



RiverOak Strategic Partners

5.2- 17

**Environmental Statement
Volume 17: Transport
Assessment, Appendix D
(Junctions 15 to 21A)**

TR020002/ APP/ 5.2-17

Project Name:

Manston Airport Development Consent Order

Regulation:

Regulation 5(2)(q) of the Infrastructure Planning
(Applications: Prescribed Forms and Procedure)
Regulations 2009, as amended

Date:

July 2018



Volume 17 Contents

Transport Assessment Base 2017 Models (Junctions 15 to 21A)
Appendix D

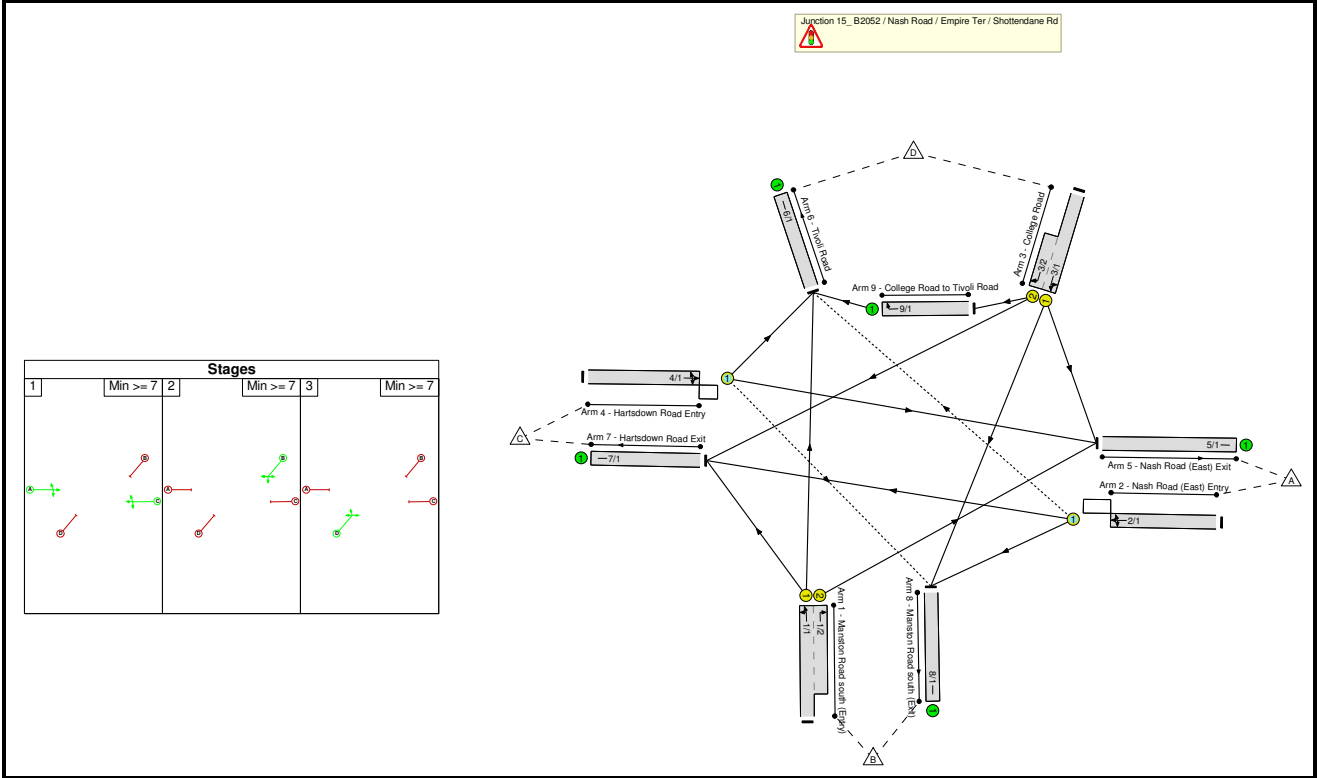
Full Input Data And Results

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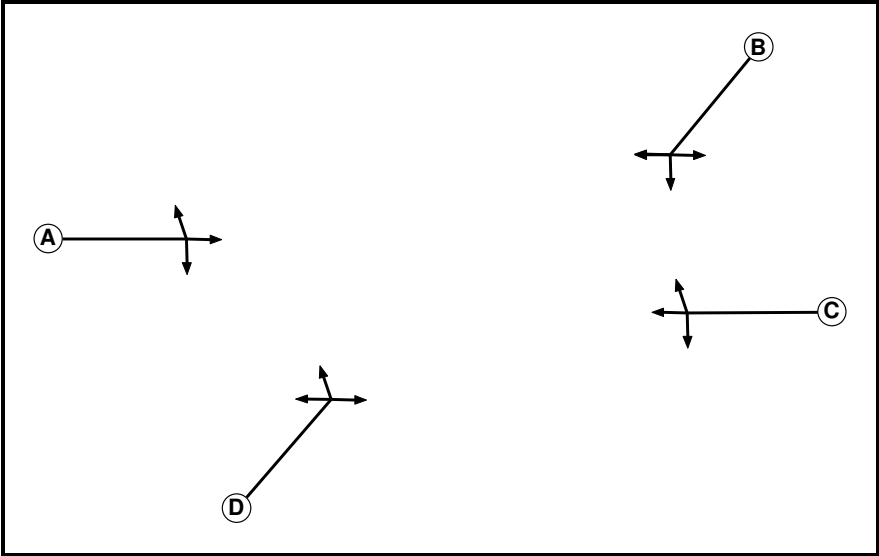
User and Project Details

Project:	Manston Airport DCO EIA
Title:	Junction 15
Location:	
File name:	Junction 15_ Validated.lsg3x
Author:	FOUDA
Company:	Wood
Address:	LEAMINGTON SPA- GABLES HOUSE, KENILWORTH- ROAD,WARWICKSHIRE CV32 6JX
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

Full Input Data And Results

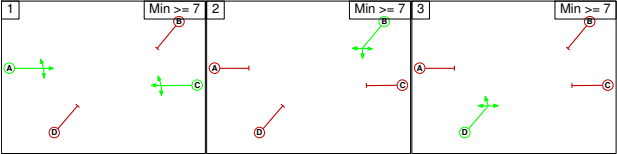
Phase Intergreens Matrix

Terminating Phase	Starting Phase				
		A	B	C	D
	A		10	-	10
	B	10		10	10
	C	-	10		10
	D	5	5	5	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B
3	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		10	10
	2	10		10
	3	5	5	

Give-Way Lane Input Data

Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Nash Road (East) Entry)	6/1 (Right)	1439	0	4/1	1.09	To 5/1 (Ahead) To 6/1 (Left)	3.00	3.00	0.50	3	3.00
4/1 (Hartsdown Road Entry)	8/1 (Right)	1439	0	2/1	1.09	To 7/1 (Ahead) To 8/1 (Left)	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Manston Road south (Entry))	U	D	2	3	60.0	Geom	-	2.45	0.00	Y	Arm 6 Ahead Arm 7 Left	Inf 19.00
1/2 (Manston Road south (Entry))	U	D	2	3	12.0	Geom	-	2.25	0.00	Y	Arm 5 Right Arm 6 Right	12.00 15.00
2/1 (Nash Road (East) Entry)	O	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 7 Ahead Arm 8 Left	Inf 15.00
3/1 (College Road)	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 5 Left Arm 8 Ahead	10.00 Inf
3/2 (College Road)	U	B	2	3	6.0	Geom	-	3.10	0.00	Y	Arm 7 Right Arm 9 Right	16.00 15.00
4/1 (Hartsdown Road Entry)	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead Arm 6 Left Arm 8 Right	Inf 10.00 8.00
5/1 (Nash Road (East) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Tivoli Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Hartsdown Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Manston Road south (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (College Road to Tivoli Road)	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Right	15.00

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2017 Baseline Traffic - AM Peak'	07:45	08:45	01:00	
2: '2017 Baseline Traffic - PM Peak'	16:45	17:45	01:00	
3: '2017 Baseline Traffic - Airport Peak'	13:00	14:00	01:00	
4: '2039 Growthed Traffic - AM Peak'	07:45	08:45	01:00	
5: '2039 Growthed Traffic - PM Peak'	16:45	17:45	01:00	
6: '2039 Growthed Traffic - Airport Peak'	13:00	14:00	01:00	
7: '2039 + Dev Traffic - AM Peak'	07:45	08:45	01:00	
8: '2039 + Dev Traffic - PM Peak'	16:45	17:45	01:00	
9: '2039 + Dev Traffic - Airport Peak'	13:00	14:00	01:00	
10: '2039 Base + Dev - Net Change - AM Peak'	07:45	08:45	01:00	
11: '2039 Base + Dev - Net Change - PM Peak'	16:45	17:45	01:00	
12: '2039 Base + Dev - Net Change - Airport Peak'	13:00	14:00	01:00	

Scenario 1: '(Base Optimised) 2017 Baseline Traffic - AM Peak' (FG1: '2017 Baseline Traffic - AM Peak', Plan 1: 'Base')
Traffic Flows, Desired
Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	53	167	47	267
	B	114	0	28	324	466
	C	259	56	0	149	464
	D	24	327	257	42	650
	Tot.	397	436	452	562	1847

Traffic Lane Flows

Lane	Scenario 1: (Base Optimised) 2017 Baseline Traffic - AM Peak
Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	
1/1 (with short)	466(In) 352(Out)
1/2 (short)	114
2/1	267
3/1 (with short)	650(In) 351(Out)
3/2 (short)	299
4/1	464
5/1	397
6/1	562
7/1	452
8/1	436
9/1	42

Lane Saturation Flows

Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd								
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 (Manston Road south (Entry))	2.45	0.00	Y	Arm 6 Ahead Arm 7 Left	Inf 19.00	92.0 % 8.0 %	1848	1848
1/2 (Manston Road south (Entry))	2.25	0.00	Y	Arm 5 Right Arm 6 Right	12.00 15.00	100.0 % 17.6 %	1636	1636
2/1 (Nash Road (East) Entry)	3.50	0.00	Y	Arm 7 Ahead Arm 8 Left	Inf 15.00	62.5 % 19.9 %	1894	1894
3/1 (College Road)	3.10	0.00	Y	Arm 5 Left Arm 8 Ahead	10.00 Inf	6.8 % 93.2 %	1905	1905
3/2 (College Road)	3.10	0.00	Y	Arm 7 Right Arm 9 Right	16.00 15.00	86.0 % 14.0 %	1759	1759
4/1 (Hartsdown Road Entry)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Left Arm 8 Right	Inf 10.00 8.00	55.8 % 32.1 % 12.1 %	1788	1788
5/1 (Nash Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Tivoli Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hartsdown Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road south (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (College Road to Tivoli Road)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764

Full Input Data And Results

Scenario 2: '(Base Optimised) 2017 Baseline Traffic - PM Peak' (FG2: '2017 Baseline Traffic - PM Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	96	252	57	405
	B	88	0	42	375	505
	C	167	22	0	144	333
	D	15	249	356	70	690
	Tot.	270	367	650	646	1933

Traffic Lane Flows

Lane	Scenario 2: (Base Optimised) 2017 Baseline Traffic - PM Peak
Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	
1/1 (with short)	505(In) 417(Out)
1/2 (short)	88
2/1	405
3/1 (with short)	690(In) 264(Out)
3/2 (short)	426
4/1	333
5/1	270
6/1	646
7/1	650
8/1	367
9/1	70

Lane Saturation Flows

Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd								
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 (Manston Road south (Entry))	2.45	0.00	Y	Arm 6 Ahead Arm 7 Left	Inf 19.00	89.9 % 10.1 %	1845	1845
1/2 (Manston Road south (Entry))	2.25	0.00	Y	Arm 5 Right Arm 6 Right	12.00 15.00	100.0 % 14.1 %	1636	1636
2/1 (Nash Road (East) Entry)	3.50	0.00	Y	Arm 7 Ahead Arm 8 Left	Inf 15.00	62.2 % 23.7 %	1893	1893
3/1 (College Road)	3.10	0.00	Y	Arm 5 Left Arm 8 Ahead	10.00 Inf	5.7 % 94.3 %	1909	1909
3/2 (College Road)	3.10	0.00	Y	Arm 7 Right Arm 9 Right	16.00 15.00	83.6 % 16.4 %	1758	1758
4/1 (Hartsdown Road Entry)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Left Arm 8 Right	Inf 10.00 8.00	50.2 % 43.2 % 6.6 %	1778	1778
5/1 (Nash Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Tivoli Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hartsdown Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road south (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (College Road to Tivoli Road)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764

Full Input Data And Results

Scenario 3: '2017 Baseline Traffic - AM Peak' (FG1: '2017 Baseline Traffic - AM Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	53	167	47	267
	B	114	0	28	324	466
	C	259	56	0	149	464
	D	24	327	257	42	650
	Tot.	397	436	452	562	1847

Traffic Lane Flows

Lane	Scenario 3: 2017 Baseline Traffic - AM Peak
Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	
1/1 (with short)	466(In) 352(Out)
1/2 (short)	114
2/1	267
3/1 (with short)	650(In) 351(Out)
3/2 (short)	299
4/1	464
5/1	397
6/1	562
7/1	452
8/1	436
9/1	42

Lane Saturation Flows

Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd								
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 (Manston Road south (Entry))	2.45	0.00	Y	Arm 6 Ahead Arm 7 Left	Inf 19.00	92.0 % 8.0 %	1848	1848
1/2 (Manston Road south (Entry))	2.25	0.00	Y	Arm 5 Right Arm 6 Right	12.00 15.00	100.0 % 17.6 %	1636	1636
2/1 (Nash Road (East) Entry)	3.50	0.00	Y	Arm 7 Ahead Arm 8 Left	Inf 15.00	62.5 % 19.9 %	1894	1894
3/1 (College Road)	3.10	0.00	Y	Arm 5 Left Arm 8 Ahead	10.00 Inf	6.8 % 93.2 %	1905	1905
3/2 (College Road)	3.10	0.00	Y	Arm 7 Right Arm 9 Right	16.00 15.00	86.0 % 14.0 %	1759	1759
4/1 (Hartsdown Road Entry)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Left Arm 8 Right	Inf 10.00 8.00	55.8 % 32.1 % 12.1 %	1788	1788
5/1 (Nash Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Tivoli Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hartsdown Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road south (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (College Road to Tivoli Road)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764

Full Input Data And Results

Scenario 4: '2017 Baseline Traffic - PM Peak' (FG2: '2017 Baseline Traffic - PM Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	96	252	57	405
	B	88	0	42	375	505
	C	167	22	0	144	333
	D	15	249	356	70	690
	Tot.	270	367	650	646	1933

Traffic Lane Flows

Lane	Scenario 4: 2017 Baseline Traffic - PM Peak
Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	
1/1 (with short)	505(In) 417(Out)
1/2 (short)	88
2/1	405
3/1 (with short)	690(In) 264(Out)
3/2 (short)	426
4/1	333
5/1	270
6/1	646
7/1	650
8/1	367
9/1	70

Lane Saturation Flows

Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd								
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 (Manston Road south (Entry))	2.45	0.00	Y	Arm 6 Ahead Arm 7 Left	Inf 19.00	89.9 % 10.1 %	1845	1845
1/2 (Manston Road south (Entry))	2.25	0.00	Y	Arm 5 Right Arm 6 Right	12.00 15.00	100.0 % 14.1 %	1636	1636
2/1 (Nash Road (East) Entry)	3.50	0.00	Y	Arm 7 Ahead Arm 8 Left	Inf 15.00	62.2 % 23.7 %	1893	1893
3/1 (College Road)	3.10	0.00	Y	Arm 5 Left Arm 8 Ahead	10.00 Inf	5.7 % 94.3 %	1909	1909
3/2 (College Road)	3.10	0.00	Y	Arm 7 Right Arm 9 Right	16.00 15.00	83.6 % 16.4 %	1758	1758
4/1 (Hartsdown Road Entry)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Left Arm 8 Right	Inf 10.00 8.00	50.2 % 43.2 % 6.6 %	1778	1778
5/1 (Nash Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Tivoli Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hartsdown Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road south (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (College Road to Tivoli Road)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764

Full Input Data And Results

Scenario 5: '2017 Baseline Traffic - Airport Peak' (FG3: '2017 Baseline Traffic - Airport Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	70	154	41	265
	B	73	0	38	256	367
	C	127	31	0	135	293
	D	17	273	238	44	572
	Tot.	217	374	430	476	1497

Traffic Lane Flows

Lane	Scenario 5: 2017 Baseline Traffic - Airport Peak
Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	
1/1 (with short)	367(In) 294(Out)
1/2 (short)	73
2/1	265
3/1 (with short)	572(In) 290(Out)
3/2 (short)	282
4/1	293
5/1	217
6/1	476
7/1	430
8/1	374
9/1	44

Lane Saturation Flows

Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd								
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 (Manston Road south (Entry))	2.45	0.00	Y	Arm 6 Ahead Arm 7 Left	Inf 19.00	87.1 % 12.9 %	1841	1841
1/2 (Manston Road south (Entry))	2.25	0.00	Y	Arm 5 Right Arm 6 Right	12.00 15.00	100.0 % 15.5 %	1636	1636
2/1 (Nash Road (East) Entry)	3.50	0.00	Y	Arm 7 Ahead Arm 8 Left	Inf 15.00	58.1 % 26.4 %	1886	1886
3/1 (College Road)	3.10	0.00	Y	Arm 5 Left Arm 8 Ahead	10.00 Inf	5.9 % 94.1 %	1908	1908
3/2 (College Road)	3.10	0.00	Y	Arm 7 Right Arm 9 Right	16.00 15.00	84.4 % 15.6 %	1758	1758
4/1 (Hartsdown Road Entry)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Left Arm 8 Right	Inf 10.00 8.00	43.3 % 46.1 % 10.6 %	1759	1759
5/1 (Nash Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Tivoli Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hartsdown Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road south (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (College Road to Tivoli Road)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764

Full Input Data And Results

Scenario 6: '2039 Growthed Traffic - AM Peak' (FG4: '2039 Growthed Traffic - AM Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	59	208	66	333
	B	142	0	35	406	583
	C	323	70	0	187	580
	D	30	409	322	53	814
	Tot.	495	538	565	712	2310

Traffic Lane Flows

Lane	Scenario 6: 2039 Growthed Traffic - AM Peak
Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	
1/1 (with short)	583(In) 441(Out)
1/2 (short)	142
2/1	333
3/1 (with short)	814(In) 439(Out)
3/2 (short)	375
4/1	580
5/1	495
6/1	712
7/1	565
8/1	538
9/1	53

Lane Saturation Flows

Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd								
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 (Manston Road south (Entry))	2.45	0.00	Y	Arm 6 Ahead Arm 7 Left	Inf 19.00	92.1 % 7.9 %	1848	1848
1/2 (Manston Road south (Entry))	2.25	0.00	Y	Arm 5 Right Arm 6 Right	12.00 15.00	100.0 % 19.8 %	1636	1636
2/1 (Nash Road (East) Entry)	3.50	0.00	Y	Arm 7 Ahead Arm 8 Left	Inf 15.00	62.5 % 17.7 %	1894	1894
3/1 (College Road)	3.10	0.00	Y	Arm 5 Left Arm 8 Ahead	10.00 Inf	6.8 % 93.2 %	1905	1905
3/2 (College Road)	3.10	0.00	Y	Arm 7 Right Arm 9 Right	16.00 15.00	85.9 % 14.1 %	1759	1759
4/1 (Hartsdown Road Entry)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Left Arm 8 Right	Inf 10.00 8.00	55.7 % 32.2 % 12.1 %	1788	1788
5/1 (Nash Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Tivoli Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hartsdown Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road south (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (College Road to Tivoli Road)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764

Full Input Data And Results

Scenario 7: '2039 Growthed Traffic - PM Peak' (FG5: '2039 Growthed Traffic - PM Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	121	317	72	510
	B	111	0	53	473	637
	C	210	28	0	182	420
	D	19	314	449	89	871
	Tot.	340	463	819	816	2438

Traffic Lane Flows

Lane	Scenario 7: 2039 Growthed Traffic - PM Peak
Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	
1/1 (with short)	637(In) 526(Out)
1/2 (short)	111
2/1	510
3/1 (with short)	871(In) 333(Out)
3/2 (short)	538
4/1	420
5/1	340
6/1	816
7/1	819
8/1	463
9/1	89

Lane Saturation Flows

Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd								
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 (Manston Road south (Entry))	2.45	0.00	Y	Arm 6 Ahead Arm 7 Left	Inf 19.00	89.9 % 10.1 %	1845	1845
1/2 (Manston Road south (Entry))	2.25	0.00	Y	Arm 5 Right Arm 6 Right	12.00 15.00	100.0 % 14.1 %	1636	1636
2/1 (Nash Road (East) Entry)	3.50	0.00	Y	Arm 7 Ahead Arm 8 Left	Inf 15.00	62.2 % 23.7 %	1893	1893
3/1 (College Road)	3.10	0.00	Y	Arm 5 Left Arm 8 Ahead	10.00 Inf	5.7 % 94.3 %	1909	1909
3/2 (College Road)	3.10	0.00	Y	Arm 7 Right Arm 9 Right	16.00 15.00	83.5 % 16.5 %	1758	1758
4/1 (Hartsdown Road Entry)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Left Arm 8 Right	Inf 10.00 8.00	50.0 % 43.3 % 6.7 %	1777	1777
5/1 (Nash Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Tivoli Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hartsdown Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road south (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (College Road to Tivoli Road)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764

Full Input Data And Results

Scenario 8: '2039 Growthed Traffic - Airport Peak' (FG6: '2039 Growthed Traffic - Airport Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	93	205	55	353
	B	97	0	51	343	491
	C	169	41	0	180	390
	D	23	366	317	59	765
	Tot.	289	500	573	637	1999

Traffic Lane Flows

Lane	Scenario 8: 2039 Growthed Traffic - Airport Peak
Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	
1/1 (with short)	491(In) 394(Out)
1/2 (short)	97
2/1	353
3/1 (with short)	765(In) 389(Out)
3/2 (short)	376
4/1	390
5/1	289
6/1	637
7/1	573
8/1	500
9/1	59

Lane Saturation Flows

Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd								
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 (Manston Road south (Entry))	2.45	0.00	Y	Arm 6 Ahead Arm 7 Left	Inf 19.00	87.1 % 12.9 %	1841	1841
1/2 (Manston Road south (Entry))	2.25	0.00	Y	Arm 5 Right Arm 6 Right	12.00 15.00	100.0 % 15.6 %	1636	1636
2/1 (Nash Road (East) Entry)	3.50	0.00	Y	Arm 7 Ahead Arm 8 Left	Inf 15.00	58.1 % 26.3 %	1886	1886
3/1 (College Road)	3.10	0.00	Y	Arm 5 Left Arm 8 Ahead	10.00 Inf	5.9 % 94.1 %	1908	1908
3/2 (College Road)	3.10	0.00	Y	Arm 7 Right Arm 9 Right	16.00 15.00	84.3 % 15.7 %	1758	1758
4/1 (Hartsdown Road Entry)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Left Arm 8 Right	Inf 10.00 8.00	43.3 % 46.2 % 10.5 %	1759	1759
5/1 (Nash Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Tivoli Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hartsdown Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road south (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (College Road to Tivoli Road)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764

Full Input Data And Results

Scenario 9: '2039 + Dev Traffic - AM Peak' (FG7: '2039 + Dev Traffic - AM Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	59	208	66	333
	B	142	0	35	414	591
	C	323	77	0	187	587
	D	30	470	322	53	875
	Tot.	495	606	565	720	2386

Traffic Lane Flows

Lane	Scenario 9: 2039 + Dev Traffic - AM Peak
Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	
1/1 (with short)	591(In) 449(Out)
1/2 (short)	142
2/1	333
3/1 (with short)	875(In) 500(Out)
3/2 (short)	375
4/1	587
5/1	495
6/1	720
7/1	565
8/1	606
9/1	53

Lane Saturation Flows

Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd								
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 (Manston Road south (Entry))	2.45	0.00	Y	Arm 6 Ahead Arm 7 Left	Inf 19.00	92.2 % 7.8 %	1849	1849
1/2 (Manston Road south (Entry))	2.25	0.00	Y	Arm 5 Right Arm 6 Right	12.00 15.00	100.0 % 19.8 %	1636	1636
2/1 (Nash Road (East) Entry)	3.50	0.00	Y	Arm 7 Ahead Arm 8 Left	Inf 15.00	62.5 % 17.7 %	1894	1894
3/1 (College Road)	3.10	0.00	Y	Arm 5 Left Arm 8 Ahead	10.00 Inf	6.0 % 94.0 %	1908	1908
3/2 (College Road)	3.10	0.00	Y	Arm 7 Right Arm 9 Right	16.00 15.00	85.9 % 14.1 %	1759	1759
4/1 (Hartsdown Road Entry)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Left Arm 8 Right	Inf 10.00 8.00	55.0 % 31.9 % 13.1 %	1786	1786
5/1 (Nash Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Tivoli Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hartsdown Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road south (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (College Road to Tivoli Road)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764

Full Input Data And Results

Scenario 10: '2039 + Dev Traffic - PM Peak' (FG8: '2039 + Dev Traffic - PM Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	121	317	72	510
	B	111	0	61	536	708
	C	210	28	0	182	420
	D	19	325	449	89	882
	Tot.	340	474	827	879	2520

Traffic Lane Flows

Lane	Scenario 10: 2039 + Dev Traffic - PM Peak
Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	
1/1 (with short)	708(In) 597(Out)
1/2 (short)	111
2/1	510
3/1 (with short)	882(In) 344(Out)
3/2 (short)	538
4/1	420
5/1	340
6/1	879
7/1	827
8/1	474
9/1	89

Lane Saturation Flows

Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd								
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 (Manston Road south (Entry))	2.45	0.00	Y	Arm 6 Ahead Arm 7 Left	Inf 19.00	89.8 % 10.2 %	1845	1845
1/2 (Manston Road south (Entry))	2.25	0.00	Y	Arm 5 Right Arm 6 Right	12.00 15.00	100.0 % 14.1 %	1636	1636
2/1 (Nash Road (East) Entry)	3.50	0.00	Y	Arm 7 Ahead Arm 8 Left	Inf 15.00	62.2 % 23.7 %	1893	1893
3/1 (College Road)	3.10	0.00	Y	Arm 5 Left Arm 8 Ahead	10.00 Inf	5.5 % 94.5 %	1909	1909
3/2 (College Road)	3.10	0.00	Y	Arm 7 Right Arm 9 Right	16.00 15.00	83.5 % 16.5 %	1758	1758
4/1 (Hartsdown Road Entry)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Left Arm 8 Right	Inf 10.00 8.00	50.0 % 43.3 % 6.7 %	1777	1777
5/1 (Nash Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Tivoli Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hartsdown Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road south (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (College Road to Tivoli Road)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764

Full Input Data And Results

Scenario 11: '2039 + Dev Traffic - Airport Peak' (FG9: '2039 + Dev Traffic - Airport Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	93	205	55	353
	B	97	0	53	362	512
	C	169	51	0	180	400
	D	23	437	317	59	836
	Tot.	289	581	575	656	2101

Traffic Lane Flows

Lane	Scenario 11: 2039 + Dev Traffic - Airport Peak
Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	
1/1 (with short)	512(In) 415(Out)
1/2 (short)	97
2/1	353
3/1 (with short)	836(In) 460(Out)
3/2 (short)	376
4/1	400
5/1	289
6/1	656
7/1	575
8/1	581
9/1	59

Lane Saturation Flows

Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd								
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 (Manston Road south (Entry))	2.45	0.00	Y	Arm 6 Ahead Arm 7 Left	Inf 19.00	87.2 % 12.8 %	1841	1841
1/2 (Manston Road south (Entry))	2.25	0.00	Y	Arm 5 Right Arm 6 Right	12.00 15.00	100.0 % 15.6 %	1636	1636
2/1 (Nash Road (East) Entry)	3.50	0.00	Y	Arm 7 Ahead Arm 8 Left	Inf 15.00	58.1 % 26.3 %	1886	1886
3/1 (College Road)	3.10	0.00	Y	Arm 5 Left Arm 8 Ahead	10.00 Inf	5.0 % 95.0 %	1911	1911
3/2 (College Road)	3.10	0.00	Y	Arm 7 Right Arm 9 Right	16.00 15.00	84.3 % 15.7 %	1758	1758
4/1 (Hartsdown Road Entry)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Left Arm 8 Right	Inf 10.00 8.00	42.3 % 45.0 % 12.8 %	1755	1755
5/1 (Nash Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Tivoli Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hartsdown Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road south (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (College Road to Tivoli Road)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764

Full Input Data And Results

Scenario 12: '2039 Base + Dev - Net Change - AM peak' (FG10: '2039 Base + Dev - Net Change - AM Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	0	273	65	338
	B	0	0	43	489	532
	C	348	81	0	153	582
	D	30	454	244	49	777
	Tot.	378	535	560	756	2229

Traffic Lane Flows

Lane	Scenario 12: 2039 Base + Dev - Net Change - AM peak
Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	
1/1 (with short)	532(In) 532(Out)
1/2 (short)	0
2/1	338
3/1 (with short)	777(In) 484(Out)
3/2 (short)	293
4/1	582
5/1	378
6/1	756
7/1	560
8/1	535
9/1	49

Lane Saturation Flows

Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd								
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 (Manston Road south (Entry))	2.45	0.00	Y	Arm 6 Ahead Arm 7 Left	Inf 19.00	91.9 % 8.1 %	1848	1848
1/2 (Manston Road south (Entry))	2.25	0.00	Y	Arm 5 Right Arm 6 Right	12.00 15.00	0.0 % 19.2 %	1840	1840
2/1 (Nash Road (East) Entry)	3.50	0.00	Y	Arm 7 Ahead Arm 8 Left	Inf 15.00	80.8 % 0.0 %	1928	1928
3/1 (College Road)	3.10	0.00	Y	Arm 5 Left Arm 8 Ahead	10.00 Inf	6.2 % 93.8 %	1907	1907
3/2 (College Road)	3.10	0.00	Y	Arm 7 Right Arm 9 Right	16.00 15.00	83.3 % 16.7 %	1758	1758
4/1 (Hartsdown Road Entry)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Left Arm 8 Right	Inf 10.00 8.00	59.8 % 26.3 % 13.9 %	1797	1797
5/1 (Nash Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Tivoli Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hartsdown Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road south (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (College Road to Tivoli Road)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764

Full Input Data And Results

Scenario 13: '2039 Base + Dev - Net Change - PM peak' (FG11: '2039 Base + Dev - Net Change - PM Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	0	438	72	510
	B	0	0	70	614	684
	C	230	37	0	156	423
	D	18	316	321	85	740
	Tot.	248	353	829	927	2357

Traffic Lane Flows

Lane	Scenario 13: 2039 Base + Dev - Net Change - PM peak
Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	
1/1 (with short)	684(In) 684(Out)
1/2 (short)	0
2/1	510
3/1 (with short)	740(In) 334(Out)
3/2 (short)	406
4/1	423
5/1	248
6/1	927
7/1	829
8/1	353
9/1	85

Lane Saturation Flows

Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd								
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 (Manston Road south (Entry))	2.45	0.00	Y	Arm 6 Ahead Arm 7 Left	Inf 19.00	89.8 % 10.2 %	1845	1845
1/2 (Manston Road south (Entry))	2.25	0.00	Y	Arm 5 Right Arm 6 Right	12.00 15.00	0.0 % 14.1 %	1840	1840
2/1 (Nash Road (East) Entry)	3.50	0.00	Y	Arm 7 Ahead Arm 8 Left	Inf 15.00	85.9 % 0.0 %	1938	1938
3/1 (College Road)	3.10	0.00	Y	Arm 5 Left Arm 8 Ahead	10.00 Inf	5.4 % 94.6 %	1910	1910
3/2 (College Road)	3.10	0.00	Y	Arm 7 Right Arm 9 Right	16.00 15.00	79.1 % 20.9 %	1758	1758
4/1 (Hartsdown Road Entry)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Left Arm 8 Right	Inf 10.00 8.00	54.4 % 36.9 % 8.7 %	1787	1787
5/1 (Nash Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Tivoli Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hartsdown Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road south (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (College Road to Tivoli Road)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764

Full Input Data And Results

Scenario 14: '2039 Base + Dev - Net Change - Airport peak' (FG12: '2039 Base + Dev - Net Change - Airport Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	0	279	55	334
	B	0	0	59	400	459
	C	194	59	0	149	402
	D	23	374	238	54	689
	Tot.	217	433	576	658	1884

Traffic Lane Flows

Lane	Scenario 14: 2039 Base + Dev - Net Change - Airport peak
Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	
1/1 (with short)	459(In) 459(Out)
1/2 (short)	0
2/1	334
3/1 (with short)	689(In) 397(Out)
3/2 (short)	292
4/1	402
5/1	217
6/1	658
7/1	576
8/1	433
9/1	54

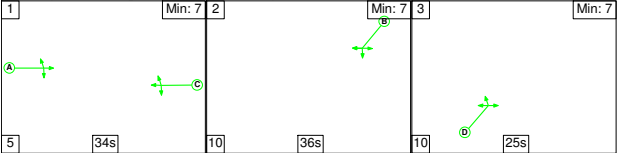
Lane Saturation Flows

Junction: Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd								
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 (Manston Road south (Entry))	2.45	0.00	Y	Arm 6 Ahead Arm 7 Left	Inf 19.00	87.1 % 12.9 %	1841	1841
1/2 (Manston Road south (Entry))	2.25	0.00	Y	Arm 5 Right Arm 6 Right	12.00 15.00	0.0 % 16.5 %	1840	1840
2/1 (Nash Road (East) Entry)	3.50	0.00	Y	Arm 7 Ahead Arm 8 Left	Inf 15.00	83.5 % 0.0 %	1933	1933
3/1 (College Road)	3.10	0.00	Y	Arm 5 Left Arm 8 Ahead	10.00 Inf	5.8 % 94.2 %	1908	1908
3/2 (College Road)	3.10	0.00	Y	Arm 7 Right Arm 9 Right	16.00 15.00	81.5 % 18.5 %	1758	1758
4/1 (Hartsdown Road Entry)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Left Arm 8 Right	Inf 10.00 8.00	48.3 % 37.1 % 14.7 %	1768	1768
5/1 (Nash Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Tivoli Road Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Hartsdown Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road south (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (College Road to Tivoli Road)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764

Full Input Data And Results

Scenario 1: '(Base Optimised) 2017 Baseline Traffic - AM Peak' (FG1: '2017 Baseline Traffic - AM Peak', Plan 1: 'Base')

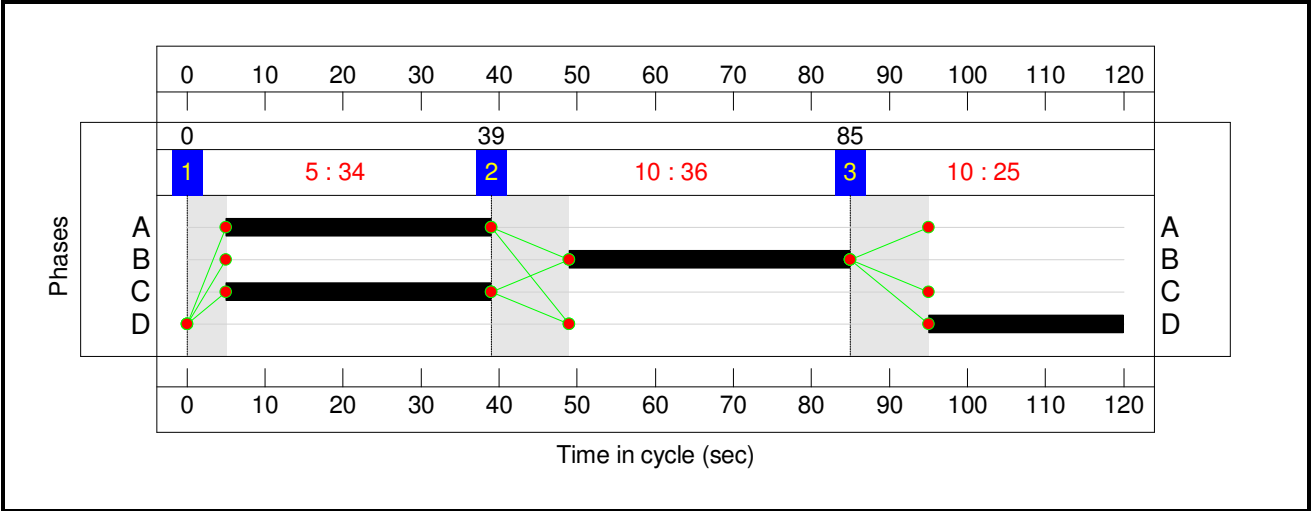
Stage Sequence Diagram



Stage Timings

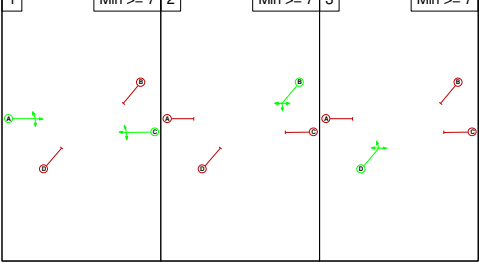
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Change Point	0	39	85

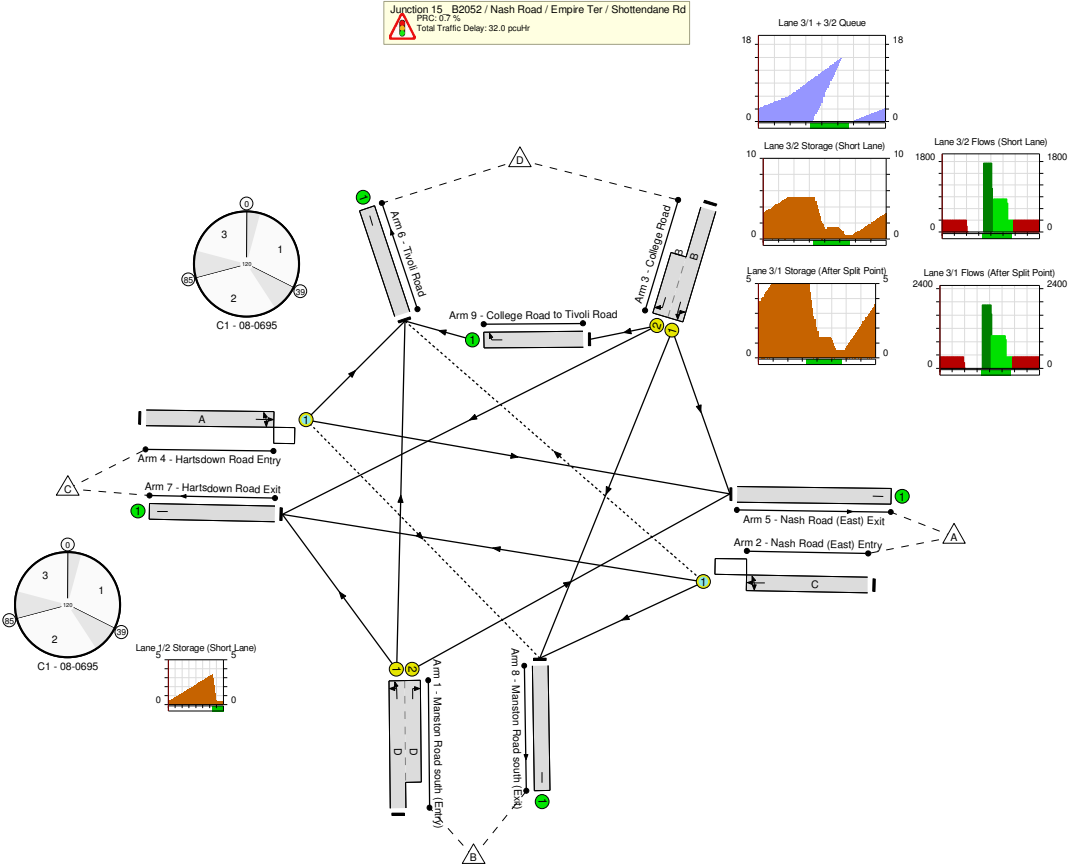
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Stages				
1	Min >= 7	2	Min >= 7	3
				



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
1/1+1/2	Manston Road south (Entry) Right Ahead Left	U	N/A	N/A	D		1	25	-	466	1848:1636	394+128	89.4 : 89.4%
2/1	Nash Road (East) Entry Right Ahead Left	O	N/A	N/A	C		1	34	-	267	1894	498	53.6%
3/1+3/2	College Road Left Right Ahead Right2	U	N/A	N/A	B		1	36	-	650	1905:1759	395+336	88.9 : 88.9%
4/1	Hartsdown Road Entry Ahead Left Right	O	N/A	N/A	A		1	34	-	464	1788	521	89.0%
5/1	Nash Road (East) Exit	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
6/1	Tivoli Road	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
7/1	Hartsdown Road Exit	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
8/1	Manston Road south (Exit)	U	N/A	N/A	-		-	-	-	436	Inf	Inf	0.0%
9/1	College Road to Tivoli Road Right	U	N/A	N/A	-		-	-	-	42	1764	1764	2.4%

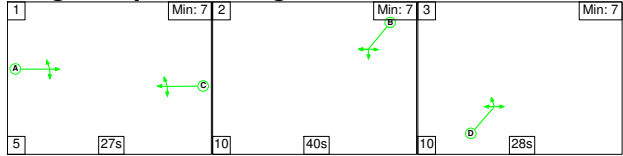
Full Input Data And Results

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Full Input Data And Results

Scenario 2: '(Base Optimised) 2017 Baseline Traffic - PM Peak' (FG2: '2017 Baseline Traffic - PM Peak', Plan 1: 'Base')

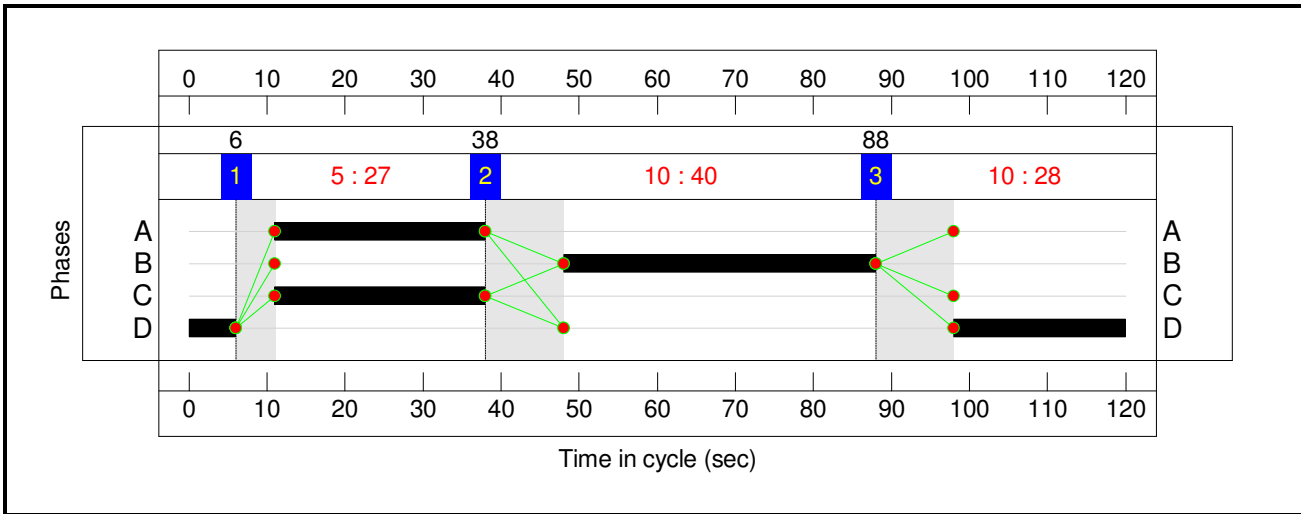
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	27	40	28
Change Point	6	38	88

Signal Timings Diagram



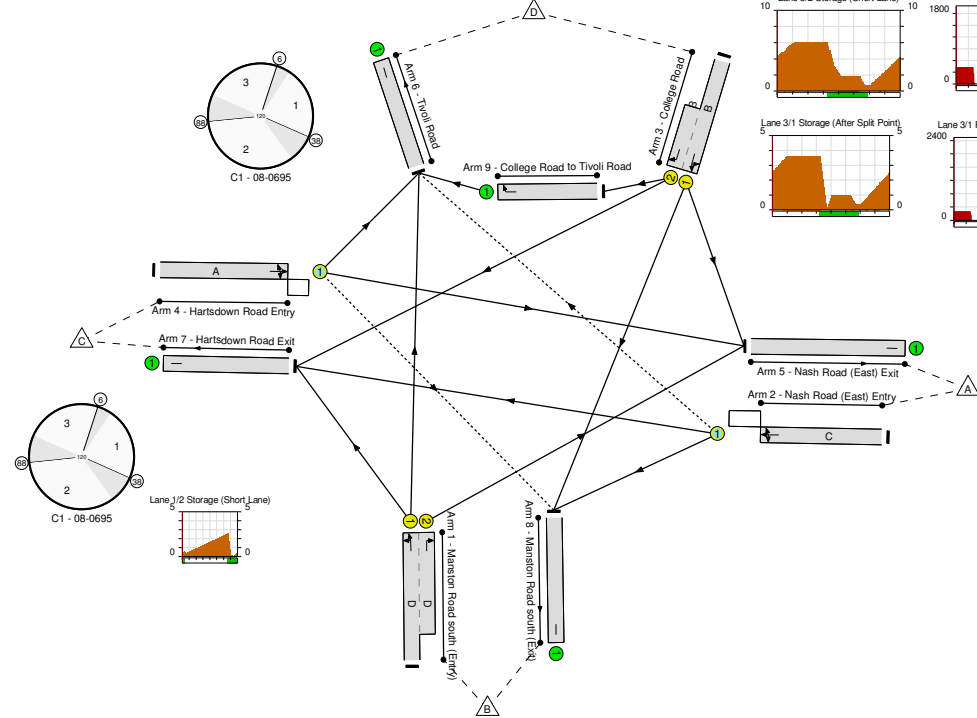
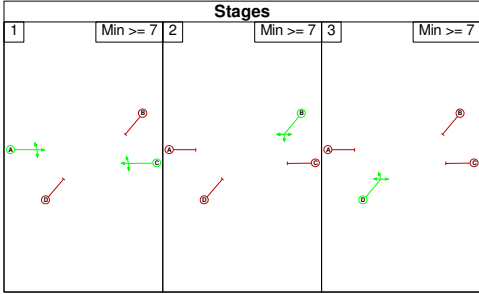
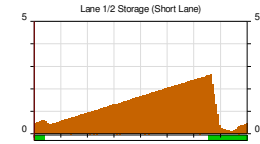
Junction 15 - B2052 / Nash Road / Empire Ter / Shottendane Rd
 RTD: 43.6 %
 Total Traffic Delay: 42.7 pcul/hr

Stages

1	Min >= 7	2	Min >= 7	3	Min >= 7

Diagram Details:

- Central Network:** Shows the intersection of Nash Road (East) and Empire Ter. Arms include:
 - Arm 1: Mansion Road south (Exit)
 - Arm 2: Nash Road (East) Entry
 - Arm 3: College Road
 - Arm 4: Hartdown Road Entry
 - Arm 5: Nash Road (East) Exit
 - Arm 6: Tivoli Road
 - Arm 7: Hartdown Road Exit
 - Arm 8: Mansion Road south (Exit)
 - Arm 9: College Road to Tivoli Road
- Circular Diagrams (C1-08-0695):**
 - Top: Shows lane layouts for arms 1, 2, 3, 4, 5, 6, 7, 8, 9.
 - Bottom: Shows lane layouts for arms 1, 2, 3, 4, 5, 6, 7, 8, 9.
- Plots (Right Side):**
 - Lane 3/1 + 3/2 Queue: Queue length vs. time.
 - Lane 3/2 Storage (Short Lane): Storage vs. time.
 - Lane 3/2 Flows (Short Lane): Flow vs. time.
 - Lane 3/1 Storage (After Split Point): Storage vs. time.
 - Lane 3/1 Flows (After Split Point): Flow vs. time.
 - Lane 1/2 Storage (Short Lane): Storage vs. time.



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	96.0%
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	N/A	-	-		-	-	-	-	-	-	96.0%
1/1+1/2	Manston Road south (Entry) Right Ahead Left	U	N/A	N/A	D		1	28	-	505	1845:1636	435+92	96.0 : 96.0%
2/1	Nash Road (East) Entry Right Ahead Left	O	N/A	N/A	C		1	27	-	405	1893	437	92.6%
3/1+3/2	College Road Left Right Ahead Right2	U	N/A	N/A	B		1	40	-	690	1909:1758	279+450	94.6 : 94.6%
4/1	Hartsdown Road Entry Ahead Left Right	O	N/A	N/A	A		1	27	-	333	1778	415	80.3%
5/1	Nash Road (East) Exit	U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
6/1	Tivoli Road	U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
7/1	Hartsdown Road Exit	U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
8/1	Manston Road south (Exit)	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
9/1	College Road to Tivoli Road Right	U	N/A	N/A	-		-	-	-	70	1764	1764	4.0%

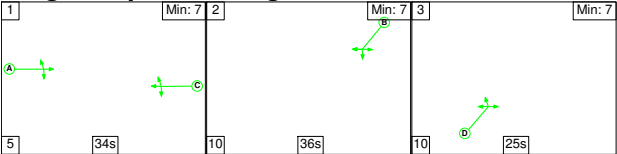
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 15	-	-	79	0	0	22.0	20.5	0.3	42.7	-	-	-	-
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	79	0	0	22.0	20.5	0.3	42.7	-	-	-	-
1/1+1/2	505	505	-	-	-	6.1	7.1	-	13.2	94.4	14.1	7.1	21.2
2/1	405	405	57	0	0	5.0	4.8	0.2	10.1	89.3	13.2	4.8	18.0
3/1+3/2	690	690	-	-	-	6.8	6.5	-	13.4	69.8	18.3	6.5	24.9
4/1	333	333	22	0	0	4.0	1.9	0.1	6.0	65.4	10.5	1.9	12.4
5/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	70	70	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
C1 - 08-0695													
PRC for Signalled Lanes (%):				-6.6	Total Delay for Signalled Lanes (pcuHr):			42.72	Cycle Time (s): 120				
PRC Over All Lanes (%):				-6.6	Total Delay Over All Lanes(pcuHr):			42.74					

Full Input Data And Results

Scenario 3: '2017 Baseline Traffic - AM Peak' (FG1: '2017 Baseline Traffic - AM Peak', Plan 1: 'Base')

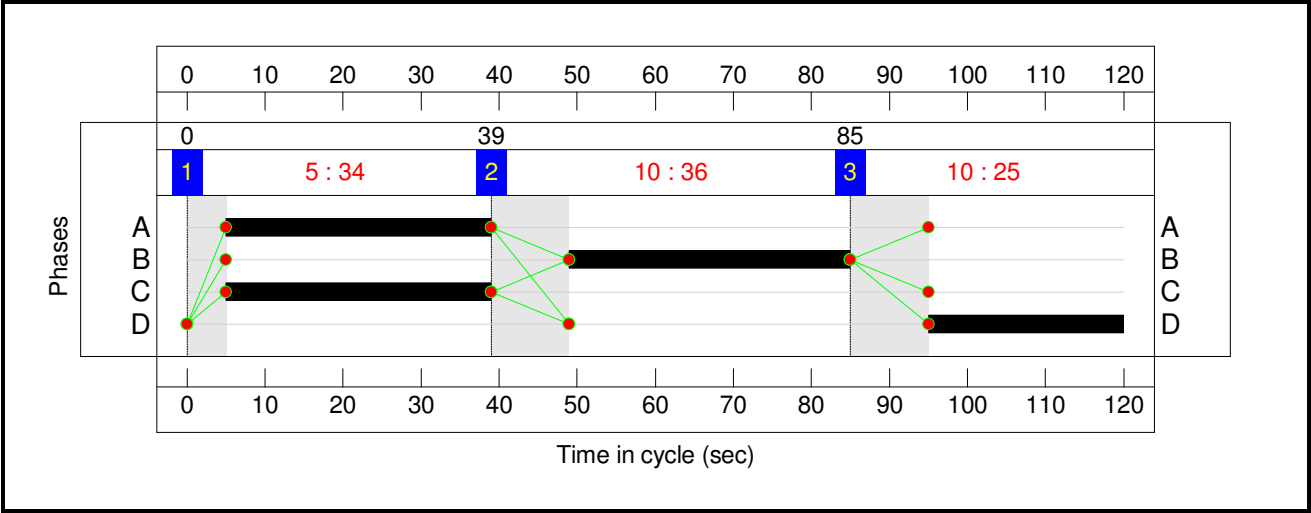
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	34	36	25
Change Point	0	39	85

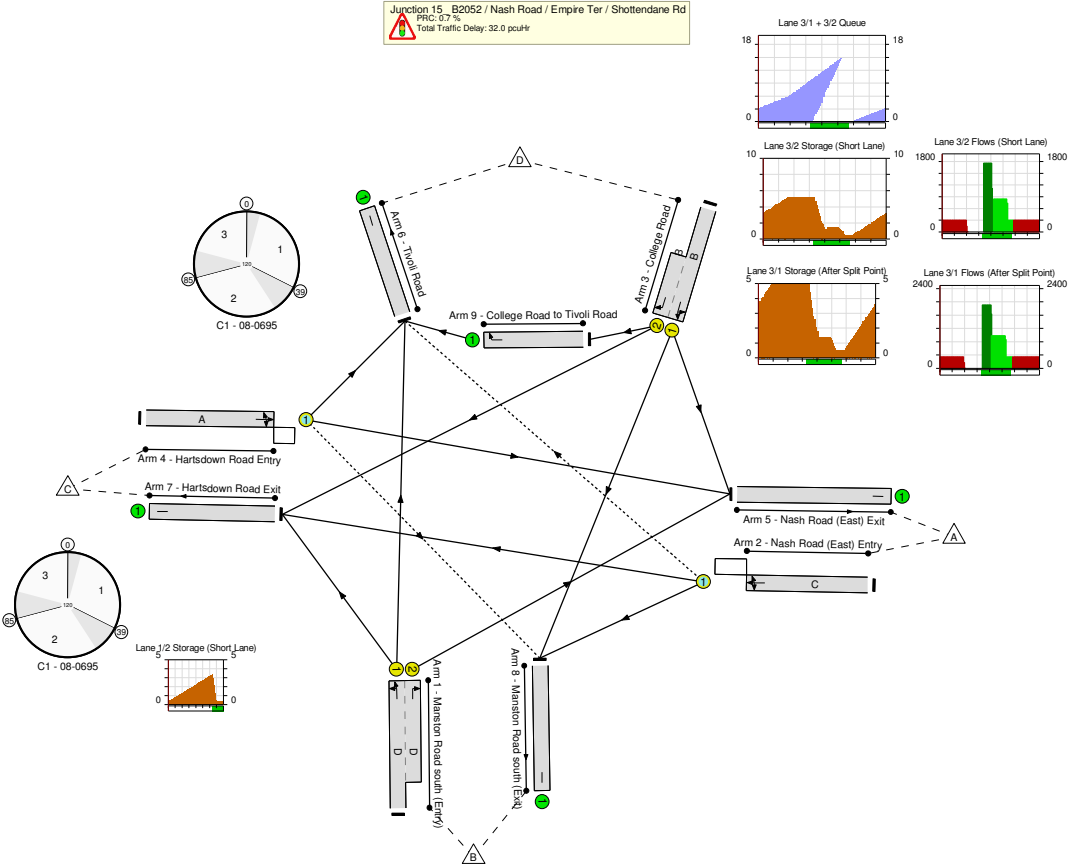
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Stages			
1	Min >= 7	2	Min >= 7



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
1/1+1/2	Manston Road south (Entry) Right Ahead Left	U	N/A	N/A	D		1	25	-	466	1848:1636	394+128	89.4 : 89.4%
2/1	Nash Road (East) Entry Right Ahead Left	O	N/A	N/A	C		1	34	-	267	1894	498	53.6%
3/1+3/2	College Road Left Right Ahead Right2	U	N/A	N/A	B		1	36	-	650	1905:1759	395+336	88.9 : 88.9%
4/1	Hartsdown Road Entry Ahead Left Right	O	N/A	N/A	A		1	34	-	464	1788	521	89.0%
5/1	Nash Road (East) Exit	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
6/1	Tivoli Road	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
7/1	Hartsdown Road Exit	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
8/1	Manston Road south (Exit)	U	N/A	N/A	-		-	-	-	436	Inf	Inf	0.0%
9/1	College Road to Tivoli Road Right	U	N/A	N/A	-		-	-	-	42	1764	1764	2.4%

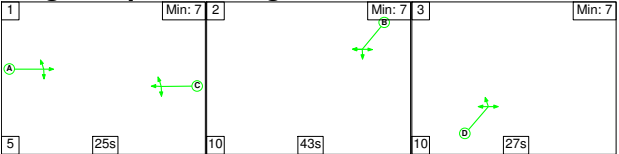
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 4: '2017 Baseline Traffic - PM Peak' (FG2: '2017 Baseline Traffic - PM Peak', Plan 1: 'Base')

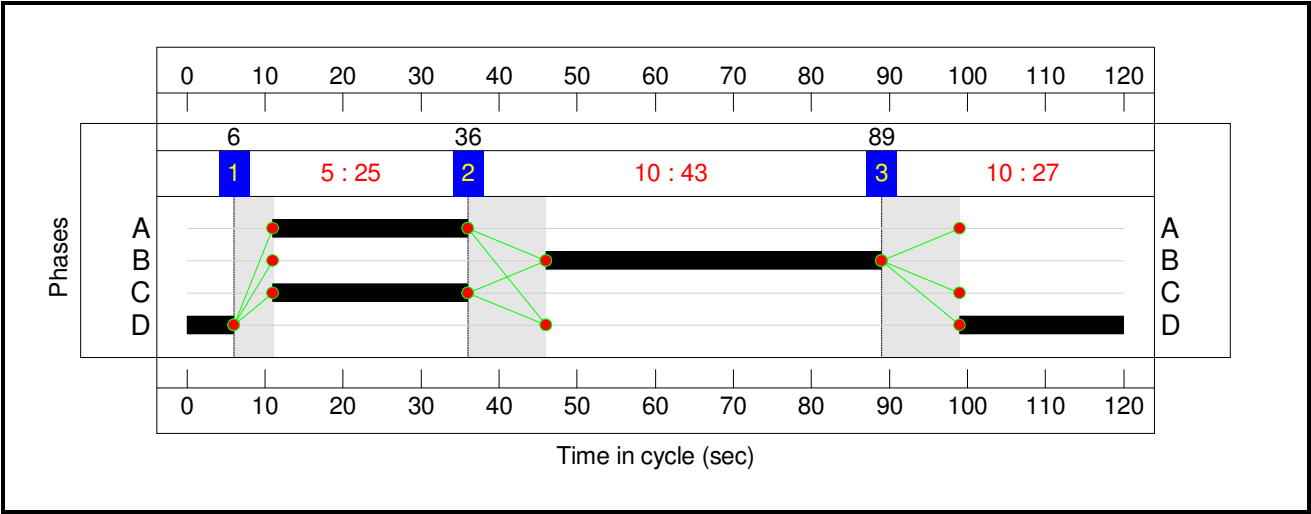
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	25	43	27
Change Point	6	36	89

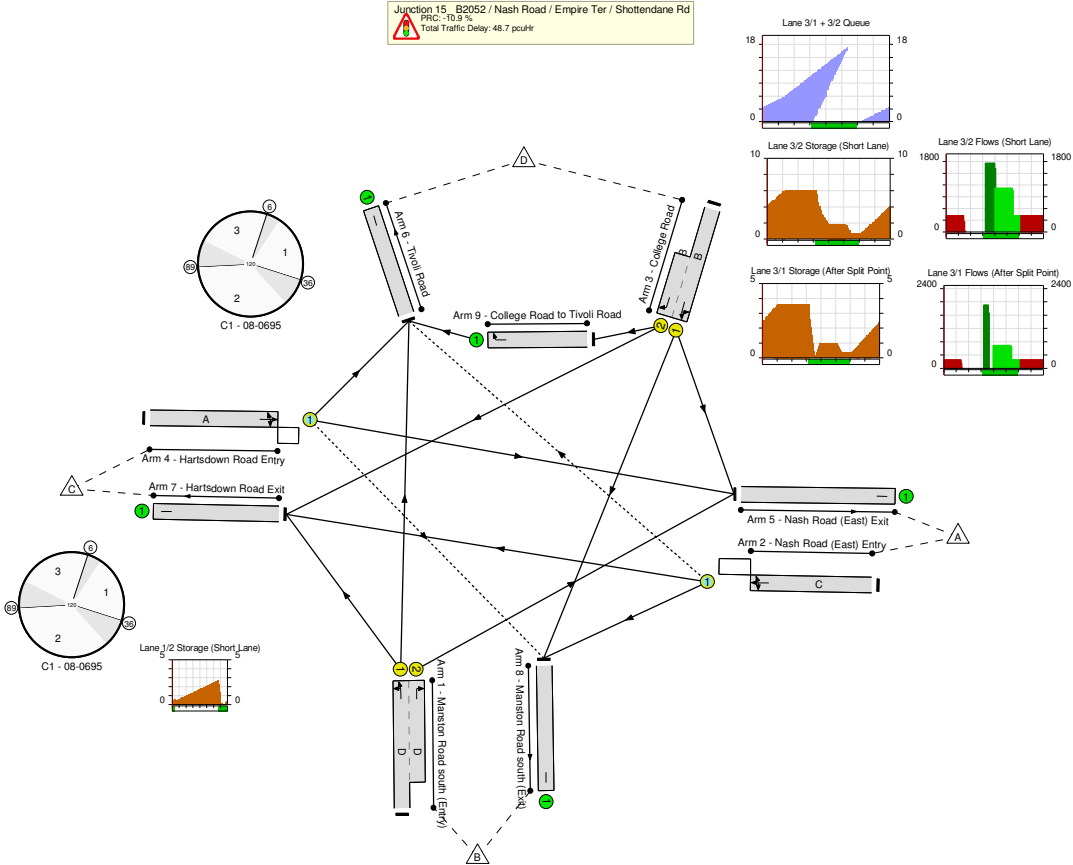
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Stages				
1	Min >= 7	2	Min >= 7	3



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	99.8%
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	N/A	-	-		-	-	-	-	-	-	99.8%
1/1+1/2	Manston Road south (Entry) Right Ahead Left	U	N/A	N/A	D		1	27	-	505	1845:1636	422+89	98.8 : 98.8%
2/1	Nash Road (East) Entry Right Ahead Left	O	N/A	N/A	C		1	25	-	405	1893	406	99.8%
3/1+3/2	College Road Left Right Ahead Right2	U	N/A	N/A	B		1	43	-	690	1909:1758	297+478	89.0 : 89.0%
4/1	Hartsdown Road Entry Ahead Left Right	O	N/A	N/A	A		1	25	-	333	1778	385	86.4%
5/1	Nash Road (East) Exit	U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
6/1	Tivoli Road	U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
7/1	Hartsdown Road Exit	U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
8/1	Manston Road south (Exit)	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
9/1	College Road to Tivoli Road Right	U	N/A	N/A	-		-	-	-	70	1764	1764	4.0%

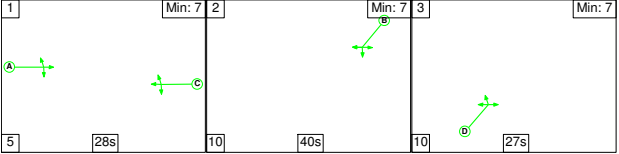
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 15	-	-	40	0	39	22.1	26.3	0.3	48.7	-	-	-	-
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	40	0	39	22.1	26.3	0.3	48.7	-	-	-	-
1/1+1/2	505	505	-	-	-	6.3	9.8	-	16.1	115.0	14.2	9.8	24.0
2/1	405	405	38	0	19	5.3	9.9	0.2	15.3	136.4	13.4	9.9	23.3
3/1+3/2	690	690	-	-	-	6.3	3.7	-	10.0	52.3	17.4	3.7	21.1
4/1	333	333	2	0	20	4.2	2.9	0.1	7.2	77.4	10.6	2.9	13.5
5/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	70	70	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
C1 - 08-0695													
PRC for Signalled Lanes (%):				-10.9	Total Delay for Signalled Lanes (pcuHr):			48.66	Cycle Time (s): 120				
PRC Over All Lanes (%):				-10.9	Total Delay Over All Lanes(pcuHr):			48.68					

Full Input Data And Results

Scenario 5: '2017 Baseline Traffic - Airport Peak' (FG3: '2017 Baseline Traffic - Airport Peak', Plan 1: 'Base')

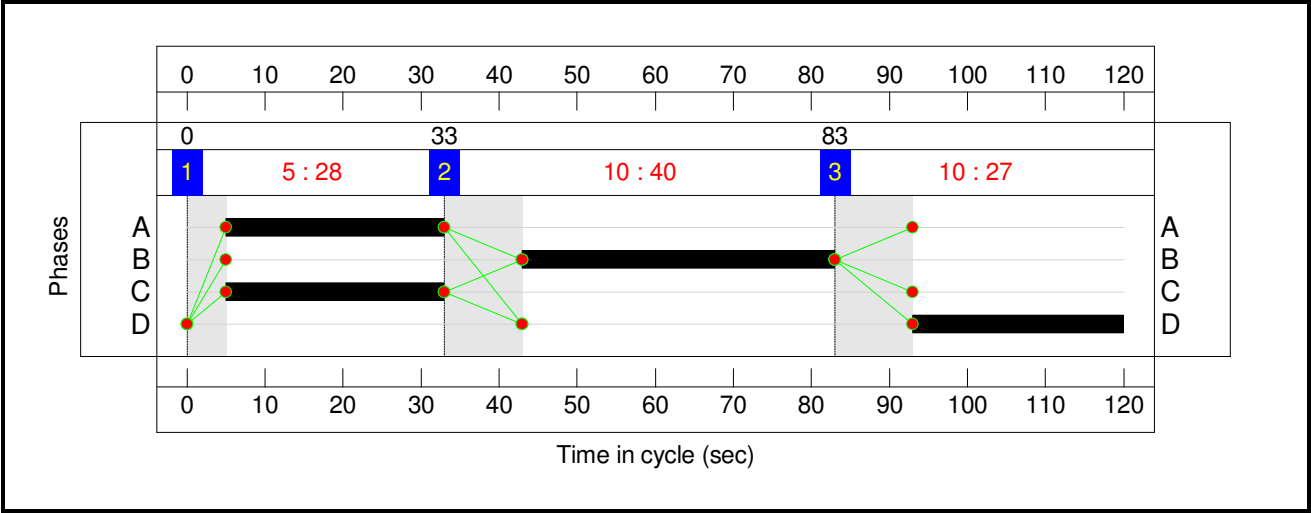
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	28	40	27
Change Point	0	33	83

Signal Timings Diagram



The screenshot displays a traffic simulation interface for Junction 15, B2052 / Nash Road / Empire Ter / Shottendane Rd. The top status bar indicates a traffic volume of 27.1 % and a total traffic delay of 19.8 pcu/hr.

Stages Table:

1	Min >= 7	2	Min >= 7	3	Min >= 7

Network Diagram: A central diagram shows the road network with arms labeled 1 through 9. Key locations include:

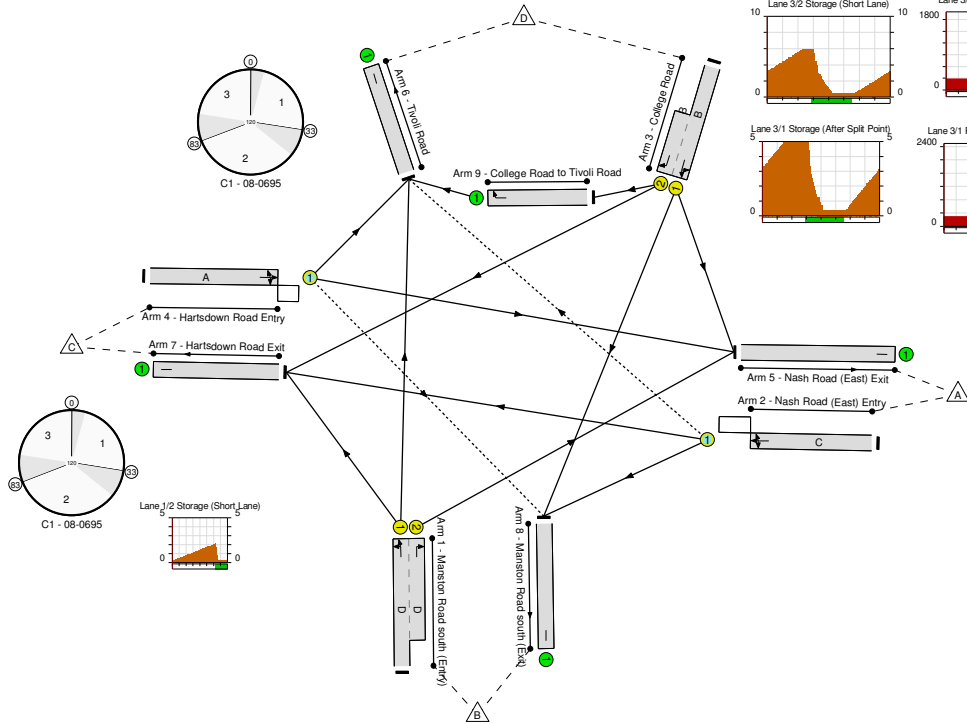
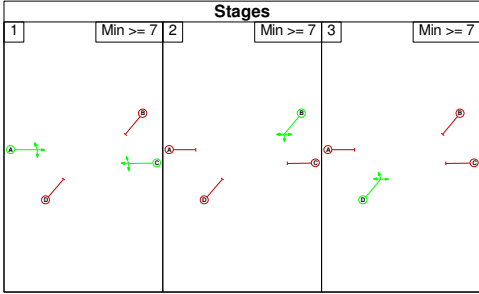
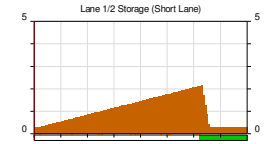
- Arm 1: Manston Road south (Exit)
- Arm 2: Nash Road (East) Entry
- Arm 3: College Road
- Arm 4: Hartdown Road Entry
- Arm 5: Nash Road (East) Exit
- Arm 6: Tivoli Road
- Arm 7: Hartdown Road Exit
- Arm 8: Manston Road south (Exit)
- Arm 9: College Road to Tivoli Road

 The diagram includes traffic lights (yellow circles) and roundabouts (triangles).

Performance Charts:

- Lane 3/1 + 3/2 Queue:** A line graph showing queue length over time, with a peak around 18 pcu.
- Lane 3/2 Storage (Short Lane):** A bar chart showing storage levels, with a peak around 1800 pcu.
- Lane 3/2 Flows (Short Lane):** A bar chart showing flow rates, with a peak around 1800 pcu/hr.
- Lane 3/1 Storage (After Split Point):** A bar chart showing storage levels, with a peak around 5 pcu.
- Lane 3/1 Flows (After Split Point):** A bar chart showing flow rates, with a peak around 2400 pcu/hr.
- Lane 1/2 Storage (Short Lane):** A bar chart showing storage levels, with a peak around 5 pcu.

Roundabout Diagrams: Two circular diagrams labeled C1 - 08-0695 show the layout of the roundabouts, with arms numbered 1 through 3.



Full Input Data And Results

Network Results

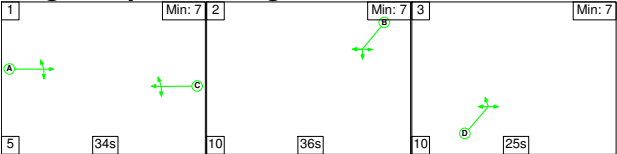
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	70.8%
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	N/A	-	-		-	-	-	-	-	-	70.8%
1/1+1/2	Manston Road south (Entry) Right Ahead Left	U	N/A	N/A	D		1	27	-	367	1841:1636	420+104	70.0 : 70.0%
2/1	Nash Road (East) Entry Right Ahead Left	O	N/A	N/A	C		1	28	-	265	1886	455	58.2%
3/1+3/2	College Road Left Right Ahead Right2	U	N/A	N/A	B		1	40	-	572	1908:1758	409+398	70.8 : 70.8%
4/1	Hartsdown Road Entry Ahead Left Right	O	N/A	N/A	A		1	28	-	293	1759	425	68.9%
5/1	Nash Road (East) Exit	U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
6/1	Tivoli Road	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
7/1	Hartsdown Road Exit	U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
8/1	Manston Road south (Exit)	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
9/1	College Road to Tivoli Road Right	U	N/A	N/A	-		-	-	-	44	1764	1764	2.5%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 6: '2039 Growthed Traffic - AM Peak' (FG4: '2039 Growthed Traffic - AM Peak', Plan 1: 'Base')

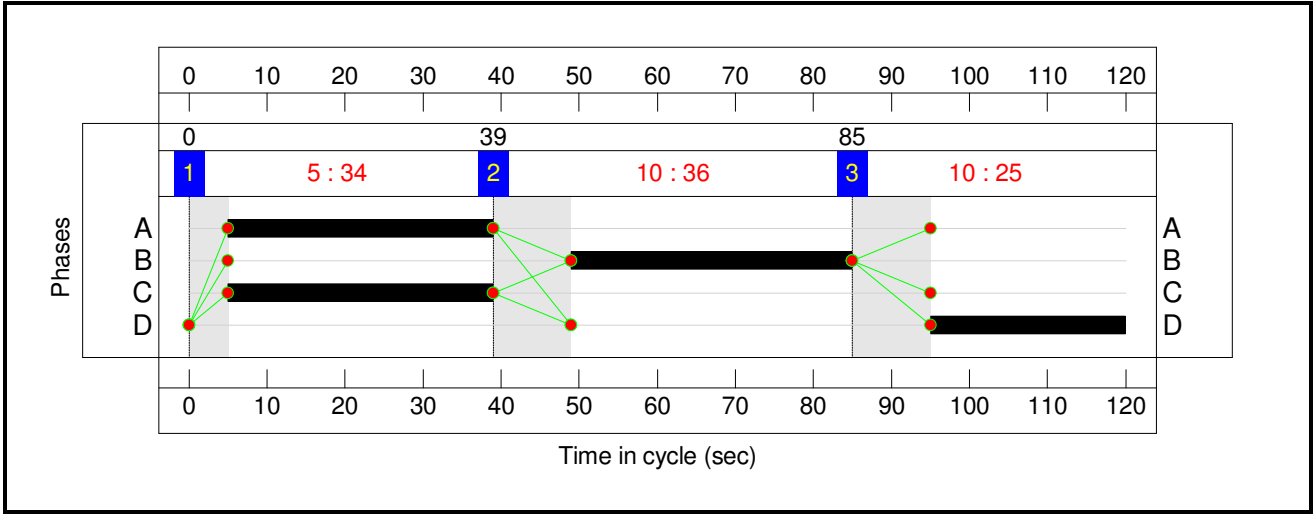
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	34	36	25
Change Point	0	39	85

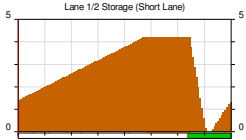
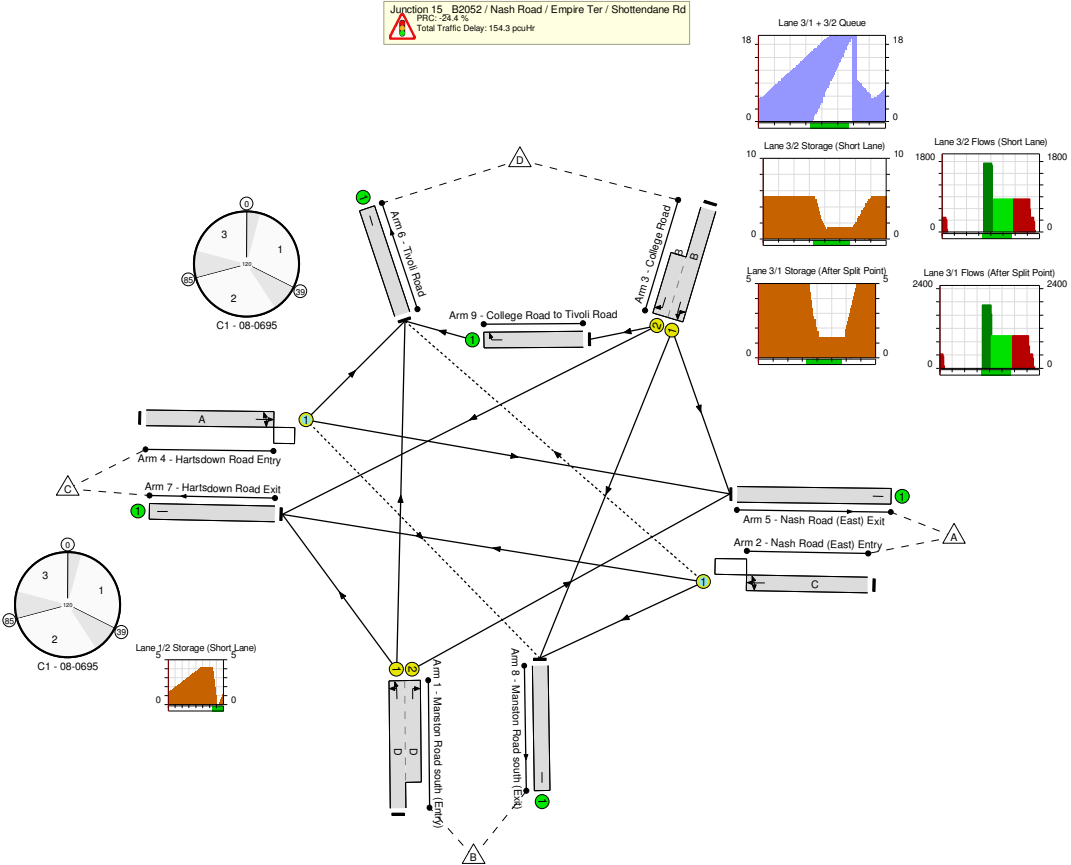
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Stages			
1	Min >= 7	2	Min >= 7



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	112.0%
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	N/A	-	-		-	-	-	-	-	-	112.0%
1/1+1/2	Manston Road south (Entry) Right Ahead Left	U	N/A	N/A	D		1	25	-	583	1848:1636	394+127	112.0 : 112.0%
2/1	Nash Road (East) Entry Right Ahead Left	O	N/A	N/A	C		1	34	-	333	1894	454	73.3%
3/1+3/2	College Road Left Right Ahead Right2	U	N/A	N/A	B		1	36	-	814	1905:1759	394+337	111.3 : 111.3%
4/1	Hartsdown Road Entry Ahead Left Right	O	N/A	N/A	A		1	34	-	580	1788	520	111.5%
5/1	Nash Road (East) Exit	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
6/1	Tivoli Road	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%
7/1	Hartsdown Road Exit	U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
8/1	Manston Road south (Exit)	U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%
9/1	College Road to Tivoli Road Right	U	N/A	N/A	-		-	-	-	53	1764	1764	2.7%

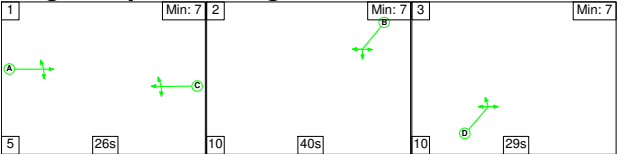
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 7: '2039 Growthed Traffic - PM Peak' (FG5: '2039 Growthed Traffic - PM Peak', Plan 1: 'Base')

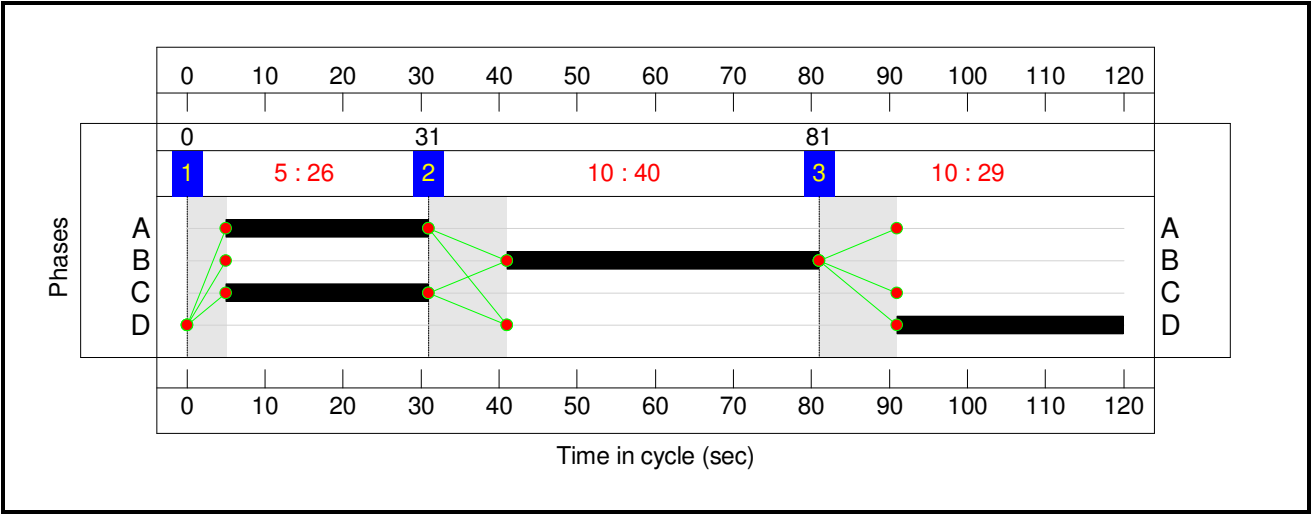
Stage Sequence Diagram



Stage Timings

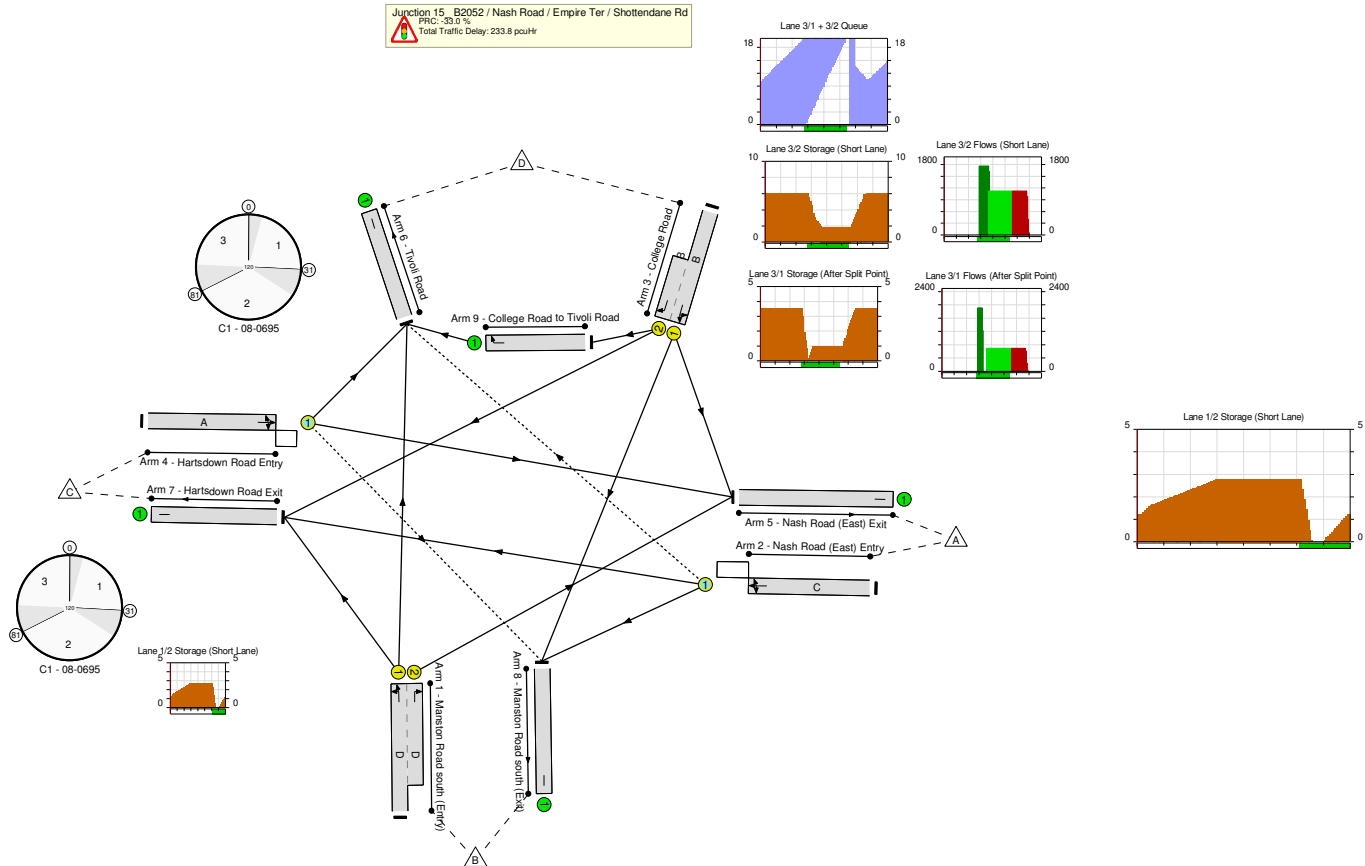
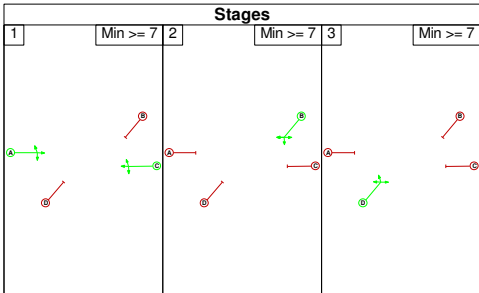
Stage	1	2	3
Duration	26	40	29
Change Point	0	31	81

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	119.7%
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	N/A	-	-		-	-	-	-	-	-	119.7%
1/1+1/2	Manston Road south (Entry) Right Ahead Left	U	N/A	N/A	D		1	29	-	637	1845:1636	447+94	117.7 : 117.7%
2/1	Nash Road (East) Entry Right Ahead Left	O	N/A	N/A	C		1	26	-	510	1893	426	119.7%
3/1+3/2	College Road Left Right Ahead Right2	U	N/A	N/A	B		1	40	-	871	1909:1758	279+451	119.4 : 119.4%
4/1	Hartsdown Road Entry Ahead Left Right	O	N/A	N/A	A		1	26	-	420	1777	400	105.0%
5/1	Nash Road (East) Exit	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
6/1	Tivoli Road	U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
7/1	Hartsdown Road Exit	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
8/1	Manston Road south (Exit)	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
9/1	College Road to Tivoli Road Right	U	N/A	N/A	-		-	-	-	89	1764	1764	4.2%

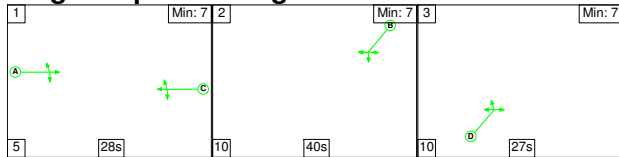
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 8: '2039 Growthed Traffic - Airport Peak' (FG6: '2039 Growthed Traffic - Airport Peak', Plan 1: 'Base')

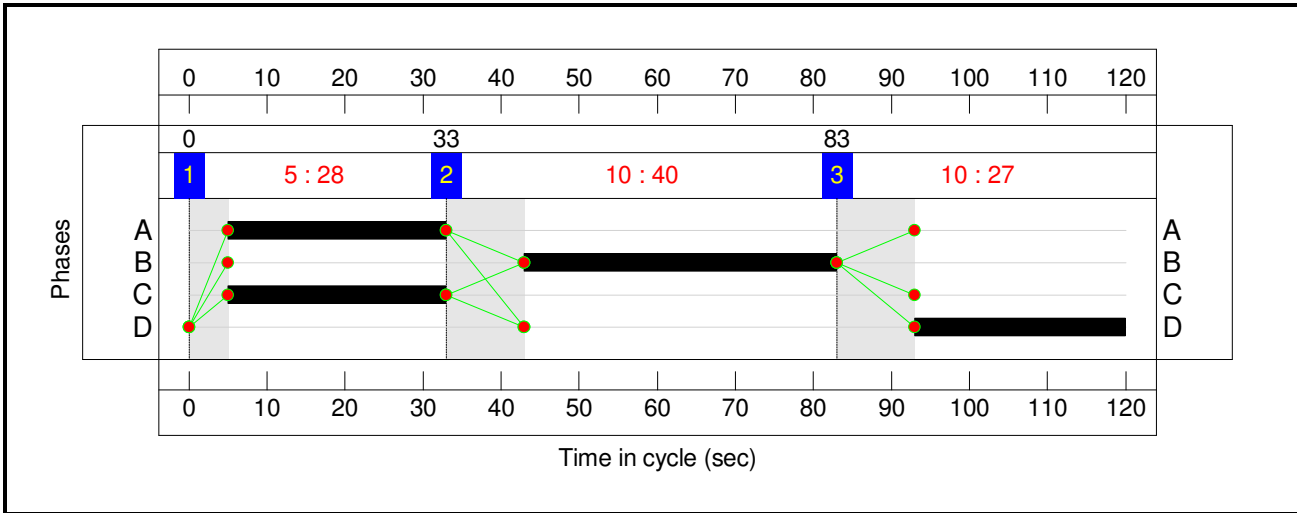
Stage Sequence Diagram



Stage Timings

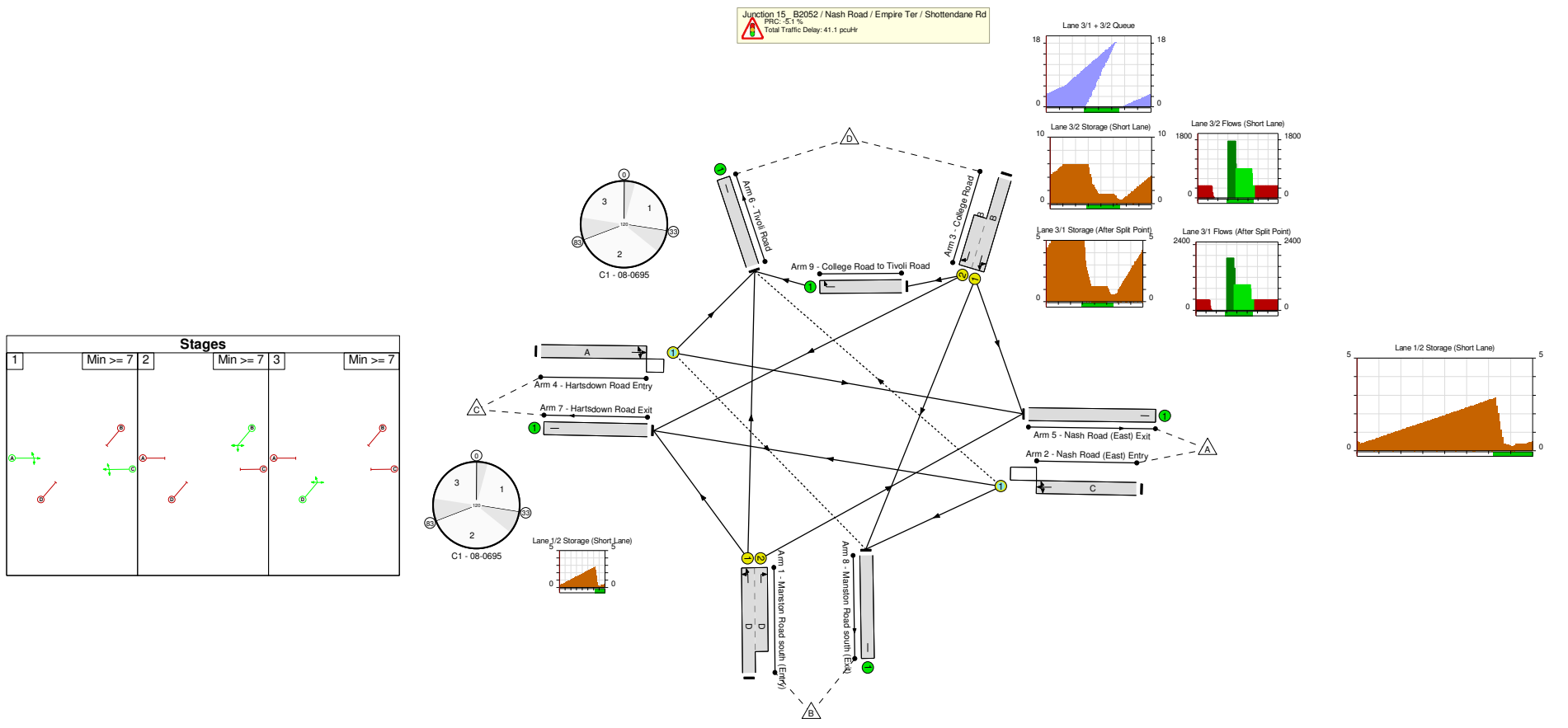
Stage	1	2	3
Duration	28	40	27
Change Point	0	33	83

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	94.6%
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	N/A	-	-		-	-	-	-	-	-	94.6%
1/1+1/2	Manston Road south (Entry) Right Ahead Left	U	N/A	N/A	D		1	27	-	491	1841:1636	420+103	93.8 : 93.8%
2/1	Nash Road (East) Entry Right Ahead Left	O	N/A	N/A	C		1	28	-	353	1886	456	77.4%
3/1+3/2	College Road Left Right Ahead Right2	U	N/A	N/A	B		1	40	-	765	1908:1758	411+398	94.6 : 94.6%
4/1	Hartsdown Road Entry Ahead Left Right	O	N/A	N/A	A		1	28	-	390	1759	425	91.7%
5/1	Nash Road (East) Exit	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
6/1	Tivoli Road	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
7/1	Hartsdown Road Exit	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
8/1	Manston Road south (Exit)	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
9/1	College Road to Tivoli Road Right	U	N/A	N/A	-		-	-	-	59	1764	1764	3.3%

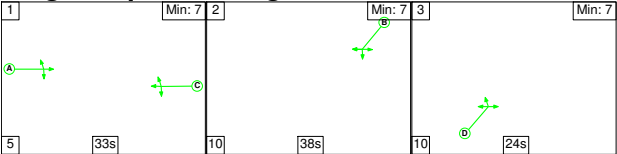
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 9: '2039 + Dev Traffic - AM Peak' (FG7: '2039 + Dev Traffic - AM Peak', Plan 1: 'Base')

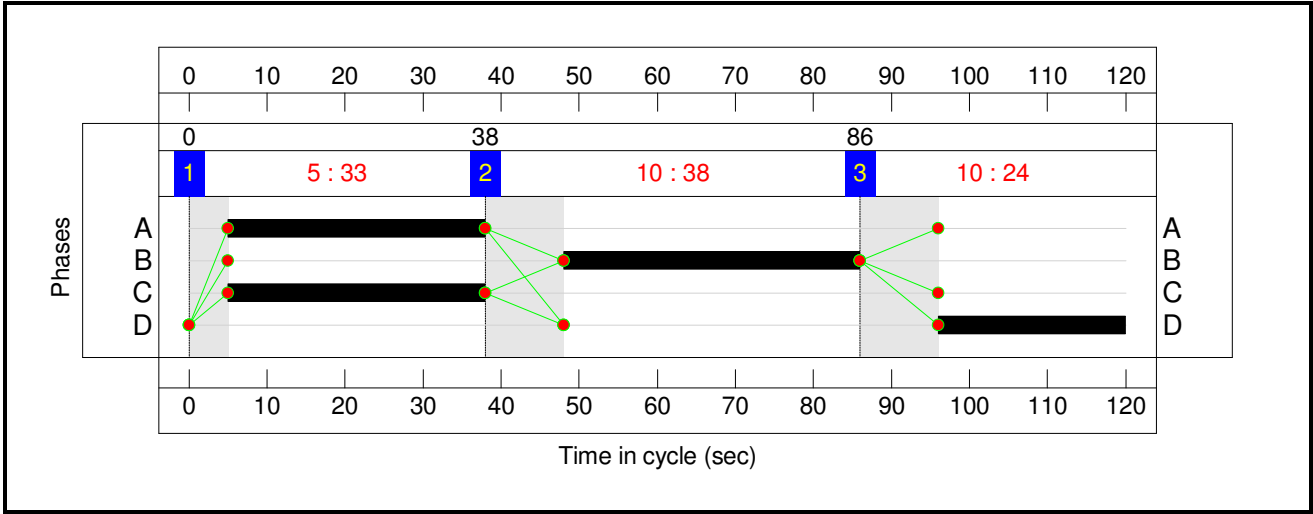
Stage Sequence Diagram



Stage Timings

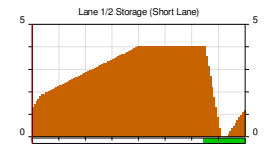
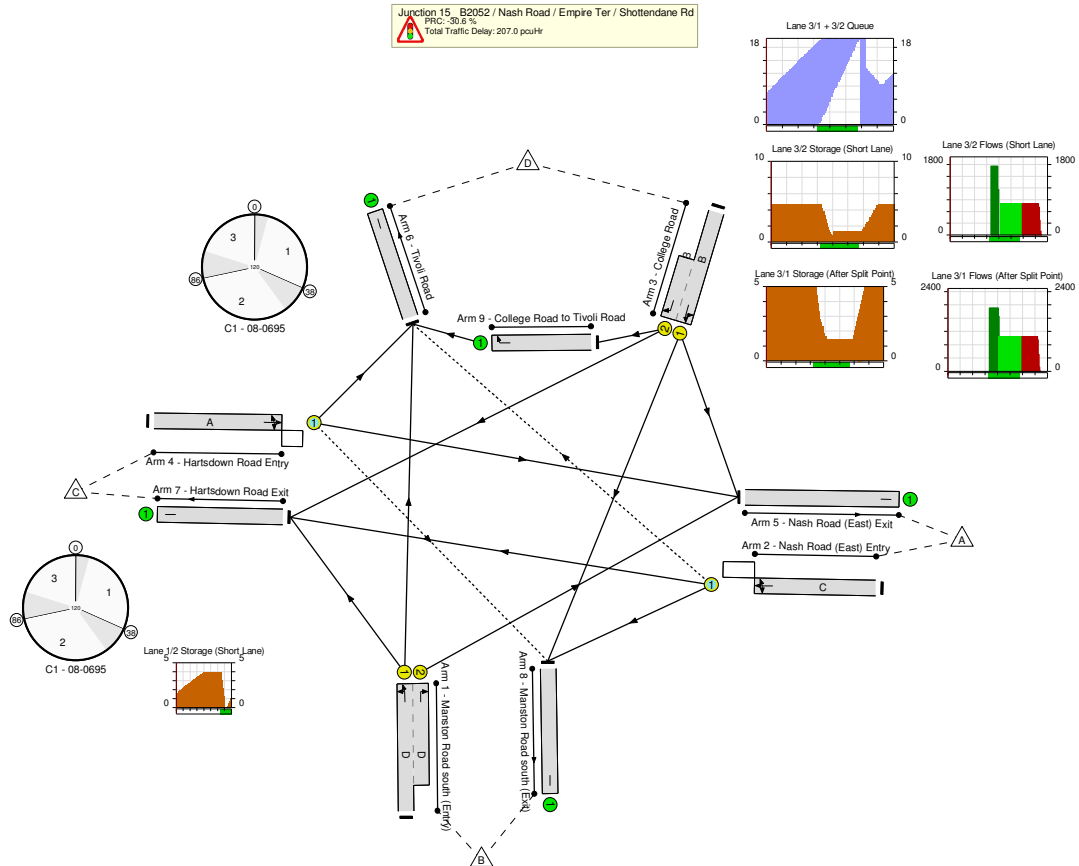
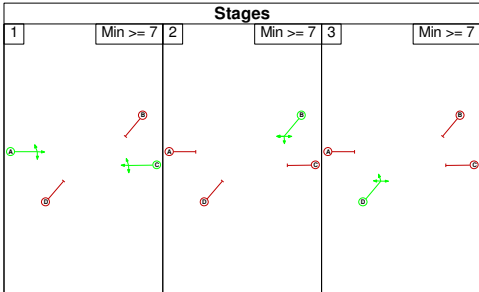
Stage	1	2	3
Duration	33	38	24
Change Point	0	38	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Network Results

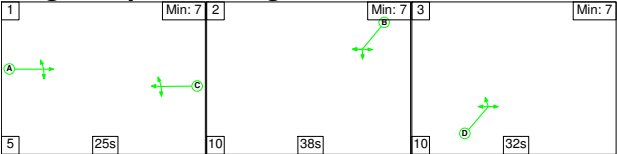
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	117.5%
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	N/A	-	-		-	-	-	-	-	-	117.5%
1/1+1/2	Manston Road south (Entry) Right Ahead Left	U	N/A	N/A	D		1	24	-	591	1849:1636	383+121	117.3 : 117.3%
2/1	Nash Road (East) Entry Right Ahead Left	O	N/A	N/A	C		1	33	-	333	1894	459	72.6%
3/1+3/2	College Road Left Right Ahead Right2	U	N/A	N/A	B		1	38	-	875	1908:1759	425+319	117.5 : 117.5%
4/1	Hartsdown Road Entry Ahead Left Right	O	N/A	N/A	A		1	33	-	587	1786	500	117.3%
5/1	Nash Road (East) Exit	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
6/1	Tivoli Road	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
7/1	Hartsdown Road Exit	U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
8/1	Manston Road south (Exit)	U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
9/1	College Road to Tivoli Road Right	U	N/A	N/A	-		-	-	-	53	1764	1764	2.6%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 10: '2039 + Dev Traffic - PM Peak' (FG8: '2039 + Dev Traffic - PM Peak', Plan 1: 'Base')

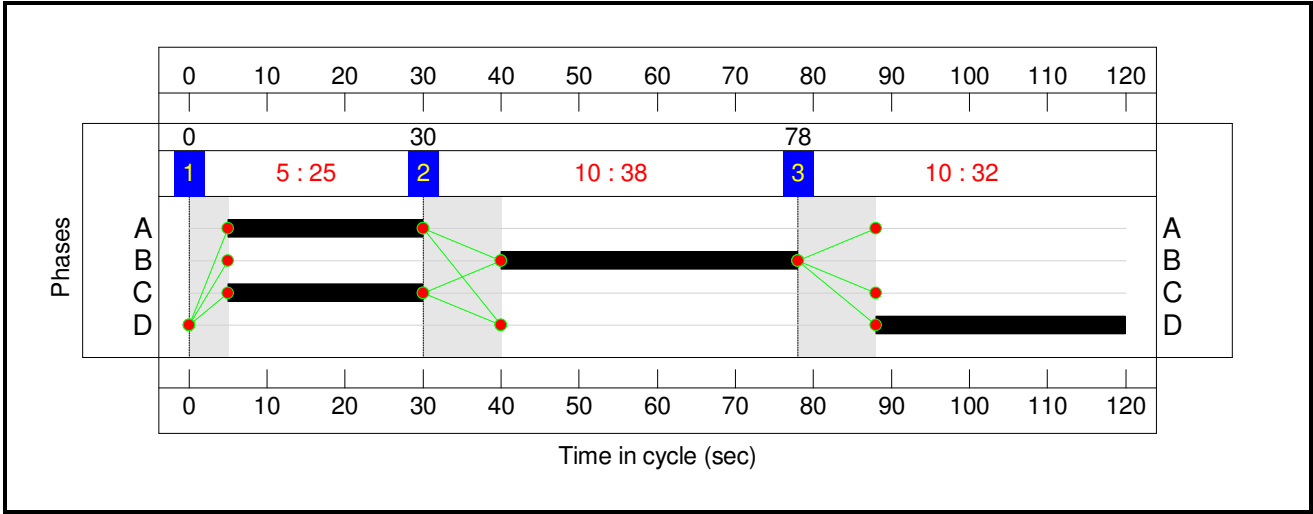
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	25	38	32
Change Point	0	30	78

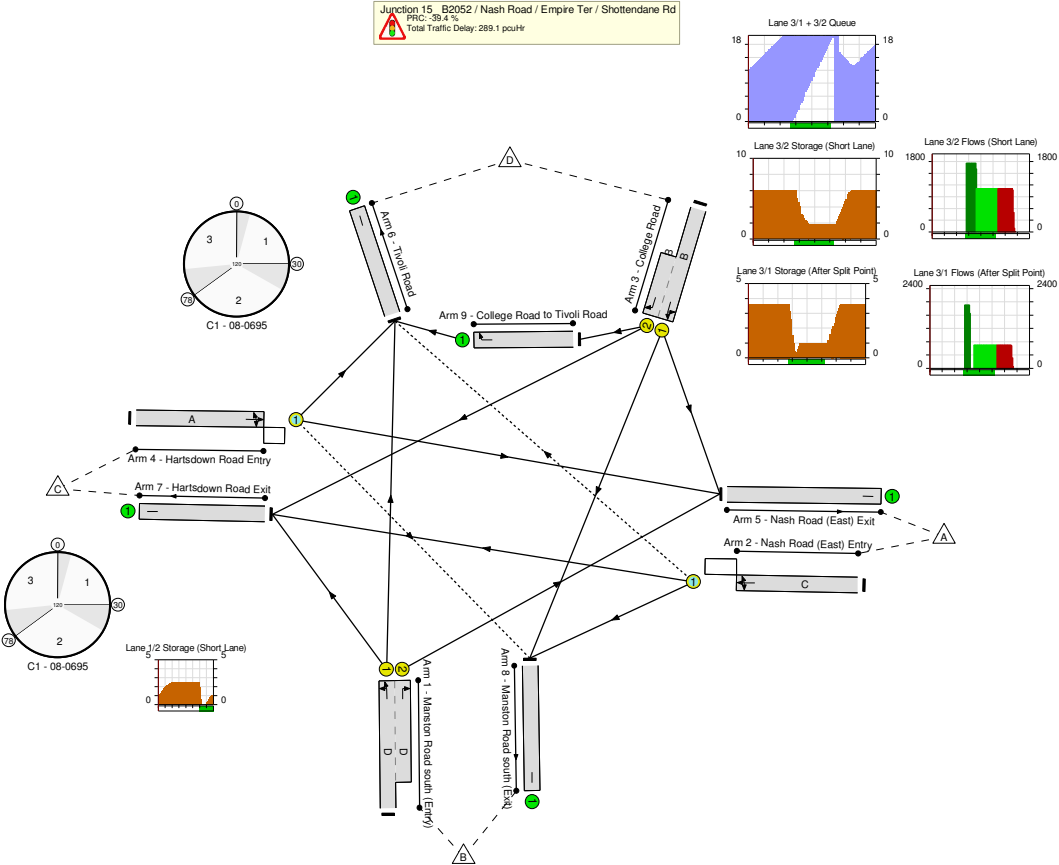
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Stages				
1	Min >= 7	2	Min >= 7	3



Full Input Data And Results

Network Results

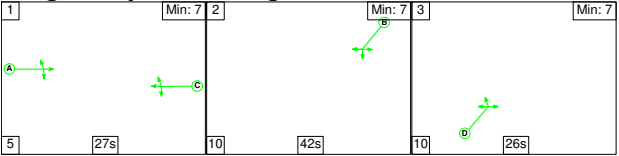
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	125.4%
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	N/A	-	-		-	-	-	-	-	-	125.4%
1/1+1/2	Manston Road south (Entry) Right Ahead Left	U	N/A	N/A	D		1	32	-	708	1845:1636	487+91	122.6 : 122.6%
2/1	Nash Road (East) Entry Right Ahead Left	O	N/A	N/A	C		1	25	-	510	1893	410	124.3%
3/1+3/2	College Road Left Right Ahead Right2	U	N/A	N/A	B		1	38	-	882	1909:1758	274+429	125.4 : 125.4%
4/1	Hartsdown Road Entry Ahead Left Right	O	N/A	N/A	A		1	25	-	420	1777	385	109.1%
5/1	Nash Road (East) Exit	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
6/1	Tivoli Road	U	N/A	N/A	-		-	-	-	879	Inf	Inf	0.0%
7/1	Hartsdown Road Exit	U	N/A	N/A	-		-	-	-	827	Inf	Inf	0.0%
8/1	Manston Road south (Exit)	U	N/A	N/A	-		-	-	-	474	Inf	Inf	0.0%
9/1	College Road to Tivoli Road Right	U	N/A	N/A	-		-	-	-	89	1764	1764	4.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 15	-	-	0	0	84	54.6	234.2	0.3	289.1	-	-	-	-
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	0	0	84	54.6	234.2	0.3	289.1	-	-	-	-
1/1+1/2	708	578	-	-	-	16.0	67.8	-	83.8	426.1	27.9	67.8	95.7
2/1	510	410	0	0	58	12.8	52.4	0.2	65.4	461.3	20.3	52.4	72.7
3/1+3/2	882	703	-	-	-	18.2	91.8	-	110.0	449.0	33.0	91.8	124.8
4/1	420	385	0	0	26	7.6	22.2	0.1	29.9	256.7	15.2	22.2	37.4
5/1	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	71	71	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
C1 - 08-0695 PRC for Signalled Lanes (%): -39.4 Total Delay for Signalled Lanes (pcuHr): 289.11 Cycle Time (s): 120 PRC Over All Lanes (%): -39.4 Total Delay Over All Lanes(pcuHr): 289.13													

Full Input Data And Results
Scenario 11: '2039 + Dev Traffic - Airport Peak' (FG9: '2039 + Dev Traffic - Airport Peak', Plan 1: 'Base')

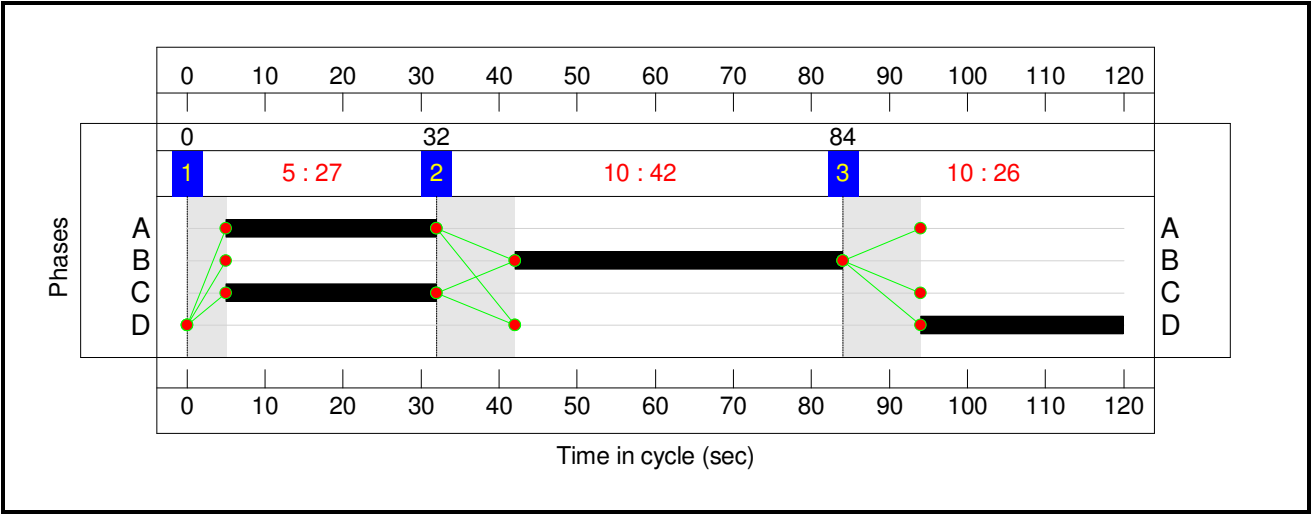
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	27	42	26
Change Point	0	32	84

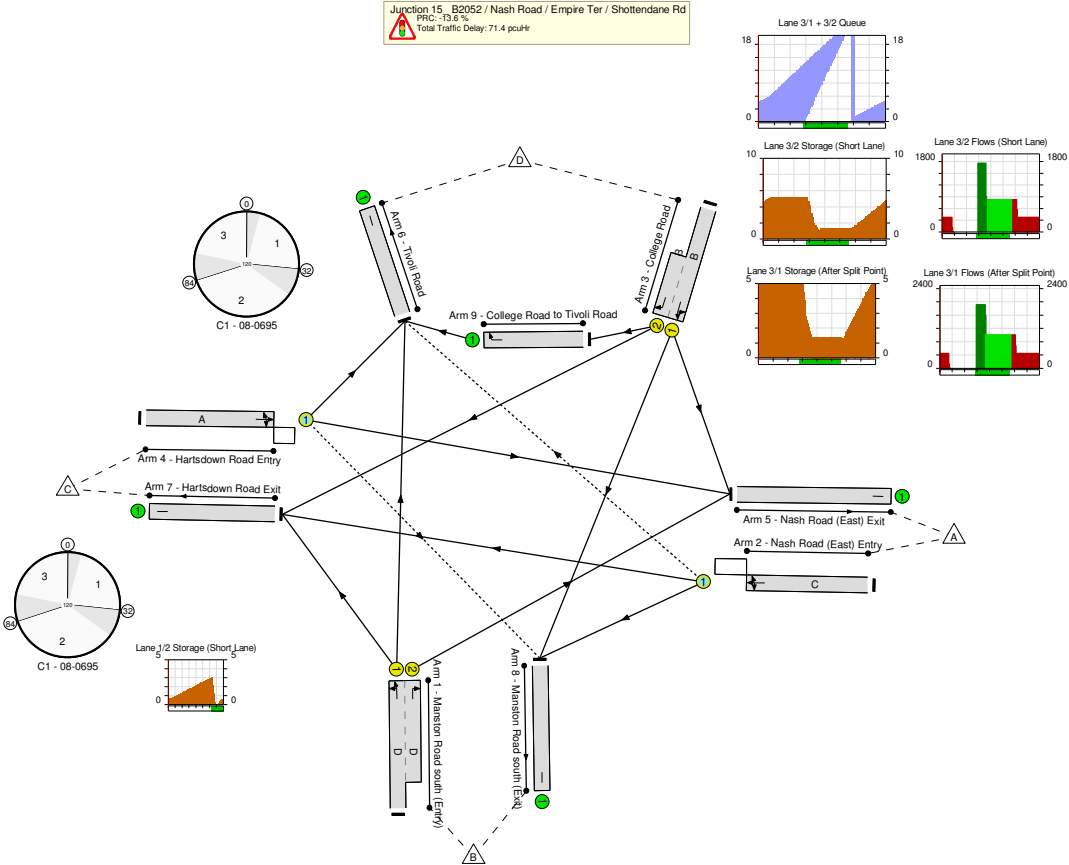
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Stages			
1	Min >= 7	2	Min >= 7



Full Input Data And Results

Network Results

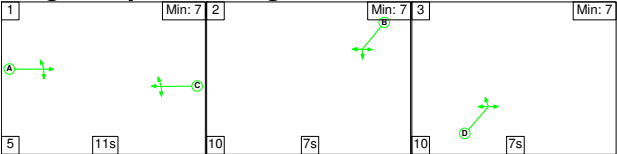
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	102.3%
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	N/A	-	-		-	-	-	-	-	-	102.3%
1/1+1/2	Manston Road south (Entry) Right Ahead Left	U	N/A	N/A	D		1	26	-	512	1841:1636	409+96	101.6 : 101.6%
2/1	Nash Road (East) Entry Right Ahead Left	O	N/A	N/A	C		1	27	-	353	1886	440	80.2%
3/1+3/2	College Road Left Right Ahead Right2	U	N/A	N/A	B		1	42	-	836	1911:1758	450+368	102.3 : 102.3%
4/1	Hartsdown Road Entry Ahead Left Right	O	N/A	N/A	A		1	27	-	400	1755	399	100.4%
5/1	Nash Road (East) Exit	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
6/1	Tivoli Road	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
7/1	Hartsdown Road Exit	U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
8/1	Manston Road south (Exit)	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
9/1	College Road to Tivoli Road Right	U	N/A	N/A	-		-	-	-	59	1764	1764	3.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 15	-	-	58	0	48	25.4	45.6	0.4	71.4	-	-	-	-
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	58	0	48	25.4	45.6	0.4	71.4	-	-	-	-
1/1+1/2	512	504	-	-	-	6.8	13.5	-	20.3	142.7	14.3	13.5	27.7
2/1	353	353	7	0	48	4.3	1.9	0.3	6.4	65.8	11.1	1.9	13.0
3/1+3/2	836	818	-	-	-	9.2	19.8	-	29.0	125.0	24.5	19.8	44.3
4/1	400	400	51	0	0	5.1	10.4	0.1	15.6	140.3	13.2	10.4	23.6
5/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	58	58	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
C1 - 08-0695 PRC for Signalled Lanes (%): -13.6 Total Delay for Signalled Lanes (pcuHr): 71.38 Cycle Time (s): 120 PRC Over All Lanes (%): -13.6 Total Delay Over All Lanes(pcuHr): 71.40													

Full Input Data And Results
Scenario 12: '2039 Base + Dev - Net Change - AM peak' (FG10: '2039 Base + Dev - Net Change - AM Peak', Plan 1: 'Base')

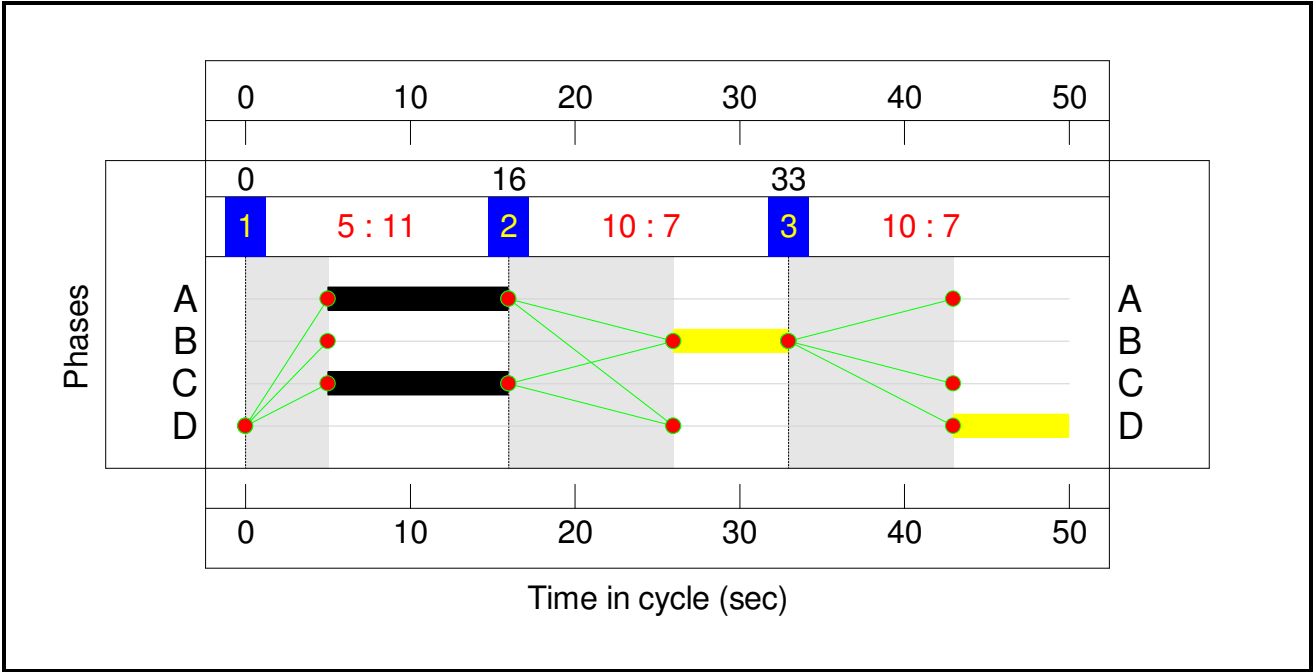
Stage Sequence Diagram



Stage Timings

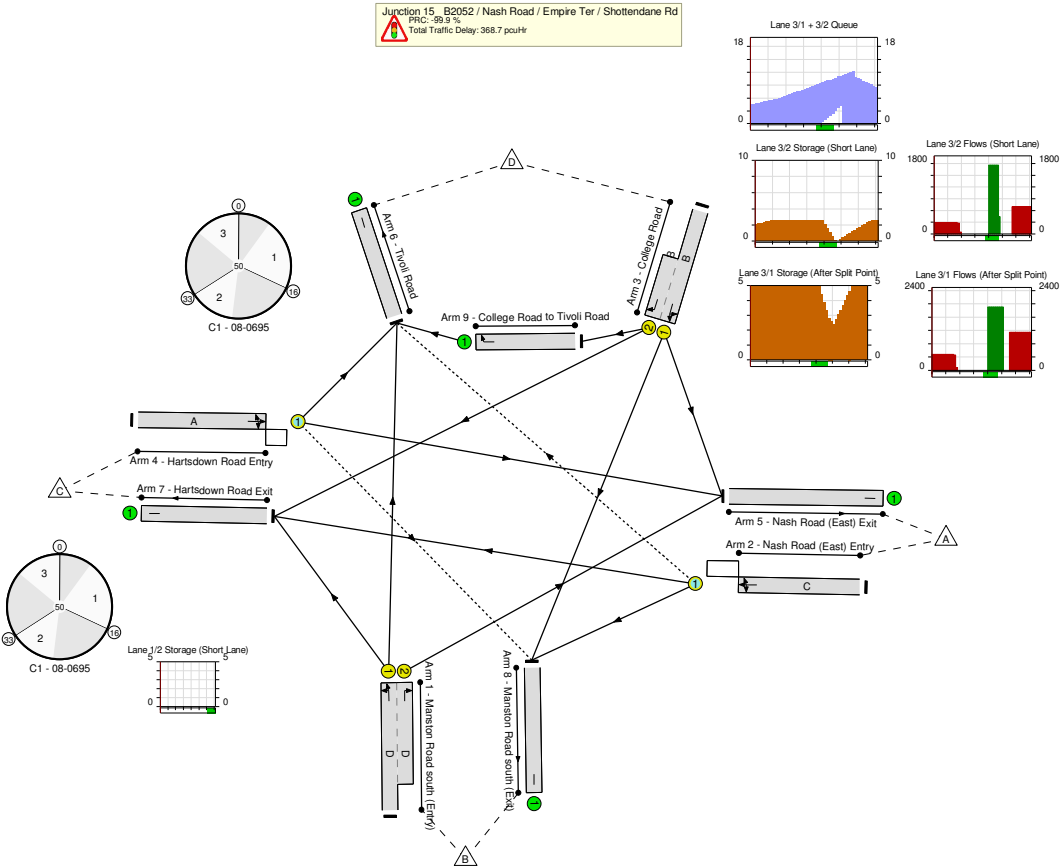
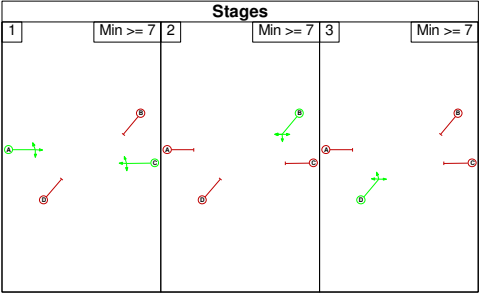
Stage	1	2	3
Duration	11	7	7
Change Point	0	16	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Network Results

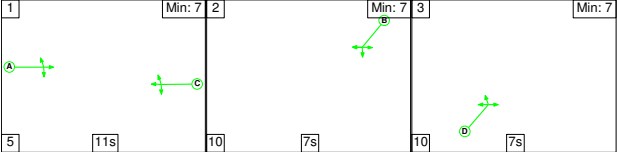
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	179.9%
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	N/A	-	-		-	-	-	-	-	-	179.9%
1/1+1/2	Manston Road south (Entry) Right Ahead Left	U	N/A	N/A	D		1	7	-	532	1848:1840	296+0	179.9 : 0.0%
2/1	Nash Road (East) Entry Right Ahead Left	O	N/A	N/A	C		1	11	-	338	1928	463	73.0%
3/1+3/2	College Road Left Right Ahead Right2	U	N/A	N/A	B		1	7	-	777	1907:1758	305+185	158.6 : 158.6%
4/1	Hartsdown Road Entry Ahead Left Right	O	N/A	N/A	A		1	11	-	582	1797	431	134.9%
5/1	Nash Road (East) Exit	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
6/1	Tivoli Road	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
7/1	Hartsdown Road Exit	U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
8/1	Manston Road south (Exit)	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
9/1	College Road to Tivoli Road Right	U	N/A	N/A	-		-	-	-	49	1764	1764	1.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 15	-	-	60	0	65	25.7	342.8	0.2	368.7	-	-	-	-
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	60	0	65	25.7	342.8	0.2	368.7	-	-	-	-
1/1+1/2	532	296	-	-	-	8.6	119.3	-	127.9	865.2	12.3	119.3	131.6
2/1	338	338	0	0	65	1.6	1.3	0.1	3.1	33.1	4.3	1.3	5.6
3/1+3/2	777	490	-	-	-	8.8	144.9	-	153.7	712.1	12.2	144.9	157.2
4/1	582	431	60	0	0	6.7	77.2	0.1	84.0	519.8	10.2	77.2	87.4
5/1	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	31	31	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
C1 - 08-0695 PRC for Signalled Lanes (%): -99.9 Total Delay for Signalled Lanes (pcuHr): 368.70 Cycle Time (s): 50 PRC Over All Lanes (%): -99.9 Total Delay Over All Lanes(pcuHr): 368.71													

Full Input Data And Results
Scenario 13: '2039 Base + Dev - Net Change - PM peak' (FG11: '2039 Base + Dev - Net Change - PM Peak', Plan 1: 'Base')

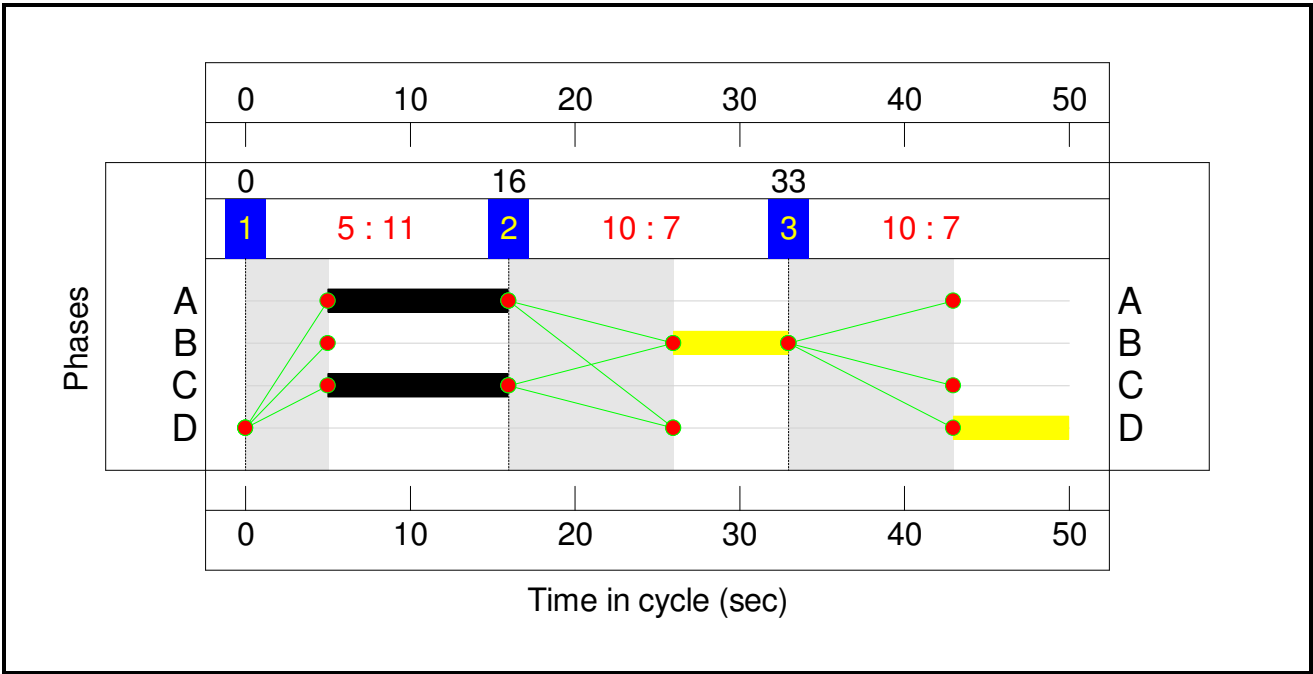
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	11	7	7
Change Point	0	16	33

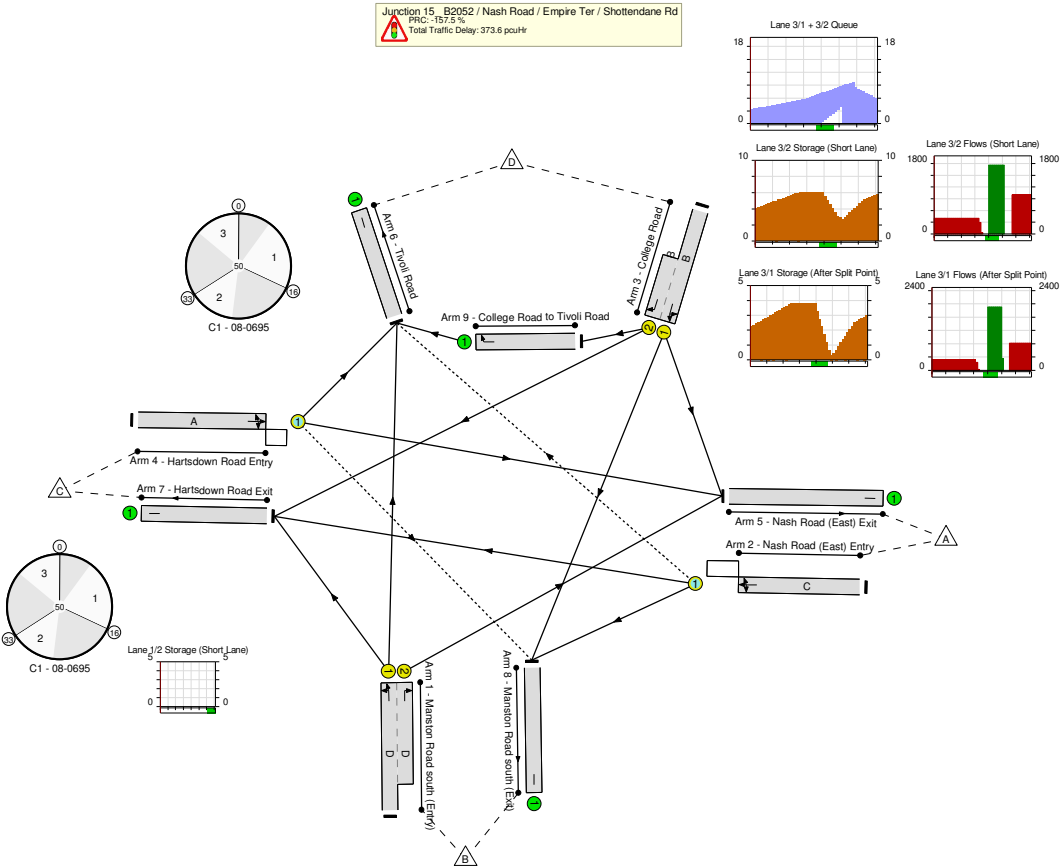
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Stages			
1	Min >= 7	2	Min >= 7
3	Min >= 7	4	Min >= 7



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	231.7%
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	N/A	-	-		-	-	-	-	-	-	231.7%
1/1+1/2	Manston Road south (Entry) Right Ahead Left	U	N/A	N/A	D		1	7	-	684	1845:1840	295+0	231.7 : 0.0%
2/1	Nash Road (East) Entry Right Ahead Left	O	N/A	N/A	C		1	11	-	510	1938	465	109.6%
3/1+3/2	College Road Left Right Ahead Right2	U	N/A	N/A	B		1	7	-	740	1910:1758	231+281	144.3 : 144.3%
4/1	Hartsdown Road Entry Ahead Left Right	O	N/A	N/A	A		1	11	-	423	1787	429	98.6%
5/1	Nash Road (East) Exit	U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
6/1	Tivoli Road	U	N/A	N/A	-		-	-	-	927	Inf	Inf	0.0%
7/1	Hartsdown Road Exit	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
8/1	Manston Road south (Exit)	U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
9/1	College Road to Tivoli Road Right	U	N/A	N/A	-		-	-	-	85	1764	1764	3.3%

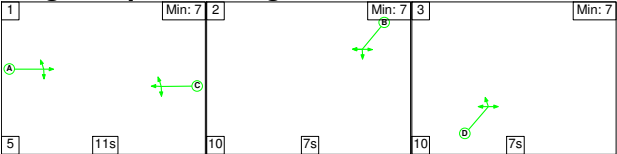
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 15	-	-	0	0	103	26.8	346.6	0.2	373.6	-	-	-	-
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	0	0	103	26.8	346.6	0.2	373.6	-	-	-	-
1/1+1/2	684	295	-	-	-	13.4	195.3	-	208.7	1098.5	18.2	195.3	213.5
2/1	510	465	0	0	66	3.8	27.1	0.1	31.0	219.0	7.7	27.1	34.8
3/1+3/2	740	556	-	-	-	7.4	115.3	-	122.6	596.6	9.7	115.3	125.0
4/1	423	423	0	0	37	2.2	8.9	0.1	11.2	95.4	5.8	8.9	14.7
5/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	59	59	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
C1 - 08-0695 PRC for Signalled Lanes (%): -157.5 Total Delay for Signalled Lanes (pcuHr): 373.57 Cycle Time (s): 50 PRC Over All Lanes (%): -157.5 Total Delay Over All Lanes(pcuHr): 373.59													

Full Input Data And Results

Scenario 14: '2039 Base + Dev - Net Change - Airport peak' (FG12: '2039 Base + Dev - Net Change - Airport Peak', Plan 1: 'Base')

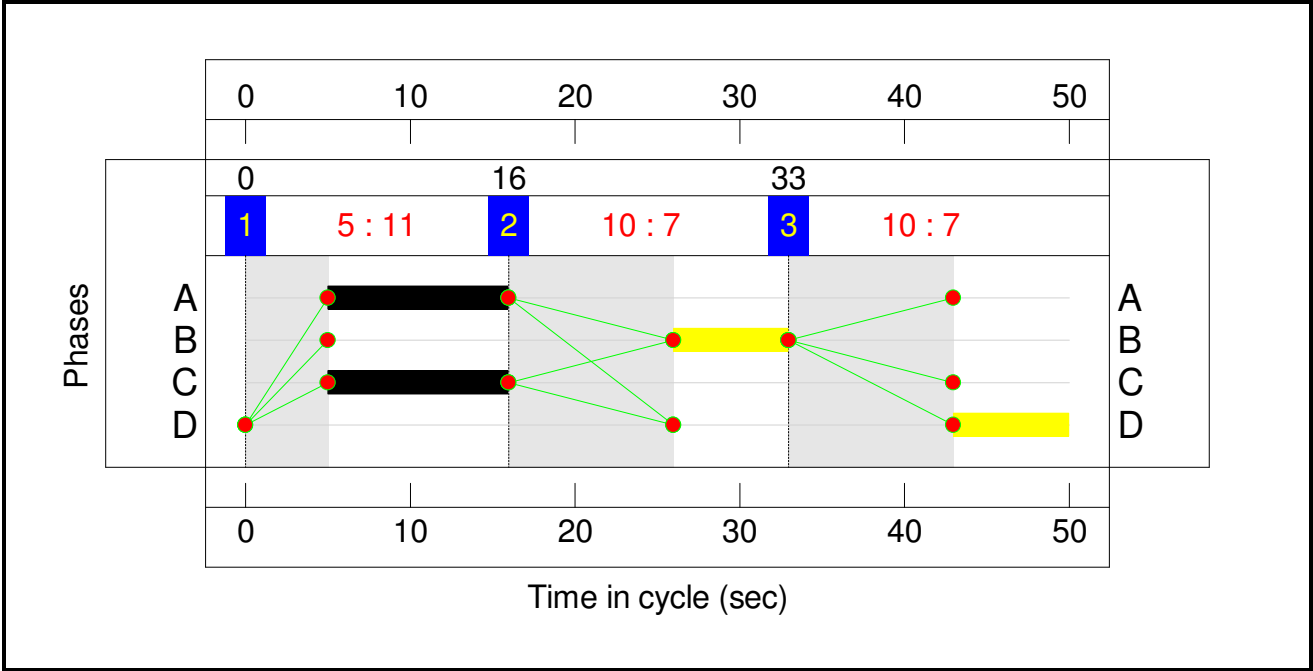
Stage Sequence Diagram



Stage Timings

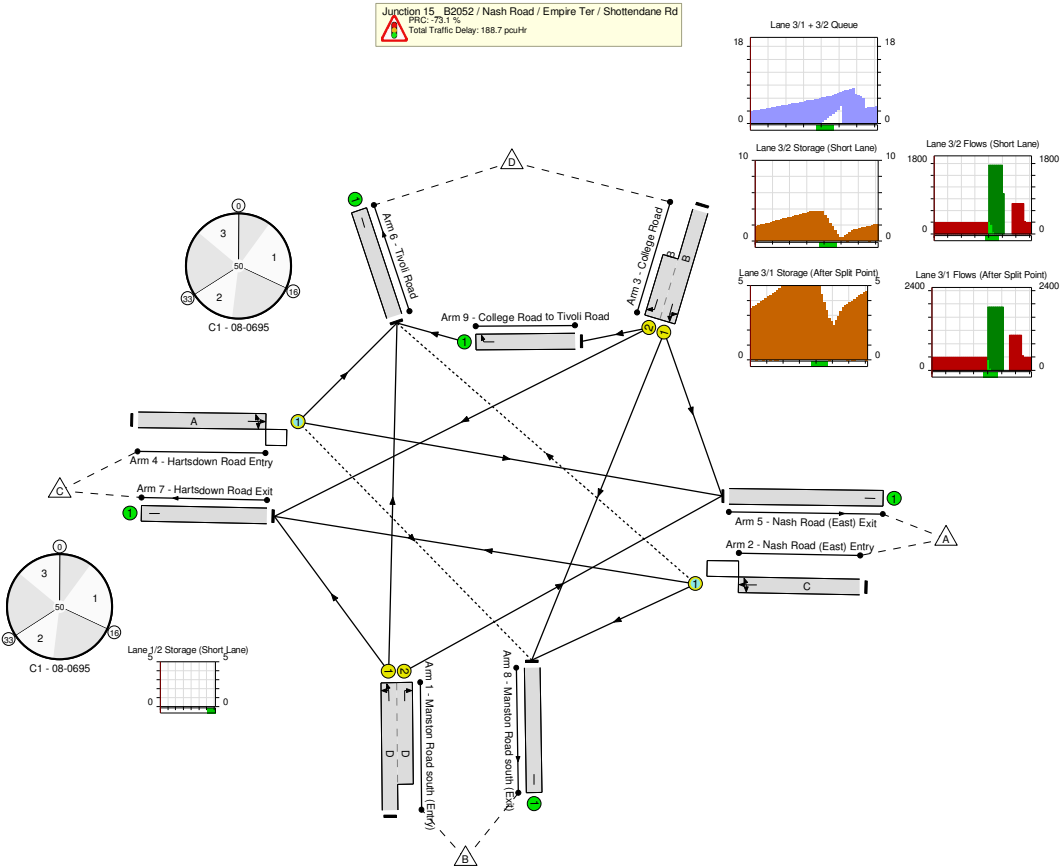
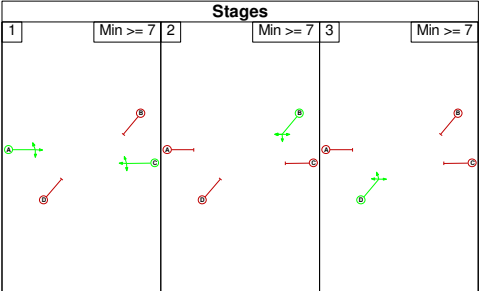
Stage	1	2	3
Duration	11	7	7
Change Point	0	16	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	155.8%
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	N/A	-	-		-	-	-	-	-	-	155.8%
1/1+1/2	Manston Road south (Entry) Right Ahead Left	U	N/A	N/A	D		1	7	-	459	1841:1840	295+0	155.8 : 0.0%
2/1	Nash Road (East) Entry Right Ahead Left	O	N/A	N/A	C		1	11	-	334	1933	464	72.0%
3/1+3/2	College Road Left Right Ahead Right2	U	N/A	N/A	B		1	7	-	689	1908:1758	305+225	130.0 : 130.0%
4/1	Hartsdown Road Entry Ahead Left Right	O	N/A	N/A	A		1	11	-	402	1768	424	94.7%
5/1	Nash Road (East) Exit	U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
6/1	Tivoli Road	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
7/1	Hartsdown Road Exit	U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
8/1	Manston Road south (Exit)	U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
9/1	College Road to Tivoli Road Right	U	N/A	N/A	-		-	-	-	54	1764	1764	2.8%

Full Input Data And Results

[illegible]

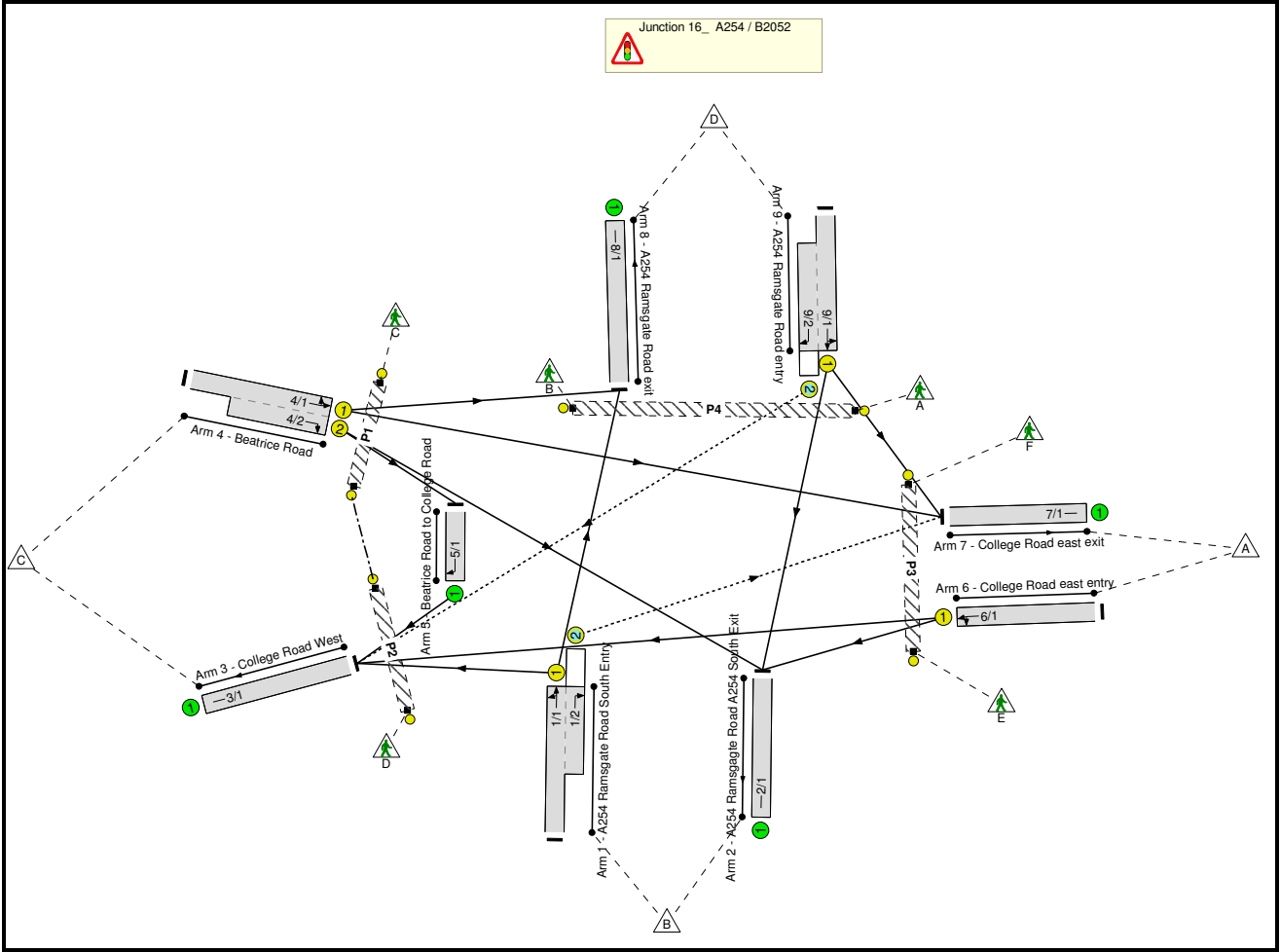
Full Input Data And Results

Full Input Data And Results

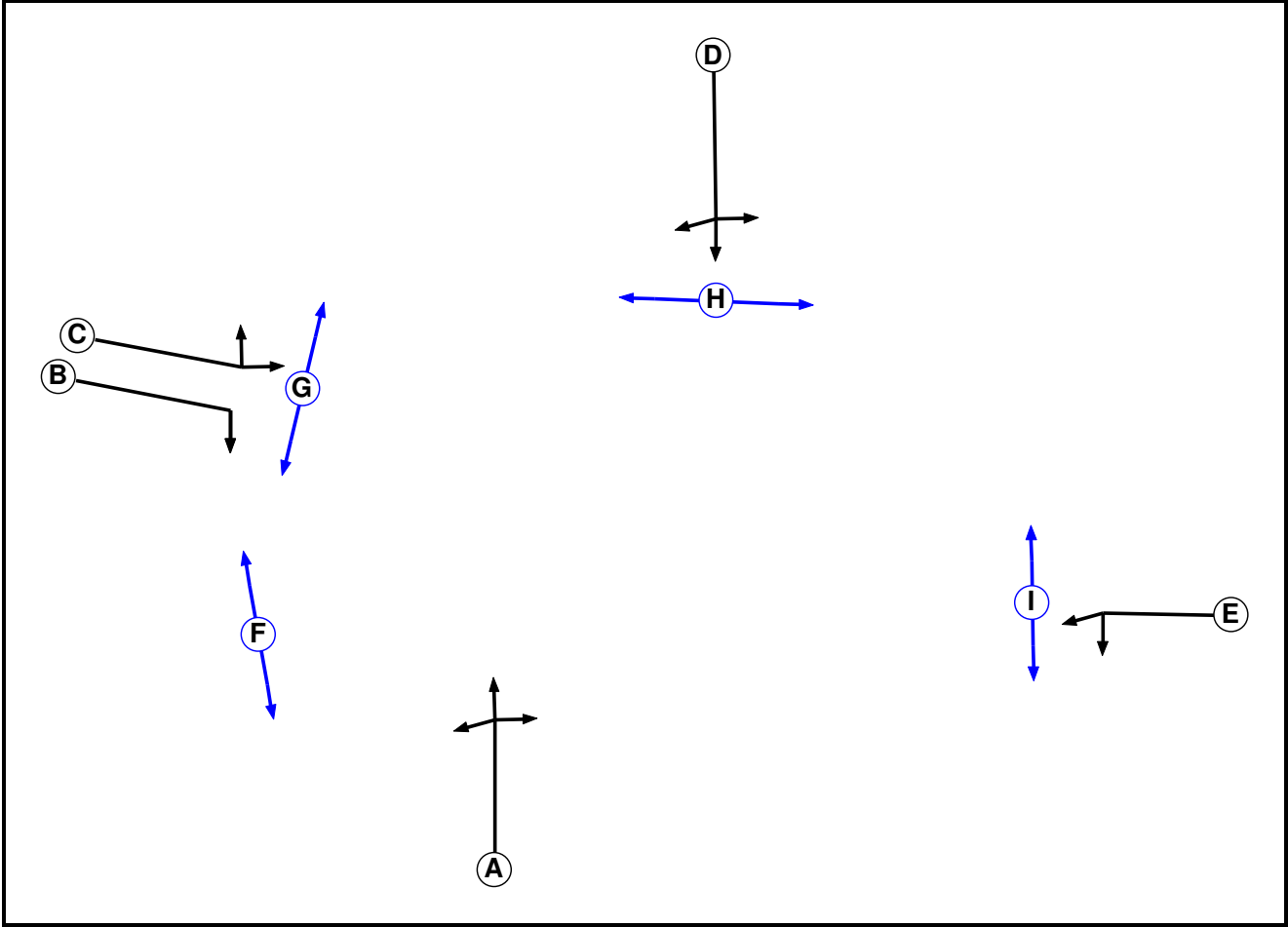
User and Project Details

Project:	Manston Airport DCO EIA
Title:	Junction 16
Location:	Junction 16_Validated.lsg3x FOUDA
File name:	
Author:	
Company:	
Address:	LEAMINGTON SPA- GABLES HOUSE, KENILWORTH- ROAD,WARWICKSHIRE CV32 6JX
Notes:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		7	7
I	Pedestrian		6	6

Full Input Data And Results

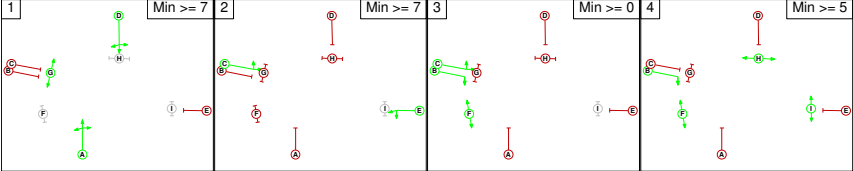
Phase Intergreens Matrix

Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		-	5	-	5	-	-	-	-
	B	11		-	11	-	-	11	-	-
	C	-	-		-	-	-	-	8	-
	D	-	-	5		5	-	-	-	-
	E	-	8	-	-		8	-	-	-
	F	-	-	-	-	-		-	-	-
	G	-	-	5	-	5	-		-	-
	H	-	-	-	-	-	-	-		-
	I	-	-	-	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	
	1		5	5	2
	2	2		8	8
	3	11	2		8
	4	11	2	2	

Give-Way Lane Input Data

Junction: Junction 16_ A254 / B2052											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (A254 Ramsgate Road South Entry)	7/1 (Right)	1439	0	9/1	1.09	All	3.00	-	0.50	3	3.00
9/2 (A254 Ramsgate Road entry)	3/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00

Lane Input Data

Junction: Junction 16_ A254 / B2052												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A254 Ramsgate Road South Entry)	U	A	2	3	60.0	Geom	-	2.50	0.00	Y	Arm 3 Left Arm 8 Ahead	8.00 Inf
1/2 (A254 Ramsgate Road South Entry)	O	A	2	3	7.0	Geom	-	2.50	0.00	Y	Arm 7 Right	10.00
2/1 (A254 Ramsgate Road A254 South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (College Road West)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Beatrice Road)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Ahead	Inf
4/2 (Beatrice Road)	U	B	2	3	8.0	Geom	-	3.00	0.00	Y	Arm 8 Left Arm 2 Right	15.00 15.00
5/1 (Beatrice Road to College Road)	U		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 5 Right Arm 3 Right	8.00 Inf
6/1 (College Road east entry)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 2 Left Arm 3 Ahead	Inf Inf
7/1 (College Road east exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A254 Ramsgate Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (A254 Ramsgate Road entry)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Ahead Arm 7 Left	Inf 8.00
9/2 (A254 Ramsgate Road entry)	O	D	2	3	9.0	Geom	-	3.00	0.00	Y	Arm 3 Right	15.00

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2017 Baseline Traffic - AM Peak'	07:45	08:45	01:00	
2: '2017 Baseline Traffic - PM Peak'	16:45	17:45	01:00	
3: '2017 Baseline Traffic - Airport Peak'	13:00	14:00	01:00	
4: '2039 Growthed Traffic - AM Peak'	07:45	08:45	01:00	
5: '2039 Growthed Traffic - PM Peak'	16:45	17:45	01:00	
6: '2039 Growthed Traffic - Airport Peak'	13:00	14:00	01:00	
7: '2039 + Dev Traffic - AM Peak'	07:45	08:45	01:00	
8: '2039 + Dev Traffic - PM Peak'	16:45	17:45	01:00	
9: '2039 + Dev Traffic - Airport Peak'	13:00	14:00	01:00	
10: '2039 Base + Dev - Net Change - AM Peak'	07:45	08:45	01:00	
11: '2039 Base + Dev - Net Change - PM Peak'	16:45	17:45	01:00	
12: '2039 Base + Dev - Net Change - Airport Peak'	13:00	14:00	01:00	

Full Input Data And Results

Scenario 1: '2017 Baseline Traffic - AM Peak' (FG1: '2017 Baseline Traffic - AM Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	155	302	0	457
	B	91	0	188	281	560
	C	294	262	73	8	637
	D	5	403	91	0	499
	Tot.	390	820	654	289	2153

Traffic Lane Flows

Lane	Scenario 1: 2017 Baseline Traffic - AM Peak
Junction: Junction 16_ A254 / B2052	
1/1 (with short)	560(In) 469(Out)
1/2 (short)	91
2/1	820
3/1	654
4/1 (with short)	637(In) 302(Out)
4/2 (short)	335
5/1	73
6/1	457
7/1	390
8/1	289
9/1 (with short)	499(In) 408(Out)
9/2 (short)	91

Lane Saturation Flows

Junction: Junction 16_ A254 / B2052								
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 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 3 Left Arm 8 Ahead	8.00 Inf	40.1 % 59.9 %	1735	1735
1/2 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1622	1622
2/1 (A254 Ramsgate Road A254 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (College Road West Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Beatrice Road)	3.00	0.00	Y	Arm 7 Ahead	Inf	97.4 %	1910	1910
4/2 (Beatrice Road)	3.00	0.00	Y	Arm 8 Left	15.00	2.6 %		
5/1 (Beatrice Road to College Road)	5.00	0.00	Y	Arm 2 Right	15.00	78.2 %	1711	1711
				Arm 5 Right	8.00	21.8 %		
6/1 (College Road east entry)	3.65	0.00	Y	Arm 3 Right	Inf	100.0 %	2115	2115
6/1 (College Road east entry)	3.65	0.00	Y	Arm 2 Left Arm 3 Ahead	Inf Inf	33.9 % 66.1 %	1980	1980
7/1 (College Road east exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A254 Ramsgate Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 2 Ahead Arm 7 Left	Inf 8.00	98.8 % 1.2 %	1911	1911
9/2 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 3 Right	15.00	100.0 %	1741	1741

Full Input Data And Results

Scenario 2: '2017 Baseline Traffic - PM Peak' (FG2: '2017 Baseline Traffic - PM Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	123	273	0	396
	B	78	0	278	327	683
	C	304	222	69	14	609
	D	7	377	73	0	457
	Tot.	389	722	693	341	2145

Traffic Lane Flows

Lane	Scenario 2: 2017 Baseline Traffic - PM Peak
Junction: Junction 16_ A254 / B2052	
1/1 (with short)	683(In) 605(Out)
1/2 (short)	78
2/1	722
3/1	693
4/1 (with short)	609(In) 318(Out)
4/2 (short)	291
5/1	69
6/1	396
7/1	389
8/1	341
9/1 (with short)	457(In) 384(Out)
9/2 (short)	73

Lane Saturation Flows

Junction: Junction 16_ A254 / B2052								
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 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 3 Left Arm 8 Ahead	8.00 Inf	46.0 % 54.0 %	1717	1717
1/2 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1622	1622
2/1 (A254 Ramsgagte Road A254 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (College Road West Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Beatrice Road)	3.00	0.00	Y	Arm 7 Ahead	Inf	95.6 %	1907	1907
				Arm 8 Left	15.00	4.4 %		
4/2 (Beatrice Road)	3.00	0.00	Y	Arm 2 Right	15.00	76.3 %	1709	1709
				Arm 5 Right	8.00	23.7 %		
5/1 (Beatrice Road to College Road)	5.00	0.00	Y	Arm 3 Right	Inf	100.0 %	2115	2115
6/1 (College Road east entry)	3.65	0.00	Y	Arm 2 Left Arm 3 Ahead	Inf Inf	31.1 % 68.9 %	1980	1980
7/1 (College Road east exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A254 Ramsgate Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 2 Ahead Arm 7 Left	Inf 8.00	98.2 % 1.8 %	1908	1908
9/2 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 3 Right	15.00	100.0 %	1741	1741

Full Input Data And Results

Scenario 3: '2017 Baseline Traffic - Airport Peak' (FG3: '2017 Baseline Traffic - Airport Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	121	258	0	379
	B	87	0	212	338	637
	C	244	233	37	12	526
	D	9	362	68	0	439
	Tot.	340	716	575	350	1981

Traffic Lane Flows

Lane	Scenario 3: 2017 Baseline Traffic - Airport Peak
Junction: Junction 16_ A254 / B2052	
1/1 (with short)	637(In) 550(Out)
1/2 (short)	87
2/1	716
3/1	575
4/1 (with short)	526(In) 256(Out)
4/2 (short)	270
5/1	37
6/1	379
7/1	340
8/1	350
9/1 (with short)	439(In) 371(Out)
9/2 (short)	68

Lane Saturation Flows

Junction: Junction 16_ A254 / B2052								
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 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 3 Left Arm 8 Ahead	8.00 Inf	38.5 % 61.5 %	1739	1739
1/2 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1622	1622
2/1 (A254 Ramsgagte Road A254 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (College Road West Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Beatrice Road)	3.00	0.00	Y	Arm 7 Ahead	Inf	95.3 %	1906	1906
				Arm 8 Left	15.00	4.7 %		
4/2 (Beatrice Road)	3.00	0.00	Y	Arm 2 Right	15.00	86.3 %	1722	1722
				Arm 5 Right	8.00	13.7 %		
5/1 (Beatrice Road to College Road)	5.00	0.00	Y	Arm 3 Right	Inf	100.0 %	2115	2115
6/1 (College Road east entry)	3.65	0.00	Y	Arm 2 Left Arm 3 Ahead	Inf Inf	31.9 % 68.1 %	1980	1980
7/1 (College Road east exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A254 Ramsgate Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 2 Ahead Arm 7 Left	Inf 8.00	97.6 % 2.4 %	1906	1906
9/2 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 3 Right	15.00	100.0 %	1741	1741

Full Input Data And Results

Scenario 4: '2039 Growthed Traffic - AM Peak' (FG4: '2039 Growthed Traffic - AM Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	194	378	0	572
	B	114	0	236	253	603
	C	369	328	91	10	798
	D	6	506	114	0	626
	Tot.	489	1028	819	263	2599

Traffic Lane Flows

Lane	Scenario 4: 2039 Growthed Traffic - AM Peak
Junction: Junction 16_ A254 / B2052	
1/1 (with short)	603(In) 489(Out)
1/2 (short)	114
2/1	1028
3/1	819
4/1 (with short)	798(In) 379(Out)
4/2 (short)	419
5/1	91
6/1	572
7/1	489
8/1	263
9/1 (with short)	626(In) 512(Out)
9/2 (short)	114

Lane Saturation Flows

Junction: Junction 16_ A254 / B2052								
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 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 3 Left Arm 8 Ahead	8.00 Inf	48.3 % 51.7 %	1710	1710
1/2 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1622	1622
2/1 (A254 Ramsgagte Road A254 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (College Road West Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Beatrice Road)	3.00	0.00	Y	Arm 7 Ahead	Inf	97.4 %	1910	1910
				Arm 8 Left	15.00	2.6 %		
4/2 (Beatrice Road)	3.00	0.00	Y	Arm 2 Right	15.00	78.3 %	1711	1711
				Arm 5 Right	8.00	21.7 %		
5/1 (Beatrice Road to College Road)	5.00	0.00	Y	Arm 3 Right	Inf	100.0 %	2115	2115
6/1 (College Road east entry)	3.65	0.00	Y	Arm 2 Left Arm 3 Ahead	Inf Inf	33.9 % 66.1 %	1980	1980
7/1 (College Road east exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A254 Ramsgate Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 2 Ahead Arm 7 Left	Inf 8.00	98.8 % 1.2 %	1911	1911
9/2 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 3 Right	15.00	100.0 %	1741	1741

Full Input Data And Results

Scenario 5: '2039 |Growthed Traffic - PM Peak' (FG5: '2039 |Growthed Traffic - PM Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	155	344	0	499
	B	98	0	351	413	862
	C	383	280	87	18	768
	D	9	476	92	0	577
	Tot.	490	911	874	431	2706

Traffic Lane Flows

Lane	Scenario 5: 2039 Growthed Traffic - PM Peak
Junction: Junction 16_ A254 / B2052	
1/1 (with short)	862(In) 764(Out)
1/2 (short)	98
2/1	911
3/1	874
4/1 (with short)	768(In) 401(Out)
4/2 (short)	367
5/1	87
6/1	499
7/1	490
8/1	431
9/1 (with short)	577(In) 485(Out)
9/2 (short)	92

Lane Saturation Flows

Junction: Junction 16_ A254 / B2052								
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 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 3 Left Arm 8 Ahead	8.00 Inf	45.9 % 54.1 %	1717	1717
1/2 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1622	1622
2/1 (A254 Ramsgagte Road A254 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (College Road West Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Beatrice Road)	3.00	0.00	Y	Arm 7 Ahead	Inf	95.5 %	1906	1906
				Arm 8 Left	15.00	4.5 %		
4/2 (Beatrice Road)	3.00	0.00	Y	Arm 2 Right	15.00	76.3 %	1709	1709
				Arm 5 Right	8.00	23.7 %		
5/1 (Beatrice Road to College Road)	5.00	0.00	Y	Arm 3 Right	Inf	100.0 %	2115	2115
6/1 (College Road east entry)	3.65	0.00	Y	Arm 2 Left Arm 3 Ahead	Inf Inf	31.1 % 68.9 %	1980	1980
7/1 (College Road east exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A254 Ramsgate Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 2 Ahead Arm 7 Left	Inf 8.00	98.1 % 1.9 %	1908	1908
9/2 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 3 Right	15.00	100.0 %	1741	1741

Full Input Data And Results

Scenario 6: '2039 Growthed Traffic - Airport Peak' (FG6: '2039 Growthed Traffic - Airport Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	162	345	0	507
	B	117	0	283	454	854
	C	326	311	49	16	702
	D	12	485	91	0	588
	Tot.	455	958	768	470	2651

Traffic Lane Flows

Lane	Scenario 6: 2039 Growthed Traffic - Airport Peak
Junction: Junction 16_ A254 / B2052	
1/1 (with short)	854(In) 737(Out)
1/2 (short)	117
2/1	958
3/1	768
4/1 (with short)	702(In) 342(Out)
4/2 (short)	360
5/1	49
6/1	507
7/1	455
8/1	470
9/1 (with short)	588(In) 497(Out)
9/2 (short)	91

Lane Saturation Flows

Junction: Junction 16_ A254 / B2052								
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 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 3 Left Arm 8 Ahead	8.00 Inf	38.4 % 61.6 %	1740	1740
1/2 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1622	1622
2/1 (A254 Ramsgagte Road A254 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (College Road West Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Beatrice Road)	3.00	0.00	Y	Arm 7 Ahead	Inf	95.3 %	1906	1906
4/2 (Beatrice Road)	3.00	0.00	Y	Arm 8 Left	15.00	4.7 %		
5/1 (Beatrice Road to College Road)	5.00	0.00	Y	Arm 2 Right	15.00	86.4 %	1722	1722
				Arm 5 Right	8.00	13.6 %		
6/1 (College Road east entry)	3.65	0.00	Y	Arm 3 Right	Inf	100.0 %	2115	2115
7/1 (College Road east exit Lane 1)	Infinite Saturation Flow						1980	1980
8/1 (A254 Ramsgate Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 2 Ahead Arm 7 Left	Inf 8.00	97.6 % 2.4 %	1906	1906
9/2 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 3 Right	15.00	100.0 %	1741	1741

Full Input Data And Results

Scenario 7: '2039 + Dev Traffic - AM Peak' (FG7: '2039 + Dev Traffic - AM Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	194	406	0	600
	B	114	0	236	353	703
	C	373	328	124	10	835
	D	6	506	114	0	626
	Tot.	493	1028	880	363	2764

Traffic Lane Flows

Lane	Scenario 7: 2039 + Dev Traffic - AM Peak
Junction: Junction 16_ A254 / B2052	
1/1 (with short)	703(In) 589(Out)
1/2 (short)	114
2/1	1028
3/1	880
4/1 (with short)	835(In) 383(Out)
4/2 (short)	452
5/1	124
6/1	600
7/1	493
8/1	363
9/1 (with short)	626(In) 512(Out)
9/2 (short)	114

Lane Saturation Flows

Junction: Junction 16_ A254 / B2052								
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 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 3 Left Arm 8 Ahead	8.00 Inf	40.1 % 59.9 %	1735	1735
1/2 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1622	1622
2/1 (A254 Ramsgagte Road A254 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (College Road West Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Beatrice Road)	3.00	0.00	Y	Arm 7 Ahead	Inf	97.4 %	1910	1910
4/2 (Beatrice Road)	3.00	0.00	Y	Arm 8 Left	15.00	2.6 %		
5/1 (Beatrice Road to College Road)	5.00	0.00	Y	Arm 2 Right	15.00	72.6 %	1704	1704
				Arm 5 Right	8.00	27.4 %		
6/1 (College Road east entry)	3.65	0.00	Y	Arm 3 Right	Inf	100.0 %	2115	2115
6/1 (College Road east entry)	3.65	0.00	Y	Arm 2 Left Arm 3 Ahead	Inf Inf	32.3 % 67.7 %	1980	1980
7/1 (College Road east exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A254 Ramsgate Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 2 Ahead Arm 7 Left	Inf 8.00	98.8 % 1.2 %	1911	1911
9/2 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 3 Right	15.00	100.0 %	1741	1741

Full Input Data And Results

Scenario 8: '2039 + Dev Traffic - PM Peak' (FG8: '2039 + Dev Traffic - PM Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	155	350	0	505
	B	98	0	351	413	862
	C	415	280	92	18	805
	D	9	476	92	0	577
	Tot.	522	911	885	431	2749

Traffic Lane Flows

Lane	Scenario 8: 2039 + Dev Traffic - PM Peak
Junction: Junction 16_ A254 / B2052	
1/1 (with short)	862(In) 764(Out)
1/2 (short)	98
2/1	911
3/1	885
4/1 (with short)	805(In) 433(Out)
4/2 (short)	372
5/1	92
6/1	505
7/1	522
8/1	431
9/1 (with short)	577(In) 485(Out)
9/2 (short)	92

Lane Saturation Flows

Junction: Junction 16_ A254 / B2052								
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 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 3 Left Arm 8 Ahead	8.00 Inf	45.9 % 54.1 %	1717	1717
1/2 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1622	1622
2/1 (A254 Ramsgagte Road A254 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (College Road West Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Beatrice Road)	3.00	0.00	Y	Arm 7 Ahead	Inf	95.8 %	1907	1907
				Arm 8 Left	15.00	4.2 %		
4/2 (Beatrice Road)	3.00	0.00	Y	Arm 2 Right	15.00	75.3 %	1707	1707
				Arm 5 Right	8.00	24.7 %		
5/1 (Beatrice Road to College Road)	5.00	0.00	Y	Arm 3 Right	Inf	100.0 %	2115	2115
6/1 (College Road east entry)	3.65	0.00	Y	Arm 2 Left Arm 3 Ahead	Inf Inf	30.7 % 69.3 %	1980	1980
7/1 (College Road east exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A254 Ramsgate Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 2 Ahead Arm 7 Left	Inf 8.00	98.1 % 1.9 %	1908	1908
9/2 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 3 Right	15.00	100.0 %	1741	1741

Full Input Data And Results

Scenario 9: '2039 + Dev Traffic - Airport Peak' (FG9: '2039 + Dev Traffic - Airport Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	162	381	0	543
	B	117	0	283	454	854
	C	335	311	84	16	746
	D	12	485	91	0	588
	Tot.	464	958	839	470	2731

Traffic Lane Flows

Lane	Scenario 9: 2039 + Dev Traffic - Airport Peak
Junction: Junction 16_ A254 / B2052	
1/1 (with short)	854(In) 737(Out)
1/2 (short)	117
2/1	958
3/1	839
4/1 (with short)	746(In) 351(Out)
4/2 (short)	395
5/1	84
6/1	543
7/1	464
8/1	470
9/1 (with short)	588(In) 497(Out)
9/2 (short)	91

Lane Saturation Flows

Junction: Junction 16_ A254 / B2052								
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 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 3 Left Arm 8 Ahead	8.00 Inf	38.4 % 61.6 %	1740	1740
1/2 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1622	1622
2/1 (A254 Ramsgate Road A254 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (College Road West Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Beatrice Road)	3.00	0.00	Y	Arm 7 Ahead	Inf	95.4 %	1906	1906
4/2 (Beatrice Road)	3.00	0.00	Y	Arm 8 Left	15.00	4.6 %		
5/1 (Beatrice Road to College Road)	5.00	0.00	Y	Arm 2 Right	15.00	78.7 %	1712	1712
				Arm 5 Right	8.00	21.3 %		
6/1 (College Road east entry)	3.65	0.00	Y	Arm 3 Right	Inf	100.0 %	2115	2115
7/1 (College Road east exit Lane 1)	Infinite Saturation Flow						1980	1980
8/1 (A254 Ramsgate Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 2 Left Arm 3 Ahead	Inf Inf	29.8 % 70.2 %	1906	1906
9/2 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 2 Ahead Arm 7 Left	Inf 8.00	97.6 % 2.4 %	1906	1906
				Arm 7 Left	8.00	2.4 %	1906	1906
				Arm 3 Right	15.00	100.0 %	1741	1741

Full Input Data And Results

Scenario 10: '2039 B+Dev - Net Change - AM peak' (FG10: '2039 Base + Dev - Net Change - AM Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	188	393	0	581
	B	110	0	61	332	503
	C	351	232	123	10	716
	D	6	478	111	0	595
	Tot.	467	898	688	342	2395

Traffic Lane Flows

Lane	Scenario 10: 2039 B+Dev - Net Change - AM peak
Junction: Junction 16_ A254 / B2052	
1/1 (with short)	503(In) 393(Out)
1/2 (short)	110
2/1	898
3/1	688
4/1 (with short)	716(In) 361(Out)
4/2 (short)	355
5/1	123
6/1	581
7/1	467
8/1	342
9/1 (with short)	595(In) 484(Out)
9/2 (short)	111

Lane Saturation Flows

Junction: Junction 16_ A254 / B2052								
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 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 3 Left Arm 8 Ahead	8.00 Inf	15.5 % 84.5 %	1812	1812
1/2 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1622	1622
2/1 (A254 Ramsgagte Road A254 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (College Road West Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Beatrice Road)	3.00	0.00	Y	Arm 7 Ahead	Inf	97.2 %	1910	1910
4/2 (Beatrice Road)	3.00	0.00	Y	Arm 8 Left	15.00	2.8 %		
5/1 (Beatrice Road to College Road)	5.00	0.00	Y	Arm 2 Right	15.00	65.4 %	1694	1694
				Arm 5 Right	8.00	34.6 %		
6/1 (College Road east entry)	3.65	0.00	Y	Arm 3 Right	Inf	100.0 %	2115	2115
7/1 (College Road east exit Lane 1)	Infinite Saturation Flow						1980	1980
8/1 (A254 Ramsgate Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 2 Left Arm 3 Ahead	Inf Inf	32.4 % 67.6 %	1911	1911
9/2 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 2 Ahead Arm 7 Left	Inf 8.00	98.8 % 1.2 %	1741	1741

Full Input Data And Results

Scenario 11: '2039 B+Dev - Net Change - PM peak' (FG11: '2039 Base + Dev - Net Change - PM Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	151	343	0	494
	B	96	0	134	400	630
	C	411	190	92	18	711
	D	9	462	91	0	562
	Tot.	516	803	660	418	2397

Traffic Lane Flows

Lane	Scenario 11: 2039 B+Dev - Net Change - PM peak
Junction: Junction 16_ A254 / B2052	
1/1 (with short)	630(In) 534(Out)
1/2 (short)	96
2/1	803
3/1	660
4/1 (with short)	711(In) 429(Out)
4/2 (short)	282
5/1	92
6/1	494
7/1	516
8/1	418
9/1 (with short)	562(In) 471(Out)
9/2 (short)	91

Lane Saturation Flows

Junction: Junction 16_ A254 / B2052								
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 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 3 Left Arm 8 Ahead	8.00 Inf	25.1 % 74.9 %	1781	1781
1/2 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1622	1622
2/1 (A254 Ramsgagte Road A254 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (College Road West Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Beatrice Road)	3.00	0.00	Y	Arm 7 Ahead	Inf	95.8 %	1907	1907
4/2 (Beatrice Road)	3.00	0.00	Y	Arm 8 Left	15.00	4.2 %		
5/1 (Beatrice Road to College Road)	5.00	0.00	Y	Arm 2 Right	15.00	67.4 %	1697	1697
				Arm 5 Right	8.00	32.6 %		
6/1 (College Road east entry)	3.65	0.00	Y	Arm 3 Right	Inf	100.0 %	2115	2115
7/1 (College Road east exit Lane 1)	Infinite Saturation Flow						1980	1980
8/1 (A254 Ramsgate Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 2 Ahead Arm 7 Left	Inf 8.00	98.1 % 1.9 %	1908	1908
9/2 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 3 Right	15.00	100.0 %	1741	1741

Full Input Data And Results

Scenario 12: '2039 B+Dev - Net Change - Airport peak' (FG12: '2039 Base + Dev - Net Change - Airport Peak', Plan 1: 'Base')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	155	364	0	519
	B	108	0	98	419	625
	C	323	223	84	16	646
	D	12	459	83	0	554
	Tot.	443	837	629	435	2344

Traffic Lane Flows

Lane	Scenario 12: 2039 B+Dev - Net Change - Airport peak
Junction: Junction 16_ A254 / B2052	
1/1 (with short)	625(In) 517(Out)
1/2 (short)	108
2/1	837
3/1	629
4/1 (with short)	646(In) 339(Out)
4/2 (short)	307
5/1	84
6/1	519
7/1	443
8/1	435
9/1 (with short)	554(In) 471(Out)
9/2 (short)	83

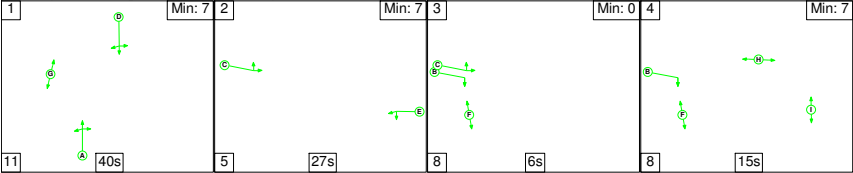
Lane Saturation Flows

Junction: Junction 16_ A254 / B2052								
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 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 3 Left Arm 8 Ahead	8.00 Inf	19.0 % 81.0 %	1801	1801
1/2 (A254 Ramsgate Road South Entry)	2.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1622	1622
2/1 (A254 Ramsgagte Road A254 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (College Road West Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Beatrice Road)	3.00	0.00	Y	Arm 7 Ahead	Inf	95.3 %	1906	1906
4/2 (Beatrice Road)	3.00	0.00	Y	Arm 8 Left	15.00	4.7 %		
5/1 (Beatrice Road to College Road)	5.00	0.00	Y	Arm 2 Right	15.00	72.6 %	1704	1704
				Arm 5 Right	8.00	27.4 %		
6/1 (College Road east entry)	3.65	0.00	Y	Arm 3 Right	Inf	100.0 %	2115	2115
7/1 (College Road east exit Lane 1)	Infinite Saturation Flow						1980	1980
8/1 (A254 Ramsgate Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 2 Ahead Arm 7 Left	Inf 8.00	97.5 % 2.5 %	1906	1906
9/2 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 3 Right	15.00	100.0 %	1741	1741

Full Input Data And Results

Scenario 1: '2017 Baseline Traffic - AM Peak' (FG1: '2017 Baseline Traffic - AM Peak', Plan 1: 'Base')

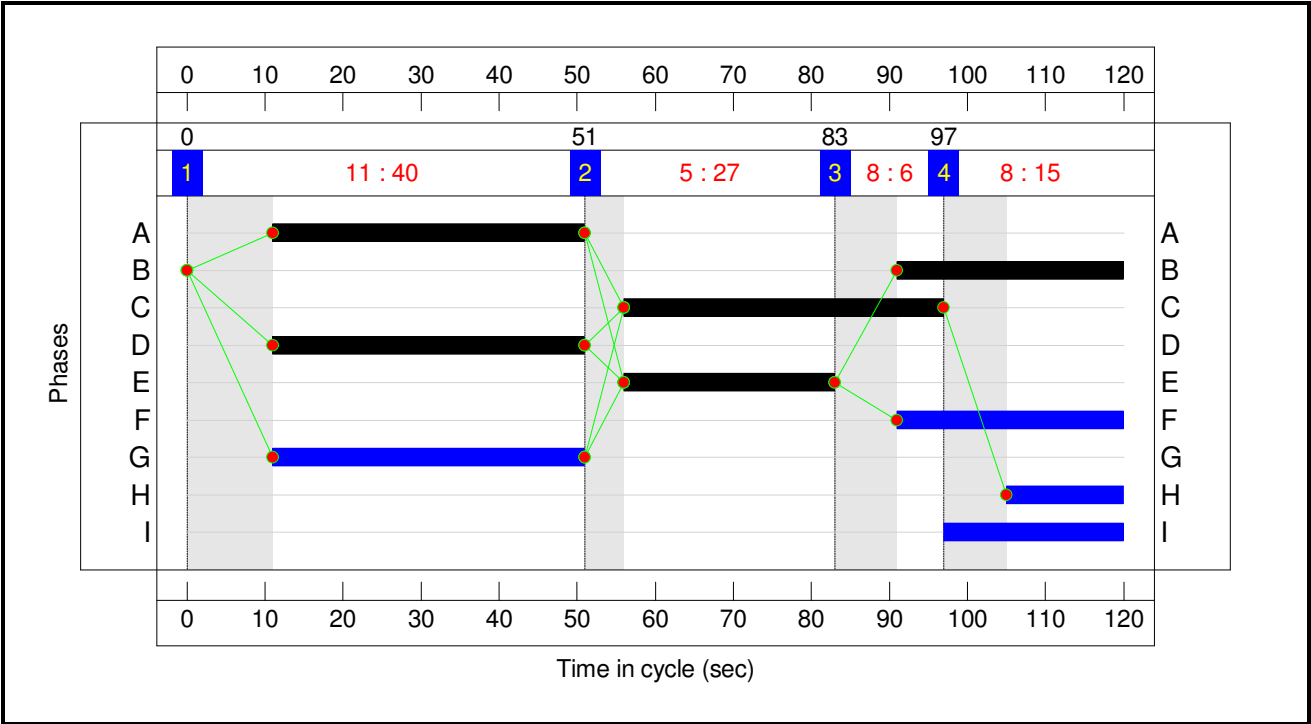
Stage Sequence Diagram



Stage Timings

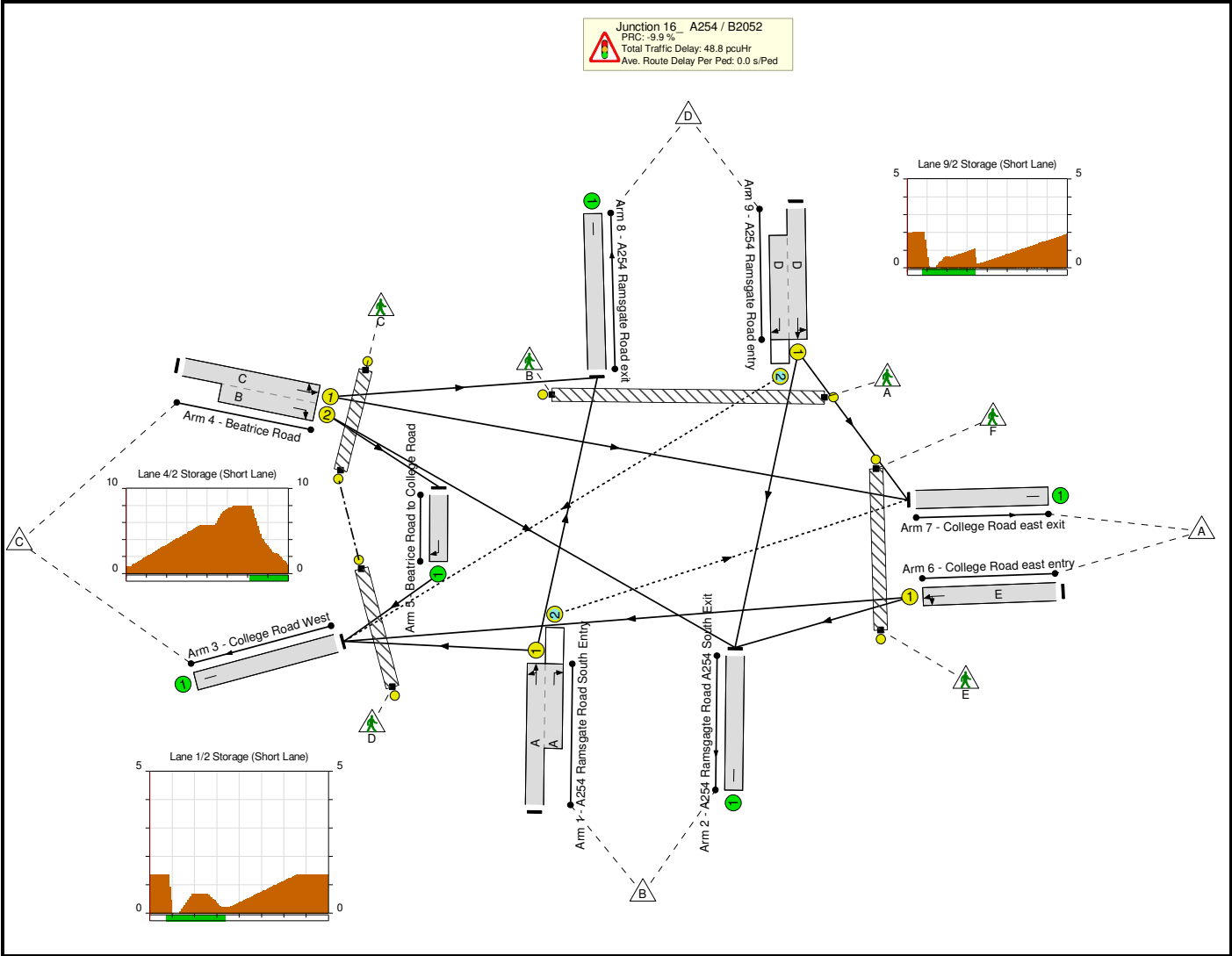
Stage	1	2	3	4
Duration	40	27	6	15
Change Point	0	51	83	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 16	-	-	N/A	-	-		-	-	-	-	-	-	98.9%
Junction 16_ A254 / B2052	-	-	N/A	-	-		-	-	-	-	-	-	98.9%
1/1+1/2	A254 Ramsgate Road South Entry Left Right Ahead	U+O	N/A	N/A	A		1	40	-	560	1735:1622	521+101	90.0 : 90.0%
2/1	A254 Ramsgagte Road A254 South Exit	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
3/1	College Road West	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
4/1+4/2	Beatrice Road Right Right2 Ahead Left	U	N/A	N/A	C B		1	41:29	-	637	1910:1711	309+343	97.8 : 97.8%
5/1	Beatrice Road to College Road Right	U	N/A	N/A	-		-	-	-	73	2115	2115	3.5%
6/1	College Road east entry Left Ahead	U	N/A	N/A	E		1	27	-	457	1980	462	98.9%
7/1	College Road east exit	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
8/1	A254 Ramsgate Road exit	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
9/1+9/2	A254 Ramsgate Road entry Ahead Right Left	U+O	N/A	N/A	D		1	40	-	499	1911:1741	577+98	70.7 : 93.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	40	-	0	-	24000	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	29	-	0	-	17400	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	23	-	0	-	13800	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	15	-	0	-	9000	0.0%

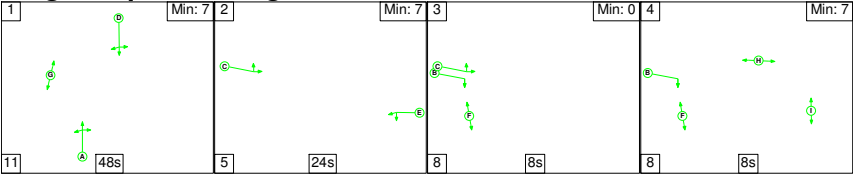
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Inter-green (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: Junction 16	-	-	144	0	38	23.5	24.4	0.9	48.8	-	-	-	-
Junction 16_ A254 / B2052	-	-	144	0	38	23.5	24.4	0.9	48.8	-	-	-	-
1/1+1/2	560	560	90	0	1	5.6	4.0	0.3	9.9	63.9	16.2	4.0	20.2
2/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	637	637	-	-	-	7.4	9.5	-	16.9	95.8	13.8	9.5	23.4
5/1	73	73	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	457	457	-	-	-	5.8	9.5	-	15.3	120.8	15.1	9.5	24.6
7/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1+9/2	499	499	53	0	38	4.6	1.4	0.6	6.6	47.7	12.1	1.4	13.5
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 - 08-0694 PRC for Signalled Lanes (%): -9.9 Total Delay for Signalled Lanes (pcuHr): 48.83 Cycle Time (s): 120 PRC Over All Lanes (%): -9.9 Total Delay Over All Lanes(pcuHr): 48.85													

Full Input Data And Results

Scenario 2: '2017 Baseline Traffic - PM Peak' (FG2: '2017 Baseline Traffic - PM Peak', Plan 1: 'Base')

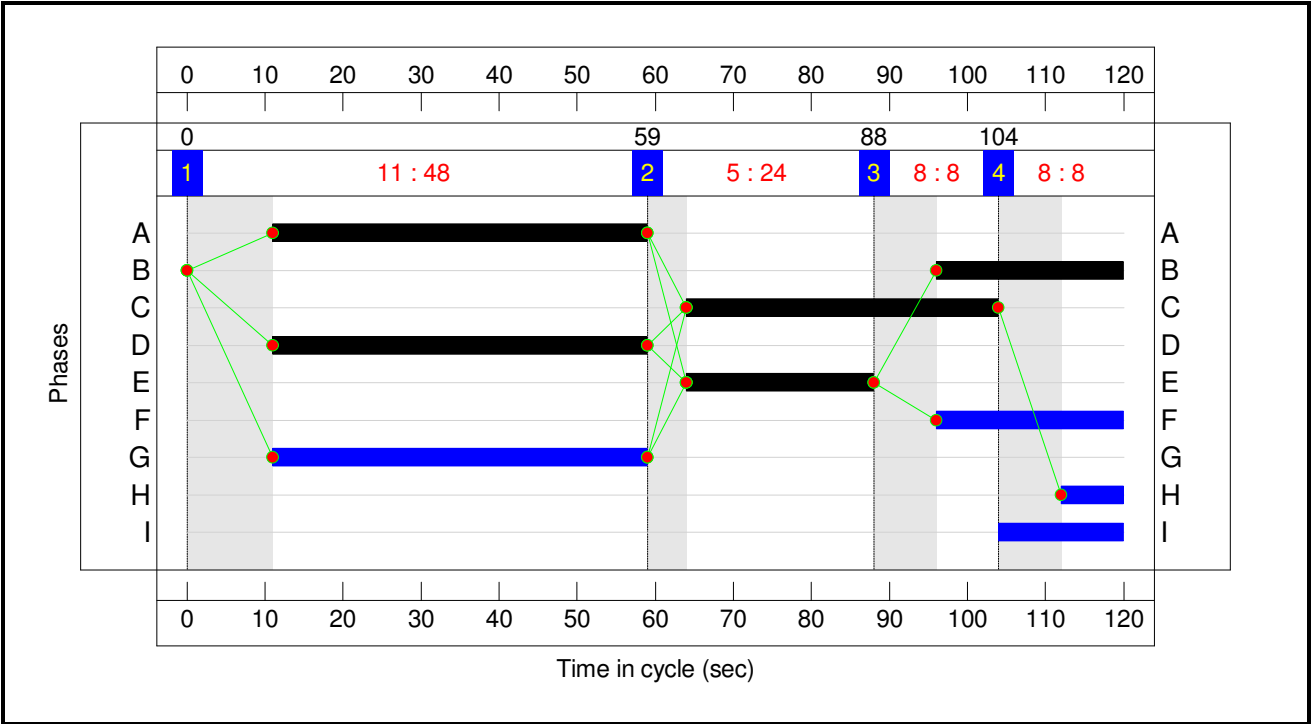
Stage Sequence Diagram



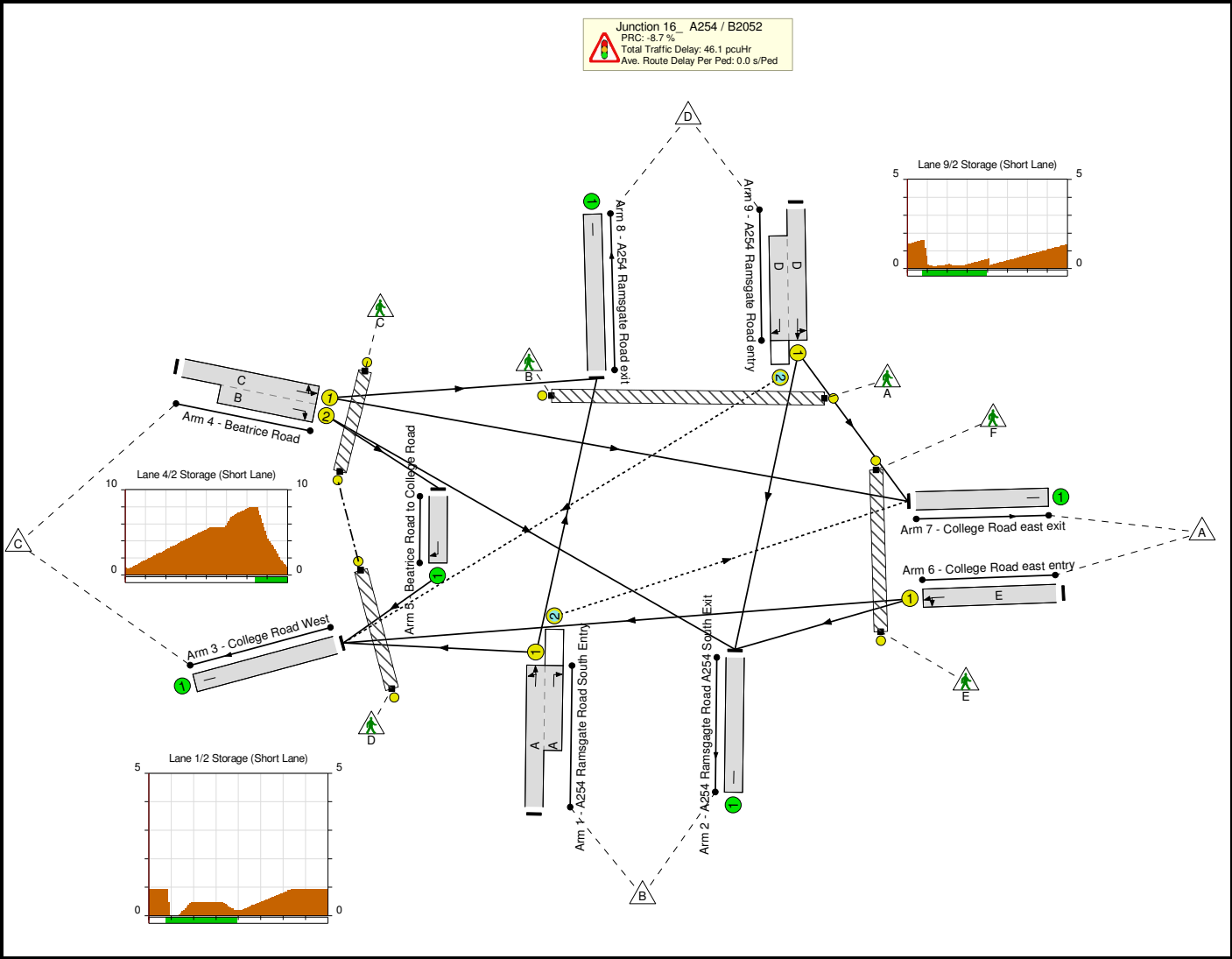
Stage Timings

Stage	1	2	3	4
Duration	48	24	8	8
Change Point	0	59	88	104

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 16	-	-	N/A	-	-		-	-	-	-	-	-	97.8%
Junction 16_ A254 / B2052	-	-	N/A	-	-		-	-	-	-	-	-	97.8%
1/1+1/2	A254 Ramsgate Road South Entry Left Right Ahead	U+O	N/A	N/A	A		1	48	-	683	1717:1622	638+82	94.8 : 94.8%
2/1	A254 Ramsgagte Road A254 South Exit	U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
3/1	College Road West	U	N/A	N/A	-		-	-	-	693	Inf	Inf	0.0%
4/1+4/2	Beatrice Road Right Right2 Ahead Left	U	N/A	N/A	C B		1	40:24	-	609	1907:1709	325+298	97.8 : 97.8%
5/1	Beatrice Road to College Road Right	U	N/A	N/A	-		-	-	-	69	2115	2115	3.3%
6/1	College Road east entry Left Ahead	U	N/A	N/A	E		1	24	-	396	1980	412	96.0%
7/1	College Road east exit	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
8/1	A254 Ramsgate Road exit	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
9/1+9/2	A254 Ramsgate Road entry Ahead Right Left	U+O	N/A	N/A	D		1	48	-	457	1908:1741	691+76	55.6 : 96.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	48	-	0	-	28800	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	24	-	0	-	14400	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	16	-	0	-	9600	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	4800	0.0%

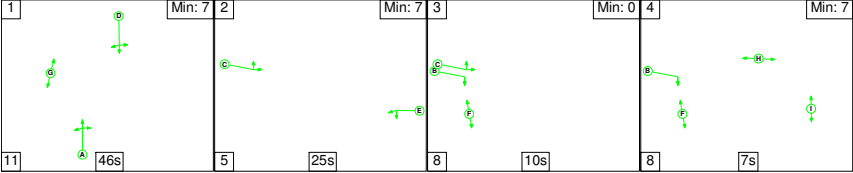
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 16	-	-	106	0	45	21.8	23.5	0.9	46.1	-	-	-	-
Junction 16_ A254 / B2052	-	-	106	0	45	21.8	23.5	0.9	46.1	-	-	-	-
1/1+1/2	683	683	77	0	1	6.3	6.7	0.1	13.2	69.6	20.9	6.7	27.6
2/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	609	609	-	-	-	7.0	9.4	-	16.3	96.6	11.4	9.4	20.8
5/1	69	69	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	396	396	-	-	-	5.2	6.6	-	11.8	107.4	13.0	6.6	19.6
7/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1+9/2	457	457	29	0	44	3.3	0.7	0.7	4.7	37.4	9.6	0.7	10.4
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 - 08-0694 PRC for Signalled Lanes (%): -8.7 Total Delay for Signalled Lanes (pcuHr): 46.11 Cycle Time (s): 120 PRC Over All Lanes (%): -8.7 Total Delay Over All Lanes(pcuHr): 46.12													

Full Input Data And Results

Scenario 3: '2017 Baseline Traffic - Airport Peak' (FG3: '2017 Baseline Traffic - Airport Peak', Plan 1: 'Base')

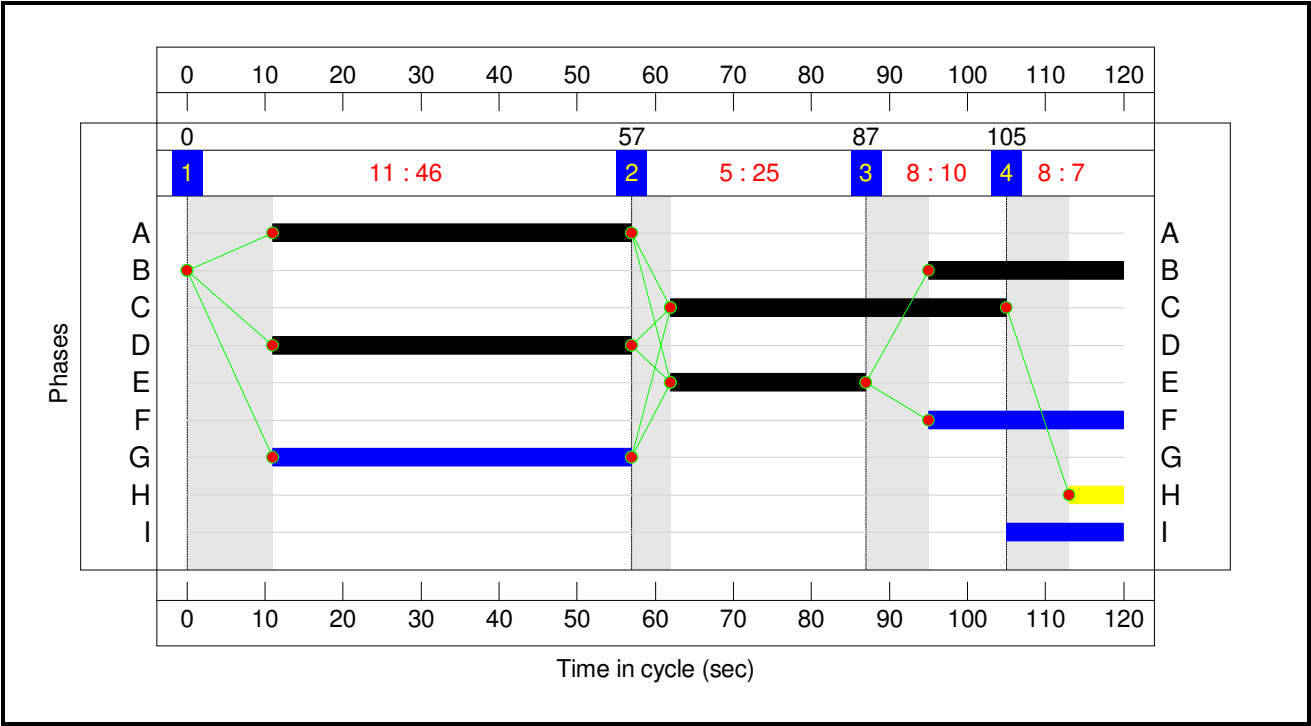
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	46	25	10	7
Change Point	0	57	87	105

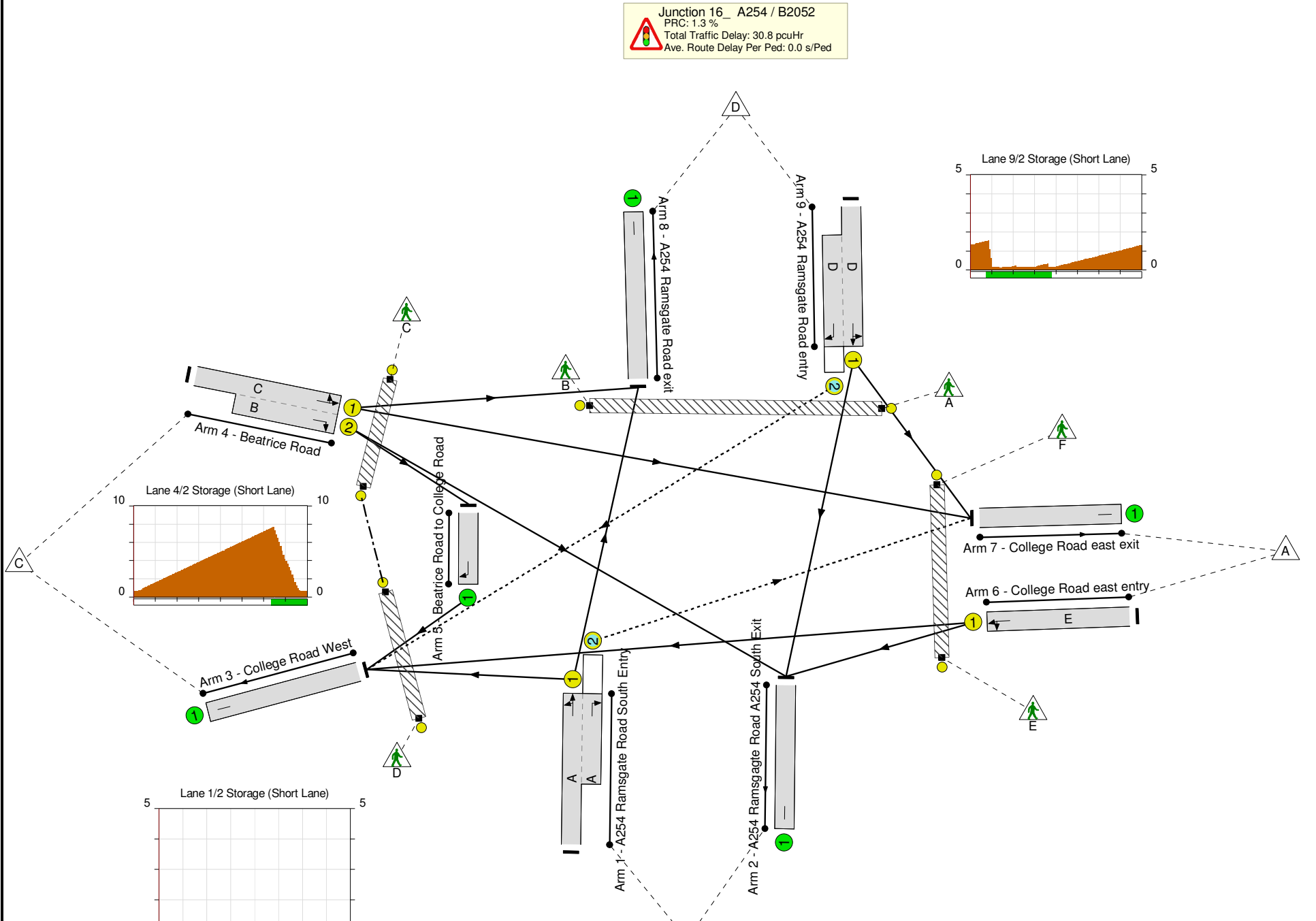
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

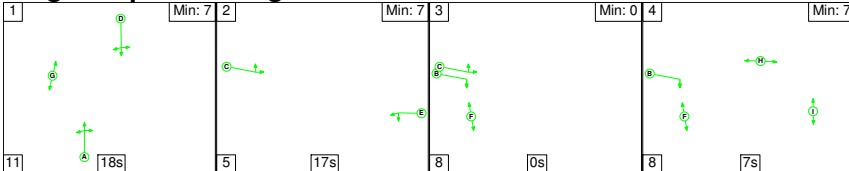
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 16	-	-	N/A	-	-		-	-	-	-	-	-	88.9%
Junction 16_ A254 / B2052	-	-	N/A	-	-		-	-	-	-	-	-	88.9%
1/1+1/2	A254 Ramsgate Road South Entry Left Right Ahead	U+O	N/A	N/A	A		1	46	-	637	1739:1622	619+98	88.9 : 88.9%
2/1	A254 Ramsgagte Road A254 South Exit	U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
3/1	College Road West	U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
4/1+4/2	Beatrice Road Right Right2 Ahead Left	U	N/A	N/A	C B		1	43:25	-	526	1906:1722	294+310	87.2 : 87.2%
5/1	Beatrice Road to College Road Right	U	N/A	N/A	-		-	-	-	37	2115	2115	1.7%
6/1	College Road east entry Left Ahead	U	N/A	N/A	E		1	25	-	379	1980	429	88.3%
7/1	College Road east exit	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
8/1	A254 Ramsgate Road exit	U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
9/1+9/2	A254 Ramsgate Road entry Ahead Right Left	U+O	N/A	N/A	D		1	46	-	439	1906:1741	667+107	55.6 : 63.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	46	-	0	-	27600	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	25	-	0	-	15000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	15	-	0	-	9000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	4200	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 16	-	-	148	0	7	19.2	10.8	0.8	30.8	-	-	-	-
Junction 16_ A254 / B2052	-	-	148	0	7	19.2	10.8	0.8	30.8	-	-	-	-
1/1+1/2	637	637	86	0	1	5.8	3.7	0.2	9.7	54.6	18.5	3.7	22.2
2/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	526	526	-	-	-	5.3	3.2	-	8.4	57.7	8.9	3.2	12.0
5/1	37	37	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	379	379	-	-	-	4.8	3.3	-	8.1	77.3	12.2	3.3	15.6
7/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1+9/2	439	439	61	0	7	3.3	0.7	0.6	4.6	37.3	9.4	0.7	10.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 - 08-0694 PRC for Signalled Lanes (%): 1.3 Total Delay for Signalled Lanes (pcuHr): 30.77 Cycle Time (s): 120 PRC Over All Lanes (%): 1.3 Total Delay Over All Lanes(pcuHr): 30.78													

Scenario 4: '2039 Growthed Traffic - AM Peak' (FG4: '2039 Growthed Traffic - AM Peak', Plan 1: 'Base')

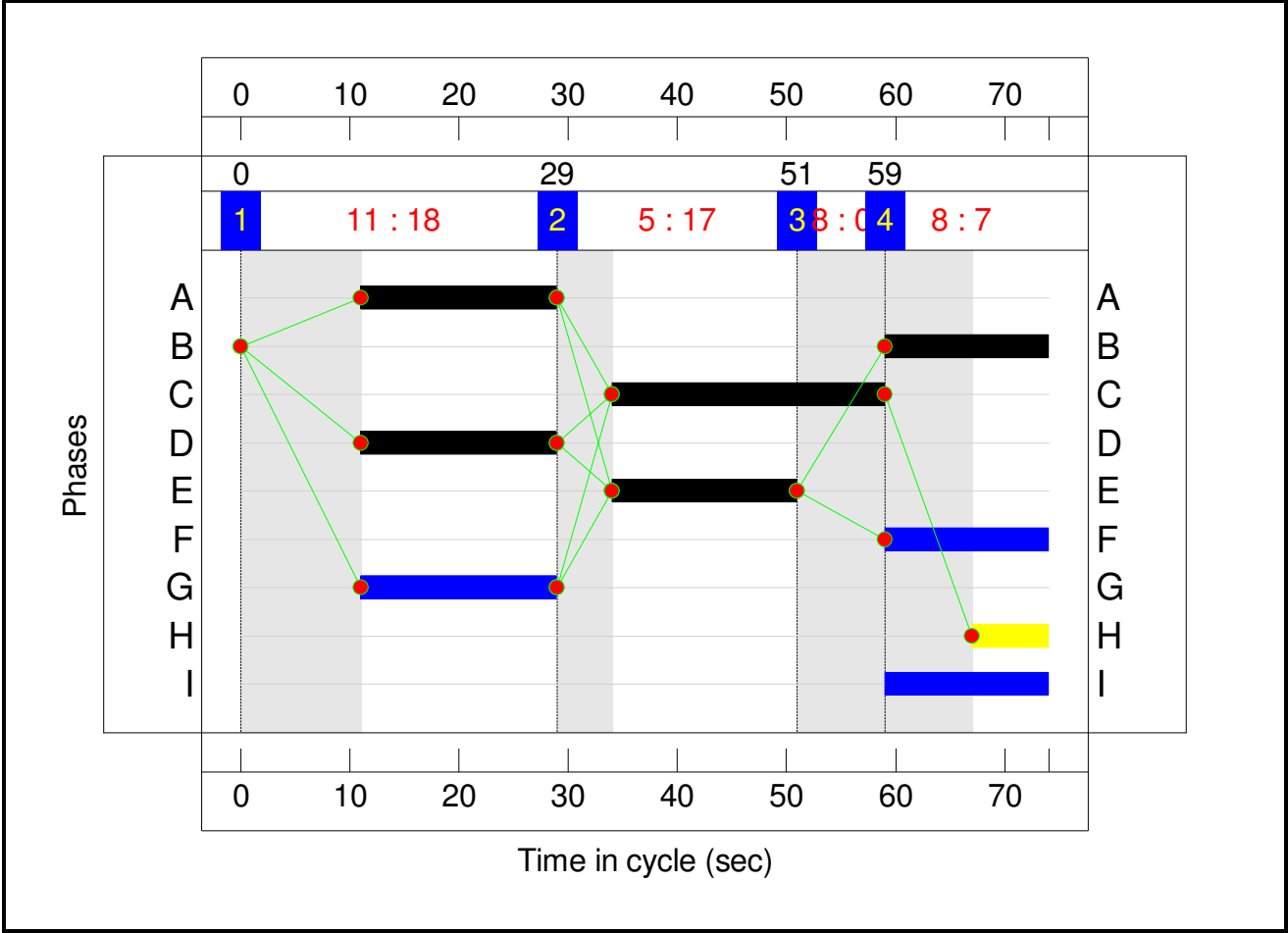
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	18	17	0	7
Change Point	0	29	51	59

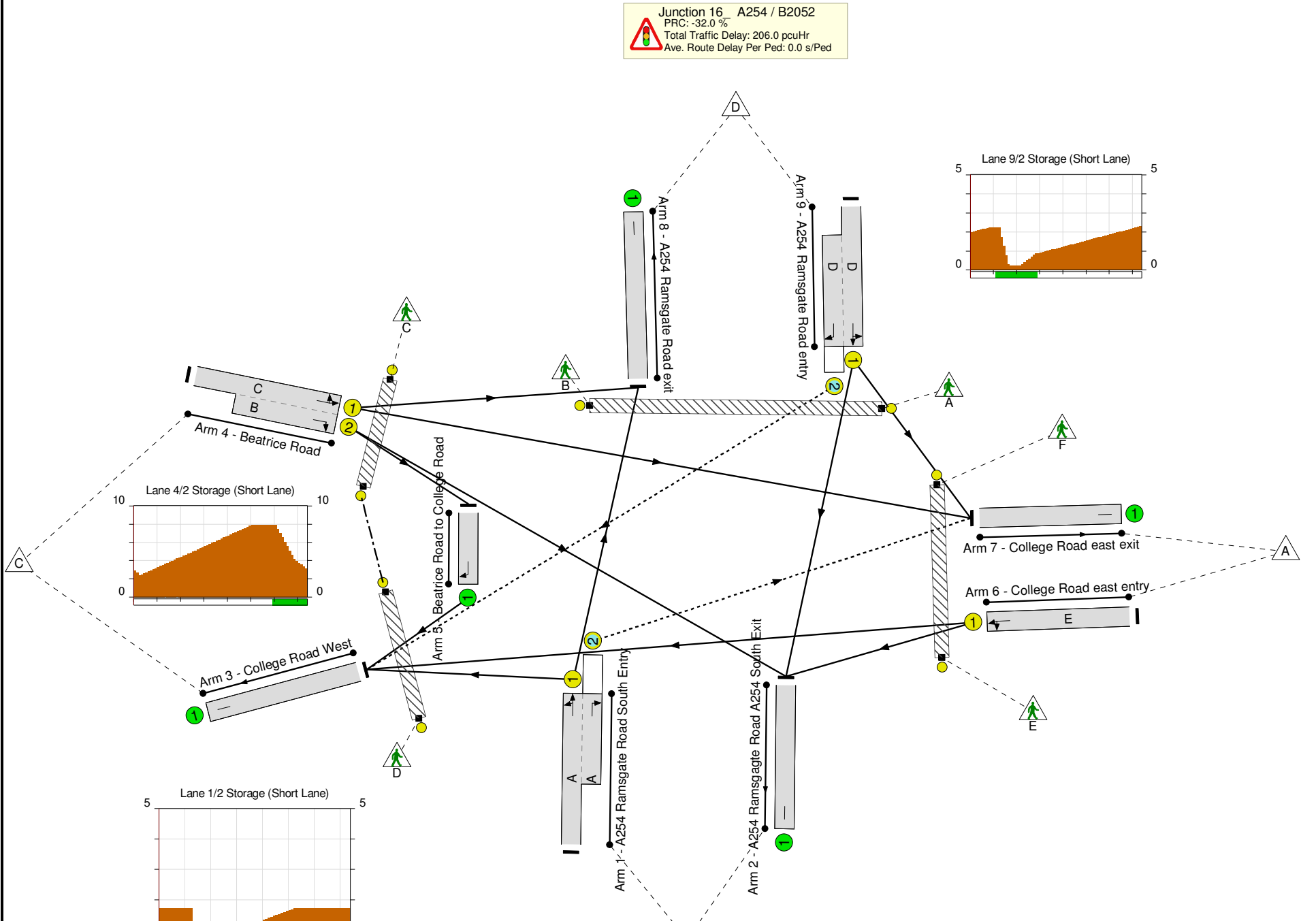
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

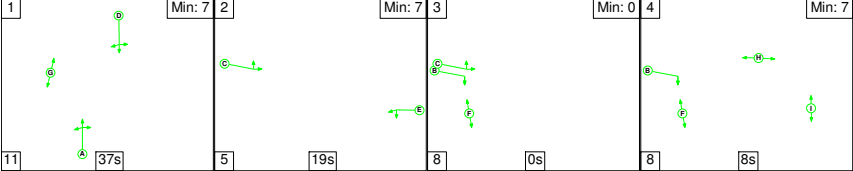
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 16	-	-	N/A	-	-		-	-	-	-	-	-	118.8%
Junction 16_ A254 / B2052	-	-	N/A	-	-		-	-	-	-	-	-	118.8%
1/1+1/2	A254 Ramsgate Road South Entry Left Right Ahead	U+O	N/A	N/A	A		1	18	-	603	1710:1622	415+97	117.9 : 117.9%
2/1	A254 Ramsgagte Road A254 South Exit	U	N/A	N/A	-		-	-	-	1028	Inf	Inf	0.0%
3/1	College Road West	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
4/1+4/2	Beatrice Road Right Right2 Ahead Left	U	N/A	N/A	C B		1	25:15	-	798	1910:1711	335+370	113.3 : 113.3%
5/1	Beatrice Road to College Road Right	U	N/A	N/A	-		-	-	-	91	2115	2115	3.8%
6/1	College Road east entry Left Ahead	U	N/A	N/A	E		1	17	-	572	1980	482	118.8%
7/1	College Road east exit	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
8/1	A254 Ramsgate Road exit	U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
9/1+9/2	A254 Ramsgate Road entry Ahead Right Left	U+O	N/A	N/A	D		1	18	-	626	1911:1741	479+98	106.8 : 116.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	18	-	0	-	17514	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	15	-	0	-	14595	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	15	-	0	-	14595	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	6811	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 16	-	-	1	0	194	27.9	177.2	0.9	206.0	-	-	-	-
Junction 16_ A254 / B2052	-	-	1	0	194	27.9	177.2	0.9	206.0	-	-	-	-
1/1+1/2	603	511	0	0	97	7.7	48.9	0.4	57.0	340.2	14.0	48.9	62.9
2/1	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	798	731	-	-	-	6.9	50.7	-	57.5	259.6	11.8	50.7	62.4
5/1	80	80	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	572	482	-	-	-	7.0	48.2	-	55.2	347.4	13.6	48.2	61.8
7/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1+9/2	626	578	1	0	97	6.3	29.5	0.5	36.3	208.8	12.4	29.5	41.9
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 - 08-0694 PRC for Signalled Lanes (%): -32.0 Total Delay for Signalled Lanes (pcuHr): 206.03 Cycle Time (s): 74 PRC Over All Lanes (%): -32.0 Total Delay Over All Lanes(pcuHr): 206.05													

Scenario 5: '2039 |Growthed Traffic - PM Peak' (FG5: '2039 |Growthed Traffic - PM Peak', Plan 1: 'Base')
Stage Sequence Diagram

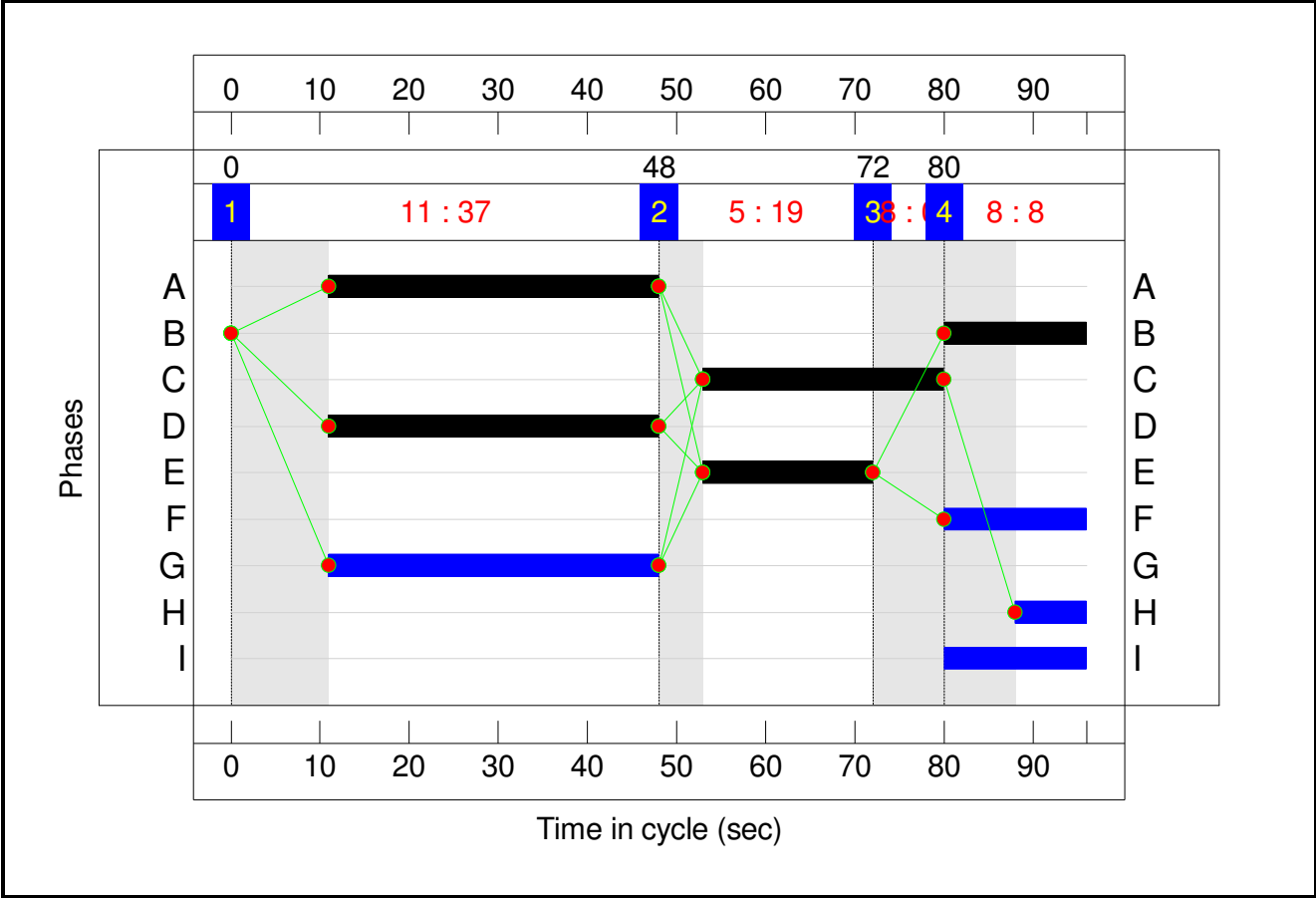


Full Input Data And Results

Stage Timings

Stage	1	2	3	4
Duration	37	19	0	8
Change Point	0	48	72	80

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Junction 16 A254 / B2052
 PRC: -35.9 %
 Total Traffic Delay: 249.1 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped

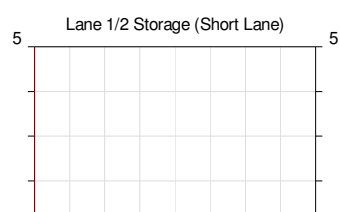
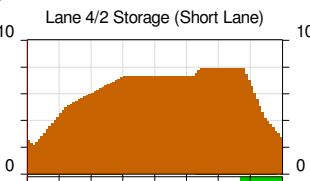
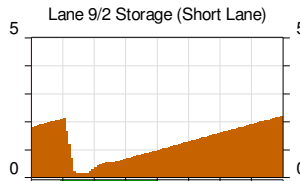
The diagram illustrates the traffic layout for Junction 16, A254 / B2052. It shows nine arms of the junction, each with its own traffic flow and storage metrics. The arms are labeled as follows:

- Arm 1: A254 Ramsgate Road South Entry
- Arm 2: A254 Ramsgate Road A254 South Exit
- Arm 3: College Road West
- Arm 4: Beatrice Road
- Arm 5: Beatrice Road to College Road
- Arm 6: College Road east entry
- Arm 7: College Road east exit
- Arm 8: A254 Ramsgate Road exit
- Arm 9: A254 Ramsgate Road entry

Storage metrics for the short lanes are provided for three arms:

- Lane 1/2 Storage (Short Lane):** A graph showing storage levels for Arm 1, with a peak of approximately 5 units.
- Lane 4/2 Storage (Short Lane):** A graph showing storage levels for Arm 4, with a peak of approximately 10 units.
- Lane 9/2 Storage (Short Lane):** A graph showing storage levels for Arm 9, with a peak of approximately 5 units.

The diagram also includes pedestrian crossings (indicated by green triangles) and various traffic signals (indicated by red and green circles). The junction is a complex, multi-lane intersection with a central roundabout area.



Full Input Data And Results

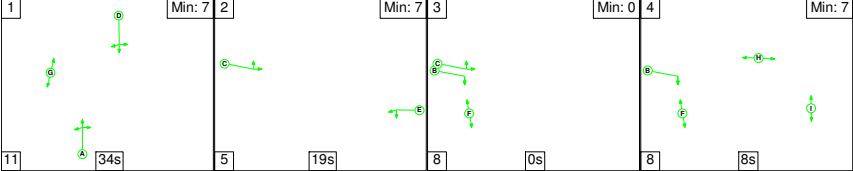
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 16	-	-	N/A	-	-		-	-	-	-	-	-	122.3%
Junction 16_ A254 / B2052	-	-	N/A	-	-		-	-	-	-	-	-	122.3%
1/1+1/2	A254 Ramsgate Road South Entry Left Right Ahead	U+O	N/A	N/A	A		1	37	-	862	1717:1622	625+80	122.3 : 122.3%
2/1	A254 Ramsgagte Road A254 South Exit	U	N/A	N/A	-		-	-	-	911	Inf	Inf	0.0%
3/1	College Road West	U	N/A	N/A	-		-	-	-	874	Inf	Inf	0.0%
4/1+4/2	Beatrice Road Right Right2 Ahead Left	U	N/A	N/A	C B		1	27:16	-	768	1906:1709	328+300	122.3 : 122.3%
5/1	Beatrice Road to College Road Right	U	N/A	N/A	-		-	-	-	87	2115	2115	3.4%
6/1	College Road east entry Left Ahead	U	N/A	N/A	E		1	19	-	499	1980	412	121.0%
7/1	College Road east exit	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
8/1	A254 Ramsgate Road exit	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
9/1+9/2	A254 Ramsgate Road entry Ahead Right Left	U+O	N/A	N/A	D		1	37	-	577	1908:1741	683+77	71.0 : 119.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	37	-	0	-	27750	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	16	-	0	-	12000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	16	-	0	-	12000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	6000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 16	-	-	80	0	77	39.0	209.1	1.0	249.1	-	-	-	-
Junction 16_ A254 / B2052	-	-	80	0	77	39.0	209.1	1.0	249.1	-	-	-	-
1/1+1/2	862	705	78	0	2	13.8	81.2	0.2	95.3	397.9	28.2	81.2	109.4
2/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	768	628	-	-	-	12.6	72.7	-	85.3	400.0	19.1	72.7	91.9
5/1	71	71	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	499	413	-	-	-	8.3	46.0	-	54.3	391.7	15.6	46.0	61.6
7/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1+9/2	577	562	2	0	75	4.2	9.2	0.8	14.2	88.5	10.9	9.2	20.1
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 - 08-0694 PRC for Signalled Lanes (%): -35.9 Total Delay for Signalled Lanes (pcuHr): 249.09 Cycle Time (s): 96 PRC Over All Lanes (%): -35.9 Total Delay Over All Lanes(pcuHr): 249.11													

Scenario 6: '2039 Growthed Traffic - Airport Peak' (FG6: '2039 Growthed Traffic - Airport Peak', Plan 1: 'Base')
Stage Sequence Diagram

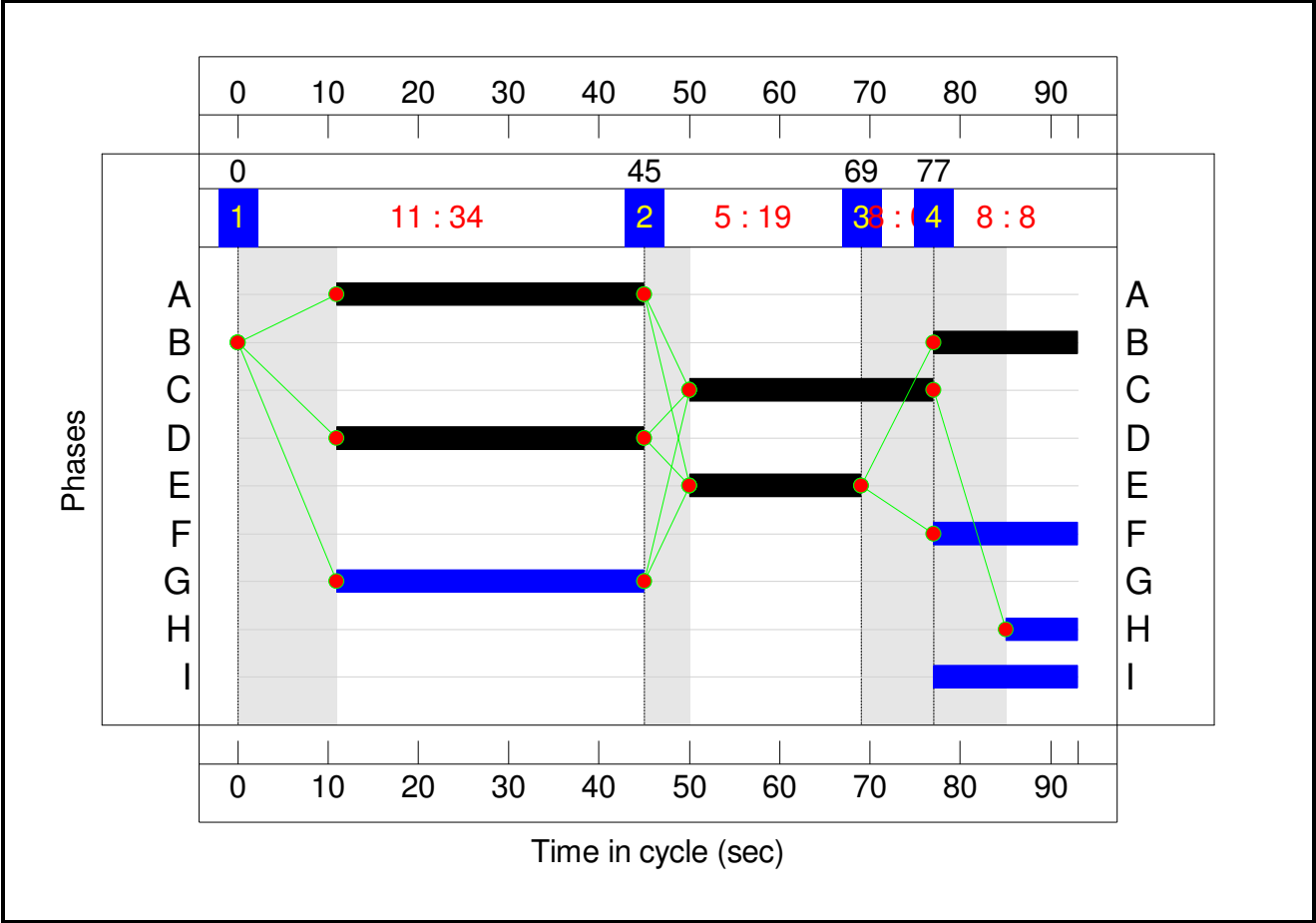


Full Input Data And Results

Stage Timings

Stage	1	2	3	4
Duration	34	19	0	8
Change Point	0	45	69	77

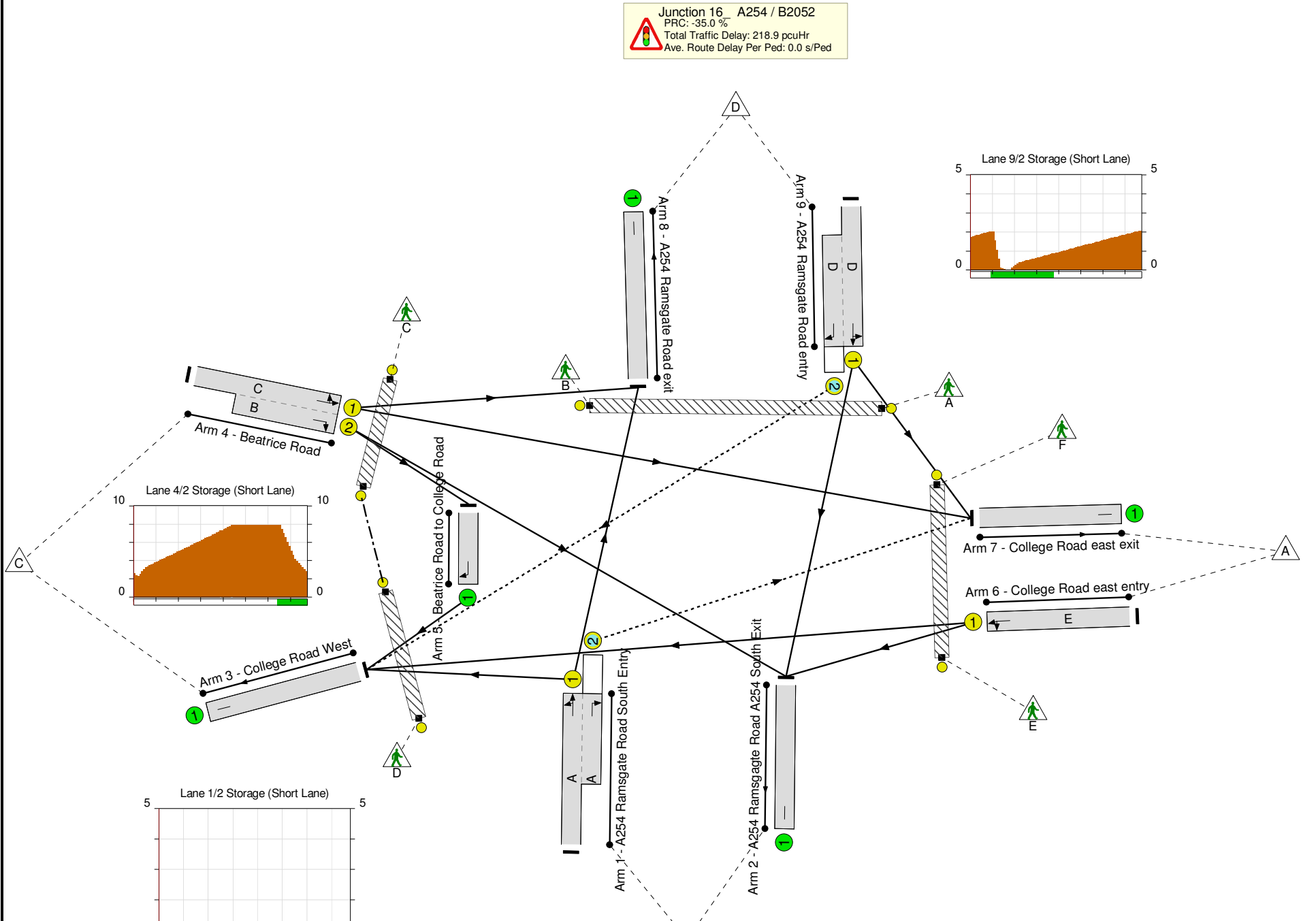
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

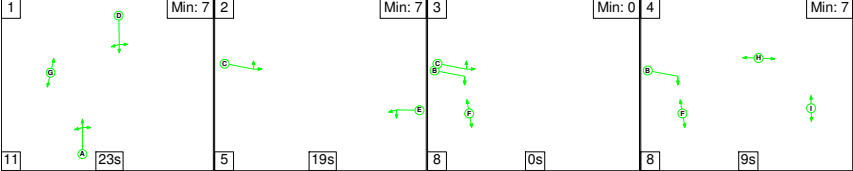
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 16	-	-	N/A	-	-		-	-	-	-	-	-	121.5%
Junction 16_ A254 / B2052	-	-	N/A	-	-		-	-	-	-	-	-	121.5%
1/1+1/2	A254 Ramsgate Road South Entry Left Right Ahead	U+O	N/A	N/A	A		1	34	-	854	1740:1622	607+96	121.5 : 121.5%
2/1	A254 Ramsgagte Road A254 South Exit	U	N/A	N/A	-		-	-	-	958	Inf	Inf	0.0%
3/1	College Road West	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
4/1+4/2	Beatrice Road Right Right2 Ahead Left	U	N/A	N/A	C B		1	27:16	-	702	1906:1722	294+310	116.3 : 116.3%
5/1	Beatrice Road to College Road Right	U	N/A	N/A	-		-	-	-	49	2115	2115	2.0%
6/1	College Road east entry Left Ahead	U	N/A	N/A	E		1	19	-	507	1980	426	119.1%
7/1	College Road east exit	U	N/A	N/A	-		-	-	-	455	Inf	Inf	0.0%
8/1	A254 Ramsgate Road exit	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
9/1+9/2	A254 Ramsgate Road entry Ahead Right Left	U+O	N/A	N/A	D		1	34	-	588	1906:1741	656+77	75.8 : 117.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	34	-	0	-	26323	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	16	-	0	-	12387	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	16	-	0	-	12387	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	6194	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 16	-	-	94	0	80	34.9	182.9	1.1	218.9	-	-	-	-
Junction 16_ A254 / B2052	-	-	94	0	80	34.9	182.9	1.1	218.9	-	-	-	-
1/1+1/2	854	703	94	0	3	13.3	78.2	0.3	91.8	387.1	26.5	78.2	104.7
2/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	702	604	-	-	-	9.3	52.4	-	61.8	316.7	14.4	52.4	66.8
5/1	42	42	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	507	426	-	-	-	7.9	43.5	-	51.5	365.4	15.2	43.5	58.7
7/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1+9/2	588	574	0	0	77	4.4	8.8	0.8	13.9	85.0	11.3	8.8	20.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 - 08-0694 PRC for Signalled Lanes (%): -35.0 Total Delay for Signalled Lanes (pcuHr): 218.92 Cycle Time (s): 93 PRC Over All Lanes (%): -35.0 Total Delay Over All Lanes(pcuHr): 218.93													

Scenario 7: '2039 + Dev Traffic - AM Peak' (FG7: '2039 + Dev Traffic - AM Peak', Plan 1: 'Base')

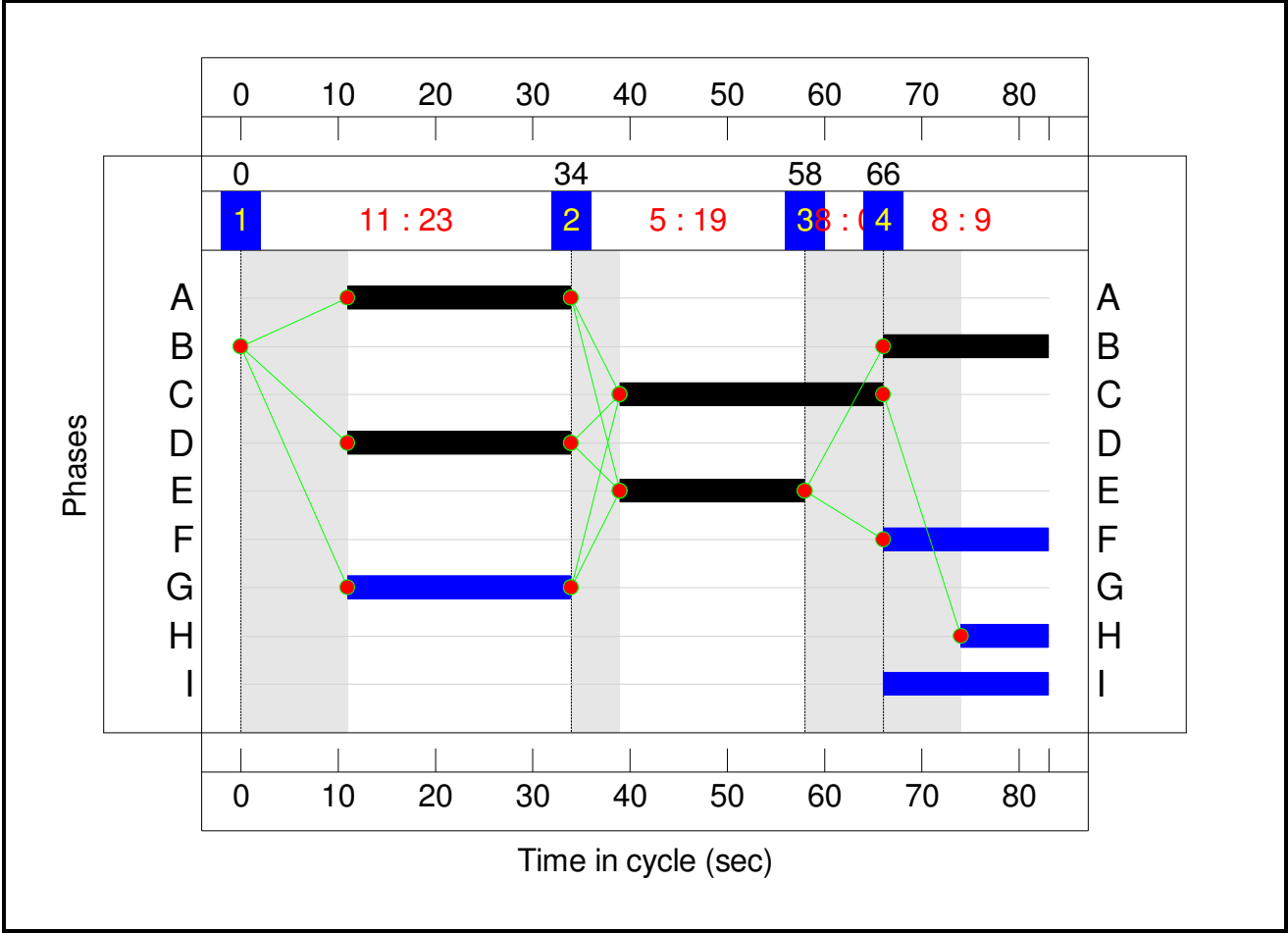
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	23	19	0	9
Change Point	0	34	58	66

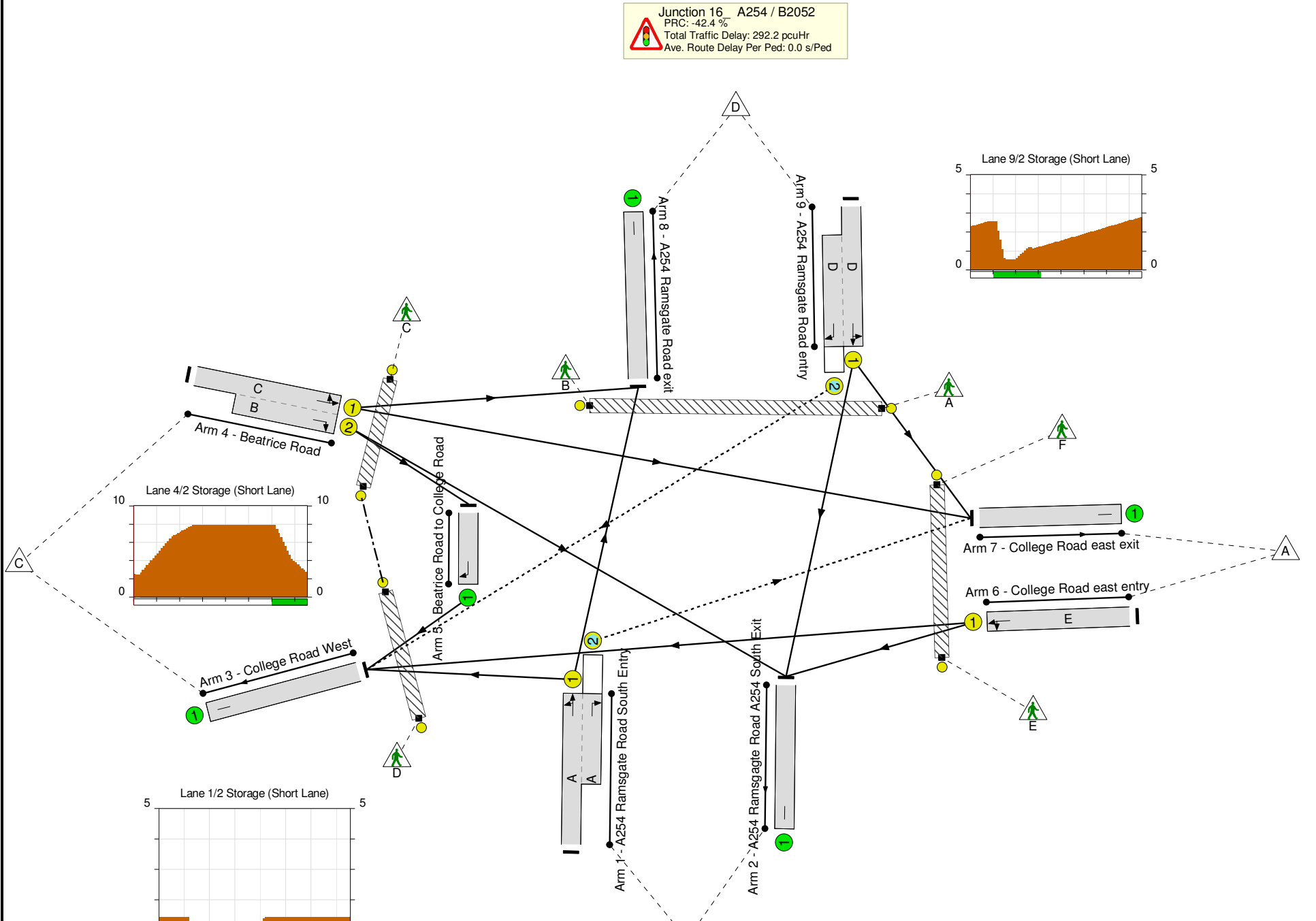
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

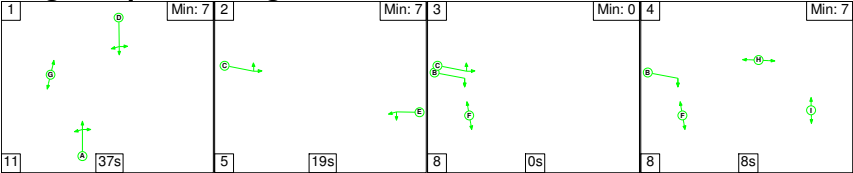
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 16	-	-	N/A	-	-		-	-	-	-	-	-	128.2%
Junction 16_ A254 / B2052	-	-	N/A	-	-		-	-	-	-	-	-	128.2%
1/1+1/2	A254 Ramsgate Road South Entry Left Right Ahead	U+O	N/A	N/A	A		1	23	-	703	1735:1622	459+89	128.2 : 128.2%
2/1	A254 Ramsgagte Road A254 South Exit	U	N/A	N/A	-		-	-	-	1028	Inf	Inf	0.0%
3/1	College Road West	U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%
4/1+4/2	Beatrice Road Right Right2 Ahead Left	U	N/A	N/A	C B		1	27:17	-	835	1910:1704	304+359	126.0 : 126.0%
5/1	Beatrice Road to College Road Right	U	N/A	N/A	-		-	-	-	124	2115	2115	4.7%
6/1	College Road east entry Left Ahead	U	N/A	N/A	E		1	19	-	600	1980	477	125.8%
7/1	College Road east exit	U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
8/1	A254 Ramsgate Road exit	U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
9/1+9/2	A254 Ramsgate Road entry Ahead Right Left	U+O	N/A	N/A	D		1	23	-	626	1911:1741	520+92	98.5 : 123.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	23	-	0	-	19952	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	17	-	0	-	14747	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	17	-	0	-	14747	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	9	-	0	-	7807	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 16	-	-	11	0	170	38.9	252.3	1.0	292.2	-	-	-	-
Junction 16_ A254 / B2052	-	-	11	0	170	38.9	252.3	1.0	292.2	-	-	-	-
1/1+1/2	703	548	6	0	83	11.7	79.5	0.4	91.6	469.3	20.0	79.5	99.5
2/1	921	921	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	835	663	-	-	-	12.3	88.6	-	100.9	435.0	18.8	88.6	107.4
5/1	98	98	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	600	477	-	-	-	9.2	63.8	-	73.0	437.9	16.7	63.8	80.5
7/1	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1+9/2	626	604	5	0	87	5.7	20.4	0.6	26.7	153.3	12.3	20.4	32.7
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 - 08-0694 PRC for Signalled Lanes (%): -42.4 Total Delay for Signalled Lanes (pcuHr): 292.18 Cycle Time (s): 83 PRC Over All Lanes (%): -42.4 Total Delay Over All Lanes(pcuHr): 292.20													

Scenario 8: '2039 + Dev Traffic - PM Peak' (FG8: '2039 + Dev Traffic - PM Peak', Plan 1: 'Base')

Stage Sequence Diagram

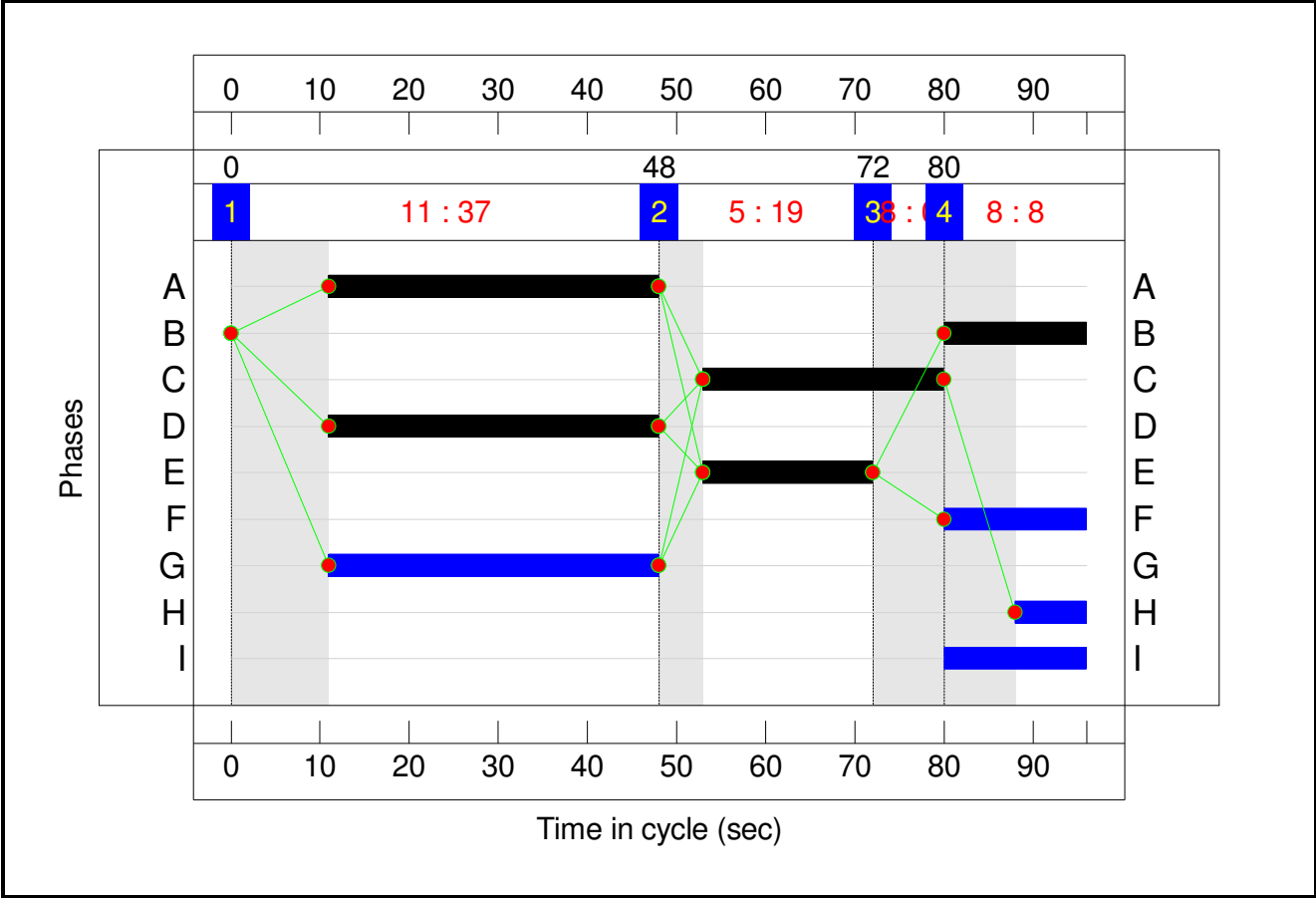


Full Input Data And Results

Stage Timings

Stage	1	2	3	4
Duration	37	19	0	8
Change Point	0	48	72	80

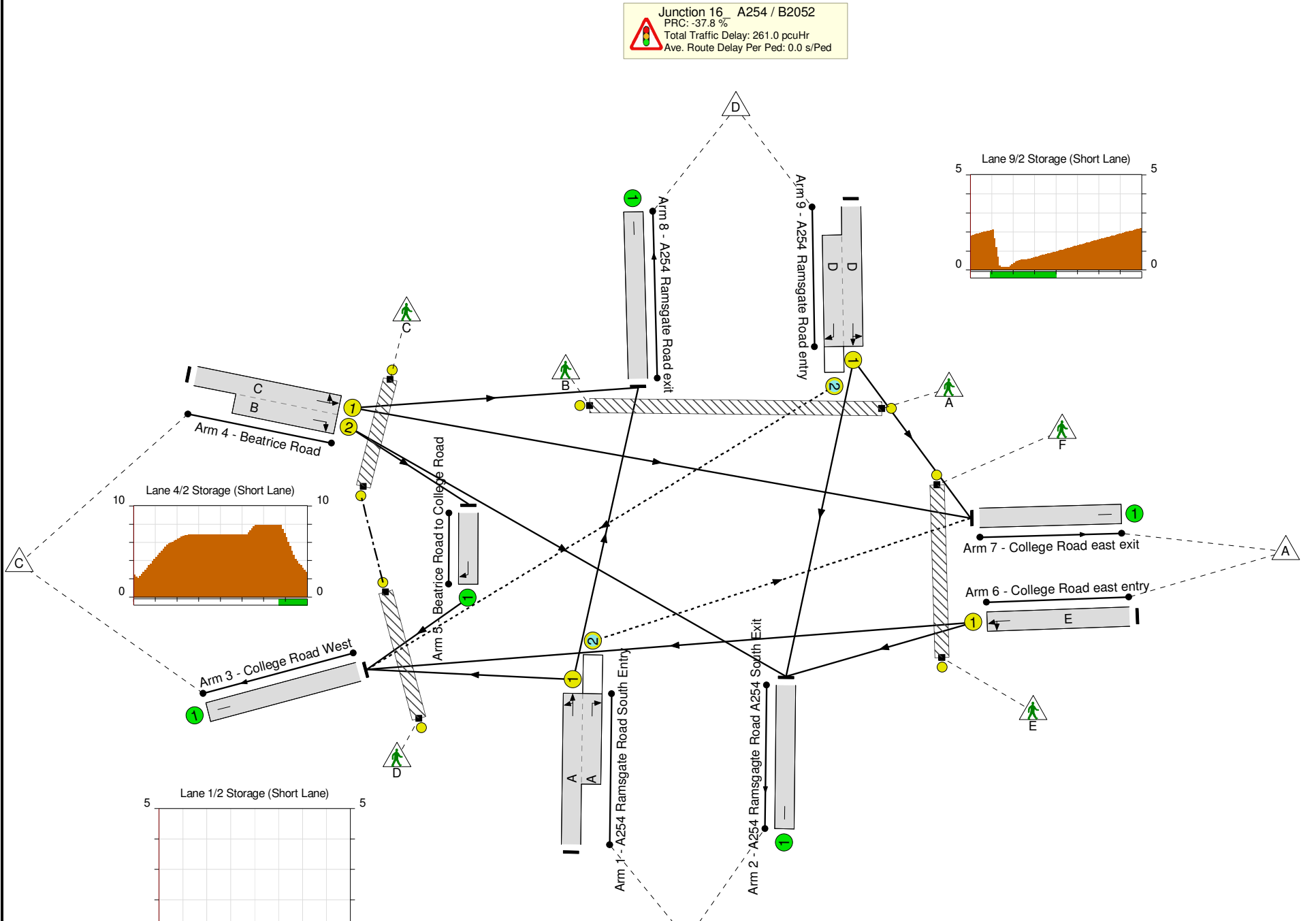
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

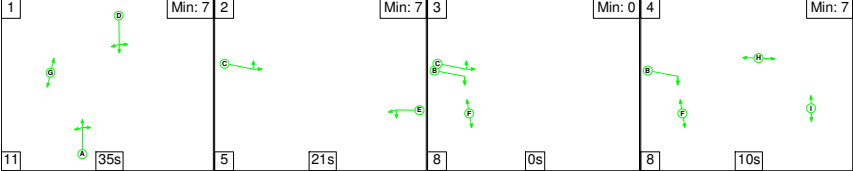
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 16	-	-	N/A	-	-		-	-	-	-	-	-	124.0%
Junction 16_ A254 / B2052	-	-	N/A	-	-		-	-	-	-	-	-	124.0%
1/1+1/2	A254 Ramsgate Road South Entry Left Right Ahead	U+O	N/A	N/A	A		1	37	-	862	1717:1622	625+80	122.3 : 122.3%
2/1	A254 Ramsgagte Road A254 South Exit	U	N/A	N/A	-		-	-	-	911	Inf	Inf	0.0%
3/1	College Road West	U	N/A	N/A	-		-	-	-	885	Inf	Inf	0.0%
4/1+4/2	Beatrice Road Right Right2 Ahead Left	U	N/A	N/A	C B		1	27:16	-	805	1907:1707	349+300	124.0 : 124.0%
5/1	Beatrice Road to College Road Right	U	N/A	N/A	-		-	-	-	92	2115	2115	3.5%
6/1	College Road east entry Left Ahead	U	N/A	N/A	E		1	19	-	505	1980	412	122.4%
7/1	College Road east exit	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
8/1	A254 Ramsgate Road exit	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
9/1+9/2	A254 Ramsgate Road entry Ahead Right Left	U+O	N/A	N/A	D		1	37	-	577	1908:1741	683+77	71.0 : 119.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	37	-	0	-	27750	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	16	-	0	-	12000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	16	-	0	-	12000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	6000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 16	-	-	80	0	77	40.4	219.7	1.0	261.0	-	-	-	-
Junction 16_ A254 / B2052	-	-	80	0	77	40.4	219.7	1.0	261.0	-	-	-	-
1/1+1/2	862	705	78	0	2	13.8	81.2	0.2	95.3	397.9	28.2	81.2	109.4
2/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	805	649	-	-	-	13.7	80.4	-	94.1	420.9	21.3	80.4	101.7
5/1	74	74	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	505	413	-	-	-	8.6	48.8	-	57.4	409.5	15.9	48.8	64.8
7/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1+9/2	577	562	2	0	75	4.2	9.2	0.8	14.2	88.5	10.9	9.2	20.1
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 - 08-0694 PRC for Signalled Lanes (%): -37.8 Total Delay for Signalled Lanes (pcuHr): 261.02 Cycle Time (s): 96 PRC Over All Lanes (%): -37.8 Total Delay Over All Lanes(pcuHr): 261.04													

Scenario 9: '2039 + Dev Traffic - Airport Peak' (FG9: '2039 + Dev Traffic - Airport Peak', Plan 1: 'Base')
Stage Sequence Diagram

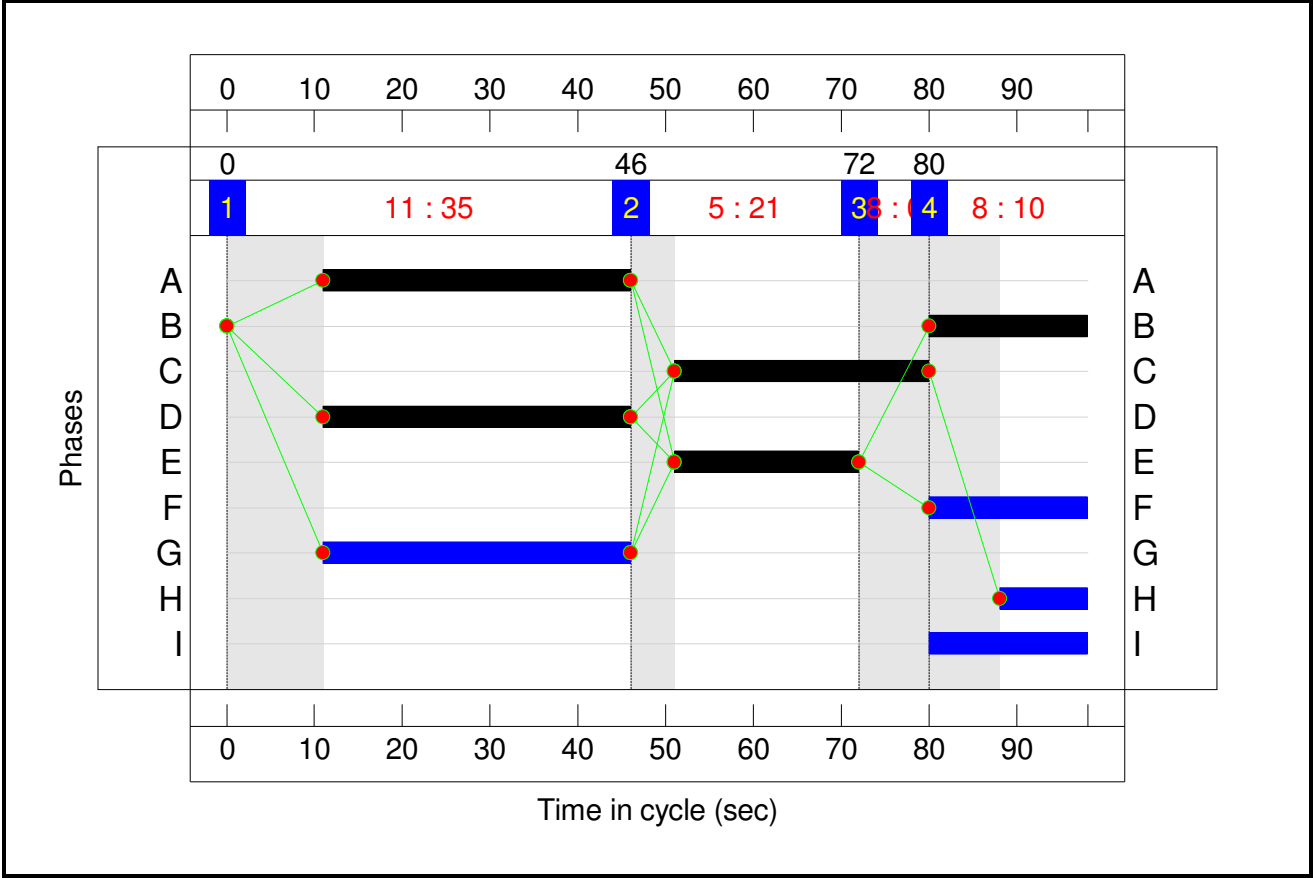


Full Input Data And Results

Stage Timings

Stage	1	2	3	4
Duration	35	21	0	10
Change Point	0	46	72	80

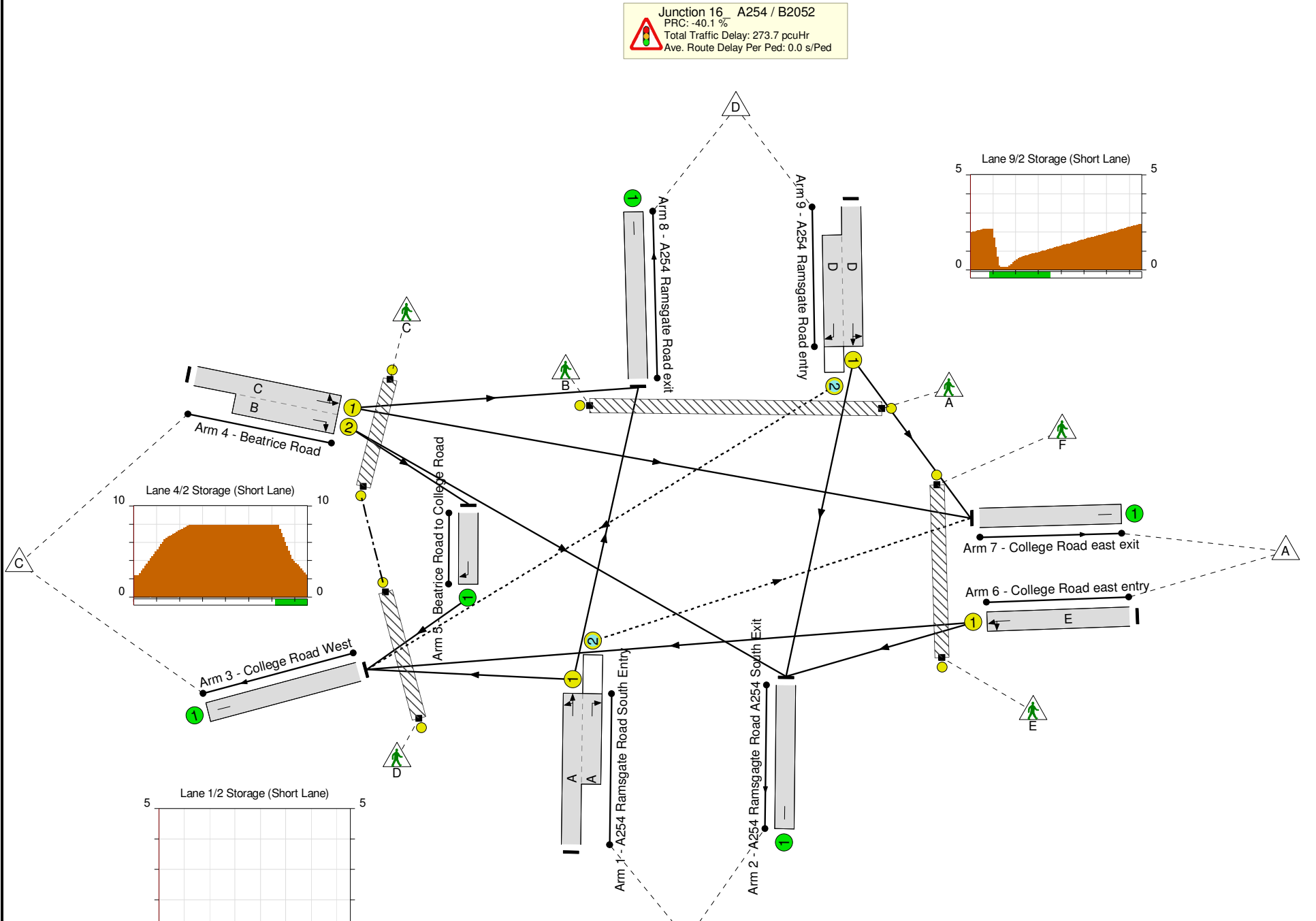
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

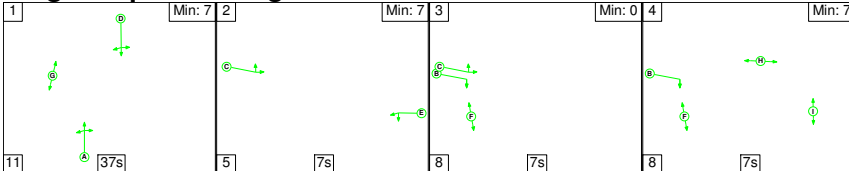
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 16	-	-	N/A	-	-		-	-	-	-	-	-	126.1%
Junction 16_ A254 / B2052	-	-	N/A	-	-		-	-	-	-	-	-	126.1%
1/1+1/2	A254 Ramsgate Road South Entry Left Right Ahead	U+O	N/A	N/A	A		1	35	-	854	1740:1622	591+94	124.7 : 124.7%
2/1	A254 Ramsgagte Road A254 South Exit	U	N/A	N/A	-		-	-	-	958	Inf	Inf	0.0%
3/1	College Road West	U	N/A	N/A	-		-	-	-	839	Inf	Inf	0.0%
4/1+4/2	Beatrice Road Right Right2 Ahead Left	U	N/A	N/A	C B		1	29:18	-	746	1906:1712	278+313	126.1 : 126.1%
5/1	Beatrice Road to College Road Right	U	N/A	N/A	-		-	-	-	84	2115	2115	3.2%
6/1	College Road east entry Left Ahead	U	N/A	N/A	E		1	21	-	543	1980	444	122.2%
7/1	College Road east exit	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
8/1	A254 Ramsgate Road exit	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
9/1+9/2	A254 Ramsgate Road entry Ahead Right Left	U+O	N/A	N/A	D		1	35	-	588	1906:1741	638+73	77.8 : 123.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	35	-	0	-	25714	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	18	-	0	-	13224	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	18	-	0	-	13224	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	10	-	0	-	7347	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 16	-	-	91	0	76	43.1	229.5	1.1	273.7	-	-	-	-
Junction 16_ A254 / B2052	-	-	91	0	76	43.1	229.5	1.1	273.7	-	-	-	-
1/1+1/2	854	685	91	0	2	15.0	87.1	0.4	102.4	431.8	28.4	87.1	115.5
2/1	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	746	592	-	-	-	13.8	79.5	-	93.3	450.4	20.1	79.5	99.6
5/1	67	67	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	543	444	-	-	-	9.4	51.9	-	61.2	405.9	17.5	51.9	69.3
7/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1+9/2	588	570	0	0	73	4.9	11.1	0.7	16.7	102.4	12.2	11.1	23.3
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 - 08-0694 PRC for Signalled Lanes (%): -40.1 Total Delay for Signalled Lanes (pcuHr): 273.72 Cycle Time (s): 98 PRC Over All Lanes (%): -40.1 Total Delay Over All Lanes(pcuHr): 273.73													

Scenario 10: '2039 B+Dev - Net Change - AM peak' (FG10: '2039 Base + Dev - Net Change - AM Peak', Plan 1: 'Base')

Stage Sequence Diagram

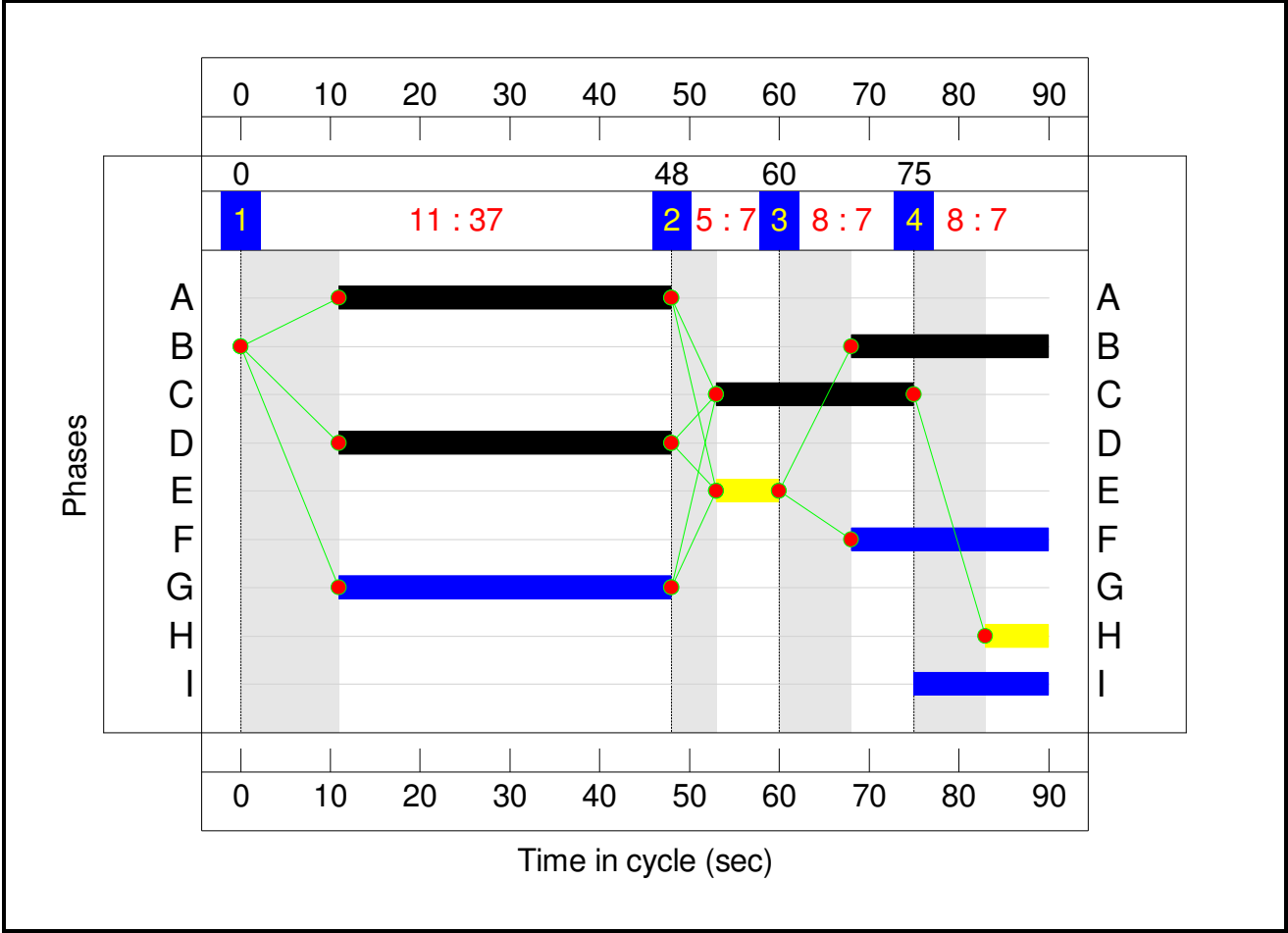


Full Input Data And Results

Stage Timings

Stage	1	2	3	4
Duration	37	7	7	7
Change Point	0	48	60	75

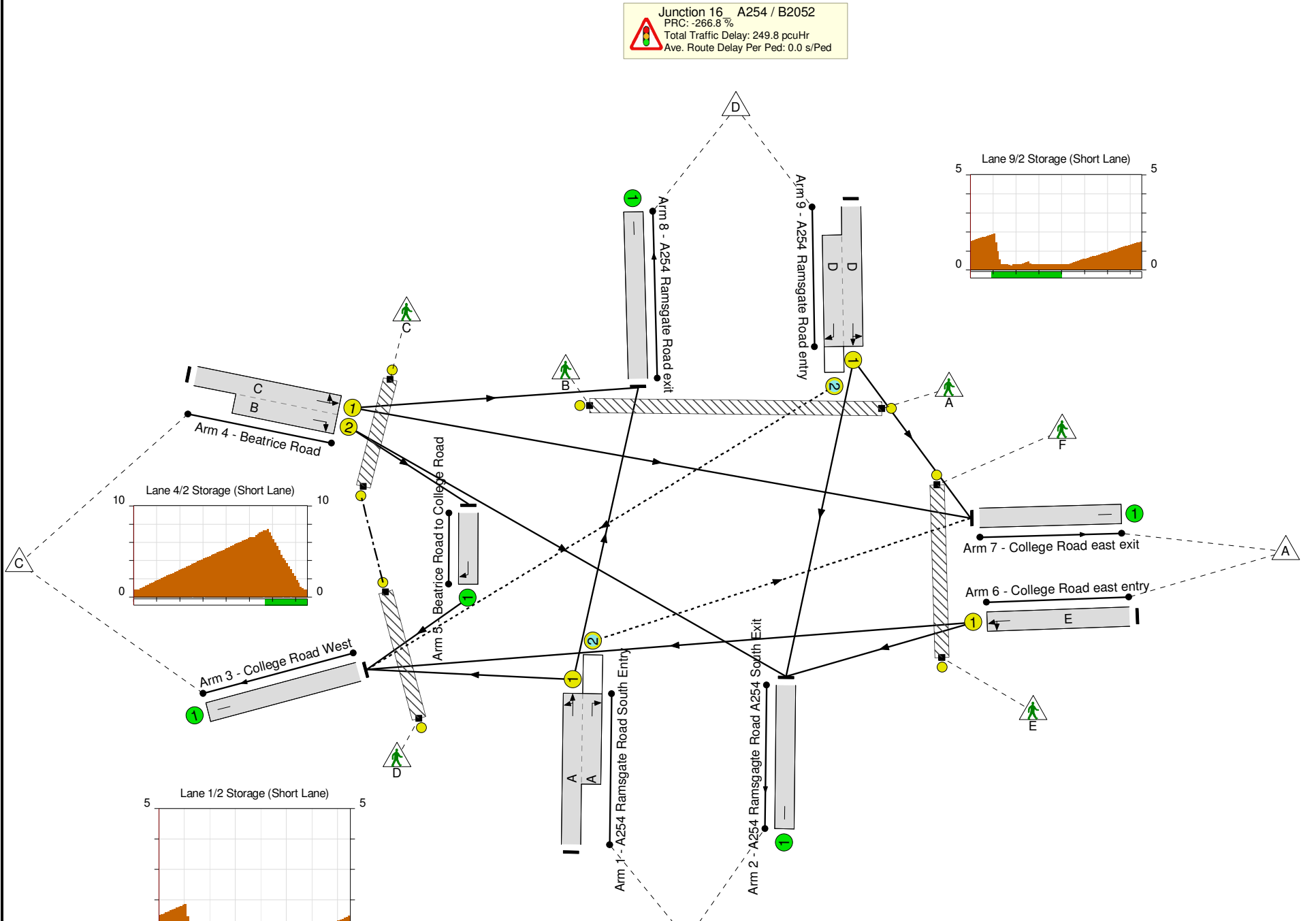
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

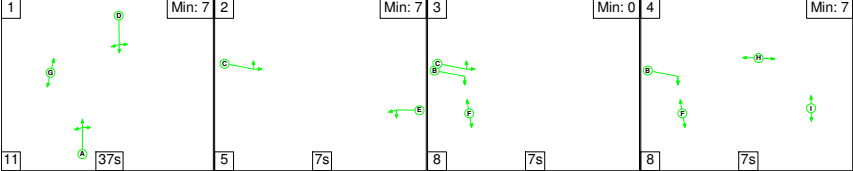
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 16	-	-	N/A	-	-		-	-	-	-	-	-	330.1%
Junction 16_ A254 / B2052	-	-	N/A	-	-		-	-	-	-	-	-	330.1%
1/1+1/2	A254 Ramsgate Road South Entry Left Right Ahead	U+O	N/A	N/A	A		1	37	-	503	1812:1622	648+181	60.6 : 60.6%
2/1	A254 Ramsgagte Road A254 South Exit	U	N/A	N/A	-		-	-	-	898	Inf	Inf	0.0%
3/1	College Road West	U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
4/1+4/2	Beatrice Road Right Right2 Ahead Left	U	N/A	N/A	C B		1	22	-	716	1910:1694	386+379	93.6 : 93.6%
5/1	Beatrice Road to College Road Right	U	N/A	N/A	-		-	-	-	123	2115	2115	5.8%
6/1	College Road east entry Left Ahead	U	N/A	N/A	E		1	7	-	581	1980	176	330.1%
7/1	College Road east exit	U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
8/1	A254 Ramsgate Road exit	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
9/1+9/2	A254 Ramsgate Road entry Ahead Right Left	U+O	N/A	N/A	D		1	37	-	595	1911:1741	716+164	67.6 : 67.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	37	-	0	-	29600	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	22	-	0	-	17600	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	15	-	0	-	12000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	5600	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 16	-	-	220	0	1	38.0	210.9	0.8	249.8	-	-	-	-
Junction 16_ A254 / B2052	-	-	220	0	1	38.0	210.9	0.8	249.8	-	-	-	-
1/1+1/2	503	503	109	0	1	2.6	0.8	0.4	3.8	27.1	7.3	0.8	8.0
2/1	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	716	716	-	-	-	6.2	5.9	-	12.1	60.7	9.0	5.9	14.9
5/1	123	123	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	581	176	-	-	-	26.1	203.2	-	229.3	1420.6	30.4	203.2	233.6
7/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1+9/2	595	595	111	0	0	3.2	1.0	0.4	4.6	27.8	9.5	1.0	10.5
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 - 08-0694 PRC for Signalled Lanes (%): -266.8 Total Delay for Signalled Lanes (pcuHr): 249.72 Cycle Time (s): 90 PRC Over All Lanes (%): -266.8 Total Delay Over All Lanes(pcuHr): 249.75													

Scenario 11: '2039 B+Dev - Net Change - PM peak' (FG11: '2039 Base + Dev - Net Change - PM Peak', Plan 1: 'Base')
Stage Sequence Diagram

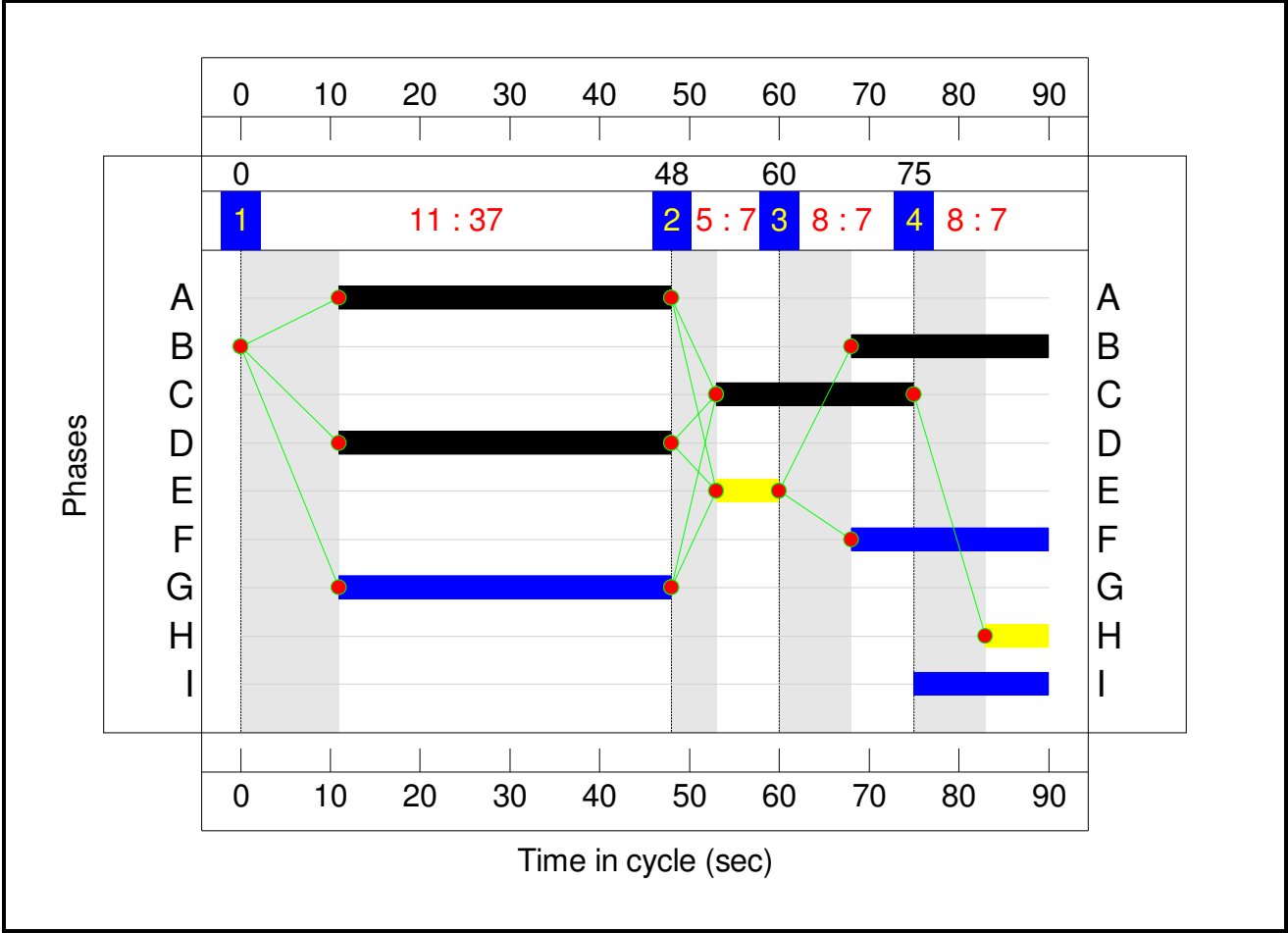


Full Input Data And Results

Stage Timings

Stage	1	2	3	4
Duration	37	7	7	7
Change Point	0	48	60	75

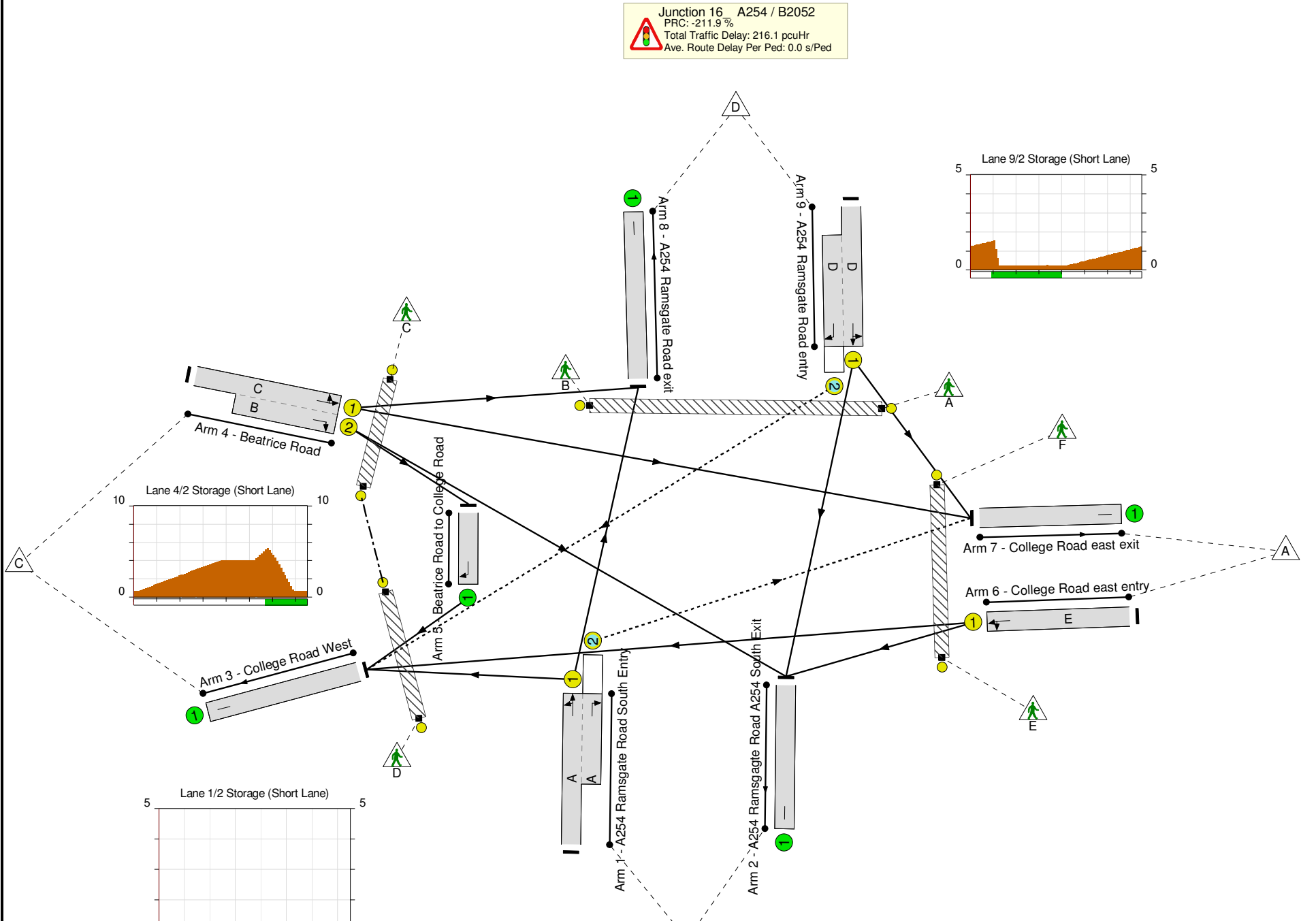
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

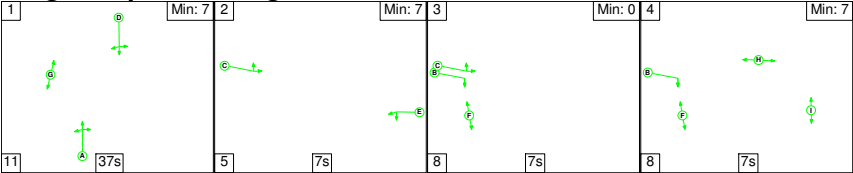
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 16	-	-	N/A	-	-		-	-	-	-	-	-	280.7%
Junction 16_ A254 / B2052	-	-	N/A	-	-		-	-	-	-	-	-	280.7%
1/1+1/2	A254 Ramsgate Road South Entry Left Right Ahead	U+O	N/A	N/A	A		1	37	-	630	1781:1622	677+122	78.9 : 78.9%
2/1	A254 Ramsgagte Road A254 South Exit	U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
3/1	College Road West	U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
4/1+4/2	Beatrice Road Right Right2 Ahead Left	U	N/A	N/A	C B		1	22	-	711	1907:1697	417+274	102.8 : 102.8%
5/1	Beatrice Road to College Road Right	U	N/A	N/A	-		-	-	-	92	2115	2115	4.3%
6/1	College Road east entry Left Ahead	U	N/A	N/A	E		1	7	-	494	1980	176	280.7%
7/1	College Road east exit	U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
8/1	A254 Ramsgate Road exit	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
9/1+9/2	A254 Ramsgate Road entry Ahead Right Left	U+O	N/A	N/A	D		1	37	-	562	1908:1741	727+141	64.8 : 64.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	37	-	0	-	29600	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	22	-	0	-	17600	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	15	-	0	-	12000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	5600	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 16	-	-	186	0	1	33.9	181.5	0.8	216.1	-	-	-	-
Junction 16_ A254 / B2052	-	-	186	0	1	33.9	181.5	0.8	216.1	-	-	-	-
1/1+1/2	630	630	95	0	1	3.7	1.8	0.3	5.8	33.2	12.0	1.8	13.9
2/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	711	699	-	-	-	6.6	18.9	-	25.5	129.0	13.6	18.9	32.5
5/1	92	92	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	494	176	-	-	-	20.6	159.8	-	180.4	1314.5	24.5	159.8	184.3
7/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1+9/2	562	562	91	0	0	3.0	0.9	0.5	4.4	28.5	9.0	0.9	9.9
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 - 08-0694 PRC for Signalled Lanes (%): -211.9 Total Delay for Signalled Lanes (pcuHr): 216.12 Cycle Time (s): 90 PRC Over All Lanes (%): -211.9 Total Delay Over All Lanes(pcuHr): 216.14													

Scenario 12: '2039 B+Dev - Net Change - Airport peak' (FG12: '2039 Base + Dev - Net Change - Airport Peak', Plan 1: 'Base')
Stage Sequence Diagram

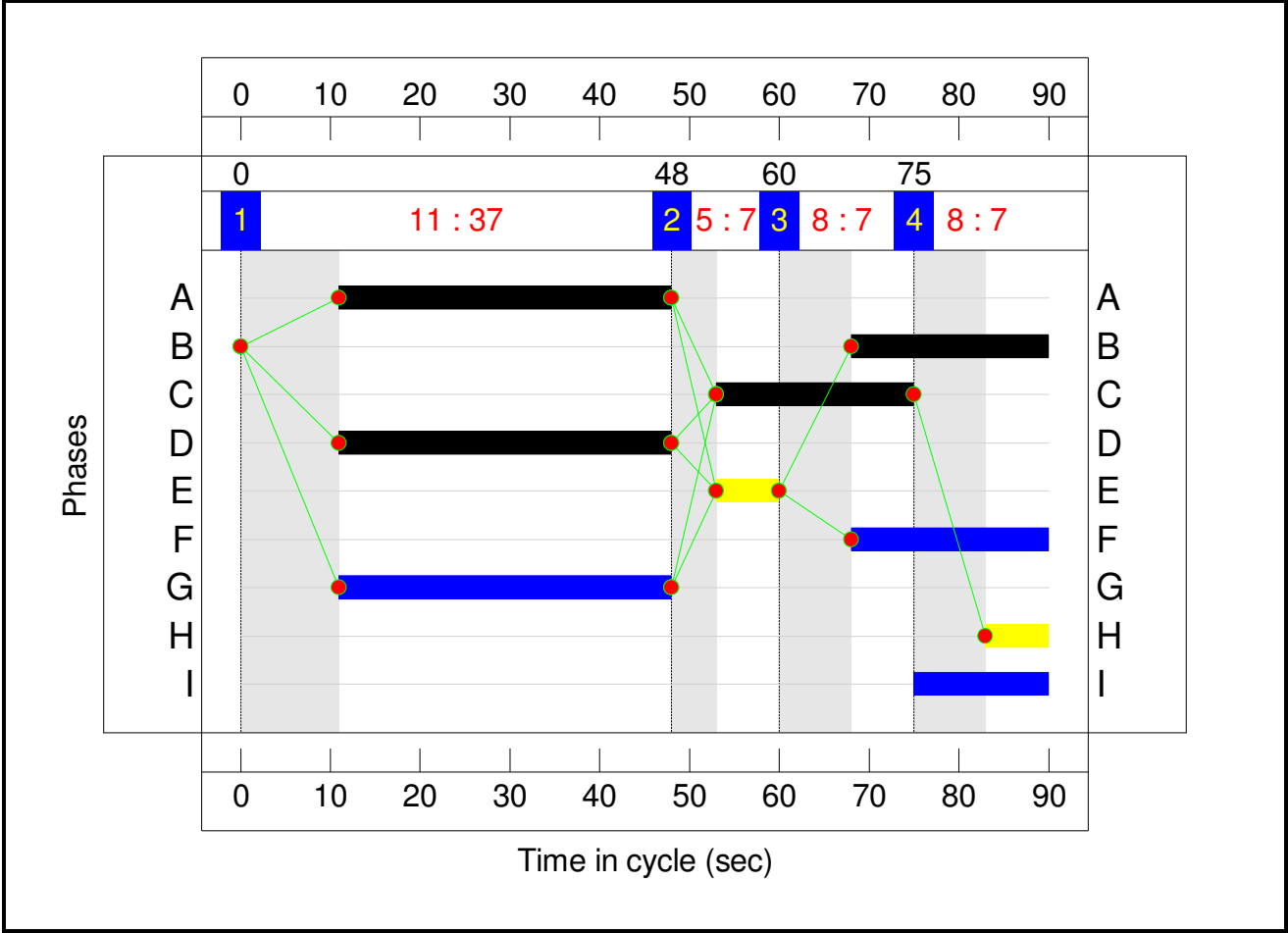


Full Input Data And Results

Stage Timings

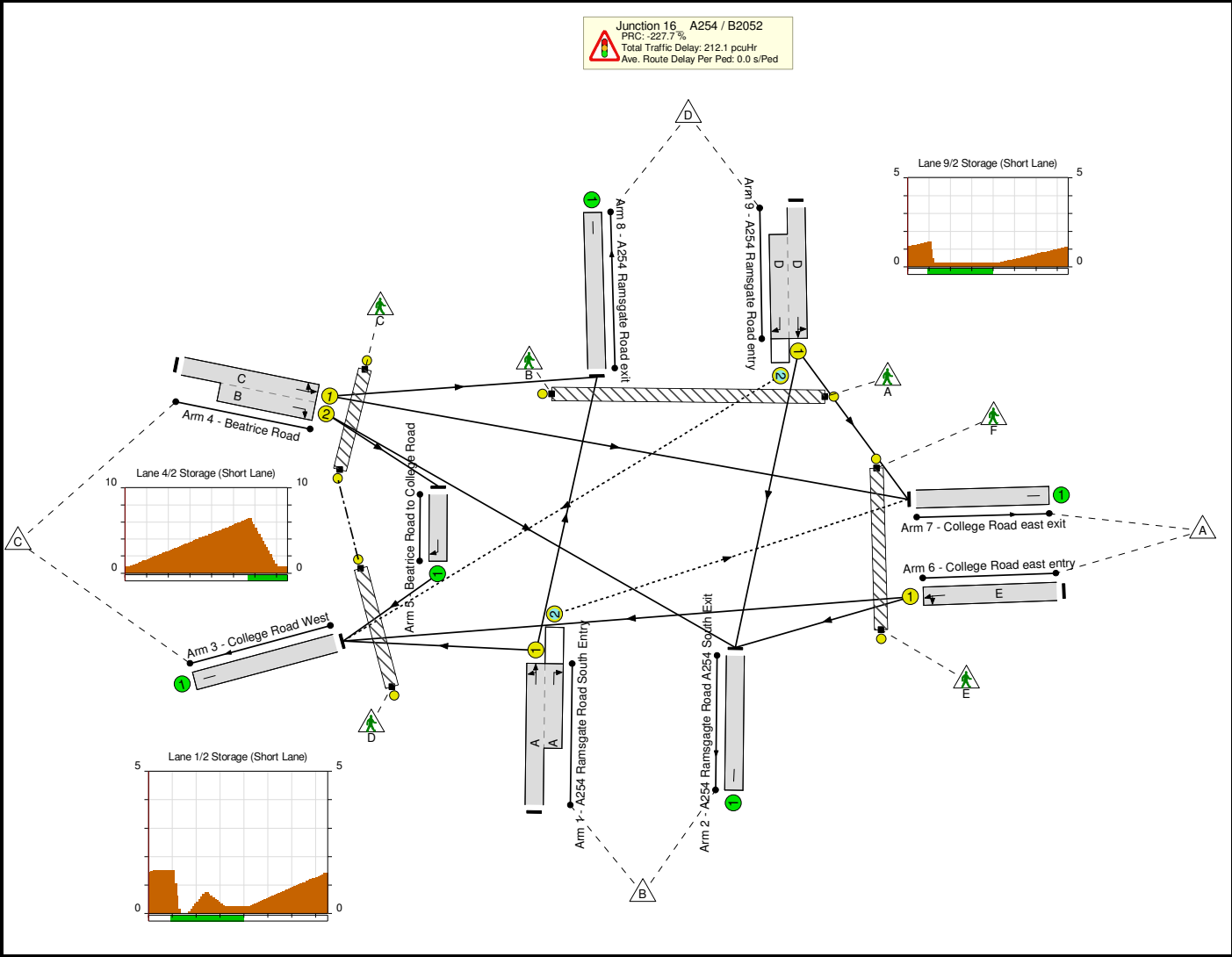
Stage	1	2	3	4
Duration	37	7	7	7
Change Point	0	48	60	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 16	-	-	N/A	-	-		-	-	-	-	-	-	294.9%
Junction 16_ A254 / B2052	-	-	N/A	-	-		-	-	-	-	-	-	294.9%
1/1+1/2	A254 Ramsgate Road South Entry Left Right Ahead	U+O	N/A	N/A	A		1	37	-	625	1801:1622	670+140	77.2 : 77.2%
2/1	A254 Ramsgagte Road A254 South Exit	U	N/A	N/A	-		-	-	-	837	Inf	Inf	0.0%
3/1	College Road West	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
4/1+4/2	Beatrice Road Right Right2 Ahead Left	U	N/A	N/A	C B		1	22	-	646	1906:1704	404+377	83.9 : 81.4%
5/1	Beatrice Road to College Road Right	U	N/A	N/A	-		-	-	-	84	2115	2115	4.0%
6/1	College Road east entry Left Ahead	U	N/A	N/A	E		1	7	-	519	1980	176	294.9%
7/1	College Road east exit	U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%
8/1	A254 Ramsgate Road exit	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
9/1+9/2	A254 Ramsgate Road entry Ahead Right Left	U+O	N/A	N/A	D		1	37	-	554	1906:1741	733+129	64.3 : 64.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	37	-	0	-	29600	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	22	-	0	-	17600	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	15	-	0	-	12000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	5600	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 16	-	-	190	0	1	34.2	177.1	0.8	212.1	-	-	-	-
Junction 16_ A254 / B2052	-	-	190	0	1	34.2	177.1	0.8	212.1	-	-	-	-
1/1+1/2	625	625	107	0	1	3.6	1.7	0.3	5.6	32.2	11.6	1.7	13.2
2/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	646	646	-	-	-	5.5	2.3	-	7.8	43.2	7.6	2.3	9.9
5/1	84	84	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	519	176	-	-	-	22.2	172.3	-	194.4	1348.6	26.2	172.3	198.5
7/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1+9/2	554	554	83	0	0	3.0	0.9	0.4	4.3	28.0	9.0	0.9	9.9
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 - 08-0694 PRC for Signalled Lanes (%): -227.7 Total Delay for Signalled Lanes (pcuHr): 212.09 Cycle Time (s): 90 PRC Over All Lanes (%): -227.7 Total Delay Over All Lanes(pcuHr): 212.11													

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Jct 17_Ramsgate Rd_Poorhole Ln_R1.j9
Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Reviewed\Jct 17_Ramsgate Rd_Poorhole Ln
Report generation date: 19/10/2017 14:14:36

»4 arm standard rbt - 2017, AM
»4 arm standard rbt - 2017, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	4 arm standard rbt - 2017													
1 - Poorhole Ln	0.4	5.09	0.31	A	24.36	C	1 % [2 - Margate Rd]	0.5	5.66	0.36	A	61.64	F	-12 % [2 - Margate Rd]
2 - Margate Rd	5.2	32.46	0.85	D				24.1	116.04	1.03	F			
3 - Star Ln	1.6	12.59	0.62	B				1.3	11.04	0.56	B			
4 - Ramsgate Rd	7.8	30.57	0.90	D				18.6	61.67	0.98	F			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

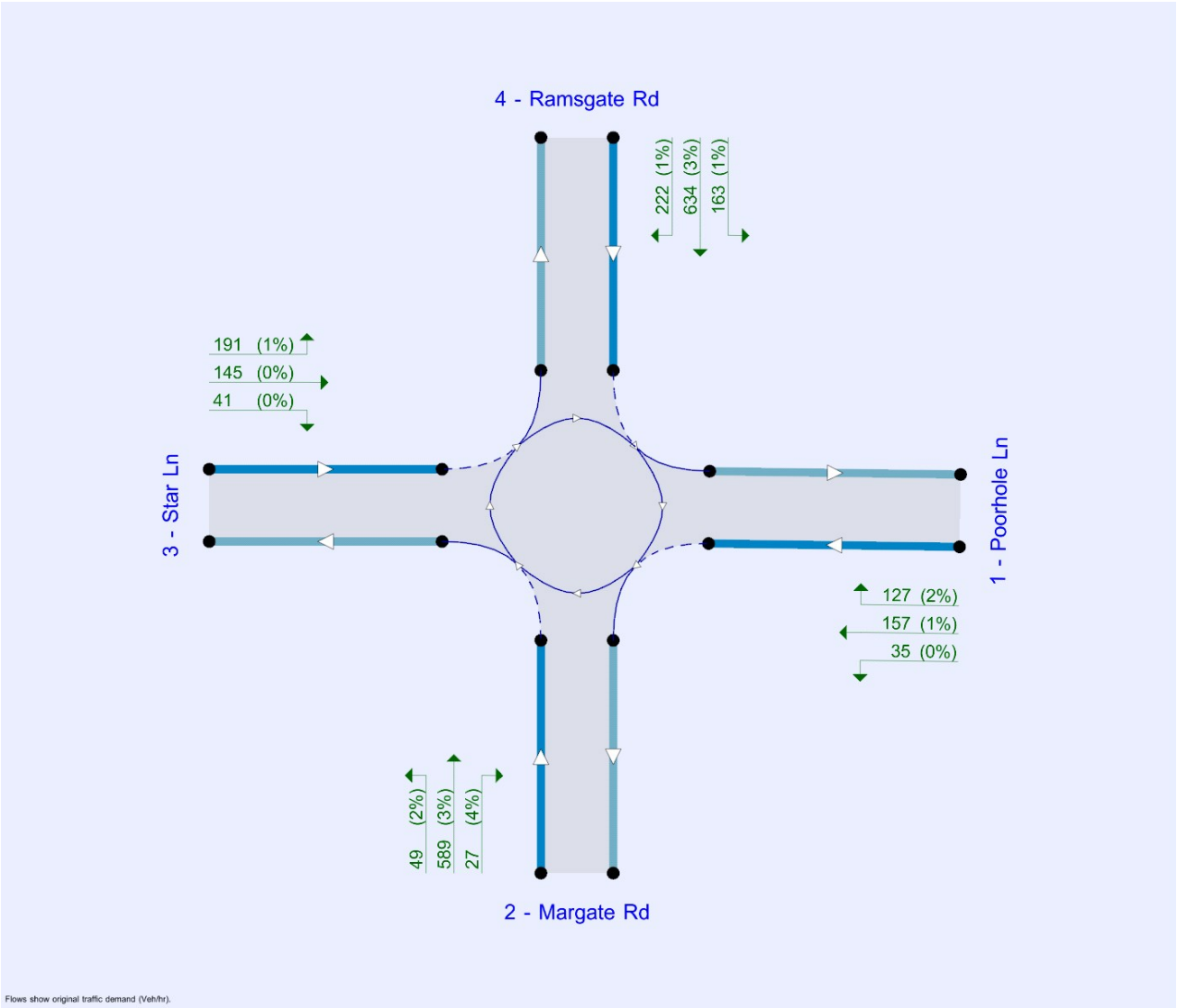
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	04/10/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\fuad.huda
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	mph	Veh	Veh	perHour	s	-Min	perMin



Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15
D2	2017	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Description	Network flow scaling factor (%)
A1	4 arm standard rbt	Poorhole Ln - Margate Rd - Star Ln - Ramsgate Rd	100.000

4 arm standard rbt - 2017, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	24.36	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	1	2 - Margate Rd

Arms

Arms

Arm	Name	Description
1	Poorhole Ln	
2	Margate Rd	
3	Star Ln	
4	Ramsgate Rd	

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)	Exit only
1 - Poorhole Ln	3.73	6.84	15.4	13.3	40.1	41.0	
2 - Margate Rd	3.65	4.39	1.1	6.9	40.1	50.0	
3 - Star Ln	3.91	3.91	0.0	12.0	40.1	22.0	
4 - Ramsgate Rd	3.22	7.79	8.1	18.7	40.1	64.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Poorhole Ln	0.602	1596
2 - Margate Rd	0.450	986
3 - Star Ln	0.536	1179
4 - Ramsgate Rd	0.523	1289

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Poorhole Ln		✓	285	100.000
2 - Margate Rd		✓	559	100.000
3 - Star Ln		✓	417	100.000
4 - Ramsgate Rd		✓	893	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Poorhole Ln	2 - Margate Rd	3 - Star Ln	4 - Ramsgate Rd
From	1 - Poorhole Ln	0	11	137	137
	2 - Margate Rd	12	0	26	521
	3 - Star Ln	184	44	0	189
	4 - Ramsgate Rd	141	595	157	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Poorhole Ln	2 - Margate Rd	3 - Star Ln	4 - Ramsgate Rd
From	1 - Poorhole Ln	0	9	1	4
	2 - Margate Rd	17	0	12	6
	3 - Star Ln	2	0	0	3
	4 - Ramsgate Rd	9	5	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Poorhole Ln	0.31	5.09	0.4	A
2 - Margate Rd	0.85	32.46	5.2	D
3 - Star Ln	0.62	12.59	1.6	B
4 - Ramsgate Rd	0.90	30.57	7.8	D

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Poorhole Ln	215	594	1192	0.180	214	0.2	3.676	A
2 - Margate Rd	421	323	786	0.535	416	1.1	9.626	A
3 - Star Ln	314	500	876	0.359	312	0.6	6.361	A
4 - Ramsgate Rd	672	179	1134	0.593	667	1.4	7.608	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Poorhole Ln	256	712	1120	0.229	256	0.3	4.165	A
2 - Margate Rd	503	386	758	0.663	500	1.9	13.746	B
3 - Star Ln	375	599	820	0.457	374	0.8	8.041	A
4 - Ramsgate Rd	803	215	1116	0.719	799	2.5	11.191	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Poorhole Ln	314	861	1029	0.305	313	0.4	5.024	A
2 - Margate Rd	615	471	722	0.852	604	4.8	28.015	D
3 - Star Ln	459	726	750	0.612	456	1.5	12.147	B
4 - Ramsgate Rd	983	262	1092	0.900	965	7.0	25.263	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Poorhole Ln	314	874	1021	0.307	314	0.4	5.088	A
2 - Margate Rd	615	474	721	0.854	614	5.2	32.455	D
3 - Star Ln	459	736	745	0.617	459	1.6	12.588	B
4 - Ramsgate Rd	983	264	1091	0.901	980	7.8	30.565	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Poorhole Ln	256	733	1107	0.231	257	0.3	4.237	A
2 - Margate Rd	503	392	756	0.664	515	2.1	15.640	C
3 - Star Ln	375	615	812	0.462	378	0.9	8.346	A
4 - Ramsgate Rd	803	218	1115	0.720	823	2.7	13.139	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Poorhole Ln	215	603	1186	0.181	215	0.2	3.705	A
2 - Margate Rd	421	326	785	0.536	424	1.2	10.087	B
3 - Star Ln	314	508	871	0.360	315	0.6	6.489	A
4 - Ramsgate Rd	672	181	1133	0.593	677	1.5	7.972	A

4 arm standard rbt - 2017, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	61.64	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-12	2 - Margate Rd

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Poorhole Ln		✓	319	100.000
2 - Margate Rd		✓	665	100.000
3 - Star Ln		✓	377	100.000
4 - Ramsgate Rd		✓	1019	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Poorhole Ln	2 - Margate Rd	3 - Star Ln	4 - Ramsgate Rd
	1 - Poorhole Ln	0	35	157	127
	2 - Margate Rd	27	0	49	589
	3 - Star Ln	145	41	0	191
	4 - Ramsgate Rd	163	634	222	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Poorhole Ln	2 - Margate Rd	3 - Star Ln	4 - Ramsgate Rd
	1 - Poorhole Ln	0	0	1	2
	2 - Margate Rd	4	0	2	3
	3 - Star Ln	0	0	0	1
	4 - Ramsgate Rd	1	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Poorhole Ln	0.36	5.66	0.5	A
2 - Margate Rd	1.03	116.04	24.1	F
3 - Star Ln	0.56	11.04	1.3	B
4 - Ramsgate Rd	0.98	61.67	18.6	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Poorhole Ln	240	669	1171	0.205	239	0.3	3.858	A
2 - Margate Rd	501	378	791	0.633	494	1.7	11.889	B
3 - Star Ln	284	553	869	0.327	282	0.5	6.112	A
4 - Ramsgate Rd	767	159	1182	0.649	760	1.8	8.393	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Poorhole Ln	287	801	1091	0.263	286	0.4	4.471	A
2 - Margate Rd	598	453	757	0.789	591	3.4	20.773	C
3 - Star Ln	339	661	810	0.419	338	0.7	7.617	A
4 - Ramsgate Rd	916	191	1166	0.786	910	3.4	13.702	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Poorhole Ln	351	952	999	0.351	350	0.5	5.542	A
2 - Margate Rd	732	547	716	1.023	682	15.8	66.474	F
3 - Star Ln	415	772	749	0.554	413	1.2	10.643	B
4 - Ramsgate Rd	1122	232	1145	0.980	1079	14.1	40.187	E

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Poorhole Ln	351	972	987	0.356	351	0.5	5.663	A
2 - Margate Rd	732	553	713	1.027	699	24.1	116.042	F
3 - Star Ln	415	787	741	0.560	415	1.3	11.043	B
4 - Ramsgate Rd	1122	233	1144	0.981	1104	18.6	61.671	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Poorhole Ln	287	856	1058	0.271	287	0.4	4.678	A
2 - Margate Rd	598	468	751	0.796	676	4.6	62.970	F
3 - Star Ln	339	740	766	0.442	341	0.8	8.495	A
4 - Ramsgate Rd	916	196	1163	0.788	974	4.0	23.723	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Poorhole Ln	240	683	1163	0.207	241	0.3	3.906	A
2 - Margate Rd	501	383	788	0.635	512	1.8	13.517	B
3 - Star Ln	284	570	860	0.330	285	0.5	6.278	A
4 - Ramsgate Rd	767	161	1181	0.650	776	1.9	9.061	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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Filename: 20a.Junction 20A.1,2,3_Base.j9

Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Validated\Jct 20A.1, 20A.2, 20A.3 and 20B

Report generation date: 05/02/2018 17:53:06

- »Junctions 9 - 2017 Baseline Traffic, AM
- »Junctions 9 - 2017 Baseline Traffic, PM
- »Junctions 9 - 2017 Baseline Traffic, Airport Peak
- »Junctions 9 - 2039 Growthed Traffic, AM
- »Junctions 9 - 2039 Growthed Traffic, PM
- »Junctions 9 - 2039 Growthed Traffic, Airport Peak
- »Junctions 9 - 2039 + Dev Traffic, AM
- »Junctions 9 - 2039 + Dev Traffic, PM
- »Junctions 9 - 2039 + Dev Traffic, Airport Peak
- »Junctions 9 - 2039 B+Dev Net Change, AM
- »Junctions 9 - 2039 B+Dev Net Change, PM
- »Junctions 9 - 2039 B+Dev Net Change, Airport Peak

Summary of junction performance

	AM					PM					Airport Peak				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
	Junctions 9 - 2017 Baseline Traffic														
20A.3 - Junction 20A.3 - Stream B-AC	0.3	0.13	0.23	A	-25 %	0.5	0.15	0.34	A	-19 %	0.4	0.14	0.30	A	-10 %
20A.3 - Junction 20A.3 - Stream C-AB	0.0	0.00	0.00	A	[20A12 - Junction 20A.1&2 - Stream B-AC]	0.0	0.00	0.00	A	[20A12 - Junction 20A.1&2 - Stream B-AC]	0.0	0.00	0.00	A	[20A12 - Junction 20A.1&2 - Stream B-AC]
20A12 - Junction 20A.1&2 - Stream B-AC	78.6	8.08	1.28	F		43.0	4.78	1.17	F		10.8	1.40	0.96	F	
20A12 - Junction 20A.1&2 - Stream C-AB	4.0	0.69	0.82	E		5.5	1.00	0.87	F		2.1	0.41	0.69	C	
	Junctions 9 - 2039 Growthed Traffic														
20A.3 - Junction 20A.3 - Stream B-AC	0.4	0.14	0.30	A	-40 %	0.8	0.18	0.45	B	-36 %	0.7	0.17	0.42	B	-33 %
20A.3 - Junction 20A.3 - Stream C-AB	0.0	0.00	0.00	A	[20A12 - Junction 20A.1&2 - Stream B-AC]	0.0	0.00	0.00	A	[20A12 - Junction 20A.1&2 - Stream B-AC]	0.0	0.00	0.00	A	[20A12 - Junction 20A.1&2 - Stream B-AC]
20A12 - Junction 20A.1&2 - Stream B-AC	281.2	31.24	1.91	F		209.4	26.30	1.91	F		153.7	18.17	1.60	F	
20A12 - Junction 20A.1&2 - Stream C-AB	49.2	5.70	1.22	F		75.4	10.42	1.43	F		36.0	3.69	1.15	F	
	Junctions 9 - 2039 + Dev Traffic														
20A.3 - Junction 20A.3 - Stream B-AC	0.4	0.15	0.30	A	-42 %	0.8	0.18	0.45	B	-36 %	0.7	0.17	0.42	B	-36 %
20A.3 - Junction 20A.3 - Stream C-AB	0.0	0.00	0.00	A	[20A12 - Junction 20A.1&2 - Stream B-AC]	0.0	0.00	0.00	A	[20A12 - Junction 20A.1&2 - Stream B-AC]	0.0	0.00	0.00	A	[20A12 - Junction 20A.1&2 - Stream B-AC]
20A12 - Junction 20A.1&2 - Stream B-AC	336.5	37.45	2.05	F		214.0	26.95	1.93	F		200.9	23.22	1.74	F	
20A12 - Junction 20A.1&2 - Stream C-AB	57.0	7.00	1.27	F		147.8	17.45	1.55	F		47.0	5.45	1.22	F	
	Junctions 9 - 2039 B+Dev Net Change														
20A.3 - Junction 20A.3 - Stream B-AC	0.4	0.15	0.30	A	-40 %	0.8	0.18	0.45	B	-34 %	0.7	0.17	0.42	B	-33 %
20A.3 - Junction 20A.3 - Stream C-AB	0.0	0.00	0.00	A	[20A12 - Junction 20A.1&2 - Stream B-AC]	0.0	0.00	0.00	A	[20A12 - Junction 20A.1&2 - Stream B-AC]	0.0	0.00	0.00	A	[20A12 - Junction 20A.1&2 - Stream B-AC]
20A12 - Junction 20A.1&2 - Stream B-AC	285.4	30.42	1.85	F		180.9	21.93	1.74	F		167.0	18.76	1.59	F	
20A12 - Junction 20A.1&2 - Stream C-AB	37.5	3.74	1.14	F		78.6	10.28	1.40	F		30.9	2.81	1.12	F	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Junction 20B
Location	A256 - Manston Rd West
Site number	20B
Date	04/10/2017
Version	
Status	(new file)

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Junctions 9	✓	100.000	100.000

Junctions 9 - 2017 Baseline Traffic, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
20A.3	Junction 20A.3	T-Junction	Two-way	0.02	A
20A12	Junction 20A.1&2	T-Junction	Two-way	1.68	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-25	20A12 - Junction 20A.1&2 - Stream B-AC

Arms

Arms

Junction	Arm	Name	Description	Arm type
20A.3 - Junction 20A.3	A	A256/Manston Rd West		Major
	B	A256 North		Minor
	C	Manston Rd East		Major
20A12 - Junction 20A.1&2	A	A256 North		Major
	B	Manston Road (East)		Minor
	C	A256 South		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
20A.3 - Junction 20A.3	C - Manston Rd East	11.72					0.0	✓	0.00
20A12 - Junction 20A.1&2	C - A256 South	8.21	✓	7.19	✓	4.24	110.0	✓	80.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
20A.3 - Junction 20A.3	B - A256 North	One lane	3.79	0	48
20A12 - Junction 20A.1&2	B - Manston Road (East)	One lane	5.00	40	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
20A12	B-A	766	0.109	0.275	0.173	0.392
20A12	B-C	840	0.116	0.294	-	-
20A12	C-B	779	0.273	0.273	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
20A.3	B-A	541	0.074	0.187	0.118	0.267
20A.3	B-C	706	0.081	0.205	-	-
20A.3	C-B	574	0.167	0.167	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2017 Baseline Traffic	AM	ONE HOUR	07:30	09:00	15	

							✓
--	--	--	--	--	--	--	---

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
20A.3 - Junction 20A.3	A - A256/Manston Rd West		ONE HOUR	✓	335	100.000
	B - A256 North		ONE HOUR	✓	131	100.000
	C - Manston Rd East		ONE HOUR	✓	577	100.000
20A12 - Junction 20A.1&2	A - A256 North		ONE HOUR	✓	968	100.000
	B - Manston Road (East)		ONE HOUR	✓	577	100.000
	C - A256 South		ONE HOUR	✓	1324	100.000

Origin-Destination Data

Demand (Veh/hr)

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	968
	B - Manston Road (East)	0	0	577
	C - A256 South	989	335	0

Demand (Veh/hr)

20A.3 - Junction 20A.3

	To			
		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
From	A - A256/Manston Rd West	0	0	335
	B - A256 North	0	0	131
	C - Manston Rd East	577	0	0

Vehicle Mix

Heavy Vehicle Percentages

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	5
	B - Manston Road (East)	0	0	3
	C - A256 South	5	5	0

Heavy Vehicle Percentages

20A.3 - Junction 20A.3

	To			
		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
From	A - A256/Manston Rd West	0	0	5
	B - A256 North	0	0	2
	C - Manston Rd East	3	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
20A.3 - Junction 20A.3	B-AC	0.23	0.13	0.3	A	120	180
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					529	794
	A-B					0	0
	A-C					307	461
20A12 - Junction 20A.1&2	B-AC	1.28	8.08	78.6	F	529	794
	C-AB	0.82	0.69	4.0	E	307	461
	C-A					908	1361
	A-B					0	0
	A-C					888	1332

Main Results for each time segment

07:30 - 07:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	99	25	639	0.154	98	0.0	0.2	0.111	A
	C-AB	0	0	522	0.000	0	0.0	0.0	0.000	A
	C-A	434	109			434				
	A-B	0	0			0				
	A-C	252	63			252				
20A12 - Junction 20A.1&2	B-AC	434	109	597	0.728	425	0.0	2.5	0.332	C
	C-AB	252	63	543	0.464	249	0.0	0.8	0.202	B
	C-A	745	186			745				
	A-B	0	0			0				
	A-C	729	182			729				

07:45 - 08:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	118	29	628	0.187	118	0.2	0.2	0.117	A
	C-AB	0	0	513	0.000	0	0.0	0.0	0.000	A
	C-A	519	130			519				
	A-B	0	0			0				
	A-C	301	75			301				
20A12 - Junction 20A.1&2	B-AC	519	130	554	0.936	498	2.5	7.7	0.850	F
	C-AB	301	75	505	0.597	299	0.8	1.4	0.288	C
	C-A	889	222			889				
	A-B	0	0			0				
	A-C	870	218			870				

08:00 - 08:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	144	36	614	0.235	144	0.2	0.3	0.128	A
	C-AB	0	0	502	0.000	0	0.0	0.0	0.000	A
	C-A	635	159			635				
	A-B	0	0			0				
	A-C	369	92			369				
20A12 - Junction 20A.1&2	B-AC	635	159	496	1.282	492	7.7	43.6	3.427	F
	C-AB	369	92	451	0.817	360	1.4	3.7	0.603	E
	C-A	1089	272			1089				
	A-B	0	0			0				
	A-C	1066	266			1066				

08:15 - 08:30

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	144	36	614	0.235	144	0.3	0.3	0.128	A
	C-AB	0	0	502	0.000	0	0.0	0.0	0.000	A
	C-A	635	159			635				
	A-B	0	0			0				
	A-C	369	92			369				
20A12 - Junction 20A.1&2	B-AC	635	159	496	1.282	495	43.6	78.6	7.366	F
	C-AB	369	92	451	0.817	368	3.7	4.0	0.692	E
	C-A	1089	272			1089				
	A-B	0	0			0				
	A-C	1066	266			1066				

08:30 - 08:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	118	29	628	0.187	118	0.3	0.2	0.118	A
	C-AB	0	0	513	0.000	0	0.0	0.0	0.000	A
	C-A	519	130			519				
	A-B	0	0			0				
	A-C	301	75			301				
20A12 - Junction 20A.1&2	B-AC	519	130	554	0.936	547	78.6	71.5	8.083	F
	C-AB	301	75	505	0.597	311	4.0	1.5	0.324	C
	C-A	889	222			889				
	A-B	0	0			0				
	A-C	870	218			870				

08:45 - 09:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
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20A.3 - Junction 20A.3	B-AC	99	25	639	0.154	99	0.2	0.2	0.111	A
	C-AB	0	0	522	0.000	0	0.0	0.0	0.000	A
	C-A	434	109			434				
	A-B	0	0			0				
	A-C	252	63			252				
20A12 - Junction 20A.1&2	B-AC	434	109	597	0.728	588	71.5	33.0	5.387	F
	C-AB	252	63	543	0.464	255	1.5	0.9	0.210	B
	C-A	745	186			745				
	A-B	0	0			0				
	A-C	729	182			729				

Junctions 9 - 2017 Baseline Traffic, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
20A.3	Junction 20A.3	T-Junction	Two-way	0.03	A
20A12	Junction 20A.1&2	T-Junction	Two-way	0.88	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-19	20A12 - Junction 20A.1&2 - Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2017 Baseline Traffic	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
20A.3 - Junction 20A.3	A - A256/Manston Rd West		ONE HOUR	✓	325	100.000
	B - A256 North		ONE HOUR	✓	194	100.000
	C - Manston Rd East		ONE HOUR	✓	463	100.000
20A12 - Junction 20A.1&2	A - A256 North		ONE HOUR	✓	1191	100.000
	B - Manston Road (East)		ONE HOUR	✓	463	100.000
	C - A256 South		ONE HOUR	✓	1245	100.000

Origin-Destination Data

Demand (Veh/hr)

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	1191
	B - Manston Road (East)	0	0	463
	C - A256 South	920	325	0

Demand (Veh/hr)

20A.3 - Junction 20A.3

	To			
		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
From	A - A256/Manston Rd West	0	0	325
	B - A256 North	0	0	194
	C - Manston Rd East	463	0	0

Vehicle Mix

Heavy Vehicle Percentages

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	2
	B - Manston Road (East)	0	0	2
	C - A256 South	2	1	0

Heavy Vehicle Percentages

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20A.3 - Junction 20A.3		To			
	From		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
		A - A256/Manston Rd West	0	0	1
		B - A256 North	0	0	2
		C - Manston Rd East	2	0	0

Results

Junction	Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
20A.3 - Junction 20A.3	B-AC	0.34	0.15	0.5	A	178	267
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					425	637
	A-B					0	0
	A-C					298	447
20A12 - Junction 20A.1&2	B-AC	1.17	4.78	43.0	F	425	637
	C-AB	0.87	1.00	5.5	F	298	447
	C-A					844	1266
	A-B					0	0
	A-C					1093	1639

Main Results for each time segment

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	146	37	642	0.227	145	0.0	0.3	0.120	A
	C-AB	0	0	527	0.000	0	0.0	0.0	0.000	A
	C-A	349	87			349				
	A-B	0	0			0				
	A-C	245	61			245				
20A12 - Junction 20A.1&2	B-AC	349	87	559	0.623	342	0.0	1.6	0.269	C
	C-AB	245	61	524	0.467	241	0.0	0.9	0.210	B
	C-A	693	173			693				
	A-B	0	0			0				
	A-C	897	224			897				

16:45 - 17:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	174	44	633	0.276	174	0.3	0.4	0.131	A
	C-AB	0	0	519	0.000	0	0.0	0.0	0.000	A
	C-A	416	104			416				
	A-B	0	0			0				
	A-C	292	73			292				
20A12 - Junction 20A.1&2	B-AC	416	104	508	0.819	407	1.6	3.8	0.551	D
	C-AB	292	73	476	0.613	290	0.9	1.5	0.317	C
	C-A	827	207			827				
	A-B	0	0			0				
	A-C	1071	268			1071				

17:00 - 17:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	214	53	619	0.345	213	0.4	0.5	0.147	A
	C-AB	0	0	509	0.000	0	0.0	0.0	0.000	A
	C-A	510	127			510				
	A-B	0	0			0				
	A-C	358	89			358				
20A12 - Junction 20A.1&2	B-AC	510	127	438	1.165	427	3.8	24.4	2.334	F
	C-AB	358	89	410	0.872	345	1.5	4.8	0.793	E
	C-A	1013	253			1013				
	A-B	0	0			0				
	A-C	1311	328			1311				

17:15 - 17:30

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	214	53	619	0.345	214	0.5	0.5	0.148	A
	C-AB	0	0	509	0.000	0	0.0	0.0	0.000	A
	C-A	510	127			510				
	A-B	0	0			0				
	A-C	358	89			358				
20A12 - Junction 20A.1&2	B-AC	510	127	438	1.165	436	24.4	43.0	4.781	F
	C-AB	358	89	410	0.872	355	4.8	5.5	0.996	F
	C-A	1013	253			1013				
	A-B	0	0			0				
	A-C	1311	328			1311				

17:30 - 17:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	174	44	633	0.276	175	0.5	0.4	0.131	A
	C-AB	0	0	519	0.000	0	0.0	0.0	0.000	A
	C-A	416	104			416				
	A-B	0	0			0				
	A-C	292	73			292				
20A12 - Junction 20A.1&2	B-AC	416	104	508	0.819	497	43.0	22.9	4.023	F
	C-AB	292	73	476	0.613	308	5.5	1.7	0.383	C
	C-A	827	207			827				
	A-B	0	0			0				
	A-C	1071	268			1071				

17:45 - 18:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	146	37	642	0.227	146	0.4	0.3	0.121	A
	C-AB	0	0	527	0.000	0	0.0	0.0	0.000	A
	C-A	349	87			349				
	A-B	0	0			0				
	A-C	245	61			245				
20A12 - Junction 20A.1&2	B-AC	349	87	559	0.623	433	22.9	1.8	0.773	E
	C-AB	245	61	524	0.467	248	1.7	0.9	0.219	B
	C-A	693	173			693				
	A-B	0	0			0				
	A-C	897	224			897				

Junctions 9 - 2017 Baseline Traffic, Airport Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
20A.3	Junction 20A.3	T-Junction	Two-way	0.03	A
20A12	Junction 20A.1&2	T-Junction	Two-way	0.31	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-10	20A12 - Junction 20A.1&2 - Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2017 Baseline Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
20A.3 - Junction 20A.3	A - A256/Manston Rd West		ONE HOUR	✓	294	100.000
	B - A256 North		ONE HOUR	✓	169	100.000
	C - Manston Rd East		ONE HOUR	✓	443	100.000
20A12 - Junction 20A.1&2	A - A256 North		ONE HOUR	✓	924	100.000
	B - Manston Road (East)		ONE HOUR	✓	443	100.000
	C - A256 South		ONE HOUR	✓	961	100.000

Origin-Destination Data

Demand (Veh/hr)

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	924
	B - Manston Road (East)	0	0	443
	C - A256 South	667	294	0

Demand (Veh/hr)

20A.3 - Junction 20A.3

	To			
		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
From	A - A256/Manston Rd West	0	0	294
	B - A256 North	0	0	169
	C - Manston Rd East	443	0	0

Vehicle Mix

Heavy Vehicle Percentages

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	5
	B - Manston Road (East)	0	0	3
	C - A256 South	6	4	0

Heavy Vehicle Percentages

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20A.3 - Junction 20A.3		To			
	From		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
		A - A256/Manston Rd West	0	0	4
		B - A256 North	0	0	3
		C - Manston Rd East	3	0	0

Results

Junction	Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
20A.3 - Junction 20A.3	B-AC	0.30	0.14	0.4	A	155	233
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					407	610
	A-B					0	0
	A-C					270	405
20A12 - Junction 20A.1&2	B-AC	0.96	1.40	10.8	F	407	610
	C-AB	0.69	0.41	2.1	C	270	405
	C-A					612	918
	A-B					0	0
	A-C					848	1272

Main Results for each time segment

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	127	32	639	0.199	126	0.0	0.2	0.117	A
	C-AB	0	0	528	0.000	0	0.0	0.0	0.000	A
	C-A	334	83			334				
	A-B	0	0			0				
	A-C	221	55			221				
20A12 - Junction 20A.1&2	B-AC	334	83	607	0.550	329	0.0	1.2	0.213	B
	C-AB	221	55	558	0.397	219	0.0	0.6	0.176	B
	C-A	502	126			502				
	A-B	0	0			0				
	A-C	696	174			696				

13:00 - 13:15

13:15 - 13:30

13:30 - 13:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	186	47	618	0.301	186	0.4	0.4	0.139	A
	C-AB	0	0	510	0.000	0	0.0	0.0	0.000	A
	C-A	488	122			488				
	A-B	0	0			0				
	A-C	324	81			324				
20A12 - Junction 20A.1&2	B-AC	488	122	510	0.956	478	8.4	10.8	1.400	F
	C-AB	324	81	469	0.690	323	2.1	2.1	0.410	C
	C-A	734	184			734				
	A-B	0	0			0				
	A-C	1017	254			1017				

13:45 - 14:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	152	38	631	0.241	152	0.4	0.3	0.126	A
	C-AB	0	0	520	0.000	0	0.0	0.0	0.000	A
	C-A	398	100			398				
	A-B	0	0			0				
	A-C	264	66			264				
20A12 - Junction 20A.1&2	B-AC	398	100	566	0.703	431	10.8	2.6	0.529	D
	C-AB	264	66	520	0.508	269	2.1	1.1	0.242	B
	C-A	600	150			600				
	A-B	0	0			0				
	A-C	831	208			831				

14:00 - 14:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	127	32	639	0.199	128	0.3	0.3	0.117	A
	C-AB	0	0	528	0.000	0	0.0	0.0	0.000	A
	C-A	334	83			334				
	A-B	0	0			0				
	A-C	221	55			221				
20A12 - Junction 20A.1&2	B-AC	334	83	607	0.550	339	2.6	1.3	0.228	B
	C-AB	221	55	558	0.397	223	1.1	0.7	0.180	B
	C-A	502	126			502				
	A-B	0	0			0				
	A-C	696	174			696				

Junctions 9 - 2039 Growthed Traffic, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
20A.3	Junction 20A.3	T-Junction	Two-way	0.02	A
20A12	Junction 20A.1&2	T-Junction	Two-way	7.63	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-40	20A12 - Junction 20A.1&2 - Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Growthed Traffic	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
20A.3 - Junction 20A.3	A - A256/Manston Rd West		ONE HOUR	✓	419	100.000
	B - A256 North		ONE HOUR	✓	164	100.000
	C - Manston Rd East		ONE HOUR	✓	721	100.000
20A12 - Junction 20A.1&2	A - A256 North		ONE HOUR	✓	1211	100.000
	B - Manston Road (East)		ONE HOUR	✓	721	100.000
	C - A256 South		ONE HOUR	✓	1662	100.000

Origin-Destination Data

Demand (Veh/hr)

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	1211
	B - Manston Road (East)	0	0	721
	C - A256 South	1243	419	0

Demand (Veh/hr)

20A.3 - Junction 20A.3

	To			
		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
From	A - A256/Manston Rd West	0	0	419
	B - A256 North	0	0	164
	C - Manston Rd East	721	0	0

Vehicle Mix

Heavy Vehicle Percentages

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	5
	B - Manston Road (East)	0	0	3
	C - A256 South	5	5	0

Heavy Vehicle Percentages

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20A.3 - Junction 20A.3		To			
	From		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
		A - A256/Manston Rd West	0	0	5
		B - A256 North	0	0	2
		C - Manston Rd East	3	0	0

Results

Junction	Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
20A.3 - Junction 20A.3	B-AC	0.30	0.14	0.4	A	150	226
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					662	992
	A-B					0	0
	A-C					384	577
20A12 - Junction 20A.1&2	B-AC	1.91	31.24	281.2	F	662	992
	C-AB	1.22	5.70	49.2	F	841	1261
	C-A					684	1027
	A-B					0	0
	A-C					1111	1667

Main Results for each time segment

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	123	31	625	0.197	122	0.0	0.2	0.119	A
	C-AB	0	0	511	0.000	0	0.0	0.0	0.000	A
	C-A	543	136			543				
	A-B	0	0			0				
	A-C	315	79			315				
20A12 - Junction 20A.1&2	B-AC	543	136	542	1.002	498	0.0	11.3	0.981	F
	C-AB	315	79	493	0.639	309	0.0	1.7	0.315	C
	C-A	936	234			936				
	A-B	0	0			0				
	A-C	912	228			912				

07:45 - 08:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	147	37	612	0.241	147	0.2	0.3	0.129	A
	C-AB	0	0	500	0.000	0	0.0	0.0	0.000	A
	C-A	648	162			648				
	A-B	0	0			0				
	A-C	377	94			377				
20A12 - Junction 20A.1&2	B-AC	648	162	489	1.326	486	11.3	51.7	4.365	F
	C-AB	377	94	445	0.846	366	1.7	4.3	0.685	E
	C-A	1117	279			1117				
	A-B	0	0			0				
	A-C	1089	272			1089				

08:00 - 08:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	181	45	594	0.304	180	0.3	0.4	0.145	A
	C-AB	0	0	486	0.000	0	0.0	0.0	0.000	A
	C-A	794	198			794				
	A-B	0	0			0				
	A-C	461	115			461				
20A12 - Junction 20A.1&2	B-AC	794	198	415	1.911	415	51.7	146.3	14.410	F
	C-AB	1830	457	1500	1.220	1738	4.3	27.2	2.007	F
	C-A	0	0			0				
	A-B	0	0			0				
	A-C	1333	333			1333				

08:15 - 08:30

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	181	45	594	0.304	181	0.4	0.4	0.145	A
	C-AB	0	0	486	0.000	0	0.0	0.0	0.000	A
	C-A	794	198			794				
	A-B	0	0			0				
	A-C	461	115			461				
20A12 - Junction 20A.1&2	B-AC	794	198	415	1.911	415	146.3	240.9	28.145	F
	C-AB	1830	457	1500	1.220	1742	27.2	49.2	4.188	F
	C-A	0	0			0				
	A-B	0	0			0				
	A-C	1333	333			1333				

08:30 - 08:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	147	37	612	0.241	148	0.4	0.3	0.129	A
	C-AB	0	0	500	0.000	0	0.0	0.0	0.000	A
	C-A	648	162			648				
	A-B	0	0			0				
	A-C	377	94			377				
20A12 - Junction 20A.1&2	B-AC	648	162	489	1.326	489	240.9	280.8	30.491	F
	C-AB	377	94	445	0.846	445	49.2	32.1	5.704	F
	C-A	1117	279			1117				
	A-B	0	0			0				
	A-C	1089	272			1089				

08:45 - 09:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	123	31	625	0.197	124	0.3	0.2	0.120	A
	C-AB	0	0	511	0.000	0	0.0	0.0	0.000	A
	C-A	543	136			543				
	A-B	0	0			0				
	A-C	315	79			315				
20A12 - Junction 20A.1&2	B-AC	543	136	542	1.002	541	280.8	281.2	31.242	F
	C-AB	315	79	493	0.639	436	32.1	2.0	1.822	F
	C-A	936	234			936				
	A-B	0	0			0				
	A-C	912	228			912				

Junctions 9 - 2039 Growthed Traffic, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
20A.3	Junction 20A.3	T-Junction	Two-way	0.04	A
20A12	Junction 20A.1&2	T-Junction	Two-way	6.69	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-36	20A12 - Junction 20A.1&2 - Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2039 Growthed Traffic	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
20A.3 - Junction 20A.3	A - A256/Manston Rd West		ONE HOUR	✓	409	100.000
	B - A256 North		ONE HOUR	✓	244	100.000
	C - Manston Rd East		ONE HOUR	✓	584	100.000
20A12 - Junction 20A.1&2	A - A256 North		ONE HOUR	✓	1501	100.000
	B - Manston Road (East)		ONE HOUR	✓	584	100.000
	C - A256 South		ONE HOUR	✓	1568	100.000

Origin-Destination Data

Demand (Veh/hr)

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	1501
	B - Manston Road (East)	0	0	584
	C - A256 South	1159	409	0

Demand (Veh/hr)

20A.3 - Junction 20A.3

	To			
		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
From	A - A256/Manston Rd West	0	0	409
	B - A256 North	0	0	244
	C - Manston Rd East	584	0	0

Vehicle Mix

Heavy Vehicle Percentages

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	2
	B - Manston Road (East)	0	0	2
	C - A256 South	2	1	0

Heavy Vehicle Percentages

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20A.3 - Junction 20A.3		To			
	From		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
		A - A256/Manston Rd West	0	0	1
		B - A256 North	0	0	2
		C - Manston Rd East	2	0	0

Results

Junction	Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
20A.3 - Junction 20A.3	B-AC	0.45	0.18	0.8	B	224	336
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					536	804
	A-B					0	0
	A-C					375	563
20A12 - Junction 20A.1&2	B-AC	1.91	26.30	209.4	F	536	804
	C-AB	1.43	10.42	75.4	F	801	1201
	C-A					638	957
	A-B					0	0
	A-C					1377	2066

Main Results for each time segment

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	184	46	629	0.292	182	0.0	0.4	0.134	A
	C-AB	0	0	517	0.000	0	0.0	0.0	0.000	A
	C-A	440	110			440				
	A-B	0	0			0				
	A-C	308	77			308				
20A12 - Junction 20A.1&2	B-AC	440	110	491	0.896	417	0.0	5.7	0.683	E
	C-AB	308	77	460	0.669	300	0.0	1.9	0.361	C
	C-A	873	218			873				
	A-B	0	0			0				
	A-C	1130	283			1130				

16:45 - 17:00

17:00 - 17:15

17:15 - 17:30

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	269	67	600	0.447	269	0.8	0.8	0.181	B
	C-AB	0	0	493	0.000	0	0.0	0.0	0.000	A
	C-A	643	161			643				
	A-B	0	0			0				
	A-C	450	113			450				
20A12 - Junction 20A.1&2	B-AC	643	161	337	1.907	337	108.3	184.7	26.299	F
	C-AB	1726	432	1212	1.425	1589	40.9	75.2	8.620	F
	C-A	0	0			0				
	A-B	0	0			0				
	A-C	1653	413			1653				

17:30 - 17:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	219	55	617	0.355	220	0.8	0.6	0.152	A
	C-AB	0	0	507	0.000	0	0.0	0.0	0.000	A
	C-A	525	131			525				
	A-B	0	0			0				
	A-C	368	92			368				
20A12 - Junction 20A.1&2	B-AC	525	131	426	1.231	426	184.7	209.4	26.219	F
	C-AB	369	92	401	0.915	401	75.2	67.2	10.416	F
	C-A	1041	260			1041				
	A-B	0	0			0				
	A-C	1349	337			1349				

17:45 - 18:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	184	46	629	0.292	184	0.6	0.4	0.135	A
	C-AB	0	0	517	0.000	0	0.0	0.0	0.000	A
	C-A	440	110			440				
	A-B	0	0			0				
	A-C	308	77			308				
20A12 - Junction 20A.1&2	B-AC	440	110	491	0.896	489	209.4	197.2	24.977	F
	C-AB	308	77	460	0.669	460	67.2	29.2	6.568	F
	C-A	873	218			873				
	A-B	0	0			0				
	A-C	1130	283			1130				

Junctions 9 - 2039 Growthed Traffic, Airport Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
20A.3	Junction 20A.3	T-Junction	Two-way	0.03	A
20A12	Junction 20A.1&2	T-Junction	Two-way	4.29	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-33	20A12 - Junction 20A.1&2 - Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2039 Growthed Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
20A.3 - Junction 20A.3	A - A256/Manston Rd West		ONE HOUR	✓	392	100.000
	B - A256 North		ONE HOUR	✓	225	100.000
	C - Manston Rd East		ONE HOUR	✓	591	100.000
20A12 - Junction 20A.1&2	A - A256 North		ONE HOUR	✓	1234	100.000
	B - Manston Road (East)		ONE HOUR	✓	591	100.000
	C - A256 South		ONE HOUR	✓	1283	100.000

Origin-Destination Data

Demand (Veh/hr)

20A12 - Junction 20A.1&2

		To		
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	1234
	B - Manston Road (East)	0	0	591
	C - A256 South	891	392	0

Demand (Veh/hr)

20A.3 - Junction 20A.3

		To		
		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
From	A - A256/Manston Rd West	0	0	392
	B - A256 North	0	0	225
	C - Manston Rd East	591	0	0

Vehicle Mix

Heavy Vehicle Percentages

20A12 - Junction 20A.1&2

		To		
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	5
	B - Manston Road (East)	0	0	3
	C - A256 South	6	4	0

Heavy Vehicle Percentages

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20A.3 - Junction 20A.3		To			
	From		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
		A - A256/Manston Rd West	0	0	4
		B - A256 North	0	0	3
		C - Manston Rd East	3	0	0

Results

Junction	Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
20A.3 - Junction 20A.3	B-AC	0.42	0.17	0.7	B	206	310
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					542	813
	A-B					0	0
	A-C					360	540
20A12 - Junction 20A.1&2	B-AC	1.60	18.17	153.7	F	542	813
	C-AB	1.15	3.69	36.0	F	687	1030
	C-A					491	736
	A-B					0	0
	A-C					1132	1699

Main Results for each time segment

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	169	42	624	0.271	168	0.0	0.4	0.131	A
	C-AB	0	0	515	0.000	0	0.0	0.0	0.000	A
	C-A	445	111			445				
	A-B	0	0			0				
	A-C	295	74			295				
20A12 - Junction 20A.1&2	B-AC	445	111	537	0.829	429	0.0	4.0	0.502	D
	C-AB	295	74	493	0.598	289	0.0	1.4	0.287	C
	C-A	671	168			671				
	A-B	0	0			0				
	A-C	929	232			929				

13:00 - 13:15

13:15 - 13:30

13:30 - 13:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	248	62	596	0.416	248	0.7	0.7	0.172	B
	C-AB	0	0	492	0.000	0	0.0	0.0	0.000	A
	C-A	651	163			651				
	A-B	0	0			0				
	A-C	432	108			432				
20A12 - Junction 20A.1&2	B-AC	651	163	408	1.595	408	80.8	141.5	15.114	F
	C-AB	1413	353	1227	1.151	1351	20.4	35.9	2.946	F
	C-A	0	0			0				
	A-B	0	0			0				
	A-C	1359	340			1359				

13:45 - 14:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	202	51	612	0.330	203	0.7	0.5	0.147	A
	C-AB	0	0	505	0.000	0	0.0	0.0	0.000	A
	C-A	531	133			531				
	A-B	0	0			0				
	A-C	352	88			352				
20A12 - Junction 20A.1&2	B-AC	531	133	483	1.101	482	141.5	153.7	18.169	F
	C-AB	352	88	446	0.786	444	35.9	13.1	3.695	F
	C-A	801	200			801				
	A-B	0	0			0				
	A-C	1109	277			1109				

14:00 - 14:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	169	42	624	0.271	170	0.5	0.4	0.132	A
	C-AB	0	0	515	0.000	0	0.0	0.0	0.000	A
	C-A	445	111			445				
	A-B	0	0			0				
	A-C	295	74			295				
20A12 - Junction 20A.1&2	B-AC	445	111	537	0.829	533	153.7	131.7	16.069	F
	C-AB	295	74	493	0.598	341	13.1	1.6	0.505	D
	C-A	671	168			671				
	A-B	0	0			0				
	A-C	929	232			929				

Junctions 9 - 2039 + Dev Traffic, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
20A.3	Junction 20A.3	T-Junction	Two-way	0.02	A
20A12	Junction 20A.1&2	T-Junction	Two-way	9.35	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-42	20A12 - Junction 20A.1&2 - Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2039 + Dev Traffic	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
20A.3 - Junction 20A.3	A - A256/Manston Rd West		ONE HOUR	✓	424	100.000
	B - A256 North		ONE HOUR	✓	164	100.000
	C - Manston Rd East		ONE HOUR	✓	754	100.000
20A12 - Junction 20A.1&2	A - A256 North		ONE HOUR	✓	1244	100.000
	B - Manston Road (East)		ONE HOUR	✓	754	100.000
	C - A256 South		ONE HOUR	✓	1671	100.000

Origin-Destination Data

Demand (Veh/hr)

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	1244
	B - Manston Road (East)	0	0	754
	C - A256 South	1247	424	0

Demand (Veh/hr)

20A.3 - Junction 20A.3

	To			
		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
From	A - A256/Manston Rd West	0	0	424
	B - A256 North	0	0	164
	C - Manston Rd East	754	0	0

Vehicle Mix

Heavy Vehicle Percentages

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	5
	B - Manston Road (East)	0	0	3
	C - A256 South	5	5	0

Heavy Vehicle Percentages

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20A.3 - Junction 20A.3		To			
	From		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
		A - A256/Manston Rd West	0	0	5
		B - A256 North	0	0	2
		C - Manston Rd East	3	0	0

Results

Junction	Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
20A.3 - Junction 20A.3	B-AC	0.30	0.15	0.4	A	150	226
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					692	1038
	A-B					0	0
	A-C					389	584
20A12 - Junction 20A.1&2	B-AC	2.05	37.45	336.5	F	692	1038
	C-AB	1.27	7.00	57.0	F	847	1270
	C-A					687	1030
	A-B					0	0
	A-C					1142	1712

Main Results for each time segment

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	123	31	625	0.198	122	0.0	0.2	0.119	A
	C-AB	0	0	510	0.000	0	0.0	0.0	0.000	A
	C-A	568	142			568				
	A-B	0	0			0				
	A-C	319	80			319				
20A12 - Junction 20A.1&2	B-AC	568	142	534	1.062	503	0.0	16.1	1.264	F
	C-AB	319	80	487	0.656	312	0.0	1.8	0.332	C
	C-A	939	235			939				
	A-B	0	0			0				
	A-C	937	234			937				

07:45 - 08:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	147	37	611	0.241	147	0.2	0.3	0.129	A
	C-AB	0	0	500	0.000	0	0.0	0.0	0.000	A
	C-A	678	169			678				
	A-B	0	0			0				
	A-C	381	95			381				
20A12 - Junction 20A.1&2	B-AC	678	169	480	1.412	479	16.1	65.9	5.721	F
	C-AB	381	95	437	0.872	369	1.8	4.9	0.767	E
	C-A	1121	280			1121				
	A-B	0	0			0				
	A-C	1118	280			1118				

08:00 - 08:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	181	45	593	0.304	180	0.3	0.4	0.145	A
	C-AB	0	0	485	0.000	0	0.0	0.0	0.000	A
	C-A	830	208			830				
	A-B	0	0			0				
	A-C	467	117			467				
20A12 - Junction 20A.1&2	B-AC	830	208	405	2.052	405	65.9	172.3	17.577	F
	C-AB	1840	460	1452	1.267	1734	4.9	31.3	2.379	F
	C-A	0	0			0				
	A-B	0	0			0				
	A-C	1370	342			1370				

08:15 - 08:30

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	181	45	593	0.304	181	0.4	0.4	0.145	A
	C-AB	0	0	485	0.000	0	0.0	0.0	0.000	A
	C-A	830	208			830				
	A-B	0	0			0				
	A-C	467	117			467				
20A12 - Junction 20A.1&2	B-AC	830	208	405	2.052	405	172.3	278.7	33.627	F
	C-AB	1840	460	1452	1.267	1737	31.3	57.0	5.206	F
	C-A	0	0			0				
	A-B	0	0			0				
	A-C	1370	342			1370				

08:30 - 08:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	147	37	611	0.241	148	0.4	0.3	0.130	A
	C-AB	0	0	500	0.000	0	0.0	0.0	0.000	A
	C-A	678	169			678				
	A-B	0	0			0				
	A-C	381	95			381				
20A12 - Junction 20A.1&2	B-AC	678	169	480	1.412	480	278.7	328.2	35.737	F
	C-AB	381	95	437	0.872	437	57.0	43.1	7.003	F
	C-A	1121	280			1121				
	A-B	0	0			0				
	A-C	1118	280			1118				

08:45 - 09:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	123	31	625	0.198	124	0.3	0.2	0.120	A
	C-AB	0	0	510	0.000	0	0.0	0.0	0.000	A
	C-A	568	142			568				
	A-B	0	0			0				
	A-C	319	80			319				
20A12 - Junction 20A.1&2	B-AC	568	142	534	1.062	534	328.2	336.5	37.452	F
	C-AB	319	80	487	0.656	480	43.1	2.8	3.149	F
	C-A	939	235			939				
	A-B	0	0			0				
	A-C	937	234			937				

Junctions 9 - 2039 + Dev Traffic, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
20A.3	Junction 20A.3	T-Junction	Two-way	0.04	A
20A12	Junction 20A.1&2	T-Junction	Two-way	10.30	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-36	20A12 - Junction 20A.1&2 - Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2039 + Dev Traffic	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
20A.3 - Junction 20A.3	A - A256/Manston Rd West		ONE HOUR	✓	443	100.000
	B - A256 North		ONE HOUR	✓	244	100.000
	C - Manston Rd East		ONE HOUR	✓	587	100.000
20A12 - Junction 20A.1&2	A - A256 North		ONE HOUR	✓	1506	100.000
	B - Manston Road (East)		ONE HOUR	✓	587	100.000
	C - A256 South		ONE HOUR	✓	1634	100.000

Origin-Destination Data

Demand (Veh/hr)

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	1506
	B - Manston Road (East)	0	0	587
	C - A256 South	1191	443	0

Demand (Veh/hr)

20A.3 - Junction 20A.3

	To			
		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
From	A - A256/Manston Rd West	0	0	443
	B - A256 North	0	0	244
	C - Manston Rd East	587	0	0

Vehicle Mix

Heavy Vehicle Percentages

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	2
	B - Manston Road (East)	0	0	2
	C - A256 South	2	1	0

Heavy Vehicle Percentages

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20A.3 - Junction 20A.3		To			
	From		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
		A - A256/Manston Rd West	0	0	1
		B - A256 North	0	0	2
		C - Manston Rd East	2	0	0

Results

Junction	Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
20A.3 - Junction 20A.3	B-AC	0.45	0.18	0.8	B	224	336
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					539	808
	A-B					0	0
	A-C					407	610
20A12 - Junction 20A.1&2	B-AC	1.93	26.95	214.0	F	539	808
	C-AB	1.55	17.45	147.8	F	1189	1783
	C-A					310	466
	A-B					0	0
	A-C					1382	2073

Main Results for each time segment

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	184	46	624	0.294	182	0.0	0.4	0.135	A
	C-AB	0	0	513	0.000	0	0.0	0.0	0.000	A
	C-A	442	110			442				
	A-B	0	0			0				
	A-C	334	83			334				
20A12 - Junction 20A.1&2	B-AC	442	110	490	0.902	418	0.0	5.9	0.701	E
	C-AB	334	83	459	0.727	324	0.0	2.4	0.419	D
	C-A	897	224			897				
	A-B	0	0			0				
	A-C	1134	283			1134				

16:45 - 17:00

17:00 - 17:15

17:15 - 17:30

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	269	67	593	0.453	269	0.8	0.8	0.185	B
	C-AB	0	0	487	0.000	0	0.0	0.0	0.000	A
	C-A	646	162			646				
	A-B	0	0			0				
	A-C	488	122			488				
20A12 - Junction 20A.1&2	B-AC	646	162	336	1.926	336	110.6	188.3	26.954	F
	C-AB	1799	450	1160	1.551	1431	54.1	146.0	6.521	F
	C-A	0	0			0				
	A-B	0	0			0				
	A-C	1658	415			1658				

17:30 - 17:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	219	55	611	0.359	220	0.8	0.6	0.154	A
	C-AB	0	0	502	0.000	0	0.0	0.0	0.000	A
	C-A	528	132			528				
	A-B	0	0			0				
	A-C	398	100			398				
20A12 - Junction 20A.1&2	B-AC	528	132	425	1.242	425	188.3	214.0	26.783	F
	C-AB	1434	359	1435	1.000	1427	146.0	147.7	8.902	F
	C-A	35	9			35				
	A-B	0	0			0				
	A-C	1354	338			1354				

17:45 - 18:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	184	46	624	0.294	184	0.6	0.4	0.137	A
	C-AB	0	0	513	0.000	0	0.0	0.0	0.000	A
	C-A	442	110			442				
	A-B	0	0			0				
	A-C	334	83			334				
20A12 - Junction 20A.1&2	B-AC	442	110	490	0.902	487	214.0	202.6	25.645	F
	C-AB	334	83	459	0.721	459	147.7	116.4	17.446	F
	C-A	897	224			897				
	A-B	0	0			0				
	A-C	1134	283			1134				

Junctions 9 - 2039 + Dev Traffic, Airport Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
20A.3	Junction 20A.3	T-Junction	Two-way	0.03	A
20A12	Junction 20A.1&2	T-Junction	Two-way	5.78	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-36	20A12 - Junction 20A.1&2 - Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2039 + Dev Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
20A.3 - Junction 20A.3	A - A256/Manston Rd West		ONE HOUR	✓	403	100.000
	B - A256 North		ONE HOUR	✓	225	100.000
	C - Manston Rd East		ONE HOUR	✓	628	100.000
20A12 - Junction 20A.1&2	A - A256 North		ONE HOUR	✓	1269	100.000
	B - Manston Road (East)		ONE HOUR	✓	628	100.000
	C - A256 South		ONE HOUR	✓	1305	100.000

Origin-Destination Data

Demand (Veh/hr)

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	1269
	B - Manston Road (East)	0	0	628
	C - A256 South	902	403	0

Demand (Veh/hr)

20A.3 - Junction 20A.3

	To			
		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
From	A - A256/Manston Rd West	0	0	403
	B - A256 North	0	0	225
	C - Manston Rd East	628	0	0

Vehicle Mix

Heavy Vehicle Percentages

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	5
	B - Manston Road (East)	0	0	3
	C - A256 South	6	4	0

Heavy Vehicle Percentages

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20A.3 - Junction 20A.3		To			
	From		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
		A - A256/Manston Rd West	0	0	4
		B - A256 North	0	0	3
		C - Manston Rd East	3	0	0

Results

Junction	Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
20A.3 - Junction 20A.3	B-AC	0.42	0.17	0.7	B	206	310
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					576	864
	A-B					0	0
	A-C					370	555
20A12 - Junction 20A.1&2	B-AC	1.74	23.22	200.9	F	576	864
	C-AB	1.22	5.45	47.0	F	701	1051
	C-A					497	745
	A-B					0	0
	A-C					1164	1747

Main Results for each time segment

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	169	42	622	0.272	168	0.0	0.4	0.132	A
	C-AB	0	0	514	0.000	0	0.0	0.0	0.000	A
	C-A	473	118			473				
	A-B	0	0			0				
	A-C	303	76			303				
20A12 - Junction 20A.1&2	B-AC	473	118	529	0.894	450	0.0	5.7	0.643	E
	C-AB	303	76	486	0.624	297	0.0	1.6	0.308	C
	C-A	679	170			679				
	A-B	0	0			0				
	A-C	955	239			955				

13:00 - 13:15

13:15 - 13:30

13:30 - 13:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	248	62	593	0.418	248	0.7	0.7	0.174	B
	C-AB	0	0	490	0.000	0	0.0	0.0	0.000	A
	C-A	691	173			691				
	A-B	0	0			0				
	A-C	444	111			444				
20A12 - Junction 20A.1&2	B-AC	691	173	396	1.745	396	104.2	178.0	21.566	F
	C-AB	1437	359	1180	1.218	1353	26.0	46.8	4.176	F
	C-A	0	0			0				
	A-B	0	0			0				
	A-C	1397	349			1397				

13:45 - 14:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	202	51	610	0.331	203	0.7	0.5	0.148	A
	C-AB	0	0	503	0.000	0	0.0	0.0	0.000	A
	C-A	565	141			565				
	A-B	0	0			0				
	A-C	362	91			362				
20A12 - Junction 20A.1&2	B-AC	565	141	473	1.193	473	178.0	200.9	23.223	F
	C-AB	362	91	437	0.824	435	46.8	28.7	5.454	F
	C-A	811	203			811				
	A-B	0	0			0				
	A-C	1141	285			1141				

14:00 - 14:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	169	42	622	0.272	170	0.5	0.4	0.133	A
	C-AB	0	0	514	0.000	0	0.0	0.0	0.000	A
	C-A	473	118			473				
	A-B	0	0			0				
	A-C	303	76			303				
20A12 - Junction 20A.1&2	B-AC	473	118	529	0.894	526	200.9	187.5	22.153	F
	C-AB	303	76	486	0.624	411	28.7	1.8	1.473	F
	C-A	679	170			679				
	A-B	0	0			0				
	A-C	955	239			955				

Junctions 9 - 2039 B+Dev Net Change, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
20A.3	Junction 20A.3	T-Junction	Two-way	0.02	A
20A12	Junction 20A.1&2	T-Junction	Two-way	7.51	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-40	20A12 - Junction 20A.1&2 - Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2039 B+Dev Net Change	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
20A.3 - Junction 20A.3	A - A256/Manston Rd West		ONE HOUR	✓	424	100.000
	B - A256 North		ONE HOUR	✓	164	100.000
	C - Manston Rd East		ONE HOUR	✓	754	100.000
20A12 - Junction 20A.1&2	A - A256 North		ONE HOUR	✓	1122	100.000
	B - Manston Road (East)		ONE HOUR	✓	754	100.000
	C - A256 South		ONE HOUR	✓	1588	100.000

Origin-Destination Data

Demand (Veh/hr)

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	1122
	B - Manston Road (East)	0	0	754
	C - A256 South	1164	424	0

Demand (Veh/hr)

20A.3 - Junction 20A.3

	To			
		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
From	A - A256/Manston Rd West	0	0	424
	B - A256 North	0	0	164
	C - Manston Rd East	754	0	0

Vehicle Mix

Heavy Vehicle Percentages

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	4
	B - Manston Road (East)	0	0	3
	C - A256 South	5	5	0

Heavy Vehicle Percentages

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20A.3 - Junction 20A.3		To			
	From		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
		A - A256/Manston Rd West	0	0	5
		B - A256 North	0	0	2
		C - Manston Rd East	3	0	0

Results

Junction	Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
20A.3 - Junction 20A.3	B-AC	0.30	0.15	0.4	A	150	226
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					692	1038
	A-B					0	0
	A-C					389	584
20A12 - Junction 20A.1&2	B-AC	1.85	30.42	285.4	F	692	1038
	C-AB	1.14	3.74	37.5	F	816	1224
	C-A					641	961
	A-B					0	0
	A-C					1030	1544

Main Results for each time segment

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	123	31	625	0.198	122	0.0	0.2	0.119	A
	C-AB	0	0	510	0.000	0	0.0	0.0	0.000	A
	C-A	568	142			568				
	A-B	0	0			0				
	A-C	319	80			319				
20A12 - Junction 20A.1&2	B-AC	568	142	564	1.006	520	0.0	11.8	0.977	F
	C-AB	319	80	514	0.621	313	0.0	1.6	0.291	C
	C-A	876	219			876				
	A-B	0	0			0				
	A-C	845	211			845				

07:45 - 08:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	147	37	611	0.241	147	0.2	0.3	0.129	A
	C-AB	0	0	500	0.000	0	0.0	0.0	0.000	A
	C-A	678	169			678				
	A-B	0	0			0				
	A-C	381	95			381				
20A12 - Junction 20A.1&2	B-AC	678	169	516	1.315	513	11.8	53.0	4.222	F
	C-AB	381	95	470	0.812	373	1.6	3.6	0.577	D
	C-A	1046	262			1046				
	A-B	0	0			0				
	A-C	1009	252			1009				

08:00 - 08:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	181	45	593	0.304	180	0.3	0.4	0.145	A
	C-AB	0	0	485	0.000	0	0.0	0.0	0.000	A
	C-A	830	208			830				
	A-B	0	0			0				
	A-C	467	117			467				
20A12 - Junction 20A.1&2	B-AC	830	208	448	1.852	448	53.0	148.5	13.621	F
	C-AB	1748	437	1529	1.144	1677	3.6	21.4	1.459	F
	C-A	0	0			0				
	A-B	0	0			0				
	A-C	1235	309			1235				

08:15 - 08:30

[illegible]

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	181	45	593	0.304	181	0.4	0.4	0.145	A
	C-AB	0	0	485	0.000	0	0.0	0.0	0.000	A
	C-A	830	208			830				
	A-B	0	0			0				
	A-C	467	117			467				
20A12 - Junction 20A.1&2	B-AC	830	208	448	1.852	448	148.5	243.9	26.424	F
	C-AB	1748	437	1529	1.144	1684	21.4	37.5	2.747	F
	C-A	0	0			0				
	A-B	0	0			0				
	A-C	1235	309			1235				

08:30 - 08:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	147	37	611	0.241	148	0.4	0.3	0.130	A
	C-AB	0	0	500	0.000	0	0.0	0.0	0.000	A
	C-A	678	169			678				
	A-B	0	0			0				
	A-C	381	95			381				
20A12 - Junction 20A.1&2	B-AC	678	169	516	1.315	516	243.9	284.5	29.515	F
	C-AB	381	95	470	0.812	470	37.5	15.4	3.745	F
	C-A	1046	262			1046				
	A-B	0	0			0				
	A-C	1009	252			1009				

08:45 - 09:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	123	31	625	0.198	124	0.3	0.2	0.120	A
	C-AB	0	0	510	0.000	0	0.0	0.0	0.000	A
	C-A	568	142			568				
	A-B	0	0			0				
	A-C	319	80			319				
20A12 - Junction 20A.1&2	B-AC	568	142	564	1.006	564	284.5	285.4	30.421	F
	C-AB	319	80	514	0.621	374	15.4	1.7	0.583	D
	C-A	876	219			876				
	A-B	0	0			0				
	A-C	845	211			845				

Junctions 9 - 2039 B+Dev Net Change, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
20A.3	Junction 20A.3	T-Junction	Two-way	0.04	A
20A12	Junction 20A.1&2	T-Junction	Two-way	6.25	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-34	20A12 - Junction 20A.1&2 - Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2039 B+Dev Net Change	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
20A.3 - Junction 20A.3	A - A256/Manston Rd West		ONE HOUR	✓	443	100.000
	B - A256 North		ONE HOUR	✓	244	100.000
	C - Manston Rd East		ONE HOUR	✓	587	100.000
20A12 - Junction 20A.1&2	A - A256 North		ONE HOUR	✓	1394	100.000
	B - Manston Road (East)		ONE HOUR	✓	587	100.000
	C - A256 South		ONE HOUR	✓	1507	100.000

Origin-Destination Data

Demand (Veh/hr)

20A12 - Junction 20A.1&2

		To		
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	1394
	B - Manston Road (East)	0	0	587
	C - A256 South	1064	443	0

Demand (Veh/hr)

20A.3 - Junction 20A.3

		To		
		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
From	A - A256/Manston Rd West	0	0	443
	B - A256 North	0	0	244
	C - Manston Rd East	587	0	0

Vehicle Mix

Heavy Vehicle Percentages

20A12 - Junction 20A.1&2

		To		
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	2
	B - Manston Road (East)	0	0	2
	C - A256 South	2	1	0

Heavy Vehicle Percentages

--	--

20A.3 - Junction 20A.3		To			
	From		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
		A - A256/Manston Rd West	0	0	1
		B - A256 North	0	0	2
		C - Manston Rd East	2	0	0

Results

Junction	Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
20A.3 - Junction 20A.3	B-AC	0.45	0.18	0.8	B	224	336
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					539	808
	A-B					0	0
	A-C					407	610
20A12 - Junction 20A.1&2	B-AC	1.74	21.93	180.9	F	539	808
	C-AB	1.40	10.28	78.6	F	798	1197
	C-A					584	877
	A-B					0	0
	A-C					1279	1919

Main Results for each time segment

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	184	46	624	0.294	182	0.0	0.4	0.135	A
	C-AB	0	0	513	0.000	0	0.0	0.0	0.000	A
	C-A	442	110			442				
	A-B	0	0			0				
	A-C	334	83			334				
20A12 - Junction 20A.1&2	B-AC	442	110	515	0.859	423	0.0	4.6	0.576	D
	C-AB	334	83	482	0.692	325	0.0	2.1	0.365	C
	C-A	801	200			801				
	A-B	0	0			0				
	A-C	1049	262			1049				

16:45 - 17:00

17:00 - 17:15

17:15 - 17:30

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	269	67	593	0.453	269	0.8	0.8	0.185	B
	C-AB	0	0	487	0.000	0	0.0	0.0	0.000	A
	C-A	646	162			646				
	A-B	0	0			0				
	A-C	488	122			488				
20A12 - Junction 20A.1&2	B-AC	646	162	372	1.738	372	94.0	162.6	20.926	F
	C-AB	1659	415	1186	1.399	1517	42.9	78.4	8.076	F
	C-A	0	0			0				
	A-B	0	0			0				
	A-C	1535	384			1535				

17:30 - 17:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	219	55	611	0.359	220	0.8	0.6	0.154	A
	C-AB	0	0	502	0.000	0	0.0	0.0	0.000	A
	C-A	528	132			528				
	A-B	0	0			0				
	A-C	398	100			398				
20A12 - Junction 20A.1&2	B-AC	528	132	455	1.161	455	162.6	180.9	21.934	F
	C-AB	402	101	431	0.929	430	78.4	71.5	10.279	F
	C-A	952	238			952				
	A-B	0	0			0				
	A-C	1253	313			1253				

17:45 - 18:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	184	46	624	0.294	184	0.6	0.4	0.137	A
	C-AB	0	0	513	0.000	0	0.0	0.0	0.000	A
	C-A	442	110			442				
	A-B	0	0			0				
	A-C	334	83			334				
20A12 - Junction 20A.1&2	B-AC	442	110	515	0.859	512	180.9	163.5	20.201	F
	C-AB	334	83	482	0.691	482	71.5	34.3	6.836	F
	C-A	801	200			801				
	A-B	0	0			0				
	A-C	1049	262			1049				

Junctions 9 - 2039 B+Dev Net Change, Airport Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
20A.3	Junction 20A.3	T-Junction	Two-way	0.03	A
20A12	Junction 20A.1&2	T-Junction	Two-way	4.49	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-33	20A12 - Junction 20A.1&2 - Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2039 B+Dev Net Change	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
20A.3 - Junction 20A.3	A - A256/Manston Rd West		ONE HOUR	✓	403	100.000
	B - A256 North		ONE HOUR	✓	225	100.000
	C - Manston Rd East		ONE HOUR	✓	628	100.000
20A12 - Junction 20A.1&2	A - A256 North		ONE HOUR	✓	1166	100.000
	B - Manston Road (East)		ONE HOUR	✓	628	100.000
	C - A256 South		ONE HOUR	✓	1269	100.000

Origin-Destination Data

Demand (Veh/hr)

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	1166
	B - Manston Road (East)	0	0	628
	C - A256 South	866	403	0

Demand (Veh/hr)

20A.3 - Junction 20A.3

	To			
		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
From	A - A256/Manston Rd West	0	0	403
	B - A256 North	0	0	225
	C - Manston Rd East	628	0	0

Vehicle Mix

Heavy Vehicle Percentages

20A12 - Junction 20A.1&2

	To			
		A - A256 North	B - Manston Road (East)	C - A256 South
From	A - A256 North	0	0	4
	B - Manston Road (East)	0	0	3
	C - A256 South	6	4	0

Heavy Vehicle Percentages

--	--

20A.3 - Junction 20A.3		To			
	From		A - A256/Manston Rd West	B - A256 North	C - Manston Rd East
		A - A256/Manston Rd West	0	0	4
		B - A256 North	0	0	3
		C - Manston Rd East	3	0	0

Results

Junction	Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
20A.3 - Junction 20A.3	B-AC	0.42	0.17	0.7	B	206	310
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					576	864
	A-B					0	0
	A-C					370	555
20A12 - Junction 20A.1&2	B-AC	1.59	18.76	167.0	F	576	864
	C-AB	1.12	2.81	30.9	F	688	1031
	C-A					477	715
	A-B					0	0
	A-C					1070	1605

Main Results for each time segment

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	169	42	622	0.272	168	0.0	0.4	0.132	A
	C-AB	0	0	514	0.000	0	0.0	0.0	0.000	A
	C-A	473	118			473				
	A-B	0	0			0				
	A-C	303	76			303				
20A12 - Junction 20A.1&2	B-AC	473	118	554	0.853	455	0.0	4.6	0.531	D
	C-AB	303	76	510	0.595	298	0.0	1.4	0.276	C
	C-A	652	163			652				
	A-B	0	0			0				
	A-C	878	219			878				

13:00 - 13:15

13:15 - 13:30

13:30 - 13:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	248	62	593	0.418	248	0.7	0.7	0.174	B
	C-AB	0	0	490	0.000	0	0.0	0.0	0.000	A
	C-A	691	173			691				
	A-B	0	0			0				
	A-C	444	111			444				
20A12 - Junction 20A.1&2	B-AC	691	173	434	1.593	434	87.4	151.8	15.408	F
	C-AB	1397	349	1256	1.112	1346	18.0	30.7	2.328	F
	C-A	0	0			0				
	A-B	0	0			0				
	A-C	1284	321			1284				

13:45 - 14:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	202	51	610	0.331	203	0.7	0.5	0.148	A
	C-AB	0	0	503	0.000	0	0.0	0.0	0.000	A
	C-A	565	141			565				
	A-B	0	0			0				
	A-C	362	91			362				
20A12 - Junction 20A.1&2	B-AC	565	141	504	1.120	504	151.8	167.0	18.762	F
	C-AB	362	91	466	0.774	462	30.7	5.7	2.814	F
	C-A	779	195			779				
	A-B	0	0			0				
	A-C	1048	262			1048				

14:00 - 14:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
20A.3 - Junction 20A.3	B-AC	169	42	622	0.272	170	0.5	0.4	0.133	A
	C-AB	0	0	514	0.000	0	0.0	0.0	0.000	A
	C-A	473	118			473				
	A-B	0	0			0				
	A-C	303	76			303				
20A12 - Junction 20A.1&2	B-AC	473	118	554	0.853	551	167.0	147.4	17.118	F
	C-AB	303	76	510	0.595	320	5.7	1.5	0.341	C
	C-A	652	163			652				
	A-B	0	0			0				
	A-C	878	219			878				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Junction 20B_Base.j9

Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Validated\Jct 20A.1, 20A.2, 20A.3 and 20B

Report generation date: 05/02/2018 18:49:00

»other - 2017 Baseline Traffic, AM
»other - 2017 Baseline Traffic, PM
»other - 2017 Baseline Traffic, Airport Peak
»other - 2039 Growthed Traffic, AM
»other - 2039 Growthed Traffic, PM
»other - 2039 Growthed Traffic, Airport Peak
»other - 2039 + Dev Traffic, AM
»other - 2039 + Dev Traffic, PM
»other - 2039 + Dev Traffic, Airport Peak
»other - 2039 B+Dev Net Change, AM
»other - 2039 B+Dev Net Change, PM
»other - 2039 B+Dev Net Change, Airport Peak

Summary of junction performance

	AM					PM					Airport Peak				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
	other - 2017 Baseline Traffic														
A - A256 North	10.8	0.40	0.93	C	3 %	18.7	0.65	0.97	E	-1 %	4.1	0.17	0.81	B	18 %
B - A526 South	1.7	0.08	0.63	A	[A - A256 North]	1.3	0.07	0.56	A	[A - A256 North]	0.7	0.05	0.42	A	[A - A256 North]
C - Manston Rd West	2.4	0.42	0.72	D		1.2	0.22	0.54	B		0.8	0.14	0.43	A	
	other - 2039 Growthed Traffic														
A - A256 North	157.5	4.94	1.16	F	-18 %	236.7	7.60	1.23	F	-22 %	106.9	2.86	1.10	F	-13 %
B - A526 South	4.2	0.17	0.81	A	[A - A256 North]	2.5	0.10	0.72	A	[A - A256 North]	1.4	0.07	0.59	A	[A - A256 North]
C - Manston Rd West	67.1	8.42	1.39	F		10.5	1.59	0.96	F		2.9	0.41	0.75	C	
	other - 2039 + Dev Traffic														
A - A256 North	202.8	6.75	1.20	F	-21 %	319.2	10.51	1.28	F	-26 %	161.8	5.05	1.17	F	-17 %
B - A526 South	9.5	0.35	0.91	C	[A - A256 North]	2.6	0.10	0.72	A	[A - A256 North]	2.3	0.10	0.70	A	[A - A256 North]
C - Manston Rd West	80.5	9.71	1.47	F		134.3	12.58	1.58	F		6.1	0.76	0.88	E	
	other - 2039 B+Dev Net Change														
A - A256 North	127.2	3.78	1.12	F	-16 %	232.1	7.93	1.22	F	-22 %	93.8	2.53	1.09	F	-12 %
B - A526 South	7.0	0.27	0.88	C	[C - Manston Rd West]	2.0	0.09	0.66	A	[A - A256 North]	2.2	0.10	0.69	A	[A - A256 North]
C - Manston Rd West	54.9	6.24	1.27	F		91.6	7.78	1.34	F		4.8	0.60	0.84	E	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

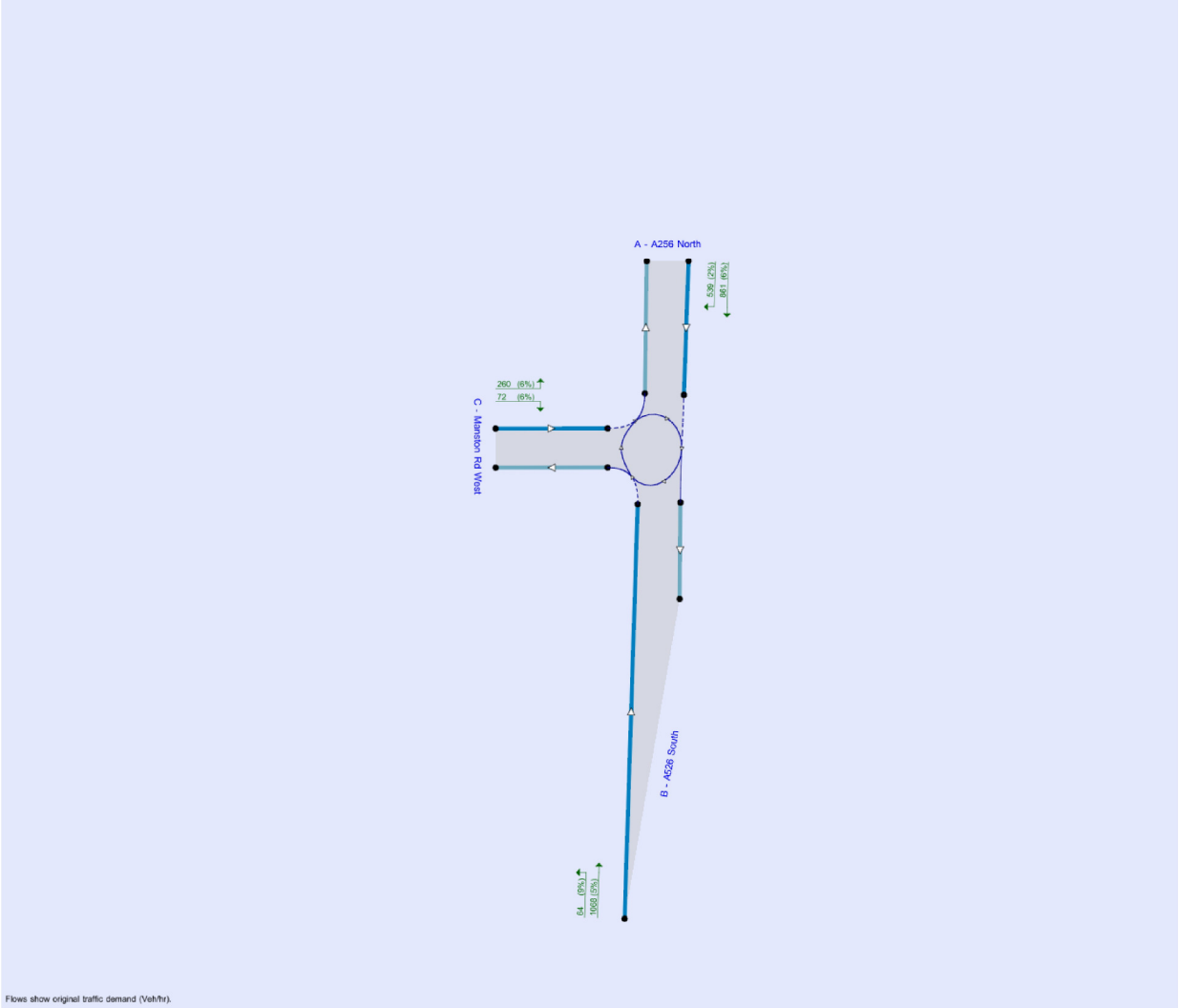
File Description

Title	Junction 20B
Location	A256 - Manston Rd West
Site number	20B
Date	04/10/2017
Version	
Status	(new file)
Identifier	

Client	
Jobnumber	
Enumerator	GLOBAL\jessica.elliott
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	mph	Veh	Veh	perHour	min	-Min	perMin



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75			✓	Delay	0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2017 Baseline Traffic	AM	ONE HOUR	07:30	09:00	15	✓
D4	2017 Baseline Traffic	PM	ONE HOUR	16:30	18:00	15	✓
D5	2017 Baseline Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓
D6	2039 Growthed Traffic	AM	ONE HOUR	07:30	09:00	15	✓
D7	2039 Growthed Traffic	PM	ONE HOUR	16:30	18:00	15	✓
D8	2039 Growthed Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓
D9	2039 + Dev Traffic	AM	ONE HOUR	07:30	09:00	15	✓
D10	2039 + Dev Traffic	PM	ONE HOUR	16:30	18:00	15	✓
D11	2039 + Dev Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓
D12	2039 B+Dev Net Change	AM	ONE HOUR	07:30	09:00	15	✓
D13	2039 B+Dev Net Change	PM	ONE HOUR	16:30	18:00	15	✓

D14	2039 B+Dev Net Change	Airport Peak	ONE HOUR	12:45	14:15	15	✓
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Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	other	✓	100.000	100.000

other - 2017 Baseline Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A526 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
20B	A256 - Manston Rd West	Standard Roundabout	A, B, C	0.28	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	3	A - A256 North

Arms

Arms

Arm	Name	Description
A	A256 North	
B	A526 South	
C	Manston Rd West	

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)	Exit only
A - A256 North	6.13	7.27	7.1	100.0	33.8	57.0	
B - A526 South	4.30	9.72	83.4	29.8	33.8	25.5	
C - Manston Rd West	3.57	4.97	7.7	19.5	33.8	29.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 North	0.692	1971
B - A526 South	0.876	2747
C - Manston Rd West	0.584	1353

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2017 Baseline Traffic	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 North		ONE HOUR	✓	1545	100.000
B - A526 South		ONE HOUR	✓	1132	100.000
C - Manston Rd West		ONE HOUR	✓	332	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - A256 North	B - A526 South	C - Manston Rd West
	A - A256 North	145	861	539
	B - A526 South	1068	0	64
	C - Manston Rd West	260	72	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A256 North	B - A526 South	C - Manston Rd West
	A - A256 North	2	6	2
	B - A526 South	5	0	9
	C - Manston Rd West	6	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 North	0.93	0.40	10.8	C	1418	2127
B - A526 South	0.63	0.08	1.7	A	1039	1558
C - Manston Rd West	0.72	0.42	2.4	D	305	457

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1163	291	54	1854	0.628	1157	1104	0.0	1.7	0.085	A
B - A526 South	852	213	512	2176	0.392	850	698	0.0	0.6	0.045	A
C - Manston Rd West	250	62	910	752	0.332	248	452	0.0	0.5	0.119	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1389	347	64	1846	0.752	1384	1322	1.7	2.9	0.128	A
B - A526 South	1018	254	613	2090	0.487	1016	836	0.6	0.9	0.056	A
C - Manston Rd West	298	75	1089	649	0.460	297	540	0.5	0.8	0.170	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1701	425	78	1837	0.926	1674	1612	2.9	9.6	0.326	C
B - A526 South	1246	312	741	1981	0.629	1243	1011	0.9	1.7	0.081	A
C - Manston Rd West	366	91	1330	510	0.717	360	654	0.8	2.3	0.385	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1701	425	79	1836	0.927	1697	1621	9.6	10.8	0.404	C
B - A526 South	1246	312	751	1973	0.632	1246	1025	1.7	1.7	0.083	A
C - Manston Rd West	366	91	1335	507	0.721	365	662	2.3	2.4	0.418	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
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A - A256 North	1389	347	66	1845	0.753	1419	1335	10.8	3.2	0.150	A
B - A526 South	1018	254	628	2077	0.490	1021	857	1.7	1.0	0.057	A
C - Manston Rd West	298	75	1096	645	0.463	305	553	2.4	0.9	0.179	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1163	291	55	1853	0.628	1169	1112	3.2	1.7	0.088	A
B - A526 South	852	213	518	2171	0.393	854	706	1.0	0.6	0.046	A
C - Manston Rd West	250	62	915	749	0.334	251	456	0.9	0.5	0.121	A

other - 2017 Baseline Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A526 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
20B	A256 - Manston Rd West	Standard Roundabout	A, B, C	0.40	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-1	A - A256 North

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2017 Baseline Traffic	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 North		ONE HOUR	✓	1654	100.000
B - A526 South		ONE HOUR	✓	1077	100.000
C - Manston Rd West		ONE HOUR	✓	297	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
	From			
	A - A256 North	107	1037	510
	B - A526 South	1026	0	51
	C - Manston Rd West	219	78	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
	From			
	A - A256 North	1	2	1
	B - A526 South	2	0	2
	C - Manston Rd West	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 North	0.97	0.65	18.7	E	1518	2277

B - A526 South	0.56	0.07	1.3	A	988	1482
C - Manston Rd West	0.54	0.22	1.2	B	273	409

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1245	311	58	1899	0.656	1238	1014	0.0	1.9	0.090	A
B - A526 South	811	203	462	2293	0.354	809	834	0.0	0.5	0.040	A
C - Manston Rd West	224	56	850	834	0.268	222	420	0.0	0.4	0.098	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1487	372	70	1891	0.786	1480	1214	1.9	3.5	0.144	A
B - A526 South	968	242	552	2214	0.437	967	998	0.5	0.8	0.048	A
C - Manston Rd West	267	67	1017	737	0.362	266	502	0.4	0.6	0.127	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1821	455	85	1880	0.969	1775	1482	3.5	15.1	0.446	D
B - A526 South	1186	296	662	2119	0.560	1184	1198	0.8	1.3	0.064	A
C - Manston Rd West	327	82	1243	605	0.541	325	603	0.6	1.1	0.212	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1821	455	86	1880	0.969	1807	1488	15.1	18.7	0.648	E
B - A526 South	1186	296	674	2109	0.562	1186	1219	1.3	1.3	0.065	A
C - Manston Rd West	327	82	1246	602	0.543	327	613	1.1	1.2	0.218	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1487	372	71	1890	0.787	1546	1223	18.7	3.9	0.202	B
B - A526 South	968	242	577	2193	0.442	970	1040	1.3	0.8	0.049	A
C - Manston Rd West	267	67	1024	733	0.364	269	523	1.2	0.6	0.130	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1245	311	59	1899	0.656	1253	1020	3.9	1.9	0.094	A
B - A526 South	811	203	467	2288	0.354	812	844	0.8	0.6	0.041	A
C - Manston Rd West	224	56	854	832	0.269	224	425	0.6	0.4	0.099	A

other - 2017 Baseline Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A526 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
20B	A256 - Manston Rd West	Standard Roundabout	A, B, C	0.13	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	18	A - A256 North

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2017 Baseline Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 North		ONE HOUR	✓	1350	100.000
B - A526 South		ONE HOUR	✓	782	100.000
C - Manston Rd West		ONE HOUR	✓	294	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
From	A - A256 North	105	786	459
	B - A526 South	726	0	56
	C - Manston Rd West	235	59	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
From	A - A256 North	2	6	2
	B - A526 South	6	0	11
	C - Manston Rd West	5	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 North	0.81	0.17	4.1	B	1239	1858

B - A526 South	0.42	0.05	0.7	A	718	1076
C - Manston Rd West	0.43	0.14	0.8	A	270	405

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1016	254	44	1858	0.547	1012	800	0.0	1.2	0.070	A
B - A526 South	589	147	423	2228	0.264	587	633	0.0	0.4	0.037	A
C - Manston Rd West	221	55	624	917	0.241	220	386	0.0	0.3	0.086	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1214	303	53	1852	0.655	1211	957	1.2	1.9	0.093	A
B - A526 South	703	176	506	2158	0.326	703	758	0.4	0.5	0.041	A
C - Manston Rd West	264	66	746	846	0.312	264	462	0.3	0.4	0.103	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1486	372	65	1843	0.806	1478	1171	1.9	4.0	0.161	A
B - A526 South	861	215	617	2064	0.417	860	925	0.5	0.7	0.050	A
C - Manston Rd West	324	81	913	749	0.432	323	564	0.4	0.7	0.140	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1486	372	65	1843	0.806	1486	1174	4.0	4.1	0.167	B
B - A526 South	861	215	621	2061	0.418	861	930	0.7	0.7	0.050	A
C - Manston Rd West	324	81	915	748	0.433	324	567	0.7	0.8	0.141	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1214	303	53	1851	0.655	1222	961	4.1	1.9	0.097	A
B - A526 South	703	176	511	2154	0.326	704	765	0.7	0.5	0.041	A
C - Manston Rd West	264	66	749	845	0.313	265	466	0.8	0.5	0.104	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1016	254	45	1858	0.547	1019	804	1.9	1.2	0.072	A
B - A526 South	589	147	426	2225	0.265	589	638	0.5	0.4	0.037	A
C - Manston Rd West	221	55	626	916	0.242	222	389	0.5	0.3	0.087	A

other - 2039 Growthed Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A526 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
20B	A256 - Manston Rd West	Standard Roundabout	A, B, C	3.53	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-18	A - A256 North

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Growthed Traffic	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 North		ONE HOUR	✓	1933	100.000
B - A526 South		ONE HOUR	✓	1416	100.000
C - Manston Rd West		ONE HOUR	✓	416	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
From	A - A256 North	181	1078	674
	B - A526 South	1336	0	80
	C - Manston Rd West	326	90	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
From	A - A256 North	2	6	2
	B - A526 South	5	0	10
	C - Manston Rd West	6	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 North	1.16	4.94	157.5	F	1774	2661

B - A526 South	0.81	0.17	4.2	A	1299	1949
C - Manston Rd West	1.39	8.42	67.1	F	382	573

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1455	364	67	1844	0.789	1441	1379	0.0	3.6	0.144	A
B - A526 South	1066	267	637	2068	0.515	1062	871	0.0	1.1	0.059	A
C - Manston Rd West	313	78	1137	621	0.504	309	562	0.0	1.0	0.190	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1738	434	79	1836	0.947	1705	1645	3.6	11.8	0.386	C
B - A526 South	1273	318	754	1969	0.646	1270	1030	1.1	1.8	0.085	A
C - Manston Rd West	374	93	1358	494	0.757	367	666	1.0	2.8	0.449	D

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	2128	532	71	1841	1.156	1833	1892	11.8	85.5	1.728	F
B - A526 South	1559	390	811	1921	0.812	1550	1094	1.8	4.1	0.158	A
C - Manston Rd West	458	115	1634	335	1.369	329	727	2.8	34.9	3.812	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	2128	532	71	1841	1.156	1840	1901	85.5	157.5	4.059	F
B - A526 South	1559	390	814	1918	0.813	1559	1098	4.1	4.2	0.166	A
C - Manston Rd West	458	115	1643	330	1.390	329	730	34.9	67.1	8.416	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1738	434	103	1819	0.955	1808	1751	157.5	140.0	4.942	F
B - A526 South	1273	318	800	1931	0.659	1282	1111	4.2	2.0	0.094	A
C - Manston Rd West	374	93	1379	482	0.776	475	703	67.1	41.9	6.698	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1455	364	103	1819	0.800	1806	1551	140.0	52.3	3.228	F
B - A526 South	1066	267	799	1931	0.552	1069	1110	2.0	1.2	0.070	A
C - Manston Rd West	313	78	1178	598	0.523	476	690	41.9	1.2	1.301	F

other - 2039 Growthed Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A526 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
20B	A256 - Manston Rd West	Standard Roundabout	A, B, C	4.34	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-22	A - A256 North

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2039 Growthed Traffic	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 North		ONE HOUR	✓	2084	100.000
B - A526 South		ONE HOUR	✓	1357	100.000
C - Manston Rd West		ONE HOUR	✓	374	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
	From			
	A - A256 North	135	1307	642
	B - A526 South	1293	0	64
	C - Manston Rd West	276	98	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
	From			
	A - A256 North	1	2	1
	B - A526 South	2	0	2
	C - Manston Rd West	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 North	1.23	7.60	236.7	F	1912	2868

B - A526 South	0.72	0.10	2.5	A	1245	1868
C - Manston Rd West	0.96	1.59	10.5	F	343	515

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1569	392	73	1889	0.831	1551	1276	0.0	4.6	0.169	B
B - A526 South	1022	255	578	2192	0.466	1018	1046	0.0	0.9	0.051	A
C - Manston Rd West	282	70	1071	706	0.399	279	526	0.0	0.7	0.140	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1873	468	87	1879	0.997	1807	1524	4.6	21.1	0.575	D
B - A526 South	1220	305	674	2109	0.579	1218	1221	0.9	1.4	0.067	A
C - Manston Rd West	336	84	1278	584	0.575	334	614	0.7	1.3	0.237	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	2295	574	101	1869	1.228	1866	1825	21.1	128.2	2.513	F
B - A526 South	1494	374	696	2090	0.715	1490	1271	1.4	2.5	0.099	A
C - Manston Rd West	412	103	1540	430	0.957	386	645	1.3	7.8	1.023	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	2295	574	105	1866	1.230	1866	1841	128.2	235.3	5.911	F
B - A526 South	1494	374	696	2090	0.715	1494	1275	2.5	2.5	0.101	A
C - Manston Rd West	412	103	1544	428	0.962	401	645	7.8	10.5	1.585	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1873	468	98	1872	1.001	1868	1562	235.3	236.7	7.600	F
B - A526 South	1220	305	696	2089	0.584	1224	1269	2.5	1.4	0.070	A
C - Manston Rd West	336	84	1287	578	0.581	372	633	10.5	1.4	0.339	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1569	392	75	1888	0.831	1880	1307	236.7	159.0	6.328	F
B - A526 South	1022	255	701	2085	0.490	1023	1253	1.4	1.0	0.057	A
C - Manston Rd West	282	70	1097	690	0.408	285	627	1.4	0.7	0.149	A

other - 2039 Growthed Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A526 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
20B	A256 - Manston Rd West	Standard Roundabout	A, B, C	1.66	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-13	A - A256 North

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2039 Growthed Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 North		ONE HOUR	✓	1822	100.000
B - A526 South		ONE HOUR	✓	1045	100.000
C - Manston Rd West		ONE HOUR	✓	393	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
	From			
	A - A256 North	140	1073	609
	B - A526 South	970	0	75
	C - Manston Rd West	314	79	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
	From			
	A - A256 North	2	7	2
	B - A526 South	6	0	11
	C - Manston Rd West	5	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 North	1.10	2.86	106.9	F	1672	2508

B - A526 South	0.59	0.07	1.4	A	959	1438
C - Manston Rd West	0.75	0.41	2.9	C	361	541

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1372	343	59	1836	0.747	1360	1067	0.0	2.9	0.123	A
B - A526 South	787	197	559	2113	0.372	784	860	0.0	0.6	0.045	A
C - Manston Rd West	296	74	833	794	0.373	294	511	0.0	0.6	0.119	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1638	409	71	1828	0.896	1620	1276	2.9	7.4	0.268	C
B - A526 South	939	235	666	2023	0.464	938	1025	0.6	0.9	0.055	A
C - Manston Rd West	353	88	995	699	0.505	352	609	0.6	1.0	0.172	B

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	2006	502	86	1817	1.104	1800	1545	7.4	58.8	1.254	F
B - A526 South	1151	288	740	1961	0.587	1148	1146	0.9	1.4	0.074	A
C - Manston Rd West	433	108	1204	578	0.749	426	684	1.0	2.7	0.379	C

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	2006	502	87	1816	1.105	1814	1553	58.8	106.9	2.845	F
B - A526 South	1151	288	746	1956	0.588	1151	1155	1.4	1.4	0.074	A
C - Manston Rd West	433	108	1207	576	0.751	432	689	2.7	2.9	0.413	C

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1638	409	72	1827	0.897	1810	1301	106.9	64.0	2.856	F
B - A526 South	939	235	744	1958	0.480	941	1138	1.4	0.9	0.059	A
C - Manston Rd West	353	88	1013	690	0.512	360	672	2.9	1.1	0.186	B

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1372	343	60	1836	0.747	1615	1093	64.0	3.1	0.623	E
B - A526 South	787	197	664	2025	0.389	788	1011	0.9	0.6	0.049	A
C - Manston Rd West	296	74	855	781	0.379	298	596	1.1	0.6	0.125	A

other - 2039 + Dev Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A526 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
20B	A256 - Manston Rd West	Standard Roundabout	A, B, C	4.57	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-21	A - A256 North

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2039 + Dev Traffic	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 North		ONE HOUR	✓	1999	100.000
B - A526 South		ONE HOUR	✓	1581	100.000
C - Manston Rd West		ONE HOUR	✓	447	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
	From			
	A - A256 North	181	1078	740
	B - A526 South	1336	0	245
	C - Manston Rd West	335	112	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
	From			
	A - A256 North	2	6	2
	B - A526 South	5	0	3
	C - Manston Rd West	6	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 North	1.20	6.75	202.8	F	1834	2751
B - A526 South	0.91	0.35	9.5	C	1451	2176

C - Manston Rd West	1.47	9.71	80.5	F	410	615
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Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1505	376	83	1835	0.820	1488	1385	0.0	4.3	0.166	A
B - A526 South	1190	298	685	2039	0.584	1185	886	0.0	1.4	0.070	A
C - Manston Rd West	337	84	1136	623	0.540	332	734	0.0	1.1	0.203	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1797	449	98	1824	0.985	1742	1648	4.3	18.1	0.529	D
B - A526 South	1421	355	803	1939	0.733	1416	1038	1.4	2.7	0.114	A
C - Manston Rd West	402	100	1354	497	0.808	392	864	1.1	3.6	0.529	D

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	2201	550	86	1833	1.201	1829	1872	18.1	111.0	2.238	F
B - A526 South	1741	435	843	1905	0.914	1717	1072	2.7	8.6	0.289	C
C - Manston Rd West	492	123	1616	346	1.424	342	943	3.6	41.2	4.317	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	2201	550	84	1834	1.200	1834	1885	111.0	202.8	5.227	F
B - A526 South	1741	435	845	1903	0.915	1737	1073	8.6	9.5	0.347	C
C - Manston Rd West	492	123	1634	335	1.468	335	948	41.2	80.5	9.713	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1797	449	119	1810	0.993	1801	1741	202.8	201.9	6.754	F
B - A526 South	1421	355	830	1916	0.742	1447	1090	9.5	3.0	0.135	A
C - Manston Rd West	402	100	1386	479	0.839	473	891	80.5	62.7	8.592	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1505	376	145	1791	0.840	1782	1607	201.9	132.5	5.641	F
B - A526 South	1190	298	821	1923	0.619	1196	1107	3.0	1.6	0.083	A
C - Manston Rd West	337	84	1172	603	0.558	581	845	62.7	1.6	3.248	F

other - 2039 + Dev Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A526 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
20B	A256 - Manston Rd West	Standard Roundabout	A, B, C	7.30	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-26	A - A256 North

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2039 + Dev Traffic	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 North		ONE HOUR	✓	2092	100.000
B - A526 South		ONE HOUR	✓	1381	100.000
C - Manston Rd West		ONE HOUR	✓	622	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
	From			
	A - A256 North	135	1307	650
	B - A526 South	1293	0	88
	C - Manston Rd West	342	280	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
	From			
	A - A256 North	1	2	1
	B - A526 South	2	0	2
	C - Manston Rd West	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 North	1.28	10.51	319.2	F	1920	2879
B - A526 South	0.72	0.10	2.6	A	1267	1901

C - Manston Rd West	1.58	12.58	134.3	F	571	856
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Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1575	394	207	1797	0.876	1550	1323	0.0	6.3	0.224	B
B - A526 South	1040	260	582	2189	0.475	1036	1176	0.0	0.9	0.052	A
C - Manston Rd West	468	117	1070	709	0.660	461	548	0.0	1.9	0.235	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1881	470	240	1775	1.060	1746	1566	6.3	39.9	0.956	F
B - A526 South	1241	310	655	2125	0.584	1240	1331	0.9	1.4	0.068	A
C - Manston Rd West	559	140	1273	590	0.948	533	621	1.9	8.4	0.825	E

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	2303	576	195	1806	1.276	1805	1774	39.9	164.6	3.498	F
B - A526 South	1521	380	677	2106	0.722	1516	1323	1.4	2.5	0.101	A
C - Manston Rd West	685	171	1536	435	1.574	434	657	8.4	71.2	5.789	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	2303	576	195	1806	1.275	1806	1778	164.6	289.0	7.663	F
B - A526 South	1521	380	678	2105	0.722	1520	1323	2.5	2.6	0.102	A
C - Manston Rd West	685	171	1540	433	1.583	432	658	71.2	134.3	12.509	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1881	470	262	1760	1.069	1760	1600	289.0	319.2	10.500	F
B - A526 South	1241	310	660	2120	0.586	1246	1361	2.6	1.4	0.069	A
C - Manston Rd West	559	140	1280	586	0.955	581	626	134.3	128.7	12.577	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1575	394	313	1725	0.913	1720	1468	319.2	283.0	10.510	F
B - A526 South	1040	260	645	2133	0.487	1042	1387	1.4	1.0	0.055	A
C - Manston Rd West	468	117	1086	700	0.669	695	601	128.7	72.1	8.708	F

other - 2039 + Dev Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A526 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
20B	A256 - Manston Rd West	Standard Roundabout	A, B, C	2.78	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-17	A - A256 North

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2039 + Dev Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 North		ONE HOUR	✓	1894	100.000
B - A526 South		ONE HOUR	✓	1240	100.000
C - Manston Rd West		ONE HOUR	✓	467	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
	From			
	A - A256 North	140	1073	681
	B - A526 South	970	0	270
	C - Manston Rd West	336	131	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
	From			
	A - A256 North	2	7	1
	B - A526 South	6	0	3
	C - Manston Rd West	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 North	1.17	5.05	161.8	F	1738	2607
B - A526 South	0.70	0.10	2.3	A	1138	1707

C - Manston Rd West	0.88	0.76	6.1	E	429	643
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Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1426	356	98	1819	0.784	1412	1083	0.0	3.5	0.143	A
B - A526 South	934	233	612	2093	0.446	930	898	0.0	0.8	0.052	A
C - Manston Rd West	352	88	832	801	0.439	348	710	0.0	0.8	0.132	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1703	426	117	1806	0.943	1671	1294	3.5	11.3	0.379	C
B - A526 South	1115	279	724	1998	0.558	1113	1064	0.8	1.2	0.068	A
C - Manston Rd West	420	105	994	706	0.595	417	843	0.8	1.4	0.206	B

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	2085	521	140	1790	1.165	1782	1555	11.3	87.1	1.793	F
B - A526 South	1365	341	773	1958	0.697	1361	1150	1.2	2.3	0.100	A
C - Manston Rd West	514	129	1197	586	0.877	499	937	1.4	5.3	0.601	E

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	2085	521	143	1787	1.167	1787	1568	87.1	161.8	4.260	F
B - A526 South	1365	341	774	1956	0.698	1365	1156	2.3	2.3	0.101	A
C - Manston Rd West	514	129	1200	585	0.880	511	940	5.3	6.1	0.759	E

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1703	426	123	1802	0.945	1791	1322	161.8	139.8	5.051	F
B - A526 South	1115	279	776	1955	0.570	1119	1137	2.3	1.3	0.072	A
C - Manston Rd West	420	105	1007	698	0.601	438	887	6.1	1.6	0.245	B

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1426	356	99	1818	0.784	1805	1120	139.8	45.0	3.109	F
B - A526 South	934	233	782	1949	0.479	935	1122	1.3	0.9	0.059	A
C - Manston Rd West	352	88	865	782	0.450	355	853	1.6	0.8	0.141	A

other - 2039 B+Dev Net Change, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A526 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
20B	A256 - Manston Rd West	Standard Roundabout	A, B, C	2.69	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-16	C - Manston Rd West

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2039 B+Dev Net Change	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 North		ONE HOUR	✓	1876	100.000
B - A526 South		ONE HOUR	✓	1499	100.000
C - Manston Rd West		ONE HOUR	✓	447	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A256 North	B - A526 South	C - Manston Rd West
	A - A256 North	181	955	740
	B - A526 South	1254	0	245
	C - Manston Rd West	335	112	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A256 North	B - A526 South	C - Manston Rd West
	A - A256 North	2	5	2
	B - A526 South	4	0	3
	C - Manston Rd West	6	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 North	1.12	3.78	127.2	F	1721	2582

B - A526 South	0.88	0.27	7.0	C	1376	2063
C - Manston Rd West	1.27	6.24	54.9	F	410	615

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1412	353	83	1846	0.765	1400	1324	0.0	3.1	0.131	A
B - A526 South	1129	282	687	2054	0.549	1124	796	0.0	1.2	0.064	A
C - Manston Rd West	337	84	1075	664	0.507	333	736	0.0	1.0	0.179	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1686	422	99	1835	0.919	1663	1581	3.1	9.0	0.313	C
B - A526 South	1348	337	816	1943	0.694	1344	946	1.2	2.2	0.099	A
C - Manston Rd West	402	100	1284	544	0.739	396	876	1.0	2.6	0.389	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	2066	516	97	1836	1.125	1824	1833	9.0	69.5	1.435	F
B - A526 South	1650	413	895	1875	0.880	1633	1026	2.2	6.5	0.233	B
C - Manston Rd West	492	123	1542	396	1.242	388	986	2.6	28.7	2.780	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	2066	516	97	1836	1.125	1835	1846	69.5	127.2	3.320	F
B - A526 South	1650	413	901	1870	0.882	1649	1031	6.5	7.0	0.265	C
C - Manston Rd West	492	123	1556	388	1.268	387	993	28.7	54.9	6.236	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1686	422	129	1813	0.930	1799	1703	127.2	99.0	3.778	F
B - A526 South	1348	337	883	1885	0.715	1365	1045	7.0	2.6	0.119	A
C - Manston Rd West	402	100	1316	526	0.764	517	933	54.9	26.1	4.706	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1412	353	109	1828	0.773	1790	1448	99.0	4.5	1.721	F
B - A526 South	1129	282	879	1889	0.597	1133	1021	2.6	1.5	0.080	A
C - Manston Rd West	337	84	1120	638	0.527	436	891	26.1	1.2	0.479	D

other - 2039 B+Dev Net Change, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A526 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
20B	A256 - Manston Rd West	Standard Roundabout	A, B, C	5.34	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-22	A - A256 North

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2039 B+Dev Net Change	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 North		ONE HOUR	✓	1980	100.000
B - A526 South		ONE HOUR	✓	1253	100.000
C - Manston Rd West		ONE HOUR	✓	622	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A256 North	B - A526 South	C - Manston Rd West
	A - A256 North	135	1195	650
	B - A526 South	1165	0	88
	C - Manston Rd West	342	280	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A256 North	B - A526 South	C - Manston Rd West
	A - A256 North	1	2	1
	B - A526 South	2	0	2
	C - Manston Rd West	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 North	1.22	7.93	232.1	F	1817	2725

B - A526 South	0.66	0.09	2.0	A	1150	1725
C - Manston Rd West	1.34	7.78	91.6	F	571	856

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1491	373	208	1797	0.829	1473	1229	0.0	4.5	0.176	B
B - A526 South	943	236	584	2187	0.431	940	1097	0.0	0.8	0.048	A
C - Manston Rd West	468	117	975	766	0.612	462	549	0.0	1.5	0.194	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1780	445	246	1771	1.005	1709	1463	4.5	22.3	0.629	E
B - A526 South	1126	282	677	2105	0.535	1125	1277	0.8	1.1	0.061	A
C - Manston Rd West	559	140	1162	655	0.853	546	640	1.5	4.7	0.502	D

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	2180	545	230	1782	1.223	1780	1681	22.3	122.4	2.557	F
B - A526 South	1380	345	706	2081	0.663	1376	1304	1.1	1.9	0.085	A
C - Manston Rd West	685	171	1401	515	1.331	510	681	4.7	48.5	3.411	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	2180	545	231	1782	1.224	1781	1686	122.4	222.1	5.911	F
B - A526 South	1380	345	706	2081	0.663	1380	1306	1.9	2.0	0.086	A
C - Manston Rd West	685	171	1404	513	1.336	512	682	48.5	91.6	7.777	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1780	445	290	1741	1.022	1740	1523	222.1	232.1	7.925	F
B - A526 South	1126	282	690	2095	0.538	1130	1340	2.0	1.2	0.062	A
C - Manston Rd West	559	140	1169	651	0.858	644	650	91.6	70.3	7.334	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1491	373	333	1711	0.871	1704	1401	232.1	178.7	7.241	F
B - A526 South	943	236	676	2107	0.448	945	1361	1.2	0.8	0.052	A
C - Manston Rd West	468	117	995	754	0.621	740	626	70.3	2.5	3.028	F

other - 2039 B+Dev Net Change, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A526 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
20B	A256 - Manston Rd West	Standard Roundabout	A, B, C	1.42	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-12	A - A256 North

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2039 B+Dev Net Change	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 North		ONE HOUR	✓	1791	100.000
B - A526 South		ONE HOUR	✓	1203	100.000
C - Manston Rd West		ONE HOUR	✓	467	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
	From			
	A - A256 North	140	970	681
	B - A526 South	933	0	270
	C - Manston Rd West	336	131	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 North	B - A526 South	C - Manston Rd West
	From			
	A - A256 North	2	5	1
	B - A526 South	5	0	3
	C - Manston Rd West	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 North	1.09	2.53	93.8	F	1643	2465

B - A526 South	0.69	0.10	2.2	A	1104	1656
C - Manston Rd West	0.84	0.60	4.8	E	429	643

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1348	337	98	1841	0.733	1338	1055	0.0	2.7	0.117	A
B - A526 South	906	226	613	2108	0.430	903	822	0.0	0.7	0.050	A
C - Manston Rd West	352	88	805	821	0.428	349	711	0.0	0.7	0.126	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1610	403	117	1827	0.881	1595	1263	2.7	6.5	0.243	B
B - A526 South	1081	270	731	2008	0.539	1080	981	0.7	1.2	0.065	A
C - Manston Rd West	420	105	962	729	0.576	418	849	0.7	1.3	0.191	B

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1972	493	141	1810	1.089	1790	1525	6.5	52.1	1.138	F
B - A526 South	1325	331	820	1932	0.686	1321	1110	1.2	2.1	0.098	A
C - Manston Rd West	514	129	1164	612	0.841	502	977	1.3	4.4	0.501	D

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1972	493	144	1808	1.090	1805	1537	52.1	93.8	2.535	F
B - A526 South	1325	331	827	1926	0.688	1324	1121	2.1	2.2	0.100	A
C - Manston Rd West	514	129	1168	609	0.844	512	984	4.4	4.8	0.597	E

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1610	403	122	1824	0.883	1805	1294	93.8	45.1	2.343	F
B - A526 South	1081	270	827	1926	0.561	1085	1099	2.2	1.3	0.072	A
C - Manston Rd West	420	105	983	717	0.585	433	930	4.8	1.5	0.220	B

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 North	1348	337	99	1840	0.733	1517	1077	45.1	2.9	0.305	C
B - A526 South	906	226	696	2038	0.444	908	921	1.3	0.8	0.053	A
C - Manston Rd West	352	88	823	810	0.434	354	781	1.5	0.8	0.132	A

Junctions 9

ARCADY 9 - Roundabout Module

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Summary of junction performance

	AM					PM					Airport Peak				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
	Arcady Module - 2017 Baseline Traffic														
A - A256 Haine Road	2.7	0.15	0.74	A	27 %	10.1	0.47	0.92	D	2 %	1.7	0.11	0.63	A	47 %
B - A256 Canterbury Road	0.6	0.04	0.38	A	[A - A256 Haine Road]	0.9	0.04	0.47	A	[A - A256 Haine Road]	0.4	0.03	0.28	A	[A - A256 Haine Road]
C - Canterbury Road West	0.7	0.12	0.40	A		1.3	0.18	0.57	B		0.4	0.08	0.28	A	
	Arcady Module - 2039 Growthed Traffic														
A - A256 Haine Road	11.8	0.54	0.94	D	0 %	146.3	5.58	1.18	F	-19 %	5.8	0.28	0.86	C	9 %
B - A256 Canterbury Road	0.9	0.05	0.48	A	[A - A256 Haine Road]	1.4	0.06	0.59	A	[A - A256 Haine Road]	0.6	0.04	0.38	A	[A - A256 Haine Road]
C - Canterbury Road West	1.4	0.19	0.58	B		6.8	0.79	0.89	E		0.7	0.12	0.43	A	
	Arcady Module - 2039 + Dev Traffic														
A - A256 Haine Road	14.3	0.64	0.95	E	-1 %	291.7	11.19	1.31	F	-27 %	7.4	0.35	0.89	C	6 %
B - A256 Canterbury Road	1.2	0.05	0.55	A	[A - A256 Haine Road]	1.5	0.06	0.60	A	[A - A256 Haine Road]	0.9	0.04	0.46	A	[A - A256 Haine Road]
C - Canterbury Road West	2.0	0.28	0.67	C		8.0	0.92	0.91	F		1.0	0.15	0.49	A	
	Arcady Module - 2039 B+Dev Net Change														
A - A256 Haine Road	5.5	0.27	0.85	C	10 %	190.1	7.60	1.23	F	-22 %	4.1	0.20	0.81	B	16 %
B - A256 Canterbury Road	1.0	0.05	0.51	A	[A - A256 Haine Road]	1.2	0.05	0.54	A	[A - A256 Haine Road]	0.8	0.04	0.44	A	[A - A256 Haine Road]
C - Canterbury Road West	1.6	0.23	0.63	B		4.0	0.45	0.81	D		0.9	0.14	0.48	A	
	Lane Analysis [Lane Simulation] - 2017 Baseline Traffic														

A - A256 Haine Road	3.7	0.19		B	%	12.5	0.51		D	%	2.2	0.15		A	%
B - A256 Canterbury Road	1.0	0.06		A		1.5	0.07		A		0.7	0.06		A	
C - Canterbury Road West	2.1	0.38		C		9.8	1.31		F		1.0	0.21		B	
	Lane Analysis [Lane Simulation] - 2039 Growthed Traffic														
A - A256 Haine Road	13.6	0.60		E	%	141.2	5.37		F	%	7.4	0.33		C	%
B - A256 Canterbury Road	1.7	0.07		A		2.0	0.09		A		1.1	0.06		A	
C - Canterbury Road West	13.3	1.77		F		98.7	12.46		F		2.9	0.46		D	
	Lane Analysis [Lane Simulation] - 2039 + Dev Traffic														
A - A256 Haine Road	18.1	0.71		E	%	279.7	10.74		F	%	9.6	0.42		D	%
B - A256 Canterbury Road	1.8	0.08		A		2.6	0.09		A		1.4	0.07		A	
C - Canterbury Road West	32.6	4.19		F		105.6	13.30		F		5.9	0.90		F	
	Lane Analysis [Lane Simulation] - 2039 B+Dev Net Change														
A - A256 Haine Road	7.1	0.32		C	%	181.2	7.21		F	%	5.2	0.24		B	%
B - A256 Canterbury Road	1.5	0.07		A		1.7	0.08		A		1.4	0.07		A	
C - Canterbury Road West	22.5	2.77		F		75.8	9.03		F		4.9	0.73		E	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

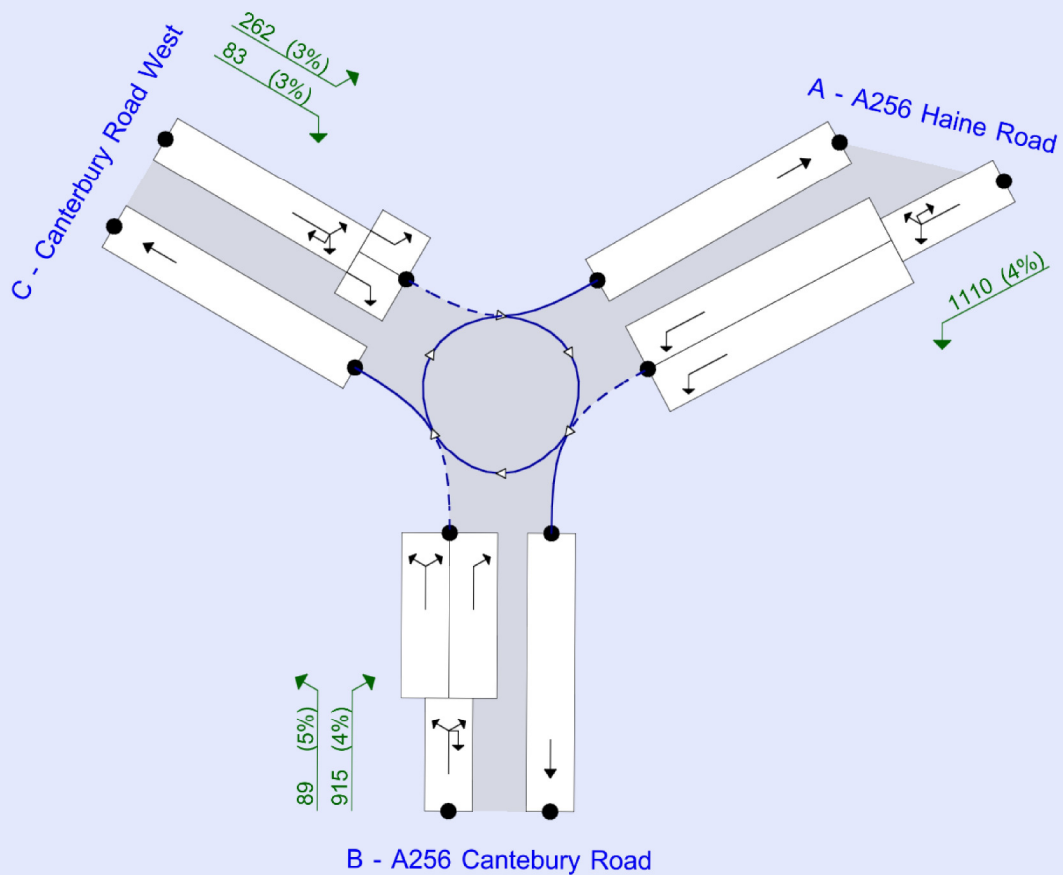
File summary

File Description

Title	21A
Location	A256 - Canterbury Road West
Site number	21A
Date	04/10/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\jessica.elliott
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	mph	Veh	Veh	perHour	min	-Min	perMin



Flows show original traffic demand (Veh/hr).
Lane simulation visualisation time: 12:45:00

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75			✓	Delay	0.85	0.60	20.00

Lane Simulation options

Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Use crossings quick response	Last run random seed	Last run number of trials	Last run time taken (s)
1.00	100000	100000	5	3	1	✓	0	0	0.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2017 Baseline Traffic	AM	ONE HOUR	07:30	09:00	15	✓
D4	2017 Baseline Traffic	PM	ONE HOUR	16:30	18:00	15	✓
D5	2017 Baseline Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓
D6	2039 Growthed Traffic	AM	ONE HOUR	07:30	09:00	15	✓
D7	2039 Growthed Traffic	PM	ONE HOUR	16:30	18:00	15	✓
D8	2039 Growthed Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓
D9	2039 + Dev Traffic	AM	ONE HOUR	07:30	09:00	15	✓
D10	2039 + Dev Traffic	PM	ONE HOUR	16:30	18:00	15	✓
D11	2039 + Dev Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓
D12	2039 B+Dev Net Change	AM	ONE HOUR	07:30	09:00	15	✓
D13	2039 B+Dev Net Change	PM	ONE HOUR	16:30	18:00	15	✓
D14	2039 B+Dev Net Change	Airport Peak	ONE HOUR	12:45	14:15	15	✓

Arcady Module - 2017 Baseline Traffic, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.10	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	27	A - A256 Haine Road

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2017 Baseline Traffic	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1011	100.000
B - A256 Canterbury Road		ONE HOUR	✓	851	100.000
C - Canterbury Road West		ONE HOUR	✓	315	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	1011	0
	B - A256 Canterbury Road	787	0	64
	C - Canterbury Road West	231	84	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	4	0
	B - A256 Canterbury Road	6	0	2
	C - Canterbury Road West	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	0.74	0.15	2.7	A	928	1392
B - A256 Canterbury Road	0.38	0.04	0.6	A	781	1171
C - Canterbury Road West	0.40	0.12	0.7	A	289	434

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	761	190	63	1531	0.497	757	764	0.0	1.0	0.077	A
B - A256 Canterbury Road	641	160	0	2448	0.262	639	820	0.0	0.4	0.033	A
C - Canterbury Road West	237	59	591	1021	0.232	236	48	0.0	0.3	0.076	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	909	227	75	1523	0.597	907	914	1.0	1.5	0.097	A
B - A256 Canterbury Road	765	191	0	2448	0.313	765	982	0.4	0.5	0.036	A
C - Canterbury Road West	283	71	707	956	0.296	283	58	0.3	0.4	0.089	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1113	278	92	1514	0.735	1108	1120	1.5	2.7	0.146	A
B - A256 Canterbury Road	937	234	0	2448	0.383	936	1200	0.5	0.6	0.040	A
C - Canterbury Road West	347	87	866	866	0.401	346	70	0.4	0.7	0.115	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1113	278	92	1513	0.735	1113	1121	2.7	2.7	0.150	A
B - A256 Canterbury Road	937	234	0	2448	0.383	937	1205	0.6	0.6	0.040	A
C - Canterbury Road West	347	87	866	865	0.401	347	70	0.7	0.7	0.116	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
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A - A256 Haine Road	909	227	76	1523	0.597	914	916	2.7	1.5	0.099	A
B - A256 Canterbury Road	765	191	0	2448	0.313	766	990	0.6	0.5	0.036	A
C - Canterbury Road West	283	71	708	955	0.297	284	58	0.7	0.4	0.090	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	761	190	63	1531	0.497	763	767	1.5	1.0	0.078	A
B - A256 Canterbury Road	641	160	0	2448	0.262	641	827	0.5	0.4	0.033	A
C - Canterbury Road West	237	59	593	1020	0.232	238	48	0.4	0.3	0.077	A

Arcady Module - 2017 Baseline Traffic, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.26	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	A - A256 Haine Road

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2017 Baseline Traffic	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1266	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1072	100.000
C - Canterbury Road West		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	1266	0
	B - A256 Canterbury Road	976	0	96
	C - Canterbury Road West	288	114	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	3	0
	B - A256 Canterbury Road	2	0	4
	C - Canterbury Road West	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	0.92	0.47	10.1	D	1162	1743
B - A256 Canterbury Road	0.47	0.04	0.9	A	984	1476
C - Canterbury Road West	0.57	0.18	1.3	B	369	553

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	953	238	85	1533	0.622	947	949	0.0	1.6	0.101	A
B - A256 Canterbury Road	807	202	0	2532	0.319	805	1032	0.0	0.5	0.035	A
C - Canterbury Road West	303	76	733	966	0.313	301	72	0.0	0.5	0.090	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1138	285	102	1523	0.747	1133	1135	1.6	2.8	0.152	A
B - A256 Canterbury Road	964	241	0	2532	0.381	963	1235	0.5	0.6	0.038	A
C - Canterbury Road West	361	90	877	887	0.407	360	86	0.5	0.7	0.114	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1394	348	125	1510	0.923	1369	1389	2.8	9.0	0.374	C
B - A256 Canterbury Road	1180	295	0	2532	0.466	1179	1494	0.6	0.9	0.044	A
C - Canterbury Road West	443	111	1074	779	0.568	440	106	0.7	1.3	0.176	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1394	348	125	1509	0.923	1389	1392	9.0	10.1	0.465	D
B - A256 Canterbury Road	1180	295	0	2532	0.466	1180	1515	0.9	0.9	0.044	A
C - Canterbury Road West	443	111	1075	778	0.569	443	106	1.3	1.3	0.179	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
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A - A256 Haine Road	1138	285	103	1522	0.748	1166	1139	10.1	3.1	0.181	B
B - A256 Canterbury Road	964	241	0	2532	0.381	965	1270	0.9	0.6	0.038	A
C - Canterbury Road West	361	90	878	886	0.408	364	86	1.3	0.7	0.115	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	953	238	86	1532	0.622	959	953	3.1	1.7	0.106	A
B - A256 Canterbury Road	807	202	0	2532	0.319	808	1045	0.6	0.5	0.035	A
C - Canterbury Road West	303	76	735	965	0.314	304	72	0.7	0.5	0.091	A

Arcady Module - 2017 Baseline Traffic, Airport Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.08	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	47	A - A256 Haine Road

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2017 Baseline Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	869	100.000
B - A256 Canterbury Road		ONE HOUR	✓	637	100.000

C - Canterbury Road West		ONE HOUR	✓	255	100.000
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Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	869	0
	B - A256 Canterbury Road	570	0	67
	C - Canterbury Road West	193	62	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	5	0
	B - A256 Canterbury Road	5	0	4
	C - Canterbury Road West	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	0.63	0.11	1.7	A	797	1196
B - A256 Canterbury Road	0.28	0.03	0.4	A	585	877
C - Canterbury Road West	0.28	0.08	0.4	A	234	351

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	654	164	46	1525	0.429	651	573	0.0	0.7	0.068	A
B - A256 Canterbury Road	480	120	0	2466	0.194	479	698	0.0	0.2	0.030	A
C - Canterbury Road West	192	48	428	1113	0.173	191	50	0.0	0.2	0.065	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	781	195	56	1520	0.514	780	686	0.7	1.0	0.081	A
B - A256 Canterbury Road	573	143	0	2466	0.232	572	836	0.2	0.3	0.032	A
C - Canterbury Road West	229	57	512	1066	0.215	229	60	0.2	0.3	0.072	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	957	239	68	1513	0.632	954	839	1.0	1.7	0.107	A
B - A256 Canterbury Road	701	175	0	2466	0.284	701	1022	0.3	0.4	0.034	A
C - Canterbury Road West	281	70	627	1001	0.280	280	74	0.3	0.4	0.083	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	957	239	68	1513	0.633	957	840	1.7	1.7	0.108	A
B - A256 Canterbury Road	701	175	0	2466	0.284	701	1025	0.4	0.4	0.034	A
C - Canterbury Road West	281	70	628	1001	0.280	281	74	0.4	0.4	0.083	A

13:45 - 14:00

	Total	Junction	Circulating				Throughput	Start	End		
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Arm	Demand (Veh/hr)	Arrivals (Veh)	flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	(exit side) (Veh/hr)	queue (Veh)	queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	781	195	56	1520	0.514	784	687	1.7	1.1	0.082	A
B - A256 Canterbury Road	573	143	0	2466	0.232	573	840	0.4	0.3	0.032	A
C - Canterbury Road West	229	57	513	1065	0.215	230	60	0.4	0.3	0.072	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	654	164	47	1525	0.429	655	575	1.1	0.8	0.069	A
B - A256 Canterbury Road	480	120	0	2466	0.194	480	702	0.3	0.2	0.030	A
C - Canterbury Road West	192	48	429	1112	0.173	192	50	0.3	0.2	0.065	A

Arcady Module - 2039 Growthed Traffic, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.30	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	0	A - A256 Haine Road

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Growthed Traffic	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1265	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1065	100.000
C - Canterbury Road West		ONE HOUR	✓	394	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	1265	0
	B - A256 Canterbury Road	985	0	80
	C - Canterbury Road West	289	105	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	5	0
	B - A256 Canterbury Road	6	0	2
	C - Canterbury Road West	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	0.94	0.54	11.8	D	1161	1741
B - A256 Canterbury Road	0.48	0.05	0.9	A	977	1466
C - Canterbury Road West	0.58	0.19	1.4	B	362	542

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	952	238	79	1507	0.632	946	956	0.0	1.7	0.106	A
B - A256 Canterbury Road	802	200	0	2448	0.328	800	1024	0.0	0.5	0.036	A
C - Canterbury Road West	297	74	740	937	0.317	295	60	0.0	0.5	0.093	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1137	284	94	1498	0.759	1132	1144	1.7	3.0	0.161	A
B - A256 Canterbury Road	957	239	0	2448	0.391	957	1226	0.5	0.6	0.040	A
C - Canterbury Road West	354	89	885	855	0.414	353	72	0.5	0.7	0.119	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1393	348	115	1486	0.937	1364	1400	3.0	10.2	0.417	D
B - A256 Canterbury Road	1173	293	0	2448	0.479	1171	1479	0.6	0.9	0.047	A
C - Canterbury Road West	434	108	1083	743	0.584	431	88	0.7	1.4	0.191	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1393	348	116	1486	0.937	1386	1403	10.2	11.8	0.542	D
B - A256 Canterbury Road	1173	293	0	2448	0.479	1173	1502	0.9	0.9	0.047	A
C - Canterbury Road West	434	108	1084	742	0.585	434	88	1.4	1.4	0.194	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
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A - A256 Haine Road	1137	284	95	1498	0.759	1171	1148	11.8	3.3	0.201	B
B - A256 Canterbury Road	957	239	0	2448	0.391	958	1266	0.9	0.6	0.040	A
C - Canterbury Road West	354	89	886	854	0.415	357	72	1.4	0.7	0.121	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	952	238	79	1507	0.632	959	960	3.3	1.8	0.111	A
B - A256 Canterbury Road	802	200	0	2448	0.328	802	1038	0.6	0.5	0.037	A
C - Canterbury Road West	297	74	742	936	0.317	298	60	0.7	0.5	0.094	A

Arcady Module - 2039 Growthed Traffic, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	2.73	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-19	A - A256 Haine Road

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2039 Growthed Traffic	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1596	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1351	100.000
C - Canterbury Road West		ONE HOUR	✓	507	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	1596	0
	B - A256 Canterbury Road	1230	0	121
	C - Canterbury Road West	363	144	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	3	0
	B - A256 Canterbury Road	2	0	4
	C - Canterbury Road West	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	1.18	5.58	146.3	F	1465	2197
B - A256 Canterbury Road	0.59	0.06	1.4	A	1240	1860
C - Canterbury Road West	0.89	0.79	6.8	E	465	698

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1202	300	108	1520	0.791	1187	1195	0.0	3.6	0.174	B
B - A256 Canterbury Road	1017	254	0	2532	0.402	1014	1295	0.0	0.7	0.039	A
C - Canterbury Road West	382	95	924	861	0.443	379	91	0.0	0.8	0.124	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1435	359	129	1508	0.952	1402	1429	3.6	11.8	0.464	D
B - A256 Canterbury Road	1215	304	0	2532	0.480	1214	1530	0.7	0.9	0.045	A
C - Canterbury Road West	456	114	1105	762	0.598	453	109	0.8	1.4	0.193	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1757	439	153	1493	1.177	1487	1739	11.8	79.5	1.994	F
B - A256 Canterbury Road	1487	372	0	2532	0.587	1486	1640	0.9	1.4	0.057	A
C - Canterbury Road West	558	140	1352	626	0.892	540	133	1.4	5.9	0.609	E

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1757	439	158	1491	1.179	1490	1751	79.5	146.3	4.636	F
B - A256 Canterbury Road	1487	372	0	2532	0.587	1487	1647	1.4	1.4	0.057	A
C - Canterbury Road West	558	140	1354	625	0.894	555	133	5.9	6.8	0.785	E

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
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A - A256 Haine Road	1435	359	135	1504	0.954	1493	1449	146.3	131.6	5.577	F
B - A256 Canterbury Road	1215	304	0	2532	0.480	1216	1629	1.4	0.9	0.046	A
C - Canterbury Road West	456	114	1108	760	0.600	477	109	6.8	1.5	0.226	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1202	300	109	1519	0.791	1507	1202	131.6	55.1	3.751	F
B - A256 Canterbury Road	1017	254	0	2532	0.402	1018	1617	0.9	0.7	0.040	A
C - Canterbury Road West	382	95	927	860	0.444	385	91	1.5	0.8	0.127	A

Arcady Module - 2039 Growthed Traffic, Airport Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.17	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	9	A - A256 Haine Road

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2039 Growthed Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1160	100.000
B - A256 Canterbury Road		ONE HOUR	✓	850	100.000

C - Canterbury Road West		ONE HOUR	✓	340	100.000
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Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	1160	0
	B - A256 Canterbury Road	761	0	89
	C - Canterbury Road West	257	83	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	6	0
	B - A256 Canterbury Road	6	0	5
	C - Canterbury Road West	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	0.86	0.28	5.8	C	1064	1597
B - A256 Canterbury Road	0.38	0.04	0.6	A	780	1170
C - Canterbury Road West	0.43	0.12	0.7	A	312	468

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	873	218	62	1502	0.581	868	764	0.0	1.4	0.094	A
B - A256 Canterbury Road	640	160	0	2443	0.262	639	930	0.0	0.4	0.033	A
C - Canterbury Road West	256	64	572	1029	0.249	255	67	0.0	0.3	0.077	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1043	261	74	1495	0.698	1039	914	1.4	2.2	0.131	A
B - A256 Canterbury Road	764	191	0	2443	0.313	764	1114	0.4	0.5	0.036	A
C - Canterbury Road West	306	76	684	966	0.316	305	80	0.3	0.5	0.091	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1277	319	91	1485	0.860	1264	1119	2.2	5.5	0.257	C
B - A256 Canterbury Road	936	234	0	2443	0.383	935	1355	0.5	0.6	0.040	A
C - Canterbury Road West	374	94	837	880	0.426	373	98	0.5	0.7	0.118	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1277	319	91	1485	0.860	1276	1121	5.5	5.8	0.283	C
B - A256 Canterbury Road	936	234	0	2443	0.383	936	1367	0.6	0.6	0.040	A
C - Canterbury Road West	374	94	838	879	0.426	374	98	0.7	0.7	0.119	A

13:45 - 14:00

	Total	Junction	Circulating				Throughput	Start	End		
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Arm	Demand (Veh/hr)	Arrivals (Veh)	flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	(exit side) (Veh/hr)	queue (Veh)	queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1043	261	75	1495	0.698	1056	917	5.8	2.4	0.141	A
B - A256 Canterbury Road	764	191	0	2443	0.313	765	1131	0.6	0.5	0.036	A
C - Canterbury Road West	306	76	685	966	0.317	307	80	0.7	0.5	0.091	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	873	218	63	1502	0.582	877	767	2.4	1.4	0.097	A
B - A256 Canterbury Road	640	160	0	2443	0.262	640	940	0.5	0.4	0.033	A
C - Canterbury Road West	256	64	573	1029	0.249	257	67	0.5	0.3	0.078	A

Arcady Module - 2039 + Dev Traffic, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.35	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-1	A - A256 Haine Road

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2039 + Dev Traffic	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1287	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1227	100.000
C - Canterbury Road West		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	1287	0
	B - A256 Canterbury Road	1147	0	80
	C - Canterbury Road West	292	105	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	5	0
	B - A256 Canterbury Road	5	0	2
	C - Canterbury Road West	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	0.95	0.64	14.3	E	1181	1771
B - A256 Canterbury Road	0.55	0.05	1.2	A	1126	1689
C - Canterbury Road West	0.67	0.28	2.0	C	364	546

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	969	242	79	1507	0.643	962	1080	0.0	1.8	0.109	A
B - A256 Canterbury Road	924	231	0	2469	0.374	921	1040	0.0	0.6	0.039	A
C - Canterbury Road West	299	75	861	873	0.342	297	60	0.0	0.5	0.104	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1157	289	94	1498	0.772	1151	1292	1.8	3.2	0.170	B
B - A256 Canterbury Road	1103	276	0	2469	0.447	1102	1245	0.6	0.8	0.044	A
C - Canterbury Road West	357	89	1030	778	0.459	356	72	0.5	0.8	0.142	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1417	354	114	1486	0.953	1382	1580	3.2	11.9	0.468	D
B - A256 Canterbury Road	1351	338	0	2469	0.547	1349	1497	0.8	1.2	0.054	A
C - Canterbury Road West	437	109	1261	649	0.674	433	88	0.8	2.0	0.272	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1417	354	116	1486	0.954	1407	1584	11.9	14.3	0.645	E
B - A256 Canterbury Road	1351	338	0	2469	0.547	1351	1523	1.2	1.2	0.054	A
C - Canterbury Road West	437	109	1263	648	0.675	437	88	2.0	2.0	0.283	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
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A - A256 Haine Road	1157	289	96	1497	0.773	1200	1298	14.3	3.6	0.228	B
B - A256 Canterbury Road	1103	276	0	2469	0.447	1105	1296	1.2	0.8	0.044	A
C - Canterbury Road West	357	89	1033	777	0.459	361	72	2.0	0.9	0.146	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	969	242	79	1507	0.643	976	1085	3.6	1.8	0.115	A
B - A256 Canterbury Road	924	231	0	2469	0.374	925	1055	0.8	0.6	0.039	A
C - Canterbury Road West	299	75	864	871	0.343	300	60	0.9	0.5	0.105	A

Arcady Module - 2039 + Dev Traffic, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	5.60	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-27	A - A256 Haine Road

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2039 + Dev Traffic	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1777	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1379	100.000
C - Canterbury Road West		ONE HOUR	✓	507	100.000

Demand (Veh/hr)

Vehicle Mix

Heavy Vehicle Percentages

Results

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	1.31	11.19	291.7	F	1631	2446
B - A256 Canterbury Road	0.60	0.06	1.5	A	1265	1898
C - Canterbury Road West	0.91	0.92	8.0	F	465	698

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1338	334	108	1520	0.880	1313	1213	0.0	6.3	0.264	C
B - A256 Canterbury Road	1038	260	0	2532	0.410	1035	1420	0.0	0.7	0.040	A
C - Canterbury Road West	382	95	942	851	0.448	378	94	0.0	0.8	0.126	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1597	399	129	1508	1.060	1480	1451	6.3	35.6	1.030	F
B - A256 Canterbury Road	1240	310	0	2532	0.490	1239	1609	0.7	1.0	0.046	A
C - Canterbury Road West	456	114	1126	750	0.608	453	112	0.8	1.5	0.200	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1957	489	153	1494	1.310	1493	1763	35.6	151.6	3.874	F
B - A256 Canterbury Road	1518	380	0	2532	0.600	1516	1645	1.0	1.5	0.059	A
C - Canterbury Road West	558	140	1379	611	0.913	537	137	1.5	6.7	0.679	E

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1957	489	157	1491	1.312	1491	1777	151.6	268.0	8.494	F
B - A256 Canterbury Road	1518	380	0	2532	0.600	1518	1648	1.5	1.5	0.059	A
C - Canterbury Road West	558	140	1381	610	0.915	553	138	6.7	8.0	0.922	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
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A - A256 Haine Road	1597	399	137	1503	1.063	1503	1474	268.0	291.7	11.193	F
B - A256 Canterbury Road	1240	310	0	2532	0.490	1242	1639	1.5	1.0	0.047	A
C - Canterbury Road West	456	114	1129	748	0.609	481	113	8.0	1.6	0.245	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1338	334	109	1519	0.881	1514	1221	291.7	247.8	10.697	F
B - A256 Canterbury Road	1038	260	0	2532	0.410	1039	1623	1.0	0.7	0.040	A
C - Canterbury Road West	382	95	945	850	0.449	385	94	1.6	0.8	0.130	A

Arcady Module - 2039 + Dev Traffic, Airport Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.20	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	A - A256 Haine Road

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2039 + Dev Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1213	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1040	100.000
C - Canterbury Road West		ONE HOUR	✓	345	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	1213	0
	B - A256 Canterbury Road	951	0	89
	C - Canterbury Road West	262	83	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	5	0
	B - A256 Canterbury Road	4	0	5
	C - Canterbury Road West	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	0.89	0.35	7.4	C	1113	1670
B - A256 Canterbury Road	0.46	0.04	0.9	A	954	1431
C - Canterbury Road West	0.49	0.15	1.0	A	317	475

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	913	228	62	1516	0.602	907	910	0.0	1.5	0.098	A
B - A256 Canterbury Road	783	196	0	2486	0.315	781	969	0.0	0.5	0.035	A
C - Canterbury Road West	260	65	714	957	0.272	258	67	0.0	0.4	0.086	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1090	273	74	1509	0.723	1086	1089	1.5	2.5	0.141	A
B - A256 Canterbury Road	935	234	0	2486	0.376	934	1161	0.5	0.6	0.039	A
C - Canterbury Road West	310	78	854	879	0.353	309	80	0.4	0.5	0.105	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1336	334	91	1499	0.891	1318	1333	2.5	6.9	0.305	C
B - A256 Canterbury Road	1145	286	0	2486	0.461	1144	1409	0.6	0.8	0.045	A
C - Canterbury Road West	380	95	1046	773	0.491	378	98	0.5	0.9	0.151	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1336	334	91	1499	0.891	1333	1335	6.9	7.4	0.351	C
B - A256 Canterbury Road	1145	286	0	2486	0.461	1145	1425	0.8	0.9	0.045	A
C - Canterbury Road West	380	95	1047	772	0.492	380	98	0.9	1.0	0.153	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
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A - A256 Haine Road	1090	273	75	1509	0.723	1109	1093	7.4	2.7	0.157	A
B - A256 Canterbury Road	935	234	0	2486	0.376	936	1184	0.9	0.6	0.039	A
C - Canterbury Road West	310	78	856	878	0.353	312	80	1.0	0.6	0.106	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	913	228	63	1516	0.602	918	914	2.7	1.5	0.101	A
B - A256 Canterbury Road	783	196	0	2486	0.315	784	980	0.6	0.5	0.035	A
C - Canterbury Road West	260	65	716	955	0.272	260	67	0.6	0.4	0.086	A

Arcady Module - 2039 B+Dev Net Change, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.17	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	10	A - A256 Haine Road

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2039 B+Dev Net Change	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1164	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1145	100.000
C - Canterbury Road West		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	1164	0
	B - A256 Canterbury Road	1065	0	80
	C - Canterbury Road West	292	105	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	4	0
	B - A256 Canterbury Road	5	0	2
	C - Canterbury Road West	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	0.85	0.27	5.5	C	1068	1602
B - A256 Canterbury Road	0.51	0.05	1.0	A	1051	1576
C - Canterbury Road West	0.63	0.23	1.6	B	364	546

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	876	219	79	1522	0.576	871	1018	0.0	1.3	0.091	A
B - A256 Canterbury Road	862	216	0	2469	0.349	860	949	0.0	0.5	0.037	A
C - Canterbury Road West	299	75	800	907	0.329	297	60	0.0	0.5	0.098	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1046	262	94	1513	0.692	1043	1218	1.3	2.2	0.127	A
B - A256 Canterbury Road	1029	257	0	2469	0.417	1029	1137	0.5	0.7	0.042	A
C - Canterbury Road West	357	89	957	819	0.436	356	72	0.5	0.8	0.129	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1282	320	115	1500	0.854	1269	1490	2.2	5.3	0.247	B
B - A256 Canterbury Road	1261	315	0	2469	0.511	1259	1384	0.7	1.0	0.050	A
C - Canterbury Road West	437	109	1171	699	0.625	434	88	0.8	1.6	0.223	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1282	320	116	1500	0.854	1281	1494	5.3	5.5	0.270	C
B - A256 Canterbury Road	1261	315	0	2469	0.511	1261	1396	1.0	1.0	0.050	A
C - Canterbury Road West	437	109	1173	699	0.626	437	88	1.6	1.6	0.229	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
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A - A256 Haine Road	1046	262	95	1512	0.692	1059	1224	5.5	2.3	0.136	A
B - A256 Canterbury Road	1029	257	0	2469	0.417	1031	1155	1.0	0.7	0.042	A
C - Canterbury Road West	357	89	959	818	0.436	360	72	1.6	0.8	0.132	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	876	219	79	1521	0.576	880	1023	2.3	1.4	0.094	A
B - A256 Canterbury Road	862	216	0	2469	0.349	863	959	0.7	0.5	0.037	A
C - Canterbury Road West	299	75	802	906	0.330	300	60	0.8	0.5	0.099	A

Arcady Module - 2039 B+Dev Net Change, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	3.80	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-22	A - A256 Haine Road

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2039 B+Dev Net Change	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1665	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1252	100.000
C - Canterbury Road West		ONE HOUR	✓	507	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	1665	0
	B - A256 Canterbury Road	1127	0	125
	C - Canterbury Road West	363	144	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	3	0
	B - A256 Canterbury Road	2	0	4
	C - Canterbury Road West	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	1.23	7.60	190.1	F	1528	2292
B - A256 Canterbury Road	0.54	0.05	1.2	A	1149	1723
C - Canterbury Road West	0.81	0.45	4.0	D	465	698

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1253	313	108	1520	0.825	1236	1118	0.0	4.4	0.201	B
B - A256 Canterbury Road	943	236	0	2532	0.372	940	1344	0.0	0.6	0.038	A
C - Canterbury Road West	382	95	846	904	0.422	379	94	0.0	0.7	0.114	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1497	374	129	1507	0.993	1442	1337	4.4	18.1	0.632	E
B - A256 Canterbury Road	1126	281	0	2532	0.445	1125	1571	0.6	0.8	0.043	A
C - Canterbury Road West	456	114	1012	813	0.561	454	112	0.7	1.2	0.166	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1833	458	156	1492	1.229	1489	1632	18.1	104.3	2.602	F
B - A256 Canterbury Road	1378	345	0	2532	0.545	1377	1644	0.8	1.2	0.052	A
C - Canterbury Road West	558	140	1239	688	0.812	548	137	1.2	3.8	0.404	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1833	458	158	1490	1.230	1490	1640	104.3	190.1	5.998	F
B - A256 Canterbury Road	1378	345	0	2532	0.545	1378	1648	1.2	1.2	0.052	A
C - Canterbury Road West	558	140	1241	687	0.813	557	138	3.8	4.0	0.454	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
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A - A256 Haine Road	1497	374	133	1505	0.994	1497	1349	190.1	190.1	7.596	F
B - A256 Canterbury Road	1126	281	0	2532	0.445	1127	1629	1.2	0.8	0.043	A
C - Canterbury Road West	456	114	1015	811	0.562	467	113	4.0	1.3	0.179	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1253	313	109	1519	0.825	1511	1124	190.1	125.7	6.284	F
B - A256 Canterbury Road	943	236	0	2532	0.372	943	1620	0.8	0.6	0.038	A
C - Canterbury Road West	382	95	849	902	0.423	384	94	1.3	0.7	0.116	A

Arcady Module - 2039 B+Dev Net Change, Airport Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.13	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	16	A - A256 Haine Road

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2039 B+Dev Net Change	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1110	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1004	100.000

C - Canterbury Road West		ONE HOUR	✓	345	100.000
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Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	1110	0
	B - A256 Canterbury Road	915	0	89
	C - Canterbury Road West	262	83	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	4	0
	B - A256 Canterbury Road	4	0	5
	C - Canterbury Road West	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	0.81	0.20	4.1	B	1019	1528
B - A256 Canterbury Road	0.44	0.04	0.8	A	921	1382
C - Canterbury Road West	0.48	0.14	0.9	A	317	475

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	836	209	62	1531	0.546	831	883	0.0	1.2	0.085	A
B - A256 Canterbury Road	756	189	0	2486	0.304	754	893	0.0	0.4	0.035	A
C - Canterbury Road West	260	65	687	972	0.267	258	67	0.0	0.4	0.084	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	998	249	74	1524	0.655	995	1057	1.2	1.9	0.113	A
B - A256 Canterbury Road	903	226	0	2486	0.363	902	1070	0.4	0.6	0.038	A
C - Canterbury Road West	310	78	822	897	0.346	310	80	0.4	0.5	0.102	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1222	306	91	1514	0.807	1214	1294	1.9	3.9	0.195	B
B - A256 Canterbury Road	1105	276	0	2486	0.445	1105	1305	0.6	0.8	0.043	A
C - Canterbury Road West	380	95	1007	795	0.478	378	98	0.5	0.9	0.144	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1222	306	91	1514	0.807	1222	1296	3.9	4.1	0.205	B
B - A256 Canterbury Road	1105	276	0	2486	0.445	1105	1313	0.8	0.8	0.043	A
C - Canterbury Road West	380	95	1007	794	0.478	380	98	0.9	0.9	0.145	A

13:45 - 14:00

	Total	Junction	Circulating				Throughput	Start	End		
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Arm	Demand (Veh/hr)	Arrivals (Veh)	flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	(exit side) (Veh/hr)	queue (Veh)	queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	998	249	75	1523	0.655	1006	1060	4.1	1.9	0.118	A
B - A256 Canterbury Road	903	226	0	2486	0.363	903	1081	0.8	0.6	0.038	A
C - Canterbury Road West	310	78	823	896	0.346	312	80	0.9	0.5	0.103	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	836	209	63	1531	0.546	839	887	1.9	1.2	0.087	A
B - A256 Canterbury Road	756	189	0	2486	0.304	756	901	0.6	0.4	0.035	A
C - Canterbury Road West	260	65	689	970	0.268	260	67	0.5	0.4	0.085	A

Lane Analysis - 2017 Baseline Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Analysis [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane Analysis	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
A - A256 Haine Road	Evenly split	10.00
B - A256 Canterbury Road	Evenly split	10.00
C - Canterbury Road West	Evenly split	10.00

Lanes

Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	B	✓	5.00	0	99999
		2	B	✓	5.00	0	99999
	2	1	(A, B, C)		Infinity		
B - A256 Canterbury Road	1 [Give-way line]	1	A, C	✓	3.00	0	99999
		2	A	✓	3.00	0	99999
	2	1	(A, B, C)		Infinity		
	1 [Give-way	1	A	✓	1.00	0	99999

C - Canterbury Road West	line]	2	B	✓	1.00	0	99999
	2	1	(A, B, C)		Infinity		

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	0.298	815
		2	0.298	815
B - A256 Canterbury Road	1 [Give-way line]	1	0.414	1294
		2	0.414	1294
C - Canterbury Road West	1 [Give-way line]	1	0.274	696
		2	0.274	696

Lane Movements

Arm	Lane Level	Lane	Destination arm		
			A256 Haine Road	A256 Canterbury Road	Canterbury Road West
A - A256 Haine Road	1 [Give-way line]	1		✓	
		2		✓	
	2	1	✓	✓	✓
B - A256 Canterbury Road	1 [Give-way line]	1	✓		✓
		2	✓		
	2	1	✓	✓	✓
C - Canterbury Road West	1 [Give-way line]	1	✓		
		2		✓	
	2	1	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2017 Baseline Traffic	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1011	100.000
B - A256 Canterbury Road		ONE HOUR	✓	851	100.000
C - Canterbury Road West		ONE HOUR	✓	315	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	1011	0
	B - A256 Canterbury Road	787	0	64
	C - Canterbury Road West	231	84	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	4	0
	B - A256 Canterbury Road	6	0	2
	C - Canterbury Road West	3	2	0

Results

Results Summary for whole modelled period

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Arm	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	0.19	3.7	B	927	1390
B - A256 Canterbury Road	0.06	1.0	A	778	1166
C - Canterbury Road West	0.38	2.1	C	290	434

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	761	190	67	763	766	0.0	1.3	0.109	A
B - A256 Canterbury Road	639	160	0	639	830	0.0	0.6	0.055	A
C - Canterbury Road West	242	61	590	243	49	0.0	0.7	0.165	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	910	227	78	909	907	1.3	1.9	0.130	A
B - A256 Canterbury Road	758	190	0	760	987	0.6	0.7	0.057	A
C - Canterbury Road West	284	71	700	285	59	0.7	1.1	0.219	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1107	277	96	1110	1113	1.9	3.3	0.186	B
B - A256 Canterbury Road	932	233	0	933	1205	0.7	0.9	0.062	A
C - Canterbury Road West	347	87	864	345	69	1.1	2.2	0.348	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1119	280	88	1118	1124	3.3	3.6	0.186	B
B - A256 Canterbury Road	936	234	0	937	1206	0.9	1.0	0.061	A
C - Canterbury Road West	343	86	866	346	71	2.2	2.0	0.379	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	901	225	78	901	915	3.6	2.0	0.136	A
B - A256 Canterbury Road	758	190	0	758	978	1.0	0.8	0.058	A
C - Canterbury Road West	288	72	705	288	53	2.0	1.1	0.243	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	763	191	63	763	766	2.0	1.4	0.112	A
B - A256 Canterbury Road	642	161	0	642	826	0.8	0.6	0.055	A
C - Canterbury Road West	233	58	593	236	49	1.1	0.6	0.185	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	382	765	0.499	383	0.0	0.6	0.108	A
			2	B	380	763	0.497	380	0.0	0.7	0.109	A
		2	1	(A, B, C)	761			761	0.0	0.0	0.000	A
	Exit	1	1		766			766	0.0	0.0	0.000	A

B - A256 Canterbury Road	Entry	1	1	A, C	335	1225	0.273	334	0.0	0.3	0.056	A
			2	A	304	1220	0.249	305	0.0	0.2	0.055	A
	Exit	1	1	(A, B, C)	639			639	0.0	0.0	0.000	A
			1		830			830	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	175	509	0.344	175	0.0	0.3	0.112	A
			2	B	67	514	0.131	67	0.0	0.1	0.113	A
	Exit	1	1	(A, B, C)	242			243	0.0	0.2	0.053	A
			1		49			49	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	456	762	0.598	456	0.6	0.9	0.129	A
			2	B	454	761	0.595	453	0.7	1.0	0.128	A
	Exit	1	1	(A, B, C)	910			910	0.0	0.0	0.001	A
			1		907			907	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	395	1228	0.321	395	0.3	0.4	0.057	A
			2	A	363	1224	0.297	364	0.2	0.3	0.056	A
	Exit	1	1	(A, B, C)	758			758	0.0	0.0	0.000	A
			1		987			987	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	207	480	0.431	206	0.3	0.5	0.126	A
			2	B	78	484	0.161	78	0.1	0.1	0.124	A
	Exit	1	1	(A, B, C)	284			284	0.2	0.5	0.094	A
			1		59			59	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	551	757	0.729	552	0.9	1.6	0.175	B
			2	B	555	756	0.734	557	1.0	1.5	0.173	B
	Exit	1	1	(A, B, C)	1107			1106	0.0	0.2	0.012	A
			1		1113			1113	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	483	1227	0.394	484	0.4	0.5	0.062	A
			2	A	448	1222	0.366	449	0.3	0.4	0.059	A
	Exit	1	1	(A, B, C)	932			931	0.0	0.0	0.001	A
			1		1205			1205	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	251	432	0.580	249	0.5	0.6	0.135	A
			2	B	95	436	0.217	96	0.1	0.2	0.132	A
	Exit	1	1	(A, B, C)	347			345	0.5	1.4	0.214	B
			1		69			69	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	563	760	0.741	562	1.6	1.7	0.174	B
			2	B	556	757	0.735	556	1.5	1.7	0.176	B
	Exit	1	1	(A, B, C)	1119			1120	0.2	0.2	0.011	A
			1		1124			1124	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	490	1227	0.400	491	0.5	0.5	0.061	A
			2	A	446	1222	0.365	446	0.4	0.5	0.060	A
	Exit	1	1	(A, B, C)	936			936	0.0	0.0	0.001	A
			1		1206			1206	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	258	431	0.597	258	0.6	0.6	0.139	A
			2	B	88	436	0.201	88	0.2	0.2	0.140	A
	Exit	1	1	(A, B, C)	343			345	1.4	1.2	0.239	B
			1		71			71	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	448	762	0.588	448	1.7	1.0	0.135	A
			2	B	453	761	0.596	453	1.7	1.0	0.133	A
	Exit	1	1	(A, B, C)	901			902	0.2	0.0	0.002	A
			1		915			915	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	396	1221	0.324	396	0.5	0.4	0.058	A
			2	A	362	1220	0.297	362	0.5	0.4	0.057	A
	Exit	1	1	(A, B, C)	758			758	0.0	0.0	0.000	A
			1		978			978	0.0	0.0	0.000	A
			1	A	210	477	0.441	210	0.6	0.5	0.128	A

C - Canterbury Road West	Entry	1	2	B	78	482	0.161	78	0.2	0.2	0.128	A
		2	1	(A, B, C)	288			288	1.2	0.5	0.115	A
	Exit	1	1		53			53	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	381	766	0.498	381	1.0	0.7	0.110	A
			2	B	382	764	0.499	382	1.0	0.7	0.113	A
		2	1	(A, B, C)	763			763	0.0	0.0	0.000	A
	Exit	1	1		766			766	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	337	1232	0.274	337	0.4	0.3	0.056	A
			2	A	305	1219	0.250	305	0.4	0.3	0.054	A
		2	1	(A, B, C)	642			642	0.0	0.0	0.000	A
	Exit	1	1		826			826	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	172	508	0.338	173	0.5	0.3	0.119	A
			2	B	63	516	0.123	63	0.2	0.1	0.119	A
		2	1	(A, B, C)	233			235	0.5	0.2	0.067	A
	Exit	1	1		49			49	0.0	0.0	0.000	A

Lane Analysis - 2017 Baseline Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Analysis [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane Analysis	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.45	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
A - A256 Haine Road	Evenly split	10.00
B - A256 Canterbury Road	Evenly split	10.00
C - Canterbury Road West	Evenly split	10.00

Lanes

Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	B	✓	5.00	0	99999
		2	B	✓	5.00	0	99999
	2	1	(A, B, C)		Infinity		
B - A256 Canterbury Road	1 [Give-way line]	1	A, C	✓	3.00	0	99999
		2	A	✓	3.00	0	99999
	2	1	(A, B, C)		Infinity		
	1 [Give-way	1	A	✓	1.00	0	99999

C - Canterbury Road West	line]	2	B	✓	1.00	0	99999
	2	1	(A, B, C)		Infinity		

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	0.298	815
		2	0.298	815
B - A256 Canterbury Road	1 [Give-way line]	1	0.414	1294
		2	0.414	1294
C - Canterbury Road West	1 [Give-way line]	1	0.274	696
		2	0.274	696

Lane Movements

Arm	Lane Level	Lane	Destination arm		
			A256 Haine Road	A256 Canterbury Road	Canterbury Road West
A - A256 Haine Road	1 [Give-way line]	1		✓	
		2		✓	
	2	1	✓	✓	✓
B - A256 Canterbury Road	1 [Give-way line]	1	✓		✓
		2	✓		
	2	1	✓	✓	✓
C - Canterbury Road West	1 [Give-way line]	1	✓		
		2		✓	
	2	1	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2017 Baseline Traffic	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1266	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1072	100.000
C - Canterbury Road West		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	1266	0
	B - A256 Canterbury Road	976	0	96
	C - Canterbury Road West	288	114	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	3	0
	B - A256 Canterbury Road	2	0	4
	C - Canterbury Road West	2	1	0

Results

Results Summary for whole modelled period

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Arm	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	0.51	12.5	D	1165	1747
B - A256 Canterbury Road	0.07	1.5	A	984	1475
C - Canterbury Road West	1.31	9.8	F	367	551

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	957	239	87	957	940	0.0	2.3	0.136	A
B - A256 Canterbury Road	797	199	0	800	1044	0.0	0.7	0.056	A
C - Canterbury Road West	305	76	724	302	75	0.0	1.2	0.206	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1129	282	107	1129	1132	2.3	3.8	0.191	B
B - A256 Canterbury Road	964	241	0	964	1236	0.7	0.9	0.059	A
C - Canterbury Road West	364	91	876	363	88	1.2	2.4	0.362	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1383	346	124	1378	1368	3.8	10.4	0.399	C
B - A256 Canterbury Road	1170	292	0	1169	1503	0.9	1.4	0.067	A
C - Canterbury Road West	437	109	1066	427	103	2.4	8.4	0.907	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1405	351	130	1409	1385	10.4	12.5	0.512	D
B - A256 Canterbury Road	1178	294	0	1177	1539	1.4	1.4	0.066	A
C - Canterbury Road West	445	111	1072	443	105	8.4	9.8	1.305	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1155	289	103	1159	1161	12.5	3.8	0.250	C
B - A256 Canterbury Road	990	247	0	988	1262	1.4	1.1	0.060	A
C - Canterbury Road West	357	89	903	361	85	9.8	2.8	0.671	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	962	241	82	960	948	3.8	2.6	0.142	A
B - A256 Canterbury Road	803	201	0	802	1042	1.1	0.8	0.056	A
C - Canterbury Road West	296	74	732	299	70	2.8	1.0	0.265	C

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	478	764	0.625	477	0.0	1.2	0.135	A
			2	B	479	766	0.625	480	0.0	1.0	0.135	A
		2	1	(A, B, C)	957			957	0.0	0.0	0.002	A
	Exit	1	1		940			940	0.0	0.0	0.000	A

B - A256 Canterbury Road	Entry	1	1	A, C	421	1264	0.333	422	0.0	0.4	0.057	A
			2	A	377	1267	0.297	378	0.0	0.3	0.055	A
	Exit	1	1	(A, B, C)	797			797	0.0	0.0	0.000	A
			1		1044			1044	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	216	484	0.447	215	0.0	0.5	0.116	A
			2	B	87	488	0.179	87	0.0	0.2	0.117	A
	Exit	1	1	(A, B, C)	305			304	0.0	0.5	0.090	A
			1		75			75	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	566	760	0.744	566	1.2	1.8	0.179	B
			2	B	562	758	0.741	563	1.0	1.7	0.179	B
	Exit	1	1	(A, B, C)	1129			1128	0.0	0.3	0.011	A
			1		1132			1132	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	505	1265	0.400	505	0.4	0.5	0.060	A
			2	A	459	1269	0.361	459	0.3	0.4	0.057	A
	Exit	1	1	(A, B, C)	964			964	0.0	0.0	0.001	A
			1		1236			1236	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	255	442	0.577	256	0.5	0.5	0.135	A
			2	B	107	448	0.240	107	0.2	0.2	0.133	A
	Exit	1	1	(A, B, C)	364			362	0.5	1.6	0.228	B
			1		88			88	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	699	754	0.926	698	1.8	3.3	0.269	C
			2	B	680	753	0.902	680	1.7	3.3	0.272	C
	Exit	1	1	(A, B, C)	1383			1379	0.3	3.9	0.128	A
			1		1368			1368	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	612	1265	0.484	611	0.5	0.7	0.066	A
			2	A	558	1268	0.440	558	0.4	0.6	0.063	A
	Exit	1	1	(A, B, C)	1170			1170	0.0	0.0	0.002	A
			1		1503			1503	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	302	390	0.774	302	0.5	0.8	0.153	A
			2	B	124	392	0.317	124	0.2	0.3	0.152	A
	Exit	1	1	(A, B, C)	437			426	1.6	7.3	0.754	E
			1		103			103	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	700	752	0.931	701	3.3	3.5	0.297	C
			2	B	706	752	0.938	708	3.3	3.4	0.296	C
	Exit	1	1	(A, B, C)	1405			1406	3.9	5.6	0.215	B
			1		1385			1385	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	616	1263	0.488	616	0.7	0.8	0.065	A
			2	A	561	1269	0.442	562	0.6	0.6	0.062	A
	Exit	1	1	(A, B, C)	1178			1177	0.0	0.1	0.002	A
			1		1539			1539	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	312	389	0.802	313	0.8	0.7	0.152	A
			2	B	131	392	0.333	130	0.3	0.4	0.154	A
	Exit	1	1	(A, B, C)	445			443	7.3	8.7	1.154	F
			1		105			105	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	578	761	0.759	580	3.5	1.8	0.203	B
			2	B	578	761	0.758	579	3.4	1.7	0.204	B
	Exit	1	1	(A, B, C)	1155			1156	5.6	0.3	0.049	A
			1		1161			1161	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	515	1264	0.407	514	0.8	0.6	0.059	A
			2	A	475	1270	0.374	474	0.6	0.5	0.058	A
	Exit	1	1	(A, B, C)	990			990	0.1	0.0	0.001	A
			1		1262			1262	0.0	0.0	0.000	A
			1	A	258	436	0.592	258	0.7	0.6	0.139	A

C - Canterbury Road West	Entry	1	2	B	103	441	0.233	103	0.4	0.2	0.138	A
		2	1	(A, B, C)	357			360	8.7	2.0	0.533	D
	Exit	1	1		85			85	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	483	770	0.628	481	1.8	1.3	0.140	A
			2	B	479	767	0.625	479	1.7	1.3	0.140	A
		2	1	(A, B, C)	962			962	0.3	0.1	0.002	A
	Exit	1	1		948			948	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	423	1266	0.334	422	0.6	0.4	0.057	A
			2	A	381	1265	0.301	380	0.5	0.4	0.054	A
		2	1	(A, B, C)	803			803	0.0	0.0	0.000	A
	Exit	1	1		1042			1042	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	216	482	0.449	216	0.6	0.4	0.125	A
			2	B	82	485	0.168	82	0.2	0.2	0.123	A
		2	1	(A, B, C)	296			298	2.0	0.4	0.140	A
	Exit	1	1		70			70	0.0	0.0	0.000	A

Lane Analysis - 2017 Baseline Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Analysis [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane Analysis	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
A - A256 Haine Road	Evenly split	10.00
B - A256 Canterbury Road	Evenly split	10.00
C - Canterbury Road West	Evenly split	10.00

Lanes

Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	B	✓	5.00	0	99999
		2	B	✓	5.00	0	99999
	2	1	(A, B, C)		Infinity		
B - A256 Canterbury Road	1 [Give-way line]	1	A, C	✓	3.00	0	99999
		2	A	✓	3.00	0	99999

	2	1	(A, B, C)		Infinity		
C - Canterbury Road West	1 [Give-way line]	1	A	✓	1.00	0	99999
		2	B	✓	1.00	0	99999
	2	1	(A, B, C)		Infinity		

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	0.298	815
		2	0.298	815
B - A256 Canterbury Road	1 [Give-way line]	1	0.414	1294
		2	0.414	1294
C - Canterbury Road West	1 [Give-way line]	1	0.274	696
		2	0.274	696

Lane Movements

Arm	Lane Level	Lane	Destination arm		
			A256 Haine Road	A256 Canterbury Road	Canterbury Road West
A - A256 Haine Road	1 [Give-way line]	1		✓	
		2		✓	
	2	1	✓	✓	✓
B - A256 Canterbury Road	1 [Give-way line]	1	✓		✓
		2	✓		
	2	1	✓	✓	✓
C - Canterbury Road West	1 [Give-way line]	1	✓		
		2		✓	
	2	1	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2017 Baseline Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	869	100.000
B - A256 Canterbury Road		ONE HOUR	✓	637	100.000
C - Canterbury Road West		ONE HOUR	✓	255	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	869	0
	B - A256 Canterbury Road	570	0	67
	C - Canterbury Road West	193	62	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	5	0
	B - A256 Canterbury Road	5	0	4
	C - Canterbury Road West	3	3	0

Results

Results Summary for whole modelled period

Arm	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	0.15	2.2	A	800	1200
B - A256 Canterbury Road	0.06	0.7	A	583	875
C - Canterbury Road West	0.21	1.0	B	234	351

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	655	164	47	657	581	0.0	1.0	0.101	A
B - A256 Canterbury Road	481	120	0	481	704	0.0	0.4	0.052	A
C - Canterbury Road West	193	48	433	195	48	0.0	0.4	0.142	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	784	196	56	784	685	1.0	1.5	0.112	A
B - A256 Canterbury Road	573	143	0	573	840	0.4	0.5	0.054	A
C - Canterbury Road West	232	58	508	233	65	0.4	0.6	0.169	B

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	950	238	69	956	827	1.5	2.0	0.143	A
B - A256 Canterbury Road	689	172	0	689	1025	0.5	0.6	0.056	A
C - Canterbury Road West	282	71	614	282	75	0.6	0.9	0.203	B

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	964	241	66	965	843	2.0	2.1	0.145	A
B - A256 Canterbury Road	704	176	0	704	1031	0.6	0.7	0.056	A
C - Canterbury Road West	279	70	630	279	74	0.9	1.1	0.211	B

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	785	196	56	785	690	2.1	1.6	0.118	A
B - A256 Canterbury Road	581	145	0	581	841	0.7	0.5	0.054	A
C - Canterbury Road West	230	58	518	228	63	1.1	0.7	0.172	B

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	662	166	46	660	565	1.6	1.1	0.104	A
B - A256 Canterbury Road	473	118	0	475	707	0.5	0.3	0.052	A
C - Canterbury Road West	189	47	422	189	53	0.7	0.4	0.143	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

12:45 - 13:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	329	767	0.429	330	0.0	0.5	0.100	A
			2	B	326	767	0.425	327	0.0	0.5	0.101	A
		2	1	(A, B, C)	655			655	0.0	0.0	0.000	A

	Exit	1	1		581			581	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	258	1232	0.209	257	0.0	0.2	0.053	A
			2	A	223	1234	0.181	224	0.0	0.2	0.052	A
		2	1	(A, B, C)	481			481	0.0	0.0	0.000	A
	Exit	1	1		704			704	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	147	555	0.265	148	0.0	0.3	0.105	A
			2	B	47	557	0.084	47	0.0	0.1	0.106	A
		2	1	(A, B, C)	193			194	0.0	0.1	0.037	A
	Exit	1	1		48			48	0.0	0.0	0.000	A

13:00 - 13:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	395	761	0.519	396	0.5	0.7	0.111	A
			2	B	389	761	0.511	388	0.5	0.7	0.113	A
		2	1	(A, B, C)	784			783	0.0	0.0	0.000	A
	Exit	1	1		685			685	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	312	1238	0.252	312	0.2	0.3	0.054	A
			2	A	261	1229	0.212	261	0.2	0.2	0.053	A
		2	1	(A, B, C)	573			573	0.0	0.0	0.000	A
	Exit	1	1		840			840	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	177	535	0.332	177	0.3	0.3	0.113	A
			2	B	56	541	0.103	56	0.1	0.1	0.114	A
		2	1	(A, B, C)	232			233	0.1	0.2	0.055	A
	Exit	1	1		65			65	0.0	0.0	0.000	A

13:15 - 13:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	479	755	0.633	481	0.7	1.0	0.140	A
			2	B	472	759	0.622	475	0.7	1.0	0.140	A
		2	1	(A, B, C)	950			951	0.0	0.0	0.003	A
	Exit	1	1		827			827	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	371	1236	0.300	371	0.3	0.3	0.057	A
			2	A	318	1229	0.259	318	0.2	0.3	0.054	A
		2	1	(A, B, C)	689			689	0.0	0.0	0.000	A
	Exit	1	1		1025			1025	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	213	501	0.426	213	0.3	0.4	0.120	A
			2	B	68	507	0.135	69	0.1	0.1	0.116	A
		2	1	(A, B, C)	282			282	0.2	0.4	0.084	A
	Exit	1	1		75			75	0.0	0.0	0.000	A

13:30 - 13:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	481	762	0.631	482	1.0	1.1	0.143	A
			2	B	483	759	0.637	483	1.0	1.0	0.143	A
		2	1	(A, B, C)	964			964	0.0	0.0	0.003	A
	Exit	1	1		843			843	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	371	1239	0.299	371	0.3	0.4	0.056	A
			2	A	333	1235	0.270	333	0.3	0.3	0.055	A
		2	1	(A, B, C)	704			704	0.0	0.0	0.000	A
	Exit	1	1		1031			1031	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	214	499	0.429	213	0.4	0.5	0.119	A
			2	B	65	502	0.130	66	0.1	0.1	0.117	A
		2	1	(A, B, C)	279			279	0.4	0.4	0.093	A
	Exit	1	1		74			74	0.0	0.0	0.000	A

13:45 - 14:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	397	760	0.522	397	1.1	0.8	0.117	A
			2	B	388	760	0.511	389	1.0	0.8	0.119	A
		2	1	(A, B, C)	785			785	0.0	0.0	0.001	A
	Exit	1	1		690			690	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	316	1230	0.257	315	0.4	0.3	0.054	A
			2	A	266	1232	0.215	265	0.3	0.2	0.053	A
		2	1	(A, B, C)	581			581	0.0	0.0	0.000	A
	Exit	1	1		841			841	0.0	0.0	0.000	A

C - Canterbury Road West	Entry	1	1	A	173	532	0.325	172	0.5	0.3	0.113	A
			2	B	57	531	0.106	56	0.1	0.1	0.115	A
	Exit	1	1	(A, B, C)	230			230	0.4	0.2	0.058	A
					63			63	0.0	0.0	0.000	A

14:00 - 14:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	332	764	0.435	332	0.8	0.5	0.104	A
			2	B	330	762	0.433	329	0.8	0.6	0.104	A
	Exit	1	1	(A, B, C)	662			662	0.0	0.0	0.000	A
					565			565	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	258	1236	0.209	258	0.3	0.2	0.053	A
			2	A	215	1223	0.176	216	0.2	0.1	0.051	A
	Exit	1	1	(A, B, C)	473			473	0.0	0.0	0.000	A
					707			707	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	143	555	0.257	142	0.3	0.3	0.107	A
			2	B	46	552	0.083	46	0.1	0.1	0.109	A
	Exit	1	1	(A, B, C)	189			189	0.2	0.1	0.036	A
					53			53	0.0	0.0	0.000	A

Lane Analysis - 2039 Growthed Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Analysis [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane Analysis	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.56	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
A - A256 Haine Road	Evenly split	10.00
B - A256 Canterbury Road	Evenly split	10.00
C - Canterbury Road West	Evenly split	10.00

Lanes

Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	B	✓	5.00	0	99999
		2	B	✓	5.00	0	99999
	2	1	(A, B, C)		Infinity		
B - A256 Canterbury Road	1 [Give-way line]	1	A, C	✓	3.00	0	99999
		2	A	✓	3.00	0	99999
	2	1	(A, B, C)		Infinity		
	1 [Give-way	1	A	✓	1.00	0	99999

C - Canterbury Road West	line]	2	B	✓	1.00	0	99999
	2	1	(A, B, C)		Infinity		

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	0.298	815
		2	0.298	815
B - A256 Canterbury Road	1 [Give-way line]	1	0.414	1294
		2	0.414	1294
C - Canterbury Road West	1 [Give-way line]	1	0.274	696
		2	0.274	696

Lane Movements

Arm	Lane Level	Lane	Destination arm		
			A256 Haine Road	A256 Canterbury Road	Canterbury Road West
A - A256 Haine Road	1 [Give-way line]	1		✓	
		2		✓	
	2	1	✓	✓	✓
B - A256 Canterbury Road	1 [Give-way line]	1	✓		✓
		2	✓		
	2	1	✓	✓	✓
C - Canterbury Road West	1 [Give-way line]	1	✓		
		2		✓	
	2	1	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Growthed Traffic	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1265	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1065	100.000
C - Canterbury Road West		ONE HOUR	✓	394	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	1265	0
	B - A256 Canterbury Road	985	0	80
	C - Canterbury Road West	289	105	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	5	0
	B - A256 Canterbury Road	6	0	2
	C - Canterbury Road West	3	2	0

Results

Results Summary for whole modelled period

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Arm	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	0.60	13.6	E	1162	1742
B - A256 Canterbury Road	0.07	1.7	A	981	1472
C - Canterbury Road West	1.77	13.3	F	360	540

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	954	239	83	954	965	0.0	2.2	0.138	A
B - A256 Canterbury Road	806	201	0	808	1037	0.0	0.7	0.059	A
C - Canterbury Road West	302	75	746	302	62	0.0	1.2	0.233	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1146	286	96	1141	1152	2.2	4.5	0.206	B
B - A256 Canterbury Road	969	242	0	967	1237	0.7	1.1	0.063	A
C - Canterbury Road West	353	88	896	352	71	1.2	2.6	0.383	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1394	348	107	1383	1392	4.5	12.6	0.465	D
B - A256 Canterbury Road	1179	295	0	1176	1489	1.1	1.5	0.070	A
C - Canterbury Road West	434	109	1090	408	85	2.6	10.9	1.084	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1379	345	112	1389	1398	12.6	13.5	0.602	E
B - A256 Canterbury Road	1177	294	0	1174	1501	1.5	1.6	0.071	A
C - Canterbury Road West	429	107	1085	425	89	10.9	13.3	1.775	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1136	284	102	1138	1156	13.5	4.0	0.282	C
B - A256 Canterbury Road	955	239	0	954	1240	1.6	1.0	0.064	A
C - Canterbury Road West	354	88	884	375	70	13.3	3.1	0.991	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	961	240	77	957	950	4.0	2.5	0.150	A
B - A256 Canterbury Road	803	201	0	801	1034	1.0	0.9	0.059	A
C - Canterbury Road West	285	71	741	286	59	3.1	1.2	0.280	C

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	473	752	0.629	473	0.0	1.0	0.137	A
			2	B	480	751	0.639	480	0.0	1.1	0.136	A
		2	1	(A, B, C)	954			954	0.0	0.1	0.001	A
	Exit	1	1		965			965	0.0	0.0	0.000	A

B - A256 Canterbury Road	Entry	1	1	A, C	418	1226	0.341	419	0.0	0.4	0.059	A
			2	A	388	1220	0.318	389	0.0	0.3	0.057	A
	Exit	1	1	(A, B, C)	806			806	0.0	0.0	0.000	A
			1		1037			1037	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	219	464	0.472	219	0.0	0.4	0.121	A
			2	B	83	473	0.175	83	0.0	0.2	0.123	A
	Exit	1	1	(A, B, C)	302			301	0.0	0.6	0.112	A
			1		62			62	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	566	749	0.756	564	1.0	2.0	0.190	B
			2	B	579	749	0.774	577	1.1	2.0	0.187	B
	Exit	1	1	(A, B, C)	1146			1145	0.1	0.5	0.018	A
			1		1152			1152	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	507	1225	0.413	507	0.4	0.5	0.063	A
			2	A	461	1217	0.379	461	0.3	0.5	0.061	A
	Exit	1	1	(A, B, C)	969			968	0.0	0.0	0.001	A
			1		1237			1237	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	256	421	0.606	256	0.4	0.6	0.140	A
			2	B	95	428	0.223	96	0.2	0.2	0.142	A
	Exit	1	1	(A, B, C)	353			351	0.6	1.8	0.242	B
			1		71			71	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	698	743	0.939	698	2.0	3.5	0.285	C
			2	B	684	745	0.919	685	2.0	3.4	0.287	C
	Exit	1	1	(A, B, C)	1394			1382	0.5	5.7	0.178	B
			1		1392			1392	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	604	1227	0.493	602	0.5	0.7	0.068	A
			2	A	573	1221	0.470	573	0.5	0.6	0.065	A
	Exit	1	1	(A, B, C)	1179			1178	0.0	0.1	0.004	A
			1		1489			1489	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	301	367	0.821	301	0.6	0.8	0.160	A
			2	B	107	373	0.289	107	0.2	0.3	0.158	A
	Exit	1	1	(A, B, C)	434			409	1.8	9.7	0.924	F
			1		85			85	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	694	745	0.930	694	3.5	3.4	0.305	C
			2	B	693	746	0.930	695	3.4	3.4	0.304	C
	Exit	1	1	(A, B, C)	1379			1387	5.7	6.6	0.298	C
			1		1398			1398	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	613	1228	0.499	612	0.7	0.8	0.068	A
			2	A	564	1222	0.461	562	0.6	0.7	0.066	A
	Exit	1	1	(A, B, C)	1177			1176	0.1	0.1	0.004	A
			1		1501			1501	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	313	370	0.845	313	0.8	0.8	0.160	A
			2	B	112	374	0.300	112	0.3	0.3	0.158	A
	Exit	1	1	(A, B, C)	429			425	9.7	12.1	1.615	F
			1		89			89	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	564	748	0.754	564	3.4	1.8	0.215	B
			2	B	573	747	0.766	574	3.4	1.7	0.214	B
	Exit	1	1	(A, B, C)	1136			1136	6.6	0.5	0.071	A
			1		1156			1156	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	498	1224	0.407	498	0.8	0.5	0.063	A
			2	A	457	1216	0.375	457	0.7	0.4	0.062	A
	Exit	1	1	(A, B, C)	955			955	0.1	0.0	0.002	A
			1		1240			1240	0.0	0.0	0.000	A
			1	A	272	426	0.638	272	0.8	0.6	0.145	A

C - Canterbury Road West	Entry	1	2	B	103	431	0.240	102	0.3	0.3	0.145	A
		2	1	(A, B, C)	354			375	12.1	2.2	0.848	F
	Exit	1	1		70			70	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	480	751	0.638	478	1.8	1.3	0.145	A
			2	B	481	754	0.639	479	1.7	1.2	0.146	A
		2	1	(A, B, C)	961			961	0.5	0.0	0.005	A
	Exit	1	1		950			950	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	420	1223	0.344	420	0.5	0.5	0.059	A
			2	A	382	1220	0.313	381	0.4	0.4	0.057	A
		2	1	(A, B, C)	803			803	0.0	0.0	0.001	A
	Exit	1	1		1034			1034	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	209	467	0.447	209	0.6	0.5	0.128	A
			2	B	77	469	0.164	77	0.3	0.2	0.129	A
		2	1	(A, B, C)	285			285	2.2	0.5	0.152	A
	Exit	1	1		59			59	0.0	0.0	0.000	A

Lane Analysis - 2039 Growthed Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Analysis [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	A - A256 Haine Road - Lane Simulation	Arm A: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	C - Canterbury Road West - Lane Simulation	Arm C: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane Analysis	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	4.35	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
A - A256 Haine Road	Evenly split	10.00
B - A256 Canterbury Road	Evenly split	10.00
C - Canterbury Road West	Evenly split	10.00

Lanes

Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	B	✓	5.00	0	99999
		2	B	✓	5.00	0	99999
	2	1	(A, B, C)		Infinity		

B - A256 Canterbury Road	1 [Give-way line]	1	A, C	✓	3.00	0	99999
		2	A	✓	3.00	0	99999
	2	1	(A, B, C)		Infinity		
C - Canterbury Road West	1 [Give-way line]	1	A	✓	1.00	0	99999
		2	B	✓	1.00	0	99999
	2	1	(A, B, C)		Infinity		

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	0.298	815
		2	0.298	815
B - A256 Canterbury Road	1 [Give-way line]	1	0.414	1294
		2	0.414	1294
C - Canterbury Road West	1 [Give-way line]	1	0.274	696
		2	0.274	696

Lane Movements

Arm	Lane Level	Lane	Destination arm		
			A256 Haine Road	A256 Canterbury Road	Canterbury Road West
A - A256 Haine Road	1 [Give-way line]	1		✓	
		2		✓	
	2	1	✓	✓	✓
B - A256 Canterbury Road	1 [Give-way line]	1	✓		✓
		2	✓		
	2	1	✓	✓	✓
C - Canterbury Road West	1 [Give-way line]	1	✓		
		2		✓	
	2	1	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2039 Growthed Traffic	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1596	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1351	100.000
C - Canterbury Road West		ONE HOUR	✓	507	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	1596	0
	B - A256 Canterbury Road	1230	0	121
	C - Canterbury Road West	363	144	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	3	0
	B - A256 Canterbury Road	2	0	4
	C - Canterbury Road West	2	1	0

Results

Results Summary for whole modelled period

Arm	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	5.37	141.2	F	1477	2215
B - A256 Canterbury Road	0.09	2.0	A	1238	1857
C - Canterbury Road West	12.46	98.7	F	467	700

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1213	303	108	1205	1198	0.0	5.0	0.223	B
B - A256 Canterbury Road	1017	254	0	1016	1313	0.0	1.1	0.061	A
C - Canterbury Road West	381	95	927	379	89	0.0	2.9	0.361	C

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1437	359	125	1410	1409	5.0	15.6	0.520	D
B - A256 Canterbury Road	1212	303	0	1209	1535	1.1	1.5	0.067	A
C - Canterbury Road West	457	114	1103	431	106	2.9	12.2	1.203	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1769	442	111	1511	1634	15.6	80.0	1.969	F
B - A256 Canterbury Road	1489	372	0	1494	1622	1.5	1.9	0.087	A
C - Canterbury Road West	565	141	1360	385	133	12.2	54.9	5.303	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1769	442	111	1516	1616	80.0	141.2	4.425	F
B - A256 Canterbury Road	1474	369	0	1475	1627	1.9	2.0	0.085	A
C - Canterbury Road West	562	140	1342	385	133	54.9	98.7	11.312	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1455	364	134	1518	1441	141.2	125.8	5.370	F
B - A256 Canterbury Road	1214	303	0	1213	1651	2.0	1.3	0.069	A
C - Canterbury Road West	457	114	1104	471	110	98.7	98.0	12.460	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1214	304	147	1438	1305	125.8	60.0	3.574	F
B - A256 Canterbury Road	1020	255	0	1020	1586	1.3	1.1	0.060	A
C - Canterbury Road West	377	94	929	523	91	98.0	65.5	8.838	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:30 - 16:45

					Total					Start	End		
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Arm	Side	Lane level	Lane	Destination arms	Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	queue (Veh)	queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	608	761	0.800	604	0.0	2.1	0.197	B
			2	B	603	760	0.795	600	0.0	2.1	0.196	B
	Exit	2	1	(A, B, C)	1213			1211	0.0	0.8	0.026	A
			1		1198			1198	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	531	1262	0.420	531	0.0	0.6	0.061	A
			2	A	487	1270	0.383	486	0.0	0.5	0.059	A
	Exit	2	1	(A, B, C)	1017			1018	0.0	0.0	0.001	A
			1		1313			1313	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	271	428	0.632	271	0.0	0.6	0.131	A
			2	B	109	434	0.251	108	0.0	0.3	0.126	A
	Exit	2	1	(A, B, C)	381			379	0.0	2.0	0.232	B
			1		89			89	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	706	754	0.937	704	2.1	3.7	0.294	C
			2	B	709	753	0.941	706	2.1	3.8	0.294	C
	Exit	2	1	(A, B, C)	1437			1415	0.8	8.1	0.225	B
			1		1409			1409	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	630	1265	0.499	628	0.6	0.8	0.067	A
			2	A	582	1267	0.459	581	0.5	0.7	0.063	A
	Exit	2	1	(A, B, C)	1212			1212	0.0	0.0	0.002	A
			1		1535			1535	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	307	380	0.808	306	0.6	0.8	0.156	A
			2	B	125	384	0.326	125	0.3	0.3	0.157	A
	Exit	2	1	(A, B, C)	457			432	2.0	11.0	1.045	F
			1		106			106	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	754	760	0.993	755	3.7	4.9	0.373	C
			2	B	756	760	0.995	756	3.8	5.0	0.375	C
	Exit	2	1	(A, B, C)	1769			1510	8.1	70.3	1.593	F
			1		1634			1634	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	770	1265	0.609	771	0.8	0.9	0.076	A
			2	A	722	1267	0.570	723	0.7	0.8	0.072	A
	Exit	2	1	(A, B, C)	1489			1492	0.0	0.2	0.012	A
			1		1622			1622	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	274	310	0.885	274	0.8	0.9	0.189	B
			2	B	110	313	0.353	111	0.3	0.3	0.185	B
	Exit	2	1	(A, B, C)	565			385	11.0	53.7	5.113	F
			1		133			133	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	757	758	0.998	756	4.9	5.0	0.382	C
			2	B	760	760	1.001	760	5.0	4.9	0.384	C
	Exit	2	1	(A, B, C)	1769			1517	70.3	131.5	4.041	F
			1		1616			1616	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	763	1265	0.603	763	0.9	0.9	0.076	A
			2	A	711	1269	0.560	711	0.8	0.8	0.072	A
	Exit	2	1	(A, B, C)	1474			1474	0.2	0.3	0.011	A
			1		1627			1627	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	275	315	0.872	274	0.9	0.9	0.191	B
			2	B	110	318	0.348	111	0.3	0.3	0.190	B
	Exit	2	1	(A, B, C)	562			385	53.7	97.4	11.143	F
			1		133			133	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	768	753	1.020	768	5.0	4.9	0.384	C
			2	B	749	753	0.995	749	4.9	4.8	0.389	C
	Exit	2	1	(A, B, C)	1455			1517	131.5	116.1	4.983	F

	Exit	1	1		1441			1441	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	631	1264	0.499	631	0.9	0.7	0.067	A
			2	A	583	1268	0.460	582	0.8	0.6	0.064	A
		2	1	(A, B, C)	1214			1214	0.3	0.0	0.003	A
	Exit	1	1		1651			1651	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	337	380	0.889	337	0.9	0.9	0.161	A
			2	B	134	383	0.349	134	0.3	0.3	0.158	A
		2	1	(A, B, C)	457			471	97.4	96.8	12.319	F
	Exit	1	1		110			110	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	719	748	0.961	723	4.9	4.2	0.372	C
			2	B	710	747	0.951	715	4.8	4.1	0.373	C
		2	1	(A, B, C)	1214			1429	116.1	51.8	3.197	F
	Exit	1	1		1305			1305	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	533	1264	0.422	532	0.7	0.6	0.060	A
			2	A	488	1272	0.384	488	0.6	0.5	0.058	A
		2	1	(A, B, C)	1020			1021	0.0	0.0	0.001	A
	Exit	1	1		1586			1586	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	376	429	0.875	376	0.9	0.9	0.143	A
			2	B	147	434	0.339	147	0.3	0.3	0.140	A
		2	1	(A, B, C)	377			523	96.8	64.3	8.707	F
	Exit	1	1		91			91	0.0	0.0	0.000	A

Lane Analysis - 2039 Growthed Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Analysis [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane Analysis	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.25	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
A - A256 Haine Road	Evenly split	10.00
B - A256 Canterbury Road	Evenly split	10.00
C - Canterbury Road West	Evenly split	10.00

Lanes

Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	B	✓	5.00	0	99999
		2	B	✓	5.00	0	99999
	2	1	(A, B, C)		Infinity		
B - A256 Canterbury Road	1 [Give-way line]	1	A, C	✓	3.00	0	99999
		2	A	✓	3.00	0	99999

	2	1	(A, B, C)		Infinity		
C - Canterbury Road West	1 [Give-way line]	1	A	✓	1.00	0	99999
		2	B	✓	1.00	0	99999
	2	1	(A, B, C)		Infinity		

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	0.298	815
		2	0.298	815
B - A256 Canterbury Road	1 [Give-way line]	1	0.414	1294
		2	0.414	1294
C - Canterbury Road West	1 [Give-way line]	1	0.274	696
		2	0.274	696

Lane Movements

Arm	Lane Level	Lane	Destination arm		
			A256 Haine Road	A256 Canterbury Road	Canterbury Road West
A - A256 Haine Road	1 [Give-way line]	1		✓	
		2		✓	
	2	1	✓	✓	✓
B - A256 Canterbury Road	1 [Give-way line]	1	✓		✓
		2	✓		
	2	1	✓	✓	✓
C - Canterbury Road West	1 [Give-way line]	1	✓		
		2		✓	
	2	1	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2039 Growthed Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1160	100.000
B - A256 Canterbury Road		ONE HOUR	✓	850	100.000
C - Canterbury Road West		ONE HOUR	✓	340	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	1160	0
	B - A256 Canterbury Road	761	0	89
	C - Canterbury Road West	257	83	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	6	0
	B - A256 Canterbury Road	6	0	5
	C - Canterbury Road West	3	3	0

Results

Results Summary for whole modelled period

Arm	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	0.33	7.4	C	1065	1597
B - A256 Canterbury Road	0.06	1.1	A	776	1164
C - Canterbury Road West	0.46	2.9	D	311	467

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	851	213	66	851	757	0.0	1.9	0.128	A
B - A256 Canterbury Road	634	158	0	634	916	0.0	0.6	0.055	A
C - Canterbury Road West	253	63	568	254	66	0.0	0.7	0.177	B

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1040	260	79	1037	920	1.9	2.9	0.166	A
B - A256 Canterbury Road	763	191	0	764	1116	0.6	0.7	0.058	A
C - Canterbury Road West	315	79	683	315	80	0.7	1.3	0.241	B

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1286	321	91	1281	1116	2.9	7.2	0.310	C
B - A256 Canterbury Road	930	233	0	930	1372	0.7	1.1	0.063	A
C - Canterbury Road West	374	93	831	376	99	1.3	2.8	0.415	C

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1273	318	94	1281	1095	7.2	6.3	0.331	C
B - A256 Canterbury Road	922	231	0	921	1375	1.1	1.0	0.062	A
C - Canterbury Road West	365	91	826	364	96	2.8	2.8	0.457	D

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1051	263	73	1047	926	6.3	3.1	0.178	B
B - A256 Canterbury Road	772	193	0	773	1120	1.0	0.7	0.059	A
C - Canterbury Road West	303	76	695	304	78	2.8	1.3	0.281	C

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	886	221	61	888	765	3.1	1.7	0.135	A
B - A256 Canterbury Road	635	159	0	634	949	0.7	0.6	0.056	A
C - Canterbury Road West	259	65	569	257	65	1.3	0.8	0.190	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

12:45 - 13:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	431	751	0.575	432	0.0	0.9	0.127	A
			2	B	420	752	0.559	419	0.0	1.0	0.128	A
		2	1	(A, B, C)	851			851	0.0	0.0	0.001	A

	Exit	1	1		757			757	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	338	1220	0.277	339	0.0	0.3	0.056	A
			2	A	296	1220	0.242	296	0.0	0.3	0.053	A
		2	1	(A, B, C)	634			634	0.0	0.0	0.000	A
	Exit	1	1		916			916	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	188	514	0.365	189	0.0	0.3	0.112	A
			2	B	65	516	0.127	66	0.0	0.1	0.112	A
		2	1	(A, B, C)	253			253	0.0	0.3	0.066	A
	Exit	1	1		66			66	0.0	0.0	0.000	A

13:00 - 13:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	522	746	0.700	522	0.9	1.4	0.158	A
			2	B	518	747	0.693	515	1.0	1.4	0.162	A
		2	1	(A, B, C)	1040			1040	0.0	0.1	0.006	A
	Exit	1	1		920			920	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	404	1224	0.330	405	0.3	0.4	0.059	A
			2	A	359	1221	0.295	359	0.3	0.3	0.056	A
		2	1	(A, B, C)	763			764	0.0	0.0	0.000	A
	Exit	1	1		1116			1116	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	236	484	0.487	236	0.3	0.4	0.123	A
			2	B	79	484	0.163	79	0.1	0.2	0.121	A
		2	1	(A, B, C)	315			315	0.3	0.7	0.119	A
	Exit	1	1		80			80	0.0	0.0	0.000	A

13:15 - 13:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	641	742	0.864	640	1.4	2.7	0.239	B
			2	B	642	744	0.864	641	1.4	2.7	0.240	B
		2	1	(A, B, C)	1286			1283	0.1	1.8	0.070	A
	Exit	1	1		1116			1116	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	492	1218	0.403	492	0.4	0.6	0.063	A
			2	A	439	1219	0.360	438	0.3	0.5	0.060	A
		2	1	(A, B, C)	930			931	0.0	0.0	0.002	A
	Exit	1	1		1372			1372	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	285	442	0.644	285	0.4	0.6	0.135	A
			2	B	91	441	0.205	91	0.2	0.2	0.135	A
		2	1	(A, B, C)	374			375	0.7	2.0	0.280	C
	Exit	1	1		99			99	0.0	0.0	0.000	A

13:30 - 13:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	637	742	0.858	641	2.7	2.3	0.250	C
			2	B	638	743	0.859	640	2.7	2.5	0.249	B
		2	1	(A, B, C)	1273			1275	1.8	1.5	0.081	A
	Exit	1	1		1095			1095	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	488	1220	0.400	488	0.6	0.5	0.062	A
			2	A	434	1217	0.357	433	0.5	0.5	0.059	A
		2	1	(A, B, C)	922			922	0.0	0.0	0.001	A
	Exit	1	1		1375			1375	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	270	444	0.610	270	0.6	0.7	0.138	A
			2	B	95	445	0.214	94	0.2	0.2	0.137	A
		2	1	(A, B, C)	365			365	2.0	2.0	0.319	C
	Exit	1	1		96			96	0.0	0.0	0.000	A

13:45 - 14:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	524	751	0.698	522	2.3	1.5	0.167	B
			2	B	527	749	0.703	525	2.5	1.5	0.168	B
		2	1	(A, B, C)	1051			1051	1.5	0.1	0.011	A
	Exit	1	1		926			926	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	408	1222	0.334	409	0.5	0.4	0.060	A
			2	A	363	1217	0.299	364	0.5	0.3	0.057	A
		2	1	(A, B, C)	772			772	0.0	0.0	0.000	A
	Exit	1	1		1120			1120	0.0	0.0	0.000	A

C - Canterbury Road West	Entry	1	1	A	230	478	0.480	231	0.7	0.4	0.126	A
			2	B	73	478	0.154	73	0.2	0.2	0.126	A
	Exit	1	1	(A, B, C)	303			303	2.0	0.7	0.155	A
					78			78	0.0	0.0	0.000	A

14:00 - 14:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	444	751	0.591	444	1.5	0.8	0.133	A
			2	B	442	750	0.590	443	1.5	0.8	0.134	A
	Exit	1	1	(A, B, C)	886			886	0.1	0.0	0.002	A
					765			765	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	341	1224	0.278	340	0.4	0.4	0.056	A
			2	A	294	1225	0.240	294	0.3	0.3	0.055	A
	Exit	1	1	(A, B, C)	635			635	0.0	0.0	0.000	A
					949			949	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	197	517	0.382	196	0.4	0.4	0.118	A
			2	B	61	511	0.119	61	0.2	0.1	0.117	A
	Exit	1	1	(A, B, C)	259			258	0.7	0.3	0.072	A
					65			65	0.0	0.0	0.000	A

Lane Analysis - 2039 + Dev Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Analysis [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane Analysis	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.91	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
A - A256 Haine Road	Evenly split	10.00
B - A256 Canterbury Road	Evenly split	10.00
C - Canterbury Road West	Evenly split	10.00

Lanes

Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	B	✓	5.00	0	99999
		2	B	✓	5.00	0	99999
	2	1	(A, B, C)		Infinity		
B - A256 Canterbury Road	1 [Give-way line]	1	A, C	✓	3.00	0	99999
		2	A	✓	3.00	0	99999
	2	1	(A, B, C)		Infinity		
	1 [Give-way	1	A	✓	1.00	0	99999

C - Canterbury Road West	line]	2	B	✓	1.00	0	99999
	2	1	(A, B, C)		Infinity		

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	0.298	815
		2	0.298	815
B - A256 Canterbury Road	1 [Give-way line]	1	0.414	1294
		2	0.414	1294
C - Canterbury Road West	1 [Give-way line]	1	0.274	696
		2	0.274	696

Lane Movements

Arm	Lane Level	Lane	Destination arm		
			A256 Haine Road	A256 Canterbury Road	Canterbury Road West
A - A256 Haine Road	1 [Give-way line]	1		✓	
		2		✓	
	2	1	✓	✓	✓
B - A256 Canterbury Road	1 [Give-way line]	1	✓		✓
		2	✓		
	2	1	✓	✓	✓
C - Canterbury Road West	1 [Give-way line]	1	✓		
		2		✓	
	2	1	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2039 + Dev Traffic	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1287	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1227	100.000
C - Canterbury Road West		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	1287	0
	B - A256 Canterbury Road	1147	0	80
	C - Canterbury Road West	292	105	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
	A - A256 Haine Road	0	5	0
	B - A256 Canterbury Road	5	0	2
	C - Canterbury Road West	3	2	0

Results

Results Summary for whole modelled period

Arm	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand	Total Junction
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B - A256 Canterbury Road	Entry	1	1	A, C	478	1235	0.387	476	0.0	0.6	0.060	A
			2	A	443	1229	0.360	442	0.0	0.5	0.059	A
	Exit	1	1	(A, B, C)	920			920	0.0	0.0	0.001	A
			1		1061			1061	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	218	436	0.500	218	0.0	0.5	0.128	A
			2	B	79	441	0.179	79	0.0	0.2	0.126	A
	Exit	1	1	(A, B, C)	298			297	0.0	0.9	0.125	A
			1		59			59	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	573	749	0.765	573	1.0	1.9	0.187	B
			2	B	580	748	0.775	580	1.1	2.0	0.186	B
	Exit	1	1	(A, B, C)	1155			1153	0.0	0.4	0.015	A
			1		1285			1285	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	569	1241	0.458	568	0.6	0.7	0.065	A
			2	A	530	1233	0.430	530	0.5	0.6	0.064	A
	Exit	1	1	(A, B, C)	1099			1099	0.0	0.0	0.002	A
			1		1248			1248	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	261	392	0.667	261	0.5	0.7	0.151	A
			2	B	95	394	0.241	95	0.2	0.2	0.149	A
	Exit	1	1	(A, B, C)	356			356	0.9	2.5	0.377	C
			1		74			74	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	697	748	0.933	696	1.9	3.6	0.292	C
			2	B	698	748	0.933	697	2.0	3.7	0.294	C
	Exit	1	1	(A, B, C)	1413			1394	0.4	7.9	0.211	B
			1		1549			1549	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	695	1237	0.562	695	0.7	0.8	0.073	A
			2	A	661	1235	0.535	662	0.6	0.8	0.070	A
	Exit	1	1	(A, B, C)	1357			1357	0.0	0.2	0.007	A
			1		1494			1494	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	279	321	0.869	279	0.7	0.9	0.180	B
			2	B	100	325	0.307	100	0.2	0.3	0.180	B
	Exit	1	1	(A, B, C)	444			379	2.5	18.4	1.784	F
			1		87			87	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	710	747	0.952	711	3.6	3.8	0.319	C
			2	B	702	746	0.941	703	3.7	3.8	0.321	C
	Exit	1	1	(A, B, C)	1426			1412	7.9	10.5	0.391	C
			1		1561			1561	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	698	1238	0.564	699	0.8	0.8	0.073	A
			2	A	663	1233	0.537	663	0.8	0.8	0.071	A
	Exit	1	1	(A, B, C)	1361			1361	0.2	0.2	0.007	A
			1		1520			1520	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	286	321	0.891	286	0.9	0.9	0.186	B
			2	B	106	324	0.328	106	0.3	0.3	0.182	B
	Exit	1	1	(A, B, C)	437			392	18.4	31.2	4.006	F
			1		87			87	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	575	746	0.771	578	3.8	1.8	0.228	B
			2	B	575	745	0.772	578	3.8	1.8	0.227	B
	Exit	1	1	(A, B, C)	1144			1150	10.5	0.6	0.111	A
			1		1343			1343	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	569	1237	0.460	568	0.8	0.6	0.065	A
			2	A	535	1228	0.435	535	0.8	0.5	0.063	A
	Exit	1	1	(A, B, C)	1103			1103	0.2	0.0	0.002	A
			1		1265			1265	0.0	0.0	0.000	A
			1	A	312	389	0.802	313	0.9	0.8	0.159	A

C - Canterbury Road West	Entry	1	2	B	110	392	0.280	110	0.3	0.3	0.159	A
		2	1	(A, B, C)	354			422	31.2	14.6	3.180	F
	Exit	1	1		72			72	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	487	751	0.649	487	1.8	1.1	0.154	A
			2	B	479	753	0.635	479	1.8	1.1	0.154	A
		2	1	(A, B, C)	965			966	0.6	0.0	0.006	A
	Exit	1	1		1099			1099	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	474	1235	0.384	474	0.6	0.5	0.061	A
			2	A	445	1236	0.360	445	0.5	0.4	0.059	A
		2	1	(A, B, C)	918			918	0.0	0.0	0.001	A
	Exit	1	1		1050			1050	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	238	436	0.546	239	0.8	0.5	0.141	A
			2	B	84	437	0.191	84	0.3	0.2	0.140	A
		2	1	(A, B, C)	301			322	14.6	1.4	0.785	E
	Exit	1	1		59			59	0.0	0.0	0.000	A

Lane Analysis - 2039 + Dev Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Analysis [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	A - A256 Haine Road - Lane Simulation	Arm A: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	C - Canterbury Road West - Lane Simulation	Arm C: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane Analysis	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	7.11	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
A - A256 Haine Road	Evenly split	10.00
B - A256 Canterbury Road	Evenly split	10.00
C - Canterbury Road West	Evenly split	10.00

Lanes

Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	B	✓	5.00	0	99999
		2	B	✓	5.00	0	99999
	2	1	(A, B, C)		Infinity		

B - A256 Canterbury Road	1 [Give-way line]	1	A, C	✓	3.00	0	99999
		2	A	✓	3.00	0	99999
	2	1	(A, B, C)		Infinity		
C - Canterbury Road West	1 [Give-way line]	1	A	✓	1.00	0	99999
		2	B	✓	1.00	0	99999
	2	1	(A, B, C)		Infinity		

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	0.298	815
		2	0.298	815
B - A256 Canterbury Road	1 [Give-way line]	1	0.414	1294
		2	0.414	1294
C - Canterbury Road West	1 [Give-way line]	1	0.274	696
		2	0.274	696

Lane Movements

Arm	Lane Level	Lane	Destination arm		
			A256 Haine Road	A256 Canterbury Road	Canterbury Road West
A - A256 Haine Road	1 [Give-way line]	1		✓	
		2		✓	
	2	1	✓	✓	✓
B - A256 Canterbury Road	1 [Give-way line]	1	✓		✓
		2	✓		
	2	1	✓	✓	✓
C - Canterbury Road West	1 [Give-way line]	1	✓		
		2		✓	
	2	1	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2039 + Dev Traffic	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1777	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1379	100.000
C - Canterbury Road West		ONE HOUR	✓	507	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	1777	0
	B - A256 Canterbury Road	1254	0	125
	C - Canterbury Road West	363	144	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	3	0
	B - A256 Canterbury Road	2	0	4
	C - Canterbury Road West	2	1	0

Results

Results Summary for whole modelled period

Arm	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	10.74	279.7	F	1637	2456
B - A256 Canterbury Road	0.09	2.6	A	1265	1897
C - Canterbury Road West	13.30	105.6	F	465	698

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1347	337	111	1334	1209	0.0	8.4	0.308	C
B - A256 Canterbury Road	1036	259	0	1038	1445	0.0	0.9	0.062	A
C - Canterbury Road West	378	95	943	378	95	0.0	3.1	0.383	C

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1593	398	124	1496	1435	8.4	38.9	1.047	F
B - A256 Canterbury Road	1238	309	0	1238	1620	0.9	1.5	0.069	A
C - Canterbury Road West	452	113	1127	431	110	3.1	11.4	1.211	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1967	492	104	1521	1652	38.9	149.4	3.779	F
B - A256 Canterbury Road	1523	381	0	1520	1625	1.5	2.5	0.089	A
C - Canterbury Road West	556	139	1384	373	136	11.4	52.5	5.114	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1959	490	102	1525	1648	149.4	257.3	8.066	F
B - A256 Canterbury Road	1520	380	0	1521	1628	2.5	2.3	0.091	A
C - Canterbury Road West	563	141	1381	369	139	52.5	101.3	11.836	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1606	402	130	1513	1445	257.3	279.8	10.739	F
B - A256 Canterbury Road	1234	309	0	1233	1643	2.3	1.5	0.070	A
C - Canterbury Road West	461	115	1121	454	112	101.3	105.6	13.302	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1358	340	144	1493	1317	279.8	241.8	10.028	F
B - A256 Canterbury Road	1037	259	0	1039	1638	1.5	1.1	0.063	A
C - Canterbury Road West	386	97	945	516	94	105.6	75.3	9.398	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:30 - 16:45

					Total					Start	End		
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Arm	Side	Lane level	Lane	Destination arms	Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	queue (Veh)	queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	673	760	0.886	671	0.0	2.9	0.239	B
			2	B	664	759	0.875	664	0.0	2.8	0.241	B
	Exit	2	1	(A, B, C)	1347			1337	0.0	2.6	0.067	A
			1		1209			1209	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	545	1266	0.430	546	0.0	0.4	0.062	A
			2	A	491	1269	0.387	492	0.0	0.4	0.059	A
	Exit	2	1	(A, B, C)	1036			1035	0.0	0.0	0.001	A
			1		1445			1445	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	267	424	0.628	266	0.0	0.7	0.132	A
			2	B	111	430	0.257	111	0.0	0.2	0.130	A
	Exit	2	1	(A, B, C)	378			378	0.0	2.2	0.251	C
			1		95			95	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	749	756	0.992	748	2.9	4.7	0.352	C
			2	B	749	757	0.989	748	2.8	4.7	0.353	C
	Exit	2	1	(A, B, C)	1593			1498	2.6	29.5	0.691	E
			1		1435			1435	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	644	1263	0.510	644	0.4	0.8	0.067	A
			2	A	593	1266	0.468	594	0.4	0.7	0.065	A
	Exit	2	1	(A, B, C)	1238			1237	0.0	0.1	0.003	A
			1		1620			1620	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	307	373	0.822	307	0.7	0.8	0.157	A
			2	B	124	378	0.329	124	0.2	0.3	0.152	A
	Exit	2	1	(A, B, C)	452			432	2.2	10.3	1.054	F
			1		110			110	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	753	761	0.990	754	4.7	4.6	0.386	C
			2	B	766	760	1.009	767	4.7	5.0	0.381	C
	Exit	2	1	(A, B, C)	1967			1519	29.5	139.8	3.396	F
			1		1652			1652	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	788	1264	0.624	789	0.8	1.0	0.076	A
			2	A	731	1269	0.576	731	0.7	0.9	0.072	A
	Exit	2	1	(A, B, C)	1523			1519	0.1	0.7	0.014	A
			1		1625			1625	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	269	304	0.884	268	0.8	0.9	0.187	B
			2	B	105	307	0.341	104	0.3	0.3	0.187	B
	Exit	2	1	(A, B, C)	556			374	10.3	51.2	4.920	F
			1		136			136	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	760	760	1.000	760	4.6	5.0	0.382	C
			2	B	765	761	1.005	765	5.0	4.9	0.383	C
	Exit	2	1	(A, B, C)	1959			1525	139.8	247.5	7.682	F
			1		1648			1648	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	784	1266	0.619	785	1.0	1.0	0.077	A
			2	A	736	1269	0.580	735	0.9	0.9	0.073	A
	Exit	2	1	(A, B, C)	1520			1519	0.7	0.4	0.016	A
			1		1628			1628	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	266	305	0.874	267	0.9	0.9	0.200	B
			2	B	103	307	0.334	102	0.3	0.4	0.202	B
	Exit	2	1	(A, B, C)	563			369	51.2	100.1	11.661	F
			1		139			139	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	767	752	1.019	767	5.0	5.0	0.385	C
			2	B	745	753	0.990	746	4.9	4.9	0.387	C
	Exit	2	1	(A, B, C)	1606			1513	247.5	270.1	10.352	F

	Exit	1	1		1445			1445	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	640	1267	0.506	640	1.0	0.7	0.068	A
			2	A	594	1268	0.468	593	0.9	0.7	0.065	A
		2	1	(A, B, C)	1234			1234	0.4	0.1	0.004	A
	Exit	1	1		1643			1643	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	324	374	0.865	324	0.9	0.8	0.167	B
			2	B	129	380	0.340	130	0.4	0.3	0.163	A
		2	1	(A, B, C)	461			453	100.1	104.5	13.163	F
	Exit	1	1		112			112	0.0	0.0	0.000	A

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	742	749	0.989	741	5.0	5.0	0.388	C
			2	B	752	749	1.003	752	4.9	5.0	0.387	C
		2	1	(A, B, C)	1358			1493	270.1	232.1	9.677	F
	Exit	1	1		1317			1317	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	539	1262	0.427	539	0.7	0.6	0.063	A
			2	A	498	1268	0.393	500	0.7	0.5	0.060	A
		2	1	(A, B, C)	1037			1038	0.1	0.0	0.001	A
	Exit	1	1		1638			1638	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	372	424	0.878	372	0.8	0.9	0.142	A
			2	B	144	427	0.337	144	0.3	0.3	0.140	A
		2	1	(A, B, C)	386			516	104.5	74.1	9.279	F
	Exit	1	1		94			94	0.0	0.0	0.000	A

Lane Analysis - 2039 + Dev Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Analysis [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane Analysis	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.34	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
A - A256 Haine Road	Evenly split	10.00
B - A256 Canterbury Road	Evenly split	10.00
C - Canterbury Road West	Evenly split	10.00

Lanes

Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	B	✓	5.00	0	99999
		2	B	✓	5.00	0	99999
	2	1	(A, B, C)		Infinity		
B - A256 Canterbury Road	1 [Give-way line]	1	A, C	✓	3.00	0	99999
		2	A	✓	3.00	0	99999
	2	1	(A, B, C)		Infinity		
	1 [Give-way	1	A	✓	1.00	0	99999

C - Canterbury Road West	line]	2	B	✓	1.00	0	99999
	2	1	(A, B, C)		Infinity		

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	0.298	815
		2	0.298	815
B - A256 Canterbury Road	1 [Give-way line]	1	0.414	1294
		2	0.414	1294
C - Canterbury Road West	1 [Give-way line]	1	0.274	696
		2	0.274	696

Lane Movements

Arm	Lane Level	Lane	Destination arm		
			A256 Haine Road	A256 Canterbury Road	Canterbury Road West
A - A256 Haine Road	1 [Give-way line]	1		✓	
		2		✓	
	2	1	✓	✓	✓
B - A256 Canterbury Road	1 [Give-way line]	1	✓		✓
		2	✓		
	2	1	✓	✓	✓
C - Canterbury Road West	1 [Give-way line]	1	✓		
		2		✓	
	2	1	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2039 + Dev Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1213	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1040	100.000
C - Canterbury Road West		ONE HOUR	✓	345	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	1213	0
	B - A256 Canterbury Road	951	0	89
	C - Canterbury Road West	262	83	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	5	0
	B - A256 Canterbury Road	4	0	5
	C - Canterbury Road West	3	3	0

Results

Results Summary for whole modelled period

Arm	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand	Total Junction
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				(Veh/hr)	Arrivals (Veh)
A - A256 Haine Road	0.42	9.6	D	1113	1669
B - A256 Canterbury Road	0.07	1.4	A	955	1432
C - Canterbury Road West	0.90	5.9	F	316	474

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	912	228	63	915	912	0.0	1.8	0.134	A
B - A256 Canterbury Road	779	195	0	779	978	0.0	0.8	0.057	A
C - Canterbury Road West	260	65	714	260	65	0.0	1.0	0.203	B

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1088	272	76	1087	1084	1.8	3.2	0.177	B
B - A256 Canterbury Road	930	232	0	931	1163	0.8	0.9	0.061	A
C - Canterbury Road West	307	77	852	309	79	1.0	1.5	0.296	C

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1339	335	93	1333	1336	3.2	8.6	0.349	C
B - A256 Canterbury Road	1155	289	0	1153	1426	0.9	1.3	0.067	A
C - Canterbury Road West	376	94	1053	375	99	1.5	4.6	0.664	E

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1336	334	91	1336	1332	8.6	9.6	0.419	D
B - A256 Canterbury Road	1141	285	0	1142	1427	1.3	1.2	0.068	A
C - Canterbury Road West	379	95	1045	378	97	4.6	5.9	0.899	F

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1093	273	74	1094	1107	9.6	3.2	0.215	B
B - A256 Canterbury Road	940	235	0	940	1168	1.2	0.9	0.061	A
C - Canterbury Road West	318	80	861	320	80	5.9	1.7	0.459	D

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	907	227	63	908	911	3.2	1.9	0.133	A
B - A256 Canterbury Road	784	196	0	783	971	0.9	0.8	0.057	A
C - Canterbury Road West	256	64	717	257	67	1.7	0.8	0.225	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

12:45 - 13:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	455	758	0.600	457	0.0	0.8	0.131	A
			2	B	457	760	0.602	458	0.0	0.9	0.133	A
	Exit	2	1	(A, B, C)	912			912	0.0	0.0	0.002	A
		1	1		912			912	0.0	0.0	0.000	A

B - A256 Canterbury Road	Entry	1	1	A, C	407	1240	0.328	406	0.0	0.5	0.058	A
			2	A	373	1245	0.299	373	0.0	0.3	0.056	A
	Exit	1	1	(A, B, C)	779			779	0.0	0.0	0.000	A
			1		978			978	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	198	476	0.416	198	0.0	0.5	0.121	A
			2	B	62	478	0.130	63	0.0	0.1	0.118	A
	Exit	1	1	(A, B, C)	260			260	0.0	0.5	0.082	A
			1		65			65	0.0	0.0	0.000	A

13:00 - 13:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	545	752	0.725	544	0.8	1.6	0.167	B
			2	B	543	754	0.720	542	0.9	1.5	0.167	B
	Exit	1	1	(A, B, C)	1088			1088	0.0	0.2	0.010	A
			1		1084			1084	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	486	1243	0.391	487	0.5	0.4	0.061	A
			2	A	444	1245	0.356	444	0.3	0.4	0.059	A
	Exit	1	1	(A, B, C)	930			930	0.0	0.0	0.001	A
			1		1163			1163	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	233	441	0.529	233	0.5	0.5	0.134	A
			2	B	76	436	0.174	76	0.1	0.2	0.136	A
	Exit	1	1	(A, B, C)	307			309	0.5	0.8	0.162	A
			1		79			79	0.0	0.0	0.000	A

13:15 - 13:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	668	750	0.891	666	1.6	2.9	0.252	C
			2	B	668	749	0.891	667	1.5	2.9	0.253	C
	Exit	1	1	(A, B, C)	1339			1335	0.2	2.8	0.096	A
			1		1336			1336	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	601	1241	0.485	600	0.4	0.7	0.066	A
			2	A	554	1243	0.445	553	0.4	0.6	0.063	A
	Exit	1	1	(A, B, C)	1155			1155	0.0	0.1	0.002	A
			1		1426			1426	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	282	383	0.735	282	0.5	0.7	0.154	A
			2	B	93	385	0.243	93	0.2	0.3	0.151	A
	Exit	1	1	(A, B, C)	376			375	0.8	3.7	0.510	D
			1		99			99	0.0	0.0	0.000	A

13:30 - 13:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	671	749	0.895	670	2.9	3.1	0.271	C
			2	B	667	750	0.889	666	2.9	3.2	0.273	C
	Exit	1	1	(A, B, C)	1336			1337	2.8	3.3	0.146	A
			1		1332			1332	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	591	1243	0.475	591	0.7	0.6	0.066	A
			2	A	550	1246	0.441	551	0.6	0.5	0.064	A
	Exit	1	1	(A, B, C)	1141			1141	0.1	0.1	0.003	A
			1		1427			1427	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	287	387	0.742	287	0.7	0.7	0.157	A
			2	B	91	387	0.236	91	0.3	0.2	0.158	A
	Exit	1	1	(A, B, C)	379			378	3.7	4.9	0.742	E
			1		97			97	0.0	0.0	0.000	A

13:45 - 14:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	545	757	0.720	545	3.1	1.5	0.185	B
			2	B	549	756	0.725	549	3.2	1.5	0.186	B
	Exit	1	1	(A, B, C)	1093			1094	3.3	0.2	0.031	A
			1		1107			1107	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	492	1242	0.396	492	0.6	0.5	0.061	A
			2	A	448	1244	0.360	448	0.5	0.4	0.059	A
	Exit	1	1	(A, B, C)	940			940	0.1	0.0	0.001	A
			1		1168			1168	0.0	0.0	0.000	A
			1	A	246	437	0.563	246	0.7	0.6	0.140	A

C - Canterbury Road West	Entry	1	2	B	74	439	0.168	74	0.2	0.1	0.141	A
		2	1	(A, B, C)	318			320	4.9	1.0	0.319	C
	Exit	1	1		80			80	0.0	0.0	0.000	A

14:00 - 14:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	454	761	0.596	454	1.5	0.9	0.132	A
			2	B	453	758	0.598	454	1.5	1.0	0.132	A
		2	1	(A, B, C)	907			907	0.2	0.0	0.002	A
	Exit	1	1		911			911	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	410	1243	0.330	409	0.5	0.4	0.058	A
			2	A	374	1244	0.301	374	0.4	0.4	0.055	A
		2	1	(A, B, C)	784			784	0.0	0.0	0.000	A
	Exit	1	1		971			971	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	194	479	0.405	195	0.6	0.4	0.126	A
			2	B	63	481	0.130	63	0.1	0.1	0.127	A
		2	1	(A, B, C)	256			257	1.0	0.3	0.098	A
	Exit	1	1		67			67	0.0	0.0	0.000	A

Lane Analysis - 2039 B+Dev Net Change, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Analysis [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane Analysis	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.57	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
A - A256 Haine Road	Evenly split	10.00
B - A256 Canterbury Road	Evenly split	10.00
C - Canterbury Road West	Evenly split	10.00

Lanes

Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	B	✓	5.00	0	99999
		2	B	✓	5.00	0	99999
	2	1	(A, B, C)		Infinity		
B - A256 Canterbury Road	1 [Give-way line]	1	A, C	✓	3.00	0	99999
		2	A	✓	3.00	0	99999
	2	1	(A, B, C)		Infinity		
	1 [Give-way	1	A	✓	1.00	0	99999

C - Canterbury Road West	line]	2	B	✓	1.00	0	99999
	2	1	(A, B, C)		Infinity		

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	0.298	815
		2	0.298	815
B - A256 Canterbury Road	1 [Give-way line]	1	0.414	1294
		2	0.414	1294
C - Canterbury Road West	1 [Give-way line]	1	0.274	696
		2	0.274	696

Lane Movements

Arm	Lane Level	Lane	Destination arm		
			A256 Haine Road	A256 Canterbury Road	Canterbury Road West
A - A256 Haine Road	1 [Give-way line]	1		✓	
		2		✓	
	2	1	✓	✓	✓
B - A256 Canterbury Road	1 [Give-way line]	1	✓		✓
		2	✓		
	2	1	✓	✓	✓
C - Canterbury Road West	1 [Give-way line]	1	✓		
		2		✓	
	2	1	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2039 B+Dev Net Change	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1164	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1145	100.000
C - Canterbury Road West		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	1164	0
	B - A256 Canterbury Road	1065	0	80
	C - Canterbury Road West	292	105	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	4	0
	B - A256 Canterbury Road	5	0	2
	C - Canterbury Road West	3	2	0

Results

Results Summary for whole modelled period

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Arm	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	0.32	7.1	C	1070	1605
B - A256 Canterbury Road	0.07	1.5	A	1049	1573
C - Canterbury Road West	2.77	22.5	F	365	548

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	882	221	85	883	1025	0.0	1.7	0.125	A
B - A256 Canterbury Road	866	217	0	868	967	0.0	0.7	0.058	A
C - Canterbury Road West	303	76	805	304	63	0.0	1.5	0.246	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1044	261	94	1040	1212	1.7	2.9	0.164	A
B - A256 Canterbury Road	1026	256	0	1026	1134	0.7	1.1	0.063	A
C - Canterbury Road West	359	90	952	354	74	1.5	3.0	0.448	D

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1282	321	106	1273	1463	2.9	6.9	0.292	C
B - A256 Canterbury Road	1258	314	0	1260	1379	1.1	1.4	0.073	A
C - Canterbury Road West	440	110	1172	397	88	3.0	14.6	1.455	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1290	322	106	1287	1465	6.9	7.0	0.321	C
B - A256 Canterbury Road	1248	312	0	1251	1393	1.4	1.4	0.072	A
C - Canterbury Road West	444	111	1165	407	86	14.6	22.6	2.772	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1049	262	105	1051	1244	7.0	2.9	0.186	B
B - A256 Canterbury Road	1030	257	0	1030	1156	1.4	1.1	0.064	A
C - Canterbury Road West	351	88	957	392	73	22.6	7.1	1.840	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	874	218	81	873	1020	2.9	2.0	0.128	A
B - A256 Canterbury Road	866	216	0	866	954	1.1	0.9	0.059	A
C - Canterbury Road West	296	74	806	295	60	7.1	1.8	0.474	D

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	441	760	0.580	441	0.0	0.9	0.125	A
			2	B	441	762	0.579	442	0.0	0.8	0.124	A
		2	1	(A, B, C)	882			882	0.0	0.0	0.001	A
	Exit	1	1		1025			1025	0.0	0.0	0.000	A

B - A256 Canterbury Road	Entry	1	1	A, C	450	1241	0.363	451	0.0	0.4	0.059	A
			2	A	416	1225	0.339	417	0.0	0.3	0.057	A
	Exit	1	1	(A, B, C)	866			866	0.0	0.0	0.000	A
			1		967			967	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	219	449	0.488	220	0.0	0.5	0.126	A
			2	B	85	455	0.186	85	0.0	0.2	0.126	A
	Exit	1	1	(A, B, C)	303			304	0.0	0.8	0.120	A
			1		63			63	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	527	756	0.696	525	0.9	1.4	0.157	A
			2	B	517	754	0.685	515	0.8	1.4	0.158	A
	Exit	1	1	(A, B, C)	1044			1043	0.0	0.1	0.006	A
			1		1212			1212	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	533	1234	0.432	533	0.4	0.6	0.062	A
			2	A	493	1229	0.401	493	0.3	0.5	0.062	A
	Exit	1	1	(A, B, C)	1026			1026	0.0	0.0	0.001	A
			1		1134			1134	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	260	411	0.634	260	0.5	0.6	0.145	A
			2	B	94	413	0.227	94	0.2	0.2	0.145	A
	Exit	1	1	(A, B, C)	359			354	0.8	2.1	0.303	C
			1		74			74	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	640	754	0.850	637	1.4	2.7	0.235	B
			2	B	640	753	0.850	636	1.4	2.7	0.234	B
	Exit	1	1	(A, B, C)	1282			1280	0.1	1.6	0.057	A
			1		1463			1463	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	648	1236	0.524	648	0.6	0.7	0.069	A
			2	A	611	1233	0.495	611	0.5	0.7	0.067	A
	Exit	1	1	(A, B, C)	1258			1259	0.0	0.0	0.005	A
			1		1379			1379	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	292	347	0.840	291	0.6	0.9	0.169	B
			2	B	105	351	0.299	106	0.2	0.3	0.167	A
	Exit	1	1	(A, B, C)	440			397	2.1	13.5	1.286	F
			1		88			88	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	651	753	0.864	648	2.7	2.6	0.240	B
			2	B	642	753	0.853	639	2.7	2.7	0.240	B
	Exit	1	1	(A, B, C)	1290			1293	1.6	1.7	0.081	A
			1		1465			1465	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	644	1234	0.522	645	0.7	0.7	0.069	A
			2	A	605	1231	0.491	606	0.7	0.6	0.067	A
	Exit	1	1	(A, B, C)	1248			1249	0.0	0.0	0.004	A
			1		1393			1393	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	301	350	0.860	301	0.9	0.9	0.172	B
			2	B	106	354	0.299	106	0.3	0.3	0.169	B
	Exit	1	1	(A, B, C)	444			407	13.5	21.4	2.603	F
			1		86			86	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	526	752	0.699	527	2.6	1.4	0.173	B
			2	B	523	754	0.693	523	2.7	1.4	0.173	B
	Exit	1	1	(A, B, C)	1049			1049	1.7	0.1	0.014	A
			1		1244			1244	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	536	1237	0.433	536	0.7	0.6	0.063	A
			2	A	493	1229	0.401	494	0.6	0.5	0.062	A
	Exit	1	1	(A, B, C)	1030			1029	0.0	0.1	0.002	A
			1		1156			1156	0.0	0.0	0.000	A
			1	A	286	408	0.702	287	0.9	0.7	0.150	A

C - Canterbury Road West	Entry	1	2	B	105	413	0.255	105	0.3	0.2	0.150	A
		2	1	(A, B, C)	351			392	21.4	6.2	1.693	F
	Exit	1	1		73			73	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	436	758	0.574	435	1.4	1.0	0.127	A
			2	B	438	758	0.578	438	1.4	1.0	0.127	A
		2	1	(A, B, C)	874			874	0.1	0.0	0.001	A
	Exit	1	1		1020			1020	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	450	1235	0.364	449	0.6	0.5	0.059	A
			2	A	416	1231	0.338	417	0.5	0.4	0.058	A
		2	1	(A, B, C)	866			866	0.1	0.0	0.001	A
	Exit	1	1		954			954	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	215	449	0.478	214	0.7	0.5	0.134	A
			2	B	81	453	0.180	81	0.2	0.2	0.136	A
		2	1	(A, B, C)	296			296	6.2	1.1	0.339	C
	Exit	1	1		60			60	0.0	0.0	0.000	A

Lane Analysis - 2039 B+Dev Net Change, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Analysis [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	A - A256 Haine Road - Lane Simulation	Arm A: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	C - Canterbury Road West - Lane Simulation	Arm C: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane Analysis	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	4.88	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
A - A256 Haine Road	Evenly split	10.00
B - A256 Canterbury Road	Evenly split	10.00
C - Canterbury Road West	Evenly split	10.00

Lanes

Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	B	✓	5.00	0	99999
		2	B	✓	5.00	0	99999
	2	1	(A, B, C)		Infinity		

B - A256 Canterbury Road	1 [Give-way line]	1	A, C	✓	3.00	0	99999
		2	A	✓	3.00	0	99999
	2	1	(A, B, C)		Infinity		
C - Canterbury Road West	1 [Give-way line]	1	A	✓	1.00	0	99999
		2	B	✓	1.00	0	99999
	2	1	(A, B, C)		Infinity		

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	0.298	815
		2	0.298	815
B - A256 Canterbury Road	1 [Give-way line]	1	0.414	1294
		2	0.414	1294
C - Canterbury Road West	1 [Give-way line]	1	0.274	696
		2	0.274	696

Lane Movements

Arm	Lane Level	Lane	Destination arm		
			A256 Haine Road	A256 Canterbury Road	Canterbury Road West
A - A256 Haine Road	1 [Give-way line]	1		✓	
		2		✓	
	2	1	✓	✓	✓
B - A256 Canterbury Road	1 [Give-way line]	1	✓		✓
		2	✓		
	2	1	✓	✓	✓
C - Canterbury Road West	1 [Give-way line]	1	✓		
		2		✓	
	2	1	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2039 B+Dev Net Change	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1665	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1252	100.000
C - Canterbury Road West		ONE HOUR	✓	507	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	1665	0
	B - A256 Canterbury Road	1127	0	125
	C - Canterbury Road West	363	144	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	3	0
	B - A256 Canterbury Road	2	0	4
	C - Canterbury Road West	2	1	0

Results

Results Summary for whole modelled period

Arm	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	7.21	181.2	F	1528	2292
B - A256 Canterbury Road	0.08	1.7	A	1146	1719
C - Canterbury Road West	9.03	75.8	F	464	696

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1251	313	113	1249	1108	0.0	5.4	0.247	B
B - A256 Canterbury Road	928	232	0	926	1362	0.0	1.0	0.060	A
C - Canterbury Road West	383	96	835	385	91	0.0	2.3	0.318	C

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1492	373	122	1454	1334	5.4	20.3	0.617	E
B - A256 Canterbury Road	1131	283	0	1130	1576	1.0	1.2	0.065	A
C - Canterbury Road West	458	115	1018	438	112	2.3	8.9	0.897	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1827	457	119	1499	1541	20.3	102.5	2.483	F
B - A256 Canterbury Road	1375	344	0	1377	1618	1.2	1.6	0.078	A
C - Canterbury Road West	563	141	1238	423	139	8.9	41.5	3.627	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1840	460	119	1531	1526	102.5	181.1	5.656	F
B - A256 Canterbury Road	1365	341	0	1365	1650	1.6	1.7	0.076	A
C - Canterbury Road West	555	139	1224	422	141	41.5	75.6	8.215	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1500	375	136	1490	1366	181.1	179.9	7.209	F
B - A256 Canterbury Road	1123	281	0	1125	1627	1.7	1.1	0.064	A
C - Canterbury Road West	445	111	1017	486	109	75.6	69.6	9.035	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1256	314	147	1503	1226	179.9	118.5	5.930	F
B - A256 Canterbury Road	953	238	0	952	1650	1.1	1.0	0.059	A
C - Canterbury Road West	377	94	856	517	96	69.6	34.5	5.552	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:30 - 16:45

					Total					Start	End		
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Arm	Side	Lane level	Lane	Destination arms	Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	queue (Veh)	queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	625	759	0.823	625	0.0	2.2	0.211	B
			2	B	624	759	0.823	624	0.0	2.3	0.210	B
	Exit	2	1	(A, B, C)	1251			1249	0.0	1.0	0.035	A
			1		1108			1108	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	486	1263	0.385	486	0.0	0.5	0.060	A
			2	A	442	1271	0.347	441	0.0	0.4	0.057	A
	Exit	2	1	(A, B, C)	928			928	0.0	0.0	0.001	A
			1		1362			1362	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	272	454	0.600	272	0.0	0.6	0.125	A
			2	B	112	458	0.245	113	0.0	0.2	0.125	A
	Exit	2	1	(A, B, C)	383			384	0.0	1.5	0.193	B
			1		91			91	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	730	757	0.965	728	2.2	4.1	0.312	C
			2	B	727	755	0.963	725	2.3	4.1	0.312	C
	Exit	2	1	(A, B, C)	1492			1458	1.0	12.0	0.303	C
			1		1334			1334	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	593	1267	0.468	593	0.5	0.6	0.065	A
			2	A	538	1269	0.424	538	0.4	0.5	0.062	A
	Exit	2	1	(A, B, C)	1131			1131	0.0	0.1	0.002	A
			1		1576			1576	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	316	404	0.781	316	0.6	0.8	0.146	A
			2	B	123	408	0.301	122	0.2	0.3	0.145	A
	Exit	2	1	(A, B, C)	458			438	1.5	7.9	0.751	E
			1		112			112	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	748	756	0.989	747	4.1	5.0	0.383	C
			2	B	752	756	0.995	752	4.1	4.9	0.382	C
	Exit	2	1	(A, B, C)	1827			1500	12.0	92.8	2.100	F
			1		1541			1541	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	715	1262	0.567	716	0.6	0.7	0.073	A
			2	A	660	1267	0.521	661	0.5	0.8	0.068	A
	Exit	2	1	(A, B, C)	1375			1375	0.1	0.1	0.007	A
			1		1618			1618	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	304	343	0.884	303	0.8	0.9	0.169	B
			2	B	118	347	0.342	119	0.3	0.3	0.167	B
	Exit	2	1	(A, B, C)	563			422	7.9	40.3	3.455	F
			1		139			139	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	766	759	1.010	767	5.0	5.0	0.384	C
			2	B	763	757	1.010	764	4.9	4.8	0.383	C
	Exit	2	1	(A, B, C)	1840			1530	92.8	171.4	5.271	F
			1		1526			1526	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	714	1264	0.565	714	0.7	0.9	0.071	A
			2	A	651	1266	0.514	651	0.8	0.8	0.069	A
	Exit	2	1	(A, B, C)	1365			1366	0.1	0.1	0.006	A
			1		1650			1650	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	302	348	0.869	302	0.9	0.9	0.174	B
			2	B	119	350	0.341	119	0.3	0.3	0.173	B
	Exit	2	1	(A, B, C)	555			422	40.3	74.4	8.052	F
			1		141			141	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	746	752	0.993	747	5.0	4.9	0.389	C
			2	B	744	752	0.989	744	4.8	4.9	0.386	C
	Exit	2	1	(A, B, C)	1500			1490	171.4	170.3	6.820	F

	Exit	1	1		1366			1366	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	587	1263	0.465	588	0.9	0.6	0.064	A
			2	A	537	1271	0.422	537	0.8	0.5	0.061	A
		2	1	(A, B, C)	1123			1124	0.1	0.0	0.002	A
	Exit	1	1		1627			1627	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	350	405	0.864	349	0.9	0.9	0.153	A
			2	B	137	409	0.335	136	0.3	0.4	0.154	A
		2	1	(A, B, C)	445			487	74.4	68.3	8.893	F
	Exit	1	1		109			109	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	751	749	1.002	751	4.9	4.8	0.385	C
			2	B	751	750	1.002	752	4.9	4.8	0.387	C
		2	1	(A, B, C)	1256			1502	170.3	108.9	5.530	F
	Exit	1	1		1226			1226	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	501	1266	0.395	499	0.6	0.6	0.059	A
			2	A	452	1268	0.357	453	0.5	0.4	0.057	A
		2	1	(A, B, C)	953			953	0.0	0.0	0.001	A
	Exit	1	1		1650			1650	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	369	449	0.824	370	0.9	0.8	0.135	A
			2	B	147	452	0.325	147	0.4	0.3	0.134	A
		2	1	(A, B, C)	377			516	68.3	33.4	5.415	F
	Exit	1	1		96			96	0.0	0.0	0.000	A

Lane Analysis - 2039 B+Dev Net Change, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Analysis [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane Analysis	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
21A	A256 - Canterbury Road West	Standard Roundabout	A, B, C	0.24	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A256 Haine Road	
B	A256 Canterbury Road	
C	Canterbury Road West	

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)	Exit only
A - A256 Haine Road	3.70	8.23	11.2	46.8	45.8	53.0	
B - A256 Canterbury Road	7.37	8.21	1.9	20.8	45.8	0.0	
C - Canterbury Road West	3.43	7.35	7.4	26.1	45.8	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	0.596	1630
B - A256 Canterbury Road	0.829	2587
C - Canterbury Road West	0.548	1392

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
A - A256 Haine Road	Evenly split	10.00
B - A256 Canterbury Road	Evenly split	10.00
C - Canterbury Road West	Evenly split	10.00

Lanes

Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	B	✓	5.00	0	99999
		2	B	✓	5.00	0	99999
	2	1	(A, B, C)		Infinity		
B - A256 Canterbury Road	1 [Give-way line]	1	A, C	✓	3.00	0	99999
		2	A	✓	3.00	0	99999

	2	1	(A, B, C)		Infinity		
C - Canterbury Road West	1 [Give-way line]	1	A	✓	1.00	0	99999
		2	B	✓	1.00	0	99999
	2	1	(A, B, C)		Infinity		

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
A - A256 Haine Road	1 [Give-way line]	1	0.298	815
		2	0.298	815
B - A256 Canterbury Road	1 [Give-way line]	1	0.414	1294
		2	0.414	1294
C - Canterbury Road West	1 [Give-way line]	1	0.274	696
		2	0.274	696

Lane Movements

Arm	Lane Level	Lane	Destination arm		
			A256 Haine Road	A256 Canterbury Road	Canterbury Road West
A - A256 Haine Road	1 [Give-way line]	1		✓	
		2		✓	
	2	1	✓	✓	✓
B - A256 Canterbury Road	1 [Give-way line]	1	✓		✓
		2	✓		
	2	1	✓	✓	✓
C - Canterbury Road West	1 [Give-way line]	1	✓		
		2		✓	
	2	1	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2039 B+Dev Net Change	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A256 Haine Road		ONE HOUR	✓	1110	100.000
B - A256 Canterbury Road		ONE HOUR	✓	1004	100.000
C - Canterbury Road West		ONE HOUR	✓	345	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	1110	0
	B - A256 Canterbury Road	915	0	89
	C - Canterbury Road West	262	83	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A256 Haine Road	B - A256 Canterbury Road	C - Canterbury Road West
From	A - A256 Haine Road	0	4	0
	B - A256 Canterbury Road	4	0	5
	C - Canterbury Road West	3	3	0

Results

Results Summary for whole modelled period

Arm	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A256 Haine Road	0.24	5.2	B	1020	1529
B - A256 Canterbury Road	0.07	1.4	A	921	1382
C - Canterbury Road West	0.73	4.9	E	317	476

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	838	210	63	837	883	0.0	1.7	0.121	A
B - A256 Canterbury Road	751	188	0	752	900	0.0	0.7	0.057	A
C - Canterbury Road West	261	65	684	262	67	0.0	1.0	0.197	B

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	999	250	79	996	1058	1.7	2.7	0.149	A
B - A256 Canterbury Road	903	226	0	903	1076	0.7	0.8	0.059	A
C - Canterbury Road West	314	79	823	315	80	1.0	1.5	0.291	C

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1226	306	90	1222	1298	2.7	5.1	0.232	B
B - A256 Canterbury Road	1108	277	0	1109	1313	0.8	1.2	0.065	A
C - Canterbury Road West	382	96	1011	377	98	1.5	4.7	0.610	E

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	1219	305	90	1222	1294	5.1	4.7	0.244	B
B - A256 Canterbury Road	1105	276	0	1104	1313	1.2	1.3	0.066	A
C - Canterbury Road West	380	95	1007	377	96	4.7	4.9	0.732	E

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	998	250	74	999	1056	4.7	2.4	0.158	A
B - A256 Canterbury Road	900	225	0	902	1073	1.3	0.8	0.059	A
C - Canterbury Road West	312	78	819	311	83	4.9	1.4	0.373	C

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	836	209	63	836	884	2.4	1.6	0.121	A
B - A256 Canterbury Road	762	190	0	760	899	0.8	0.8	0.056	A
C - Canterbury Road West	253	63	693	254	67	1.4	0.9	0.218	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

12:45 - 13:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	420	766	0.549	420	0.0	0.9	0.120	A
			2	B	418	763	0.548	417	0.0	0.9	0.121	A
		2	1	(A, B, C)	838			838	0.0	0.0	0.000	A

	Exit	1	1		883			883	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	396	1244	0.318	396	0.0	0.4	0.057	A
			2	A	356	1240	0.287	356	0.0	0.3	0.055	A
		2	1	(A, B, C)	751			751	0.0	0.0	0.000	A
	Exit	1	1		900			900	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	198	488	0.407	198	0.0	0.4	0.119	A
			2	B	63	486	0.130	63	0.0	0.1	0.118	A
		2	1	(A, B, C)	261			261	0.0	0.4	0.078	A
	Exit	1	1		67			67	0.0	0.0	0.000	A

13:00 - 13:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	500	761	0.657	499	0.9	1.3	0.147	A
			2	B	500	760	0.658	498	0.9	1.4	0.146	A
		2	1	(A, B, C)	999			999	0.0	0.1	0.003	A
	Exit	1	1		1058			1058	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	472	1242	0.380	472	0.4	0.4	0.060	A
			2	A	431	1243	0.347	431	0.3	0.4	0.058	A
		2	1	(A, B, C)	903			903	0.0	0.0	0.001	A
	Exit	1	1		1076			1076	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	236	448	0.527	236	0.4	0.5	0.131	A
			2	B	79	447	0.177	79	0.1	0.2	0.135	A
		2	1	(A, B, C)	314			315	0.4	0.9	0.158	A
	Exit	1	1		80			80	0.0	0.0	0.000	A

13:15 - 13:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	611	758	0.806	610	1.3	2.2	0.205	B
			2	B	613	757	0.810	612	1.4	2.2	0.205	B
		2	1	(A, B, C)	1226			1224	0.1	0.7	0.026	A
	Exit	1	1		1298			1298	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	580	1240	0.468	581	0.4	0.6	0.065	A
			2	A	528	1247	0.423	528	0.4	0.5	0.063	A
		2	1	(A, B, C)	1108			1108	0.0	0.0	0.002	A
	Exit	1	1		1313			1313	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	287	397	0.725	287	0.5	0.7	0.150	A
			2	B	90	395	0.229	90	0.2	0.2	0.148	A
		2	1	(A, B, C)	382			378	0.9	3.7	0.461	D
	Exit	1	1		98			98	0.0	0.0	0.000	A

13:30 - 13:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	608	756	0.804	609	2.2	2.1	0.212	B
			2	B	612	756	0.810	613	2.2	2.1	0.211	B
		2	1	(A, B, C)	1219			1220	0.7	0.5	0.032	A
	Exit	1	1		1294			1294	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	575	1242	0.463	574	0.6	0.7	0.065	A
			2	A	530	1243	0.427	530	0.5	0.6	0.062	A
		2	1	(A, B, C)	1105			1105	0.0	0.1	0.002	A
	Exit	1	1		1313			1313	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	286	397	0.722	286	0.7	0.7	0.152	A
			2	B	91	397	0.229	90	0.2	0.2	0.152	A
		2	1	(A, B, C)	380			377	3.7	3.9	0.579	D
	Exit	1	1		96			96	0.0	0.0	0.000	A

13:45 - 14:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	500	760	0.657	500	2.1	1.2	0.152	A
			2	B	499	761	0.655	499	2.1	1.2	0.151	A
		2	1	(A, B, C)	998			998	0.5	0.0	0.006	A
	Exit	1	1		1056			1056	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	476	1240	0.384	477	0.7	0.4	0.060	A
			2	A	424	1243	0.341	424	0.6	0.4	0.058	A
		2	1	(A, B, C)	900			900	0.1	0.0	0.001	A
	Exit	1	1		1073			1073	0.0	0.0	0.000	A

C - Canterbury Road West	Entry	1	1	A	237	449	0.528	237	0.7	0.5	0.135	A
			2	B	74	449	0.164	74	0.2	0.2	0.135	A
	Exit	1	1	(A, B, C)	312			311	3.9	0.8	0.238	B
					83			83	0.0	0.0	0.000	A

14:00 - 14:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A - A256 Haine Road	Entry	1	1	B	420	765	0.549	420	1.2	0.8	0.120	A
			2	B	416	767	0.542	416	1.2	0.8	0.120	A
	Exit	1	1	(A, B, C)	836			836	0.0	0.0	0.001	A
					884			884	0.0	0.0	0.000	A
B - A256 Canterbury Road	Entry	1	1	A, C	398	1244	0.320	397	0.4	0.4	0.057	A
			2	A	363	1245	0.292	363	0.4	0.3	0.055	A
	Exit	1	1	(A, B, C)	762			762	0.0	0.0	0.000	A
					899			899	0.0	0.0	0.000	A
C - Canterbury Road West	Entry	1	1	A	190	485	0.392	191	0.5	0.4	0.126	A
			2	B	63	485	0.129	63	0.2	0.1	0.126	A
	Exit	1	1	(A, B, C)	253			253	0.8	0.4	0.093	A
					67			67	0.0	0.0	0.000	A

