



RiverOak Strategic Partners

5.2- 20

**Environmental Statement
Volume 20 : Transport
Assessment, Appendix F
(Junctions 9 to 17A)**

TR020002/ APP/ 5.2-20

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 20 Contents

**Transport Assessment Appendix F - 2039 Validated Models
(Junctions 9 to 17a)**

Junctions 9																	
PICADY 9 - Priority Intersection Module																	
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Filename: Jct 9_B2050_Acol Hill_R1 Validated.j9

Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Validated\Jct 9_B2050_Acol Hill

Report generation date: 29/01/2018 10:23:09

- »2017 Baseline Traffic, AM
- »2017 Baseline Traffic, PM
- »2017 Baseline Traffic, Airport Peak
- »2039 Growthed Traffic, AM
- »2039 Growthed Traffic, PM
- »2039 Growthed Traffic, Airport Peak
- » 2039 + Dev Traffic, AM
- » 2039 + Dev Traffic, PM
- » 2039 + Dev Traffic, Airport Peak

Summary of junction performance

	AM						PM						Airport Peak					
	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Network Residual Capacity
	2017 Baseline Traffic																	
Stream B-C	0.0	0.11	0.00	A	0.05	76 %	0.0	0.11	0.01	A	0.05	91 %	0.0	0.11	0.00	A	0.05	98 %
Stream B-A	0.6	0.21	0.36	B		[Stream B-A]	0.5	0.19	0.31	B		[Stream B-A]	0.5	0.19	0.33	B		[Stream B-A]
Stream C-AB	0.0	0.11	0.00	A		[Stream B-A]	0.1	0.10	0.04	A		[Stream B-A]	0.0	0.10	0.01	A		[Stream B-A]
	2039 Growthed Traffic																	
Stream B-C	0.0	0.13	0.00	A	0.07	39 %	0.0	0.12	0.02	A	0.06	51 %	0.0	0.12	0.01	A	0.07	48 %
Stream B-A	0.9	0.27	0.48	C		[Stream B-A]	0.7	0.24	0.42	B		[Stream B-A]	0.9	0.25	0.47	B		[Stream B-A]
Stream C-AB	0.0	0.11	0.00	A		[Stream B-A]	0.1	0.09	0.06	A		[Stream B-A]	0.0	0.10	0.01	A		[Stream B-A]
	2039 + Dev Traffic																	
Stream B-C	0.0	0.13	0.00	A	0.06	37 %	0.0	0.13	0.02	A	0.07	35 %	0.0	0.13	0.01	A	0.07	41 %
Stream B-A	0.9	0.27	0.49	C		[Stream B-A]	1.0	0.28	0.50	C		[Stream B-A]	1.0	0.26	0.49	C		[Stream B-A]
Stream C-AB	0.0	0.11	0.01	A		[Stream B-A]	0.1	0.09	0.06	A		[Stream B-A]	0.0	0.10	0.01	A		[Stream B-A]

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

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

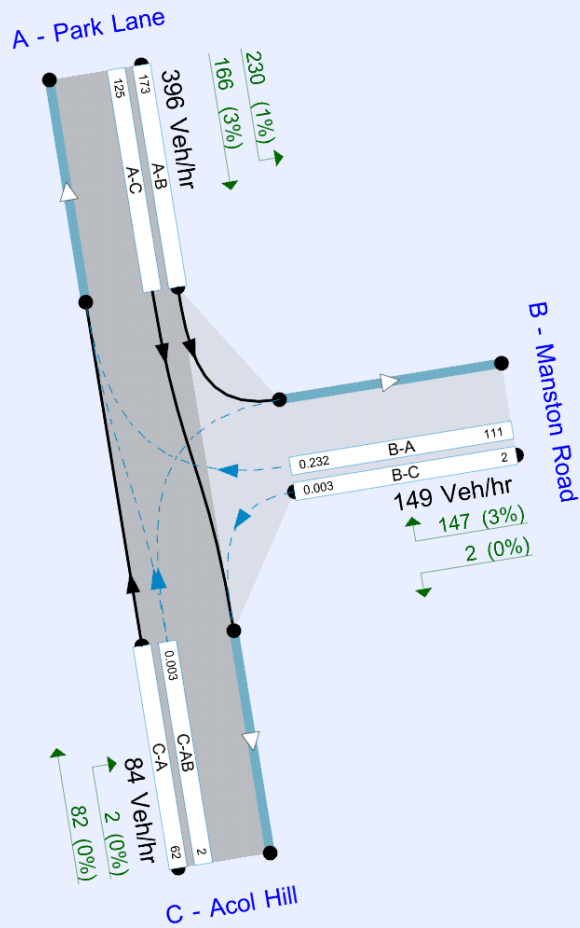
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	29/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\pranav.yadav
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).
Streams (upstream end) show Total Demand (Veh/hr); Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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	✓

Analysis Set Details

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

2017 Baseline Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	76	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Park Lane		Major
B	Manston Road		Minor
C	Acol Hill		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Acol Hill	5.81			53.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Manston Road	One lane plus flare	10.00	7.29	4.28	2.68	2.57	✓	1.00	40	34

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
9	B-A	553	0.102	0.257	0.162	0.367
9	B-C	687	0.106	0.268	-	-
9	C-B	605	0.236	0.236	-	-

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)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Park Lane		ONE HOUR	✓	396	100.000
B - Manston Road		ONE HOUR	✓	149	100.000
C - Acol Hill		ONE HOUR	✓	84	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
	A - Park Lane	0	230	166
	B - Manston Road	147	0	2
	C - Acol Hill	82	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
	A - Park Lane	0	1	3
	B - Manston Road	3	0	0
	C - Acol Hill	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.11	0.0	A	2	3
B-A	0.36	0.21	0.6	B	135	202
C-AB	0.00	0.11	0.0	A	2	3
C-A					75	112
A-B					211	317
A-C					152	228

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.38	590	0.003	1	0.0	0.0	0.102	A
B-A	111	28	478	0.232	109	0.0	0.3	0.162	A
C-AB	2	0.42	576	0.003	2	0.0	0.0	0.104	A
C-A	62	15			62				
A-B	173	43			173				
A-C	125	31			125				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.45	566	0.003	2	0.0	0.0	0.106	A
B-A	132	33	466	0.284	132	0.3	0.4	0.179	B
C-AB	2	0.52	571	0.004	2	0.0	0.0	0.105	A
C-A	73	18			73				
A-B	207	52			207				
A-C	149	37			149				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.55	528	0.004	2	0.0	0.0	0.114	A
B-A	162	40	450	0.360	161	0.4	0.6	0.207	B
C-AB	3	0.66	565	0.005	3	0.0	0.0	0.107	A
C-A	90	22			90				
A-B	253	63			253				
A-C	183	46			183				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.55	527	0.004	2	0.0	0.0	0.114	A
B-A	162	40	450	0.360	162	0.6	0.6	0.208	B
C-AB	3	0.66	565	0.005	3	0.0	0.0	0.107	A
C-A	90	22			90				
A-B	253	63			253				
A-C	183	46			183				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.45	565	0.003	2	0.0	0.0	0.107	A
B-A	132	33	466	0.284	133	0.6	0.4	0.180	B
C-AB	2	0.52	571	0.004	2	0.0	0.0	0.105	A
C-A	73	18			73				
A-B	207	52			207				
A-C	149	37			149				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.38	589	0.003	2	0.0	0.0	0.102	A
B-A	111	28	478	0.232	111	0.4	0.3	0.164	A
C-AB	2	0.42	576	0.003	2	0.0	0.0	0.104	A
C-A	62	15			62				
A-B	173	43			173				
A-C	125	31			125				

2017 Baseline Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	91	Stream B-A

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 - Park Lane		ONE HOUR	✓	280	100.000
B - Manston Road		ONE HOUR	✓	136	100.000
C - Acol Hill		ONE HOUR	✓	201	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	161	119
	B - Manston Road	130	0	6
	C - Acol Hill	182	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	1	1
	B - Manston Road	1	0	0
	C - Acol Hill	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	0.11	0.0	A	6	8
B-A	0.31	0.19	0.5	B	119	179
C-AB	0.04	0.10	0.1	A	24	35
C-A					161	241
A-B					148	222
A-C					109	164

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	5	1	612	0.007	4	0.0	0.0	0.099	A
B-A	98	24	485	0.202	97	0.0	0.2	0.154	A
C-AB	18	5	649	0.028	18	0.0	0.0	0.095	A
C-A	133	33			133				
A-B	121	30			121				
A-C	90	22			90				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	5	1	593	0.009	5	0.0	0.0	0.102	A
B-A	117	29	473	0.247	117	0.2	0.3	0.168	B
C-AB	23	6	658	0.035	23	0.0	0.0	0.094	A
C-A	158	39			158				
A-B	145	36			145				
A-C	107	27			107				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	7	2	565	0.012	7	0.0	0.0	0.108	A
B-A	143	36	456	0.314	143	0.3	0.4	0.191	B
C-AB	30	7	672	0.044	30	0.0	0.1	0.093	A
C-A	191	48			191				
A-B	177	44			177				
A-C	131	33			131				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	7	2	564	0.012	7	0.0	0.0	0.108	A
B-A	143	36	456	0.314	143	0.4	0.5	0.192	B
C-AB	30	7	672	0.044	30	0.1	0.1	0.094	A
C-A	191	48			191				
A-B	177	44			177				
A-C	131	33			131				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	5	1	593	0.009	5	0.0	0.0	0.102	A
B-A	117	29	473	0.247	117	0.5	0.3	0.169	B
C-AB	23	6	658	0.035	23	0.1	0.0	0.094	A
C-A	158	39			158				
A-B	145	36			145				
A-C	107	27			107				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	5	1	611	0.007	5	0.0	0.0	0.099	A
B-A	98	24	485	0.202	98	0.3	0.3	0.155	A
C-AB	18	5	649	0.028	18	0.0	0.0	0.095	A
C-A	133	33			133				
A-B	121	30			121				
A-C	90	22			90				

2017 Baseline Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	98	Stream B-A

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 - Park Lane		ONE HOUR	✓	259	100.000
B - Manston Road		ONE HOUR	✓	145	100.000
C - Acol Hill		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	167	92
	B - Manston Road	143	0	2
	C - Acol Hill	101	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	3	4
	B - Manston Road	3	0	0
	C - Acol Hill	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.11	0.0	A	2	3
B-A	0.33	0.19	0.5	B	131	197
C-AB	0.01	0.10	0.0	A	3	5
C-A					92	138
A-B					153	230
A-C					84	127

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.38	612	0.002	1	0.0	0.0	0.098	A
B-A	108	27	493	0.218	107	0.0	0.3	0.155	A
C-AB	3	0.65	609	0.004	3	0.0	0.0	0.099	A
C-A	76	19			76				
A-B	126	31			126				
A-C	69	17			69				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.45	593	0.003	2	0.0	0.0	0.102	A
B-A	129	32	485	0.265	128	0.3	0.4	0.168	B
C-AB	3	0.79	610	0.005	3	0.0	0.0	0.099	A
C-A	90	23			90				
A-B	150	38			150				
A-C	83	21			83				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.55	563	0.004	2	0.0	0.0	0.107	A
B-A	157	39	473	0.333	157	0.4	0.5	0.189	B
C-AB	4	1	612	0.007	4	0.0	0.0	0.099	A
C-A	110	28			110				
A-B	184	46			184				
A-C	101	25			101				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.55	563	0.004	2	0.0	0.0	0.107	A
B-A	157	39	473	0.333	157	0.5	0.5	0.190	B
C-AB	4	1	612	0.007	4	0.0	0.0	0.099	A
C-A	110	28			110				
A-B	184	46			184				
A-C	101	25			101				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.45	592	0.003	2	0.0	0.0	0.102	A
B-A	129	32	485	0.265	129	0.5	0.4	0.169	B
C-AB	3	0.79	610	0.005	3	0.0	0.0	0.099	A
C-A	90	23			90				
A-B	150	38			150				
A-C	83	21			83				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.38	611	0.002	2	0.0	0.0	0.098	A
B-A	108	27	493	0.218	108	0.4	0.3	0.156	A
C-AB	3	0.65	609	0.004	3	0.0	0.0	0.099	A
C-A	76	19			76				
A-B	126	31			126				
A-C	69	17			69				

2039 Growthed Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	39	Stream B-A

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 - Park Lane		ONE HOUR	✓	495	100.000
B - Manston Road		ONE HOUR	✓	186	100.000
C - Acol Hill		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	287	208
	B - Manston Road	184	0	2
	C - Acol Hill	102	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	1	3
	B - Manston Road	4	0	0
	C - Acol Hill	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.13	0.0	A	2	3
B-A	0.48	0.27	0.9	C	169	253
C-AB	0.00	0.11	0.0	A	2	3
C-A					93	140
A-B					263	395
A-C					191	286

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.38	558	0.003	1	0.0	0.0	0.108	A
B-A	139	35	458	0.302	137	0.0	0.4	0.186	B
C-AB	2	0.44	570	0.003	2	0.0	0.0	0.106	A
C-A	77	19			77				
A-B	216	54			216				
A-C	157	39			157				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.45	521	0.003	2	0.0	0.0	0.115	A
B-A	165	41	444	0.372	165	0.4	0.6	0.214	B
C-AB	2	0.54	564	0.004	2	0.0	0.0	0.107	A
C-A	91	23			91				
A-B	258	65			258				
A-C	187	47			187				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.55	461	0.005	2	0.0	0.0	0.131	A
B-A	203	51	424	0.477	201	0.6	0.9	0.268	C
C-AB	3	0.69	556	0.005	3	0.0	0.0	0.108	A
C-A	112	28			112				
A-B	316	79			316				
A-C	229	57			229				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.55	459	0.005	2	0.0	0.0	0.131	A
B-A	203	51	424	0.477	203	0.9	0.9	0.270	C
C-AB	3	0.69	556	0.005	3	0.0	0.0	0.108	A
C-A	112	28			112				
A-B	316	79			316				
A-C	229	57			229				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.45	520	0.003	2	0.0	0.0	0.116	A
B-A	165	41	444	0.372	167	0.9	0.6	0.217	B
C-AB	2	0.54	564	0.004	2	0.0	0.0	0.107	A
C-A	91	23			91				
A-B	258	65			258				
A-C	187	47			187				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.38	556	0.003	2	0.0	0.0	0.108	A
B-A	139	35	458	0.302	139	0.6	0.4	0.188	B
C-AB	2	0.44	570	0.003	2	0.0	0.0	0.106	A
C-A	77	19			77				
A-B	216	54			216				
A-C	157	39			157				

2039 Growthed Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	51	Stream B-A

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 - Park Lane		ONE HOUR	✓	353	100.000
B - Manston Road		ONE HOUR	✓	172	100.000
C - Acol Hill		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	203	150
	B - Manston Road	164	0	8
	C - Acol Hill	229	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	1	1
	B - Manston Road	1	0	0
	C - Acol Hill	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	0.12	0.0	A	7	11
B-A	0.42	0.24	0.7	B	150	226
C-AB	0.06	0.09	0.1	A	32	49
C-A					200	300
A-B					186	279
A-C					138	206

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	6	2	587	0.010	6	0.0	0.0	0.103	A
B-A	123	31	469	0.263	122	0.0	0.4	0.172	B
C-AB	24	6	661	0.037	24	0.0	0.1	0.094	A
C-A	166	42			166				
A-B	153	38			153				
A-C	113	28			113				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	7	2	559	0.013	7	0.0	0.0	0.109	A
B-A	147	37	453	0.325	147	0.4	0.5	0.195	B
C-AB	31	8	674	0.046	31	0.1	0.1	0.093	A
C-A	196	49			196				
A-B	182	46			182				
A-C	135	34			135				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	9	2	513	0.017	9	0.0	0.0	0.119	A
B-A	181	45	432	0.418	180	0.5	0.7	0.237	B
C-AB	42	10	692	0.060	42	0.1	0.1	0.092	A
C-A	237	59			237				
A-B	224	56			224				
A-C	165	41			165				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	9	2	512	0.017	9	0.0	0.0	0.119	A
B-A	181	45	432	0.418	181	0.7	0.7	0.238	B
C-AB	42	10	692	0.060	42	0.1	0.1	0.092	A
C-A	237	59			237				
A-B	224	56			224				
A-C	165	41			165				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	7	2	558	0.013	7	0.0	0.0	0.109	A
B-A	147	37	453	0.325	148	0.7	0.5	0.197	B
C-AB	31	8	674	0.046	31	0.1	0.1	0.093	A
C-A	196	49			196				
AB	182	46			182				
AC	135	34			135				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	6	2	586	0.010	6	0.0	0.0	0.103	A
B-A	123	31	469	0.263	124	0.5	0.4	0.174	B
C-AB	25	6	661	0.037	25	0.1	0.1	0.094	A
C-A	166	41			166				
AB	153	38			153				
AC	113	28			113				

2039 Growthed Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	48	Stream B-A

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 - Park Lane		ONE HOUR	✓	346	100.000
B - Manston Road		ONE HOUR	✓	194	100.000
C - Acol Hill		ONE HOUR	✓	139	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	223	123
	B - Manston Road	191	0	3
	C - Acol Hill	135	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	3	5
	B - Manston Road	3	0	0
	C - Acol Hill	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	0.12	0.0	A	3	4
B-A	0.47	0.25	0.9	B	175	263
C-AB	0.01	0.10	0.0	A	5	7
C-A					123	184
A-B					205	307
A-C					113	169

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.56	578	0.004	2	0.0	0.0	0.104	A
B-A	144	36	478	0.301	142	0.0	0.4	0.178	B
C-AB	4	0.90	611	0.006	4	0.0	0.0	0.099	A
C-A	101	25			101				
A-B	168	42			168				
A-C	93	23			93				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	3	0.67	546	0.005	3	0.0	0.0	0.110	A
B-A	172	43	467	0.368	171	0.4	0.6	0.202	B
C-AB	4	1	613	0.007	4	0.0	0.0	0.099	A
C-A	120	30			120				
A-B	200	50			200				
A-C	111	28			111				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	3	0.83	492	0.007	3	0.0	0.0	0.123	A
B-A	210	53	451	0.466	209	0.6	0.8	0.247	B
C-AB	6	1	616	0.009	6	0.0	0.0	0.098	A
C-A	147	37			147				
A-B	246	61			246				
A-C	135	34			135				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	3	0.83	491	0.007	3	0.0	0.0	0.123	A
B-A	210	53	451	0.466	210	0.8	0.9	0.249	B
C-AB	6	1	616	0.009	6	0.0	0.0	0.098	A
C-A	147	37			147				
A-B	246	61			246				
A-C	135	34			135				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	3	0.67	545	0.005	3	0.0	0.0	0.111	A
B-A	172	43	467	0.368	173	0.9	0.6	0.205	B
C-AB	4	1	613	0.007	5	0.0	0.0	0.099	A
C-A	120	30			120				
AB	200	50			200				
AC	111	28			111				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.56	577	0.004	2	0.0	0.0	0.104	A
B-A	144	36	478	0.301	144	0.6	0.4	0.180	B
C-AB	4	0.90	611	0.006	4	0.0	0.0	0.099	A
C-A	101	25			101				
AB	168	42			168				
AC	93	23			93				

2039 + Dev Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	37	Stream B-A

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 - Park Lane		ONE HOUR	✓	524	100.000
B - Manston Road		ONE HOUR	✓	190	100.000
C - Acol Hill		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Park Lane	B - Manston Road	C - Acol Hill
	A - Park Lane	0	316	208
	B - Manston Road	188	0	2
	C - Acol Hill	102	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Park Lane	B - Manston Road	C - Acol Hill
	A - Park Lane	0	1	3
	B - Manston Road	3	0	0
	C - Acol Hill	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.13	0.0	A	2	3
B-A	0.49	0.27	0.9	C	173	259
C-AB	0.01	0.11	0.0	A	2	3
C-A					93	140
A-B					290	435
A-C					191	286

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.38	554	0.003	1	0.0	0.0	0.109	A
B-A	142	35	461	0.307	140	0.0	0.4	0.186	B
C-AB	2	0.44	565	0.003	2	0.0	0.0	0.107	A
C-A	77	19			77				
A-B	238	59			238				
A-C	157	39			157				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.45	516	0.003	2	0.0	0.0	0.117	A
B-A	169	42	446	0.379	168	0.4	0.6	0.216	B
C-AB	2	0.54	558	0.004	2	0.0	0.0	0.108	A
C-A	91	23			91				
A-B	284	71			284				
A-C	187	47			187				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.55	453	0.005	2	0.0	0.0	0.133	A
B-A	207	52	425	0.487	206	0.6	0.9	0.272	C
C-AB	3	0.69	549	0.005	3	0.0	0.0	0.110	A
C-A	112	28			112				
A-B	348	87			348				
A-C	229	57			229				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.55	452	0.005	2	0.0	0.0	0.133	A
B-A	207	52	425	0.487	207	0.9	0.9	0.275	C
C-AB	3	0.69	549	0.005	3	0.0	0.0	0.110	A
C-A	112	28			112				
A-B	348	87			348				
A-C	229	57			229				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.45	515	0.003	2	0.0	0.0	0.117	A
B-A	169	42	446	0.379	170	0.9	0.6	0.219	B
C-AB	2	0.54	558	0.004	2	0.0	0.0	0.108	A
C-A	91	23			91				
A-B	284	71			284				
A-C	187	47			187				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.38	553	0.003	2	0.0	0.0	0.109	A
B-A	142	35	461	0.307	142	0.6	0.5	0.189	B
C-AB	2	0.44	565	0.003	2	0.0	0.0	0.107	A
C-A	77	19			77				
A-B	238	59			238				
A-C	157	39			157				

2039 + Dev Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	35	Stream B-A

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 - Park Lane		ONE HOUR	✓	358	100.000
B - Manston Road		ONE HOUR	✓	204	100.000
C - Acol Hill		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	208	150
	B - Manston Road	196	0	8
	C - Acol Hill	229	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	1	1
	B - Manston Road	1	0	0
	C - Acol Hill	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	0.13	0.0	A	7	11
B-A	0.50	0.28	1.0	C	180	270
C-AB	0.06	0.09	0.1	A	32	49
C-A					200	300
A-B					191	286
A-C					138	206

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	6	2	571	0.011	6	0.0	0.0	0.106	A
B-A	148	37	468	0.315	146	0.0	0.5	0.185	B
C-AB	24	6	660	0.037	24	0.0	0.1	0.094	A
C-A	166	42			166				
A-B	157	39			157				
A-C	113	28			113				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	7	2	535	0.013	7	0.0	0.0	0.114	A
B-A	176	44	453	0.389	176	0.5	0.6	0.216	B
C-AB	31	8	673	0.046	31	0.1	0.1	0.094	A
C-A	196	49			196				
A-B	187	47			187				
A-C	135	34			135				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	9	2	472	0.019	9	0.0	0.0	0.130	A
B-A	216	54	432	0.500	214	0.6	1.0	0.274	C
C-AB	42	10	691	0.060	42	0.1	0.1	0.092	A
C-A	237	59			237				
A-B	229	57			229				
A-C	165	41			165				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	9	2	470	0.019	9	0.0	0.0	0.130	A
B-A	216	54	432	0.500	216	1.0	1.0	0.278	C
C-AB	42	10	691	0.060	42	0.1	0.1	0.092	A
C-A	237	59			237				
A-B	229	57			229				
A-C	165	41			165				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	7	2	533	0.013	7	0.0	0.0	0.114	A
B-A	176	44	453	0.389	178	1.0	0.7	0.219	B
C-AB	31	8	673	0.046	31	0.1	0.1	0.094	A
C-A	196	49			196				
AB	187	47			187				
AC	135	34			135				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	6	2	570	0.011	6	0.0	0.0	0.106	A
B-A	148	37	468	0.315	148	0.7	0.5	0.188	B
C-AB	25	6	661	0.037	25	0.1	0.1	0.094	A
C-A	166	41			166				
AB	157	39			157				
AC	113	28			113				

2039 + Dev Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	41	Stream B-A

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 - Park Lane		ONE HOUR	✓	378	100.000
B - Manston Road		ONE HOUR	✓	203	100.000
C - Acol Hill		ONE HOUR	✓	139	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	255	123
	B - Manston Road	200	0	3
	C - Acol Hill	135	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	3	5
	B - Manston Road	3	0	0
	C - Acol Hill	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	0.13	0.0	A	3	4
B-A	0.49	0.26	1.0	C	184	275
C-AB	0.01	0.10	0.0	A	5	7
C-A					123	184
A-B					234	351
A-C					113	169

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.56	571	0.004	2	0.0	0.0	0.106	A
B-A	151	38	476	0.316	149	0.0	0.5	0.182	B
C-AB	4	0.90	606	0.006	4	0.0	0.0	0.100	A
C-A	101	25			101				
A-B	192	48			192				
A-C	93	23			93				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	3	0.67	535	0.005	3	0.0	0.0	0.113	A
B-A	180	45	464	0.387	179	0.5	0.6	0.210	B
C-AB	5	1	607	0.007	4	0.0	0.0	0.100	A
C-A	120	30			120				
A-B	229	57			229				
A-C	111	28			111				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	3	0.83	475	0.007	3	0.0	0.0	0.127	A
B-A	220	55	448	0.492	219	0.6	0.9	0.261	C
C-AB	6	1	609	0.010	6	0.0	0.0	0.099	A
C-A	147	37			147				
A-B	281	70			281				
A-C	135	34			135				

13:30 - 13:45

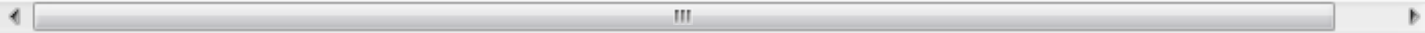
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	3	0.83	474	0.007	3	0.0	0.0	0.127	A
B-A	220	55	448	0.492	220	0.9	1.0	0.264	C
C-AB	6	1	609	0.010	6	0.0	0.0	0.100	A
C-A	147	37			147				
A-B	281	70			281				
A-C	135	34			135				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	3	0.67	534	0.005	3	0.0	0.0	0.113	A
B-A	180	45	464	0.387	181	1.0	0.6	0.213	B
C-AB	5	1	607	0.007	5	0.0	0.0	0.100	A
C-A	120	30			120				
A-B	229	57			229				
A-C	111	28			111				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.56	569	0.004	2	0.0	0.0	0.106	A
B-A	151	38	476	0.316	151	0.6	0.5	0.185	B
C-AB	4	0.91	605	0.006	4	0.0	0.0	0.100	A
C-A	101	25			101				
A-B	192	48			192				
A-C	93	23			93				



Junctions 9																		
PICADY 9 - Priority Intersection Module																		
Version: 9.0.2.5947																		
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Filename: Jct 10_B2050_R1_validated.j9

Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Validated\Jct 10_B2050_Margate Hill

Report generation date: 29/01/2018 11:19:34

- »2017 Baseline Traffic, AM
- »2017 Baseline Traffic, PM
- »2017 Baseline Traffic, Airport Peak
- »2039 Growthed Traffic, AM
- »2039 Growthed Traffic, PM
- »2039 Growthed Traffic, Airport Peak
- »2039 + Dev Traffic, AM
- »2039 + Dev Traffic, PM
- »2039 + Dev Traffic, Airport Peak

Summary of junction performance

	AM						PM						Airport Peak					
	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Net Res Ca
	2017 Baseline Traffic																	
Stream B-ACD	0.6	0.19	0.38	B	0.72	-13 % [Stream D-BC]	6.0	0.81	0.88	E	0.39	-6 % [Stream B-ACD]	0.4	0.16	0.29	A	0.09	9 [St D-]
Stream A-BCD	0.4	0.12	0.25	A			0.5	0.14	0.31	A			0.2	0.10	0.17	A		
Stream D-A	4.4	2.16	0.93	F			0.2	0.12	0.15	A			0.1	0.10	0.12	A		
Stream D-BC	8.2	1.42	0.93	F			0.7	0.26	0.40	C			0.3	0.19	0.26	B		
Stream C-ABD	0.0	0.09	0.00	A			0.0	0.08	0.00	A			0.0	0.08	0.00	A		
	2039 Growthed Traffic																	
Stream B-ACD	1.1	0.29	0.53	C	3.80	-30 % [Stream D-BC]	52.7	5.46	1.17	F	2.28	-25 % [Stream B-ACD]	0.7	0.21	0.42	B	0.11	4 [St D-]
Stream A-BCD	0.6	0.14	0.34	A			1.1	0.20	0.47	B			0.4	0.11	0.24	A		
Stream D-A	19.4	9.37	1.25	F			0.3	0.19	0.26	B			0.2	0.12	0.18	A		
Stream D-BC	57.6	8.77	1.27	F			1.4	0.46	0.60	D			0.6	0.25	0.38	C		
Stream C-ABD	0.0	0.09	0.00	A			0.0	0.08	0.01	A			0.0	0.08	0.01	A		
	2039 + Dev Traffic																	
Stream B-ACD	1.2	0.31	0.54	C	4.90	-32 % [Stream D-BC]	59.4	6.46	1.20	F	2.56	-27 % [Stream B-ACD]	0.7	0.22	0.43	B	0.11	3 [St D-]
Stream A-BCD	0.6	0.15	0.35	A			1.9	0.26	0.61	C			0.5	0.12	0.27	A		
Stream D-A	30.3	11.69	1.32	F			0.4	0.22	0.30	B			0.4	0.16	0.28	A		
Stream D-BC	70.5	11.28	1.34	F			1.8	0.59	0.66	E			0.6	0.23	0.36	B		
Stream C-ABD	0.0	0.09	0.00	A			0.0	0.08	0.01	A			0.0	0.08	0.01	A		

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

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

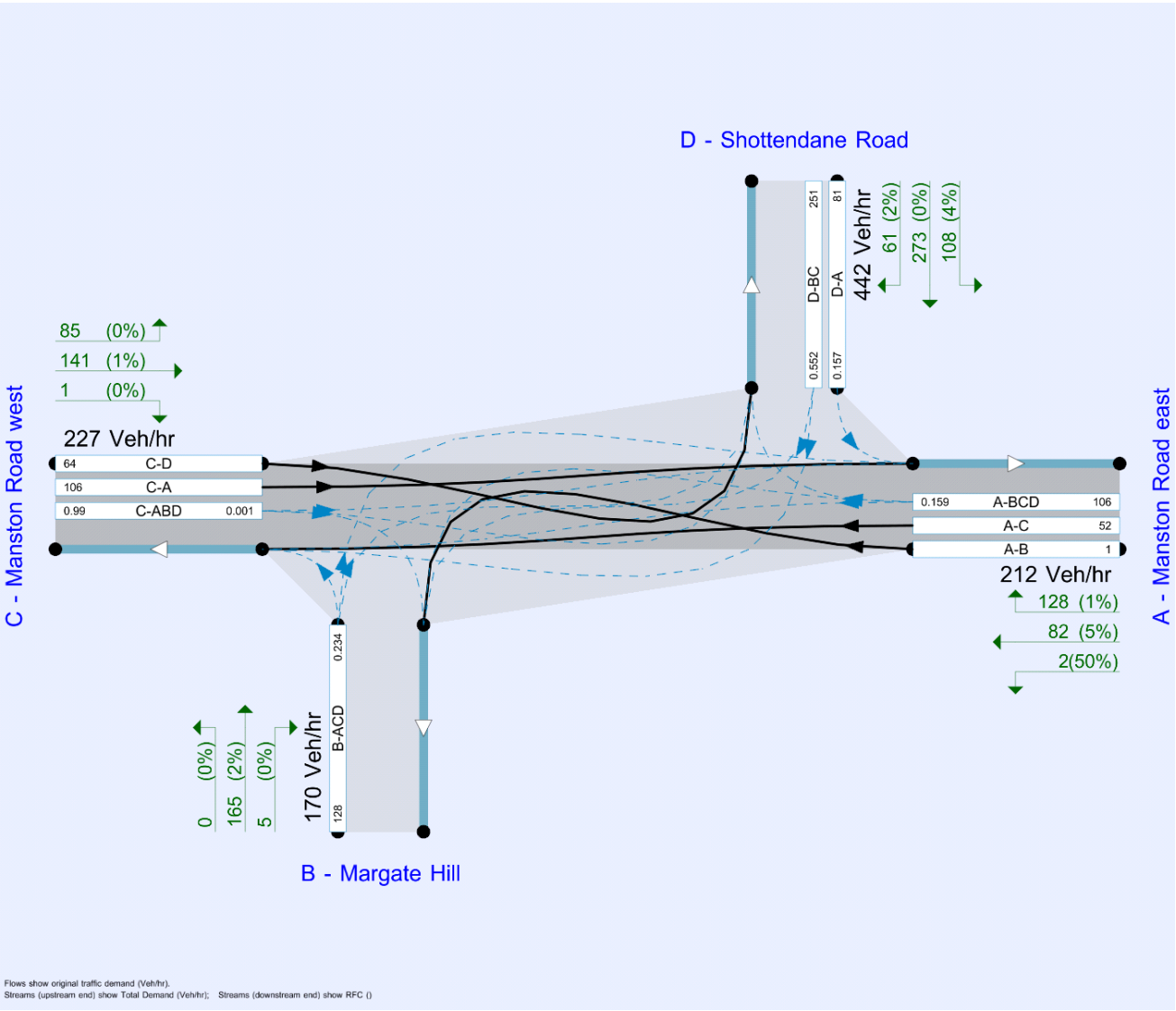
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	29/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\pranav.yadav
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



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	✓

Analysis Set Details

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

2017 Baseline Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Manston Road west - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
10	untitled	Right-Left Stagger	Two-way	0.72	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-13	Stream D-BC

Arms

Arms

Arm	Name	Description	Arm type
A	Manston Road east		Major
B	Margate Hill		Minor
C	Manston Road west		Major
D	Shottendane Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Manston Road east	6.04			250.0	✓	0.00
C - Manston Road west	4.12			195.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Margate Hill	One lane	3.70								160	160
D - Shottendane Road	One lane plus flare		10.00	10.00	3.54	2.90	2.90	✓	1.00	18	56

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
10	A-D	719	-	-	-	0.278	0.278	0.278	-	0.278	-	-
10	B-AD	657	0.129	0.327	-	-	-	0.206	0.467	0.206	0.129	0.327
10	B-C	775	0.129	0.325	-	-	-	-	-	-	0.129	0.325
10	C-B	687	0.288	0.288	-	-	-	-	-	-	0.288	0.288
10	D-A	791	-	-	-	0.306	0.121	0.306	-	0.121	-	-
10	D-BC	555	0.161	0.161	0.365	0.255	0.101	0.255	-	0.101	-	-

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)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manston Road east		ONE HOUR	✓	212	100.000
B - Margate Hill		ONE HOUR	✓	170	100.000
C - Manston Road west		ONE HOUR	✓	227	100.000
D - Shottendane Road		ONE HOUR	✓	442	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
	From A - Manston Road east	0	2	82	128
	B - Margate Hill	5	0	0	165
	C - Manston Road west	141	1	0	85
	D - Shottendane Road	108	273	61	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
	From A - Manston Road east	0	50	5	1
	B - Margate Hill	0	0	0	2
	C - Manston Road west	1	0	0	0
	D - Shottendane Road	4	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.38	0.19	0.6	B	156	234
ABCD	0.25	0.12	0.4	A	134	201
A-B					1	2
A-C					59	89
D-A	0.93	2.16	4.4	F	99	149
D-BC	0.93	1.42	8.2	F	306	460
C-ABD	0.00	0.09	0.0	A	1	2
C-D					78	117
C-A					129	194

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	128	32	547	0.234	127	0.0	0.3	0.142	A
A-BCD	106	27	668	0.159	106	0.0	0.2	0.107	A
A-B	1	0.32			1				
A-C	52	13			52				
D-A	81	20	519	0.157	81	0.0	0.2	0.137	A
D-BC	251	63	455	0.552	247	0.0	1.2	0.282	C
C-ABD	0.99	0.25	708	0.001	0.99	0.0	0.0	0.085	A
C-D	64	16			64				
C-A	106	27			106				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	153	38	527	0.290	152	0.3	0.4	0.160	A
A-BCD	130	33	660	0.197	130	0.2	0.3	0.113	A
A-B	1	0.36			1				
A-C	59	15			59				
D-A	97	24	404	0.240	97	0.2	0.3	0.195	B
D-BC	300	75	433	0.694	297	1.2	2.1	0.429	D
C-ABD	1	0.31	713	0.002	1	0.0	0.0	0.084	A
C-D	76	19			76				
C-A	127	32			127				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	187	47	501	0.374	186	0.4	0.6	0.190	B
A-BCD	164	41	650	0.253	164	0.3	0.4	0.123	A
A-B	2	0.41			2				
A-C	67	17			67				
D-A	119	30	180	0.662	113	0.3	1.7	0.851	F
D-BC	368	92	398	0.925	350	2.1	6.4	1.017	F
C-ABD	2	0.42	722	0.002	2	0.0	0.0	0.083	A
C-D	93	23			93				
C-A	155	39			155				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	187	47	498	0.376	187	0.6	0.6	0.193	B
A-BCD	165	41	650	0.253	165	0.4	0.4	0.124	A
A-B	2	0.41			2				
A-C	67	17			67				
D-A	119	30	128	0.932	108	1.7	4.4	2.156	F
D-BC	368	92	394	0.933	361	6.4	8.2	1.423	F
C-ABD	2	0.42	718	0.002	2	0.0	0.0	0.084	A
C-D	93	23			93				
C-A	155	39			155				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	153	38	523	0.292	154	0.6	0.4	0.163	A
A-BCD	130	33	660	0.197	131	0.4	0.3	0.114	A
AB	1	0.36			1				
AC	59	15			59				
D-A	97	24	346	0.281	113	4.4	0.4	0.275	C
D-BC	300	75	428	0.702	322	8.2	2.6	0.655	E
C-ABD	1	0.32	706	0.002	1	0.0	0.0	0.085	A
C-D	76	19			76				
C-A	127	32			127				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	128	32	545	0.235	128	0.4	0.3	0.144	A
A-BCD	107	27	668	0.160	107	0.3	0.2	0.107	A
AB	1	0.32			1				
AC	52	13			52				
D-A	81	20	503	0.162	82	0.4	0.2	0.143	A
D-BC	251	63	454	0.553	257	2.6	1.3	0.311	C
C-ABD	0.99	0.25	706	0.001	1.00	0.0	0.0	0.085	A
C-D	64	16			64				
C-A	106	27			106				

2017 Baseline Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Manston Road west - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
10	untitled	Right-Left Stagger	Two-way	0.39	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-6	Stream B-ACD

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 - Manston Road east		ONE HOUR	✓	249	100.000
B - Margate Hill		ONE HOUR	✓	432	100.000
C - Manston Road west		ONE HOUR	✓	186	100.000
D - Shottendane Road		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
From	A - Manston Road east	0	10	103	136
	B - Margate Hill	14	0	0	418
	C - Manston Road west	108	2	0	76
	D - Shottendane Road	80	106	34	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
	A - Manston Road east	0	0	1	0
	B - Margate Hill	0	0	0	1
	C - Manston Road west	1	0	0	0
	D - Shottendane Road	1	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.88	0.81	6.0	E	396	595
ABCD	0.31	0.14	0.5	A	151	226
AB					7	10
AC					71	106
D-A	0.15	0.12	0.2	A	73	110
D-BC	0.40	0.26	0.7	C	128	193
C-ABD	0.00	0.08	0.0	A	2	4
C-D					70	104
C-A					99	148

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	325	81	576	0.564	320	0.0	1.3	0.230	B
ABCD	118	29	646	0.183	117	0.0	0.3	0.113	A
AB	6	2			6				
AC	63	16			63				
D-A	60	15	659	0.091	60	0.0	0.1	0.100	A
D-BC	105	26	439	0.240	104	0.0	0.3	0.179	B
C-ABD	2	0.47	721	0.003	2	0.0	0.0	0.083	A
C-D	57	14			57				
C-A	81	20			81				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	388	97	562	0.692	385	1.3	2.1	0.333	C
ABCD	146	36	632	0.231	145	0.3	0.3	0.123	A
AB	7	2			7				
AC	71	18			71				
D-A	72	18	626	0.115	72	0.1	0.1	0.108	A
D-BC	126	31	415	0.303	125	0.3	0.4	0.207	B
C-ABD	2	0.58	729	0.003	2	0.0	0.0	0.083	A
C-D	68	17			68				
C-A	97	24			97				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	476	119	542	0.878	463	2.1	5.3	0.670	E
A-BCD	188	47	614	0.306	187	0.3	0.5	0.141	A
A-B	8	2			8				
A-C	78	20			78				
D-A	88	22	572	0.154	88	0.1	0.2	0.124	A
D-BC	154	39	383	0.402	153	0.4	0.7	0.260	C
C-ABD	3	0.76	740	0.004	3	0.0	0.0	0.081	A
C-D	83	21			83				
C-A	118	30			118				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	476	119	541	0.879	473	5.3	6.0	0.812	E
A-BCD	188	47	611	0.309	188	0.5	0.5	0.142	A
A-B	8	2			8				
A-C	78	20			78				
D-A	88	22	569	0.155	88	0.2	0.2	0.125	A
D-BC	154	39	382	0.404	154	0.7	0.7	0.264	C
C-ABD	3	0.76	739	0.004	3	0.0	0.0	0.082	A
C-D	83	21			83				
C-A	118	30			118				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	388	97	561	0.692	403	6.0	2.4	0.407	C
A-BCD	146	37	627	0.233	147	0.5	0.4	0.125	A
A-B	7	2			7				
A-C	71	18			71				
D-A	72	18	622	0.116	72	0.2	0.1	0.109	A
D-BC	126	31	413	0.305	127	0.7	0.4	0.210	B
C-ABD	2	0.58	728	0.003	2	0.0	0.0	0.083	A
C-D	68	17			68				
C-A	97	24			97				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	325	81	576	0.565	329	2.4	1.3	0.248	B
A-BCD	118	30	643	0.184	119	0.4	0.3	0.114	A
A-B	6	2			6				
A-C	63	16			63				
D-A	60	15	657	0.092	60	0.1	0.1	0.101	A
D-BC	105	26	437	0.241	106	0.4	0.3	0.182	B
C-ABD	2	0.47	721	0.003	2	0.0	0.0	0.084	A
C-D	57	14			57				
C-A	81	20			81				

2017 Baseline Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Manston Road west - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
10	untitled	Right-Left Stagger	Two-way	0.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	93	Stream D-BC

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 - Manston Road east		ONE HOUR	✓	202	100.000
B - Margate Hill		ONE HOUR	✓	139	100.000
C - Manston Road west		ONE HOUR	✓	175	100.000
D - Shottendane Road		ONE HOUR	✓	171	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
From	A - Manston Road east	0	2	114	86
	B - Margate Hill	6	0	0	133
	C - Manston Road west	109	2	0	64
	D - Shottendane Road	71	69	31	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
	A - Manston Road east	0	0	2	1
	B - Margate Hill	17	0	0	5
	C - Manston Road west	5	0	0	0
	D - Shottendane Road	1	1	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.29	0.16	0.4	A	128	191
A-BCD	0.17	0.10	0.2	A	94	141
A-B					2	2
A-C					90	135
D-A	0.12	0.10	0.1	A	65	98
D-BC	0.26	0.19	0.3	B	92	138
C-ABD	0.00	0.08	0.0	A	2	4
C-D					59	88
C-A					100	150

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	105	26	554	0.189	104	0.0	0.2	0.133	A
A-BCD	74	18	700	0.106	73	0.0	0.1	0.096	A
A-B	1	0.34			1				
A-C	77	19			77				
D-A	53	13	705	0.076	53	0.0	0.1	0.092	A
D-BC	75	19	466	0.162	75	0.0	0.2	0.153	A
C-ABD	2	0.46	722	0.003	2	0.0	0.0	0.083	A
C-D	48	12			48				
C-A	82	20			82				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	125	31	541	0.231	125	0.2	0.3	0.144	A
A-BCD	91	23	698	0.130	91	0.1	0.2	0.099	A
A-B	2	0.39			2				
A-C	89	22			89				
D-A	64	16	687	0.093	64	0.1	0.1	0.096	A
D-BC	90	22	451	0.199	90	0.2	0.2	0.166	A
C-ABD	2	0.57	729	0.003	2	0.0	0.0	0.083	A
C-D	57	14			57				
C-A	98	24			98				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	153	38	522	0.293	153	0.3	0.4	0.162	A
A-BCD	116	29	696	0.167	116	0.2	0.2	0.103	A
A-B	2	0.46			2				
A-C	104	26			104				
D-A	78	20	659	0.119	78	0.1	0.1	0.103	A
D-BC	110	28	430	0.256	110	0.2	0.3	0.187	B
C-ABD	3	0.74	740	0.004	3	0.0	0.0	0.081	A
C-D	70	18			70				
C-A	120	30			120				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	153	38	522	0.293	153	0.4	0.4	0.163	A
A-BCD	116	29	696	0.167	116	0.2	0.2	0.104	A
A-B	2	0.46			2				
A-C	104	26			104				
D-A	78	20	659	0.119	78	0.1	0.1	0.103	A
D-BC	110	28	430	0.256	110	0.3	0.3	0.188	B
C-ABD	3	0.74	740	0.004	3	0.0	0.0	0.081	A
C-D	70	18			70				
C-A	120	30			120				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	125	31	540	0.231	125	0.4	0.3	0.145	A
A-BCD	91	23	698	0.130	91	0.2	0.2	0.099	A
A-B	2	0.39			2				
A-C	89	22			89				
D-A	64	16	686	0.093	64	0.1	0.1	0.096	A
D-BC	90	22	451	0.200	90	0.3	0.3	0.167	A
C-ABD	2	0.57	729	0.003	2	0.0	0.0	0.083	A
C-D	57	14			57				
C-A	98	24			98				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	105	26	554	0.189	105	0.3	0.2	0.134	A
A-BCD	74	19	699	0.106	74	0.2	0.1	0.096	A
A-B	1	0.34			1				
A-C	77	19			77				
D-A	53	13	704	0.076	54	0.1	0.1	0.092	A
D-BC	75	19	466	0.162	76	0.3	0.2	0.154	A
C-ABD	2	0.46	721	0.003	2	0.0	0.0	0.083	A
C-D	48	12			48				
C-A	82	20			82				

2039 Growthed Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Manston Road west - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
10	untitled	Right-Left Stagger	Two-way	3.80	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-30	Stream D-BC

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 - Manston Road east		ONE HOUR	✓	266	100.000
B - Margate Hill		ONE HOUR	✓	212	100.000
C - Manston Road west		ONE HOUR	✓	283	100.000
D - Shottendane Road		ONE HOUR	✓	552	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
From	A - Manston Road east	0	3	103	160
	B - Margate Hill	6	0	0	206
	C - Manston Road west	176	1	0	106
	D - Shottendane Road	135	341	76	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
	A - Manston Road east	0	51	5	1
	B - Margate Hill	0	0	0	3
	C - Manston Road west	1	0	0	0
	D - Shottendane Road	4	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.53	0.29	1.1	C	195	292
ABCD	0.34	0.14	0.6	A	174	261
AB					2	3
AC					68	102
D-A	1.25	9.37	19.4	F	124	186
D-BC	1.27	8.77	57.6	F	383	574
C-ABD	0.00	0.09	0.0	A	1	2
C-D					97	146
C-A					161	242

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	160	40	518	0.308	158	0.0	0.4	0.166	A
ABCD	137	34	659	0.208	136	0.0	0.3	0.115	A
AB	2	0.45			2				
AC	61	15			61				
D-A	102	25	377	0.269	100	0.0	0.4	0.216	B
D-BC	314	78	427	0.736	304	0.0	2.5	0.459	D
C-ABD	1	0.27	716	0.001	1	0.0	0.0	0.084	A
C-D	80	20			80				
C-A	132	33			132				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	191	48	493	0.387	190	0.4	0.6	0.198	B
ABCD	169	42	649	0.260	168	0.3	0.4	0.125	A
AB	2	0.50			2				
AC	68	17			68				
D-A	121	30	145	0.835	111	0.4	3.0	1.455	F
D-BC	375	94	393	0.954	354	2.5	7.6	1.169	F
C-ABD	1	0.35	723	0.002	1	0.0	0.0	0.083	A
C-D	95	24			95				
C-A	158	39			158				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	233	58	457	0.511	232	0.6	1.0	0.264	C
A-BCD	216	54	637	0.339	215	0.4	0.6	0.142	A
A-B	2	0.54			2				
A-C	75	19			75				
D-A	149	37	119	1.251	114	3.0	11.8	4.719	F
D-BC	459	115	362	1.269	358	7.6	32.9	3.781	F
C-ABD	2	0.48	732	0.003	2	0.0	0.0	0.082	A
C-D	116	29			116				
C-A	193	48			193				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	233	58	441	0.530	233	1.0	1.1	0.288	C
A-BCD	216	54	637	0.339	216	0.6	0.6	0.143	A
A-B	2	0.54			2				
A-C	75	19			75				
D-A	149	37	120	1.242	118	11.8	19.4	8.475	F
D-BC	459	115	361	1.272	360	32.9	57.6	7.650	F
C-ABD	2	0.49	707	0.003	2	0.0	0.0	0.085	A
C-D	116	29			116				
C-A	193	48			193				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	191	48	457	0.417	192	1.1	0.7	0.228	B
A-BCD	169	42	649	0.260	170	0.6	0.4	0.126	A
A-B	2	0.50			2				
A-C	68	17			68				
D-A	121	30	128	0.948	121	19.4	19.4	9.372	F
D-BC	375	94	389	0.963	383	57.6	55.7	8.769	F
C-ABD	1	0.36	668	0.002	1	0.0	0.0	0.090	A
C-D	95	24			95				
C-A	158	39			158				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	160	40	482	0.331	161	0.7	0.5	0.187	B
A-BCD	137	34	658	0.209	138	0.4	0.3	0.116	A
A-B	2	0.45			2				
A-C	61	15			61				
D-A	102	25	137	0.744	130	19.4	12.4	7.490	F
D-BC	314	78	409	0.768	402	55.7	33.8	6.743	F
C-ABD	1	0.28	659	0.002	1	0.0	0.0	0.091	A
C-D	80	20			80				
C-A	132	33			132				

2039 Growthed Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Manston Road west - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
10	untitled	Right-Left Stagger	Two-way	2.28	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-25	Stream B-ACD

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 - Manston Road east		ONE HOUR	✓	314	100.000
B - Margate Hill		ONE HOUR	✓	545	100.000
C - Manston Road west		ONE HOUR	✓	235	100.000
D - Shottendane Road		ONE HOUR	✓	278	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
From	A - Manston Road east	0	13	130	171
	B - Margate Hill	18	0	0	527
	C - Manston Road west	136	3	0	96
	D - Shottendane Road	101	134	43	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
	A - Manston Road east	0	0	1	0
	B - Margate Hill	0	0	0	1
	C - Manston Road west	1	0	0	0
	D - Shottendane Road	1	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	1.17	5.46	52.7	F	500	750
ABCD	0.47	0.20	1.1	B	205	307
AB					8	11
AC					76	113
D-A	0.26	0.19	0.3	B	93	139
D-BC	0.60	0.46	1.4	D	162	244
C-ABD	0.01	0.08	0.0	A	4	6
C-D					88	131
C-A					124	186

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	410	103	557	0.737	400	0.0	2.6	0.363	C
ABCD	155	39	629	0.247	154	0.0	0.4	0.126	A
AB	7	2			7				
AC	74	18			74				
D-A	76	19	616	0.124	75	0.0	0.1	0.111	A
D-BC	133	33	408	0.326	131	0.0	0.5	0.215	B
C-ABD	3	0.74	731	0.004	3	0.0	0.0	0.082	A
C-D	72	18			72				
C-A	102	25			102				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	490	122	538	0.911	474	2.6	6.5	0.788	E
ABCD	195	49	611	0.319	194	0.4	0.5	0.144	A
AB	8	2			8				
AC	79	20			79				
D-A	91	23	561	0.162	91	0.1	0.2	0.128	A
D-BC	159	40	378	0.421	158	0.5	0.7	0.272	C
C-ABD	4	0.94	741	0.005	4	0.0	0.0	0.081	A
C-D	86	21			86				
C-A	122	30			122				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	600	150	513	1.170	505	6.5	30.3	2.507	F
A-BCD	258	64	588	0.439	256	0.5	0.9	0.181	B
A-B	8	2			8				
A-C	80	20			80				
D-A	111	28	457	0.243	111	0.2	0.3	0.173	B
D-BC	195	49	334	0.583	192	0.7	1.3	0.416	C
C-ABD	5	1	756	0.007	5	0.0	0.0	0.080	A
C-D	105	26			105				
C-A	149	37			149				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	600	150	512	1.172	510	30.3	52.7	5.071	F
A-BCD	262	66	564	0.466	262	0.9	1.1	0.199	B
A-B	8	2			8				
A-C	76	19			76				
D-A	111	28	432	0.257	111	0.3	0.3	0.187	B
D-BC	195	49	323	0.603	194	1.3	1.4	0.463	D
C-ABD	5	1	755	0.007	5	0.0	0.0	0.080	A
C-D	105	26			105				
C-A	149	37			149				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	490	122	537	0.912	527	52.7	43.4	5.463	F
A-BCD	201	50	560	0.358	202	1.1	0.7	0.169	B
A-B	7	2			7				
A-C	74	19			74				
D-A	91	23	523	0.174	91	0.3	0.2	0.139	A
D-BC	159	40	355	0.448	162	1.4	0.8	0.313	C
C-ABD	4	0.94	740	0.005	4	0.0	0.0	0.082	A
C-D	86	21			86				
C-A	122	30			122				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	410	103	556	0.738	543	43.4	10.2	3.093	F
A-BCD	158	40	584	0.271	159	0.7	0.4	0.142	A
A-B	7	2			7				
A-C	71	18			71				
D-A	76	19	587	0.129	76	0.2	0.2	0.117	A
D-BC	133	33	389	0.343	134	0.8	0.5	0.237	B
C-ABD	3	0.74	730	0.004	3	0.0	0.0	0.082	A
C-D	72	18			72				
C-A	102	25			102				

2039 Growthed Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Manston Road west - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
10	untitled	Right-Left Stagger	Two-way	0.11	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	44	Stream D-BC

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 - Manston Road east		ONE HOUR	✓	270	100.000
B - Margate Hill		ONE HOUR	✓	186	100.000
C - Manston Road west		ONE HOUR	✓	234	100.000
D - Shottendane Road		ONE HOUR	✓	228	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
	A - Manston Road east	0	3	152	115
	B - Margate Hill	8	0	0	178
	C - Manston Road west	146	3	0	85
	D - Shottendane Road	95	92	41	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
	A - Manston Road east	0	0	2	1
	B - Margate Hill	17	0	0	5
	C - Manston Road west	5	0	0	0
	D - Shottendane Road	1	2	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.42	0.21	0.7	B	171	256
A-BCD	0.24	0.11	0.4	A	134	201
A-B					2	3
A-C					112	167
D-A	0.18	0.12	0.2	A	87	131
D-BC	0.38	0.25	0.6	C	122	183
C-ABD	0.01	0.08	0.0	A	4	6
C-D					78	116
C-A					133	200

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	140	35	531	0.264	139	0.0	0.4	0.152	A
A-BCD	104	26	697	0.149	103	0.0	0.2	0.101	A
A-B	2	0.48			2				
A-C	97	24			97				
D-A	72	18	673	0.106	71	0.0	0.1	0.100	A
D-BC	100	25	436	0.230	99	0.0	0.3	0.177	B
C-ABD	3	0.74	735	0.004	3	0.0	0.0	0.082	A
C-D	64	16			64				
C-A	109	27			109				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	167	42	513	0.326	167	0.4	0.5	0.173	B
A-BCD	129	32	695	0.186	129	0.2	0.3	0.106	A
A-B	2	0.55			2				
A-C	111	28			111				
D-A	85	21	644	0.133	85	0.1	0.2	0.107	A
D-BC	120	30	415	0.288	119	0.3	0.4	0.202	B
C-ABD	4	0.94	745	0.005	4	0.0	0.0	0.081	A
C-D	76	19			76				
C-A	131	33			131				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	205	51	488	0.419	204	0.5	0.7	0.210	B
A-BCD	168	42	694	0.242	168	0.3	0.4	0.114	A
A-B	2	0.62			2				
A-C	127	32			127				
D-A	105	26	596	0.175	104	0.2	0.2	0.122	A
D-BC	146	37	387	0.379	146	0.4	0.6	0.248	B
C-ABD	5	1	761	0.007	5	0.0	0.0	0.079	A
C-D	93	23			93				
C-A	160	40			160				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	205	51	488	0.420	205	0.7	0.7	0.212	B
A-BCD	168	42	694	0.243	168	0.4	0.4	0.114	A
A-B	2	0.62			2				
A-C	126	32			126				
D-A	105	26	595	0.176	105	0.2	0.2	0.122	A
D-BC	146	37	386	0.379	146	0.6	0.6	0.250	C
C-ABD	5	1	760	0.007	5	0.0	0.0	0.079	A
C-D	93	23			93				
C-A	160	40			160				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	167	42	513	0.326	168	0.7	0.5	0.175	B
A-BCD	130	32	695	0.186	130	0.4	0.3	0.106	A
A-B	2	0.55			2				
A-C	111	28			111				
D-A	85	21	642	0.133	86	0.2	0.2	0.108	A
D-BC	120	30	415	0.288	120	0.6	0.4	0.204	B
C-ABD	4	0.94	745	0.005	4	0.0	0.0	0.081	A
C-D	76	19			76				
C-A	131	33			131				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	140	35	531	0.264	141	0.5	0.4	0.154	A
A-BCD	104	26	697	0.150	104	0.3	0.2	0.101	A
A-B	2	0.48			2				
A-C	97	24			97				
D-A	72	18	671	0.107	72	0.2	0.1	0.100	A
D-BC	100	25	435	0.230	101	0.4	0.3	0.180	B
C-ABD	3	0.74	734	0.004	3	0.0	0.0	0.082	A
C-D	64	16			64				
C-A	109	27			109				

2039 + Dev Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Manston Road west - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
10	untitled	Right-Left Stagger	Two-way	4.90	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-32	Stream D-BC

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 - Manston Road east		ONE HOUR	✓	274	100.000
B - Margate Hill		ONE HOUR	✓	212	100.000
C - Manston Road west		ONE HOUR	✓	312	100.000
D - Shottendane Road		ONE HOUR	✓	592	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
	A - Manston Road east	0	3	107	164
	B - Margate Hill	6	0	0	206
	C - Manston Road west	205	1	0	106
	D - Shottendane Road	175	341	76	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
	A - Manston Road east	0	51	5	1
	B - Margate Hill	0	0	0	3
	C - Manston Road west	1	0	0	0
	D - Shottendane Road	3	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.54	0.31	1.2	C	195	292
A-BCD	0.35	0.15	0.6	A	180	270
A-B					2	3
A-C					70	104
D-A	1.32	11.69	30.3	F	161	241
D-BC	1.34	11.28	70.5	F	383	574
C-ABD	0.00	0.09	0.0	A	2	2
C-D					97	146
C-A					188	282

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	160	40	512	0.311	158	0.0	0.4	0.168	B
A-BCD	141	35	655	0.216	140	0.0	0.3	0.116	A
A-B	2	0.44			2				
A-C	63	16			63				
D-A	132	33	367	0.359	130	0.0	0.5	0.250	C
D-BC	314	78	413	0.760	303	0.0	2.7	0.504	D
C-ABD	1	0.28	730	0.002	1	0.0	0.0	0.082	A
C-D	80	20			80				
C-A	154	39			154				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	191	48	486	0.392	190	0.4	0.6	0.202	B
A-BCD	174	44	645	0.270	174	0.3	0.4	0.127	A
A-B	2	0.49			2				
A-C	70	18			70				
D-A	157	39	154	1.019	135	0.5	6.2	2.126	F
D-BC	375	94	374	1.004	346	2.7	9.9	1.466	F
C-ABD	1	0.36	739	0.002	1	0.0	0.0	0.081	A
C-D	95	24			95				
C-A	184	46			184				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	233	58	448	0.521	232	0.6	1.1	0.275	C
A-BCD	224	56	632	0.354	223	0.4	0.6	0.146	A
A-B	2	0.53			2				
A-C	76	19			76				
D-A	193	48	149	1.292	146	6.2	17.8	5.656	F
D-BC	459	115	342	1.343	340	9.9	39.7	4.755	F
C-ABD	2	0.51	751	0.003	2	0.0	0.0	0.080	A
C-D	116	29			116				
C-A	225	56			225				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	233	58	428	0.545	233	1.1	1.2	0.306	C
A-BCD	224	56	632	0.355	224	0.6	0.6	0.147	A
A-B	2	0.53			2				
A-C	76	19			76				
D-A	193	48	146	1.317	145	17.8	29.6	10.115	F
D-BC	459	115	343	1.340	342	39.7	69.0	9.535	F
C-ABD	2	0.52	723	0.003	2	0.0	0.0	0.083	A
C-D	116	29			116				
C-A	225	56			225				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	191	48	443	0.430	192	1.2	0.8	0.240	B
A-BCD	175	44	644	0.271	175	0.6	0.4	0.128	A
A-B	2	0.49			2				
A-C	70	17			70				
D-A	157	39	157	1.001	155	29.6	30.3	11.688	F
D-BC	375	94	371	1.011	369	69.0	70.5	11.281	F
C-ABD	2	0.38	675	0.002	2	0.0	0.0	0.089	A
C-D	95	24			95				
C-A	184	46			184				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	160	40	467	0.342	161	0.8	0.5	0.197	B
A-BCD	142	35	654	0.216	142	0.4	0.3	0.117	A
A-B	2	0.44			2				
A-C	63	16			63				
D-A	132	33	166	0.793	161	30.3	23.0	10.027	F
D-BC	314	78	391	0.802	386	70.5	52.5	9.600	F
C-ABD	1	0.29	659	0.002	1	0.0	0.0	0.091	A
C-D	80	20			80				
C-A	154	39			154				

2039 + Dev Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Manston Road west - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
10	untitled	Right-Left Stagger	Two-way	2.56	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-27	Stream B-ACD

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 - Manston Road east		ONE HOUR	✓	390	100.000
B - Margate Hill		ONE HOUR	✓	545	100.000
C - Manston Road west		ONE HOUR	✓	240	100.000
D - Shottendane Road		ONE HOUR	✓	283	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
From	A - Manston Road east	0	13	162	215
	B - Margate Hill	18	0	0	527
	C - Manston Road west	141	3	0	96
	D - Shottendane Road	106	134	43	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
	A - Manston Road east	0	0	1	0
	B - Margate Hill	0	0	0	1
	C - Manston Road west	1	0	0	0
	D - Shottendane Road	1	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	1.20	6.46	59.4	F	500	750
ABCD	0.61	0.26	1.9	C	274	410
AB					6	9
AC					78	117
D-A	0.30	0.22	0.4	B	97	146
D-BC	0.66	0.59	1.8	E	162	244
C-ABD	0.01	0.08	0.0	A	4	6
C-D					88	131
C-A					129	193

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	410	103	548	0.749	400	0.0	2.7	0.381	C
ABCD	203	51	645	0.316	201	0.0	0.5	0.135	A
AB	7	2			7				
AC	83	21			83				
D-A	80	20	610	0.131	79	0.0	0.1	0.113	A
D-BC	133	33	391	0.340	131	0.0	0.5	0.229	B
C-ABD	3	0.75	728	0.004	3	0.0	0.0	0.083	A
C-D	72	18			72				
C-A	106	26			106				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	490	122	528	0.929	472	2.7	7.2	0.868	F
ABCD	258	65	631	0.409	257	0.5	0.8	0.161	A
AB	7	2			7				
AC	86	21			86				
D-A	95	24	548	0.174	95	0.1	0.2	0.132	A
D-BC	159	40	357	0.446	158	0.5	0.8	0.300	C
C-ABD	4	0.95	737	0.005	4	0.0	0.0	0.082	A
C-D	86	21			86				
C-A	126	32			126				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	600	150	500	1.201	494	7.2	33.8	2.815	F
A-BCD	347	87	612	0.567	344	0.8	1.6	0.223	B
A-B	6	2			6				
A-C	76	19			76				
D-A	117	29	424	0.275	116	0.2	0.4	0.194	B
D-BC	195	49	308	0.633	192	0.8	1.6	0.502	D
C-ABD	5	1	751	0.007	5	0.0	0.0	0.080	A
C-D	105	26			105				
C-A	154	39			154				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	600	150	499	1.203	498	33.8	59.4	5.783	F
A-BCD	355	89	586	0.606	354	1.6	1.9	0.260	C
A-B	5	1			5				
A-C	69	17			69				
D-A	117	29	391	0.299	117	0.4	0.4	0.219	B
D-BC	195	49	295	0.661	194	1.6	1.8	0.585	E
C-ABD	5	1	749	0.007	5	0.0	0.0	0.081	A
C-D	105	26			105				
C-A	154	39			154				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	490	122	526	0.931	517	59.4	52.5	6.456	F
A-BCD	269	67	574	0.468	272	1.9	1.1	0.202	B
A-B	6	2			6				
A-C	76	19			76				
D-A	95	24	501	0.190	96	0.4	0.2	0.148	A
D-BC	159	40	331	0.481	162	1.8	1.0	0.363	C
C-ABD	4	0.95	735	0.005	4	0.0	0.0	0.082	A
C-D	86	21			86				
C-A	126	32			126				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	410	103	547	0.750	537	52.5	21.0	4.198	F
A-BCD	209	52	591	0.354	211	1.1	0.7	0.159	A
A-B	6	2			6				
A-C	78	19			78				
D-A	80	20	574	0.139	80	0.2	0.2	0.121	A
D-BC	133	33	367	0.363	135	1.0	0.6	0.260	C
C-ABD	3	0.75	726	0.004	3	0.0	0.0	0.083	A
C-D	72	18			72				
C-A	106	26			106				

2039 + Dev Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Manston Road west - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
10	untitled	Right-Left Stagger	Two-way	0.11	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	36	Stream D-BC

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 - Manston Road east		ONE HOUR	✓	290	100.000
B - Margate Hill		ONE HOUR	✓	186	100.000
C - Manston Road west		ONE HOUR	✓	266	100.000
D - Shottendane Road		ONE HOUR	✓	271	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
From	A - Manston Road east	0	3	161	126
	B - Margate Hill	8	0	0	178
	C - Manston Road west	178	3	0	85
	D - Shottendane Road	138	92	41	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
	A - Manston Road east	0	0	2	1
	B - Margate Hill	17	0	0	5
	C - Manston Road west	4	0	0	0
	D - Shottendane Road	1	2	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.43	0.22	0.7	B	171	256
A-BCD	0.27	0.12	0.5	A	149	224
A-B					2	3
A-C					115	172
D-A	0.28	0.16	0.4	A	127	190
D-BC	0.36	0.23	0.6	B	122	183
C-ABD	0.01	0.08	0.0	A	4	6
C-D					78	116
C-A					162	244

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	140	35	524	0.267	139	0.0	0.4	0.155	A
A-BCD	115	29	695	0.166	114	0.0	0.2	0.103	A
A-B	2	0.47			2				
A-C	101	25			101				
D-A	104	26	607	0.171	103	0.0	0.2	0.119	A
D-BC	100	25	468	0.214	99	0.0	0.3	0.162	A
C-ABD	3	0.77	749	0.004	3	0.0	0.0	0.080	A
C-D	64	16			64				
C-A	133	33			133				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	167	42	505	0.331	167	0.4	0.5	0.177	B
A-BCD	144	36	694	0.208	144	0.2	0.3	0.109	A
A-B	2	0.53			2				
A-C	115	29			115				
D-A	124	31	580	0.214	124	0.2	0.3	0.131	A
D-BC	120	30	442	0.271	119	0.3	0.4	0.186	B
C-ABD	4	0.98	762	0.005	4	0.0	0.0	0.079	A
C-D	76	19			76				
C-A	159	40			159				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	205	51	478	0.428	204	0.5	0.7	0.218	B
A-BCD	188	47	692	0.272	187	0.3	0.5	0.119	A
A-B	2	0.60			2				
A-C	129	32			129				
D-A	152	38	537	0.283	151	0.3	0.4	0.155	A
D-BC	146	37	404	0.363	146	0.4	0.6	0.232	B
C-ABD	5	1	782	0.007	5	0.0	0.0	0.077	A
C-D	93	23			93				
C-A	195	49			195				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	205	51	478	0.428	205	0.7	0.7	0.219	B
A-BCD	188	47	692	0.272	188	0.5	0.5	0.119	A
A-B	2	0.60			2				
A-C	129	32			129				
D-A	152	38	536	0.283	152	0.4	0.4	0.156	A
D-BC	146	37	403	0.363	146	0.6	0.6	0.233	B
C-ABD	5	1	782	0.007	5	0.0	0.0	0.077	A
C-D	93	23			93				
C-A	195	49			195				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	167	42	504	0.331	168	0.7	0.5	0.179	B
A-BCD	144	36	693	0.208	145	0.5	0.3	0.110	A
A-B	2	0.53			2				
A-C	114	29			114				
D-A	124	31	579	0.214	125	0.4	0.3	0.132	A
D-BC	120	30	441	0.271	120	0.6	0.4	0.187	B
C-ABD	4	0.98	762	0.005	4	0.0	0.0	0.079	A
C-D	76	19			76				
C-A	159	40			159				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	140	35	524	0.267	141	0.5	0.4	0.157	A
A-BCD	116	29	695	0.166	116	0.3	0.2	0.104	A
A-B	2	0.47			2				
A-C	101	25			101				
D-A	104	26	605	0.172	104	0.3	0.2	0.120	A
D-BC	100	25	468	0.214	101	0.4	0.3	0.164	A
C-ABD	3	0.77	748	0.004	3	0.0	0.0	0.081	A
C-D	64	16			64				
C-A	133	33			133				

Junctions 9	
ARCADY 9 - Roundabout Module	
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Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Validated\Jct 11_B2190_Columbus Ave
Report generation date: 29/01/2018 11:26:26

- »2017 Baseline Traffic, AM
- »2017 Baseline Traffic, PM
- »2017 Baseline Traffic, Airport Peak
- »2039 Growthed Traffic, AM
- »2039 Growthed Traffic, PM
- »2039 Growthed Traffic, Airport Peak
- »2039 + Dev Traffic, AM
- »2039 + Dev Traffic, PM
- »2039 + Dev Traffic, Airport Peak
- »2039 B+Dev Net Change, AM
- »2039 B+Dev Net Change, PM
- »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
	2017 Baseline Traffic														
1 - Spitfire Way (E)	0.6	0.06	0.38	A	142 %	0.7	0.07	0.40	A	113 %	0.3	0.05	0.23	A	276 %
2 - B2190 Columbus Avenue (W)	0.3	0.04	0.26	A	[1 - Spitfire Way (E)]	0.2	0.03	0.18	A	[1 - Spitfire Way (E)]	0.2	0.03	0.17	A	[1 - Spitfire Way (E)]
3 - B2190 Columbus Avenue (N)	0.0	0.04	0.03	A		0.2	0.04	0.15	A		0.1	0.03	0.05	A	
	2039 Growthed Traffic														
1 - Spitfire Way (E)	0.9	0.07	0.48	A	94 %	1.1	0.09	0.51	A	68 %	0.4	0.06	0.31	A	179 %
2 - B2190 Columbus Avenue (W)	0.5	0.04	0.32	A	[1 - Spitfire Way (E)]	0.3	0.03	0.22	A	[1 - Spitfire Way (E)]	0.3	0.04	0.23	A	[1 - Spitfire Way (E)]
3 - B2190 Columbus Avenue (N)	0.0	0.04	0.04	A		0.2	0.04	0.19	A		0.1	0.04	0.08	A	
	2039 + Dev Traffic														
1 - Spitfire Way (E)	1.0	0.08	0.50	A	86 %	1.6	0.11	0.61	A	45 %	0.5	0.06	0.35	A	150 %
2 - B2190 Columbus Avenue (W)	0.5	0.04	0.34	A	[1 - Spitfire Way (E)]	0.3	0.03	0.25	A	[1 - Spitfire Way (E)]	0.4	0.04	0.30	A	[1 - Spitfire Way (E)]
3 - B2190 Columbus Avenue (N)	0.0	0.04	0.04	A		0.2	0.04	0.20	A		0.1	0.04	0.08	A	
	2039 B+Dev Net Change														
1 - Spitfire Way (E)	1.7	0.12	0.64	A	42 %	2.4	0.15	0.71	A	27 %	0.8	0.08	0.44	A	102 %
2 - B2190 Columbus Avenue (W)	0.7	0.05	0.43	A	[1 - Spitfire Way (E)]	0.6	0.04	0.36	A	[1 - Spitfire Way (E)]	0.5	0.04	0.35	A	[1 - Spitfire Way (E)]
3 - B2190 Columbus Avenue (N)	0.1	0.04	0.12	A		0.3	0.04	0.23	A		0.1	0.04	0.10	A	

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.

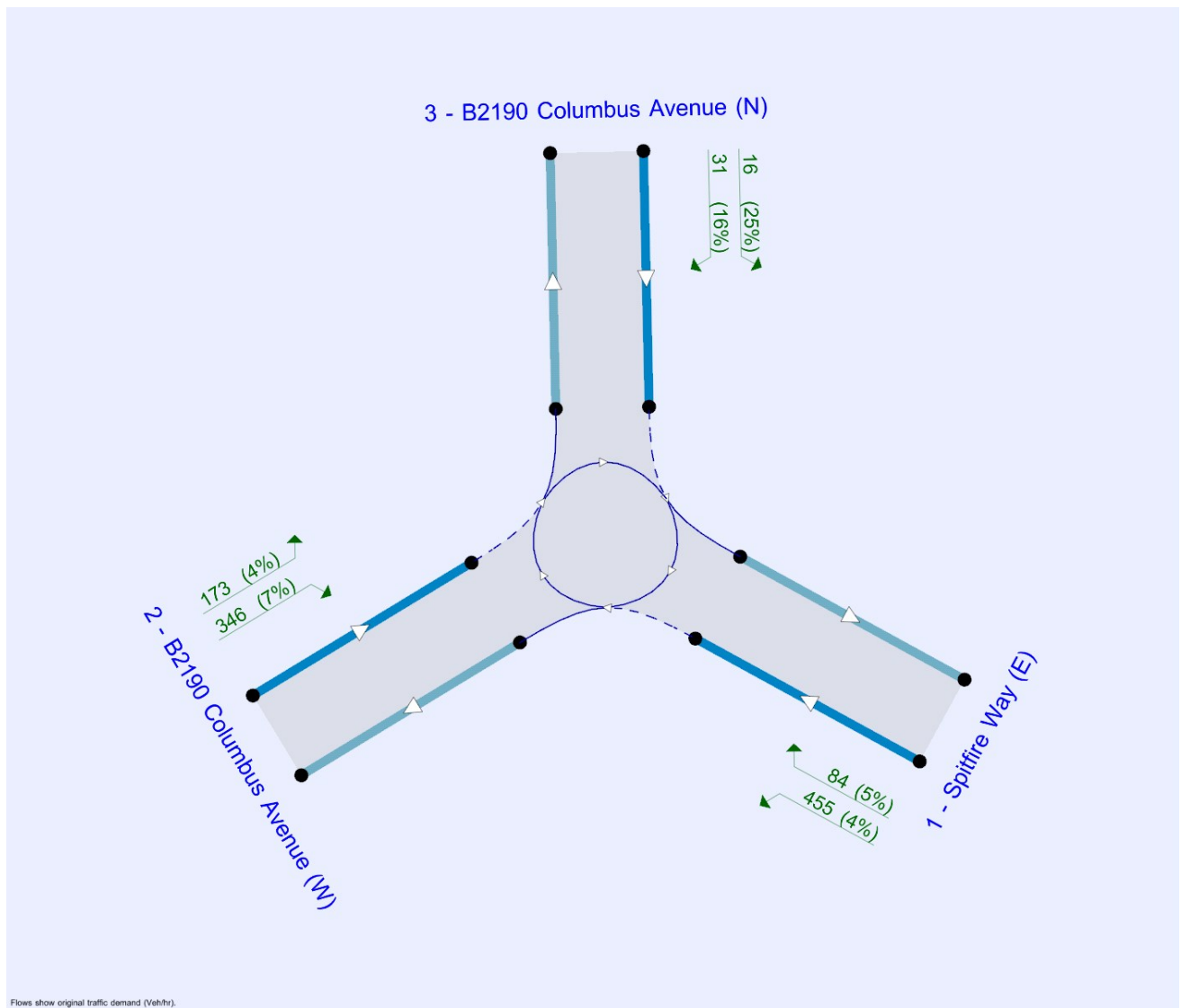
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	29/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\adam.guy
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



Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
	✓	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)
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

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017 Baseline Traffic, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	142	1 - Spitfire Way (E)

Arms

Arms

Arm	Name	Description
1	Spitfire Way (E)	
2	B2190 Columbus Avenue (W)	
3	B2190 Columbus Avenue (N)	

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 - Spitfire Way (E)	2.75	6.37	29.0	20.3	39.0	25.5	
2 - B2190 Columbus Avenue (W)	7.49	7.49	0.0	24.5	39.0	12.0	
3 - B2190 Columbus Avenue (N)	7.29	7.29	0.0	70.7	39.0	20.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Spitfire Way (E)	0.638	1643
2 - B2190 Columbus Avenue (W)	0.812	2432
3 - B2190 Columbus Avenue (N)	0.798	2363

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)
D3	2017 Baseline Traffic	AM	ONE HOUR	07:30	09:00	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 - Spitfire Way (E)		✓	539	100.000
2 - B2190 Columbus Avenue (W)		✓	519	100.000
3 - B2190 Columbus Avenue (N)		✓	47	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	455	84
	2 - B2190 Columbus Avenue (W)	346	0	173
	3 - B2190 Columbus Avenue (N)	16	31	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	4	5
	2 - B2190 Columbus Avenue (W)	7	0	4
	3 - B2190 Columbus Avenue (N)	25	16	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.38	0.06	0.6	A
2 - B2190 Columbus Avenue (W)	0.26	0.04	0.3	A
3 - B2190 Columbus Avenue (N)	0.03	0.04	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	406	23	1561	0.260	404	0.3	0.052	A
2 - B2190 Columbus Avenue (W)	391	63	2243	0.174	390	0.2	0.032	A
3 - B2190 Columbus Avenue (N)	35	260	1798	0.020	35	0.0	0.034	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	485	28	1558	0.311	484	0.4	0.056	A
2 - B2190 Columbus Avenue (W)	467	75	2233	0.209	466	0.3	0.034	A
3 - B2190 Columbus Avenue (N)	42	311	1762	0.024	42	0.0	0.035	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 (min)	LOS
1 - Spitfire Way (E)	593	34	1554	0.382	593	0.6	0.062	A
2 - B2190 Columbus Avenue (W)	571	92	2220	0.257	571	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	52	381	1712	0.030	52	0.0	0.036	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	593	34	1554	0.382	593	0.6	0.062	A
2 - B2190 Columbus Avenue (W)	571	92	2220	0.257	571	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	52	381	1711	0.030	52	0.0	0.036	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	485	28	1558	0.311	485	0.5	0.056	A
2 - B2190 Columbus Avenue (W)	467	76	2233	0.209	467	0.3	0.034	A
3 - B2190 Columbus Avenue (N)	42	311	1761	0.024	42	0.0	0.035	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	406	23	1561	0.260	406	0.4	0.052	A
2 - B2190 Columbus Avenue (W)	391	63	2243	0.174	391	0.2	0.032	A
3 - B2190 Columbus Avenue (N)	35	261	1798	0.020	35	0.0	0.034	A

2017 Baseline Traffic, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	113	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2017 Baseline Traffic	PM	ONE HOUR	16:30	18:00	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 - Spitfire Way (E)		✓	536	100.000
2 - B2190 Columbus Avenue (W)		✓	379	100.000
3 - B2190 Columbus Avenue (N)		✓	265	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	From			
	1 - Spitfire Way (E)	0	521	15
	2 - B2190 Columbus Avenue (W)	363	0	16
	3 - B2190 Columbus Avenue (N)	87	178	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	From			
	1 - Spitfire Way (E)	0	2	7
	2 - B2190 Columbus Avenue (W)	3	0	6
	3 - B2190 Columbus Avenue (N)	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.40	0.07	0.7	A
2 - B2190 Columbus Avenue (W)	0.18	0.03	0.2	A
3 - B2190 Columbus Avenue (N)	0.15	0.04	0.2	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	404	134	1523	0.265	402	0.4	0.053	A
2 - B2190 Columbus Avenue (W)	285	11	2348	0.122	285	0.1	0.029	A
3 - B2190 Columbus Avenue (N)	200	273	2090	0.095	199	0.1	0.032	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	482	160	1506	0.320	481	0.5	0.059	A
2 - B2190 Columbus Avenue (W)	341	13	2347	0.145	341	0.2	0.030	A
3 - B2190 Columbus Avenue (N)	238	326	2047	0.116	238	0.1	0.033	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 (min)	LOS
1 - Spitfire Way (E)	590	196	1483	0.398	589	0.7	0.067	A
2 - B2190 Columbus Avenue (W)	417	16	2344	0.178	417	0.2	0.031	A
3 - B2190 Columbus Avenue (N)	292	399	1988	0.147	292	0.2	0.035	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	590	196	1483	0.398	590	0.7	0.067	A
2 - B2190 Columbus Avenue (W)	417	17	2344	0.178	417	0.2	0.031	A
3 - B2190 Columbus Avenue (N)	292	400	1988	0.147	292	0.2	0.035	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	482	160	1506	0.320	483	0.5	0.059	A
2 - B2190 Columbus Avenue (W)	341	14	2347	0.145	341	0.2	0.030	A
3 - B2190 Columbus Avenue (N)	238	327	2047	0.116	238	0.1	0.033	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	404	134	1523	0.265	404	0.4	0.054	A
2 - B2190 Columbus Avenue (W)	285	11	2348	0.122	285	0.1	0.029	A
3 - B2190 Columbus Avenue (N)	200	273	2089	0.095	200	0.1	0.032	A

2017 Baseline Traffic, Airport Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	276	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2017 Baseline Traffic	Airport Peak	ONE HOUR	12:45	14:15	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 - Spitfire Way (E)		✓	312	100.000
2 - B2190 Columbus Avenue (W)		✓	339	100.000
3 - B2190 Columbus Avenue (N)		✓	95	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	From			
	1 - Spitfire Way (E)	0	293	19
	2 - B2190 Columbus Avenue (W)	276	0	63
	3 - B2190 Columbus Avenue (N)	28	67	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	From			
	1 - Spitfire Way (E)	0	5	11
	2 - B2190 Columbus Avenue (W)	10	0	10
	3 - B2190 Columbus Avenue (N)	4	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.23	0.05	0.3	A
2 - B2190 Columbus Avenue (W)	0.17	0.03	0.2	A
3 - B2190 Columbus Avenue (N)	0.05	0.03	0.1	A

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	235	50	1526	0.154	234	0.2	0.046	A
2 - B2190 Columbus Avenue (W)	255	14	2199	0.116	255	0.1	0.031	A
3 - B2190 Columbus Avenue (N)	72	207	2015	0.035	71	0.0	0.031	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	280	60	1520	0.185	280	0.2	0.048	A
2 - B2190 Columbus Avenue (W)	305	17	2197	0.139	305	0.2	0.032	A
3 - B2190 Columbus Avenue (N)	85	248	1982	0.043	85	0.0	0.032	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	344	74	1511	0.227	343	0.3	0.051	A
2 - B2190 Columbus Avenue (W)	373	21	2193	0.170	373	0.2	0.033	A
3 - B2190 Columbus Avenue (N)	105	304	1937	0.054	105	0.1	0.033	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	344	74	1511	0.227	344	0.3	0.051	A
2 - B2190 Columbus Avenue (W)	373	21	2193	0.170	373	0.2	0.033	A
3 - B2190 Columbus Avenue (N)	105	304	1937	0.054	105	0.1	0.033	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	280	60	1520	0.185	281	0.2	0.048	A
2 - B2190 Columbus Avenue (W)	305	17	2197	0.139	305	0.2	0.032	A
3 - B2190 Columbus Avenue (N)	85	248	1982	0.043	85	0.0	0.032	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	235	50	1526	0.154	235	0.2	0.046	A
2 - B2190 Columbus Avenue (W)	255	14	2199	0.116	255	0.1	0.031	A
3 - B2190 Columbus Avenue (N)	72	208	2015	0.036	72	0.0	0.031	A

2039 Growthed Traffic, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	94	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2039 Growthed Traffic	AM	ONE HOUR	07:30	09:00	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 - Spitfire Way (E)		✓	674	100.000
2 - B2190 Columbus Avenue (W)		✓	649	100.000
3 - B2190 Columbus Avenue (N)		✓	59	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	569	105
	2 - B2190 Columbus Avenue (W)	433	0	216
	3 - B2190 Columbus Avenue (N)	20	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	4	5
	2 - B2190 Columbus Avenue (W)	7	0	4
	3 - B2190 Columbus Avenue (N)	26	17	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.48	0.07	0.9	A
2 - B2190 Columbus Avenue (W)	0.32	0.04	0.5	A
3 - B2190 Columbus Avenue (N)	0.04	0.04	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	507	29	1557	0.326	505	0.5	0.057	A
2 - B2190 Columbus Avenue (W)	489	79	2231	0.219	487	0.3	0.034	A
3 - B2190 Columbus Avenue (N)	44	325	1737	0.026	44	0.0	0.035	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	606	35	1553	0.390	605	0.6	0.063	A
2 - B2190 Columbus Avenue (W)	583	94	2218	0.263	583	0.4	0.037	A
3 - B2190 Columbus Avenue (N)	53	389	1692	0.031	53	0.0	0.037	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 (min)	LOS
1 - Spitfire Way (E)	742	43	1547	0.480	741	0.9	0.074	A
2 - B2190 Columbus Avenue (W)	715	115	2201	0.325	714	0.5	0.040	A
3 - B2190 Columbus Avenue (N)	65	476	1629	0.040	65	0.0	0.038	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	742	43	1547	0.480	742	0.9	0.075	A
2 - B2190 Columbus Avenue (W)	715	116	2201	0.325	715	0.5	0.040	A
3 - B2190 Columbus Avenue (N)	65	477	1629	0.040	65	0.0	0.038	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	606	35	1553	0.390	607	0.6	0.064	A
2 - B2190 Columbus Avenue (W)	583	95	2218	0.263	584	0.4	0.037	A
3 - B2190 Columbus Avenue (N)	53	390	1691	0.031	53	0.0	0.037	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	507	29	1557	0.326	508	0.5	0.057	A
2 - B2190 Columbus Avenue (W)	489	79	2230	0.219	489	0.3	0.034	A
3 - B2190 Columbus Avenue (N)	44	326	1736	0.026	44	0.0	0.035	A

2039 Growthed Traffic, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	68	1 - Spitfire Way (E)

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)
D7	2039 Growthed Traffic	PM	ONE HOUR	16:30	18:00	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 - Spitfire Way (E)		✓	676	100.000
2 - B2190 Columbus Avenue (W)		✓	478	100.000
3 - B2190 Columbus Avenue (N)		✓	334	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	657	19
	2 - B2190 Columbus Avenue (W)	458	0	20
	3 - B2190 Columbus Avenue (N)	110	224	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	2	7
	2 - B2190 Columbus Avenue (W)	3	0	7
	3 - B2190 Columbus Avenue (N)	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.51	0.09	1.1	A
2 - B2190 Columbus Avenue (W)	0.22	0.03	0.3	A
3 - B2190 Columbus Avenue (N)	0.19	0.04	0.2	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	509	168	1500	0.339	507	0.5	0.060	A
2 - B2190 Columbus Avenue (W)	360	14	2345	0.153	359	0.2	0.030	A
3 - B2190 Columbus Avenue (N)	251	344	2019	0.125	251	0.1	0.034	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	608	201	1478	0.411	607	0.7	0.069	A
2 - B2190 Columbus Avenue (W)	430	17	2343	0.183	430	0.2	0.031	A
3 - B2190 Columbus Avenue (N)	300	412	1965	0.153	300	0.2	0.036	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 (min)	LOS
1 - Spitfire Way (E)	744	246	1449	0.514	743	1.0	0.085	A
2 - B2190 Columbus Avenue (W)	526	21	2339	0.225	526	0.3	0.033	A
3 - B2190 Columbus Avenue (N)	368	504	1892	0.194	367	0.2	0.039	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	744	247	1449	0.514	744	1.1	0.085	A
2 - B2190 Columbus Avenue (W)	526	21	2339	0.225	526	0.3	0.033	A
3 - B2190 Columbus Avenue (N)	368	504	1891	0.194	368	0.2	0.039	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	608	202	1478	0.411	609	0.7	0.069	A
2 - B2190 Columbus Avenue (W)	430	17	2343	0.183	430	0.2	0.031	A
3 - B2190 Columbus Avenue (N)	300	412	1965	0.153	300	0.2	0.036	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	509	169	1499	0.339	510	0.5	0.061	A
2 - B2190 Columbus Avenue (W)	360	14	2345	0.153	360	0.2	0.030	A
3 - B2190 Columbus Avenue (N)	251	345	2019	0.125	252	0.1	0.034	A

2039 Growthed Traffic, Airport Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	179	1 - Spitfire Way (E)

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)
D8	2039 Growthed Traffic	Airport Peak	ONE HOUR	12:45	14:15	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 - Spitfire Way (E)		✓	416	100.000
2 - B2190 Columbus Avenue (W)		✓	453	100.000
3 - B2190 Columbus Avenue (N)		✓	127	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	391	25
	2 - B2190 Columbus Avenue (W)	369	0	84
	3 - B2190 Columbus Avenue (N)	37	90	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	6	11
	2 - B2190 Columbus Avenue (W)	10	0	10
	3 - B2190 Columbus Avenue (N)	4	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.31	0.06	0.4	A
2 - B2190 Columbus Avenue (W)	0.23	0.04	0.3	A
3 - B2190 Columbus Avenue (N)	0.08	0.04	0.1	A

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	313	68	1501	0.209	312	0.3	0.050	A
2 - B2190 Columbus Avenue (W)	341	19	2195	0.155	340	0.2	0.032	A
3 - B2190 Columbus Avenue (N)	96	277	1945	0.049	95	0.1	0.032	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	374	81	1492	0.251	374	0.3	0.054	A
2 - B2190 Columbus Avenue (W)	407	22	2192	0.186	407	0.2	0.034	A
3 - B2190 Columbus Avenue (N)	114	332	1901	0.060	114	0.1	0.034	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	458	99	1480	0.309	458	0.4	0.059	A
2 - B2190 Columbus Avenue (W)	499	27	2188	0.228	498	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	140	406	1841	0.076	140	0.1	0.035	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	458	99	1480	0.309	458	0.4	0.059	A
2 - B2190 Columbus Avenue (W)	499	28	2188	0.228	499	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	140	406	1841	0.076	140	0.1	0.035	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	374	81	1492	0.251	374	0.3	0.054	A
2 - B2190 Columbus Avenue (W)	407	23	2192	0.186	408	0.2	0.034	A
3 - B2190 Columbus Avenue (N)	114	332	1901	0.060	114	0.1	0.034	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	313	68	1501	0.209	313	0.3	0.051	A
2 - B2190 Columbus Avenue (W)	341	19	2195	0.155	341	0.2	0.032	A
3 - B2190 Columbus Avenue (N)	96	278	1945	0.049	96	0.1	0.032	A

2039 + Dev Traffic, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	86	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2039 + Dev Traffic	AM	ONE HOUR	07:30	09:00	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 - Spitfire Way (E)		✓	690	100.000
2 - B2190 Columbus Avenue (W)		✓	679	100.000
3 - B2190 Columbus Avenue (N)		✓	59	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	From			
	1 - Spitfire Way (E)	0	585	105
	2 - B2190 Columbus Avenue (W)	463	0	216
	3 - B2190 Columbus Avenue (N)	20	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	From			
	1 - Spitfire Way (E)	0	6	5
	2 - B2190 Columbus Avenue (W)	9	0	4
	3 - B2190 Columbus Avenue (N)	26	17	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.50	0.08	1.0	A
2 - B2190 Columbus Avenue (W)	0.34	0.04	0.5	A
3 - B2190 Columbus Avenue (N)	0.04	0.04	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	519	29	1532	0.339	517	0.5	0.059	A
2 - B2190 Columbus Avenue (W)	511	79	2201	0.232	510	0.3	0.035	A
3 - B2190 Columbus Avenue (N)	44	348	1716	0.026	44	0.0	0.036	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	620	35	1528	0.406	620	0.7	0.066	A
2 - B2190 Columbus Avenue (W)	610	94	2189	0.279	610	0.4	0.038	A
3 - B2190 Columbus Avenue (N)	53	416	1667	0.032	53	0.0	0.037	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 (min)	LOS
1 - Spitfire Way (E)	760	43	1522	0.499	758	1.0	0.078	A
2 - B2190 Columbus Avenue (W)	748	115	2172	0.344	747	0.5	0.042	A
3 - B2190 Columbus Avenue (N)	65	509	1599	0.041	65	0.0	0.039	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	760	43	1522	0.499	760	1.0	0.079	A
2 - B2190 Columbus Avenue (W)	748	116	2172	0.344	748	0.5	0.042	A
3 - B2190 Columbus Avenue (N)	65	510	1599	0.041	65	0.0	0.039	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	620	35	1528	0.406	622	0.7	0.066	A
2 - B2190 Columbus Avenue (W)	610	95	2189	0.279	611	0.4	0.038	A
3 - B2190 Columbus Avenue (N)	53	417	1666	0.032	53	0.0	0.037	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	519	29	1532	0.339	520	0.5	0.059	A
2 - B2190 Columbus Avenue (W)	511	79	2201	0.232	512	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	44	349	1716	0.026	44	0.0	0.036	A

2039 + Dev Traffic, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	45	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2039 + Dev Traffic	PM	ONE HOUR	16:30	18:00	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 - Spitfire Way (E)		✓	789	100.000
2 - B2190 Columbus Avenue (W)		✓	508	100.000
3 - B2190 Columbus Avenue (N)		✓	334	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	770	19
	2 - B2190 Columbus Avenue (W)	488	0	20
	3 - B2190 Columbus Avenue (N)	110	224	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	4	7
	2 - B2190 Columbus Avenue (W)	6	0	7
	3 - B2190 Columbus Avenue (N)	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.61	0.11	1.6	A
2 - B2190 Columbus Avenue (W)	0.25	0.03	0.3	A
3 - B2190 Columbus Avenue (N)	0.20	0.04	0.2	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	594	168	1472	0.404	591	0.7	0.068	A
2 - B2190 Columbus Avenue (W)	382	14	2282	0.168	382	0.2	0.032	A
3 - B2190 Columbus Avenue (N)	251	367	1993	0.126	251	0.1	0.034	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	709	201	1451	0.489	708	0.9	0.081	A
2 - B2190 Columbus Avenue (W)	457	17	2279	0.200	456	0.2	0.033	A
3 - B2190 Columbus Avenue (N)	300	439	1934	0.155	300	0.2	0.037	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 (min)	LOS
1 - Spitfire Way (E)	869	246	1422	0.611	866	1.5	0.107	A
2 - B2190 Columbus Avenue (W)	559	21	2276	0.246	559	0.3	0.035	A
3 - B2190 Columbus Avenue (N)	368	537	1853	0.198	367	0.2	0.040	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	869	247	1422	0.611	869	1.6	0.108	A
2 - B2190 Columbus Avenue (W)	559	21	2276	0.246	559	0.3	0.035	A
3 - B2190 Columbus Avenue (N)	368	537	1853	0.199	368	0.2	0.040	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	709	202	1451	0.489	712	1.0	0.081	A
2 - B2190 Columbus Avenue (W)	457	17	2279	0.200	457	0.3	0.033	A
3 - B2190 Columbus Avenue (N)	300	439	1933	0.155	301	0.2	0.037	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	594	169	1472	0.404	595	0.7	0.069	A
2 - B2190 Columbus Avenue (W)	382	14	2281	0.168	383	0.2	0.032	A
3 - B2190 Columbus Avenue (N)	251	368	1992	0.126	252	0.1	0.034	A

2039 + Dev Traffic, Airport Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	150	1 - Spitfire Way (E)

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)
D11	2039 + Dev Traffic	Airport Peak	ONE HOUR	12:45	14:15	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 - Spitfire Way (E)		✓	458	100.000
2 - B2190 Columbus Avenue (W)		✓	585	100.000
3 - B2190 Columbus Avenue (N)		✓	127	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	433	25
	2 - B2190 Columbus Avenue (W)	501	0	84
	3 - B2190 Columbus Avenue (N)	37	90	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	9	11
	2 - B2190 Columbus Avenue (W)	11	0	10
	3 - B2190 Columbus Avenue (N)	4	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.35	0.06	0.5	A
2 - B2190 Columbus Avenue (W)	0.30	0.04	0.4	A
3 - B2190 Columbus Avenue (N)	0.08	0.04	0.1	A

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	345	68	1462	0.236	344	0.3	0.054	A
2 - B2190 Columbus Avenue (W)	440	19	2178	0.202	439	0.3	0.034	A
3 - B2190 Columbus Avenue (N)	96	376	1863	0.051	95	0.1	0.034	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	412	81	1454	0.283	411	0.4	0.058	A
2 - B2190 Columbus Avenue (W)	526	22	2175	0.242	526	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	114	450	1803	0.063	114	0.1	0.036	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	504	99	1442	0.350	504	0.5	0.064	A
2 - B2190 Columbus Avenue (W)	644	27	2171	0.297	644	0.4	0.039	A
3 - B2190 Columbus Avenue (N)	140	551	1720	0.081	140	0.1	0.038	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	504	99	1442	0.350	504	0.5	0.064	A
2 - B2190 Columbus Avenue (W)	644	28	2171	0.297	644	0.4	0.039	A
3 - B2190 Columbus Avenue (N)	140	552	1720	0.081	140	0.1	0.038	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	412	81	1454	0.283	412	0.4	0.058	A
2 - B2190 Columbus Avenue (W)	526	23	2175	0.242	526	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	114	451	1802	0.063	114	0.1	0.036	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	345	68	1462	0.236	345	0.3	0.054	A
2 - B2190 Columbus Avenue (W)	440	19	2178	0.202	441	0.3	0.035	A
3 - B2190 Columbus Avenue (N)	96	377	1862	0.051	96	0.1	0.034	A

2039 B+Dev Net Change, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.08	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	42	1 - Spitfire Way (E)

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)
D12	2039 B+Dev Net Change	AM	ONE HOUR	07:30	09:00	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 - Spitfire Way (E)		✓	813	100.000
2 - B2190 Columbus Avenue (W)		✓	847	100.000
3 - B2190 Columbus Avenue (N)		✓	195	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	708	105
	2 - B2190 Columbus Avenue (W)	546	0	301
	3 - B2190 Columbus Avenue (N)	20	175	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	8	5
	2 - B2190 Columbus Avenue (W)	9	0	4
	3 - B2190 Columbus Avenue (N)	26	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.64	0.12	1.7	A
2 - B2190 Columbus Avenue (W)	0.43	0.05	0.7	A
3 - B2190 Columbus Avenue (N)	0.12	0.04	0.1	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	612	131	1446	0.423	609	0.7	0.071	A
2 - B2190 Columbus Avenue (W)	638	79	2205	0.289	636	0.4	0.038	A
3 - B2190 Columbus Avenue (N)	147	410	1888	0.078	146	0.1	0.034	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	731	157	1430	0.511	730	1.0	0.085	A
2 - B2190 Columbus Avenue (W)	761	94	2193	0.347	761	0.5	0.042	A
3 - B2190 Columbus Avenue (N)	175	491	1822	0.096	175	0.1	0.036	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 (min)	LOS
1 - Spitfire Way (E)	895	193	1409	0.636	892	1.7	0.116	A
2 - B2190 Columbus Avenue (W)	933	115	2176	0.429	932	0.7	0.048	A
3 - B2190 Columbus Avenue (N)	215	601	1732	0.124	215	0.1	0.040	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	895	193	1408	0.636	895	1.7	0.117	A
2 - B2190 Columbus Avenue (W)	933	116	2176	0.429	933	0.7	0.048	A
3 - B2190 Columbus Avenue (N)	215	601	1732	0.124	215	0.1	0.040	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	731	157	1430	0.511	734	1.1	0.086	A
2 - B2190 Columbus Avenue (W)	761	95	2192	0.347	762	0.5	0.042	A
3 - B2190 Columbus Avenue (N)	175	491	1822	0.096	175	0.1	0.036	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	612	132	1446	0.423	613	0.7	0.072	A
2 - B2190 Columbus Avenue (W)	638	79	2205	0.289	638	0.4	0.038	A
3 - B2190 Columbus Avenue (N)	147	411	1887	0.078	147	0.1	0.034	A

2039 B+Dev Net Change, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	27	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2039 B+Dev Net Change	PM	ONE HOUR	16:30	18:00	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 - Spitfire Way (E)		✓	901	100.000
2 - B2190 Columbus Avenue (W)		✓	764	100.000
3 - B2190 Columbus Avenue (N)		✓	373	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	882	19
	2 - B2190 Columbus Avenue (W)	616	0	148
	3 - B2190 Columbus Avenue (N)	110	263	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	4	7
	2 - B2190 Columbus Avenue (W)	5	0	1
	3 - B2190 Columbus Avenue (N)	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.71	0.15	2.4	A
2 - B2190 Columbus Avenue (W)	0.36	0.04	0.6	A
3 - B2190 Columbus Avenue (N)	0.23	0.04	0.3	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	678	198	1455	0.466	675	0.9	0.077	A
2 - B2190 Columbus Avenue (W)	575	14	2321	0.248	574	0.3	0.034	A
3 - B2190 Columbus Avenue (N)	281	463	1929	0.146	280	0.2	0.036	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	810	236	1430	0.566	808	1.3	0.096	A
2 - B2190 Columbus Avenue (W)	687	17	2319	0.296	686	0.4	0.037	A
3 - B2190 Columbus Avenue (N)	335	553	1854	0.181	335	0.2	0.039	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 (min)	LOS
1 - Spitfire Way (E)	992	289	1397	0.710	988	2.4	0.145	A
2 - B2190 Columbus Avenue (W)	841	21	2316	0.363	841	0.6	0.041	A
3 - B2190 Columbus Avenue (N)	411	678	1753	0.234	410	0.3	0.045	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	992	290	1396	0.710	992	2.4	0.148	A
2 - B2190 Columbus Avenue (W)	841	21	2316	0.363	841	0.6	0.041	A
3 - B2190 Columbus Avenue (N)	411	678	1752	0.234	411	0.3	0.045	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	810	237	1430	0.566	814	1.3	0.098	A
2 - B2190 Columbus Avenue (W)	687	17	2319	0.296	687	0.4	0.037	A
3 - B2190 Columbus Avenue (N)	335	554	1854	0.181	336	0.2	0.040	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	678	198	1454	0.466	680	0.9	0.078	A
2 - B2190 Columbus Avenue (W)	575	14	2321	0.248	576	0.3	0.034	A
3 - B2190 Columbus Avenue (N)	281	464	1928	0.146	281	0.2	0.036	A

2039 B+Dev Net Change, Airport Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	102	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2039 B+Dev Net Change	Airport Peak	ONE HOUR	12:45	14:15	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 - Spitfire Way (E)		✓	561	100.000
2 - B2190 Columbus Avenue (W)		✓	680	100.000
3 - B2190 Columbus Avenue (N)		✓	152	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	536	25
	2 - B2190 Columbus Avenue (W)	538	0	142
	3 - B2190 Columbus Avenue (N)	37	115	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	10	11
	2 - B2190 Columbus Avenue (W)	12	0	8
	3 - B2190 Columbus Avenue (N)	4	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.44	0.08	0.8	A
2 - B2190 Columbus Avenue (W)	0.35	0.04	0.5	A
3 - B2190 Columbus Avenue (N)	0.10	0.04	0.1	A

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	422	86	1439	0.294	421	0.4	0.059	A
2 - B2190 Columbus Avenue (W)	512	19	2172	0.236	511	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	114	404	1857	0.062	114	0.1	0.034	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	504	103	1428	0.353	504	0.5	0.065	A
2 - B2190 Columbus Avenue (W)	611	22	2169	0.282	611	0.4	0.039	A
3 - B2190 Columbus Avenue (N)	137	483	1791	0.076	137	0.1	0.036	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	618	127	1413	0.437	617	0.8	0.075	A
2 - B2190 Columbus Avenue (W)	749	27	2165	0.346	748	0.5	0.042	A
3 - B2190 Columbus Avenue (N)	167	592	1701	0.098	167	0.1	0.039	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	618	127	1413	0.437	618	0.8	0.075	A
2 - B2190 Columbus Avenue (W)	749	28	2165	0.346	749	0.5	0.042	A
3 - B2190 Columbus Avenue (N)	167	592	1701	0.098	167	0.1	0.039	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	504	103	1428	0.353	505	0.5	0.065	A
2 - B2190 Columbus Avenue (W)	611	23	2169	0.282	612	0.4	0.039	A
3 - B2190 Columbus Avenue (N)	137	484	1791	0.076	137	0.1	0.036	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	422	87	1439	0.294	423	0.4	0.059	A
2 - B2190 Columbus Avenue (W)	512	19	2172	0.236	512	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	114	405	1856	0.062	115	0.1	0.034	A

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: Jct 12_B2050_R1 Validated.j9
Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Validated\Jct 12_B2050_Spitfire Way
Report generation date: 29/01/2018 11:33:18

- » 2017 Baseline Traffic, AM
- » 2017 Baseline Traffic, PM
- » 2017 Baseline Traffic, Airport Peak
- »2039 Growthed Traffic, AM
- »2039 Growthed Traffic, PM
- »2039 Growthed Traffic, Airport Peak
- »2039 + Dev Traffic, AM
- »2039 + Dev Traffic, PM
- »2039 + Dev Traffic, 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
	2017 Baseline Traffic														
Stream B-C	1.1	6.83	0.92	F	-14 % [Stream B-AD]	1.3	17.75	1.16	F	-25 % [Stream B-AD]	0.1	0.28	0.05	C	7 % [Stream B-AD]
Stream B-AD	8.1	1.47	0.93	F		40.0	4.74	1.15	F		2.2	0.46	0.70	D	
Stream A-BCD	0.6	0.09	0.18	A		0.2	0.09	0.09	A		0.3	0.09	0.12	A	
Stream D-A	0.2	0.50	0.18	D		0.3	0.45	0.21	D		0.1	0.17	0.12	A	
Stream D-BC	3.5	1.07	0.81	F		3.3	0.97	0.80	F		0.8	0.34	0.46	C	
Stream C-ABD	0.1	0.09	0.08	A		0.0	0.09	0.02	A		0.0	0.10	0.02	A	
	2039 Growthed Traffic														
Stream B-C	2.6	19.76	1.11	F	-32 % [Stream B-AD]	3.2	36.61	1.37	F	-41 % [Stream B-AD]	2.1	7.93	1.05	F	-21 % [Stream B-AD]
Stream B-AD	67.8	11.18	1.36	F		175.4	25.32	1.65	F		18.8	2.83	1.05	F	
Stream A-BCD	1.3	0.10	0.32	A		0.5	0.10	0.17	A		0.7	0.09	0.21	A	
Stream D-A	6.2	15.68	1.36	F		11.0	21.36	1.56	F		0.5	0.47	0.34	D	
Stream D-BC	43.8	11.76	1.48	F		62.1	19.09	1.67	F		3.2	1.04	0.79	F	
Stream C-ABD	0.3	0.10	0.12	A		0.0	0.10	0.03	A		0.1	0.10	0.04	A	
	2039 + Dev Traffic														
Stream B-C	4.7	37.81	1.46	F	-40 % [Stream D-BC]	4.6	68.82	1.80	F	-46 % [Stream B-AD]	5.4	29.07	1.42	F	-40 % [Stream B-AD]
Stream B-AD	142.8	29.17	1.72	F		300.1	54.09	2.12	F		140.9	23.02	1.62	F	
Stream A-BCD	71.1	5.28	1.18	F		13.5	0.39	0.86	C		7.7	0.30	0.78	C	
Stream D-A	63.9	108.13	4.67	F		124.6	163.81	4.73	F		52.4	31.80	2.20	F	
Stream D-BC	174.3	106.78	4.75	F		215.8	163.10	4.77	F		80.1	31.54	2.20	F	
Stream C-ABD	0.4	0.12	0.16	A		0.1	0.13	0.04	A		0.3	0.11	0.12	A	

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

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

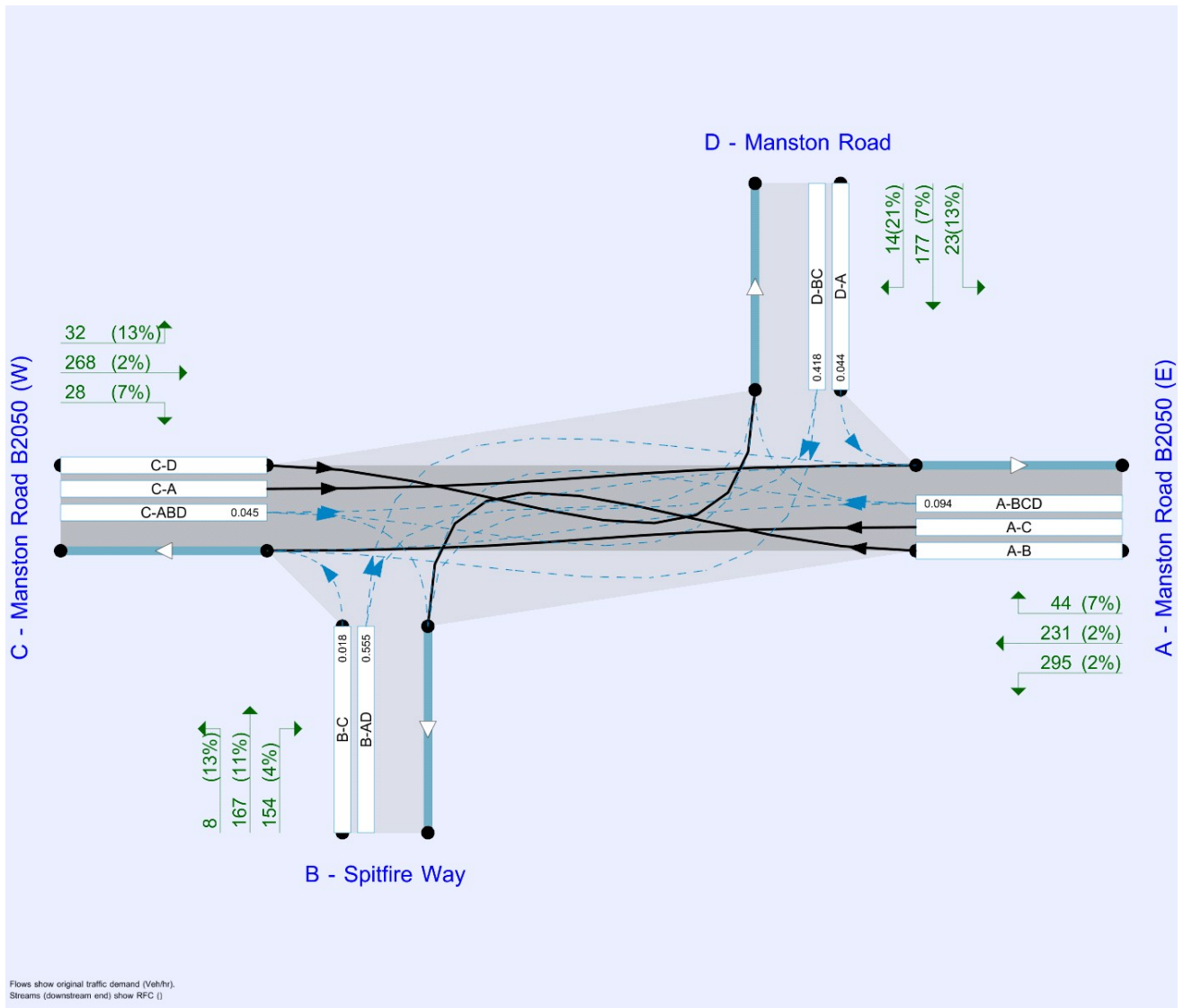
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	02/10/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\adam.guy
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
	✓	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)
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

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017 Baseline Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Manston Road B2050 (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	0.54	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-14	Stream B-AD

Arms

Arms

Arm	Name	Description	Arm type
A	Manston Road B2050 (E)		Major
B	Spitfire Way		Minor
C	Manston Road B2050 (W)		Major
D	Manston Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Manston Road B2050 (E)	5.73			48.0	✓	0.00
C - Manston Road B2050 (W)	8.50			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Spitfire Way	One lane plus flare	10.00	6.94	4.54	4.10	4.10		1.00	59	38
D - Manston Road	One lane plus flare	10.00	5.66	3.77	2.82	2.50	✓	1.00	37	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	602	-	-	-	0.236	0.236	0.236	-	0.236	-	-
1	B-AD	594	0.096	0.244	-	-	-	0.153	0.348	0.153	0.096	0.244
1	B-C	606	0.083	0.209	-	-	-	-	-	-	0.083	0.209
1	C-B	719	0.248	0.248	-	-	-	-	-	-	0.248	0.248
1	D-A	638	-	-	-	0.250	0.099	0.250	-	0.099	-	-
1	D-BC	551	0.161	0.161	0.367	0.257	0.102	0.257	-	0.102	-	-

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)
D3	2017 Baseline Traffic	AM	ONE HOUR	07:30	09:00	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 (%)
A - Manston Road B2050 (E)		✓	570	100.000
B - Spitfire Way		✓	329	100.000
C - Manston Road B2050 (W)		✓	328	100.000
D - Manston Road		✓	214	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
From	A - Manston Road B2050 (E)	0	295	231	44
	B - Spitfire Way	154	0	8	167
	C - Manston Road B2050 (W)	268	28	0	32
	D - Manston Road	23	177	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
From	A - Manston Road B2050 (E)	0	2	2	7
	B - Spitfire Way	4	0	13	11
	C - Manston Road B2050 (W)	2	7	0	13
	D - Manston Road	13	7	21	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
B-C	0.92	6.83	1.1	F
B-AD	0.93	1.47	8.1	F
A-BCD	0.18	0.09	0.6	A
A-B				
A-C				
D-A	0.18	0.50	0.2	D
D-BC	0.81	1.07	3.5	F
C-ABD	0.08	0.09	0.1	A
C-D				
C-A				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	6	335	0.018	6	0.0	0.182	B
B-AD	242	435	0.555	237	1.2	0.296	C
A-BCD	70	748	0.094	70	0.2	0.088	A
A-B	201			201			
A-C	158			158			
D-A	17	396	0.044	17	0.0	0.158	A
D-BC	144	344	0.418	141	0.7	0.292	C
C-ABD	31	698	0.045	31	0.1	0.090	A
C-D	23			23			
C-A	193			193			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	7	241	0.030	7	0.0	0.257	C
B-AD	289	412	0.700	285	2.1	0.458	D
A-BCD	99	789	0.126	99	0.3	0.087	A
A-B	232			232			
A-C	181			181			
D-A	21	326	0.063	21	0.1	0.196	B
D-BC	172	311	0.553	170	1.2	0.420	D
C-ABD	41	706	0.058	41	0.1	0.090	A
C-D	27			27			
C-A	227			227			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	9	53	0.166	8	0.2	1.321	F
B-AD	353	380	0.929	336	6.5	1.070	F
A-BCD	154	849	0.181	153	0.5	0.086	A
A-B	266			266			
A-C	208			208			
D-A	25	172	0.147	25	0.2	0.407	C
D-BC	210	265	0.795	203	3.0	0.882	F
C-ABD	57	720	0.079	57	0.1	0.091	A
C-D	32			32			
C-A	272			272			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	9	10	0.925	5	1.1	6.826	F
B-AD	353	379	0.932	347	8.1	1.473	F
A-BCD	155	847	0.183	155	0.6	0.087	A
A-B	265			265			
A-C	207			207			
D-A	25	144	0.176	25	0.2	0.505	D
D-BC	210	261	0.805	209	3.5	1.072	F
C-ABD	57	719	0.080	57	0.1	0.091	A
C-D	32			32			
C-A	271			271			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	7	195	0.037	11	0.0	0.334	C
B-AD	289	410	0.704	310	2.6	0.693	E
A-BCD	101	785	0.128	102	0.3	0.088	A
A-B	231			231			
A-C	181			181			
D-A	21	301	0.069	21	0.1	0.215	B
D-BC	172	305	0.562	180	1.4	0.506	D
C-ABD	41	704	0.058	41	0.1	0.090	A
C-D	27			27			
C-A	227			227			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	6	322	0.019	6	0.0	0.190	B
B-AD	242	434	0.556	247	1.3	0.328	C
A-BCD	71	747	0.095	72	0.2	0.089	A
A-B	201			201			
A-C	157			157			
D-A	17	388	0.045	17	0.0	0.162	A
D-BC	144	342	0.421	146	0.7	0.310	C
C-ABD	31	697	0.045	31	0.1	0.090	A
C-D	23			23			
C-A	193			193			

2017 Baseline Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Manston Road B2050 (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	1.70	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-25	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2017 Baseline Traffic	PM	ONE HOUR	16:30	18:00	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 (%)
A - Manston Road B2050 (E)		✓	539	100.000
B - Spitfire Way		✓	450	100.000
C - Manston Road B2050 (W)		✓	205	100.000
D - Manston Road		✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
From	A - Manston Road B2050 (E)	0	262	256	21
	B - Spitfire Way	244	0	6	200
	C - Manston Road B2050 (W)	176	9	0	20
	D - Manston Road	33	166	34	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
	A - Manston Road B2050 (E)	0	1	2	5
	B - Spitfire Way	1	0	0	2
	C - Manston Road B2050 (W)	1	0	0	0
	D - Manston Road	6	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
B-C	1.16	17.75	1.3	F
B-AD	1.15	4.74	40.0	F
A-BCD	0.09	0.09	0.2	A
A-B				
A-C				
D-A	0.21	0.45	0.3	D
D-BC	0.80	0.97	3.3	F
C-ABD	0.02	0.09	0.0	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	5	289	0.016	4	0.0	0.211	B
B-AD	334	477	0.701	326	2.2	0.379	C
A-BCD	33	752	0.044	33	0.1	0.083	A
A-B	189			189			
A-C	184			184			
D-A	25	433	0.057	25	0.1	0.147	A
D-BC	151	371	0.406	148	0.7	0.266	C
C-ABD	9	682	0.013	9	0.0	0.089	A
C-D	15			15			
C-A	131			131			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	5	117	0.046	5	0.0	0.538	D
B-AD	399	455	0.877	387	5.1	0.773	E
A-BCD	46	790	0.058	46	0.1	0.081	A
A-B	222			222			
A-C	217			217			
D-A	30	365	0.081	30	0.1	0.179	B
D-BC	180	337	0.534	178	1.1	0.373	C
C-ABD	11	676	0.016	11	0.0	0.090	A
C-D	18			18			
C-A	156			156			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	7	6	1.164	3	1.0	14.916	F
B-AD	489	425	1.149	416	23.3	2.418	F
A-BCD	71	847	0.084	71	0.2	0.077	A
A-B	264			264			
A-C	258			258			
D-A	36	218	0.167	36	0.2	0.329	C
D-BC	220	289	0.761	214	2.7	0.740	E
C-ABD	15	671	0.022	15	0.0	0.091	A
C-D	22			22			
C-A	190			190			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	7	8	0.862	5	1.3	17.749	F
B-AD	489	424	1.152	422	40.0	4.736	F
A-BCD	73	836	0.088	73	0.2	0.079	A
A-B	263			263			
A-C	257			257			
D-A	36	170	0.214	36	0.3	0.448	D
D-BC	220	276	0.799	218	3.3	0.970	F
C-ABD	15	670	0.022	15	0.0	0.092	A
C-D	22			22			
C-A	190			190			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	5	9	0.621	5	1.3	15.212	F
B-AD	399	453	0.880	442	29.2	4.715	F
A-BCD	49	765	0.064	49	0.1	0.084	A
A-B	220			220			
A-C	215			215			
D-A	30	306	0.097	30	0.1	0.218	B
D-BC	180	309	0.582	187	1.5	0.517	D
C-ABD	11	674	0.016	11	0.0	0.091	A
C-D	18			18			
C-A	156			156			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	5	68	0.067	10	0.1	1.107	F
B-AD	334	475	0.703	439	3.0	2.051	F
A-BCD	34	731	0.047	34	0.1	0.086	A
A-B	188			188			
A-C	184			184			
D-A	25	401	0.062	25	0.1	0.160	A
D-BC	151	349	0.431	153	0.8	0.310	C
C-ABD	9	680	0.013	9	0.0	0.089	A
C-D	15			15			
C-A	131			131			

2017 Baseline Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Manston Road B2050 (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	0.18	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	7	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2017 Baseline Traffic	Airport Peak	ONE HOUR	12:45	14:15	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 (%)
A - Manston Road B2050 (E)		✓	424	100.000
B - Spitfire Way		✓	281	100.000
C - Manston Road B2050 (W)		✓	202	100.000
D - Manston Road		✓	179	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
From	A - Manston Road B2050 (E)	0	190	196	38
	B - Spitfire Way	147	0	11	123
	C - Manston Road B2050 (W)	162	9	0	31
	D - Manston Road	44	119	16	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
	A - Manston Road B2050 (E)	0	4	1	5
	B - Spitfire Way	5	0	18	13
	C - Manston Road B2050 (W)	4	22	0	13
	D - Manston Road	7	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
B-C	0.05	0.28	0.1	C
B-AD	0.70	0.46	2.2	D
A-BCD	0.12	0.09	0.3	A
A-B				
A-C				
D-A	0.12	0.17	0.1	A
D-BC	0.46	0.34	0.8	C
C-ABD	0.02	0.10	0.0	A
C-D				
C-A				

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	8	379	0.022	8	0.0	0.162	A
B-AD	203	464	0.438	200	0.8	0.225	B
A-BCD	49	699	0.070	48	0.1	0.092	A
A-B	133			133			
A-C	137			137			
D-A	33	502	0.066	33	0.1	0.128	A
D-BC	102	386	0.263	100	0.4	0.209	B
C-ABD	9	609	0.015	9	0.0	0.100	A
C-D	23			23			
C-A	120			120			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	10	328	0.030	10	0.0	0.189	B
B-AD	243	448	0.542	241	1.1	0.288	C
A-BCD	66	726	0.091	65	0.2	0.091	A
A-B	155			155			
A-C	160			160			
D-A	40	469	0.084	39	0.1	0.140	A
D-BC	121	361	0.336	121	0.5	0.249	B
C-ABD	11	614	0.018	11	0.0	0.100	A
C-D	27			27			
C-A	143			143			

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	12	235	0.051	12	0.1	0.269	C
B-AD	297	425	0.699	293	2.1	0.441	D
A-BCD	95	766	0.123	94	0.3	0.090	A
A-B	183			183			
A-C	189			189			
D-A	48	413	0.117	48	0.1	0.165	A
D-BC	149	326	0.456	147	0.8	0.334	C
C-ABD	15	622	0.024	15	0.0	0.099	A
C-D	33			33			
C-A	174			174			

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	12	229	0.053	12	0.1	0.276	C
B-AD	297	425	0.699	297	2.2	0.464	D
A-BCD	95	765	0.124	95	0.3	0.090	A
A-B	183			183			
A-C	189			189			
D-A	48	410	0.118	48	0.1	0.166	A
D-BC	149	325	0.457	149	0.8	0.339	C
C-ABD	15	622	0.024	15	0.0	0.099	A
C-D	33			33			
C-A	174			174			

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	10	321	0.031	10	0.0	0.193	B
B-AD	243	447	0.542	247	1.2	0.304	C
A-BCD	66	725	0.091	66	0.2	0.091	A
A-B	155			155			
A-C	160			160			
D-A	40	466	0.085	40	0.1	0.141	A
D-BC	121	360	0.337	123	0.5	0.254	C
C-ABD	11	614	0.018	11	0.0	0.099	A
C-D	27			27			
C-A	143			143			

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	8	375	0.022	8	0.0	0.164	A
B-AD	203	464	0.438	205	0.8	0.234	B
A-BCD	49	698	0.071	50	0.1	0.093	A
A-B	133			133			
A-C	137			137			
D-A	33	500	0.066	33	0.1	0.129	A
D-BC	102	385	0.264	102	0.4	0.213	B
C-ABD	9	608	0.015	9	0.0	0.100	A
C-D	23			23			
C-A	120			120			

2039 Growthed Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Manston Road B2050 (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	4.59	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-32	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2039 Growthed Traffic	AM	ONE HOUR	07:30	09:00	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 (%)
A - Manston Road B2050 (E)		✓	713	100.000
B - Spitfire Way		✓	413	100.000
C - Manston Road B2050 (W)		✓	410	100.000
D - Manston Road		✓	269	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
From	A - Manston Road B2050 (E)	0	369	289	55
	B - Spitfire Way	193	0	10	210
	C - Manston Road B2050 (W)	335	35	0	40
	D - Manston Road	29	222	18	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
	A - Manston Road B2050 (E)	0	2	2	7
	B - Spitfire Way	4	0	13	12
	C - Manston Road B2050 (W)	2	7	0	13
	D - Manston Road	14	7	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
B-C	1.11	19.76	2.6	F
B-AD	1.36	11.18	67.8	F
A-BCD	0.32	0.10	1.3	A
A-B				
A-C				
D-A	1.36	15.68	6.2	F
D-BC	1.48	11.76	43.8	F
C-ABD	0.12	0.10	0.3	A
C-D				
C-A				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	8	213	0.035	7	0.0	0.291	C
B-AD	303	404	0.751	293	2.6	0.502	D
A-BCD	108	802	0.135	107	0.3	0.086	A
A-B	240			240			
A-C	188			188			
D-A	22	303	0.072	22	0.1	0.213	B
D-BC	181	302	0.599	175	1.4	0.457	D
C-ABD	44	709	0.062	43	0.1	0.090	A
C-D	28			28			
C-A	237			237			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	9	13	0.675	6	0.8	7.033	F
B-AD	362	375	0.967	340	8.1	1.286	F
A-BCD	162	856	0.189	161	0.6	0.087	A
A-B	269			269			
A-C	211			211			
D-A	26	139	0.188	25	0.2	0.527	D
D-BC	216	258	0.836	207	3.6	1.023	F
C-ABD	59	721	0.082	59	0.2	0.091	A
C-D	33			33			
C-A	276			276			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	11	10	1.107	7	1.7	14.679	F
B-AD	444	334	1.328	331	36.2	4.425	F
A-BCD	273	935	0.292	271	1.1	0.091	A
A-B	287			287			
A-C	225			225			
D-A	32	23	1.364	19	3.5	8.184	F
D-BC	264	199	1.329	194	21.1	4.512	F
C-ABD	87	741	0.118	87	0.3	0.092	A
C-D	39			39			
C-A	325			325			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	11	10	1.106	8	2.4	19.601	F
B-AD	444	326	1.360	326	65.7	9.376	F
A-BCD	292	921	0.317	291	1.3	0.096	A
A-B	276			276			
A-C	217			217			
D-A	32	24	1.352	22	6.0	14.303	F
D-BC	264	179	1.478	178	42.6	10.440	F
C-ABD	90	728	0.123	90	0.3	0.094	A
C-D	39			39			
C-A	323			323			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	9	11	0.842	8	2.6	19.758	F
B-AD	362	356	1.019	354	67.8	11.181	F
A-BCD	184	819	0.224	186	0.8	0.095	A
A-B	257			257			
A-C	201			201			
D-A	26	28	0.945	25	6.2	15.683	F
D-BC	216	213	1.013	211	43.8	11.755	F
C-ABD	62	688	0.091	63	0.2	0.096	A
C-D	33			33			
C-A	274			274			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	8	12	0.633	8	2.4	17.436	F
B-AD	303	383	0.791	378	49.1	9.319	F
A-BCD	122	757	0.161	124	0.5	0.095	A
A-B	232			232			
A-C	182			182			
D-A	22	33	0.662	28	4.6	11.772	F
D-BC	181	251	0.720	245	27.6	8.802	F
C-ABD	46	672	0.068	46	0.1	0.096	A
C-D	28			28			
C-A	235			235			

2039 Growthed Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Manston Road B2050 (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	11.23	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-41	Stream B-AD

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)
D7	2039 Growthed Traffic	PM	ONE HOUR	16:30	18:00	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 (%)
A - Manston Road B2050 (E)		✓	680	100.000
B - Spitfire Way		✓	567	100.000
C - Manston Road B2050 (W)		✓	258	100.000
D - Manston Road		✓	294	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
From	A - Manston Road B2050 (E)	0	330	323	27
	B - Spitfire Way	307	0	8	252
	C - Manston Road B2050 (W)	222	11	0	25
	D - Manston Road	42	209	43	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
	A - Manston Road B2050 (E)	0	1	2	5
	B - Spitfire Way	1	0	0	2
	C - Manston Road B2050 (W)	1	0	0	0
	D - Manston Road	6	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
B-C	1.37	36.61	3.2	F
B-AD	1.65	25.32	175.4	F
A-BCD	0.17	0.10	0.5	A
A-B				
A-C				
D-A	1.56	21.36	11.0	F
D-BC	1.67	19.09	62.1	F
C-ABD	0.03	0.10	0.0	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	6	73	0.083	6	0.1	0.893	F
B-AD	421	448	0.939	393	7.1	0.854	F
A-BCD	52	806	0.065	52	0.1	0.080	A
A-B	232			232			
A-C	227			227			
D-A	32	344	0.092	31	0.1	0.192	B
D-BC	190	327	0.579	185	1.3	0.407	C
C-ABD	11	676	0.017	11	0.0	0.090	A
C-D	19			19			
C-A	164			164			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	7	6	1.205	3	1.1	15.894	F
B-AD	503	421	1.195	415	29.0	3.025	F
A-BCD	78	856	0.091	77	0.2	0.077	A
A-B	270			270			
A-C	264			264			
D-A	38	181	0.208	37	0.3	0.415	C
D-BC	227	280	0.808	219	3.2	0.877	F
C-ABD	15	670	0.022	15	0.0	0.092	A
C-D	22			22			
C-A	195			195			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	9	7	1.285	5	1.9	23.144	F
B-AD	615	382	1.609	382	87.4	9.503	F
A-BCD	135	924	0.146	134	0.4	0.076	A
A-B	310			310			
A-C	304			304			
D-A	46	34	1.362	29	4.7	7.170	F
D-BC	277	209	1.330	204	21.7	4.488	F
C-ABD	21	665	0.031	20	0.0	0.093	A
C-D	27			27			
C-A	237			237			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	9	6	1.372	6	2.8	32.480	F
B-AD	615	373	1.648	373	147.9	18.384	F
A-BCD	155	893	0.173	154	0.5	0.081	A
A-B	300			300			
A-C	294			294			
D-A	46	30	1.561	29	9.1	16.225	F
D-BC	277	166	1.671	166	49.6	13.005	F
C-ABD	21	649	0.032	21	0.0	0.096	A
C-D	27			27			
C-A	237			237			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	7	7	1.086	6	3.1	35.760	F
B-AD	503	397	1.267	397	174.4	24.099	F
A-BCD	104	771	0.134	104	0.3	0.090	A
A-B	257			257			
A-C	251			251			
D-A	38	31	1.226	30	11.0	21.359	F
D-BC	227	177	1.282	176	62.1	18.982	F
C-ABD	15	627	0.025	15	0.0	0.098	A
C-D	22			22			
C-A	195			195			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	6	7	0.871	6	3.2	36.614	F
B-AD	421	417	1.008	417	175.4	25.318	F
A-BCD	71	692	0.103	72	0.2	0.097	A
A-B	223			223			
A-C	218			218			
D-A	32	34	0.930	32	11.0	21.305	F
D-BC	190	197	0.964	194	61.1	19.090	F
C-ABD	12	619	0.019	12	0.0	0.099	A
C-D	18			18			
C-A	164			164			

2039 Growthed Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Manston Road B2050 (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	0.98	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-21	Stream B-AD

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)
D8	2039 Growthed Traffic	Airport Peak	ONE HOUR	12:45	14:15	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 (%)
A - Manston Road B2050 (E)		✓	566	100.000
B - Spitfire Way		✓	376	100.000
C - Manston Road B2050 (W)		✓	270	100.000
D - Manston Road		✓	239	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
From	A - Manston Road B2050 (E)	0	261	254	51
	B - Spitfire Way	196	0	15	165
	C - Manston Road B2050 (W)	216	12	0	42
	D - Manston Road	59	159	21	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
	A - Manston Road B2050 (E)	0	1	4	6
	B - Spitfire Way	5	0	19	14
	C - Manston Road B2050 (W)	4	23	0	13
	D - Manston Road	7	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
B-C	1.05	7.93	2.1	F
B-AD	1.05	2.83	18.8	F
A-BCD	0.21	0.09	0.7	A
A-B				
A-C				
D-A	0.34	0.47	0.5	D
D-BC	0.79	1.04	3.2	F
C-ABD	0.04	0.10	0.1	A
C-D				
C-A				

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	11	283	0.040	11	0.0	0.220	B
B-AD	272	434	0.626	265	1.6	0.344	C
A-BCD	80	743	0.108	79	0.2	0.090	A
A-B	175			175			
A-C	171			171			
D-A	44	444	0.100	44	0.1	0.150	A
D-BC	136	343	0.395	133	0.6	0.282	C
C-ABD	13	615	0.021	13	0.0	0.100	A
C-D	31			31			
C-A	159			159			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	13	171	0.079	13	0.1	0.380	C
B-AD	325	412	0.787	318	3.1	0.599	E
A-BCD	113	782	0.145	113	0.4	0.090	A
A-B	201			201			
A-C	195			195			
D-A	53	376	0.141	53	0.2	0.185	B
D-BC	162	308	0.525	160	1.1	0.401	C
C-ABD	17	624	0.028	17	0.0	0.099	A
C-D	37			37			
C-A	189			189			

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	17	16	1.052	10	1.7	7.602	F
B-AD	397	382	1.040	361	12.3	1.660	F
A-BCD	175	840	0.208	174	0.6	0.090	A
A-B	227			227			
A-C	221			221			
D-A	65	228	0.285	64	0.4	0.365	C
D-BC	198	258	0.767	192	2.7	0.829	E
C-ABD	24	637	0.038	24	0.1	0.098	A
C-D	45			45			
C-A	229			229			

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	17	20	0.833	15	2.1	7.928	F
B-AD	397	380	1.045	371	18.8	2.826	F
A-BCD	178	834	0.213	178	0.7	0.092	A
A-B	226			226			
A-C	220			220			
D-A	65	192	0.338	65	0.5	0.467	D
D-BC	198	251	0.790	196	3.2	1.037	F
C-ABD	24	636	0.038	24	0.1	0.098	A
C-D	44			44			
C-A	229			229			

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	13	41	0.329	19	0.6	3.064	F
B-AD	325	409	0.794	379	5.2	1.932	F
A-BCD	116	771	0.151	117	0.4	0.092	A
A-B	199			199			
A-C	194			194			
D-A	53	340	0.156	54	0.2	0.211	B
D-BC	162	294	0.550	169	1.3	0.504	D
C-ABD	17	622	0.028	17	0.0	0.099	A
C-D	37			37			
C-A	189			189			

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	11	257	0.044	14	0.0	0.249	B
B-AD	272	433	0.627	285	1.8	0.438	D
A-BCD	81	740	0.110	82	0.3	0.091	A
A-B	175			175			
A-C	170			170			
D-A	44	434	0.102	45	0.1	0.154	A
D-BC	136	339	0.400	138	0.7	0.302	C
C-ABD	13	614	0.022	13	0.0	0.099	A
C-D	31			31			
C-A	159			159			

2039 + Dev Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Manston Road B2050 (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	25.73	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-40	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2039 + Dev Traffic	AM	ONE HOUR	07:30	09:00	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 (%)
A - Manston Road B2050 (E)		✓	872	100.000
B - Spitfire Way		✓	441	100.000
C - Manston Road B2050 (W)		✓	484	100.000
D - Manston Road		✓	338	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
From	A - Manston Road B2050 (E)	0	377	293	202
	B - Spitfire Way	209	0	12	220
	C - Manston Road B2050 (W)	378	35	0	71
	D - Manston Road	90	226	22	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
	A - Manston Road B2050 (E)	0	4	2	2
	B - Spitfire Way	7	0	27	12
	C - Manston Road B2050 (W)	2	7	0	7
	D - Manston Road	4	9	18	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
B-C	1.46	37.81	4.7	F
B-AD	1.72	29.17	142.8	F
A-BCD	1.18	5.28	71.1	F
A-B				
A-C				
D-A	4.67	108.13	63.9	F
D-BC	4.75	106.78	174.3	F
C-ABD	0.16	0.12	0.4	A
C-D				
C-A				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	9	134	0.068	9	0.1	0.479	D
B-AD	323	387	0.834	308	3.9	0.663	E
A-BCD	404	809	0.500	397	1.8	0.146	A
A-B	142			142			
A-C	110			110			
D-A	68	232	0.291	66	0.4	0.358	C
D-BC	187	235	0.794	175	2.9	0.880	F
C-ABD	48	744	0.065	48	0.1	0.086	A
C-D	50			50			
C-A	266			266			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	11	10	1.101	6	1.3	11.032	F
B-AD	386	355	1.086	341	15.1	2.117	F
A-BCD	615	863	0.713	605	4.5	0.237	B
A-B	95			95			
A-C	74			74			
D-A	81	64	1.270	56	6.6	5.483	F
D-BC	223	181	1.231	174	15.0	4.234	F
C-ABD	67	763	0.088	67	0.2	0.086	A
C-D	58			58			
C-A	310			310			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	13	11	1.238	9	2.5	18.926	F
B-AD	472	307	1.540	306	56.7	7.729	F
A-BCD	960	885	1.085	845	33.3	1.383	F
A-B	0			0			
A-C	0			0			
D-A	99	40	2.464	40	21.4	32.757	F
D-BC	273	107	2.555	107	56.6	29.714	F
C-ABD	104	787	0.132	104	0.3	0.088	A
C-D	68			68			
C-A	361			361			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	13	9	1.458	8	3.7	28.113	F
B-AD	472	275	1.718	275	106.1	18.021	F
A-BCD	960	816	1.176	809	71.0	3.998	F
A-B	0			0			
A-C	0			0			
D-A	99	21	4.666	21	40.8	67.737	F
D-BC	273	57	4.751	57	110.5	65.712	F
C-ABD	117	742	0.158	116	0.4	0.096	A
C-D	66			66			
C-A	350			350			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	11	9	1.238	8	4.4	35.260	F
B-AD	386	275	1.403	275	133.8	25.980	F
A-BCD	784	804	0.975	784	71.1	5.281	F
A-B	0			0			
A-C	0			0			
D-A	81	23	3.526	23	55.3	92.418	F
D-BC	223	62	3.570	62	150.6	90.764	F
C-ABD	86	640	0.135	87	0.4	0.109	A
C-D	55			55			
C-A	294			294			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	9	9	1.011	8	4.7	37.812	F
B-AD	323	287	1.125	287	142.8	29.172	F
A-BCD	656	811	0.810	786	38.6	4.049	F
A-B	0			0			
A-C	0			0			
D-A	68	34	2.013	34	63.9	108.134	F
D-BC	187	92	2.032	92	174.3	106.785	F
C-ABD	64	579	0.111	65	0.3	0.117	A
C-D	47			47			
C-A	253			253			

2039 + Dev Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Manston Road B2050 (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	48.81	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-46	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2039 + Dev Traffic	PM	ONE HOUR	16:30	18:00	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 (%)
A - Manston Road B2050 (E)		✓	898	100.000
B - Spitfire Way		✓	596	100.000
C - Manston Road B2050 (W)		✓	268	100.000
D - Manston Road		✓	460	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
From	A - Manston Road B2050 (E)	0	428	377	93
	B - Spitfire Way	332	0	8	256
	C - Manston Road B2050 (W)	228	11	0	29
	D - Manston Road	168	221	71	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
	A - Manston Road B2050 (E)	0	3	1	2
	B - Spitfire Way	3	0	0	3
	C - Manston Road B2050 (W)	1	0	0	0
	D - Manston Road	2	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
B-C	1.80	68.82	4.6	F
B-AD	2.12	54.09	300.1	F
A-BCD	0.86	0.39	13.5	C
A-B				
A-C				
D-A	4.73	163.81	124.6	F
D-BC	4.77	163.10	215.8	F
C-ABD	0.04	0.13	0.1	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	6	6	1.061	3	0.9	14.676	F
B-AD	443	417	1.061	389	13.5	1.391	F
A-BCD	217	894	0.243	214	0.7	0.088	A
A-B	244			244			
A-C	215			215			
D-A	126	272	0.466	123	0.8	0.396	C
D-BC	220	277	0.793	208	3.0	0.772	E
C-ABD	12	647	0.018	12	0.0	0.094	A
C-D	21			21			
C-A	169			169			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	7	7	1.029	5	1.4	19.428	F
B-AD	529	384	1.376	383	50.0	5.547	F
A-BCD	345	959	0.360	343	1.4	0.098	A
A-B	246			246			
A-C	216			216			
D-A	151	120	1.264	111	10.8	4.395	F
D-BC	263	213	1.235	206	17.2	3.986	F
C-ABD	16	635	0.025	16	0.0	0.097	A
C-D	25			25			
C-A	200			200			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	9	6	1.541	5	2.4	32.007	F
B-AD	647	333	1.941	333	128.5	17.141	F
A-BCD	679	1050	0.647	665	4.9	0.160	A
A-B	165			165			
A-C	145			145			
D-A	185	74	2.496	74	38.5	33.238	F
D-BC	321	127	2.535	127	65.9	31.822	F
C-ABD	23	613	0.037	22	0.1	0.102	A
C-D	31			31			
C-A	242			242			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	9	5	1.803	4	3.5	50.825	F
B-AD	647	306	2.117	306	213.9	33.834	F
A-BCD	876	1024	0.856	842	13.5	0.391	C
A-B	60			60			
A-C	53			53			
D-A	185	39	4.732	39	75.0	85.287	F
D-BC	321	67	4.768	67	129.4	84.161	F
C-ABD	24	569	0.043	24	0.1	0.110	A
C-D	31			31			
C-A	240			240			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	7	5	1.506	4	4.2	62.171	F
B-AD	529	310	1.705	310	268.5	46.241	F
A-BCD	644	887	0.726	656	10.6	0.355	C
A-B	87			87			
A-C	76			76			
D-A	151	37	4.083	37	103.5	130.387	F
D-BC	263	64	4.103	64	179.1	129.486	F
C-ABD	18	512	0.035	18	0.0	0.122	A
C-D	25			25			
C-A	198			198			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	6	5	1.259	4	4.6	68.823	F
B-AD	443	317	1.398	317	300.1	54.086	F
A-BCD	463	760	0.609	481	6.2	0.261	C
A-B	113			113			
A-C	100			100			
D-A	126	42	3.000	42	124.6	163.812	F
D-BC	220	73	3.011	73	215.8	163.098	F
C-ABD	14	474	0.030	14	0.0	0.130	A
C-D	21			21			
C-A	167			167			

2039 + Dev Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Manston Road B2050 (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	11.78	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-40	Stream B-AD

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)
D11	2039 + Dev Traffic	Airport Peak	ONE HOUR	12:45	14:15	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 (%)
A - Manston Road B2050 (E)		✓	792	100.000
B - Spitfire Way		✓	498	100.000
C - Manston Road B2050 (W)		✓	350	100.000
D - Manston Road		✓	357	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
From	A - Manston Road B2050 (E)	0	406	265	121
	B - Spitfire Way	310	0	16	172
	C - Manston Road B2050 (W)	261	34	0	55
	D - Manston Road	141	187	29	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
	A - Manston Road B2050 (E)	0	2	4	2
	B - Spitfire Way	6	0	18	16
	C - Manston Road B2050 (W)	3	8	0	10
	D - Manston Road	3	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
B-C	1.42	29.07	5.4	F
B-AD	1.62	23.02	140.9	F
A-BCD	0.78	0.30	7.7	C
A-B				
A-C				
D-A	2.20	31.80	52.4	F
D-BC	2.20	31.54	80.1	F
C-ABD	0.12	0.11	0.3	A
C-D				
C-A				

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	12	103	0.117	12	0.1	0.653	E
B-AD	363	406	0.894	342	5.3	0.778	E
A-BCD	238	819	0.291	235	0.8	0.103	A
A-B	217			217			
A-C	142			142			
D-A	106	381	0.278	105	0.4	0.216	B
D-BC	163	281	0.579	158	1.3	0.469	D
C-ABD	40	674	0.059	39	0.1	0.094	A
C-D	39			39			
C-A	185			185			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	14	12	1.160	8	1.7	9.927	F
B-AD	433	379	1.145	369	21.3	2.596	F
A-BCD	358	871	0.411	356	1.5	0.117	A
A-B	214			214			
A-C	140			140			
D-A	127	182	0.697	121	1.9	0.908	F
D-BC	194	217	0.895	181	4.5	1.365	F
C-ABD	53	680	0.077	52	0.1	0.096	A
C-D	46			46			
C-A	216			216			

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	18	13	1.305	12	3.2	17.046	F
B-AD	531	340	1.560	340	69.0	8.408	F
A-BCD	628	944	0.665	616	4.4	0.187	B
A-B	148			148			
A-C	96			96			
D-A	155	93	1.669	90	18.1	8.488	F
D-BC	238	146	1.628	144	27.9	8.399	F
C-ABD	76	689	0.110	76	0.2	0.098	A
C-D	54			54			
C-A	256			256			

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	18	12	1.422	11	4.7	24.993	F
B-AD	531	328	1.616	328	119.7	16.880	F
A-BCD	722	925	0.781	709	7.7	0.305	C
A-B	91			91			
A-C	59			59			
D-A	155	71	2.201	70	39.3	25.528	F
D-BC	238	108	2.198	108	60.3	25.166	F
C-ABD	79	669	0.117	78	0.3	0.102	A
C-D	53			53			
C-A	253			253			

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	14	13	1.129	12	5.4	28.584	F
B-AD	433	348	1.244	348	140.9	22.243	F
A-BCD	480	814	0.589	495	3.9	0.209	B
A-B	140			140			
A-C	92			92			
D-A	127	82	1.546	82	50.6	30.517	F
D-BC	194	126	1.546	126	77.5	30.264	F
C-ABD	56	627	0.090	57	0.2	0.105	A
C-D	45			45			
C-A	213			213			

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	12	13	0.902	12	5.4	29.071	F
B-AD	363	369	0.984	366	140.1	23.020	F
A-BCD	319	727	0.439	327	2.0	0.156	A
A-B	168			168			
A-C	110			110			
D-A	106	99	1.068	99	52.4	31.798	F
D-BC	163	152	1.068	152	80.1	31.540	F
C-ABD	42	607	0.070	43	0.1	0.106	A
C-D	38			38			
C-A	183			183			

Junctions 9															
PICADY 9 - Priority Intersection Module															
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Filename: Jct 13_R1 Validated.j9

Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Validated\Jct 13_B2050_Manston Ct Rd

Report generation date: 29/01/2018 11:49:07

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

Summary of junction performance

	AM					PM					Airport Peak				
	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)
	2017 Baseline Traffic														
Stream B-AC	1.9	0.89	0.67	F	0.11	2.6	1.06	0.75	F	0.16	0.6	0.44	0.40	D	0.05
Stream C-AB	0.0	0.07	0.02	A		0.0	0.07	0.03	A		0.0	0.08	0.02	A	
	2039 Growthed Traffic														
Stream B-AC	12.5	4.53	1.08	F	0.55	21.7	6.54	1.20	F	0.96	1.8	0.96	0.67	F	0.11
Stream C-AB	0.0	0.07	0.03	A		0.1	0.07	0.05	A		0.0	0.07	0.02	A	
	2039 + Dev Traffic														
Stream B-AC	106.0	44.80	2.48	F	6.17	88.4	47.68	2.63	F	5.59	62.5	25.52	1.89	F	3.27
Stream C-AB	0.1	0.06	0.04	A		0.1	0.08	0.07	A		0.0	0.06	0.03	A	
	2039 B+Dev Net Change														
Stream B-AC	286.5	96.09	4.50	F	18.63	247.6	89.12	5.27	F	14.52	197.4	64.50	3.25	F	12.01
Stream C-AB	0.1	0.06	0.04	A		0.1	0.08	0.07	A		0.0	0.06	0.04	A	

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.

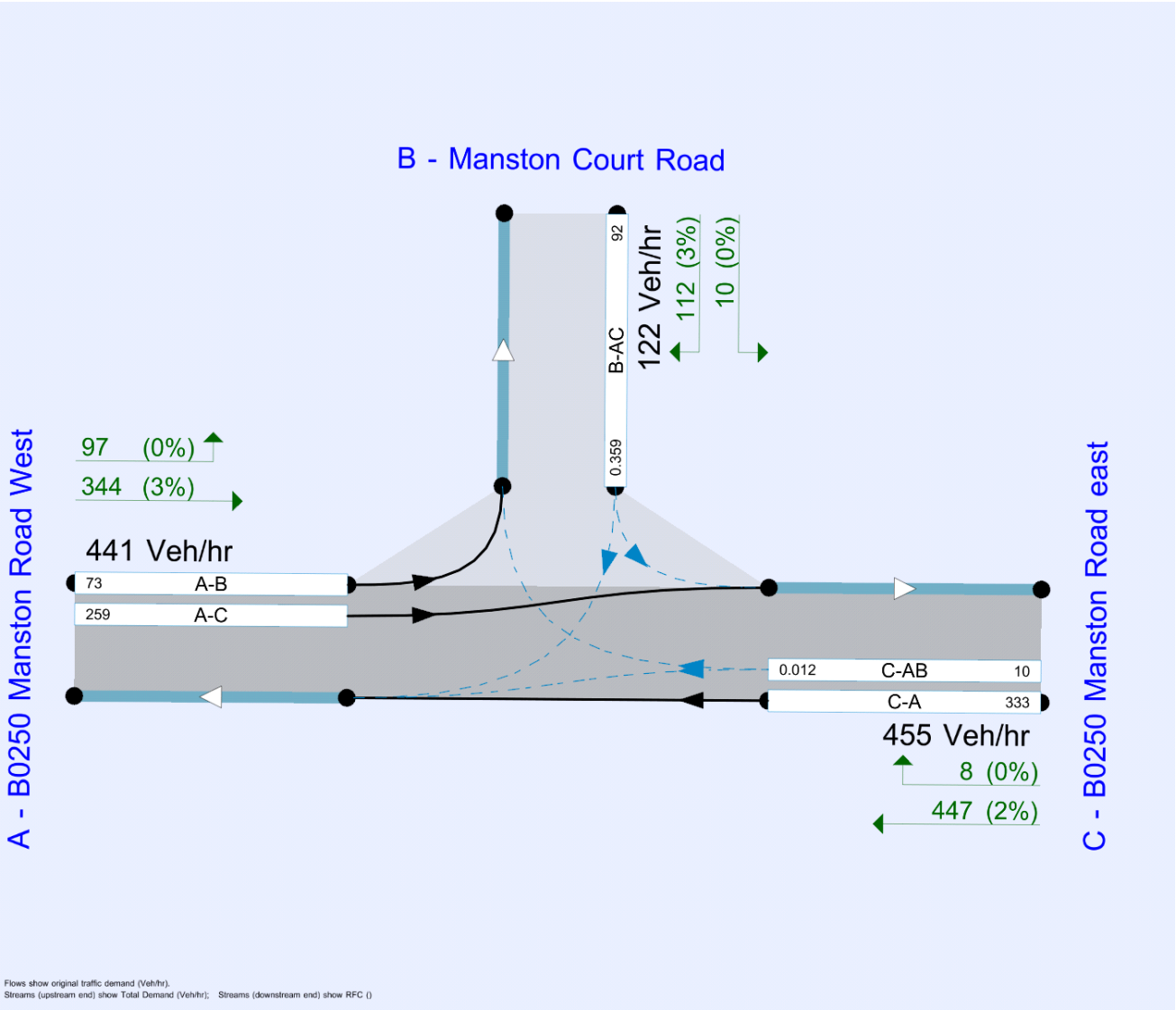
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	29/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\pranav.yadav
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75				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	✓

Analysis Set Details

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

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
13	untitled	T-Junction	Two-way	0.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B0250 Manston Road West		Major
B	Manston Court Road		Minor
C	B0250 Manston Road east		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B0250 Manston Road east	6.75			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Manston Court Road	One lane	3.88	21	16

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		-160

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
13	B-A	536	0.094	0.239	0.150	0.341
13	B-C	690	0.102	0.259	-	-
13	C-B	719	0.269	0.269	-	-

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)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B0250 Manston Road West		ONE HOUR	✓	441	100.000
B - Manston Court Road		ONE HOUR	✓	122	100.000
C - B0250 Manston Road east		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	From			
	A - B0250 Manston Road West	0	97	344
	B - Manston Court Road	112	0	10
	C - B0250 Manston Road east	447	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	From			
	A - B0250 Manston Road West	0	0	3
	B - Manston Court Road	3	0	0
	C - B0250 Manston Road east	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.67	0.89	1.9	F	112	168
C-AB	0.02	0.07	0.0	A	14	21
C-A					403	605
A-B					89	134
A-C					316	473

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	92	23	256	0.359	90	0.0	0.5	0.357	C
C-AB	10	3	844	0.012	10	0.0	0.0	0.072	A
C-A	333	83			333				
A-B	73	18			73				
A-C	259	65			259				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	110	27	232	0.472	108	0.5	0.8	0.479	D
C-AB	13	3	873	0.015	13	0.0	0.0	0.070	A
C-A	396	99			396				
A-B	87	22			87				
A-C	309	77			309				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	134	34	200	0.671	131	0.8	1.8	0.823	E
C-AB	19	5	914	0.021	19	0.0	0.0	0.067	A
C-A	482	120			482				
A-B	107	27			107				
A-C	379	95			379				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	134	34	200	0.671	134	1.8	1.9	0.890	F
C-AB	19	5	914	0.021	19	0.0	0.0	0.067	A
C-A	482	120			482				
A-B	107	27			107				
A-C	379	95			379				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	110	27	232	0.472	113	1.9	0.9	0.518	D
C-AB	13	3	873	0.015	13	0.0	0.0	0.070	A
C-A	396	99			396				
A-B	87	22			87				
A-C	309	77			309				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	92	23	256	0.359	93	0.9	0.6	0.372	C
C-AB	10	3	844	0.012	10	0.0	0.0	0.072	A
C-A	333	83			333				
A-B	73	18			73				
A-C	259	65			259				

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
13	untitled	T-Junction	Two-way	0.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	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 - B0250 Manston Road West		ONE HOUR	✓	424	100.000
B - Manston Court Road		ONE HOUR	✓	144	100.000
C - B0250 Manston Road east		ONE HOUR	✓	414	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	95	329
	B - Manston Court Road	135	0	9
	C - B0250 Manston Road east	400	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	1	2
	B - Manston Court Road	1	0	0
	C - B0250 Manston Road east	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.75	1.06	2.6	F	132	198
C-AB	0.03	0.07	0.0	A	23	35
C-A					357	535
A-B					87	131
A-C					302	453

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	108	27	266	0.408	106	0.0	0.7	0.370	C
C-AB	17	4	826	0.020	16	0.0	0.0	0.074	A
C-A	295	74			295				
A-B	72	18			72				
A-C	248	62			248				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	129	32	243	0.532	128	0.7	1.1	0.513	D
C-AB	22	5	850	0.026	22	0.0	0.0	0.072	A
C-A	350	88			350				
A-B	85	21			85				
A-C	296	74			296				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	159	40	212	0.747	153	1.1	2.4	0.940	F
C-AB	31	8	885	0.035	31	0.0	0.0	0.070	A
C-A	425	106			425				
A-B	105	26			105				
A-C	362	91			362				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	159	40	212	0.747	158	2.4	2.6	1.060	F
C-AB	31	8	885	0.035	31	0.0	0.0	0.070	A
C-A	425	106			425				
A-B	105	26			105				
A-C	362	91			362				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	129	32	243	0.532	135	2.6	1.2	0.579	D
C-AB	22	5	850	0.026	22	0.0	0.0	0.073	A
C-A	350	88			350				
A-B	85	21			85				
A-C	296	74			296				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	108	27	265	0.408	110	1.2	0.7	0.392	C
C-AB	17	4	826	0.020	17	0.0	0.0	0.074	A
C-A	295	74			295				
A-B	72	18			72				
A-C	248	62			248				

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
13	untitled	T-Junction	Two-way	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	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 - B0250 Manston Road West		ONE HOUR	✓	357	100.000
B - Manston Court Road		ONE HOUR	✓	83	100.000
C - B0250 Manston Road east		ONE HOUR	✓	349	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	71	286
	B - Manston Court Road	75	0	8
	C - B0250 Manston Road east	342	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	1	3
	B - Manston Court Road	7	0	0
	C - B0250 Manston Road east	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	0.44	0.6	D	76	114
C-AB	0.02	0.08	0.0	A	11	16
C-A					310	465
A-B					65	98
A-C					262	394

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	62	16	272	0.230	61	0.0	0.3	0.284	C
C-AB	8	2	808	0.010	8	0.0	0.0	0.075	A
C-A	255	64			255				
A-B	53	13			53				
A-C	215	54			215				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	75	19	254	0.294	74	0.3	0.4	0.333	C
C-AB	10	3	828	0.012	10	0.0	0.0	0.073	A
C-A	304	76			304				
A-B	64	16			64				
A-C	257	64			257				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	91	23	229	0.399	90	0.4	0.6	0.430	D
C-AB	14	3	856	0.016	14	0.0	0.0	0.071	A
C-A	370	93			370				
A-B	78	20			78				
A-C	315	79			315				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	91	23	229	0.399	91	0.6	0.6	0.436	D
C-AB	14	3	856	0.016	14	0.0	0.0	0.071	A
C-A	370	93			370				
A-B	78	20			78				
A-C	315	79			315				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	75	19	254	0.294	75	0.6	0.4	0.338	C
C-AB	10	3	828	0.012	10	0.0	0.0	0.073	A
C-A	304	76			304				
A-B	64	16			64				
A-C	257	64			257				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	62	16	272	0.230	63	0.4	0.3	0.288	C
C-AB	8	2	808	0.010	8	0.0	0.0	0.075	A
C-A	255	64			255				
A-B	53	13			53				
A-C	215	54			215				

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
13	untitled	T-Junction	Two-way	0.55	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 - B0250 Manston Road West		ONE HOUR	✓	551	100.000
B - Manston Court Road		ONE HOUR	✓	152	100.000
C - B0250 Manston Road east		ONE HOUR	✓	569	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	121	430
	B - Manston Court Road	140	0	12
	C - B0250 Manston Road east	559	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	0	3
	B - Manston Court Road	3	0	0
	C - B0250 Manston Road east	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.08	4.53	12.5	F	139	209
C-AB	0.03	0.07	0.0	A	21	32
C-A					501	751
A-B					111	167
A-C					395	592

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	114	29	225	0.508	111	0.0	1.0	0.508	D
C-AB	14	4	881	0.016	14	0.0	0.0	0.069	A
C-A	414	103			414				
A-B	91	23			91				
A-C	324	81			324				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	137	34	196	0.697	133	1.0	1.9	0.895	F
C-AB	20	5	919	0.022	20	0.0	0.0	0.067	A
C-A	492	123			492				
A-B	109	27			109				
A-C	387	97			387				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	167	42	155	1.077	143	1.9	8.1	2.765	F
C-AB	30	7	975	0.031	30	0.0	0.0	0.063	A
C-A	597	149			597				
A-B	133	33			133				
A-C	473	118			473				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	167	42	155	1.077	150	8.1	12.5	4.531	F
C-AB	30	7	975	0.031	30	0.0	0.0	0.063	A
C-A	596	149			596				
A-B	133	33			133				
A-C	473	118			473				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	137	34	196	0.697	174	12.5	3.1	2.703	F
C-AB	20	5	919	0.022	20	0.0	0.0	0.067	A
C-A	492	123			492				
A-B	109	27			109				
A-C	387	97			387				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	114	29	225	0.508	123	3.1	1.1	0.622	E
C-AB	14	4	881	0.016	14	0.0	0.0	0.069	A
C-A	414	103			414				
A-B	91	23			91				
A-C	324	81			324				

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
13	untitled	T-Junction	Two-way	0.96	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	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 - B0250 Manston Road West		ONE HOUR	✓	535	100.000
B - Manston Court Road		ONE HOUR	✓	181	100.000
C - B0250 Manston Road east		ONE HOUR	✓	522	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	120	415
	B - Manston Court Road	170	0	11
	C - B0250 Manston Road east	504	18	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	1	2
	B - Manston Court Road	2	0	0
	C - B0250 Manston Road east	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.20	6.54	21.7	F	166	249
C-AB	0.05	0.07	0.1	A	35	53
C-A					444	665
A-B					110	165
A-C					381	571

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	136	34	233	0.585	131	0.0	1.3	0.565	D
C-AB	24	6	858	0.028	24	0.0	0.0	0.072	A
C-A	369	92			369				
A-B	90	23			90				
A-C	312	78			312				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	163	41	205	0.794	156	1.3	2.9	1.106	F
C-AB	33	8	891	0.037	33	0.0	0.1	0.070	A
C-A	436	109			436				
A-B	108	27			108				
A-C	373	93			373				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	199	50	166	1.199	159	2.9	12.9	3.637	F
C-AB	49	12	939	0.052	49	0.1	0.1	0.067	A
C-A	526	132			526				
A-B	132	33			132				
A-C	457	114			457				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	199	50	166	1.199	164	12.9	21.7	6.544	F
C-AB	49	12	939	0.052	49	0.1	0.1	0.067	A
C-A	526	132			526				
A-B	132	33			132				
A-C	457	114			457				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	163	41	205	0.794	196	21.7	13.4	5.417	F
C-AB	33	8	891	0.037	33	0.1	0.1	0.070	A
C-A	436	109			436				
A-B	108	27			108				
A-C	373	93			373				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	136	34	233	0.585	183	13.4	1.6	1.721	F
C-AB	24	6	858	0.028	24	0.1	0.0	0.072	A
C-A	369	92			369				
A-B	90	23			90				
A-C	312	78			312				

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
13	untitled	T-Junction	Two-way	0.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	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 - B0250 Manston Road West		ONE HOUR	✓	477	100.000
B - Manston Court Road		ONE HOUR	✓	111	100.000
C - B0250 Manston Road east		ONE HOUR	✓	465	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	From			
	A - B0250 Manston Road West	0	95	382
	B - Manston Court Road	100	0	11
	C - B0250 Manston Road east	456	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	From			
	A - B0250 Manston Road West	0	1	4
	B - Manston Court Road	7	0	0
	C - B0250 Manston Road east	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.67	0.96	1.8	F	102	153
C-AB	0.02	0.07	0.0	A	16	24
C-A					410	616
A-B					87	131
A-C					351	526

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	84	21	241	0.347	82	0.0	0.5	0.373	C
C-AB	11	3	842	0.014	11	0.0	0.0	0.072	A
C-A	339	85			339				
A-B	72	18			72				
A-C	288	72			288				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	100	25	216	0.461	99	0.5	0.8	0.504	D
C-AB	15	4	870	0.018	15	0.0	0.0	0.070	A
C-A	403	101			403				
A-B	85	21			85				
A-C	343	86			343				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	122	31	183	0.668	119	0.8	1.7	0.886	F
C-AB	22	6	912	0.024	22	0.0	0.0	0.067	A
C-A	490	122			490				
A-B	105	26			105				
A-C	421	105			421				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	122	31	183	0.669	122	1.7	1.8	0.964	F
C-AB	22	6	912	0.024	22	0.0	0.0	0.067	A
C-A	490	122			490				
A-B	105	26			105				
A-C	421	105			421				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	100	25	216	0.461	104	1.8	0.9	0.547	D
C-AB	15	4	870	0.018	15	0.0	0.0	0.070	A
C-A	403	101			403				
A-B	85	21			85				
A-C	343	86			343				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	84	21	241	0.347	85	0.9	0.6	0.389	C
C-AB	11	3	842	0.014	11	0.0	0.0	0.072	A
C-A	339	85			339				
A-B	72	18			72				
A-C	288	72			288				

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
13	untitled	T-Junction	Two-way	6.17	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	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 - B0250 Manston Road West		ONE HOUR	✓	596	100.000
B - Manston Court Road		ONE HOUR	✓	227	100.000
C - B0250 Manston Road east		ONE HOUR	✓	830	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	131	465
	B - Manston Court Road	215	0	12
	C - B0250 Manston Road east	820	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	0	3
	B - Manston Court Road	2	0	0
	C - B0250 Manston Road east	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	2.48	44.80	106.0	F	208	312
C-AB	0.04	0.06	0.1	A	32	49
C-A					729	1094
A-B					120	180
A-C					427	640

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	171	43	188	0.908	153	0.0	4.4	1.370	F
C-AB	19	5	1006	0.019	19	0.0	0.0	0.061	A
C-A	605	151			605				
A-B	99	25			99				
A-C	350	88			350				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	204	51	152	1.345	148	4.4	18.3	6.025	F
C-AB	29	7	1072	0.027	29	0.0	0.0	0.057	A
C-A	717	179			717				
A-B	118	29			118				
A-C	418	105			418				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	250	62	101	2.475	101	18.3	55.6	21.146	F
C-AB	49	12	1168	0.042	49	0.0	0.1	0.054	A
C-A	865	216			865				
A-B	144	36			144				
A-C	512	128			512				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	250	62	101	2.476	101	55.6	92.9	44.804	F
C-AB	49	12	1168	0.042	49	0.1	0.1	0.054	A
C-A	865	216			865				
A-B	144	36			144				
A-C	512	128			512				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	204	51	152	1.345	152	92.9	106.0	34.975	F
C-AB	29	7	1072	0.027	29	0.1	0.0	0.058	A
C-A	717	179			717				
A-B	118	29			118				
A-C	418	105			418				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	171	43	188	0.908	187	106.0	102.0	33.462	F
C-AB	20	5	1006	0.019	20	0.0	0.0	0.061	A
C-A	605	151			605				
A-B	99	25			99				
A-C	350	88			350				

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
13	untitled	T-Junction	Two-way	5.59	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 - B0250 Manston Road West		ONE HOUR	✓	888	100.000
B - Manston Court Road		ONE HOUR	✓	192	100.000
C - B0250 Manston Road east		ONE HOUR	✓	559	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	195	693
	B - Manston Court Road	181	0	11
	C - B0250 Manston Road east	541	18	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	1	1
	B - Manston Court Road	1	0	0
	C - B0250 Manston Road east	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	2.63	47.68	88.4	F	176	264
C-AB	0.07	0.08	0.1	A	41	62
C-A					472	707
A-B					179	268
A-C					636	954

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	145	36	176	0.824	132	0.0	3.1	1.184	F
C-AB	27	7	821	0.033	27	0.0	0.0	0.076	A
C-A	394	98			394				
A-B	147	37			147				
A-C	522	130			522				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	173	43	136	1.272	131	3.1	13.6	5.319	F
C-AB	38	9	851	0.045	38	0.0	0.1	0.074	A
C-A	465	116			465				
A-B	175	44			175				
A-C	623	156			623				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	211	53	80	2.628	80	13.6	46.4	21.142	F
C-AB	59	15	897	0.066	59	0.1	0.1	0.072	A
C-A	556	139			556				
A-B	215	54			215				
A-C	763	191			763				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	211	53	80	2.629	80	46.4	79.1	47.679	F
C-AB	59	15	897	0.066	59	0.1	0.1	0.072	A
C-A	556	139			556				
A-B	215	54			215				
A-C	763	191			763				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	173	43	136	1.273	136	79.1	88.4	32.463	F
C-AB	38	9	851	0.045	38	0.1	0.1	0.074	A
C-A	465	116			465				
A-B	175	44			175				
A-C	623	156			623				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	145	36	175	0.824	173	88.4	81.1	29.333	F
C-AB	27	7	822	0.033	27	0.1	0.0	0.076	A
C-A	394	98			394				
A-B	147	37			147				
A-C	522	130			522				

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
13	untitled	T-Junction	Two-way	3.27	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	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 - B0250 Manston Road West		ONE HOUR	✓	579	100.000
B - Manston Court Road		ONE HOUR	✓	193	100.000
C - B0250 Manston Road east		ONE HOUR	✓	755	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	From			
	A - B0250 Manston Road West	0	114	465
	B - Manston Court Road	182	0	11
	C - B0250 Manston Road east	746	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	From			
	A - B0250 Manston Road West	0	1	3
	B - Manston Court Road	4	0	0
	C - B0250 Manston Road east	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.89	25.52	62.5	F	177	266
C-AB	0.03	0.06	0.0	A	26	39
C-A					667	1000
A-B					105	157
A-C					427	640

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	145	36	194	0.749	136	0.0	2.3	0.928	F
C-AB	16	4	969	0.017	16	0.0	0.0	0.063	A
C-A	552	138			552				
A-B	86	21			86				
A-C	350	88			350				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	174	43	160	1.086	148	2.3	8.7	3.051	F
C-AB	23	6	1027	0.023	23	0.0	0.0	0.060	A
C-A	655	164			655				
A-B	102	26			102				
A-C	418	105			418				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	212	53	112	1.893	112	8.7	33.9	12.122	F
C-AB	38	10	1111	0.034	38	0.0	0.0	0.056	A
C-A	793	198			793				
A-B	126	31			126				
A-C	512	128			512				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	212	53	112	1.893	112	33.9	59.0	25.516	F
C-AB	38	10	1111	0.034	38	0.0	0.0	0.056	A
C-A	793	198			793				
A-B	126	31			126				
A-C	512	128			512				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	174	43	160	1.086	159	59.0	62.5	21.852	F
C-AB	23	6	1027	0.023	23	0.0	0.0	0.060	A
C-A	655	164			655				
A-B	102	26			102				
A-C	418	105			418				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	145	36	194	0.749	191	62.5	51.2	17.913	F
C-AB	16	4	970	0.017	16	0.0	0.0	0.063	A
C-A	552	138			552				
A-B	86	21			86				
A-C	350	88			350				

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
13	untitled	T-Junction	Two-way	18.63	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 - B0250 Manston Road West		ONE HOUR	✓	679	100.000
B - Manston Court Road		ONE HOUR	✓	350	100.000
C - B0250 Manston Road east		ONE HOUR	✓	830	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	From			
	A - B0250 Manston Road West	0	214	465
	B - Manston Court Road	338	0	12
	C - B0250 Manston Road east	820	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	From			
	A - B0250 Manston Road West	0	4	3
	B - Manston Court Road	6	0	0
	C - B0250 Manston Road east	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	4.50	96.09	286.5	F	321	482
C-AB	0.04	0.06	0.1	A	33	50
C-A					728	1092
A-B					196	295
A-C					427	640

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	263	66	172	1.528	166	0.0	24.5	5.280	F
C-AB	20	5	994	0.020	20	0.0	0.0	0.062	A
C-A	605	151			605				
A-B	161	40			161				
A-C	350	88			350				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	315	79	136	2.313	136	24.5	69.1	28.108	F
C-AB	30	7	1059	0.028	30	0.0	0.0	0.058	A
C-A	716	179			716				
A-B	192	48			192				
A-C	418	105			418				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	385	96	86	4.503	86	69.1	144.1	75.509	F
C-AB	51	13	1155	0.044	51	0.0	0.1	0.054	A
C-A	863	216			863				
A-B	236	59			236				
A-C	512	128			512				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	385	96	86	4.504	86	144.1	219.0	74.280	F
C-AB	51	13	1155	0.044	51	0.1	0.1	0.054	A
C-A	863	216			863				
A-B	236	59			236				
A-C	512	128			512				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	315	79	136	2.313	136	219.0	263.7	87.526	F
C-AB	30	7	1059	0.028	30	0.1	0.0	0.058	A
C-A	716	179			716				
A-B	192	48			192				
A-C	418	105			418				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	263	66	172	1.528	172	263.7	286.5	96.086	F
C-AB	20	5	994	0.020	20	0.0	0.0	0.062	A
C-A	605	151			605				
A-B	161	40			161				
A-C	350	88			350				

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
13	untitled	T-Junction	Two-way	14.52	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	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 - B0250 Manston Road West		ONE HOUR	✓	1015	100.000
B - Manston Court Road		ONE HOUR	✓	304	100.000
C - B0250 Manston Road east		ONE HOUR	✓	559	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	322	693
	B - Manston Court Road	293	0	11
	C - B0250 Manston Road east	541	18	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	2	1
	B - Manston Court Road	2	0	0
	C - B0250 Manston Road east	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	5.27	89.12	247.6	F	279	418
C-AB	0.07	0.08	0.1	A	43	65
C-A					470	704
A-B					295	443
A-C					636	954

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	229	57	162	1.414	154	0.0	18.8	4.553	F
C-AB	28	7	801	0.034	27	0.0	0.0	0.078	A
C-A	393	98			393				
A-B	242	61			242				
A-C	522	130			522				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	273	68	121	2.266	120	18.8	57.0	28.266	F
C-AB	39	10	828	0.048	39	0.0	0.1	0.076	A
C-A	463	116			463				
A-B	289	72			289				
A-C	623	156			623				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	335	84	64	5.267	64	57.0	124.8	86.858	F
C-AB	63	16	871	0.072	63	0.1	0.1	0.074	A
C-A	553	138			553				
A-B	355	89			355				
A-C	763	191			763				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	335	84	64	5.270	64	124.8	192.6	72.211	F
C-AB	63	16	871	0.072	63	0.1	0.1	0.074	A
C-A	552	138			552				
A-B	355	89			355				
A-C	763	191			763				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	273	68	121	2.267	121	192.6	230.8	82.752	F
C-AB	39	10	828	0.048	40	0.1	0.1	0.076	A
C-A	463	116			463				
A-B	289	72			289				
A-C	623	156			623				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	229	57	162	1.415	162	230.8	247.6	89.123	F
C-AB	28	7	801	0.035	28	0.1	0.0	0.078	A
C-A	393	98			393				
A-B	242	61			242				
A-C	522	130			522				

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
13	untitled	T-Junction	Two-way	12.01	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 - B0250 Manston Road West		ONE HOUR	✓	615	100.000
B - Manston Court Road		ONE HOUR	✓	296	100.000
C - B0250 Manston Road east		ONE HOUR	✓	755	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	150	465
	B - Manston Court Road	285	0	11
	C - B0250 Manston Road east	746	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	5	3
	B - Manston Court Road	9	0	0
	C - B0250 Manston Road east	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	3.25	64.50	197.4	F	272	407
C-AB	0.04	0.06	0.0	A	26	39
C-A					667	1000
A-B					138	206
A-C					427	640

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	223	56	180	1.241	168	0.0	13.8	3.116	F
C-AB	16	4	964	0.017	16	0.0	0.0	0.063	A
C-A	552	138			552				
A-B	113	28			113				
A-C	350	88			350				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	266	67	146	1.817	146	13.8	43.9	15.316	F
C-AB	24	6	1021	0.023	24	0.0	0.0	0.060	A
C-A	655	164			655				
A-B	135	34			135				
A-C	418	105			418				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	326	81	100	3.245	100	43.9	100.2	43.009	F
C-AB	39	10	1105	0.035	39	0.0	0.0	0.056	A
C-A	793	198			793				
A-B	165	41			165				
A-C	512	128			512				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	326	81	100	3.246	100	100.2	156.6	52.672	F
C-AB	39	10	1105	0.035	39	0.0	0.0	0.056	A
C-A	792	198			792				
A-B	165	41			165				
A-C	512	128			512				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	266	67	146	1.818	146	156.6	186.5	60.468	F
C-AB	24	6	1021	0.023	24	0.0	0.0	0.060	A
C-A	655	164			655				
A-B	135	34			135				
A-C	418	105			418				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	223	56	180	1.241	180	186.5	197.4	64.499	F
C-AB	16	4	964	0.017	16	0.0	0.0	0.063	A
C-A	552	138			552				
A-B	113	28			113				
A-C	350	88			350				

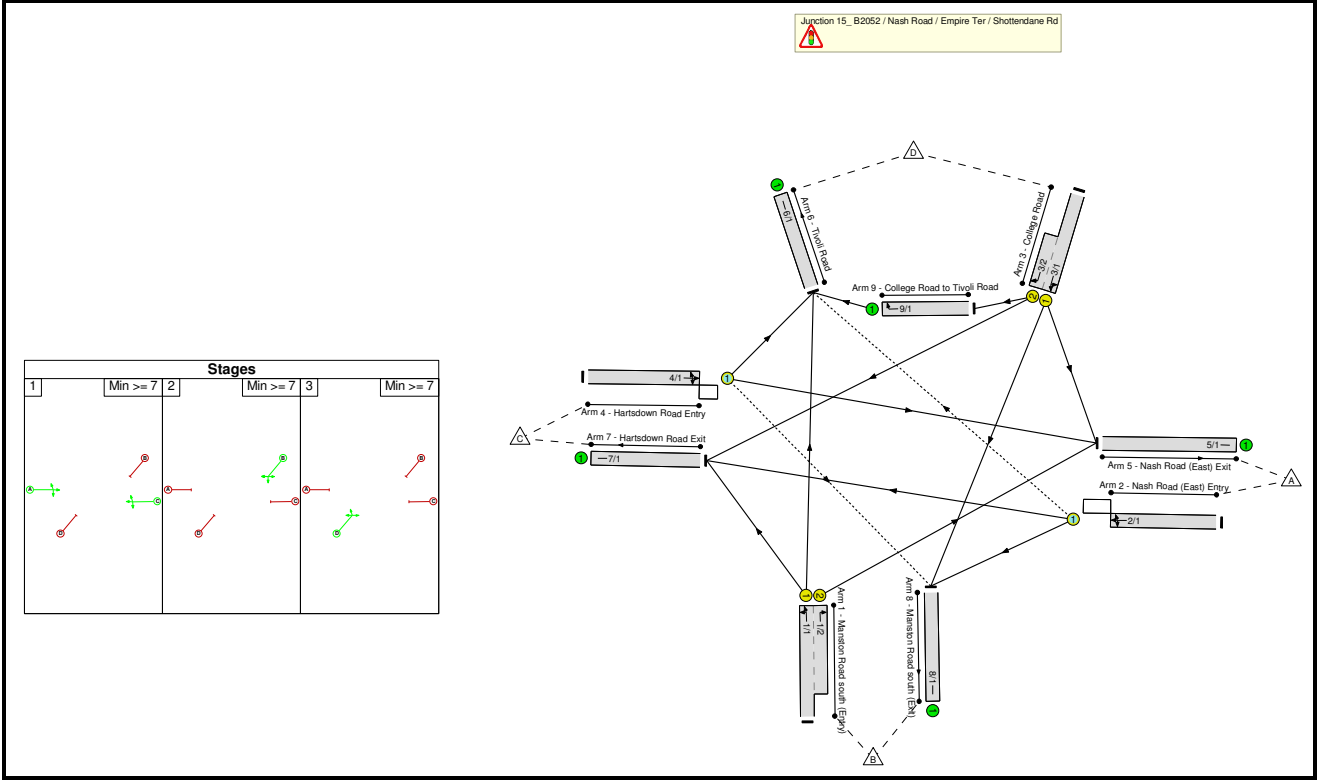
Full Input Data And Results

nFull Input Data And Results

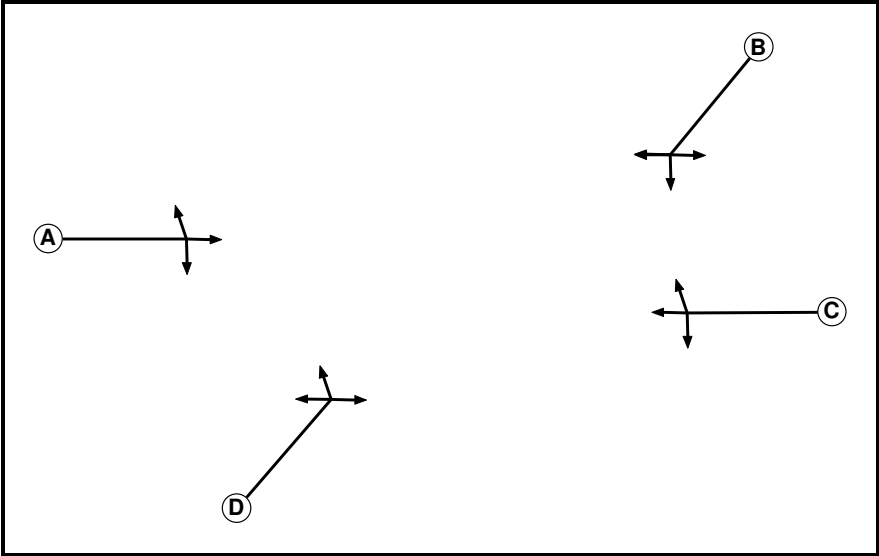
User and Project Details

Project:	Manston Airport DCO EIA
Title:	Junction 15
Location:	Junction 15_ Validated.lsg3x
File name:	
Author:	
Company:	
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

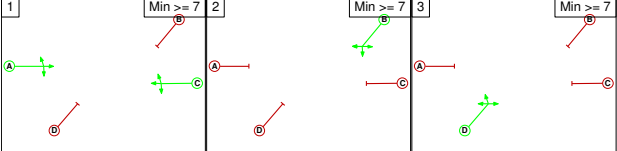
Phase Intergreens Matrix

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					

Full Input Data And Results

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 Grownthed Traffic - AM Peak' (FG4: '2039 Grownthed 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 Grownthed 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

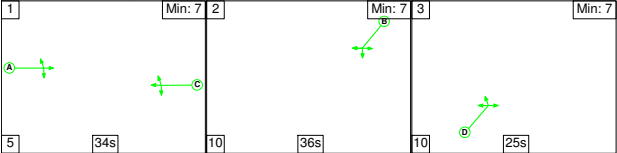
Lane Saturation Flows

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')

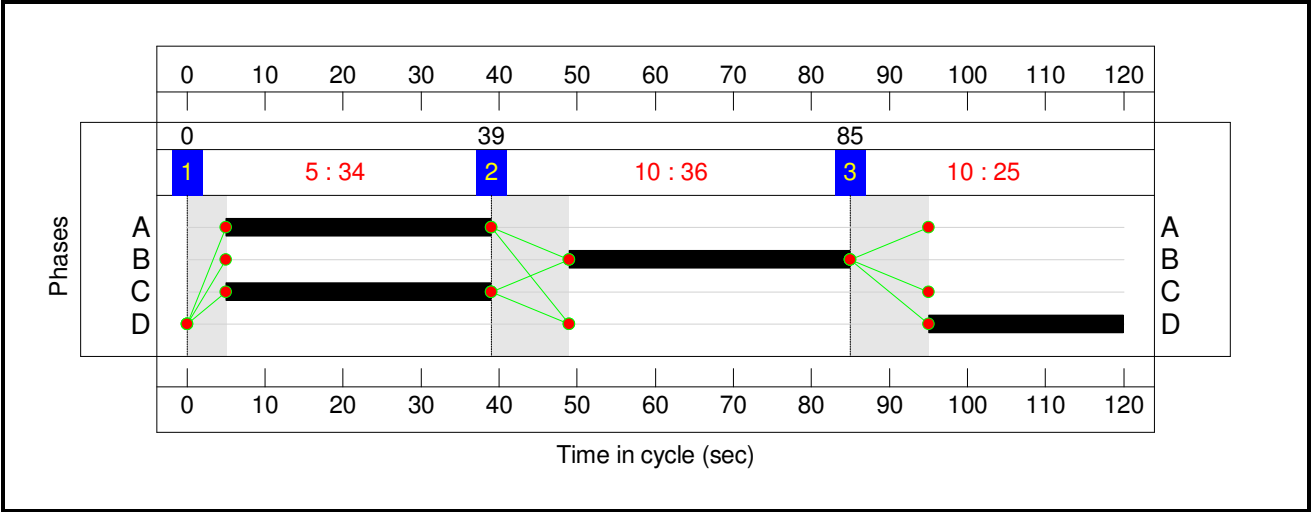
Stage Sequence Diagram



Stage Timings

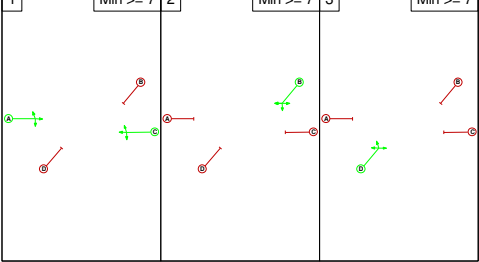
Stage	1	2	3
Duration	34	36	25
Change Point	0	39	85

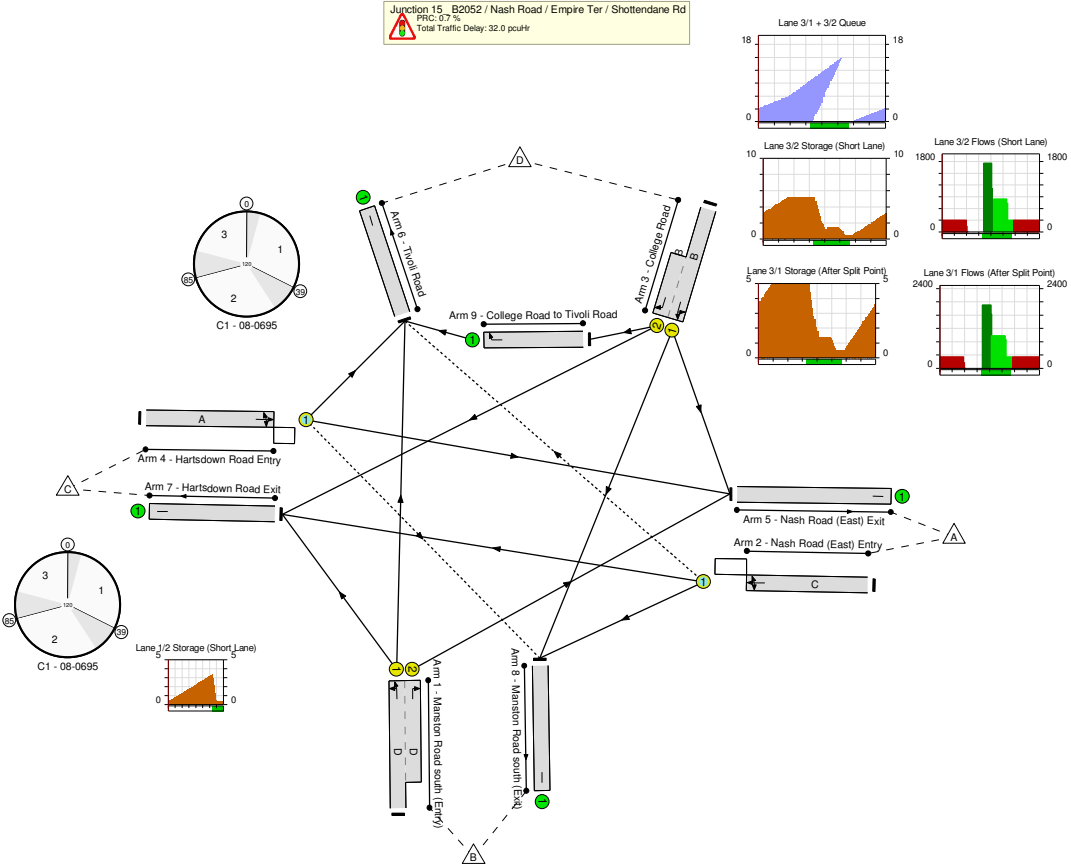
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Stages				
1	Min >= 7	2	Min >= 7	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%

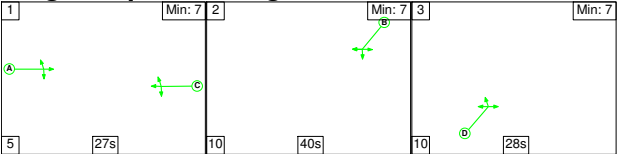
Full Input Data And Results

[illegible]

Full Input Data And Results

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

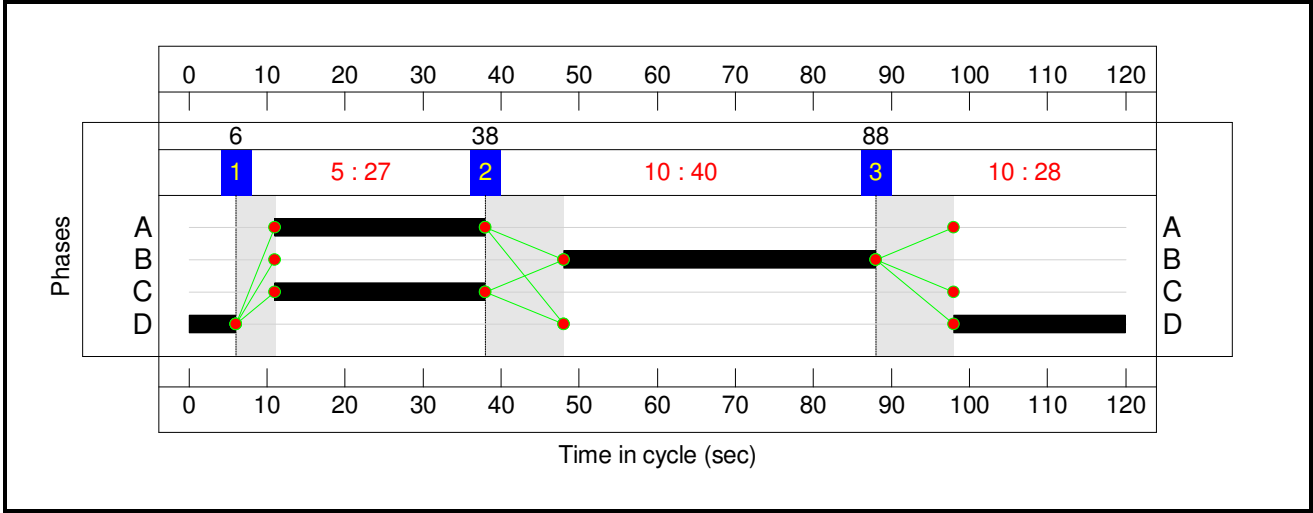
Stage Sequence Diagram



Stage Timings

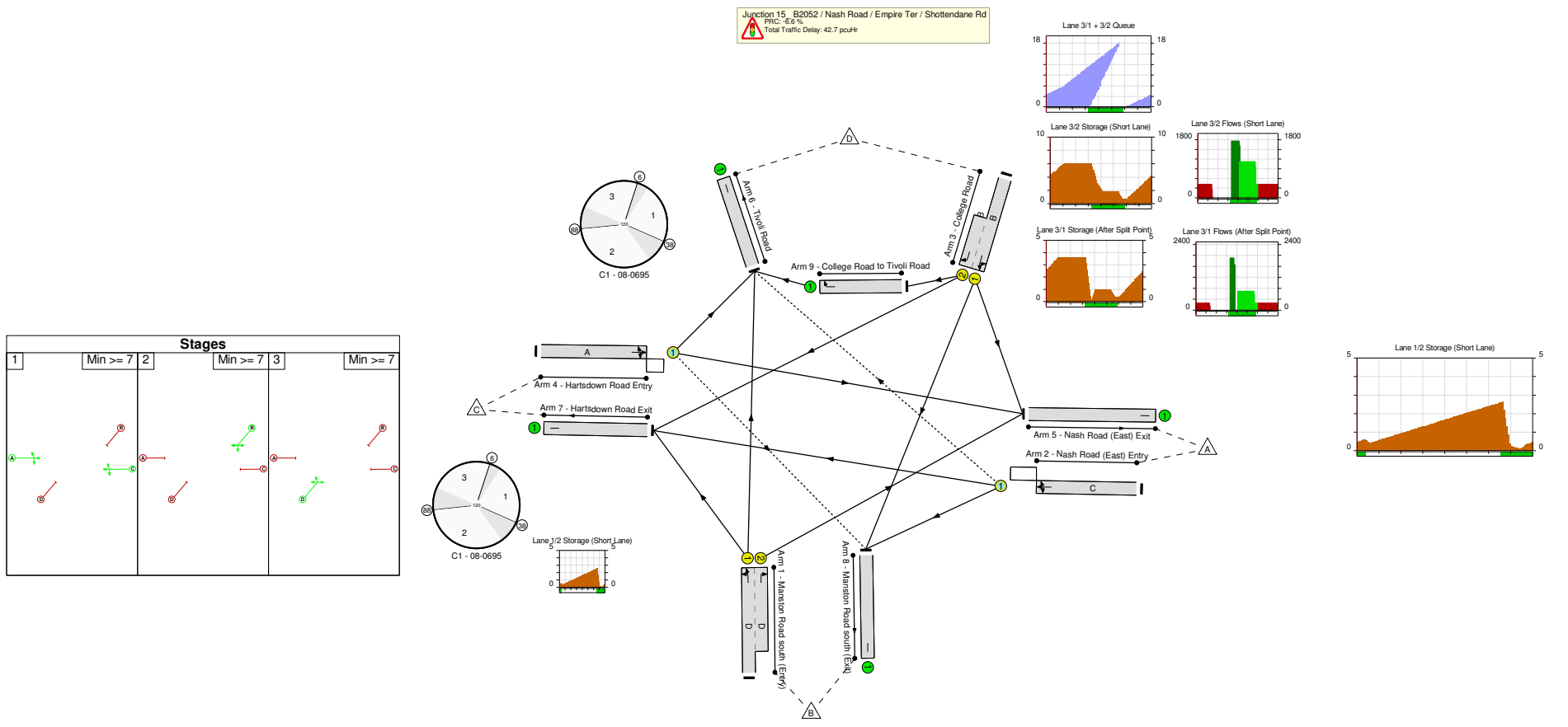
Stage	1	2	3
Duration	27	40	28
Change Point	6	38	88

Signal Timings Diagram



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	-	-		-	-	-	-	-	-	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%

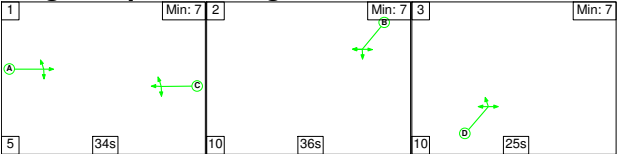
Full Input Data And Results

[illegible]

Full Input Data And Results

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

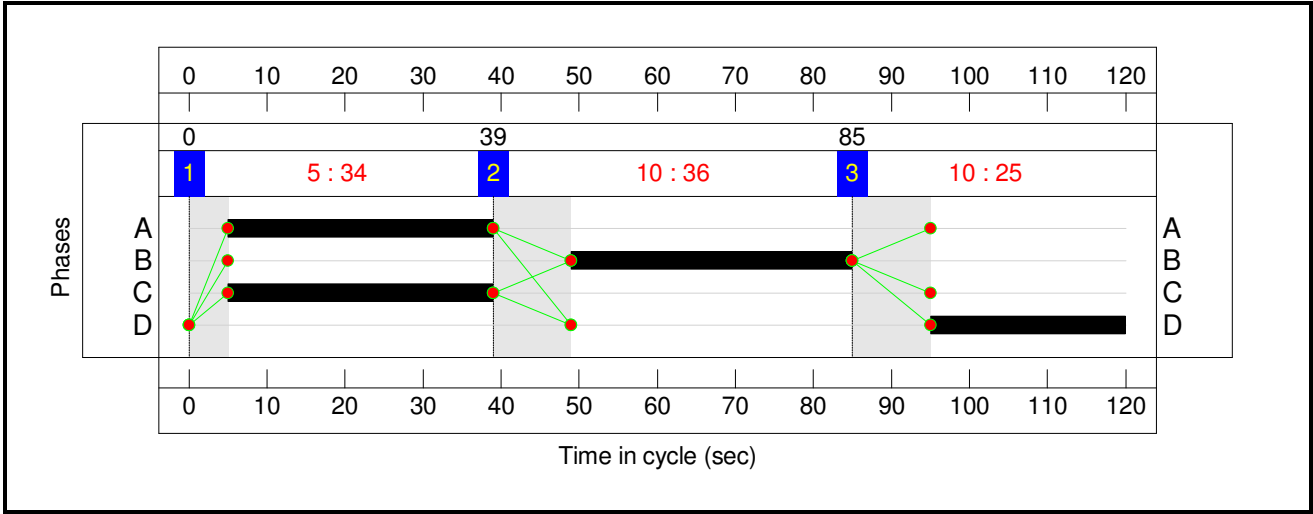
Stage Sequence Diagram



Stage Timings

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

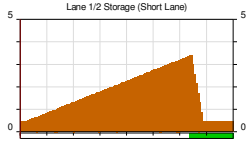
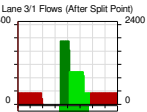
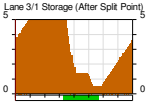
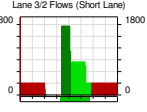
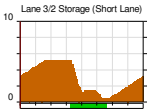
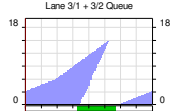
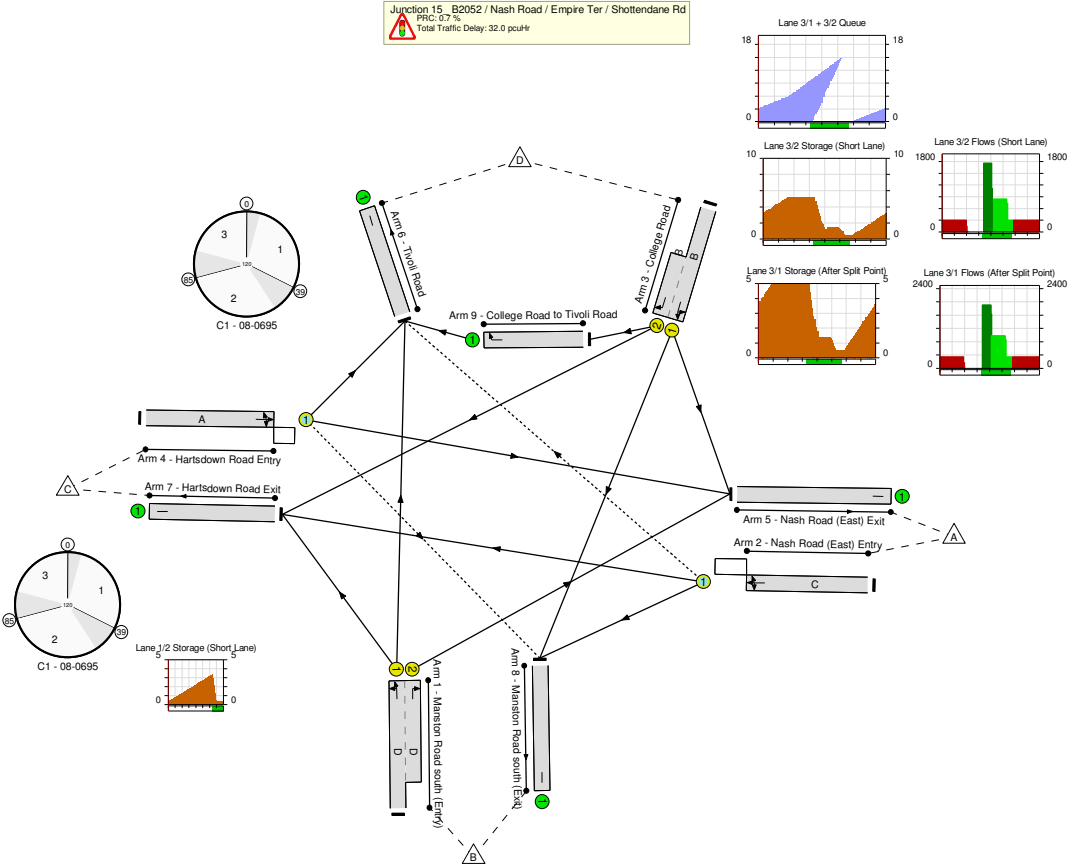
Signal Timings Diagram



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%

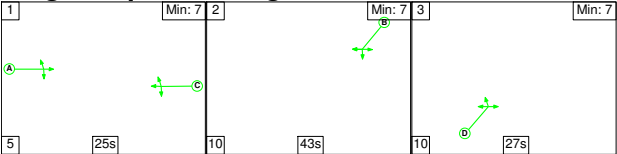
Full Input Data And Results

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	-	-	97	0	6	20.1	11.6	0.3	32.0	-	-	-	-
Junction 15_B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	97	0	6	20.1	11.6	0.3	32.0	-	-	-	-
1/1+1/2	466	466	-	-	-	5.7	3.7	-	9.4	72.7	11.3	3.7	15.1
2/1	267	267	41	0	6	2.6	0.6	0.3	3.5	46.6	7.3	0.6	7.8
3/1+3/2	650	650	-	-	-	6.6	3.7	-	10.3	56.9	14.9	3.7	18.6
4/1	464	464	56	0	0	5.2	3.6	0.1	8.9	69.0	14.7	3.6	18.3
5/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	42	42	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
C1 - 08-0695 PRC for Signalled Lanes (%): 0.7 Total Delay for Signalled Lanes (pcuHr): 32.03 Cycle Time (s): 120 PRC Over All Lanes (%): 0.7 Total Delay Over All Lanes(pcuHr): 32.04													

Full Input Data And Results

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

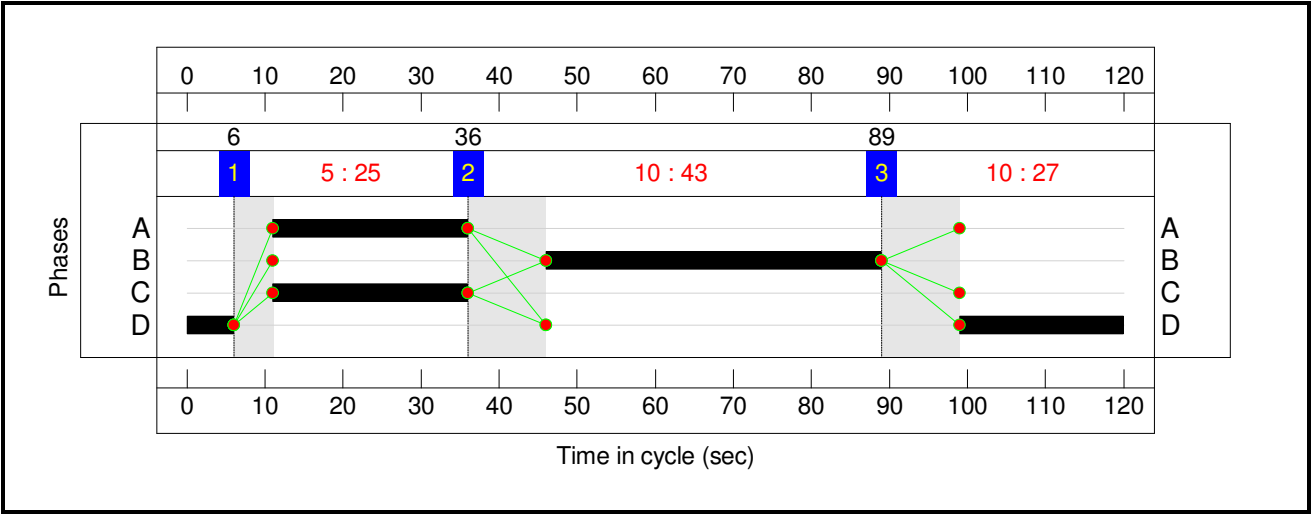
Stage Sequence Diagram



Stage Timings

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

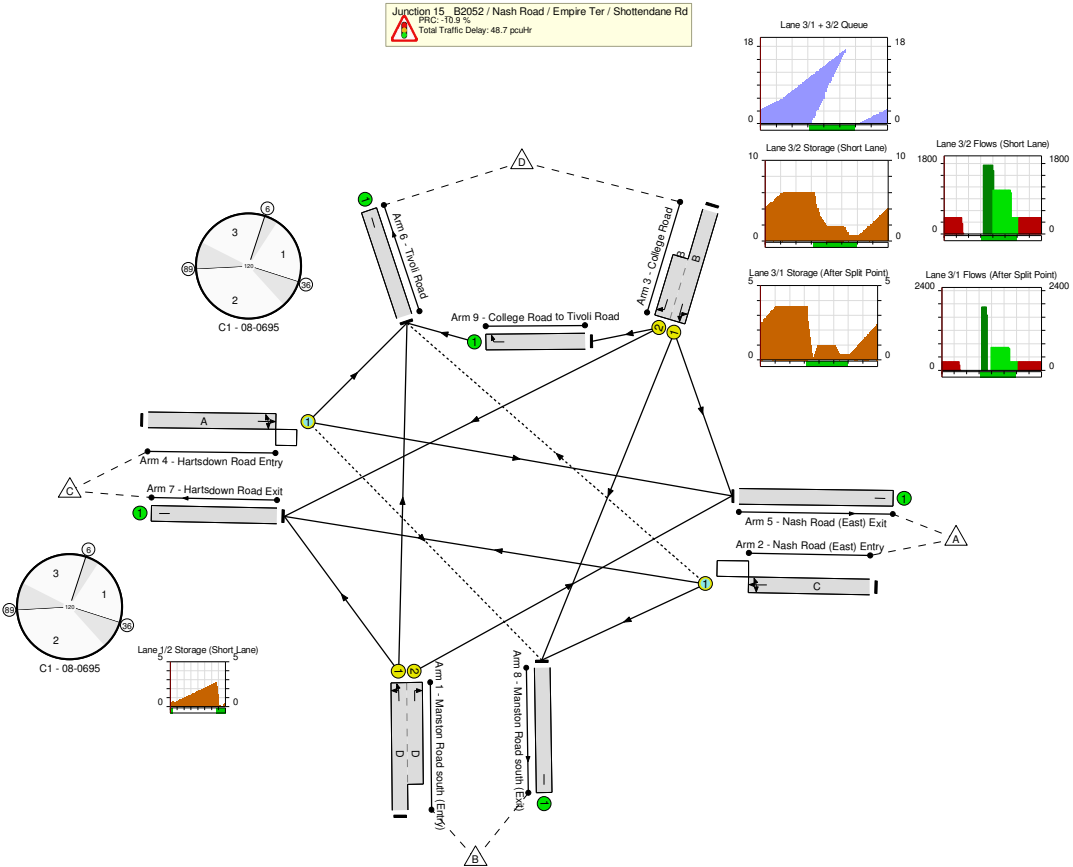
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Stages			
1	Min >= 7	2	Min >= 7



Network Results

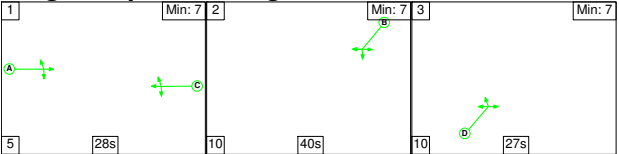
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	99.8%
Junction 15_ B2052 / Nash Road / Empire Ter / 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')

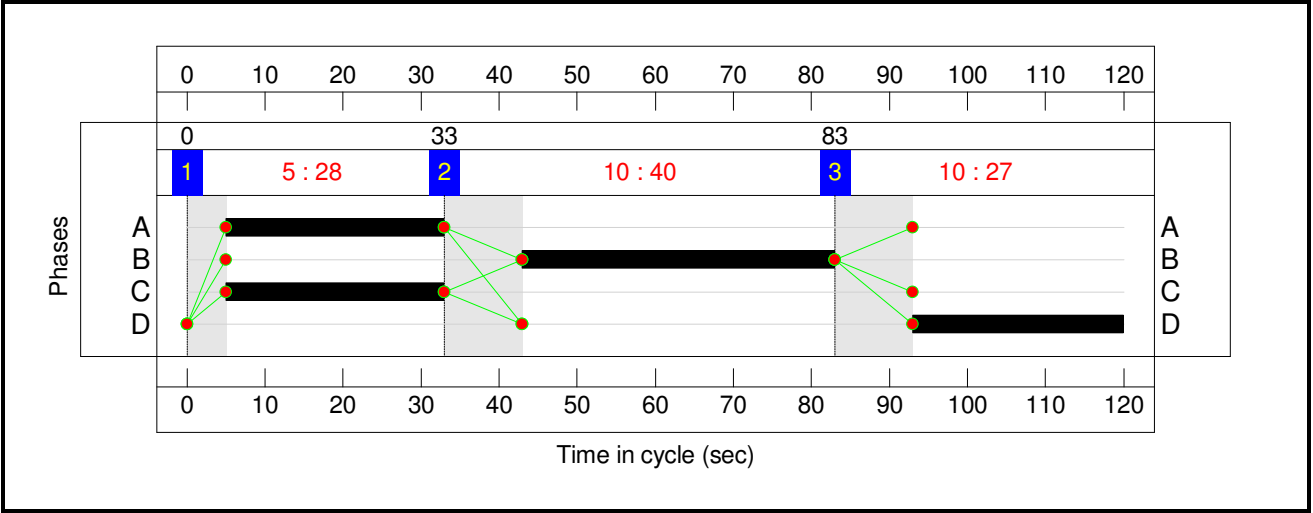
Stage Sequence Diagram



Stage Timings

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

Signal Timings Diagram



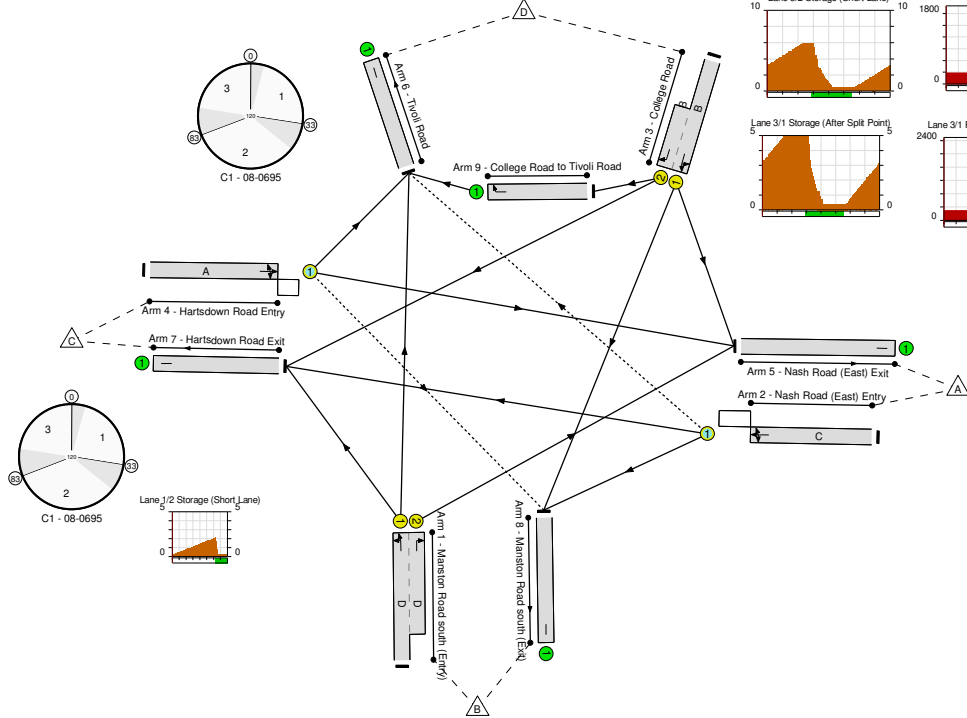
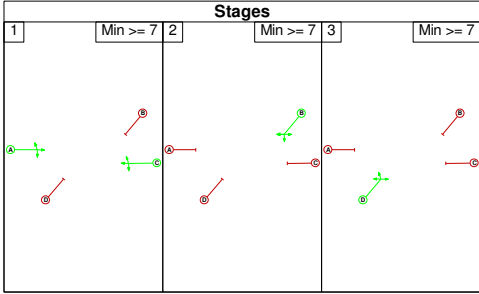
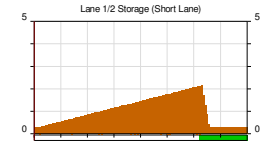
Junction 15 - B2052 / Nash Road / Empire Ter / Shottendane Rd
 RTD: 27.1 %
 Total Traffic Delay: 19.8 pcu/h

Stages

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

Diagram Details:

- Approaches:**
 - Northbound Nash Road (Lanes 1, 2, 3)
 - Southbound Nash Road (Lanes 1, 2, 3)
 - Eastbound Nash Road (Lanes 1, 2, 3)
 - Westbound Nash Road (Lanes 1, 2, 3)
- Stages:**
 - Stage 1: Northbound Nash Road (Lanes 1, 2, 3)
 - Stage 2: Southbound Nash Road (Lanes 1, 2, 3)
 - Stage 3: Eastbound Nash Road (Lanes 1, 2, 3)
 - Stage 4: Westbound Nash Road (Lanes 1, 2, 3)
- Queues and Flows:**
 - Lane 3/1 + 3/2 Queue: Graph showing queue length over time.
 - Lane 3/2 Storage (Short Lane): Graph showing storage over time.
 - Lane 3/2 Flows (Short Lane): Bar chart showing flow over time.
 - Lane 3/1 Storage (After Split Point): Graph showing storage over time.
 - Lane 3/1 Flows (After Split Point): Bar chart showing flow over time.
 - Lane 1/2 Storage (Short Lane): Graph showing storage over time.



Full Input Data And Results

Network Results

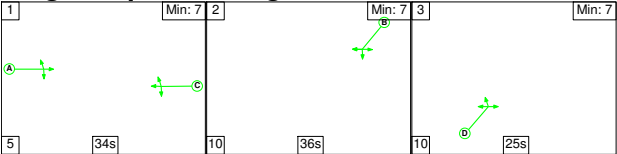
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	70.8%
Junction 15_ B2052 / Nash Road / Empire Ter / 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')

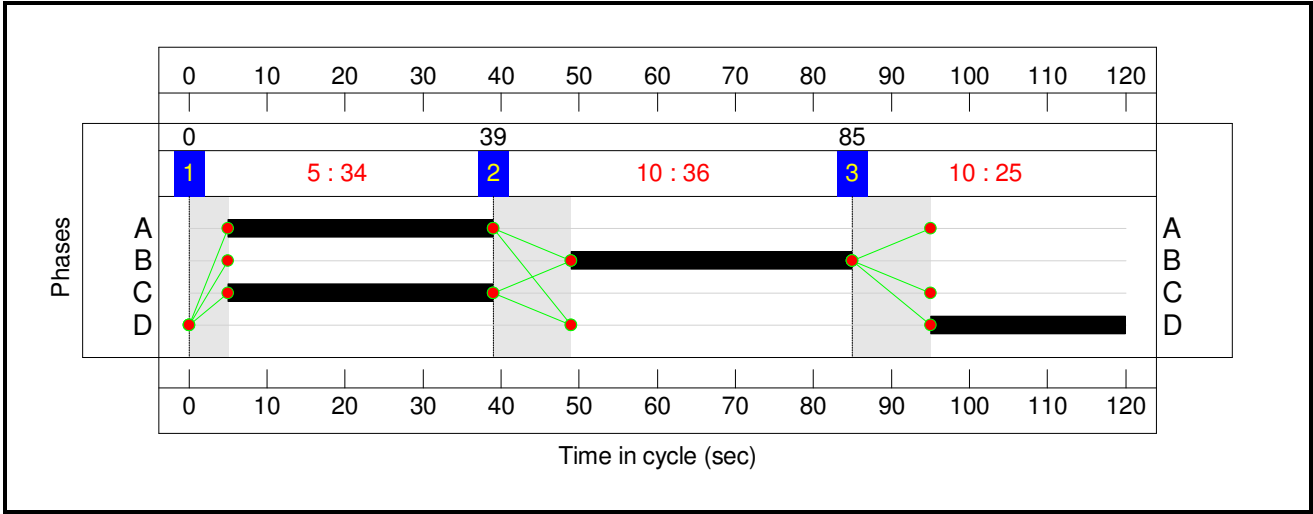
Stage Sequence Diagram



Stage Timings

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

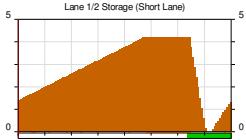
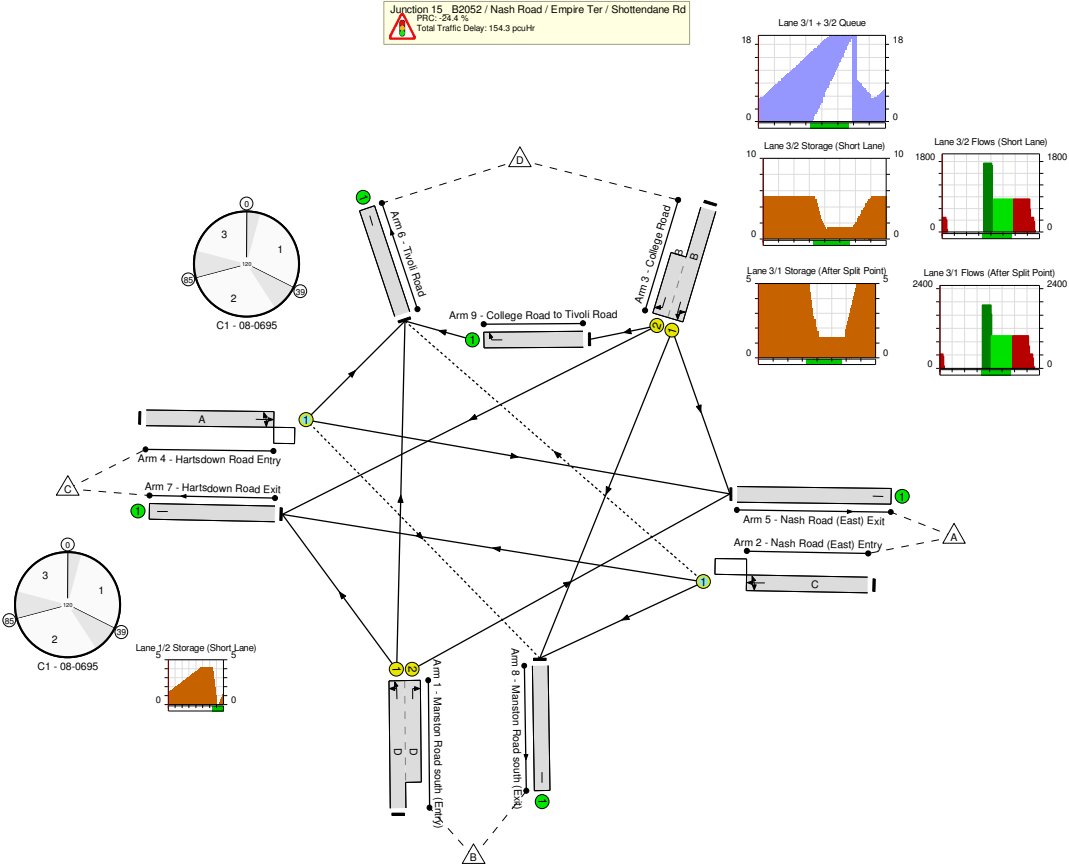
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Stages			
1	Min >= 7	2	Min >= 7



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%

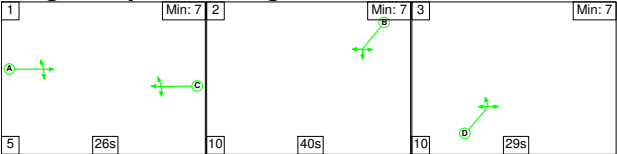
Full Input Data And Results

[illegible]

Full Input Data And Results

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

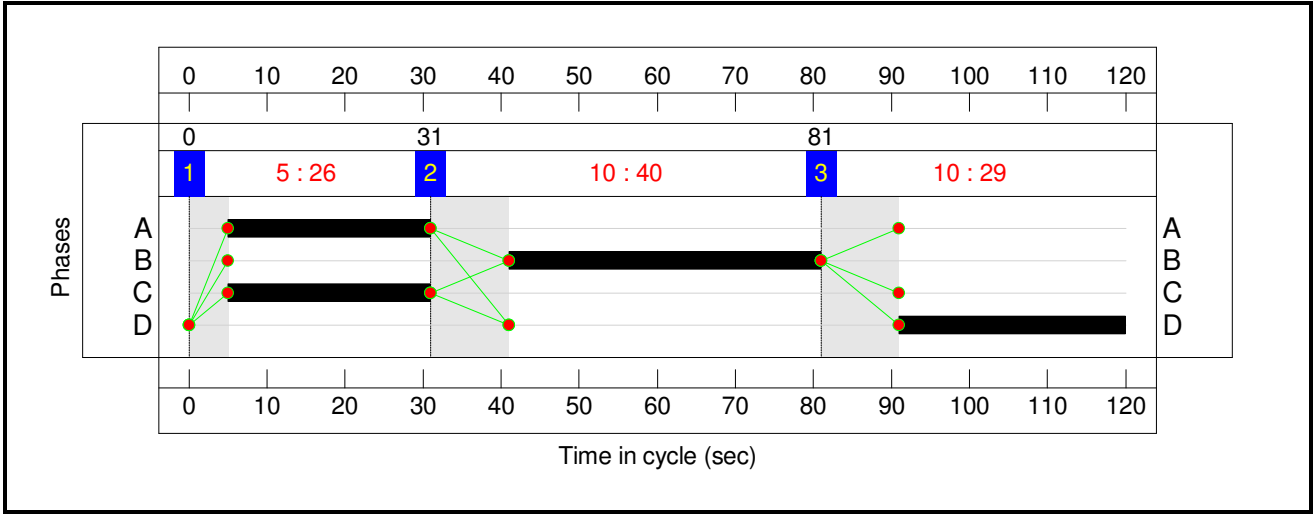
Stage Sequence Diagram



Stage Timings

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

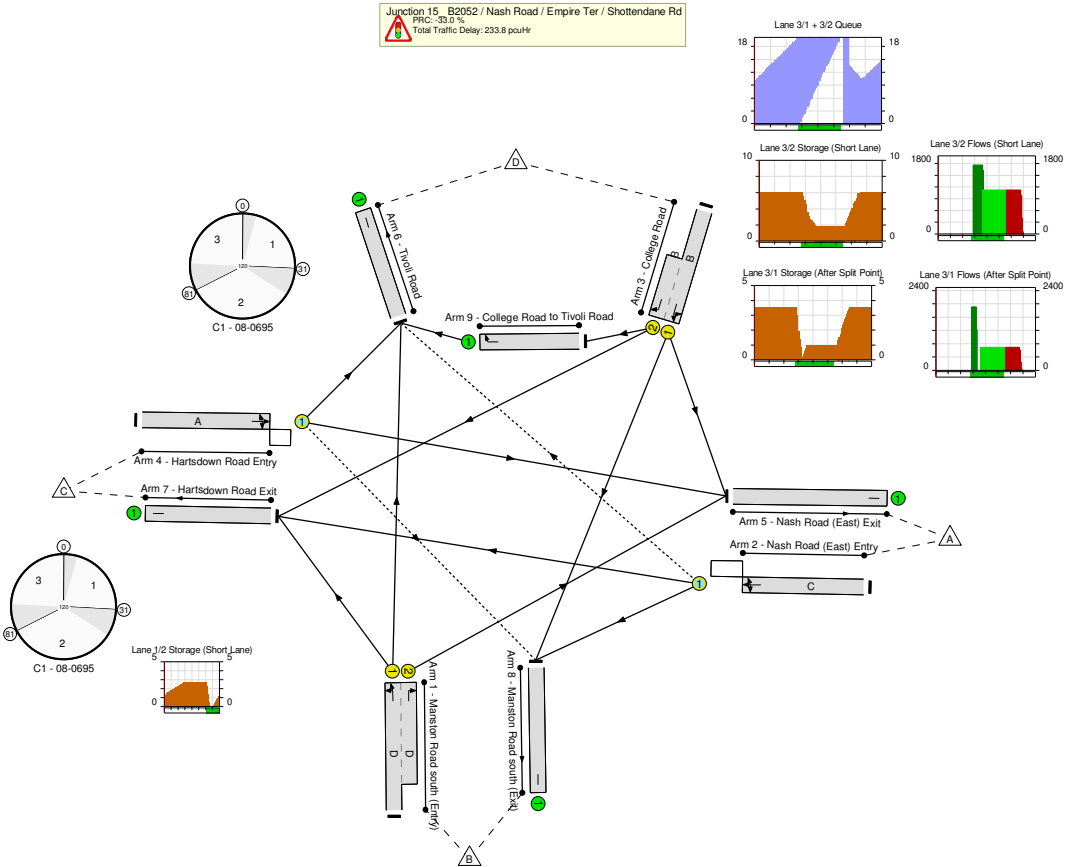
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

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	-	-		-	-	-	-	-	-	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%

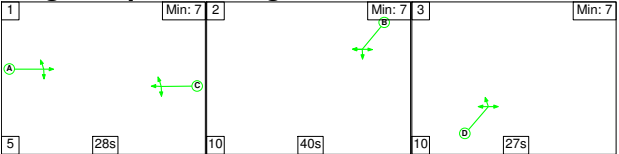
Full Input Data And Results

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	87	47.4	186.1	0.3	233.8	-	-	-	-
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	0	0	87	47.4	186.1	0.3	233.8	-	-	-	-
1/1+1/2	637	541	-	-	-	13.1	51.0	-	64.1	362.5	23.1	51.0	74.1
2/1	510	426	0	0	60	11.7	44.9	0.2	56.8	401.3	19.8	44.9	64.7
3/1+3/2	871	730	-	-	-	15.9	73.7	-	89.6	370.4	31.5	73.7	105.2
4/1	420	400	0	0	27	6.7	16.5	0.1	23.2	199.1	14.7	16.5	31.1
5/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	75	75	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
C1 - 08-0695 PRC for Signalled Lanes (%): -33.0 Total Delay for Signalled Lanes (pcuHr): 233.82 Cycle Time (s): 120 PRC Over All Lanes (%): -33.0 Total Delay Over All Lanes(pcuHr): 233.84													

Full Input Data And Results

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

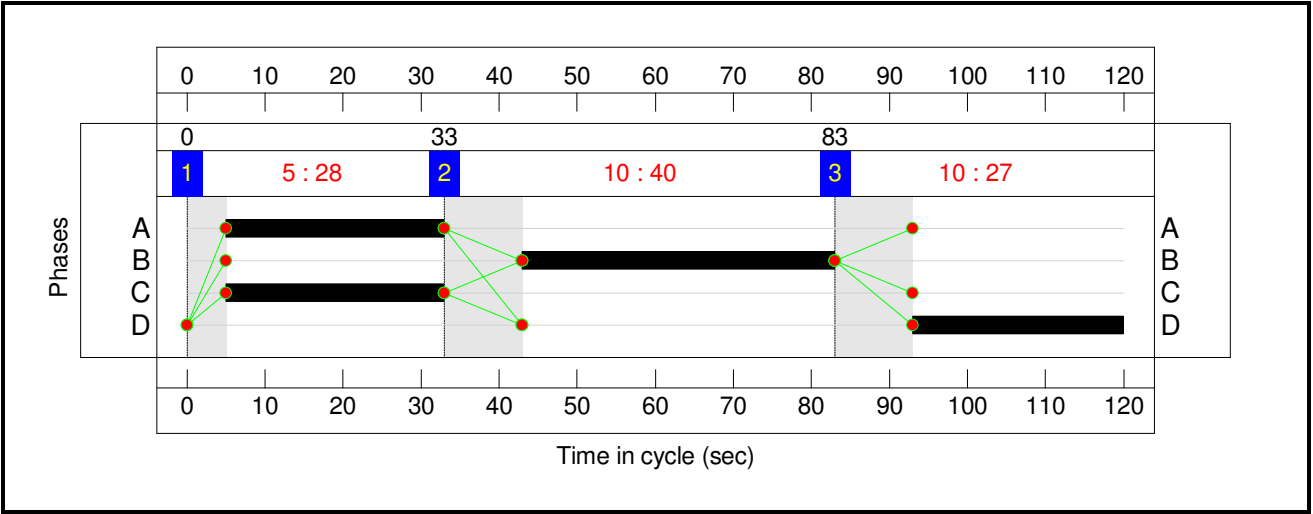
Stage Sequence Diagram



Stage Timings

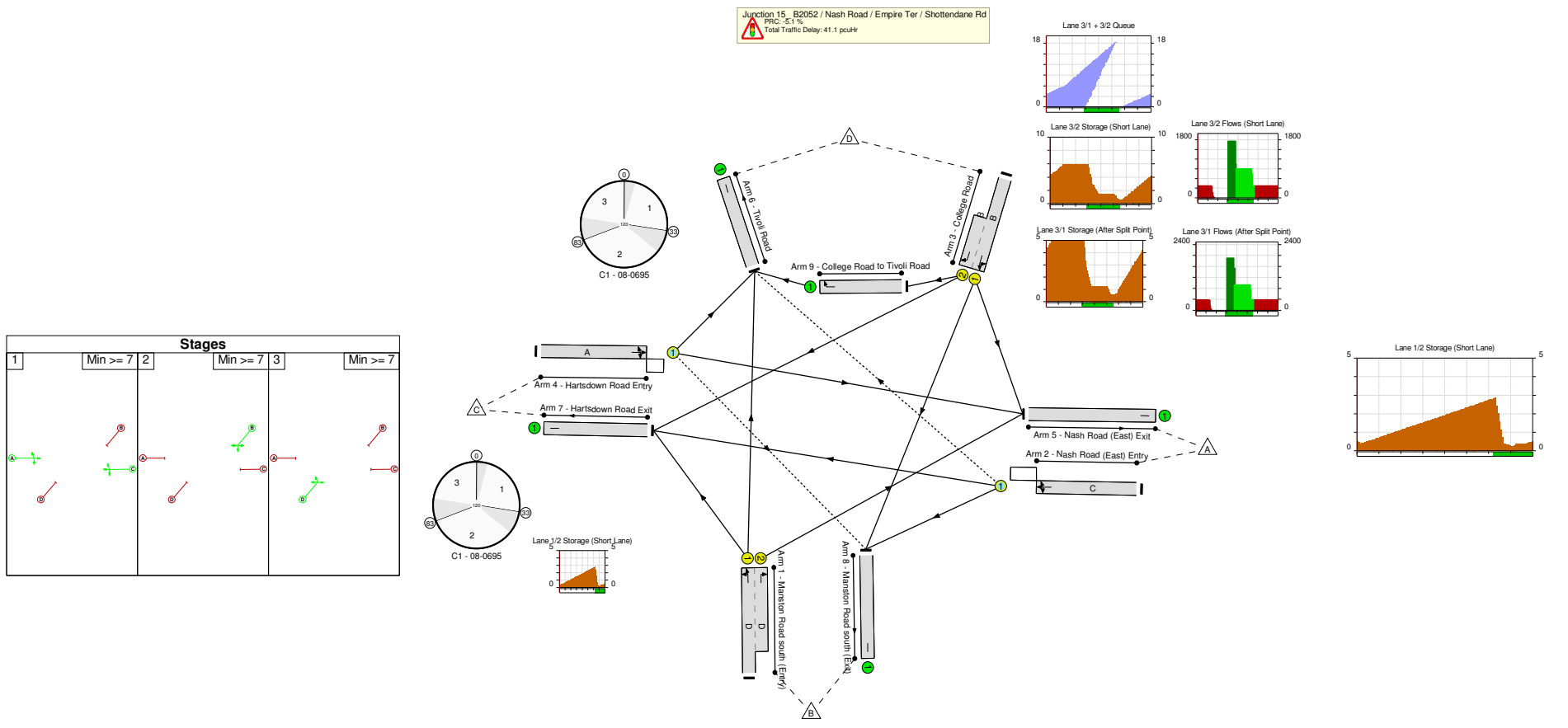
Stage	1	2	3
Duration	28	40	27
Change Point	0	33	83

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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%

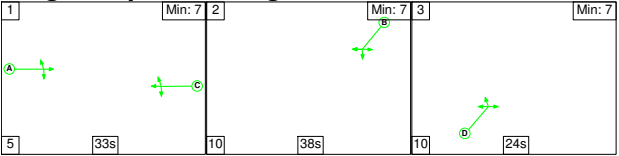
Full Input Data And Results

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	-	-	67	0	29	22.3	18.4	0.4	41.1	-	-	-	-
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	67	0	29	22.3	18.4	0.4	41.1	-	-	-	-
1/1+1/2	491	491	-	-	-	5.9	5.6	-	11.5	84.6	13.1	5.6	18.7
2/1	353	353	26	0	29	4.2	1.7	0.2	6.1	62.0	10.9	1.7	12.5
3/1+3/2	765	765	-	-	-	7.4	6.7	-	14.1	66.5	18.4	6.7	25.1
4/1	390	390	41	0	0	4.8	4.4	0.1	9.4	86.3	12.6	4.4	17.0
5/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	500	500	-	-	-	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 (%):				-5.1	Total Delay for Signalled Lanes (pcuHr):			41.11	Cycle Time (s): 120				
PRC Over All Lanes (%):				-5.1	Total Delay Over All Lanes(pcuHr):			41.13					

Full Input Data And Results

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

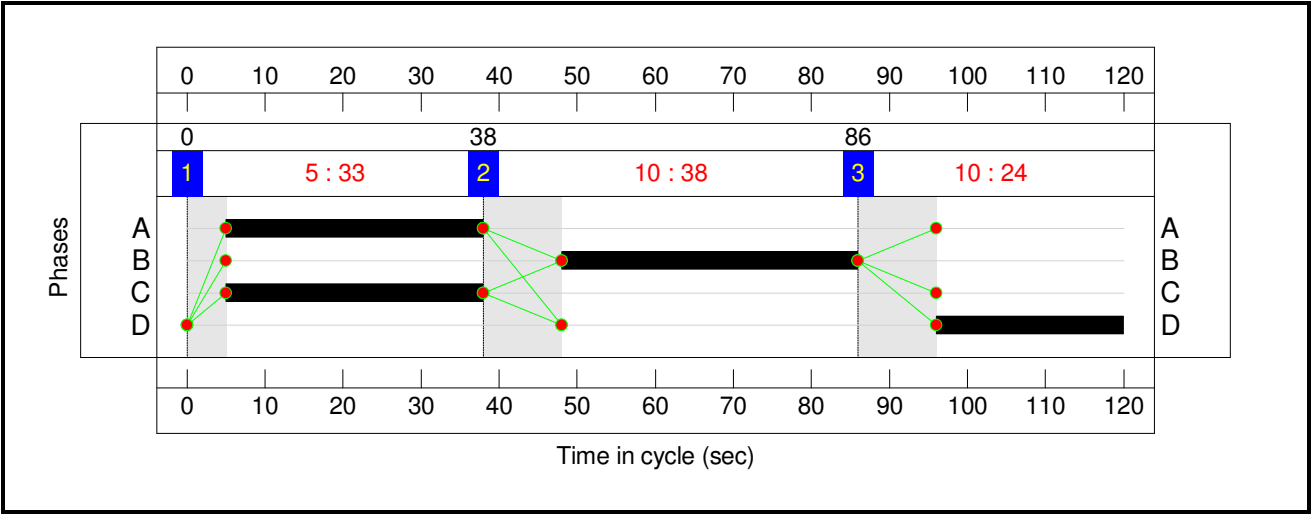
Stage Sequence Diagram



Stage Timings

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

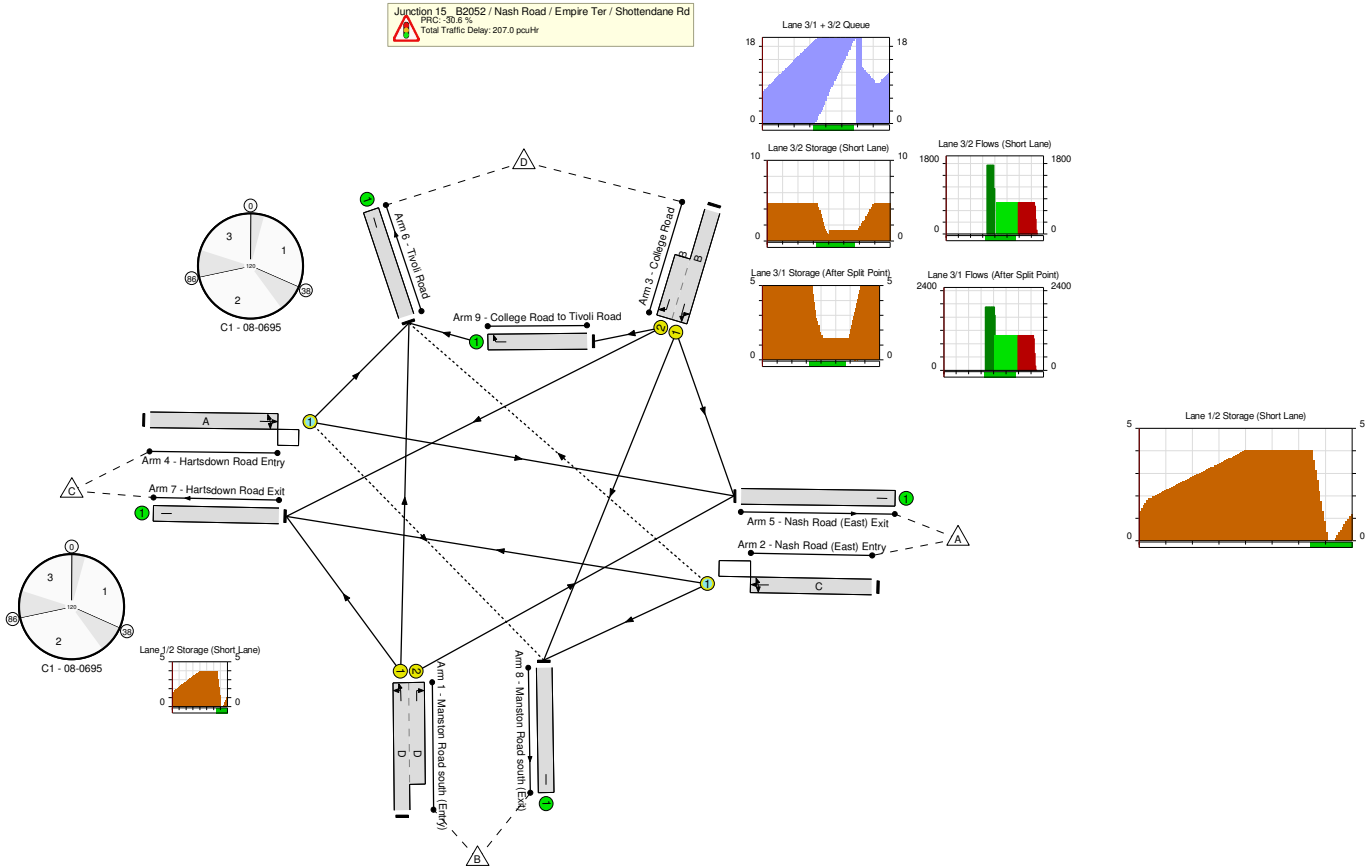
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Stages			
1	Min >= 7	2	Min >= 7



Network Results

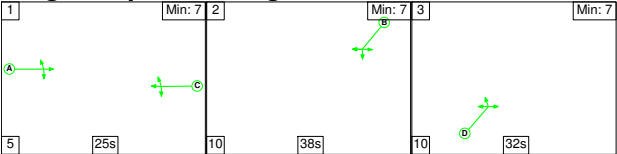
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	117.5%
Junction 15_ B2052 / Nash Road / Empire Ter / 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

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	-	-	67	0	65	43.5	163.0	0.5	207.0	-	-	-	-
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	67	0	65	43.5	163.0	0.5	207.0	-	-	-	-
1/1+1/2	591	504	-	-	-	12.4	46.8	-	59.2	360.5	19.9	46.8	66.7
2/1	333	333	1	0	65	3.5	1.3	0.4	5.2	56.1	9.6	1.3	10.9
3/1+3/2	875	745	-	-	-	15.6	68.4	-	84.0	345.4	30.2	68.4	98.6
4/1	587	503	66	0	0	12.1	46.5	0.1	58.7	360.1	22.4	46.5	68.9
5/1	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	45	45	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
C1 - 08-0695 PRC for Signalled Lanes (%): -30.6 Total Delay for Signalled Lanes (pcuHr): 207.04 Cycle Time (s): 120 PRC Over All Lanes (%): -30.6 Total Delay Over All Lanes(pcuHr): 207.05													

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

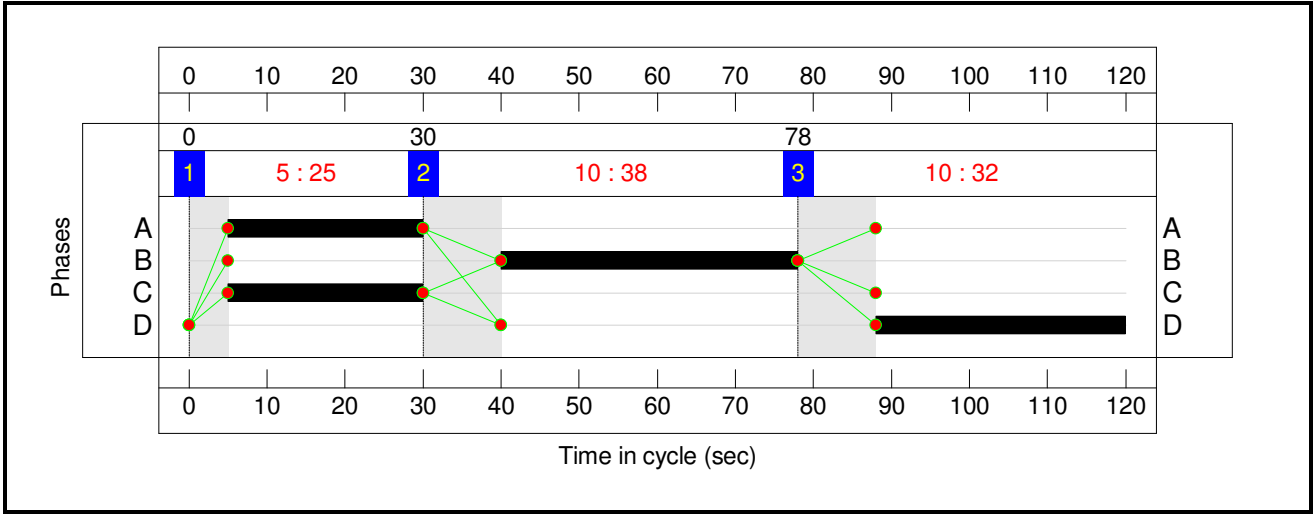
Stage Sequence Diagram



Stage Timings

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

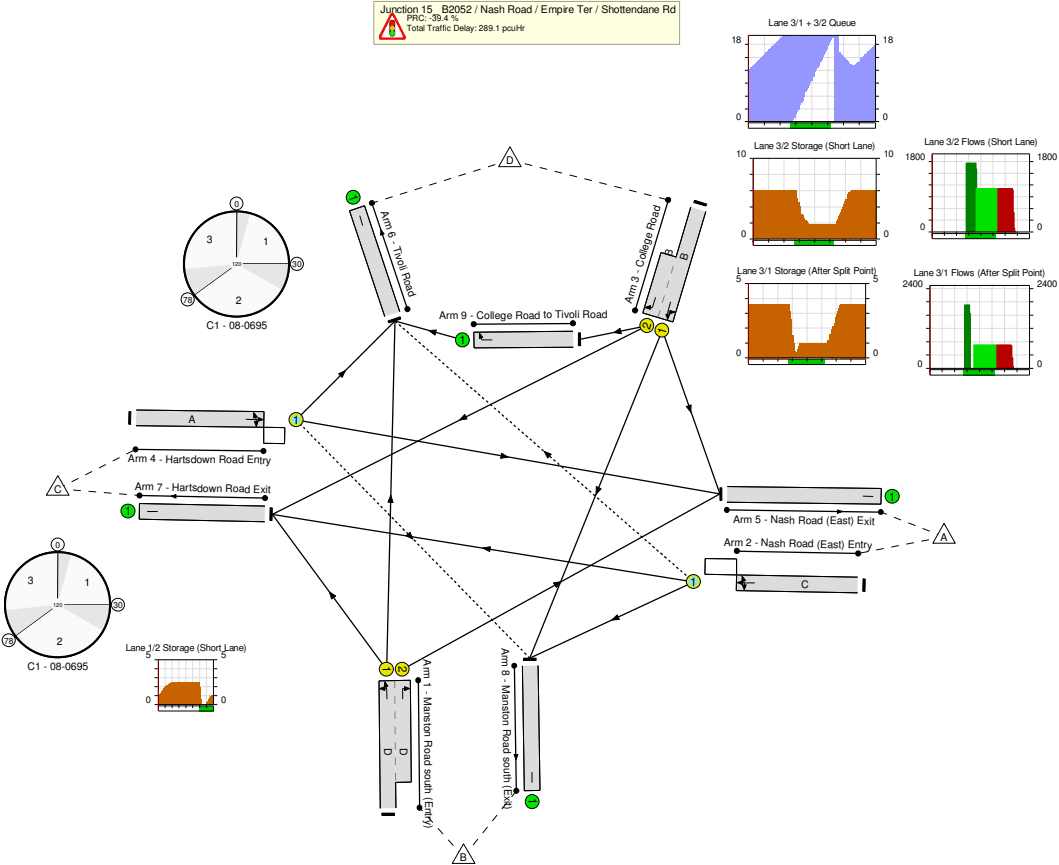
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Stages			
1	Min >= 7	2	Min >= 7



Full Input Data And Results

Network Results

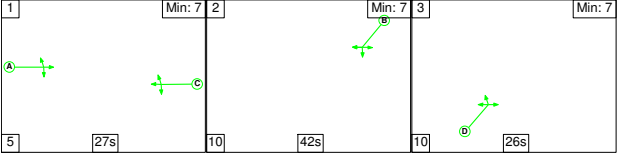
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	125.4%
Junction 15_ B2052 / Nash Road / Empire Ter / 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

[illegible]

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

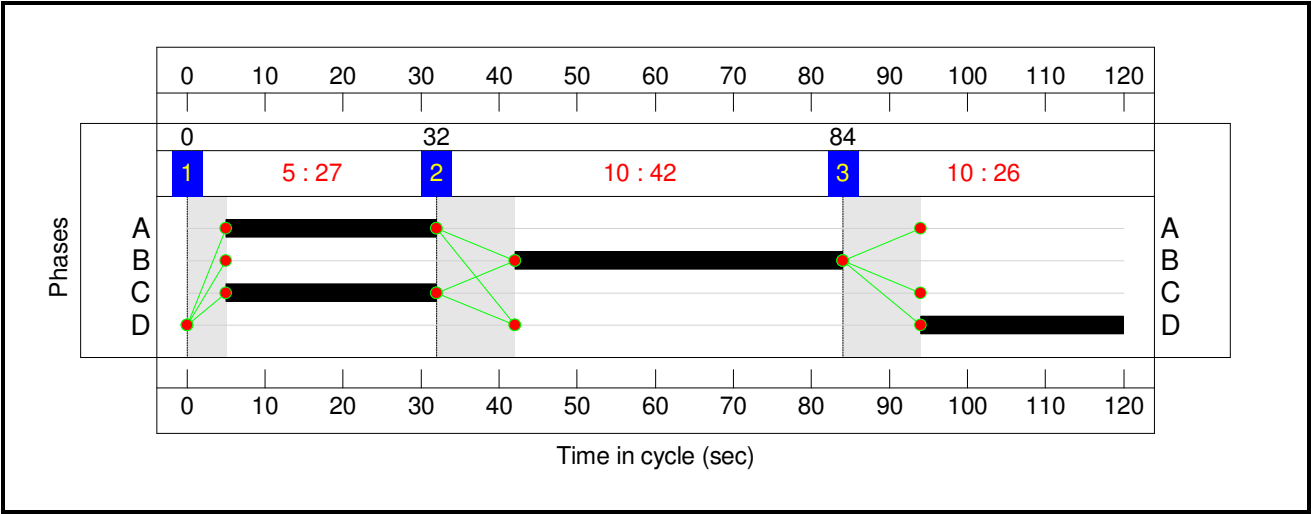
Stage Sequence Diagram



Stage Timings

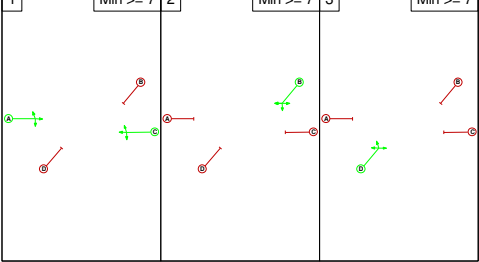
Stage	1	2	3
Duration	27	42	26
Change Point	0	32	84

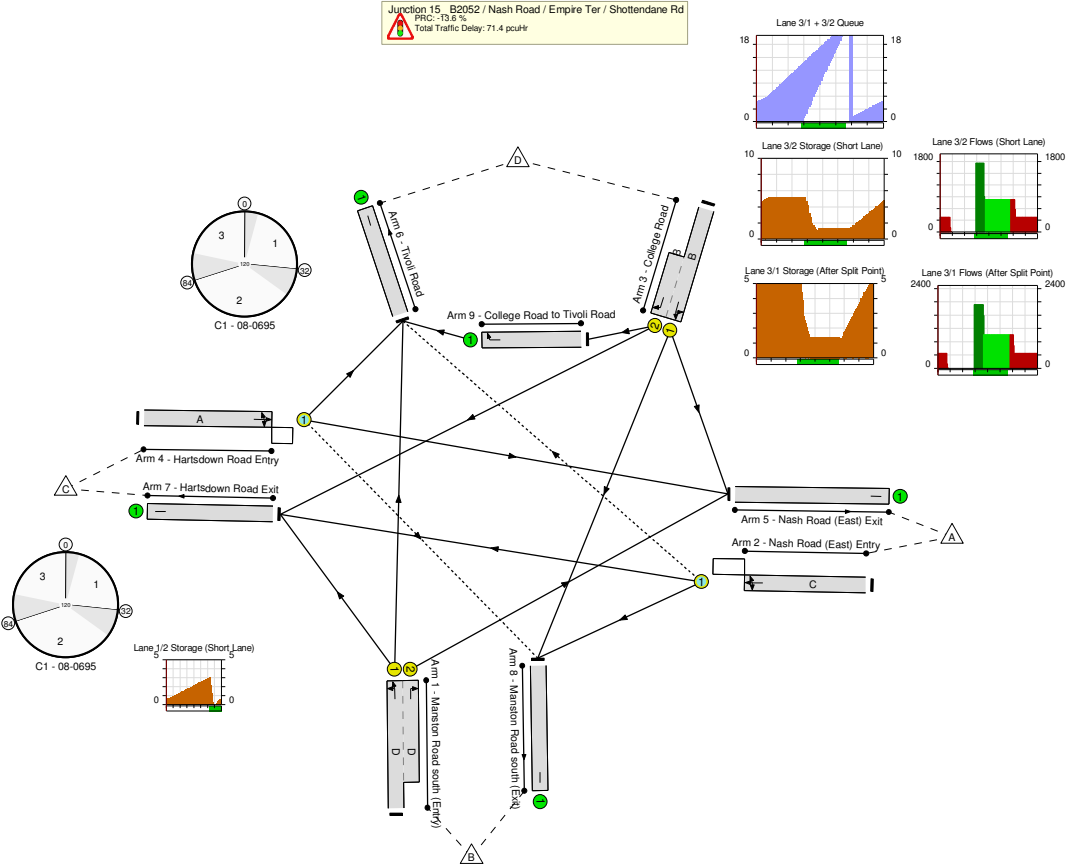
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Stages			
1	Min >= 7	2	Min >= 7
			



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%

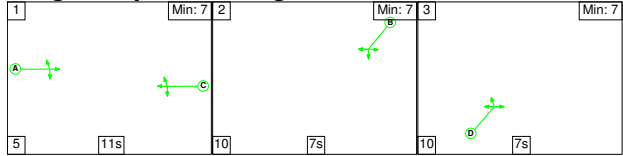
Full Input Data And Results

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')

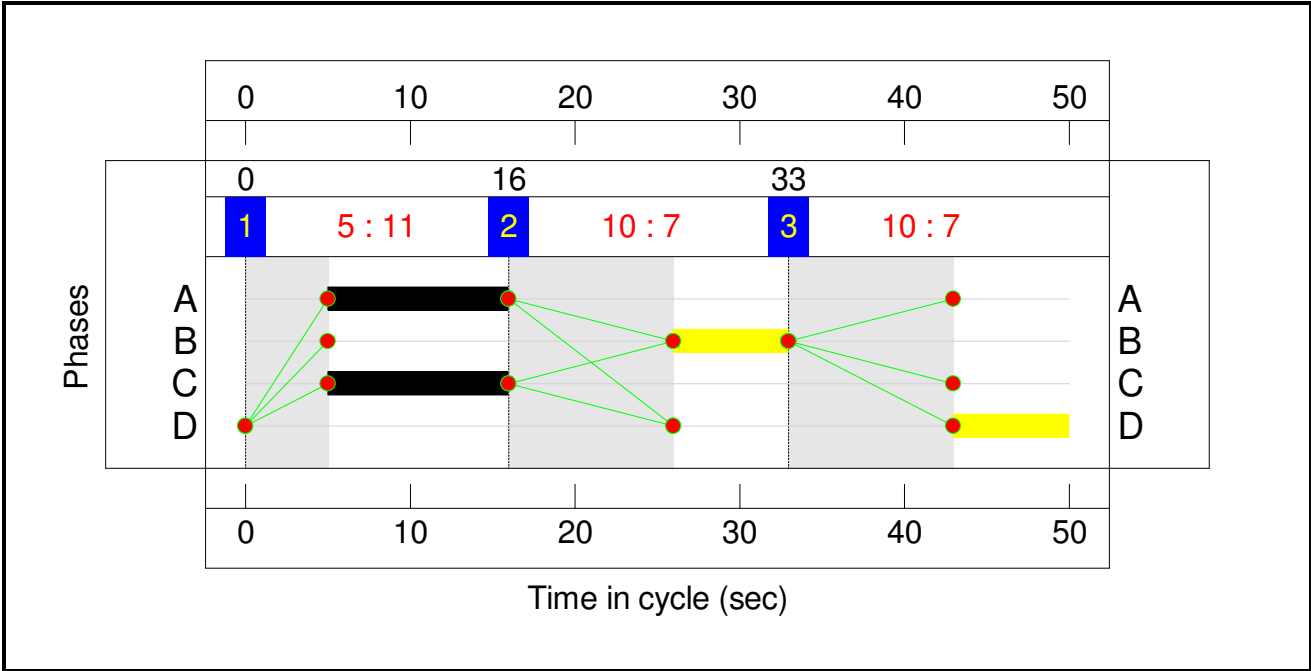
Stage Sequence Diagram



Stage Timings

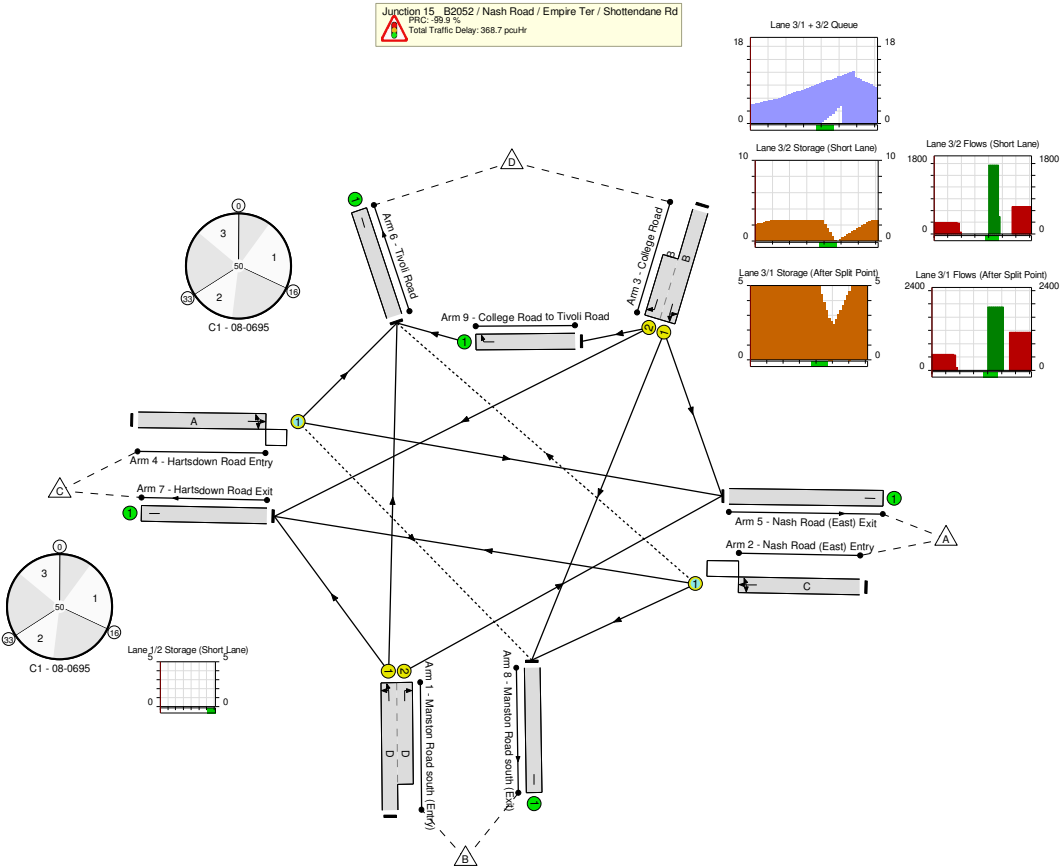
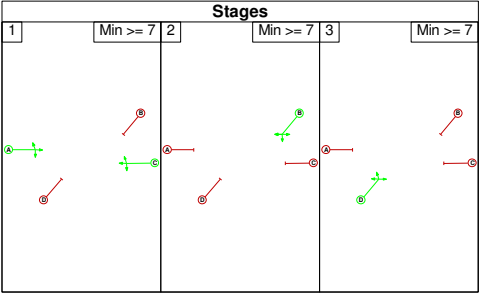
Stage	1	2	3
Duration	11	7	7
Change Point	0	16	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

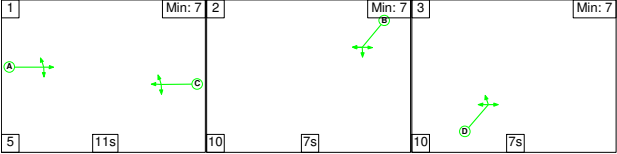
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 15	-	-	N/A	-	-		-	-	-	-	-	-	179.9%
Junction 15_ B2052 / Nash Road / Empire Ter / 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

[illegible]

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')

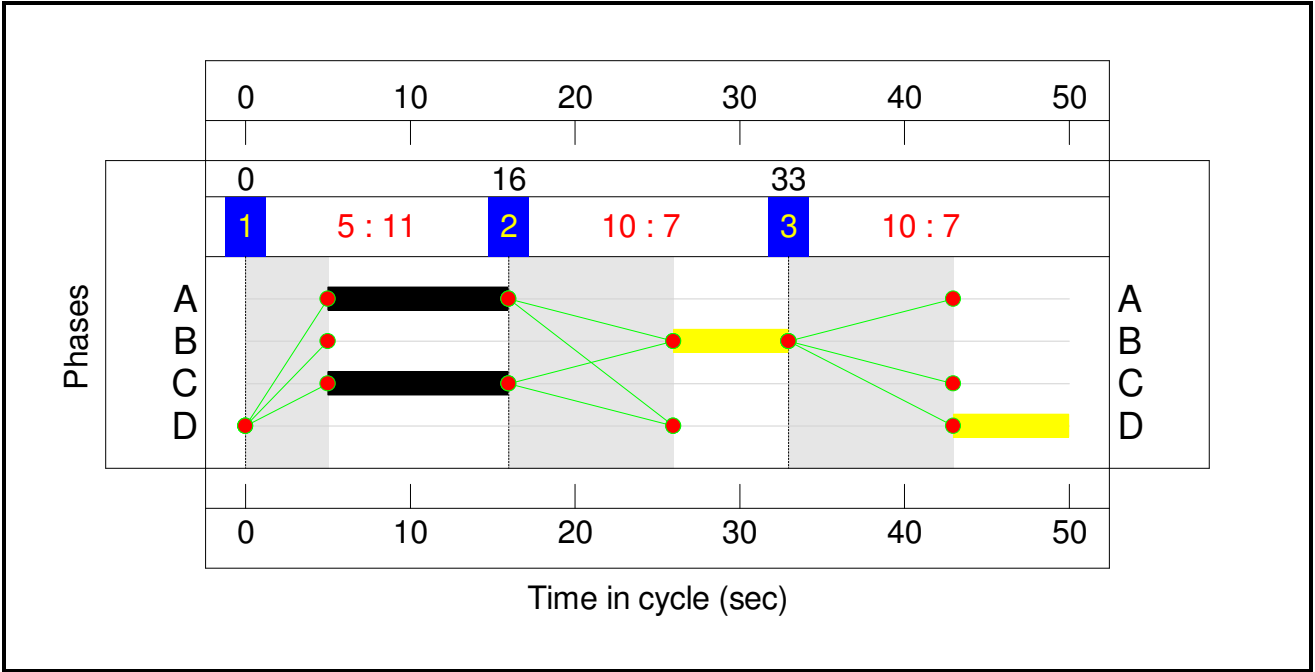
Stage Sequence Diagram



Stage Timings

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

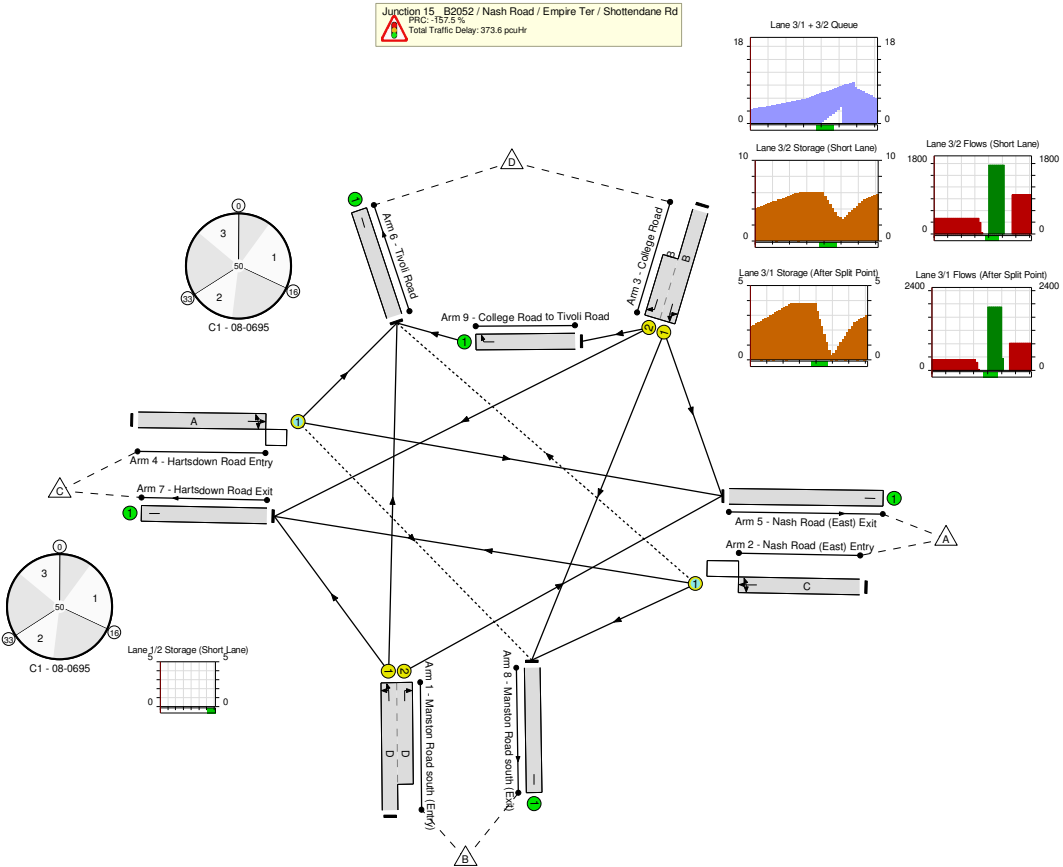
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

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

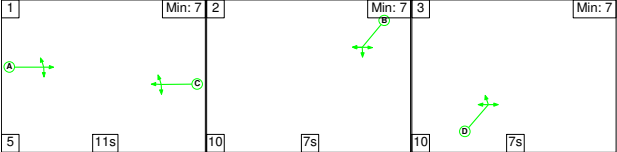
Full Input Data And Results

[illegible]

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')

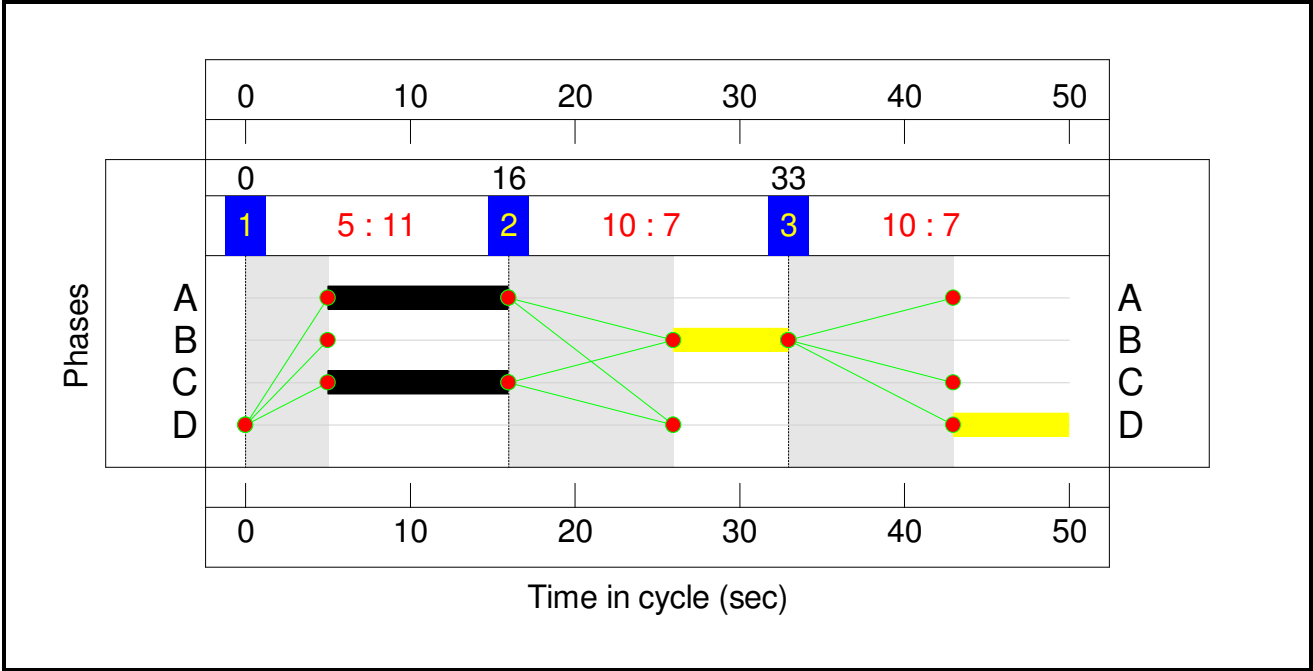
Stage Sequence Diagram



Stage Timings

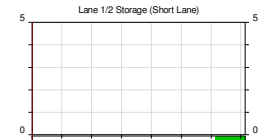
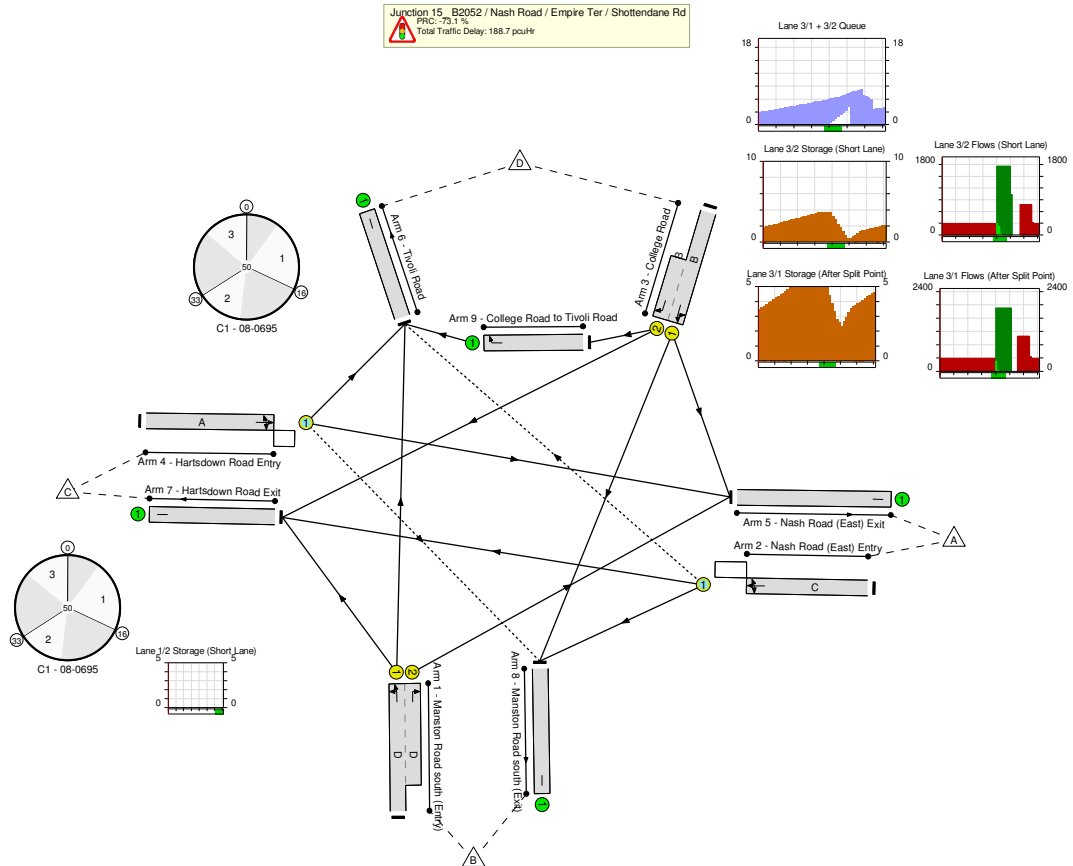
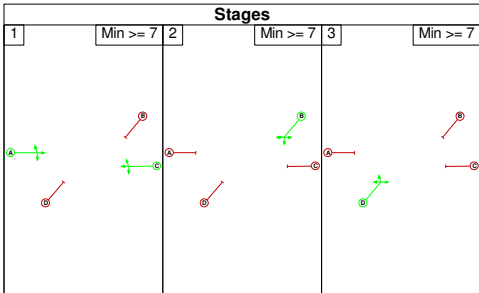
Stage	1	2	3
Duration	11	7	7
Change Point	0	16	33

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

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	-	-	76	0	38	16.0	172.5	0.2	188.7	-	-	-	-
Junction 15_ B2052 / Nash Road / Empire Ter / Shottendane Rd	-	-	76	0	38	16.0	172.5	0.2	188.7	-	-	-	-
1/1+1/2	459	295	-	-	-	6.3	83.6	-	89.9	705.0	9.5	83.6	93.1
2/1	334	334	17	0	38	1.6	1.3	0.1	3.0	32.2	4.2	1.3	5.4
3/1+3/2	689	572	-	-	-	6.0	81.7	-	87.7	458.4	8.3	81.7	90.0
4/1	402	402	59	0	0	2.1	5.9	0.1	8.0	72.0	5.5	5.9	11.4
5/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	49	49	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
C1 - 08-0695 PRC for Signalled Lanes (%): -73.1 Total Delay for Signalled Lanes (pcuHr): 188.64 Cycle Time (s): 50 PRC Over All Lanes (%): -73.1 Total Delay Over All Lanes(pcuHr): 188.65													

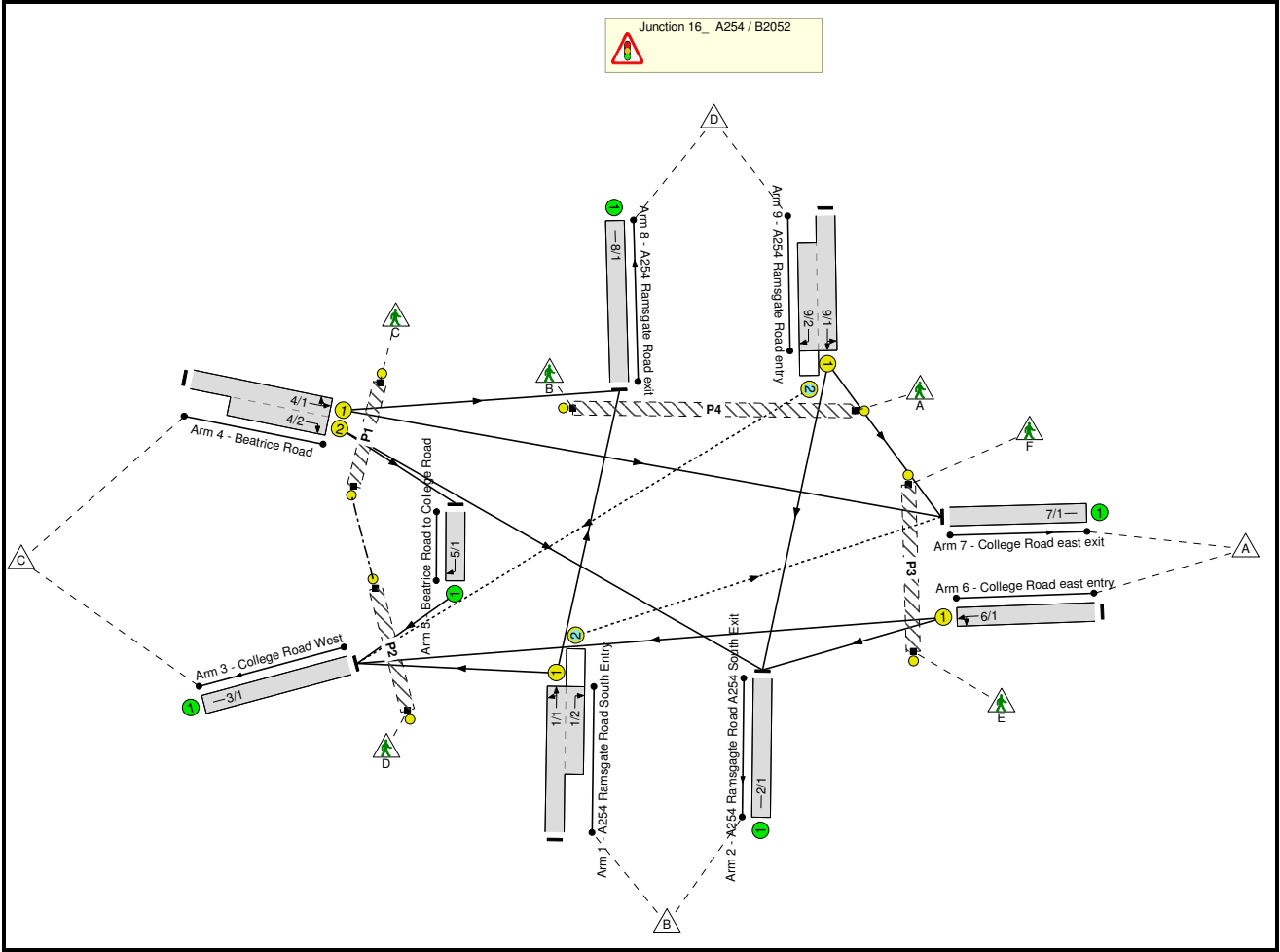
Full Input Data And Results

Full Input Data And Results

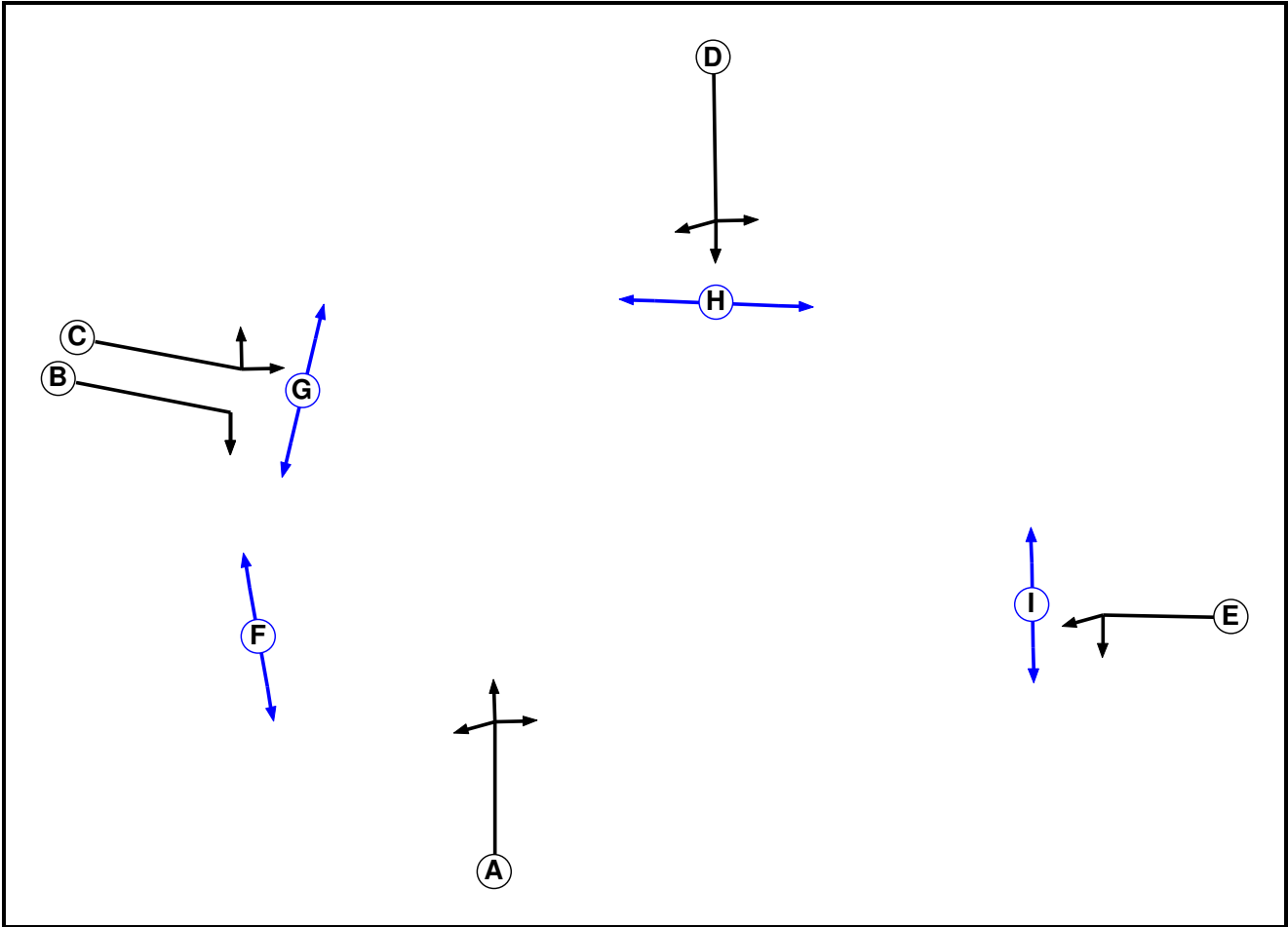
User and Project Details

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

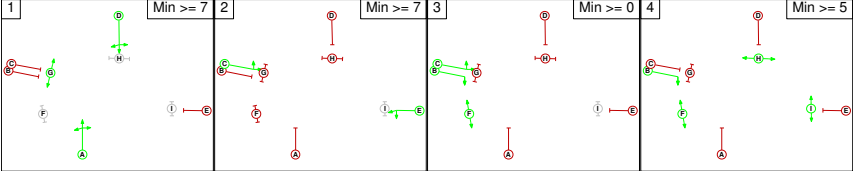
Phase Intergreens Matrix

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

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 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	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
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	98.8 % 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
4/2 (Beatrice Road)	3.00	0.00	Y	Arm 8 Left	15.00	4.4 %		
5/1 (Beatrice Road to College Road)	5.00	0.00	Y	Arm 2 Right	15.00	76.3 %	1709	1709
				Arm 5 Right	8.00	23.7 %		
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	98.2 % 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
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	86.3 %	1722	1722
				Arm 5 Right	8.00	13.7 %		
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 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
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	78.3 %	1711	1711
				Arm 5 Right	8.00	21.7 %		
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	33.9 % 66.1 %	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 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 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	95.5 %	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 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	95.3 %	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
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	98.8 % 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
6/1 (College Road east entry)	3.65	0.00	Y	Arm 2 Left Arm 3 Ahead	Inf Inf	29.8 % 70.2 %	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 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
6/1 (College Road east entry)	3.65	0.00	Y	Arm 2 Left Arm 3 Ahead	Inf Inf	32.4 % 67.6 %	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 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 Left Arm 3 Ahead	Inf Inf	30.6 % 69.4 %	1980	1980
9/2 (A254 Ramsgate Road entry)	3.00	0.00	Y	Arm 2 Ahead Arm 7 Left	Inf 8.00	98.1 % 1.9 %	1908	1908
				Arm 7 Left	8.00	1.9 %	1741	1741
				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

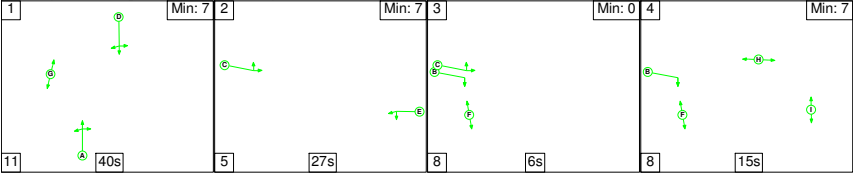
Lane Saturation Flows

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
				Arm 8 Left	15.00	4.7 %		
4/2 (Beatrice Road)	3.00	0.00	Y	Arm 2 Right	15.00	72.6 %	1704	1704
				Arm 5 Right	8.00	27.4 %		
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	29.9 % 70.1 %	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	97.5 % 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')

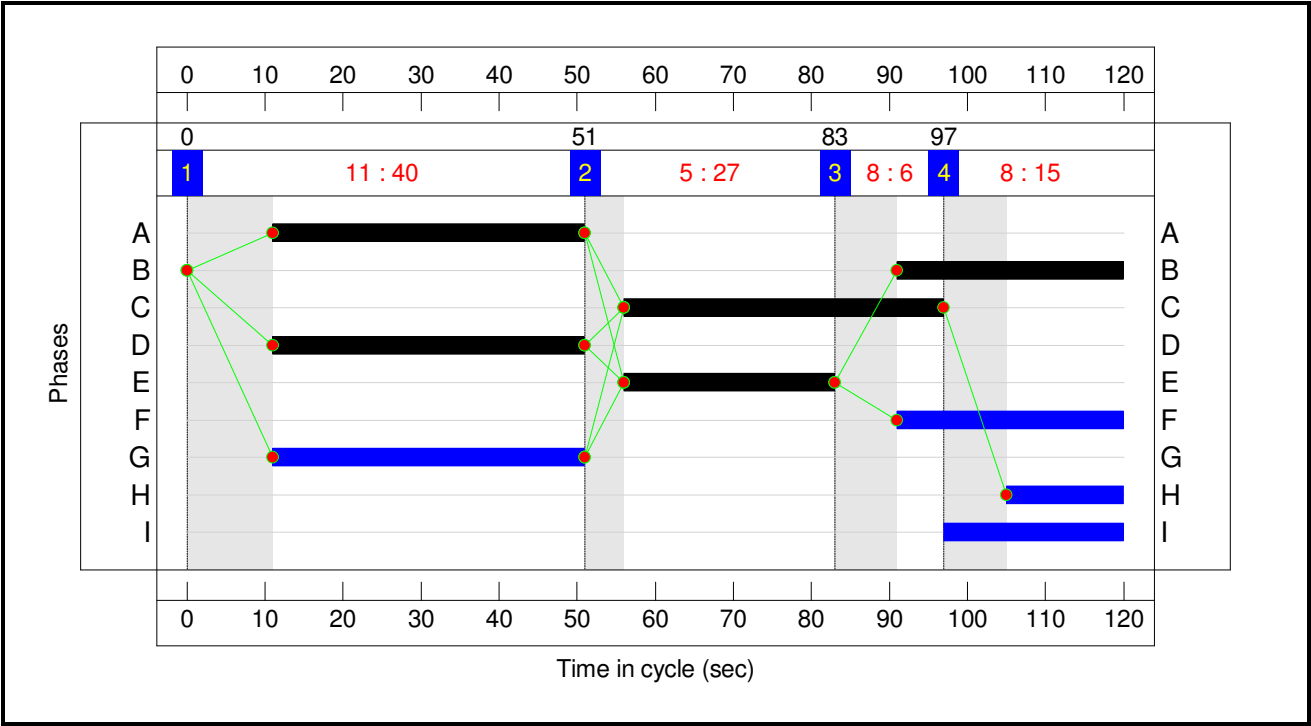
Stage Sequence Diagram



Stage Timings

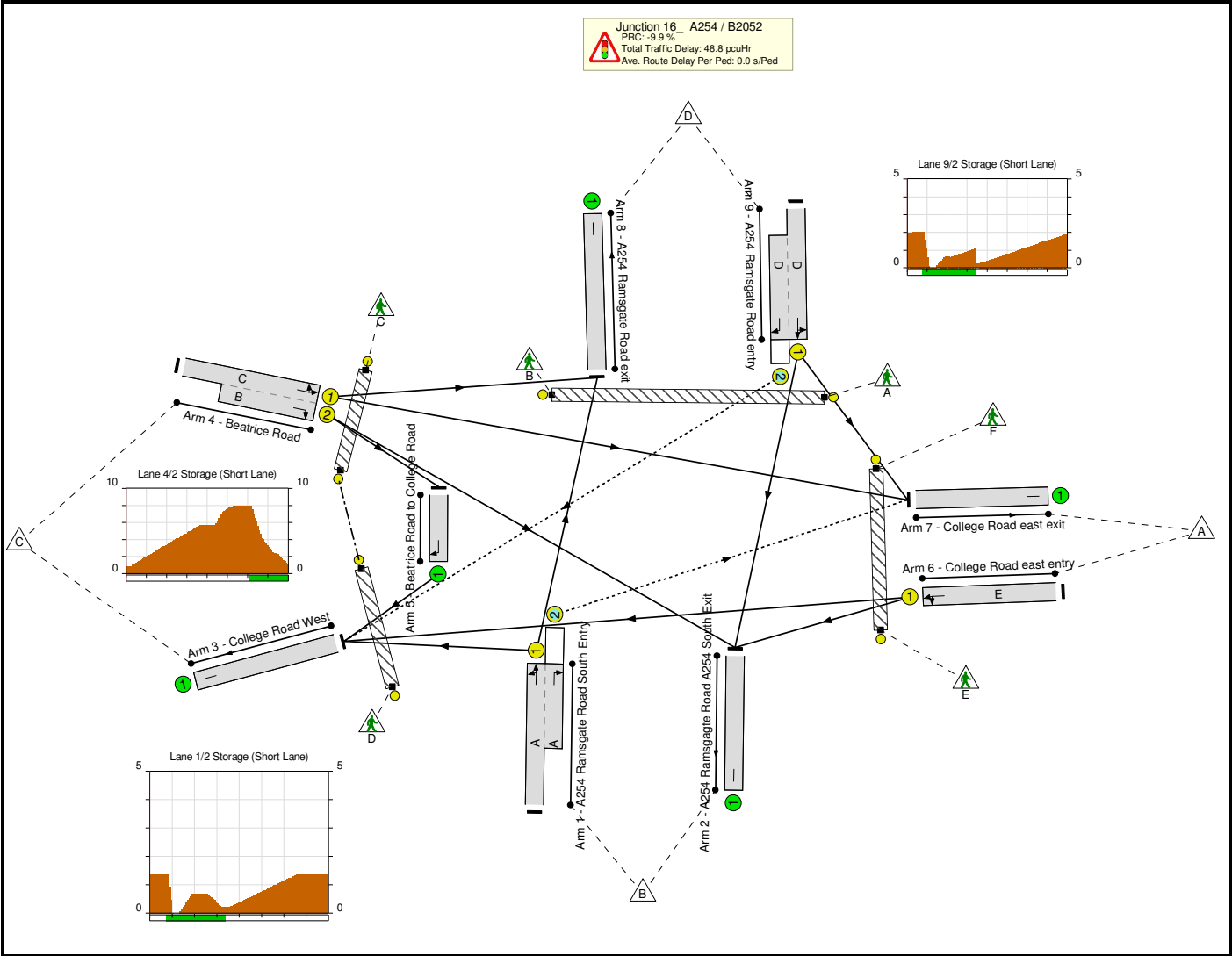
Stage	1	2	3	4
Duration	40	27	6	15
Change Point	0	51	83	97

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%

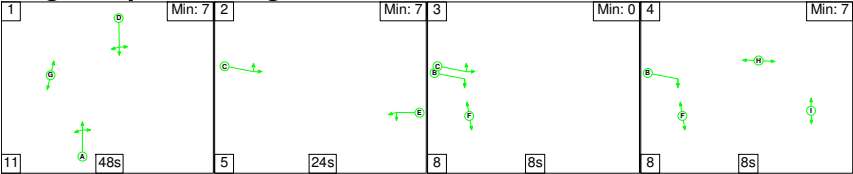
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In 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	-	-	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')

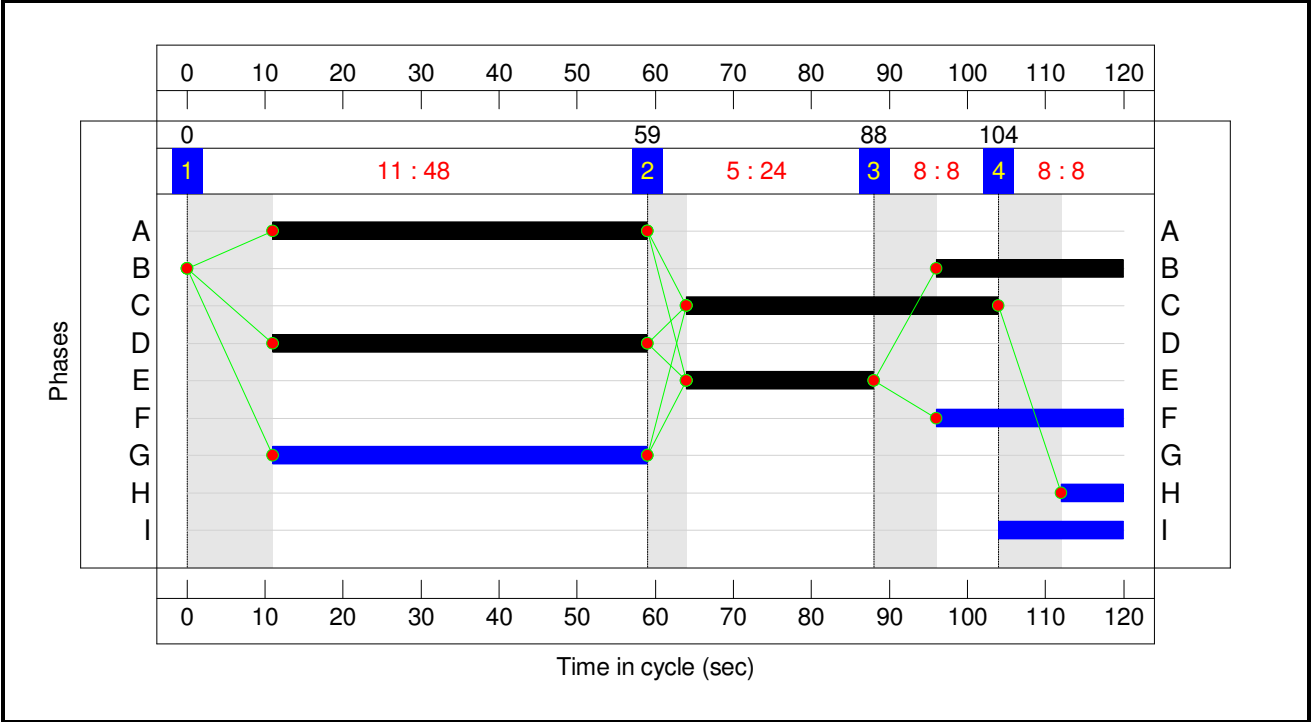
Stage Sequence Diagram



Stage Timings

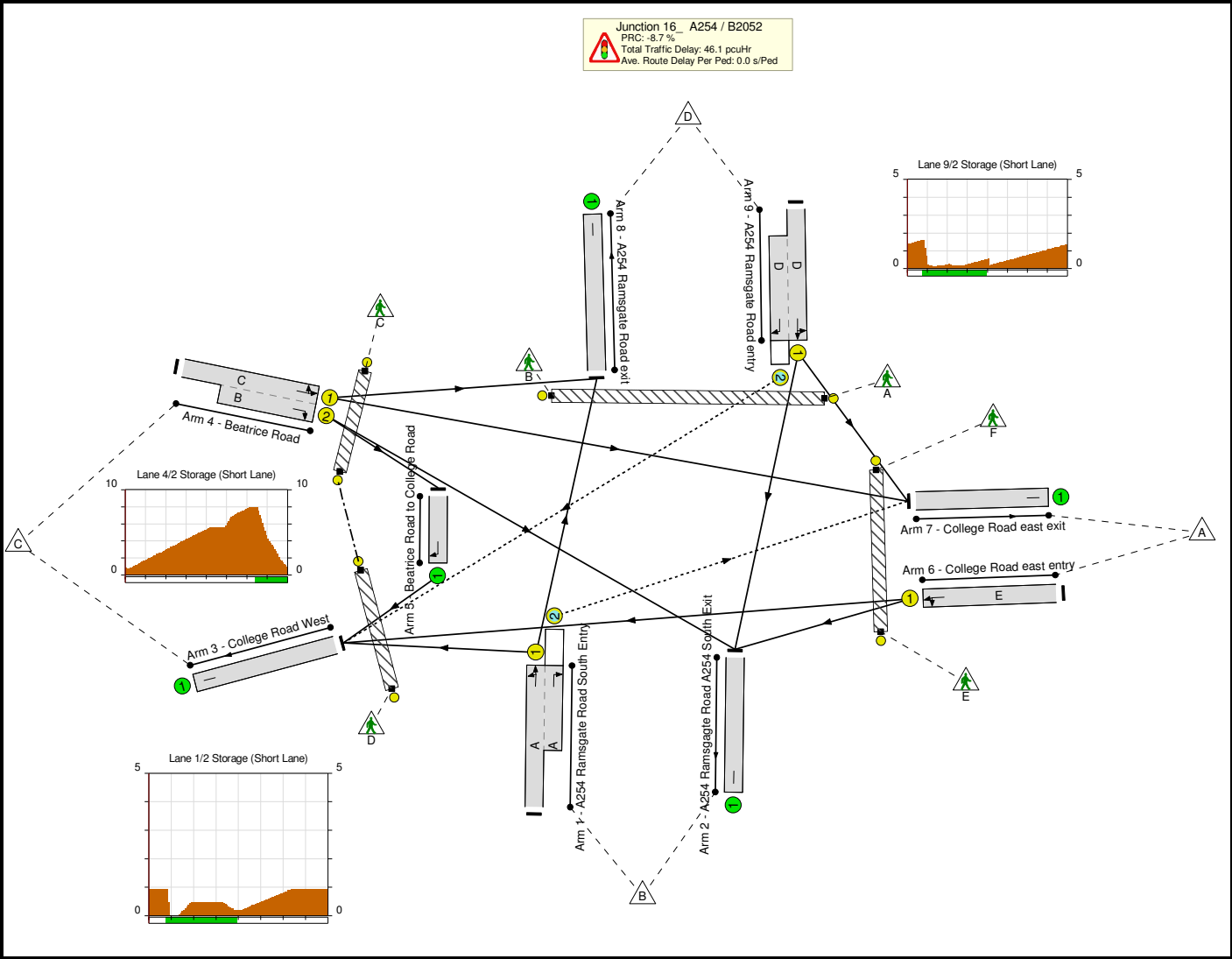
Stage	1	2	3	4
Duration	48	24	8	8
Change Point	0	59	88	104

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%

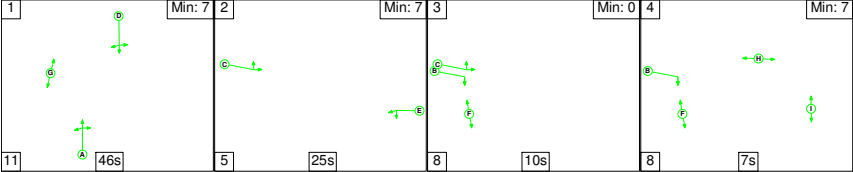
Full Input Data And Results

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')

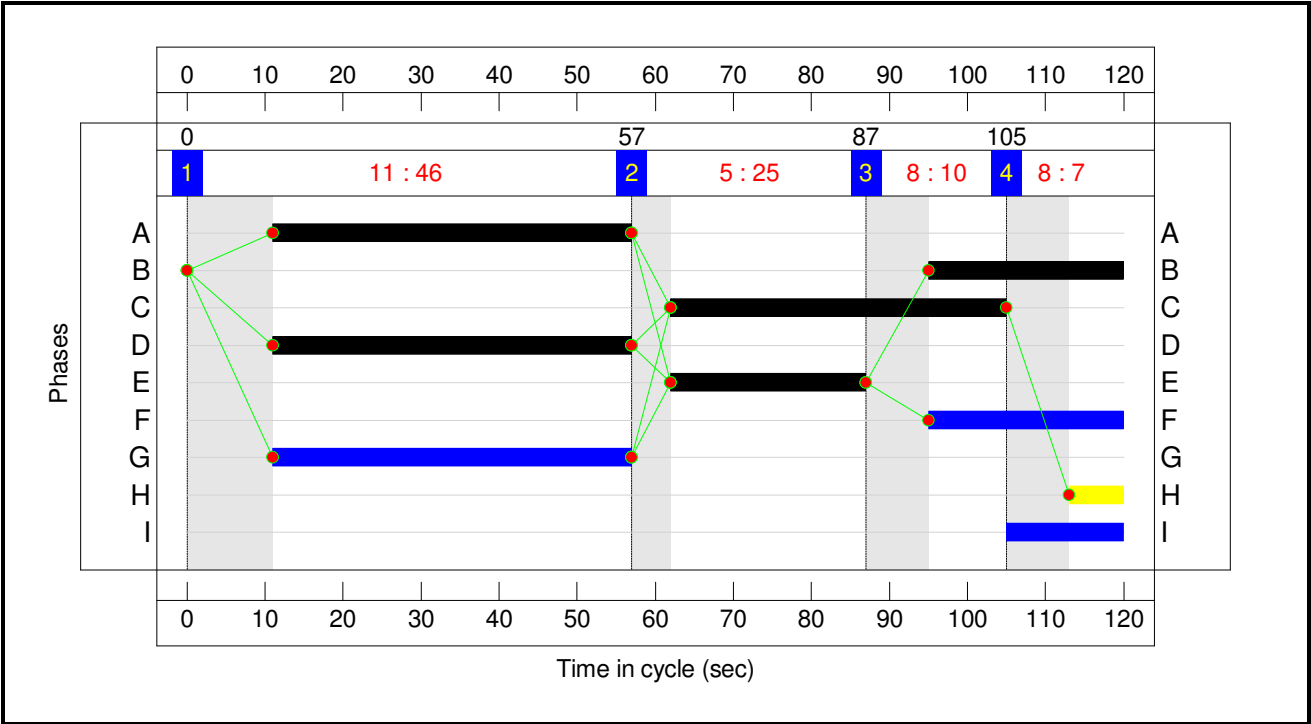
Stage Sequence Diagram



Stage Timings

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

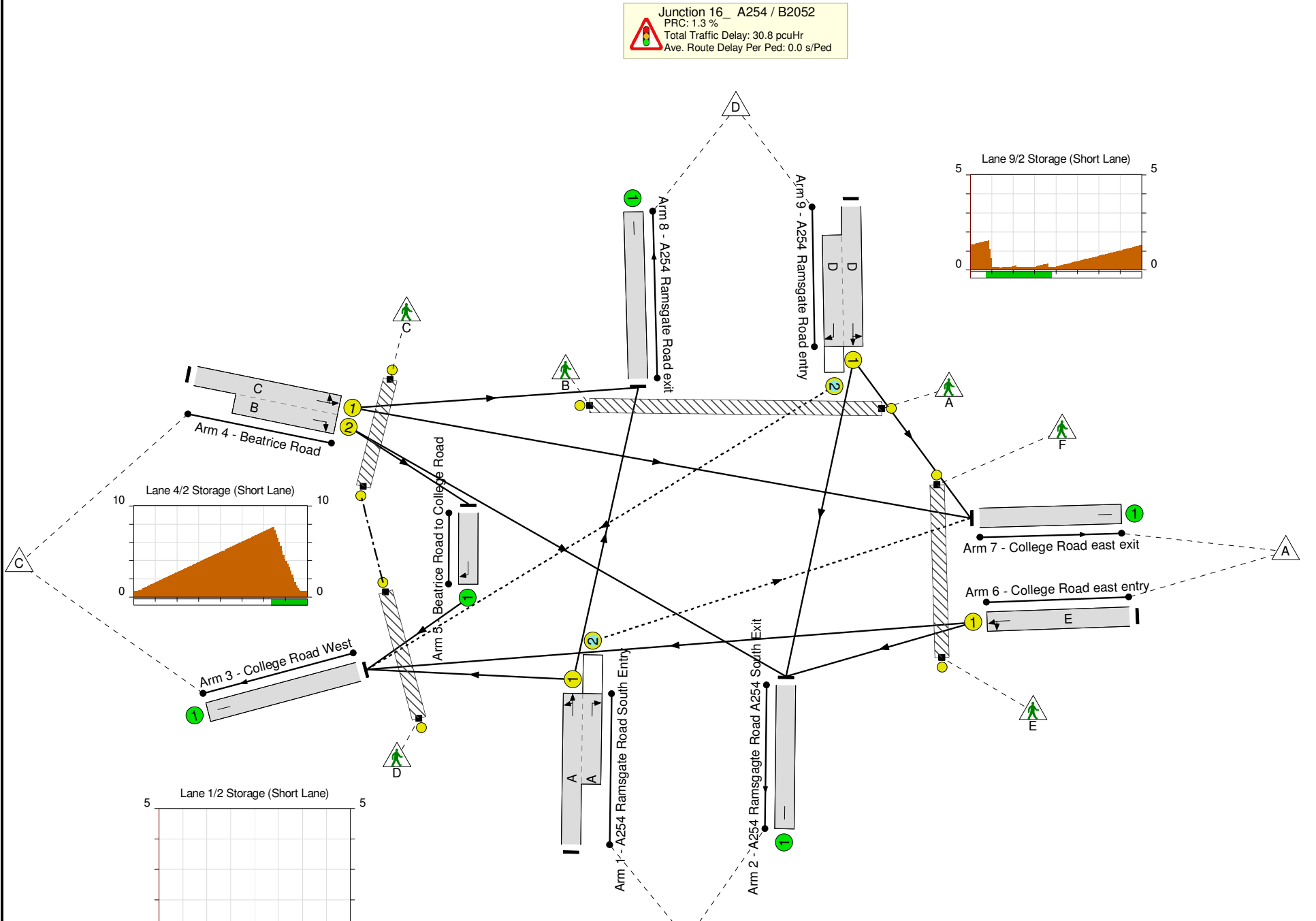
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

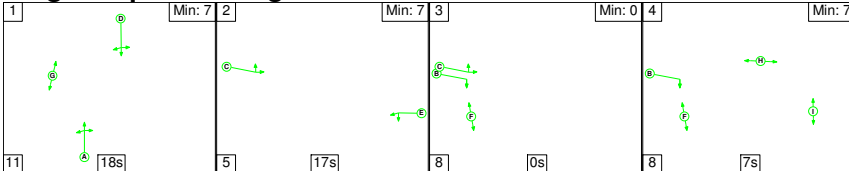
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 16	-	-	N/A	-	-		-	-	-	-	-	-	88.9%
Junction 16_ A254 / B2052	-	-	N/A	-	-		-	-	-	-	-	-	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')

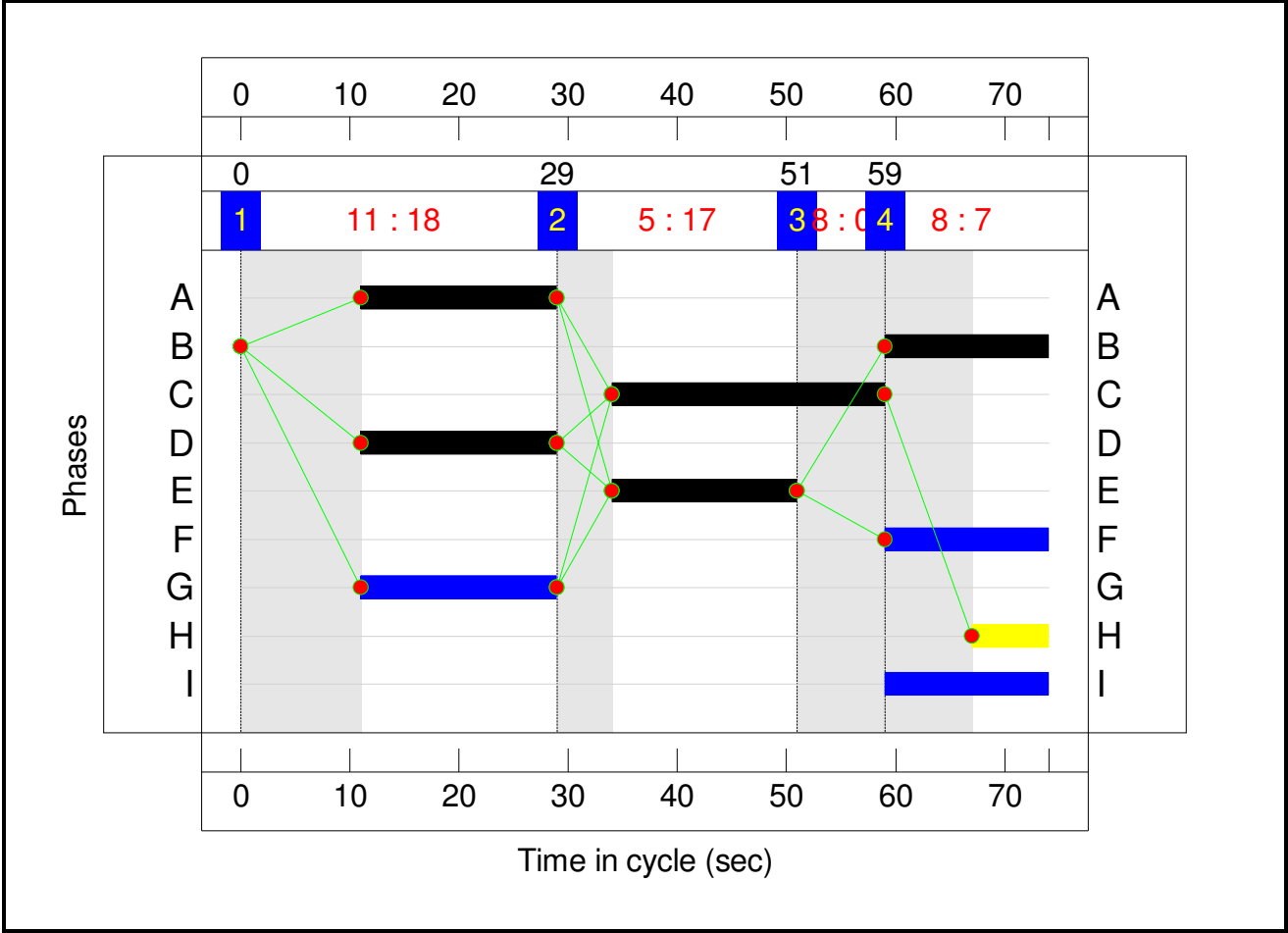
Stage Sequence Diagram



Stage Timings

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

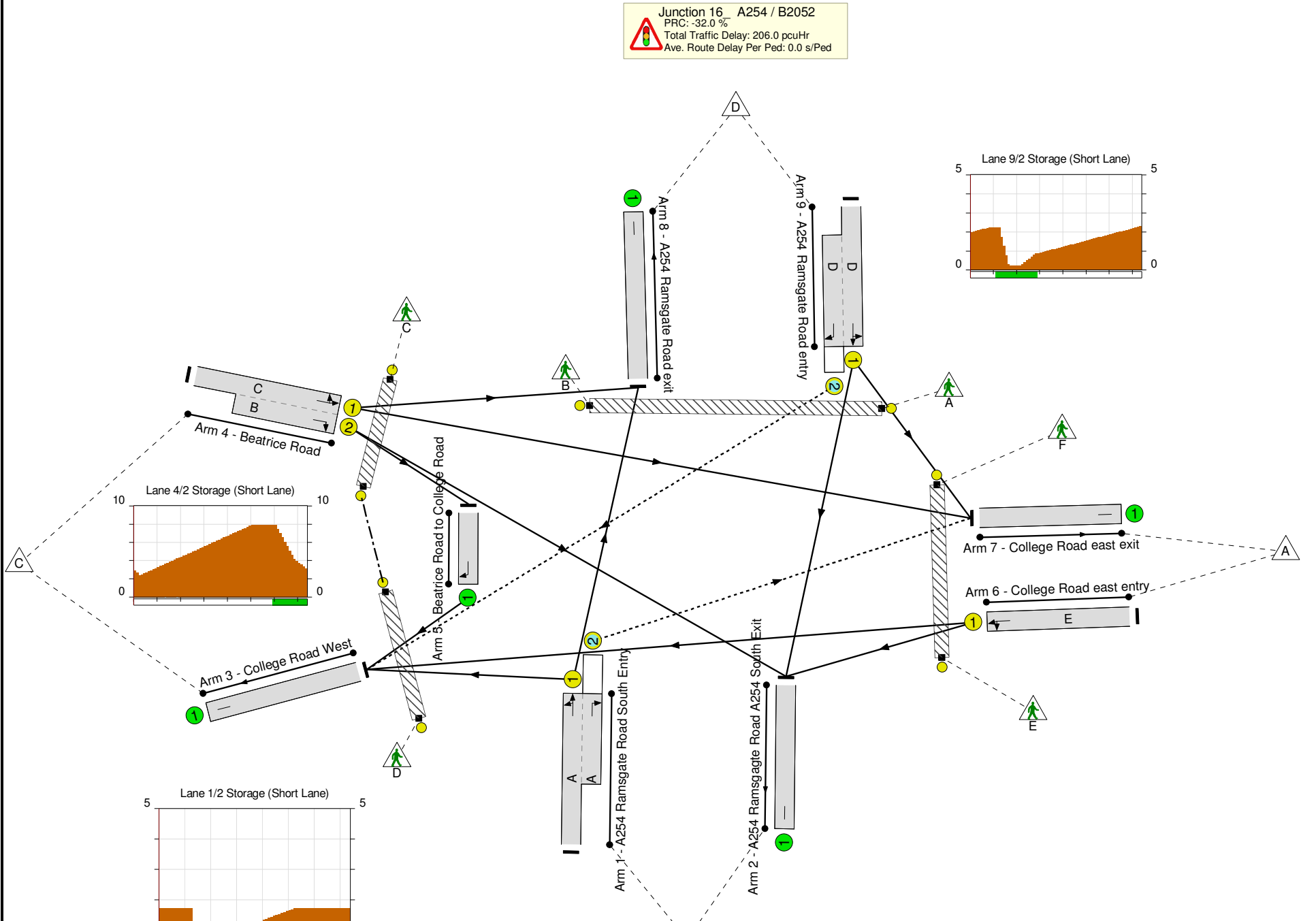
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

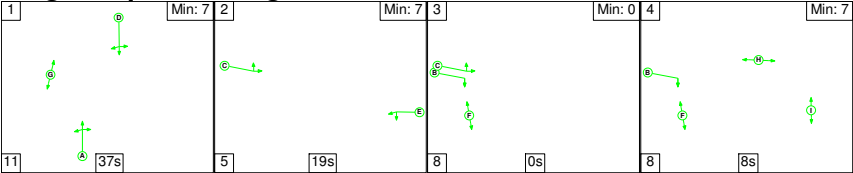
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 16	-	-	N/A	-	-		-	-	-	-	-	-	118.8%
Junction 16_ A254 / B2052	-	-	N/A	-	-		-	-	-	-	-	-	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

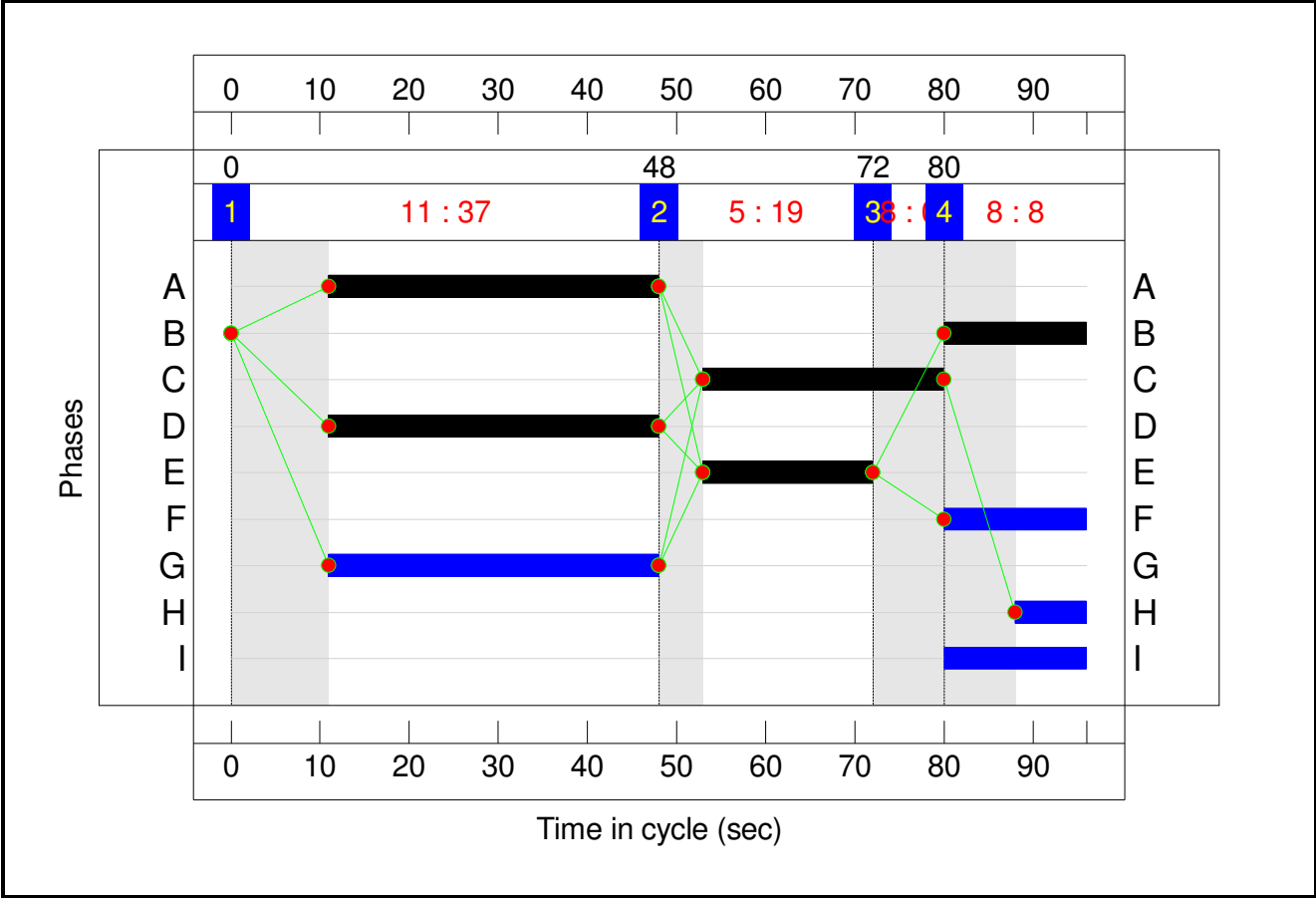


Full Input Data And Results

Stage Timings

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

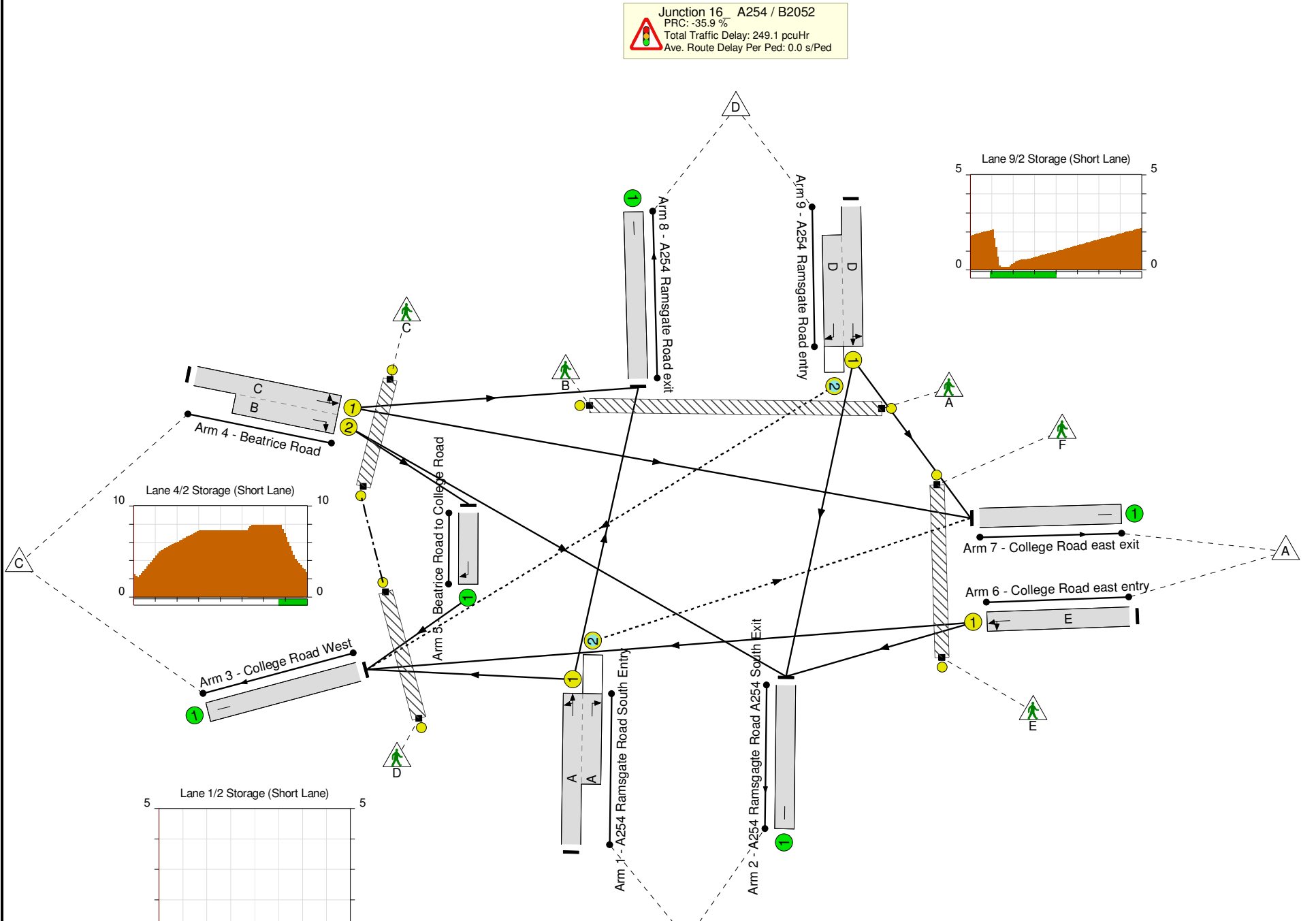
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

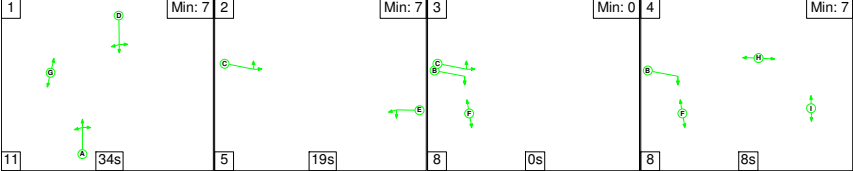
Network Results

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	-	-		-	-	-	-	-	-	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

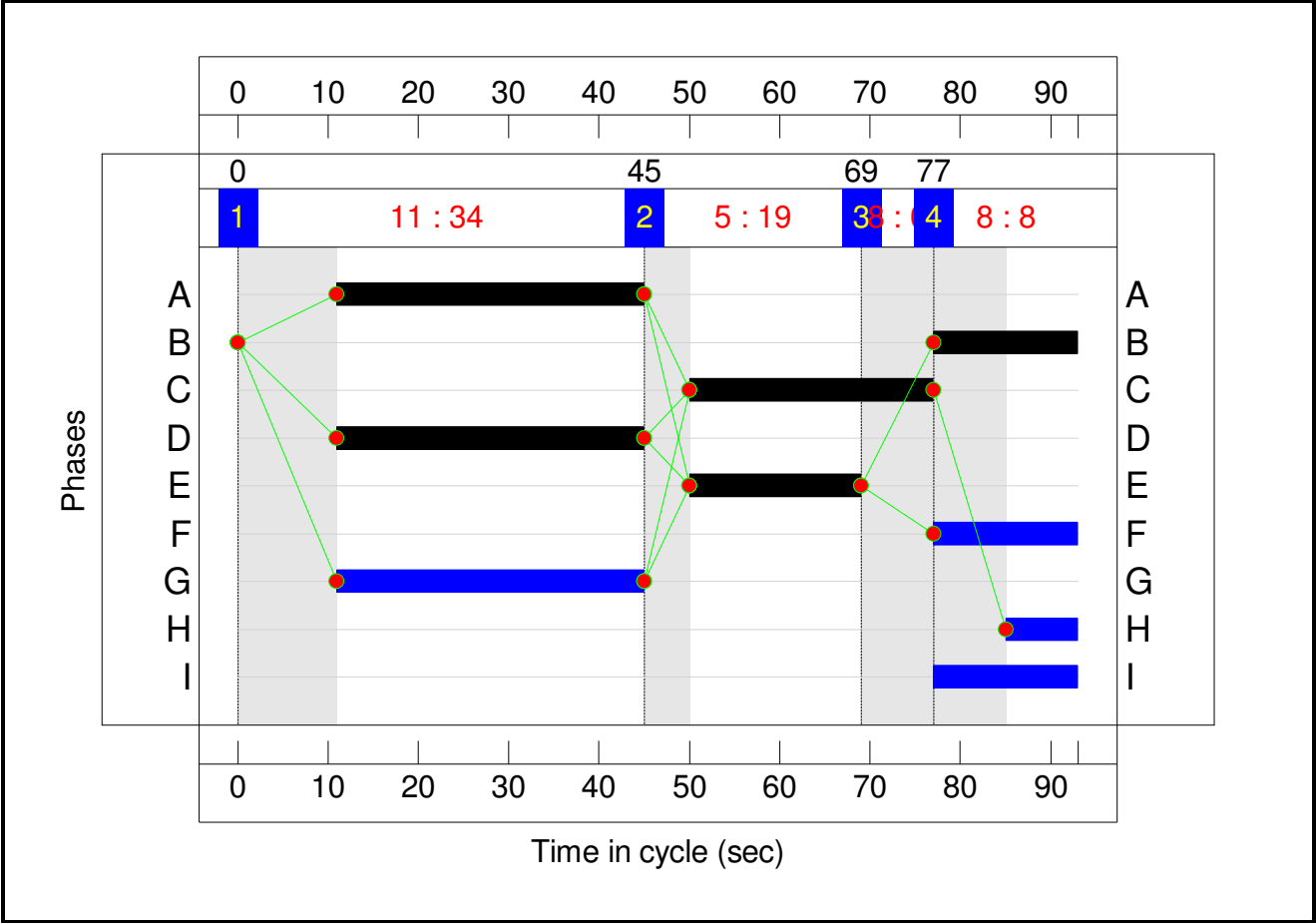


Full Input Data And Results

Stage Timings

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

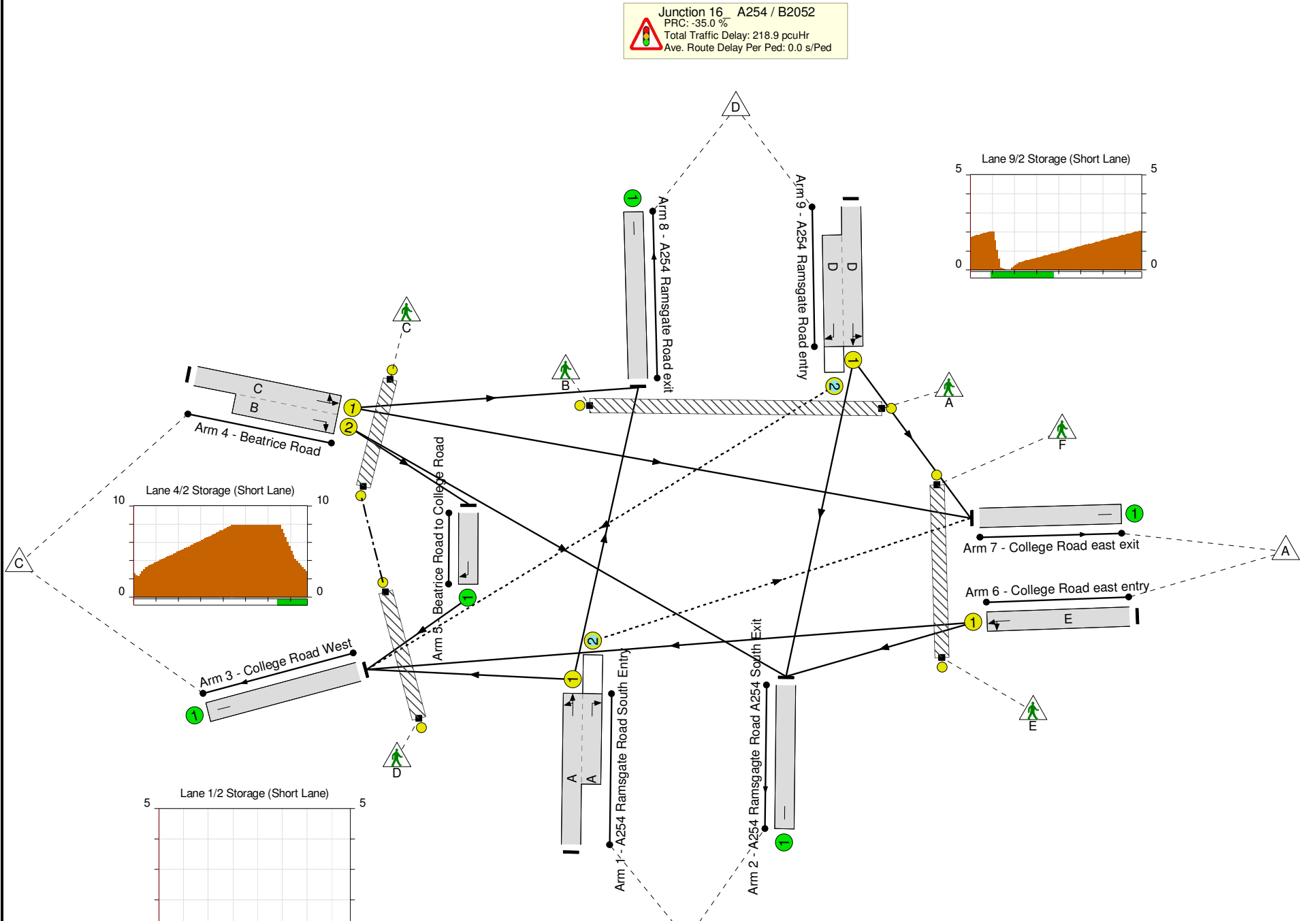
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

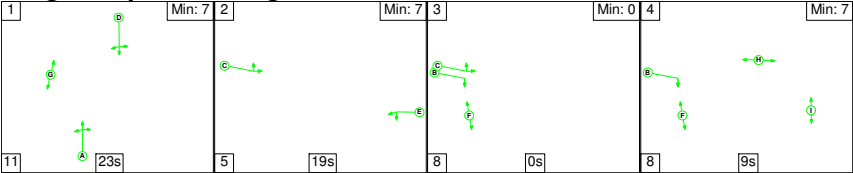
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 16	-	-	N/A	-	-		-	-	-	-	-	-	121.5%
Junction 16_ A254 / B2052	-	-	N/A	-	-		-	-	-	-	-	-	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')

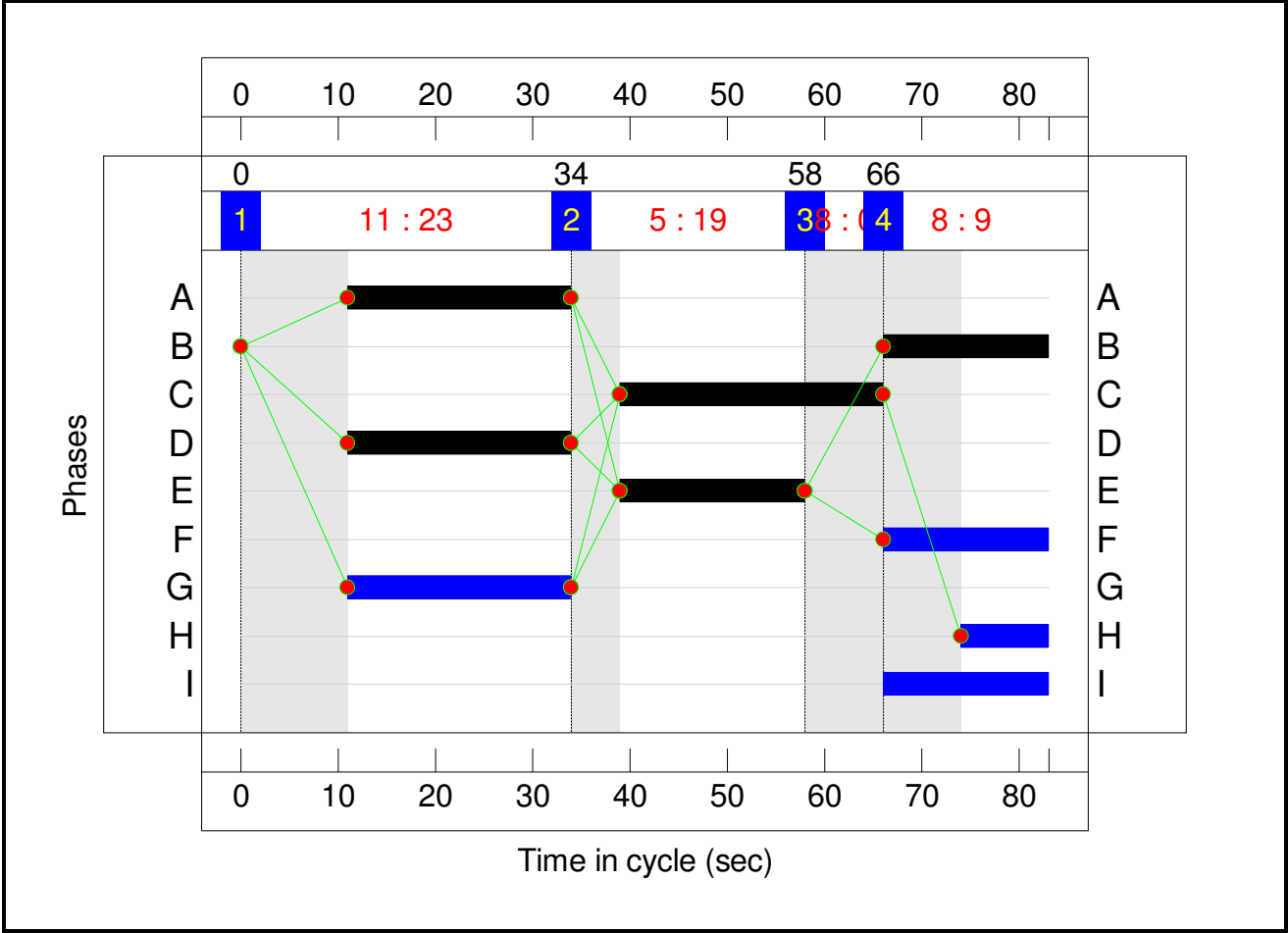
Stage Sequence Diagram



Stage Timings

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

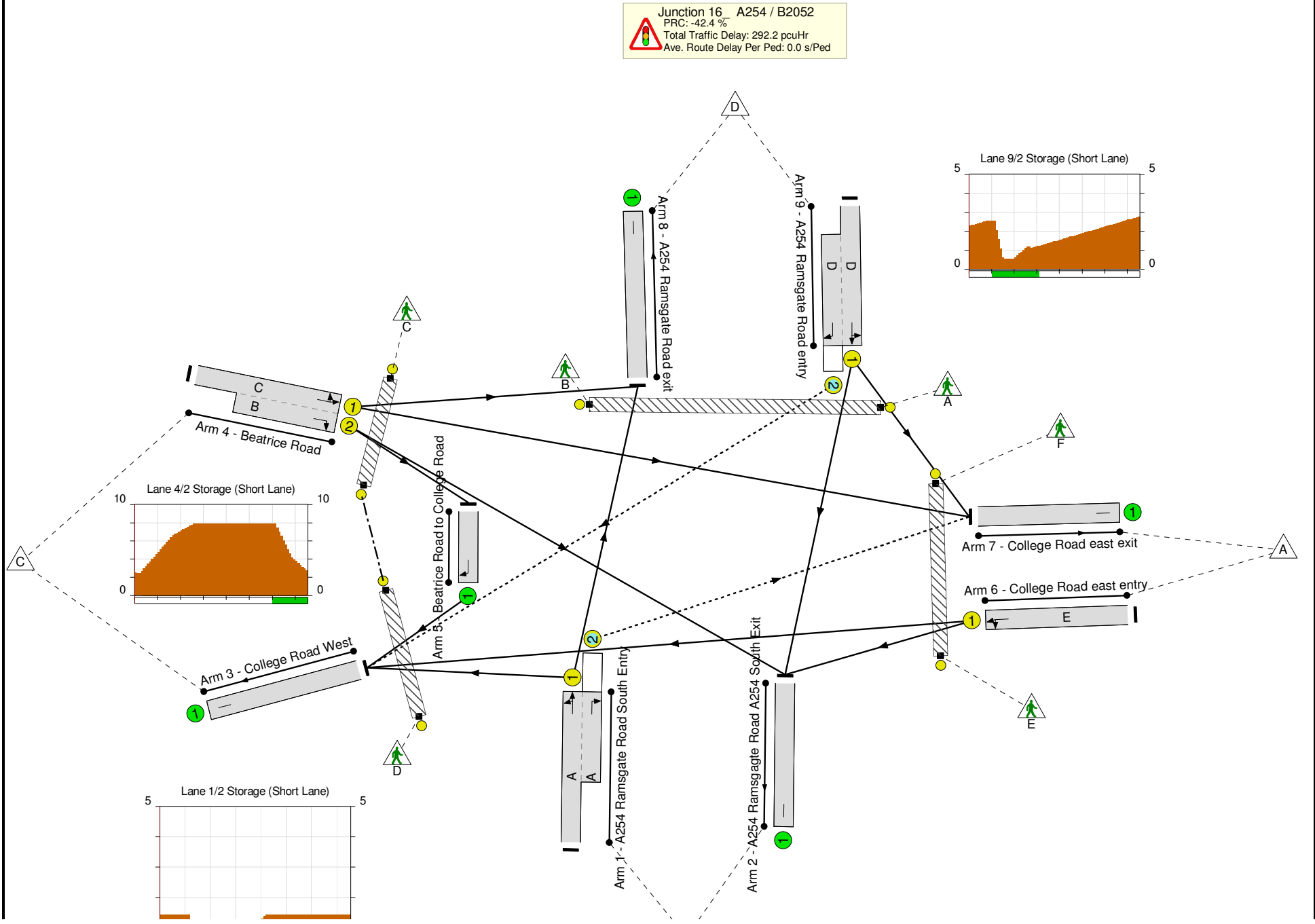
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

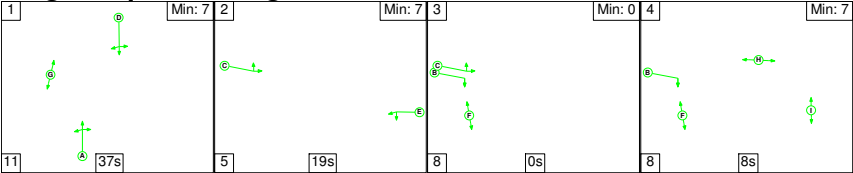
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 16	-	-	N/A	-	-		-	-	-	-	-	-	128.2%
Junction 16_ A254 / B2052	-	-	N/A	-	-		-	-	-	-	-	-	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

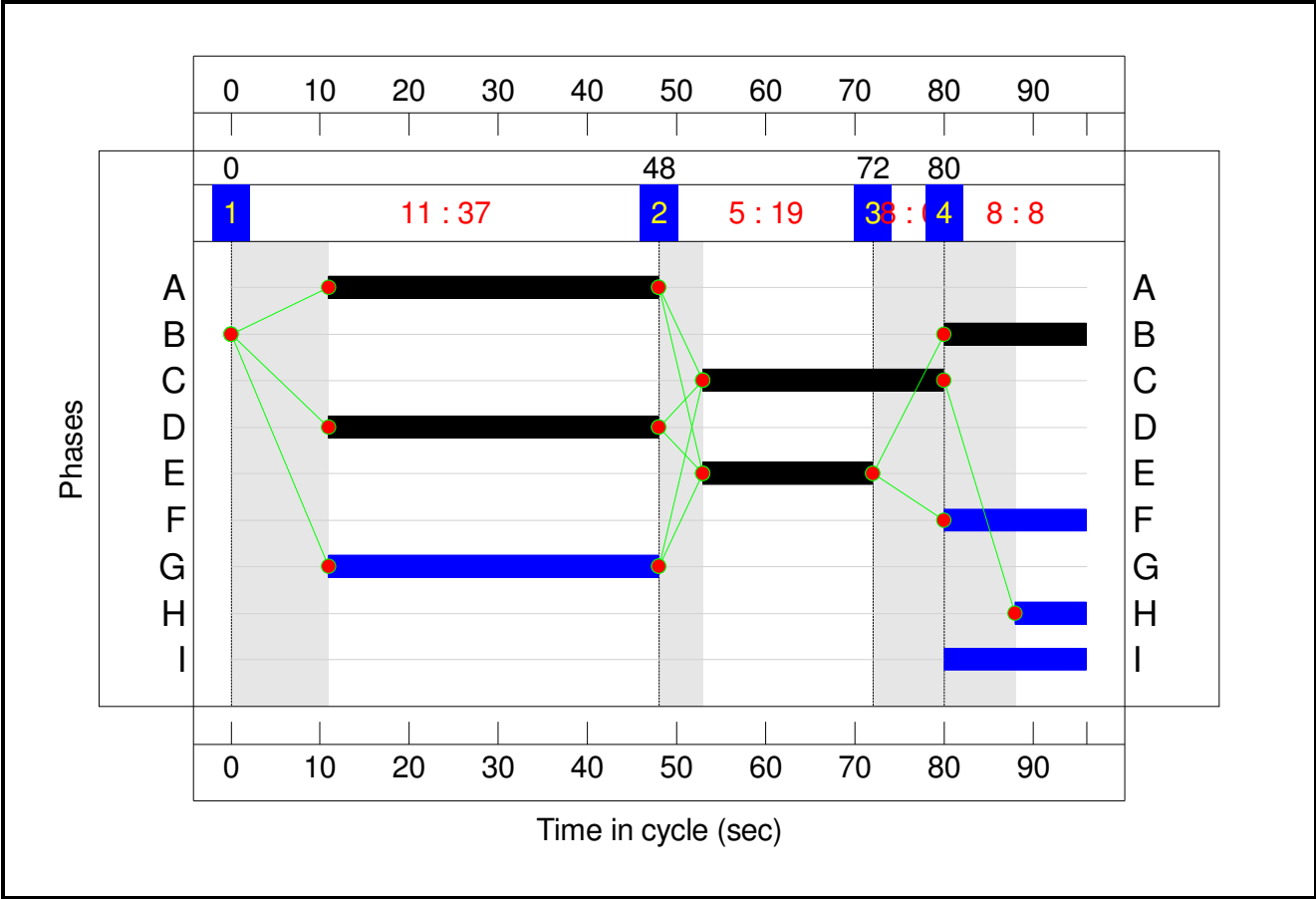


Full Input Data And Results

Stage Timings

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

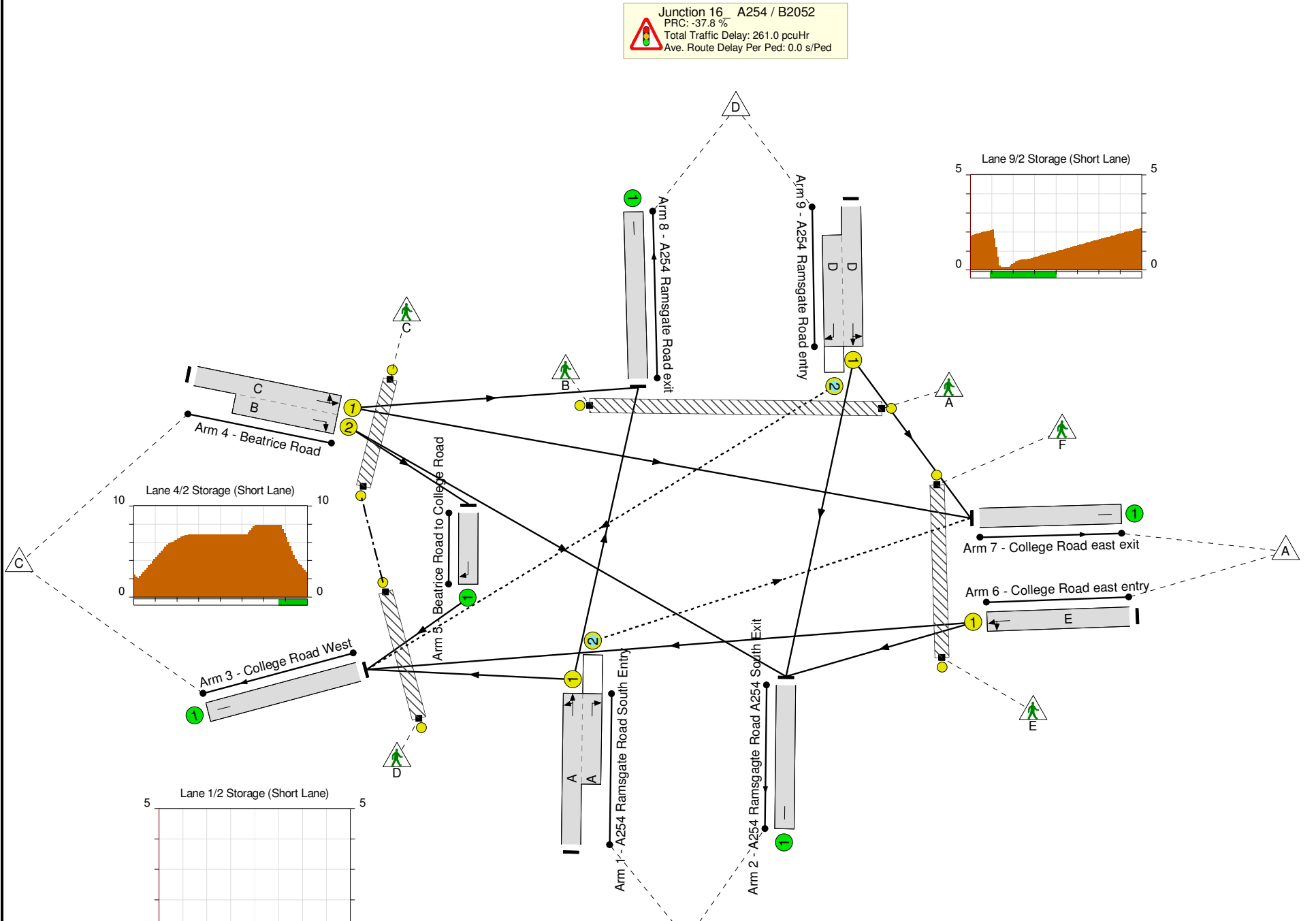
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

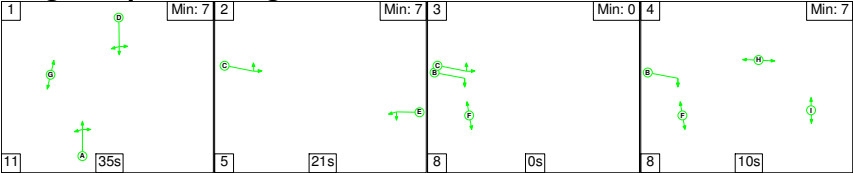
Network Results

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

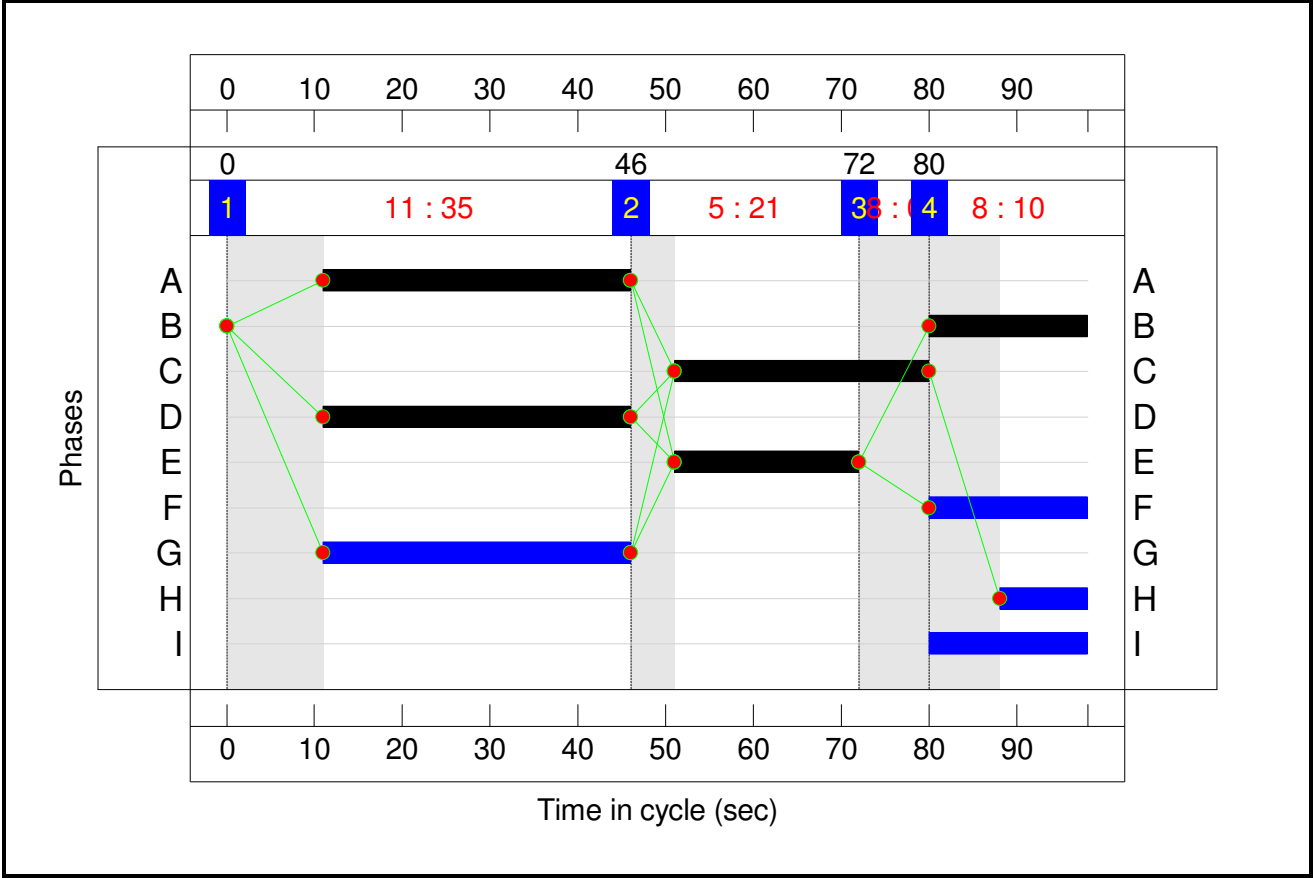


Full Input Data And Results

Stage Timings

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

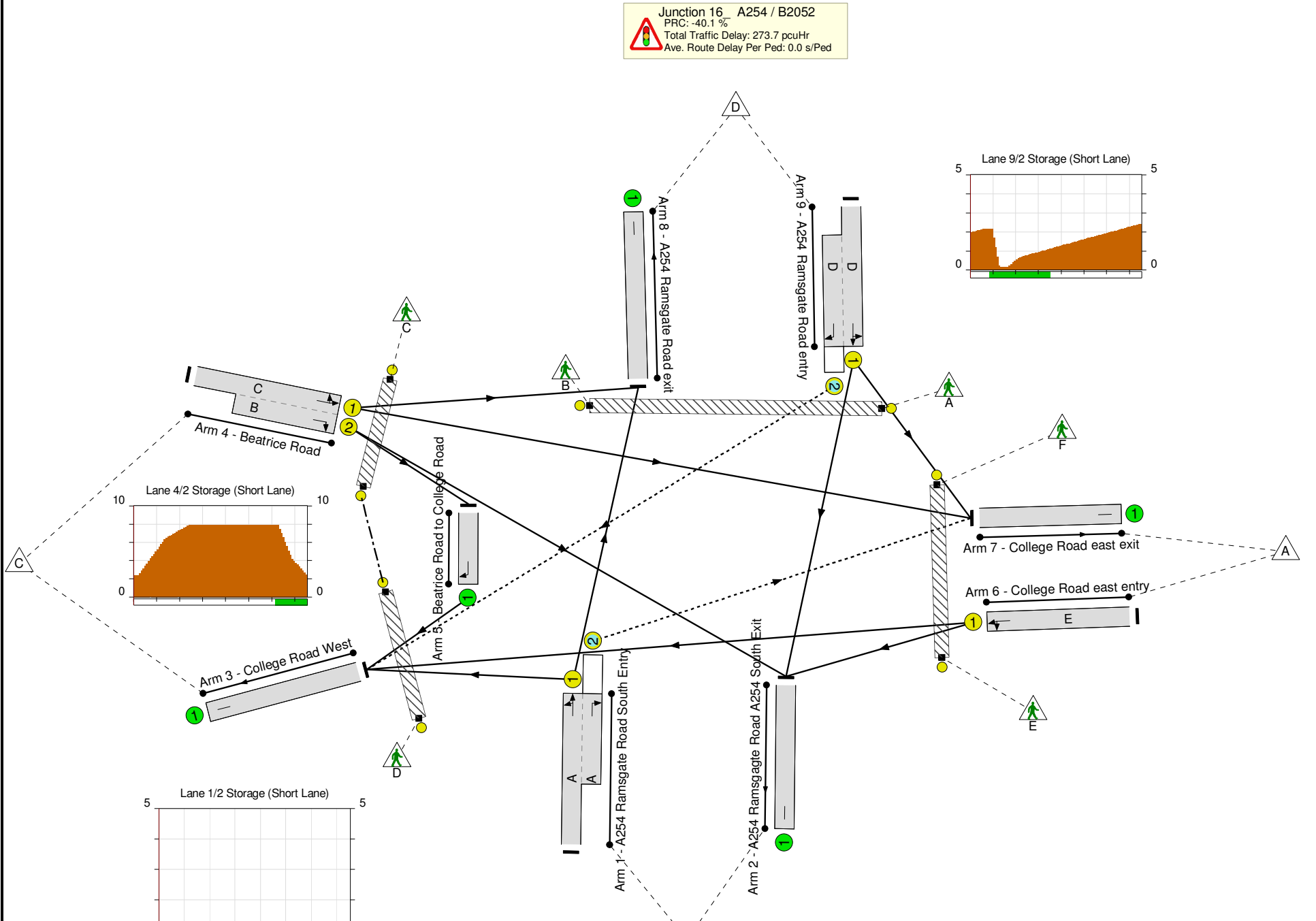
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

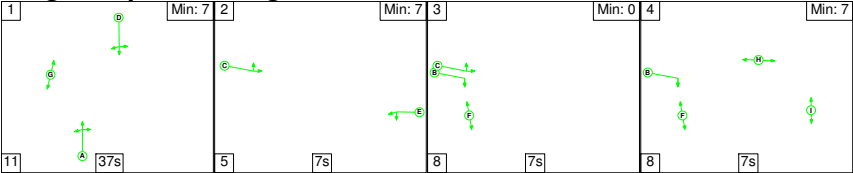
Network Results

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

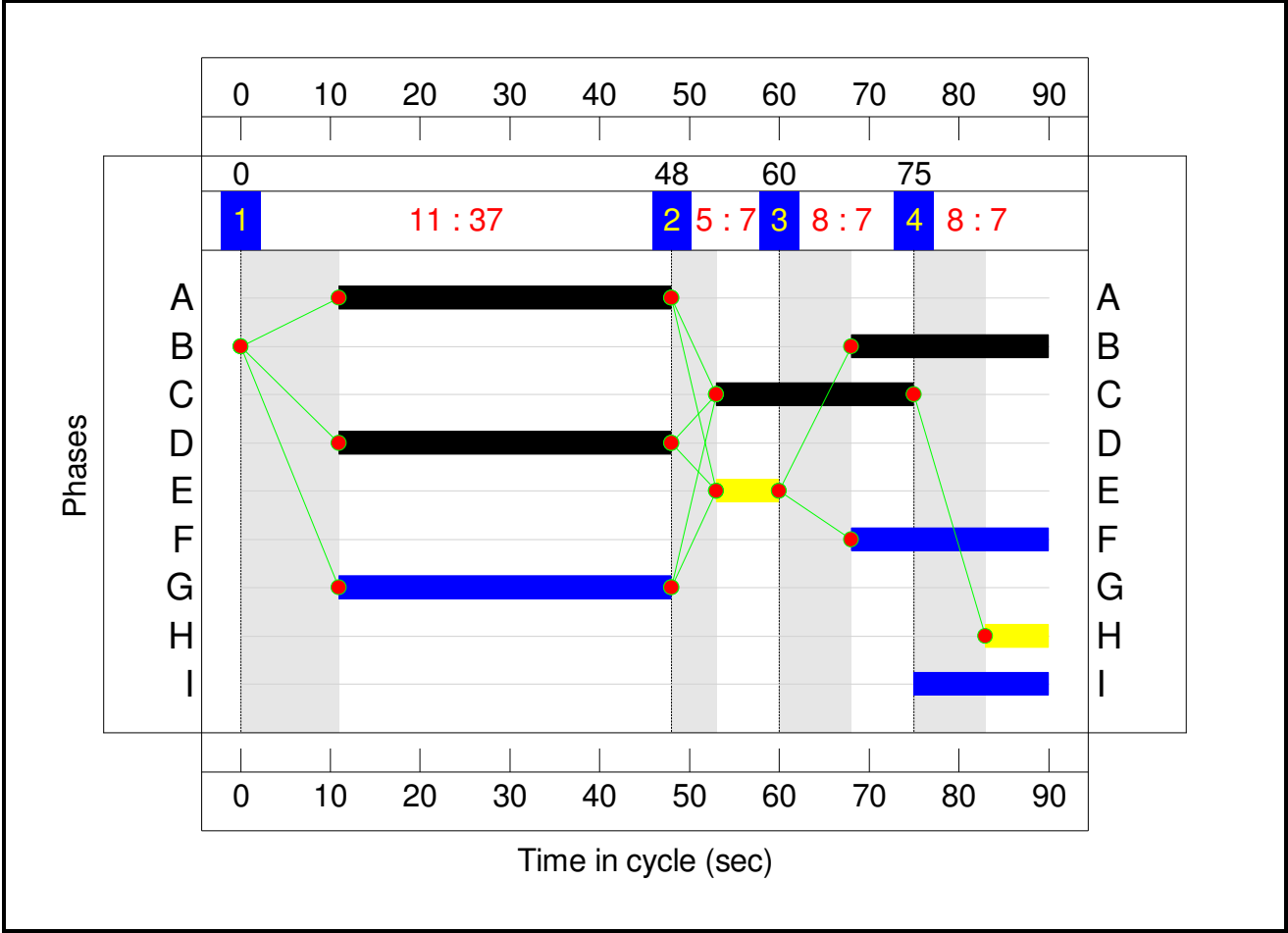


Full Input Data And Results

Stage Timings

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

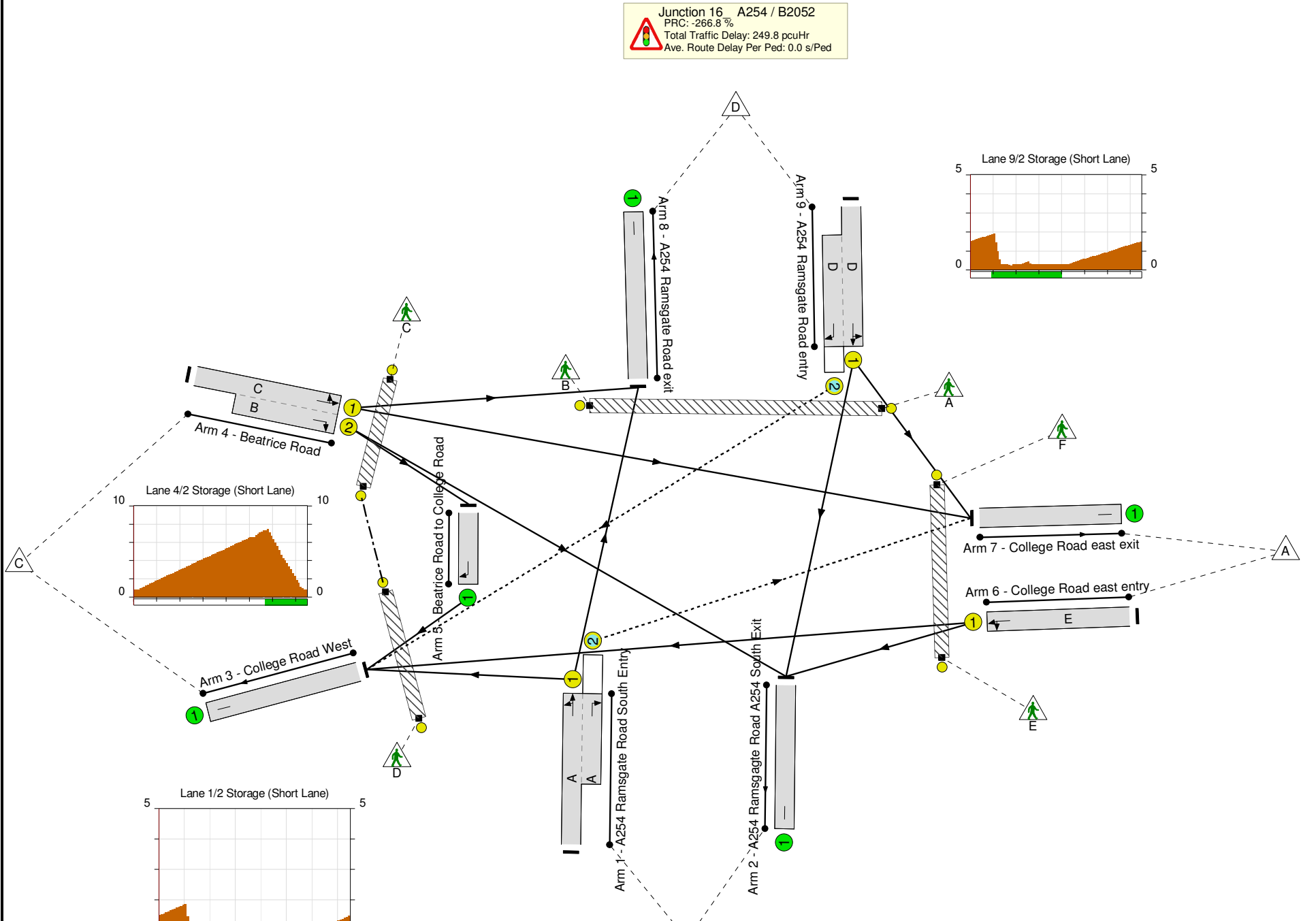
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

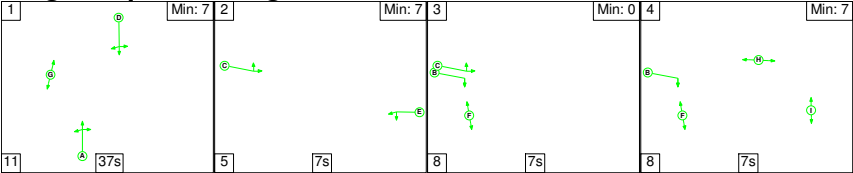
Network Results

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

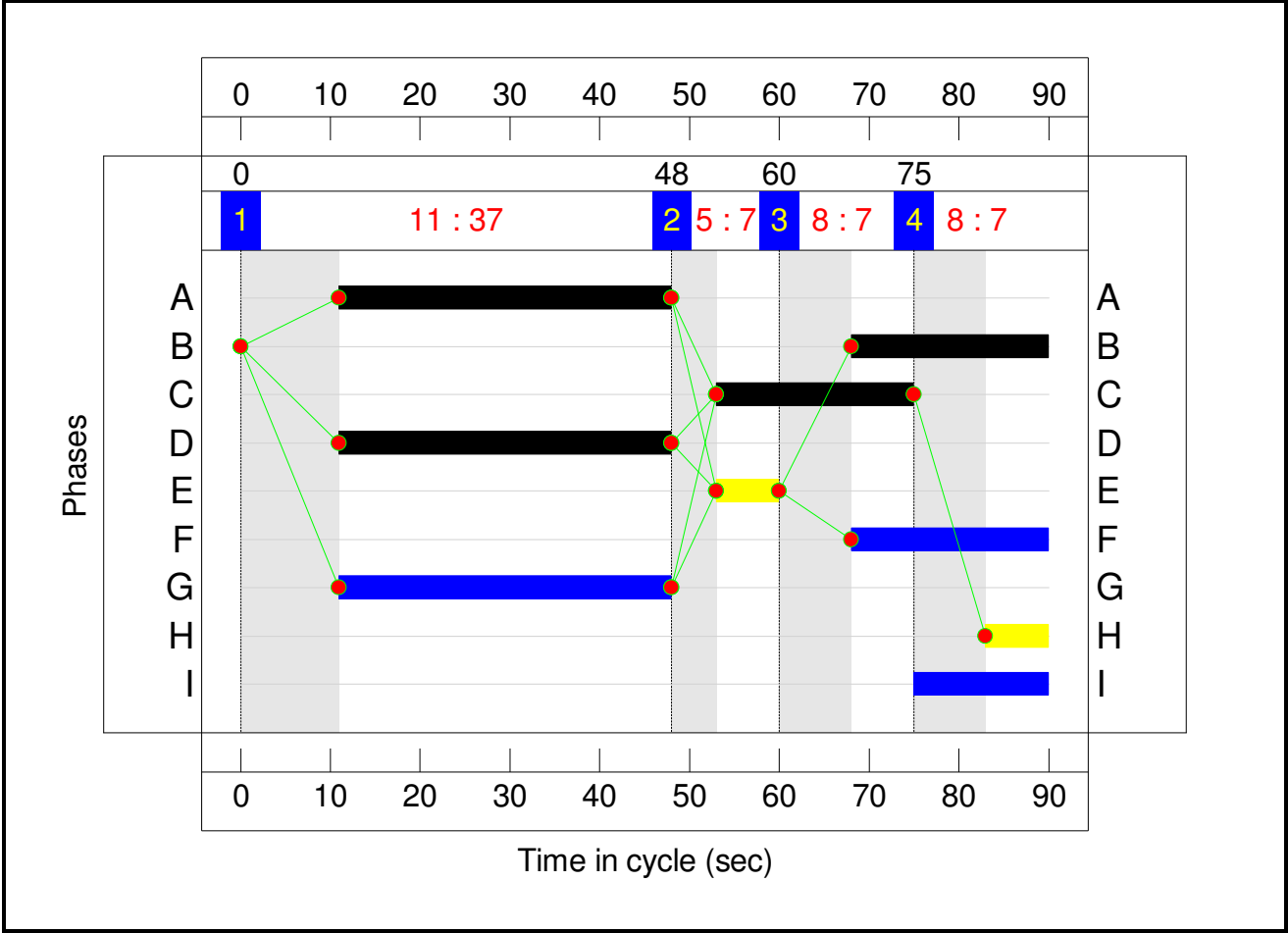


Full Input Data And Results

Stage Timings

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

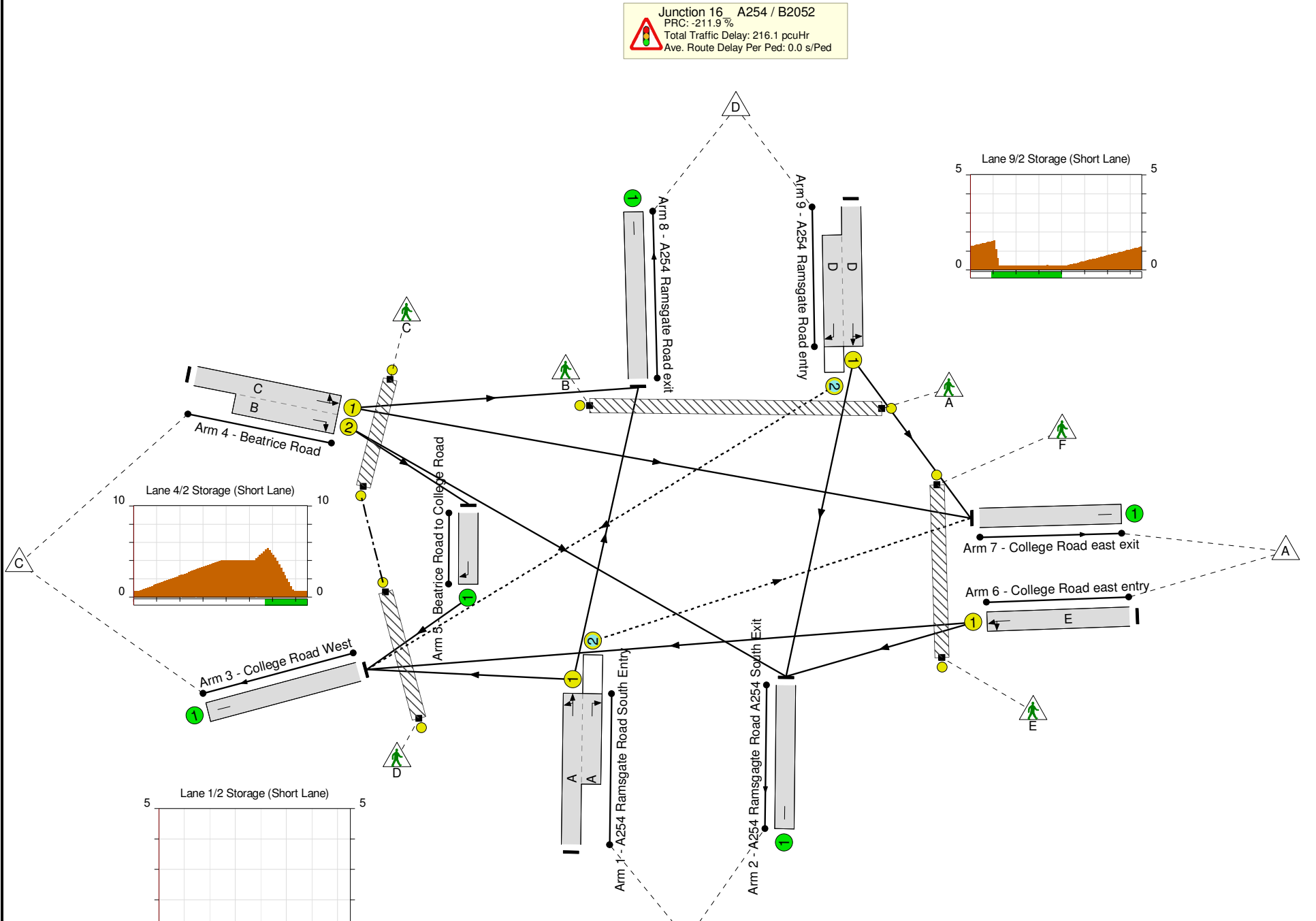
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

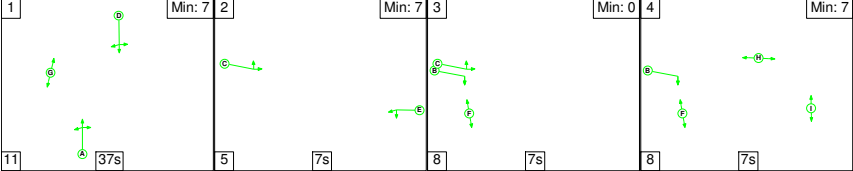
Network Results

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

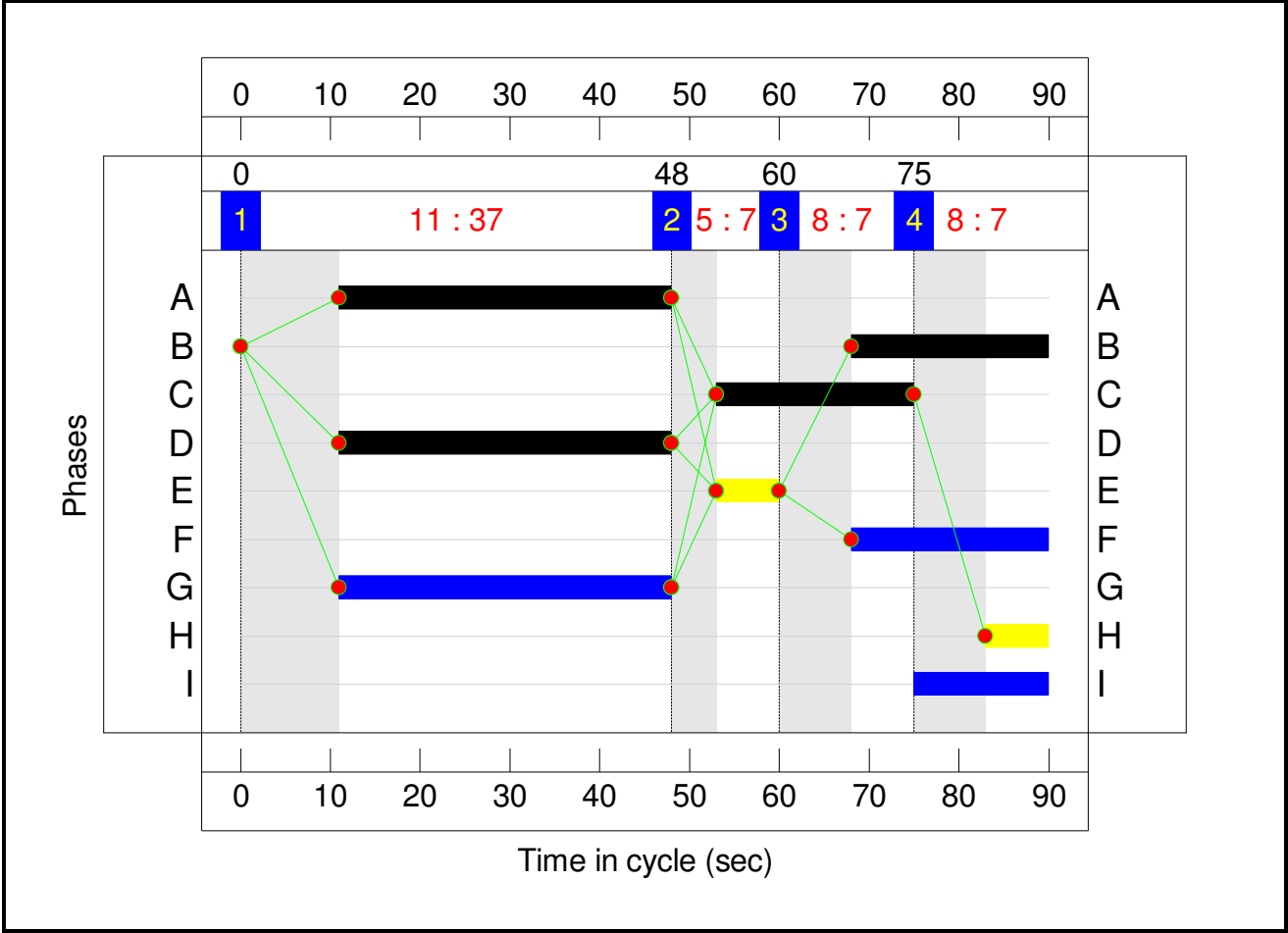


Full Input Data And Results

Stage Timings

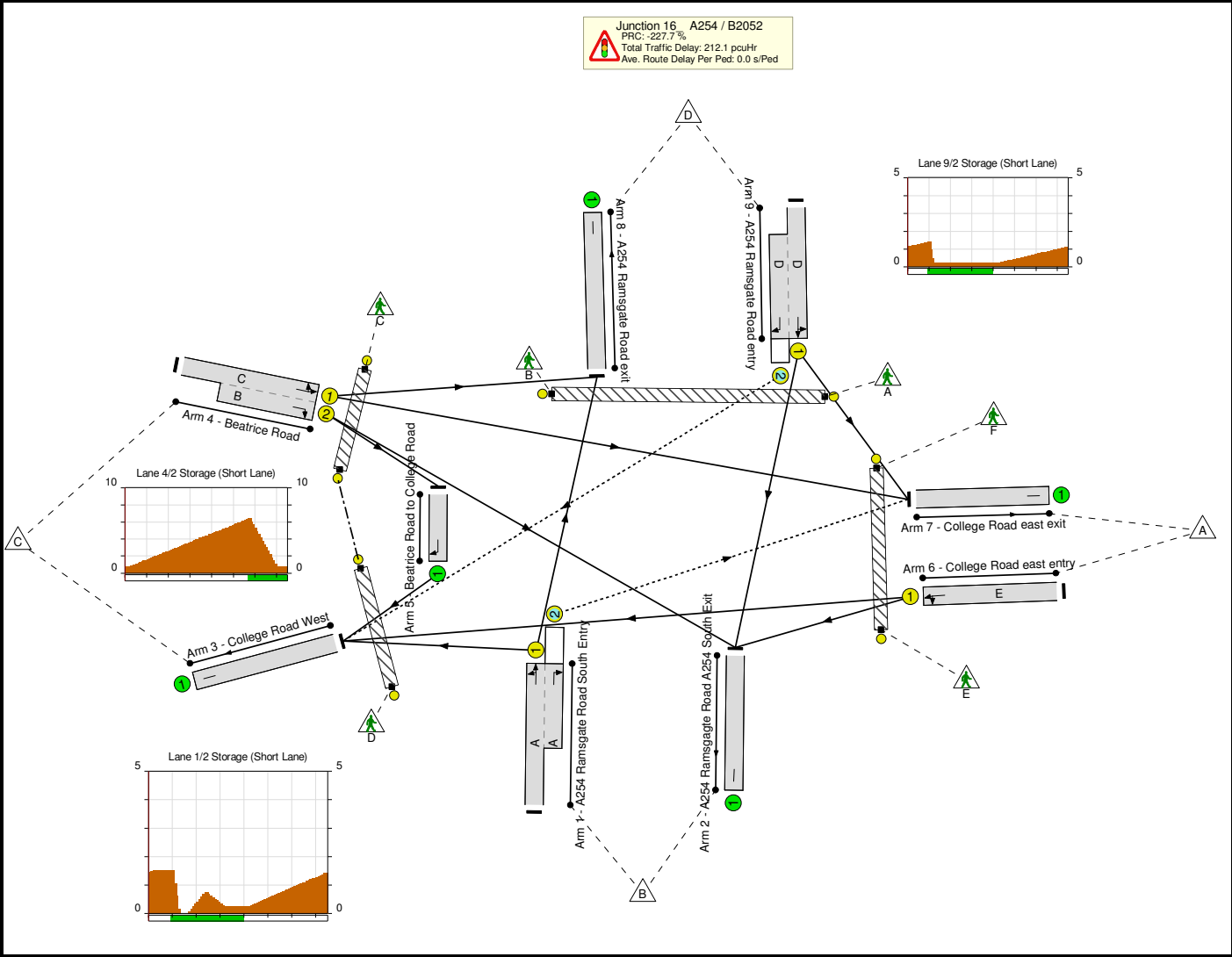
Stage	1	2	3	4
Duration	37	7	7	7
Change Point	0	48	60	75

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 © Copyright TRL Limited, 2017									
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk									
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Filename: Jct 17_R1_Validated.j9

Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Validated\Jct 17_Ramsgate Rd_Poorhole Ln

Report generation date: 05/02/2018 17:09:45

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

Summary of junction performance

	AM							PM							Airport Peak						
	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Junction LOS	Network Residual Capacity
Lane Simulation [Lane Simulation] - 2017 Baseline Traffic																					
1 - Poorhole Ln	1.7	0.32		C	0.32	C	%	2.6	0.44		D	0.44	D	%	1.6	0.30		C	0.29	C	%
2 - Margate Rd	3.3	0.29		C				7.9	0.58		E				4.5	0.37		C			
3 - Star Ln	3.8	0.48		D				3.0	0.39		C				1.6	0.28		C			
4 - Ramsgate Rd	4.8	0.27		C				7.6	0.37		C				3.8	0.23		B			
Lane Simulation [Lane Simulation] - 2039 Growthed Traffic																					
1 - Poorhole Ln	4.1	0.66		E	1.52	F	%	11.0	1.35		F	3.28	F	%	5.3	0.82		E	2.34	F	%
2 - Margate Rd	18.9	1.32		F				82.6	6.10		F				74.5	4.86		F			
3 - Star Ln	34.2	3.16		F				12.9	1.35		F				10.9	1.29		F			
4 - Ramsgate Rd	26.6	1.17		F				73.2	2.73		F				30.2	1.29		F			
Lane Simulation [Lane Simulation] - 2039 + Dev Traffic																					
1 - Poorhole Ln	10.0	1.19		F	1.84	F	%	11.3	1.52		F	3.92	F	%	14.4	1.68		F	3.19	F	%
2 - Margate Rd	29.0	1.99		F				82.8	5.96		F				95.8	7.05		F			
3 - Star Ln	33.9	3.15		F				37.7	3.62		F				10.5	1.20		F			
4 - Ramsgate Rd	31.2	1.37		F				84.0	3.47		F				38.5	1.56		F			
Lane Simulation [Lane Simulation] - 2039 B+Dev Net Change																					
1 - Poorhole Ln	10.2	1.31		F	0.97	F	%	17.1	2.02		F	1.81	F	%	16.0	1.89		F	1.47	F	%
2 - Margate Rd	8.2	0.66		E				21.3	1.46		F				38.9	2.45		F			
3 - Star Ln	14.7	1.50		F				16.4	1.53		F				5.5	0.72		E			
4 - Ramsgate Rd	15.6	0.79		E				52.5	2.07		F				19.6	0.89		F			

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

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

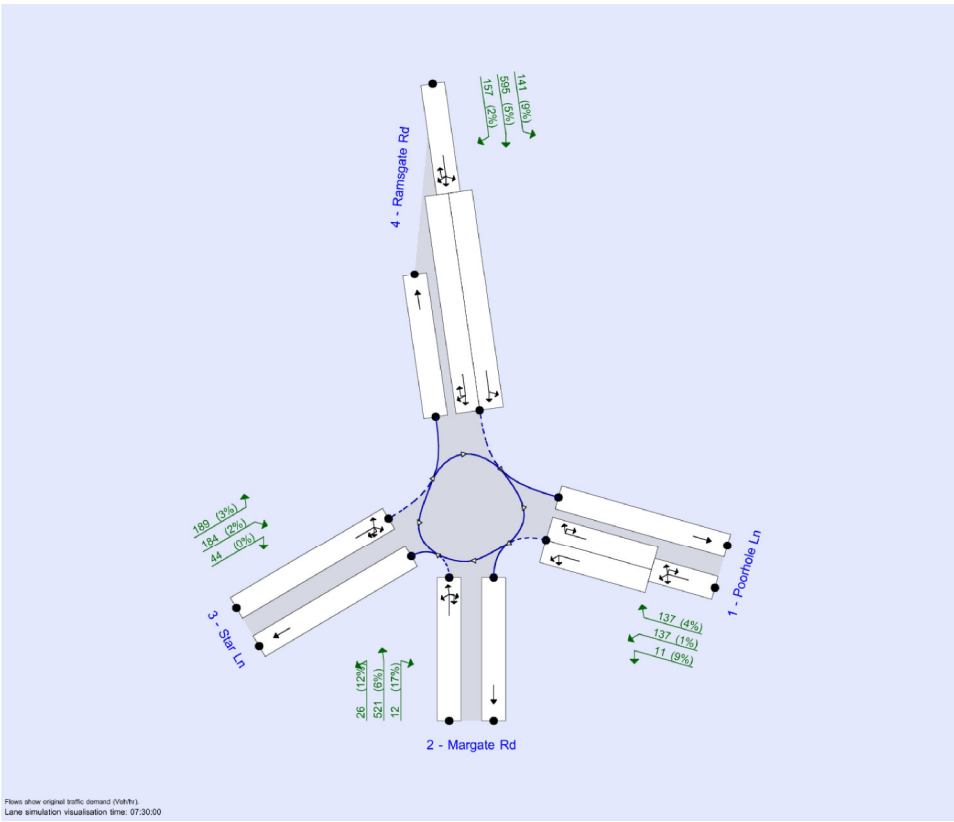
File summary

File Description

Title	(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	min	-Min	perMin



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	✓	5	332	39.62

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	✓

Analysis Set Details

ID	Name	Use Lane Simulation	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane Simulation	✓	Poorhole Ln - Margate Rd - Star Ln - Ramsgate Rd	✓	100.000	100.000

Lane Simulation - 2017 Baseline Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Simulation [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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	0.32	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - Poorhole Ln	Percentage		70.00
2 - Margate Rd	Percentage		117.00
3 - Star Ln	Percentage		80.00
4 - Ramsgate Rd	Percentage		117.00

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
1 - Poorhole Ln	Evenly split	10.00
2 - Margate Rd	Evenly split	10.00
3 - Star Ln	Evenly split	10.00
4 - Ramsgate Rd	Evenly split	10.00

Lanes

Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
1 - Poorhole Ln	1 [Give-way line]	1	2, 3	✓	4.00	0	99999
		2	1, 4	✓	4.00	0	99999
	2	1	(1, 2, 3, 4)		Infinity		
2 - Margate Rd	1 [Give-way line]	1	1, 2, 3, 4		Infinity	0	99999
3 - Star Ln	1 [Give-way line]	1	1, 2, 3, 4		Infinity	0	99999
4 - Ramsgate Rd	1 [Give-way line]	1	1, 2	✓	8.00	0	99999
		2	2, 3, 4	✓	8.00	0	99999
	2	1	(1, 2, 3, 4)		Infinity		

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - Poorhole Ln	1 [Give-way line]	1	0.301	798
		2	0.301	798
2 - Margate Rd	1 [Give-way line]	1	0.450	986
3 - Star Ln	1 [Give-way line]	1	0.536	1179
4 - Ramsgate Rd	1 [Give-way line]	1	0.262	645
		2	0.262	645

Lane Movements

Arm	Lane Level	Lane	Destination arm			
			Poorhole Ln	Margate Rd	Star Ln	Ramsgate Rd
		1		✓	✓	

1 - Poorhole Ln	1 [Give-way line]	2	✓			✓
	2	1	✓	✓	✓	✓
2 - Margate Rd	1 [Give-way line]	1	✓	✓	✓	✓
3 - Star Ln	1 [Give-way line]	1	✓	✓	✓	✓
4 - Ramsgate Rd	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 (%)
1 - Poorhole Ln		ONE HOUR	✓	285	100.000
2 - Margate Rd		ONE HOUR	✓	559	100.000
3 - Star Ln		ONE HOUR	✓	417	100.000
4 - Ramsgate Rd		ONE HOUR	✓	893	100.000

Origin-Destination Data

Demand (Veh/hr)					
From	To				
		1 - Poorhole Ln	2 - Margate Rd	3 - Star Ln	4 - Ramsgate Rd
	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					
From	To				
		1 - Poorhole Ln	2 - Margate Rd	3 - Star Ln	4 - Ramsgate Rd
	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 delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Poorhole Ln	0.32	1.7	C	259	388
2 - Margate Rd	0.29	3.3	C	514	772
3 - Star Ln	0.48	3.8	D	380	570
4 - Ramsgate Rd	0.27	4.8	C	822	1233

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
1 - Poorhole Ln	213	53	607	212	251	0.0	0.8	0.189	B
2 - Margate Rd	421	105	321	420	498	0.0	1.0	0.118	A
3 - Star Ln	308	77	504	308	237	0.0	0.8	0.141	A
4 - Ramsgate Rd	679	170	178	680	634	0.0	1.5	0.137	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
1 - Poorhole Ln	252	63	715	255	308	0.8	0.9	0.229	B
2 - Margate Rd	503	126	390	502	580	1.0	1.4	0.155	A
3 - Star Ln	375	94	600	374	292	0.8	1.2	0.202	B
4 - Ramsgate Rd	806	202	217	806	757	1.5	2.4	0.173	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
1 - Poorhole Ln	312	78	871	314	367	0.9	1.5	0.314	C
2 - Margate Rd	614	154	476	612	708	1.4	3.3	0.272	C
3 - Star Ln	457	114	738	452	351	1.2	3.8	0.404	C
4 - Ramsgate Rd	975	244	261	977	928	2.4	4.4	0.257	C

08:15 - 08:30

1 - Poorhole Ln	Entry	1	1	2, 3	134	393	0.341	134	0.7	0.5	0.241	B
			2	1, 4	125	384	0.324	124	0.8	0.4	0.236	B
	Exit	2	1	(1, 2, 3, 4)	258			259	0.2	0.0	0.008	A
		1	1		297			297	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	500	886	0.563	500	2.8	1.2	0.172	B
	Exit	1	1		589			589	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	371	657	0.564	370	3.4	1.4	0.251	C
	Exit	1	1		291			291	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	395	646	0.611	394	2.2	1.1	0.176	B
			2	2, 3, 4	413	662	0.624	412	2.3	1.2	0.176	B
	Exit	2	1	(1, 2, 3, 4)	807			808	0.2	0.0	0.002	A
		1	1		758			758	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
1 - Poorhole Ln	Entry	1	1	2, 3	109	419	0.259	109	0.5	0.3	0.198	B
			2	1, 4	98	409	0.239	99	0.4	0.3	0.194	B
	Exit	2	1	(1, 2, 3, 4)	207			206	0.0	0.0	0.003	A
		1	1		251			251	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	427	921	0.463	426	1.2	0.9	0.127	A
	Exit	1	1		488			488	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	311	698	0.446	311	1.4	0.8	0.167	A
	Exit	1	1		240			240	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	330	656	0.504	330	1.1	0.8	0.142	A
			2	2, 3, 4	341	672	0.507	341	1.2	0.8	0.142	A
	Exit	2	1	(1, 2, 3, 4)	671			671	0.0	0.0	0.000	A
		1	1		637			637	0.0	0.0	0.000	A

Lane Simulation - 2017 Baseline Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Simulation [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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	0.44	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 (%)
1 - Poorhole Ln		ONE HOUR	✓	319	100.000
2 - Margate Rd		ONE HOUR	✓	665	100.000
3 - Star Ln		ONE HOUR	✓	377	100.000
4 - Ramsgate Rd		ONE HOUR	✓	1019	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	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				
		1 - Poorhole Ln	2 - Margate Rd	3 - Star Ln	4 - Ramsgate Rd
From	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 delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Poorhole Ln	0.44	2.6	D	294	441
2 - Margate Rd	0.58	7.9	E	611	916
3 - Star Ln	0.39	3.0	C	346	519
4 - Ramsgate Rd	0.37	7.6	C	940	1410

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
1 - Poorhole Ln	236	59	682	238	263	0.0	0.8	0.203	B
2 - Margate Rd	504	126	383	503	537	0.0	1.2	0.134	A
3 - Star Ln	286	71	560	287	326	0.0	0.6	0.137	A
4 - Ramsgate Rd	778	195	166	779	681	0.0	1.9	0.143	A

16:45 - 17:00

	Total Demand	Junction Arrivals	Circulating flow	Throughput	Throughput (exit				
--	--------------	-------------------	------------------	------------	------------------	--	--	--	--

1 - Poorhole Ln	Entry	1	1	2, 3	213	343	0.621	214	1.4	1.4	0.401	C
			2	1, 4	137	339	0.405	139	0.6	0.6	0.301	C
	Exit	2	1	(1, 2, 3, 4)	353			350	0.5	0.6	0.078	A
		1	1		371			371	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	736	831	0.885	730	6.8	7.8	0.584	E
	Exit	1	1		783			783	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	422	579	0.729	419	2.6	3.0	0.394	C
	Exit	1	1		469			469	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	559	668	0.838	561	3.2	2.8	0.318	C
			2	2, 3, 4	563	668	0.842	562	3.3	3.1	0.337	C
	Exit	2	1	(1, 2, 3, 4)	1124			1122	0.9	0.8	0.042	A
		1	1		1002			1002	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
1 - Poorhole Ln	Entry	1	1	2, 3	176	379	0.465	173	1.4	0.9	0.293	C
			2	1, 4	114	373	0.306	114	0.6	0.5	0.246	B
	Exit	2	1	(1, 2, 3, 4)	290			290	0.6	0.1	0.027	A
		1	1		296			296	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	596	887	0.672	599	7.8	1.9	0.304	C
	Exit	1	1		649			649	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	338	644	0.524	341	3.0	1.1	0.233	B
	Exit	1	1		383			383	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	447	677	0.660	448	2.8	1.2	0.203	B
			2	2, 3, 4	472	680	0.693	473	3.1	1.4	0.213	B
	Exit	2	1	(1, 2, 3, 4)	919			919	0.8	0.0	0.006	A
		1	1		819			819	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
1 - Poorhole Ln	Entry	1	1	2, 3	143	411	0.350	144	0.9	0.5	0.232	B
			2	1, 4	97	405	0.240	96	0.5	0.4	0.192	B
	Exit	2	1	(1, 2, 3, 4)	240			240	0.1	0.0	0.004	A
		1	1		248			248	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	499	922	0.541	497	1.9	1.1	0.145	A
	Exit	1	1		536			536	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	284	695	0.409	284	1.1	0.7	0.148	A
	Exit	1	1		323			323	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	368	689	0.533	367	1.2	0.9	0.145	A
			2	2, 3, 4	397	690	0.576	398	1.4	0.9	0.150	A
	Exit	2	1	(1, 2, 3, 4)	765			765	0.0	0.0	0.000	A
		1	1		679			679	0.0	0.0	0.000	A

Lane Simulation - 2017 Baseline Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Simulation [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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	0.29	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 (%)
1 - Poorhole Ln		ONE HOUR	✓	266	100.000
2 - Margate Rd		ONE HOUR	✓	648	100.000
3 - Star Ln		ONE HOUR	✓	310	100.000
4 - Ramsgate Rd		ONE HOUR	✓	871	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	29	110	127
	2 - Margate Rd	52	0	51	545
	3 - Star Ln	92	40	0	178
	4 - Ramsgate Rd	134	601	136	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Poorhole Ln	2 - Margate Rd	3 - Star Ln	4 - Ramsgate Rd
From	1 - Poorhole Ln	0	3	3	4
	2 - Margate Rd	2	0	0	6
	3 - Star Ln	4	3	0	4
	4 - Ramsgate Rd	2	6	4	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)
1 - Poorhole Ln	0.30	1.6	C	245	367
2 - Margate Rd	0.37	4.5	C	598	897
3 - Star Ln	0.28	1.6	C	287	431
4 - Ramsgate Rd	0.23	3.8	B	796	1194

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
1 - Poorhole Ln	203	51	582	202	212	0.0	0.7	0.179	B
2 - Margate Rd	489	122	281	487	503	0.0	1.2	0.127	A
3 - Star Ln	236	59	546	236	223	0.0	0.5	0.129	A
4 - Ramsgate Rd	653	163	142	652	639	0.0	1.5	0.130	A

13:00 - 13:15

	Total Demand	Junction Arrivals	Circulating flow	Throughput	Throughput (exit				
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1 - Poorhole Ln	Entry	1	1	2, 3	153	358	0.428	152	0.7	0.8	0.283	C
			2	1, 4	140	354	0.394	139	0.6	0.7	0.278	C
	Exit	2	1	(1, 2, 3, 4)	294			293	0.0	0.1	0.023	A
		1	1		305			305	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	716	884	0.811	717	4.2	4.4	0.369	C
	Exit	1	1		736			736	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	344	560	0.614	343	1.5	1.6	0.281	C
	Exit	1	1		327			327	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	478	659	0.726	477	1.8	1.8	0.227	B
			2	2, 3, 4	483	655	0.736	481	1.7	1.9	0.226	B
	Exit	2	1	(1, 2, 3, 4)	961			960	0.1	0.1	0.004	A
		1	1		942			942	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
1 - Poorhole Ln	Entry	1	1	2, 3	126	391	0.322	127	0.8	0.4	0.235	B
			2	1, 4	115	387	0.298	116	0.7	0.4	0.226	B
	Exit	2	1	(1, 2, 3, 4)	241			241	0.1	0.0	0.008	A
		1	1		254			254	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	591	918	0.644	590	4.4	1.8	0.208	B
	Exit	1	1		603			603	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	285	618	0.461	284	1.6	0.9	0.201	B
	Exit	1	1		266			266	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	391	668	0.585	392	1.8	1.0	0.163	A
			2	2, 3, 4	390	663	0.587	390	1.9	1.0	0.163	A
	Exit	2	1	(1, 2, 3, 4)	780			781	0.1	0.0	0.000	A
		1	1		775			775	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
1 - Poorhole Ln	Entry	1	1	2, 3	104	417	0.248	104	0.4	0.4	0.192	B
			2	1, 4	94	410	0.229	94	0.4	0.2	0.192	B
	Exit	2	1	(1, 2, 3, 4)	197			197	0.0	0.0	0.002	A
		1	1		209			209	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	495	950	0.521	494	1.8	1.1	0.137	A
	Exit	1	1		505			505	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	235	671	0.352	235	0.9	0.5	0.144	A
	Exit	1	1		225			225	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	328	679	0.483	330	1.0	0.7	0.134	A
			2	2, 3, 4	329	675	0.487	328	1.0	0.7	0.134	A
	Exit	2	1	(1, 2, 3, 4)	657			657	0.0	0.0	0.000	A
		1	1		647			647	0.0	0.0	0.000	A

Lane Simulation - 2039 Growthed Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Simulation [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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	1.52	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 (%)
1 - Poorhole Ln		ONE HOUR	✓	356	100.000
2 - Margate Rd		ONE HOUR	✓	700	100.000
3 - Star Ln		ONE HOUR	✓	521	100.000
4 - Ramsgate Rd		ONE HOUR	✓	1118	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	14	171	171
	2 - Margate Rd	15	0	33	652
	3 - Star Ln	230	55	0	236
	4 - Ramsgate Rd	177	745	196	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1 - Poorhole Ln	2 - Margate Rd	3 - Star Ln	4 - Ramsgate Rd	
From	1 - Poorhole Ln	0	10	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 delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Poorhole Ln	0.66	4.1	E	326	489
2 - Margate Rd	1.32	18.9	F	644	965
3 - Star Ln	3.16	34.2	F	478	717
4 - Ramsgate Rd	1.17	26.6	F	1027	1540

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
1 - Poorhole Ln	268	67	750	267	316	0.0	1.2	0.230	B
2 - Margate Rd	539	135	397	540	619	0.0	1.6	0.162	A
3 - Star Ln	391	98	640	390	297	0.0	1.7	0.222	B
4 - Ramsgate Rd	838	210	226	840	804	0.0	2.5	0.174	B

07:45 - 08:00

	Total Demand	Junction Arrivals	Circulating flow	Throughput	Throughput (exit				
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1 - Poorhole Ln	Entry	1	1	2, 3	202	319	0.632	203	1.5	1.5	0.453	D
			2	1, 4	192	311	0.617	193	1.3	1.3	0.433	D
	Exit	2	1	(1, 2, 3, 4)	390			393	1.1	1.3	0.212	B
			1	1	438			438	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	767	784	0.980	747	13.0	18.8	1.321	F
	Exit	1	1		873			873	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	578	522	1.111	522	19.1	34.2	3.158	F
	Exit	1	1		433			433	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	600	620	0.967	599	5.2	5.4	0.539	D
			2	2, 3, 4	605	635	0.954	605	5.3	5.6	0.544	D
	Exit	2	1	(1, 2, 3, 4)	1234			1205	8.9	15.5	0.622	E
			1	1	1125			1125	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
1 - Poorhole Ln	Entry	1	1	2, 3	165	349	0.471	165	1.5	0.8	0.353	C
			2	1, 4	157	342	0.459	156	1.3	0.8	0.349	C
	Exit	2	1	(1, 2, 3, 4)	321			321	1.3	0.2	0.076	A
			1	1	416			416	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	635	840	0.756	662	18.8	4.6	0.801	E
	Exit	1	1		765			765	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	467	574	0.816	534	34.2	18.6	2.976	F
	Exit	1	1		358			358	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	507	619	0.820	513	5.4	2.6	0.395	C
			2	2, 3, 4	517	632	0.819	520	5.6	2.8	0.400	C
	Exit	2	1	(1, 2, 3, 4)	1002			1025	15.5	1.5	0.309	C
			1	1	1011			1011	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
1 - Poorhole Ln	Entry	1	1	2, 3	136	387	0.351	136	0.8	0.6	0.252	C
			2	1, 4	130	378	0.343	131	0.8	0.4	0.252	C
	Exit	2	1	(1, 2, 3, 4)	265			265	0.2	0.0	0.012	A
			1	1	330			330	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	521	876	0.595	519	4.6	1.7	0.214	B
	Exit	1	1		614			614	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	391	644	0.607	423	18.6	3.0	0.965	F
	Exit	1	1		299			299	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	414	635	0.652	413	2.6	1.5	0.212	B
			2	2, 3, 4	428	652	0.656	426	2.8	1.6	0.211	B
	Exit	2	1	(1, 2, 3, 4)	842			842	1.5	0.0	0.016	A
			1	1	806			806	0.0	0.0	0.000	A

Lane Simulation - 2039 Growthed Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Simulation [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	2 - Margate Rd - Lane Simulation	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	3.28	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	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 (%)
1 - Poorhole Ln		ONE HOUR	✓	402	100.000
2 - Margate Rd		ONE HOUR	✓	839	100.000
3 - Star Ln		ONE HOUR	✓	476	100.000
4 - Ramsgate Rd		ONE HOUR	✓	1284	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	44	198	160
	2 - Margate Rd	34	0	62	743
	3 - Star Ln	183	52	0	241
	4 - Ramsgate Rd	205	799	280	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Poorhole Ln	2 - Margate Rd	3 - Star Ln	4 - Ramsgate Rd
From	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 delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Poorhole Ln	1.35	11.0	F	369	554
2 - Margate Rd	6.10	82.6	F	766	1149
3 - Star Ln	1.35	12.9	F	438	656
4 - Ramsgate Rd	2.73	73.2	F	1175	1763

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
1 - Poorhole Ln	304	76	857	304	315	0.0	1.4	0.265	C
2 - Margate Rd	630	158	480	631	681	0.0	2.7	0.224	B
3 - Star Ln	360	90	707	357	403	0.0	1.5	0.194	B
4 - Ramsgate Rd	964	241	202	970	862	0.0	3.2	0.202	B

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
1 - Poorhole Ln	362	91	1010	359	380	1.4	2.9	0.428	D
2 - Margate Rd	747	187	567	742	802	2.7	8.5	0.548	D
3 - Star Ln	431	108	833	428	476	1.5	2.9	0.378	C
4 - Ramsgate Rd	1159	290	241	1149	1020	3.2	8.9	0.372	C

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
1 - Poorhole Ln	440	110	1136	431	432	2.9	7.9	0.908	F
2 - Margate Rd	923	231	666	779	900	8.5	45.2	2.129	F
3 - Star Ln	520	130	894	506	551	2.9	9.7	0.901	F
4 - Ramsgate Rd	1404	351	285	1283	1115	8.9	43.1	1.297	F

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
1 - Poorhole Ln	444	111	1134	436	437	7.9	11.1	1.350	F
2 - Margate Rd	918	229	667	783	903	45.2	82.7	5.078	F
3 - Star Ln	528	132	900	512	558	9.7	12.9	1.348	F
4 - Ramsgate Rd	1408	352	286	1284	1126	43.1	73.3	2.730	F

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
1 - Poorhole Ln	367	92	1130	377	400	11.1	4.4	0.934	F
2 - Margate Rd	756	189	615	800	892	82.7	75.4	6.098	F
3 - Star Ln	430	107	895	441	520	12.9	4.8	0.934	F
4 - Ramsgate Rd	1150	288	251	1278	1084	73.3	39.5	2.592	F

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
1 - Poorhole Ln	299	75	897	306	332	4.4	1.6	0.439	D
2 - Margate Rd	622	156	493	797	709	75.4	30.0	3.697	F
3 - Star Ln	357	89	857	365	433	4.8	2.0	0.447	D
4 - Ramsgate Rd	967	242	212	1018	1011	39.5	6.0	0.832	E

Lane Level notation: Lane Level 1 is always closest to the junction

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
1 - Poorhole Ln	Entry	1	1	2, 3	183	370	0.494	182	0.0	0.9	0.267	C
			2	1, 4	121	366	0.332	122	0.0	0.5	0.219	B
		2	1	(1, 2, 3, 4)	304			304	0.0	0.1	0.017	A
	Exit	1	1		315			315	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	630	870	0.725	631	0.0	2.7	0.224	B
	Exit	1	1		681			681	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	360	626	0.575	357	0.0	1.5	0.194	B
	Exit	1	1		403			403	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	473	675	0.701	477	0.0	1.5	0.196	B
			2	2, 3, 4	490	678	0.723	493	0.0	1.7	0.205	B
		2	1	(1, 2, 3, 4)	964			964	0.0	0.0	0.002	A
	Exit	1	1		862			862	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
1 - Poorhole Ln	Entry	1	1	2, 3	215	338	0.636	213	0.9	1.5	0.397	C
			2	1, 4	147	334	0.439	146	0.5	0.8	0.295	C
		2	1	(1, 2, 3, 4)	362			362	0.1	0.6	0.071	A
	Exit	1	1		380			380	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	747	826	0.904	742	2.7	8.5	0.548	D
	Exit	1	1		802			802	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	431	573	0.753	428	1.5	2.9	0.378	C
	Exit	1	1		476			476	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	569	664	0.857	569	1.5	3.4	0.317	C
			2	2, 3, 4	581	667	0.871	580	1.7	3.7	0.331	C
		2	1	(1, 2, 3, 4)	1159			1150	0.0	1.8	0.046	A
	Exit	1	1		1020			1020	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
1 - Poorhole Ln	Entry	1	1	2, 3	260	311	0.838	258	1.5	2.6	0.550	D
			2	1, 4	174	307	0.566	173	0.8	1.2	0.401	C
		2	1	(1, 2, 3, 4)	440			435	0.6	4.1	0.412	C
	Exit	1	1		432			432	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	923	775	1.192	779	8.5	45.2	2.129	F
	Exit	1	1		900			900	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	520	546	0.953	506	2.9	9.7	0.901	F
	Exit	1	1		551			551	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	635	651	0.977	635	3.4	6.1	0.532	D
			2	2, 3, 4	650	654	0.994	648	3.7	6.6	0.554	D
		2	1	(1, 2, 3, 4)	1404			1285	1.8	30.4	0.748	E
	Exit	1	1		1115			1115	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
1 - Poorhole Ln	Entry	1	1	2, 3	263	311	0.845	262	2.6	2.8	0.595	E
			2	1, 4	173	308	0.561	174	1.2	1.2	0.442	D
		2	1	(1, 2, 3, 4)	444			436	4.1	7.1	0.813	E
	Exit	1	1		437			437	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	918	773	1.186	783	45.2	82.7	5.078	F
	Exit	1	1		903			903	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	528	543	0.973	512	9.7	12.9	1.348	F
	Exit	1	1		550			550	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	640	651	0.984	640	6.1	6.6	0.597	E
			2	2, 3, 4	645	652	0.991	644	6.6	6.8	0.626	E
		2	1	(1, 2, 3, 4)	1408			1286	30.4	59.9	2.117	F
	Exit	1	1		1126			1126	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
1 - Poorhole Ln	Entry	1	1	2, 3	227	313	0.725	226	2.8	2.0	0.536	D
			2	1, 4	150	308	0.487	151	1.2	0.9	0.394	C
		2	1	(1, 2, 3, 4)	367			377	7.1	1.6	0.463	D
	Exit	1	1		400			400	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	756	800	0.944	800	82.7	75.4	6.098	F
	Exit	1	1		892			892	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	430	545	0.788	441	12.9	4.8	0.934	F
	Exit	1	1		520			520	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	630	662	0.952	635	6.6	5.4	0.559	D
			2	2, 3, 4	640	662	0.965	643	6.8	5.7	0.582	D
		2	1	(1, 2, 3, 4)	1150			1270	59.9	28.4	2.028	F
	Exit	1	1		1084			1084	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
1 - Poorhole Ln	Entry	1	1	2, 3	183	362	0.507	186	2.0	1.0	0.389	C
			2	1, 4	119	358	0.331	120	0.9	0.5	0.302	C
		2	1	(1, 2, 3, 4)	299			302	1.6	0.2	0.090	A
	Exit	1	1		332			332	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	622	865	0.720	797	75.4	30.0	3.697	F
	Exit	1	1		709			709	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	357	562	0.636	365	4.8	2.0	0.447	D
	Exit	1	1		433			433	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	494	671	0.736	500	5.4	2.1	0.368	C
			2	2, 3, 4	508	674	0.754	518	5.7	2.1	0.381	C
		2	1	(1, 2, 3, 4)	967			1002	28.4	1.9	0.483	D
	Exit	1	1		1011			1011	0.0	0.0	0.000	A

Lane Simulation - 2039 Growthed Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Simulation [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	2 - Margate Rd - Lane Simulation	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	2.34	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 (%)
1 - Poorhole Ln		ONE HOUR	✓	355	100.000
2 - Margate Rd		ONE HOUR	✓	865	100.000
3 - Star Ln		ONE HOUR	✓	414	100.000
4 - Ramsgate Rd		ONE HOUR	✓	1163	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	39	147	169
	2 - Margate Rd	69	0	68	728
	3 - Star Ln	123	53	0	238
	4 - Ramsgate Rd	179	803	181	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Poorhole Ln	2 - Margate Rd	3 - Star Ln	4 - Ramsgate Rd
From	1 - Poorhole Ln	0	4	3	4
	2 - Margate Rd	2	0	0	6
	3 - Star Ln	5	3	0	4
	4 - Ramsgate Rd	2	6	4	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)
1 - Poorhole Ln	0.82	5.3	E	326	490
2 - Margate Rd	4.86	74.5	F	792	1188
3 - Star Ln	1.29	10.9	F	382	573
4 - Ramsgate Rd	1.29	30.2	F	1066	1599

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
1 - Poorhole Ln	270	68	783	272	281	0.0	1.2	0.243	B
2 - Margate Rd	646	162	379	648	676	0.0	2.6	0.216	B
3 - Star Ln	311	78	726	311	301	0.0	1.2	0.196	B
4 - Ramsgate Rd	876	219	185	879	852	0.0	2.7	0.181	B

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
1 - Poorhole Ln	323	81	932	325	340	1.2	1.9	0.348	C
2 - Margate Rd	782	196	449	773	807	2.6	8.3	0.509	D
3 - Star Ln	379	95	869	375	353	1.2	2.4	0.359	C
4 - Ramsgate Rd	1050	263	224	1048	1020	2.7	5.4	0.283	C

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
1 - Poorhole Ln	391	98	1099	385	384	1.9	5.0	0.627	E
2 - Margate Rd	941	235	535	809	949	8.3	40.9	1.853	F
3 - Star Ln	457	114	925	447	419	2.4	7.9	0.859	F
4 - Ramsgate Rd	1273	318	253	1231	1120	5.4	21.7	0.783	E

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
1 - Poorhole Ln	389	97	1110	392	394	5.0	5.3	0.821	E
2 - Margate Rd	953	238	540	812	962	40.9	74.5	4.283	F
3 - Star Ln	463	116	937	451	415	7.9	10.8	1.290	F
4 - Ramsgate Rd	1275	319	257	1247	1131	21.7	30.3	1.291	F

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
1 - Poorhole Ln	321	80	965	322	349	5.3	2.3	0.509	D
2 - Margate Rd	779	195	453	846	834	74.5	59.5	4.861	F
3 - Star Ln	371	93	934	379	365	10.8	4.0	0.882	F
4 - Ramsgate Rd	1050	263	230	1084	1083	30.3	8.0	0.782	E

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
1 - Poorhole Ln	264	66	781	265	288	2.3	1.1	0.277	C
2 - Margate Rd	654	164	373	783	673	59.5	17.4	2.392	F
3 - Star Ln	311	78	846	311	309	4.0	1.7	0.373	C
4 - Ramsgate Rd	873	218	195	874	963	8.0	2.8	0.225	B

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

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
1 - Poorhole Ln	Entry	1	1	2, 3	141	373	0.379	143	0.0	0.5	0.237	B
		2	1	1, 4	129	370	0.348	129	0.0	0.6	0.229	B
		2	1	(1, 2, 3, 4)	270			270	0.0	0.1	0.009	A
	Exit	1	1		281			281	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	646	900	0.718	648	0.0	2.6	0.216	B
	Exit	1	1		676			676	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	311	590	0.527	311	0.0	1.2	0.196	B
	Exit	1	1		301			301	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	438	664	0.660	438	0.0	1.4	0.180	B
		2	1	2, 3, 4	438	662	0.663	440	0.0	1.3	0.180	B
	Exit	1	1	(1, 2, 3, 4)	876			876	0.0	0.0	0.001	A
					852			852	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
1 - Poorhole Ln	Entry	1	1	2, 3	169	340	0.496	169	0.5	0.9	0.320	C
			2	1, 4	155	340	0.457	155	0.6	0.8	0.303	C
		2	1	(1, 2, 3, 4)	323			324	0.1	0.2	0.036	A
	Exit	1	1		340			340	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	782	862	0.908	773	2.6	8.3	0.509	D
	Exit	1	1		807			807	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	379	528	0.718	375	1.2	2.4	0.359	C
	Exit	1	1		353			353	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	525	653	0.805	525	1.4	2.5	0.270	C
			2	2, 3, 4	523	646	0.810	522	1.3	2.5	0.266	C
	Exit	2	1	(1, 2, 3, 4)	1050			1048	0.0	0.5	0.015	A
		1	1		1020			1020	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
1 - Poorhole Ln	Entry	1	1	2, 3	207	305	0.679	206	0.9	1.8	0.454	D
		2	1	1, 4	181	303	0.597	179	0.8	1.4	0.412	C
		2	1	(1, 2, 3, 4)	391			387	0.2	1.9	0.189	B
	Exit	1	1		384			384	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	941	819	1.147	809	8.3	40.9	1.853	F
	Exit	1	1		949			949	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	457	504	0.905	447	2.4	7.9	0.859	F
	Exit	1	1		419			419	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	620	644	0.962	617	2.5	5.4	0.476	D
		2	1	2, 3, 4	617	640	0.963	614	2.5	5.4	0.476	D
		2	1	(1, 2, 3, 4)	1273			1236	0.5	10.8	0.302	C
	Exit	1	1		1120			1120	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
1 - Poorhole Ln	Entry	1	1	2, 3	202	302	0.667	203	1.8	1.6	0.503	D
			2	1, 4	188	301	0.628	188	1.4	1.5	0.472	D
		2	1	(1, 2, 3, 4)	389			390	1.9	2.2	0.333	C
	Exit	1	1		394			394	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	953	814	1.167	812	40.9	74.5	4.283	F
	Exit	1	1		962			962	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	463	499	0.929	451	7.9	10.8	1.290	F
	Exit	1	1		415			415	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	624	641	0.972	625	5.4	5.8	0.551	D
			2	2, 3, 4	621	640	0.970	622	5.4	5.8	0.549	D
		2	1	(1, 2, 3, 4)	1275			1245	10.8	18.7	0.739	E
	Exit	1	1		1131			1131	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
1 - Poorhole Ln	Entry	1	1	2, 3	168	335	0.504	167	1.6	1.1	0.396	C
			2	1, 4	154	331	0.465	155	1.5	0.9	0.376	C
		2	1	(1, 2, 3, 4)	321			323	2.2	0.3	0.129	A
	Exit	1	1		349			349	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	779	861	0.904	846	74.5	59.5	4.861	F
	Exit	1	1		834			834	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	371	501	0.741	379	10.8	4.0	0.882	F
	Exit	1	1		365			365	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	537	649	0.827	541	5.8	2.9	0.416	C
			2	2, 3, 4	538	648	0.829	542	5.8	3.0	0.420	D
		2	1	(1, 2, 3, 4)	1050			1074	18.7	2.1	0.376	C
	Exit	1	1		1083			1083	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
1 - Poorhole Ln	Entry	1	1	2, 3	138	372	0.370	138	1.1	0.6	0.267	C
			2	1, 4	127	370	0.343	127	0.9	0.5	0.258	C
		2	1	(1, 2, 3, 4)	264			264	0.3	0.0	0.015	A
	Exit	1	1		288			288	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	654	906	0.722	783	59.5	17.4	2.392	F
	Exit	1	1		673			673	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	311	539	0.577	311	4.0	1.7	0.373	C
	Exit	1	1		309			309	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	437	662	0.660	438	2.9	1.4	0.211	B
			2	2, 3, 4	436	658	0.664	436	3.0	1.4	0.211	B
		2	1	(1, 2, 3, 4)	873			873	2.1	0.0	0.017	A
	Exit	1	1		963			963	0.0	0.0	0.000	A

Lane Simulation - 2039 + Dev Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Simulation [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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	1.84	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	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 (%)
1 - Poorhole Ln		ONE HOUR	✓	407	100.000
2 - Margate Rd		ONE HOUR	✓	710	100.000
3 - Star Ln		ONE HOUR	✓	531	100.000
4 - Ramsgate Rd		ONE HOUR	✓	1130	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	14	222	171
	2 - Margate Rd	15	0	43	652
	3 - Star Ln	236	57	0	238
	4 - Ramsgate Rd	177	745	208	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Poorhole Ln	2 - Margate Rd	3 - Star Ln	4 - Ramsgate Rd
From	1 - Poorhole Ln	0	10	1	4
	2 - Margate Rd	17	0	9	6
	3 - Star Ln	2	0	0	3
	4 - Ramsgate Rd	9	5	2	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)
1 - Poorhole Ln	1.19	10.0	F	373	559
2 - Margate Rd	1.99	29.0	F	653	980
3 - Star Ln	3.15	33.9	F	487	731
4 - Ramsgate Rd	1.37	31.2	F	1036	1553

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
1 - Poorhole Ln	307	77	753	307	332	0.0	1.4	0.253	C
2 - Margate Rd	538	135	453	534	607	0.0	2.0	0.174	B
3 - Star Ln	407	102	631	406	356	0.0	1.9	0.231	B
4 - Ramsgate Rd	842	211	240	845	798	0.0	2.4	0.181	B

07:45 - 08:00

	Total Demand	Junction Arrivals	Circulating flow	Throughput	Throughput (exit				
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1 - Poorhole Ln	Entry	1	1	2, 3	253	317	0.797	251	2.4	2.5	0.571	D
		2	2	1, 4	184	310	0.593	184	1.5	1.4	0.452	D
	Exit	1	1	(1, 2, 3, 4)	449			436	3.5	6.1	0.668	E
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	443			443	0.0	0.0	0.000	A
		1	1	1, 2, 3, 4	777	759	1.021	733	18.8	29.1	1.986	F
	Exit	1	1		871			871	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	582	536	1.087	529	20.3	33.8	3.145	F
	Exit	1	1		501			501	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	596	618	0.963	599	5.5	5.5	0.560	D
		2	2	2, 3, 4	613	632	0.969	612	5.7	5.9	0.565	D
		2	1	(1, 2, 3, 4)	1240			1209	11.2	19.8	0.805	E
	Exit	1	1		1092			1092	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
1 - Poorhole Ln	Entry	1	1	2, 3	219	346	0.634	222	2.5	1.4	0.479	D
			2	1, 4	157	336	0.468	158	1.4	0.9	0.385	C
		2	1	(1, 2, 3, 4)	367			376	6.1	1.1	0.396	C
	Exit	1	1		419			419	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	647	798	0.809	693	29.1	11.1	1.521	F
	Exit	1	1		765			765	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	477	564	0.847	529	33.8	21.3	3.113	F
	Exit	1	1		448			448	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	518	622	0.831	525	5.5	3.0	0.438	D
			2	2, 3, 4	534	635	0.840	540	5.9	3.1	0.447	D
		2	1	(1, 2, 3, 4)	1024			1051	19.8	2.8	0.421	D
	Exit	1	1		1035			1035	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
1 - Poorhole Ln	Entry	1	1	2, 3	179	385	0.466	179	1.4	0.8	0.294	C
			2	1, 4	125	377	0.332	126	0.9	0.5	0.263	C
		2	1	(1, 2, 3, 4)	305			305	1.1	0.1	0.038	A
	Exit	1	1		342			342	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	537	857	0.626	542	11.1	2.1	0.406	C
	Exit	1	1		622			622	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	397	640	0.621	438	21.3	3.3	1.106	F
	Exit	1	1		354			354	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	416	636	0.655	416	3.0	1.4	0.228	B
			2	2, 3, 4	436	648	0.672	435	3.1	1.5	0.227	B
		2	1	(1, 2, 3, 4)	850			852	2.8	0.0	0.033	A
	Exit	1	1		818			818	0.0	0.0	0.000	A

Lane Simulation - 2039 + Dev Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Simulation [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	2 - Margate Rd - Lane Simulation	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	4 - Ramsgate Rd - Lane Simulation	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1 2 3 4	3.92	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 (%)
1 - Poorhole Ln		ONE HOUR	✓	410	100.000
2 - Margate Rd		ONE HOUR	✓	840	100.000
3 - Star Ln		ONE HOUR	✓	549	100.000
4 - Ramsgate Rd		ONE HOUR	✓	1286	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	44	206	160
	2 - Margate Rd	34	0	63	743
	3 - Star Ln	235	62	0	252
	4 - Ramsgate Rd	205	799	282	0

Vehicle Mix

Heavy Vehicle Percentages

	To
	1 - Poorhole Ln 2 - Margate Rd 3 - Star Ln 4 - Ramsgate Rd
From	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 delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Poorhole Ln	1.52	11.3	F	379	569
2 - Margate Rd	5.96	82.8	F	769	1154
3 - Star Ln	3.62	37.7	F	503	755
4 - Ramsgate Rd	3.47	84.0	F	1178	1767

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
1 - Poorhole Ln	307	77	869	306	357	0.0	1.5	0.275	C
2 - Margate Rd	636	159	490	632	685	0.0	3.2	0.245	B
3 - Star Ln	420	105	704	417	418	0.0	2.0	0.242	B

4 - Ramsgate Rd	970	242	254	972	868	0.0	3.8	0.216	B
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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
1 - Poorhole Ln	374	93	1014	375	421	1.5	2.8	0.457	D
2 - Margate Rd	759	190	589	737	800	3.2	9.6	0.581	D
3 - Star Ln	498	124	828	489	498	2.0	5.4	0.528	D
4 - Ramsgate Rd	1156	289	293	1141	1023	3.8	9.5	0.414	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
1 - Poorhole Ln	457	114	1132	430	466	2.8	9.8	0.971	F
2 - Margate Rd	927	232	661	779	901	9.6	45.7	2.180	F
3 - Star Ln	600	150	890	537	550	5.4	22.4	1.666	F
4 - Ramsgate Rd	1409	352	325	1273	1102	9.5	46.0	1.385	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
1 - Poorhole Ln	454	114	1138	456	467	9.8	11.2	1.519	F
2 - Margate Rd	919	230	690	769	904	45.7	82.7	5.056	F
3 - Star Ln	601	150	891	543	568	22.4	37.7	3.399	F
4 - Ramsgate Rd	1425	356	323	1282	1111	46.0	83.7	3.131	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
1 - Poorhole Ln	369	92	1118	380	460	11.2	5.2	1.004	F
2 - Margate Rd	748	187	614	804	884	82.7	73.0	5.965	F
3 - Star Ln	491	123	889	532	528	37.7	27.1	3.623	F
4 - Ramsgate Rd	1153	288	321	1257	1100	83.7	59.7	3.469	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
1 - Poorhole Ln	313	78	959	317	391	5.2	2.1	0.487	D
2 - Margate Rd	628	157	520	803	756	73.0	28.7	3.542	F
3 - Star Ln	410	102	868	459	454	27.1	9.6	1.871	F
4 - Ramsgate Rd	955	239	275	1075	1052	59.7	12.6	1.523	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

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
1 - Poorhole Ln	Entry	1	1	2, 3	187	369	0.508	187	0.0	1.0	0.279	C
			2	1, 4	120	363	0.330	119	0.0	0.5	0.225	B
			2	1 (1, 2, 3, 4)	307			307	0.0	0.1	0.017	A
	Exit	1	1		357			357	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	636	866	0.736	632	0.0	3.2	0.245	B
	Exit	1	1		685			685	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	420	630	0.666	417	0.0	2.0	0.242	B
	Exit	1	1		418			418	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	474	662	0.716	477	0.0	1.6	0.205	B
			2	2, 3, 4	495	662	0.748	495	0.0	2.0	0.217	B
			2	1 (1, 2, 3, 4)	970			969	0.0	0.1	0.004	A
	Exit	1	1		868			868	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
1 - Poorhole Ln	Entry	1	1	2, 3	229	338	0.679	228	1.0	1.6	0.400	C
			2	1, 4	147	331	0.443	147	0.5	0.7	0.317	C
			2	1 (1, 2, 3, 4)	374			376	0.1	0.5	0.089	A
	Exit	1	1		421			421	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	759	815	0.931	737	3.2	9.6	0.581	D
	Exit	1	1		800			800	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	498	574	0.867	489	2.0	5.4	0.528	D
	Exit	1	1		498			498	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	568	650	0.875	563	1.6	3.8	0.341	C
			2	2, 3, 4	584	649	0.900	579	2.0	3.9	0.359	C
			2	1 (1, 2, 3, 4)	1156			1153	0.1	1.8	0.063	A
	Exit	1	1		1023			1023	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
1 - Poorhole Ln	Entry	1	1	2, 3	263	311	0.846	263	1.6	2.6	0.562	D
			2	1, 4	171	309	0.554	167	0.7	1.5	0.407	C
			2	1 (1, 2, 3, 4)	457			435	0.5	5.6	0.461	D
	Exit	1	1		466			466	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	927	777	1.193	779	9.6	45.7	2.180	F
	Exit	1	1		901			901	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	600	548	1.095	537	5.4	22.4	1.666	F
	Exit	1	1		550			550	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	634	641	0.989	635	3.8	6.2	0.553	D
			2	2, 3, 4	639	640	0.999	639	3.9	6.6	0.578	D
			2	1 (1, 2, 3, 4)	1409			1273	1.8	33.2	0.812	E
	Exit	1	1		1102			1102	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
1 - Poorhole Ln	Entry	1	1	2, 3	276	311	0.889	276	2.6	2.8	0.626	E
			2	1, 4	180	308	0.584	181	1.5	1.3	0.441	D
	Exit	1	1	(1, 2, 3, 4)	454			456	5.6	7.2	0.966	F
			1		467			467	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	919	764	1.205	769	45.7	82.7	5.056	F
	Exit	1	1		904			904	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	601	548	1.097	543	22.4	37.7	3.399	F
	Exit	1	1		568			568	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	636	639	0.994	637	6.2	6.5	0.615	E
			2	2, 3, 4	645	641	1.007	644	6.6	7.0	0.645	E
	Exit	1	1	(1, 2, 3, 4)	1425			1281	33.2	70.2	2.501	F
			1		1111			1111	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
1 - Poorhole Ln	Entry	1	1	2, 3	228	315	0.724	231	2.8	1.9	0.540	D
			2	1, 4	150	310	0.483	149	1.3	1.0	0.398	C
	Exit	1	1	(1, 2, 3, 4)	369			378	7.2	2.3	0.527	D
			1		460			460	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	748	802	0.933	804	82.7	73.0	5.965	F
	Exit	1	1		884			884	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	491	548	0.897	532	37.7	27.1	3.623	F
	Exit	1	1		528			528	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	626	640	0.978	621	6.5	6.5	0.609	E
			2	2, 3, 4	637	642	0.991	636	7.0	6.6	0.644	E
	Exit	1	1	(1, 2, 3, 4)	1153			1263	70.2	46.6	2.844	F
			1		1100			1100	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
1 - Poorhole Ln	Entry	1	1	2, 3	192	347	0.553	193	1.9	1.3	0.416	C
			2	1, 4	123	343	0.357	124	1.0	0.6	0.315	C
	Exit	1	1	(1, 2, 3, 4)	313			314	2.3	0.2	0.117	A
			1		391			391	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	628	850	0.736	803	73.0	28.7	3.542	F
	Exit	1	1		756			756	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	410	557	0.736	459	27.1	9.6	1.871	F
	Exit	1	1		454			454	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	513	655	0.783	527	6.5	2.8	0.482	D
			2	2, 3, 4	533	654	0.816	548	6.6	2.9	0.491	D
	Exit	1	1	(1, 2, 3, 4)	955			1046	46.6	6.8	1.060	F
			1		1052			1052	0.0	0.0	0.000	A

Lane Simulation - 2039 + Dev Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Simulation [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	2 - Margate Rd - Lane Simulation	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	3.19	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	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 (%)
1 - Poorhole Ln		ONE HOUR	✓	412	100.000
2 - Margate Rd		ONE HOUR	✓	876	100.000
3 - Star Ln		ONE HOUR	✓	433	100.000
4 - Ramsgate Rd		ONE HOUR	✓	1174	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	39	204	169
	2 - Margate Rd	69	0	79	728
	3 - Star Ln	138	55	0	240
	4 - Ramsgate Rd	179	803	192	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Poorhole Ln	2 - Margate Rd	3 - Star Ln	4 - Ramsgate Rd
From	1 - Poorhole Ln	0	4	2	4
	2 - Margate Rd	2	0	0	6
	3 - Star Ln	4	3	0	4
	4 - Ramsgate Rd	2	6	4	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)
1 - Poorhole Ln	1.68	14.4	F	380	570
2 - Margate Rd	7.05	95.8	F	802	1202
3 - Star Ln	1.20	10.5	F	396	594
4 - Ramsgate Rd	1.56	38.5	F	1082	1623

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
1 - Poorhole Ln	314	78	795	313	287	0.0	1.7	0.279	C
2 - Margate Rd	662	166	424	657	684	0.0	3.2	0.242	B
3 - Star Ln	324	81	725	322	356	0.0	1.3	0.207	B
4 - Ramsgate Rd	891	223	192	890	856	0.0	3.0	0.186	B

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
1 - Poorhole Ln	369	92	933	369	342	1.7	2.8	0.451	D
2 - Margate Rd	787	197	507	773	795	3.2	10.8	0.634	E
3 - Star Ln	390	98	855	388	425	1.3	2.8	0.377	C
4 - Ramsgate Rd	1041	260	233	1042	1010	3.0	5.3	0.293	C

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
1 - Poorhole Ln	451	113	1107	434	399	2.8	9.3	0.978	F
2 - Margate Rd	954	238	597	788	944	10.8	50.9	2.358	F
3 - Star Ln	471	118	894	456	490	2.8	8.5	0.846	F
4 - Ramsgate Rd	1299	325	267	1239	1083	5.3	25.4	0.862	F

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
1 - Poorhole Ln	465	116	1113	442	414	9.3	14.3	1.676	F
2 - Margate Rd	967	242	603	788	952	50.9	95.6	5.621	F
3 - Star Ln	479	120	895	472	496	8.5	10.4	1.198	F
4 - Ramsgate Rd	1314	328	274	1253	1093	25.4	38.4	1.559	F

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
1 - Poorhole Ln	371	93	998	397	365	14.3	5.4	1.254	F
2 - Margate Rd	781	195	543	806	852	95.6	92.0	7.053	F
3 - Star Ln	393	98	892	399	458	10.4	3.8	0.796	E
4 - Ramsgate Rd	1061	265	242	1121	1048	38.4	12.9	1.141	F

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
1 - Poorhole Ln	310	78	795	313	311	5.4	1.6	0.432	D
2 - Margate Rd	658	165	430	844	678	92.0	46.0	4.720	F
3 - Star Ln	319	80	895	322	379	3.8	1.7	0.368	C
4 - Ramsgate Rd	888	222	212	895	1005	12.9	2.7	0.293	C

Lanes: Main Results for each time segment

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
1 - Poorhole Ln	Entry	1	1	2, 3	184	373	0.494	184	0.0	0.9	0.274	C
		2	1	1, 4	129	368	0.349	129	0.0	0.6	0.233	B
		2	1	(1, 2, 3, 4)	314			313	0.0	0.2	0.021	A
	Exit	1	1		287			287	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	662	879	0.753	657	0.0	3.2	0.242	B
	Exit	1	1		684			684	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	324	590	0.549	322	0.0	1.3	0.207	B
	Exit	1	1		356			356	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	442	662	0.668	443	0.0	1.5	0.184	B
		2	1	2, 3, 4	449	658	0.683	447	0.0	1.6	0.186	B
	Exit	2	1	(1, 2, 3, 4)	891			891	0.0	0.0	0.001	A
		1	1		856			856	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
1 - Poorhole Ln	Entry	1	1	2, 3	217	343	0.634	217	0.9	1.4	0.395	C
			2	1, 4	150	337	0.446	152	0.6	0.7	0.302	C
		2	1	(1, 2, 3, 4)	369			368	0.2	0.7	0.093	A
	Exit	1	1		342			342	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	787	835	0.944	773	3.2	10.8	0.634	E
	Exit	1	1		795			795	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	390	535	0.729	388	1.3	2.8	0.377	C
	Exit	1	1		425			425	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	519	649	0.800	521	1.5	2.5	0.276	C
			2	2, 3, 4	520	645	0.806	522	1.6	2.4	0.275	C
		2	1	(1, 2, 3, 4)	1041			1039	0.0	0.4	0.017	A
	Exit	1	1		1010			1010	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
1 - Poorhole Ln	Entry	1	1	2, 3	258	306	0.843	256	1.4	2.6	0.549	D
		2	1	1, 4	178	301	0.592	178	0.7	1.3	0.419	D
		2	1	(1, 2, 3, 4)	451			436	0.7	5.4	0.477	D
	Exit	1	1		399			399	0.0	0.000	A	
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	954	790	1.209	788	10.8	50.9	2.358	F
	Exit	1	1		944			944	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	471	520	0.906	456	2.8	8.5	0.846	F
	Exit	1	1		490			490	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	625	641	0.975	622	2.5	5.6	0.488	D
		2	1	2, 3, 4	622	636	0.978	617	2.4	5.8	0.488	D
		2	1	(1, 2, 3, 4)	1299			1247	0.4	14.1	0.369	C
	Exit	1	1		1083			1083	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
1 - Poorhole Ln	Entry	1	1	2, 3	264	304	0.870	264	2.6	2.9	0.644	E
			2	1, 4	180	300	0.598	178	1.3	1.4	0.471	D
		2	1	(1, 2, 3, 4)	465			444	5.4	10.0	1.099	F
	Exit	1	1		414			414	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	967	783	1.234	788	50.9	95.6	5.621	F
	Exit	1	1		952			952	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	479	518	0.925	472	8.5	10.4	1.198	F
	Exit	1	1		496			496	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	635	638	0.997	636	5.6	6.1	0.565	D
			2	2, 3, 4	617	633	0.974	617	5.8	6.2	0.578	D
		2	1	(1, 2, 3, 4)	1314			1253	14.1	26.1	0.986	F
	Exit	1	1		1093			1093	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
1 - Poorhole Ln	Entry	1	1	2, 3	235	330	0.714	238	2.9	1.8	0.559	D
			2	1, 4	158	325	0.487	159	1.4	0.9	0.410	C
		2	1	(1, 2, 3, 4)	371			393	10.0	2.6	0.767	E
	Exit	1	1		365			365	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	781	817	0.956	806	95.6	92.0	7.053	F
	Exit	1	1		852			852	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	393	519	0.758	399	10.4	3.8	0.796	E
	Exit	1	1		458			458	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	562	649	0.867	567	6.1	3.6	0.472	D
			2	2, 3, 4	550	644	0.853	554	6.2	3.6	0.482	D
		2	1	(1, 2, 3, 4)	1061			1112	26.1	5.6	0.675	E
	Exit	1	1		1048			1048	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
1 - Poorhole Ln	Entry	1	1	2, 3	186	373	0.499	186	1.8	1.0	0.353	C
			2	1, 4	125	367	0.341	127	0.9	0.5	0.283	C
		2	1	(1, 2, 3, 4)	310			311	2.6	0.2	0.116	A
	Exit	1	1		311			311	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	658	875	0.752	844	92.0	46.0	4.720	F
	Exit	1	1		678			678	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	319	520	0.614	322	3.8	1.7	0.368	C
	Exit	1	1		379			379	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	448	658	0.680	450	3.6	1.3	0.236	B
			2	2, 3, 4	443	651	0.680	445	3.6	1.4	0.243	B
		2	1	(1, 2, 3, 4)	888			891	5.6	0.0	0.063	A
	Exit	1	1		1005			1005	0.0	0.0	0.000	A

Lane Simulation - 2039 B+Dev Net Change, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Simulation [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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	0.97	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 (%)
1 - Poorhole Ln		ONE HOUR	✓	407	100.000
2 - Margate Rd		ONE HOUR	✓	611	100.000
3 - Star Ln		ONE HOUR	✓	508	100.000
4 - Ramsgate Rd		ONE HOUR	✓	1046	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	14	248	145
	2 - Margate Rd	15	0	43	553
	3 - Star Ln	249	57	0	202
	4 - Ramsgate Rd	164	689	193	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Poorhole Ln	2 - Margate Rd	3 - Star Ln	4 - Ramsgate Rd
From	1 - Poorhole Ln	0	10	1	4
	2 - Margate Rd	17	0	9	6
	3 - Star Ln	2	0	0	3
	4 - Ramsgate Rd	9	5	2	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)
1 - Poorhole Ln	1.31	10.2	F	374	561
2 - Margate Rd	0.66	8.2	E	564	846
3 - Star Ln	1.50	14.7	F	465	697
4 - Ramsgate Rd	0.79	15.6	E	959	1438

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
1 - Poorhole Ln	312	78	711	310	320	0.0	1.7	0.263	C
2 - Margate Rd	466	116	445	466	576	0.0	1.3	0.145	A
3 - Star Ln	380	95	542	380	369	0.0	1.3	0.186	B
4 - Ramsgate Rd	794	198	239	792	683	0.0	2.4	0.169	B

07:45 - 08:00

	Total Demand	Junction Arrivals	Circulating flow	Throughput	Throughput (exit				
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1 - Poorhole Ln	Entry	1	1	2, 3	282	330	0.856	281	2.8	2.9	0.587	E
			2	1, 4	155	320	0.486	156	1.0	0.9	0.390	C
	Exit	2	1	(1, 2, 3, 4)	444			438	5.2	6.3	0.789	E
		1	1		468			468	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	672	761	0.884	662	6.7	8.1	0.663	E
	Exit	1	1		823			823	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	551	578	0.951	543	10.7	14.7	1.505	F
	Exit	1	1		528			528	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	567	609	0.931	565	4.2	4.6	0.473	D
			2	2, 3, 4	584	622	0.937	580	4.5	4.8	0.479	D
	Exit	2	1	(1, 2, 3, 4)	1148			1151	4.4	6.1	0.308	C
		1	1		969			969	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
1 - Poorhole Ln	Entry	1	1	2, 3	241	367	0.656	242	2.9	1.7	0.484	D
			2	1, 4	138	359	0.385	137	0.9	0.7	0.317	C
	Exit	2	1	(1, 2, 3, 4)	367			379	6.3	1.3	0.443	D
		1	1		400			400	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	557	813	0.685	564	8.1	2.4	0.373	C
	Exit	1	1		691			691	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	459	630	0.729	478	14.7	4.0	0.888	F
	Exit	1	1		441			441	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	468	622	0.751	469	4.6	2.0	0.320	C
			2	2, 3, 4	478	635	0.754	480	4.8	2.2	0.320	C
	Exit	2	1	(1, 2, 3, 4)	942			946	6.1	0.2	0.086	A
		1	1		839			839	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
1 - Poorhole Ln	Entry	1	1	2, 3	200	398	0.503	199	1.7	1.0	0.303	C
			2	1, 4	107	388	0.275	106	0.7	0.4	0.231	B
	Exit	2	1	(1, 2, 3, 4)	308			307	1.3	0.2	0.054	A
		1	1		321			321	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	464	861	0.539	466	2.4	1.1	0.169	B
	Exit	1	1		568			568	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	382	683	0.560	381	4.0	1.4	0.257	C
	Exit	1	1		368			368	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	387	640	0.605	386	2.0	1.1	0.173	B
			2	2, 3, 4	399	653	0.611	399	2.2	1.2	0.178	B
	Exit	2	1	(1, 2, 3, 4)	786			786	0.2	0.0	0.001	A
		1	1		680			680	0.0	0.0	0.000	A

Lane Simulation - 2039 B+Dev Net Change, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Simulation [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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	1.81	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	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 (%)
1 - Poorhole Ln		ONE HOUR	✓	410	100.000
2 - Margate Rd		ONE HOUR	✓	706	100.000
3 - Star Ln		ONE HOUR	✓	516	100.000
4 - Ramsgate Rd		ONE HOUR	✓	1203	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	44	235	131
	2 - Margate Rd	34	0	63	609
	3 - Star Ln	248	62	0	206
	4 - Ramsgate Rd	192	748	263	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1 - Poorhole Ln	2 - Margate Rd	3 - Star Ln	4 - Ramsgate Rd	
From	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 delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Poorhole Ln	2.02	17.1	F	377	566
2 - Margate Rd	1.46	21.3	F	649	973
3 - Star Ln	1.53	16.4	F	474	711
4 - Ramsgate Rd	2.07	52.5	F	1105	1657

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
1 - Poorhole Ln	311	78	811	311	357	0.0	1.7	0.283	C
2 - Margate Rd	533	133	475	533	647	0.0	1.7	0.163	A
3 - Star Ln	390	98	583	390	426	0.0	1.4	0.186	B
4 - Ramsgate Rd	910	228	260	907	712	0.0	3.1	0.188	B

16:45 - 17:00

	Total Demand	Junction Arrivals	Circulating flow	Throughput	Throughput (exit				
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1 - Poorhole Ln	Entry	1	1	2, 3	291	317	0.919	291	3.1	3.4	0.669	E
			2	1, 4	137	314	0.436	137	0.9	1.0	0.387	C
	Exit	2	1	(1, 2, 3, 4)	456			428	7.5	12.8	1.436	F
		1	1		496			496	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	782	782	1.000	756	14.9	21.2	1.461	F
	Exit	1	1		885			885	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	570	575	0.992	546	11.0	16.4	1.532	F
	Exit	1	1		580			580	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	620	628	0.988	621	6.1	6.2	0.606	E
		2	1	2, 3, 4	622	630	0.988	621	6.5	6.7	0.633	E
	Exit	2	1	(1, 2, 3, 4)	1323			1242	19.4	39.5	1.451	F
		1	1		1011			1011	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
1 - Poorhole Ln	Entry	1	1	2, 3	262	329	0.799	266	3.4	2.4	0.605	E
			2	1, 4	126	325	0.388	125	1.0	0.8	0.355	C
	Exit	2	1	(1, 2, 3, 4)	370			388	12.8	4.7	1.105	F
		1	1		457			457	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	629	806	0.781	668	21.2	6.7	1.013	F
	Exit	1	1		839			839	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	464	618	0.750	494	16.4	4.8	1.067	F
	Exit	1	1		543			543	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	582	639	0.911	588	6.2	4.6	0.543	D
		2	1	2, 3, 4	587	639	0.917	595	6.7	4.8	0.568	D
	Exit	2	1	(1, 2, 3, 4)	1085			1169	39.5	13.8	1.247	F
		1	1		897			897	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
1 - Poorhole Ln	Entry	1	1	2, 3	214	379	0.563	215	2.4	1.2	0.417	D
			2	1, 4	100	376	0.266	101	0.8	0.3	0.252	C
	Exit	2	1	(1, 2, 3, 4)	309			314	4.7	0.3	0.238	B
		1	1		359			359	0.0	0.0	0.000	A
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	534	871	0.614	538	6.7	1.6	0.269	C
	Exit	1	1		649			649	0.0	0.0	0.000	A
3 - Star Ln	Entry	1	1	1, 2, 3, 4	387	679	0.569	388	4.8	1.5	0.289	C
	Exit	1	1		430			430	0.0	0.0	0.000	A
4 - Ramsgate Rd	Entry	1	1	1, 2	450	659	0.682	451	4.6	1.7	0.303	C
		2	1	2, 3, 4	465	661	0.703	468	4.8	1.8	0.315	C
	Exit	2	1	(1, 2, 3, 4)	903			914	13.8	0.5	0.204	B
		1	1		724			724	0.0	0.0	0.000	A

Lane Simulation - 2039 B+Dev Net Change, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane Simulation [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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	1.47	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 (%)
1 - Poorhole Ln		ONE HOUR	✓	412	100.000
2 - Margate Rd		ONE HOUR	✓	763	100.000
3 - Star Ln		ONE HOUR	✓	407	100.000
4 - Ramsgate Rd		ONE HOUR	✓	1092	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	39	230	143
	2 - Margate Rd	69	0	79	615
	3 - Star Ln	150	55	0	202
	4 - Ramsgate Rd	166	747	179	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Poorhole Ln	2 - Margate Rd	3 - Star Ln	4 - Ramsgate Rd
From	1 - Poorhole Ln	0	4	2	5
	2 - Margate Rd	2	0	0	7
	3 - Star Ln	4	3	0	4
	4 - Ramsgate Rd	2	6	4	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)
1 - Poorhole Ln	1.89	16.0	F	381	571
2 - Margate Rd	2.45	38.9	F	703	1055
3 - Star Ln	0.72	5.5	E	375	562
4 - Ramsgate Rd	0.89	19.6	F	1001	1502

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
1 - Poorhole Ln	319	80	736	317	287	0.0	1.6	0.278	C
2 - Margate Rd	575	144	425	572	628	0.0	2.2	0.192	B
3 - Star Ln	308	77	625	308	372	0.0	0.9	0.169	B
4 - Ramsgate Rd	821	205	203	820	731	0.0	2.4	0.169	B

13:00 - 13:15

	Total Demand	Junction Arrivals	Circulating flow	Throughput	Throughput (exit				
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1 - Poorhole Ln	Entry	1	1	2, 3	289	314	0.921	287	2.9	3.2	0.640	E
		2	2	1, 4	148	306	0.482	147	1.0	1.1	0.412	C
	Exit	1	1	(1, 2, 3, 4)	459			437	6.3	11.7	1.324	F
2 - Margate Rd	Entry	1	1	1, 2, 3, 4	416			416	0.0	0.0	0.000	A
	Exit	1	1		845	788	1.075	778	23.6	38.8	2.453	F
3 - Star Ln	Entry	1	1		911			911	0.0	0.0	0.000	A
	Exit	1	1									
4 - Ramsgate Rd	Entry	1	1	1, 2, 3, 4	451	539	0.838	450	5.3	5.4	0.717	E
	Exit	1	1		522			522	0.0	0.0	0.000	A
	Entry	1	1	1, 2	592	630	0.939	593	4.8	5.0	0.494	D
		2	2	2, 3, 4	589	625	0.941	588	4.6	5.1	0.505	D
	Exit	1	1	(1, 2, 3, 4)	1199			1181	6.1	9.5	0.390	C
	Exit	1	1		995			995	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
1 - Poorhole Ln	Entry	1	1	2, 3	263	351	0.749	266	3.2	1.9	0.545	D
		2	2	1, 4	137	343	0.401	138	1.1	0.7	0.356	C
	Exit	1	1	(1, 2, 3, 4)	373			400	11.7	2.8	0.895	F
2 - Margate Rd	Entry	1	1		358			358	0.0	0.0	0.000	A
	Exit	1	1	1, 2, 3, 4	693	815	0.851	761	38.8	20.1	2.253	F
3 - Star Ln	Entry	1	1		771			771	0.0	0.0	0.000	A
	Exit	1	1	1, 2, 3, 4	366	549	0.667	364	5.4	2.4	0.413	C
4 - Ramsgate Rd	Entry	1	1		474			474	0.0	0.0	0.000	A
		1	1	1, 2	498	644	0.773	502	5.0	2.2	0.345	C
	Exit	1	1	2, 3, 4	499	640	0.780	501	5.1	2.3	0.346	C
		2	2	(1, 2, 3, 4)	985			997	9.5	0.5	0.167	B
	Exit	1	1		929			929	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
1 - Poorhole Ln	Entry	1	1	2, 3	203	387	0.525	204	1.9	1.0	0.349	C
		2	2	1, 4	111	377	0.294	111	0.7	0.4	0.248	B
	Exit	1	1	(1, 2, 3, 4)	312			314	2.8	0.1	0.104	A
2 - Margate Rd	Entry	1	1		289			289	0.0	0.0	0.000	A
	Exit	1	1	1, 2, 3, 4	574	876	0.656	596	20.1	3.2	0.666	E
3 - Star Ln	Entry	1	1		628			628	0.0	0.0	0.000	A
	Exit	1	1	1, 2, 3, 4	304	626	0.485	304	2.4	1.1	0.232	B
4 - Ramsgate Rd	Entry	1	1		370			370	0.0	0.0	0.000	A
		1	1	1, 2	411	659	0.624	410	2.2	1.2	0.185	B
	Exit	1	1	2, 3, 4	407	654	0.622	406	2.3	1.2	0.188	B
		2	2	(1, 2, 3, 4)	818			818	0.5	0.0	0.003	A
	Exit	1	1		744			744	0.0	0.0	0.000	A

