9.15: The results of the 2013 scenario indicate that the junction is already operating exceeding the normally accepted thresholds of capacity, reporting a peak RFC of 0.872. The delay and queuing will be exacerbated in the 2020 scenario with the situation arising that vehicles cannot exit Ashford Road at all during the AM peak hour.

Note: this is 'Without development'

Figure 9f: Ashford Road / Canterbury Road Junction

9.14 This junction has been assessed in the base and future year without development to demonstrate how the junction will operate with just committed development i.e. in the "do-nothing' situation. The results are indicated below.

Link	Morning Peak		Evening Peak	
	RFC	Max Queue	RFC	Max Queue
Exit from Ashford Road	0.818	4	0.761	3
Right turn into Ashford Road	0.872	9	0.680	2

Figure 9g: Existing Ashford Road / Canterbury Road junction, 2013 base scenario

Link	Morning Peak		Evening Peak	
	RFC	Max Queue	RFC	Max Queue
Exit from Ashford Road	****	491+	1.328	135
Right turn into Ashford Road	1.073	110	0.857	8

Figure 9h: Existing Ashford Road / Canterbury Road junction, 2020 base scenario

9.15 The results of the 2013 scenario indicate that the junction is already operating exceeding the normally accepted thresholds of capacity, reporting a peak RFC of 0.872. The delay and queuing will be exacerbated in the 2020 scenario with the situation arising that vehicles cannot exit Ashford Road at all during the AM peak hour.

9.16 The junction has been assessed assuming the delivery of the development, the results are indicated below.

Link	Morning Peak		Evening Peak	
	RFC	Max Queue	RFC	Max Queue
Exit from Ashford Road	***	578+	2.795	380+
Right turn into Ashford Road	1.200	250	0.923	17

Figure 9i: Existing Ashford Road / Canterbury Road junction, with development

9.17 * The results indicate that the inclusion of the development traffic will increase the delay even further. An intervention at this junction is clearly required.