Full Input Data And Results

Lane Input Data

Junction: A20/New Hythe Lane signals

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 (A20 (west))	U	A	2	3	3.0	Geom	-	3.00	0.00	Y	Arm 6 Left	14.00
1/2 (A20 (west))	U	A F	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Ahead	Inf
1/3 (A20 (west))	U	A F	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Ahead	Inf
2/1 (A20 (east))	U	K	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Right	12.00
2/2 (A20 (east))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
2/3 (A20 (east))	U	C	2	3	8.0	Geom	-	3.00	0.00	N	Arm 6 Right	10.00
3/1 (New Hythe Lane)	U	D	2	3	60.0	Geom	-	4.50	0.00	N	Arm 5 Left	12.00
3/2 (New Hythe Lane)	U	E	2	3	5.0	Geom	-	3.50	0.00	N	Arm 4 Right	15.00
4/1 (A20 (west) clearance)	U	I	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 7 Ahead	Inf
5/1 (A20 (east) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (A20 (east) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (New Hythe Lane EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A20 (west) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 'Do Minimum' Background AM'	08:15	09:15	01:00	
2: '2031 'Do Minimum' Background PM'	17:00	18:00	01:00	
3: '2031 'Do Something' Background AM'	08:15	09:15	01:00	
4: '2031 'Do Something' Background PM'	17:00	18:00	01:00	
9: '2031 'Do Minimum' + Site B AM'	08:00	09:00	01:00	F1 + F5
10: '2031 'Do Minimum' + Site B PM'	17:00	18:00	01:00	F2 + F6
11: '2031 'Do Minimum' + Site C AM'	08:00	09:00	01:00	F1 + F7
12: '2031 'Do Minimum' + Site C PM'	17:00	18:00	01:00	F2 + F8
13: '2031 'Do Minimum' + Site B + Site C AM'	08:00	09:00	01:00	F1 + F5 + F7
14: '2031 'Do Minimum' + Site B + Site C PM'	17:00	18:00	01:00	F2 + F6 + F8
15: '2031 'Do Something' + Site B AM'	08:00	09:00	01:00	F3 + F5
16: '2031 'Do Something' + Site B PM'	17:00	18:00	01:00	F4 + F6
17: '2031 'Do Something' + Site C AM'	08:00	09:00	01:00	F3 + F7
18: '2031 'Do Something' + Site C PM'	17:00	18:00	01:00	F4 + F8
19: '2031 'Do Something' + Site B + Site C AM'	08:00	09:00	01:00	F3 + F5 + F7
20: '2031 'Do Something' + Site B + Site C PM'	17:00	18:00	01:00	F4 + F6 + F8

Scenario 1: '2031 'Do Minimum' Background AM' (FG1: '2031 'Do Minimum' Background AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	352	248	600
	B	383	0	806	1189
	C	309	679	0	988
	Tot.	692	1031	1054	2777

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2031 'Do Minimum' Background AM
Junction: A20/New Hythe Lane signals	
1/1 (short)	309
1/2 (with short)	309(In) 0(Out)
1/3	679
2/1	131
2/2 (with short)	1058(In) 806(Out)
2/3 (short)	252
3/1 (with short)	600(In) 352(Out)
3/2 (short)	248
4/1	1054
5/1	352
5/2	679
6/1	692
7/1	1054

Full Input Data And Results

Lane Saturation Flows

Junction: A20/New Hythe Lane signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A20 (west))	3.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1730	1730
1/2 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	2055	2055
1/3 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead Arm 6 Right	Inf 12.00	0.0 % 100.0 %	1724	1724
2/2 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/3 (A20 (east))	3.00	0.00	N	Arm 6 Right	10.00	100.0 %	1787	1787
3/1 (New Hythe Lane)	4.50	0.00	N	Arm 5 Left	12.00	100.0 %	1960	1960
3/2 (New Hythe Lane)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
4/1 (A20 (west) clearance)	4.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2065	2065
5/1 (A20 (east) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A20 (east) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (New Hythe Lane EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A20 (west) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2031 'Do Minimum' Background PM' (FG2: '2031 'Do Minimum' Background PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	435	234	669
	B	273	0	773	1046
	C	278	932	0	1210
	Tot.	551	1367	1007	2925

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2031 'Do Minimum' Background PM
Junction: A20/New Hythe Lane signals	
1/1 (short)	278
1/2 (with short)	278(In) 0(Out)
1/3	932
2/1	81
2/2 (with short)	965(In) 773(Out)
2/3 (short)	192
3/1 (with short)	669(In) 435(Out)
3/2 (short)	234
4/1	1007
5/1	435
5/2	932
6/1	551
7/1	1007

Full Input Data And Results

Lane Saturation Flows

Junction: A20/New Hythe Lane signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A20 (west))	3.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1730	1730
1/2 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	2055	2055
1/3 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead Arm 6 Right	Inf 12.00	0.0 % 100.0 %	1724	1724
2/2 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/3 (A20 (east))	3.00	0.00	N	Arm 6 Right	10.00	100.0 %	1787	1787
3/1 (New Hythe Lane)	4.50	0.00	N	Arm 5 Left	12.00	100.0 %	1960	1960
3/2 (New Hythe Lane)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
4/1 (A20 (west) clearance)	4.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2065	2065
5/1 (A20 (east) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A20 (east) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (New Hythe Lane EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A20 (west) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2031 'Do Minimum' + Site B AM' (FG9: '2031 'Do Minimum' + Site B AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	353	248	601
	B	386	0	871	1257
	C	309	699	0	1008
	Tot.	695	1052	1119	2866

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2031 'Do Minimum' + Site B AM
Junction: A20/New Hythe Lane signals	
1/1 (short)	309
1/2 (with short)	309(In) 0(Out)
1/3	699
2/1	177
2/2 (with short)	1080(In) 871(Out)
2/3 (short)	209
3/1 (with short)	601(In) 353(Out)
3/2 (short)	248
4/1	1119
5/1	353
5/2	699
6/1	695
7/1	1119

Full Input Data And Results

Lane Saturation Flows

Junction: A20/New Hythe Lane signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A20 (west))	3.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1730	1730
1/2 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	2055	2055
1/3 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead Arm 6 Right	Inf 12.00	0.0 % 100.0 %	1724	1724
2/2 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/3 (A20 (east))	3.00	0.00	N	Arm 6 Right	10.00	100.0 %	1787	1787
3/1 (New Hythe Lane)	4.50	0.00	N	Arm 5 Left	12.00	100.0 %	1960	1960
3/2 (New Hythe Lane)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
4/1 (A20 (west) clearance)	4.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2065	2065
5/1 (A20 (east) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A20 (east) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (New Hythe Lane EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A20 (west) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 'Do Minimum' + Site B PM' (FG10: '2031 'Do Minimum' + Site B PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	437	234	671
	B	274	0	797	1071
	C	278	977	0	1255
	Tot.	552	1414	1031	2997

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2031 'Do Minimum' + Site B PM
Junction: A20/New Hythe Lane signals	
1/1 (short)	278
1/2 (with short)	278(In) 0(Out)
1/3	977
2/1	148
2/2 (with short)	923(In) 795(Out)
2/3 (short)	128
3/1 (with short)	671(In) 437(Out)
3/2 (short)	234
4/1	1031
5/1	437
5/2	977
6/1	552
7/1	1031

Full Input Data And Results

Lane Saturation Flows

Junction: A20/New Hythe Lane signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A20 (west))	3.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1730	1730
1/2 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	2055	2055
1/3 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead Arm 6 Right	Inf 12.00	1.4 % 98.6 %	1727	1727
2/2 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/3 (A20 (east))	3.00	0.00	N	Arm 6 Right	10.00	100.0 %	1787	1787
3/1 (New Hythe Lane)	4.50	0.00	N	Arm 5 Left	12.00	100.0 %	1960	1960
3/2 (New Hythe Lane)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
4/1 (A20 (west) clearance)	4.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2065	2065
5/1 (A20 (east) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A20 (east) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (New Hythe Lane EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A20 (west) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2031 'Do Minimum' + Site C AM' (FG11: '2031 'Do Minimum' + Site C AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	352	249	601
	B	383	0	811	1194
	C	312	695	0	1007
	Tot.	695	1047	1060	2802

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2031 'Do Minimum' + Site C AM
Junction: A20/New Hythe Lane signals	
1/1 (short)	312
1/2 (with short)	312(In) 0(Out)
1/3	695
2/1	178
2/2 (with short)	1016(In) 806(Out)
2/3 (short)	210
3/1 (with short)	601(In) 352(Out)
3/2 (short)	249
4/1	1060
5/1	352
5/2	695
6/1	695
7/1	1060

Full Input Data And Results

Lane Saturation Flows

Junction: A20/New Hythe Lane signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A20 (west))	3.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1730	1730
1/2 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	2055	2055
1/3 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead Arm 6 Right	Inf 12.00	2.8 % 97.2 %	1730	1730
2/2 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/3 (A20 (east))	3.00	0.00	N	Arm 6 Right	10.00	100.0 %	1787	1787
3/1 (New Hythe Lane)	4.50	0.00	N	Arm 5 Left	12.00	100.0 %	1960	1960
3/2 (New Hythe Lane)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
4/1 (A20 (west) clearance)	4.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2065	2065
5/1 (A20 (east) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A20 (east) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (New Hythe Lane EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A20 (west) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2031 'Do Minimum' + Site C PM' (FG12: '2031 'Do Minimum' + Site C PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	435	236	671
	B	273	0	784	1057
	C	279	938	0	1217
	Tot.	552	1373	1020	2945

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2031 'Do Minimum' + Site C PM
Junction: A20/New Hythe Lane signals	
1/1 (short)	279
1/2 (with short)	289(In) 10(Out)
1/3	928
2/1	129
2/2 (with short)	928(In) 784(Out)
2/3 (short)	144
3/1 (with short)	671(In) 435(Out)
3/2 (short)	236
4/1	1020
5/1	445
5/2	928
6/1	552
7/1	1020

Full Input Data And Results

Lane Saturation Flows

Junction: A20/New Hythe Lane signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A20 (west))	3.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1730	1730
1/2 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
1/3 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead Arm 6 Right	Inf 12.00	0.0 % 100.0 %	1724	1724
2/2 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/3 (A20 (east))	3.00	0.00	N	Arm 6 Right	10.00	100.0 %	1787	1787
3/1 (New Hythe Lane)	4.50	0.00	N	Arm 5 Left	12.00	100.0 %	1960	1960
3/2 (New Hythe Lane)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
4/1 (A20 (west) clearance)	4.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2065	2065
5/1 (A20 (east) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A20 (east) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (New Hythe Lane EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A20 (west) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2031 'Do Minimum' + Site B + Site C AM' (FG13: '2031 'Do Minimum' + Site B + Site C AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	353	249	602
	B	386	0	876	1262
	C	312	715	0	1027
	Tot.	698	1068	1125	2891

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2031 'Do Minimum' + Site B + Site C AM
Junction: A20/New Hythe Lane signals	
1/1 (short)	312
1/2 (with short)	312(In) 0(Out)
1/3	715
2/1	196
2/2 (with short)	1066(In) 852(Out)
2/3 (short)	214
3/1 (with short)	602(In) 353(Out)
3/2 (short)	249
4/1	1125
5/1	353
5/2	715
6/1	698
7/1	1125

Full Input Data And Results

Lane Saturation Flows

Junction: A20/New Hythe Lane signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A20 (west))	3.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1730	1730
1/2 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	2055	2055
1/3 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead Arm 6 Right	Inf 12.00	12.2 % 87.8 %	1748	1748
2/2 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/3 (A20 (east))	3.00	0.00	N	Arm 6 Right	10.00	100.0 %	1787	1787
3/1 (New Hythe Lane)	4.50	0.00	N	Arm 5 Left	12.00	100.0 %	1960	1960
3/2 (New Hythe Lane)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
4/1 (A20 (west) clearance)	4.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2065	2065
5/1 (A20 (east) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A20 (east) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (New Hythe Lane EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A20 (west) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2031 'Do Minimum' + Site B + Site C PM' (FG14: '2031 'Do Minimum' + Site B + Site C PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	437	236	673
	B	274	0	808	1082
	C	279	983	0	1262
	Tot.	553	1420	1044	3017

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2031 'Do Minimum' + Site B + Site C PM
Junction: A20/New Hythe Lane signals	
1/1 (short)	279
1/2 (with short)	279(In) 0(Out)
1/3	983
2/1	152
2/2 (with short)	930(In) 801(Out)
2/3 (short)	129
3/1 (with short)	673(In) 437(Out)
3/2 (short)	236
4/1	1044
5/1	437
5/2	983
6/1	553
7/1	1044

Full Input Data And Results

Lane Saturation Flows

Junction: A20/New Hythe Lane signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A20 (west))	3.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1730	1730
1/2 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	2055	2055
1/3 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead Arm 6 Right	Inf 12.00	4.6 % 95.4 %	1733	1733
2/2 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/3 (A20 (east))	3.00	0.00	N	Arm 6 Right	10.00	100.0 %	1787	1787
3/1 (New Hythe Lane)	4.50	0.00	N	Arm 5 Left	12.00	100.0 %	1960	1960
3/2 (New Hythe Lane)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
4/1 (A20 (west) clearance)	4.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2065	2065
5/1 (A20 (east) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A20 (east) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (New Hythe Lane EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A20 (west) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2031 'Do Something' Background AM' (FG3: '2031 'Do Something' Background AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	231	223	454
	B	280	0	829	1109
	C	365	741	0	1106
	Tot.	645	972	1052	2669

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2031 'Do Something' Background AM
Junction: A20/New Hythe Lane signals	
1/1 (short)	365
1/2 (with short)	365(In) 0(Out)
1/3	741
2/1	161
2/2 (with short)	948(In) 828(Out)
2/3 (short)	120
3/1 (with short)	454(In) 231(Out)
3/2 (short)	223
4/1	1052
5/1	231
5/2	741
6/1	645
7/1	1052

Full Input Data And Results

Lane Saturation Flows

Junction: A20/New Hythe Lane signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A20 (west))	3.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1730	1730
1/2 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	2055	2055
1/3 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead Arm 6 Right	Inf 12.00	0.6 % 99.4 %	1726	1726
2/2 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/3 (A20 (east))	3.00	0.00	N	Arm 6 Right	10.00	100.0 %	1787	1787
3/1 (New Hythe Lane)	4.50	0.00	N	Arm 5 Left	12.00	100.0 %	1960	1960
3/2 (New Hythe Lane)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
4/1 (A20 (west) clearance)	4.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2065	2065
5/1 (A20 (east) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A20 (east) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (New Hythe Lane EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A20 (west) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2031 'Do Something' Background PM' (FG4: '2031 'Do Something' Background PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	230	269	499
	B	190	0	777	967
	C	247	1052	0	1299
	Tot.	437	1282	1046	2765

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2031 'Do Something' Background PM
Junction: A20/New Hythe Lane signals	
1/1 (short)	247
1/2 (with short)	348(In) 101(Out)
1/3	951
2/1	75
2/2 (with short)	892(In) 777(Out)
2/3 (short)	115
3/1 (with short)	499(In) 230(Out)
3/2 (short)	269
4/1	1046
5/1	331
5/2	951
6/1	437
7/1	1046

Full Input Data And Results

Lane Saturation Flows

Junction: A20/New Hythe Lane signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A20 (west))	3.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1730	1730
1/2 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
1/3 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead Arm 6 Right	Inf 12.00	0.0 % 100.0 %	1724	1724
2/2 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/3 (A20 (east))	3.00	0.00	N	Arm 6 Right	10.00	100.0 %	1787	1787
3/1 (New Hythe Lane)	4.50	0.00	N	Arm 5 Left	12.00	100.0 %	1960	1960
3/2 (New Hythe Lane)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
4/1 (A20 (west) clearance)	4.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2065	2065
5/1 (A20 (east) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A20 (east) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (New Hythe Lane EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A20 (west) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2031 'Do Something' + Site B AM' (FG15: '2031 'Do Something' + Site B AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	232	223	455
	B	283	0	894	1177
	C	365	761	0	1126
	Tot.	648	993	1117	2758

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2031 'Do Something' + Site B AM
Junction: A20/New Hythe Lane signals	
1/1 (short)	365
1/2 (with short)	365(In) 0(Out)
1/3	761
2/1	136
2/2 (with short)	1041(In) 894(Out)
2/3 (short)	147
3/1 (with short)	455(In) 232(Out)
3/2 (short)	223
4/1	1117
5/1	232
5/2	761
6/1	648
7/1	1117

Full Input Data And Results

Lane Saturation Flows

Junction: A20/New Hythe Lane signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A20 (west))	3.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1730	1730
1/2 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	2055	2055
1/3 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead Arm 6 Right	Inf 12.00	0.0 % 100.0 %	1724	1724
2/2 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/3 (A20 (east))	3.00	0.00	N	Arm 6 Right	10.00	100.0 %	1787	1787
3/1 (New Hythe Lane)	4.50	0.00	N	Arm 5 Left	12.00	100.0 %	1960	1960
3/2 (New Hythe Lane)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
4/1 (A20 (west) clearance)	4.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2065	2065
5/1 (A20 (east) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A20 (east) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (New Hythe Lane EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A20 (west) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2031 'Do Something' + Site B PM' (FG16: '2031 'Do Something' + Site B PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	232	269	501
	B	191	0	801	992
	C	247	1097	0	1344
	Tot.	438	1329	1070	2837

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2031 'Do Something' + Site B PM
Junction: A20/New Hythe Lane signals	
1/1 (short)	247
1/2 (with short)	391(In) 144(Out)
1/3	953
2/1	58
2/2 (with short)	934(In) 801(Out)
2/3 (short)	133
3/1 (with short)	501(In) 232(Out)
3/2 (short)	269
4/1	1070
5/1	376
5/2	953
6/1	438
7/1	1070

Full Input Data And Results

Lane Saturation Flows

Junction: A20/New Hythe Lane signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A20 (west))	3.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1730	1730
1/2 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
1/3 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead Arm 6 Right	Inf 12.00	0.0 % 100.0 %	1724	1724
2/2 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/3 (A20 (east))	3.00	0.00	N	Arm 6 Right	10.00	100.0 %	1787	1787
3/1 (New Hythe Lane)	4.50	0.00	N	Arm 5 Left	12.00	100.0 %	1960	1960
3/2 (New Hythe Lane)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
4/1 (A20 (west) clearance)	4.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2065	2065
5/1 (A20 (east) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A20 (east) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (New Hythe Lane EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A20 (west) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2031 'Do Something' + Site C AM' (FG17: '2031 'Do Something' + Site C AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	231	224	455
	B	280	0	834	1114
	C	368	757	0	1125
	Tot.	648	988	1058	2694

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2031 'Do Something' + Site C AM
Junction: A20/New Hythe Lane signals	
1/1 (short)	368
1/2 (with short)	368(In) 0(Out)
1/3	757
2/1	133
2/2 (with short)	981(In) 834(Out)
2/3 (short)	147
3/1 (with short)	455(In) 231(Out)
3/2 (short)	224
4/1	1058
5/1	231
5/2	757
6/1	648
7/1	1058

Full Input Data And Results

Lane Saturation Flows

Junction: A20/New Hythe Lane signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A20 (west))	3.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1730	1730
1/2 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	2055	2055
1/3 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead Arm 6 Right	Inf 12.00	0.0 % 100.0 %	1724	1724
2/2 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/3 (A20 (east))	3.00	0.00	N	Arm 6 Right	10.00	100.0 %	1787	1787
3/1 (New Hythe Lane)	4.50	0.00	N	Arm 5 Left	12.00	100.0 %	1960	1960
3/2 (New Hythe Lane)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
4/1 (A20 (west) clearance)	4.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2065	2065
5/1 (A20 (east) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A20 (east) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (New Hythe Lane EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A20 (west) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2031 'Do Something' + Site C PM' (FG18: '2031 'Do Something' + Site C PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	230	271	501
	B	190	0	788	978
	C	248	1058	0	1306
	Tot.	438	1288	1059	2785

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2031 'Do Something' + Site C PM
Junction: A20/New Hythe Lane signals	
1/1 (short)	248
1/2 (with short)	364(In) 116(Out)
1/3	942
2/1	56
2/2 (with short)	922(In) 788(Out)
2/3 (short)	134
3/1 (with short)	501(In) 230(Out)
3/2 (short)	271
4/1	1059
5/1	346
5/2	942
6/1	438
7/1	1059

Full Input Data And Results

Lane Saturation Flows

Junction: A20/New Hythe Lane signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A20 (west))	3.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1730	1730
1/2 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
1/3 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead Arm 6 Right	Inf 12.00	0.0 % 100.0 %	1724	1724
2/2 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/3 (A20 (east))	3.00	0.00	N	Arm 6 Right	10.00	100.0 %	1787	1787
3/1 (New Hythe Lane)	4.50	0.00	N	Arm 5 Left	12.00	100.0 %	1960	1960
3/2 (New Hythe Lane)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
4/1 (A20 (west) clearance)	4.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2065	2065
5/1 (A20 (east) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A20 (east) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (New Hythe Lane EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A20 (west) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: '2031 'Do Something' + Site B + Site C AM' (FG19: '2031 'Do Something' + Site B + Site C AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	232	224	456
	B	283	0	899	1182
	C	368	777	0	1145
	Tot.	651	1009	1123	2783

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: 2031 'Do Something' + Site B + Site C AM
Junction: A20/New Hythe Lane signals	
1/1 (short)	368
1/2 (with short)	368(In) 0(Out)
1/3	777
2/1	137
2/2 (with short)	1045(In) 898(Out)
2/3 (short)	147
3/1 (with short)	456(In) 232(Out)
3/2 (short)	224
4/1	1123
5/1	232
5/2	777
6/1	651
7/1	1123

Full Input Data And Results

Lane Saturation Flows

Junction: A20/New Hythe Lane signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A20 (west))	3.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1730	1730
1/2 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	2055	2055
1/3 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead Arm 6 Right	Inf 12.00	0.7 % 99.3 %	1726	1726
2/2 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/3 (A20 (east))	3.00	0.00	N	Arm 6 Right	10.00	100.0 %	1787	1787
3/1 (New Hythe Lane)	4.50	0.00	N	Arm 5 Left	12.00	100.0 %	1960	1960
3/2 (New Hythe Lane)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
4/1 (A20 (west) clearance)	4.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2065	2065
5/1 (A20 (east) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A20 (east) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (New Hythe Lane EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A20 (west) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: '2031 'Do Something' + Site B + Site C PM' (FG20: '2031 'Do Something' + Site B + Site C PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	232	271	503
	B	191	0	812	1003
	C	248	1103	0	1351
	Tot.	439	1335	1083	2857

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: 2031 'Do Something' + Site B + Site C PM
Junction: A20/New Hythe Lane signals	
1/1 (short)	248
1/2 (with short)	394(In) 146(Out)
1/3	957
2/1	58
2/2 (with short)	945(In) 812(Out)
2/3 (short)	133
3/1 (with short)	503(In) 232(Out)
3/2 (short)	271
4/1	1083
5/1	378
5/2	957
6/1	439
7/1	1083

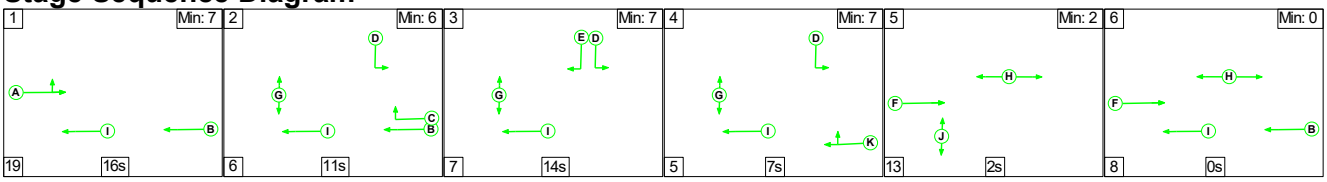
Full Input Data And Results

Lane Saturation Flows

Junction: A20/New Hythe Lane signals								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A20 (west))	3.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1730	1730
1/2 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
1/3 (A20 (west))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/1 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead Arm 6 Right	Inf 12.00	0.0 % 100.0 %	1724	1724
2/2 (A20 (east))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/3 (A20 (east))	3.00	0.00	N	Arm 6 Right	10.00	100.0 %	1787	1787
3/1 (New Hythe Lane)	4.50	0.00	N	Arm 5 Left	12.00	100.0 %	1960	1960
3/2 (New Hythe Lane)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
4/1 (A20 (west) clearance)	4.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2065	2065
5/1 (A20 (east) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A20 (east) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (New Hythe Lane EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A20 (west) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2031 'Do Minimum' Background AM' (FG1: '2031 'Do Minimum' Background AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

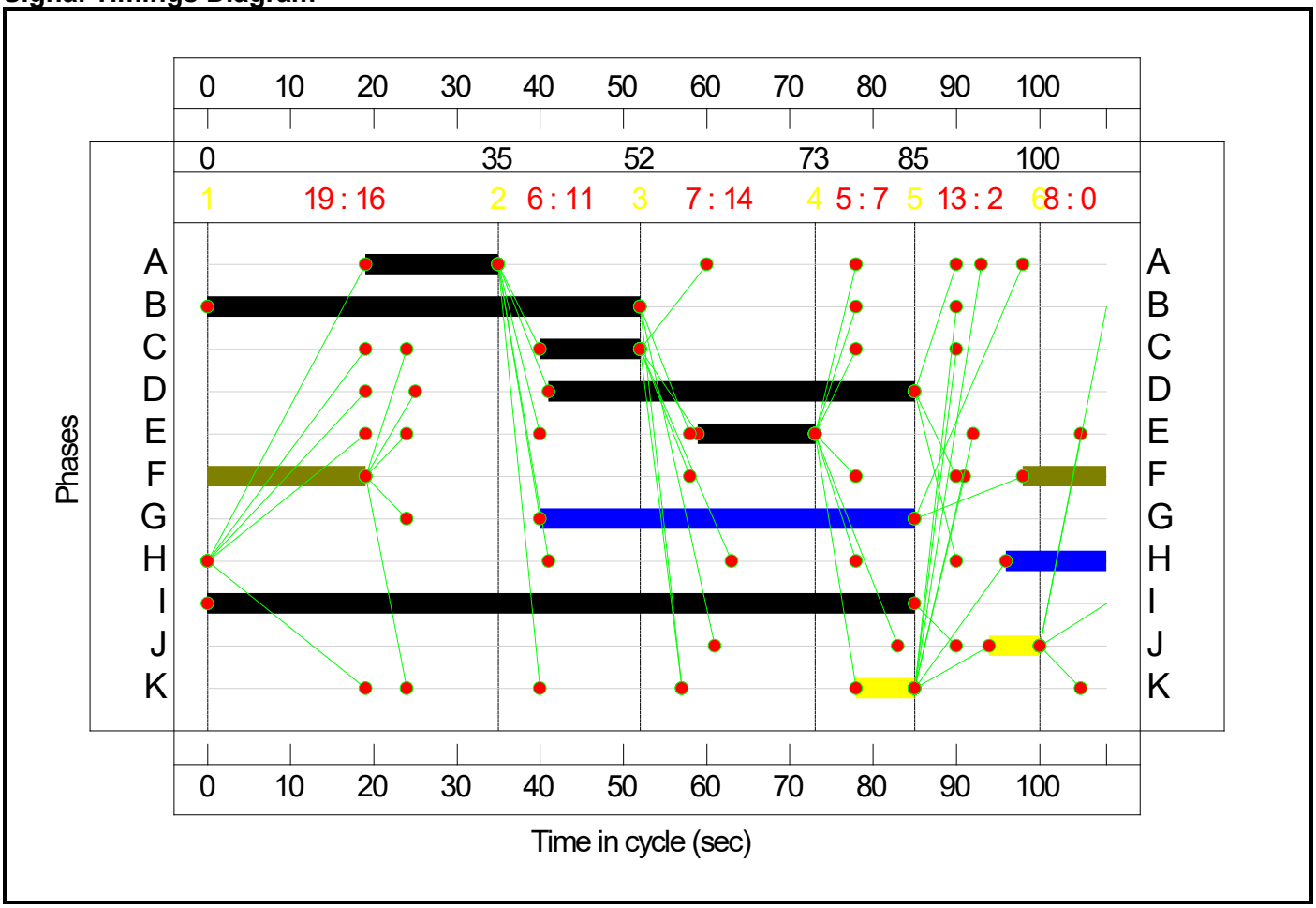


Stage Timings

Stage	1	2	3	4	5	6
Duration	16	11	14	7	2	0
Change Point	0	35	52	73	85	100

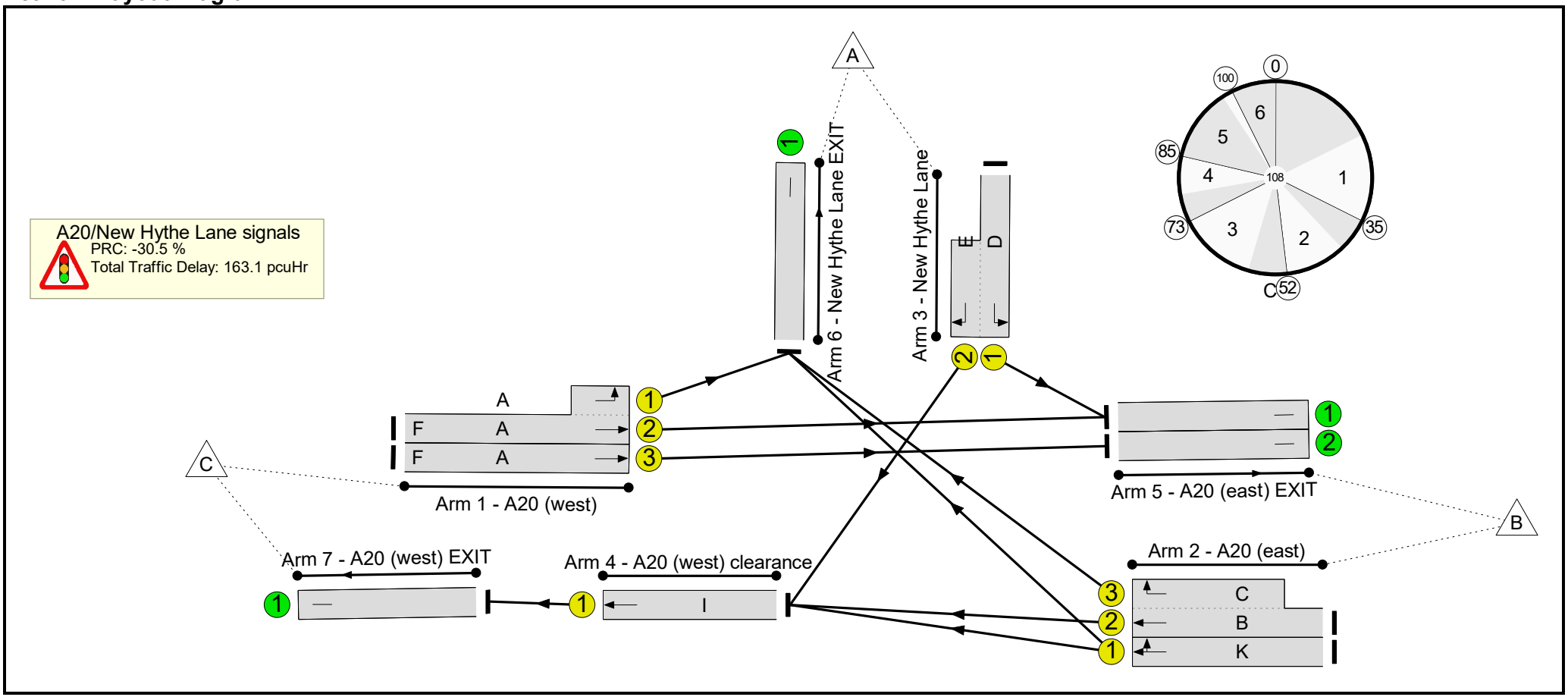
Full Input Data And Results

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	-	-	**N/A**	-	-		-	-	-	-	-	-	**117.4%**
A20/New Hythe Lane signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**117.4%**
1/2+1/1	A20 (west) Ahead Left	U	N/A	N/A	A	F	1	45:16	29	309	2055:1730	0+272	0.0 : 113.5%
1/3	A20 (west) Ahead	U	N/A	N/A	A	F	1	45	29	679	2055	875	77.6%
2/1	A20 (east) Ahead Right	U	N/A	N/A	K		1	7	-	131	1724	128	102.6%
2/2+2/3	A20 (east) Ahead Right	U	N/A	N/A	B C		1	52:12	-	1058	1940:1787	751+215	107.4 : 117.2%
3/1+3/2	New Hythe Lane Right Left	U	N/A	N/A	D E		1	44:14	-	600	1960:1914	300+211	117.4 : 117.4%
4/1	A20 (west) clearance Ahead	U	N/A	N/A	I		1	85	-	1054	2065	1644	58.9%
5/1	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%
5/2	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
6/1	New Hythe Lane EXIT	U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
7/1	A20 (west) EXIT	U	N/A	N/A	-		-	-	-	1054	Inf	Inf	0.0%

Full Input Data And Results

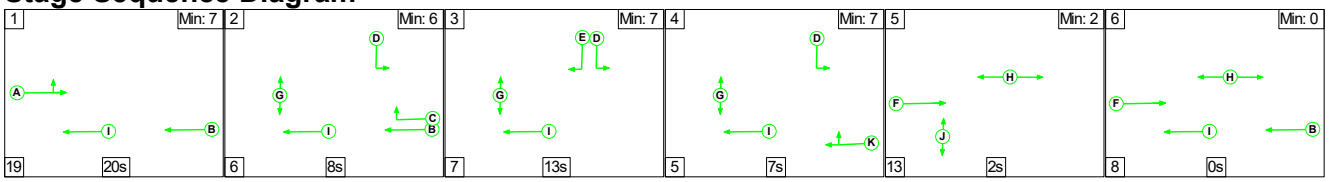
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**33.4**	**129.8**	**0.0**	**163.1**	**-**	**-**	**-**	**-**
A20/New Hythe Lane signals	**-**	**-**	**0**	**0**	**0**	**33.4**	**129.8**	**0.0**	**163.1**	**-**	**-**	**-**	**-**
1/2+1/1	309	272	-	-	-	5.8	21.9	-	27.7	322.5	10.6	21.9	32.5
1/3	679	679	-	-	-	5.0	1.7	-	6.7	35.6	17.4	1.7	19.1
2/1	131	128	-	-	-	1.9	6.6	-	8.5	234.9	4.0	6.6	10.6
2/2+2/3	1058	972	-	-	-	12.7	51.2	-	63.9	217.6	32.5	51.2	83.7
3/1+3/2	600	546	-	-	-	7.9	47.6	-	55.5	333.1	15.9	47.6	63.5
4/1	968	968	-	-	-	0.0	0.7	-	0.7	2.7	0.0	0.7	0.7
5/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -30.5 Total Delay for Signalled Lanes (pcuHr): 163.12 Cycle Time (s): 108
PRC Over All Lanes (%): -30.5 Total Delay Over All Lanes(pcuHr): 163.12

Full Input Data And Results

Scenario 2: '2031 'Do Minimum' Background PM' (FG2: '2031 'Do Minimum' Background PM', Plan 1: 'Network Control Plan 1')

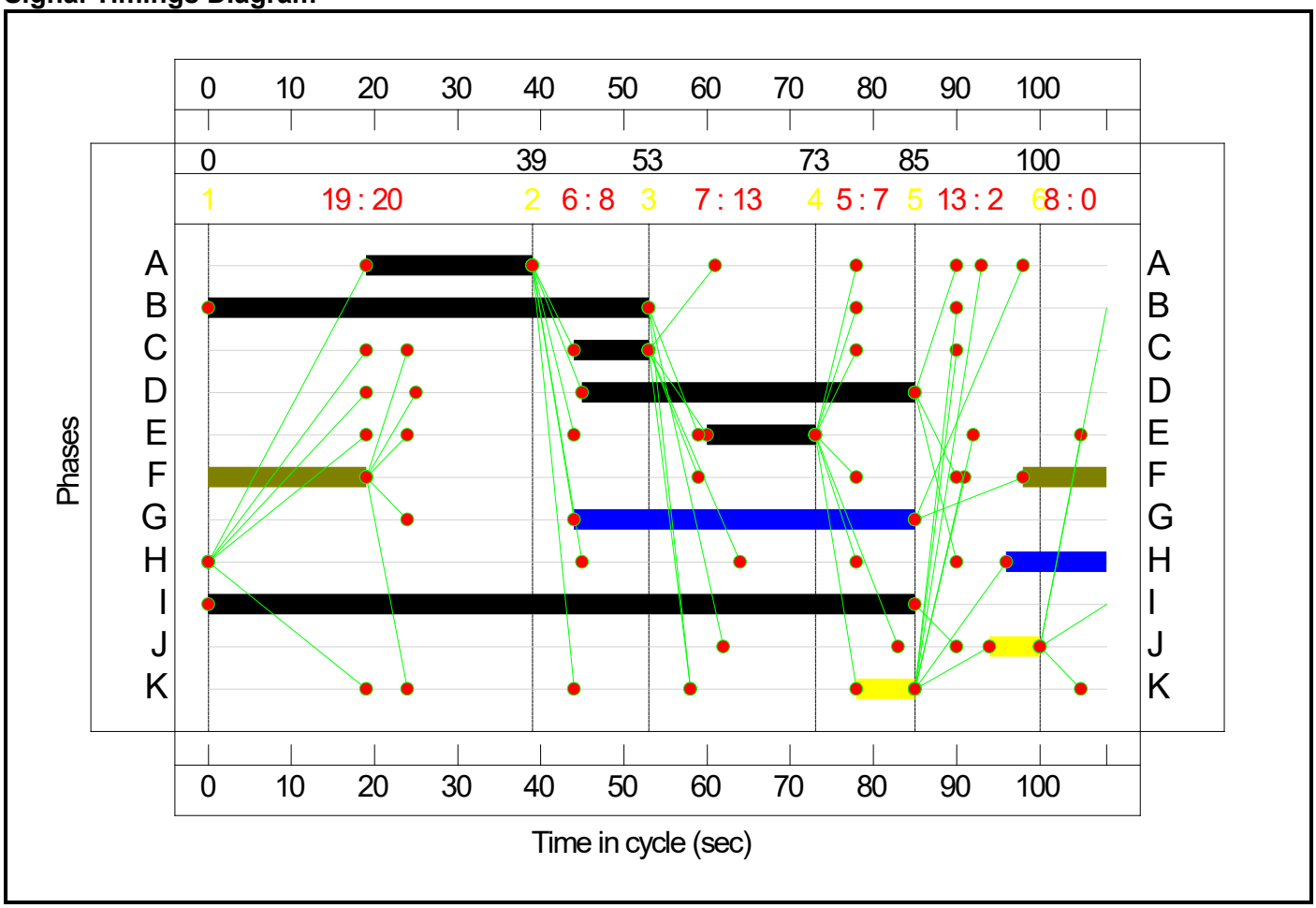
Stage Sequence Diagram



Stage Timings

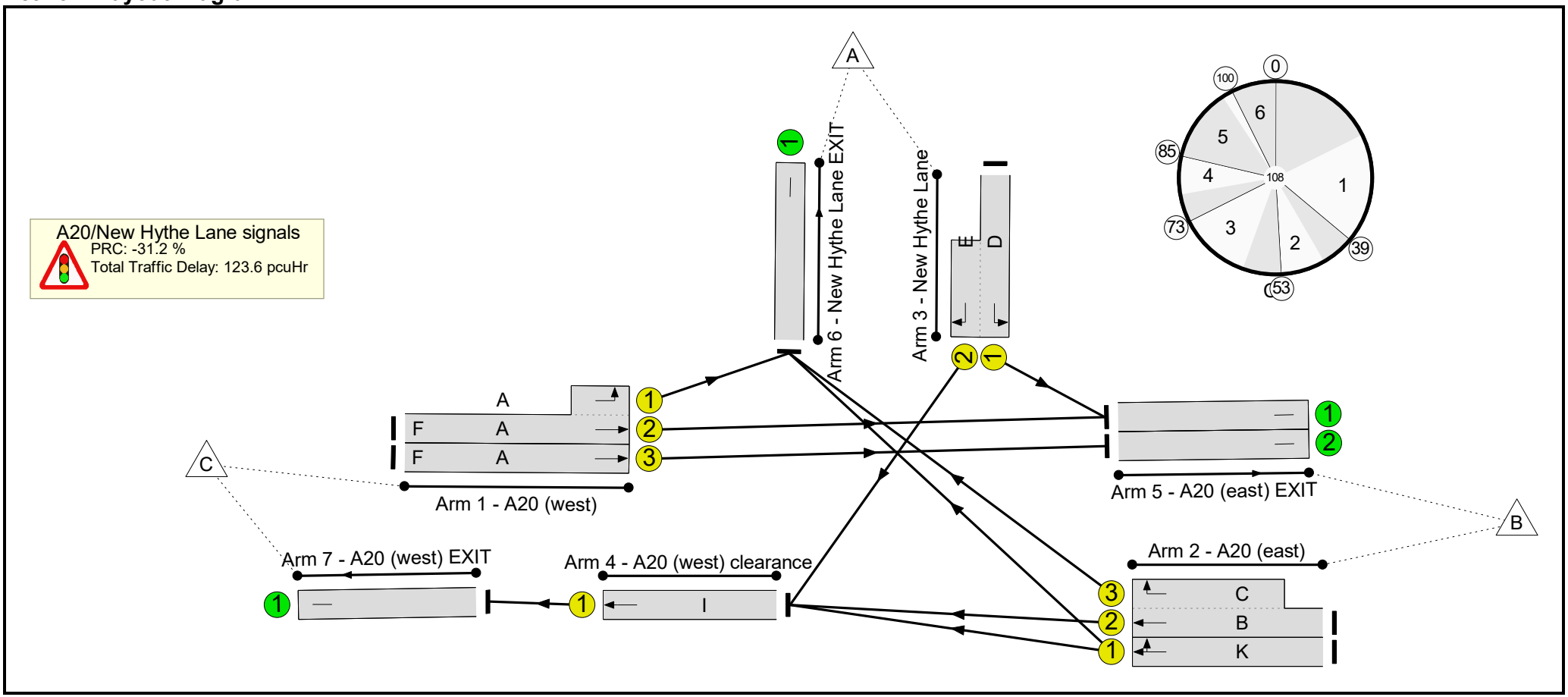
Stage	1	2	3	4	5	6
Duration	20	8	13	7	2	0
Change Point	0	39	53	73	85	100

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**	-	-		-	-	-	-	-	-	**118.1%**
A20/New Hythe Lane signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.1%**
1/2+1/1	A20 (west) Ahead Left	U	N/A	N/A	A	F	1	49:20	29	278	2055:1730	0+336	0.0 : 82.6%
1/3	A20 (west) Ahead	U	N/A	N/A	A	F	1	49	29	932	2055	951	98.0%
2/1	A20 (east) Ahead Right	U	N/A	N/A	K		1	7	-	81	1724	128	63.4%
2/2+2/3	A20 (east) Ahead Right	U	N/A	N/A	B C		1	53:9	-	965	1940:1787	818+165	94.4 : 116.0%
3/1+3/2	New Hythe Lane Right Left	U	N/A	N/A	D E		1	40:13	-	669	1960:1914	368+198	118.1 : 118.1%
4/1	A20 (west) clearance Ahead	U	N/A	N/A	I		1	85	-	1007	2065	1644	59.1%
5/1	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
5/2	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	932	Inf	Inf	0.0%
6/1	New Hythe Lane EXIT	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
7/1	A20 (west) EXIT	U	N/A	N/A	-		-	-	-	1007	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	**-**	**-**	**0**	**0**	**0**	**29.6**	**94.1**	**0.0**	**123.6**	**-**	**-**	**-**	**-**
A20/New Hythe Lane signals	**-**	**-**	**0**	**0**	**0**	**29.6**	**94.1**	**0.0**	**123.6**	**-**	**-**	**-**	**-**
1/2+1/1	278	278	-	-	-	3.2	2.2	-	5.4	70.4	8.0	2.2	10.2
1/3	932	932	-	-	-	7.4	11.2	-	18.5	71.6	27.4	11.2	38.6
2/1	81	81	-	-	-	1.1	0.8	-	1.9	85.8	2.3	0.8	3.2
2/2+2/3	965	938	-	-	-	9.0	24.8	-	33.8	126.1	25.1	24.8	49.9
3/1+3/2	669	592	-	-	-	8.8	54.3	-	63.2	339.9	18.1	54.3	72.5
4/1	971	971	-	-	-	0.0	0.7	-	0.7	2.7	0.0	0.7	0.7
5/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	932	932	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	971	971	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -31.2
PRC Over All Lanes (%): -31.2

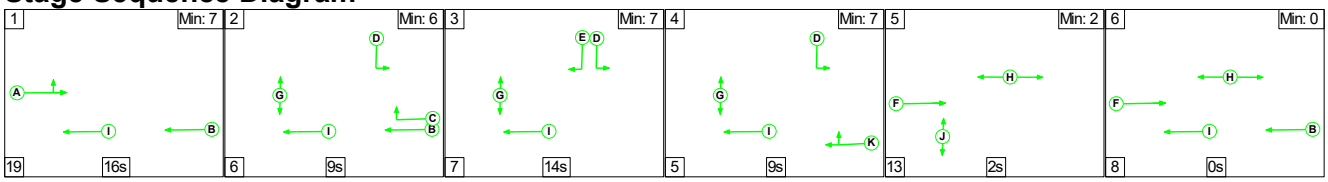
Total Delay for Signalled Lanes (pcuHr): 123.61
Total Delay Over All Lanes(pcuHr): 123.61

Cycle Time (s): 108

Full Input Data And Results

Scenario 3: '2031 'Do Minimum' + Site B AM' (FG9: '2031 'Do Minimum' + Site B AM', Plan 1: 'Network Control Plan 1')

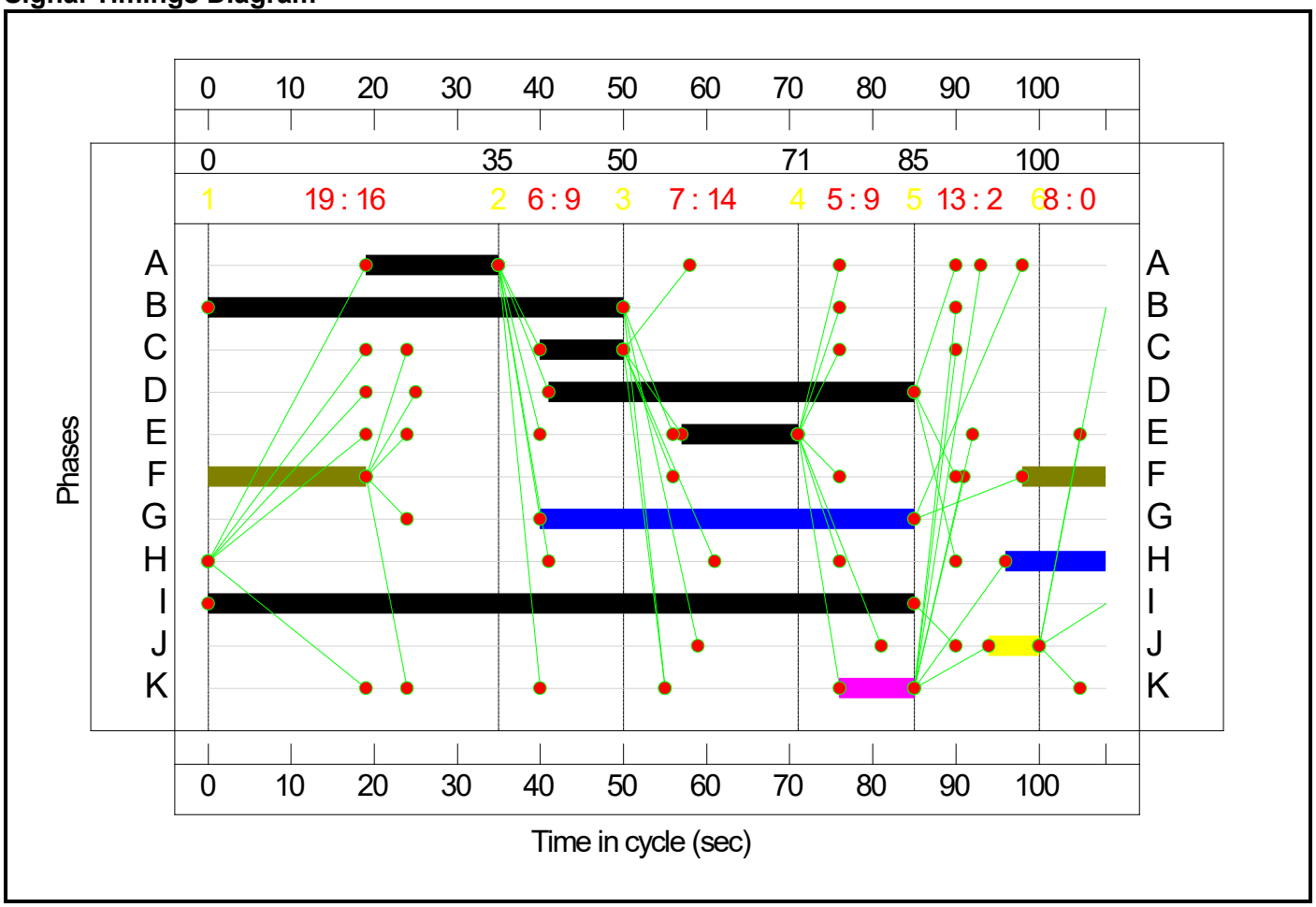
Stage Sequence Diagram



Stage Timings

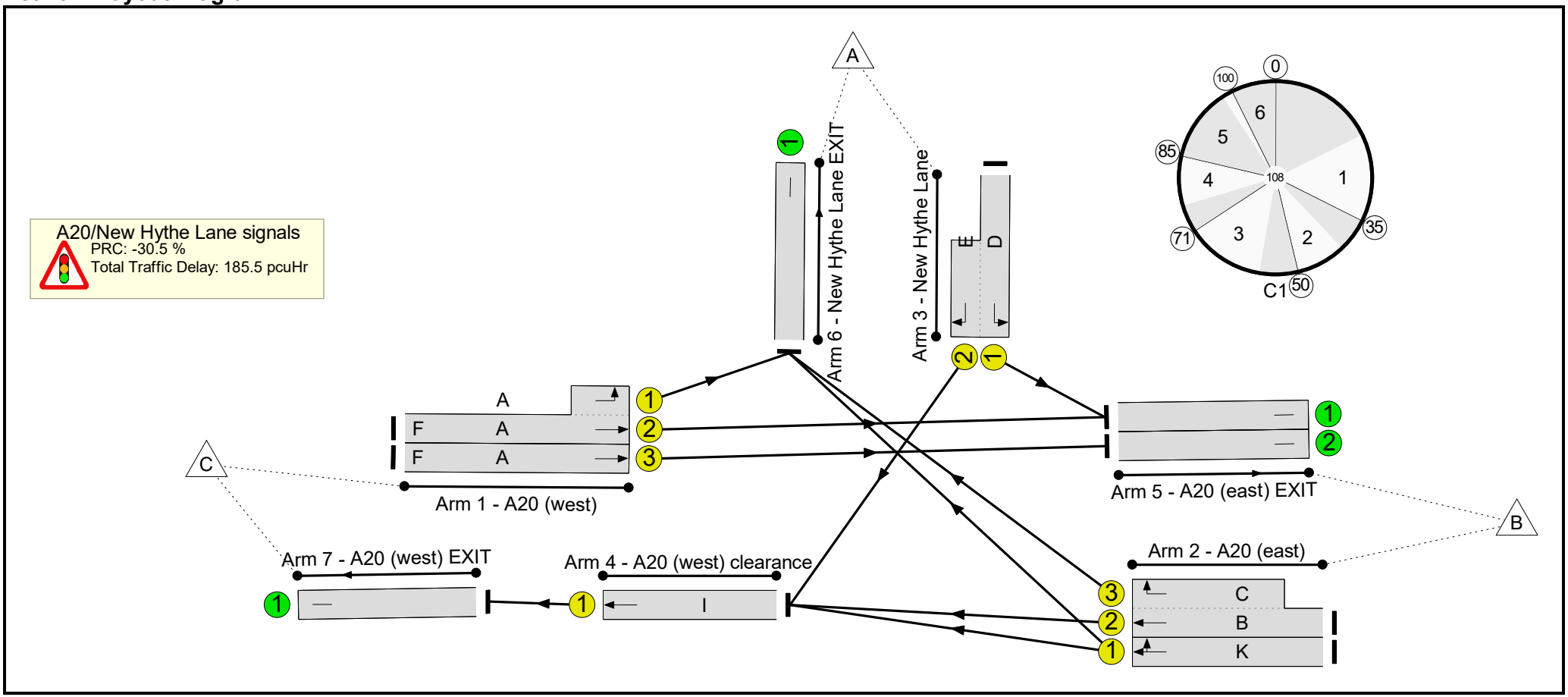
Stage	1	2	3	4	5	6
Duration	16	9	14	9	2	0
Change Point	0	35	50	71	85	100

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**	-	-		-	-	-	-	-	-	**117.4%**
A20/New Hythe Lane signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**117.4%**
1/2+1/1	A20 (west) Ahead Left	U	N/A	N/A	A	F	1	45:16	29	309	2055:1730	0+272	0.0 : 113.5%
1/3	A20 (west) Ahead	U	N/A	N/A	A	F	1	45	29	699	2055	875	79.9%
2/1	A20 (east) Ahead Right	U	N/A	N/A	K		1	9	-	177	1724	160	110.9%
2/2+2/3	A20 (east) Ahead Right	U	N/A	N/A	B C		1	50:10	-	1080	1940:1787	780+182	111.7 : 114.8%
3/1+3/2	New Hythe Lane Right Left	U	N/A	N/A	D E		1	44:14	-	601	1960:1914	301+211	117.4 : 117.4%
4/1	A20 (west) clearance Ahead	U	N/A	N/A	I		1	85	-	1119	2065	1644	60.3%
5/1	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
5/2	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
6/1	New Hythe Lane EXIT	U	N/A	N/A	-		-	-	-	695	Inf	Inf	0.0%
7/1	A20 (west) EXIT	U	N/A	N/A	-		-	-	-	1119	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	**-**	**-**	**0**	**0**	**0**	**37.4**	**148.1**	**0.0**	**185.5**	**-**	**-**	**-**	**-**
A20/New Hythe Lane signals	**-**	**-**	**0**	**0**	**0**	**37.4**	**148.1**	**0.0**	**185.5**	**-**	**-**	**-**	**-**
1/2+1/1	309	272	-	-	-	5.8	21.9	-	27.7	322.5	10.6	21.9	32.5
1/3	699	699	-	-	-	5.2	1.9	-	7.2	37.0	18.1	1.9	20.0
2/1	177	160	-	-	-	3.1	12.3	-	15.3	312.0	5.8	12.3	18.1
2/2+2/3	1080	962	-	-	-	15.5	63.4	-	78.9	263.0	36.0	63.4	99.4
3/1+3/2	601	561	-	-	-	7.8	47.8	-	55.6	333.0	15.9	47.8	63.7
4/1	991	991	-	-	-	0.0	0.8	-	0.8	2.7	0.0	0.8	0.8
5/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	991	991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -30.5
PRC Over All Lanes (%): -30.5

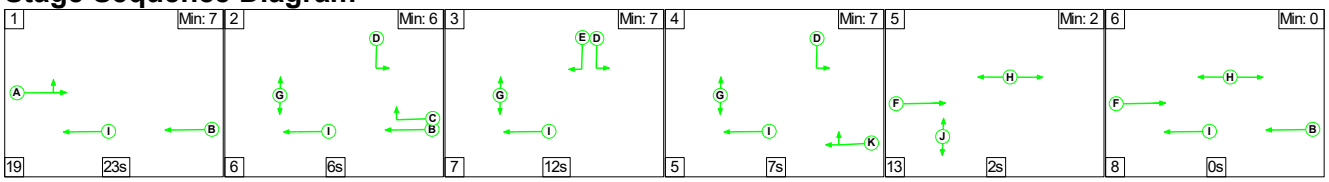
Total Delay for Signalled Lanes (pcuHr): 185.45
Total Delay Over All Lanes(pcuHr): 185.45

Cycle Time (s): 108

Full Input Data And Results

Scenario 4: '2031 'Do Minimum' + Site B PM' (FG10: '2031 'Do Minimum' + Site B PM', Plan 1: 'Network Control Plan 1')

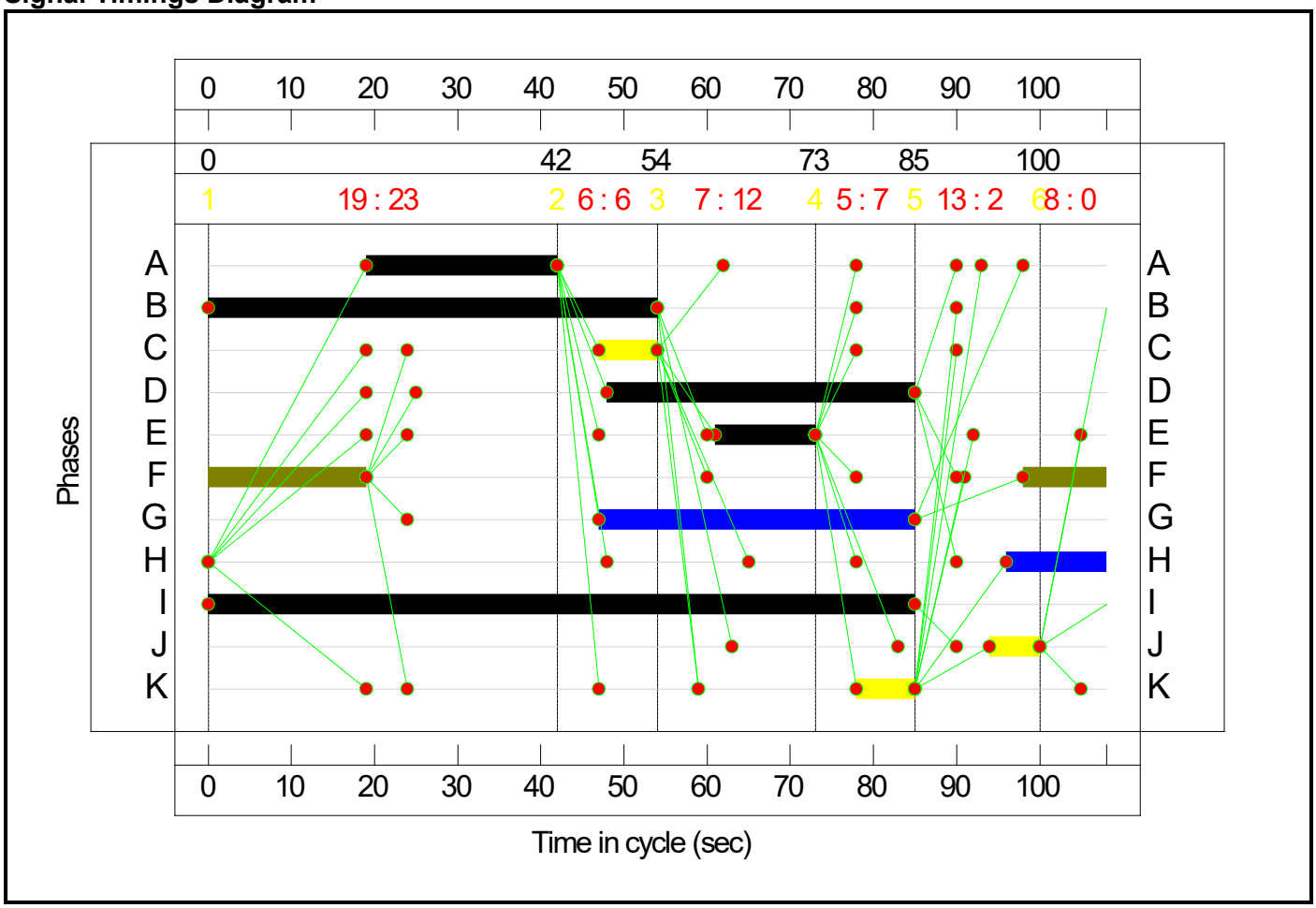
Stage Sequence Diagram



Stage Timings

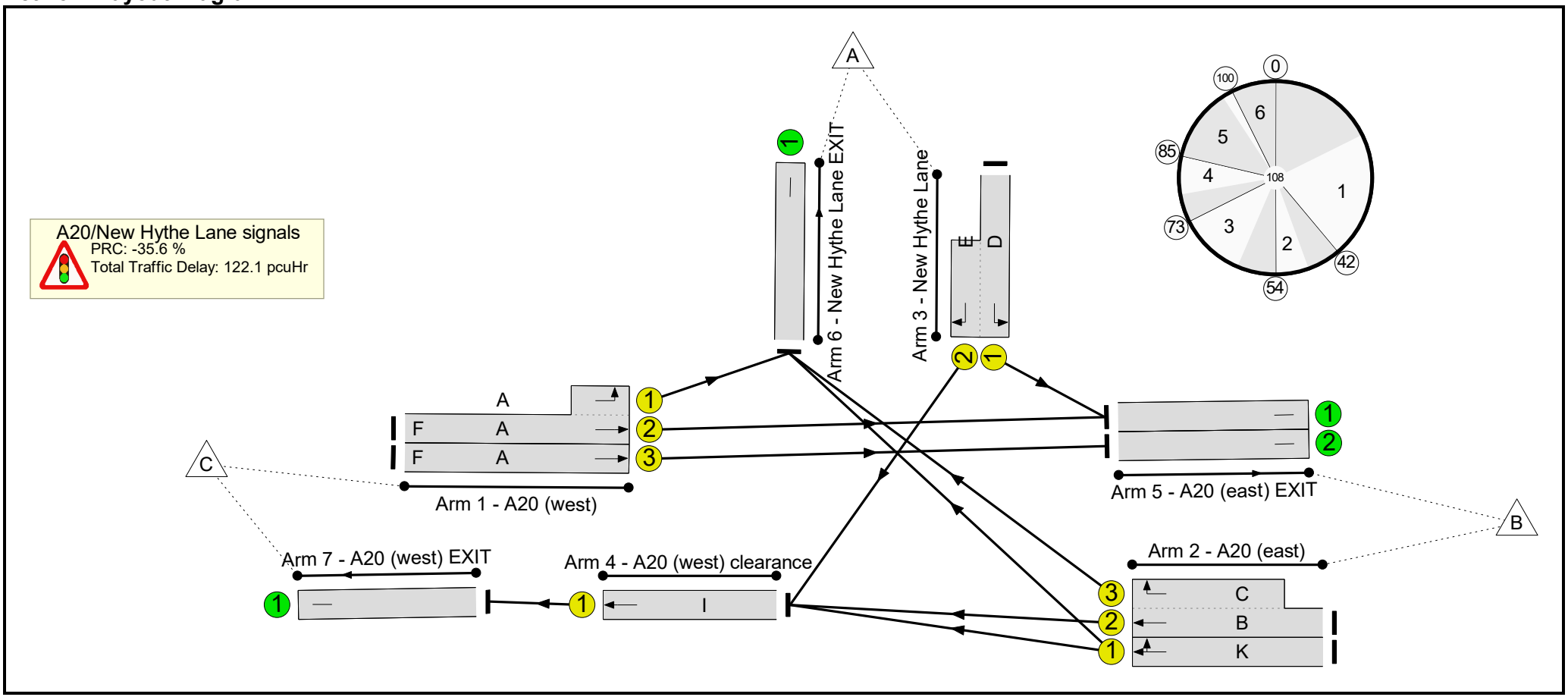
Stage	1	2	3	4	5	6
Duration	23	6	12	7	2	0
Change Point	0	42	54	73	85	100

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**	-	-		-	-	-	-	-	-	**122.0%**
A20/New Hythe Lane signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**122.0%**
1/2+1/1	A20 (west) Ahead Left	U	N/A	N/A	A	F	1	52:23	29	278	2055:1730	0+384	0.0 : 72.3%
1/3	A20 (west) Ahead	U	N/A	N/A	A	F	1	52	29	977	2055	1008	96.9%
2/1	A20 (east) Ahead Right	U	N/A	N/A	K		1	7	-	148	1727	128	115.7%
2/2+2/3	A20 (east) Ahead Right	U	N/A	N/A	B C		1	54:7	-	923	1940:1787	878+132	90.5 : 96.7%
3/1+3/2	New Hythe Lane Right Left	U	N/A	N/A	D E		1	37:12	-	671	1960:1914	358+192	122.0 : 122.0%
4/1	A20 (west) clearance Ahead	U	N/A	N/A	I		1	85	-	1031	2065	1644	60.1%
5/1	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
5/2	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%
6/1	New Hythe Lane EXIT	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
7/1	A20 (west) EXIT	U	N/A	N/A	-		-	-	-	1031	Inf	Inf	0.0%

Full Input Data And Results

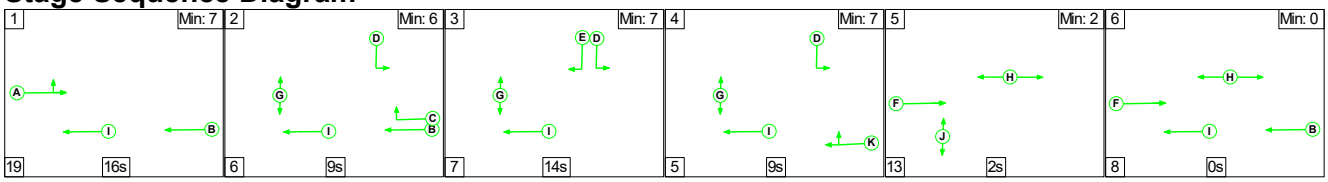
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**29.5**	**92.5**	**0.0**	**122.1**	**-**	**-**	**-**	**-**
A20/New Hythe Lane signals	**-**	**-**	**0**	**0**	**0**	**29.5**	**92.5**	**0.0**	**122.1**	**-**	**-**	**-**	**-**
1/2+1/1	278	278	-	-	-	3.0	1.3	-	4.3	55.4	7.7	1.3	9.0
1/3	977	977	-	-	-	7.2	9.6	-	16.9	62.2	28.2	9.6	37.9
2/1	148	128	-	-	-	2.8	12.9	-	15.7	381.9	5.0	12.9	17.9
2/2+2/3	923	923	-	-	-	6.9	4.8	-	11.6	45.4	23.6	4.8	28.3
3/1+3/2	671	563	-	-	-	9.6	63.2	-	72.8	390.5	18.2	63.2	81.4
4/1	989	989	-	-	-	0.0	0.8	-	0.8	2.8	0.0	0.8	0.8
5/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	977	977	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -35.6 Total Delay for Signalled Lanes (pcuHr): 122.06 Cycle Time (s): 108
PRC Over All Lanes (%): -35.6 Total Delay Over All Lanes(pcuHr): 122.06

Full Input Data And Results

Scenario 5: '2031 'Do Minimum' + Site C AM' (FG11: '2031 'Do Minimum' + Site C AM', Plan 1: 'Network Control Plan 1')

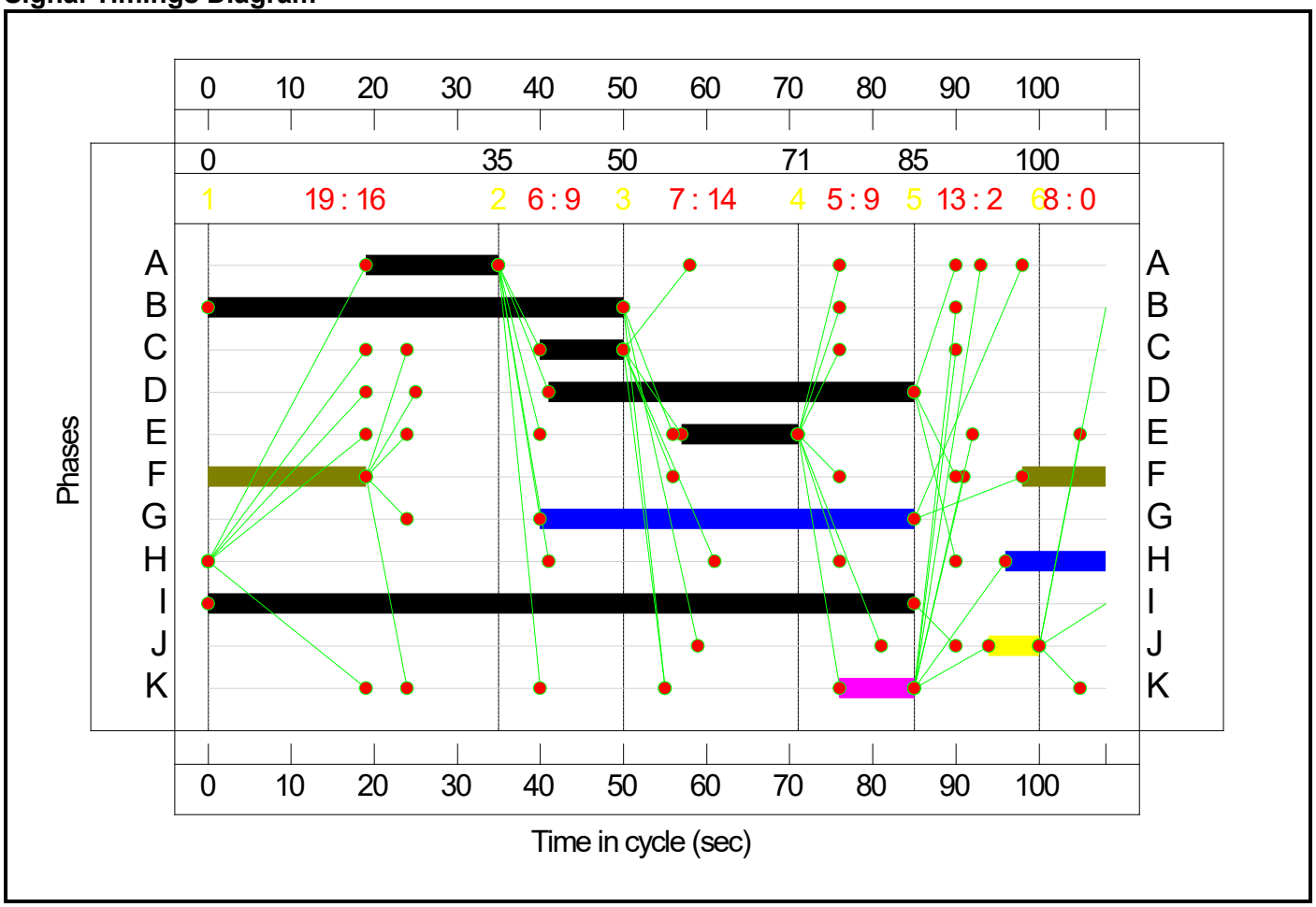
Stage Sequence Diagram



Stage Timings

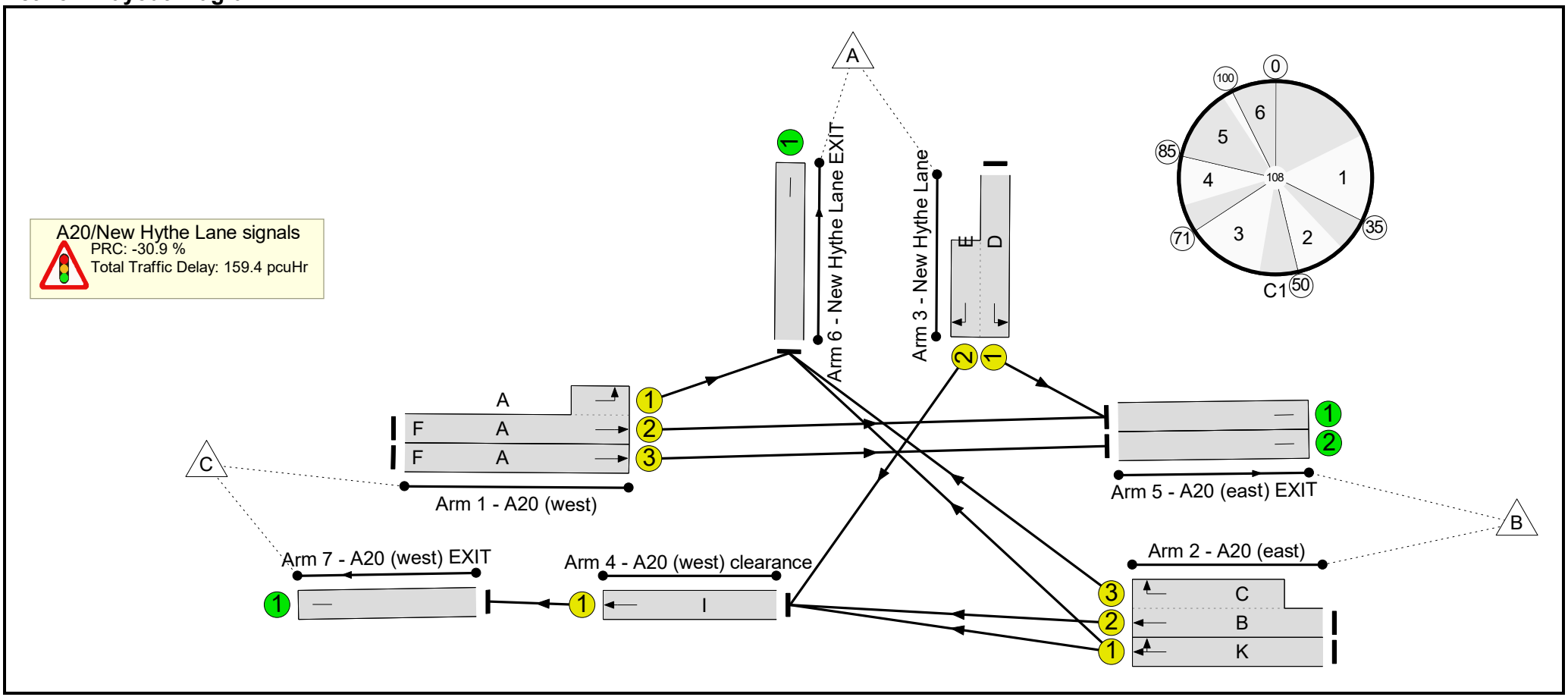
Stage	1	2	3	4	5	6
Duration	16	9	14	9	2	0
Change Point	0	35	50	71	85	100

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**	-	-		-	-	-	-	-	-	**117.8%**
A20/New Hythe Lane signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**117.8%**
1/2+1/1	A20 (west) Ahead Left	U	N/A	N/A	A	F	1	45:16	29	312	2055:1730	0+272	0.0 : 114.6%
1/3	A20 (west) Ahead	U	N/A	N/A	A	F	1	45	29	695	2055	875	79.4%
2/1	A20 (east) Ahead Right	U	N/A	N/A	K		1	9	-	178	1730	160	111.1%
2/2+2/3	A20 (east) Ahead Right	U	N/A	N/A	B C		1	50:10	-	1016	1940:1787	771+182	104.6 : 115.4%
3/1+3/2	New Hythe Lane Right Left	U	N/A	N/A	D E		1	44:14	-	601	1960:1914	299+211	117.8 : 117.8%
4/1	A20 (west) clearance Ahead	U	N/A	N/A	I		1	85	-	1060	2065	1644	60.0%
5/1	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%
5/2	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	695	Inf	Inf	0.0%
6/1	New Hythe Lane EXIT	U	N/A	N/A	-		-	-	-	695	Inf	Inf	0.0%
7/1	A20 (west) EXIT	U	N/A	N/A	-		-	-	-	1060	Inf	Inf	0.0%

Full Input Data And Results

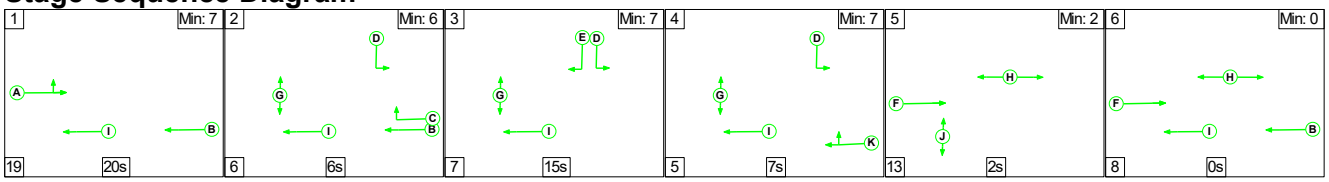
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**34.2**	**125.1**	**0.0**	**159.4**	**-**	**-**	**-**	**-**
A20/New Hythe Lane signals	**-**	**-**	**0**	**0**	**0**	**34.2**	**125.1**	**0.0**	**159.4**	**-**	**-**	**-**	**-**
1/2+1/1	312	272	-	-	-	6.0	23.2	-	29.2	337.0	10.8	23.2	34.0
1/3	695	695	-	-	-	5.2	1.9	-	7.1	36.7	18.0	1.9	19.8
2/1	178	160	-	-	-	3.1	12.5	-	15.6	314.7	5.9	12.5	18.3
2/2+2/3	1016	953	-	-	-	12.1	38.3	-	50.3	178.4	31.7	38.3	70.0
3/1+3/2	601	559	-	-	-	7.9	48.5	-	56.4	337.9	16.0	48.5	64.6
4/1	987	987	-	-	-	0.0	0.7	-	0.8	2.8	0.1	0.7	0.8
5/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -30.9 Total Delay for Signalled Lanes (pcuHr): 159.37 Cycle Time (s): 108
PRC Over All Lanes (%): -30.9 Total Delay Over All Lanes(pcuHr): 159.37

Full Input Data And Results

Scenario 6: '2031 'Do Minimum' + Site C PM' (FG12: '2031 'Do Minimum' + Site C PM', Plan 1: 'Network Control Plan 1')

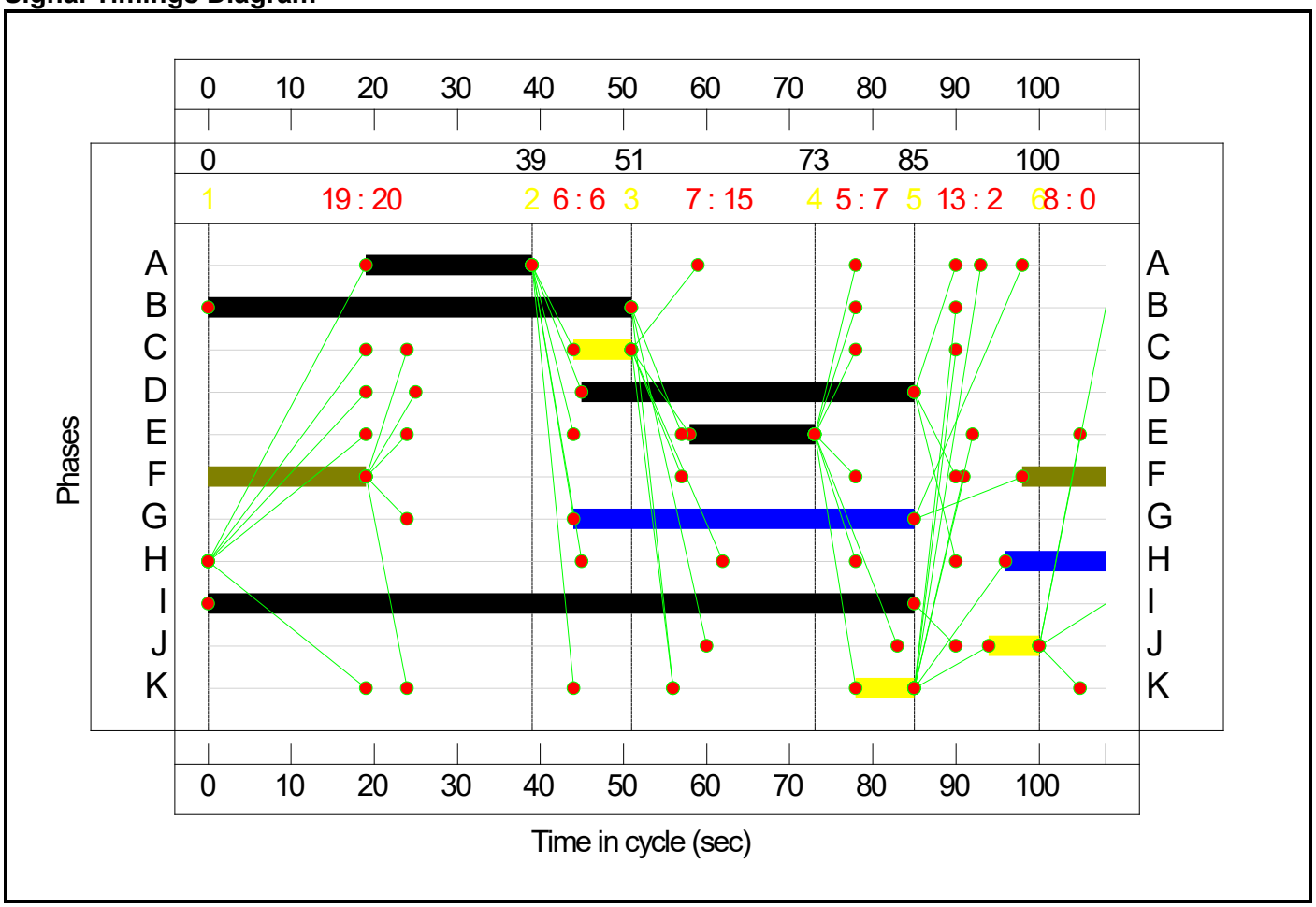
Stage Sequence Diagram



Stage Timings

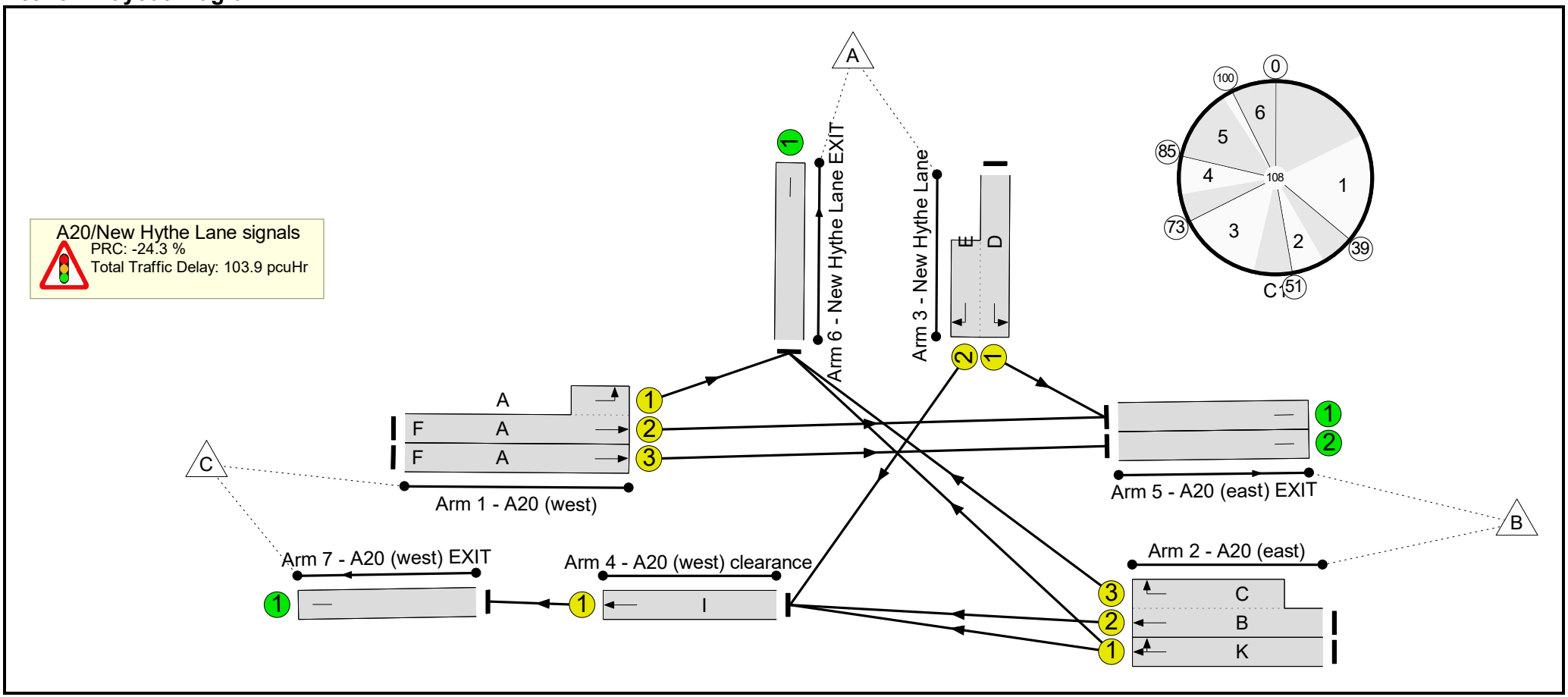
Stage	1	2	3	4	5	6
Duration	20	6	15	7	2	0
Change Point	0	39	51	73	85	100

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**	-	-		-	-	-	-	-	-	**111.9%**
A20/New Hythe Lane signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**111.9%**
1/2+1/1	A20 (west) Ahead Left	U	N/A	N/A	A	F	1	49:20	29	289	2055:1730	12+333	83.7 : 83.7%
1/3	A20 (west) Ahead	U	N/A	N/A	A	F	1	49	29	928	2055	951	97.5%
2/1	A20 (east) Ahead Right	U	N/A	N/A	K		1	7	-	129	1724	128	101.0%
2/2+2/3	A20 (east) Ahead Right	U	N/A	N/A	B C		1	51:7	-	928	1940:1787	821+132	95.5 : 108.8%
3/1+3/2	New Hythe Lane Right Left	U	N/A	N/A	D E		1	40:15	-	671	1960:1914	389+211	111.9 : 111.9%
4/1	A20 (west) clearance Ahead	U	N/A	N/A	I		1	85	-	1020	2065	1644	60.5%
5/1	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
5/2	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	928	Inf	Inf	0.0%
6/1	New Hythe Lane EXIT	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
7/1	A20 (west) EXIT	U	N/A	N/A	-		-	-	-	1020	Inf	Inf	0.0%

Full Input Data And Results

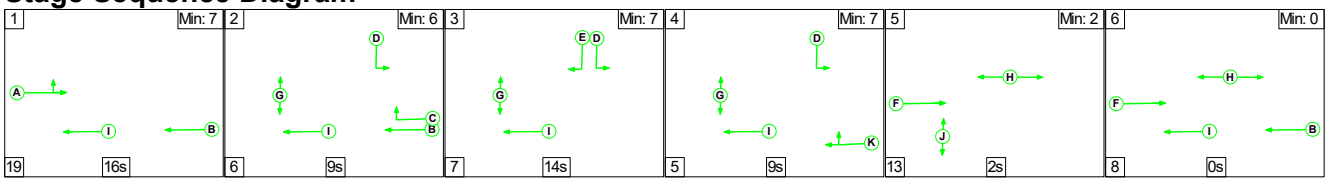
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**28.5**	**75.4**	**0.0**	**103.9**	**-**	**-**	**-**	**-**
A20/New Hythe Lane signals	**-**	**-**	**0**	**0**	**0**	**28.5**	**75.4**	**0.0**	**103.9**	**-**	**-**	**-**	**-**
1/2+1/1	289	289	-	-	-	3.3	2.4	-	5.7	70.9	8.2	2.4	10.5
1/3	928	928	-	-	-	7.3	10.5	-	17.8	69.0	27.1	10.5	37.5
2/1	129	128	-	-	-	1.8	6.0	-	7.9	219.1	3.9	6.0	9.9
2/2+2/3	928	916	-	-	-	8.2	16.0	-	24.2	93.8	25.1	16.0	41.1
3/1+3/2	671	645	-	-	-	7.8	39.8	-	47.6	255.5	17.4	39.8	57.2
4/1	995	995	-	-	-	0.0	0.8	-	0.8	2.8	0.0	0.8	0.8
5/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	995	995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -24.3 Total Delay for Signalled Lanes (pcuHr): 103.90 Cycle Time (s): 108
PRC Over All Lanes (%): -24.3 Total Delay Over All Lanes(pcuHr): 103.90

Full Input Data And Results

Scenario 7: '2031 'Do Minimum' + Site B + Site C AM' (FG13: '2031 'Do Minimum' + Site B + Site C AM', Plan 1: 'Network Control Plan 1')

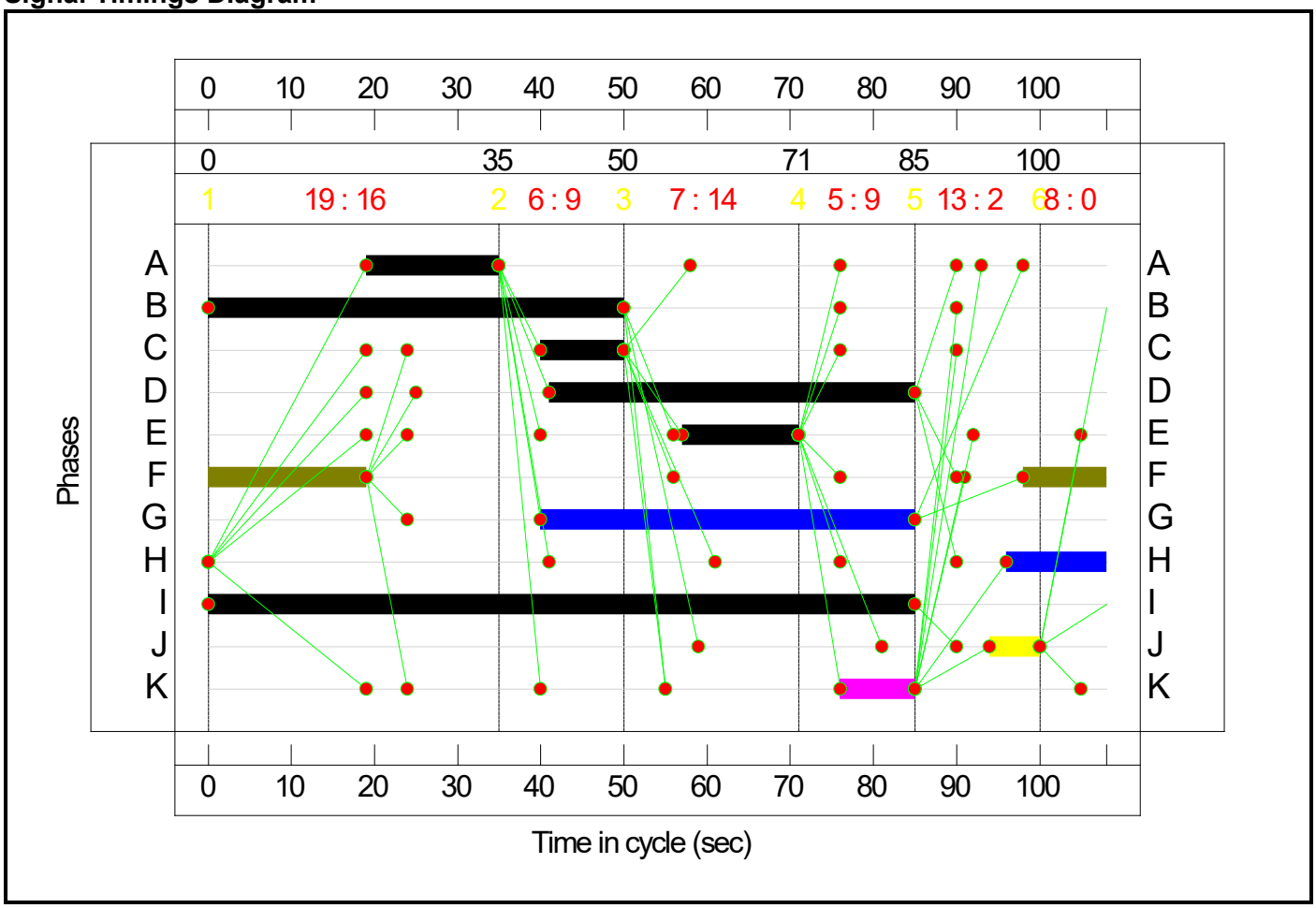
Stage Sequence Diagram



Stage Timings

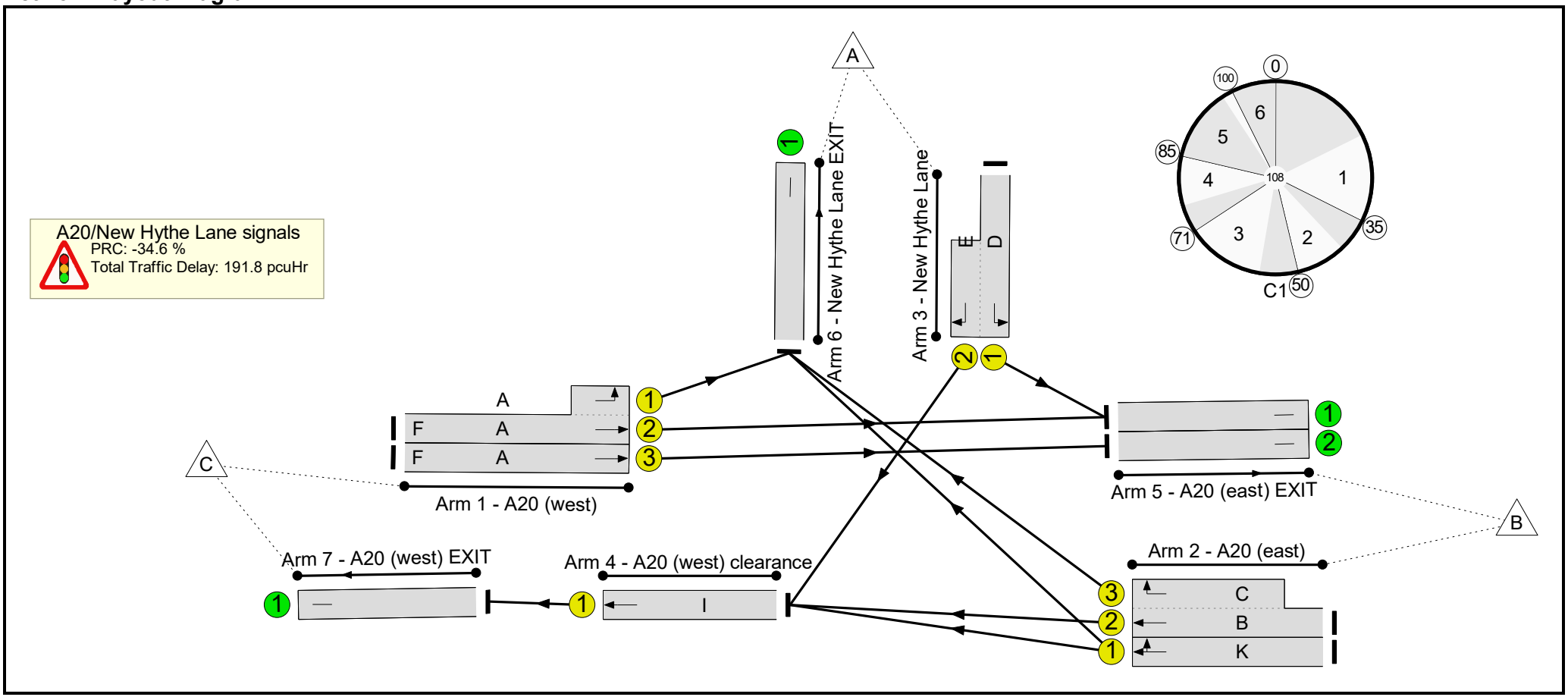
Stage	1	2	3	4	5	6
Duration	16	9	14	9	2	0
Change Point	0	35	50	71	85	100

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**	-	-		-	-	-	-	-	-	**121.1%**
A20/New Hythe Lane signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**121.1%**
1/2+1/1	A20 (west) Ahead Left	U	N/A	N/A	A	F	1	45:16	29	312	2055:1730	0+272	0.0 : 114.6%
1/3	A20 (west) Ahead	U	N/A	N/A	A	F	1	45	29	715	2055	875	81.7%
2/1	A20 (east) Ahead Right	U	N/A	N/A	K		1	9	-	196	1748	162	121.1%
2/2+2/3	A20 (east) Ahead Right	U	N/A	N/A	B C		1	50:10	-	1066	1940:1787	775+182	110.0 : 117.6%
3/1+3/2	New Hythe Lane Right Left	U	N/A	N/A	D E		1	44:14	-	602	1960:1914	300+211	117.9 : 117.9%
4/1	A20 (west) clearance Ahead	U	N/A	N/A	I		1	85	-	1125	2065	1644	61.2%
5/1	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
5/2	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
6/1	New Hythe Lane EXIT	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
7/1	A20 (west) EXIT	U	N/A	N/A	-		-	-	-	1125	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	**-**	**-**	**0**	**0**	**0**	**38.2**	**153.6**	**0.0**	**191.8**	**-**	**-**	**-**	**-**
A20/New Hythe Lane signals	**-**	**-**	**0**	**0**	**0**	**38.2**	**153.6**	**0.0**	**191.8**	**-**	**-**	**-**	**-**
1/2+1/1	312	272	-	-	-	6.0	23.2	-	29.2	337.0	10.8	23.2	34.0
1/3	715	715	-	-	-	5.4	2.2	-	7.6	38.2	18.9	2.2	21.0
2/1	196	162	-	-	-	3.9	19.6	-	23.5	431.8	6.9	19.6	26.5
2/2+2/3	1066	957	-	-	-	14.9	59.1	-	74.0	250.0	34.9	59.1	94.1
3/1+3/2	602	559	-	-	-	7.9	48.7	-	56.6	338.4	16.0	48.7	64.8
4/1	1006	1006	-	-	-	0.1	0.8	-	0.8	3.0	0.3	0.8	1.1
5/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1006	1006	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -34.6
PRC Over All Lanes (%): -34.6

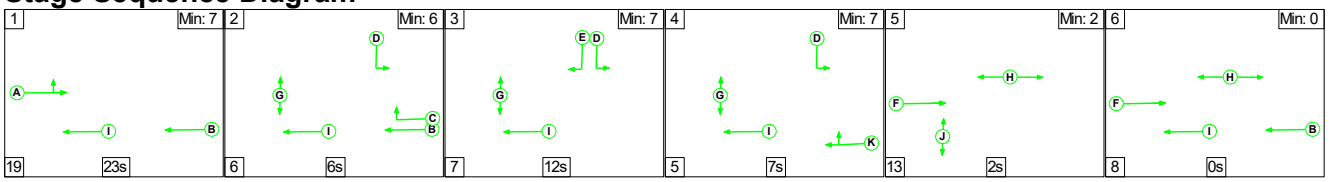
Total Delay for Signalled Lanes (pcuHr): 191.77
Total Delay Over All Lanes(pcuHr): 191.77

Cycle Time (s): 108

Full Input Data And Results

Scenario 8: '2031 'Do Minimum' + Site B + Site C PM' (FG14: '2031 'Do Minimum' + Site B + Site C PM', Plan 1: 'Network Control Plan 1')

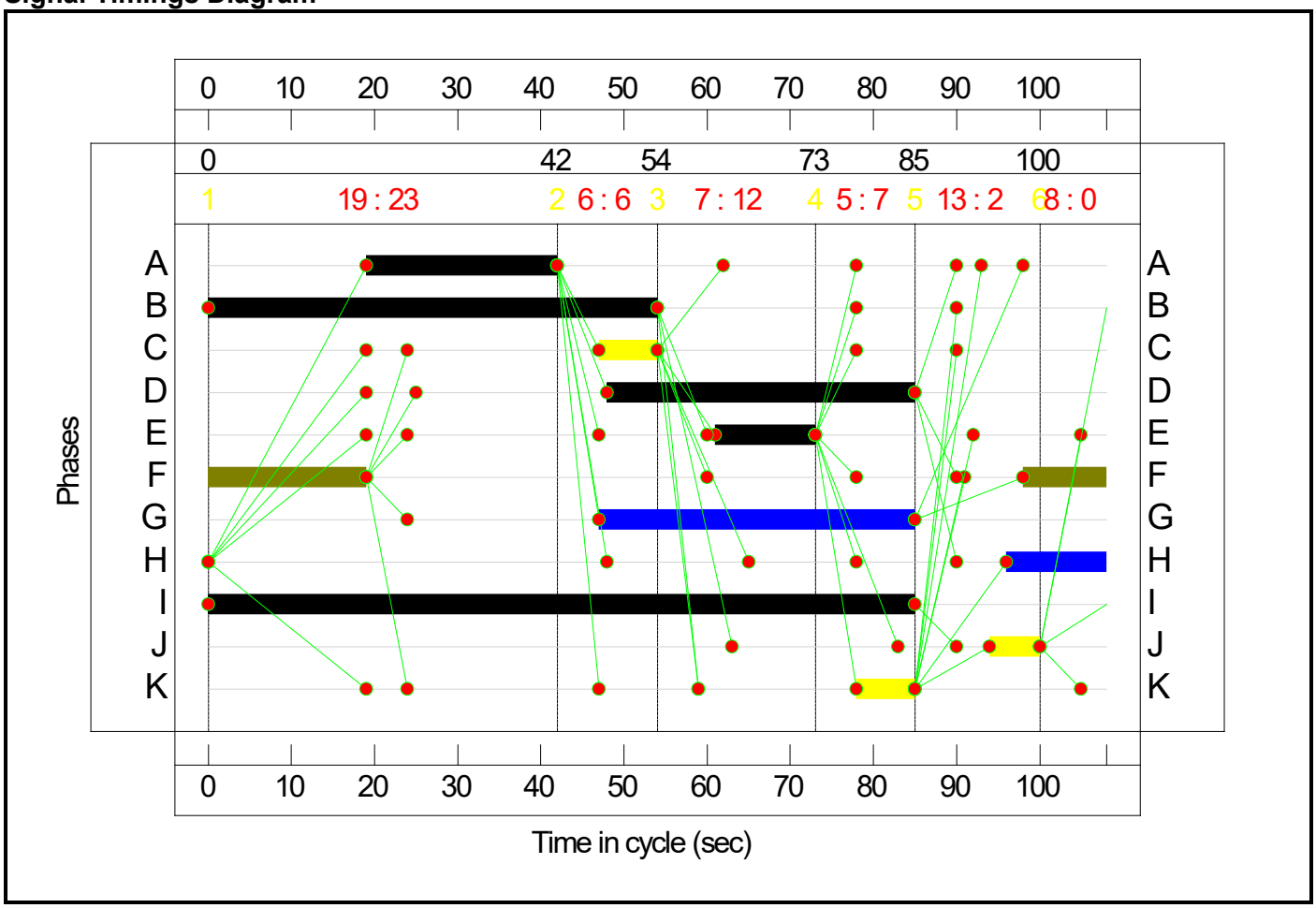
Stage Sequence Diagram



Stage Timings

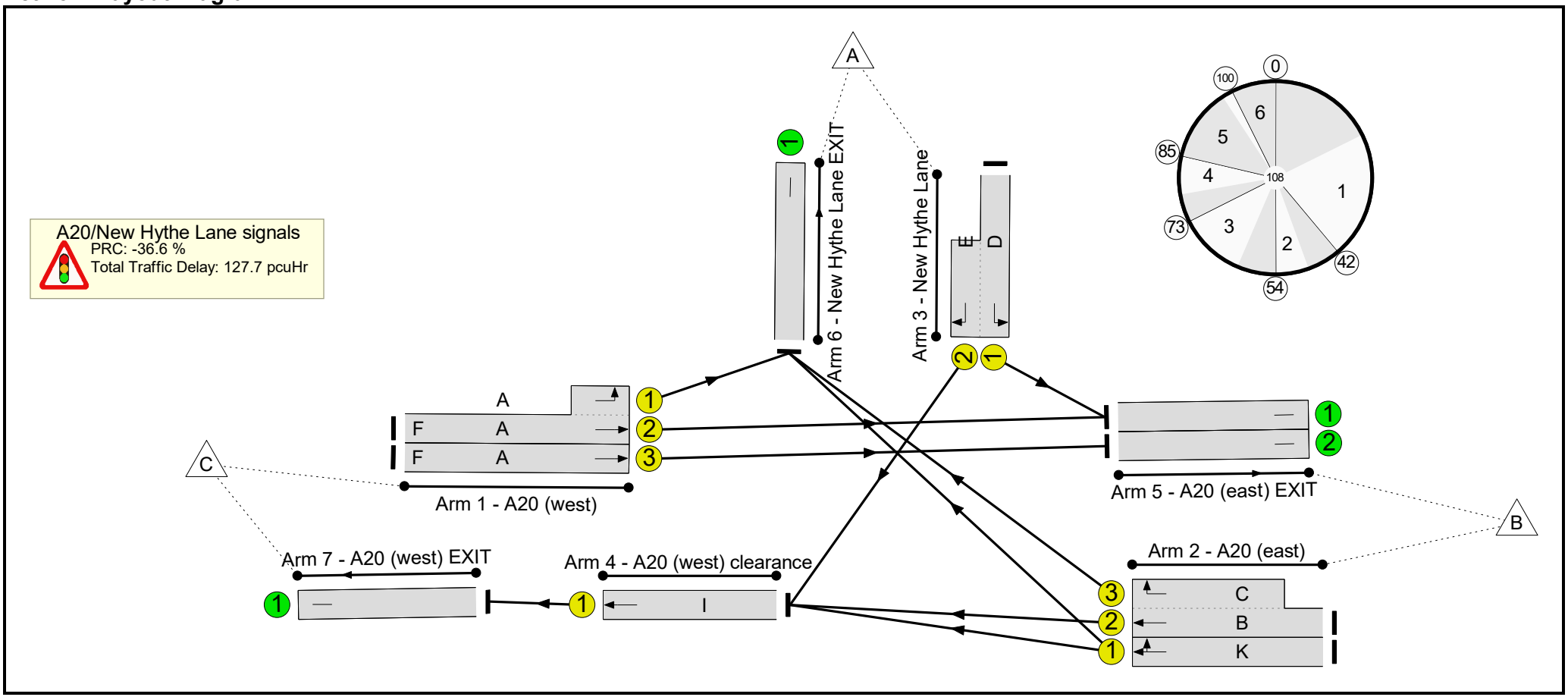
Stage	1	2	3	4	5	6
Duration	23	6	12	7	2	0
Change Point	0	42	54	73	85	100

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**	-	-		-	-	-	-	-	-	**123.0%**
A20/New Hythe Lane signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**123.0%**
1/2+1/1	A20 (west) Ahead Left	U	N/A	N/A	A	F	1	52:23	29	279	2055:1730	0+384	0.0 : 72.6%
1/3	A20 (west) Ahead	U	N/A	N/A	A	F	1	52	29	983	2055	1008	97.5%
2/1	A20 (east) Ahead Right	U	N/A	N/A	K		1	7	-	152	1733	128	118.4%
2/2+2/3	A20 (east) Ahead Right	U	N/A	N/A	B C		1	54:7	-	930	1940:1787	878+132	91.2 : 97.5%
3/1+3/2	New Hythe Lane Right Left	U	N/A	N/A	D E		1	37:12	-	673	1960:1914	355+192	123.0 : 123.0%
4/1	A20 (west) clearance Ahead	U	N/A	N/A	I		1	85	-	1044	2065	1644	60.7%
5/1	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
5/2	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	983	Inf	Inf	0.0%
6/1	New Hythe Lane EXIT	U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
7/1	A20 (west) EXIT	U	N/A	N/A	-		-	-	-	1044	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	**-**	**-**	**0**	**0**	**0**	**30.1**	**97.6**	**0.0**	**127.7**	**-**	**-**	**-**	**-**
A20/New Hythe Lane signals	**-**	**-**	**0**	**0**	**0**	**30.1**	**97.6**	**0.0**	**127.7**	**-**	**-**	**-**	**-**
1/2+1/1	279	279	-	-	-	3.0	1.3	-	4.3	55.6	7.8	1.3	9.0
1/3	983	983	-	-	-	7.3	10.6	-	17.9	65.5	28.7	10.6	39.2
2/1	152	128	-	-	-	3.0	14.4	-	17.4	412.7	5.3	14.4	19.7
2/2+2/3	930	930	-	-	-	7.0	5.1	-	12.1	46.9	24.0	5.1	29.1
3/1+3/2	673	557	-	-	-	9.8	65.4	-	75.2	402.3	18.2	65.4	83.7
4/1	999	999	-	-	-	0.0	0.8	-	0.8	2.9	0.1	0.8	0.9
5/1	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	983	983	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	999	999	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -36.6
PRC Over All Lanes (%): -36.6

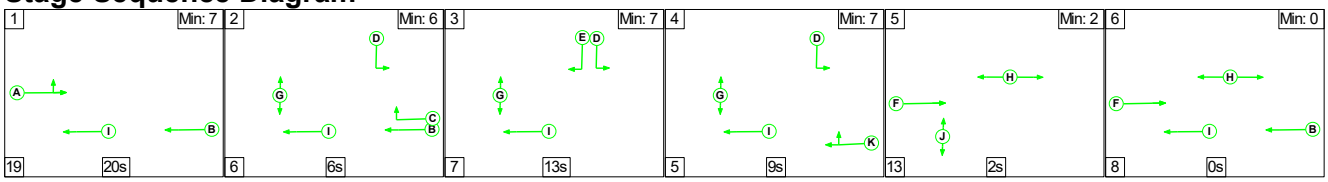
Total Delay for Signalled Lanes (pcuHr): 127.73
Total Delay Over All Lanes(pcuHr): 127.73

Cycle Time (s): 108

Full Input Data And Results

Scenario 9: '2031 'Do Something' Background AM' (FG3: '2031 'Do Something' Background AM', Plan 1: 'Network Control Plan 1')

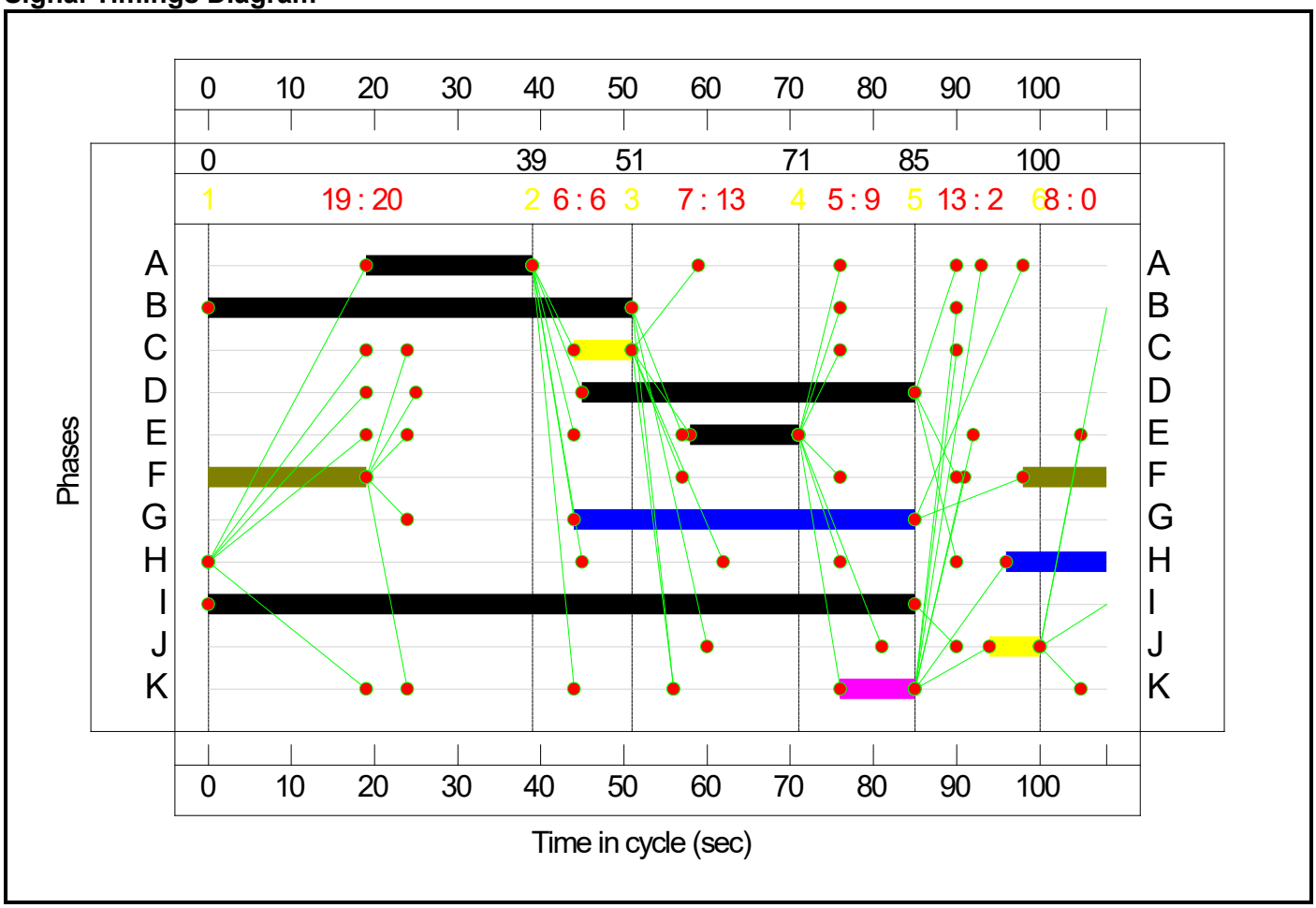
Stage Sequence Diagram



Stage Timings

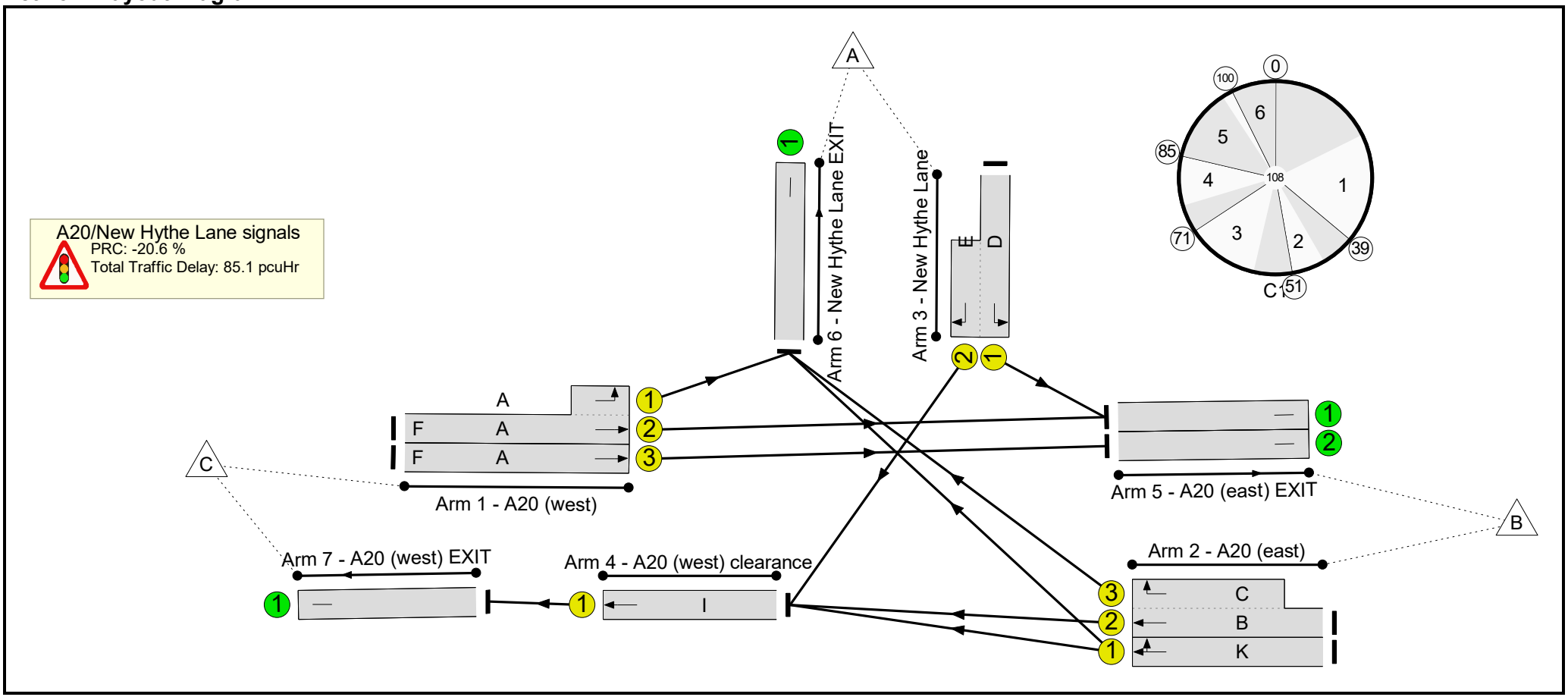
Stage	1	2	3	4	5	6
Duration	20	6	13	9	2	0
Change Point	0	39	51	71	85	100

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**	-	-		-	-	-	-	-	-	**108.5%**
A20/New Hythe Lane signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**108.5%**
1/2+1/1	A20 (west) Ahead Left	U	N/A	N/A	A	F	1	49:20	29	365	2055:1730	0+336	0.0 : 108.5%
1/3	A20 (west) Ahead	U	N/A	N/A	A	F	1	49	29	741	2055	951	77.9%
2/1	A20 (east) Ahead Right	U	N/A	N/A	K		1	9	-	161	1726	160	100.7%
2/2+2/3	A20 (east) Ahead Right	U	N/A	N/A	B C		1	51:7	-	948	1940:1787	841+122	98.5 : 98.5%
3/1+3/2	New Hythe Lane Right Left	U	N/A	N/A	D E		1	40:13	-	454	1960:1914	218+211	105.8 : 105.8%
4/1	A20 (west) clearance Ahead	U	N/A	N/A	I		1	85	-	1052	2065	1644	63.2%
5/1	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
5/2	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
6/1	New Hythe Lane EXIT	U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
7/1	A20 (west) EXIT	U	N/A	N/A	-		-	-	-	1052	Inf	Inf	0.0%

Full Input Data And Results

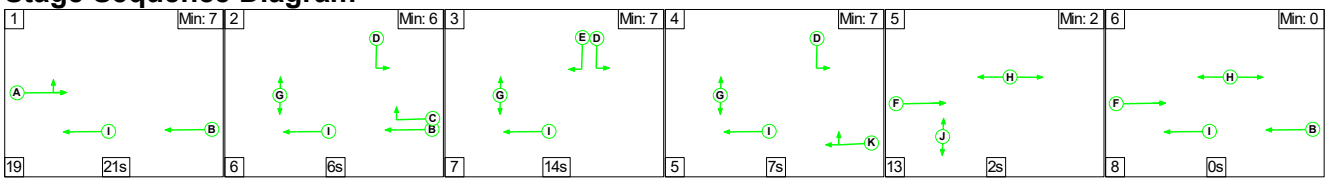
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**26.1**	**59.1**	**0.0**	**85.1**	**-**	**-**	**-**	**-**
A20/New Hythe Lane signals	**-**	**-**	**0**	**0**	**0**	**26.1**	**59.1**	**0.0**	**85.1**	**-**	**-**	**-**	**-**
1/2+1/1	365	336	-	-	-	5.9	19.1	-	25.0	246.3	12.1	19.1	31.2
1/3	741	741	-	-	-	5.0	1.7	-	6.7	32.8	18.5	1.7	20.3
2/1	161	160	-	-	-	2.2	6.6	-	8.9	198.6	4.9	6.6	11.5
2/2+2/3	948	948	-	-	-	7.8	12.1	-	20.0	75.8	26.8	12.1	38.9
3/1+3/2	454	442	-	-	-	5.1	18.6	-	23.7	188.2	9.6	18.6	28.2
4/1	1040	1040	-	-	-	0.0	0.9	-	0.9	3.0	0.0	0.9	0.9
5/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1040	1040	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -20.6 Total Delay for Signalled Lanes (pcuHr): 85.15 Cycle Time (s): 108
PRC Over All Lanes (%): -20.6 Total Delay Over All Lanes(pcuHr): 85.15

Full Input Data And Results

Scenario 10: '2031 'Do Something' Background PM' (FG4: '2031 'Do Something' Background PM', Plan 1: 'Network Control Plan 1')

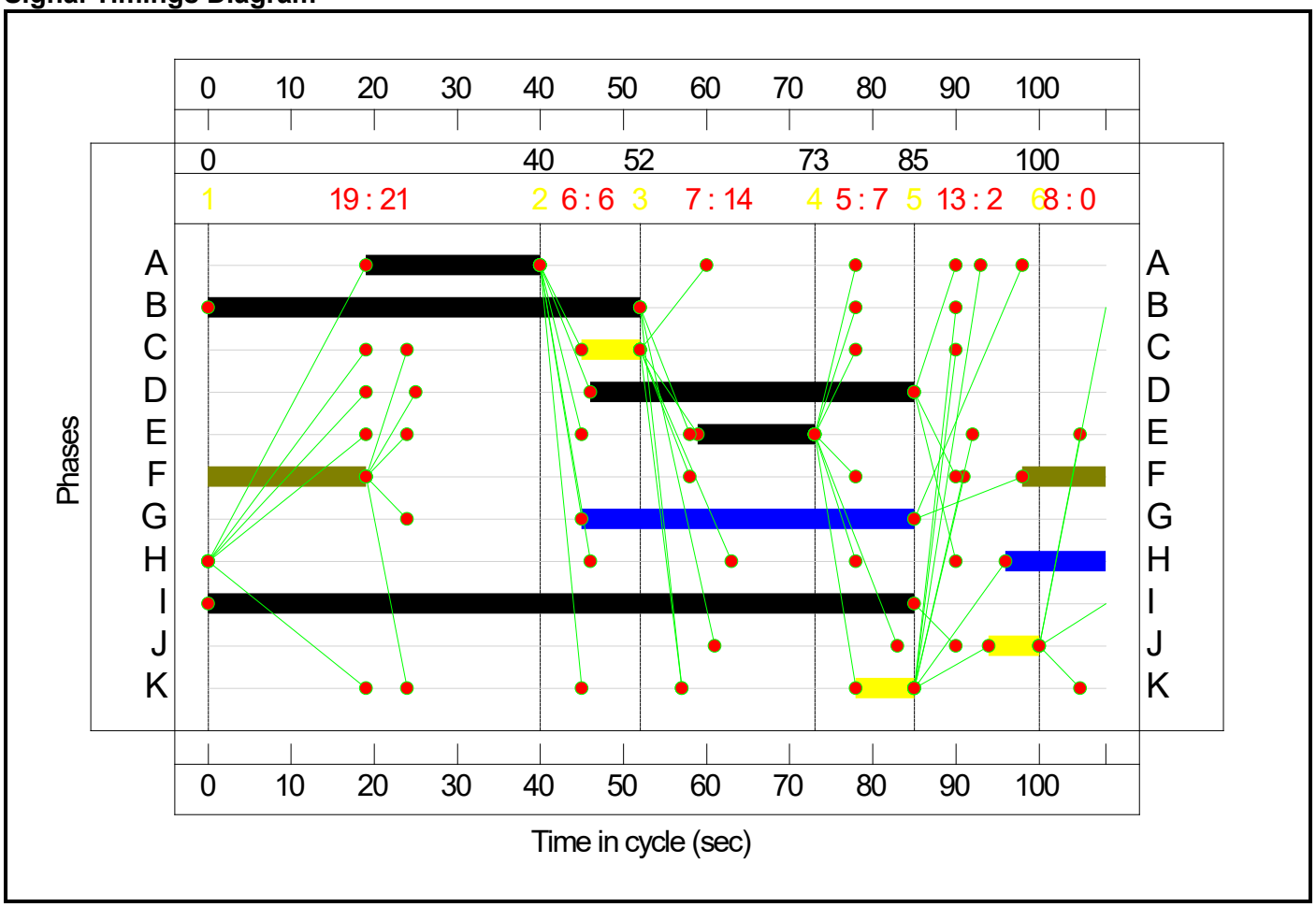
Stage Sequence Diagram



Stage Timings

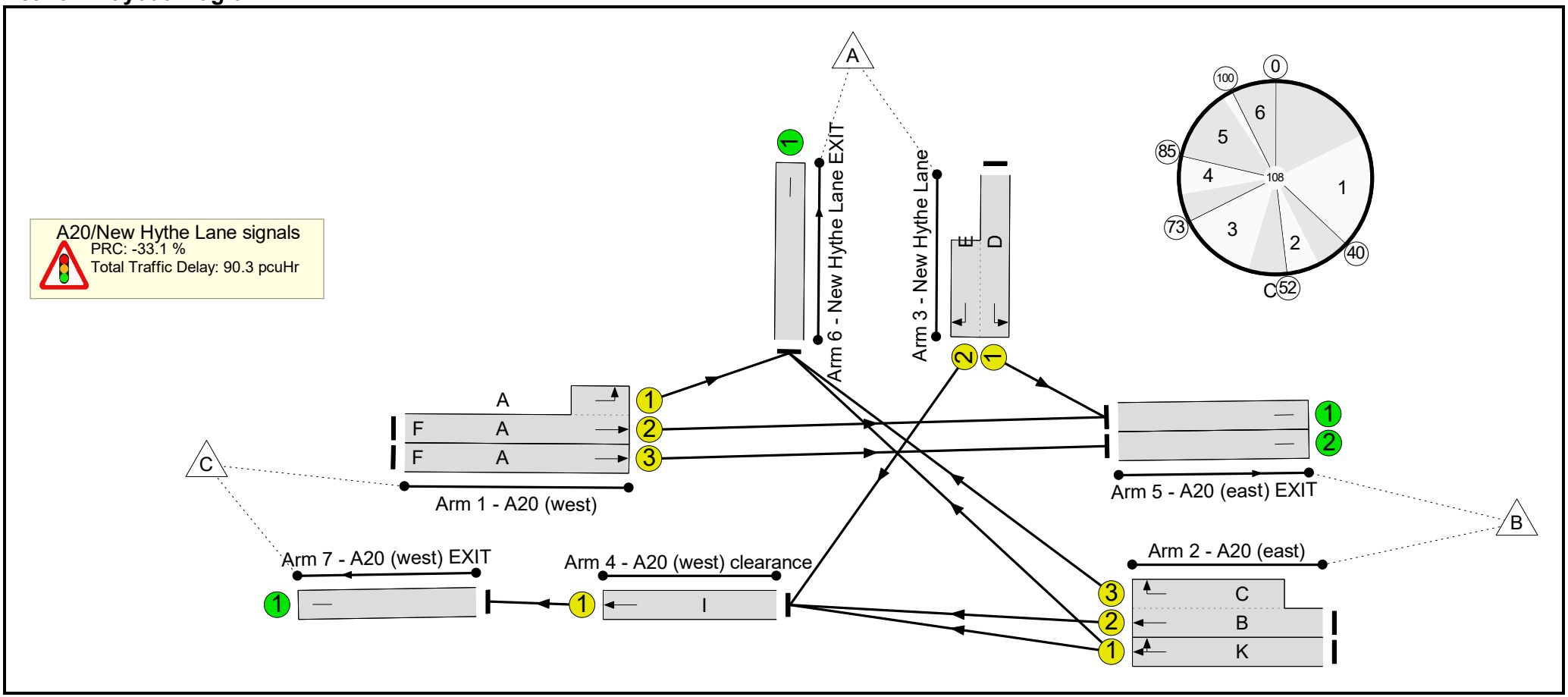
Stage	1	2	3	4	5	6
Duration	21	6	14	7	2	0
Change Point	0	40	52	73	85	100

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**	-	-		-	-	-	-	-	-	**119.8%**
A20/New Hythe Lane signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**119.8%**
1/2+1/1	A20 (west) Ahead Left	U	N/A	N/A	A	F	1	50:21	29	348	2055:1730	119+291	85.0 : 85.0%
1/3	A20 (west) Ahead	U	N/A	N/A	A	F	1	50	29	951	2055	970	98.0%
2/1	A20 (east) Ahead Right	U	N/A	N/A	K		1	7	-	75	1724	128	58.7%
2/2+2/3	A20 (east) Ahead Right	U	N/A	N/A	B C		1	52:7	-	892	1940:1787	855+127	90.9 : 90.9%
3/1+3/2	New Hythe Lane Right Left	U	N/A	N/A	D E		1	39:14	-	499	1960:1914	192+225	119.8 : 119.8%
4/1	A20 (west) clearance Ahead	U	N/A	N/A	I		1	85	-	1046	2065	1644	60.9%
5/1	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
5/2	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	951	Inf	Inf	0.0%
6/1	New Hythe Lane EXIT	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
7/1	A20 (west) EXIT	U	N/A	N/A	-		-	-	-	1046	Inf	Inf	0.0%

Full Input Data And Results

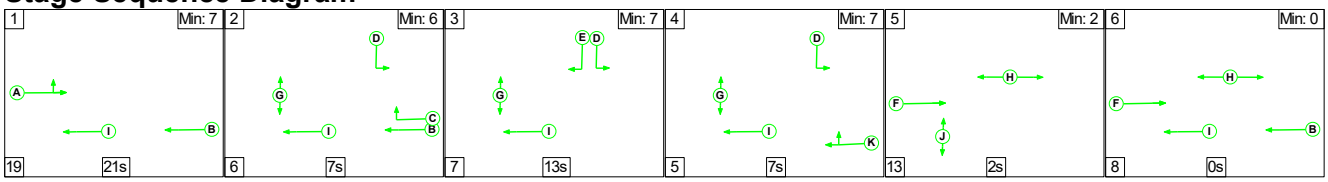
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**26.3**	**63.9**	**0.0**	**90.3**	**-**	**-**	**-**	**-**
A20/New Hythe Lane signals	**-**	**-**	**0**	**0**	**0**	**26.3**	**63.9**	**0.0**	**90.3**	**-**	**-**	**-**	**-**
1/2+1/1	348	348	-	-	-	3.6	2.6	-	6.2	63.9	8.7	2.6	11.3
1/3	951	951	-	-	-	7.4	11.3	-	18.7	70.8	28.0	11.3	39.3
2/1	75	75	-	-	-	1.0	0.7	-	1.7	81.7	2.2	0.7	2.9
2/2+2/3	892	892	-	-	-	6.9	4.5	-	11.4	46.0	23.1	4.5	27.6
3/1+3/2	499	452	-	-	-	7.5	44.0	-	51.5	371.6	14.8	44.0	58.8
4/1	1002	1002	-	-	-	0.0	0.8	-	0.8	2.8	0.0	0.8	0.8
5/1	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1002	1002	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -33.1 Total Delay for Signalled Lanes (pcuHr): 90.26 Cycle Time (s): 108
PRC Over All Lanes (%): -33.1 Total Delay Over All Lanes(pcuHr): 90.26

Full Input Data And Results

Scenario 11: '2031 'Do Something' + Site B AM' (FG15: '2031 'Do Something' + Site B AM', Plan 1: 'Network Control Plan 1')

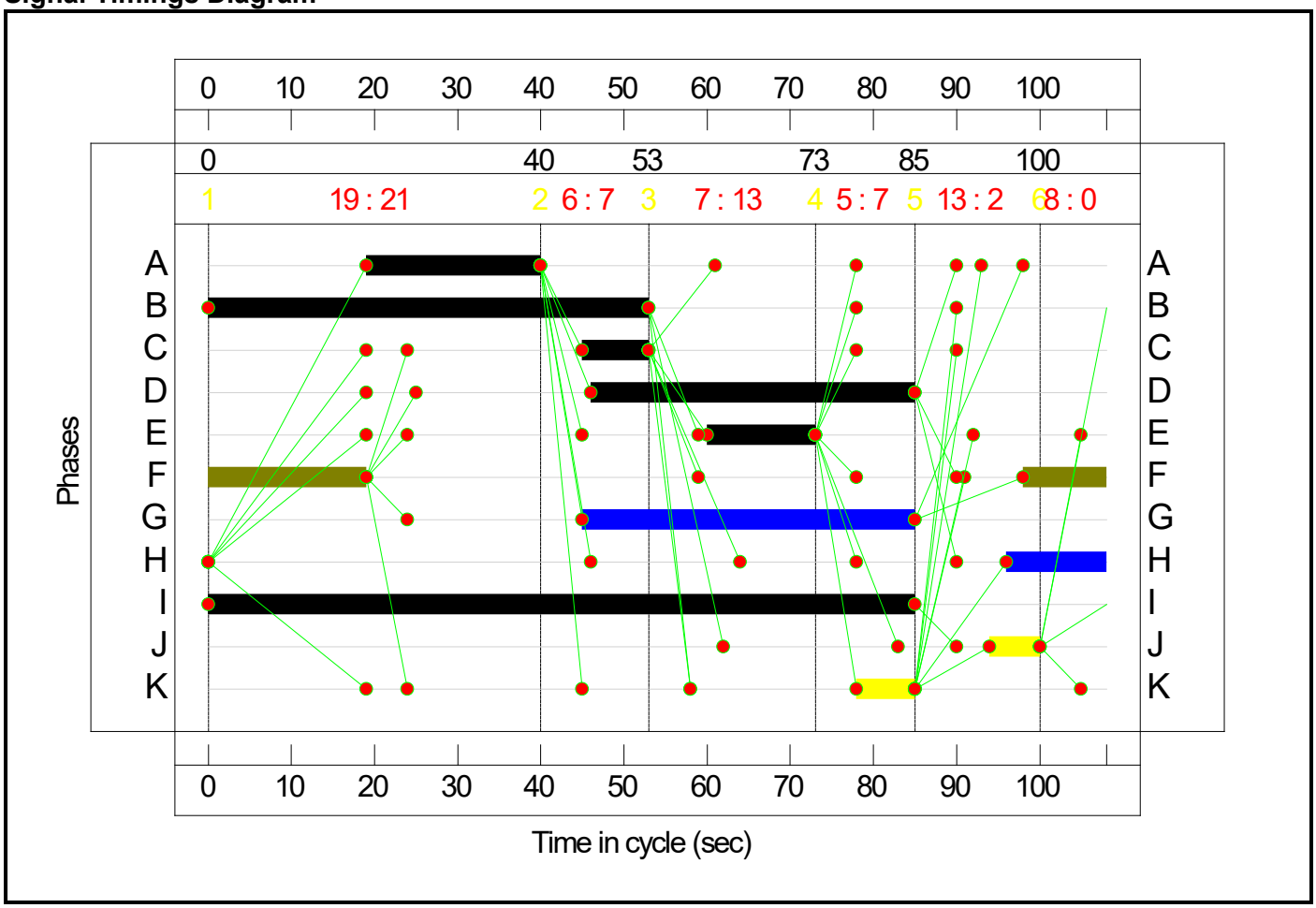
Stage Sequence Diagram



Stage Timings

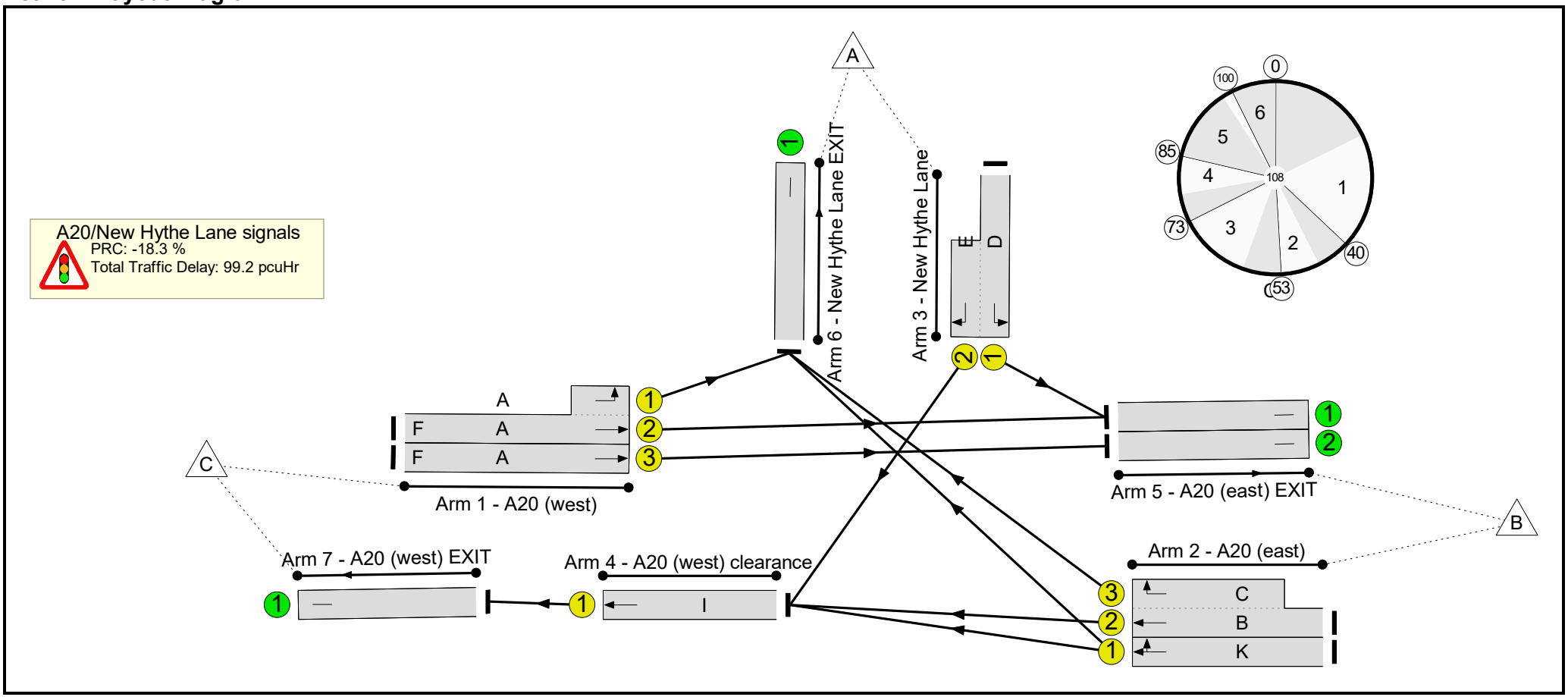
Stage	1	2	3	4	5	6
Duration	21	7	13	7	2	0
Change Point	0	40	53	73	85	100

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**	-	-		-	-	-	-	-	-	**106.5%**
A20/New Hythe Lane signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**106.5%**
1/2+1/1	A20 (west) Ahead Left	U	N/A	N/A	A	F	1	50:21	29	365	2055:1730	0+352	0.0 : 103.6%
1/3	A20 (west) Ahead	U	N/A	N/A	A	F	1	50	29	761	2055	970	78.4%
2/1	A20 (east) Ahead Right	U	N/A	N/A	K		1	7	-	136	1724	128	106.5%
2/2+2/3	A20 (east) Ahead Right	U	N/A	N/A	B C		1	53:8	-	1041	1940:1787	861+142	103.8 : 103.8%
3/1+3/2	New Hythe Lane Right Left	U	N/A	N/A	D E		1	39:13	-	455	1960:1914	219+211	105.9 : 105.9%
4/1	A20 (west) clearance Ahead	U	N/A	N/A	I		1	85	-	1117	2065	1644	65.2%
5/1	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
5/2	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
6/1	New Hythe Lane EXIT	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
7/1	A20 (west) EXIT	U	N/A	N/A	-		-	-	-	1117	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	**-**	**-**	**0**	**0**	**0**	**27.9**	**71.2**	**0.0**	**99.2**	**-**	**-**	**-**	**-**
A20/New Hythe Lane signals	**-**	**-**	**0**	**0**	**0**	**27.9**	**71.2**	**0.0**	**99.2**	**-**	**-**	**-**	**-**
1/2+1/1	365	352	-	-	-	5.0	13.2	-	18.2	179.6	11.4	13.2	24.6
1/3	761	761	-	-	-	5.1	1.8	-	6.8	32.3	19.0	1.8	20.8
2/1	136	128	-	-	-	2.2	8.3	-	10.5	276.8	4.3	8.3	12.6
2/2+2/3	1041	1003	-	-	-	10.5	28.3	-	38.8	134.3	33.1	28.3	61.4
3/1+3/2	455	443	-	-	-	5.2	18.7	-	23.9	189.1	9.6	18.7	28.3
4/1	1072	1072	-	-	-	0.0	0.9	-	0.9	3.1	0.0	0.9	0.9
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1072	1072	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -18.3
PRC Over All Lanes (%): -18.3

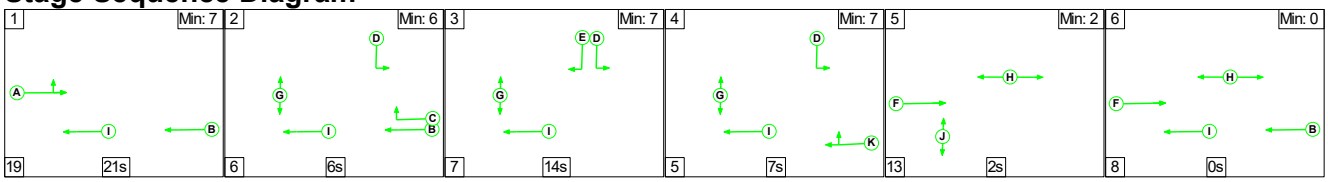
Total Delay for Signalled Lanes (pcuHr): 99.17
Total Delay Over All Lanes(pcuHr): 99.17

Cycle Time (s): 108

Full Input Data And Results

Scenario 12: '2031 'Do Something' + Site B PM' (FG16: '2031 'Do Something' + Site B PM', Plan 1: 'Network Control Plan 1')

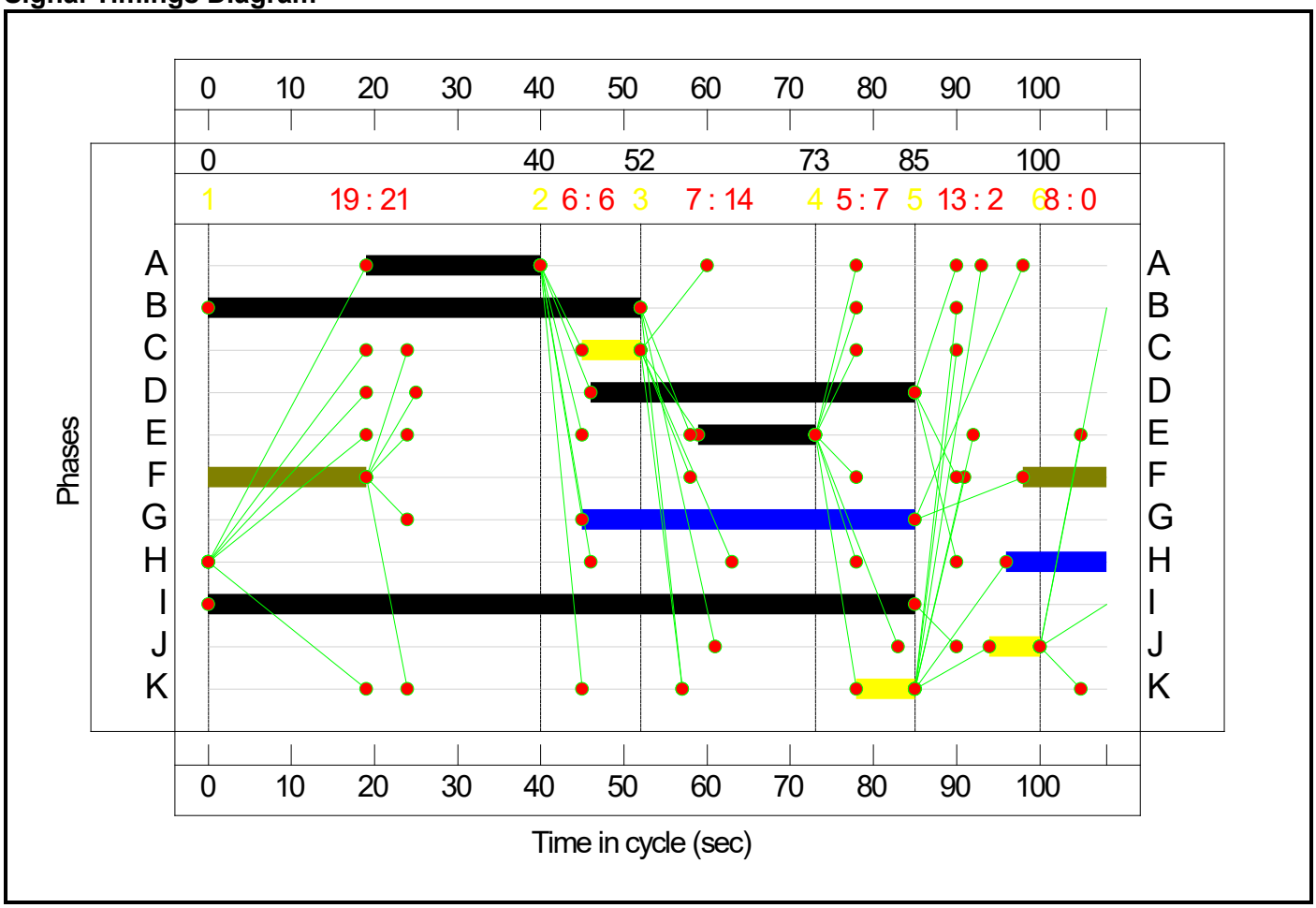
Stage Sequence Diagram



Stage Timings

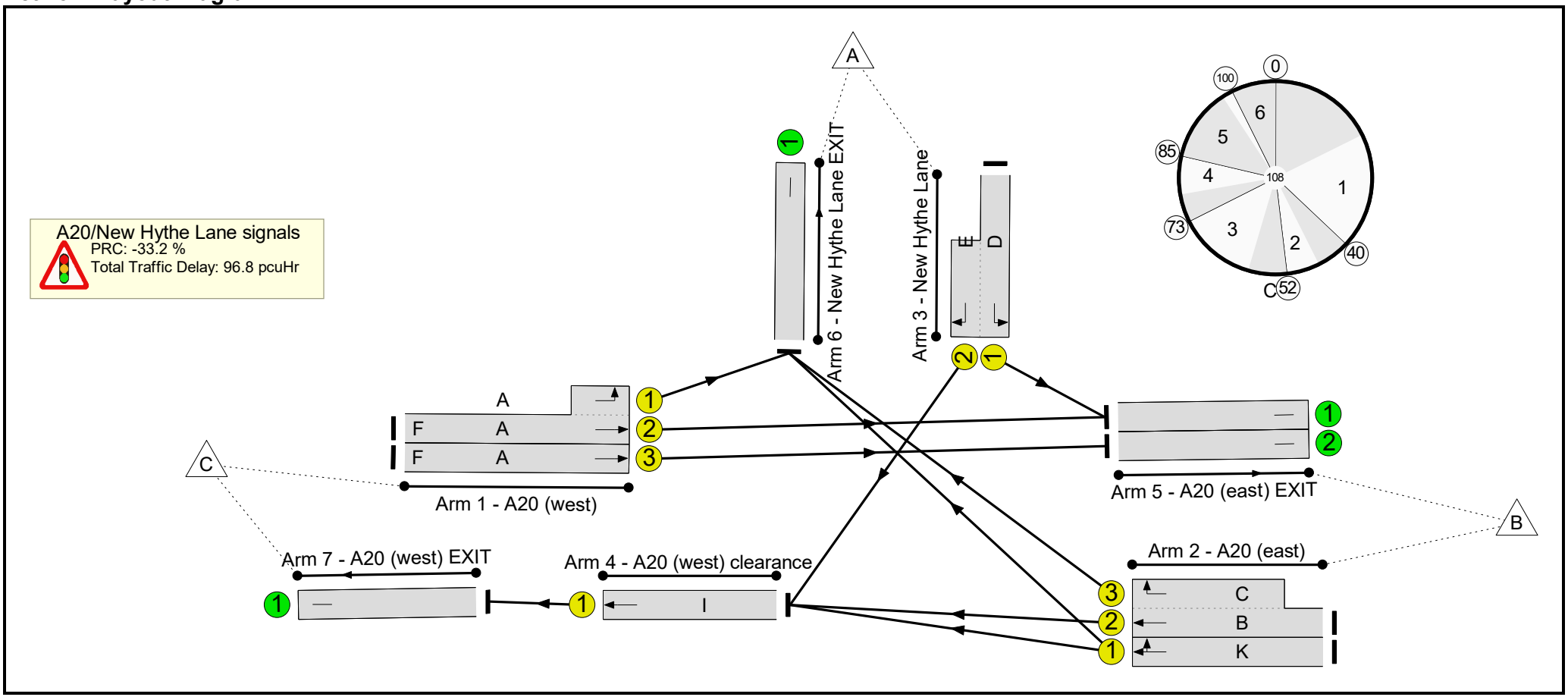
Stage	1	2	3	4	5	6
Duration	21	6	14	7	2	0
Change Point	0	40	52	73	85	100

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**	-	-		-	-	-	-	-	-	**119.9%**
A20/New Hythe Lane signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**119.9%**
1/2+1/1	A20 (west) Ahead Left	U	N/A	N/A	A	F	1	50:21	29	391	2055:1730	159+272	90.8 : 90.8%
1/3	A20 (west) Ahead	U	N/A	N/A	A	F	1	50	29	953	2055	970	98.2%
2/1	A20 (east) Ahead Right	U	N/A	N/A	K		1	7	-	58	1724	128	45.4%
2/2+2/3	A20 (east) Ahead Right	U	N/A	N/A	B C		1	52:7	-	934	1940:1787	845+132	94.8 : 100.5%
3/1+3/2	New Hythe Lane Right Left	U	N/A	N/A	D E		1	39:14	-	501	1960:1914	194+224	119.9 : 119.9%
4/1	A20 (west) clearance Ahead	U	N/A	N/A	I		1	85	-	1070	2065	1644	62.4%
5/1	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
5/2	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	953	Inf	Inf	0.0%
6/1	New Hythe Lane EXIT	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
7/1	A20 (west) EXIT	U	N/A	N/A	-		-	-	-	1070	Inf	Inf	0.0%

Full Input Data And Results

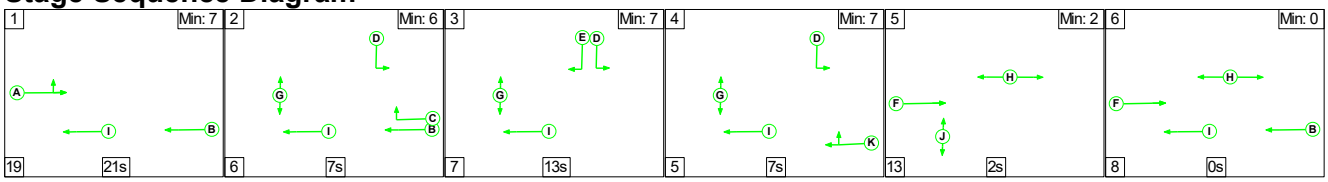
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**27.2**	**69.6**	**0.0**	**96.8**	**-**	**-**	**-**	**-**
A20/New Hythe Lane signals	**-**	**-**	**0**	**0**	**0**	**27.2**	**69.6**	**0.0**	**96.8**	**-**	**-**	**-**	**-**
1/2+1/1	391	391	-	-	-	3.9	4.1	-	8.0	74.1	9.7	4.1	13.8
1/3	953	953	-	-	-	7.4	11.7	-	19.1	72.2	28.1	11.7	39.7
2/1	58	58	-	-	-	0.8	0.4	-	1.2	73.5	1.7	0.4	2.1
2/2+2/3	934	933	-	-	-	7.5	8.2	-	15.7	60.5	25.1	8.2	33.3
3/1+3/2	501	453	-	-	-	7.5	44.4	-	51.9	373.0	14.9	44.4	59.2
4/1	1025	1025	-	-	-	0.0	0.8	-	0.8	2.9	0.0	0.8	0.8
5/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	953	953	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1025	1025	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -33.2 Total Delay for Signalled Lanes (pcuHr): 96.78 Cycle Time (s): 108
PRC Over All Lanes (%): -33.2 Total Delay Over All Lanes(pcuHr): 96.78

Full Input Data And Results

Scenario 13: '2031 'Do Something' + Site C AM' (FG17: '2031 'Do Something' + Site C AM', Plan 1: 'Network Control Plan 1')

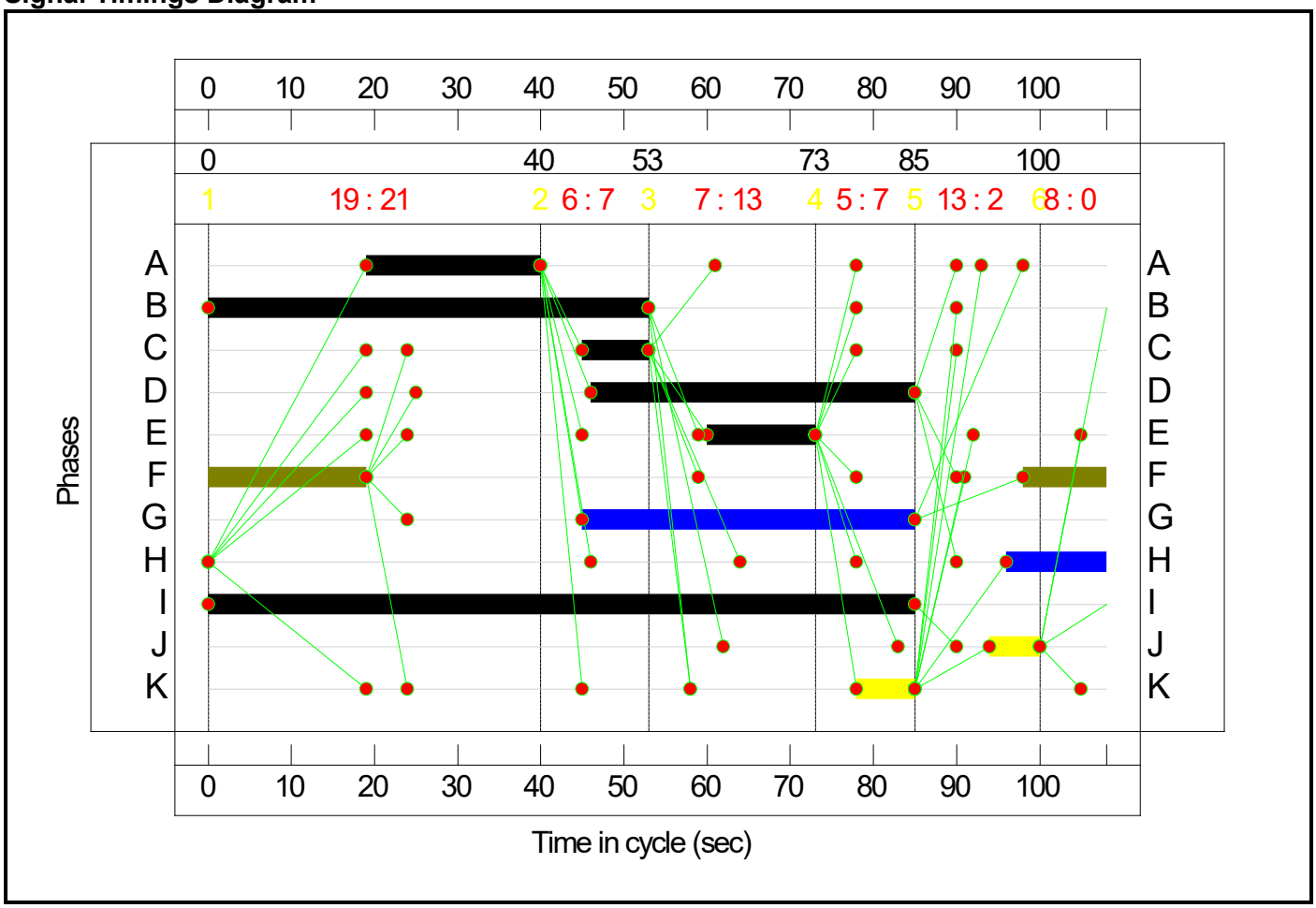
Stage Sequence Diagram



Stage Timings

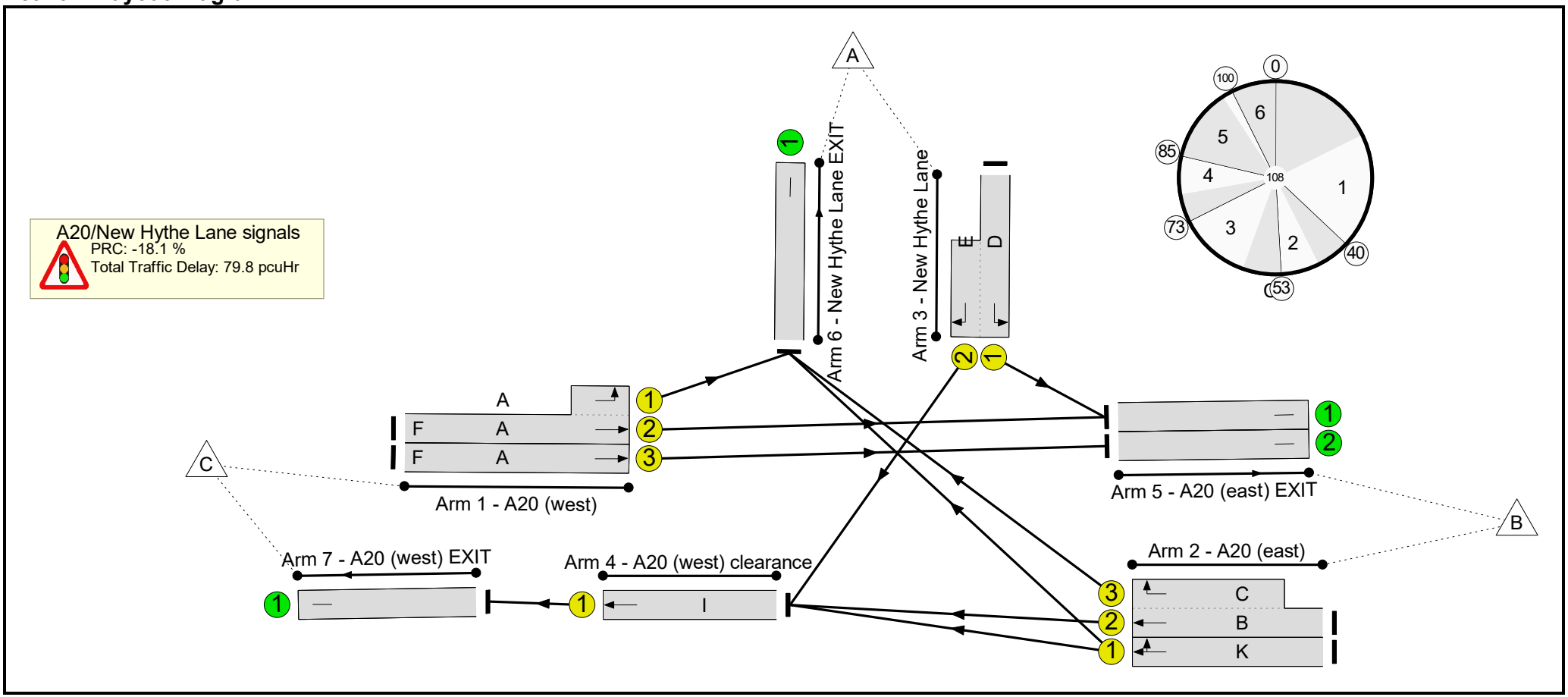
Stage	1	2	3	4	5	6
Duration	21	7	13	7	2	0
Change Point	0	40	53	73	85	100

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**	-	-		-	-	-	-	-	-	**106.3%**
A20/New Hythe Lane signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**106.3%**
1/2+1/1	A20 (west) Ahead Left	U	N/A	N/A	A	F	1	50:21	29	368	2055:1730	0+352	0.0 : 104.4%
1/3	A20 (west) Ahead	U	N/A	N/A	A	F	1	50	29	757	2055	970	78.0%
2/1	A20 (east) Ahead Right	U	N/A	N/A	K		1	7	-	133	1724	128	104.1%
2/2+2/3	A20 (east) Ahead Right	U	N/A	N/A	B C		1	53:8	-	981	1940:1787	855+149	97.6 : 98.7%
3/1+3/2	New Hythe Lane Right Left	U	N/A	N/A	D E		1	39:13	-	455	1960:1914	217+211	106.3 : 106.3%
4/1	A20 (west) clearance Ahead	U	N/A	N/A	I		1	85	-	1058	2065	1644	63.5%
5/1	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
5/2	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	757	Inf	Inf	0.0%
6/1	New Hythe Lane EXIT	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
7/1	A20 (west) EXIT	U	N/A	N/A	-		-	-	-	1058	Inf	Inf	0.0%

Full Input Data And Results

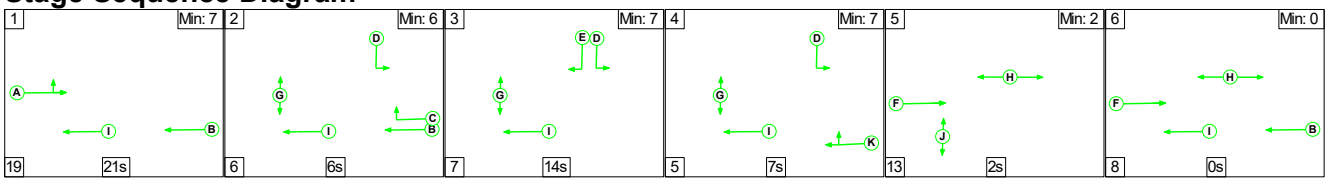
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**25.4**	**54.4**	**0.0**	**79.8**	**-**	**-**	**-**	**-**
A20/New Hythe Lane signals	**-**	**-**	**0**	**0**	**0**	**25.4**	**54.4**	**0.0**	**79.8**	**-**	**-**	**-**	**-**
1/2+1/1	368	352	-	-	-	5.2	14.3	-	19.4	190.2	11.7	14.3	26.0
1/3	757	757	-	-	-	5.0	1.7	-	6.8	32.1	18.9	1.7	20.7
2/1	133	128	-	-	-	2.0	7.2	-	9.3	251.3	4.1	7.2	11.4
2/2+2/3	981	981	-	-	-	7.9	11.0	-	18.9	69.3	27.2	11.0	38.2
3/1+3/2	455	442	-	-	-	5.2	19.3	-	24.5	194.0	9.7	19.3	29.0
4/1	1045	1045	-	-	-	0.0	0.9	-	0.9	3.0	0.0	0.9	0.9
5/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1045	1045	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -18.1 Total Delay for Signalled Lanes (pcuHr): 79.78 Cycle Time (s): 108
PRC Over All Lanes (%): -18.1 Total Delay Over All Lanes(pcuHr): 79.78

Full Input Data And Results

Scenario 14: '2031 'Do Something' + Site C PM' (FG18: '2031 'Do Something' + Site C PM', Plan 1: 'Network Control Plan 1')

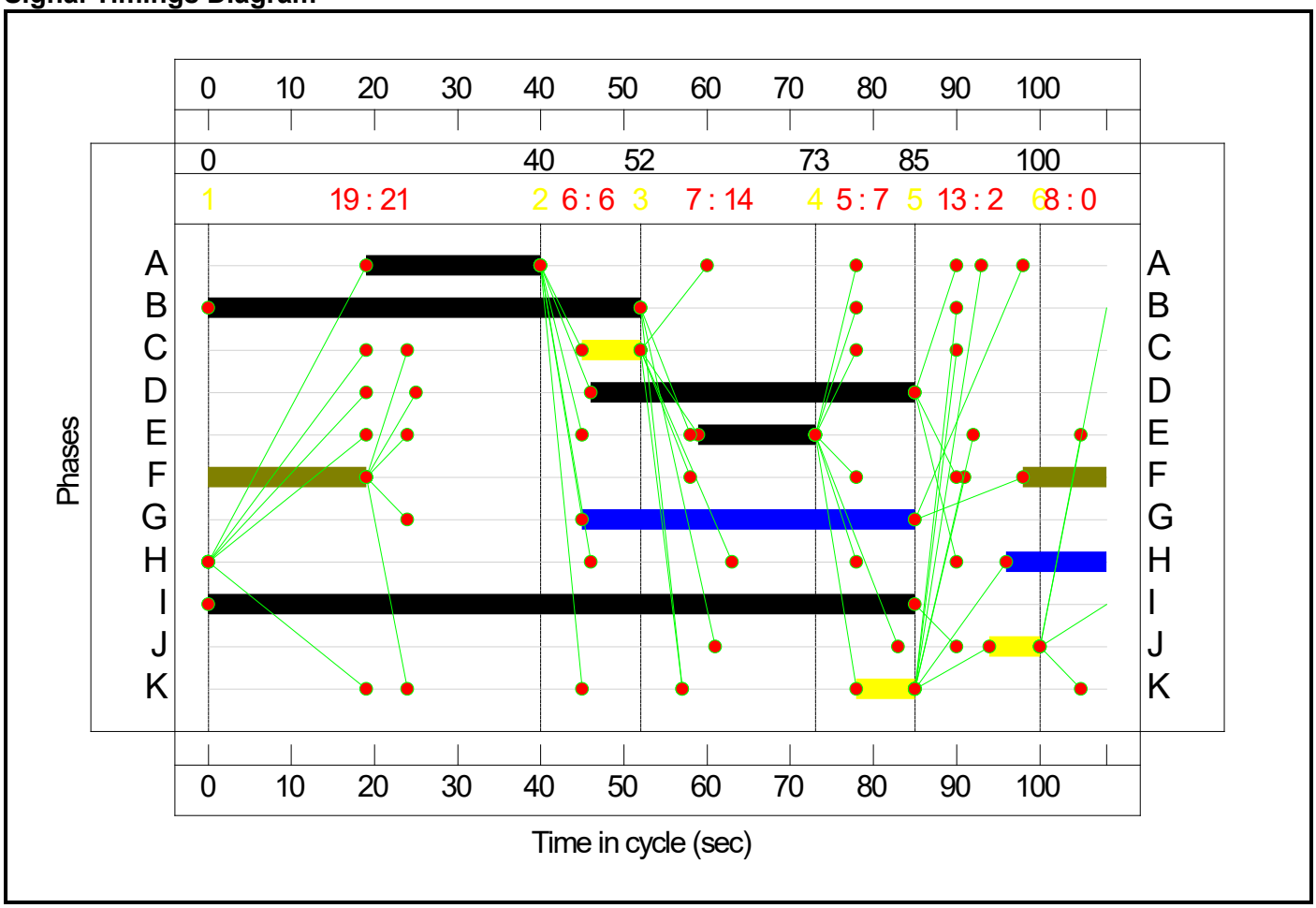
Stage Sequence Diagram



Stage Timings

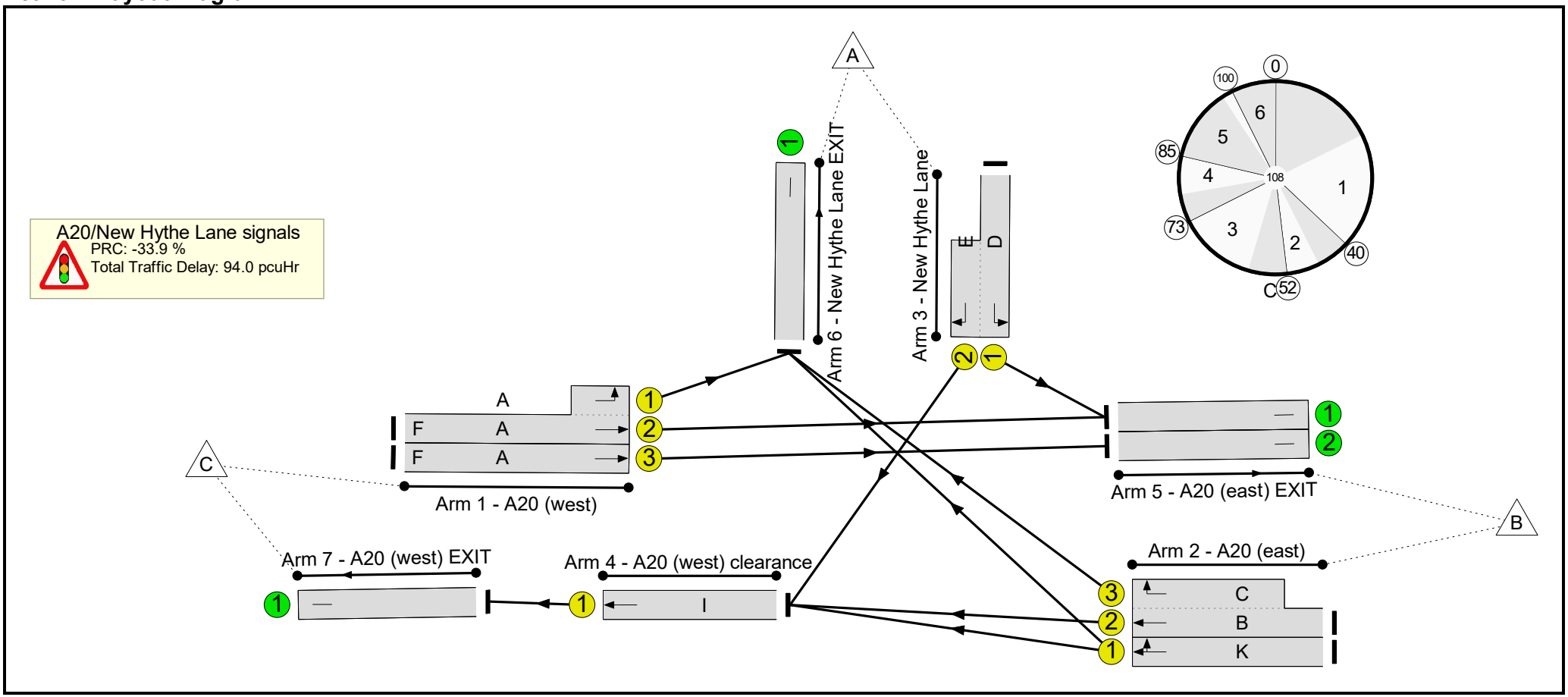
Stage	1	2	3	4	5	6
Duration	21	6	14	7	2	0
Change Point	0	40	52	73	85	100

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**	-	-		-	-	-	-	-	-	**120.5%**
A20/New Hythe Lane signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**120.5%**
1/2+1/1	A20 (west) Ahead Left	U	N/A	N/A	A	F	1	50:21	29	364	2055:1730	133+284	87.4 : 87.4%
1/3	A20 (west) Ahead	U	N/A	N/A	A	F	1	50	29	942	2055	970	97.1%
2/1	A20 (east) Ahead Right	U	N/A	N/A	K		1	7	-	56	1724	128	43.9%
2/2+2/3	A20 (east) Ahead Right	U	N/A	N/A	B C		1	52:7	-	922	1940:1787	843+132	93.5 : 101.2%
3/1+3/2	New Hythe Lane Right Left	U	N/A	N/A	D E		1	39:14	-	501	1960:1914	191+225	120.5 : 120.5%
4/1	A20 (west) clearance Ahead	U	N/A	N/A	I		1	85	-	1059	2065	1644	61.6%
5/1	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
5/2	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	942	Inf	Inf	0.0%
6/1	New Hythe Lane EXIT	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
7/1	A20 (west) EXIT	U	N/A	N/A	-		-	-	-	1059	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	**-**	**-**	**0**	**0**	**0**	**26.8**	**67.2**	**0.0**	**94.0**	**-**	**-**	**-**	**-**
A20/New Hythe Lane signals	**-**	**-**	**0**	**0**	**0**	**26.8**	**67.2**	**0.0**	**94.0**	**-**	**-**	**-**	**-**
1/2+1/1	364	364	-	-	-	3.7	3.1	-	6.8	67.3	9.1	3.1	12.2
1/3	942	942	-	-	-	7.3	9.8	-	17.1	65.3	27.5	9.8	37.3
2/1	56	56	-	-	-	0.7	0.4	-	1.1	72.7	1.6	0.4	2.0
2/2+2/3	922	920	-	-	-	7.4	7.7	-	15.1	58.9	24.5	7.7	32.2
3/1+3/2	501	450	-	-	-	7.6	45.5	-	53.1	381.5	15.0	45.5	60.5
4/1	1013	1013	-	-	-	0.0	0.8	-	0.8	2.8	0.0	0.8	0.8
5/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	942	942	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1013	1013	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -33.9
PRC Over All Lanes (%): -33.9

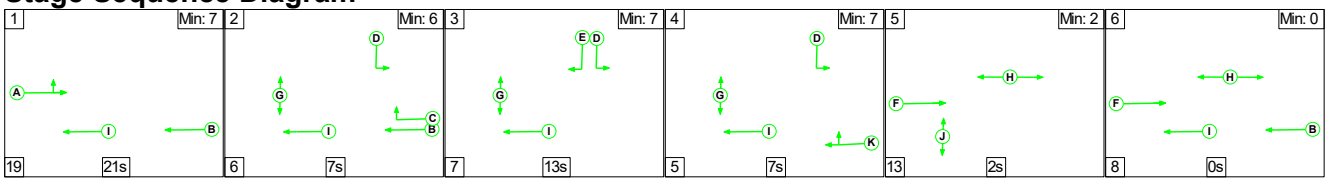
Total Delay for Signalled Lanes (pcuHr): 94.00
Total Delay Over All Lanes(pcuHr): 94.00

Cycle Time (s): 108

Full Input Data And Results

Scenario 15: '2031 'Do Something' + Site B + Site C AM' (FG19: '2031 'Do Something' + Site B + Site C AM', Plan 1: 'Network Control Plan 1')

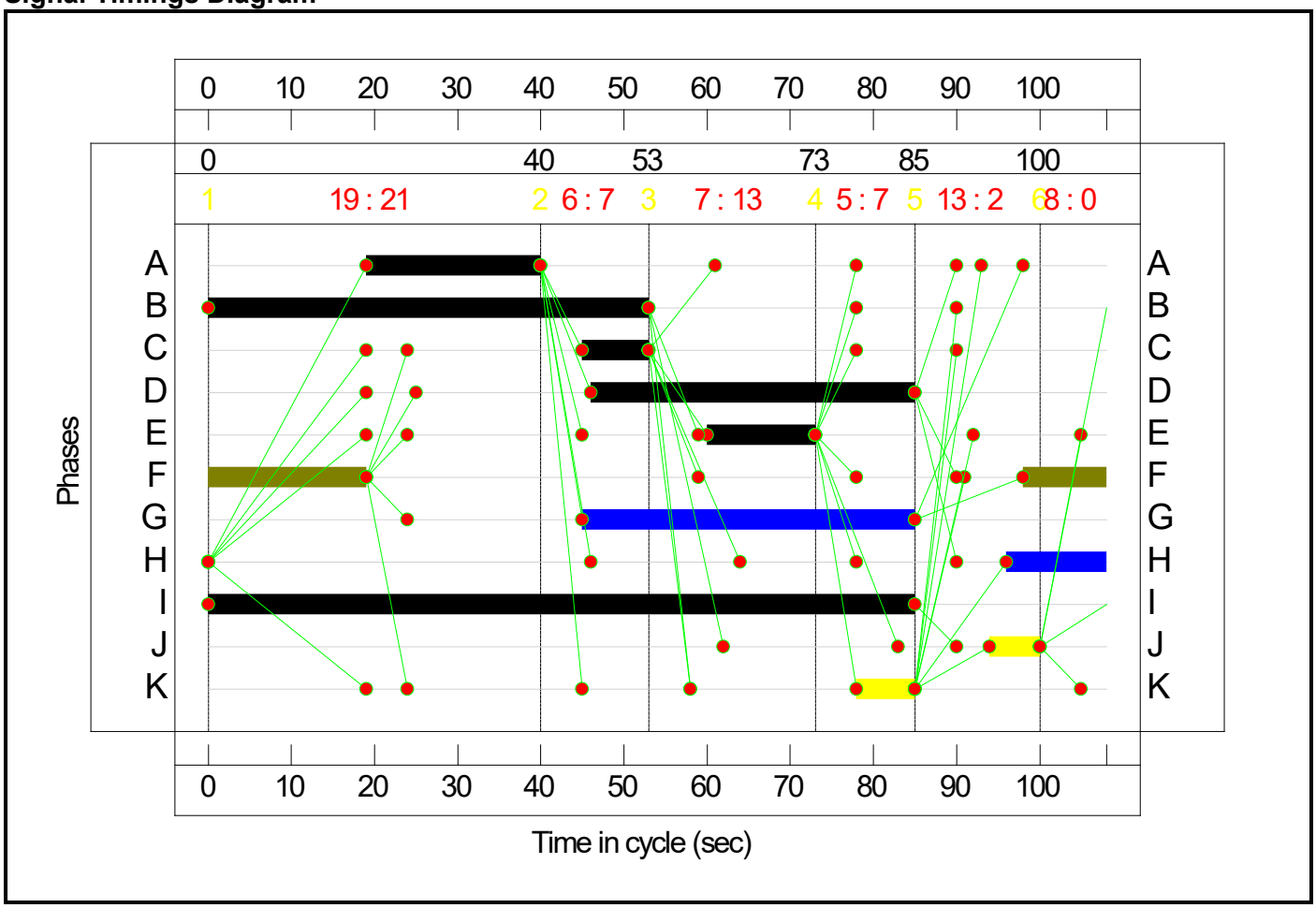
Stage Sequence Diagram



Stage Timings

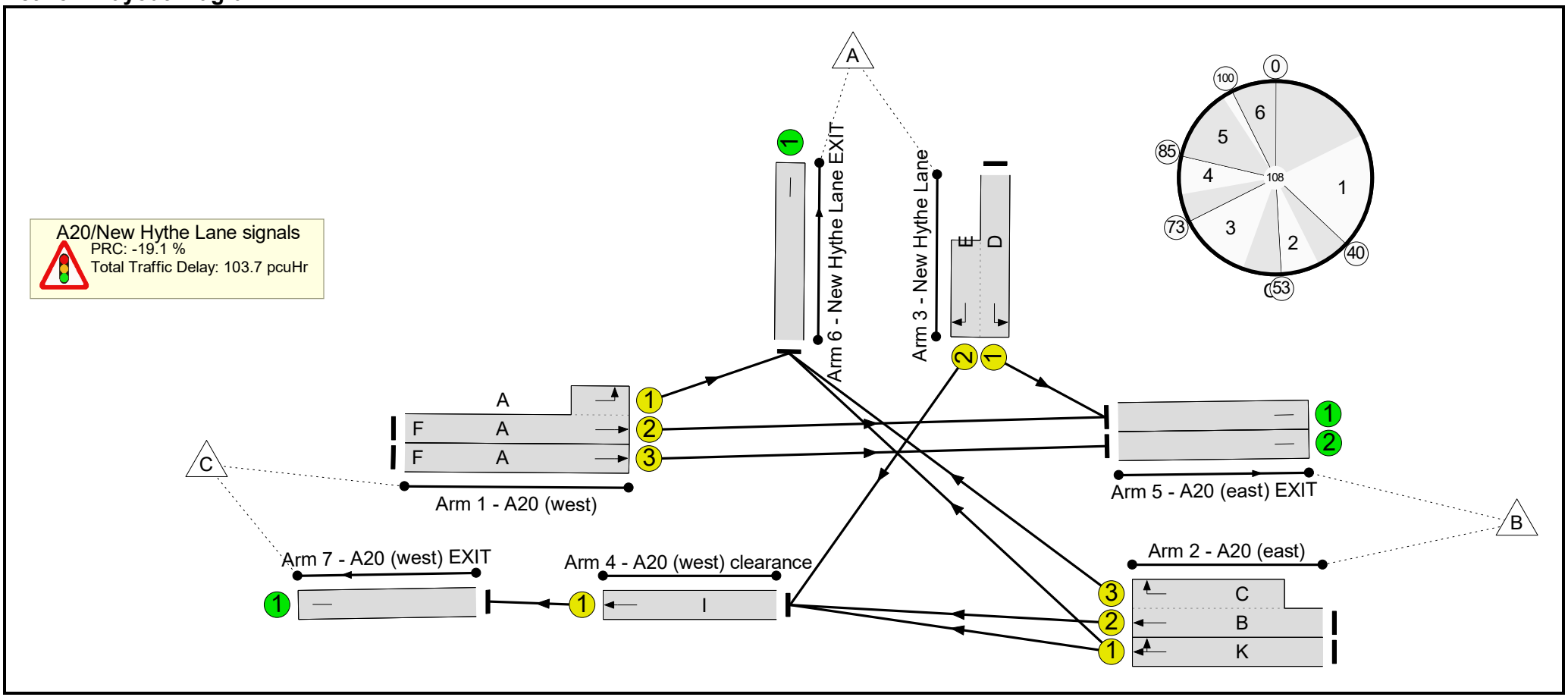
Stage	1	2	3	4	5	6
Duration	21	7	13	7	2	0
Change Point	0	40	53	73	85	100

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**	-	-		-	-	-	-	-	-	**107.2%**
A20/New Hythe Lane signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.2%**
1/2+1/1	A20 (west) Ahead Left	U	N/A	N/A	A	F	1	50:21	29	368	2055:1730	0+352	0.0 : 104.4%
1/3	A20 (west) Ahead	U	N/A	N/A	A	F	1	50	29	777	2055	970	80.1%
2/1	A20 (east) Ahead Right	U	N/A	N/A	K		1	7	-	137	1726	128	107.2%
2/2+2/3	A20 (east) Ahead Right	U	N/A	N/A	B C		1	53:8	-	1045	1940:1787	862+141	104.2 : 104.2%
3/1+3/2	New Hythe Lane Right Left	U	N/A	N/A	D E		1	39:13	-	456	1960:1914	218+211	106.3 : 106.3%
4/1	A20 (west) clearance Ahead	U	N/A	N/A	I		1	85	-	1123	2065	1644	65.3%
5/1	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
5/2	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	777	Inf	Inf	0.0%
6/1	New Hythe Lane EXIT	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
7/1	A20 (west) EXIT	U	N/A	N/A	-		-	-	-	1123	Inf	Inf	0.0%

Full Input Data And Results

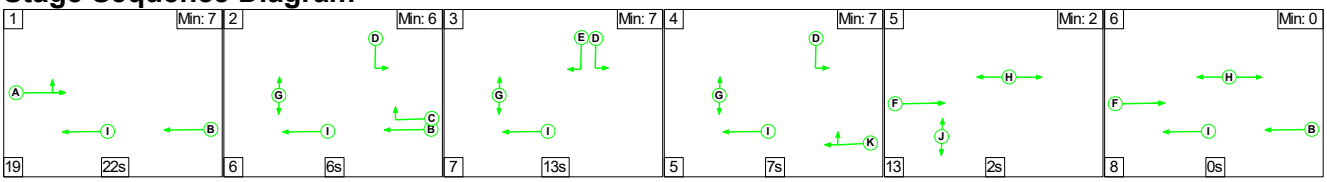
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**28.7**	**75.1**	**0.0**	**103.7**	**-**	**-**	**-**	**-**
A20/New Hythe Lane signals	**-**	**-**	**0**	**0**	**0**	**28.7**	**75.1**	**0.0**	**103.7**	**-**	**-**	**-**	**-**
1/2+1/1	368	352	-	-	-	5.2	14.3	-	19.4	190.2	11.7	14.3	26.0
1/3	777	777	-	-	-	5.2	2.0	-	7.2	33.3	19.6	2.0	21.6
2/1	137	128	-	-	-	2.2	8.6	-	10.8	284.1	4.4	8.6	13.0
2/2+2/3	1045	1003	-	-	-	10.7	30.0	-	40.7	140.2	33.3	30.0	63.3
3/1+3/2	456	443	-	-	-	5.3	19.4	-	24.6	194.6	9.7	19.4	29.1
4/1	1073	1073	-	-	-	0.0	0.9	-	0.9	3.2	0.0	0.9	1.0
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1073	1073	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -19.1 Total Delay for Signalled Lanes (pcuHr): 103.73 Cycle Time (s): 108
PRC Over All Lanes (%): -19.1 Total Delay Over All Lanes(pcuHr): 103.73

Full Input Data And Results

Scenario 16: '2031 'Do Something' + Site B + Site C PM' (FG20: '2031 'Do Something' + Site B + Site C PM', Plan 1: 'Network Control Plan 1')

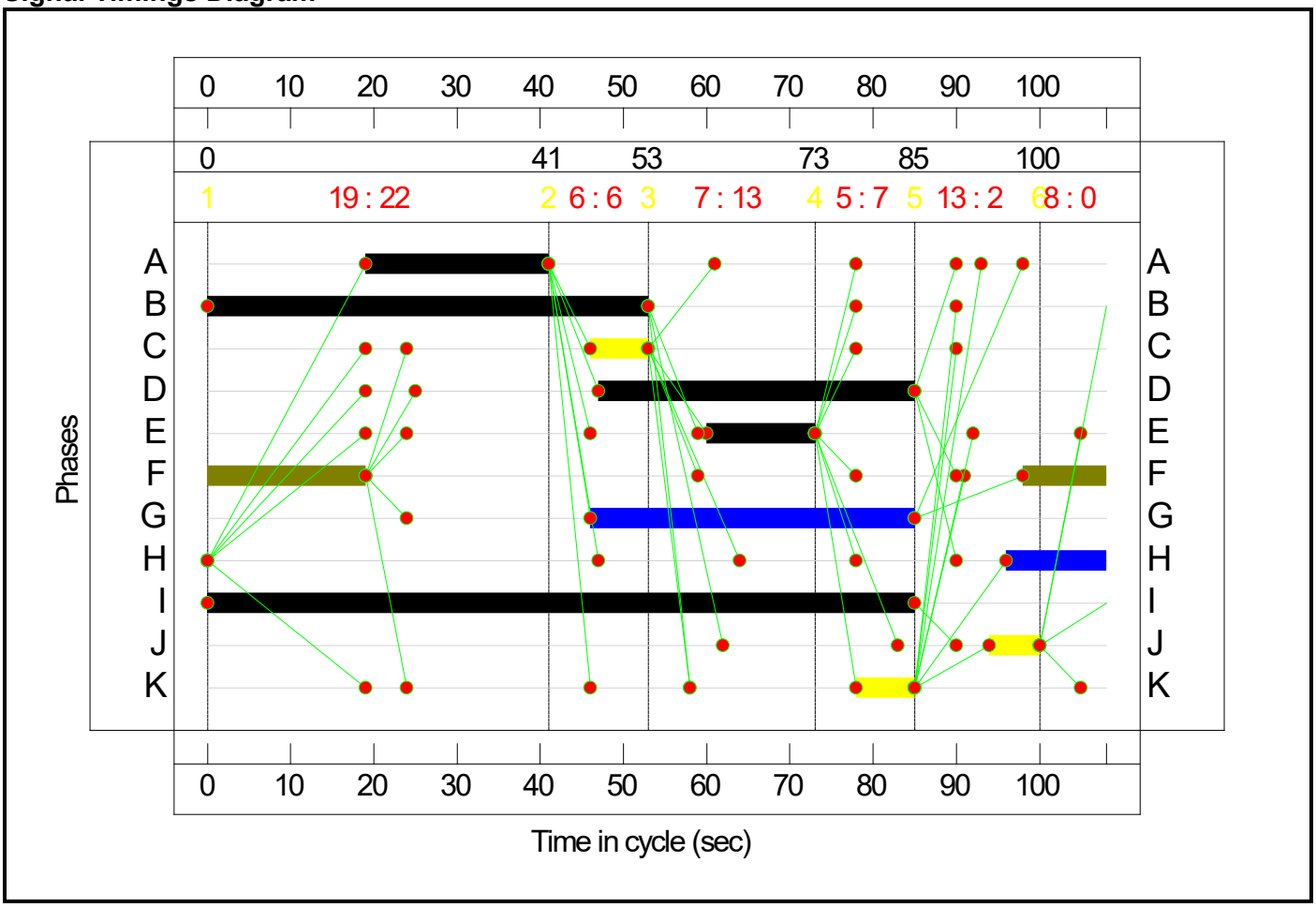
Stage Sequence Diagram



Stage Timings

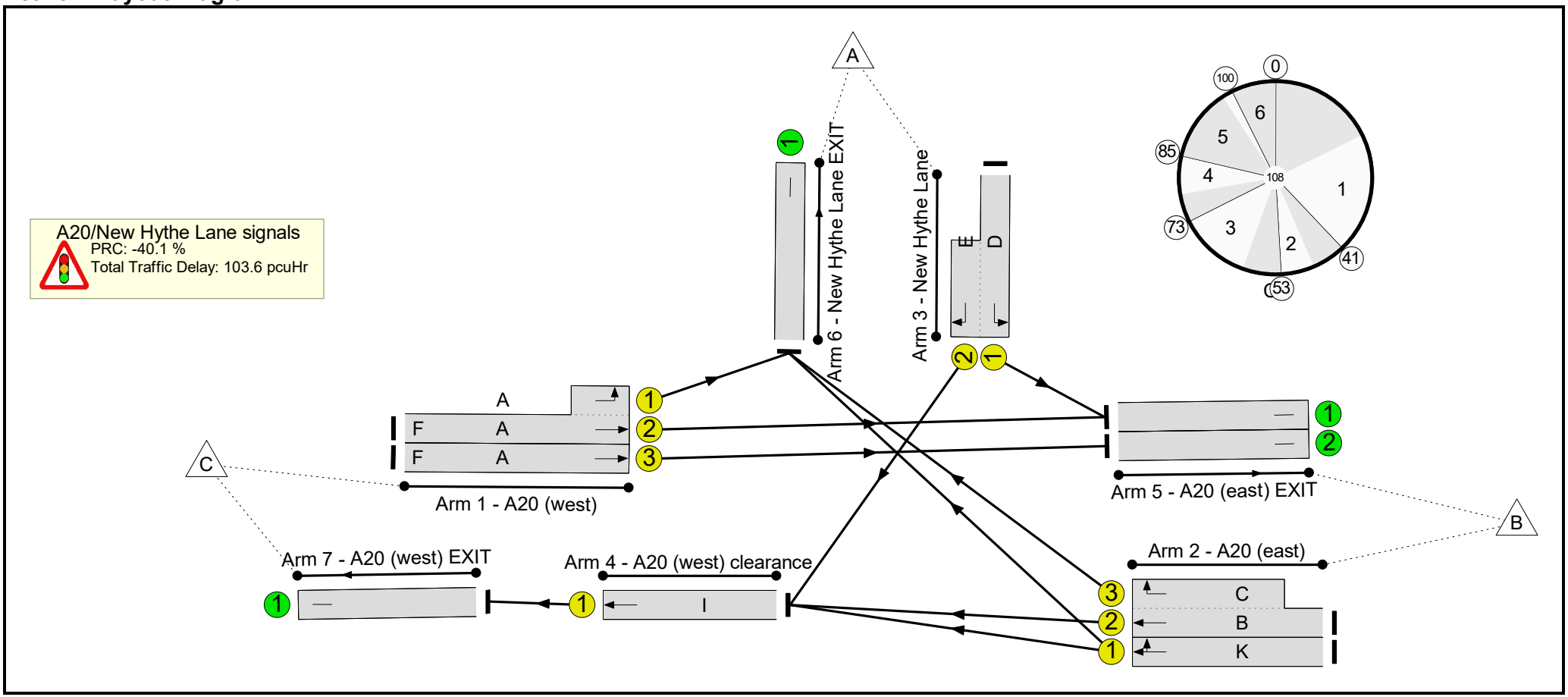
Stage	1	2	3	4	5	6
Duration	22	6	13	7	2	0
Change Point	0	41	53	73	85	100

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**	-	-		-	-	-	-	-	-	**126.1%**
A20/New Hythe Lane signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**126.1%**
1/2+1/1	A20 (west) Ahead Left	U	N/A	N/A	A	F	1	51:22	29	394	2055:1730	166+282	87.9 : 87.9%
1/3	A20 (west) Ahead	U	N/A	N/A	A	F	1	51	29	957	2055	989	96.7%
2/1	A20 (east) Ahead Right	U	N/A	N/A	K		1	7	-	58	1724	128	45.4%
2/2+2/3	A20 (east) Ahead Right	U	N/A	N/A	B C		1	53:7	-	945	1940:1787	861+132	94.3 : 100.5%
3/1+3/2	New Hythe Lane Right Left	U	N/A	N/A	D E		1	38:13	-	503	1960:1914	184+215	126.1 : 126.1%
4/1	A20 (west) clearance Ahead	U	N/A	N/A	I		1	85	-	1083	2065	1644	62.5%
5/1	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
5/2	A20 (east) EXIT	U	N/A	N/A	-		-	-	-	957	Inf	Inf	0.0%
6/1	New Hythe Lane EXIT	U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
7/1	A20 (west) EXIT	U	N/A	N/A	-		-	-	-	1083	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	**-**	**-**	**0**	**0**	**0**	**27.7**	**75.9**	**0.0**	**103.6**	**-**	**-**	**-**	**-**
A20/New Hythe Lane signals	**-**	**-**	**0**	**0**	**0**	**27.7**	**75.9**	**0.0**	**103.6**	**-**	**-**	**-**	**-**
1/2+1/1	394	394	-	-	-	3.9	3.2	-	7.1	65.1	9.5	3.2	12.8
1/3	957	957	-	-	-	7.2	9.4	-	16.6	62.4	27.6	9.4	37.0
2/1	58	58	-	-	-	0.8	0.4	-	1.2	73.5	1.7	0.4	2.1
2/2+2/3	945	944	-	-	-	7.4	7.7	-	15.2	57.8	25.2	7.7	32.9
3/1+3/2	503	424	-	-	-	8.4	54.3	-	62.7	448.8	16.0	54.3	70.4
4/1	1027	1027	-	-	-	0.0	0.8	-	0.8	2.9	0.0	0.8	0.8
5/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	957	957	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1027	1027	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -40.1 Total Delay for Signalled Lanes (pcuHr): 103.59 Cycle Time (s): 108
PRC Over All Lanes (%): -40.1 Total Delay Over All Lanes(pcuHr): 103.59

A20 / New Road / Hotel Junction (LinSig) – Existing Layout

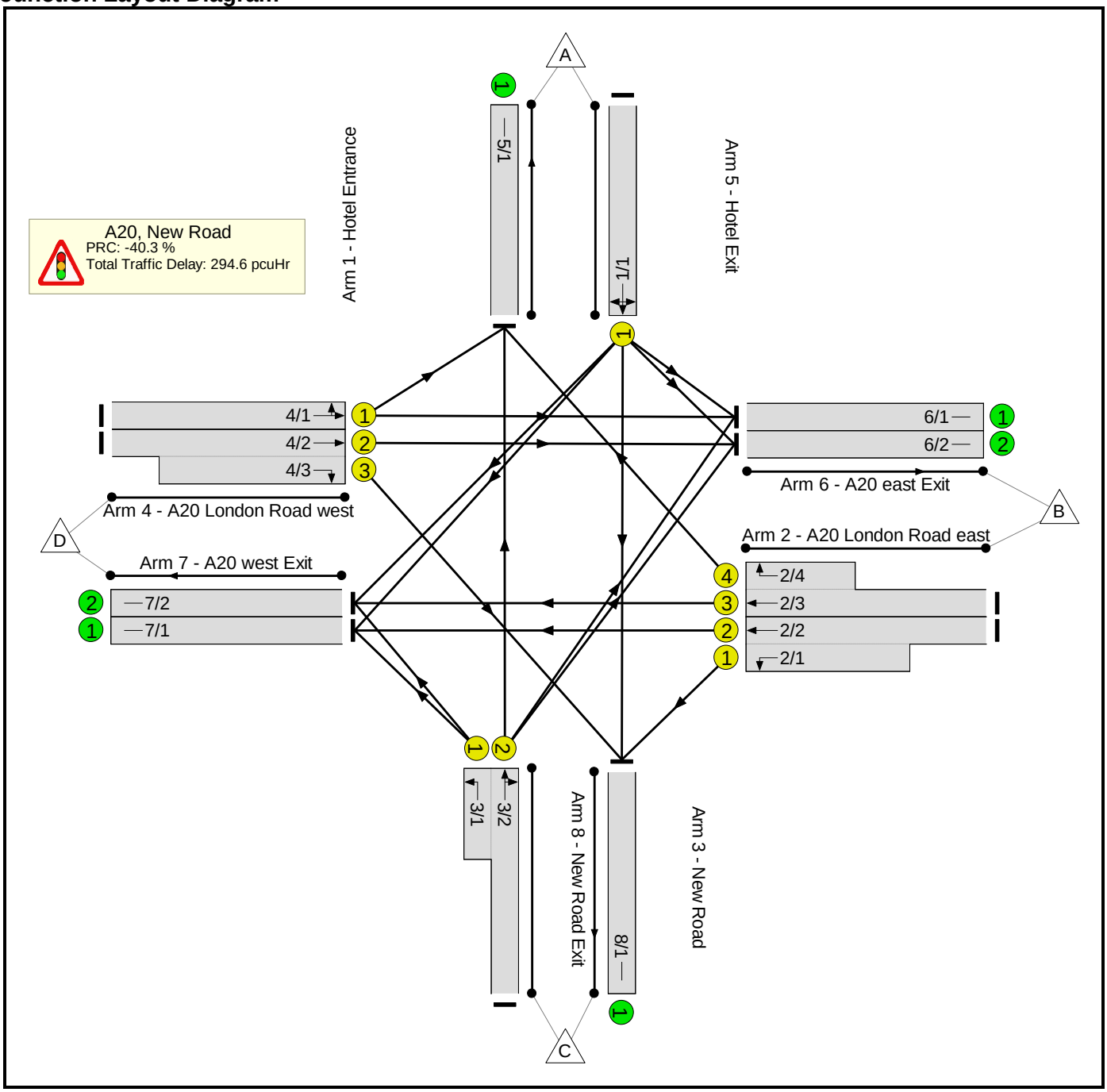
Amey Standard Linsig Report

User and Project Details

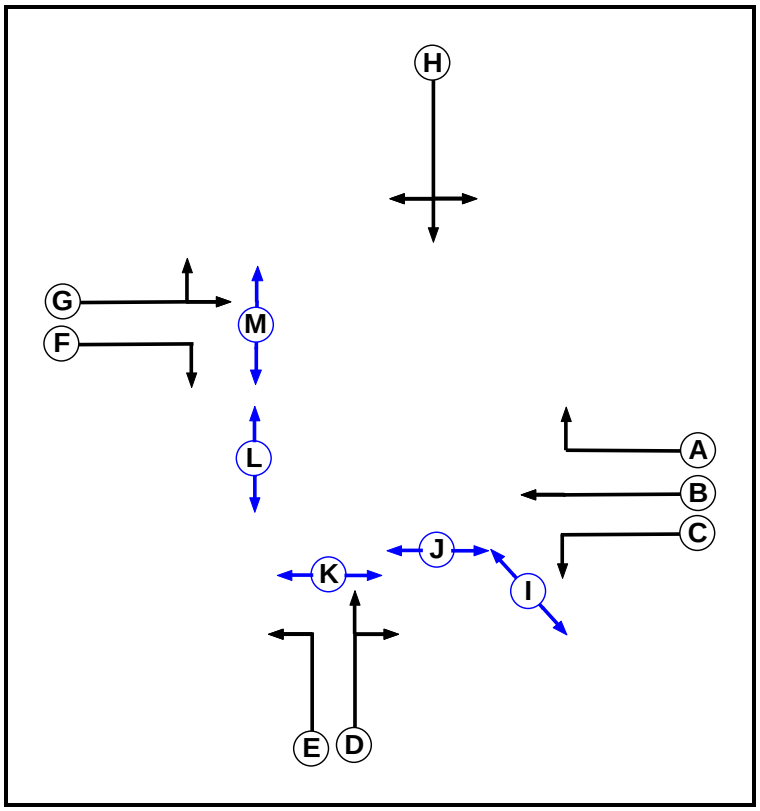
Project:	**A20, Maidstone**
Title:	
Location:	A20, New Road
File name:	A20 London Rd_New Rd - Existing Layout.lsg3x

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

Junction Layout Diagram



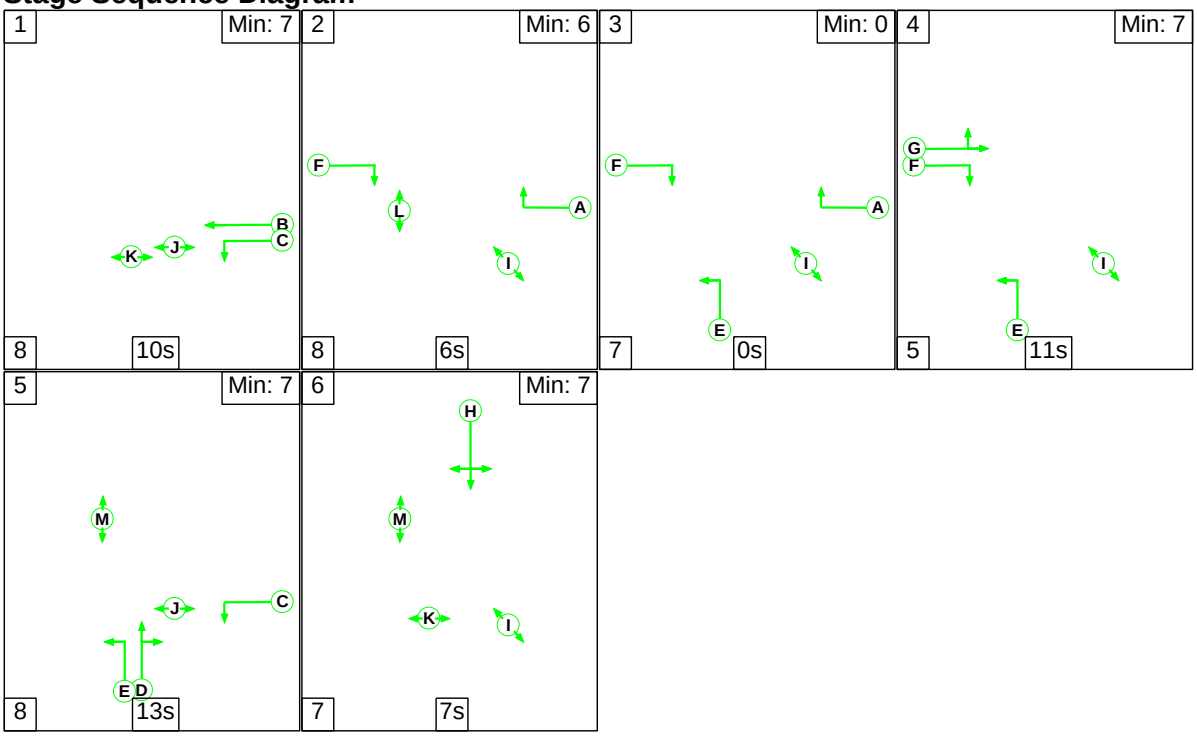
Phase Diagram



Phase Intergreens Matrix

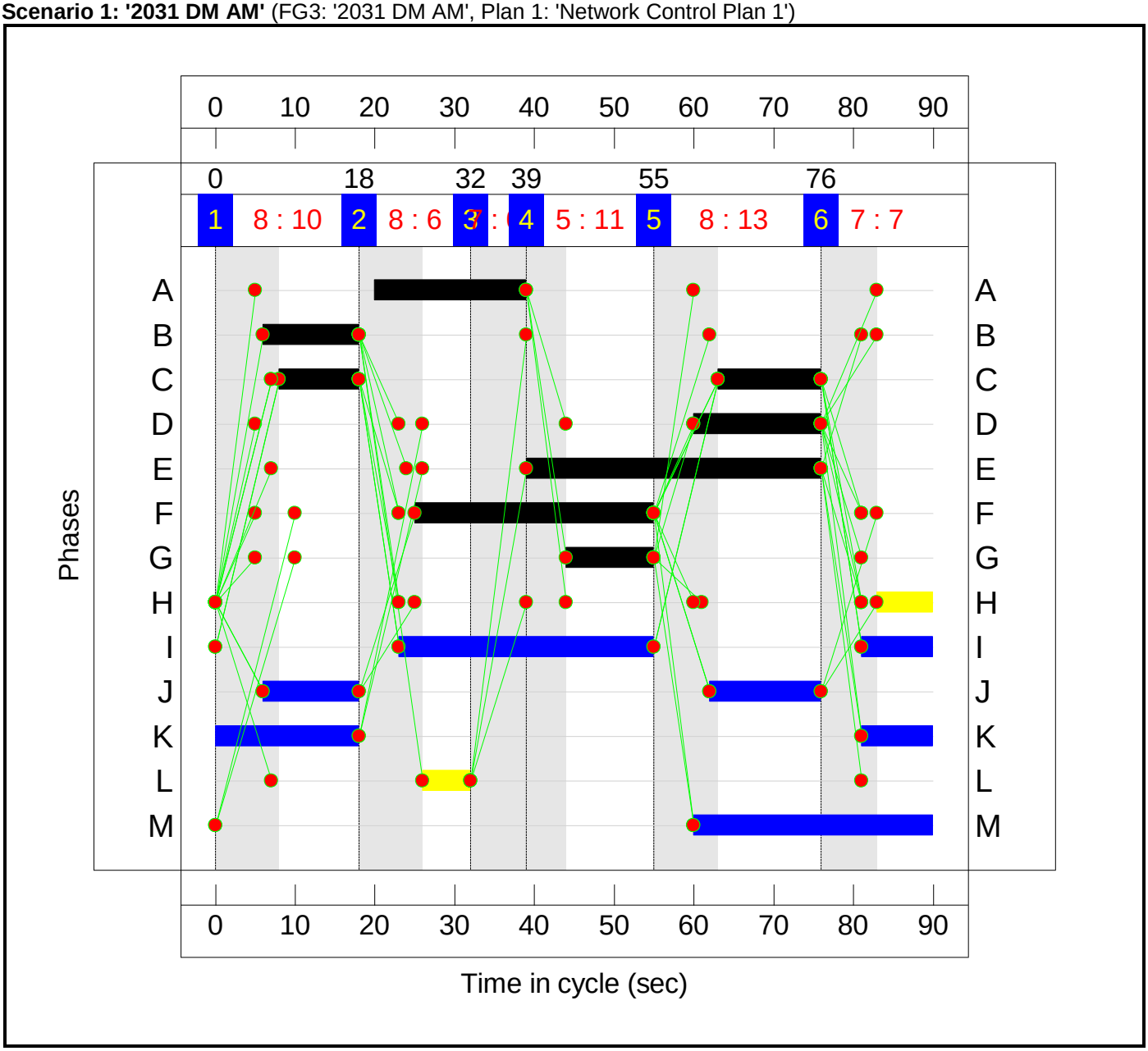
		Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A		-	-	5	-	-	5	5	-	-	-	-	-
	B	-		-	5	6	5	-	5	-	-	-	8	-
	C	-	-		-	-	5	-	5	5	-	-	-	-
	D	7	7	-		-	5	5	5	-	-	5	-	-
	E	-	5	-	-		-	-	5	-	-	5	5	-
	F	-	7	8	5	-		-	5	-	7	-	-	5
	G	5	-	-	5	-	-		6	-	-	-	-	5
	H	5	6	7	5	7	5	5		-	6	-	7	-
	I	-	-	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' (FG3: '2031 DM 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	402	703	1108
	C	1	356	0	226	583
	D	0	587	259	0	846
	Tot.	4	943	661	932	2540

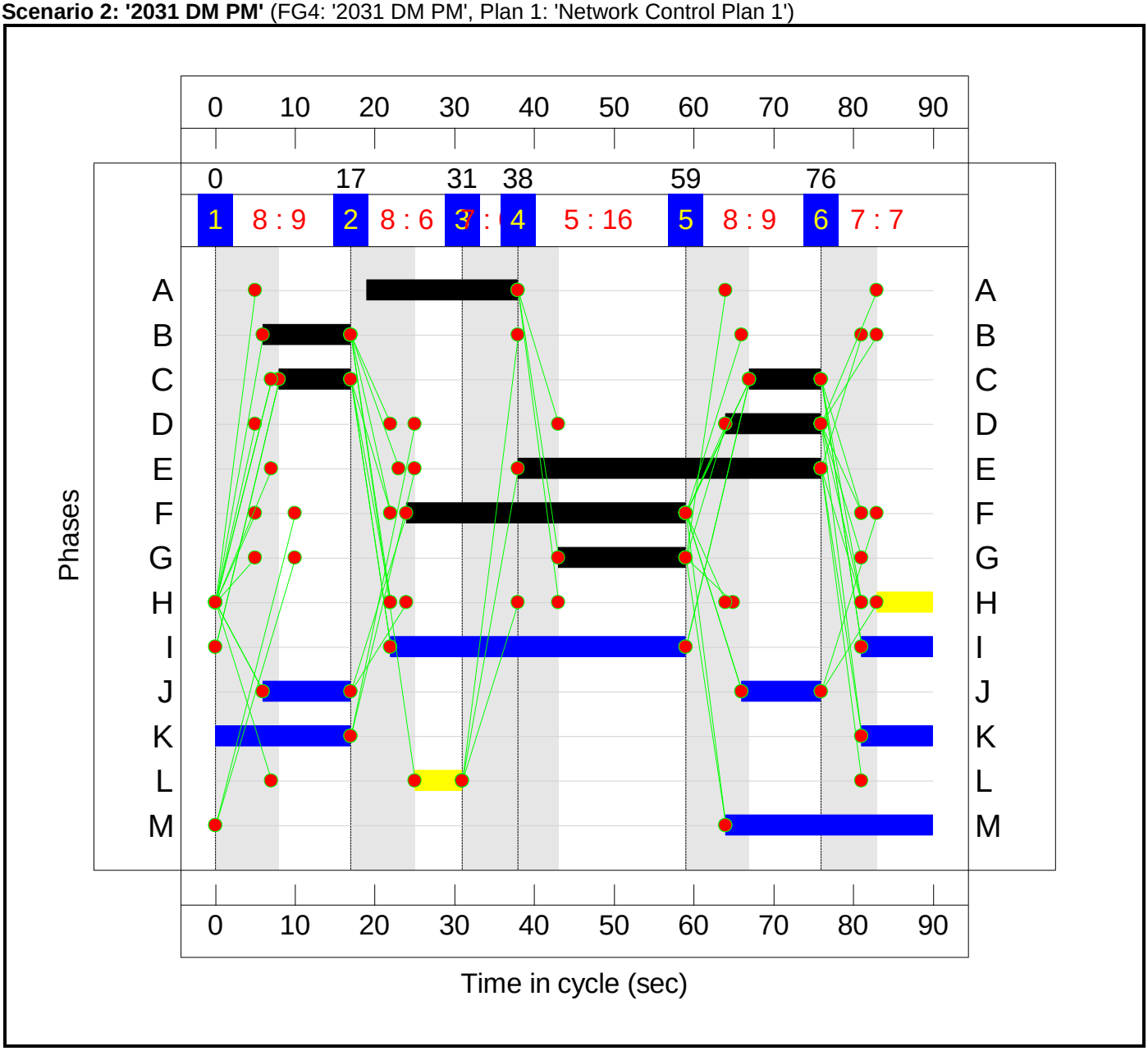
Link Results

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%**	**0**	**0**	**0**	**294.6**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**126.2%**	**0**	**0**	**0**	**294.6**	-	-
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	12:23	-	755	1950:1650	282+321	125.3 : 125.3%	-	-	-	88.9	424.1	92.8
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	12:19	-	353	1950:1600	282+2	124.3 : 124.3%	-	-	-	43.8	446.4	47.8
3/2+3/1	New Road Ahead Right Left	U	D E		1	16:37	-	583	1800:1650	283+179	126.2 : 126.2%	-	-	-	72.1	445.2	78.6
4/1	A20 London Road west Left Ahead	U	G		1	11	-	272	1700	227	120.0%	-	-	-	29.9	395.9	33.3
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	11:30	-	574	1950:1600	260+214	121.2 : 121.2%	-	-	-	59.9	375.5	62.1

C1 PRC for Signalled Lanes (%): -40.3 Total Delay for Signalled Lanes (pcuHr): 294.63 Cycle Time (s): 90
PRC Over All Lanes (%): -40.3 Total Delay Over All Lanes(pcuHr): 294.63

Signal Timings Diagram

Scenario 2: '2031 DM PM' (FG4: '2031 DM 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	372	656	1029
	C	0	317	0	67	384
	D	4	888	243	0	1135
	Tot.	5	1206	615	724	2550

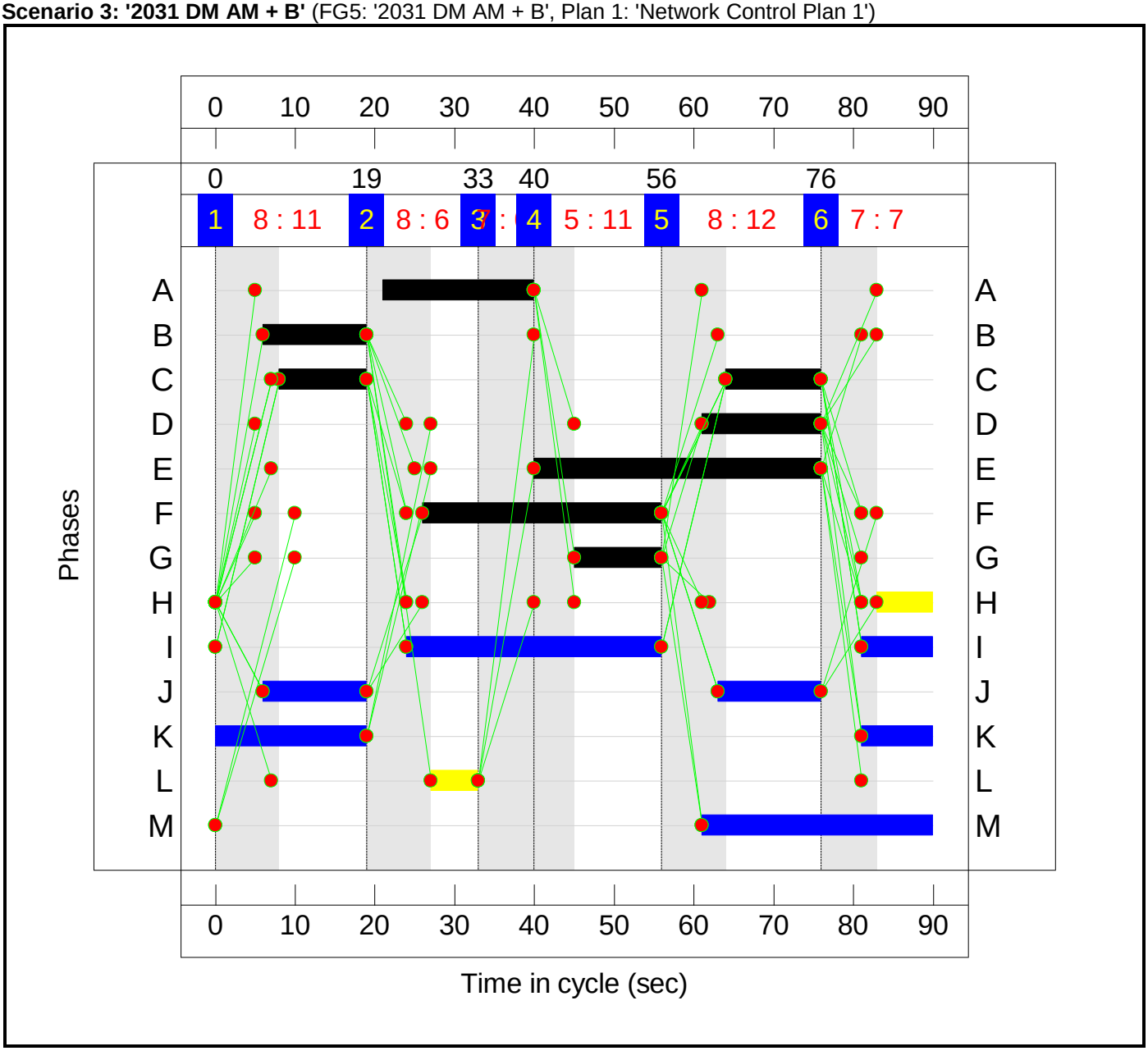
Link Results

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**	**296.0**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**129.8%**	**0**	**0**	**0**	**296.0**	-	-
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	-	700	1950:1650	260+367	126.2 : 101.5%	-	-	-	50.8	261.2	53.4
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	11:19	-	329	1950:1600	260+1	126.2 : 126.2%	-	-	-	43.1	471.3	46.7
3/2+3/1	New Road Ahead Right Left	U	D E		1	12:38	-	384	1800:1650	249+53	127.4 : 127.4%	-	-	-	50.2	470.2	55.0
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	-	721	1950:1600	368+187	129.8 : 129.8%	-	-	-	95.9	478.7	103.3

C1 PRC for Signalled Lanes (%): -44.2 Total Delay for Signalled Lanes (pcuHr): 295.97 Cycle Time (s): 90
PRC Over All Lanes (%): -44.2 Total Delay Over All Lanes(pcuHr): 295.97

Signal Timings Diagram

Scenario 3: '2031 DM AM + B' (FG5: '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

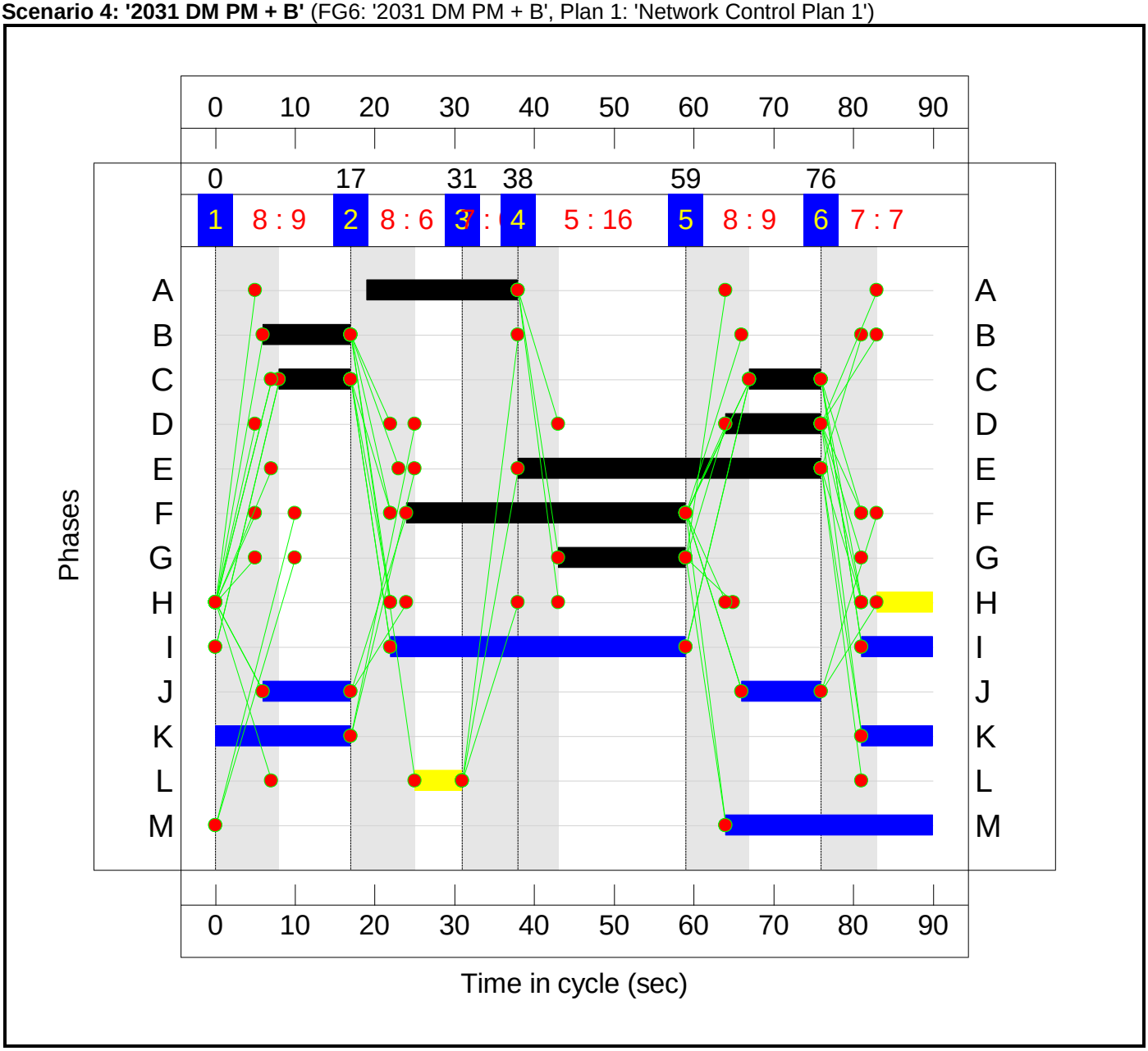
Link Results

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	-	-	-		-	-	-	-	-	-	**131.7%**	**0**	**0**	**0**	**334.2**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**131.7%**	**0**	**0**	**0**	**334.2**	-	-
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	13:23	-	787	1950:1650	303+317	126.9 : 126.9%	-	-	-	97.7	447.0	102.0
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	13:19	-	386	1950:1600	303+2	126.3 : 126.3%	-	-	-	50.2	467.7	54.6
3/2+3/1	New Road Ahead Right Left	U	D E		1	15:36	-	583	1800:1650	271+172	131.7 : 131.7%	-	-	-	82.6	510.1	88.9
4/1	A20 London Road west Left Ahead	U	G		1	11	-	281	1700	227	124.0%	-	-	-	34.5	442.2	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	425.4	71.4

C1 PRC for Signalled Lanes (%): -46.4 Total Delay for Signalled Lanes (pcuHr): 334.15 Cycle Time (s): 90
PRC Over All Lanes (%): -46.4 Total Delay Over All Lanes(pcuHr): 334.15

Signal Timings Diagram

Scenario 4: '2031 DM PM + B' (FG6: '2031 DM PM + B', 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	372	680	1053
	C	0	317	0	67	384
	D	4	933	243	0	1180
	Tot.	5	1251	615	748	2619

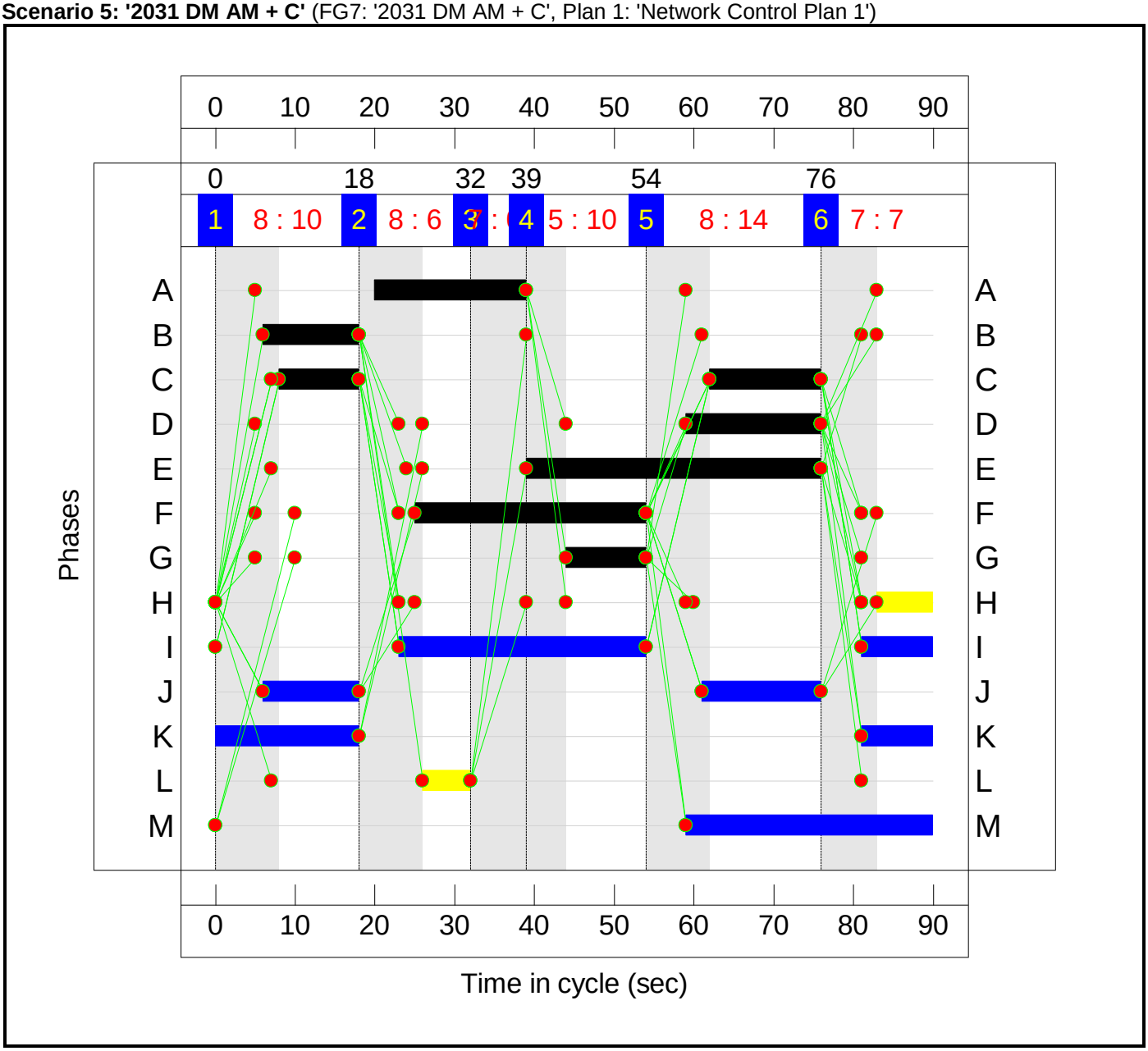
Link Results

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	-	-	-		-	-	-	-	-	-	**136.3%**	**0**	**0**	**0**	**350.2**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**136.3%**	**0**	**0**	**0**	**350.2**	-	-
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	-	713	1950:1650	260+341	131.2 : 109.2%	-	-	-	70.3	355.0	73.0
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
3/2+3/1	New Road Ahead Right Left	U	D E		1	12:38	-	384	1800:1650	249+53	127.4 : 127.4%	-	-	-	50.2	470.2	55.0
4/1	A20 London Road west Left Ahead	U	G		1	16	-	435	1700	321	135.5%	-	-	-	67.2	556.3	72.5
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	16:35	-	745	1950:1600	368+178	136.3 : 136.3%	-	-	-	113.6	548.7	121.2

C1 PRC for Signalled Lanes (%): -51.4 Total Delay for Signalled Lanes (pcuHr): 350.25 Cycle Time (s): 90
PRC Over All Lanes (%): -51.4 Total Delay Over All Lanes(pcuHr): 350.25

Signal Timings Diagram

Scenario 5: '2031 DM AM + C' (FG7: '2031 DM AM + C', 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	408	703	1114
	C	1	375	0	252	628
	D	0	587	267	0	854
	Tot.	4	962	675	958	2599

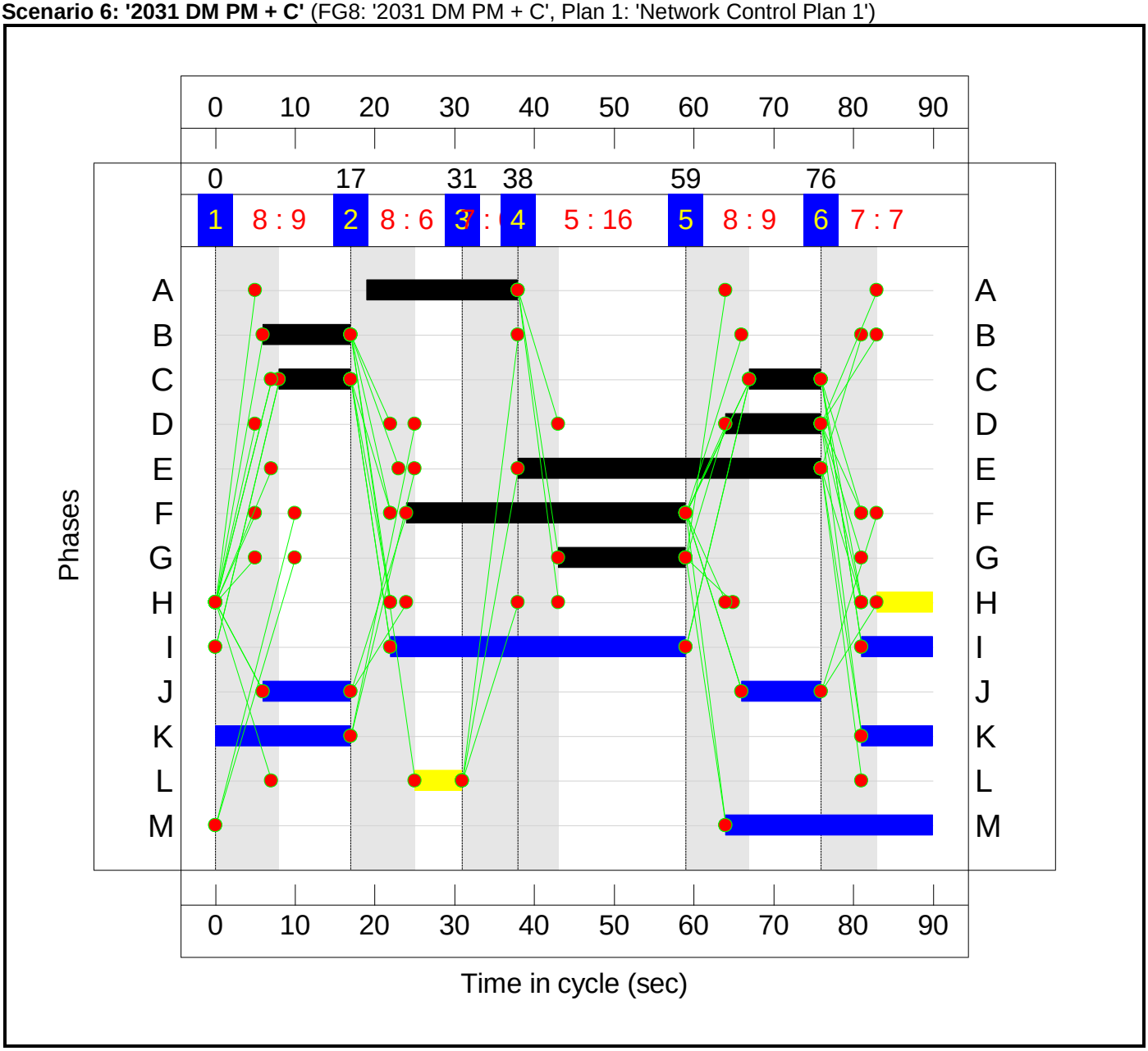
Link Results

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	-	-	-		-	-	-	-	-	-	**132.2%**	**0**	**0**	**0**	**335.9**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**132.2%**	**0**	**0**	**0**	**335.9**	-	-
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	12:24	-	761	1950:1650	282+326	125.3 : 125.3%	-	-	-	89.5	423.3	93.4
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	12:19	-	353	1950:1600	282+2	124.3 : 124.3%	-	-	-	43.8	446.4	47.8
3/2+3/1	New Road Ahead Right Left	U	D E		1	17:37	-	628	1800:1650	292+196	128.6 : 128.6%	-	-	-	82.4	472.1	89.4
4/1	A20 London Road west Left Ahead	U	G		1	10	-	272	1700	208	130.9%	-	-	-	39.4	521.3	42.5
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	10:29	-	582	1950:1600	238+202	132.2 : 132.2%	-	-	-	80.8	499.8	83.4

C1 PRC for Signalled Lanes (%): -46.9 Total Delay for Signalled Lanes (pcuHr): 335.85 Cycle Time (s): 90
PRC Over All Lanes (%): -46.9 Total Delay Over All Lanes(pcuHr): 335.85

Signal Timings Diagram

Scenario 6: '2031 DM PM + C' (FG8: '2031 DM PM + C', 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	385	656	1042
	C	0	324	0	77	401
	D	4	888	261	0	1153
	Tot.	5	1213	646	734	2598

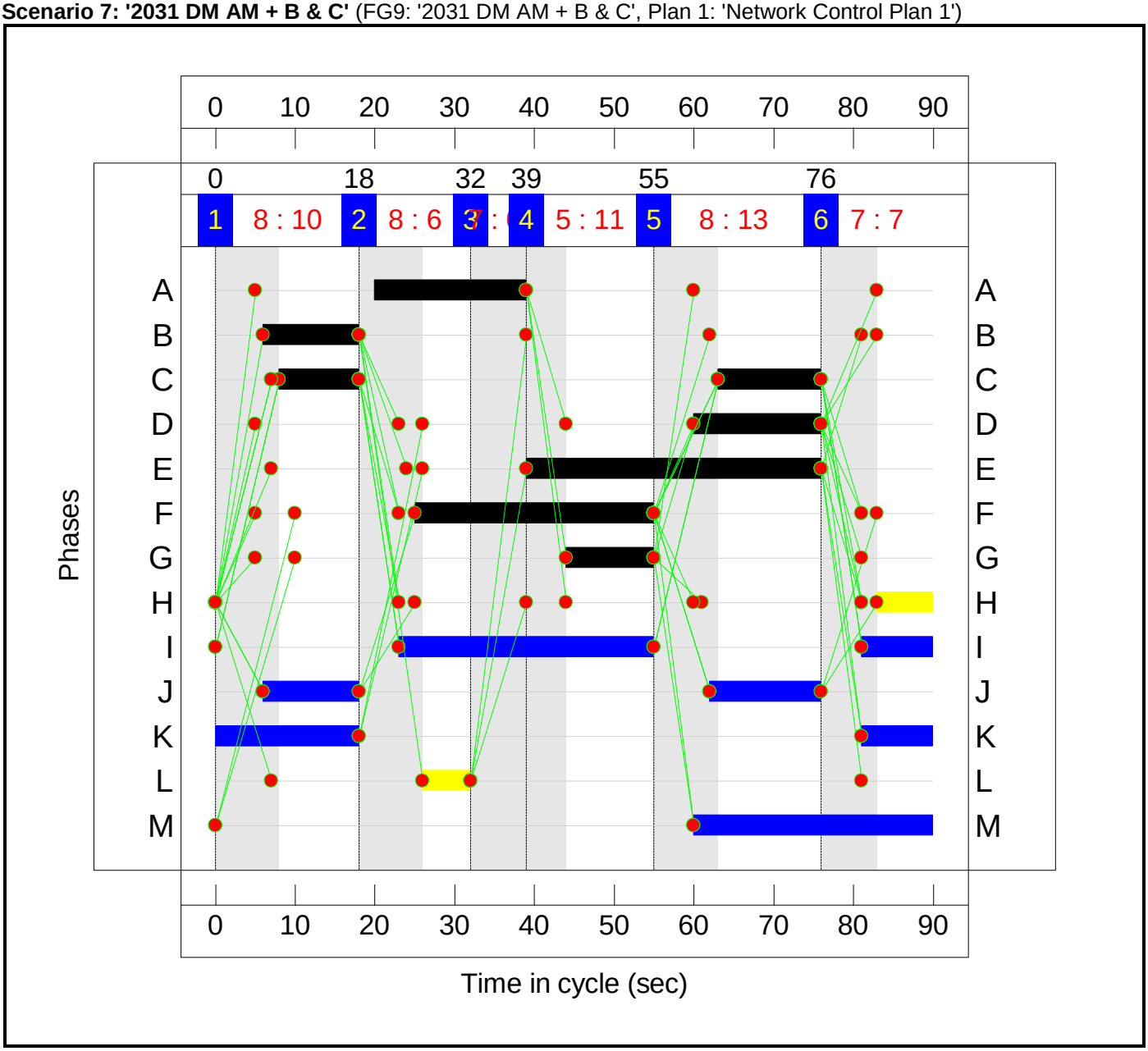
Link Results

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	-	-	-		-	-	-	-	-	-	**130.8%**	**0**	**0**	**0**	**311.1**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**130.8%**	**0**	**0**	**0**	**311.1**	-	-
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
3/2+3/1	New Road Ahead Right Left	U	D E		1	12:38	-	401	1800:1650	248+59	130.8 : 130.8%	-	-	-	56.6	508.2	61.6
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 (%): -45.4 Total Delay for Signalled Lanes (pcuHr): 311.09 Cycle Time (s): 90
PRC Over All Lanes (%): -45.4 Total Delay Over All Lanes(pcuHr): 311.09

Signal Timings Diagram

Scenario 7: '2031 DM AM + B & C' (FG9: '2031 DM AM + B & C', 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	408	768	1179
	C	1	375	0	252	628
	D	0	607	267	0	874
	Tot.	4	982	675	1023	2684

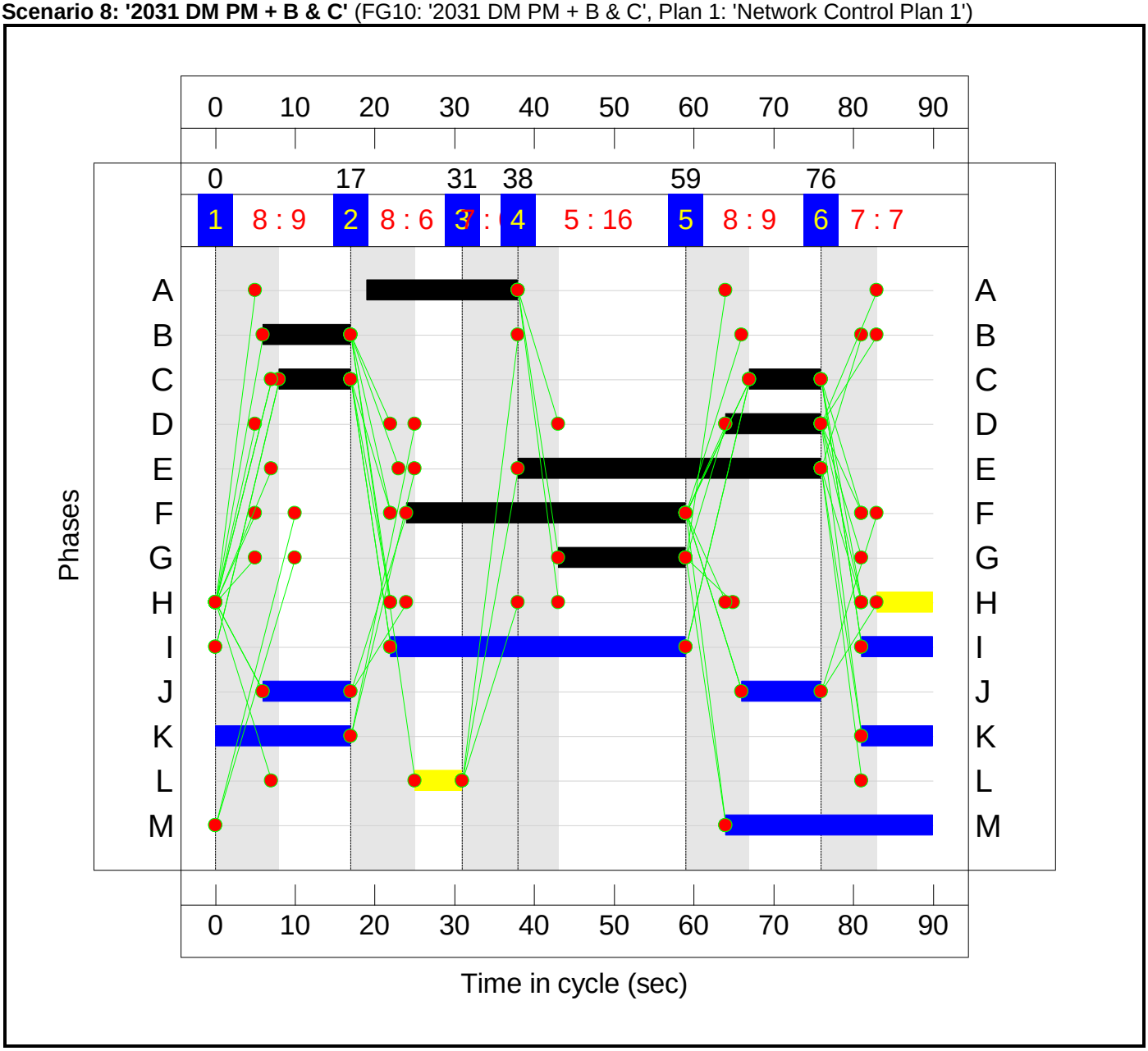
Link Results

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	-	-	-		-	-	-	-	-	-	**136.7%**	**0**	**0**	**0**	**380.9**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**136.7%**	**0**	**0**	**0**	**380.9**	-	-
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	12:23	-	793	1950:1650	282+298	136.7 : 136.7%	-	-	-	121.8	552.8	125.6
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	12:19	-	386	1950:1600	282+2	136.0 : 136.0%	-	-	-	61.7	575.3	65.6
3/2+3/1	New Road Ahead Right Left	U	D E		1	16:37	-	628	1800:1650	281+188	133.9 : 133.9%	-	-	-	92.9	532.4	99.7
4/1	A20 London Road west Left Ahead	U	G		1	11	-	281	1700	227	124.0%	-	-	-	34.5	442.4	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	425.0	72.2

C1 PRC for Signalled Lanes (%): -51.9 Total Delay for Signalled Lanes (pcuHr): 380.92 Cycle Time (s): 90
PRC Over All Lanes (%): -51.9 Total Delay Over All Lanes(pcuHr): 380.92

Signal Timings Diagram

Scenario 8: '2031 DM PM + B & C' (FG10: '2031 DM PM + B & C', 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	385	680	1066
	C	0	324	0	77	401
	D	4	933	261	0	1198
	Tot.	5	1258	646	758	2667

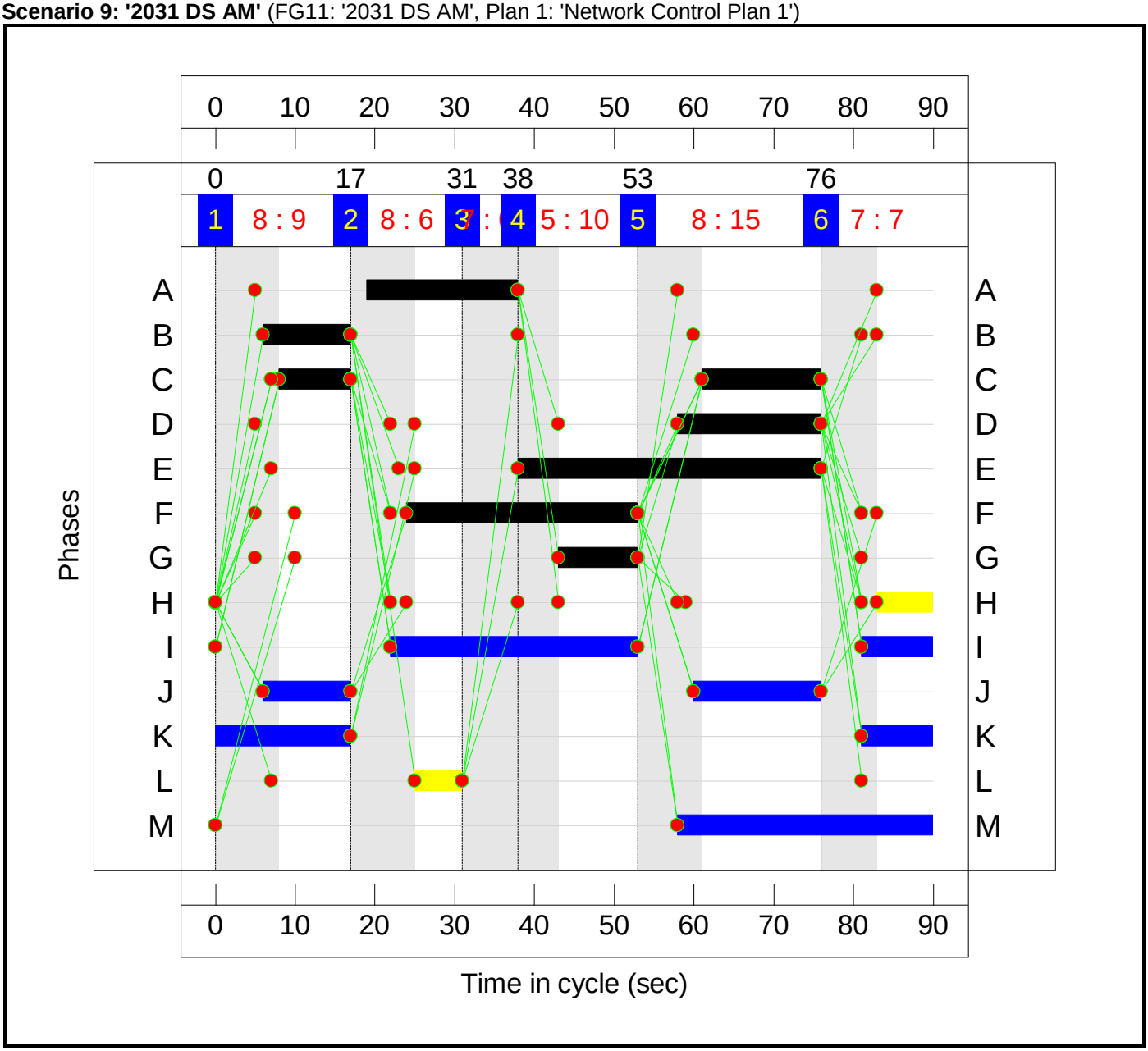
Link Results

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	-	-	-		-	-	-	-	-	-	**136.3%**	**0**	**0**	**0**	**354.4**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**136.3%**	**0**	**0**	**0**	**354.4**	-	-
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	-	726	1950:1650	260+365	131.2 : 105.5%	-	-	-	65.4	324.1	67.9
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
3/2+3/1	New Road Ahead Right Left	U	D E		1	12:38	-	401	1800:1650	248+59	130.8 : 130.8%	-	-	-	56.6	508.2	61.6
4/1	A20 London Road west Left Ahead	U	G		1	16	-	435	1700	321	135.5%	-	-	-	67.2	556.3	72.5
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	16:35	-	763	1950:1600	368+192	136.3 : 136.3%	-	-	-	116.2	548.1	123.9

C1 PRC for Signalled Lanes (%): -51.4 Total Delay for Signalled Lanes (pcuHr): 354.39 Cycle Time (s): 90
PRC Over All Lanes (%): -51.4 Total Delay Over All Lanes(pcuHr): 354.39

Signal Timings Diagram

Scenario 9: '2031 DS AM' (FG11: '2031 DS 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	396	706	1105
	C	1	432	0	216	649
	D	0	630	272	0	902
	Tot.	4	1062	668	925	2659

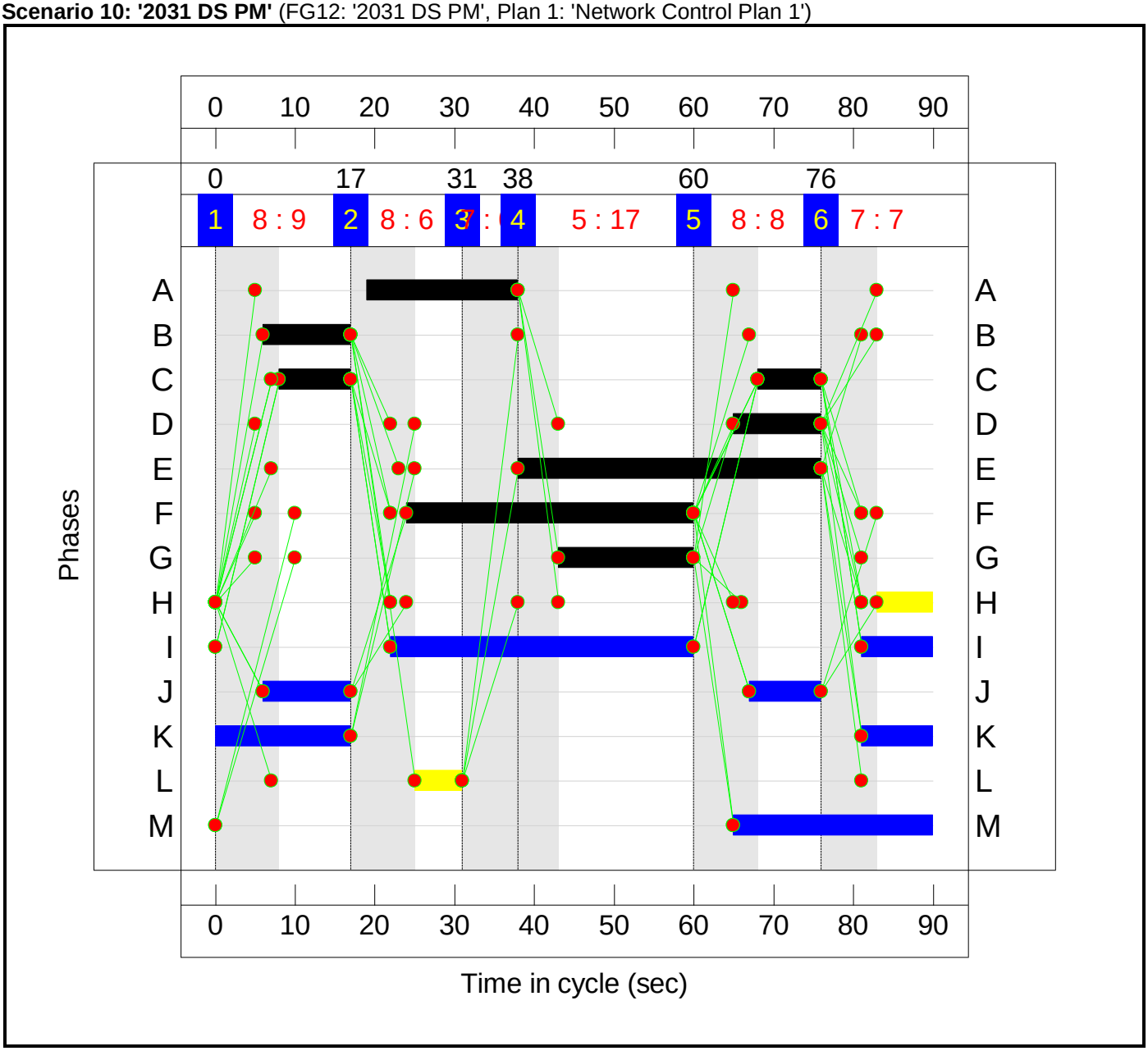
Link Results

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	-	-	-		-	-	-	-	-	-	**141.8%**	**0**	**0**	**0**	**421.9**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**141.8%**	**0**	**0**	**0**	**421.9**	-	-
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	11:24	-	750	1950:1650	260+291	136.2 : 136.2%	-	-	-	113.1	543.0	116.8
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	11:19	-	355	1950:1600	260+2	135.4 : 135.4%	-	-	-	56.3	571.2	59.9
3/2+3/1	New Road Ahead Right Left	U	D E		1	18:38	-	649	1800:1650	317+158	136.8 : 136.8%	-	-	-	101.6	563.8	109.6
4/1	A20 London Road west Left Ahead	U	G		1	10	-	292	1700	208	140.5%	-	-	-	50.0	616.7	53.2
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	10:29	-	610	1950:1600	238+192	141.8 : 141.8%	-	-	-	100.8	594.6	104.4

C1 PRC for Signalled Lanes (%): -57.6 Total Delay for Signalled Lanes (pcuHr): 421.91 Cycle Time (s): 90
PRC Over All Lanes (%): -57.6 Total Delay Over All Lanes(pcuHr): 421.91

Signal Timings Diagram

Scenario 10: '2031 DS PM' (FG12: '2031 DS 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	423	644	1068
	C	0	316	0	65	381
	D	0	979	238	0	1217
	Tot.	1	1296	661	710	2668

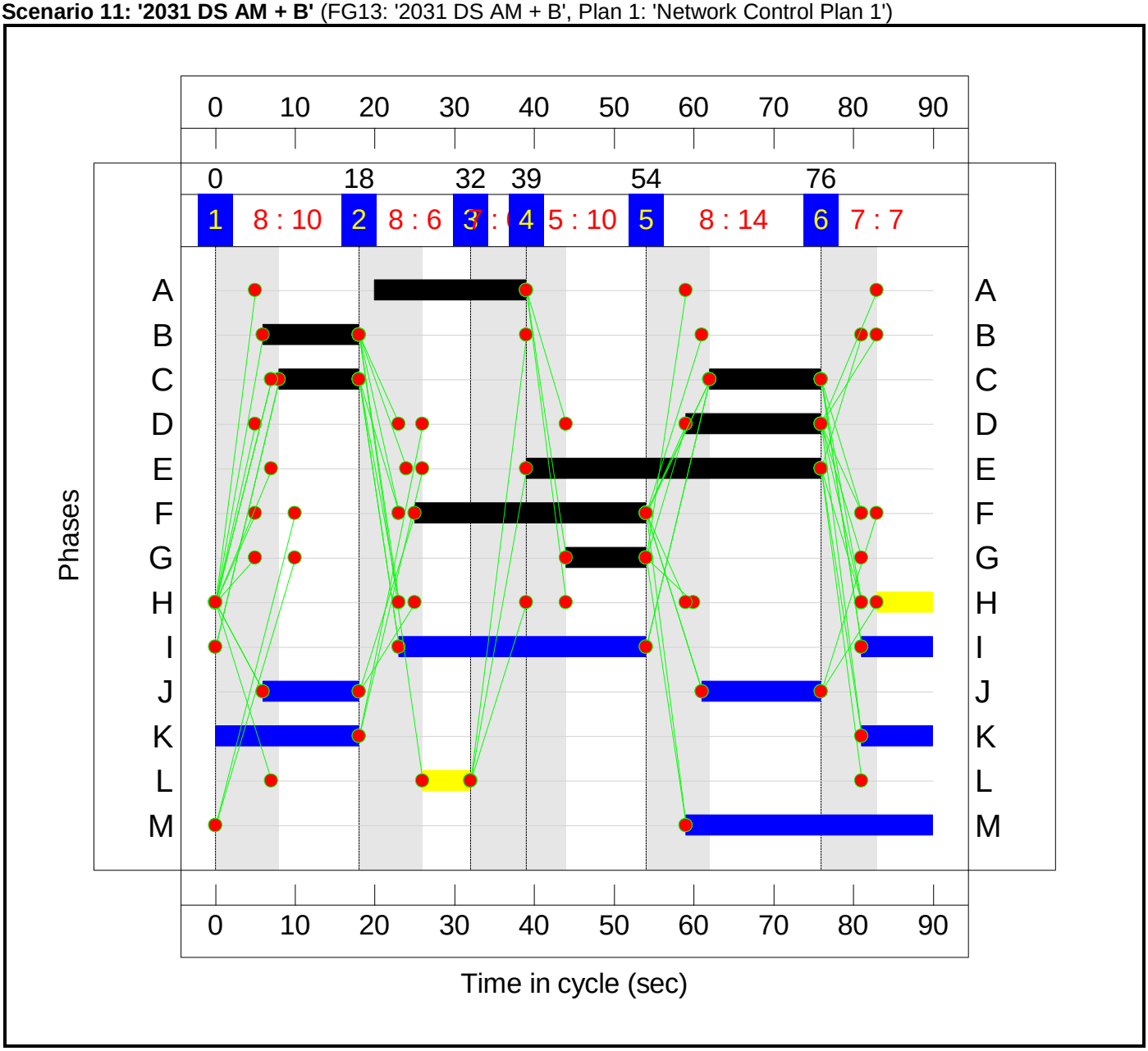
Link Results

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	-	-	-		-	-	-	-	-	-	**135.8%**	**0**	**0**	**0**	**363.7**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**135.8%**	**0**	**0**	**0**	**363.7**	-	-
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	-	747	1950:1650	260+348	124.6 : 121.4%	-	-	-	85.1	410.3	86.2
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	11:19	-	321	1950:1600	260+1	123.1 : 123.1%	-	-	-	38.8	435.2	42.5
3/2+3/1	New Road Ahead Right Left	U	D E		1	11:38	-	381	1800:1650	233+48	135.8 : 135.8%	-	-	-	59.7	563.9	64.4
4/1	A20 London Road west Left Ahead	U	G		1	17	-	455	1700	340	133.8%	-	-	-	68.0	538.1	73.7
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	17:36	-	762	1950:1600	390+177	134.4 : 134.4%	-	-	-	112.1	529.4	120.2

C1 PRC for Signalled Lanes (%): -50.9 Total Delay for Signalled Lanes (pcuHr): 363.71 Cycle Time (s): 90
PRC Over All Lanes (%): -50.9 Total Delay Over All Lanes(pcuHr): 363.71

Signal Timings Diagram

Scenario 11: '2031 DS AM + B' (FG13: '2031 DS 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	396	771	1170
	C	1	432	0	216	649
	D	0	650	272	0	922
	Tot.	4	1082	668	990	2744

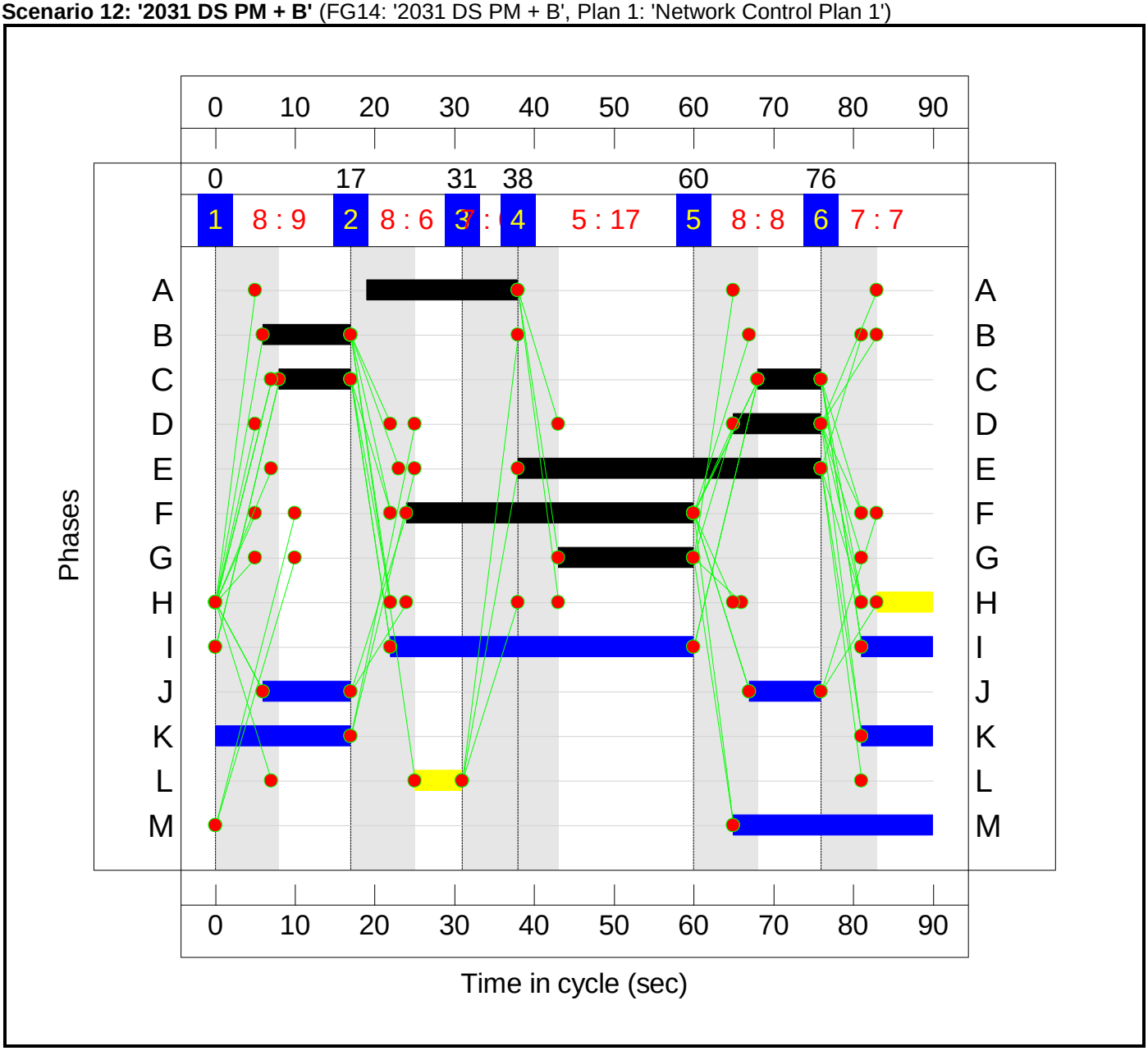
Link Results

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	-	-	-		-	-	-	-	-	-	**146.0%**	**0**	**0**	**0**	**460.7**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**146.0%**	**0**	**0**	**0**	**460.7**	-	-
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	12:24	-	783	1950:1650	282+288	137.4 : 137.4%	-	-	-	121.7	559.6	125.8
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	12:19	-	387	1950:1600	282+2	136.3 : 136.3%	-	-	-	62.2	578.9	66.1
3/2+3/1	New Road Ahead Right Left	U	D E		1	17:37	-	649	1800:1650	304+151	142.6 : 142.6%	-	-	-	112.3	623.1	120.1
4/1	A20 London Road west Left Ahead	U	G		1	10	-	302	1700	208	145.3%	-	-	-	55.4	659.8	58.6
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	10:29	-	620	1950:1600	238+186	146.0 : 146.0%	-	-	-	109.0	632.9	112.9

C1 PRC for Signalled Lanes (%): -62.2 Total Delay for Signalled Lanes (pcuHr): 460.68 Cycle Time (s): 90
PRC Over All Lanes (%): -62.2 Total Delay Over All Lanes(pcuHr): 460.68

Signal Timings Diagram

Scenario 12: '2031 DS PM + B' (FG14: '2031 DS PM + B', 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	423	668	1092
	C	0	316	0	65	381
	D	0	1024	238	0	1262
	Tot.	1	1341	661	734	2737

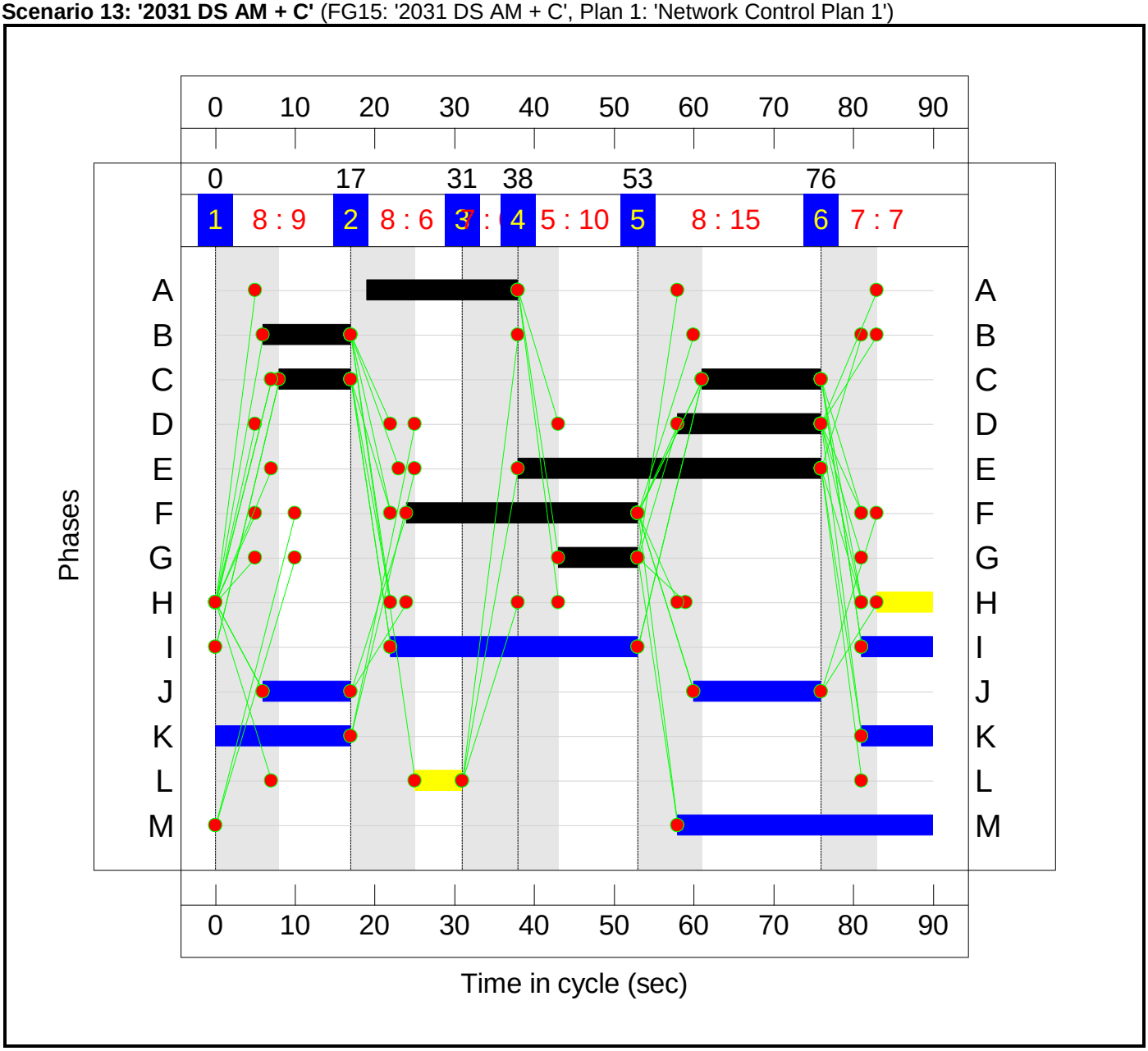
Link Results

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	-	-	-		-	-	-	-	-	-	**140.5%**	**0**	**0**	**0**	**405.0**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**140.5%**	**0**	**0**	**0**	**405.0**	-	-
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	-	758	1950:1650	260+348	128.8 : 121.4%	-	-	-	91.1	432.7	91.6
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	11:19	-	334	1950:1600	260+1	128.1 : 128.1%	-	-	-	45.8	493.2	49.4
3/2+3/1	New Road Ahead Right Left	U	D E		1	11:38	-	381	1800:1650	233+48	135.8 : 135.8%	-	-	-	59.7	563.9	64.4
4/1	A20 London Road west Left Ahead	U	G		1	17	-	476	1700	340	140.0%	-	-	-	79.2	599.3	85.0
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	17:36	-	786	1950:1600	390+169	140.5 : 140.5%	-	-	-	129.1	591.5	137.6

C1 PRC for Signalled Lanes (%): -56.1 Total Delay for Signalled Lanes (pcuHr): 404.96 Cycle Time (s): 90
PRC Over All Lanes (%): -56.1 Total Delay Over All Lanes(pcuHr): 404.96

Signal Timings Diagram

Scenario 13: '2031 DS AM + C' (FG15: '2031 DS AM + C', 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	706	1111
	C	1	451	0	242	694
	D	0	630	280	0	910
	Tot.	4	1081	682	951	2718

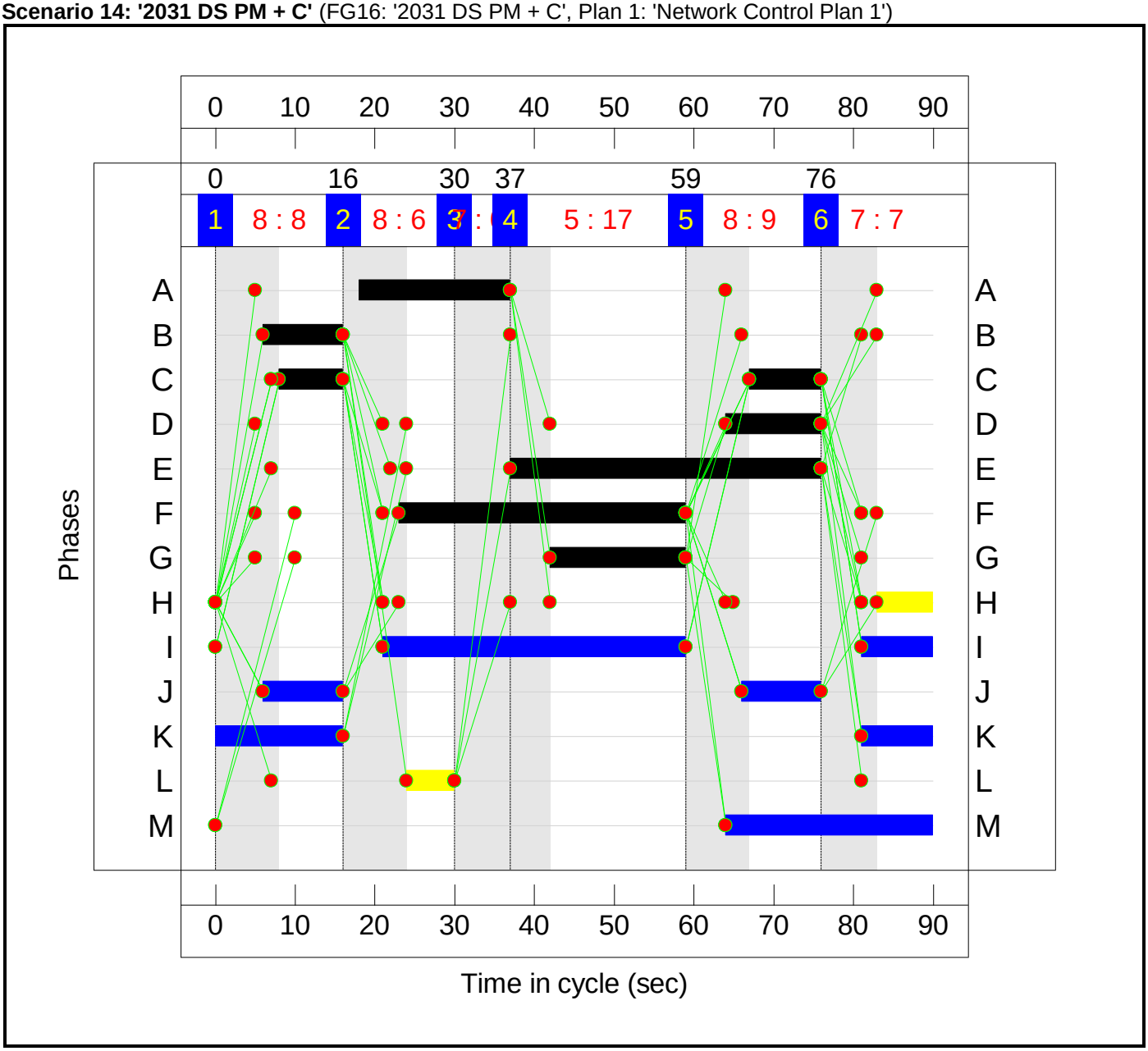
Link Results

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	-	-	-		-	-	-	-	-	-	**144.1%**	**0**	**0**	**0**	**445.1**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**144.1%**	**0**	**0**	**0**	**445.1**	-	-
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	11:24	-	756	1950:1650	260+295	136.2 : 136.2%	-	-	-	114.0	542.8	117.6
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	11:19	-	355	1950:1600	260+2	135.4 : 135.4%	-	-	-	56.3	571.2	59.9
3/2+3/1	New Road Ahead Right Left	U	D E		1	18:38	-	694	1800:1650	314+168	144.1 : 144.1%	-	-	-	122.7	636.6	131.0
4/1	A20 London Road west Left Ahead	U	G		1	10	-	292	1700	208	140.5%	-	-	-	50.0	616.7	53.2
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	10:29	-	618	1950:1600	238+197	141.8 : 141.8%	-	-	-	102.0	594.2	105.6

C1 PRC for Signalled Lanes (%): -60.1 Total Delay for Signalled Lanes (pcuHr): 445.09 Cycle Time (s): 90
PRC Over All Lanes (%): -60.1 Total Delay Over All Lanes(pcuHr): 445.09

Signal Timings Diagram

Scenario 14: '2031 DS PM + C' (FG16: '2031 DS PM + C', 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	436	644	1081
	C	0	323	0	75	398
	D	0	979	256	0	1235
	Tot.	1	1303	692	720	2716

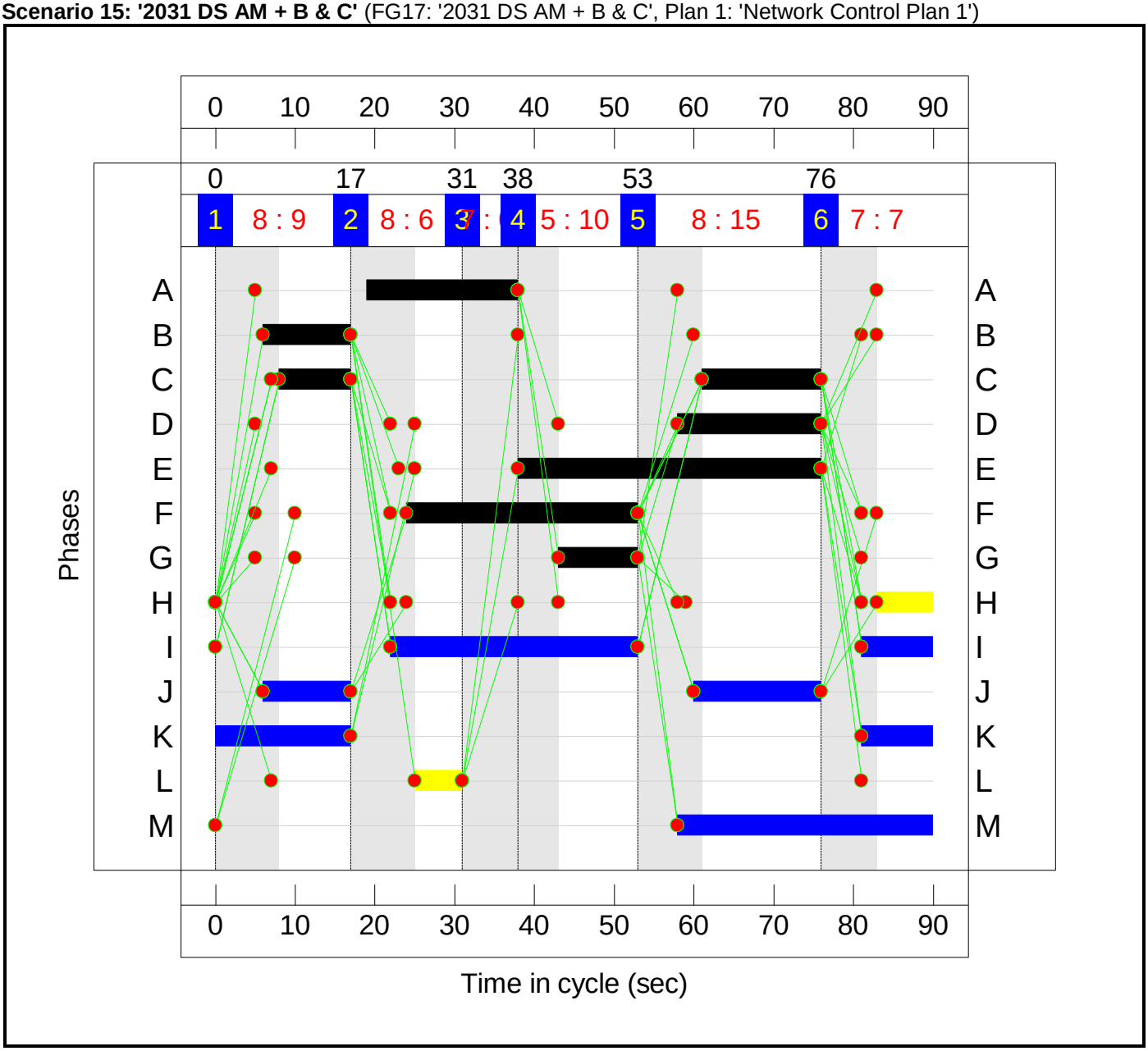
Link Results

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	-	-	-		-	-	-	-	-	-	**135.9%**	**0**	**0**	**0**	**392.1**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**135.9%**	**0**	**0**	**0**	**392.1**	-	-
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	10:17	-	760	1950:1650	238+348	135.9 : 125.2%	-	-	-	103.7	491.3	104.7
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	10:19	-	321	1950:1600	238+1	134.3 : 134.3%	-	-	-	50.1	562.3	53.3
3/2+3/1	New Road Ahead Right Left	U	D E		1	12:39	-	398	1800:1650	248+58	130.3 : 130.3%	-	-	-	55.5	502.4	60.5
4/1	A20 London Road west Left Ahead	U	G		1	17	-	455	1700	340	133.8%	-	-	-	68.0	538.3	73.7
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	17:36	-	780	1950:1600	390+191	134.4 : 134.4%	-	-	-	114.6	529.1	122.8

C1 PRC for Signalled Lanes (%): -51.0 Total Delay for Signalled Lanes (pcuHr): 392.12 Cycle Time (s): 90
PRC Over All Lanes (%): -51.0 Total Delay Over All Lanes(pcuHr): 392.12

Signal Timings Diagram

Scenario 15: '2031 DS AM + B & C' (FG17: '2031 DS AM + B & C', 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	771	1176
	C	1	451	0	242	694
	D	0	650	280	0	930
	Tot.	4	1101	682	1016	2803

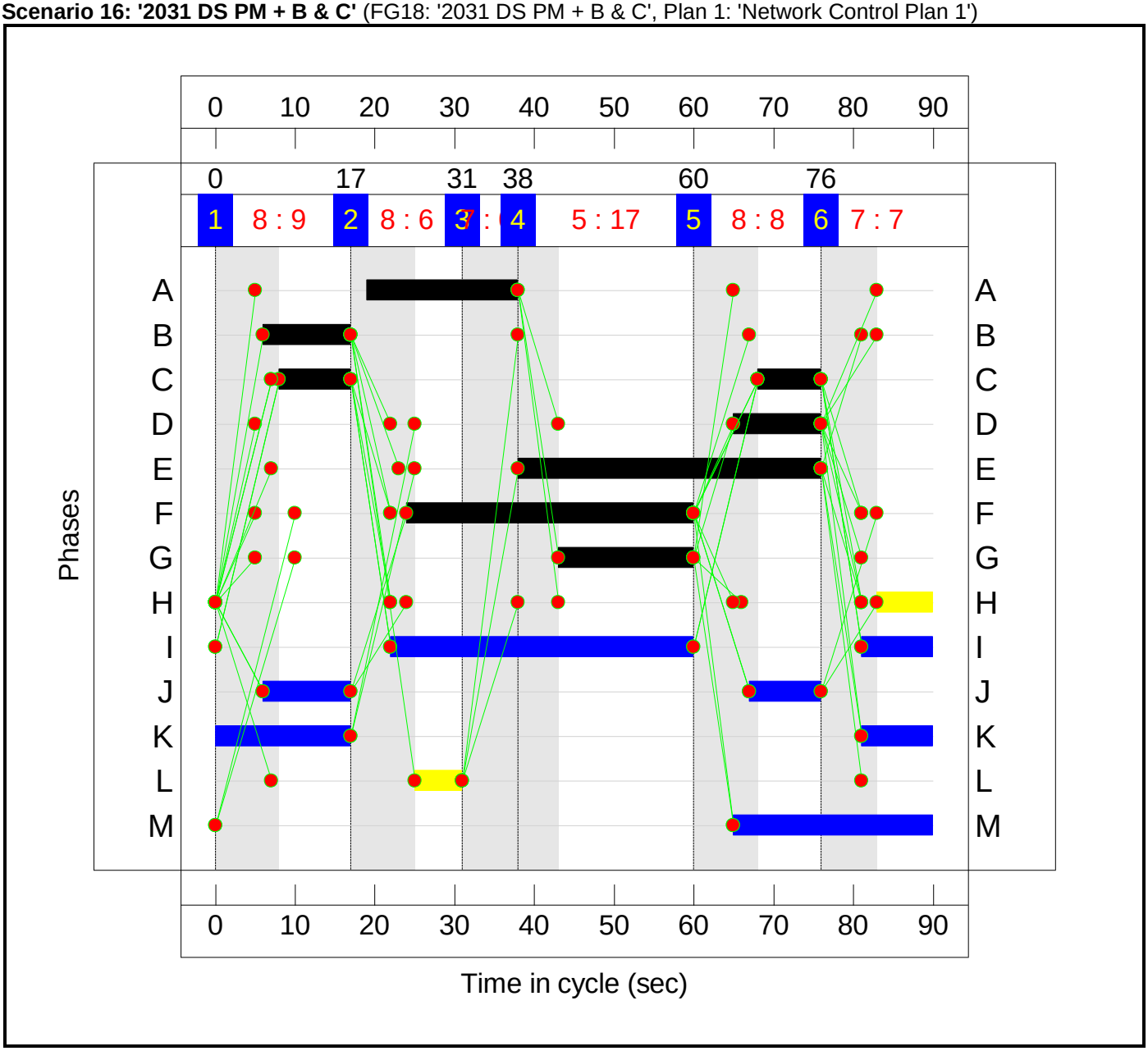
Link Results

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	-	-	-		-	-	-	-	-	-	**148.8%**	**0**	**0**	**0**	**508.5**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**148.8%**	**0**	**0**	**0**	**508.5**	-	-
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	11:24	-	789	1950:1650	260+270	148.8 : 148.8%	-	-	-	146.0	666.3	149.9
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	11:19	-	387	1950:1600	260+2	147.7 : 147.7%	-	-	-	73.9	687.7	77.7
3/2+3/1	New Road Ahead Right Left	U	D E		1	18:38	-	694	1800:1650	314+168	144.1 : 144.1%	-	-	-	122.7	636.6	131.0
4/1	A20 London Road west Left Ahead	U	G		1	10	-	302	1700	208	145.3%	-	-	-	55.4	660.1	58.6
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	10:29	-	628	1950:1600	238+192	146.0 : 146.0%	-	-	-	110.4	632.7	114.2

C1 PRC for Signalled Lanes (%): -65.4 Total Delay for Signalled Lanes (pcuHr): 508.46 Cycle Time (s): 90
PRC Over All Lanes (%): -65.4 Total Delay Over All Lanes(pcuHr): 508.46

Signal Timings Diagram

Scenario 16: '2031 DS PM + B & C' (FG18: '2031 DS PM + B & C', 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	436	668	1105
	C	0	323	0	75	398
	D	0	1024	256	0	1280
	Tot.	1	1348	692	744	2785

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	-	-	-		-	-	-	-	-	-	**140.5%**	**0**	**0**	**0**	**421.4**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**140.5%**	**0**	**0**	**0**	**421.4**	-	-
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	-	771	1950:1650	260+348	128.8 : 125.2%	-	-	-	98.2	458.6	99.5
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	11:19	-	334	1950:1600	260+1	128.1 : 128.1%	-	-	-	45.8	493.2	49.4
3/2+3/1	New Road Ahead Right Left	U	D E		1	11:38	-	398	1800:1650	232+54	139.3 : 139.3%	-	-	-	66.2	598.5	71.0
4/1	A20 London Road west Left Ahead	U	G		1	17	-	476	1700	340	140.0%	-	-	-	79.2	599.3	85.0
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	17:36	-	804	1950:1600	390+182	140.5 : 140.5%	-	-	-	132.0	591.0	140.4

C1 PRC for Signalled Lanes (%): -56.1 Total Delay for Signalled Lanes (pcuHr): 421.39 Cycle Time (s): 90
PRC Over All Lanes (%): -56.1 Total Delay Over All Lanes(pcuHr): 421.39

A20 / New Road / Hotel Junction (LinSig) – Proposed Layout

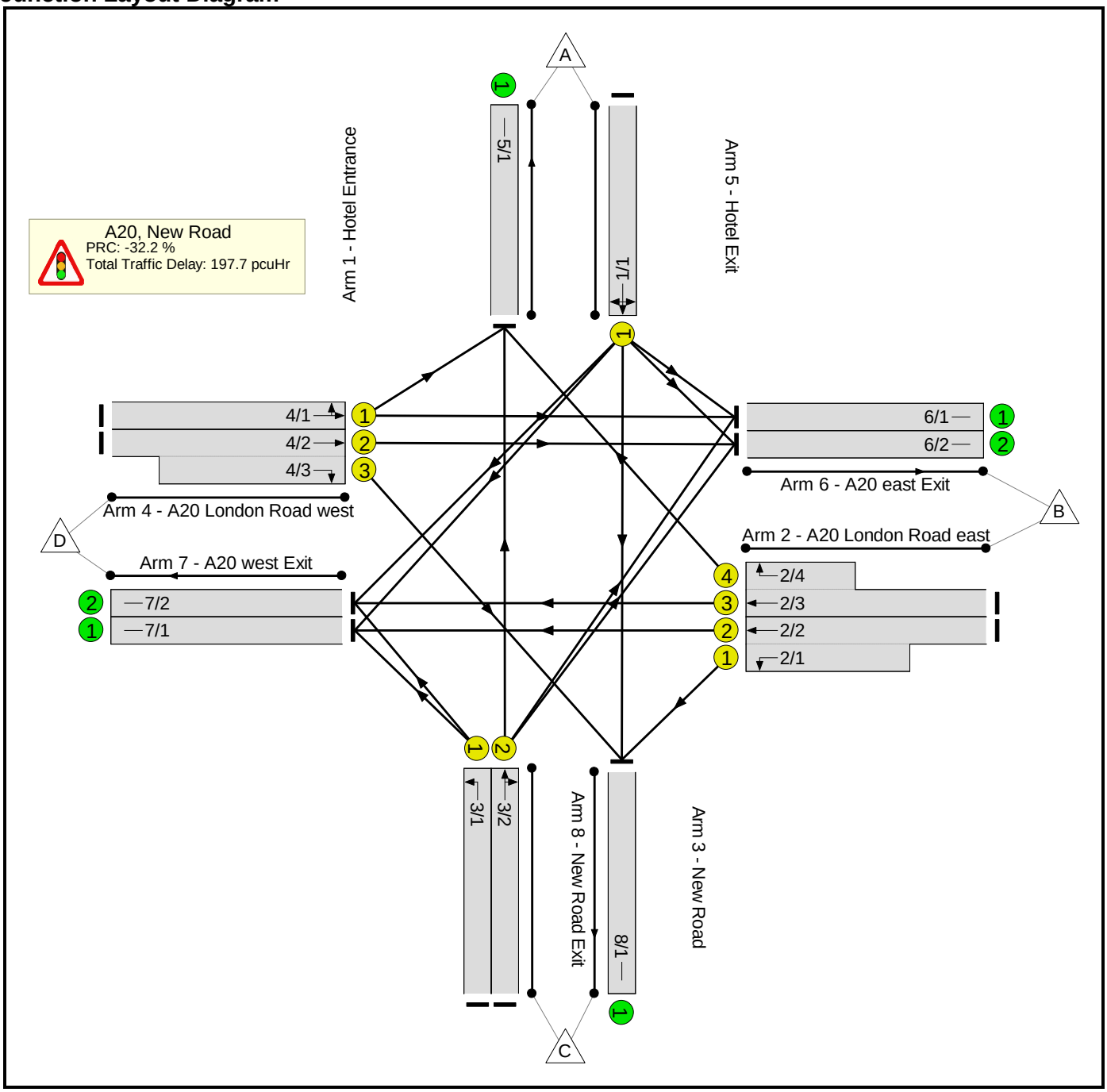
Amey Standard Linsig Report

User and Project Details

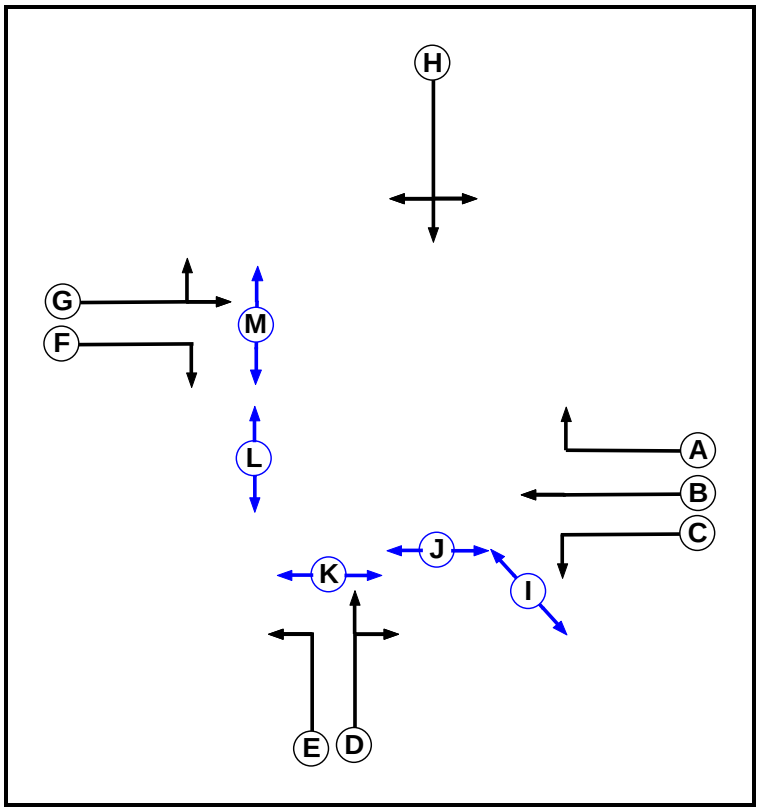
Project:	**A20, Maidstone**
Title:	
Location:	A20, New Road
File name:	A20 London Rd_New Rd - Proposed Layout.lsg3x

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

Junction Layout Diagram



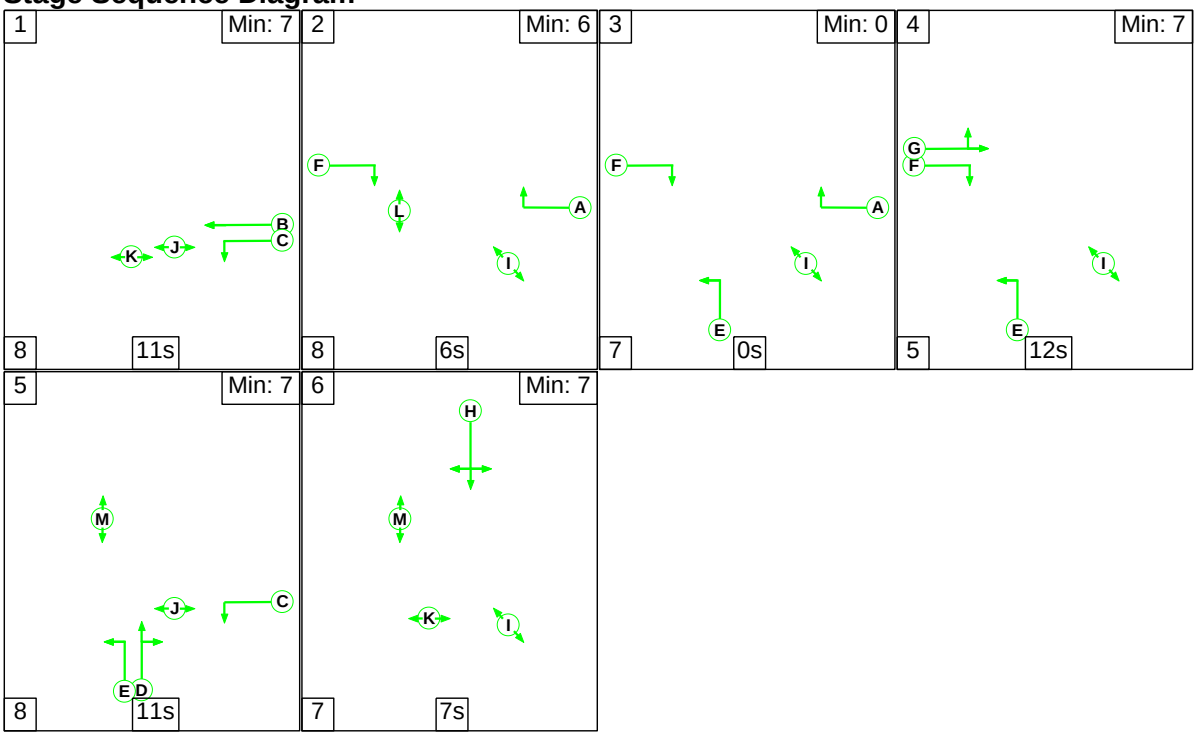
Phase Diagram



Phase Intergreens Matrix

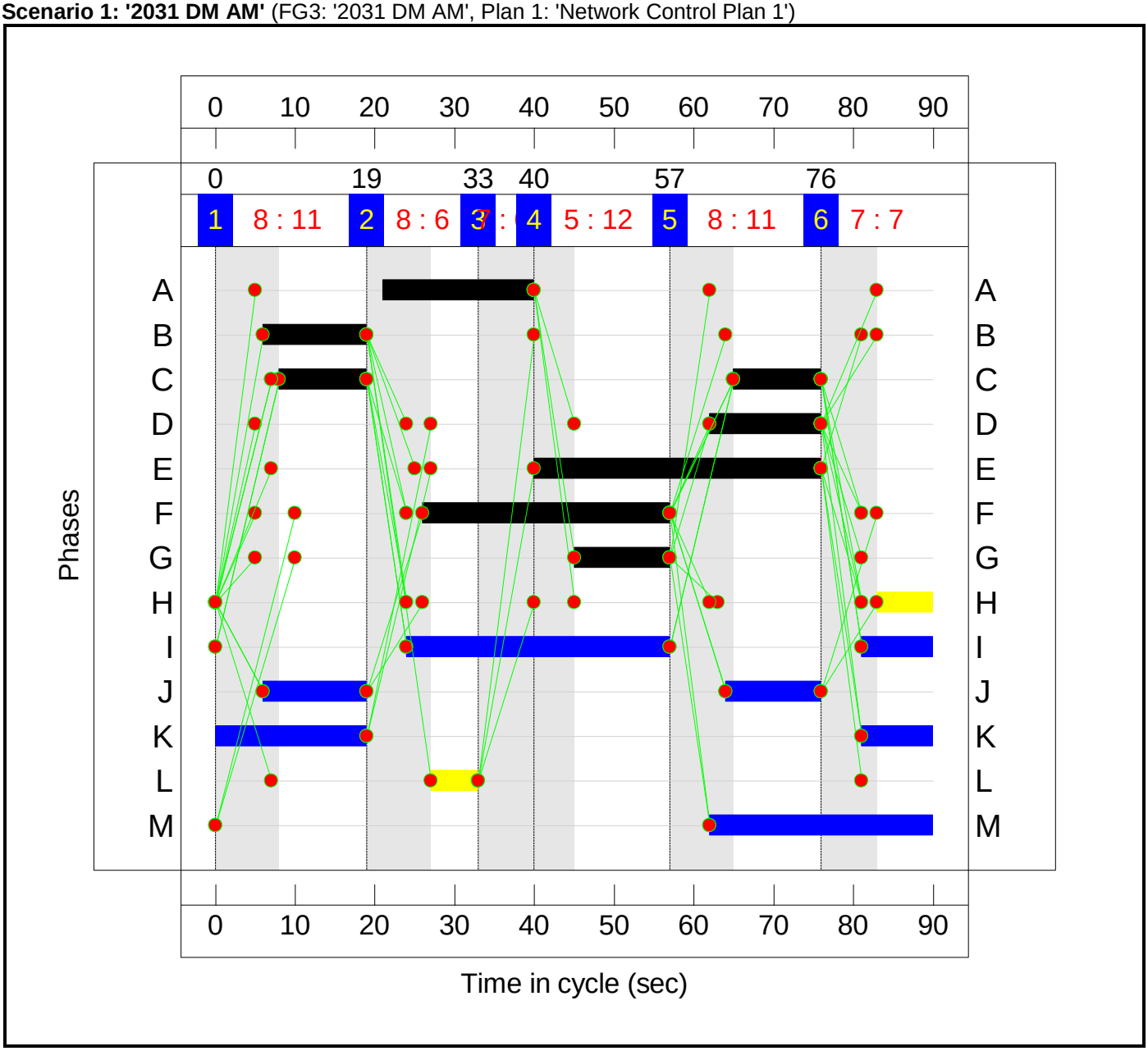
		Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A		-	-	5	-	-	5	5	-	-	-	-	-
	B	-		-	5	6	5	-	5	-	-	-	8	-
	C	-	-		-	-	5	-	5	5	-	-	-	-
	D	7	7	-		-	5	5	5	-	-	5	-	-
	E	-	5	-	-		-	-	5	-	-	5	5	-
	F	-	7	8	5	-		-	5	-	7	-	-	5
	G	5	-	-	5	-	-		6	-	-	-	-	5
	H	5	6	7	5	7	5	5		-	6	-	7	-
	I	-	-	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' (FG3: '2031 DM 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	402	703	1108
	C	1	356	0	226	583
	D	0	587	259	0	846
	Tot.	4	943	661	932	2540

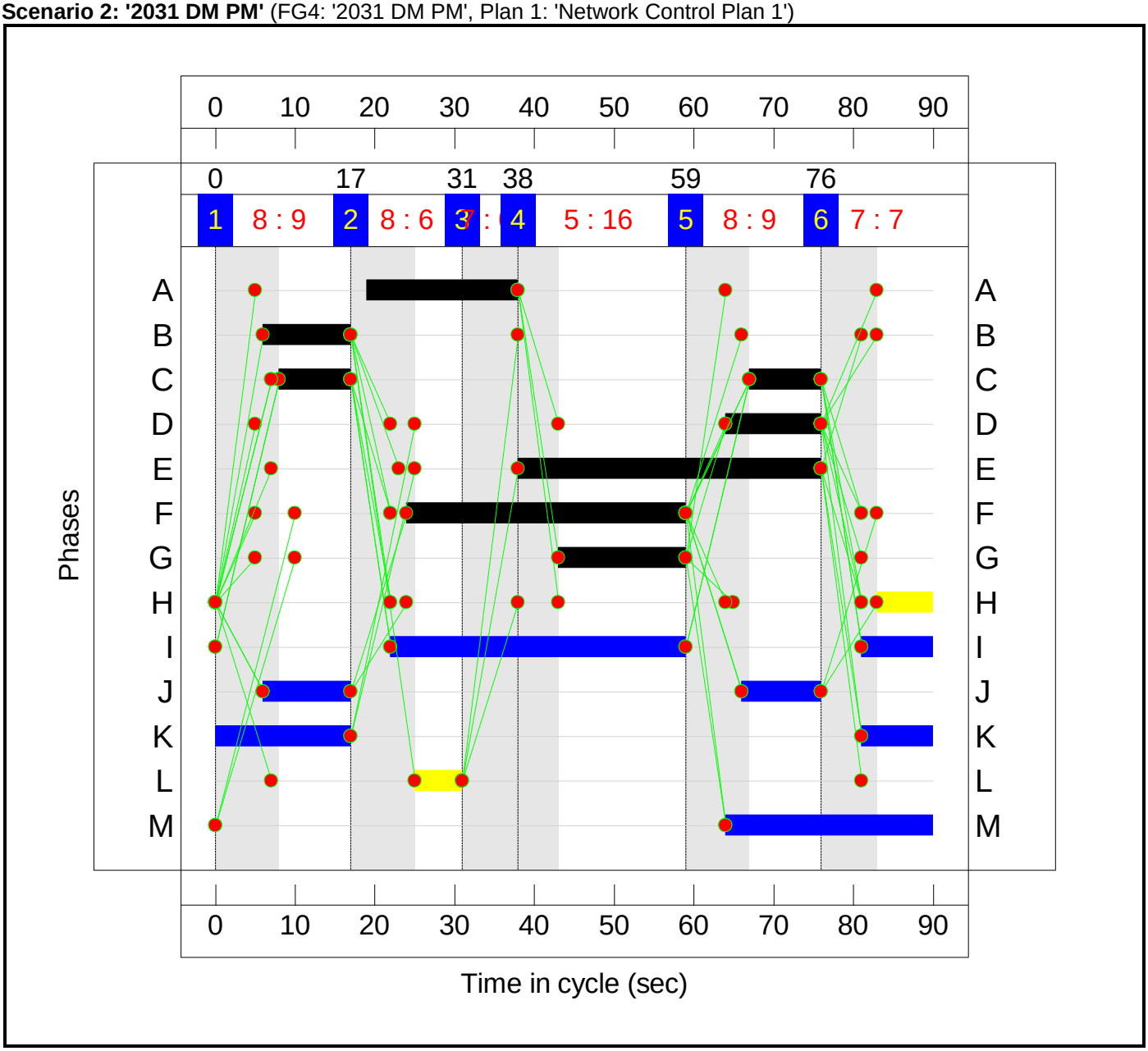
Link Results

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	-	-	-		-	-	-	-	-	-	**119.0%**	**0**	**0**	**0**	**197.7**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**119.0%**	**0**	**0**	**0**	**197.7**	-	-
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	13:22	-	755	1950:1650	303+347	116.4 : 115.9%	-	-	-	64.7	308.7	68.7
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	-	226	1650	678	33.3%	-	-	-	1.4	22.1	4.1
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	12	-	272	1700	246	110.8%	-	-	-	21.0	278.2	24.6
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	12:31	-	574	1950:1600	282+232	111.8 : 111.8%	-	-	-	40.7	255.1	43.2

C1 PRC for Signalled Lanes (%): -32.2 Total Delay for Signalled Lanes (pcuHr): 197.67 Cycle Time (s): 90
PRC Over All Lanes (%): -32.2 Total Delay Over All Lanes(pcuHr): 197.67

Signal Timings Diagram

Scenario 2: '2031 DM PM' (FG4: '2031 DM 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	372	656	1029
	C	0	317	0	67	384
	D	4	888	243	0	1135
	Tot.	5	1206	615	724	2550

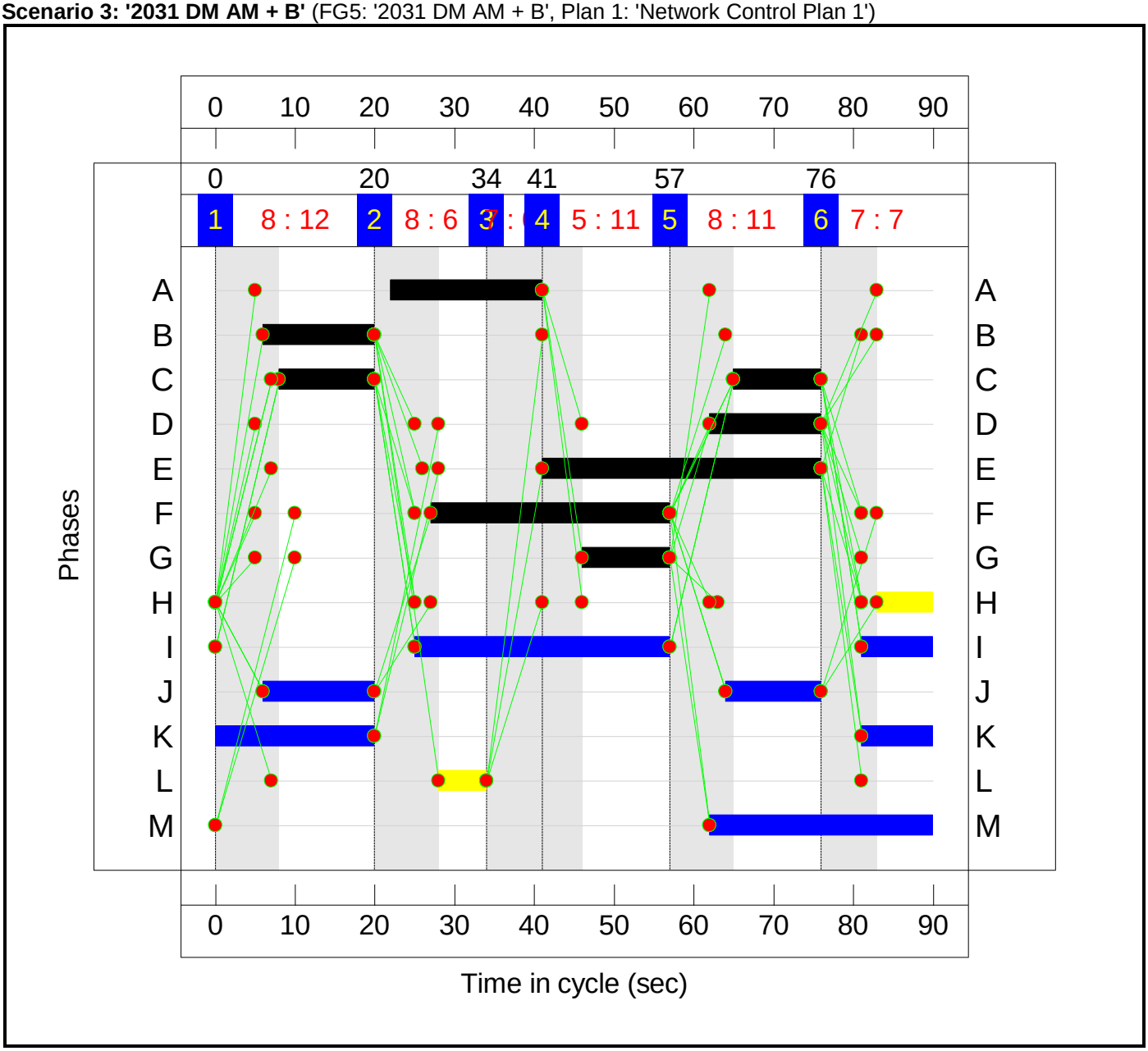
Link Results

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**	**282.8**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**129.8%**	**0**	**0**	**0**	**282.8**	-	-
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	11:18	-	700	1950:1650	260+367	126.2 : 101.5%	-	-	-	50.8	261.2	53.4
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	11:19	-	329	1950:1600	260+1	126.2 : 126.2%	-	-	-	43.1	471.3	46.7
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	12	-	317	1800	260	121.9%	-	-	-	36.6	415.7	40.9
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	-	721	1950:1600	368+187	129.8 : 129.8%	-	-	-	95.9	478.7	103.3

C1 PRC for Signalled Lanes (%): -44.2 Total Delay for Signalled Lanes (pcuHr): 282.76 Cycle Time (s): 90
PRC Over All Lanes (%): -44.2 Total Delay Over All Lanes(pcuHr): 282.76

Signal Timings Diagram

Scenario 3: '2031 DM AM + B' (FG5: '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

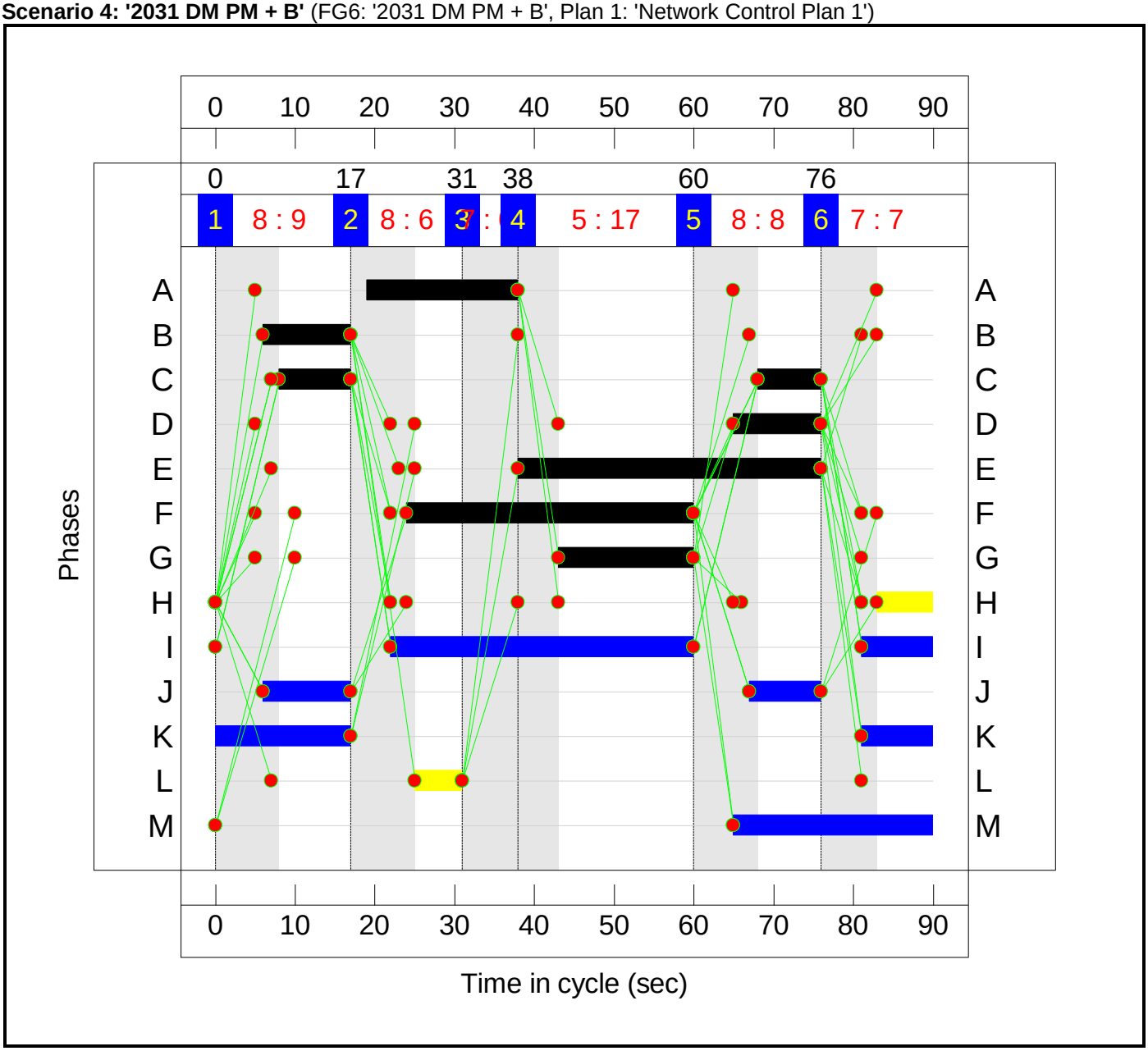
Link Results

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**	**256.0**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**125.4%**	**0**	**0**	**0**	**256.0**	-	-
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	-	787	1950:1650	325+339	118.5 : 118.5%	-	-	-	74.9	342.6	79.5
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	14:19	-	386	1950:1600	325+3	117.8 : 117.8%	-	-	-	38.9	362.7	43.8
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): 255.99 Cycle Time (s): 90
PRC Over All Lanes (%): -39.3 Total Delay Over All Lanes(pcuHr): 255.99

Signal Timings Diagram

Scenario 4: '2031 DM PM + B' (FG6: '2031 DM PM + B', 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	372	680	1053
	C	0	317	0	67	384
	D	4	933	243	0	1180
	Tot.	5	1251	615	748	2619

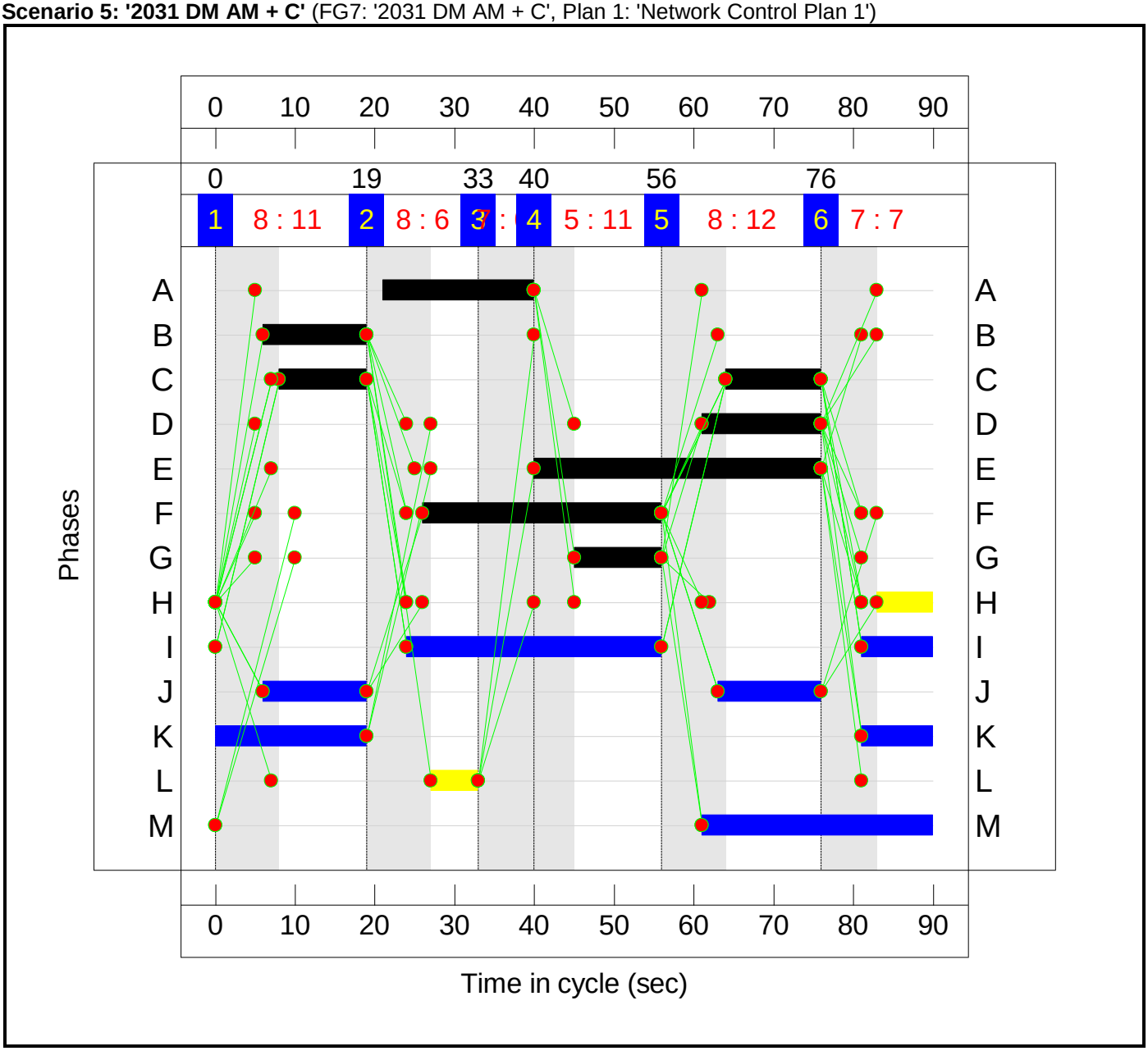
Link Results

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 5: '2031 DM AM + C' (FG7: '2031 DM AM + C', 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	408	703	1114
	C	1	375	0	252	628
	D	0	587	267	0	854
	Tot.	4	962	675	958	2599

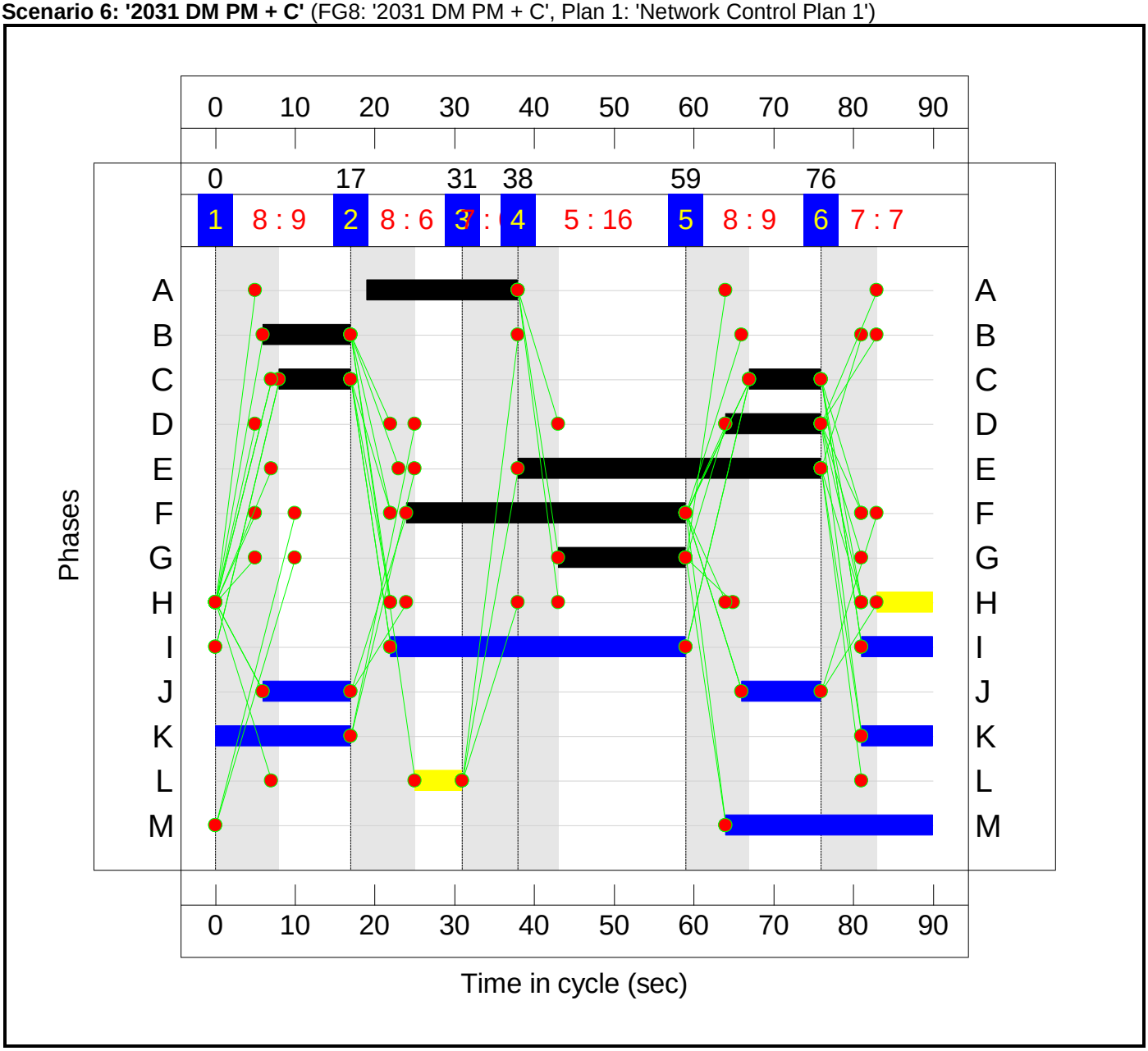
Link Results

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 6: '2031 DM PM + C' (FG8: '2031 DM PM + C', 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	385	656	1042
	C	0	324	0	77	401
	D	4	888	261	0	1153
	Tot.	5	1213	646	734	2598

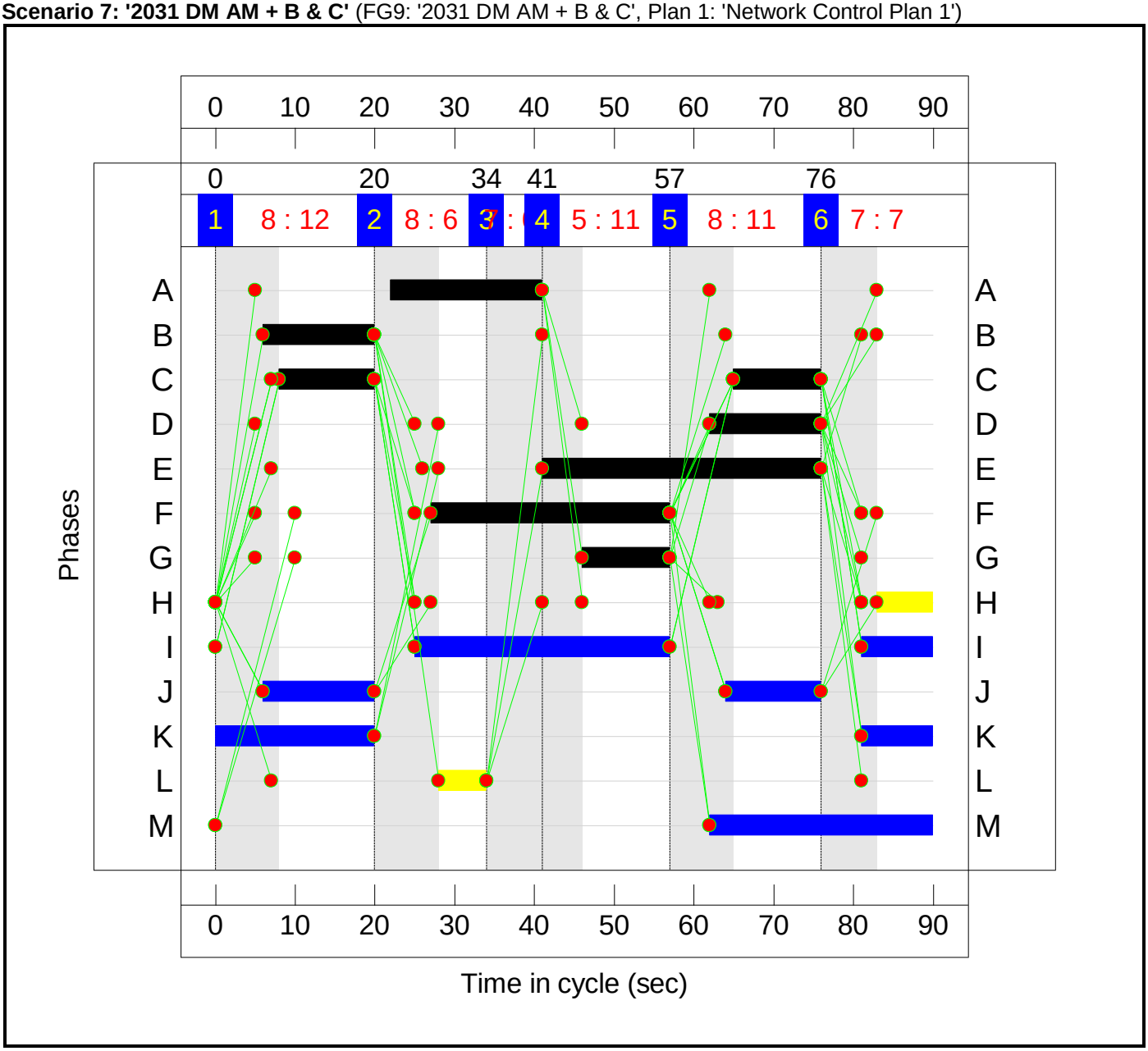
Link Results

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 7: '2031 DM AM + B & C' (FG9: '2031 DM AM + B & C', 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	408	768	1179
	C	1	375	0	252	628
	D	0	607	267	0	874
	Tot.	4	982	675	1023	2684

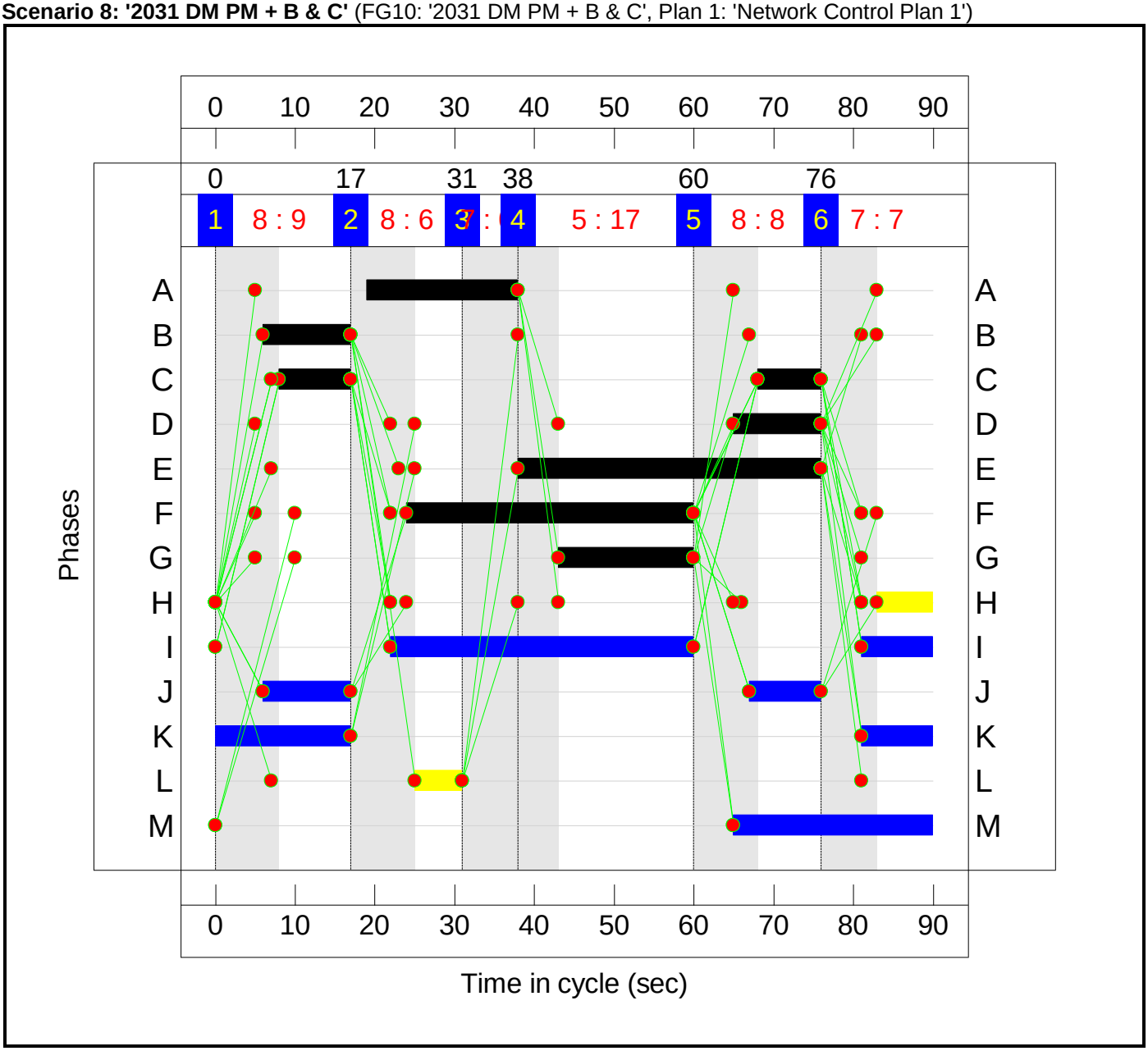
Link Results

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**	**267.8**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**125.4%**	**0**	**0**	**0**	**267.8**	-	-
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	-	793	1950:1650	325+344	118.5 : 118.5%	-	-	-	75.4	342.5	80.0
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	14:19	-	386	1950:1600	325+3	117.8 : 117.8%	-	-	-	38.9	362.7	43.8
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): 267.80 Cycle Time (s): 90
PRC Over All Lanes (%): -39.3 Total Delay Over All Lanes(pcuHr): 267.80

Signal Timings Diagram

Scenario 8: '2031 DM PM + B & C' (FG10: '2031 DM PM + B & C', 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	385	680	1066
	C	0	324	0	77	401
	D	4	933	261	0	1198
	Tot.	5	1258	646	758	2667

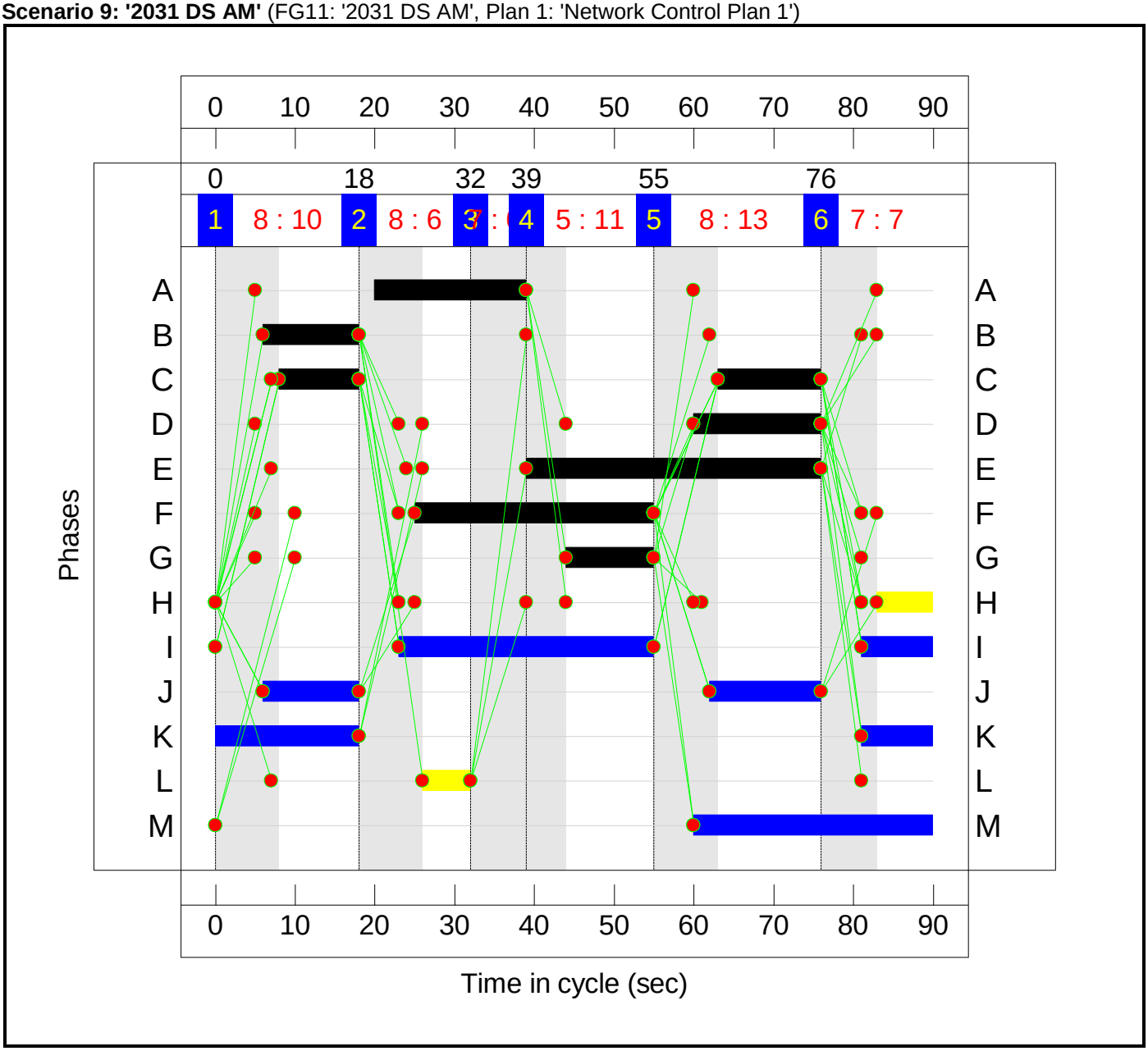
Link Results

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 9: '2031 DS AM' (FG11: '2031 DS 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	396	706	1105
	C	1	432	0	216	649
	D	0	630	272	0	902
	Tot.	4	1062	668	925	2659

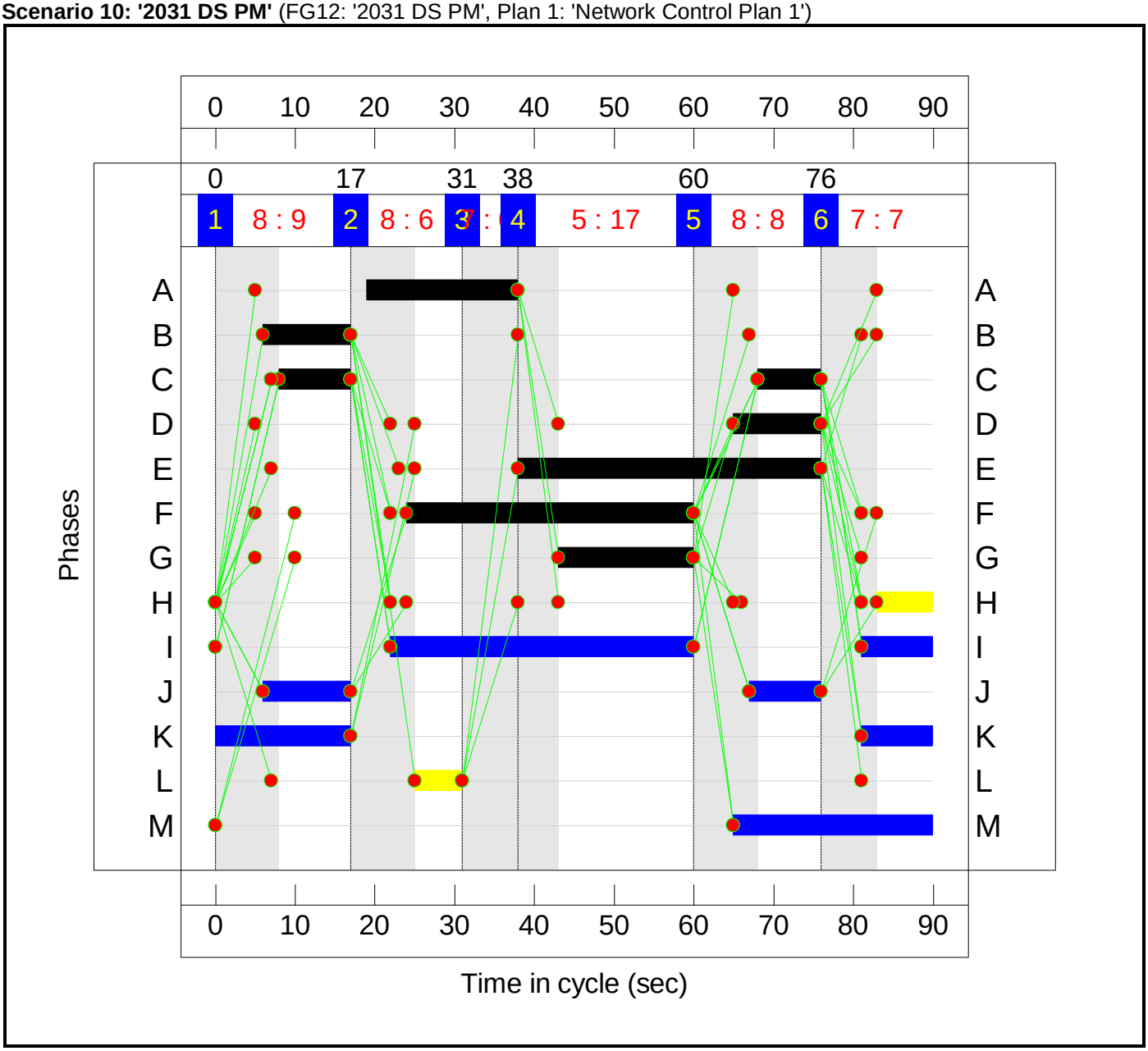
Link Results

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	-	-	-		-	-	-	-	-	-	**130.0%**	**0**	**0**	**0**	**313.3**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**130.0%**	**0**	**0**	**0**	**313.3**	-	-
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	12:23	-	750	1950:1650	282+315	125.7 : 125.7%	-	-	-	89.3	428.5	93.2
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	12:19	-	355	1950:1600	282+2	125.0 : 125.0%	-	-	-	44.8	454.8	48.9
3/1	New Road Left	U	E		1	37	-	216	1650	697	31.0%	-	-	-	1.3	21.0	3.8
3/2	New Road Ahead Right	U	D		1	16	-	433	1800	340	127.4%	-	-	-	57.0	473.5	62.9
4/1	A20 London Road west Left Ahead	U	G		1	11	-	292	1700	227	128.8%	-	-	-	40.3	496.4	43.7
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	11:30	-	610	1950:1600	260+209	130.0 : 130.0%	-	-	-	80.7	476.2	84.4

C1 PRC for Signalled Lanes (%): -44.4 Total Delay for Signalled Lanes (pcuHr): 313.34 Cycle Time (s): 90
PRC Over All Lanes (%): -44.4 Total Delay Over All Lanes(pcuHr): 313.34

Signal Timings Diagram

Scenario 10: '2031 DS PM' (FG12: '2031 DS 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	423	644	1068
	C	0	316	0	65	381
	D	0	979	238	0	1217
	Tot.	1	1296	661	710	2668

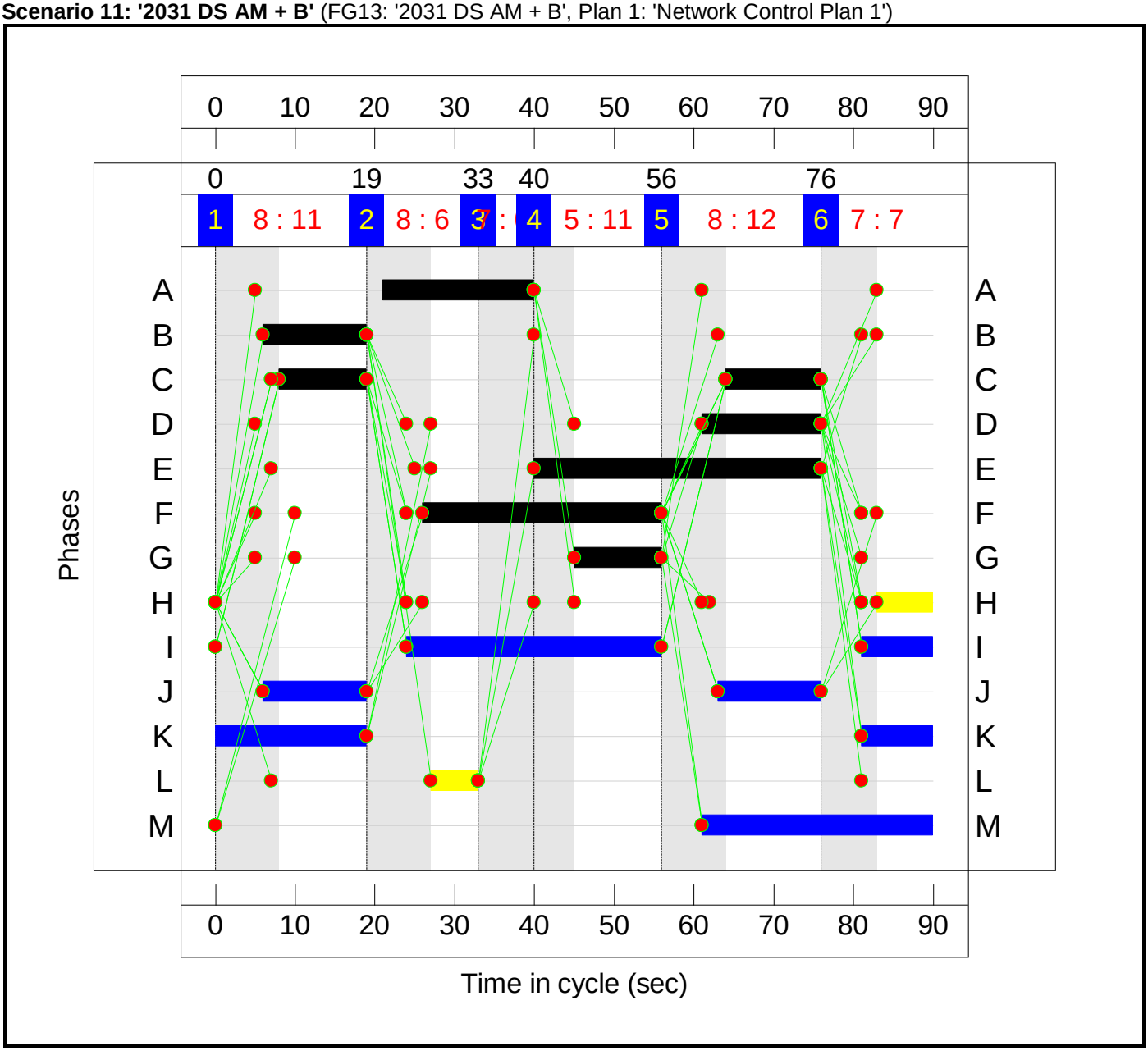
Link Results

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	-	-	-		-	-	-	-	-	-	**134.4%**	**0**	**0**	**0**	**351.0**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**134.4%**	**0**	**0**	**0**	**351.0**	-	-
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	-	747	1950:1650	260+348	124.6 : 121.4%	-	-	-	85.1	410.3	86.2
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	11:19	-	321	1950:1600	260+1	123.1 : 123.1%	-	-	-	38.8	435.2	42.5
3/1	New Road Left	U	E		1	38	-	65	1650	715	9.1%	-	-	-	0.3	17.8	1.0
3/2	New Road Ahead Right	U	D		1	11	-	316	1800	240	131.7%	-	-	-	46.6	530.9	50.7
4/1	A20 London Road west Left Ahead	U	G		1	17	-	455	1700	340	133.8%	-	-	-	68.0	538.1	73.7
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	17:36	-	762	1950:1600	390+177	134.4 : 134.4%	-	-	-	112.1	529.4	120.2

C1 PRC for Signalled Lanes (%): -49.3 Total Delay for Signalled Lanes (pcuHr): 350.96 Cycle Time (s): 90
PRC Over All Lanes (%): -49.3 Total Delay Over All Lanes(pcuHr): 350.96

Signal Timings Diagram

Scenario 11: '2031 DS AM + B' (FG13: '2031 DS 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	396	771	1170
	C	1	432	0	216	649
	D	0	650	272	0	922
	Tot.	4	1082	668	990	2744

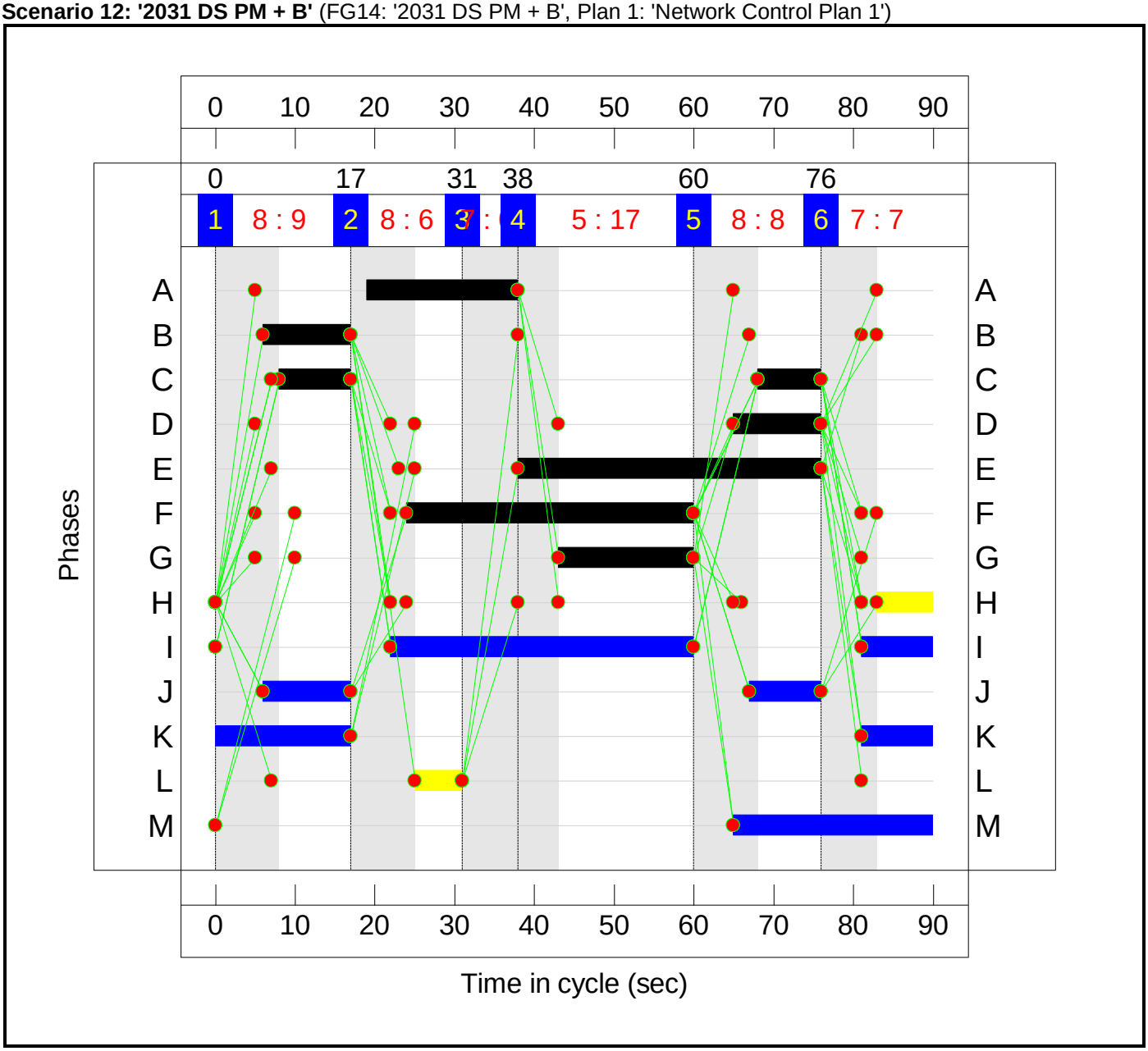
Link Results

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	-	-	-		-	-	-	-	-	-	**135.3%**	**0**	**0**	**0**	**353.2**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**135.3%**	**0**	**0**	**0**	**353.2**	-	-
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	13:23	-	783	1950:1650	303+310	127.6 : 127.6%	-	-	-	98.9	454.9	103.2
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	13:19	-	387	1950:1600	303+2	126.6 : 126.6%	-	-	-	50.7	471.5	55.1
3/1	New Road Left	U	E		1	36	-	216	1650	678	31.8%	-	-	-	1.3	21.8	3.8
3/2	New Road Ahead Right	U	D		1	15	-	433	1800	320	135.3%	-	-	-	67.7	563.2	73.5
4/1	A20 London Road west Left Ahead	U	G		1	11	-	302	1700	227	133.2%	-	-	-	45.5	542.6	49.0
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	11:30	-	620	1950:1600	260+203	133.8 : 133.8%	-	-	-	89.0	516.6	93.1

C1 PRC for Signalled Lanes (%): -50.3 Total Delay for Signalled Lanes (pcuHr): 353.22 Cycle Time (s): 90
PRC Over All Lanes (%): -50.3 Total Delay Over All Lanes(pcuHr): 353.22

Signal Timings Diagram

Scenario 12: '2031 DS PM + B' (FG14: '2031 DS PM + B', 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	423	668	1092
	C	0	316	0	65	381
	D	0	1024	238	0	1262
	Tot.	1	1341	661	734	2737

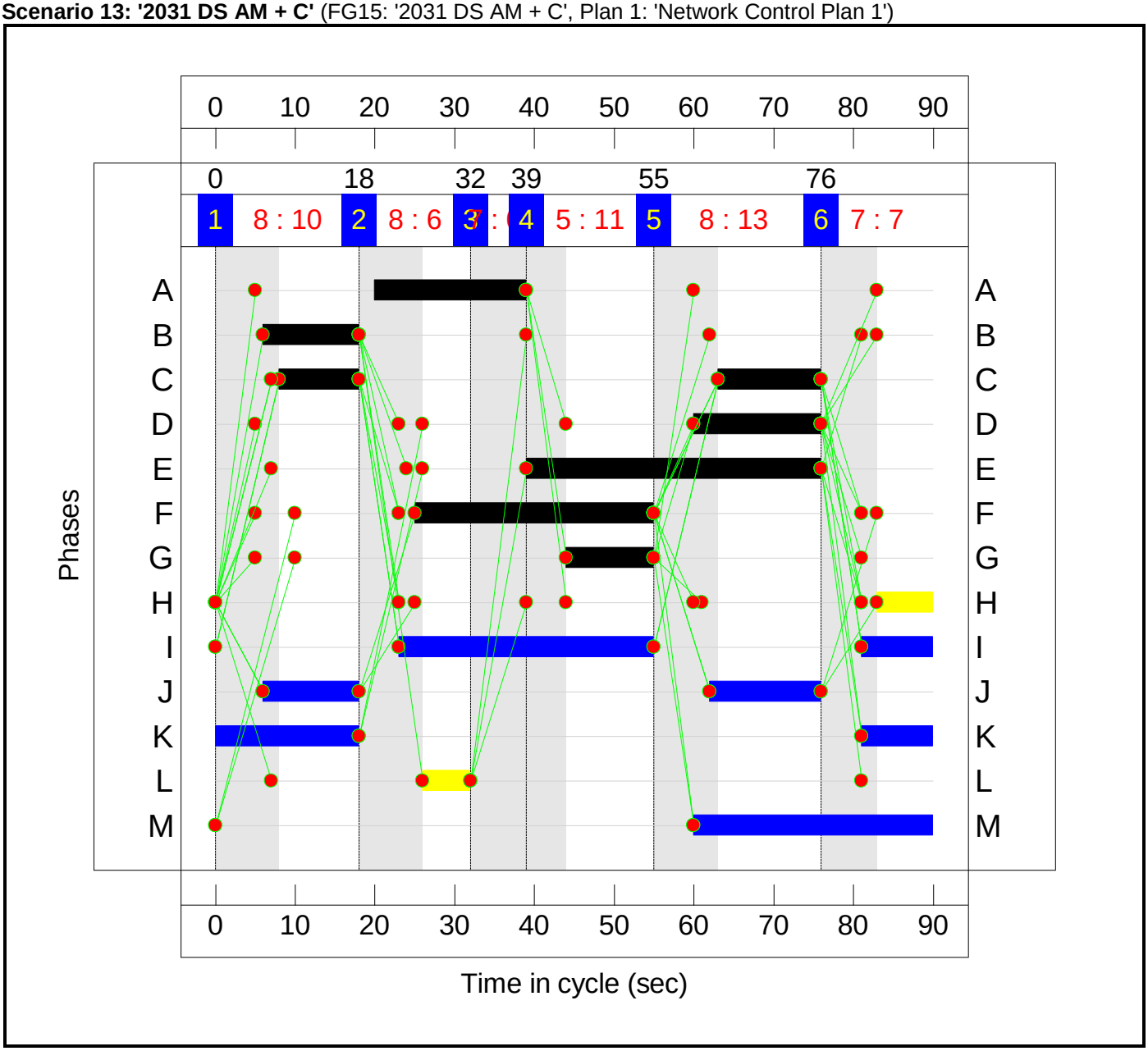
Link Results

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	-	-	-		-	-	-	-	-	-	**140.5%**	**0**	**0**	**0**	**392.2**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**140.5%**	**0**	**0**	**0**	**392.2**	-	-
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	11:17	-	758	1950:1650	260+348	128.8 : 121.4%	-	-	-	91.1	432.7	91.6
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	11:19	-	334	1950:1600	260+1	128.1 : 128.1%	-	-	-	45.8	493.2	49.4
3/1	New Road Left	U	E		1	38	-	65	1650	715	9.1%	-	-	-	0.3	17.8	1.0
3/2	New Road Ahead Right	U	D		1	11	-	316	1800	240	131.7%	-	-	-	46.6	530.9	50.7
4/1	A20 London Road west Left Ahead	U	G		1	17	-	476	1700	340	140.0%	-	-	-	79.2	599.3	85.0
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	17:36	-	786	1950:1600	390+169	140.5 : 140.5%	-	-	-	129.1	591.5	137.6

C1 PRC for Signalled Lanes (%): -56.1 Total Delay for Signalled Lanes (pcuHr): 392.21 Cycle Time (s): 90
PRC Over All Lanes (%): -56.1 Total Delay Over All Lanes(pcuHr): 392.21

Signal Timings Diagram

Scenario 13: '2031 DS AM + C' (FG15: '2031 DS AM + C', 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	706	1111
	C	1	451	0	242	694
	D	0	630	280	0	910
	Tot.	4	1081	682	951	2718

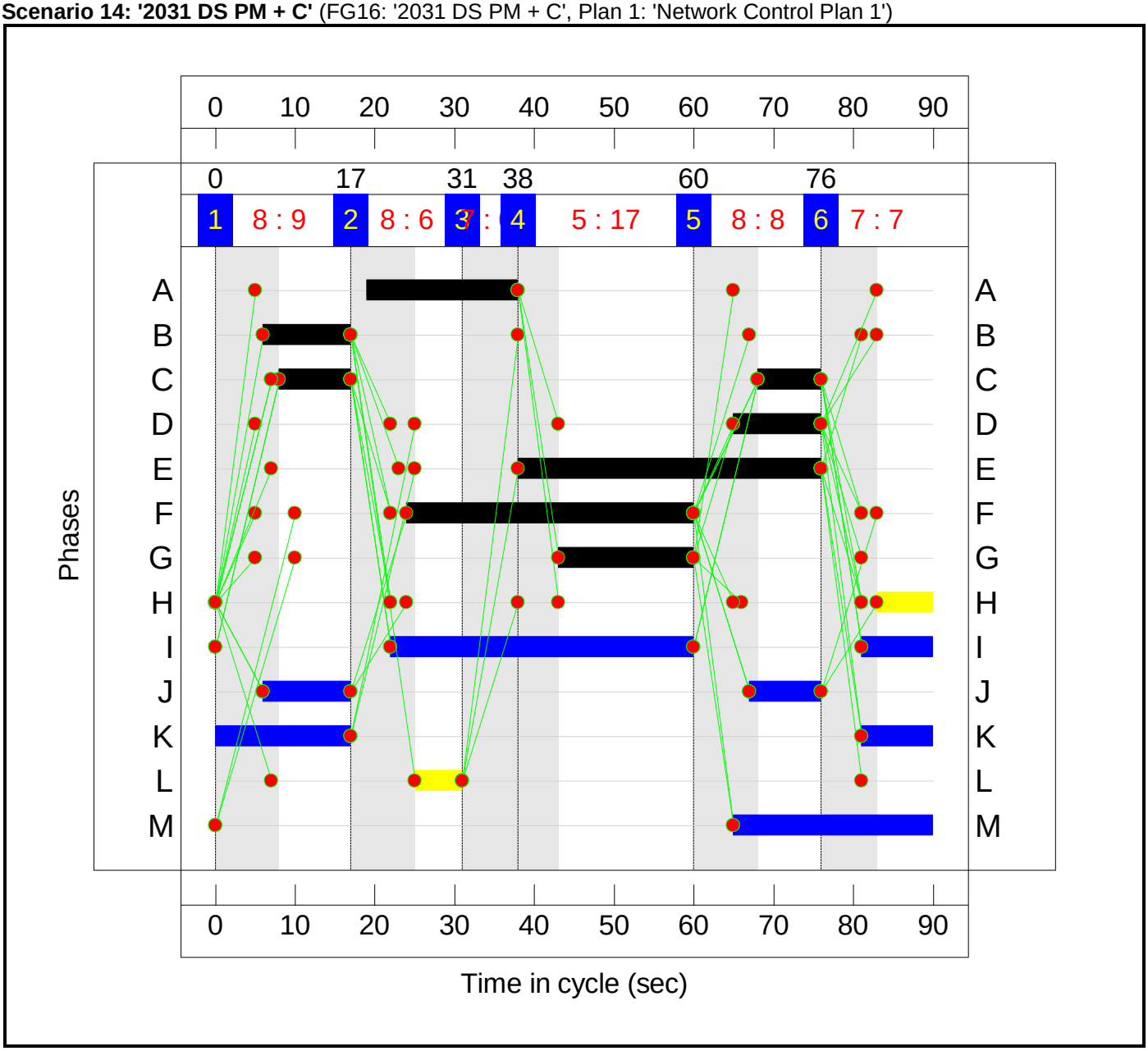
Link Results

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	-	-	-		-	-	-	-	-	-	**132.9%**	**0**	**0**	**0**	**325.6**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**132.9%**	**0**	**0**	**0**	**325.6**	-	-
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	12:23	-	756	1950:1650	282+320	125.7 : 125.7%	-	-	-	90.0	428.4	93.8
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	12:19	-	355	1950:1600	282+2	125.0 : 125.0%	-	-	-	44.8	454.8	48.9
3/1	New Road Left	U	E		1	37	-	242	1650	697	34.7%	-	-	-	1.4	21.6	4.3
3/2	New Road Ahead Right	U	D		1	16	-	452	1800	340	132.9%	-	-	-	67.4	536.6	73.5
4/1	A20 London Road west Left Ahead	U	G		1	11	-	292	1700	227	128.8%	-	-	-	40.3	496.4	43.7
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	11:30	-	618	1950:1600	260+215	130.0 : 130.0%	-	-	-	81.7	475.8	85.4

C1 PRC for Signalled Lanes (%): -47.7 Total Delay for Signalled Lanes (pcuHr): 325.63 Cycle Time (s): 90
PRC Over All Lanes (%): -47.7 Total Delay Over All Lanes(pcuHr): 325.63

Signal Timings Diagram

Scenario 14: '2031 DS PM + C' (FG16: '2031 DS PM + C', 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	436	644	1081
	C	0	323	0	75	398
	D	0	979	256	0	1235
	Tot.	1	1303	692	720	2716

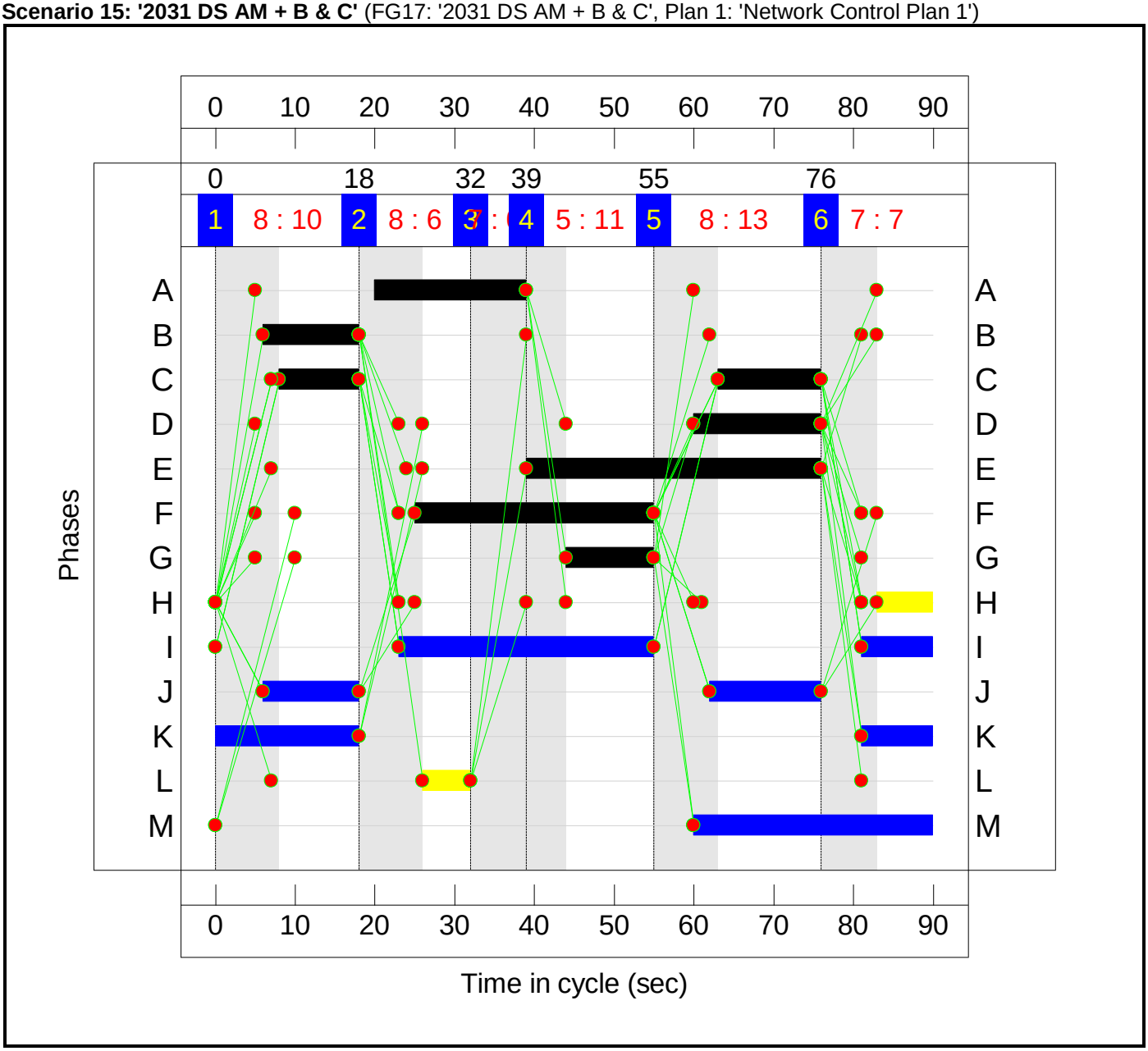
Link Results

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	-	-	-		-	-	-	-	-	-	**134.6%**	**0**	**0**	**0**	**364.4**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**134.6%**	**0**	**0**	**0**	**364.4**	-	-
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	-	760	1950:1650	260+348	124.6 : 125.2%	-	-	-	92.2	436.8	94.0
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	11:19	-	321	1950:1600	260+1	123.1 : 123.1%	-	-	-	38.8	435.2	42.5
3/1	New Road Left	U	E		1	38	-	75	1650	715	10.5%	-	-	-	0.4	18.0	1.2
3/2	New Road Ahead Right	U	D		1	11	-	323	1800	240	134.6%	-	-	-	50.4	562.0	54.6
4/1	A20 London Road west Left Ahead	U	G		1	17	-	455	1700	340	133.8%	-	-	-	68.0	538.1	73.7
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	17:36	-	780	1950:1600	390+191	134.4 : 134.4%	-	-	-	114.6	528.9	122.8

C1 PRC for Signalled Lanes (%): -49.5 Total Delay for Signalled Lanes (pcuHr): 364.44 Cycle Time (s): 90
PRC Over All Lanes (%): -49.5 Total Delay Over All Lanes(pcuHr): 364.44

Signal Timings Diagram

Scenario 15: '2031 DS AM + B & C' (FG17: '2031 DS AM + B & C', 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	771	1176
	C	1	451	0	242	694
	D	0	650	280	0	930
	Tot.	4	1101	682	1016	2803

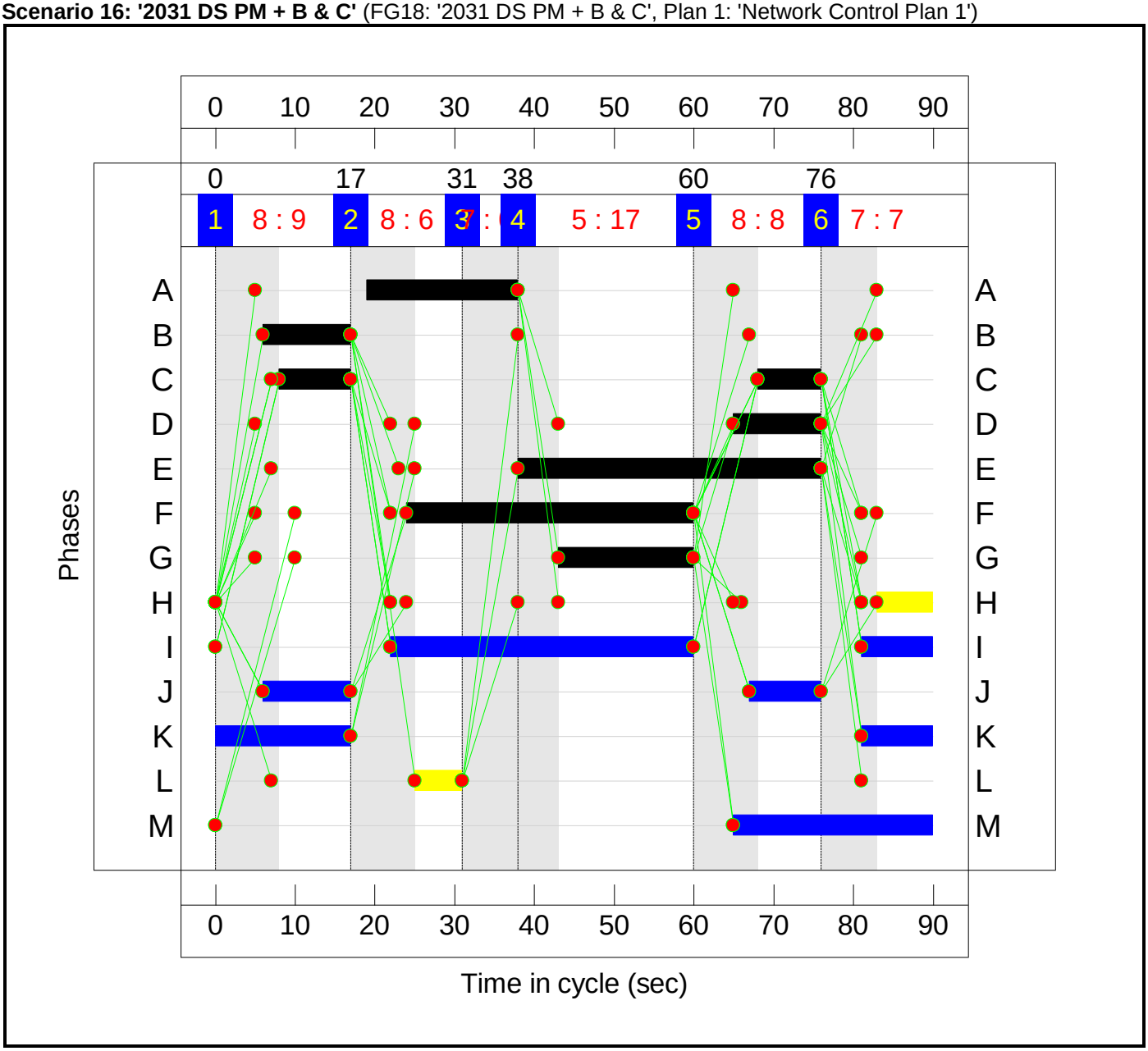
Link Results

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	-	-	-		-	-	-	-	-	-	**137.4%**	**0**	**0**	**0**	**389.5**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**137.4%**	**0**	**0**	**0**	**389.5**	-	-
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	12:23	-	789	1950:1650	282+293	137.4 : 137.4%	-	-	-	122.8	560.3	126.7
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	12:19	-	387	1950:1600	282+2	136.3 : 136.3%	-	-	-	62.2	578.9	66.1
3/1	New Road Left	U	E		1	37	-	242	1650	697	34.7%	-	-	-	1.4	21.6	4.3
3/2	New Road Ahead Right	U	D		1	16	-	452	1800	340	132.9%	-	-	-	67.4	536.6	73.5
4/1	A20 London Road west Left Ahead	U	G		1	11	-	302	1700	227	133.2%	-	-	-	45.5	542.8	49.0
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	11:30	-	628	1950:1600	260+209	133.8 : 133.8%	-	-	-	90.1	516.4	94.2

C1 PRC for Signalled Lanes (%): -52.7 Total Delay for Signalled Lanes (pcuHr): 389.51 Cycle Time (s): 90
PRC Over All Lanes (%): -52.7 Total Delay Over All Lanes(pcuHr): 389.51

Signal Timings Diagram

Scenario 16: '2031 DS PM + B & C' (FG18: '2031 DS PM + B & C', 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	436	668	1105
	C	0	323	0	75	398
	D	0	1024	256	0	1280
	Tot.	1	1348	692	744	2785

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	-	-	-		-	-	-	-	-	-	**140.5%**	**0**	**0**	**0**	**406.0**	-	-
A20, New Road	-	-	-		-	-	-	-	-	-	**140.5%**	**0**	**0**	**0**	**406.0**	-	-
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	-	771	1950:1650	260+348	128.8 : 125.2%	-	-	-	98.2	458.6	99.5
2/3+2/4	A20 London Road east Right Ahead	U	B A		1	11:19	-	334	1950:1600	260+1	128.1 : 128.1%	-	-	-	45.8	493.2	49.4
3/1	New Road Left	U	E		1	38	-	75	1650	715	10.5%	-	-	-	0.4	18.0	1.2
3/2	New Road Ahead Right	U	D		1	11	-	323	1800	240	134.6%	-	-	-	50.4	562.0	54.6
4/1	A20 London Road west Left Ahead	U	G		1	17	-	476	1700	340	140.0%	-	-	-	79.2	599.3	85.0
4/2+4/3	A20 London Road west Ahead Right	U	G F		1	17:36	-	804	1950:1600	390+182	140.5 : 140.5%	-	-	-	132.0	591.0	140.4

C1 PRC for Signalled Lanes (%): -56.1 Total Delay for Signalled Lanes (pcuHr): 406.03 Cycle Time (s): 90
PRC Over All Lanes (%): -56.1 Total Delay Over All Lanes(pcuHr): 406.03

A20 / Lunsford Lane / Winterfield Lane (LinSig) – Existing Layout

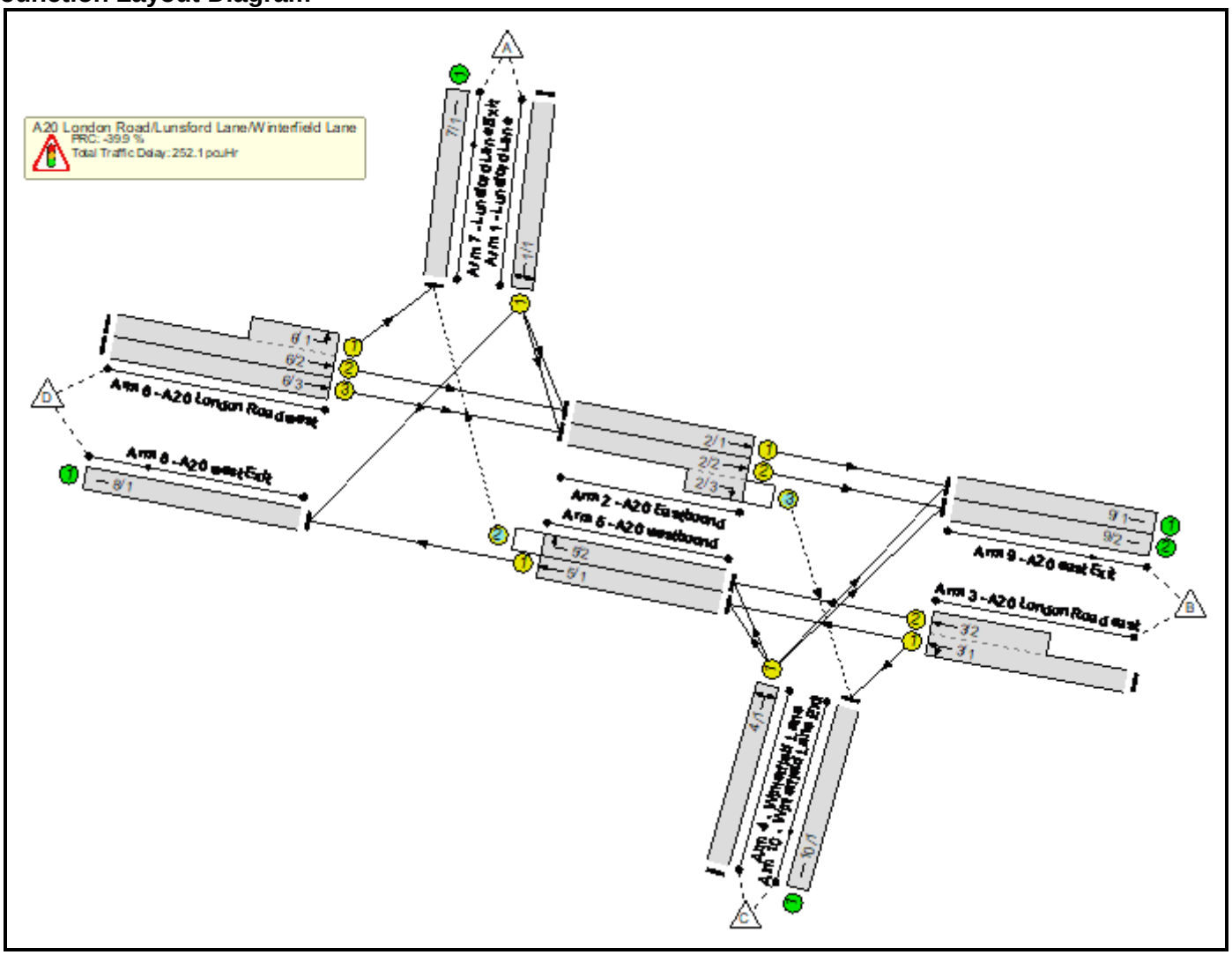
Amey Standard Linsig Report

User and Project Details

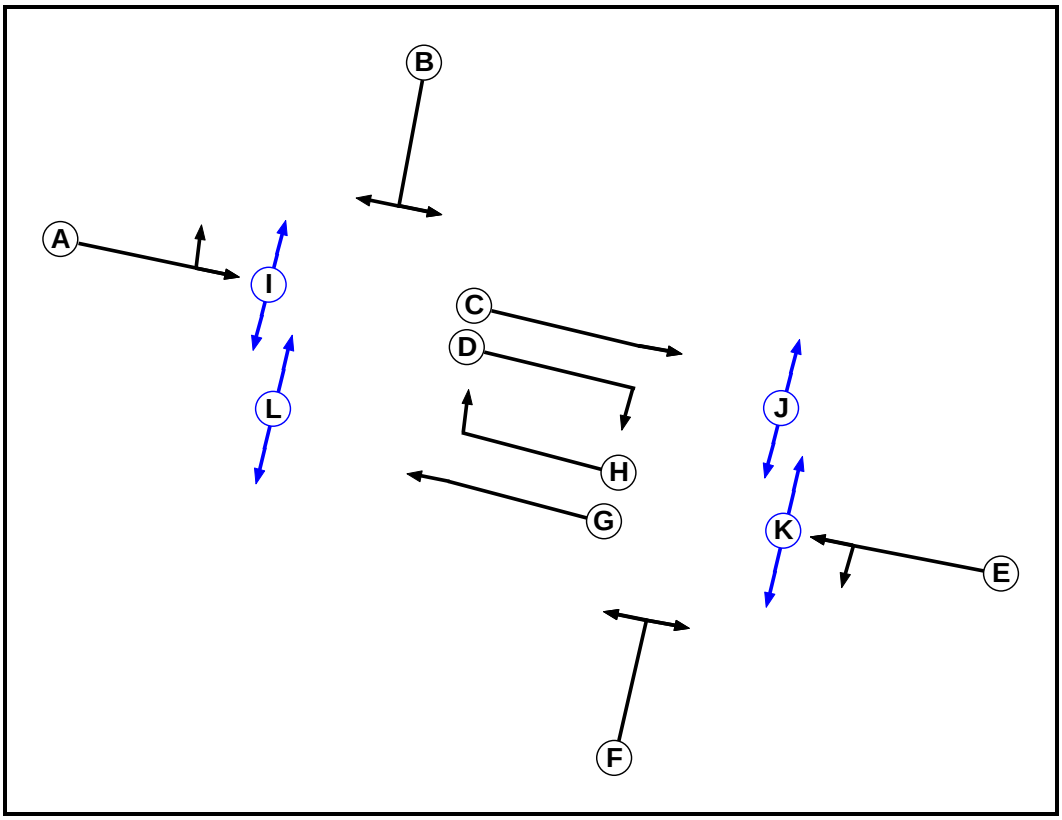
Project:	**A20 Tonbridge & Malling Corridor Study**
Title:	
Location:	A20 London Road
File name:	A20 London Road_Lunsford Lane - Existing Layout.lsg3x

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

Junction Layout Diagram



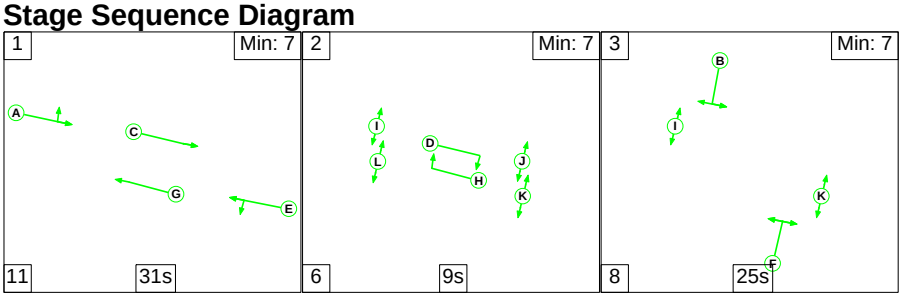
Phase Diagram



Phase Intergreens Matrix

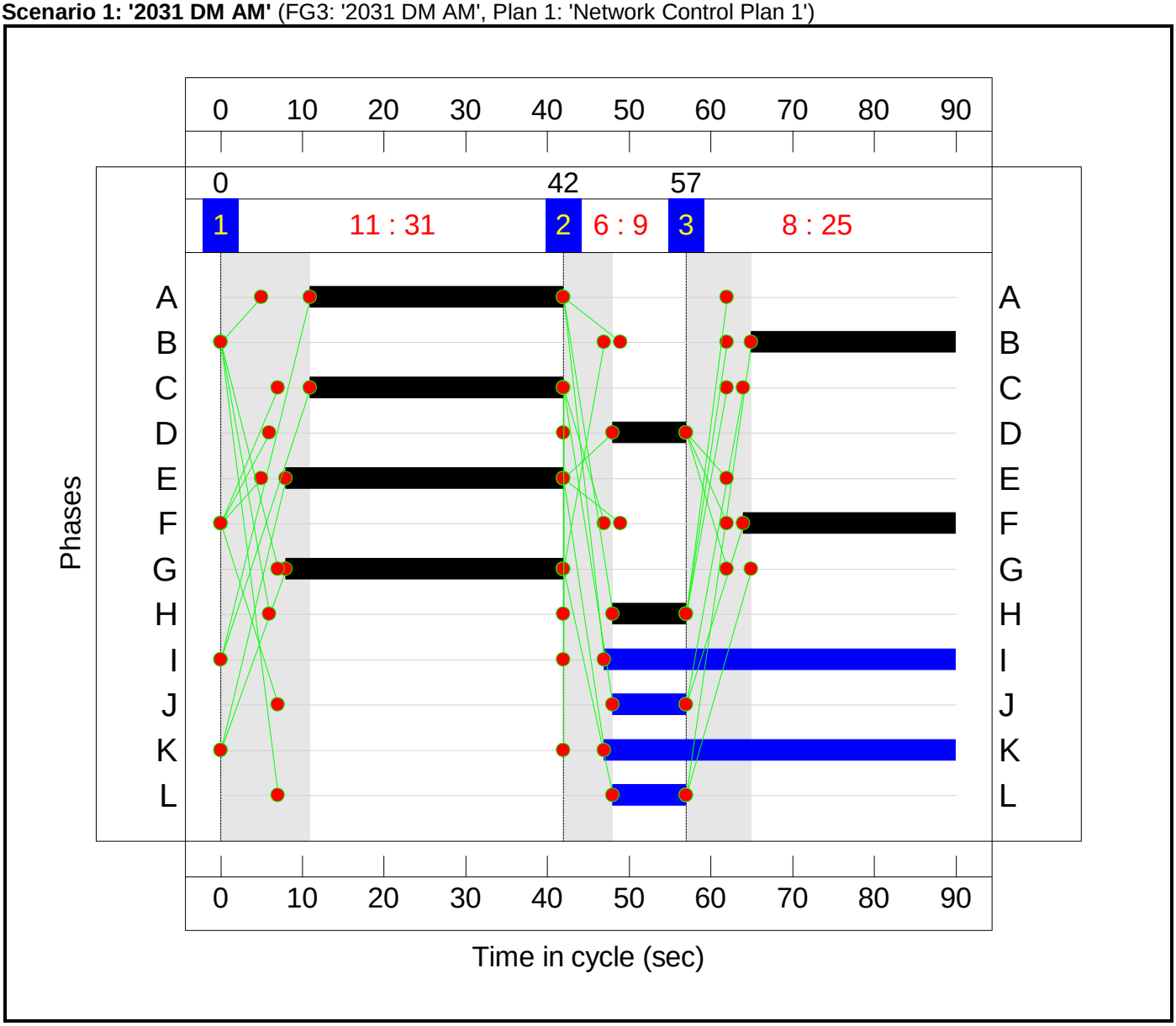
		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
Terminating Phase	A		7	-	-	-	-	-	6	5	-	-	-
	B	5		-	-	-	-	7	6	-	-	-	7
	C	-	-		-	-	5	-	0	0	6	-	-
	D	-	-	-		5	5	5	-	-	-	-	-
	E	-	-	-	6		7	-	-	-	-	5	-
	F	-	-	7	6	5		-	-	-	7	-	-
	G	-	5	-	0	-	-		-	-	-	0	6
	H	5	5	5	-	-	-	-		-	-	-	-
	I	11	-	11	-	-	-	-	-		-	-	-
	J	-	-	7	-	-	7	-	-	-		-	-
	K	-	-	-	-	8	-	8	-	-	-		-
	L	-	8	-	-	-	-	8	-	-	-	-	

Stage Sequence Diagram



Signal Timings Diagram

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



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	213	109	244	566
	B	195	0	48	685	928
	C	63	113	0	66	242
	D	123	530	103	0	756
	Tot.	381	856	260	995	2492

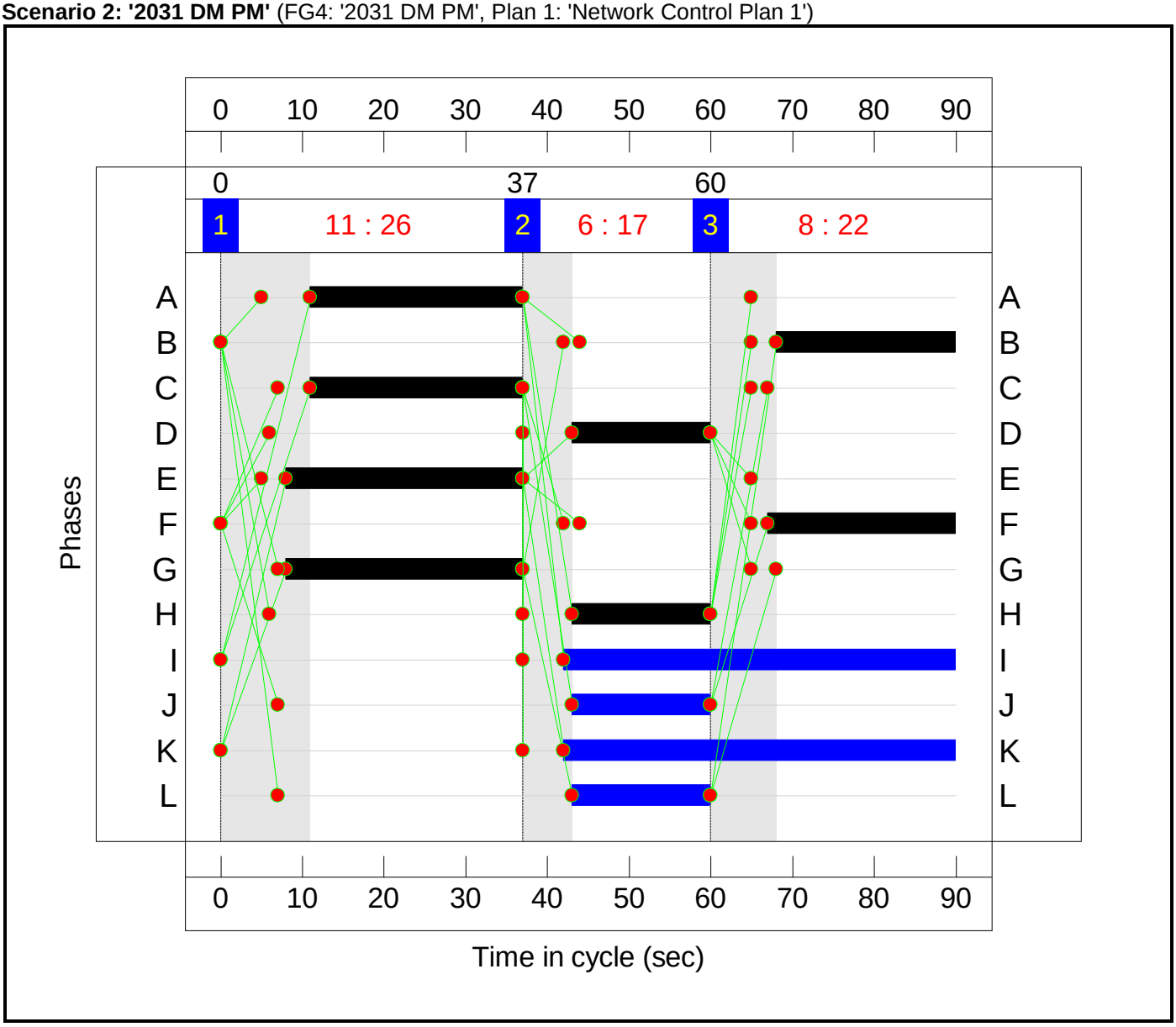
Link Results

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	-	-	-		-	-	-	-	-	-	**125.9%**	**0**	**284**	**71**	**252.1**	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	**125.9%**	**0**	**284**	**71**	**252.1**	-	-
1/1	Lunsford Lane Left Right	U	B		1	25	-	566	1600	462	122.5%	-	-	-	65.0	413.5	73.4
2/1	A20 Eastbound Ahead	U	C		1	31	-	743	1950	693	101.5%	-	-	-	18.8	96.1	34.0
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	31:9	-	212	1950:1600	0+178	0.0 : 108.0%	0	142	36	14.2	266.1	17.9
3/1+3/2	A20 London Road east Ahead Left	U	E		1	34	-	928	1650:1700	582+155	125.9 : 125.9%	-	-	-	112.6	436.9	125.9
4/1	Winterfield Lane Left Right	U	F		1	26	-	242	1600	480	50.4%	-	-	-	2.3	33.5	5.5
5/1	A20 westbound Ahead	U	G		1	34	-	751	1950	758	80.5%	-	-	-	3.6	21.2	7.5
5/2	A20 westbound Right	O	H		1	9	-	258	1600	178	122.6%	0	142	36	26.2	432.5	28.9
6/2+6/1	A20 London Road west Ahead Left	U	A		1	31	-	653	1900:1650	590+137	89.9 : 89.9%	-	-	-	8.7	48.2	17.8
6/3	A20 London Road west Ahead	U	A		1	31	-	103	1800	640	16.1%	-	-	-	0.7	23.2	1.8

C1 PRC for Signalled Lanes (%): -39.9 Total Delay for Signalled Lanes (pcuHr): 252.05 Cycle Time (s): 90
PRC Over All Lanes (%): -39.9 Total Delay Over All Lanes(pcuHr): 252.05

Signal Timings Diagram

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



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	168	59	189	416
	B	227	0	43	444	714
	C	98	135	0	51	284
	D	348	829	104	0	1281
	Tot.	673	1132	206	684	2695

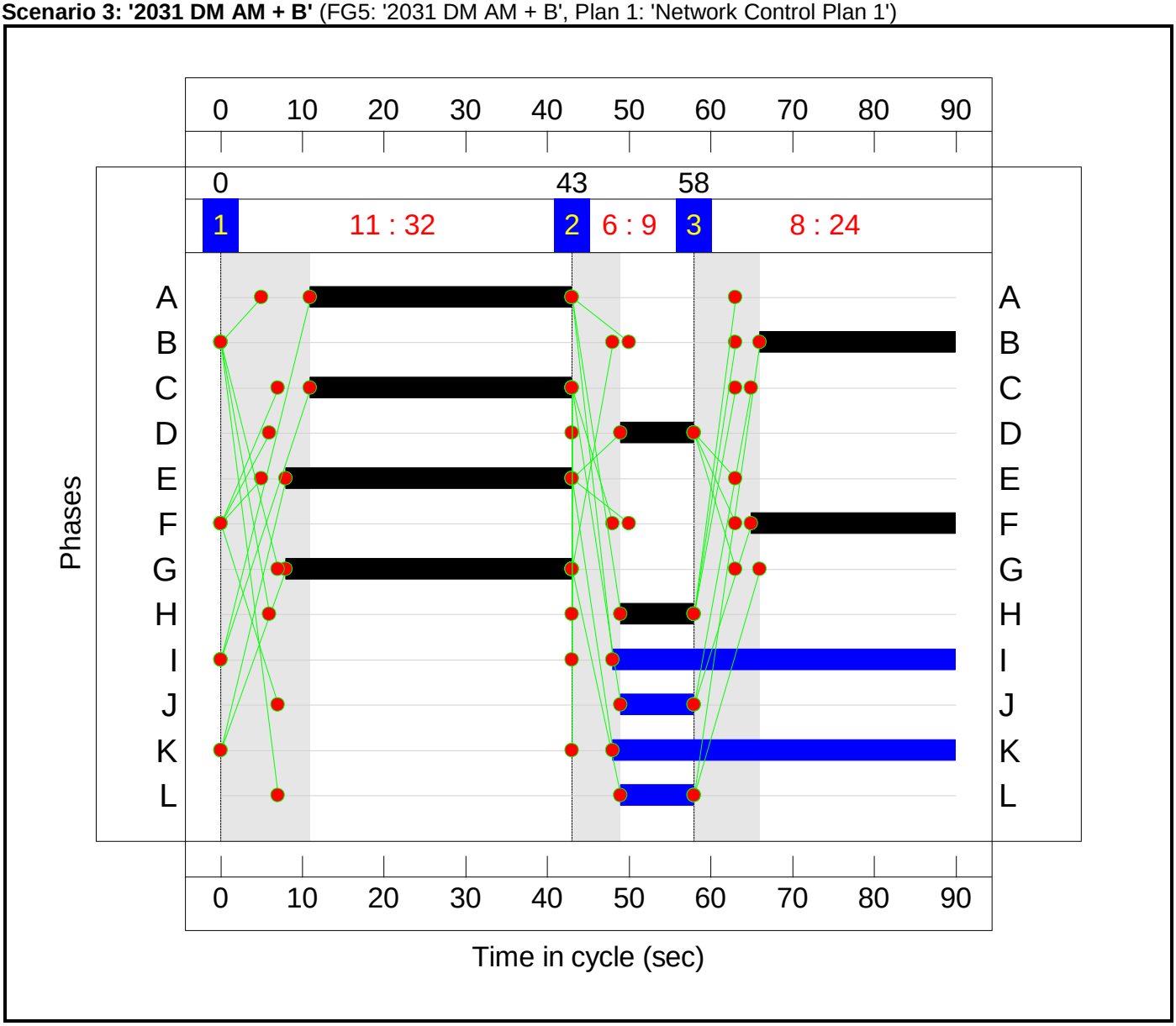
Link Results

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	-	-	-		-	-	-	-	-	-	**101.7%**	**0**	**446**	**36**	**107.2**	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	**101.7%**	**0**	**446**	**36**	**107.2**	-	-
1/1	Lunsford Lane Left Right	U	B		1	22	-	416	1600	409	101.7%	-	-	-	16.4	141.7	22.7
2/1	A20 Eastbound Ahead	U	C		1	26	-	556	1950	585	94.6%	-	-	-	8.4	54.8	19.3
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	26:17	-	604	1950:1600	459+170	96.0 : 95.5%	0	162	0	10.3	61.6	13.8
3/1+3/2	A20 London Road east Ahead Left	U	E		1	29	-	714	1650:1700	484+226	100.6 : 100.6%	-	-	-	20.2	101.6	28.7
4/1	Winterfield Lane Left Right	U	F		1	23	-	284	1600	427	66.6%	-	-	-	3.3	41.9	7.3
5/1	A20 westbound Ahead	U	G		1	29	-	495	1950	650	75.7%	-	-	-	2.8	20.8	4.8
5/2	A20 westbound Right	O	H		1	17	-	325	1600	320	101.1%	0	284	36	13.5	150.2	18.1
6/2+6/1	A20 London Road west Ahead Left	U	A		1	26	-	758	1900:1650	411+349	99.8 : 99.8%	-	-	-	19.8	93.9	27.0
6/3	A20 London Road west Ahead	U	A		1	26	-	523	1800	540	96.9%	-	-	-	12.5	85.8	20.7

C1 PRC for Signalled Lanes (%): -13.0 Total Delay for Signalled Lanes (pcuHr): 107.16 Cycle Time (s): 90
PRC Over All Lanes (%): -13.0 Total Delay Over All Lanes(pcuHr): 107.16

Signal Timings Diagram

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



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	213	109	244	566
	B	195	0	48	750	993
	C	63	113	0	66	242
	D	123	550	103	0	776
	Tot.	381	876	260	1060	2577

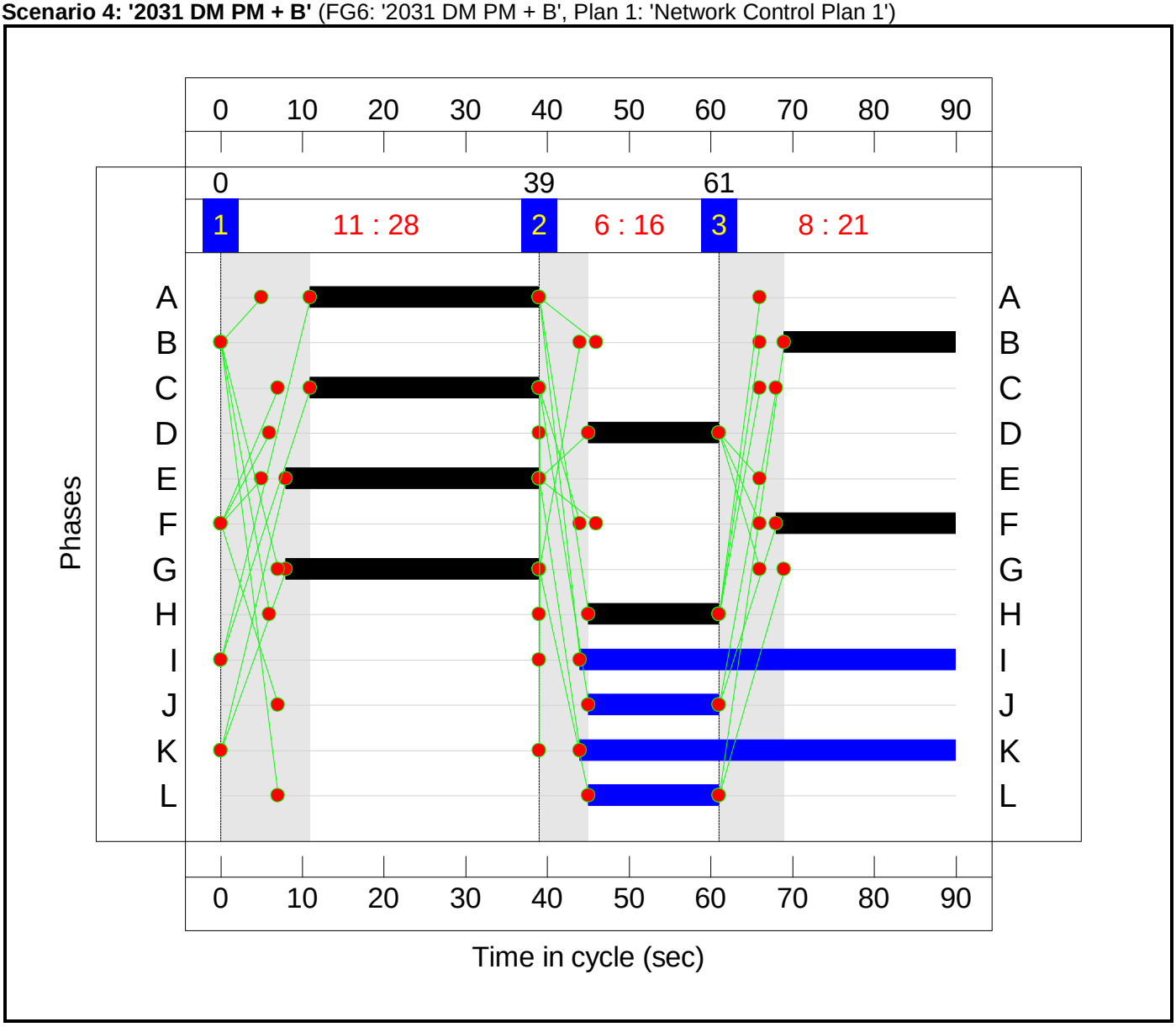
Link Results

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	-	-	-		-	-	-	-	-	-	**132.7%**	**0**	**284**	**71**	**283.0**	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	**132.7%**	**0**	**284**	**71**	**283.0**	-	-
1/1	Lunsford Lane Left Right	U	B		1	24	-	566	1600	444	127.4%	-	-	-	74.5	474.2	82.8
2/1	A20 Eastbound Ahead	U	C		1	32	-	763	1950	715	100.3%	-	-	-	16.2	81.2	32.0
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	32:9	-	212	1950:1600	0+178	0.0 : 106.1%	0	142	36	12.8	243.9	16.7
3/1+3/2	A20 London Road east Ahead Left	U	E		1	35	-	993	1650:1700	602+147	132.7 : 132.7%	-	-	-	141.7	513.7	155.7
4/1	Winterfield Lane Left Right	U	F		1	25	-	242	1600	462	52.4%	-	-	-	2.3	35.0	5.6
5/1	A20 westbound Ahead	U	G		1	35	-	816	1950	780	80.9%	-	-	-	3.6	20.8	7.6
5/2	A20 westbound Right	O	H		1	9	-	258	1600	178	118.1%	0	142	36	22.3	381.6	24.9
6/2+6/1	A20 London Road west Ahead Left	U	A		1	32	-	673	1900:1650	609+136	90.3 : 90.3%	-	-	-	9.0	48.0	18.5
6/3	A20 London Road west Ahead	U	A		1	32	-	103	1800	660	15.6%	-	-	-	0.6	22.4	1.8

C1 PRC for Signalled Lanes (%): -47.4 Total Delay for Signalled Lanes (pcuHr): 283.05 Cycle Time (s): 90
PRC Over All Lanes (%): -47.4 Total Delay Over All Lanes(pcuHr): 283.05

Signal Timings Diagram

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



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	168	59	189	416
	B	227	0	43	468	738
	C	98	135	0	51	284
	D	348	874	104	0	1326
	Tot.	673	1177	206	708	2764

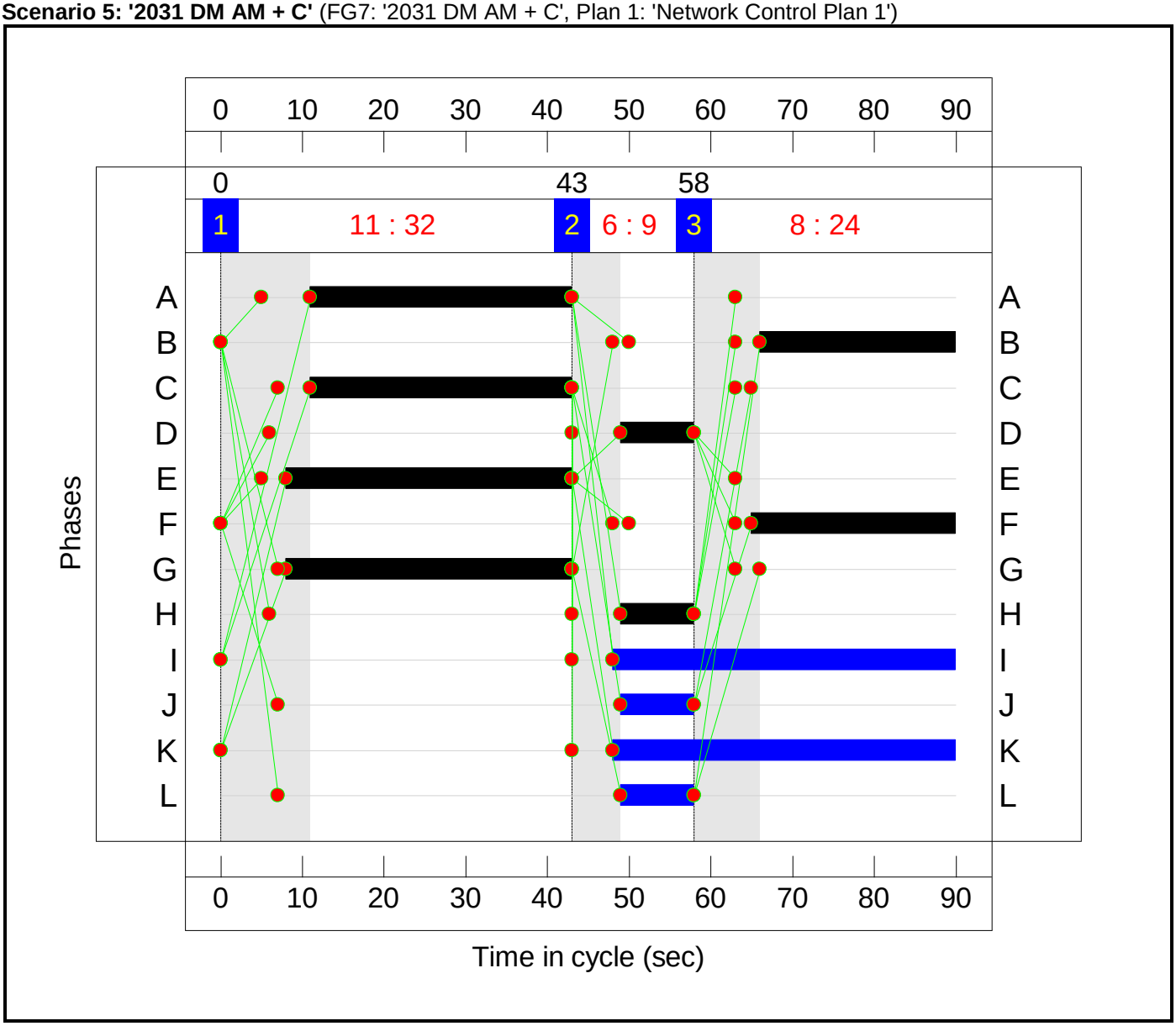
Link Results

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	-	-	-		-	-	-	-	-	-	**109.5%**	**0**	**426**	**36**	**139.1**	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	**109.5%**	**0**	**426**	**36**	**139.1**	-	-
1/1	Lunsford Lane Left Right	U	B		1	21	-	416	1600	391	106.4%	-	-	-	23.4	202.5	29.5
2/1	A20 Eastbound Ahead	U	C		1	28	-	645	1950	628	94.4%	-	-	-	8.5	51.5	19.9
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	28:16	-	560	1950:1600	478+203	82.9 : 78.6%	0	159	0	4.1	26.6	7.1
3/1+3/2	A20 London Road east Ahead Left	U	E		1	31	-	738	1650:1700	512+228	99.8 : 99.8%	-	-	-	18.6	90.9	27.9
4/1	Winterfield Lane Left Right	U	F		1	22	-	284	1600	409	69.5%	-	-	-	3.5	44.5	7.5
5/1	A20 westbound Ahead	U	G		1	31	-	519	1950	693	74.9%	-	-	-	2.7	19.0	4.7
5/2	A20 westbound Right	O	H		1	16	-	325	1600	302	107.5%	0	267	36	20.6	228.5	25.1
6/2+6/1	A20 London Road west Ahead Left	U	A		1	28	-	840	1900:1650	449+318	109.5 : 109.5%	-	-	-	51.3	220.0	61.2
6/3	A20 London Road west Ahead	U	A		1	28	-	486	1800	580	83.8%	-	-	-	6.3	46.5	13.7

C1 PRC for Signalled Lanes (%): -21.6 Total Delay for Signalled Lanes (pcuHr): 139.10 Cycle Time (s): 90
PRC Over All Lanes (%): -21.6 Total Delay Over All Lanes(pcuHr): 139.10

Signal Timings Diagram

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



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	213	109	244	566
	B	195	0	48	710	953
	C	63	113	0	66	242
	D	123	538	103	0	764
	Tot.	381	864	260	1020	2525

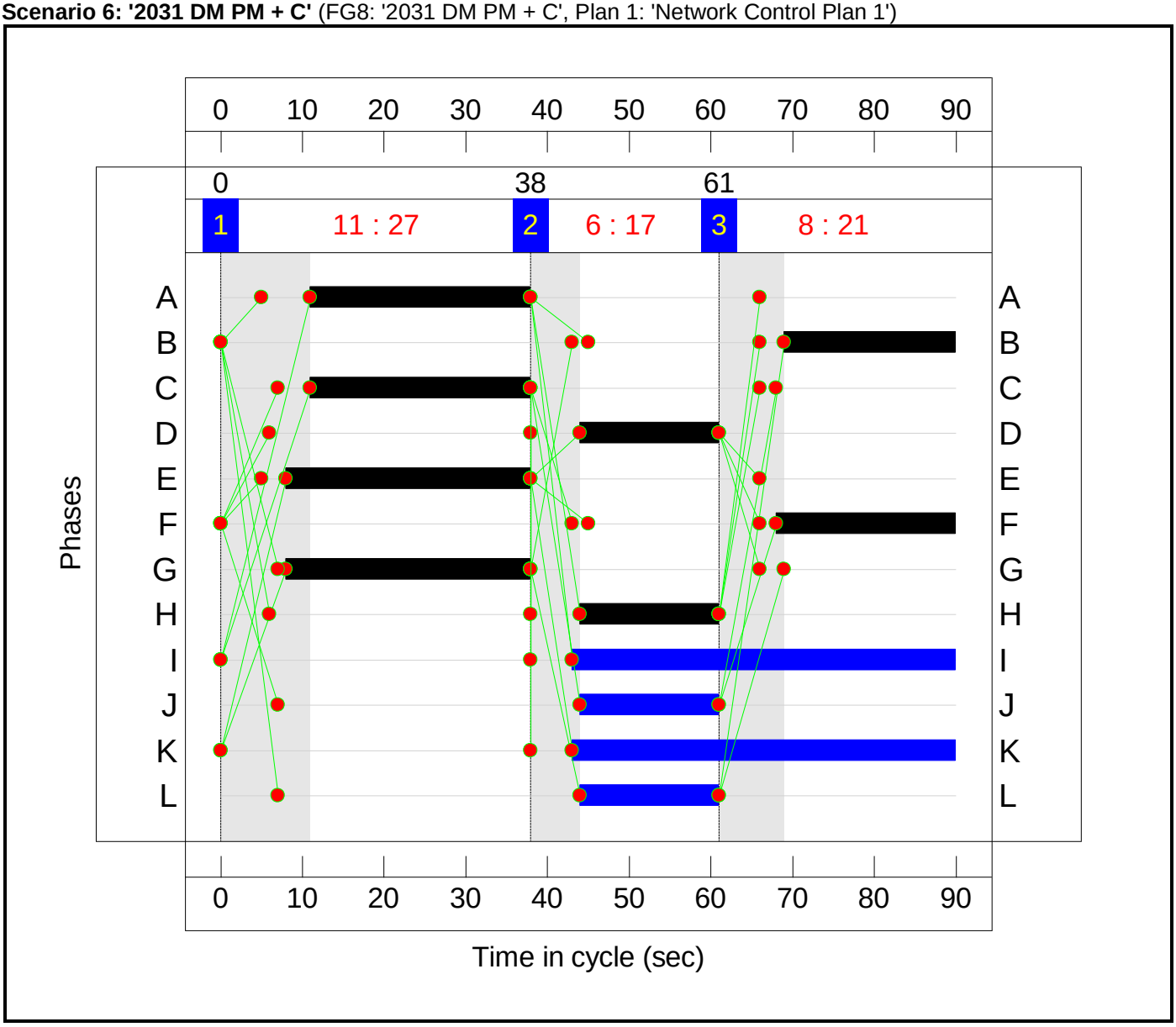
Link Results

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	-	-	-		-	-	-	-	-	-	**127.4%**	**0**	**284**	**71**	**258.7**	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	**127.4%**	**0**	**284**	**71**	**258.7**	-	-
1/1	Lunsford Lane Left Right	U	B		1	24	-	566	1600	444	127.4%	-	-	-	74.5	474.2	82.8
2/1	A20 Eastbound Ahead	U	C		1	32	-	751	1950	715	98.6%	-	-	-	13.1	66.9	28.5
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	32:9	-	212	1950:1600	0+178	0.0 : 106.1%	0	142	36	12.8	243.9	16.7
3/1+3/2	A20 London Road east Ahead Left	U	E		1	35	-	953	1650:1700	599+154	126.6 : 126.6%	-	-	-	117.7	444.7	131.6
4/1	Winterfield Lane Left Right	U	F		1	25	-	242	1600	462	52.4%	-	-	-	2.3	35.0	5.6
5/1	A20 westbound Ahead	U	G		1	35	-	776	1950	780	80.4%	-	-	-	3.6	20.4	7.5
5/2	A20 westbound Right	O	H		1	9	-	258	1600	178	122.1%	0	142	36	25.8	427.1	28.5
6/2+6/1	A20 London Road west Ahead Left	U	A		1	32	-	661	1900:1650	608+139	88.5 : 88.5%	-	-	-	8.2	44.9	17.4
6/3	A20 London Road west Ahead	U	A		1	32	-	103	1800	660	15.6%	-	-	-	0.6	22.4	1.8

C1 PRC for Signalled Lanes (%): -41.5 Total Delay for Signalled Lanes (pcuHr): 258.68 Cycle Time (s): 90
PRC Over All Lanes (%): -41.5 Total Delay Over All Lanes(pcuHr): 258.68

Signal Timings Diagram

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



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	168	59	189	416
	B	227	0	43	454	724
	C	98	135	0	51	284
	D	348	846	104	0	1298
	Tot.	673	1149	206	694	2722

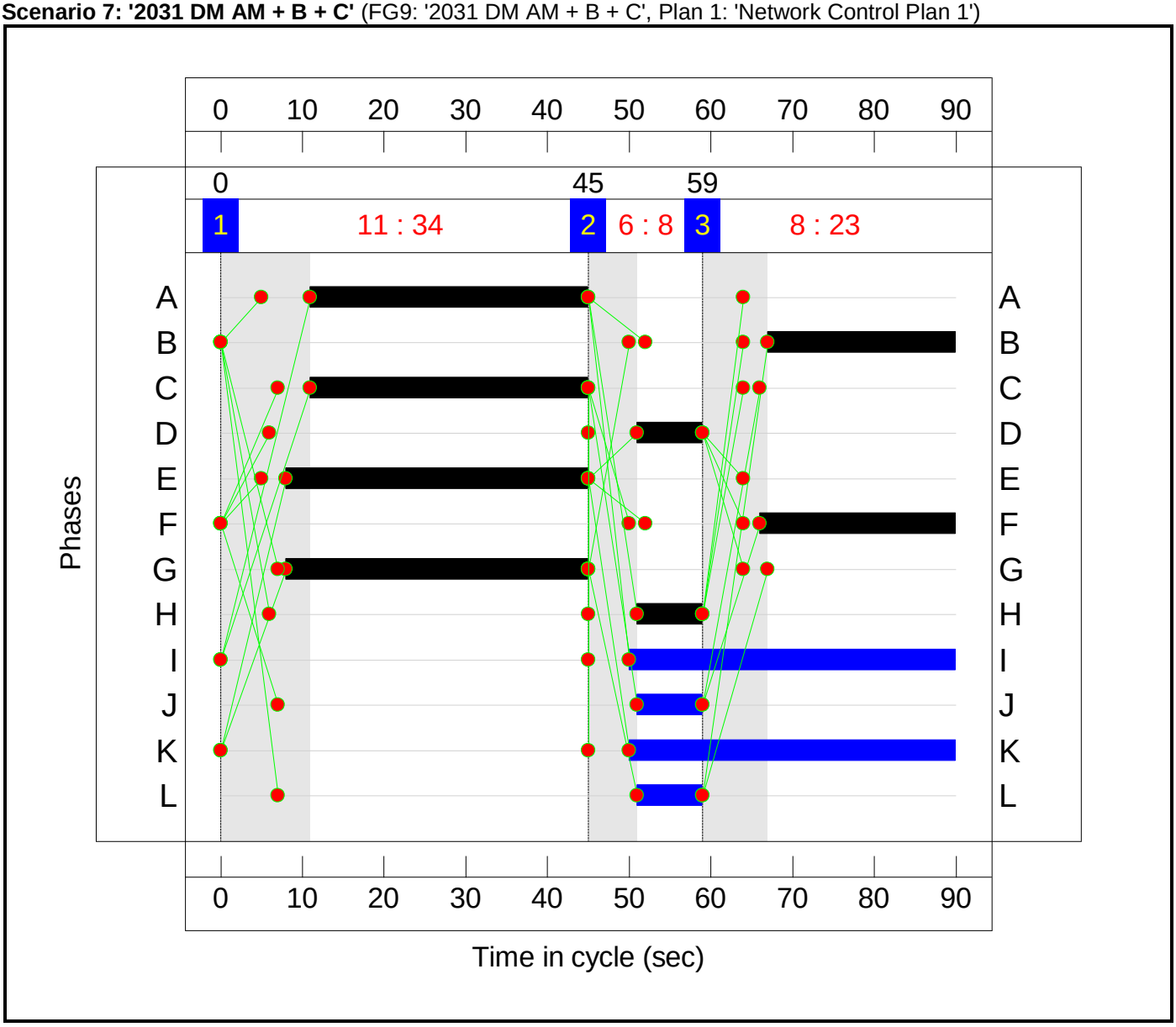
Link Results

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	-	-	-		-	-	-	-	-	-	**107.4%**	**0**	**444**	**36**	**126.2**	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	**107.4%**	**0**	**444**	**36**	**126.2**	-	-
1/1	Lunsford Lane Left Right	U	B		1	21	-	416	1600	391	106.4%	-	-	-	23.4	202.5	29.5
2/1	A20 Eastbound Ahead	U	C		1	27	-	620	1950	607	95.4%	-	-	-	9.1	56.8	20.5
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	27:17	-	557	1950:1600	462+191	85.0 : 83.3%	0	159	0	4.6	29.9	8.0
3/1+3/2	A20 London Road east Ahead Left	U	E		1	30	-	724	1650:1700	498+227	99.8 : 99.8%	-	-	-	18.6	92.6	27.4
4/1	Winterfield Lane Left Right	U	F		1	22	-	284	1600	409	69.5%	-	-	-	3.5	44.5	7.5
5/1	A20 westbound Ahead	U	G		1	30	-	505	1950	672	75.2%	-	-	-	2.8	19.7	4.8
5/2	A20 westbound Right	O	H		1	17	-	325	1600	320	101.6%	0	284	36	14.0	155.0	18.6
6/2+6/1	A20 London Road west Ahead Left	U	A		1	27	-	813	1900:1650	433+324	107.4 : 107.4%	-	-	-	43.3	191.6	52.5
6/3	A20 London Road west Ahead	U	A		1	27	-	485	1800	560	86.6%	-	-	-	6.9	51.5	14.3

C1 PRC for Signalled Lanes (%): -19.4 Total Delay for Signalled Lanes (pcuHr): 126.22 Cycle Time (s): 90
PRC Over All Lanes (%): -19.4 Total Delay Over All Lanes(pcuHr): 126.22

Signal Timings Diagram

Scenario 7: '2031 DM AM + B + C' (FG9: '2031 DM AM + B + C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	213	109	244	566
	B	195	0	48	775	1018
	C	63	113	0	66	242
	D	123	558	103	0	784
	Tot.	381	884	260	1085	2610

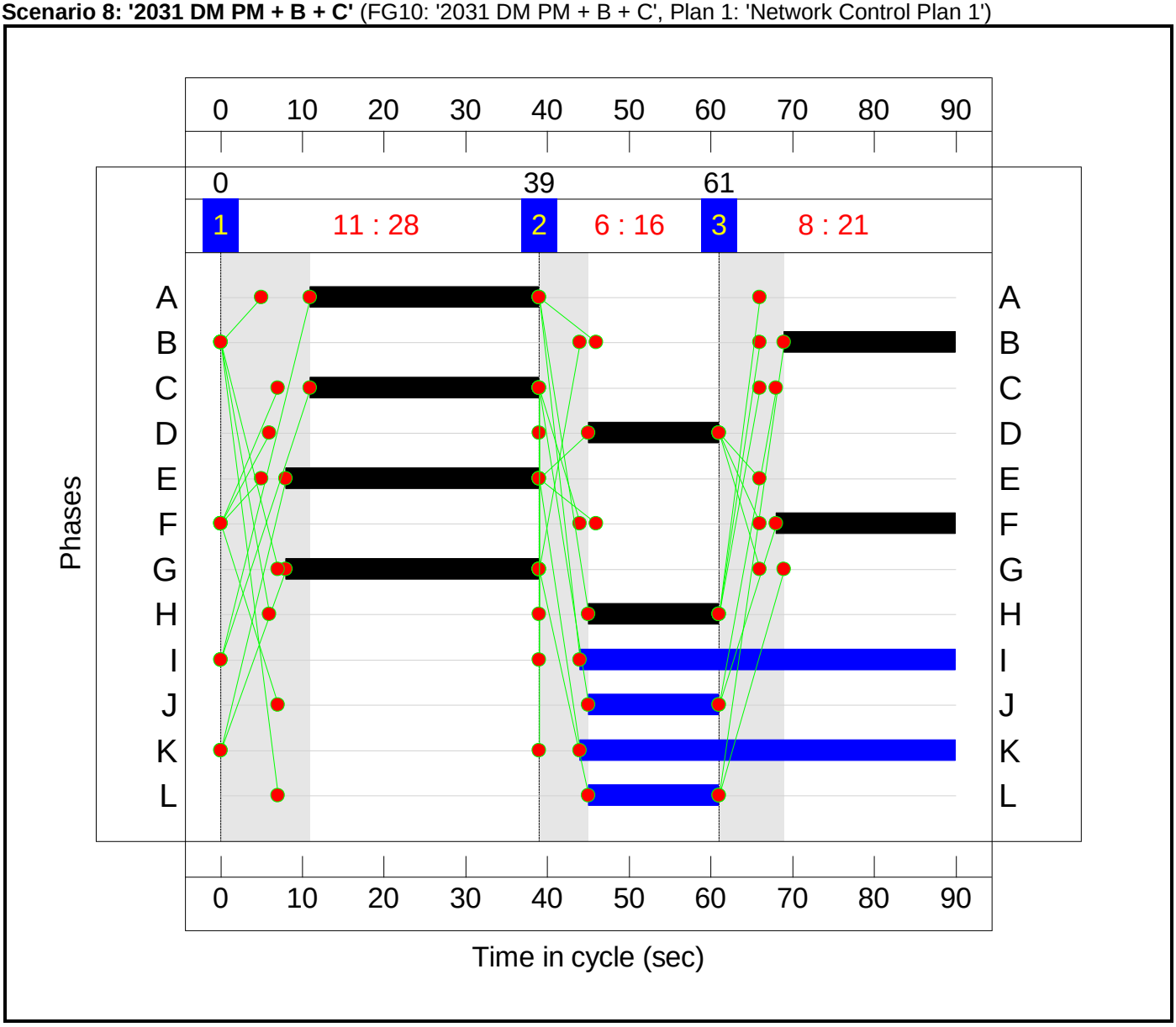
Link Results

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	-	-	-		-	-	-	-	-	-	**133.1%**	**0**	**249**	**71**	**294.7**	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	**133.1%**	**0**	**249**	**71**	**294.7**	-	-
1/1	Lunsford Lane Left Right	U	B		1	23	-	566	1600	427	132.7%	-	-	-	84.2	535.3	92.3
2/1	A20 Eastbound Ahead	U	C		1	34	-	771	1950	758	94.8%	-	-	-	8.6	43.2	23.8
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	34:8	-	212	1950:1600	0+160	0.0 : 115.7%	0	124	36	18.7	364.1	22.1
3/1+3/2	A20 London Road east Ahead Left	U	E		1	37	-	1018	1650:1700	633+150	130.0 : 130.0%	-	-	-	136.5	482.8	151.6
4/1	Winterfield Lane Left Right	U	F		1	24	-	242	1600	444	54.5%	-	-	-	2.5	36.5	5.7
5/1	A20 westbound Ahead	U	G		1	37	-	841	1950	823	80.4%	-	-	-	3.5	19.2	8.0
5/2	A20 westbound Right	O	H		1	8	-	258	1600	160	133.1%	0	124	36	32.5	549.1	35.0
6/2+6/1	A20 London Road west Ahead Left	U	A		1	34	-	681	1900:1650	644+142	86.6 : 86.6%	-	-	-	7.6	40.3	17.1
6/3	A20 London Road west Ahead	U	A		1	34	-	103	1800	700	14.7%	-	-	-	0.6	20.9	1.7

C1 PRC for Signalled Lanes (%): -47.9 Total Delay for Signalled Lanes (pcuHr): 294.72 Cycle Time (s): 90
PRC Over All Lanes (%): -47.9 Total Delay Over All Lanes(pcuHr): 294.72

Signal Timings Diagram

Scenario 8: '2031 DM PM + B + C' (FG10: '2031 DM PM + B + C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	168	59	189	416
	B	227	0	43	478	748
	C	98	135	0	51	284
	D	348	891	104	0	1343
	Tot.	673	1194	206	718	2791

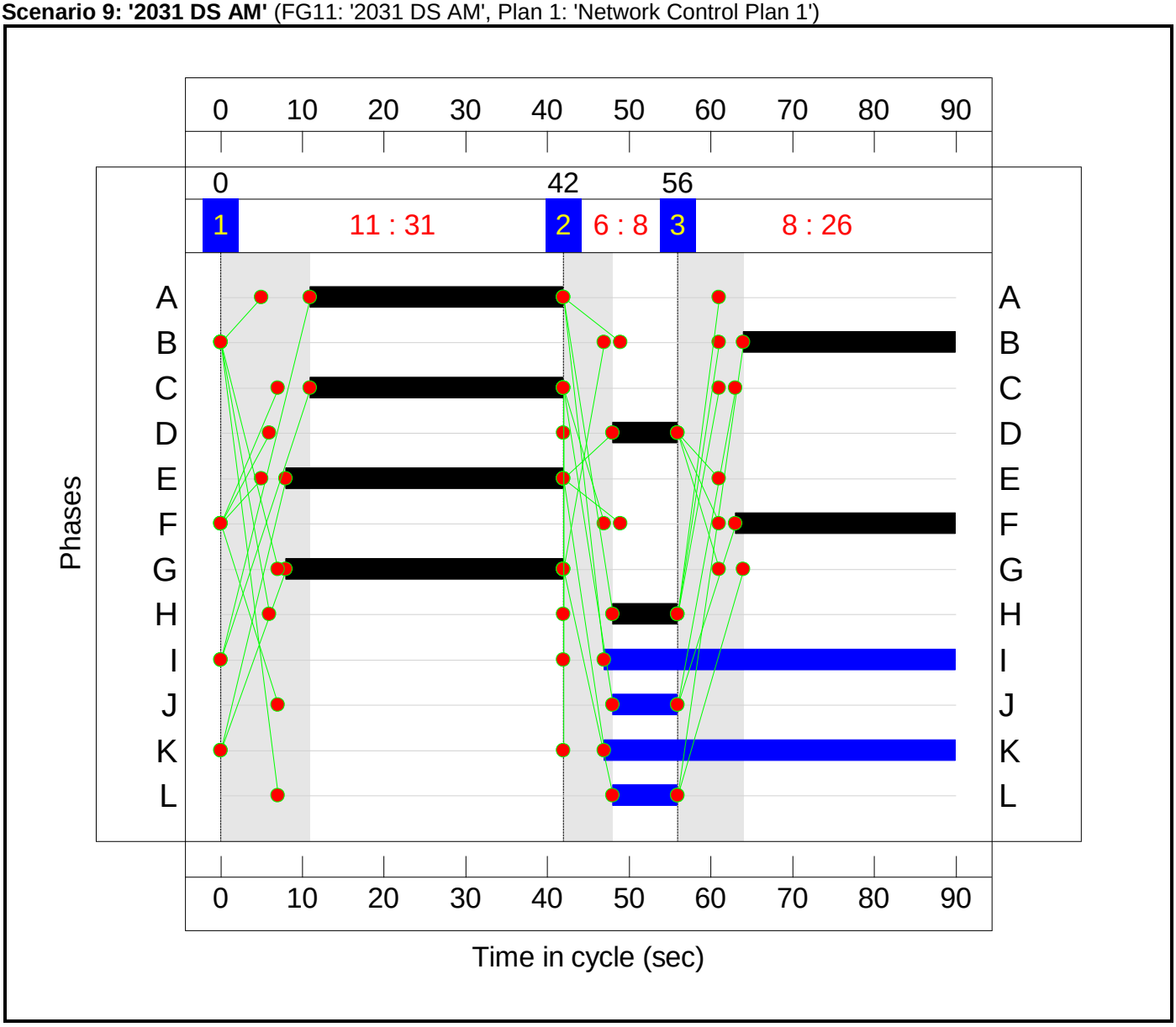
Link Results

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	-	-	-		-	-	-	-	-	-	**110.0%**	**0**	**426**	**36**	**145.0**	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	**110.0%**	**0**	**426**	**36**	**145.0**	-	-
1/1	Lunsford Lane Left Right	U	B		1	21	-	416	1600	391	106.4%	-	-	-	23.4	202.5	29.5
2/1	A20 Eastbound Ahead	U	C		1	28	-	648	1950	628	94.5%	-	-	-	8.6	51.8	20.0
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	28:16	-	574	1950:1600	481+193	85.2 : 82.6%	0	159	0	4.6	29.1	7.5
3/1+3/2	A20 London Road east Ahead Left	U	E		1	31	-	748	1650:1700	513+224	101.5 : 101.5%	-	-	-	22.8	109.6	32.6
4/1	Winterfield Lane Left Right	U	F		1	22	-	284	1600	409	69.5%	-	-	-	3.5	44.5	7.5
5/1	A20 westbound Ahead	U	G		1	31	-	529	1950	693	75.3%	-	-	-	2.8	19.2	4.8
5/2	A20 westbound Right	O	H		1	16	-	325	1600	302	106.4%	0	267	36	19.2	214.7	23.6
6/2+6/1	A20 London Road west Ahead Left	U	A		1	28	-	843	1900:1650	450+316	110.0 : 110.0%	-	-	-	53.3	227.6	63.1
6/3	A20 London Road west Ahead	U	A		1	28	-	500	1800	580	86.2%	-	-	-	6.9	49.6	14.6

C1 PRC for Signalled Lanes (%): -22.2 Total Delay for Signalled Lanes (pcuHr): 144.98 Cycle Time (s): 90
PRC Over All Lanes (%): -22.2 Total Delay Over All Lanes(pcuHr): 144.98

Signal Timings Diagram

Scenario 9: '2031 DS AM' (FG11: '2031 DS AM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	226	110	270	606
	B	141	0	63	724	928
	C	64	94	0	74	232
	D	115	592	120	0	827
	Tot.	320	912	293	1068	2593

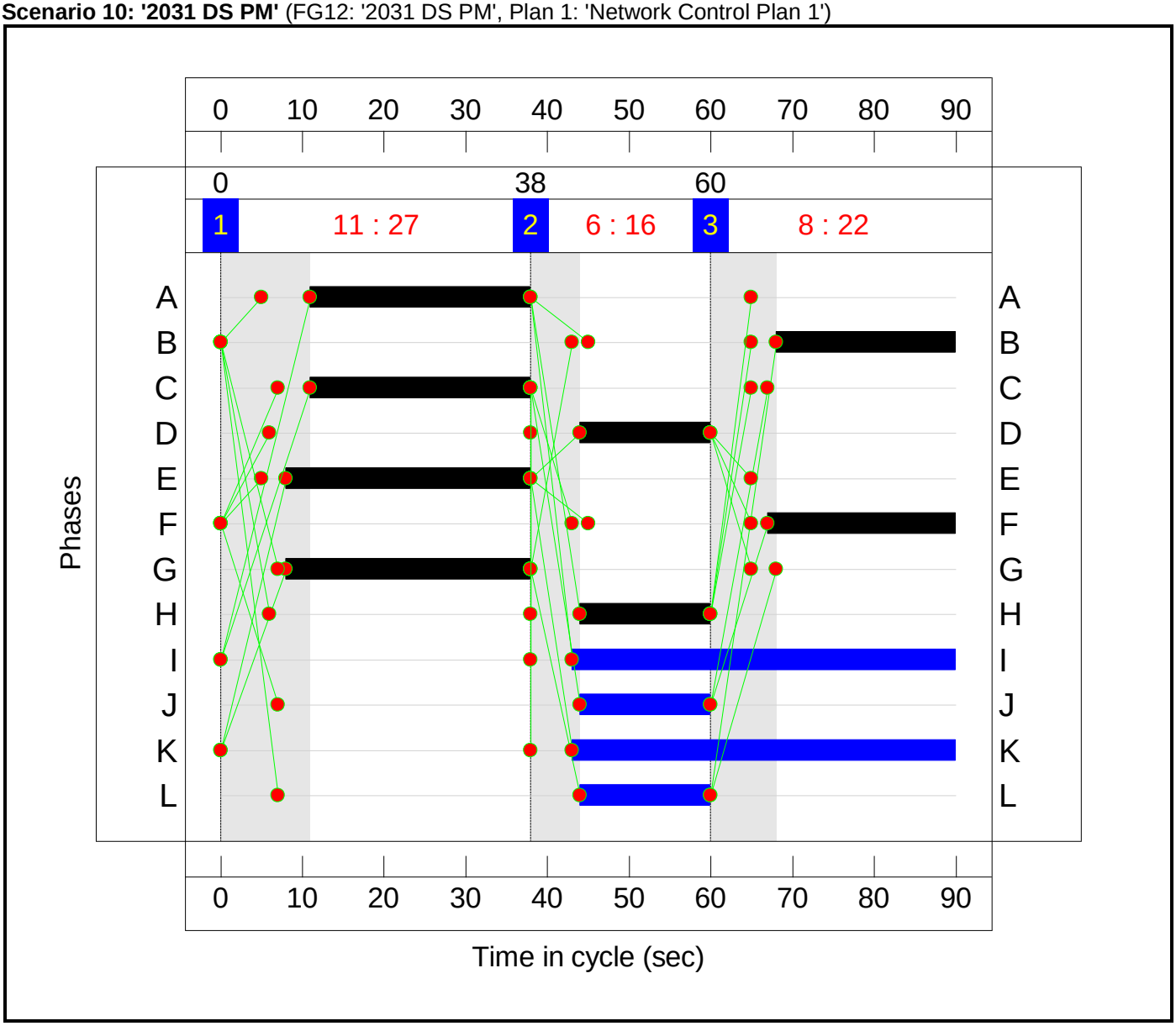
Link Results

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	-	-	-		-	-	-	-	-	-	**130.9%**	**0**	**249**	**71**	**319.8**	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	**130.9%**	**0**	**249**	**71**	**319.8**	-	-
1/1	Lunsford Lane Left Right	U	B		1	26	-	606	1600	480	126.3%	-	-	-	77.3	459.2	86.3
2/1	A20 Eastbound Ahead	U	C		1	31	-	818	1950	693	111.2%	-	-	-	49.6	231.7	64.5
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	31:8	-	230	1950:1600	0+160	0.0 : 129.5%	0	124	36	29.7	515.7	32.6
3/1+3/2	A20 London Road east Ahead Left	U	E		1	34	-	928	1650:1700	601+108	130.9 : 130.9%	-	-	-	127.8	495.9	141.2
4/1	Winterfield Lane Left Right	U	F		1	27	-	232	1600	498	46.6%	-	-	-	2.0	31.7	5.1
5/1	A20 westbound Ahead	U	G		1	34	-	798	1950	758	82.7%	-	-	-	4.1	23.3	8.9
5/2	A20 westbound Right	O	H		1	8	-	205	1600	160	107.3%	0	124	36	12.5	261.4	14.7
6/2+6/1	A20 London Road west Ahead Left	U	A		1	31	-	707	1900:1650	602+117	98.3 : 98.3%	-	-	-	16.1	81.7	26.9
6/3	A20 London Road west Ahead	U	A		1	31	-	120	1800	640	18.8%	-	-	-	0.8	23.5	2.2

C1 PRC for Signalled Lanes (%): -45.5 Total Delay for Signalled Lanes (pcuHr): 319.82 Cycle Time (s): 90
PRC Over All Lanes (%): -45.5 Total Delay Over All Lanes(pcuHr): 319.82

Signal Timings Diagram

Scenario 10: '2031 DS PM' (FG12: '2031 DS PM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	155	58	211	424
	B	197	0	38	465	700
	C	112	124	0	52	288
	D	322	938	108	0	1368
	Tot.	631	1217	204	728	2780

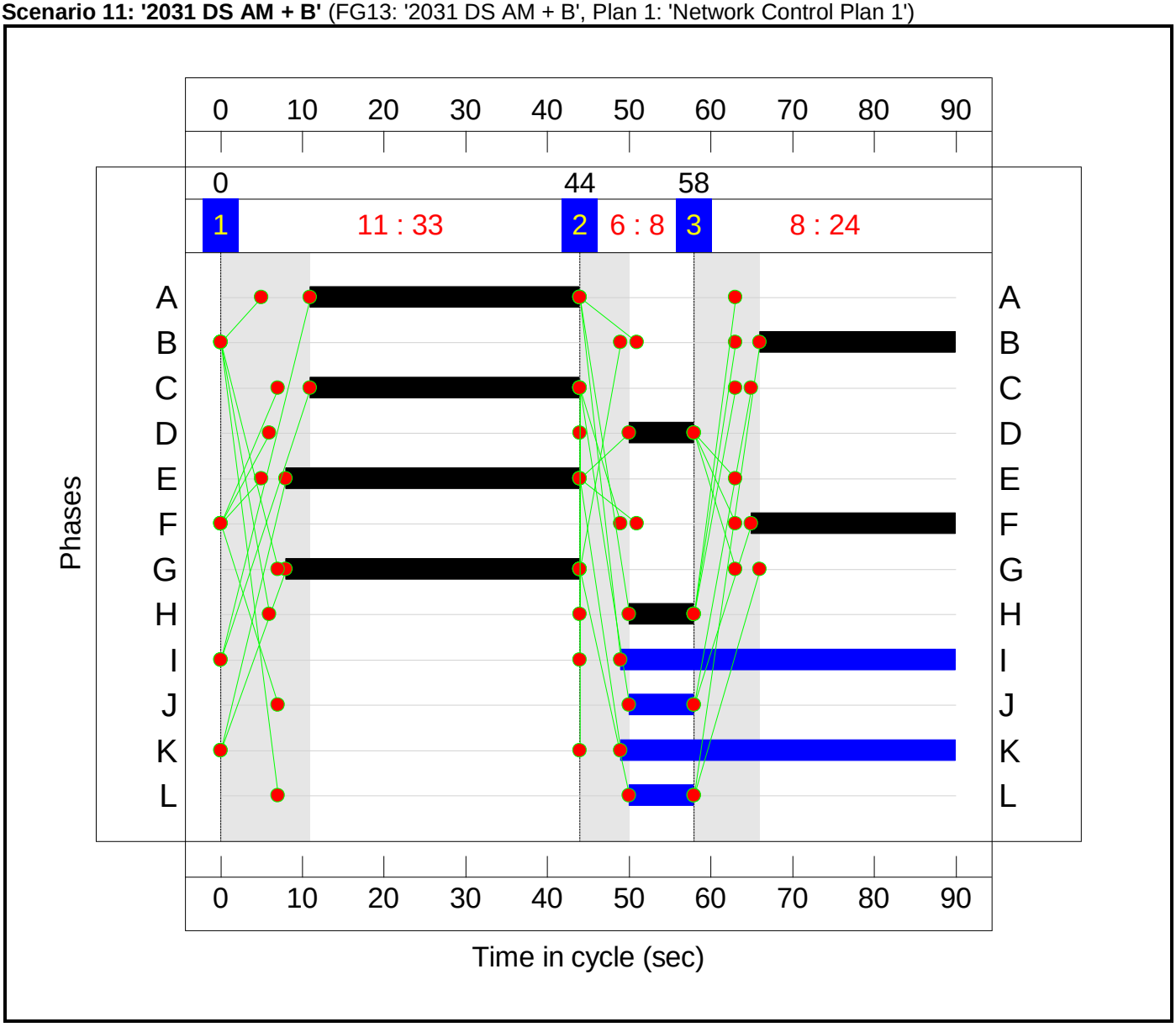
Link Results

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	-	-	-		-	-	-	-	-	-	**105.4%**	**0**	**426**	**36**	**139.2**	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	**105.4%**	**0**	**426**	**36**	**139.2**	-	-
1/1	Lunsford Lane Left Right	U	B		1	22	-	424	1600	409	103.7%	-	-	-	19.5	165.4	25.7
2/1	A20 Eastbound Ahead	U	C		1	27	-	605	1950	607	95.0%	-	-	-	8.8	55.1	19.8
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	27:16	-	654	1950:1600	482+164	97.3 : 97.5%	0	160	0	12.0	68.8	14.5
3/1+3/2	A20 London Road east Ahead Left	U	E		1	30	-	700	1650:1700	506+198	99.4 : 99.4%	-	-	-	17.5	90.2	26.4
4/1	Winterfield Lane Left Right	U	F		1	23	-	288	1600	427	67.5%	-	-	-	3.4	42.3	7.4
5/1	A20 westbound Ahead	U	G		1	30	-	517	1950	672	77.0%	-	-	-	3.0	20.6	5.0
5/2	A20 westbound Right	O	H		1	16	-	309	1600	302	102.2%	0	267	36	14.3	167.1	18.5
6/2+6/1	A20 London Road west Ahead Left	U	A		1	27	-	785	1900:1650	439+306	105.4 : 105.4%	-	-	-	35.5	162.8	44.8
6/3	A20 London Road west Ahead	U	A		1	27	-	583	1800	560	104.1%	-	-	-	25.1	155.1	34.3

C1 PRC for Signalled Lanes (%): -17.1 Total Delay for Signalled Lanes (pcuHr): 139.17 Cycle Time (s): 90
PRC Over All Lanes (%): -17.1 Total Delay Over All Lanes(pcuHr): 139.17

Signal Timings Diagram

Scenario 11: '2031 DS AM + B' (FG13: '2031 DS AM + B', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	226	110	270	606
	B	141	0	63	789	993
	C	64	94	0	74	232
	D	115	612	120	0	847
	Tot.	320	932	293	1133	2678

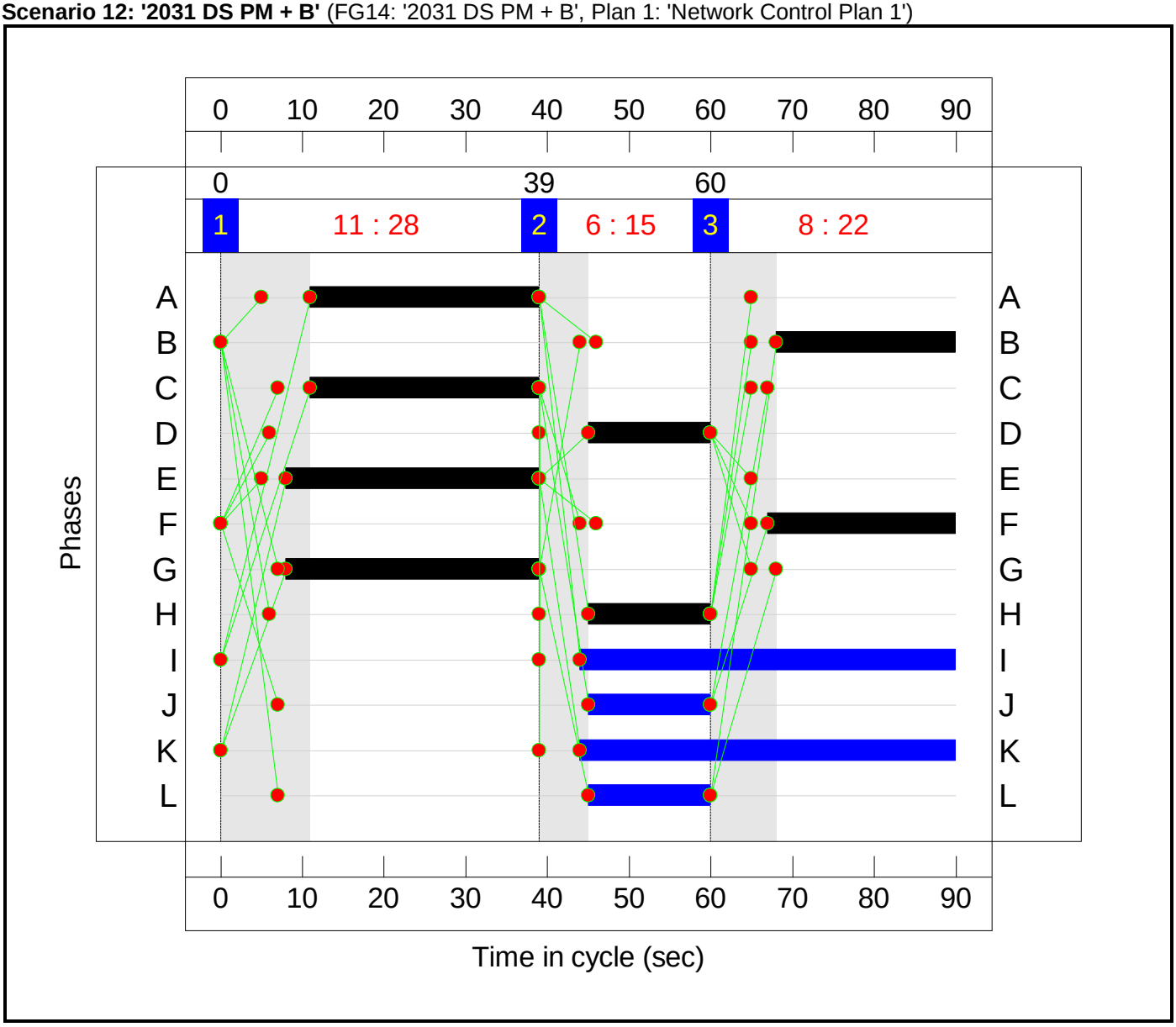
Link Results

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	-	-	-		-	-	-	-	-	-	**136.4%**	**0**	**249**	**71**	**316.9**	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	**136.4%**	**0**	**249**	**71**	**316.9**	-	-
1/1	Lunsford Lane Left Right	U	B		1	24	-	606	1600	444	136.4%	-	-	-	96.6	573.9	105.3
2/1	A20 Eastbound Ahead	U	C		1	33	-	615	1950	737	79.8%	-	-	-	2.8	17.2	4.8
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	33:8	-	453	1950:1600	155+160	122.6 : 125.4%	0	124	36	46.4	427.2	49.2
3/1+3/2	A20 London Road east Ahead Left	U	E		1	36	-	993	1650:1700	636+105	134.0 : 134.0%	-	-	-	145.6	527.7	160.1
4/1	Winterfield Lane Left Right	U	F		1	25	-	232	1600	462	50.2%	-	-	-	2.2	34.4	5.3
5/1	A20 westbound Ahead	U	G		1	36	-	863	1950	802	82.7%	-	-	-	4.0	21.8	9.4
5/2	A20 westbound Right	O	H		1	8	-	205	1600	160	105.8%	0	124	36	11.5	244.7	13.7
6/2+6/1	A20 London Road west Ahead Left	U	A		1	33	-	627	1900:1650	626+141	81.8 : 81.8%	-	-	-	6.3	36.4	14.6
6/3	A20 London Road west Ahead	U	A		1	33	-	220	1800	680	32.4%	-	-	-	1.5	23.8	4.1

C1 PRC for Signalled Lanes (%): -51.5 Total Delay for Signalled Lanes (pcuHr): 316.89 Cycle Time (s): 90
PRC Over All Lanes (%): -51.5 Total Delay Over All Lanes(pcuHr): 316.89

Signal Timings Diagram

Scenario 12: '2031 DS PM + B' (FG14: '2031 DS PM + B', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	155	58	211	424
	B	197	0	38	489	724
	C	112	124	0	52	288
	D	322	983	108	0	1413
	Tot.	631	1262	204	752	2849

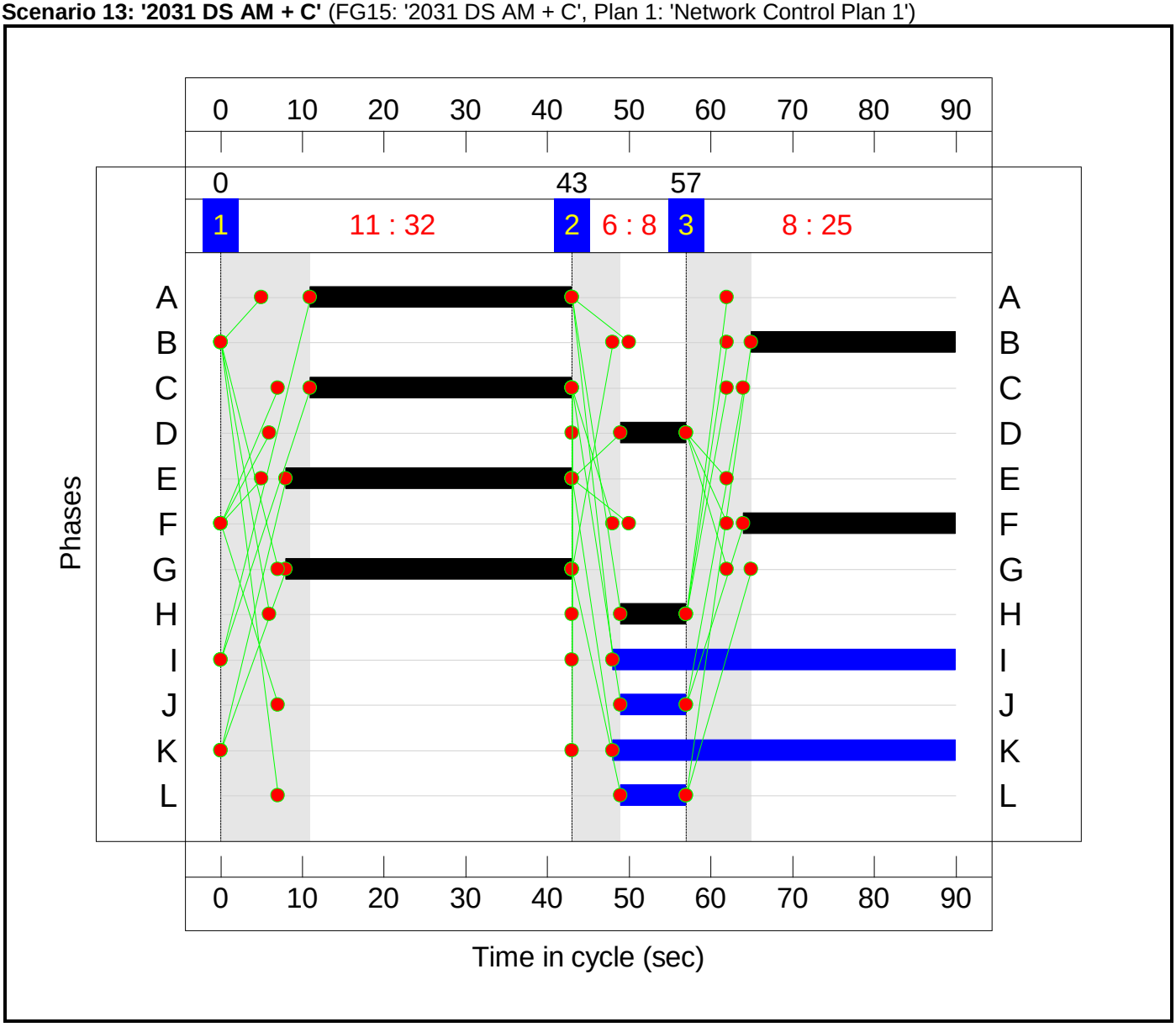
Link Results

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	-	-	-		-	-	-	-	-	-	**107.9%**	**0**	**408**	**36**	**153.6**	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	**107.9%**	**0**	**408**	**36**	**153.6**	-	-
1/1	Lunsford Lane Left Right	U	B		1	22	-	424	1600	409	103.7%	-	-	-	19.5	165.4	25.7
2/1	A20 Eastbound Ahead	U	C		1	28	-	632	1950	628	95.4%	-	-	-	9.3	55.9	21.1
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	28:15	-	672	1950:1600	501+164	96.3 : 96.7%	0	159	0	11.0	61.8	13.5
3/1+3/2	A20 London Road east Ahead Left	U	E		1	31	-	724	1650:1700	522+195	101.0 : 101.0%	-	-	-	21.1	104.8	30.9
4/1	Winterfield Lane Left Right	U	F		1	23	-	288	1600	427	67.5%	-	-	-	3.4	42.3	7.4
5/1	A20 westbound Ahead	U	G		1	31	-	541	1950	693	77.3%	-	-	-	3.0	20.4	5.1
5/2	A20 westbound Right	O	H		1	15	-	309	1600	284	107.9%	0	249	36	20.3	238.3	24.3
6/2+6/1	A20 London Road west Ahead Left	U	A		1	28	-	804	1900:1650	455+304	106.0 : 106.0%	-	-	-	38.0	170.0	47.9
6/3	A20 London Road west Ahead	U	A		1	28	-	609	1800	580	105.0%	-	-	-	28.0	165.2	37.5

C1 PRC for Signalled Lanes (%): -19.9 Total Delay for Signalled Lanes (pcuHr): 153.55 Cycle Time (s): 90
PRC Over All Lanes (%): -19.9 Total Delay Over All Lanes(pcuHr): 153.55

Signal Timings Diagram

Scenario 13: '2031 DS AM + C' (FG15: '2031 DS AM + C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	226	110	270	606
	B	141	0	63	749	953
	C	64	94	0	74	232
	D	115	600	120	0	835
	Tot.	320	920	293	1093	2626

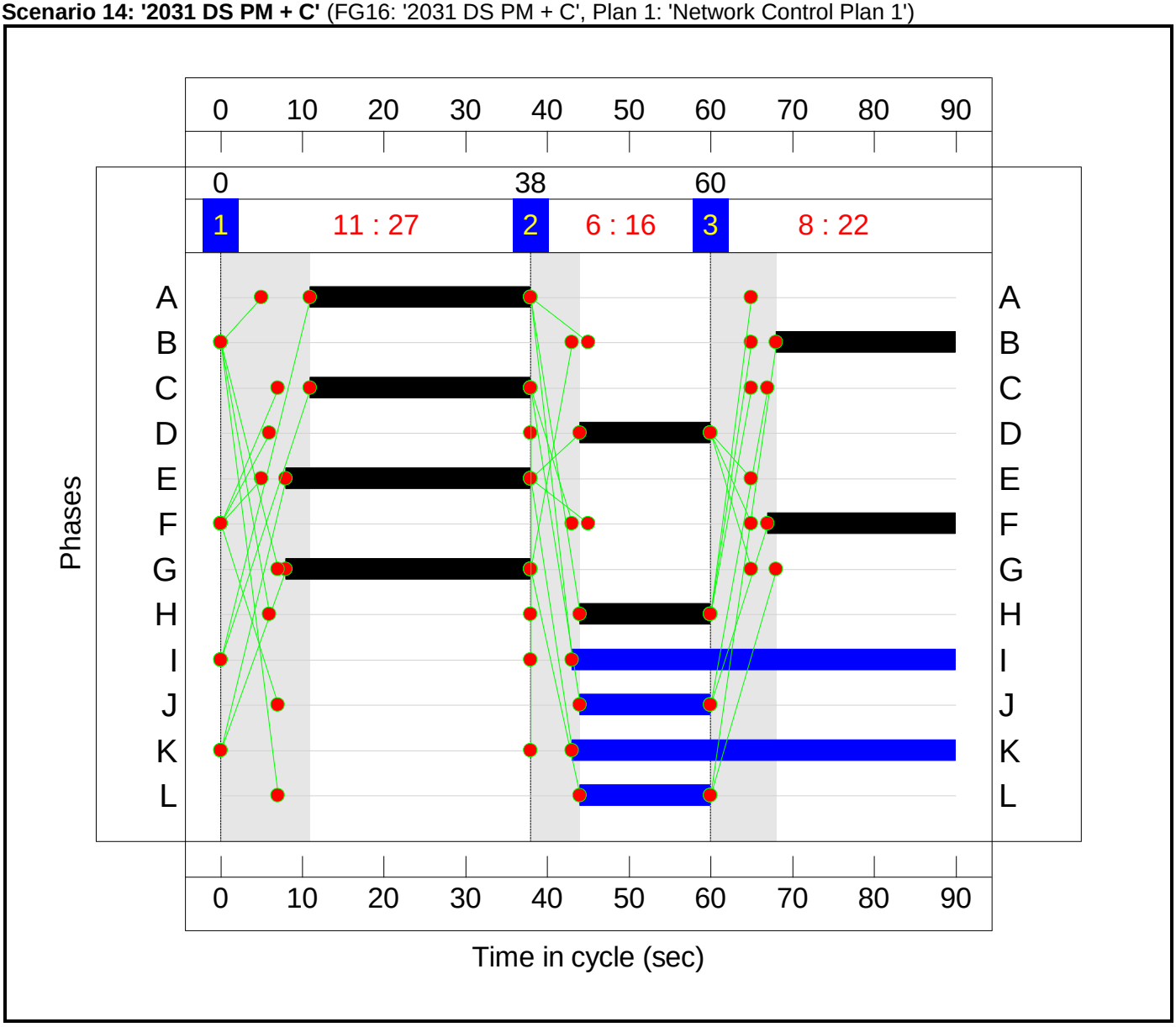
Link Results

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	-	-	-		-	-	-	-	-	-	**131.4%**	**0**	**249**	**71**	**297.1**	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	**131.4%**	**0**	**249**	**71**	**297.1**	-	-
1/1	Lunsford Lane Left Right	U	B		1	25	-	606	1600	462	131.1%	-	-	-	86.9	516.4	95.8
2/1	A20 Eastbound Ahead	U	C		1	32	-	608	1950	715	81.9%	-	-	-	3.1	19.0	5.0
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	32:8	-	448	1950:1600	152+160	122.9 : 127.4%	0	124	36	47.8	441.3	50.2
3/1+3/2	A20 London Road east Ahead Left	U	E		1	35	-	953	1650:1700	618+107	131.4 : 131.4%	-	-	-	132.4	500.1	146.4
4/1	Winterfield Lane Left Right	U	F		1	26	-	232	1600	480	48.3%	-	-	-	2.1	33.0	5.2
5/1	A20 westbound Ahead	U	G		1	35	-	823	1950	780	82.6%	-	-	-	4.0	22.4	8.9
5/2	A20 westbound Right	O	H		1	8	-	205	1600	160	107.1%	0	124	36	12.3	259.0	14.5
6/2+6/1	A20 London Road west Ahead Left	U	A		1	32	-	630	1900:1650	609+136	84.5 : 84.5%	-	-	-	7.0	39.8	15.4
6/3	A20 London Road west Ahead	U	A		1	32	-	205	1800	660	31.1%	-	-	-	1.4	24.3	3.9

C1 PRC for Signalled Lanes (%): -46.0 Total Delay for Signalled Lanes (pcuHr): 297.08 Cycle Time (s): 90
PRC Over All Lanes (%): -46.0 Total Delay Over All Lanes(pcuHr): 297.08

Signal Timings Diagram

Scenario 14: '2031 DS PM + C' (FG16: '2031 DS PM + C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	155	58	211	424
	B	197	0	38	475	710
	C	112	124	0	52	288
	D	322	955	108	0	1385
	Tot.	631	1234	204	738	2807

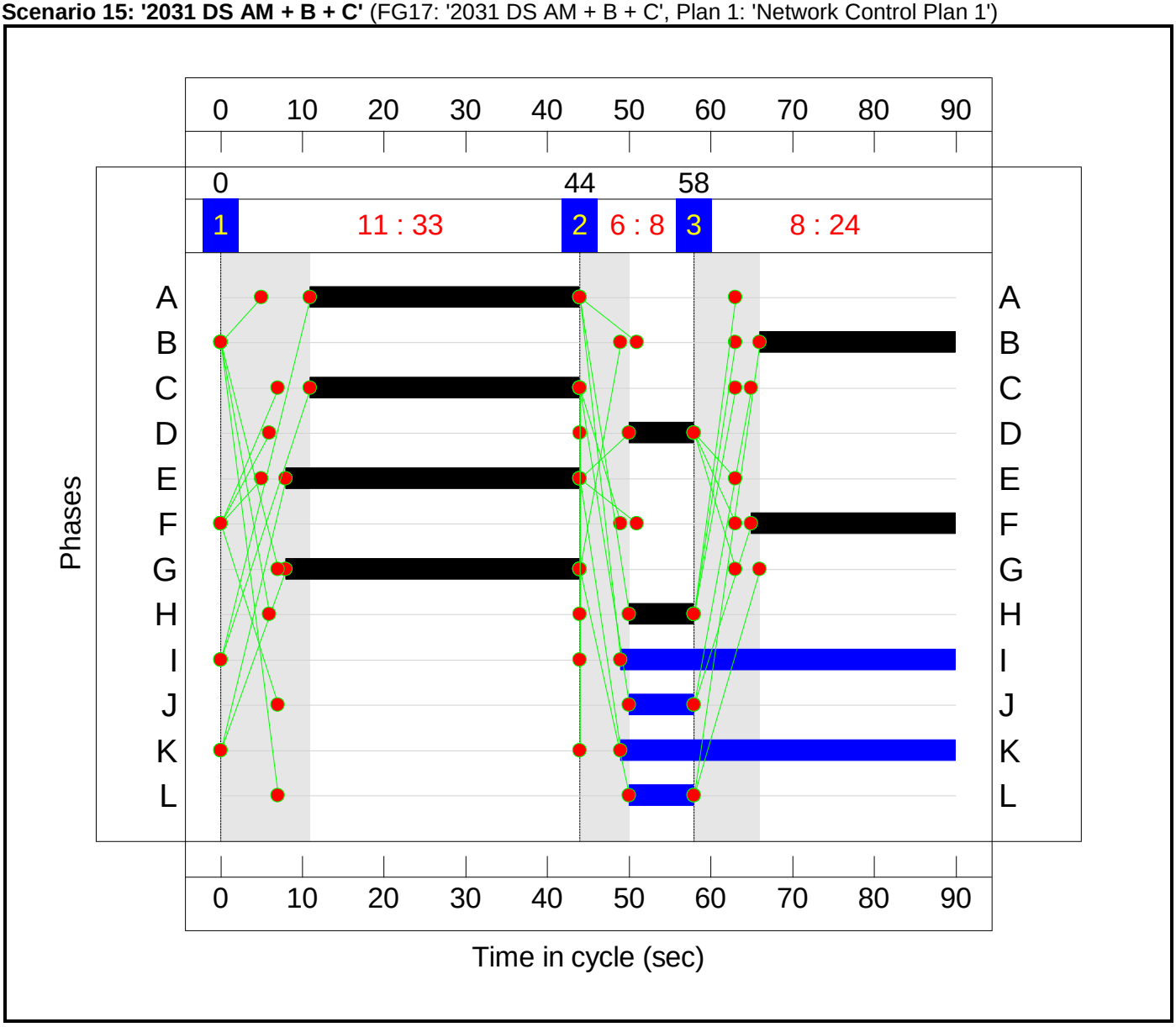
Link Results

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	-	-	-		-	-	-	-	-	-	**106.7%**	**0**	**425**	**36**	**151.0**	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	**106.7%**	**0**	**425**	**36**	**151.0**	-	-
1/1	Lunsford Lane Left Right	U	B		1	22	-	424	1600	409	103.7%	-	-	-	19.5	165.4	25.7
2/1	A20 Eastbound Ahead	U	C		1	27	-	616	1950	607	95.8%	-	-	-	9.6	59.2	20.9
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	27:16	-	660	1950:1600	483+162	96.7 : 97.3%	0	158	0	11.4	65.6	13.9
3/1+3/2	A20 London Road east Ahead Left	U	E		1	30	-	710	1650:1700	507+195	101.2 : 101.2%	-	-	-	21.3	108.2	30.7
4/1	Winterfield Lane Left Right	U	F		1	23	-	288	1600	427	67.5%	-	-	-	3.4	42.3	7.4
5/1	A20 westbound Ahead	U	G		1	30	-	527	1950	672	77.6%	-	-	-	3.1	21.3	5.1
5/2	A20 westbound Right	O	H		1	16	-	309	1600	302	101.5%	0	267	36	13.5	158.9	17.7
6/2+6/1	A20 London Road west Ahead Left	U	A		1	27	-	792	1900:1650	441+302	106.7 : 106.7%	-	-	-	39.8	180.9	49.1
6/3	A20 London Road west Ahead	U	A		1	27	-	593	1800	560	105.9%	-	-	-	29.5	178.9	38.6

C1 PRC for Signalled Lanes (%): -18.5 Total Delay for Signalled Lanes (pcuHr): 151.04 Cycle Time (s): 90
PRC Over All Lanes (%): -18.5 Total Delay Over All Lanes(pcuHr): 151.04

Signal Timings Diagram

Scenario 15: '2031 DS AM + B + C' (FG17: '2031 DS AM + B + C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	226	110	270	606
	B	141	0	63	814	1018
	C	64	94	0	74	232
	D	115	620	120	0	855
	Tot.	320	940	293	1158	2711

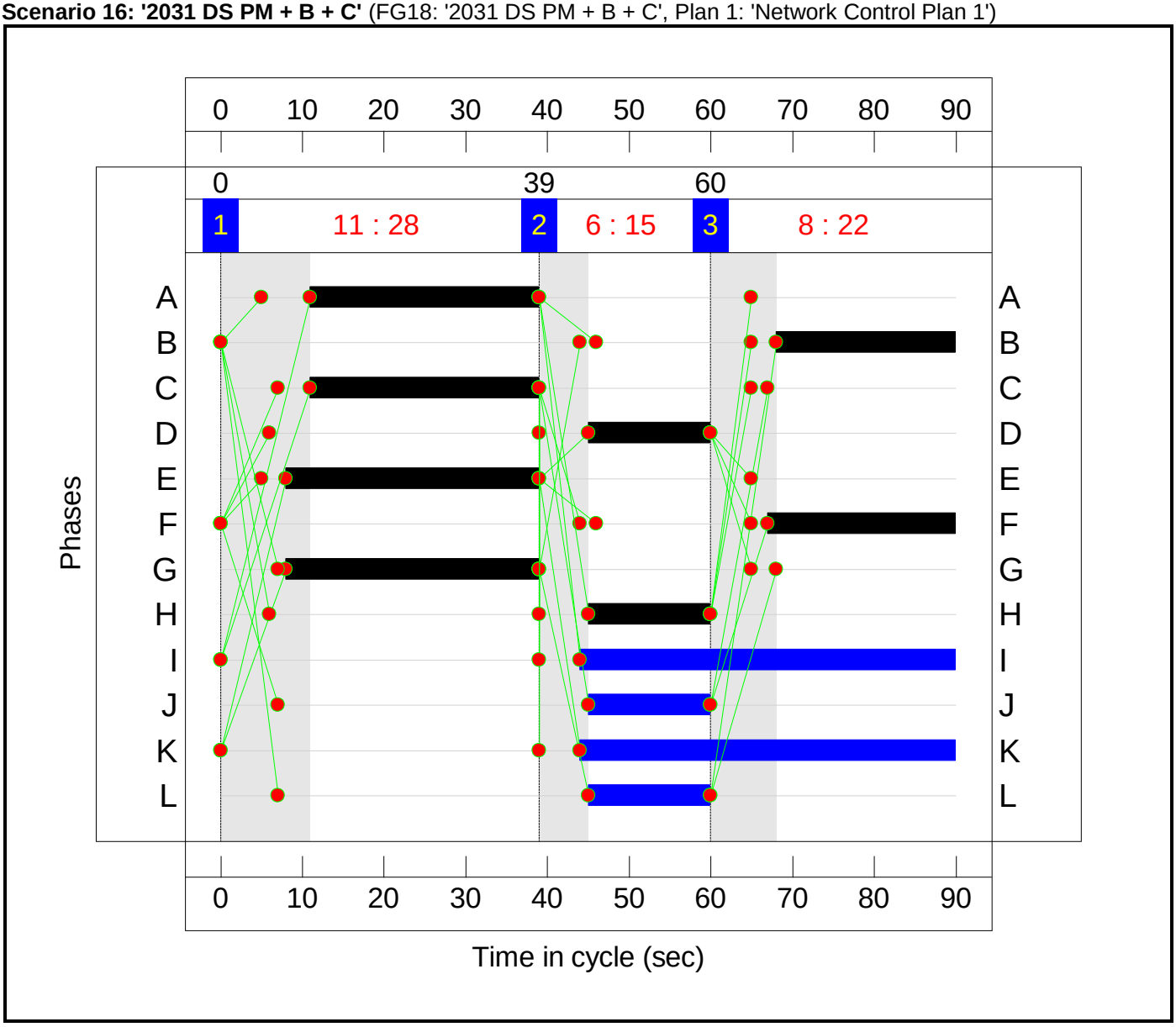
Link Results

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	-	-	-		-	-	-	-	-	-	**137.6%**	**0**	**249**	**71**	**331.6**	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	**137.6%**	**0**	**249**	**71**	**331.6**	-	-
1/1	Lunsford Lane Left Right	U	B		1	24	-	606	1600	444	136.4%	-	-	-	96.6	573.9	105.3
2/1	A20 Eastbound Ahead	U	C		1	33	-	622	1950	737	80.5%	-	-	-	2.9	17.8	5.4
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	33:8	-	454	1950:1600	156+160	123.9 : 125.4%	0	124	36	47.5	434.5	50.4
3/1+3/2	A20 London Road east Ahead Left	U	E		1	36	-	1018	1650:1700	637+102	137.6 : 137.6%	-	-	-	160.0	565.8	174.7
4/1	Winterfield Lane Left Right	U	F		1	25	-	232	1600	462	50.2%	-	-	-	2.2	34.4	5.3
5/1	A20 westbound Ahead	U	G		1	36	-	888	1950	802	83.0%	-	-	-	4.1	22.0	9.4
5/2	A20 westbound Right	O	H		1	8	-	205	1600	160	104.0%	0	124	36	10.4	225.6	12.6
6/2+6/1	A20 London Road west Ahead Left	U	A		1	33	-	627	1900:1650	626+141	81.8 : 81.8%	-	-	-	6.3	36.4	14.6
6/3	A20 London Road west Ahead	U	A		1	33	-	228	1800	680	33.5%	-	-	-	1.5	23.9	4.3

C1 PRC for Signalled Lanes (%): -52.9 Total Delay for Signalled Lanes (pcuHr): 331.64 Cycle Time (s): 90
PRC Over All Lanes (%): -52.9 Total Delay Over All Lanes(pcuHr): 331.64

Signal Timings Diagram

Scenario 16: '2031 DS PM + B + C' (FG18: '2031 DS PM + B + C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	155	58	211	424
	B	197	0	38	499	734
	C	112	124	0	52	288
	D	322	1000	108	0	1430
	Tot.	631	1279	204	762	2876

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	-	-	-		-	-	-	-	-	-	**107.4%**	**0**	**406**	**36**	**165.9**	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	**107.4%**	**0**	**406**	**36**	**165.9**	-	-
1/1	Lunsford Lane Left Right	U	B		1	22	-	424	1600	409	103.7%	-	-	-	19.5	165.4	25.7
2/1	A20 Eastbound Ahead	U	C		1	28	-	641	1950	628	95.8%	-	-	-	9.7	57.8	21.5
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	28:15	-	680	1950:1600	502+162	96.1 : 97.0%	0	157	0	10.9	61.5	13.4
3/1+3/2	A20 London Road east Ahead Left	U	E		1	31	-	734	1650:1700	523+192	102.7 : 102.7%	-	-	-	25.6	125.5	35.8
4/1	Winterfield Lane Left Right	U	F		1	23	-	288	1600	427	67.5%	-	-	-	3.4	42.3	7.4
5/1	A20 westbound Ahead	U	G		1	31	-	551	1950	693	77.6%	-	-	-	3.1	20.6	5.5
5/2	A20 westbound Right	O	H		1	15	-	309	1600	284	106.8%	0	249	36	18.9	224.1	22.9
6/2+6/1	A20 London Road west Ahead Left	U	A		1	28	-	812	1900:1650	456+300	107.4 : 107.4%	-	-	-	42.9	190.1	52.8
6/3	A20 London Road west Ahead	U	A		1	28	-	618	1800	580	106.6%	-	-	-	32.0	186.4	41.5

C1 PRC for Signalled Lanes (%): -19.3 Total Delay for Signalled Lanes (pcuHr): 165.89 Cycle Time (s): 90
PRC Over All Lanes (%): -19.3 Total Delay Over All Lanes(pcuHr): 165.89

A20 / Lunsford Lane / Winterfield Lane (LinSig) – Proposed Layout

Amey Standard Linsig Report

User and Project Details

Project:	**A20 Tonbridge & Malling Corridor Study**
Title:	
Location:	A20 London Road
File name:	A20 London Road_Lunsford Lane - Proposed Layout.lsg3x

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

Junction Layout Diagram