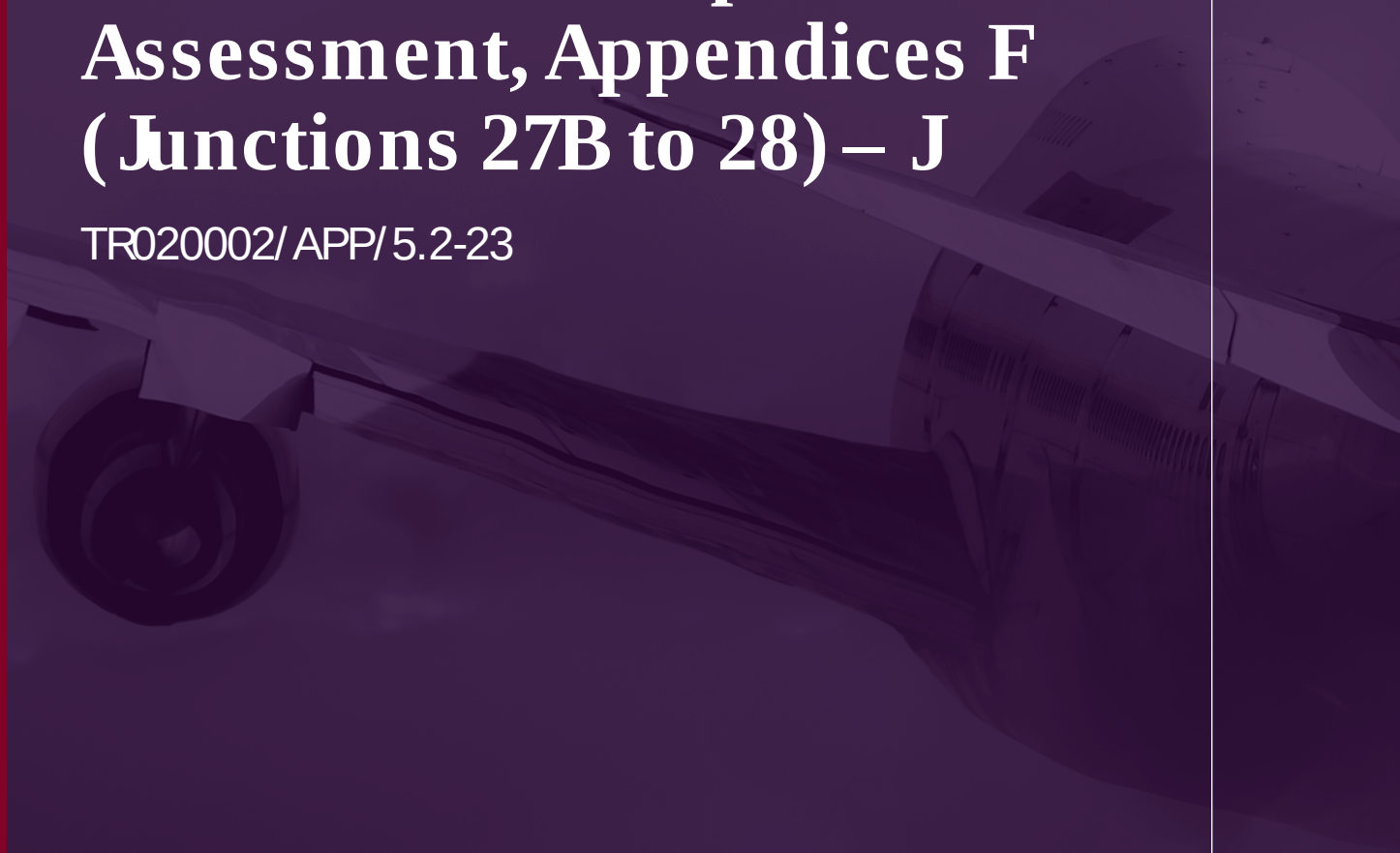
RiverOak Strategic Partners

5.2-23 Environmental Statement Volume 23: Transport Assessment, Appendices F (Junctions 27B to 28) – J

TR020002/APP/5.2-23



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

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Volume 23 Contents

Transport Assessment

Appendix F - 2039 Validated Models (Junctions 27b to 28)

Appendix G - Summarised Junction Traffic Flows

Appendix H - Site Access Schemes

Appendix I - Strategic Route

Appendix J - ST Models (Junctions 2 to 13)

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Jct 27_R1_PM validated.j9
Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Validated\Jct 27_B2014_A255
Report generation date: 29/01/2018 14:41:41

»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 (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2017 Baseline Traffic											
1 - Newington Road north	2.4	14.25	0.71	B	11.5	63.19	0.96	F	1.5	9.17	0.61	A
2 - High Street east	12.5	54.27	0.95	F	8.9	41.69	0.92	E	2.9	15.83	0.75	C
3 - High Street south	4.7	22.69	0.84	C	10.9	44.30	0.94	E	1.7	10.09	0.64	B
	2039 Growthed Traffic											
1 - Newington Road north	17.5	81.45	0.99	F	103.1	534.77	1.25	F	8.3	39.68	0.91	E
2 - High Street east	119.3	473.27	1.24	F	86.7	340.85	1.17	F	39.9	150.13	1.07	F
3 - High Street south	40.5	138.97	1.06	F	118.5	438.70	1.22	F	8.6	39.31	0.92	E
	2039 + Dev Traffic											
1 - Newington Road north	17.6	81.24	0.99	F	128.5	645.70	1.30	F	9.2	43.73	0.93	E
2 - High Street east	147.1	571.83	1.28	F	85.3	330.53	1.16	F	57.7	205.32	1.12	F
3 - High Street south	45.7	155.51	1.07	F	120.5	448.98	1.22	F	9.9	45.34	0.93	E

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

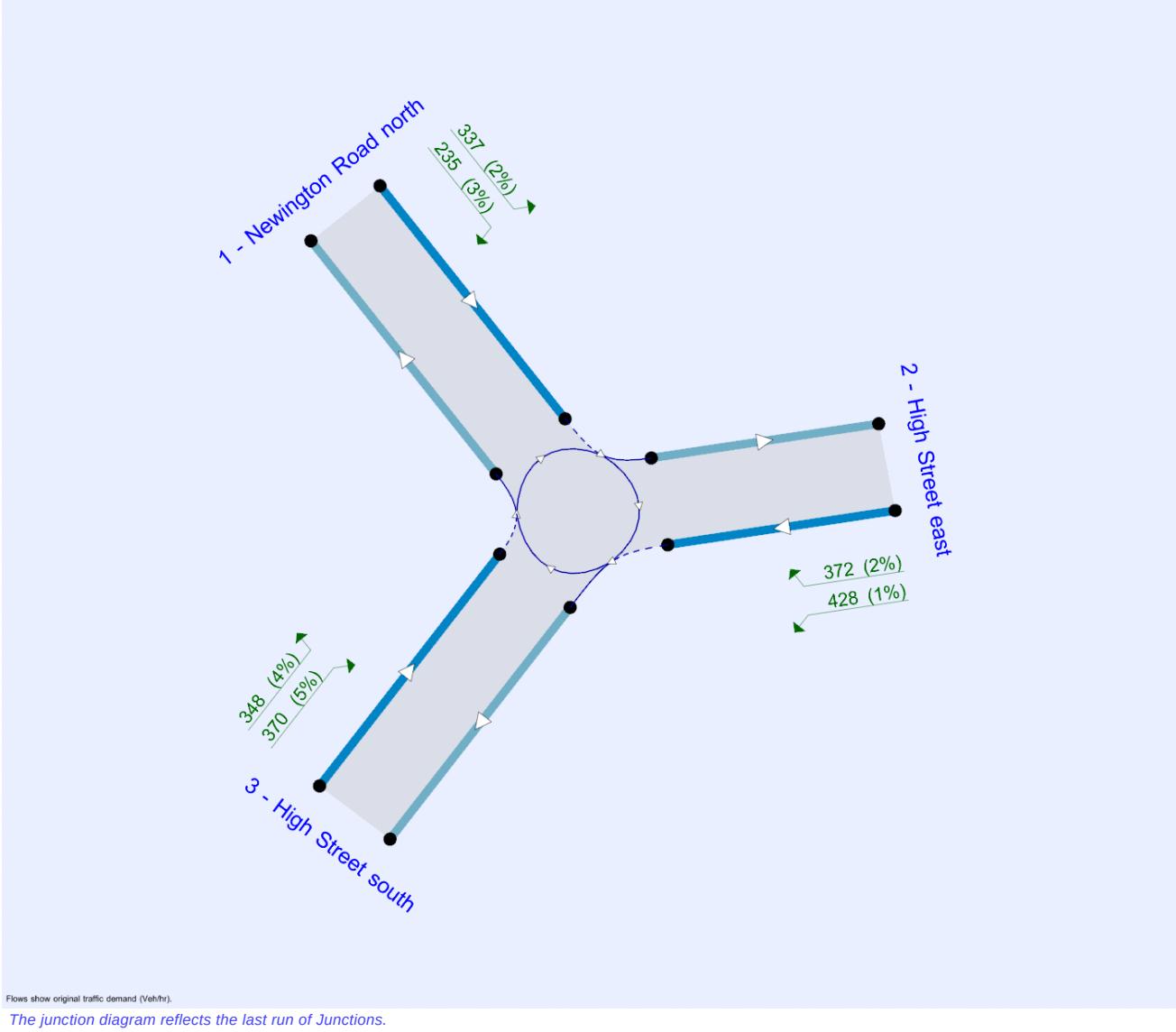
File summary

File Description

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Location	
Site number	
Date	05/10/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\chris.price2
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	32.32	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Newington Road north	
2	High Street east	
3	High Street south	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Newington Road north	3.96	3.71	4.87	1.4	13.95	8.20	0.0	
2 - High Street east	3.64	3.20	4.13	19.6	20.00	17.75	0.0	✓
3 - High Street south	3.58	3.28	5.97	10.0	14.07	9.72	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Newington Road north	0.630	785
2 - High Street east	0.616	1102
3 - High Street south	0.657	1081

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - Newington Road north	Percentage		175.00
3 - High Street south	Percentage		122.00

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 - Newington Road north		ONE HOUR	✓	572	100.000
2 - High Street east		ONE HOUR	✓	800	100.000
3 - High Street south		ONE HOUR	✓	718	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	337	235
	2 - High Street east	372	0	428
	3 - High Street south	348	370	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	2	3
	2 - High Street east	2	0	1
	3 - High Street south	4	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Newington Road north	0.71	14.25	2.4	B	525	787
2 - High Street east	0.95	54.27	12.5	F	734	1101
3 - High Street south	0.84	22.69	4.7	C	659	988

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	431	108	276	1028	0.419	428	537	0.0	0.7	5.968	A
2 - High Street east	602	151	176	976	0.617	596	528	0.0	1.6	9.320	A
3 - High Street south	541	135	277	1045	0.517	536	495	0.0	1.1	7.027	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	514	129	331	966	0.532	513	643	0.7	1.1	7.904	A
2 - High Street east	719	180	211	955	0.753	714	633	1.6	2.9	14.641	B
3 - High Street south	645	161	332	1002	0.644	643	593	1.1	1.8	9.949	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	630	157	402	886	0.711	625	774	1.1	2.3	13.521	B
2 - High Street east	881	220	257	926	0.951	852	770	2.9	10.1	38.588	E
3 - High Street south	791	198	396	951	0.831	780	712	1.8	4.4	19.898	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	630	157	407	881	0.715	629	788	2.3	2.4	14.251	B
2 - High Street east	881	220	259	925	0.953	871	777	10.1	12.5	54.266	F
3 - High Street south	791	198	405	944	0.837	789	725	4.4	4.7	22.693	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	514	129	338	958	0.537	519	670	2.4	1.2	8.290	A
2 - High Street east	719	180	213	953	0.755	756	644	12.5	3.3	21.138	C
3 - High Street south	645	161	352	986	0.654	657	618	4.7	2.0	11.265	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	431	108	280	1024	0.421	432	547	1.2	0.7	6.104	A
2 - High Street east	602	151	178	975	0.618	609	535	3.3	1.7	9.995	A
3 - High Street south	541	135	283	1040	0.520	544	503	2.0	1.1	7.307	A

2017 Baseline Traffic, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	48.72	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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 - Newington Road north		ONE HOUR	✓	623	100.000
2 - High Street east		ONE HOUR	✓	749	100.000
3 - High Street south		ONE HOUR	✓	855	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	331	292
	2 - High Street east	340	0	409
	3 - High Street south	325	530	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	2	1
	2 - High Street east	1	0	1
	3 - High Street south	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Newington Road north	0.96	63.19	11.5	F	572	858
2 - High Street east	0.92	41.69	8.9	E	687	1031
3 - High Street south	0.94	44.30	10.9	E	785	1177

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	469	117	396	919	0.511	465	496	0.0	1.0	7.867	A
2 - High Street east	564	141	218	957	0.589	558	643	0.0	1.4	8.909	A
3 - High Street south	644	161	253	1098	0.586	638	523	0.0	1.4	7.739	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	560	140	474	833	0.672	556	594	1.0	2.0	12.833	B
2 - High Street east	673	168	261	931	0.724	669	769	1.4	2.5	13.530	B
3 - High Street south	769	192	304	1058	0.727	764	626	1.4	2.5	12.062	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	686	171	568	730	0.940	660	713	2.0	8.5	41.313	E
2 - High Street east	825	206	309	901	0.915	804	918	2.5	7.6	32.040	D
3 - High Street south	941	235	365	1009	0.933	916	748	2.5	8.9	32.289	D

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	686	171	579	718	0.956	674	727	8.5	11.5	63.192	F
2 - High Street east	825	206	316	897	0.920	819	937	7.6	8.9	41.690	E
3 - High Street south	941	235	372	1003	0.938	934	763	8.9	10.9	44.302	E

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	560	140	496	808	0.693	596	621	11.5	2.4	19.609	C
2 - High Street east	673	168	280	919	0.733	697	813	8.9	2.9	17.762	C
3 - High Street south	769	192	317	1048	0.734	800	660	10.9	2.9	16.226	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	469	117	403	911	0.515	474	505	2.4	1.1	8.340	A
2 - High Street east	564	141	222	954	0.591	570	655	2.9	1.5	9.491	A
3 - High Street south	644	161	259	1094	0.588	649	533	2.9	1.5	8.203	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 (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	11.83	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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 - Newington Road north		ONE HOUR	✓	546	100.000
2 - High Street east		ONE HOUR	✓	608	100.000
3 - High Street south		ONE HOUR	✓	572	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	285	261
	2 - High Street east	331	0	277
	3 - High Street south	284	288	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	2	2
	2 - High Street east	2	0	4
	3 - High Street south	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Newington Road north	0.61	9.17	1.5	A	501	752
2 - High Street east	0.75	15.83	2.9	C	558	837
3 - High Street south	0.64	10.09	1.7	B	525	787

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	411	103	215	1106	0.372	409	460	0.0	0.6	5.145	A
2 - High Street east	458	114	195	952	0.481	454	429	0.0	0.9	7.184	A
3 - High Street south	431	108	247	1078	0.399	428	402	0.0	0.7	5.512	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	491	123	258	1059	0.464	490	551	0.6	0.9	6.317	A
2 - High Street east	547	137	234	928	0.589	545	514	0.9	1.4	9.340	A
3 - High Street south	514	129	297	1040	0.495	513	482	0.7	1.0	6.819	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	601	150	316	995	0.604	599	673	0.9	1.5	9.029	A
2 - High Street east	669	167	286	896	0.747	664	628	1.4	2.8	15.137	C
3 - High Street south	630	157	361	988	0.637	627	589	1.0	1.7	9.883	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	601	150	317	993	0.605	601	677	1.5	1.5	9.175	A
2 - High Street east	669	167	287	896	0.747	669	631	2.8	2.9	15.826	C
3 - High Street south	630	157	364	986	0.639	630	592	1.7	1.7	10.093	B

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	491	123	260	1056	0.465	493	557	1.5	0.9	6.426	A
2 - High Street east	547	137	236	927	0.590	552	518	2.9	1.5	9.741	A
3 - High Street south	514	129	301	1036	0.496	517	487	1.7	1.0	6.975	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	411	103	217	1104	0.372	412	465	0.9	0.6	5.213	A
2 - High Street east	458	114	197	951	0.481	460	433	1.5	0.9	7.367	A
3 - High Street south	431	108	250	1076	0.400	432	407	1.0	0.7	5.600	A

2039 Growthed Traffic, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	249.22	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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 - Newington Road north		ONE HOUR	✓	715	100.000
2 - High Street east		ONE HOUR	✓	1000	100.000
3 - High Street south		ONE HOUR	✓	898	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	421	294
	2 - High Street east	465	0	535
	3 - High Street south	435	463	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	2	4
	2 - High Street east	2	0	1
	3 - High Street south	4	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Newington Road north	0.99	81.45	17.5	F	656	984
2 - High Street east	1.24	473.27	119.3	F	918	1376
3 - High Street south	1.06	138.97	40.5	F	824	1236

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	538	135	344	944	0.570	533	667	0.0	1.3	8.653	A
2 - High Street east	753	188	219	948	0.794	739	658	0.0	3.5	16.269	C
3 - High Street south	676	169	344	988	0.684	668	614	0.0	2.1	10.983	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	643	161	410	869	0.739	637	787	1.3	2.7	15.157	C
2 - High Street east	899	225	262	921	0.976	863	785	3.5	12.5	45.616	E
3 - High Street south	807	202	401	943	0.856	795	724	2.1	5.1	22.735	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	787	197	469	803	0.981	750	853	2.7	12.1	49.016	E
2 - High Street east	1101	275	308	892	1.235	888	910	12.5	65.8	170.949	F
3 - High Street south	989	247	413	934	1.059	909	783	5.1	25.0	73.563	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	787	197	478	793	0.993	765	861	12.1	17.5	81.450	F
2 - High Street east	1101	275	315	888	1.241	887	928	65.8	119.3	381.666	F
3 - High Street south	989	247	412	934	1.059	926	789	25.0	40.5	138.967	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	643	161	468	804	0.800	695	858	17.5	4.6	41.509	E
2 - High Street east	899	225	286	906	0.992	899	877	119.3	119.3	473.274	F
3 - High Street south	807	202	418	930	0.868	907	767	40.5	15.5	116.581	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	538	135	374	910	0.592	551	787	4.6	1.5	10.343	B
2 - High Street east	753	188	226	943	0.798	935	699	119.3	73.6	372.803	F
3 - High Street south	676	169	435	916	0.738	726	727	15.5	3.0	23.168	C

2039 Growthed Traffic, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	432.71	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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 - Newington Road north		ONE HOUR	✓	785	100.000
2 - High Street east		ONE HOUR	✓	943	100.000
3 - High Street south		ONE HOUR	✓	1078	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	417	368
	2 - High Street east	428	0	515
	3 - High Street south	410	668	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	2	1
	2 - High Street east	2	0	1
	3 - High Street south	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Newington Road north	1.25	534.77	103.1	F	720	1080
2 - High Street east	1.17	340.85	86.7	F	865	1298
3 - High Street south	1.22	438.70	118.5	F	989	1484

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	591	148	495	810	0.730	581	620	0.0	2.5	15.133	C
2 - High Street east	710	177	272	919	0.772	697	803	0.0	3.1	15.449	C
3 - High Street south	812	203	317	1045	0.777	799	653	0.0	3.2	13.957	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	706	176	579	718	0.983	669	728	2.5	11.7	52.891	F
2 - High Street east	848	212	314	894	0.948	821	934	3.1	9.8	39.384	E
3 - High Street south	969	242	373	1000	0.969	934	762	3.2	12.1	40.992	E

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	864	216	603	691	1.251	688	770	11.7	55.8	191.176	F
2 - High Street east	1038	260	322	889	1.168	882	968	9.8	48.9	133.177	F
3 - High Street south	1187	297	400	978	1.214	973	804	12.1	65.6	155.388	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	864	216	604	690	1.253	689	773	55.8	99.6	415.498	F
2 - High Street east	1038	260	323	888	1.169	887	970	48.9	86.7	284.766	F
3 - High Street south	1187	297	403	976	1.217	975	808	65.6	118.5	347.528	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	706	176	601	693	1.018	692	767	99.6	103.1	534.771	F
2 - High Street east	848	212	324	888	0.955	877	968	86.7	79.3	340.850	F
3 - High Street south	969	242	398	979	0.990	970	803	118.5	118.4	438.698	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	591	148	602	693	0.853	686	768	103.1	79.4	479.891	F
2 - High Street east	710	177	322	889	0.798	878	966	79.3	37.3	241.922	F
3 - High Street south	812	203	399	979	0.829	971	801	118.4	78.6	366.713	F

2039 Growthed Traffic, Airport Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	78.62	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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 - Newington Road north		ONE HOUR	✓	728	100.000
2 - High Street east		ONE HOUR	✓	811	100.000
3 - High Street south		ONE HOUR	✓	763	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	380	348
	2 - High Street east	441	0	370
	3 - High Street south	379	384	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	2	2
	2 - High Street east	2	0	5
	3 - High Street south	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Newington Road north	0.91	39.68	8.3	E	668	1002
2 - High Street east	1.07	150.13	39.9	F	744	1116
3 - High Street south	0.92	39.31	8.6	E	700	1050

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	548	137	287	1027	0.534	544	611	0.0	1.1	7.378	A
2 - High Street east	611	153	260	908	0.672	603	570	0.0	2.0	11.504	B
3 - High Street south	574	144	328	1015	0.566	569	535	0.0	1.3	7.993	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	654	164	343	964	0.679	651	730	1.1	2.0	11.352	B
2 - High Street east	729	182	311	877	0.831	720	683	2.0	4.3	21.626	C
3 - High Street south	686	171	391	965	0.711	682	639	1.3	2.4	12.531	B

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	802	200	413	887	0.904	782	851	2.0	6.9	30.026	D
2 - High Street east	893	223	374	839	1.064	815	821	4.3	23.7	76.910	F
3 - High Street south	840	210	443	923	0.910	820	746	2.4	7.3	30.305	D

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	802	200	420	878	0.913	796	865	6.9	8.3	39.678	E
2 - High Street east	893	223	381	835	1.070	828	836	23.7	39.9	150.134	F
3 - High Street south	840	210	450	918	0.915	835	759	7.3	8.6	39.306	E

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	654	164	356	950	0.689	678	813	8.3	2.3	14.302	B
2 - High Street east	729	182	324	869	0.839	850	710	39.9	9.7	113.246	F
3 - High Street south	686	171	462	909	0.755	707	712	8.6	3.3	19.420	C

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	548	137	293	1020	0.537	553	638	2.3	1.2	7.775	A
2 - High Street east	611	153	264	906	0.674	641	581	9.7	2.2	15.023	C
3 - High Street south	574	144	348	998	0.575	582	556	3.3	1.4	8.796	A

2039 + Dev Traffic, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	295.14	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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 - Newington Road north		ONE HOUR	✓	720	100.000
2 - High Street east		ONE HOUR	✓	1033	100.000
3 - High Street south		ONE HOUR	✓	898	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	426	294
	2 - High Street east	498	0	535
	3 - High Street south	435	463	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	2	4
	2 - High Street east	2	0	1
	3 - High Street south	4	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Newington Road north	0.99	81.24	17.6	F	661	991
2 - High Street east	1.28	571.83	147.1	F	948	1422
3 - High Street south	1.07	155.51	45.7	F	824	1236

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	542	136	344	944	0.574	537	690	0.0	1.3	8.724	A
2 - High Street east	778	194	219	948	0.821	761	662	0.0	4.1	18.005	C
3 - High Street south	676	169	367	969	0.697	667	613	0.0	2.2	11.600	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	647	162	409	870	0.744	642	808	1.3	2.7	15.362	C
2 - High Street east	929	232	262	921	1.009	879	789	4.1	16.5	55.574	F
3 - High Street south	807	202	424	925	0.873	794	717	2.2	5.6	25.045	D

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	793	198	464	808	0.982	755	865	2.7	12.2	49.179	E
2 - High Street east	1137	284	308	892	1.276	889	911	16.5	78.5	203.792	F
3 - High Street south	989	247	429	921	1.073	901	769	5.6	27.6	80.602	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	793	198	473	798	0.993	771	872	12.2	17.6	81.237	F
2 - High Street east	1137	284	315	887	1.282	887	929	78.5	141.1	450.529	F
3 - High Street south	989	247	428	922	1.072	916	774	27.6	45.7	155.511	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	647	162	462	810	0.799	700	870	17.6	4.5	40.917	E
2 - High Street east	929	232	286	906	1.025	905	876	141.1	147.1	571.825	F
3 - High Street south	807	202	436	916	0.882	896	754	45.7	23.5	142.719	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	542	136	390	892	0.608	554	818	4.5	1.6	10.995	B
2 - High Street east	778	194	226	943	0.824	937	718	147.1	107.3	489.784	F
3 - High Street south	676	169	452	903	0.748	757	711	23.5	3.3	35.217	E

2039 + Dev Traffic, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	466.01	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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 - Newington Road north		ONE HOUR	✓	819	100.000
2 - High Street east		ONE HOUR	✓	946	100.000
3 - High Street south		ONE HOUR	✓	1078	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	451	368
	2 - High Street east	431	0	515
	3 - High Street south	410	668	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	1	1
	2 - High Street east	2	0	1
	3 - High Street south	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Newington Road north	1.30	645.70	128.5	F	752	1127
2 - High Street east	1.16	330.53	85.3	F	868	1302
3 - High Street south	1.22	448.98	120.5	F	989	1484

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	617	154	495	814	0.758	605	622	0.0	2.9	16.429	C
2 - High Street east	712	178	272	920	0.774	699	828	0.0	3.2	15.565	C
3 - High Street south	812	203	319	1043	0.778	799	653	0.0	3.3	14.044	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	736	184	578	722	1.019	686	730	2.9	15.4	63.619	F
2 - High Street east	850	213	308	897	0.948	824	956	3.2	9.8	39.263	E
3 - High Street south	969	242	375	998	0.971	933	757	3.3	12.3	41.590	E

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	902	225	601	697	1.294	695	773	15.4	67.1	227.111	F
2 - High Street east	1042	260	312	895	1.164	888	984	9.8	48.2	130.944	F
3 - High Street south	1187	297	404	974	1.218	970	795	12.3	66.6	158.147	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	902	225	602	696	1.296	696	777	67.1	118.7	489.827	F
2 - High Street east	1042	260	313	895	1.164	893	985	48.2	85.3	278.455	F
3 - High Street south	1187	297	407	972	1.221	971	799	66.6	120.5	354.200	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	736	184	600	698	1.055	697	771	118.7	128.5	645.696	F
2 - High Street east	850	213	313	894	0.951	884	984	85.3	76.9	330.530	F
3 - High Street south	969	242	403	976	0.993	969	794	120.5	120.5	448.978	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	617	154	600	699	0.883	693	771	128.5	109.3	618.267	F
2 - High Street east	712	178	311	895	0.795	884	981	76.9	34.0	228.938	F
3 - High Street south	812	203	403	976	0.832	968	793	120.5	81.5	377.247	F

2039 + Dev Traffic, Airport Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	102.76	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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 - Newington Road north		ONE HOUR	✓	739	100.000
2 - High Street east		ONE HOUR	✓	848	100.000
3 - High Street south		ONE HOUR	✓	763	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	391	348
	2 - High Street east	478	0	370
	3 - High Street south	379	384	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Newington Road north	2 - High Street east	3 - High Street south
From	1 - Newington Road north	0	2	2
	2 - High Street east	2	0	5
	3 - High Street south	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Newington Road north	0.93	43.73	9.2	E	678	1017
2 - High Street east	1.12	205.32	57.7	F	778	1167
3 - High Street south	0.93	45.34	9.9	E	700	1050

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	556	139	286	1027	0.542	552	637	0.0	1.2	7.499	A
2 - High Street east	638	160	260	909	0.702	629	578	0.0	2.3	12.512	B
3 - High Street south	574	144	355	993	0.578	569	534	0.0	1.3	8.380	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	664	166	343	965	0.689	660	761	1.2	2.1	11.688	B
2 - High Street east	762	191	311	878	0.869	750	692	2.3	5.5	25.779	D
3 - High Street south	686	171	422	940	0.730	681	638	1.3	2.6	13.647	B

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	814	203	411	888	0.916	792	871	2.1	7.6	31.943	D
2 - High Street east	934	233	373	840	1.111	825	830	5.5	32.5	97.615	F
3 - High Street south	840	210	465	906	0.927	817	733	2.6	8.3	33.958	D

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	814	203	420	879	0.926	807	884	7.6	9.2	43.729	E
2 - High Street east	934	233	380	836	1.117	833	847	32.5	57.7	205.315	F
3 - High Street south	840	210	469	903	0.931	834	743	8.3	9.9	45.338	E

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	664	166	358	948	0.701	691	835	9.2	2.5	15.398	C
2 - High Street east	762	191	326	869	0.877	854	724	57.7	34.8	197.126	F
3 - High Street south	686	171	481	893	0.768	711	698	9.9	3.6	21.957	C

14:00 - 14:15

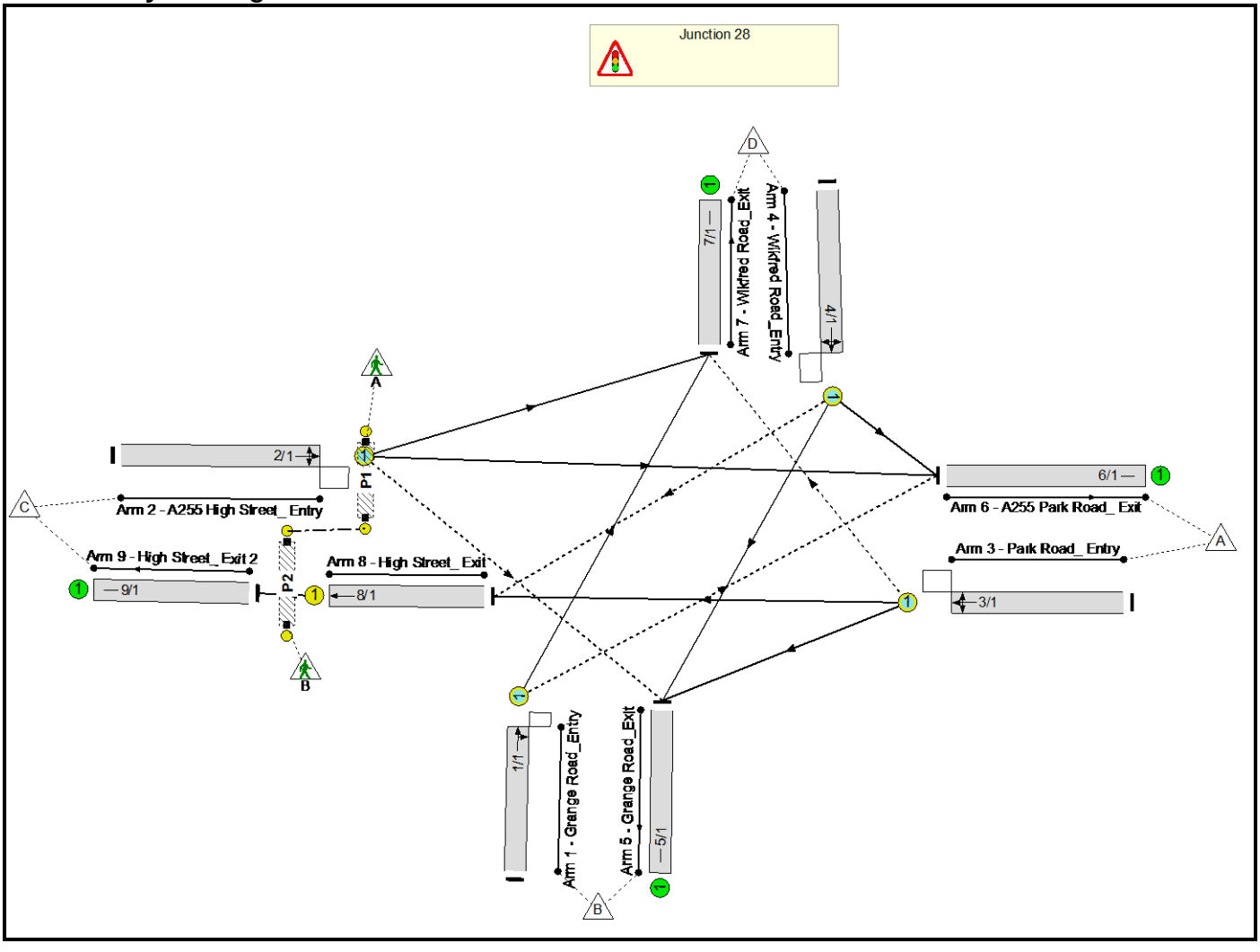
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Newington Road north	556	139	293	1020	0.545	561	722	2.5	1.2	7.931	A
2 - High Street east	638	160	264	906	0.705	767	590	34.8	2.6	47.222	E
3 - High Street south	574	144	433	932	0.616	582	599	3.6	1.7	10.503	B

Full Input Data And Results

User and Project Details

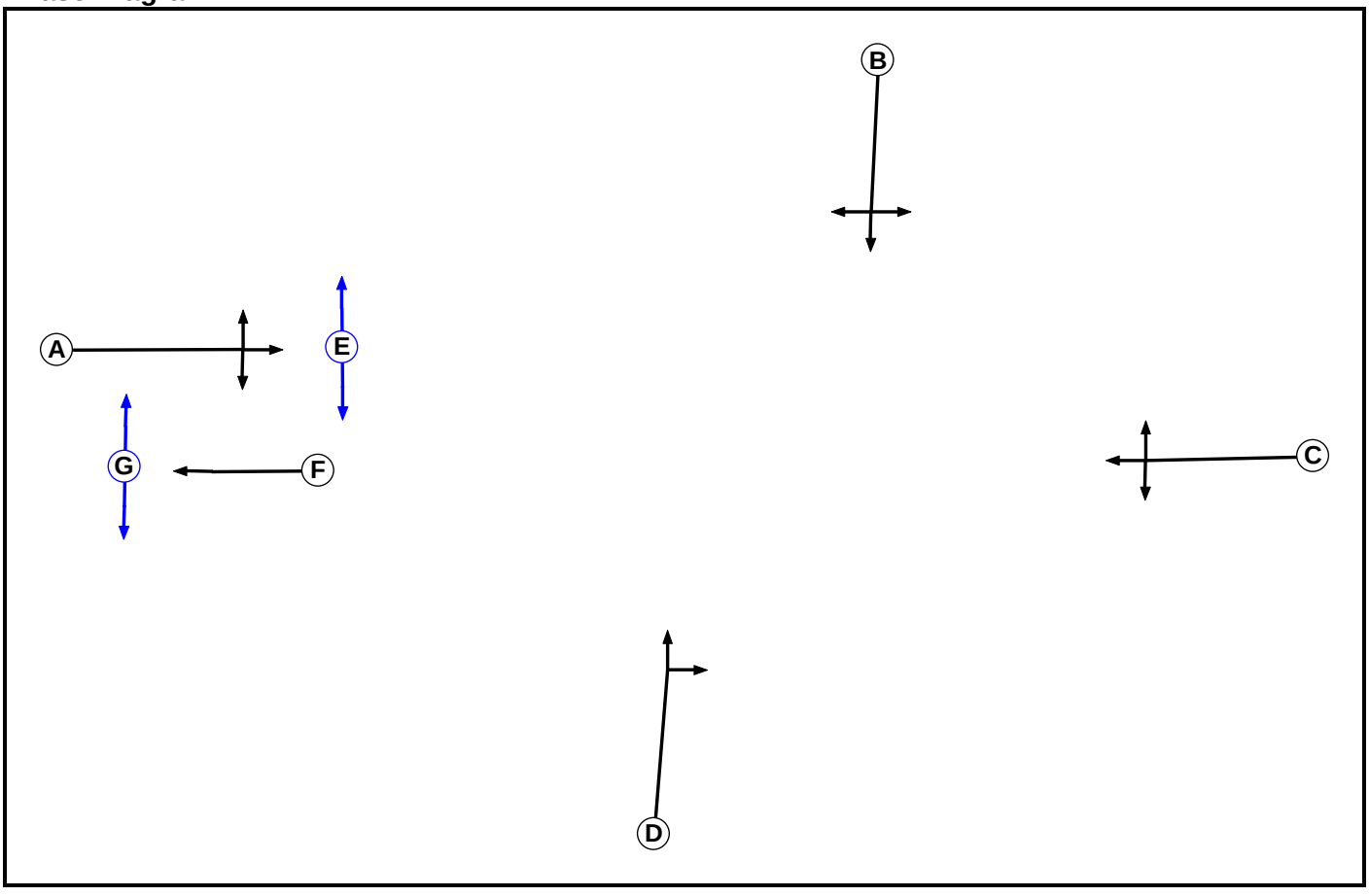
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Title:	**Junction 28**
Location:	
File name:	Mitigation_R4.lsg3x
Author:	Fouda Amr
Company:	
Address:	
Notes:	

Network Layout Diagram



Full Input Data And Results

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
E	Pedestrian		6	6
F	Traffic		7	7
G	Pedestrian		6	6

Full Input Data And Results

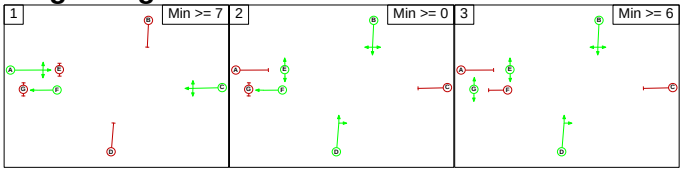
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		8	-	6	5	-	-
	B	6		6	-	-	-	-
	C	-	6		6	-	-	-
	D	7	-	7		-	-	-
	E	5	-	-	-		-	-
	F	-	-	-	-	-		6
	G	-	-	-	-	-	6	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	F	Losing	7	7
3	1	C	Gaining absolute	10	10

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		8	13
	2	7		6
	3	10	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Junction 28											
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)**
1/1 (Grange Road_Entry)	6/1 (Right)	1439	0	4/1	1.09	To 5/1 (Ahead) To 6/1 (Left)	1.00	1.00	0.50	1	1.00
2/1 (A255 High Street_ Entry)	5/1 (Right)	1439	0	3/1	1.09	To 5/1 (Left) To 8/1 (Ahead)	2.00	2.00	0.50	2	2.00
3/1 (Park Road_ Entry)	7/1 (Right)	1439	0	2/1	1.09	To 6/1 (Ahead) To 7/1 (Left)	2.00	2.00	0.50	2	2.00
4/1 (Wikfred Road_Entry)	8/1 (Right)	1439	0	1/1	1.09	To 7/1 (Ahead)	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Junction 28

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 (Grange Road_Entry)	O	D	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 6 Right	20.00
											Arm 7 Ahead	64.00
2/1 (A255 High Street_ Entry)	O	A	2	3	60.0	Geom	-	3.70	0.00	Y	Arm 5 Right	6.00
											Arm 6 Ahead	Inf
											Arm 7 Left	16.00
3/1 (Park Road_ Entry)	O	C	2	3	60.0	Geom	-	2.50	0.00	Y	Arm 5 Left	11.50
											Arm 7 Right	8.00
											Arm 8 Ahead	Inf
4/1 (Wikfred Road_Entry)	O	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	64.00
											Arm 6 Left	14.00
											Arm 8 Right	10.00
5/1 (Grange Road_Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A255 Park Road_ Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Wikfred Road_Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (High Street_ Exit)	U	F	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 9 Ahead	Inf
9/1 (High Street_ Exit 2)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

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

Scenario 1: '2039 + Dev Traffic - AM' (FG7: '2039 + Dev Traffic - AM', Plan 2: 'AM Peak')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	23	536	7	566
	B	15	0	0	157	172
	C	537	6	0	191	734
	D	11	84	238	0	333
	Tot.	563	113	774	355	1805

Traffic Lane Flows

Lane	Scenario 1: 2039 + Dev Traffic - AM
Junction: Junction 28	
1/1	172
2/1	734
3/1	566
4/1	333
5/1	113
6/1	563
7/1	355
8/1	774
9/1	774

Full Input Data And Results

Lane Saturation Flows

Junction: Junction 28								
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 (Grange Road_Entry)	2.70	0.00	Y	Arm 6 Right	20.00	8.7 %	1834	1834
				Arm 7 Ahead	64.00	91.3 %		
2/1 (A255 High Street_ Entry)	3.70	0.00	Y	Arm 5 Right	6.00	0.8 %	1934	1934
				Arm 6 Ahead	Inf	73.2 %		
				Arm 7 Left	16.00	26.0 %		
3/1 (Park Road_ Entry)	2.50	0.00	Y	Arm 5 Left	11.50	4.1 %	1851	1851
				Arm 7 Right	8.00	1.2 %		
				Arm 8 Ahead	Inf	94.7 %		
4/1 (Wikfred Road_Entry)	3.00	0.00	Y	Arm 5 Ahead	64.00	25.2 %	1715	1715
				Arm 6 Left	14.00	3.3 %		
				Arm 8 Right	10.00	71.5 %		
5/1 (Grange Road_Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A255 Park Road_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Wikfred Road_Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (High Street_ Exit)	3.25	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1940	1940
9/1 (High Street_ Exit 2 Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2039 + Dev Traffic - PM' (FG8: '2039 + Dev Traffic - PM', Plan 3: 'PM Peak')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	24	461	11	496
	B	23	0	0	126	149
	C	595	3	0	301	899
	D	13	137	234	0	384
	Tot.	631	164	695	438	1928

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2039 + Dev Traffic - PM
Junction: Junction 28	
1/1	149
2/1	899
3/1	496
4/1	384
5/1	164
6/1	631
7/1	438
8/1	695
9/1	695

Lane Saturation Flows

Junction: Junction 28								
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 (Grange Road_Entry)	2.70	0.00	Y	Arm 6 Right	20.00	15.4 %	1828	1828
				Arm 7 Ahead	64.00	84.6 %		
2/1 (A255 High Street_ Entry)	3.70	0.00	Y	Arm 5 Right	6.00	0.3 %	1923	1923
				Arm 6 Ahead	Inf	66.2 %		
				Arm 7 Left	16.00	33.5 %		
3/1 (Park Road_ Entry)	2.50	0.00	Y	Arm 5 Left	11.50	4.8 %	1846	1846
				Arm 7 Right	8.00	2.2 %		
				Arm 8 Ahead	Inf	92.9 %		
4/1 (Wikfred Road_Entry)	3.00	0.00	Y	Arm 5 Ahead	64.00	35.7 %	1736	1736
				Arm 6 Left	14.00	3.4 %		
				Arm 8 Right	10.00	60.9 %		
5/1 (Grange Road_Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A255 Park Road_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Wikfred Road_Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (High Street_ Exit)	3.25	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1940	1940
9/1 (High Street_ Exit 2 Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2039 + Dev Traffic - Airport Peak' (FG9: '2039 + Dev Traffic - Airport Peak', Plan 4: 'Airport Peak')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	27	501	9	537
	B	28	0	0	100	128
	C	440	11	0	150	601
	D	16	80	149	0	245
	Tot.	484	118	650	259	1511

Traffic Lane Flows

Lane	Scenario 3: 2039 + Dev Traffic - Airport Peak
Junction: Junction 28	
1/1	128
2/1	601
3/1	537
4/1	245
5/1	118
6/1	484
7/1	259
8/1	650
9/1	650

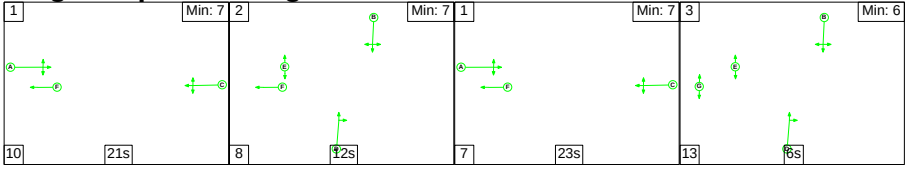
Full Input Data And Results

Lane Saturation Flows

Junction: Junction 28								
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 (Grange Road_Entry)	2.70	0.00	Y	Arm 6 Right	20.00	21.9 %	1822	1822
				Arm 7 Ahead	64.00	78.1 %		
2/1 (A255 High Street_ Entry)	3.70	0.00	Y	Arm 5 Right	6.00	1.8 %	1931	1931
				Arm 6 Ahead	Inf	73.2 %		
				Arm 7 Left	16.00	25.0 %		
3/1 (Park Road_ Entry)	2.50	0.00	Y	Arm 5 Left	11.50	5.0 %	1847	1847
				Arm 7 Right	8.00	1.7 %		
				Arm 8 Ahead	Inf	93.3 %		
4/1 (Wikfred Road_Entry)	3.00	0.00	Y	Arm 5 Ahead	64.00	32.7 %	1732	1732
				Arm 6 Left	14.00	6.5 %		
				Arm 8 Right	10.00	60.8 %		
5/1 (Grange Road_Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A255 Park Road_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Wikfred Road_Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (High Street_ Exit)	3.25	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1940	1940
9/1 (High Street_ Exit 2 Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2039 + Dev Traffic - AM' (FG7: '2039 + Dev Traffic - AM', Plan 2: 'AM Peak')

Stage Sequence Diagram

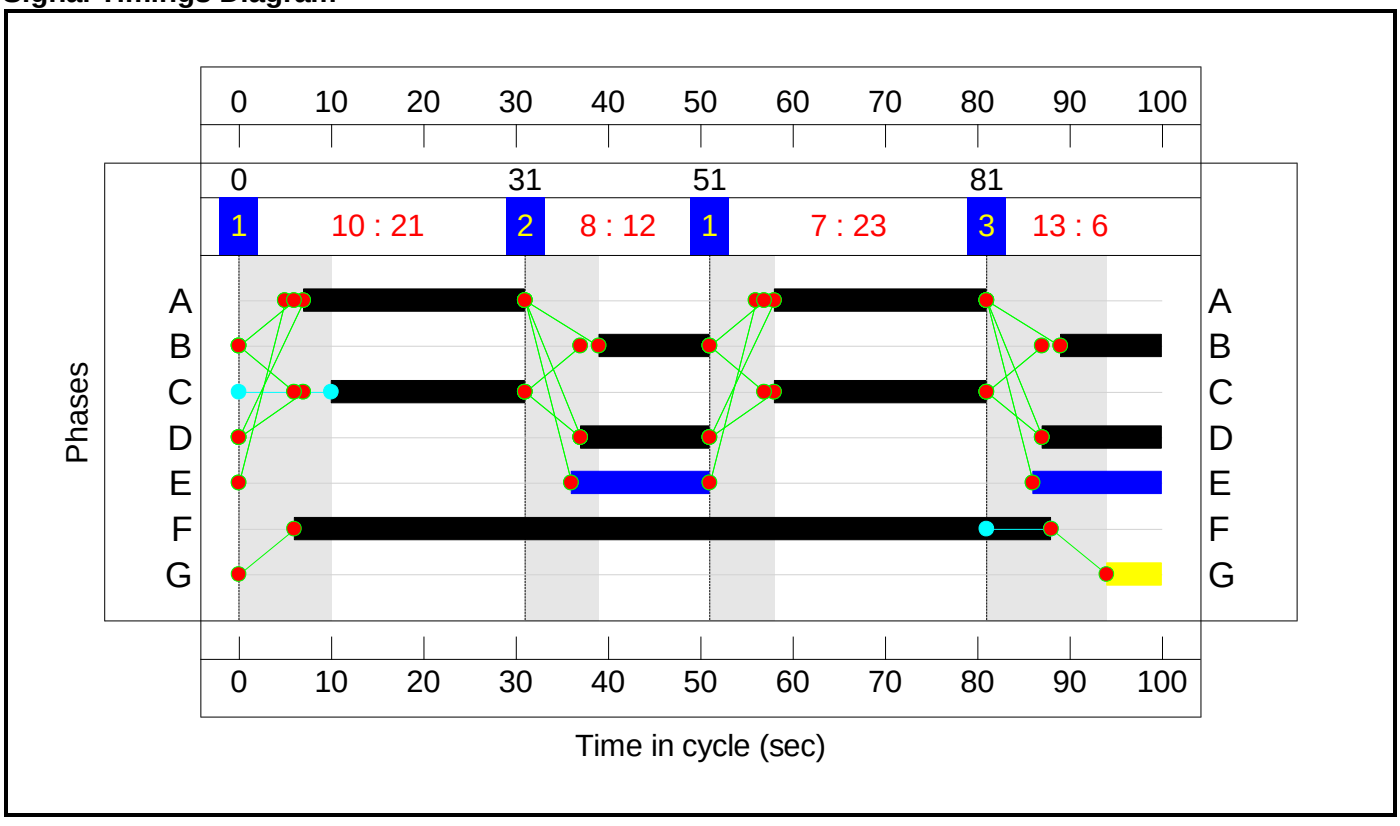


Stage Timings

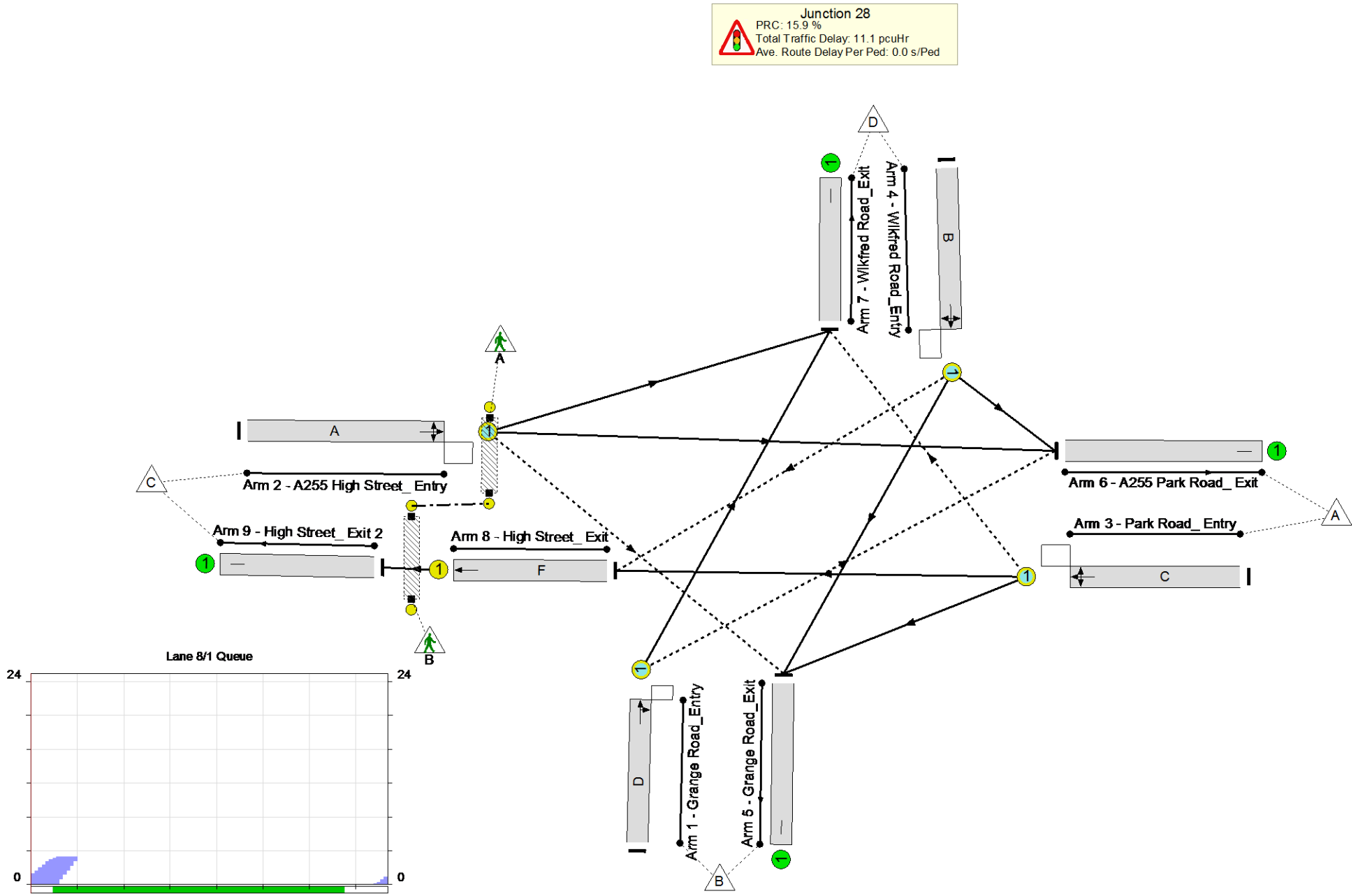
Stage	1	2	1	3
Duration	21	12	23	6
Change Point	0	31	51	81

Full Input Data And Results

Signal Timings Diagram



Network Layout Diagram


Junction 28
PRC: 15.9 %
Total Traffic Delay: 11.1 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 7 - Wilkfred Road_Exit
Arm 4 - Wilkfred Road_Entry
Arm 6 - A255 Park Road_ Exit
Arm 3 - Park Road_ Entry
Arm 2 - A255 High Street_ Entry
Arm 9 - High Street_ Exit 2
Arm 8 - High Street_ Exit
Arm 1 - Grange Road_Entry
Arm 5 - Grange Road_Exit
Lane 8/1 Queue
24
0

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 28	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.7%**
Junction 28	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.7%**
1/1	Grange Road_Entry Right Ahead	O	N/A	N/A	D		2	27	-	172	1834	532	32.3%
2/1	A255 High Street_ Entry Right Ahead Left	O	N/A	N/A	A		2	47	-	734	1934	948	77.5%
3/1	Park Road_ Entry Left Right Ahead	O	N/A	N/A	C		2	44	-	566	1851	851	66.5%
4/1	Wikfred Road_Entry Ahead Left Right	O	N/A	N/A	B		2	23	-	333	1715	429	77.7%
5/1	Grange Road_Exit	U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%
6/1	A255 Park Road_ Exit	U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%
7/1	Wikfred Road_Exit	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
8/1	High Street_ Exit Ahead	U	N/A	N/A	F		1	82	-	774	1940	1610	48.1%
9/1	High Street_ Exit 2	U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		2	29	-	0	-	20880	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	4320	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 28	**-**	**-**	**263**	**3**	**0**	**6.4**	**4.6**	**0.1**	**11.1**	**-**	**-**	**-**	**-**
Junction 28	**-**	**-**	**263**	**3**	**0**	**6.4**	**4.6**	**0.1**	**11.1**	**-**	**-**	**-**	**-**
1/1	172	172	12	3	0	0.7	0.2	0.0	0.9	19.0	1.9	0.2	2.1
2/1	734	734	6	0	0	2.1	1.7	0.0	3.8	18.8	8.4	1.7	10.1
3/1	566	566	7	0	0	1.7	1.0	0.0	2.7	16.9	6.3	1.0	7.3
4/1	333	333	238	0	0	1.6	1.7	0.1	3.4	36.8	4.3	1.7	6.0
5/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	563	563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	774	774	-	-	-	0.3	0.0	-	0.3	1.4	3.3	0.0	3.3
9/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 - 08-0932

PRC for Signalled Lanes (%): 15.9
PRC Over All Lanes (%): 15.9

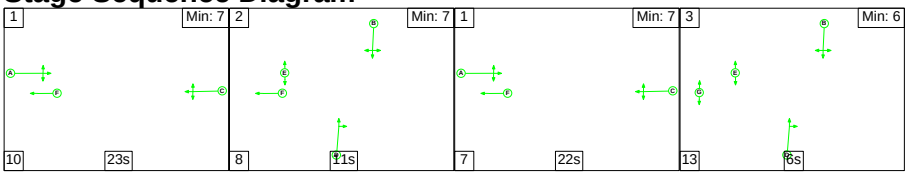
Total Delay for Signalled Lanes (pcuHr): 11.10
Total Delay Over All Lanes(pcuHr): 11.10

Cycle Time (s): 100

Full Input Data And Results

Scenario 2: '2039 + Dev Traffic - PM' (FG8: '2039 + Dev Traffic - PM', Plan 3: 'PM Peak')

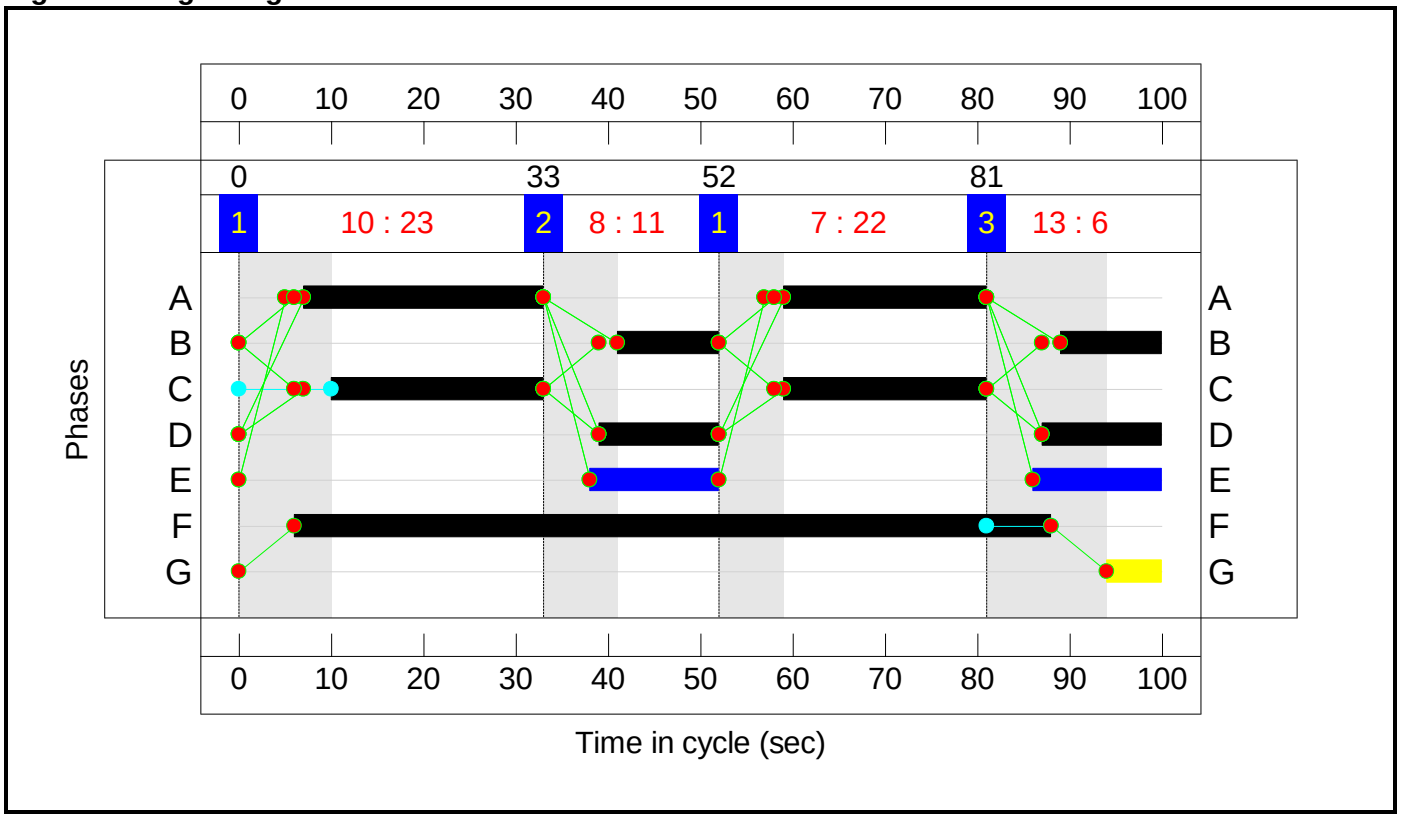
Stage Sequence Diagram



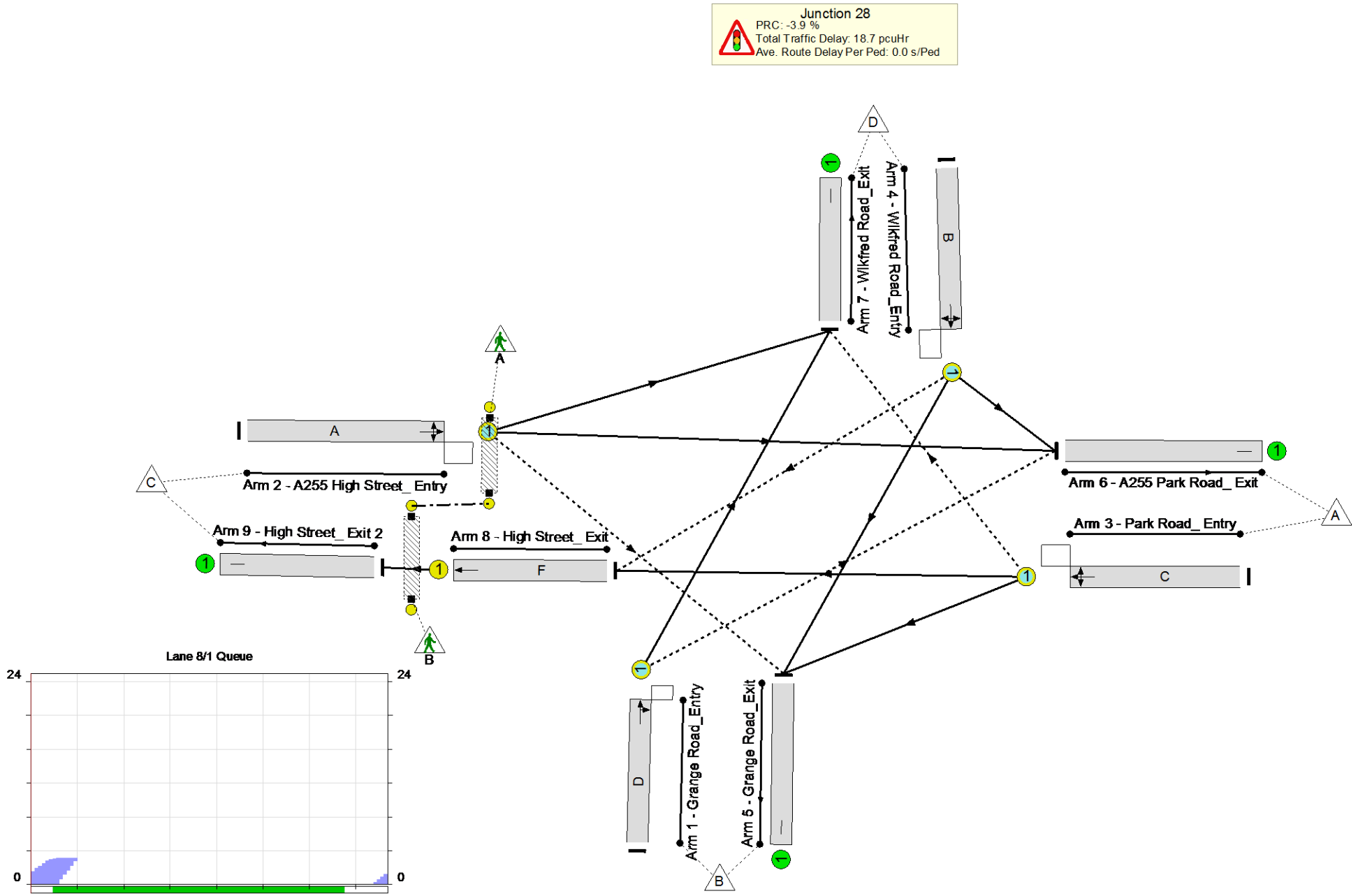
Stage Timings

Stage	1	2	1	3
Duration	23	11	22	6
Change Point	0	33	52	81

Signal Timings Diagram



Network Layout Diagram


Junction 28
PRC: -3.9 %
Total Traffic Delay: 18.7 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 7 - Wilkfred Road_Exit
Arm 4 - Wilkfred Road_Entry
Arm 2 - A255 High Street_ Entry
Arm 6 - A255 Park Road_ Exit
Arm 9 - High Street_ Exit 2
Arm 8 - High Street_ Exit
Arm 3 - Park Road_ Entry
Arm 1 - Grange Road_Entry
Arm 5 - Grange Road_Exit
Lane 8/1 Queue
24
0

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 28	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.5%**
Junction 28	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.5%**
1/1	Grange Road_Entry Right Ahead	O	N/A	N/A	D		2	26	-	149	1828	512	29.1%
2/1	A255 High Street_ Entry Right Ahead Left	O	N/A	N/A	A		2	48	-	899	1923	962	93.5%
3/1	Park Road_ Entry Left Right Ahead	O	N/A	N/A	C		2	45	-	496	1846	868	57.2%
4/1	Wikfred Road_Entry Ahead Left Right	O	N/A	N/A	B		2	22	-	384	1736	417	92.2%
5/1	Grange Road_Exit	U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
6/1	A255 Park Road_ Exit	U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
7/1	Wikfred Road_Exit	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
8/1	High Street_ Exit Ahead	U	N/A	N/A	F		1	82	-	695	1940	1610	43.2%
9/1	High Street_ Exit 2	U	N/A	N/A	-		-	-	-	695	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		2	28	-	0	-	20160	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	4320	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 28	**-**	**-**	**265**	**6**	**1**	**7.1**	**11.5**	**0.1**	**18.7**	**-**	**-**	**-**	**-**
Junction 28	**-**	**-**	**265**	**6**	**1**	**7.1**	**11.5**	**0.1**	**18.7**	**-**	**-**	**-**	**-**
1/1	149	149	17	6	0	0.6	0.2	0.0	0.8	19.2	1.7	0.2	1.9
2/1	899	899	3	0	0	2.9	6.0	0.0	9.0	35.9	11.5	6.0	17.5
3/1	496	496	10	0	1	1.3	0.7	0.0	2.0	14.8	5.2	0.7	5.9
4/1	384	384	234	0	0	2.0	4.6	0.0	6.6	61.9	5.4	4.6	10.0
5/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	695	695	-	-	-	0.3	0.0	-	0.3	1.6	3.2	0.0	3.2
9/1	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 - 08-0932

PRC for Signalled Lanes (%): -3.9
PRC Over All Lanes (%): -3.9

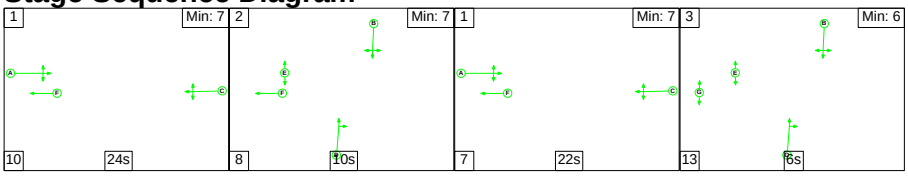
Total Delay for Signalled Lanes (pcuHr): 18.70
Total Delay Over All Lanes(pcuHr): 18.70

Cycle Time (s): 100

Full Input Data And Results

Scenario 3: '2039 + Dev Traffic - Airport Peak' (FG9: '2039 + Dev Traffic - Airport Peak', Plan 4: 'Airport Peak')

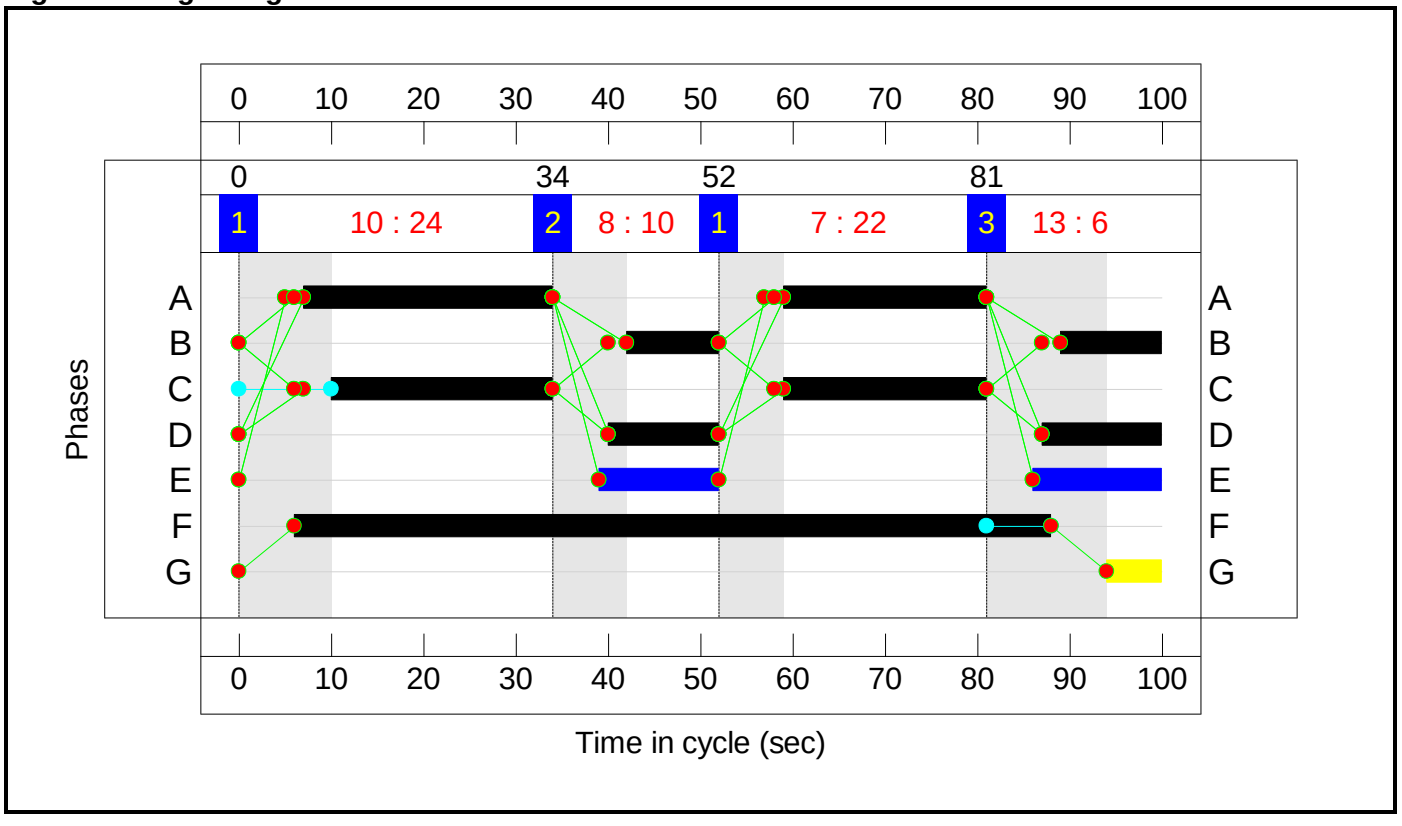
Stage Sequence Diagram



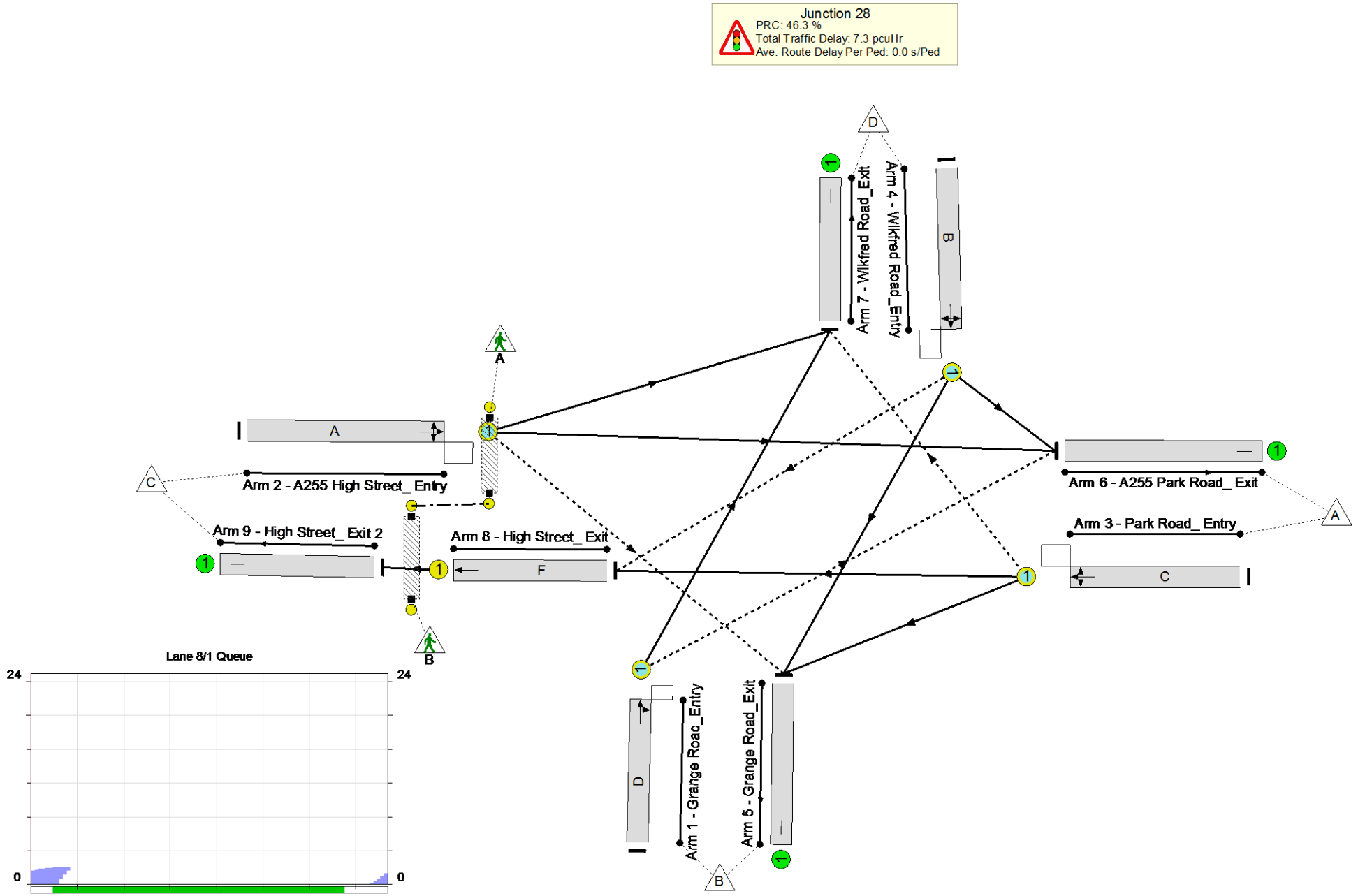
Stage Timings

Stage	1	2	1	3
Duration	24	10	22	6
Change Point	0	34	52	81

Signal Timings Diagram



Network Layout Diagram


Junction 28
PRC: 46.3 %
Total Traffic Delay: 7.3 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 7 - Wilkfred Road_Exit
Arm 4 - Wilkfred Road_Entry
Arm 2 - A255 High Street_ Entry
Arm 6 - A255 Park Road_ Exit
Arm 9 - High Street_ Exit 2
Arm 8 - High Street_ Exit
Arm 3 - Park Road_ Entry
Arm 1 - Grange Road_Entry
Arm 5 - Grange Road_Exit
Lane 8/1 Queue
24
0

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 28	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.5%**
Junction 28	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.5%**
1/1	Grange Road_Entry Right Ahead	O	N/A	N/A	D		2	25	-	128	1822	492	26.0%
2/1	A255 High Street_ Entry Right Ahead Left	O	N/A	N/A	A		2	49	-	601	1931	985	61.0%
3/1	Park Road_ Entry Left Right Ahead	O	N/A	N/A	C		2	46	-	537	1847	887	60.6%
4/1	Wikfred Road_Entry Ahead Left Right	O	N/A	N/A	B		2	21	-	245	1732	398	61.5%
5/1	Grange Road_Exit	U	N/A	N/A	-		-	-	-	118	Inf	Inf	0.0%
6/1	A255 Park Road_ Exit	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
7/1	Wikfred Road_Exit	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
8/1	High Street_ Exit Ahead	U	N/A	N/A	F		1	82	-	650	1940	1610	40.4%
9/1	High Street_ Exit 2	U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		2	27	-	0	-	19440	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	4320	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 28	**-**	**-**	**189**	**8**	**0**	**4.8**	**2.5**	**0.0**	**7.3**	**-**	**-**	**-**	**-**
Junction 28	**-**	**-**	**189**	**8**	**0**	**4.8**	**2.5**	**0.0**	**7.3**	**-**	**-**	**-**	**-**
1/1	128	128	20	8	0	0.5	0.2	0.0	0.7	19.5	1.5	0.2	1.6
2/1	601	601	11	0	0	1.5	0.8	0.0	2.3	13.5	6.0	0.8	6.8
3/1	537	537	9	0	0	1.4	0.8	0.0	2.2	14.8	5.8	0.8	6.6
4/1	245	245	149	0	0	1.2	0.8	0.0	2.0	29.1	3.2	0.8	4.0
5/1	118	118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	650	650	-	-	-	0.2	0.0	-	0.2	1.2	2.0	0.0	2.0
9/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 - 08-0932

PRC for Signalled Lanes (%): 46.3
PRC Over All Lanes (%): 46.3

Total Delay for Signalled Lanes (pcuHr): 7.34
Total Delay Over All Lanes(pcuHr): 7.34

Cycle Time (s): 100

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Transport Assessment
Appendix G
Summary Tables

Jct 1: A256 - Sandwich Rd

Total vehicle

From/To	1	2	3	4
1	0	204	0	13
2	87	0	15	1105
3	2	21	0	11
4	24	1423	26	0

HGV

From/To	1	2	3	4
1	0	5	0	3
2	8	0	2	85
3	0	7	0	5
4	4	66	3	0

% HGV

From/To	1	2	3	4
1	0%	2%	0%	23%
2	9%	0%	13%	8%
3	0%	33%	0%	45%
4	17%	5%	12%	0%

Jct 2: A256 - A299

Total vehicle

From/To	1	2	3	4
1	0	902	33	729
2	751	0	18	356
3	44	45	0	10
4	486	508	7	0

HGV

From/To	1	2	3	4
1	0	22	2	39
2	43	0	1	47
3	0	1	0	1
4	36	46	0	0

% HGV

From/To	1	2	3	4
1	0%	2%	6%	5%
2	6%	0%	6%	13%
3	0%	2%	0%	10%
4	7%	9%	0%	0%

Jct 3: A299 - Canterbury Rd East

Total vehicle

From/To	1	2	3
1	0	83	8
2	18	0	1084
3	211	957	0

HGV

From/To	1	2	3
1	0	1	0
2	1	0	85
3	8	83	0

% HGV

From/To	1	2	3
1	0%	1%	0%
2	6%	0%	8%
3	4%	9%	0%

Jct 4: A256 - B2190

Total vehicle

From/To	1	2	3	4
1	0	112	863	226
2	148	0	130	160
3	921	110	0	295
4	323	221	233	0

HGV

From/To	1	2	3	4
1	0	5	53	8
2	10	0	5	10
3	92	11	0	17
4	15	5	7	0

% HGV

From/To	1	2	3	4
1	0%	4%	6%	4%
2	7%	0%	4%	6%
3	10%	10%	0%	6%
4	5%	2%	3%	0%

Jct 5: B2190 - Minster Rd

Total vehicle

From/To	1	2	3
1	0	480	6
2	480	0	201
3	39	297	0

HGV

From/To	1	2	3
1	0	23	0
2	31	0	4
3	0	4	0

% HGV

From/To	1	2	3
1	0%	5%	0%
2	6%	0%	2%
3	0%	1%	0%

Jct 6: A253 - A299 - Willetts Hill

Total vehicle

From/To	1	2	3	4	5
1	0	29	315	864	34
2	48	0	35	36	7
3	221	11	0	25	7
4	894	43	22	0	18
5	9	6	14	39	0

HGV

From/To	1	2	3	4	5
1	0	0	15	63	2
2	1	0	0	0	0
3	12	0	0	1	0
4	75	2	2	0	4
5	0	0	0	1	0

% HGV

From/To	1	2	3	4	5
1	0%	0%	5%	7%	6%
2	2%	0%	0%	0%	0%
3	5%	0%	0%	4%	0%
4	8%	5%	9%	0%	22%
5	0%	0%	0%	3%	0%

Jct 7: A299 - A28

Total vehicle

From/To	1	2	3	4	5

HGV

From/To	1	2	3	4	5

% HGV

From/To	1	2	3	4	5

1	0	21	228	797	15
2	26	0	21	882	8
3	92	35	0	20	2
4	517	902	13	0	4
5	12	7	1	3	0

1	0	0	4	21	0
2	2	0	1	58	0
3	3	1	0	5	0
4	39	86	1	0	1
5	1	1	0	0	0

1	0%	0%	2%	3%	0%
2	8%	0%	5%	7%	0%
3	3%	3%	0%	25%	0%
4	8%	10%	8%	0%	25%
5	8%	14%	0%	0%	0%

Jct 8: A28 - Park Ln

Total vehicle

From/To	1	2	3
1	0	689	92
2	601	0	133
3	109	376	0

HGV

From/To	1	2	3
1	0	22	9
2	37	0	12
3	6	9	0

% HGV

From/To	1	2	3
1	0%	3%	10%
2	6%	0%	9%
3	6%	2%	0%

Jct 8 (adj priority jct): A28 - B2050

Total vehicle

From/To	A	B	C
A	0	221	893
B	80	0	54
C	631	46	0

HGV

From/To	A	B	C
A	0	5	21
B	3	0	0
C	39	3	0

% HGV

From/To	A	B	C
A	0%	2%	2%
B	4%	0%	0%
C	6%	7%	0%

Jct 9: B2050 - Acol Hill - Park Ln

Total vehicle

From/To	A	B	C
A	0	230	166
B	147	0	2
C	82	2	0

HGV

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

% HGV

From/To	A	B	C
A	0%	1%	3%
B	3%	0%	0%
C	0%	0%	0%

Jct 10: B2050 - Shottendane Rd - Margate Hill

Total vehicle

From/To	A	B	C	D
A	0	2	82	128
B	5	0	0	165
C	141	1	0	85
D	108	273	61	0

HGV

From/To	A	B	C	D
A	0	1	4	1
B	0	0	0	4
C	2	0	0	0
D	4	0	1	0

% HGV

From/To	A	B	C	D
A	0%	50%	5%	1%
B	0%	0%	0%	2%
C	1%	0%	0%	0%
D	4%	0%	2%	0%

Jct 10: B2050 - Shottendane Rd - Margate Hill (Propose Reverse Stagger)

Total vehicle

From/To	A	B	C	D
A	0	108	273	61
B	128	0	2	82
C	165	5	0	0
D	85	141	1	0

HGV

From/To	A	B	C	D
A	0	4	0	1
B	1	0	1	4
C	4	0	0	0
D	0	2	0	0

% HGV

From/To	A	B	C	D
A	0%	4%	0%	2%
B	1%	0%	50%	5%
C	2%	0%	0%	0%
D	0%	1%	0%	0%

Jct 11: B2190 - Columbus Ave

Total vehicle

From/To	1	2	3
1	0	455	84
2	346	0	173
3	16	31	0

HGV

From/To	1	2	3
1	0	18	4
2	24	0	7
3	4	5	0

% HGV

From/To	1	2	3
1	0%	4%	5%
2	7%	0%	4%
3	25%	16%	0%

Jct 12: B2050 - Manston Rd - Spitfire Way

Total vehicle

From/To	A	B	C	D
A	0	295	231	44
B	154	0	8	167
C	268	28	0	32
D	23	177	14	0

HGV

From/To	A	B	C	D
A	0	5	4	3
B	6	0	1	19
C	5	2	0	4
D	3	12	3	0

% HGV

From/To	A	B	C	D
A	0%	2%	2%	7%
B	4%	0%	13%	11%
C	2%	7%	0%	13%
D	13%	7%	21%	0%

Jct 13: B2050 - Manston Court Rd

Total vehicle

From/To	A	B	C
A	0	97	344
B	112	0	10
C	447	8	0

HGV

From/To	A	B	C
A	0	0	11
B	3	0	0
C	8	0	0

% HGV

From/To	A	B	C
A	0%	0%	3%
B	3%	0%	0%
C	2%	0%	0%

Jct 14: A28 - B2052

Total vehicle

From/To	A	B	C
A	0	3	614
B	1	0	238
C	744	222	0

HGV

From/To	A	B	C
A	0	0	24
B	0	0	10
C	29	8	0

% HGV

From/To	A	B	C
A	0%	0%	4%
B	0%	0%	4%
C	4%	4%	0%

Jct 15: Nash Rd - Manston Rd - Tivoli Rd - Hartsdown Rd

Total vehicle

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	47	167	52
B-Manston Rd	114	0	28	312
C-Hartsdown Rd	258	53	0	143
D-Tivoli/ Salvestone Rd	24	319	247	39

HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	0	0	1
B-Manston Rd	0	0	0	12
C-Hartsdown Rd	1	3	0	6
D-Tivoli/ Salvestone Rd	0	8	10	3

% HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0%	0%	0%	2%
B-Manston Rd	0%	0%	0%	4%
C-Hartsdown Rd	0%	6%	0%	4%
D-Tivoli/ Salvestone Rd	0%	3%	4%	8%

Jct 16: Ramsgate Rd - College Rd - Beatrice Rd

Total vehicle

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	150	292	0
B-A254 (S)	88	0	178	265
C-B2052(W)	277	253	72	8
D-Ramsgate Rd	5	382	89	0

HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	5	10	0
B-A254 (S)	3	0	10	16
C-B2052(W)	17	9	1	0
D-Ramsgate Rd	0	21	2	0

% HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0%	3%	3%	0%
B-A254 (S)	3%	0%	6%	6%
C-B2052(W)	6%	4%	1%	0%
D-Ramsgate Rd	0%	5%	2%	0%

Jct 17: Poorhole Ln - Margate Rd - Star Ln - Ramsgate Rd

Total vehicle

From/To	1	2	3	4
1	0	11	137	137
2	12	0	26	521
3	184	44	0	189
4	141	595	157	0

HGV

From/To	1	2	3	4
1	0	1	1	5
2	2	0	3	29
3	4	0	0	5
4	12	28	3	0

% HGV

From/To	1	2	3	4
1	0%	9%	1%	4%
2	17%	0%	12%	6%
3	2%	0%	0%	3%
4	9%	5%	2%	0%

Jct 19: A256 - New Cross Rd

Total vehicle

From/To	1	2	3
1	0	267	66
2	253	0	613
3	54	602	0

HGV

From/To	1	2	3
1	0	8	1
2	5	0	25
3	0	34	0

% HGV

From/To	1	2	3
1	0%	3%	2%
2	2%	0%	4%
3	0%	6%	0%

Jct 20-A-1-2: A256 (N) - A256 (S) - Manston Rd (East)

Total vehicle

From/To	A	B	C
A	0	0	968
B	0	0	577
C	989	335	0

HGV

From/To	A	B	C
A	0	0	47
B	0	0	16
C	47	17	0

% HGV

From/To	A	B	C
A	0%	0%	5%
B	0%	0%	3%
C	5%	5%	0%

Jct 20-A-3: A256 (N) - Manston Rd (E) - A256/Manston Rd (W)

Total vehicle

From/To	A	B	C
A	0	0	335
B	0	0	131
C	577	0	0

HGV

From/To	A	B	C
A	0	0	17
B	0	0	2
C	16	0	0

% HGV

From/To	A	B	C
A	0%	0%	5%
B	0%	0%	2%
C	3%	0%	0%

Jct 20-B: A256 (N) - A256 (S) - Manston Rd (West)

Total vehicle

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	145	861	539
B-A256 (S)	1068	0	64
C-Manston Rd (W)	260	72	0

HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	3	49	11
B-A256 (S)	49	0	6
C-Manston Rd (W)	15	4	0

% HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	2%	6%	2%
B-A256 (S)	5%	0%	9%
C-Manston Rd (W)	6%	6%	0%

Jct 21-A: Haine Rd - A256 - Centerbury Rd (West)

Total vehicle

From/To	A	B	C
A	0	1011	0
B	787	0	64
C	231	84	0

HGV

From/To	A	B	C
A	0	45	0
B	44	0	1
C	6	2	0

% HGV

From/To	A	B	C
A	0%	4%	0%
B	6%	0%	2%
C	3%	2%	0%

Jct 21-B: Canterbur Rd (East) - Sandwich Rd - Hengist Way - A256

Total vehicle

From/To	A	B	C	D
A	0	114	904	148
B	58	0	13	63
C	650	4	0	617
D	164	97	727	23

HGV

From/To	A	B	C	D
A	0	5	27	7
B	4	0	1	1
C	43	0	0	37
D	3	5	37	0

% HGV

From/To	A	B	C	D
A	0%	4%	3%	5%
B	7%	0%	8%	2%
C	7%	0%	0%	6%
D	2%	5%	5%	0%

Jct 22: B2050 - Airport Access

Total vehicle

From/To	A	B	C
A	0	0	559

HGV

From/To	A	B	C
A	0	0	11

% HGV

From/To	A	B	C
A	0%	0%	2%

B	0	0	0
C	445	0	0

B	0	0	0
C	14	0	0

B	0%	0%	0%
C	3%	0%	0%

Jct 23: Star Lane - Star Lane Link

Total vehicle

From/To	A	B	C
A	0	46	224
B	97	0	136
C	298	96	0

HGV

From/To	A	B	C
A	0	1	5
B	1	0	3
C	8	3	0

% HGV

From/To	A	B	C
A	0%	2%	2%
B	1%	0%	2%
C	3%	3%	0%

Jct 24: Star Lane Link - Nash Rd

Total vehicle

From/To	1	2	3	4
1	0	13	253	63
2	24	0	39	93
3	274	15	0	70
4	89	197	102	0

HGV

From/To	1	2	3	4
1	0	1	11	0
2	0	0	0	0
3	7	0	0	2
4	4	0	0	0

% HGV

From/To	1	2	3	4
1	0%	8%	4%	0%
2	0%	0%	0%	0%
3	3%	0%	0%	3%
4	4%	0%	0%	0%

Jct 25: B2050 Manston Rd - Tesco Access

Total vehicle

From/To	1	2	3
1	0	113	339
2	76	0	94
3	362	66	0

HGV

From/To	1	2	3
1	0	1	0
2	2	0	3
3	9	3	0

% HGV

From/To	A	B	C
A	0%	1%	0%
B	3%	0%	3%
C	2%	5%	0%

Jct 26: B2014/Manston Road

Total vehicle

From/To	1	2	3
1	0	332	124
2	407	0	314
3	160	244	0

HGV

From/To	1	2	3
1	0	10	0
2	19	0	2
3	4	6	0

% HGV

From/To	A	B	C
A	0%	3%	0%
B	5%	0%	1%
C	3%	2%	0%

Jct 27: B2014/A255

Total vehicle

From/To	1	2	3
1	0	337	235
2	372	0	428
3	348	370	0

HGV

From/To	1	2	3
1	0	8	8
2	6	0	5
3	13	20	0

% HGV

From/To	A	B	C
A	0%	2%	3%
B	2%	0%	1%
C	4%	5%	0%

Jct 28: Wilfred Rd / A255 / Grange Rd

Total vehicle

From/To	A	B	C	D
A	0	17	401	6
B	11	0	0	114
C	405	5	0	150
D	9	56	185	0

HGV

From/To	A	B	C	D
A	0	1	7	0
B	1	0	0	11
C	20	0	0	2
D	0	10	0	0

% HGV

From/To	A	B	C	D
A	0%	6%	2%	0%
B	9%	0%	0%	10%
C	5%	0%	0%	1%
D	0%	18%	0%	0%

Jct 1: A256 - Sandwich Rd

Total vehicle

From/To	1	2	3	4
1	0	164	1	20
2	223	0	4	1462
3	4	24	0	12
4	31	986	9	0

HGV

From/To	1	2	3	4
1	0	3	0	0
2	2	0	1	30
3	0	0	0	0
4	0	46	1	0

% HGV

From/To	1	2	3	4
1	0%	2%	0%	0%
2	1%	0%	25%	2%
3	0%	0%	0%	0%
4	0%	5%	11%	0%

Jct 2: A256 - A299

Total vehicle

From/To	1	2	3	4
1	0	688	57	556
2	921	0	28	533
3	36	20	0	9
4	685	321	17	0

HGV

From/To	1	2	3	4
1	0	24	0	13
2	18	0	0	13
3	1	0	0	0
4	22	22	0	0

% HGV

From/To	1	2	3	4
1	0%	3%	0%	2%
2	2%	0%	0%	2%
3	3%	0%	0%	0%
4	3%	7%	0%	0%

Jct 3: A299 - Canterbury Rd East

Total vehicle

From/To	1	2	3
1	0	57	4
2	65	0	1079
3	349	1036	0

HGV

From/To	1	2	3
1	0	4	0
2	0	0	23
3	5	43	0

% HGV

From/To	1	2	3
1	0%	7%	0%
2	0%	0%	2%
3	1%	4%	0%

Jct 4: A256 - B2190

Total vehicle

From/To	1	2	3	4
1	0	145	701	214
2	139	0	121	167
3	1066	145	0	252
4	369	226	234	0

HGV

From/To	1	2	3	4
1	0	5	32	6
2	3	0	13	1
3	38	4	0	5
4	10	1	5	0

% HGV

From/To	1	2	3	4
1	0%	3%	5%	3%
2	2%	0%	11%	1%
3	4%	3%	0%	2%
4	3%	0%	2%	0%

Jct 5: B2190 - Minster Rd

Total vehicle

From/To	1	2	3
1	0	607	92
2	335	0	298
3	44	222	0

HGV

From/To	1	2	3
1	0	16	0
2	10	0	2
3	3	0	0

% HGV

From/To	1	2	3
1	0%	3%	0%
2	3%	0%	1%
3	7%	0%	0%

Jct 6: A253 - A299 - Willetts Hill

Total vehicle

From/To	1	2	3	4	5
1	0	79	262	890	54
2	32	0	13	27	3
3	395	17	0	23	16
4	1009	39	11	0	9
5	23	7	5	35	0

HGV

From/To	1	2	3	4	5
1	0	1	4	32	2
2	0	0	0	0	0
3	11	1	0	1	0
4	37	0	1	0	3
5	3	0	0	1	0

% HGV

From/To	1	2	3	4	5
1	0%	1%	2%	4%	4%
2	0%	0%	0%	0%	0%
3	3%	6%	0%	4%	0%
4	4%	0%	9%	0%	33%
5	13%	0%	0%	3%	0%

Jct 7: A299 - A28

Total vehicle

From/To	1	2	3	4	5

HGV

From/To	1	2	3	4	5

% HGV

From/To	1	2	3	4	5

1	0	14	110	506	8
2	22	0	31	910	10
3	268	25	0	25	4
4	801	1004	10	0	5
5	23	6	1	10	0

1	0	1	7	20	0
2	2	0	0	28	1
3	3	2	0	2	0
4	20	32	2	0	0
5	1	0	0	0	0

1	0%	7%	6%	4%	0%
2	9%	0%	0%	3%	10%
3	1%	8%	0%	8%	0%
4	2%	3%	20%	0%	0%
5	4%	0%	0%	0%	0%

Jct 8: A28 - Park Ln

Total vehicle

From/To	1	2	3
1	0	575	172
2	712	0	179
3	134	252	0

HGV

From/To	1	2	3
1	0	14	5
2	18	0	1
3	6	2	0

% HGV

From/To	1	2	3
1	0%	2%	3%
2	3%	0%	1%
3	4%	1%	0%

Jct 8 (adj priority jct): A28 - B2050

Total vehicle

From/To	A	B	C
A	0	168	613
B	153	0	56
C	725	39	0

HGV

From/To	A	B	C
A	0	3	12
B	2	0	0
C	17	0	0

% HGV

From/To	A	B	C
A	0%	2%	2%
B	1%	0%	0%
C	2%	0%	0%

Jct 9: B2050 - Acol Hill - Park Ln

Total vehicle

From/To	A	B	C
A	0	161	119
B	130	0	6
C	182	19	0

HGV

From/To	A	B	C
A	0	2	1
B	1	0	0
C	2	0	0

% HGV

From/To	A	B	C
A	0%	1%	1%
B	1%	0%	0%
C	1%	0%	0%

Jct 10: B2050 - Shottendane Rd - Margate Hill

Total vehicle

From/To	A	B	C	D
A	0	10	103	136
B	14	0	0	418
C	108	2	0	76
D	80	106	34	0

HGV

From/To	A	B	C	D
A	0	0	1	0
B	0	0	0	4
C	1	0	0	0
D	1	1	0	0

% HGV

From/To	A	B	C	D
A	0%	0%	1%	0%
B	0%	0%	0%	1%
C	1%	0%	0%	0%
D	1%	1%	0%	0%

Jct 10: B2050 - Shottendane Rd - Margate Hill (Propose Reverse Stagger)

Total vehicle

From/To	A	B	C	D
A	0	80	106	34
B	136	0	10	103
C	418	14	0	0
D	76	108	2	0

HGV

From/To	A	B	C	D
A	0	1	1	0
B	0	0	0	1
C	4	0	0	0
D	0	1	0	0

% HGV

From/To	A	B	C	D
A	0%	1%	1%	0%
B	0%	0%	0%	1%
C	1%	0%	0%	0%
D	0%	1%	0%	0%

Jct 11: B2190 - Columbus Ave

Total vehicle

From/To	1	2	3
1	0	521	15
2	363	0	16
3	87	178	0

HGV

From/To	1	2	3
1	0	10	1
2	12	0	1
3	1	6	0

% HGV

From/To	1	2	3
1	0%	2%	7%
2	3%	0%	6%
3	1%	3%	0%

Jct 12: B2050 - Manston Rd - Spitfire Way

Total vehicle

From/To	A	B	C	D
A	0	262	256	21
B	244	0	6	200
C	176	9	0	20
D	33	166	34	0

HGV

From/To	A	B	C	D
A	0	3	4	1
B	3	0	0	4
C	2	0	0	0
D	2	5	0	0

% HGV

From/To	A	B	C	D
A	0%	1%	2%	5%
B	1%	0%	0%	2%
C	1%	0%	0%	0%
D	6%	3%	0%	0%

Jct 13: B2050 - Manston Court Rd

Total vehicle

From/To	A	B	C
A	0	95	329
B	135	0	9
C	400	14	0

HGV

From/To	A	B	C
A	0	1	5
B	2	0	0
C	4	0	0

% HGV

From/To	A	B	C
A	0%	1%	2%
B	1%	0%	0%
C	1%	0%	0%

Jct 14: A28 - B2052

Total vehicle

From/To	A	B	C
A	0	3	592
B	1	0	308
C	677	175	0

HGV

From/To	A	B	C
A	0	0	14
B	0	0	7
C	13	4	0

% HGV

From/To	A	B	C
A	0%	0%	2%
B	0%	0%	2%
C	2%	2%	0%

Jct 15: Nash Rd - Manston Rd - Tivoli Rd - Hartsdown Rd

Total vehicle

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	96	252	57
B-Manston Rd	88	0	42	371
C-Hartsdown Rd	166	22	0	140
D-Tivoli/ Salvestone Rd	14	245	350	67

HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	0	0	0
B-Manston Rd	0	0	0	4
C-Hartsdown Rd	1	0	0	4
D-Tivoli/ Salvestone Rd	1	4	6	3

% HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0%	0%	0%	0%
B-Manston Rd	0%	0%	0%	1%
C-Hartsdown Rd	1%	0%	0%	3%
D-Tivoli/ Salvestone Rd	7%	2%	2%	4%

Jct 16: Ramsgate Rd - College Rd - Beatrice Rd

Total vehicle

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	120	267	0
B-A254 (S)	76	0	271	317
C-B2052(W)	301	217	69	14
D-Ramsgate Rd	7	366	72	0

HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	3	6	0
B-A254 (S)	2	0	7	10
C-B2052(W)	3	5	0	0
D-Ramsgate Rd	0	11	1	0

% HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0%	3%	2%	0%
B-A254 (S)	3%	0%	3%	3%
C-B2052(W)	1%	2%	0%	0%
D-Ramsgate Rd	0%	3%	1%	0%

Jct 17: Poorhole Ln - Margate Rd - Star Ln - Ramsgate Rd

Total vehicle

From/To	1	2	3	4
1	0	35	157	127
2	27	0	49	589
3	145	41	0	191
4	163	634	222	0

HGV

From/To	1	2	3	4
1	0	0	2	2
2	1	0	1	15
3	0	0	0	2
4	1	17	3	0

% HGV

From/To	1	2	3	4
1	0%	0%	1%	2%
2	4%	0%	2%	3%
3	0%	0%	0%	1%
4	1%	3%	1%	0%

Jct 19: A256 - New Cross Rd

Total vehicle

From/To	1	2	3
1	0	213	153
2	367	0	614
3	164	554	0

HGV

From/To	1	2	3
1	0	4	0
2	5	0	11
3	0	10	0

% HGV

From/To	1	2	3
1	0%	2%	0%
2	1%	0%	2%
3	0%	2%	0%

Jct 20-A-1-2: A256 (N) - A256 (S) - Manston Rd (East)

Total vehicle

From/To	A	B	C
A	0	0	1191
B	0	0	463
C	920	325	0

HGV

From/To	A	B	C
A	0	0	21
B	0	0	9
C	17	3	0

% HGV

From/To	A	B	C
A	0%	0%	2%
B	0%	0%	2%
C	2%	1%	0%

Jct 20-A-3: A256 (N) - Manston Rd (E) - A256/Manston Rd (W)

Total vehicle

From/To	A	B	C
A	0	0	325
B	0	0	194
C	463	0	0

HGV

From/To	A	B	C
A	0	0	3
B	0	0	3
C	9	0	0

% HGV

From/To	A	B	C
A	0%	0%	1%
B	0%	0%	2%
C	2%	0%	0%

Jct 20-B: A256 (N) - A256 (S) - Manston Rd (West)

Total vehicle

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	107	1037	510
B-A256 (S)	1026	0	51
C-Manston Rd (W)	219	78	0

HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	1	24	5
B-A256 (S)	17	0	1
C-Manston Rd (W)	3	2	0

% HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	1%	2%	1%
B-A256 (S)	2%	0%	2%
C-Manston Rd (W)	1%	3%	0%

Jct 21-A: Haine Rd - A256 - Centerbury Rd (West)

Total vehicle

From/To	A	B	C
A	0	1266	0
B	976	0	96
C	288	114	0

HGV

From/To	A	B	C
A	0	34	0
B	19	0	4
C	5	1	0

% HGV

From/To	A	B	C
A	0%	3%	0%
B	2%	0%	4%
C	2%	1%	0%

Jct 21-B: Canterbur Rd (East) - Sandwich Rd - Hengist Way - A256

Total vehicle

From/To	A	B	C	D
A	0	130	533	130
B	104	0	3	89
C	811	9	0	805
D	299	153	766	48

HGV

From/To	A	B	C	D
A	0	3	10	3
B	3	0	0	0
C	22	0	0	19
D	5	0	28	1

% HGV

From/To	A	B	C	D
A	0%	2%	2%	2%
B	3%	0%	0%	0%
C	3%	0%	0%	2%
D	2%	0%	4%	2%

Jct 22: B2050 - Airport Access

Total vehicle

From/To	A	B	C
A	0	0	539

HGV

From/To	A	B	C
A	0	0	8

% HGV

From/To	A	B	C
A	0%	0%	1%

B	0	0	0
C	453	0	0

B	0	0	0
C	7	0	0

B	0%	0%	0%
C	2%	0%	0%

Jct 23: Star Lane - Star Lane Link

Total vehicle

From/To	A	B	C
A	0	112	333
B	92	0	131
C	334	163	0

HGV

From/To	A	B	C
A	0	1	2
B	0	0	2
C	2	1	0

% HGV

From/To	A	B	C
A	0%	1%	1%
B	0%	0%	2%
C	1%	1%	0%

Jct 24: Star Lane Link - Nash Rd

Total vehicle

From/To	1	2	3	4
1	0	35	369	102
2	19	0	42	183
3	314	25	0	133
4	56	125	90	0

HGV

From/To	1	2	3	4
1	0	0	3	0
2	0	0	0	1
3	4	0	0	0
4	0	0	0	0

% HGV

From/To	1	2	3	4
1	0%	0%	1%	0%
2	0%	0%	0%	1%
3	1%	0%	0%	0%
4	0%	0%	0%	0%

Jct 25: B2050 Manston Rd - Tesco Access

Total vehicle

From/To	1	2	3
1	0	135	218
2	166	0	112
3	409	136	0

HGV

From/To	1	2	3
1	0	1	1
2	1	0	7
3	3	4	0

% HGV

From/To	A	B	C
A	0%	1%	0%
B	1%	0%	6%
C	1%	3%	0%

Jct 26: B2014/Manston Road

Total vehicle

From/To	1	2	3
1	0	279	77
2	408	0	253
3	141	343	0

HGV

From/To	1	2	3
1	0	6	2
2	7	0	2
3	1	2	0

% HGV

From/To	A	B	C
A	0%	2%	3%
B	2%	0%	1%
C	1%	1%	0%

Jct 27: B2014/A255

Total vehicle

From/To	1	2	3
1	0	331	292
2	340	0	409
3	325	530	0

HGV

From/To	1	2	3
1	0	5	2
2	5	0	5
3	6	7	0

% HGV

From/To	A	B	C
A	0%	2%	1%
B	1%	0%	1%
C	2%	1%	0%

Jct 28: Wilfred Rd / A255 / Grange Rd

Total vehicle

From/To	A	B	C	D
A	0	19	358	9
B	18	0	0	90
C	450	2	0	229
D	10	98	180	0

HGV

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

% HGV

From/To	A	B	C	D
A	0%	0%	1%	0%
B	0%	0%	0%	10%
C	0%	0%	0%	2%
D	0%	10%	3%	0%

Jct 1: A256 - Sandwich Rd

Total vehicle

From/To	1	2	3	4
1	0	164	1	20
2	127	0	6	704
3	2	29	0	4
4	16	666	19	0

HGV

From/To	1	2	3	4
1	0	3	0	0
2	5	0	0	64
3	1	3	0	3
4	1	61	6	0

% HGV

From/To	1	2	3	4
1	0%	2%	0%	0%
2	4%	0%	0%	9%
3	50%	10%	0%	75%
4	6%	9%	32%	0%

Jct 2: A256 - A299

Total vehicle

From/To	1	2	3	4
1	0	499	28	436
2	506	0	9	208
3	34	23	0	12
4	311	187	2	0

HGV

From/To	1	2	3	4
1	0	29	0	40
2	29	0	0	41
3	1	1	0	0
4	27	44	0	0

% HGV

From/To	1	2	3	4
1	0%	6%	0%	9%
2	6%	0%	0%	20%
3	3%	4%	0%	0%
4	9%	24%	0%	0%

Jct 3: A299 - Canterbury Rd East

Total vehicle

From/To	1	2	3
1	0	4	34
2	5	0	648
3	212	497	0

HGV

From/To	1	2	3
1	0	0	1
2	0	0	79
3	8	73	0

% HGV

From/To	1	2	3
1	0%	0%	3%
2	0%	0%	12%
3	4%	15%	0%

Jct 4: A256 - B2190

Total vehicle

From/To	1	2	3	4
1	0	106	484	118
2	96	0	117	159
3	508	99	0	182
4	94	139	193	0

HGV

From/To	1	2	3	4
1	0	5	59	13
2	2	0	14	5
3	77	8	0	19
4	12	3	10	0

% HGV

From/To	1	2	3	4
1	0%	5%	12%	11%
2	2%	0%	12%	3%
3	15%	8%	0%	10%
4	13%	2%	5%	0%

Jct 5: B2190 - Minster Rd

Total vehicle

From/To	1	2	3
1	0	329	31
2	307	0	152
3	32	97	0

HGV

From/To	1	2	3
1	0	21	2
2	32	0	5
3	1	4	0

% HGV

From/To	1	2	3
1	0%	6%	6%
2	10%	0%	3%
3	3%	4%	0%

Jct 6: A253 - A299 - Willetts Hill

Total vehicle

From/To	1	2	3	4	5
1	0	19	169	570	18
2	31	0	12	27	4
3	198	10	0	18	9
4	509	28	15	0	4
5	13	6	2	21	0

HGV

From/To	1	2	3	4	5
1	0	0	12	78	1
2	0	0	1	1	0
3	7	1	0	1	0
4	67	0	2	0	0
5	1	0	0	1	0

% HGV

From/To	1	2	3	4	5
1	0%	0%	7%	14%	6%
2	0%	0%	8%	4%	0%
3	4%	10%	0%	6%	0%
4	13%	0%	13%	0%	0%
5	8%	0%	0%	5%	0%

Jct 7: A299 - A28

Total vehicle

From/To	1	2	3	4	5

HGV

From/To	1	2	3	4	5

% HGV

From/To	1	2	3	4	5

1	0	31	136	364	7
2	13	0	18	580	2
3	150	22	0	15	3
4	431	526	16	0	5
5	12	3	1	1	0

1	0	4	12	11	0
2	2	0	1	73	0
3	5	1	0	2	0
4	16	65	2	0	0
5	1	1	0	1	0

1	0%	13%	9%	3%	0%
2	15%	0%	6%	13%	0%
3	3%	5%	0%	13%	0%
4	4%	12%	13%	0%	0%
5	8%	33%	0%	100%	0%

Jct 8: A28 - Park Ln

Total vehicle

From/To	1	2	3
1	0	202	428
2	440	0	191
3	157	225	0

HGV

From/To	1	2	3
1	0	11	30
2	16	0	4
3	8	7	0

% HGV

From/To	1	2	3
1	0%	5%	7%
2	4%	0%	2%
3	5%	3%	0%

Jct 8 (adj priority jct): A28 - B2050

Total vehicle

From/To	A	B	C
A	0	163	555
B	103	0	56
C	509	39	0

HGV

From/To	A	B	C
A	0	1	28
B	3	0	3
C	20	0	0

% HGV

From/To	A	B	C
A	0%	1%	5%
B	3%	0%	5%
C	4%	0%	0%

Jct 9: B2050 - Acol Hill - Park Ln

Total vehicle

From/To	A	B	C
A	0	167	92
B	143	0	2
C	101	3	0

HGV

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

% HGV

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

Jct 10: B2050 - Shottendane Rd - Margate Hill

Total vehicle

From/To	A	B	C	D
A	0	2	114	86
B	6	0	0	133
C	109	2	0	64
D	71	69	31	0

HGV

From/To	A	B	C	D
A	0	0	2	1
B	1	0	0	6
C	5	0	0	0
D	1	1	2	0

% HGV

From/To	A	B	C	D
A	0%	0%	2%	1%
B	17%	0%	0%	5%
C	5%	0%	0%	0%
D	1%	1%	6%	0%

Jct 10: B2050 - Shottendane Rd - Margate Hill (Propose Reverse Stagger)

Total vehicle

From/To	A	B	C	D
A	0	71	69	31
B	86	0	2	114
C	133	6	0	0
D	64	109	2	0

HGV

From/To	A	B	C	D
A	0	1	1	2
B	1	0	0	2
C	6	1	0	0
D	0	5	0	0

% HGV

From/To	A	B	C	D
A	0%	1%	1%	6%
B	1%	0%	0%	2%
C	5%	17%	0%	0%
D	0%	5%	0%	0%

Jct 11: B2190 - Columbus Ave

Total vehicle

From/To	1	2	3
1	0	293	19
2	276	0	63
3	28	67	0

HGV

From/To	1	2	3
1	0	16	2
2	27	0	6
3	1	7	0

% HGV

From/To	1	2	3
1	0%	5%	11%
2	10%	0%	10%
3	4%	10%	0%

Jct 12: B2050 - Manston Rd - Spitfire Way

Total vehicle

From/To	A	B	C	D
A	0	190	196	38
B	147	0	11	123
C	162	9	0	31
D	44	119	16	0

HGV

From/To	A	B	C	D
A	0	7	2	2
B	7	0	2	16
C	6	2	0	4
D	3	8	0	0

% HGV

From/To	A	B	C	D
A	0%	4%	1%	5%
B	5%	0%	18%	13%
C	4%	22%	0%	13%
D	7%	7%	0%	0%

Jct 13: B2050 - Manston Court Rd

Total vehicle

From/To	A	B	C
A	0	71	286
B	75	0	8
C	342	7	0

HGV

From/To	A	B	C
A	0	1	10
B	5	0	0
C	8	0	0

% HGV

From/To	A	B	C
A	0%	1%	3%
B	7%	0%	0%
C	2%	0%	0%

Jct 14: A28 - B2052

Total vehicle

From/To	A	B	C
A	0	2	539
B	2	0	233
C	562	145	0

HGV

From/To	A	B	C
A	0	1	32
B	1	0	8
C	24	4	0

% HGV

From/To	A	B	C
A	0%	50%	6%
B	50%	0%	3%
C	4%	3%	0%

Jct 15: Nash Rd - Manston Rd - Tivoli Rd - Hartsdown Rd

Total vehicle

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	70	152	41
B-Manston Rd	73	0	36	238
C-Hartsdown Rd	125	30	0	133
D-Tivoli/ Salvestone Rd	17	254	236	40

HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	0	2	0
B-Manston Rd	0	0	2	18
C-Hartsdown Rd	2	1	0	2
D-Tivoli/ Salvestone Rd	0	19	2	4

% HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0%	0%	1%	0%
B-Manston Rd	0%	0%	6%	8%
C-Hartsdown Rd	2%	3%	0%	2%
D-Tivoli/ Salvestone Rd	0%	7%	1%	10%

Jct 16: Ramsgate Rd - College Rd - Beatrice Rd

Total vehicle

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	116	246	0
B-A254 (S)	81	0	205	313
C-B2052(W)	235	228	37	12
D-Ramsgate Rd	9	344	62	0

HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	5	12	0
B-A254 (S)	6	0	7	25
C-B2052(W)	9	5	0	0
D-Ramsgate Rd	0	18	6	0

% HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0%	4%	5%	0%
B-A254 (S)	7%	0%	3%	8%
C-B2052(W)	4%	2%	0%	0%
D-Ramsgate Rd	0%	5%	10%	0%

Jct 17: Poorhole Ln - Margate Rd - Star Ln - Ramsgate Rd

Total vehicle

From/To	1	2	3	4
1	0	29	110	127
2	52	0	51	545
3	92	40	0	178
4	134	601	136	0

HGV

From/To	1	2	3	4
1	0	1	3	5
2	1	0	0	31
3	4	1	0	7
4	3	35	5	0

% HGV

From/To	1	2	3	4
1	0%	3%	3%	4%
2	2%	0%	0%	6%
3	4%	3%	0%	4%
4	2%	6%	4%	0%

Jct 19: A256 - New Cross Rd

Total vehicle

From/To	1	2	3
1	0	348	109
2	196	0	520
3	161	603	0

HGV

From/To	1	2	3
1	0	17	0
2	9	0	27
3	0	26	0

% HGV

From/To	1	2	3
1	0%	5%	0%
2	5%	0%	5%
3	0%	4%	0%

Jct 20-A-1-2: A256 (N) - A256 (S) - Manston Rd (East)

Total vehicle

From/To	A	B	C
A	0	0	924
B	0	0	443
C	667	294	0

HGV

From/To	A	B	C
A	0	0	48
B	0	0	13
C	40	11	0

% HGV

From/To	A	B	C
A	0%	0%	5%
B	0%	0%	3%
C	6%	4%	0%

Jct 20-A-3: A256 (N) - Manston Rd (E) - A256/Manston Rd (W)

Total vehicle

From/To	A	B	C
A	0	0	294
B	0	0	169
C	443	0	0

HGV

From/To	A	B	C
A	0	0	11
B	0	0	5
C	13	0	0

% HGV

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

Jct 20-B: A256 (N) - A256 (S) - Manston Rd (West)

Total vehicle

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	105	786	459
B-A256 (S)	726	0	56
C-Manston Rd (W)	235	59	0

HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	2	50	7
B-A256 (S)	40	0	6
C-Manston Rd (W)	11	5	0

% HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	2%	6%	2%
B-A256 (S)	6%	0%	11%
C-Manston Rd (W)	5%	8%	0%

Jct 21-A: Haine Rd - A256 - Centerbury Rd (West)

Total vehicle

From/To	A	B	C
A	0	869	0
B	570	0	67
C	193	62	0

HGV

From/To	A	B	C
A	0	46	0
B	30	0	3
C	6	2	0

% HGV

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

Jct 21-B: Canterbur Rd (East) - Sandwich Rd - Hengist Way - A256

Total vehicle

From/To	A	B	C	D
A	0	97	437	110
B	51	0	5	100
C	474	11	0	382
D	175	123	526	45

HGV

From/To	A	B	C	D
A	0	4	25	3
B	3	0	0	2
C	27	1	0	27
D	2	0	43	1

% HGV

From/To	A	B	C	D
A	0%	4%	6%	3%
B	6%	0%	0%	2%
C	6%	9%	0%	7%
D	1%	0%	8%	2%

Jct 22: B2050 - Airport Access

Total vehicle

From/To	A	B	C
A	0	0	424

HGV

From/To	A	B	C
A	0	0	11

% HGV

From/To	A	B	C
A	0%	0%	3%

B	0	0	0
C	353	0	0

B	0	0	0
C	16	0	0

B	0%	0%	0%
C	5%	0%	0%

Jct 23: Star Lane - Star Lane Link

Total vehicle

From/To	A	B	C
A	0	66	284
B	65	0	74
C	245	101	0

HGV

From/To	A	B	C
A	0	2	10
B	0	0	2
C	10	1	0

% HGV

From/To	A	B	C
A	0%	3%	4%
B	0%	0%	3%
C	4%	1%	0%

Jct 24: Star Lane Link - Nash Rd

Total vehicle

From/To	1	2	3	4
1	0	26	236	74
2	22	0	44	120
3	254	20	0	80
4	51	120	73	0

HGV

From/To	1	2	3	4
1	0	2	10	1
2	2	0	1	1
3	12	0	0	0
4	1	0	0	0

% HGV

From/To	1	2	3	4
1	0%	8%	4%	1%
2	9%	0%	2%	1%
3	5%	0%	0%	0%
4	2%	0%	0%	0%

Jct 25: B2050 Manston Rd - Tesco Access

Total vehicle

From/To	1	2	3
1	0	144	224
2	148	0	154
3	258	150	0

HGV

From/To	1	2	3
1	0	1	8
2	1	0	2
3	8	2	0

% HGV

From/To	A	B	C
A	0%	1%	4%
B	1%	0%	1%
C	3%	1%	0%

Jct 26: B2014/Manston Road

Total vehicle

From/To	1	2	3
1	0	290	97
2	357	0	259
3	124	261	0

HGV

From/To	1	2	3
1	0	10	4
2	14	0	5
3	4	2	0

% HGV

From/To	A	B	C
A	0%	3%	4%
B	4%	0%	2%
C	3%	1%	0%

Jct 27: B2014/A255

Total vehicle

From/To	1	2	3
1	0	285	261
2	331	0	277
3	284	288	0

HGV

From/To	1	2	3
1	0	6	6
2	7	0	12
3	12	9	0

% HGV

From/To	A	B	C
A	0%	2%	2%
B	2%	0%	4%
C	4%	3%	0%

Jct 28: Wilfred Rd / A255 / Grange Rd

Total vehicle

From/To	A	B	C	D
A	0	19	339	7
B	20	0	1	66
C	316	8	0	109
D	12	51	102	0

HGV

From/To	A	B	C	D
A	0	1	15	0
B	1	0	0	8
C	7	0	0	2
D	0	8	3	0

% HGV

From/To	A	B	C	D
A	0%	5%	4%	0%
B	5%	0%	0%	12%
C	2%	0%	0%	2%
D	0%	16%	3%	0%

Jct 1: A256 - Sandwich Rd

Total vehicle

From/To	1	2	3	4
1	0	255	0	16
2	109	0	19	1385
3	2	27	0	14
4	30	1781	33	0

HGV

From/To	1	2	3	4
1	0	7	0	4
2	10	0	3	111
3	0	9	0	7
4	5	87	4	0

% HGV

From/To	1	2	3	4
1	0%	3%	0%	24%
2	10%	0%	14%	8%
3	0%	34%	0%	47%
4	17%	5%	12%	0%

Jct 2: A256 - A299

Total vehicle

From/To	1	2	3	4
1	0	1127	41	913
2	940	0	23	447
3	55	56	0	13
4	609	637	9	0

HGV

From/To	1	2	3	4
1	0	29	3	51
2	56	0	1	62
3	0	1	0	1
4	47	60	0	0

% HGV

From/To	1	2	3	4
1	0%	3%	6%	6%
2	6%	0%	6%	14%
3	0%	2%	0%	10%
4	8%	9%	0%	0%

Jct 3: A299 - Canterbury Rd East

Total vehicle

From/To	1	2	3
1	0	11	102
2	23	0	1359
3	264	1200	0

HGV

From/To	1	2	3
1	0	1	0
2	1	0	111
3	10	109	0

% HGV

From/To	1	2	3
1	0%	12%	0%
2	6%	0%	8%
3	4%	9%	0%

Jct 4: A256 - B2190

Total vehicle

From/To	1	2	3	4
1	0	140	1081	283
2	185	0	163	200
3	1156	138	0	369
4	404	276	291	0

HGV

From/To	1	2	3	4
1	0	7	70	10
2	13	0	7	13
3	121	14	0	22
4	20	7	9	0

% HGV

From/To	1	2	3	4
1	0%	5%	6%	4%
2	7%	0%	4%	7%
3	10%	10%	0%	6%
4	5%	2%	3%	0%

Jct 5: B2190 - Minster Rd

Total vehicle

From/To	1	2	3
1	0	601	7
2	601	0	251
3	49	371	0

HGV

From/To	1	2	3
1	0	30	0
2	41	0	5
3	0	5	0

% HGV

From/To	1	2	3
1	0%	5%	0%
2	7%	0%	2%
3	0%	1%	0%

Jct 6: A253 - A299 - Willetts Hill

Total vehicle

From/To	1	2	3	4	5
1	0	36	394	1083	43
2	60	0	44	45	9
3	277	14	0	31	9
4	1121	54	28	0	23
5	11	7	17	49	0

HGV

From/To	1	2	3	4	5
1	0	0	20	83	3
2	1	0	0	0	0
3	16	0	0	1	0
4	98	3	3	0	5
5	0	0	0	1	0

% HGV

From/To	1	2	3	4	5
1	0%	0%	5%	8%	6%
2	2%	0%	0%	0%	0%
3	6%	0%	0%	4%	0%
4	9%	5%	10%	0%	23%
5	0%	0%	0%	3%	0%

Jct 7: A299 - A28

Total vehicle

HGV

% HGV

From/To	1	2	3	4	5
1	0	26	285	996	19
2	33	0	26	1105	10
3	115	44	0	25	2
4	648	1131	16	0	5
5	15	9	1	4	0

From/To	1	2	3	4	5
1	0	0	5	28	0
2	3	0	1	76	0
3	4	1	0	7	0
4	51	113	1	0	1
5	1	1	0	0	0

From/To	1	2	3	4	5
1	0%	0%	2%	3%	0%
2	8%	0%	5%	7%	0%
3	3%	3%	0%	26%	0%
4	8%	10%	8%	0%	26%
5	9%	15%	0%	0%	0%

Jct 8: A28 - Park Ln

Total vehicle

From/To	1	2	3
1	0	862	115
2	753	0	167
3	136	470	0

HGV

From/To	1	2	3
1	0	29	12
2	49	0	16
3	8	12	0

% HGV

From/To	1	2	3
1	0%	3%	10%
2	6%	0%	9%
3	6%	3%	0%

Jct 8 (adj priority jct): A28 - B2050

Total vehicle

From/To	A	B	C
A	0	276	1116
B	104	0	96
C	790	58	0

HGV

From/To	A	B	C
A	0	7	28
B	4	0	0
C	51	4	0

% HGV

From/To	A	B	C
A	0%	2%	2%
B	4%	0%	0%
C	6%	7%	0%

Jct 9: B2050 - Acol Hill - Park Ln

Total vehicle

From/To	A	B	C
A	0	287	208
B	184	0	2
C	102	2	0

HGV

From/To	A	B	C
A	0	3	7
B	7	0	0
C	0	0	0

% HGV

From/To	A	B	C
A	0%	1%	3%
B	4%	0%	0%
C	0%	0%	0%

Jct 10: B2050 - Shottendane Rd - Margate Hill

Total vehicle

From/To	A	B	C	D
A	0	3	103	160
B	6	0	0	206
C	176	1	0	106
D	135	341	76	0

HGV

From/To	A	B	C	D
A	0	1	5	1
B	0	0	0	5
C	3	0	0	0
D	5	0	1	0

% HGV

From/To	A	B	C	D
A	0%	51%	5%	1%
B	0%	0%	0%	3%
C	1%	0%	0%	0%
D	4%	0%	2%	0%

Jct 10: B2050 - Shottendane Rd - Margate Hill (Propose Reverse Stagger)

Total vehicle

From/To	A	B	C	D
A	0	135	341	76
B	160	0	3	103
C	206	6	0	0
D	106	176	1	0

HGV

From/To	A	B	C	D
A	0	5	0	1
B	1	0	1	5
C	5	0	0	0
D	0	3	0	0

% HGV

From/To	A	B	C	D
A	0%	4%	0%	2%
B	1%	0%	51%	5%
C	3%	0%	0%	0%
D	0%	1%	0%	0%

Jct 11: B2190 - Columbus Ave

Total vehicle

From/To	1	2	3
1	0	569	105
2	433	0	216

HGV

From/To	1	2	3
1	0	24	5
2	31	0	9

% HGV

From/To	1	2	3
1	0%	4%	5%
2	7%	0%	4%

3	20	39	0

3	5	7	0

3	26%	17%	0%

Jct 12: B2050 - Manston Rd - Spitfire Way

Total vehicle

From/To	A	B	C	D
A	0	369	289	55
B	193	0	10	210
C	335	35	0	40
D	29	222	18	0

HGV

From/To	A	B	C	D
A	0	7	5	4
B	8	0	1	25
C	7	3	0	5
D	4	16	4	0

% HGV

From/To	A	B	C	D
A	0%	2%	2%	7%
B	4%	0%	13%	12%
C	2%	7%	0%	13%
D	14%	7%	22%	0%

Jct 13: B2050 - Manston Court Rd

Total vehicle

From/To	A	B	C
A	0	121	430
B	140	0	12
C	559	10	0

HGV

From/To	A	B	C
A	0	0	14
B	4	0	0
C	10	0	0

% HGV

From/To	A	B	C
A	0%	0%	3%
B	3%	0%	0%
C	2%	0%	0%

Jct 14: A28 - B2052

Total vehicle

From/To	A	B	C
A	0	57	768
B	1	0	298
C	931	278	0

HGV

From/To	A	B	C
A	0	0	31
B	0	0	13
C	38	10	0

% HGV

From/To	A	B	C
A	0%	0%	4%
B	0%	0%	4%
C	4%	4%	0%

Jct 15: Nash Rd - Manston Rd - Tivoli Rd - Hartsdown Rd

Total vehicle

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	59	208	65
B-Manston Rd	142	0	35	390
C-Hartsdown Rd	322	66	0	179
D-Tivoli/ Salvestone Rd	30	399	309	49

HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	0	0	1
B-Manston Rd	0	0	0	16
C-Hartsdown Rd	1	4	0	8
D-Tivoli/ Salvestone Rd	0	10	13	4

% HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0%	0%	0%	2%
B-Manston Rd	0%	0%	0%	4%
C-Hartsdown Rd	0%	6%	0%	4%
D-Tivoli/ Salvestone Rd	0%	3%	4%	8%

Jct 16: Ramsgate Rd - College Rd - Beatrice Rd

Total vehicle

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	188	365	0
B-A254 (S)	110	0	223	332
C-B2052(W)	347	316	90	10
D-Ramsgate Rd	6	478	111	0

HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	7	13	0
B-A254 (S)	4	0	13	21
C-B2052(W)	22	12	1	0
D-Ramsgate Rd	0	28	3	0

% HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0%	3%	4%	0%
B-A254 (S)	4%	0%	6%	6%
C-B2052(W)	6%	4%	1%	0%
D-Ramsgate Rd	0%	6%	2%	0%

Jct 17: Poorhole Ln - Margate Rd - Star Ln - Ramsgate Rd

Total vehicle

From/To	1	2	3	4
1	0	14	171	171
2	15	0	33	652

HGV

From/To	1	2	3	4
1	0	1	1	7
2	3	0	4	38

% HGV

From/To	1	2	3	4
1	0%	10%	1%	4%
2	17%	0%	12%	6%

3	230	55	0	236
4	177	745	196	0

3	5	0	0	7
4	16	37	4	0

3	2%	0%	0%	3%
4	9%	5%	2%	0%

Jct 19: A256 - New Cross Rd

Total vehicle

From/To	1	2	3
1	0	334	82
2	316	0	767
3	67	754	0

HGV

From/To	1	2	3
1	0	10	1
2	7	0	33
3	0	45	0

% HGV

From/To	1	2	3
1	0%	3%	2%
2	2%	0%	4%
3	0%	6%	0%

Jct 20-A-1-2: A256 (N) - A256 (S) - Manston Rd (East)

Total vehicle

From/To	A	B	C
A	0	0	1211
B	0	0	721
C	1243	419	0

HGV

From/To	A	B	C
A	0	0	62
B	0	0	21
C	62	22	0

% HGV

From/To	A	B	C
A	0%	0%	5%
B	0%	0%	3%
C	5%	5%	0%

Jct 20-A-3: A256 (N) - Manston Rd (E) - A256/Manston Rd (W)

Total vehicle

From/To	A	B	C
A	0	0	419
B	0	0	164
C	721	0	0

HGV

From/To	A	B	C
A	0	0	22
B	0	0	3
C	21	0	0

% HGV

From/To	A	B	C
A	0%	0%	5%
B	0%	0%	2%
C	3%	0%	0%

Jct 20-B: A256 (N) - A256 (S) - Manston Rd (West)

Total vehicle

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	181	1078	674
B-A256 (S)	1336	0	80
C-Manston Rd (W)	326	90	0

HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	4	64	14
B-A256 (S)	64	0	8
C-Manston Rd (W)	20	5	0

% HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	2%	6%	2%
B-A256 (S)	5%	0%	10%
C-Manston Rd (W)	6%	6%	0%

Jct 21-A: Haine Rd - A256 - Centerbury Rd (West)

Total vehicle

From/To	A	B	C
A	0	1265	0
B	985	0	80
C	289	105	0

HGV

From/To	A	B	C
A	0	59	0
B	58	0	1
C	8	3	0

% HGV

From/To	A	B	C
A	0%	5%	0%
B	6%	0%	2%
C	3%	2%	0%

Jct 21-B: Canterbur Rd (East) - Sandwich Rd - Hengist Way - A256

Total vehicle

From/To	A	B	C	D
A	0	143	1130	185
B	73	0	16	79
C	814	5	0	773
D	205	121	910	29

HGV

From/To	A	B	C	D
A	0	7	35	9
B	5	0	1	1
C	56	0	0	49
D	4	7	49	0

% HGV

From/To	A	B	C	D
A	0%	5%	3%	5%
B	7%	0%	8%	2%
C	7%	0%	0%	6%
D	2%	5%	5%	0%

Jct 22: B2050 - Airport Access

Total vehicle

From/To	A	B	C
A	0	0	712
B	0	0	0
C	556	0	0

HGV

From/To	A	B	C
A	0	0	16
B	0	0	0
C	18	0	0

% HGV

From/To	A	B	C
A	0%	0%	2%
B	0%	0%	0%
C	3%	0%	0%

Jct 23: Star Lane - Star Lane Link

Total vehicle

From/To	A	B	C
A	0	57	280
B	121	0	170
C	373	120	0

HGV

From/To	A	B	C
A	0	1	7
B	1	0	4
C	10	4	0

% HGV

From/To	A	B	C
A	0%	2%	2%
B	1%	0%	2%
C	3%	3%	0%

Jct 24: Star Lane Link - Nash Rd

Total vehicle

From/To	1	2	3	4
1	0	16	317	79
2	30	0	49	116
3	343	19	0	88
4	111	246	127	0

HGV

From/To	1	2	3	4
1	0	1	14	0
2	0	0	0	0
3	9	0	0	3
4	5	0	0	0

% HGV

From/To	1	2	3	4
1	0%	8%	5%	0%
2	0%	0%	0%	0%
3	3%	0%	0%	3%
4	5%	0%	0%	0%

Jct 25: B2050 Manston Rd - Tesco Access

Total vehicle

From/To	1	2	3
1	0	140	423
2	95	0	118
3	452	83	0

HGV

From/To	1	2	3
1	0	0	0
2	3	0	4
3	12	4	0

% HGV

From/To	A	B	C
A	0%	0%	0%
B	3%	0%	3%
C	3%	5%	0%

Jct 26: B2014/Manston Road

Total vehicle

From/To	1	2	3
1	0	415	155
2	509	0	392
3	200	305	0

HGV

From/To	1	2	3
1	0	13	0
2	25	0	3
3	5	8	0

% HGV

From/To	A	B	C
A	0%	3%	0%
B	5%	0%	1%
C	3%	3%	0%

Jct 27: B2014/A255

Total vehicle

From/To	1	2	3
1	0	421	294
2	465	0	535
3	435	463	0

HGV

From/To	1	2	3
1	0	10	10
2	8	0	7
3	17	26	0

% HGV

From/To	A	B	C
A	0%	2%	4%
B	2%	0%	1%
C	4%	6%	0%

Jct 28: Wilfred Rd / A255 / Grange Rd

Total vehicle

From/To	A	B	C	D
A	0	21	501	7
B	14	0	0	143
C	507	6	0	187

HGV

From/To	A	B	C	D
A	0	1	9	0
B	1	0	0	14
C	26	0	0	3

% HGV

From/To	A	B	C	D
A	0%	6%	2%	0%
B	10%	0%	0%	10%
C	5%	0%	0%	1%

D	11	71	231	0

D	0	13	0	0

D	0%	19%	0%	0%

Jct 1: A256 - Sandwich Rd

Total vehicle

From/To	1	2	3	4
1	0	207	1	25
2	281	0	5	1843
3	5	30	0	15
4	39	1244	11	0

HGV

From/To	1	2	3	4
1	0	4	0	0
2	3	0	1	40
3	0	0	0	0
4	0	61	1	0

% HGV

From/To	1	2	3	4
1	0%	2%	0%	0%
2	1%	0%	26%	2%
3	0%	0%	0%	0%
4	0%	5%	12%	0%

Jct 2: A256 - A299

Total vehicle

From/To	1	2	3	4
1	0	868	72	701
2	1161	0	35	672
3	45	25	0	11
4	864	406	21	0

HGV

From/To	1	2	3	4
1	0	32	0	17
2	24	0	0	17
3	1	0	0	0
4	29	29	0	0

% HGV

From/To	1	2	3	4
1	0%	4%	0%	2%
2	2%	0%	0%	3%
3	3%	0%	0%	0%
4	3%	7%	0%	0%

Jct 3: A299 - Canterbury Rd East

Total vehicle

From/To	1	2	3
1	0	5	72
2	82	0	1360
3	440	1307	0

HGV

From/To	1	2	3
1	0	0	5
2	0	0	30
3	7	57	0

% HGV

From/To	1	2	3
1	0%	0%	7%
2	0%	0%	2%
3	2%	4%	0%

Jct 4: A256 - B2190

Total vehicle

From/To	1	2	3	4
1	0	183	885	270
2	175	0	153	210
3	1345	183	0	318
4	302	285	459	0

HGV

From/To	1	2	3	4
1	0	7	42	8
2	4	0	17	1
3	50	5	0	7
4	13	1	7	0

% HGV

From/To	1	2	3	4
1	0%	4%	5%	3%
2	2%	0%	11%	1%
3	4%	3%	0%	2%
4	4%	0%	1%	0%

Jct 5: B2190 - Minster Rd

Total vehicle

From/To	1	2	3
1	0	765	116
2	422	0	375
3	56	280	0

HGV

From/To	1	2	3
1	0	21	0
2	13	0	3
3	4	0	0

% HGV

From/To	1	2	3
1	0%	3%	0%
2	3%	0%	1%
3	7%	0%	0%

Jct 6: A253 - A299 - Willetts Hill

Total vehicle

From/To	1	2	3	4	5
1	0	100	330	1123	68
2	40	0	16	34	4
3	498	21	0	29	20
4	1273	49	14	0	12
5	29	9	6	44	0

HGV

From/To	1	2	3	4	5
1	0	1	5	42	3
2	0	0	0	0	0
3	15	1	0	1	0
4	49	0	1	0	4
5	4	0	0	1	0

% HGV

From/To	1	2	3	4	5
1	0%	1%	2%	4%	4%
2	0%	0%	0%	0%	0%
3	3%	6%	0%	5%	0%
4	4%	0%	10%	0%	34%
5	14%	0%	0%	3%	0%

Jct 7: A299 - A28

Total vehicle

HGV

% HGV

From/To	1	2	3	4	5
1	0	18	139	638	10
2	28	0	39	1148	13
3	338	32	0	28	5
4	1010	1266	13	0	6
5	29	8	1	13	0

From/To	1	2	3	4	5
1	0	1	9	26	0
2	3	0	0	37	1
3	4	3	0	3	0
4	26	42	3	0	0
5	1	0	0	0	0

From/To	1	2	3	4	5
1	0%	7%	7%	4%	0%
2	10%	0%	0%	3%	10%
3	1%	8%	0%	10%	0%
4	3%	3%	21%	0%	0%
5	5%	0%	0%	0%	0%

Jct 8: A28 - Park Ln

Total vehicle

From/To	1	2	3
1	0	725	217
2	898	0	225
3	169	317	0

HGV

From/To	1	2	3
1	0	19	7
2	24	0	1
3	8	3	0

% HGV

From/To	1	2	3
1	0%	3%	3%
2	3%	0%	1%
3	5%	1%	0%

Jct 8 (adj priority jct): A28 - B2050

Total vehicle

From/To	A	B	C
A	0	212	773
B	193	0	71
C	914	49	0

HGV

From/To	A	B	C
A	0	4	16
B	3	0	0
C	22	0	0

% HGV

From/To	A	B	C
A	0%	2%	2%
B	1%	0%	0%
C	2%	0%	0%

Jct 9: B2050 - Acol Hill - Park Ln

Total vehicle

From/To	A	B	C
A	0	203	150
B	164	0	8
C	229	24	0

HGV

From/To	A	B	C
A	0	3	1
B	1	0	0
C	3	0	0

% HGV

From/To	A	B	C
A	0%	1%	1%
B	1%	0%	0%
C	1%	0%	0%

Jct 10: B2050 - Shottendane Rd - Margate Hill

Total vehicle

From/To	A	B	C	D
A	0	13	130	171
B	18	0	0	527
C	136	3	0	96
D	101	134	43	0

HGV

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

% HGV

From/To	A	B	C	D
A	0%	0%	1%	0%
B	0%	0%	0%	1%
C	1%	0%	0%	0%
D	1%	1%	0%	0%

Jct 10: B2050 - Shottendane Rd - Margate Hill (Propose Reverse Stagger)

Total vehicle

From/To	A	B	C	D
A	0	101	134	43
B	171	0	13	130
C	527	18	0	0
D	96	136	3	0

HGV

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

% HGV

From/To	A	B	C	D
A	0%	1%	1%	0%
B	0%	0%	0%	1%
C	1%	0%	0%	0%
D	0%	1%	0%	0%

Jct 11: B2190 - Columbus Ave

Total vehicle

From/To	1	2	3
1	0	657	19
2	458	0	20

HGV

From/To	1	2	3
1	0	13	1
2	16	0	1

% HGV

From/To	1	2	3
1	0%	2%	7%
2	3%	0%	7%

3	110	224	0

3	1	8	0

3	1%	4%	0%

Jct 12: B2050 - Manston Rd - Spitfire Way

Total vehicle

From/To	A	B	C	D
A	0	330	323	27
B	307	0	8	252
C	222	11	0	25
D	42	209	43	0

HGV

From/To	A	B	C	D
A	0	4	5	1
B	4	0	0	5
C	3	0	0	0
D	3	7	0	0

% HGV

From/To	A	B	C	D
A	0%	1%	2%	5%
B	1%	0%	0%	2%
C	1%	0%	0%	0%
D	6%	3%	0%	0%

Jct 13: B2050 - Manston Court Rd

Total vehicle

From/To	A	B	C
A	0	120	415
B	170	0	11
C	504	18	0

HGV

From/To	A	B	C
A	0	1	7
B	3	0	0
C	5	0	0

% HGV

From/To	A	B	C
A	0%	1%	2%
B	2%	0%	0%
C	1%	0%	0%

Jct 14: A28 - B2052

Total vehicle

From/To	A	B	C
A	0	4	746
B	1	0	388
C	853	221	0

HGV

From/To	A	B	C
A	0	0	19
B	0	0	9
C	17	5	0

% HGV

From/To	A	B	C
A	0%	0%	2%
B	0%	0%	2%
C	2%	2%	0%

Jct 15: Nash Rd - Manston Rd - Tivoli Rd - Hartsdown Rd

Total vehicle

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	121	317	72
B-Manston Rd	111	0	53	467
C-Hartsdown Rd	209	28	0	177
D-Tivoli/ Salvestone Rd	18	309	441	85

HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	0	0	0
B-Manston Rd	0	0	0	5
C-Hartsdown Rd	1	0	0	5
D-Tivoli/ Salvestone Rd	1	5	8	4

% HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0%	0%	0%	0%
B-Manston Rd	0%	0%	0%	1%
C-Hartsdown Rd	1%	0%	0%	3%
D-Tivoli/ Salvestone Rd	7%	2%	2%	5%

Jct 16: Ramsgate Rd - College Rd - Beatrice Rd

Total vehicle

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	151	337	0
B-A254 (S)	96	0	342	400
C-B2052(W)	379	274	87	18
D-Ramsgate Rd	9	462	91	0

HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	4	8	0
B-A254 (S)	3	0	9	13
C-B2052(W)	4	7	0	0
D-Ramsgate Rd	0	15	1	0

% HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0%	3%	2%	0%
B-A254 (S)	3%	0%	3%	3%
C-B2052(W)	1%	2%	0%	0%
D-Ramsgate Rd	0%	3%	1%	0%

Jct 17: Poorhole Ln - Margate Rd - Star Ln - Ramsgate Rd

Total vehicle

From/To	1	2	3	4
1	0	44	198	160
2	34	0	62	743

HGV

From/To	1	2	3	4
1	0	0	3	3
2	1	0	1	20

% HGV

From/To	1	2	3	4
1	0%	0%	1%	2%
2	4%	0%	2%	3%

3	183	52	0	241
4	205	799	280	0

3	0	0	0	3
4	1	22	4	0

3	0%	0%	0%	1%
4	1%	3%	1%	0%

Jct 19: A256 - New Cross Rd

Total vehicle

From/To	1	2	3
1	0	268	193
2	462	0	774
3	206	698	0

HGV

From/To	1	2	3
1	0	5	0
2	7	0	15
3	0	13	0

% HGV

From/To	1	2	3
1	0%	2%	0%
2	1%	0%	2%
3	0%	2%	0%

Jct 20-A-1-2: A256 (N) - A256 (S) - Manston Rd (East)

Total vehicle

From/To	A	B	C
A	0	0	1501
B	0	0	584
C	1159	409	0

HGV

From/To	A	B	C
A	0	0	28
B	0	0	12
C	22	4	0

% HGV

From/To	A	B	C
A	0%	0%	2%
B	0%	0%	2%
C	2%	1%	0%

Jct 20-A-3: A256 (N) - Manston Rd (E) - A256/Manston Rd (W)

Total vehicle

From/To	A	B	C
A	0	0	409
B	0	0	244
C	584	0	0

HGV

From/To	A	B	C
A	0	0	4
B	0	0	4
C	12	0	0

% HGV

From/To	A	B	C
A	0%	0%	1%
B	0%	0%	2%
C	2%	0%	0%

Jct 20-B: A256 (N) - A256 (S) - Manston Rd (West)

Total vehicle

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	135	1307	642
B-A256 (S)	1293	0	64
C-Manston Rd (W)	276	98	0

HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	1	32	7
B-A256 (S)	22	0	1
C-Manston Rd (W)	4	3	0

% HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	1%	2%	1%
B-A256 (S)	2%	0%	2%
C-Manston Rd (W)	1%	3%	0%

Jct 21-A: Haine Rd - A256 - Centerbury Rd (West)

Total vehicle

From/To	A	B	C
A	0	1596	0
B	1230	0	121
C	363	144	0

HGV

From/To	A	B	C
A	0	45	0
B	25	0	5
C	7	1	0

% HGV

From/To	A	B	C
A	0%	3%	0%
B	2%	0%	4%
C	2%	1%	0%

Jct 21-B: Canterbur Rd (East) - Sandwich Rd - Hengist Way - A256

Total vehicle

From/To	A	B	C	D
A	0	164	672	164
B	131	0	4	112
C	1022	11	0	1015
D	377	193	966	60

HGV

From/To	A	B	C	D
A	0	4	13	4
B	4	0	0	0
C	29	0	0	25
D	7	0	37	1

% HGV

From/To	A	B	C	D
A	0%	2%	2%	2%
B	3%	0%	0%	0%
C	3%	0%	0%	2%
D	2%	0%	4%	2%

Jct 22: B2050 - Airport Access

Total vehicle

From/To	A	B	C
A	0	0	679
B	0	0	0
C	571	0	0

HGV

From/To	A	B	C
A	0	0	11
B	0	0	0
C	9	0	0

% HGV

From/To	A	B	C
A	0%	0%	2%
B	0%	0%	0%
C	2%	0%	0%

Jct 23: Star Lane - Star Lane Link

Total vehicle

From/To	A	B	C
A	0	141	419
B	116	0	165
C	421	205	0

HGV

From/To	A	B	C
A	0	1	3
B	0	0	3
C	3	1	0

% HGV

From/To	A	B	C
A	0%	1%	1%
B	0%	0%	2%
C	1%	1%	0%

Jct 24: Star Lane Link - Nash Rd

Total vehicle

From/To	1	2	3	4
1	0	44	465	128
2	24	0	53	230
3	401	31	0	167
4	71	157	113	0

HGV

From/To	1	2	3	4
1	0	0	4	0
2	0	0	0	1
3	5	0	0	0
4	0	0	0	0

% HGV

From/To	1	2	3	4
1	0%	0%	1%	0%
2	0%	0%	0%	1%
3	1%	0%	0%	0%
4	0%	0%	0%	0%

Jct 25: B2050 Manston Rd - Tesco Access

Total vehicle

From/To	1	2	3
1	0	170	275
2	209	0	141
3	515	171	0

HGV

From/To	1	2	3
1	0	1	1
2	1	0	9
3	4	5	0

% HGV

From/To	A	B	C
A	0%	1%	0%
B	1%	0%	7%
C	1%	3%	0%

Jct 26: B2014/Manston Road

Total vehicle

From/To	1	2	3
1	0	352	97
2	514	0	319
3	178	432	0

HGV

From/To	1	2	3
1	0	8	3
2	9	0	3
3	1	3	0

% HGV

From/To	A	B	C
A	0%	2%	3%
B	2%	0%	1%
C	1%	1%	0%

Jct 27: B2014/A255

Total vehicle

From/To	1	2	3
1	0	417	368
2	428	0	515
3	410	668	0

HGV

From/To	1	2	3
1	0	7	3
2	7	0	7
3	8	9	0

% HGV

From/To	A	B	C
A	0%	2%	1%
B	2%	0%	1%
C	2%	1%	0%

Jct 28: Wilfred Rd / A255 / Grange Rd

Total vehicle

From/To	A	B	C	D
A	0	24	451	11
B	23	0	0	114
C	567	3	0	289

HGV

From/To	A	B	C	D
A	0	0	7	0
B	0	0	0	12
C	1	0	0	5

% HGV

From/To	A	B	C	D
A	0%	0%	1%	0%
B	0%	0%	0%	10%
C	0%	0%	0%	2%

D	13	124	227	0

D	0	13	7	0

D	0%	11%	3%	0%

Jct 1: A256 - Sandwich Rd

Total vehicle

From/To	1	2	3	4
1	0	193	0	24
2	169	0	8	942
3	3	39	0	6
4	21	891	26	0

HGV

From/To	1	2	3	4
1	0	4	0	0
2	7	0	0	90
3	1	4	0	4
4	1	85	8	0

% HGV

From/To	1	2	3	4
1	0%	2%	0%	0%
2	4%	0%	0%	10%
3	51%	11%	0%	76%
4	7%	10%	33%	0%

Jct 2: A256 - A299

Total vehicle

From/To	1	2	3	4
1	0	667	37	583
2	676	0	12	280
3	45	31	0	16
4	416	252	3	0

HGV

From/To	1	2	3	4
1	0	41	0	56
2	41	0	0	57
3	1	1	0	0
4	38	62	0	0

% HGV

From/To	1	2	3	4
1	0%	6%	0%	10%
2	6%	0%	0%	21%
3	3%	5%	0%	0%
4	9%	24%	0%	0%

Jct 3: A299 - Canterbury Rd East

Total vehicle

From/To	1	2	3
1	0	5	45
2	7	0	868
3	283	667	0

HGV

From/To	1	2	3
1	0	0	1
2	0	0	111
3	11	102	0

% HGV

From/To	1	2	3
1	0%	0%	3%
2	0%	0%	13%
3	4%	15%	0%

Jct 4: A256 - B2190

Total vehicle

From/To	1	2	3	4
1	0	142	649	158
2	128	0	157	212
3	682	132	0	244
4	126	185	258	0

HGV

From/To	1	2	3	4
1	0	7	83	18
2	3	0	20	7
3	108	11	0	27
4	17	4	14	0

% HGV

From/To	1	2	3	4
1	0%	5%	13%	12%
2	2%	0%	12%	3%
3	16%	8%	0%	11%
4	13%	2%	5%	0%

Jct 5: B2190 - Minster Rd

Total vehicle

From/To	1	2	3
1	0	440	41
2	411	0	203
3	43	129	0

HGV

From/To	1	2	3
1	0	29	3
2	45	0	7
3	1	6	0

% HGV

From/To	1	2	3
1	0%	7%	7%
2	11%	0%	3%
3	3%	4%	0%

Jct 6: A253 - A299 - Willetts Hill

Total vehicle

From/To	1	2	3	4	5
1	0	25	226	764	24
2	41	0	16	36	5
3	264	13	0	24	12
4	682	37	20	0	5
5	17	8	3	28	0

HGV

From/To	1	2	3	4	5
1	0	0	17	109	1
2	0	0	1	1	0
3	10	1	0	1	0
4	94	0	3	0	0
5	1	0	0	1	0

% HGV

From/To	1	2	3	4	5
1	0%	0%	7%	14%	6%
2	0%	0%	9%	4%	0%
3	4%	10%	0%	6%	0%
4	14%	0%	14%	0%	0%
5	8%	0%	0%	5%	0%

Jct 7: A299 - A28

Total vehicle

From/To	1	2	3	4	5

HGV

From/To	1	2	3	4	5

% HGV

From/To	1	2	3	4	5

1	0	42	182	486	9
2	17	0	24	777	3
3	200	29	0	20	4
4	575	705	21	0	7
5	16	4	1	1	0

1	0	6	17	15	0
2	3	0	1	102	0
3	7	1	0	3	0
4	22	91	3	0	0
5	1	1	0	1	0

1	0%	13%	9%	3%	0%
2	16%	0%	6%	13%	0%
3	3%	5%	0%	14%	0%
4	4%	13%	13%	0%	0%
5	9%	34%	0%	100%	0%

Jct 8: A28 - Park Ln

Total vehicle

From/To	1	2	3
1	0	270	572
2	587	0	255
3	210	300	0

HGV

From/To	1	2	3
1	0	15	42
2	22	0	6
3	11	10	0

% HGV

From/To	1	2	3
1	0%	6%	7%
2	4%	0%	2%
3	5%	3%	0%

Jct 8 (adj priority jct): A28 - B2050

Total vehicle

From/To	A	B	C
A	0	217	741
B	137	0	75
C	679	52	0

HGV

From/To	A	B	C
A	0	1	39
B	4	0	4
C	28	0	0

% HGV

From/To	A	B	C
A	0%	1%	5%
B	3%	0%	6%
C	4%	0%	0%

Jct 9: B2050 - Acol Hill - Park Ln

Total vehicle

From/To	A	B	C
A	0	223	123
B	191	0	3
C	135	4	0

HGV

From/To	A	B	C
A	0	7	6
B	6	0	0
C	4	0	0

% HGV

From/To	A	B	C
A	0%	3%	5%
B	3%	0%	0%
C	3%	0%	0%

Jct 10: B2050 - Shottendane Rd - Margate Hill

Total vehicle

From/To	A	B	C	D
A	0	3	152	115
B	8	0	0	178
C	146	3	0	85
D	95	92	41	0

HGV

From/To	A	B	C	D
A	0	0	3	1
B	1	0	0	8
C	7	0	0	0
D	1	1	3	0

% HGV

From/To	A	B	C	D
A	0%	0%	2%	1%
B	17%	0%	0%	5%
C	5%	0%	0%	0%
D	1%	2%	7%	0%

Jct 10: B2050 - Shottendane Rd - Margate Hill (Propose Reverse Stagger)

Total vehicle

From/To	A	B	C	D
A	0	95	92	41
B	115	0	3	152
C	178	8	0	0
D	85	146	3	0

HGV

From/To	A	B	C	D
A	0	1	1	3
B	1	0	0	3
C	8	1	0	0
D	0	7	0	0

% HGV

From/To	A	B	C	D
A	0%	1%	2%	7%
B	1%	0%	0%	2%
C	5%	17%	0%	0%
D	0%	5%	0%	0%

Jct 11: B2190 - Columbus Ave

Total vehicle

From/To	1	2	3
1	0	391	25
2	369	0	84
3	37	90	0

HGV

From/To	1	2	3
1	0	22	3
2	38	0	8
3	1	10	0

% HGV

From/To	1	2	3
1	0%	6%	11%
2	10%	0%	10%
3	4%	11%	0%

Jct 12: B2050 - Manston Rd - Spitfire Way

Total vehicle

From/To	A	B	C	D
A	0	261	254	51
B	196	0	15	165
C	216	12	0	42
D	59	159	21	0

HGV

From/To	A	B	C	D
A	0	3	10	3
B	10	0	3	22
C	8	3	0	6
D	4	11	0	0

% HGV

From/To	A	B	C	D
A	0%	1%	4%	6%
B	5%	0%	19%	14%
C	4%	23%	0%	13%
D	7%	7%	0%	0%

Jct 13: B2050 - Manston Court Rd

Total vehicle

From/To	A	B	C
A	0	95	382
B	100	0	11
C	456	9	0

HGV

From/To	A	B	C
A	0	1	14
B	7	0	0
C	11	0	0

% HGV

From/To	A	B	C
A	0%	1%	4%
B	7%	0%	0%
C	2%	0%	0%

Jct 14: A28 - B2052

Total vehicle

From/To	A	B	C
A	0	3	720
B	3	0	311
C	750	193	0

HGV

From/To	A	B	C
A	0	1	45
B	1	0	11
C	34	6	0

% HGV

From/To	A	B	C
A	0%	51%	6%
B	51%	0%	4%
C	4%	3%	0%

Jct 15: Nash Rd - Manston Rd - Tivoli Rd - Hartsdown Rd

Total vehicle

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	93	203	55
B-Manston Rd	97	0	48	318
C-Hartsdown Rd	167	40	0	177
D-Tivoli/ Salvestone Rd	23	340	314	54

HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	0	3	0
B-Manston Rd	0	0	3	25
C-Hartsdown Rd	3	1	0	3
D-Tivoli/ Salvestone Rd	0	27	3	6

% HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0%	0%	1%	0%
B-Manston Rd	0%	0%	6%	8%
C-Hartsdown Rd	2%	3%	0%	2%
D-Tivoli/ Salvestone Rd	0%	8%	1%	10%

Jct 16: Ramsgate Rd - College Rd - Beatrice Rd

Total vehicle

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	155	328	0
B-A254 (S)	108	0	273	419
C-B2052(W)	314	304	49	16
D-Ramsgate Rd	12	459	83	0

HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	7	17	0
B-A254 (S)	8	0	10	35
C-B2052(W)	13	7	0	0
D-Ramsgate Rd	0	25	8	0

% HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0%	5%	5%	0%
B-A254 (S)	8%	0%	4%	8%
C-B2052(W)	4%	2%	0%	0%
D-Ramsgate Rd	0%	5%	10%	0%

Jct 17: Poorhole Ln - Margate Rd - Star Ln - Ramsgate Rd

Total vehicle

From/To	1	2	3	4
1	0	39	147	169
2	69	0	68	728
3	123	53	0	238
4	179	803	181	0

HGV

From/To	1	2	3	4
1	0	1	4	7
2	1	0	0	43
3	6	1	0	10
4	4	49	7	0

% HGV

From/To	1	2	3	4
1	0%	4%	3%	4%
2	2%	0%	0%	6%
3	5%	3%	0%	4%
4	2%	6%	4%	0%

Jct 19: A256 - New Cross Rd

Total vehicle

From/To	1	2	3
1	0	465	145
2	262	0	694
3	214	805	0

HGV

From/To	1	2	3
1	0	24	0
2	13	0	38
3	0	36	0

% HGV

From/To	1	2	3
1	0%	5%	0%
2	5%	0%	5%
3	0%	5%	0%

Jct 20-A-1-2: A256 (N) - A256 (S) - Manston Rd (East)

Total vehicle

From/To	A	B	C
A	0	0	1234
B	0	0	591
C	891	392	0

HGV

From/To	A	B	C
A	0	0	67
B	0	0	18
C	56	15	0

% HGV

From/To	A	B	C
A	0%	0%	5%
B	0%	0%	3%
C	6%	4%	0%

Jct 20-A-3: A256 (N) - Manston Rd (E) - A256/Manston Rd (W)

Total vehicle

From/To	A	B	C
A	0	0	392
B	0	0	225
C	591	0	0

HGV

From/To	A	B	C
A	0	0	15
B	0	0	7
C	18	0	0

% HGV

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

Jct 20-B: A256 (N) - A256 (S) - Manston Rd (West)

Total vehicle

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	140	1073	609
B-A256 (S)	970	0	75
C-Manston Rd (W)	314	79	0

HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	3	70	10
B-A256 (S)	56	0	8
C-Manston Rd (W)	15	7	0

% HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	2%	7%	2%
B-A256 (S)	6%	0%	11%
C-Manston Rd (W)	5%	9%	0%

Jct 21-A: Haine Rd - A256 - Centerbury Rd (West)

Total vehicle

From/To	A	B	C
A	0	1160	0
B	761	0	89
C	257	83	0

HGV

From/To	A	B	C
A	0	64	0
B	42	0	4
C	8	3	0

% HGV

From/To	A	B	C
A	0%	6%	0%
B	6%	0%	5%
C	3%	3%	0%

Jct 21-B: Canterbur Rd (East) - Sandwich Rd - Hengist Way - A256

Total vehicle

From/To	A	B	C	D
A	0	129	584	147
B	68	0	7	133
C	633	15	0	511
D	233	164	703	60

HGV

From/To	A	B	C	D
A	0	6	35	4
B	4	0	0	3
C	38	1	0	38
D	3	0	60	1

% HGV

From/To	A	B	C	D
A	0%	4%	6%	3%
B	6%	0%	0%	2%
C	6%	10%	0%	7%
D	1%	0%	9%	2%

Jct 22: B2050 - Airport Access

Total vehicle

From/To	A	B	C
A	0	0	565

HGV

From/To	A	B	C
A	0	0	15

% HGV

From/To	A	B	C
A	0%	0%	3%

B	0	0	0
C	471	0	0

B	0	0	0
C	22	0	0

B	0%	0%	0%
C	5%	0%	0%

Jct 23: Star Lane - Star Lane Link

Total vehicle

From/To	A	B	C
A	0	88	379
B	87	0	99
C	327	135	0

HGV

From/To	A	B	C
A	0	3	14
B	0	0	3
C	14	1	0

% HGV

From/To	A	B	C
A	0%	3%	4%
B	0%	0%	3%
C	4%	1%	0%

Jct 24: Star Lane Link - Nash Rd

Total vehicle

From/To	1	2	3	4
1	0	35	315	99
2	29	0	59	160
3	339	27	0	107
4	68	160	97	0

HGV

From/To	1	2	3	4
1	0	3	14	1
2	3	0	1	1
3	17	0	0	0
4	1	0	0	0

% HGV

From/To	1	2	3	4
1	0%	8%	4%	1%
2	10%	0%	2%	1%
3	5%	0%	0%	0%
4	2%	0%	0%	0%

Jct 25: B2050 Manston Rd - Tesco Access

Total vehicle

From/To	1	2	3
1	0	192	299
2	197	0	205
3	344	200	0

HGV

From/To	1	2	3
1	0	1	11
2	1	0	3
3	11	3	0

% HGV

From/To	A	B	C
A	0%	1%	4%
B	1%	0%	1%
C	3%	1%	0%

Jct 26: B2014/Manston Road

Total vehicle

From/To	1	2	3
1	0	387	129
2	476	0	345
3	165	348	0

HGV

From/To	1	2	3
1	0	14	6
2	20	0	7
3	6	3	0

% HGV

From/To	A	B	C
A	0%	4%	4%
B	4%	0%	2%
C	3%	1%	0%

Jct 27: B2014/A255

Total vehicle

From/To	1	2	3
1	0	380	348
2	441	0	370
3	379	384	0

HGV

From/To	1	2	3
1	0	8	8
2	10	0	17
3	17	13	0

% HGV

From/To	A	B	C
A	0%	2%	2%
B	2%	0%	5%
C	4%	3%	0%

Jct 28: Wilfred Rd / A255 / Grange Rd

Total vehicle

From/To	A	B	C	D
A	0	25	452	9
B	27	0	1	88
C	421	11	0	145
D	16	68	136	0

HGV

From/To	A	B	C	D
A	0	1	21	0
B	1	0	0	11
C	10	0	0	3
D	0	11	4	0

% HGV

From/To	A	B	C	D
A	0%	6%	5%	0%
B	5%	0%	0%	13%
C	2%	0%	0%	2%
D	0%	16%	3%	0%

Jct 1: A256 - Sandwich Rd

Total vehicle

From/To	1	2	3	4
1	0	255	0	16
2	109	0	19	1502
3	2	27	0	14
4	30	1797	33	0

HGV

From/To	1	2	3	4
1	0	7	0	4
2	10	0	3	112
3	0	9	0	7
4	5	87	4	0

% HGV

From/To	1	2	3	4
1	0%	3%	0%	24%
2	10%	0%	14%	7%
3	0%	34%	0%	47%
4	17%	5%	12%	0%

Jct 2: A256 - A299

Total vehicle

From/To	1	2	3	4
1	0	1144	41	913
2	1057	0	23	447
3	55	56	0	13
4	609	637	9	0

HGV

From/To	1	2	3	4
1	0	29	3	51
2	56	0	1	62
3	0	1	0	1
4	47	60	0	0

% HGV

From/To	1	2	3	4
1	0%	3%	6%	6%
2	5%	0%	6%	14%
3	0%	2%	0%	10%
4	8%	9%	0%	0%

Jct 3: A299 - Canterbury Rd East

Total vehicle

From/To	1	2	3
1	0	11	103
2	23	0	1359
3	265	1200	0

HGV

From/To	1	2	3
1	0	1	1
2	1	0	111
3	11	109	0

% HGV

From/To	1	2	3
1	0%	12%	1%
2	6%	0%	8%
3	4%	9%	0%

Jct 4: A256 - B2190

Total vehicle

From/To	1	2	3	4
1	0	140	1082	283
2	185	0	163	212
3	1157	138	0	385
4	404	278	305	0

HGV

From/To	1	2	3	4
1	0	7	71	10
2	13	0	7	13
3	122	14	0	34
4	20	7	23	0

% HGV

From/To	1	2	3	4
1	0%	5%	7%	4%
2	7%	0%	4%	6%
3	11%	10%	0%	9%
4	5%	2%	7%	0%

Jct 5: B2190 - Minster Rd

Total vehicle

From/To	1	2	3
1	0	616	7
2	629	0	251
3	51	371	0

HGV

From/To	1	2	3
1	0	44	0
2	52	0	5
3	0	5	0

% HGV

From/To	1	2	3
1	0%	7%	0%
2	8%	0%	2%
3	0%	1%	0%

Jct 6: A253 - A299 - Willetts Hill

Total vehicle

From/To	1	2	3	4	5
1	0	36	394	1097	43
2	62	0	44	45	9
3	277	14	0	31	9
4	1135	54	28	0	23
5	11	7	17	49	0

HGV

From/To	1	2	3	4	5
1	0	0	20	97	3
2	1	0	0	0	0
3	16	0	0	1	0
4	111	3	3	0	5
5	0	0	0	1	0

% HGV

From/To	1	2	3	4	5
1	0%	0%	5%	9%	6%
2	2%	0%	0%	0%	0%
3	6%	0%	0%	4%	0%
4	10%	5%	10%	0%	23%
5	0%	0%	0%	3%	0%

Jct 7: A299 - A28

Total vehicle

HGV

% HGV

From/To	1	2	3	4	5
1	0	26	285	996	19
2	33	0	26	1119	10
3	115	46	0	25	2
4	648	1144	16	0	5
5	15	9	1	4	0

From/To	1	2	3	4	5
1	0	0	5	28	0
2	3	0	1	91	0
3	4	1	0	7	0
4	51	125	1	0	1
5	1	1	0	0	0

From/To	1	2	3	4	5
1	0%	0%	2%	3%	0%
2	8%	0%	5%	8%	0%
3	3%	3%	0%	26%	0%
4	8%	11%	8%	0%	26%
5	9%	15%	0%	0%	0%

Jct 8: A28 - Park Ln

Total vehicle

From/To	1	2	3
1	0	864	115
2	753	0	169
3	136	480	0

HGV

From/To	1	2	3
1	0	29	12
2	49	0	16
3	8	12	0

% HGV

From/To	1	2	3
1	0%	3%	10%
2	6%	0%	9%
3	6%	2%	0%

Jct 8 (adj priority jct): A28 - B2050

Total vehicle

From/To	A	B	C
A	0	288	1116
B	106	0	96
C	790	58	0

HGV

From/To	A	B	C
A	0	7	28
B	4	0	0
C	51	4	0

% HGV

From/To	A	B	C
A	0%	2%	2%
B	4%	0%	0%
C	6%	7%	0%

Jct 9: B2050 - Acol Hill - Park Ln

Total vehicle

From/To	A	B	C
A	0	316	208
B	188	0	2
C	102	2	0

HGV

From/To	A	B	C
A	0	3	7
B	7	0	0
C	0	0	0

% HGV

From/To	A	B	C
A	0%	1%	3%
B	3%	0%	0%
C	0%	0%	0%

Jct 10: B2050 - Shottendane Rd - Margate Hill

Total vehicle

From/To	A	B	C	D
A	0	3	107	164
B	6	0	0	206
C	205	1	0	106
D	175	341	76	0

HGV

From/To	A	B	C	D
A	0	1	5	1
B	0	0	0	5
C	3	0	0	0
D	5	0	1	0

% HGV

From/To	A	B	C	D
A	0%	51%	5%	1%
B	0%	0%	0%	3%
C	1%	0%	0%	0%
D	3%	0%	2%	0%

Jct 10: B2050 - Shottendane Rd - Margate Hill (Propose Reverse Stagger)

Total vehicle

From/To	A	B	C	D
A	0	175	341	76
B	164	0	3	107
C	206	6	0	0
D	106	205	1	0

HGV

From/To	A	B	C	D
A	0	5	0	1
B	1	0	1	5
C	5	0	0	0
D	0	3	0	0

% HGV

From/To	A	B	C	D
A	0%	3%	0%	2%
B	1%	0%	51%	5%
C	3%	0%	0%	0%
D	0%	1%	0%	0%

Jct 11: B2190 - Columbus Ave

Total vehicle

From/To	1	2	3
1	0	585	105
2	463	0	216

HGV

From/To	1	2	3
1	0	37	5
2	43	0	9

% HGV

From/To	1	2	3
1	0%	6%	5%
2	9%	0%	4%

3	20	39	0

3	5	7	0

3	26%	17%	0%

Jct 12: B2050 - Manston Rd - Spitfire Way

Total vehicle

From/To	A	B	C	D
A	0	377	293	202
B	209	0	12	220
C	378	35	0	71
D	90	226	22	0

HGV

From/To	A	B	C	D
A	0	14	5	4
B	14	0	3	27
C	7	3	0	5
D	4	19	4	0

% HGV

From/To	A	B	C	D
A	0%	4%	2%	2%
B	7%	0%	27%	12%
C	2%	7%	0%	7%
D	4%	9%	18%	0%

Jct 13: B2050 - Manston Court Rd

Total vehicle

From/To	A	B	C
A	0	131	465
B	215	0	12
C	820	10	0

HGV

From/To	A	B	C
A	0	0	15
B	4	0	0
C	11	0	0

% HGV

From/To	A	B	C
A	0%	0%	3%
B	2%	0%	0%
C	1%	0%	0%

Jct 14: A28 - B2052

Total vehicle

From/To	A	B	C
A	0	57	768
B	1	0	298
C	931	278	0

HGV

From/To	A	B	C
A	0	0	31
B	0	0	13
C	38	10	0

% HGV

From/To	A	B	C
A	0%	0%	4%
B	0%	0%	4%
C	4%	4%	0%

Jct 15: Nash Rd - Manston Rd - Tivoli Rd - Hartsdown Rd

Total vehicle

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	59	208	65
B-Manston Rd	142	0	35	398
C-Hartsdown Rd	322	73	0	179
D-Tivoli/ Salvestone Rd	30	460	309	49

HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	0	0	1
B-Manston Rd	0	0	0	16
C-Hartsdown Rd	1	4	0	8
D-Tivoli/ Salvestone Rd	0	10	13	4

% HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0%	0%	0%	2%
B-Manston Rd	0%	0%	0%	4%
C-Hartsdown Rd	0%	5%	0%	4%
D-Tivoli/ Salvestone Rd	0%	2%	4%	8%

Jct 16: Ramsgate Rd - College Rd - Beatrice Rd

Total vehicle

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	188	393	0
B-A254 (S)	110	0	223	332
C-B2052(W)	351	316	123	10
D-Ramsgate Rd	6	478	111	0

HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	7	13	0
B-A254 (S)	4	0	13	21
C-B2052(W)	22	12	1	0
D-Ramsgate Rd	0	28	3	0

% HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0%	3%	3%	0%
B-A254 (S)	4%	0%	6%	6%
C-B2052(W)	6%	4%	1%	0%
D-Ramsgate Rd	0%	6%	2%	0%

Jct 17: Poorhole Ln - Margate Rd - Star Ln - Ramsgate Rd

Total vehicle

From/To	1	2	3	4
1	0	14	222	171
2	15	0	43	652

HGV

From/To	1	2	3	4
1	0	1	1	7
2	3	0	4	38

% HGV

From/To	1	2	3	4
1	0%	10%	1%	4%
2	17%	0%	9%	6%

3	236	57	0	238
4	177	745	208	0

3	5	0	0	7
4	16	37	4	0

3	2%	0%	0%	3%
4	9%	5%	2%	0%

Jct 19: A256 - New Cross Rd

Total vehicle

From/To	1	2	3
1	0	334	82
2	316	0	767
3	67	754	0

HGV

From/To	1	2	3
1	0	10	1
2	7	0	33
3	0	45	0

% HGV

From/To	1	2	3
1	0%	3%	2%
2	2%	0%	4%
3	0%	6%	0%

Jct 20-A-1-2: A256 (N) - A256 (S) - Manston Rd (East)

Total vehicle

From/To	A	B	C
A	0	0	1244
B	0	0	754
C	1247	424	0

HGV

From/To	A	B	C
A	0	0	62
B	0	0	21
C	62	22	0

% HGV

From/To	A	B	C
A	0%	0%	5%
B	0%	0%	3%
C	5%	5%	0%

Jct 20-A-3: A256 (N) - Manston Rd (E) - A256/Manston Rd (W)

Total vehicle

From/To	A	B	C
A	0	0	424
B	0	0	164
C	754	0	0

HGV

From/To	A	B	C
A	0	0	22
B	0	0	3
C	21	0	0

% HGV

From/To	A	B	C
A	0%	0%	5%
B	0%	0%	2%
C	3%	0%	0%

Jct 20-B: A256 (N) - A256 (S) - Manston Rd (West)

Total vehicle

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	181	1078	740
B-A256 (S)	1336	0	245
C-Manston Rd (W)	335	112	0

HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	4	64	14
B-A256 (S)	64	0	8
C-Manston Rd (W)	20	5	0

% HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	2%	6%	2%
B-A256 (S)	5%	0%	3%
C-Manston Rd (W)	6%	5%	0%

Jct 21-A: Haine Rd - A256 - Centerbury Rd (West)

Total vehicle

From/To	A	B	C
A	0	1287	0
B	1147	0	80
C	292	105	0

HGV

From/To	A	B	C
A	0	59	0
B	58	0	1
C	8	3	0

% HGV

From/To	A	B	C
A	0%	5%	0%
B	5%	0%	2%
C	3%	2%	0%

Jct 21-B: Canterbury Rd (East) - Sandwich Rd - Hengist Way - A256

Total vehicle

From/To	A	B	C	D
A	0	143	1130	227
B	73	0	16	82
C	814	5	0	890
D	211	121	926	29

HGV

From/To	A	B	C	D
A	0	7	35	9
B	5	0	1	1
C	56	0	0	49
D	4	7	49	0

% HGV

From/To	A	B	C	D
A	0%	5%	3%	4%
B	7%	0%	8%	2%
C	7%	0%	0%	5%
D	2%	5%	5%	0%

Jct 22: B2050 - Airport Access

Total vehicle

From/To	A	B	C
A	0	49	1000
B	0	0	4
C	602	28	0

HGV

From/To	A	B	C
A	0	0	16
B	0	0	4
C	19	4	0

% HGV

From/To	A	B	C
A	0%	0%	2%
B	0%	0%	100%
C	3%	13%	0%

Jct 23: Star Lane - Star Lane Link

Total vehicle

From/To	A	B	C
A	0	57	280
B	121	0	180
C	373	193	0

HGV

From/To	A	B	C
A	0	1	7
B	1	0	4
C	10	4	0

% HGV

From/To	A	B	C
A	0%	2%	2%
B	1%	0%	2%
C	3%	2%	0%

Jct 24: Star Lane Link - Nash Rd

Total vehicle

From/To	1	2	3	4
1	0	16	390	79
2	30	0	49	116
3	353	19	0	88
4	111	246	127	0

HGV

From/To	1	2	3	4
1	0	1	14	0
2	0	0	0	0
3	9	0	0	3
4	5	0	0	0

% HGV

From/To	1	2	3	4
1	0%	8%	4%	0%
2	0%	0%	0%	0%
3	3%	0%	0%	3%
4	5%	0%	0%	0%

Jct 25: B2050 Manston Rd - Tesco Access

Total vehicle

From/To	1	2	3
1	0	140	456
2	95	0	118
3	457	83	0

HGV

From/To	1	2	3
1	0	0	0
2	3	0	4
3	12	4	0

% HGV

From/To	A	B	C
A	0%	0%	0%
B	3%	0%	3%
C	3%	5%	0%

Jct 26: B2014/Manston Road

Total vehicle

From/To	1	2	3
1	0	415	155
2	509	0	425
3	200	310	0

HGV

From/To	1	2	3
1	0	13	0
2	25	0	3
3	5	8	0

% HGV

From/To	A	B	C
A	0%	3%	0%
B	5%	0%	1%
C	3%	3%	0%

Jct 27: B2014/A255

Total vehicle

From/To	1	2	3
1	0	426	294
2	498	0	535
3	435	463	0

HGV

From/To	1	2	3
1	0	10	10
2	8	0	7
3	17	26	0

% HGV

From/To	A	B	C
A	0%	2%	4%
B	2%	0%	1%
C	4%	6%	0%

Jct 28: Wilfred Rd / A255 / Grange Rd

Total vehicle

From/To	A	B	C	D
A	0	21	527	7
B	14	0	0	143
C	511	6	0	188

HGV

From/To	A	B	C	D
A	0	1	9	0
B	1	0	0	14
C	26	0	0	3

% HGV

From/To	A	B	C	D
A	0%	6%	2%	0%
B	10%	0%	0%	10%
C	5%	0%	0%	1%

D	11	71	238	0

D	0	13	0	0

D	0%	19%	0%	0%

Jct 1: A256 - Sandwich Rd

Total vehicle

From/To	1	2	3	4
1	0	207	1	25
2	281	0	5	1862
3	5	30	0	15
4	39	1374	11	0

HGV

From/To	1	2	3	4
1	0	4	0	0
2	3	0	1	40
3	0	0	0	0
4	0	61	1	0

% HGV

From/To	1	2	3	4
1	0%	2%	0%	0%
2	1%	0%	26%	2%
3	0%	0%	0%	0%
4	0%	4%	12%	0%

Jct 2: A256 - A299

Total vehicle

From/To	1	2	3	4
1	0	997	72	701
2	1180	0	35	672
3	45	25	0	11
4	864	406	21	0

HGV

From/To	1	2	3	4
1	0	32	0	17
2	24	0	0	17
3	1	0	0	0
4	29	29	0	0

% HGV

From/To	1	2	3	4
1	0%	3%	0%	2%
2	2%	0%	0%	3%
3	3%	0%	0%	0%
4	3%	7%	0%	0%

Jct 3: A299 - Canterbury Rd East

Total vehicle

From/To	1	2	3
1	0	5	73
2	82	0	1360
3	441	1307	0

HGV

From/To	1	2	3
1	0	0	6
2	0	0	30
3	8	57	0

% HGV

From/To	1	2	3
1	0%	0%	9%
2	0%	0%	2%
3	2%	4%	0%

Jct 4: A256 - B2190

Total vehicle

From/To	1	2	3	4
1	0	183	886	270
2	175	0	153	212
3	1346	183	0	346
4	302	297	558	0

HGV

From/To	1	2	3	4
1	0	7	43	8
2	4	0	17	1
3	51	5	0	19
4	13	1	23	0

% HGV

From/To	1	2	3	4
1	0%	4%	5%	3%
2	2%	0%	11%	1%
3	4%	3%	0%	6%
4	4%	0%	4%	0%

Jct 5: B2190 - Minster Rd

Total vehicle

From/To	1	2	3
1	0	876	118
2	453	0	375
3	56	280	0

HGV

From/To	1	2	3
1	0	37	0
2	26	0	3
3	4	0	0

% HGV

From/To	1	2	3
1	0%	4%	0%
2	6%	0%	1%
3	7%	0%	0%

Jct 6: A253 - A299 - Willetts Hill

Total vehicle

From/To	1	2	3	4	5
1	0	102	330	1221	68
2	40	0	16	34	4
3	498	21	0	29	20
4	1302	49	14	0	12
5	29	9	6	44	0

HGV

From/To	1	2	3	4	5
1	0	1	5	59	3
2	0	0	0	0	0
3	15	1	0	1	0
4	63	0	1	0	4
5	4	0	0	1	0

% HGV

From/To	1	2	3	4	5
1	0%	1%	2%	5%	4%
2	0%	0%	0%	0%	0%
3	3%	6%	0%	5%	0%
4	5%	0%	10%	0%	34%
5	14%	0%	0%	3%	0%

Jct 7: A299 - A28

Total vehicle

HGV

% HGV

From/To	1	2	3	4	5
1	0	18	139	638	10
2	28	0	41	1243	13
3	338	32	0	28	5
4	1010	1296	13	0	6
5	29	8	1	13	0

From/To	1	2	3	4	5
1	0	1	9	26	0
2	3	0	0	54	1
3	4	3	0	3	0
4	26	56	3	0	0
5	1	0	0	0	0

From/To	1	2	3	4	5
1	0%	7%	7%	4%	0%
2	10%	0%	0%	4%	10%
3	1%	8%	0%	10%	0%
4	3%	4%	21%	0%	0%
5	5%	0%	0%	0%	0%

Jct 8: A28 - Park Ln

Total vehicle

From/To	1	2	3
1	0	725	217
2	900	0	238
3	169	320	0

HGV

From/To	1	2	3
1	0	19	7
2	24	0	1
3	8	3	0

% HGV

From/To	1	2	3
1	0%	3%	3%
2	3%	0%	1%
3	5%	1%	0%

Jct 8 (adj priority jct): A28 - B2050

Total vehicle

From/To	A	B	C
A	0	215	773
B	208	0	71
C	914	49	0

HGV

From/To	A	B	C
A	0	4	16
B	3	0	0
C	22	0	0

% HGV

From/To	A	B	C
A	0%	2%	2%
B	1%	0%	0%
C	2%	0%	0%

Jct 9: B2050 - Acol Hill - Park Ln

Total vehicle

From/To	A	B	C
A	0	208	150
B	196	0	8
C	229	24	0

HGV

From/To	A	B	C
A	0	3	1
B	1	0	0
C	3	0	0

% HGV

From/To	A	B	C
A	0%	1%	1%
B	1%	0%	0%
C	1%	0%	0%

Jct 10: B2050 - Shottendane Rd - Margate Hill

Total vehicle

From/To	A	B	C	D
A	0	13	162	215
B	18	0	0	527
C	141	3	0	96
D	106	134	43	0

HGV

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

% HGV

From/To	A	B	C	D
A	0%	0%	1%	0%
B	0%	0%	0%	1%
C	1%	0%	0%	0%
D	1%	1%	0%	0%

Jct 10: B2050 - Shottendane Rd - Margate Hill (Propose Reverse Stagger)

Total vehicle

From/To	A	B	C	D
A	0	106	134	43
B	215	0	13	162
C	527	18	0	0
D	96	141	3	0

HGV

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

% HGV

From/To	A	B	C	D
A	0%	1%	1%	0%
B	0%	0%	0%	1%
C	1%	0%	0%	0%
D	0%	1%	0%	0%

Jct 11: B2190 - Columbus Ave

Total vehicle

From/To	1	2	3
1	0	770	19
2	488	0	20

HGV

From/To	1	2	3
1	0	29	1
2	29	0	1

% HGV

From/To	1	2	3
1	0%	4%	7%
2	6%	0%	7%

3	110	224	0

3	1	8	0

3	1%	4%	0%

Jct 12: B2050 - Manston Rd - Spitfire Way

Total vehicle

From/To	A	B	C	D
A	0	428	377	93
B	332	0	8	256
C	228	11	0	29
D	168	221	71	0

HGV

From/To	A	B	C	D
A	0	12	5	1
B	12	0	0	8
C	3	0	0	0
D	3	11	0	0

% HGV

From/To	A	B	C	D
A	0%	3%	1%	2%
B	3%	0%	0%	3%
C	1%	0%	0%	0%
D	2%	5%	0%	0%

Jct 13: B2050 - Manston Court Rd

Total vehicle

From/To	A	B	C
A	0	195	693
B	181	0	11
C	541	18	0

HGV

From/To	A	B	C
A	0	1	7
B	3	0	0
C	5	0	0

% HGV

From/To	A	B	C
A	0%	1%	1%
B	1%	0%	0%
C	1%	0%	0%

Jct 14: A28 - B2052

Total vehicle

From/To	A	B	C
A	0	4	746
B	1	0	388
C	853	221	0

HGV

From/To	A	B	C
A	0	0	19
B	0	0	9
C	17	5	0

% HGV

From/To	A	B	C
A	0%	0%	2%
B	0%	0%	2%
C	2%	2%	0%

Jct 15: Nash Rd - Manston Rd - Tivoli Rd - Hartsdown Rd

Total vehicle

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	121	317	72
B-Manston Rd	111	0	61	530
C-Hartsdown Rd	209	28	0	177
D-Tivoli/ Salvestone Rd	18	320	441	85

HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	0	0	0
B-Manston Rd	0	0	0	5
C-Hartsdown Rd	1	0	0	5
D-Tivoli/ Salvestone Rd	1	5	8	4

% HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0%	0%	0%	0%
B-Manston Rd	0%	0%	0%	1%
C-Hartsdown Rd	1%	0%	0%	3%
D-Tivoli/ Salvestone Rd	7%	2%	2%	5%

Jct 16: Ramsgate Rd - College Rd - Beatrice Rd

Total vehicle

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	151	343	0
B-A254 (S)	96	0	342	400
C-B2052(W)	411	274	92	18
D-Ramsgate Rd	9	462	91	0

HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	4	8	0
B-A254 (S)	3	0	9	13
C-B2052(W)	4	7	0	0
D-Ramsgate Rd	0	15	1	0

% HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0%	3%	2%	0%
B-A254 (S)	3%	0%	3%	3%
C-B2052(W)	1%	2%	0%	0%
D-Ramsgate Rd	0%	3%	1%	0%

Jct 17: Poorhole Ln - Margate Rd - Star Ln - Ramsgate Rd

Total vehicle

From/To	1	2	3	4
1	0	44	206	160
2	34	0	63	743

HGV

From/To	1	2	3	4
1	0	0	3	3
2	1	0	1	20

% HGV

From/To	1	2	3	4
1	0%	0%	1%	2%
2	4%	0%	2%	3%

3	235	62	0	252
4	205	799	282	0

3	0	0	0	3
4	1	22	4	0

3	0%	0%	0%	1%
4	1%	3%	1%	0%

Jct 19: A256 - New Cross Rd

Total vehicle

From/To	1	2	3
1	0	268	193
2	462	0	774
3	206	698	0

HGV

From/To	1	2	3
1	0	5	0
2	7	0	15
3	0	13	0

% HGV

From/To	1	2	3
1	0%	2%	0%
2	1%	0%	2%
3	0%	2%	0%

Jct 20-A-1-2: A256 (N) - A256 (S) - Manston Rd (East)

Total vehicle

From/To	A	B	C
A	0	0	1506
B	0	0	587
C	1191	443	0

HGV

From/To	A	B	C
A	0	0	28
B	0	0	12
C	22	4	0

% HGV

From/To	A	B	C
A	0%	0%	2%
B	0%	0%	2%
C	2%	1%	0%

Jct 20-A-3: A256 (N) - Manston Rd (E) - A256/Manston Rd (W)

Total vehicle

From/To	A	B	C
A	0	0	443
B	0	0	244
C	587	0	0

HGV

From/To	A	B	C
A	0	0	4
B	0	0	4
C	12	0	0

% HGV

From/To	A	B	C
A	0%	0%	1%
B	0%	0%	2%
C	2%	0%	0%

Jct 20-B: A256 (N) - A256 (S) - Manston Rd (West)

Total vehicle

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	135	1307	650
B-A256 (S)	1293	0	88
C-Manston Rd (W)	342	280	0

HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	1	32	7
B-A256 (S)	22	0	2
C-Manston Rd (W)	4	3	0

% HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	1%	2%	1%
B-A256 (S)	2%	0%	2%
C-Manston Rd (W)	1%	1%	0%

Jct 21-A: Haine Rd - A256 - Centerbury Rd (West)

Total vehicle

From/To	A	B	C
A	0	1777	0
B	1254	0	125
C	363	144	0

HGV

From/To	A	B	C
A	0	45	0
B	25	0	5
C	7	1	0

% HGV

From/To	A	B	C
A	0%	3%	0%
B	2%	0%	4%
C	2%	1%	0%

Jct 21-B: Canterbury Rd (East) - Sandwich Rd - Hengist Way - A256

Total vehicle

From/To	A	B	C	D
A	0	164	672	169
B	131	0	4	112
C	1022	11	0	1034
D	421	197	1095	64

HGV

From/To	A	B	C	D
A	0	4	13	4
B	4	0	0	0
C	29	0	0	25
D	7	0	37	1

% HGV

From/To	A	B	C	D
A	0%	2%	2%	2%
B	3%	0%	0%	0%
C	3%	0%	0%	2%
D	2%	0%	3%	2%

Jct 22: B2050 - Airport Access

Total vehicle

From/To	A	B	C
A	0	11	716
B	111	0	136
C	813	25	0

HGV

From/To	A	B	C
A	0	0	11
B	0	0	4
C	10	4	0

% HGV

From/To	A	B	C
A	0%	0%	2%
B	0%	0%	3%
C	1%	14%	0%

Jct 23: Star Lane - Star Lane Link

Total vehicle

From/To	A	B	C
A	0	141	419
B	116	0	227
C	421	214	0

HGV

From/To	A	B	C
A	0	1	3
B	0	0	3
C	3	1	0

% HGV

From/To	A	B	C
A	0%	1%	1%
B	0%	0%	1%
C	1%	1%	0%

Jct 24: Star Lane Link - Nash Rd

Total vehicle

From/To	1	2	3	4
1	0	44	474	128
2	24	0	53	230
3	463	31	0	167
4	71	157	113	0

HGV

From/To	1	2	3	4
1	0	0	4	0
2	0	0	0	1
3	5	0	0	0
4	0	0	0	0

% HGV

From/To	1	2	3	4
1	0%	0%	1%	0%
2	0%	0%	0%	1%
3	1%	0%	0%	0%
4	0%	0%	0%	0%

Jct 25: B2050 Manston Rd - Tesco Access

Total vehicle

From/To	1	2	3
1	0	170	278
2	209	0	141
3	549	171	0

HGV

From/To	1	2	3
1	0	1	1
2	1	0	9
3	4	5	0

% HGV

From/To	A	B	C
A	0%	1%	0%
B	1%	0%	7%
C	1%	3%	0%

Jct 26: B2014/Manston Road

Total vehicle

From/To	1	2	3
1	0	352	97
2	514	0	322
3	178	466	0

HGV

From/To	1	2	3
1	0	8	3
2	9	0	3
3	1	3	0

% HGV

From/To	A	B	C
A	0%	2%	3%
B	2%	0%	1%
C	1%	1%	0%

Jct 27: B2014/A255

Total vehicle

From/To	1	2	3
1	0	451	368
2	431	0	515
3	410	668	0

HGV

From/To	1	2	3
1	0	7	3
2	7	0	7
3	8	9	0

% HGV

From/To	A	B	C
A	0%	1%	1%
B	2%	0%	1%
C	2%	1%	0%

Jct 28: Wilfred Rd / A255 / Grange Rd

Total vehicle

From/To	A	B	C	D
A	0	24	454	11
B	23	0	0	114
C	594	3	0	296

HGV

From/To	A	B	C	D
A	0	0	7	0
B	0	0	0	12
C	1	0	0	5

% HGV

From/To	A	B	C	D
A	0%	0%	1%	0%
B	0%	0%	0%	10%
C	0%	0%	0%	2%

D	13	124	227	0

D	0	13	7	0

D	0%	11%	3%	0%

Jct 1: A256 - Sandwich Rd

Total vehicle

From/To	1	2	3	4
1	0	193	0	24
2	169	0	8	1080
3	3	39	0	6
4	21	930	26	0

HGV

From/To	1	2	3	4
1	0	4	0	0
2	7	0	0	90
3	1	4	0	4
4	1	85	8	0

% HGV

From/To	1	2	3	4
1	0%	2%	0%	0%
2	4%	0%	0%	8%
3	51%	11%	0%	76%
4	7%	9%	33%	0%

Jct 2: A256 - A299

Total vehicle

From/To	1	2	3	4
1	0	706	37	583
2	814	0	12	280
3	45	31	0	16
4	416	252	3	0

HGV

From/To	1	2	3	4
1	0	41	0	56
2	41	0	0	57
3	1	1	0	0
4	38	62	0	0

% HGV

From/To	1	2	3	4
1	0%	6%	0%	10%
2	5%	0%	0%	21%
3	3%	5%	0%	0%
4	9%	24%	0%	0%

Jct 3: A299 - Canterbury Rd East

Total vehicle

From/To	1	2	3
1	0	5	46
2	7	0	868
3	284	667	0

HGV

From/To	1	2	3
1	0	0	2
2	0	0	111
3	12	102	0

% HGV

From/To	1	2	3
1	0%	0%	5%
2	0%	0%	13%
3	4%	15%	0%

Jct 4: A256 - B2190

Total vehicle

From/To	1	2	3	4
1	0	142	650	158
2	128	0	157	224
3	683	132	0	363
4	126	188	297	0

HGV

From/To	1	2	3	4
1	0	7	84	18
2	3	0	20	7
3	109	11	0	46
4	17	4	29	0

% HGV

From/To	1	2	3	4
1	0%	5%	13%	12%
2	2%	0%	12%	3%
3	16%	8%	0%	13%
4	13%	2%	10%	0%

Jct 5: B2190 - Minster Rd

Total vehicle

From/To	1	2	3
1	0	481	41
2	542	0	203
3	44	129	0

HGV

From/To	1	2	3
1	0	44	3
2	64	0	7
3	1	6	0

% HGV

From/To	1	2	3
1	0%	9%	7%
2	12%	0%	3%
3	3%	4%	0%

Jct 6: A253 - A299 - Willetts Hill

Total vehicle

From/To	1	2	3	4	5
1	0	25	226	804	24
2	44	0	16	36	5
3	264	13	0	24	12
4	799	37	20	0	5
5	17	8	3	28	0

HGV

From/To	1	2	3	4	5
1	0	0	17	125	1
2	0	0	1	1	0
3	10	1	0	1	0
4	114	0	3	0	0
5	1	0	0	1	0

% HGV

From/To	1	2	3	4	5
1	0%	0%	7%	16%	6%
2	0%	0%	9%	4%	0%
3	4%	10%	0%	6%	0%
4	14%	0%	14%	0%	0%
5	8%	0%	0%	5%	0%

Jct 7: A299 - A28

Total vehicle

HGV

% HGV

From/To	1	2	3	4	5
1	0	42	182	486	9
2	17	0	24	817	3
3	200	31	0	20	4
4	575	820	21	0	7
5	16	4	1	1	0

From/To	1	2	3	4	5
1	0	6	17	15	0
2	3	0	1	118	0
3	7	1	0	3	0
4	22	111	3	0	0
5	1	1	0	1	0

From/To	1	2	3	4	5
1	0%	13%	9%	3%	0%
2	16%	0%	6%	14%	0%
3	3%	4%	0%	14%	0%
4	4%	14%	13%	0%	0%
5	9%	34%	0%	100%	0%

Jct 8: A28 - Park Ln

Total vehicle

From/To	1	2	3
1	0	270	572
2	588	0	258
3	210	313	0

HGV

From/To	1	2	3
1	0	15	42
2	22	0	6
3	11	10	0

% HGV

From/To	1	2	3
1	0%	6%	7%
2	4%	0%	2%
3	5%	3%	0%

Jct 8 (adj priority jct): A28 - B2050

Total vehicle

From/To	A	B	C
A	0	230	741
B	141	0	75
C	679	52	0

HGV

From/To	A	B	C
A	0	1	39
B	4	0	4
C	28	0	0

% HGV

From/To	A	B	C
A	0%	1%	5%
B	3%	0%	6%
C	4%	0%	0%

Jct 9: B2050 - Acol Hill - Park Ln

Total vehicle

From/To	A	B	C
A	0	255	123
B	200	0	3
C	135	4	0

HGV

From/To	A	B	C
A	0	7	6
B	6	0	0
C	4	0	0

% HGV

From/To	A	B	C
A	0%	3%	5%
B	3%	0%	0%
C	3%	0%	0%

Jct 10: B2050 - Shottendane Rd - Margate Hill

Total vehicle

From/To	A	B	C	D
A	0	3	161	126
B	8	0	0	178
C	178	3	0	85
D	138	92	41	0

HGV

From/To	A	B	C	D
A	0	0	3	1
B	1	0	0	8
C	7	0	0	0
D	1	1	3	0

% HGV

From/To	A	B	C	D
A	0%	0%	2%	1%
B	17%	0%	0%	5%
C	4%	0%	0%	0%
D	1%	2%	7%	0%

Jct 10: B2050 - Shottendane Rd - Margate Hill (Propose Reverse Stagger)

Total vehicle

From/To	A	B	C	D
A	0	138	92	41
B	126	0	3	161
C	178	8	0	0
D	85	178	3	0

HGV

From/To	A	B	C	D
A	0	1	1	3
B	1	0	0	3
C	8	1	0	0
D	0	7	0	0

% HGV

From/To	A	B	C	D
A	0%	1%	2%	7%
B	1%	0%	0%	2%
C	5%	17%	0%	0%
D	0%	4%	0%	0%

Jct 11: B2190 - Columbus Ave

Total vehicle

From/To	1	2	3
1	0	433	25
2	501	0	84

HGV

From/To	1	2	3
1	0	37	3
2	57	0	8

% HGV

From/To	1	2	3
1	0%	9%	11%
2	11%	0%	10%

3	37	90	0

3	1	10	0

3	4%	11%	0%

Jct 12: B2050 - Manston Rd - Spitfire Way

Total vehicle

From/To	A	B	C	D
A	0	406	265	121
B	310	0	16	172
C	261	34	0	55
D	141	187	29	0

HGV

From/To	A	B	C	D
A	0	10	10	3
B	20	0	3	28
C	8	3	0	6
D	4	14	0	0

% HGV

From/To	A	B	C	D
A	0%	2%	4%	2%
B	6%	0%	18%	16%
C	3%	8%	0%	10%
D	3%	8%	0%	0%

Jct 13: B2050 - Manston Court Rd

Total vehicle

From/To	A	B	C
A	0	114	465
B	182	0	11
C	746	9	0

HGV

From/To	A	B	C
A	0	1	14
B	7	0	0
C	11	0	0

% HGV

From/To	A	B	C
A	0%	1%	3%
B	4%	0%	0%
C	2%	0%	0%

Jct 14: A28 - B2052

Total vehicle

From/To	A	B	C
A	0	3	720
B	3	0	311
C	750	193	0

HGV

From/To	A	B	C
A	0	1	45
B	1	0	11
C	34	6	0

% HGV

From/To	A	B	C
A	0%	51%	6%
B	51%	0%	4%
C	4%	3%	0%

Jct 15: Nash Rd - Manston Rd - Tivoli Rd - Hartsdown Rd

Total vehicle

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	93	203	55
B-Manston Rd	97	0	50	337
C-Hartsdown Rd	167	50	0	177
D-Tivoli/ Salvestone Rd	23	411	314	54

HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0	0	3	0
B-Manston Rd	0	0	3	25
C-Hartsdown Rd	3	1	0	3
D-Tivoli/ Salvestone Rd	0	27	3	6

% HGV

From/To	A-Nash Rd	B-Manston Rd	C-Hartsdown Rd	D-Tivoli/Salvestone Rd
A-Nash Rd	0%	0%	1%	0%
B-Manston Rd	0%	0%	6%	7%
C-Hartsdown Rd	2%	3%	0%	2%
D-Tivoli/ Salvestone Rd	0%	6%	1%	10%

Jct 16: Ramsgate Rd - College Rd - Beatrice Rd

Total vehicle

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	155	364	0
B-A254 (S)	108	0	273	419
C-B2052(W)	323	304	84	16
D-Ramsgate Rd	12	459	83	0

HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0	7	17	0
B-A254 (S)	8	0	10	35
C-B2052(W)	13	7	0	0
D-Ramsgate Rd	0	25	8	0

% HGV

From/To	A-College Rd	B-A254 (S)	C-B2052(W)	D-Ramsgate Rd
A-College Rd	0%	5%	5%	0%
B-A254 (S)	8%	0%	4%	8%
C-B2052(W)	4%	2%	0%	0%
D-Ramsgate Rd	0%	5%	10%	0%

Jct 17: Poorhole Ln - Margate Rd - Star Ln - Ramsgate Rd

Total vehicle

From/To	1	2	3	4
1	0	39	204	169
2	69	0	79	728

HGV

From/To	1	2	3	4
1	0	1	4	7
2	1	0	0	43

% HGV

From/To	1	2	3	4
1	0%	4%	2%	4%
2	2%	0%	0%	6%

3	138	55	0	240
4	179	803	192	0

3	6	1	0	10
4	4	49	7	0

3	4%	3%	0%	4%
4	2%	6%	4%	0%

Jct 19: A256 - New Cross Rd

Total vehicle

From/To	1	2	3
1	0	465	145
2	262	0	694
3	214	805	0

HGV

From/To	1	2	3
1	0	24	0
2	13	0	38
3	0	36	0

% HGV

From/To	1	2	3
1	0%	5%	0%
2	5%	0%	5%
3	0%	5%	0%

Jct 20-A-1-2: A256 (N) - A256 (S) - Manston Rd (East)

Total vehicle

From/To	A	B	C
A	0	0	1269
B	0	0	628
C	902	403	0

HGV

From/To	A	B	C
A	0	0	67
B	0	0	18
C	56	15	0

% HGV

From/To	A	B	C
A	0%	0%	5%
B	0%	0%	3%
C	6%	4%	0%

Jct 20-A-3: A256 (N) - Manston Rd (E) - A256/Manston Rd (W)

Total vehicle

From/To	A	B	C
A	0	0	403
B	0	0	225
C	628	0	0

HGV

From/To	A	B	C
A	0	0	15
B	0	0	7
C	18	0	0

% HGV

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

Jct 20-B: A256 (N) - A256 (S) - Manston Rd (West)

Total vehicle

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	140	1073	681
B-A256 (S)	970	0	270
C-Manston Rd (W)	336	131	0

HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	3	70	10
B-A256 (S)	56	0	9
C-Manston Rd (W)	15	7	0

% HGV

From/To	A-A256 (N)	B-A256 (S)	C-Manston Rd (W)
A-A256 (N)	2%	7%	1%
B-A256 (S)	6%	0%	3%
C-Manston Rd (W)	5%	5%	0%

Jct 21-A: Haine Rd - A256 - Centerbury Rd (West)

Total vehicle

From/To	A	B	C
A	0	1213	0
B	951	0	89
C	262	83	0

HGV

From/To	A	B	C
A	0	64	0
B	42	0	4
C	8	3	0

% HGV

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

Jct 21-B: Canterbury Rd (East) - Sandwich Rd - Hengist Way - A256

Total vehicle

From/To	A	B	C	D
A	0	129	584	194
B	68	0	7	138
C	633	15	0	649
D	246	164	743	60

HGV

From/To	A	B	C	D
A	0	6	35	4
B	4	0	0	3
C	38	1	0	38
D	3	0	60	1

% HGV

From/To	A	B	C	D
A	0%	4%	6%	2%
B	6%	0%	0%	2%
C	6%	10%	0%	6%
D	1%	0%	8%	2%

Jct 22: B2050 - Airport Access

Total vehicle

From/To	A	B	C
A	0	146	802
B	18	0	35
C	555	166	0

HGV

From/To	A	B	C
A	0	0	16
B	0	0	4
C	23	4	0

% HGV

From/To	A	B	C
A	0%	0%	2%
B	0%	0%	10%
C	4%	2%	0%

Jct 23: Star Lane - Star Lane Link

Total vehicle

From/To	A	B	C
A	0	88	379
B	87	0	116
C	327	201	0

HGV

From/To	A	B	C
A	0	3	14
B	0	0	3
C	14	1	0

% HGV

From/To	A	B	C
A	0%	3%	4%
B	0%	0%	2%
C	4%	1%	0%

Jct 24: Star Lane Link - Nash Rd

Total vehicle

From/To	1	2	3	4
1	0	35	381	99
2	29	0	59	160
3	356	27	0	107
4	68	160	97	0

HGV

From/To	1	2	3	4
1	0	3	14	1
2	3	0	1	1
3	17	0	0	0
4	1	0	0	0

% HGV

From/To	1	2	3	4
1	0%	8%	4%	1%
2	10%	0%	2%	1%
3	5%	0%	0%	0%
4	2%	0%	0%	0%

Jct 25: B2050 Manston Rd - Tesco Access

Total vehicle

From/To	1	2	3
1	0	192	336
2	197	0	205
3	355	200	0

HGV

From/To	1	2	3
1	0	1	11
2	1	0	3
3	11	3	0

% HGV

From/To	A	B	C
A	0%	1%	3%
B	1%	0%	1%
C	3%	1%	0%

Jct 26: B2014/Manston Road

Total vehicle

From/To	1	2	3
1	0	387	129
2	476	0	382
3	165	359	0

HGV

From/To	1	2	3
1	0	14	6
2	20	0	7
3	6	3	0

% HGV

From/To	A	B	C
A	0%	4%	4%
B	4%	0%	2%
C	3%	1%	0%

Jct 27: B2014/A255

Total vehicle

From/To	1	2	3
1	0	391	348
2	478	0	370
3	379	384	0

HGV

From/To	1	2	3
1	0	8	8
2	10	0	17
3	17	13	0

% HGV

From/To	A	B	C
A	0%	2%	2%
B	2%	0%	5%
C	4%	3%	0%

Jct 28: Wilfred Rd / A255 / Grange Rd

Total vehicle

From/To	A	B	C	D
A	0	25	480	9
B	27	0	1	88
C	430	11	0	147

HGV

From/To	A	B	C	D
A	0	1	21	0
B	1	0	0	11
C	10	0	0	3

% HGV

From/To	A	B	C	D
A	0%	6%	4%	0%
B	5%	0%	0%	13%
C	2%	0%	0%	2%

D	16	68	145	0

D	0	11	4	0

D	0%	16%	3%	0%

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Transport Assessment
Appendix H
Site Access Schemes

Site Access 1

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Proposed Acccess to Airport_R2.j9
Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Proposed Junctions Assessment\Junction 1
Report generation date: 12/02/2018 18:13:20

«Arcady Module - 2039 Growthed Future Baseline + Development , Airport Peak Hypothetical
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	AM					PM					Airport Peak					Airport Peak Hypothetical				
	Queue (PCU)	Delay (min)	RFC	LOS	Junction Delay (min)	Queue (PCU)	Delay (min)	RFC	LOS	Junction Delay (min)	Queue (PCU)	Delay (min)	RFC	LOS	Junction Delay (min)	Queue (PCU)	Delay (min)	RFC	LOS	Junction Delay (min)
	Arcady Module - 2039 Growthed Future Baseline + Development																			
Arm 1	0.8	0.06	0.43	A	0.06	0.8	0.06	0.44	A	0.06	0.8	0.06	0.42	A	0.06	0.8	0.06	0.43	A	0.09
Arm 2	0.0	0.13	0.01	A		0.0	0.13	0.01	A		0.0	0.11	0.02	A		1.0	0.17	0.34	B	
Arm 3	0.5	0.06	0.32	A		0.5	0.05	0.32	A		0.6	0.06	0.37	A		0.7	0.07	0.38	A	
	Arcady Module - 2039 B+Dev_Net change																			
Arm 1	0.8	0.06	0.43	A	0.06	0.8	0.06	0.44	A	0.06	0.8	0.06	0.42	A	0.06					
Arm 2	0.0	0.13	0.01	A		0.0	0.13	0.01	A		0.0	0.11	0.02	A						
Arm 3	0.5	0.06	0.32	A		0.5	0.05	0.32	A		0.6	0.06	0.37	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.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	30/05/2017
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	kph	Veh	PCU	perHour	min	-Min	perMin

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

Analysis Set Details

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

Demand Set Details

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

		name		type	(HH:mm)	(HH:mm)	length (min)	automatically
D10	2039 Growthed Future Baseline + Development	Airport Peak Hypothetical	Airport Peak 13:00-15:00 combined	ONE HOUR	12:45	14:15	15	✓

Arcady Module - 2039 Growthed Future Baseline + Development , Airport Peak Hypothetical

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Spitfire Way (E)	
2	Airport Access	
3	Spitfire Way (W)	

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	3.60	7.00	35.0	25.0	45.0	54.0	
2	3.60	6.00	6.0	25.0	45.0	54.0	
3	3.60	7.00	28.3	25.0	45.0	54.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.614	1739
2	0.529	1306
3	0.606	1700

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

Traffic Demand

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		ONE HOUR	✓	633	100.000
2		ONE HOUR	✓	166	100.000
3		ONE HOUR	✓	509	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	171	462
	2	74	0	92
	3	496	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	7
	2	75	0	100
	3	10	42	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.43	0.06	0.8	A	614	920
2	0.34	0.17	1.0	B	288	432
3	0.38	0.07	0.7	A	518	776

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	503	126	14	1730	0.291	502	506	0.0	0.4	0.052	A
2	236	59	371	1110	0.213	234	145	0.0	0.5	0.129	A
3	425	106	97	1641	0.259	423	508	0.0	0.4	0.054	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	601	150	17	1729	0.348	601	606	0.4	0.6	0.056	A
2	282	70	444	1071	0.263	281	173	0.5	0.7	0.143	A
3	507	127	116	1630	0.311	507	609	0.4	0.5	0.059	A

13:15 - 13:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	736	184	20	1726	0.427	735	742	0.6	0.8	0.064	A
2	345	86	544	1018	0.339	344	212	0.7	1.0	0.168	B
3	621	155	142	1614	0.385	620	746	0.5	0.7	0.067	A

13:30 - 13:45

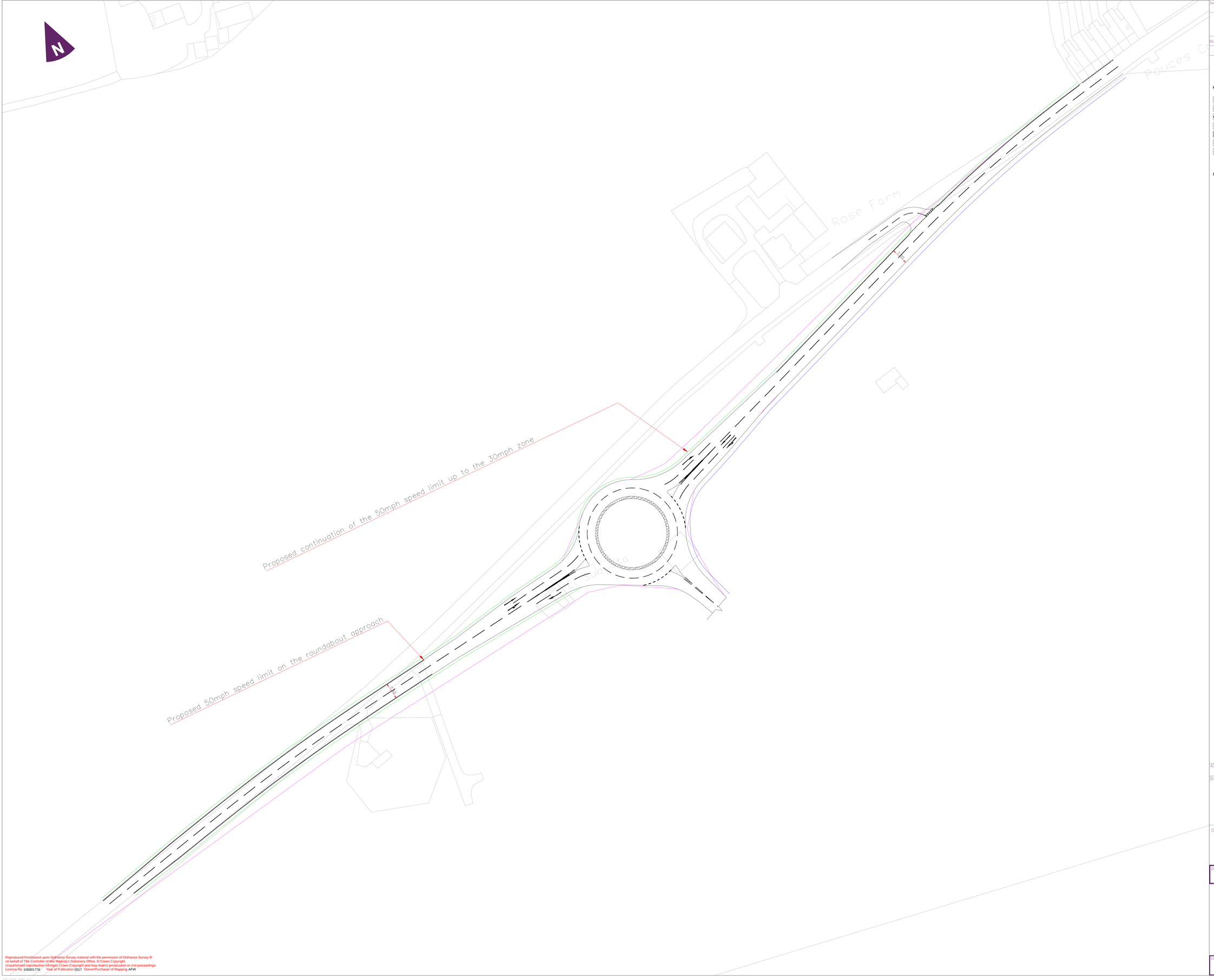
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	736	184	20	1726	0.427	736	743	0.8	0.8	0.064	A
2	345	86	544	1018	0.339	345	212	1.0	1.0	0.168	B
3	621	155	143	1614	0.385	621	747	0.7	0.7	0.067	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	601	150	17	1729	0.348	602	608	0.8	0.6	0.056	A
2	282	70	445	1071	0.263	283	174	1.0	0.7	0.144	A
3	507	127	117	1629	0.311	508	611	0.7	0.5	0.059	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	503	126	14	1730	0.291	504	509	0.6	0.4	0.052	A
2	236	59	373	1109	0.213	237	145	0.7	0.5	0.130	A
3	425	106	98	1641	0.259	425	511	0.5	0.4	0.055	A



Date of 1st Issue	Description	Drawn by	Checked by
21/09/2017	FIRST ISSUE	FOUDA	MCGAJ

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Eastern arm width adjusted to connect to Manston Road proposal	FOUDA	09/11/17	COUPB

Key

- Existing based on Ordnance Survey map
- Proposed kerbline
- Proposed road marking
- Proposed verge edge
- Proposed overrun area
- Extent of visibility requirements
- Proposed footway edge

Notes

1. All dimensions are in metres unless otherwise noted.
2. This drawing is not to be used for construction.
3. The proposed roads are designed in accordance with Design Manual for Roads and Bridges (DMRB), The Kent Design Guide and Traffic Signs Regulations and General Directions (TSRGD).
4. Central island should be kept clear from obstructions to achieve the required circulatory visibility.
5. Areas lie between the visibility lines and the proposed/existing roadway edges should be kept clear from obstructions to maintain the visibility requirements.
6. High friction surfacing should be used on the immediate approaches to the roundabout and circulatory carriageway. For information on appropriate surfacing materials refer to HD 36 (DMRB 7.5.1).

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A0 SCALE
1:500

Drawing Title
Manston Airport DCO EIA

Proposed Spitfire Way Access Junction

Client
RSP

Drawing Status
Preliminary Design

LEAMINGTON SPA
GABLES HOUSE, KENILWORTH
ROAD, LEAMINGTON SPA,
WARWICKSHIRE CV32 6JX
01926 439000

amec foster wheeler

Drawing Number
38199- Lon137

Revision
A

File location: n:\projects\38199 manston airport dco eia\4 design\autocad\38199-lon137a.dwg

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Transport Assessment
Appendix H
Site Access Schemes

Site Access 2

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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Filename: Junction 2 - R4.j9
Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Proposed Junctions Assessment\Junction 2
Report generation date: 12/02/2018 18:41:43

»2039 Growthed Future Baseline , AM
»2039 Growthed Future Baseline , PM
»2039 Growthed Future Baseline, Airport
»2039 Growthed Future Baseline + Development , AM
»2039 Growthed Future Baseline + Development , PM
»2039 Growthed Future Baseline + Development , Airport

Summary of junction performance

	AM				PM				Airport			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2039 Growthed Future Baseline											
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2039 Growthed Future Baseline + Development											
Stream B-C	0.1	6.78	0.06	A	0.4	8.19	0.28	A	0.1	6.60	0.09	A
Stream B-A	0.0	11.02	0.01	B	0.1	9.91	0.07	A	0.0	9.61	0.02	A
Stream C-AB	0.5	9.47	0.35	A	0.1	7.42	0.06	A	0.2	7.71	0.16	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\chris.price2
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2039 Growthed Future Baseline	AM	ONE HOUR	07:30	09:00	15
D2	2039 Growthed Future Baseline	PM	ONE HOUR	16:30	18:00	15
D3	2039 Growthed Future Baseline	Airport	ONE HOUR	12:45	14:15	15
D4	2039 Growthed Future Baseline + Development	AM	ONE HOUR	07:30	09:00	15
D5	2039 Growthed Future Baseline + Development	PM	ONE HOUR	16:30	18:00	15
D6	2039 Growthed Future Baseline + Development	Airport	ONE HOUR	12:45	14:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2039 Growthed Future Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Manston Road (NE)		Major
B	Proposed Access		Minor
C	Manston Road (SW)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.50	67.0	✓	5.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	8.00	4.00	3.50	3.50	3.50		1.00	110	85

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
1	B-A	595	0.104	0.262	0.165	0.375
1	B-C	745	0.109	0.276	-	-
1	C-B	699	0.259	0.259	-	-

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	Traffic profile	Start time	Finish time	Time segment length

		name	type	(HH:mm)	(HH:mm)	(min)
D1	2039 Growthed Future Baseline	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		✓	268	100.000
B		✓	0	100.000
C		✓	306	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	268
	B	0	0	0
	C	306	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	9
	B	0	0	0
	C	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

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 (s)	LOS
B-C	0	685	0.000	0	0.0	0.000	A
B-A	0	495	0.000	0	0.0	0.000	A
C-AB	0	1285	0.000	0	0.0	0.000	A
C-A	230			230			
A-B	0			0			
A-C	202			202			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	673	0.000	0	0.0	0.000	A
B-A	0	476	0.000	0	0.0	0.000	A
C-AB	0	1263	0.000	0	0.0	0.000	A
C-A	275			275			
A-B	0			0			
A-C	241			241			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	656	0.000	0	0.0	0.000	A
B-A	0	449	0.000	0	0.0	0.000	A
C-AB	0	1232	0.000	0	0.0	0.000	A
C-A	337			337			
A-B	0			0			
A-C	295			295			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	656	0.000	0	0.0	0.000	A
B-A	0	449	0.000	0	0.0	0.000	A
C-AB	0	1232	0.000	0	0.0	0.000	A
C-A	337			337			
A-B	0			0			
A-C	295			295			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	673	0.000	0	0.0	0.000	A
B-A	0	476	0.000	0	0.0	0.000	A
C-AB	0	1263	0.000	0	0.0	0.000	A
C-A	275			275			
A-B	0			0			
A-C	241			241			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	685	0.000	0	0.0	0.000	A
B-A	0	495	0.000	0	0.0	0.000	A
C-AB	0	1285	0.000	0	0.0	0.000	A
C-A	230			230			
A-B	0			0			
A-C	202			202			

2039 Growthed Future Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2039 Growthed Future Baseline	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		✓	294	100.000
B		✓	0	100.000
C		✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	294
	B	0	0	0
	C	304	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

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 (s)	LOS
B-C	0	682	0.000	0	0.0	0.000	A
B-A	0	497	0.000	0	0.0	0.000	A
C-AB	0	1281	0.000	0	0.0	0.000	A
C-A	229			229			
A-B	0			0			
A-C	221			221			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	670	0.000	0	0.0	0.000	A
B-A	0	478	0.000	0	0.0	0.000	A
C-AB	0	1258	0.000	0	0.0	0.000	A
C-A	273			273			
A-B	0			0			
A-C	264			264			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	653	0.000	0	0.0	0.000	A
B-A	0	452	0.000	0	0.0	0.000	A
C-AB	0	1226	0.000	0	0.0	0.000	A
C-A	335			335			
A-B	0			0			
A-C	324			324			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	653	0.000	0	0.0	0.000	A
B-A	0	452	0.000	0	0.0	0.000	A
C-AB	0	1226	0.000	0	0.0	0.000	A
C-A	335			335			
A-B	0			0			
A-C	324			324			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	670	0.000	0	0.0	0.000	A
B-A	0	478	0.000	0	0.0	0.000	A
C-AB	0	1258	0.000	0	0.0	0.000	A
C-A	273			273			
A-B	0			0			

A-C	264			264			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	682	0.000	0	0.0	0.000	A
B-A	0	497	0.000	0	0.0	0.000	A
C-AB	0	1281	0.000	0	0.0	0.000	A
C-A	229			229			
A-B	0			0			
A-C	221			221			

2039 Growthed Future Baseline, Airport

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2039 Growthed Future Baseline	Airport	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		✓	239	100.000
B		✓	0	100.000
C		✓	257	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	239
	B	0	0	0
	C	257	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

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 (s)	LOS
B-C	0	693	0.000	0	0.0	0.000	A
B-A	0	510	0.000	0	0.0	0.000	A
C-AB	0	1300	0.000	0	0.0	0.000	A
C-A	193			193			
A-B	0			0			
A-C	180			180			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	682	0.000	0	0.0	0.000	A
B-A	0	493	0.000	0	0.0	0.000	A
C-AB	0	1281	0.000	0	0.0	0.000	A
C-A	231			231			
A-B	0			0			
A-C	215			215			

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	668	0.000	0	0.0	0.000	A
B-A	0	470	0.000	0	0.0	0.000	A
C-AB	0	1254	0.000	0	0.0	0.000	A
C-A	283			283			
A-B	0			0			
A-C	263			263			

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	668	0.000	0	0.0	0.000	A
B-A	0	470	0.000	0	0.0	0.000	A
C-AB	0	1254	0.000	0	0.0	0.000	A
C-A	283			283			
A-B	0			0			
A-C	263			263			

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	682	0.000	0	0.0	0.000	A
B-A	0	493	0.000	0	0.0	0.000	A
C-AB	0	1281	0.000	0	0.0	0.000	A
C-A	231			231			
A-B	0			0			

A-C	215			215			

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	693	0.000	0	0.0	0.000	A
B-A	0	510	0.000	0	0.0	0.000	A
C-AB	0	1300	0.000	0	0.0	0.000	A
C-A	193			193			
A-B	0			0			
A-C	180			180			

2039 Growthed Future Baseline + Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2039 Growthed Future Baseline + Development	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		✓	336	100.000
B		✓	35	100.000
C		✓	497	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	29	307
	B	4	0	31
	C	310	187	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	12
	C	11	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.06	6.78	0.1	A
B-A	0.01	11.02	0.0	B
C-AB	0.35	9.47	0.5	A
C-A				
A-B				
A-C				

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 (s)	LOS
B-C	23	595	0.039	23	0.0	6.292	A
B-A	3	403	0.007	3	0.0	9.001	A
C-AB	141	617	0.228	140	0.3	7.524	A
C-A	233			233			
A-B	22			22			
A-C	231			231			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	28	583	0.048	28	0.0	6.489	A
B-A	4	373	0.010	4	0.0	9.752	A
C-AB	168	604	0.279	168	0.4	8.250	A
C-A	279			279			
A-B	26			26			
A-C	276			276			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	34	565	0.060	34	0.1	6.778	A
B-A	4	331	0.013	4	0.0	11.009	B
C-AB	207	587	0.352	206	0.5	9.436	A
C-A	341			341			
A-B	32			32			
A-C	338			338			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	34	565	0.060	34	0.1	6.778	A
B-A	4	331	0.013	4	0.0	11.017	B
C-AB	207	587	0.352	207	0.5	9.465	A
C-A	341			341			
A-B	32			32			
A-C	338			338			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS

B-C	28	583	0.048	28	0.1	6.490	A
B-A	4	372	0.010	4	0.0	9.764	A
C-AB	168	604	0.279	169	0.4	8.286	A
C-A	279			279			
A-B	26			26			
A-C	276			276			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	23	595	0.039	23	0.0	6.298	A
B-A	3	402	0.007	3	0.0	9.015	A
C-AB	141	617	0.228	141	0.3	7.572	A
C-A	233			233			
A-B	22			22			
A-C	231			231			

2039 Growthed Future Baseline + Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.05	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)
D5	2039 Growthed Future Baseline + Development	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		✓	305	100.000
B		✓	183	100.000
C		✓	380	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	301
	B	24	0	159
	C	351	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	3
	C	2	18	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.28	8.19	0.4	A
B-A	0.07	9.91	0.1	A
C-AB	0.06	7.42	0.1	A
C-A				
A-B				
A-C				

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 (s)	LOS
B-C	120	648	0.185	119	0.2	6.794	A
B-A	18	446	0.041	18	0.0	8.414	A
C-AB	22	541	0.040	22	0.0	6.932	A
C-A	264			264			
A-B	3			3			
A-C	227			227			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	143	634	0.225	143	0.3	7.324	A
B-A	22	423	0.051	22	0.1	8.971	A
C-AB	26	531	0.049	26	0.1	7.132	A
C-A	316			316			
A-B	4			4			
A-C	271			271			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	175	615	0.285	175	0.4	8.176	A
B-A	26	390	0.068	26	0.1	9.904	A
C-AB	32	517	0.062	32	0.1	7.423	A
C-A	386			386			
A-B	4			4			
A-C	331			331			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	175	615	0.285	175	0.4	8.190	A
B-A	26	390	0.068	26	0.1	9.910	A
C-AB	32	517	0.062	32	0.1	7.423	A
C-A	386			386			
A-B	4			4			
A-C	331			331			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS

B-C	143	634	0.225	143	0.3	7.342	A
B-A	22	423	0.051	22	0.1	8.979	A
C-AB	26	531	0.049	26	0.1	7.133	A
C-A	316			316			
A-B	4			4			
A-C	271			271			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	120	648	0.185	120	0.2	6.823	A
B-A	18	446	0.041	18	0.0	8.423	A
C-AB	22	541	0.040	22	0.0	6.939	A
C-A	264			264			
A-B	3			3			
A-C	227			227			

2039 Growthed Future Baseline + Development , Airport

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2039 Growthed Future Baseline + Development	Airport	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		✓	320	100.000
B		✓	58	100.000
C		✓	349	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	13	307
	B	8	0	50
	C	270	79	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	6
	C	11	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.09	6.60	0.1	A
B-A	0.02	9.61	0.0	A
C-AB	0.16	7.71	0.2	A
C-A				
A-B				
A-C				

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 (s)	LOS
B-C	38	631	0.060	37	0.1	6.063	A
B-A	6	438	0.014	6	0.0	8.322	A
C-AB	59	582	0.102	59	0.1	6.882	A
C-A	203			203			
A-B	10			10			
A-C	231			231			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	45	618	0.073	45	0.1	6.281	A
B-A	7	415	0.017	7	0.0	8.819	A
C-AB	71	570	0.125	71	0.1	7.210	A
C-A	243			243			
A-B	12			12			
A-C	276			276			

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	55	600	0.092	55	0.1	6.604	A
B-A	9	384	0.023	9	0.0	9.606	A
C-AB	87	554	0.157	87	0.2	7.704	A
C-A	297			297			
A-B	14			14			
A-C	338			338			

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	55	600	0.092	55	0.1	6.604	A
B-A	9	383	0.023	9	0.0	9.608	A
C-AB	87	554	0.157	87	0.2	7.709	A
C-A	297			297			
A-B	14			14			
A-C	338			338			

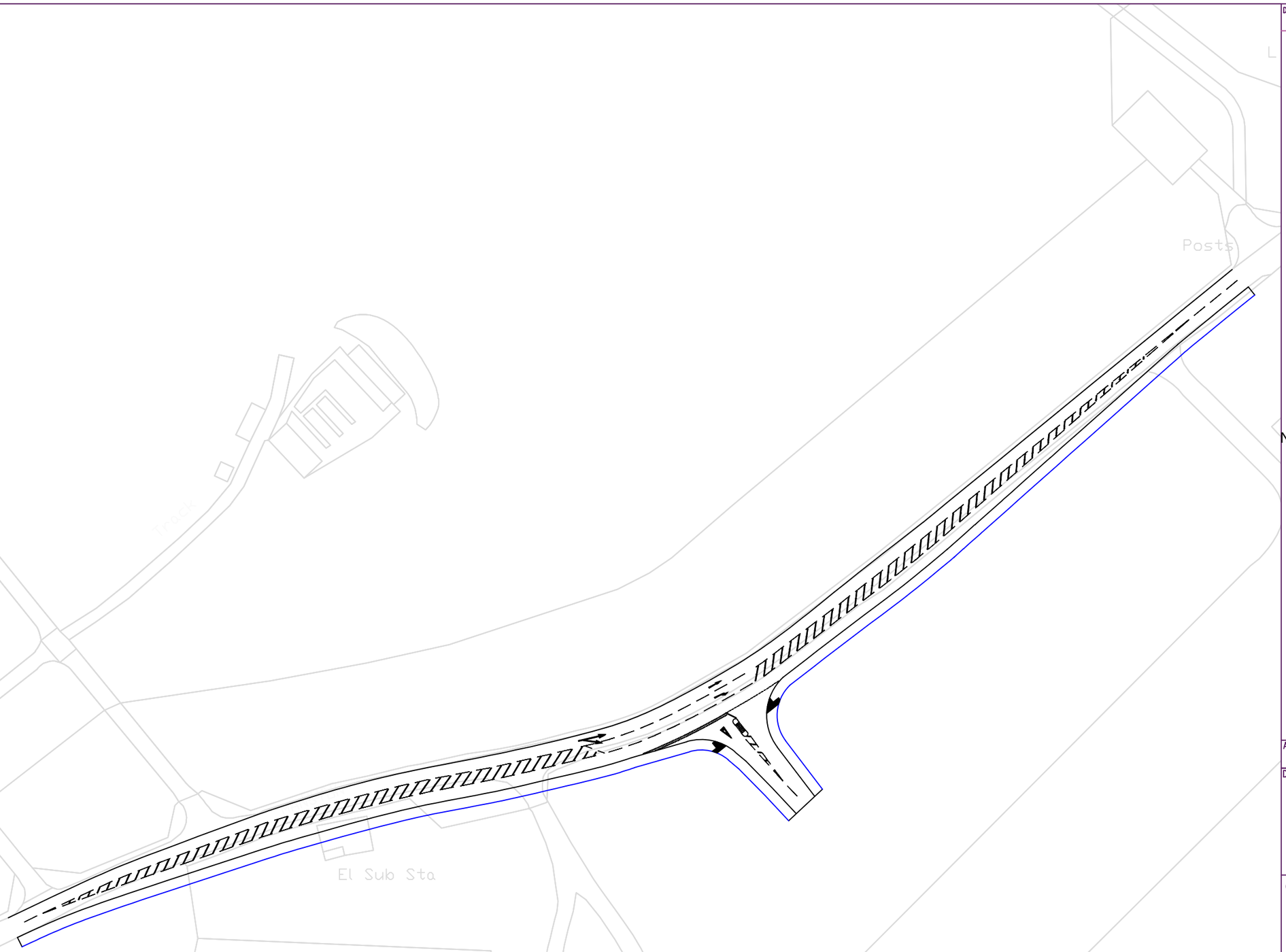
13:45 - 14:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS

B-C	45	618	0.073	45	0.1	6.284	A
B-A	7	415	0.017	7	0.0	8.823	A
C-AB	71	570	0.125	71	0.1	7.221	A
C-A	243			243			
A-B	12			12			
A-C	276			276			

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	38	631	0.060	38	0.1	6.071	A
B-A	6	438	0.014	6	0.0	8.329	A
C-AB	59	582	0.102	60	0.1	6.898	A
C-A	203			203			
A-B	10			10			
A-C	231			231			



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Date of 1st Issue	Description	Drawn by	Checked by
13/02/2018	FIRST ISSUE	YADAP	PRICG

Key

- Existing based on Ordnance Survey map
- Proposed kerbline
- Proposed road marking
- Proposed footway edge

Notes

1. All dimensions are in metres unless otherwise noted.
2. This drawing is not to be used for construction.
3. The proposed work is designed in accordance with Design Manual for Roads and Bridges (DMRB) and Traffic Signs Regulations and General Directions (TSRGD).

A3 SCALE
1:1250

Drawing Title
Manston Airport DCO EIA

Site Access 2 Proposed Scheme

Client
RSP

Drawing Status
Preliminary Design

LEAMINGTON SPA
GABLES HOUSE, KENILWORTH ROAD, LEAMINGTON SPA, WARWICKSHIRE CV32 6JX
01926 439000

amec foster wheeler

Drawing Number	Revision
38199– Lon371	–

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Transport Assessment
Appendix H
Site Access Schemes

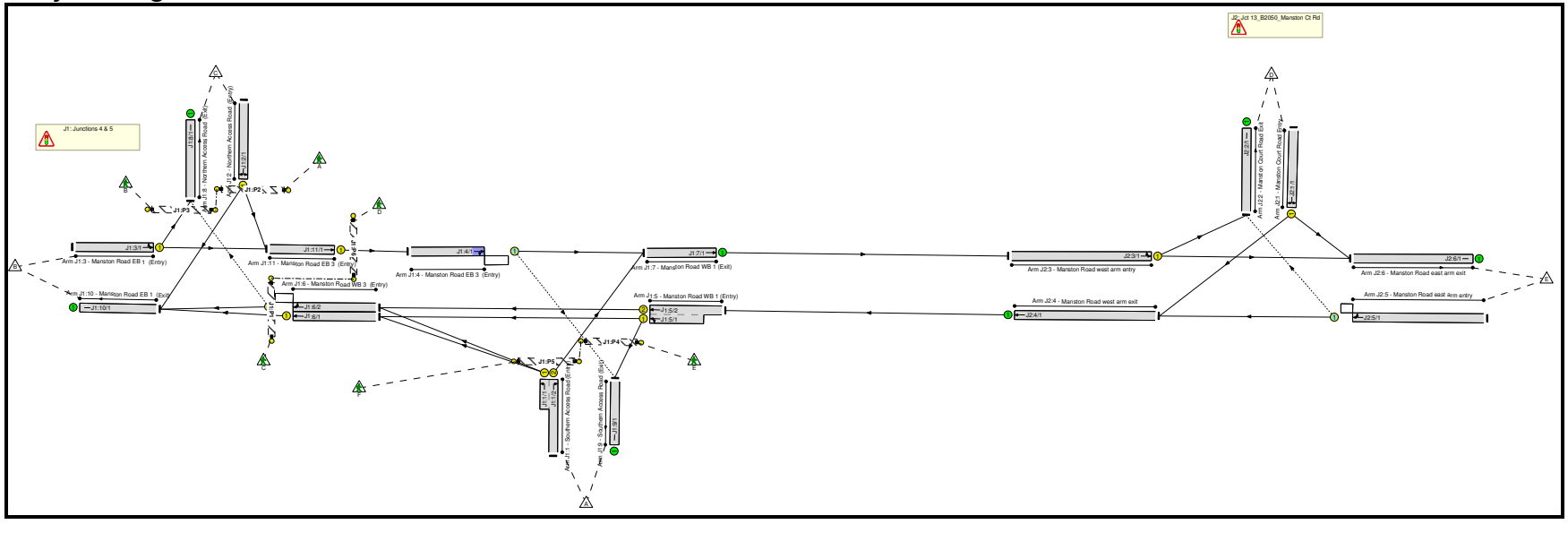
Site Access 3 + 4

Full Input Data And Results

User and Project Details

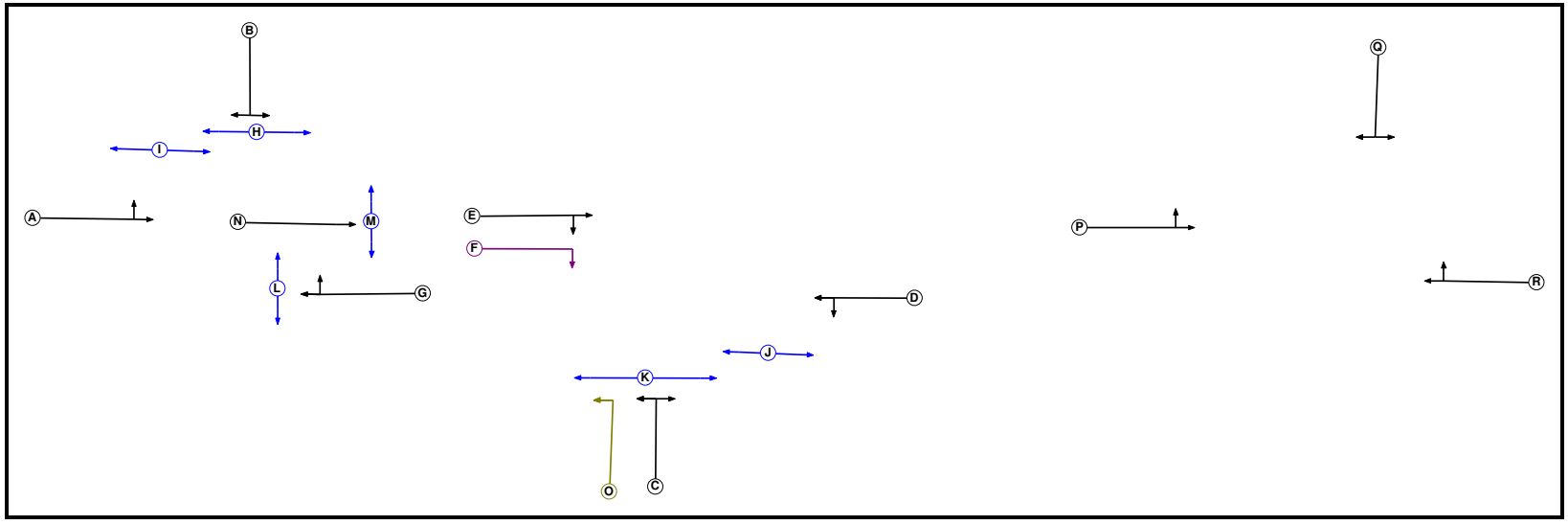
Project:	**Manston Airport DCO EIA**
Title:	**Junctions 4+5 Staggered**
Location:	
File name:	Signalised_R12.lsg3x
Author:	Fouda
Company:	AmecFW
Address:	
Notes:	

Network Layout Diagram



Full Input Data And Results

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	0
F	Ind. Arrow	E	4	0
G	Traffic		7	4
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	0
K	Pedestrian		7	7
L	Pedestrian		7	7
M	Pedestrian		7	7
N	Traffic		7	1
O	Filter	C	4	0
P	Traffic		7	7
Q	Traffic		7	7
R	Traffic		7	7

Full Input Data And Results

Phase Intergreens Matrix

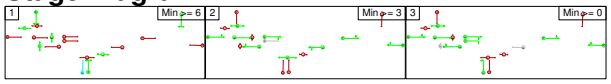
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
A		5	-	-	-	-	-	-	9	-	-	-	-	-	-	-	-	-
B	5		-	-	-	-	6	5	-	-	-	-	-	-	-	-	-	-
C	-	-		5	7	7	-	-	-	-	5	-	-	-	-	-	-	-
D	-	-	5		-	-	-	-	-	8	-	-	-	-	-	-	-	-
E	-	-	7	-		-	-	-	-	-	-	-	-	-	-	-	-	-
F	-	-	7	-	-		-	-	-	10	-	-	-	-	-	-	-	-
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I	-	-	-	-	-	-	6	-		-	-	-	-	-	-	-	-	-
J	-	-	-	6	6	6	-	-	-		-	-	-	-	-	-	-	-
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M	-	-	-	-	-	-	-	-	-	-	-	-		8	-	-	-	-
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O	-	-	-	-	-	-	-	-	-	-	5	-	-	-		-	-	-
P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-
Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6		6
R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	

Phases in Stage

Stage No.	Phases in Stage
1	B C I J L M Q
2	A D E G H K N P R
3	A E F G H N O P R

Full Input Data And Results

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Gaining absolute	16	16
1	2	J	Losing	6	6
1	2	L	Losing	12	12
1	2	M	Losing	3	3
1	2	N	Gaining absolute	11	11
1	3	J	Losing	9	9
2	1	E	Losing	10	10
2	1	G	Losing	10	10
2	1	H	Losing	9	9
2	1	K	Losing	10	10
2	1	N	Losing	6	6
3	1	E	Losing	8	8
3	1	G	Losing	3	3
3	1	N	Losing	6	6
3	1	P	Losing	19	19
3	1	Q	Gaining absolute	0	0

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage 1	To Stage 2	To Stage 3
1		16	15
2	21		8
3	25	X	

Give-Way Lane Input Data

Junction: J1: Junctions 4 && 5

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)
J1:4/1 (Manston Road EB 3 (Entry))	J1:9/1 (Right)	1439	0	J1:5/2 J1:5/1	1.09 1.09	All All	4.00	4.00	0.50	4	3.00
J1:6/2 (Manston Road WB 3 (Entry))	J1:8/1 (Right)	1439	0	J1:3/1	1.09	All	3.00	3.00	0.50	3	3.00

Junction: J2: Jct 13_B2050_Manston Ct 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)
J2:5/1 (Manston Road east arm entry)	J2:2/1 (Right)	1439	0	J2:3/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: J1: Junctions 4 && 5

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)
J1:1/1 (Southern Access Road (Entry))	U	C O	2	3	5.0	Geom	-	3.50	0.00	Y	Arm J1:6 Left	Inf
J1:1/2 (Southern Access Road (Entry))	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:7 Right	Inf
J1:2/1 (Northern Access Road (Entry))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:10 Right Arm J1:11 Left	20.00 20.00
J1:3/1 (Manston Road EB 1 (Entry))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:8 Left Arm J1:11 Ahead	Inf Inf
J1:4/1 (Manston Road EB 3 (Entry))	O	E F	2	3	10.0	Geom	-	3.50	0.00	Y	Arm J1:7 Ahead Arm J1:9 Right	Inf 20.00
J1:5/1 (Manston Road WB 1 (Entry))	U	D	2	3	9.0	Geom	-	3.25	0.00	Y	Arm J1:6 Ahead Arm J1:9 Left	Inf 15.00
J1:5/2 (Manston Road WB 1 (Entry))	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:6 Ahead	Inf
J1:6/1 (Manston Road WB 3 (Entry))	U	G	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:10 Ahead	Inf
J1:6/2 (Manston Road WB 3 (Entry))	O	G	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:8 Right Arm J1:10 Ahead	Inf Inf
J1:7/1 (Manston Road WB 1 (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/1 (Northern Access Road (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:9/1 (Southern Access Road (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:10/1 (Manston Road EB 1 (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

J1:11/1 (Manston Road EB 3 (Entry))	U	N	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:4 Ahead	Inf

Junction: J2: Jct 13_B2050_Manston Ct 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)
J2:1/1 (Manston Court Road Entry)	U	Q	2	3	60.0	Geom	-	3.11	0.00	Y	Arm J2:4 Right	15.00
											Arm J2:6 Left	15.00
J2:2/1 (Manston Court Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/1 (Manston Road west arm entry)	U	P	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:2 Left	12.00
											Arm J2:6 Ahead	Inf
J2:4/1 (Manston Road west arm exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1 (Manston Road east arm entry)	O	R	2	3	60.0	Geom	-	2.50	0.00	Y	Arm J2:2 Right	15.00
											Arm J2:4 Ahead	Inf
J2:6/1 (Manston Road east arm exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2039 Growthed Traffic Airport Peak'	13:00	14:00	01:00	
2: '2039 Growthed Traffic AM'	08:00	09:00	01:00	
3: '2039 Growthed Traffic PM'	17:00	18:00	01:00	
4: '2039 + Dev Traffic AM'	08:00	09:00	01:00	
5: '2039 + Dev Traffic PM'	17:00	18:00	01:00	
6: '2039 + Dev Traffic Airport Peak'	13:00	14:00	01:00	

Full Input Data And Results

Scenario 1: '2039 + Dev Traffic AM' (FG4: '2039 + Dev Traffic AM', Plan 1: '2039 Growthed Traffic Airport Peak')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	4	0	0	0	4
	B	32	0	74	127	461	694
	C	0	17	0	4	19	40
	D	5	186	28	0	12	231
	E	44	673	116	10	0	843
	Tot.	81	880	218	141	492	1812

Traffic Lane Flows

Lane	Scenario 1: 2039 + Dev Traffic AM
Junction: J1: Junctions 4 && 5	
J1:1/1 (short)	4
J1:1/2 (with short)	4(In) 0(Out)
J1:2/1	40
J1:3/1	694
J1:4/1	643
J1:5/1 (short)	521
J1:5/2 (with short)	1052(In) 531(Out)
J1:6/1	473
J1:6/2	534
J1:7/1	611
J1:8/1	218
J1:9/1	81
J1:10/1	880

Full Input Data And Results

J1:11/1	643
Junction: J2: Jct 13_B2050_Manston Ct Rd	
J2:1/1	231
J2:2/1	141
J2:3/1	611
J2:4/1	1052
J2:5/1	843
J2:6/1	492

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Junctions 4 && 5								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:1/2 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:7 Right	Inf	0.0 %	1965	1965
J1:2/1 (Northern Access Road (Entry))	3.50	0.00	Y	Arm J1:10 Right	20.00	42.5 %	1828	1828
				Arm J1:11 Left	20.00	57.5 %		
J1:3/1 (Manston Road EB 1 (Entry))	3.50	0.00	Y	Arm J1:8 Left	Inf	10.7 %	1965	1965
				Arm J1:11 Ahead	Inf	89.3 %		
J1:4/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	95.0 %	1958	1958
				Arm J1:9 Right	20.00	5.0 %		
J1:5/1 (Manston Road WB 1 (Entry))	3.25	0.00	Y	Arm J1:6 Ahead	Inf	90.6 %	1922	1922
				Arm J1:9 Left	15.00	9.4 %		
J1:5/2 (Manston Road WB 1 (Entry))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:6/1 (Manston Road WB 3 (Entry))	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J1:6/2 (Manston Road WB 3 (Entry))	3.50	0.00	Y	Arm J1:8 Right	Inf	27.0 %	1965	1965
				Arm J1:10 Ahead	Inf	73.0 %		
J1:7/1 (Manston Road WB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Southern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (Manston Road EB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

J1:11/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Jct 13_B2050_Manston Ct Rd

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Manston Court Road Entry)	3.11	0.00	Y	Arm J2:4 Right	15.00	94.8 %	1751	1751
				Arm J2:6 Left	15.00	5.2 %		
J2:2/1 (Manston Court Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Manston Road west arm entry)	3.00	0.00	Y	Arm J2:2 Left	12.00	21.4 %	1865	1865
				Arm J2:6 Ahead	Inf	78.6 %		
J2:4/1 (Manston Road west arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Manston Road east arm entry)	2.50	0.00	Y	Arm J2:2 Right	15.00	1.2 %	1863	1863
				Arm J2:4 Ahead	Inf	98.8 %		
J2:6/1 (Manston Road east arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2039 + Dev Traffic PM' (FG5: '2039 + Dev Traffic PM', Plan 1: '2039 Growthed Traffic Airport Peak')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	139	1	16	95	251
	B	27	0	15	154	509	705
	C	2	69	0	25	96	192
	D	1	179	4	0	11	195
	E	10	524	13	18	0	565
	Tot.	40	911	33	213	711	1908

Traffic Lane Flows

Lane	Scenario 2: 2039 + Dev Traffic PM
Junction: J1: Junctions 4 && 5	
J1:1/1 (short)	140
J1:1/2 (with short)	251(In) 111(Out)
J1:2/1	192
J1:3/1	706
J1:4/1	814
J1:5/1 (short)	362
J1:5/2 (with short)	730(In) 368(Out)
J1:6/1	421
J1:6/2	439
J1:7/1	896
J1:8/1	33
J1:9/1	40
J1:10/1	910

Full Input Data And Results

J1:11/1	814
Junction: J2: Jct 13_B2050_Manston Ct Rd	
J2:1/1	195
J2:2/1	214
J2:3/1	896
J2:4/1	730
J2:5/1	564
J2:6/1	711

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Junctions 4 && 5								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:1/2 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:7 Right	Inf	100.0 %	1965	1965
J1:2/1 (Northern Access Road (Entry))	3.50	0.00	Y	Arm J1:10 Right	20.00	35.9 %	1828	1828
				Arm J1:11 Left	20.00	64.1 %		
J1:3/1 (Manston Road EB 1 (Entry))	3.50	0.00	Y	Arm J1:8 Left	Inf	2.1 %	1965	1965
				Arm J1:11 Ahead	Inf	97.9 %		
J1:4/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	96.4 %	1960	1960
				Arm J1:9 Right	20.00	3.6 %		
J1:5/1 (Manston Road WB 1 (Entry))	3.25	0.00	Y	Arm J1:6 Ahead	Inf	97.0 %	1934	1934
				Arm J1:9 Left	15.00	3.0 %		
J1:5/2 (Manston Road WB 1 (Entry))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:6/1 (Manston Road WB 3 (Entry))	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J1:6/2 (Manston Road WB 3 (Entry))	3.50	0.00	Y	Arm J1:8 Right	Inf	4.1 %	1965	1965
				Arm J1:10 Ahead	Inf	95.9 %		
J1:7/1 (Manston Road WB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Southern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (Manston Road EB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

J1:11/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Junction: J2: Jct 13_B2050_Manston Ct Rd

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Manston Court Road Entry)	3.11	0.00	Y	Arm J2:4 Right	15.00	94.4 %	1751	1751
				Arm J2:6 Left	15.00	5.6 %		
J2:2/1 (Manston Court Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Manston Road west arm entry)	3.00	0.00	Y	Arm J2:2 Left	12.00	21.9 %	1864	1864
				Arm J2:6 Ahead	Inf	78.1 %		
J2:4/1 (Manston Road west arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Manston Road east arm entry)	2.50	0.00	Y	Arm J2:2 Right	15.00	3.2 %	1859	1859
				Arm J2:4 Ahead	Inf	96.8 %		
J2:6/1 (Manston Road east arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2039 + Dev Traffic Airport Peak' (FG6: '2039 + Dev Traffic Airport Peak', Plan 1: '2039 Growthed Traffic Airport Peak')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	39	1	2	16	58
	B	166	0	42	107	430	745
	C	7	26	0	6	33	72
	D	19	159	12	0	11	201
	E	124	584	53	9	0	770
	Tot.	316	808	108	124	490	1846

Traffic Lane Flows

Lane	Scenario 3: 2039 + Dev Traffic Airport Peak
Junction: J1: Junctions 4 && 5	
J1:1/1 (short)	40
J1:1/2 (with short)	57(In) 18(Out)
J1:2/1	71
J1:3/1	745
J1:4/1	749
J1:5/1 (short)	515
J1:5/2 (with short)	951(In) 437(Out)
J1:6/1	391
J1:6/2	457
J1:7/1	594
J1:8/1	108
J1:9/1	316
J1:10/1	807

Full Input Data And Results

J1:11/1	749
Junction: J2: Jct 13_B2050_Manston Ct Rd	
J2:1/1	201
J2:2/1	124
J2:3/1	594
J2:4/1	951
J2:5/1	770
J2:6/1	490

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Junctions 4 && 5								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:1/2 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:7 Right	Inf	100.0 %	1965	1965
J1:2/1 (Northern Access Road (Entry))	3.50	0.00	Y	Arm J1:10 Right	20.00	35.9 %	1828	1828
				Arm J1:11 Left	20.00	64.1 %		
J1:3/1 (Manston Road EB 1 (Entry))	3.50	0.00	Y	Arm J1:8 Left	Inf	5.6 %	1965	1965
				Arm J1:11 Ahead	Inf	94.4 %		
J1:4/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	77.0 %	1932	1932
				Arm J1:9 Right	20.00	23.0 %		
J1:5/1 (Manston Road WB 1 (Entry))	3.25	0.00	Y	Arm J1:6 Ahead	Inf	72.1 %	1887	1887
				Arm J1:9 Left	15.00	27.9 %		
J1:5/2 (Manston Road WB 1 (Entry))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:6/1 (Manston Road WB 3 (Entry))	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J1:6/2 (Manston Road WB 3 (Entry))	3.50	0.00	Y	Arm J1:8 Right	Inf	14.5 %	1965	1965
				Arm J1:10 Ahead	Inf	85.5 %		
J1:7/1 (Manston Road WB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Southern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (Manston Road EB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

J1:11/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

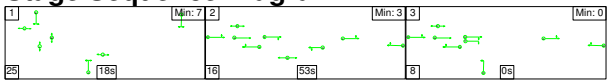
Junction: J2: Jct 13_B2050_Manston Ct Rd

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Manston Court Road Entry)	3.11	0.00	Y	Arm J2:4 Right	15.00	94.6 %	1751	1751
				Arm J2:6 Left	15.00	5.4 %		
J2:2/1 (Manston Court Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Manston Road west arm entry)	3.00	0.00	Y	Arm J2:2 Left	12.00	19.4 %	1870	1870
				Arm J2:6 Ahead	Inf	80.6 %		
J2:4/1 (Manston Road west arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Manston Road east arm entry)	2.50	0.00	Y	Arm J2:2 Right	15.00	1.1 %	1863	1863
				Arm J2:4 Ahead	Inf	98.9 %		
J2:6/1 (Manston Road east arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2039 + Dev Traffic AM' (FG4: '2039 + Dev Traffic AM', Plan 1: '2039 Growthed Traffic Airport Peak')

Stage Sequence Diagram

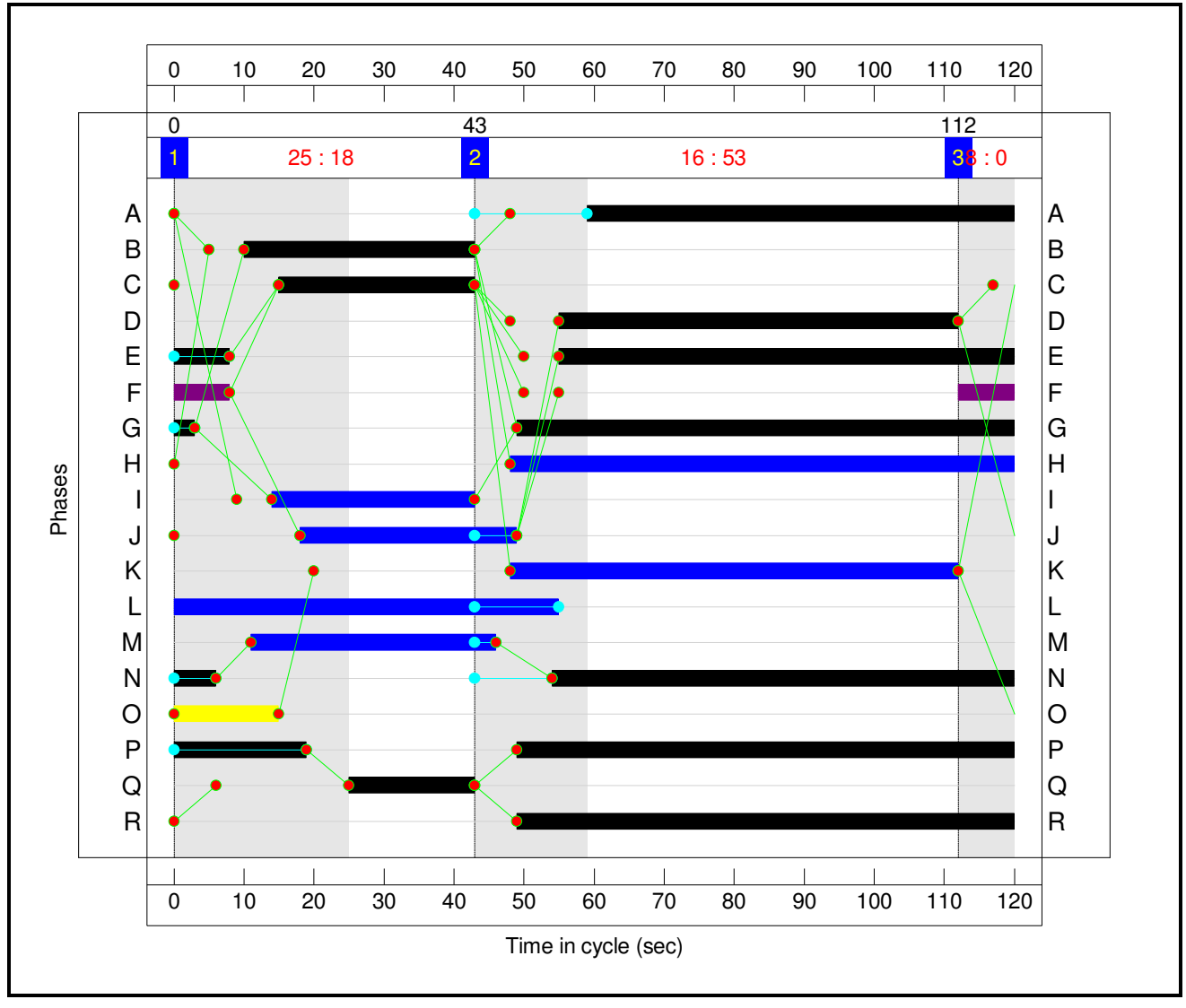


Stage Timings

Stage	1	2	3
Duration	18	53	0
Change Point	0	43	112

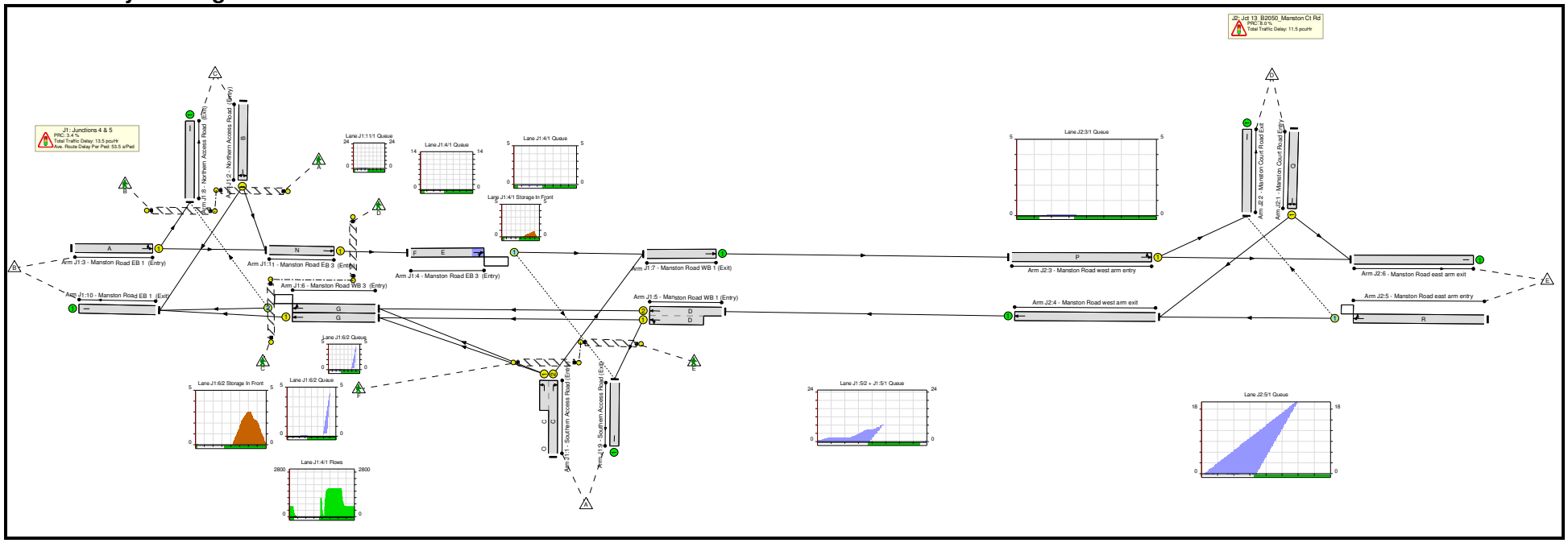
Full Input Data And Results

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: Junctions 4+5 Staggered	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.0%**
J1: Junctions 4 && 5	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.0%**
1/2+1/1	Southern Access Road (Entry) Left Right	U	N/A	N/A	C	O	1	28:43	15	4	1965:1965	0+721	0.0 : 0.6%
2/1	Northern Access Road (Entry) Right Left	U	N/A	N/A	B		1	33	-	40	1828	518	7.7%
3/1	Manston Road EB 1 (Entry) Left Ahead	U	N/A	N/A	A		1	61	-	694	1965	1015	68.4%
4/1	Manston Road EB 3 (Entry) Ahead Right	O	N/A	N/A	E	F	1	73	16	643	1958	1207	53.3%
5/2+5/1	Manston Road WB 1 (Entry) Ahead Left	U	N/A	N/A	D		1	57	-	1052	1965:1922	610+599	87.0 : 87.0%
6/1	Manston Road WB 3 (Entry) Ahead	U	N/A	N/A	G		1	74	-	473	1940	1213	39.0%
6/2	Manston Road WB 3 (Entry) Right Ahead	O	N/A	N/A	G		1	74	-	534	1965	907	58.9%
7/1	Manston Road WB 1 (Exit) Ahead	U	N/A	N/A	-		-	-	-	611	Inf	Inf	0.0%
8/1	Northern Access Road (Exit)	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
9/1	Southern Access Road (Exit)	U	N/A	N/A	-		-	-	-	81	Inf	Inf	0.0%
10/1	Manston Road EB 1 (Exit)	U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%
11/1	Manston Road EB 3 (Entry) Ahead	U	N/A	N/A	N		1	72	-	643	1965	1195	53.8%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	L		1	55	-	2	-	33000	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	72	-	2	-	43200	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	29	-	2	-	17400	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	31	-	2	-	18600	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	64	-	2	-	38400	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		1	35	-	2	-	21000	0.0%
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.3%**
1/1	Manston Court Road Entry Right Left	U	N/A	N/A	Q		1	18	-	231	1751	277	83.3%
2/1	Manston Court Road Exit	U	N/A	N/A	-		-	-	-	141	Inf	Inf	0.0%
3/1	Manston Road west arm entry Left Ahead	U	N/A	N/A	P		1	90	-	611	1865	1414	43.2%
4/1	Manston Road west arm exit Ahead	U	N/A	N/A	-		-	-	-	1052	Inf	Inf	0.0%
5/1	Manston Road east arm entry Right Ahead	O	N/A	N/A	R		1	71	-	843	1863	1118	75.4%
6/1	Manston Road east arm exit	U	N/A	N/A	-		-	-	-	492	Inf	Inf	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: Junctions 4+5 Staggered	**-**	**-**	**181**	**4**	**1**	**15.5**	**8.5**	**0.9**	**24.9**	**-**	**-**	**-**	**-**
J1: Junctions 4 && 5	**-**	**-**	**171**	**4**	**1**	**8.3**	**4.3**	**0.9**	**13.5**	**-**	**-**	**-**	**-**
1/2+1/1	4	4	-	-	-	0.0	0.0	-	0.0	26.9	0.1	0.0	0.1
2/1	40	40	-	-	-	0.4	0.0	-	0.4	35.3	1.0	0.0	1.0
3/1	694	694	-	-	-	4.2	1.1	-	5.3	27.2	17.2	1.1	18.2
4/1	643	643	28	4	0	0.0	0.0	0.1	0.1	0.8	0.0	0.0	0.0
5/2+5/1	1052	1052	-	-	-	3.3	3.2	-	6.5	22.2	8.7	3.2	11.9
6/1	473	473	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
6/2	534	534	143	0	0	0.2	0.0	0.7	0.9	6.2	4.4	0.0	4.4
7/1	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	643	643	-	-	-	0.2	0.0	-	0.2	1.3	0.8	0.0	0.8
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	9.1	-	-	0.0
Ped Link: P2	2	2	-	-	-	-	-	-	0.0	16.8	-	-	0.0
Ped Link: P3	2	2	-	-	-	-	-	-	0.0	47.0	-	-	0.1
Ped Link: P4	2	2	-	-	-	-	-	-	0.0	49.5	-	-	0.1
Ped Link: P5	2	2	-	-	-	-	-	-	0.0	16.4	-	-	0.0
Ped Link: P6	2	2	-	-	-	-	-	-	0.0	21.7	-	-	0.0
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**10**	**0**	**0**	**7.3**	**4.2**	**0.0**	**11.5**	**-**	**-**	**-**	**-**
1/1	231	231	-	-	-	3.1	2.3	-	5.4	84.4	7.4	2.3	9.7
2/1	141	141	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	611	611	-	-	-	0.0	0.4	-	0.4	2.3	0.1	0.4	0.4
4/1	1052	1052	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

5/1	843	843	10	0	0	4.1	1.5	0.0	5.6	24.1	20.4	1.5	21.9
6/1	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 3.4
PRC Over All Lanes (%): 3.4

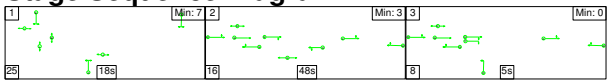
Total Delay for Signalled Lanes (pcuHr): 24.92
Total Delay Over All Lanes(pcuHr): 24.92

Cycle Time (s): 120

Full Input Data And Results

Scenario 2: '2039 + Dev Traffic PM' (FG5: '2039 + Dev Traffic PM', Plan 1: '2039 Growthed Traffic Airport Peak')

Stage Sequence Diagram

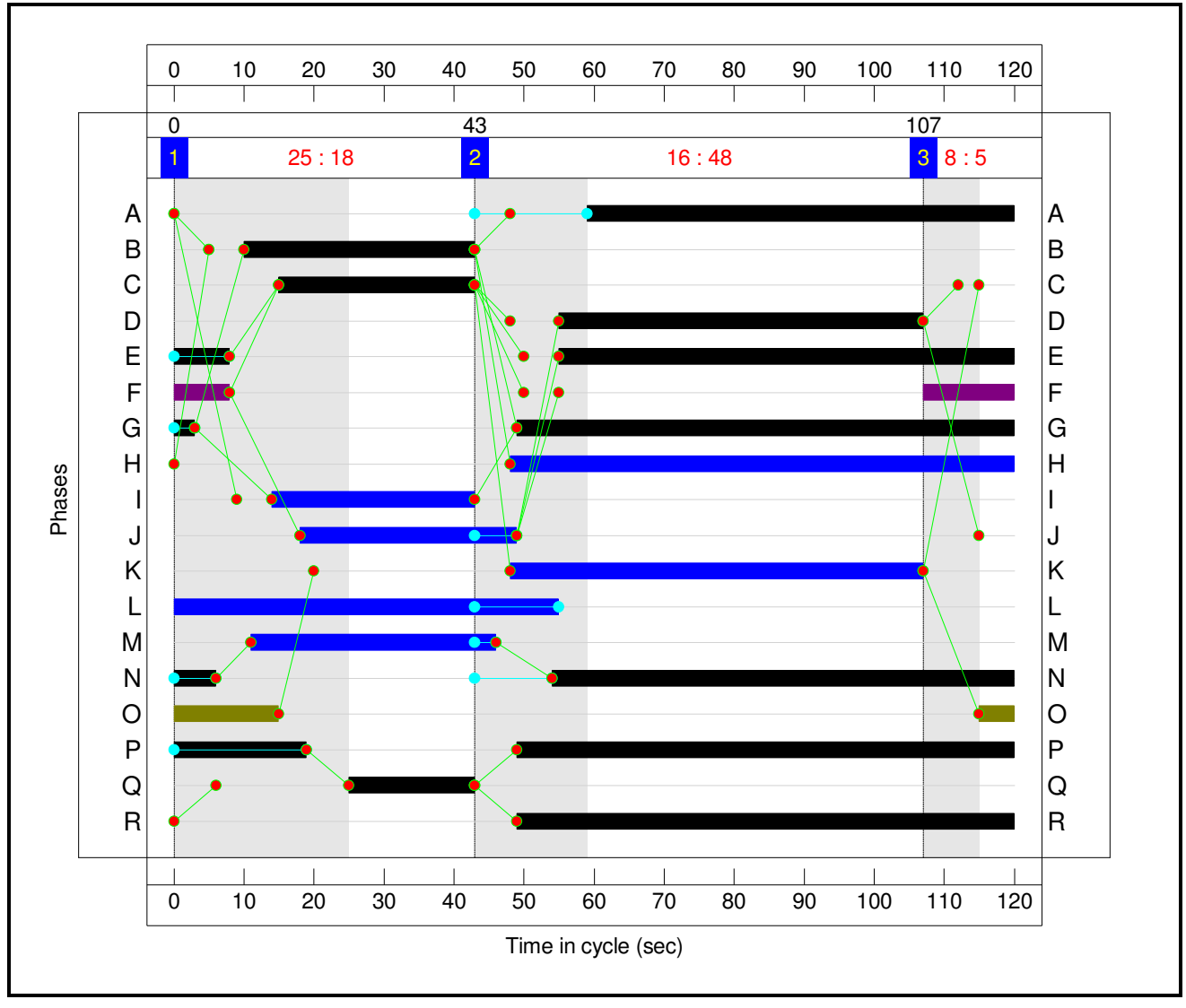


Stage Timings

Stage	1	2	3
Duration	18	48	5
Change Point	0	43	107

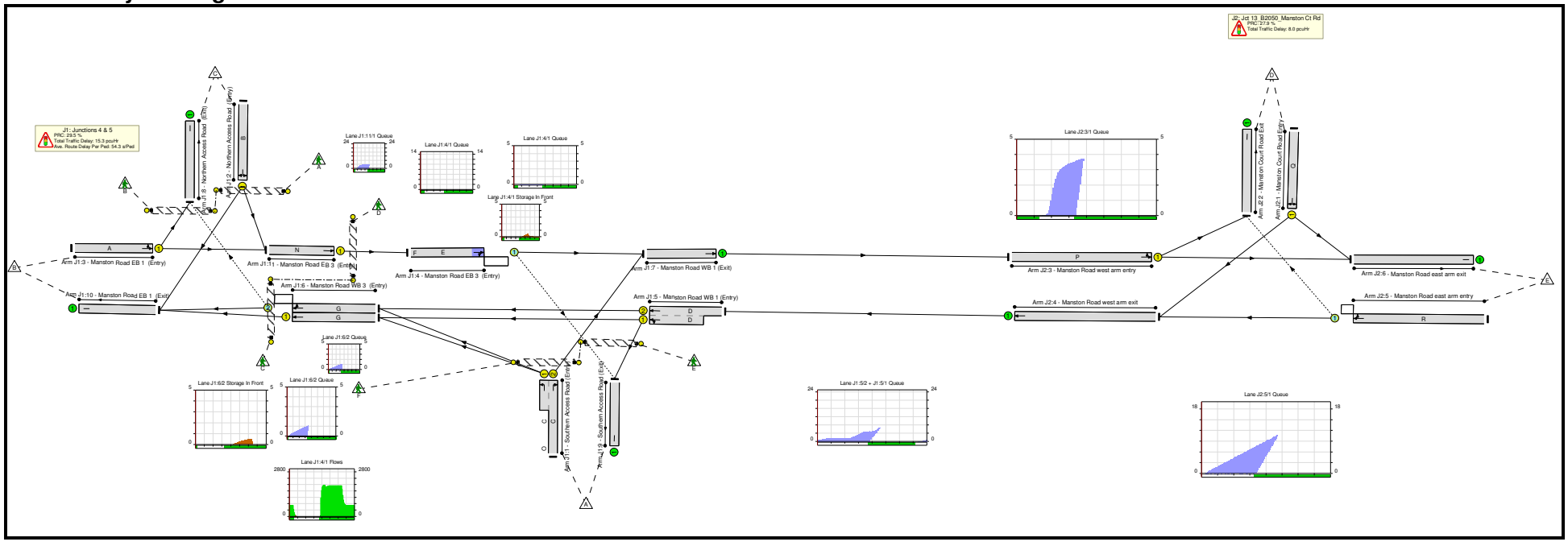
Full Input Data And Results

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: Junctions 4+5 Staggered	-	-	**N/A**	-	-		-	-	-	-	-	-	**70.4%**
J1: Junctions 4 && 5	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.5%**
1/2+1/1	Southern Access Road (Entry) Left Right	U	N/A	N/A	C	O	1	28:48	20	251	1965:1965	295+371	37.7 : 37.7%
2/1	Northern Access Road (Entry) Right Left	U	N/A	N/A	B		1	33	-	192	1828	518	37.1%
3/1	Manston Road EB 1 (Entry) Left Ahead	U	N/A	N/A	A		1	61	-	706	1965	1015	69.5%
4/1	Manston Road EB 3 (Entry) Ahead Right	O	N/A	N/A	E	F	1	73	21	814	1960	1209	67.3%
5/2+5/1	Manston Road WB 1 (Entry) Ahead Left	U	N/A	N/A	D		1	52	-	730	1965:1934	569+560	64.7 : 64.7%
6/1	Manston Road WB 3 (Entry) Ahead	U	N/A	N/A	G		1	74	-	421	1940	1213	34.7%
6/2	Manston Road WB 3 (Entry) Right Ahead	O	N/A	N/A	G		1	74	-	439	1965	1228	35.7%
7/1	Manston Road WB 1 (Exit) Ahead	U	N/A	N/A	-		-	-	-	896	Inf	Inf	0.0%
8/1	Northern Access Road (Exit)	U	N/A	N/A	-		-	-	-	33	Inf	Inf	0.0%
9/1	Southern Access Road (Exit)	U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%
10/1	Manston Road EB 1 (Exit)	U	N/A	N/A	-		-	-	-	910	Inf	Inf	0.0%
11/1	Manston Road EB 3 (Entry) Ahead	U	N/A	N/A	N		1	72	-	814	1965	1195	68.1%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	L		1	55	-	2	-	33000	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	72	-	2	-	43200	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	29	-	2	-	17400	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	31	-	2	-	18600	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	59	-	2	-	35400	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		1	35	-	2	-	21000	0.0%
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.4%**
1/1	Manston Court Road Entry Right Left	U	N/A	N/A	Q		1	18	-	195	1751	277	70.4%
2/1	Manston Court Road Exit	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
3/1	Manston Road west arm entry Left Ahead	U	N/A	N/A	P		1	90	-	896	1864	1414	63.4%
4/1	Manston Road west arm exit Ahead	U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%
5/1	Manston Road east arm entry Right Ahead	O	N/A	N/A	R		1	71	-	564	1859	1115	50.6%
6/1	Manston Road east arm exit	U	N/A	N/A	-		-	-	-	711	Inf	Inf	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: Junctions 4+5 Staggered	**-**	**-**	**59**	**5**	**1**	**18.0**	**5.2**	**0.2**	**23.3**	**-**	**-**	**-**	**-**
J1: Junctions 4 && 5	**-**	**-**	**41**	**5**	**1**	**12.6**	**2.6**	**0.1**	**15.3**	**-**	**-**	**-**	**-**
1/2+1/1	251	251	-	-	-	2.0	0.3	-	2.3	33.1	3.0	0.3	3.3
2/1	192	192	-	-	-	1.8	0.3	-	2.1	40.0	5.1	0.3	5.4
3/1	706	706	-	-	-	4.3	1.1	-	5.4	27.6	17.6	1.1	18.8
4/1	814	814	24	4	0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
5/2+5/1	730	730	-	-	-	2.7	0.9	-	3.6	17.9	6.7	0.9	7.6
6/1	421	421	-	-	-	0.2	0.0	-	0.2	2.0	1.0	0.0	1.0
6/2	439	439	17	1	0	0.2	0.0	0.1	0.3	2.6	1.1	0.0	1.1
7/1	896	896	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	40	40	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	814	814	-	-	-	1.3	0.0	-	1.3	5.6	4.4	0.0	4.4
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	9.1	-	-	0.0
Ped Link: P2	2	2	-	-	-	-	-	-	0.0	16.8	-	-	0.0
Ped Link: P3	2	2	-	-	-	-	-	-	0.0	47.0	-	-	0.1
Ped Link: P4	2	2	-	-	-	-	-	-	0.0	50.8	-	-	0.1
Ped Link: P5	2	2	-	-	-	-	-	-	0.0	17.7	-	-	0.0
Ped Link: P6	2	2	-	-	-	-	-	-	0.0	21.7	-	-	0.0
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**18**	**0**	**0**	**5.4**	**2.5**	**0.0**	**8.0**	**-**	**-**	**-**	**-**
1/1	195	195	-	-	-	2.6	1.2	-	3.7	69.1	6.1	1.2	7.3
2/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	896	896	-	-	-	0.6	0.9	-	1.5	6.0	3.7	0.9	4.6
4/1	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

5/1	564	564	18	0	0	2.2	0.5	0.0	2.7	17.3	10.7	0.5	11.2
6/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 27.9
PRC Over All Lanes (%): 27.9

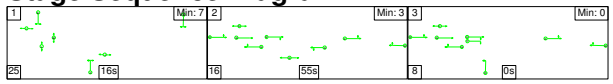
Total Delay for Signalled Lanes (pcuHr): 23.31
Total Delay Over All Lanes(pcuHr): 23.31

Cycle Time (s): 120

Full Input Data And Results

Scenario 3: '2039 + Dev Traffic Airport Peak' (FG6: '2039 + Dev Traffic Airport Peak', Plan 1: '2039 Growthed Traffic Airport Peak')

Stage Sequence Diagram

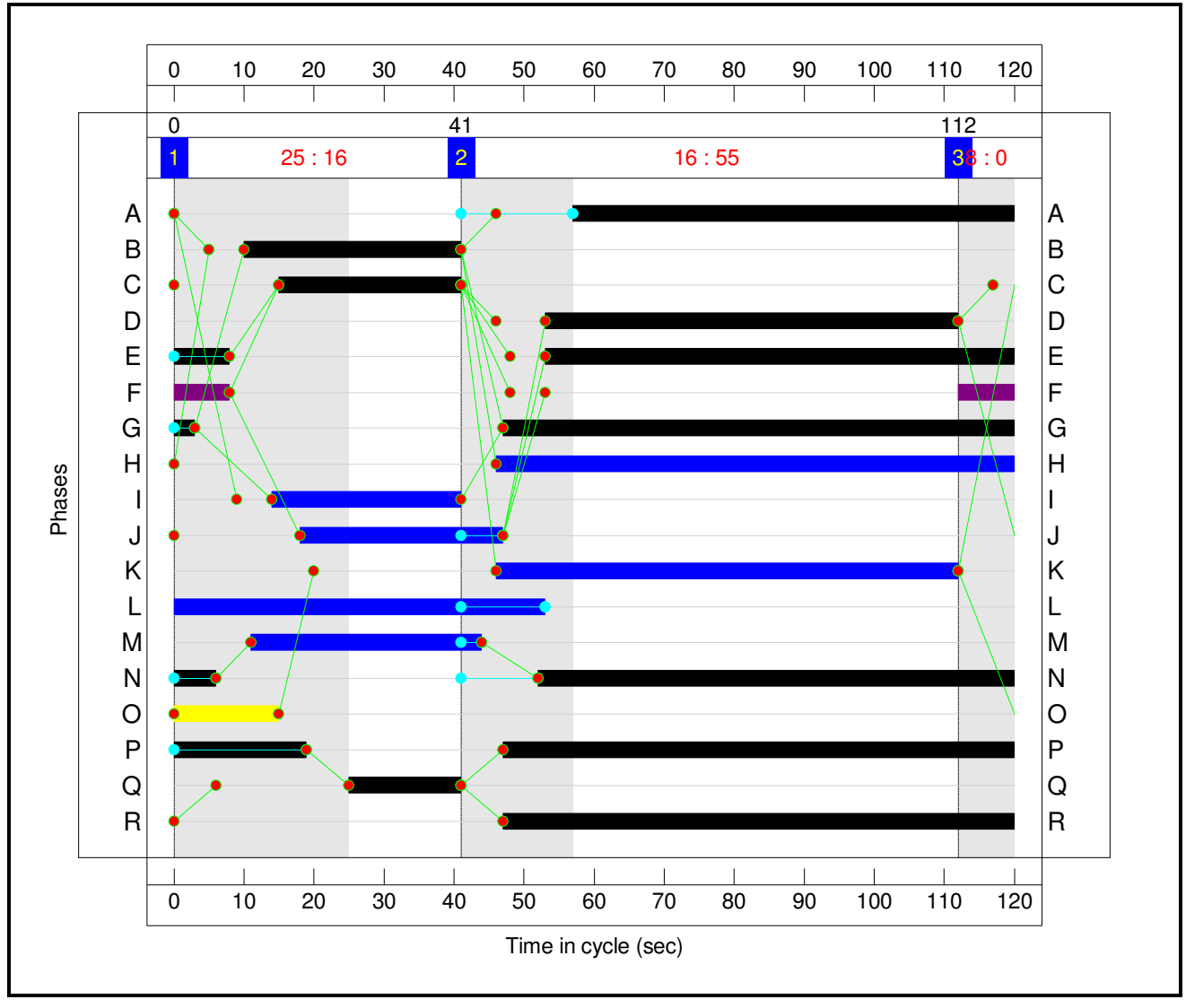


Stage Timings

Stage	1	2	3
Duration	16	55	0
Change Point	0	41	112

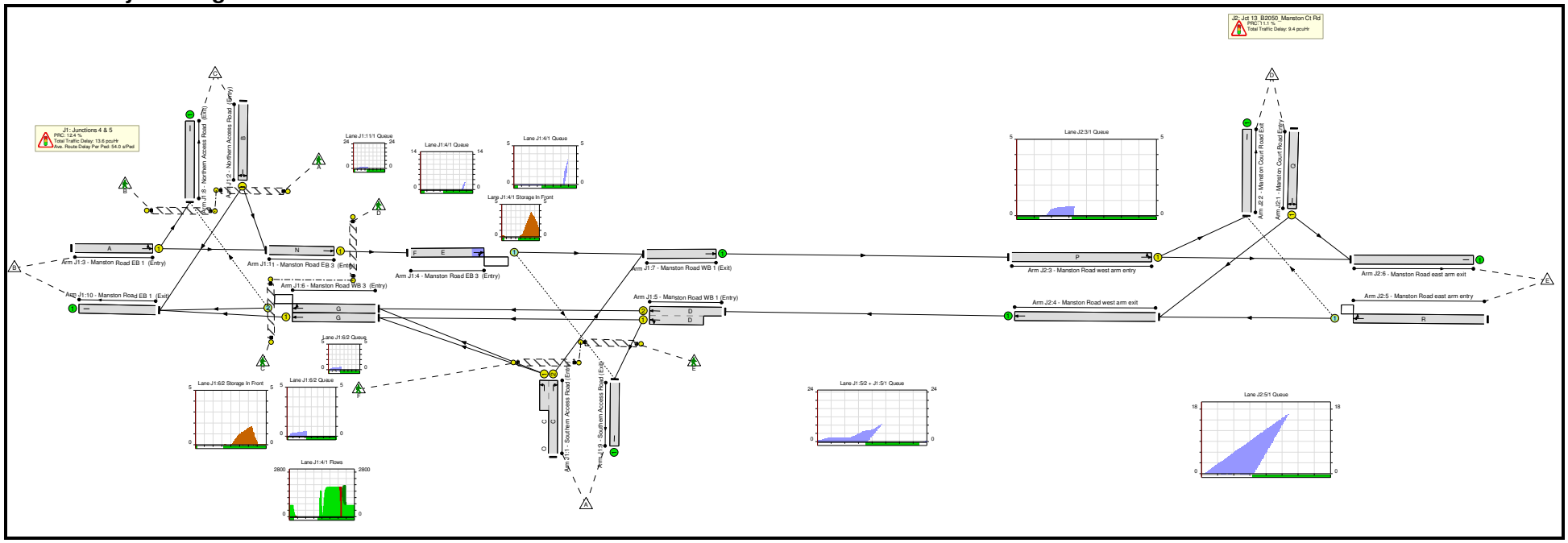
Full Input Data And Results

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: Junctions 4+5 Staggered	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.0%**
J1: Junctions 4 && 5	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.1%**
1/2+1/1	Southern Access Road (Entry) Left Right	U	N/A	N/A	C	O	1	26:41	15	57	1965:1965	234+523	7.6 : 7.6%
2/1	Northern Access Road (Entry) Right Left	U	N/A	N/A	B		1	31	-	71	1828	487	14.6%
3/1	Manston Road EB 1 (Entry) Left Ahead	U	N/A	N/A	A		1	63	-	745	1965	1048	71.1%
4/1	Manston Road EB 3 (Entry) Ahead Right	O	N/A	N/A	E	F	1	75	16	749	1932	1052	71.2%
5/2+5/1	Manston Road WB 1 (Entry) Ahead Left	U	N/A	N/A	D		1	59	-	951	1965:1887	545+643	80.1 : 80.1%
6/1	Manston Road WB 3 (Entry) Ahead	U	N/A	N/A	G		1	76	-	391	1940	1245	31.4%
6/2	Manston Road WB 3 (Entry) Right Ahead	O	N/A	N/A	G		1	76	-	457	1965	1190	38.4%
7/1	Manston Road WB 1 (Exit) Ahead	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
8/1	Northern Access Road (Exit)	U	N/A	N/A	-		-	-	-	108	Inf	Inf	0.0%
9/1	Southern Access Road (Exit)	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
10/1	Manston Road EB 1 (Exit)	U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%
11/1	Manston Road EB 3 (Entry) Ahead	U	N/A	N/A	N		1	74	-	749	1965	1228	61.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	L		1	53	-	2	-	31800	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	74	-	2	-	44400	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	27	-	2	-	16200	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	29	-	2	-	17400	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	66	-	2	-	39600	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		1	33	-	2	-	19800	0.0%
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.0%**
1/1	Manston Court Road Entry Right Left	U	N/A	N/A	Q		1	16	-	201	1751	248	81.0%
2/1	Manston Court Road Exit	U	N/A	N/A	-		-	-	-	124	Inf	Inf	0.0%
3/1	Manston Road west arm entry Left Ahead	U	N/A	N/A	P		1	92	-	594	1870	1449	41.0%
4/1	Manston Road west arm exit Ahead	U	N/A	N/A	-		-	-	-	951	Inf	Inf	0.0%
5/1	Manston Road east arm entry Right Ahead	O	N/A	N/A	R		1	73	-	770	1863	1149	67.0%
6/1	Manston Road east arm exit	U	N/A	N/A	-		-	-	-	490	Inf	Inf	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: Junctions 4+5 Staggered	**-**	**-**	**185**	**60**	**2**	**15.2**	**6.7**	**1.2**	**23.0**	**-**	**-**	**-**	**-**
J1: Junctions 4 && 5	**-**	**-**	**176**	**60**	**2**	**9.1**	**3.3**	**1.2**	**13.6**	**-**	**-**	**-**	**-**
1/2+1/1	57	57	-	-	-	0.5	0.0	-	0.5	31.7	0.9	0.0	0.9
2/1	71	71	-	-	-	0.7	0.1	-	0.8	37.9	1.8	0.1	1.9
3/1	745	745	-	-	-	4.4	1.2	-	5.6	27.0	18.6	1.2	19.9
4/1	749	749	111	60	2	0.1	0.0	0.9	1.0	4.7	3.2	0.0	3.2
5/2+5/1	951	951	-	-	-	2.7	2.0	-	4.7	17.9	8.6	2.0	10.6
6/1	391	391	-	-	-	0.1	0.0	-	0.1	1.4	0.5	0.0	0.5
6/2	457	457	65	1	0	0.2	0.0	0.3	0.5	3.7	0.5	0.0	0.5
7/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	108	108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	749	749	-	-	-	0.4	0.0	-	0.4	2.2	1.5	0.0	1.5
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	9.6	-	-	0.0
Ped Link: P2	2	2	-	-	-	-	-	-	0.0	15.6	-	-	0.0
Ped Link: P3	2	2	-	-	-	-	-	-	0.0	48.2	-	-	0.1
Ped Link: P4	2	2	-	-	-	-	-	-	0.0	50.7	-	-	0.1
Ped Link: P5	2	2	-	-	-	-	-	-	0.0	15.2	-	-	0.0
Ped Link: P6	2	2	-	-	-	-	-	-	0.0	22.6	-	-	0.0
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**9**	**0**	**0**	**6.1**	**3.3**	**0.0**	**9.4**	**-**	**-**	**-**	**-**
1/1	201	201	-	-	-	2.8	2.0	-	4.8	85.3	6.5	2.0	8.5
2/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	594	594	-	-	-	0.1	0.3	-	0.4	2.7	0.6	0.3	1.0
4/1	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

5/1	770	770	9	0	0	3.2	1.0	0.0	4.2	19.8	16.7	1.0	17.7
6/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 11.1
PRC Over All Lanes (%): 11.1

Total Delay for Signalled Lanes (pcuHr): 23.05
Total Delay Over All Lanes(pcuHr): 23.05

Cycle Time (s): 120



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Date of 1st Issue	Description	Drawn by	Checked by
27/09/2017	FIRST ISSUE	FOUDA	COUPB

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Modifications based on the new flow/traffic model	FOUDA	10/11/17	COUPB
B	Integration with Jct 13_B2050_Manston Ct Rd	FOUDA	30/01/18	MORRC

Key

- Proposed masterplan
- Existing based on Ordnance Survey map
- Proposed kerbline
- Proposed road marking
- Proposed tactile paving surface
- Proposed primary signal head
- Proposed secondary signal head
- Proposed signal head with additional green arrow signal
- Proposed signal head with substitute green arrow
- Junction intervisibility boundary
- Proposed footway edge

Notes

1. All dimensions are in metres unless otherwise noted.
2. This drawing is not to be used for construction.
3. The proposed layout is designed in accordance with Design Manual for Roads and Bridges (DMRB), The Kent Design Guide and Traffic Signs Regulations and General Directions (TSRGD).
4. Junctions' intervisibility zones need to be kept clear from obstructions to maintain visibility.

A0 SCALE
1:500

Drawing Title
Manston Airport DCO EIA

Proposed Manston Road Access Junction and Jct 13_B2050_Manston Ct Rd_ Sheet 1/2

Client
RSP

Drawing Status
Preliminary Design

LEAMINGTON SPA
GABLES HOUSE, KENILWORTH ROAD, LEAMINGTON SPA, WARWICKSHIRE. CV32 6JX
01926 439000

amec foster wheeler

Drawing Number
38199- Lon142

Revision
B

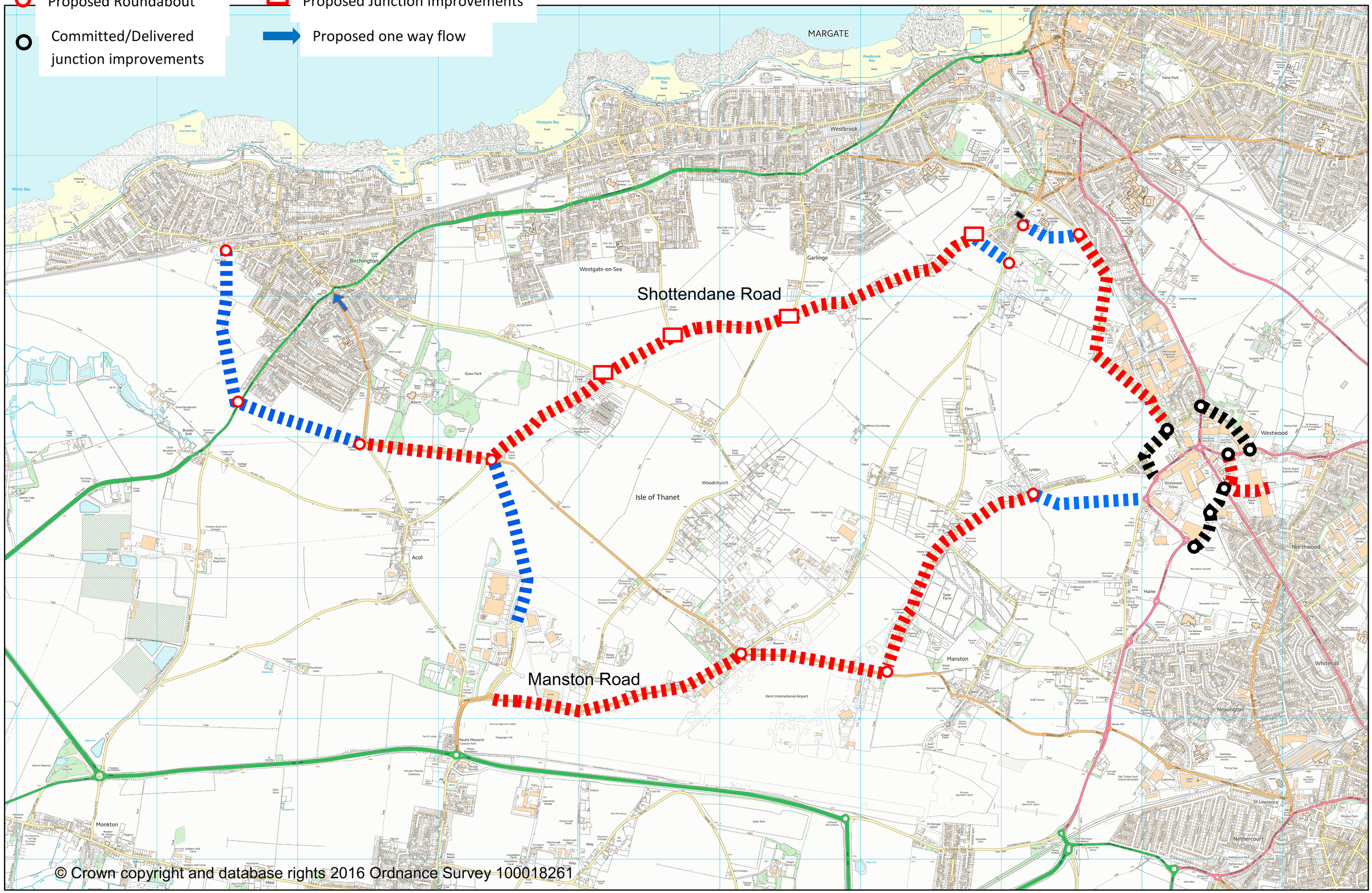
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Transport Assessment
Appendix I
Strategic Route

Strategic Routes

- Proposed Road
- Proposed Road Widening
- Proposed Roundabout
- Committed/Delivered junction improvements
- Committed/Delivered road improvements
- Proposed stopping up
- Proposed Junction Improvements
- Proposed one way flow



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Transport Assessment
Appendix J
ST Models

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Jct 2_A256_A299_val_mit_v1_R2.j9
Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Validated\Jct 2_A56_A299\Mitigation
Report generation date: 09/02/2018 17:02:59

»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
»Lane simulation-mit - 2039 + Dev Traffic, AM
»Lane simulation-mit - 2039 + Dev Traffic, PM
»Lane simulation-mit - 2039 + Dev Traffic, Airport Peak
»Lane simulation-mit - 2039 B+Dev_Net Change, AM
»Lane simulation-mit - 2039 B+Dev_Net Change, PM
»Lane simulation-mit - 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	Net Resi Cap
2039 + Dev Traffic															
1 - A299 Hengist Way E	17.5	0.48	0.96	D	-26 % [3 - Cottington Link Road]	2.7	0.08	0.73	A	-23 % [3 - Cottington Link Road]	1.2	0.05	0.55	A	4
2 - A256	22.0	0.80	0.98	E		76.3	1.95	1.06	F		1.7	0.09	0.63	A	[3
3 - Cottington Link Road	79.5	27.41	9999999999.00	F		64.1	40.54	9999999999.00	F		0.7	0.41	0.41	C	Cotti Li
4 - A299 Hengist Way N	2.8	0.25	0.75	B		1.0	0.12	0.49	A		0.5	0.10	0.31	A	Ro
2039 B+Dev_Net Change															
1 - A299 Hengist Way E	8.1	0.23	0.90	B	-22 % [3 - Cottington Link Road]	2.2	0.07	0.68	A	-20 % [3 - Cottington Link Road]	1.0	0.05	0.51	A	11
2 - A256	11.0	0.42	0.93	D		43.4	1.19	1.02	F		1.5	0.08	0.61	A	[3
3 - Cottington Link Road	69.7	29.84	9999999999.00	F		45.4	19.20	9999999999.00	F		0.5	0.30	0.34	C	Cotti Li
4 - A299 Hengist Way N	2.9	0.25	0.75	C		1.0	0.13	0.50	A		0.5	0.10	0.31	A	Ro
Lane simulation-mit [Lane Simulation] - 2039 + Dev Traffic															
1 - A299 Hengist Way E	48.6	1.15		F	% [ ]	5.9	0.18		B	% [ ]	2.8	0.11		A	
2 - A256	104.4	3.34		F		177.7	5.36		F		4.0	0.20		B	
3 - Cottington Link Road	84.0	37.48		F		28.9	20.97		F		1.6	0.84		F	[
4 - A299 Hengist Way N	3.4	0.28		C		1.4	0.17		B		0.8	0.16		A	
Lane simulation-mit [Lane Simulation] - 2039 B+Dev_Net Change															
1 - A299 Hengist Way E	21.6	0.59		E	% [ ]	5.1	0.16		A	% [ ]	2.7	0.10		A	
2 - A256	70.2	2.17		F		141.5	3.85		F		3.5	0.18		B	
3 - Cottington Link Road	59.7	26.88		F		17.2	12.87		F		1.2	0.60		E	[
4 - A299 Hengist Way N	4.0	0.31		C		1.5	0.18		B		0.8	0.16		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. Arm and junction delays are averages for all movements, including movements with zero delay. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

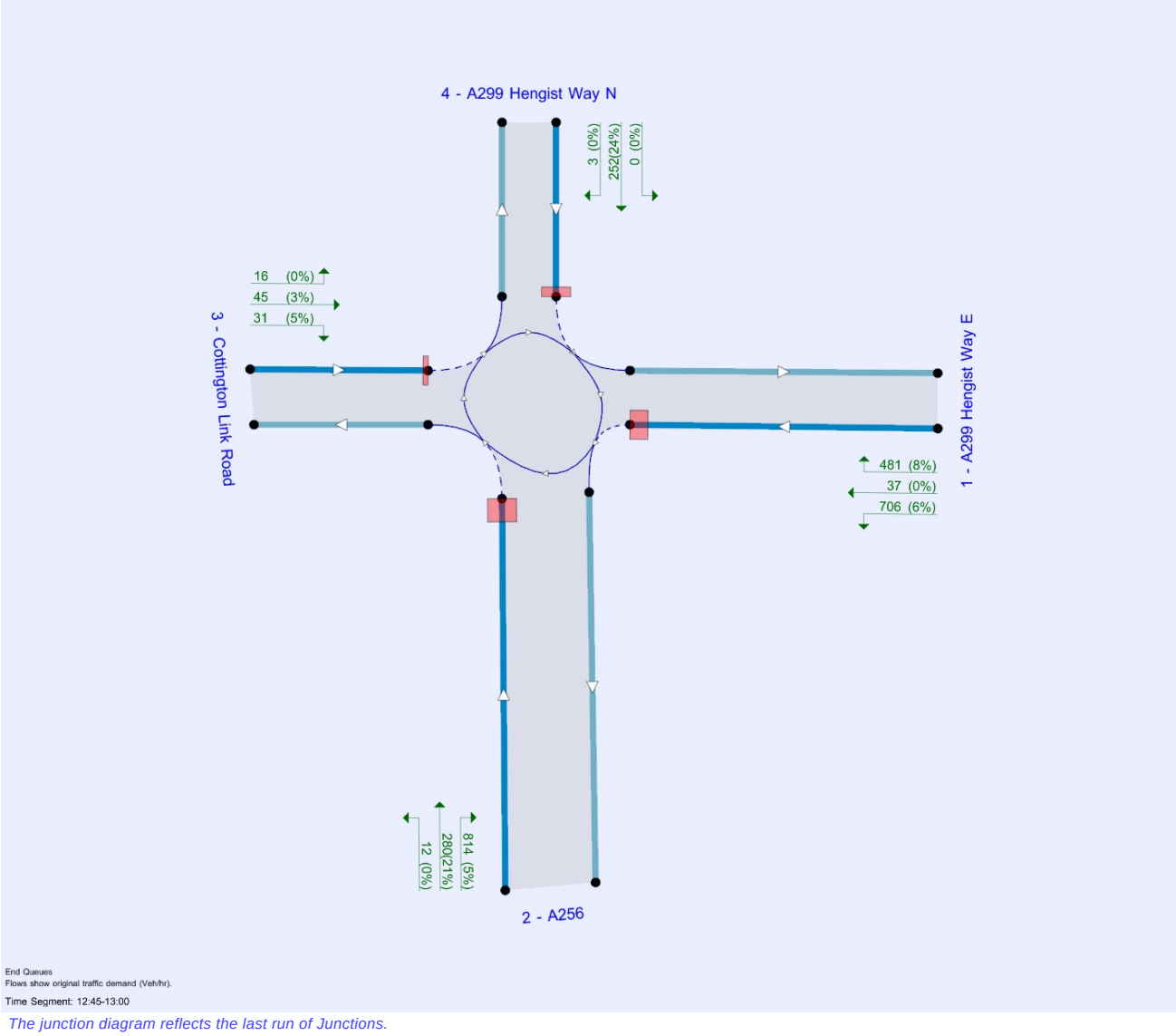
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File Description

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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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Lane Simulation options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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	✓

2039 + Dev Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A299 Hengist Way E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Cottington Link Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	1.29	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-26	3 - Cottington Link Road

Arms

Arms

Arm	Name	Description
1	A299 Hengist Way E	
2	A256	
3	Cottington Link Road	
4	A299 Hengist Way 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 - A299 Hengist Way E	7.29	10.35	40.8	25.7	60.0	14.5	
2 - A256	7.66	10.35	16.0	23.7	60.0	56.0	
3 - Cottington Link Road	2.80	4.40	32.2	16.0	60.0	21.0	
4 - A299 Hengist Way N	7.37	10.01	4.5	23.2	60.0	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	0.825	3148
2 - A256	0.694	2615
3 - Cottington Link Road	0.491	1291
4 - A299 Hengist Way N	0.722	2599

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
3 - Cottington Link Road	Percentage		85.00
4 - A299 Hengist Way N	Percentage		60.00

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 - A299 Hengist Way E		ONE HOUR	✓	2098	100.000
2 - A256		ONE HOUR	✓	1527	100.000
3 - Cottington Link Road		ONE HOUR	✓	124	100.000
4 - A299 Hengist Way N		ONE HOUR	✓	646	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	1144	41	913
	2 - A256	1057	0	23	447
	3 - Cottington Link Road	55	56	0	13
	4 - A299 Hengist Way N	0	637	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	3	6	6
	2 - A256	5	0	6	14
	3 - Cottington Link Road	0	2	0	10
	4 - A299 Hengist Way N	0	9	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A299 Hengist Way E	0.96	0.48	17.5	D	1925	2888
2 - A256	0.98	0.80	22.0	E	1401	2102
3 - Cottington Link Road	9999999999.00	27.41	79.5	F	114	171
4 - A299 Hengist Way N	0.75	0.25	2.8	B	593	889

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1579	395	524	2567	0.615	1573	832	0.0	1.6	0.060	A
2 - A256	1150	287	722	1936	0.594	1144	1375	0.0	1.4	0.075	A
3 - Cottington Link Road	93	23	1811	282	0.331	91	55	0.0	0.5	0.311	C
4 - A299 Hengist Way N	486	122	874	1069	0.455	483	1029	0.0	0.8	0.102	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1886	472	624	2482	0.760	1880	991	1.6	3.1	0.099	A
2 - A256	1373	343	863	1840	0.746	1367	1641	1.4	2.8	0.125	A
3 - Cottington Link Road	111	28	2165	127	0.875	100	65	0.5	3.4	1.765	F
4 - A299 Hengist Way N	581	145	1036	1001	0.580	579	1229	0.8	1.4	0.141	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	2310	577	706	2409	0.959	2264	1127	3.1	14.5	0.342	C
2 - A256	1681	420	1039	1719	0.978	1628	1931	2.8	16.1	0.496	D
3 - Cottington Link Road	137	34	2589	0	9999999999.000	0	79	3.4	37.5	17.118	F
4 - A299 Hengist Way N	711	178	1127	961	0.740	706	1462	1.4	2.7	0.230	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	2310	577	711	2404	0.961	2298	1147	14.5	17.5	0.481	D
2 - A256	1681	420	1055	1709	0.984	1657	1954	16.1	22.0	0.805	E
3 - Cottington Link Road	137	34	2633	0	9999999999.000	0	80	37.5	71.6	9.744	F
4 - A299 Hengist Way N	711	178	1147	953	0.746	711	1485	2.7	2.8	0.246	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1886	472	622	2482	0.760	1943	1038	17.5	3.3	0.123	A
2 - A256	1373	343	892	1820	0.754	1448	1674	22.0	3.2	0.193	B
3 - Cottington Link Road	111	28	2272	80	1.388	80	68	71.6	79.5	27.405	F
4 - A299 Hengist Way N	581	145	1074	985	0.590	586	1278	2.8	1.5	0.153	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1579	395	611	2497	0.633	1586	921	3.3	1.7	0.066	A
2 - A256	1150	287	728	1932	0.595	1156	1469	3.2	1.5	0.078	A
3 - Cottington Link Road	93	23	1829	274	0.340	271	55	79.5	35.0	12.767	F
4 - A299 Hengist Way N	486	122	1043	1000	0.486	488	1057	1.5	1.0	0.118	A

2039 + Dev Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A299 Hengist Way E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Cottington Link Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	1.71	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-23	3 - Cottington Link Road

Arms

Arms

Arm	Name	Description
1	A299 Hengist Way E	
2	A256	
3	Cottington Link Road	
4	A299 Hengist Way 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 - A299 Hengist Way E	7.29	10.35	40.8	25.7	60.0	14.5	
2 - A256	7.66	10.35	16.0	23.7	60.0	56.0	
3 - Cottington Link Road	2.80	4.40	32.2	16.0	60.0	21.0	
4 - A299 Hengist Way N	7.37	10.01	4.5	23.2	60.0	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	0.825	3148
2 - A256	0.694	2615
3 - Cottington Link Road	0.491	1291
4 - A299 Hengist Way N	0.722	2599

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
3 - Cottington Link Road	Percentage		85.00
4 - A299 Hengist Way N	Percentage		60.00

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 - A299 Hengist Way E		ONE HOUR	✓	1770	100.000
2 - A256		ONE HOUR	✓	1887	100.000
3 - Cottington Link Road		ONE HOUR	✓	81	100.000
4 - A299 Hengist Way N		ONE HOUR	✓	427	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	997	72	701
	2 - A256	1180	0	35	672
	3 - Cottington Link Road	45	25	0	11
	4 - A299 Hengist Way N	0	406	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	3	0	2
	2 - A256	2	0	0	3
	3 - Cottington Link Road	3	0	0	0
	4 - A299 Hengist Way N	0	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A299 Hengist Way E	0.73	0.08	2.7	A	1624	2436
2 - A256	1.06	1.95	76.3	F	1732	2597
3 - Cottington Link Road	9999999999.00	40.54	64.1	F	74	111
4 - A299 Hengist Way N	0.49	0.12	1.0	A	392	588

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1333	333	338	2782	0.479	1329	917	0.0	0.9	0.041	A
2 - A256	1421	355	596	2144	0.663	1413	1071	0.0	1.9	0.081	A
3 - Cottington Link Road	61	15	1913	276	0.221	60	96	0.0	0.3	0.276	C
4 - A299 Hengist Way N	321	80	935	1075	0.299	320	1038	0.0	0.4	0.079	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1591	398	404	2725	0.584	1589	1093	0.9	1.4	0.053	A
2 - A256	1696	424	713	2064	0.822	1687	1281	1.9	4.4	0.155	A
3 - Cottington Link Road	73	18	2285	120	0.608	69	115	0.3	1.3	1.104	F
4 - A299 Hengist Way N	384	96	1114	1001	0.384	383	1239	0.4	0.6	0.097	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1949	487	469	2669	0.730	1944	1202	1.4	2.7	0.082	A
2 - A256	2078	519	872	1954	1.063	1921	1541	4.4	43.4	0.897	F
3 - Cottington Link Road	89	22	2656	0	9999999999.000	0	138	1.3	23.6	40.535	F
4 - A299 Hengist Way N	470	118	1202	964	0.487	469	1454	0.6	0.9	0.121	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1949	487	470	2668	0.730	1949	1217	2.7	2.7	0.083	A
2 - A256	2078	519	874	1952	1.064	1946	1545	43.4	76.3	1.954	F
3 - Cottington Link Road	89	22	2682	0	9999999999.000	0	138	23.6	45.9	30.566	F
4 - A299 Hengist Way N	470	118	1217	958	0.491	470	1465	0.9	1.0	0.123	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1591	398	385	2741	0.581	1596	1238	2.7	1.4	0.053	A
2 - A256	1696	424	716	2061	0.823	1979	1265	76.3	5.6	1.116	F
3 - Cottington Link Road	73	18	2575	0	9999999999.000	0	121	45.9	64.1	20.136	F
4 - A299 Hengist Way N	384	96	1238	949	0.404	385	1337	1.0	0.7	0.107	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1333	333	403	2730	0.488	1334	1043	1.4	1.0	0.043	A
2 - A256	1421	355	599	2143	0.663	1435	1139	5.6	2.0	0.086	A
3 - Cottington Link Road	61	15	1937	266	0.229	262	97	64.1	13.9	9.096	F
4 - A299 Hengist Way N	321	80	1124	997	0.323	322	1075	0.7	0.5	0.089	A

2039 + Dev Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A299 Hengist Way E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Cottington Link Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	0.08	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	4	3 - Cottington Link Road

Arms

Arms

Arm	Name	Description
1	A299 Hengist Way E	
2	A256	
3	Cottington Link Road	
4	A299 Hengist Way 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 - A299 Hengist Way E	7.29	10.35	40.8	25.7	60.0	14.5	
2 - A256	7.66	10.35	16.0	23.7	60.0	56.0	
3 - Cottington Link Road	2.80	4.40	32.2	16.0	60.0	21.0	
4 - A299 Hengist Way N	7.37	10.01	4.5	23.2	60.0	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	0.825	3148
2 - A256	0.694	2615
3 - Cottington Link Road	0.491	1291
4 - A299 Hengist Way N	0.722	2599

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
3 - Cottington Link Road	Percentage		85.00
4 - A299 Hengist Way N	Percentage		60.00

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 - A299 Hengist Way E		ONE HOUR	✓	1326	100.000
2 - A256		ONE HOUR	✓	1106	100.000
3 - Cottington Link Road		ONE HOUR	✓	92	100.000
4 - A299 Hengist Way N		ONE HOUR	✓	255	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	706	37	583
	2 - A256	814	0	12	280
	3 - Cottington Link Road	45	31	0	16
	4 - A299 Hengist Way N	0	252	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	6	0	10
	2 - A256	5	0	0	21
	3 - Cottington Link Road	3	5	0	0
	4 - A299 Hengist Way N	0	24	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A299 Hengist Way E	0.55	0.05	1.2	A	1217	1825
2 - A256	0.63	0.09	1.7	A	1015	1522
3 - Cottington Link Road	0.41	0.41	0.7	C	84	127
4 - A299 Hengist Way N	0.31	0.10	0.5	A	234	351

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	998	250	214	2726	0.366	996	644	0.0	0.6	0.035	A
2 - A256	833	208	468	2073	0.402	830	742	0.0	0.7	0.048	A
3 - Cottington Link Road	69	17	1259	506	0.137	69	39	0.0	0.2	0.137	A
4 - A299 Hengist Way N	192	48	668	1015	0.189	191	660	0.0	0.2	0.073	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1192	298	257	2686	0.444	1191	771	0.6	0.8	0.040	A
2 - A256	994	249	560	2009	0.495	993	888	0.7	1.0	0.059	A
3 - Cottington Link Road	83	21	1506	397	0.208	82	47	0.2	0.3	0.191	B
4 - A299 Hengist Way N	229	57	799	967	0.237	229	789	0.2	0.3	0.081	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1460	365	314	2633	0.555	1458	943	0.8	1.2	0.051	A
2 - A256	1218	304	685	1922	0.634	1215	1087	1.0	1.7	0.084	A
3 - Cottington Link Road	101	25	1843	248	0.409	100	57	0.3	0.7	0.401	C
4 - A299 Hengist Way N	281	70	976	902	0.311	280	966	0.3	0.4	0.096	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1460	365	315	2632	0.555	1460	946	1.2	1.2	0.051	A
2 - A256	1218	304	686	1922	0.634	1218	1089	1.7	1.7	0.085	A
3 - Cottington Link Road	101	25	1846	246	0.412	101	57	0.7	0.7	0.414	C
4 - A299 Hengist Way N	281	70	980	901	0.312	281	968	0.4	0.5	0.097	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1192	298	258	2685	0.444	1194	775	1.2	0.8	0.040	A
2 - A256	994	249	561	2009	0.495	997	891	1.7	1.0	0.060	A
3 - Cottington Link Road	83	21	1511	394	0.210	84	47	0.7	0.3	0.194	B
4 - A299 Hengist Way N	229	57	804	965	0.237	230	792	0.5	0.3	0.082	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	998	250	216	2724	0.366	999	648	0.8	0.6	0.035	A
2 - A256	833	208	469	2072	0.402	834	745	1.0	0.7	0.049	A
3 - Cottington Link Road	69	17	1264	504	0.137	70	39	0.3	0.2	0.138	A
4 - A299 Hengist Way N	192	48	671	1014	0.189	192	663	0.3	0.2	0.073	A

2039 B+Dev_Net Change, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A299 Hengist Way E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Cottington Link Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	1.13	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-22	3 - Cottington Link Road

Arms

Arms

Arm	Name	Description
1	A299 Hengist Way E	
2	A256	
3	Cottington Link Road	
4	A299 Hengist Way 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 - A299 Hengist Way E	7.29	10.35	40.8	25.7	60.0	14.5	
2 - A256	7.66	10.35	16.0	23.7	60.0	56.0	
3 - Cottington Link Road	2.80	4.40	32.2	16.0	60.0	21.0	
4 - A299 Hengist Way N	7.37	10.01	4.5	23.2	60.0	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	0.825	3148
2 - A256	0.694	2615
3 - Cottington Link Road	0.491	1291
4 - A299 Hengist Way N	0.722	2599

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
3 - Cottington Link Road	Percentage		85.00
4 - A299 Hengist Way N	Percentage		60.00

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 - A299 Hengist Way E		ONE HOUR	✓	1975	100.000
2 - A256		ONE HOUR	✓	1527	100.000
3 - Cottington Link Road		ONE HOUR	✓	124	100.000
4 - A299 Hengist Way N		ONE HOUR	✓	646	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	1144	41	790
	2 - A256	1057	0	23	447
	3 - Cottington Link Road	55	56	0	13
	4 - A299 Hengist Way N	0	637	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	3	6	4
	2 - A256	5	0	6	14
	3 - Cottington Link Road	0	2	0	10
	4 - A299 Hengist Way N	0	9	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A299 Hengist Way E	0.90	0.23	8.1	B	1812	2718
2 - A256	0.93	0.42	11.0	D	1401	2102
3 - Cottington Link Road	9999999999.00	29.84	69.7	F	114	171
4 - A299 Hengist Way N	0.75	0.25	2.9	C	593	889

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1487	372	524	2589	0.574	1482	833	0.0	1.3	0.054	A
2 - A256	1150	287	630	2006	0.573	1144	1376	0.0	1.3	0.069	A
3 - Cottington Link Road	93	23	1720	327	0.286	92	55	0.0	0.4	0.254	C
4 - A299 Hengist Way N	486	122	874	1068	0.455	483	937	0.0	0.8	0.102	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1775	444	627	2501	0.710	1771	995	1.3	2.4	0.082	A
2 - A256	1373	343	753	1924	0.714	1368	1645	1.3	2.4	0.107	A
3 - Cottington Link Road	111	28	2056	180	0.619	107	65	0.4	1.4	0.785	E
4 - A299 Hengist Way N	581	145	1043	998	0.582	579	1120	0.8	1.4	0.142	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	2175	544	706	2430	0.895	2154	1144	2.4	7.5	0.204	B
2 - A256	1681	420	916	1815	0.927	1653	1944	2.4	9.6	0.325	C
3 - Cottington Link Road	137	34	2489	0	9999999999.000	0	79	1.4	35.6	29.842	F
4 - A299 Hengist Way N	711	178	1144	954	0.745	706	1345	1.4	2.8	0.235	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	2175	544	711	2425	0.897	2172	1160	7.5	8.1	0.233	B
2 - A256	1681	420	924	1809	0.929	1676	1959	9.6	11.0	0.417	D
3 - Cottington Link Road	137	34	2520	0	9999999999.000	0	80	35.6	69.7	-8.868	?
4 - A299 Hengist Way N	711	178	1160	948	0.750	711	1360	2.8	2.9	0.252	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1775	444	657	2476	0.717	1797	1043	8.1	2.6	0.091	A
2 - A256	1373	343	764	1916	0.716	1406	1690	11.0	2.6	0.125	A
3 - Cottington Link Road	111	28	2104	159	0.700	157	67	69.7	58.3	19.727	F
4 - A299 Hengist Way N	581	145	1114	969	0.599	586	1147	2.9	1.5	0.159	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1487	372	631	2502	0.594	1491	939	2.6	1.5	0.060	A
2 - A256	1150	287	634	2004	0.574	1155	1488	2.6	1.4	0.071	A
3 - Cottington Link Road	93	23	1734	321	0.291	315	55	58.3	2.8	6.009	F
4 - A299 Hengist Way N	486	122	1081	985	0.494	489	968	1.5	1.0	0.121	A

2039 B+Dev_Net Change, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A299 Hengist Way E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Cottington Link Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

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	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-20	3 - Cottington Link Road

Arms

Arms

Arm	Name	Description
1	A299 Hengist Way E	
2	A256	
3	Cottington Link Road	
4	A299 Hengist Way 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 - A299 Hengist Way E	7.29	10.35	40.8	25.7	60.0	14.5	
2 - A256	7.66	10.35	16.0	23.7	60.0	56.0	
3 - Cottington Link Road	2.80	4.40	32.2	16.0	60.0	21.0	
4 - A299 Hengist Way N	7.37	10.01	4.5	23.2	60.0	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	0.825	3148
2 - A256	0.694	2615
3 - Cottington Link Road	0.491	1291
4 - A299 Hengist Way N	0.722	2599

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
3 - Cottington Link Road	Percentage		85.00
4 - A299 Hengist Way N	Percentage		60.00

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 - A299 Hengist Way E		ONE HOUR	✓	1658	100.000
2 - A256		ONE HOUR	✓	1887	100.000
3 - Cottington Link Road		ONE HOUR	✓	81	100.000
4 - A299 Hengist Way N		ONE HOUR	✓	427	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	997	72	589
	2 - A256	1180	0	35	672
	3 - Cottington Link Road	45	25	0	11
	4 - A299 Hengist Way N	0	406	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	3	0	2
	2 - A256	2	0	0	3
	3 - Cottington Link Road	3	0	0	0
	4 - A299 Hengist Way N	0	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A299 Hengist Way E	0.68	0.07	2.2	A	1521	2282
2 - A256	1.02	1.19	43.4	F	1732	2597
3 - Cottington Link Road	9999999999.00	19.20	45.4	F	74	111
4 - A299 Hengist Way N	0.50	0.13	1.0	A	392	588

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1248	312	338	2781	0.449	1245	917	0.0	0.8	0.039	A
2 - A256	1421	355	512	2202	0.645	1413	1071	0.0	1.8	0.075	A
3 - Cottington Link Road	61	15	1830	311	0.196	60	96	0.0	0.2	0.238	B
4 - A299 Hengist Way N	321	80	936	1074	0.299	320	954	0.0	0.4	0.079	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1491	373	405	2724	0.547	1489	1095	0.8	1.2	0.049	A
2 - A256	1696	424	612	2133	0.795	1689	1281	1.8	3.7	0.133	A
3 - Cottington Link Road	73	18	2186	161	0.452	71	115	0.2	0.8	0.650	E
4 - A299 Hengist Way N	384	96	1117	999	0.384	383	1140	0.4	0.6	0.097	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1826	456	469	2668	0.684	1822	1238	1.2	2.1	0.071	A
2 - A256	2078	519	749	2039	1.019	1980	1541	3.7	28.1	0.632	E
3 - Cottington Link Road	89	22	2591	0	9999999999.000	0	139	0.8	23.1	1.159	F
4 - A299 Hengist Way N	470	118	1238	949	0.495	469	1352	0.6	1.0	0.125	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1826	456	470	2667	0.684	1825	1261	2.1	2.2	0.071	A
2 - A256	2078	519	751	2038	1.020	2016	1545	28.1	43.4	1.187	F
3 - Cottington Link Road	89	22	2628	0	9999999999.000	0	140	23.1	45.4	-1.764	?
4 - A299 Hengist Way N	470	118	1261	940	0.500	470	1367	1.0	1.0	0.128	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1491	373	413	2718	0.548	1494	1209	2.2	1.2	0.049	A
2 - A256	1696	424	615	2132	0.796	1853	1293	43.4	4.1	0.340	C
3 - Cottington Link Road	73	18	2350	92	0.789	90	118	45.4	41.0	19.204	F
4 - A299 Hengist Way N	384	96	1237	950	0.404	385	1203	1.0	0.7	0.107	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1248	312	391	2738	0.456	1250	1019	1.2	0.8	0.040	A
2 - A256	1421	355	514	2201	0.645	1430	1127	4.1	1.8	0.079	A
3 - Cottington Link Road	61	15	1847	303	0.201	224	97	41.0	0.3	2.837	F
4 - A299 Hengist Way N	321	80	1088	1012	0.318	322	984	0.7	0.5	0.087	A

2039 B+Dev_Net Change, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A299 Hengist Way E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Cottington Link Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	0.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	11	3 - Cottington Link Road

Arms

Arms

Arm	Name	Description
1	A299 Hengist Way E	
2	A256	
3	Cottington Link Road	
4	A299 Hengist Way 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 - A299 Hengist Way E	7.29	10.35	40.8	25.7	60.0	14.5	
2 - A256	7.66	10.35	16.0	23.7	60.0	56.0	
3 - Cottington Link Road	2.80	4.40	32.2	16.0	60.0	21.0	
4 - A299 Hengist Way N	7.37	10.01	4.5	23.2	60.0	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	0.825	3148
2 - A256	0.694	2615
3 - Cottington Link Road	0.491	1291
4 - A299 Hengist Way N	0.722	2599

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
3 - Cottington Link Road	Percentage		85.00
4 - A299 Hengist Way N	Percentage		60.00

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 - A299 Hengist Way E		ONE HOUR	✓	1224	100.000
2 - A256		ONE HOUR	✓	1106	100.000
3 - Cottington Link Road		ONE HOUR	✓	92	100.000
4 - A299 Hengist Way N		ONE HOUR	✓	255	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	706	37	481
	2 - A256	814	0	12	280
	3 - Cottington Link Road	45	31	0	16
	4 - A299 Hengist Way N	0	252	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	6	0	8
	2 - A256	5	0	0	21
	3 - Cottington Link Road	3	5	0	0
	4 - A299 Hengist Way N	0	24	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A299 Hengist Way E	0.51	0.05	1.0	A	1123	1685
2 - A256	0.61	0.08	1.5	A	1015	1522
3 - Cottington Link Road	0.34	0.30	0.5	C	84	127
4 - A299 Hengist Way N	0.31	0.10	0.5	A	234	351

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	921	230	214	2751	0.335	919	645	0.0	0.5	0.033	A
2 - A256	833	208	391	2132	0.391	830	742	0.0	0.6	0.046	A
3 - Cottington Link Road	69	17	1182	543	0.128	69	39	0.0	0.1	0.126	A
4 - A299 Hengist Way N	192	48	668	1015	0.189	191	583	0.0	0.2	0.073	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1100	275	257	2711	0.406	1100	771	0.5	0.7	0.037	A
2 - A256	994	249	468	2079	0.478	993	888	0.6	0.9	0.055	A
3 - Cottington Link Road	83	21	1415	441	0.188	82	47	0.1	0.2	0.167	B
4 - A299 Hengist Way N	229	57	799	967	0.237	229	698	0.2	0.3	0.081	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1348	337	314	2657	0.507	1346	943	0.7	1.0	0.046	A
2 - A256	1218	304	573	2007	0.607	1215	1087	0.9	1.5	0.076	A
3 - Cottington Link Road	101	25	1731	302	0.336	100	57	0.2	0.5	0.296	C
4 - A299 Hengist Way N	281	70	977	902	0.311	280	854	0.3	0.4	0.096	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1348	337	315	2656	0.507	1348	946	1.0	1.0	0.046	A
2 - A256	1218	304	574	2007	0.607	1218	1089	1.5	1.5	0.076	A
3 - Cottington Link Road	101	25	1734	300	0.337	101	57	0.5	0.5	0.301	C
4 - A299 Hengist Way N	281	70	980	901	0.312	281	855	0.4	0.5	0.097	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1100	275	258	2710	0.406	1102	775	1.0	0.7	0.037	A
2 - A256	994	249	469	2079	0.478	997	891	1.5	0.9	0.056	A
3 - Cottington Link Road	83	21	1419	439	0.188	84	47	0.5	0.2	0.169	B
4 - A299 Hengist Way N	229	57	803	966	0.237	230	700	0.5	0.3	0.082	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	921	230	216	2749	0.335	922	648	0.7	0.5	0.033	A
2 - A256	833	208	393	2131	0.391	834	745	0.9	0.6	0.046	A
3 - Cottington Link Road	69	17	1187	541	0.128	70	39	0.2	0.1	0.127	A
4 - A299 Hengist Way N	192	48	671	1014	0.189	192	586	0.3	0.2	0.073	A

Lane simulation-mit - 2039 + Dev Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane simulation-mit [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	3 - Cottington Link Road - Lane Simulation	Arm 3: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	1 - A299 Hengist Way E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Cottington Link Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane simulation-mit	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	2.77	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A299 Hengist Way E	
2	A256	
3	Cottington Link Road	
4	A299 Hengist Way 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 - A299 Hengist Way E	7.29	10.35	40.8	25.7	60.0	14.5	
2 - A256	7.66	10.35	16.0	23.7	60.0	56.0	
3 - Cottington Link Road	2.80	4.40	32.2	16.0	60.0	21.0	
4 - A299 Hengist Way N	7.37	10.01	4.5	23.2	60.0	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	0.825	3148
2 - A256	0.694	2615
3 - Cottington Link Road	0.491	1291
4 - A299 Hengist Way N	0.722	2599

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
3 - Cottington Link Road	Percentage		85.00
4 - A299 Hengist Way N	Percentage		60.00

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
1 - A299 Hengist Way E	Evenly split	10.00
2 - A256	Evenly split	10.00
3 - Cottington Link Road	Evenly split	10.00
4 - A299 Hengist Way N	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 - A299 Hengist Way E	**1 [Give-way line]**	**1**	2	✓	2.00	0	99999
		2	2, 3, 4	✓	2.00	0	99999
		3	1, 4	✓	2.00	0	99999
	2	**1**	(2, 3, 4)		Infinity		
		2	(1, 3, 4)		Infinity		
2 - A256	**1 [Give-way line]**	**1**	3, 4	✓	2.00	0	99999
		3	1, 4	✓	2.00	0	99999
		4	1, 2	✓	2.00	0	99999
	2	**1**	(1, 3, 4)		Infinity		
		2	(1, 2, 4)		Infinity		
3 - Cottington Link Road	**1 [Give-way line]**	**1**	1, 4	✓	3.00	0	99999
		2	1, 2, 3	✓	3.00	0	99999
	2	**1**	(1, 2, 3, 4)		Infinity		
4 - A299 Hengist Way N	**1 [Give-way line]**	**2**	2		Infinity	0	99999
		3	2, 3, 4		Infinity	0	99999

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	**1 [Give-way line]**	**1**	0.275	1049
		2	0.275	1049
		3	0.275	1049
2 - A256	**1 [Give-way line]**	**1**	0.231	872
		3	0.231	872
		4	0.231	872
3 - Cottington Link Road	**1 [Give-way line]**	**1**	0.246	645
		2	0.246	645
4 - A299 Hengist Way N	**1 [Give-way line]**	**2**	0.361	1300
		3	0.361	1300

Lane Movements

Arm	Lane Level	Lane	Destination arm			
			A299 Hengist Way E	A256	Cottington Link Road	A299 Hengist Way N
1 - A299 Hengist Way E	1 [Give-way line]	1		✓		
		2		✓	✓	✓
		3	✓			✓
	2	1		✓	✓	✓
		2	✓		✓	✓
2 - A256	1 [Give-way line]	1			✓	✓
		3	✓			✓
		4	✓	✓		
	2	1	✓		✓	✓
		2	✓	✓		✓
3 - Cottington Link Road	1 [Give-way line]	1	✓			✓
		2	✓	✓	✓	
	2	1	✓	✓	✓	✓
4 - A299 Hengist Way N	1 [Give-way line]	2		✓		
		3		✓	✓	✓

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 - A299 Hengist Way E		ONE HOUR	✓	2098	100.000
2 - A256		ONE HOUR	✓	1527	100.000
3 - Cottington Link Road		ONE HOUR	✓	124	100.000
4 - A299 Hengist Way N		ONE HOUR	✓	646	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	1144	41	913
	2 - A256	1057	0	23	447
	3 - Cottington Link Road	55	56	0	13
	4 - A299 Hengist Way N	0	637	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	3	6	6
	2 - A256	5	0	6	14
	3 - Cottington Link Road	0	2	0	10
	4 - A299 Hengist Way N	0	9	0	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 - A299 Hengist Way E	1.15	48.6	F	1925	2888
2 - A256	3.34	104.4	F	1402	2103
3 - Cottington Link Road	37.48	84.0	F	114	170
4 - A299 Hengist Way N	0.28	3.4	C	593	890

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 - A299 Hengist Way E	1578	394	530	1579	836	0.0	3.3	0.118	A
2 - A256	1148	287	722	1148	1388	0.0	3.3	0.157	A
3 - Cottington Link Road	93	23	1816	92	54	0.0	1.1	0.528	D
4 - A299 Hengist Way N	490	122	876	489	1031	0.0	1.3	0.143	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 - A299 Hengist Way E	1886	472	618	1884	991	3.3	6.5	0.196	B
2 - A256	1375	344	865	1373	1637	3.3	8.1	0.318	C
3 - Cottington Link Road	113	28	2172	93	66	1.1	6.5	5.605	F
4 - A299 Hengist Way N	578	145	1032	577	1233	1.3	2.0	0.192	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 - A299 Hengist Way E	2313	578	723	2235	1041	6.5	34.7	0.654	E
2 - A256	1682	421	1041	1493	1916	8.1	55.9	1.332	F
3 - Cottington Link Road	137	34	2456	24	78	6.5	30.9	35.391	F
4 - A299 Hengist Way N	712	178	1052	711	1428	2.0	3.3	0.273	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	2309	577	719	2266	1035	34.7	48.7	1.147	F
2 - A256	1679	420	1054	1485	1931	55.9	104.3	3.266	F
3 - Cottington Link Road	136	34	2461	14	78	30.9	61.2	37.477	F
4 - A299 Hengist Way N	712	178	1041	712	1434	3.3	3.2	0.277	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1887	472	592	1934	1085	48.7	7.4	0.545	D
2 - A256	1372	343	874	1553	1652	104.3	63.8	3.337	F
3 - Cottington Link Road	110	28	2359	26	68	61.2	84.0	27.367	F
4 - A299 Hengist Way N	581	145	1097	581	1288	3.2	2.1	0.213	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1577	394	565	1575	945	7.4	3.5	0.133	A
2 - A256	1152	288	724	1252	1416	63.8	7.0	1.049	F
3 - Cottington Link Road	92	23	1919	178	56	84.0	79.7	14.191	F
4 - A299 Hengist Way N	485	121	1025	485	1072	2.1	1.4	0.175	B

Lane Results

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

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	Entry	1	1	2	512	864	0.593	512	0.0	0.8	0.095	A
			2	2, 3, 4	627	855	0.734	628	0.0	1.1	0.100	A
			3	1, 4	439	840	0.523	439	0.0	0.7	0.093	A
		2	1	(2, 3, 4)	1169			1170	0.0	0.5	0.022	A
			2	(1, 3, 4)	409			409	0.0	0.1	0.018	A
	Exit	1	1		836			836	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	246	613	0.401	246	0.0	0.5	0.115	A
			3	1, 4	467	650	0.719	467	0.0	1.1	0.129	A
			4	1, 2	436	662	0.658	435	0.0	1.0	0.126	A
		2	1	(1, 3, 4)	578			578	0.0	0.4	0.033	A
			2	(1, 2, 4)	571			571	0.0	0.4	0.032	A
	Exit	1	1		1388			1388	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	35	139	0.251	35	0.0	0.3	0.453	D
			2	1, 2, 3	58	141	0.411	58	0.0	0.7	0.525	D
		2	1	(1, 2, 3, 4)	93			93	0.0	0.1	0.026	A
	Exit	1	1		54			54	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	243	532	0.457	243	0.0	0.6	0.143	A
			3	2, 3, 4	247	535	0.461	246	0.0	0.6	0.142	A
	Exit	1	1		1031			1031	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	Entry	1	1	2	623	839	0.742	622	0.8	1.2	0.114	A
			2	2, 3, 4	715	829	0.862	715	1.1	1.5	0.120	A
			3	1, 4	547	817	0.669	547	0.7	1.0	0.110	A
		2	1	(2, 3, 4)	1304			1304	0.5	2.1	0.089	A
			2	(1, 3, 4)	582			581	0.1	0.7	0.062	A
	Exit	1	1		991			991	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	312	581	0.537	312	0.5	0.7	0.136	A
			3	1, 4	539	617	0.873	539	1.1	1.5	0.161	A
			4	1, 2	521	629	0.829	522	1.0	1.4	0.157	A
		2	1	(1, 3, 4)	687			685	0.4	2.3	0.165	A
			2	(1, 2, 4)	688			687	0.4	2.2	0.162	A
	Exit	1	1		1637			1637	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	40	62	0.643	39	0.3	1.2	2.268	F
			2	1, 2, 3	57	63	0.916	55	0.7	2.2	2.700	F
		2	1	(1, 2, 3, 4)	113			97	0.1	3.1	2.268	F
	Exit	1	1		66			66	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	288	500	0.575	287	0.6	1.0	0.192	B
			3	2, 3, 4	291	502	0.580	290	0.6	1.0	0.192	B
	Exit	1	1		1233			1233	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	Entry	1	1	2	760	809	0.940	760	1.2	1.8	0.136	A
			2	2, 3, 4	793	800	0.991	793	1.5	1.9	0.139	A
			3	1, 4	682	786	0.867	682	1.0	1.5	0.131	A
		2	1	(2, 3, 4)	1338			1280	2.1	21.6	0.643	E
			2	(1, 3, 4)	975			955	0.7	7.9	0.334	C
	Exit	1	1		1041			1041	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	352	544	0.647	352	0.7	0.9	0.158	A
			3	1, 4	578	578	1.000	578	1.5	1.8	0.187	B
			4	1, 2	563	587	0.959	563	1.4	1.8	0.183	B
		2	1	(1, 3, 4)	829			735	2.3	25.7	1.175	F
			2	(1, 2, 4)	853			758	2.2	25.6	1.130	F
	Exit	1	1		1916			1916	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	11	10	1.128	10	1.2	1.8	11.249	F
			2	1, 2, 3	14	9	1.645	14	2.2	2.9	13.686	F
		2	1	(1, 2, 3, 4)	137			25	3.1	26.3	29.733	F
	Exit	1	1		78			78	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	355	497	0.713	354	1.0	1.6	0.273	C
			3	2, 3, 4	357	496	0.721	357	1.0	1.7	0.273	C
	Exit	1	1		1428			1428	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	Entry	1	1	2	776	809	0.959	776	1.8	1.8	0.141	A
			2	2, 3, 4	793	799	0.993	793	1.9	1.9	0.143	A
			3	1, 4	697	788	0.885	697	1.5	1.6	0.135	A
		2	1	(2, 3, 4)	1313			1275	21.6	32.4	1.312	F
			2	(1, 3, 4)	996			991	7.9	10.9	0.605	E
	Exit	1	1		1035			1035	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	348	542	0.641	348	0.9	0.9	0.163	A
			3	1, 4	573	575	0.998	574	1.8	1.8	0.194	B
			4	1, 2	564	585	0.965	564	1.8	1.8	0.189	B
		2	1	(1, 3, 4)	828			731	25.7	49.9	3.134	F
			2	(1, 2, 4)	851			754	25.6	49.8	3.030	F
	Exit	1	1		1931			1931	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	6	8	0.777	6	1.8	1.7	9.847	F
			2	1, 2, 3	8	6	1.271	8	2.9	2.9	11.715	F
		2	1	(1, 2, 3, 4)	136			14	26.3	56.6	36.327	F
	Exit	1	1		78			78	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	355	498	0.713	356	1.6	1.6	0.277	C
			3	2, 3, 4	357	499	0.714	356	1.7	1.6	0.277	C
	Exit	1	1		1434			1434	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 - A299 Hengist Way E	Entry	1	1	2	640	846	0.757	641	1.8	1.2	0.126	A
			2	2, 3, 4	731	837	0.874	732	1.9	1.5	0.129	A
			3	1, 4	560	822	0.682	561	1.6	1.0	0.118	A
		2	1	(2, 3, 4)	1281			1320	32.4	3.0	0.520	D
			2	(1, 3, 4)	606			612	10.9	0.7	0.248	B
	Exit	1	1		1085			1085	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	364	581	0.627	364	0.9	0.9	0.154	A
			3	1, 4	601	615	0.978	602	1.8	1.8	0.185	B
			4	1, 2	587	626	0.936	587	1.8	1.7	0.181	B
		2	1	(1, 3, 4)	677			766	49.9	29.8	3.219	F
			2	(1, 2, 4)	695			785	49.8	29.7	3.110	F
	Exit	1	1		1652			1652	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	11	15	0.721	11	1.7	1.8	4.704	F
			2	1, 2, 3	15	13	1.135	15	2.9	2.9	5.784	F
		2	1	(1, 2, 3, 4)	110			26	56.6	79.3	26.875	F
	Exit	1	1		68			68	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	290	486	0.596	290	1.6	1.0	0.212	B
			3	2, 3, 4	292	487	0.599	291	1.6	1.1	0.213	B
	Exit	1	1		1288			1288	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 - A299 Hengist Way E	Entry	1	1	2	510	855	0.596	509	1.2	0.9	0.101	A
			2	2, 3, 4	626	844	0.742	626	1.5	1.1	0.105	A
			3	1, 4	440	832	0.528	440	1.0	0.7	0.097	A
		2	1	(2, 3, 4)	1163			1162	3.0	0.6	0.034	A
			2	(1, 3, 4)	413			413	0.7	0.2	0.024	A
	Exit	1	1		945			945	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	274	612	0.447	275	0.9	0.5	0.135	A
			3	1, 4	501	649	0.772	503	1.8	1.2	0.156	A
			4	1, 2	472	661	0.714	474	1.7	1.1	0.153	A
		2	1	(1, 3, 4)	575			623	29.8	2.2	0.901	F
			2	(1, 2, 4)	577			625	29.7	2.1	0.895	F
	Exit	1	1		1416			1416	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	75	113	0.660	75	1.8	1.7	1.356	F
			2	1, 2, 3	103	114	0.901	102	2.9	2.9	1.690	F
		2	1	(1, 2, 3, 4)	92			177	79.3	75.2	13.997	F
	Exit	1	1		56			56	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	239	501	0.478	240	1.0	0.7	0.175	B
			3	2, 3, 4	245	504	0.487	245	1.1	0.7	0.176	B
	Exit	1	1		1072			1072	0.0	0.0	0.000	A

Lane simulation-mit - 2039 + Dev Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane simulation-mit [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 - A256 - 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	3 - Cottington Link Road - Lane Simulation	Arm 3: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	1 - A299 Hengist Way E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Cottington Link Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane simulation-mit	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	2.91	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A299 Hengist Way E	
2	A256	
3	Cottington Link Road	
4	A299 Hengist Way N	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A299 Hengist Way E	7.29	10.35	40.8	25.7	60.0	14.5	
2 - A256	7.66	10.35	16.0	23.7	60.0	56.0	
3 - Cottington Link Road	2.80	4.40	32.2	16.0	60.0	21.0	
4 - A299 Hengist Way N	7.37	10.01	4.5	23.2	60.0	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	0.825	3148
2 - A256	0.694	2615
3 - Cottington Link Road	0.491	1291
4 - A299 Hengist Way N	0.722	2599

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
3 - Cottington Link Road	Percentage		85.00
4 - A299 Hengist Way N	Percentage		60.00

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
1 - A299 Hengist Way E	Evenly split	10.00
2 - A256	Evenly split	10.00
3 - Cottington Link Road	Evenly split	10.00
4 - A299 Hengist Way N	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 - A299 Hengist Way E	1 [Give-way line]	1	2	✓	2.00	0	99999
		2	2, 3, 4	✓	2.00	0	99999
		3	1, 4	✓	2.00	0	99999
	2	1	(2, 3, 4)		Infinity		
		2	(1, 3, 4)		Infinity		
2 - A256	1 [Give-way line]	1	3, 4	✓	2.00	0	99999
		3	1, 4	✓	2.00	0	99999
		4	1, 2	✓	2.00	0	99999
	2	1	(1, 3, 4)		Infinity		
		2	(1, 2, 4)		Infinity		
3 - Cottington Link Road	1 [Give-way line]	1	1, 4	✓	3.00	0	99999
		2	1, 2, 3	✓	3.00	0	99999
	2	1	(1, 2, 3, 4)		Infinity		
4 - A299 Hengist Way N	1 [Give-way line]	2	2		Infinity	0	99999
		3	2, 3, 4		Infinity	0	99999

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	1 [Give-way line]	1	0.275	1049
		2	0.275	1049
		3	0.275	1049
2 - A256	1 [Give-way line]	1	0.231	872
		3	0.231	872
		4	0.231	872
3 - Cottington Link Road	1 [Give-way line]	1	0.246	645
		2	0.246	645
4 - A299 Hengist Way N	1 [Give-way line]	2	0.361	1300
		3	0.361	1300

Lane Movements

Arm	Lane Level	Lane	Destination arm			
			A299 Hengist Way E	A256	Cottington Link Road	A299 Hengist Way N
1 - A299 Hengist Way E	1 [Give-way line]	1		✓		
		2		✓	✓	✓
		3	✓			✓
	2	1		✓	✓	✓
		2	✓		✓	✓
2 - A256	1 [Give-way line]	1			✓	✓
		3	✓			✓
		4	✓	✓		
	2	1	✓		✓	✓
		2	✓	✓		✓
3 - Cottington Link Road	1 [Give-way line]	1	✓			✓
		2	✓	✓	✓	
	2	1	✓	✓	✓	✓
4 - A299 Hengist Way N	1 [Give-way line]	2		✓		
		3		✓	✓	✓

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 - A299 Hengist Way E		ONE HOUR	✓	1770	100.000
2 - A256		ONE HOUR	✓	1887	100.000
3 - Cottington Link Road		ONE HOUR	✓	81	100.000
4 - A299 Hengist Way N		ONE HOUR	✓	427	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	997	72	701
	2 - A256	1180	0	35	672
	3 - Cottington Link Road	45	25	0	11
	4 - A299 Hengist Way N	0	406	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	3	0	2
	2 - A256	2	0	0	3
	3 - Cottington Link Road	3	0	0	0
	4 - A299 Hengist Way N	0	7	0	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 - A299 Hengist Way E	0.18	5.9	B	1625	2437
2 - A256	5.36	177.7	F	1729	2594
3 - Cottington Link Road	20.97	28.9	F	74	111
4 - A299 Hengist Way N	0.17	1.4	B	392	588

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 - A299 Hengist Way E	1333	333	337	1334	928	0.0	2.0	0.090	A
2 - A256	1424	356	600	1426	1071	0.0	4.2	0.164	A
3 - Cottington Link Road	62	16	1931	61	96	0.0	0.6	0.445	D
4 - A299 Hengist Way N	318	79	947	318	1045	0.0	0.7	0.120	A

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 - A299 Hengist Way E	1595	399	405	1593	1089	2.0	3.0	0.111	A
2 - A256	1693	423	710	1685	1287	4.2	13.0	0.387	C
3 - Cottington Link Road	73	18	2282	66	114	0.6	2.6	2.376	F
4 - A299 Hengist Way N	385	96	1110	384	1238	0.7	1.0	0.147	A

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 - A299 Hengist Way E	1940	485	486	1940	1111	3.0	5.6	0.172	B
2 - A256	2073	518	877	1736	1550	13.0	93.2	1.831	F
3 - Cottington Link Road	88	22	2479	44	133	2.6	13.2	13.744	F
4 - A299 Hengist Way N	472	118	1124	473	1400	1.0	1.3	0.168	B

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 - A299 Hengist Way E	1949	487	483	1950	1118	5.6	5.9	0.180	B
2 - A256	2081	520	883	1749	1549	93.2	177.7	4.704	F
3 - Cottington Link Road	89	22	2500	39	133	13.2	24.5	20.974	F
4 - A299 Hengist Way N	470	118	1131	470	1408	1.3	1.3	0.169	B

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 - A299 Hengist Way E	1597	399	406	1594	1185	5.9	3.1	0.117	A
2 - A256	1685	421	714	1847	1286	177.7	145.1	5.364	F
3 - Cottington Link Road	72	18	2443	56	118	24.5	28.9	17.313	F
4 - A299 Hengist Way N	389	97	1202	389	1297	1.3	1.0	0.156	A

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 - A299 Hengist Way E	1336	334	349	1338	1167	3.1	1.9	0.092	A
2 - A256	1421	355	599	1776	1088	145.1	41.8	2.885	F
3 - Cottington Link Road	60	15	2272	98	104	28.9	24.0	8.986	F
4 - A299 Hengist Way N	318	80	1196	319	1173	1.0	0.8	0.151	A

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 - A299 Hengist Way E	Entry	1	1	2	429	923	0.465	430	0.0	0.6	0.083	A
			2	2, 3, 4	564	929	0.607	564	0.0	0.8	0.086	A
			3	1, 4	340	931	0.365	340	0.0	0.4	0.077	A
		2	1	(2, 3, 4)	1027			1027	0.0	0.2	0.008	A
			2	(1, 3, 4)	306			306	0.0	0.0	0.006	A
	Exit	1	1		928			928	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	369	710	0.520	369	0.0	0.7	0.113	A
			3	1, 4	557	713	0.782	558	0.0	1.2	0.126	A
			4	1, 2	500	716	0.698	499	0.0	1.1	0.125	A
		2	1	(1, 3, 4)	718			719	0.0	0.7	0.042	A
			2	(1, 2, 4)	706			708	0.0	0.6	0.041	A
	Exit	1	1		1071			1071	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	27	133	0.206	27	0.0	0.3	0.429	D
			2	1, 2, 3	35	135	0.258	34	0.0	0.3	0.456	D
		2	1	(1, 2, 3, 4)	62			62	0.0	0.0	0.002	A
	Exit	1	1		96			96	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	154	532	0.289	154	0.0	0.3	0.121	A
			3	2, 3, 4	164	537	0.306	165	0.0	0.3	0.120	A
	Exit	1	1		1045			1045	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 - A299 Hengist Way E	Entry	1	1	2	525	903	0.581	524	0.6	0.8	0.093	A
			2	2, 3, 4	651	909	0.717	651	0.8	1.1	0.097	A
			3	1, 4	418	913	0.457	418	0.4	0.6	0.087	A
		2	1	(2, 3, 4)	1204			1203	0.2	0.4	0.019	A
			2	(1, 3, 4)	391			391	0.0	0.1	0.016	A
	Exit	1	1		1089			1089	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	452	686	0.659	452	0.7	1.0	0.134	A
			3	1, 4	638	689	0.926	638	1.2	1.7	0.154	A
			4	1, 2	596	690	0.863	595	1.1	1.5	0.150	A
		2	1	(1, 3, 4)	847			844	0.7	4.4	0.241	B
			2	(1, 2, 4)	846			842	0.6	4.4	0.238	B
	Exit	1	1		1287			1287	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	32	60	0.536	30	0.3	0.9	1.701	F
			2	1, 2, 3	38	61	0.618	36	0.3	1.2	1.947	F
		2	1	(1, 2, 3, 4)	73			70	0.0	0.6	0.372	C
	Exit	1	1		114			114	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	187	500	0.375	187	0.3	0.5	0.145	A
			3	2, 3, 4	198	501	0.394	197	0.3	0.5	0.149	A
	Exit	1	1		1238			1238	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 - A299 Hengist Way E	Entry	1	1	2	644	879	0.732	645	0.8	1.2	0.108	A
			2	2, 3, 4	756	886	0.853	756	1.1	1.4	0.112	A
			3	1, 4	540	890	0.607	540	0.6	0.9	0.100	A
		2	1	(2, 3, 4)	1374			1374	0.4	1.6	0.070	A
			2	(1, 3, 4)	566			566	0.1	0.5	0.051	A
	Exit	1	1		1111			1111	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	477	647	0.737	477	1.0	1.2	0.152	A
			3	1, 4	652	650	1.003	652	1.7	1.9	0.175	B
			4	1, 2	607	652	0.931	606	1.5	1.8	0.171	B
		2	1	(1, 3, 4)	1021			853	4.4	44.2	1.697	F
			2	(1, 2, 4)	1052			884	4.4	44.0	1.630	F
	Exit	1	1		1550			1550	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	21	21	1.024	20	0.9	2.1	6.029	F
			2	1, 2, 3	25	21	1.205	24	1.2	2.6	6.604	F
		2	1	(1, 2, 3, 4)	88			46	0.6	8.4	7.912	F
	Exit	1	1		133			133	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	230	498	0.462	230	0.5	0.6	0.165	A
			3	2, 3, 4	242	501	0.484	243	0.5	0.7	0.170	B
	Exit	1	1		1400			1400	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 - A299 Hengist Way E	Entry	1	1	2	653	883	0.739	653	1.2	1.2	0.108	A
			2	2, 3, 4	755	887	0.852	756	1.4	1.4	0.114	A
			3	1, 4	541	890	0.608	541	0.9	0.9	0.101	A
		2	1	(2, 3, 4)	1375			1375	1.6	1.9	0.078	A
			2	(1, 3, 4)	574			574	0.5	0.5	0.056	A
	Exit	1	1		1118			1118	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	480	646	0.743	480	1.2	1.2	0.154	A
			3	1, 4	652	649	1.005	652	1.9	1.9	0.180	B
			4	1, 2	618	650	0.949	617	1.8	1.7	0.173	B
		2	1	(1, 3, 4)	1023			858	44.2	86.5	4.647	F
			2	(1, 2, 4)	1058			891	44.0	86.3	4.430	F
	Exit	1	1		1549			1549	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	19	17	1.144	18	2.1	2.2	5.625	F
			2	1, 2, 3	22	16	1.350	21	2.6	2.7	5.983	F
		2	1	(1, 2, 3, 4)	89			41	8.4	19.6	17.065	F
	Exit	1	1		133			133	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	229	497	0.461	229	0.6	0.7	0.167	B
			3	2, 3, 4	241	499	0.483	242	0.7	0.7	0.170	B
	Exit	1	1		1408			1408	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 - A299 Hengist Way E	Entry	1	1	2	525	903	0.581	525	1.2	0.8	0.096	A
			2	2, 3, 4	650	910	0.715	650	1.4	1.1	0.100	A
			3	1, 4	420	911	0.461	419	0.9	0.7	0.088	A
		2	1	(2, 3, 4)	1205			1204	1.9	0.4	0.023	A
			2	(1, 3, 4)	392			392	0.5	0.1	0.018	A
	Exit	1	1		1185			1185	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	507	684	0.741	507	1.2	1.2	0.148	A
			3	1, 4	688	689	0.999	688	1.9	1.9	0.170	B
			4	1, 2	651	690	0.945	651	1.7	1.8	0.165	A
		2	1	(1, 3, 4)	825			907	86.5	70.2	5.316	F
			2	(1, 2, 4)	860			940	86.3	70.0	5.099	F
	Exit	1	1		1286			1286	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	26	27	0.980	27	2.2	2.2	4.139	F
			2	1, 2, 3	30	27	1.122	30	2.7	2.7	4.581	F
		2	1	(1, 2, 3, 4)	72			56	19.6	24.1	15.348	F
	Exit	1	1		118			118	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	190	482	0.394	189	0.7	0.5	0.155	A
			3	2, 3, 4	200	483	0.413	200	0.7	0.5	0.158	A
	Exit	1	1		1297			1297	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 - A299 Hengist Way E	Entry	1	1	2	438	918	0.477	438	0.8	0.6	0.084	A
			2	2, 3, 4	562	925	0.608	563	1.1	0.8	0.087	A
			3	1, 4	337	928	0.363	337	0.7	0.4	0.079	A
		2	1	(2, 3, 4)	1031			1032	0.4	0.1	0.008	A
			2	(1, 3, 4)	305			305	0.1	0.0	0.007	A
	Exit	1	1		1167			1167	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	477	711	0.672	479	1.2	1.0	0.138	A
			3	1, 4	669	715	0.935	671	1.9	1.7	0.161	A
			4	1, 2	624	716	0.872	626	1.8	1.5	0.154	A
		2	1	(1, 3, 4)	698			873	70.2	18.9	2.771	F
			2	(1, 2, 4)	724			897	70.0	18.8	2.677	F
	Exit	1	1		1088			1088	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	47	60	0.769	47	2.2	2.0	2.506	F
			2	1, 2, 3	49	61	0.811	50	2.7	2.5	2.810	F
		2	1	(1, 2, 3, 4)	60			96	24.1	19.5	7.411	F
	Exit	1	1		104			104	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	153	484	0.315	152	0.5	0.4	0.151	A
			3	2, 3, 4	165	484	0.342	166	0.5	0.4	0.151	A
	Exit	1	1		1173			1173	0.0	0.0	0.000	A

Lane simulation-mit - 2039 + Dev Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane simulation-mit [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.
Warning	Geometry	1 - A299 Hengist Way E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Cottington Link Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane simulation-mit	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	0.18	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A299 Hengist Way E	
2	A256	
3	Cottington Link Road	
4	A299 Hengist Way N	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A299 Hengist Way E	7.29	10.35	40.8	25.7	60.0	14.5	
2 - A256	7.66	10.35	16.0	23.7	60.0	56.0	
3 - Cottington Link Road	2.80	4.40	32.2	16.0	60.0	21.0	
4 - A299 Hengist Way N	7.37	10.01	4.5	23.2	60.0	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	0.825	3148
2 - A256	0.694	2615
3 - Cottington Link Road	0.491	1291
4 - A299 Hengist Way N	0.722	2599

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
3 - Cottington Link Road	Percentage		85.00
4 - A299 Hengist Way N	Percentage		60.00

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
1 - A299 Hengist Way E	Evenly split	10.00
2 - A256	Evenly split	10.00
3 - Cottington Link Road	Evenly split	10.00
4 - A299 Hengist Way N	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 - A299 Hengist Way E	1 [Give-way line]	1	2	✓	2.00	0	99999
		2	2, 3, 4	✓	2.00	0	99999
		3	1, 4	✓	2.00	0	99999
	2	1	(2, 3, 4)		Infinity		
		2	(1, 3, 4)		Infinity		
2 - A256	1 [Give-way line]	1	3, 4	✓	2.00	0	99999
		3	1, 4	✓	2.00	0	99999
		4	1, 2	✓	2.00	0	99999
	2	1	(1, 3, 4)		Infinity		
		2	(1, 2, 4)		Infinity		
3 - Cottington Link Road	1 [Give-way line]	1	1, 4	✓	3.00	0	99999
		2	1, 2, 3	✓	3.00	0	99999
	2	1	(1, 2, 3, 4)		Infinity		
4 - A299 Hengist Way N	1 [Give-way line]	2	2		Infinity	0	99999
		3	2, 3, 4		Infinity	0	99999

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	1 [Give-way line]	1	0.275	1049
		2	0.275	1049
		3	0.275	1049
2 - A256	1 [Give-way line]	1	0.231	872
		3	0.231	872
		4	0.231	872
3 - Cottington Link Road	1 [Give-way line]	1	0.246	645
		2	0.246	645
4 - A299 Hengist Way N	1 [Give-way line]	2	0.361	1300
		3	0.361	1300

Lane Movements

Arm	Lane Level	Lane	Destination arm			
			A299 Hengist Way E	A256	Cottington Link Road	A299 Hengist Way N
1 - A299 Hengist Way E	1 [Give-way line]	1		✓		
		2		✓	✓	✓
		3	✓			✓
	2	1		✓	✓	✓
		2	✓		✓	✓
2 - A256	1 [Give-way line]	1			✓	✓
		3	✓			✓
		4	✓	✓		
	2	1	✓		✓	✓
		2	✓	✓		✓
3 - Cottington Link Road	1 [Give-way line]	1	✓			✓
		2	✓	✓	✓	
	2	1	✓	✓	✓	✓
4 - A299 Hengist Way N	1 [Give-way line]	2		✓		
		3		✓	✓	✓

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 - A299 Hengist Way E		ONE HOUR	✓	1326	100.000
2 - A256		ONE HOUR	✓	1106	100.000
3 - Cottington Link Road		ONE HOUR	✓	92	100.000
4 - A299 Hengist Way N		ONE HOUR	✓	255	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	706	37	583
	2 - A256	814	0	12	280
	3 - Cottington Link Road	45	31	0	16
	4 - A299 Hengist Way N	0	252	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	6	0	10
	2 - A256	5	0	0	21
	3 - Cottington Link Road	3	5	0	0
	4 - A299 Hengist Way N	0	24	0	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 - A299 Hengist Way E	0.11	2.8	A	1215	1822
2 - A256	0.20	4.0	B	1008	1512
3 - Cottington Link Road	0.84	1.6	F	86	129
4 - A299 Hengist Way N	0.16	0.8	A	229	344

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 - A299 Hengist Way E	996	249	208	997	653	0.0	1.3	0.079	A
2 - A256	832	208	469	833	735	0.0	1.4	0.108	A
3 - Cottington Link Road	71	18	1259	71	43	0.0	0.3	0.226	B
4 - A299 Hengist Way N	183	46	676	184	654	0.0	0.4	0.120	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1188	297	261	1191	766	1.3	1.7	0.089	A
2 - A256	995	249	560	994	892	1.4	2.4	0.133	A
3 - Cottington Link Road	80	20	1511	81	43	0.3	0.4	0.347	C
4 - A299 Hengist Way N	232	58	794	232	798	0.4	0.5	0.136	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1463	366	316	1464	937	1.7	2.7	0.109	A
2 - A256	1210	302	682	1206	1098	2.4	4.0	0.186	B
3 - Cottington Link Road	102	25	1830	104	58	0.4	1.3	0.728	E
4 - A299 Hengist Way N	279	70	974	279	959	0.5	0.8	0.154	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1449	362	305	1452	950	2.7	2.5	0.109	A
2 - A256	1212	303	690	1216	1067	4.0	3.8	0.205	B
3 - Cottington Link Road	105	26	1853	105	53	1.3	1.6	0.842	F
4 - A299 Hengist Way N	271	68	982	272	976	0.8	0.6	0.155	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1189	297	254	1190	771	2.5	1.7	0.091	A
2 - A256	993	248	557	994	887	3.8	2.3	0.141	A
3 - Cottington Link Road	85	21	1504	84	46	1.6	0.6	0.436	D
4 - A299 Hengist Way N	227	57	800	226	788	0.6	0.6	0.138	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1002	251	211	1004	631	1.7	1.3	0.081	A
2 - A256	808	202	467	810	748	2.3	1.5	0.114	A
3 - Cottington Link Road	73	18	1237	73	40	0.6	0.3	0.271	C
4 - A299 Hengist Way N	186	47	655	186	655	0.6	0.4	0.124	A

Lane Results

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

Lanes: Main Results for each time segment

12:45 - 13:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	Entry	1	1	2	309	926	0.333	308	0.0	0.4	0.074	A
			2	2, 3, 4	429	915	0.468	430	0.0	0.5	0.078	A
			3	1, 4	259	889	0.291	259	0.0	0.3	0.075	A
		2	1	(2, 3, 4)	759			759	0.0	0.0	0.003	A
			2	(1, 3, 4)	237			237	0.0	0.0	0.003	A
	Exit	1	1		653			653	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	142	633	0.224	141	0.0	0.2	0.101	A
			3	1, 4	359	693	0.519	361	0.0	0.5	0.102	A
			4	1, 2	331	718	0.460	330	0.0	0.6	0.101	A
		2	1	(1, 3, 4)	416			416	0.0	0.1	0.006	A
			2	(1, 2, 4)	415			415	0.0	0.1	0.006	A
	Exit	1	1		735			735	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	33	256	0.129	32	0.0	0.1	0.213	B
			2	1, 2, 3	39	253	0.152	38	0.0	0.2	0.236	B
		2	1	(1, 2, 3, 4)	71			71	0.0	0.0	0.000	A
	Exit	1	1		43			43	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	90	499	0.180	91	0.0	0.2	0.119	A
			3	2, 3, 4	92	508	0.183	93	0.0	0.2	0.122	A
	Exit	1	1		654			654	0.0	0.0	0.000	A

13:00 - 13:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	Entry	1	1	2	373	904	0.412	372	0.4	0.5	0.081	A
			2	2, 3, 4	496	895	0.555	496	0.5	0.7	0.085	A
			3	1, 4	322	876	0.368	322	0.3	0.4	0.080	A
		2	1	(2, 3, 4)	898			901	0.0	0.1	0.007	A
			2	(1, 3, 4)	290			290	0.0	0.0	0.007	A
	Exit	1	1		766			766	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	180	604	0.298	179	0.2	0.3	0.108	A
			3	1, 4	421	672	0.626	421	0.5	1.0	0.119	A
			4	1, 2	395	692	0.569	394	0.6	0.9	0.118	A
		2	1	(1, 3, 4)	501			502	0.1	0.1	0.016	A
			2	(1, 2, 4)	493			493	0.1	0.1	0.016	A
	Exit	1	1		892			892	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	33	199	0.169	35	0.1	0.1	0.330	C
			2	1, 2, 3	46	196	0.235	46	0.2	0.3	0.354	C
		2	1	(1, 2, 3, 4)	80			80	0.0	0.0	0.003	A
	Exit	1	1		43			43	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	118	486	0.242	118	0.2	0.2	0.135	A
			3	2, 3, 4	114	476	0.240	114	0.2	0.2	0.138	A
	Exit	1	1		798			798	0.0	0.0	0.000	A

13:15 - 13:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	Entry	1	1	2	469	894	0.525	470	0.5	0.7	0.090	A
			2	2, 3, 4	591	879	0.673	591	0.7	1.0	0.095	A
			3	1, 4	403	861	0.468	403	0.4	0.6	0.088	A
		2	1	(2, 3, 4)	1091			1092	0.1	0.3	0.018	A
			2	(1, 3, 4)	372			371	0.0	0.1	0.016	A
	Exit	1	1		937			937	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	224	587	0.382	223	0.3	0.5	0.123	A
			3	1, 4	494	645	0.765	494	1.0	1.2	0.139	A
			4	1, 2	488	668	0.729	488	0.9	1.0	0.136	A
		2	1	(1, 3, 4)	605			603	0.1	0.6	0.051	A
			2	(1, 2, 4)	605			602	0.1	0.7	0.051	A
	Exit	1	1		1098			1098	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	46	129	0.357	46	0.1	0.5	0.599	E
			2	1, 2, 3	56	125	0.443	57	0.3	0.7	0.714	E
		2	1	(1, 2, 3, 4)	102			102	0.0	0.2	0.063	A
	Exit	1	1		58			58	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	137	447	0.306	136	0.2	0.4	0.154	A
			3	2, 3, 4	142	447	0.317	142	0.2	0.4	0.155	A
	Exit	1	1		959			959	0.0	0.0	0.000	A

13:30 - 13:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	Entry	1	1	2	456	895	0.510	456	0.7	0.7	0.089	A
			2	2, 3, 4	595	885	0.671	594	1.0	0.9	0.095	A
			3	1, 4	401	862	0.465	401	0.6	0.6	0.090	A
		2	1	(2, 3, 4)	1080			1083	0.3	0.2	0.018	A
			2	(1, 3, 4)	369			369	0.1	0.1	0.017	A
	Exit	1	1		950			950	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	235	591	0.398	236	0.5	0.5	0.122	A
			3	1, 4	503	647	0.778	504	1.2	1.1	0.141	A
			4	1, 2	477	666	0.718	477	1.0	1.1	0.142	A
		2	1	(1, 3, 4)	609			611	0.6	0.5	0.067	A
			2	(1, 2, 4)	603			605	0.7	0.5	0.067	A
	Exit	1	1		1067			1067	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	47	124	0.378	48	0.5	0.6	0.737	E
			2	1, 2, 3	58	121	0.478	57	0.7	0.8	0.802	E
		2	1	(1, 2, 3, 4)	105			104	0.2	0.2	0.070	A
	Exit	1	1		53			53	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	135	445	0.303	135	0.4	0.3	0.156	A
			3	2, 3, 4	136	454	0.299	137	0.4	0.3	0.155	A
	Exit	1	1		976			976	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 - A299 Hengist Way E	Entry	1	1	2	372	908	0.410	373	0.7	0.4	0.082	A
			2	2, 3, 4	498	893	0.558	498	0.9	0.7	0.087	A
			3	1, 4	319	873	0.366	319	0.6	0.5	0.080	A
		2	1	(2, 3, 4)	896			896	0.2	0.1	0.007	A
			2	(1, 3, 4)	293			293	0.1	0.0	0.006	A
	Exit	1	1		771			771	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	184	606	0.303	183	0.5	0.4	0.112	A
			3	1, 4	413	674	0.612	414	1.1	0.8	0.125	A
			4	1, 2	397	694	0.572	396	1.1	0.8	0.120	A
		2	1	(1, 3, 4)	507			507	0.5	0.1	0.021	A
			2	(1, 2, 4)	486			486	0.5	0.1	0.021	A
	Exit	1	1		887			887	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	38	198	0.189	37	0.6	0.2	0.395	C
			2	1, 2, 3	47	194	0.242	46	0.8	0.4	0.450	D
		2	1	(1, 2, 3, 4)	85			85	0.2	0.0	0.013	A
	Exit	1	1		46			46	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	113	483	0.235	113	0.3	0.3	0.139	A
			3	2, 3, 4	113	470	0.241	113	0.3	0.3	0.138	A
	Exit	1	1		788			788	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 - A299 Hengist Way E	Entry	1	1	2	312	923	0.339	313	0.4	0.4	0.074	A
			2	2, 3, 4	429	913	0.470	430	0.7	0.5	0.079	A
			3	1, 4	260	896	0.290	261	0.5	0.3	0.077	A
		2	1	(2, 3, 4)	763			763	0.1	0.1	0.004	A
			2	(1, 3, 4)	239			239	0.0	0.0	0.003	A
	Exit	1	1		631			631	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	144	635	0.227	145	0.4	0.2	0.104	A
			3	1, 4	346	699	0.495	345	0.8	0.7	0.109	A
			4	1, 2	319	718	0.444	321	0.8	0.5	0.105	A
		2	1	(1, 3, 4)	404			404	0.1	0.0	0.008	A
			2	(1, 2, 4)	404			404	0.1	0.0	0.008	A
	Exit	1	1		748			748	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	30	264	0.114	30	0.2	0.1	0.262	C
			2	1, 2, 3	43	256	0.170	42	0.4	0.2	0.275	C
		2	1	(1, 2, 3, 4)	73			73	0.0	0.0	0.001	A
	Exit	1	1		40			40	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	94	504	0.187	94	0.3	0.2	0.123	A
			3	2, 3, 4	92	514	0.180	92	0.3	0.2	0.125	A
	Exit	1	1		655			655	0.0	0.0	0.000	A

Lane simulation-mit - 2039 B+Dev_Net Change, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane simulation-mit [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	3 - Cottington Link Road - Lane Simulation	Arm 3: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	1 - A299 Hengist Way E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Cottington Link Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane simulation-mit	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	1.86	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A299 Hengist Way E	
2	A256	
3	Cottington Link Road	
4	A299 Hengist Way N	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A299 Hengist Way E	7.29	10.35	40.8	25.7	60.0	14.5	
2 - A256	7.66	10.35	16.0	23.7	60.0	56.0	
3 - Cottington Link Road	2.80	4.40	32.2	16.0	60.0	21.0	
4 - A299 Hengist Way N	7.37	10.01	4.5	23.2	60.0	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	0.825	3148
2 - A256	0.694	2615
3 - Cottington Link Road	0.491	1291
4 - A299 Hengist Way N	0.722	2599

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
3 - Cottington Link Road	Percentage		85.00
4 - A299 Hengist Way N	Percentage		60.00

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
1 - A299 Hengist Way E	Evenly split	10.00
2 - A256	Evenly split	10.00
3 - Cottington Link Road	Evenly split	10.00
4 - A299 Hengist Way N	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 - A299 Hengist Way E	**1 [Give-way line]**	**1**	2	✓	2.00	0	99999
		2	2, 3, 4	✓	2.00	0	99999
		3	1, 4	✓	2.00	0	99999
	2	**1**	(2, 3, 4)		Infinity		
		2	(1, 3, 4)		Infinity		
2 - A256	**1 [Give-way line]**	**1**	3, 4	✓	2.00	0	99999
		3	1, 4	✓	2.00	0	99999
		4	1, 2	✓	2.00	0	99999
	2	**1**	(1, 3, 4)		Infinity		
		2	(1, 2, 4)		Infinity		
3 - Cottington Link Road	**1 [Give-way line]**	**1**	1, 4	✓	3.00	0	99999
		2	1, 2, 3	✓	3.00	0	99999
	2	**1**	(1, 2, 3, 4)		Infinity		
4 - A299 Hengist Way N	**1 [Give-way line]**	**2**	2		Infinity	0	99999
		3	2, 3, 4		Infinity	0	99999

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	**1 [Give-way line]**	**1**	0.275	1049
		2	0.275	1049
		3	0.275	1049
2 - A256	**1 [Give-way line]**	**1**	0.231	872
		3	0.231	872
		4	0.231	872
3 - Cottington Link Road	**1 [Give-way line]**	**1**	0.246	645
		2	0.246	645
4 - A299 Hengist Way N	**1 [Give-way line]**	**2**	0.361	1300
		3	0.361	1300

Lane Movements

Arm	Lane Level	Lane	Destination arm			
			A299 Hengist Way E	A256	Cottington Link Road	A299 Hengist Way N
1 - A299 Hengist Way E	1 [Give-way line]	1		✓		
		2		✓	✓	✓
		3	✓			✓
	2	1		✓	✓	✓
		2	✓		✓	✓
2 - A256	1 [Give-way line]	1			✓	✓
		3	✓			✓
		4	✓	✓		
	2	1	✓		✓	✓
		2	✓	✓		✓
3 - Cottington Link Road	1 [Give-way line]	1	✓			✓
		2	✓	✓	✓	
	2	1	✓	✓	✓	✓
4 - A299 Hengist Way N	1 [Give-way line]	2		✓		
		3		✓	✓	✓

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 - A299 Hengist Way E		ONE HOUR	✓	1975	100.000
2 - A256		ONE HOUR	✓	1527	100.000
3 - Cottington Link Road		ONE HOUR	✓	124	100.000
4 - A299 Hengist Way N		ONE HOUR	✓	646	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	1144	41	790
	2 - A256	1057	0	23	447
	3 - Cottington Link Road	55	56	0	13
	4 - A299 Hengist Way N	0	637	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	3	6	4
	2 - A256	5	0	6	14
	3 - Cottington Link Road	0	2	0	10
	4 - A299 Hengist Way N	0	9	0	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 - A299 Hengist Way E	0.59	21.6	E	1808	2712
2 - A256	2.17	70.2	F	1398	2097
3 - Cottington Link Road	26.88	59.7	F	114	171
4 - A299 Hengist Way N	0.31	4.0	C	595	892

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 - A299 Hengist Way E	1486	372	531	1486	829	0.0	2.7	0.108	A
2 - A256	1141	285	627	1143	1390	0.0	2.9	0.146	A
3 - Cottington Link Road	95	24	1716	94	54	0.0	0.9	0.433	D
4 - A299 Hengist Way N	488	122	871	489	939	0.0	1.2	0.143	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 - A299 Hengist Way E	1780	445	631	1777	996	2.7	5.1	0.160	A
2 - A256	1372	343	760	1374	1648	2.9	5.8	0.248	B
3 - Cottington Link Road	110	27	2067	103	66	0.9	3.7	2.145	F
4 - A299 Hengist Way N	581	145	1042	584	1128	1.2	1.8	0.196	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 - A299 Hengist Way E	2174	543	724	2145	1093	5.1	20.1	0.423	D
2 - A256	1678	420	924	1544	1945	5.8	41.9	0.999	F
3 - Cottington Link Road	137	34	2388	45	80	3.7	23.7	18.961	F
4 - A299 Hengist Way N	709	177	1112	704	1321	1.8	3.9	0.299	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	2167	542	728	2166	1090	20.1	21.6	0.593	E
2 - A256	1678	420	919	1558	1975	41.9	69.9	2.167	F
3 - Cottington Link Road	135	34	2399	33	78	23.7	49.5	26.881	F
4 - A299 Hengist Way N	712	178	1104	713	1328	3.9	3.4	0.307	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1761	440	633	1759	1096	21.6	5.0	0.236	B
2 - A256	1370	343	747	1523	1645	69.9	24.7	1.737	F
3 - Cottington Link Road	112	28	2205	92	66	49.5	59.7	19.525	F
4 - A299 Hengist Way N	592	148	1137	591	1160	3.4	2.3	0.229	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1478	370	600	1478	907	5.0	3.0	0.120	A
2 - A256	1144	286	631	1154	1447	24.7	3.2	0.329	C
3 - Cottington Link Road	96	24	1731	251	54	59.7	29.0	9.046	F
4 - A299 Hengist Way N	486	121	1020	487	962	2.3	1.3	0.177	B

Lane Results

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

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	Entry	1	1	2	502	865	0.580	502	0.0	0.8	0.093	A
			2	2, 3, 4	599	860	0.697	598	0.0	1.0	0.096	A
			3	1, 4	386	855	0.451	386	0.0	0.6	0.088	A
		2	1	(2, 3, 4)	1138			1138	0.0	0.3	0.016	A
			2	(1, 3, 4)	348			349	0.0	0.1	0.011	A
	Exit	1	1		829			829	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	246	639	0.385	246	0.0	0.5	0.110	A
			3	1, 4	466	672	0.694	467	0.0	1.0	0.122	A
			4	1, 2	431	684	0.629	431	0.0	0.9	0.120	A
		2	1	(1, 3, 4)	574			575	0.0	0.3	0.027	A
			2	(1, 2, 4)	567			568	0.0	0.3	0.027	A
	Exit	1	1		1390			1390	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	35	162	0.216	35	0.0	0.3	0.378	C
			2	1, 2, 3	60	165	0.361	59	0.0	0.5	0.440	D
		2	1	(1, 2, 3, 4)	95			95	0.0	0.0	0.014	A
	Exit	1	1		54			54	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	243	534	0.455	243	0.0	0.6	0.141	A
			3	2, 3, 4	245	533	0.460	246	0.0	0.6	0.144	A
	Exit	1	1		939			939	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	Entry	1	1	2	601	838	0.718	601	0.8	1.1	0.110	A
			2	2, 3, 4	691	833	0.828	689	1.0	1.4	0.115	A
			3	1, 4	488	829	0.588	487	0.6	0.9	0.104	A
		2	1	(2, 3, 4)	1299			1299	0.3	1.4	0.055	A
			2	(1, 3, 4)	481			480	0.1	0.4	0.035	A
	Exit	1	1		996			996	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	310	609	0.507	308	0.5	0.7	0.129	A
			3	1, 4	548	644	0.851	548	1.0	1.3	0.148	A
			4	1, 2	517	657	0.787	517	0.9	1.2	0.145	A
		2	1	(1, 3, 4)	690			691	0.3	1.3	0.107	A
			2	(1, 2, 4)	682			684	0.3	1.3	0.104	A
	Exit	1	1		1648			1648	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	41	87	0.474	41	0.3	0.9	1.173	F
			2	1, 2, 3	63	89	0.706	62	0.5	1.6	1.437	F
		2	1	(1, 2, 3, 4)	110			104	0.0	1.3	0.568	D
	Exit	1	1		66			66	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	287	497	0.578	289	0.6	0.9	0.196	B
			3	2, 3, 4	294	500	0.588	295	0.6	0.9	0.195	B
	Exit	1	1		1128			1128	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	Entry	1	1	2	743	810	0.918	742	1.1	1.8	0.132	A
			2	2, 3, 4	773	803	0.961	773	1.4	1.8	0.135	A
			3	1, 4	631	798	0.790	630	0.9	1.4	0.125	A
		2	1	(2, 3, 4)	1369			1345	1.4	12.2	0.365	C
			2	(1, 3, 4)	805			801	0.4	2.9	0.158	A
	Exit	1	1		1093			1093	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	360	573	0.628	360	0.7	0.9	0.149	A
			3	1, 4	602	609	0.990	602	1.3	1.9	0.177	B
			4	1, 2	584	617	0.946	583	1.2	1.7	0.175	B
		2	1	(1, 3, 4)	830			764	1.3	18.8	0.843	F
			2	(1, 2, 4)	848			782	1.3	18.6	0.815	E
	Exit	1	1		1945			1945	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	19	20	0.953	20	0.9	1.7	5.322	F
			2	1, 2, 3	25	20	1.257	25	1.6	2.9	6.622	F
		2	1	(1, 2, 3, 4)	137			45	1.3	19.1	14.220	F
	Exit	1	1		80			80	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	352	484	0.729	351	0.9	1.9	0.298	C
			3	2, 3, 4	356	485	0.735	354	0.9	2.0	0.299	C
	Exit	1	1		1321			1321	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	Entry	1	1	2	756	807	0.936	756	1.8	1.7	0.137	A
			2	2, 3, 4	779	802	0.971	779	1.8	1.8	0.140	A
			3	1, 4	632	799	0.791	632	1.4	1.3	0.127	A
		2	1	(2, 3, 4)	1350			1352	12.2	13.9	0.606	E
			2	(1, 3, 4)	817			815	2.9	2.8	0.210	B
	Exit	1	1		1090			1090	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	367	575	0.638	368	0.9	0.9	0.152	A
			3	1, 4	602	609	0.988	602	1.9	1.9	0.183	B
			4	1, 2	589	619	0.952	588	1.7	1.8	0.179	B
		2	1	(1, 3, 4)	826			766	18.8	32.6	2.028	F
			2	(1, 2, 4)	853			792	18.6	32.7	1.960	F
	Exit	1	1		1975			1975	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	14	17	0.869	14	1.7	1.8	5.333	F
			2	1, 2, 3	18	15	1.227	19	2.9	2.8	6.566	F
		2	1	(1, 2, 3, 4)	135			33	19.1	44.9	25.084	F
	Exit	1	1		78			78	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	354	486	0.729	355	1.9	1.6	0.306	C
			3	2, 3, 4	358	486	0.737	358	2.0	1.7	0.309	C
	Exit	1	1		1328			1328	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 - A299 Hengist Way E	Entry	1	1	2	600	836	0.719	601	1.7	1.1	0.117	A
			2	2, 3, 4	680	833	0.816	680	1.8	1.3	0.121	A
			3	1, 4	479	828	0.579	479	1.3	0.8	0.109	A
		2	1	(2, 3, 4)	1292			1292	13.9	1.4	0.143	A
			2	(1, 3, 4)	469			467	2.8	0.3	0.065	A
	Exit	1	1		1096			1096	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	346	608	0.570	348	0.9	0.7	0.143	A
			3	1, 4	596	648	0.920	598	1.9	1.6	0.170	B
			4	1, 2	576	660	0.873	577	1.8	1.5	0.167	B
		2	1	(1, 3, 4)	684			758	32.6	10.5	1.597	F
			2	(1, 2, 4)	686			761	32.7	10.4	1.555	F
	Exit	1	1		1645			1645	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	38	54	0.704	39	1.8	1.7	2.550	F
			2	1, 2, 3	52	54	0.965	53	2.8	2.8	3.113	F
		2	1	(1, 2, 3, 4)	112			91	44.9	55.2	18.672	F
	Exit	1	1		66			66	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	298	480	0.619	297	1.6	1.1	0.228	B
			3	2, 3, 4	294	480	0.614	294	1.7	1.2	0.230	B
	Exit	1	1		1160			1160	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 - A299 Hengist Way E	Entry	1	1	2	495	846	0.585	495	1.1	0.8	0.100	A
			2	2, 3, 4	593	842	0.704	594	1.3	1.0	0.104	A
			3	1, 4	388	840	0.462	389	0.8	0.7	0.095	A
		2	1	(2, 3, 4)	1128			1127	1.4	0.4	0.021	A
			2	(1, 3, 4)	350			349	0.3	0.1	0.014	A
	Exit	1	1		907			907	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	248	637	0.390	248	0.7	0.4	0.120	A
			3	1, 4	471	673	0.700	472	1.6	1.0	0.136	A
			4	1, 2	434	686	0.632	434	1.5	1.0	0.134	A
		2	1	(1, 3, 4)	576			581	10.5	0.4	0.197	B
			2	(1, 2, 4)	567			572	10.4	0.4	0.199	B
	Exit	1	1		1447			1447	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	103	161	0.644	106	1.7	1.5	0.959	F
			2	1, 2, 3	142	161	0.878	145	2.8	2.5	1.179	F
		2	1	(1, 2, 3, 4)	96			245	55.2	25.0	8.311	F
	Exit	1	1		54			54	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	242	505	0.480	243	1.1	0.6	0.177	B
			3	2, 3, 4	243	507	0.479	244	1.2	0.6	0.177	B
	Exit	1	1		962			962	0.0	0.0	0.000	A

Lane simulation-mit - 2039 B+Dev_Net Change, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane simulation-mit [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 - A256 - Lane Simulation	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	1 - A299 Hengist Way E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Cottington Link Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane simulation-mit	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	2.12	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A299 Hengist Way E	
2	A256	
3	Cottington Link Road	
4	A299 Hengist Way N	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A299 Hengist Way E	7.29	10.35	40.8	25.7	60.0	14.5	
2 - A256	7.66	10.35	16.0	23.7	60.0	56.0	
3 - Cottington Link Road	2.80	4.40	32.2	16.0	60.0	21.0	
4 - A299 Hengist Way N	7.37	10.01	4.5	23.2	60.0	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	0.825	3148
2 - A256	0.694	2615
3 - Cottington Link Road	0.491	1291
4 - A299 Hengist Way N	0.722	2599

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
3 - Cottington Link Road	Percentage		85.00
4 - A299 Hengist Way N	Percentage		60.00

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
1 - A299 Hengist Way E	Evenly split	10.00
2 - A256	Evenly split	10.00
3 - Cottington Link Road	Evenly split	10.00
4 - A299 Hengist Way N	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 - A299 Hengist Way E	**1 [Give-way line]**	**1**	2	✓	2.00	0	99999
		2	2, 3, 4	✓	2.00	0	99999
		3	1, 4	✓	2.00	0	99999
	2	**1**	(2, 3, 4)		Infinity		
		2	(1, 3, 4)		Infinity		
2 - A256	**1 [Give-way line]**	**1**	3, 4	✓	2.00	0	99999
		3	1, 4	✓	2.00	0	99999
		4	1, 2	✓	2.00	0	99999
	2	**1**	(1, 3, 4)		Infinity		
		2	(1, 2, 4)		Infinity		
3 - Cottington Link Road	**1 [Give-way line]**	**1**	1, 4	✓	3.00	0	99999
		2	1, 2, 3	✓	3.00	0	99999
	2	**1**	(1, 2, 3, 4)		Infinity		
4 - A299 Hengist Way N	**1 [Give-way line]**	**2**	2		Infinity	0	99999
		3	2, 3, 4		Infinity	0	99999

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	**1 [Give-way line]**	**1**	0.275	1049
		2	0.275	1049
		3	0.275	1049
2 - A256	**1 [Give-way line]**	**1**	0.231	872
		3	0.231	872
		4	0.231	872
3 - Cottington Link Road	**1 [Give-way line]**	**1**	0.246	645
		2	0.246	645
4 - A299 Hengist Way N	**1 [Give-way line]**	**2**	0.361	1300
		3	0.361	1300

Lane Movements

Arm	Lane Level	Lane	Destination arm			
			A299 Hengist Way E	A256	Cottington Link Road	A299 Hengist Way N
1 - A299 Hengist Way E	1 [Give-way line]	1		✓		
		2		✓	✓	✓
		3	✓			✓
	2	1		✓	✓	✓
		2	✓		✓	✓
2 - A256	1 [Give-way line]	1			✓	✓
		3	✓			✓
		4	✓	✓		
	2	1	✓		✓	✓
		2	✓	✓		✓
3 - Cottington Link Road	1 [Give-way line]	1	✓			✓
		2	✓	✓	✓	
	2	1	✓	✓	✓	✓
4 - A299 Hengist Way N	1 [Give-way line]	2		✓		
		3		✓	✓	✓

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 - A299 Hengist Way E		ONE HOUR	✓	1658	100.000
2 - A256		ONE HOUR	✓	1887	100.000
3 - Cottington Link Road		ONE HOUR	✓	81	100.000
4 - A299 Hengist Way N		ONE HOUR	✓	427	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	997	72	589
	2 - A256	1180	0	35	672
	3 - Cottington Link Road	45	25	0	11
	4 - A299 Hengist Way N	0	406	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	3	0	2
	2 - A256	2	0	0	3
	3 - Cottington Link Road	3	0	0	0
	4 - A299 Hengist Way N	0	7	0	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 - A299 Hengist Way E	0.16	5.1	A	1520	2280
2 - A256	3.85	141.5	F	1731	2597
3 - Cottington Link Road	12.87	17.2	F	75	112
4 - A299 Hengist Way N	0.18	1.5	B	391	586

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 - A299 Hengist Way E	1247	312	337	1247	922	0.0	1.8	0.086	A
2 - A256	1421	355	513	1423	1071	0.0	3.7	0.149	A
3 - Cottington Link Road	62	16	1841	63	96	0.0	0.5	0.392	C
4 - A299 Hengist Way N	318	80	942	318	962	0.0	0.7	0.122	A

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 - A299 Hengist Way E	1492	373	407	1491	1097	1.8	2.7	0.107	A
2 - A256	1695	424	613	1689	1285	3.7	10.1	0.306	C
3 - Cottington Link Road	73	18	2186	71	116	0.5	1.6	1.198	F
4 - A299 Hengist Way N	385	96	1119	385	1138	0.7	1.0	0.147	A

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 - A299 Hengist Way E	1828	457	484	1831	1168	2.7	5.0	0.158	A
2 - A256	2070	518	754	1818	1561	10.1	74.7	1.447	F
3 - Cottington Link Road	89	22	2434	55	137	1.6	9.5	7.489	F
4 - A299 Hengist Way N	466	117	1185	467	1305	1.0	1.4	0.176	B

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 - A299 Hengist Way E	1813	453	491	1812	1168	5.0	4.7	0.158	A
2 - A256	2082	521	746	1818	1556	74.7	141.6	3.608	F
3 - Cottington Link Road	89	22	2431	60	133	9.5	17.2	12.868	F
4 - A299 Hengist Way N	473	118	1186	473	1305	1.4	1.3	0.175	B

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 - A299 Hengist Way E	1489	372	407	1489	1225	4.7	2.7	0.110	A
2 - A256	1695	424	609	1893	1286	141.6	96.4	3.852	F
3 - Cottington Link Road	73	18	2382	74	120	17.2	17.2	11.283	F
4 - A299 Hengist Way N	384	96	1247	384	1209	1.3	1.0	0.162	A

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 - A299 Hengist Way E	1253	313	359	1252	1073	2.7	1.8	0.090	A
2 - A256	1426	356	513	1617	1098	96.4	12.0	1.438	F
3 - Cottington Link Road	62	15	2029	119	101	17.2	6.4	4.819	F
4 - A299 Hengist Way N	319	80	1112	320	1037	1.0	0.8	0.149	A

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 - A299 Hengist Way E	Entry	1	1	2	425	924	0.460	425	0.0	0.6	0.081	A
			2	2, 3, 4	532	928	0.574	532	0.0	0.8	0.083	A
			3	1, 4	289	932	0.310	289	0.0	0.4	0.075	A
		2	1	(2, 3, 4)	989			989	0.0	0.1	0.006	A
			2	(1, 3, 4)	258			258	0.0	0.0	0.005	A
	Exit	1	1		922			922	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	366	731	0.502	366	0.0	0.7	0.108	A
			3	1, 4	558	733	0.761	558	0.0	1.2	0.121	A
			4	1, 2	498	736	0.677	498	0.0	1.0	0.119	A
		2	1	(1, 3, 4)	718			719	0.0	0.4	0.033	A
			2	(1, 2, 4)	703			704	0.0	0.4	0.032	A
	Exit	1	1		1071			1071	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	27	153	0.176	27	0.0	0.2	0.380	C
			2	1, 2, 3	35	153	0.229	35	0.0	0.3	0.399	C
		2	1	(1, 2, 3, 4)	62			62	0.0	0.0	0.002	A
	Exit	1	1		96			96	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	154	533	0.288	154	0.0	0.3	0.121	A
			3	2, 3, 4	165	537	0.306	164	0.0	0.4	0.123	A
	Exit	1	1		962			962	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 - A299 Hengist Way E	Entry	1	1	2	512	903	0.566	512	0.6	0.8	0.092	A
			2	2, 3, 4	620	909	0.683	620	0.8	1.0	0.095	A
			3	1, 4	359	912	0.394	359	0.4	0.5	0.083	A
		2	1	(2, 3, 4)	1165			1165	0.1	0.3	0.017	A
			2	(1, 3, 4)	327			326	0.0	0.1	0.012	A
	Exit	1	1		1097			1097	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	450	708	0.636	451	0.7	1.0	0.128	A
			3	1, 4	641	711	0.901	641	1.2	1.6	0.147	A
			4	1, 2	597	714	0.837	598	1.0	1.4	0.141	A
		2	1	(1, 3, 4)	843			840	0.4	3.1	0.167	B
			2	(1, 2, 4)	852			849	0.4	3.1	0.164	A
	Exit	1	1		1285			1285	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	32	80	0.404	32	0.2	0.6	1.042	F
			2	1, 2, 3	40	81	0.489	39	0.3	0.8	1.164	F
		2	1	(1, 2, 3, 4)	73			72	0.0	0.1	0.070	A
	Exit	1	1		116			116	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	187	497	0.377	187	0.3	0.5	0.145	A
			3	2, 3, 4	198	501	0.395	198	0.4	0.5	0.148	A
	Exit	1	1		1138			1138	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 - A299 Hengist Way E	Entry	1	1	2	634	880	0.720	634	0.8	1.2	0.106	A
			2	2, 3, 4	730	886	0.823	730	1.0	1.3	0.110	A
			3	1, 4	467	891	0.525	467	0.5	0.8	0.094	A
		2	1	(2, 3, 4)	1358			1359	0.3	1.4	0.057	A
			2	(1, 3, 4)	471			472	0.1	0.3	0.042	A
	Exit	1	1		1168			1168	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	498	676	0.738	499	1.0	1.2	0.144	A
			3	1, 4	673	678	0.993	673	1.6	1.9	0.169	B
			4	1, 2	646	680	0.949	645	1.4	1.8	0.162	A
		2	1	(1, 3, 4)	1013			886	3.1	35.0	1.316	F
			2	(1, 2, 4)	1057			930	3.1	34.8	1.258	F
	Exit	1	1		1561			1561	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	28	29	0.951	26	0.6	2.0	3.963	F
			2	1, 2, 3	32	30	1.081	30	0.8	2.3	4.193	F
		2	1	(1, 2, 3, 4)	89			60	0.1	5.2	3.387	F
	Exit	1	1		137			137	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	227	483	0.470	228	0.5	0.7	0.173	B
			3	2, 3, 4	239	487	0.491	239	0.5	0.8	0.178	B
	Exit	1	1		1305			1305	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 - A299 Hengist Way E	Entry	1	1	2	627	879	0.714	627	1.2	1.1	0.107	A
			2	2, 3, 4	722	884	0.817	721	1.3	1.3	0.110	A
			3	1, 4	464	888	0.522	463	0.8	0.8	0.095	A
		2	1	(2, 3, 4)	1352			1352	1.4	1.2	0.056	A
			2	(1, 3, 4)	461			462	0.3	0.3	0.040	A
	Exit	1	1		1168			1168	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	498	678	0.735	498	1.2	1.3	0.148	A
			3	1, 4	681	680	1.001	681	1.9	1.9	0.171	B
			4	1, 2	639	682	0.936	639	1.8	1.8	0.165	A
		2	1	(1, 3, 4)	1025			892	35.0	68.4	3.522	F
			2	(1, 2, 4)	1058			925	34.8	68.2	3.373	F
	Exit	1	1		1556			1556	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	29	29	1.000	28	2.0	2.2	4.192	F
			2	1, 2, 3	32	29	1.129	32	2.3	2.6	4.370	F
		2	1	(1, 2, 3, 4)	89			61	5.2	12.5	9.160	F
	Exit	1	1		133			133	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	229	483	0.475	230	0.7	0.7	0.174	B
			3	2, 3, 4	243	487	0.500	243	0.8	0.7	0.176	B
	Exit	1	1		1305			1305	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 - A299 Hengist Way E	Entry	1	1	2	514	904	0.568	514	1.1	0.8	0.094	A
			2	2, 3, 4	618	908	0.680	618	1.3	1.0	0.097	A
			3	1, 4	357	912	0.391	357	0.8	0.5	0.084	A
		2	1	(2, 3, 4)	1167			1167	1.2	0.4	0.018	A
			2	(1, 3, 4)	322			322	0.3	0.1	0.014	A
	Exit	1	1		1225			1225	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	517	709	0.730	518	1.3	1.2	0.141	A
			3	1, 4	709	712	0.996	709	1.9	1.9	0.165	A
			4	1, 2	665	714	0.932	665	1.8	1.8	0.159	A
		2	1	(1, 3, 4)	829			928	68.4	45.8	3.786	F
			2	(1, 2, 4)	866			964	68.2	45.7	3.613	F
	Exit	1	1		1286			1286	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	34	39	0.875	35	2.2	2.0	3.251	F
			2	1, 2, 3	38	39	0.977	39	2.6	2.5	3.575	F
		2	1	(1, 2, 3, 4)	73			73	12.5	12.8	8.750	F
	Exit	1	1		120			120	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	187	472	0.397	187	0.7	0.5	0.160	A
			3	2, 3, 4	197	475	0.415	198	0.7	0.5	0.164	A
	Exit	1	1		1209			1209	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 - A299 Hengist Way E	Entry	1	1	2	425	917	0.464	425	0.8	0.6	0.084	A
			2	2, 3, 4	538	922	0.583	537	1.0	0.8	0.086	A
			3	1, 4	290	927	0.313	289	0.5	0.4	0.077	A
		2	1	(2, 3, 4)	993			993	0.4	0.1	0.007	A
			2	(1, 3, 4)	260			260	0.1	0.0	0.006	A
	Exit	1	1		1073			1073	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	426	730	0.583	427	1.2	0.8	0.129	A
			3	1, 4	619	734	0.844	622	1.9	1.3	0.148	A
			4	1, 2	565	737	0.767	568	1.8	1.2	0.144	A
		2	1	(1, 3, 4)	708			800	45.8	4.4	1.306	F
			2	(1, 2, 4)	718			810	45.7	4.3	1.278	F
	Exit	1	1		1098			1098	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	48	113	0.427	54	2.0	1.1	1.749	F
			2	1, 2, 3	58	114	0.511	66	2.5	1.3	1.904	F
		2	1	(1, 2, 3, 4)	62			106	12.8	4.1	3.342	F
	Exit	1	1		101			101	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	156	501	0.311	156	0.5	0.4	0.148	A
			3	2, 3, 4	163	501	0.326	164	0.5	0.4	0.149	A
	Exit	1	1		1037			1037	0.0	0.0	0.000	A

Lane simulation-mit - 2039 B+Dev_Net Change, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A2 - Lane simulation-mit [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.
Warning	Geometry	1 - A299 Hengist Way E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Cottington Link Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Lane simulation-mit	✓	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	0.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A299 Hengist Way E	
2	A256	
3	Cottington Link Road	
4	A299 Hengist Way N	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A299 Hengist Way E	7.29	10.35	40.8	25.7	60.0	14.5	
2 - A256	7.66	10.35	16.0	23.7	60.0	56.0	
3 - Cottington Link Road	2.80	4.40	32.2	16.0	60.0	21.0	
4 - A299 Hengist Way N	7.37	10.01	4.5	23.2	60.0	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	0.825	3148
2 - A256	0.694	2615
3 - Cottington Link Road	0.491	1291
4 - A299 Hengist Way N	0.722	2599

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
3 - Cottington Link Road	Percentage		85.00
4 - A299 Hengist Way N	Percentage		60.00

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
1 - A299 Hengist Way E	Evenly split	10.00
2 - A256	Evenly split	10.00
3 - Cottington Link Road	Evenly split	10.00
4 - A299 Hengist Way N	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 - A299 Hengist Way E	1 [Give-way line]	1	2	✓	2.00	0	99999
		2	2, 3, 4	✓	2.00	0	99999
		3	1, 4	✓	2.00	0	99999
	2	1	(2, 3, 4)		Infinity		
		2	(1, 3, 4)		Infinity		
2 - A256	1 [Give-way line]	1	3, 4	✓	2.00	0	99999
		3	1, 4	✓	2.00	0	99999
		4	1, 2	✓	2.00	0	99999
	2	1	(1, 3, 4)		Infinity		
		2	(1, 2, 4)		Infinity		
3 - Cottington Link Road	1 [Give-way line]	1	1, 4	✓	3.00	0	99999
		2	1, 2, 3	✓	3.00	0	99999
	2	1	(1, 2, 3, 4)		Infinity		
4 - A299 Hengist Way N	1 [Give-way line]	2	2		Infinity	0	99999
		3	2, 3, 4		Infinity	0	99999

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	1 [Give-way line]	1	0.275	1049
		2	0.275	1049
		3	0.275	1049
2 - A256	1 [Give-way line]	1	0.231	872
		3	0.231	872
		4	0.231	872
3 - Cottington Link Road	1 [Give-way line]	1	0.246	645
		2	0.246	645
4 - A299 Hengist Way N	1 [Give-way line]	2	0.361	1300
		3	0.361	1300

Lane Movements

Arm	Lane Level	Lane	Destination arm			
			A299 Hengist Way E	A256	Cottington Link Road	A299 Hengist Way N
1 - A299 Hengist Way E	1 [Give-way line]	1		✓		
		2		✓	✓	✓
		3	✓			✓
	2	1		✓	✓	✓
		2	✓		✓	✓
2 - A256	1 [Give-way line]	1			✓	✓
		3	✓			✓
		4	✓	✓		
	2	1	✓		✓	✓
		2	✓	✓		✓
3 - Cottington Link Road	1 [Give-way line]	1	✓			✓
		2	✓	✓	✓	
	2	1	✓	✓	✓	✓
4 - A299 Hengist Way N	1 [Give-way line]	2		✓		
		3		✓	✓	✓

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 - A299 Hengist Way E		ONE HOUR	✓	1224	100.000
2 - A256		ONE HOUR	✓	1106	100.000
3 - Cottington Link Road		ONE HOUR	✓	92	100.000
4 - A299 Hengist Way N		ONE HOUR	✓	255	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	706	37	481
	2 - A256	814	0	12	280
	3 - Cottington Link Road	45	31	0	16
	4 - A299 Hengist Way N	0	252	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	6	0	8
	2 - A256	5	0	0	21
	3 - Cottington Link Road	3	5	0	0
	4 - A299 Hengist Way N	0	24	0	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 - A299 Hengist Way E	0.10	2.7	A	1122	1684
2 - A256	0.18	3.5	B	1008	1511
3 - Cottington Link Road	0.60	1.2	E	84	126
4 - A299 Hengist Way N	0.16	0.8	A	235	352

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 - A299 Hengist Way E	923	231	216	925	647	0.0	1.2	0.076	A
2 - A256	833	208	398	833	743	0.0	1.4	0.105	A
3 - Cottington Link Road	71	18	1195	71	36	0.0	0.3	0.225	B
4 - A299 Hengist Way N	191	48	671	191	595	0.0	0.5	0.117	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1096	274	255	1094	762	1.2	1.7	0.084	A
2 - A256	985	246	463	985	887	1.4	2.2	0.128	A
3 - Cottington Link Road	82	20	1402	83	45	0.3	0.4	0.306	C
4 - A299 Hengist Way N	226	57	791	226	695	0.5	0.5	0.131	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1356	339	320	1353	938	1.7	2.5	0.101	A
2 - A256	1213	303	585	1215	1087	2.2	3.5	0.176	B
3 - Cottington Link Road	102	26	1744	101	55	0.4	1.2	0.546	D
4 - A299 Hengist Way N	286	72	971	286	874	0.5	0.7	0.153	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1335	334	315	1340	945	2.5	2.1	0.101	A
2 - A256	1209	302	578	1214	1077	3.5	3.2	0.175	B
3 - Cottington Link Road	97	24	1734	99	57	1.2	0.9	0.598	E
4 - A299 Hengist Way N	280	70	979	281	854	0.7	0.7	0.159	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1100	275	257	1100	771	2.1	1.6	0.087	A
2 - A256	984	246	470	987	887	3.2	2.0	0.132	A
3 - Cottington Link Road	84	21	1410	82	47	0.9	0.5	0.343	C
4 - A299 Hengist Way N	230	58	798	230	694	0.7	0.5	0.140	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	924	231	218	925	639	1.6	1.1	0.079	A
2 - A256	825	206	394	828	748	2.0	1.4	0.108	A
3 - Cottington Link Road	69	17	1181	69	42	0.5	0.3	0.254	C
4 - A299 Hengist Way N	193	48	663	193	587	0.5	0.4	0.124	A

Lane Results

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

Lanes: Main Results for each time segment

12:45 - 13:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	Entry	1	1	2	299	919	0.325	300	0.0	0.4	0.073	A
			2	2, 3, 4	399	914	0.437	400	0.0	0.5	0.076	A
			3	1, 4	225	910	0.247	225	0.0	0.2	0.071	A
		2	1	(2, 3, 4)	725			725	0.0	0.0	0.002	A
			2	(1, 3, 4)	198			198	0.0	0.0	0.002	A
	Exit	1	1		647			647	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	144	647	0.223	144	0.0	0.2	0.094	A
			3	1, 4	362	708	0.510	362	0.0	0.6	0.101	A
			4	1, 2	326	736	0.443	327	0.0	0.5	0.099	A
		2	1	(1, 3, 4)	420			420	0.0	0.0	0.006	A
			2	(1, 2, 4)	413			412	0.0	0.0	0.006	A
	Exit	1	1		743			743	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	31	273	0.114	31	0.0	0.1	0.221	B
			2	1, 2, 3	40	266	0.151	40	0.0	0.1	0.228	B
		2	1	(1, 2, 3, 4)	71			71	0.0	0.0	0.000	A
	Exit	1	1		36			36	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	98	501	0.196	97	0.0	0.3	0.117	A
			3	2, 3, 4	93	504	0.184	94	0.0	0.2	0.118	A
	Exit	1	1		595			595	0.0	0.0	0.000	A

13:00 - 13:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	Entry	1	1	2	362	907	0.399	360	0.4	0.5	0.080	A
			2	2, 3, 4	470	906	0.518	469	0.5	0.7	0.082	A
			3	1, 4	265	892	0.297	266	0.2	0.4	0.074	A
		2	1	(2, 3, 4)	859			860	0.0	0.1	0.005	A
			2	(1, 3, 4)	236			237	0.0	0.0	0.004	A
	Exit	1	1		762			762	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	182	632	0.287	181	0.2	0.4	0.105	A
			3	1, 4	414	697	0.595	415	0.6	0.8	0.115	A
			4	1, 2	389	717	0.542	389	0.5	0.7	0.113	A
		2	1	(1, 3, 4)	500			501	0.0	0.1	0.015	A
			2	(1, 2, 4)	485			485	0.0	0.2	0.015	A
	Exit	1	1		887			887	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	35	223	0.154	35	0.1	0.1	0.291	C
			2	1, 2, 3	47	220	0.216	48	0.1	0.2	0.317	C
		2	1	(1, 2, 3, 4)	82			82	0.0	0.0	0.001	A
	Exit	1	1		45			45	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	114	481	0.237	114	0.3	0.2	0.130	A
			3	2, 3, 4	113	489	0.231	113	0.2	0.3	0.133	A
	Exit	1	1		695			695	0.0	0.0	0.000	A

13:15 - 13:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	Entry	1	1	2	442	889	0.498	442	0.5	0.8	0.088	A
			2	2, 3, 4	570	888	0.642	568	0.7	0.9	0.091	A
			3	1, 4	343	875	0.392	342	0.4	0.5	0.082	A
		2	1	(2, 3, 4)	1038			1037	0.1	0.3	0.013	A
			2	(1, 3, 4)	318			318	0.0	0.1	0.010	A
	Exit	1	1		938			938	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	233	610	0.382	232	0.4	0.5	0.118	A
			3	1, 4	498	673	0.738	495	0.8	1.2	0.131	A
			4	1, 2	487	693	0.702	487	0.7	1.0	0.128	A
		2	1	(1, 3, 4)	607			609	0.1	0.4	0.049	A
			2	(1, 2, 4)	606			609	0.2	0.4	0.049	A
	Exit	1	1		1087			1087	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	46	149	0.306	46	0.1	0.5	0.504	D
			2	1, 2, 3	56	148	0.378	55	0.2	0.6	0.541	D
		2	1	(1, 2, 3, 4)	102			102	0.0	0.1	0.019	A
	Exit	1	1		55			55	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	141	451	0.314	141	0.2	0.4	0.154	A
			3	2, 3, 4	145	455	0.318	146	0.3	0.3	0.152	A
	Exit	1	1		874			874	0.0	0.0	0.000	A

13:30 - 13:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	Entry	1	1	2	442	890	0.497	443	0.8	0.6	0.088	A
			2	2, 3, 4	554	888	0.624	554	0.9	0.9	0.091	A
			3	1, 4	341	871	0.392	343	0.5	0.4	0.084	A
		2	1	(2, 3, 4)	1037			1038	0.3	0.2	0.013	A
			2	(1, 3, 4)	298			298	0.1	0.0	0.011	A
	Exit	1	1		945			945	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	227	607	0.373	227	0.5	0.4	0.117	A
			3	1, 4	510	677	0.753	510	1.2	1.0	0.132	A
			4	1, 2	476	692	0.686	476	1.0	1.0	0.132	A
		2	1	(1, 3, 4)	607			608	0.4	0.4	0.047	A
			2	(1, 2, 4)	602			604	0.4	0.3	0.046	A
	Exit	1	1		1077			1077	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	43	153	0.284	43	0.5	0.4	0.552	D
			2	1, 2, 3	54	149	0.362	56	0.6	0.5	0.589	E
		2	1	(1, 2, 3, 4)	97			98	0.1	0.0	0.027	A
	Exit	1	1		57			57	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	138	452	0.306	138	0.4	0.3	0.159	A
			3	2, 3, 4	142	454	0.315	143	0.3	0.3	0.159	A
	Exit	1	1		854			854	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 - A299 Hengist Way E	Entry	1	1	2	354	909	0.390	354	0.6	0.4	0.082	A
			2	2, 3, 4	480	910	0.528	479	0.9	0.7	0.083	A
			3	1, 4	267	893	0.299	267	0.4	0.4	0.078	A
		2	1	(2, 3, 4)	857			857	0.2	0.1	0.006	A
			2	(1, 3, 4)	244			244	0.0	0.0	0.005	A
	Exit	1	1		771			771	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	175	631	0.277	176	0.4	0.3	0.108	A
			3	1, 4	421	697	0.603	421	1.0	0.8	0.116	A
			4	1, 2	389	719	0.542	390	1.0	0.7	0.116	A
		2	1	(1, 3, 4)	494			494	0.4	0.1	0.018	A
			2	(1, 2, 4)	490			490	0.3	0.1	0.017	A
	Exit	1	1		887			887	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	36	224	0.162	36	0.4	0.2	0.306	C
			2	1, 2, 3	47	221	0.214	46	0.5	0.3	0.359	C
		2	1	(1, 2, 3, 4)	84			83	0.0	0.0	0.007	A
	Exit	1	1		47			47	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	114	481	0.237	114	0.3	0.3	0.141	A
			3	2, 3, 4	116	482	0.242	116	0.3	0.3	0.139	A
	Exit	1	1		694			694	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 - A299 Hengist Way E	Entry	1	1	2	297	920	0.323	299	0.4	0.3	0.076	A
			2	2, 3, 4	406	922	0.439	406	0.7	0.5	0.077	A
			3	1, 4	221	907	0.243	220	0.4	0.3	0.074	A
		2	1	(2, 3, 4)	726			726	0.1	0.1	0.003	A
			2	(1, 3, 4)	197			197	0.0	0.0	0.002	A
	Exit	1	1		639			639	0.0	0.0	0.000	A
2 - A256	Entry	1	1	3, 4	144	652	0.222	146	0.3	0.2	0.100	A
			3	1, 4	358	714	0.500	358	0.8	0.6	0.103	A
			4	1, 2	324	735	0.440	324	0.7	0.6	0.102	A
		2	1	(1, 3, 4)	414			414	0.1	0.0	0.006	A
			2	(1, 2, 4)	412			412	0.1	0.0	0.006	A
	Exit	1	1		748			748	0.0	0.0	0.000	A
3 - Cottington Link Road	Entry	1	1	1, 4	28	272	0.102	29	0.2	0.1	0.246	B
			2	1, 2, 3	41	270	0.152	40	0.3	0.2	0.260	C
		2	1	(1, 2, 3, 4)	69			69	0.0	0.0	0.000	A
	Exit	1	1		42			42	0.0	0.0	0.000	A
4 - A299 Hengist Way N	Entry	1	2	2	94	508	0.185	94	0.3	0.2	0.124	A
			3	2, 3, 4	99	510	0.194	99	0.3	0.2	0.123	A
	Exit	1	1		587			587	0.0	0.0	0.000	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Jct 4_A256_B2190_R1_AM_val_mit_R1.j9
Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Validated\Jct 4_A256_B2190\Mitigation
Report generation date: 12/02/2018 15:48:08

»2039 + Dev Traffic, AM
»2039 + Dev Traffic, PM
»2039 + Dev Traffic, Airport Peak
»2039 B+Dev - Net change, AM
»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
	2039 + Dev Traffic														
1 - Hengist way E	110.3	4.10	1.14	F	-20 % [2 - Tothill Street]	45.8	1.67	1.04	F	-28 % [4 - B2190 N]	2.9	0.17	0.75	B	3 % [2 - Tothill Street]
2 - Tothill Street	55.9	6.40	1.19	F		38.9	3.52	1.12	F		3.7	0.41	0.80	C	
3 - A299 W	99.3	2.94	1.11	F		199.1	6.68	1.21	F		3.9	0.18	0.80	B	
4 - B2190 N	72.9	4.11	1.14	F		242.0	15.43	1.38	F		1.5	0.14	0.60	A	
	2039 B+Dev - Net change														
1 - Hengist way E	59.0	2.12	1.06	F	-21 % [4 - B2190 N]						2.2	0.15	0.69	A	4 % [2 - Tothill Street]
2 - Tothill Street	67.7	7.70	1.25	F							3.6	0.41	0.80	C	
3 - A299 W	99.0	2.94	1.10	F							3.8	0.18	0.80	B	
4 - B2190 N	127.8	7.69	1.23	F							2.3	0.18	0.70	B	

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.

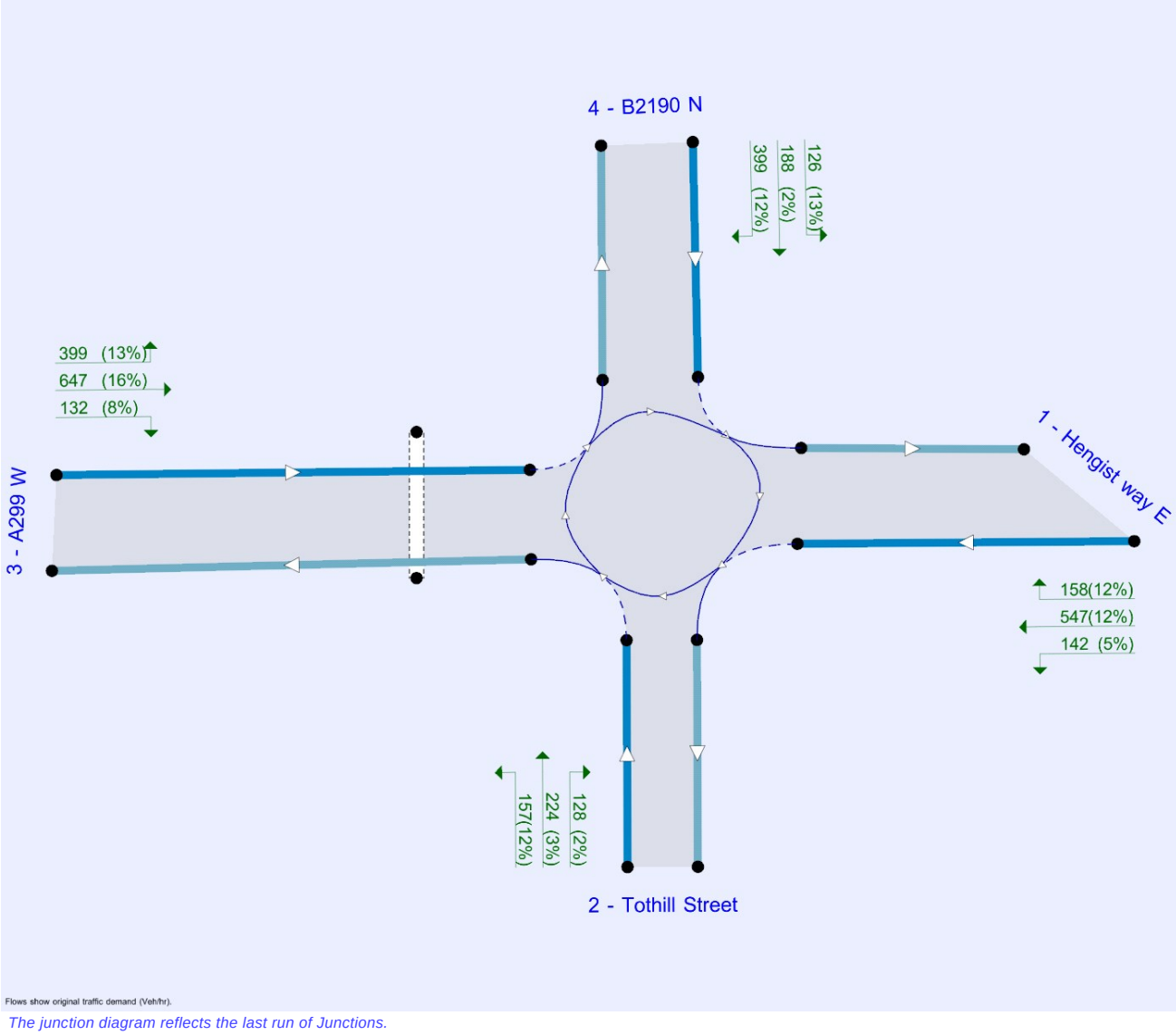
File summary

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



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
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	✓
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

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, 4	3.95	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-20	2 - Tothill Street

Arms

Arms

Arm	Name	Description
1	Hengist way E	
2	Tothill Street	
3	A299 W	
4	B2190 N	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Hengist way E	7.50	9.31	22.5	30.0	65.0	14.5	
2 - Tothill Street	3.20	4.50	8.1	11.7	65.0	31.5	
3 - A299 W	7.47	9.00	7.0	20.0	65.0	28.0	
4 - B2190 N	7.33	9.04	8.5	20.0	65.0	23.0	

Pelican/Puffin Crossings

Arm	Space between crossing and junction entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
3 - A299 W	12.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Hengist way E	0.745	2898
2 - Tothill Street	0.434	1181
3 - A299 W	0.672	2554
4 - B2190 N	0.684	2598

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - Hengist way E	Percentage		66.00
2 - Tothill Street	Percentage		126.00
3 - A299 W	Percentage		88.00
4 - B2190 N	Percentage		67.00

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 - Hengist way E		ONE HOUR	✓	1505	100.000
2 - Tothill Street		ONE HOUR	✓	560	100.000
3 - A299 W		ONE HOUR	✓	1680	100.000
4 - B2190 N		ONE HOUR	✓	987	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Hengist way E		
2 - Tothill Street		
3 - A299 W	[ONEHOUR]	60.00
4 - B2190 N		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	140	1082	283
	2 - Tothill Street	185	0	163	212
	3 - A299 W	1157	138	0	385
	4 - B2190 N	404	278	305	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	5	7	4
	2 - Tothill Street	7	0	4	6
	3 - A299 W	11	10	0	9
	4 - B2190 N	5	2	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hengist way E	1.14	4.10	110.3	F	1381	2072
2 - Tothill Street	1.19	6.40	55.9	F	514	771
3 - A299 W	1.11	2.94	99.3	F	1542	2312
4 - B2190 N	1.14	4.11	72.9	F	906	1359

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1133	283	537		1538	0.737	1122	1301	0.0	2.7	0.141	A
2 - Tothill Street	422	105	1245		721	0.585	416	414	0.0	1.4	0.194	B
3 - A299 W	1265	316	506	45.17	1661	0.761	1253	1155	0.0	3.1	0.143	A
4 - B2190 N	743	186	1103		1129	0.658	736	656	0.0	1.9	0.150	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1353	338	639		1488	0.909	1332	1549	2.7	8.0	0.344	C
2 - Tothill Street	503	126	1478		593	0.849	491	493	1.4	4.5	0.534	D
3 - A299 W	1510	378	598	53.94	1697	0.890	1495	1370	3.1	7.0	0.277	C
4 - B2190 N	887	222	1314		1027	0.864	873	779	1.9	5.4	0.362	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1657	414	697		1460	1.135	1448	1700	8.0	60.1	1.577	F
2 - Tothill Street	617	154	1607		522	1.182	513	538	4.5	30.6	2.372	F
3 - A299 W	1850	462	636	66.06	1676	1.104	1659	1484	7.0	54.7	1.275	F
4 - B2190 N	1087	272	1448		962	1.130	949	846	5.4	39.9	1.655	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1657	414	701		1458	1.137	1456	1712	60.1	110.3	3.626	F
2 - Tothill Street	617	154	1616		517	1.193	515	542	30.6	55.9	5.268	F
3 - A299 W	1850	462	639	66.06	1674	1.105	1671	1492	54.7	99.3	2.879	F
4 - B2190 N	1087	272	1459		957	1.136	955	852	39.9	72.9	3.708	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1353	338	697		1460	0.927	1447	1700	110.3	86.9	4.101	F
2 - Tothill Street	503	126	1605		522	0.964	513	538	55.9	53.5	6.404	F
3 - A299 W	1510	378	636	53.94	1676	0.901	1659	1483	99.3	62.2	2.943	F
4 - B2190 N	887	222	1448		962	0.922	949	846	72.9	57.5	4.115	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1133	283	691		1463	0.774	1447	1595	86.9	8.5	2.061	F
2 - Tothill Street	422	105	1609		520	0.810	511	528	53.5	31.1	5.027	F
3 - A299 W	1265	316	634	45.17	1677	0.754	1500	1485	62.2	3.3	0.768	E
4 - B2190 N	743	186	1325		1022	0.727	961	809	57.5	3.2	1.658	F

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, 4	6.98	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-28	4 - B2190 N

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 - Hengist way E		ONE HOUR	✓	1393	100.000
2 - Tothill Street		ONE HOUR	✓	563	100.000
3 - A299 W		ONE HOUR	✓	1941	100.000
4 - B2190 N		ONE HOUR	✓	1183	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Hengist way E		
2 - Tothill Street		
3 - A299 W	[ONEHOUR]	60.00
4 - B2190 N		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	189	927	277
	2 - Tothill Street	179	0	170	214
	3 - A299 W	1394	188	0	359
	4 - B2190 N	478	298	407	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	3	5	3
	2 - Tothill Street	2	0	10	1
	3 - A299 W	4	3	0	5
	4 - B2190 N	3	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hengist way E	1.04	1.67	45.8	F	1278	1917
2 - Tothill Street	1.12	3.52	38.9	F	517	775
3 - A299 W	1.21	6.68	199.1	F	1781	2672
4 - B2190 N	1.38	15.43	242.0	F	1086	1628

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1049	262	661		1512	0.694	1040	1524	0.0	2.2	0.125	A
2 - Tothill Street	424	106	1199		768	0.552	419	501	0.0	1.2	0.170	B
3 - A299 W	1461	365	499	45.17	1791	0.816	1445	1119	0.0	4.2	0.166	A
4 - B2190 N	891	223	1311		1082	0.823	874	633	0.0	4.2	0.269	C

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1252	313	733		1477	0.848	1241	1769	2.2	5.1	0.243	B
2 - Tothill Street	506	127	1400		658	0.770	499	574	1.2	3.0	0.362	C
3 - A299 W	1745	436	595	53.94	1814	0.962	1706	1304	4.2	13.9	0.444	D
4 - B2190 N	1063	266	1549		973	1.093	953	752	4.2	31.9	1.363	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1534	383	733		1477	1.039	1440	1823	5.1	28.5	0.881	F
2 - Tothill Street	620	155	1569		565	1.097	547	604	3.0	21.3	1.644	F
3 - A299 W	2137	534	668	66.06	1771	1.206	1767	1448	13.9	106.5	2.172	F
4 - B2190 N	1303	326	1614		943	1.381	942	821	31.9	121.9	5.045	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1534	383	733		1477	1.039	1465	1825	28.5	45.8	1.671	F
2 - Tothill Street	620	155	1590		553	1.121	550	607	21.3	38.9	3.521	F
3 - A299 W	2137	534	675	66.06	1767	1.209	1767	1465	106.5	199.1	5.267	F
4 - B2190 N	1303	326	1615		943	1.382	942	827	121.9	211.9	10.728	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1252	313	732		1477	0.848	1407	1824	45.8	6.9	1.049	F
2 - Tothill Street	506	127	1541		580	0.872	566	599	38.9	24.0	3.337	F
3 - A299 W	1745	436	675	53.94	1768	0.987	1759	1432	199.1	195.6	6.683	F
4 - B2190 N	1063	266	1613		943	1.127	943	820	211.9	242.0	14.644	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1049	262	727		1480	0.709	1066	1843	6.9	2.5	0.151	A
2 - Tothill Street	424	106	1240		746	0.568	514	554	24.0	1.4	0.376	C
3 - A299 W	1461	365	571	45.17	1828	0.799	1819	1183	195.6	106.3	4.998	F
4 - B2190 N	891	223	1646		928	0.959	924	744	242.0	233.5	15.432	F

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, 4	0.20	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	3	2 - Tothill Street

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 - Hengist way E		ONE HOUR	✓	950	100.000
2 - Tothill Street		ONE HOUR	✓	509	100.000
3 - A299 W		ONE HOUR	✓	1178	100.000
4 - B2190 N		ONE HOUR	✓	611	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Hengist way E		
2 - Tothill Street		
3 - A299 W	[ONEHOUR]	60.00
4 - B2190 N		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	142	650	158
	2 - Tothill Street	128	0	157	224
	3 - A299 W	683	132	0	363
	4 - B2190 N	126	188	297	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	5	13	12
	2 - Tothill Street	2	0	12	3
	3 - A299 W	16	8	0	13
	4 - B2190 N	13	2	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hengist way E	0.75	0.17	2.9	B	872	1308
2 - Tothill Street	0.80	0.41	3.7	C	467	701
3 - A299 W	0.80	0.18	3.9	B	1081	1621
4 - B2190 N	0.60	0.14	1.5	A	561	841

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	715	179	462		1496	0.478	712	702	0.0	0.9	0.076	A
2 - Tothill Street	383	96	828		929	0.412	380	346	0.0	0.7	0.109	A
3 - A299 W	887	222	381	45.17	1638	0.541	882	827	0.0	1.2	0.079	A
4 - B2190 N	460	115	706		1271	0.362	458	558	0.0	0.6	0.074	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	854	214	554		1452	0.588	852	840	0.9	1.4	0.100	A
2 - Tothill Street	458	114	991		834	0.549	456	414	0.7	1.2	0.158	A
3 - A299 W	1059	265	457	53.94	1618	0.655	1056	990	1.2	1.9	0.106	A
4 - B2190 N	549	137	845		1205	0.456	548	668	0.6	0.8	0.091	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1046	261	676		1395	0.750	1040	1024	1.4	2.9	0.167	A
2 - Tothill Street	560	140	1210		707	0.793	551	506	1.2	3.4	0.367	C
3 - A299 W	1297	324	554	66.06	1615	0.803	1289	1207	1.9	3.9	0.180	B
4 - B2190 N	673	168	1030		1116	0.603	670	813	0.8	1.5	0.134	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1046	261	679		1393	0.751	1046	1032	2.9	2.9	0.172	B
2 - Tothill Street	560	140	1216		703	0.797	559	509	3.4	3.7	0.411	C
3 - A299 W	1297	324	561	66.06	1656	0.783	1298	1215	3.9	3.7	0.168	B
4 - B2190 N	673	168	1038		1112	0.605	673	820	1.5	1.5	0.136	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	854	214	558		1451	0.589	860	850	2.9	1.5	0.103	A
2 - Tothill Street	458	114	1000		829	0.552	467	418	3.7	1.3	0.170	B
3 - A299 W	1059	265	466	53.94	1663	0.637	1067	1001	3.7	1.8	0.102	A
4 - B2190 N	549	137	855		1200	0.458	552	677	1.5	0.9	0.093	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	715	179	466		1494	0.479	717	708	1.5	0.9	0.077	A
2 - Tothill Street	383	96	834		925	0.414	385	349	1.3	0.7	0.112	A
3 - A299 W	887	222	386	45.17	1667	0.532	889	834	1.8	1.1	0.077	A
4 - B2190 N	460	115	712		1268	0.363	461	563	0.9	0.6	0.074	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, 4	4.36	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-21	4 - B2190 N

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 - Hengist way E		ONE HOUR	✓	1382	100.000
2 - Tothill Street		ONE HOUR	✓	560	100.000
3 - A299 W		ONE HOUR	✓	1680	100.000
4 - B2190 N		ONE HOUR	✓	1110	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Hengist way E		
2 - Tothill Street		
3 - A299 W	[ONEHOUR]	60.00
4 - B2190 N		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	140	959	283
	2 - Tothill Street	185	0	163	212
	3 - A299 W	1074	138	0	468
	4 - B2190 N	404	278	428	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	5	6	4
	2 - Tothill Street	7	0	4	6
	3 - A299 W	11	10	0	9
	4 - B2190 N	5	2	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hengist way E	1.06	2.12	59.0	F	1268	1902
2 - Tothill Street	1.25	7.70	67.7	F	514	771
3 - A299 W	1.10	2.94	99.0	F	1542	2312
4 - B2190 N	1.23	7.69	127.8	F	1019	1528

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1040	260	628		1501	0.693	1032	1239	0.0	2.2	0.126	A
2 - Tothill Street	422	105	1245		721	0.585	416	414	0.0	1.4	0.193	B
3 - A299 W	1265	316	506	45.17	1662	0.761	1253	1155	0.0	3.1	0.142	A
4 - B2190 N	836	209	1041		1148	0.728	825	718	0.0	2.6	0.181	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1242	311	738		1446	0.859	1229	1470	2.2	5.4	0.262	C
2 - Tothill Street	503	126	1478		593	0.849	491	490	1.4	4.5	0.531	D
3 - A299 W	1510	378	600	53.94	1697	0.890	1495	1369	3.1	6.9	0.276	C
4 - B2190 N	998	249	1240		1052	0.948	967	854	2.6	10.2	0.568	D

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1522	380	766		1432	1.063	1404	1584	5.4	34.7	1.042	F
2 - Tothill Street	617	154	1644		502	1.227	495	526	4.5	34.9	2.709	F
3 - A299 W	1850	462	639	66.06	1676	1.104	1659	1500	6.9	54.7	1.274	F
4 - B2190 N	1222	306	1360		995	1.228	990	937	10.2	68.2	2.569	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1522	380	767		1431	1.063	1425	1592	34.7	59.0	2.119	F
2 - Tothill Street	617	154	1662		492	1.252	492	530	34.9	66.2	6.378	F
3 - A299 W	1850	462	640	66.06	1675	1.104	1672	1513	54.7	99.0	2.872	F
4 - B2190 N	1222	306	1369		991	1.234	990	944	68.2	126.2	6.015	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1242	311	767		1431	0.868	1408	1585	59.0	17.7	1.707	F
2 - Tothill Street	503	126	1647		500	1.006	497	527	66.2	67.7	7.699	F
3 - A299 W	1510	378	641	53.94	1674	0.902	1658	1504	99.0	62.2	2.943	F
4 - B2190 N	998	249	1360		995	1.003	992	938	126.2	127.8	7.689	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1040	260	772		1429	0.728	1100	1540	17.7	2.8	0.214	B
2 - Tothill Street	422	105	1382		645	0.653	636	490	67.7	14.1	3.964	F
3 - A299 W	1265	316	676	45.17	1654	0.765	1499	1342	62.2	3.6	0.849	F
4 - B2190 N	836	209	1292		1029	0.812	1021	884	127.8	81.6	6.179	F

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, 4	0.20	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	4	2 - Tothill Street

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 - Hengist way E		ONE HOUR	✓	847	100.000
2 - Tothill Street		ONE HOUR	✓	509	100.000
3 - A299 W		ONE HOUR	✓	1178	100.000
4 - B2190 N		ONE HOUR	✓	713	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Hengist way E		
2 - Tothill Street		
3 - A299 W	[ONEHOUR]	60.00
4 - B2190 N		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	142	547	158
	2 - Tothill Street	128	0	157	224
	3 - A299 W	647	132	0	399
	4 - B2190 N	126	188	399	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	5	12	12
	2 - Tothill Street	2	0	12	3
	3 - A299 W	16	8	0	13
	4 - B2190 N	13	2	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hengist way E	0.69	0.15	2.2	A	777	1166
2 - Tothill Street	0.80	0.41	3.6	C	467	701
3 - A299 W	0.80	0.18	3.8	B	1081	1621
4 - B2190 N	0.70	0.18	2.3	B	654	981

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	638	159	538		1467	0.435	635	675	0.0	0.8	0.072	A
2 - Tothill Street	383	96	827		930	0.412	380	346	0.0	0.7	0.109	A
3 - A299 W	887	222	381	45.17	1639	0.541	882	826	0.0	1.2	0.079	A
4 - B2190 N	537	134	679		1268	0.423	534	585	0.0	0.7	0.081	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	761	190	645		1415	0.538	760	808	0.8	1.1	0.091	A
2 - Tothill Street	458	114	990		835	0.548	456	414	0.7	1.2	0.157	A
3 - A299 W	1059	265	457	53.94	1619	0.654	1056	989	1.2	1.9	0.106	A
4 - B2190 N	641	160	813		1205	0.532	639	700	0.7	1.1	0.106	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	933	233	787		1347	0.692	928	985	1.1	2.2	0.142	A
2 - Tothill Street	560	140	1210		707	0.792	552	506	1.2	3.4	0.366	C
3 - A299 W	1297	324	555	66.06	1616	0.803	1289	1206	1.9	3.8	0.179	B
4 - B2190 N	785	196	991		1121	0.700	781	853	1.1	2.3	0.174	B

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	933	233	791		1345	0.694	932	992	2.2	2.2	0.145	A
2 - Tothill Street	560	140	1215		704	0.796	559	509	3.4	3.6	0.409	C
3 - A299 W	1297	324	561	66.06	1657	0.783	1298	1214	3.8	3.7	0.167	B
4 - B2190 N	785	196	999		1118	0.702	785	860	2.3	2.3	0.180	B

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	761	190	651		1412	0.539	766	817	2.2	1.2	0.093	A
2 - Tothill Street	458	114	999		830	0.551	467	418	3.6	1.3	0.169	B
3 - A299 W	1059	265	466	53.94	1664	0.636	1067	1000	3.7	1.8	0.102	A
4 - B2190 N	641	160	823		1201	0.534	646	710	2.3	1.2	0.109	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	638	159	543		1464	0.435	639	681	1.2	0.8	0.073	A
2 - Tothill Street	383	96	833		926	0.414	385	349	1.3	0.7	0.111	A
3 - A299 W	887	222	386	45.17	1668	0.532	889	833	1.8	1.1	0.077	A
4 - B2190 N	537	134	685		1266	0.424	538	590	1.2	0.7	0.083	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Jct 4_A256_B2190_R1_PM_val_mit_R1.j9
Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Validated\Jct 4_A256_B2190\Mitigation
Report generation date: 12/02/2018 15:55:03

»2039 + Dev Traffic, AM
»2039 + Dev Traffic, PM
»2039 + Dev Traffic, Airport Peak
»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
2039 + Dev Traffic															
1 - Hengist way E	313.2	14.24	1.37	F	-32 %	141.4	6.95	1.21	F	-27 %	5.5	0.33	0.85	C	-9 %
2 - Tothill Street	120.3	14.72	1.36	F		78.4	10.03	1.27	F		16.5	1.77	1.00	F	
3 - A299 W	133.1	4.03	1.14	F	[2 - Tothill Street]	104.1	2.69	1.10	F	[2 - Tothill Street]	3.4	0.16	0.78	A	[2 - Tothill Street]
4 - B2190 N	78.2	4.32	1.14	F		171.2	9.79	1.30	F		1.3	0.11	0.56	A	
2039 B+Dev - Net change															
1 - Hengist way E						91.1	4.18	1.13	F	-27 %	3.6	0.24	0.79	B	-9 %
2 - Tothill Street						89.4	11.63	1.31	F		16.5	1.78	1.00	F	
3 - A299 W						104.4	2.70	1.10	F	[2 - Tothill Street]	3.4	0.16	0.78	A	[2 - Tothill Street]
4 - B2190 N						215.1	11.37	1.33	F		1.8	0.14	0.65	A	

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

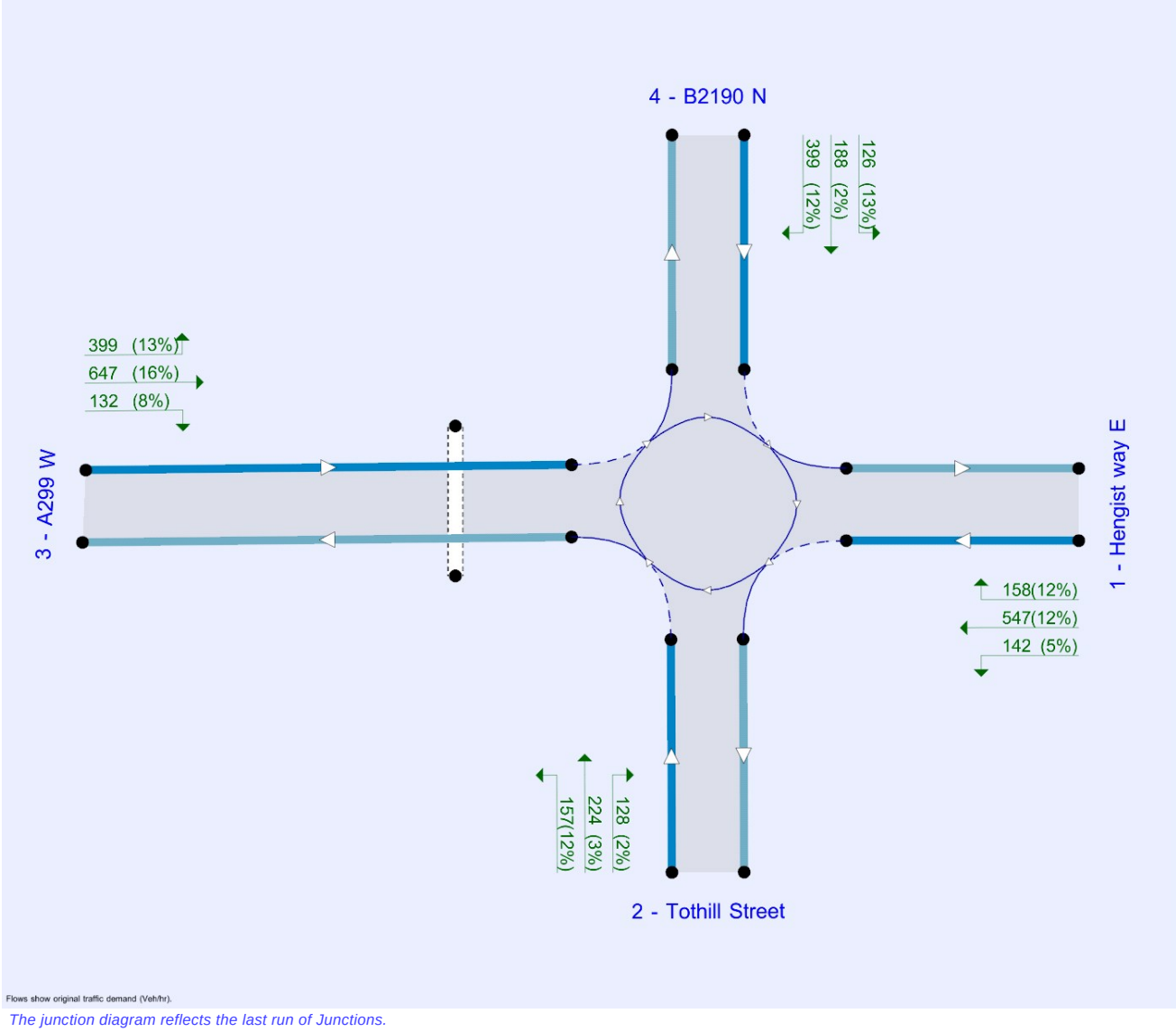
File summary

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



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
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	PM	ONE HOUR	16:30	18:00	15	✓
D13	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

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, 4	8.50	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-32	2 - Tothill Street

Arms

Arms

Arm	Name	Description
1	Hengist way E	
2	Tothill Street	
3	A299 W	
4	B2190 N	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Hengist way E	7.50	9.31	22.5	30.0	65.0	14.5	
2 - Tothill Street	3.20	4.50	8.1	11.7	65.0	31.5	
3 - A299 W	7.47	9.00	7.0	20.0	65.0	28.0	
4 - B2190 N	7.33	9.04	8.5	20.0	65.0	23.0	

Pelican/Puffin Crossings

Arm	Space between crossing and junction entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
3 - A299 W	12.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Hengist way E	0.745	2898
2 - Tothill Street	0.434	1181
3 - A299 W	0.672	2554
4 - B2190 N	0.684	2598

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - Hengist way E	Percentage		58.00
2 - Tothill Street	Percentage		100.00
3 - A299 W	Percentage		91.00
4 - B2190 N	Percentage		72.00

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 - Hengist way E		ONE HOUR	✓	1588	100.000
2 - Tothill Street		ONE HOUR	✓	592	100.000
3 - A299 W		ONE HOUR	✓	1837	100.000
4 - B2190 N		ONE HOUR	✓	1027	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Hengist way E		
2 - Tothill Street		
3 - A299 W	[ONEHOUR]	60.00
4 - B2190 N		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	146	1149	293
	2 - Tothill Street	198	0	169	225
	3 - A299 W	1272	152	0	413
	4 - B2190 N	423	284	320	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	4	6	4
	2 - Tothill Street	7	0	4	6
	3 - A299 W	10	10	0	8
	4 - B2190 N	5	2	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hengist way E	1.37	14.24	313.2	F	1457	2186
2 - Tothill Street	1.36	14.72	120.3	F	543	815
3 - A299 W	1.14	4.03	133.1	F	1686	2529
4 - B2190 N	1.14	4.32	78.2	F	942	1414

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1196	299	563		1350	0.885	1170	1407	0.0	6.5	0.299	C
2 - Tothill Street	446	111	1301		551	0.809	431	432	0.0	3.6	0.458	D
3 - A299 W	1383	346	524	45.17	1734	0.798	1368	1208	0.0	3.7	0.158	A
4 - B2190 N	773	193	1205		1164	0.664	765	687	0.0	1.9	0.148	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1428	357	668		1305	1.094	1287	1658	6.5	41.7	1.315	F
2 - Tothill Street	532	133	1451		486	1.096	469	504	3.6	19.3	1.805	F
3 - A299 W	1651	413	573	53.94	1784	0.926	1628	1348	3.7	9.6	0.341	C
4 - B2190 N	923	231	1419		1054	0.876	907	782	1.9	5.9	0.375	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1748	437	725		1280	1.365	1280	1791	41.7	158.8	4.816	F
2 - Tothill Street	652	163	1468		478	1.363	477	536	19.3	63.0	5.447	F
3 - A299 W	2023	506	577	66.06	1782	1.135	1771	1368	9.6	72.5	1.535	F
4 - B2190 N	1131	283	1532		995	1.136	983	816	5.9	42.9	1.702	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1748	437	729		1278	1.368	1278	1800	158.8	276.4	10.287	F
2 - Tothill Street	652	163	1469		478	1.364	477	538	63.0	106.6	10.861	F
3 - A299 W	2023	506	577	66.06	1782	1.135	1780	1370	72.5	133.1	3.560	F
4 - B2190 N	1131	283	1540		991	1.141	990	818	42.9	78.2	3.823	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1428	357	725		1280	1.115	1280	1789	276.4	313.2	13.883	F
2 - Tothill Street	532	133	1469		478	1.114	477	536	106.6	120.3	14.411	F
3 - A299 W	1651	413	577	53.94	1781	0.927	1768	1369	133.1	103.9	4.031	F
4 - B2190 N	923	231	1530		996	0.927	984	815	78.2	63.0	4.321	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1196	299	724		1281	0.933	1277	1786	313.2	292.9	14.243	F
2 - Tothill Street	446	111	1465		479	0.930	475	535	120.3	112.9	14.720	F
3 - A299 W	1383	346	575	45.17	1783	0.776	1766	1366	103.9	8.2	1.977	F
4 - B2190 N	773	193	1528		998	0.775	982	813	63.0	10.8	2.355	F

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, 4	6.32	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-27	2 - Tothill Street

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 - Hengist way E		ONE HOUR	✓	1339	100.000
2 - Tothill Street		ONE HOUR	✓	540	100.000
3 - A299 W		ONE HOUR	✓	1875	100.000
4 - B2190 N		ONE HOUR	✓	1157	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Hengist way E		
2 - Tothill Street		
3 - A299 W	[ONEHOUR]	60.00
4 - B2190 N		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	183	886	270
	2 - Tothill Street	175	0	153	212
	3 - A299 W	1346	183	0	346
	4 - B2190 N	302	297	558	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	4	5	3
	2 - Tothill Street	2	0	11	1
	3 - A299 W	4	3	0	6
	4 - B2190 N	4	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hengist way E	1.21	6.95	141.4	F	1229	1843
2 - Tothill Street	1.27	10.03	78.4	F	496	743
3 - A299 W	1.10	2.69	104.1	F	1721	2581
4 - B2190 N	1.30	9.79	171.2	F	1062	1593

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1008	252	772		1281	0.787	994	1358	0.0	3.5	0.200	B
2 - Tothill Street	407	102	1273		580	0.701	398	493	0.0	2.2	0.317	C
3 - A299 W	1412	353	486	45.17	1839	0.768	1399	1186	0.0	3.2	0.133	A
4 - B2190 N	871	218	1270		1187	0.734	861	615	0.0	2.6	0.178	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1204	301	902		1227	0.981	1159	1606	3.5	14.7	0.647	E
2 - Tothill Street	485	121	1483		489	0.994	452	578	2.2	10.5	1.149	F
3 - A299 W	1686	421	558	53.94	1895	0.890	1670	1377	3.2	7.0	0.251	C
4 - B2190 N	1040	260	1509		1069	0.973	1000	719	2.6	12.8	0.651	E

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1474	369	910		1223	1.206	1219	1746	14.7	78.5	2.459	F
2 - Tothill Street	595	149	1527		469	1.268	466	601	10.5	42.6	3.731	F
3 - A299 W	2064	516	580	66.06	1882	1.097	1863	1414	7.0	57.4	1.187	F
4 - B2190 N	1274	318	1670		988	1.289	985	772	12.8	84.9	3.153	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1474	369	909		1223	1.205	1223	1756	78.5	141.4	5.506	F
2 - Tothill Street	595	149	1529		468	1.270	468	602	42.6	74.4	7.726	F
3 - A299 W	2064	516	582	66.06	1880	1.098	1878	1415	57.4	104.1	2.687	F
4 - B2190 N	1274	318	1683		982	1.297	982	777	84.9	157.9	7.523	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1204	301	911		1222	0.985	1214	1747	141.4	138.9	6.952	F
2 - Tothill Street	485	121	1524		471	1.032	469	601	74.4	78.4	10.027	F
3 - A299 W	1686	421	581	53.94	1881	0.896	1863	1412	104.1	59.8	2.664	F
4 - B2190 N	1040	260	1671		988	1.053	987	773	157.9	171.2	9.795	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1008	252	954		1204	0.837	1196	1603	138.9	92.0	5.813	F
2 - Tothill Street	407	102	1551		459	0.886	453	599	78.4	66.8	9.628	F
3 - A299 W	1412	353	566	45.17	1890	0.747	1638	1438	59.8	3.1	0.504	D
4 - B2190 N	871	218	1483		1081	0.806	1075	721	171.2	120.2	8.145	F

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, 4	0.44	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-9	2 - Tothill Street

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 - Hengist way E		ONE HOUR	✓	950	100.000
2 - Tothill Street		ONE HOUR	✓	509	100.000
3 - A299 W		ONE HOUR	✓	1178	100.000
4 - B2190 N		ONE HOUR	✓	611	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Hengist way E		
2 - Tothill Street		
3 - A299 W	[ONEHOUR]	60.00
4 - B2190 N		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	142	650	158
	2 - Tothill Street	128	0	157	224
	3 - A299 W	683	132	0	363
	4 - B2190 N	126	188	297	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	5	13	12
	2 - Tothill Street	2	0	12	3
	3 - A299 W	16	8	0	13
	4 - B2190 N	13	2	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hengist way E	0.85	0.33	5.5	C	872	1308
2 - Tothill Street	1.00	1.77	16.5	F	467	701
3 - A299 W	0.78	0.16	3.4	A	1081	1621
4 - B2190 N	0.56	0.11	1.3	A	561	841

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	715	179	462		1314	0.544	711	701	0.0	1.2	0.099	A
2 - Tothill Street	383	96	827		738	0.519	379	346	0.0	1.1	0.165	A
3 - A299 W	887	222	380	45.17	1693	0.524	883	826	0.0	1.1	0.074	A
4 - B2190 N	460	115	706		1366	0.337	458	557	0.0	0.5	0.066	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	854	214	554		1276	0.669	851	840	1.2	2.0	0.140	A
2 - Tothill Street	458	114	990		662	0.691	453	414	1.1	2.1	0.281	C
3 - A299 W	1059	265	455	53.94	1669	0.635	1057	989	1.1	1.7	0.098	A
4 - B2190 N	549	137	845		1295	0.424	548	667	0.5	0.7	0.080	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1046	261	677		1225	0.854	1033	1018	2.0	5.2	0.295	C
2 - Tothill Street	560	140	1205		563	0.995	524	505	2.1	11.3	1.051	F
3 - A299 W	1297	324	534	66.06	1664	0.779	1290	1195	1.7	3.4	0.158	A
4 - B2190 N	673	168	1024		1202	0.560	671	800	0.7	1.2	0.112	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1046	261	679		1224	0.854	1045	1027	5.2	5.5	0.328	C
2 - Tothill Street	560	140	1216		558	1.003	539	508	11.3	16.5	1.773	F
3 - A299 W	1297	324	547	66.06	1698	0.764	1297	1208	3.4	3.3	0.150	A
4 - B2190 N	673	168	1033		1198	0.562	673	811	1.2	1.3	0.114	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	854	214	557		1275	0.670	868	861	5.5	2.1	0.152	A
2 - Tothill Street	458	114	1006		655	0.698	513	419	16.5	2.5	0.562	D
3 - A299 W	1059	265	499	53.94	1693	0.626	1065	1020	3.3	1.7	0.097	A
4 - B2190 N	549	137	866		1285	0.428	551	699	1.3	0.8	0.082	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	715	179	466		1313	0.545	719	708	2.1	1.2	0.102	A
2 - Tothill Street	383	96	835		734	0.522	389	349	2.5	1.1	0.177	B
3 - A299 W	887	222	388	45.17	1719	0.516	889	836	1.7	1.1	0.072	A
4 - B2190 N	460	115	713		1363	0.338	461	565	0.8	0.5	0.067	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, 4	6.27	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-27	2 - Tothill Street

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	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 - Hengist way E		ONE HOUR	✓	1227	100.000
2 - Tothill Street		ONE HOUR	✓	540	100.000
3 - A299 W		ONE HOUR	✓	1875	100.000
4 - B2190 N		ONE HOUR	✓	1269	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Hengist way E		
2 - Tothill Street		
3 - A299 W	[ONEHOUR]	60.00
4 - B2190 N		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	183	774	270
	2 - Tothill Street	175	0	153	212
	3 - A299 W	1218	183	0	474
	4 - B2190 N	302	297	670	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	4	5	3
	2 - Tothill Street	2	0	11	1
	3 - A299 W	4	3	0	5
	4 - B2190 N	4	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hengist way E	1.13	4.18	91.1	F	1126	1689
2 - Tothill Street	1.31	11.63	89.4	F	496	743
3 - A299 W	1.10	2.70	104.4	F	1721	2581
4 - B2190 N	1.33	11.37	215.1	F	1164	1747

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	924	231	855		1247	0.741	913	1262	0.0	2.7	0.175	B
2 - Tothill Street	407	102	1274		580	0.701	398	493	0.0	2.2	0.317	C
3 - A299 W	1412	353	486	45.17	1841	0.767	1399	1186	0.0	3.2	0.132	A
4 - B2190 N	955	239	1174		1233	0.775	942	711	0.0	3.2	0.198	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1103	276	984		1191	0.926	1079	1488	2.7	8.8	0.457	D
2 - Tothill Street	485	121	1487		487	0.997	452	576	2.2	10.6	1.167	F
3 - A299 W	1686	421	561	53.94	1895	0.890	1670	1378	3.2	7.0	0.251	C
4 - B2190 N	1141	285	1394		1124	1.015	1078	837	3.2	19.0	0.825	E

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1351	338	983		1192	1.133	1182	1607	8.8	51.1	1.712	F
2 - Tothill Street	595	149	1560		455	1.307	452	604	10.6	46.2	4.083	F
3 - A299 W	2064	516	584	66.06	1881	1.098	1862	1429	7.0	57.6	1.190	F
4 - B2190 N	1397	349	1538		1053	1.327	1051	908	19.0	105.5	3.712	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1351	338	981		1193	1.133	1191	1615	51.1	91.1	3.719	F
2 - Tothill Street	595	149	1566		452	1.314	452	606	46.2	81.8	8.702	F
3 - A299 W	2064	516	586	66.06	1880	1.098	1877	1432	57.6	104.4	2.695	F
4 - B2190 N	1397	349	1549		1048	1.334	1047	914	105.5	192.9	8.637	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1103	276	984		1192	0.926	1179	1608	91.1	72.2	4.177	F
2 - Tothill Street	485	121	1559		456	1.065	455	604	81.8	89.4	11.582	F
3 - A299 W	1686	421	586	53.94	1880	0.897	1862	1428	104.4	60.3	2.677	F
4 - B2190 N	1141	285	1539		1053	1.084	1052	909	192.9	215.1	11.371	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	924	231	1023		1175	0.786	1159	1477	72.2	13.3	2.299	F
2 - Tothill Street	407	102	1584		445	0.914	440	598	89.4	81.0	11.631	F
3 - A299 W	1412	353	570	45.17	1889	0.747	1640	1453	60.3	3.1	0.514	D
4 - B2190 N	955	239	1368		1137	0.840	1132	842	215.1	170.9	10.238	F

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, 4	0.42	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-9	2 - Tothill Street

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	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 - Hengist way E		ONE HOUR	✓	847	100.000
2 - Tothill Street		ONE HOUR	✓	509	100.000
3 - A299 W		ONE HOUR	✓	1178	100.000
4 - B2190 N		ONE HOUR	✓	713	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Hengist way E		
2 - Tothill Street		
3 - A299 W	[ONEHOUR]	60.00
4 - B2190 N		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	142	547	158
	2 - Tothill Street	128	0	157	224
	3 - A299 W	647	132	0	399
	4 - B2190 N	126	188	399	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 N
From	1 - Hengist way E	0	5	12	12
	2 - Tothill Street	2	0	12	3
	3 - A299 W	16	8	0	13
	4 - B2190 N	13	2	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hengist way E	0.79	0.24	3.6	B	777	1166
2 - Tothill Street	1.00	1.78	16.5	F	467	701
3 - A299 W	0.78	0.16	3.4	A	1081	1621
4 - B2190 N	0.65	0.14	1.8	A	654	981

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	638	159	539		1289	0.495	634	674	0.0	1.0	0.091	A
2 - Tothill Street	383	96	826		738	0.519	379	346	0.0	1.1	0.165	A
3 - A299 W	887	222	380	45.17	1694	0.523	883	825	0.0	1.1	0.074	A
4 - B2190 N	537	134	679		1363	0.394	534	584	0.0	0.6	0.072	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	761	190	645		1244	0.612	759	807	1.0	1.5	0.123	A
2 - Tothill Street	458	114	990		663	0.690	453	414	1.1	2.1	0.281	C
3 - A299 W	1059	265	455	53.94	1670	0.634	1057	988	1.1	1.7	0.097	A
4 - B2190 N	641	160	813		1295	0.495	640	699	0.6	1.0	0.091	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	933	233	788		1183	0.788	925	978	1.5	3.5	0.226	B
2 - Tothill Street	560	140	1207		563	0.996	523	506	2.1	11.4	1.059	F
3 - A299 W	1297	324	534	66.06	1665	0.779	1290	1196	1.7	3.4	0.157	A
4 - B2190 N	785	196	985		1208	0.650	782	840	1.0	1.8	0.140	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	933	233	792		1182	0.789	932	987	3.5	3.6	0.239	B
2 - Tothill Street	560	140	1215		559	1.003	540	509	11.4	16.5	1.775	F
3 - A299 W	1297	324	547	66.06	1698	0.764	1297	1208	3.4	3.3	0.150	A
4 - B2190 N	785	196	994		1203	0.652	785	851	1.8	1.8	0.143	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	761	190	650		1242	0.613	769	828	3.6	1.6	0.129	A
2 - Tothill Street	458	114	1001		658	0.696	514	418	16.5	2.5	0.553	D
3 - A299 W	1059	265	499	53.94	1694	0.625	1065	1016	3.3	1.7	0.096	A
4 - B2190 N	641	160	834		1285	0.499	644	730	1.8	1.0	0.094	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	638	159	543		1287	0.495	640	681	1.6	1.0	0.093	A
2 - Tothill Street	383	96	834		735	0.522	389	349	2.5	1.1	0.176	B
3 - A299 W	887	222	388	45.17	1721	0.515	889	834	1.7	1.1	0.072	A
4 - B2190 N	537	134	686		1360	0.395	538	592	1.0	0.7	0.073	A

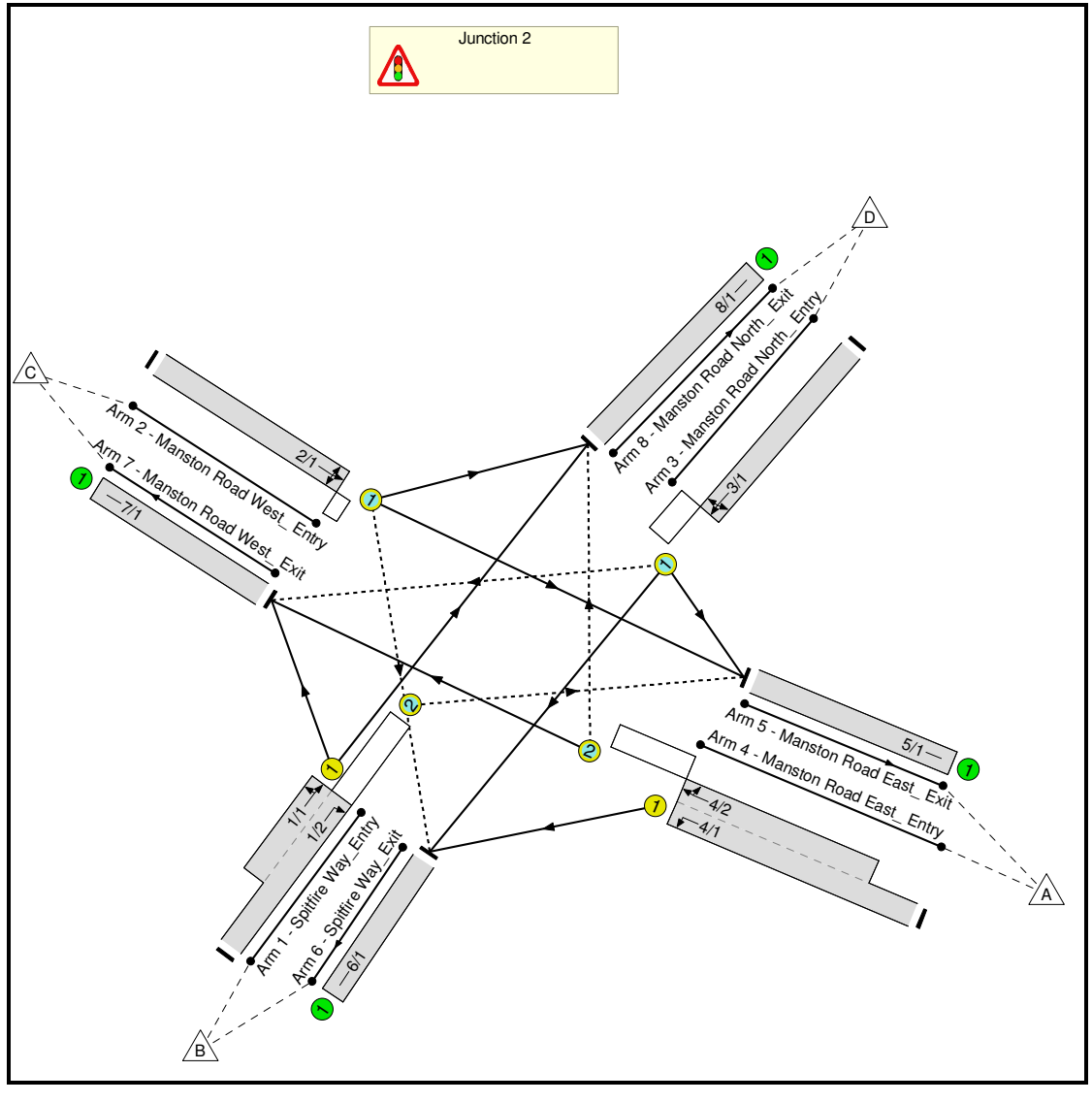
Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
File name:	Junction 2 Signal with Pedestrian crossings_R5 AF.lsg3x
Author:	
Company:	
Address:	
Notes:	

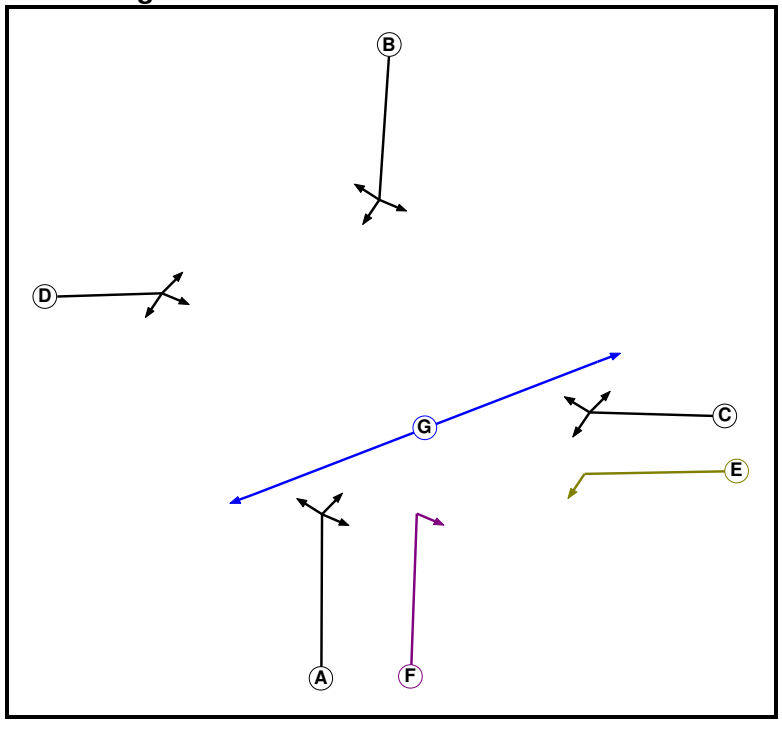
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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
E	Filter	C	4	0
F	Ind. Arrow	A	4	4
G	Pedestrian		6	6

Full Input Data And Results

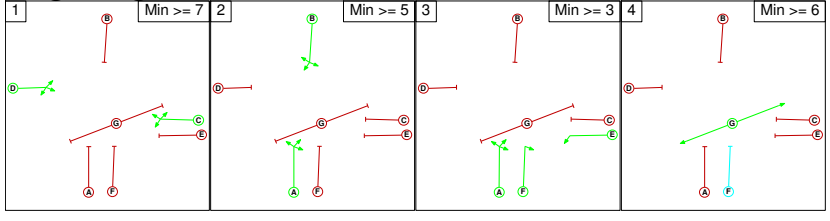
Phase Intergreens Matrix

Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		-	5	8	-	-	-
	B	-		6	6	6	5	-
	C	9	7		-	-	9	11
	D	6	6	-		6	5	9
	E	-	7	-	6		-	11
	F	-	6	5	8	-		-
	G	12	12	-	-	-	-	

Phases in Stage

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

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	4
1		9	9	11
2	8		6	0
3	11	X		X
4	2	12	X	

Give-Way Lane Input Data

Junction: Junction 2

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 (Spitfire Way_Entry)	5/1 (Right)	1440	0	3/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	6.00	-	0.50	6	3.00
2/1 (Manston Road West_ Entry)	6/1 (Right)	1439	0	4/2 4/1	1.09 1.09	To 7/1 (Ahead) All	1.00	1.00	0.50	1	1.00
3/1 (Manston Road North_ Entry)	7/1 (Right)	1439	0	1/1	1.09	All	3.00	3.00	0.50	3	3.00
4/2 (Manston Road East_ Entry)	8/1 (Right)	1439	0	2/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	5.00	5.00	0.50	5	3.00

Full Input Data And Results

Lane Input Data

Junction: Junction 2

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 (Spitfire Way_Entry)	U	A	2	3	7.0	Geom	-	3.00	0.00	Y	Arm 7 Left	21.50
											Arm 8 Ahead	Inf
1/2 (Spitfire Way_Entry)	O	A F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	20.00
											Arm 5 Ahead	64.00
2/1 (Manston Road West_ Entry)	O	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	20.00
											Arm 8 Left	16.50
3/1 (Manston Road North_ Entry)	O	B	2	3	60.0	Geom	-	3.45	0.00	Y	Arm 5 Left	11.50
											Arm 6 Ahead	Inf
											Arm 7 Right	10.00
4/1 (Manston Road East_ Entry)	U	C E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	31.50
4/2 (Manston Road East_ Entry)	O	C	2	3	14.0	Geom	-	3.00	0.00	Y	Arm 7 Ahead	64.00
											Arm 8 Right	8.00
5/1 (Manston Road East_ Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Spitfire Way_Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Manston Road West_ Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Manston Road North_ Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
4: '2039 Growthed Future Baseline + Development - AM Peak '	07:45	08:45	01:00	
5: '2039 Growthed Future Baseline + Development - PM Peak '	16:45	17:45	01:00	
6: '2039 Growthed Future Baseline + Development - Airport Peak '	13:00	14:00	01:00	
7: '2039 Base + Dev - Net Change - AM Peak '	07:45	08:45	01:00	
8: '2039 Base + Dev - Net Change - PM Peak '	16:45	17:45	01:00	
9: '2039 Base + Dev - Net Change - Airport Peak '	13:00	14:00	01:00	

Full Input Data And Results

Scenario 10: '2039 Growthed Future Baseline + Development - AM Peak with Ped' (FG4: '2039 Growthed Future Baseline + Development - AM Peak ', Plan 10: '2039 Growthed Future Baseline + Development - AM Peak with Ped')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	390	298	206	894
	B	223	0	15	248	486
	C	384	38	0	76	498
	D	94	246	26	0	366
	Tot.	701	674	339	530	2244

Traffic Lane Flows

Lane	Scenario 10: 2039 Growthed Future Baseline + Development - AM Peak with Ped
Junction: Junction 2	
1/1 (short)	263
1/2 (with short)	486(In) 223(Out)
2/1	498
3/1	366
4/1 (with short)	894(In) 390(Out)
4/2 (short)	504
5/1	701
6/1	674
7/1	339
8/1	530

Full Input Data And Results

Lane Saturation Flows

Junction: Junction 2

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 (Spitfire Way_Entry)	3.00	0.00	Y	Arm 7 Left	21.50	5.7 %	1907	1907
				Arm 8 Ahead	Inf	94.3 %		
1/2 (Spitfire Way_Entry)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
2/1 (Manston Road West_ Entry)	3.00	0.00	Y	Arm 5 Ahead	64.00	77.1 %	1845	1845
				Arm 6 Right	20.00	7.6 %		
				Arm 8 Left	16.50	15.3 %		
3/1 (Manston Road North_ Entry)	3.45	0.00	Y	Arm 5 Left	11.50	25.7 %	1877	1877
				Arm 6 Ahead	Inf	67.2 %		
				Arm 7 Right	10.00	7.1 %		
4/1 (Manston Road East_ Entry)	3.00	0.00	Y	Arm 6 Left	31.50	100.0 %	1828	1828
4/2 (Manston Road East_ Entry)	3.00	0.00	Y	Arm 7 Ahead	64.00	59.1 %	1756	1756
				Arm 8 Right	8.00	40.9 %		
5/1 (Manston Road East_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spitfire Way_Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Manston Road West_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road North_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: '2039 Growthed Future Baseline + Development - Airport Peak with Ped' (FG6: '2039 Growthed Future Baseline + Development - Airport Peak ', Plan 11: '2039 Growthed Future Baseline + Development - Airport Peak with Ped')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	415	274	124	813
	B	330	0	19	200	549
	C	270	37	0	60	367
	D	145	202	29	0	376
	Tot.	745	654	322	384	2105

Traffic Lane Flows

Lane	Scenario 11: 2039 Growthed Future Baseline + Development - Airport Peak with Ped
Junction: Junction 2	
1/1 (short)	219
1/2 (with short)	549(In) 330(Out)
2/1	367
3/1	376
4/1 (with short)	813(In) 415(Out)
4/2 (short)	398
5/1	745
6/1	654
7/1	322

8/1	384

Lane Saturation Flows

Junction: Junction 2

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 (Spitfire Way_Entry)	3.00	0.00	Y	Arm 7 Left	21.50	8.7 %	1903	1903
				Arm 8 Ahead	Inf	91.3 %		
1/2 (Spitfire Way_Entry)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
2/1 (Manston Road West_ Entry)	3.00	0.00	Y	Arm 5 Ahead	64.00	73.6 %	1842	1842
				Arm 6 Right	20.00	10.1 %		
				Arm 8 Left	16.50	16.3 %		
3/1 (Manston Road North_ Entry)	3.45	0.00	Y	Arm 5 Left	11.50	38.6 %	1846	1846
				Arm 6 Ahead	Inf	53.7 %		
				Arm 7 Right	10.00	7.7 %		
4/1 (Manston Road East_ Entry)	3.00	0.00	Y	Arm 6 Left	31.50	100.0 %	1828	1828
4/2 (Manston Road East_ Entry)	3.00	0.00	Y	Arm 7 Ahead	64.00	68.8 %	1782	1782
				Arm 8 Right	8.00	31.2 %		
5/1 (Manston Road East_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spitfire Way_Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Manston Road West_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road North_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 12: '2039 Growthed Future Baseline + Development - PM Peak with Ped' (FG5: '2039 Growthed Future Baseline + Development - PM Peak ', Plan 12: '2039 Growthed Future Baseline + Development - PM Peak with Ped')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	441	382	94	917
	B	344	0	8	264	616
	C	230	11	0	29	270
	D	171	232	71	0	474
	Tot.	745	684	461	387	2277

Traffic Lane Flows

Lane	Scenario 12: 2039 Growthed Future Baseline + Development - PM Peak with Ped
Junction: Junction 2	
1/1 (short)	272
1/2 (with short)	616(In) 344(Out)
2/1	270
3/1	474
4/1 (with short)	917(In) 441(Out)
4/2 (short)	476
5/1	745
6/1	684
7/1	461

Lane Saturation Flows

Junction: Junction 2

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 (Spitfire Way_Entry)	3.00	0.00	Y	Arm 7 Left	21.50	2.9 %	1911	1911
				Arm 8 Ahead	Inf	97.1 %		
1/2 (Spitfire Way_Entry)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
2/1 (Manston Road West_ Entry)	3.00	0.00	Y	Arm 5 Ahead	64.00	85.2 %	1854	1854
				Arm 6 Right	20.00	4.1 %		
				Arm 8 Left	16.50	10.7 %		
3/1 (Manston Road North_ Entry)	3.45	0.00	Y	Arm 5 Left	11.50	36.1 %	1833	1833
				Arm 6 Ahead	Inf	48.9 %		
				Arm 7 Right	10.00	15.0 %		
4/1 (Manston Road East_ Entry)	3.00	0.00	Y	Arm 6 Left	31.50	100.0 %	1828	1828
4/2 (Manston Road East_ Entry)	3.00	0.00	Y	Arm 7 Ahead	64.00	80.3 %	1814	1814
				Arm 8 Right	8.00	19.7 %		
5/1 (Manston Road East_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spitfire Way_Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Manston Road West_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road North_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 13: '2039 Base + Dev - Net Change - AM Peak with Ped' (FG7: '2039 Base + Dev - Net Change - AM Peak ', Plan 10: '2039 Growthed Future Baseline + Development - AM Peak with Ped')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	530	298	206	1034
	B	314	0	15	248	577
	C	384	38	0	76	498
	D	94	246	26	0	366
	Tot.	792	814	339	530	2475

Traffic Lane Flows

Lane	Scenario 13: 2039 Base + Dev - Net Change - AM Peak with Ped
Junction: Junction 2	
1/1 (short)	263
1/2 (with short)	577(In) 314(Out)
2/1	498
3/1	366
4/1 (with short)	1034(In) 530(Out)
4/2 (short)	504
5/1	792
6/1	814
7/1	339
8/1	530

Full Input Data And Results

Lane Saturation Flows

Junction: Junction 2

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 (Spitfire Way_Entry)	3.00	0.00	Y	Arm 7 Left	21.50	5.7 %	1907	1907
				Arm 8 Ahead	Inf	94.3 %		
1/2 (Spitfire Way_Entry)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
2/1 (Manston Road West_ Entry)	3.00	0.00	Y	Arm 5 Ahead	64.00	77.1 %	1845	1845
				Arm 6 Right	20.00	7.6 %		
				Arm 8 Left	16.50	15.3 %		
3/1 (Manston Road North_ Entry)	3.45	0.00	Y	Arm 5 Left	11.50	25.7 %	1877	1877
				Arm 6 Ahead	Inf	67.2 %		
				Arm 7 Right	10.00	7.1 %		
4/1 (Manston Road East_ Entry)	3.00	0.00	Y	Arm 6 Left	31.50	100.0 %	1828	1828
4/2 (Manston Road East_ Entry)	3.00	0.00	Y	Arm 7 Ahead	64.00	59.1 %	1756	1756
				Arm 8 Right	8.00	40.9 %		
5/1 (Manston Road East_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spitfire Way_Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Manston Road West_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road North_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 14: '2039 Base + Dev - Net Change - PM Peak with Ped' (FG8: '2039 Base + Dev - Net Change - PM Peak ', Plan 12: '2039 Growthed Future Baseline + Development - PM Peak with Ped')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	556	382	94	1032
	B	475	0	8	264	747
	C	230	11	0	29	270
	D	171	232	71	0	474
	Tot.	876	799	461	387	2523

Traffic Lane Flows

Lane	Scenario 14: 2039 Base + Dev - Net Change - PM Peak with Ped
Junction: Junction 2	
1/1 (short)	272
1/2 (with short)	747(In) 475(Out)
2/1	270
3/1	474
4/1 (with short)	1032(In) 556(Out)
4/2 (short)	476
5/1	876
6/1	799
7/1	461
8/1	387

Full Input Data And Results

Lane Saturation Flows

Junction: Junction 2

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 (Spitfire Way_Entry)	3.00	0.00	Y	Arm 7 Left	21.50	2.9 %	1911	1911
				Arm 8 Ahead	Inf	97.1 %		
1/2 (Spitfire Way_Entry)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
2/1 (Manston Road West_ Entry)	3.00	0.00	Y	Arm 5 Ahead	64.00	85.2 %	1854	1854
				Arm 6 Right	20.00	4.1 %		
				Arm 8 Left	16.50	10.7 %		
3/1 (Manston Road North_ Entry)	3.45	0.00	Y	Arm 5 Left	11.50	36.1 %	1833	1833
				Arm 6 Ahead	Inf	48.9 %		
				Arm 7 Right	10.00	15.0 %		
4/1 (Manston Road East_ Entry)	3.00	0.00	Y	Arm 6 Left	31.50	100.0 %	1828	1828
4/2 (Manston Road East_ Entry)	3.00	0.00	Y	Arm 7 Ahead	64.00	80.3 %	1814	1814
				Arm 8 Right	8.00	19.7 %		
5/1 (Manston Road East_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spitfire Way_Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Manston Road West_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road North_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 15: '2039 Base + Dev - Net Change - Airport Peak with Ped' (FG9: '2039 Base + Dev - Net Change - Airport Peak ', Plan 11: '2039 Growthed Future Baseline + Development - Airport Peak with Ped')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	537	274	124	935
	B	372	0	19	200	591
	C	270	37	0	60	367
	D	145	202	29	0	376
	Tot.	787	776	322	384	2269

Traffic Lane Flows

Lane	Scenario 15: 2039 Base + Dev - Net Change - Airport Peak with Ped
Junction: Junction 2	
1/1 (short)	219
1/2 (with short)	591(In) 372(Out)
2/1	367
3/1	376
4/1 (with short)	935(In) 537(Out)
4/2 (short)	398
5/1	787
6/1	776
7/1	322

8/1	384

Lane Saturation Flows

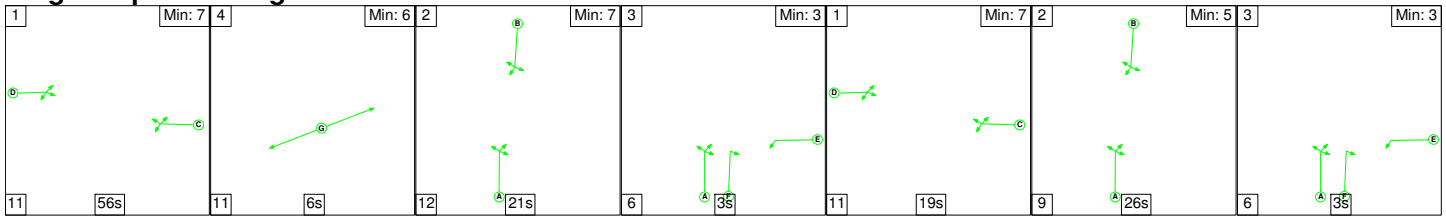
Junction: Junction 2

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 (Spitfire Way_Entry)	3.00	0.00	Y	Arm 7 Left	21.50	8.7 %	1903	1903
				Arm 8 Ahead	Inf	91.3 %		
1/2 (Spitfire Way_Entry)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
2/1 (Manston Road West_ Entry)	3.00	0.00	Y	Arm 5 Ahead	64.00	73.6 %	1842	1842
				Arm 6 Right	20.00	10.1 %		
				Arm 8 Left	16.50	16.3 %		
3/1 (Manston Road North_ Entry)	3.45	0.00	Y	Arm 5 Left	11.50	38.6 %	1846	1846
				Arm 6 Ahead	Inf	53.7 %		
				Arm 7 Right	10.00	7.7 %		
4/1 (Manston Road East_ Entry)	3.00	0.00	Y	Arm 6 Left	31.50	100.0 %	1828	1828
4/2 (Manston Road East_ Entry)	3.00	0.00	Y	Arm 7 Ahead	64.00	68.8 %	1782	1782
				Arm 8 Right	8.00	31.2 %		
5/1 (Manston Road East_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spitfire Way_Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Manston Road West_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Manston Road North_ Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: '2039 Growthed Future Baseline + Development - AM Peak with Ped' (FG4: '2039 Growthed Future Baseline + Development - AM Peak ', Plan 10: '2039 Growthed Future Baseline + Development - AM Peak with Ped')

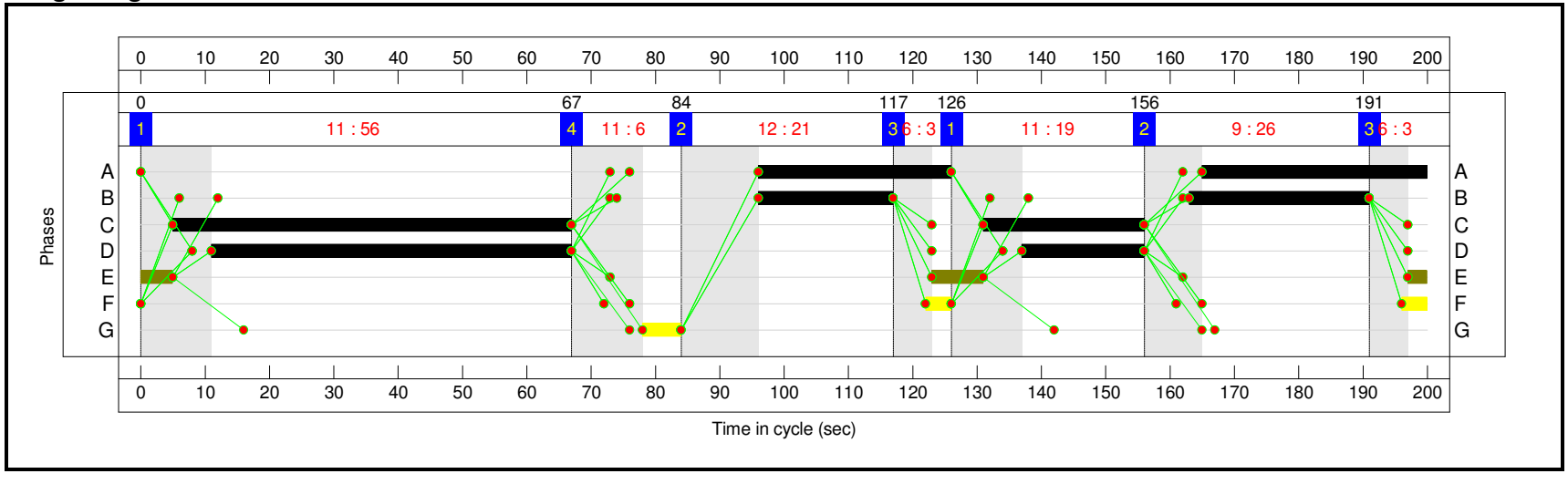
Stage Sequence Diagram



Stage Timings

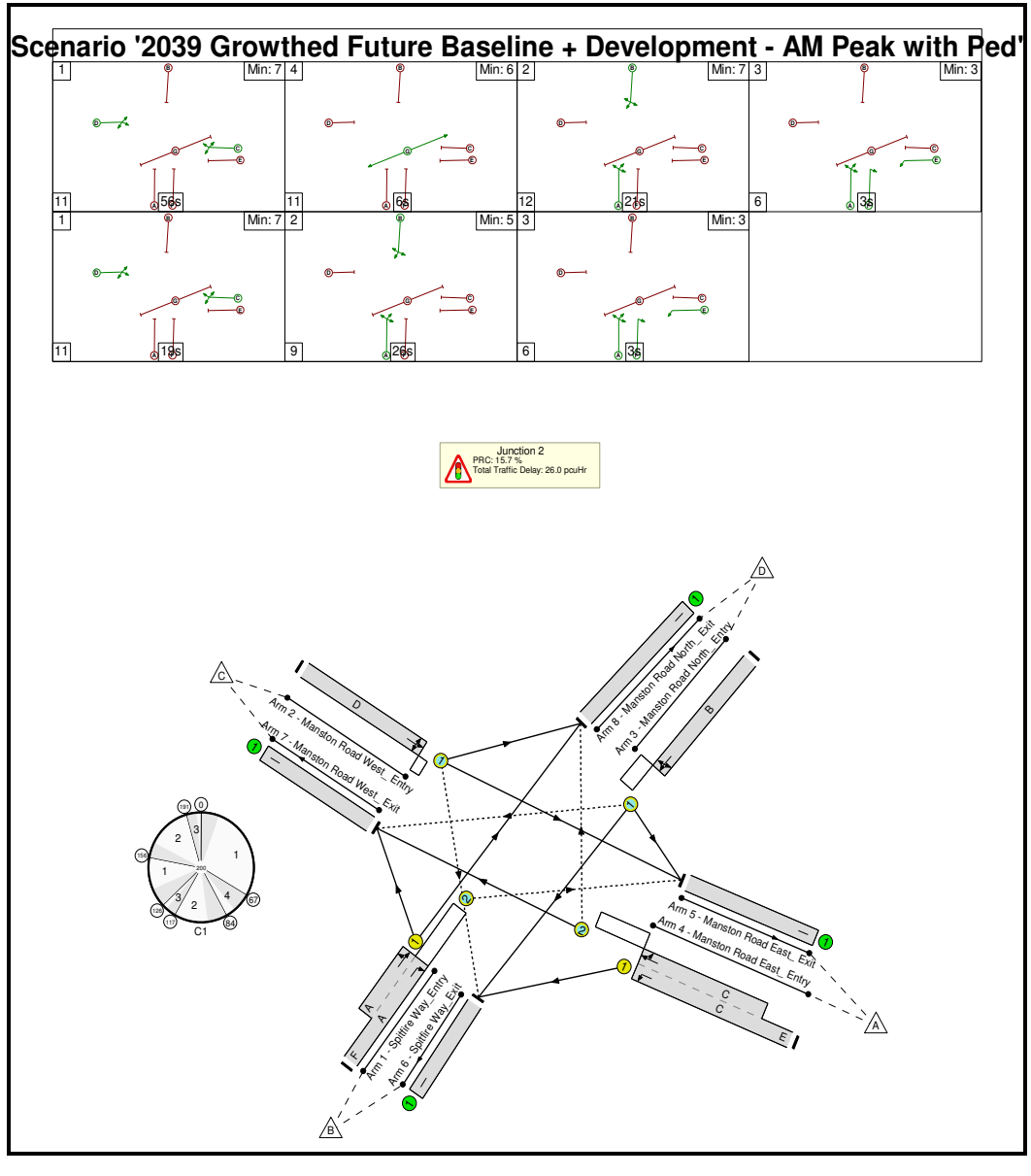
Stage	1	4	2	3	1	2	3
Duration	56	6	21	3	19	26	3
Change Point	0	67	84	117	126	156	191

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.8%**
Junction 2	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.8%**
1/2+1/1	Spitfire Way_Entry Right Left Ahead	O+U	N/A	N/A	A	F	2	65	8	486	1781:1907	312+368	71.4 : 71.4%
2/1	Manston Road West_ Entry Ahead Right Left	O	N/A	N/A	D		2	75	-	498	1845	708	70.3%
3/1	Manston Road North_ Entry Left Ahead Right	O	N/A	N/A	B		2	49	-	366	1877	479	76.5%
4/1+4/2	Manston Road East_ Entry Left Ahead Right	U+O	N/A	N/A	C	E	2	103:87	16	894	1828:1756	502+648	77.8 : 77.8%
5/1	Manston Road East_ Exit	U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
6/1	Spitfire Way_Exit	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
7/1	Manston Road West_ Exit	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
8/1	Manston Road North_ Exit	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%

Full Input Data And Results

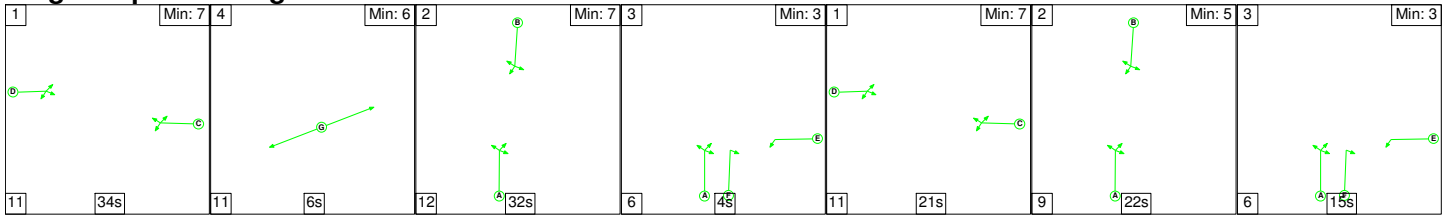
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**239**	**124**	**130**	**17.7**	**5.7**	**2.6**	**26.0**	**-**	**-**	**-**	**-**
Junction 2	**-**	**-**	**239**	**124**	**130**	**17.7**	**5.7**	**2.6**	**26.0**	**-**	**-**	**-**	**-**
1/2+1/1	486	486	80	83	61	4.2	1.2	1.2	6.5	48.4	9.2	1.2	10.4
2/1	498	498	26	0	12	4.4	1.2	0.1	5.7	41.1	13.1	1.2	14.3
3/1	366	366	26	0	0	4.4	1.6	0.0	6.0	59.4	12.8	1.6	14.4
4/1+4/2	894	894	108	41	57	4.7	1.7	1.3	7.7	31.1	12.3	1.7	14.0
5/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 15.7 Total Delay for Signalled Lanes (pcuHr): 25.97 Cycle Time (s): 200
PRC Over All Lanes (%): 15.7 Total Delay Over All Lanes(pcuHr): 25.97

Full Input Data And Results

Scenario 11: '2039 Growthed Future Baseline + Development - Airport Peak with Ped' (FG6: '2039 Growthed Future Baseline + Development - Airport Peak ', Plan 11: '2039 Growthed Future Baseline + Development - Airport Peak with Ped')

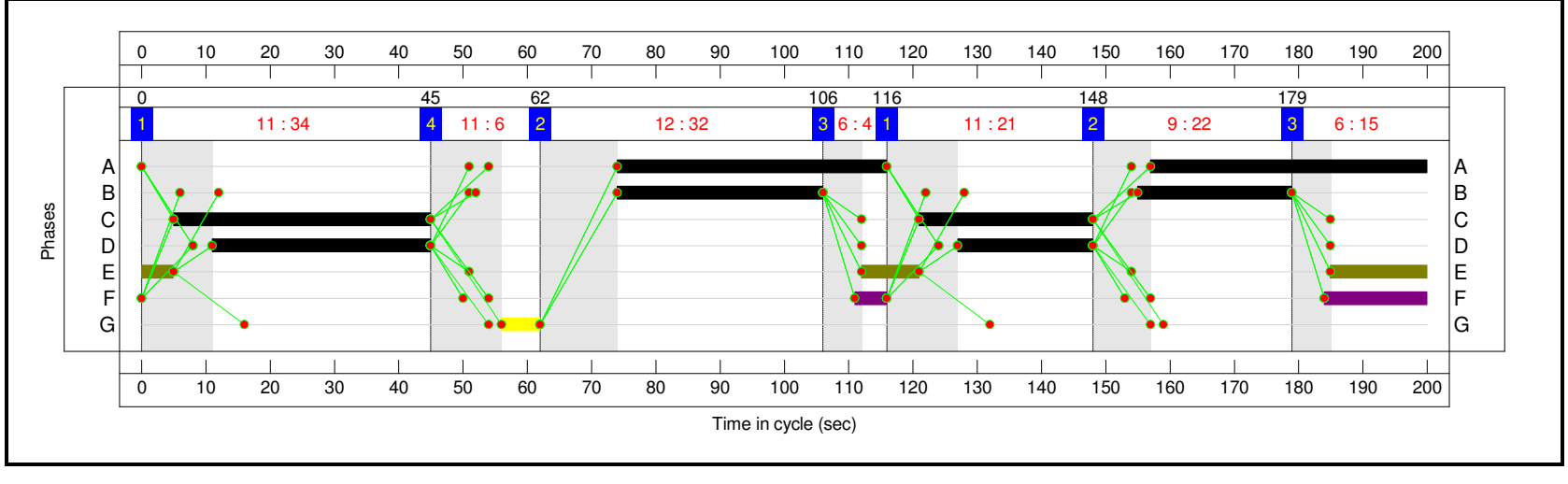
Stage Sequence Diagram



Stage Timings

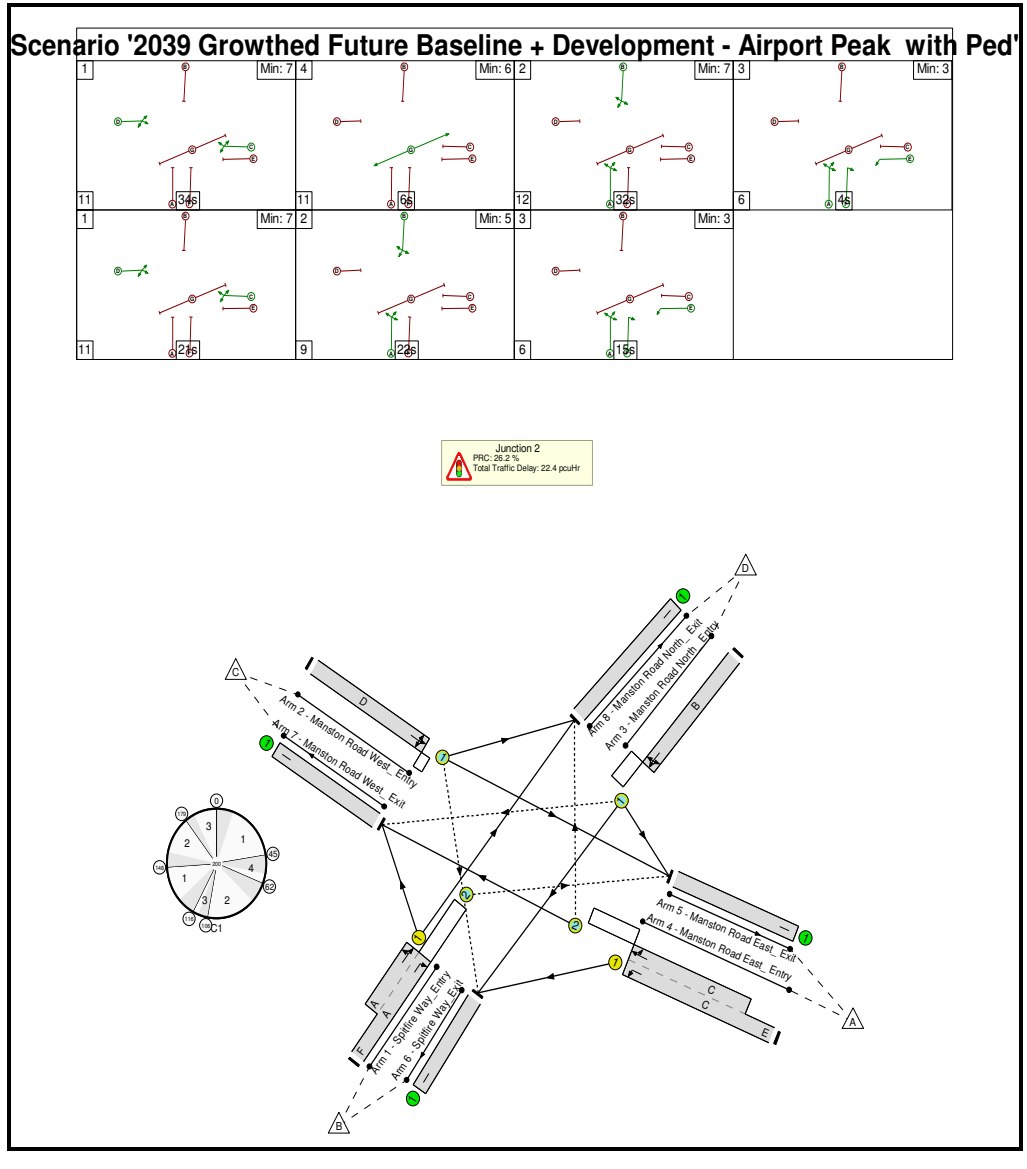
Stage	1	4	2	3	1	2	3
Duration	34	6	32	4	21	22	15
Change Point	0	45	62	106	116	148	179

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.3%**
Junction 2	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.3%**
1/2+1/1	Spitfire Way_Entry Right Left Ahead	O+U	N/A	N/A	A	F	2	85	21	549	1781:1903	463+307	71.3 : 71.3%
2/1	Manston Road West_ Entry Ahead Right Left	O	N/A	N/A	D		2	55	-	367	1842	515	71.3%
3/1	Manston Road North_ Entry Left Ahead Right	O	N/A	N/A	B		2	56	-	376	1846	535	70.2%
4/1+4/2	Manston Road East_ Entry Left Ahead Right	U+O	N/A	N/A	C	E	2	96:67	29	813	1828:1782	583+559	71.2 : 71.2%
5/1	Manston Road East_ Exit	U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
6/1	Spitfire Way_Exit	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
7/1	Manston Road West_ Exit	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
8/1	Manston Road North_ Exit	U	N/A	N/A	-		-	-	-	384	Inf	Inf	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	**-**	**-**	**241**	**159**	**120**	**15.6**	**4.8**	**2.0**	**22.4**	**-**	**-**	**-**	**-**
Junction 2	**-**	**-**	**241**	**159**	**120**	**15.6**	**4.8**	**2.0**	**22.4**	**-**	**-**	**-**	**-**
1/2+1/1	549	549	114	152	64	3.4	1.2	1.4	6.1	39.8	10.2	1.2	11.4
2/1	367	367	37	0	0	3.3	1.2	0.1	4.6	45.3	10.4	1.2	11.6
3/1	376	376	29	0	0	3.7	1.2	0.0	4.8	46.2	12.3	1.2	13.5
4/1+4/2	813	813	61	7	56	5.2	1.2	0.5	6.9	30.6	10.6	1.2	11.8
5/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

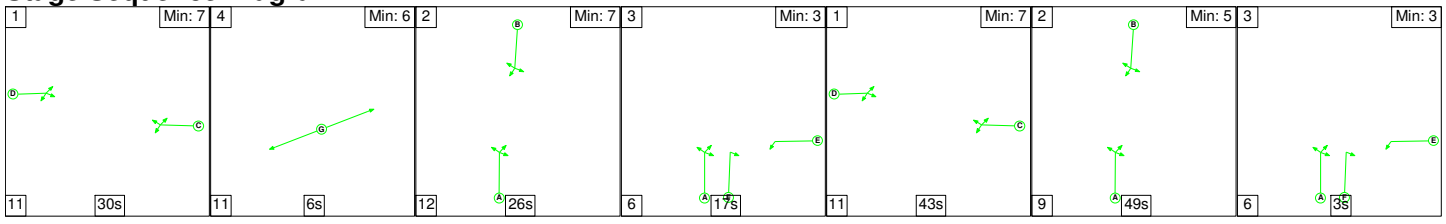
PRC for Signalled Lanes (%): 26.2 Total Delay for Signalled Lanes (pcuHr): 22.43 Cycle Time (s): 200

PRC Over All Lanes (%): 26.2 Total Delay Over All Lanes(pcuHr): 22.43

Full Input Data And Results

Scenario 12: '2039 Growthed Future Baseline + Development - PM Peak with Ped' (FG5: '2039 Growthed Future Baseline + Development - PM Peak ', Plan 12: '2039 Growthed Future Baseline + Development - PM Peak with Ped')

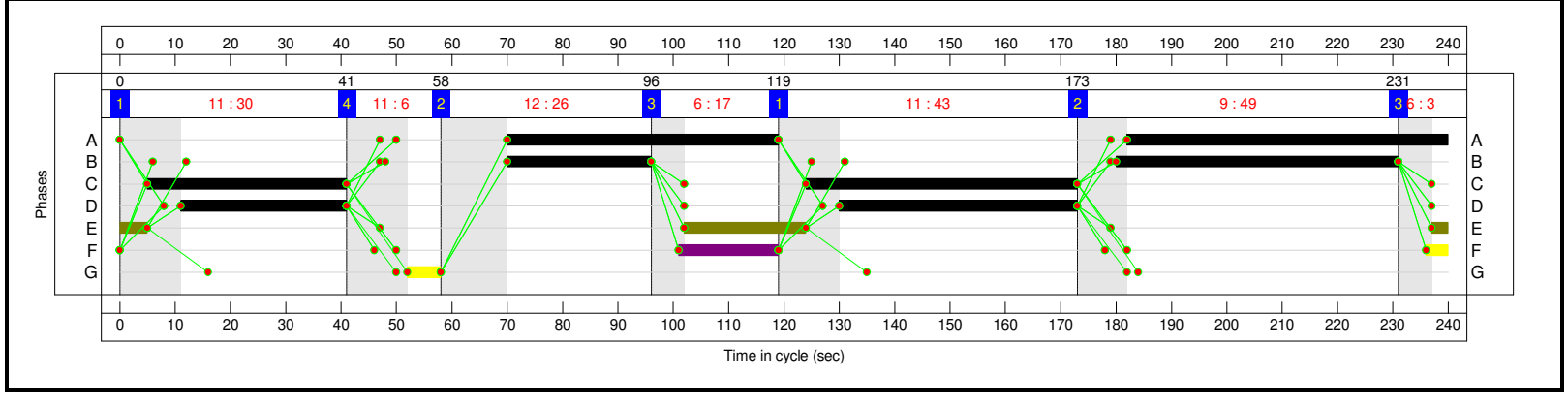
Stage Sequence Diagram



Stage Timings

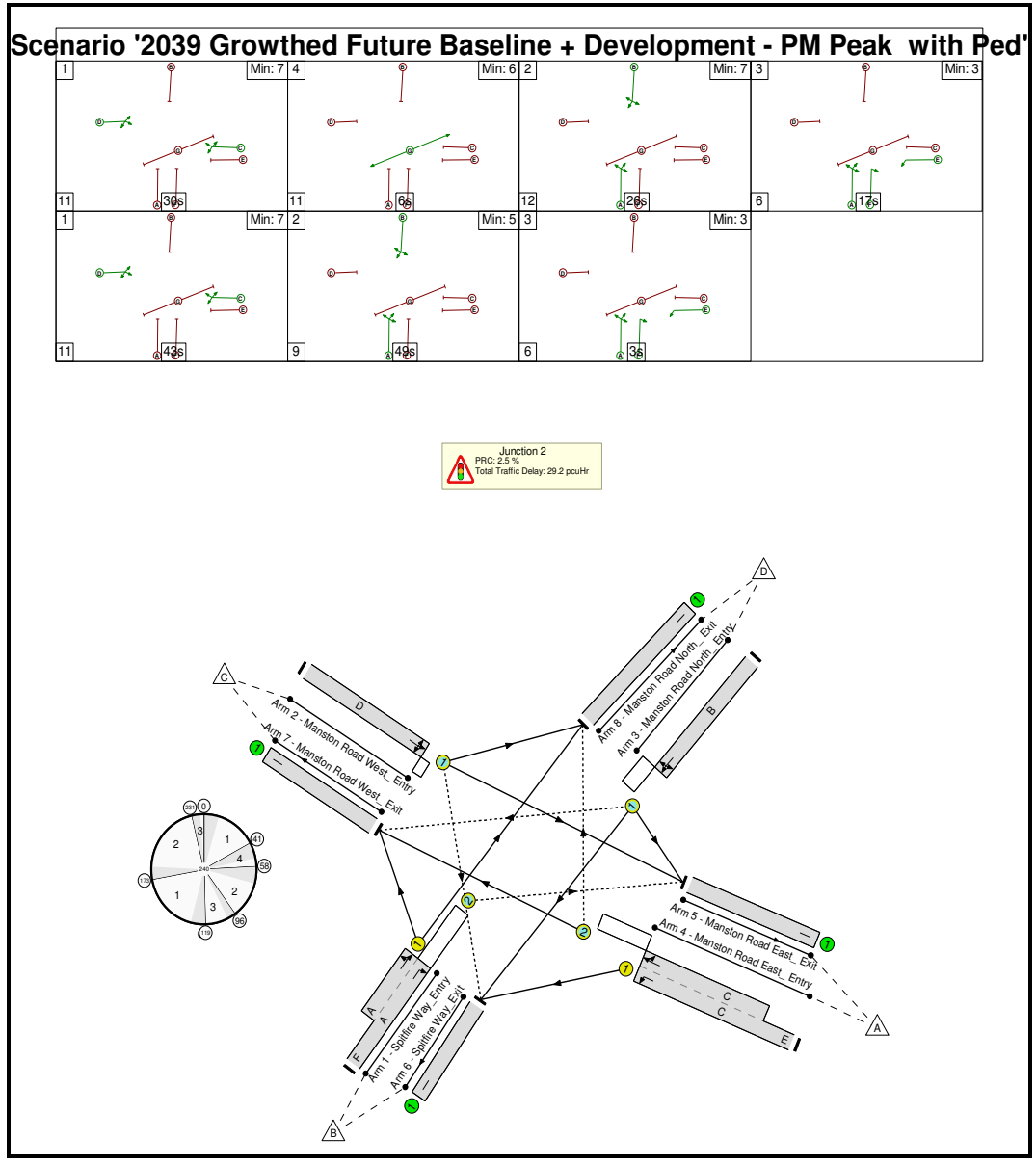
Stage	1	4	2	3	1	2	3
Duration	30	6	26	17	43	49	3
Change Point	0	41	58	96	119	173	231

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.8%**
Junction 2	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.8%**
1/2+1/1	Spitfire Way_Entry Right Left Ahead	O+U	N/A	N/A	A	F	2	107	22	616	1781:1911	393+311	87.6 : 87.6%
2/1	Manston Road West_ Entry Ahead Right Left	O	N/A	N/A	D		2	73	-	270	1854	579	46.6%
3/1	Manston Road North_ Entry Left Ahead Right	O	N/A	N/A	B		2	77	-	474	1833	603	78.6%
4/1+4/2	Manston Road East_ Entry Left Ahead Right	U+O	N/A	N/A	C	E	2	115:85	30	917	1828:1814	502+542	87.8 : 87.8%
5/1	Manston Road East_ Exit	U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
6/1	Spitfire Way_Exit	U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
7/1	Manston Road West_ Exit	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
8/1	Manston Road North_ Exit	U	N/A	N/A	-		-	-	-	387	Inf	Inf	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	**-**	**-**	**266**	**211**	**43**	**18.5**	**8.9**	**1.9**	**29.2**	**-**	**-**	**-**	**-**
Junction 2	**-**	**-**	**266**	**211**	**43**	**18.5**	**8.9**	**1.9**	**29.2**	**-**	**-**	**-**	**-**
1/2+1/1	616	616	95	208	41	4.2	3.3	1.6	9.1	53.0	10.1	3.3	13.4
2/1	270	270	11	0	0	2.5	0.4	0.0	3.0	39.7	7.7	0.4	8.2
3/1	474	474	71	0	0	4.8	1.8	0.0	6.7	50.6	14.8	1.8	16.6
4/1+4/2	917	917	89	3	2	7.0	3.4	0.2	10.5	41.3	16.3	3.4	19.7
5/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	461	461	-	-	-	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

C1

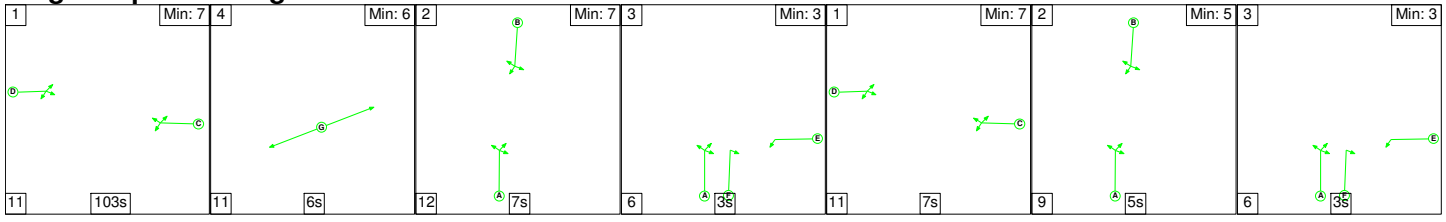
PRC for Signalled Lanes (%): 2.5 Total Delay for Signalled Lanes (pcuHr): 29.24 Cycle Time (s): 240

PRC Over All Lanes (%): 2.5 Total Delay Over All Lanes(pcuHr): 29.24

Full Input Data And Results

Scenario 13: '2039 Base + Dev - Net Change - AM Peak with Ped' (FG7: '2039 Base + Dev - Net Change - AM Peak ', Plan 10: '2039 Growthed Future Baseline + Development - AM Peak with Ped')

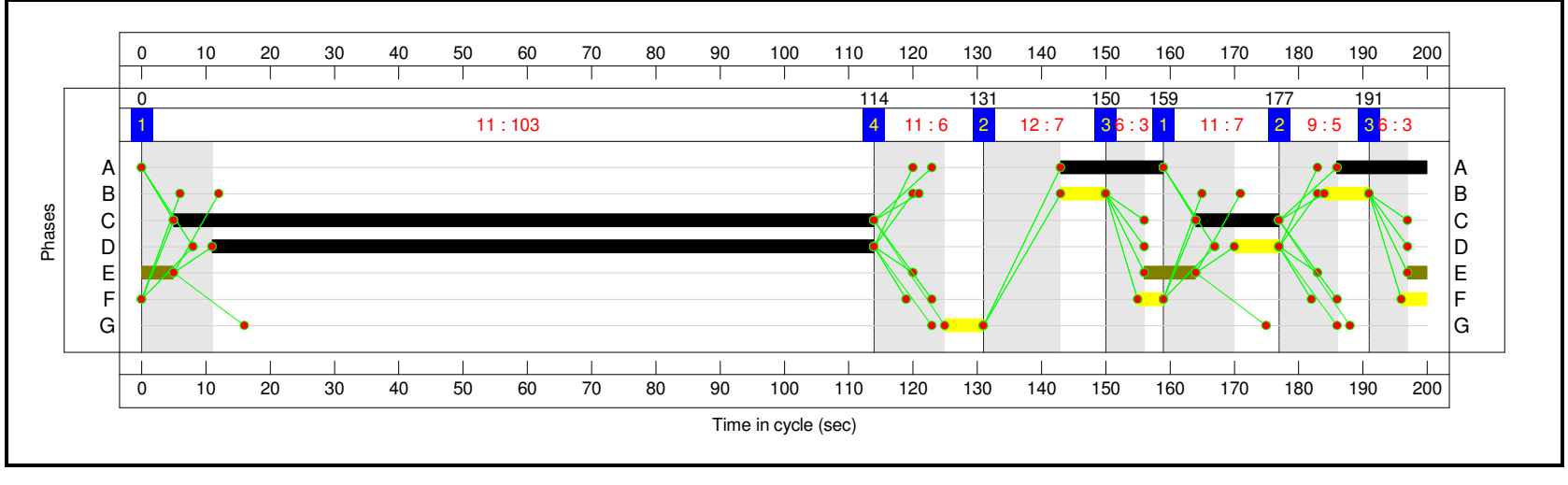
Stage Sequence Diagram



Stage Timings

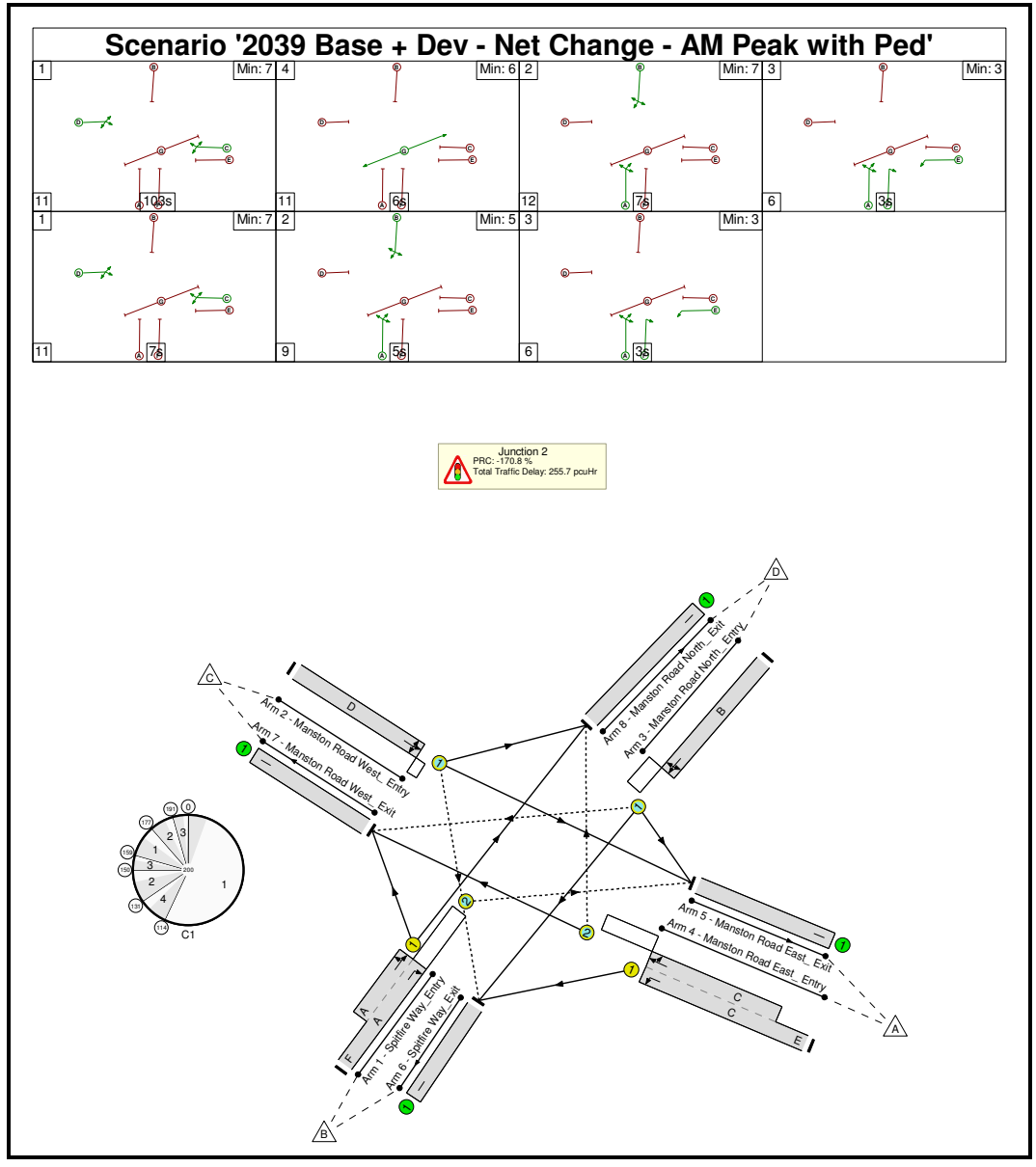
Stage	1	4	2	3	1	2	3
Duration	103	6	7	3	7	5	3
Change Point	0	114	131	150	159	177	191

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**243.7%**
Junction 2	-	-	**N/A**	-	-		-	-	-	-	-	-	**243.7%**
1/2+1/1	Spitfire Way_Entry Right Left Ahead	O+U	N/A	N/A	A	F	2	30	8	577	1781:1907	233+191	135.0 : 137.9%
2/1	Manston Road West_ Entry Ahead Right Left	O	N/A	N/A	D		2	110	-	498	1845	1033	48.2%
3/1	Manston Road North_ Entry Left Ahead Right	O	N/A	N/A	B		2	14	-	366	1877	150	243.7%
4/1+4/2	Manston Road East_ Entry Left Ahead Right	U+O	N/A	N/A	C	E	2	138:122	16	1034	1828:1756	766+729	69.2 : 69.2%
5/1	Manston Road East_ Exit	U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
6/1	Spitfire Way_Exit	U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
7/1	Manston Road West_ Exit	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
8/1	Manston Road North_ Exit	U	N/A	N/A	-		-	-	-	530	Inf	Inf	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	**-**	**-**	**192**	**132**	**163**	**63.0**	**189.0**	**3.7**	**255.7**	**-**	**-**	**-**	**-**
Junction 2	**-**	**-**	**192**	**132**	**163**	**63.0**	**189.0**	**3.7**	**255.7**	**-**	**-**	**-**	**-**
1/2+1/1	577	423	0	125	108	24.2	78.6	3.1	105.9	660.8	31.6	78.6	110.2
2/1	498	498	32	0	6	3.0	0.5	0.0	3.5	25.2	12.5	0.5	13.0
3/1	366	150	11	0	0	32.9	108.8	0.0	141.7	1393.6	39.5	108.8	148.3
4/1+4/2	1034	1034	149	7	50	3.0	1.1	0.6	4.7	16.2	8.8	1.1	9.9
5/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	462	462	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -170.8
PRC Over All Lanes (%): -170.8

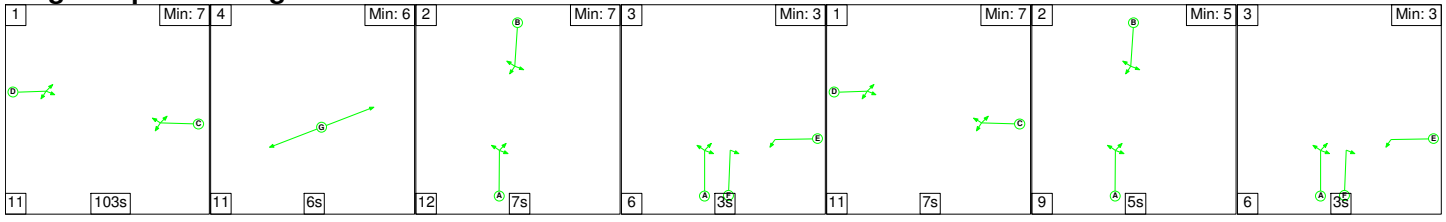
Total Delay for Signalled Lanes (pcuHr): 255.73
Total Delay Over All Lanes(pcuHr): 255.73

Cycle Time (s): 200

Full Input Data And Results

Scenario 14: '2039 Base + Dev - Net Change - PM Peak with Ped' (FG8: '2039 Base + Dev - Net Change - PM Peak ', Plan 12: '2039 Growthed Future Baseline + Development - PM Peak with Ped')

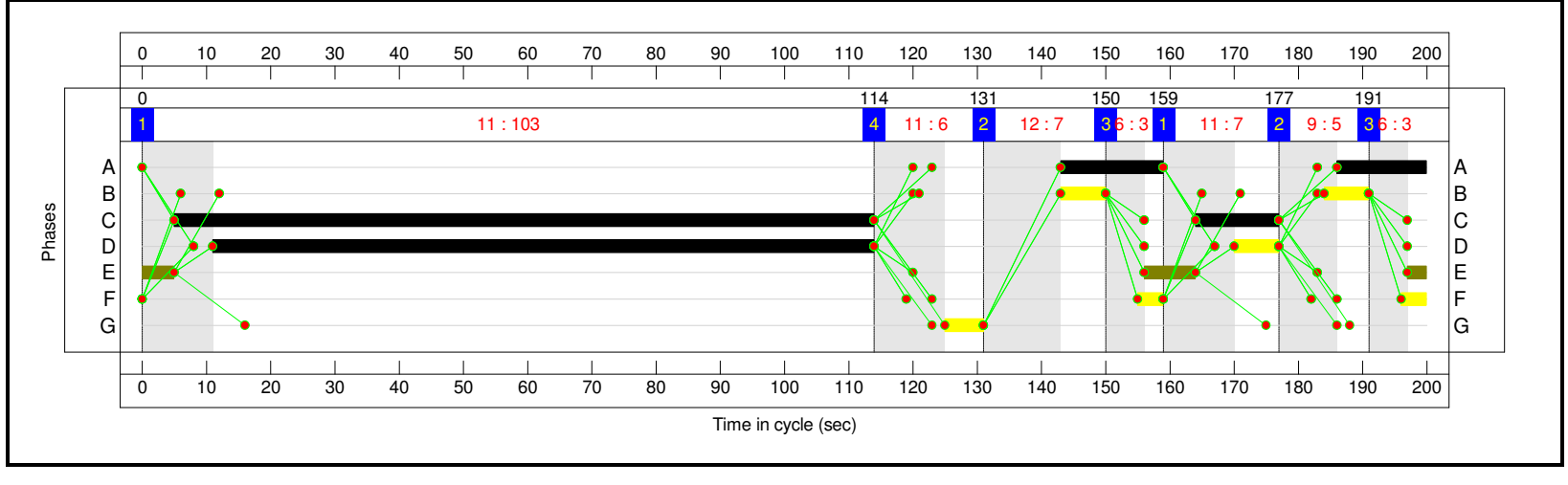
Stage Sequence Diagram



Stage Timings

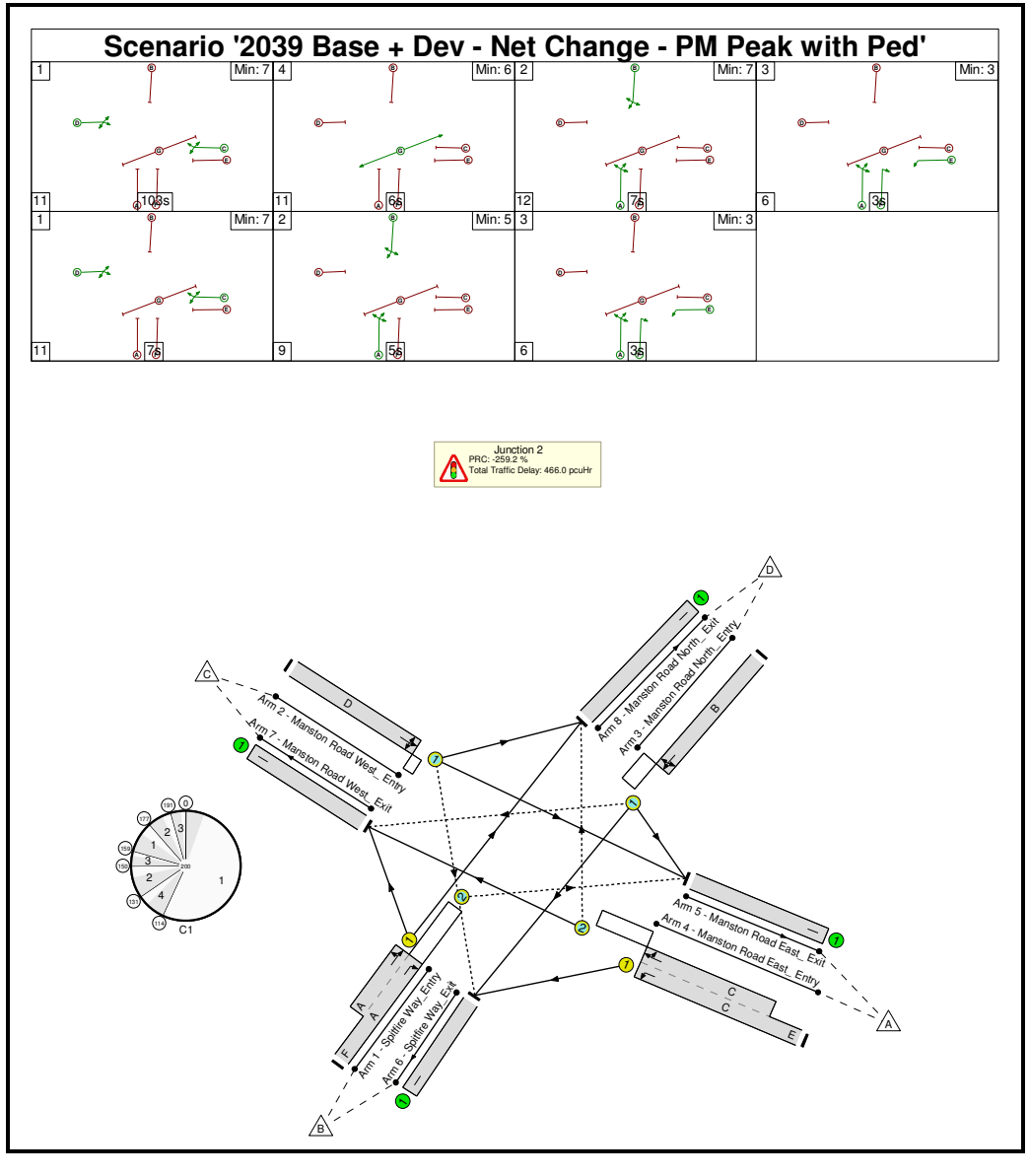
Stage	1	4	2	3	1	2	3
Duration	103	6	7	3	7	5	3
Change Point	0	114	131	150	159	177	191

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**323.2%**
Junction 2	-	-	**N/A**	-	-		-	-	-	-	-	-	**323.2%**
1/2+1/1	Spitfire Way_Entry Right Left Ahead	O+U	N/A	N/A	A	F	2	30	8	747	1781:1911	233+133	204.2 : 204.2%
2/1	Manston Road West_ Entry Ahead Right Left	O	N/A	N/A	D		2	110	-	270	1854	1038	26.0%
3/1	Manston Road North_ Entry Left Ahead Right	O	N/A	N/A	B		2	14	-	474	1833	147	323.2%
4/1+4/2	Manston Road East_ Entry Left Ahead Right	U+O	N/A	N/A	C	E	2	138:122	16	1032	1828:1814	845+723	65.8 : 65.8%
5/1	Manston Road East_ Exit	U	N/A	N/A	-		-	-	-	876	Inf	Inf	0.0%
6/1	Spitfire Way_Exit	U	N/A	N/A	-		-	-	-	799	Inf	Inf	0.0%
7/1	Manston Road West_ Exit	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
8/1	Manston Road North_ Exit	U	N/A	N/A	-		-	-	-	387	Inf	Inf	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	**-**	**-**	**96**	**128**	**136**	**105.8**	**357.1**	**3.2**	**466.0**	**-**	**-**	**-**	**-**
Junction 2	**-**	**-**	**96**	**128**	**136**	**105.8**	**357.1**	**3.2**	**466.0**	**-**	**-**	**-**	**-**
1/2+1/1	747	366	0	125	108	53.6	191.5	3.1	248.2	1196.4	67.2	191.5	258.8
2/1	270	270	8	0	3	1.0	0.2	0.0	1.2	16.1	4.7	0.2	4.9
3/1	474	147	22	0	0	48.3	164.4	0.0	212.8	1615.9	57.8	164.4	222.2
4/1+4/2	1032	1032	66	4	25	2.8	1.0	0.1	3.8	13.2	9.0	1.0	9.9
5/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	252	252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -259.2
PRC Over All Lanes (%): -259.2

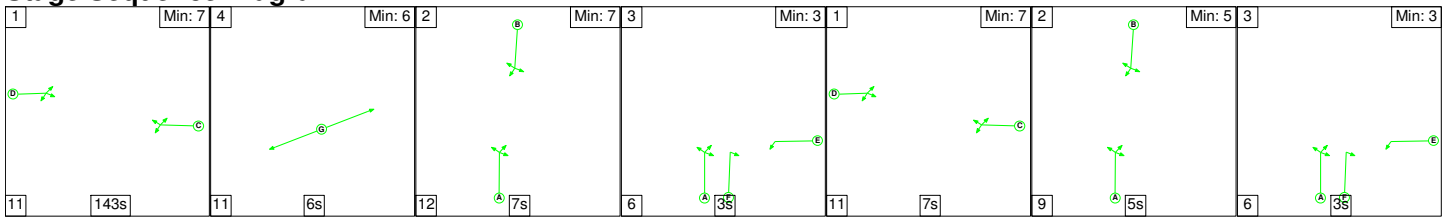
Total Delay for Signalled Lanes (pcuHr): 466.00
Total Delay Over All Lanes(pcuHr): 466.00

Cycle Time (s): 200

Full Input Data And Results

Scenario 15: '2039 Base + Dev - Net Change - Airport Peak with Ped' (FG9: '2039 Base + Dev - Net Change - Airport Peak ', Plan 11: '2039 Growthed Future Baseline + Development - Airport Peak with Ped')

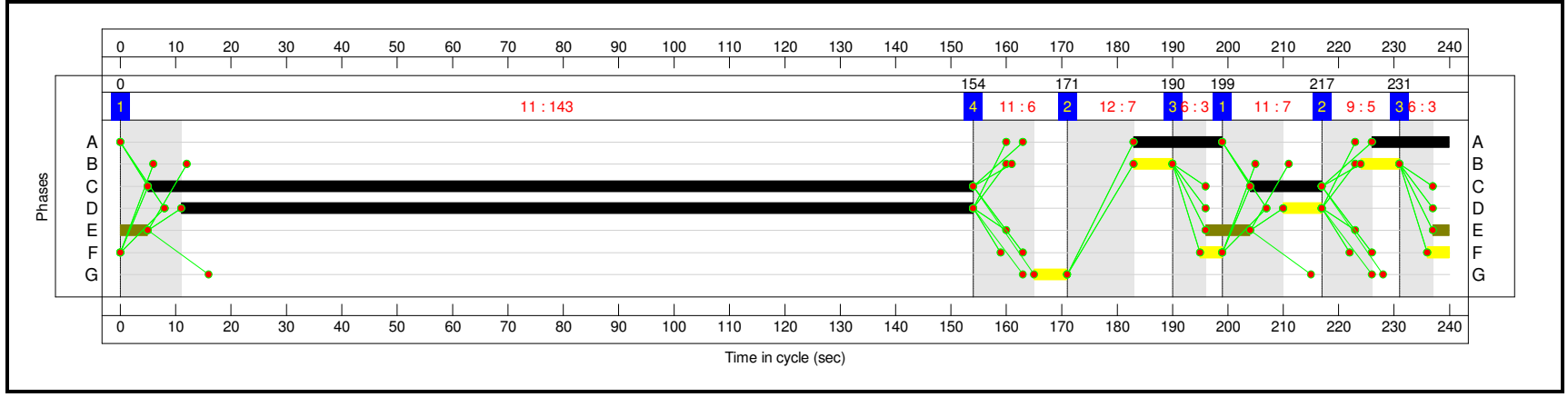
Stage Sequence Diagram



Stage Timings

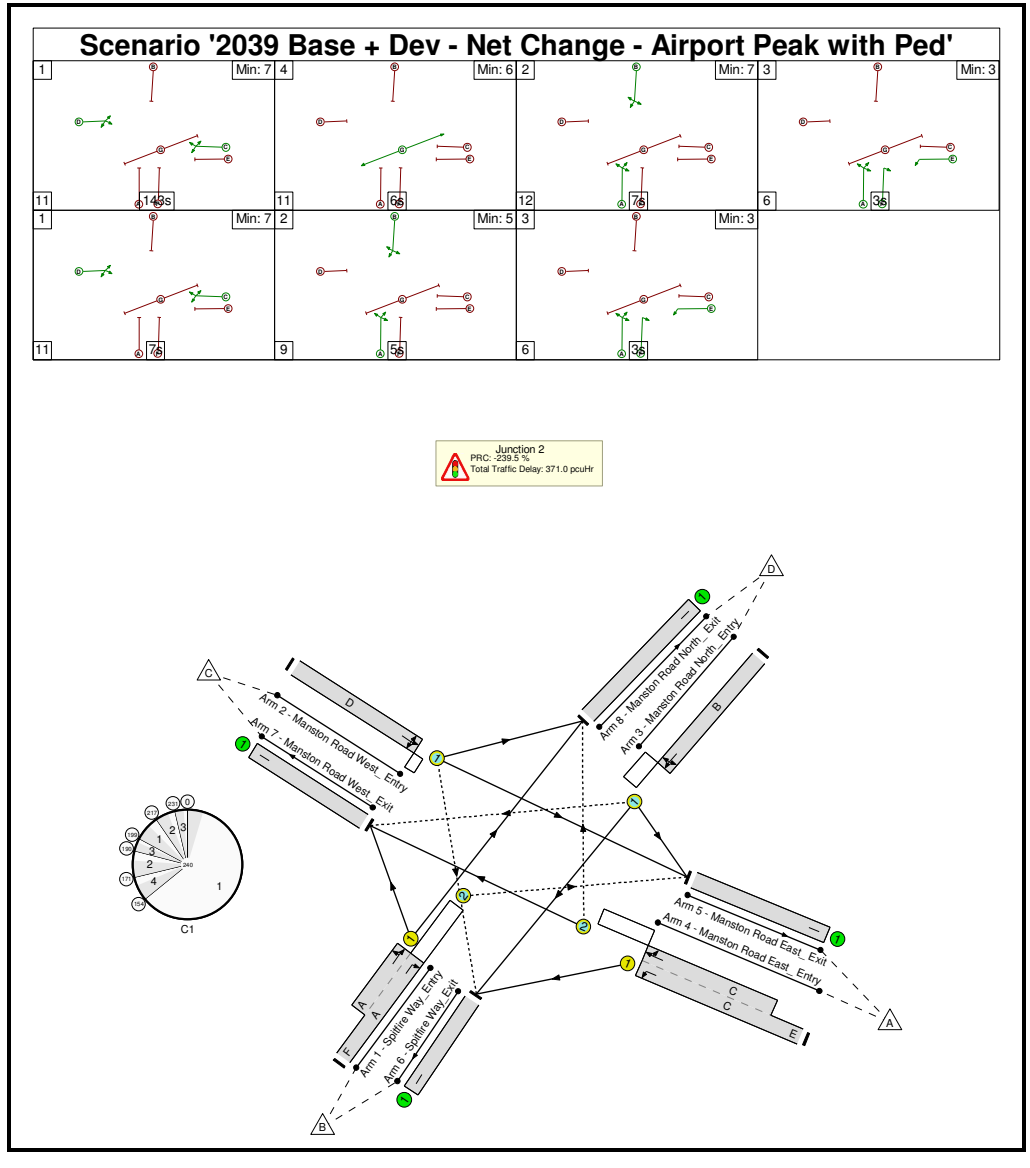
Stage	1	4	2	3	1	2	3
Duration	143	6	7	3	7	5	3
Change Point	0	154	171	190	199	217	231

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**305.5%**
Junction 2	-	-	**N/A**	-	-		-	-	-	-	-	-	**305.5%**
1/2+1/1	Spitfire Way_Entry Right Left Ahead	O+U	N/A	N/A	A	F	2	30	8	591	1781:1903	194+114	191.9 : 191.9%
2/1	Manston Road West_ Entry Ahead Right Left	O	N/A	N/A	D		2	150	-	367	1842	1167	31.5%
3/1	Manston Road North_ Entry Left Ahead Right	O	N/A	N/A	B		2	14	-	376	1846	123	305.5%
4/1+4/2	Manston Road East_ Entry Left Ahead Right	U+O	N/A	N/A	C	E	2	178:162	16	935	1828:1782	940+697	57.1 : 57.1%
5/1	Manston Road East_ Exit	U	N/A	N/A	-		-	-	-	787	Inf	Inf	0.0%
6/1	Spitfire Way_Exit	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
7/1	Manston Road West_ Exit	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
8/1	Manston Road North_ Exit	U	N/A	N/A	-		-	-	-	384	Inf	Inf	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	**-**	**-**	**128**	**109**	**128**	**97.2**	**270.6**	**3.2**	**371.0**	**-**	**-**	**-**	**-**
Junction 2	**-**	**-**	**128**	**109**	**128**	**97.2**	**270.6**	**3.2**	**371.0**	**-**	**-**	**-**	**-**
1/2+1/1	591	308	0	104	90	48.6	142.5	3.1	194.2	1183.0	62.0	142.5	204.5
2/1	367	367	31	0	6	1.5	0.2	0.0	1.7	17.0	7.0	0.2	7.2
3/1	376	123	9	0	0	45.3	127.2	0.0	172.5	1651.2	54.1	127.2	181.3
4/1+4/2	935	935	88	5	32	1.8	0.7	0.1	2.6	10.1	8.7	0.7	9.3
5/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -239.5
PRC Over All Lanes (%): -239.5

Total Delay for Signalled Lanes (pcuHr): 371.02
Total Delay Over All Lanes(pcuHr): 371.02

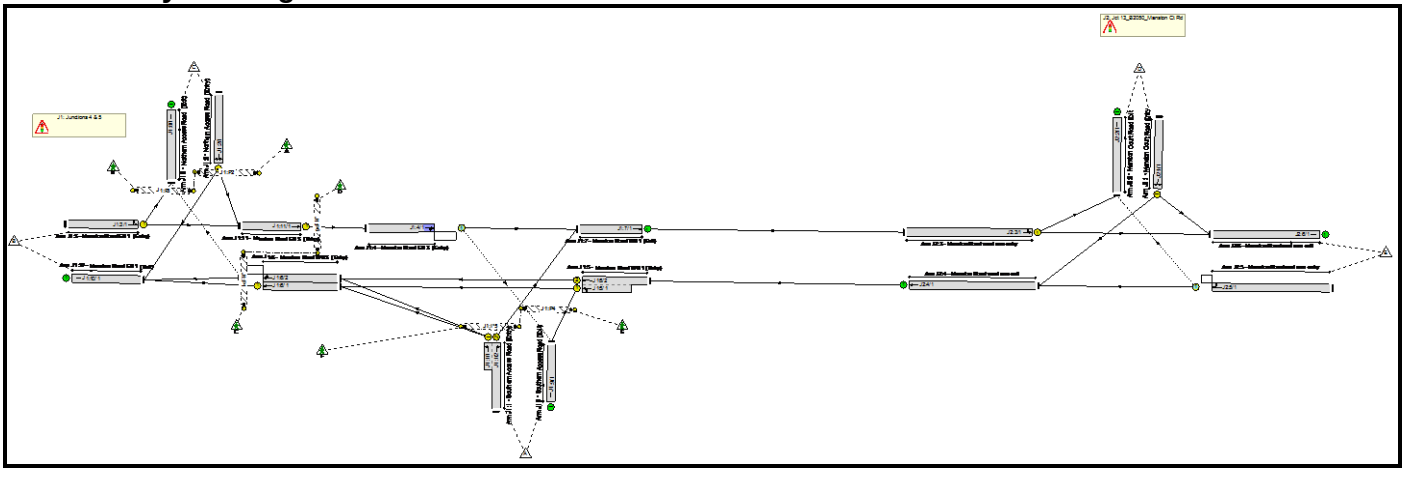
Cycle Time (s): 240

Full Input Data And Results

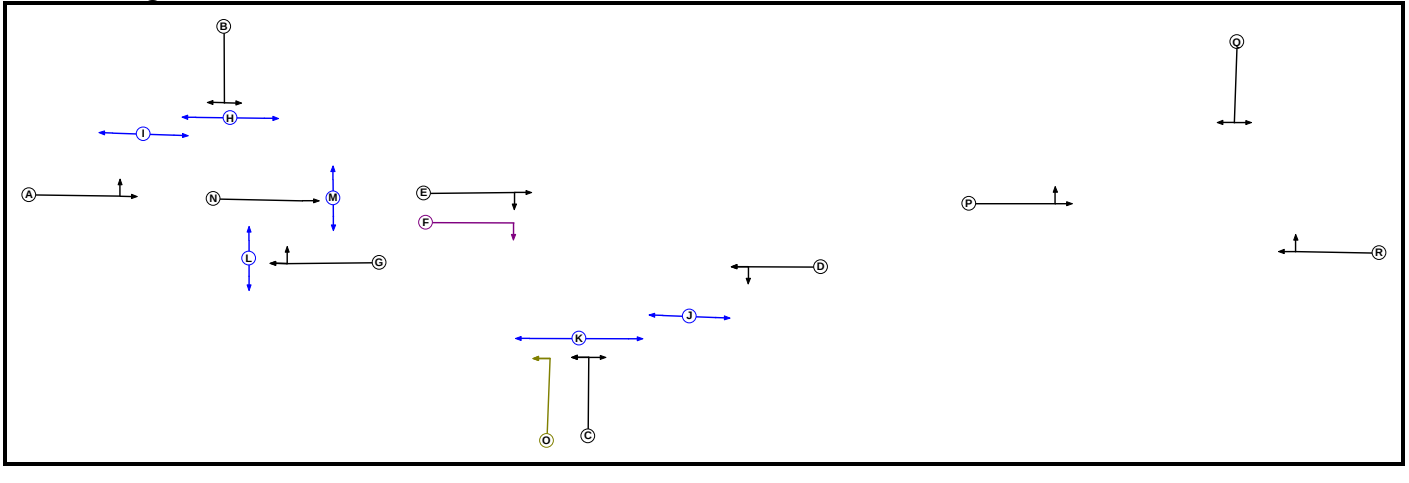
User and Project Details

Project:	**Manston Airport DCO EIA**
Title:	**Junctions 4+5 Staggered**
Location:	
File name:	Signalised_R12.lsg3x
Author:	Fouda
Company:	AmecFW
Address:	
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	0
F	Ind. Arrow	E	4	0
G	Traffic		7	4
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	0
K	Pedestrian		7	7
L	Pedestrian		7	7
M	Pedestrian		7	7
N	Traffic		7	1
O	Filter	C	4	0
P	Traffic		7	7
Q	Traffic		7	7
R	Traffic		7	7

Full Input Data And Results

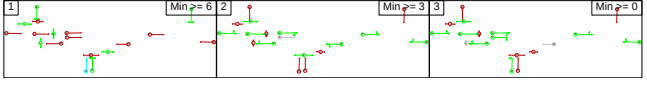
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
A		5	-	-	-	-	-	-	9	-	-	-	-	-	-	-	-	-
B	5		-	-	-	-	6	5	-	-	-	-	-	-	-	-	-	-
C	-	-		5	7	7	-	-	-	-	5	-	-	-	-	-	-	-
D	-	-	5		-	-	-	-	-	8	-	-	-	-	-	-	-	-
E	-	-	7	-		-	-	-	-	-	-	-	-	-	-	-	-	-
F	-	-	7	-	-		-	-	-	10	-	-	-	-	-	-	-	-
G	-	7	-	-	-	-		-	11	-	-	-	-	-	-	-	-	-
H	-	5	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-
I	-	-	-	-	-	-	6	-		-	-	-	-	-	-	-	-	-
J	-	-	-	6	6	6	-	-	-		-	-	-	-	-	-	-	-
K	-	-	8	-	-	-	-	-	-	-		-	-	-	8	-	-	-
L	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-
M	-	-	-	-	-	-	-	-	-	-	-	-		8	-	-	-	-
N	-	-	-	-	-	-	-	-	-	-	-	-	5		-	-	-	-
O	-	-	-	-	-	-	-	-	-	-	5	-	-	-		-	-	-
P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-
Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6		6
R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	

Phases in Stage

Stage No.	Phases in Stage
1	B C I J L M Q
2	A D E G H K N P R
3	A E F G H N O P R

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Gaining absolute	16	16
1	2	J	Losing	6	6
1	2	L	Losing	12	12
1	2	M	Losing	3	3
1	2	N	Gaining absolute	11	11
1	3	J	Losing	9	9
2	1	E	Losing	10	10
2	1	G	Losing	10	10
2	1	H	Losing	9	9
2	1	K	Losing	10	10
2	1	N	Losing	6	6
3	1	E	Losing	8	8
3	1	G	Losing	3	3
3	1	N	Losing	6	6
3	1	P	Losing	19	19
3	1	Q	Gaining absolute	0	0

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		16	15
	2	21		8
	3	25	X	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Junctions 4 && 5

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)
J1:4/1 (Manston Road EB 3 (Entry))	J1:9/1 (Right)	1439	0	J1:5/2	1.09	All	4.00	4.00	0.50	4	3.00
				J1:5/1	1.09	All					
J1:6/2 (Manston Road WB 3 (Entry))	J1:8/1 (Right)	1439	0	J1:3/1	1.09	All	3.00	3.00	0.50	3	3.00

Junction: J2: Jct 13_B2050_Manston Ct 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)
J2:5/1 (Manston Road east arm entry)	J2:2/1 (Right)	1439	0	J2:3/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: J1: Junctions 4 && 5

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)
J1:1/1 (Southern Access Road (Entry))	U	C O	2	3	5.0	Geom	-	3.50	0.00	Y	Arm J1:6 Left	Inf
J1:1/2 (Southern Access Road (Entry))	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:7 Right	Inf
J1:2/1 (Northern Access Road (Entry))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:10 Right	20.00
											Arm J1:11 Left	20.00
J1:3/1 (Manston Road EB 1 (Entry))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:8 Left	Inf
											Arm J1:11 Ahead	Inf
J1:4/1 (Manston Road EB 3 (Entry))	O	E F	2	3	10.0	Geom	-	3.50	0.00	Y	Arm J1:7 Ahead	Inf
											Arm J1:9 Right	20.00
J1:5/1 (Manston Road WB 1 (Entry))	U	D	2	3	9.0	Geom	-	3.25	0.00	Y	Arm J1:6 Ahead	Inf
											Arm J1:9 Left	15.00
J1:5/2 (Manston Road WB 1 (Entry))	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:6 Ahead	Inf
J1:6/1 (Manston Road WB 3 (Entry))	U	G	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:10 Ahead	Inf
J1:6/2 (Manston Road WB 3 (Entry))	O	G	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:8 Right	Inf
											Arm J1:10 Ahead	Inf
J1:7/1 (Manston Road WB 1 (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

J1:8/1 (Northern Access Road (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:9/1 (Southern Access Road (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:10/1 (Manston Road EB 1 (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:11/1 (Manston Road EB 3 (Entry))	U	N	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:4 Ahead	Inf

Junction: J2: Jct 13_B2050_Manston Ct 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)
J2:1/1 (Manston Court Road Entry)	U	Q	2	3	60.0	Geom	-	3.11	0.00	Y	Arm J2:4 Right	15.00
											Arm J2:6 Left	15.00
J2:2/1 (Manston Court Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/1 (Manston Road west arm entry)	U	P	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:2 Left	12.00
											Arm J2:6 Ahead	Inf
J2:4/1 (Manston Road west arm exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1 (Manston Road east arm entry)	O	R	2	3	60.0	Geom	-	2.50	0.00	Y	Arm J2:2 Right	15.00
											Arm J2:4 Ahead	Inf
J2:6/1 (Manston Road east arm exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2039 Growthed Traffic Airport Peak'	13:00	14:00	01:00	
2: '2039 Growthed Traffic AM'	08:00	09:00	01:00	
3: '2039 Growthed Traffic PM'	17:00	18:00	01:00	
4: '2039 + Dev Traffic AM'	08:00	09:00	01:00	
5: '2039 + Dev Traffic PM'	17:00	18:00	01:00	
6: '2039 + Dev Traffic Airport Peak'	13:00	14:00	01:00	
7: '2039 B+Dev - Net change - AM'	08:00	09:00	01:00	
8: '2039 B+Dev - Net change - PM'	17:00	18:00	01:00	
9: '2039 B+Dev - Net change - Airport Peak'	13:00	14:00	01:00	

Scenario 1: '2039 + Dev Traffic AM' (FG4: '2039 + Dev Traffic AM', Plan 1: '2039 Growthed Traffic Airport Peak')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	4	0	0	0	4
	B	32	0	74	127	461	694
	C	0	17	0	4	19	40
	D	5	186	28	0	12	231
	E	44	673	116	10	0	843
	Tot.	81	880	218	141	492	1812

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2039 + Dev Traffic AM
Junction: J1: Junctions 4 && 5	
J1:1/1 (short)	4
J1:1/2 (with short)	4(In) 0(Out)
J1:2/1	40
J1:3/1	694
J1:4/1	643
J1:5/1 (short)	646
J1:5/2 (with short)	1052(In) 406(Out)
J1:6/1	601
J1:6/2	406
J1:7/1	611
J1:8/1	218
J1:9/1	81
J1:10/1	880
J1:11/1	643
Junction: J2: Jct 13_B2050_Manston Ct Rd	
J2:1/1	231
J2:2/1	141
J2:3/1	611
J2:4/1	1052
J2:5/1	843
J2:6/1	492

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Junctions 4 && 5								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:1/2 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:7 Right	Inf	0.0 %	1965	1965
J1:2/1 (Northern Access Road (Entry))	3.50	0.00	Y	Arm J1:10 Right	20.00	42.5 %	1828	1828
				Arm J1:11 Left	20.00	57.5 %		
J1:3/1 (Manston Road EB 1 (Entry))	3.50	0.00	Y	Arm J1:8 Left	Inf	10.7 %	1965	1965
				Arm J1:11 Ahead	Inf	89.3 %		
J1:4/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	95.0 %	1958	1958
				Arm J1:9 Right	20.00	5.0 %		
J1:5/1 (Manston Road WB 1 (Entry))	3.25	0.00	Y	Arm J1:6 Ahead	Inf	92.4 %	1925	1925
				Arm J1:9 Left	15.00	7.6 %		
J1:5/2 (Manston Road WB 1 (Entry))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:6/1 (Manston Road WB 3 (Entry))	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J1:6/2 (Manston Road WB 3 (Entry))	3.50	0.00	Y	Arm J1:8 Right	Inf	35.5 %	1965	1965
				Arm J1:10 Ahead	Inf	64.5 %		
J1:7/1 (Manston Road WB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Southern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (Manston Road EB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J2: Jct 13_B2050_Manston Ct Rd

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Manston Court Road Entry)	3.11	0.00	Y	Arm J2:4 Right	15.00	94.8 %	1751	1751
				Arm J2:6 Left	15.00	5.2 %		
J2:2/1 (Manston Court Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Manston Road west arm entry)	3.00	0.00	Y	Arm J2:2 Left	12.00	21.4 %	1865	1865
				Arm J2:6 Ahead	Inf	78.6 %		
J2:4/1 (Manston Road west arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Manston Road east arm entry)	2.50	0.00	Y	Arm J2:2 Right	15.00	1.2 %	1863	1863
				Arm J2:4 Ahead	Inf	98.8 %		
J2:6/1 (Manston Road east arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2039 + Dev Traffic PM' (FG5: '2039 + Dev Traffic PM', Plan 1: '2039 Growthed Traffic Airport Peak')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	139	1	16	95	251
	B	27	0	15	154	509	705
	C	2	69	0	25	96	192
	D	1	179	4	0	11	195
	E	10	524	13	18	0	565
	Tot.	40	911	33	213	711	1908

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2039 + Dev Traffic PM
Junction: J1: Junctions 4 && 5	
J1:1/1 (short)	140
J1:1/2 (with short)	251(In) 111(Out)
J1:2/1	192
J1:3/1	705
J1:4/1	813
J1:5/1 (short)	405
J1:5/2 (with short)	731(In) 326(Out)
J1:6/1	467
J1:6/2	393
J1:7/1	895
J1:8/1	33
J1:9/1	40
J1:10/1	911
J1:11/1	813
Junction: J2: Jct 13_B2050_Manston Ct Rd	
J2:1/1	195
J2:2/1	213
J2:3/1	895
J2:4/1	731
J2:5/1	565
J2:6/1	711

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Junctions 4 && 5								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:1/2 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:7 Right	Inf	100.0 %	1965	1965
J1:2/1 (Northern Access Road (Entry))	3.50	0.00	Y	Arm J1:10 Right	20.00	35.9 %	1828	1828
				Arm J1:11 Left	20.00	64.1 %		
J1:3/1 (Manston Road EB 1 (Entry))	3.50	0.00	Y	Arm J1:8 Left	Inf	2.1 %	1965	1965
				Arm J1:11 Ahead	Inf	97.9 %		
J1:4/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	96.4 %	1960	1960
				Arm J1:9 Right	20.00	3.6 %		
J1:5/1 (Manston Road WB 1 (Entry))	3.25	0.00	Y	Arm J1:6 Ahead	Inf	97.3 %	1935	1935
				Arm J1:9 Left	15.00	2.7 %		
J1:5/2 (Manston Road WB 1 (Entry))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:6/1 (Manston Road WB 3 (Entry))	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J1:6/2 (Manston Road WB 3 (Entry))	3.50	0.00	Y	Arm J1:8 Right	Inf	4.6 %	1965	1965
				Arm J1:10 Ahead	Inf	95.4 %		
J1:7/1 (Manston Road WB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Southern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (Manston Road EB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J2: Jct 13_B2050_Manston Ct Rd

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Manston Court Road Entry)	3.11	0.00	Y	Arm J2:4 Right	15.00	94.4 %	1751	1751
				Arm J2:6 Left	15.00	5.6 %		
J2:2/1 (Manston Court Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Manston Road west arm entry)	3.00	0.00	Y	Arm J2:2 Left	12.00	21.8 %	1864	1864
				Arm J2:6 Ahead	Inf	78.2 %		
J2:4/1 (Manston Road west arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Manston Road east arm entry)	2.50	0.00	Y	Arm J2:2 Right	15.00	3.2 %	1859	1859
				Arm J2:4 Ahead	Inf	96.8 %		
J2:6/1 (Manston Road east arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2039 + Dev Traffic Airport Peak' (FG6: '2039 + Dev Traffic Airport Peak', Plan 1: '2039 Growthed Traffic Airport Peak')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	39	1	2	16	58
	B	166	0	42	107	430	745
	C	7	26	0	6	33	72
	D	19	159	12	0	11	201
	E	124	584	53	9	0	770
	Tot.	316	808	108	124	490	1846

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2039 + Dev Traffic Airport Peak
Junction: J1: Junctions 4 && 5	
J1:1/1 (short)	40
J1:1/2 (with short)	58(In) 18(Out)
J1:2/1	72
J1:3/1	745
J1:4/1	749
J1:5/1 (short)	512
J1:5/2 (with short)	951(In) 439(Out)
J1:6/1	393
J1:6/2	455
J1:7/1	594
J1:8/1	108
J1:9/1	316
J1:10/1	808
J1:11/1	749
Junction: J2: Jct 13_B2050_Manston Ct Rd	
J2:1/1	201
J2:2/1	124
J2:3/1	594
J2:4/1	951
J2:5/1	770
J2:6/1	490

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Junctions 4 && 5								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:1/2 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:7 Right	Inf	100.0 %	1965	1965
J1:2/1 (Northern Access Road (Entry))	3.50	0.00	Y	Arm J1:10 Right	20.00	36.1 %	1828	1828
				Arm J1:11 Left	20.00	63.9 %		
J1:3/1 (Manston Road EB 1 (Entry))	3.50	0.00	Y	Arm J1:8 Left	Inf	5.6 %	1965	1965
				Arm J1:11 Ahead	Inf	94.4 %		
J1:4/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	76.9 %	1932	1932
				Arm J1:9 Right	20.00	23.1 %		
J1:5/1 (Manston Road WB 1 (Entry))	3.25	0.00	Y	Arm J1:6 Ahead	Inf	72.1 %	1887	1887
				Arm J1:9 Left	15.00	27.9 %		
J1:5/2 (Manston Road WB 1 (Entry))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:6/1 (Manston Road WB 3 (Entry))	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J1:6/2 (Manston Road WB 3 (Entry))	3.50	0.00	Y	Arm J1:8 Right	Inf	14.5 %	1965	1965
				Arm J1:10 Ahead	Inf	85.5 %		
J1:7/1 (Manston Road WB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Southern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (Manston Road EB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J2: Jct 13_B2050_Manston Ct Rd

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Manston Court Road Entry)	3.11	0.00	Y	Arm J2:4 Right	15.00	94.5 %	1751	1751
				Arm J2:6 Left	15.00	5.5 %		
J2:2/1 (Manston Court Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Manston Road west arm entry)	3.00	0.00	Y	Arm J2:2 Left	12.00	19.4 %	1870	1870
				Arm J2:6 Ahead	Inf	80.6 %		
J2:4/1 (Manston Road west arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Manston Road east arm entry)	2.50	0.00	Y	Arm J2:2 Right	15.00	1.2 %	1863	1863
				Arm J2:4 Ahead	Inf	98.8 %		
J2:6/1 (Manston Road east arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2039 B + Dev - Net change - AM' (FG7: '2039 B+Dev - Net change - AM', Plan 1: '2039 Growthed Traffic Airport Peak')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	6	1	0	0	7
	B	30	0	73	218	471	792
	C	1	16	0	7	15	39
	D	15	301	43	0	12	371
	E	34	698	99	10	0	841
	Tot.	80	1021	216	235	498	2050

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2039 B + Dev - Net change - AM
Junction: J1: Junctions 4 && 5	
J1:1/1 (short)	7
J1:1/2 (with short)	7(In) 0(Out)
J1:2/1	39
J1:3/1	792
J1:4/1	742
J1:5/1 (short)	615
J1:5/2 (with short)	1190(In) 575(Out)
J1:6/1	572
J1:6/2	576
J1:7/1	711
J1:8/1	216
J1:9/1	80
J1:10/1	1021
J1:11/1	742
Junction: J2: Jct 13_B2050_Manston Ct Rd	
J2:1/1	371
J2:2/1	235
J2:3/1	711
J2:4/1	1190
J2:5/1	841
J2:6/1	498

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Junctions 4 && 5								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:1/2 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:7 Right	Inf	0.0 %	1965	1965
J1:2/1 (Northern Access Road (Entry))	3.50	0.00	Y	Arm J1:10 Right	20.00	41.0 %	1828	1828
				Arm J1:11 Left	20.00	59.0 %		
J1:3/1 (Manston Road EB 1 (Entry))	3.50	0.00	Y	Arm J1:8 Left	Inf	9.2 %	1965	1965
				Arm J1:11 Ahead	Inf	90.8 %		
J1:4/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	95.8 %	1959	1959
				Arm J1:9 Right	20.00	4.2 %		
J1:5/1 (Manston Road WB 1 (Entry))	3.25	0.00	Y	Arm J1:6 Ahead	Inf	92.0 %	1925	1925
				Arm J1:9 Left	15.00	8.0 %		
J1:5/2 (Manston Road WB 1 (Entry))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:6/1 (Manston Road WB 3 (Entry))	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J1:6/2 (Manston Road WB 3 (Entry))	3.50	0.00	Y	Arm J1:8 Right	Inf	24.8 %	1965	1965
				Arm J1:10 Ahead	Inf	75.2 %		
J1:7/1 (Manston Road WB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Southern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (Manston Road EB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J2: Jct 13_B2050_Manston Ct Rd

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Manston Court Road Entry)	3.11	0.00	Y	Arm J2:4 Right	15.00	96.8 %	1751	1751
				Arm J2:6 Left	15.00	3.2 %		
J2:2/1 (Manston Court Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Manston Road west arm entry)	3.00	0.00	Y	Arm J2:2 Left	12.00	31.6 %	1842	1842
				Arm J2:6 Ahead	Inf	68.4 %		
J2:4/1 (Manston Road west arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Manston Road east arm entry)	2.50	0.00	Y	Arm J2:2 Right	15.00	1.2 %	1863	1863
				Arm J2:4 Ahead	Inf	98.8 %		
J2:6/1 (Manston Road east arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2039 B + Dev - Net change - PM' (FG8: '2039 B+Dev - Net change - PM', Plan 1: '2039 Growthed Traffic Airport Peak')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	137	3	35	76	251
	B	25	0	15	266	568	874
	C	4	68	0	38	82	192
	D	4	290	5	0	11	310
	E	7	530	10	18	0	565
	Tot.	40	1025	33	357	737	2192

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2039 B + Dev - Net change - PM
Junction: J1: Junctions 4 && 5	
J1:1/1 (short)	140
J1:1/2 (with short)	251(In) 111(Out)
J1:2/1	192
J1:3/1	874
J1:4/1	983
J1:5/1 (short)	465
J1:5/2 (with short)	846(In) 381(Out)
J1:6/1	529
J1:6/2	446
J1:7/1	1065
J1:8/1	33
J1:9/1	40
J1:10/1	1025
J1:11/1	983
Junction: J2: Jct 13_B2050_Manston Ct Rd	
J2:1/1	310
J2:2/1	357
J2:3/1	1065
J2:4/1	846
J2:5/1	565
J2:6/1	737

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Junctions 4 && 5								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:1/2 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:7 Right	Inf	100.0 %	1965	1965
J1:2/1 (Northern Access Road (Entry))	3.50	0.00	Y	Arm J1:10 Right	20.00	35.4 %	1828	1828
				Arm J1:11 Left	20.00	64.6 %		
J1:3/1 (Manston Road EB 1 (Entry))	3.50	0.00	Y	Arm J1:8 Left	Inf	1.7 %	1965	1965
				Arm J1:11 Ahead	Inf	98.3 %		
J1:4/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	97.0 %	1961	1961
				Arm J1:9 Right	20.00	3.0 %		
J1:5/1 (Manston Road WB 1 (Entry))	3.25	0.00	Y	Arm J1:6 Ahead	Inf	97.6 %	1935	1935
				Arm J1:9 Left	15.00	2.4 %		
J1:5/2 (Manston Road WB 1 (Entry))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:6/1 (Manston Road WB 3 (Entry))	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J1:6/2 (Manston Road WB 3 (Entry))	3.50	0.00	Y	Arm J1:8 Right	Inf	4.0 %	1965	1965
				Arm J1:10 Ahead	Inf	96.0 %		
J1:7/1 (Manston Road WB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Southern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (Manston Road EB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J2: Jct 13_B2050_Manston Ct Rd

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Manston Court Road Entry)	3.11	0.00	Y	Arm J2:4 Right	15.00	96.5 %	1751	1751
				Arm J2:6 Left	15.00	3.5 %		
J2:2/1 (Manston Court Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Manston Road west arm entry)	3.00	0.00	Y	Arm J2:2 Left	12.00	31.8 %	1842	1842
				Arm J2:6 Ahead	Inf	68.2 %		
J2:4/1 (Manston Road west arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Manston Road east arm entry)	2.50	0.00	Y	Arm J2:2 Right	15.00	3.2 %	1859	1859
				Arm J2:4 Ahead	Inf	96.8 %		
J2:6/1 (Manston Road east arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2039 B + Dev - Net change - Airport Peak' (FG9: '2039 B+Dev - Net change - Airport Peak', Plan 1: '2039 Growthed Traffic Airport Peak')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	35	3	4	14	56
	B	160	0	41	145	441	787
	C	10	25	0	9	27	71
	D	42	250	19	0	11	322
	E	102	610	45	9	0	766
	Tot.	314	920	108	167	493	2002

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2039 B + Dev - Net change - Airport Peak
Junction: J1: Junctions 4 && 5	
J1:1/1 (short)	38
J1:1/2 (with short)	56(In) 18(Out)
J1:2/1	71
J1:3/1	787
J1:4/1	792
J1:5/1 (short)	602
J1:5/2 (with short)	1068(In) 466(Out)
J1:6/1	493
J1:6/2	469
J1:7/1	640
J1:8/1	108
J1:9/1	314
J1:10/1	920
J1:11/1	792
Junction: J2: Jct 13_B2050_Manston Ct Rd	
J2:1/1	322
J2:2/1	167
J2:3/1	640
J2:4/1	1068
J2:5/1	766
J2:6/1	493

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Junctions 4 && 5								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:1/2 (Southern Access Road (Entry))	3.50	0.00	Y	Arm J1:7 Right	Inf	100.0 %	1965	1965
J1:2/1 (Northern Access Road (Entry))	3.50	0.00	Y	Arm J1:10 Right	20.00	35.2 %	1828	1828
				Arm J1:11 Left	20.00	64.8 %		
J1:3/1 (Manston Road EB 1 (Entry))	3.50	0.00	Y	Arm J1:8 Left	Inf	5.2 %	1965	1965
				Arm J1:11 Ahead	Inf	94.8 %		
J1:4/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:7 Ahead	Inf	78.5 %	1934	1934
				Arm J1:9 Right	20.00	21.5 %		
J1:5/1 (Manston Road WB 1 (Entry))	3.25	0.00	Y	Arm J1:6 Ahead	Inf	76.1 %	1895	1895
				Arm J1:9 Left	15.00	23.9 %		
J1:5/2 (Manston Road WB 1 (Entry))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1965	1965
J1:6/1 (Manston Road WB 3 (Entry))	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J1:6/2 (Manston Road WB 3 (Entry))	3.50	0.00	Y	Arm J1:8 Right	Inf	14.3 %	1965	1965
				Arm J1:10 Ahead	Inf	85.7 %		
J1:7/1 (Manston Road WB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Northern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Southern Access Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (Manston Road EB 1 (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Manston Road EB 3 (Entry))	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Junction: J2: Jct 13_B2050_Manston Ct Rd

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Manston Court Road Entry)	3.11	0.00	Y	Arm J2:4 Right	15.00	96.6 %	1751	1751
				Arm J2:6 Left	15.00	3.4 %		
J2:2/1 (Manston Court Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Manston Road west arm entry)	3.00	0.00	Y	Arm J2:2 Left	12.00	24.7 %	1858	1858
				Arm J2:6 Ahead	Inf	75.3 %		
J2:4/1 (Manston Road west arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Manston Road east arm entry)	2.50	0.00	Y	Arm J2:2 Right	15.00	1.2 %	1863	1863
				Arm J2:4 Ahead	Inf	98.8 %		
J2:6/1 (Manston Road east arm exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2039 + Dev Traffic AM' (FG4: '2039 + Dev Traffic AM', Plan 1: '2039 Growthed Traffic Airport Peak')

Stage Sequence Diagram

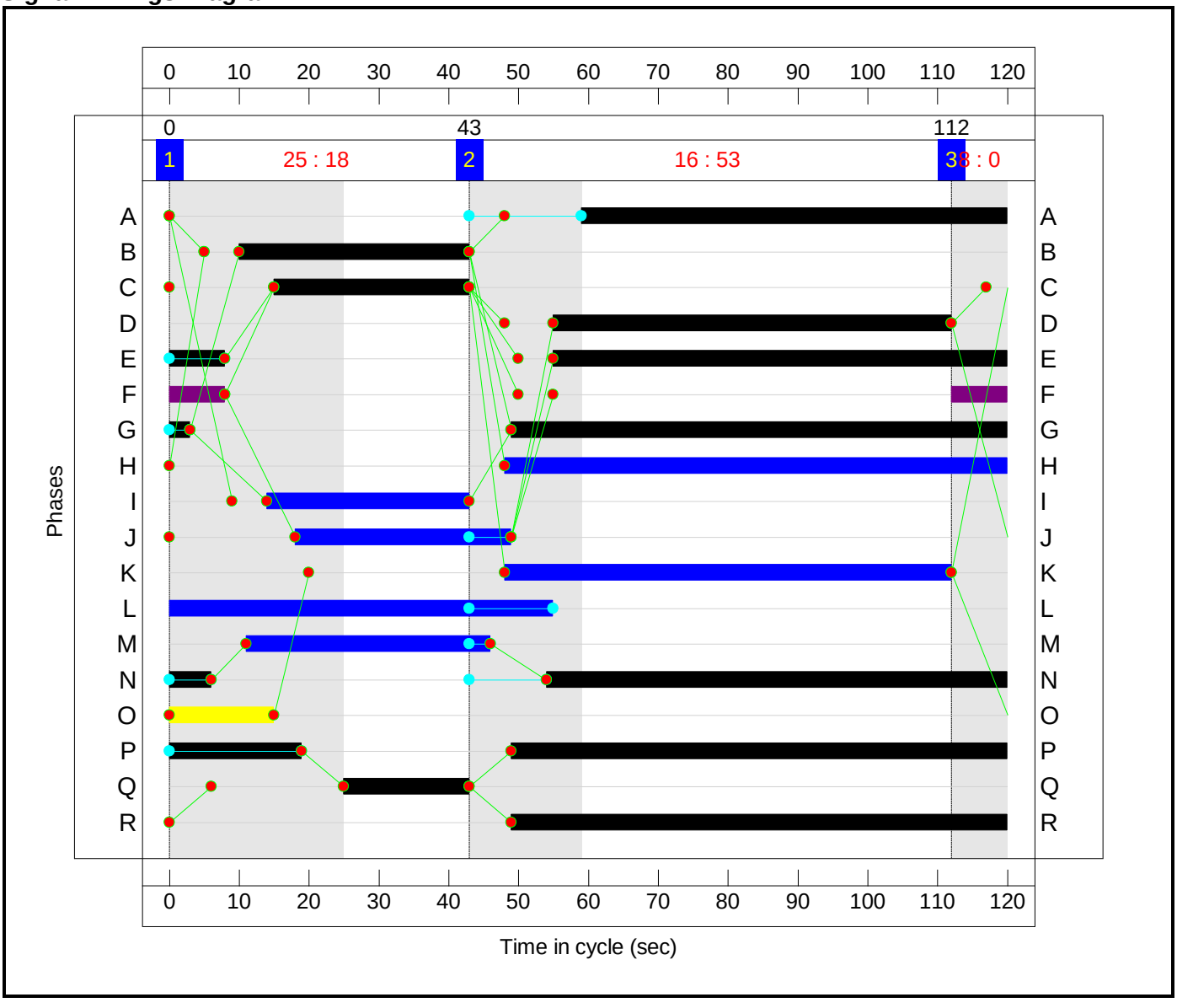


Stage Timings

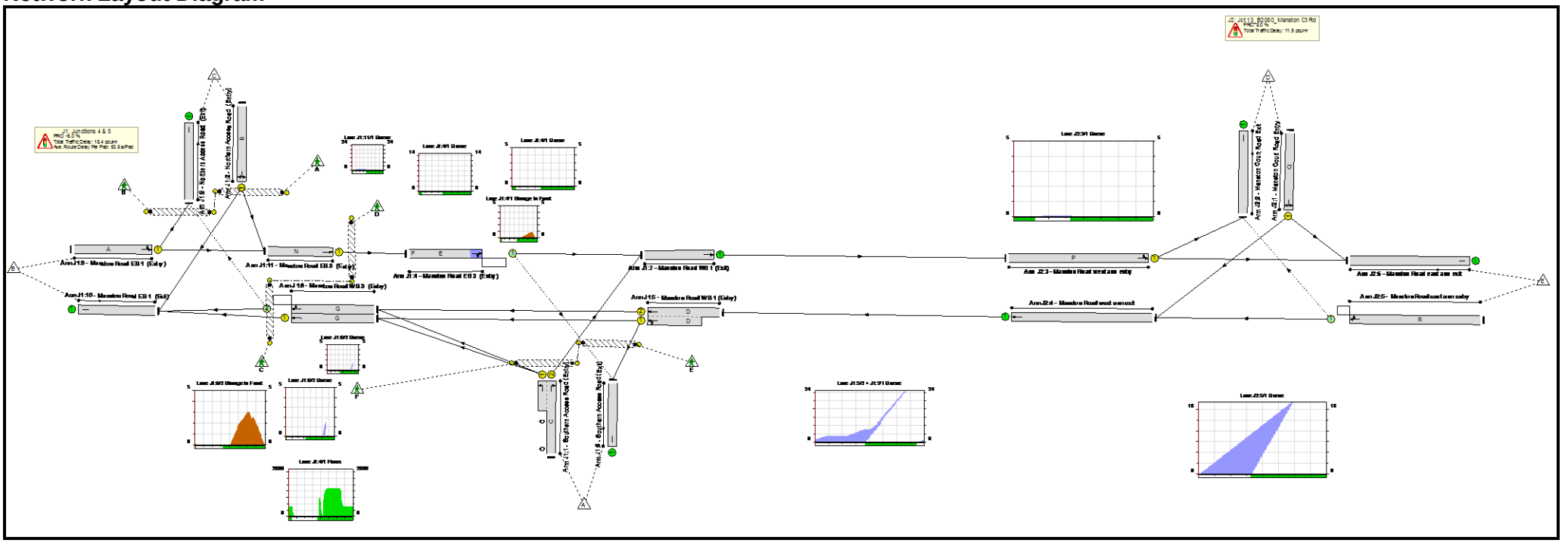
Stage	1	2	3
Duration	18	53	0
Change Point	0	43	112

Full Input Data And Results

Signal Timings Diagram



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: Junctions 4+5 Staggered	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.4%**
J1: Junctions 4 && 5	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.4%**
1/2+1/1	Southern Access Road (Entry) Left Right	U	N/A	N/A	C	O	1	28:43	15	4	1965:1965	0+721	0.0 : 0.6%
2/1	Northern Access Road (Entry) Right Left	U	N/A	N/A	B		1	33	-	40	1828	518	7.7%
3/1	Manston Road EB 1 (Entry) Left Ahead	U	N/A	N/A	A		1	61	-	694	1965	1015	68.4%
4/1	Manston Road EB 3 (Entry) Ahead Right	O	N/A	N/A	E	F	1	73	16	643	1958	1207	53.3%
5/2+5/1	Manston Road WB 1 (Entry) Ahead Left	U	N/A	N/A	D		1	57	-	1052	1965:1925	426+677	95.4 : 95.4%
6/1	Manston Road WB 3 (Entry) Ahead	U	N/A	N/A	G		1	74	-	601	1940	1213	49.6%
6/2	Manston Road WB 3 (Entry) Right Ahead	O	N/A	N/A	G		1	74	-	406	1965	827	49.1%
7/1	Manston Road WB 1 (Exit) Ahead	U	N/A	N/A	-		-	-	-	611	Inf	Inf	0.0%
8/1	Northern Access Road (Exit)	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
9/1	Southern Access Road (Exit)	U	N/A	N/A	-		-	-	-	81	Inf	Inf	0.0%
10/1	Manston Road EB 1 (Exit)	U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%
11/1	Manston Road EB 3 (Entry) Ahead	U	N/A	N/A	N		1	72	-	643	1965	1195	53.8%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	L		1	55	-	2	-	33000	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	72	-	2	-	43200	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	29	-	2	-	17400	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	31	-	2	-	18600	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	64	-	2	-	38400	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		1	35	-	2	-	21000	0.0%
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.3%**
1/1	Manston Court Road Entry Right Left	U	N/A	N/A	Q		1	18	-	231	1751	277	83.3%
2/1	Manston Court Road Exit	U	N/A	N/A	-		-	-	-	141	Inf	Inf	0.0%
3/1	Manston Road west arm entry Left Ahead	U	N/A	N/A	P		1	90	-	611	1865	1414	43.2%
4/1	Manston Road west arm exit Ahead	U	N/A	N/A	-		-	-	-	1052	Inf	Inf	0.0%
5/1	Manston Road east arm entry Right Ahead	O	N/A	N/A	R		1	71	-	843	1863	1118	75.4%
6/1	Manston Road east arm exit	U	N/A	N/A	-		-	-	-	492	Inf	Inf	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: Junctions 4+5 Staggered	**-**	**-**	**181**	**4**	**1**	**15.7**	**13.2**	**0.9**	**29.8**	**-**	**-**	**-**	**-**
J1: Junctions 4 && 5	**-**	**-**	**171**	**4**	**1**	**8.4**	**9.0**	**0.9**	**18.4**	**-**	**-**	**-**	**-**
1/2+1/1	4	4	-	-	-	0.0	0.0	-	0.0	26.9	0.1	0.0	0.1
2/1	40	40	-	-	-	0.4	0.0	-	0.4	35.3	1.0	0.0	1.0
3/1	694	694	-	-	-	4.2	1.1	-	5.3	27.2	17.2	1.1	18.2
4/1	643	643	28	4	0	0.0	0.0	0.2	0.2	0.9	0.0	0.0	0.0
5/2+5/1	1052	1052	-	-	-	3.6	7.9	-	11.5	39.3	25.8	7.9	33.7
6/1	601	601	-	-	-	0.0	0.0	-	0.0	0.2	0.1	0.0	0.1
6/2	406	406	143	0	0	0.0	0.0	0.7	0.8	7.0	1.8	0.0	1.8
7/1	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	643	643	-	-	-	0.2	0.0	-	0.2	1.3	0.8	0.0	0.8
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	9.1	-	-	0.0
Ped Link: P2	2	2	-	-	-	-	-	-	0.0	16.8	-	-	0.0
Ped Link: P3	2	2	-	-	-	-	-	-	0.0	47.0	-	-	0.1
Ped Link: P4	2	2	-	-	-	-	-	-	0.0	49.5	-	-	0.1
Ped Link: P5	2	2	-	-	-	-	-	-	0.0	16.4	-	-	0.0
Ped Link: P6	2	2	-	-	-	-	-	-	0.0	21.7	-	-	0.0
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**10**	**0**	**0**	**7.3**	**4.2**	**0.0**	**11.5**	**-**	**-**	**-**	**-**
1/1	231	231	-	-	-	3.1	2.3	-	5.4	84.4	7.4	2.3	9.7
2/1	141	141	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	611	611	-	-	-	0.0	0.4	-	0.4	2.3	0.1	0.4	0.4
4/1	1052	1052	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

5/1	843	843	10	0	0	4.1	1.5	0.0	5.6	24.1	20.4	1.5	21.9
6/1	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -6.0

PRC Over All Lanes (%): -6.0

Total Delay for Signalled Lanes (pcuHr): 29.82

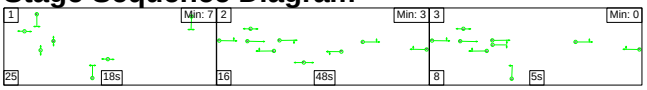
Total Delay Over All Lanes(pcuHr): 29.82

Cycle Time (s): 120

Full Input Data And Results

Scenario 2: '2039 + Dev Traffic PM' (FG5: '2039 + Dev Traffic PM', Plan 1: '2039 Growthed Traffic Airport Peak')

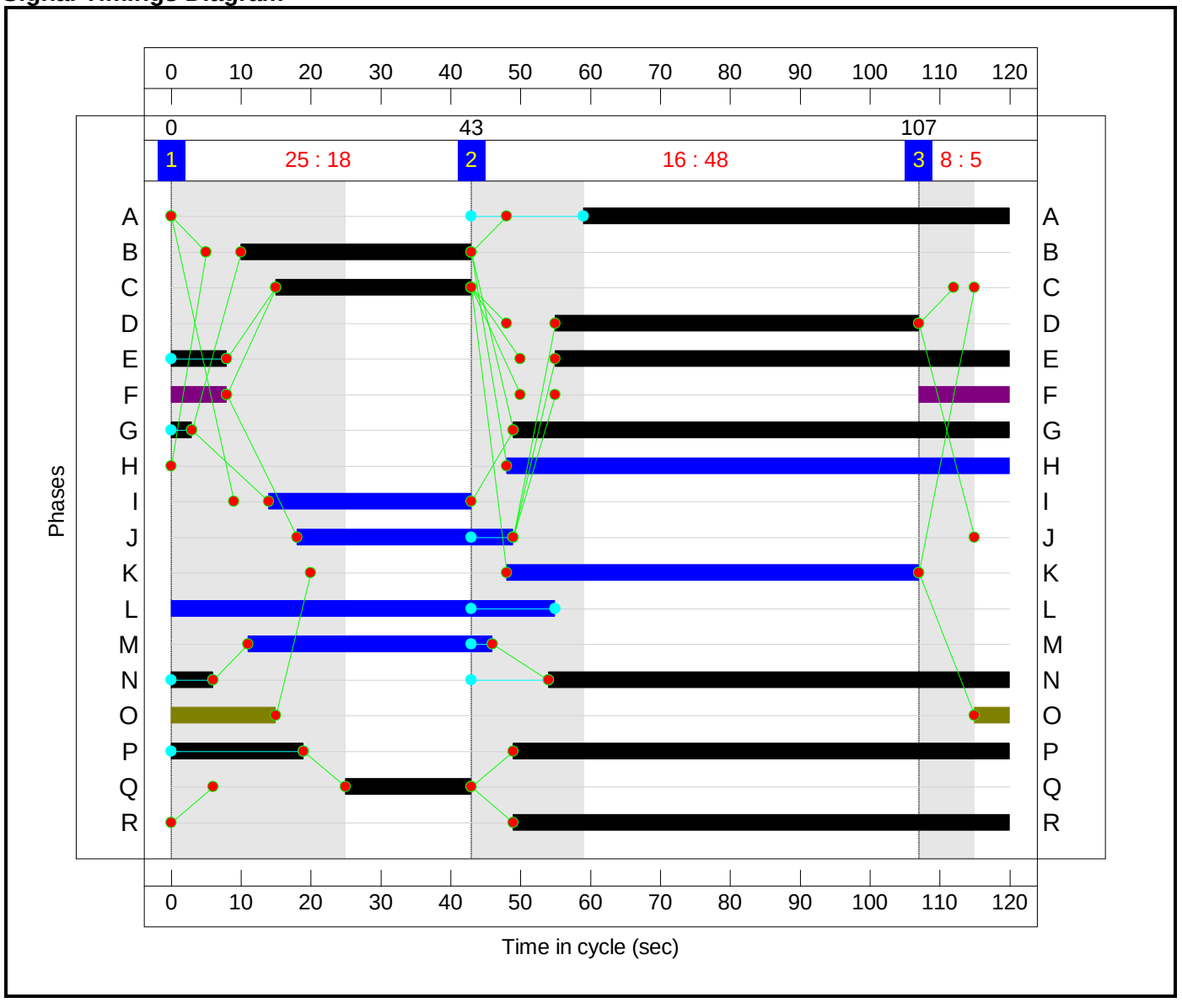
Stage Sequence Diagram



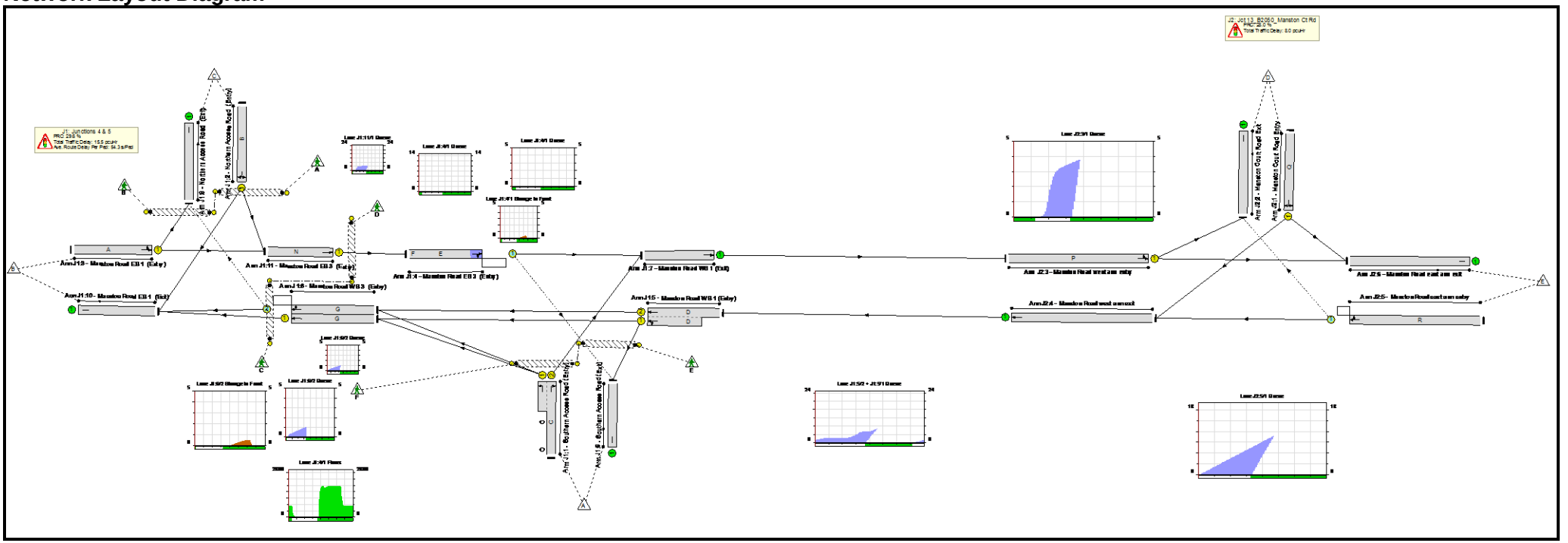
Stage Timings

Stage	1	2	3
Duration	18	48	5
Change Point	0	43	107

Signal Timings Diagram



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: Junctions 4+5 Staggered	-	-	**N/A**	-	-		-	-	-	-	-	-	**70.3%**
J1: Junctions 4 && 5	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.4%**
1/2+1/1	Southern Access Road (Entry) Left Right	U	N/A	N/A	C	O	1	28:48	20	251	1965:1965	295+372	37.6 : 37.6%
2/1	Northern Access Road (Entry) Right Left	U	N/A	N/A	B		1	33	-	192	1828	518	37.1%
3/1	Manston Road EB 1 (Entry) Left Ahead	U	N/A	N/A	A		1	61	-	705	1965	1015	69.4%
4/1	Manston Road EB 3 (Entry) Ahead Right	O	N/A	N/A	E	F	1	73	21	813	1960	1209	67.3%
5/2+5/1	Manston Road WB 1 (Entry) Ahead Left	U	N/A	N/A	D		1	52	-	731	1965:1935	478+594	68.2 : 68.2%
6/1	Manston Road WB 3 (Entry) Ahead	U	N/A	N/A	G		1	74	-	467	1940	1213	38.5%
6/2	Manston Road WB 3 (Entry) Right Ahead	O	N/A	N/A	G		1	74	-	393	1965	1228	32.0%
7/1	Manston Road WB 1 (Exit) Ahead	U	N/A	N/A	-		-	-	-	895	Inf	Inf	0.0%
8/1	Northern Access Road (Exit)	U	N/A	N/A	-		-	-	-	33	Inf	Inf	0.0%
9/1	Southern Access Road (Exit)	U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%
10/1	Manston Road EB 1 (Exit)	U	N/A	N/A	-		-	-	-	911	Inf	Inf	0.0%
11/1	Manston Road EB 3 (Entry) Ahead	U	N/A	N/A	N		1	72	-	813	1965	1195	68.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	L		1	55	-	2	-	33000	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	72	-	2	-	43200	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	29	-	2	-	17400	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	31	-	2	-	18600	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	59	-	2	-	35400	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		1	35	-	2	-	21000	0.0%
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.3%**
1/1	Manston Court Road Entry Right Left	U	N/A	N/A	Q		1	18	-	195	1751	277	70.3%
2/1	Manston Court Road Exit	U	N/A	N/A	-		-	-	-	213	Inf	Inf	0.0%
3/1	Manston Road west arm entry Left Ahead	U	N/A	N/A	P		1	90	-	895	1864	1414	63.3%
4/1	Manston Road west arm exit Ahead	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
5/1	Manston Road east arm entry Right Ahead	O	N/A	N/A	R		1	71	-	565	1859	1115	50.7%
6/1	Manston Road east arm exit	U	N/A	N/A	-		-	-	-	711	Inf	Inf	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: Junctions 4+5 Staggered	**-**	**-**	**60**	**5**	**1**	**18.0**	**5.3**	**0.2**	**23.5**	**-**	**-**	**-**	**-**
J1: Junctions 4 && 5	**-**	**-**	**42**	**5**	**1**	**12.6**	**2.8**	**0.1**	**15.5**	**-**	**-**	**-**	**-**
1/2+1/1	251	251	-	-	-	2.0	0.3	-	2.3	33.1	3.0	0.3	3.3
2/1	192	192	-	-	-	1.8	0.3	-	2.1	39.9	5.1	0.3	5.4
3/1	705	705	-	-	-	4.3	1.1	-	5.4	27.6	17.6	1.1	18.8
4/1	813	813	24	4	0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
5/2+5/1	731	731	-	-	-	2.7	1.1	-	3.8	18.7	7.0	1.1	8.1
6/1	467	467	-	-	-	0.3	0.0	-	0.3	1.9	1.1	0.0	1.1
6/2	393	393	17	1	0	0.2	0.0	0.1	0.3	2.8	1.0	0.0	1.0
7/1	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	40	40	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	813	813	-	-	-	1.3	0.0	-	1.3	5.6	4.4	0.0	4.4
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	9.1	-	-	0.0
Ped Link: P2	2	2	-	-	-	-	-	-	0.0	16.8	-	-	0.0
Ped Link: P3	2	2	-	-	-	-	-	-	0.0	47.0	-	-	0.1
Ped Link: P4	2	2	-	-	-	-	-	-	0.0	50.8	-	-	0.1
Ped Link: P5	2	2	-	-	-	-	-	-	0.0	17.7	-	-	0.0
Ped Link: P6	2	2	-	-	-	-	-	-	0.0	21.7	-	-	0.0
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**18**	**0**	**0**	**5.4**	**2.5**	**0.0**	**8.0**	**-**	**-**	**-**	**-**
1/1	195	195	-	-	-	2.6	1.2	-	3.7	69.1	6.1	1.2	7.3
2/1	213	213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	895	895	-	-	-	0.6	0.9	-	1.5	6.0	3.7	0.9	4.6
4/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

5/1	565	565	18	0	0	2.2	0.5	0.0	2.7	17.3	10.7	0.5	11.2
6/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 28.0
PRC Over All Lanes (%): 28.0

Total Delay for Signalled Lanes (pcuHr): 23.45
Total Delay Over All Lanes(pcuHr): 23.45

Cycle Time (s): 120

Full Input Data And Results

Scenario 3: '2039 + Dev Traffic Airport Peak' (FG6: '2039 + Dev Traffic Airport Peak', Plan 1: '2039 Growthed Traffic Airport Peak')

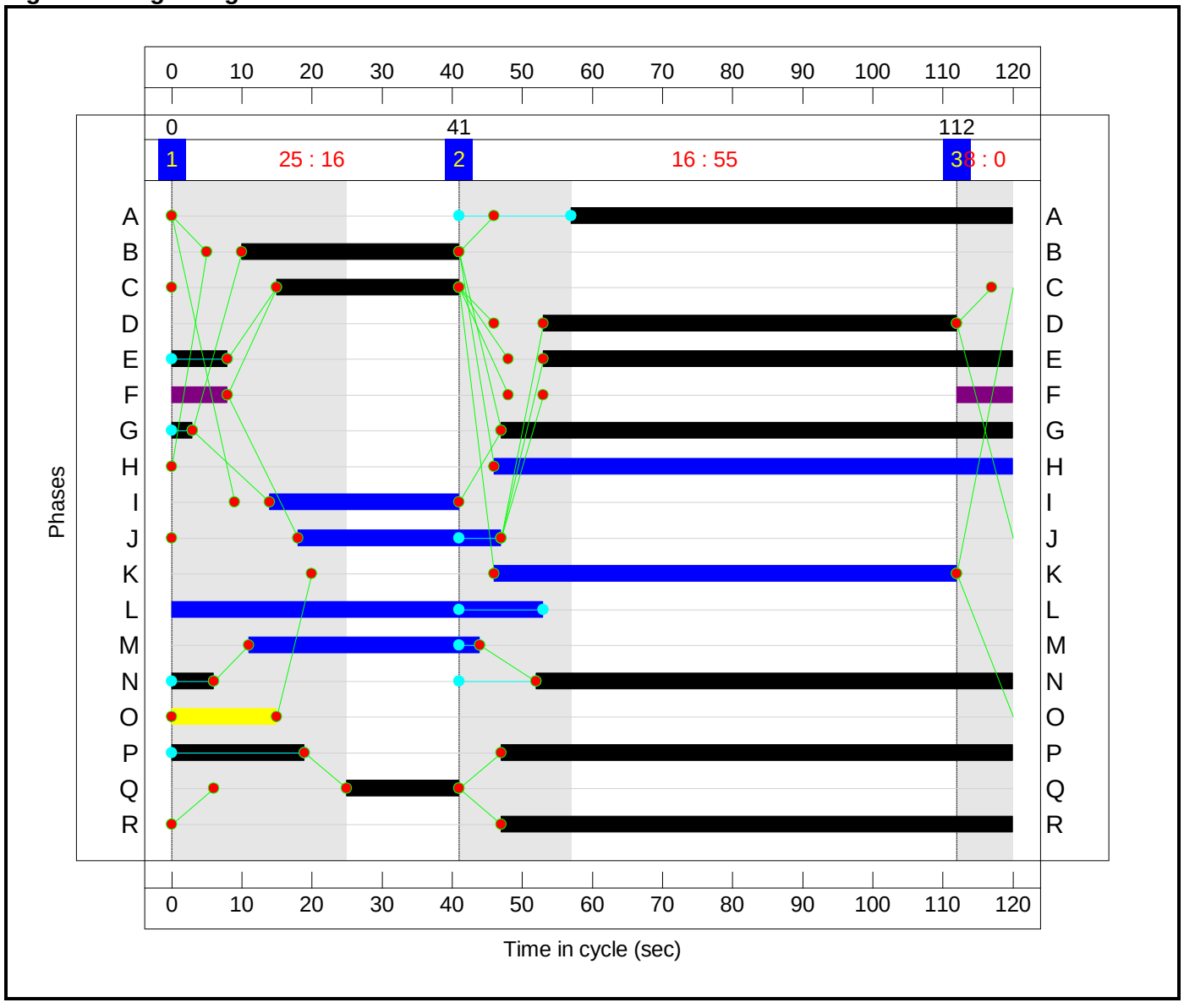
Stage Sequence Diagram



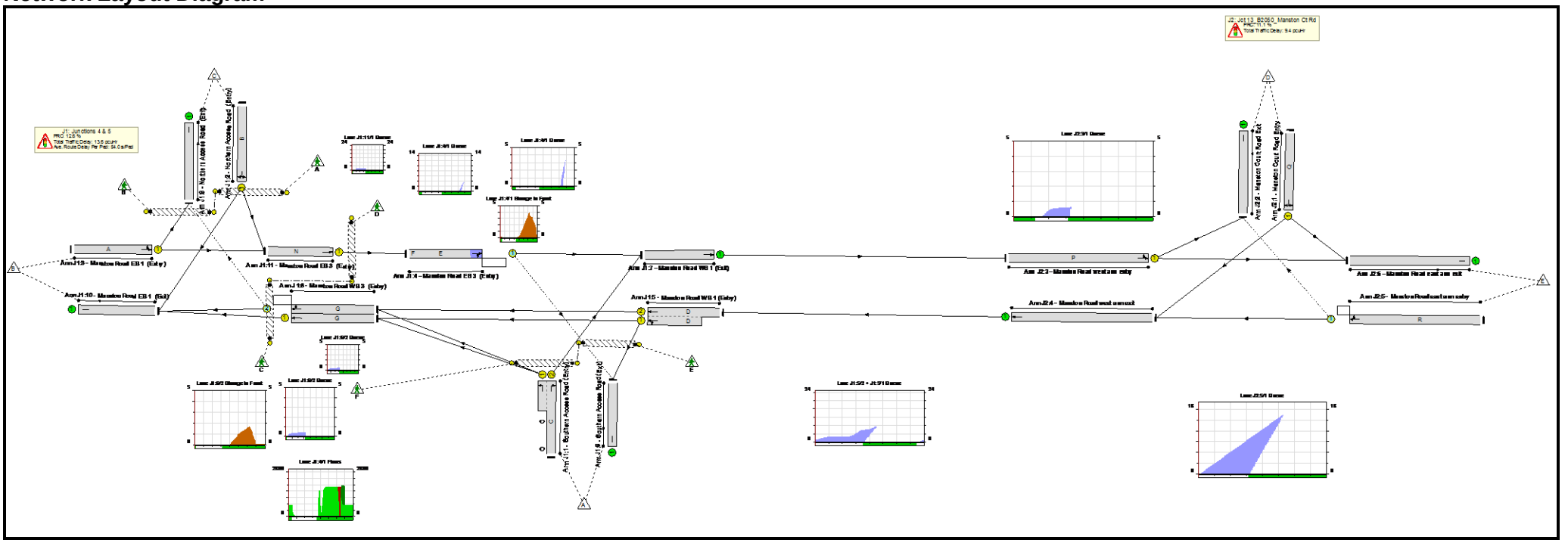
Stage Timings

Stage	1	2	3
Duration	16	55	0
Change Point	0	41	112

Signal Timings Diagram



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: Junctions 4+5 Staggered	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.0%**
J1: Junctions 4 && 5	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.9%**
1/2+1/1	Southern Access Road (Entry) Left Right	U	N/A	N/A	C	O	1	26:41	15	58	1965:1965	235+523	7.7 : 7.7%
2/1	Northern Access Road (Entry) Right Left	U	N/A	N/A	B		1	31	-	72	1828	487	14.8%
3/1	Manston Road EB 1 (Entry) Left Ahead	U	N/A	N/A	A		1	63	-	745	1965	1048	71.1%
4/1	Manston Road EB 3 (Entry) Ahead Right	O	N/A	N/A	E	F	1	75	16	749	1932	1051	71.3%
5/2+5/1	Manston Road WB 1 (Entry) Ahead Left	U	N/A	N/A	D		1	59	-	951	1965:1887	549+641	79.9 : 79.9%
6/1	Manston Road WB 3 (Entry) Ahead	U	N/A	N/A	G		1	76	-	393	1940	1245	31.6%
6/2	Manston Road WB 3 (Entry) Right Ahead	O	N/A	N/A	G		1	76	-	455	1965	1189	38.3%
7/1	Manston Road WB 1 (Exit) Ahead	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
8/1	Northern Access Road (Exit)	U	N/A	N/A	-		-	-	-	108	Inf	Inf	0.0%
9/1	Southern Access Road (Exit)	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
10/1	Manston Road EB 1 (Exit)	U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
11/1	Manston Road EB 3 (Entry) Ahead	U	N/A	N/A	N		1	74	-	749	1965	1228	61.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	L		1	53	-	2	-	31800	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	74	-	2	-	44400	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	27	-	2	-	16200	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	29	-	2	-	17400	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	66	-	2	-	39600	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		1	33	-	2	-	19800	0.0%
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.0%**
1/1	Manston Court Road Entry Right Left	U	N/A	N/A	Q		1	16	-	201	1751	248	81.0%
2/1	Manston Court Road Exit	U	N/A	N/A	-		-	-	-	124	Inf	Inf	0.0%
3/1	Manston Road west arm entry Left Ahead	U	N/A	N/A	P		1	92	-	594	1870	1449	41.0%
4/1	Manston Road west arm exit Ahead	U	N/A	N/A	-		-	-	-	951	Inf	Inf	0.0%
5/1	Manston Road east arm entry Right Ahead	O	N/A	N/A	R		1	73	-	770	1863	1149	67.0%
6/1	Manston Road east arm exit	U	N/A	N/A	-		-	-	-	490	Inf	Inf	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: Junctions 4+5 Staggered	**-**	**-**	**185**	**61**	**2**	**15.2**	**6.6**	**1.2**	**23.0**	**-**	**-**	**-**	**-**
J1: Junctions 4 && 5	**-**	**-**	**176**	**61**	**2**	**9.1**	**3.3**	**1.2**	**13.6**	**-**	**-**	**-**	**-**
1/2+1/1	58	58	-	-	-	0.5	0.0	-	0.5	31.8	0.9	0.0	0.9
2/1	72	72	-	-	-	0.7	0.1	-	0.8	37.9	1.8	0.1	1.9
3/1	745	745	-	-	-	4.4	1.2	-	5.6	26.9	18.6	1.2	19.8
4/1	749	749	111	60	2	0.1	0.0	0.9	1.0	4.7	3.2	0.0	3.2
5/2+5/1	951	951	-	-	-	2.7	2.0	-	4.7	17.7	7.7	2.0	9.6
6/1	393	393	-	-	-	0.2	0.0	-	0.2	1.7	0.6	0.0	0.6
6/2	455	455	65	1	0	0.1	0.0	0.3	0.4	3.4	0.4	0.0	0.4
7/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	108	108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	749	749	-	-	-	0.5	0.0	-	0.5	2.2	1.5	0.0	1.5
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	9.6	-	-	0.0
Ped Link: P2	2	2	-	-	-	-	-	-	0.0	15.6	-	-	0.0
Ped Link: P3	2	2	-	-	-	-	-	-	0.0	48.2	-	-	0.1
Ped Link: P4	2	2	-	-	-	-	-	-	0.0	50.7	-	-	0.1
Ped Link: P5	2	2	-	-	-	-	-	-	0.0	15.2	-	-	0.0
Ped Link: P6	2	2	-	-	-	-	-	-	0.0	22.6	-	-	0.0
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**9**	**0**	**0**	**6.1**	**3.3**	**0.0**	**9.4**	**-**	**-**	**-**	**-**
1/1	201	201	-	-	-	2.8	2.0	-	4.8	85.2	6.5	2.0	8.4
2/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	594	594	-	-	-	0.1	0.3	-	0.4	2.7	0.6	0.3	1.0
4/1	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

5/1	770	770	9	0	0	3.2	1.0	0.0	4.2	19.8	16.7	1.0	17.7
6/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 11.1
PRC Over All Lanes (%): 11.1

Total Delay for Signalled Lanes (pcuHr): 23.01
Total Delay Over All Lanes(pcuHr): 23.01

Cycle Time (s): 120

Full Input Data And Results

Scenario 4: '2039 B + Dev - Net change - AM' (FG7: '2039 B+Dev - Net change - AM', Plan 1: '2039 Growthed Traffic Airport Peak')

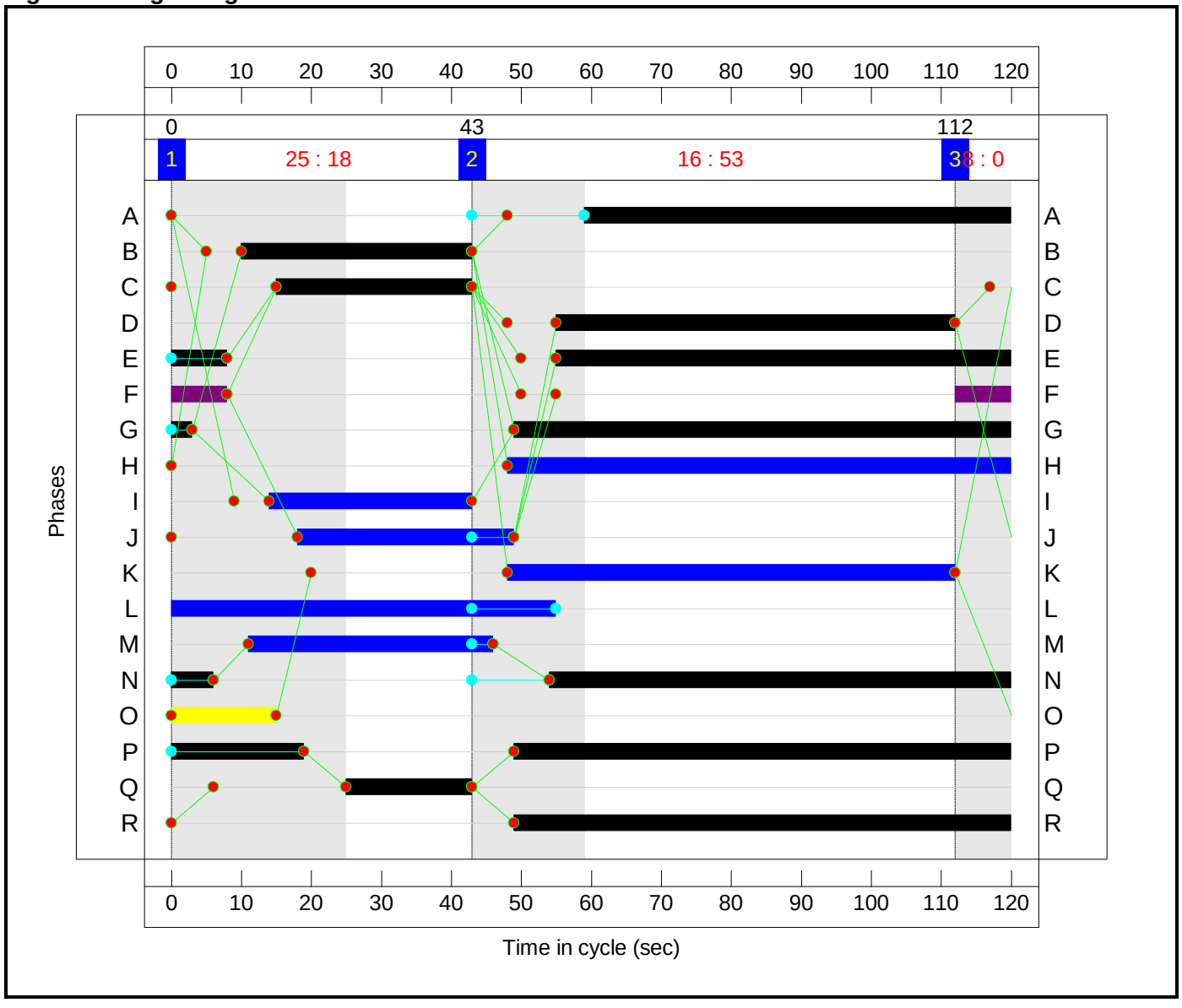
Stage Sequence Diagram



Stage Timings

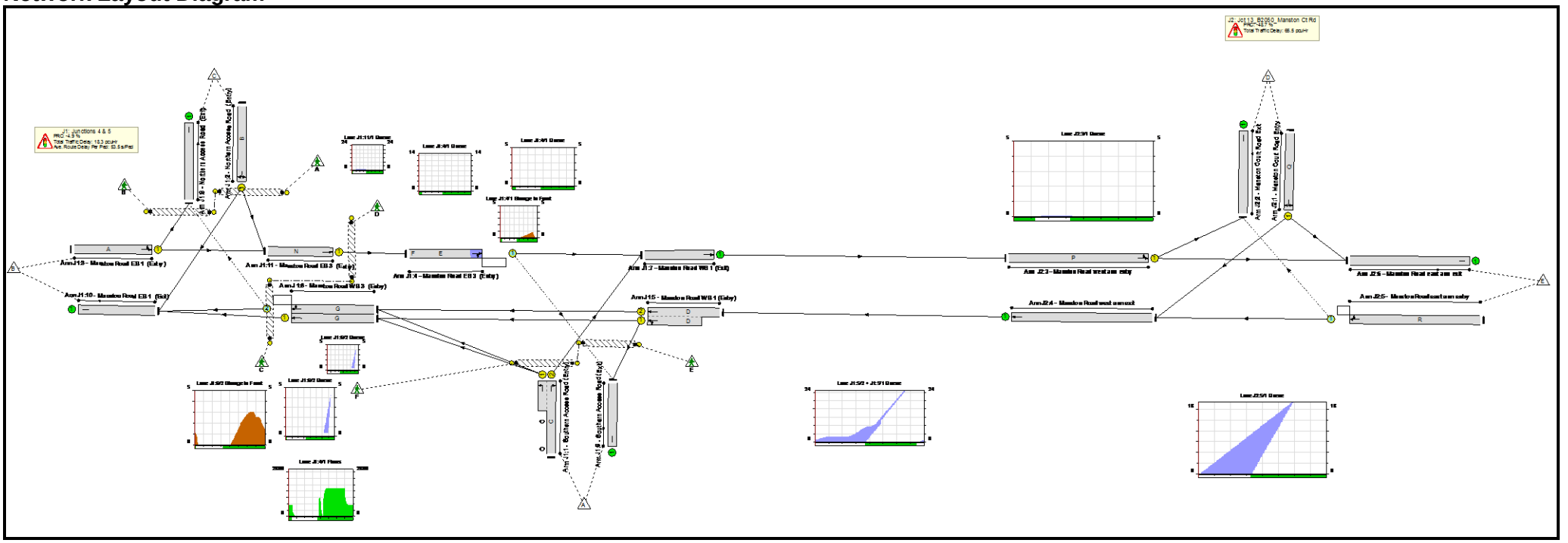
Stage	1	2	3
Duration	18	53	0
Change Point	0	43	112

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: Junctions 4+5 Staggered	-	-	**N/A**	-	-		-	-	-	-	-	-	**133.8%**
J1: Junctions 4 && 5	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
1/2+1/1	Southern Access Road (Entry) Left Right	U	N/A	N/A	C	O	1	28:43	15	7	1965:1965	0+721	0.0 : 1.0%
2/1	Northern Access Road (Entry) Right Left	U	N/A	N/A	B		1	33	-	39	1828	518	7.5%
3/1	Manston Road EB 1 (Entry) Left Ahead	U	N/A	N/A	A		1	61	-	792	1965	1015	78.0%
4/1	Manston Road EB 3 (Entry) Ahead Right	O	N/A	N/A	E	F	1	73	16	742	1959	1208	61.4%
5/2+5/1	Manston Road WB 1 (Entry) Ahead Left	U	N/A	N/A	D		1	57	-	1190	1965:1925	573+613	90.8 : 94.4%
6/1	Manston Road WB 3 (Entry) Ahead	U	N/A	N/A	G		1	74	-	572	1940	1213	44.5%
6/2	Manston Road WB 3 (Entry) Right Ahead	O	N/A	N/A	G		1	74	-	576	1965	821	63.5%
7/1	Manston Road WB 1 (Exit) Ahead	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
8/1	Northern Access Road (Exit)	U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%
9/1	Southern Access Road (Exit)	U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
10/1	Manston Road EB 1 (Exit)	U	N/A	N/A	-		-	-	-	1021	Inf	Inf	0.0%
11/1	Manston Road EB 3 (Entry) Ahead	U	N/A	N/A	N		1	72	-	742	1965	1195	62.1%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	L		1	55	-	2	-	33000	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	72	-	2	-	43200	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	29	-	2	-	17400	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	31	-	2	-	18600	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	64	-	2	-	38400	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		1	35	-	2	-	21000	0.0%
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**133.8%**
1/1	Manston Court Road Entry Right Left	U	N/A	N/A	Q		1	18	-	371	1751	277	133.8%
2/1	Manston Court Road Exit	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
3/1	Manston Road west arm entry Left Ahead	U	N/A	N/A	P		1	90	-	711	1842	1397	50.9%
4/1	Manston Road west arm exit Ahead	U	N/A	N/A	-		-	-	-	1190	Inf	Inf	0.0%
5/1	Manston Road east arm entry Right Ahead	O	N/A	N/A	R		1	71	-	841	1863	1118	75.2%
6/1	Manston Road east arm exit	U	N/A	N/A	-		-	-	-	498	Inf	Inf	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: Junctions 4+5 Staggered	**-**	**-**	**146**	**21**	**7**	**24.5**	**58.2**	**1.1**	**83.7**	**-**	**-**	**-**	**-**
J1: Junctions 4 && 5	**-**	**-**	**136**	**21**	**7**	**9.9**	**7.4**	**1.1**	**18.3**	**-**	**-**	**-**	**-**
1/2+1/1	7	7	-	-	-	0.0	0.0	-	0.1	26.9	0.1	0.0	0.2
2/1	39	39	-	-	-	0.3	0.0	-	0.4	35.3	0.9	0.0	1.0
3/1	792	792	-	-	-	5.2	1.7	-	6.9	31.4	21.3	1.7	23.1
4/1	742	742	27	4	0	0.0	0.0	0.1	0.1	0.7	0.0	0.0	0.0
5/2+5/1	1099	1099	-	-	-	3.8	5.6	-	9.4	30.7	26.3	5.6	31.8
6/1	540	540	-	-	-	0.0	0.0	-	0.0	0.3	0.2	0.0	0.2
6/2	521	521	109	17	6	0.2	0.0	0.9	1.1	7.9	4.2	0.0	4.2
7/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	76	76	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	945	945	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	742	742	-	-	-	0.2	0.0	-	0.2	1.1	0.8	0.0	0.8
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	9.1	-	-	0.0
Ped Link: P2	2	2	-	-	-	-	-	-	0.0	16.8	-	-	0.0
Ped Link: P3	2	2	-	-	-	-	-	-	0.0	47.0	-	-	0.1
Ped Link: P4	2	2	-	-	-	-	-	-	0.0	49.5	-	-	0.1
Ped Link: P5	2	2	-	-	-	-	-	-	0.0	16.4	-	-	0.0
Ped Link: P6	2	2	-	-	-	-	-	-	0.0	21.7	-	-	0.0
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**10**	**0**	**0**	**14.6**	**50.8**	**0.0**	**65.5**	**-**	**-**	**-**	**-**
1/1	371	277	-	-	-	10.5	48.8	-	59.3	575.4	15.5	48.8	64.3
2/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	711	711	-	-	-	0.0	0.5	-	0.5	2.7	0.1	0.5	0.6
4/1	1099	1099	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

5/1	841	841	10	0	0	4.1	1.5	0.0	5.6	24.0	20.3	1.5	21.8
6/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -48.7
PRC Over All Lanes (%): -48.7

Total Delay for Signalled Lanes (pcuHr): 83.75
Total Delay Over All Lanes(pcuHr): 83.75

Cycle Time (s): 120

Full Input Data And Results

Scenario 5: '2039 B + Dev - Net change - PM' (FG8: '2039 B+Dev - Net change - PM', Plan 1: '2039 Growthed Traffic Airport Peak')

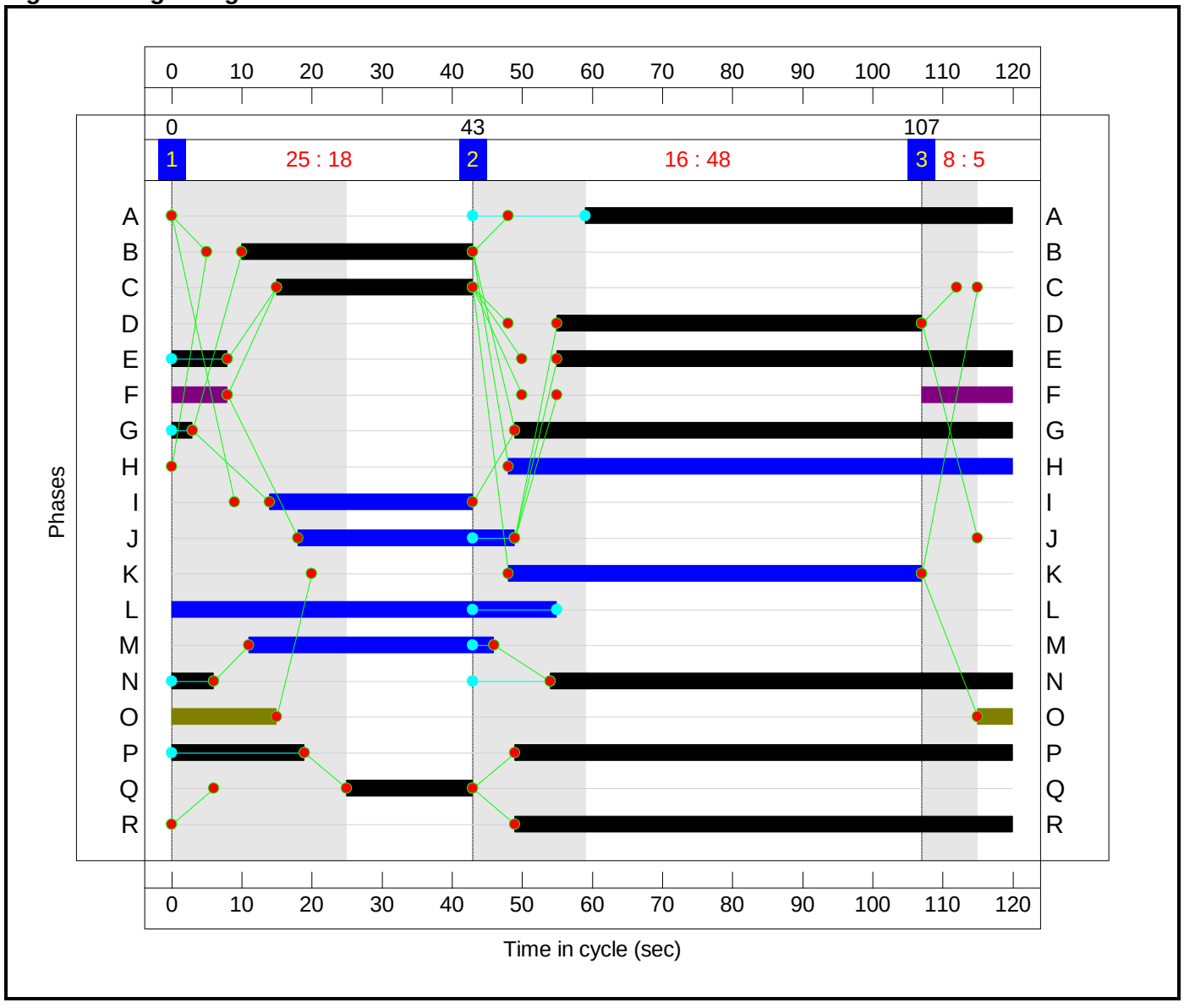
Stage Sequence Diagram



Stage Timings

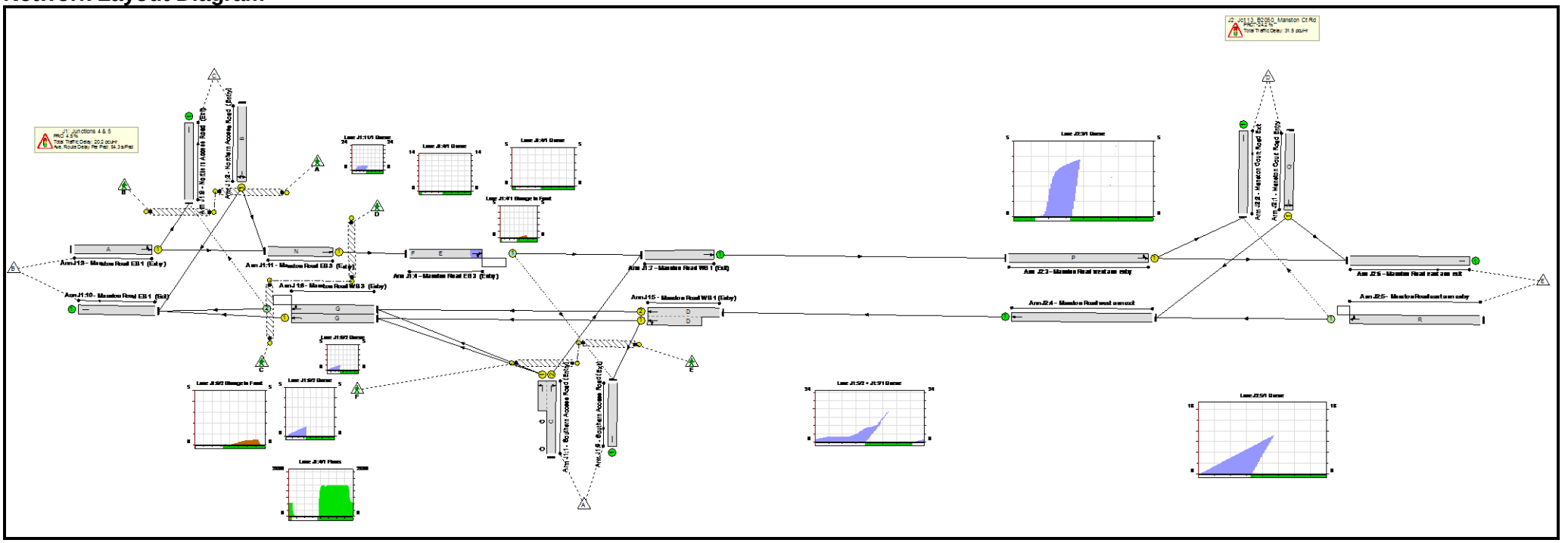
Stage	1	2	3
Duration	18	48	5
Change Point	0	43	107

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: Junctions 4+5 Staggered	-	-	**N/A**	-	-		-	-	-	-	-	-	**111.8%**
J1: Junctions 4 && 5	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.1%**
1/2+1/1	Southern Access Road (Entry) Left Right	U	N/A	N/A	C	O	1	28:48	20	251	1965:1965	295+372	37.6 : 37.6%
2/1	Northern Access Road (Entry) Right Left	U	N/A	N/A	B		1	33	-	192	1828	518	37.1%
3/1	Manston Road EB 1 (Entry) Left Ahead	U	N/A	N/A	A		1	61	-	874	1965	1015	86.1%
4/1	Manston Road EB 3 (Entry) Ahead Right	O	N/A	N/A	E	F	1	73	21	983	1961	1209	81.3%
5/2+5/1	Manston Road WB 1 (Entry) Ahead Left	U	N/A	N/A	D		1	52	-	846	1965:1935	484+591	74.5 : 76.7%
6/1	Manston Road WB 3 (Entry) Ahead	U	N/A	N/A	G		1	74	-	529	1940	1213	42.7%
6/2	Manston Road WB 3 (Entry) Right Ahead	O	N/A	N/A	G		1	74	-	446	1965	1228	34.7%
7/1	Manston Road WB 1 (Exit) Ahead	U	N/A	N/A	-		-	-	-	1065	Inf	Inf	0.0%
8/1	Northern Access Road (Exit)	U	N/A	N/A	-		-	-	-	33	Inf	Inf	0.0%
9/1	Southern Access Road (Exit)	U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%
10/1	Manston Road EB 1 (Exit)	U	N/A	N/A	-		-	-	-	1025	Inf	Inf	0.0%
11/1	Manston Road EB 3 (Entry) Ahead	U	N/A	N/A	N		1	72	-	983	1965	1195	82.2%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	L		1	55	-	2	-	33000	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	72	-	2	-	43200	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	29	-	2	-	17400	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	31	-	2	-	18600	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	59	-	2	-	35400	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		1	35	-	2	-	21000	0.0%
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.8%**
1/1	Manston Court Road Entry Right Left	U	N/A	N/A	Q		1	18	-	310	1751	277	111.8%
2/1	Manston Court Road Exit	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
3/1	Manston Road west arm entry Left Ahead	U	N/A	N/A	P		1	90	-	1065	1842	1397	76.2%
4/1	Manston Road west arm exit Ahead	U	N/A	N/A	-		-	-	-	846	Inf	Inf	0.0%
5/1	Manston Road east arm entry Right Ahead	O	N/A	N/A	R		1	71	-	565	1859	1115	50.7%
6/1	Manston Road east arm exit	U	N/A	N/A	-		-	-	-	737	Inf	Inf	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: Junctions 4+5 Staggered	**-**	**-**	**56**	**7**	**1**	**24.0**	**27.4**	**0.2**	**51.7**	**-**	**-**	**-**	**-**
J1: Junctions 4 && 5	**-**	**-**	**38**	**7**	**1**	**14.9**	**5.1**	**0.2**	**20.2**	**-**	**-**	**-**	**-**
1/2+1/1	251	251	-	-	-	2.0	0.3	-	2.3	33.1	3.0	0.3	3.3
2/1	192	192	-	-	-	1.8	0.3	-	2.1	39.9	5.1	0.3	5.4
3/1	874	874	-	-	-	6.1	3.0	-	9.1	37.5	25.2	3.0	28.2
4/1	983	983	24	5	0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
5/2+5/1	814	814	-	-	-	3.2	1.5	-	4.8	21.0	15.1	1.5	16.7
6/1	518	518	-	-	-	0.3	0.0	-	0.3	1.8	1.1	0.0	1.1
6/2	426	426	15	2	1	0.2	0.0	0.1	0.3	2.9	1.0	0.0	1.0
7/1	1065	1065	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	40	40	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	994	994	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	983	983	-	-	-	1.3	0.0	-	1.3	4.6	4.5	0.0	4.5
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	9.1	-	-	0.0
Ped Link: P2	2	2	-	-	-	-	-	-	0.0	16.8	-	-	0.0
Ped Link: P3	2	2	-	-	-	-	-	-	0.0	47.0	-	-	0.1
Ped Link: P4	2	2	-	-	-	-	-	-	0.0	50.8	-	-	0.1
Ped Link: P5	2	2	-	-	-	-	-	-	0.0	17.7	-	-	0.0
Ped Link: P6	2	2	-	-	-	-	-	-	0.0	21.7	-	-	0.0
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**18**	**0**	**0**	**9.1**	**22.3**	**0.1**	**31.5**	**-**	**-**	**-**	**-**
1/1	310	277	-	-	-	6.2	20.2	-	26.4	306.8	11.4	20.2	31.6
2/1	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1065	1065	-	-	-	0.7	1.6	-	2.3	7.7	22.1	1.6	23.7
4/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

5/1	565	565	18	0	0	2.2	0.5	0.1	2.8	17.6	10.7	0.5	11.2
6/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -24.2
PRC Over All Lanes (%): -24.2

Total Delay for Signalled Lanes (pcuHr): 51.67
Total Delay Over All Lanes(pcuHr): 51.67

Cycle Time (s): 120

Full Input Data And Results

Scenario 6: '2039 B + Dev - Net change - Airport Peak' (FG9: '2039 B+Dev - Net change - Airport Peak', Plan 1: '2039 Growthed Traffic Airport Peak')

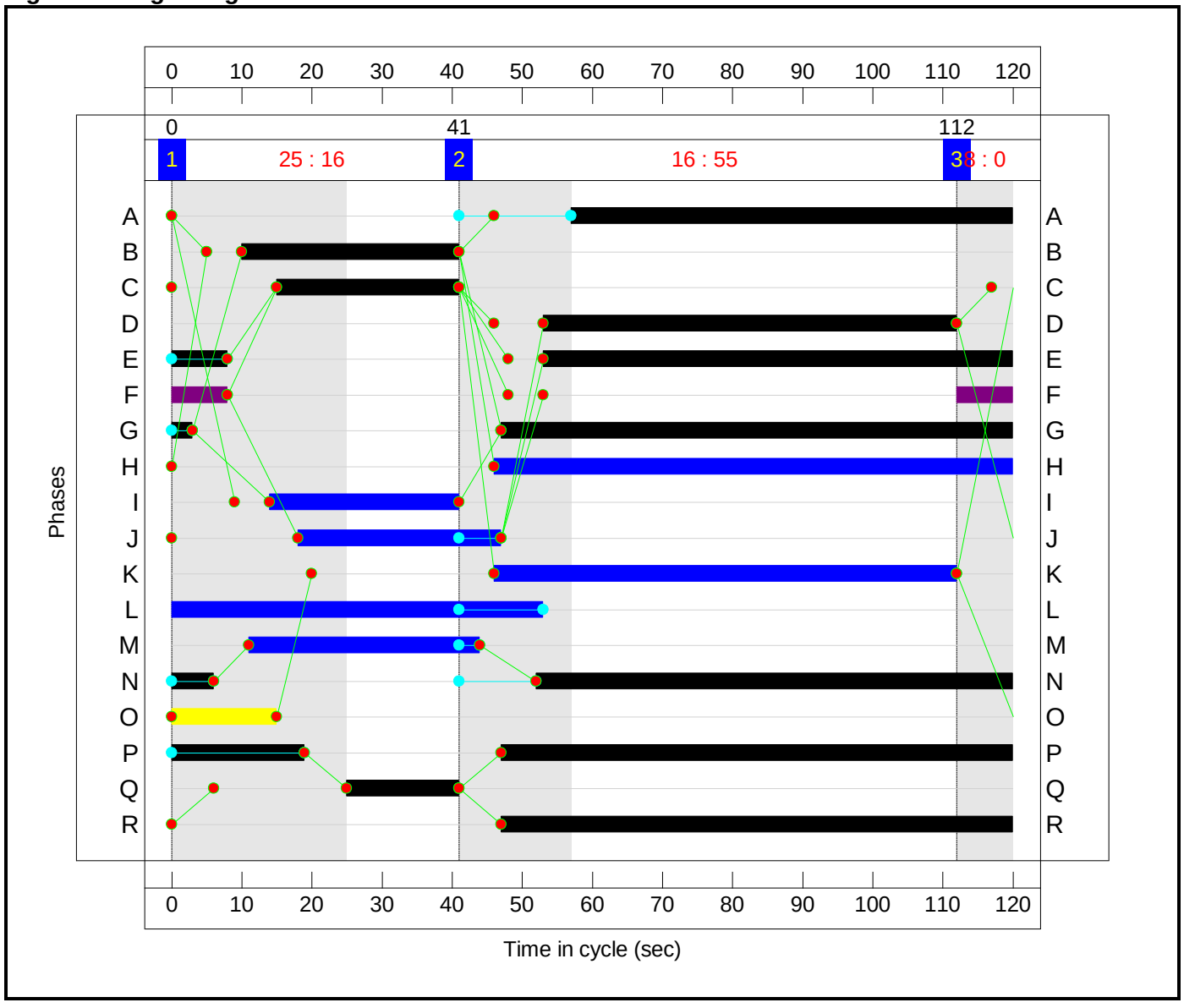
Stage Sequence Diagram



Stage Timings

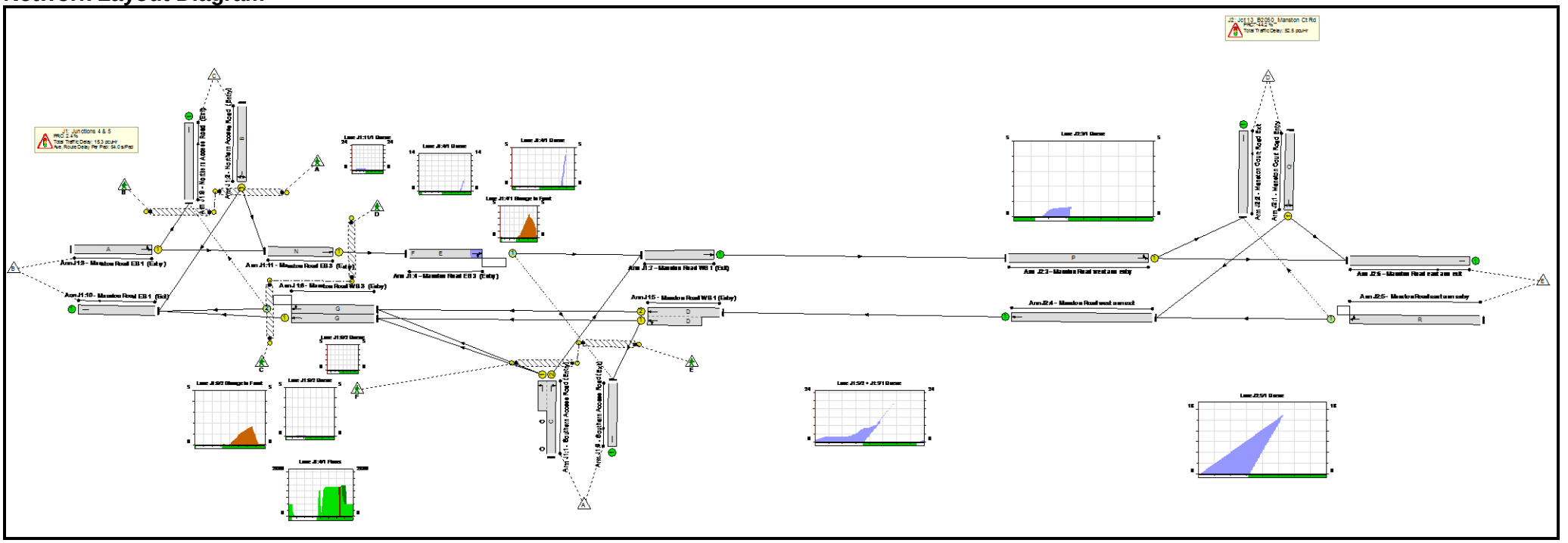
Stage	1	2	3
Duration	16	55	0
Change Point	0	41	112

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: Junctions 4+5 Staggered	-	-	**N/A**	-	-		-	-	-	-	-	-	**129.8%**
J1: Junctions 4 && 5	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**
1/2+1/1	Southern Access Road (Entry) Left Right	U	N/A	N/A	C	O	1	26:41	15	56	1965:1965	243+513	7.4 : 7.4%
2/1	Northern Access Road (Entry) Right Left	U	N/A	N/A	B		1	31	-	71	1828	487	14.6%
3/1	Manston Road EB 1 (Entry) Left Ahead	U	N/A	N/A	A		1	63	-	787	1965	1048	75.1%
4/1	Manston Road EB 3 (Entry) Ahead Right	O	N/A	N/A	E	F	1	75	16	792	1934	1091	72.6%
5/2+5/1	Manston Road WB 1 (Entry) Ahead Left	U	N/A	N/A	D		1	59	-	1068	1965:1895	510+659	81.9 : 87.9%
6/1	Manston Road WB 3 (Entry) Ahead	U	N/A	N/A	G		1	76	-	493	1940	1245	38.5%
6/2	Manston Road WB 3 (Entry) Right Ahead	O	N/A	N/A	G		1	76	-	469	1965	1154	36.4%
7/1	Manston Road WB 1 (Exit) Ahead	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
8/1	Northern Access Road (Exit)	U	N/A	N/A	-		-	-	-	108	Inf	Inf	0.0%
9/1	Southern Access Road (Exit)	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
10/1	Manston Road EB 1 (Exit)	U	N/A	N/A	-		-	-	-	920	Inf	Inf	0.0%
11/1	Manston Road EB 3 (Entry) Ahead	U	N/A	N/A	N		1	74	-	792	1965	1228	64.5%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	L		1	53	-	2	-	31800	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	74	-	2	-	44400	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	27	-	2	-	16200	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	29	-	2	-	17400	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	66	-	2	-	39600	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		1	33	-	2	-	19800	0.0%
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**129.8%**
1/1	Manston Court Road Entry Right Left	U	N/A	N/A	Q		1	16	-	322	1751	248	129.8%
2/1	Manston Court Road Exit	U	N/A	N/A	-		-	-	-	167	Inf	Inf	0.0%
3/1	Manston Road west arm entry Left Ahead	U	N/A	N/A	P		1	92	-	640	1858	1440	44.4%
4/1	Manston Road west arm exit Ahead	U	N/A	N/A	-		-	-	-	1068	Inf	Inf	0.0%
5/1	Manston Road east arm entry Right Ahead	O	N/A	N/A	R		1	73	-	766	1863	1149	66.7%
6/1	Manston Road east arm exit	U	N/A	N/A	-		-	-	-	493	Inf	Inf	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: Junctions 4+5 Staggered	**-**	**-**	**182**	**57**	**3**	**21.8**	**44.8**	**1.2**	**67.9**	**-**	**-**	**-**	**-**
J1: Junctions 4 && 5	**-**	**-**	**173**	**57**	**3**	**9.7**	**4.4**	**1.2**	**15.3**	**-**	**-**	**-**	**-**
1/2+1/1	56	56	-	-	-	0.5	0.0	-	0.5	31.9	0.8	0.0	0.9
2/1	71	71	-	-	-	0.7	0.1	-	0.7	37.9	1.8	0.1	1.9
3/1	787	787	-	-	-	4.8	1.5	-	6.3	28.6	20.3	1.5	21.8
4/1	792	792	114	55	2	0.1	0.0	0.9	1.0	4.4	4.5	0.0	4.5
5/2+5/1	997	997	-	-	-	3.0	2.8	-	5.8	20.9	19.7	2.8	22.5
6/1	480	480	-	-	-	0.3	0.0	-	0.3	2.0	0.9	0.0	0.9
6/2	421	421	59	3	1	0.0	0.0	0.3	0.4	3.2	0.1	0.0	0.1
7/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	104	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	792	792	-	-	-	0.5	0.0	-	0.5	2.0	1.5	0.0	1.5
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	9.6	-	-	0.0
Ped Link: P2	2	2	-	-	-	-	-	-	0.0	15.6	-	-	0.0
Ped Link: P3	2	2	-	-	-	-	-	-	0.0	48.2	-	-	0.1
Ped Link: P4	2	2	-	-	-	-	-	-	0.0	50.7	-	-	0.1
Ped Link: P5	2	2	-	-	-	-	-	-	0.0	15.2	-	-	0.0
Ped Link: P6	2	2	-	-	-	-	-	-	0.0	22.6	-	-	0.0
J2: Jct 13_B2050_Manston Ct Rd	**-**	**-**	**9**	**0**	**0**	**12.1**	**40.4**	**0.0**	**52.5**	**-**	**-**	**-**	**-**
1/1	322	248	-	-	-	8.8	39.0	-	47.9	535.0	13.2	39.0	52.2
2/1	167	167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	640	640	-	-	-	0.1	0.4	-	0.5	2.8	0.6	0.4	1.0
4/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

5/1	766	766	9	0	0	3.2	1.0	0.0	4.2	19.7	16.6	1.0	17.6
6/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -44.2
PRC Over All Lanes (%): -44.2

Total Delay for Signalled Lanes (pcuHr): 67.88
Total Delay Over All Lanes(pcuHr): 67.88

Cycle Time (s): 120