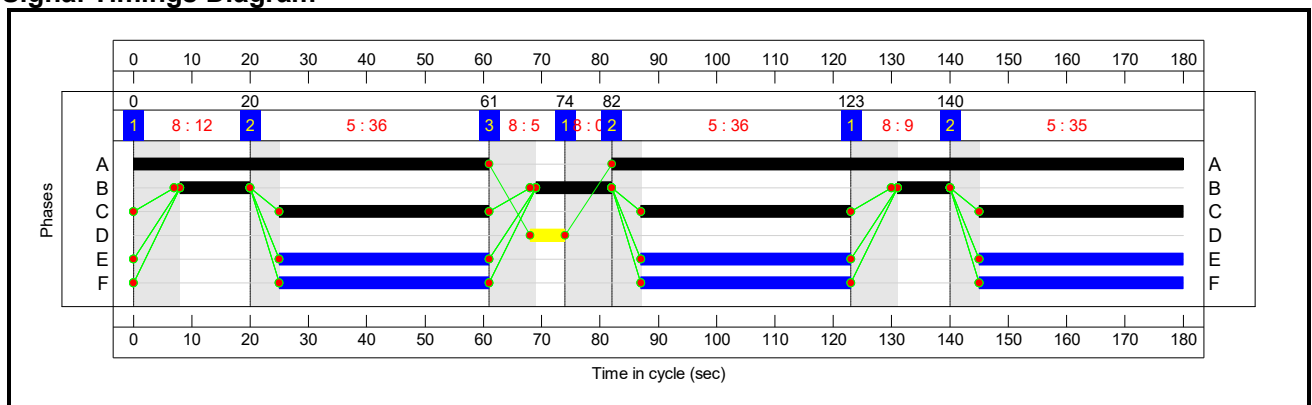
Stage Timings

Stage	1	2	3	1	2	1	2
Duration	12	36	5	0	36	9	35
Change Point	0	20	61	74	82	123	140

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic	159	82	61			
B	A292 Hythe Road EB Left Ahead	Traffic	12	8	20	13	69	82
C	A292 Hythe Road WB Right	Traffic	36	25	61	36	87	123
D	Pedestrians across	Pedestrian	6	68	74			
E	Pedestrians across	Pedestrian	36	25	61	36	87	123
F	Pedestrians across	Pedestrian	36	25	61	36	87	123

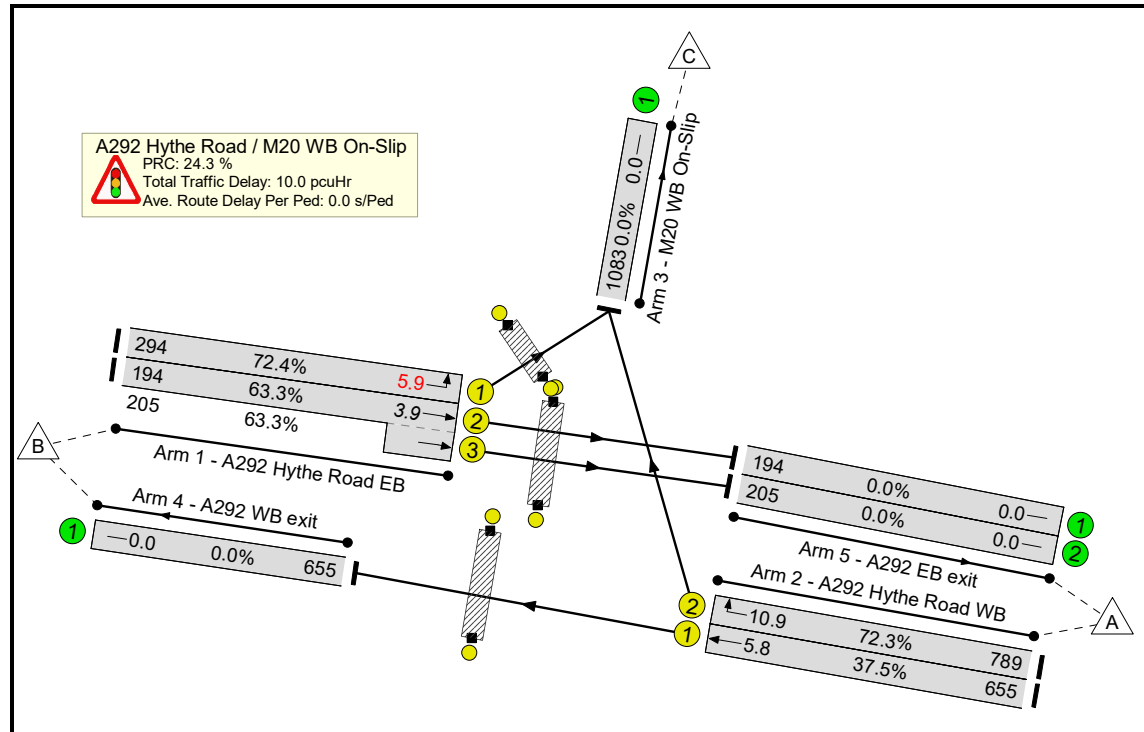
Phase Name	Description	Phase	Green Period 3		
			Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic			
B	A292 Hythe Road EB Left Ahead	Traffic	9	131	140
C	A292 Hythe Road WB Right	Traffic	35	145	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian	35	145	0
F	Pedestrians across	Pedestrian	35	145	0

Signal Timings Diagram

Lane Green Times

Junction: A292 Hythe Road / M20 WB On-Slip					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A292 Hythe Road EB Left	U	B	8	20
				69	82
				131	140
1/2	A292 Hythe Road EB Ahead	U	B	8	20
				69	82
				131	140
1/3	A292 Hythe Road EB Ahead	U	B	8	20
				69	82
				131	140
2/1	A292 Hythe Road WB Ahead	U	A	82	61
2/2	A292 Hythe Road WB Right	U	C	25	61
				87	123
				145	0

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	72.4%
A292 Hythe Road / M20 WB On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	72.4%
1/1	A292 Hythe Road EB Left	U	N/A	N/A	B		3	34	-	-	294	1975	406	72.4%
1/2+1/3	A292 Hythe Road EB Ahead	U	N/A	N/A	B		3	34	-	-	399	1942:2080	307+324	63.3 : 63.3%
2/1	A292 Hythe Road WB Ahead	U	N/A	N/A	A		1	159	-	-	655	1963	1745	37.5%
2/2	A292 Hythe Road WB Right	U	N/A	N/A	C		3	107	-	-	789	1786	1091	72.3%
3/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	1083	Inf	Inf	0.0%
4/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	655	Inf	Inf	0.0%
5/1	A292 EB exit	U	N/A	N/A	-		-	-	-	-	194	Inf	Inf	0.0%
5/2	A292 EB exit	U	N/A	N/A	-		-	-	-	-	205	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		3	107	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		3	107	-	-	0	-	0	0.0%

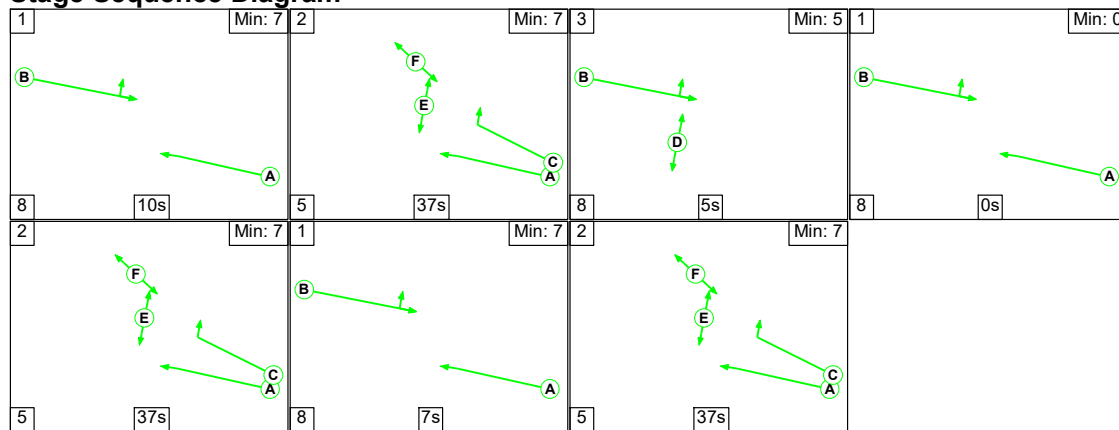
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	0	0	0	6.2	3.7	0.0	10.0	-	-	-	-	
A292 Hythe Road / M20 WB On-Slip	-	-	0	0	0	6.2	3.7	0.0	10.0	-	-	-	-	
1/1	294	294	-	-	-	1.8	1.3	-	3.1	38.0	4.6	1.3	5.9	
1/2+1/3	399	399	-	-	-	2.3	0.9	-	3.2	28.7	3.0	0.9	3.9	
2/1	655	655	-	-	-	0.3	0.3	-	0.6	3.3	5.5	0.3	5.8	
2/2	789	789	-	-	-	1.8	1.3	-	3.1	14.1	9.6	1.3	10.9	
3/1	1083	1083	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 24.3 PRC Over All Lanes (%): 24.3 Total Delay for Signalled Lanes (pcuHr): 9.98 Total Delay Over All Lanes(pcuHr): 9.98 Cycle Time (s): 180														

Detailed Input Data And Results

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



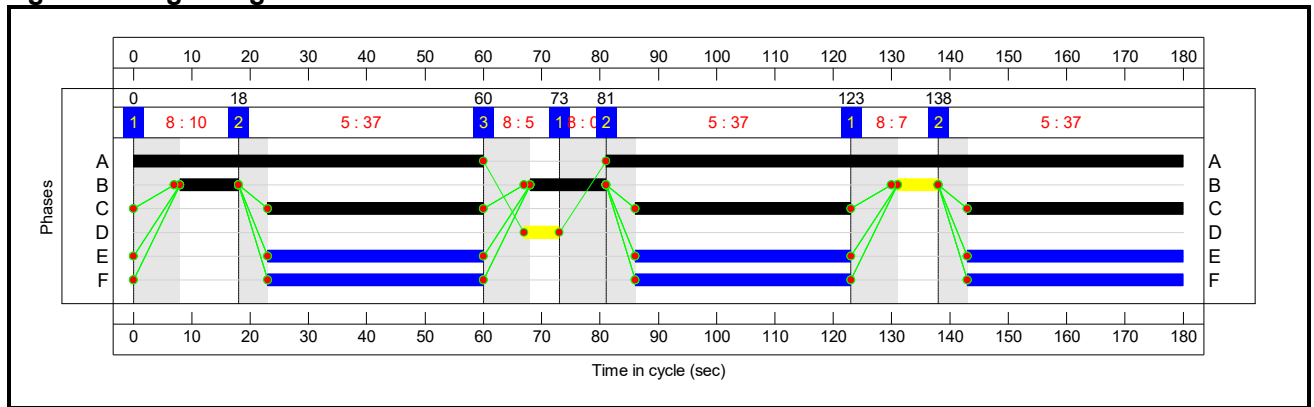
Stage Timings

Stage	1	2	3	1	2	1	2
Duration	10	37	5	0	37	7	37
Change Point	0	18	60	73	81	123	138

Phase Timings

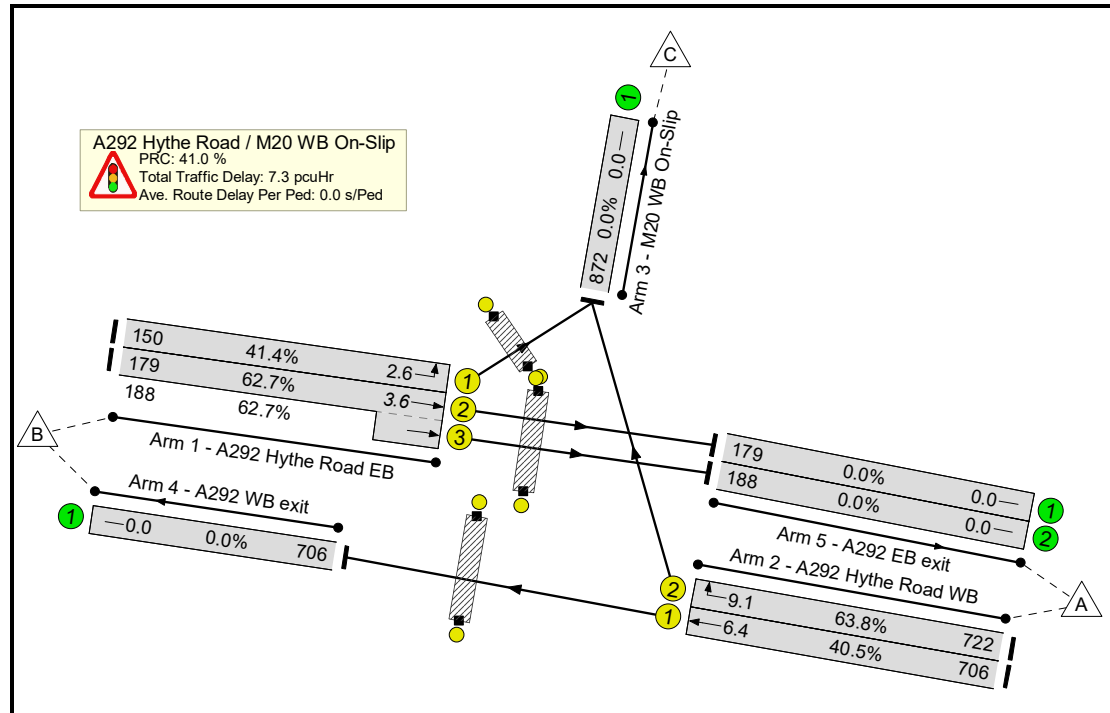
Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic	159	81	60			
B	A292 Hythe Road EB Left Ahead	Traffic	10	8	18	13	68	81
C	A292 Hythe Road WB Right	Traffic	37	23	60	37	86	123
D	Pedestrians across	Pedestrian	6	67	73			
E	Pedestrians across	Pedestrian	37	23	60	37	86	123
F	Pedestrians across	Pedestrian	37	23	60	37	86	123

Phase Name	Description	Phase	Green Period 3		
			Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic			
B	A292 Hythe Road EB Left Ahead	Traffic	7	131	138
C	A292 Hythe Road WB Right	Traffic	37	143	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian	37	143	0
F	Pedestrians across	Pedestrian	37	143	0

Signal Timings Diagram**Lane Green Times**

Junction: A292 Hythe Road / M20 WB On-Slip					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A292 Hythe Road EB Left	U	B	8	18
				68	81
				131	138
1/2	A292 Hythe Road EB Ahead	U	B	8	18
				68	81
				131	138
1/3	A292 Hythe Road EB Ahead	U	B	8	18
				68	81
				131	138
2/1	A292 Hythe Road WB Ahead	U	A	81	60
2/2	A292 Hythe Road WB Right	U	C	23	60
				86	123
				143	0

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

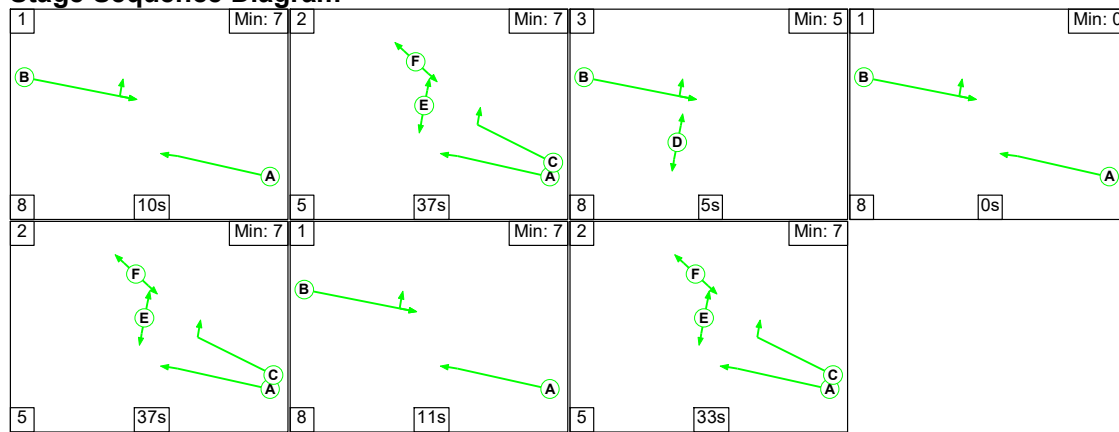
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	63.8%
A292 Hythe Road / M20 WB On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	63.8%
1/1	A292 Hythe Road EB Left	U	N/A	N/A	B		3	30	-	-	150	1975	362	41.4%
1/2+1/3	A292 Hythe Road EB Ahead	U	N/A	N/A	B		3	30	-	-	367	1942:2080	285+300	62.7 : 62.7%
2/1	A292 Hythe Road WB Ahead	U	N/A	N/A	A		1	159	-	-	706	1963	1745	40.5%
2/2	A292 Hythe Road WB Right	U	N/A	N/A	C		3	111	-	-	722	1786	1131	63.8%
3/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	872	Inf	Inf	0.0%
4/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	706	Inf	Inf	0.0%
5/1	A292 EB exit	U	N/A	N/A	-		-	-	-	-	179	Inf	Inf	0.0%
5/2	A292 EB exit	U	N/A	N/A	-		-	-	-	-	188	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		3	111	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		3	111	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	0	0	0	4.9	2.4	0.0	7.3	-	-	-	-	
A292 Hythe Road / M20 WB On-Slip	-	-	0	0	0	4.9	2.4	0.0	7.3	-	-	-	-	
1/1	150	150	-	-	-	0.9	0.4	-	1.3	30.1	2.2	0.4	2.6	
1/2+1/3	367	367	-	-	-	2.2	0.8	-	3.1	30.2	2.8	0.8	3.6	
2/1	706	706	-	-	-	0.3	0.3	-	0.7	3.5	6.1	0.3	6.4	
2/2	722	722	-	-	-	1.4	0.9	-	2.3	11.2	8.2	0.9	9.1	
3/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 41.0 PRC Over All Lanes (%): 41.0 Total Delay for Signalled Lanes (pcuHr): 7.27 Total Delay Over All Lanes(pcuHr): 7.27 Cycle Time (s): 180														

Stage Sequence Diagram



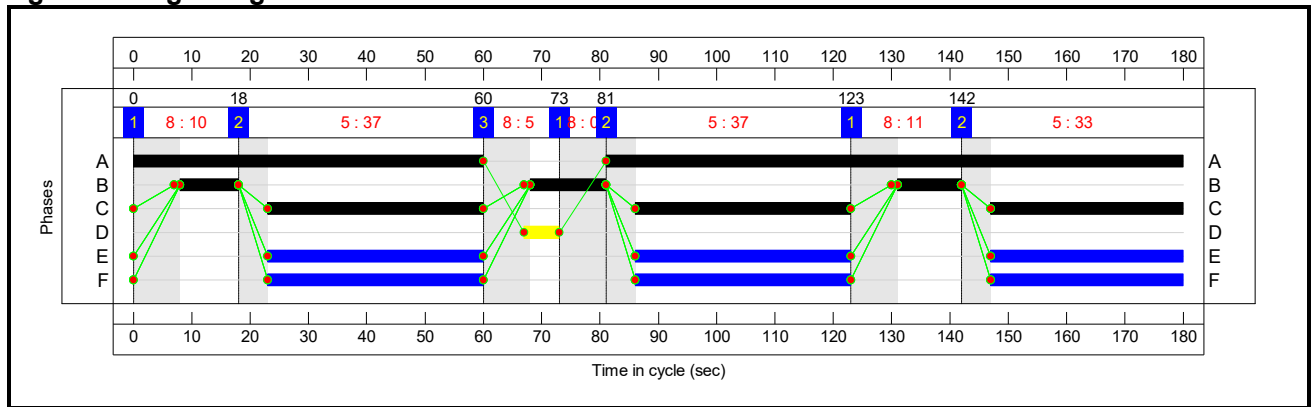
Stage Timings

Stage	1	2	3	1	2	1	2
Duration	10	37	5	0	37	11	33
Change Point	0	18	60	73	81	123	142

Phase Timings

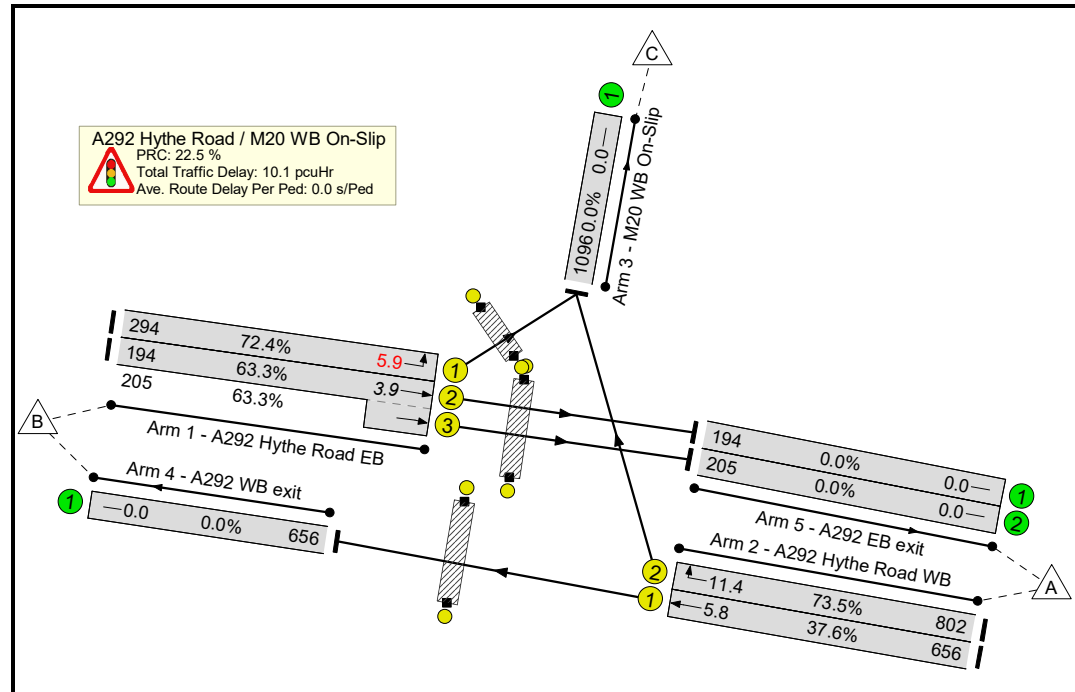
Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic	159	81	60			
B	A292 Hythe Road EB Left Ahead	Traffic	10	8	18	13	68	81
C	A292 Hythe Road WB Right	Traffic	37	23	60	37	86	123
D	Pedestrians across	Pedestrian	6	67	73			
E	Pedestrians across	Pedestrian	37	23	60	37	86	123
F	Pedestrians across	Pedestrian	37	23	60	37	86	123

Phase Name	Description	Phase	Green Period 3		
			Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic			
B	A292 Hythe Road EB Left Ahead	Traffic	11	131	142
C	A292 Hythe Road WB Right	Traffic	33	147	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian	33	147	0
F	Pedestrians across	Pedestrian	33	147	0

Signal Timings Diagram**Lane Green Times**

Junction: A292 Hythe Road / M20 WB On-Slip					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A292 Hythe Road EB Left	U	B	8	18
				68	81
				131	142
1/2	A292 Hythe Road EB Ahead	U	B	8	18
				68	81
				131	142
1/3	A292 Hythe Road EB Ahead	U	B	8	18
				68	81
				131	142
2/1	A292 Hythe Road WB Ahead	U	A	81	60
2/2	A292 Hythe Road WB Right	U	C	23	60
				86	123
				147	0

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

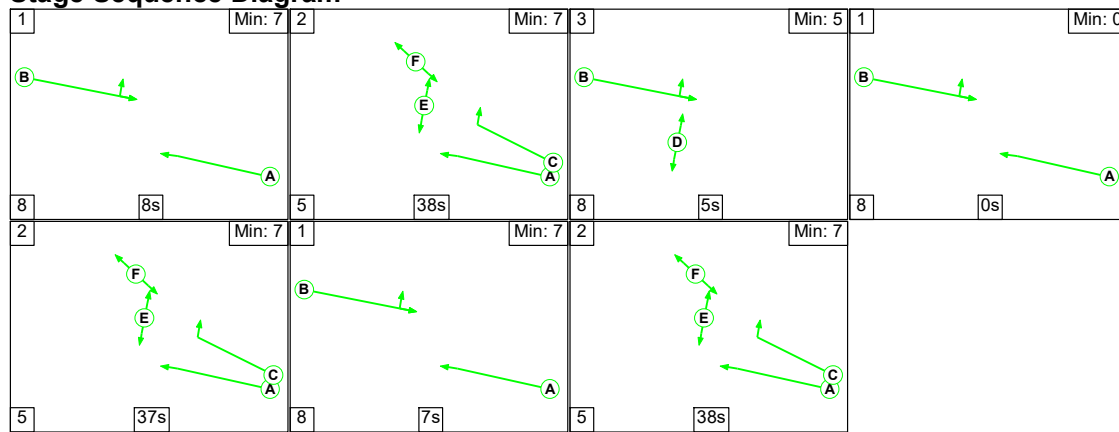
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	73.5%
A292 Hythe Road / M20 WB On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	73.5%
1/1	A292 Hythe Road EB Left	U	N/A	N/A	B		3	34	-	-	294	1975	406	72.4%
1/2+1/3	A292 Hythe Road EB Ahead	U	N/A	N/A	B		3	34	-	-	399	1942:2080	307+324	63.3 : 63.3%
2/1	A292 Hythe Road WB Ahead	U	N/A	N/A	A		1	159	-	-	656	1963	1745	37.6%
2/2	A292 Hythe Road WB Right	U	N/A	N/A	C		3	107	-	-	802	1786	1091	73.5%
3/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	1096	Inf	Inf	0.0%
4/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	656	Inf	Inf	0.0%
5/1	A292 EB exit	U	N/A	N/A	-		-	-	-	-	194	Inf	Inf	0.0%
5/2	A292 EB exit	U	N/A	N/A	-		-	-	-	-	205	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		3	107	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		3	107	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	0	0	0	6.3	3.8	0.0	10.1	-	-	-	-	
A292 Hythe Road / M20 WB On-Slip	-	-	0	0	0	6.3	3.8	0.0	10.1	-	-	-	-	
1/1	294	294	-	-	-	1.8	1.3	-	3.1	38.0	4.7	1.3	5.9	
1/2+1/3	399	399	-	-	-	2.3	0.9	-	3.2	28.8	3.1	0.9	3.9	
2/1	656	656	-	-	-	0.3	0.3	-	0.6	3.3	5.5	0.3	5.8	
2/2	802	802	-	-	-	1.8	1.4	-	3.2	14.4	10.0	1.4	11.4	
3/1	1096	1096	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 22.5 PRC Over All Lanes (%): 22.5 Total Delay for Signalled Lanes (pcuHr): 10.11 Total Delay Over All Lanes(pcuHr): 10.11 Cycle Time (s): 180														

Stage Sequence Diagram



Stage Timings

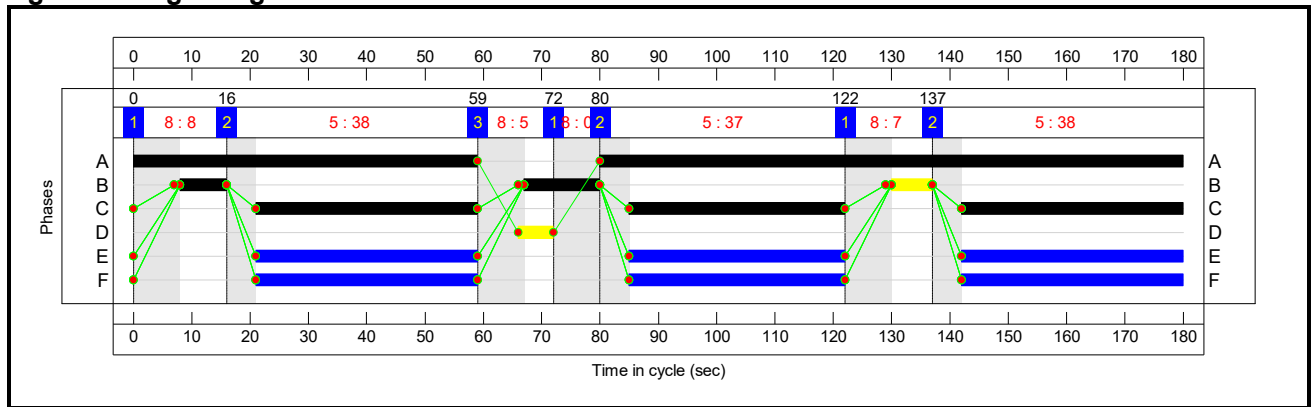
Stage	1	2	3	1	2	1	2
Duration	8	38	5	0	37	7	38
Change Point	0	16	59	72	80	122	137

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic	159	80	59			
B	A292 Hythe Road EB Left Ahead	Traffic	8	8	16	13	67	80
C	A292 Hythe Road WB Right	Traffic	38	21	59	37	85	122
D	Pedestrians across	Pedestrian	6	66	72			
E	Pedestrians across	Pedestrian	38	21	59	37	85	122
F	Pedestrians across	Pedestrian	38	21	59	37	85	122

Phase Name	Description	Phase	Green Period 3		
			Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic			
B	A292 Hythe Road EB Left Ahead	Traffic	7	130	137
C	A292 Hythe Road WB Right	Traffic	38	142	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian	38	142	0
F	Pedestrians across	Pedestrian	38	142	0

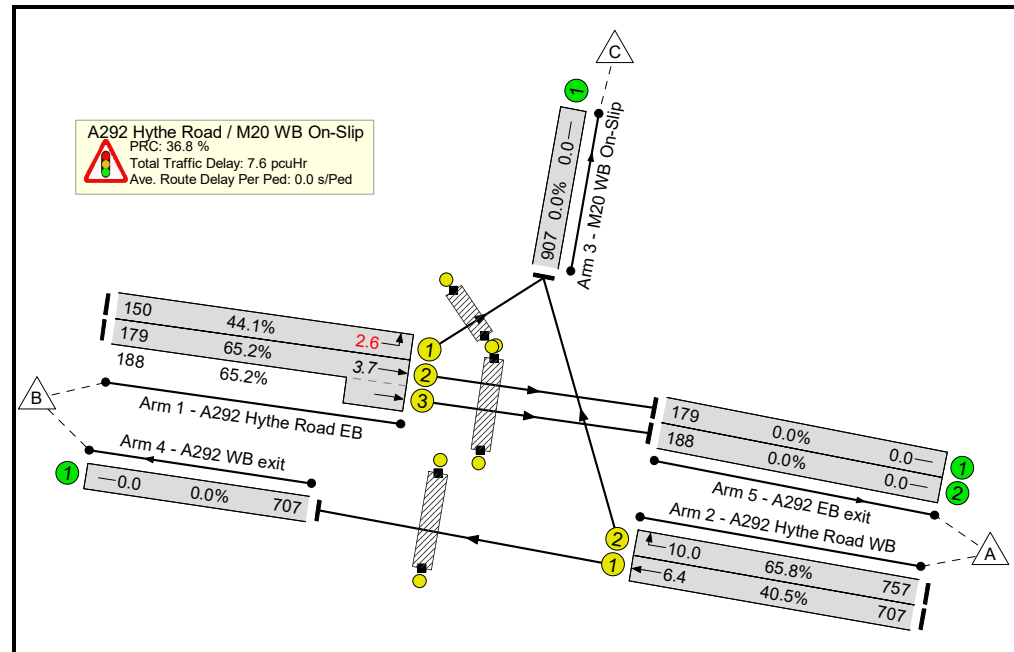
Signal Timings Diagram



Lane Green Times

Junction: A292 Hythe Road / M20 WB On-Slip					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A292 Hythe Road EB Left	U	B	8	16
				67	80
				130	137
1/2	A292 Hythe Road EB Ahead	U	B	8	16
				67	80
				130	137
1/3	A292 Hythe Road EB Ahead	U	B	8	16
				67	80
				130	137
2/1	A292 Hythe Road WB Ahead	U	A	80	59
2/2	A292 Hythe Road WB Right	U	C	21	59
				85	122
				142	0

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

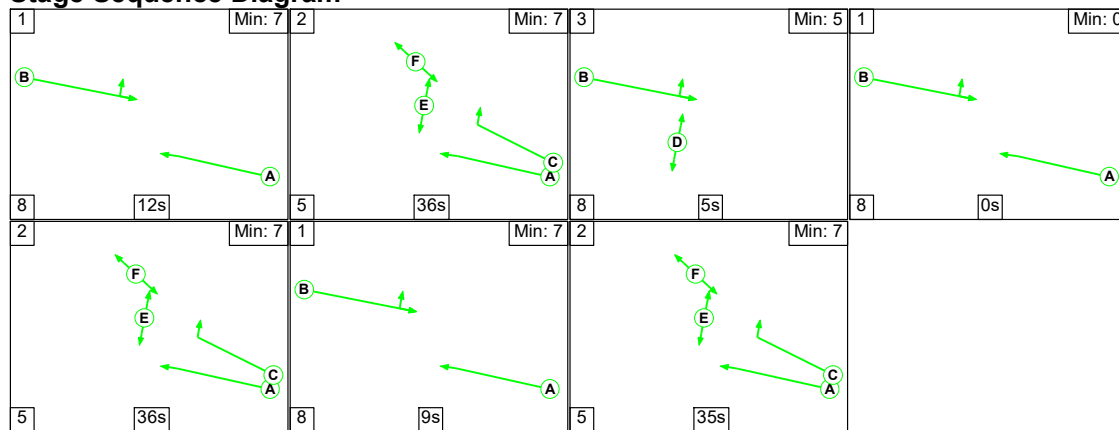
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	65.8%
A292 Hythe Road / M20 WB On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	65.8%
1/1	A292 Hythe Road EB Left	U	N/A	N/A	B		3	28	-	-	150	1975	340	44.1%
1/2+1/3	A292 Hythe Road EB Ahead	U	N/A	N/A	B		3	28	-	-	367	1942:2080	275+288	65.2 : 65.2%
2/1	A292 Hythe Road WB Ahead	U	N/A	N/A	A		1	159	-	-	707	1963	1745	40.5%
2/2	A292 Hythe Road WB Right	U	N/A	N/A	C		3	113	-	-	757	1786	1151	65.8%
3/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	907	Inf	Inf	0.0%
4/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	707	Inf	Inf	0.0%
5/1	A292 EB exit	U	N/A	N/A	-		-	-	-	-	179	Inf	Inf	0.0%
5/2	A292 EB exit	U	N/A	N/A	-		-	-	-	-	188	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		3	113	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		3	113	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	0	0	0	5.0	2.6	0.0	7.6	-	-	-	-	
A292 Hythe Road / M20 WB On-Slip	-	-	0	0	0	5.0	2.6	0.0	7.6	-	-	-	-	
1/1	150	150	-	-	-	0.9	0.4	-	1.3	31.7	2.3	0.4	2.6	
1/2+1/3	367	367	-	-	-	2.3	0.9	-	3.2	31.7	2.8	0.9	3.7	
2/1	707	707	-	-	-	0.3	0.3	-	0.7	3.5	6.1	0.3	6.4	
2/2	757	757	-	-	-	1.4	1.0	-	2.4	11.2	9.0	1.0	10.0	
3/1	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 36.8 PRC Over All Lanes (%): 36.8 Total Delay for Signalled Lanes (pcuHr): 7.60 Total Delay Over All Lanes(pcuHr): 7.60 Cycle Time (s): 180														

Stage Sequence Diagram



Stage Timings

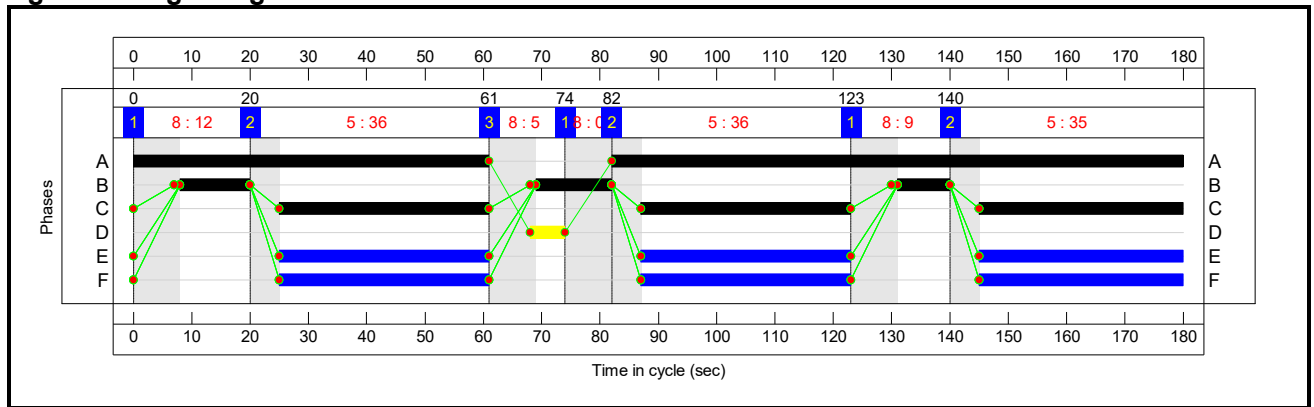
Stage	1	2	3	1	2	1	2
Duration	12	36	5	0	36	9	35
Change Point	0	20	61	74	82	123	140

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic	159	82	61			
B	A292 Hythe Road EB Left Ahead	Traffic	12	8	20	13	69	82
C	A292 Hythe Road WB Right	Traffic	36	25	61	36	87	123
D	Pedestrians across	Pedestrian	6	68	74			
E	Pedestrians across	Pedestrian	36	25	61	36	87	123
F	Pedestrians across	Pedestrian	36	25	61	36	87	123

Phase Name	Description	Phase	Green Period 3		
			Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic			
B	A292 Hythe Road EB Left Ahead	Traffic	9	131	140
C	A292 Hythe Road WB Right	Traffic	35	145	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian	35	145	0
F	Pedestrians across	Pedestrian	35	145	0

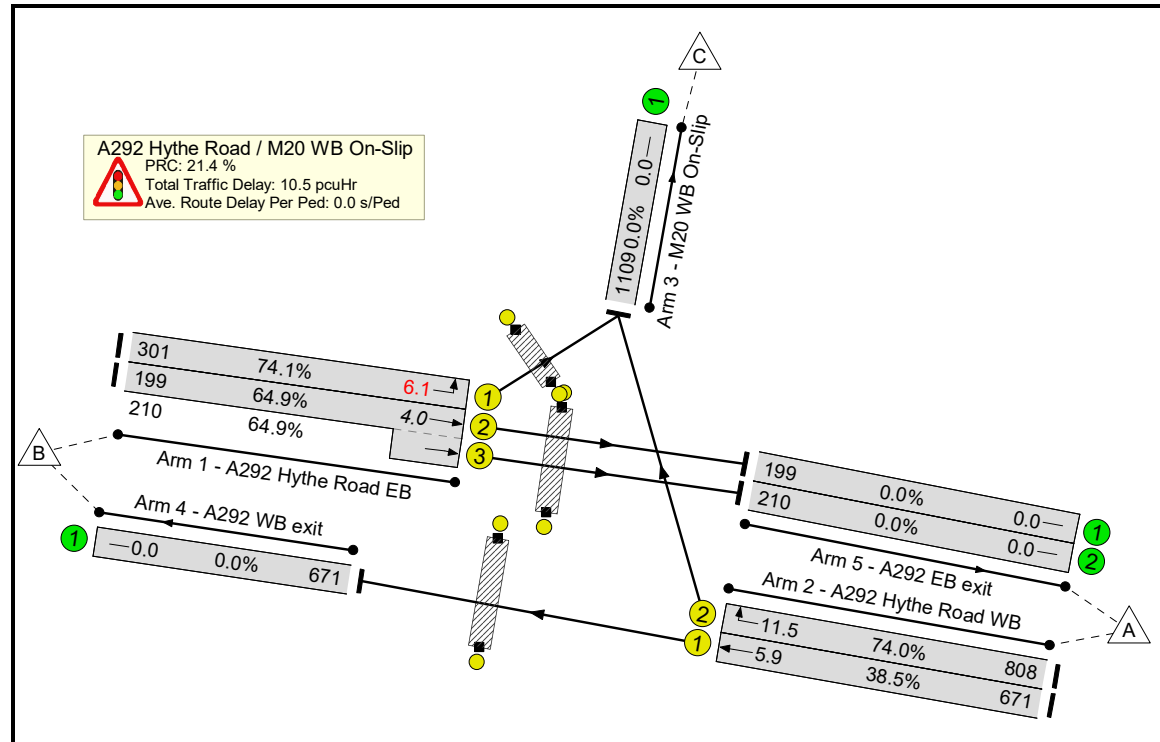
Signal Timings Diagram



Lane Green Times

Junction: A292 Hythe Road / M20 WB On-Slip					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A292 Hythe Road EB Left	U	B	8	20
				69	82
1/2	A292 Hythe Road EB Ahead	U	B	131	140
				8	20
	A292 Hythe Road EB Ahead	U	B	69	82
				131	140
1/3	A292 Hythe Road EB Ahead	U	B	8	20
				69	82
	A292 Hythe Road EB Ahead	U	B	131	140
				69	82
2/1	A292 Hythe Road WB Ahead	U	A	82	61
2/2	A292 Hythe Road WB Right	U	C	25	61
				87	123
				145	0

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

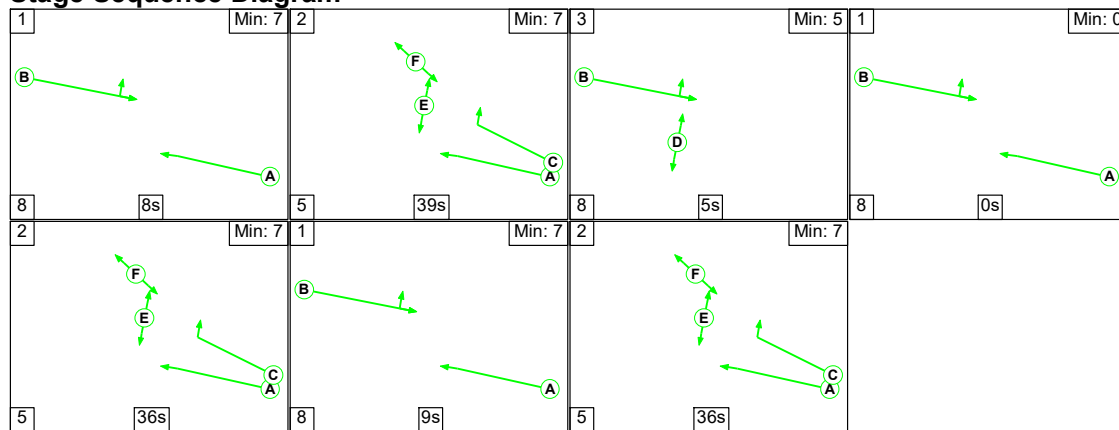
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	74.1%
A292 Hythe Road / M20 WB On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	74.1%
1/1	A292 Hythe Road EB Left	U	N/A	N/A	B		3	34	-	-	301	1975	406	74.1%
1/2+1/3	A292 Hythe Road EB Ahead	U	N/A	N/A	B		3	34	-	-	409	1942:2080	307+324	64.9 : 64.9%
2/1	A292 Hythe Road WB Ahead	U	N/A	N/A	A		1	159	-	-	671	1963	1745	38.5%
2/2	A292 Hythe Road WB Right	U	N/A	N/A	C		3	107	-	-	808	1786	1091	74.0%
3/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	1109	Inf	Inf	0.0%
4/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	671	Inf	Inf	0.0%
5/1	A292 EB exit	U	N/A	N/A	-		-	-	-	-	199	Inf	Inf	0.0%
5/2	A292 EB exit	U	N/A	N/A	-		-	-	-	-	210	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		3	107	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		3	107	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	0	0	0	6.5	4.0	0.0	10.5	-	-	-	-	
A292 Hythe Road / M20 WB On-Slip	-	-	0	0	0	6.5	4.0	0.0	10.5	-	-	-	-	
1/1	301	301	-	-	-	1.9	1.4	-	3.3	39.1	4.7	1.4	6.1	
1/2+1/3	409	409	-	-	-	2.4	0.9	-	3.3	29.2	3.1	0.9	4.0	
2/1	671	671	-	-	-	0.3	0.3	-	0.6	3.4	5.6	0.3	5.9	
2/2	808	808	-	-	-	1.9	1.4	-	3.3	14.6	10.1	1.4	11.5	
3/1	1109	1109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 21.4 Total Delay for Signalled Lanes (pcuHr): 10.49 Cycle Time (s): 180 PRC Over All Lanes (%): 21.4 Total Delay Over All Lanes(pcuHr): 10.49														

Stage Sequence Diagram



Stage Timings

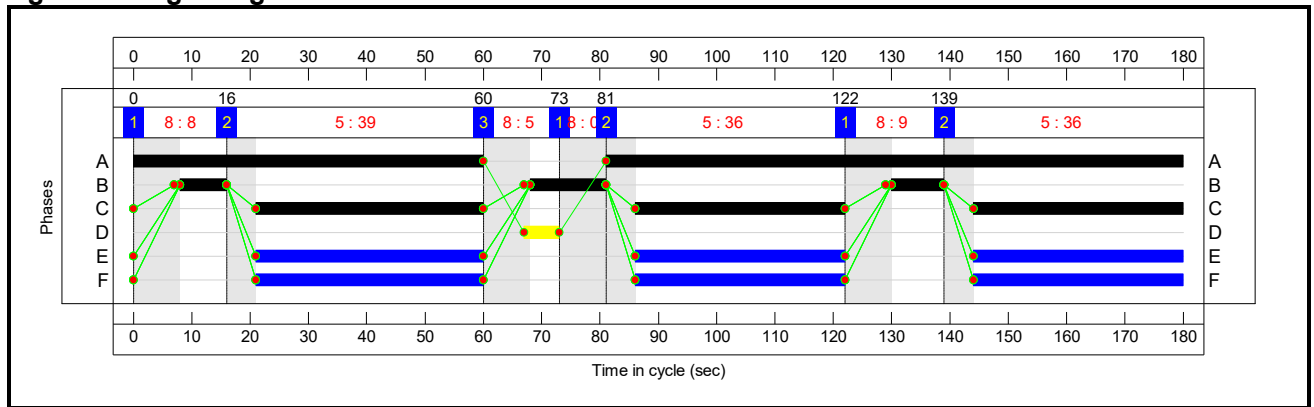
Stage	1	2	3	1	2	1	2
Duration	8	39	5	0	36	9	36
Change Point	0	16	60	73	81	122	139

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic	159	81	60			
B	A292 Hythe Road EB Left Ahead	Traffic	8	8	16	13	68	81
C	A292 Hythe Road WB Right	Traffic	39	21	60	36	86	122
D	Pedestrians across	Pedestrian	6	67	73			
E	Pedestrians across	Pedestrian	39	21	60	36	86	122
F	Pedestrians across	Pedestrian	39	21	60	36	86	122

Phase Name	Description	Phase	Green Period 3		
			Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic			
B	A292 Hythe Road EB Left Ahead	Traffic	9	130	139
C	A292 Hythe Road WB Right	Traffic	36	144	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian	36	144	0
F	Pedestrians across	Pedestrian	36	144	0

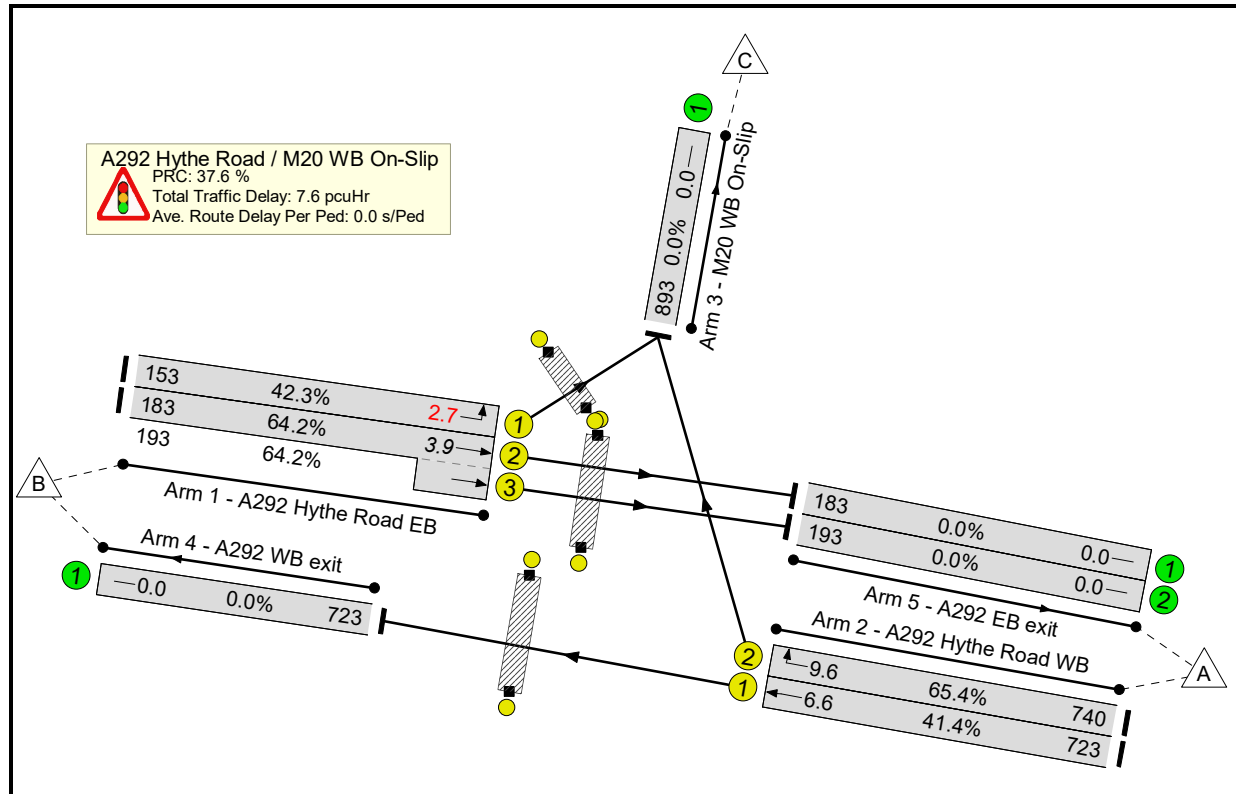
Signal Timings Diagram



Lane Green Times

Junction: A292 Hythe Road / M20 WB On-Slip					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A292 Hythe Road EB Left	U	B	8	16
				68	81
				130	139
1/2	A292 Hythe Road EB Ahead	U	B	8	16
				68	81
				130	139
1/3	A292 Hythe Road EB Ahead	U	B	8	16
				68	81
				130	139
2/1	A292 Hythe Road WB Ahead	U	A	81	60
2/2	A292 Hythe Road WB Right	U	C	21	60
				86	122
				144	0

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

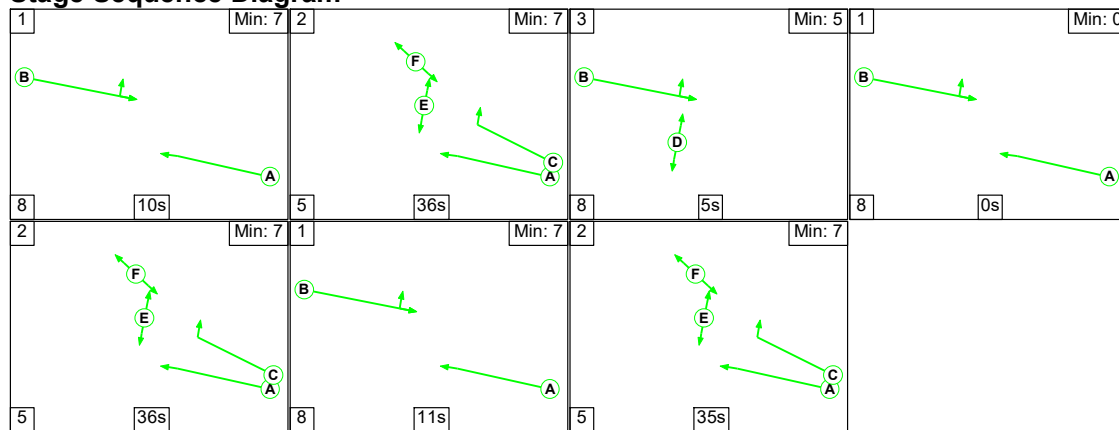
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	65.4%
A292 Hythe Road / M20 WB On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	65.4%
1/1	A292 Hythe Road EB Left	U	N/A	N/A	B		3	30	-	-	153	1975	362	42.3%
1/2+1/3	A292 Hythe Road EB Ahead	U	N/A	N/A	B		3	30	-	-	376	1942:2080	285+301	64.2 : 64.2%
2/1	A292 Hythe Road WB Ahead	U	N/A	N/A	A		1	159	-	-	723	1963	1745	41.4%
2/2	A292 Hythe Road WB Right	U	N/A	N/A	C		3	111	-	-	740	1786	1131	65.4%
3/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	893	Inf	Inf	0.0%
4/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	723	Inf	Inf	0.0%
5/1	A292 EB exit	U	N/A	N/A	-		-	-	-	-	183	Inf	Inf	0.0%
5/2	A292 EB exit	U	N/A	N/A	-		-	-	-	-	193	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		3	111	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		3	111	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	0	0	0	5.0	2.5	0.0	7.6	-	-	-	-	
A292 Hythe Road / M20 WB On-Slip	-	-	0	0	0	5.0	2.5	0.0	7.6	-	-	-	-	
1/1	153	153	-	-	-	0.9	0.4	-	1.3	30.3	2.3	0.4	2.7	
1/2+1/3	376	376	-	-	-	2.3	0.9	-	3.2	30.6	3.0	0.9	3.9	
2/1	723	723	-	-	-	0.4	0.4	-	0.7	3.5	6.2	0.4	6.6	
2/2	740	740	-	-	-	1.4	0.9	-	2.4	11.5	8.6	0.9	9.6	
3/1	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 37.6 PRC Over All Lanes (%): 37.6 Total Delay for Signalled Lanes (pcuHr): 7.56 Total Delay Over All Lanes(pcuHr): 7.56 Cycle Time (s): 180														

Stage Sequence Diagram



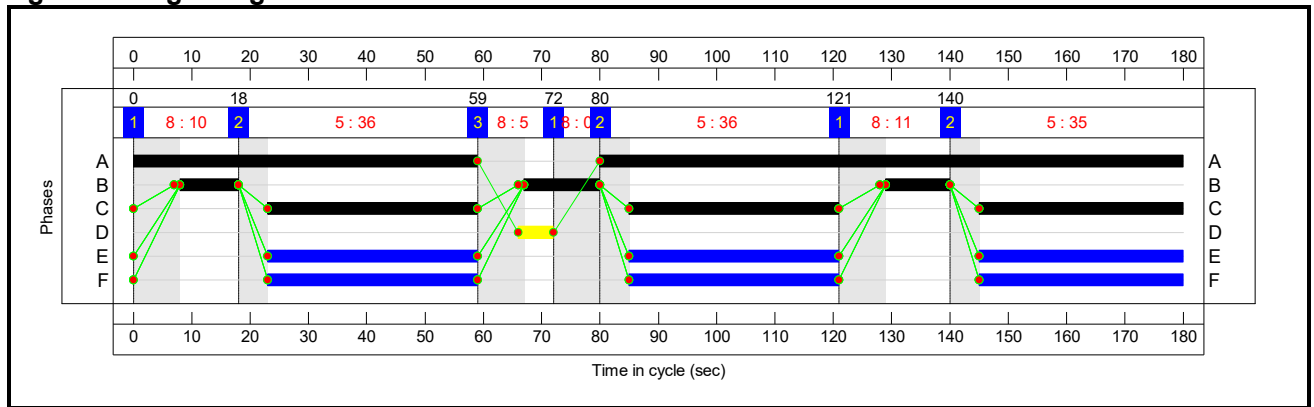
Stage Timings

Stage	1	2	3	1	2	1	2
Duration	10	36	5	0	36	11	35
Change Point	0	18	59	72	80	121	140

Phase Timings

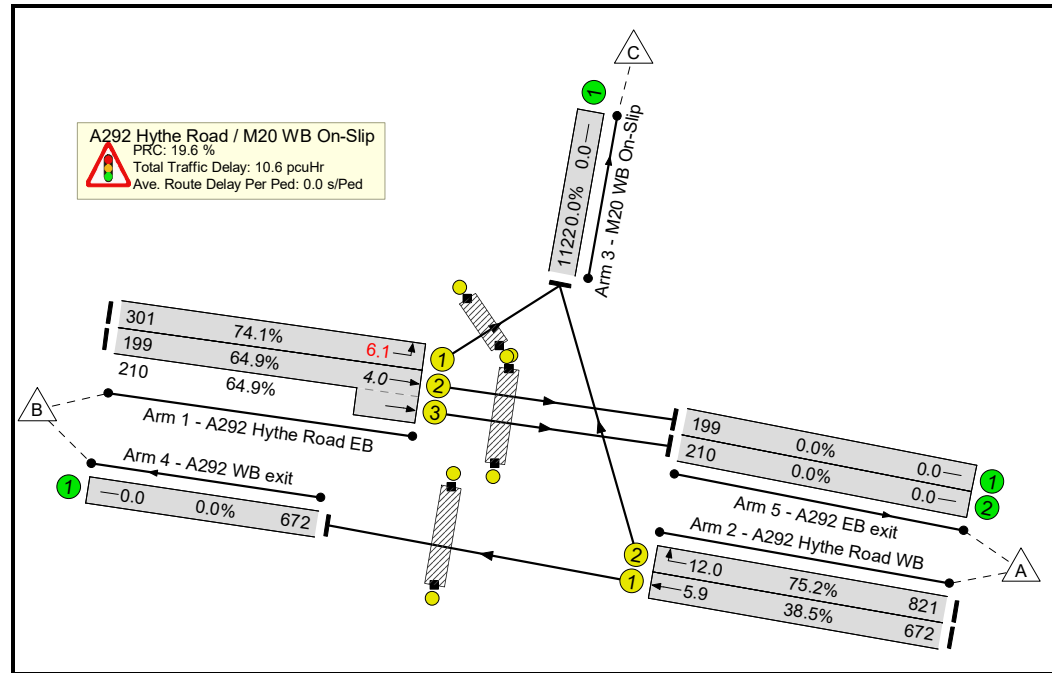
Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic	159	80	59			
B	A292 Hythe Road EB Left Ahead	Traffic	10	8	18	13	67	80
C	A292 Hythe Road WB Right	Traffic	36	23	59	36	85	121
D	Pedestrians across	Pedestrian	6	66	72			
E	Pedestrians across	Pedestrian	36	23	59	36	85	121
F	Pedestrians across	Pedestrian	36	23	59	36	85	121

Phase Name	Description	Phase	Green Period 3		
			Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic			
B	A292 Hythe Road EB Left Ahead	Traffic	11	129	140
C	A292 Hythe Road WB Right	Traffic	35	145	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian	35	145	0
F	Pedestrians across	Pedestrian	35	145	0

Signal Timings Diagram**Lane Green Times**

Junction: A292 Hythe Road / M20 WB On-Slip					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A292 Hythe Road EB Left	U	B	8	18
				67	80
				129	140
1/2	A292 Hythe Road EB Ahead	U	B	8	18
				67	80
				129	140
1/3	A292 Hythe Road EB Ahead	U	B	8	18
				67	80
				129	140
2/1	A292 Hythe Road WB Ahead	U	A	80	59
2/2	A292 Hythe Road WB Right	U	C	23	59
				85	121
				145	0

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

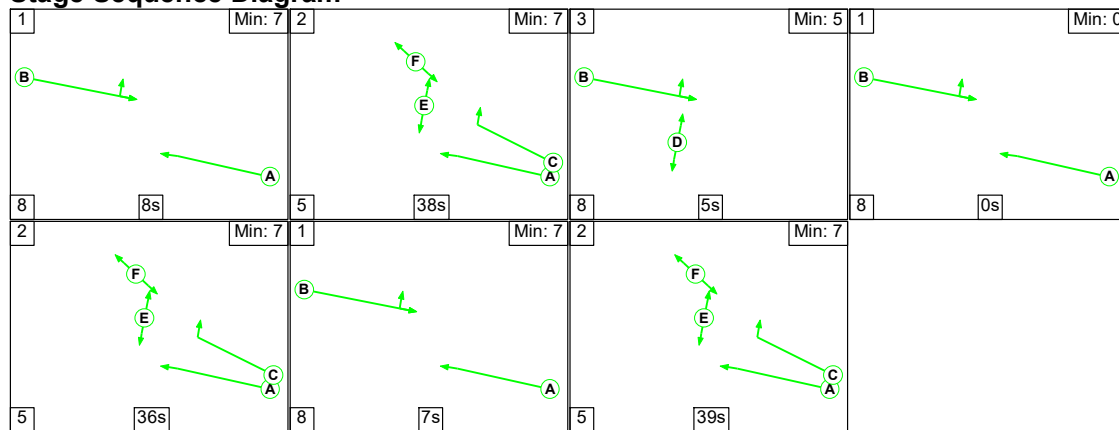
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	75.2%
A292 Hythe Road / M20 WB On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	75.2%
1/1	A292 Hythe Road EB Left	U	N/A	N/A	B		3	34	-	-	301	1975	406	74.1%
1/2+1/3	A292 Hythe Road EB Ahead	U	N/A	N/A	B		3	34	-	-	409	1942:2080	307+324	64.9 : 64.9%
2/1	A292 Hythe Road WB Ahead	U	N/A	N/A	A		1	159	-	-	672	1963	1745	38.5%
2/2	A292 Hythe Road WB Right	U	N/A	N/A	C		3	107	-	-	821	1786	1091	75.2%
3/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	1122	Inf	Inf	0.0%
4/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	672	Inf	Inf	0.0%
5/1	A292 EB exit	U	N/A	N/A	-		-	-	-	-	199	Inf	Inf	0.0%
5/2	A292 EB exit	U	N/A	N/A	-		-	-	-	-	210	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		3	107	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		3	107	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	0	0	0	6.5	4.1	0.0	10.6	-	-	-	-	
A292 Hythe Road / M20 WB On-Slip	-	-	0	0	0	6.5	4.1	0.0	10.6	-	-	-	-	
1/1	301	301	-	-	-	1.9	1.4	-	3.3	39.1	4.7	1.4	6.1	
1/2+1/3	409	409	-	-	-	2.4	0.9	-	3.3	29.2	3.1	0.9	4.0	
2/1	672	672	-	-	-	0.3	0.3	-	0.6	3.4	5.6	0.3	5.9	
2/2	821	821	-	-	-	1.9	1.5	-	3.4	15.0	10.5	1.5	12.0	
3/1	1122	1122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 19.6 PRC Over All Lanes (%): 19.6 Total Delay for Signalled Lanes (pcuHr): 10.63 Total Delay Over All Lanes(pcuHr): 10.63 Cycle Time (s): 180														

Stage Sequence Diagram



Stage Timings

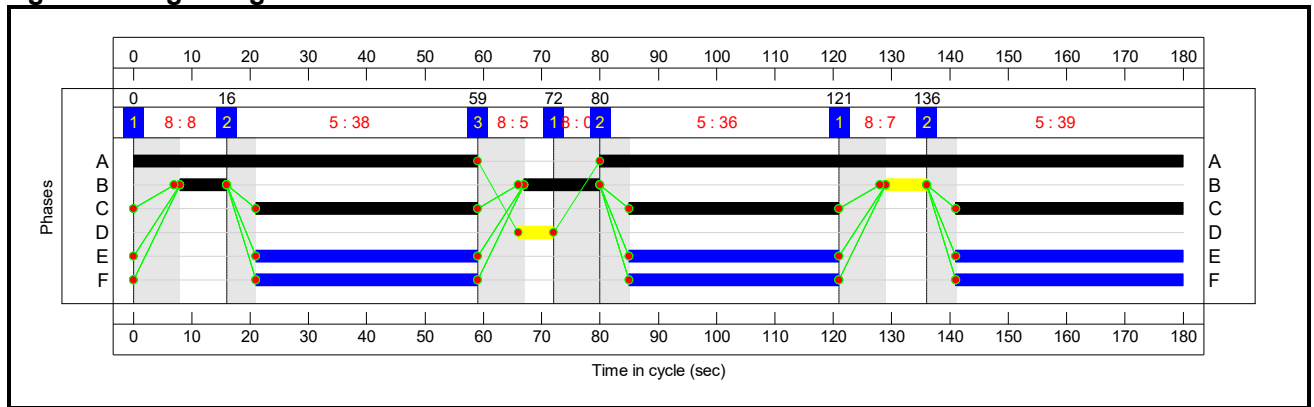
Stage	1	2	3	1	2	1	2
Duration	8	38	5	0	36	7	39
Change Point	0	16	59	72	80	121	136

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic	159	80	59			
B	A292 Hythe Road EB Left Ahead	Traffic	8	8	16	13	67	80
C	A292 Hythe Road WB Right	Traffic	38	21	59	36	85	121
D	Pedestrians across	Pedestrian	6	66	72			
E	Pedestrians across	Pedestrian	38	21	59	36	85	121
F	Pedestrians across	Pedestrian	38	21	59	36	85	121

Phase Name	Description	Phase	Green Period 3		
			Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic			
B	A292 Hythe Road EB Left Ahead	Traffic	7	129	136
C	A292 Hythe Road WB Right	Traffic	39	141	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian	39	141	0
F	Pedestrians across	Pedestrian	39	141	0

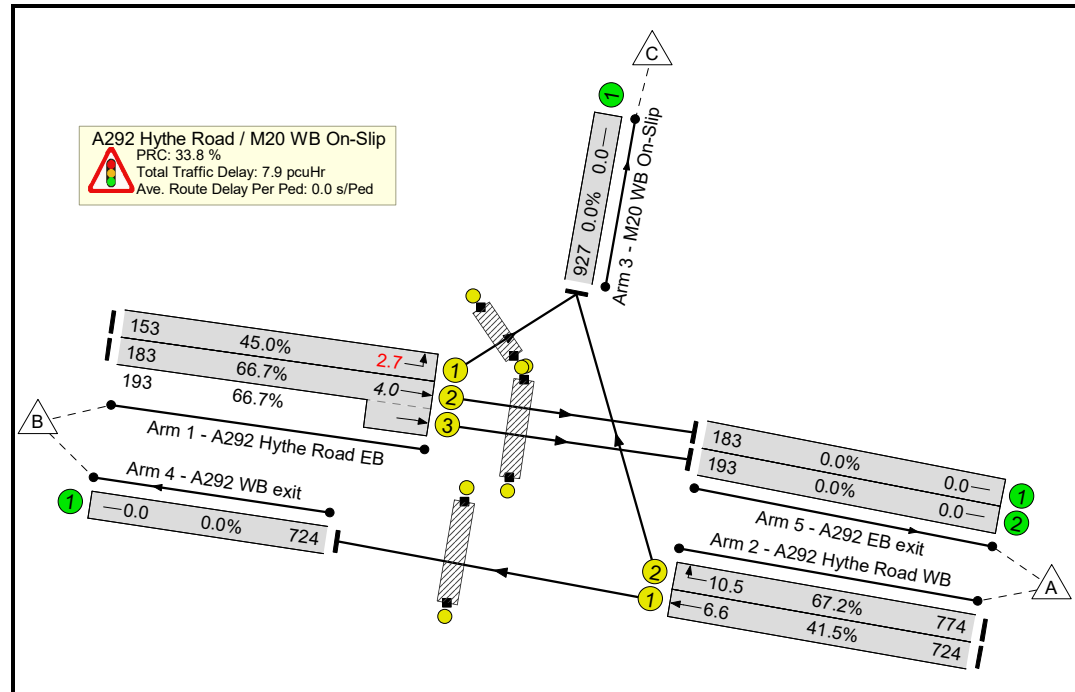
Signal Timings Diagram



Lane Green Times

Junction: A292 Hythe Road / M20 WB On-Slip					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A292 Hythe Road EB Left	U	B	8	16
				67	80
				129	136
1/2	A292 Hythe Road EB Ahead	U	B	8	16
				67	80
				129	136
1/3	A292 Hythe Road EB Ahead	U	B	8	16
				67	80
				129	136
2/1	A292 Hythe Road WB Ahead	U	A	80	59
2/2	A292 Hythe Road WB Right	U	C	21	59
				85	121
				141	0

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

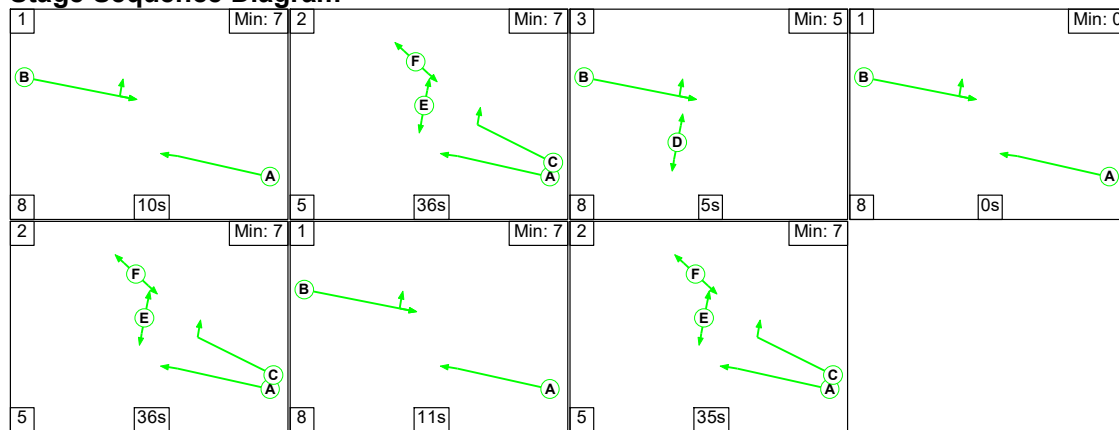
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	67.2%
A292 Hythe Road / M20 WB On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	67.2%
1/1	A292 Hythe Road EB Left	U	N/A	N/A	B		3	28	-	-	153	1975	340	45.0%
1/2+1/3	A292 Hythe Road EB Ahead	U	N/A	N/A	B		3	28	-	-	376	1942:2080	274+289	66.7 : 66.7%
2/1	A292 Hythe Road WB Ahead	U	N/A	N/A	A		1	159	-	-	724	1963	1745	41.5%
2/2	A292 Hythe Road WB Right	U	N/A	N/A	C		3	113	-	-	774	1786	1151	67.2%
3/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	927	Inf	Inf	0.0%
4/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	724	Inf	Inf	0.0%
5/1	A292 EB exit	U	N/A	N/A	-		-	-	-	-	183	Inf	Inf	0.0%
5/2	A292 EB exit	U	N/A	N/A	-		-	-	-	-	193	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		3	113	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		3	113	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	0	0	0	5.1	2.8	0.0	7.9	-	-	-	-	
A292 Hythe Road / M20 WB On-Slip	-	-	0	0	0	5.1	2.8	0.0	7.9	-	-	-	-	
1/1	153	153	-	-	-	0.9	0.4	-	1.4	31.9	2.3	0.4	2.7	
1/2+1/3	376	376	-	-	-	2.4	1.0	-	3.4	32.2	3.0	1.0	4.0	
2/1	724	724	-	-	-	0.4	0.4	-	0.7	3.5	6.2	0.4	6.6	
2/2	774	774	-	-	-	1.5	1.0	-	2.5	11.5	9.5	1.0	10.5	
3/1	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 33.8 PRC Over All Lanes (%): 33.8 Total Delay for Signalled Lanes (pcuHr): 7.91 Total Delay Over All Lanes(pcuHr): 7.91 Cycle Time (s): 180														

Stage Sequence Diagram



Stage Timings

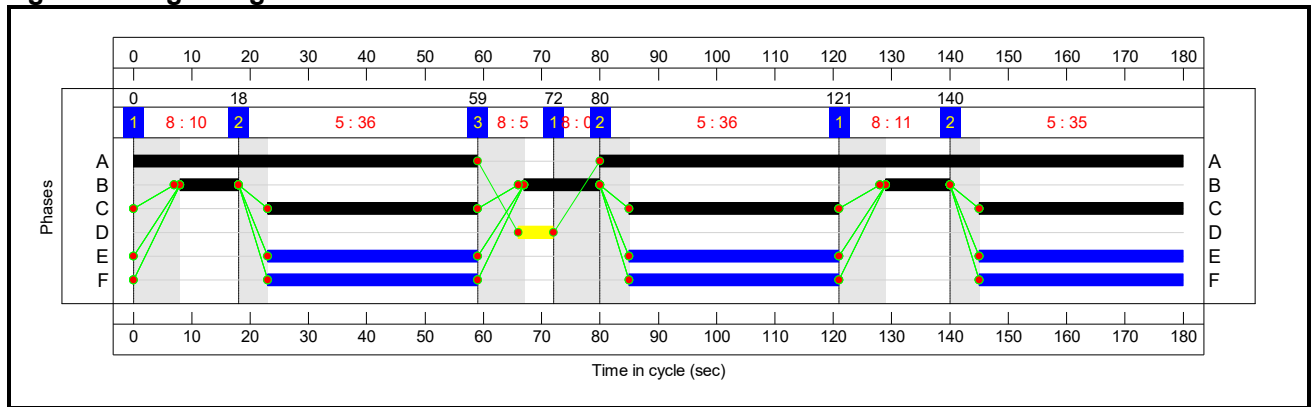
Stage	1	2	3	1	2	1	2
Duration	10	36	5	0	36	11	35
Change Point	0	18	59	72	80	121	140

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic	159	80	59			
B	A292 Hythe Road EB Left Ahead	Traffic	10	8	18	13	67	80
C	A292 Hythe Road WB Right	Traffic	36	23	59	36	85	121
D	Pedestrians across	Pedestrian	6	66	72			
E	Pedestrians across	Pedestrian	36	23	59	36	85	121
F	Pedestrians across	Pedestrian	36	23	59	36	85	121

Phase Name	Description	Phase	Green Period 3		
			Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic			
B	A292 Hythe Road EB Left Ahead	Traffic	11	129	140
C	A292 Hythe Road WB Right	Traffic	35	145	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian	35	145	0
F	Pedestrians across	Pedestrian	35	145	0

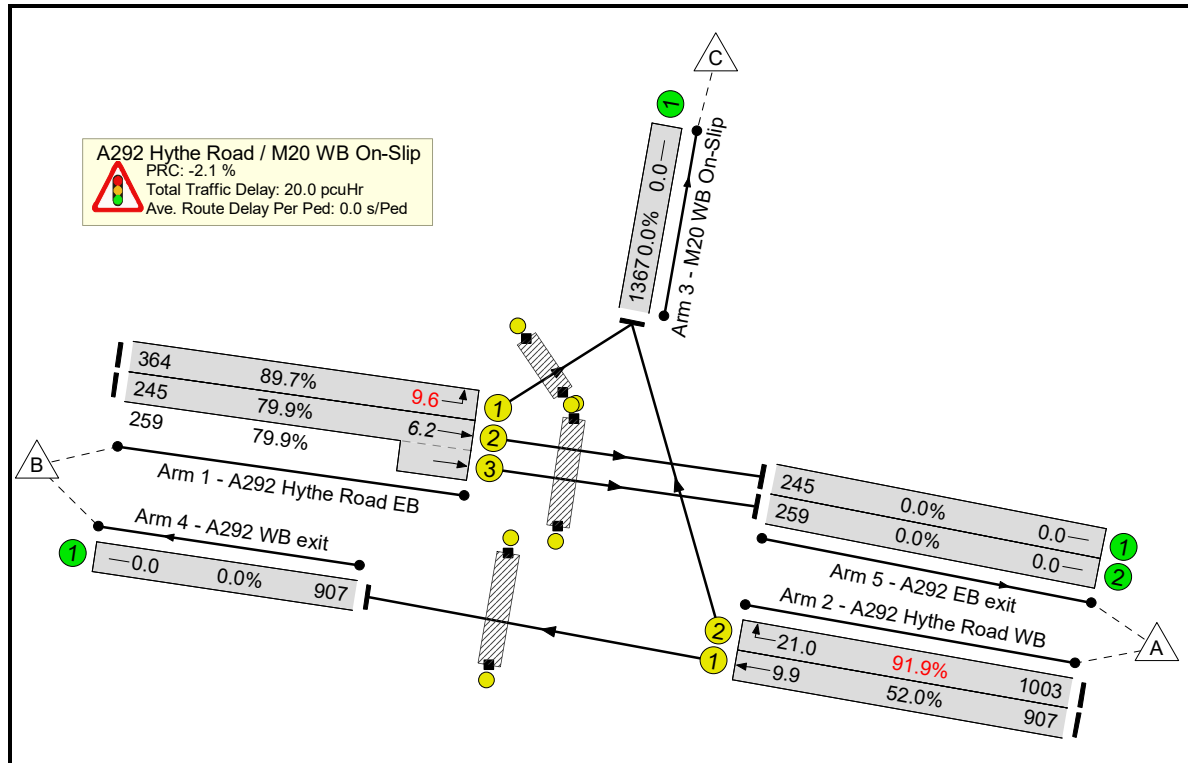
Signal Timings Diagram



Lane Green Times

Junction: A292 Hythe Road / M20 WB On-Slip					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A292 Hythe Road EB Left	U	B	8	18
				67	80
1/2	A292 Hythe Road EB Ahead	U	B	129	140
				8	18
	A292 Hythe Road EB Ahead	U	B	67	80
				129	140
1/3	A292 Hythe Road EB Ahead	U	B	8	18
				67	80
	A292 Hythe Road EB Ahead	U	B	129	140
				67	80
2/1	A292 Hythe Road WB Ahead	U	A	80	59
2/2	A292 Hythe Road WB Right	U	C	23	59
				85	121
				145	0

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

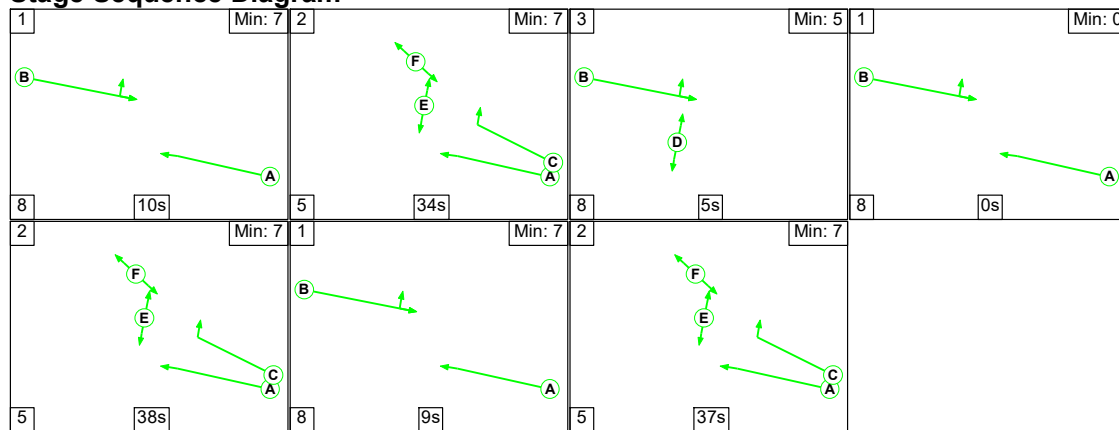
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	91.9%
A292 Hythe Road / M20 WB On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	91.9%
1/1	A292 Hythe Road EB Left	U	N/A	N/A	B		3	34	-	-	364	1975	406	89.7%
1/2+1/3	A292 Hythe Road EB Ahead	U	N/A	N/A	B		3	34	-	-	504	1942:2080	307+324	79.9 : 79.9%
2/1	A292 Hythe Road WB Ahead	U	N/A	N/A	A		1	159	-	-	907	1963	1745	52.0%
2/2	A292 Hythe Road WB Right	U	N/A	N/A	C		3	107	-	-	1003	1786	1091	91.9%
3/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	1367	Inf	Inf	0.0%
4/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	907	Inf	Inf	0.0%
5/1	A292 EB exit	U	N/A	N/A	-		-	-	-	-	245	Inf	Inf	0.0%
5/2	A292 EB exit	U	N/A	N/A	-		-	-	-	-	259	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		3	107	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		3	107	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	0	0	0	8.8	11.2	0.0	20.0	-	-	-	-	
A292 Hythe Road / M20 WB On-Slip	-	-	0	0	0	8.8	11.2	0.0	20.0	-	-	-	-	
1/1	364	364	-	-	-	2.3	3.7	-	6.0	59.7	5.9	3.7	9.6	
1/2+1/3	504	504	-	-	-	3.0	1.9	-	5.0	35.5	4.3	1.9	6.2	
2/1	907	907	-	-	-	0.5	0.5	-	1.1	4.2	9.3	0.5	9.9	
2/2	1003	1003	-	-	-	2.9	5.1	-	8.0	28.6	15.9	5.1	21.0	
3/1	1367	1367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): -2.1 PRC Over All Lanes (%): -2.1 Total Delay for Signalled Lanes (pcuHr): 20.04 Total Delay Over All Lanes(pcuHr): 20.04 Cycle Time (s): 180														

Stage Sequence Diagram



Stage Timings

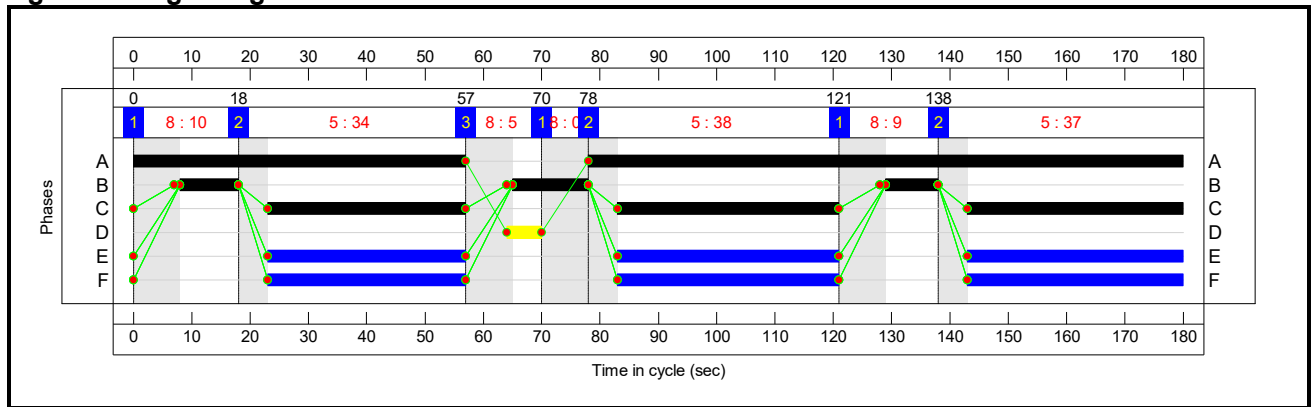
Stage	1	2	3	1	2	1	2
Duration	10	34	5	0	38	9	37
Change Point	0	18	57	70	78	121	138

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic	159	78	57			
B	A292 Hythe Road EB Left Ahead	Traffic	10	8	18	13	65	78
C	A292 Hythe Road WB Right	Traffic	34	23	57	38	83	121
D	Pedestrians across	Pedestrian	6	64	70			
E	Pedestrians across	Pedestrian	34	23	57	38	83	121
F	Pedestrians across	Pedestrian	34	23	57	38	83	121

Phase Name	Description	Phase	Green Period 3		
			Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic			
B	A292 Hythe Road EB Left Ahead	Traffic	9	129	138
C	A292 Hythe Road WB Right	Traffic	37	143	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian	37	143	0
F	Pedestrians across	Pedestrian	37	143	0

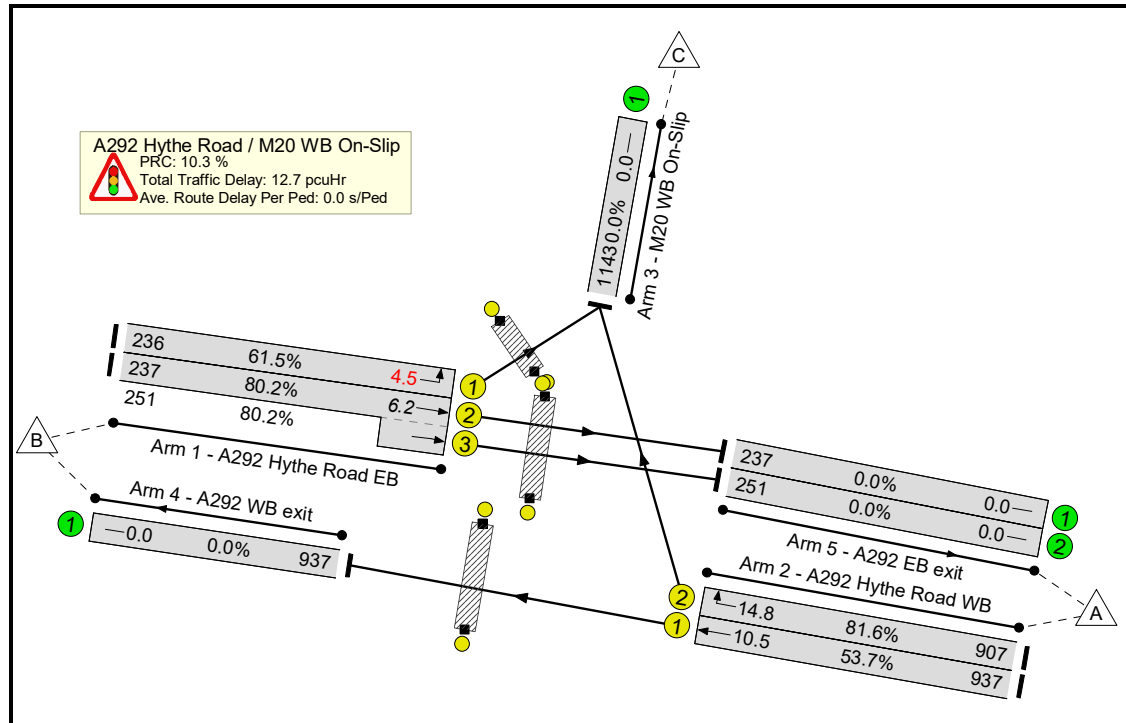
Signal Timings Diagram



Lane Green Times

Junction: A292 Hythe Road / M20 WB On-Slip					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A292 Hythe Road EB Left	U	B	8	18
				65	78
				129	138
1/2	A292 Hythe Road EB Ahead	U	B	8	18
				65	78
				129	138
1/3	A292 Hythe Road EB Ahead	U	B	8	18
				65	78
				129	138
2/1	A292 Hythe Road WB Ahead	U	A	78	57
2/2	A292 Hythe Road WB Right	U	C	23	57
				83	121
				143	0

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

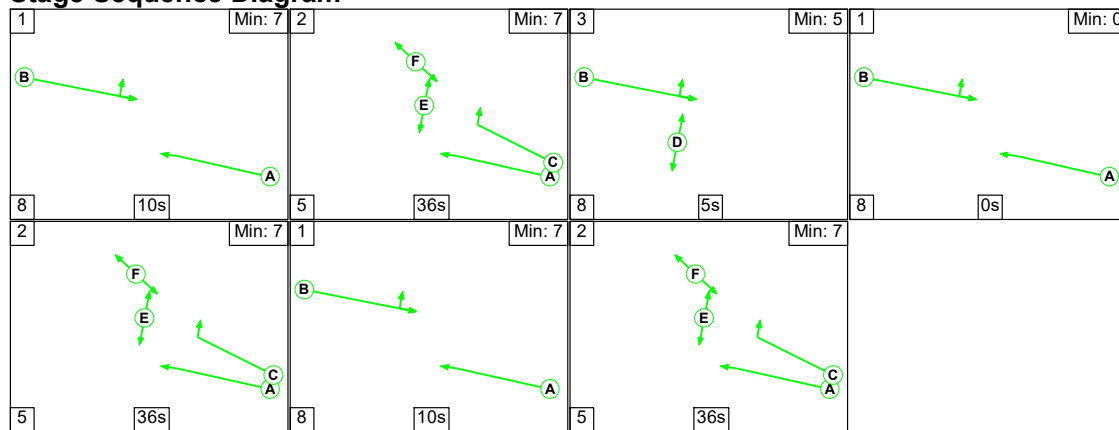
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	81.6%
A292 Hythe Road / M20 WB On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	81.6%
1/1	A292 Hythe Road EB Left	U	N/A	N/A	B		3	32	-	-	236	1975	384	61.5%
1/2+1/3	A292 Hythe Road EB Ahead	U	N/A	N/A	B		3	32	-	-	488	1942:2080	296+313	80.2 : 80.2%
2/1	A292 Hythe Road WB Ahead	U	N/A	N/A	A		1	159	-	-	937	1963	1745	53.7%
2/2	A292 Hythe Road WB Right	U	N/A	N/A	C		3	109	-	-	907	1786	1111	81.6%
3/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	1143	Inf	Inf	0.0%
4/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	937	Inf	Inf	0.0%
5/1	A292 EB exit	U	N/A	N/A	-		-	-	-	-	237	Inf	Inf	0.0%
5/2	A292 EB exit	U	N/A	N/A	-		-	-	-	-	251	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		3	109	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		3	109	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	0	0	0	7.2	5.5	0.0	12.7	-	-	-	-	
A292 Hythe Road / M20 WB On-Slip	-	-	0	0	0	7.2	5.5	0.0	12.7	-	-	-	-	
1/1	236	236	-	-	-	1.5	0.8	-	2.2	34.2	3.7	0.8	4.5	
1/2+1/3	488	488	-	-	-	3.0	2.0	-	5.0	36.7	4.3	2.0	6.2	
2/1	937	937	-	-	-	0.6	0.6	-	1.1	4.4	9.9	0.6	10.5	
2/2	907	907	-	-	-	2.2	2.2	-	4.4	17.4	12.6	2.2	14.8	
3/1	1143	1143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 10.3 PRC Over All Lanes (%): 10.3 Total Delay for Signalled Lanes (pcuHr): 12.72 Total Delay Over All Lanes(pcuHr): 12.72 Cycle Time (s): 180														

Stage Sequence Diagram



Stage Timings

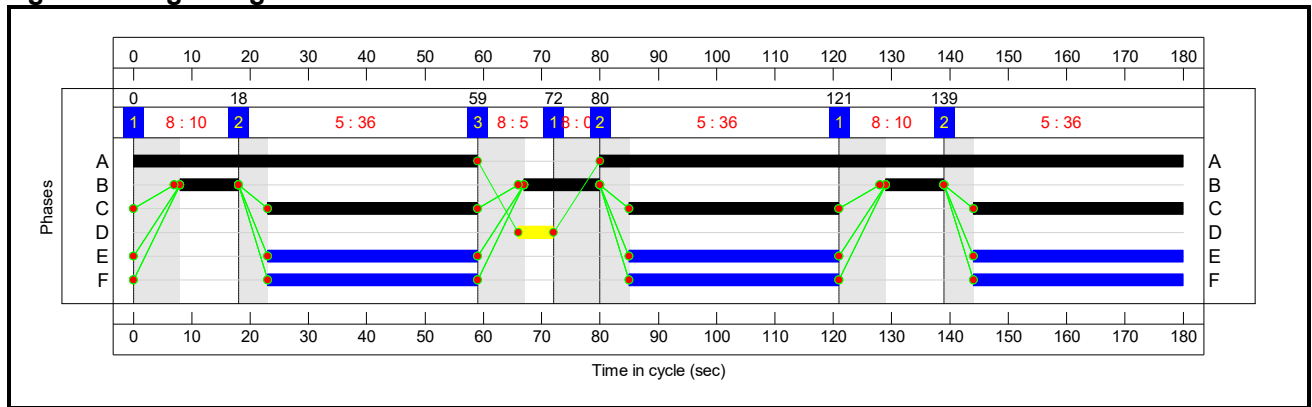
Stage	1	2	3	1	2	1	2
Duration	10	36	5	0	36	10	36
Change Point	0	18	59	72	80	121	139

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic	159	80	59			
B	A292 Hythe Road EB Left Ahead	Traffic	10	8	18	13	67	80
C	A292 Hythe Road WB Right	Traffic	36	23	59	36	85	121
D	Pedestrians across	Pedestrian	6	66	72			
E	Pedestrians across	Pedestrian	36	23	59	36	85	121
F	Pedestrians across	Pedestrian	36	23	59	36	85	121

Phase Name	Description	Phase	Green Period 3		
			Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic			
B	A292 Hythe Road EB Left Ahead	Traffic	10	129	139
C	A292 Hythe Road WB Right	Traffic	36	144	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian	36	144	0
F	Pedestrians across	Pedestrian	36	144	0

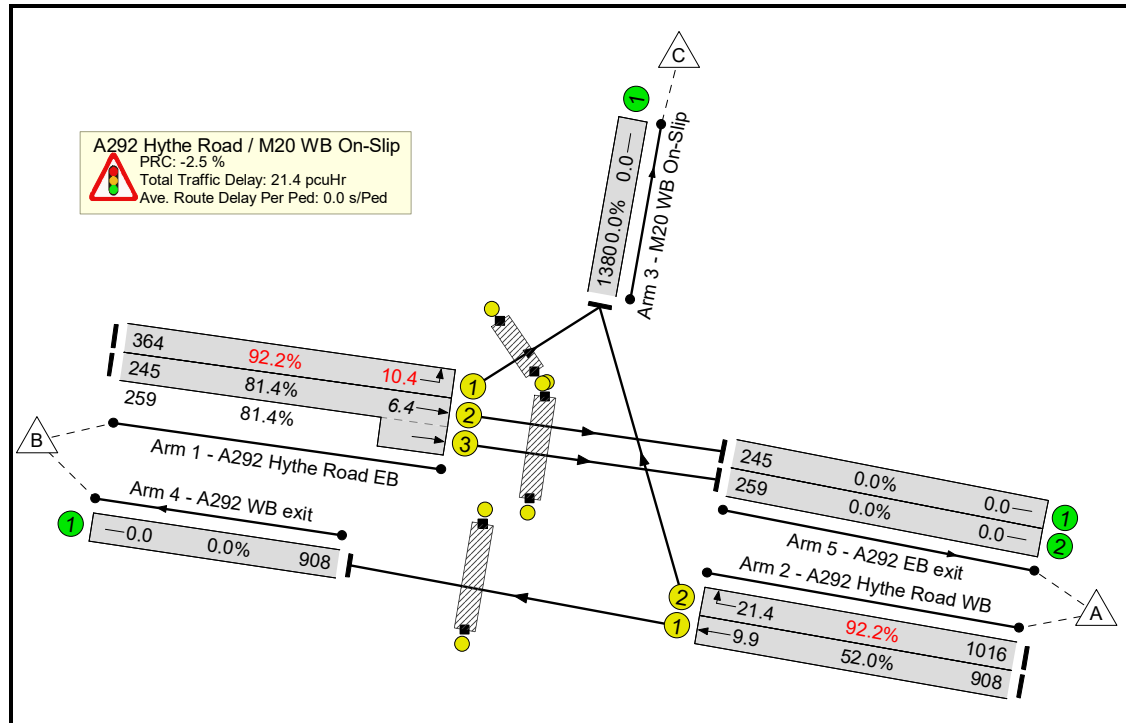
Signal Timings Diagram



Lane Green Times

Junction: A292 Hythe Road / M20 WB On-Slip					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A292 Hythe Road EB Left	U	B	8	18
				67	80
				129	139
1/2	A292 Hythe Road EB Ahead	U	B	8	18
				67	80
				129	139
1/3	A292 Hythe Road EB Ahead	U	B	8	18
				67	80
				129	139
2/1	A292 Hythe Road WB Ahead	U	A	80	59
2/2	A292 Hythe Road WB Right	U	C	23	59
				85	121
				144	0

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

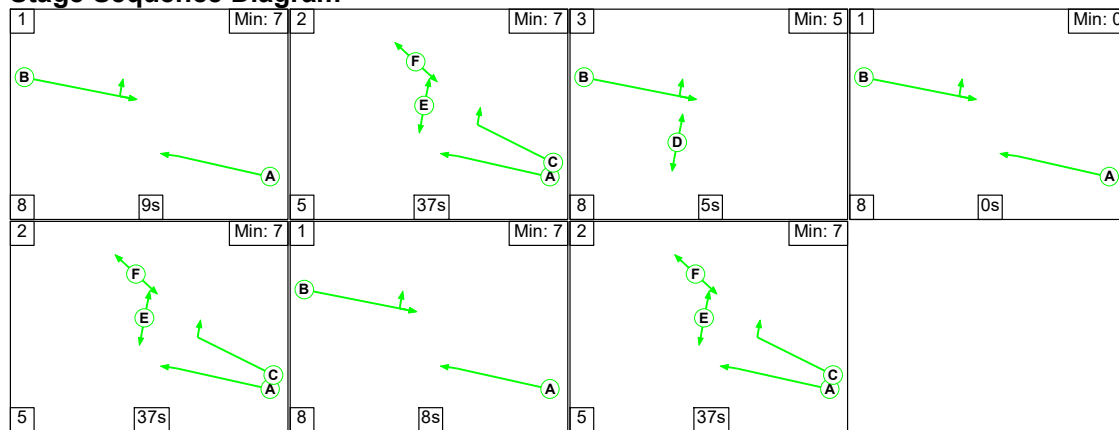
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	92.2%
A292 Hythe Road / M20 WB On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	92.2%
1/1	A292 Hythe Road EB Left	U	N/A	N/A	B		3	33	-	-	364	1975	395	92.2%
1/2+1/3	A292 Hythe Road EB Ahead	U	N/A	N/A	B		3	33	-	-	504	1942:2080	301+318	81.4 : 81.4%
2/1	A292 Hythe Road WB Ahead	U	N/A	N/A	A		1	159	-	-	908	1963	1745	52.0%
2/2	A292 Hythe Road WB Right	U	N/A	N/A	C		3	108	-	-	1016	1786	1101	92.2%
3/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	1380	Inf	Inf	0.0%
4/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	908	Inf	Inf	0.0%
5/1	A292 EB exit	U	N/A	N/A	-		-	-	-	-	245	Inf	Inf	0.0%
5/2	A292 EB exit	U	N/A	N/A	-		-	-	-	-	259	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		3	108	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		3	108	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	0	0	0	8.9	12.5	0.0	21.4	-	-	-	-	
A292 Hythe Road / M20 WB On-Slip	-	-	0	0	0	8.9	12.5	0.0	21.4	-	-	-	-	
1/1	364	364	-	-	-	2.4	4.5	-	6.9	68.5	5.9	4.5	10.4	
1/2+1/3	504	504	-	-	-	3.1	2.1	-	5.2	37.0	4.3	2.1	6.4	
2/1	908	908	-	-	-	0.5	0.5	-	1.1	4.2	9.3	0.5	9.9	
2/2	1016	1016	-	-	-	2.9	5.3	-	8.2	29.0	16.1	5.3	21.4	
3/1	1380	1380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): -2.5 Total Delay for Signalled Lanes (pcuHr): 21.36 Cycle Time (s): 180 PRC Over All Lanes (%): -2.5 Total Delay Over All Lanes(pcuHr): 21.36														

Stage Sequence Diagram



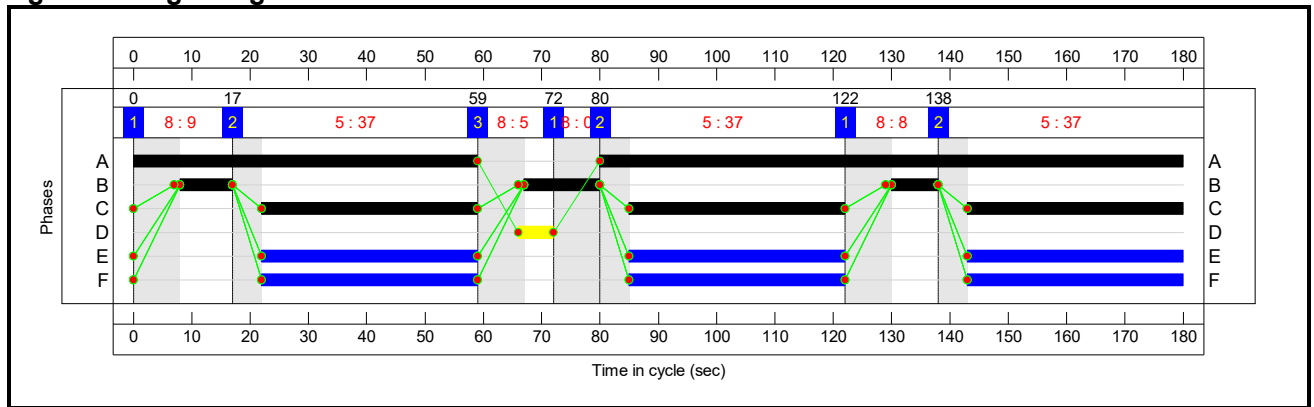
Stage Timings

Stage	1	2	3	1	2	1	2
Duration	9	37	5	0	37	8	37
Change Point	0	17	59	72	80	122	138

Phase Timings

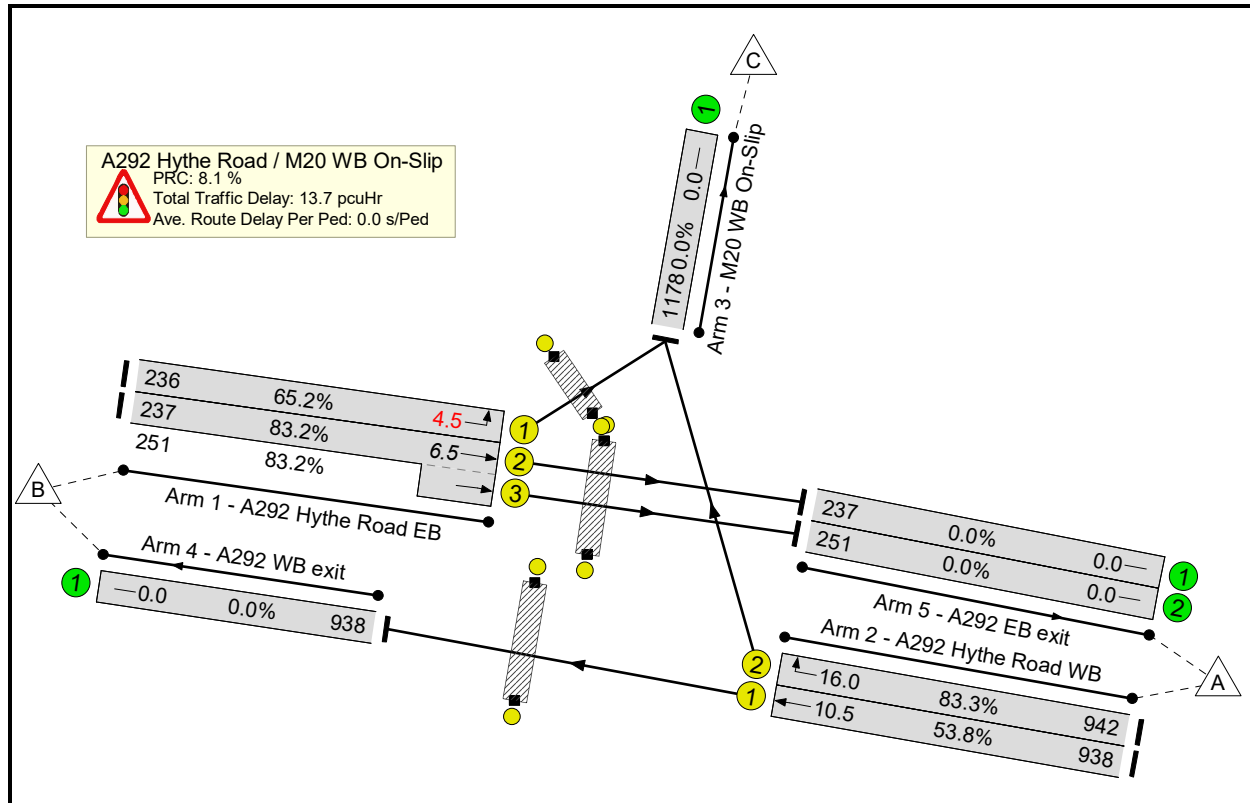
Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic	159	80	59			
B	A292 Hythe Road EB Left Ahead	Traffic	9	8	17	13	67	80
C	A292 Hythe Road WB Right	Traffic	37	22	59	37	85	122
D	Pedestrians across	Pedestrian	6	66	72			
E	Pedestrians across	Pedestrian	37	22	59	37	85	122
F	Pedestrians across	Pedestrian	37	22	59	37	85	122

Phase Name	Description	Phase	Green Period 3		
			Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic			
B	A292 Hythe Road EB Left Ahead	Traffic	8	130	138
C	A292 Hythe Road WB Right	Traffic	37	143	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian	37	143	0
F	Pedestrians across	Pedestrian	37	143	0

Signal Timings Diagram**Lane Green Times**

Junction: A292 Hythe Road / M20 WB On-Slip					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A292 Hythe Road EB Left	U	B	8	17
				67	80
				130	138
1/2	A292 Hythe Road EB Ahead	U	B	8	17
				67	80
				130	138
1/3	A292 Hythe Road EB Ahead	U	B	8	17
				67	80
				130	138
2/1	A292 Hythe Road WB Ahead	U	A	80	59
2/2	A292 Hythe Road WB Right	U	C	22	59
				85	122
				143	0

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

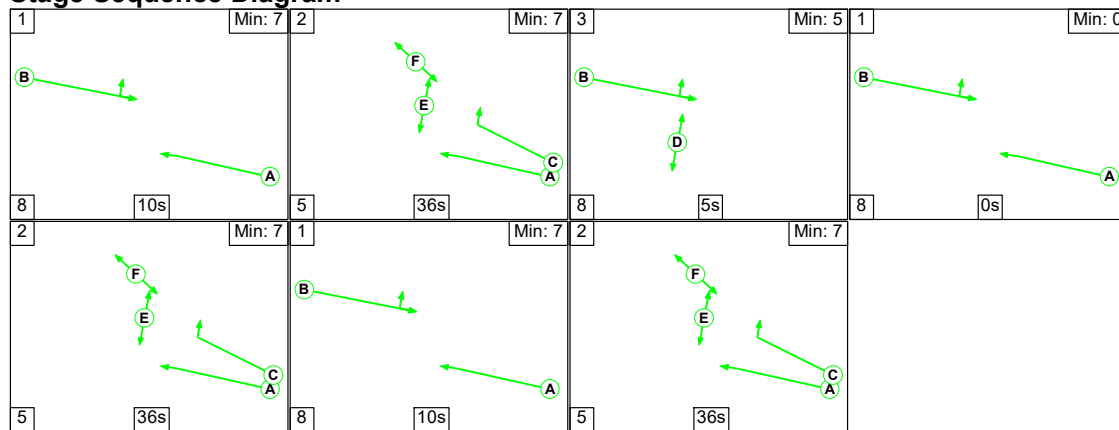
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	83.3%
A292 Hythe Road / M20 WB On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	83.3%
1/1	A292 Hythe Road EB Left	U	N/A	N/A	B		3	30	-	-	236	1975	362	65.2%
1/2+1/3	A292 Hythe Road EB Ahead	U	N/A	N/A	B		3	30	-	-	488	1942:2080	285+302	83.2 : 83.2%
2/1	A292 Hythe Road WB Ahead	U	N/A	N/A	A		1	159	-	-	938	1963	1745	53.8%
2/2	A292 Hythe Road WB Right	U	N/A	N/A	C		3	111	-	-	942	1786	1131	83.3%
3/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	1178	Inf	Inf	0.0%
4/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	938	Inf	Inf	0.0%
5/1	A292 EB exit	U	N/A	N/A	-		-	-	-	-	237	Inf	Inf	0.0%
5/2	A292 EB exit	U	N/A	N/A	-		-	-	-	-	251	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		3	111	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		3	111	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	0	0	0	7.4	6.3	0.0	13.7	-	-	-	-	
A292 Hythe Road / M20 WB On-Slip	-	-	0	0	0	7.4	6.3	0.0	13.7	-	-	-	-	
1/1	236	236	-	-	-	1.5	0.9	-	2.4	36.8	3.6	0.9	4.5	
1/2+1/3	488	488	-	-	-	3.1	2.4	-	5.5	40.3	4.2	2.4	6.5	
2/1	938	938	-	-	-	0.6	0.6	-	1.1	4.4	9.9	0.6	10.5	
2/2	942	942	-	-	-	2.3	2.4	-	4.7	17.9	13.6	2.4	16.0	
3/1	1178	1178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	938	938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 8.1 Total Delay for Signalled Lanes (pcuHr): 13.69 Cycle Time (s): 180 PRC Over All Lanes (%): 8.1 Total Delay Over All Lanes(pcuHr): 13.69														

Stage Sequence Diagram



Stage Timings

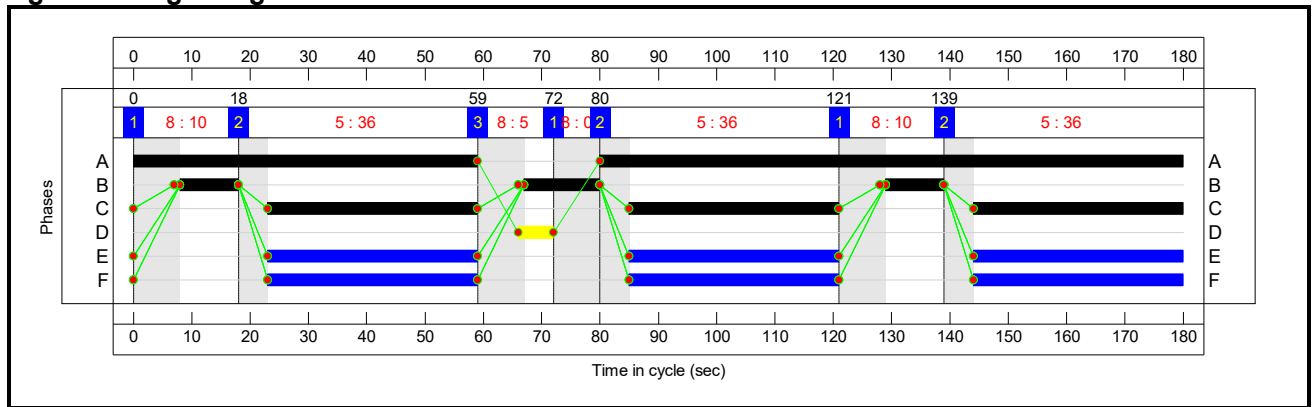
Stage	1	2	3	1	2	1	2
Duration	10	36	5	0	36	10	36
Change Point	0	18	59	72	80	121	139

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic	159	80	59			
B	A292 Hythe Road EB Left Ahead	Traffic	10	8	18	13	67	80
C	A292 Hythe Road WB Right	Traffic	36	23	59	36	85	121
D	Pedestrians across	Pedestrian	6	66	72			
E	Pedestrians across	Pedestrian	36	23	59	36	85	121
F	Pedestrians across	Pedestrian	36	23	59	36	85	121

Phase Name	Description	Phase	Green Period 3		
			Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic			
B	A292 Hythe Road EB Left Ahead	Traffic	10	129	139
C	A292 Hythe Road WB Right	Traffic	36	144	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian	36	144	0
F	Pedestrians across	Pedestrian	36	144	0

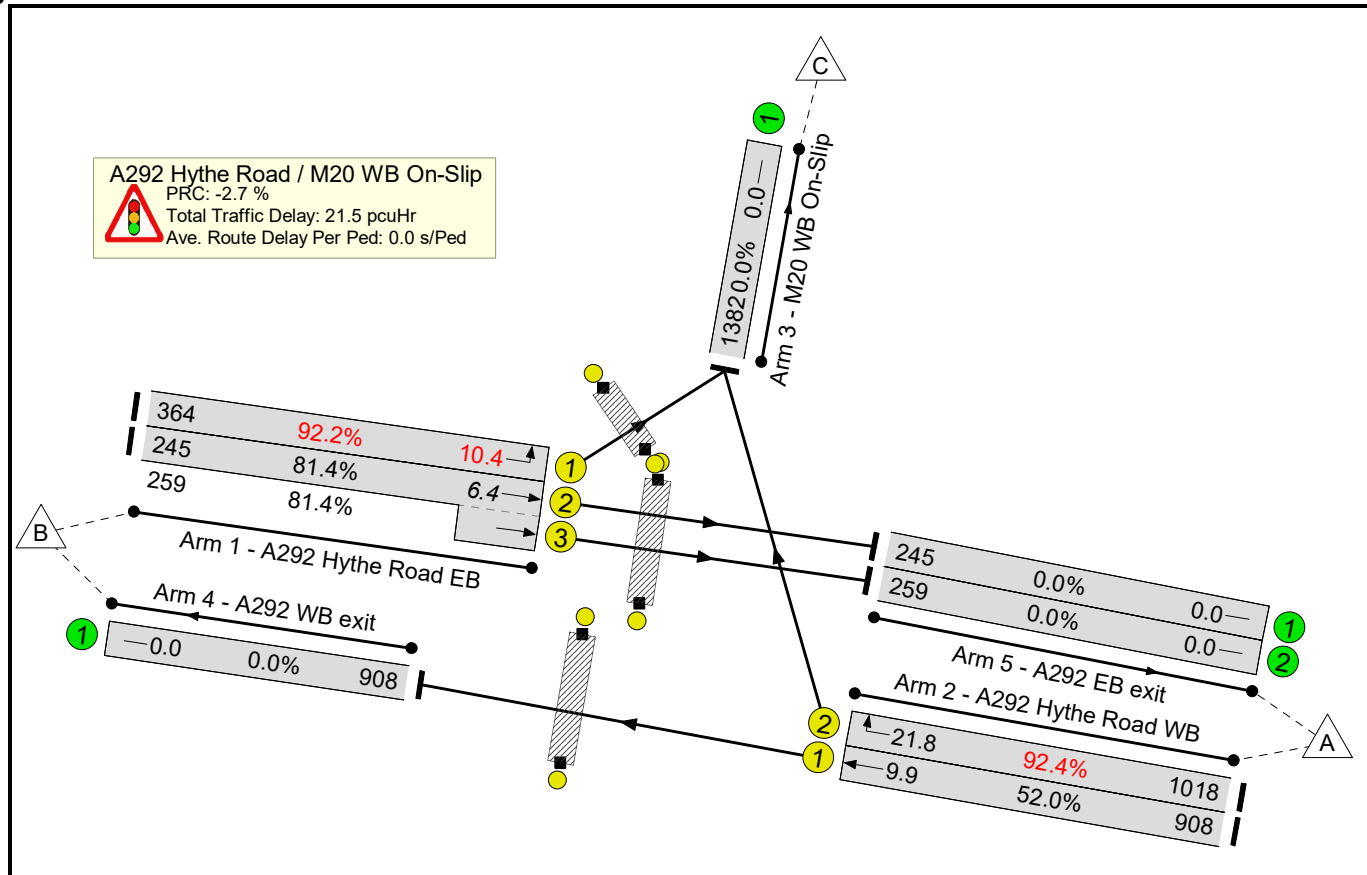
Signal Timings Diagram



Lane Green Times

Junction: A292 Hythe Road / M20 WB On-Slip					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A292 Hythe Road EB Left	U	B	8	18
				67	80
1/2	A292 Hythe Road EB Ahead	U	B	129	139
				8	18
		U	B	67	80
				129	139
1/3	A292 Hythe Road EB Ahead	U	B	8	18
				67	80
				129	139
2/1	A292 Hythe Road WB Ahead	U	A	80	59
2/2	A292 Hythe Road WB Right	U	C	23	59
				85	121
				144	0

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

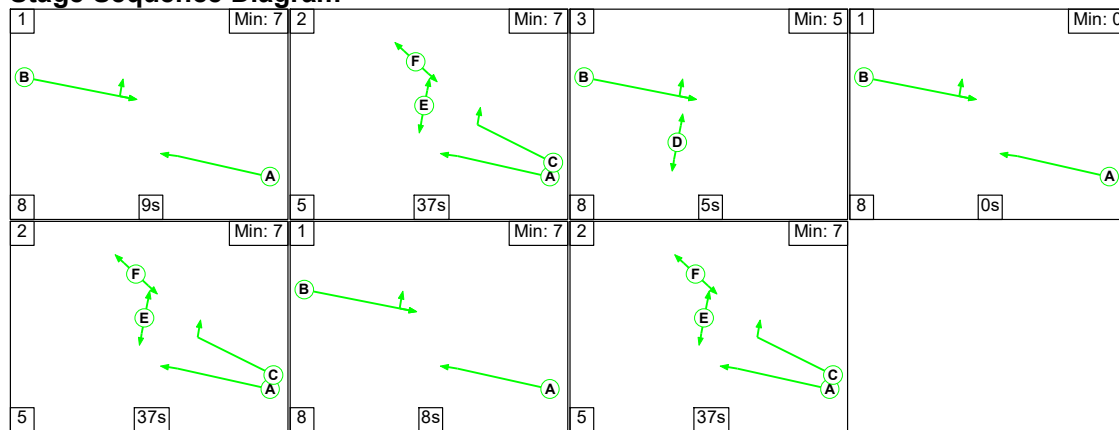
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	92.4%
A292 Hythe Road / M20 WB On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	92.4%
1/1	A292 Hythe Road EB Left	U	N/A	N/A	B		3	33	-	-	364	1975	395	92.2%
1/2+1/3	A292 Hythe Road EB Ahead	U	N/A	N/A	B		3	33	-	-	504	1942:2080	301+318	81.4 : 81.4%
2/1	A292 Hythe Road WB Ahead	U	N/A	N/A	A		1	159	-	-	908	1963	1745	52.0%
2/2	A292 Hythe Road WB Right	U	N/A	N/A	C		3	108	-	-	1018	1786	1101	92.4%
3/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	1382	Inf	Inf	0.0%
4/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	908	Inf	Inf	0.0%
5/1	A292 EB exit	U	N/A	N/A	-		-	-	-	-	245	Inf	Inf	0.0%
5/2	A292 EB exit	U	N/A	N/A	-		-	-	-	-	259	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		3	108	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		3	108	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	0	0	0	8.9	12.6	0.0	21.5	-	-	-	-	
A292 Hythe Road / M20 WB On-Slip	-	-	0	0	0	8.9	12.6	0.0	21.5	-	-	-	-	
1/1	364	364	-	-	-	2.4	4.5	-	6.9	68.5	5.9	4.5	10.4	
1/2+1/3	504	504	-	-	-	3.1	2.1	-	5.2	37.0	4.3	2.1	6.4	
2/1	908	908	-	-	-	0.5	0.5	-	1.1	4.2	9.3	0.5	9.9	
2/2	1018	1018	-	-	-	2.9	5.4	-	8.3	29.4	16.4	5.4	21.8	
3/1	1382	1382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): -2.7 PRC Over All Lanes (%): -2.7 Total Delay for Signalled Lanes (pcuHr): 21.48 Total Delay Over All Lanes(pcuHr): 21.48 Cycle Time (s): 180														

Stage Sequence Diagram



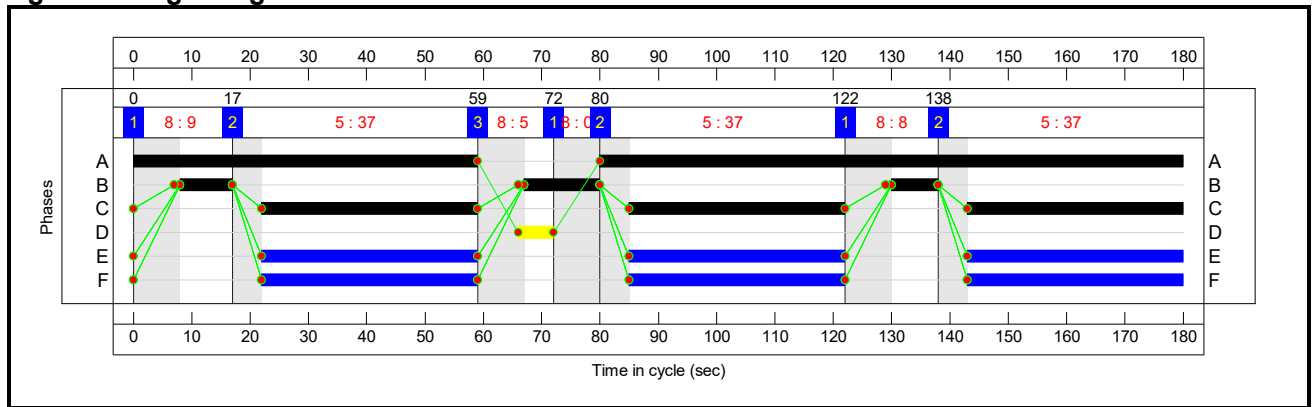
Stage Timings

Stage	1	2	3	1	2	1	2
Duration	9	37	5	0	37	8	37
Change Point	0	17	59	72	80	122	138

Phase Timings

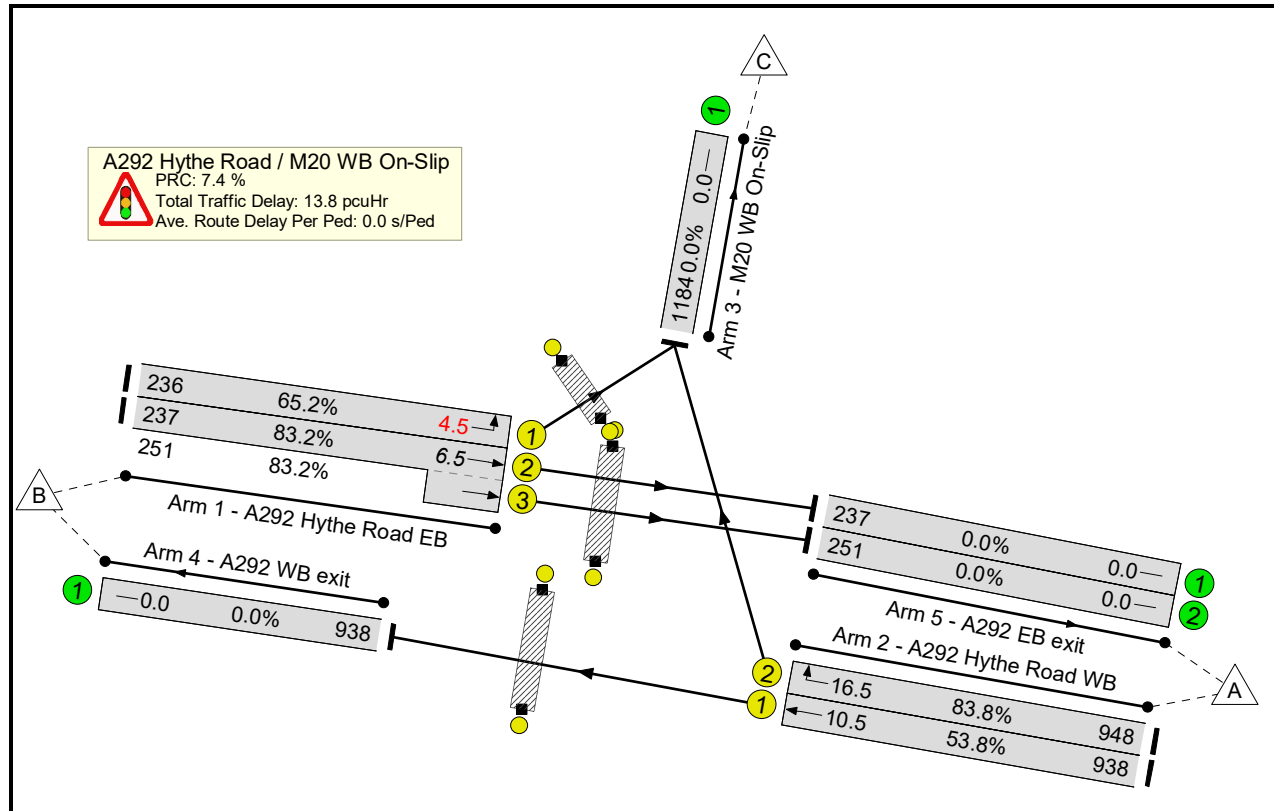
Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic	159	80	59			
B	A292 Hythe Road EB Left Ahead	Traffic	9	8	17	13	67	80
C	A292 Hythe Road WB Right	Traffic	37	22	59	37	85	122
D	Pedestrians across	Pedestrian	6	66	72			
E	Pedestrians across	Pedestrian	37	22	59	37	85	122
F	Pedestrians across	Pedestrian	37	22	59	37	85	122

Phase Name	Description	Phase	Green Period 3		
			Total Green	Start Time	End Time
A	A292 Hythe Road WB Ahead	Traffic			
B	A292 Hythe Road EB Left Ahead	Traffic	8	130	138
C	A292 Hythe Road WB Right	Traffic	37	143	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian	37	143	0
F	Pedestrians across	Pedestrian	37	143	0

Signal Timings Diagram**Lane Green Times**

Junction: A292 Hythe Road / M20 WB On-Slip					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A292 Hythe Road EB Left	U	B	8	17
				67	80
1/2	A292 Hythe Road EB Ahead	U	B	130	138
				8	17
1/3	A292 Hythe Road EB Ahead	U	B	67	80
				130	138
2/1	A292 Hythe Road WB Ahead	U	A	80	59
2/2	A292 Hythe Road WB Right	U	C	22	59
				85	122
				143	0

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	83.8%
A292 Hythe Road / M20 WB On-Slip	-	-	N/A	-	-		-	-	-	-	-	-	-	83.8%
1/1	A292 Hythe Road EB Left	U	N/A	N/A	B		3	30	-	-	236	1975	362	65.2%
1/2+1/3	A292 Hythe Road EB Ahead	U	N/A	N/A	B		3	30	-	-	488	1942:2080	285+302	83.2 : 83.2%
2/1	A292 Hythe Road WB Ahead	U	N/A	N/A	A		1	159	-	-	938	1963	1745	53.8%
2/2	A292 Hythe Road WB Right	U	N/A	N/A	C		3	111	-	-	948	1786	1131	83.8%
3/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	1184	Inf	Inf	0.0%
4/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	938	Inf	Inf	0.0%
5/1	A292 EB exit	U	N/A	N/A	-		-	-	-	-	237	Inf	Inf	0.0%
5/2	A292 EB exit	U	N/A	N/A	-		-	-	-	-	251	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	6	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		3	111	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		3	111	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J8) A292 Hythe Road / M20 On-Slip	-	-	0	0	0	7.4	6.4	0.0	13.8	-	-	-	-	
A292 Hythe Road / M20 WB On-Slip	-	-	0	0	0	7.4	6.4	0.0	13.8	-	-	-	-	
1/1	236	236	-	-	-	1.5	0.9	-	2.4	36.8	3.6	0.9	4.5	
1/2+1/3	488	488	-	-	-	3.1	2.4	-	5.5	40.3	4.2	2.4	6.5	
2/1	938	938	-	-	-	0.6	0.6	-	1.1	4.4	9.9	0.6	10.5	
2/2	948	948	-	-	-	2.3	2.5	-	4.8	18.2	14.0	2.5	16.5	
3/1	1184	1184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	938	938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 7.4 PRC Over All Lanes (%): 7.4 Total Delay for Signalled Lanes (pcuHr): 13.81 Total Delay Over All Lanes(pcuHr): 13.81 Cycle Time (s): 180														

X. Junctions 11 Output – Junction 9

Appendices

Junctions 11	
ARCADY 11 - Roundabout Module	
Version: 11.0.0.2177	
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Filename: A20 Hythe Rd_Tesco RBT.j11

Path: H:\Projects\WIE20982\110\01_Deliverables\01_WIP\CA\4) Models\J9

Report generation date: 25/03/2025 17:17:16

»2024 | Base | AM
 »2024 | Base | PM
 »2024 | Base+Sev | AM
 »2024 | Base+Sev | PM
 »2026 | Base | AM
 »2026 | Base | PM
 »2026 | Base+Sev | AM
 »2026 | Base+Sev | PM
 »2036 | Base | AM
 »2036 | Base | PM
 »2036 | Base+Sev | AM
 »2036 | Base+Sev | PM
 »2036 | Base+Sev 4 | AM
 »2036 | Base+Sev 4 | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2024 - Base						
1 - A20 Hythe Road (SE)	0.6	4.27	0.36	0.5	4.34	0.35
2 - Tesco	0.3	3.78	0.20	0.6	4.55	0.38
3 - A20 Hythe Road (NW)	0.6	3.23	0.38	0.7	3.34	0.40
4 - The Street	0.1	5.45	0.06	0.1	5.83	0.07
2024 - Base+Sev						
1 - A20 Hythe Road (SE)	0.6	4.27	0.36	0.5	4.34	0.35
2 - Tesco	0.3	3.78	0.20	0.6	4.55	0.38
3 - A20 Hythe Road (NW)	0.6	3.23	0.38	0.7	3.34	0.40
4 - The Street	0.1	5.45	0.06	0.1	5.83	0.07
2026 - Base						
1 - A20 Hythe Road (SE)	0.6	4.34	0.37	0.6	4.43	0.36
2 - Tesco	0.3	3.82	0.21	0.7	4.65	0.39
3 - A20 Hythe Road (NW)	0.7	3.28	0.39	0.7	3.40	0.41
4 - The Street	0.1	5.54	0.06	0.1	5.95	0.07
2026 - Base+Sev						
1 - A20 Hythe Road (SE)	0.6	4.35	0.37	0.6	4.43	0.36
2 - Tesco	0.3	3.83	0.21	0.7	4.65	0.39
3 - A20 Hythe Road (NW)	0.7	3.28	0.39	0.7	3.40	0.41
4 - The Street	0.1	5.54	0.06	0.1	5.95	0.07
2036 - Base						
1 - A20 Hythe Road (SE)	0.9	5.27	0.47	0.9	5.42	0.46
2 - Tesco	0.4	4.33	0.26	1.1	6.04	0.51
3 - A20 Hythe Road (NW)	1.0	4.00	0.50	1.0	3.89	0.48
4 - The Street	0.1	6.64	0.08	0.1	6.78	0.09
2036 - Base+Sev						
1 - A20 Hythe Road (SE)	0.9	5.28	0.47	0.9	5.43	0.46
2 - Tesco	0.4	4.33	0.26	1.1	6.05	0.51
3 - A20 Hythe Road (NW)	1.0	4.00	0.50	1.0	3.89	0.48
4 - The Street	0.1	6.64	0.08	0.1	6.78	0.09
2036 - Base+Sev 4						
1 - A20 Hythe Road (SE)	0.9	5.29	0.47	0.9	5.43	0.46
2 - Tesco	0.4	4.33	0.26	1.1	6.05	0.51
3 - A20 Hythe Road (NW)	1.0	4.00	0.50	1.0	3.89	0.48
4 - The Street	0.1	6.64	0.08	0.1	6.78	0.09

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	A20 Hythe Road / Tesco Roundabout
Location	
Site number	
Date	13/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	WIE20982 Sevington IBF
Enumerator	WATERLOO\CSMS4
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75		✓				0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	07:30	09:00	15	✓
D2	2024	Base	PM	ONE HOUR	16:15	17:45	15	✓
D3	2024	Base+Sev	AM	ONE HOUR	07:30	09:00	15	✓
D4	2024	Base+Sev	PM	ONE HOUR	16:15	17:45	15	✓
D5	2026	Base	AM	ONE HOUR	07:30	09:00	15	✓
D6	2026	Base	PM	ONE HOUR	16:15	17:45	15	✓
D7	2026	Base+Sev	AM	ONE HOUR	07:30	09:00	15	✓
D8	2026	Base+Sev	PM	ONE HOUR	16:15	17:45	15	✓
D11	2036	Base	AM	ONE HOUR	07:30	09:00	15	✓
D12	2036	Base	PM	ONE HOUR	16:15	17:45	15	✓
D13	2036	Base+Sev	AM	ONE HOUR	07:30	09:00	15	✓
D14	2036	Base+Sev	PM	ONE HOUR	16:15	17:45	15	✓
D15	2036	Base+Sev 4	AM	ONE HOUR	07:30	09:00	15	✓
D16	2036	Base+Sev 4	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2024 | Base | 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	A20 Hythe Road / Tesco Roundabout	Standard Roundabout		1, 2, 3, 4	3.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.72	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A20 Hythe Road (SE)		
2	Tesco		
3	A20 Hythe Road (NW)		
4	The Street		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A20 Hythe Road (SE)	3.22	6.56	9.4	26.5	38.0	21.6		
2 - Tesco	4.34	7.05	5.1	7.5	38.0	28.5		
3 - A20 Hythe Road (NW)	4.24	7.44	16.0	44.7	38.0	23.3		
4 - The Street	4.08	4.08	0.0	10.6	38.0	44.3	✓	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A20 Hythe Road (SE)	0.621	1510
2 - Tesco	0.581	1494
3 - A20 Hythe Road (NW)	0.716	1969
4 - The Street	0.502	1121

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A20 Hythe Road (SE)		ONE HOUR	✓	449	100.000
2 - Tesco		ONE HOUR	✓	230	100.000
3 - A20 Hythe Road (NW)		ONE HOUR	✓	659	100.000
4 - The Street		ONE HOUR	✓	36	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	3	96	350	0
	2 - Tesco	99	0	131	0
	3 - A20 Hythe Road (NW)	487	170	2	0
	4 - The Street	14	7	15	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	100	4	4	0
	2 - Tesco	4	0	6	0
	3 - A20 Hythe Road (NW)	4	6	0	0
	4 - The Street	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-hr/hr)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
1 - A20 Hythe Road (SE)	0.36	4.27	0.6	A	412	618	0.66	3.87	0.44	0.66	3.87
2 - Tesco	0.20	3.78	0.3	A	211	317	0.31	3.52	0.21	0.31	3.52
3 - A20 Hythe Road (NW)	0.38	3.23	0.6	A	605	907	0.74	2.93	0.49	0.74	2.94
4 - The Street	0.06	5.45	0.1	A	33	50	0.07	4.94	0.05	0.07	4.94

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	338	85	146	1419	0.238	337	453	0.0	0.3	3.477	A
2 - Tesco	173	43	277	1332	0.130	173	205	0.0	0.2	3.272	A
3 - A20 Hythe Road (NW)	496	124	77	1915	0.259	495	373	0.0	0.4	2.644	A
4 - The Street	27	7	571	834	0.032	27	0	0.0	0.0	4.460	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	404	101	174	1402	0.288	403	542	0.3	0.4	3.776	A
2 - Tesco	207	52	332	1300	0.159	207	245	0.2	0.2	3.470	A
3 - A20 Hythe Road (NW)	592	148	92	1904	0.311	592	447	0.4	0.5	2.865	A
4 - The Street	32	8	684	778	0.042	32	0	0.0	0.0	4.828	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	494	124	213	1377	0.359	494	663	0.4	0.6	4.264	A
2 - Tesco	253	63	407	1257	0.201	253	300	0.2	0.3	3.781	A
3 - A20 Hythe Road (NW)	726	181	112	1889	0.384	725	548	0.5	0.6	3.226	A
4 - The Street	40	10	837	701	0.057	40	0	0.0	0.1	5.443	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	494	124	214	1377	0.359	494	664	0.6	0.6	4.270	A
2 - Tesco	253	63	407	1257	0.202	253	301	0.3	0.3	3.782	A
3 - A20 Hythe Road (NW)	726	181	112	1889	0.384	726	548	0.6	0.6	3.229	A
4 - The Street	40	10	838	700	0.057	40	0	0.1	0.1	5.447	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	404	101	175	1401	0.288	404	543	0.6	0.4	3.782	A
2 - Tesco	207	52	333	1300	0.159	207	246	0.3	0.2	3.473	A
3 - A20 Hythe Road (NW)	592	148	92	1904	0.311	593	448	0.6	0.5	2.868	A
4 - The Street	32	8	685	777	0.042	32	0	0.1	0.0	4.835	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	338	85	146	1419	0.238	338	454	0.4	0.3	3.491	A
2 - Tesco	173	43	279	1331	0.130	173	206	0.2	0.2	3.280	A
3 - A20 Hythe Road (NW)	496	124	77	1914	0.259	497	375	0.5	0.4	2.653	A
4 - The Street	27	7	573	833	0.033	27	0	0.0	0.0	4.468	A

Queueing Delay Results for each time segment

07:30 - 07:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.08	0.32	3.477	A
2 - Tesco	0.04	0.15	3.272	A
3 - A20 Hythe Road (NW)	0.09	0.36	2.644	A
4 - The Street	0.01	0.03	4.460	A

07:45 - 08:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.10	0.41	3.776	A
2 - Tesco	0.05	0.20	3.470	A
3 - A20 Hythe Road (NW)	0.12	0.46	2.865	A
4 - The Street	0.01	0.04	4.828	A

08:00 - 08:15

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.14	0.57	4.264	A
2 - Tesco	0.07	0.26	3.781	A
3 - A20 Hythe Road (NW)	0.16	0.64	3.226	A
4 - The Street	0.01	0.06	5.443	A

08:15 - 08:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.15	0.58	4.270	A
2 - Tesco	0.07	0.27	3.782	A
3 - A20 Hythe Road (NW)	0.16	0.65	3.229	A
4 - The Street	0.01	0.06	5.447	A

08:30 - 08:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.11	0.43	3.782	A
2 - Tesco	0.05	0.20	3.473	A
3 - A20 Hythe Road (NW)	0.12	0.48	2.868	A
4 - The Street	0.01	0.04	4.835	A

08:45 - 09:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.08	0.33	3.491	A
2 - Tesco	0.04	0.16	3.280	A
3 - A20 Hythe Road (NW)	0.09	0.37	2.653	A
4 - The Street	0.01	0.03	4.468	A

2024 | Base | 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	A20 Hythe Road / Tesco Roundabout	Standard Roundabout		1, 2, 3, 4	4.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.02	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Base	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A20 Hythe Road (SE)		ONE HOUR	✓	411	100.000
2 - Tesco		ONE HOUR	✓	455	100.000
3 - A20 Hythe Road (NW)		ONE HOUR	✓	667	100.000
4 - The Street		ONE HOUR	✓	43	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	0	123	288	0
	2 - Tesco	159	0	296	0
	3 - A20 Hythe Road (NW)	365	301	1	0
	4 - The Street	23	13	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	0	2	1	0
	2 - Tesco	2	0	1	0
	3 - A20 Hythe Road (NW)	4	2	0	0
	4 - The Street	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-hr/hr)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
1 - A20 Hythe Road (SE)	0.35	4.34	0.5	A	377	566	0.61	3.89	0.41	0.61	3.89
2 - Tesco	0.38	4.55	0.6	A	418	626	0.70	4.05	0.47	0.70	4.05
3 - A20 Hythe Road (NW)	0.40	3.34	0.7	A	612	918	0.77	3.00	0.51	0.77	3.00
4 - The Street	0.07	5.83	0.1	A	39	59	0.09	5.22	0.06	0.09	5.22

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	309	77	242	1360	0.228	308	410	0.0	0.3	3.455	A
2 - Tesco	343	86	222	1365	0.251	341	328	0.0	0.3	3.568	A
3 - A20 Hythe Road (NW)	502	126	119	1884	0.267	501	444	0.0	0.4	2.675	A
4 - The Street	32	8	620	810	0.040	32	0	0.0	0.0	4.628	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	369	92	289	1330	0.278	369	491	0.3	0.4	3.783	A
2 - Tesco	409	102	266	1339	0.305	409	393	0.3	0.4	3.927	A
3 - A20 Hythe Road (NW)	600	150	143	1867	0.321	599	532	0.4	0.5	2.921	A
4 - The Street	39	10	742	749	0.052	39	0	0.0	0.1	5.070	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	453	113	354	1290	0.351	452	602	0.4	0.5	4.335	A
2 - Tesco	501	125	325	1304	0.384	500	481	0.4	0.6	4.542	A
3 - A20 Hythe Road (NW)	734	184	175	1844	0.398	734	651	0.5	0.7	3.333	A
4 - The Street	47	12	908	665	0.071	47	0	0.1	0.1	5.827	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	453	113	355	1290	0.351	453	602	0.5	0.5	4.342	A
2 - Tesco	501	125	326	1304	0.384	501	481	0.6	0.6	4.551	A
3 - A20 Hythe Road (NW)	734	184	175	1844	0.398	734	652	0.7	0.7	3.336	A
4 - The Street	47	12	909	665	0.071	47	0	0.1	0.1	5.832	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	369	92	290	1330	0.278	370	492	0.5	0.4	3.792	A
2 - Tesco	409	102	267	1339	0.306	410	393	0.6	0.4	3.940	A
3 - A20 Hythe Road (NW)	600	150	143	1867	0.321	600	533	0.7	0.5	2.925	A
4 - The Street	39	10	744	748	0.052	39	0	0.1	0.1	5.077	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	309	77	243	1359	0.228	310	412	0.4	0.3	3.467	A
2 - Tesco	343	86	223	1364	0.251	343	329	0.4	0.3	3.584	A
3 - A20 Hythe Road (NW)	502	126	120	1884	0.267	503	446	0.5	0.4	2.684	A
4 - The Street	32	8	622	808	0.040	32	0	0.1	0.0	4.640	A

Queueing Delay Results for each time segment

16:15 - 16:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.07	0.29	3.455	A
2 - Tesco	0.08	0.33	3.568	A
3 - A20 Hythe Road (NW)	0.09	0.37	2.675	A
4 - The Street	0.01	0.04	4.628	A

16:30 - 16:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.09	0.38	3.783	A
2 - Tesco	0.11	0.44	3.927	A
3 - A20 Hythe Road (NW)	0.12	0.48	2.921	A
4 - The Street	0.01	0.05	5.070	A

16:45 - 17:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.13	0.53	4.335	A
2 - Tesco	0.15	0.61	4.542	A
3 - A20 Hythe Road (NW)	0.17	0.66	3.333	A
4 - The Street	0.02	0.07	5.827	A

17:00 - 17:15

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.14	0.54	4.342	A
2 - Tesco	0.16	0.63	4.551	A
3 - A20 Hythe Road (NW)	0.17	0.68	3.336	A
4 - The Street	0.02	0.08	5.832	A

17:15 - 17:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.10	0.40	3.792	A
2 - Tesco	0.11	0.46	3.940	A
3 - A20 Hythe Road (NW)	0.12	0.50	2.925	A
4 - The Street	0.01	0.06	5.077	A

17:30 - 17:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.08	0.30	3.467	A
2 - Tesco	0.09	0.35	3.584	A
3 - A20 Hythe Road (NW)	0.10	0.38	2.684	A
4 - The Street	0.01	0.04	4.640	A

2024 | Base+Sev | 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	A20 Hythe Road / Tesco Roundabout	Standard Roundabout		1, 2, 3, 4	3.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.72	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024	Base+Sev	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A20 Hythe Road (SE)		ONE HOUR	✓	450	100.000
2 - Tesco		ONE HOUR	✓	230	100.000
3 - A20 Hythe Road (NW)		ONE HOUR	✓	659	100.000
4 - The Street		ONE HOUR	✓	36	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	3	96	351	0
	2 - Tesco	99	0	131	0
	3 - A20 Hythe Road (NW)	487	170	2	0
	4 - The Street	14	7	15	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	100	4	4	0
	2 - Tesco	4	0	6	0
	3 - A20 Hythe Road (NW)	4	6	0	0
	4 - The Street	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-hr/hr)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
1 - A20 Hythe Road (SE)	0.36	4.27	0.6	A	413	619	0.67	3.87	0.44	0.67	3.87
2 - Tesco	0.20	3.78	0.3	A	211	317	0.31	3.53	0.21	0.31	3.53
3 - A20 Hythe Road (NW)	0.38	3.23	0.6	A	605	907	0.74	2.93	0.49	0.74	2.94
4 - The Street	0.06	5.45	0.1	A	33	50	0.07	4.94	0.05	0.07	4.94

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	339	85	146	1419	0.239	337	453	0.0	0.3	3.479	A
2 - Tesco	173	43	278	1332	0.130	173	205	0.0	0.2	3.273	A
3 - A20 Hythe Road (NW)	496	124	77	1915	0.259	495	374	0.0	0.4	2.644	A
4 - The Street	27	7	571	834	0.032	27	0	0.0	0.0	4.460	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	405	101	174	1402	0.289	404	542	0.3	0.4	3.780	A
2 - Tesco	207	52	333	1300	0.159	207	245	0.2	0.2	3.472	A
3 - A20 Hythe Road (NW)	592	148	92	1904	0.311	592	448	0.4	0.5	2.865	A
4 - The Street	32	8	684	778	0.042	32	0	0.0	0.0	4.828	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	495	124	213	1377	0.360	495	663	0.4	0.6	4.269	A
2 - Tesco	253	63	408	1256	0.202	253	300	0.2	0.3	3.783	A
3 - A20 Hythe Road (NW)	726	181	112	1889	0.384	725	549	0.5	0.6	3.226	A
4 - The Street	40	10	837	701	0.057	40	0	0.0	0.1	5.443	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	495	124	214	1377	0.360	495	664	0.6	0.6	4.275	A
2 - Tesco	253	63	408	1256	0.202	253	301	0.3	0.3	3.784	A
3 - A20 Hythe Road (NW)	726	181	112	1889	0.384	726	549	0.6	0.6	3.229	A
4 - The Street	40	10	838	700	0.057	40	0	0.1	0.1	5.447	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	405	101	175	1401	0.289	405	543	0.6	0.4	3.785	A
2 - Tesco	207	52	334	1299	0.159	207	246	0.3	0.2	3.478	A
3 - A20 Hythe Road (NW)	592	148	92	1904	0.311	593	449	0.6	0.5	2.868	A
4 - The Street	32	8	685	777	0.042	32	0	0.1	0.0	4.835	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	339	85	146	1419	0.239	339	454	0.4	0.3	3.491	A
2 - Tesco	173	43	280	1331	0.130	173	206	0.2	0.2	3.281	A
3 - A20 Hythe Road (NW)	496	124	77	1914	0.259	497	376	0.5	0.4	2.653	A
4 - The Street	27	7	573	833	0.033	27	0	0.0	0.0	4.468	A

Queueing Delay Results for each time segment

07:30 - 07:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.08	0.32	3.479	A
2 - Tesco	0.04	0.15	3.273	A
3 - A20 Hythe Road (NW)	0.09	0.36	2.644	A
4 - The Street	0.01	0.03	4.460	A

07:45 - 08:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.10	0.42	3.780	A
2 - Tesco	0.05	0.20	3.472	A
3 - A20 Hythe Road (NW)	0.12	0.46	2.865	A
4 - The Street	0.01	0.04	4.828	A

08:00 - 08:15

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.14	0.57	4.269	A
2 - Tesco	0.07	0.26	3.783	A
3 - A20 Hythe Road (NW)	0.16	0.64	3.226	A
4 - The Street	0.01	0.06	5.443	A

08:15 - 08:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.15	0.59	4.275	A
2 - Tesco	0.07	0.27	3.784	A
3 - A20 Hythe Road (NW)	0.16	0.65	3.229	A
4 - The Street	0.01	0.06	5.447	A

08:30 - 08:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.11	0.44	3.785	A
2 - Tesco	0.05	0.20	3.478	A
3 - A20 Hythe Road (NW)	0.12	0.48	2.868	A
4 - The Street	0.01	0.04	4.835	A

08:45 - 09:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.08	0.34	3.491	A
2 - Tesco	0.04	0.16	3.281	A
3 - A20 Hythe Road (NW)	0.09	0.37	2.653	A
4 - The Street	0.01	0.03	4.468	A

2024 | Base+Sev | 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	A20 Hythe Road / Tesco Roundabout	Standard Roundabout		1, 2, 3, 4	4.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.02	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024	Base+Sev	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A20 Hythe Road (SE)		ONE HOUR	✓	411	100.000
2 - Tesco		ONE HOUR	✓	455	100.000
3 - A20 Hythe Road (NW)		ONE HOUR	✓	667	100.000
4 - The Street		ONE HOUR	✓	43	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	0	123	288	0
	2 - Tesco	159	0	296	0
	3 - A20 Hythe Road (NW)	365	301	1	0
	4 - The Street	23	13	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	0	2	1	0
	2 - Tesco	2	0	1	0
	3 - A20 Hythe Road (NW)	4	2	0	0
	4 - The Street	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-hr/hr)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
1 - A20 Hythe Road (SE)	0.35	4.34	0.5	A	377	566	0.61	3.89	0.41	0.61	3.89
2 - Tesco	0.38	4.55	0.6	A	418	626	0.70	4.05	0.47	0.70	4.05
3 - A20 Hythe Road (NW)	0.40	3.34	0.7	A	612	918	0.77	3.00	0.51	0.77	3.00
4 - The Street	0.07	5.83	0.1	A	39	59	0.09	5.22	0.06	0.09	5.22

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	309	77	242	1360	0.228	308	410	0.0	0.3	3.455	A
2 - Tesco	343	86	222	1365	0.251	341	328	0.0	0.3	3.568	A
3 - A20 Hythe Road (NW)	502	126	119	1884	0.267	501	444	0.0	0.4	2.675	A
4 - The Street	32	8	620	810	0.040	32	0	0.0	0.0	4.628	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	369	92	289	1330	0.278	369	491	0.3	0.4	3.783	A
2 - Tesco	409	102	266	1339	0.305	409	393	0.3	0.4	3.927	A
3 - A20 Hythe Road (NW)	600	150	143	1867	0.321	599	532	0.4	0.5	2.921	A
4 - The Street	39	10	742	749	0.052	39	0	0.0	0.1	5.070	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	453	113	354	1290	0.351	452	602	0.4	0.5	4.335	A
2 - Tesco	501	125	325	1304	0.384	500	481	0.4	0.6	4.542	A
3 - A20 Hythe Road (NW)	734	184	175	1844	0.398	734	651	0.5	0.7	3.333	A
4 - The Street	47	12	908	665	0.071	47	0	0.1	0.1	5.827	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	453	113	355	1290	0.351	453	602	0.5	0.5	4.342	A
2 - Tesco	501	125	326	1304	0.384	501	481	0.6	0.6	4.551	A
3 - A20 Hythe Road (NW)	734	184	175	1844	0.398	734	652	0.7	0.7	3.336	A
4 - The Street	47	12	909	665	0.071	47	0	0.1	0.1	5.832	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	369	92	290	1330	0.278	370	492	0.5	0.4	3.792	A
2 - Tesco	409	102	267	1339	0.306	410	393	0.6	0.4	3.940	A
3 - A20 Hythe Road (NW)	600	150	143	1867	0.321	600	533	0.7	0.5	2.925	A
4 - The Street	39	10	744	748	0.052	39	0	0.1	0.1	5.077	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	309	77	243	1359	0.228	310	412	0.4	0.3	3.467	A
2 - Tesco	343	86	223	1364	0.251	343	329	0.4	0.3	3.584	A
3 - A20 Hythe Road (NW)	502	126	120	1884	0.267	503	446	0.5	0.4	2.684	A
4 - The Street	32	8	622	808	0.040	32	0	0.1	0.0	4.640	A

Queueing Delay Results for each time segment

16:15 - 16:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.07	0.29	3.455	A
2 - Tesco	0.08	0.33	3.568	A
3 - A20 Hythe Road (NW)	0.09	0.37	2.675	A
4 - The Street	0.01	0.04	4.628	A

16:30 - 16:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.09	0.38	3.783	A
2 - Tesco	0.11	0.44	3.927	A
3 - A20 Hythe Road (NW)	0.12	0.48	2.921	A
4 - The Street	0.01	0.05	5.070	A

16:45 - 17:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.13	0.53	4.335	A
2 - Tesco	0.15	0.61	4.542	A
3 - A20 Hythe Road (NW)	0.17	0.66	3.333	A
4 - The Street	0.02	0.07	5.827	A

17:00 - 17:15

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.14	0.54	4.342	A
2 - Tesco	0.16	0.63	4.551	A
3 - A20 Hythe Road (NW)	0.17	0.68	3.336	A
4 - The Street	0.02	0.08	5.832	A

17:15 - 17:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.10	0.40	3.792	A
2 - Tesco	0.11	0.46	3.940	A
3 - A20 Hythe Road (NW)	0.12	0.50	2.925	A
4 - The Street	0.01	0.06	5.077	A

17:30 - 17:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.08	0.30	3.467	A
2 - Tesco	0.09	0.35	3.584	A
3 - A20 Hythe Road (NW)	0.10	0.38	2.684	A
4 - The Street	0.01	0.04	4.640	A

2026 | Base | 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	A20 Hythe Road / Tesco Roundabout	Standard Roundabout		1, 2, 3, 4	3.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026	Base	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A20 Hythe Road (SE)		ONE HOUR	✓	460	100.000
2 - Tesco		ONE HOUR	✓	235	100.000
3 - A20 Hythe Road (NW)		ONE HOUR	✓	675	100.000
4 - The Street		ONE HOUR	✓	37	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	3	98	359	0
	2 - Tesco	101	0	134	0
	3 - A20 Hythe Road (NW)	499	174	2	0
	4 - The Street	15	7	15	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	100	4	4	0
	2 - Tesco	4	0	6	0
	3 - A20 Hythe Road (NW)	4	6	0	0
	4 - The Street	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-hr/hr)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
1 - A20 Hythe Road (SE)	0.37	4.34	0.6	A	422	633	0.69	3.92	0.46	0.69	3.92
2 - Tesco	0.21	3.82	0.3	A	216	323	0.32	3.56	0.21	0.32	3.56
3 - A20 Hythe Road (NW)	0.39	3.28	0.7	A	619	929	0.77	2.97	0.51	0.77	2.97
4 - The Street	0.06	5.54	0.1	A	34	51	0.07	5.01	0.05	0.07	5.01

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	346	87	149	1417	0.244	345	464	0.0	0.3	3.509	A
2 - Tesco	177	44	284	1328	0.133	176	209	0.0	0.2	3.293	A
3 - A20 Hythe Road (NW)	508	127	78	1914	0.266	507	382	0.0	0.4	2.669	A
4 - The Street	28	7	585	827	0.034	28	0	0.0	0.0	4.502	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	414	103	178	1399	0.296	413	555	0.3	0.4	3.819	A
2 - Tesco	211	53	340	1296	0.163	211	251	0.2	0.2	3.500	A
3 - A20 Hythe Road (NW)	607	152	93	1903	0.319	606	458	0.4	0.5	2.899	A
4 - The Street	33	8	700	770	0.043	33	0	0.0	0.0	4.888	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	506	127	218	1375	0.368	506	680	0.4	0.6	4.335	A
2 - Tesco	259	65	417	1251	0.207	258	307	0.2	0.3	3.823	A
3 - A20 Hythe Road (NW)	743	186	114	1888	0.394	742	561	0.5	0.7	3.280	A
4 - The Street	41	10	857	691	0.059	41	0	0.0	0.1	5.536	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	506	127	218	1374	0.369	506	680	0.6	0.6	4.342	A
2 - Tesco	259	65	417	1251	0.207	259	307	0.3	0.3	3.825	A
3 - A20 Hythe Road (NW)	743	186	115	1888	0.394	743	562	0.7	0.7	3.283	A
4 - The Street	41	10	858	690	0.059	41	0	0.1	0.1	5.539	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	414	103	178	1399	0.296	414	556	0.6	0.4	3.831	A
2 - Tesco	211	53	341	1295	0.163	212	251	0.3	0.2	3.506	A
3 - A20 Hythe Road (NW)	607	152	94	1902	0.319	608	459	0.7	0.5	2.905	A
4 - The Street	33	8	701	769	0.043	33	0	0.1	0.0	4.895	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	346	87	149	1417	0.244	347	466	0.4	0.3	3.522	A
2 - Tesco	177	44	286	1327	0.133	177	210	0.2	0.2	3.299	A
3 - A20 Hythe Road (NW)	508	127	78	1913	0.266	509	384	0.5	0.4	2.678	A
4 - The Street	28	7	587	826	0.034	28	0	0.0	0.0	4.510	A

Queueing Delay Results for each time segment

07:30 - 07:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.08	0.33	3.509	A
2 - Tesco	0.04	0.16	3.293	A
3 - A20 Hythe Road (NW)	0.09	0.37	2.669	A
4 - The Street	0.01	0.03	4.502	A

07:45 - 08:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.11	0.43	3.819	A
2 - Tesco	0.05	0.20	3.500	A
3 - A20 Hythe Road (NW)	0.12	0.48	2.899	A
4 - The Street	0.01	0.04	4.888	A

08:00 - 08:15

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.15	0.59	4.335	A
2 - Tesco	0.07	0.27	3.823	A
3 - A20 Hythe Road (NW)	0.17	0.66	3.280	A
4 - The Street	0.02	0.06	5.536	A

08:15 - 08:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.15	0.61	4.342	A
2 - Tesco	0.07	0.27	3.825	A
3 - A20 Hythe Road (NW)	0.17	0.68	3.283	A
4 - The Street	0.02	0.06	5.539	A

08:30 - 08:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.11	0.45	3.831	A
2 - Tesco	0.05	0.21	3.506	A
3 - A20 Hythe Road (NW)	0.12	0.50	2.905	A
4 - The Street	0.01	0.05	4.895	A

08:45 - 09:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.09	0.35	3.522	A
2 - Tesco	0.04	0.17	3.299	A
3 - A20 Hythe Road (NW)	0.10	0.38	2.678	A
4 - The Street	0.01	0.04	4.510	A

2026 | Base | 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	A20 Hythe Road / Tesco Roundabout	Standard Roundabout		1, 2, 3, 4	4.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.10	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026	Base	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A20 Hythe Road (SE)		ONE HOUR	✓	421	100.000
2 - Tesco		ONE HOUR	✓	466	100.000
3 - A20 Hythe Road (NW)		ONE HOUR	✓	683	100.000
4 - The Street		ONE HOUR	✓	44	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	0	126	295	0
	2 - Tesco	163	0	303	0
	3 - A20 Hythe Road (NW)	374	308	1	0
	4 - The Street	24	13	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	0	2	1	0
	2 - Tesco	2	0	1	0
	3 - A20 Hythe Road (NW)	4	2	0	0
	4 - The Street	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-hr/hr)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
1 - A20 Hythe Road (SE)	0.36	4.43	0.6	A	386	579	0.64	3.95	0.42	0.64	3.95
2 - Tesco	0.39	4.65	0.7	A	428	641	0.73	4.12	0.49	0.73	4.12
3 - A20 Hythe Road (NW)	0.41	3.40	0.7	A	627	940	0.80	3.05	0.53	0.80	3.05
4 - The Street	0.07	5.95	0.1	A	40	61	0.09	5.30	0.06	0.09	5.30

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	317	79	247	1356	0.234	316	421	0.0	0.3	3.490	A
2 - Tesco	351	88	227	1361	0.258	349	335	0.0	0.4	3.608	A
3 - A20 Hythe Road (NW)	514	129	122	1882	0.273	513	454	0.0	0.4	2.703	A
4 - The Street	33	8	635	802	0.041	33	0	0.0	0.0	4.678	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	378	95	296	1326	0.285	378	504	0.3	0.4	3.831	A
2 - Tesco	419	105	272	1335	0.314	418	402	0.4	0.5	3.985	A
3 - A20 Hythe Road (NW)	614	154	146	1865	0.329	614	544	0.4	0.5	2.960	A
4 - The Street	40	10	760	740	0.053	40	0	0.0	0.1	5.142	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	464	116	362	1285	0.361	463	617	0.4	0.6	4.417	A
2 - Tesco	513	128	333	1300	0.395	512	492	0.5	0.7	4.636	A
3 - A20 Hythe Road (NW)	752	188	179	1841	0.408	751	666	0.5	0.7	3.397	A
4 - The Street	48	12	930	654	0.074	48	0	0.1	0.1	5.943	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	464	116	362	1285	0.361	464	618	0.6	0.6	4.425	A
2 - Tesco	513	128	334	1300	0.395	513	492	0.7	0.7	4.647	A
3 - A20 Hythe Road (NW)	752	188	179	1841	0.408	752	667	0.7	0.7	3.400	A
4 - The Street	48	12	931	654	0.074	48	0	0.1	0.1	5.949	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	378	95	296	1326	0.285	379	505	0.6	0.4	3.842	A
2 - Tesco	419	105	273	1335	0.314	420	402	0.7	0.5	3.997	A
3 - A20 Hythe Road (NW)	614	154	147	1864	0.329	615	546	0.7	0.5	2.967	A
4 - The Street	40	10	762	739	0.054	40	0	0.1	0.1	5.150	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	317	79	248	1356	0.234	317	423	0.4	0.3	3.501	A
2 - Tesco	351	88	228	1361	0.258	351	337	0.5	0.4	3.624	A
3 - A20 Hythe Road (NW)	514	129	123	1882	0.273	515	457	0.5	0.4	2.710	A
4 - The Street	33	8	638	801	0.041	33	0	0.1	0.0	4.689	A

Queueing Delay Results for each time segment

16:15 - 16:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.07	0.30	3.490	A
2 - Tesco	0.09	0.34	3.608	A
3 - A20 Hythe Road (NW)	0.09	0.38	2.703	A
4 - The Street	0.01	0.04	4.678	A

16:30 - 16:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.10	0.39	3.831	A
2 - Tesco	0.11	0.45	3.985	A
3 - A20 Hythe Road (NW)	0.12	0.50	2.960	A
4 - The Street	0.01	0.06	5.142	A

16:45 - 17:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.14	0.55	4.417	A
2 - Tesco	0.16	0.64	4.636	A
3 - A20 Hythe Road (NW)	0.17	0.69	3.397	A
4 - The Street	0.02	0.08	5.943	A

17:00 - 17:15

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.14	0.57	4.425	A
2 - Tesco	0.16	0.66	4.647	A
3 - A20 Hythe Road (NW)	0.18	0.71	3.400	A
4 - The Street	0.02	0.08	5.949	A

17:15 - 17:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.10	0.41	3.842	A
2 - Tesco	0.12	0.48	3.997	A
3 - A20 Hythe Road (NW)	0.13	0.52	2.967	A
4 - The Street	0.01	0.06	5.150	A

17:30 - 17:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.08	0.31	3.501	A
2 - Tesco	0.09	0.36	3.624	A
3 - A20 Hythe Road (NW)	0.10	0.39	2.710	A
4 - The Street	0.01	0.04	4.689	A

2026 | Base+Sev | 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	A20 Hythe Road / Tesco Roundabout	Standard Roundabout		1, 2, 3, 4	3.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026	Base+Sev	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A20 Hythe Road (SE)		ONE HOUR	✓	461	100.000
2 - Tesco		ONE HOUR	✓	235	100.000
3 - A20 Hythe Road (NW)		ONE HOUR	✓	675	100.000
4 - The Street		ONE HOUR	✓	37	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	3	98	360	0
	2 - Tesco	101	0	134	0
	3 - A20 Hythe Road (NW)	499	174	2	0
	4 - The Street	15	7	15	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	100	4	4	0
	2 - Tesco	4	0	6	0
	3 - A20 Hythe Road (NW)	4	6	0	0
	4 - The Street	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-hr/hr)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
1 - A20 Hythe Road (SE)	0.37	4.35	0.6	A	423	635	0.69	3.92	0.46	0.69	3.92
2 - Tesco	0.21	3.83	0.3	A	216	323	0.32	3.56	0.21	0.32	3.56
3 - A20 Hythe Road (NW)	0.39	3.28	0.7	A	619	929	0.77	2.97	0.51	0.77	2.97
4 - The Street	0.06	5.54	0.1	A	34	51	0.07	5.01	0.05	0.07	5.01

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	347	87	149	1417	0.245	346	464	0.0	0.3	3.512	A
2 - Tesco	177	44	285	1328	0.133	176	209	0.0	0.2	3.295	A
3 - A20 Hythe Road (NW)	508	127	78	1914	0.266	507	383	0.0	0.4	2.669	A
4 - The Street	28	7	585	827	0.034	28	0	0.0	0.0	4.502	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	414	104	178	1399	0.296	414	555	0.3	0.4	3.823	A
2 - Tesco	211	53	341	1295	0.163	211	251	0.2	0.2	3.501	A
3 - A20 Hythe Road (NW)	607	152	93	1903	0.319	606	459	0.4	0.5	2.899	A
4 - The Street	33	8	700	770	0.043	33	0	0.0	0.0	4.888	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	508	127	218	1375	0.369	507	680	0.4	0.6	4.340	A
2 - Tesco	259	65	418	1251	0.207	258	307	0.2	0.3	3.826	A
3 - A20 Hythe Road (NW)	743	186	114	1888	0.394	742	562	0.5	0.7	3.280	A
4 - The Street	41	10	857	691	0.059	41	0	0.0	0.1	5.536	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	508	127	218	1374	0.369	508	680	0.6	0.6	4.348	A
2 - Tesco	259	65	418	1250	0.207	259	307	0.3	0.3	3.827	A
3 - A20 Hythe Road (NW)	743	186	115	1888	0.394	743	563	0.7	0.7	3.283	A
4 - The Street	41	10	858	690	0.059	41	0	0.1	0.1	5.539	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	414	104	178	1399	0.296	415	556	0.6	0.4	3.835	A
2 - Tesco	211	53	342	1295	0.163	212	251	0.3	0.2	3.507	A
3 - A20 Hythe Road (NW)	607	152	94	1902	0.319	608	460	0.7	0.5	2.905	A
4 - The Street	33	8	701	769	0.043	33	0	0.1	0.0	4.895	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	347	87	149	1417	0.245	347	466	0.4	0.3	3.527	A
2 - Tesco	177	44	286	1327	0.133	177	210	0.2	0.2	3.301	A
3 - A20 Hythe Road (NW)	508	127	78	1913	0.266	509	385	0.5	0.4	2.678	A
4 - The Street	28	7	587	826	0.034	28	0	0.0	0.0	4.510	A

Queueing Delay Results for each time segment

07:30 - 07:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.08	0.33	3.512	A
2 - Tesco	0.04	0.16	3.295	A
3 - A20 Hythe Road (NW)	0.09	0.37	2.669	A
4 - The Street	0.01	0.03	4.502	A

07:45 - 08:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.11	0.43	3.823	A
2 - Tesco	0.05	0.20	3.501	A
3 - A20 Hythe Road (NW)	0.12	0.48	2.899	A
4 - The Street	0.01	0.04	4.888	A

08:00 - 08:15

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.15	0.60	4.340	A
2 - Tesco	0.07	0.27	3.826	A
3 - A20 Hythe Road (NW)	0.17	0.66	3.280	A
4 - The Street	0.02	0.06	5.536	A

08:15 - 08:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.15	0.61	4.348	A
2 - Tesco	0.07	0.27	3.827	A
3 - A20 Hythe Road (NW)	0.17	0.68	3.283	A
4 - The Street	0.02	0.06	5.539	A

08:30 - 08:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.11	0.45	3.835	A
2 - Tesco	0.05	0.21	3.507	A
3 - A20 Hythe Road (NW)	0.12	0.50	2.905	A
4 - The Street	0.01	0.05	4.895	A

08:45 - 09:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.09	0.35	3.527	A
2 - Tesco	0.04	0.17	3.301	A
3 - A20 Hythe Road (NW)	0.10	0.38	2.678	A
4 - The Street	0.01	0.04	4.510	A

2026 | Base+Sev | 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	A20 Hythe Road / Tesco Roundabout	Standard Roundabout		1, 2, 3, 4	4.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.10	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026	Base+Sev	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A20 Hythe Road (SE)		ONE HOUR	✓	421	100.000
2 - Tesco		ONE HOUR	✓	466	100.000
3 - A20 Hythe Road (NW)		ONE HOUR	✓	683	100.000
4 - The Street		ONE HOUR	✓	44	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	0	126	295	0
	2 - Tesco	163	0	303	0
	3 - A20 Hythe Road (NW)	374	308	1	0
	4 - The Street	24	13	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	0	2	1	0
	2 - Tesco	2	0	1	0
	3 - A20 Hythe Road (NW)	4	2	0	0
	4 - The Street	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-hr/hr)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
1 - A20 Hythe Road (SE)	0.36	4.43	0.6	A	386	579	0.64	3.95	0.42	0.64	3.95
2 - Tesco	0.39	4.65	0.7	A	428	641	0.73	4.12	0.49	0.73	4.12
3 - A20 Hythe Road (NW)	0.41	3.40	0.7	A	627	940	0.80	3.05	0.53	0.80	3.05
4 - The Street	0.07	5.95	0.1	A	40	61	0.09	5.30	0.06	0.09	5.30

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	317	79	247	1356	0.234	316	421	0.0	0.3	3.490	A
2 - Tesco	351	88	227	1361	0.258	349	335	0.0	0.4	3.608	A
3 - A20 Hythe Road (NW)	514	129	122	1882	0.273	513	454	0.0	0.4	2.703	A
4 - The Street	33	8	635	802	0.041	33	0	0.0	0.0	4.678	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	378	95	296	1326	0.285	378	504	0.3	0.4	3.831	A
2 - Tesco	419	105	272	1335	0.314	418	402	0.4	0.5	3.985	A
3 - A20 Hythe Road (NW)	614	154	146	1865	0.329	614	544	0.4	0.5	2.960	A
4 - The Street	40	10	760	740	0.053	40	0	0.0	0.1	5.142	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	464	116	362	1285	0.361	463	617	0.4	0.6	4.417	A
2 - Tesco	513	128	333	1300	0.395	512	492	0.5	0.7	4.636	A
3 - A20 Hythe Road (NW)	752	188	179	1841	0.408	751	666	0.5	0.7	3.397	A
4 - The Street	48	12	930	654	0.074	48	0	0.1	0.1	5.943	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	464	116	362	1285	0.361	464	618	0.6	0.6	4.425	A
2 - Tesco	513	128	334	1300	0.395	513	492	0.7	0.7	4.647	A
3 - A20 Hythe Road (NW)	752	188	179	1841	0.408	752	667	0.7	0.7	3.400	A
4 - The Street	48	12	931	654	0.074	48	0	0.1	0.1	5.949	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	378	95	296	1326	0.285	379	505	0.6	0.4	3.842	A
2 - Tesco	419	105	273	1335	0.314	420	402	0.7	0.5	3.997	A
3 - A20 Hythe Road (NW)	614	154	147	1864	0.329	615	546	0.7	0.5	2.967	A
4 - The Street	40	10	762	739	0.054	40	0	0.1	0.1	5.150	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	317	79	248	1356	0.234	317	423	0.4	0.3	3.501	A
2 - Tesco	351	88	228	1361	0.258	351	337	0.5	0.4	3.624	A
3 - A20 Hythe Road (NW)	514	129	123	1882	0.273	515	457	0.5	0.4	2.710	A
4 - The Street	33	8	638	801	0.041	33	0	0.1	0.0	4.689	A

Queueing Delay Results for each time segment

16:15 - 16:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.07	0.30	3.490	A
2 - Tesco	0.09	0.34	3.608	A
3 - A20 Hythe Road (NW)	0.09	0.38	2.703	A
4 - The Street	0.01	0.04	4.678	A

16:30 - 16:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.10	0.39	3.831	A
2 - Tesco	0.11	0.45	3.985	A
3 - A20 Hythe Road (NW)	0.12	0.50	2.960	A
4 - The Street	0.01	0.06	5.142	A

16:45 - 17:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.14	0.55	4.417	A
2 - Tesco	0.16	0.64	4.636	A
3 - A20 Hythe Road (NW)	0.17	0.69	3.397	A
4 - The Street	0.02	0.08	5.943	A

17:00 - 17:15

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.14	0.57	4.425	A
2 - Tesco	0.16	0.66	4.647	A
3 - A20 Hythe Road (NW)	0.18	0.71	3.400	A
4 - The Street	0.02	0.08	5.949	A

17:15 - 17:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.10	0.41	3.842	A
2 - Tesco	0.12	0.48	3.997	A
3 - A20 Hythe Road (NW)	0.13	0.52	2.967	A
4 - The Street	0.01	0.06	5.150	A

17:30 - 17:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.08	0.31	3.501	A
2 - Tesco	0.09	0.36	3.624	A
3 - A20 Hythe Road (NW)	0.10	0.39	2.710	A
4 - The Street	0.01	0.04	4.689	A

2036 | Base | 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	A20 Hythe Road / Tesco Roundabout	Standard Roundabout		1, 2, 3, 4	4.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.53	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2036	Base	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A20 Hythe Road (SE)		ONE HOUR	✓	568	100.000
2 - Tesco		ONE HOUR	✓	279	100.000
3 - A20 Hythe Road (NW)		ONE HOUR	✓	857	100.000
4 - The Street		ONE HOUR	✓	40	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	3	105	460	0
	2 - Tesco	108	0	171	0
	3 - A20 Hythe Road (NW)	633	221	3	0
	4 - The Street	16	8	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	100	4	4	0
	2 - Tesco	4	0	6	0
	3 - A20 Hythe Road (NW)	4	6	0	0
	4 - The Street	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-hr/hr)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
1 - A20 Hythe Road (SE)	0.47	5.27	0.9	A	521	782	0.99	4.56	0.66	0.99	4.56
2 - Tesco	0.26	4.33	0.4	A	256	384	0.42	3.93	0.28	0.42	3.93
3 - A20 Hythe Road (NW)	0.50	4.00	1.0	A	786	1180	1.14	3.47	0.76	1.14	3.47
4 - The Street	0.08	6.64	0.1	A	37	55	0.09	5.78	0.06	0.09	5.78

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	428	107	186	1394	0.307	426	570	0.0	0.5	3.883	A
2 - Tesco	210	53	361	1284	0.164	209	251	0.0	0.2	3.536	A
3 - A20 Hythe Road (NW)	645	161	83	1910	0.338	643	487	0.0	0.5	2.961	A
4 - The Street	30	8	726	756	0.040	30	0	0.0	0.0	4.954	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	511	128	223	1371	0.372	510	683	0.5	0.6	4.370	A
2 - Tesco	251	63	433	1242	0.202	251	300	0.2	0.3	3.832	A
3 - A20 Hythe Road (NW)	770	193	100	1898	0.406	770	584	0.5	0.7	3.329	A
4 - The Street	36	9	869	685	0.053	36	0	0.0	0.1	5.549	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	625	156	273	1340	0.467	624	836	0.6	0.9	5.251	A
2 - Tesco	307	77	530	1186	0.259	307	367	0.3	0.4	4.322	A
3 - A20 Hythe Road (NW)	944	236	122	1882	0.501	942	714	0.7	1.0	3.993	A
4 - The Street	44	11	1064	587	0.075	44	0	0.1	0.1	6.630	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	625	156	273	1340	0.467	625	837	0.9	0.9	5.269	A
2 - Tesco	307	77	531	1185	0.259	307	368	0.4	0.4	4.328	A
3 - A20 Hythe Road (NW)	944	236	122	1882	0.501	944	716	1.0	1.0	4.004	A
4 - The Street	44	11	1066	586	0.075	44	0	0.1	0.1	6.640	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	511	128	223	1371	0.372	512	684	0.9	0.6	4.389	A
2 - Tesco	251	63	434	1241	0.202	251	301	0.4	0.3	3.840	A
3 - A20 Hythe Road (NW)	770	193	100	1898	0.406	772	586	1.0	0.7	3.343	A
4 - The Street	36	9	872	683	0.053	36	0	0.1	0.1	5.562	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	428	107	187	1394	0.307	428	573	0.6	0.5	3.906	A
2 - Tesco	210	53	363	1282	0.164	210	252	0.3	0.2	3.544	A
3 - A20 Hythe Road (NW)	645	161	84	1910	0.338	646	490	0.7	0.5	2.977	A
4 - The Street	30	8	730	755	0.040	30	0	0.1	0.0	4.970	A

Queueing Delay Results for each time segment

07:30 - 07:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.11	0.45	3.883	A
2 - Tesco	0.05	0.20	3.536	A
3 - A20 Hythe Road (NW)	0.13	0.52	2.961	A
4 - The Street	0.01	0.04	4.954	A

07:45 - 08:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.15	0.60	4.370	A
2 - Tesco	0.07	0.26	3.832	A
3 - A20 Hythe Road (NW)	0.17	0.70	3.329	A
4 - The Street	0.01	0.05	5.549	A

08:00 - 08:15

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.22	0.88	5.251	A
2 - Tesco	0.09	0.36	4.322	A
3 - A20 Hythe Road (NW)	0.25	1.02	3.993	A
4 - The Street	0.02	0.08	6.630	A

08:15 - 08:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.23	0.91	5.269	A
2 - Tesco	0.09	0.37	4.328	A
3 - A20 Hythe Road (NW)	0.26	1.04	4.004	A
4 - The Street	0.02	0.08	6.640	A

08:30 - 08:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.16	0.64	4.389	A
2 - Tesco	0.07	0.27	3.840	A
3 - A20 Hythe Road (NW)	0.18	0.73	3.343	A
4 - The Street	0.01	0.06	5.562	A

08:45 - 09:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.12	0.47	3.906	A
2 - Tesco	0.05	0.21	3.544	A
3 - A20 Hythe Road (NW)	0.14	0.54	2.977	A
4 - The Street	0.01	0.04	4.970	A

2036 | Base | 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	A20 Hythe Road / Tesco Roundabout	Standard Roundabout		1, 2, 3, 4	5.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.01	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2036	Base	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A20 Hythe Road (SE)		ONE HOUR	✓	524	100.000
2 - Tesco		ONE HOUR	✓	574	100.000
3 - A20 Hythe Road (NW)		ONE HOUR	✓	802	100.000
4 - The Street		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	0	133	391	0
	2 - Tesco	172	0	402	0
	3 - A20 Hythe Road (NW)	439	361	2	0
	4 - The Street	25	14	8	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	0	2	1	0
	2 - Tesco	2	0	1	0
	3 - A20 Hythe Road (NW)	4	2	0	0
	4 - The Street	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-hr/hr)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
1 - A20 Hythe Road (SE)	0.46	5.42	0.9	A	481	721	0.93	4.62	0.62	0.93	4.62
2 - Tesco	0.51	6.04	1.1	A	527	790	1.10	5.03	0.74	1.10	5.03
3 - A20 Hythe Road (NW)	0.48	3.89	1.0	A	736	1104	1.04	3.39	0.69	1.04	3.39
4 - The Street	0.09	6.78	0.1	A	43	65	0.11	5.87	0.07	0.11	5.87

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	394	99	289	1330	0.297	393	477	0.0	0.4	3.868	A
2 - Tesco	432	108	301	1319	0.328	430	381	0.0	0.5	4.104	A
3 - A20 Hythe Road (NW)	604	151	129	1877	0.322	602	602	0.0	0.5	2.901	A
4 - The Street	35	9	731	754	0.047	35	0	0.0	0.0	5.006	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	471	118	346	1295	0.364	470	571	0.4	0.6	4.404	A
2 - Tesco	516	129	360	1284	0.402	515	456	0.5	0.7	4.749	A
3 - A20 Hythe Road (NW)	721	180	154	1859	0.388	720	721	0.5	0.6	3.251	A
4 - The Street	42	11	875	682	0.062	42	0	0.0	0.1	5.627	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	577	144	423	1247	0.463	576	699	0.6	0.9	5.405	A
2 - Tesco	632	158	441	1237	0.511	631	558	0.7	1.0	6.007	A
3 - A20 Hythe Road (NW)	883	221	189	1834	0.481	882	882	0.6	0.9	3.884	A
4 - The Street	52	13	1071	584	0.089	52	0	0.1	0.1	6.764	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	577	144	424	1247	0.463	577	700	0.9	0.9	5.425	A
2 - Tesco	632	158	441	1237	0.511	632	559	1.0	1.1	6.041	A
3 - A20 Hythe Road (NW)	883	221	189	1834	0.481	883	884	0.9	1.0	3.894	A
4 - The Street	52	13	1072	583	0.089	52	0	0.1	0.1	6.777	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	471	118	347	1295	0.364	472	573	0.9	0.6	4.426	A
2 - Tesco	516	129	361	1283	0.402	517	458	1.1	0.7	4.779	A
3 - A20 Hythe Road (NW)	721	180	155	1859	0.388	722	724	1.0	0.7	3.264	A
4 - The Street	42	11	877	681	0.062	42	0	0.1	0.1	5.642	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	394	99	290	1330	0.297	395	479	0.6	0.4	3.892	A
2 - Tesco	432	108	302	1318	0.328	433	383	0.7	0.5	4.135	A
3 - A20 Hythe Road (NW)	604	151	130	1877	0.322	604	606	0.7	0.5	2.914	A
4 - The Street	35	9	734	752	0.047	35	0	0.1	0.0	5.020	A

Queueing Delay Results for each time segment

16:15 - 16:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.10	0.41	3.868	A
2 - Tesco	0.12	0.48	4.104	A
3 - A20 Hythe Road (NW)	0.12	0.48	2.901	A
4 - The Street	0.01	0.05	5.006	A

16:30 - 16:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.14	0.56	4.404	A
2 - Tesco	0.17	0.66	4.749	A
3 - A20 Hythe Road (NW)	0.16	0.64	3.251	A
4 - The Street	0.02	0.06	5.627	A

16:45 - 17:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.21	0.84	5.405	A
2 - Tesco	0.25	1.01	6.007	A
3 - A20 Hythe Road (NW)	0.23	0.93	3.884	A
4 - The Street	0.02	0.09	6.764	A

17:00 - 17:15

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.22	0.86	5.425	A
2 - Tesco	0.26	1.05	6.041	A
3 - A20 Hythe Road (NW)	0.24	0.95	3.894	A
4 - The Street	0.02	0.10	6.777	A

17:15 - 17:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.15	0.60	4.426	A
2 - Tesco	0.18	0.71	4.779	A
3 - A20 Hythe Road (NW)	0.17	0.67	3.264	A
4 - The Street	0.02	0.07	5.642	A

17:30 - 17:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.11	0.44	3.892	A
2 - Tesco	0.13	0.51	4.135	A
3 - A20 Hythe Road (NW)	0.12	0.50	2.914	A
4 - The Street	0.01	0.05	5.020	A

2036 | Base+Sev | 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	A20 Hythe Road / Tesco Roundabout	Standard Roundabout		1, 2, 3, 4	4.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.53	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2036	Base+Sev	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A20 Hythe Road (SE)		ONE HOUR	✓	569	100.000
2 - Tesco		ONE HOUR	✓	279	100.000
3 - A20 Hythe Road (NW)		ONE HOUR	✓	857	100.000
4 - The Street		ONE HOUR	✓	40	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	3	105	461	0
	2 - Tesco	108	0	171	0
	3 - A20 Hythe Road (NW)	633	221	3	0
	4 - The Street	16	8	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	100	4	4	0
	2 - Tesco	4	0	6	0
	3 - A20 Hythe Road (NW)	4	6	0	0
	4 - The Street	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-hr/hr)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
1 - A20 Hythe Road (SE)	0.47	5.28	0.9	A	522	783	0.99	4.56	0.66	0.99	4.56
2 - Tesco	0.26	4.33	0.4	A	256	384	0.42	3.93	0.28	0.42	3.93
3 - A20 Hythe Road (NW)	0.50	4.00	1.0	A	786	1180	1.14	3.47	0.76	1.14	3.47
4 - The Street	0.08	6.64	0.1	A	37	55	0.09	5.78	0.06	0.09	5.78

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	428	107	186	1394	0.307	427	570	0.0	0.5	3.886	A
2 - Tesco	210	53	362	1283	0.164	209	251	0.0	0.2	3.537	A
3 - A20 Hythe Road (NW)	645	161	83	1910	0.338	643	488	0.0	0.5	2.961	A
4 - The Street	30	8	726	756	0.040	30	0	0.0	0.0	4.954	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	512	128	223	1371	0.373	511	683	0.5	0.6	4.375	A
2 - Tesco	251	63	434	1241	0.202	251	300	0.2	0.3	3.834	A
3 - A20 Hythe Road (NW)	770	193	100	1898	0.406	770	585	0.5	0.7	3.329	A
4 - The Street	36	9	869	685	0.053	36	0	0.0	0.1	5.549	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	626	157	273	1340	0.467	625	836	0.6	0.9	5.259	A
2 - Tesco	307	77	531	1185	0.259	307	367	0.3	0.4	4.325	A
3 - A20 Hythe Road (NW)	944	236	122	1882	0.501	942	716	0.7	1.0	3.993	A
4 - The Street	44	11	1064	587	0.075	44	0	0.1	0.1	6.630	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	626	157	273	1340	0.467	626	837	0.9	0.9	5.277	A
2 - Tesco	307	77	532	1184	0.259	307	368	0.4	0.4	4.331	A
3 - A20 Hythe Road (NW)	944	236	122	1882	0.501	944	717	1.0	1.0	4.004	A
4 - The Street	44	11	1066	586	0.075	44	0	0.1	0.1	6.640	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	512	128	223	1371	0.373	513	684	0.9	0.6	4.394	A
2 - Tesco	251	63	435	1241	0.202	251	301	0.4	0.3	3.842	A
3 - A20 Hythe Road (NW)	770	193	100	1898	0.406	772	586	1.0	0.7	3.343	A
4 - The Street	36	9	872	683	0.053	36	0	0.1	0.1	5.562	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	428	107	187	1394	0.307	429	573	0.6	0.5	3.909	A
2 - Tesco	210	53	364	1282	0.164	210	252	0.3	0.2	3.546	A
3 - A20 Hythe Road (NW)	645	161	84	1910	0.338	646	491	0.7	0.5	2.975	A
4 - The Street	30	8	730	755	0.040	30	0	0.1	0.0	4.968	A

Queueing Delay Results for each time segment

07:30 - 07:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.11	0.45	3.886	A
2 - Tesco	0.05	0.20	3.537	A
3 - A20 Hythe Road (NW)	0.13	0.52	2.961	A
4 - The Street	0.01	0.04	4.954	A

07:45 - 08:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.15	0.61	4.375	A
2 - Tesco	0.07	0.26	3.834	A
3 - A20 Hythe Road (NW)	0.17	0.70	3.329	A
4 - The Street	0.01	0.05	5.549	A

08:00 - 08:15

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.22	0.88	5.259	A
2 - Tesco	0.09	0.36	4.325	A
3 - A20 Hythe Road (NW)	0.25	1.02	3.993	A
4 - The Street	0.02	0.08	6.630	A

08:15 - 08:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.23	0.91	5.277	A
2 - Tesco	0.09	0.37	4.331	A
3 - A20 Hythe Road (NW)	0.26	1.04	4.004	A
4 - The Street	0.02	0.08	6.640	A

08:30 - 08:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.16	0.64	4.394	A
2 - Tesco	0.07	0.27	3.842	A
3 - A20 Hythe Road (NW)	0.18	0.73	3.343	A
4 - The Street	0.01	0.06	5.562	A

08:45 - 09:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.12	0.48	3.909	A
2 - Tesco	0.05	0.21	3.546	A
3 - A20 Hythe Road (NW)	0.14	0.54	2.975	A
4 - The Street	0.01	0.04	4.968	A

2036 | Base+Sev | 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	A20 Hythe Road / Tesco Roundabout	Standard Roundabout		1, 2, 3, 4	5.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.01	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2036	Base+Sev	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A20 Hythe Road (SE)		ONE HOUR	✓	525	100.000
2 - Tesco		ONE HOUR	✓	574	100.000
3 - A20 Hythe Road (NW)		ONE HOUR	✓	802	100.000
4 - The Street		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
	1 - A20 Hythe Road (SE)	0	133	392	0
	2 - Tesco	172	0	402	0
	3 - A20 Hythe Road (NW)	439	361	2	0
	4 - The Street	25	14	8	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
	1 - A20 Hythe Road (SE)	0	2	1	0
	2 - Tesco	2	0	1	0
	3 - A20 Hythe Road (NW)	4	2	0	0
	4 - The Street	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-hr/hr)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
1 - A20 Hythe Road (SE)	0.46	5.43	0.9	A	482	723	0.93	4.63	0.62	0.93	4.63
2 - Tesco	0.51	6.05	1.1	A	527	790	1.11	5.04	0.74	1.11	5.04
3 - A20 Hythe Road (NW)	0.48	3.89	1.0	A	736	1104	1.04	3.39	0.69	1.04	3.39
4 - The Street	0.09	6.78	0.1	A	43	65	0.11	5.87	0.07	0.11	5.87

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	395	99	289	1330	0.297	394	477	0.0	0.4	3.871	A
2 - Tesco	432	108	301	1318	0.328	430	381	0.0	0.5	4.106	A
3 - A20 Hythe Road (NW)	604	151	129	1877	0.322	602	603	0.0	0.5	2.901	A
4 - The Street	35	9	731	754	0.047	35	0	0.0	0.0	5.006	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	472	118	346	1295	0.364	471	571	0.4	0.6	4.409	A
2 - Tesco	516	129	361	1284	0.402	515	456	0.5	0.7	4.752	A
3 - A20 Hythe Road (NW)	721	180	154	1859	0.388	720	722	0.5	0.6	3.251	A
4 - The Street	42	11	875	682	0.062	42	0	0.0	0.1	5.627	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	578	145	423	1247	0.464	577	699	0.6	0.9	5.414	A
2 - Tesco	632	158	442	1237	0.511	631	558	0.7	1.0	6.014	A
3 - A20 Hythe Road (NW)	883	221	189	1834	0.481	882	883	0.6	0.9	3.884	A
4 - The Street	52	13	1071	584	0.089	52	0	0.1	0.1	6.764	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	578	145	424	1247	0.464	578	700	0.9	0.9	5.434	A
2 - Tesco	632	158	443	1236	0.511	632	559	1.0	1.1	6.047	A
3 - A20 Hythe Road (NW)	883	221	189	1834	0.481	883	885	0.9	1.0	3.894	A
4 - The Street	52	13	1072	583	0.089	52	0	0.1	0.1	6.777	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	472	118	347	1295	0.365	473	573	0.9	0.6	4.431	A
2 - Tesco	516	129	362	1283	0.402	517	458	1.1	0.7	4.785	A
3 - A20 Hythe Road (NW)	721	180	155	1859	0.388	722	725	1.0	0.7	3.262	A
4 - The Street	42	11	877	681	0.062	42	0	0.1	0.1	5.640	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	395	99	290	1330	0.297	396	479	0.6	0.4	3.895	A
2 - Tesco	432	108	303	1317	0.328	433	383	0.7	0.5	4.135	A
3 - A20 Hythe Road (NW)	604	151	130	1877	0.322	604	606	0.7	0.5	2.914	A
4 - The Street	35	9	734	752	0.047	35	0	0.1	0.0	5.022	A

Queueing Delay Results for each time segment

16:15 - 16:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.10	0.41	3.871	A
2 - Tesco	0.12	0.48	4.106	A
3 - A20 Hythe Road (NW)	0.12	0.48	2.901	A
4 - The Street	0.01	0.05	5.006	A

16:30 - 16:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.14	0.56	4.409	A
2 - Tesco	0.17	0.66	4.752	A
3 - A20 Hythe Road (NW)	0.16	0.64	3.251	A
4 - The Street	0.02	0.06	5.627	A

16:45 - 17:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.21	0.84	5.414	A
2 - Tesco	0.25	1.01	6.014	A
3 - A20 Hythe Road (NW)	0.23	0.93	3.884	A
4 - The Street	0.02	0.09	6.764	A

17:00 - 17:15

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.22	0.87	5.434	A
2 - Tesco	0.26	1.05	6.047	A
3 - A20 Hythe Road (NW)	0.24	0.95	3.894	A
4 - The Street	0.02	0.10	6.777	A

17:15 - 17:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.15	0.60	4.431	A
2 - Tesco	0.18	0.71	4.785	A
3 - A20 Hythe Road (NW)	0.17	0.67	3.262	A
4 - The Street	0.02	0.07	5.640	A

17:30 - 17:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.11	0.44	3.895	A
2 - Tesco	0.13	0.51	4.135	A
3 - A20 Hythe Road (NW)	0.12	0.50	2.914	A
4 - The Street	0.01	0.05	5.022	A

2036 | Base+Sev 4 | 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	A20 Hythe Road / Tesco Roundabout	Standard Roundabout		1, 2, 3, 4	4.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2036	Base+Sev 4	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A20 Hythe Road (SE)		ONE HOUR	✓	570	100.000
2 - Tesco		ONE HOUR	✓	279	100.000
3 - A20 Hythe Road (NW)		ONE HOUR	✓	857	100.000
4 - The Street		ONE HOUR	✓	40	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	3	105	462	0
	2 - Tesco	108	0	171	0
	3 - A20 Hythe Road (NW)	633	221	3	0
	4 - The Street	16	8	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	100	4	4	0
	2 - Tesco	4	0	6	0
	3 - A20 Hythe Road (NW)	4	6	0	0
	4 - The Street	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-hr/hr)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
1 - A20 Hythe Road (SE)	0.47	5.29	0.9	A	523	785	1.00	4.57	0.66	1.00	4.57
2 - Tesco	0.26	4.33	0.4	A	256	384	0.42	3.93	0.28	0.42	3.93
3 - A20 Hythe Road (NW)	0.50	4.00	1.0	A	786	1180	1.14	3.47	0.76	1.14	3.47
4 - The Street	0.08	6.64	0.1	A	37	55	0.09	5.78	0.06	0.09	5.78

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	429	107	186	1394	0.308	427	570	0.0	0.5	3.889	A
2 - Tesco	210	53	363	1283	0.164	209	251	0.0	0.2	3.539	A
3 - A20 Hythe Road (NW)	645	161	83	1910	0.338	643	489	0.0	0.5	2.961	A
4 - The Street	30	8	726	756	0.040	30	0	0.0	0.0	4.954	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	512	128	223	1371	0.374	512	683	0.5	0.6	4.380	A
2 - Tesco	251	63	435	1241	0.202	251	300	0.2	0.3	3.836	A
3 - A20 Hythe Road (NW)	770	193	100	1898	0.406	770	585	0.5	0.7	3.329	A
4 - The Street	36	9	869	685	0.053	36	0	0.0	0.1	5.549	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	628	157	273	1340	0.468	626	836	0.6	0.9	5.267	A
2 - Tesco	307	77	532	1184	0.259	307	367	0.3	0.4	4.328	A
3 - A20 Hythe Road (NW)	944	236	122	1882	0.501	942	717	0.7	1.0	3.993	A
4 - The Street	44	11	1064	587	0.075	44	0	0.1	0.1	6.630	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	628	157	273	1340	0.468	628	837	0.9	0.9	5.285	A
2 - Tesco	307	77	533	1184	0.259	307	368	0.4	0.4	4.334	A
3 - A20 Hythe Road (NW)	944	236	122	1882	0.501	944	718	1.0	1.0	4.004	A
4 - The Street	44	11	1066	586	0.075	44	0	0.1	0.1	6.640	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	512	128	223	1371	0.374	514	684	0.9	0.6	4.400	A
2 - Tesco	251	63	436	1240	0.202	251	301	0.4	0.3	3.845	A
3 - A20 Hythe Road (NW)	770	193	100	1898	0.406	772	587	1.0	0.7	3.340	A
4 - The Street	36	9	872	683	0.053	36	0	0.1	0.1	5.562	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	429	107	187	1394	0.308	430	573	0.6	0.5	3.910	A
2 - Tesco	210	53	365	1281	0.164	210	252	0.3	0.2	3.547	A
3 - A20 Hythe Road (NW)	645	161	84	1910	0.338	646	492	0.7	0.5	2.975	A
4 - The Street	30	8	730	755	0.040	30	0	0.1	0.0	4.968	A

Queueing Delay Results for each time segment

07:30 - 07:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.11	0.45	3.889	A
2 - Tesco	0.05	0.20	3.539	A
3 - A20 Hythe Road (NW)	0.13	0.52	2.961	A
4 - The Street	0.01	0.04	4.954	A

07:45 - 08:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.15	0.61	4.380	A
2 - Tesco	0.07	0.26	3.836	A
3 - A20 Hythe Road (NW)	0.17	0.70	3.329	A
4 - The Street	0.01	0.05	5.549	A

08:00 - 08:15

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.22	0.89	5.267	A
2 - Tesco	0.09	0.36	4.328	A
3 - A20 Hythe Road (NW)	0.25	1.02	3.993	A
4 - The Street	0.02	0.08	6.630	A

08:15 - 08:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.23	0.91	5.285	A
2 - Tesco	0.09	0.37	4.334	A
3 - A20 Hythe Road (NW)	0.26	1.04	4.004	A
4 - The Street	0.02	0.08	6.640	A

08:30 - 08:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.16	0.64	4.400	A
2 - Tesco	0.07	0.27	3.845	A
3 - A20 Hythe Road (NW)	0.18	0.73	3.340	A
4 - The Street	0.01	0.06	5.562	A

08:45 - 09:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.12	0.48	3.910	A
2 - Tesco	0.05	0.21	3.547	A
3 - A20 Hythe Road (NW)	0.14	0.54	2.975	A
4 - The Street	0.01	0.04	4.968	A

2036 | Base+Sev 4 | 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	A20 Hythe Road / Tesco Roundabout	Standard Roundabout		1, 2, 3, 4	5.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.01	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2036	Base+Sev 4	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A20 Hythe Road (SE)		ONE HOUR	✓	525	100.000
2 - Tesco		ONE HOUR	✓	574	100.000
3 - A20 Hythe Road (NW)		ONE HOUR	✓	802	100.000
4 - The Street		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	0	133	392	0
	2 - Tesco	172	0	402	0
	3 - A20 Hythe Road (NW)	439	361	2	0
	4 - The Street	25	14	8	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - A20 Hythe Road (SE)	2 - Tesco	3 - A20 Hythe Road (NW)	4 - The Street
From	1 - A20 Hythe Road (SE)	0	2	1	0
	2 - Tesco	2	0	1	0
	3 - A20 Hythe Road (NW)	4	2	0	0
	4 - The Street	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-hr/hr)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
1 - A20 Hythe Road (SE)	0.46	5.43	0.9	A	482	723	0.93	4.63	0.62	0.93	4.63
2 - Tesco	0.51	6.05	1.1	A	527	790	1.11	5.04	0.74	1.11	5.04
3 - A20 Hythe Road (NW)	0.48	3.89	1.0	A	736	1104	1.04	3.39	0.69	1.04	3.39
4 - The Street	0.09	6.78	0.1	A	43	65	0.11	5.87	0.07	0.11	5.87

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	395	99	289	1330	0.297	394	477	0.0	0.4	3.871	A
2 - Tesco	432	108	301	1318	0.328	430	381	0.0	0.5	4.106	A
3 - A20 Hythe Road (NW)	604	151	129	1877	0.322	602	603	0.0	0.5	2.901	A
4 - The Street	35	9	731	754	0.047	35	0	0.0	0.0	5.006	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	472	118	346	1295	0.364	471	571	0.4	0.6	4.409	A
2 - Tesco	516	129	361	1284	0.402	515	456	0.5	0.7	4.752	A
3 - A20 Hythe Road (NW)	721	180	154	1859	0.388	720	722	0.5	0.6	3.251	A
4 - The Street	42	11	875	682	0.062	42	0	0.0	0.1	5.627	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	578	145	423	1247	0.464	577	699	0.6	0.9	5.414	A
2 - Tesco	632	158	442	1237	0.511	631	558	0.7	1.0	6.014	A
3 - A20 Hythe Road (NW)	883	221	189	1834	0.481	882	883	0.6	0.9	3.884	A
4 - The Street	52	13	1071	584	0.089	52	0	0.1	0.1	6.764	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	578	145	424	1247	0.464	578	700	0.9	0.9	5.434	A
2 - Tesco	632	158	443	1236	0.511	632	559	1.0	1.1	6.047	A
3 - A20 Hythe Road (NW)	883	221	189	1834	0.481	883	885	0.9	1.0	3.894	A
4 - The Street	52	13	1072	583	0.089	52	0	0.1	0.1	6.777	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	472	118	347	1295	0.365	473	573	0.9	0.6	4.431	A
2 - Tesco	516	129	362	1283	0.402	517	458	1.1	0.7	4.785	A
3 - A20 Hythe Road (NW)	721	180	155	1859	0.388	722	725	1.0	0.7	3.262	A
4 - The Street	42	11	877	681	0.062	42	0	0.1	0.1	5.640	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	395	99	290	1330	0.297	396	479	0.6	0.4	3.895	A
2 - Tesco	432	108	303	1317	0.328	433	383	0.7	0.5	4.135	A
3 - A20 Hythe Road (NW)	604	151	130	1877	0.322	604	606	0.7	0.5	2.914	A
4 - The Street	35	9	734	752	0.047	35	0	0.1	0.0	5.022	A

Queueing Delay Results for each time segment

16:15 - 16:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.10	0.41	3.871	A
2 - Tesco	0.12	0.48	4.106	A
3 - A20 Hythe Road (NW)	0.12	0.48	2.901	A
4 - The Street	0.01	0.05	5.006	A

16:30 - 16:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.14	0.56	4.409	A
2 - Tesco	0.17	0.66	4.752	A
3 - A20 Hythe Road (NW)	0.16	0.64	3.251	A
4 - The Street	0.02	0.06	5.627	A

16:45 - 17:00

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.21	0.84	5.414	A
2 - Tesco	0.25	1.01	6.014	A
3 - A20 Hythe Road (NW)	0.23	0.93	3.884	A
4 - The Street	0.02	0.09	6.764	A

17:00 - 17:15

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.22	0.87	5.434	A
2 - Tesco	0.26	1.05	6.047	A
3 - A20 Hythe Road (NW)	0.24	0.95	3.894	A
4 - The Street	0.02	0.10	6.777	A

17:15 - 17:30

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.15	0.60	4.431	A
2 - Tesco	0.18	0.71	4.785	A
3 - A20 Hythe Road (NW)	0.17	0.67	3.262	A
4 - The Street	0.02	0.07	5.640	A

17:30 - 17:45

Arm	Queueing total delay (PCU-hr)	Queueing rate of delay (PCU-hr/hr)	Average delay per arriving vehicle (s)	Unsignalised level of service
1 - A20 Hythe Road (SE)	0.11	0.44	3.895	A
2 - Tesco	0.13	0.51	4.135	A
3 - A20 Hythe Road (NW)	0.12	0.50	2.914	A
4 - The Street	0.01	0.05	5.022	A

Y. LinSig Output & Signal Controller Data – Junction 10

Appendices

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BY

:IT NAME

SINK5,ASL6,7,8

(10,BSL11

L2,CSL13

16DSL17,18

ESL19

FSL20

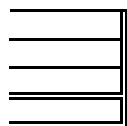
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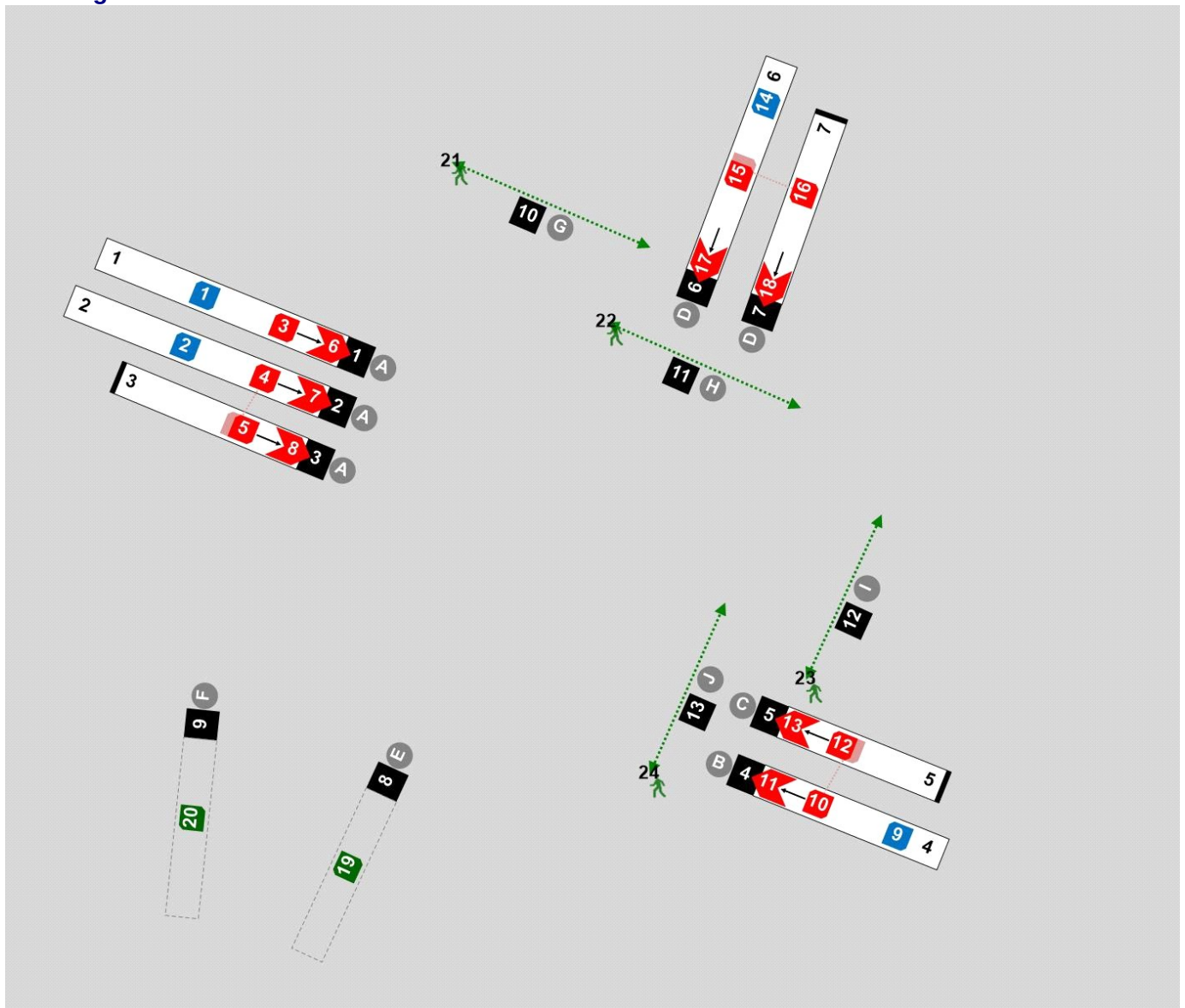
MOVA Tools
Site Configuration
Version: 3.2.0.482 [3-Dec-2019] © Copyright TRL Limited, 2023
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770758 software@trl.co.uk www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Hinxhill.mova

Path: E:\WfH\As Built Upload\13-1290

Report generation date: 14/04/2023 06:43:38

Site diagram



Data Plan 1 - Hinxhill

Design Considerations

Severity	Area	Item	Description
Info	Link Bonus	Link 2 - Bonus	Bonus on link 2: BONTIM should usually be greater than (MAXMIN+2)
Info	Link Bonus	Link 4 - Bonus	Bonus on link 4: BONTIM should usually be greater than (MAXMIN+2)
Info	X Detector	Link 3 - Lane 3 - Detectors	X Detector 5 distance is less than 25m from the stopline.
Info	X Detector	Link 5 - Lane 5 - Detectors	X Detector 12 distance is less than 25m from the stopline.
Info	Bonus	Link 7 - Lane 7 - Bonus	Lane 7 has an INSINK or XSINK detector. Usually this means that the lane should have a bonus. Please check the lane's bonus data and set it manually if necessary.

Controller details

MOVA Controller 1

ID	1
MOVA Version	M8.0
Name	Hinxhill
Description	
Main Stage [MAINST]	1
Total Green Limit [TOTALG] (s)	160
Detector ON [DETON]	Closed circuit
Stage Confirm ON [STAGON]	Open circuit
Phase Confirm ON [PHASON]	Open circuit
Stage Demand ON [STGDEM]	Closed circuit

Phases

Phases

Phase ID	A	B	C	D	E	F	G	H	I	J	DA
Name											
Phase Type	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic	Pedestrian	Pedestrian	Pedestrian	Pedestrian	Dummy
Associated Phase											
Minimum Green (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	7.0	3.0
Interstage Behaviour [LPHASE]	Never runs during interstage	Runs between consecutive stages	Never runs during interstage	Never runs during interstage	Never runs during interstage	Never runs during interstage	Never runs during interstage	Never runs during interstage	Never runs during interstage	Never runs during interstage	Never runs during interstage
Phase Confirm Channel [LPHASE]											

Phase Intergreen Matrix for Controller 1

	To											
From		A	B	C	D	E	F	G	H	I	J	DA
	A	-		6	7	8		8		10		3
	B		-		5	7	5				5	3
	C	6		-	5	6		9			5	3
	D	5	5	5	-	8	5		5	7		3
	E	5	5	5	6	-		8		8		3
	F		5		5		-					3
	G	6		6		6		-				3
	H				11				-			3
	I	7			7	7				-		3
	J		7	7							-	3
	DA	2	2	2	2	2	2	2	2	2	2	-

Stages

Stages

Stage	1	2	3	4
Description				
Phases In Stage	A,B,H	B,C,H,I	D,G,J	E,F,H,J
Auto Set Stage Minimum	✓	✓	✓	✓
Stage Minimum [MIN] (s)	7.0	7.0	7.0	7.0
Stage Maximum [MAX] (s)	60.0	40.0	40.0	30.0
All Red Pedestrian Stage [REDPED]				

Stages: Pedestrians

Stage	1	2	3	4
Enable Pedestrian Short Cycling				
PEDMAX1 (s)				
PEDMAX2 (%)				

Stages: Bonus

Stage	1	2	3	4
Auto Set	✓	✓	✓	✓
Short-cycle stage max [LOWMAX] (s)	60.0	40.0	40.0	30.0

Stages: Alerts

Stage	1	2	3	4
Occupancy alert threshold (ON) [OCCUAL on]	9.90	9.90	9.90	9.90
Occupancy alert threshold (OFF) [OCCUAL off]	9.90	9.90	9.90	9.90

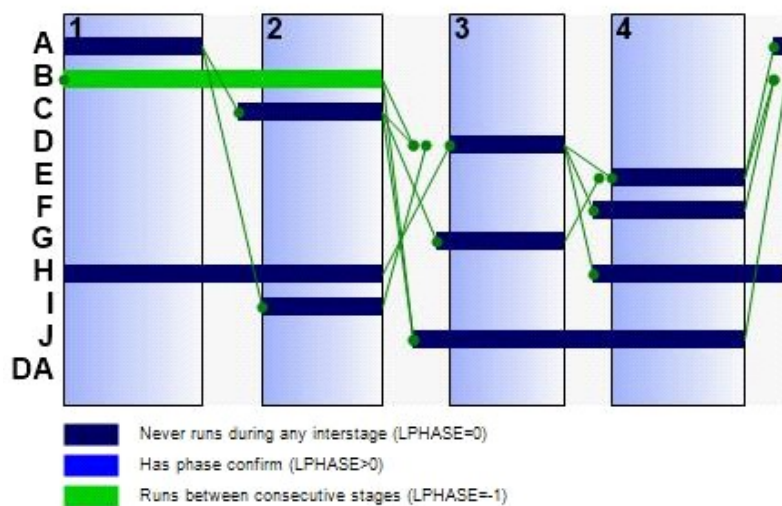
Interstage Matrix for Controller 1

	To				
		1	2	3	4
From	1	-	10	11	8
	2	7	-	11	7
	3	7	7	-	8
	4	7	8	11	-

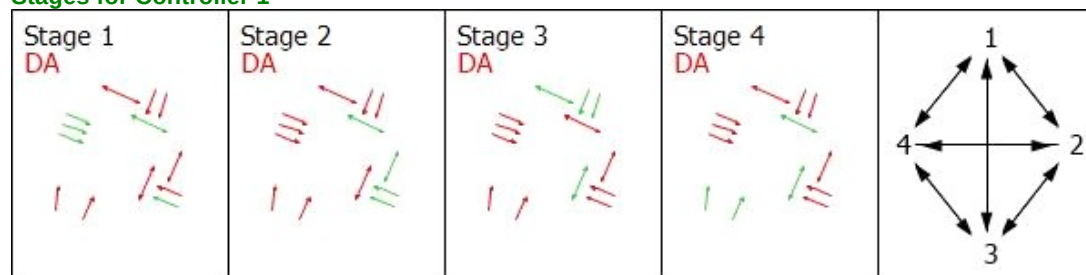
Banned Stage transitions for Controller 1

	To				
		1	2	3	4
From	1	-	Allow	Allow	Allow
	2	Allow	-	Allow	Allow
	3	Allow	Allow	-	Allow
	4	Allow	Allow	Allow	-

Stages and phases for Controller 1



Stages for Controller 1



LGREEN and SDCODE Matrix

LGREEN matrix

	Link													
Stage		1	2	3	4	5	6	7	8	9	10	11	12	13
	1	1	1	1	2	0	0	0	0	0	0	2	0	0
	2	0	0	0	2	1	0	0	0	0	0	2	1	0
	3	0	0	0	0	0	1	1	0	0	1	0	0	2
	4	0	0	0	0	0	0	0	1	1	0	2	0	2

SDCODE matrix

	Link													
Stage		1	2	3	4	5	6	7	8	9	10	11	12	13
	1	1	1	1	1							0		
	2				0	1						3	3	
	3						1	1			3			3
	4								1	1		0		0

Links

Links

Link	1	2	3	4	5	6	7	8	9	10	11	12
Name												
Description												
Lanes	1	2	3	4	5	6	7					
Phase	A	A	A	B	C	D	D	E	F	G	H	I
Link Type [LTYPE]	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic	Simple Traffic	Simple Traffic	Pedestrian	Pedestrian	Pedestrian
Demand Channel								19	20	21	22	23
Latched								✓	✓			
Volumetric Detection												
Use Wait Channel												
Wait Channel [WAITCH]												
LPHASE_RAW	0	0	0	-1	0	0	0	0	0	0	0	0
LTYPE_RAW	0	0	0	0	0	0	0	19	20	121	122	123

Links (continued)

Link	13
Name	
Description	
Lanes	
Phase	J
Link Type [LTYPE]	Pedestrian
Demand Channel	24
Latched	
Volumetric Detection	
Use Wait Channel	
Wait Channel [WAITCH]	
LPHASE_RAW	0
LTYPE_RAW	124

Link: Modelling

Link	1	2	3	4	5	6	7	8	9	10	11	12
Auto Set Link Minimum Green	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Link Minimum Green [LMIN] (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0
Link Maximum Green [LNKMAX] (s)	500.0	500.0	500.0	500.0	500.0	500.0	500.0	500.0	500.0	500.0	500.0	500.0
Auto Set Stop Penalty	✓	✓	✓	✓	✓	✓	✓					
Heavy Vehicles (%)	10	10	10	10	10	10	10					
Stop Penalty [STOPEN] (s)	6.0	6.0	6.0	6.0	6.0	6.0	9.0					
Encourage Pedestrian Stage										Off	Off	Off
Auto-set End of Saturation Time						✓	✓					
End of Saturation Time [ESLMAX] (s)	180.0	180.0	180.0	180.0	180.0	40.0	40.0					
Auto Set Lost Time	✓	✓	✓	✓	✓	✓	✓					
Lost Time [LOSTIM] (s)	30.0	30.0	30.0	17.0	26.0	32.0	32.0					

Link: Modelling (continued)

Link	13
Auto Set Link Minimum Green	✓
Link Minimum Green [LMIN] (s)	7.0
Encourage Pedestrian Stage	Off

Link: Offside Turners

Link	1	2	3	4	5	6	7	8	9	10	11	12
Auto set MIXOUT	✓	✓	✓	✓	✓	✓	✓					
Early cut-off demand type [MIXOUT]	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	-	-	-	-	-
Vehicles between X and OUT dets [MIXOUT] (veh)												

Link: Bonus

Link	2	4
Link Has Bonus	✓	✓
Reason	Short lane 3 provides X-SINK	Short lane 5 provides X-SINK
Auto Set	✓	✓
Max Distance (m)	25.00	30.00
BONTIM (s)	11.0	12.0
Allow Cutting Of Maximum Greens [BONCUT]	No	No
Link N [BONCUT]		

Link: Constants

Link	1	2	3	4	5	6	7	8	9	10	11	12
Auto Set	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
MINPCS	50	50	50	50	50	50	50	50	50	50	50	50
Is Short Link [SHORTL]			✓		✓		✓					
Number Of Main Lanes [NMAINL]	1	1	1	1	1	1	1	0	0	0	0	0

Link: Constants (continued)

Link	13
Auto Set	✓
MINPCS	50
Is Short Link [SHORTL]	
Number Of Main Lanes [NMAINL]	0

Lanes

Lanes

Lane	1	2	3	4	5	6	7
Name							
Description							
Lane Type	Normal	Normal	Short	Normal	Short	Normal	Short
Short Lane Length [DSHORT] (m)			25.00		30.00		50.00
Lane Weighting Factor [LANEWF]	6	14	6	14	14	8	1
Cruise Speed [CSPEED] (m/s)	9.0	9.0	9.0	9.0	8.0	7.0	10.0
Enter headway?	✓	✓	✓	✓	✓	✓	✓
Headway [SATINC] (s)	2.0	2.0	2.0	2.0	2.1	2.2	2.0
Saturation Flow (veh/hr)	1800	1800	1800	1800	1714	1636	1800
Start-up Lost Time [STLOST] (s)	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Saturation Flow Feedback [USESF]	Off	Off	Off	Off	Off	Off	Off
Start-up Lost Time Feedback [USEST]	Off	Off	Off	Off	Off	Off	Off

Lane: Detectors

Lane	1	2	3	4	5	6	7
X Detector ID [X]	3	4	5	10	12	15	16
X Detector distance [DX] (m)	35.0	35.0	20.0	40.0	20.0	40.0	40.0
IN Detector?	✓	✓		✓		✓	
IN Detector ID [IN]	1	2		9		14	
IN Detector distance [DIN] (m)	60.0	60.0		80.0		80.0	
Auto Set	✓	✓	✓	✓	✓	✓	✓
X Detector cruise time [CRUSX] (s)	3.5	3.5	1.5	4.0	2.0	5.0	3.5
X Detector queue clear time [MOVEQX] (s)	15.0	15.0	10.0	16.5	10.5	18.0	16.5
IN Detector cruise time [CRUSIN] (s)	6.0	6.0		8.5		10.5	
IN Detector queue clear time [MOVQIN] (s)	20.0	20.0		26.5		26.5	
Queue Detection Time [QMINON] (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0

Lane: Combination Detectors

Lane	1	2	3	4	5	6	7
COMB-X Detector present?							
COMB-X Detector ID [COMBX]							
Associated X Det 1 [ASSOCD-1]							
Associated X Det 2?							
Associated X Det 2 [ASSOCD-2]							
Auto Set COMTIM	✓	✓	✓	✓	✓	✓	✓
Time To Use Combination [COMTIM] (s)							

Lane: Other Detectors

Lane	1	2	3	4	5	6	7
OUT Detector?							
OUT Detector ID							
IN-SINK Detector?							
IN-SINK Detector ID							
X-SINK Detector?		✓		✓			✓
X-SINK Detector ID		5		12			15
STOPLINE Detector?	✓	✓	✓	✓	✓	✓	✓
STOPLINE Detector ID	6	7	8	11	13	17	18
AutoSet ALT-UP	✓	✓	✓	✓	✓	✓	✓
ALT-UP Detector?	✓	✓		✓		✓	
ALT-UP Detector ID	1	2		9		14	
ALT-DOWN Detector?							
ALT-DOWN Detector ID							
IN-SINK2 Detector?							
IN-SINK2 Detector ID							
X-SINK2 Detector?							
X-SINK2 Detector ID							

Lane: Oversaturation

Lane	1	2	3	4	5	6	7
Auto Set Critical Vehicle Count	✓	✓	✓	✓	✓	✓	✓
Detector For Oversaturation Checking [XOSAT]	IN detector	IN detector	X detector	IN detector	X detector	IN detector	X detector
Critical Vehicle Count [OSATCC] (veh)	6	6	2	8	2	9	5
Critical Vehicle Count Compact [OSATCX] (veh)	4	4	2	5	2	5	5
Critical Vehicle Time [OSATTM]	10.5	10.5	6.5	12.5	6.5	13.5	12.5

Lane: Bonus

Lane	2	4
Small bay/slip road		
Has Bonus	✓	✓
Reason	Short lane 3 provides X-SINK	Short lane 5 provides X-SINK
Distance (m)	25.00	30.00
Auto Set Bonus Base Count	✓	✓
Bonus Base Count [BONBC] (veh)	7	7

Lane: Alerts

Lane	1	2	3	4	5	6	7
Enable Oversaturation Alert							
Oversaturation Cycles [OSATAL]							
Enable Exit Blocking Alert							
Exit Blocking Cycles [EXITAL]							

Lane: Advanced

Lane	1	2	3	4	5	6	7
Auto set Advanced Values	✓	✓	✓	✓	✓	✓	✓
Max Minimum Green [MAXMIN] (s)	12.0	12.0	7.0	13.5	7.5	15.0	13.5

Utilised Amber Time [GAMBER] (s)	1.5	1.5	1.5	1.5	1.5	1.5	2.0
Saturation Flow Gap [SATGAP] (s)	1.4	1.4	1.4	1.4	1.4	1.5	1.4
Critical Gap [CRITG] (s)	3.4	3.4	3.4	3.4	3.4	3.5	3.4
Lengthened Critical Gap [PCRITG] (%)	0	0	0	0	0	0	0
Portion Of Critical Gap [RCRITG] (%)	0	0	0	0	0	0	0

Logging

Logging

Telephone Number	
TMA Logging Period [TMAPRD]	60

Logging: Error weighting

Error type	Weighting
Auto Set	✓
Faulty detector [2]	0
Stage not ended [3]	5
Intergreen not ended [4]	5
Invalid stage demanded [5]	5
Wrong stage confirmed [6]	5
Multiple stage confirms [14]	0
Watchdog routine [8]	5
Divide error [16]	5
Program error [11]	0

Logging: Saturation Flow Logs

Time Period	Start Time (HH:mm)	End Time (HH:mm)
Weekday Period 1	07:30	09:30
Weekday Period 2	16:30	18:30
Weekday Period 3	09:30	16:30
Weekday Period 4	18:30	22:00
Saturday	09:00	17:00
Sunday	10:00	16:00

Constants

Constants

Auto Set	SCAN	MINEXT (s)	MAXEXT (s)	ADDGAP	SUBGAP	NDETS	STAGES	NLINKS	NLANES
✓	0.5	3.0	11.0	0.5	0.5	24	4	13	7

Summary of Detectors and Confirms

Detectors

Detector	Detector Type	Link	Lane	Data Plan
1	N		1	
2	N		2	
3	X		1	
4	X		2	
5	X		3	
5	XSINK		2	
6	Stopline		1	
7	Stopline		2	
8	Stopline		3	
9	N		4	
10	X		4	
11	Stopline		4	
12	X		5	
12	XSINK		4	
13	Stopline		5	
14	N		6	
15	X		6	
15	XSINK		7	
16	X		7	
17	Stopline		6	
18	Stopline		7	
19	Simple Traffic	8		
20	Simple Traffic	9		
21	Pedestrian	10		
22	Pedestrian	11		
23	Pedestrian	12		
24	Pedestrian	13		

Confirms

Confirm	Stage	Phase
1	1	
2	2	
3	3	
4	4	

Special Conditioning

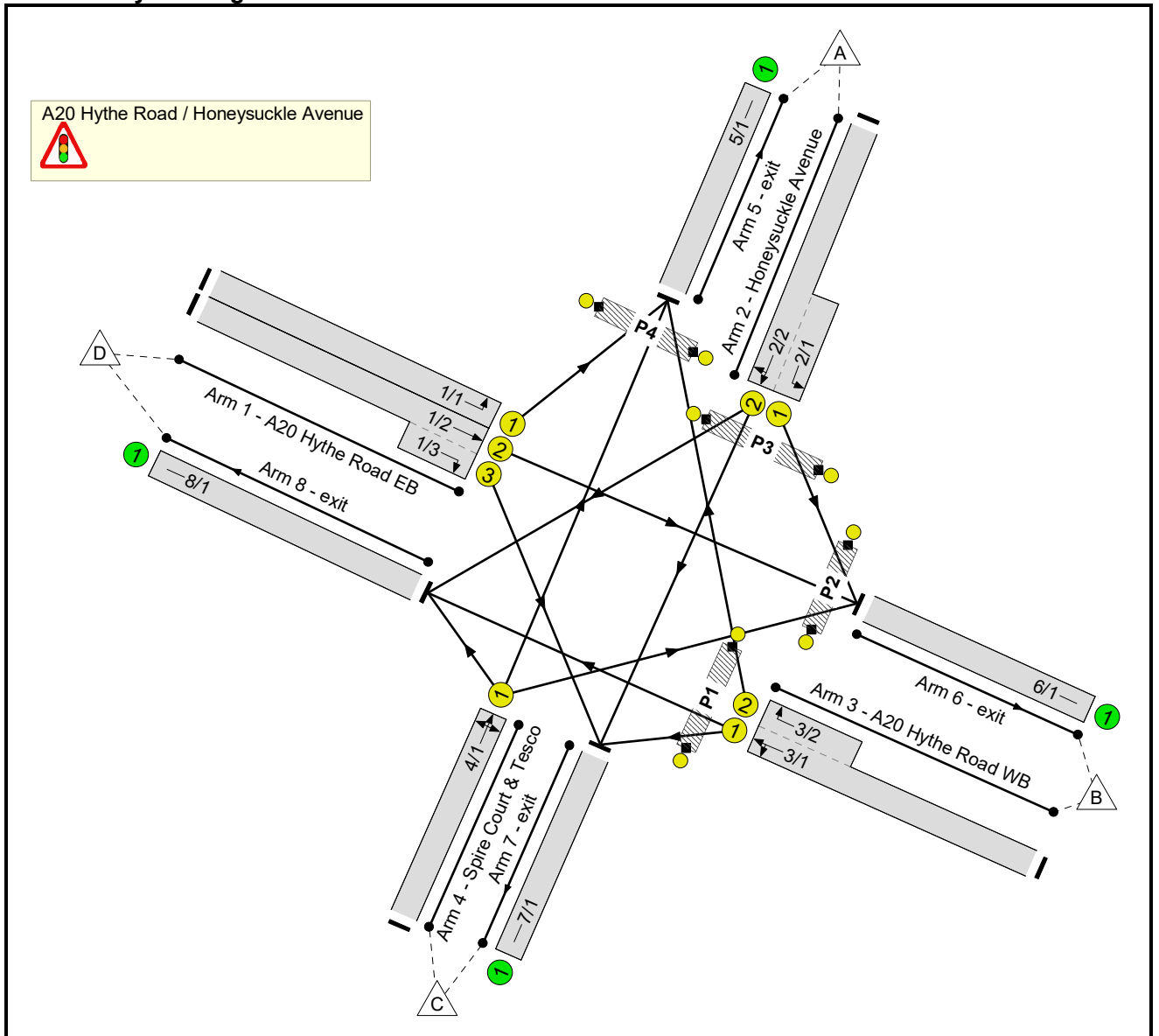
No rules have been defined

Detailed Input Data And Results
Detailed Input Data And Results

User and Project Details

Project:	WIE20982 Sevington IBF
Title:	J10) A20 Hythe Road / Honeysuckle Avenue
Location:	
Design Layout Ref:	Existing Layout
Date Completed:	March 2025
Model Purpose:	For TA
Additional detail:	
File name:	J10) A20 Hythe Rd / Honeysuckle Avenue.lsg3x
Author:	CSMS4
Company:	WIE
Address:	
Linsig Version:	3, 3, 0, 6

Network Layout Diagram

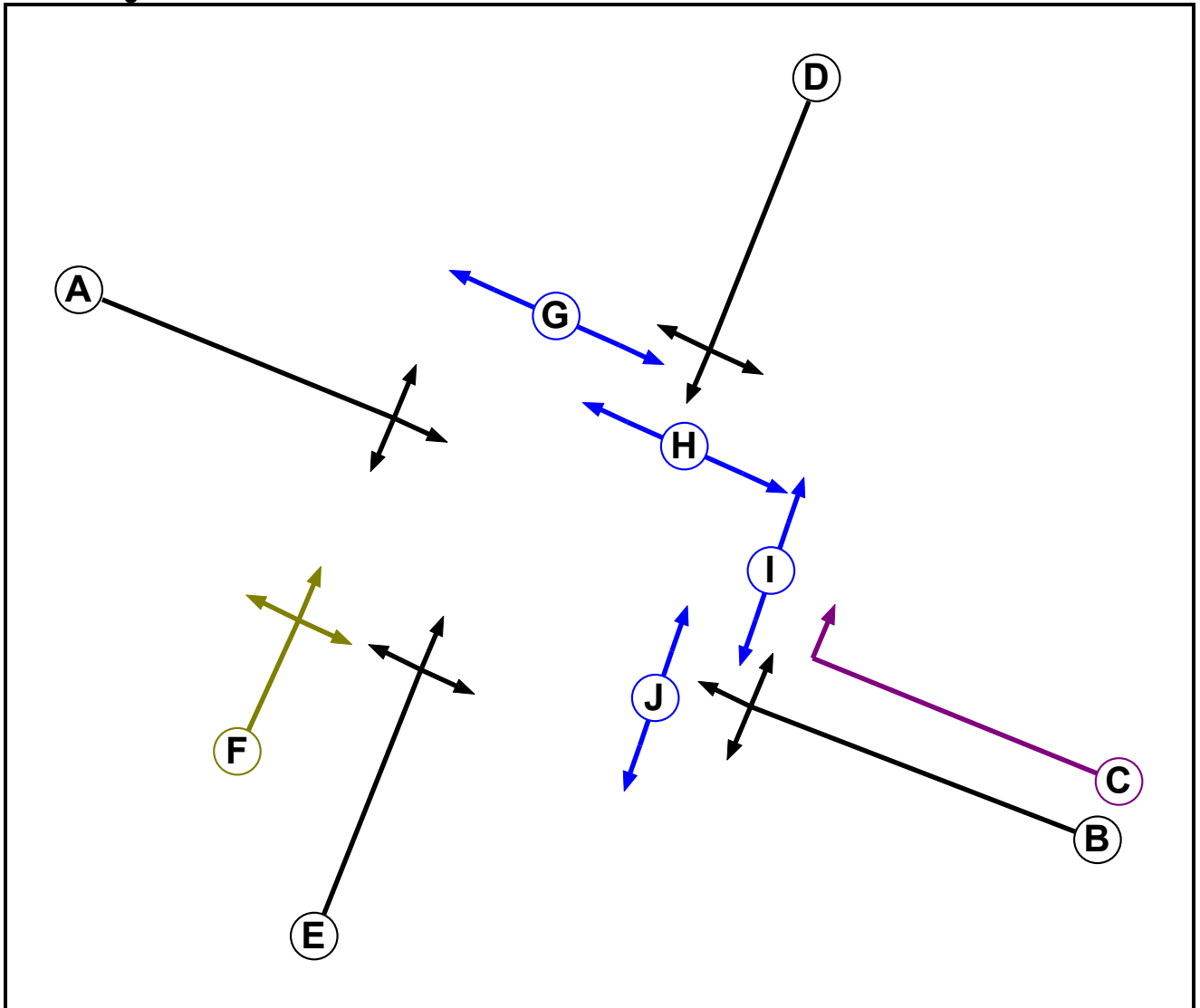


Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2024 Base AM	2024 Base AM	Network Control Plan 1	07:45 - 08:45	140	41.0	8.92
2	2024 Base PM	2024 Base PM	Network Control Plan 1	16:30 - 17:30	140	42.7	7.84
3	2024 Base+Sev (Obs) AM	2024 Base+Sev (Obs) AM	Network Control Plan 1	07:45 - 08:45	140	40.1	8.95
4	2024 Base+Sev (Obs) PM	2024 Base+Sev (Obs) PM	Network Control Plan 1	16:30 - 17:30	140	42.7	7.86
5	2026 Base AM	2026 Base AM	Network Control Plan 1	07:45 - 08:45	140	38.2	9.23
6	2026 Base PM	2026 Base PM	Network Control Plan 1	16:30 - 17:30	140	39.5	8.11
7	2026 Base+Sev AM	2026 Base+Sev AM	Network Control Plan 1	07:45 - 08:45	140	37.2	9.26
8	2026 Base+Sev PM	2026 Base+Sev PM	Network Control Plan 1	16:30 - 17:30	140	39.5	8.13
9	2036 Base AM	2036 Base AM	Network Control Plan 1	07:45 - 08:45	140	4.1	14.99
10	2036 Base PM	2036 Base PM	Network Control Plan 1	16:30 - 17:30	140	20.8	10.59
11	2036 Base+Sev AM	2036 Base+Sev AM	Network Control Plan 1	07:45 - 08:45	140	4.1	14.99
12	2036 Base+Sev PM	2036 Base+Sev PM	Network Control Plan 1	16:30 - 17:30	140	20.8	10.63
13	2036 Base+Sev 4 AM	2036 Base+Sev 4 AM	Network Control Plan 1	07:45 - 08:45	140	4.1	15.05
14	2036 Base+Sev 4 PM	2036 Base+Sev 4 PM	Network Control Plan 1	16:30 - 17:30	140	20.8	10.64

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	10	4	A20 Hythe Road / Honeysuckle Avenue	

Phase Diagram**Phase Input Data**

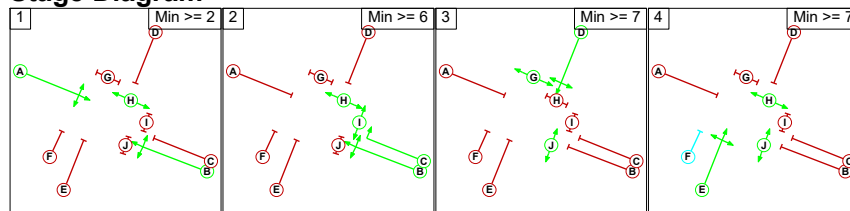
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	B	7	7
D	Traffic		7	7
E	Traffic		7	7
F	Filter	E	7	7
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	6

Phase Intergreens Matrix

	Starting Phase										
Terminating Phase		A	B	C	D	E	F	G	H	I	J
	A		-	6	7	8	-	8	-	10	-
	B	-		-	5	7	8	-	-	-	5
	C	6	-		5	6	-	9	-	-	5
	D	5	5	5		8	9	-	5	7	-
	E	6	5	5	6		-	8	-	8	-
	F	-	5	-	5	-		-	-	-	-
	G	6	-	6	-	6	-		-	-	-
	H	-	-	-	11	-	-	-		-	-
	I	7	-	-	7	7	-	-	-		-
	J	-	11	11	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B H
2	B C H I
3	D G J
4	E H J

Stage Diagram**Phase Delays**

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

Prohibited Stage Change

		To Stage				
		1	2	3	4	
From Stage	1		10	11	8	
	2	7		11	7	
	3	11	11		8	
	4	11	11	11		

Lane Input Data

Junction: A20 Hythe Road / Honeysuckle Avenue												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A20 Hythe Road EB)	U	A	2	3	60.0	Geom	-	3.53	0.00	Y	Arm 5 Left	15.71
1/2 (A20 Hythe Road EB)	U	A	2	3	60.0	Geom	-	3.55	0.00	N	Arm 6 Ahead	Inf
1/3 (A20 Hythe Road EB)	U	A	2	3	4.0	Geom	-	3.58	0.00	N	Arm 7 Right	13.90
2/1 (Honeysuckle Avenue)	U	D	2	3	5.6	Geom	-	4.17	0.00	Y	Arm 6 Left	13.53
2/2 (Honeysuckle Avenue)	U	D	2	3	60.0	Geom	-	3.82	0.00	N	Arm 7 Ahead	Inf
3/1 (A20 Hythe Road WB)	U	B	2	3	60.0	Geom	-	3.52	0.00	Y	Arm 8 Right	20.05
3/2 (A20 Hythe Road WB)	U	B C	2	3	5.4	Geom	-	3.73	0.00	N	Arm 7 Left	8.54
4/1 (Spire Court & Tesco)	U	E F	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 8 Ahead	Inf
5/1 (exit)	U		2	3	60.0	Inf	-	-	-	-	Arm 6 Right	17.85
6/1 (exit)	U		2	3	60.0	Inf	-	-	-	-	Arm 8 Left	7.05
7/1 (exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

Give-Way Lane Input Data

Junction: A20 Hythe Road / Honeysuckle Avenue

There are no Opposed Lanes in this Junction

Lane Connector Input Data

Junction: A20 Hythe Road / Honeysuckle Avenue				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	5/1	Internal	5	35
1/2	6/1	Internal	5	35
1/3	7/1	Internal	5	35
2/1	6/1	Internal	5	35
2/2	7/1	Internal	5	35
2/2	8/1	Internal	5	35
3/1	7/1	Internal	5	35
3/1	8/1	Internal	5	35
3/2	5/1	Internal	5	35
4/1	5/1	Internal	5	35
4/1	6/1	Internal	5	35
4/1	8/1	Internal	5	35

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A20 Hythe Road / Honeysuckle Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A20 Hythe Road EB)	3.53	0.00	Y	Arm 5 Left	15.71	100.0 %	1796	1796
1/2 (A20 Hythe Road EB)	3.55	0.00	N	Arm 6 Ahead	Inf	100.0 %	2110	2110
1/3 (A20 Hythe Road EB)	3.58	0.00	N	Arm 7 Right	13.90	100.0 %	1907	1907
2/1 (Honeysuckle Avenue)	4.17	0.00	Y	Arm 6 Left	13.53	100.0 %	1829	1829
2/2 (Honeysuckle Avenue)	3.82	0.00	N	Arm 7 Ahead	Inf	0.0 %	1988	1988
				Arm 8 Right	20.05	100.0 %		
3/1 (A20 Hythe Road WB)	3.52	0.00	Y	Arm 7 Left	8.54	0.0 %	1967	1967
				Arm 8 Ahead	Inf	100.0 %		
3/2 (A20 Hythe Road WB)	3.73	0.00	N	Arm 5 Right	20.15	100.0 %	1981	1981
4/1 (Spire Court & Tesco)	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1680	1680
				Arm 6 Right	17.85	33.3 %		
				Arm 8 Left	7.05	66.7 %		
5/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A20 Hythe Road / Honeysuckle Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A20 Hythe Road EB)	3.53	0.00	Y	Arm 5 Left	15.71	100.0 %	1796	1796
1/2 (A20 Hythe Road EB)	3.55	0.00	N	Arm 6 Ahead	Inf	100.0 %	2110	2110
1/3 (A20 Hythe Road EB)	3.58	0.00	N	Arm 7 Right	13.90	0.0 %	2113	2113
2/1 (Honeysuckle Avenue)	4.17	0.00	Y	Arm 6 Left	13.53	100.0 %	1829	1829
2/2 (Honeysuckle Avenue)	3.82	0.00	N	Arm 7 Ahead	Inf	0.0 %	1988	1988
				Arm 8 Right	20.05	100.0 %		
3/1 (A20 Hythe Road WB)	3.52	0.00	Y	Arm 7 Left	8.54	0.0 %	1967	1967
				Arm 8 Ahead	Inf	100.0 %		
3/2 (A20 Hythe Road WB)	3.73	0.00	N	Arm 5 Right	20.15	100.0 %	1981	1981
				Arm 5 Ahead	Inf	0.0 %	1813	1813
4/1 (Spire Court & Tesco)	3.50	0.00	Y	Arm 6 Right	17.85	100.0 %		
				Arm 8 Left	7.05	0.0 %		
5/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2024 Base+Sev (Obs) AM' (FG3: '2024 Base+Sev (Obs) AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A20 Hythe Road / Honeysuckle Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A20 Hythe Road EB)	3.53	0.00	Y	Arm 5 Left	15.71	100.0 %	1796	1796
1/2 (A20 Hythe Road EB)	3.55	0.00	N	Arm 6 Ahead	Inf	100.0 %	2110	2110
1/3 (A20 Hythe Road EB)	3.58	0.00	N	Arm 7 Right	13.90	100.0 %	1907	1907
2/1 (Honeysuckle Avenue)	4.17	0.00	Y	Arm 6 Left	13.53	100.0 %	1829	1829
2/2 (Honeysuckle Avenue)	3.82	0.00	N	Arm 7 Ahead	Inf	0.0 %	1988	1988
				Arm 8 Right	20.05	100.0 %		
3/1 (A20 Hythe Road WB)	3.52	0.00	Y	Arm 7 Left	8.54	0.0 %	1967	1967
				Arm 8 Ahead	Inf	100.0 %		
3/2 (A20 Hythe Road WB)	3.73	0.00	N	Arm 5 Right	20.15	100.0 %	1981	1981
				Arm 5 Ahead	Inf	0.0 %	1680	1680
4/1 (Spire Court & Tesco)	3.50	0.00	Y	Arm 6 Right	17.85	33.3 %		
				Arm 8 Left	7.05	66.7 %		
5/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2024 Base+Sev (Obs) PM' (FG4: '2024 Base+Sev (Obs) PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A20 Hythe Road / Honeysuckle Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A20 Hythe Road EB)	3.53	0.00	Y	Arm 5 Left	15.71	100.0 %	1796	1796
1/2 (A20 Hythe Road EB)	3.55	0.00	N	Arm 6 Ahead	Inf	100.0 %	2110	2110
1/3 (A20 Hythe Road EB)	3.58	0.00	N	Arm 7 Right	13.90	0.0 %	2113	2113
2/1 (Honeysuckle Avenue)	4.17	0.00	Y	Arm 6 Left	13.53	100.0 %	1829	1829
2/2 (Honeysuckle Avenue)	3.82	0.00	N	Arm 7 Ahead	Inf	0.0 %	1988	1988
				Arm 8 Right	20.05	100.0 %		
3/1 (A20 Hythe Road WB)	3.52	0.00	Y	Arm 7 Left	8.54	0.0 %	1967	1967
				Arm 8 Ahead	Inf	100.0 %		
3/2 (A20 Hythe Road WB)	3.73	0.00	N	Arm 5 Right	20.15	100.0 %	1981	1981
				Arm 5 Ahead	Inf	0.0 %	1813	1813
4/1 (Spire Court & Tesco)	3.50	0.00	Y	Arm 6 Right	17.85	100.0 %		
				Arm 8 Left	7.05	0.0 %		
5/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2026 Base AM' (FG5: '2026 Base AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A20 Hythe Road / Honeysuckle Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A20 Hythe Road EB)	3.53	0.00	Y	Arm 5 Left	15.71	100.0 %	1796	1796
1/2 (A20 Hythe Road EB)	3.55	0.00	N	Arm 6 Ahead	Inf	100.0 %	2110	2110
1/3 (A20 Hythe Road EB)	3.58	0.00	N	Arm 7 Right	13.90	100.0 %	1907	1907
2/1 (Honeysuckle Avenue)	4.17	0.00	Y	Arm 6 Left	13.53	100.0 %	1829	1829
2/2 (Honeysuckle Avenue)	3.82	0.00	N	Arm 7 Ahead	Inf	0.0 %	1988	1988
				Arm 8 Right	20.05	100.0 %		
3/1 (A20 Hythe Road WB)	3.52	0.00	Y	Arm 7 Left	8.54	0.0 %	1967	1967
				Arm 8 Ahead	Inf	100.0 %		
3/2 (A20 Hythe Road WB)	3.73	0.00	N	Arm 5 Right	20.15	100.0 %	1981	1981
				Arm 5 Ahead	Inf	0.0 %	1680	1680
4/1 (Spire Court & Tesco)	3.50	0.00	Y	Arm 6 Right	17.85	33.3 %		
				Arm 8 Left	7.05	66.7 %		
5/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2026 Base PM' (FG6: '2026 Base PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A20 Hythe Road / Honeysuckle Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A20 Hythe Road EB)	3.53	0.00	Y	Arm 5 Left	15.71	100.0 %	1796	1796
1/2 (A20 Hythe Road EB)	3.55	0.00	N	Arm 6 Ahead	Inf	100.0 %	2110	2110
1/3 (A20 Hythe Road EB)	3.58	0.00	N	Arm 7 Right	13.90	0.0 %	2113	2113
2/1 (Honeysuckle Avenue)	4.17	0.00	Y	Arm 6 Left	13.53	100.0 %	1829	1829
2/2 (Honeysuckle Avenue)	3.82	0.00	N	Arm 7 Ahead	Inf	0.0 %	1988	1988
				Arm 8 Right	20.05	100.0 %		
3/1 (A20 Hythe Road WB)	3.52	0.00	Y	Arm 7 Left	8.54	0.0 %	1967	1967
				Arm 8 Ahead	Inf	100.0 %		
3/2 (A20 Hythe Road WB)	3.73	0.00	N	Arm 5 Right	20.15	100.0 %	1981	1981
				Arm 5 Ahead	Inf	0.0 %	1813	1813
4/1 (Spire Court & Tesco)	3.50	0.00	Y	Arm 6 Right	17.85	100.0 %		
				Arm 8 Left	7.05	0.0 %		
5/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2026 Base+Sev AM' (FG7: '2026 Base+Sev AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A20 Hythe Road / Honeysuckle Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A20 Hythe Road EB)	3.53	0.00	Y	Arm 5 Left	15.71	100.0 %	1796	1796
1/2 (A20 Hythe Road EB)	3.55	0.00	N	Arm 6 Ahead	Inf	100.0 %	2110	2110
1/3 (A20 Hythe Road EB)	3.58	0.00	N	Arm 7 Right	13.90	100.0 %	1907	1907
2/1 (Honeysuckle Avenue)	4.17	0.00	Y	Arm 6 Left	13.53	100.0 %	1829	1829
2/2 (Honeysuckle Avenue)	3.82	0.00	N	Arm 7 Ahead	Inf	0.0 %	1988	1988
				Arm 8 Right	20.05	100.0 %		
3/1 (A20 Hythe Road WB)	3.52	0.00	Y	Arm 7 Left	8.54	0.0 %	1967	1967
				Arm 8 Ahead	Inf	100.0 %		
3/2 (A20 Hythe Road WB)	3.73	0.00	N	Arm 5 Right	20.15	100.0 %	1981	1981
				Arm 5 Ahead	Inf	0.0 %	1680	1680
4/1 (Spire Court & Tesco)	3.50	0.00	Y	Arm 6 Right	17.85	33.3 %		
				Arm 8 Left	7.05	66.7 %		
5/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2026 Base+Sev PM' (FG8: '2026 Base+Sev PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A20 Hythe Road / Honeysuckle Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A20 Hythe Road EB)	3.53	0.00	Y	Arm 5 Left	15.71	100.0 %	1796	1796
1/2 (A20 Hythe Road EB)	3.55	0.00	N	Arm 6 Ahead	Inf	100.0 %	2110	2110
1/3 (A20 Hythe Road EB)	3.58	0.00	N	Arm 7 Right	13.90	0.0 %	2113	2113
2/1 (Honeysuckle Avenue)	4.17	0.00	Y	Arm 6 Left	13.53	100.0 %	1829	1829
2/2 (Honeysuckle Avenue)	3.82	0.00	N	Arm 7 Ahead	Inf	0.0 %	1988	1988
				Arm 8 Right	20.05	100.0 %		
3/1 (A20 Hythe Road WB)	3.52	0.00	Y	Arm 7 Left	8.54	0.0 %	1967	1967
				Arm 8 Ahead	Inf	100.0 %		
3/2 (A20 Hythe Road WB)	3.73	0.00	N	Arm 5 Right	20.15	100.0 %	1981	1981
				Arm 5 Ahead	Inf	0.0 %	1813	1813
4/1 (Spire Court & Tesco)	3.50	0.00	Y	Arm 6 Right	17.85	100.0 %		
				Arm 8 Left	7.05	0.0 %		
5/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2036 Base AM' (FG9: '2036 Base AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A20 Hythe Road / Honeysuckle Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A20 Hythe Road EB)	3.53	0.00	Y	Arm 5 Left	15.71	100.0 %	1796	1796
1/2 (A20 Hythe Road EB)	3.55	0.00	N	Arm 6 Ahead	Inf	100.0 %	2110	2110
1/3 (A20 Hythe Road EB)	3.58	0.00	N	Arm 7 Right	13.90	100.0 %	1907	1907
2/1 (Honeysuckle Avenue)	4.17	0.00	Y	Arm 6 Left	13.53	100.0 %	1829	1829
2/2 (Honeysuckle Avenue)	3.82	0.00	N	Arm 7 Ahead	Inf	0.0 %	1988	1988
				Arm 8 Right	20.05	100.0 %		
3/1 (A20 Hythe Road WB)	3.52	0.00	Y	Arm 7 Left	8.54	0.0 %	1967	1967
				Arm 8 Ahead	Inf	100.0 %		
3/2 (A20 Hythe Road WB)	3.73	0.00	N	Arm 5 Right	20.15	100.0 %	1981	1981
				Arm 5 Ahead	Inf	0.0 %	1680	1680
4/1 (Spire Court & Tesco)	3.50	0.00	Y	Arm 6 Right	17.85	33.3 %		
				Arm 8 Left	7.05	66.7 %		
5/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '2036 Base PM' (FG10: '2036 Base PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A20 Hythe Road / Honeysuckle Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A20 Hythe Road EB)	3.53	0.00	Y	Arm 5 Left	15.71	100.0 %	1796	1796
1/2 (A20 Hythe Road EB)	3.55	0.00	N	Arm 6 Ahead	Inf	100.0 %	2110	2110
1/3 (A20 Hythe Road EB)	3.58	0.00	N	Arm 7 Right	13.90	0.0 %	2113	2113
2/1 (Honeysuckle Avenue)	4.17	0.00	Y	Arm 6 Left	13.53	100.0 %	1829	1829
2/2 (Honeysuckle Avenue)	3.82	0.00	N	Arm 7 Ahead	Inf	0.0 %	1988	1988
				Arm 8 Right	20.05	100.0 %		
3/1 (A20 Hythe Road WB)	3.52	0.00	Y	Arm 7 Left	8.54	0.0 %	1967	1967
				Arm 8 Ahead	Inf	100.0 %		
3/2 (A20 Hythe Road WB)	3.73	0.00	N	Arm 5 Right	20.15	100.0 %	1981	1981
				Arm 5 Ahead	Inf	0.0 %	1813	1813
4/1 (Spire Court & Tesco)	3.50	0.00	Y	Arm 6 Right	17.85	100.0 %		
				Arm 8 Left	7.05	0.0 %		
5/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 10

Scenario 11: '2036 Base+Sev AM' (FG11: '2036 Base+Sev AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A20 Hythe Road / Honeysuckle Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A20 Hythe Road EB)	3.53	0.00	Y	Arm 5 Left	15.71	100.0 %	1796	1796
1/2 (A20 Hythe Road EB)	3.55	0.00	N	Arm 6 Ahead	Inf	100.0 %	2110	2110
1/3 (A20 Hythe Road EB)	3.58	0.00	N	Arm 7 Right	13.90	100.0 %	1907	1907
2/1 (Honeysuckle Avenue)	4.17	0.00	Y	Arm 6 Left	13.53	100.0 %	1829	1829
2/2 (Honeysuckle Avenue)	3.82	0.00	N	Arm 7 Ahead	Inf	0.0 %	1988	1988
				Arm 8 Right	20.05	100.0 %		
3/1 (A20 Hythe Road WB)	3.52	0.00	Y	Arm 7 Left	8.54	0.0 %	1967	1967
				Arm 8 Ahead	Inf	100.0 %		
3/2 (A20 Hythe Road WB)	3.73	0.00	N	Arm 5 Right	20.15	100.0 %	1981	1981
				Arm 5 Ahead	Inf	0.0 %	1680	1680
4/1 (Spire Court & Tesco)	3.50	0.00	Y	Arm 6 Right	17.85	33.3 %		
				Arm 8 Left	7.05	66.7 %		
5/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 11

Scenario 12: '2036 Base+Sev PM' (FG12: '2036 Base+Sev PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A20 Hythe Road / Honeysuckle Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A20 Hythe Road EB)	3.53	0.00	Y	Arm 5 Left	15.71	100.0 %	1796	1796
1/2 (A20 Hythe Road EB)	3.55	0.00	N	Arm 6 Ahead	Inf	100.0 %	2110	2110
1/3 (A20 Hythe Road EB)	3.58	0.00	N	Arm 7 Right	13.90	0.0 %	2113	2113
2/1 (Honeysuckle Avenue)	4.17	0.00	Y	Arm 6 Left	13.53	100.0 %	1829	1829
2/2 (Honeysuckle Avenue)	3.82	0.00	N	Arm 7 Ahead	Inf	0.0 %	1988	1988
				Arm 8 Right	20.05	100.0 %		
3/1 (A20 Hythe Road WB)	3.52	0.00	Y	Arm 7 Left	8.54	0.0 %	1967	1967
				Arm 8 Ahead	Inf	100.0 %		
3/2 (A20 Hythe Road WB)	3.73	0.00	N	Arm 5 Right	20.15	100.0 %	1981	1981
				Arm 5 Ahead	Inf	0.0 %	1813	1813
4/1 (Spire Court & Tesco)	3.50	0.00	Y	Arm 6 Right	17.85	100.0 %		
				Arm 8 Left	7.05	0.0 %		
5/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 12

Scenario 13: '2036 Base+Sev 4 AM' (FG13: '2036 Base+Sev 4 AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A20 Hythe Road / Honeysuckle Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A20 Hythe Road EB)	3.53	0.00	Y	Arm 5 Left	15.71	100.0 %	1796	1796
1/2 (A20 Hythe Road EB)	3.55	0.00	N	Arm 6 Ahead	Inf	100.0 %	2110	2110
1/3 (A20 Hythe Road EB)	3.58	0.00	N	Arm 7 Right	13.90	100.0 %	1907	1907
2/1 (Honeysuckle Avenue)	4.17	0.00	Y	Arm 6 Left	13.53	100.0 %	1829	1829
2/2 (Honeysuckle Avenue)	3.82	0.00	N	Arm 7 Ahead	Inf	0.0 %	1988	1988
				Arm 8 Right	20.05	100.0 %		
3/1 (A20 Hythe Road WB)	3.52	0.00	Y	Arm 7 Left	8.54	0.0 %	1967	1967
				Arm 8 Ahead	Inf	100.0 %		
3/2 (A20 Hythe Road WB)	3.73	0.00	N	Arm 5 Right	20.15	100.0 %	1981	1981
				Arm 5 Ahead	Inf	0.0 %	1680	1680
4/1 (Spire Court & Tesco)	3.50	0.00	Y	Arm 6 Right	17.85	33.3 %		
				Arm 8 Left	7.05	66.7 %		
5/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 13

Scenario 14: '2036 Base+Sev 4 PM' (FG14: '2036 Base+Sev 4 PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A20 Hythe Road / Honeysuckle Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A20 Hythe Road EB)	3.53	0.00	Y	Arm 5 Left	15.71	100.0 %	1796	1796
1/2 (A20 Hythe Road EB)	3.55	0.00	N	Arm 6 Ahead	Inf	100.0 %	2110	2110
1/3 (A20 Hythe Road EB)	3.58	0.00	N	Arm 7 Right	13.90	0.0 %	2113	2113
2/1 (Honeysuckle Avenue)	4.17	0.00	Y	Arm 6 Left	13.53	100.0 %	1829	1829
2/2 (Honeysuckle Avenue)	3.82	0.00	N	Arm 7 Ahead	Inf	0.0 %	1988	1988
				Arm 8 Right	20.05	100.0 %		
3/1 (A20 Hythe Road WB)	3.52	0.00	Y	Arm 7 Left	8.54	0.0 %	1967	1967
				Arm 8 Ahead	Inf	100.0 %		
3/2 (A20 Hythe Road WB)	3.73	0.00	N	Arm 5 Right	20.15	100.0 %	1981	1981
				Arm 5 Ahead	Inf	0.0 %	1813	1813
4/1 (Spire Court & Tesco)	3.50	0.00	Y	Arm 6 Right	17.85	100.0 %		
				Arm 8 Left	7.05	0.0 %		
5/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Bonus Green Times

No Bonus Greens are defined For Scenario 14

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM'	07:45	08:45	01:00	
2: '2024 Base PM'	16:30	17:30	01:00	
3: '2024 Base+Sev (Obs) AM'	07:45	08:45	01:00	
4: '2024 Base+Sev (Obs) PM'	16:30	17:30	01:00	
5: '2026 Base AM'	07:45	08:45	01:00	
6: '2026 Base PM'	16:30	17:30	01:00	
7: '2026 Base+Sev AM'	07:45	08:45	01:00	
8: '2026 Base+Sev PM'	16:30	17:30	01:00	
9: '2036 Base AM'	07:45	08:45	01:00	
10: '2036 Base PM'	16:30	17:30	01:00	
11: '2036 Base+Sev AM'	07:45	08:45	01:00	
12: '2036 Base+Sev PM'	16:30	17:30	01:00	
13: '2036 Base+Sev 4 AM'	07:45	08:45	01:00	
14: '2036 Base+Sev 4 PM'	16:30	17:30	01:00	

Traffic Flows, Desired

FG1: '2024 Base AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	97	0	145	242
	B	165	0	0	289	454
	C	0	2	0	4	6
	D	154	443	2	0	599
	Tot.	319	542	2	438	1301

FG2: '2024 Base PM'**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	106	0	145	251
	B	45	0	0	260	305
	C	0	1	0	0	1
	D	106	434	0	0	540
	Tot.	151	541	0	405	1097

FG3: '2024 Base+Sev (Obs) AM'**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	97	0	146	243
	B	165	0	0	289	454
	C	0	2	0	4	6
	D	154	443	2	0	599
	Tot.	319	542	2	439	1302

FG4: '2024 Base+Sev (Obs) PM'**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	107	0	145	252
	B	46	0	0	260	306
	C	0	1	0	0	1
	D	106	434	0	0	540
	Tot.	152	542	0	405	1099

FG5: '2026 Base AM'**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	99	0	148	247
	B	169	0	0	296	465
	C	0	2	0	4	6
	D	158	454	2	0	614
	Tot.	327	555	2	448	1332

FG6: '2026 Base PM'**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	109	0	148	257
	B	47	0	0	266	313
	C	0	1	0	0	1
	D	108	444	0	0	552
	Tot.	155	554	0	414	1123

FG7: '2026 Base+Sev AM'**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	99	0	149	248
	B	169	0	0	296	465
	C	0	2	0	4	6
	D	158	454	2	0	614
	Tot.	327	555	2	449	1333

FG8: '2026 Base+Sev PM'**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	109	0	149	258
	B	47	0	0	266	313
	C	0	1	0	0	1
	D	108	444	0	0	552
	Tot.	155	554	0	415	1124

FG9: '2036 Base AM'**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	106	0	223	329
	B	185	0	0	329	514
	C	0	2	0	4	6
	D	187	567	2	0	756
	Tot.	372	675	2	556	1605

FG10: '2036 Base PM'**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	115	0	196	311
	B	54	0	0	321	375
	C	0	1	0	0	1
	D	138	490	0	0	628
	Tot.	192	606	0	517	1315

FG11: '2036 Base+Sev AM'**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	106	0	223	329
	B	185	0	0	329	514
	C	0	2	0	4	6
	D	187	567	2	0	756
	Tot.	372	675	2	556	1605

FG12: '2036 Base+Sev PM'**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	115	0	197	312
	B	54	0	0	321	375
	C	0	1	0	0	1
	D	138	490	0	0	628
	Tot.	192	606	0	518	1316

FG13: '2036 Base+Sev 4 AM'**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	106	0	224	330
	B	185	0	0	329	514
	C	0	2	0	4	6
	D	187	567	2	0	756
	Tot.	372	675	2	557	1606

FG14: '2036 Base+Sev 4 PM'**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	116	0	197	313
	B	54	0	0	321	375
	C	0	1	0	0	1
	D	138	490	0	0	628
	Tot.	192	607	0	518	1317

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	97	0	145	242
	B	165	0	0	289	454
	C	0	2	0	4	6
	D	154	443	2	0	599
	Tot.	319	542	2	438	1301

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: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	106	0	145	251
	B	45	0	0	260	305
	C	0	1	0	0	1
	D	106	434	0	0	540
	Tot.	151	541	0	405	1097

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: '2024 Base+Sev (Obs) AM' (FG3: '2024 Base+Sev (Obs) AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	97	0	146	243
	B	165	0	0	289	454
	C	0	2	0	4	6
	D	154	443	2	0	599
	Tot.	319	542	2	439	1302

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 4: '2024 Base+Sev (Obs) PM' (FG4: '2024 Base+Sev (Obs) PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	107	0	145	252
	B	46	0	0	260	306
	C	0	1	0	0	1
	D	106	434	0	0	540
	Tot.	152	542	0	405	1099

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 5: '2026 Base AM' (FG5: '2026 Base AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	99	0	148	247
	B	169	0	0	296	465
	C	0	2	0	4	6
	D	158	454	2	0	614
	Tot.	327	555	2	448	1332

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: '2026 Base PM' (FG6: '2026 Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	109	0	148	257
	B	47	0	0	266	313
	C	0	1	0	0	1
	D	108	444	0	0	552
	Tot.	155	554	0	414	1123

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 7: '2026 Base+Sev AM' (FG7: '2026 Base+Sev AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	99	0	149	248
	B	169	0	0	296	465
	C	0	2	0	4	6
	D	158	454	2	0	614
	Tot.	327	555	2	449	1333

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 8: '2026 Base+Sev PM' (FG8: '2026 Base+Sev PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	109	0	149	258
	B	47	0	0	266	313
	C	0	1	0	0	1
	D	108	444	0	0	552
	Tot.	155	554	0	415	1124

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: '2036 Base AM' (FG9: '2036 Base AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	106	0	223	329
	B	185	0	0	329	514
	C	0	2	0	4	6
	D	187	567	2	0	756
	Tot.	372	675	2	556	1605

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 10: '2036 Base PM' (FG10: '2036 Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	115	0	196	311
	B	54	0	0	321	375
	C	0	1	0	0	1
	D	138	490	0	0	628
	Tot.	192	606	0	517	1315

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 11: '2036 Base+Sev AM' (FG11: '2036 Base+Sev AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	106	0	223	329
	B	185	0	0	329	514
	C	0	2	0	4	6
	D	187	567	2	0	756
	Tot.	372	675	2	556	1605

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: '2036 Base+Sev PM' (FG12: '2036 Base+Sev PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	115	0	197	312
	B	54	0	0	321	375
	C	0	1	0	0	1
	D	138	490	0	0	628
	Tot.	192	606	0	518	1316

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: '2036 Base+Sev 4 AM' (FG13: '2036 Base+Sev 4 AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	106	0	224	330
	B	185	0	0	329	514
	C	0	2	0	4	6
	D	187	567	2	0	756
	Tot.	372	675	2	557	1606

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: '2036 Base+Sev 4 PM' (FG14: '2036 Base+Sev 4 PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	116	0	197	313
	B	54	0	0	321	375
	C	0	1	0	0	1
	D	138	490	0	0	628
	Tot.	192	607	0	518	1317

Traffic Flows, Difference**Difference :**

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

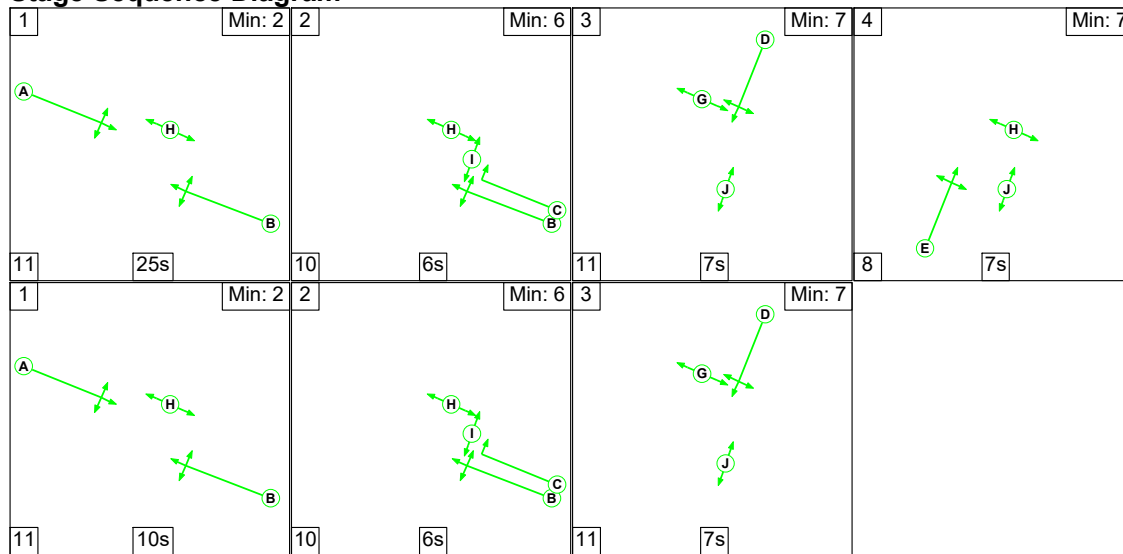
Traffic Lane Flows

Lane	Scenario 1: 2024 Base AM	Scenario 2: 2024 Base PM	Scenario 3: 2024 Base+Sev (Obs) AM	Scenario 4: 2024 Base+Sev (Obs) PM	Scenario 5: 2026 Base AM	Scenario 6: 2026 Base PM
Junction: A20 Hythe Road / Honeysuckle Avenue						
1/1	154	106	154	106	158	108
1/2 (with short)	445(In) 443(Out)	434(In) 434(Out)	445(In) 443(Out)	434(In) 434(Out)	456(In) 454(Out)	444(In) 444(Out)
1/3 (short)	2	0	2	0	2	0
2/1 (short)	97	106	97	107	99	109
2/2 (with short)	242(In) 145(Out)	251(In) 145(Out)	243(In) 146(Out)	252(In) 145(Out)	247(In) 148(Out)	257(In) 148(Out)
3/1 (with short)	454(In) 289(Out)	305(In) 260(Out)	454(In) 289(Out)	306(In) 260(Out)	465(In) 296(Out)	313(In) 266(Out)
3/2 (short)	165	45	165	46	169	47
4/1	6	1	6	1	6	1
5/1	319	151	319	152	327	155
6/1	542	541	542	542	555	554
7/1	2	0	2	0	2	0
8/1	438	405	439	405	448	414

Detailed Input Data And Results

Lane	Scenario 7: 2026 Base+Sev AM	Scenario 8: 2026 Base+Sev PM	Scenario 9: 2036 Base AM	Scenario 10: 2036 Base PM	Scenario 11: 2036 Base+Sev AM	Scenario 12: 2036 Base+Sev PM
Junction: A20 Hythe Road / Honeysuckle Avenue						
1/1	158	108	187	138	187	138
1/2 (with short)	456(In) 454(Out)	444(In) 444(Out)	569(In) 567(Out)	490(In) 490(Out)	569(In) 567(Out)	490(In) 490(Out)
1/3 (short)	2	0	2	0	2	0
2/1 (short)	99	109	106	115	106	115
2/2 (with short)	248(In) 149(Out)	258(In) 149(Out)	329(In) 223(Out)	311(In) 196(Out)	329(In) 223(Out)	312(In) 197(Out)
3/1 (with short)	465(In) 296(Out)	313(In) 266(Out)	514(In) 329(Out)	375(In) 321(Out)	514(In) 329(Out)	375(In) 321(Out)
3/2 (short)	169	47	185	54	185	54
4/1	6	1	6	1	6	1
5/1	327	155	372	192	372	192
6/1	555	554	675	606	675	606
7/1	2	0	2	0	2	0
8/1	449	415	556	517	556	518

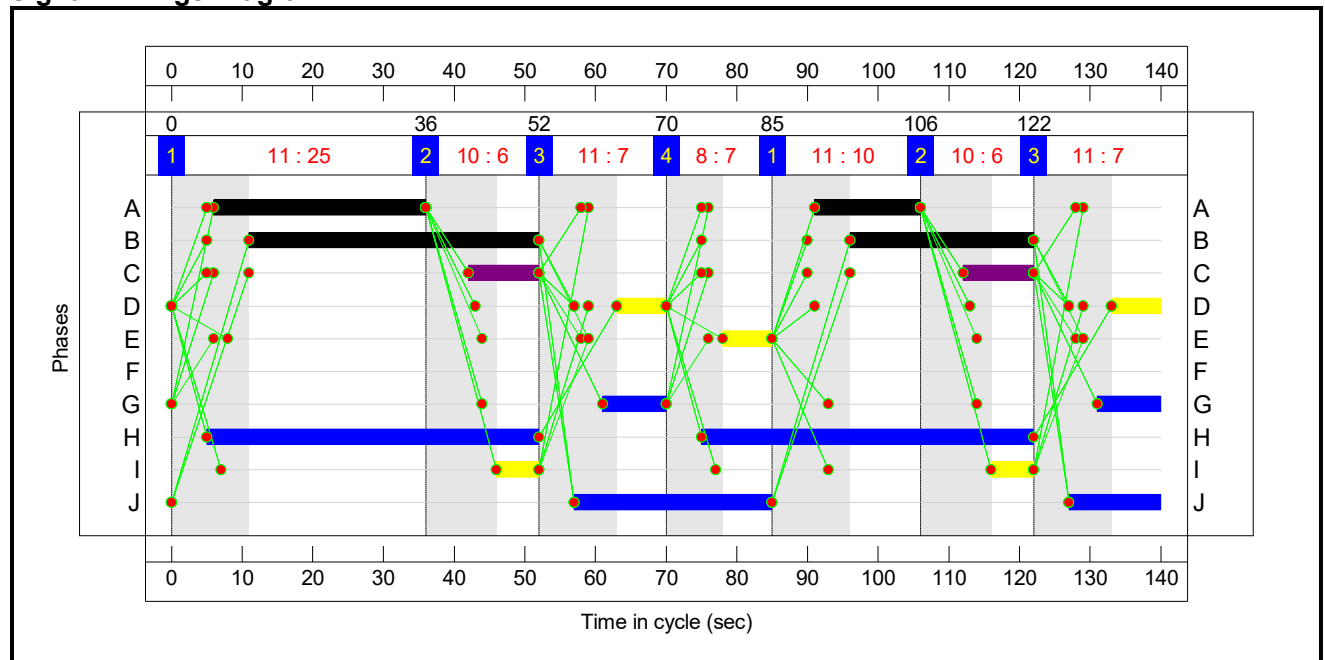
Lane	Scenario 13: 2036 Base+Sev 4 AM	Scenario 14: 2036 Base+Sev 4 PM
Junction: A20 Hythe Road / Honeysuckle Avenue		
1/1	187	138
1/2 (with short)	569(In) 567(Out)	490(In) 490(Out)
1/3 (short)	2	0
2/1 (short)	106	116
2/2 (with short)	330(In) 224(Out)	313(In) 197(Out)
3/1 (with short)	514(In) 329(Out)	375(In) 321(Out)
3/2 (short)	185	54
4/1	6	1
5/1	372	192
6/1	675	607
7/1	2	0
8/1	557	518

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3	4	1	2	3
Duration	25	6	7	7	10	6	7
Change Point	0	36	52	70	85	106	122

Phase Timings

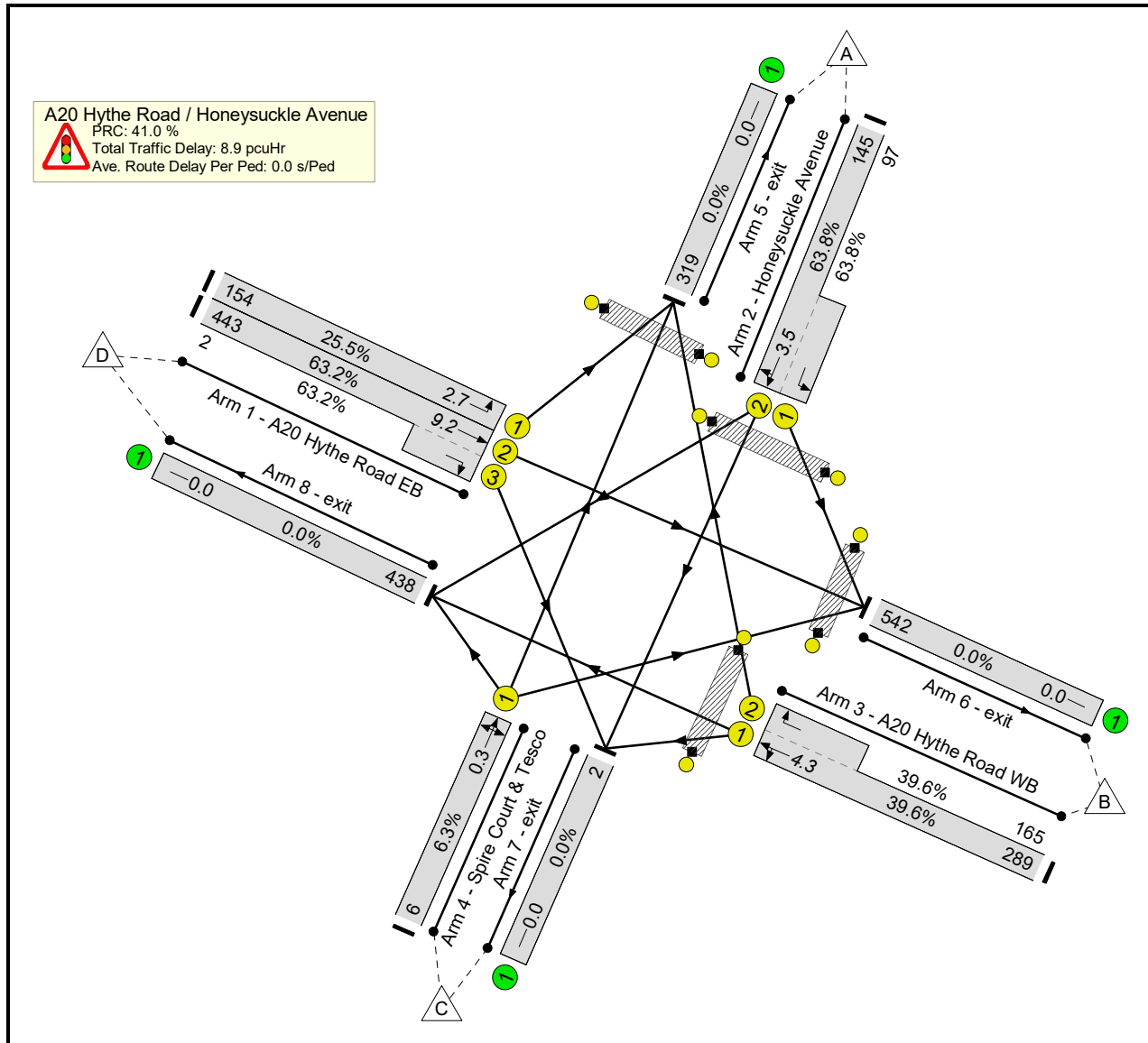
Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A20 Hythe Road EB Left Ahead Right A20 Hythe Rd EB	Traffic	30	6	36	15	91	106
B	A20 Hythe Road WB Right Left Ahead A20 Hythe Road WB	Traffic	41	11	52	26	96	122
C	A20 Hythe Road WB Right IGA A20 Hythe Rd WB Right-Turn	Ind. Arrow	10	42	52	10	112	122
D	Honeysuckle Avenue Left Ahead Right Honeysuckle Avenue	Traffic	7	63	70	7	133	0
E	Spire Court & Tesco Ahead Right Left Summerhill House	Traffic	7	78	85			
F	Spire Court & Tesco Ahead Right Left Filter Tesco exit	Filter						
G	Pedestrians across exit to Honeysuckle Ave	Pedestrian	9	61	70	9	131	0
H	Pedestrians across Honeysuckle Ave approach	Pedestrian	47	5	52	47	75	122
I	Pedestrians across Hythe Rd EB exit	Pedestrian	6	46	52	6	116	122
J	Pedestrians across Hythe Rd WB approach	Pedestrian	28	57	85	13	127	0

Signal Timings Diagram

Lane Green Times

Junction: A20 Hythe Road / Honeysuckle Avenue					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A20 Hythe Road EB Left	U	A	6	36
				91	106
1/2	A20 Hythe Road EB Ahead	U	A	6	36
				91	106
1/3	A20 Hythe Road EB Right	U	A	6	36
				91	106
2/1	Honeysuckle Avenue Left	U	D	63	70
				133	0
2/2	Honeysuckle Avenue Ahead Right	U	D	63	70
				133	0
3/1	A20 Hythe Road WB Left Ahead	U	B	11	52
				96	122
3/2	A20 Hythe Road WB Right	U	B C	11	52
				96	122
4/1	Spire Court & Tesco Ahead Right Left	U	E F	78	85

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	63.8%
A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	63.8%
1/1	A20 Hythe Road EB Left	U	N/A	N/A	A		2	45	-	-	154	1796	603	25.5%
1/2+1/3	A20 Hythe Road EB Ahead Right	U	N/A	N/A	A		2	45	-	-	445	2110:1907	701+3	63.2 : 63.2%
2/2+2/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		2	14	-	-	242	1988:1829	227+152	63.8 : 63.8%
3/1+3/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B	C	2	67	20	-	454	1967:1981	730+417	39.6 : 39.6%
4/1	Spire Court & Tesco Ahead Right Left	U	N/A	N/A	E	F	1	7	0	-	6	1680	96	6.3%
5/1	exit	U	N/A	N/A	-		-	-	-	-	319	Inf	Inf	0.0%
6/1	exit	U	N/A	N/A	-		-	-	-	-	542	Inf	Inf	0.0%
7/1	exit	U	N/A	N/A	-		-	-	-	-	2	Inf	Inf	0.0%
8/1	exit	U	N/A	N/A	-		-	-	-	-	438	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		2	41	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	12	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		2	94	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	18	-	-	0	-	0	0.0%

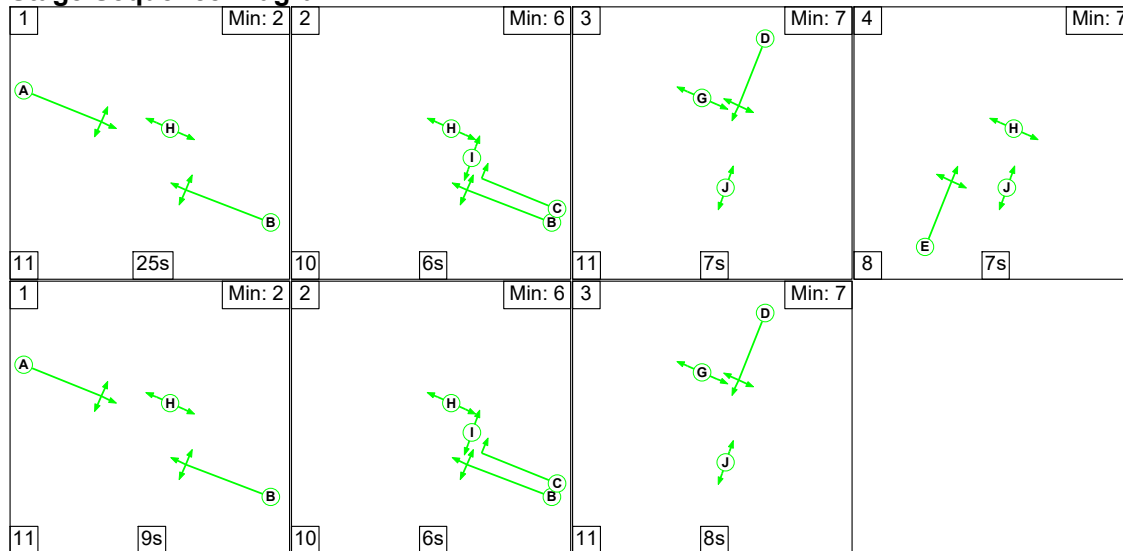
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	6.7	2.3	0.0	8.9	-	-	-	-	
A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	6.7	2.3	0.0	8.9	-	-	-	-	
1/1	154	154	-	-	-	0.7	0.2	-	0.9	21.3	2.5	0.2	2.7	
1/2+1/3	445	445	-	-	-	2.5	0.9	-	3.3	27.0	8.4	0.9	9.2	
2/2+2/1	242	242	-	-	-	2.0	0.9	-	2.8	42.3	2.7	0.9	3.5	
3/1+3/2	454	454	-	-	-	1.4	0.3	-	1.7	13.4	4.0	0.3	4.3	
4/1	6	6	-	-	-	0.1	0.0	-	0.1	82.7	0.2	0.0	0.3	
5/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 41.0 PRC Over All Lanes (%): 41.0 Total Delay for Signalled Lanes (pcuHr): 8.92 Total Delay Over All Lanes(pcuHr): 8.92 Cycle Time (s): 140														

Detailed Input Data And Results

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



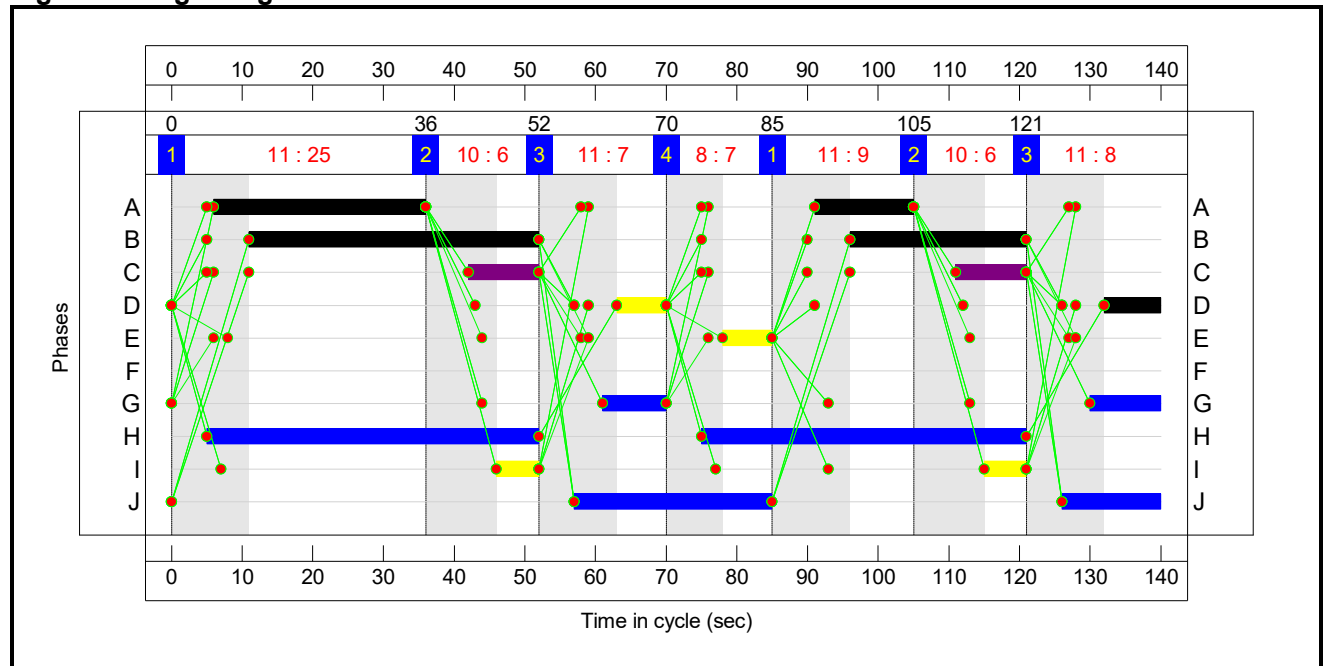
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	25	6	7	7	9	6	8
Change Point	0	36	52	70	85	105	121

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A20 Hythe Road EB Left Ahead Right A20 Hythe Rd EB	Traffic	30	6	36	14	91	105
B	A20 Hythe Road WB Right Left Ahead A20 Hythe Road WB	Traffic	41	11	52	25	96	121
C	A20 Hythe Road WB Right IGA A20 Hythe Rd WB Right-Turn	Ind. Arrow	10	42	52	10	111	121
D	Honeysuckle Avenue Left Ahead Right Honeysuckle Avenue	Traffic	7	63	70	8	132	0
E	Spire Court & Tesco Ahead Right Left Summerhill House	Traffic	7	78	85			
F	Spire Court & Tesco Ahead Right Left Filter Tesco exit	Filter						
G	Pedestrians across exit to Honeysuckle Ave	Pedestrian	9	61	70	10	130	0
H	Pedestrians across Honeysuckle Ave approach	Pedestrian	47	5	52	46	75	121
I	Pedestrians across Hythe Rd EB exit	Pedestrian	6	46	52	6	115	121
J	Pedestrians across Hythe Rd WB approach	Pedestrian	28	57	85	14	126	0

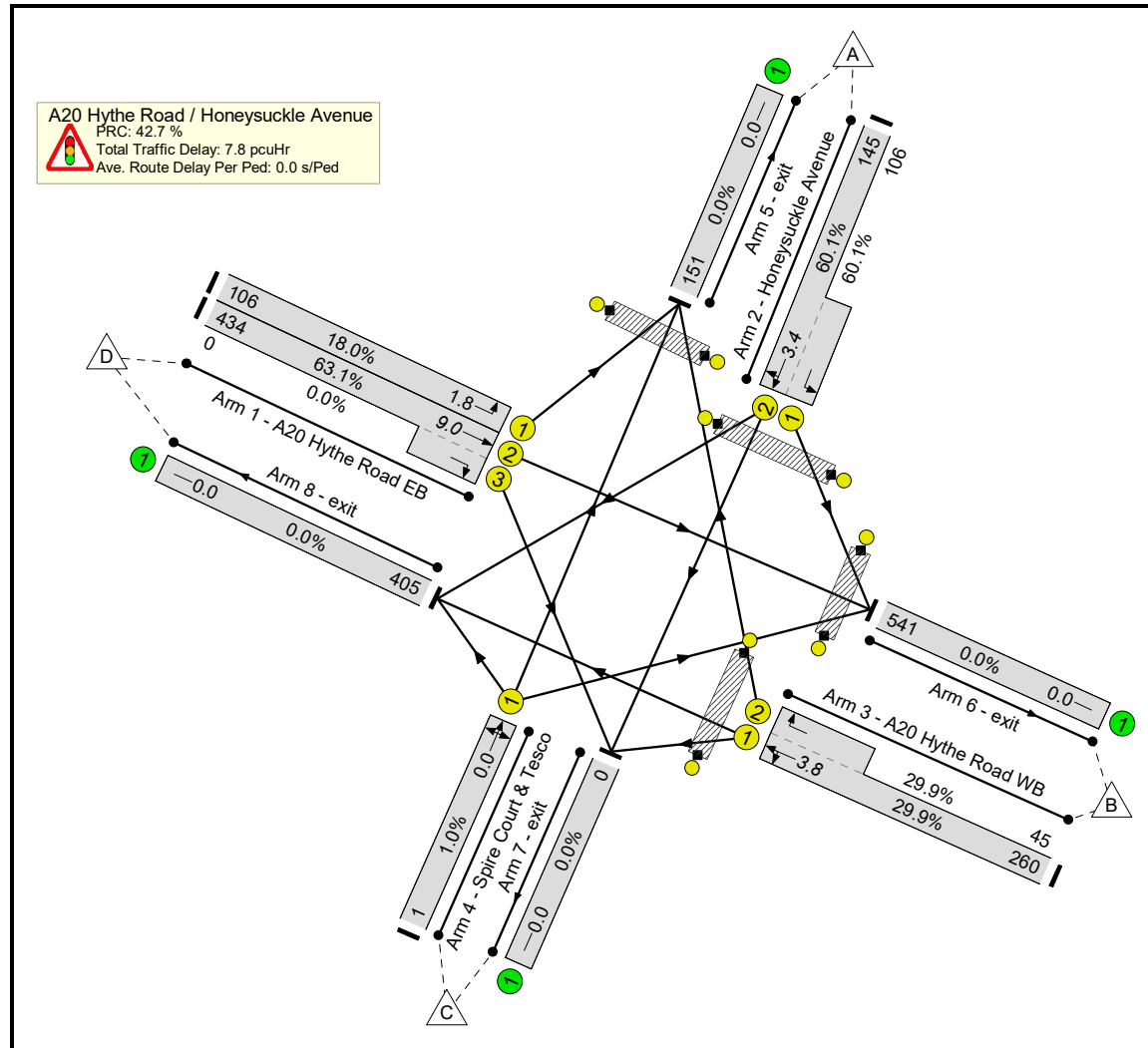
Signal Timings Diagram



Lane Green Times

Junction: A20 Hythe Road / Honeysuckle Avenue					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A20 Hythe Road EB Left	U	A	6	36
1/2				91	105
1/3	A20 Hythe Road EB Ahead	U	A	6	36
1/3				91	105
1/3	A20 Hythe Road EB Right	U	A	6	36
2/1				91	105
2/1	Honeysuckle Avenue Left	U	D	63	70
2/2				132	0
2/2	Honeysuckle Avenue Ahead Right	U	D	63	70
3/1				132	0
3/1	A20 Hythe Road WB Left Ahead	U	B	11	52
3/2				96	121
3/2	A20 Hythe Road WB Right	U	B C	11	52
4/1				96	121
4/1	Spire Court & Tesco Ahead Right Left	U	E F	78	85

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

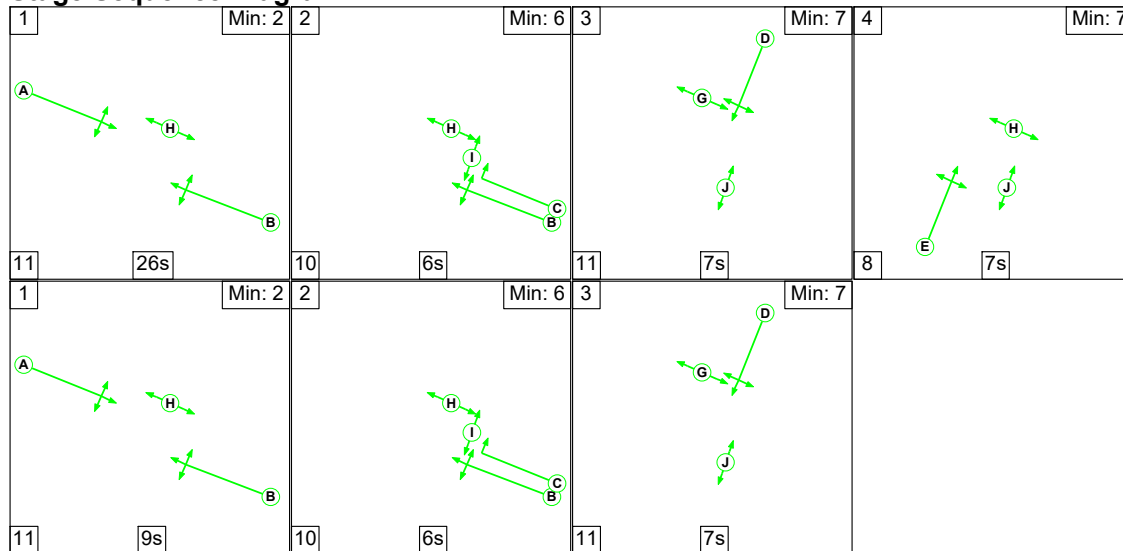
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	63.1%
A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	63.1%
1/1	A20 Hythe Road EB Left	U	N/A	N/A	A		2	44	-	-	106	1796	590	18.0%
1/2+1/3	A20 Hythe Road EB Ahead Right	U	N/A	N/A	A		2	44	-	-	434	2110:2113	688+0	63.1 : 0.0%
2/2+2/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		2	15	-	-	251	1988:1829	241+176	60.1 : 60.1%
3/1+3/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B	C	2	66	20	-	305	1967:1981	868+150	29.9 : 29.9%
4/1	Spire Court & Tesco Ahead Right Left	U	N/A	N/A	E	F	1	7	0	-	1	1813	104	1.0%
5/1	exit	U	N/A	N/A	-		-	-	-	-	151	Inf	Inf	0.0%
6/1	exit	U	N/A	N/A	-		-	-	-	-	541	Inf	Inf	0.0%
7/1	exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
8/1	exit	U	N/A	N/A	-		-	-	-	-	405	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		2	42	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	12	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		2	93	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	19	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	5.9	1.9	0.0	7.8	-	-	-	-	
A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	5.9	1.9	0.0	7.8	-	-	-	-	
1/1	106	106	-	-	-	0.5	0.1	-	0.6	20.9	1.7	0.1	1.8	
1/2+1/3	434	434	-	-	-	2.5	0.8	-	3.3	27.4	8.2	0.8	9.0	
2/2+2/1	251	251	-	-	-	2.0	0.7	-	2.8	39.7	2.7	0.7	3.4	
3/1+3/2	305	305	-	-	-	0.9	0.2	-	1.1	13.4	3.5	0.2	3.8	
4/1	1	1	-	-	-	0.0	0.0	-	0.0	80.3	0.0	0.0	0.0	
5/1	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 42.7 PRC Over All Lanes (%): 42.7 Total Delay for Signalled Lanes (pcuHr): 7.84 Total Delay Over All Lanes(pcuHr): 7.84 Cycle Time (s): 140														

Stage Sequence Diagram



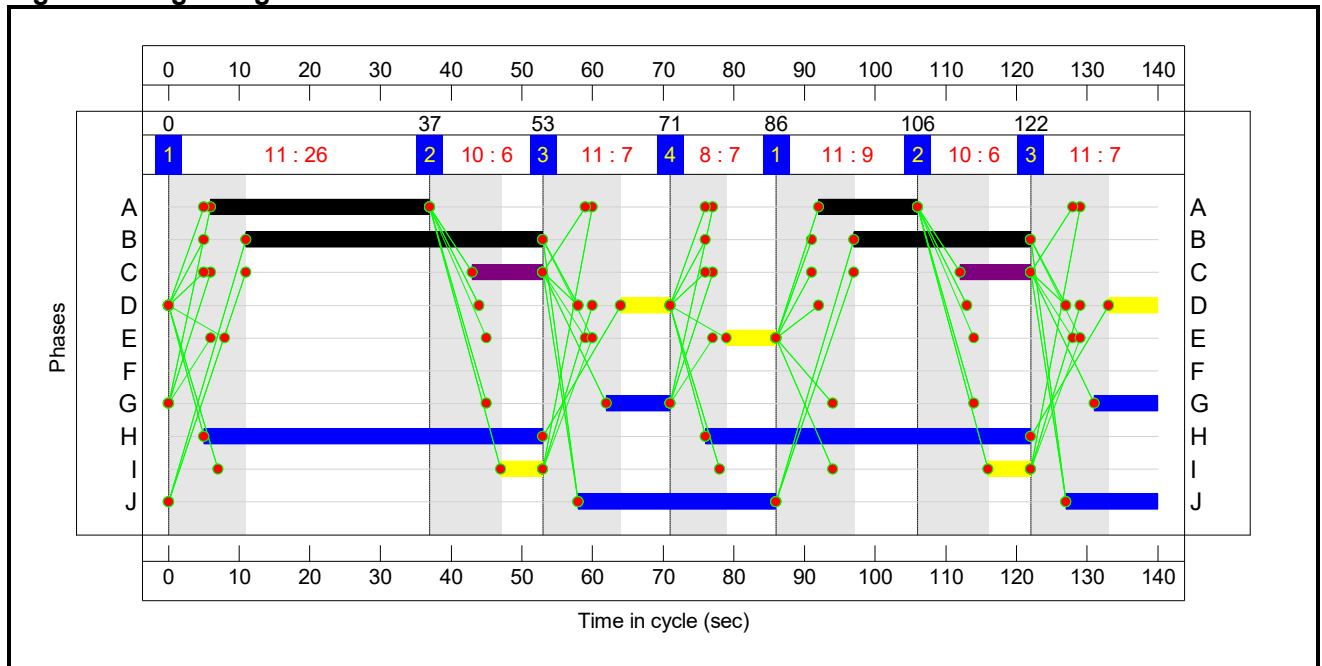
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	26	6	7	7	9	6	7
Change Point	0	37	53	71	86	106	122

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A20 Hythe Road EB Left Ahead Right A20 Hythe Rd EB	Traffic	31	6	37	14	92	106
B	A20 Hythe Road WB Right Left Ahead A20 Hythe Road WB	Traffic	42	11	53	25	97	122
C	A20 Hythe Road WB Right IGA A20 Hythe Rd WB Right-Turn	Ind. Arrow	10	43	53	10	112	122
D	Honeysuckle Avenue Left Ahead Right Honeysuckle Avenue	Traffic	7	64	71	7	133	0
E	Spire Court & Tesco Ahead Right Left Summerhill House	Traffic	7	79	86			
F	Spire Court & Tesco Ahead Right Left Filter Tesco exit	Filter						
G	Pedestrians across exit to Honeysuckle Ave	Pedestrian	9	62	71	9	131	0
H	Pedestrians across Honeysuckle Ave approach	Pedestrian	48	5	53	46	76	122
I	Pedestrians across Hythe Rd EB exit	Pedestrian	6	47	53	6	116	122
J	Pedestrians across Hythe Rd WB approach	Pedestrian	28	58	86	13	127	0

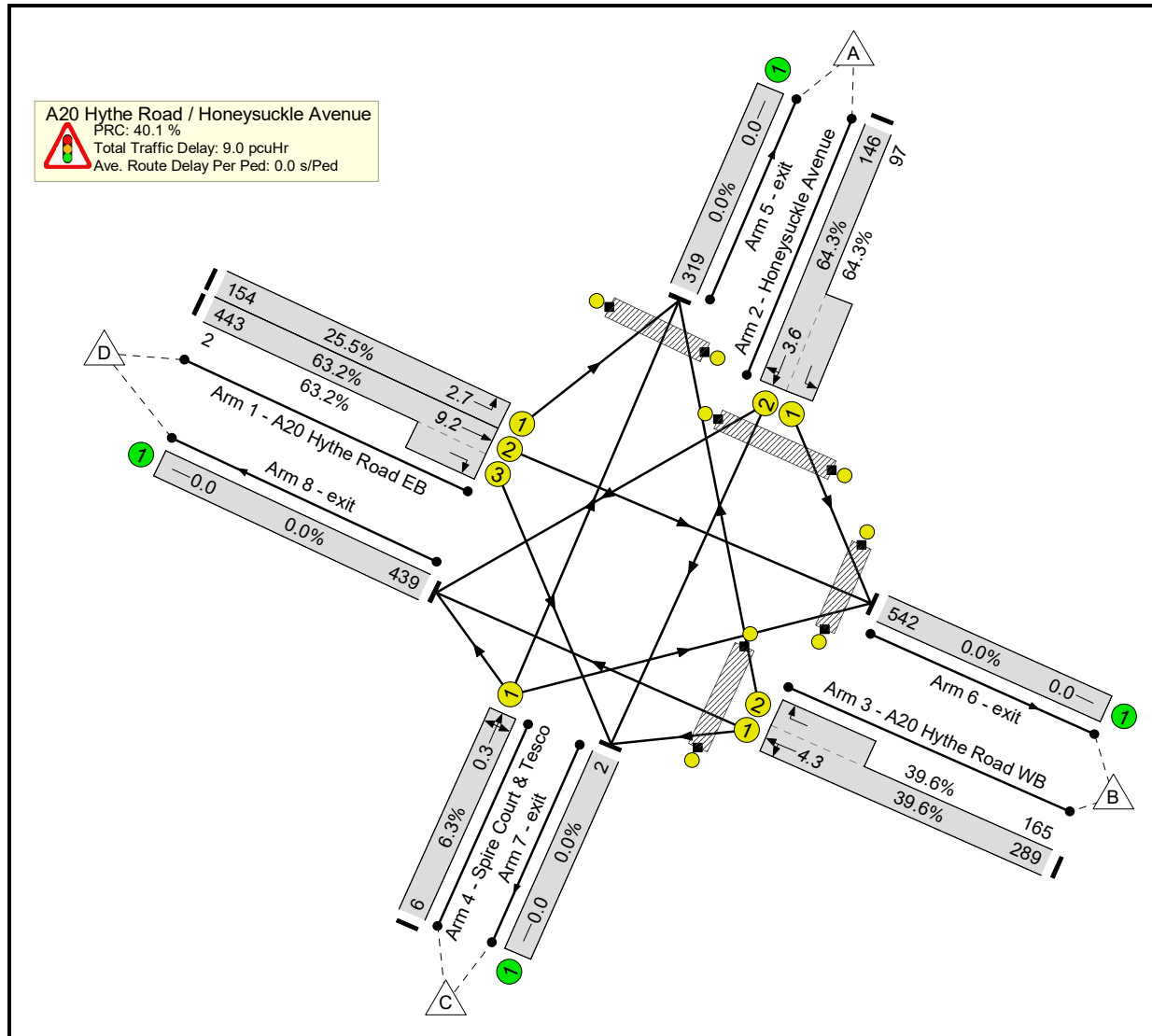
Signal Timings Diagram



Lane Green Times

Junction: A20 Hythe Road / Honeysuckle Avenue					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A20 Hythe Road EB Left	U	A	6	37
1/2				92	106
1/3	A20 Hythe Road EB Ahead	U	A	6	37
1/3				92	106
1/3	A20 Hythe Road EB Right	U	A	6	37
2/1				92	106
2/1	Honeysuckle Avenue Left	U	D	64	71
2/2				133	0
2/2	Honeysuckle Avenue Ahead Right	U	D	64	71
3/1				133	0
3/1	A20 Hythe Road WB Left Ahead	U	B	11	53
3/2				97	122
3/2	A20 Hythe Road WB Right	U	B C	11	53
4/1				97	122
4/1	Spire Court & Tesco Ahead Right Left	U	E F	79	86

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

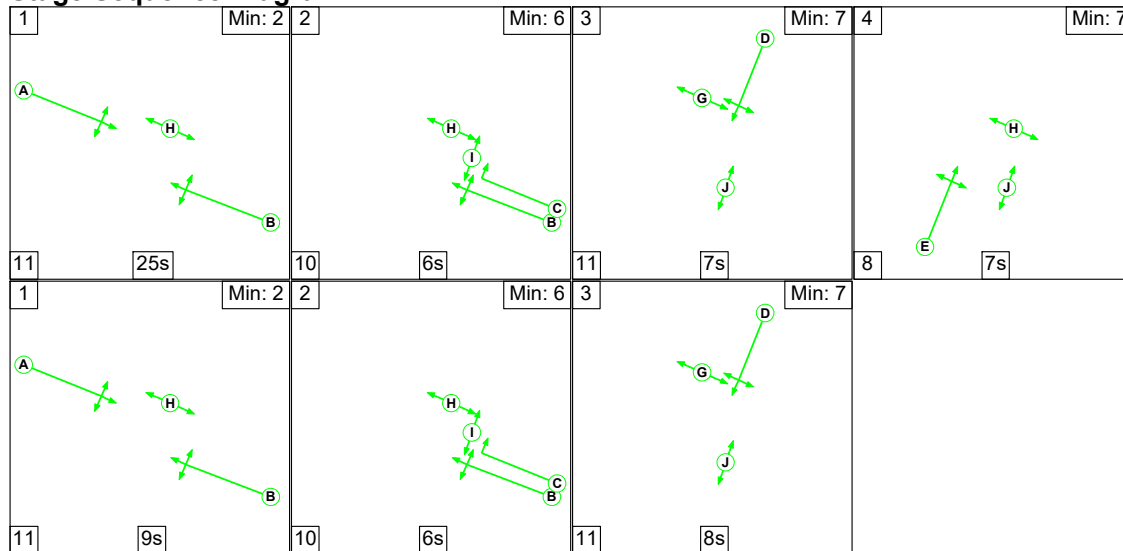
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	64.3%
A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	64.3%
1/1	A20 Hythe Road EB Left	U	N/A	N/A	A		2	45	-	-	154	1796	603	25.5%
1/2+1/3	A20 Hythe Road EB Ahead Right	U	N/A	N/A	A		2	45	-	-	445	2110:1907	701+3	63.2 : 63.2%
2/2+2/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		2	14	-	-	243	1988:1829	227+151	64.3 : 64.3%
3/1+3/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B	C	2	67	20	-	454	1967:1981	730+417	39.6 : 39.6%
4/1	Spire Court & Tesco Ahead Right Left	U	N/A	N/A	E	F	1	7	0	-	6	1680	96	6.3%
5/1	exit	U	N/A	N/A	-		-	-	-	-	319	Inf	Inf	0.0%
6/1	exit	U	N/A	N/A	-		-	-	-	-	542	Inf	Inf	0.0%
7/1	exit	U	N/A	N/A	-		-	-	-	-	2	Inf	Inf	0.0%
8/1	exit	U	N/A	N/A	-		-	-	-	-	439	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		2	41	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	12	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		2	94	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	18	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	6.7	2.3	0.0	9.0	-	-	-	-	
A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	6.7	2.3	0.0	9.0	-	-	-	-	
1/1	154	154	-	-	-	0.7	0.2	-	0.9	21.3	2.5	0.2	2.7	
1/2+1/3	445	445	-	-	-	2.5	0.9	-	3.3	27.0	8.4	0.9	9.2	
2/2+2/1	243	243	-	-	-	2.0	0.9	-	2.9	42.5	2.7	0.9	3.6	
3/1+3/2	454	454	-	-	-	1.4	0.3	-	1.7	13.4	4.0	0.3	4.3	
4/1	6	6	-	-	-	0.1	0.0	-	0.1	82.7	0.2	0.0	0.3	
5/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 40.1 PRC Over All Lanes (%): 40.1 Total Delay for Signalled Lanes (pcuHr): 8.95 Total Delay Over All Lanes(pcuHr): 8.95 Cycle Time (s): 140														

Stage Sequence Diagram



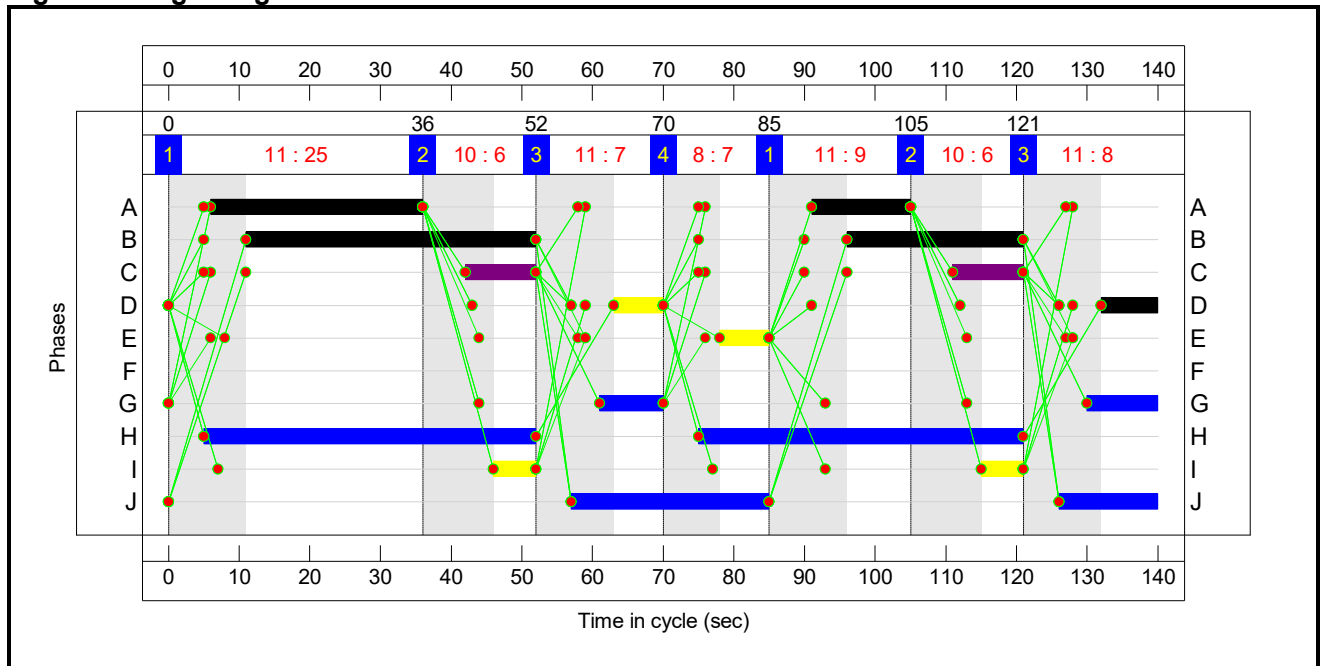
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	25	6	7	7	9	6	8
Change Point	0	36	52	70	85	105	121

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A20 Hythe Road EB Left Ahead Right A20 Hythe Rd EB	Traffic	30	6	36	14	91	105
B	A20 Hythe Road WB Right Left Ahead A20 Hythe Road WB	Traffic	41	11	52	25	96	121
C	A20 Hythe Road WB Right IGA A20 Hythe Rd WB Right-Turn	Ind. Arrow	10	42	52	10	111	121
D	Honeysuckle Avenue Left Ahead Right Honeysuckle Avenue	Traffic	7	63	70	8	132	0
E	Spire Court & Tesco Ahead Right Left Summerhill House	Traffic	7	78	85			
F	Spire Court & Tesco Ahead Right Left Filter Tesco exit	Filter						
G	Pedestrians across exit to Honeysuckle Ave	Pedestrian	9	61	70	10	130	0
H	Pedestrians across Honeysuckle Ave approach	Pedestrian	47	5	52	46	75	121
I	Pedestrians across Hythe Rd EB exit	Pedestrian	6	46	52	6	115	121
J	Pedestrians across Hythe Rd WB approach	Pedestrian	28	57	85	14	126	0

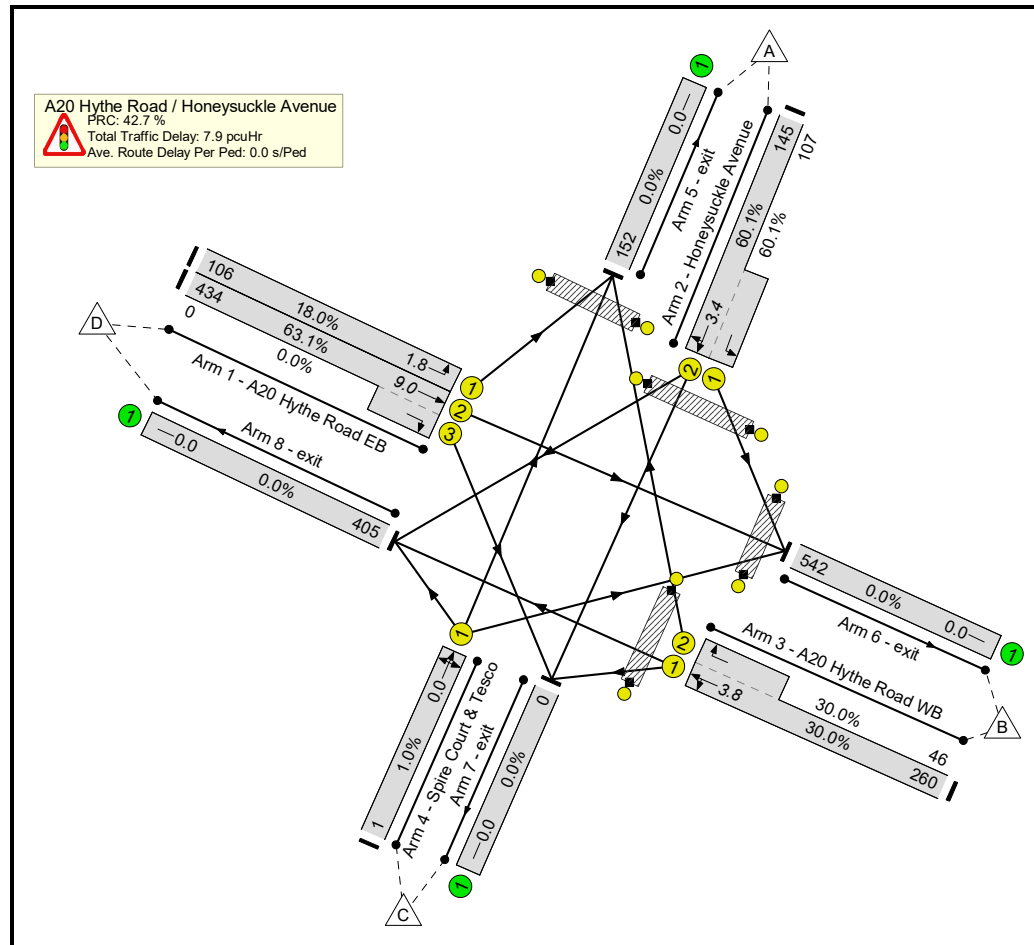
Signal Timings Diagram



Lane Green Times

Junction: A20 Hythe Road / Honeysuckle Avenue					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A20 Hythe Road EB Left	U	A	6	36
1/2				91	105
1/3	A20 Hythe Road EB Ahead	U	A	6	36
1/3				91	105
1/3	A20 Hythe Road EB Right	U	A	6	36
2/1				91	105
2/1	Honeysuckle Avenue Left	U	D	63	70
2/2				132	0
2/2	Honeysuckle Avenue Ahead Right	U	D	63	70
3/1				132	0
3/1	A20 Hythe Road WB Left Ahead	U	B	11	52
3/2				96	121
3/2	A20 Hythe Road WB Right	U	B C	11	52
4/1				96	121
4/1	Spire Court & Tesco Ahead Right Left	U	E F	78	85

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

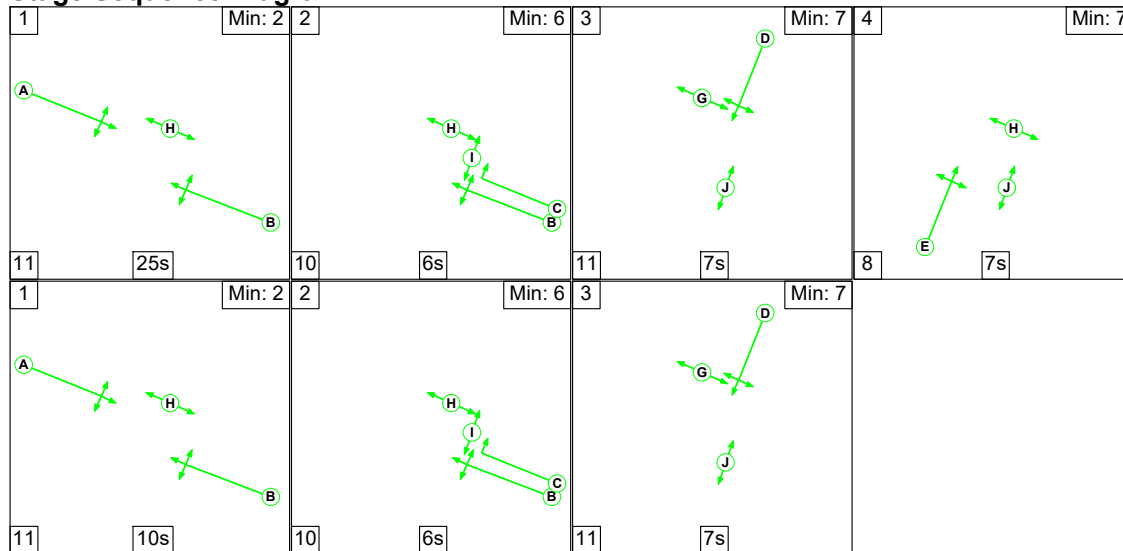
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	63.1%
A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	63.1%
1/1	A20 Hythe Road EB Left	U	N/A	N/A	A		2	44	-	-	106	1796	590	18.0%
1/2+1/3	A20 Hythe Road EB Ahead Right	U	N/A	N/A	A		2	44	-	-	434	2110:2113	688+0	63.1 : 0.0%
2/2+2/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		2	15	-	-	252	1988:1829	241+178	60.1 : 60.1%
3/1+3/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B	C	2	66	20	-	306	1967:1981	867+153	30.0 : 30.0%
4/1	Spire Court & Tesco Ahead Right Left	U	N/A	N/A	E	F	1	7	0	-	1	1813	104	1.0%
5/1	exit	U	N/A	N/A	-		-	-	-	-	152	Inf	Inf	0.0%
6/1	exit	U	N/A	N/A	-		-	-	-	-	542	Inf	Inf	0.0%
7/1	exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
8/1	exit	U	N/A	N/A	-		-	-	-	-	405	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		2	42	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	12	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		2	93	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	19	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	5.9	1.9	0.0	7.9	-	-	-	-	
A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	5.9	1.9	0.0	7.9	-	-	-	-	
1/1	106	106	-	-	-	0.5	0.1	-	0.6	20.9	1.7	0.1	1.8	
1/2+1/3	434	434	-	-	-	2.5	0.8	-	3.3	27.4	8.2	0.8	9.0	
2/2+2/1	252	252	-	-	-	2.0	0.7	-	2.8	39.6	2.7	0.7	3.4	
3/1+3/2	306	306	-	-	-	0.9	0.2	-	1.1	13.4	3.5	0.2	3.8	
4/1	1	1	-	-	-	0.0	0.0	-	0.0	80.3	0.0	0.0	0.0	
5/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 42.7 PRC Over All Lanes (%): 42.7 Total Delay for Signalled Lanes (pcuHr): 7.86 Total Delay Over All Lanes(pcuHr): 7.86 Cycle Time (s): 140														

Stage Sequence Diagram



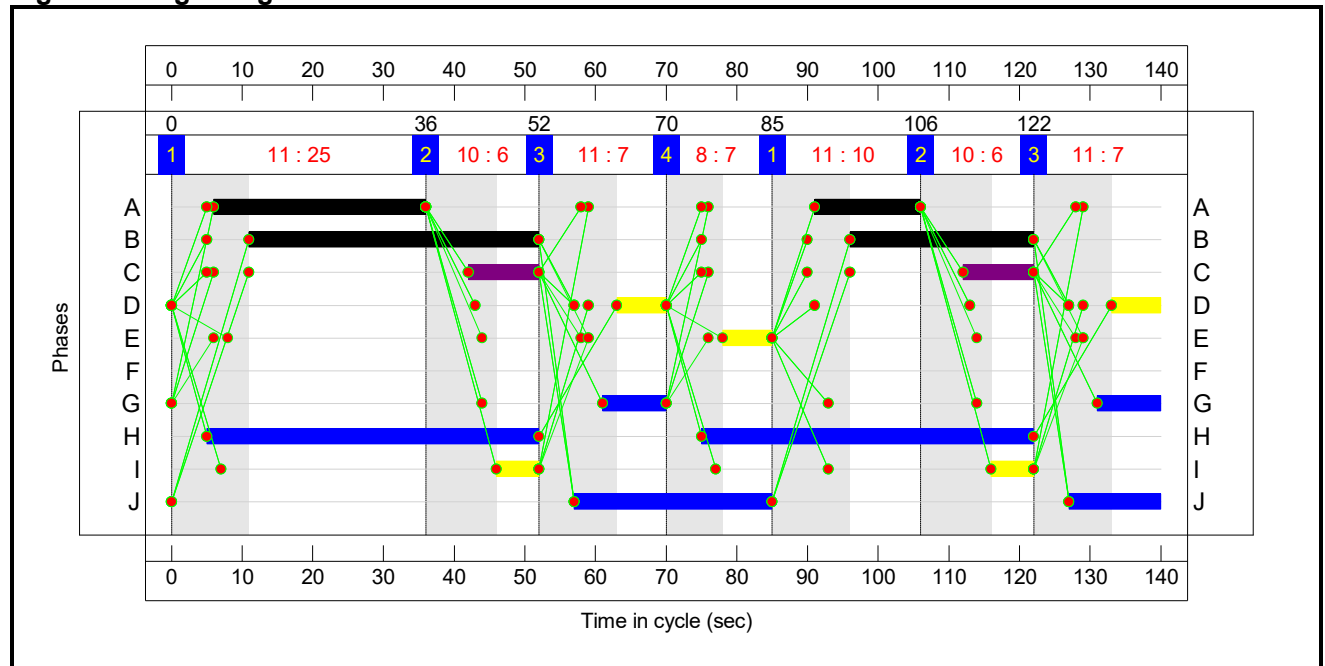
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	25	6	7	7	10	6	7
Change Point	0	36	52	70	85	106	122

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A20 Hythe Road EB Left Ahead Right A20 Hythe Rd EB	Traffic	30	6	36	15	91	106
B	A20 Hythe Road WB Right Left Ahead A20 Hythe Road WB	Traffic	41	11	52	26	96	122
C	A20 Hythe Road WB Right IGA A20 Hythe Rd WB Right-Turn	Ind. Arrow	10	42	52	10	112	122
D	Honeysuckle Avenue Left Ahead Right Honeysuckle Avenue	Traffic	7	63	70	7	133	0
E	Spire Court & Tesco Ahead Right Left Summerhill House	Traffic	7	78	85			
F	Spire Court & Tesco Ahead Right Left Filter Tesco exit	Filter						
G	Pedestrians across exit to Honeysuckle Ave	Pedestrian	9	61	70	9	131	0
H	Pedestrians across Honeysuckle Ave approach	Pedestrian	47	5	52	47	75	122
I	Pedestrians across Hythe Rd EB exit	Pedestrian	6	46	52	6	116	122
J	Pedestrians across Hythe Rd WB approach	Pedestrian	28	57	85	13	127	0

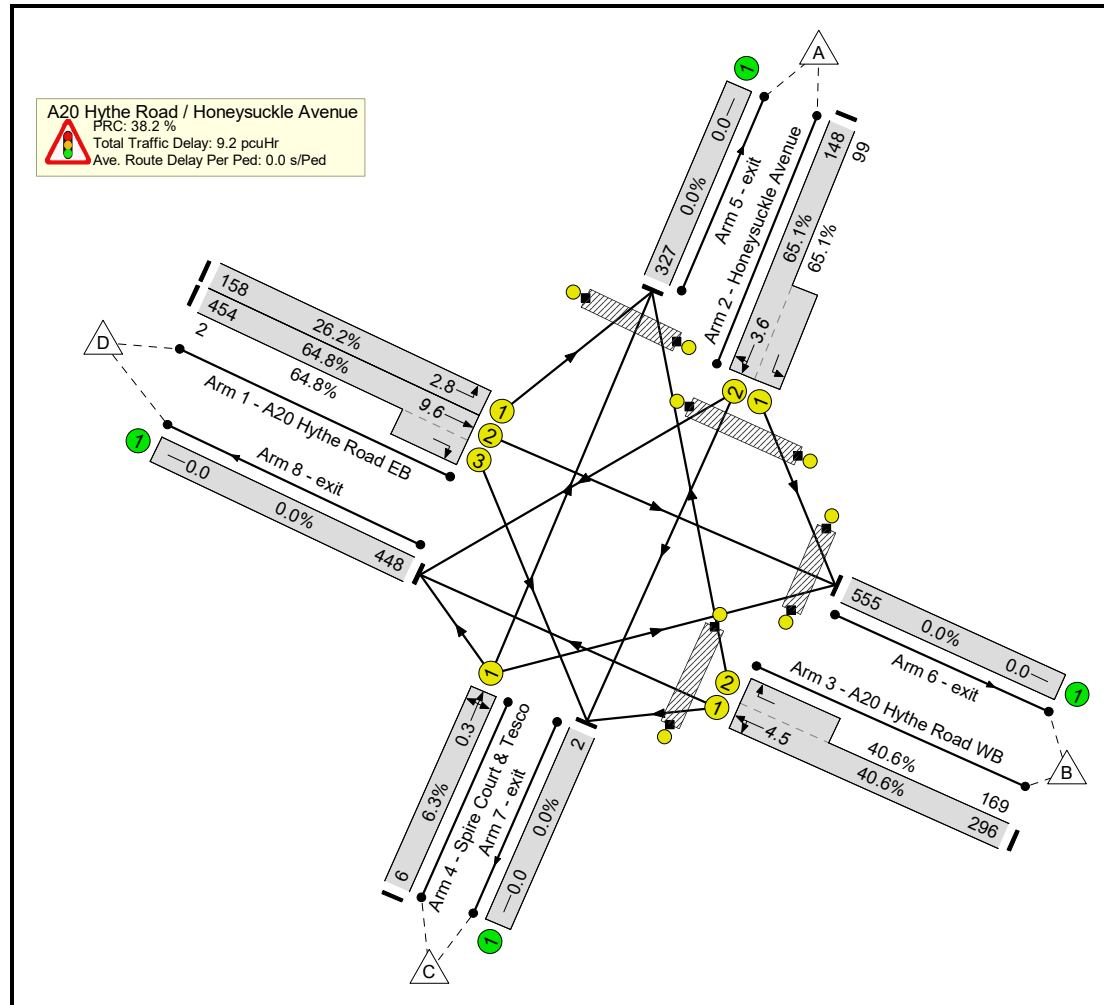
Signal Timings Diagram



Lane Green Times

Junction: A20 Hythe Road / Honeysuckle Avenue					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A20 Hythe Road EB Left	U	A	6	36
1/2				91	106
1/3	A20 Hythe Road EB Ahead	U	A	6	36
1/3				91	106
1/3	A20 Hythe Road EB Right	U	A	6	36
2/1				91	106
2/1	Honeysuckle Avenue Left	U	D	63	70
2/2				133	0
2/2	Honeysuckle Avenue Ahead Right	U	D	63	70
3/1				133	0
3/1	A20 Hythe Road WB Left Ahead	U	B	11	52
3/2				96	122
3/2	A20 Hythe Road WB Right	U	B C	11	52
4/1				96	122
4/1	Spire Court & Tesco Ahead Right Left	U	E F	78	85

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	65.1%
A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	65.1%
1/1	A20 Hythe Road EB Left	U	N/A	N/A	A		2	45	-	-	158	1796	603	26.2%
1/2+1/3	A20 Hythe Road EB Ahead Right	U	N/A	N/A	A		2	45	-	-	456	2110:1907	701+3	64.8 : 64.8%
2/2+2/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		2	14	-	-	247	1988:1829	227+152	65.1 : 65.1%
3/1+3/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B	C	2	67	20	-	465	1967:1981	730+417	40.6 : 40.6%
4/1	Spire Court & Tesco Ahead Right Left	U	N/A	N/A	E	F	1	7	0	-	6	1680	96	6.3%
5/1	exit	U	N/A	N/A	-		-	-	-	-	327	Inf	Inf	0.0%
6/1	exit	U	N/A	N/A	-		-	-	-	-	555	Inf	Inf	0.0%
7/1	exit	U	N/A	N/A	-		-	-	-	-	2	Inf	Inf	0.0%
8/1	exit	U	N/A	N/A	-		-	-	-	-	448	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		2	41	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	12	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		2	94	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	18	-	-	0	-	0	0.0%

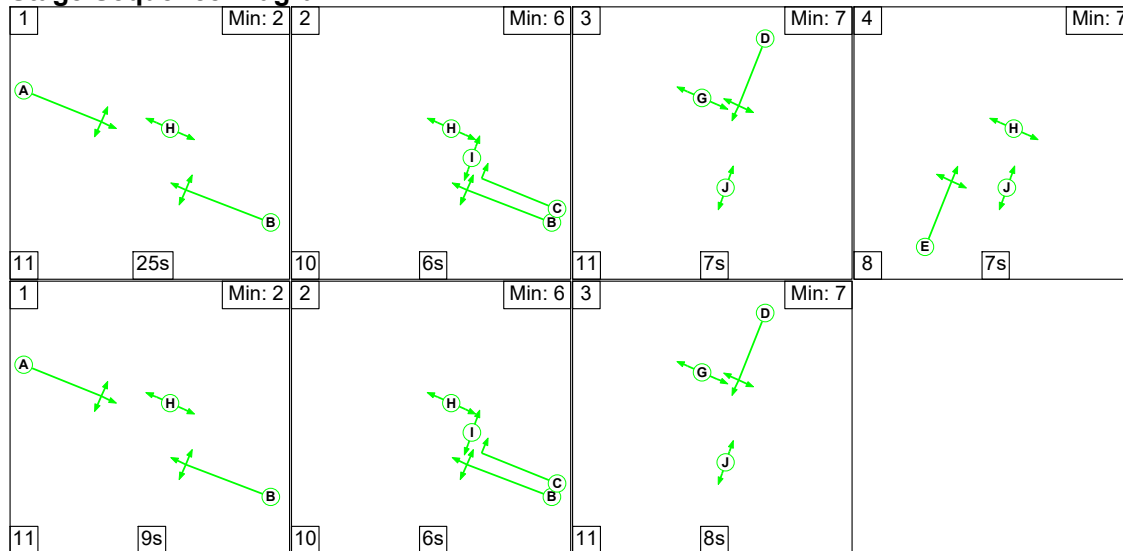
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	6.8	2.4	0.0	9.2	-	-	-	-	
A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	6.8	2.4	0.0	9.2	-	-	-	-	
1/1	158	158	-	-	-	0.8	0.2	-	0.9	21.4	2.6	0.2	2.8	
1/2+1/3	456	456	-	-	-	2.6	0.9	-	3.5	27.5	8.7	0.9	9.6	
2/2+2/1	247	247	-	-	-	2.0	0.9	-	2.9	42.9	2.7	0.9	3.6	
3/1+3/2	465	465	-	-	-	1.4	0.3	-	1.7	13.4	4.1	0.3	4.5	
4/1	6	6	-	-	-	0.1	0.0	-	0.1	82.7	0.2	0.0	0.3	
5/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 38.2 PRC Over All Lanes (%): 38.2 Total Delay for Signalled Lanes (pcuHr): 9.23 Total Delay Over All Lanes(pcuHr): 9.23 Cycle Time (s): 140														

Detailed Input Data And Results

Scenario 6: '2026 Base PM' (FG6: '2026 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



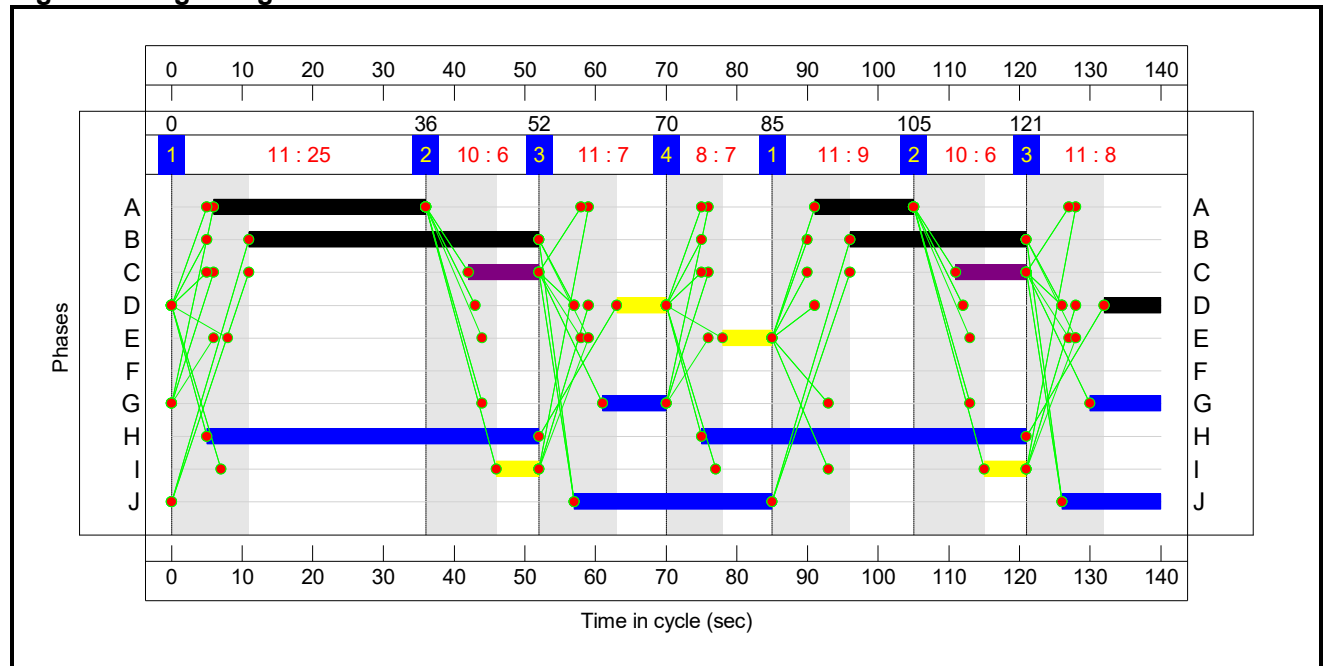
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	25	6	7	7	9	6	8
Change Point	0	36	52	70	85	105	121

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A20 Hythe Road EB Left Ahead Right A20 Hythe Rd EB	Traffic	30	6	36	14	91	105
B	A20 Hythe Road WB Right Left Ahead A20 Hythe Road WB	Traffic	41	11	52	25	96	121
C	A20 Hythe Road WB Right IGA A20 Hythe Rd WB Right-Turn	Ind. Arrow	10	42	52	10	111	121
D	Honeysuckle Avenue Left Ahead Right Honeysuckle Avenue	Traffic	7	63	70	8	132	0
E	Spire Court & Tesco Ahead Right Left Summerhill House	Traffic	7	78	85			
F	Spire Court & Tesco Ahead Right Left Filter Tesco exit	Filter						
G	Pedestrians across exit to Honeysuckle Ave	Pedestrian	9	61	70	10	130	0
H	Pedestrians across Honeysuckle Ave approach	Pedestrian	47	5	52	46	75	121
I	Pedestrians across Hythe Rd EB exit	Pedestrian	6	46	52	6	115	121
J	Pedestrians across Hythe Rd WB approach	Pedestrian	28	57	85	14	126	0

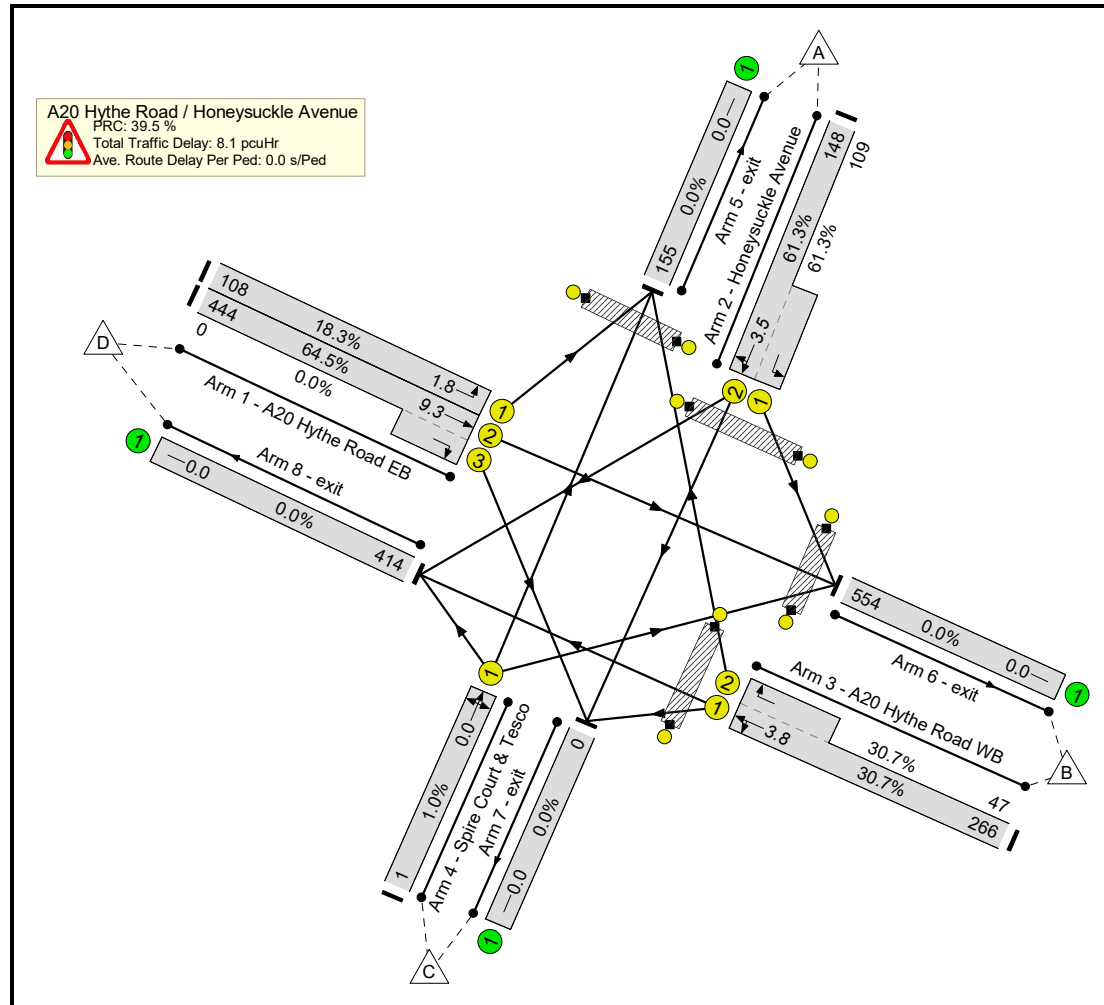
Signal Timings Diagram



Lane Green Times

Junction: A20 Hythe Road / Honeysuckle Avenue					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A20 Hythe Road EB Left	U	A	6	36
1/2				91	105
1/3	A20 Hythe Road EB Ahead	U	A	6	36
1/3				91	105
1/3	A20 Hythe Road EB Right	U	A	6	36
2/1				91	105
2/1	Honeysuckle Avenue Left	U	D	63	70
2/1				132	0
2/2	Honeysuckle Avenue Ahead Right	U	D	63	70
2/2				132	0
3/1	A20 Hythe Road WB Left Ahead	U	B	11	52
3/1				96	121
3/2	A20 Hythe Road WB Right	U	B C	11	52
3/2				96	121
4/1	Spire Court & Tesco Ahead Right Left	U	E F	78	85

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

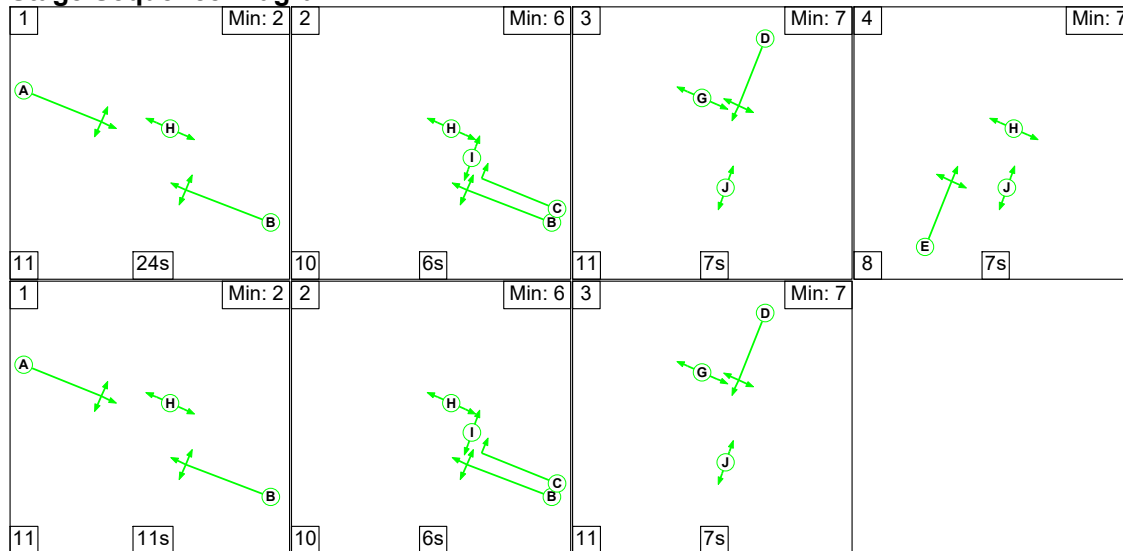
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	64.5%
A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	64.5%
1/1	A20 Hythe Road EB Left	U	N/A	N/A	A		2	44	-	-	108	1796	590	18.3%
1/2+1/3	A20 Hythe Road EB Ahead Right	U	N/A	N/A	A		2	44	-	-	444	2110:2113	688+0	64.5 : 0.0%
2/2+2/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		2	15	-	-	257	1988:1829	241+178	61.3 : 61.3%
3/1+3/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B	C	2	66	20	-	313	1967:1981	867+153	30.7 : 30.7%
4/1	Spire Court & Tesco Ahead Right Left	U	N/A	N/A	E	F	1	7	0	-	1	1813	104	1.0%
5/1	exit	U	N/A	N/A	-		-	-	-	-	155	Inf	Inf	0.0%
6/1	exit	U	N/A	N/A	-		-	-	-	-	554	Inf	Inf	0.0%
7/1	exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
8/1	exit	U	N/A	N/A	-		-	-	-	-	414	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		2	42	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	12	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		2	93	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	19	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	6.1	2.0	0.0	8.1	-	-	-	-	
A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	6.1	2.0	0.0	8.1	-	-	-	-	
1/1	108	108	-	-	-	0.5	0.1	-	0.6	20.9	1.7	0.1	1.8	
1/2+1/3	444	444	-	-	-	2.5	0.9	-	3.4	27.8	8.4	0.9	9.3	
2/2+2/1	257	257	-	-	-	2.1	0.8	-	2.9	40.0	2.7	0.8	3.5	
3/1+3/2	313	313	-	-	-	1.0	0.2	-	1.2	13.5	3.6	0.2	3.8	
4/1	1	1	-	-	-	0.0	0.0	-	0.0	80.3	0.0	0.0	0.0	
5/1	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 39.5 PRC Over All Lanes (%): 39.5 Total Delay for Signalled Lanes (pcuHr): 8.11 Total Delay Over All Lanes(pcuHr): 8.11 Cycle Time (s): 140														

Stage Sequence Diagram



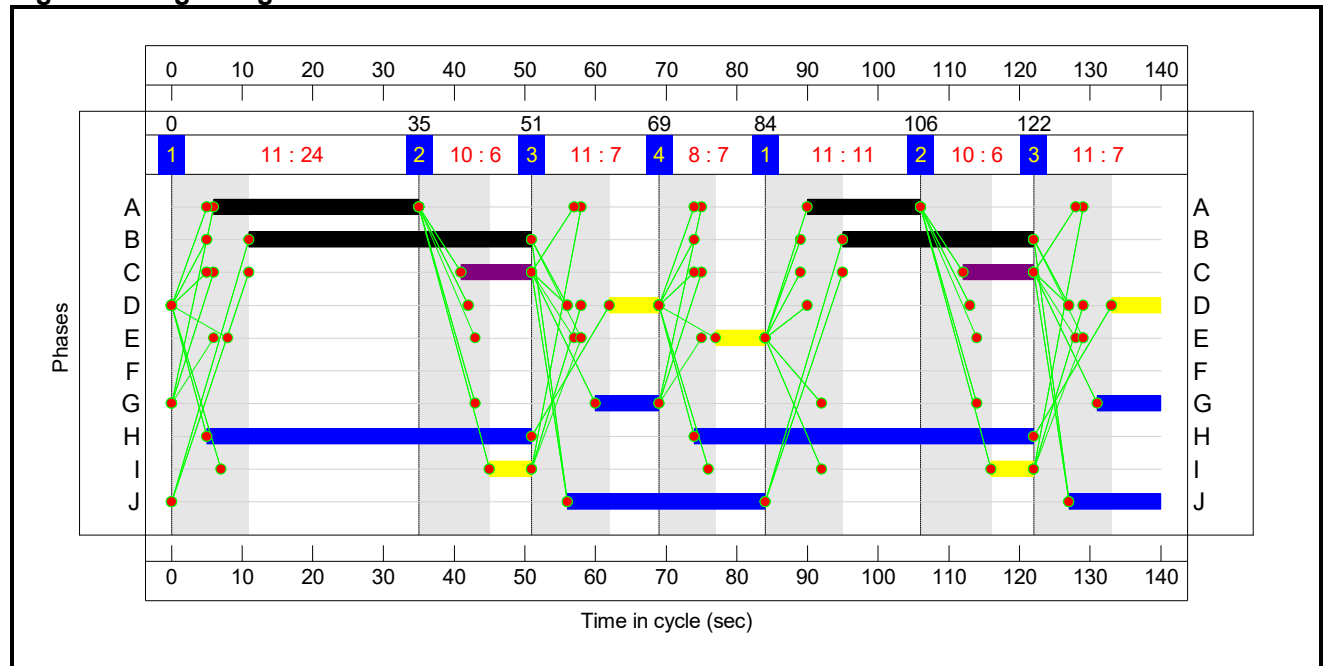
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	24	6	7	7	11	6	7
Change Point	0	35	51	69	84	106	122

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A20 Hythe Road EB Left Ahead Right A20 Hythe Rd EB	Traffic	29	6	35	16	90	106
B	A20 Hythe Road WB Right Left Ahead A20 Hythe Road WB	Traffic	40	11	51	27	95	122
C	A20 Hythe Road WB Right IGA A20 Hythe Rd WB Right-Turn	Ind. Arrow	10	41	51	10	112	122
D	Honeysuckle Avenue Left Ahead Right Honeysuckle Avenue	Traffic	7	62	69	7	133	0
E	Spire Court & Tesco Ahead Right Left Summerhill House	Traffic	7	77	84			
F	Spire Court & Tesco Ahead Right Left Filter Tesco exit	Filter						
G	Pedestrians across exit to Honeysuckle Ave	Pedestrian	9	60	69	9	131	0
H	Pedestrians across Honeysuckle Ave approach	Pedestrian	46	5	51	48	74	122
I	Pedestrians across Hythe Rd EB exit	Pedestrian	6	45	51	6	116	122
J	Pedestrians across Hythe Rd WB approach	Pedestrian	28	56	84	13	127	0

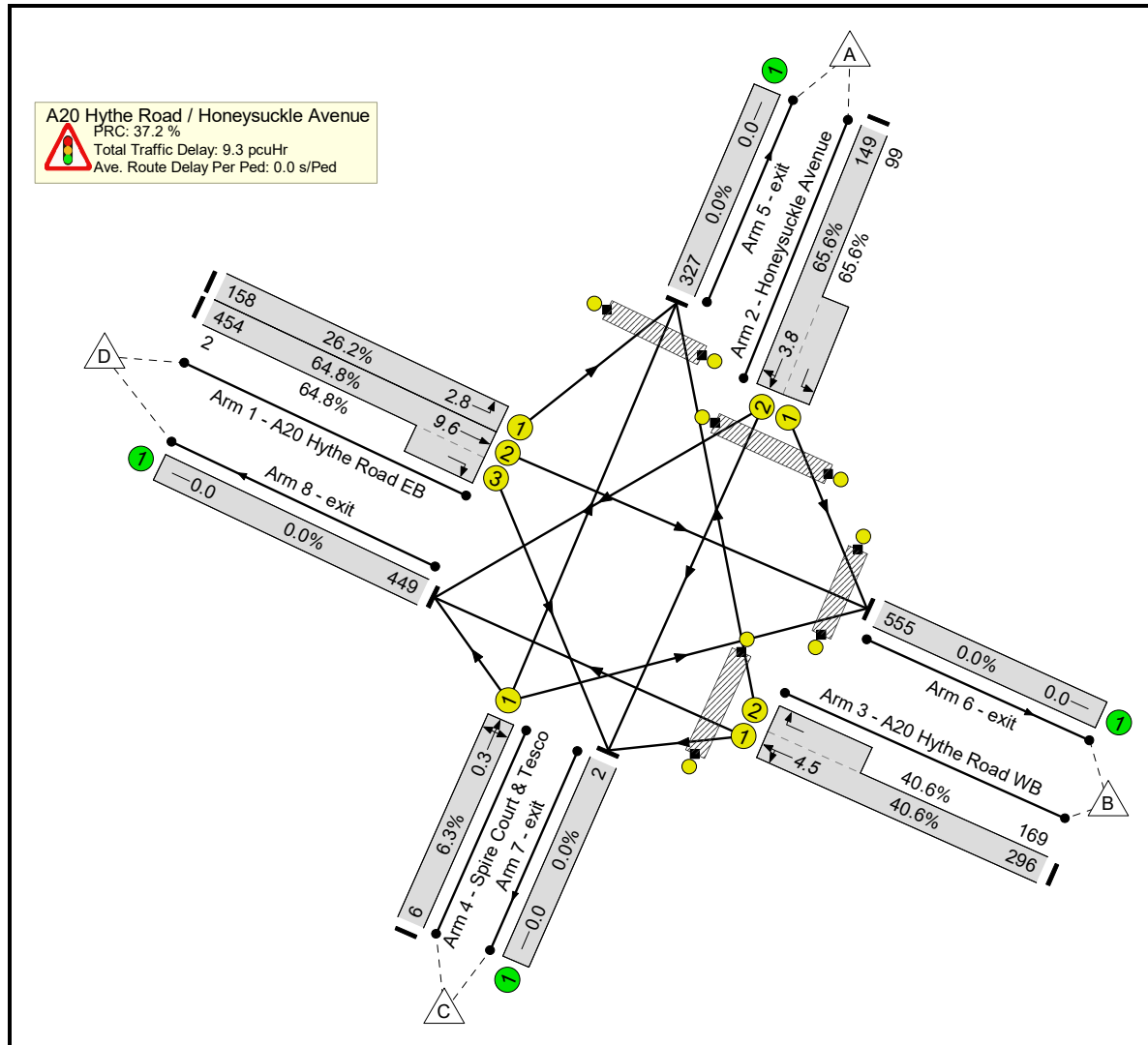
Signal Timings Diagram



Lane Green Times

Junction: A20 Hythe Road / Honeysuckle Avenue					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A20 Hythe Road EB Left	U	A	6	35
1/2				90	106
1/3	A20 Hythe Road EB Right	U	A	6	35
2/1				90	106
2/2	Honeysuckle Avenue Left	U	D	62	69
				133	0
3/1	A20 Hythe Road WB Left Ahead	U	B	11	51
3/2				95	122
3/2	A20 Hythe Road WB Right	U	B C	11	51
				95	122
4/1	Spire Court & Tesco Ahead Right Left	U	E F	77	84

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

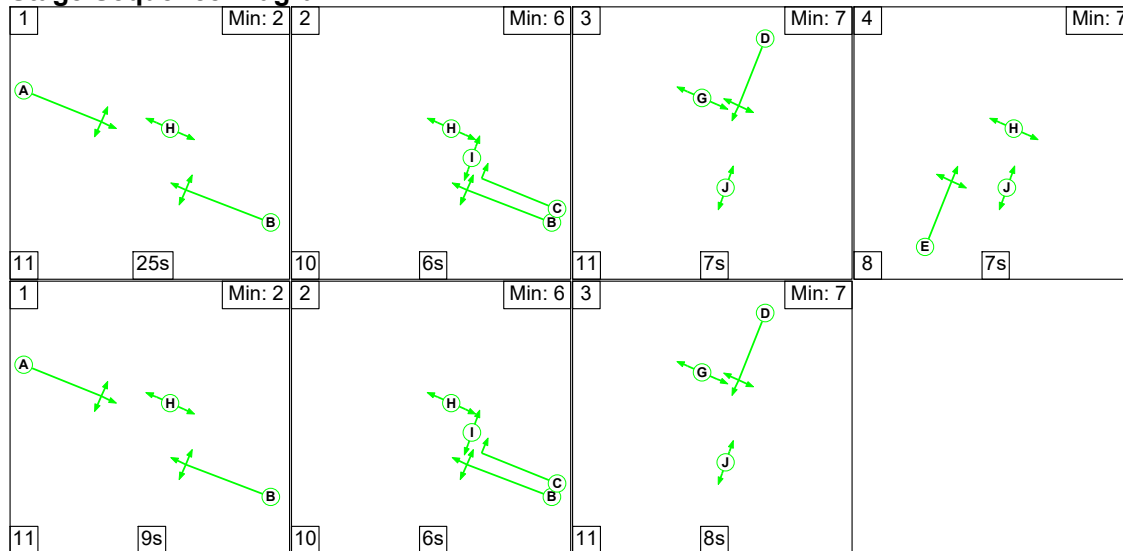
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	65.6%
A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	65.6%
1/1	A20 Hythe Road EB Left	U	N/A	N/A	A		2	45	-	-	158	1796	603	26.2%
1/2+1/3	A20 Hythe Road EB Ahead Right	U	N/A	N/A	A		2	45	-	-	456	2110:1907	701+3	64.8 : 64.8%
2/2+2/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		2	14	-	-	248	1988:1829	227+151	65.6 : 65.6%
3/1+3/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B	C	2	67	20	-	465	1967:1981	730+417	40.6 : 40.6%
4/1	Spire Court & Tesco Ahead Right Left	U	N/A	N/A	E	F	1	7	0	-	6	1680	96	6.3%
5/1	exit	U	N/A	N/A	-		-	-	-	-	327	Inf	Inf	0.0%
6/1	exit	U	N/A	N/A	-		-	-	-	-	555	Inf	Inf	0.0%
7/1	exit	U	N/A	N/A	-		-	-	-	-	2	Inf	Inf	0.0%
8/1	exit	U	N/A	N/A	-		-	-	-	-	449	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		2	41	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	12	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		2	94	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	18	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	6.9	2.4	0.0	9.3	-	-	-	-	
A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	6.9	2.4	0.0	9.3	-	-	-	-	
1/1	158	158	-	-	-	0.8	0.2	-	0.9	21.4	2.6	0.2	2.8	
1/2+1/3	456	456	-	-	-	2.6	0.9	-	3.5	27.5	8.7	0.9	9.6	
2/2+2/1	248	248	-	-	-	2.0	0.9	-	3.0	43.1	2.8	0.9	3.8	
3/1+3/2	465	465	-	-	-	1.4	0.3	-	1.7	13.4	4.1	0.3	4.5	
4/1	6	6	-	-	-	0.1	0.0	-	0.1	82.7	0.2	0.0	0.3	
5/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 37.2 PRC Over All Lanes (%): 37.2 Total Delay for Signalled Lanes (pcuHr): 9.26 Total Delay Over All Lanes(pcuHr): 9.26 Cycle Time (s): 140														

Stage Sequence Diagram



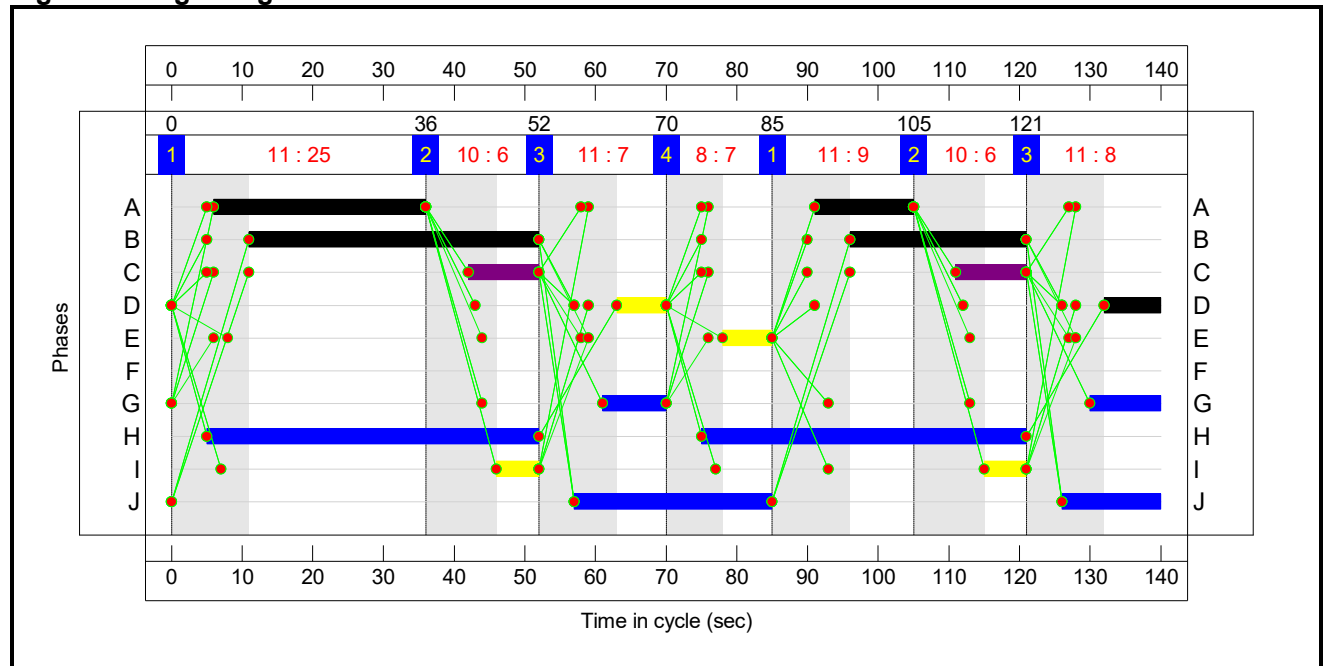
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	25	6	7	7	9	6	8
Change Point	0	36	52	70	85	105	121

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A20 Hythe Road EB Left Ahead Right A20 Hythe Rd EB	Traffic	30	6	36	14	91	105
B	A20 Hythe Road WB Right Left Ahead A20 Hythe Road WB	Traffic	41	11	52	25	96	121
C	A20 Hythe Road WB Right IGA A20 Hythe Rd WB Right-Turn	Ind. Arrow	10	42	52	10	111	121
D	Honeysuckle Avenue Left Ahead Right Honeysuckle Avenue	Traffic	7	63	70	8	132	0
E	Spire Court & Tesco Ahead Right Left Summerhill House	Traffic	7	78	85			
F	Spire Court & Tesco Ahead Right Left Filter Tesco exit	Filter						
G	Pedestrians across exit to Honeysuckle Ave	Pedestrian	9	61	70	10	130	0
H	Pedestrians across Honeysuckle Ave approach	Pedestrian	47	5	52	46	75	121
I	Pedestrians across Hythe Rd EB exit	Pedestrian	6	46	52	6	115	121
J	Pedestrians across Hythe Rd WB approach	Pedestrian	28	57	85	14	126	0

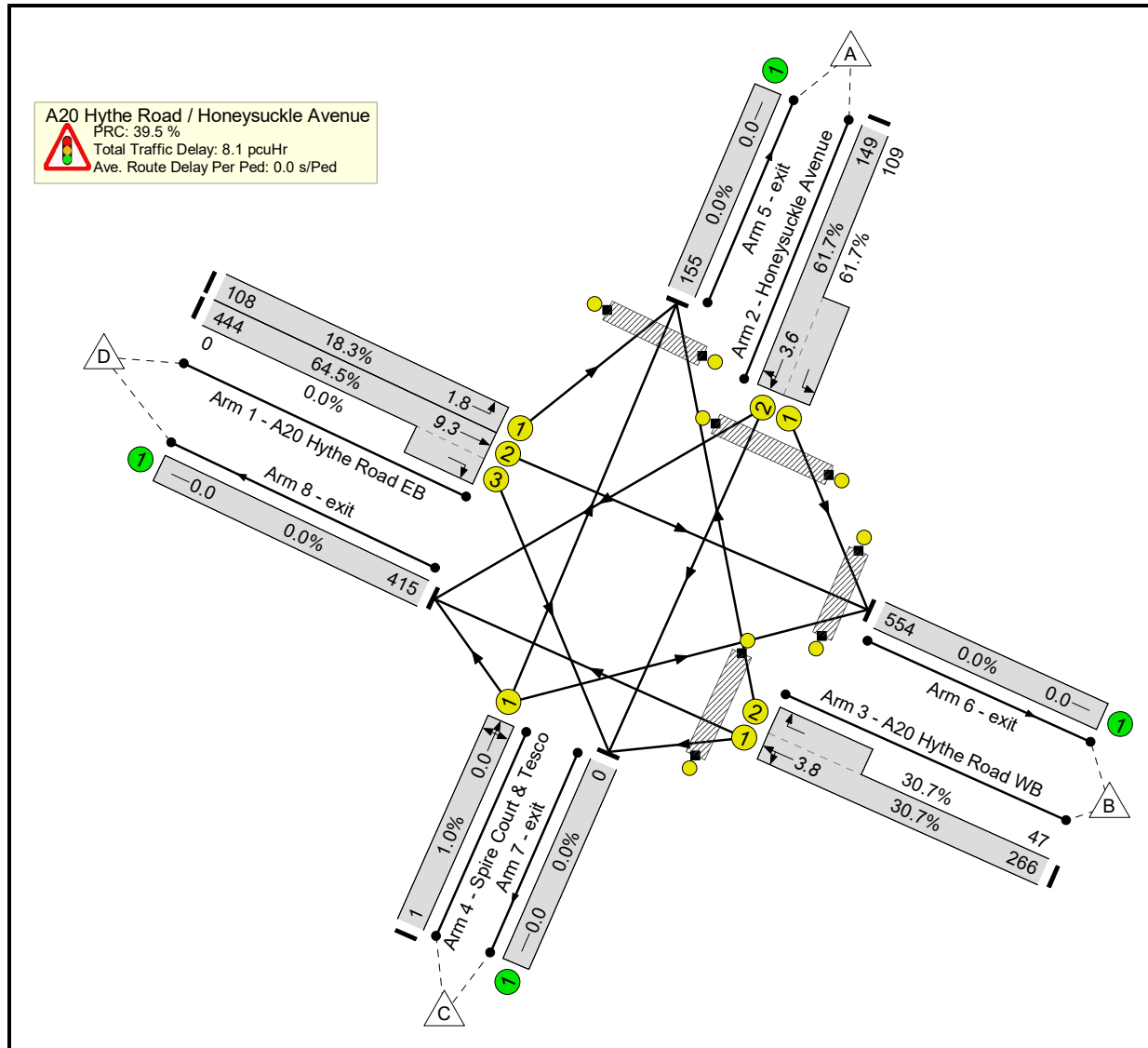
Signal Timings Diagram



Lane Green Times

Junction: A20 Hythe Road / Honeysuckle Avenue					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A20 Hythe Road EB Left	U	A	6	36
1/2				91	105
1/3	A20 Hythe Road EB Ahead	U	A	6	36
1/3				91	105
1/3	A20 Hythe Road EB Right	U	A	6	36
2/1				91	105
2/1	Honeysuckle Avenue Left	U	D	63	70
2/2				132	0
2/2	Honeysuckle Avenue Ahead Right	U	D	63	70
3/1				132	0
3/1	A20 Hythe Road WB Left Ahead	U	B	11	52
3/2				96	121
3/2	A20 Hythe Road WB Right	U	B C	11	52
4/1				96	121
4/1	Spire Court & Tesco Ahead Right Left	U	E F	78	85

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

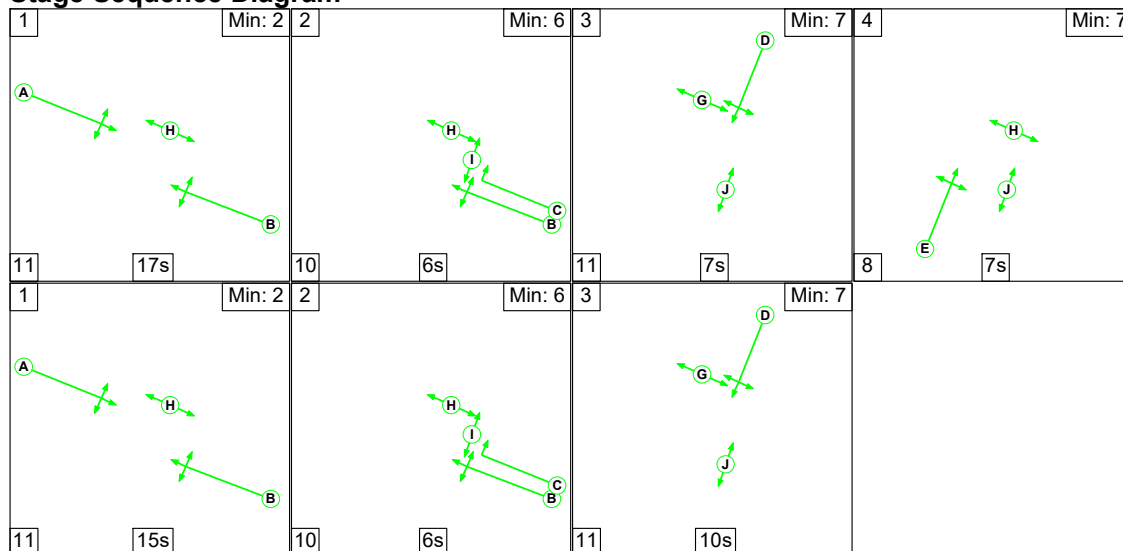
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	64.5%
A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	64.5%
1/1	A20 Hythe Road EB Left	U	N/A	N/A	A		2	44	-	-	108	1796	590	18.3%
1/2+1/3	A20 Hythe Road EB Ahead Right	U	N/A	N/A	A		2	44	-	-	444	2110:2113	688+0	64.5 : 0.0%
2/2+2/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		2	15	-	-	258	1988:1829	241+177	61.7 : 61.7%
3/1+3/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B	C	2	66	20	-	313	1967:1981	867+153	30.7 : 30.7%
4/1	Spire Court & Tesco Ahead Right Left	U	N/A	N/A	E	F	1	7	0	-	1	1813	104	1.0%
5/1	exit	U	N/A	N/A	-		-	-	-	-	155	Inf	Inf	0.0%
6/1	exit	U	N/A	N/A	-		-	-	-	-	554	Inf	Inf	0.0%
7/1	exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
8/1	exit	U	N/A	N/A	-		-	-	-	-	415	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		2	42	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	12	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		2	93	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	19	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	6.1	2.0	0.0	8.1	-	-	-	-	
A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	6.1	2.0	0.0	8.1	-	-	-	-	
1/1	108	108	-	-	-	0.5	0.1	-	0.6	20.9	1.7	0.1	1.8	
1/2+1/3	444	444	-	-	-	2.5	0.9	-	3.4	27.8	8.4	0.9	9.3	
2/2+2/1	258	258	-	-	-	2.1	0.8	-	2.9	40.2	2.8	0.8	3.6	
3/1+3/2	313	313	-	-	-	1.0	0.2	-	1.2	13.5	3.6	0.2	3.8	
4/1	1	1	-	-	-	0.0	0.0	-	0.0	80.3	0.0	0.0	0.0	
5/1	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 39.5 PRC Over All Lanes (%): 39.5 Total Delay for Signalled Lanes (pcuHr): 8.13 Total Delay Over All Lanes(pcuHr): 8.13 Cycle Time (s): 140														

Stage Sequence Diagram

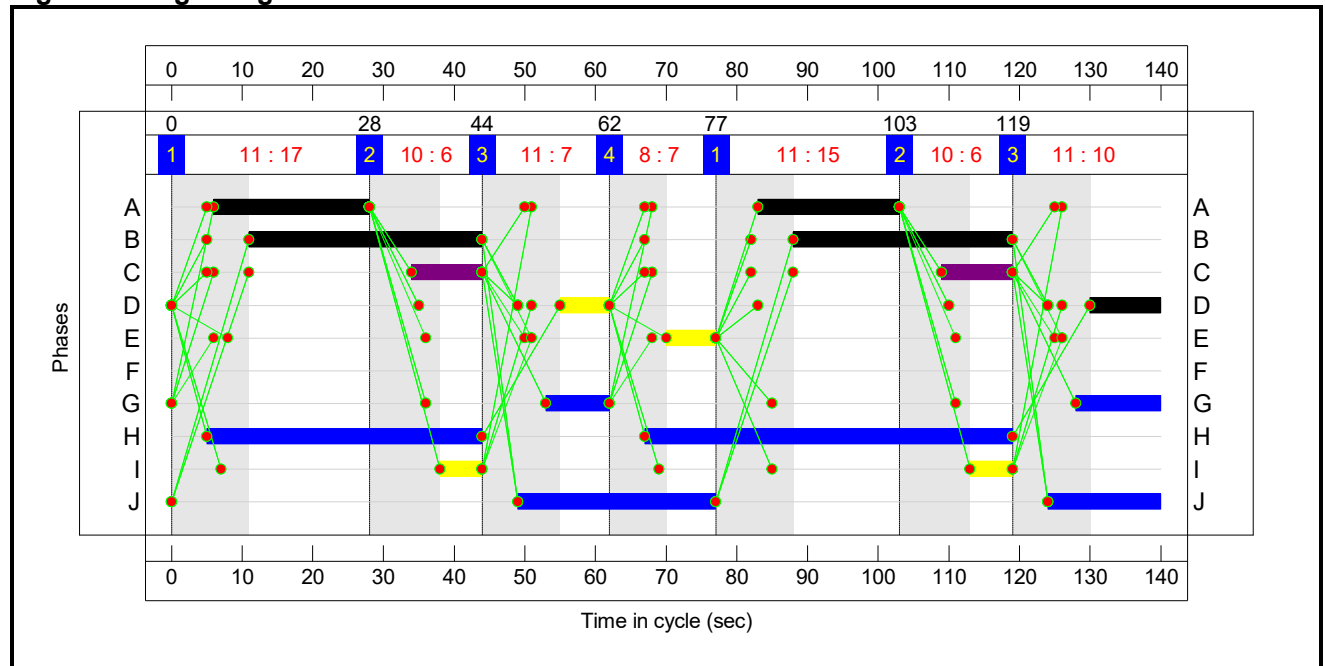


Stage Timings

Stage	1	2	3	4	1	2	3
Duration	17	6	7	7	15	6	10
Change Point	0	28	44	62	77	103	119

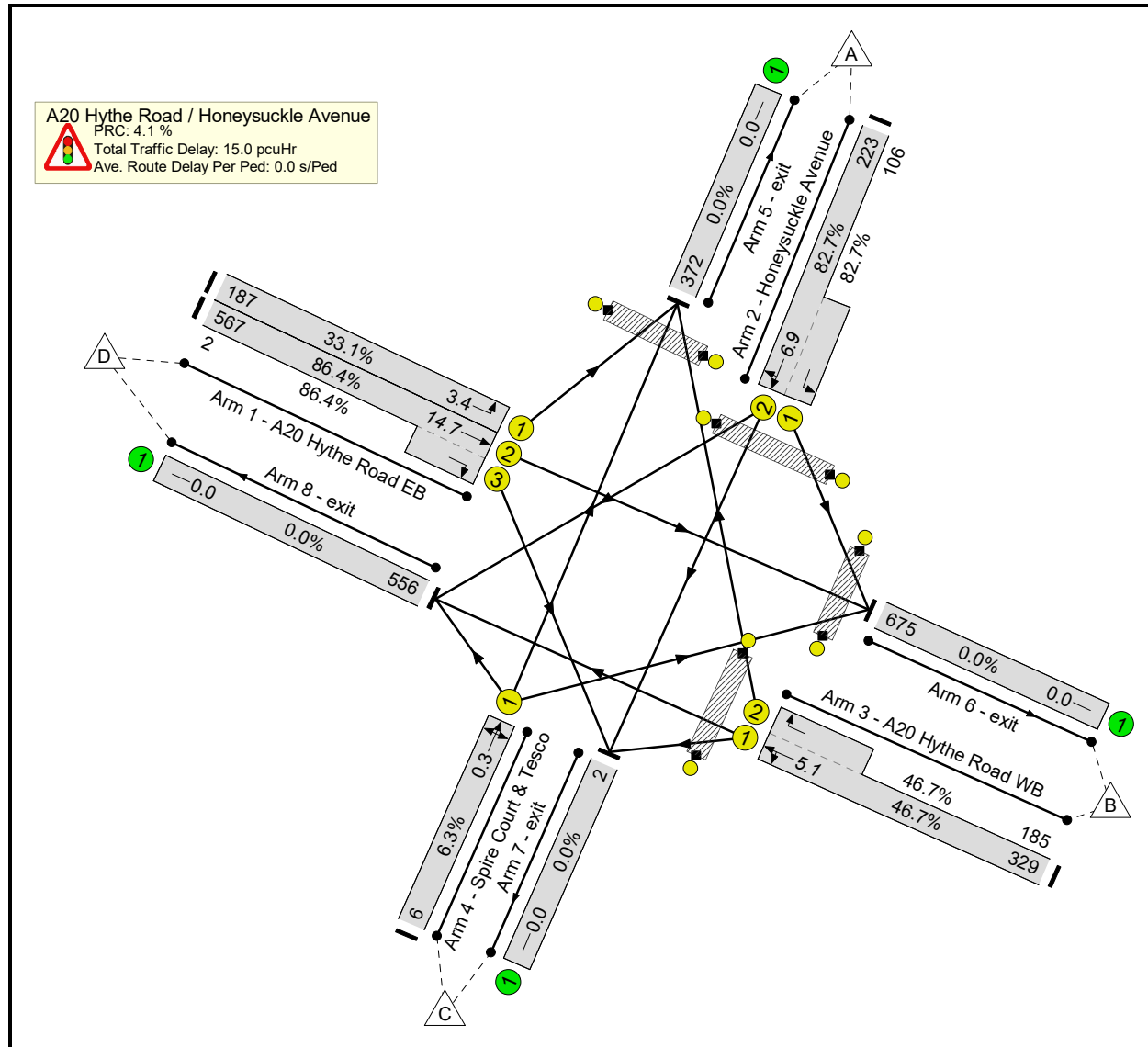
Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A20 Hythe Road EB Left Ahead Right A20 Hythe Rd EB	Traffic	22	6	28	20	83	103
B	A20 Hythe Road WB Right Left Ahead A20 Hythe Road WB	Traffic	33	11	44	31	88	119
C	A20 Hythe Road WB Right IGA A20 Hythe Rd WB Right-Turn	Ind. Arrow	10	34	44	10	109	119
D	Honeysuckle Avenue Left Ahead Right Honeysuckle Avenue	Traffic	7	55	62	10	130	0
E	Spire Court & Tesco Ahead Right Left Summerhill House	Traffic	7	70	77			
F	Spire Court & Tesco Ahead Right Left Filter Tesco exit	Filter						
G	Pedestrians across exit to Honeysuckle Ave	Pedestrian	9	53	62	12	128	0
H	Pedestrians across Honeysuckle Ave approach	Pedestrian	39	5	44	52	67	119
I	Pedestrians across Hythe Rd EB exit	Pedestrian	6	38	44	6	113	119
J	Pedestrians across Hythe Rd WB approach	Pedestrian	28	49	77	16	124	0

Signal Timings Diagram**Lane Green Times**

Junction: A20 Hythe Road / Honeysuckle Avenue					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A20 Hythe Road EB Left	U	A	6	28
1/2				83	103
1/3	A20 Hythe Road EB Ahead	U	A	6	28
1/3				83	103
2/1	A20 Hythe Road EB Right	U	A	6	28
2/1				83	103
2/2	Honeysuckle Avenue Left	U	D	55	62
2/2				130	0
3/1	Honeysuckle Avenue Ahead Right	U	D	55	62
3/1				130	0
3/2	A20 Hythe Road WB Left Ahead	U	B	11	44
3/2				88	119
3/2	A20 Hythe Road WB Right	U	B C	11	44
3/2				88	119
4/1	Spire Court & Tesco Ahead Right Left	U	E F	70	77

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

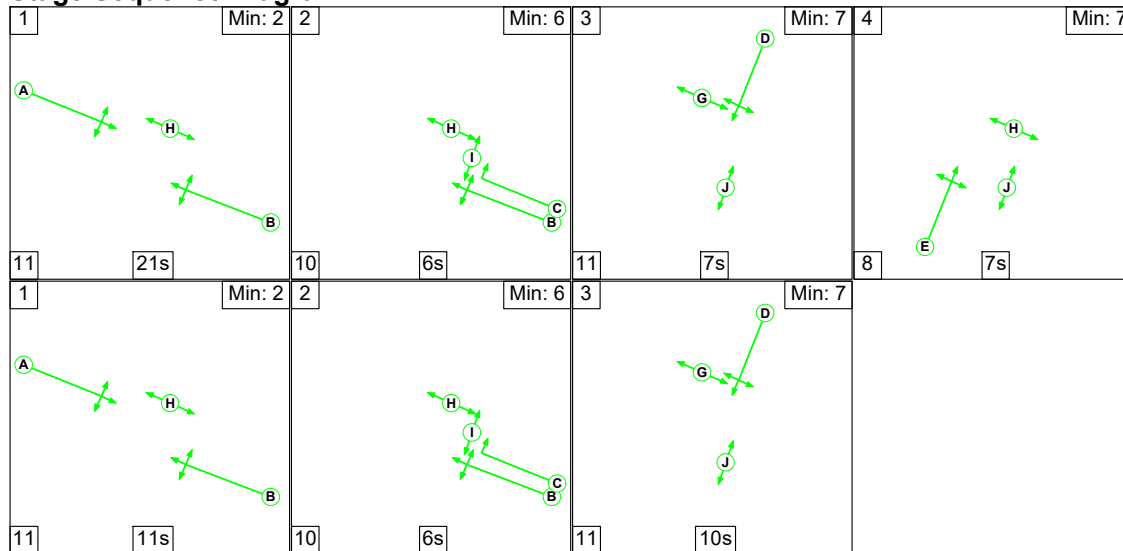
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	86.4%
A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	86.4%
1/1	A20 Hythe Road EB Left	U	N/A	N/A	A		2	42	-	-	187	1796	564	33.1%
1/2+1/3	A20 Hythe Road EB Ahead Right	U	N/A	N/A	A		2	42	-	-	569	2110:1907	656+2	86.4 : 86.4%
2/2+2/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		2	17	-	-	329	1988:1829	270+128	82.7 : 82.7%
3/1+3/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B	C	2	64	20	-	514	1967:1981	705+396	46.7 : 46.7%
4/1	Spire Court & Tesco Ahead Right Left	U	N/A	N/A	E	F	1	7	0	-	6	1680	96	6.3%
5/1	exit	U	N/A	N/A	-		-	-	-	-	372	Inf	Inf	0.0%
6/1	exit	U	N/A	N/A	-		-	-	-	-	675	Inf	Inf	0.0%
7/1	exit	U	N/A	N/A	-		-	-	-	-	2	Inf	Inf	0.0%
8/1	exit	U	N/A	N/A	-		-	-	-	-	556	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		2	44	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	12	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		2	91	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	21	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	9.1	5.9	0.0	15.0	-	-	-	-	
A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	9.1	5.9	0.0	15.0	-	-	-	-	
1/1	187	187	-	-	-	1.0	0.2	-	1.2	23.4	3.1	0.2	3.4	
1/2+1/3	569	569	-	-	-	3.6	3.0	-	6.6	41.8	11.7	3.0	14.7	
2/2+2/1	329	329	-	-	-	2.7	2.2	-	4.9	53.7	4.6	2.2	6.9	
3/1+3/2	514	514	-	-	-	1.7	0.4	-	2.1	14.8	4.7	0.4	5.1	
4/1	6	6	-	-	-	0.1	0.0	-	0.1	82.7	0.2	0.0	0.3	
5/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 4.1 PRC Over All Lanes (%): 4.1 Total Delay for Signalled Lanes (pcuHr): 14.99 Total Delay Over All Lanes(pcuHr): 14.99 Cycle Time (s): 140														

Stage Sequence Diagram



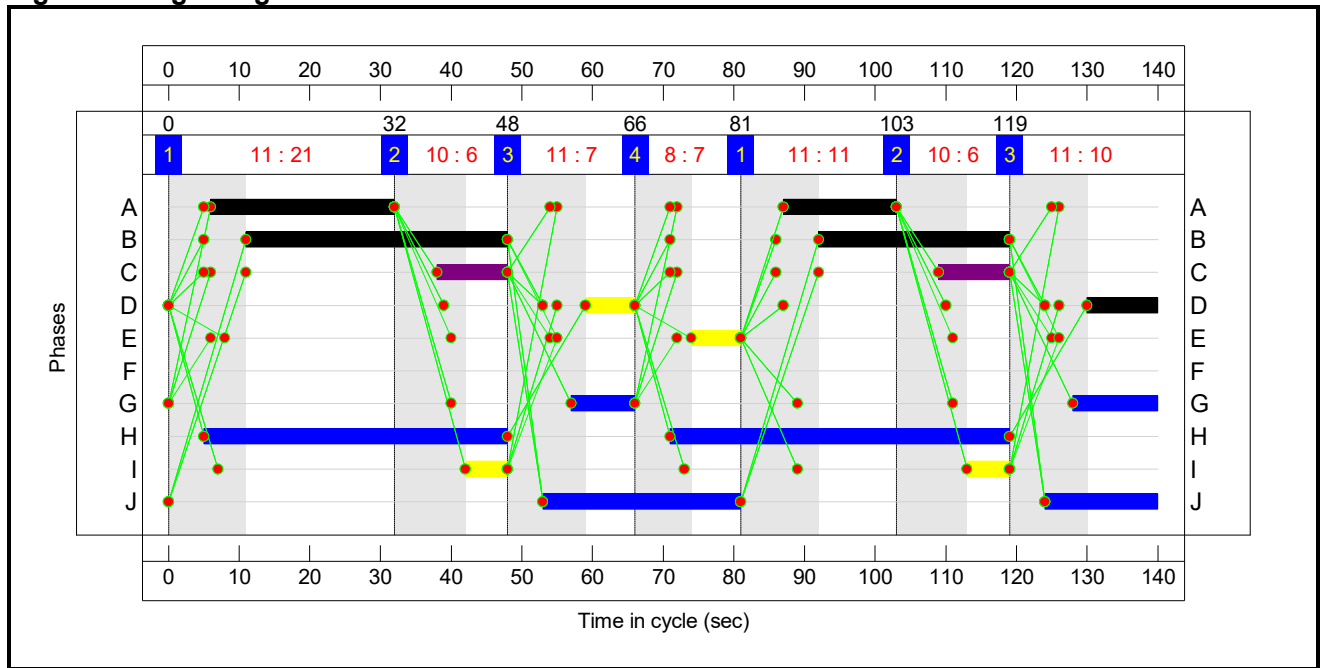
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	21	6	7	7	11	6	10
Change Point	0	32	48	66	81	103	119

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A20 Hythe Road EB Left Ahead Right A20 Hythe Rd EB	Traffic	26	6	32	16	87	103
B	A20 Hythe Road WB Right Left Ahead A20 Hythe Road WB	Traffic	37	11	48	27	92	119
C	A20 Hythe Road WB Right IGA A20 Hythe Rd WB Right-Turn	Ind. Arrow	10	38	48	10	109	119
D	Honeysuckle Avenue Left Ahead Right Honeysuckle Avenue	Traffic	7	59	66	10	130	0
E	Spire Court & Tesco Ahead Right Left Summerhill House	Traffic	7	74	81			
F	Spire Court & Tesco Ahead Right Left Filter Tesco exit	Filter						
G	Pedestrians across exit to Honeysuckle Ave	Pedestrian	9	57	66	12	128	0
H	Pedestrians across Honeysuckle Ave approach	Pedestrian	43	5	48	48	71	119
I	Pedestrians across Hythe Rd EB exit	Pedestrian	6	42	48	6	113	119
J	Pedestrians across Hythe Rd WB approach	Pedestrian	28	53	81	16	124	0

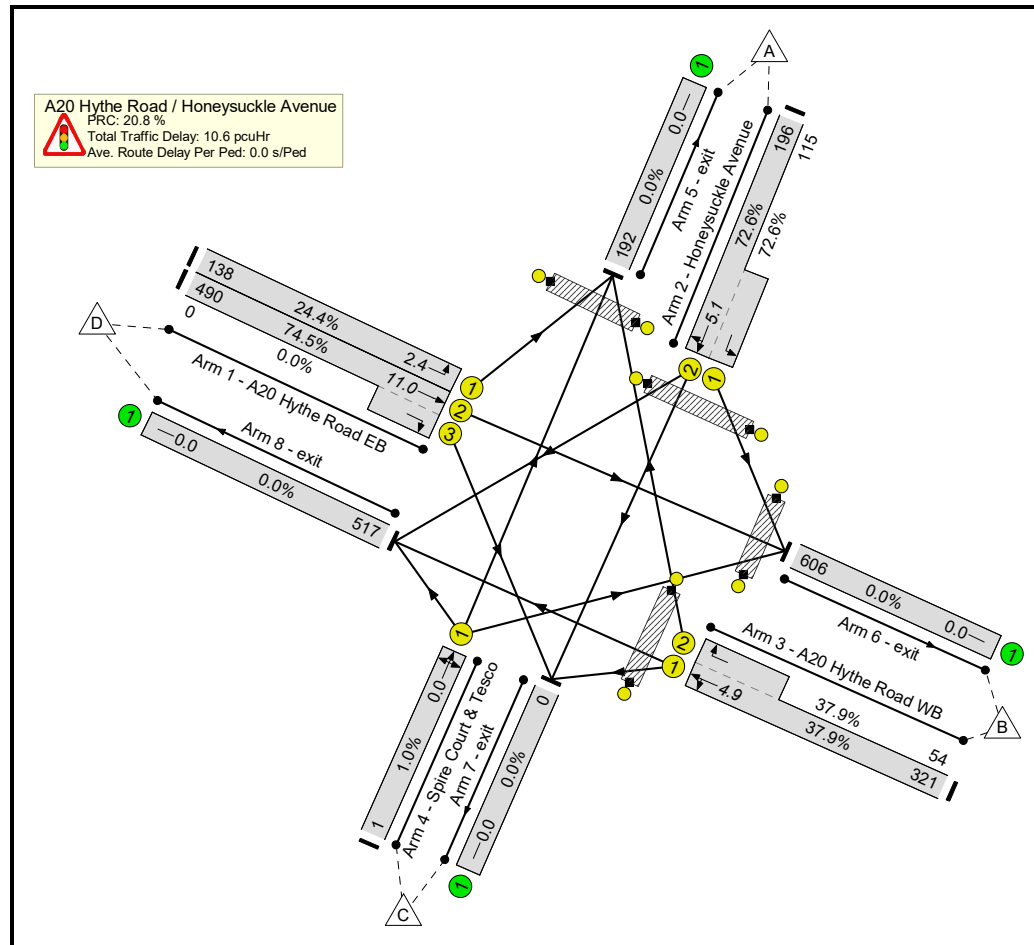
Signal Timings Diagram



Lane Green Times

Junction: A20 Hythe Road / Honeysuckle Avenue					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A20 Hythe Road EB Left	U	A	6	32
1/2				87	103
1/3	A20 Hythe Road EB Ahead	U	A	6	32
1/3				87	103
1/3	A20 Hythe Road EB Right	U	A	6	32
2/1				87	103
2/1	Honeysuckle Avenue Left	U	D	59	66
2/1				130	0
2/2	Honeysuckle Avenue Ahead Right	U	D	59	66
2/2				130	0
3/1	A20 Hythe Road WB Left Ahead	U	B	11	48
3/1				92	119
3/2	A20 Hythe Road WB Right	U	B C	11	48
3/2				92	119
4/1	Spire Court & Tesco Ahead Right Left	U	E F	74	81

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

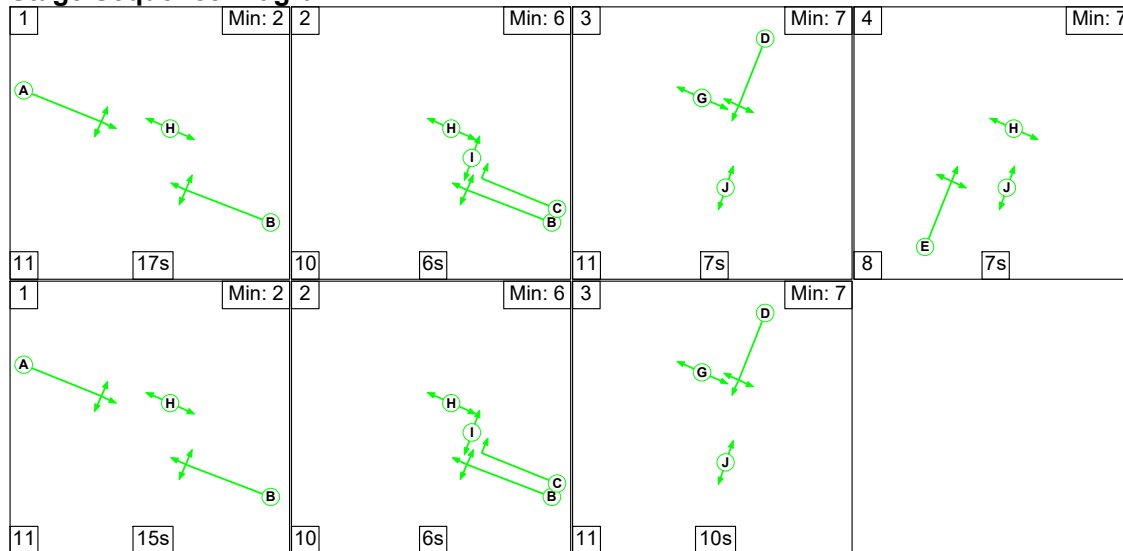
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	74.5%
A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	74.5%
1/1	A20 Hythe Road EB Left	U	N/A	N/A	A		2	42	-	-	138	1796	564	24.4%
1/2+1/3	A20 Hythe Road EB Ahead Right	U	N/A	N/A	A		2	42	-	-	490	2110:2113	658+0	74.5 : 0.0%
2/2+2/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		2	17	-	-	311	1988:1829	270+158	72.6 : 72.6%
3/1+3/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B	C	2	64	20	-	375	1967:1981	847+142	37.9 : 37.9%
4/1	Spire Court & Tesco Ahead Right Left	U	N/A	N/A	E	F	1	7	0	-	1	1813	104	1.0%
5/1	exit	U	N/A	N/A	-		-	-	-	-	192	Inf	Inf	0.0%
6/1	exit	U	N/A	N/A	-		-	-	-	-	606	Inf	Inf	0.0%
7/1	exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
8/1	exit	U	N/A	N/A	-		-	-	-	-	517	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		2	44	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	12	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		2	91	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	21	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	7.4	3.2	0.0	10.6	-	-	-	-	
A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	7.4	3.2	0.0	10.6	-	-	-	-	
1/1	138	138	-	-	-	0.7	0.2	-	0.9	22.3	2.2	0.2	2.4	
1/2+1/3	490	490	-	-	-	3.0	1.4	-	4.4	32.4	9.5	1.4	11.0	
2/2+2/1	311	311	-	-	-	2.5	1.3	-	3.8	43.7	3.8	1.3	5.1	
3/1+3/2	375	375	-	-	-	1.2	0.3	-	1.5	14.7	4.5	0.3	4.9	
4/1	1	1	-	-	-	0.0	0.0	-	0.0	80.3	0.0	0.0	0.0	
5/1	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 20.8 PRC Over All Lanes (%): 20.8 Total Delay for Signalled Lanes (pcuHr): 10.59 Total Delay Over All Lanes(pcuHr): 10.59 Cycle Time (s): 140														

Stage Sequence Diagram

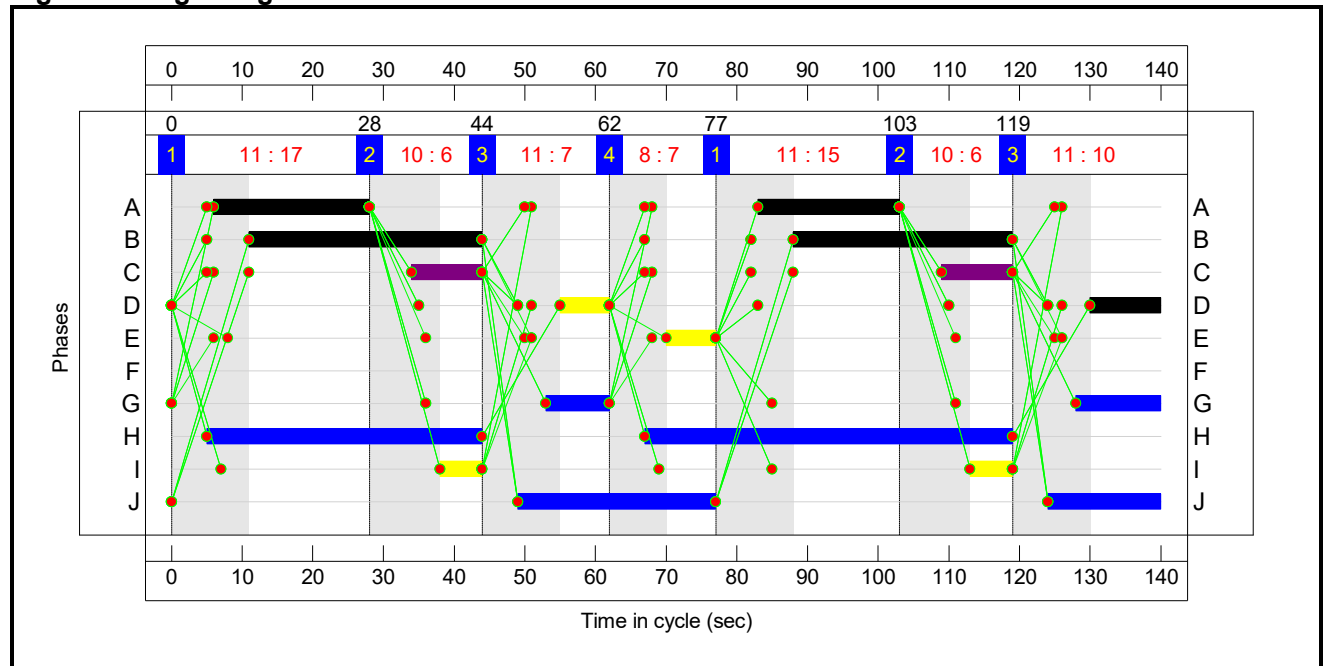


Stage Timings

Stage	1	2	3	4	1	2	3
Duration	17	6	7	7	15	6	10
Change Point	0	28	44	62	77	103	119

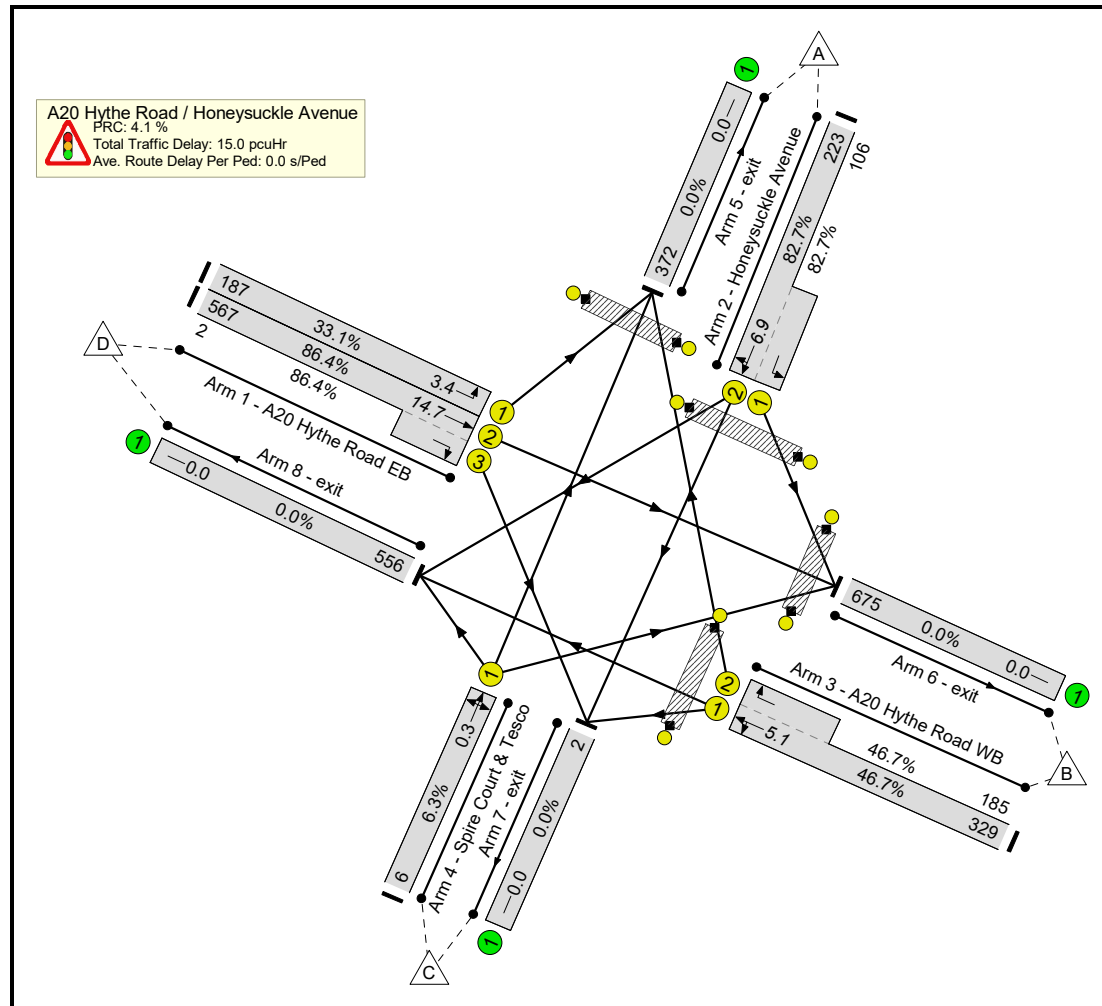
Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A20 Hythe Road EB Left Ahead Right A20 Hythe Rd EB	Traffic	22	6	28	20	83	103
B	A20 Hythe Road WB Right Left Ahead A20 Hythe Road WB	Traffic	33	11	44	31	88	119
C	A20 Hythe Road WB Right IGA A20 Hythe Rd WB Right-Turn	Ind. Arrow	10	34	44	10	109	119
D	Honeysuckle Avenue Left Ahead Right Honeysuckle Avenue	Traffic	7	55	62	10	130	0
E	Spire Court & Tesco Ahead Right Left Summerhill House	Traffic	7	70	77			
F	Spire Court & Tesco Ahead Right Left Filter Tesco exit	Filter						
G	Pedestrians across exit to Honeysuckle Ave	Pedestrian	9	53	62	12	128	0
H	Pedestrians across Honeysuckle Ave approach	Pedestrian	39	5	44	52	67	119
I	Pedestrians across Hythe Rd EB exit	Pedestrian	6	38	44	6	113	119
J	Pedestrians across Hythe Rd WB approach	Pedestrian	28	49	77	16	124	0

Signal Timings Diagram**Lane Green Times**

Junction: A20 Hythe Road / Honeysuckle Avenue					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A20 Hythe Road EB Left	U	A	6	28
				83	103
1/2	A20 Hythe Road EB Ahead	U	A	6	28
				83	103
1/3	A20 Hythe Road EB Right	U	A	6	28
				83	103
2/1	Honeysuckle Avenue Left	U	D	55	62
				130	0
2/2	Honeysuckle Avenue Ahead Right	U	D	55	62
				130	0
3/1	A20 Hythe Road WB Left Ahead	U	B	11	44
				88	119
3/2	A20 Hythe Road WB Right	U	B C	11	44
				88	119
4/1	Spire Court & Tesco Ahead Right Left	U	E F	70	77

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

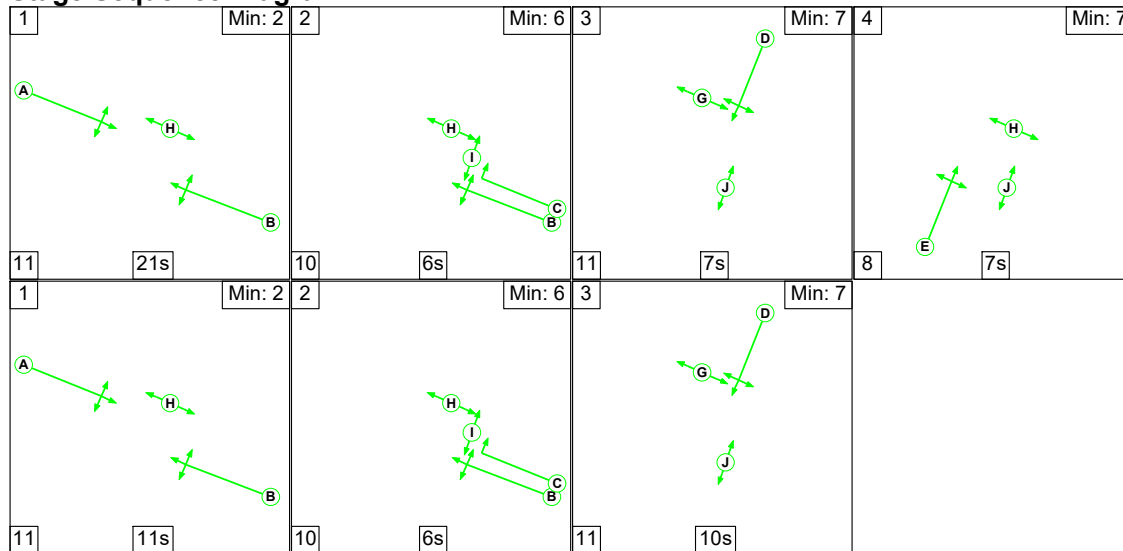
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	86.4%
A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	86.4%
1/1	A20 Hythe Road EB Left	U	N/A	N/A	A		2	42	-	-	187	1796	564	33.1%
1/2+1/3	A20 Hythe Road EB Ahead Right	U	N/A	N/A	A		2	42	-	-	569	2110:1907	656+2	86.4 : 86.4%
2/2+2/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		2	17	-	-	329	1988:1829	270+128	82.7 : 82.7%
3/1+3/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B	C	2	64	20	-	514	1967:1981	705+396	46.7 : 46.7%
4/1	Spire Court & Tesco Ahead Right Left	U	N/A	N/A	E	F	1	7	0	-	6	1680	96	6.3%
5/1	exit	U	N/A	N/A	-		-	-	-	-	372	Inf	Inf	0.0%
6/1	exit	U	N/A	N/A	-		-	-	-	-	675	Inf	Inf	0.0%
7/1	exit	U	N/A	N/A	-		-	-	-	-	2	Inf	Inf	0.0%
8/1	exit	U	N/A	N/A	-		-	-	-	-	556	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		2	44	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	12	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		2	91	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	21	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	9.1	5.9	0.0	15.0	-	-	-	-	
A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	9.1	5.9	0.0	15.0	-	-	-	-	
1/1	187	187	-	-	-	1.0	0.2	-	1.2	23.4	3.1	0.2	3.4	
1/2+1/3	569	569	-	-	-	3.6	3.0	-	6.6	41.8	11.7	3.0	14.7	
2/2+2/1	329	329	-	-	-	2.7	2.2	-	4.9	53.7	4.6	2.2	6.9	
3/1+3/2	514	514	-	-	-	1.7	0.4	-	2.1	14.8	4.7	0.4	5.1	
4/1	6	6	-	-	-	0.1	0.0	-	0.1	82.7	0.2	0.0	0.3	
5/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 4.1 PRC Over All Lanes (%): 4.1 Total Delay for Signalled Lanes (pcuHr): 14.99 Total Delay Over All Lanes(pcuHr): 14.99 Cycle Time (s): 140														

Stage Sequence Diagram



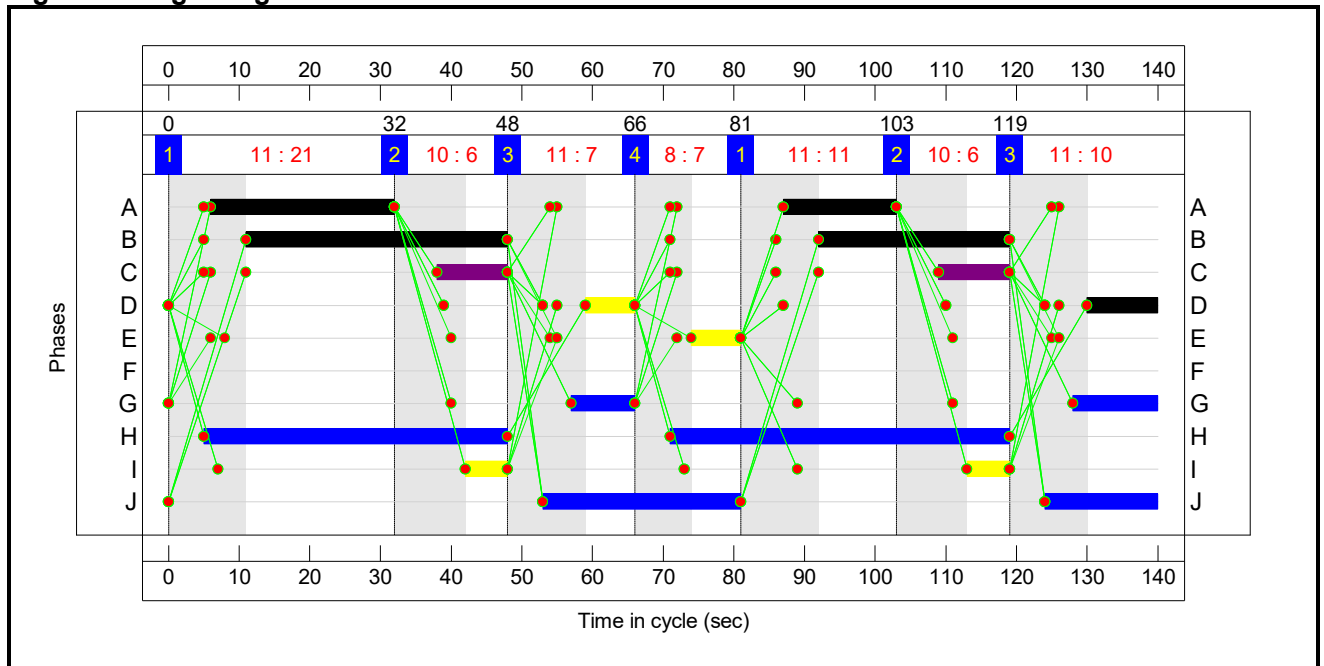
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	21	6	7	7	11	6	10
Change Point	0	32	48	66	81	103	119

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A20 Hythe Road EB Left Ahead Right A20 Hythe Rd EB	Traffic	26	6	32	16	87	103
B	A20 Hythe Road WB Right Left Ahead A20 Hythe Road WB	Traffic	37	11	48	27	92	119
C	A20 Hythe Road WB Right IGA A20 Hythe Rd WB Right-Turn	Ind. Arrow	10	38	48	10	109	119
D	Honeysuckle Avenue Left Ahead Right Honeysuckle Avenue	Traffic	7	59	66	10	130	0
E	Spire Court & Tesco Ahead Right Left Summerhill House	Traffic	7	74	81			
F	Spire Court & Tesco Ahead Right Left Filter Tesco exit	Filter						
G	Pedestrians across exit to Honeysuckle Ave	Pedestrian	9	57	66	12	128	0
H	Pedestrians across Honeysuckle Ave approach	Pedestrian	43	5	48	48	71	119
I	Pedestrians across Hythe Rd EB exit	Pedestrian	6	42	48	6	113	119
J	Pedestrians across Hythe Rd WB approach	Pedestrian	28	53	81	16	124	0

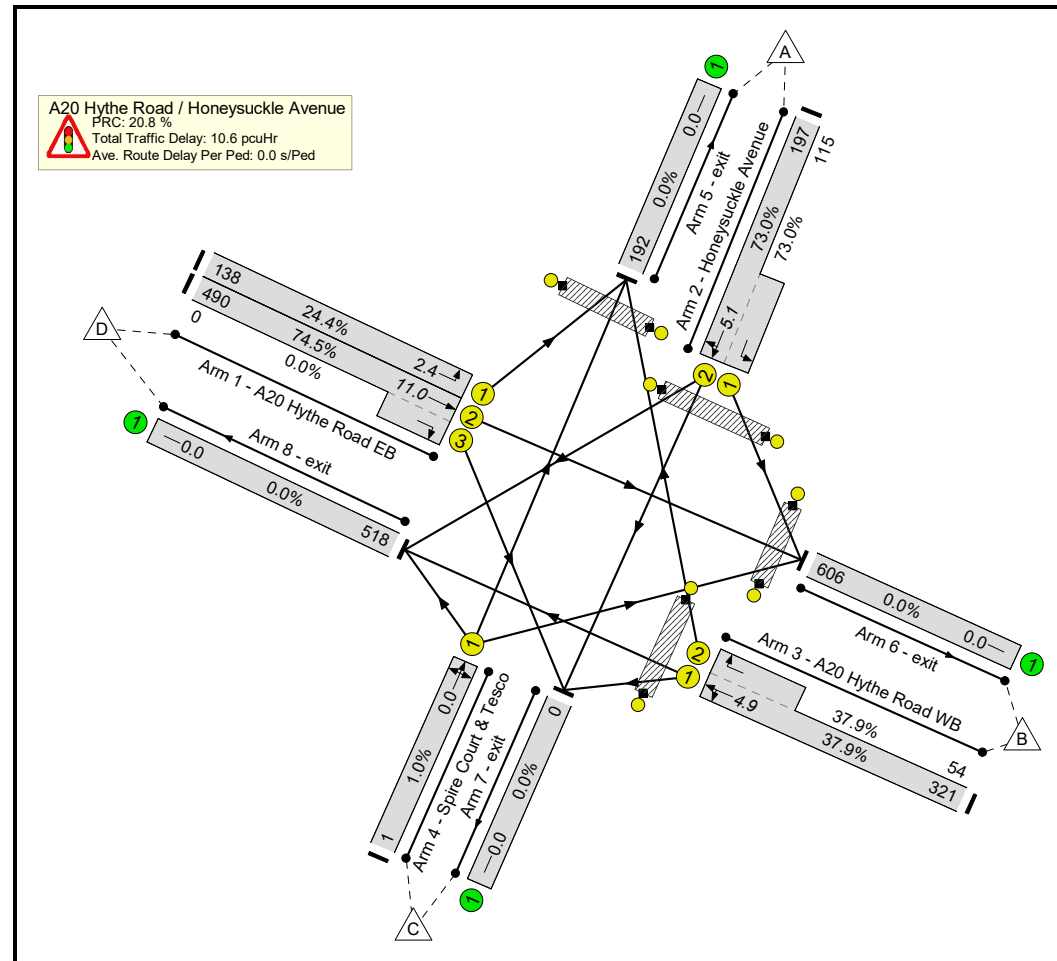
Signal Timings Diagram



Lane Green Times

Junction: A20 Hythe Road / Honeysuckle Avenue					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A20 Hythe Road EB Left	U	A	6	32
				87	103
1/2	A20 Hythe Road EB Ahead	U	A	6	32
				87	103
1/3	A20 Hythe Road EB Right	U	A	6	32
				87	103
2/1	Honeysuckle Avenue Left	U	D	59	66
				130	0
2/2	Honeysuckle Avenue Ahead Right	U	D	59	66
				130	0
3/1	A20 Hythe Road WB Left Ahead	U	B	11	48
				92	119
3/2	A20 Hythe Road WB Right	U	B C	11	48
				92	119
4/1	Spire Court & Tesco Ahead Right Left	U	E F	74	81

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

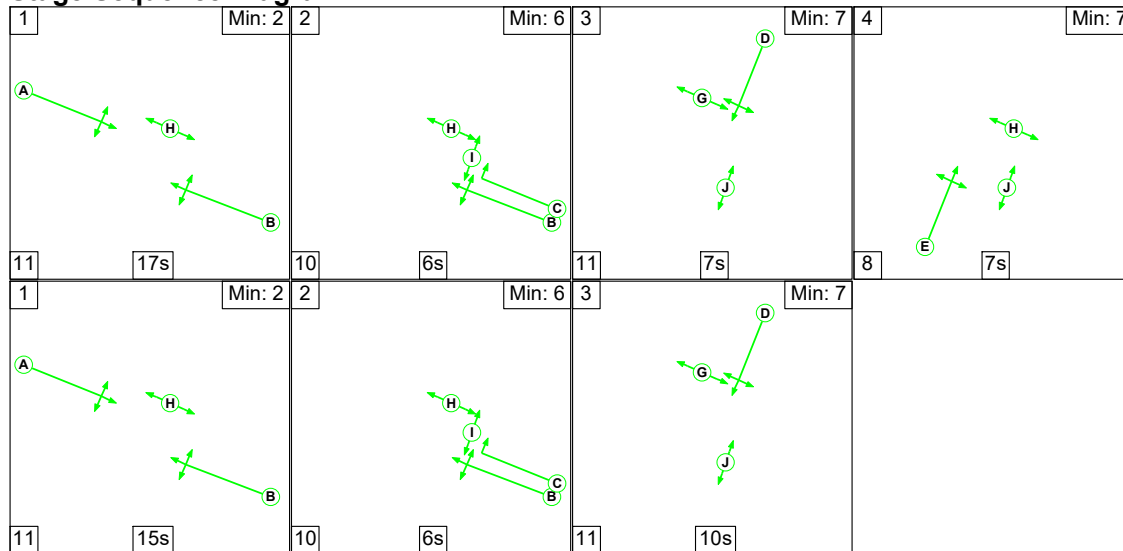
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	74.5%
A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	74.5%
1/1	A20 Hythe Road EB Left	U	N/A	N/A	A		2	42	-	-	138	1796	564	24.4%
1/2+1/3	A20 Hythe Road EB Ahead Right	U	N/A	N/A	A		2	42	-	-	490	2110:2113	658+0	74.5 : 0.0%
2/2+2/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		2	17	-	-	312	1988:1829	270+157	73.0 : 73.0%
3/1+3/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B	C	2	64	20	-	375	1967:1981	847+142	37.9 : 37.9%
4/1	Spire Court & Tesco Ahead Right Left	U	N/A	N/A	E	F	1	7	0	-	1	1813	104	1.0%
5/1	exit	U	N/A	N/A	-		-	-	-	-	192	Inf	Inf	0.0%
6/1	exit	U	N/A	N/A	-		-	-	-	-	606	Inf	Inf	0.0%
7/1	exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
8/1	exit	U	N/A	N/A	-		-	-	-	-	518	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		2	44	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	12	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		2	91	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	21	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	7.4	3.2	0.0	10.6	-	-	-	-	
A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	7.4	3.2	0.0	10.6	-	-	-	-	
1/1	138	138	-	-	-	0.7	0.2	-	0.9	22.3	2.2	0.2	2.4	
1/2+1/3	490	490	-	-	-	3.0	1.4	-	4.4	32.4	9.5	1.4	11.0	
2/2+2/1	312	312	-	-	-	2.5	1.3	-	3.8	43.9	3.8	1.3	5.1	
3/1+3/2	375	375	-	-	-	1.2	0.3	-	1.5	14.7	4.5	0.3	4.9	
4/1	1	1	-	-	-	0.0	0.0	-	0.0	80.3	0.0	0.0	0.0	
5/1	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 20.8 PRC Over All Lanes (%): 20.8 Total Delay for Signalled Lanes (pcuHr): 10.63 Total Delay Over All Lanes(pcuHr): 10.63 Cycle Time (s): 140														

Stage Sequence Diagram

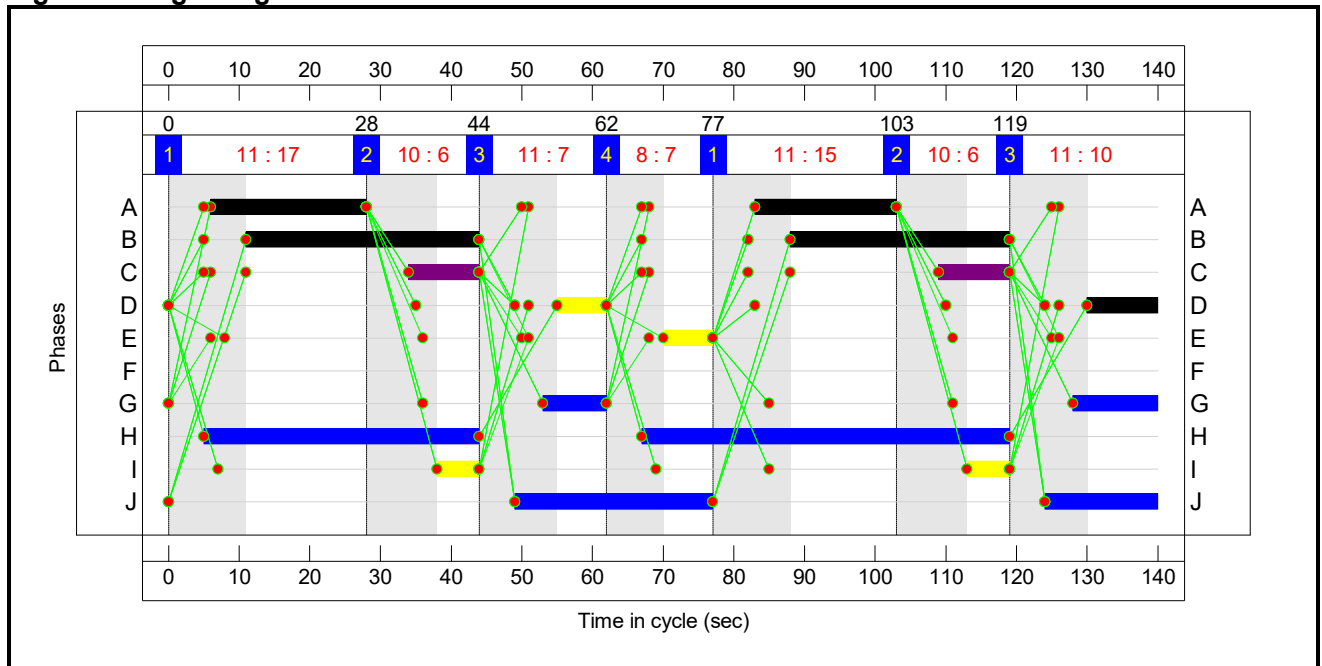


Stage Timings

Stage	1	2	3	4	1	2	3
Duration	17	6	7	7	15	6	10
Change Point	0	28	44	62	77	103	119

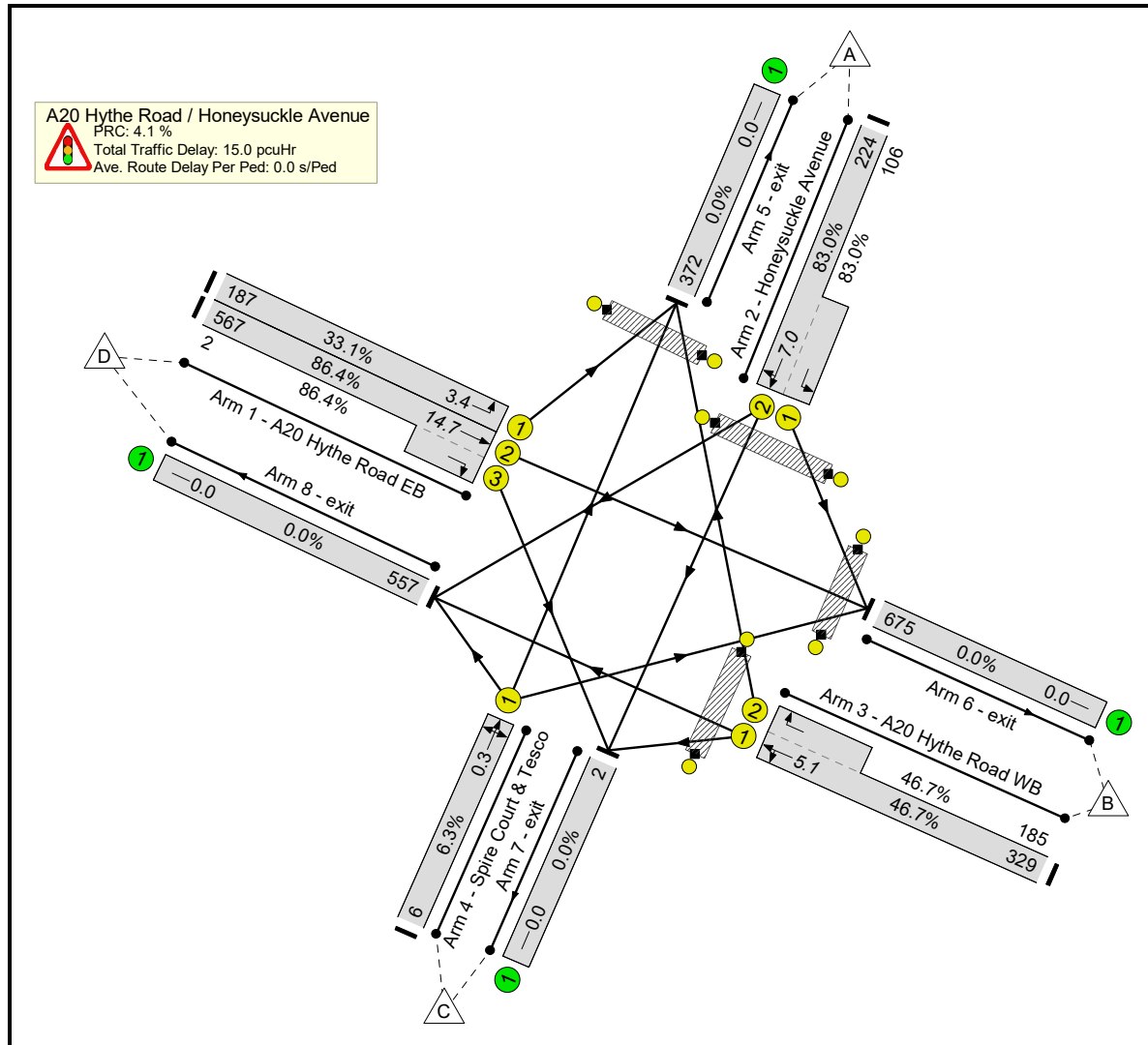
Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A20 Hythe Road EB Left Ahead Right A20 Hythe Rd EB	Traffic	22	6	28	20	83	103
B	A20 Hythe Road WB Right Left Ahead A20 Hythe Road WB	Traffic	33	11	44	31	88	119
C	A20 Hythe Road WB Right IGA A20 Hythe Rd WB Right-Turn	Ind. Arrow	10	34	44	10	109	119
D	Honeysuckle Avenue Left Ahead Right Honeysuckle Avenue	Traffic	7	55	62	10	130	0
E	Spire Court & Tesco Ahead Right Left Summerhill House	Traffic	7	70	77			
F	Spire Court & Tesco Ahead Right Left Filter Tesco exit	Filter						
G	Pedestrians across exit to Honeysuckle Ave	Pedestrian	9	53	62	12	128	0
H	Pedestrians across Honeysuckle Ave approach	Pedestrian	39	5	44	52	67	119
I	Pedestrians across Hythe Rd EB exit	Pedestrian	6	38	44	6	113	119
J	Pedestrians across Hythe Rd WB approach	Pedestrian	28	49	77	16	124	0

Signal Timings Diagram**Lane Green Times**

Junction: A20 Hythe Road / Honeysuckle Avenue					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A20 Hythe Road EB Left	U	A	6	28
1/2				83	103
1/3	A20 Hythe Road EB Right	U	A	6	28
2/1				83	103
2/2	Honeysuckle Avenue Left	U	D	55	62
3/1				130	0
3/2	A20 Hythe Road WB Left Ahead	U	B	11	44
4/1				88	119
4/2	A20 Hythe Road WB Right	U	B C	11	44
4/3				88	119
4/4	Spire Court & Tesco Ahead Right Left	U	E F	70	77

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

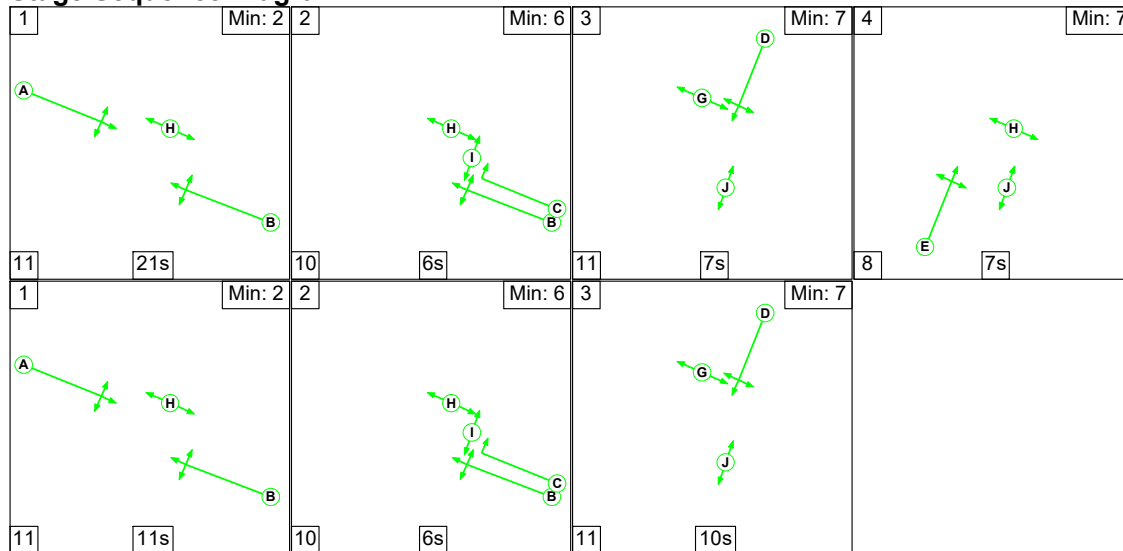
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	86.4%
A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	86.4%
1/1	A20 Hythe Road EB Left	U	N/A	N/A	A		2	42	-	-	187	1796	564	33.1%
1/2+1/3	A20 Hythe Road EB Ahead Right	U	N/A	N/A	A		2	42	-	-	569	2110:1907	656+2	86.4 : 86.4%
2/2+2/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		2	17	-	-	330	1988:1829	270+128	83.0 : 83.0%
3/1+3/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B	C	2	64	20	-	514	1967:1981	705+396	46.7 : 46.7%
4/1	Spire Court & Tesco Ahead Right Left	U	N/A	N/A	E	F	1	7	0	-	6	1680	96	6.3%
5/1	exit	U	N/A	N/A	-		-	-	-	-	372	Inf	Inf	0.0%
6/1	exit	U	N/A	N/A	-		-	-	-	-	675	Inf	Inf	0.0%
7/1	exit	U	N/A	N/A	-		-	-	-	-	2	Inf	Inf	0.0%
8/1	exit	U	N/A	N/A	-		-	-	-	-	557	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		2	44	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	12	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		2	91	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	21	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	9.1	6.0	0.0	15.0	-	-	-	-	
A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	9.1	6.0	0.0	15.0	-	-	-	-	
1/1	187	187	-	-	-	1.0	0.2	-	1.2	23.4	3.1	0.2	3.4	
1/2+1/3	569	569	-	-	-	3.6	3.0	-	6.6	41.8	11.7	3.0	14.7	
2/2+2/1	330	330	-	-	-	2.7	2.3	-	5.0	54.2	4.7	2.3	7.0	
3/1+3/2	514	514	-	-	-	1.7	0.4	-	2.1	14.8	4.7	0.4	5.1	
4/1	6	6	-	-	-	0.1	0.0	-	0.1	82.7	0.2	0.0	0.3	
5/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 4.1 PRC Over All Lanes (%): 4.1 Total Delay for Signalled Lanes (pcuHr): 15.05 Total Delay Over All Lanes(pcuHr): 15.05 Cycle Time (s): 140														

Stage Sequence Diagram

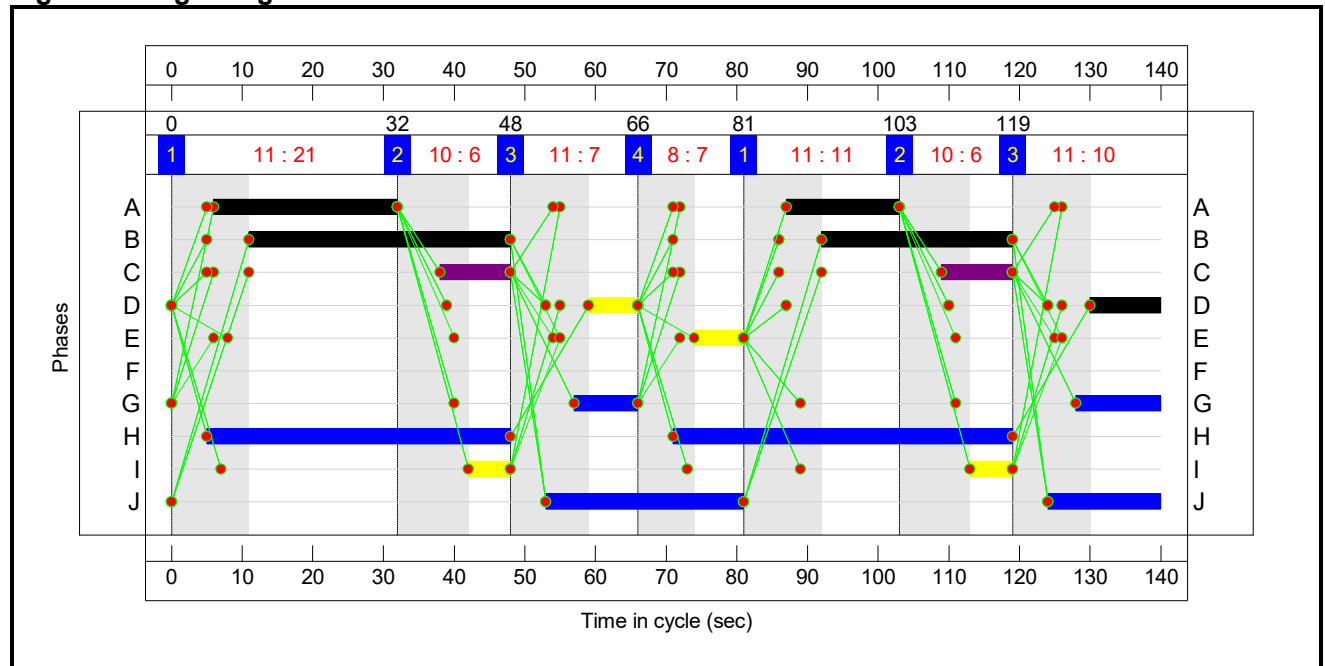


Stage Timings

Stage	1	2	3	4	1	2	3
Duration	21	6	7	7	11	6	10
Change Point	0	32	48	66	81	103	119

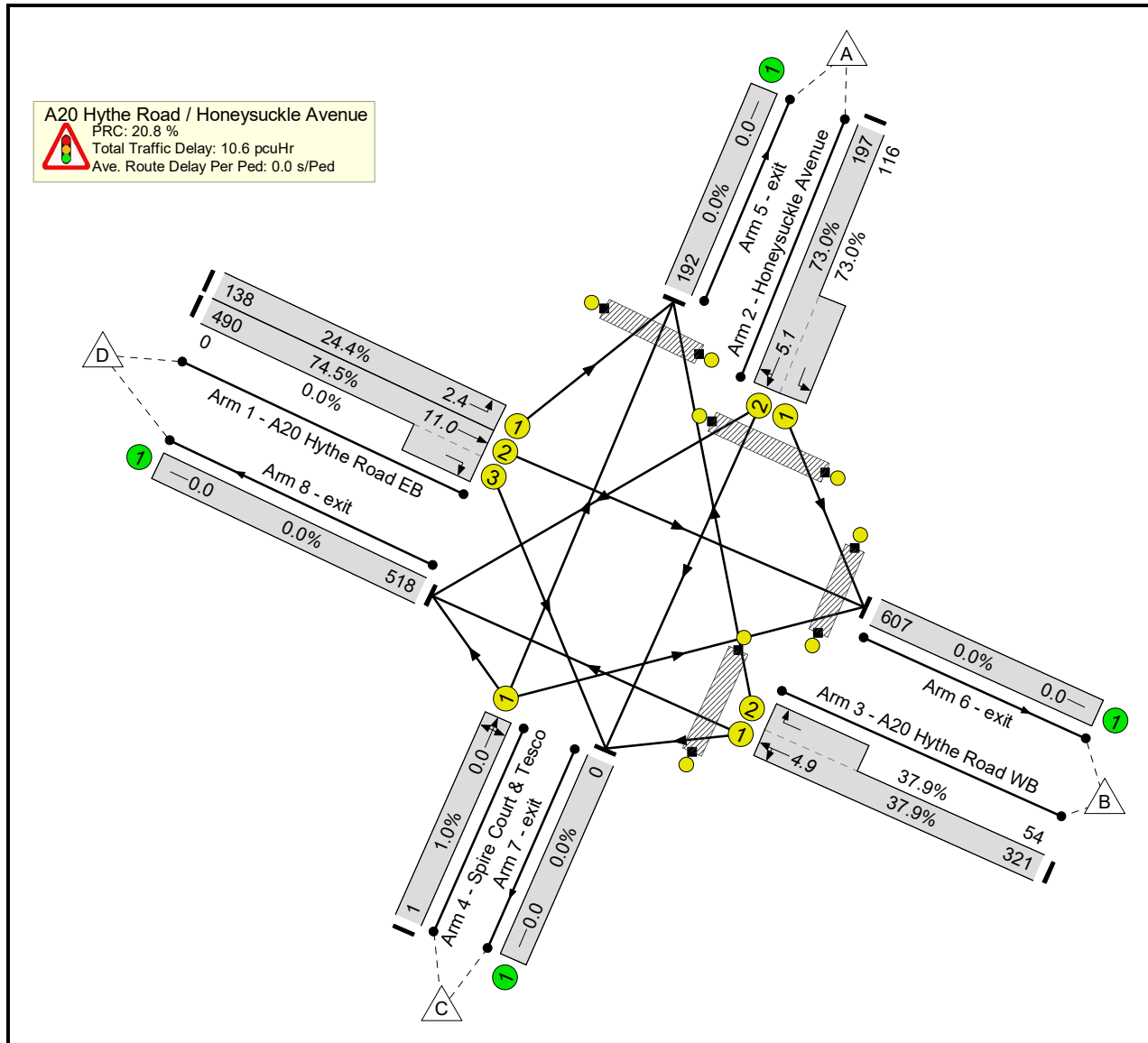
Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A20 Hythe Road EB Left Ahead Right A20 Hythe Rd EB	Traffic	26	6	32	16	87	103
B	A20 Hythe Road WB Right Left Ahead A20 Hythe Road WB	Traffic	37	11	48	27	92	119
C	A20 Hythe Road WB Right IGA A20 Hythe Rd WB Right-Turn	Ind. Arrow	10	38	48	10	109	119
D	Honeysuckle Avenue Left Ahead Right Honeysuckle Avenue	Traffic	7	59	66	10	130	0
E	Spire Court & Tesco Ahead Right Left Summerhill House	Traffic	7	74	81			
F	Spire Court & Tesco Ahead Right Left Filter Tesco exit	Filter						
G	Pedestrians across exit to Honeysuckle Ave	Pedestrian	9	57	66	12	128	0
H	Pedestrians across Honeysuckle Ave approach	Pedestrian	43	5	48	48	71	119
I	Pedestrians across Hythe Rd EB exit	Pedestrian	6	42	48	6	113	119
J	Pedestrians across Hythe Rd WB approach	Pedestrian	28	53	81	16	124	0

Signal Timings Diagram**Lane Green Times**

Junction: A20 Hythe Road / Honeysuckle Avenue					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A20 Hythe Road EB Left	U	A	6	32
				87	103
1/2	A20 Hythe Road EB Ahead	U	A	6	32
				87	103
1/3	A20 Hythe Road EB Right	U	A	6	32
				87	103
2/1	Honeysuckle Avenue Left	U	D	59	66
				130	0
2/2	Honeysuckle Avenue Ahead Right	U	D	59	66
				130	0
3/1	A20 Hythe Road WB Left Ahead	U	B	11	48
				92	119
3/2	A20 Hythe Road WB Right	U	B C	11	48
				92	119
4/1	Spire Court & Tesco Ahead Right Left	U	E F	74	81

Detailed Input Data And Results
Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	74.5%
A20 Hythe Road / Honeysuckle Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	74.5%
1/1	A20 Hythe Road EB Left	U	N/A	N/A	A		2	42	-	-	138	1796	564	24.4%
1/2+1/3	A20 Hythe Road EB Ahead Right	U	N/A	N/A	A		2	42	-	-	490	2110:2113	658+0	74.5 : 0.0%
2/2+2/1	Honeysuckle Avenue Left Ahead Right	U	N/A	N/A	D		2	17	-	-	313	1988:1829	270+159	73.0 : 73.0%
3/1+3/2	A20 Hythe Road WB Right Left Ahead	U	N/A	N/A	B	C	2	64	20	-	375	1967:1981	847+142	37.9 : 37.9%
4/1	Spire Court & Tesco Ahead Right Left	U	N/A	N/A	E	F	1	7	0	-	1	1813	104	1.0%
5/1	exit	U	N/A	N/A	-		-	-	-	-	192	Inf	Inf	0.0%
6/1	exit	U	N/A	N/A	-		-	-	-	-	607	Inf	Inf	0.0%
7/1	exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
8/1	exit	U	N/A	N/A	-		-	-	-	-	518	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	J		2	44	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	12	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		2	91	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		2	21	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J10) A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	7.4	3.2	0.0	10.6	-	-	-	-	
A20 Hythe Road / Honeysuckle Avenue	-	-	0	0	0	7.4	3.2	0.0	10.6	-	-	-	-	
1/1	138	138	-	-	-	0.7	0.2	-	0.9	22.3	2.2	0.2	2.4	
1/2+1/3	490	490	-	-	-	3.0	1.4	-	4.4	32.4	9.5	1.4	11.0	
2/2+2/1	313	313	-	-	-	2.5	1.3	-	3.8	43.9	3.8	1.3	5.1	
3/1+3/2	375	375	-	-	-	1.2	0.3	-	1.5	14.7	4.5	0.3	4.9	
4/1	1	1	-	-	-	0.0	0.0	-	0.0	80.3	0.0	0.0	0.0	
5/1	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 20.8 PRC Over All Lanes (%): 20.8 Total Delay for Signalled Lanes (pcuHr): 10.64 Total Delay Over All Lanes(pcuHr): 10.64 Cycle Time (s): 140														

Z. Traffic Management Plan

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1 Special Development Order Requirements

This document has been prepared to address Schedule 2 Part 3 Operation.

e. Managing traffic associated with the operation of the development, including:

- i. the management of vehicles moving between the site and the strategic road network (being the highways for which National Highways) is the highway authority, by virtue of article 2 of the Appointment of a Strategic Highways Company Order 2015(b)), and the provision of signage for their drivers; and
- ii. preventing vehicles carrying goods specified in paragraph A.4 of Part 1 from having access to, or being stationed on the site

The policy is:

- That the Heavy Goods Vehicles (HGVs) use the signed routes to the site from the Strategic Road Network (SRN)
- That the impact of staff travel will be minimised through the implementation of a Staff Travel Plan (STP)
- That the Site Contractor will exclude vehicles carrying goods specified in paragraph A.4 of Part 1

The Management of Vehicles Moving Between the Inland Border Facility and the Strategic Road Network

Overview:

- In response to policy requirements a set of procedures have been developed to ensure that HGVs use the signed routes to the site from the SRN and to minimise the impact of staff travel on the surrounding road network. This includes the production of a **Site Signage Strategy (Appendix H)**, **Traffic Management Plan (Appendix I)**, **Monitoring Plan (Appendix J)** and **Staff Travel Plan (Appendix M)**
- External public highway signage has been agreed with all SRN and Local Road Network (LRN) highway authorities. Sign designs are in accordance with required public highway requirements as defined by the UK Governments Statutory Instrument 'Traffic Signs Regulations & General Directions 2016'. It has been agreed with all highway authorities that signage will commence on the SRN corridor on approach to the site (e.g. M20, A20). It has been agreed that messaging further upstream is required before M20 J9 in order to strengthen the message that HGVs should use M20 J10A to access the site. Signs have been added from Port of Dover and Eurotunnel station to guide incoming HGVs to the site. The sign design includes adoption of 'white on black' HGV plates using a maximum of 3 words 'Inland Border Facility'; supplemented by the use of 'black X on yellow background' applied on existing signs
- Staff employed on the site will be encouraged to travel to site through a variety of sustainable travel options to minimise reliance on use of private vehicles. These considerations are explored in the dedicated **Staff Travel Plan Appendix (M)**

Procedures:

- This **Traffic Management Plan (TMP)** outlines the range of proposed traffic management measures that are proposed to be implemented prior to the site opening

- Discussions have been held with Kent County Council (KCC) Highways, National Highways and Kent Local Resilience Forum (LRF) to provide clarity as to what traffic management measures could be implemented

The TMP includes outlines the range of proposed traffic management measures that are proposed to be implemented when the site is operational.

Following this summary, the document is structured as per Table 1.1.

Table 1.1: Traffic Management Plan Contents

Section	Contents
2	Introduction
3	Government Statutory Instruments
4.1	Proposed Development
4.2	Site Location
4.3	Highways Network
4.4	Site Details
4.5	Strategic Routes to the Site
4.6	Local Routes to the Site
4.7	Emergency Services Routes to the Site
4.7	Collision Data
5	Site Signage Strategy
6.1	Reference to Site Signage Strategy
6.1	Site Capacity
6.2	Development Impact
6.2	Assessment Methodology
6.3	Local Junction Modelling Results
7.1	Site Highways Network Overview
7.2	Network Management Duty
7.3	Traffic Management Measures
7.3	Pre-OMP Version 2 Traffic Management Measures
7.4	Live Network Management
8	Orbital Park Roundabout
8	Junction upgrade information
9.1	Monitoring
9.2	Lines of Communication
9.2	Tactical Command including IBF Bronze and BCP Bronze
9.3	Links with National Highways
10.1	Monitoring Plan
10.1	Required Monitoring including forecast 24-hour vehicle flows
10.2	Automatic Number Plate Recognition (ANPR)

2 Introduction

This chapter establishes the purpose of this Traffic Management Plan (TMP) for the site and outlines its contents.

2.1 Traffic Management Plan Purpose

Although not a statutory requirement within the Special Development Order (SDO), it is considered that a TMP is required to outline the forecast traffic flows along with the proposed traffic management measures to be implemented to manage Heavy Goods Vehicles (HGVs) demand on the Strategic Road Network (SRN) at the Sevington.

The purpose of the TMP is to support the operation of the site through identifying those measures required to be implemented. These measures will ensure the 24/7 management of HGVs from the SRN onto and off the site. This TMP is to be considered alongside the **Site Signage Strategy (Appendix H)** and **Monitoring Plan (Appendix J)** and the main **Operational Management Plan (OMP)** document.

The TMP outlines the traffic management measures which have been through engagement with key stakeholders, as well as establishing how traffic issues will be identified, which measures will be implemented, by whom, and the governance process for traffic management of the site. The document also provides details of the site, including routes to the Sevington Inland Border Facility (IBF), forecast HGV demand and traffic modelling conclusions.

The traffic numbers used to assess the associated Article 4 submission have been used in this TMP.

Full official copies of this document must be treated as confidential. They are not for public distribution or display and copies will be stored in a secure location. If copied or distributed this would not be a controlled version and may be subject to changes.

Staff who have been issued with this plan must:

- Be familiar with the plan's contents
- Be aware of their role within the plan
- Participate in their required training and any plan exercises
- Actively support and participate in the actions and exercises required of them
- Ensure the plan's safe keeping
- Destroy or return the plan as instructed

All IBF communications will be handled at the tactical command level by the IBF Bronze, all BCP communications will be handled at the tactical command level by the BCP Bronze and only certain IBF and BCP respective department's press teams personnel will be allowed to make media announcements in relation to their individual sites. All other members of staff are forbidden to make statements to the media for or on behalf of the Contractor(s) or any tenant or other group associated with the site.

2.2 Sevington Inland Border Facility

Although Kent is in a unique situation, with several IBF sites to help manage HGV traffic associated with the UK's busiest border crossing, it should be noted that this TMP considers traffic management associated with the Sevington IBF only. Interaction and communication relating to Kent Resilience Forum operations such as the Contingency Traffic Management

plans/Civil Contingencies Act will be led by the IBF Bronze/BCP Bronze which is discussed in **Section 9** of this document.

2.3 Contents

The contents of this TMP are as follows:

- Section 3 'Government Statutory Instruments' sets out the statutory instruments in Kent that are available to manage HGVs
- Section 4 'Site Details' provides site location details and key routes to the site
- Section 5 'Site Signage Strategy' outlines the signage to support the site
- Section 6 'Development Impact' outlines the site capacity, demand and key outputs of the traffic modelling for the site
- Section 7 'Traffic Management Measures' describes the traffic management measures to be implemented, and by whom, on the relevant SRN
- Section 8 'Orbital Park Roundabout' outlines the Crest Nicholson upgrade proposals for the junction and how they relate to this site
- Section 9 'Lines of Communication' outlines the governance process by which key information pertaining to the site and surrounding highway network operation will flow to stakeholders, initiating a response if required
- Section 10 'Monitoring Plan' outlines the purpose of the Monitoring Plan for the site and its relation to this TMP

3 Government Statutory Instruments

This section briefly sets out the arrangements in Kent that are available to manage Heavy Goods Vehicles (HGVs) and how this Traffic Management Plan (TMP) helps to comply with them.

3.1 Heavy Goods Vehicles in Kent

Under the Civil Contingencies Act 2004 (CCA), the Kent Resilience Forum Contingency Traffic Management plans are to be used in the event of severe cross-channel travel disruption. The traffic management system is designed to keep Kent's roads open if there is disruption at the Port of Dover and Eurotunnel.

When the Contingency Traffic Management plans or any other operation under the CCA is in force HGVs travelling to Port of Dover and Eurotunnel are required to use signed routes only. Signs, diversions, and speed restrictions will be used to help drivers reach designated holding areas.

Kent Police take decisions on when to use the different phases of the system, depending on the scale of any disruption. As well as using the Sevington site, options include:

3.1.1 A20 Dover TAP

A queuing system which holds lorries until space becomes available at the port.

3.1.2 M20 Moveable Barrier

A concrete barrier that can be deployed quickly between junctions 8 and 9 of the M20 to install a contraflow. HGVs bound for Dover and/or Eurotunnel will be held on the coastbound carriageway.

4 Site Details

This chapter provides the location details of the site as well as the major routes on both the Strategic Road Network (SRN) and Local Road Network (LRN) to and from the site.

4.1 Proposed Development

The proposed development is for the Sevington Inland Border Facility (IBF), a temporary Heavy Goods Vehicle (HGV) customs and border control checking and parking facility, to be operated for a period of five years from January 2021.

The site will be operated by Her Majesty's Revenue and Customs (HMRC), with Department for Environment, Food and Rural Affairs (Defra), and Department for Business, Energy and Industrial Strategy (BEIS) on site to enable required checks to take place inland on traffic 'inbound' and 'outbound' both entering and exiting the United Kingdom (UK) respectively, serving selected trade ports as part of the transitional arrangements arising from the UK's departure from the European Union (EU). Temporary planning permission has been granted for the site to be in operation for five years from 1 January 2021, with a capacity of up to 1300 HGV parking spaces and 357 staff parking spaces.

The site is operating in two phases. The first phase commenced from the day the site was operational (Day One) on 1 January 2021 with a capacity of up to 1300 HGV spaces. The second phase will commence when this Operational Management Plan (OMP) takes into effect with a reduced capacity of 651 HGVs due to the recent physical adjustments on site. **Note this Traffic Management Plan is relevant to the second phase only.**

4.2 Site Location

The Sevington IBF site is located to the south-east of Ashford in Kent which is approximately 50 miles south-east of London, 13 miles west of Folkestone and 20 miles west of Dover.

The M20 motorway runs to the east of the site from Folkestone towards London. The new M20 junction 10a, completed in August 2020, is located approximately 0.3 miles to the east of the site. A new dual carriageway, the A2070 Link Road, is located to the north of the site and connects the existing section of the A2070 Bad Munstereifel Road to M20 junction 10a.

The site is also bounded by Church Road and the rail link for the Channel Tunnel to the south and by Highfield Lane to the east which is closed to through traffic. Immediately to the west of the site is St Mary's Church which is a Grade I Listed building and the Milbourn Equine Centre. A Public Right of Way (PRoW) runs west to east across the site. Within the immediate surrounding area there are residential properties along Church Road and further east along Kingsford Street.

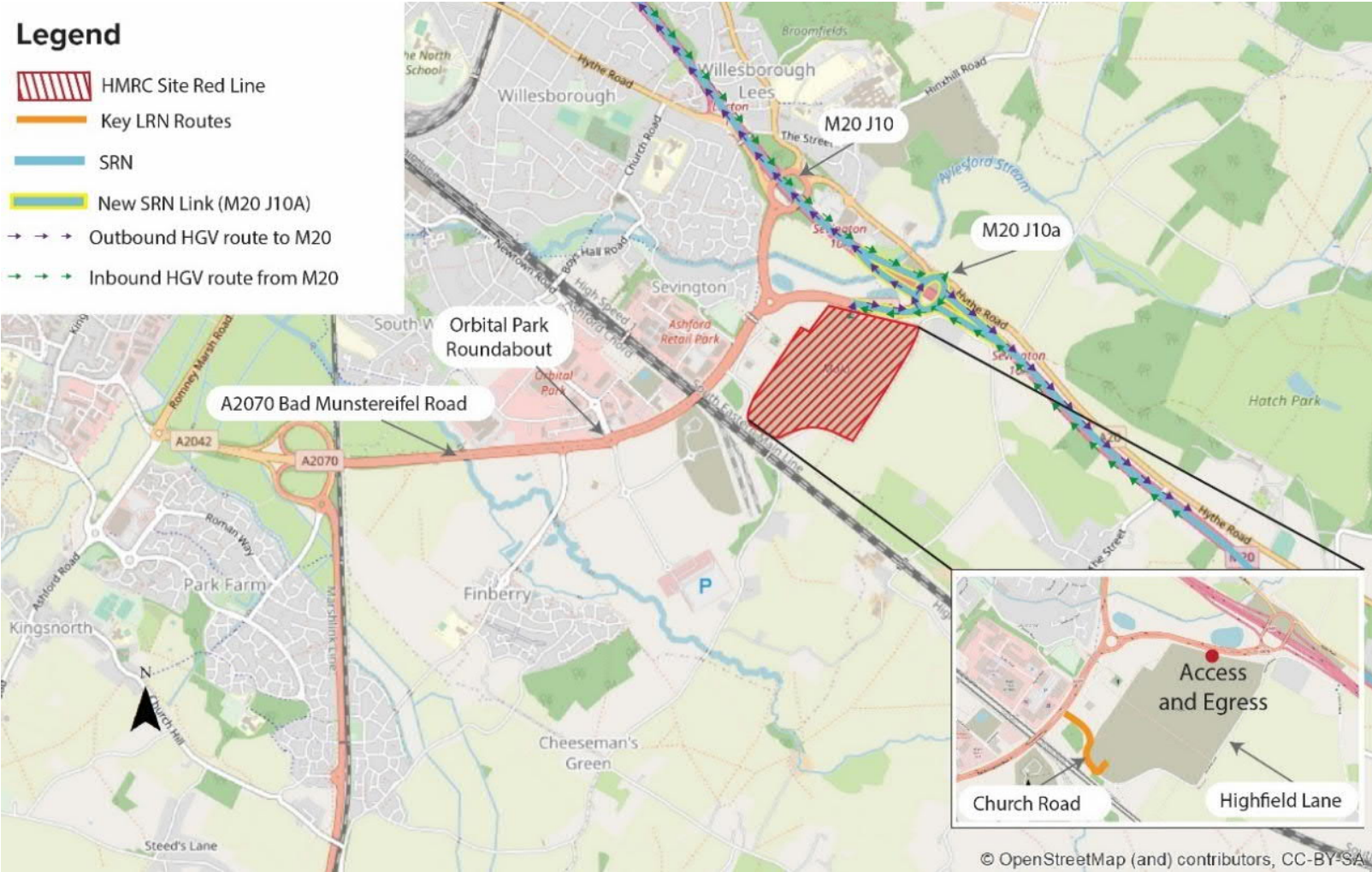
Figure 4.1 presents the site location, access / egress point and the key routes to the site using the SRN and LRN. Access and egress for HGVs will be wholly via the SRN on the M20 and A2070 Link Road, while staff will also use Church Road (part of the LRN).

4.3 Highway Network

Most HGVs visiting the site are expected to approach the Ashford area via the M20, exiting at junction 10a and using the A2070 Link Road to enter the site via the main access junction. HGVs will be encouraged to use junction 10a rather than junction 10 by the **Site Signage Strategy (Appendix H) of the OMP**.

In small numbers, HGVs travelling from other parts of Kent and the south coast may take the A259, the A28 and A2070 approaching the area via the A2070 Bad Munstereifel Road. HGVs leaving the site will turn right out of the main access junction onto the A2070 Link Road and then use M20 junction 10a.

Figure 4.1: Site Location



4.4 Strategic Routes to the Site

The key routes on the highway network providing access to the site via the SRN are the M20 and A2070 Link Road / Bad Munstereifel Road.

The M20 is a National Speed Limit (70mph) three-lane dual carriageway in each direction. The newly constructed M20 junction 10a slip roads are single-lane, with the new M20 / A20 / A2070 roundabout (junction 10a) having a two-lane circulatory carriageway. Both the M20 junction 10 and junction 10a are signalised junctions and located approximately 0.3 miles from of the site.

The A2070 Link Road / Bad Munstereifel Road is a dual carriageway which provides connectivity to the south towards the Sussex coast and to the M20 via junction 10a, which provides wider connectivity in the region from Dover, Folkestone and the Eurotunnel terminal towards London and the rest of the country. The key junctions on the A2070 include:

- The new A2070 Bad Munstereifel Road / A2070 Link Road roundabout (A2070 Bad Munstereifel roundabout) close to the M20 has multiple lane approaches and a two-lane circulatory carriageway.
- The A2070 Bad Munstereifel Road / Barrey Road signalised junction which has a dedicated right turn to Barrey Road but no right turn from Barrey Road to the A2070 Bad Munstereifel Road.
- The A2070 Bad Munstereifel Road / Church Road priority junction which has left turns into and out of Church Road but no right turn out of Church Road onto the A2070 Bad Munstereifel Road.
- The A2070 / Waterbrook Avenue / The Boulevard roundabout (A2070 Orbital Park roundabout) which has a two-lane approach with flare on the A2070 (west) and The Boulevard approaches, a two-lane approach on the A2070 (east) approach and a single-lane with flare approach on Waterbrook Avenue with a two-lane circulatory carriageway. This roundabout is proposed to be upgraded to a signalised junction, as detailed in in **Section 4.6**.

4.5 Local Routes to the Site

The signalised site access junction for HGV traffic is located on the A2070 Link Road.

Other vehicles required to be on site, such as maintenance / delivery vehicles, etc., shall also access the site through this main site entrance. However, a 'bypass lane' has been built for them to escape any queues at the entry lanes to the site. Only authorised vehicles are permitted to use the 'bypass lane' to enter the site.

Staff travelling to the site use the A2070 Bad Munstereifel Road turning left or right into Church Road and then access the staff car park off Church Road via a new site access. Staff will be informed that vehicular access to the site shall be via the A2070 and a right turn into site from Church Road to the east will not be permitted.

For staff leaving the site, the junction design is for a right turn only onto Church Road, then a left turn only onto the A2070 Bad Munstereifel Road before passing through the A2070 Orbital Park roundabout, and then u-turning at this roundabout if they are heading towards the M20 motorway.

4.6 Emergency Services Routes to the Site

It is expected that emergency services under blue light conditions will travel to the site using Business as Usual routes on the SRN and LRN following their standard operational procedures

and will access the site either via the main access junction on the A2070 Link Road or the access to the staff car parking on Church Road via A2070 Bad Munstereifel Road. On arrival, they will be directed to the site Emergency Rendezvous Point (ERVP), which will be signed within the site. The emergency services will be met at the ERVP by an IBF Security Marshal, briefed on the incident, and directed to the relevant location.

The emergency access point to the site will be via the HGV access junction from the A2070 Link Road to allow the site to be constructed.

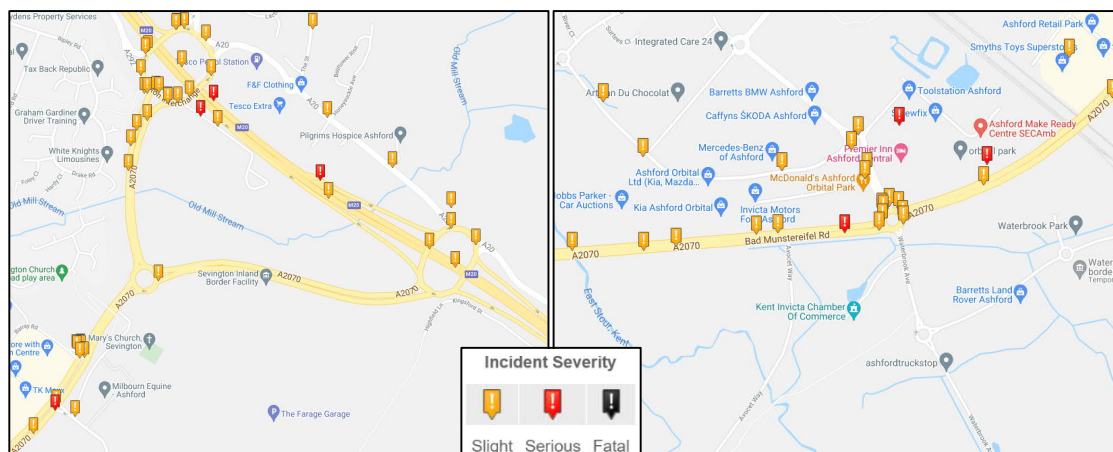
4.7 Collision Data

Collision records in the area around the site were assessed using the CrashMap website (crashmap.co.uk) which provided police reported injury collision data for the previous five years (2016 to 2020 inclusive).

The first of two search areas of 500m radii assessed the main site access and egress onto the A2070 Link Road. The analysis returned 40 slight and 4 serious incidents, totalling 44 incidents over the 5-year period. Of these, 22 slight and 2 serious incidents are associated with the M20 junction 10, which HGVs generated by the site do not pass through (the site is signed from the M20 via junction 10a). No fatal incidents were recorded.

The second search area assessed a 500m radius around the A2070 Orbital Park roundabout. This analysis returned 23 slight and 3 serious incidents, totalling 26 incidents over the 5-year period. 8 of these incidents occurred at the A2070 Orbital Park roundabout, which is not unexpected given that it is a key junction in the search area. No other incident clusters were identified, and no fatal incidents were recorded.

Figure 4.2: Incidents in the Vicinity of the Main Site Access & Orbital Park roundabout (2016-2020)



Source: CrashMap (Accessed 7th October 2021)

5 Site Signage Strategy

This chapter provides an overview of the Signage Strategy for the Sevington Inland Border Facility (IBF). The full Site Signage Strategy, including relevant plans, is provided in **Appendix H of the Operational Management Plan (OMP)**.

5.1 Sevington Signage Strategy

A Site Signage Strategy (Appendix H of the OMP) has been developed to assist Heavy Goods Vehicle (HGV) drivers in locating the site which will be installed prior to the site becoming operational. The temporary signs have been installed on site, with discussions on-going for installation of permanent signs with the key stakeholders.

From the M20, map-type advanced directional signs (signs placed in advance of a junction to make the driver aware it is approaching) and flag-type directional signs (signs placed at a junction to point drivers in the correct direction) will direct them to the site, taking M20 junction 10a to exit onto the A2070. The new signs are based on 'For Inland Border Facility follow X' principal. These new signs have been supplemented with the use of 'black X on yellow background' applied onto existing signs. Traffic sign will also be provided further upstream between J8 and J9 on M20 to address various complaints being received for HGVs running astray on the local road network. Further signs are required from Port of Dover and Eurotunnel Station at Folkestone directing HGVs to the site.

6 Development Impact

This section provides an overview of the modelling that has been undertaken to assess the impact of the proposed development as part of the site's Transport Assessment.

6.1 Proposed Development

The proposed development comprises changes to the existing Sevington Inland Border Facility (IBF), a temporary Heavy Goods Vehicle (HGV) customs and border control checking and parking facility to be operated until 31st December 2025.

The proposed changes are referred to as 'Sevington 4'. The physical changes required for Sevington 4 are minor and consist of various cabins, generators and fencing. Means of access to and from the site will remain the same.

6.1.1 Proposed Operation

The resultant future operation of the site that will be undertaken by the various Government Bodies from September 2021 are summarised as follows:

Table 6.1: Proposed Site Operation

Phasing	Description
May 2022 to December 2022	- Department for Environment, Food and Rural Affairs (Defra) would turn on live inspections for all plants and plant products, products of animal origin (POAO) and live animals from 1 July 2022. - Department for Transport (DfT) would continually monitor COVID-19 testing volumes and requirements and testing capacity would be adjusted accordingly. - DfT/KRF can activate suspended 'overflow' areas under contingency traffic management plans for up-to 300 HGV spaces. - Continuation of Her Majesty's Revenue and Customs (HMRC) customs checks, comprising outbound documentary, goods and the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) checks. - HMRC staged customs controls on inbound movements of goods from the European Union (EU). For the avoidance of doubt, checks on imported goods were considered and included as part of the current Special Development Order (SDO) approval including in highways terms. However, in practice, these checks were phased and so did not commence in 2021 as previously envisaged).
January 2023 to December 2025	- Covid-19 testing on site ended on 31st March 2022. HMG would continually monitor the government guidelines and undertake COVID-19 testing if required. - DfT/KRF can activate suspended 'overflow' areas under contingency traffic management plans for up-to 300 HGV spaces. - Continuation of HMRC and Defra operations on site.
Reinstatement	This phase would involve the complete reinstatement of the site, and the removal of the infrastructure associated with the Inland Border Facility, following the five-year use of the site (described further below). Plus, additional enhancement works including public access, additional soft landscape works and interpretation materials as per the Long-Term Enhancement Plan 419491-MMD-01-MO-DR-L- 3032.

6.2 Transport Demand

This section provides a summarised assessment of the transport demand generated by the proposed development on the road network.

A comparison is made between the staff and HGV trip generation of the proposed development against the current trip generation of the site and that predicted under the two extant Article 4 planning consents.

The analysis presented within this chapter considers the follow development scenarios:

- **Sevington 1 Article 4 Consent:** Trips forecasted as part of the initial planning application in 2020
 - **Description:** This trip generation was presented as a worst-case scenario within the Sevington 1 Transport Assessment, based on the provision of 1,272 HGV spaces on Day One and 651 HGV spaces on Day 200 / after six months onwards with the corresponding figures for staff being 322 staff per shift on Day One and 406 staff per shift on Day 200 / after six months.
- **Current Operation:** Trips observed under current operation conditions (2021)
 - **Description:** The existing traffic generation of the site in terms of HGV movements has been taken from observed data across the month of July 2021. The existing staff movements have been calculated based on data provided by HMRC and DfT which indicates the current staff shift patterns.
- **Sevington 3 Article 4 Consent:** Trips forecasted for future operation of the site as part of the Oct 2021 Transport Statement (2021-2025)
 - **Description:** These trips were included within the Sevington 3 Transport Statement. Trips were forecast based on data provided by DfT, HMRC and Defra on the estimated use during the Sevington 3 timescales.
- **Proposed Development – Sevington 4:** Trips forecasted for future operation of the site (2022-2025)
 - **Description:** Trips have been forecast for the proposed development based on data provided by DfT, HMRC and Defra on the estimated use during the Sevington 4 timescales.

These described scenarios have been analysed to derive average daily arrival and departure profiles for both HGV and staff trips. This has been used to compare the traffic generation and potential impact of the Sevington 4 operation compared to the other extant Article 4 consents and current operation.

6.2.1 HGV Trip Generation

The number of daily HGVs movements expected to be generated by the Sevington IBF are compared under the permitted, current and proposed operational scenarios – this is shown in Table 6.2 below:

Table 6.2: HGV Requirement Comparison

Operator	Sevington 1 Consented Operation		Current Operation	Sevington 3 Consented Operation	Sevington 4 Proposed Operation
	Max Capacity	Realistic Case			
	Forecasted	Forecasted		Forecasted	Forecasted
24 Hr Totals	5,967	4,212	1,208	2,889	3,401
Comparison Against Consented (Sev1) Operation:			20%	48%	57%

Source: MM

The data presented demonstrates that the proposed Sevington 4 operation does not exceed the previously consented daily HGV usage estimate under the Sevington 1 consent. The site has been observed to be operating at approximately 20% of the consented demand while Sevington 4 operation would not surpass 60% of Sevington 1.

It should be noted that the Sevington 4 assessment is based on a typical weekday scenario and the assessment does not preclude the potential for fluctuations in daily HGV traffic. It has been clearly demonstrated that the expected HGV traffic generation of the Sevington 4 operation falls well within the threshold set for the existing Sevington 1 consent and therefore, it is anticipated that the upper HGV thresholds should be maintained in the consideration of approval of Sevington 4 so as to allow for daily fluctuations and ensure there is a degree of flexibility in the operation of the IBF during the lifetime of the development.

In terms of trip profile through the day, both the current operation and Sevington 3 consent operating scenario do not exceed the hourly HGV movements consented for Sevington 1 at any hour during the day. However, while the 24hr HGV totals remain significantly lower, the proposed hourly Sevington 4 movements are anticipated to surpass those previously consented between 15:00-17:00 for arrivals and between 17:00-19:00 for departures. The additional impact is noted not to exceed 10 additional HGV movements per hour or 4% of the movements within the Sevington 1 consent scenario.

This analysis can thus conclude that no daily HGV impacts beyond those previously consented under Sevington 1 are anticipated as a result of the proposed Sevington 4 operation up to 2025.

However, a small increase in hourly HGV trips is anticipated between 15:00-19:00. That said, this increase is likely to have minimal additional impact on the local road network as net HGV arrival and departure trips remain below those previously consented during all 3 network peak hours, as demonstrated in Table 6.3:

Table 6.3: Sevington 4 Site Peak Hour HGV Trip Generation

Peak Hours	HGV Arrivals (pcu/hr)			HGV Departures (pcu/hr)		
	Sevington 1 Consented Operation	Sevington 4 Proposed Operation	Difference	Sevington 1 Consented Operation	Sevington 4 Proposed Operation	Difference
AM: 08:00-09:00	628	405	-223	615	320	-295
IP: 12:00-13:00	630	500	-130	630	445	-185
PM: 17:00-18:00	625	583	-42	630	635	+5

Source: MM Note: 1 HGV = 2.5 pcu/hr

While 5 pcu/hr additional departure trips are noted during the PM peak hour, a reduction in 45 pcu/hr in arrival trips results in overall HGV movements remaining below those previously consented.

6.2.2 Staff Trip Generation

The number of daily staff vehicle trips generated by the Sevington IBF under the permitted, current and proposed operational scenarios are compared – this is shown in **Table 6.4** below:

Table 6.4: Staff Requirement Comparison

Operator	Sevington 1 (Consented Operation)	Current Operation	Sevington 3 (Consented Operation)	Sevington 4 Proposed Operation
	Forecasted*	Observed*	Forecasted*	Forecasted*
Defra	393	-	579**	579**
DfT	-	45	45	45
HMRC	825	652	813	813

Operator	Sevington 1 (Consented Operation)	Current Operation	Sevington 3 (Consented Operation)	Sevington 4 Proposed Operation
	Forecasted*	Observed*	Forecasted*	Forecasted*
24 Hr Totals	1,218	697	1,437	1,437
Comparison Against Sevington 1 Consented Trips:		57%	118%	118%

Source: MM *Above staff data represents average totals over weekdays taking into account shift patterns
**It is noted that actual FTE for Defra is 651 staff including weekend shifts

The 24hr data presented shows the current operation of the site has been observed to generate 57% of the consented trips magnitude. However, the consented operation under Sevington 3 and proposed operation under Sevington 4 scenarios (which represent the same staff trip generation) is anticipated to exceed the Sevington 1 staff trip generation by 18%.

It should be noted that, while there is an overall increase in staff trips under Sevington 3 and proposed in Sevington 4, the maximum hourly arrival and departure movements remain below those consented in Sevington 1. However, the future operation staff flows are seen to be higher during the network AM (08:00-09:00) and PM (17:00-18:00) network peak hours, as demonstrated in **Table 6.5**.

Table 6.5: Sevington 3 Site Peak Hour Trip Generation

Peak Hours	Staff Arrivals (pcu/hr)			Staff Departures (pcu/hr)		
	Article 4 Consent	Sevington 3 & 4	Difference	Article 4 Consent	Sevington 3 & 4	Difference
AM: 08:00-09:00	5	61	+56	-	-	-
IP: 12:00-13:00	-	-	-	-	-	-
PM: 17:00-18:00	130	178	+48	5	61	+56

Source: MM Note: 1 staff vehicle = 1 pcu/hr

6.3 Traffic Modelling

This section provides a summary of the modelling undertaken as part of the Transport Assessment to determine any additional impacts on the road network under Sevington 4 operation. Both strategic and local junction modelling exercises have been undertaken.

6.3.1 Modelled Scenarios and Assessment Years

It should be noted that although the Sevington IBF is currently in operation, the baseline against which the Sevington 4 scheme will be assessed represents a scenario where the Sevington IBF is not in operation - a 'Do Minimum' scenario. This will allow a highly robust assessment to be undertaken.

Both 'Do Minimum' and 'Do Something' models were produced for a future year of 2022 and 2025, representing the first and final year of operation of Sevington 4 operation.

The following model scenarios were produced for each future year:

- **Do Minimum** – these forecasts accounted for the travel demand and transport network changes but do not represent the operation of the Sevington IBF.
- **Do Something** – these forecasts included a representation of the Sevington IBF in addition to all elements of the Do Minimum.

6.3.2 Strategic Modelling Results

Modelling has been undertaken at a strategic level using the Operation Stack Permanent Solutions (OSPS) Model. The OSPS model is derivative of the South East Regional Transport Model (SERTM). The same model was used for the Sevington 1 application albeit it has now been updated to include information on the proposed site operation, HGV trip generation and staffing forecasts pertinent to Sevington 4.

A summary of the primary scheme impacts on strategic traffic include:

- Increases in traffic flows where HGVs are re-routed to visit the IBF. These traffic increases are seen around the A229 (Bluebell Hill), between the A229 and Dover on the M20/A20 corridor, and on the A2070 between M20 J10a and the HGV site access/egress junction. There is an associated decrease in traffic along the M2/A2 corridor between the A229 and Dover. There are also some additional trips local to Ashford to account for the increase in jobs at the IBF.
- Despite this increase in flow, there are limited increases in delay across the Strategic Road Network (SRN) and Local Road Network (LRN) around Ashford. Where there are delays, these are localised and generally do not have an impact on the strategic routing of non-site traffic.
- Journey times are generally predicted to show no to negligible differences. The exception to this is routes past the site HGV entrance/exit which are predicted to increase by between 15-30 seconds - this is being driven by the introduction of the signalised junction at the site HGV entrance/exit.

6.3.3 Local Junction Modelling Results

Modelling has been undertaken at a local level of junctions in the immediate vicinity of Sevington IBF. The scope of the analysis considers the following junctions (refer to Figure 6.1):

- A2070 Orbital Park roundabout (Junction 9) (& future signalised arrangement, LinSig)
- A2070 Bad Munstereifel Road / Church Road junction (Junction 9)
- A2070 Bad Munstereifel Road / Barrey Road (LinSig)
- A2070 Bad Munstereifel roundabout (Junction 9)
- A2070 Sevington Inland Border Facility (IBF) site access junction (LinSig)
- M20 junction 10 (LinSig)
- M20 junction 10a (LinSig)

The scope of the modelled area is consistent with the previous Article 4 consents at the Sevington IBF. Traffic flows in local modelling have been informed by the new strategic model runs.

Figure 6.1: Primary Staff Site Access Routes and Local Junction Modelling Scope



Source: MM

In summary, all seven modelled junctions have been forecasted to operate within capacity in the 'Do Minimum' scenario in both the 2022 and 2025 growth scenarios.

Minimal material impact on junction operation is noted within the 'Do Something' scenario on all five junctions along the A2070 Bad Munstereifel Road, including the staff site access via Church Road. The existing Orbital Park roundabout is anticipated to remain within capacity under the 2022 traffic flows while the proposed signalised junction upgrade, to be completed in late 2022, shows sufficient additional capacity to accommodate traffic growth and development traffic through to 2025.

The most significant increases in traffic on account of development are expected at the Site Access junction and the M20 junction 10a, as per the signage strategy which strategically connects the site directly to the M20. However, both these junctions have been shown to remain well within their operating capacities including under the 'Do Something' 2025 flow scenarios.

It can thus be concluded that the traffic generated under Sevington 4 operation will not have a material adverse impact on the local road network throughout the planned operation of the site through to 2025.

7 Traffic Management Measures

This chapter provides the traffic management measures that will be required at the site. These measures will be split between mitigation implemented prior to the time period when this Operational Management Plan (OMP) comes into effect and traffic management measures which may be required once the site is fully operational.

The capacity of the site itself will be monitored and managed through the measures described in **Chapter 4 of the OMP**, whilst National Highways Regional Control Centre (RCC) or Kent County Council's (KCC) Highways Management Centre (HMC) will inform the Site Operator if conditions on the Strategic Road Network (SRN) or Local Road Network (LRN) respectively will affect the use of the site.

7.1 Site Highway Network Overview

Discussions have been held with KCC Highways, National Highways and Kent Local Resilience Forum (LRF) to provide clarity as to what traffic management measures could be implemented on the SRN and LRN in the vicinity of the site both in advance of the site opening and once it becomes operational.

Junction modelling was undertaken on seven junctions between the SRN M20 motorway and the site via the A2070 Link Road and A2070 Bad Munstereifel Road. The results indicate that in general the junctions continue to operate within acceptable levels with the addition of the HGV and staff trips generated by the site.

7.2 Network Management Duty

National Highways are the network management authority for the strategic network including the A2070. KCC are the owner of the Network Management Duty (NMD) for the local road network roads surrounding the site (e.g. Church Road). It is the Operator's responsibility to ensure that all proposed mutual works in the local area are coordinated through the Kent Permit Scheme and that Sevington Inland Border Facility (IBF) is included as a consultee for any planned works through the NMD engagement process to ensure potential disruption on the road network, and to operations, is minimised. The One Network website () or the Kent County Council Roadworks Website www.kent.gov.uk/roads-and-travel/travelling-around-kent/roadworks can also be reviewed by the Site Operator for planned roadworks in the local area.

For roads under the responsibility of KCC the NMD contact details are as follows:

Name:

Role: Senior Highway Manager (EU Exit Highways Lead)

Telephone:

Email:

7.2.1 Emergency Incidents / Roadworks

Not all roadworks can be planned in advance. Where possible KCC will endeavour to keep the Site Operators informed of any emergency incident responses or roadworks in the Ashford area which may impact on the operations of the site so that any temporary mitigation plans which are

required can be put in place. In addition, the Contractor will assess the information available on the KCC website (www.kent.gov.uk/roads-and-travel/travelling-around-kent/roadworks).

7.2.2 Ongoing Engagement with National Highways/Crest Nicholson Homes

The construction of the upgrade to the Orbital Park roundabout to a signalised junction began in February 2022. The temporary traffic management scheme that is likely to be in place through 2022 to facilitate the scheme will reduce traffic capacity for the duration of the works on the road network. The Site Contractor will liaise with National Highways and Crest Nicholson Homes throughout the life of construction works to explore any scope to tailor construction phasing and temporary traffic management to reflect the operation of the Sevington IBF site, notably the movement of staff. Once the upgrade scheme is complete, the road network will have additional capacity.

7.2.3 Traffic Regulation Orders (TROs)

A Traffic Regulation Order (TRO) is made when it is necessary to temporarily prevent or limit vehicular and/or pedestrian traffic along the highway. Common types of TROs include road closures, waiting restrictions and weight restrictions. They can also take the form of banned turns, one-way restrictions, speed limits or prohibition of entry.

The requirement for TROs is under consideration for this site.

7.3 Pre-OMP Version 2 Traffic Management Measures

Given the characteristics of the site, its surrounding road network and known congestion issues, the following traffic management measures have been implemented prior to this coming into effect. These were designed to both prevent issues from occurring altogether and to mitigate them as they arose and are listed in Table 7.1.

Table 7.1: Pre-OMP Version 2 Traffic Management Measures

Traffic Management Measure	Details	Delivery Agency	Issue to be Resolved	Notes
Engagement with National Highways and Crest Nicholson Homes	Engagement to explore any scope to tailor construction phasing and temporary traffic management to reflect the operation of the site	National Highways and Site Operator	To ensure planned upgrade works of Orbital Park roundabout do not impact on the site's operations	Temporary traffic management and detailed construction programme to be shared with the IBF as soon as possible
Parking restrictions and speed limits in place on the LRN around the site as normal	No change to existing speed limits or parking restrictions on LRN roads	KCC Highways	Maintain safe operation of the LRN and reduce the risk of congestion	Responsibility for enforcement rests with KCC and Kent Police
Engagement with utility companies	Utility companies, e.g. Cadent and Southern Water to avoid planned works during the period of operation of the HMRC site on the LRN and SRN as instructed by KCC	KCC Highways and National Highways	Reduce the risk of congestion as a result of highway works on the LRN and SRN	Utility companies were made aware of the site operations and need to avoid planned works by KCC

Traffic Management Measure	Details	Delivery Agency	Issue to be Resolved	Notes
	Highways and National Highways			
Embargo on all new works in the vicinity of M20 junction 10 / 10a (except Orbital Park roundabout upgrade)	All new works on the M20 embargoed to enable the free-flow of traffic	National Highways	Reduce the risk of congestion on the SRN	Embargo was in place from 1 January 2021 for a minimum period of three months
Public awareness of future site operations	Details on anticipated site traffic and any potential disruption to be shared using social media, local media and other marketing	KCC Highways through HMC	Ensure public knowledge of site operations to reduce highway demand during disruption or peak periods	Measures included local radio and social media channels

7.4 Live Network Management

Whilst the measures listed in Table 7.1 will support the operation of the site and the surrounding LRN and SRN prior to this OMP coming into effect, it is possible that traffic issues will arise during the lifetime of the site. Thus, a number of measures could be implemented during the sites operational phase. Examples are listed in Table 7.2.

Table 7.2: Live Measures

Traffic Management Measure	Details	Delivery Agency	Issue to be Resolved	Notes
Continued engagement with National Highways and Crest Nicholson	Engagement to explore any scope to tailor construction phasing and temporary traffic management to reflect the operation of the site	National Highways and Site Operator	To ensure planned upgrade works of Orbital Park roundabout do not impact on the site's operations	Temporary traffic management and detailed construction programme to be shared with the IBF as soon as possible
M20 junction 10 and 10a traffic control	Active management of M20 junction 10 and 10a traffic signals by RCC using Business as Usual (BaU) control system and clearance plans	National Highways	24-hour a day monitoring and active management of M20 junction 10 and 10a as a significant measure to reduce congestion on the SRN and LRN	RCC to be operational 24-hour a day as in BaU periods and so will manage M20 junction traffic signals on this basis
CCTV on M20 and A2070	Existing National Highways and KCC Highways CCTV to be used to support network management on a 24-hour a day basis	National Highways and KCC Highways	24-hour a day monitoring to inform management of traffic on the SRN and LRN to reduce the risk of congestion	KCC HMC will also have access to the National Highways CCTV camera network
24/7 operation of Kent Highways Management Centre (HMC)	Kent HMC will operate on a 24-hour basis from 1 January 2021 to support the site. The need for this level of support will be	KCC Highways	24-hour monitoring (while required) to inform management of traffic on the LRN to	The Kent LRF Tactical Command Centre (TCC) will also operate 24/7 and direct lines of communication will be

Traffic Management Measure	Details	Delivery Agency	Issue to be Resolved	Notes
	reviewed throughout the life of the site		reduce the risk of congestion	available between the HMC and TCC
Automatic Number Plate Recognition (ANPR)	Use of Monitoring Plan ANPR system to monitor vehicles in and out of the site	HMRC Contractor	24-hour a day monitoring and active management of the site	The data will be used to monitor the flow of HGVs travelling to and from the site to compare them to the forecast flows. The data will also be used to identify when the site is nearing capacity
Strategic VMS	Use of SRN strategic VMS to provide site status changes and live routing information to HGVs	National Highways	Reduce the risk of congestion on the SRN through messaging to HGV drivers	Should National Highways need to play any part in redirecting traffic, messaging would need to be consistent with the Kent Resilience Forum agreed Statutory Instruments and the Compliance and Enforcement arrangements
Communications Strategy	Existing National Highways and KCC Highways Communications Strategies to be used to provide information to HGV drivers	National Highways and KCC Highways	Reduce the risk of congestion on the LRN and SRN by providing advance information to HGV drivers and other road users	Measures to include local radio and social media channels
Continued public awareness of live site traffic, incidents and anticipated disruption	Using social media, local media and other marketing	KCC Highways through HMC	Ensure public knowledge of site operations to reduce highway demand during disruption or peak periods	Building on the existing Communication Strategy. Measures to include local radio and social media channels
HMRC / Defra Office of Departure / Destination	A black, red, amber, green status of the site capacity levels will be able to be viewed on the UK Government website. Once a site reaches 80% it will change to a red status, with drivers encouraged to attend other sites	HMRC / Defra	Reduce the risk of congestion on the LRN and SRN by providing advance information to HGV drivers	App is available from gov.uk website. Defra will provide a similar system for the drivers intending to arrive on site for the BCP
Real-time Traffic Information	Monitor real-time traffic data sources, e.g. Google Traffic and Waze, to provide network performance data	KCC Highways (HMC)	Real-time information to support network management and reduce the risk of congestion	Intelligence to be disseminated to HGV drivers through Communication Strategy and to Kent LRF
Dedicated National Highways patrol officers	Two dedicated National Highways patrols will be deployed on the	National Highways	Rapid response to limit the impact of an incident and mitigate the likelihood of	To be required to respond to incidents only

Traffic Management Measure	Details	Delivery Agency	Issue to be Resolved	Notes
	network surrounding the site in order to rapidly respond to incidents		congestion on the SRN and LRN	
KCC Mobile Teams	Mobile patrols monitoring the LRN in the vicinity of the site to rapidly respond to incidents	KCC Highways	Rapid response to limit the impact of an incident and mitigate the likelihood of congestion on the LRN	Reports to the HMC so can provide real-time network information
Monitoring impact of staff travel on A2070 once Orbital Park roundabout is signalised	To establish whether the signalisation of the A2070 / Church Road junction is required to allow staff to turn right out of the site	Site Operator	Ensure staff trips do not negatively impact on the A2070 and surrounding road network	Modelling has been undertaken of this proposal and confirmed the junction would have sufficient capacity with signals
Real-time local traffic response	Traffic Management Marshals to retain HGVs within the IBF site until traffic on the A2070 is not impeded by the HGVs leaving the site	Site Operator	Respond to traffic in real-time and reduce impact to existing local traffic flow	To be implemented when it is judged necessary
Monitoring impact of staff travel on the A2070 / Church Road access	The use and impacts of the junction will be monitored	Site Operator and National Highways	Action will be taken should any issues arise, in conjunction and agreement with National Highways	Modelling has been undertaken at this junction and forecasts the junction will operate within capacity

This document will be adapted and evolve over the lifetime of this temporary IBF and will be under the ownership of the Site Operator. The details of some of the measures may be classified and only of relevance to certain stakeholders, and as such adapted versions of the document may be produced.

8 Orbital Park Roundabout

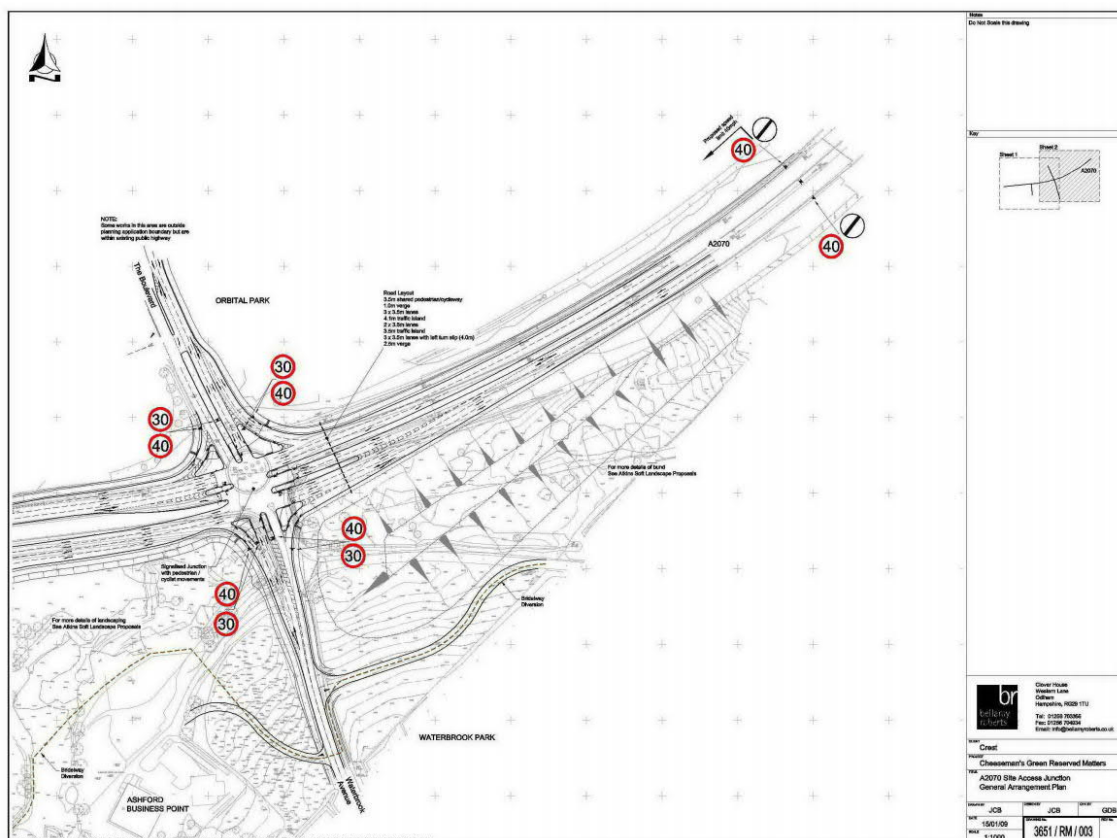
This chapter considered the impact of the signalisation of the Orbital Park roundabout on the site and how this will be managed.

8.1 Junction Upgrade

A major highway improvement scheme to upgrade the A2070 Orbital Park roundabout to a traffic signal-controlled junction is proposed. The proposals by Crest Nicholson Homes form part of planning conditions associated with the nearby Finberry residential development as shown in Figure 8.1.

Work on the new junction commenced in February 2022, with a construction programme of approximately 18 months.

Figure 8.1: A2070 Orbital Park Roundabout Upgrade



Source: Bellamy Roberts (on behalf of Crest Nicholson) (2009)

Ongoing liaison will be required between the Sevington IBF Site Operator and National Highways as the scheme progresses through to completion to ensure that the impact on the site is minimised. National Highways acknowledge that it will be the contractor's responsibility to liaise with the IBF Operator to ensure minimal traffic impact.

The signalisation of the Orbital Park junction will impact staff trips leaving the Sevington IBF site. In its existing left turn only layout, the A2070 Bad Munstereifel / Church Road junction requires all staff leaving the site wishing to travel northwest (towards the M20) to use the Orbital Park roundabout to perform a U-turn. Following the signalisation of the Orbital Park junction, staff leaving Sevington and travelling northwest will be required to turn left into Waterbrook Avenue, U-turn using the Waterbrook Avenue / Arrowhead Road roundabout before turning right on to the A2070 using the Orbital Park junction.

Traffic modelling has been undertaken of the Orbital Park junction in its existing format and future signalised layout has been undertaken as part of the Transport Statement. It is noted that the existing Orbital Park priority-controlled roundabout is currently operating close to capacity in the AM peak hour (RFC of 0.9), however, the addition of the Sevington 3 staff flow increase shows negligible adverse impact on operation. It is also worth noting that the proposed replacement of the existing roundabout with a signal-controlled junction arrangement has been modelled to operate well within capacity in all modelling scenarios.

9 Lines of Communication

This chapter sets how the capacity of the site will be monitored and the process to be followed once it reaches capacity or if there is an incident either at the site or on the surrounding road network.

It should be noted that the scope of the Sevington Inland Border Facility (IBF) site, the Site Operator and therefore this Traffic Management Plan (TMP) is restricted to the site itself. In terms of coordination, the IBF Duty Operations Manager is responsible for reporting any issues and information to the IBF Bronze and Border Control Post (BCP) Bronze. The IBF Bronze and BCP Bronze will perform their function of command and control across the sites including reporting to the Kent Resilience Forum (KRF) etc. Detail of this is included in the **main Operational Management Plan (OMP)**.

For coordination with other IBF sites, this is the role of the overarching Command and Control. The procedures to be undertaken by the individual IBFs are set out in the main OMPs. The IBFs themselves will not send Heavy Goods Vehicles (HGVs) to other sites without instruction from the IBF Bronze – the escalation process is that the IBF will inform the IBF Bronze if it gets to different levels of saturation and the IBF Bronze then works out the strategy to address any issues.

9.1 Monitoring

During the time that the site is operational, the command of the site will take place at the Incident Command Centre (ICC). It will be continually operational, having control of the site operations and will be ready in preparation to respond to any incident.

Monitoring of the number of vehicles accessing and exiting the site is undertaken by the Automatic Number Plate Recognition (ANPR) cameras at the entrance and exit to each site. The IBF Duty Operations Manager and the on-site ICC are responsible for continuously monitoring site capacity and providing updates to the off-site IBF Bronze and BCP Bronze. The IBF Bronze will then be responsible for disseminating this information on to those who request it (e.g. National Highways). In the event that no update is provided to the IBF Bronze and BCP Bronze in line with the end of the shift, then the IBF Bronze and BCP Bronze will contact the IBF Duty Operations Manager for an update.

Her Majesty's Revenue and Customs (HMRC) will have site status indicators in place, reflecting site capacity, which will be communicated across the sites via the HMRC App dashboard and on the [gov.uk](https://www.gov.uk) website. Defra will provide a similar system for the drivers intending to arrive on site for the BCP.

9.2 Tactical Command

9.2.1 IBF Bronze

As set out above, the IBF Duty Operations Manager and HMRC Front Office Manager will regularly monitor site capacity and provide updates to the IBF Bronze at the end of every shift or immediately when the status of the site changes.

In the event that the site approaches capacity or an incident occurs, the IBF Bronze will notify BCP Bronze, the Kent Tactical Command Centre (TTC) Transport Cell and relevant Local

Resilience Forum of the site status. The IBF Bronze will then consider what actions to take and will then feedback the agreed decisions, updates and site status changes to each of the Inland Border Facilities. Meanwhile the Kent TCC Transport Cell will work with stakeholders to consider the impact of any site diversion and feedback any changes to planned diversions to the IBF Bronze.

If the site is required to close, then the IBF Bronze will then invoke the communication channels with diversion updates and instructions. The agreed decisions and updates from the IBF Bronze will be cascaded back to the IBF Duty Operations Manager, HMRC Front Office Manager and BCP Duty Operations Manager who will then be responsible for any on-site actions based on the agreed decisions with the IBF Bronze. The Security Marshals at the site entrance will prevent any more vehicles from entering the site and will issue those drivers intending to visit the IBF with a single page diversion leaflet outlining the route to an agreed alternative IBF.

9.2.2 BCP Bronze

The BCP Duty Operations Manager and Defra Front Office Manager will regularly monitor site capacity and provide updates to the BCP Bronze at the end of every shift or immediately when the status of the site changes.

In the event that the site approaches capacity or an incident occurs, the BCP Duty Operations Manager will liaise with BCP Bronze and the IBF Duty Operations Manager, who in turn will notify the Kent Tactical Command Centre (TTC) Transport Cell and relevant Local Resilience Forum of the site status.

If the site is required to close, then drivers intending to visit the BCP will be told by the IBF Security Marshals to continue their journey to their destination.

9.3 Links with National Highways

In the event of an incident on the Strategic Road Network (SRN), information will be received by the IBF Bronze and BCP Bronze from National Highways and disseminated to the ICC of each IBF along with any instructions that they will follow.

In the event of a capacity issue or incident at the site then the on-site ICC will inform the off-site IBF Bronze and BCP Bronze. It will then be for the IBF Bronze and BCP Bronze to notify National Highways. This last step in the process is yet to be formally discussed.

10 Monitoring Plan

This chapter establishes the required traffic monitoring for the Sevington Inland Border Facility (IBF).

10.1 Required Traffic Monitoring

In terms of managing traffic associated with the site, Schedule 2 Part 3 of the 2020 Special Development Order (SDO) requires consideration of:

(e) Managing traffic associated with the operation of the development, including:

(i) the management of vehicles moving between the site and the strategic road network (being the highways for which Highways England is the highway authority, by virtue of article 2 of the Appointment of a Strategic Highways Company Order 2015(b)), and the provision of signage for their drivers.

The Operational Management Plan (OMP) must include the forecast vehicle flows on a 24-hour basis for the lifetime of the development on the main routes to and from the strategic road network to the site, and how these will be monitored. The OMP must include procedures to ensure that vehicle queues do not build up at the entry to the site or on the access routes and / or if they do how this is managed.

The forecast vehicle flows on a 24-hour basis for the lifetime of the development are based on the traffic modelling work that has been undertaken. For Sevington IBF there will be a maximum of 5,967 two-way Heavy Goods Vehicles (HGVs) arriving and departing every 24-hours to the site for HMRC checks. This is the figure assessed as part of the existing Sevington Article 4 Consent (Sevington 1). As set out in the Transport Statement, it is not expected that future Sevington 3 operation would exceed the previously consented daily HGV usage estimates. The current site has been observed to operate at only 20% of the consented demand while the proposed future Sevington 4 operation is anticipated to be a 43% reduction with respect to the consented demand.

It should be noted that the Sevington 4 assessment is based on a typical weekday scenario and the assessment does not preclude the potential for fluctuations in daily HGV traffic. It has been clearly demonstrated that the expected HGV traffic generation of the Sevington 4 operation falls well within the threshold set for the existing Sevington 1 consent and therefore, it is anticipated that the upper HGV thresholds should be maintained in the consideration of approval of Sevington 4 so as to allow for daily fluctuations and ensure there is a degree of flexibility in the operation of the IBF during the lifetime of the development.

10.2 Automatic Number Plate Recognition (ANPR)

The site includes ANPR cameras on the entrance to, and egress from, the site. These will be in place for the duration of the usage of the site. The data from the ANPR cameras will be used to monitor the flow of HGVs travelling between the Strategic Road Network (SRN), and the site, and vice versa. Monitoring will take place 24 hours a day and 365 days a year to allow actual flows to be compared with the forecast flows.

This data will also be used to identify when the site is nearing capacity. Procedures for escalation when the site is nearing capacity are given in the **main OMP**. Under normal operating conditions safety checks will be undertaken at the entrance to the site in the entry lanes. However, if required, part of the escalation procedure will be to allow HGVs into the site for safety checks to be undertaken once they are parked up. This will mitigate any potential build-up of vehicles at the entrance and on the access routes to the site.

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