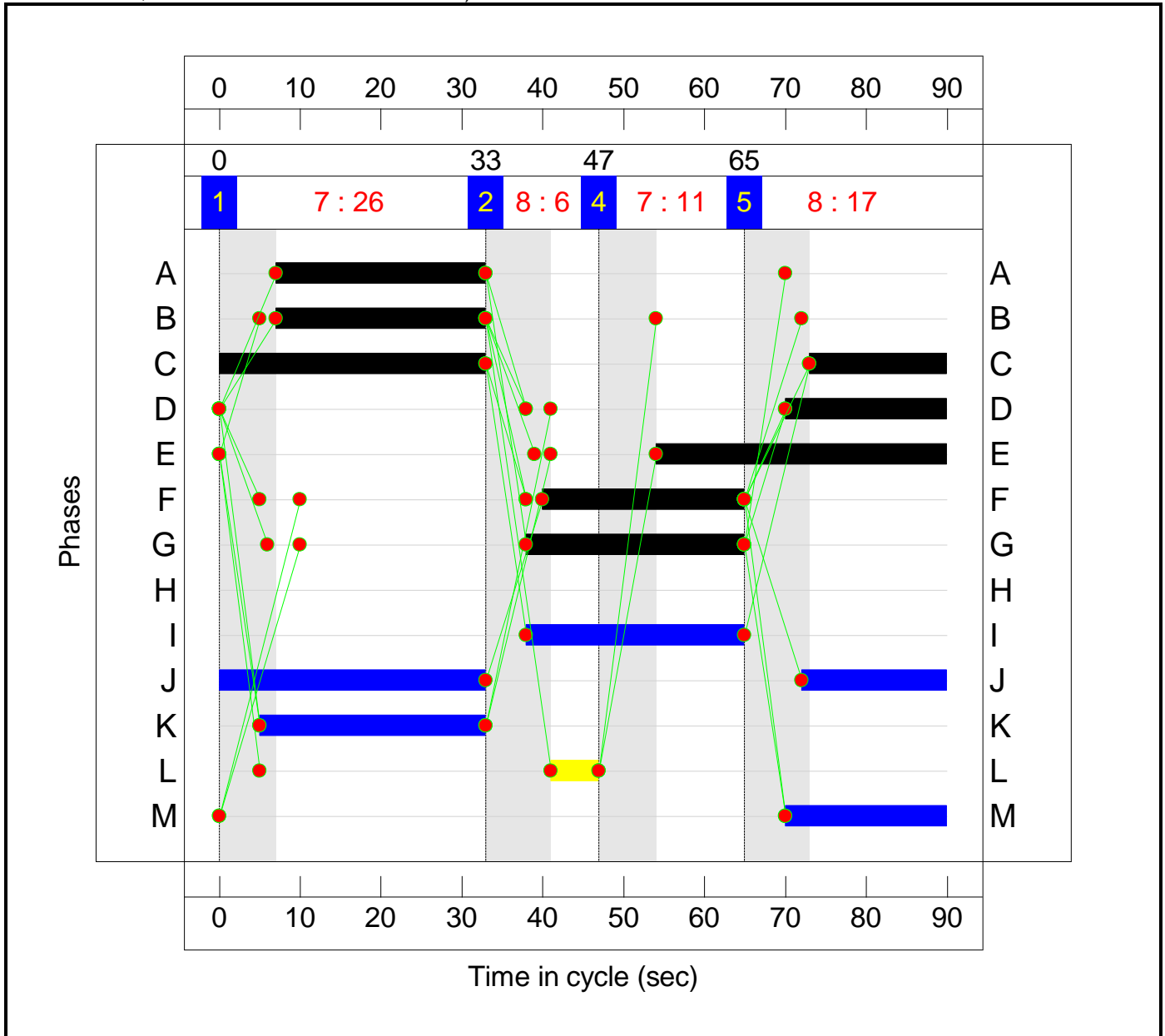


Signal Timings Diagram

Scenario 12: '2031 DS minus Site BC Local Plan Flows + Site BC PM' (FG12: '2031 DS - Site BC LP Flows + Site BC Flows PM', Plan 2: 'Network Control Plan 2')



Traffic Flows, Actual

Actual Flow :

Origin	Destination				
	A	B	C	D	Tot.
A	0	1	0	1	2
B	1	0	218	896	1115
C	0	366	0	329	695
D	4	848	378	0	1230
Tot.	5	1215	596	1226	3042

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	87.1%	0	0	0	35.8	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	87.1%	0	0	0	35.8	-	-
1/1	Hotel Entrance Left Right Ahead	U	-		-	-	-	2	1600	1600	0.1%	-	-	-	0.0	1.1	0.0
2/2+2/1	A20 London Road east Ahead Left	U	B C		1	26:50	-	648	1950:1650	495+251	86.8 : 86.8%	-	-	-	7.1	39.3	13.3
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	26	-	467	1950:1600	585+1	79.7 : 79.7%	-	-	-	5.7	43.6	12.5
3/1	New Road Left	U	E		1	36	-	329	1650	678	48.5%	-	-	-	2.3	24.6	6.5
3/2	New Road Ahead Right	U	D		1	20	-	366	1800	420	87.1%	-	-	-	6.4	63.2	11.8
4/1	A20 London Road west Left Ahead	U	G		1	27	-	400	1700	529	75.6%	-	-	-	4.6	41.6	10.5
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	27:25	-	830	1950:1600	520+435	86.9 : 86.9%	-	-	-	9.8	42.4	13.2
<p>C1 PRC for Signalled Lanes (%): 3.3 Total Delay for Signalled Lanes (pcuHr): 35.80 Cycle Time (s): 90</p> <p>PRC Over All Lanes (%): 3.3 Total Delay Over All Lanes(pcuHr): 35.80</p>																	

Previous proposed Ardent I improvements

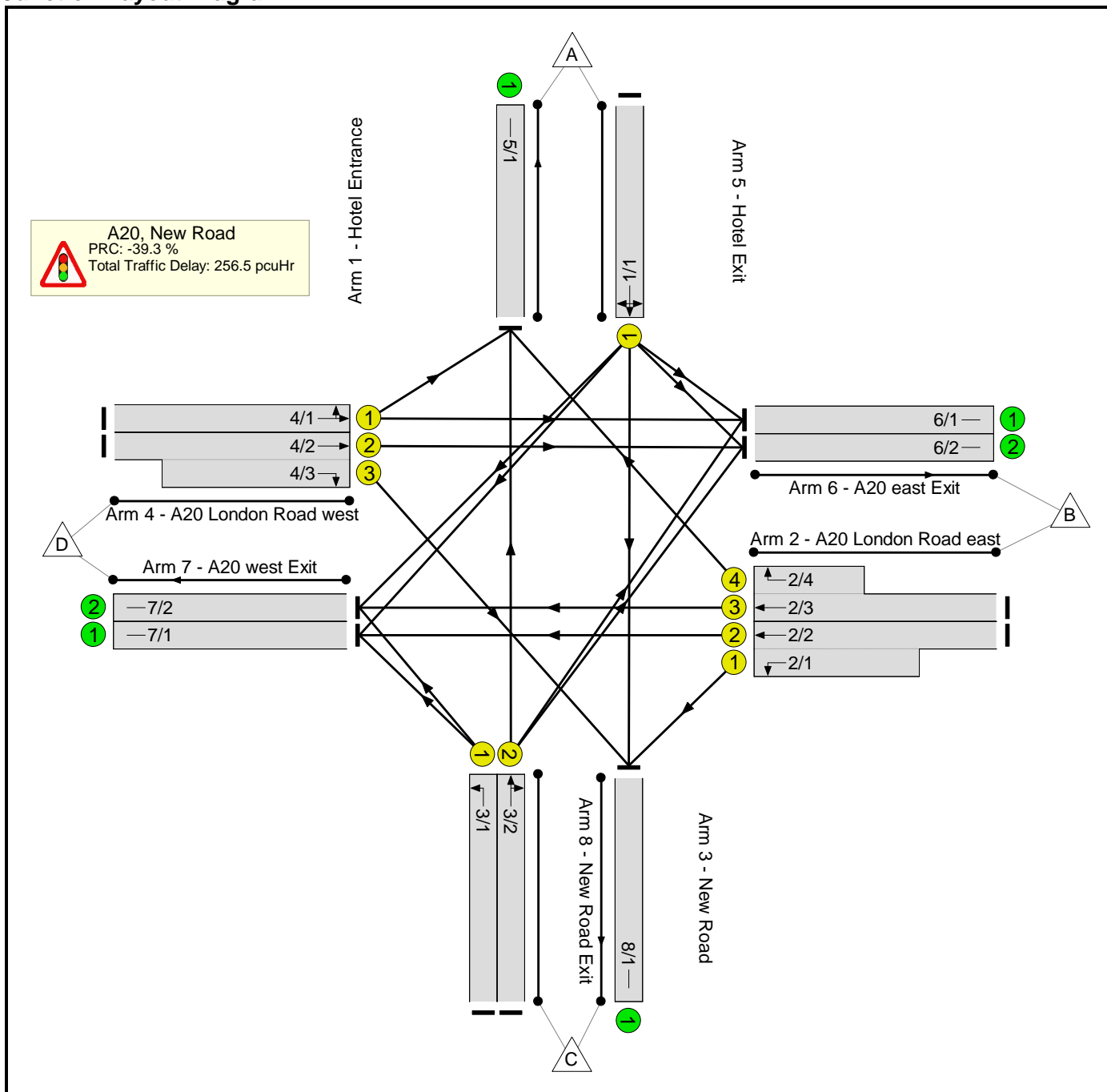
Amey Standard Linsig Report

User and Project Details

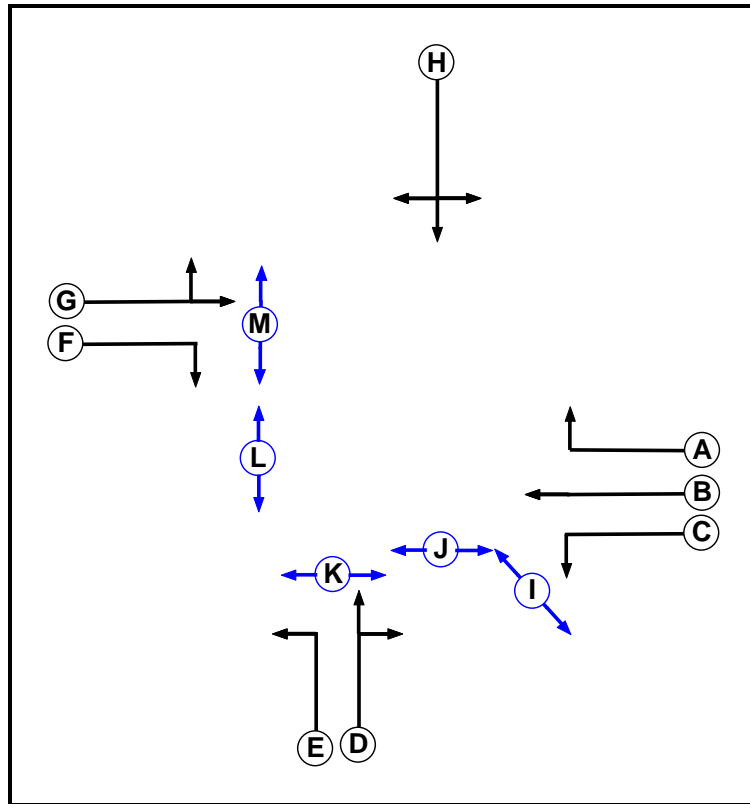
Project:	A20, Maidstone
Title:	
Location:	A20, New Road
File name:	A20 London Rd_New Rd - Ardent Proposed Layout Rev A.lsg3x

Scenario 1: '2031 DM AM + B' (FG3: '2031 DM AM + B', Plan 1: 'Network Control Plan 1')

Junction Layout Diagram



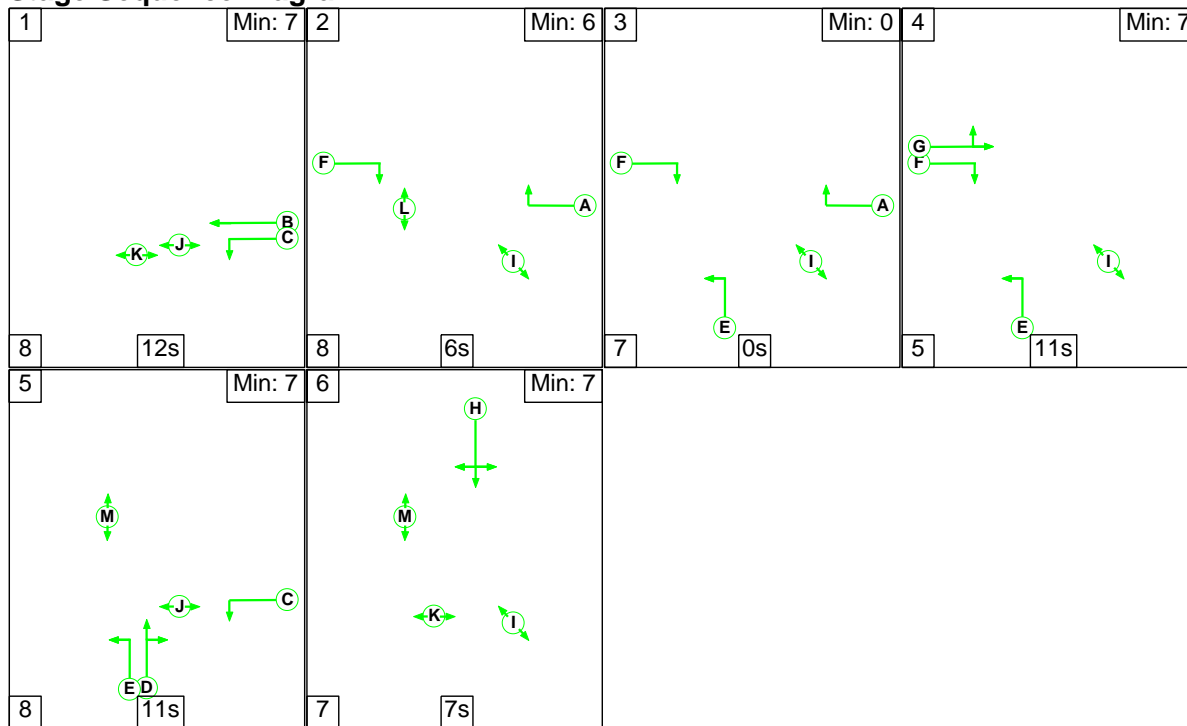
Phase Diagram



Phase Intergreens Matrix

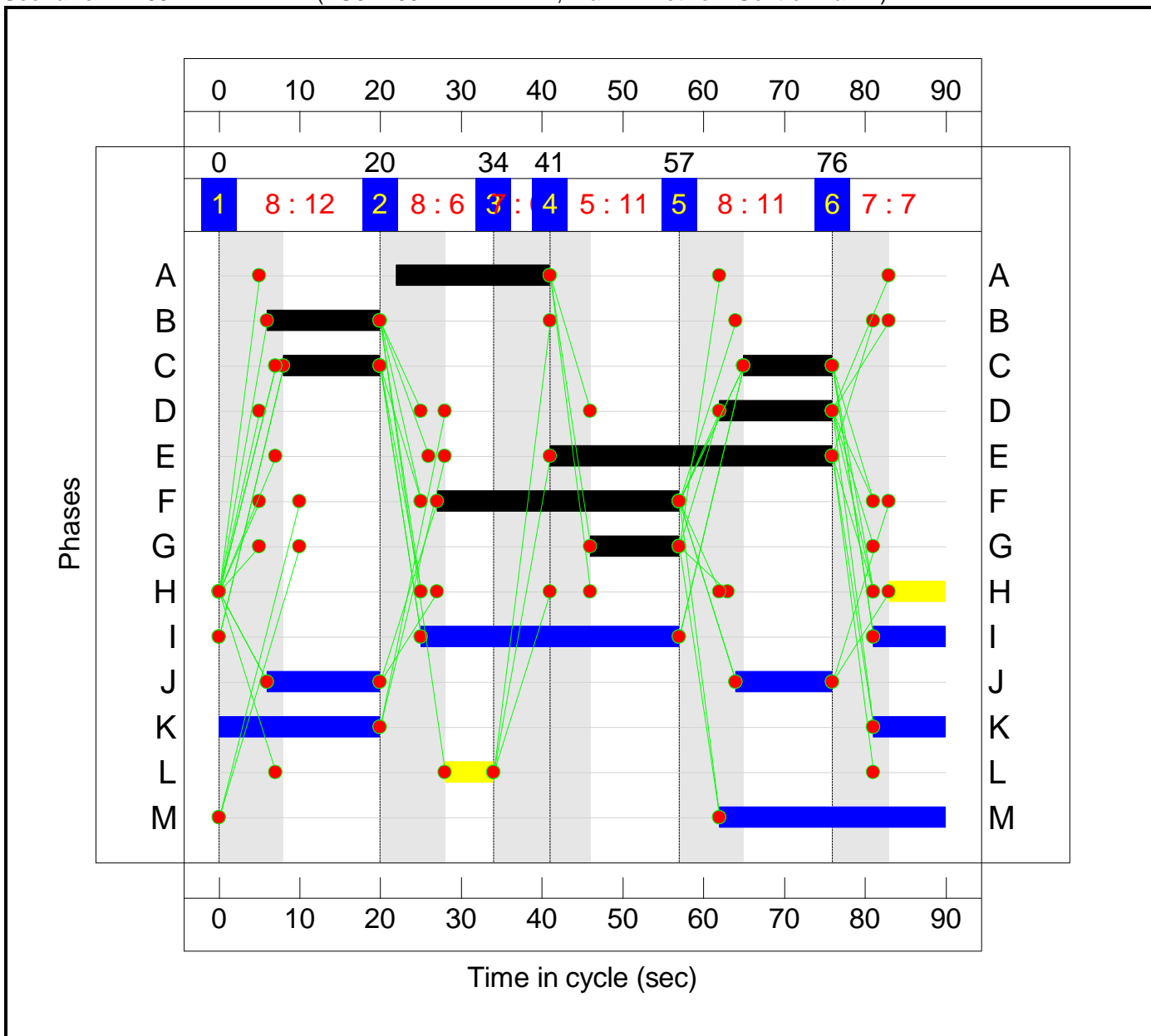
		Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A	-	-	5	-	-	5	5	-	-	-	-	-	-
	B	-	-	5	6	5	-	5	-	-	-	8	-	-
	C	-	-	-	-	5	-	5	5	-	-	-	-	-
	D	7	7	-	-	5	5	5	-	-	5	-	-	-
	E	-	5	-	-	-	-	5	-	-	5	5	-	-
	F	-	7	8	5	-	-	5	-	7	-	-	5	-
	G	5	-	-	5	-	-	-	6	-	-	-	-	5
	H	5	6	7	5	7	5	5	-	6	-	7	-	-
	I	-	-	8	-	-	-	-	-	-	-	-	-	-
	J	-	-	-	-	7	-	7	-	-	-	-	-	-
	K	-	-	-	8	8	-	-	-	-	-	-	-	-
	L	-	7	-	-	7	-	-	7	-	-	-	-	-
	M	-	-	-	-	-	10	10	-	-	-	-	-	-

Stage Sequence Diagram



Signal Timings Diagram

Scenario 1: '2031 DM AM + B' (FG3: '2031 DM AM + B', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

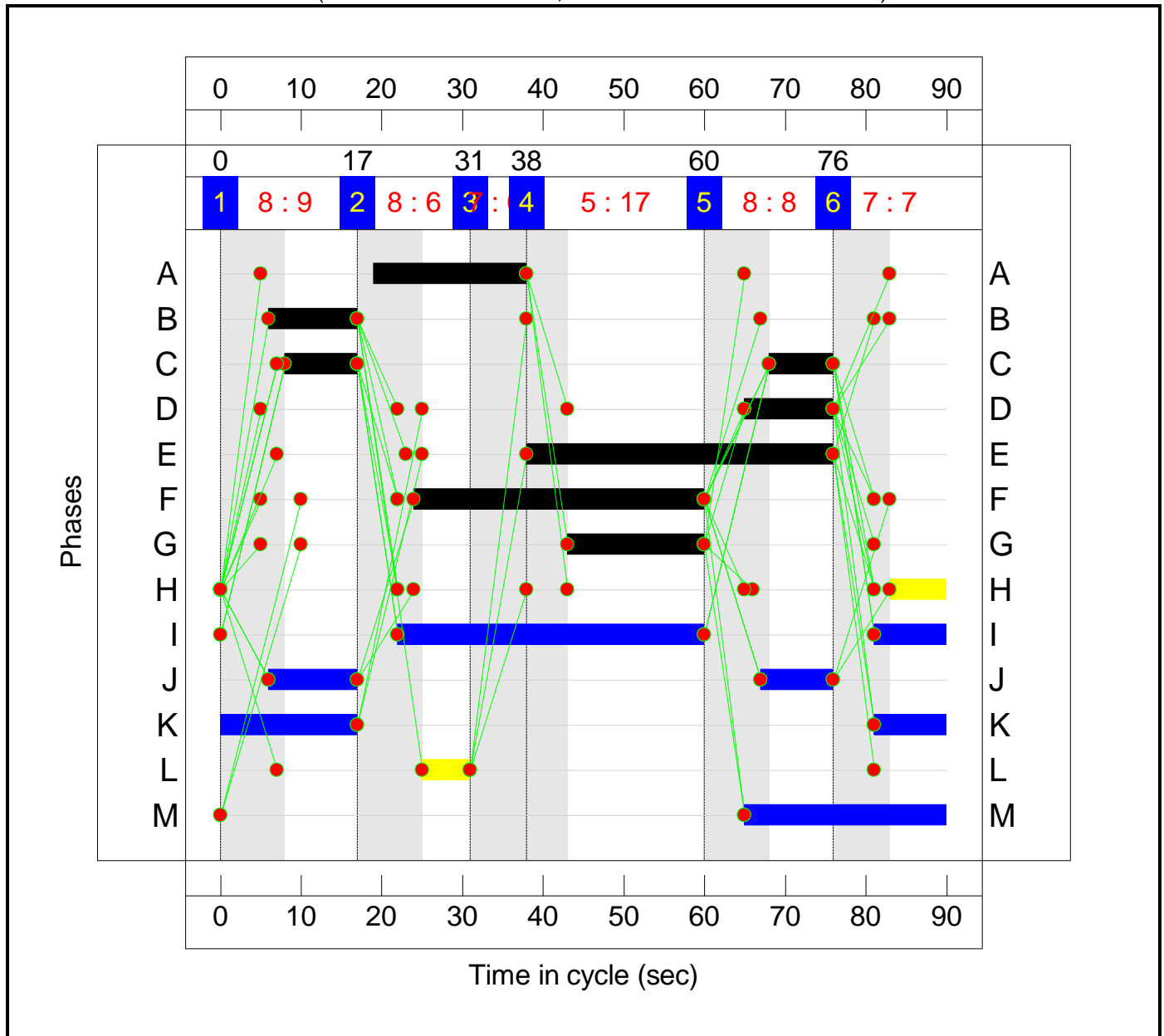
		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	3	3
	B	3	0	402	768	1173
	C	1	356	0	226	583
	D	0	607	259	0	866
	Tot.	4	963	661	997	2625

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	125.4%	0	0	0	256.5	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	125.4%	0	0	0	256.5	-	-
1/1	Hotel Entrance Left Right Ahead	U	H		1	7	-	3	1600	142	2.1%	-	-	-	0.0	50.7	0.1
2/2+2/1	A20 London Road east Ahead Left	U	B C		1:2	14:23	-	788	1950:1650	325+338	118.8 : 118.8%	-	-	-	75.9	346.7	80.5
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	14:19	-	385	1950:1600	325+3	117.5 : 117.5%	-	-	-	38.4	358.8	43.3
3/1	New Road Left	U	E		1	35	-	226	1650	660	34.2%	-	-	-	1.4	22.9	4.2
3/2	New Road Ahead Right	U	D		1	14	-	357	1800	300	119.0%	-	-	-	37.1	374.4	42.0
4/1	A20 London Road west Left Ahead	U	G		1	11	-	281	1700	227	124.0%	-	-	-	34.5	442.0	37.9
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	11:30	-	585	1950:1600	260+207	125.4 : 125.4%	-	-	-	69.1	425.3	71.4
		C1		PRC for Signalled Lanes (%):		-39.3		Total Delay for Signalled Lanes (pcuHr):		256.47		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-39.3		Total Delay Over All Lanes(pcuHr):		256.47							

Signal Timings Diagram

Scenario 2: '2031 DM PM + B' (FG4: '2031 DM PM + B', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

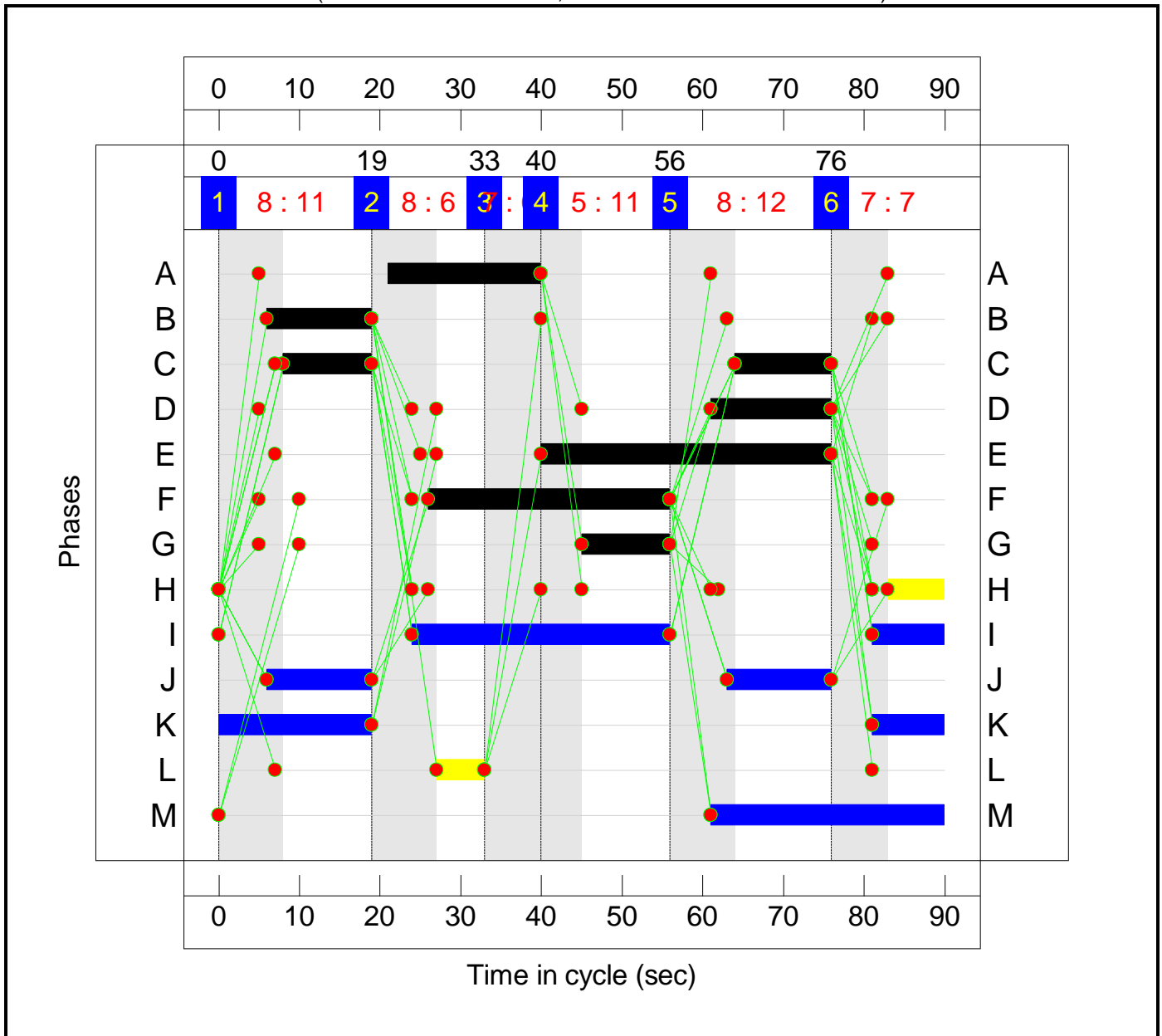
		Destination				Tot.
		A	B	C	D	
Origin	A	0	1	0	1	2
	B	1	0	372	680	1053
	C	0	317	0	67	384
	D	4	933	243	0	1180
	Tot.	5	1251	615	748	2619

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	132.1%	0	0	0	317.6	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	132.1%	0	0	0	317.6	-	-
1/1	Hotel Entrance Left Right Ahead	U	H		1	7	-	2	1600	142	1.4%	-	-	-	0.0	50.7	0.1
2/2+2/1	A20 London Road east Ahead Left	U	B C		1:2	11:17	-	713	1950:1650	260+348	131.2 : 106.8%	-	-	-	67.0	338.1	69.4
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	11:19	-	340	1950:1600	260+1	130.4 : 130.4%	-	-	-	49.0	518.7	52.6
3/1	New Road Left	U	E		1	38	-	67	1650	715	9.4%	-	-	-	0.3	17.9	1.0
3/2	New Road Ahead Right	U	D		1	11	-	317	1800	240	132.1%	-	-	-	47.1	535.4	51.3
4/1	A20 London Road west Left Ahead	U	G		1	17	-	435	1700	340	127.9%	-	-	-	57.4	474.8	62.9
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	17:36	-	745	1950:1600	390+189	128.7 : 128.7%	-	-	-	96.7	467.5	104.7
		C1		PRC for Signalled Lanes (%):		-46.8		Total Delay for Signalled Lanes (pcuHr):		317.58		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-46.8		Total Delay Over All Lanes(pcuHr):		317.58							

Signal Timings Diagram

Scenario 3: '2031 DM AM + C' (FG5: '2031 DM AM + C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

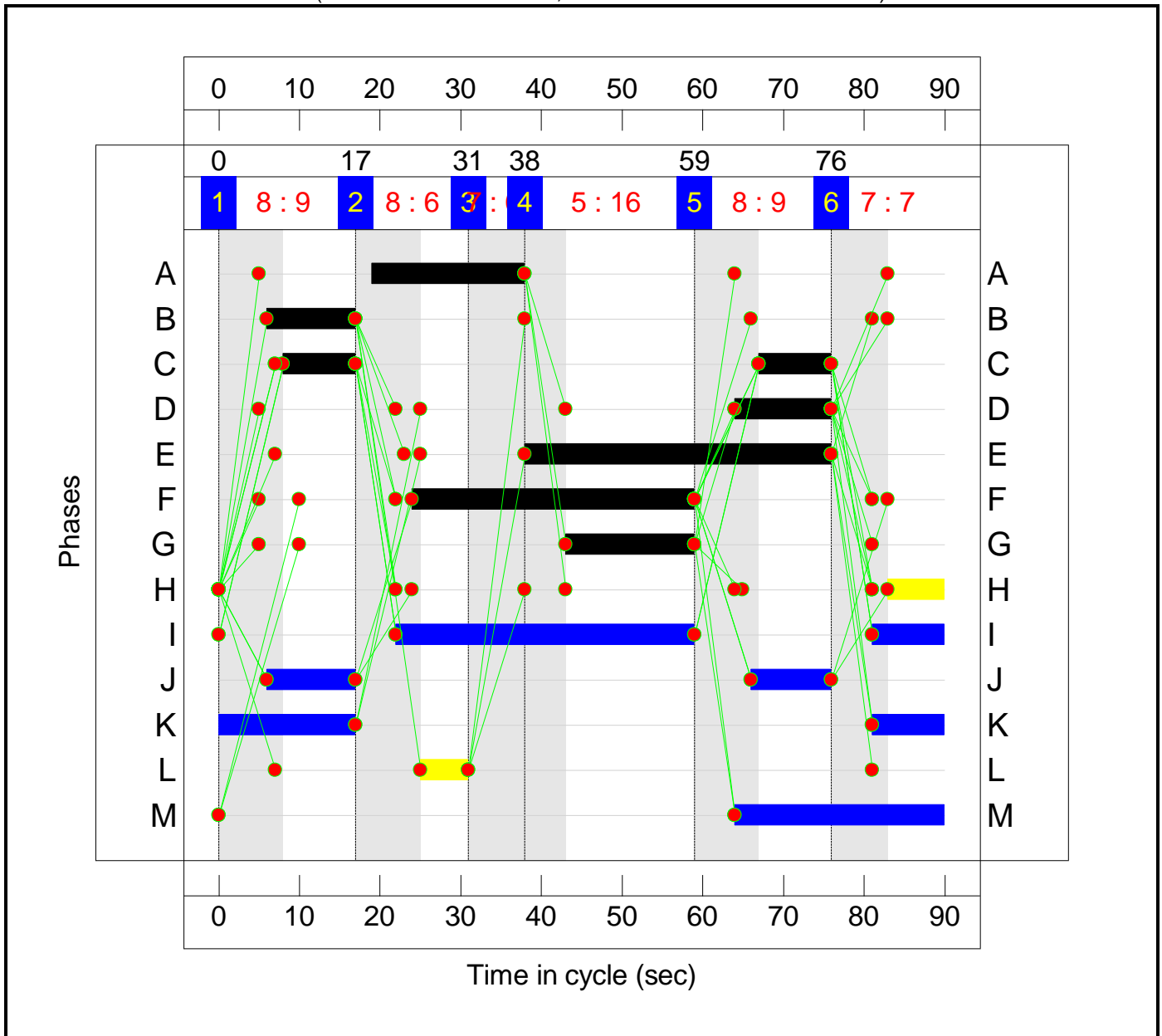
		Destination				Tot.
		A	B	C	D	
Origin	A	0	0	0	3	3
	B	3	0	408	703	1114
	C	1	375	0	252	628
	D	0	587	267	0	854
	Tot.	4	962	675	958	2599

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	121.2%	0	0	0	227.4	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	121.2%	0	0	0	227.4	-	-
1/1	Hotel Entrance Left Right Ahead	U	H		1	7	-	3	1600	142	2.1%	-	-	-	0.0	50.7	0.1
2/2+2/1	A20 London Road east Ahead Left	U	B C		1:2	13:23	-	761	1950:1650	303+351	116.4 : 116.4%	-	-	-	65.7	311.0	69.9
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	13:19	-	353	1950:1600	303+3	115.4 : 115.4%	-	-	-	32.7	333.4	37.3
3/1	New Road Left	U	E		1	36	-	252	1650	678	37.1%	-	-	-	1.6	22.6	4.6
3/2	New Road Ahead Right	U	D		1	15	-	376	1800	320	117.5%	-	-	-	36.8	352.8	42.1
4/1	A20 London Road west Left Ahead	U	G		1	11	-	272	1700	227	120.0%	-	-	-	29.9	395.8	33.3
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	11:30	-	582	1950:1600	260+220	121.2 : 121.2%	-	-	-	60.6	374.9	62.8
		C1		PRC for Signalled Lanes (%):		-34.6		Total Delay for Signalled Lanes (pcuHr):		227.42		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-34.6		Total Delay Over All Lanes(pcuHr):		227.42							

Signal Timings Diagram

Scenario 4: '2031 DM PM + C' (FG6: '2031 DM PM + C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

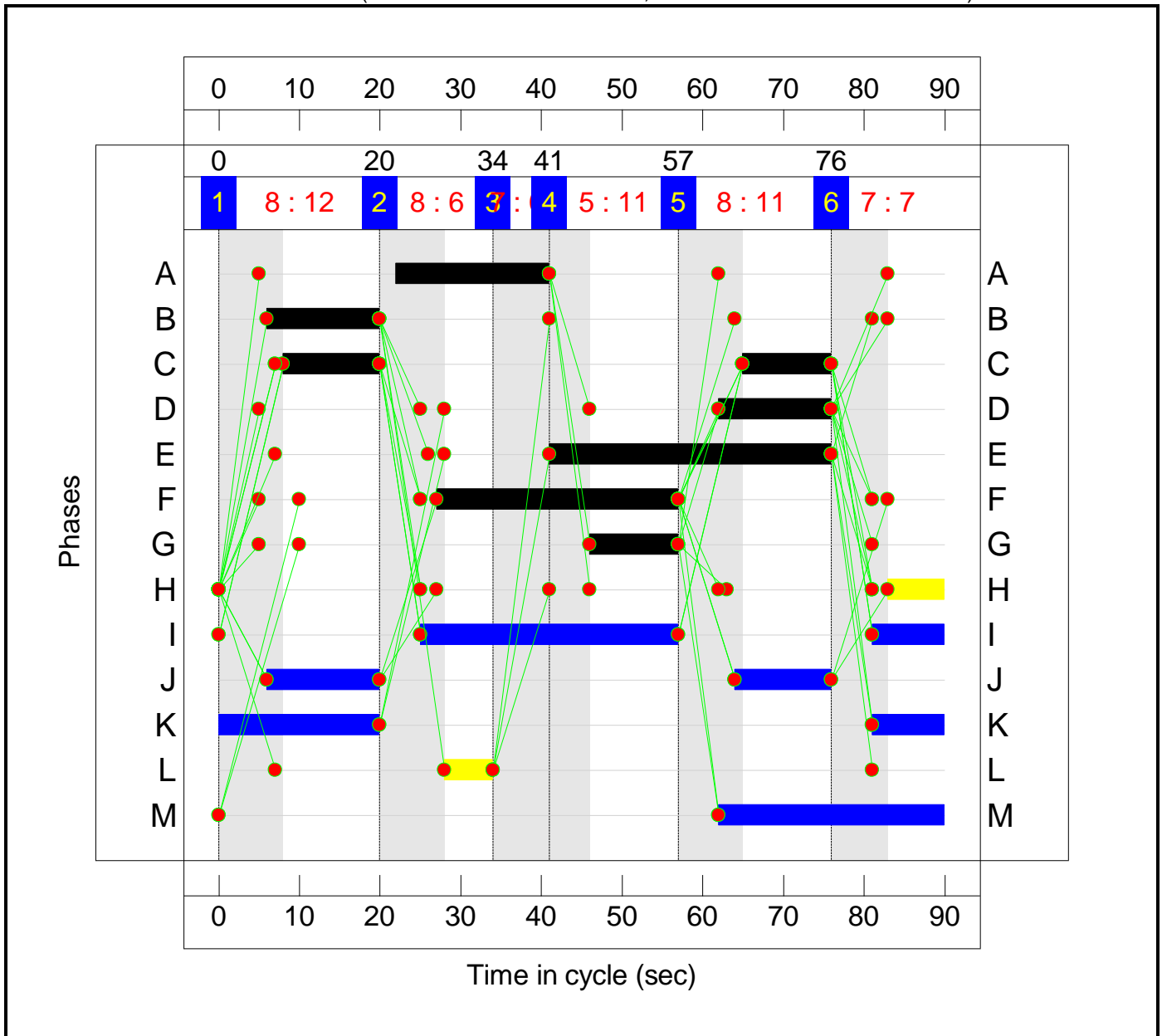
		Destination				Tot.
		A	B	C	D	
Origin	A	0	1	0	1	2
	B	1	0	385	656	1042
	C	0	324	0	77	401
	D	4	888	261	0	1153
	Tot.	5	1213	646	734	2598

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	129.8%	0	0	0	295.2	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	129.8%	0	0	0	295.2	-	-
1/1	Hotel Entrance Left Right Ahead	U	H		1	7	-	2	1600	142	1.4%	-	-	-	0.0	50.7	0.1
2/2+2/1	A20 London Road east Ahead Left	U	B C		1:2	11:18	-	714	1950:1650	260+367	126.5 : 105.0%	-	-	-	57.7	291.1	60.1
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	11:19	-	328	1950:1600	260+1	125.8 : 125.8%	-	-	-	42.5	466.9	46.2
3/1	New Road Left	U	E		1	38	-	77	1650	715	10.8%	-	-	-	0.4	18.0	1.2
3/2	New Road Ahead Right	U	D		1	12	-	324	1800	260	124.6%	-	-	-	40.4	448.4	44.7
4/1	A20 London Road west Left Ahead	U	G		1	16	-	414	1700	321	128.9%	-	-	-	56.0	487.4	61.2
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	16:35	-	739	1950:1600	368+201	129.8 : 129.8%	-	-	-	98.1	478.1	105.6
		C1		PRC for Signalled Lanes (%):		-44.2		Total Delay for Signalled Lanes (pcuHr):		295.22		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-44.2		Total Delay Over All Lanes(pcuHr):		295.22							

Signal Timings Diagram

Scenario 5: '2031 DM AM + B & C' (FG7: '2031 DM AM + B & C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

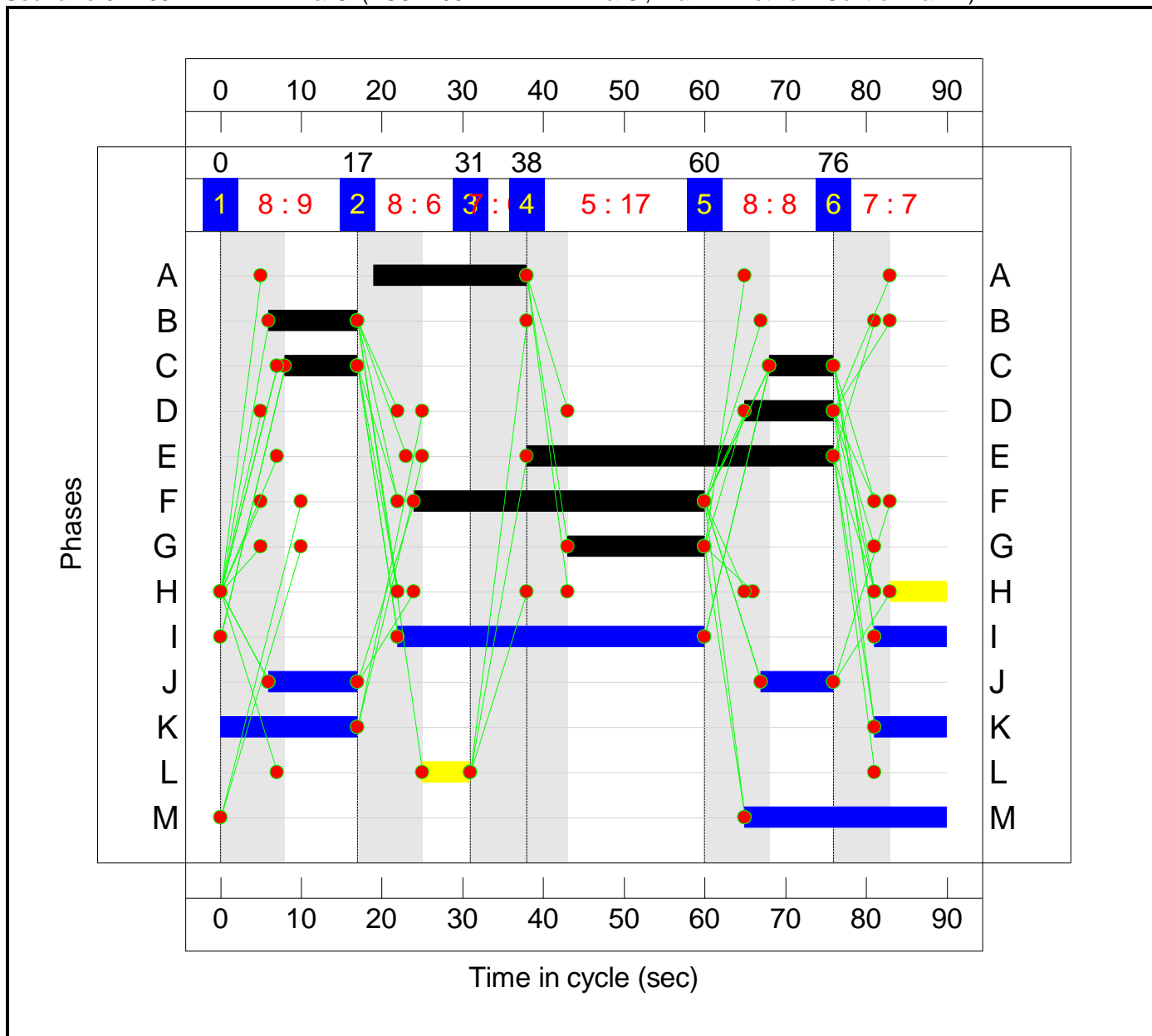
		Destination				Tot.
		A	B	C	D	
Origin	A	0	0	0	3	3
	B	3	0	408	768	1179
	C	1	375	0	252	628
	D	0	607	267	0	874
	Tot.	4	982	675	1023	2684

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	125.4%	0	0	0	268.3	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	125.4%	0	0	0	268.3	-	-
1/1	Hotel Entrance Left Right Ahead	U	H		1	7	-	3	1600	142	2.1%	-	-	-	0.0	50.7	0.1
2/2+2/1	A20 London Road east Ahead Left	U	B C		1:2	14:23	-	794	1950:1650	325+344	118.8 : 118.8%	-	-	-	76.5	346.6	81.0
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	14:19	-	385	1950:1600	325+3	117.5 : 117.5%	-	-	-	38.4	358.8	43.3
3/1	New Road Left	U	E		1	35	-	252	1650	660	38.2%	-	-	-	1.6	23.5	4.7
3/2	New Road Ahead Right	U	D		1	14	-	376	1800	300	125.3%	-	-	-	47.3	452.9	52.4
4/1	A20 London Road west Left Ahead	U	G		1	11	-	281	1700	227	124.0%	-	-	-	34.5	442.0	37.9
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	11:30	-	593	1950:1600	260+213	125.4 : 125.4%	-	-	-	70.0	424.8	72.2
		C1		PRC for Signalled Lanes (%):		-39.3		Total Delay for Signalled Lanes (pcuHr):		268.29		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-39.3		Total Delay Over All Lanes(pcuHr):		268.29							

Signal Timings Diagram

Scenario 6: '2031 DM PM + B & C' (FG8: '2031 DM PM + B & C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

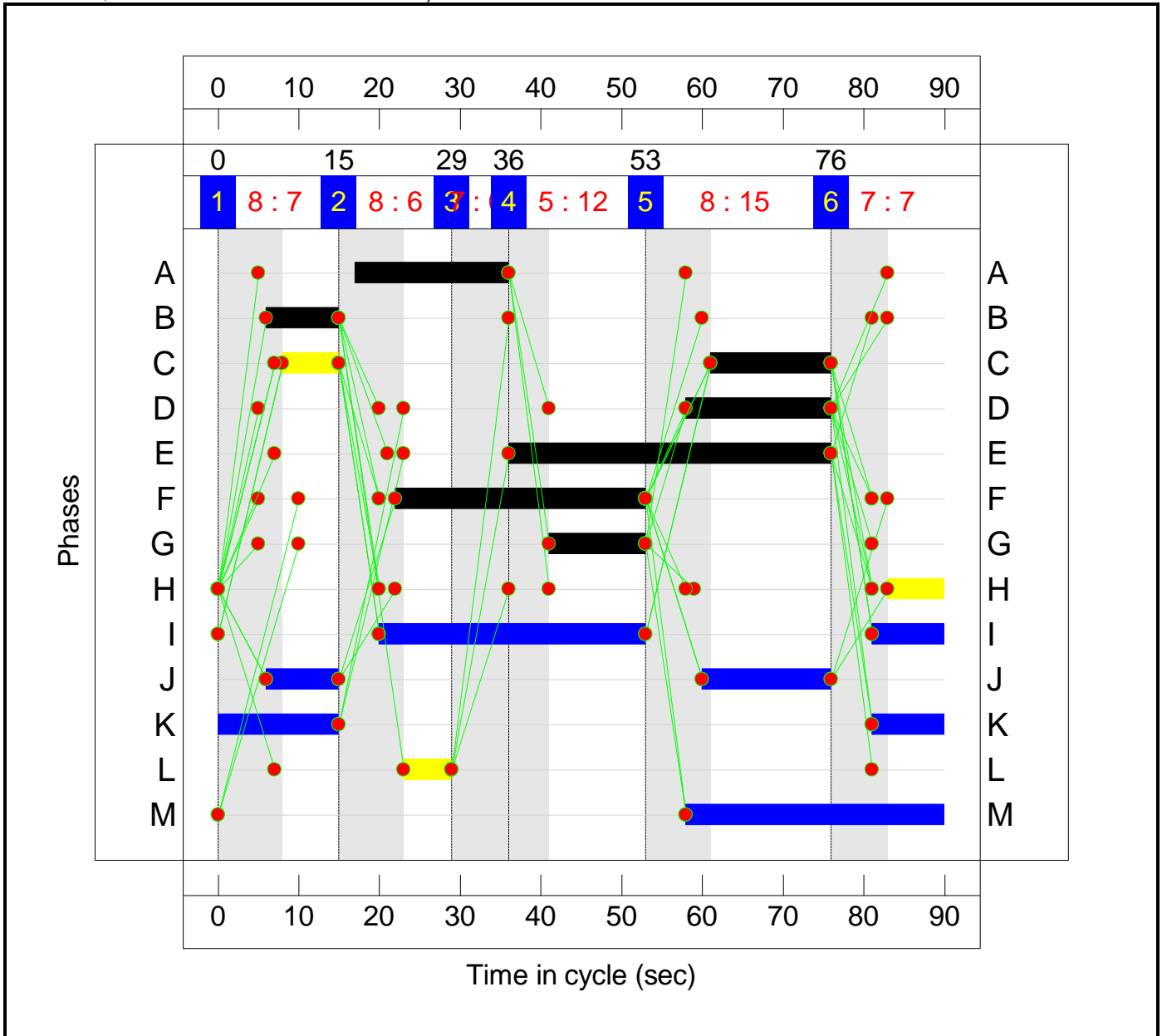
		Destination				Tot.
		A	B	C	D	
Origin	A	0	1	0	1	2
	B	1	0	385	680	1066
	C	0	324	0	77	401
	D	4	933	261	0	1198
	Tot.	5	1258	646	758	2667

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	135.0%	0	0	0	330.5	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	135.0%	0	0	0	330.5	-	-
1/1	Hotel Entrance Left Right Ahead	U	H		1	7	-	2	1600	142	1.4%	-	-	-	0.0	50.7	0.1
2/2+2/1	A20 London Road east Ahead Left	U	B C		1:2	11:17	-	726	1950:1650	260+348	131.2 : 110.5%	-	-	-	73.8	365.8	75.7
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	11:19	-	340	1950:1600	260+1	130.4 : 130.4%	-	-	-	49.0	518.7	52.6
3/1	New Road Left	U	E		1	38	-	77	1650	715	10.8%	-	-	-	0.4	18.0	1.2
3/2	New Road Ahead Right	U	D		1	11	-	324	1800	240	135.0%	-	-	-	51.0	566.4	55.2
4/1	A20 London Road west Left Ahead	U	G		1	17	-	435	1700	340	127.9%	-	-	-	57.4	474.8	62.9
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	17:36	-	763	1950:1600	390+203	128.7 : 128.7%	-	-	-	99.0	466.9	106.9
		C1		PRC for Signalled Lanes (%):		-50.0		Total Delay for Signalled Lanes (pcuHr):		330.49		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-50.0		Total Delay Over All Lanes(pcuHr):		330.49							

Signal Timings Diagram

Scenario 7: '2031 DS minus Site B Local Plan Flows + Site B AM' (FG11: '2031 DS - Site B LP Flows + Site B Flows AM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

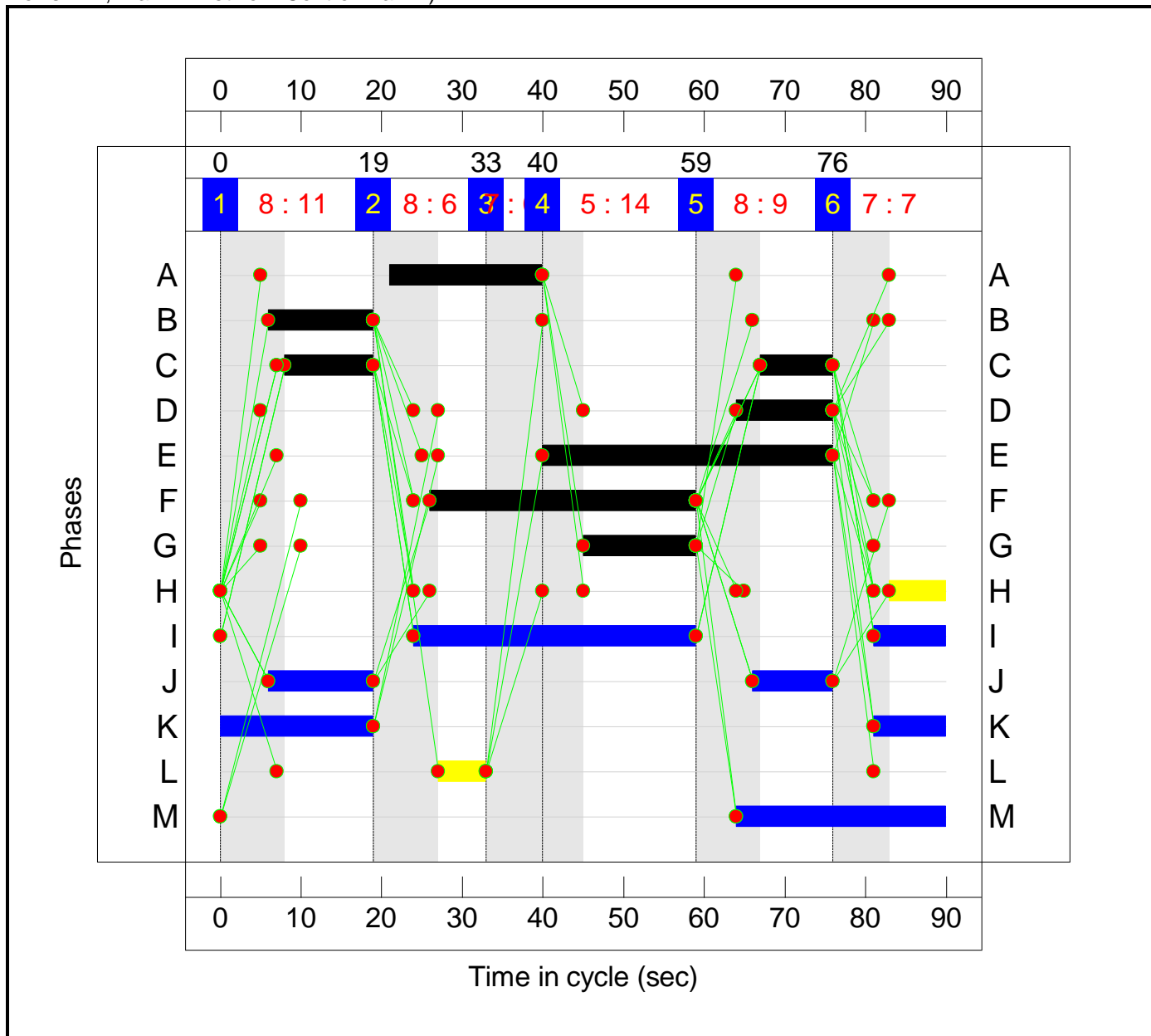
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	0	3	3
B	3	0	284	670	957	
C	1	578	0	182	761	
D	0	755	406	0	1161	
Tot.	4	1333	690	855	2882	

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	156.0%	0	0	0	510.6	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	156.0%	0	0	0	510.6	-	-
1/1	Hotel Entrance Left Right Ahead	U	H		1	7	-	3	1600	142	2.1%	-	-	-	0.0	50.7	0.1
2/2+2/1	A20 London Road east Ahead Left	U	B C		1:2	9:22	-	622	1950:1650	217+182	156.0 : 156.0%	-	-	-	125.3	725.5	129.1
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	9:19	-	335	1950:1600	217+2	153.2 : 153.2%	-	-	-	68.7	738.1	72.1
3/1	New Road Left	U	E		1	40	-	182	1650	752	24.2%	-	-	-	0.9	18.2	2.9
3/2	New Road Ahead Right	U	D		1	18	-	579	1800	380	152.4%	-	-	-	116.0	721.2	123.6
4/1	A20 London Road west Left Ahead	U	G		1	12	-	349	1700	246	142.1%	-	-	-	60.9	627.7	64.7
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	12:31	-	812	1950:1600	282+282	144.1 : 144.1%	-	-	-	138.7	615.1	143.9
		C1		PRC for Signalled Lanes (%):		-73.3		Total Delay for Signalled Lanes (pcuHr):		510.57		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-73.3		Total Delay Over All Lanes(pcuHr):		510.57							

Signal Timings Diagram

Scenario 8: '2031 DS minus Site B Local Plan Flows + Site B PM' (FG12: '2031 DS - Site B LP Flows + Site B Flows PM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

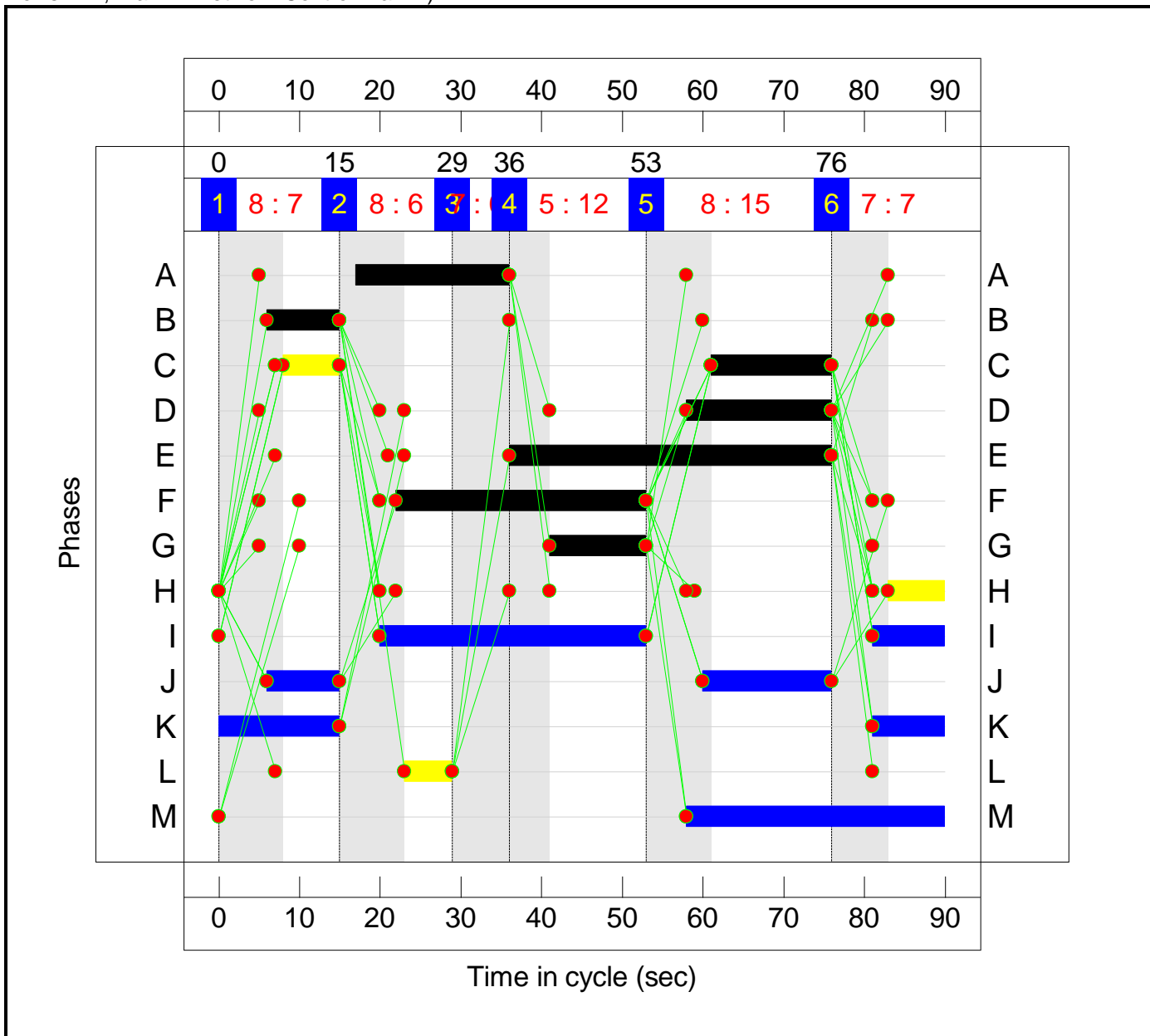
	Destination				
	A	B	C	D	Tot.
Origin					
A	0	1	0	1	2
B	1	0	225	896	1122
C	0	371	0	337	708
D	4	848	393	0	1245
Tot.	5	1220	618	1234	3077

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	148.0%	0	0	0	482.9	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	148.0%	0	0	0	482.9	-	-
1/1	Hotel Entrance Left Right Ahead	U	H		1	7	-	2	1600	142	1.4%	-	-	-	0.0	50.7	0.1
2/2+2/1	A20 London Road east Ahead Left	U	B C		1:2	13:20	-	674	1950:1650	303+152	148.0% : 148.0%	-	-	-	125.8	671.8	130.2
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	13:19	-	448	1950:1600	303+1	147.4% : 147.4%	-	-	-	84.9	681.9	89.2
3/1	New Road Left	U	E		1	36	-	337	1650	678	49.7%	-	-	-	2.3	24.9	6.7
3/2	New Road Ahead Right	U	D		1	12	-	371	1800	260	142.7%	-	-	-	66.1	641.0	70.8
4/1	A20 London Road west Left Ahead	U	G		1	14	-	394	1700	283	139.1%	-	-	-	65.0	594.2	69.7
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	14:33	-	851	1950:1600	325+279	140.9% : 140.9%	-	-	-	138.8	587.3	145.7
		C1		PRC for Signalled Lanes (%):		-64.5		Total Delay for Signalled Lanes (pcuHr):		482.92		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-64.5		Total Delay Over All Lanes(pcuHr):		482.92							

Signal Timings Diagram

Scenario 9: '2031 DS minus Site C Local Plan Flows + Site C AM' (FG15: '2031 DS - Site C LP Flows + Site C Flows AM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

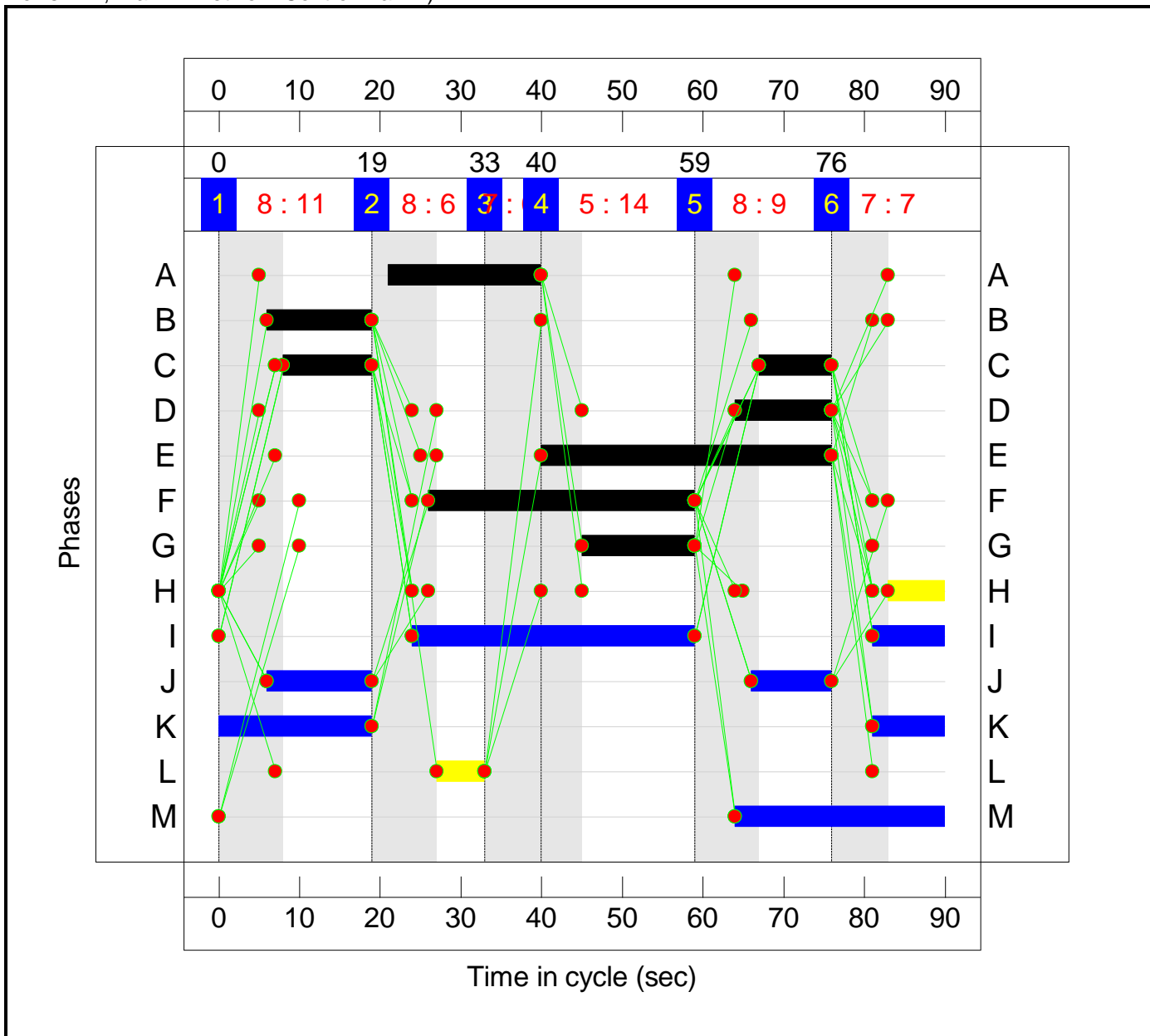
Origin	Destination				
	A	B	C	D	Tot.
A	0	0	0	3	3
B	3	0	279	651	933
C	1	562	0	160	723
D	0	749	399	0	1148
Tot.	4	1311	678	814	2807

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	152.3%	0	0	0	482.2	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	152.3%	0	0	0	482.2	-	-
1/1	Hotel Entrance Left Right Ahead	U	H		1	7	-	3	1600	142	2.1%	-	-	-	0.0	50.7	0.1
2/2+2/1	A20 London Road east Ahead Left	U	B C		1:2	9:22	-	609	1950:1650	217+183	152.3% : 152.3%	-	-	-	117.5	694.9	121.0
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	9:19	-	324	1950:1600	217+2	148.2% : 148.2%	-	-	-	62.6	695.6	65.8
3/1	New Road Left	U	E		1	40	-	160	1650	752	21.3%	-	-	-	0.8	17.8	2.5
3/2	New Road Ahead Right	U	D		1	18	-	563	1800	380	148.2%	-	-	-	107.1	684.6	114.5
4/1	A20 London Road west Left Ahead	U	G		1	12	-	346	1700	246	140.9%	-	-	-	59.2	616.4	63.1
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	12:31	-	802	1950:1600	282+279	143.1% : 143.1%	-	-	-	134.9	605.4	140.0
		C1		PRC for Signalled Lanes (%):		-69.2		Total Delay for Signalled Lanes (pcuHr):		482.17		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-69.2		Total Delay Over All Lanes(pcuHr):		482.17							

Signal Timings Diagram

Scenario 10: '2031 DS minus Site C Local Plan Flows + Site C PM' (FG16: '2031 DS - Site C LP Flows + Site C Flows PM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

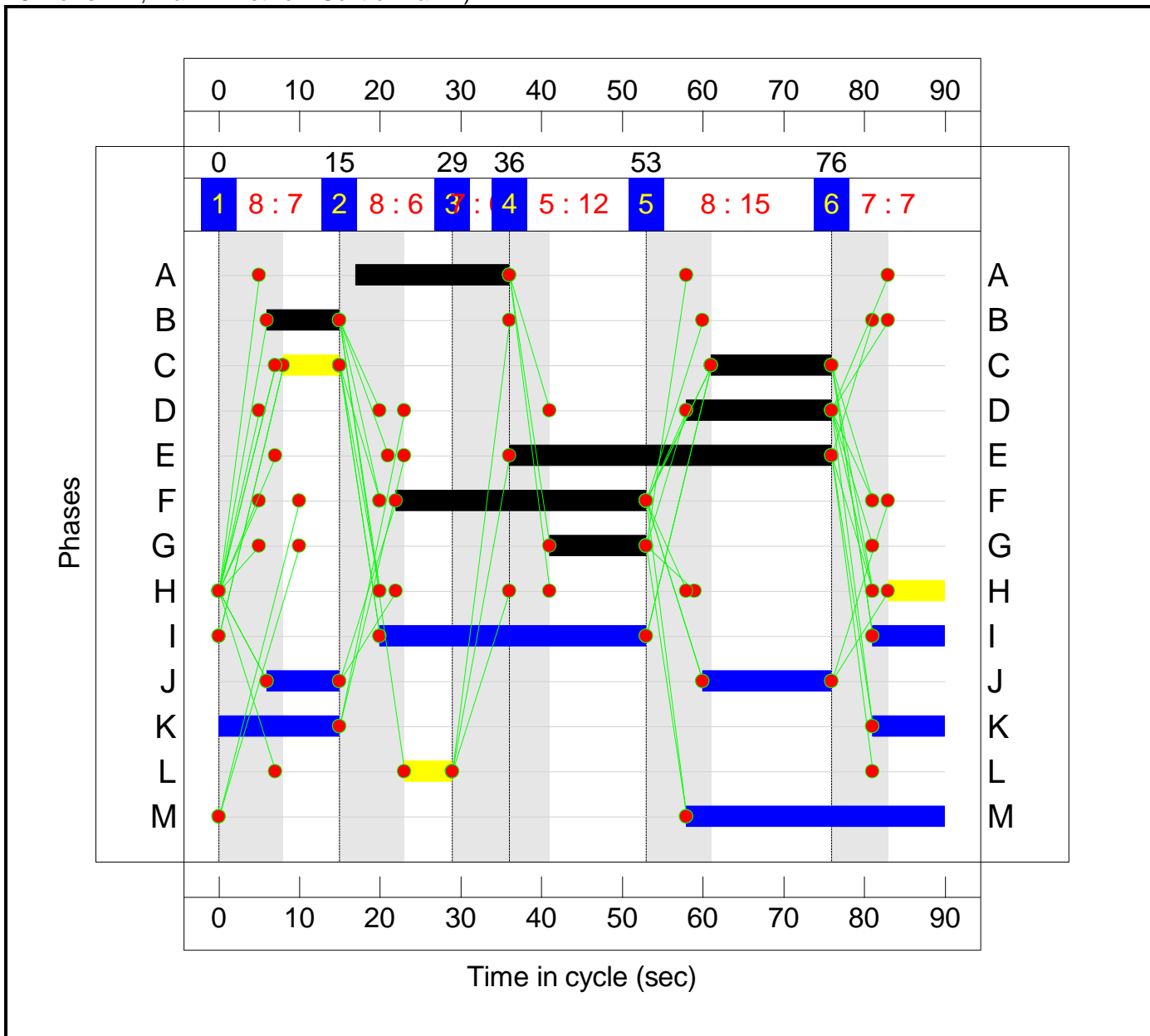
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	1	0	1	2
B	1	0	218	890	1109	
C	0	365	0	329	694	
D	4	835	378	0	1217	
Tot.	5	1201	596	1220	3022	

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	147.0%	0	0	0	462.8	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	147.0%	0	0	0	462.8	-	-
1/1	Hotel Entrance Left Right Ahead	U	H		1	7	-	2	1600	142	1.4%	-	-	-	0.0	50.7	0.1
2/2+2/1	A20 London Road east Ahead Left	U	B C		1:2	13:20	-	664	1950:1650	303+148	147.0 : 147.0%	-	-	-	122.3	663.2	126.7
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	13:19	-	445	1950:1600	303+1	146.4 : 146.4%	-	-	-	83.2	673.1	87.5
3/1	New Road Left	U	E		1	36	-	329	1650	678	48.5%	-	-	-	2.3	24.6	6.5
3/2	New Road Ahead Right	U	D		1	12	-	365	1800	260	140.4%	-	-	-	62.7	618.9	67.4
4/1	A20 London Road west Left Ahead	U	G		1	14	-	388	1700	283	136.9%	-	-	-	61.8	573.7	66.4
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	14:33	-	829	1950:1600	325+272	138.8 : 138.8%	-	-	-	130.4	566.5	137.2
		C1		PRC for Signalled Lanes (%):		-63.4		Total Delay for Signalled Lanes (pcuHr):		462.83		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-63.4		Total Delay Over All Lanes(pcuHr):		462.83							

Signal Timings Diagram

Scenario 11: '2031 DS minus Site BC Local Plan Flows + Site BC AM' (FG19: '2031 DS - Site BC LP Flows + Site BC Flows AM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

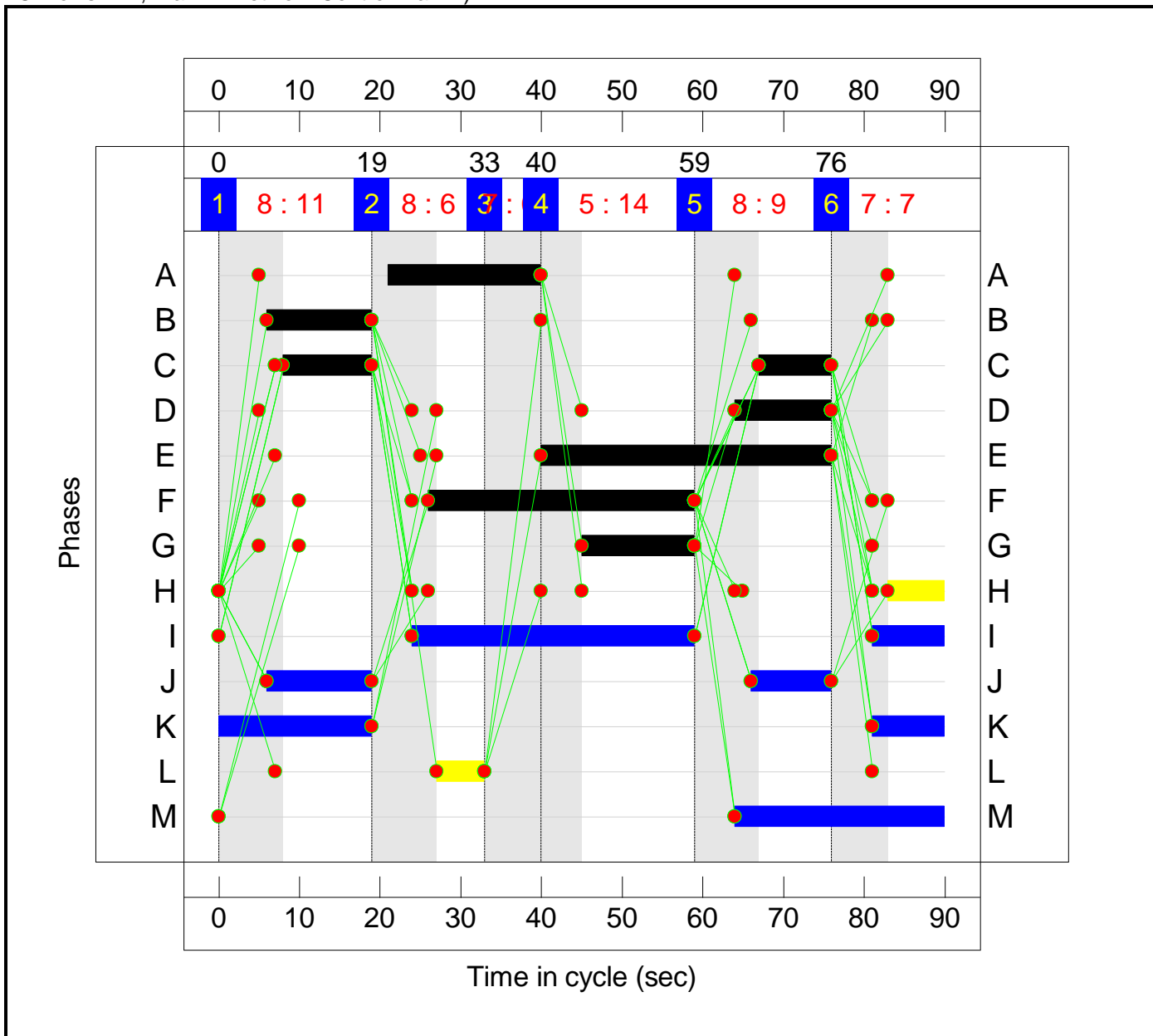
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	0	3	3
B	3	0	279	670	952	
C	1	562	0	160	723	
D	0	755	399	0	1154	
Tot.	4	1317	678	833	2832	

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	156.0%	0	0	0	499.4	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	156.0%	0	0	0	499.4	-	-
1/1	Hotel Entrance Left Right Ahead	U	H		1	7	-	3	1600	142	2.1%	-	-	-	0.0	50.7	0.1
2/2+2/1	A20 London Road east Ahead Left	U	B C		1:2	9:22	-	617	1950:1650	217+179	156.0 : 156.0%	-	-	-	124.4	725.8	128.1
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	9:19	-	335	1950:1600	217+2	153.2 : 153.2%	-	-	-	68.7	738.1	72.1
3/1	New Road Left	U	E		1	40	-	160	1650	752	21.3%	-	-	-	0.8	17.8	2.5
3/2	New Road Ahead Right	U	D		1	18	-	563	1800	380	148.2%	-	-	-	107.1	684.6	114.5
4/1	A20 London Road west Left Ahead	U	G		1	12	-	349	1700	246	142.1%	-	-	-	60.9	627.7	64.7
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	12:31	-	805	1950:1600	282+277	144.1 : 144.1%	-	-	-	137.6	615.3	142.7
		C1		PRC for Signalled Lanes (%):		-73.3		Total Delay for Signalled Lanes (pcuHr):		499.42		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-73.3		Total Delay Over All Lanes(pcuHr):		499.42							

Signal Timings Diagram

Scenario 12: '2031 DS minus Site BC Local Plan Flows + Site BC PM' (FG20: '2031 DS - Site BC LP Flows + Site BC Flows PM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

Origin	Destination				
	A	B	C	D	Tot.
A	0	1	0	1	2
B	1	0	218	896	1115
C	0	366	0	329	695
D	4	848	378	0	1230
Tot.	5	1215	596	1226	3042

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	148.0%	0	0	0	476.5	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	148.0%	0	0	0	476.5	-	-
1/1	Hotel Entrance Left Right Ahead	U	H		1	7	-	2	1600	142	1.4%	-	-	-	0.0	50.7	0.1
2/2+2/1	A20 London Road east Ahead Left	U	B C		1:2	13:20	-	667	1950:1650	303+147	148.0% : 148.0%	-	-	-	124.5	672.1	128.9
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	13:19	-	448	1950:1600	303+1	147.4% : 147.4%	-	-	-	84.9	681.9	89.2
3/1	New Road Left	U	E		1	36	-	329	1650	678	48.5%	-	-	-	2.3	24.6	6.5
3/2	New Road Ahead Right	U	D		1	12	-	366	1800	260	140.8%	-	-	-	63.3	622.6	68.0
4/1	A20 London Road west Left Ahead	U	G		1	14	-	394	1700	283	139.1%	-	-	-	65.0	594.2	69.7
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	14:33	-	836	1950:1600	325+268	140.9% : 140.9%	-	-	-	136.5	587.7	143.3
		C1		PRC for Signalled Lanes (%):		-64.5		Total Delay for Signalled Lanes (pcuHr):		476.47		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-64.5		Total Delay Over All Lanes(pcuHr):		476.47							

Existing Layout

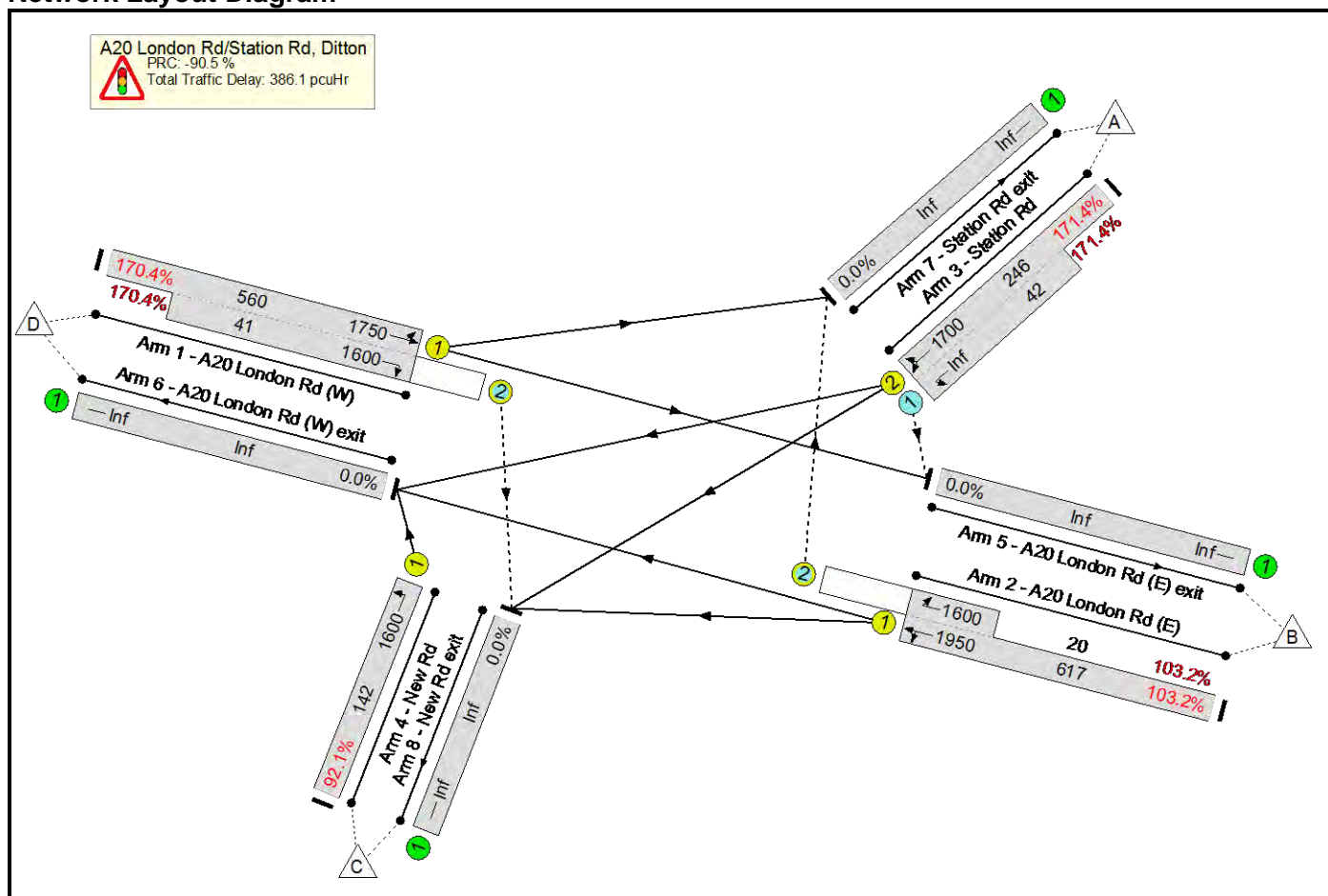
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	A20 London Rd_Station Rd_New Rd, Ditton - Existing Layout Rev B.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2031 DM AM' (FG1: '2031 DM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

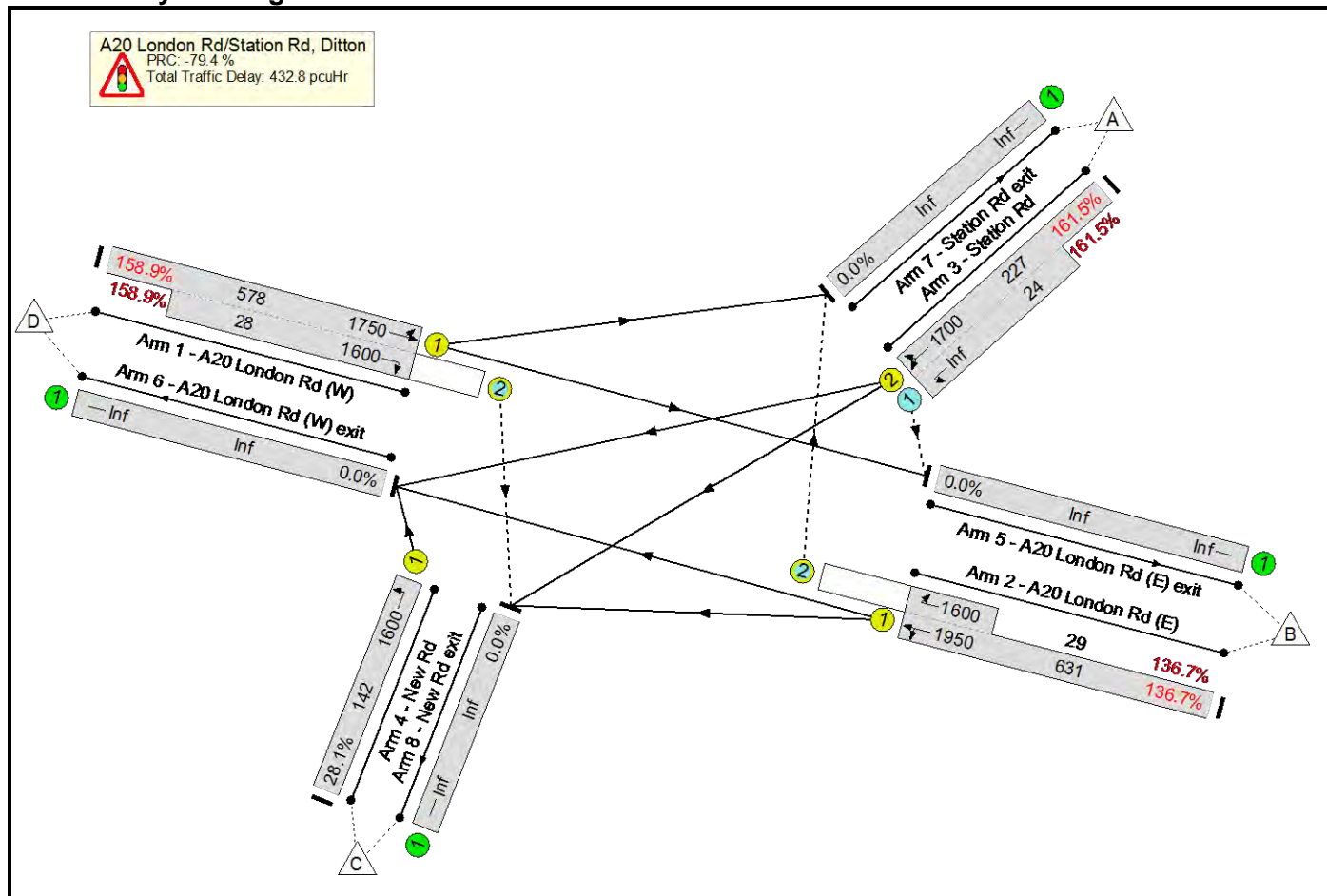
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	171.4%	-	-	
A20 London Rd/Station Rd, Ditton	-	171.4%	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	170.4 : 170.4%	843.7	252.1	
2/1+2/2	A20 London Rd (E) Ahead Right Left	103.2 : 103.2%	138.6	35.9	
3/2+3/1	Station Rd Left Right Ahead	171.4 : 171.4%	845.5	123.0	
4/1	New Rd Left	92.1%	138.7	6.8	
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)	-90.5 -90.5	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	386.11 386.11	Cycle Time (s): 90

Basic Results Summary

Scenario 2: '2031 DM PM' (FG2: '2031 DM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

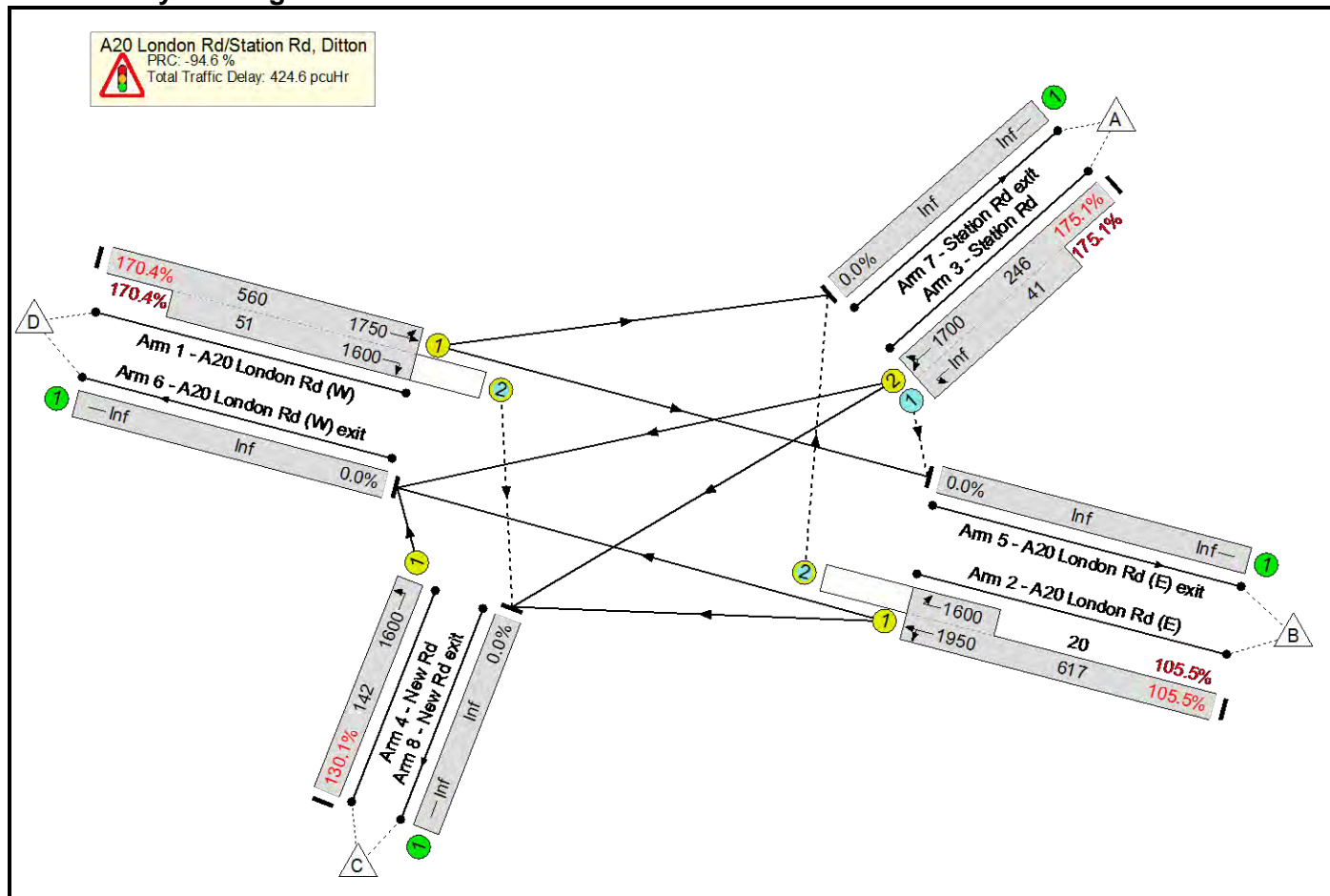
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	161.5%	-	-	
A20 London Rd/Station Rd, Ditton	-	161.5%	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	158.9 : 158.9%	760.6	216.1	
2/1+2/2	A20 London Rd (E) Ahead Right Left	136.7 : 136.7%	563.4	152.3	
3/2+3/1	Station Rd Left Right Ahead	161.5 : 161.5%	780.1	93.6	
4/1	New Rd Left	28.1%	55.9	1.1	
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)	-79.4 -79.4	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	432.78 432.78	Cycle Time (s): 90

Basic Results Summary

Scenario 3: '2031 DM AM + B' (FG3: '2031 DM AM + B', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

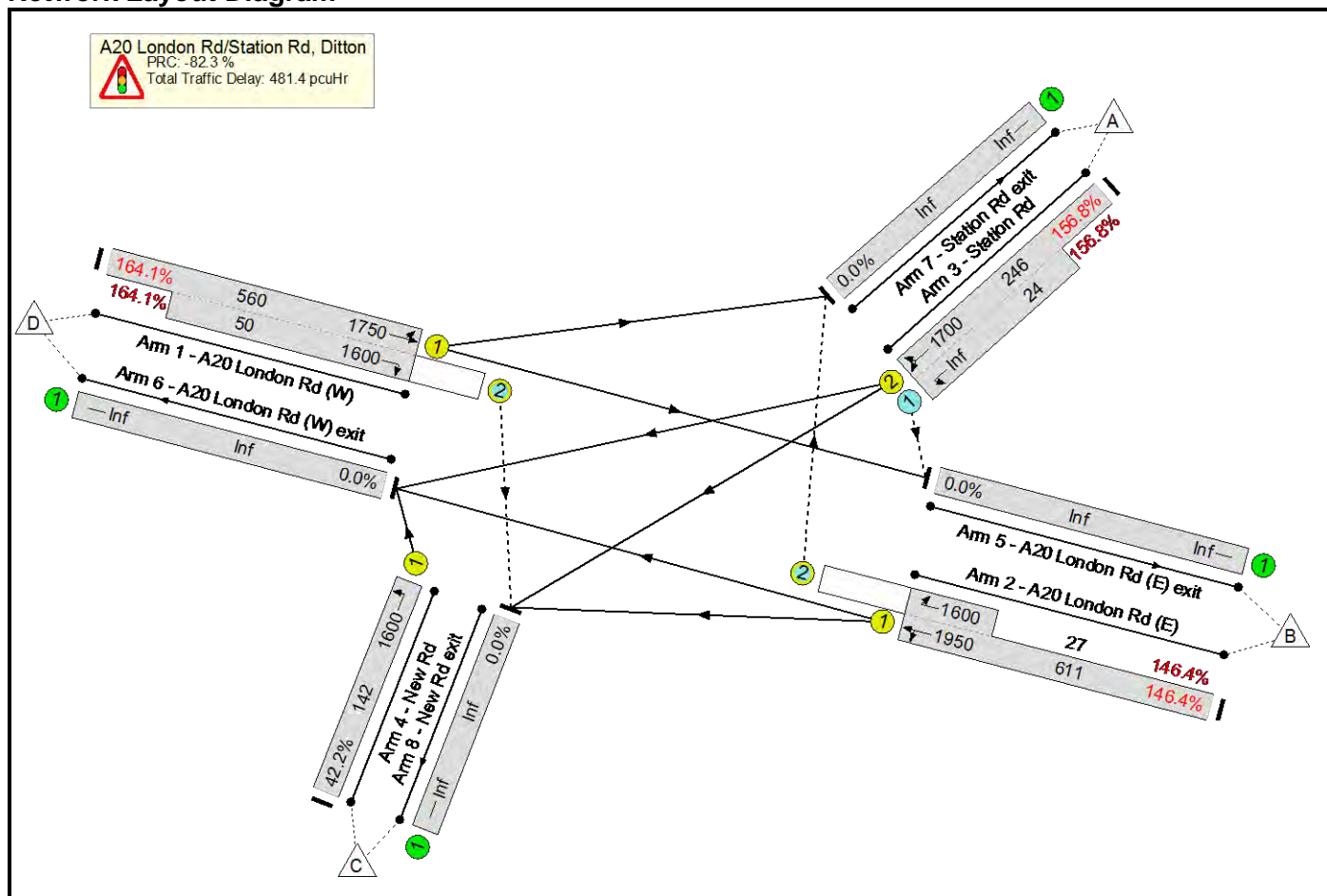
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	175.1%	-	-
A20 London Rd/Station Rd, Ditton	-	175.1%	-	-
1/1+1/2	A20 London Rd (W) Ahead Left Right	170.4 : 170.4%	843.7	256.0
2/1+2/2	A20 London Rd (E) Ahead Right Left	105.5 : 105.5%	170.1	42.7
3/2+3/1	Station Rd Left Right Ahead	175.1 : 175.1%	869.7	128.7
4/1	New Rd Left	130.1%	537.7	30.0
C1		PRC for Signalled Lanes (%): -94.6 PRC Over All Lanes (%): -94.6	Total Delay for Signalled Lanes (pcuHr): 424.63 Total Delay Over All Lanes(pcuHr): 424.63	Cycle Time (s): 90

Basic Results Summary

Scenario 4: '2031 DM PM + B' (FG4: '2031 DM PM + B', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

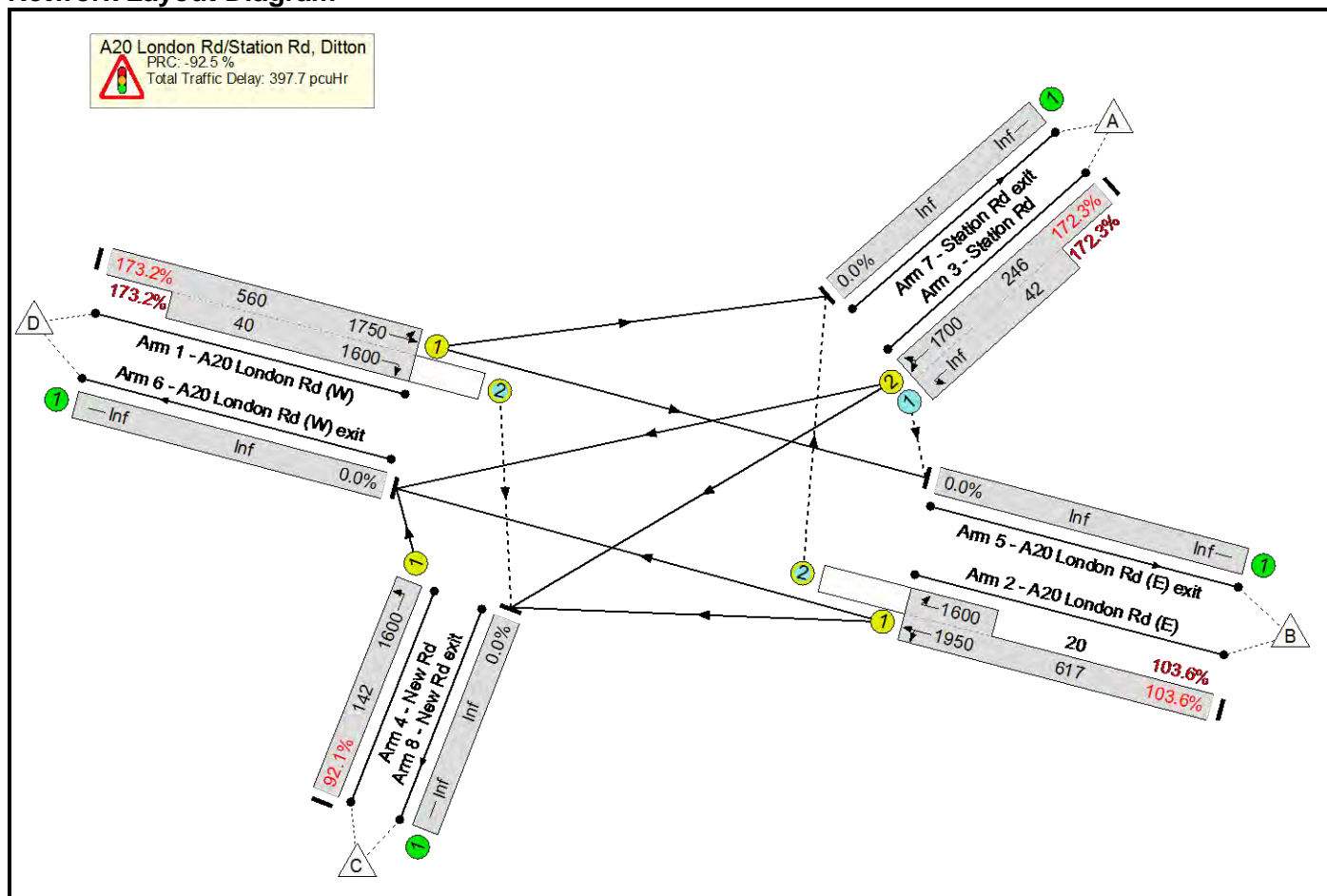
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	164.1%	-	-	
A20 London Rd/Station Rd, Ditton	-	164.1%	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	164.1 : 164.1%	800.3	234.5	
2/1+2/2	A20 London Rd (E) Ahead Right Left	146.4 : 146.4%	657.1	181.1	
3/2+3/1	Station Rd Left Right Ahead	156.8 : 156.8%	743.6	93.8	
4/1	New Rd Left	42.2%	60.5	1.8	
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)	-82.3 -82.3	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	481.40 481.40	Cycle Time (s): 90

Basic Results Summary

Scenario 5: '2031 DM AM + C' (FG5: '2031 DM AM + C', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

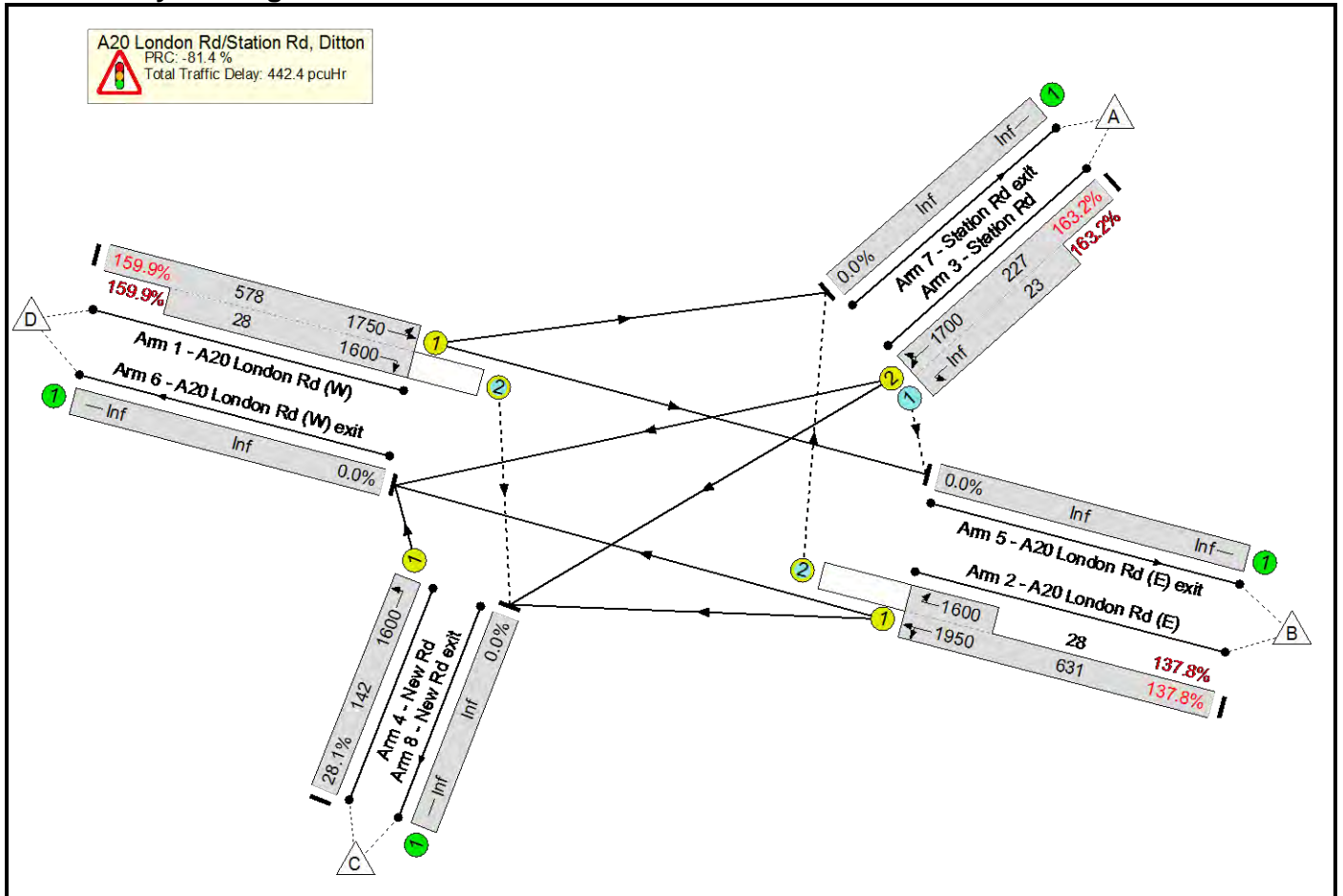
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	173.2%	-	-	
A20 London Rd/Station Rd, Ditton	-	173.2%	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	173.2 : 173.2%	862.5	261.3	
2/1+2/2	A20 London Rd (E) Ahead Right Left	103.6 : 103.6%	144.7	37.3	
3/2+3/1	Station Rd Left Right Ahead	172.3 : 172.3%	851.0	124.3	
4/1	New Rd Left	92.1%	138.7	6.8	
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)	-92.5 -92.5	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	397.74 397.74	Cycle Time (s): 90

Basic Results Summary

Scenario 6: '2031 DM PM + C' (FG6: '2031 DM PM + C', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

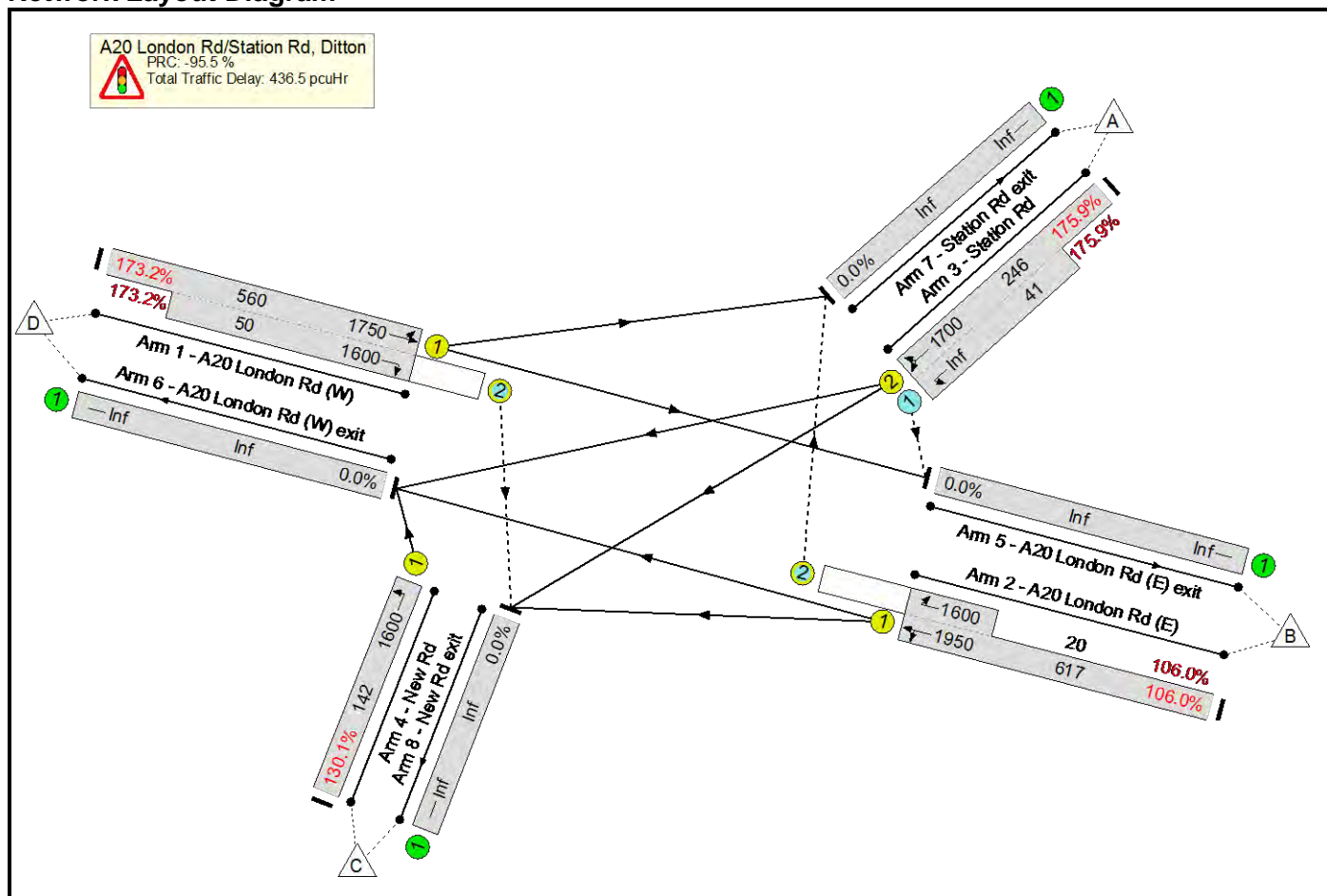
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	163.2%	-	-	
A20 London Rd/Station Rd, Ditton	-	163.2%	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	159.9 : 159.9%	768.5	219.5	
2/1+2/2	A20 London Rd (E) Ahead Right Left	137.8 : 137.8%	574.3	156.2	
3/2+3/1	Station Rd Left Right Ahead	163.2 : 163.2%	793.2	95.9	
4/1	New Rd Left	28.1%	55.9	1.1	
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)	-81.4 -81.4	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	442.37 442.37	Cycle Time (s): 90

Basic Results Summary

Scenario 7: '2031 DM AM + B + C' (FG7: '2031 DM AM + B + C', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

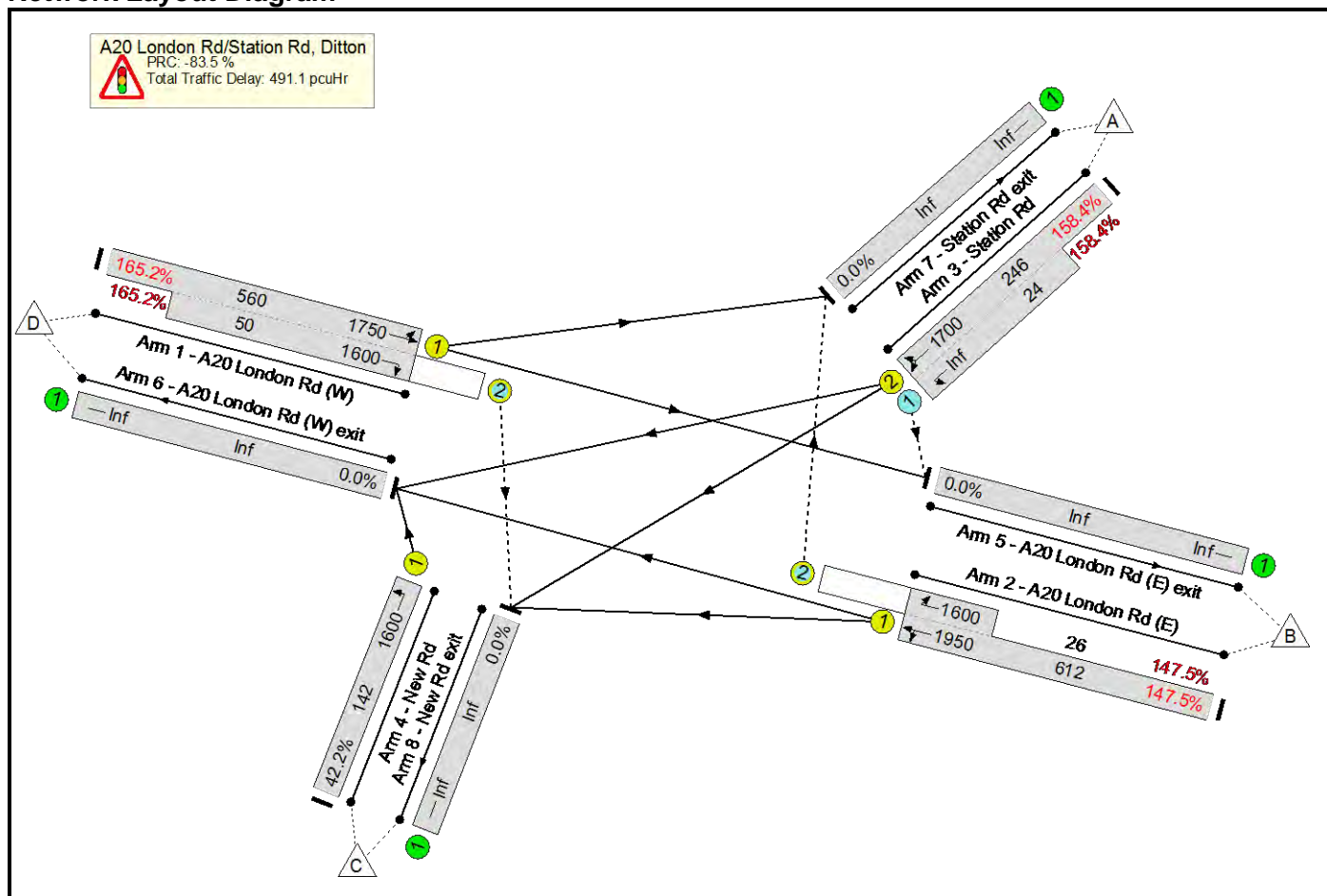
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	175.9%	-	-	
A20 London Rd/Station Rd, Ditton	-	175.9%	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	173.2 : 173.2%	862.5	265.3	
2/1+2/2	A20 London Rd (E) Ahead Right Left	106.0 : 106.0%	176.6	44.1	
3/2+3/1	Station Rd Left Right Ahead	175.9 : 175.9%	875.0	130.0	
4/1	New Rd Left	130.1%	537.7	30.0	
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)	-95.5 -95.5	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	436.49 436.49	Cycle Time (s): 90

Basic Results Summary

Scenario 8: '2031 DM PM + B + C' (FG8: '2031 DM PM + B + C', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

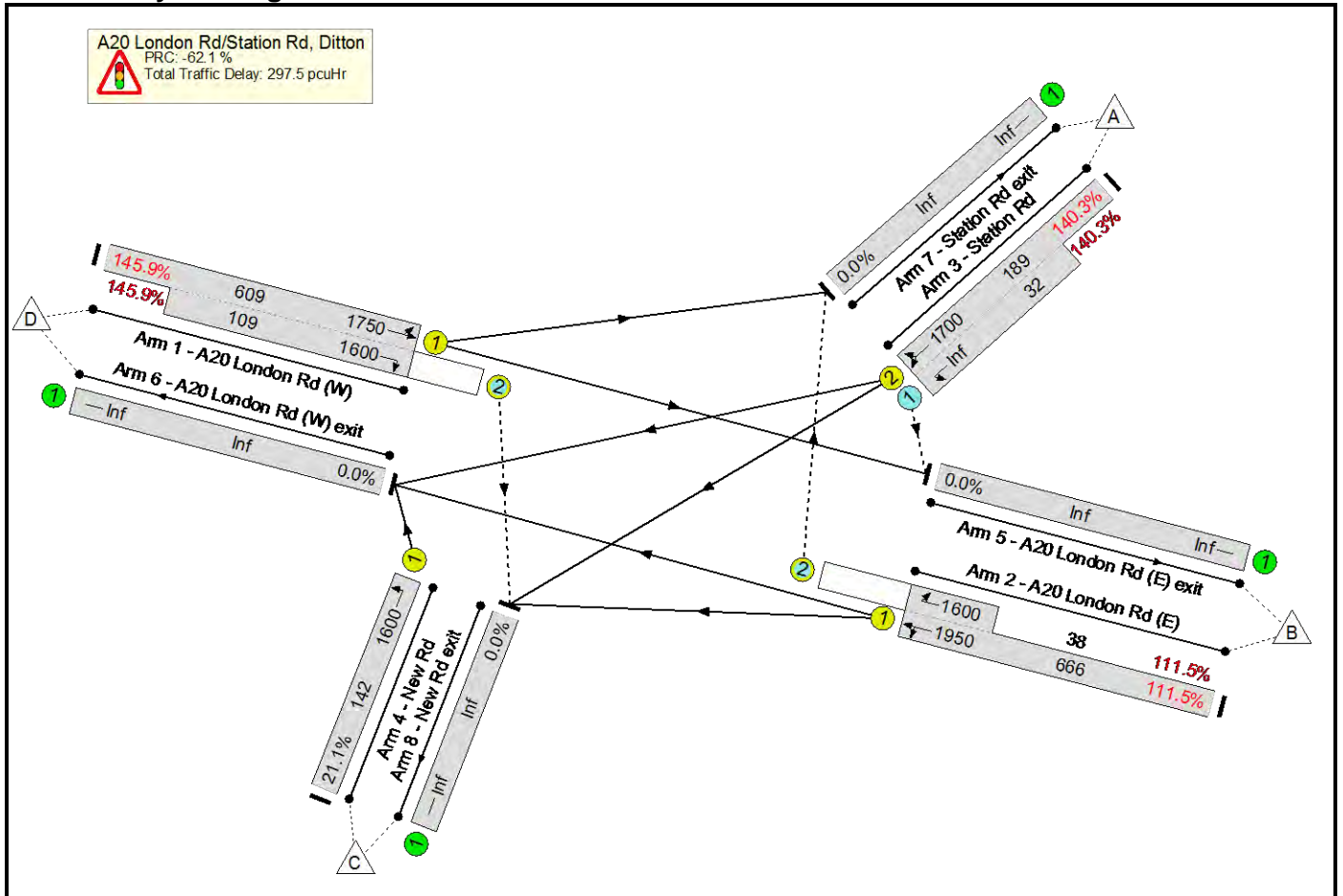
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	165.2%	-	-
A20 London Rd/Station Rd, Ditton	-	165.2%	-	-
1/1+1/2	A20 London Rd (W) Ahead Left Right	165.2 : 165.2%	808.0	238.0
2/1+2/2	A20 London Rd (E) Ahead Right Left	147.5 : 147.5%	667.0	184.9
3/2+3/1	Station Rd Left Right Ahead	158.4 : 158.4%	756.4	96.2
4/1	New Rd Left	42.2%	60.5	1.8
C1		PRC for Signalled Lanes (%): -83.5 PRC Over All Lanes (%): -83.5	Total Delay for Signalled Lanes (pcuHr): 491.09 Total Delay Over All Lanes(pcuHr): 491.09	Cycle Time (s): 90

Basic Results Summary

Scenario 9: '2031 DS minus Site B Local Plan Flows AM' (FG9: '2031 DS - Site B LP Flows AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

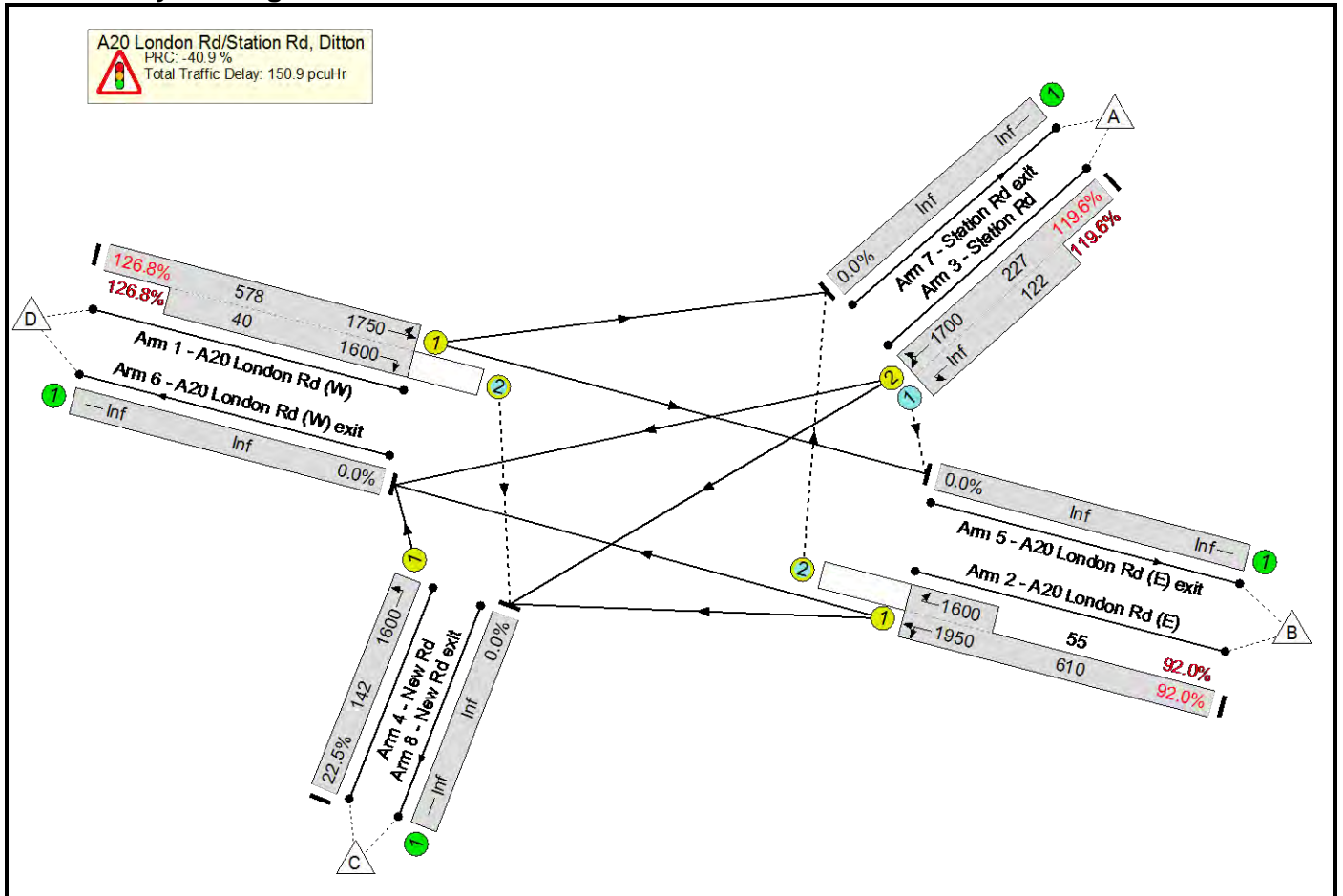
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	145.9%	-	-	
A20 London Rd/Station Rd, Ditton	-	145.9%	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	145.9 : 145.9%	654.9	202.4	
2/1+2/2	A20 London Rd (E) Ahead Right Left	111.5 : 111.5%	251.8	67.2	
3/2+3/1	Station Rd Left Right Ahead	140.3 : 140.3%	599.5	54.9	
4/1	New Rd Left	21.1%	54.1	0.8	
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)	-62.1 -62.1	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	297.46 297.46	Cycle Time (s): 90

Basic Results Summary

Scenario 10: '2031 DS minus Site B Local Plan Flows PM' (FG10: '2031 DS - Site B LP Flows PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

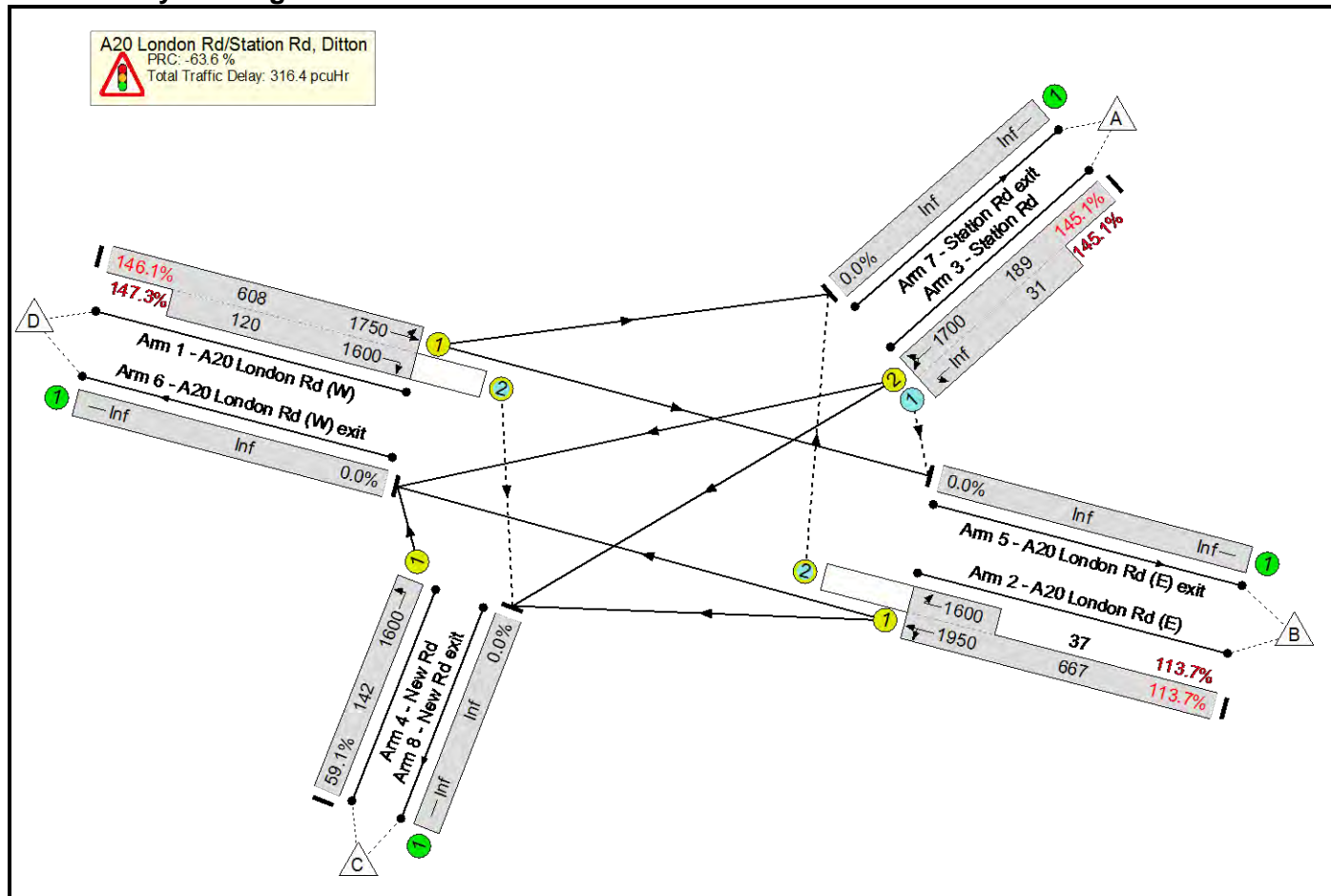
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	126.8%	-	-	
A20 London Rd/Station Rd, Ditton	-	126.8%	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	126.8 : 126.8%	454.8	111.2	
2/1+2/2	A20 London Rd (E) Ahead Right Left	92.0 : 92.0%	58.4	19.0	
3/2+3/1	Station Rd Left Right Ahead	119.6 : 119.6%	357.9	44.8	
4/1	New Rd Left	22.5%	54.5	0.9	
C1		PRC for Signalled Lanes (%): -40.9 PRC Over All Lanes (%): -40.9	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	150.91 150.91	Cycle Time (s): 90

Basic Results Summary

Scenario 11: '2031 DS minus Site B Local Plan Flows + Site B AM' (FG11: '2031 DS - Site B LP Flows + Site B Flows AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

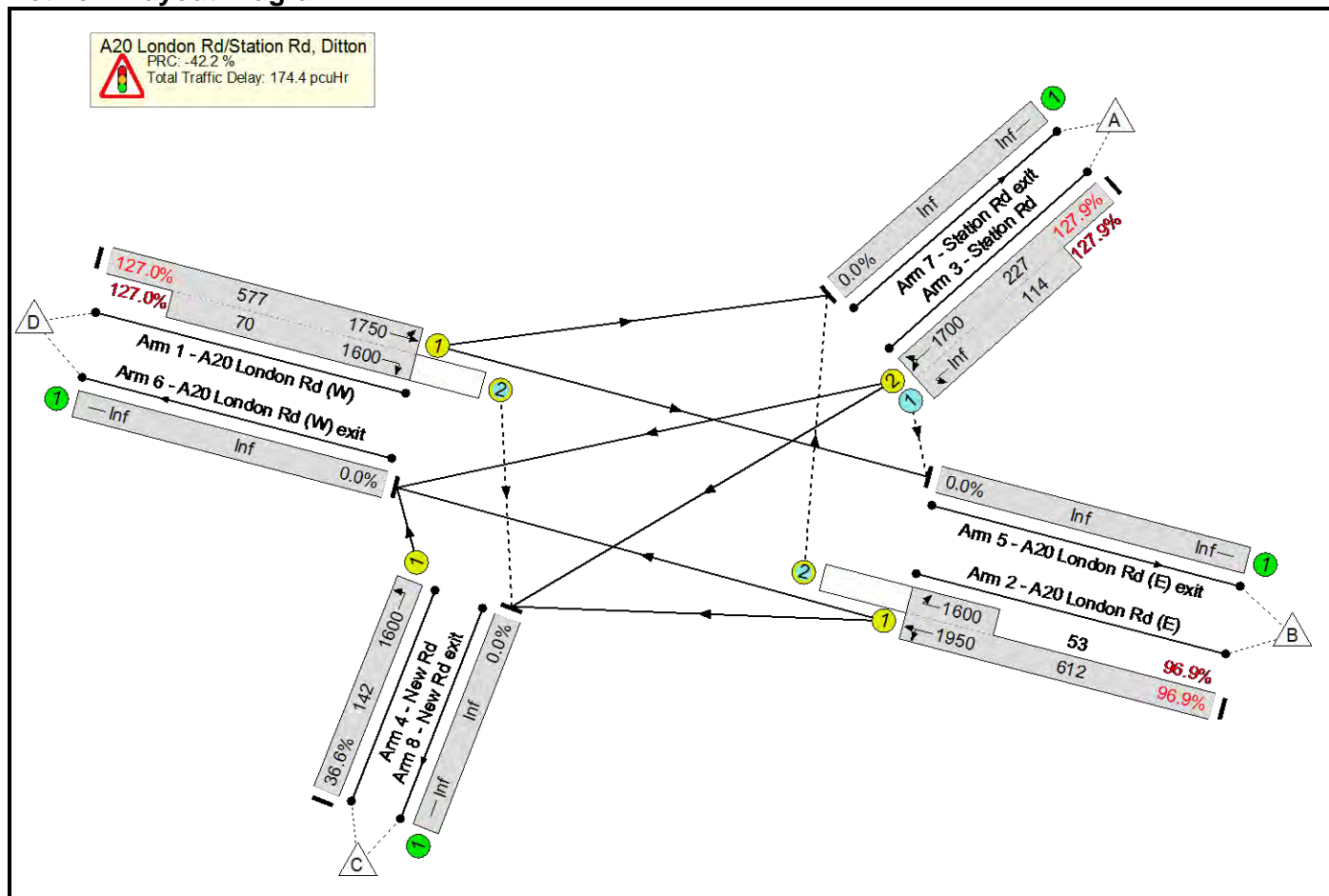
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	147.3%	-	-	
A20 London Rd/Station Rd, Ditton	-	147.3%	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	146.1 : 147.3%	659.9	206.5	
2/1+2/2	A20 London Rd (E) Ahead Right Left	113.7 : 113.7%	282.3	75.0	
3/2+3/1	Station Rd Left Right Ahead	145.1 : 145.1%	644.0	60.4	
4/1	New Rd Left	59.1%	69.6	2.7	
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)	-63.6 -63.6	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	316.44 316.44	Cycle Time (s): 90

Basic Results Summary

Scenario 12: '2031 DS minus Site B Local Plan Flows + Site B PM' (FG12: '2031 DS - Site B LP Flows + Site B Flows PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

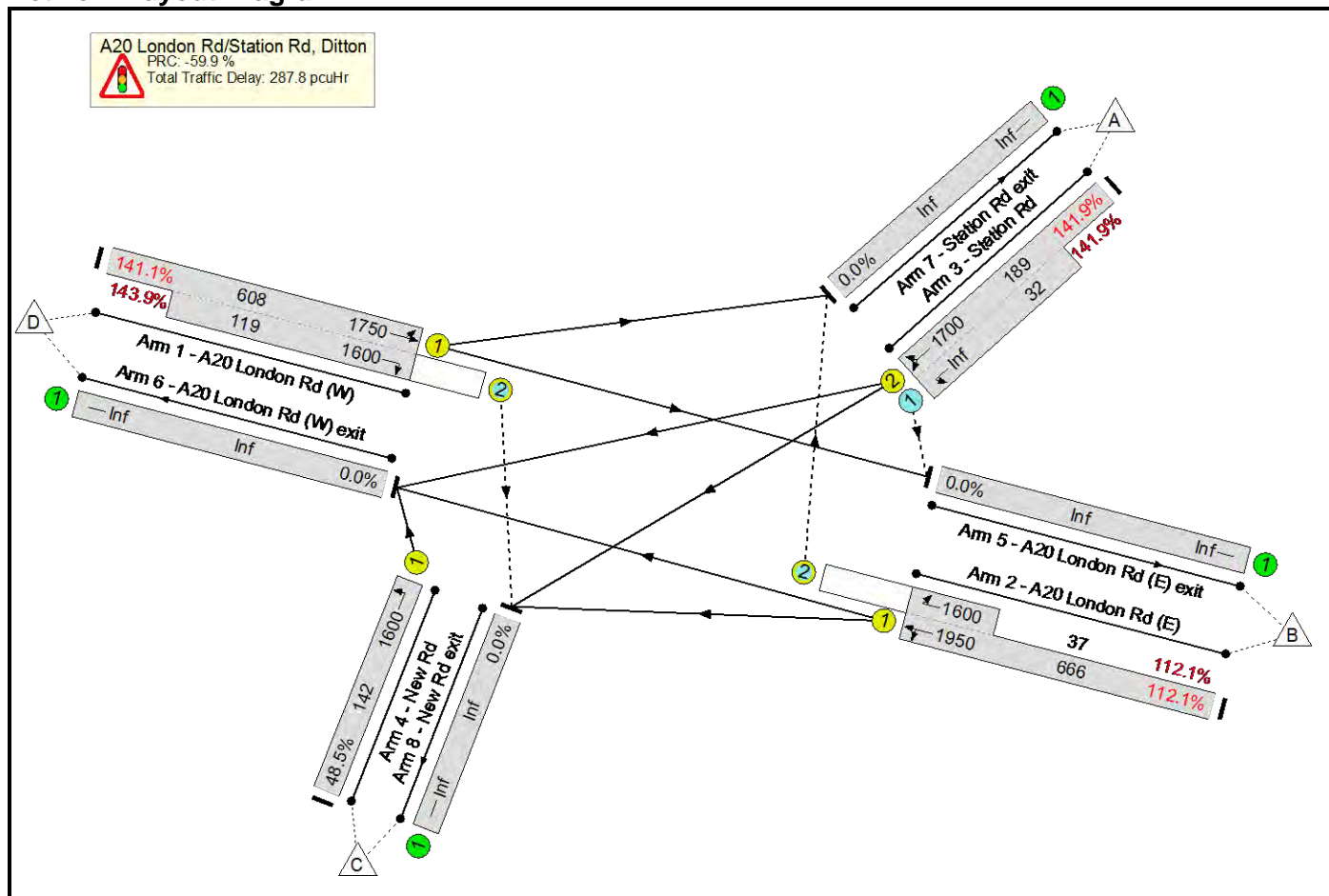
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	127.9%	-	-	
A20 London Rd/Station Rd, Ditton	-	127.9%	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	127.0 : 127.0%	457.2	116.3	
2/1+2/2	A20 London Rd (E) Ahead Right Left	96.9 : 96.9%	78.3	23.9	
3/2+3/1	Station Rd Left Right Ahead	127.9 : 127.9%	455.0	58.6	
4/1	New Rd Left	36.6%	58.5	1.5	
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)	-42.2 -42.2	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	174.35 174.35	Cycle Time (s): 90

Basic Results Summary

Scenario 13: '2031 DS minus Site C Local Plan Flows AM' (FG13: '2031 DS - Site C LP Flows AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

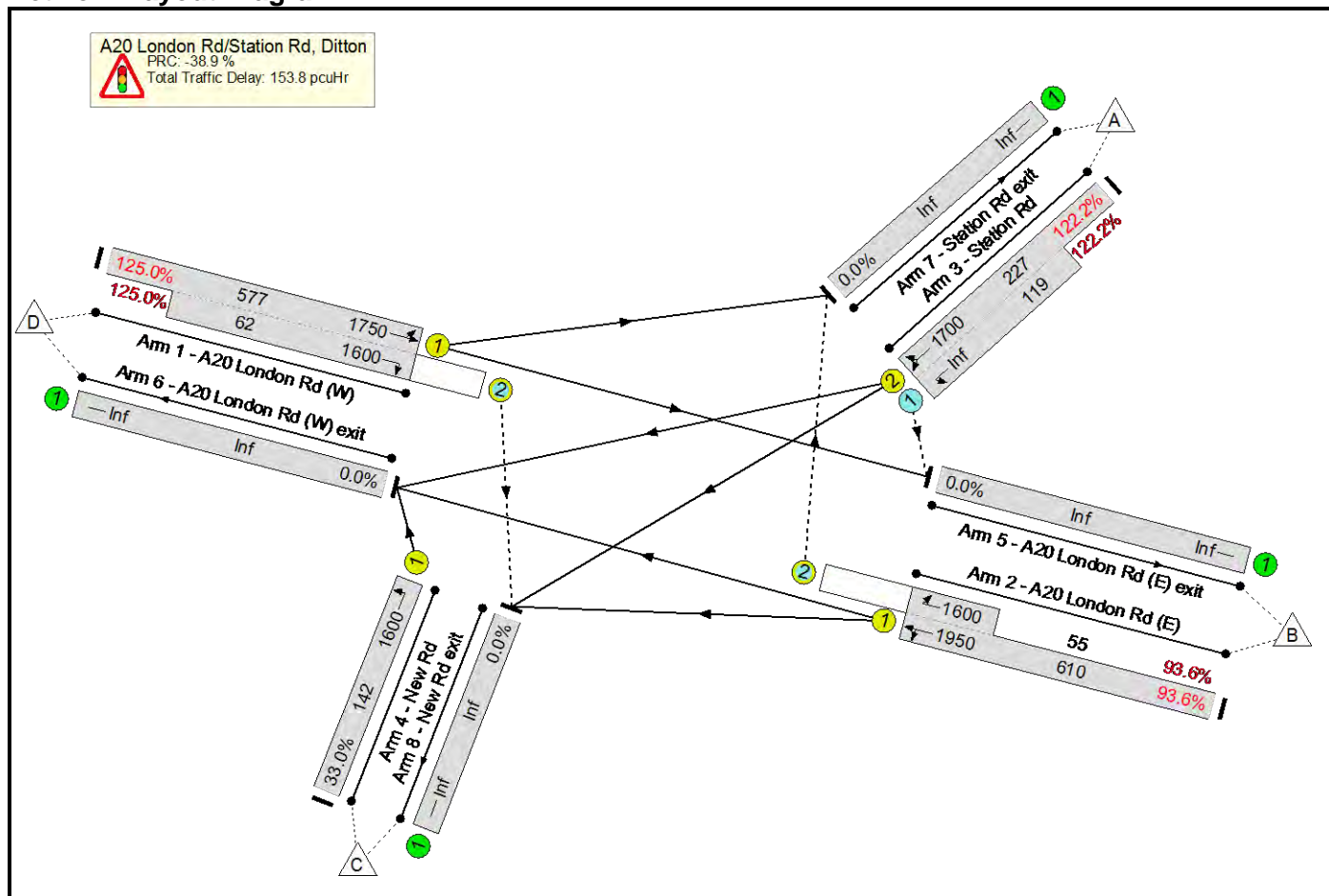
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	143.9%	-	-	
A20 London Rd/Station Rd, Ditton	-	143.9%	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	141.1 : 143.9%	616.4	187.5	
2/1+2/2	A20 London Rd (E) Ahead Right Left	112.1 : 112.1%	260.0	69.2	
3/2+3/1	Station Rd Left Right Ahead	141.9 : 141.9%	614.7	56.7	
4/1	New Rd Left	48.5%	63.3	2.1	
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)	-59.9 -59.9	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	287.83 287.83	Cycle Time (s): 90

Basic Results Summary

Scenario 14: '2031 DS minus Site C Local Plan Flows PM' (FG14: '2031 DS - Site C LP Flows PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

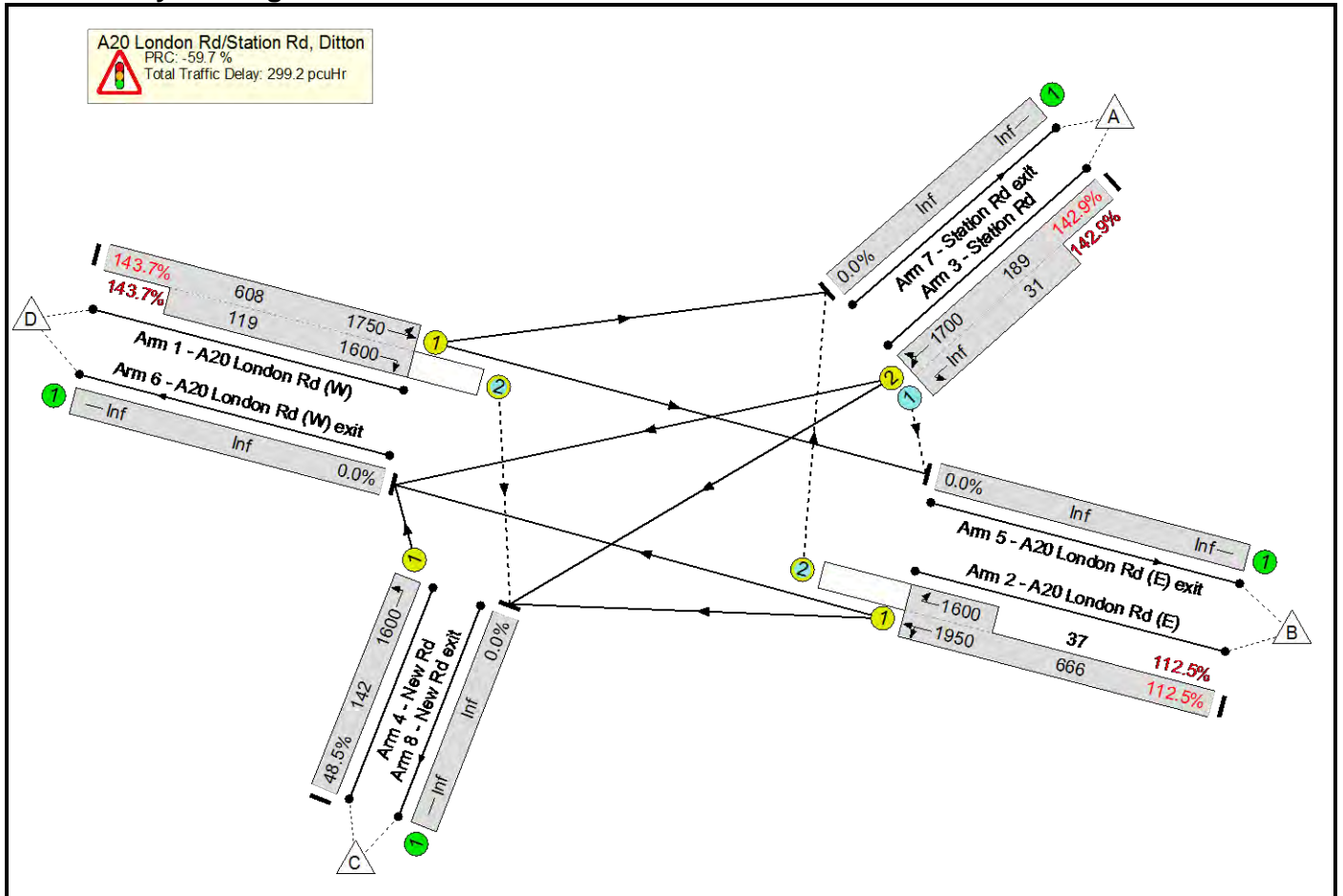
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	125.0%	-	-	
A20 London Rd/Station Rd, Ditton	-	125.0%	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	125.0 : 125.0%	433.8	108.4	
2/1+2/2	A20 London Rd (E) Ahead Right Left	93.6 : 93.6%	63.0	20.3	
3/2+3/1	Station Rd Left Right Ahead	122.2 : 122.2%	389.6	49.2	
4/1	New Rd Left	33.0%	57.3	1.3	
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)	-38.9 -38.9	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	153.82 153.82	Cycle Time (s): 90

Basic Results Summary

Scenario 15: '2031 DS minus Site C Local Plan Flows + Site C AM' (FG15: '2031 DS - Site C LP Flows + Site C Flows AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

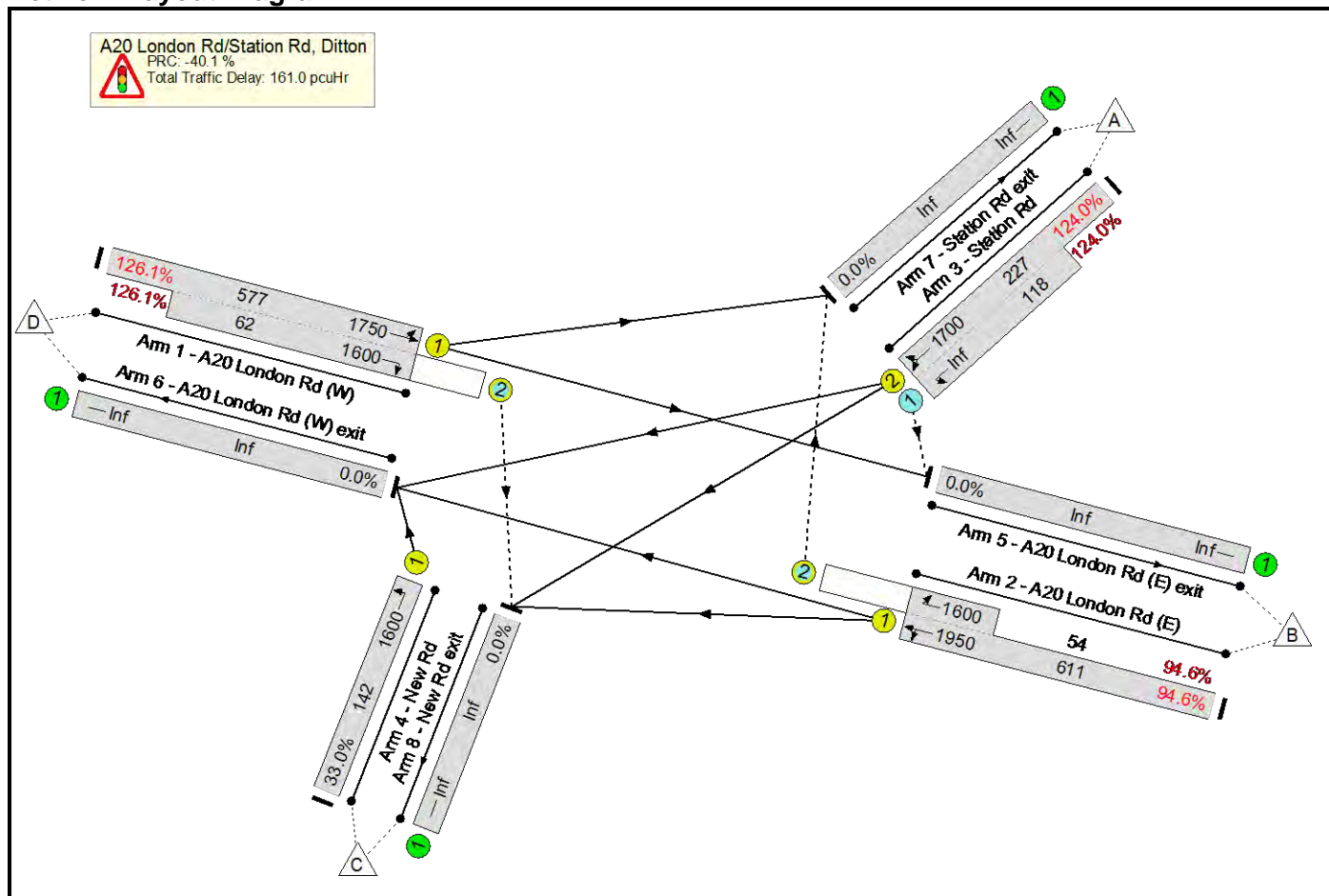
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	143.7%	-	-	
A20 London Rd/Station Rd, Ditton	-	143.7%	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	143.7 : 143.7%	636.7	196.3	
2/1+2/2	A20 London Rd (E) Ahead Right Left	112.5 : 112.5%	266.1	70.8	
3/2+3/1	Station Rd Left Right Ahead	142.9 : 142.9%	624.6	57.9	
4/1	New Rd Left	48.5%	63.3	2.1	
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)	-59.7 -59.7	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	299.23 299.23	Cycle Time (s): 90

Basic Results Summary

Scenario 16: '2031 DS minus Site C Local Plan Flows + Site C PM' (FG16: '2031 DS - Site C LP Flows + Site C Flows AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

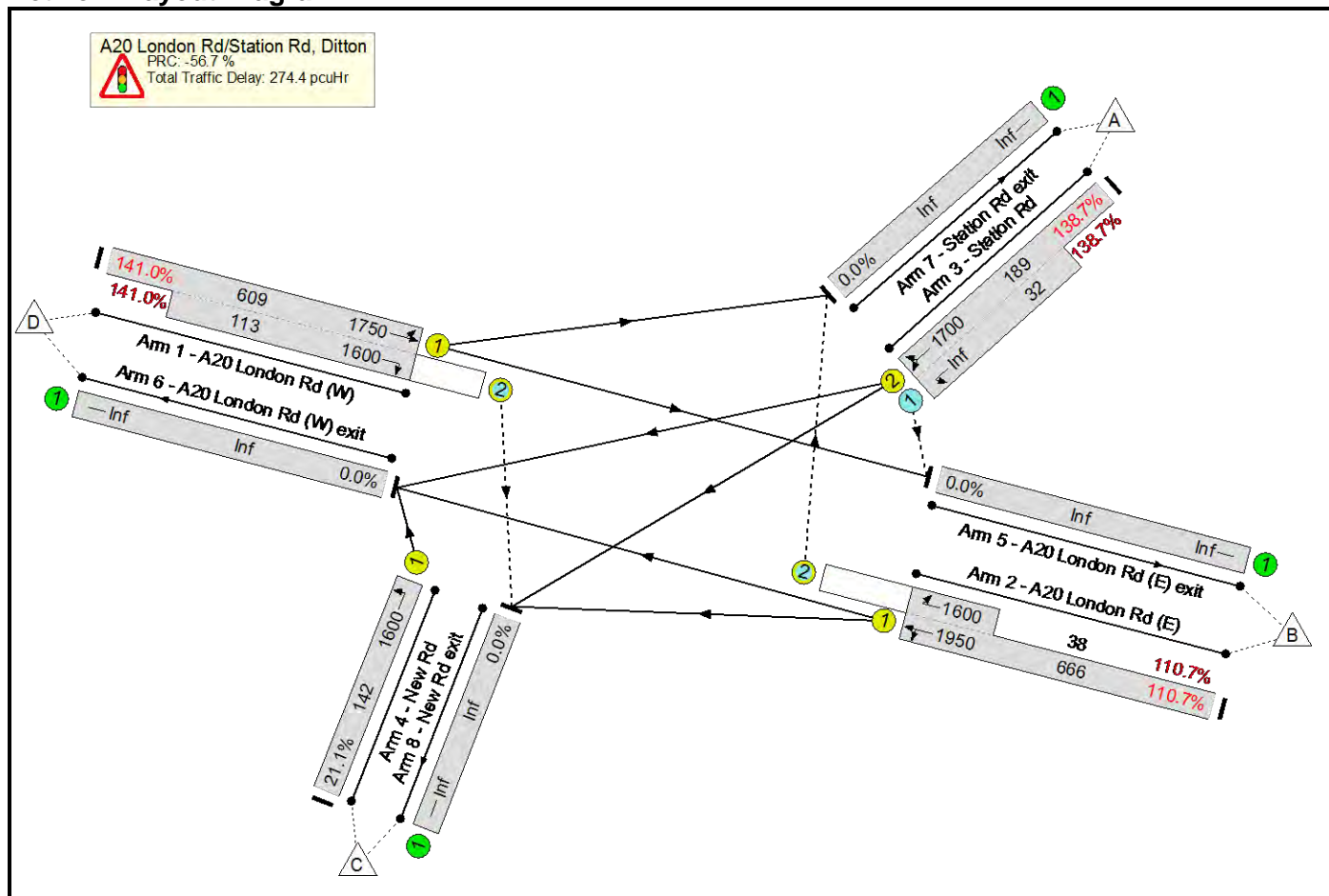
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	126.1%	-	-	
A20 London Rd/Station Rd, Ditton	-	126.1%	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	126.1 : 126.1%	446.3	111.9	
2/1+2/2	A20 London Rd (E) Ahead Right Left	94.6 : 94.6%	67.0	21.2	
3/2+3/1	Station Rd Left Right Ahead	124.0 : 124.0%	410.2	52.1	
4/1	New Rd Left	33.0%	57.3	1.3	
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)	-40.1 -40.1	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	161.04 161.04	Cycle Time (s): 90

Basic Results Summary

Scenario 17: '2031 DS minus Site BC Local Plan Flows AM' (FG17: '2031 DS - Site BC LP Flows AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

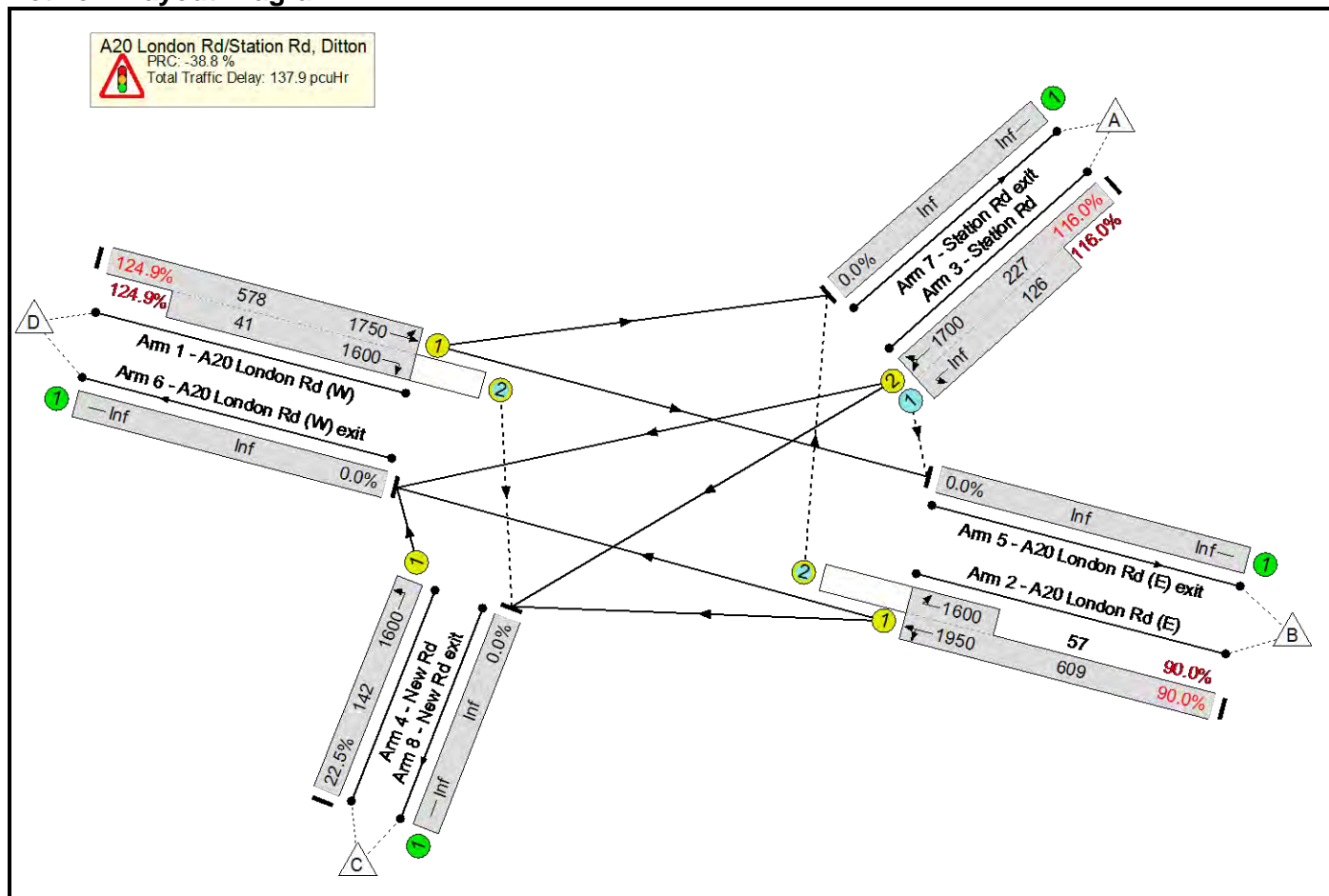
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	141.0%	-	-	
A20 London Rd/Station Rd, Ditton	-	141.0%	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	141.0 : 141.0%	610.0	184.0	
2/1+2/2	A20 London Rd (E) Ahead Right Left	110.7 : 110.7%	239.5	64.1	
3/2+3/1	Station Rd Left Right Ahead	138.7 : 138.7%	584.1	53.0	
4/1	New Rd Left	21.1%	54.1	0.8	
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)	-56.7 -56.7	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	274.40 274.40	Cycle Time (s): 90

Basic Results Summary

Scenario 18: '2031 DS minus Site BC Local Plan Flows PM' (FG18: '2031 DS - Site BC LP Flows PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

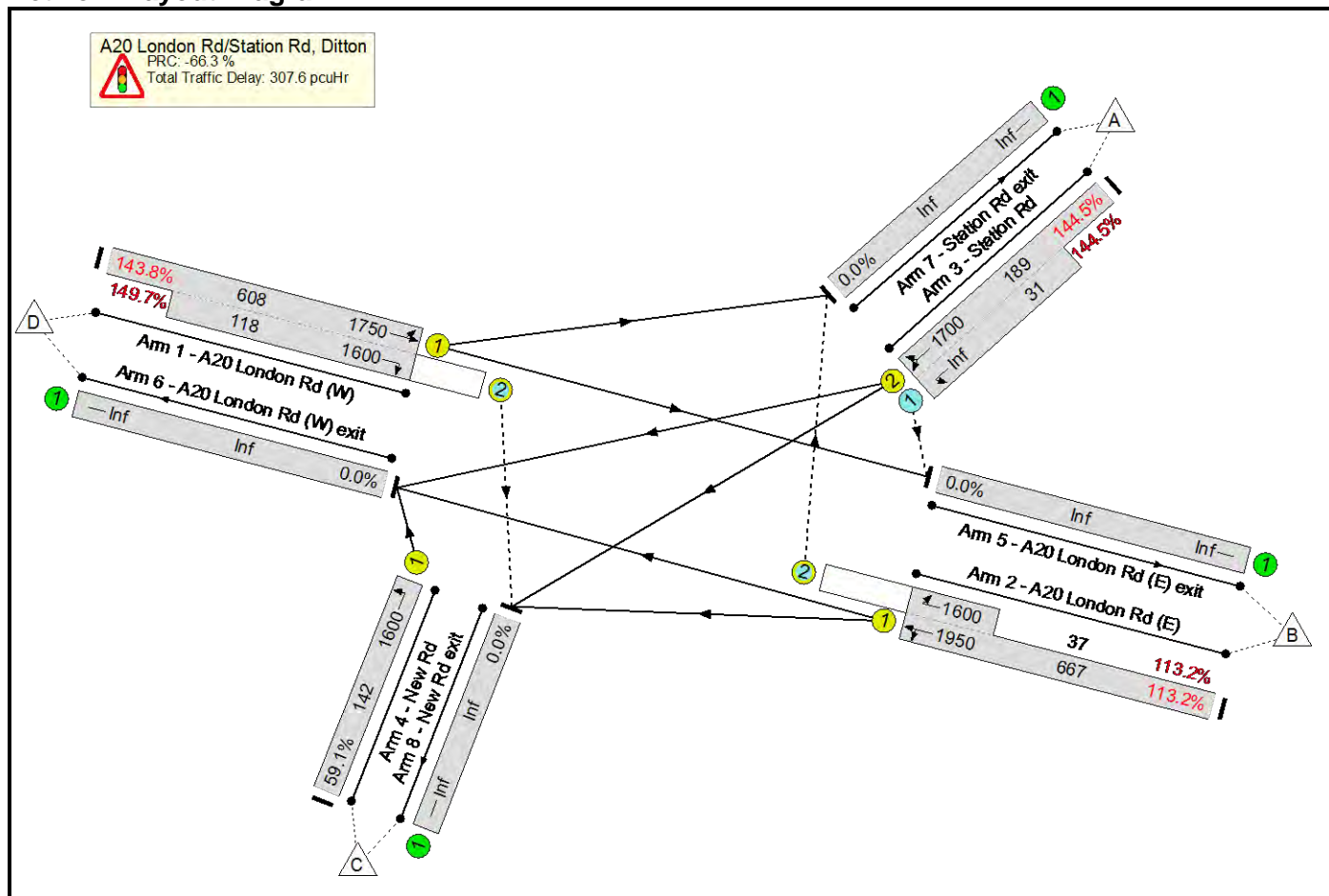
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	124.9%	-	-	
A20 London Rd/Station Rd, Ditton	-	124.9%	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	124.9 : 124.9%	432.0	104.9	
2/1+2/2	A20 London Rd (E) Ahead Right Left	90.0 : 90.0%	53.7	17.7	
3/2+3/1	Station Rd Left Right Ahead	116.0 : 116.0%	314.2	39.0	
4/1	New Rd Left	22.5%	54.5	0.9	
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)	-38.8 -38.8	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	137.88 137.88	Cycle Time (s): 90

Basic Results Summary

Scenario 19: '2031 DS minus Site BC Local Plan Flows + Site BC AM' (FG19: '2031 DS - Site BC LP Flows + Site BC Flows AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

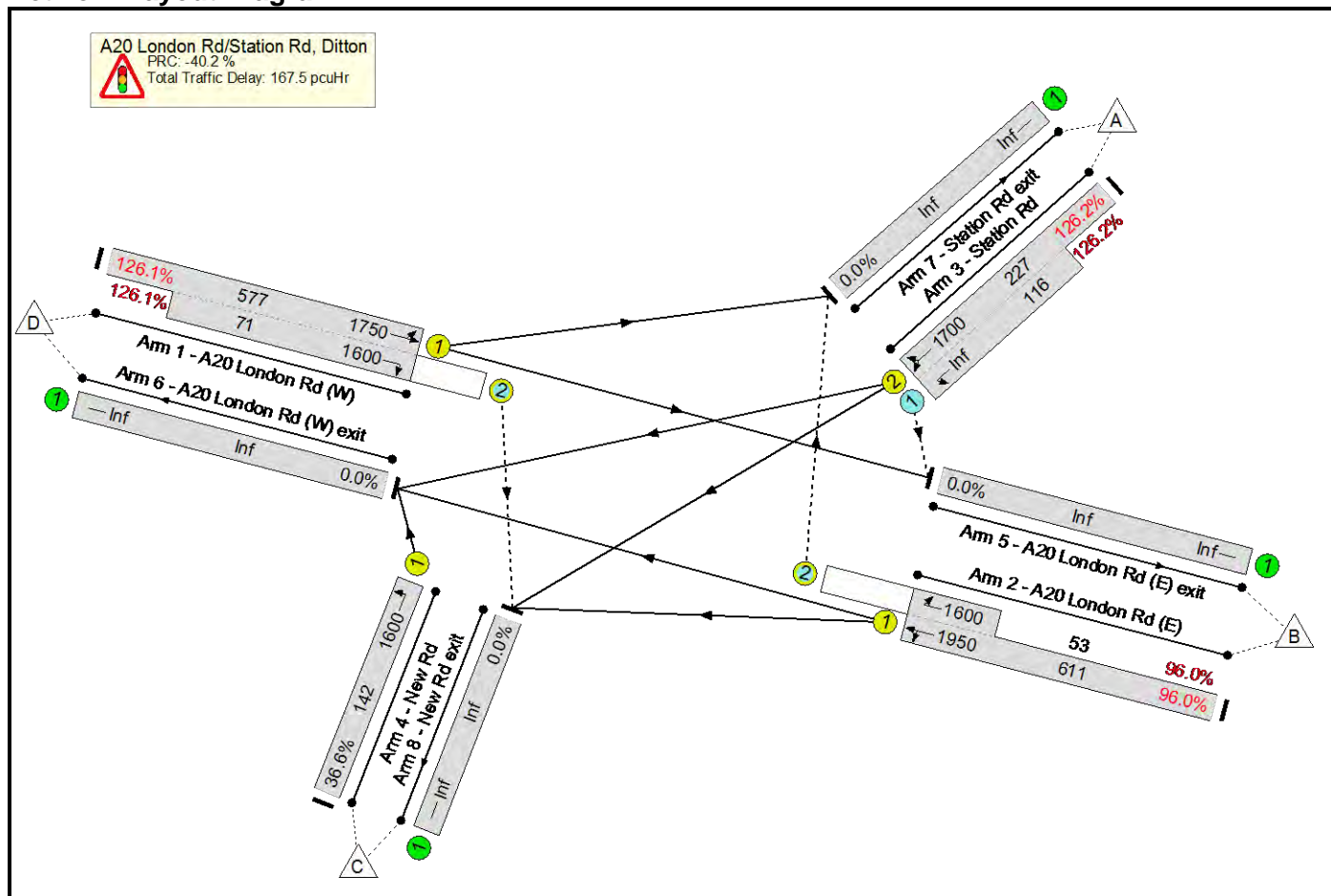
Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	149.7%	-	-
A20 London Rd/Station Rd, Ditton	-	149.7%	-	-
1/1+1/2	A20 London Rd (W) Ahead Left Right	143.8 : 149.7%	645.8	199.7
2/1+2/2	A20 London Rd (E) Ahead Right Left	113.2 : 113.2%	276.2	73.4
3/2+3/1	Station Rd Left Right Ahead	144.5 : 144.5%	639.2	59.8
4/1	New Rd Left	59.1%	69.6	2.7
C1		PRC for Signalled Lanes (%): -66.3 PRC Over All Lanes (%): -66.3	Total Delay for Signalled Lanes (pcuHr): 307.61 Total Delay Over All Lanes(pcuHr): 307.61	Cycle Time (s): 90

Basic Results Summary

Scenario 20: '2031 DS minus Site BC Local Plan Flows + Site BC PM' (FG20: '2031 DS - Site BC LP Flows + Site BC Flows PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	126.2%	-	-	
A20 London Rd/Station Rd, Ditton	-	126.2%	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	126.1 : 126.1%	447.0	113.3	
2/1+2/2	A20 London Rd (E) Ahead Right Left	96.0 : 96.0%	73.3	22.8	
3/2+3/1	Station Rd Left Right Ahead	126.2 : 126.2%	435.4	55.7	
4/1	New Rd Left	36.6%	58.5	1.5	
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)	-40.2 -40.2	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	167.51 167.51	Cycle Time (s): 90

KCC Improvement Scheme

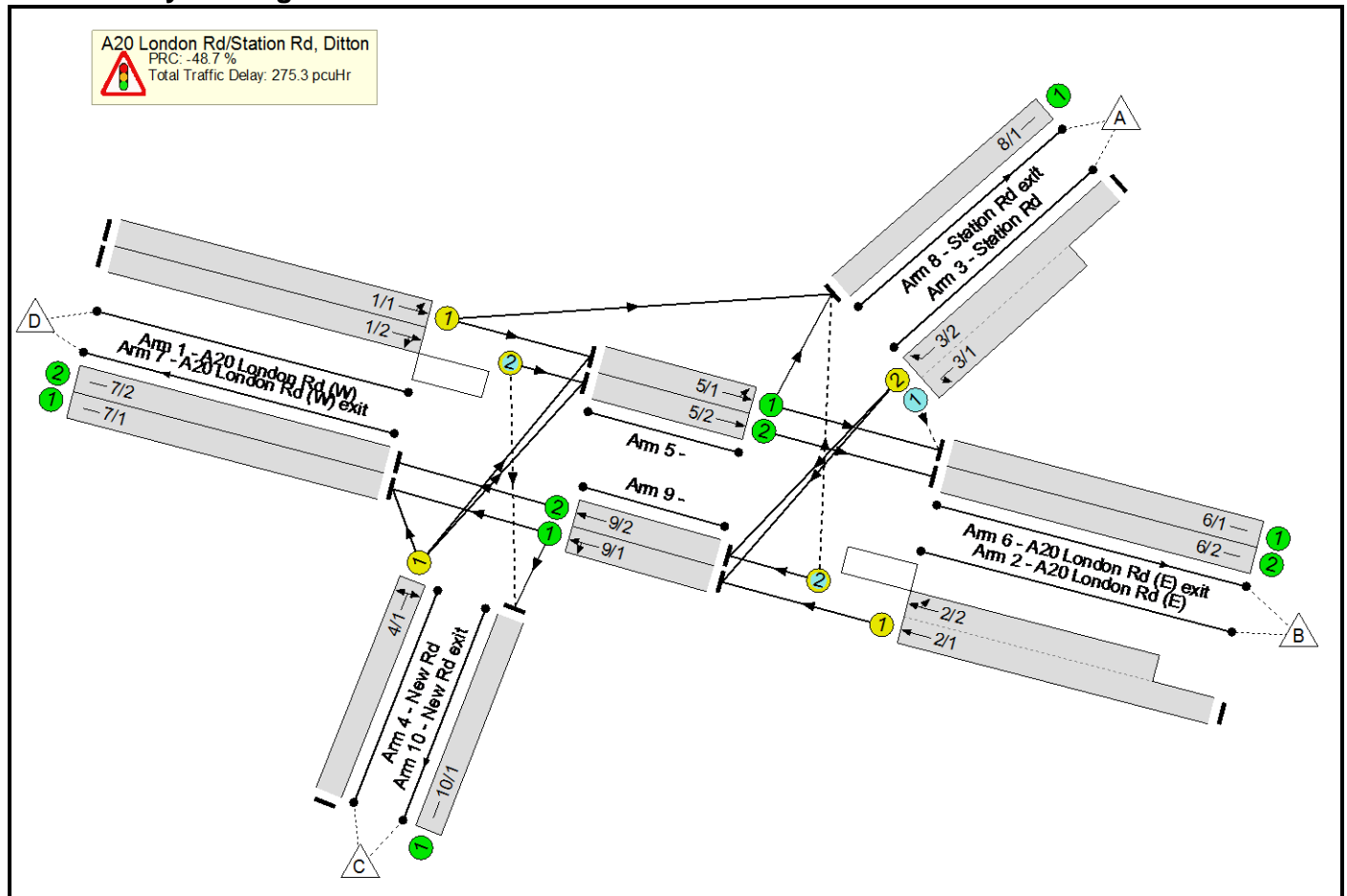
C&A Standard Linsig Report

User and Project Details

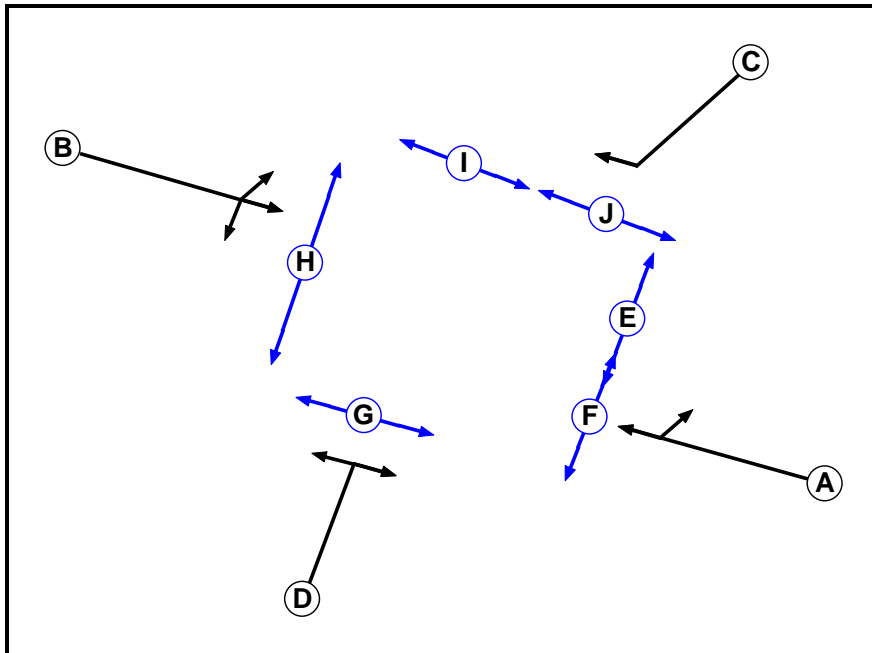
Project:	
Title:	
Location:	
File name:	A20 London Rd_Station Rd_New Rd, Ditton - KCC Improvements.lsg3x

Scenario 3: '2031 DM AM + C' (FG3: '2031 DM AM + C', Plan 1: 'Network Control Plan 1')

Junction Layout Diagram



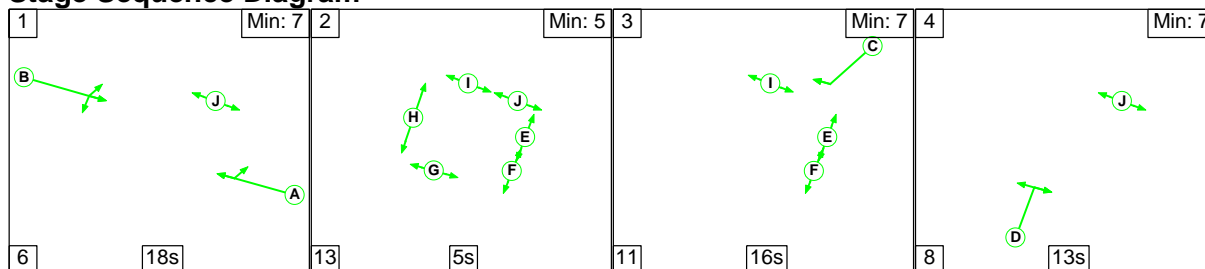
Phase Diagram



Phase Intergrens Matrix

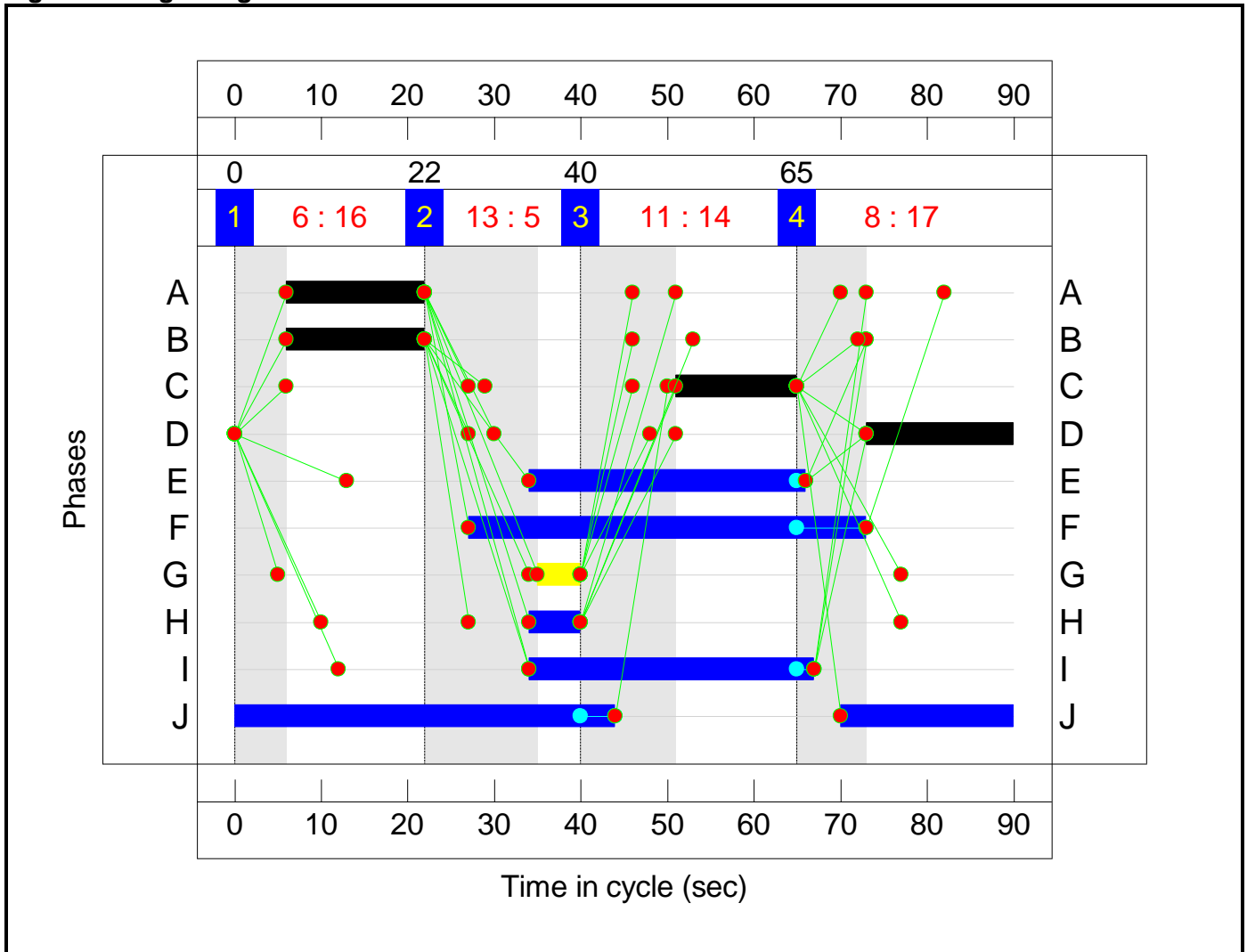
		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A	-	5	8	-	5	13	12	12	-	-
	B	-	7	5	12	-	12	5	12	-	-
	C	5	7	8	-	-	12	12	-	5	-
	D	6	6	6	13	-	5	10	12	-	-
	E	-	7	7	-	-	-	-	-	-	-
	F	9	-	-	-	-	-	-	-	-	-
	G	6	6	6	8	-	-	-	-	-	-
	H	11	13	11	11	-	-	-	-	-	-
	I	6	6	6	6	-	-	-	-	-	-
	J	-	-	6	-	-	-	-	-	-	-

Stage Sequence Diagram



Scenario 1: '2031 DM AM + B' (FG1: '2031 DM AM + B', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

Actual Flow :

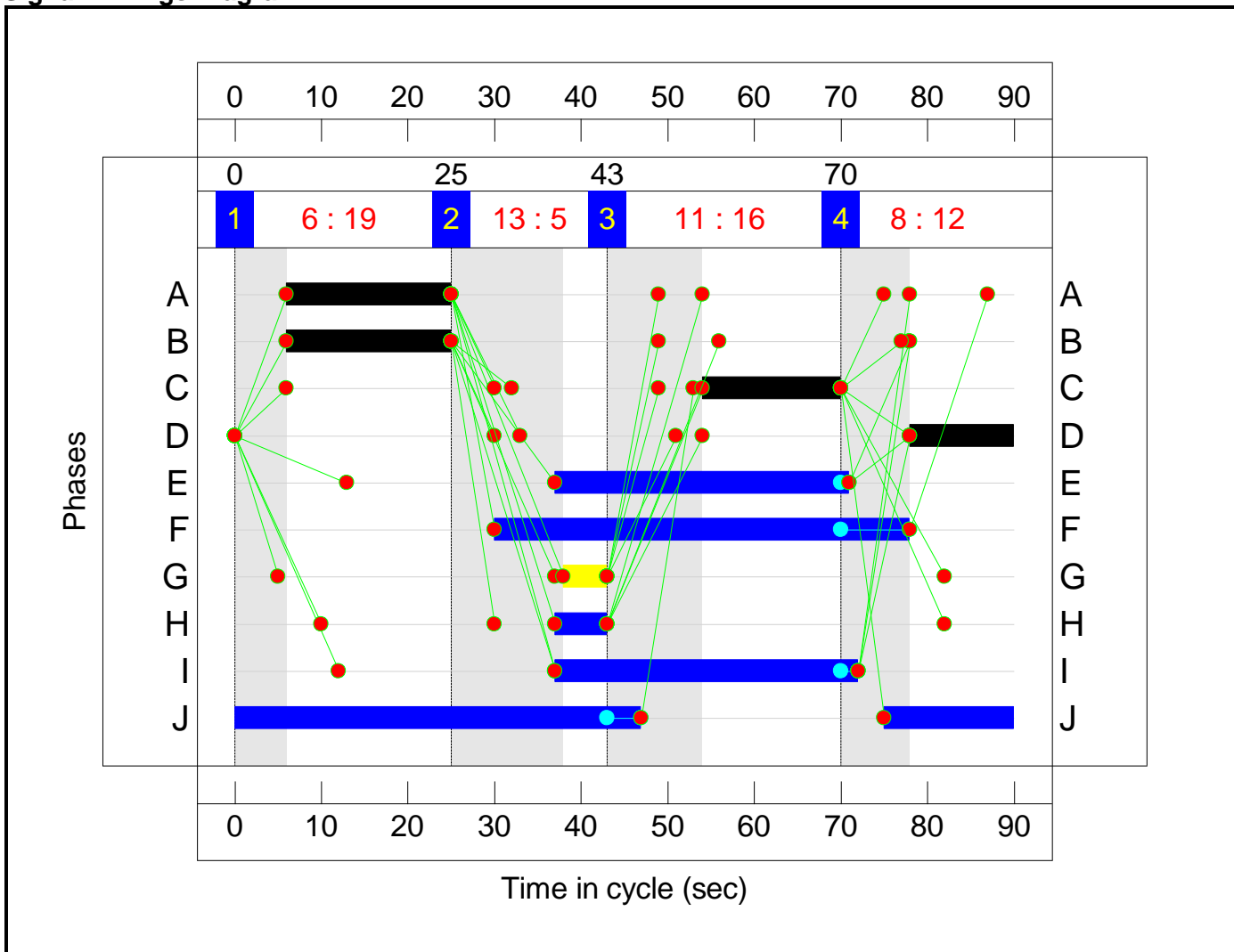
		Destination				
		A	B	C	D	Tot.
Origin	A	0	72	42	388	502
	B	21	0	114	537	672
	C	91	186	0	185	462
	D	270	684	87	0	1041
	Tot.	382	942	243	1110	2677

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	151.8%	151	0	0	391.8	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	151.8%	151	0	0	391.8	-	-
1/1	A20 London Rd (W) Ahead Left	U	B		1	16	-	521	1900	359	145.2%	-	-	-	95.3	658.5	100.1
1/2	A20 London Rd (W) Ahead Right	O	B		1	16	-	520	1900	359	144.9%	60	0	0	94.9	657.2	99.6
2/1+2/2	A20 London Rd (E) Right Ahead	U+O	A		1	16	-	672	1950:1600	368+302	100.2% : 100.3%	21	0	0	20.2	108.1	22.6
3/2+3/1	Station Rd Left Right	U+O	C -		1	14	-	502	1700:1900	283+47	151.8% : 151.8%	70	0	0	96.6	693.0	105.2
4/1	New Rd Right Left	U	D		1	17	-	462	1600	320	144.4%	-	-	-	84.6	659.0	90.9
5/1	Ahead Left	U	-		-	-	-	347	1750	1750	13.7%	-	-	-	0.1	1.2	0.1
5/2	Ahead	U	-		-	-	-	614	1750	1750	24.2%	-	-	-	0.2	1.4	0.2
C1				PRC for Signalled Lanes (%):		-68.6		Total Delay for Signalled Lanes (pcuHr):		391.59		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-68.6		Total Delay Over All Lanes(pcuHr):		391.83							

Scenario 2: '2031 DM PM + B' (FG2: '2031 DM PM + B', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

Actual Flow :

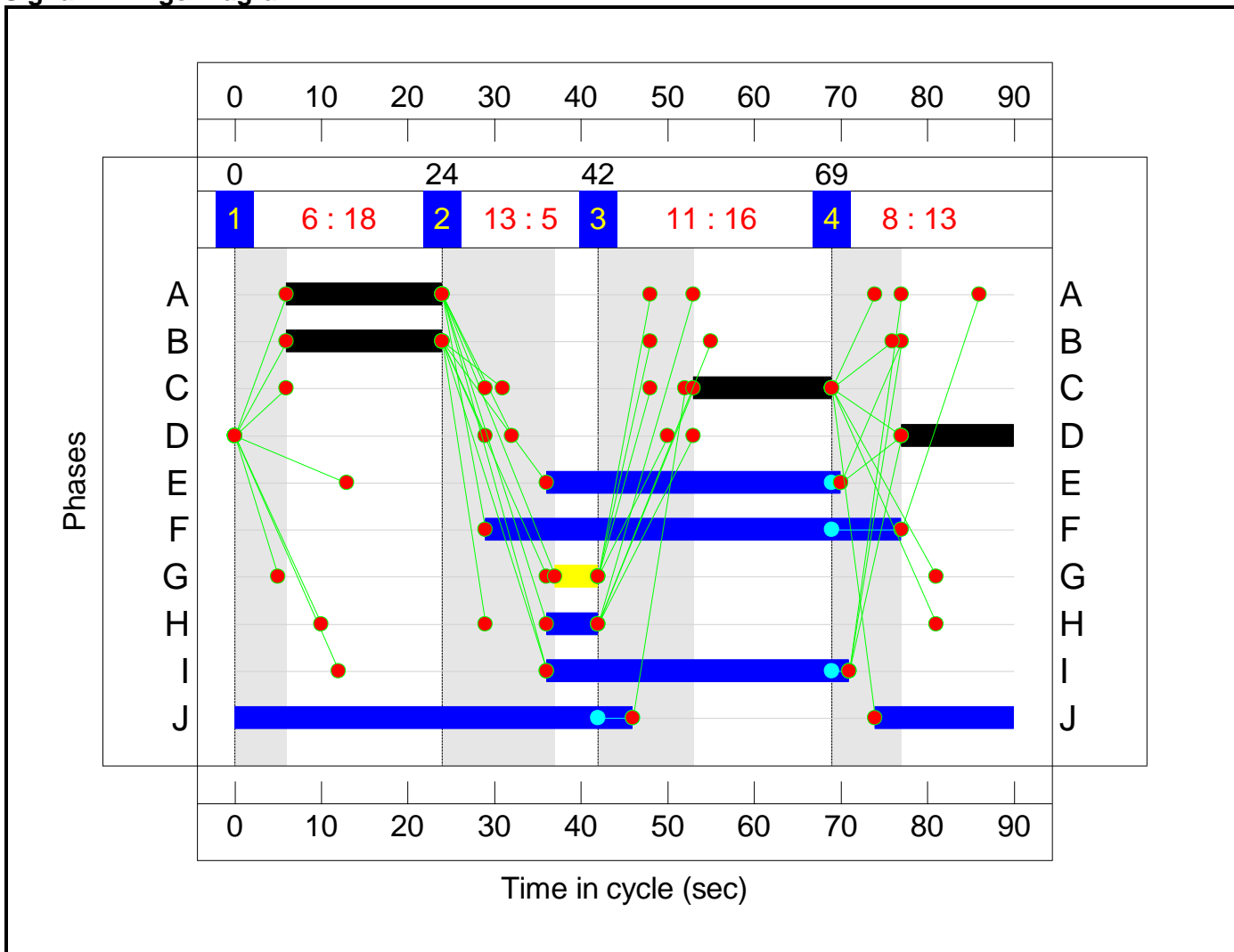
Origin	Destination				
	A	B	C	D	Tot.
A	0	38	73	312	423
B	39	0	138	757	934
C	117	108	0	60	285
D	314	605	87	0	1006
Tot.	470	751	298	1129	2648

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	123.3%	144	0	0	270.8	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	123.3%	144	0	0	270.8	-	-
1/1	A20 London Rd (W) Ahead Left	U	B		1	19	-	503	1900	422	119.1%	-	-	-	51.8	371.0	57.9
1/2	A20 London Rd (W) Ahead Right	O	B		1	19	-	503	1900	422	119.1%	73	0	0	52.1	372.8	57.9
2/1+2/2	A20 London Rd (E) Right Ahead	U+O	A		1	19	-	934	1950:1600	433+356	118.4 : 118.4%	33	0	0	87.6	337.8	88.5
3/2+3/1	Station Rd Left Right	U+O	C -		1	16	-	423	1700:1900	321+32	119.9 : 119.9%	38	0	0	43.9	373.2	50.2
4/1	New Rd Right Left	U	D		1	12	-	285	1600	231	123.3%	-	-	-	35.2	444.3	39.0
5/1	Ahead Left	U	-		-	-	-	323	1750	1750	15.3%	-	-	-	0.1	1.2	0.1
5/2	Ahead	U	-		-	-	-	507	1750	1750	24.2%	-	-	-	0.2	1.4	0.2
C1					PRC for Signalled Lanes (%): -37.0			Total Delay for Signalled Lanes (pcuHr): 270.59				Cycle Time (s): 90					
					PRC Over All Lanes (%): -37.0			Total Delay Over All Lanes(pcuHr): 270.84									

Scenario 3: '2031 DM AM + C' (FG3: '2031 DM AM + C', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

Actual Flow :

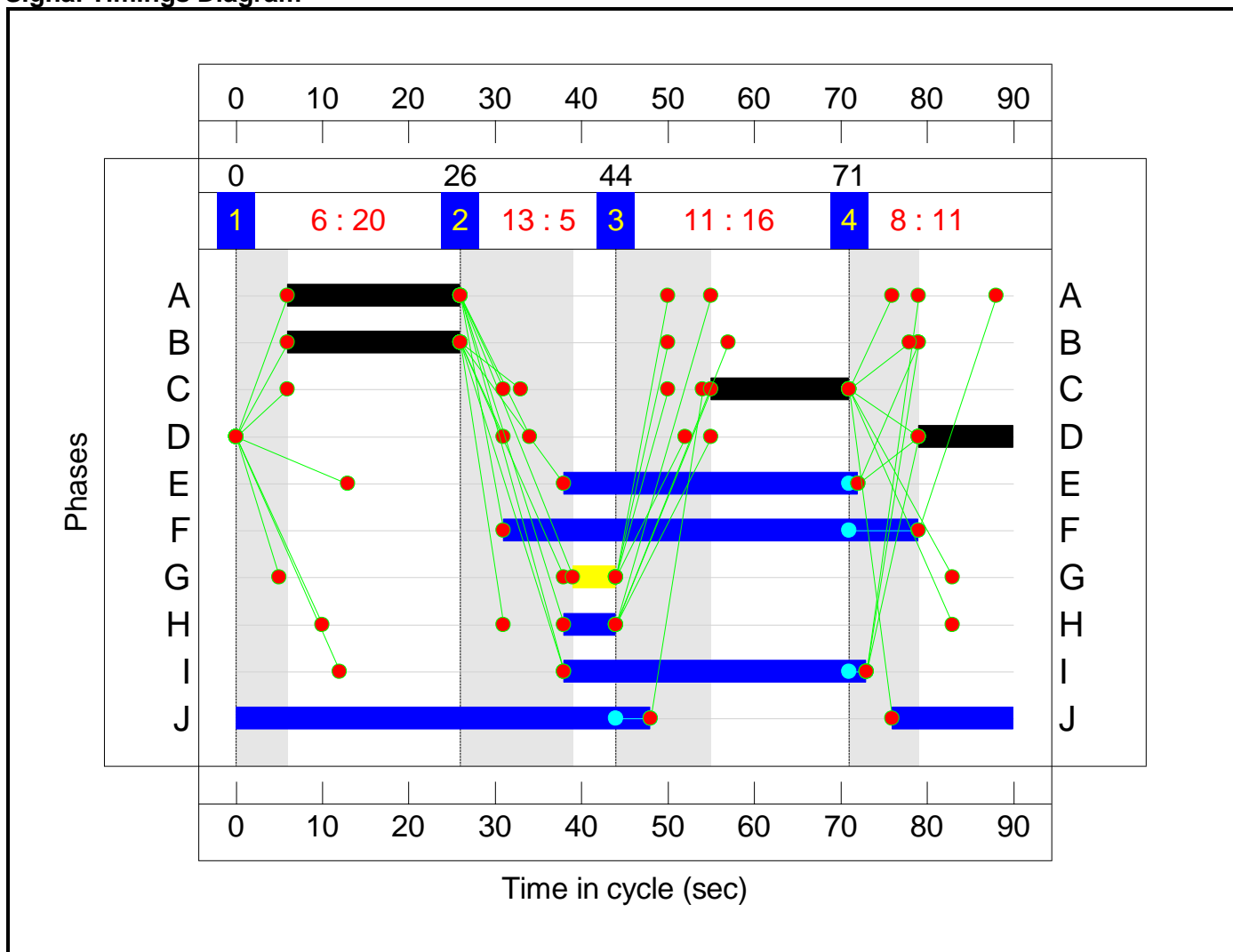
Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	72	33	390	495	
B	21	0	99	540	660	
C	63	139	0	131	333	
D	276	694	70	0	1040	
Tot.	360	905	202	1061	2528	

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	133.8%	147	0	0	275.3	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	133.8%	147	0	0	275.3	-	-
1/1	A20 London Rd (W) Ahead Left	U	B		1	18	-	520	1900	401	129.6%	-	-	-	72.1	498.9	77.5
1/2	A20 London Rd (W) Ahead Right	O	B		1	18	-	520	1900	401	129.6%	54	0	0	72.2	499.9	77.5
2/1+2/2	A20 London Rd (E) Right Ahead	U+O	A		1	18	-	660	1950:1600	412+338	88.2 : 87.9%	21	0	0	9.7	53.1	12.2
3/2+3/1	Station Rd Left Right	U+O	C -		1	16	-	495	1700:1900	321+55	131.7 : 131.7%	72	0	0	69.3	504.1	77.3
4/1	New Rd Right Left	U	D		1	13	-	333	1600	249	133.8%	-	-	-	51.8	559.7	56.2
5/1	Ahead Left	U	-		-	-	-	317	1750	1750	13.9%	-	-	-	0.1	1.2	0.1
5/2	Ahead	U	-		-	-	-	579	1750	1750	25.3%	-	-	-	0.2	1.4	0.2
C1				PRC for Signalled Lanes (%):		-48.7		Total Delay for Signalled Lanes (pcuHr):		275.10		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-48.7		Total Delay Over All Lanes(pcuHr):		275.35							

Scenario 4: '2031 DM PM + C' (FG4: '2031 DM PM + C', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

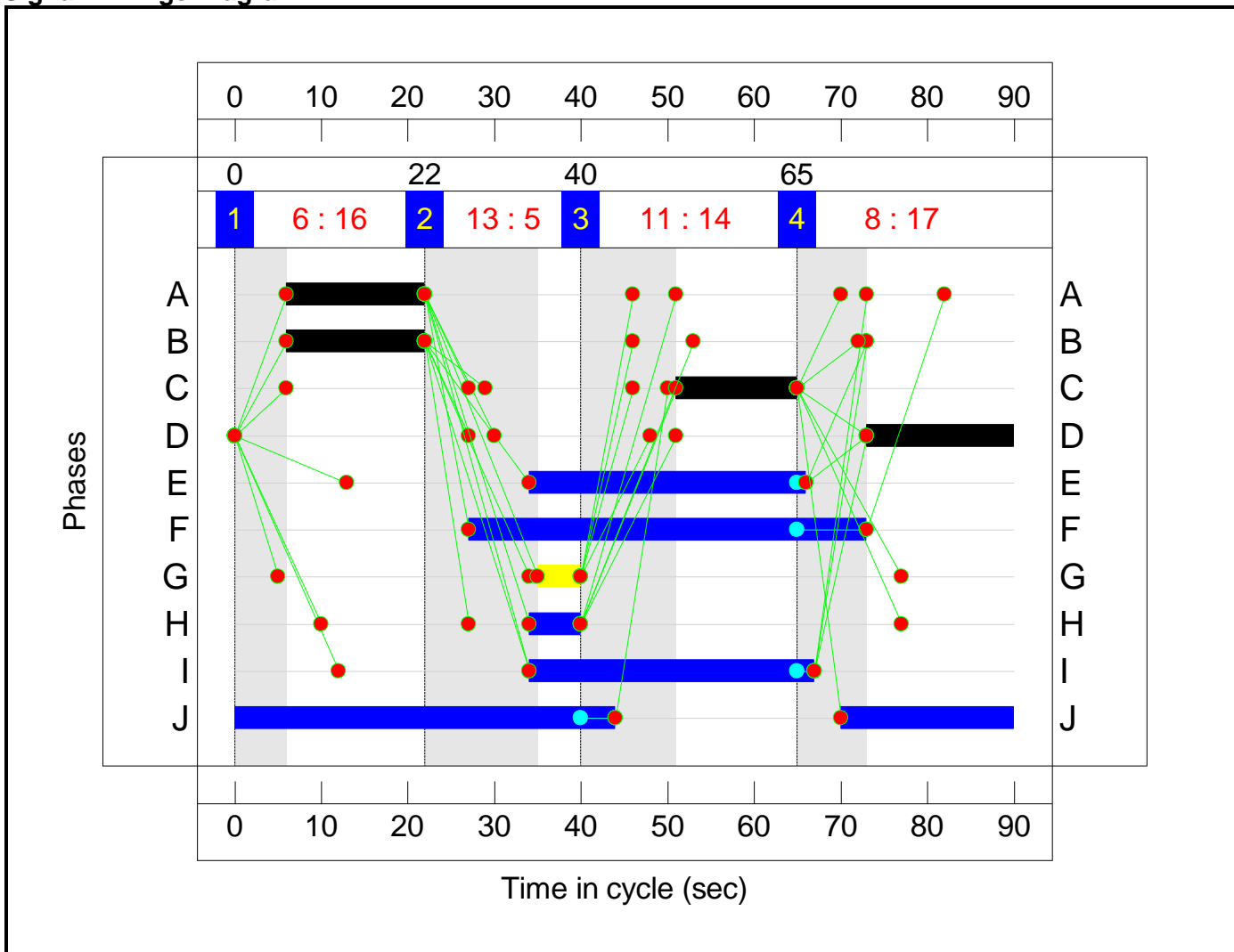
Actual Flow :

Origin	Destination				
	A	B	C	D	Tot.
A	0	38	54	316	408
B	39	0	106	764	909
C	107	90	0	40	237
D	316	609	44	0	969
Tot.	462	737	204	1120	2523

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	115.2%	114	0	0	174.8	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	115.2%	114	0	0	174.8	-	-
1/1	A20 London Rd (W) Ahead Left	U	B		1	20	-	485	1900	443	109.4%	-	-	-	32.1	238.2	38.7
1/2	A20 London Rd (W) Ahead Right	O	B		1	20	-	484	1900	443	109.2%	40	0	0	31.7	236.1	38.3
2/1+2/2	A20 London Rd (E) Right Ahead	U+O	A		1	20	-	909	1950:1600	455+373	109.7 : 109.8%	36	0	0	55.7	220.5	57.8
3/2+3/1	Station Rd Left Right	U+O	C -		1	16	-	408	1700:1900	321+33	115.2 : 115.2%	38	0	0	35.6	314.4	41.4
4/1	New Rd Right Left	U	D		1	11	-	237	1600	213	111.1%	-	-	-	19.4	294.7	22.5
5/1	Ahead Left	U	-		-	-	-	316	1750	1750	16.4%	-	-	-	0.1	1.2	0.1
5/2	Ahead	U	-		-	-	-	490	1750	1750	25.6%	-	-	-	0.2	1.4	0.2
C1				PRC for Signalled Lanes (%):		-28.0		Total Delay for Signalled Lanes (pcuHr):		174.54		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-28.0		Total Delay Over All Lanes(pcuHr):		174.81							

Scenario 5: '2031 DM AM + B + C' (FG5: '2031 DM AM + B + C', Plan 1: 'Network Control Plan 1')
Signal Timings Diagram



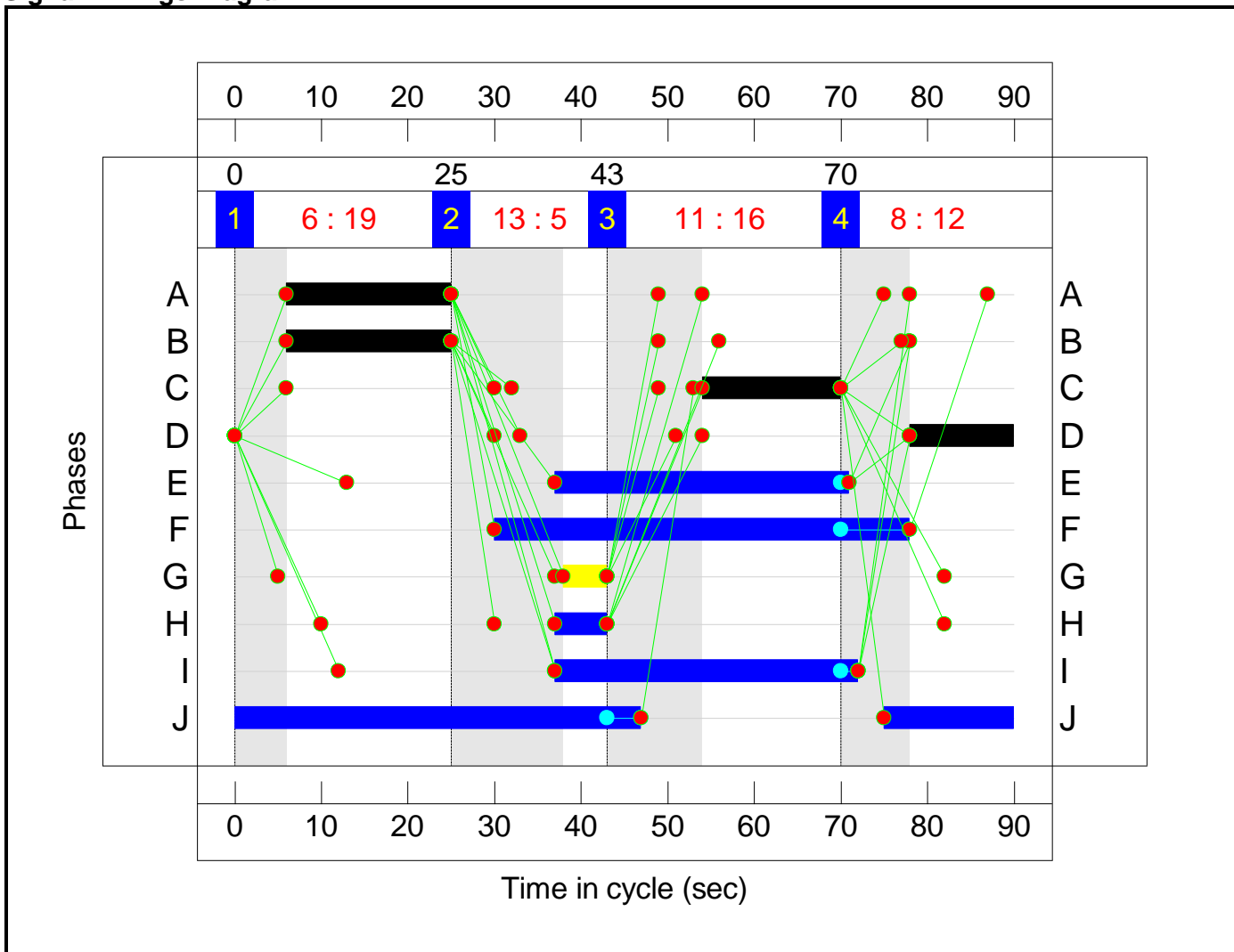
Traffic Flows, Actual
Actual Flow :

Origin	Destination				
	A	B	C	D	Tot.
A	0	72	42	390	504
B	21	0	114	540	675
C	91	186	0	185	462
D	276	694	87	0	1057
Tot.	388	952	243	1115	2698

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	152.5%	149	0	0	402.7	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	152.5%	149	0	0	402.7	-	-
1/1	A20 London Rd (W) Ahead Left	U	B		1	16	-	530	1900	359	147.7%	-	-	-	100.2	680.9	105.2
1/2	A20 London Rd (W) Ahead Right	O	B		1	16	-	527	1900	359	146.8%	59	0	0	98.8	674.7	103.5
2/1+2/2	A20 London Rd (E) Right Ahead	U+O	A		1	16	-	675	1950:1600	368+302	100.7 : 100.6%	21	0	0	21.1	112.4	23.4
3/2+3/1	Station Rd Left Right	U+O	C -		1	14	-	504	1700:1900	283+47	152.5 : 152.5%	69	0	0	97.8	698.8	106.4
4/1	New Rd Right Left	U	D		1	17	-	462	1600	320	144.4%	-	-	-	84.6	659.0	90.9
5/1	Ahead Left	U	-		-	-	-	351	1750	1750	13.7%	-	-	-	0.1	1.2	0.1
5/2	Ahead	U	-		-	-	-	620	1750	1750	24.2%	-	-	-	0.2	1.4	0.2
C1				PRC for Signalled Lanes (%):	-69.4			Total Delay for Signalled Lanes (pcuHr):	402.49			Cycle Time (s): 90					
				PRC Over All Lanes (%):	-69.4			Total Delay Over All Lanes(pcuHr):	402.73								

Scenario 6: '2031 DM PM + B + C' (FG6: '2031 DM PM + B + C', Plan 1: 'Network Control Plan 1')
Signal Timings Diagram



Traffic Flows, Actual
Actual Flow :

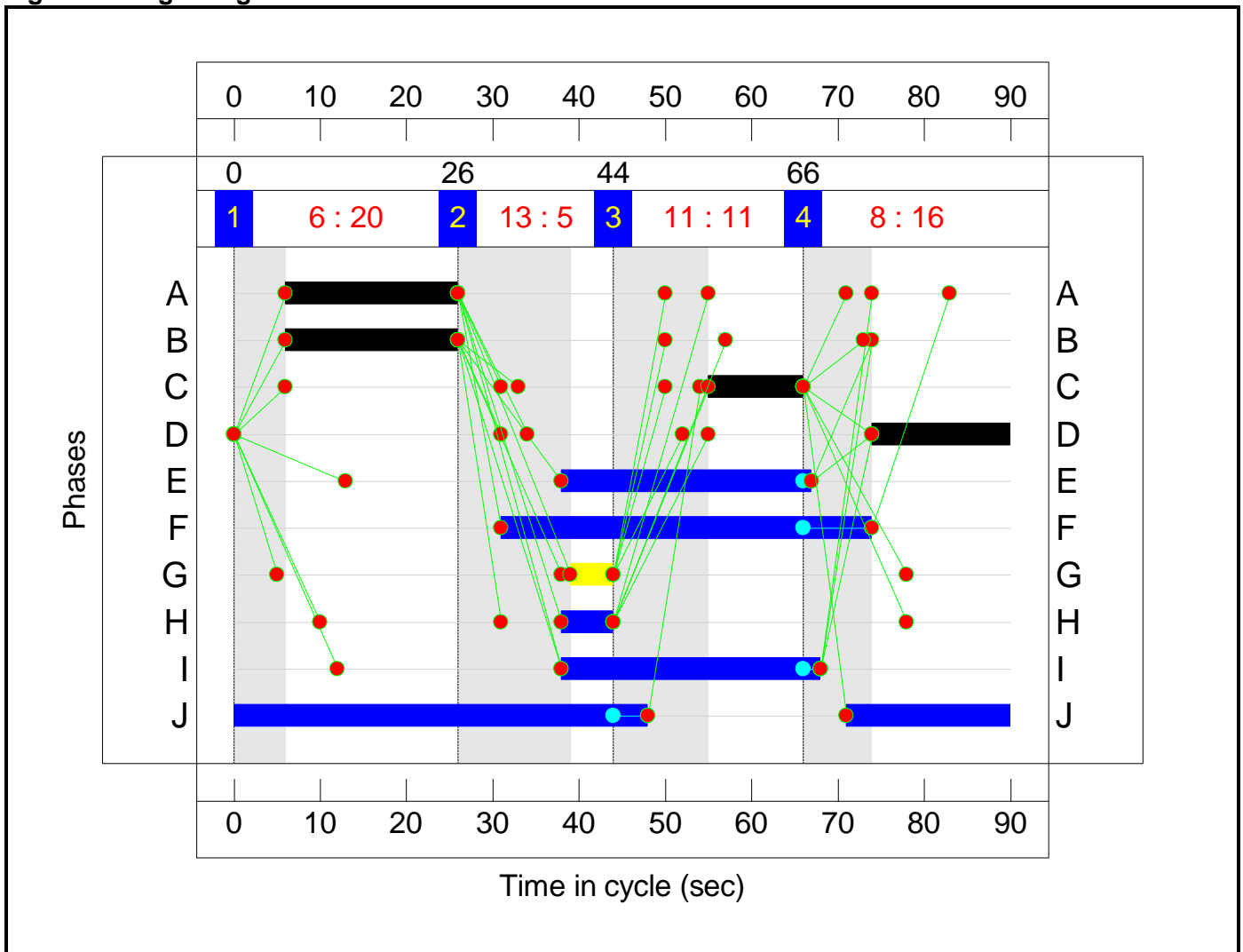
Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	38	73	316	427	
B	39	0	138	764	941	
C	117	108	0	60	285	
D	316	609	82	0	1007	
Tot.	472	755	293	1140	2660	

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	123.3%	140	0	0	277.2	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	123.3%	140	0	0	277.2	-	-
1/1	A20 London Rd (W) Ahead Left	U	B		1	19	-	505	1900	422	119.6%	-	-	-	52.9	377.0	58.9
1/2	A20 London Rd (W) Ahead Right	O	B		1	19	-	502	1900	422	118.9%	69	0	0	51.5	369.6	57.4
2/1+2/2	A20 London Rd (E) Right Ahead	U+O	A		1	19	-	941	1950:1600	433+356	119.3 : 119.3%	33	0	0	91.2	349.1	92.0
3/2+3/1	Station Rd Left Right	U+O	C -		1	16	-	427	1700:1900	321+31	121.1 : 121.1%	38	0	0	46.1	388.4	52.5
4/1	New Rd Right Left	U	D		1	12	-	285	1600	231	123.3%	-	-	-	35.2	444.3	39.0
5/1	Ahead Left	U	-		-	-	-	310	1750	1750	14.6%	-	-	-	0.1	1.2	0.1
5/2	Ahead	U	-		-	-	-	524	1750	1750	25.0%	-	-	-	0.2	1.4	0.2
C1				PRC for Signalled Lanes (%):		-37.0		Total Delay for Signalled Lanes (pcuHr):		276.92		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-37.0		Total Delay Over All Lanes(pcuHr):		277.17							

Scenario 7: '2031 DS minus Site B Local Plan Flows + Site B AM' (FG7: '2031 DS - Site B LP Flows + Site B Flows AM', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

Actual Flow :

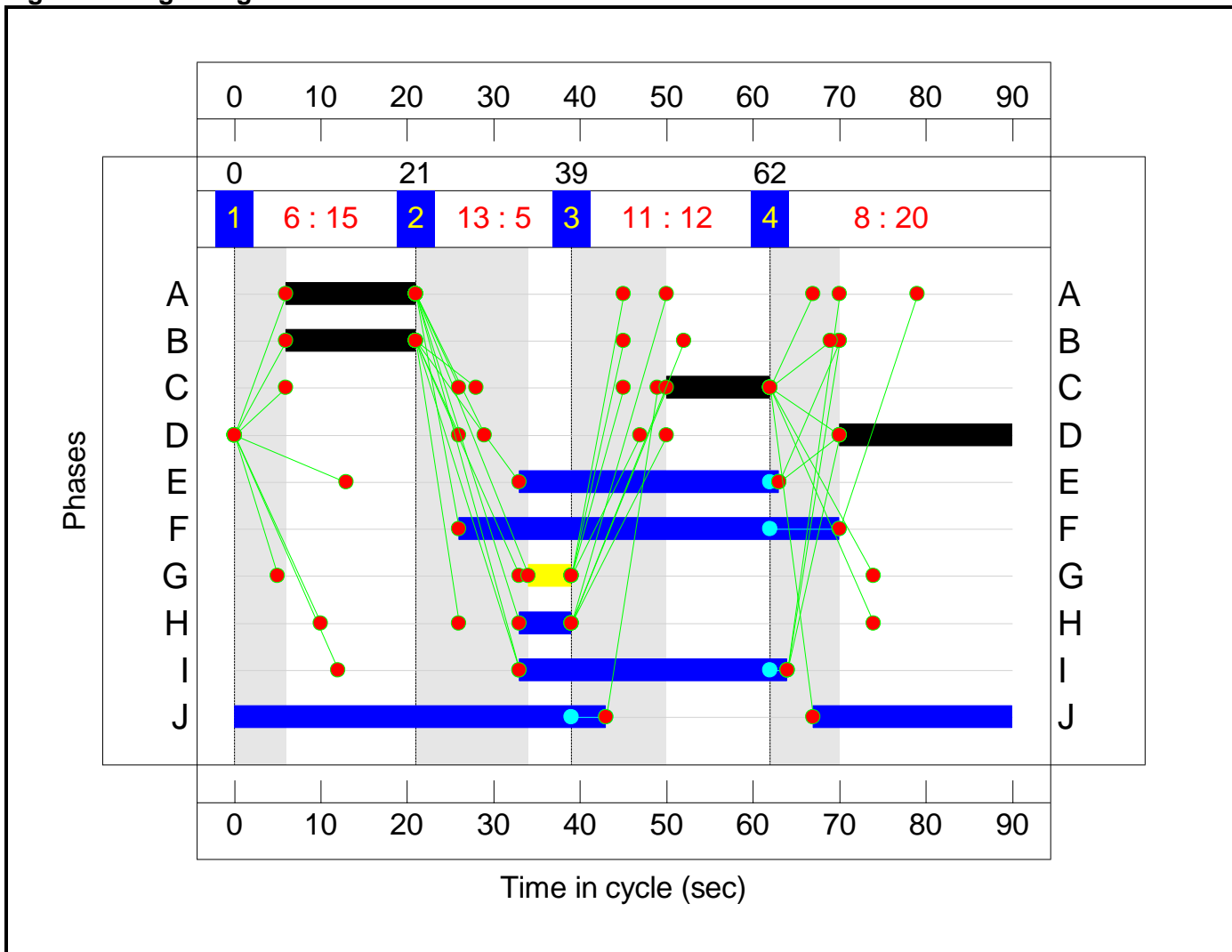
		Destination				
		A	B	C	D	Tot.
Origin	A	0	45	58	216	319
	B	42	0	388	370	800
	C	98	186	0	84	368
	D	174	714	176	0	1064
	Tot.	314	945	622	670	2551

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	126.3%	241	0	0	209.0	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	126.3%	241	0	0	209.0	-	-
1/1	A20 London Rd (W) Ahead Left	U	B		1	20	-	560	1900	443	126.3%	-	-	-	71.3	458.1	77.6
1/2	A20 London Rd (W) Ahead Right	O	B		1	20	-	504	1900	441	114.4%	154	0	0	43.6	311.7	49.5
2/1+2/2	A20 London Rd (E) Right Ahead	U+O	A		1	20	-	800	1950:1600	455+373	96.5 : 96.7%	42	0	0	16.4	73.9	19.6
3/2+3/1	Station Rd Left Right	U+O	C -		1	11	-	319	1700:1900	227+37	120.9 : 120.9%	45	0	0	34.7	391.9	38.2
4/1	New Rd Right Left	U	D		1	16	-	368	1600	302	121.8%	-	-	-	42.6	416.9	47.7
5/1	Ahead Left	U	-		-	-	-	484	1750	1750	22.1%	-	-	-	0.1	1.3	0.1
5/2	Ahead	U	-		-	-	-	514	1750	1750	25.1%	-	-	-	0.2	1.4	0.2
C1				PRC for Signalled Lanes (%):		-40.4		Total Delay for Signalled Lanes (pcuHr):		208.66		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-40.4		Total Delay Over All Lanes(pcuHr):		208.97							

Scenario 8: '2031 DS minus Site B Local Plan Flows + Site B PM' (FG8: '2031 DS - Site B LP Flows + Site B Flows PM', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

Actual Flow :

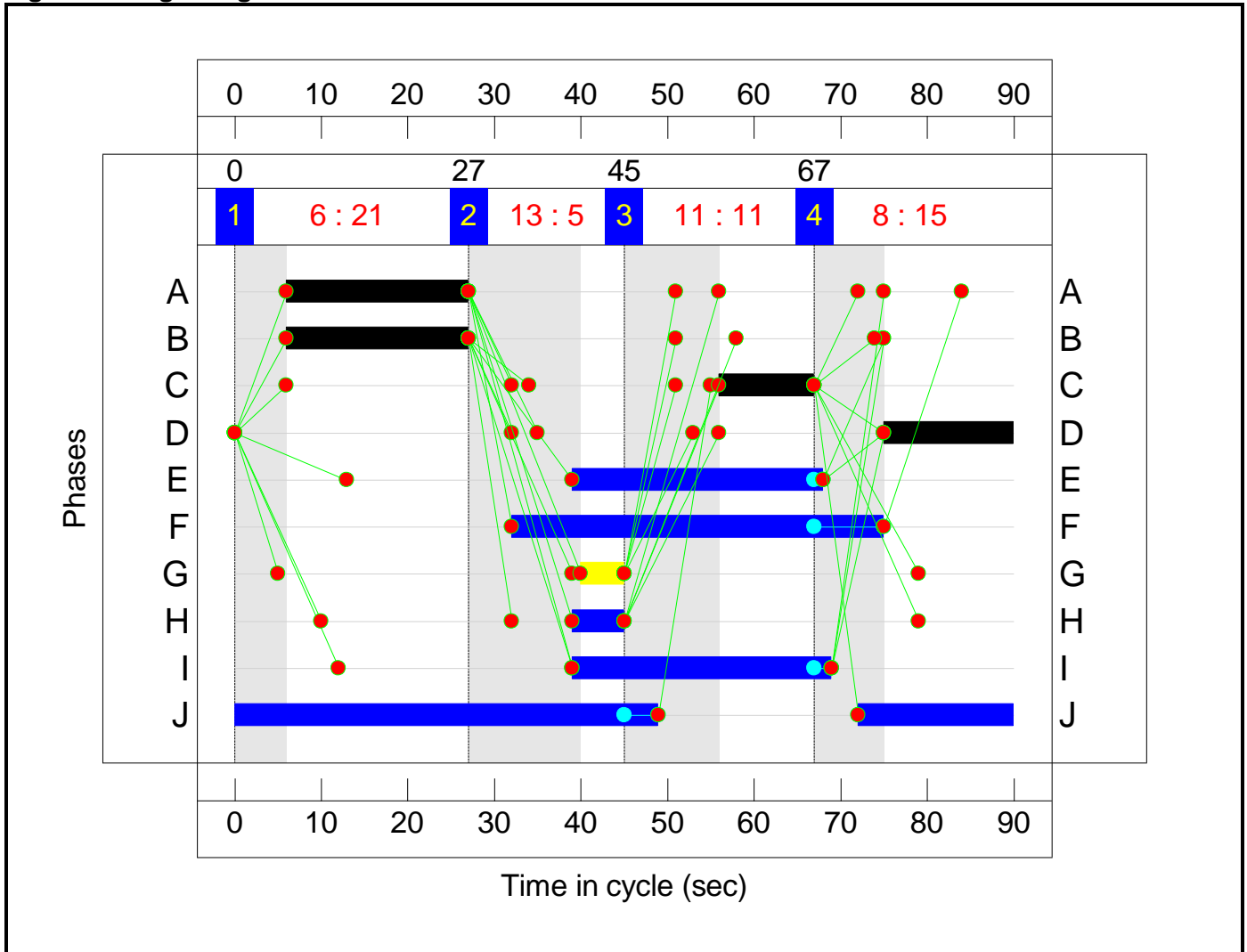
		Destination				
		A	B	C	D	Tot.
Origin	A	0	146	92	198	436
	B	51	0	86	507	644
	C	141	283	0	52	476
	D	66	667	89	0	822
	Tot.	258	1096	267	757	2378

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	127.5%	269	0	0	222.0	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	127.5%	269	0	0	222.0	-	-
1/1	A20 London Rd (W) Ahead Left	U	B		1	15	-	411	1900	338	121.7%	-	-	-	46.8	409.9	51.3
1/2	A20 London Rd (W) Ahead Right	O	B		1	15	-	411	1900	338	121.7%	73	0	0	47.0	411.8	51.3
2/1+2/2	A20 London Rd (E) Right Ahead	U+O	A		1	15	-	644	1950:1600	347+284	102.1 : 102.0%	50	0	0	23.3	130.4	25.2
3/2+3/1	Station Rd Left Right	U+O	C -		1	12	-	436	1700:1900	246+124	118.1 : 118.1%	146	0	0	41.1	339.1	44.8
4/1	New Rd Right Left	U	D		1	20	-	476	1600	373	127.5%	-	-	-	63.5	480.1	70.2
5/1	Ahead Left	U	-		-	-	-	487	1750	1750	22.6%	-	-	-	0.1	1.3	0.1
5/2	Ahead	U	-		-	-	-	604	1750	1750	27.8%	-	-	-	0.2	1.4	0.2
C1				PRC for Signalled Lanes (%):		-41.7		Total Delay for Signalled Lanes (pcuHr):		221.69		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-41.7		Total Delay Over All Lanes(pcuHr):		222.03							

Scenario 9: '2031 DS minus Site C Local Plan Flows + Site C AM' (FG9: '2031 DS - Site C LP Flows + Site C Flows AM', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

Actual Flow :

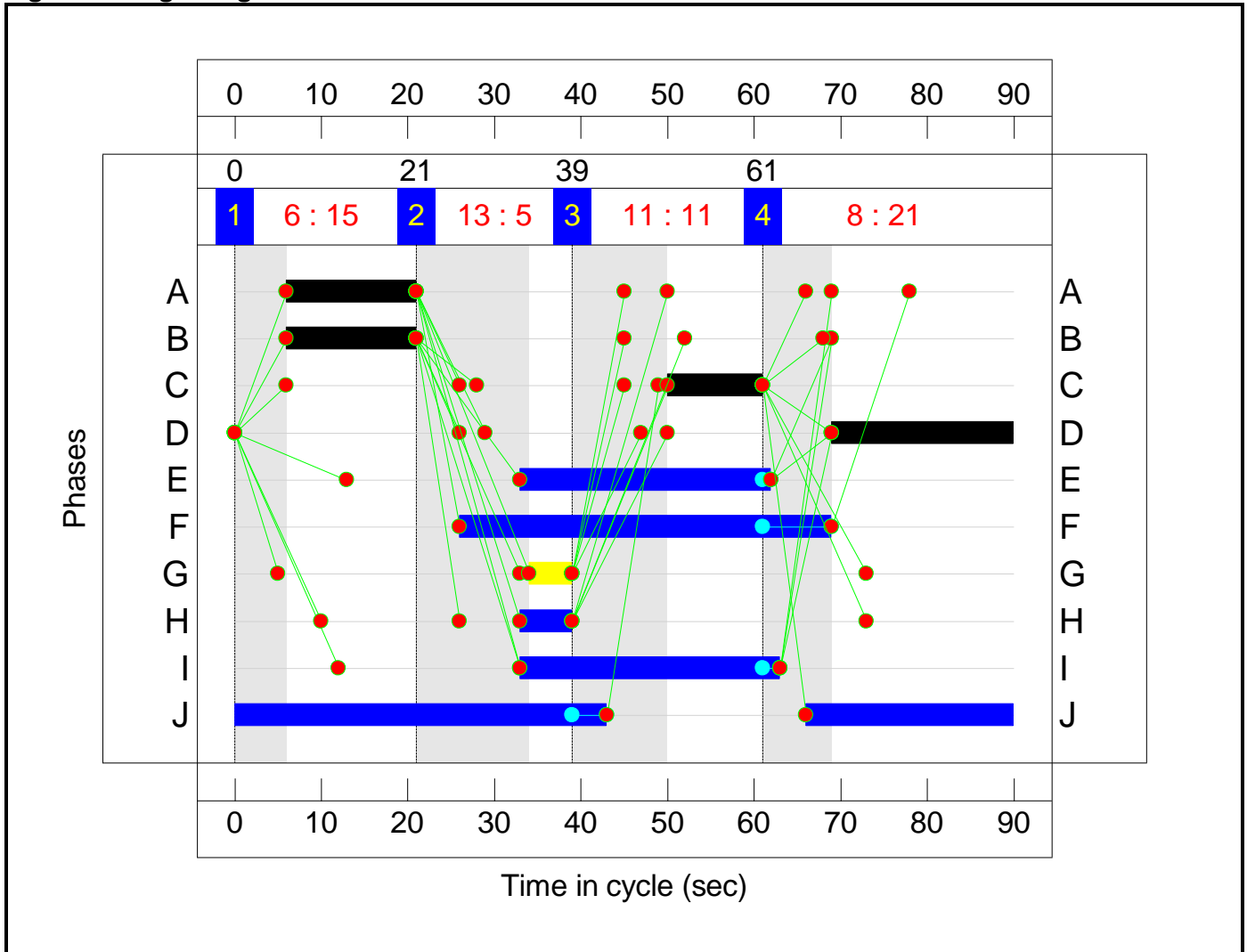
		Destination				
		A	B	C	D	Tot.
Origin	A	0	45	55	215	315
	B	42	0	383	367	792
	C	90	173	0	69	332
	D	169	705	171	0	1045
	Tot.	301	923	609	651	2484

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	119.1%	244	0	0	163.6	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	119.1%	244	0	0	163.6	-	-
1/1	A20 London Rd (W) Ahead Left	U	B		1	21	-	549	1900	464	118.2%	-	-	-	54.3	356.0	61.1
1/2	A20 London Rd (W) Ahead Right	O	B		1	21	-	496	1900	457	108.6%	157	0	0	31.8	230.6	38.1
2/1+2/2	A20 London Rd (E) Right Ahead	U+O	A		1	21	-	792	1950:1600	477+391	91.3 : 91.3%	42	0	0	12.0	54.8	15.2
3/2+3/1	Station Rd Left Right	U+O	C -		1	11	-	315	1700:1900	227+38	119.1 : 119.1%	45	0	0	32.4	370.6	35.9
4/1	New Rd Right Left	U	D		1	15	-	332	1600	284	116.7%	-	-	-	32.7	354.9	37.3
5/1	Ahead Left	U	-		-	-	-	470	1750	1750	22.8%	-	-	-	0.1	1.3	0.1
5/2	Ahead	U	-		-	-	-	498	1750	1750	25.6%	-	-	-	0.2	1.4	0.2
C1				PRC for Signalled Lanes (%):		-32.4		Total Delay for Signalled Lanes (pcuHr):		163.27		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-32.4		Total Delay Over All Lanes(pcuHr):		163.58							

Scenario 10: '2031 DS minus Site C Local Plan Flows + Site C PM' (FG10: '2031 DS - Site C LP Flows + Site C Flows PM', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

Actual Flow :

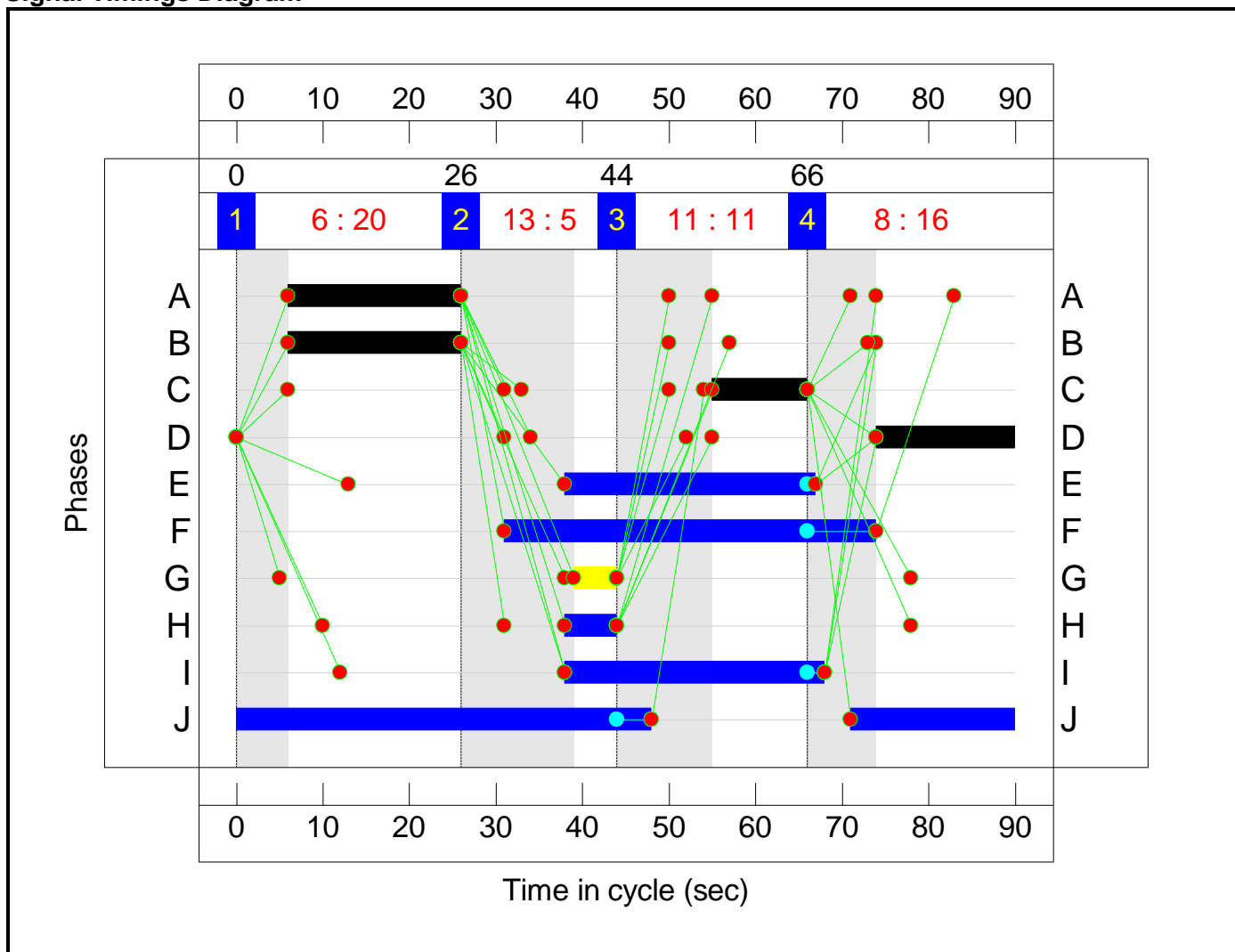
		Destination				
		A	B	C	D	Tot.
Origin	A	0	146	87	194	427
	B	51	0	77	501	629
	C	138	278	0	47	463
	D	64	664	78	0	806
	Tot.	253	1088	242	742	2325

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	124.0%	262	0	0	200.0	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	124.0%	262	0	0	200.0	-	-
1/1	A20 London Rd (W) Ahead Left	U	B		1	15	-	403	1900	338	119.3%	-	-	-	42.6	380.3	47.2
1/2	A20 London Rd (W) Ahead Right	O	B		1	15	-	403	1900	338	119.3%	65	0	0	42.8	382.0	47.2
2/1+2/2	A20 London Rd (E) Right Ahead	U+O	A		1	15	-	629	1950:1600	347+284	99.8 : 99.5%	51	0	0	18.6	106.5	20.6
3/2+3/1	Station Rd Left Right	U+O	C -		1	11	-	427	1700:1900	227+118	124.0 : 124.0%	146	0	0	48.7	410.4	52.1
4/1	New Rd Right Left	U	D		1	21	-	463	1600	391	118.4%	-	-	-	47.1	365.9	53.7
5/1	Ahead Left	U	-		-	-	-	479	1750	1750	23.0%	-	-	-	0.1	1.3	0.1
5/2	Ahead	U	-		-	-	-	601	1750	1750	28.9%	-	-	-	0.2	1.4	0.2
C1				PRC for Signalled Lanes (%):		-37.7		Total Delay for Signalled Lanes (pcuHr):		199.68		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-37.7		Total Delay Over All Lanes(pcuHr):		200.03							

Scenario 11: '2031 DS minus Site BC Local Plan Flows + Site BC AM' (FG11: '2031 DS - Site BC LP Flows + Site BC Flows AM', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual
Actual Flow :

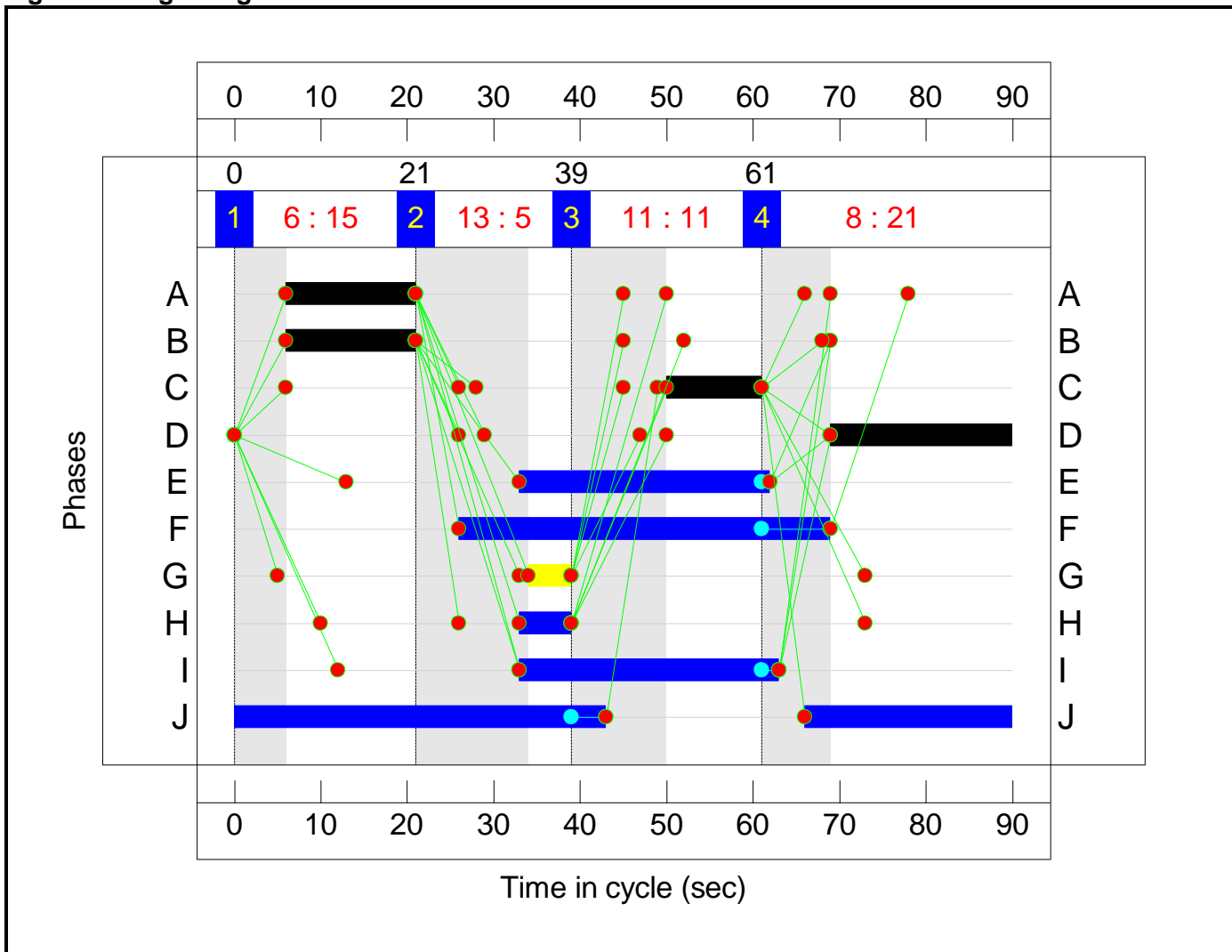
		Destination				
		A	B	C	D	Tot.
Origin	A	0	45	58	215	318
	B	42	0	388	367	797
	C	98	186	0	84	368
	D	169	705	176	0	1050
	Tot.	309	936	622	666	2533

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	125.0%	243	0	0	201.5	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	125.0%	243	0	0	201.5	-	-
1/1	A20 London Rd (W) Ahead Left	U	B		1	20	-	554	1900	443	125.0%	-	-	-	68.0	442.0	74.3
1/2	A20 London Rd (W) Ahead Right	O	B		1	20	-	496	1900	439	113.1%	156	0	0	40.5	293.8	46.3
2/1+2/2	A20 London Rd (E) Right Ahead	U+O	A		1	20	-	797	1950:1600	455+373	96.3 : 96.2%	42	0	0	16.0	72.1	19.0
3/2+3/1	Station Rd Left Right	U+O	C -		1	11	-	318	1700:1900	227+37	120.4 : 120.4%	45	0	0	34.2	386.7	37.6
4/1	New Rd Right Left	U	D		1	16	-	368	1600	302	121.8%	-	-	-	42.6	416.9	47.7
5/1	Ahead Left	U	-		-	-	-	483	1750	1750	22.2%	-	-	-	0.1	1.3	0.1
5/2	Ahead	U	-		-	-	-	506	1750	1750	24.9%	-	-	-	0.2	1.4	0.2
C1				PRC for Signalled Lanes (%):		-38.8		Total Delay for Signalled Lanes (pcuHr):		201.23		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-38.8		Total Delay Over All Lanes(pcuHr):		201.54							

Scenario 12: '2031 DS minus Site BC Local Plan Flows + Site BC PM' (FG12: '2031 DS - Site BC LP Flows + Site BC Flows PM', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	146	92	194	432
	B	51	0	86	501	638
	C	141	283	0	52	476
	D	64	664	89	0	817
	Tot.	256	1093	267	747	2363

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	126.2%	270	0	0	219.1	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	126.2%	270	0	0	219.1	-	-
1/1	A20 London Rd (W) Ahead Left	U	B		1	15	-	409	1900	338	121.1%	-	-	-	45.7	402.6	50.3
1/2	A20 London Rd (W) Ahead Right	O	B		1	15	-	408	1900	338	120.8%	74	0	0	45.4	400.8	49.8
2/1+2/2	A20 London Rd (E) Right Ahead	U+O	A		1	15	-	638	1950:1600	347+284	101.0 : 101.3%	50	0	0	21.3	120.2	23.2
3/2+3/1	Station Rd Left Right	U+O	C -		1	11	-	432	1700:1900	227+116	126.2 : 126.2%	146	0	0	52.3	435.7	55.7
4/1	New Rd Right Left	U	D		1	21	-	476	1600	391	121.7%	-	-	-	54.0	408.6	60.8
5/1	Ahead Left	U	-		-	-	-	487	1750	1750	22.9%	-	-	-	0.1	1.3	0.1
5/2	Ahead	U	-		-	-	-	601	1750	1750	28.3%	-	-	-	0.2	1.4	0.2
C1				PRC for Signalled Lanes (%):		-40.2		Total Delay for Signalled Lanes (pcuHr):		218.77		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-40.2		Total Delay Over All Lanes(pcuHr):		219.12							

Previous proposed Ardent I improvements

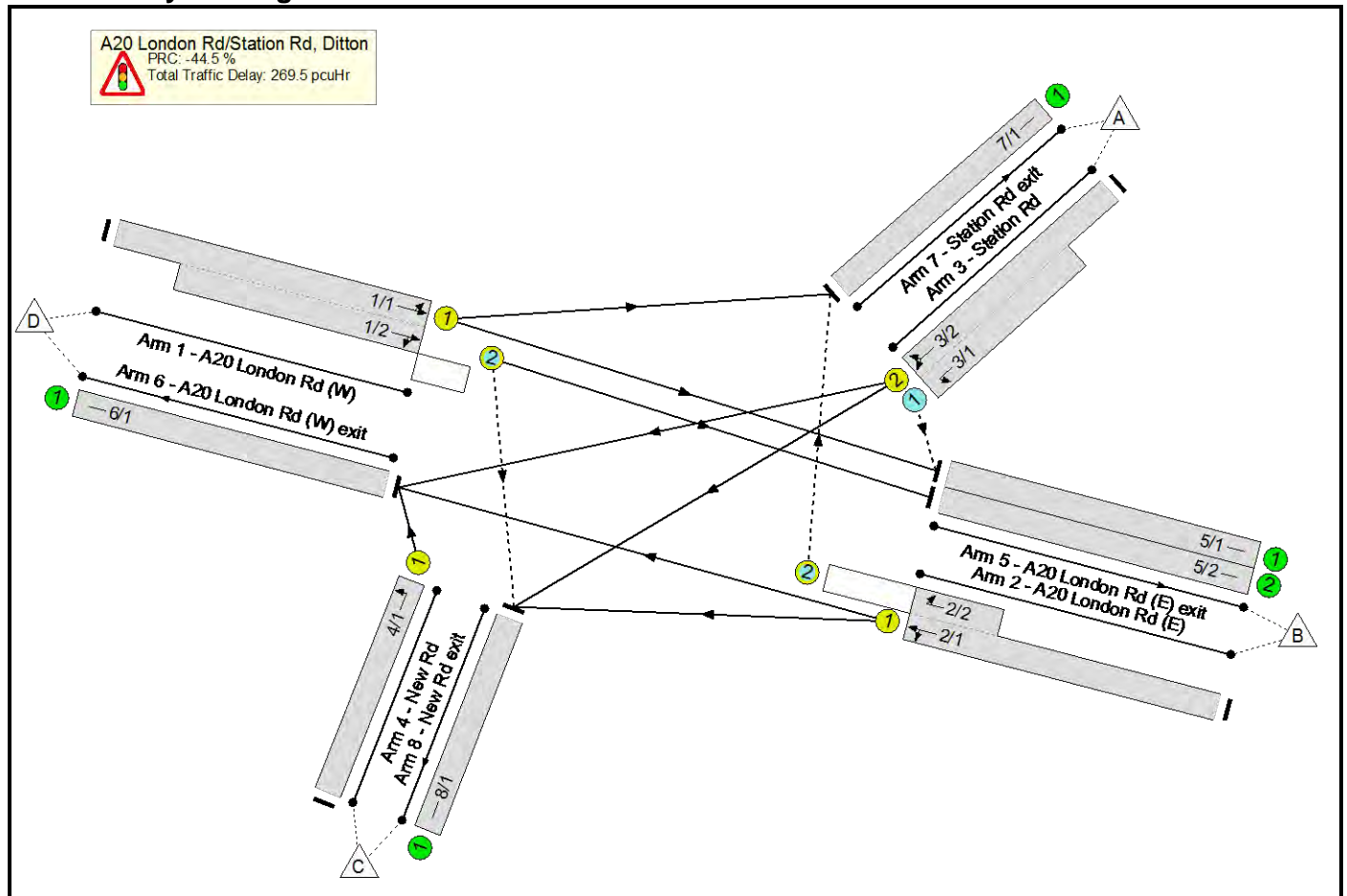
Amey Standard Linsig Report

User and Project Details

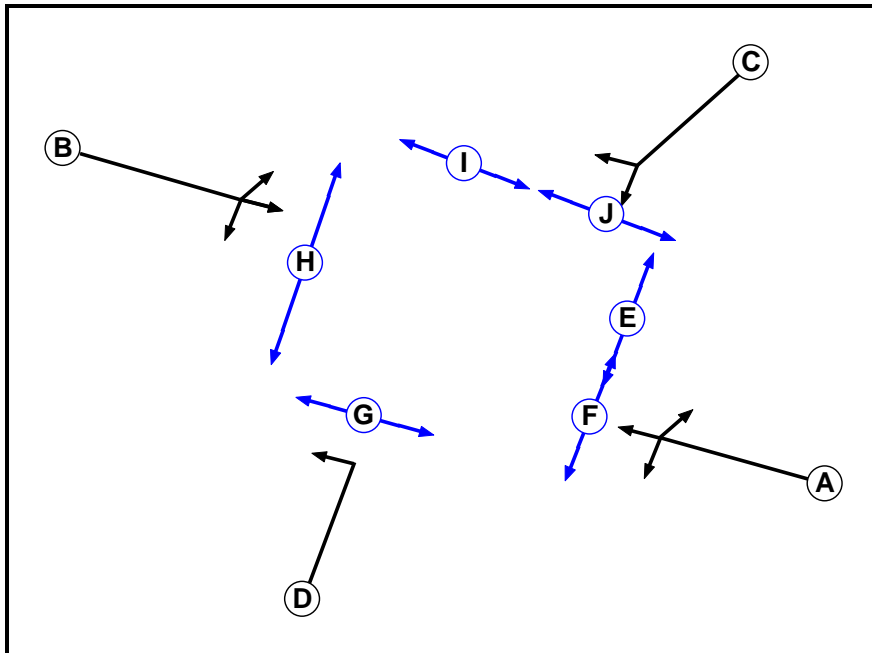
Project:	
Title:	
Location:	
File name:	A20 London Rd_Station Rd_New Rd, Ditton - Proposed Layout Rev A.lsg3x

Scenario 1: '2031 DM AM + B' (FG1: '2031 DM AM + B', Plan 1: 'Network Control Plan 1')

Junction Layout Diagram



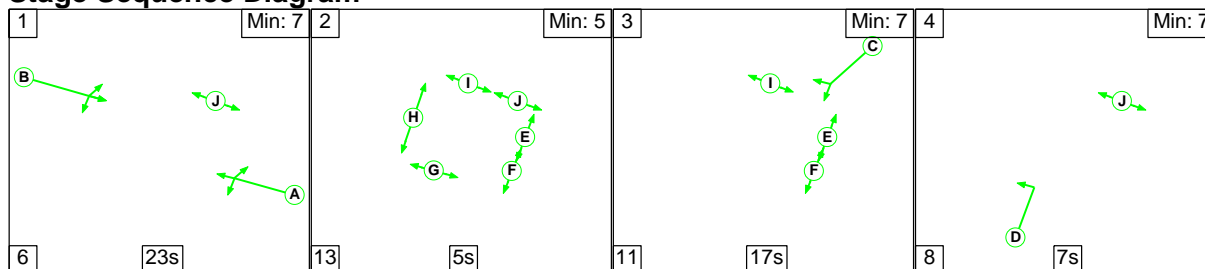
Phase Diagram



Phase Intergreens Matrix

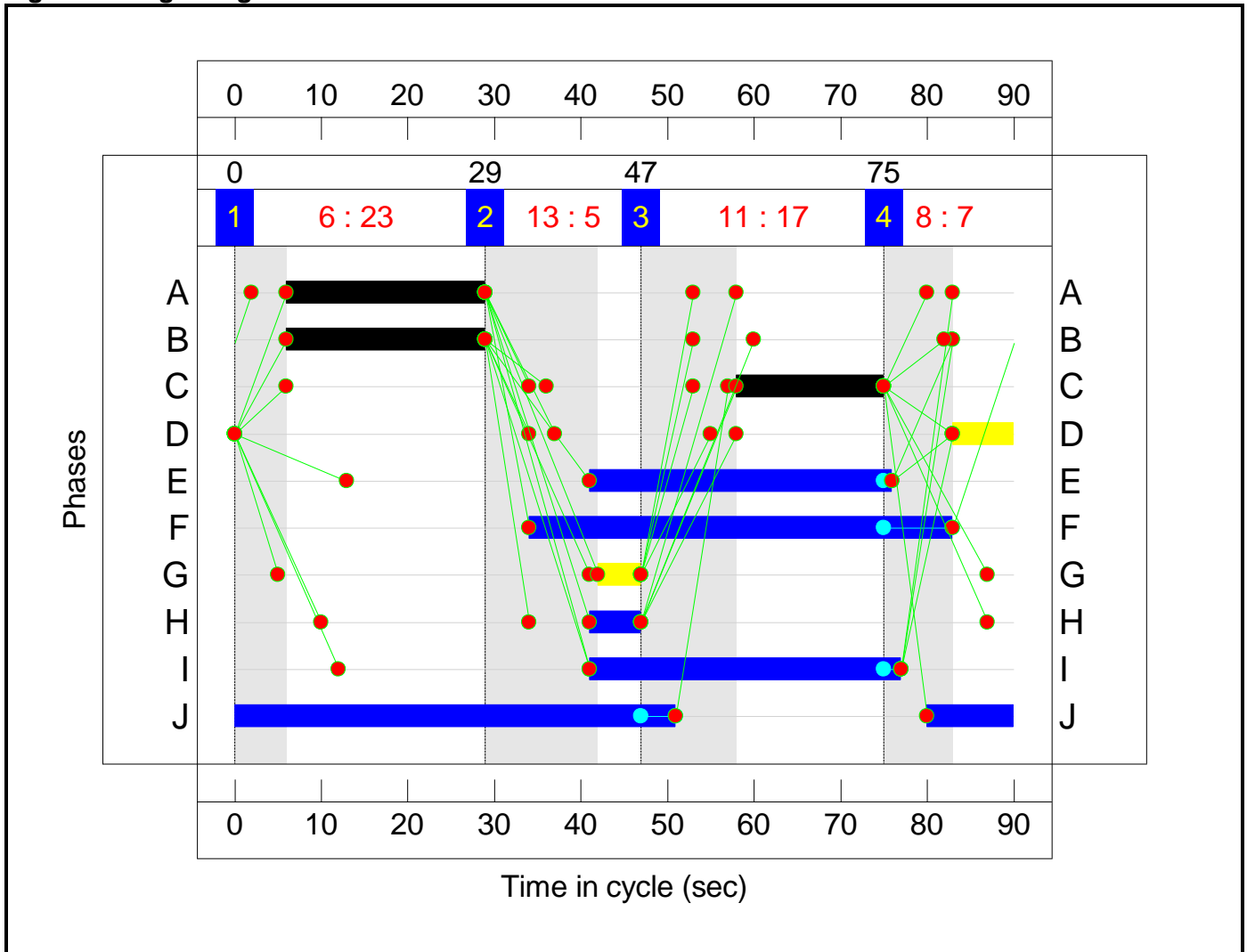
		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A	-	5	8	-	5	13	12	12	-	-
	B	-	-	7	5	12	-	12	5	12	-
	C	5	7	-	8	-	-	12	12	-	5
	D	6	6	6	-	13	-	5	10	12	-
	E	-	7	-	7	-	-	-	-	-	-
	F	9	-	-	-	-	-	-	-	-	-
	G	6	6	6	8	-	-	-	-	-	-
	H	11	13	11	11	-	-	-	-	-	-
	I	6	6	-	6	-	-	-	-	-	-
	J	-	-	6	-	-	-	-	-	-	-

Stage Sequence Diagram



Scenario 1: '2031 DM AM + B' (FG1: '2031 DM AM + B', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

Actual Flow :

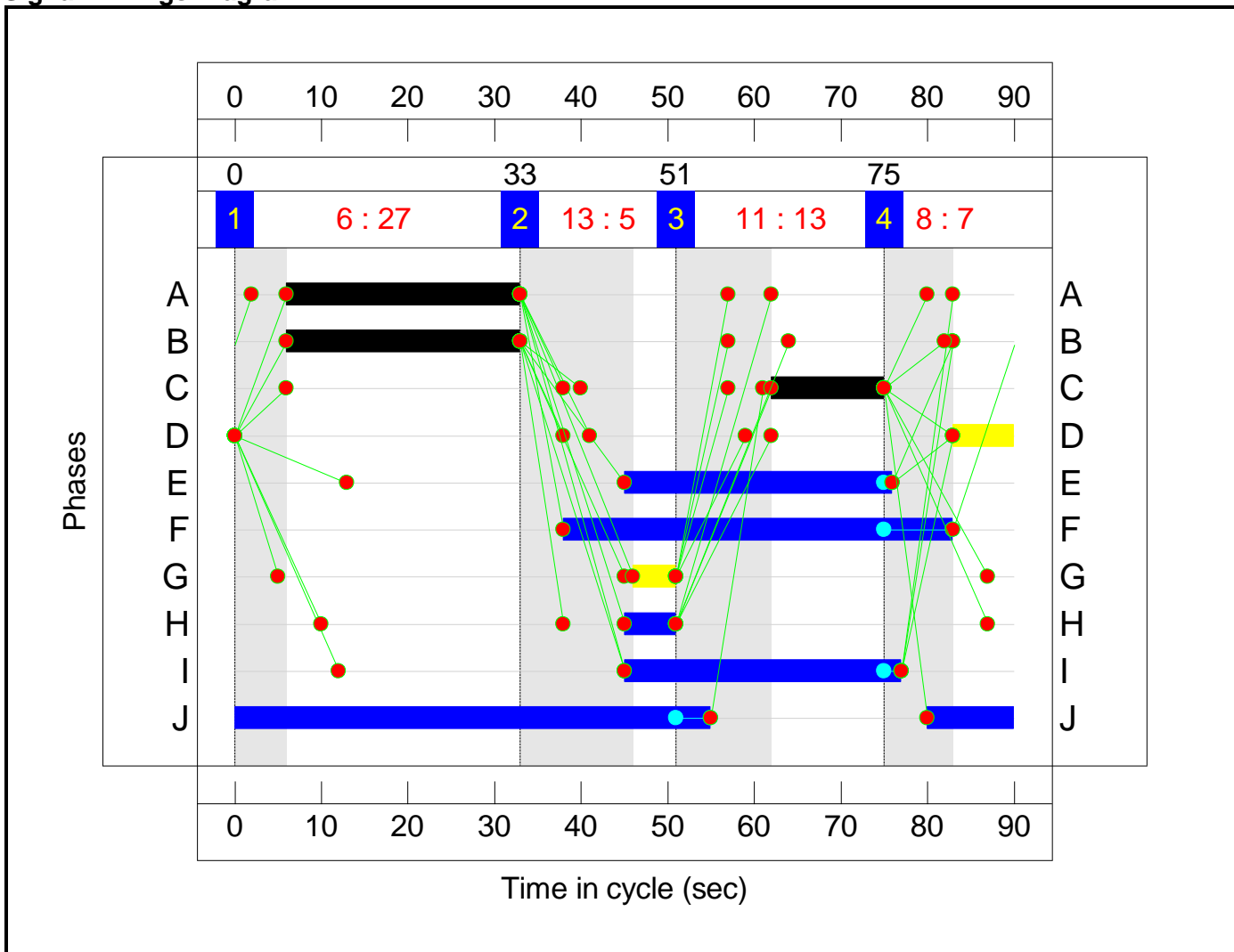
		Destination				
		A	B	C	D	Tot.
Origin	A	0	72	42	388	502
	B	21	0	114	537	672
	C	0	0	0	185	185
	D	270	684	87	0	1041
	Tot.	291	756	243	1110	2400

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	130.1%	0	71	91	269.5	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	130.1%	0	71	91	269.5	-	-
1/1+1/2	A20 London Rd (W) Ahead Left Right	U+O	B		1	23	-	1041	1750:1600	467+427	116.6 : 116.5%	0	0	75	93.6	323.7	98.5
2/1+2/2	A20 London Rd (E) Ahead Right Left	U+O	A		1	23	-	672	1950:1600	513+17	127.0 : 127.0%	0	0	17	86.2	462.0	94.6
3/2+3/1	Station Rd Left Right Ahead	U+O	C -		1	17	-	502	1700: Inf	340+57	126.5 : 126.5%	0	71	0	62.1	445.0	69.9
4/1	New Rd Left	U	D		1	7	-	185	1600	142	130.1%	-	-	-	27.6	537.7	30.0
		C1			PRC for Signalled Lanes (%):		-44.5	Total Delay for Signalled Lanes (pcuHr):		269.52		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-44.5		Total Delay Over All Lanes(pcuHr):		269.52							

Scenario 2: '2031 DM PM + B' (FG2: '2031 DM PM + B', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

Actual Flow :

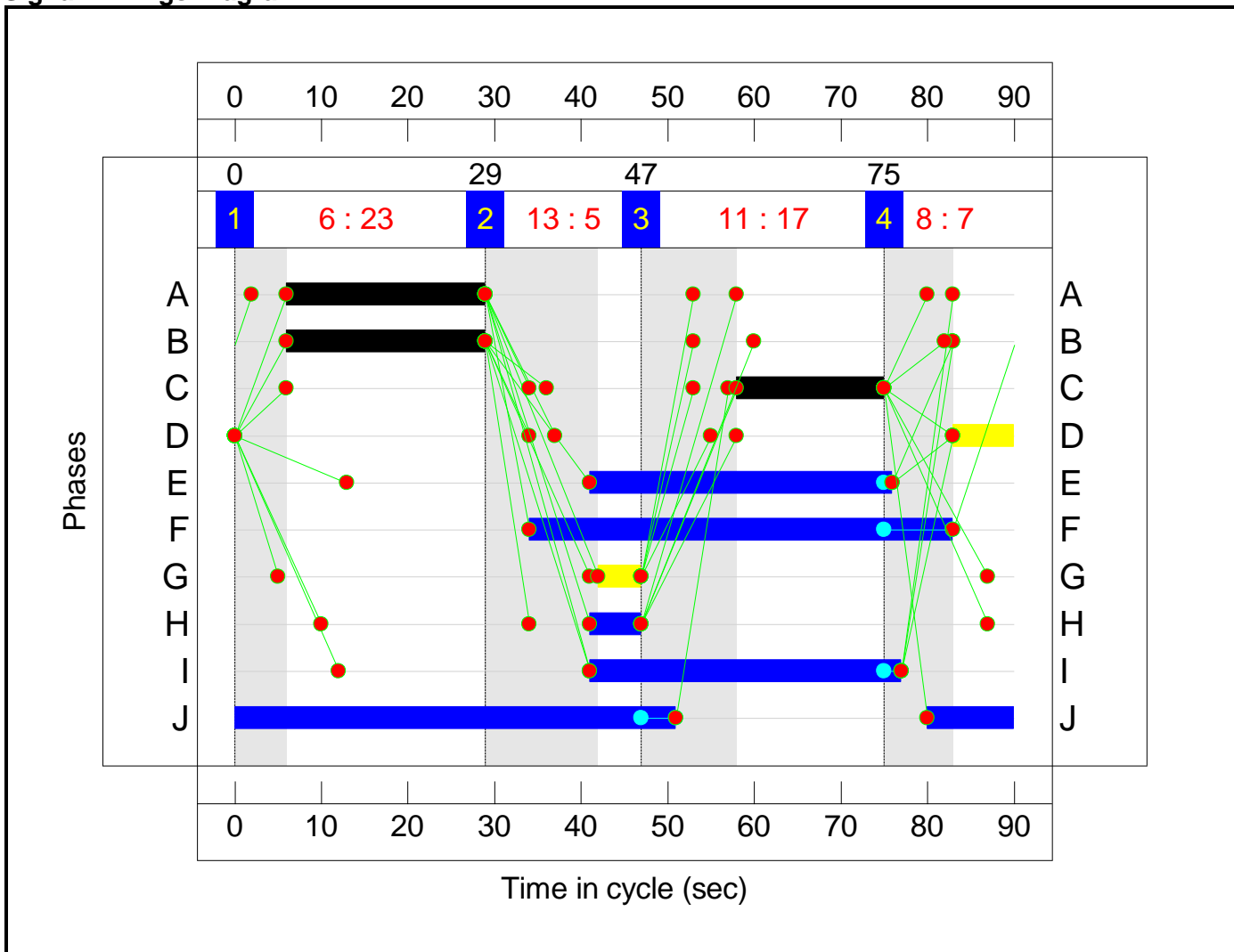
Origin	Destination				
	A	B	C	D	Tot.
A	0	38	73	312	423
B	39	0	138	757	934
C	0	0	0	60	60
D	314	605	87	0	1006
Tot.	353	643	298	1129	2423

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	151.5%	17	23	103	277.4	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	151.5%	17	23	103	277.4	-	-
1/1+1/2	A20 London Rd (W) Ahead Left Right	U+O	B		1	27	-	1006	1750:1600	544+498	96.6 : 96.4%	0	0	87	18.1	64.8	22.1
2/1+2/2	A20 London Rd (E) Ahead Right Left	U+O	A		1	27	-	934	1950:1600	591+26	151.5 : 151.5%	10	0	16	182.2	702.3	192.2
3/2+3/1	Station Rd Left Right Ahead	U+O	C -		1	13	-	423	1700: Inf	264+26	145.6 : 145.6%	7	23	0	76.1	647.4	82.5
4/1	New Rd Left	U	D		1	7	-	60	1600	142	42.2%	-	-	-	1.0	60.5	1.8
		C1			PRC for Signalled Lanes (%):		-68.3	Total Delay for Signalled Lanes (pcuHr):		277.42		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-68.3		Total Delay Over All Lanes(pcuHr):		277.42							

Scenario 3: '2031 DM AM + C' (FG3: '2031 DM AM + C', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

Actual Flow :

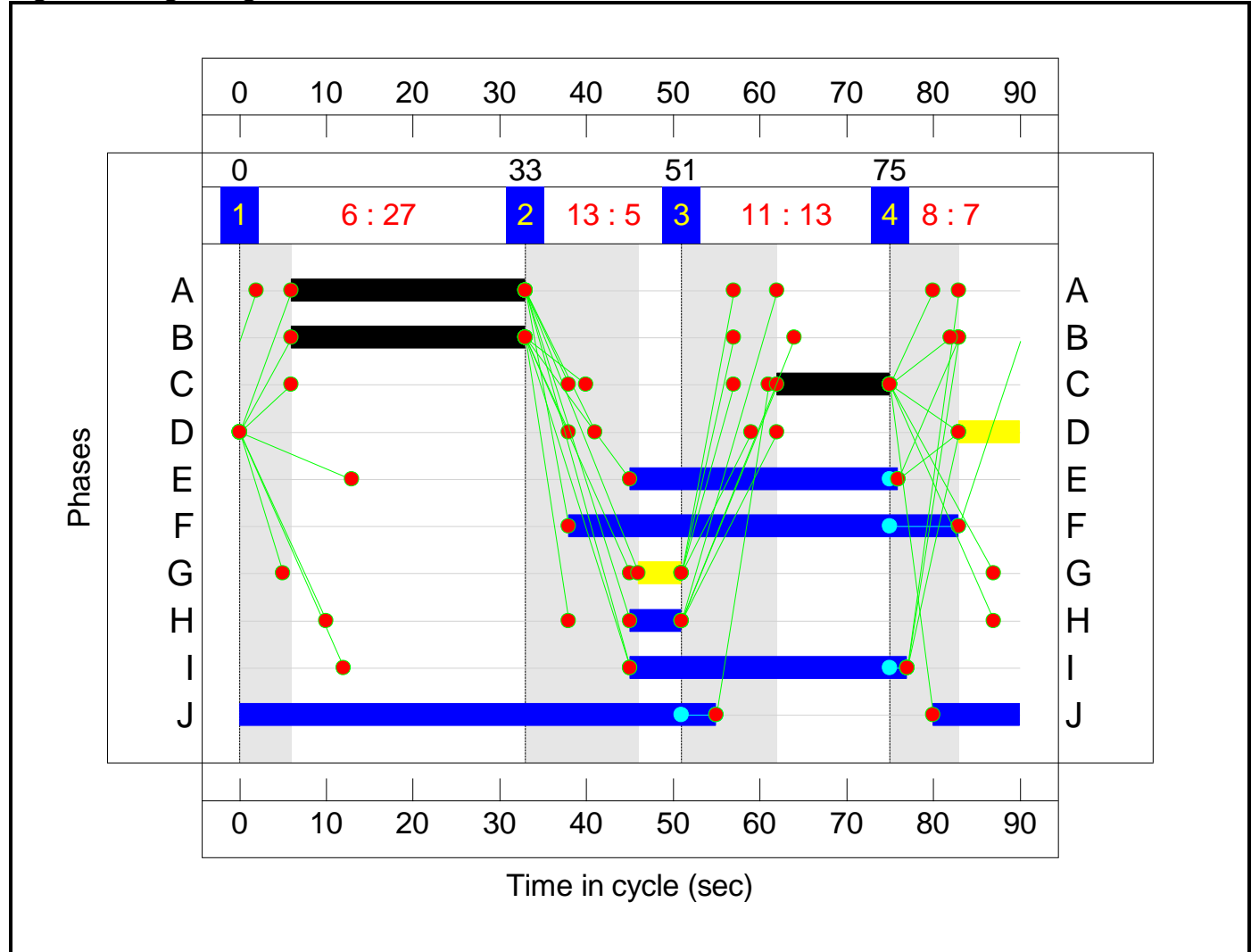
Origin	Destination				
	A	B	C	D	Tot.
A	0	72	33	390	495
B	21	0	99	540	660
C	0	0	0	131	131
D	276	694	70	0	1040
Tot.	297	766	202	1061	2326

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	124.7%	0	72	77	235.7	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	124.7%	0	72	77	235.7	-	-
1/1+1/2	A20 London Rd (W) Ahead Left Right	U+O	B		1	23	-	1040	1750:1600	467+427	116.4 : 116.5%	0	0	60	93.0	321.9	97.9
2/1+2/2	A20 London Rd (E) Ahead Right Left	U+O	A		1	23	-	660	1950:1600	512+17	124.7 : 124.7%	0	0	17	79.7	434.7	88.1
3/2+3/1	Station Rd Left Right Ahead	U+O	C -		1	17	-	495	1700: Inf	340+58	124.4 : 124.4%	0	72	0	57.9	421.2	65.6
4/1	New Rd Left	U	D		1	7	-	131	1600	142	92.1%	-	-	-	5.0	138.7	6.8
		C1			PRC for Signalled Lanes (%):		-38.5	Total Delay for Signalled Lanes (pcuHr):		235.67		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-38.5		Total Delay Over All Lanes(pcuHr):		235.67							

Scenario 4: '2031 DM PM + C' (FG4: '2031 DM PM + C', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

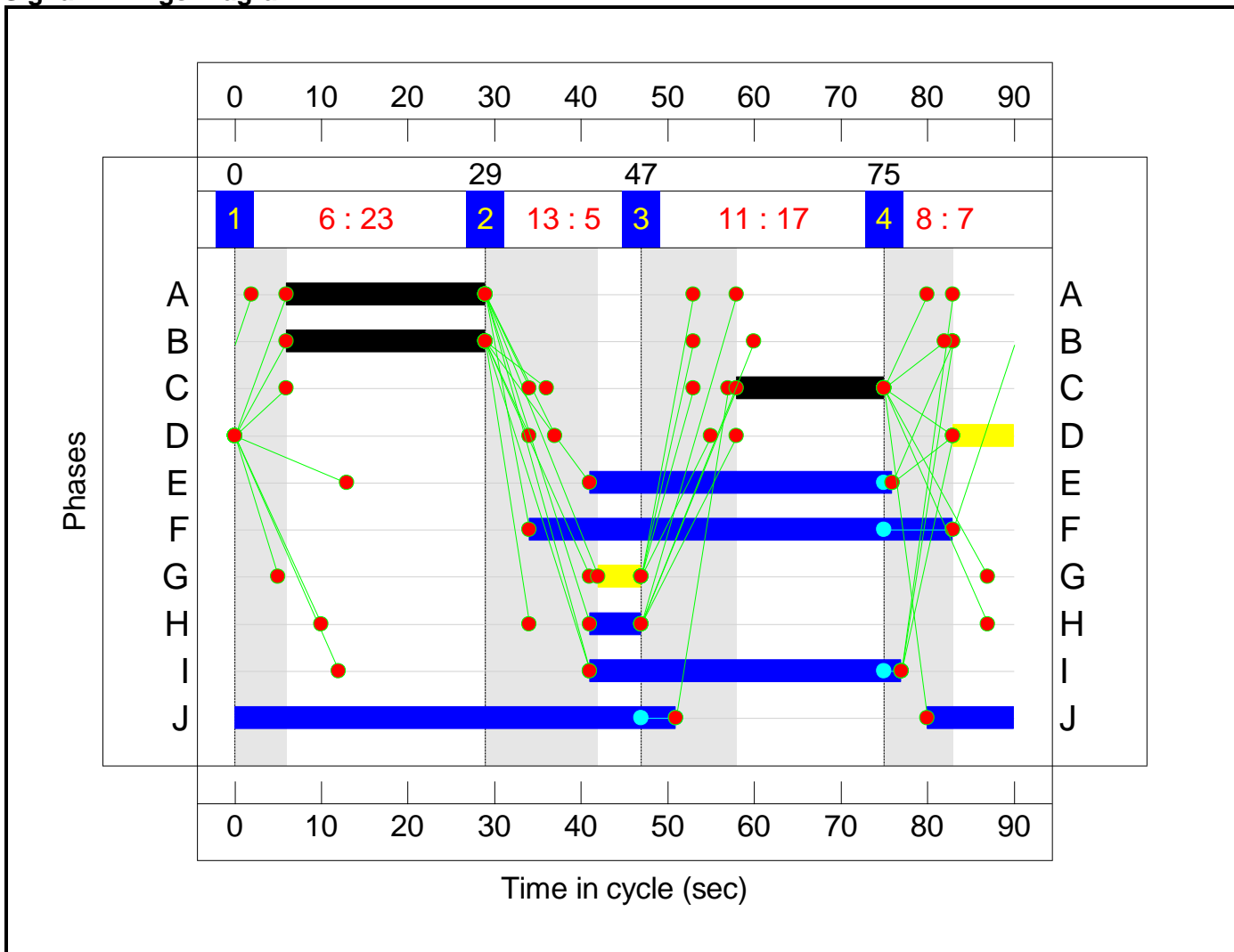
Actual Flow :

Origin	Destination				
	A	B	C	D	Tot.
A	0	38	54	316	408
B	39	0	106	764	909
C	0	0	0	40	40
D	316	609	44	0	969
Tot.	355	647	204	1120	2326

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	147.4%	36	23	47	250.3	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	147.4%	36	23	47	250.3	-	-
1/1+1/2	A20 London Rd (W) Ahead Left Right	U+O	B		1	27	-	969	1750:1600	544+498	92.9 : 93.0%	0	0	44	14.0	52.0	18.0
2/1+2/2	A20 London Rd (E) Ahead Right Left	U+O	A		1	27	-	909	1950:1600	590+26	147.4 : 147.4%	24	0	3	168.4	666.9	178.5
3/2+3/1	Station Rd Left Right Ahead	U+O	C -		1	13	-	408	1700: Inf	264+27	139.9 : 139.9%	12	23	0	67.3	593.4	73.5
4/1	New Rd Left	U	D		1	7	-	40	1600	142	28.1%	-	-	-	0.6	55.9	1.1
		C1			PRC for Signalled Lanes (%):		-63.7			Total Delay for Signalled Lanes (pcuHr):		250.27			Cycle Time (s):		90
				PRC Over All Lanes (%):		-63.7			Total Delay Over All Lanes(pcuHr):		250.27						

Scenario 5: '2031 DM AM + B + C' (FG5: '2031 DM AM + B + C', Plan 1: 'Network Control Plan 1')
Signal Timings Diagram



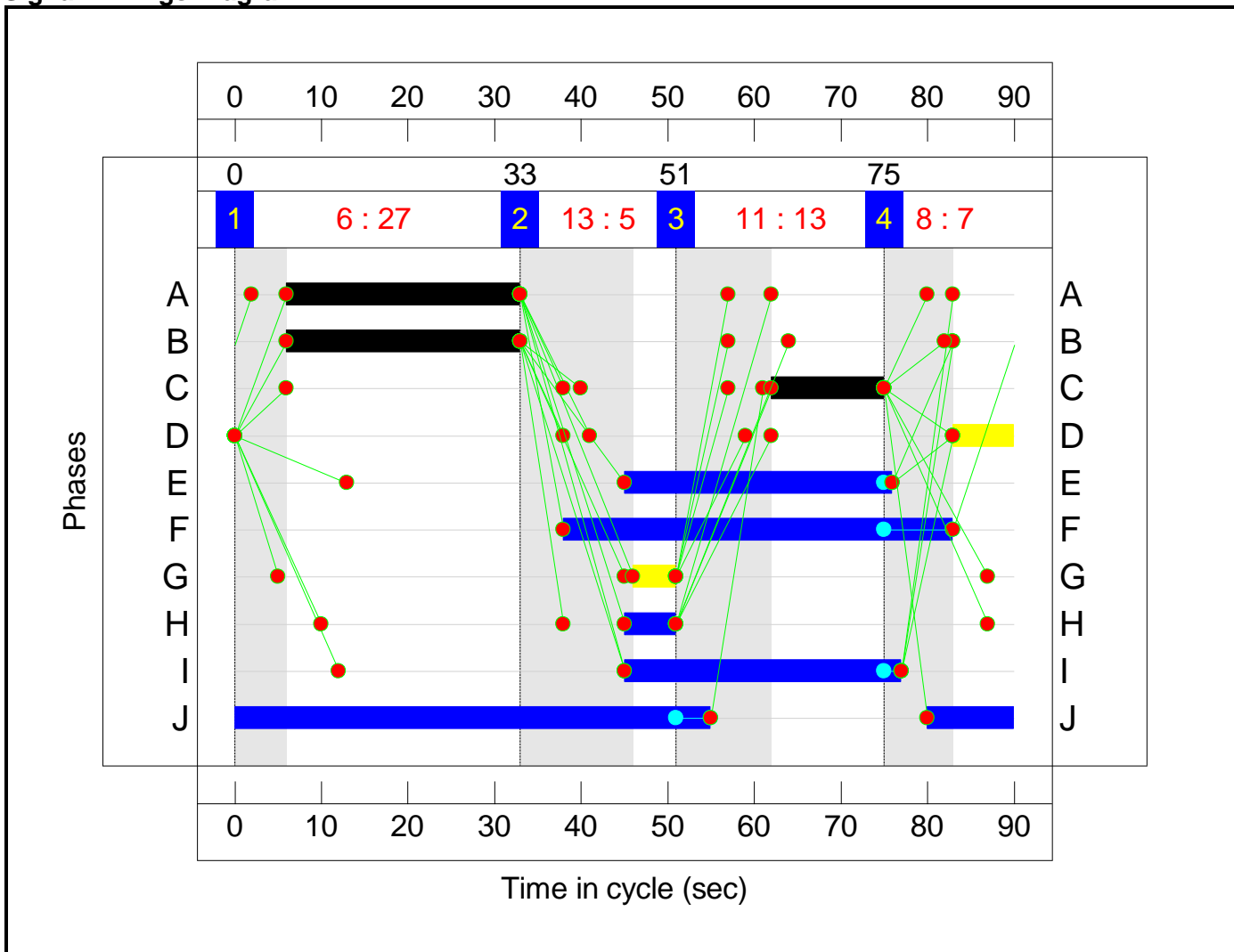
Traffic Flows, Actual
Actual Flow :

Origin	Destination				
	A	B	C	D	Tot.
A	0	72	42	390	504
B	21	0	114	540	675
C	0	0	0	185	185
D	276	694	87	0	1057
Tot.	297	766	243	1115	2421

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	130.1%	0	70	90	280.9	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	130.1%	0	70	90	280.9	-	-
1/1+1/2	A20 London Rd (W) Ahead Left Right	U+O	B		1	23	-	1057	1750:1600	467+427	118.3 : 118.4%	0	0	74	102.2	348.1	107.1
2/1+2/2	A20 London Rd (E) Ahead Right Left	U+O	A		1	23	-	675	1950:1600	513+16	127.5 : 127.5%	0	0	16	87.9	468.6	96.2
3/2+3/1	Station Rd Left Right Ahead	U+O	C -		1	17	-	504	1700: Inf	340+57	127.1 : 127.1%	0	70	0	63.2	451.7	71.1
4/1	New Rd Left	U	D		1	7	-	185	1600	142	130.1%	-	-	-	27.6	537.7	30.0
		C1			PRC for Signalled Lanes (%):		-44.5	Total Delay for Signalled Lanes (pcuHr):		280.94		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-44.5		Total Delay Over All Lanes(pcuHr):		280.94							

Scenario 6: '2031 DM PM + B + C' (FG6: '2031 DM PM + B + C', Plan 1: 'Network Control Plan 1')
Signal Timings Diagram



Traffic Flows, Actual
Actual Flow :

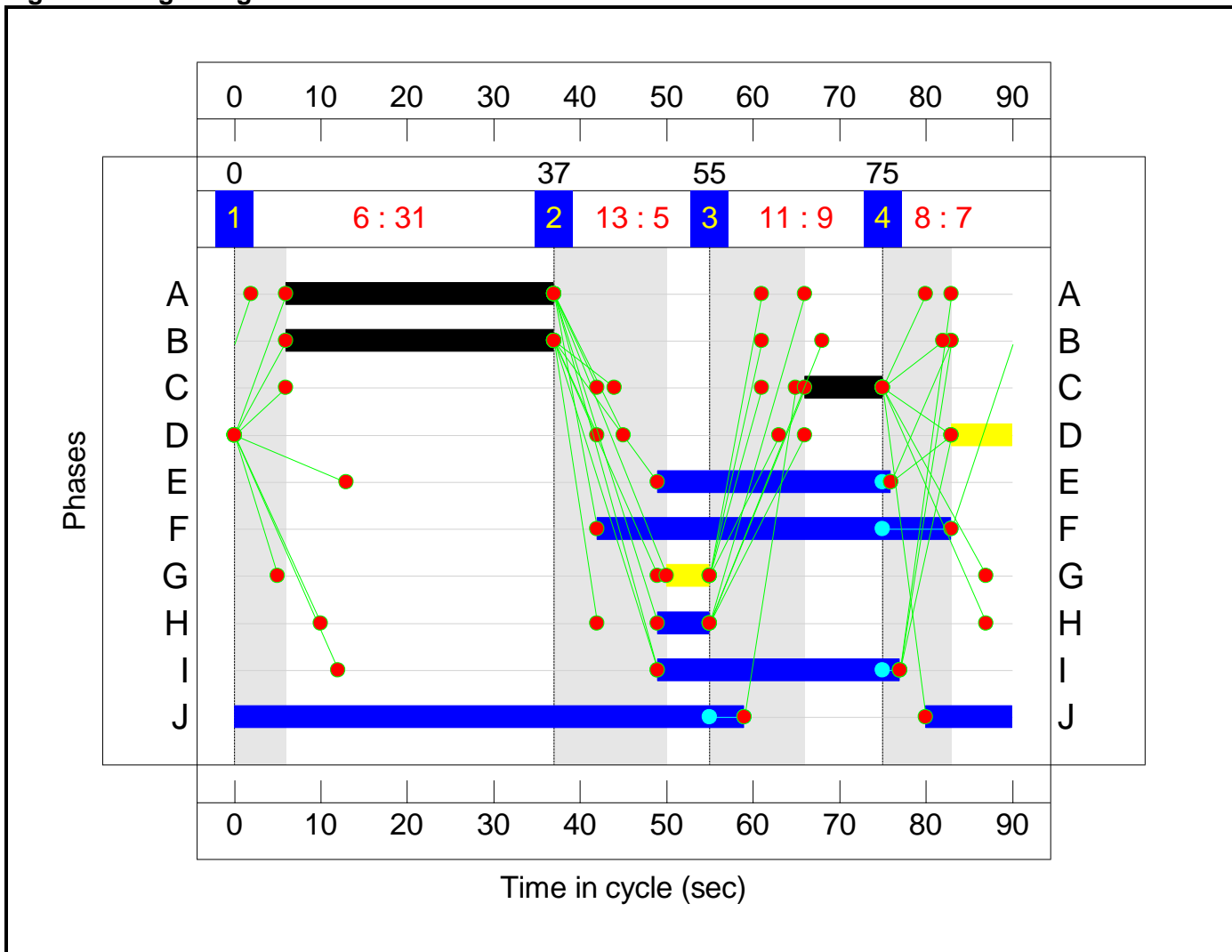
Origin	Destination				
	A	B	C	D	Tot.
A	0	38	73	316	427
B	39	0	138	764	941
C	0	0	0	60	60
D	316	609	82	0	1007
Tot.	355	647	293	1140	2435

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	152.6%	17	22	98	283.8	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	152.6%	17	22	98	283.8	-	-
1/1+1/2	A20 London Rd (W) Ahead Left Right	U+O	B		1	27	-	1007	1750:1600	544+498	96.6 : 96.6%	0	0	82	18.2	65.2	22.2
2/1+2/2	A20 London Rd (E) Ahead Right Left	U+O	A		1	27	-	941	1950:1600	591+26	152.6 : 152.6%	10	0	16	186.1	711.9	196.1
3/2+3/1	Station Rd Left Right Ahead	U+O	C -		1	13	-	427	1700: Inf	264+26	147.1 : 147.1%	7	22	0	78.4	661.1	84.9
4/1	New Rd Left	U	D		1	7	-	60	1600	142	42.2%	-	-	-	1.0	60.5	1.8
		C1			PRC for Signalled Lanes (%):		-69.6	Total Delay for Signalled Lanes (pcuHr):		283.75		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-69.6		Total Delay Over All Lanes(pcuHr):		283.75							

Scenario 7: '2031 DS minus Site B Local Plan Flows + Site B AM' (FG7: '2031 DS - Site B LP Flows + Site B Flows AM', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

Actual Flow :

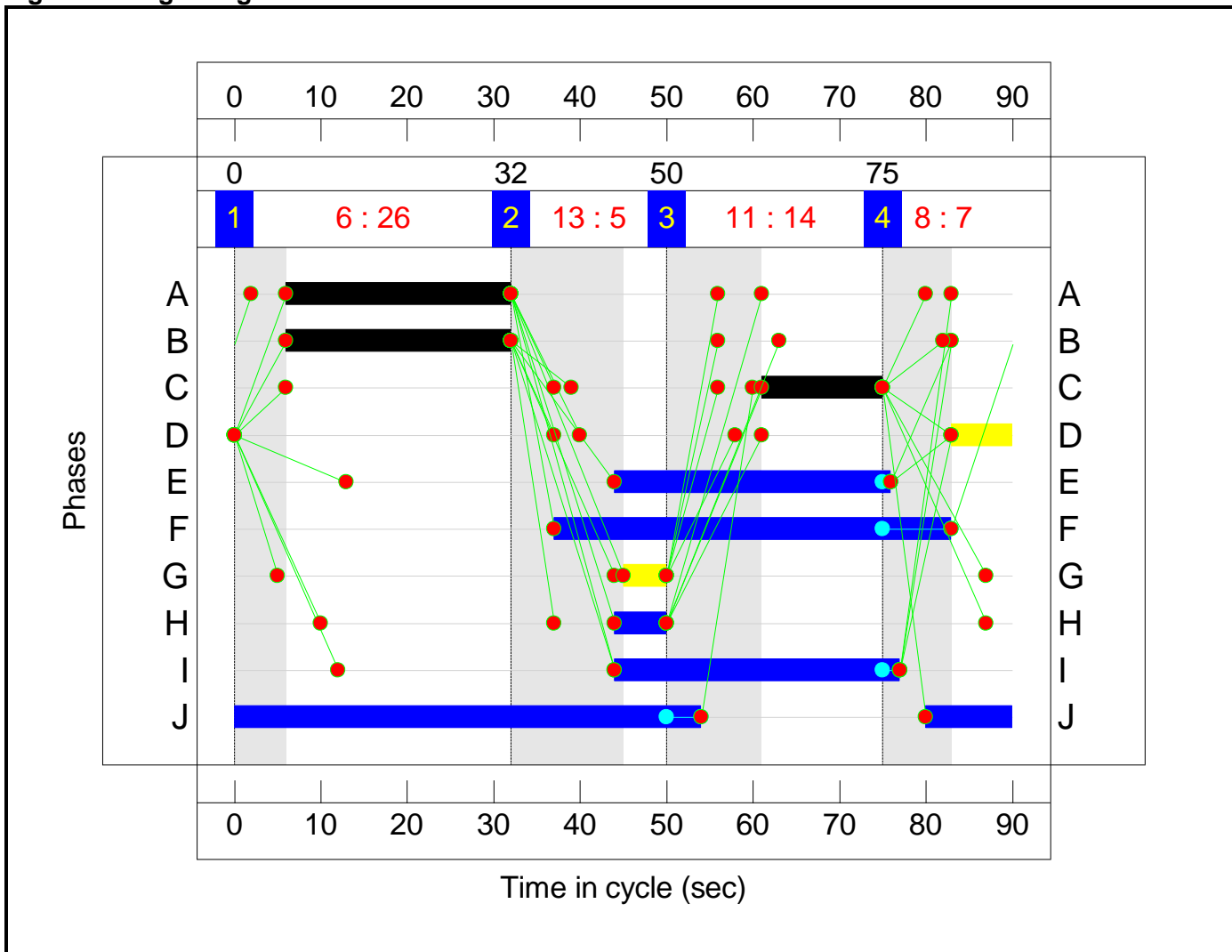
		Destination				
		A	B	C	D	Tot.
Origin	A	0	45	58	216	319
	B	42	0	388	370	800
	C	0	0	0	84	84
	D	174	714	176	0	1064
	Tot.	216	759	622	670	2267

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	146.7%	3	45	154	273.9	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	146.7%	3	45	154	273.9	-	-
1/1+1/2	A20 London Rd (W) Ahead Left Right	U+O	B		1	31	-	1064	1750:1600	601+203	127.6 : 146.7%	0	0	120	152.5	515.9	163.6
2/1+2/2	A20 London Rd (E) Ahead Right Left	U+O	A		1	31	-	800	1950:1600	667+37	113.7 : 113.7%	3	0	34	62.7	282.3	75.0
3/2+3/1	Station Rd Left Right Ahead	U+O	C -		1	9	-	319	1700: Inf	189+31	145.1 : 145.1%	0	45	0	57.1	644.0	60.4
4/1	New Rd Left	U	D		1	7	-	84	1600	142	59.1%	-	-	-	1.6	69.6	2.7
		C1			PRC for Signalled Lanes (%):		-63.0	Total Delay for Signalled Lanes (pcuHr):		273.88		Cycle Time (s):		90			
					PRC Over All Lanes (%):		-63.0	Total Delay Over All Lanes(pcuHr):		273.88							

Scenario 8: '2031 DS minus Site B Local Plan Flows + Site B PM' (FG8: '2031 DS - Site B LP Flows + Site B Flows PM', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

Actual Flow :

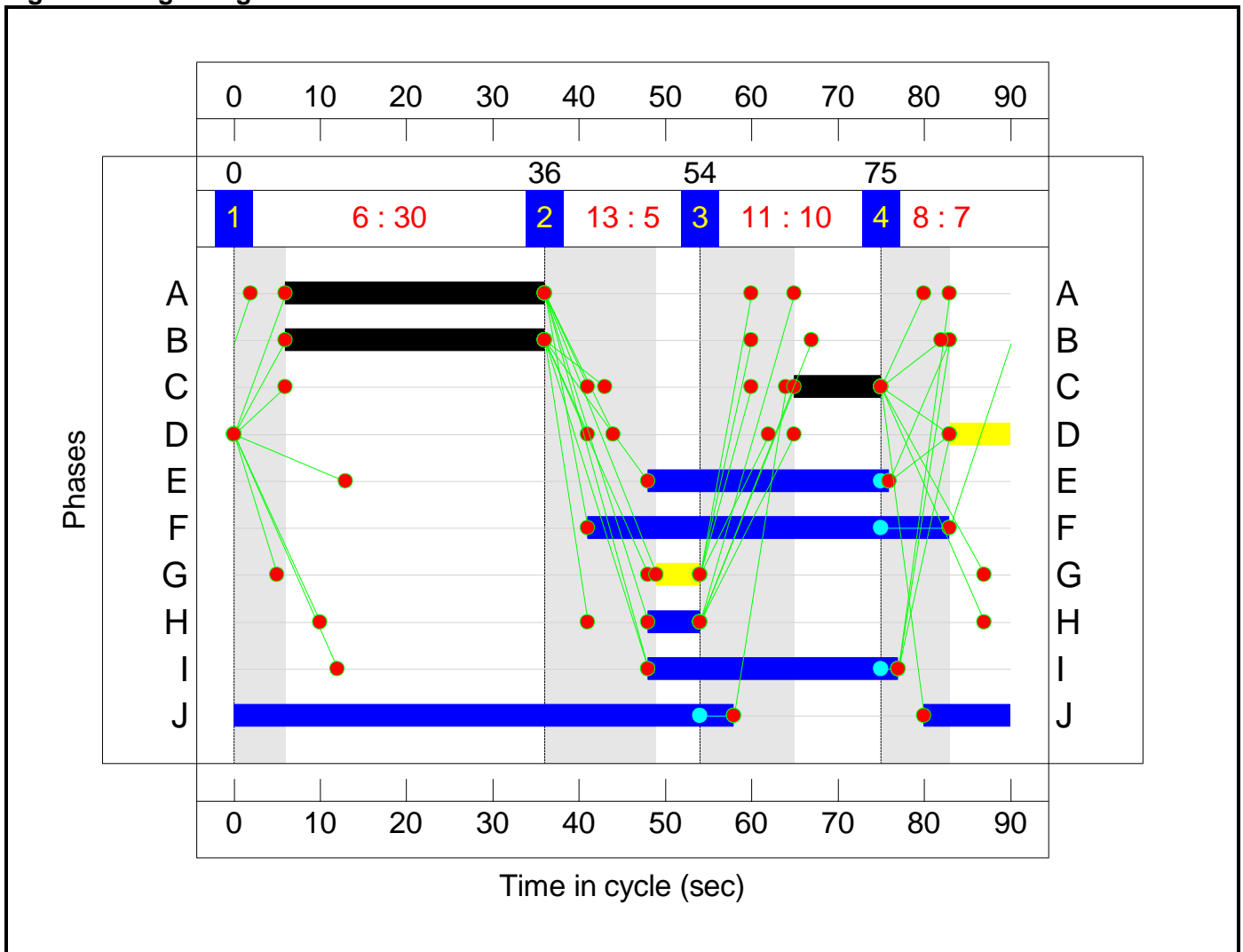
		Destination				
		A	B	C	D	Tot.
Origin	A	0	146	92	198	436
	B	51	0	86	507	644
	C	0	0	0	52	52
	D	66	667	89	0	822
	Tot.	117	813	267	757	1954

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	107.2%	64	125	94	62.0	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	107.2%	64	125	94	62.0	-	-
1/1+1/2	A20 London Rd (W) Ahead Left Right	U+O	B		1	26	-	822	1750:1600	525+479	81.7 : 82.0%	0	0	89	9.3	40.7	12.1
2/1+2/2	A20 London Rd (E) Ahead Right Left	U+O	A		1	26	-	644	1950:1600	553+48	107.2 : 107.2%	42	0	5	35.2	196.8	45.0
3/2+3/1	Station Rd Left Right Ahead	U+O	C -		1	14	-	436	1700: Inf	283+143	102.4 : 102.4%	21	125	0	16.6	137.3	20.7
4/1	New Rd Left	U	D		1	7	-	52	1600	142	36.6%	-	-	-	0.8	58.5	1.5
		C1			PRC for Signalled Lanes (%):		-19.1	Total Delay for Signalled Lanes (pcuHr):		61.98		Cycle Time (s):		90			
					PRC Over All Lanes (%):		-19.1	Total Delay Over All Lanes(pcuHr):		61.98							

Scenario 9: '2031 DS minus Site C Local Plan Flows + Site C AM' (FG9: '2031 DS - Site C LP Flows + Site C Flows AM', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

Actual Flow :

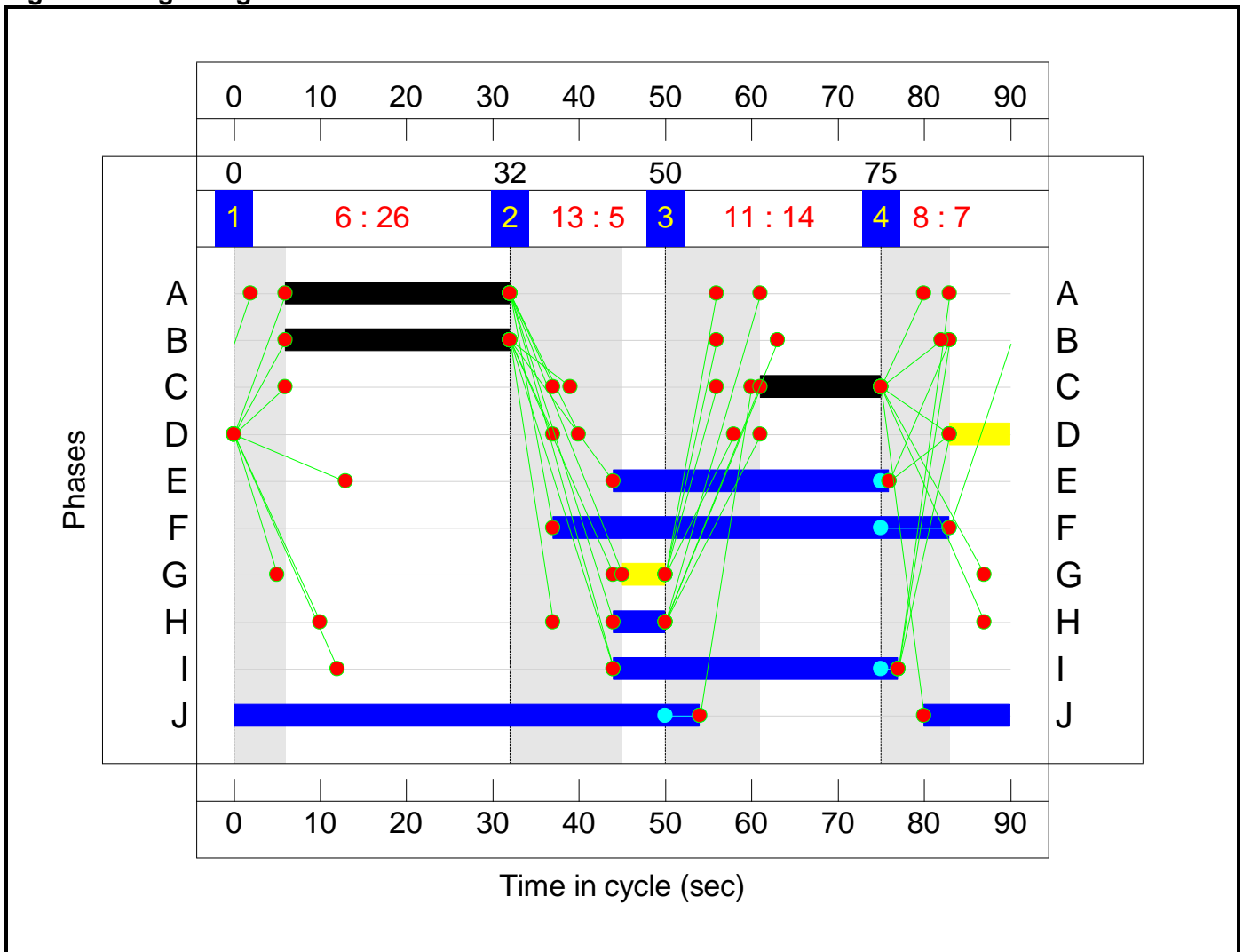
		Destination				
		A	B	C	D	Tot.
Origin	A	0	45	55	215	315
	B	42	0	383	367	792
	C	0	0	0	69	69
	D	169	705	171	0	1045
	Tot.	211	750	609	651	2221

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	142.5%	3	45	154	259.5	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	142.5%	3	45	154	259.5	-	-
1/1+1/2	A20 London Rd (W) Ahead Left Right	U+O	B		1	30	-	1045	1750:1600	587+211	126.9 : 142.5%	0	0	120	145.5	501.1	156.2
2/1+2/2	A20 London Rd (E) Ahead Right Left	U+O	A		1	30	-	792	1950:1600	646+36	116.1 : 116.1%	3	0	34	69.6	316.3	81.3
3/2+3/1	Station Rd Left Right Ahead	U+O	C -		1	10	-	315	1700: Inf	208+35	129.9 : 129.9%	0	45	0	43.3	494.3	46.7
4/1	New Rd Left	U	D		1	7	-	69	1600	142	48.5%	-	-	-	1.2	63.3	2.1
		C1			PRC for Signalled Lanes (%):		-58.3	Total Delay for Signalled Lanes (pcuHr):		259.52		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-58.3		Total Delay Over All Lanes(pcuHr):		259.52							

Scenario 10: '2031 DS minus Site C Local Plan Flows + Site C PM' (FG10: '2031 DS - Site C LP Flows + Site C Flows PM', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

Actual Flow :

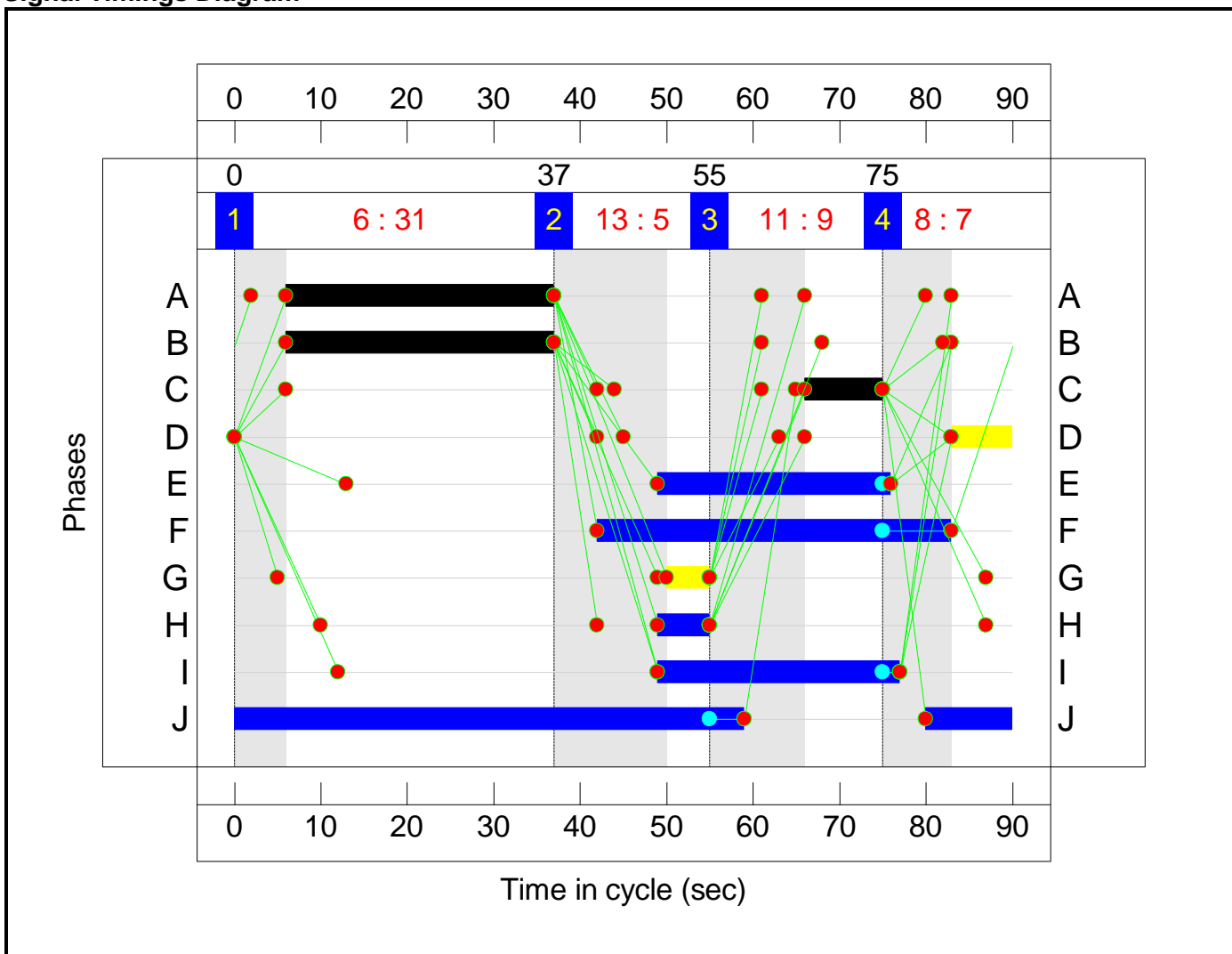
		Destination				
		A	B	C	D	Tot.
Origin	A	0	146	87	194	427
	B	51	0	77	501	629
	C	0	0	0	47	47
	D	64	664	78	0	806
	Tot.	115	810	242	742	1909

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	104.7%	69	121	83	50.4	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	104.7%	69	121	83	50.4	-	-
1/1+1/2	A20 London Rd (W) Ahead Left Right	U+O	B		1	26	-	806	1750:1600	525+480	80.2 : 80.2%	0	0	78	8.9	39.6	11.6
2/1+2/2	A20 London Rd (E) Ahead Right Left	U+O	A		1	26	-	629	1950:1600	552+49	104.7 : 104.7%	44	0	5	28.3	161.7	37.9
3/2+3/1	Station Rd Left Right Ahead	U+O	C -		1	14	-	427	1700: Inf	283+147	99.2 : 99.2%	25	121	0	12.6	105.8	16.4
4/1	New Rd Left	U	D		1	7	-	47	1600	142	33.0%	-	-	-	0.7	57.3	1.3
		C1			PRC for Signalled Lanes (%):		-16.3	Total Delay for Signalled Lanes (pcuHr):		50.42		Cycle Time (s):		90			
					PRC Over All Lanes (%):		-16.3	Total Delay Over All Lanes(pcuHr):		50.42							

Scenario 11: '2031 DS minus Site BC Local Plan Flows + Site BC AM' (FG11: '2031 DS - Site BC LP Flows + Site BC Flows AM', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

Actual Flow :

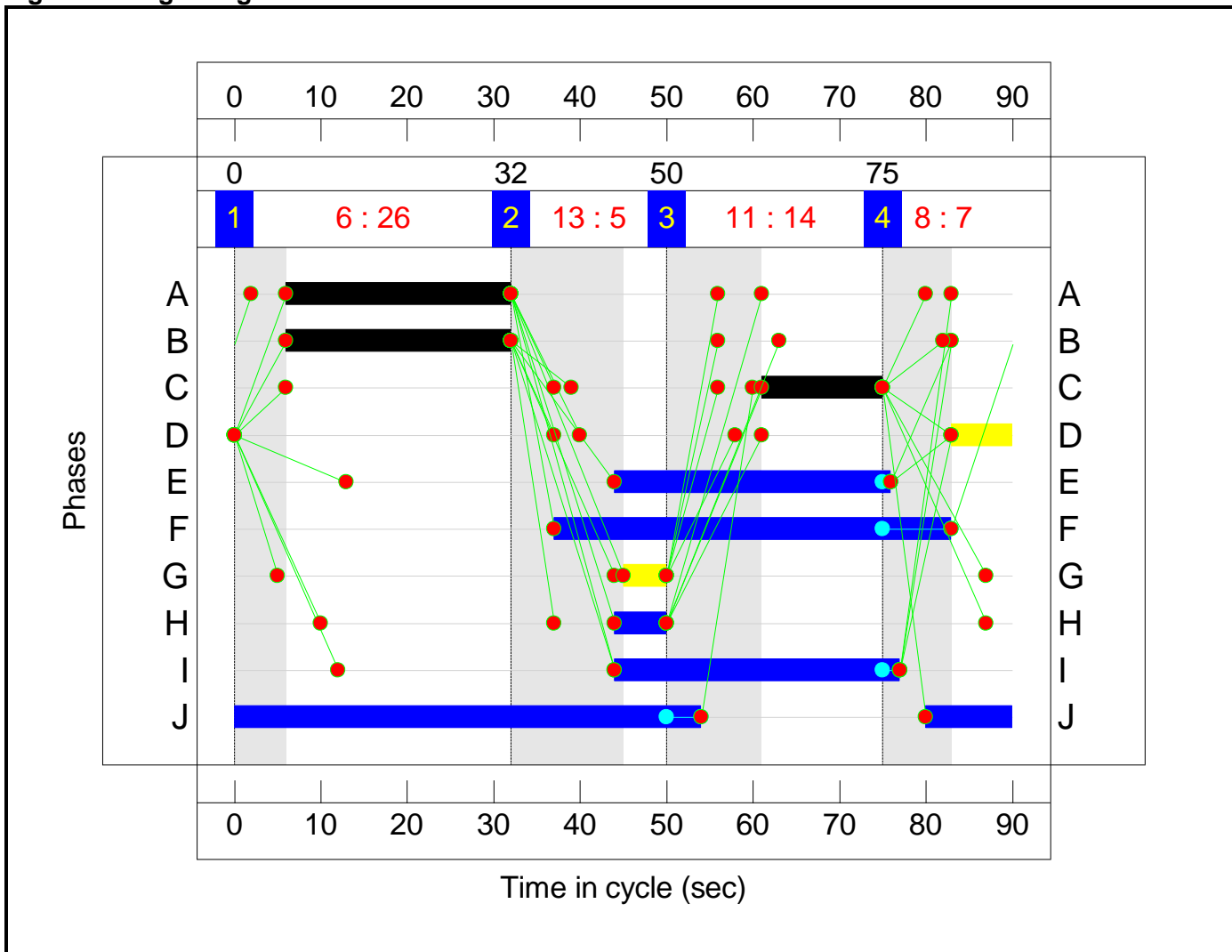
		Destination				
		A	B	C	D	Tot.
Origin	A	0	45	58	215	318
	B	42	0	388	367	797
	C	0	0	0	84	84
	D	169	705	176	0	1050
	Tot.	211	750	622	666	2249

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	146.7%	3	45	154	268.9	-	-
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	146.7%	3	45	154	268.9	-	-
1/1+1/2	A20 London Rd (W) Ahead Left Right	U+O	B		1	31	-	1050	1750:1600	602+193	127.5 : 146.7%	0	0	120	149.6	513.1	160.9
2/1+2/2	A20 London Rd (E) Ahead Right Left	U+O	A		1	31	-	797	1950:1600	667+37	113.2 : 113.2%	3	0	34	61.2	276.2	73.4
3/2+3/1	Station Rd Left Right Ahead	U+O	C -		1	9	-	318	1700: Inf	189+31	144.5 : 144.5%	0	45	0	56.5	639.2	59.8
4/1	New Rd Left	U	D		1	7	-	84	1600	142	59.1%	-	-	-	1.6	69.6	2.7
		C1			PRC for Signalled Lanes (%):		-63.0	Total Delay for Signalled Lanes (pcuHr):		268.89		Cycle Time (s):		90			
					PRC Over All Lanes (%):		-63.0	Total Delay Over All Lanes(pcuHr):		268.89							

Scenario 12: '2031 DS minus Site BC Local Plan Flows + Site BC PM' (FG12: '2031 DS - Site BC LP Flows + Site BC Flows PM', Plan 1: 'Network Control Plan 1')

Signal Timings Diagram



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	146	92	194	432
	B	51	0	86	501	638
	C	0	0	0	52	52
	D	64	664	89	0	817
	Tot.	115	810	267	747	1939

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	106.2%	64	125	94	57.1	-	-	
A20 London Rd/Station Rd, Ditton	-	-	-		-	-	-	-	-	-	106.2%	64	125	94	57.1	-	-	
1/1+1/2	A20 London Rd (W) Ahead Left Right	U+O	B		1	26	-	817	1750:1600	525+479	81.3 : 81.4%	0	0	89	9.2	40.5	12.0	
2/1+2/2	A20 London Rd (E) Ahead Right Left	U+O	A		1	26	-	638	1950:1600	553+48	106.2 : 106.2%	43	0	5	32.4	182.6	42.2	
3/2+3/1	Station Rd Left Right Ahead	U+O	C -		1	14	-	432	1700: Inf	283+145	100.9 : 100.9%	21	125	0	14.7	122.2	18.7	
4/1	New Rd Left	U	D		1	7	-	52	1600	142	36.6%	-	-	-	0.8	58.5	1.5	
		C1			PRC for Signalled Lanes (%):		-18.0	Total Delay for Signalled Lanes (pcuHr):				57.05	Cycle Time (s):		90			
					PRC Over All Lanes (%):		-18.0	Total Delay Over All Lanes(pcuHr):				57.05						