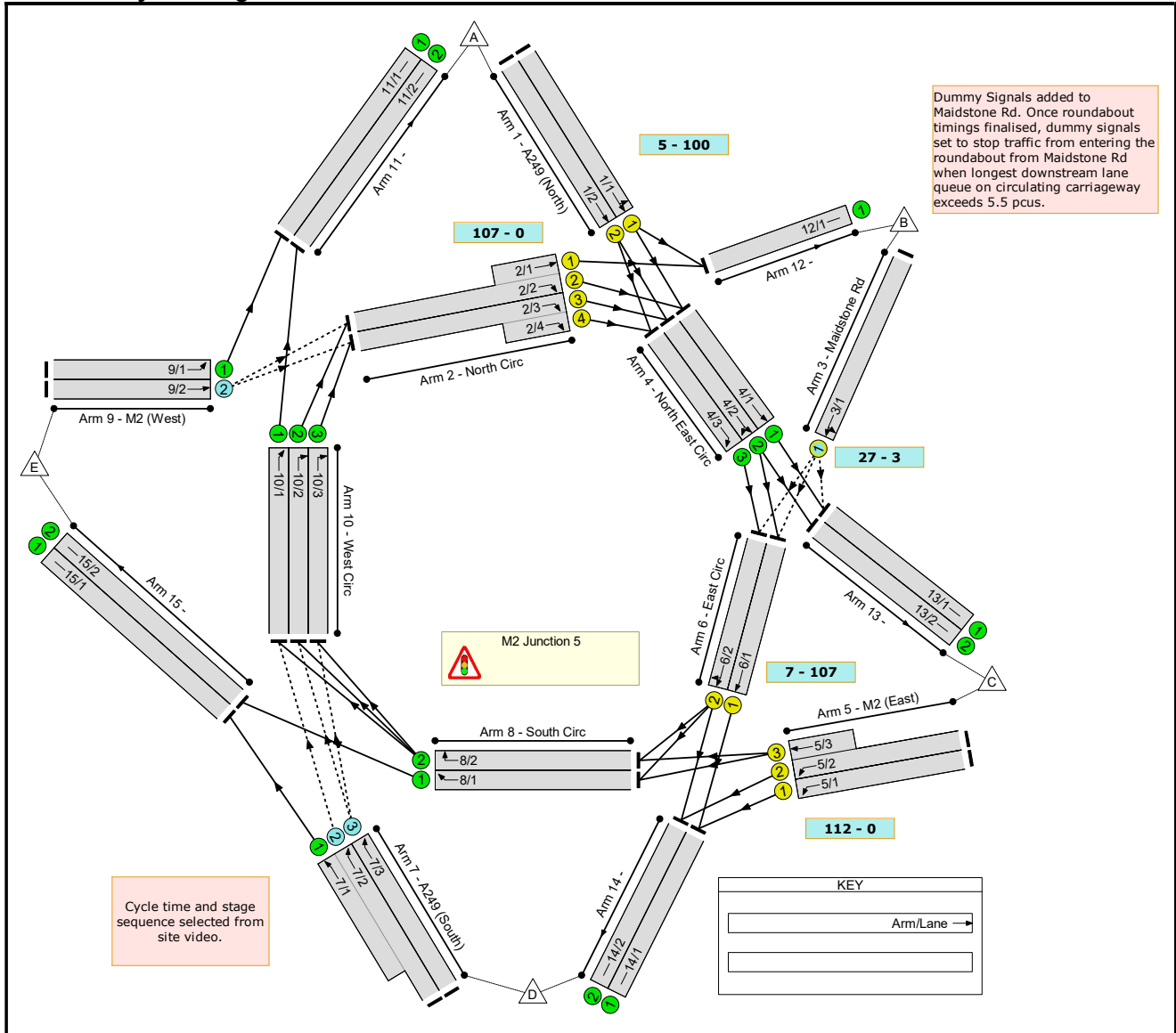


M2 Junction 5 Existing LinSig Data
M2 Junction 5 Existing LinSig Data

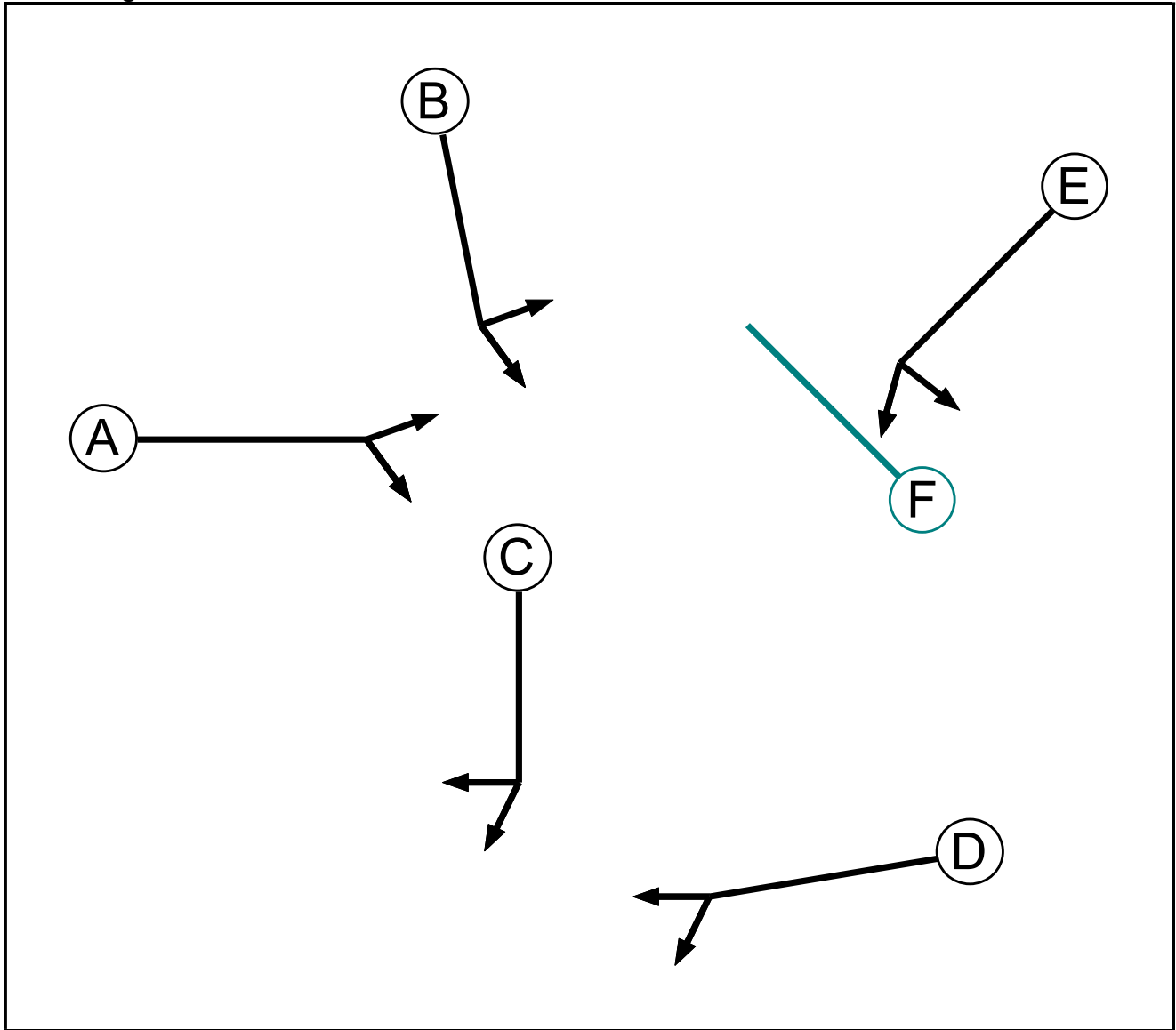
User and Project Details

| | |
|---------------------------|-----------------------------------------------------------------|
| Project: | 18031 A249 M2 |
| Title: | M2 Junction 5 Existing Layout with Calibration |
| Location: | Sittingbourne, Kent |
| Client: | DHA Planning |
| Design Layout Ref: | Google Earth |
| Date Started: | 06/06/18 |
| Date Completed: | 06/06/18 |
| Model Purpose: | Impact of development |
| Model Assumptions: | Assuming same layout and controller spec used in 2014 modelling |
| Flow Details: | Provided by DHA Planning |
| Checked By: | ██████████ |
| Checked By Date: | 06/06/18 |
| Additional detail: | |
| File name: | M2 J5 Existing with Calibration.lsg3x |
| Author: | ██████████ |
| Company: | JCT Consultancy |
| Address: | LinSig House, Deepdale Lane, Nettleham, Lincoln, LN2 2LL |

Network Layout Diagram



Phase Diagram



Phase Input Data

| Phase Name | Phase Type | Stage Stream | Assoc. Phase | Street Min | Cont Min |
|------------|------------|--------------|--------------|------------|----------|
| A | Traffic | 1 | | -9999 | 7 |
| B | Traffic | 1 | | -9999 | 7 |
| C | Traffic | 1 | | -9999 | 7 |
| D | Traffic | 1 | | -9999 | 7 |
| E | Traffic | 2 | | -9999 | 7 |
| F | Dummy | 2 | | -9999 | 1 |

Phase Intergreens Matrix

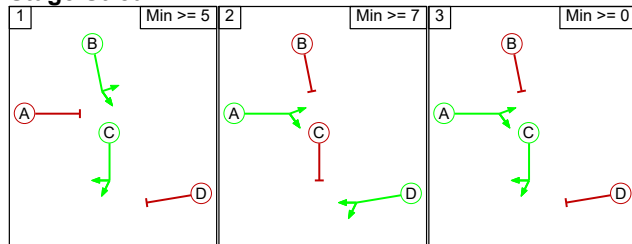
| | | Starting Phase | | | | | |
|-------------------|---|----------------|---|---|---|---|---|
| | | A | B | C | D | E | F |
| Terminating Phase | A | 5 | - | - | - | - | - |
| | B | 7 | - | - | - | - | - |
| | C | - | - | 5 | - | - | - |
| | D | - | - | 7 | - | - | - |
| | E | - | - | - | - | 1 | - |
| | F | - | - | - | - | 1 | - |
| | | | | | | | |

Phases in Stage

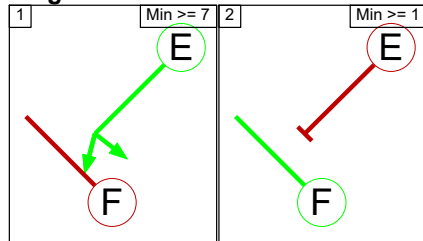
| Stream | Stage No. | Phases in Stage |
|--------|-----------|-----------------|
| 1 | 1 | B C |
| 1 | 2 | A D |
| 1 | 3 | A C |
| 2 | 1 | E |
| 2 | 2 | F |

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

| Term. Stage | Start Stage | Phase | Type | Value | Cont value |
|-------------|-------------|-------|--------|-------|------------|
| 1 | 2 | C | Losing | 7 | 7 |

Stage Stream: 2

| Term. Stage | Start Stage | Phase | Type | Value | Cont value |
|-----------------------------------|-------------|-------|------|-------|------------|
| There are no Phase Delays defined | | | | | |

Prohibited Stage Change

Stage Stream: 1

| | | To Stage | | |
|------------|---|----------|---|---|
| | | 1 | 2 | 3 |
| From Stage | 1 | 12 | 7 | |
| | 2 | 7 | | 7 |
| | 3 | 5 | 5 | |

Stage Stream: 2

| | | To Stage | |
|------------|---|----------|---|
| | | 1 | 2 |
| From Stage | 1 | 1 | |
| | 2 | 2 | |

M2 Junction 5 Existing LinSig Data

Give-Way Lane Input Data

| Junction: M2 Junction 5 | | | | | | | | | | | |
|-------------------------|--------------|-----------------------------------|-----------------------------------|---------------|------------------|--------------|--------------------------|----------------------------|-----|------------------------|-------------------------------|
| Lane | Movement | Max Flow when Giving Way (PCU/Hr) | Min Flow when Giving Way (PCU/Hr) | Opposing Lane | Opp. Lane Coeff. | Opp. Mvmnts. | Right Turn Storage (PCU) | Non-Blocking Storage (PCU) | RTF | Right Turn Move up (s) | Max Turns in Intergreen (PCU) |
| 3/1 (Maidstone Rd) | 6/1 (Ahead) | 1272 | 0 | 4/1 | 0.39 | All | - | - | - | - | - |
| | | | | 4/2 | 0.39 | All | | | | | |
| | | | | 4/3 | 0.39 | All | | | | | |
| | 6/2 (Ahead) | 1272 | 0 | 4/1 | 0.39 | All | | | | | |
| | | | | 4/2 | 0.39 | All | | | | | |
| | | | | 4/3 | 0.39 | All | | | | | |
| | 13/1 (Left) | 1272 | 0 | 4/1 | 0.39 | All | | | | | |
| | | | | 4/2 | 0.39 | All | | | | | |
| | | | | 4/3 | 0.39 | All | | | | | |
| 7/2 (A249 (South)) | 10/1 (Ahead) | 1336 | 0 | 8/1 | 0.30 | All | - | - | - | - | |
| | | | | 8/2 | 0.30 | All | | | | | |
| 7/3 (A249 (South)) | 10/2 (Ahead) | 1336 | 0 | 8/1 | 0.30 | All | - | - | - | - | |
| | | | | 8/2 | 0.30 | All | | | | | |
| | 10/3 (Ahead) | 1336 | 0 | 8/1 | 0.30 | All | | | | | |
| | | | | 8/2 | 0.30 | All | | | | | |
| 9/2 (M2 (West)) | 2/2 (Ahead) | 1416 | 0 | 10/1 | 0.42 | All | - | - | - | - | |
| | | | | 10/2 | 0.42 | All | | | | | |
| | | | | 10/3 | 0.42 | All | | | | | |
| | 2/3 (Ahead) | 1416 | 0 | 10/1 | 0.42 | All | | | | | |
| | | | | 10/2 | 0.42 | All | | | | | |
| | | | | 10/3 | 0.42 | All | | | | | |

M2 Junction 5 Existing LinSig Data

Lane Input Data

| Junction: M2 Junction 5 | | | | | | | | | | | | |
|--------------------------|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------|--------------------|
| Lane | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns | Turning Radius (m) |
| 1/1 (A249 (North)) | U | B | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 1/2 (A249 (North)) | U | B | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 2/1 (North Circ) | U | A | 2 | 3 | 5.0 | User | 1900 | - | - | - | - | - |
| 2/2 (North Circ) | U | A | 2 | 3 | 11.3 | User | 1900 | - | - | - | - | - |
| 2/3 (North Circ) | U | A | 2 | 3 | 11.3 | User | 1900 | - | - | - | - | - |
| 2/4 (North Circ) | U | A | 2 | 3 | 5.0 | User | 1900 | - | - | - | - | - |
| 3/1 (Maidstone Rd) | O | E | 2 | 3 | 60.0 | User | 1272 | - | - | - | - | - |
| 4/1 (North East Circ) | U | | 2 | 3 | 6.6 | Inf | - | - | - | - | - | - |
| 4/2 (North East Circ) | U | | 2 | 3 | 6.6 | Inf | - | - | - | - | - | - |
| 4/3 (North East Circ) | U | | 2 | 3 | 6.6 | Inf | - | - | - | - | - | - |
| 5/1 (M2 (East)) | U | D | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 5/2 (M2 (East)) | U | D | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 5/3 (M2 (East)) | U | D | 2 | 3 | 5.0 | User | 1900 | - | - | - | - | - |
| 6/1 (East Circ) | U | C | 2 | 3 | 5.9 | User | 1900 | - | - | - | - | - |
| 6/2 (East Circ) | U | C | 2 | 3 | 5.9 | User | 1900 | - | - | - | - | - |
| 7/1 (A249 (South)) | U | | 2 | 3 | 15.0 | User | 1900 | - | - | - | - | - |
| 7/2 (A249 (South)) | O | | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 7/3 (A249 (South)) | O | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 8/1 (South Circ) | U | | 2 | 3 | 15.3 | Inf | - | - | - | - | - | - |
| 8/2 (South Circ) | U | | 2 | 3 | 15.3 | Inf | - | - | - | - | - | - |
| 9/1 (M2 (West)) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 9/2 (M2 (West)) | O | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |

M2 Junction 5 Existing LinSig Data

| | | | | | | | | | | | | |
|---------------------|---|--|---|---|------|-----|---|---|---|---|---|---|
| 10/1 (West Circ) | U | | 2 | 3 | 13.7 | Inf | - | - | - | - | - | - |
| 10/2 (West Circ) | U | | 2 | 3 | 13.7 | Inf | - | - | - | - | - | - |
| 10/3 (West Circ) | U | | 2 | 3 | 13.7 | Inf | - | - | - | - | - | - |
| 11/1 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 11/2 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 12/1 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 13/1 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 13/2 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 14/1 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 14/2 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 15/1 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 15/2 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |

Traffic Flow Groups

| Flow Group | Start Time | End Time | Duration | Formula |
|----------------------------------------|------------|----------|----------|---------|
| 1: 'AM 2018' | 08:00 | 09:00 | 01:00 | |
| 2: 'AM 2028 + Committed' | 08:00 | 09:00 | 01:00 | |
| 3: 'AM 2028 + Committed + Development' | 08:00 | 09:00 | 01:00 | |

Scenario 1: 'AM18 Observed' (FG1: 'AM 2018', Plan 1: '12')

Traffic Flows, Desired

Desired Flow :

| | Destination | | | | | | |
|--------|-------------|------|----|------|------|-----|------|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 5 | 1347 | 1155 | 433 | 2940 |
| | B | 0 | 0 | 142 | 40 | 32 | 214 |
| | C | 277 | 18 | 0 | 696 | 0 | 991 |
| | D | 849 | 51 | 336 | 0 | 12 | 1248 |
| | E | 1217 | 14 | 0 | 196 | 0 | 1427 |
| | Tot. | 2343 | 88 | 1825 | 2087 | 477 | 6820 |

M2 Junction 5 Existing LinSig Data

Traffic Lane Flows

| Lane | Scenario 1: AM18 Observed |
|--------------------------------|---------------------------------|
| Junction: M2 Junction 5 | |
| 1/1 | 1352 |
| 1/2 | 1588 |
| 2/1 (short) | 83 |
| 2/2 (with short) | 317(In) 234(Out) |
| 2/3 (with short) | 298(In) 241(Out) |
| 2/4 (short) | 57 |
| 3/1 | 214 |
| 4/1 | 1581 |
| 4/2 | 1013 |
| 4/3 | 873 |
| 5/1 | 434 |
| 5/2 (with short) | 557(In) 262(Out) |
| 5/3 (short) | 295 |
| 6/1 | 911 |
| 6/2 | 945 |
| 7/1 (short) | 12 |
| 7/2 (with short) | 861(In) 849(Out) |
| 7/3 | 387 |
| 8/1 | 465 |
| 8/2 | 295 |
| 9/1 | 1217 |
| 9/2 | 210 |
| 10/1 | 1126 |
| 10/2 | 303 |
| 10/3 | 102 |
| 11/1 | 1217 |
| 11/2 | 1126 |
| 12/1 | 88 |
| 13/1 | 1723 |
| 13/2 | 102 |
| 14/1 | 1345 |
| 14/2 | 742 |
| 15/1 | 12 |
| 15/2 | 465 |

M2 Junction 5 Existing LinSig Data

Lane Saturation Flows

| Junction: M2 Junction 5 | | | | | | | | |
|---------------------------------|----------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (A249 (North) Lane 1) | | | | | | | 1900 | 1900 |
| 1/2 (A249 (North) Lane 2) | | | | | | | 1900 | 1900 |
| 2/1 (North Circ Lane 1) | | | | | | | 1900 | 1900 |
| 2/2 (North Circ Lane 2) | | | | | | | 1900 | 1900 |
| 2/3 (North Circ Lane 3) | | | | | | | 1900 | 1900 |
| 2/4 (North Circ Lane 4) | | | | | | | 1900 | 1900 |
| 3/1 (Maidstone Rd Lane 1) | | | | | | | 1272 | 1272 |
| 4/1 (North East Circ Lane 1) | | | | | | | Inf | Inf |
| 4/2 (North East Circ Lane 2) | | | | | | | Inf | Inf |
| 4/3 (North East Circ Lane 3) | | | | | | | Inf | Inf |
| 5/1 (M2 (East) Lane 1) | | | | | | | 1900 | 1900 |
| 5/2 (M2 (East) Lane 2) | | | | | | | 1900 | 1900 |
| 5/3 (M2 (East) Lane 3) | | | | | | | 1900 | 1900 |
| 6/1 (East Circ Lane 1) | | | | | | | 1900 | 1900 |
| 6/2 (East Circ Lane 2) | | | | | | | 1900 | 1900 |
| 7/1 (A249 (South) Lane 1) | | | | | | | 1900 | 1900 |
| 7/2 (A249 (South) Lane 2) | | | | | | | 1900 | 1900 |
| 7/3 (A249 (South) Lane 3) | | | | | | | Inf | Inf |
| 8/1 (South Circ Lane 1) | | | | | | | Inf | Inf |
| 8/2 (South Circ Lane 2) | | | | | | | Inf | Inf |
| 9/1 (M2 (West) Lane 1) | | | | | | | Inf | Inf |
| 9/2 (M2 (West) Lane 2) | | | | | | | Inf | Inf |
| 10/1 (West Circ Lane 1) | | | | | | | Inf | Inf |

M2 Junction 5 Existing LinSig Data

| | | | |
|----------------------------|--------------------------|-----|-----|
| 10/2 (West Circ Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 10/3 (West Circ Lane 3) | Infinite Saturation Flow | Inf | Inf |
| 11/1 | Infinite Saturation Flow | Inf | Inf |
| 11/2 | Infinite Saturation Flow | Inf | Inf |
| 12/1 | Infinite Saturation Flow | Inf | Inf |
| 13/1 | Infinite Saturation Flow | Inf | Inf |
| 13/2 | Infinite Saturation Flow | Inf | Inf |
| 14/1 | Infinite Saturation Flow | Inf | Inf |
| 14/2 | Infinite Saturation Flow | Inf | Inf |
| 15/1 | Infinite Saturation Flow | Inf | Inf |
| 15/2 | Infinite Saturation Flow | Inf | Inf |

Scenario 2: 'AM28+C Observed' (FG2: 'AM 2028 + Committed', Plan 1: '12')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | | |
|--------|------|-------------|----|------|------|-----|------|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 5 | 1678 | 1382 | 530 | 3595 |
| | B | 0 | 0 | 156 | 44 | 35 | 235 |
| | C | 349 | 19 | 0 | 817 | 0 | 1185 |
| | D | 991 | 56 | 370 | 0 | 48 | 1465 |
| | E | 1447 | 16 | 0 | 217 | 0 | 1680 |
| | Tot. | 2787 | 96 | 2204 | 2460 | 613 | 8160 |

M2 Junction 5 Existing LinSig Data

Traffic Lane Flows

| Lane | Scenario 2: AM28+C Observed |
|--------------------------------|-----------------------------------|
| Junction: M2 Junction 5 | |
| 1/1 | 1683 |
| 1/2 | 1912 |
| 2/1 (short) | 91 |
| 2/2 (with short) | 350(In) 259(Out) |
| 2/3 (with short) | 328(In) 265(Out) |
| 2/4 (short) | 63 |
| 3/1 | 235 |
| 4/1 | 1937 |
| 4/2 | 1138 |
| 4/3 | 1102 |
| 5/1 | 527 |
| 5/2 (with short) | 658(In) 290(Out) |
| 5/3 (short) | 368 |
| 6/1 | 1027 |
| 6/2 | 1181 |
| 7/1 (short) | 48 |
| 7/2 (with short) | 1039(In) 991(Out) |
| 7/3 | 426 |
| 8/1 | 565 |
| 8/2 | 368 |
| 9/1 | 1447 |
| 9/2 | 233 |
| 10/1 | 1340 |
| 10/2 | 334 |
| 10/3 | 111 |
| 11/1 | 1447 |
| 11/2 | 1340 |
| 12/1 | 96 |
| 13/1 | 2093 |
| 13/2 | 111 |
| 14/1 | 1554 |
| 14/2 | 906 |
| 15/1 | 48 |
| 15/2 | 565 |

M2 Junction 5 Existing LinSig Data

Lane Saturation Flows

| Junction: M2 Junction 5 | | | | | | | | |
|---------------------------------|----------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (A249 (North) Lane 1) | | | | | | | 1900 | 1900 |
| 1/2 (A249 (North) Lane 2) | | | | | | | 1900 | 1900 |
| 2/1 (North Circ Lane 1) | | | | | | | 1900 | 1900 |
| 2/2 (North Circ Lane 2) | | | | | | | 1900 | 1900 |
| 2/3 (North Circ Lane 3) | | | | | | | 1900 | 1900 |
| 2/4 (North Circ Lane 4) | | | | | | | 1900 | 1900 |
| 3/1 (Maidstone Rd Lane 1) | | | | | | | 1272 | 1272 |
| 4/1 (North East Circ Lane 1) | | | | | | | Inf | Inf |
| 4/2 (North East Circ Lane 2) | | | | | | | Inf | Inf |
| 4/3 (North East Circ Lane 3) | | | | | | | Inf | Inf |
| 5/1 (M2 (East) Lane 1) | | | | | | | 1900 | 1900 |
| 5/2 (M2 (East) Lane 2) | | | | | | | 1900 | 1900 |
| 5/3 (M2 (East) Lane 3) | | | | | | | 1900 | 1900 |
| 6/1 (East Circ Lane 1) | | | | | | | 1900 | 1900 |
| 6/2 (East Circ Lane 2) | | | | | | | 1900 | 1900 |
| 7/1 (A249 (South) Lane 1) | | | | | | | 1900 | 1900 |
| 7/2 (A249 (South) Lane 2) | | | | | | | 1900 | 1900 |
| 7/3 (A249 (South) Lane 3) | | | | | | | Inf | Inf |
| 8/1 (South Circ Lane 1) | | | | | | | Inf | Inf |
| 8/2 (South Circ Lane 2) | | | | | | | Inf | Inf |
| 9/1 (M2 (West) Lane 1) | | | | | | | Inf | Inf |
| 9/2 (M2 (West) Lane 2) | | | | | | | Inf | Inf |
| 10/1 (West Circ Lane 1) | | | | | | | Inf | Inf |

M2 Junction 5 Existing LinSig Data

| | | | |
|----------------------------|--------------------------|-----|-----|
| 10/2 (West Circ Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 10/3 (West Circ Lane 3) | Infinite Saturation Flow | Inf | Inf |
| 11/1 | Infinite Saturation Flow | Inf | Inf |
| 11/2 | Infinite Saturation Flow | Inf | Inf |
| 12/1 | Infinite Saturation Flow | Inf | Inf |
| 13/1 | Infinite Saturation Flow | Inf | Inf |
| 13/2 | Infinite Saturation Flow | Inf | Inf |
| 14/1 | Infinite Saturation Flow | Inf | Inf |
| 14/2 | Infinite Saturation Flow | Inf | Inf |
| 15/1 | Infinite Saturation Flow | Inf | Inf |
| 15/2 | Infinite Saturation Flow | Inf | Inf |

Scenario 3: 'AM28+C+D Observed' (FG3: 'AM 2028 + Committed + Development', Plan 1: '12')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | | Tot. |
|--------|------|-------------|----|------|------|-----|------|
| | | A | B | C | D | E | |
| Origin | A | 0 | 5 | 1685 | 1391 | 571 | 3652 |
| | B | 0 | 0 | 156 | 44 | 35 | 235 |
| | C | 411 | 19 | 0 | 817 | 0 | 1247 |
| | D | 1009 | 56 | 370 | 0 | 48 | 1483 |
| | E | 1463 | 16 | 0 | 217 | 0 | 1696 |
| | Tot. | 2883 | 96 | 2211 | 2469 | 654 | 8313 |

M2 Junction 5 Existing LinSig Data

Traffic Lane Flows

| Lane | Scenario 3: AM28+C+D Observed |
|--------------------------------|-------------------------------------|
| Junction: M2 Junction 5 | |
| 1/1 | 1690 |
| 1/2 | 1962 |
| 2/1 (short) | 91 |
| 2/2 (with short) | 351(In) 260(Out) |
| 2/3 (with short) | 327(In) 264(Out) |
| 2/4 (short) | 63 |
| 3/1 | 235 |
| 4/1 | 1945 |
| 4/2 | 1177 |
| 4/3 | 1112 |
| 5/1 | 573 |
| 5/2 (with short) | 674(In) 244(Out) |
| 5/3 (short) | 430 |
| 6/1 | 1068 |
| 6/2 | 1190 |
| 7/1 (short) | 48 |
| 7/2 (with short) | 1057(In) 1009(Out) |
| 7/3 | 426 |
| 8/1 | 606 |
| 8/2 | 430 |
| 9/1 | 1463 |
| 9/2 | 233 |
| 10/1 | 1420 |
| 10/2 | 335 |
| 10/3 | 110 |
| 11/1 | 1463 |
| 11/2 | 1420 |
| 12/1 | 96 |
| 13/1 | 2101 |
| 13/2 | 110 |
| 14/1 | 1641 |
| 14/2 | 828 |
| 15/1 | 48 |
| 15/2 | 606 |

M2 Junction 5 Existing LinSig Data

Lane Saturation Flows

| Junction: M2 Junction 5 | | | | | | | | |
|---------------------------------|----------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (A249 (North) Lane 1) | | | | | | | 1900 | 1900 |
| 1/2 (A249 (North) Lane 2) | | | | | | | 1900 | 1900 |
| 2/1 (North Circ Lane 1) | | | | | | | 1900 | 1900 |
| 2/2 (North Circ Lane 2) | | | | | | | 1900 | 1900 |
| 2/3 (North Circ Lane 3) | | | | | | | 1900 | 1900 |
| 2/4 (North Circ Lane 4) | | | | | | | 1900 | 1900 |
| 3/1 (Maidstone Rd Lane 1) | | | | | | | 1272 | 1272 |
| 4/1 (North East Circ Lane 1) | | | | | | | Inf | Inf |
| 4/2 (North East Circ Lane 2) | | | | | | | Inf | Inf |
| 4/3 (North East Circ Lane 3) | | | | | | | Inf | Inf |
| 5/1 (M2 (East) Lane 1) | | | | | | | 1900 | 1900 |
| 5/2 (M2 (East) Lane 2) | | | | | | | 1900 | 1900 |
| 5/3 (M2 (East) Lane 3) | | | | | | | 1900 | 1900 |
| 6/1 (East Circ Lane 1) | | | | | | | 1900 | 1900 |
| 6/2 (East Circ Lane 2) | | | | | | | 1900 | 1900 |
| 7/1 (A249 (South) Lane 1) | | | | | | | 1900 | 1900 |
| 7/2 (A249 (South) Lane 2) | | | | | | | 1900 | 1900 |
| 7/3 (A249 (South) Lane 3) | | | | | | | Inf | Inf |
| 8/1 (South Circ Lane 1) | | | | | | | Inf | Inf |
| 8/2 (South Circ Lane 2) | | | | | | | Inf | Inf |
| 9/1 (M2 (West) Lane 1) | | | | | | | Inf | Inf |
| 9/2 (M2 (West) Lane 2) | | | | | | | Inf | Inf |
| 10/1 (West Circ Lane 1) | | | | | | | Inf | Inf |

M2 Junction 5 Existing LinSig Data

| | | | |
|----------------------------|--------------------------|-----|-----|
| 10/2 (West Circ Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 10/3 (West Circ Lane 3) | Infinite Saturation Flow | Inf | Inf |
| 11/1 | Infinite Saturation Flow | Inf | Inf |
| 11/2 | Infinite Saturation Flow | Inf | Inf |
| 12/1 | Infinite Saturation Flow | Inf | Inf |
| 13/1 | Infinite Saturation Flow | Inf | Inf |
| 13/2 | Infinite Saturation Flow | Inf | Inf |
| 14/1 | Infinite Saturation Flow | Inf | Inf |
| 14/2 | Infinite Saturation Flow | Inf | Inf |
| 15/1 | Infinite Saturation Flow | Inf | Inf |
| 15/2 | Infinite Saturation Flow | Inf | Inf |

Scenario 4: 'AM28+C Optimised' (FG2: 'AM 2028 + Committed', Plan 1: '12')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | | |
|--------|------|-------------|----|------|------|-----|------|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 5 | 1678 | 1382 | 530 | 3595 |
| | B | 0 | 0 | 156 | 44 | 35 | 235 |
| | C | 349 | 19 | 0 | 817 | 0 | 1185 |
| | D | 991 | 56 | 370 | 0 | 48 | 1465 |
| | E | 1447 | 16 | 0 | 217 | 0 | 1680 |
| | Tot. | 2787 | 96 | 2204 | 2460 | 613 | 8160 |

M2 Junction 5 Existing LinSig Data

Traffic Lane Flows

| Lane | Scenario 4: AM28+C Optimised |
|--------------------------------|------------------------------------|
| Junction: M2 Junction 5 | |
| 1/1 | 1683 |
| 1/2 | 1912 |
| 2/1 (short) | 91 |
| 2/2 (with short) | 350(In) 259(Out) |
| 2/3 (with short) | 328(In) 265(Out) |
| 2/4 (short) | 63 |
| 3/1 | 235 |
| 4/1 | 1937 |
| 4/2 | 1189 |
| 4/3 | 1051 |
| 5/1 | 515 |
| 5/2 (with short) | 670(In) 302(Out) |
| 5/3 (short) | 368 |
| 6/1 | 1078 |
| 6/2 | 1130 |
| 7/1 (short) | 48 |
| 7/2 (with short) | 1039(In) 991(Out) |
| 7/3 | 426 |
| 8/1 | 565 |
| 8/2 | 368 |
| 9/1 | 1447 |
| 9/2 | 233 |
| 10/1 | 1340 |
| 10/2 | 334 |
| 10/3 | 111 |
| 11/1 | 1447 |
| 11/2 | 1340 |
| 12/1 | 96 |
| 13/1 | 2093 |
| 13/2 | 111 |
| 14/1 | 1593 |
| 14/2 | 867 |
| 15/1 | 48 |
| 15/2 | 565 |

M2 Junction 5 Existing LinSig Data

Lane Saturation Flows

| Junction: M2 Junction 5 | | | | | | | | |
|---------------------------------|----------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (A249 (North) Lane 1) | | | | | | | 1900 | 1900 |
| 1/2 (A249 (North) Lane 2) | | | | | | | 1900 | 1900 |
| 2/1 (North Circ Lane 1) | | | | | | | 1900 | 1900 |
| 2/2 (North Circ Lane 2) | | | | | | | 1900 | 1900 |
| 2/3 (North Circ Lane 3) | | | | | | | 1900 | 1900 |
| 2/4 (North Circ Lane 4) | | | | | | | 1900 | 1900 |
| 3/1 (Maidstone Rd Lane 1) | | | | | | | 1272 | 1272 |
| 4/1 (North East Circ Lane 1) | | | | | | | Inf | Inf |
| 4/2 (North East Circ Lane 2) | | | | | | | Inf | Inf |
| 4/3 (North East Circ Lane 3) | | | | | | | Inf | Inf |
| 5/1 (M2 (East) Lane 1) | | | | | | | 1900 | 1900 |
| 5/2 (M2 (East) Lane 2) | | | | | | | 1900 | 1900 |
| 5/3 (M2 (East) Lane 3) | | | | | | | 1900 | 1900 |
| 6/1 (East Circ Lane 1) | | | | | | | 1900 | 1900 |
| 6/2 (East Circ Lane 2) | | | | | | | 1900 | 1900 |
| 7/1 (A249 (South) Lane 1) | | | | | | | 1900 | 1900 |
| 7/2 (A249 (South) Lane 2) | | | | | | | 1900 | 1900 |
| 7/3 (A249 (South) Lane 3) | | | | | | | Inf | Inf |
| 8/1 (South Circ Lane 1) | | | | | | | Inf | Inf |
| 8/2 (South Circ Lane 2) | | | | | | | Inf | Inf |
| 9/1 (M2 (West) Lane 1) | | | | | | | Inf | Inf |
| 9/2 (M2 (West) Lane 2) | | | | | | | Inf | Inf |
| 10/1 (West Circ Lane 1) | | | | | | | Inf | Inf |

M2 Junction 5 Existing LinSig Data

| | | | |
|----------------------------|--------------------------|-----|-----|
| 10/2 (West Circ Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 10/3 (West Circ Lane 3) | Infinite Saturation Flow | Inf | Inf |
| 11/1 | Infinite Saturation Flow | Inf | Inf |
| 11/2 | Infinite Saturation Flow | Inf | Inf |
| 12/1 | Infinite Saturation Flow | Inf | Inf |
| 13/1 | Infinite Saturation Flow | Inf | Inf |
| 13/2 | Infinite Saturation Flow | Inf | Inf |
| 14/1 | Infinite Saturation Flow | Inf | Inf |
| 14/2 | Infinite Saturation Flow | Inf | Inf |
| 15/1 | Infinite Saturation Flow | Inf | Inf |
| 15/2 | Infinite Saturation Flow | Inf | Inf |

Scenario 5: 'AM28+C+D Optimised' (FG3: 'AM 2028 + Committed + Development', Plan 1: '12')
Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | | Tot. |
|--------|------|-------------|----|------|------|-----|------|
| | | A | B | C | D | E | |
| Origin | A | 0 | 5 | 1685 | 1391 | 571 | 3652 |
| | B | 0 | 0 | 156 | 44 | 35 | 235 |
| | C | 411 | 19 | 0 | 817 | 0 | 1247 |
| | D | 1009 | 56 | 370 | 0 | 48 | 1483 |
| | E | 1463 | 16 | 0 | 217 | 0 | 1696 |
| | Tot. | 2883 | 96 | 2211 | 2469 | 654 | 8313 |

M2 Junction 5 Existing LinSig Data

Traffic Lane Flows

| Lane | Scenario 5: AM28+C+D Optimised |
|--------------------------------|--------------------------------------|
| Junction: M2 Junction 5 | |
| 1/1 | 1690 |
| 1/2 | 1962 |
| 2/1 (short) | 91 |
| 2/2 (with short) | 351(In) 260(Out) |
| 2/3 (with short) | 327(In) 264(Out) |
| 2/4 (short) | 63 |
| 3/1 | 235 |
| 4/1 | 1945 |
| 4/2 | 1227 |
| 4/3 | 1062 |
| 5/1 | 546 |
| 5/2 (with short) | 701(In) 271(Out) |
| 5/3 (short) | 430 |
| 6/1 | 1117 |
| 6/2 | 1141 |
| 7/1 (short) | 48 |
| 7/2 (with short) | 1057(In) 1009(Out) |
| 7/3 | 426 |
| 8/1 | 606 |
| 8/2 | 430 |
| 9/1 | 1463 |
| 9/2 | 233 |
| 10/1 | 1420 |
| 10/2 | 335 |
| 10/3 | 110 |
| 11/1 | 1463 |
| 11/2 | 1420 |
| 12/1 | 96 |
| 13/1 | 2101 |
| 13/2 | 110 |
| 14/1 | 1663 |
| 14/2 | 806 |
| 15/1 | 48 |
| 15/2 | 606 |

M2 Junction 5 Existing LinSig Data

Lane Saturation Flows

| Junction: M2 Junction 5 | | | | | | | | |
|---------------------------------|----------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (A249 (North) Lane 1) | | | | | | | 1900 | 1900 |
| 1/2 (A249 (North) Lane 2) | | | | | | | 1900 | 1900 |
| 2/1 (North Circ Lane 1) | | | | | | | 1900 | 1900 |
| 2/2 (North Circ Lane 2) | | | | | | | 1900 | 1900 |
| 2/3 (North Circ Lane 3) | | | | | | | 1900 | 1900 |
| 2/4 (North Circ Lane 4) | | | | | | | 1900 | 1900 |
| 3/1 (Maidstone Rd Lane 1) | | | | | | | 1272 | 1272 |
| 4/1 (North East Circ Lane 1) | | | | | | | Inf | Inf |
| 4/2 (North East Circ Lane 2) | | | | | | | Inf | Inf |
| 4/3 (North East Circ Lane 3) | | | | | | | Inf | Inf |
| 5/1 (M2 (East) Lane 1) | | | | | | | 1900 | 1900 |
| 5/2 (M2 (East) Lane 2) | | | | | | | 1900 | 1900 |
| 5/3 (M2 (East) Lane 3) | | | | | | | 1900 | 1900 |
| 6/1 (East Circ Lane 1) | | | | | | | 1900 | 1900 |
| 6/2 (East Circ Lane 2) | | | | | | | 1900 | 1900 |
| 7/1 (A249 (South) Lane 1) | | | | | | | 1900 | 1900 |
| 7/2 (A249 (South) Lane 2) | | | | | | | 1900 | 1900 |
| 7/3 (A249 (South) Lane 3) | | | | | | | Inf | Inf |
| 8/1 (South Circ Lane 1) | | | | | | | Inf | Inf |
| 8/2 (South Circ Lane 2) | | | | | | | Inf | Inf |
| 9/1 (M2 (West) Lane 1) | | | | | | | Inf | Inf |
| 9/2 (M2 (West) Lane 2) | | | | | | | Inf | Inf |
| 10/1 (West Circ Lane 1) | | | | | | | Inf | Inf |

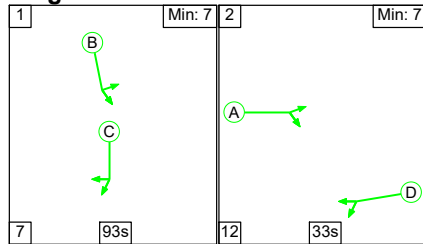
M2 Junction 5 Existing LinSig Data

| | | | |
|----------------------------|--------------------------|-----|-----|
| 10/2 (West Circ Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 10/3 (West Circ Lane 3) | Infinite Saturation Flow | Inf | Inf |
| 11/1 | Infinite Saturation Flow | Inf | Inf |
| 11/2 | Infinite Saturation Flow | Inf | Inf |
| 12/1 | Infinite Saturation Flow | Inf | Inf |
| 13/1 | Infinite Saturation Flow | Inf | Inf |
| 13/2 | Infinite Saturation Flow | Inf | Inf |
| 14/1 | Infinite Saturation Flow | Inf | Inf |
| 14/2 | Infinite Saturation Flow | Inf | Inf |
| 15/1 | Infinite Saturation Flow | Inf | Inf |
| 15/2 | Infinite Saturation Flow | Inf | Inf |

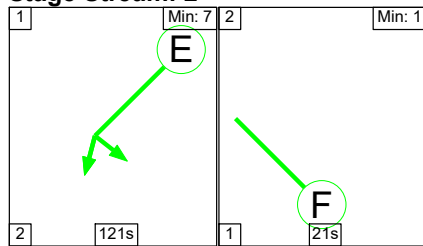
Scenario 1: 'AM18 Observed' (FG1: 'AM 2018', Plan 1: '12')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

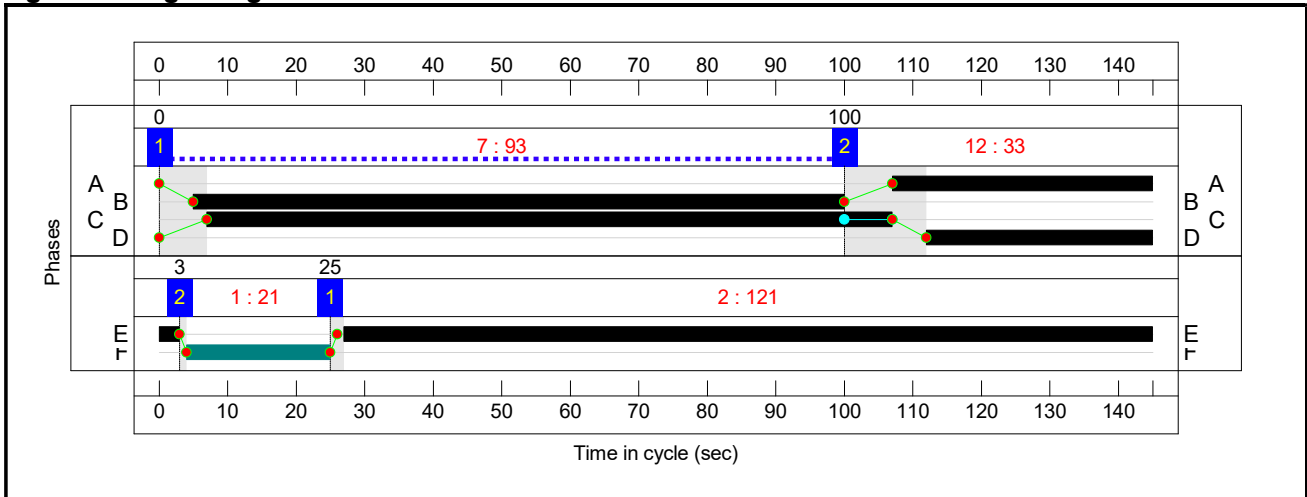
Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|-----|
| Duration | 93 | 33 |
| Change Point | 0 | 100 |

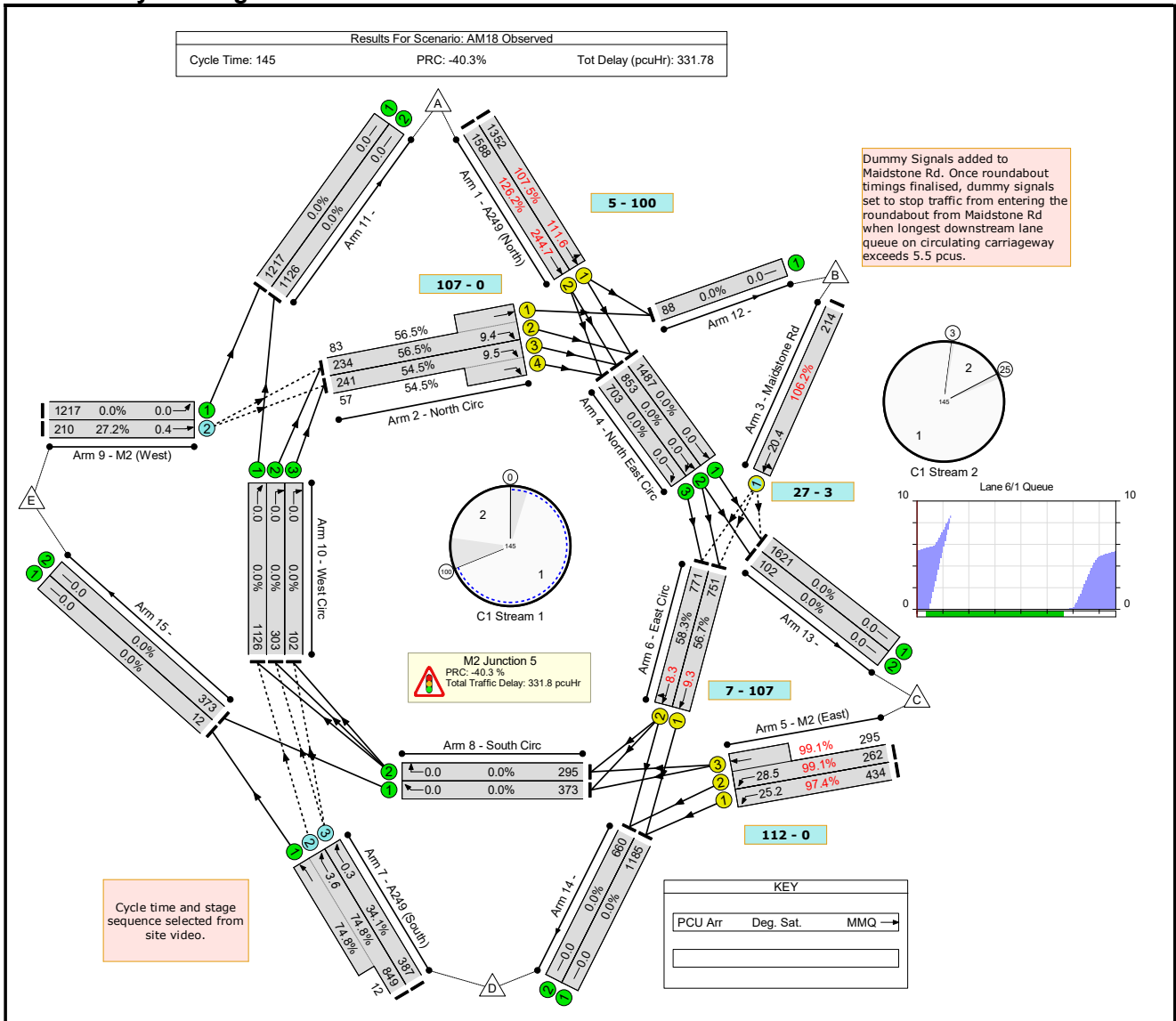
Stage Stream: 2

| Stage | 1 | 2 |
|--------------|-----|----|
| Duration | 121 | 21 |
| Change Point | 25 | 3 |

Signal Timings Diagram



Network Layout Diagram



M2 Junction 5 Existing LinSig Data

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: M2 Junction 5 Existing Layout with Calibration | - | - | N/A | - | - | | - | - | - | - | - | - | 126.2% |
| M2 Junction 5 | - | - | N/A | - | - | | - | - | - | - | - | - | 126.2% |
| 1/1 | A249 (North) Ahead Left | U | 1 | N/A | B | | 1 | 95 | - | 1352 | 1900 | 1258 | 107.5% |
| 1/2 | A249 (North) Ahead | U | 1 | N/A | B | | 1 | 95 | - | 1588 | 1900 | 1258 | 126.2% |
| 2/2+2/1 | North Circ Right Ahead | U | 1 | N/A | A | | 1 | 38 | - | 317 | 1900:1900 | 414+147 | 56.5 : 56.5% |
| 2/3+2/4 | North Circ Right | U | 1 | N/A | A | | 1 | 38 | - | 298 | 1900:1900 | 442+105 | 54.5 : 54.5% |
| 3/1 | Maidstone Rd Ahead Left | O | 2 | N/A | E | | 1 | 121 | - | 214 | 1272 | 201 | 106.2% |
| 4/1 | North East Circ Ahead | U | N/A | N/A | - | | - | - | - | 1581 | Inf | Inf | 0.0% |
| 4/2 | North East Circ Right Ahead | U | N/A | N/A | - | | - | - | - | 1013 | Inf | Inf | 0.0% |
| 4/3 | North East Circ Right | U | N/A | N/A | - | | - | - | - | 873 | Inf | Inf | 0.0% |
| 5/1 | M2 (East) Left | U | 1 | N/A | D | | 1 | 33 | - | 434 | 1900 | 446 | 97.4% |
| 5/2+5/3 | M2 (East) Ahead Left | U | 1 | N/A | D | | 1 | 33 | - | 557 | 1900:1900 | 264+298 | 99.1 : 99.1% |
| 6/1 | East Circ Ahead | U | 1 | N/A | C | | 1 | 100 | - | 911 | 1900 | 1323 | 56.7% |
| 6/2 | East Circ Right Ahead | U | 1 | N/A | C | | 1 | 100 | - | 945 | 1900 | 1323 | 58.3% |
| 7/2+7/1 | A249 (South) Ahead Ahead2 | O+U | N/A | N/A | - | | - | - | - | 861 | 1900:1900 | 1136+16 | 74.8 : 74.8% |
| 7/3 | A249 (South) Ahead | O | N/A | N/A | - | | - | - | - | 387 | Inf | 1136 | 34.1% |
| 8/1 | South Circ Ahead | U | N/A | N/A | - | | - | - | - | 465 | Inf | Inf | 0.0% |
| 8/2 | South Circ Right | U | N/A | N/A | - | | - | - | - | 295 | Inf | Inf | 0.0% |

M2 Junction 5 Existing LinSig Data

| | | | | | | | | | | | | |
|------|-----------------|---|-----|-----|---|---|---|---|------|-----|-----|-------|
| 9/1 | M2 (West) Left | U | N/A | N/A | - | - | - | - | 1217 | Inf | Inf | 0.0% |
| 9/2 | M2 (West) Ahead | O | N/A | N/A | - | - | - | - | 210 | Inf | 773 | 27.2% |
| 10/1 | West Circ Ahead | U | N/A | N/A | - | - | - | - | 1126 | Inf | Inf | 0.0% |
| 10/2 | West Circ Right | U | N/A | N/A | - | - | - | - | 303 | Inf | Inf | 0.0% |
| 10/3 | West Circ Right | U | N/A | N/A | - | - | - | - | 102 | Inf | Inf | 0.0% |
| 11/1 | | U | N/A | N/A | - | - | - | - | 1217 | Inf | Inf | 0.0% |
| 11/2 | | U | N/A | N/A | - | - | - | - | 1126 | Inf | Inf | 0.0% |
| 12/1 | | U | N/A | N/A | - | - | - | - | 88 | Inf | Inf | 0.0% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 1723 | Inf | Inf | 0.0% |
| 13/2 | | U | N/A | N/A | - | - | - | - | 102 | Inf | Inf | 0.0% |
| 14/1 | | U | N/A | N/A | - | - | - | - | 1345 | Inf | Inf | 0.0% |
| 14/2 | | U | N/A | N/A | - | - | - | - | 742 | Inf | Inf | 0.0% |
| 15/1 | | U | N/A | N/A | - | - | - | - | 12 | Inf | Inf | 0.0% |
| 15/2 | | U | N/A | N/A | - | - | - | - | 465 | Inf | Inf | 0.0% |

M2 Junction 5 Existing LinSig Data

| 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: M2 Junction 5 Existing Layout with Calibration | - | - | 1647 | 0 | 0 | 76.9 | 254.9 | 0.0 | 331.8 | - | - | - | - |
| M2 Junction 5 | - | - | 1647 | 0 | 0 | 76.9 | 254.9 | 0.0 | 331.8 | - | - | - | - |
| 1/1 | 1352 | 1258 | - | - | - | 15.4 | 53.4 | - | 68.7 | 183.0 | 58.2 | 53.4 | 111.6 |
| 1/2 | 1588 | 1258 | - | - | - | 32.4 | 167.4 | - | 199.8 | 453.0 | 77.3 | 167.4 | 244.7 |
| 2/2+2/1 | 317 | 317 | - | - | - | 3.9 | 0.6 | - | 4.6 | 51.8 | 8.7 | 0.6 | 9.4 |
| 2/3+2/4 | 298 | 298 | - | - | - | 3.7 | 0.6 | - | 4.2 | 51.3 | 8.9 | 0.6 | 9.5 |
| 3/1 | 214 | 201 | 201 | 0 | 0 | 4.3 | 11.1 | - | 15.4 | 259.3 | 9.3 | 11.1 | 20.4 |
| 4/1 | 1487 | 1487 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 853 | 853 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/3 | 703 | 703 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 434 | 434 | - | - | - | 6.6 | 7.9 | - | 14.6 | 120.8 | 17.2 | 7.9 | 25.2 |
| 5/2+5/3 | 557 | 557 | - | - | - | 8.2 | 10.6 | - | 18.8 | 121.4 | 17.8 | 10.6 | 28.5 |
| 6/1 | 751 | 751 | - | - | - | 1.4 | 0.7 | - | 2.0 | 9.8 | 8.6 | 0.7 | 9.3 |
| 6/2 | 771 | 771 | - | - | - | 1.0 | 0.7 | - | 1.7 | 8.1 | 7.6 | 0.7 | 8.3 |
| 7/2+7/1 | 861 | 861 | 849 | 0 | 0 | 0.0 | 1.5 | - | 1.5 | 6.1 | 2.1 | 1.5 | 3.6 |
| 7/3 | 387 | 387 | 387 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 2.4 | 0.0 | 0.3 | 0.3 |
| 8/1 | 373 | 373 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/2 | 295 | 295 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1217 | 1217 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 210 | 210 | 210 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 3.2 | 0.2 | 0.2 | 0.4 |
| 10/1 | 1126 | 1126 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/2 | 303 | 303 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/3 | 102 | 102 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11/1 | 1217 | 1217 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11/2 | 1126 | 1126 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

M2 Junction 5 Existing LinSig Data

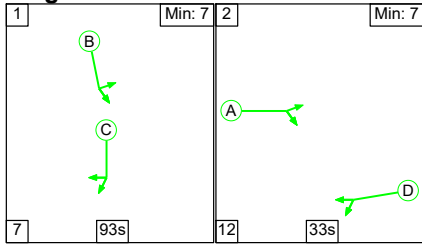
| | | | | | | | | | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------|------|------|---|---|---|------------------------------------------------------------------------------------------------------------------------------------------------|-----|--------------------------------------------|-----|-----|-----|-----|-----|
| 12/1 | 88 | 88 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 1621 | 1621 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13/2 | 102 | 102 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 1185 | 1185 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 660 | 660 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 15/1 | 12 | 12 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 15/2 | 373 | 373 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 Stream: 1 PRC for Signalled Lanes (%): -40.3 C1 Stream: 2 PRC for Signalled Lanes (%): -18.0 PRC Over All Lanes (%): -40.3 | | | | | | Total Delay for Signalled Lanes (pcuHr): 314.45 Total Delay for Signalled Lanes (pcuHr): 15.41 Total Delay Over All Lanes(pcuHr): 331.78 | | Cycle Time (s): 145 Cycle Time (s): 145 | | | | | |

M2 Junction 5 Existing LinSig Data

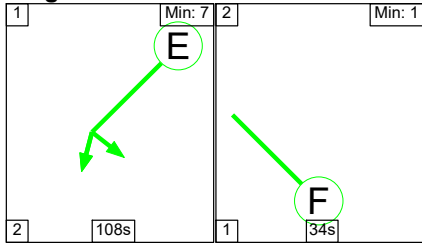
Scenario 2: 'AM28+C Observed' (FG2: 'AM 2028 + Committed', Plan 1: '12')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

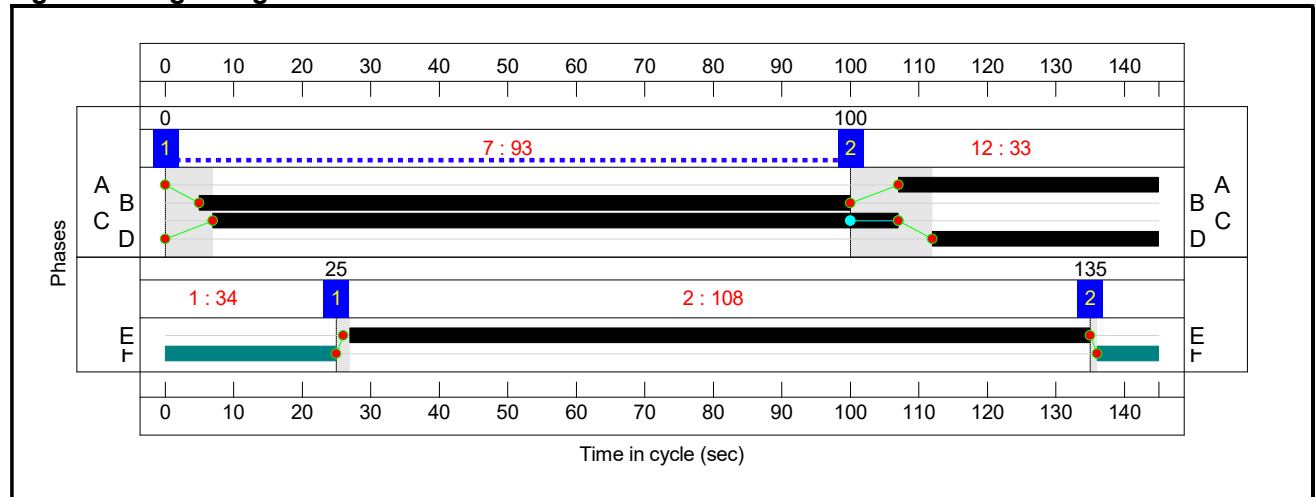
Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|-----|
| Duration | 93 | 33 |
| Change Point | 0 | 100 |

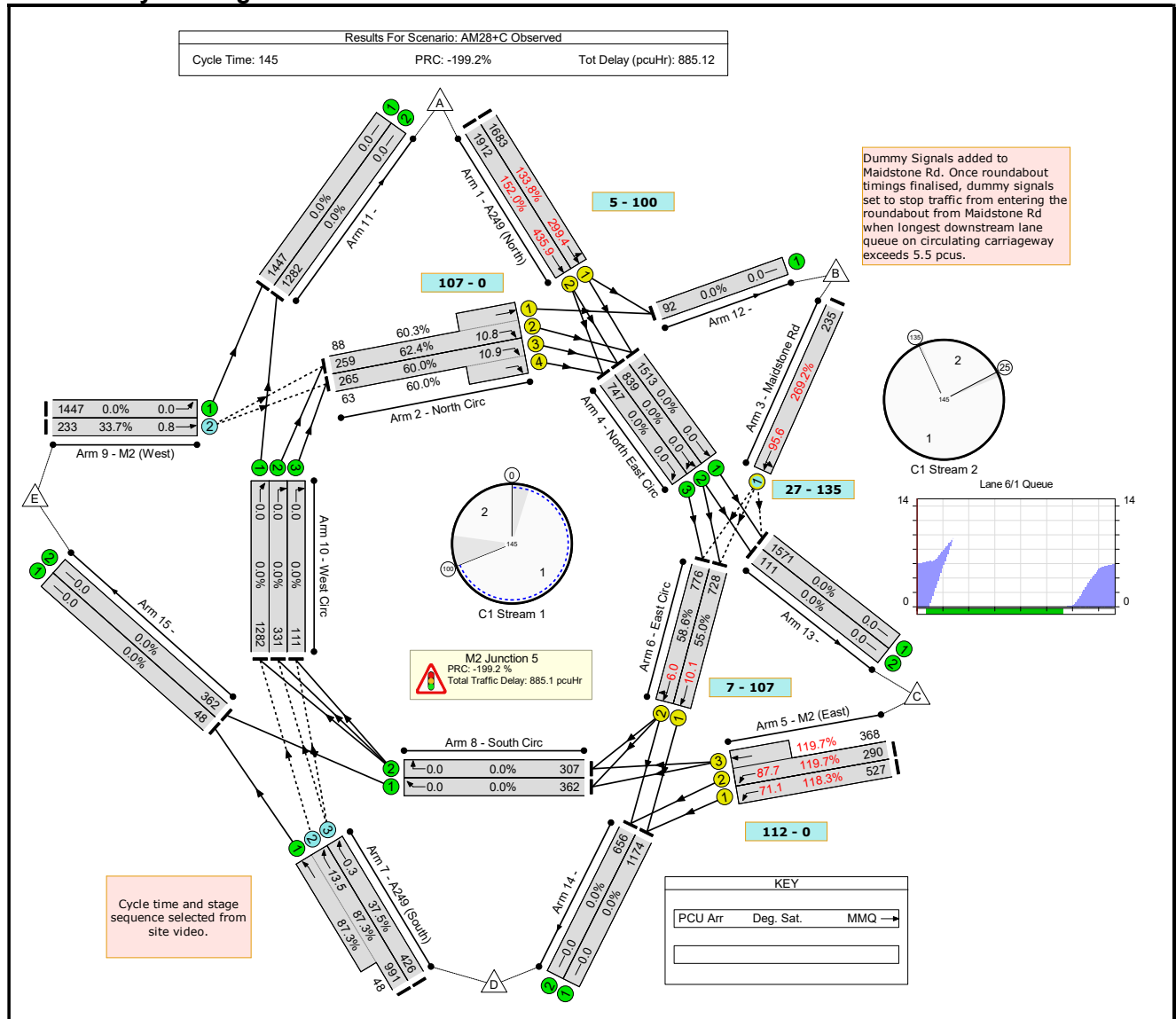
Stage Stream: 2

| Stage | 1 | 2 |
|--------------|-----|-----|
| Duration | 108 | 34 |
| Change Point | 25 | 135 |

Signal Timings Diagram



Network Layout Diagram



M2 Junction 5 Existing LinSig Data

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: M2 Junction 5 Existing Layout with Calibration | - | - | N/A | - | - | | - | - | - | - | - | - | 269.2% |
| M2 Junction 5 | - | - | N/A | - | - | | - | - | - | - | - | - | 269.2% |
| 1/1 | A249 (North) Ahead Left | U | 1 | N/A | B | | 1 | 95 | - | 1683 | 1900 | 1258 | 133.8% |
| 1/2 | A249 (North) Ahead | U | 1 | N/A | B | | 1 | 95 | - | 1912 | 1900 | 1258 | 152.0% |
| 2/2+2/1 | North Circ Right Ahead | U | 1 | N/A | A | | 1 | 38 | - | 350 | 1900:1900 | 415+146 | 62.4 : 60.3% |
| 2/3+2/4 | North Circ Right | U | 1 | N/A | A | | 1 | 38 | - | 328 | 1900:1900 | 442+105 | 60.0 : 60.0% |
| 3/1 | Maidstone Rd Ahead Left | O | 2 | N/A | E | | 1 | 108 | - | 235 | 1272 | 87 | 269.2% |
| 4/1 | North East Circ Ahead | U | N/A | N/A | - | | - | - | - | 1937 | Inf | Inf | 0.0% |
| 4/2 | North East Circ Right Ahead | U | N/A | N/A | - | | - | - | - | 1138 | Inf | Inf | 0.0% |
| 4/3 | North East Circ Right | U | N/A | N/A | - | | - | - | - | 1102 | Inf | Inf | 0.0% |
| 5/1 | M2 (East) Left | U | 1 | N/A | D | | 1 | 33 | - | 527 | 1900 | 446 | 118.3% |
| 5/2+5/3 | M2 (East) Ahead Left | U | 1 | N/A | D | | 1 | 33 | - | 658 | 1900:1900 | 242+307 | 119.7 : 119.7% |
| 6/1 | East Circ Ahead | U | 1 | N/A | C | | 1 | 100 | - | 1027 | 1900 | 1323 | 55.0% |
| 6/2 | East Circ Right Ahead | U | 1 | N/A | C | | 1 | 100 | - | 1181 | 1900 | 1323 | 58.6% |
| 7/2+7/1 | A249 (South) Ahead Ahead2 | O+U | N/A | N/A | - | | - | - | - | 1039 | 1900:1900 | 1135+55 | 87.3 : 87.3% |
| 7/3 | A249 (South) Ahead | O | N/A | N/A | - | | - | - | - | 426 | Inf | 1135 | 37.5% |
| 8/1 | South Circ Ahead | U | N/A | N/A | - | | - | - | - | 565 | Inf | Inf | 0.0% |
| 8/2 | South Circ Right | U | N/A | N/A | - | | - | - | - | 368 | Inf | Inf | 0.0% |

M2 Junction 5 Existing LinSig Data

| | | | | | | | | | | | | |
|------|-----------------|---|-----|-----|---|---|---|---|------|-----|-----|-------|
| 9/1 | M2 (West) Left | U | N/A | N/A | - | - | - | - | 1447 | Inf | Inf | 0.0% |
| 9/2 | M2 (West) Ahead | O | N/A | N/A | - | - | - | - | 233 | Inf | 692 | 33.7% |
| 10/1 | West Circ Ahead | U | N/A | N/A | - | - | - | - | 1340 | Inf | Inf | 0.0% |
| 10/2 | West Circ Right | U | N/A | N/A | - | - | - | - | 334 | Inf | Inf | 0.0% |
| 10/3 | West Circ Right | U | N/A | N/A | - | - | - | - | 111 | Inf | Inf | 0.0% |
| 11/1 | | U | N/A | N/A | - | - | - | - | 1447 | Inf | Inf | 0.0% |
| 11/2 | | U | N/A | N/A | - | - | - | - | 1340 | Inf | Inf | 0.0% |
| 12/1 | | U | N/A | N/A | - | - | - | - | 96 | Inf | Inf | 0.0% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 2093 | Inf | Inf | 0.0% |
| 13/2 | | U | N/A | N/A | - | - | - | - | 111 | Inf | Inf | 0.0% |
| 14/1 | | U | N/A | N/A | - | - | - | - | 1554 | Inf | Inf | 0.0% |
| 14/2 | | U | N/A | N/A | - | - | - | - | 906 | Inf | Inf | 0.0% |
| 15/1 | | U | N/A | N/A | - | - | - | - | 48 | Inf | Inf | 0.0% |
| 15/2 | | U | N/A | N/A | - | - | - | - | 565 | Inf | Inf | 0.0% |

M2 Junction 5 Existing LinSig Data

| 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: M2 Junction 5 Existing Layout with Calibration | - | - | 1737 | 0 | 0 | 159.9 | 725.2 | 0.0 | 885.1 | - | - | - | - |
| M2 Junction 5 | - | - | 1737 | 0 | 0 | 159.9 | 725.2 | 0.0 | 885.1 | - | - | - | - |
| 1/1 | 1683 | 1258 | - | - | - | 39.3 | 214.5 | - | 253.8 | 542.8 | 84.9 | 214.5 | 299.4 |
| 1/2 | 1912 | 1258 | - | - | - | 59.8 | 328.5 | - | 388.3 | 731.2 | 107.4 | 328.5 | 435.9 |
| 2/2+2/1 | 347 | 347 | - | - | - | 4.4 | 0.8 | - | 5.2 | 53.6 | 10.0 | 0.8 | 10.8 |
| 2/3+2/4 | 328 | 328 | - | - | - | 4.1 | 0.7 | - | 4.9 | 53.3 | 10.1 | 0.7 | 10.9 |
| 3/1 | 235 | 87 | 87 | 0 | 0 | 16.1 | 74.6 | - | 90.7 | 1390.1 | 20.9 | 74.6 | 95.6 |
| 4/1 | 1513 | 1513 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 839 | 839 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/3 | 747 | 747 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 527 | 446 | - | - | - | 15.0 | 43.8 | - | 58.8 | 401.5 | 27.4 | 43.8 | 71.1 |
| 5/2+5/3 | 658 | 550 | - | - | - | 18.8 | 57.1 | - | 75.9 | 415.1 | 30.6 | 57.1 | 87.7 |
| 6/1 | 728 | 728 | - | - | - | 1.5 | 0.6 | - | 2.1 | 10.6 | 9.5 | 0.6 | 10.1 |
| 6/2 | 776 | 776 | - | - | - | 0.9 | 0.7 | - | 1.6 | 7.3 | 5.3 | 0.7 | 6.0 |
| 7/2+7/1 | 1039 | 1039 | 991 | 0 | 0 | 0.1 | 3.3 | - | 3.4 | 11.7 | 10.2 | 3.3 | 13.5 |
| 7/3 | 426 | 426 | 426 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 2.5 | 0.0 | 0.3 | 0.3 |
| 8/1 | 362 | 362 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/2 | 307 | 307 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1447 | 1447 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 233 | 233 | 233 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 4.0 | 0.6 | 0.3 | 0.8 |
| 10/1 | 1282 | 1282 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/2 | 331 | 331 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/3 | 111 | 111 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11/1 | 1447 | 1447 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11/2 | 1282 | 1282 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

M2 Junction 5 Existing LinSig Data

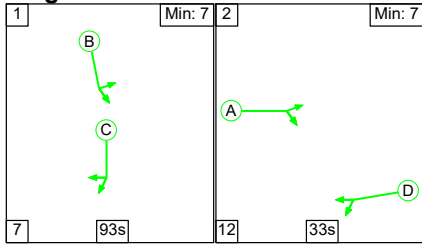
| | | | | | | | | | | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------|------|------|---|---|---|------------------------------------------------------------------------------------------------------------------------------------------------|-----|---|--------------------------------------------|-----|-----|-----|-----|
| 12/1 | 92 | 92 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 1571 | 1571 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13/2 | 111 | 111 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 1174 | 1174 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 656 | 656 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 15/1 | 48 | 48 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 15/2 | 362 | 362 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 Stream: 1 PRC for Signalled Lanes (%): -68.9 C1 Stream: 2 PRC for Signalled Lanes (%): -199.2 PRC Over All Lanes (%): -199.2 | | | | | | Total Delay for Signalled Lanes (pcuHr): 790.45 Total Delay for Signalled Lanes (pcuHr): 90.75 Total Delay Over All Lanes(pcuHr): 885.12 | | | Cycle Time (s): 145 Cycle Time (s): 145 | | | | |

M2 Junction 5 Existing LinSig Data

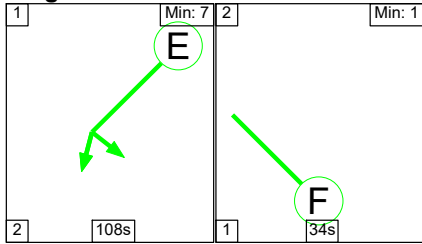
Scenario 3: 'AM28+C+D Observed' (FG3: 'AM 2028 + Committed + Development', Plan 1: '12')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

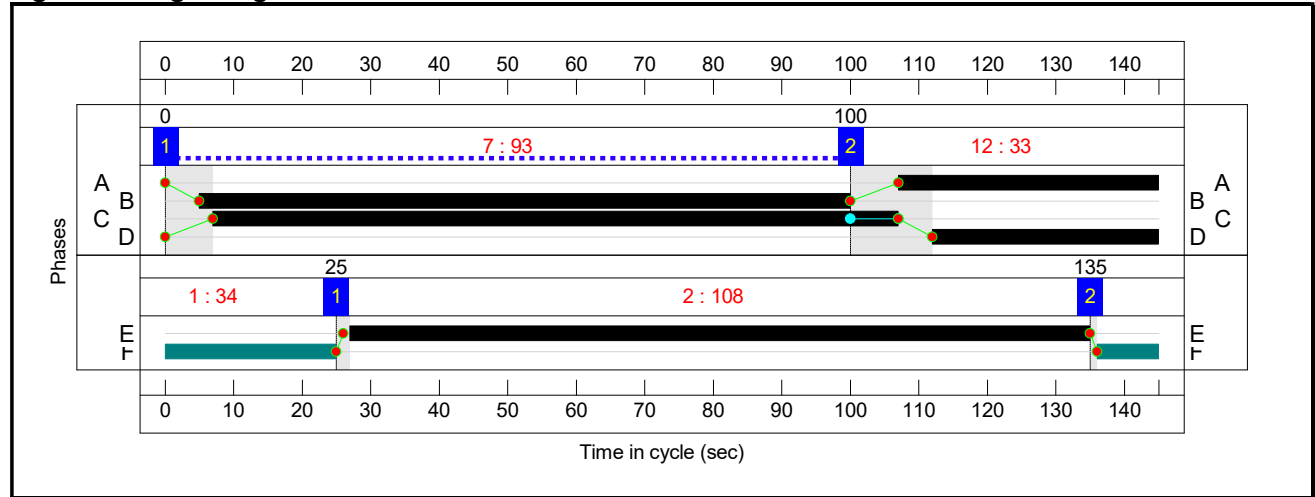
Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|-----|
| Duration | 93 | 33 |
| Change Point | 0 | 100 |

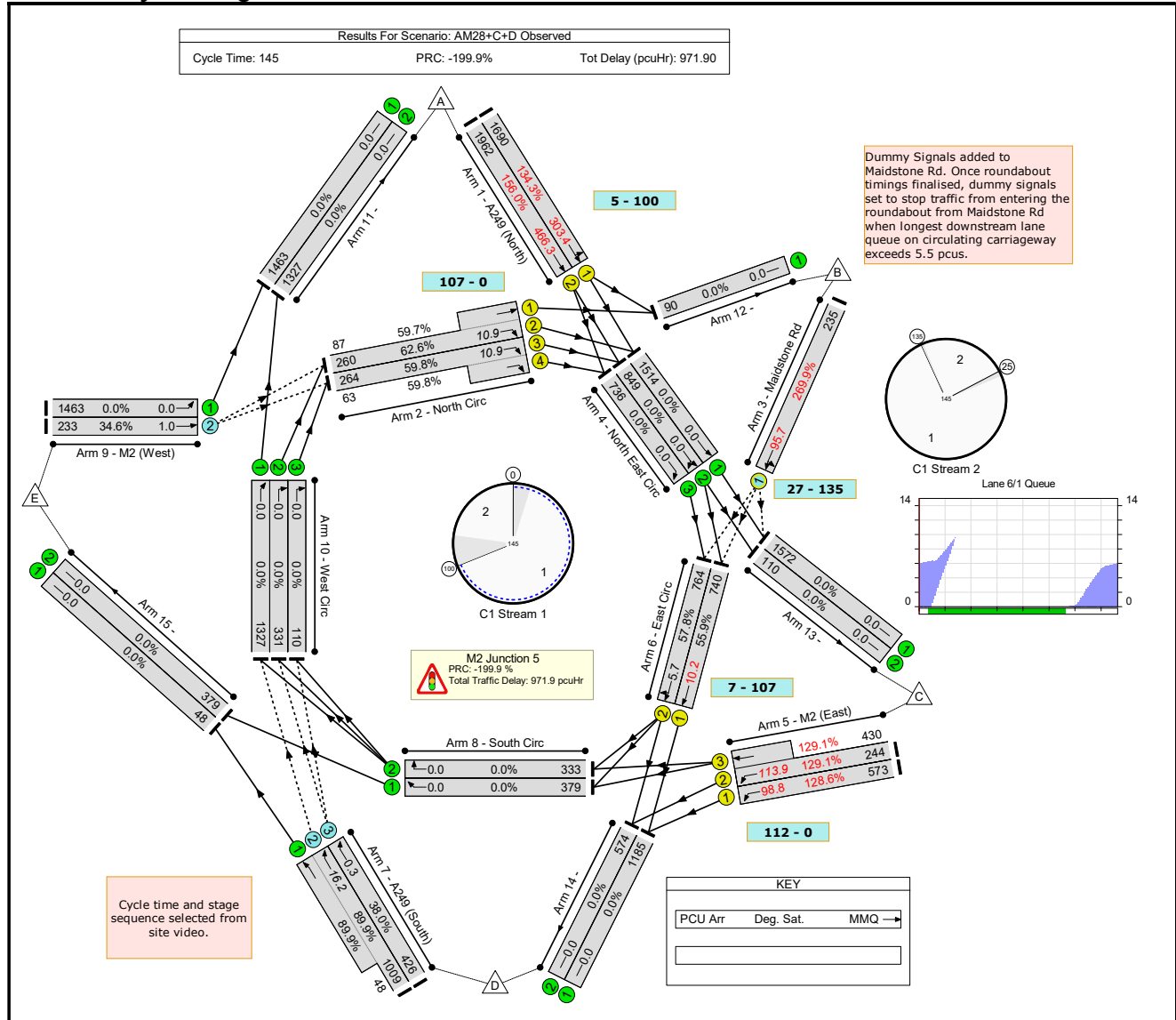
Stage Stream: 2

| Stage | 1 | 2 |
|--------------|-----|-----|
| Duration | 108 | 34 |
| Change Point | 25 | 135 |

Signal Timings Diagram



Network Layout Diagram



M2 Junction 5 Existing LinSig Data

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: M2 Junction 5 Existing Layout with Calibration | - | - | N/A | - | - | | - | - | - | - | - | - | 269.9% |
| M2 Junction 5 | - | - | N/A | - | - | | - | - | - | - | - | - | 269.9% |
| 1/1 | A249 (North) Ahead Left | U | 1 | N/A | B | | 1 | 95 | - | 1690 | 1900 | 1258 | 134.3% |
| 1/2 | A249 (North) Ahead | U | 1 | N/A | B | | 1 | 95 | - | 1962 | 1900 | 1258 | 156.0% |
| 2/2+2/1 | North Circ Right Ahead | U | 1 | N/A | A | | 1 | 38 | - | 351 | 1900:1900 | 415+145 | 62.6 : 59.7% |
| 2/3+2/4 | North Circ Right | U | 1 | N/A | A | | 1 | 38 | - | 327 | 1900:1900 | 442+105 | 59.8 : 59.8% |
| 3/1 | Maidstone Rd Ahead Left | O | 2 | N/A | E | | 1 | 108 | - | 235 | 1272 | 87 | 269.9% |
| 4/1 | North East Circ Ahead | U | N/A | N/A | - | | - | - | - | 1945 | Inf | Inf | 0.0% |
| 4/2 | North East Circ Right Ahead | U | N/A | N/A | - | | - | - | - | 1177 | Inf | Inf | 0.0% |
| 4/3 | North East Circ Right | U | N/A | N/A | - | | - | - | - | 1112 | Inf | Inf | 0.0% |
| 5/1 | M2 (East) Left | U | 1 | N/A | D | | 1 | 33 | - | 573 | 1900 | 446 | 128.6% |
| 5/2+5/3 | M2 (East) Ahead Left | U | 1 | N/A | D | | 1 | 33 | - | 674 | 1900:1900 | 189+333 | 129.1 : 129.1% |
| 6/1 | East Circ Ahead | U | 1 | N/A | C | | 1 | 100 | - | 1068 | 1900 | 1323 | 55.9% |
| 6/2 | East Circ Right Ahead | U | 1 | N/A | C | | 1 | 100 | - | 1190 | 1900 | 1323 | 57.8% |
| 7/2+7/1 | A249 (South) Ahead Ahead2 | O+U | N/A | N/A | - | | - | - | - | 1057 | 1900:1900 | 1122+53 | 89.9 : 89.9% |
| 7/3 | A249 (South) Ahead | O | N/A | N/A | - | | - | - | - | 426 | Inf | 1122 | 38.0% |
| 8/1 | South Circ Ahead | U | N/A | N/A | - | | - | - | - | 606 | Inf | Inf | 0.0% |
| 8/2 | South Circ Right | U | N/A | N/A | - | | - | - | - | 430 | Inf | Inf | 0.0% |

M2 Junction 5 Existing LinSig Data

| | | | | | | | | | | | | |
|------|-----------------|---|-----|-----|---|---|---|---|------|-----|-----|-------|
| 9/1 | M2 (West) Left | U | N/A | N/A | - | - | - | - | 1463 | Inf | Inf | 0.0% |
| 9/2 | M2 (West) Ahead | O | N/A | N/A | - | - | - | - | 233 | Inf | 673 | 34.6% |
| 10/1 | West Circ Ahead | U | N/A | N/A | - | - | - | - | 1420 | Inf | Inf | 0.0% |
| 10/2 | West Circ Right | U | N/A | N/A | - | - | - | - | 335 | Inf | Inf | 0.0% |
| 10/3 | West Circ Right | U | N/A | N/A | - | - | - | - | 110 | Inf | Inf | 0.0% |
| 11/1 | | U | N/A | N/A | - | - | - | - | 1463 | Inf | Inf | 0.0% |
| 11/2 | | U | N/A | N/A | - | - | - | - | 1420 | Inf | Inf | 0.0% |
| 12/1 | | U | N/A | N/A | - | - | - | - | 96 | Inf | Inf | 0.0% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 2101 | Inf | Inf | 0.0% |
| 13/2 | | U | N/A | N/A | - | - | - | - | 110 | Inf | Inf | 0.0% |
| 14/1 | | U | N/A | N/A | - | - | - | - | 1641 | Inf | Inf | 0.0% |
| 14/2 | | U | N/A | N/A | - | - | - | - | 828 | Inf | Inf | 0.0% |
| 15/1 | | U | N/A | N/A | - | - | - | - | 48 | Inf | Inf | 0.0% |
| 15/2 | | U | N/A | N/A | - | - | - | - | 606 | Inf | Inf | 0.0% |

M2 Junction 5 Existing LinSig Data

| 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: M2 Junction 5 Existing Layout with Calibration | - | - | 1755 | 0 | 0 | 174.2 | 797.7 | 0.0 | 971.9 | - | - | - | - |
| M2 Junction 5 | - | - | 1755 | 0 | 0 | 174.2 | 797.7 | 0.0 | 971.9 | - | - | - | - |
| 1/1 | 1690 | 1258 | - | - | - | 39.8 | 218.0 | - | 257.7 | 549.0 | 85.5 | 218.0 | 303.4 |
| 1/2 | 1962 | 1258 | - | - | - | 64.9 | 353.4 | - | 418.3 | 767.5 | 112.9 | 353.4 | 466.3 |
| 2/2+2/1 | 347 | 347 | - | - | - | 4.4 | 0.8 | - | 5.2 | 53.7 | 10.1 | 0.8 | 10.9 |
| 2/3+2/4 | 327 | 327 | - | - | - | 4.1 | 0.7 | - | 4.9 | 53.6 | 10.1 | 0.7 | 10.9 |
| 3/1 | 235 | 87 | 87 | 0 | 0 | 16.1 | 74.7 | - | 90.9 | 1392.0 | 20.9 | 74.7 | 95.7 |
| 4/1 | 1514 | 1514 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 849 | 849 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/3 | 736 | 736 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 573 | 446 | - | - | - | 19.6 | 65.9 | - | 85.5 | 537.4 | 32.9 | 65.9 | 98.8 |
| 5/2+5/3 | 674 | 522 | - | - | - | 22.8 | 78.1 | - | 100.8 | 538.6 | 35.8 | 78.1 | 113.9 |
| 6/1 | 740 | 740 | - | - | - | 1.5 | 0.6 | - | 2.2 | 10.6 | 9.6 | 0.6 | 10.2 |
| 6/2 | 764 | 764 | - | - | - | 0.9 | 0.7 | - | 1.5 | 7.3 | 5.0 | 0.7 | 5.7 |
| 7/2+7/1 | 1057 | 1057 | 1009 | 0 | 0 | 0.2 | 4.2 | - | 4.3 | 14.7 | 12.1 | 4.2 | 16.2 |
| 7/3 | 426 | 426 | 426 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 2.6 | 0.0 | 0.3 | 0.3 |
| 8/1 | 379 | 379 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/2 | 333 | 333 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1463 | 1463 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 233 | 233 | 233 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 4.1 | 0.8 | 0.3 | 1.0 |
| 10/1 | 1327 | 1327 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/2 | 331 | 331 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/3 | 110 | 110 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11/1 | 1463 | 1463 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11/2 | 1327 | 1327 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

M2 Junction 5 Existing LinSig Data

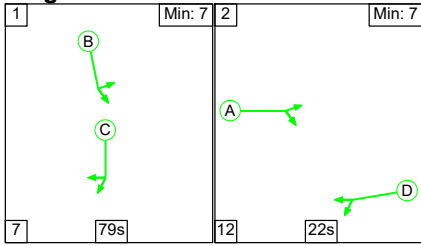
| | | | | | | | | | | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------|------|------|---|---|---|------------------------------------------------------------------------------------------------------------------------------------------------|-----|---|--------------------------------------------|-----|-----|-----|-----|
| 12/1 | 90 | 90 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 1572 | 1572 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13/2 | 110 | 110 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 1185 | 1185 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 574 | 574 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 15/1 | 48 | 48 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 15/2 | 379 | 379 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 Stream: 1 PRC for Signalled Lanes (%): -73.3 C1 Stream: 2 PRC for Signalled Lanes (%): -199.9 PRC Over All Lanes (%): -199.9 | | | | | | Total Delay for Signalled Lanes (pcuHr): 876.15 Total Delay for Signalled Lanes (pcuHr): 90.86 Total Delay Over All Lanes(pcuHr): 971.90 | | | Cycle Time (s): 145 Cycle Time (s): 145 | | | | |

M2 Junction 5 Existing LinSig Data

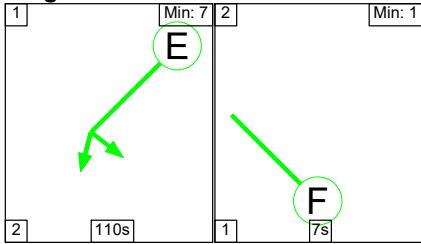
Scenario 4: 'AM28+C Optimised' (FG2: 'AM 2028 + Committed', Plan 1: '12')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

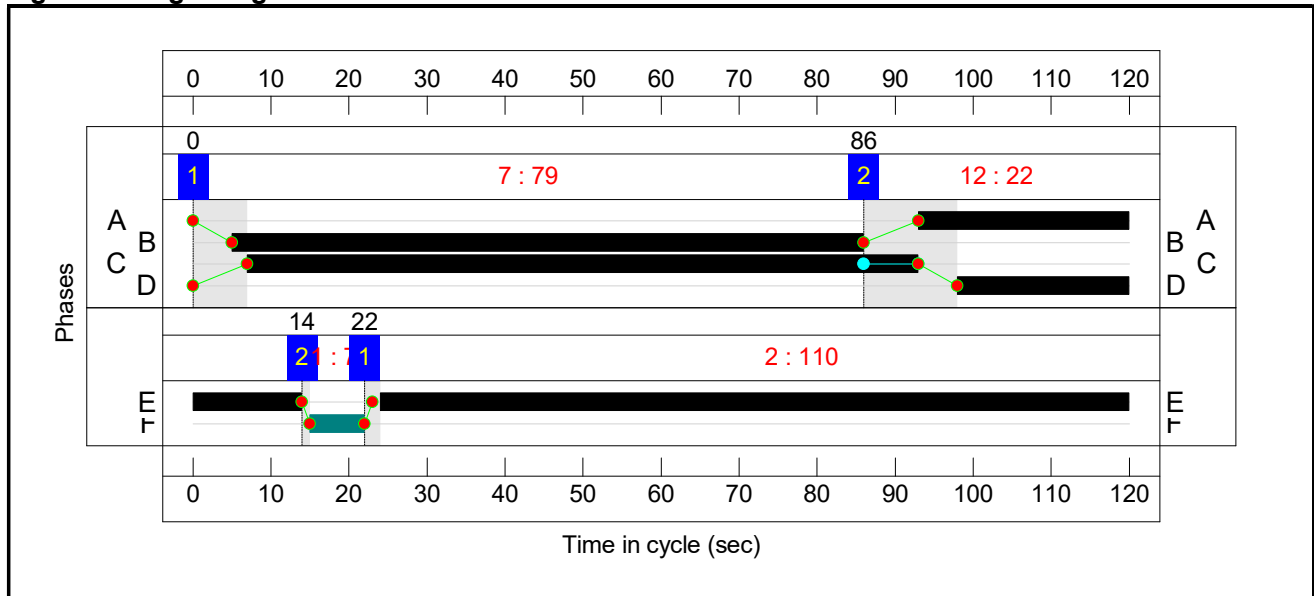
Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 79 | 22 |
| Change Point | 0 | 86 |

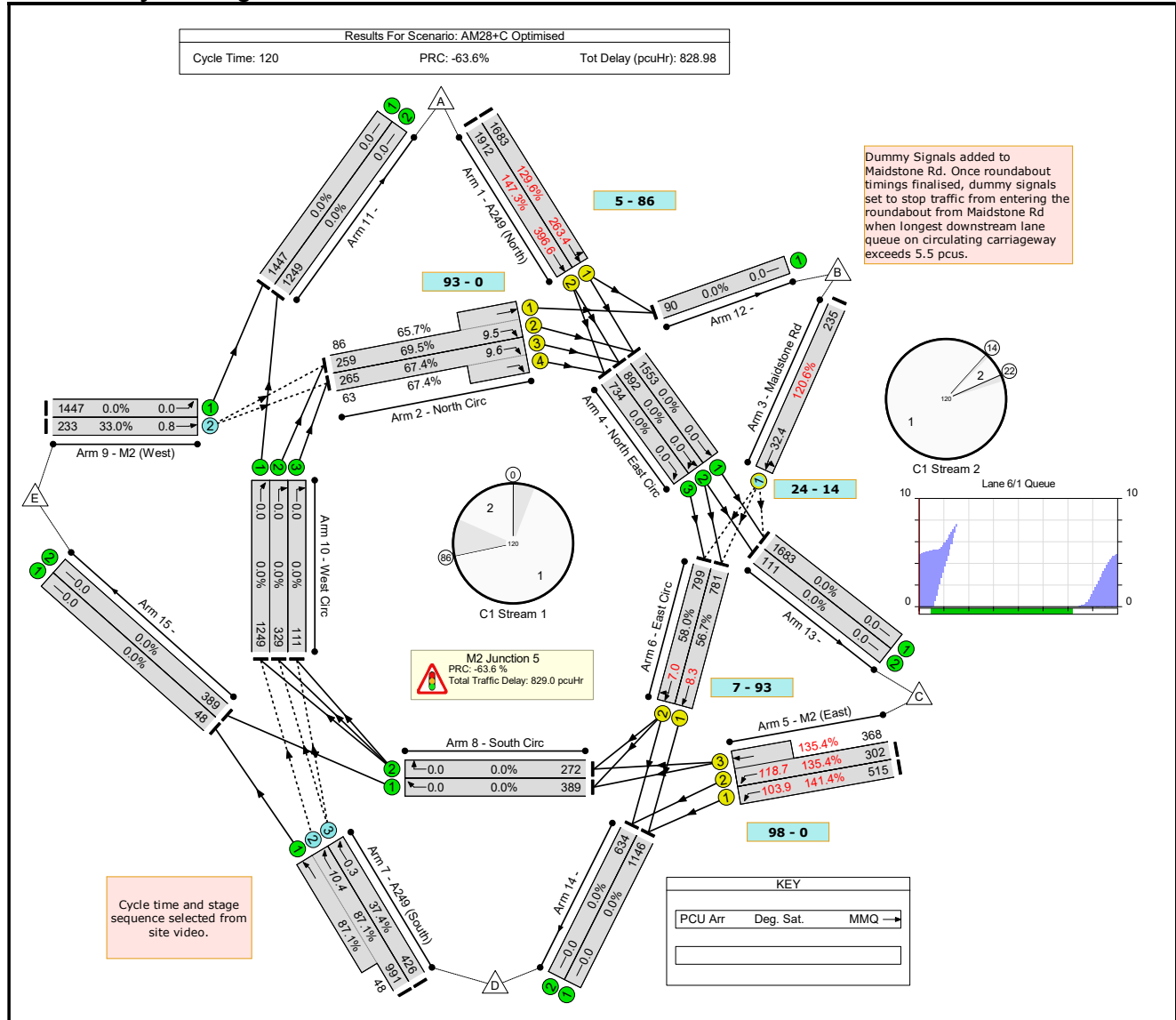
Stage Stream: 2

| Stage | 1 | 2 |
|--------------|-----|----|
| Duration | 110 | 7 |
| Change Point | 22 | 14 |

Signal Timings Diagram



Network Layout Diagram



M2 Junction 5 Existing LinSig Data

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: M2 Junction 5 Existing Layout with Calibration | - | - | N/A | - | - | | - | - | - | - | - | - | 147.3% |
| M2 Junction 5 | - | - | N/A | - | - | | - | - | - | - | - | - | 147.3% |
| 1/1 | A249 (North) Ahead Left | U | 1 | N/A | B | | 1 | 81 | - | 1683 | 1900 | 1298 | 129.6% |
| 1/2 | A249 (North) Ahead | U | 1 | N/A | B | | 1 | 81 | - | 1912 | 1900 | 1298 | 147.3% |
| 2/2+2/1 | North Circ Right Ahead | U | 1 | N/A | A | | 1 | 27 | - | 350 | 1900:1900 | 373+131 | 69.5 : 65.7% |
| 2/3+2/4 | North Circ Right | U | 1 | N/A | A | | 1 | 27 | - | 328 | 1900:1900 | 393+93 | 67.4 : 67.4% |
| 3/1 | Maidstone Rd Ahead Left | O | 2 | N/A | E | | 1 | 110 | - | 235 | 1272 | 195 | 120.6% |
| 4/1 | North East Circ Ahead | U | N/A | N/A | - | | - | - | - | 1937 | Inf | Inf | 0.0% |
| 4/2 | North East Circ Right Ahead | U | N/A | N/A | - | | - | - | - | 1189 | Inf | Inf | 0.0% |
| 4/3 | North East Circ Right | U | N/A | N/A | - | | - | - | - | 1051 | Inf | Inf | 0.0% |
| 5/1 | M2 (East) Left | U | 1 | N/A | D | | 1 | 22 | - | 515 | 1900 | 364 | 141.4% |
| 5/2+5/3 | M2 (East) Ahead Left | U | 1 | N/A | D | | 1 | 22 | - | 670 | 1900:1900 | 223+272 | 135.4 : 135.4% |
| 6/1 | East Circ Ahead | U | 1 | N/A | C | | 1 | 86 | - | 1078 | 1900 | 1378 | 56.7% |
| 6/2 | East Circ Right Ahead | U | 1 | N/A | C | | 1 | 86 | - | 1130 | 1900 | 1378 | 58.0% |
| 7/2+7/1 | A249 (South) Ahead Ahead2 | O+U | N/A | N/A | - | | - | - | - | 1039 | 1900:1900 | 1138+55 | 87.1 : 87.1% |
| 7/3 | A249 (South) Ahead | O | N/A | N/A | - | | - | - | - | 426 | Inf | 1138 | 37.4% |
| 8/1 | South Circ Ahead | U | N/A | N/A | - | | - | - | - | 565 | Inf | Inf | 0.0% |
| 8/2 | South Circ Right | U | N/A | N/A | - | | - | - | - | 368 | Inf | Inf | 0.0% |

M2 Junction 5 Existing LinSig Data

| | | | | | | | | | | | | |
|------|-----------------|---|-----|-----|---|---|---|---|------|-----|-----|-------|
| 9/1 | M2 (West) Left | U | N/A | N/A | - | - | - | - | 1447 | Inf | Inf | 0.0% |
| 9/2 | M2 (West) Ahead | O | N/A | N/A | - | - | - | - | 233 | Inf | 707 | 33.0% |
| 10/1 | West Circ Ahead | U | N/A | N/A | - | - | - | - | 1340 | Inf | Inf | 0.0% |
| 10/2 | West Circ Right | U | N/A | N/A | - | - | - | - | 334 | Inf | Inf | 0.0% |
| 10/3 | West Circ Right | U | N/A | N/A | - | - | - | - | 111 | Inf | Inf | 0.0% |
| 11/1 | | U | N/A | N/A | - | - | - | - | 1447 | Inf | Inf | 0.0% |
| 11/2 | | U | N/A | N/A | - | - | - | - | 1340 | Inf | Inf | 0.0% |
| 12/1 | | U | N/A | N/A | - | - | - | - | 96 | Inf | Inf | 0.0% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 2093 | Inf | Inf | 0.0% |
| 13/2 | | U | N/A | N/A | - | - | - | - | 111 | Inf | Inf | 0.0% |
| 14/1 | | U | N/A | N/A | - | - | - | - | 1593 | Inf | Inf | 0.0% |
| 14/2 | | U | N/A | N/A | - | - | - | - | 867 | Inf | Inf | 0.0% |
| 15/1 | | U | N/A | N/A | - | - | - | - | 48 | Inf | Inf | 0.0% |
| 15/2 | | U | N/A | N/A | - | - | - | - | 565 | Inf | Inf | 0.0% |

M2 Junction 5 Existing LinSig Data

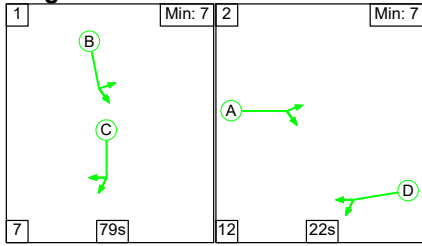
| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|----------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network: M2 Junction 5 Existing Layout with Calibration | - | - | 1845 | 0 | 0 | 129.6 | 699.3 | 0.0 | 829.0 | - | - | - | - |
| M2 Junction 5 | - | - | 1845 | 0 | 0 | 129.6 | 699.3 | 0.0 | 829.0 | - | - | - | - |
| 1/1 | 1683 | 1298 | - | - | - | 29.5 | 194.5 | - | 223.9 | 479.0 | 68.9 | 194.5 | 263.4 |
| 1/2 | 1912 | 1298 | - | - | - | 46.9 | 308.4 | - | 355.3 | 668.9 | 88.2 | 308.4 | 396.6 |
| 2/2+2/1 | 345 | 345 | - | - | - | 4.0 | 1.1 | - | 5.1 | 53.2 | 8.4 | 1.1 | 9.5 |
| 2/3+2/4 | 328 | 328 | - | - | - | 3.7 | 1.0 | - | 4.7 | 51.9 | 8.6 | 1.0 | 9.6 |
| 3/1 | 235 | 195 | 195 | 0 | 0 | 5.6 | 22.7 | - | 28.2 | 432.7 | 9.7 | 22.7 | 32.4 |
| 4/1 | 1553 | 1553 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 892 | 892 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/3 | 734 | 734 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 515 | 364 | - | - | - | 17.4 | 77.1 | - | 94.5 | 660.3 | 26.8 | 77.1 | 103.9 |
| 5/2+5/3 | 670 | 495 | - | - | - | 20.7 | 89.5 | - | 110.2 | 592.0 | 29.2 | 89.5 | 118.7 |
| 6/1 | 781 | 781 | - | - | - | 1.1 | 0.7 | - | 1.8 | 8.1 | 7.6 | 0.7 | 8.3 |
| 6/2 | 799 | 799 | - | - | - | 0.7 | 0.7 | - | 1.4 | 6.5 | 6.3 | 0.7 | 7.0 |
| 7/2+7/1 | 1039 | 1039 | 991 | 0 | 0 | 0.1 | 3.2 | - | 3.3 | 11.5 | 7.2 | 3.2 | 10.4 |
| 7/3 | 426 | 426 | 426 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 2.5 | 0.0 | 0.3 | 0.3 |
| 8/1 | 389 | 389 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/2 | 272 | 272 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1447 | 1447 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 233 | 233 | 233 | 0 | 0 | 0.0 | 0.2 | - | 0.2 | 3.8 | 0.6 | 0.2 | 0.8 |
| 10/1 | 1249 | 1249 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/2 | 329 | 329 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/3 | 111 | 111 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11/1 | 1447 | 1447 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11/2 | 1249 | 1249 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

M2 Junction 5 Existing LinSig Data

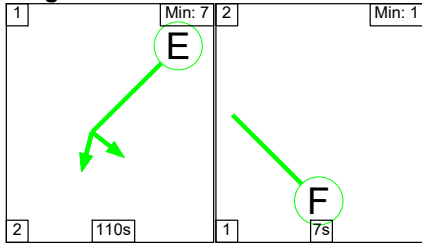
| | | | | | | | | | | | | | |
|-------------------------------------------|------|------|---|---|---|-------|------------------------------------------|---|--------|---------------------|-----|-----|-----|
| 12/1 | 90 | 90 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 1683 | 1683 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13/2 | 111 | 111 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 1146 | 1146 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 634 | 634 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 15/1 | 48 | 48 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 15/2 | 389 | 389 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 Stream: 1 PRC for Signalled Lanes (%): | | | | | | -63.6 | Total Delay for Signalled Lanes (pcuHr): | | 796.88 | Cycle Time (s): 120 | | | |
| C1 Stream: 2 PRC for Signalled Lanes (%): | | | | | | -34.0 | Total Delay for Signalled Lanes (pcuHr): | | 28.25 | Cycle Time (s): 120 | | | |
| PRC Over All Lanes (%): | | | | | | -63.6 | Total Delay Over All Lanes(pcuHr): | | 828.98 | | | | |

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

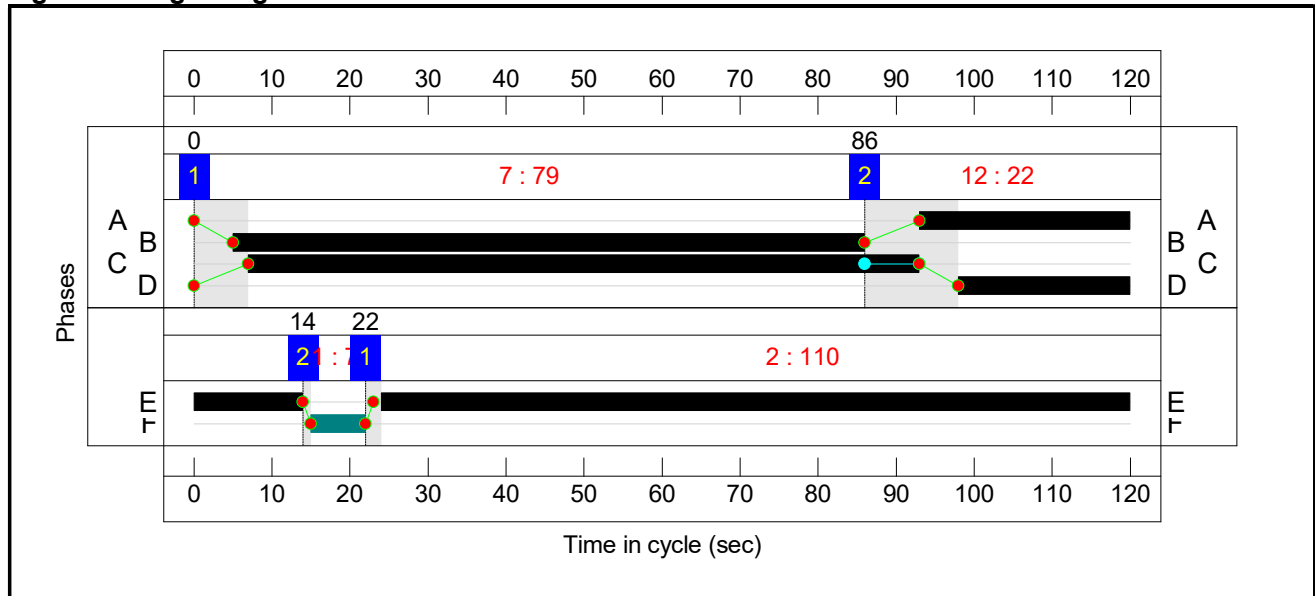
Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 79 | 22 |
| Change Point | 0 | 86 |

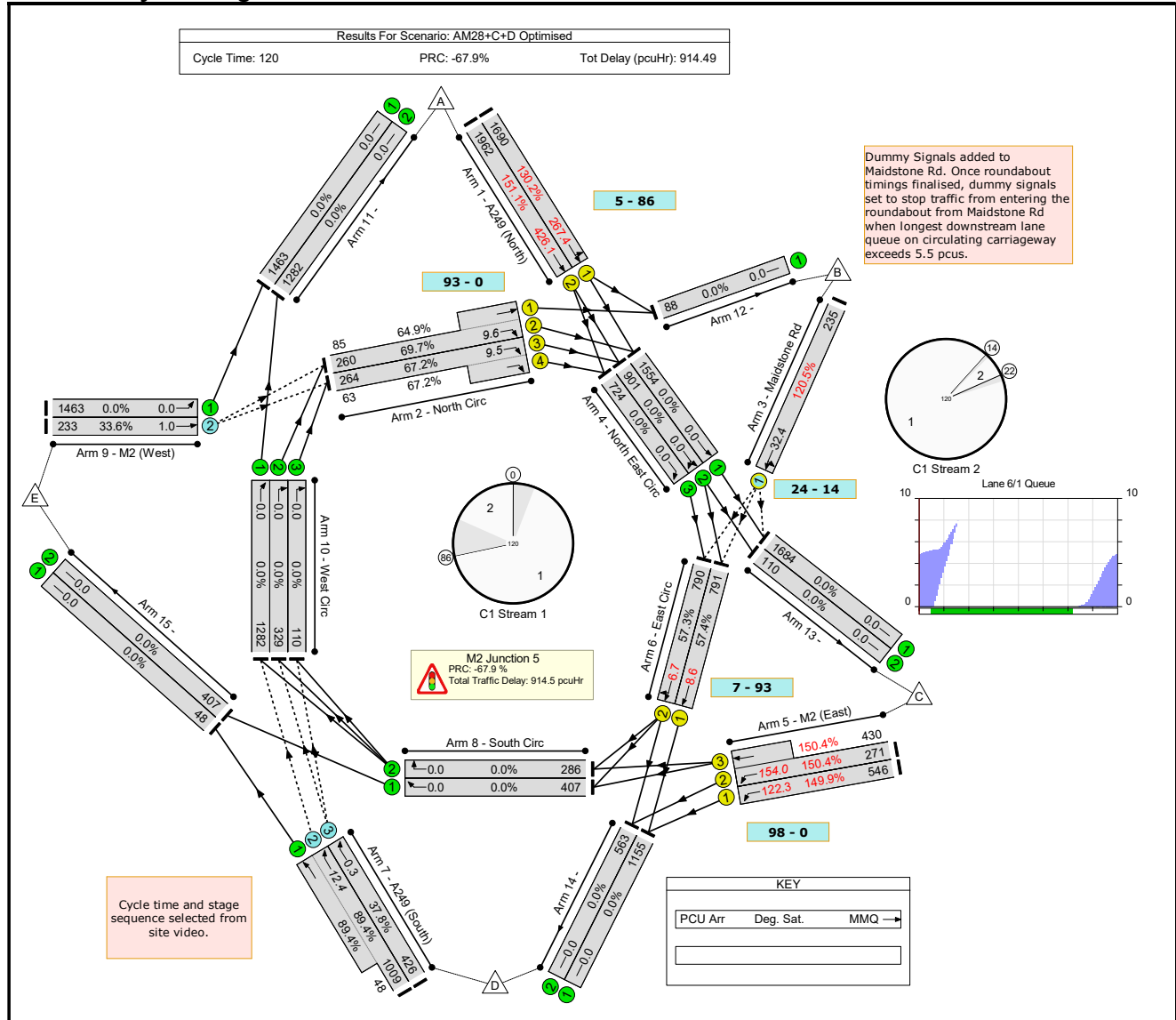
Stage Stream: 2

| Stage | 1 | 2 |
|--------------|-----|----|
| Duration | 110 | 7 |
| Change Point | 22 | 14 |

Signal Timings Diagram



Network Layout Diagram



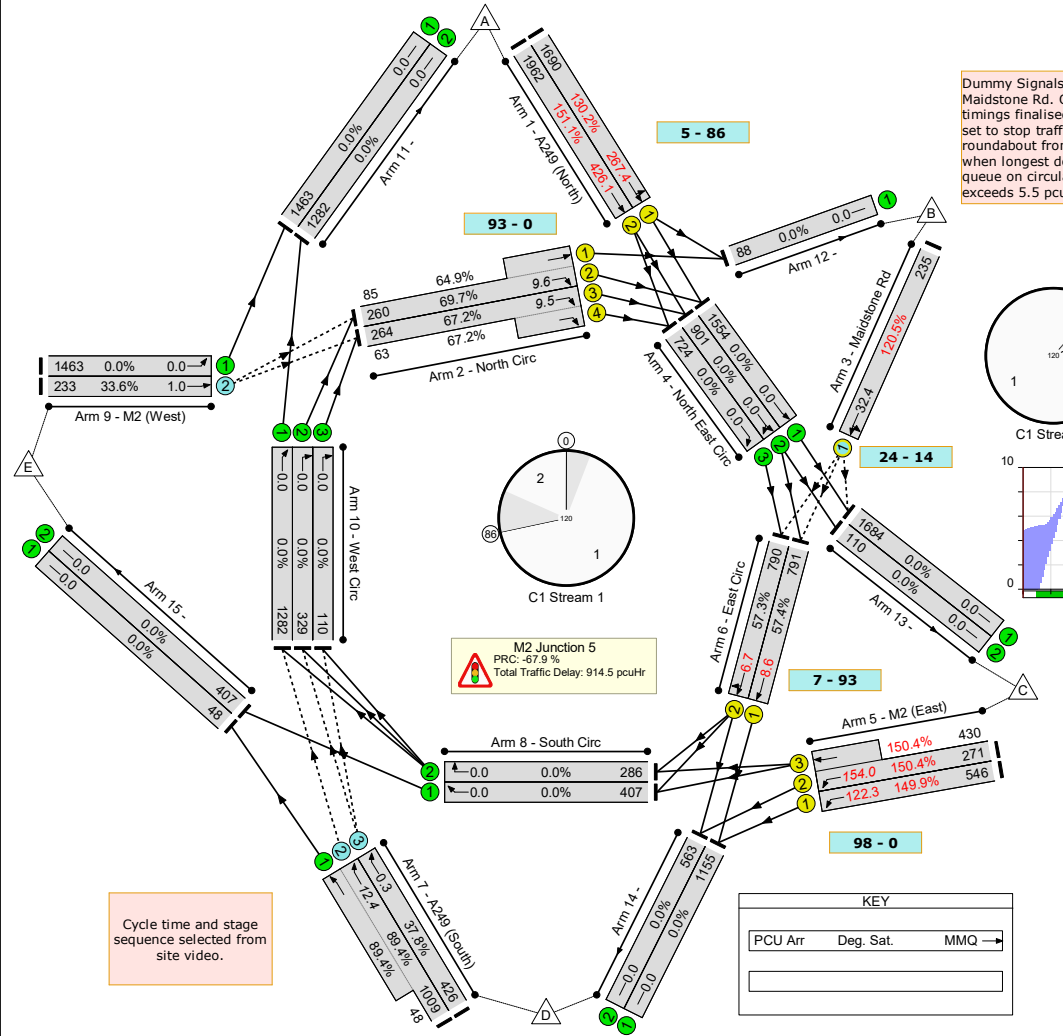
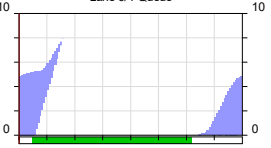
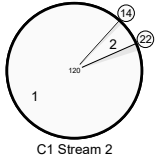
Results For Scenario: AM28+C+D Optimised
 Cycle Time: 120 PRC: -67.9% Tot Delay (pcuHr): 914.49

Dummy Signals added to Maidstone Rd. Once roundabout timings finalised, dummy signals set to stop traffic from entering the roundabout from Maidstone Rd when longest downstream lane queue on circulating carriageway exceeds 5.5 pcus.

Cycle time and stage sequence selected from site video.

M2 Junction 5
 PRC: -67.9%
 Total Traffic Delay: 914.5 pcuHr

| KEY | | |
|---------|-----------|-------|
| PCU Arr | Deg. Sat. | MMQ → |
| | | |



M2 Junction 5 Existing LinSig Data

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: M2 Junction 5 Existing Layout with Calibration | - | - | N/A | - | - | | - | - | - | - | - | - | 151.1% |
| M2 Junction 5 | - | - | N/A | - | - | | - | - | - | - | - | - | 151.1% |
| 1/1 | A249 (North) Ahead Left | U | 1 | N/A | B | | 1 | 81 | - | 1690 | 1900 | 1298 | 130.2% |
| 1/2 | A249 (North) Ahead | U | 1 | N/A | B | | 1 | 81 | - | 1962 | 1900 | 1298 | 151.1% |
| 2/2+2/1 | North Circ Right Ahead | U | 1 | N/A | A | | 1 | 27 | - | 351 | 1900:1900 | 373+130 | 69.7 : 64.9% |
| 2/3+2/4 | North Circ Right | U | 1 | N/A | A | | 1 | 27 | - | 327 | 1900:1900 | 393+94 | 67.2 : 67.2% |
| 3/1 | Maidstone Rd Ahead Left | O | 2 | N/A | E | | 1 | 110 | - | 235 | 1272 | 195 | 120.5% |
| 4/1 | North East Circ Ahead | U | N/A | N/A | - | | - | - | - | 1945 | Inf | Inf | 0.0% |
| 4/2 | North East Circ Right Ahead | U | N/A | N/A | - | | - | - | - | 1227 | Inf | Inf | 0.0% |
| 4/3 | North East Circ Right | U | N/A | N/A | - | | - | - | - | 1062 | Inf | Inf | 0.0% |
| 5/1 | M2 (East) Left | U | 1 | N/A | D | | 1 | 22 | - | 546 | 1900 | 364 | 149.9% |
| 5/2+5/3 | M2 (East) Ahead Left | U | 1 | N/A | D | | 1 | 22 | - | 701 | 1900:1900 | 180+286 | 150.4 : 150.4% |
| 6/1 | East Circ Ahead | U | 1 | N/A | C | | 1 | 86 | - | 1117 | 1900 | 1378 | 57.4% |
| 6/2 | East Circ Right Ahead | U | 1 | N/A | C | | 1 | 86 | - | 1141 | 1900 | 1378 | 57.3% |
| 7/2+7/1 | A249 (South) Ahead Ahead2 | O+U | N/A | N/A | - | | - | - | - | 1057 | 1900:1900 | 1128+54 | 89.4 : 89.4% |
| 7/3 | A249 (South) Ahead | O | N/A | N/A | - | | - | - | - | 426 | Inf | 1128 | 37.8% |
| 8/1 | South Circ Ahead | U | N/A | N/A | - | | - | - | - | 606 | Inf | Inf | 0.0% |
| 8/2 | South Circ Right | U | N/A | N/A | - | | - | - | - | 430 | Inf | Inf | 0.0% |

M2 Junction 5 Existing LinSig Data

| | | | | | | | | | | | | |
|------|-----------------|---|-----|-----|---|---|---|---|------|-----|-----|-------|
| 9/1 | M2 (West) Left | U | N/A | N/A | - | - | - | - | 1463 | Inf | Inf | 0.0% |
| 9/2 | M2 (West) Ahead | O | N/A | N/A | - | - | - | - | 233 | Inf | 693 | 33.6% |
| 10/1 | West Circ Ahead | U | N/A | N/A | - | - | - | - | 1420 | Inf | Inf | 0.0% |
| 10/2 | West Circ Right | U | N/A | N/A | - | - | - | - | 335 | Inf | Inf | 0.0% |
| 10/3 | West Circ Right | U | N/A | N/A | - | - | - | - | 110 | Inf | Inf | 0.0% |
| 11/1 | | U | N/A | N/A | - | - | - | - | 1463 | Inf | Inf | 0.0% |
| 11/2 | | U | N/A | N/A | - | - | - | - | 1420 | Inf | Inf | 0.0% |
| 12/1 | | U | N/A | N/A | - | - | - | - | 96 | Inf | Inf | 0.0% |
| 13/1 | | U | N/A | N/A | - | - | - | - | 2101 | Inf | Inf | 0.0% |
| 13/2 | | U | N/A | N/A | - | - | - | - | 110 | Inf | Inf | 0.0% |
| 14/1 | | U | N/A | N/A | - | - | - | - | 1663 | Inf | Inf | 0.0% |
| 14/2 | | U | N/A | N/A | - | - | - | - | 806 | Inf | Inf | 0.0% |
| 15/1 | | U | N/A | N/A | - | - | - | - | 48 | Inf | Inf | 0.0% |
| 15/2 | | U | N/A | N/A | - | - | - | - | 606 | Inf | Inf | 0.0% |

M2 Junction 5 Existing LinSig Data

| 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: M2 Junction 5 Existing Layout with Calibration | - | - | 1863 | 0 | 0 | 141.4 | 773.1 | 0.0 | 914.5 | - | - | - | - |
| M2 Junction 5 | - | - | 1863 | 0 | 0 | 141.4 | 773.1 | 0.0 | 914.5 | - | - | - | - |
| 1/1 | 1690 | 1298 | - | - | - | 29.9 | 198.0 | - | 227.8 | 485.3 | 69.4 | 198.0 | 267.4 |
| 1/2 | 1962 | 1298 | - | - | - | 51.1 | 333.3 | - | 384.4 | 705.3 | 92.7 | 333.3 | 426.1 |
| 2/2+2/1 | 345 | 345 | - | - | - | 4.0 | 1.1 | - | 5.1 | 53.1 | 8.5 | 1.1 | 9.6 |
| 2/3+2/4 | 327 | 327 | - | - | - | 3.7 | 1.0 | - | 4.7 | 51.7 | 8.5 | 1.0 | 9.5 |
| 3/1 | 235 | 195 | 195 | 0 | 0 | 5.6 | 22.6 | - | 28.2 | 432.1 | 9.7 | 22.6 | 32.4 |
| 4/1 | 1554 | 1554 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 901 | 901 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/3 | 724 | 724 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 546 | 364 | - | - | - | 19.9 | 92.4 | - | 112.3 | 740.6 | 29.9 | 92.4 | 122.3 |
| 5/2+5/3 | 701 | 466 | - | - | - | 25.3 | 118.9 | - | 144.1 | 740.2 | 35.1 | 118.9 | 154.0 |
| 6/1 | 791 | 791 | - | - | - | 1.1 | 0.7 | - | 1.8 | 8.1 | 7.9 | 0.7 | 8.6 |
| 6/2 | 790 | 790 | - | - | - | 0.7 | 0.7 | - | 1.4 | 6.5 | 6.0 | 0.7 | 6.7 |
| 7/2+7/1 | 1057 | 1057 | 1009 | 0 | 0 | 0.1 | 4.0 | - | 4.1 | 13.9 | 8.4 | 4.0 | 12.4 |
| 7/3 | 426 | 426 | 426 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 2.6 | 0.0 | 0.3 | 0.3 |
| 8/1 | 407 | 407 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/2 | 286 | 286 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/1 | 1463 | 1463 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/2 | 233 | 233 | 233 | 0 | 0 | 0.0 | 0.3 | - | 0.3 | 4.0 | 0.7 | 0.3 | 1.0 |
| 10/1 | 1282 | 1282 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/2 | 329 | 329 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10/3 | 110 | 110 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11/1 | 1463 | 1463 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11/2 | 1282 | 1282 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

M2 Junction 5 Existing LinSig Data

| | | | | | | | | | | | | | |
|-------------------------------------------|------|------|---|---|---|-------|------------------------------------------|---|--------|---------------------|-----|-----|-----|
| 12/1 | 88 | 88 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 1684 | 1684 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13/2 | 110 | 110 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/1 | 1155 | 1155 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14/2 | 563 | 563 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 15/1 | 48 | 48 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 15/2 | 407 | 407 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 Stream: 1 PRC for Signalled Lanes (%): | | | | | | -67.9 | Total Delay for Signalled Lanes (pcuHr): | | 881.64 | Cycle Time (s): 120 | | | |
| C1 Stream: 2 PRC for Signalled Lanes (%): | | | | | | -33.9 | Total Delay for Signalled Lanes (pcuHr): | | 28.21 | Cycle Time (s): 120 | | | |
| PRC Over All Lanes (%): | | | | | | -67.9 | Total Delay Over All Lanes(pcuHr): | | 914.49 | | | | |