

Appendix 11

Sevington Inland Border Facility

M20 Junction 10a Mitigation – Preliminary Option Assessment

Date: November 2025
Client Name: Department for Transport (DfT), His Majesty’s Revenue & Customs (HMRC) and Department for Environment, Food and Rural Affairs (DEFRA)

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This document has been prepared and checked in accordance with Waterman Group’s IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

Issue	Prepared by	Checked by	Approved by
P03.S3	M Scroggs Principal Transport Planner	A Beard Senior Associate Director	A Beard Senior Associate Director

1. Introduction

- 1.1. Department for Transport (DfT), His Majesty’s Revenue & Customs (HMRC) and Department for Environment, Food and Rural Affairs (DEFRA) (together the ‘Applicant’) have appointed Waterman Infrastructure and Environment Ltd (‘Waterman’) to prepare this Technical Note (TN) in response to Statutory Consultee Comments relating to the full planning application (Ref: CROWN/2025/0000002) for the retention and continued operation of the existing Sevington Inland Border Facility and Border Control Post (the ‘Proposed Development’, ‘Sevington IBF’) in Ashford, Kent (the ‘Application Site’).
- 1.2. The Proposed Development comprises:
“Buildings, Goods Vehicle parking spaces, entry lanes, refrigerated semi-trailers, staff car parking spaces, access, site infrastructure, utilities, hardstanding, landscaping and ancillary facilities and associated works; and ongoing use of the site for an Inland Border Facility and Border Control Post, operating 24 hours per day, seven days per week.”
- 1.3. A supporting Transport Assessment (TA) was prepared by Waterman (Ref: 20982110-WAT-XX-XX-RP-N-800001_P02), dated April 2025, and submitted as part of the planning application.
- 1.4. Kent County Council (KCC) subsequently responded with comments on the application in an emailed letter, dated 12th September 2025, which was provided by JLL, the planning consultant representing the Applicant. The comments relating to Highways and Transportation covered elements such as the committed developments considered within the assessment, the results of the modelling of the junctions assessed, the signage strategy and the travel plan. As part of their response, a holding objection with regard to Highways and Transportation has been raised by KCC on the following grounds:
‘The County Council as the Highway Authority considers that there is a severe impact from the proposals on M20 Junction 10A, specifically on the A20 Hythe Road arms and a suitable mitigation scheme should be submitted and implemented for these arms in order that the proposals will not have a severe highway impact on the junction.’
- 1.5. Further to this, within the specific comments, KCC state: *“The A20 Hythe Road arms are under the control of the County Council. The modelling results demonstrate in a 2024 baseline a severe impact*

on the A20 Hythe Road arms of this junction (both eastbound and westbound) in both the AM and PM Peaks once the development traffic is added. This is especially the case on eastbound arm in the PM peak where the queue goes up from 7 vehicles to 34 vehicles with the degree of saturation going up from 88% to 104%. The modelling results also demonstrate in a 2026 baseline a severe impact on the A20 Hythe Road arms of this junction (both eastbound and westbound) once the development traffic is added. Again, this is especially the case on the eastbound arm in the AM Peak where the queue goes up from 9 vehicles to 36 vehicles with the degree of saturation going up from 89% to 103% and in the PM peak where the queue goes up from eight vehicles to 42 vehicles with the degree of Saturation' going up from 91% to 108%. There are similar modelling results in terms of the degree of severity for the 2036 horizon year, which again show a severe impact from the proposed development on this junction. The applicant therefore needs to submit a mitigation scheme on the A20 arms of this junction. An accompanying Stage 1 of the Road Safety Audit (RSA) and Designers response also needs to be submitted to support any mitigation scheme. The County Council would welcome further discussions with the applicant and National Highways regarding a mitigation scheme at this junction."

- 1.6. A meeting was subsequently held with KCC and National Highways on 28th October 2025 to discuss their comments and, more specifically, M20 Junction 10a given the holding objection and comment referred to above. This focussed on the need to improve the operation of the A20 eastbound and A20 westbound approaches to the junction, which are currently give-way controlled and frequently experience lengthy queues and long delays during peak hours. It is noted that for all items unrelated to M20 Junction 10a, KCC confirmed that they consider the approach used by Waterman to be robust and do not require revisions to the assessments undertaken.
- 1.7. At the meeting, Waterman discussed a preliminary design developed for a potential scheme to improve the operation of the A20 eastbound and A20 westbound approaches. The results obtained from the initial modelling of this were also discussed and both KCC and National Highways considered the mitigation layout proposal and its forecast operation to be reasonable in principle. KCC subsequently requested that a Technical Note (TN) be drafted by Waterman to provide further details of the proposed layout and the modelling of this undertaken for them to review prior to a decision to be made on whether the scheme meets their criteria to lift the holding object on Transport grounds. National Highways supported this request.
- 1.8. This TN therefore specifically addresses the KCC concerns over the operation of M20 Junction 10a by reconfirming the operation of the existing layout and providing further details of the mitigation layout and its operation. It is structured as follows:
 - Section 2 – Operation of Existing Layout;
 - Section 3 – Preliminary Option Layout Design;
 - Section 4 – Modelling of Preliminary Option Layout; and
 - Section 5 – Conclusions

2. Operation of Existing Layout

- 2.1. The April 2025 TA included a LinSig modelling assessment of M20 Junction 10a using the observed 2024 Base including Sevington IBF traffic flows.
- 2.2. The performance of signalised junctions modelled within LinSig is typically indicated using standard outputs and the following outputs are shown for each modelled scenario:
 - Degree of Saturation (DoS) - The DoS is defined as the ratio of flow-to-capacity for each junction approach lane and a Degree of Saturation of 90% is considered the practical capacity of the lane, with a value of 100% the actual capacity.

- Mean Maximum Queue (MMQ) – The MMQ is the average maximum queue (in PCUs) on each approach lane across the modelled peak hour.
- Average Vehicle Delay (Delay) – The Delay is the average vehicle delay (in seconds per PCU) on each approach lane across the modelled peak hour.
- Practical Reserve Capacity (PRC) - PRC is a measure of how much additional traffic can pass through a junction whilst maintaining a maximum DoS of 90% on all lanes. A positive PRC value indicates that the junction has spare capacity while a negative PRC value indicates that the junction is operating above capacity.

2.3. The LinSig modelling assessment results for the 2024 observed situation, as shown in the TA, are shown in Table 1 below with the results for the A20 eastbound and A20 westbound approaches highlighted.

Table 1: 2024 Base with Sevington (Observed Scenario) LinSig Results for M10 Junction 10a

LinSig Lane ID	Junction Approach Lane	2024 AM Peak		2024 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2024 Base with Sevington IBF					
1/1+1/2	M20 EB Off-Slip Ahead Left	57.1 : 57.1%	3.1	56.2 : 56.2%	3.2
1/3	M20 EB Off-Slip Ahead	20.4%	1	37.4%	2
2/1	W Circ Ahead Left	76.8%	10.2	80.3%	8.6
2/2	W Circ Ahead	50.3%	4	57.8%	4.8
1/1	A20 EB Ahead	99.2%	17.6	104.3%	34.4
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	99.1 : 99.1%	17.9	86.1 : 86.1%	6.2
1/1	E Circ Right	32.7%	2.9	42.1%	2.4
1/2	E Circ Right	33.0%	3.1	53.1%	3.8
1/3	E Circ Right	36.8%	3.1	50.9%	3.1
2/2+2/1	M20 WB Off-Slip Ahead	62.3 : 62.4%	5.7	42.9 : 43.0%	3.2
2/3	M20 WB Off-Slip Ahead	34.2%	2.5	9.2%	0.5
1/2+1/1	A2070 EB Ahead Left	54.5 : 54.5%	1.7	54.8 : 54.8%	1.7
1/3	A2070 EB Ahead	77.4%	4.6	64.6%	2.6
PRC % =		-10.3%		-15.9%	
Cycle Time =		46s		38s	

2.4. The results demonstrated that M20 Junction 10a is currently at capacity due to the A20 eastbound and westbound approaches operating with DoS values over 90% with associated moderate to long queues and delays, with a maximum DoS of 104.3% and associated MMQ of 34.4 PCUs on the A20 eastbound approach in the PM peak. This is consistent with the typically observed operation on site during weekday peak hours.

2.5. The TA also included results for the 2026 and 2036 future assessment years. For the purposes of this TN, the results for the 2036 Base without Sevington IBF, 2036 Base with Sevington IBF and 2036 Base with Sevington 4 IBF traffic flow scenarios have been repeated below in Table 2 with the results for the A20 eastbound and A20 westbound approaches highlighted.

Table 2: 2036 Scenario LinSig Results for Existing M20 Junction 10a Layout

LinSig Lane ID	Junction Approach Lane	2036 AM Peak			2036 PM Peak		
		DoS %	MMQ (PCUs)	Delay (s/PCU)	DoS %	MMQ (PCUs)	Delay (s/PCU)
2036 Base without Sevington IBF							
1/1+1/2	M20 EB Off-Slip Ahead Left	70.3 : 0.0%	4.0	35.7	76.2 : 76.2%	4.5	32.3
1/3	M20 EB Off-Slip Ahead	13.5%	0.6	22.2	29.6%	1.3	18.8
2/1	W Circ Ahead Left	86.9%	12	16.1	83.5%	9.7	15.8
2/2	W Circ Ahead	50.5%	4.4	8.4	59.2%	4.8	10.6
1/1	A20 EB Ahead	130.0%	107.1	454.4	123.7%	81.4	378.4
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	106.0 : 106.0%	48.7	138.9	94.6 : 94.3%	10.9	36.7
1/1	E Circ Right	53.3%	3.6	19.8	44.2%	2.4	15.5
1/2	E Circ Right	49.9%	3.6	15.2	51.8%	3.3	12.9
1/3	E Circ Right	50.8%	3.3	16.3	49.9%	2.8	14.0
2/2+2/1	M20 WB Off-Slip Ahead	57.0 : 57.0%	6.1	10.1	55.4 : 55.4%	4.6	9.9
2/3	M20 WB Off-Slip Ahead	26.8%	2.1	9.1	11.8%	0.7	8.4
1/2+1/1	A2070 EB Ahead Left	70.2 : 70.2%	3.5	7.0	62.6 : 62.6%	2.5	5.0
1/3	A2070 EB Ahead	80.9%	6.3	13.7	75.9%	4.3	10.0
PRC % =			-44.5%		-37.4%		
Cycle Time =			46s		38s		
2036 Base with Sevington IBF							
1/1+1/2	M20 EB Off-Slip Ahead Left	70.3 : 0.0%	4.0	35.7	76.2 : 35.7%	3.6	18.4
1/3	M20 EB Off-Slip Ahead	52.5%	2.6	28.3	33.7%	1.5	19.4
2/1	W Circ Ahead Left	90.4%	13.7	20.1	85.6%	10	18.8
2/2	W Circ Ahead	55.7%	5.6	9.6	69.5%	7.5	14.0
1/1	A20 EB Ahead	151.0%	146.3	656.0	144.1%	119.3	590.8
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	122.8 : 122.8%	96.5	361.4	131.4 : 131.4%	98.2	459.5
1/1	E Circ Right	58.4%	4	22.1	80.6%	5.5	35.3
1/2	E Circ Right	62.9%	5	17.7	65.3%	4	23.9
1/3	E Circ Right	54.2%	3.5	17.8	60.1%	3.4	22.0
2/2+2/1	M20 WB Off-Slip Ahead	58.4 : 58.4%	6.1	9.5	51.3 : 51.3%	4.2	7.5
2/3	M20 WB Off-Slip Ahead	25.7%	2	8.4	10.1%	0.6	6.4
1/2+1/1	A2070 EB Ahead Left	78.4 : 78.4%	5.4	9.0	69.4 : 69.4%	2.8	5.5
1/3	A2070 EB Ahead	86.5%	8.2	17.8	84.1%	5.9	13.4
PRC % =			-67.8%		-60.2%		
Cycle Time =			46s		38s		

LinSig Lane ID	Junction Approach Lane	2036 AM Peak			2036 PM Peak		
		DoS %	MMQ (PCUs)	Delay (s/PCU)	DoS %	MMQ (PCUs)	Delay (s/PCU)
2036 Base with Sevington 4 IBF							
1/1+1/2	M20 EB Off-Slip Ahead Left	70.3 : 0.0%	4.0	35.7	76.2 : 76.2%	4.5	30.1
1/3	M20 EB Off-Slip Ahead	59.0%	3.1	30.3	69.8%	3.9	28.1
2/1	W Circ Ahead Left	90.8%	14	20.7	88.6%	10.3	21.4
2/2	W Circ Ahead	56.8%	5.5	9.6	70.9%	7.8	14.0
1/1	A20 EB Ahead	155.5%	152.9	692.3	153.3%	132.3	668.9
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	126.5 : 126.5%	106.1	405.0	122.9 : 83.6%	62.6	276.2
1/1	E Circ Right	54.0%	3.7	19.8	53.1%	3.5	23.0
1/2	E Circ Right	59.2%	4.9	15.0	69.7%	5.2	25.2
1/3	E Circ Right	50.1%	3.1	15.7	52.8%	3.5	20.7
2/2+2/1	M20 WB Off-Slip Ahead	58.7 : 58.8%	6.3	10.3	54.5 : 54.5%	4.6	9.1
2/3	M20 WB Off-Slip Ahead	26.8%	2.1	9.1	11.2%	0.7	7.7
1/2+1/1	A2070 EB Ahead Left	79.4 : 79.4%	4.6	9.2	72.1 : 72.1%	3.1	6.1
1/3	A2070 EB Ahead	87.6%	8.6	18.8	86.1%	6.8	15.2
PRC % =			-72.8%		-70.3%		
Cycle Time =			46s		38s		

- 2.6. The results indicated that the junction is likely to operate significantly over capacity in the 2036 Base without Sevington IBF scenario traffic flows due to the A20 eastbound and A20 westbound approaches operating with DoS values above 100% and with associated lengthy queues and delays, with a maximum DoS of 130.7% and associated MMQ of 107.1 PCUs and average delay of 454.4s/PCU on the A20 eastbound approach in the AM peak.
- 2.7. It was also indicated that the 2036 Base flows inclusive of the Sevington IBF and 'worst-case' sensitivity test Sevington 4 IBF traffic flows would be expected to exacerbate the congestion on the two A20 approaches, most notably on the A20 westbound approach in both peak hours.
- 2.8. Given the estimated impact of the Sevington IBF traffic on the A20 westbound and A20 eastbound approaches of M20 Junction 10a, which would already operate above capacity in the 2036 Base (without Sevington IBF) scenario, a preliminary mitigation scheme that improves the operation of these two A20 approaches has been designed, and this is discussed in the following section.

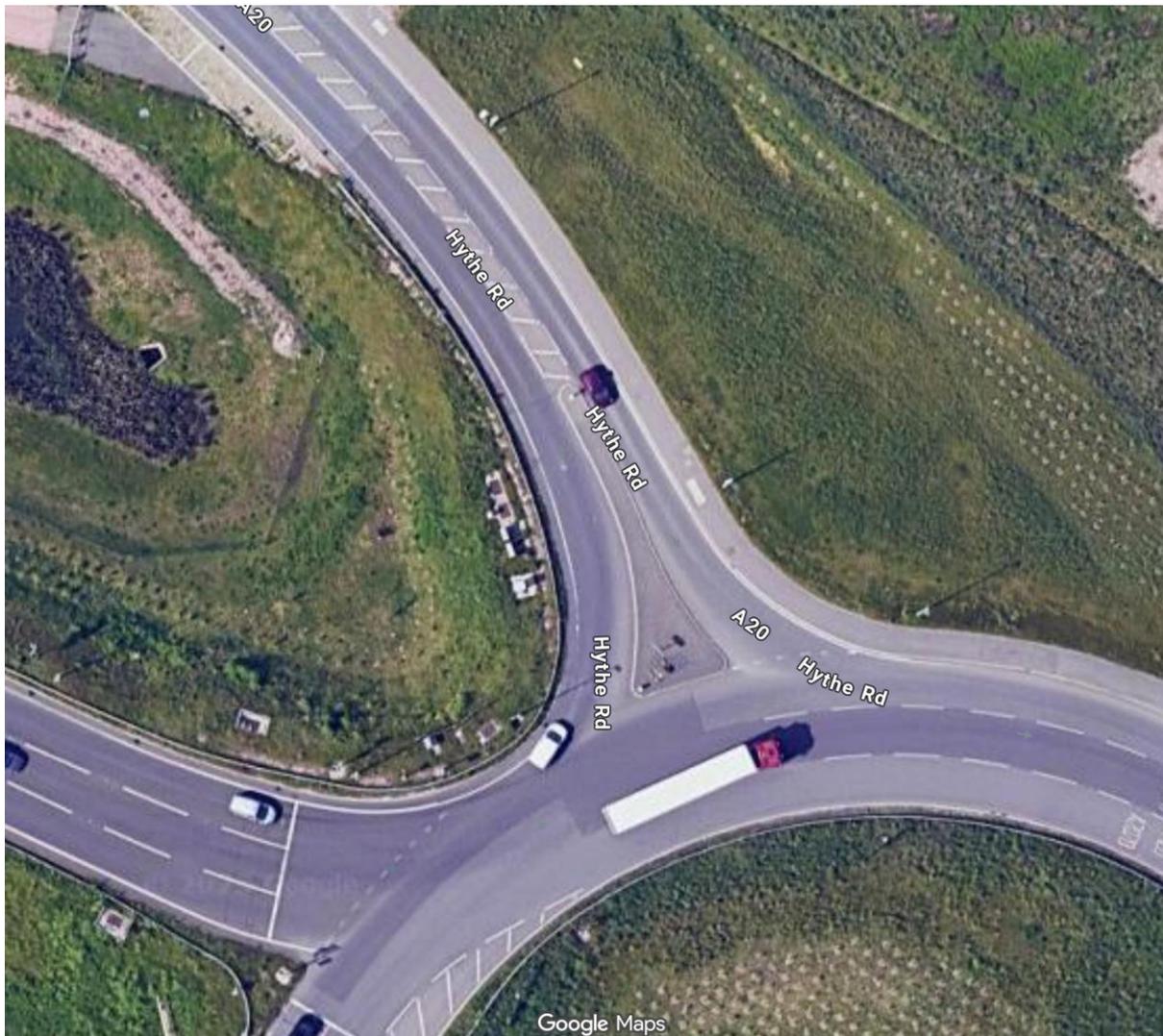
3. Preliminary Mitigation Layout Design

- 3.1. Various measures to improve the operation of both the A20 eastbound and A20 westbound approaches were considered taking into account the existing constraints at the junction and minimising any impact on the other approaches and the circulatory carriageway.

A20 Eastbound Approach

- 3.2. This approach currently comprises one lane which flares out to a wide one-lane approach at the give-way line where it adjoins the circulatory carriageway, as shown in the below satellite photo extract from Google Maps within Figure 1.

Figure 1 : Existing Layout on A20 eastbound approach



- 3.3. Traffic signal control on the A20 eastbound approach and the corresponding roundabout circulatory carriageway has been considered. However, given the proximity of the A20 eastbound approach to the M20 eastbound off-slip approach and the narrow width of the traffic island at the intersection of the A20 with the roundabout, there is insufficient available space on the circulatory carriageway to store vehicles queueing at the stopline without the queue blocking the exit to the A20 and extending back to the M20 off-slip approach and corresponding circulatory carriageway stopline.
- 3.4. It is therefore considered that retaining the existing give-way control and providing additional lane capacity on the A20 eastbound approach is the preferred option for improving its operation. This was discussed with KCC and National Highways at the 28th October 2025 meeting and agreed in principle.
- 3.5. An initial preliminary option layout of this potential scheme was designed and submitted to KCC and NH on 5th November 2025 for comment. KCC noted the following regarding the changes to the A20 eastbound approach:

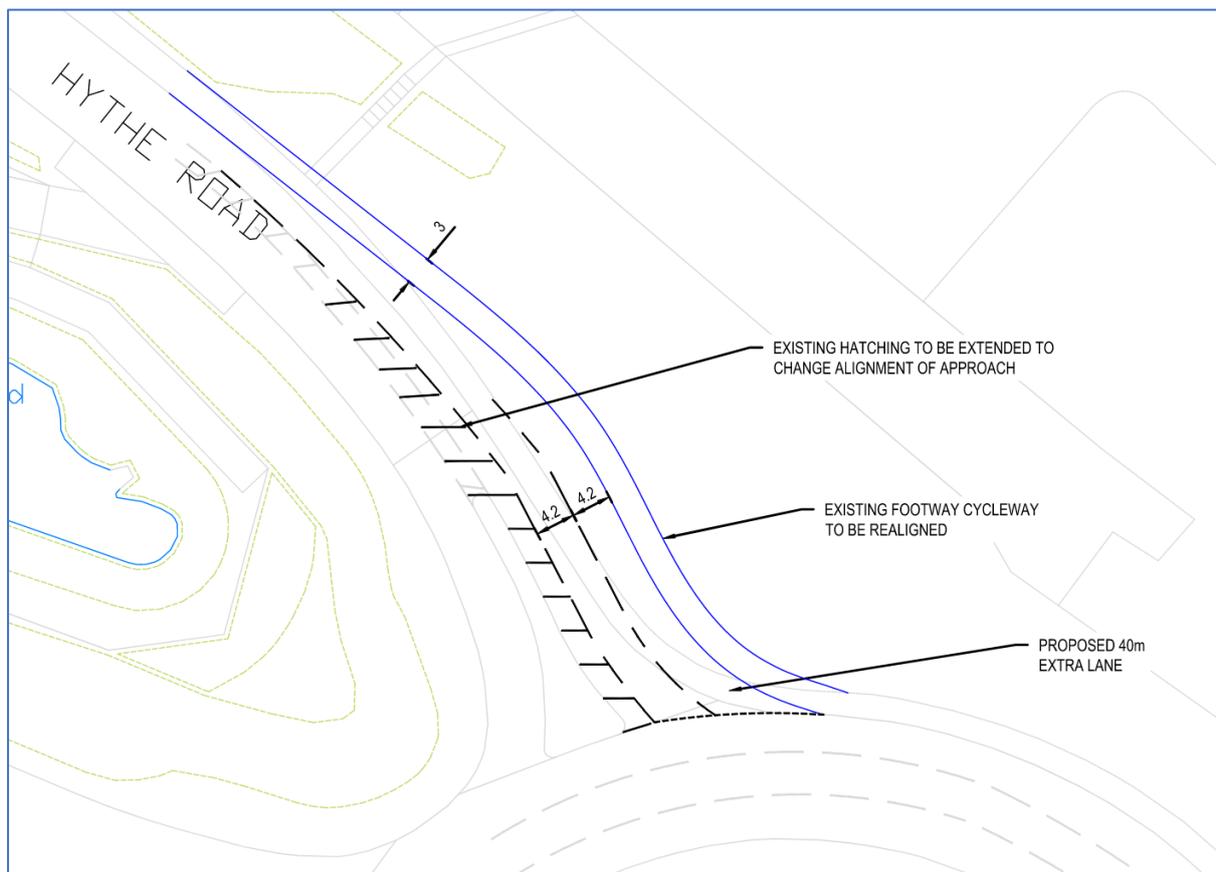
'The vehicle tracking is too tight for vehicles travelling along the A20 eastbound in the outside lane.

The approach lanes should be widened slightly to give more clearance. I would suggest the footway is re-located slightly further back into the verge so that the central island is not reduced in width any

more. I would also suggest lane widths of at least 4.2 metres so that two HGV's can safely pass another if required.'

- 3.6. Based on these comments, a revised preliminary option layout of this potential scheme has been designed and an extract of the drawing shown below in Figure 2.
- 3.7. The full drawing is shown at **Appendix A**. This includes the following key elements:
 - A 40-metre long flare (second lane) that is 4.2 wide in its middle section, which is envisaged to serve traffic headed to the A20 eastern arm, has been added to the nearside of the approach and modelled in this format. This provides sufficient width for Heavy Goods Vehicles (HGVs) to travel in the lane and not conflict with traffic in the neighbouring lane, as shown by the swept path analysis undertaken of the 16.5m long articulated HGV attached at **Appendix A**.
 - The second approach lane has been made 4.2m wide in its middle section. This provides sufficient width for HGVs to travel in the lane and not conflict with traffic in the neighbouring lane, as shown by the swept path analysis undertaken of the 16.5m long articulated HGV attached at **Appendix A**.
 - The existing 2.5m wide shared footway/cycleway has been relocated to the east to accommodate the widening of the carriageway for the additional approach lane.

Figure 2 : Preliminary Mitigation Layout on A20 Eastbound Approach

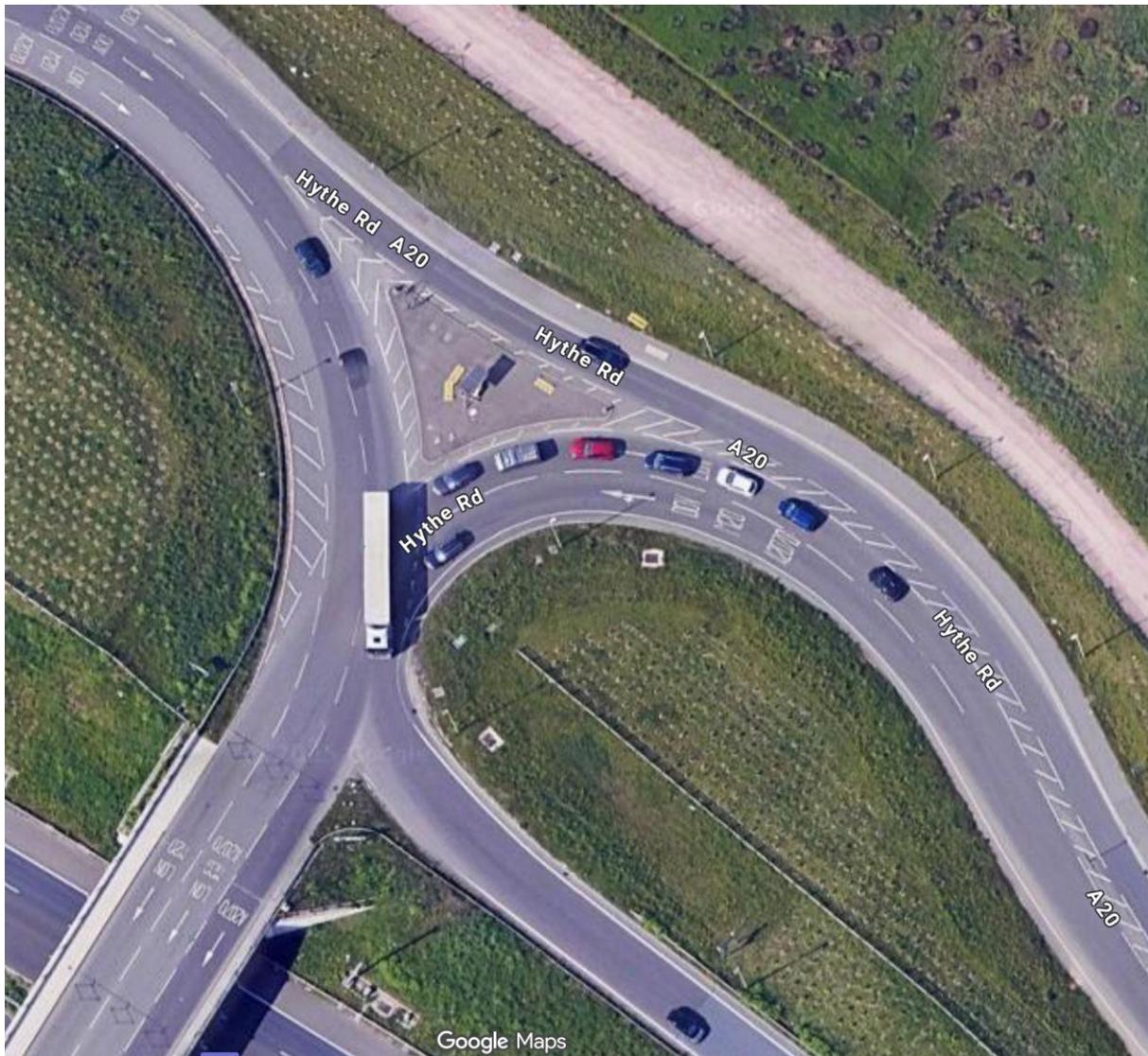


- 3.8. It is considered that this preliminary design has been revised appropriately to address the comments from KCC.
- 3.9. The modelling of this revised A20 eastbound approach within the existing M20 Junction 10a LinSig model is discussed in Section 4 of this TN.

A20 Westbound Approach

- 3.10. This approach currently comprises one lane which flares out to two 60m long lanes behind the give-way line, as shown in the satellite photo extract from Google Maps within Figure 3 below.

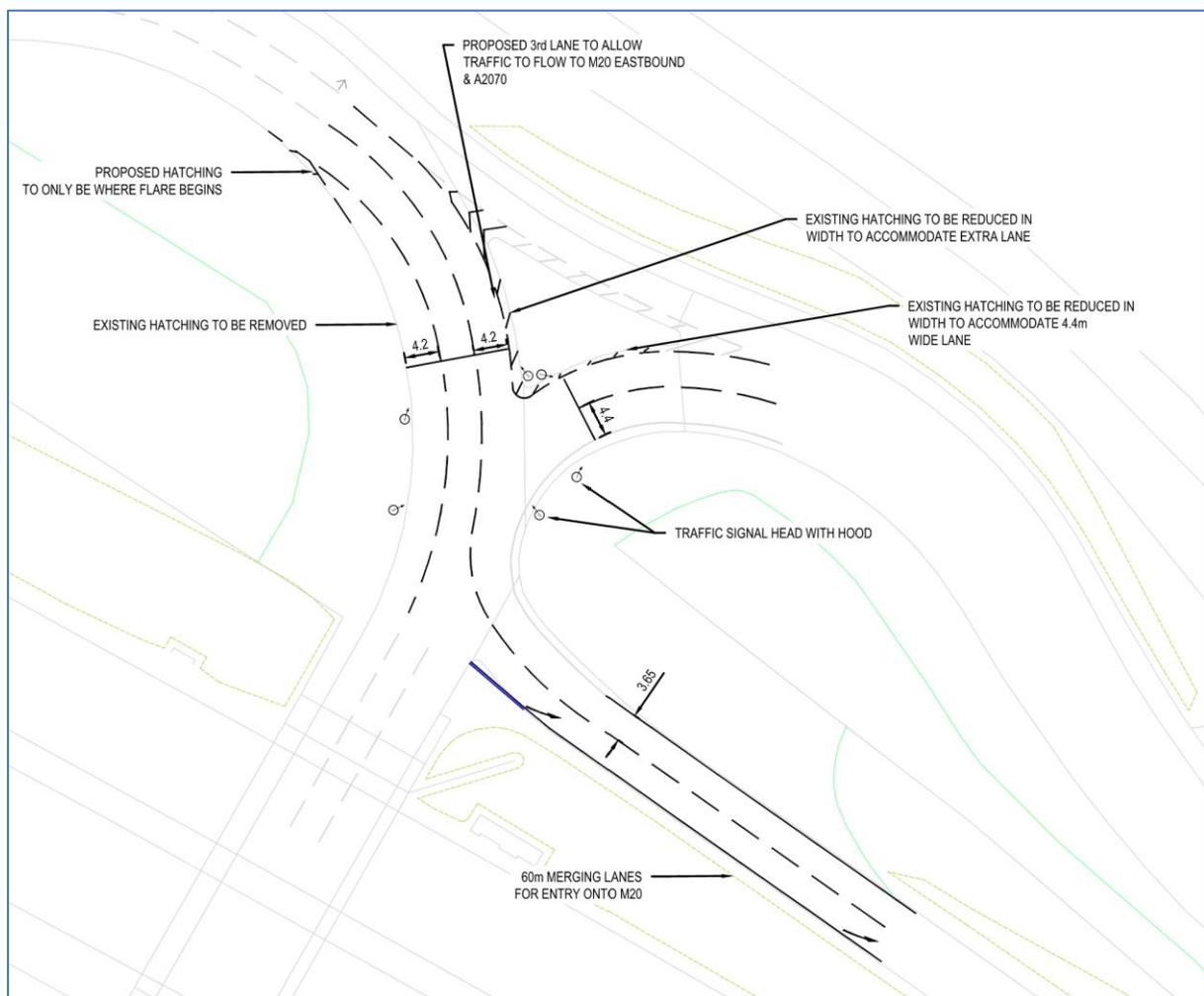
Figure 3 : Existing Layout on A20 westbound approach



- 3.11. The provision of traffic signal control on the A20 westbound approach and on the corresponding roundabout circulatory carriageway is considered the preferred option at this intersection given the larger amount of stacking space on the circulatory carriageway to store queueing vehicles behind the stopline, and also as the existing two lane section of the A20 westbound approach is sufficiently long and cannot practically be widened for an extended section.
- 3.12. A preliminary option layout of this potential scheme has been designed and an extract of the drawing shown below in Figure 4. The full drawing is shown at **Appendix A**. This includes the following key elements:
- Stoplines on both the A20 westbound approach and corresponding circulatory carriageway, with the circulatory approach widened within the existing carriageway to three approach lanes for approximately 15m. The hatching on the carriageway alongside the roundabout centre island has been removed to accommodate the third approach lane.

- The marking of two lanes on the M20 eastbound on-slip exit for approximately 60m prior to a merge, as in the same format as on the M20 westbound on-slip exit for consistency. This element may require some minor realignment of the kerb on the southern side of the on-slip at the immediate exit location from the roundabout. This measure would encourage two lanes of vehicles to pass around the circulatory and exit to the M20 eastbound on-slip, thereby providing an improvement to the current arrangement which only allows for one lane of traffic exiting to the M20 eastbound on-slip.
- A swept path analysis has been undertaken of the vehicle movements using the revised stretches of carriageway at the intersection to assess whether a 16.5m long articulated HGV can manoeuvre without straying into or overhanging neighbouring lanes or conflicting with the kerb. This analysis showed that this type of HGV could make all manoeuvres appropriately and the plans of this are shown within **Appendix A**.

Figure 4: Preliminary Mitigation Layout on A20 Westbound Approach, Circulatory & M20 Eastbound On-Slip

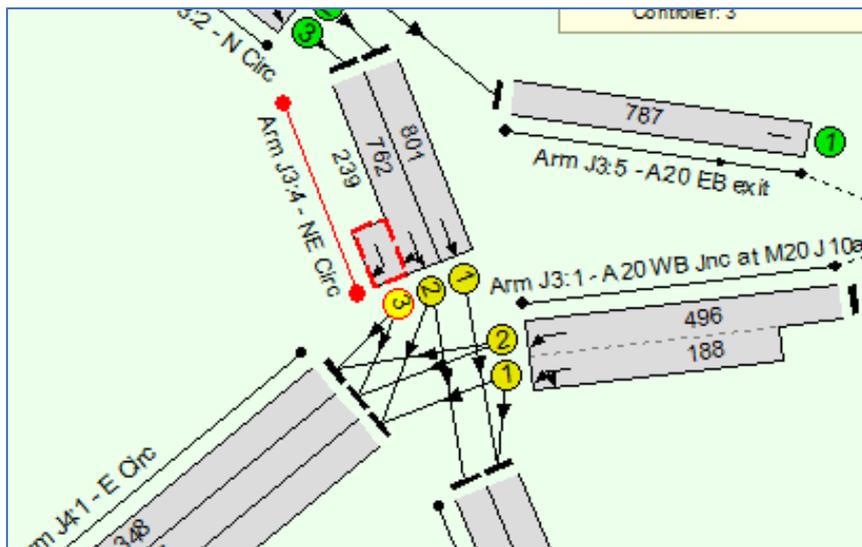


3.13. The modelling of this revised layout within the existing M20 Junction 10a LinSig model is discussed below in Section 4 of this TN.

4. Modelling of Preliminary Mitigation Layout

- 4.1. The LinSig model of the existing junction layout has been revised to reflect the proposed changes to the layout to improve the operation of the A20 eastbound and A20 westbound approaches.
- 4.2. For the proposed change to the A20 eastbound approach, a 40m long nearside flare lane has been added (J2:1/1). This lane has been designated within the model for traffic headed to the A20 eastern arm given the existing markings on lane one of the circulatory carriageway, which routes traffic to the A20 eastern arm. Based on this, Lane 2 (J2:1/2) of the eastbound approach has been designated for traffic headed to the M20 eastbound on-slip, the A2070 link road and U-turning traffic.
- 4.3. For the proposed changes to the A20 westbound approach and the corresponding circulatory carriageway, the junction node (J3) has been converted to signal-controlled operation. The lanes on both the A20 eastbound and circulatory approaches have subsequently been changed from give-way lanes to signal-controlled lanes and each assigned a traffic signal phase.
- 4.4. Lane widths of 4.4m have been applied to both lanes on the A20 westbound approach, which provides sufficient width for HGV manoeuvres entering the circulatory carriageway. Lane widths of 4.2m have been applied to both lanes of the adjoining circulatory carriageway, which again provides sufficient width for HGVs to stay in lane and make the necessary manoeuvres.
- 4.5. The lane traffic assignment applied within the model is shown below in Figure 5.

Figure 5: Lane Assignment at A20 Westbound Node of M20 J10a



- 4.6. The lane assignment adopted allows two lanes of traffic (Lanes 1 and 2) on the circulatory carriageway (J3:4/1 and 4/2) to pass through to the M20 eastbound on-slip, therefore sharing the demand of this large movement over two lanes. Traffic in Lane 2 of the circulatory carriageway would also be able to continue around the roundabout to lane J4:1/1, while traffic in Lane 3 would be guided around the circulatory carriageway to lanes J4:1/2 and 1/3. This arrangement was found to be the most optimal lane designation option tested.
- 4.7. Queue limit values of 10 PCUs and associated DoS and delay weightings were placed on the circulatory carriageway lanes J3:4/1 and 4/2 to restrict queueing on these internal links to the maximum storage of PCUs possible before blocking the upstream node by providing sufficient green signal time when the model is optimised.
- 4.8. The Cycle Time Optimisation tool within LinSig has been used to seek the most optimal cycle time at the junction in the 2036 future year scenarios with its revised layout and operation in place and this calculated a signal time of between 50 and 60 seconds (s) to be optimal for both the AM and PM peak

hours. The existing cycle times at the junction of 46s in the AM peak and 38s in the PM peak were adjusted to 50s in both peak hours as this time was considered to be close to the existing junction cycle times.

- 4.9. KCC provided an initial comment on 7th November 2025 regarding the modelled cycle time of 50s, stating the following:

'Phase A (roundabout) gets the majority of the time (roughly 60%) and Phase B (A20) gets a minimum. About a quarter of the cycle time is "wasted" on interstage times.

I have tried to increase the cycle time, and upping it to 80 seconds means Phase A gets 58 seconds of green, and Phase B gets 10 seconds. Might be worth having a little more flexibility for Phase B.

Does making any amendments above change the modelling results at all especially on the A20 arms?'

- 4.10. Further to this, the cycle time in the 2036 future year flow scenarios with the revised layout included was reviewed within LinSig and an 80 second cycle time tested. The model was optimised using the 'Optimisation to PRC' tool within LinSig, which calculates the most optimal operation of the scenario at the junction based on available capacity. It is acknowledged that a longer cycle time can produce a more efficient flow of traffic at the junction, although the modelled results of this test indicated for the worst-case 2036 Base + Sevington 4 IBF scenario that the queueing and delays on the A20 westbound and corresponding circulatory approaches would be notably longer than with the 50s cycle time in place. This aligns to the result of the test using the Cycle Optimisation tool, which suggested a shorter cycle time of around 50 to 60 seconds would be optimal, as referred to above in para 4.8.
- 4.11. Therefore, cycle times ranging between 50s and 60s have been tested for both the AM and PM peak scenarios to assess the optimal times with this range, with the model run using the Optimisation to PRC tool within LinSig. It was established that 50s is the optimal cycle time for all scenarios, apart from in the 2036 Base + Sevington 4 IBF PM peak scenario where 60s is optimal.
- 4.12. The LinSig results of the 2036 Base with Sevington IBF and 2036 Base with Sevington 4 IBF scenarios inclusive of the revised layout assessment are summarised in Table 3 below and the full outputs are shown in **Appendix B**.

Table 3: 2036 Mitigation Layout Scenario LinSig Results for M20 Junction 10a

LinSig Lane ID	Junction Approach Lane	2036 AM Peak			2036 PM Peak		
		DoS %	MMQ (PCUs)	Delay (s/PCU)	DoS %	MMQ (PCUs)	Delay (s/PCU)
2036 Base with Sevington IBF							
1/1+1/2	M20 EB Off-Slip Ahead Left	76.4%	4.6	44.0	57.3%	4.2	23.3
1/3	M20 EB Off-Slip Ahead	57.1%	2.9	32.7	54.3%	4.1	22.5
2/1	W Circ Ahead Left	89.2%	15.5	19.0	92.8%	15.1	30.9
2/2	W Circ Ahead	53.7%	6.9	9.5	70.1%	10.3	17.6
1/1	A20 EB Ahead	82.5%	4.9	11.5	95.7%	13.0	48.6
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	90.5%	12.0	35.2	93.3%	12.5	47.2
4/1	NE Circ Ahead	68.9%	8.0	12.4	72.3%	5.2	9.1
4/2+4/3	NE Circ Ahead Right	76.7%	9.8	18.0	79.2%	8.4	13.6
1/1	E Circ Right	60.2%	5.0	21.7	38.9%	4.9	20.4
1/2	E Circ Right	67.6%	6.2	25.3	39.9%	5.4	20.3
1/3	E Circ Right	63.6%	5.8	14.1	39.6%	5.1	29.2
2/2+2/1	M20 WB Off-Slip Ahead	58.7%	6.4	10.3	71.2%	7.8	18.0

LinSig Lane ID	Junction Approach Lane	2036 AM Peak			2036 PM Peak		
		DoS %	MMQ (PCUs)	Delay (s/PCU)	DoS %	MMQ (PCUs)	Delay (s/PCU)
2/3	M20 WB Off-Slip Ahead	25.8%	2.2	9.0	14.7%	1.1	13.8
1/2+1/1	A2070 EB Ahead Left	79.6%	6.3	10.2	73.1%	4.5	7.3
1/3	A2070 EB Ahead	91.3%	11.6	27.2	88.9%	10.1	20.6
PRC % =		-1.5%			-6.4%		
Cycle Time =		50s			50s		
2036 Base with Sevington 4 IBF							
1/1+1/2	M20 EB Off-Slip Ahead Left	76.4%	4.6	44.0	64.2%	5.4	30.5
1/3	M20 EB Off-Slip Ahead	64.1%	3.4	35.4	66.6%	5.8	31.1
2/1	W Circ Ahead Left	90.6%	15.6	20.2	84.1%	13.0	19.3
2/2	W Circ Ahead	54.3%	6.9	9.7	64.0%	11.5	16.0
1/1	A20 EB Ahead	84.1%	5.1	12.3	99.2%	18.3	72.7
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	88.8%	11.0	32.3	93.9%	14.0	52.8
4/1	NE Circ Ahead	71.1%	8.1	12.1	69.4%	4.2	9.0
4/2+4/3	NE Circ Ahead Right	77.9%	8.7	17.1	76.2%	9.3	11.7
1/1	E Circ Right	53.1%	4.2	15.5	62.4%	6.6	39.3
1/2	E Circ Right	67.0%	6.0	24.4	63.9%	7.3	36.9
1/3	E Circ Right	62.1%	5.9	13.6	62.0%	6.6	49.1
2/2+2/1	M20 WB Off-Slip Ahead	60.0%	6.9	11.1	54.4%	6.1	10.2
2/3	M20 WB Off-Slip Ahead	26.8%	2.3	9.7	9.6%	0.9	8.3
1/2+1/1	A2070 EB Ahead Left	82.0%	6.9	11.4	74.9%	5.9	8.0
1/3	A2070 EB Ahead	92.4%	12.3	29.8	90.7%	12.7	24.4
PRC % =		-2.6%			-10.2%		
Cycle Time =		50s			60s		

- 4.13. The modelling results indicate that the revised junction layout would operate above practical capacity but below actual capacity and with minimal to moderate queues on all approach lanes in both the AM and PM peak hours of the 2036 Base with Sevington IBF and 'worst-case' sensitivity test 2036 Base with Sevington 4 IBF scenarios.
- 4.14. With regard to the A20 eastbound approach, the results indicate that in the 2036 Base with Sevington 4 IBF scenario this would operate within practical capacity in the AM peak with a DoS of 84.1% and associated MMQ of 5.1 PCUs and delay of 12.3s/PCU, which is considered minimal. In the PM peak, the DoS is indicated to be above practical capacity but below actual capacity with a DoS of 99.2% with an associated MMQ of 18.3 PCUs and delay of 72.7s/PCU, which is considered moderate and would not extend back to other junctions and therefore considered reasonable.
- 4.15. For the A20 westbound approach, the results indicate that in the 2036 Base with Sevington 4 IBF scenario this would operate within practical capacity in the AM peak with a DoS of 88.8% and associated MMQ of 11 PCUs and delay of 32.3s/PCU, which is considered minimal to moderate. In the PM peak, the DoS is indicated to be 93.9% with an associated MMQ of 14.0 PCUs and delay of 52.8s/PCU, which is considered moderate and would not extend back to other junctions and therefore considered reasonable.

- 4.16. In terms of the circulatory carriageway approach to the proposed signalised node, the results indicate that the approach lanes would operate within practical capacity in the AM peak hour, with a maximum DoS of 67.0% and associated MMQ of 6.0 PCUs and delay of 24.4s/PCU. In the PM peak, a max DoS of 63.9% is indicated, which is within practical capacity, with an associated max MMQ of 7.3 PCUs and delay of 49.1s/PCU, and this queue being accommodated by the available stacking space.
- 4.17. A specific comparison between the modelled operation of the A20 eastbound and A20 westbound approaches in the existing layout and the proposed revised layout in the 'worst-case' sensitivity test 2036 Base + Sevington 4 IBF scenario has been shown below in Table 4 for the AM Peak scenarios and Table 5 for the PM peak scenarios. This is to clearly determine the estimated impact of providing the proposed layout changes from the 2036 Base and 2036 Base + Sevington 4 scenarios in the existing layout.

Table 4: 2036 AM Peak Existing Layout vs Proposed Mitigation Layout Operation on A20 Approaches

Junction Approach Lane	2036 Base AM Peak (Existing Layout)			2036 Base + Sevington 4 AM Peak (Existing Layout)			2036 Base + Sevington 4 – with Proposed Mitigation AM Peak		
	DoS %	MMQ (PCUs)	Delay (s/PCU)	DoS %	MMQ (PCUs)	Delay (s/PCU)	DoS %	MMQ (PCUs)	Delay (s/PCU)
A20 eastbound	130.0%	107.1	454.4	155.5%	152.9	692.3	84.1%	5.1	12.3
A20 westbound	106.0%	48.7	138.9	126.5%	106.1	405.0	88.8%	11.0	32.3

- 4.18. In the 2036 AM peak, the results indicate that the mitigation measures included would significantly improve the operation of both the A20 eastbound and A20 westbound approaches, with the queue lengths substantially shorter than in the 2036 Base + Sevington 4 IBF and 2036 Base scenarios for the existing layout, therefore providing nil-detriment impact for the worst-case Sevington 4 development traffic.

Table 5: 2036 PM Peak Existing Layout vs Proposed Mitigation Layout Operation on A20 Approaches

Junction Approach Lane	2036 Base PM Peak (Existing Layout)			2036 Base + Sevington 4 PM Peak (Existing Layout)			2036 Base + Sevington 4 – with Proposed Mitigation PM Peak		
	DoS %	MMQ (PCUs)	Delay (s/PCU)	DoS %	MMQ (PCUs)	Delay (s/PCU)	DoS %	MMQ (PCUs)	Delay (s/PCU)
A20 eastbound	123.7%	81.4	378.4	153.3%	132.3	668.9	99.2%	18.3	72.7
A20 westbound	94.6%	10.9	36.7	122.9%	62.6	276.2	93.9%	14.0	52.8

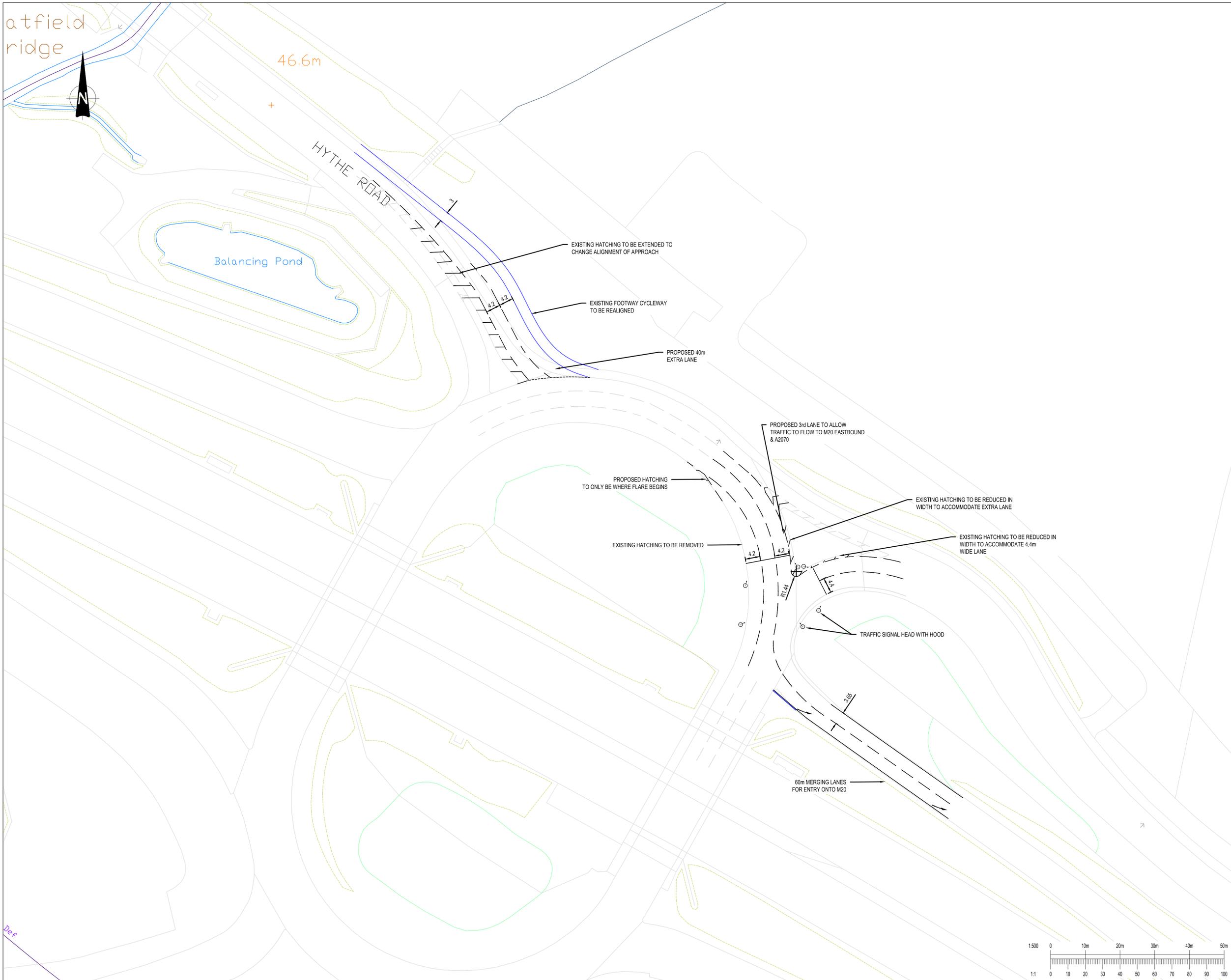
- 4.19. In the 2036 PM peak, the results indicate that the mitigation measures included would significantly improve the operation of the A20 eastbound approach, with the queue length substantially shorter than in the 2036 Base and the 2036 Base + Sevington 4 scenarios in the existing layout. It is also indicated that the A20 westbound approach would experience a significant reduction in queueing from the 2036 Base + Sevington 4 scenario from the existing layout, although a negligible increase in queueing is shown from the 2036 Base scenario with the 2036 Base + Sevington 4 development traffic included.
- 4.20. It is therefore considered that the mitigation measures proposed to the existing layout would provide substantial improvements to the operation of the A20 eastbound and A20 westbound approaches and to M20 Junction 10a in general. The revised layout would fully mitigate the impact of the modelled 'worst-case' sensitivity test Sevington 4 IBF traffic in the 2036 AM peak and in the 2036 PM peak, fully

mitigate the impact on the A20 eastbound approach and limit the residual impact to a negligible amount on the A20 westbound approach.

5. Summary & Conclusions

- 5.1. The proposed widening of the A20 eastbound approach and signalisation of the A20 westbound intersection within the preliminary layout design for M20 Junction 10a is considered to provide a workable solution to providing additional capacity and improved control of traffic at the junction.
- 5.2. The results of the modelling assessments undertaken clearly indicate that the proposed measures would provide a significant improvement in operation from the 2036 Base + Sevington 4 scenario using the existing layout, while also providing substantial improvements from the 2036 Base (without Sevington IBF) scenario conditions in all but one scenario, with only a negligible residual impact remaining from the Sevington 4 IBF traffic on the A20 westbound approach in the 2036 PM peak. This indicates that the mitigation measures would be highly beneficial for the A20 westbound and A20 eastbound approaches and M20 Junction 10a in general and would satisfactorily mitigate the likely impacts of the Proposed Development.
- 5.3. It is therefore considered that this proposed scheme is suitable for approval in principle, and subsequent implementation following detailed design and approvals.

APPENDIX A – PROPOSED SCHEME PRELIMINARY DRAWINGS & SWEPT PATH ANALYSIS



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KEY:

- EXISTING ROAD MARKINGS
- PROPOSED ROAD MARKINGS
- PROPOSED KERBING
- PROPOSED TRAFFIC SIGNAL HEADS

Rev	Date	Description	By	CHK
P02	10.11.25	ISSUED	SR	AB
P01	07.10.25	ISSUED	CW	AB

Amendments

Project **SEVINGTON INLAND BORDER FACILITY**

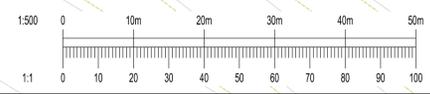
Title **PRELIMINARY M20 JUNCTION 10a PROPOSED MITIGATION SCHEME**

Client **HMRC & DEFRA**



Pickfords Wharf Clink Street London SE1 9DG
 1 020 7928 7888
 mail@watermangroup.com www.watermangroup.com

Work Stage	STAGE 2 Concept design	RIBA
Subsidiary	INFORMATION	S2
Designed By	CW Director	AB Waterman Ref WIE20982
Drawn By	CW Date	OCTOBER 2025 Scales @ A1 1:500
Project	Originator Functional Spatial Form Discipline Number	Revision
20982110-WAT-HGN-XX-DR-H-060103		P02

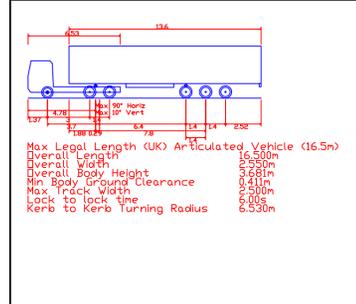




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Rev	Date	Description	By	CHK
P02	10.11.25	ISSUED	SR	AB
P01	07.10.25	ISSUED	CW	AB

Amendments

Project **SEVINGTON INLAND BORDER FACILITY**

Title **PRELIMINARY M20 JUNCTION 10a PROPOSED MITIGATION SCHEME SWEEP PATH ANALYSIS**

Client **HMRC & DEFRA**



Pickfords Wharf Clink Street London SE1 9DG
 1 020 7928 7888
 mail@watermangroup.com www.watermangroup.com

Work Stage **STAGE 2** RIBA
 Concept Design

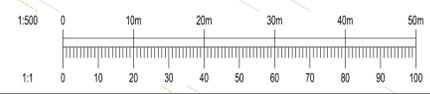
Subsidiary **INFORMATION** S2

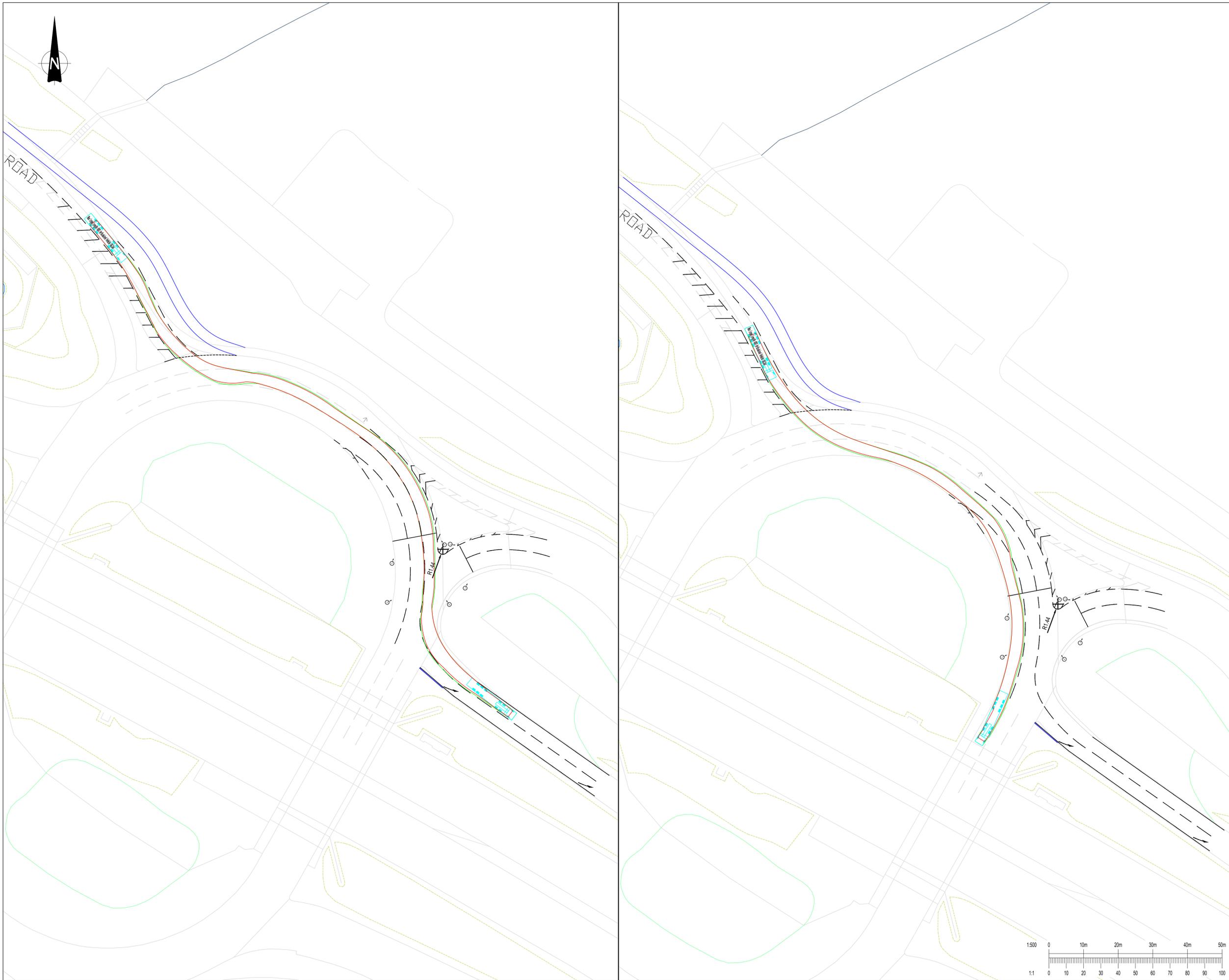
Designed By **CW** Director **AB** Waterman Ref **WIE20982**

Drawn By **CW** Date **OCTOBER 2025** Scales @ A1 **1:500**

Project Originator | Functional | Spatial | Form | Discipline | Number | Revision

20982110-WAT-HGN-XX-DR-H-060102 **P02**

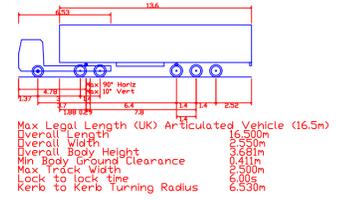




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Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.50m
 Overall Width 2.50m
 Overall Body Height 3.58m
 Min Body Ground Clearance 0.41m
 Max Track Width 2.50m
 Lock to lock time 2.05s
 Kerb to Kerb Turning Radius 6.50m

Rev	Date	Description	By	Chk
P02	10.11.25	ISSUED	SR	AB
P01	07.10.25	ISSUED	CW	AB

Amendments

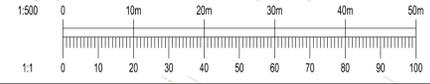
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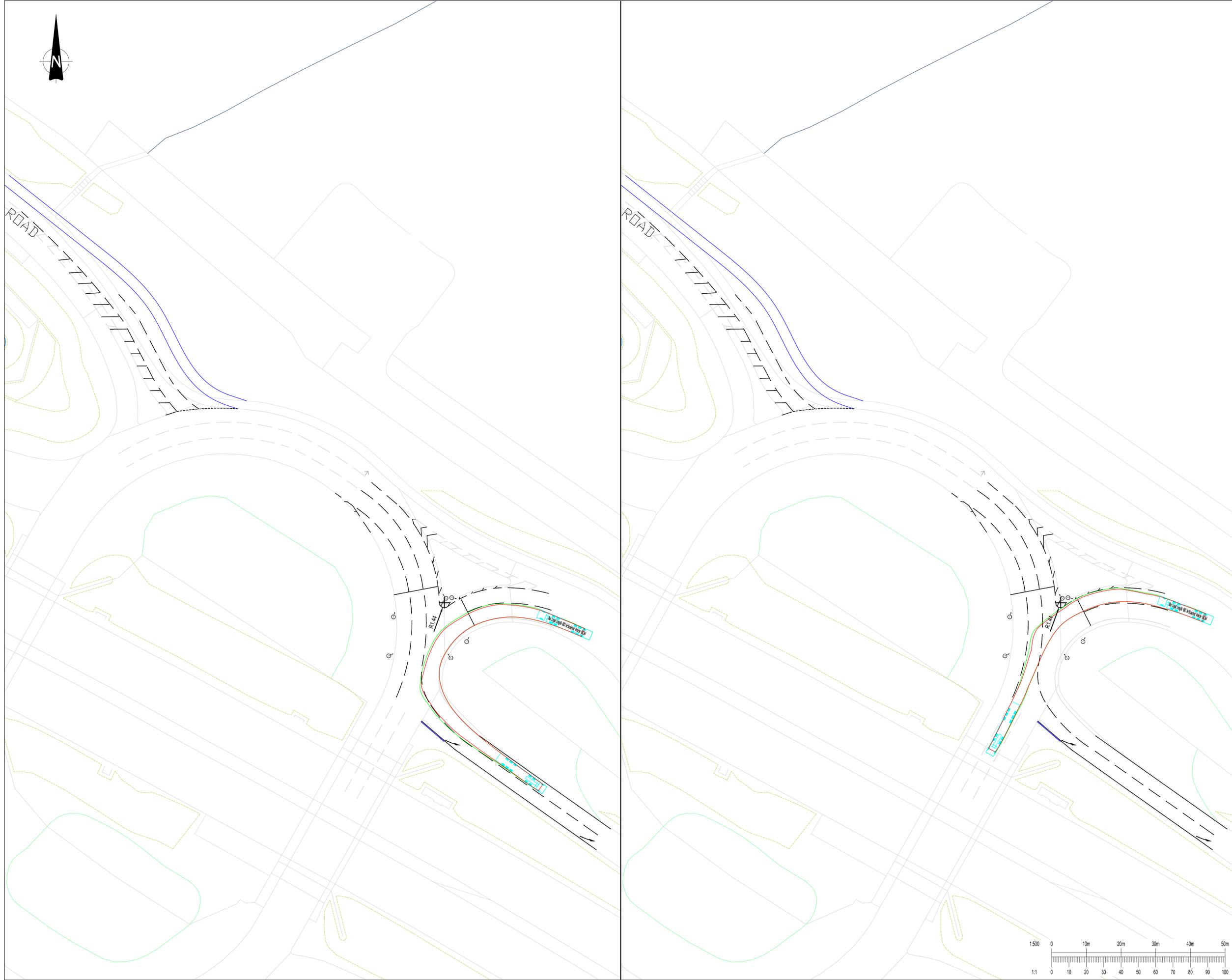
Title **PRELIMINARY M20 JUNCTION 10a PROPOSED MITIGATION SCHEME SWEEP PATH ANALYSIS**

Client **HMRC & DEFRA**



Work Stage	STAGE 2 Concept design	RIBA
Subsidiary	INFORMATION	S2
Designed By	CW Director AB	Waterman Ref WIE20982
Drawn By	CW Date OCTOBER 2025	Scales @ A1 1:500
Project	Originator Functional Spatial Form Discipline Number	Revision
20982110-WAT-HGN-XX-DR-H-060103		P02



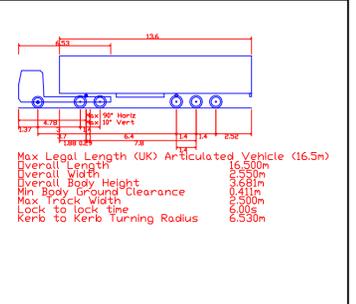


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Rev	Date	Description	By	Chk
P02	10.11.25	ISSUED	SR	AB
P01	07.10.25	ISSUED	CW	AB

Project **SEVINGTON INLAND BORDER FACILITY**

Title **PRELIMINARY M20 JUNCTION 10a PROPOSED MITIGATION SCHEME SWEEP PATH ANALYSIS**

Client **HMRC & DEFRA**



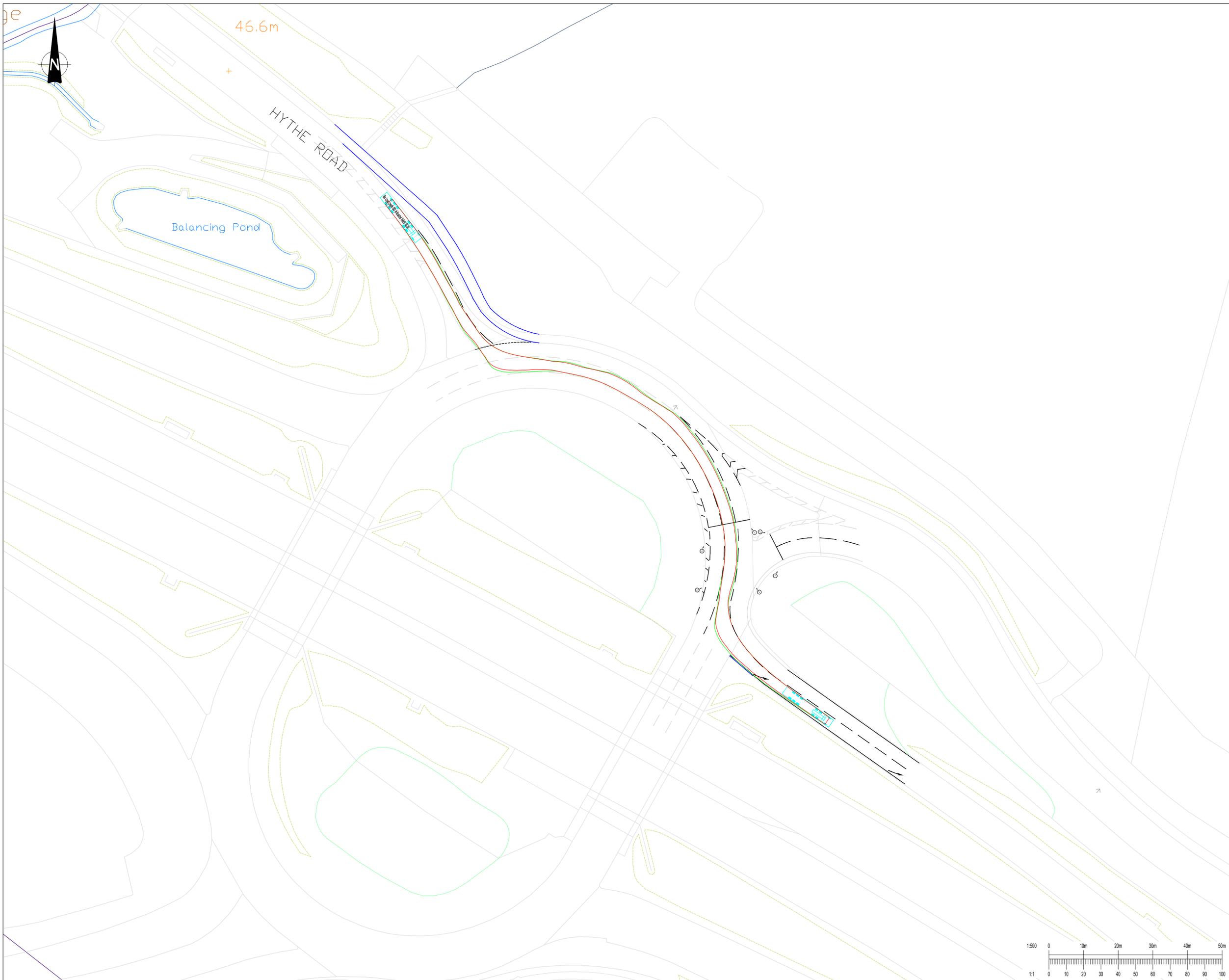
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Work Stage **STAGE 2** RIBA
Concept design

Subsidiary **INFORMATION** S2

Designed By **CW** Director **AB** Waterman Ref **WIE20982**
Drawn By **CW** Date **OCTOBER 2025** Scales @ A1 **1:500**

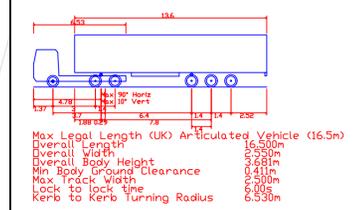
Project Originator | Functional | Spatial | Form | Discipline | Number | Revision
20982110-WAT-HGN-XX-DR-H-060104 P02



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Rev	Date	Description	By	Chk
P01	07.10.25	ISSUED	CW	AB

Amendments

Project **SEVINGTON INLAND BORDER FACILITY**

Title **PRELIMINARY M20 JUNCTION 10a PROPOSED MITIGATION SCHEME SWEEP PATH ANALYSIS**

Client **HMRC & DEFRA**



Work Stage	STAGE 2 Concept design	RIBA
Subsidiary	INFORMATION	S2
Designed By	CW Director	AB Waterman Ref WIE20982
Drawn By	CW Date	OCTOBER 2025 Scales @ A1 1:500
Project	Originator Functional Spatial Form Discipline Number	Revision
20982110-WAT-HGN-XX-DR-H-060105		P01

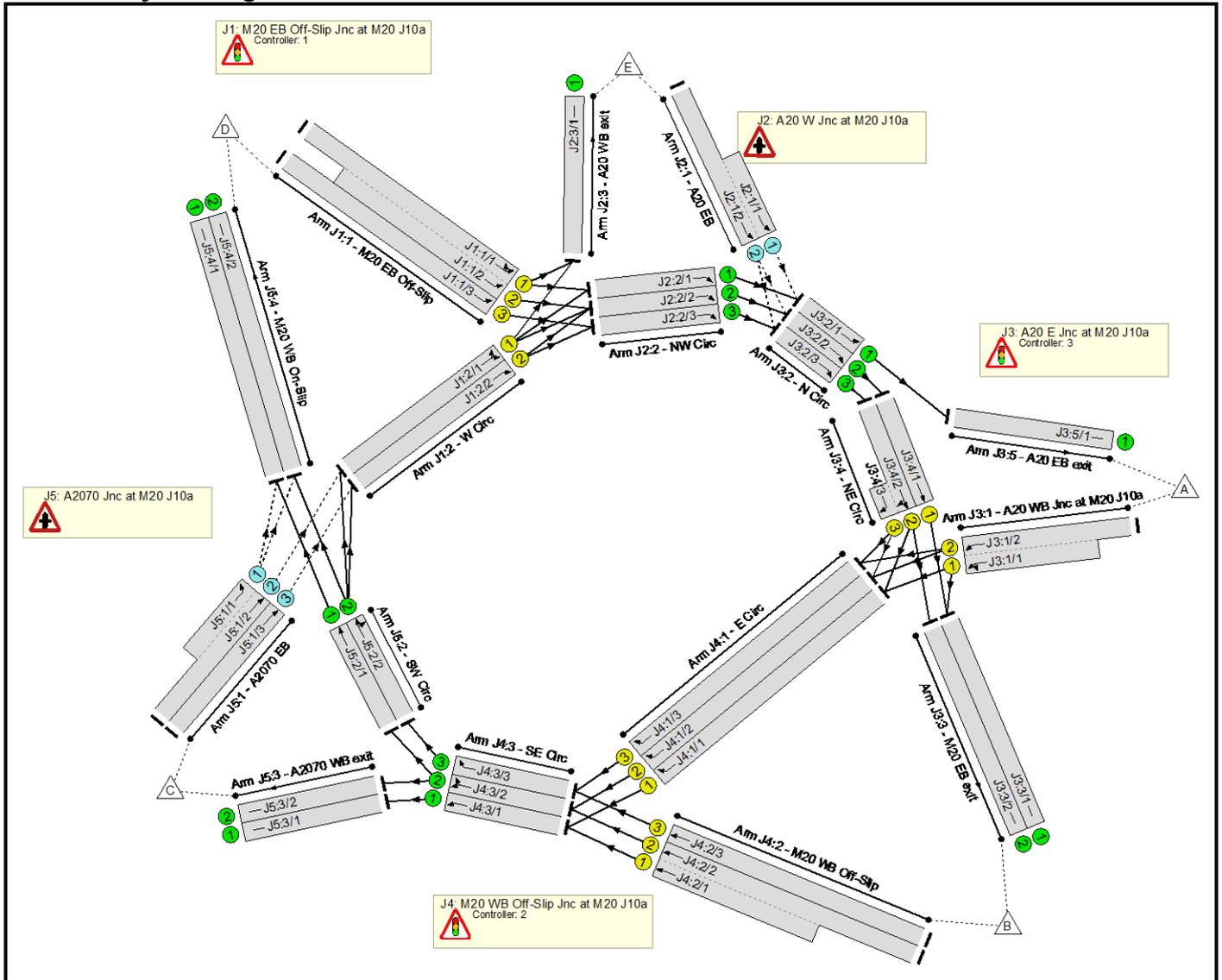
APPENDIX B – LINSIG JUNCTION MODELLING OUTPUTS

Detailed Input Data And Results
Detailed Input Data And Results

User and Project Details

Project:	WIE20982 Sevington IBF
Title:	J7) M20 J10a
Location:	
Design Layout Ref:	Proposed Mitigation Layout
Date Completed:	November 2025
Model Purpose:	For KCC request for junction improvements
Additional detail:	
File name:	J7) M20 J10a +A20 EB widened +A20 WB Sigs v4 (Nov 2025) Final.lsg3x
Author:	CSMS4
Company:	WIE
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



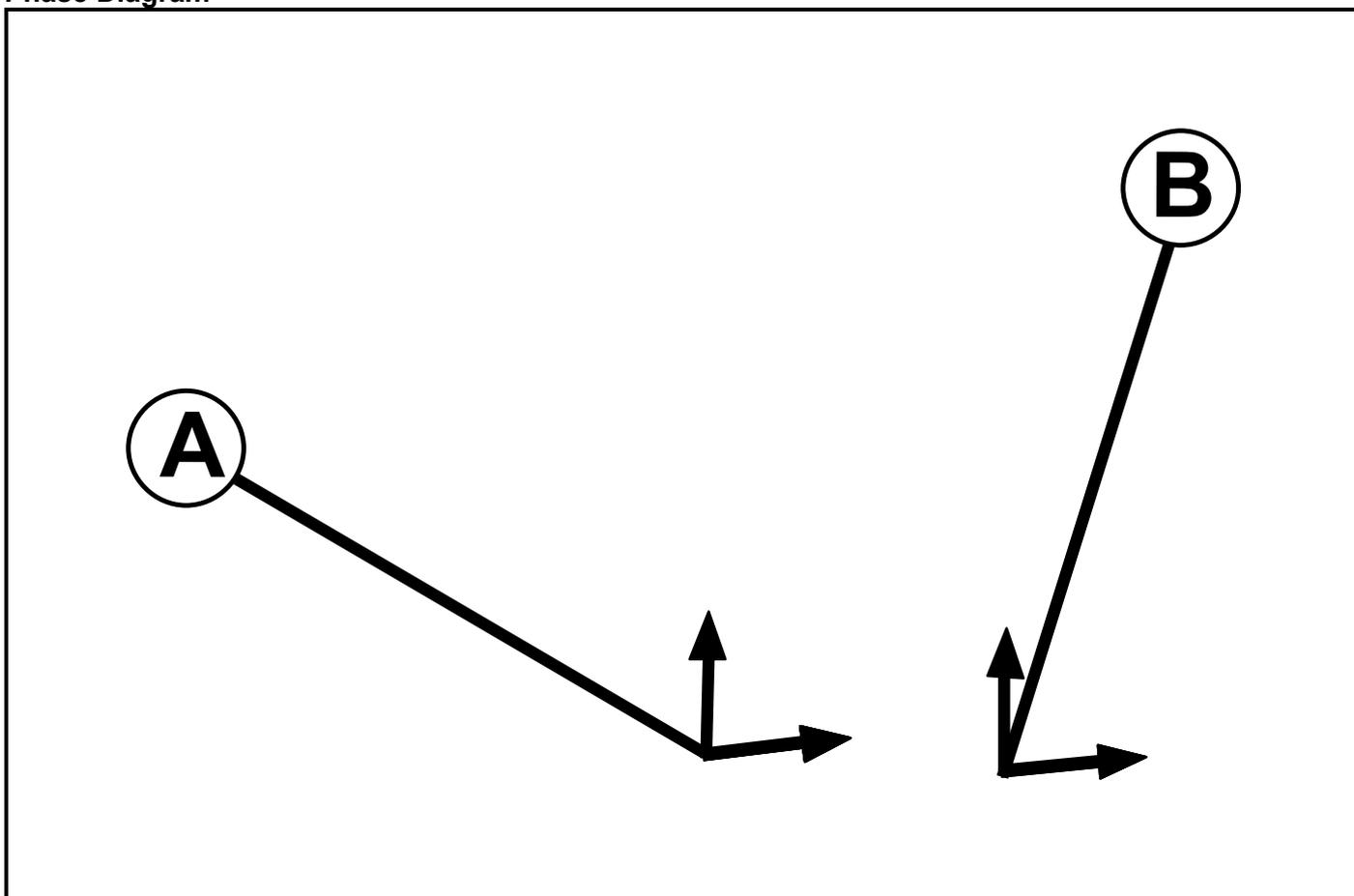
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2026 Base+Sev AM Peak	2026 Base+Sev AM Peak	Network Control Plan 1	07:45 - 08:45	50	20.0	25.19
2	2026 Base+Sev PM Peak	2026 Base+Sev PM Peak	Network Control Plan 1	16:30 - 17:30	50	28.7	31.41
3	2036 Base+Sev AM Peak	2036 Base+Sev AM Peak	Network Control Plan 1	07:45 - 08:45	50	-1.5	46.67
4	2036 Base+Sev PM Peak	2036 Base+Sev PM Peak	Network Control Plan 1	16:30 - 17:30	50	-6.4	56.84
5	2036 Base+Sev 4 AM Peak	2036 Base+Sev 4 AM Peak	Network Control Plan 1	07:45 - 08:45	50	-2.6	47.61
6	2036 Base+Sev 4 PM Peak	2036 Base+Sev 4 PM Peak	Network Control Plan 1	16:30 - 17:30	60	-10.2	64.47

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	2	2	M20 EB Off-Slip Jnc at M20 J10a A20 W Jnc at M20 J10a A2070 Jnc at M20 J10a	
C2	Gen		Stage Stream 1	2	2	M20 WB Off-Slip Jnc at M20 J10a	
C3	Gen		Stage Stream 1	2	2	A20 E Jnc at M20 J10a	

**Controller :C1
Phase Diagram**



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

Detailed Input Data And Results

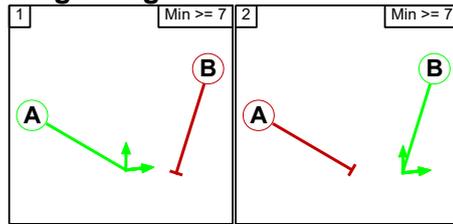
Phase Intergrens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



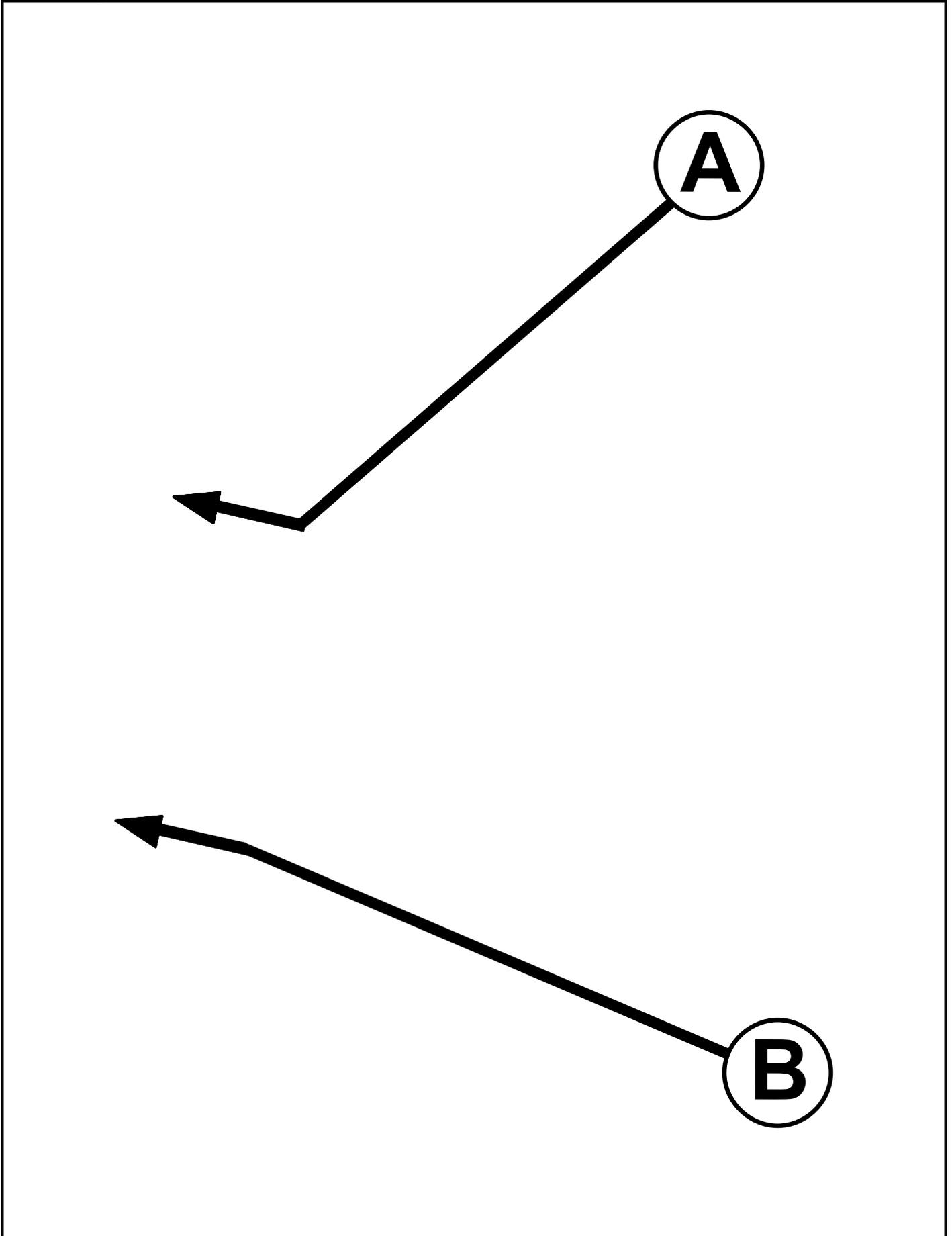
Phase Delays

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

Prohibited Stage Change

From Stage	To Stage	
	1	2
	1	5
	2	7

Controller :C2
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

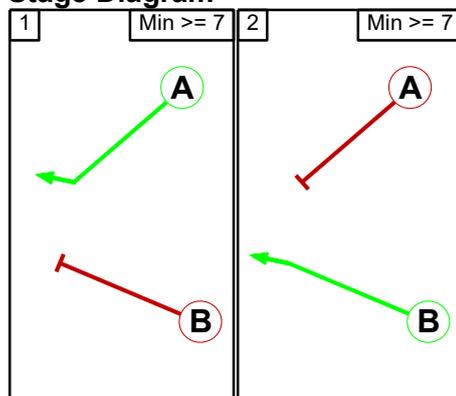
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

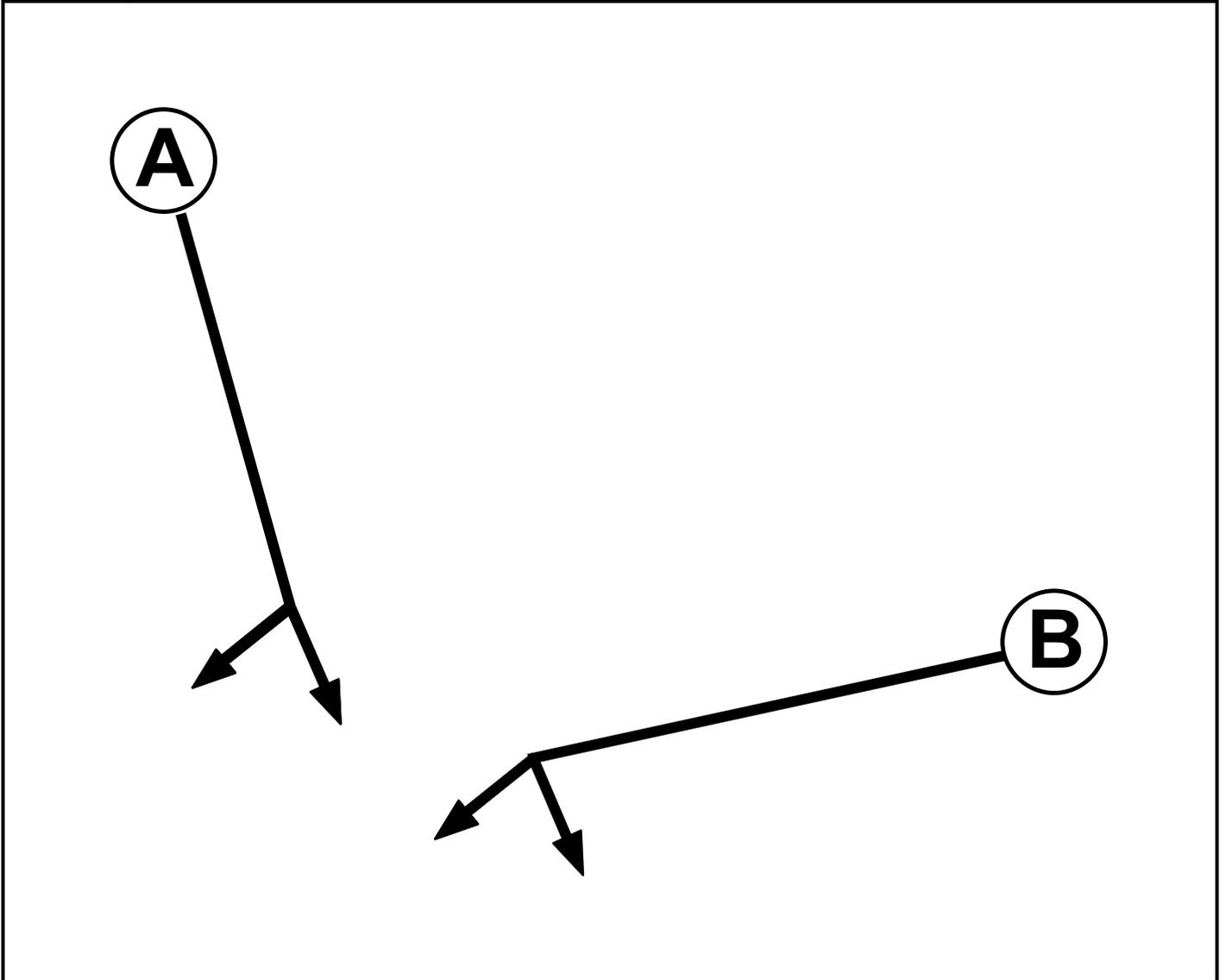
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		5
	2	7	

Controller :C3

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

Detailed Input Data And Results

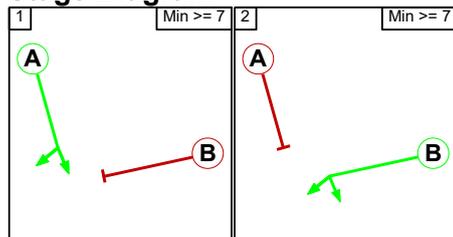
Phase Intergrens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage	
	1	2
	1	5
	2	7

Lane Input Data

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (M20 EB Off-Slip)	U	B	2	3	60.0	Geom	-	4.34	0.00	Y	Arm J2:2 Ahead	20.98
											Arm J2:3 Left	26.16
J1:1/2 (M20 EB Off-Slip)	U	B	2	3	16.2	Geom	-	4.45	0.00	N	Arm J2:2 Ahead	37.36
J1:1/3 (M20 EB Off-Slip)	U	B	2	3	60.0	Geom	-	4.26	0.00	Y	Arm J2:2 Ahead	35.87
J1:2/1 (W Circ)	U	A	2	3	17.4	Geom	-	4.24	0.00	Y	Arm J2:2 Ahead	58.29
											Arm J2:3 Left	31.70
J1:2/2 (W Circ)	U	A	2	3	19.1	Geom	-	4.50	0.00	Y	Arm J2:2 Ahead	31.70

Junction: J2: A20 W Jnc at M20 J10a												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (A20 EB)	O		2	3	7.0	Geom	-	3.50	0.00	Y	Arm J3:2 Ahead	Inf
J2:1/2 (A20 EB)	O		2	3	60.0	Geom	-	3.50	0.00	N	Arm J3:2 Ahead	20.35
J2:2/1 (NW Circ)	U		2	3	2.1	Inf	-	-	-	-	-	-
J2:2/2 (NW Circ)	U		2	3	2.6	Inf	-	-	-	-	-	-
J2:2/3 (NW Circ)	U		2	3	3.5	Inf	-	-	-	-	-	-
J2:3/1 (A20 WB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

Junction: J3: A20 E Jnc at M20 J10a												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (A20 WB Jnc at M20 J10a)	U	B	2	3	11.3	Geom	-	4.40	0.00	Y	Arm J3:3 Left	14.34
											Arm J4:1 Ahead	42.27
J3:1/2 (A20 WB Jnc at M20 J10a)	U	B	2	3	60.0	Geom	-	4.40	0.00	N	Arm J4:1 Ahead	39.40
J3:2/1 (N Circ)	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:2/2 (N Circ)	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:2/3 (N Circ)	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:3/1 (M20 EB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/2 (M20 EB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:4/1 (NE Circ)	U	A	2	3	10.4	Geom	-	4.20	0.00	Y	Arm J3:3 Ahead	52.24
J3:4/2 (NE Circ)	U	A	2	3	10.4	Geom	-	4.20	0.00	N	Arm J3:3 Ahead	49.24
											Arm J4:1 Right	Inf
J3:4/3 (NE Circ)	U	A	2	3	2.6	Geom	-	4.20	0.00	Y	Arm J4:1 Right	46.27
J3:5/1 (A20 EB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (E Circ)	U	A	2	3	13.0	Geom	-	4.02	0.00	Y	Arm J4:3 Right	71.81
J4:1/2 (E Circ)	U	A	2	3	13.0	Geom	-	4.28	0.00	N	Arm J4:3 Right	54.40
J4:1/3 (E Circ)	U	A	2	3	13.0	Geom	-	4.44	0.00	Y	Arm J4:3 Right	37.86
J4:2/1 (M20 WB Off-Slip)	U	B	2	3	13.9	Geom	-	4.02	0.00	Y	Arm J4:3 Ahead	43.32
J4:2/2 (M20 WB Off-Slip)	U	B	2	3	60.0	Geom	-	4.42	0.00	N	Arm J4:3 Ahead	58.70
J4:2/3 (M20 WB Off-Slip)	U	B	2	3	60.0	Geom	-	4.36	0.00	Y	Arm J4:3 Ahead	60.00
J4:3/1 (SE Circ)	U		2	3	8.7	Inf	-	-	-	-	-	-
J4:3/2 (SE Circ)	U		2	3	8.7	Inf	-	-	-	-	-	-
J4:3/3 (SE Circ)	U		2	3	8.7	Inf	-	-	-	-	-	-

Junction: J5: A2070 Jnc at M20 J10a												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J5:1/1 (A2070 EB)	O		2	3	7.3	Geom	-	4.52	0.00	Y	Arm J5:4 Left	37.75
J5:1/2 (A2070 EB)	O		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:2 Ahead	47.40
J5:1/3 (A2070 EB)	O		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:2 Ahead	46.37
J5:2/1 (SW Circ)	U		2	3	5.2	Inf	-	-	-	-	-	-
J5:2/2 (SW Circ)	U		2	3	5.2	Inf	-	-	-	-	-	-
J5:3/1 (A2070 WB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:3/2 (A2070 WB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:4/1 (M20 WB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:4/2 (M20 WB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

Give-Way Lane Input Data

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a

There are no Opposed Lanes in this Junction

Junction: J2: A20 W Jnc at M20 J10a											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:1/1 (A20 EB)	J3:2/1 (Ahead)	1000	0	J2:2/1	0.33	All	-	-	-	-	-
				J2:2/2	0.33	All					
				J2:2/3	0.33	All					
J2:1/2 (A20 EB)	J3:2/2 (Ahead)	1000	0	J2:2/1	0.33	All	-	-	-	-	-
				J2:2/2	0.33	All					
				J2:2/3	0.33	All					
	J3:2/3 (Ahead)	1000	0	J2:2/1	0.33	All					
				J2:2/2	0.33	All					
				J2:2/3	0.33	All					

Junction: J3: A20 E Jnc at M20 J10a

There are no Opposed Lanes in this Junction

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a

There are no Opposed Lanes in this Junction

Detailed Input Data And Results

Junction: J5: A2070 Jnc at M20 J10a											
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)
J5:1/1 (A2070 EB)	J5:4/1 (Left)	1000	0	J5:2/1	0.33	All	-	-	-	-	-
				J5:2/2	0.33	All					
	J5:4/2 (Left)	1000	0	J5:2/1	0.33	All					
				J5:2/2	0.33	All					
J5:1/2 (A2070 EB)	J1:2/1 (Ahead)	1000	0	J5:2/1	0.33	All	-	-	-	-	-
				J5:2/2	0.33	All					
J5:1/3 (A2070 EB)	J1:2/2 (Ahead)	1000	0	J5:2/1	0.33	All	-	-	-	-	-
				J5:2/2	0.33	All					

Detailed Input Data And Results
Lane Connector Input Data

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J1:1/1	J2:2/1	Leaving	2	35
J1:1/1	J2:3/1	Leaving	2	35
J1:1/2	J2:2/2	Leaving	2	35
J1:1/3	J2:2/3	Leaving	2	35
J1:2/1	J2:2/1	Leaving	2	35
J1:2/1	J2:2/2	Leaving	2	35
J1:2/1	J2:3/1	Leaving	2	35
J1:2/2	J2:2/2	Leaving	2	35
J1:2/2	J2:2/3	Leaving	2	35
J5:1/2	J1:2/1	Entering	2	35
J5:1/3	J1:2/2	Entering	2	35
J5:2/2	J1:2/1	Entering	2	35
J5:2/2	J1:2/2	Entering	2	35

Junction: J2: A20 W Jnc at M20 J10a				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J1:1/1	J2:2/1	Entering	2	35
J1:1/1	J2:3/1	Entering	2	35
J1:1/2	J2:2/2	Entering	2	35
J1:1/3	J2:2/3	Entering	2	35
J1:2/1	J2:2/1	Entering	2	35
J1:2/1	J2:2/2	Entering	2	35
J1:2/1	J2:3/1	Entering	2	35
J1:2/2	J2:2/2	Entering	2	35
J1:2/2	J2:2/3	Entering	2	35
J2:1/1	J3:2/1	Leaving	1	35
J2:1/2	J3:2/2	Leaving	1	35
J2:1/2	J3:2/3	Leaving	1	35
J2:2/1	J3:2/1	Leaving	1	35
J2:2/2	J3:2/2	Leaving	1	35
J2:2/3	J3:2/3	Leaving	1	35

Detailed Input Data And Results

Junction: J3: A20 E Jnc at M20 J10a				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J2:1/1	J3:2/1	Entering	1	35
J2:1/2	J3:2/2	Entering	1	35
J2:1/2	J3:2/3	Entering	1	35
J2:2/1	J3:2/1	Entering	1	35
J2:2/2	J3:2/2	Entering	1	35
J2:2/3	J3:2/3	Entering	1	35
J3:1/1	J3:3/1	Internal	2	35
J3:1/1	J4:1/1	Leaving	1	35
J3:1/2	J4:1/2	Leaving	1	35
J3:1/2	J4:1/3	Leaving	1	35
J3:2/1	J3:5/1	Internal	1	35
J3:2/2	J3:4/1	Internal	1	35
J3:2/3	J3:4/2	Internal	1	35
J3:4/1	J3:3/1	Internal	1	35
J3:4/2	J3:3/2	Internal	1	35
J3:4/2	J4:1/1	Leaving	1	35
J3:4/3	J4:1/2	Leaving	1	35
J3:4/3	J4:1/3	Leaving	1	35

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J3:1/1	J4:1/1	Entering	1	35
J3:1/2	J4:1/2	Entering	1	35
J3:1/2	J4:1/3	Entering	1	35
J4:1/1	J4:3/1	Internal	2	35
J4:1/2	J4:3/2	Internal	2	35
J4:1/3	J4:3/3	Internal	2	35
J4:2/1	J4:3/1	Internal	2	35
J4:2/2	J4:3/2	Internal	2	35
J4:2/3	J4:3/3	Internal	2	35
J4:3/1	J5:3/1	Leaving	1	35
J4:3/2	J5:2/1	Leaving	1	35
J4:3/2	J5:3/2	Leaving	1	35
J4:3/3	J5:2/2	Leaving	1	35
J3:4/2	J4:1/1	Entering	1	35
J3:4/3	J4:1/2	Entering	1	35
J3:4/3	J4:1/3	Entering	1	35

Detailed Input Data And Results

Junction: J5: A2070 Jnc at M20 J10a				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J5:1/1	J5:4/1	Internal	2	35
J5:1/1	J5:4/2	Internal	2	35
J5:1/2	J1:2/1	Leaving	2	35
J5:1/3	J1:2/2	Leaving	2	35
J4:3/1	J5:3/1	Entering	1	35
J4:3/2	J5:2/1	Entering	1	35
J4:3/2	J5:3/2	Entering	1	35
J4:3/3	J5:2/2	Entering	1	35
J5:2/1	J5:4/1	Internal	2	35
J5:2/2	J1:2/1	Leaving	2	35
J5:2/2	J1:2/2	Leaving	2	35
J5:2/2	J5:4/2	Internal	2	35

Scenario 1: '2026 Base+Sev AM Peak' (FG1: '2026 Base+Sev AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	92.2 %	1914	1914
				Arm J2:3 Left	26.16	7.8 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	0.0 %	2200	2200
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	52.3 %	1968	1968
				Arm J2:3 Left	31.70	47.7 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Detailed Input Data And Results

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	3.50	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (A20 EB)	3.50	0.00	N	Arm J3:2 Ahead	20.35	100.0 %	1960	1960
J2:2/1 (NW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:2/2 (NW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/3 (NW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A20 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.40	0.00	Y	Arm J3:3 Left	14.34	7.7 %	1974	1974
				Arm J4:1 Ahead	42.27	92.3 %		
J3:1/2 (A20 WB Jnc at M20 J10a)	4.40	0.00	N	Arm J4:1 Ahead	39.40	100.0 %	2114	2114
J3:2/1 (N Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (N Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:2/3 (N Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (M20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (M20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (NE Circ)	4.20	0.00	Y	Arm J3:3 Ahead	52.24	100.0 %	1978	1978
J3:4/2 (NE Circ)	4.20	0.00	N	Arm J3:3 Ahead	49.24	84.5 %	2120	2120
				Arm J4:1 Right	Inf	15.5 %		
J3:4/3 (NE Circ)	4.20	0.00	Y	Arm J4:1 Right	46.27	100.0 %	1971	1971
J3:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2026 Base+Sev PM Peak' (FG2: '2026 Base+Sev PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	96.6 %	1913	1913
				Arm J2:3 Left	26.16	3.4 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	0.0 %	2200	2200
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	59.0 %	1971	1971
				Arm J2:3 Left	31.70	41.0 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	3.50	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (A20 EB)	3.50	0.00	N	Arm J3:2 Ahead	20.35	100.0 %	1960	1960
J2:2/1 (NW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:2/2 (NW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/3 (NW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A20 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.40	0.00	Y	Arm J3:3 Left	14.34	18.7 %	1960	1960
				Arm J4:1 Ahead	42.27	81.3 %		
J3:1/2 (A20 WB Jnc at M20 J10a)	4.40	0.00	N	Arm J4:1 Ahead	39.40	100.0 %	2114	2114
J3:2/1 (N Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (N Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:2/3 (N Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (M20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (M20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (NE Circ)	4.20	0.00	Y	Arm J3:3 Ahead	52.24	100.0 %	1978	1978
J3:4/2 (NE Circ)	4.20	0.00	N	Arm J3:3 Ahead	49.24	77.9 %	2125	2125
				Arm J4:1 Right	Inf	22.1 %		
J3:4/3 (NE Circ)	4.20	0.00	Y	Arm J4:1 Right	46.27	100.0 %	1971	1971
J3:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2036 Base+Sev AM Peak' (FG3: '2036 Base+Sev AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	91.9 %	1914	1914
				Arm J2:3 Left	26.16	8.1 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	0.0 %	2200	2200
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	55.7 %	1970	1970
				Arm J2:3 Left	31.70	44.3 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Detailed Input Data And Results

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	3.50	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (A20 EB)	3.50	0.00	N	Arm J3:2 Ahead	20.35	100.0 %	1960	1960
J2:2/1 (NW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:2/2 (NW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/3 (NW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A20 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.40	0.00	Y	Arm J3:3 Left	14.34	6.8 %	1976	1976
				Arm J4:1 Ahead	42.27	93.2 %		
J3:1/2 (A20 WB Jnc at M20 J10a)	4.40	0.00	N	Arm J4:1 Ahead	39.40	100.0 %	2114	2114
J3:2/1 (N Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (N Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:2/3 (N Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (M20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (M20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (NE Circ)	4.20	0.00	Y	Arm J3:3 Ahead	52.24	100.0 %	1978	1978
J3:4/2 (NE Circ)	4.20	0.00	N	Arm J3:3 Ahead	49.24	83.4 %	2121	2121
				Arm J4:1 Right	Inf	16.6 %		
J3:4/3 (NE Circ)	4.20	0.00	Y	Arm J4:1 Right	46.27	100.0 %	1971	1971
J3:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2036 Base+Sev PM Peak' (FG4: '2036 Base+Sev PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	96.4 %	1913	1913
				Arm J2:3 Left	26.16	3.6 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	0.0 %	2200	2200
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	60.6 %	1972	1972
				Arm J2:3 Left	31.70	39.4 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	3.50	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (A20 EB)	3.50	0.00	N	Arm J3:2 Ahead	20.35	100.0 %	1960	1960
J2:2/1 (NW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:2/2 (NW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/3 (NW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A20 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.40	0.00	Y	Arm J3:3 Left	14.34	19.9 %	1959	1959
				Arm J4:1 Ahead	42.27	80.1 %		
J3:1/2 (A20 WB Jnc at M20 J10a)	4.40	0.00	N	Arm J4:1 Ahead	39.40	100.0 %	2114	2114
J3:2/1 (N Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (N Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:2/3 (N Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (M20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (M20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (NE Circ)	4.20	0.00	Y	Arm J3:3 Ahead	52.24	100.0 %	1978	1978
J3:4/2 (NE Circ)	4.20	0.00	N	Arm J3:3 Ahead	49.24	73.5 %	2127	2127
				Arm J4:1 Right	Inf	26.5 %		
J3:4/3 (NE Circ)	4.20	0.00	Y	Arm J4:1 Right	46.27	100.0 %	1971	1971
J3:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2036 Base+Sev 4 AM Peak' (FG5: '2036 Base+Sev 4 AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	91.9 %	1914	1914
				Arm J2:3 Left	26.16	8.1 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	0.0 %	2200	2200
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	56.4 %	1970	1970
				Arm J2:3 Left	31.70	43.6 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Detailed Input Data And Results

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	3.50	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (A20 EB)	3.50	0.00	N	Arm J3:2 Ahead	20.35	100.0 %	1960	1960
J2:2/1 (NW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:2/2 (NW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/3 (NW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A20 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.40	0.00	Y	Arm J3:3 Left	14.34	6.5 %	1976	1976
				Arm J4:1 Ahead	42.27	93.5 %		
J3:1/2 (A20 WB Jnc at M20 J10a)	4.40	0.00	N	Arm J4:1 Ahead	39.40	100.0 %	2114	2114
J3:2/1 (N Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (N Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:2/3 (N Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (M20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (M20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (NE Circ)	4.20	0.00	Y	Arm J3:3 Ahead	52.24	100.0 %	1978	1978
J3:4/2 (NE Circ)	4.20	0.00	N	Arm J3:3 Ahead	49.24	87.3 %	2119	2119
				Arm J4:1 Right	Inf	12.7 %		
J3:4/3 (NE Circ)	4.20	0.00	Y	Arm J4:1 Right	46.27	100.0 %	1971	1971
J3:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2036 Base+Sev 4 PM Peak' (FG6: '2036 Base+Sev 4 PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	96.4 %	1913	1913
				Arm J2:3 Left	26.16	3.6 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	100.0 %	2115	2115
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	61.3 %	1972	1972
				Arm J2:3 Left	31.70	38.7 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	3.50	0.00	Y	Arm J3:2 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (A20 EB)	3.50	0.00	N	Arm J3:2 Ahead	20.35	100.0 %	1960	1960
J2:2/1 (NW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:2/2 (NW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/3 (NW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A20 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.40	0.00	Y	Arm J3:3 Left	14.34	18.1 %	1961	1961
				Arm J4:1 Ahead	42.27	81.9 %		
J3:1/2 (A20 WB Jnc at M20 J10a)	4.40	0.00	N	Arm J4:1 Ahead	39.40	100.0 %	2114	2114
J3:2/1 (N Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (N Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:2/3 (N Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (M20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (M20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (NE Circ)	4.20	0.00	Y	Arm J3:3 Ahead	52.24	100.0 %	1978	1978
J3:4/2 (NE Circ)	4.20	0.00	N	Arm J3:3 Ahead	49.24	74.0 %	2127	2127
				Arm J4:1 Right	Inf	26.0 %		
J3:4/3 (NE Circ)	4.20	0.00	Y	Arm J4:1 Right	46.27	100.0 %	1971	1971
J3:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 Base+Sev AM Peak'	07:45	08:45	01:00	
2: '2026 Base+Sev PM Peak'	16:30	17:30	01:00	
3: '2036 Base+Sev AM Peak'	07:45	08:45	01:00	
4: '2036 Base+Sev PM Peak'	16:30	17:30	01:00	
5: '2036 Base+Sev 4 AM Peak'	07:45	08:45	01:00	
6: '2036 Base+Sev 4 PM Peak'	16:30	17:30	01:00	

Traffic Flows, Desired

FG1: '2026 Base+Sev AM Peak'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	58	15	181	268	188	710
	B	0	1	908	0	243	1152
	C	201	787	3	150	20	1161
	D	202	0	142	0	17	361
	E	263	221	66	14	0	564
	Tot.	724	1024	1300	432	468	3948

FG2: '2026 Base+Sev PM Peak'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	10	32	139	200	209	590
	B	0	2	804	0	81	887
	C	205	788	2	148	19	1162
	D	280	1	235	0	10	526
	E	197	287	68	17	0	569
	Tot.	692	1110	1248	365	319	3734

FG3: '2036 Base+Sev AM Peak'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	62	16	238	287	206	809
	B	0	1	1195	0	267	1463
	C	252	986	4	187	25	1454
	D	215	0	179	0	19	413
	E	319	268	95	17	0	699
	Tot.	848	1271	1711	491	517	4838

Detailed Input Data And Results

FG4: '2036 Base+Sev PM Peak'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	11	34	181	211	247	684
	B	0	2	1049	0	104	1155
	C	264	1016	3	190	24	1497
	D	296	1	297	0	11	605
	E	215	314	89	19	0	637
	Tot.	786	1367	1619	420	386	4578

FG5: '2036 Base+Sev 4 AM Peak'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	62	16	239	287	206	810
	B	0	1	1202	0	267	1470
	C	252	1010	4	191	25	1482
	D	215	0	201	0	19	435
	E	319	268	95	17	0	699
	Tot.	848	1295	1741	495	517	4896

FG6: '2036 Base+Sev 4 PM Peak'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	11	34	181	211	247	684
	B	0	2	1056	0	104	1162
	C	265	1048	3	196	24	1536
	D	296	1	326	0	11	634
	E	215	314	89	19	0	637
	Tot.	787	1399	1655	426	386	4653

Scenario 1: '2026 Base+Sev AM Peak' (FG1: '2026 Base+Sev AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	58	15	181	268	188	710
	B	0	1	908	0	243	1152
	C	201	787	3	150	20	1161
	D	202	0	142	0	17	361
	E	263	221	66	14	0	564
	Tot.	724	1024	1300	432	468	3948

Detailed Input Data And Results

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 2: '2026 Base+Sev PM Peak' (FG2: '2026 Base+Sev PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	10	32	139	200	209	590
	B	0	2	804	0	81	887
	C	205	788	2	148	19	1162
	D	280	1	235	0	10	526
	E	197	287	68	17	0	569
	Tot.	692	1110	1248	365	319	3734

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 3: '2036 Base+Sev AM Peak' (FG3: '2036 Base+Sev AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	62	16	238	287	206	809
	B	0	1	1195	0	267	1463
	C	252	986	4	187	25	1454
	D	215	0	179	0	19	413
	E	319	268	95	17	0	699
	Tot.	848	1271	1711	491	517	4838

Traffic Flows, Difference

Difference :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 4: '2036 Base+Sev PM Peak' (FG4: '2036 Base+Sev PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	11	34	181	211	247	684
	B	0	2	1049	0	104	1155
	C	264	1016	3	190	24	1497
	D	296	1	297	0	11	605
	E	215	314	89	19	0	637
	Tot.	786	1367	1619	420	386	4578

Detailed Input Data And Results

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 5: '2036 Base+Sev 4 AM Peak' (FG5: '2036 Base+Sev 4 AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	62	16	239	287	206	810
	B	0	1	1202	0	267	1470
	C	252	1010	4	191	25	1482
	D	215	0	201	0	19	435
	E	319	268	95	17	0	699
	Tot.	848	1295	1741	495	517	4896

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 6: '2036 Base+Sev 4 PM Peak' (FG6: '2036 Base+Sev 4 PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	11	34	181	211	247	684
	B	0	2	1056	0	104	1162
	C	265	1048	3	196	24	1536
	D	296	1	326	0	11	634
	E	215	314	89	19	0	637
	Tot.	787	1399	1655	426	386	4653

Traffic Flows, Difference

Difference :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Detailed Input Data And Results

Traffic Lane Flows

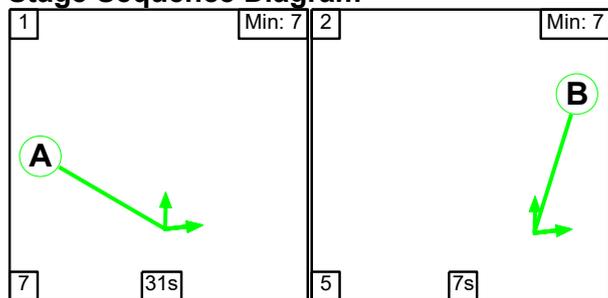
Lane	Scenario 1: 2026 Base+Sev AM Peak	Scenario 2: 2026 Base+Sev PM Peak	Scenario 3: 2036 Base+Sev AM Peak	Scenario 4: 2036 Base+Sev PM Peak	Scenario 5: 2036 Base+Sev 4 AM Peak	Scenario 6: 2036 Base+Sev 4 PM Peak
Junction: J1: M20 EB Off-Slip Jnc at M20 J10a						
J1:1/1 (with short)	219(In) 219(Out)	290(In) 290(Out)	234(In) 234(Out)	307(In) 307(Out)	234(In) 234(Out)	308(In) 307(Out)
J1:1/2 (short)	0	0	0	0	0	1
J1:1/3	142	236	179	298	201	326
J1:2/1	945	753	1125	952	1142	968
J1:2/2	556	563	678	719	685	736
Junction: J2: A20 W Jnc at M20 J10a						
J2:1/1 (short)	263	197	319	215	319	215
J2:1/2 (with short)	564(In) 301(Out)	569(In) 372(Out)	699(In) 380(Out)	637(In) 422(Out)	699(In) 380(Out)	637(In) 422(Out)
J2:2/1	461	495	529	571	529	572
J2:2/2	402	583	519	558	575	602
J2:2/3	531	445	651	761	641	778
J2:3/1	468	319	517	386	517	386
Junction: J3: A20 E Jnc at M20 J10a						
J3:1/1 (short)	195	171	235	171	247	188
J3:1/2 (with short)	710(In) 515(Out)	590(In) 419(Out)	809(In) 574(Out)	684(In) 513(Out)	810(In) 563(Out)	684(In) 496(Out)
J3:2/1	724	692	848	786	848	787
J3:2/2	550	614	681	772	703	801
J3:2/3	684	786	869	969	893	1001
J3:3/1	565	646	697	806	719	835
J3:3/2	459	464	574	561	576	564
J3:4/1	550	614	681	772	703	801
J3:4/2 (with short)	684(In) 543(Out)	786(In) 596(Out)	869(In) 688(Out)	969(In) 763(Out)	893(In) 660(Out)	1001(In) 762(Out)
J3:4/3 (short)	141	190	181	206	233	239
J3:5/1	724	692	848	786	848	787
Junction: J4: M20 WB Off-Slip Jnc at M20 J10a						
J4:1/1	264	271	333	339	315	352
J4:1/2	351	318	402	374	427	387
J4:1/3	305	291	353	345	369	348
J4:2/1 (short)	433	383	569	500	573	503
J4:2/2 (with short)	908(In) 475(Out)	804(In) 421(Out)	1195(In) 626(Out)	1049(In) 549(Out)	1202(In) 629(Out)	1056(In) 553(Out)
J4:2/3	244	83	268	106	268	106
J4:3/1	697	654	902	839	888	855

Detailed Input Data And Results

J4:3/2	826	739	1028	923	1056	940
J4:3/3	549	374	621	451	637	454
Junction: J5: A2070 Jnc at M20 J10a						
J5:1/1 (short)	150	148	187	190	191	196
J5:1/2 (with short)	606(In) 456(Out)	601(In) 453(Out)	777(In) 590(Out)	780(In) 590(Out)	798(In) 607(Out)	802(In) 606(Out)
J5:1/3	555	561	677	717	684	734
J5:2/1	223	145	219	143	203	140
J5:2/2	549	374	621	451	637	454
J5:3/1	697	654	902	839	888	855
J5:3/2	603	594	809	780	853	800
J5:4/1	298	219	312	238	298	238
J5:4/2	134	146	179	182	197	188

Scenario 1: '2026 Base+Sev AM Peak' (FG1: '2026 Base+Sev AM Peak', Plan 1: 'Network Control Plan 1')
Controller :C1

Stage Sequence Diagram



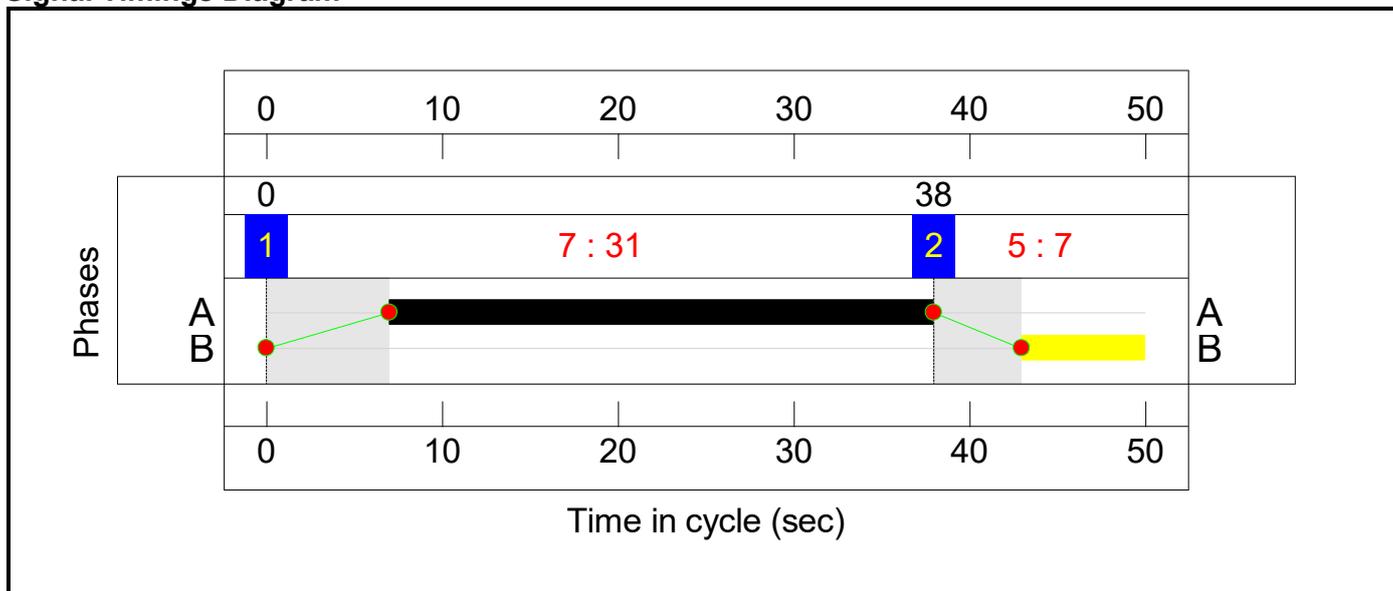
Stage Timings

Stage	1	2
Duration	31	7
Change Point	0	38

Phase Timings

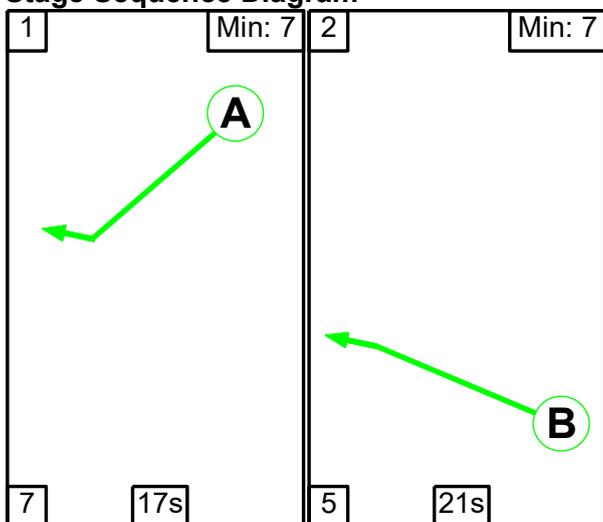
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	31	7	38
B	M20 EB Off-Slip Ahead Left	Traffic	7	43	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



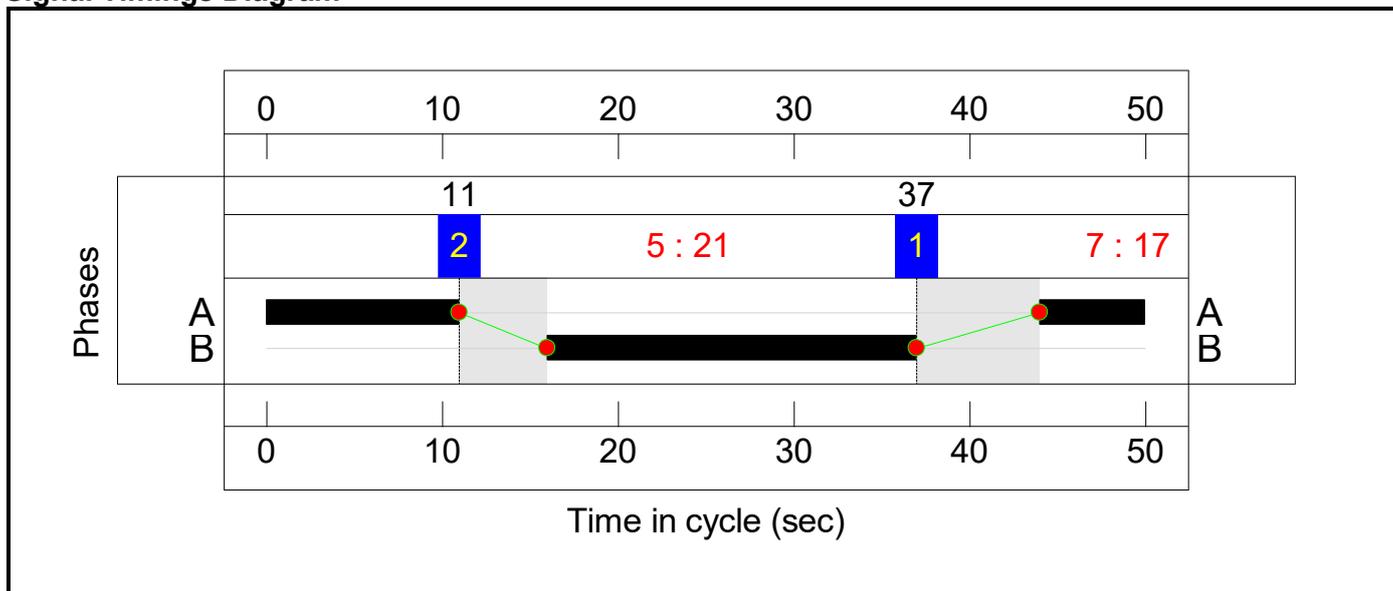
Stage Timings

Stage	1	2
Duration	17	21
Change Point	37	11

Phase Timings

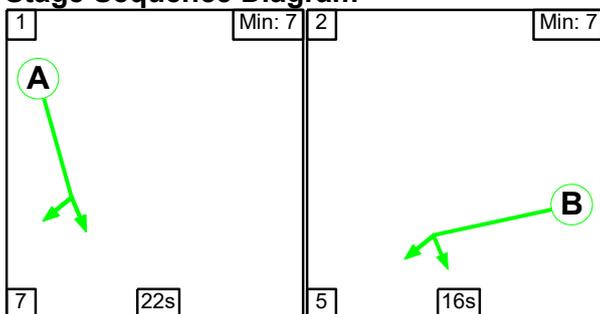
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	17	44	11
B	M20 WB Off-Slip Ahead	Traffic	21	16	37

Signal Timings Diagram



Controller :C3

Stage Sequence Diagram



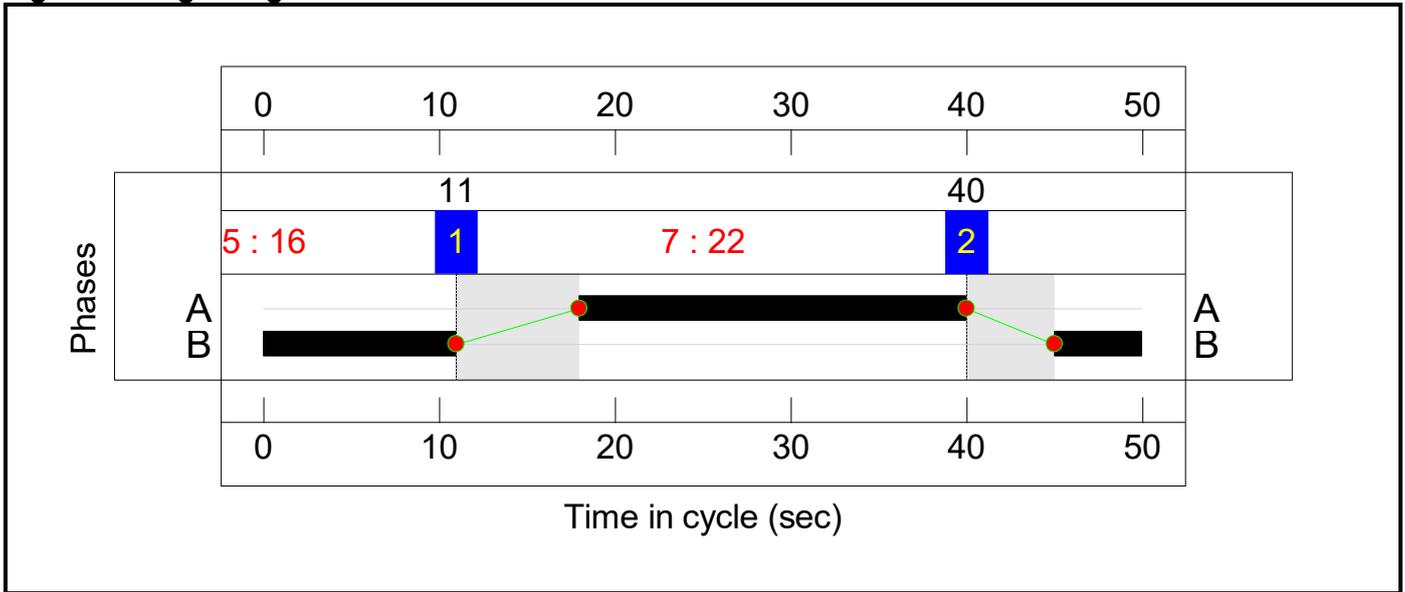
Stage Timings

Stage	1	2
Duration	22	16
Change Point	11	40

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	NE Circ Ahead Right	Traffic	22	18	40
B	A20 WB Jnc at M20 J10a Left Ahead	Traffic	16	45	11

Signal Timings Diagram



Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	43	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	43	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	43	0
J1:2/1	W Circ Ahead Left	U	A	7	38
J1:2/2	W Circ Ahead	U	A	7	38

Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

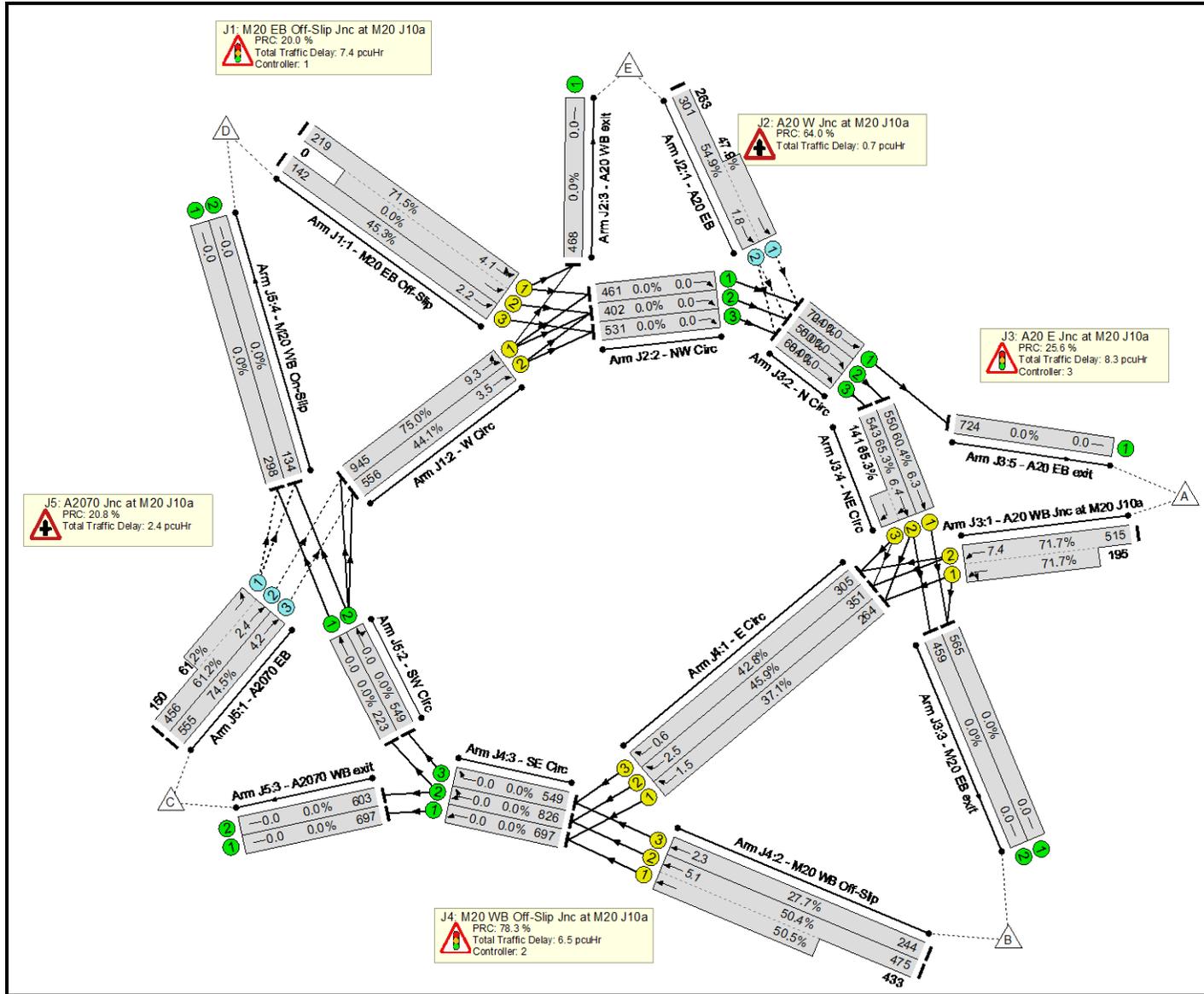
Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A20 WB Jnc at M20 J10a Left Ahead	U	B	45	11
J3:1/2	A20 WB Jnc at M20 J10a Ahead	U	B	45	11
J3:4/1	NE Circ Ahead	U	A	18	40
J3:4/2	NE Circ Ahead Right	U	A	18	40
J3:4/3	NE Circ Right	U	A	18	40

Detailed Input Data And Results

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	44	11
J4:1/2	E Circ Right	U	A	44	11
J4:1/3	E Circ Right	U	A	44	11
J4:2/1	M20 WB Off-Slip Ahead	U	B	16	37
J4:2/2	M20 WB Off-Slip Ahead	U	B	16	37
J4:2/3	M20 WB Off-Slip Ahead	U	B	16	37

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	75.0%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	75.0%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	7	-	-	219	1914:2200	306+0	71.5 : 0.0%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	7	-	-	142	1959	313	45.3%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	31	-	-	945	1968	1260	75.0%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	31	-	-	556	1972	1262	44.1%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	54.9%
1/2+1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	564	1960:1965	549+549	54.9 : 47.9%
2/1	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	461	Inf	Inf	0.0%
2/2	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	402	Inf	Inf	0.0%
2/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	531	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	468	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	71.7%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	U	N/A	N/A	C3:B		1	16	-	-	710	2114:1974	719+272	71.7 : 71.7%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	724	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	550	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	684	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	565	Inf	Inf	0.0%

Detailed Input Data And Results

3/2	M20 EB exit	U	N/A	N/A	-	-	-	-	-	459	Inf	Inf	0.0%
4/1	NE Circ Ahead	U	N/A	N/A	C3:A	1	22	-	-	550	1978	910	60.4%
4/2+4/3	NE Circ Ahead Right	U	N/A	N/A	C3:A	1	22	-	-	684	2120:1971	832+216	65.3 : 65.3%
5/1	A20 EB exit	U	N/A	N/A	-	-	-	-	-	724	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	50.5%
1/1	E Circ Right	U	N/A	N/A	C2:A	1	17	-	-	264	1976	711	37.1%
1/2	E Circ Right	U	N/A	N/A	C2:A	1	17	-	-	351	2124	765	45.9%
1/3	E Circ Right	U	N/A	N/A	C2:A	1	17	-	-	305	1981	713	42.8%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	21	-	-	908	2142:1950	942+858	50.4 : 50.5%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	21	-	-	244	2000	880	27.7%
3/1	SE Circ Ahead	U	N/A	N/A	-	-	-	-	-	697	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	826	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-	-	-	-	-	549	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	74.5%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-	-	-	-	-	606	2089:1988	745+245	61.2 : 61.2%
1/3	A2070 EB Ahead	O	N/A	N/A	-	-	-	-	-	555	2087	745	74.5%
2/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	-	223	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	549	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	697	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	603	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	298	Inf	Inf	0.0%

Detailed Input Data And Results

4/2	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	134	Inf	Inf	0.0%
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Detailed 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: J7) M20 J10a	-	-	2895	0	0	14.2	11.0	0.0	25.2	-	-	-	-	
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	3.8	3.5	0.0	7.4	-	-	-	-	
1/1+1/2	219	219	-	-	-	1.2	1.2	-	2.4	40.0	2.9	1.2	4.1	
1/3	142	142	-	-	-	0.8	0.4	-	1.2	29.5	1.8	0.4	2.2	
2/1	945	945	-	-	-	1.2	1.5	-	2.7	10.3	7.8	1.5	9.3	
2/2	556	556	-	-	-	0.7	0.4	-	1.0	6.8	3.1	0.4	3.5	
J2: A20 W Jnc at M20 J10a	-	-	1128	0	0	0.1	0.5	0.0	0.7	-	-	-	-	
1/2+1/1	564	564	1128	0	0	0.1	0.5	-	0.7	4.2	1.3	0.5	1.8	
2/1	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A20 E Jnc at M20 J10a	-	-	0	0	0	5.3	2.9	0.0	8.3	-	-	-	-	
1/2+1/1	710	710	-	-	-	2.7	1.3	-	4.0	20.1	6.2	1.3	7.4	
2/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	550	550	-	-	-	0.9	0.8	-	1.7	10.9	5.5	0.8	6.3	
4/2+4/3	684	684	-	-	-	1.7	0.9	-	2.6	13.8	5.5	0.9	6.4	

Detailed Input Data And Results

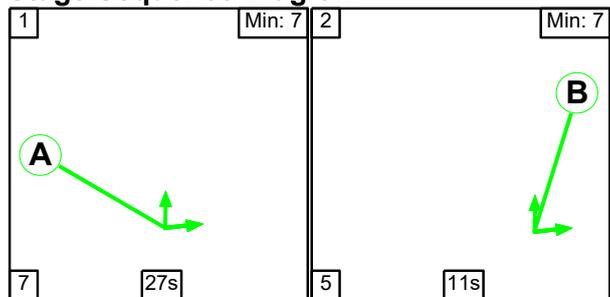
5/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	4.7	1.8	0.0	6.5	-	-	-	-	
1/1	264	264	-	-	-	0.5	0.3	-	0.8	11.5	1.2	0.3	1.5	
1/2	351	351	-	-	-	0.9	0.4	-	1.4	13.9	2.1	0.4	2.5	
1/3	305	305	-	-	-	0.1	0.4	-	0.5	5.7	0.2	0.4	0.6	
2/2+2/1	908	908	-	-	-	2.5	0.5	-	3.0	12.1	4.6	0.5	5.1	
2/3	244	244	-	-	-	0.6	0.2	-	0.8	11.8	2.1	0.2	2.3	
3/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	1767	0	0	0.2	2.2	0.0	2.4	-	-	-	-	
1/2+1/1	606	606	1212	0	0	0.0	0.8	-	0.8	5.0	1.6	0.8	2.4	
1/3	555	555	555	0	0	0.1	1.4	-	1.6	10.2	2.8	1.4	4.2	
2/1	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	PRC for Signalled Lanes (%):	20.0	Total Delay for Signalled Lanes (pcuHr):			7.36	Cycle Time (s):		50		
			C2	PRC for Signalled Lanes (%):	78.3	Total Delay for Signalled Lanes (pcuHr):			6.52	Cycle Time (s):		50		
			C3	PRC for Signalled Lanes (%):	25.6	Total Delay for Signalled Lanes (pcuHr):			8.26	Cycle Time (s):		50		
				PRC Over All Lanes (%):	20.0	Total Delay Over All Lanes(pcuHr):			25.19					

Detailed Input Data And Results

Scenario 2: '2026 Base+Sev PM Peak' (FG2: '2026 Base+Sev PM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



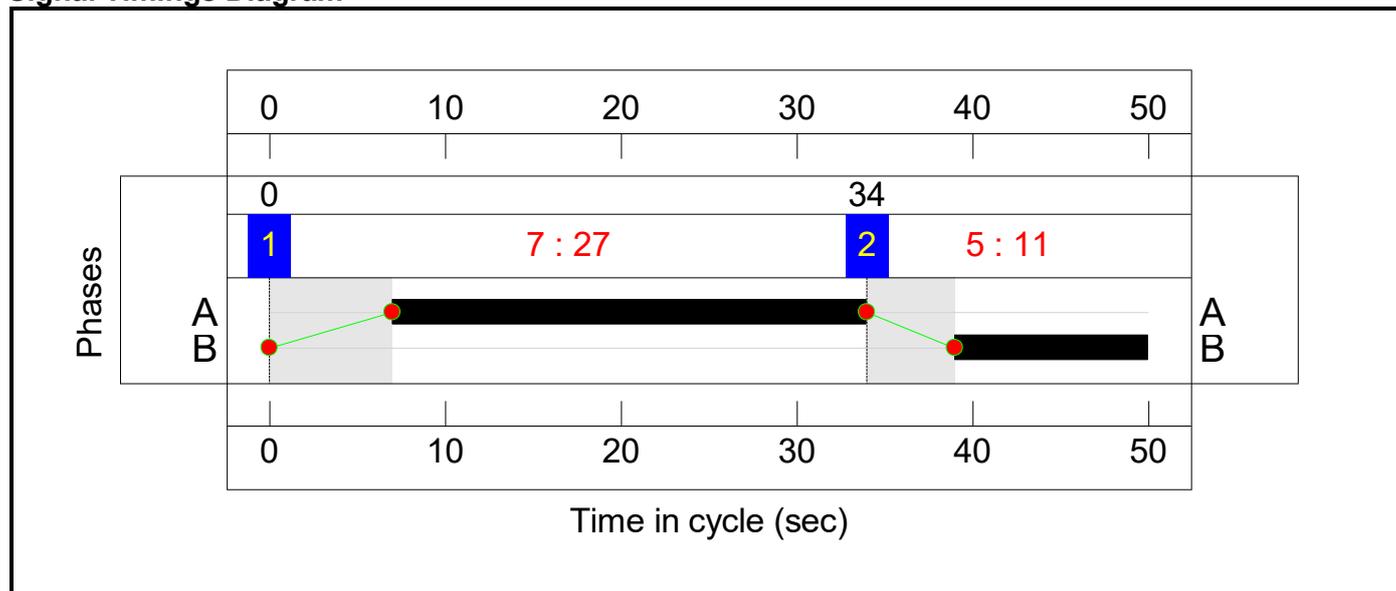
Stage Timings

Stage	1	2
Duration	27	11
Change Point	0	34

Phase Timings

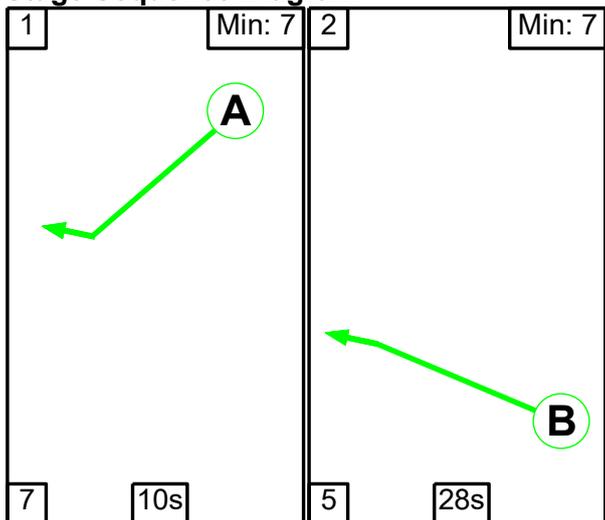
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	27	7	34
B	M20 EB Off-Slip Ahead Left	Traffic	11	39	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



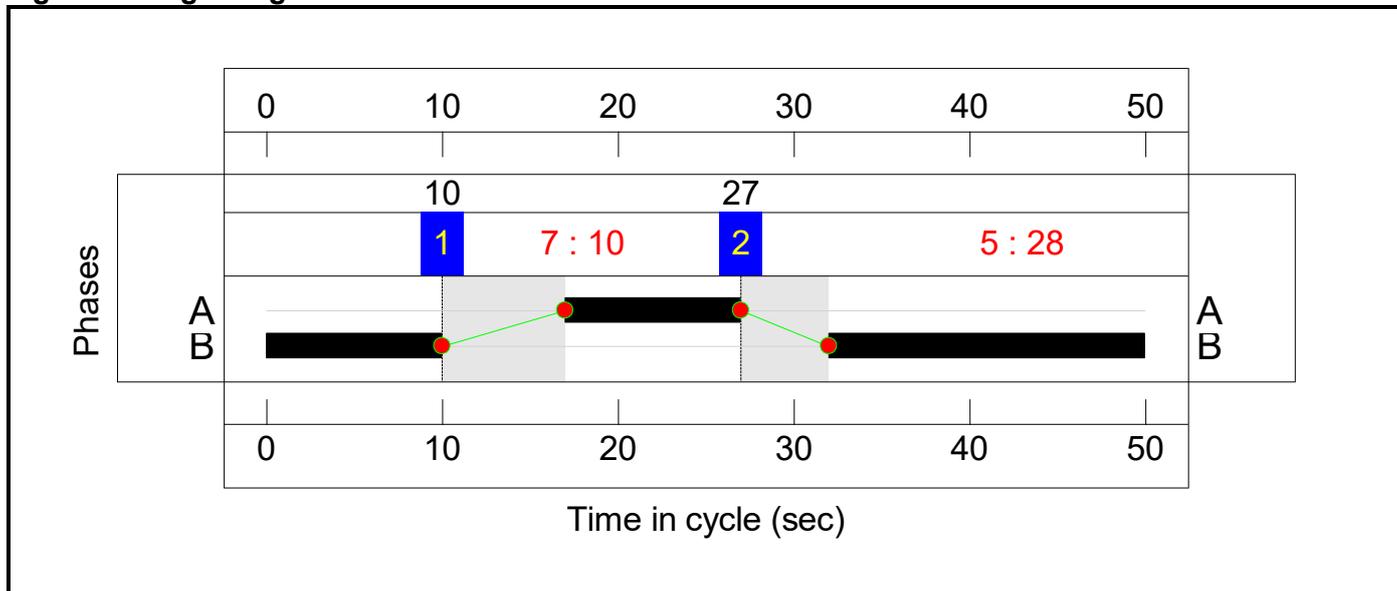
Stage Timings

Stage	1	2
Duration	10	28
Change Point	10	27

Phase Timings

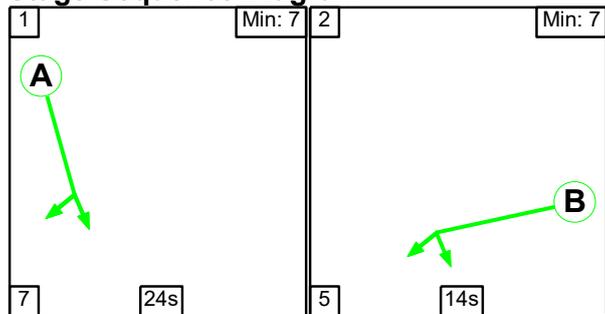
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	10	17	27
B	M20 WB Off-Slip Ahead	Traffic	28	32	10

Signal Timings Diagram



Controller :C3

Stage Sequence Diagram



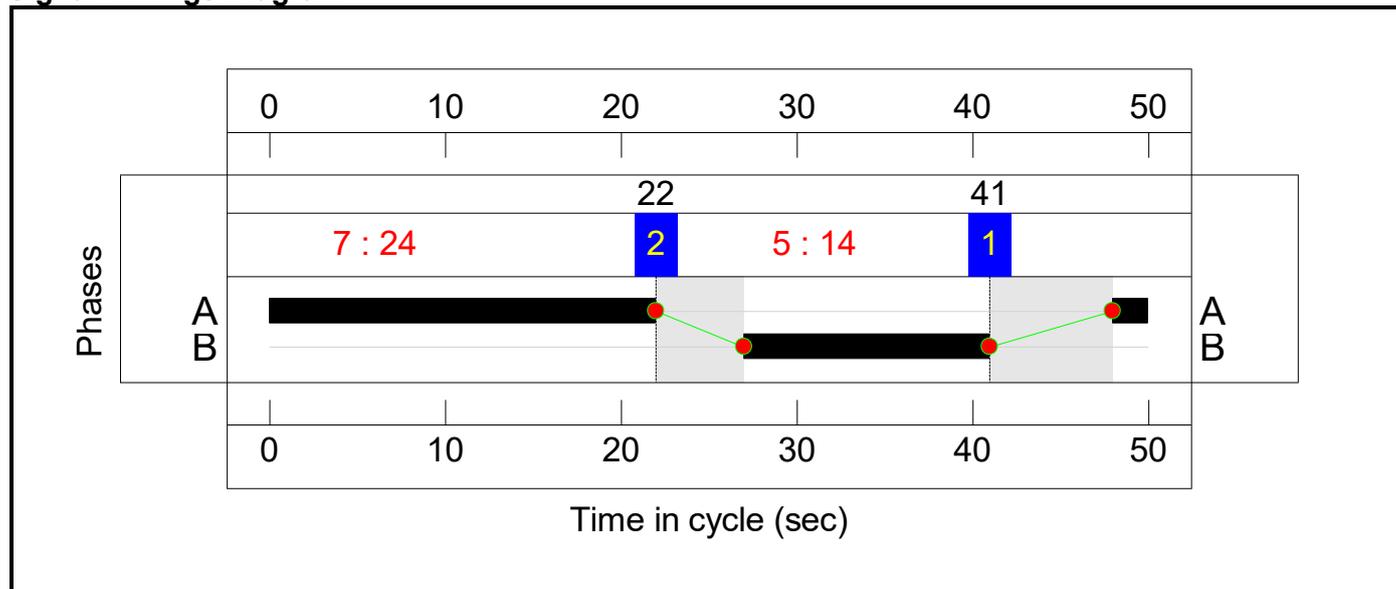
Stage Timings

Stage	1	2
Duration	24	14
Change Point	41	22

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	NE Circ Ahead Right	Traffic	24	48	22
B	A20 WB Jnc at M20 J10a Left Ahead	Traffic	14	27	41

Signal Timings Diagram



Detailed Input Data And Results

Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	39	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	39	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	39	0
J1:2/1	W Circ Ahead Left	U	A	7	34
J1:2/2	W Circ Ahead	U	A	7	34

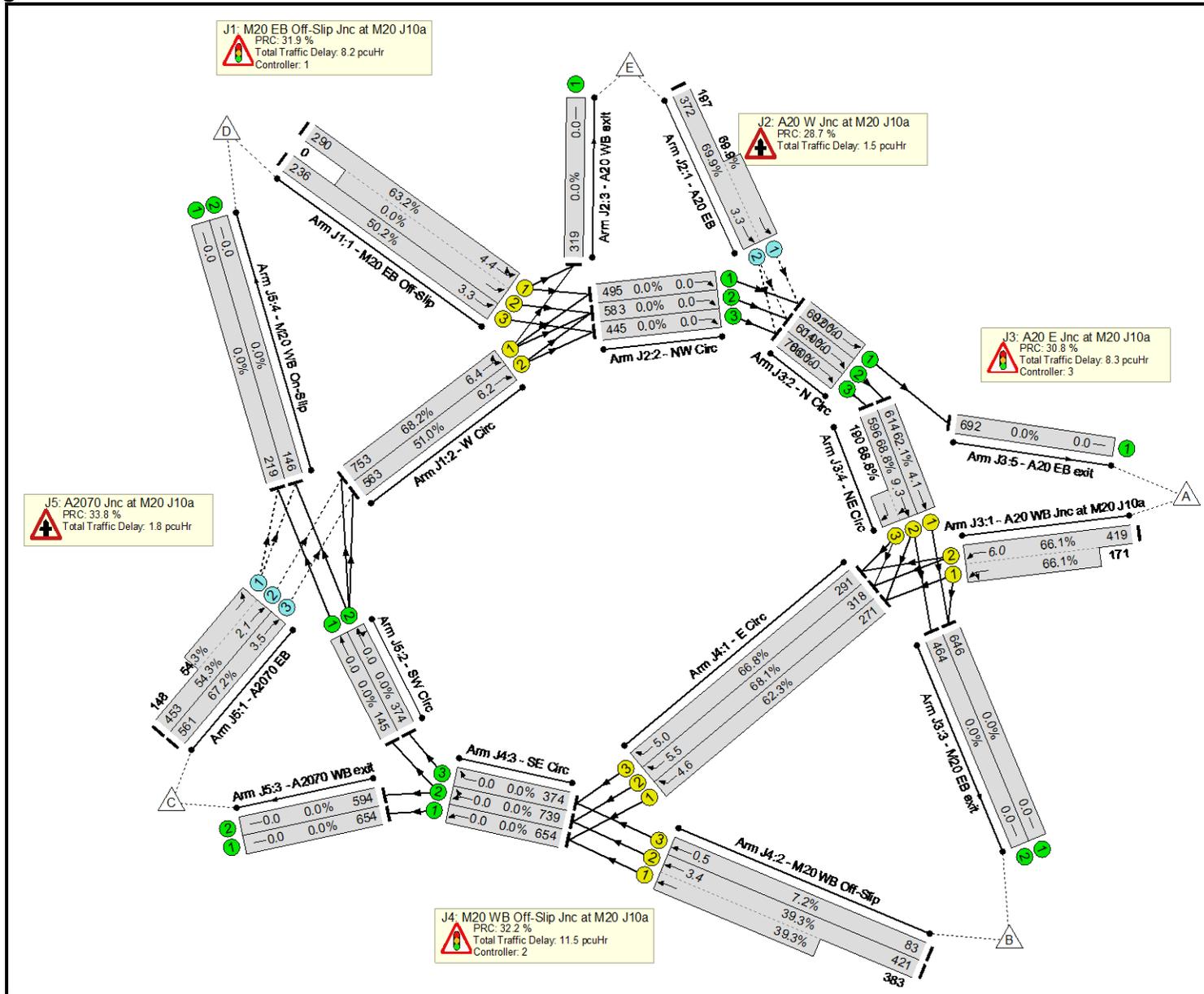
Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A20 WB Jnc at M20 J10a Left Ahead	U	B	27	41
J3:1/2	A20 WB Jnc at M20 J10a Ahead	U	B	27	41
J3:4/1	NE Circ Ahead	U	A	48	22
J3:4/2	NE Circ Ahead Right	U	A	48	22
J3:4/3	NE Circ Right	U	A	48	22

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	17	27
J4:1/2	E Circ Right	U	A	17	27
J4:1/3	E Circ Right	U	A	17	27
J4:2/1	M20 WB Off-Slip Ahead	U	B	32	10
J4:2/2	M20 WB Off-Slip Ahead	U	B	32	10
J4:2/3	M20 WB Off-Slip Ahead	U	B	32	10

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	69.9%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	68.2%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	11	-	-	290	1913:2200	459+0	63.2 : 0.0%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	11	-	-	236	1959	470	50.2%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	27	-	-	753	1971	1104	68.2%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	27	-	-	563	1972	1104	51.0%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	69.9%
1/2+1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	569	1960:1965	532+282	69.9 : 69.9%
2/1	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	495	Inf	Inf	0.0%
2/2	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	583	Inf	Inf	0.0%
2/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	445	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	319	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	68.8%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	U	N/A	N/A	C3:B		1	14	-	-	590	2114:1960	634+259	66.1 : 66.1%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	692	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	614	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	786	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	646	Inf	Inf	0.0%

Detailed Input Data And Results

3/2	M20 EB exit	U	N/A	N/A	-	-	-	-	-	464	Inf	Inf	0.0%
4/1	NE Circ Ahead	U	N/A	N/A	C3:A		1	24	-	614	1978	989	62.1%
4/2+4/3	NE Circ Ahead Right	U	N/A	N/A	C3:A		1	24	-	786	2125:1971	866+276	68.8 : 68.8%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	68.1%
1/1	E Circ Right	U	N/A	N/A	C2:A		1	10	-	271	1976	435	62.3%
1/2	E Circ Right	U	N/A	N/A	C2:A		1	10	-	318	2124	467	68.1%
1/3	E Circ Right	U	N/A	N/A	C2:A		1	10	-	291	1981	436	66.8%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	28	-	804	2142:1950	1071+975	39.3 : 39.3%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	28	-	83	2000	1160	7.2%
3/1	SE Circ Ahead	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	67.2%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-		-	-	-	601	2089:1988	834+273	54.3 : 54.3%
1/3	A2070 EB Ahead	O	N/A	N/A	-		-	-	-	561	2087	834	67.2%
2/1	SW Circ Ahead	U	N/A	N/A	-		-	-	-	145	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%

Detailed Input Data And Results

4/2	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	146	Inf	Inf	0.0%
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Detailed 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: J7) M20 J10a	-	-	2901	0	0	19.6	11.8	0.0	31.4	-	-	-	-	
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	5.3	2.9	0.0	8.2	-	-	-	-	
1/1+1/2	290	290	-	-	-	1.4	0.8	-	2.2	27.6	3.5	0.8	4.4	
1/3	236	236	-	-	-	1.1	0.5	-	1.6	24.1	2.8	0.5	3.3	
2/1	753	753	-	-	-	1.4	1.1	-	2.5	11.7	5.3	1.1	6.4	
2/2	563	563	-	-	-	1.4	0.5	-	1.9	12.4	5.6	0.5	6.2	
J2: A20 W Jnc at M20 J10a	-	-	1138	0	0	0.4	1.2	0.0	1.5	-	-	-	-	
1/2+1/1	569	569	1138	0	0	0.4	1.2	-	1.5	9.8	2.2	1.2	3.3	
2/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A20 E Jnc at M20 J10a	-	-	0	0	0	5.4	2.9	0.0	8.3	-	-	-	-	
1/2+1/1	590	590	-	-	-	2.4	1.0	-	3.4	20.7	5.0	1.0	6.0	
2/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	614	614	-	-	-	1.0	0.8	-	1.8	10.8	3.3	0.8	4.1	
4/2+4/3	786	786	-	-	-	2.0	1.1	-	3.1	14.1	8.2	1.1	9.3	

Detailed Input Data And Results

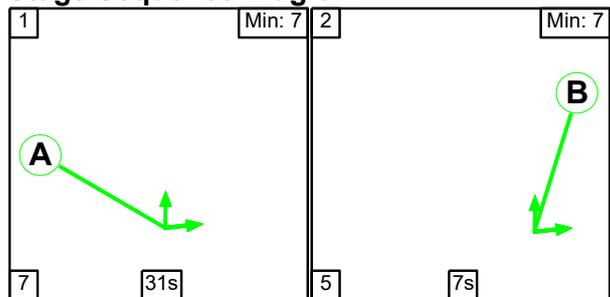
5/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	8.3	3.2	0.0	11.5	-	-	-	-	
1/1	271	271	-	-	-	2.0	0.8	-	2.8	37.2	3.8	0.8	4.6	
1/2	318	318	-	-	-	2.1	1.1	-	3.1	35.5	4.4	1.1	5.5	
1/3	291	291	-	-	-	2.9	1.0	-	3.9	48.1	4.0	1.0	5.0	
2/2+2/1	804	804	-	-	-	1.2	0.3	-	1.6	6.9	3.0	0.3	3.4	
2/3	83	83	-	-	-	0.1	0.0	-	0.1	6.3	0.5	0.0	0.5	
3/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	1763	0	0	0.2	1.6	0.0	1.8	-	-	-	-	
1/2+1/1	601	601	1202	0	0	0.1	0.6	-	0.7	4.1	1.5	0.6	2.1	
1/3	561	561	561	0	0	0.1	1.0	-	1.2	7.5	2.5	1.0	3.5	
2/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	146	146	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	PRC for Signalled Lanes (%)	31.9	Total Delay for Signalled Lanes (pcuHr)	8.20	Cycle Time (s)	50					
			C2	PRC for Signalled Lanes (%)	32.2	Total Delay for Signalled Lanes (pcuHr)	11.52	Cycle Time (s)	50					
			C3	PRC for Signalled Lanes (%)	30.8	Total Delay for Signalled Lanes (pcuHr)	8.30	Cycle Time (s)	50					
				PRC Over All Lanes (%)	28.7	Total Delay Over All Lanes(pcuHr)	31.41							

Detailed Input Data And Results

Scenario 3: '2036 Base+Sev AM Peak' (FG3: '2036 Base+Sev AM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



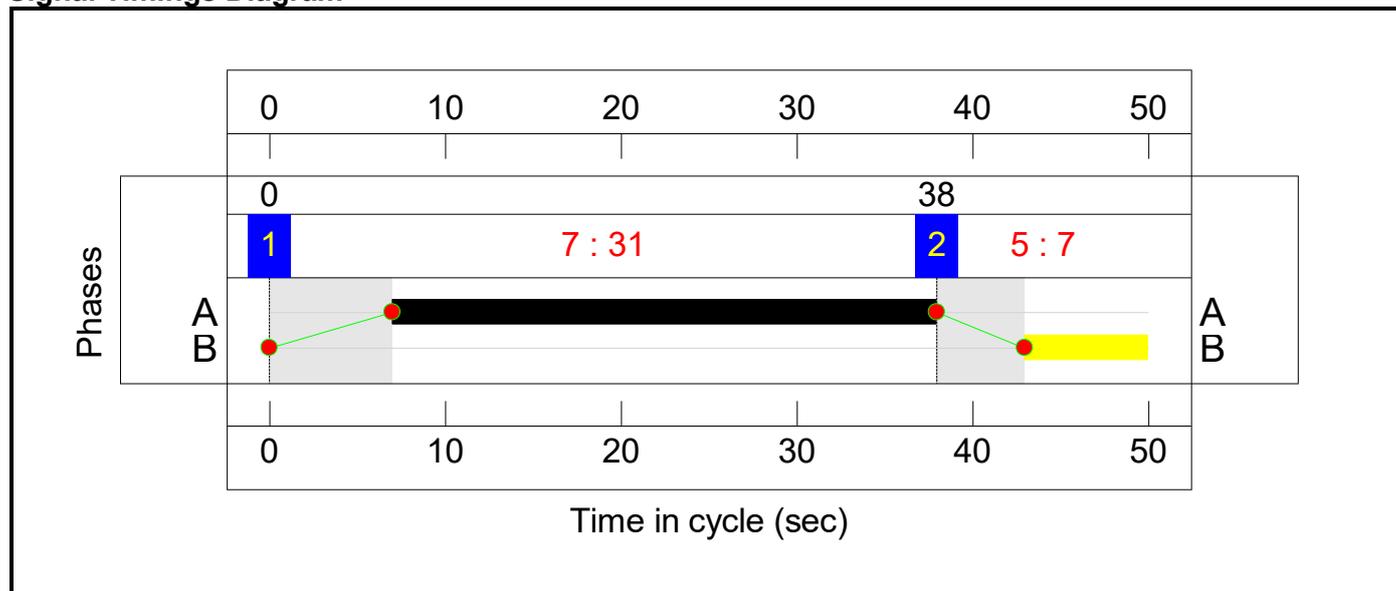
Stage Timings

Stage	1	2
Duration	31	7
Change Point	0	38

Phase Timings

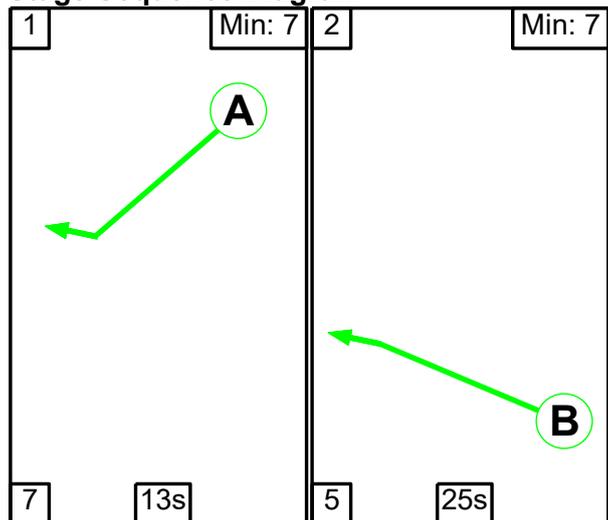
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	31	7	38
B	M20 EB Off-Slip Ahead Left	Traffic	7	43	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



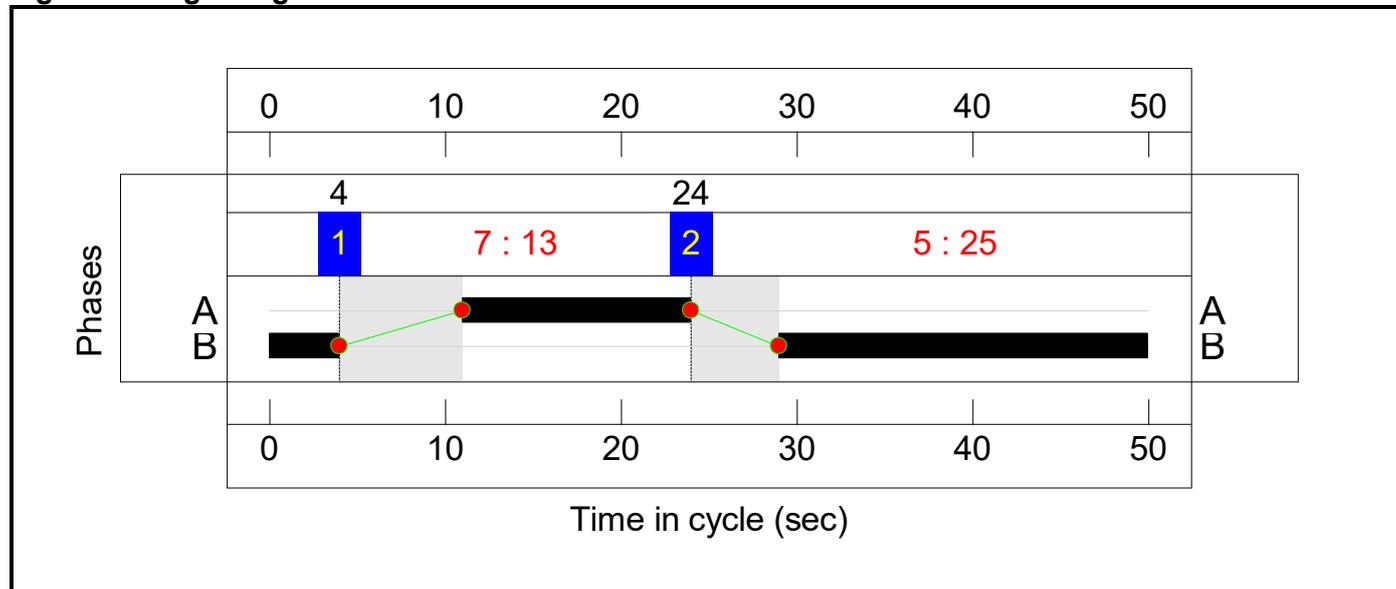
Stage Timings

Stage	1	2
Duration	13	25
Change Point	4	24

Phase Timings

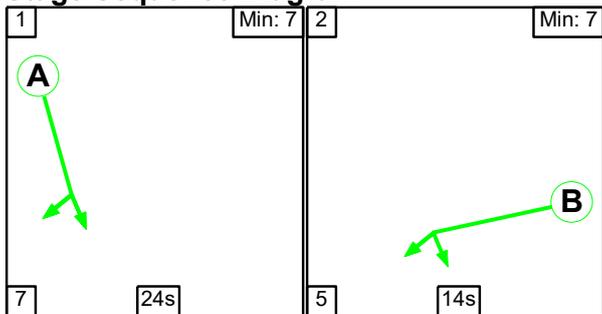
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	13	11	24
B	M20 WB Off-Slip Ahead	Traffic	25	29	4

Signal Timings Diagram



Controller :C3

Stage Sequence Diagram



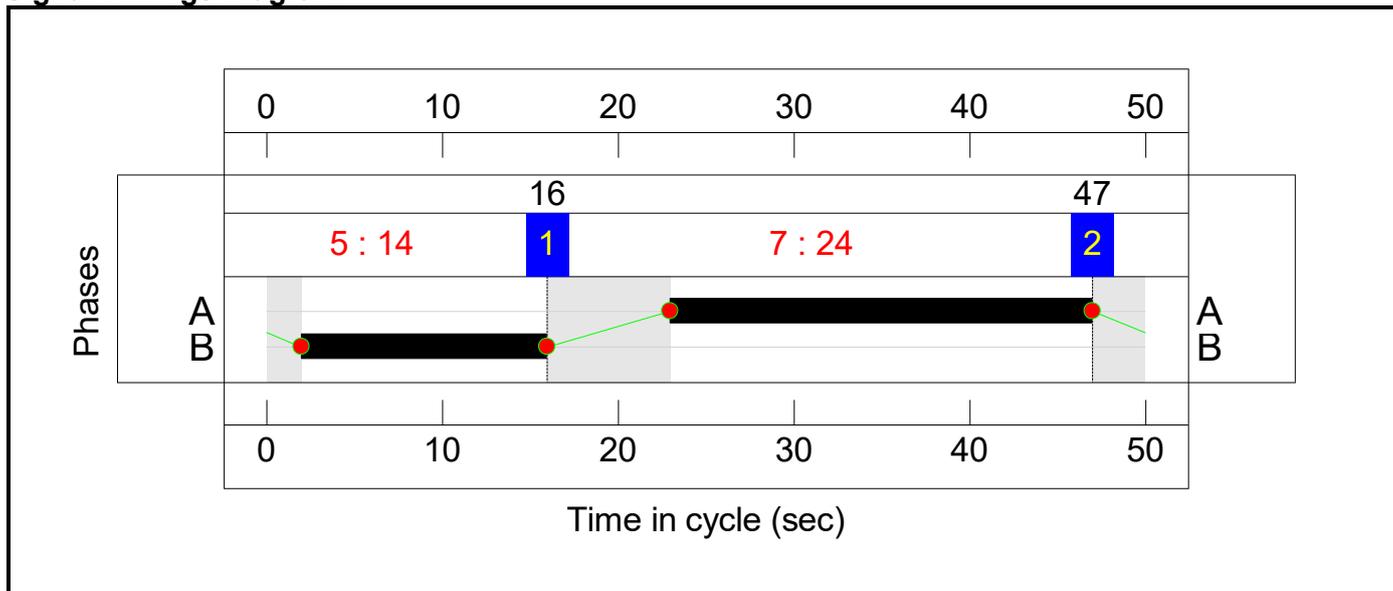
Stage Timings

Stage	1	2
Duration	24	14
Change Point	16	47

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	NE Circ Ahead Right	Traffic	24	23	47
B	A20 WB Jnc at M20 J10a Left Ahead	Traffic	14	2	16

Signal Timings Diagram



Detailed Input Data And Results

Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	43	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	43	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	43	0
J1:2/1	W Circ Ahead Left	U	A	7	38
J1:2/2	W Circ Ahead	U	A	7	38

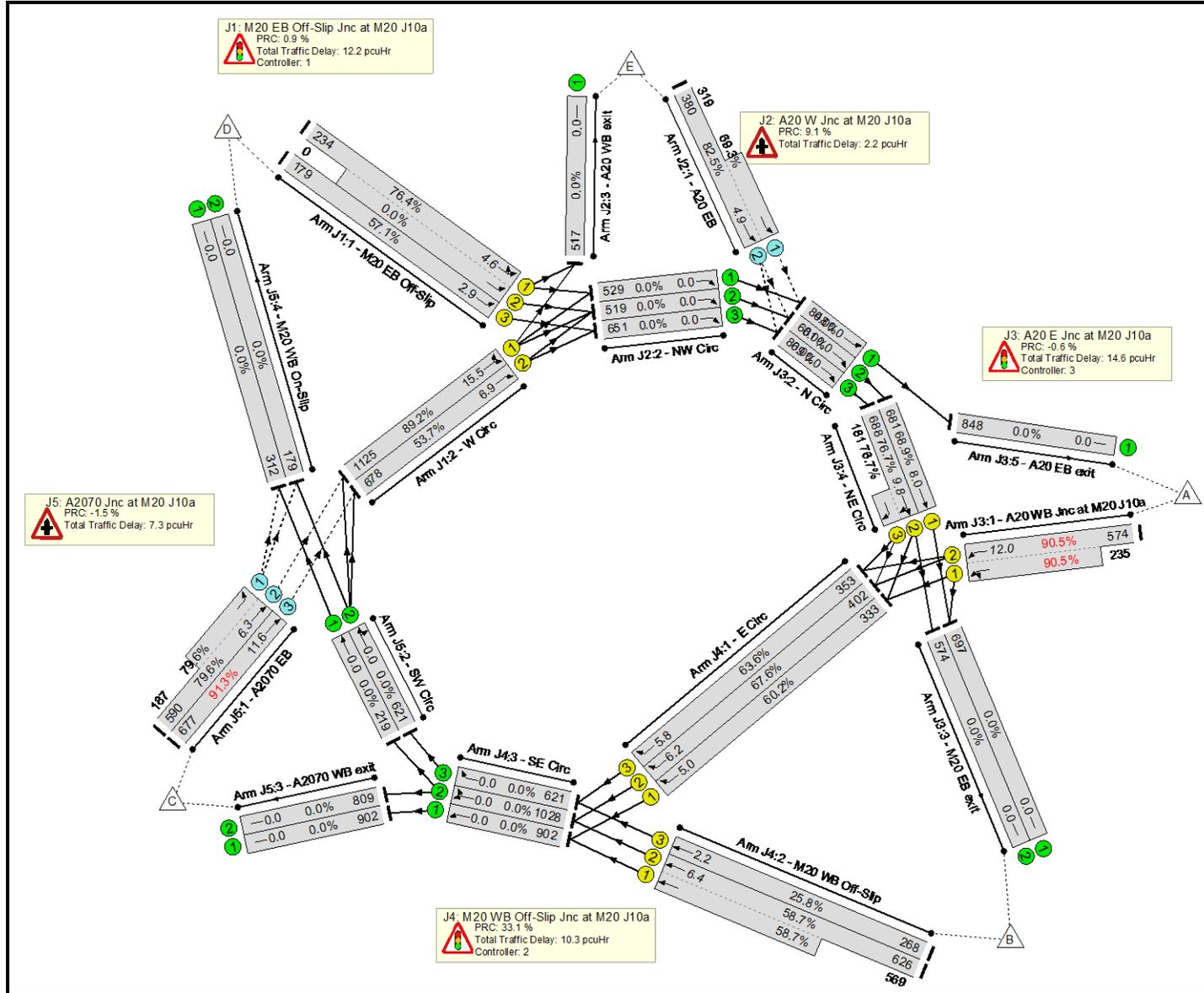
Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A20 WB Jnc at M20 J10a Left Ahead	U	B	2	16
J3:1/2	A20 WB Jnc at M20 J10a Ahead	U	B	2	16
J3:4/1	NE Circ Ahead	U	A	23	47
J3:4/2	NE Circ Ahead Right	U	A	23	47
J3:4/3	NE Circ Right	U	A	23	47

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	11	24
J4:1/2	E Circ Right	U	A	11	24
J4:1/3	E Circ Right	U	A	11	24
J4:2/1	M20 WB Off-Slip Ahead	U	B	29	4
J4:2/2	M20 WB Off-Slip Ahead	U	B	29	4
J4:2/3	M20 WB Off-Slip Ahead	U	B	29	4

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	91.3%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	89.2%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	7	-	-	234	1914:2200	306+0	76.4 : 0.0%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	7	-	-	179	1959	313	57.1%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	31	-	-	1125	1970	1261	89.2%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	31	-	-	678	1972	1262	53.7%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	82.5%
1/2+1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	699	1960:1965	461+461	82.5 : 69.3%
2/1	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	529	Inf	Inf	0.0%
2/2	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	519	Inf	Inf	0.0%
2/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	651	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	517	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	90.5%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	U	N/A	N/A	C3:B		1	14	-	-	809	2114:1976	634+260	90.5 : 90.5%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	848	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	681	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	869	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	697	Inf	Inf	0.0%

Detailed Input Data And Results

3/2	M20 EB exit	U	N/A	N/A	-	-	-	-	-	574	Inf	Inf	0.0%	
4/1	NE Circ Ahead	U	N/A	N/A	C3:A		1	24	-	-	681	1978	989	68.9%
4/2+4/3	NE Circ Ahead Right	U	N/A	N/A	C3:A		1	24	-	-	869	2121:1971	897+236	76.7 : 76.7%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	848	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	67.6%
1/1	E Circ Right	U	N/A	N/A	C2:A		1	13	-	-	333	1976	553	60.2%
1/2	E Circ Right	U	N/A	N/A	C2:A		1	13	-	-	402	2124	595	67.6%
1/3	E Circ Right	U	N/A	N/A	C2:A		1	13	-	-	353	1981	555	63.6%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	25	-	-	1195	2142:1950	1066+969	58.7 : 58.7%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	25	-	-	268	2000	1040	25.8%
3/1	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	902	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	1028	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-		-	-	-	-	621	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	91.3%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-		-	-	-	-	777	2089:1988	741+235	79.6 : 79.6%
1/3	A2070 EB Ahead	O	N/A	N/A	-		-	-	-	-	677	2087	741	91.3%
2/1	SW Circ Ahead	U	N/A	N/A	-		-	-	-	-	219	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	621	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-		-	-	-	-	902	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-		-	-	-	-	809	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	312	Inf	Inf	0.0%

Detailed Input Data And Results

4/2	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	179	Inf	Inf	0.0%
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Detailed 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: J7) M20 J10a	-	-	3629	0	0	21.3	25.4	0.0	46.7	-	-	-	-	
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	5.5	6.7	0.0	12.2	-	-	-	-	
1/1+1/2	234	234	-	-	-	1.3	1.6	-	2.9	44.0	3.1	1.6	4.6	
1/3	179	179	-	-	-	1.0	0.7	-	1.6	32.7	2.3	0.7	2.9	
2/1	1125	1125	-	-	-	2.0	3.9	-	5.9	19.0	11.6	3.9	15.5	
2/2	678	678	-	-	-	1.2	0.6	-	1.8	9.5	6.3	0.6	6.9	
J2: A20 W Jnc at M20 J10a	-	-	1398	0	0	0.7	1.6	0.0	2.2	-	-	-	-	
1/2+1/1	699	699	1398	0	0	0.7	1.6	-	2.2	11.5	3.4	1.6	4.9	
2/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A20 E Jnc at M20 J10a	-	-	0	0	0	7.6	7.1	0.0	14.6	-	-	-	-	
1/2+1/1	809	809	-	-	-	3.6	4.3	-	7.9	35.2	7.7	4.3	12.0	
2/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	681	681	-	-	-	1.3	1.1	-	2.4	12.4	6.9	1.1	8.0	
4/2+4/3	869	869	-	-	-	2.7	1.6	-	4.3	18.0	8.2	1.6	9.8	

Detailed Input Data And Results

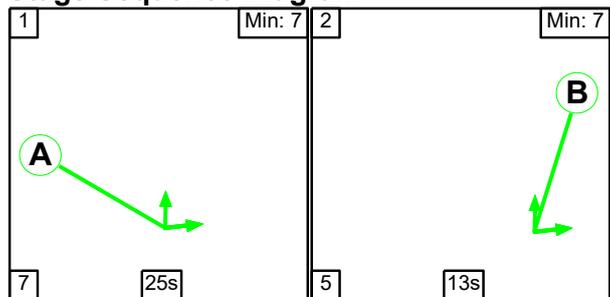
5/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	6.8	3.5	0.0	10.3	-	-	-	-	
1/1	333	333	-	-	-	1.3	0.8	-	2.0	21.7	4.2	0.8	5.0	
1/2	402	402	-	-	-	1.8	1.0	-	2.8	25.3	5.2	1.0	6.2	
1/3	353	353	-	-	-	0.5	0.9	-	1.4	14.1	4.9	0.9	5.8	
2/2+2/1	1195	1195	-	-	-	2.7	0.7	-	3.4	10.3	5.7	0.7	6.4	
2/3	268	268	-	-	-	0.5	0.2	-	0.7	9.0	2.0	0.2	2.2	
3/1	902	902	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	1028	1028	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	2231	0	0	0.8	6.5	0.0	7.3	-	-	-	-	
1/2+1/1	777	777	1554	0	0	0.3	1.9	-	2.2	10.2	4.4	1.9	6.3	
1/3	677	677	677	0	0	0.5	4.6	-	5.1	27.2	7.0	4.6	11.6	
2/1	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	902	902	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	312	312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	PRC for Signalled Lanes (%):	0.9	Total Delay for Signalled Lanes (pcuHr):	12.20	Cycle Time (s):	50					
			C2	PRC for Signalled Lanes (%):	33.1	Total Delay for Signalled Lanes (pcuHr):	10.29	Cycle Time (s):	50					
			C3	PRC for Signalled Lanes (%):	-0.6	Total Delay for Signalled Lanes (pcuHr):	14.61	Cycle Time (s):	50					
				PRC Over All Lanes (%):	-1.5	Total Delay Over All Lanes(pcuHr):	46.67							

Detailed Input Data And Results

Scenario 4: '2036 Base+Sev PM Peak' (FG4: '2036 Base+Sev PM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



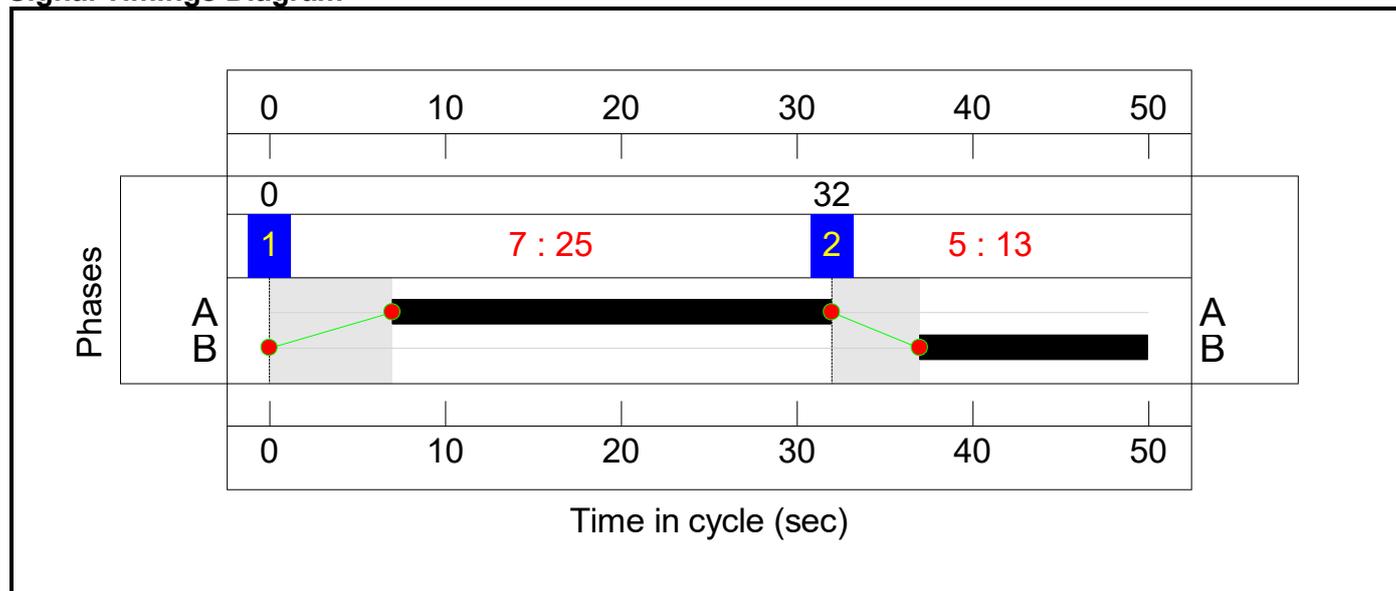
Stage Timings

Stage	1	2
Duration	25	13
Change Point	0	32

Phase Timings

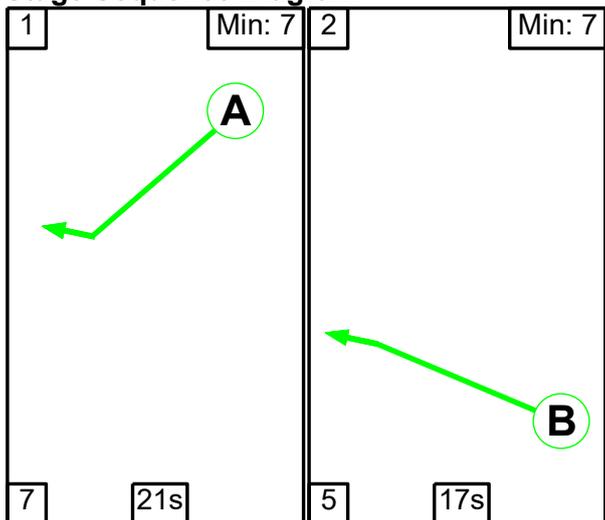
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	25	7	32
B	M20 EB Off-Slip Ahead Left	Traffic	13	37	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



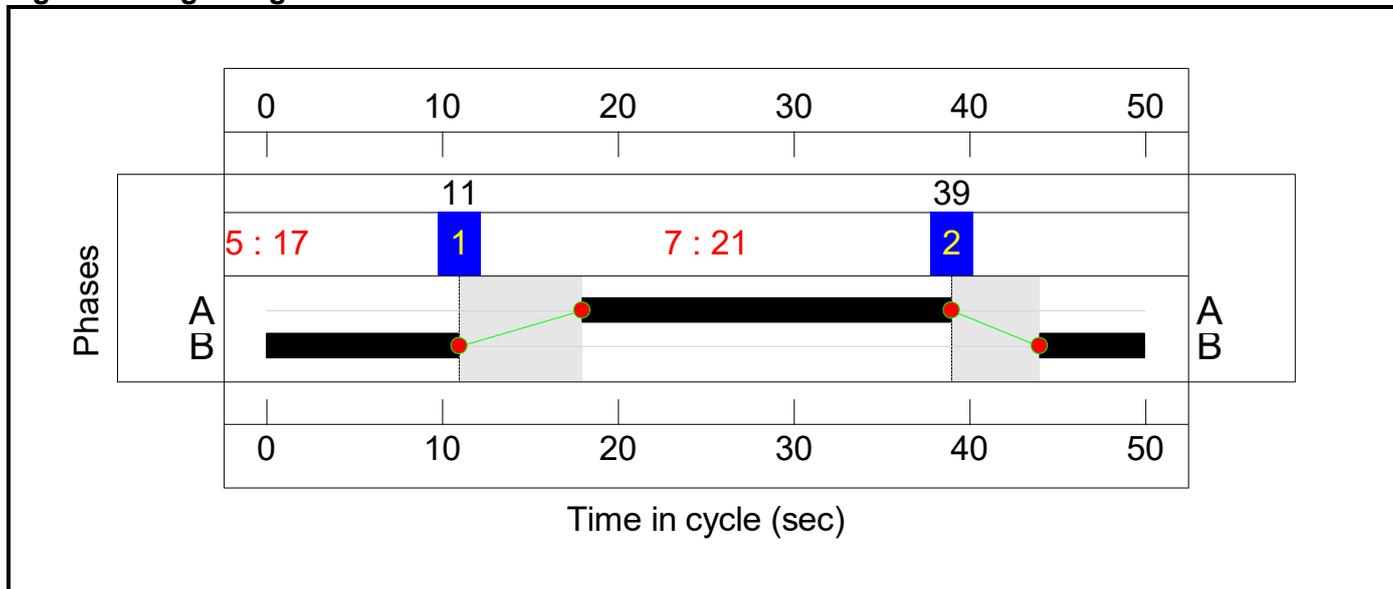
Stage Timings

Stage	1	2
Duration	21	17
Change Point	11	39

Phase Timings

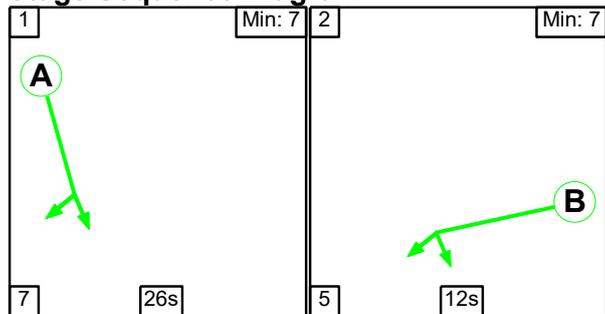
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	21	18	39
B	M20 WB Off-Slip Ahead	Traffic	17	44	11

Signal Timings Diagram



Controller :C3

Stage Sequence Diagram



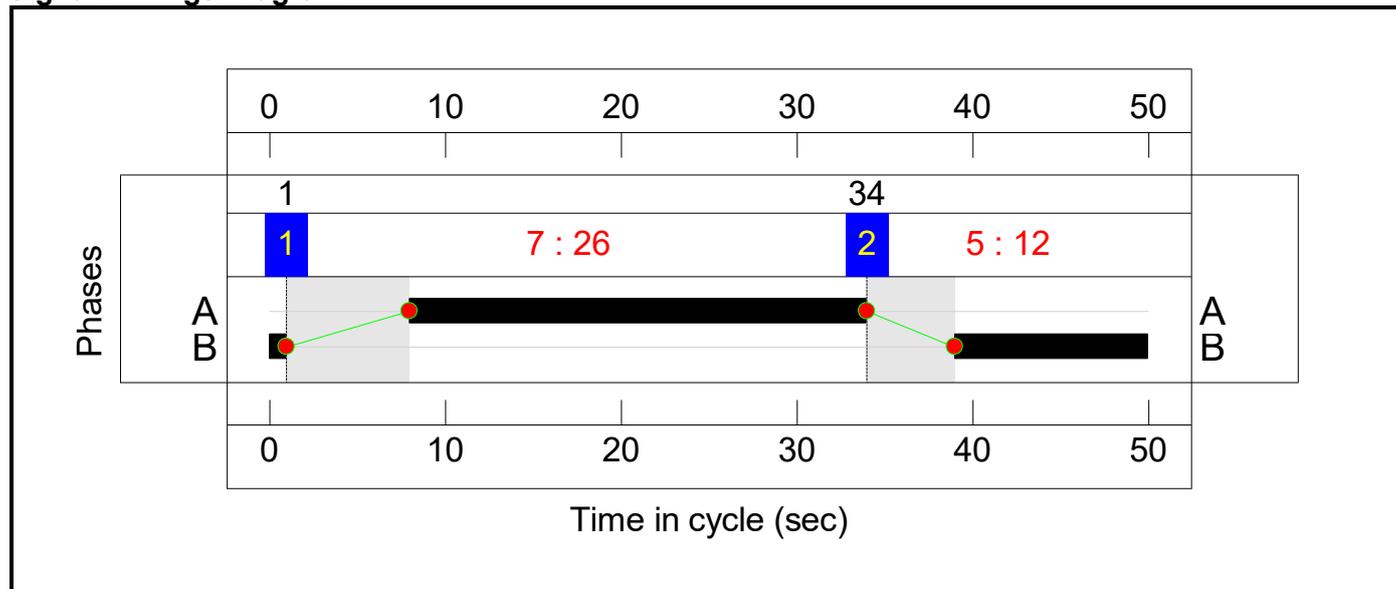
Stage Timings

Stage	1	2
Duration	26	12
Change Point	1	34

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	NE Circ Ahead Right	Traffic	26	8	34
B	A20 WB Jnc at M20 J10a Left Ahead	Traffic	12	39	1

Signal Timings Diagram



Detailed Input Data And Results

Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	37	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	37	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	37	0
J1:2/1	W Circ Ahead Left	U	A	7	32
J1:2/2	W Circ Ahead	U	A	7	32

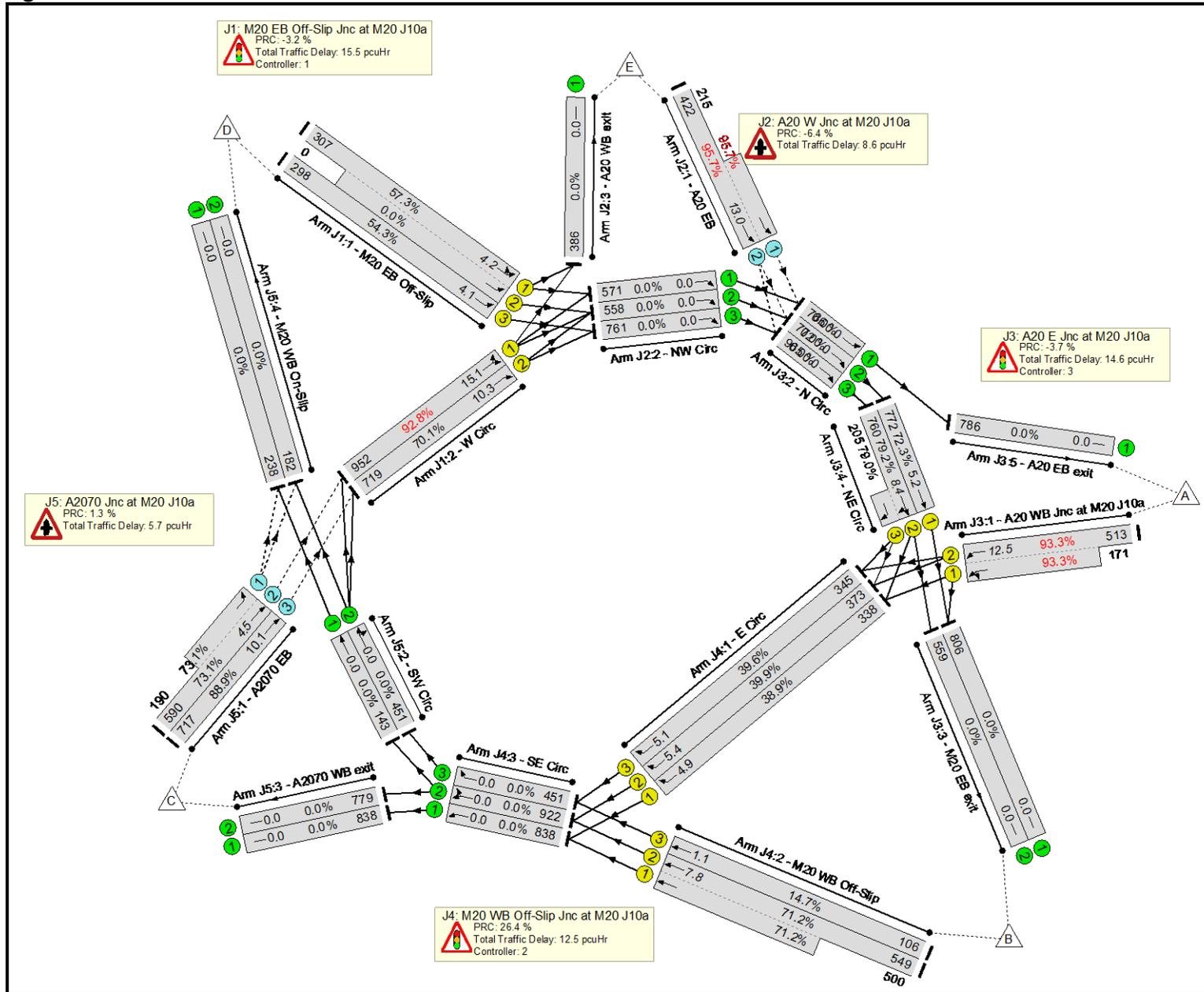
Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A20 WB Jnc at M20 J10a Left Ahead	U	B	39	1
J3:1/2	A20 WB Jnc at M20 J10a Ahead	U	B	39	1
J3:4/1	NE Circ Ahead	U	A	8	34
J3:4/2	NE Circ Ahead Right	U	A	8	34
J3:4/3	NE Circ Right	U	A	8	34

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	18	39
J4:1/2	E Circ Right	U	A	18	39
J4:1/3	E Circ Right	U	A	18	39
J4:2/1	M20 WB Off-Slip Ahead	U	B	44	11
J4:2/2	M20 WB Off-Slip Ahead	U	B	44	11
J4:2/3	M20 WB Off-Slip Ahead	U	B	44	11

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	95.7%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	92.8%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	13	-	-	307	1913:2200	536+0	57.3 : 0.0%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	13	-	-	298	1959	549	54.3%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	25	-	-	952	1972	1025	92.8%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	25	-	-	719	1972	1025	70.1%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	95.7%
1/2+1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	637	1960:1965	441+225	95.7 : 95.7%
2/1	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
2/2	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	558	Inf	Inf	0.0%
2/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	761	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	386	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	93.3%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	U	N/A	N/A	C3:B		1	12	-	-	684	2114:1959	550+183	93.3 : 93.3%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	786	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	772	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	969	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	806	Inf	Inf	0.0%

Detailed Input Data And Results

3/2	M20 EB exit	U	N/A	N/A	-	-	-	-	-	561	Inf	Inf	0.0%
4/1	NE Circ Ahead	U	N/A	N/A	C3:A	1	26	-	-	772	1978	1068	72.3%
4/2+4/3	NE Circ Ahead Right	U	N/A	N/A	C3:A	1	26	-	-	969	2127:1971	960+259	79.2 : 79.0%
5/1	A20 EB exit	U	N/A	N/A	-	-	-	-	-	786	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	71.2%
1/1	E Circ Right	U	N/A	N/A	C2:A	1	21	-	-	339	1976	869	38.9%
1/2	E Circ Right	U	N/A	N/A	C2:A	1	21	-	-	374	2124	935	39.9%
1/3	E Circ Right	U	N/A	N/A	C2:A	1	21	-	-	345	1981	872	39.6%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	17	-	-	1049	2142:1950	771+702	71.2 : 71.2%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	17	-	-	106	2000	720	14.7%
3/1	SE Circ Ahead	U	N/A	N/A	-	-	-	-	-	839	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	923	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-	-	-	-	-	451	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	88.9%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-	-	-	-	-	780	2089:1988	807+260	73.1 : 73.1%
1/3	A2070 EB Ahead	O	N/A	N/A	-	-	-	-	-	717	2087	807	88.9%
2/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	-	143	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	451	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	839	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	780	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	238	Inf	Inf	0.0%

Detailed Input Data And Results

4/2	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	182	Inf	Inf	0.0%
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Detailed 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: J7) M20 J10a	-	-	3551	0	0	25.2	31.6	0.0	56.8	-	-	-	-	
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	7.5	8.0	0.0	15.5	-	-	-	-	
1/1+1/2	307	307	-	-	-	1.3	0.7	-	2.0	23.3	3.6	0.7	4.2	
1/3	298	298	-	-	-	1.3	0.6	-	1.9	22.5	3.5	0.6	4.1	
2/1	952	952	-	-	-	2.6	5.6	-	8.2	30.9	9.5	5.6	15.1	
2/2	719	719	-	-	-	2.4	1.2	-	3.5	17.6	9.1	1.2	10.3	
J2: A20 W Jnc at M20 J10a	-	-	1274	0	0	1.2	7.4	0.0	8.6	-	-	-	-	
1/2+1/1	637	637	1274	0	0	1.2	7.4	-	8.6	48.6	5.6	7.4	13.0	
2/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A20 E Jnc at M20 J10a	-	-	0	0	0	5.7	8.8	0.0	14.6	-	-	-	-	
1/2+1/1	684	684	-	-	-	3.3	5.7	-	9.0	47.2	6.8	5.7	12.5	
2/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	772	772	-	-	-	0.7	1.3	-	1.9	9.1	3.9	1.3	5.2	
4/2+4/3	965	965	-	-	-	1.8	1.9	-	3.6	13.6	6.5	1.9	8.4	

Detailed Input Data And Results

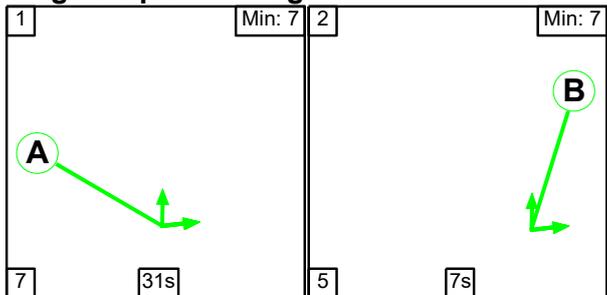
5/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	10.2	2.3	0.0	12.5	-	-	-	-	
1/1	338	338	-	-	-	1.6	0.3	-	1.9	20.4	4.6	0.3	4.9	
1/2	373	373	-	-	-	1.8	0.3	-	2.1	20.3	5.1	0.3	5.4	
1/3	345	345	-	-	-	2.5	0.3	-	2.8	29.2	4.8	0.3	5.1	
2/2+2/1	1049	1049	-	-	-	4.0	1.2	-	5.2	18.0	6.6	1.2	7.8	
2/3	106	106	-	-	-	0.3	0.1	-	0.4	13.8	1.0	0.1	1.1	
3/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	2277	0	0	0.6	5.0	0.0	5.7	-	-	-	-	
1/2+1/1	780	780	1560	0	0	0.2	1.3	-	1.6	7.3	3.1	1.3	4.5	
1/3	717	717	717	0	0	0.4	3.7	-	4.1	20.6	6.4	3.7	10.1	
2/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	PRC for Signalled Lanes (%):	-3.2	Total Delay for Signalled Lanes (pcuHr):	15.55	Cycle Time (s):	50					
			C2	PRC for Signalled Lanes (%):	26.4	Total Delay for Signalled Lanes (pcuHr):	12.46	Cycle Time (s):	50					
			C3	PRC for Signalled Lanes (%):	-3.7	Total Delay for Signalled Lanes (pcuHr):	14.56	Cycle Time (s):	50					
				PRC Over All Lanes (%):	-6.4	Total Delay Over All Lanes(pcuHr):	56.84							

Detailed Input Data And Results

Scenario 5: '2036 Base+Sev 4 AM Peak' (FG5: '2036 Base+Sev 4 AM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



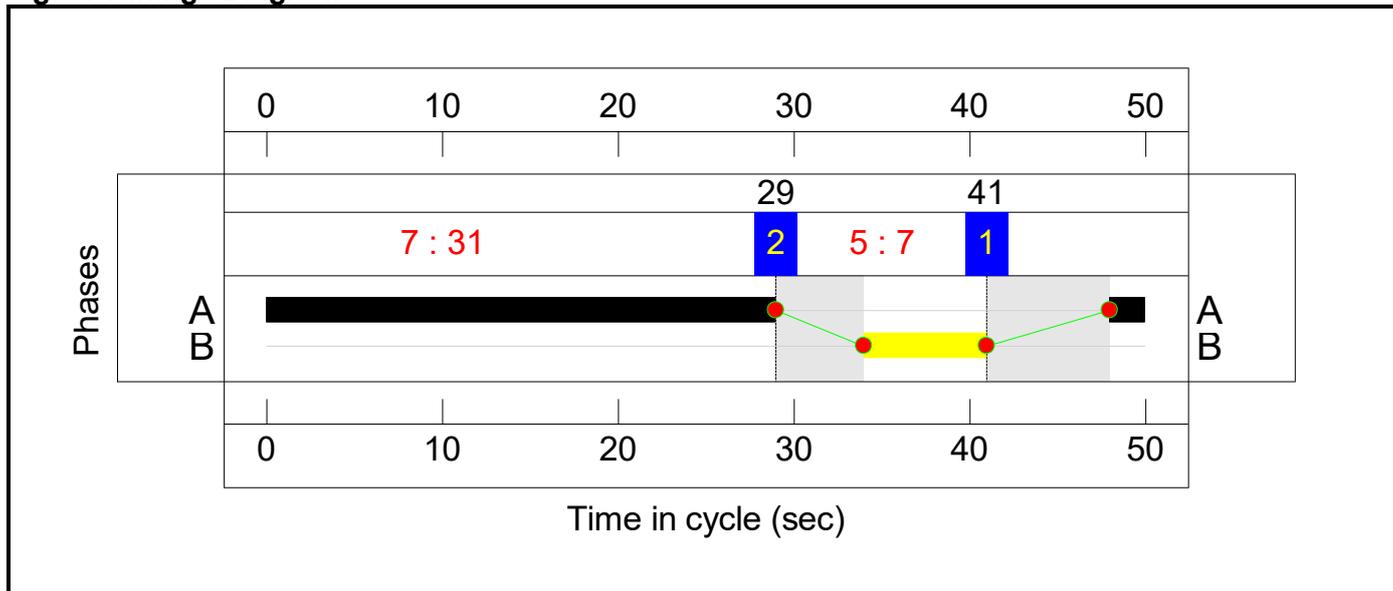
Stage Timings

Stage	1	2
Duration	31	7
Change Point	41	29

Phase Timings

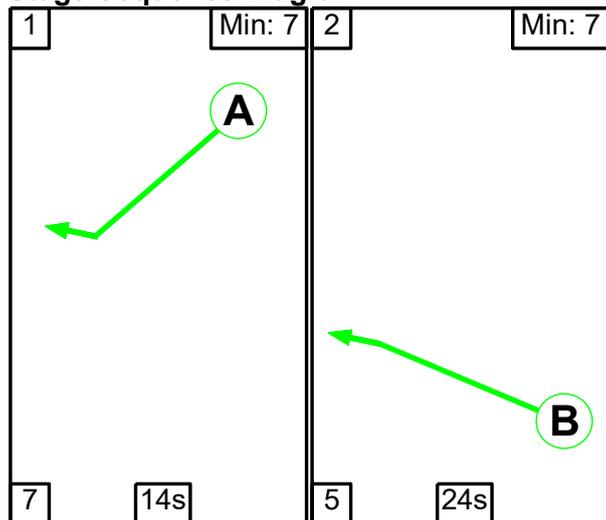
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	31	48	29
B	M20 EB Off-Slip Ahead Left	Traffic	7	34	41

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



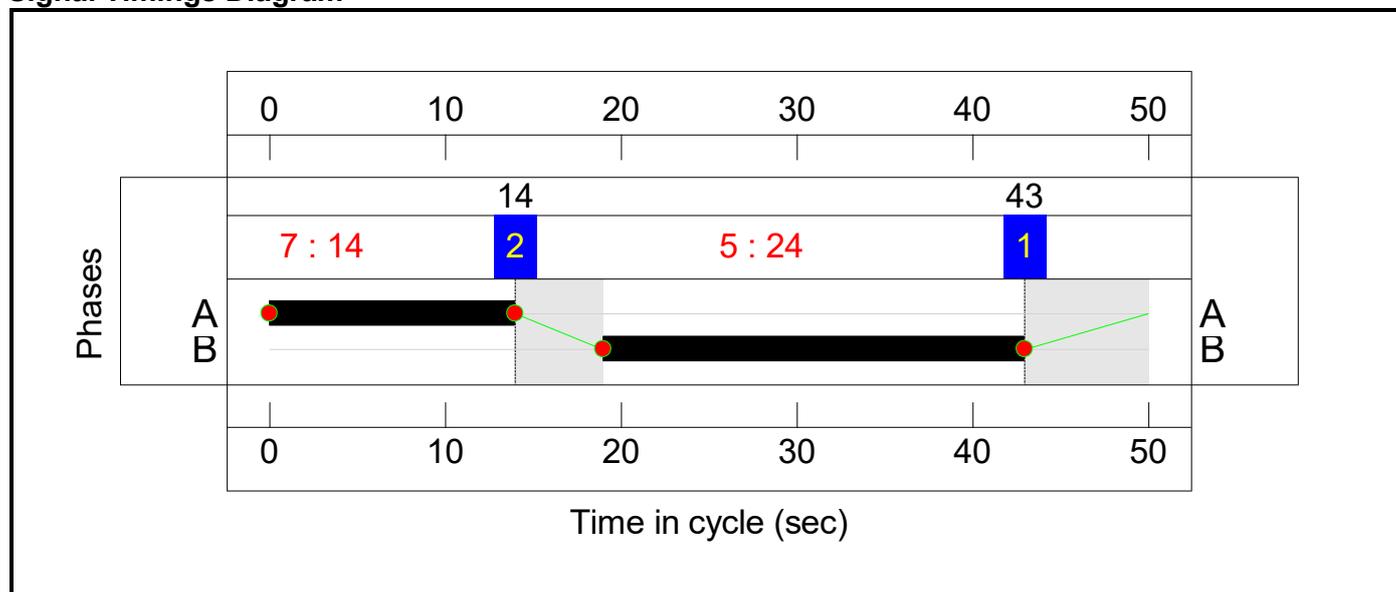
Stage Timings

Stage	1	2
Duration	14	24
Change Point	43	14

Phase Timings

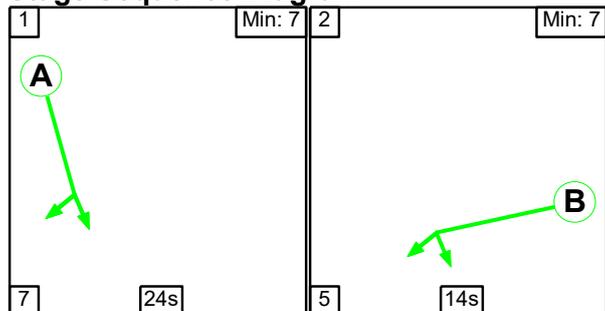
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	14	0	14
B	M20 WB Off-Slip Ahead	Traffic	24	19	43

Signal Timings Diagram



Controller :C3

Stage Sequence Diagram



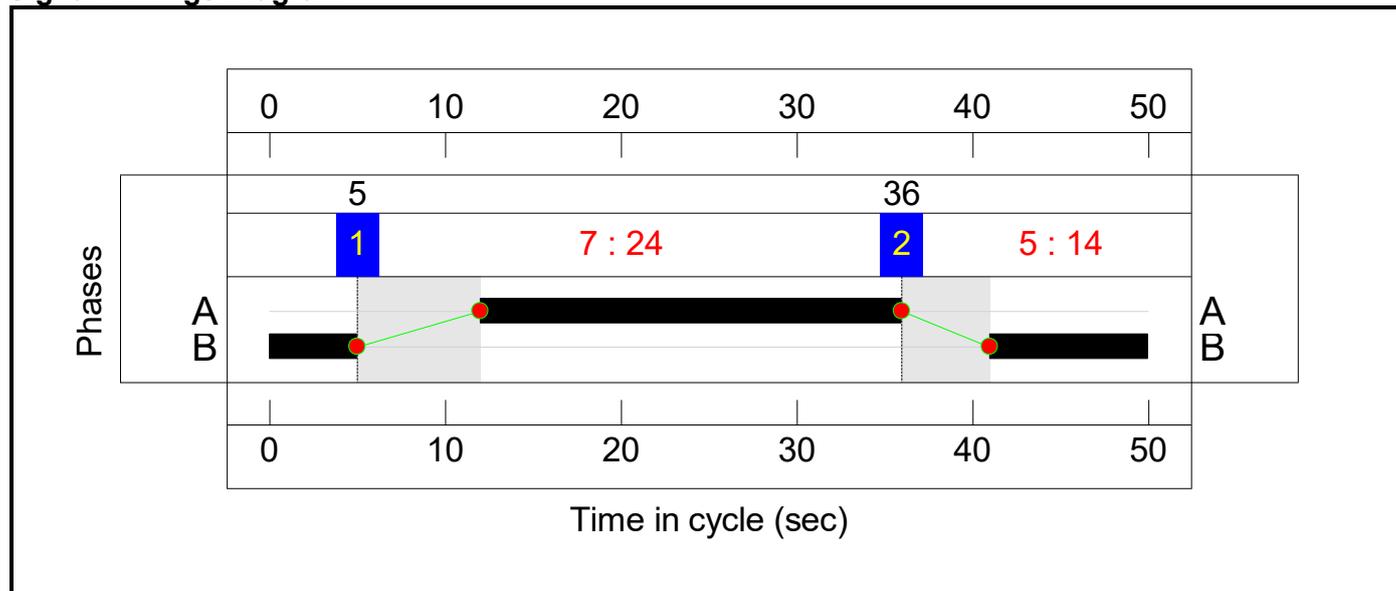
Stage Timings

Stage	1	2
Duration	24	14
Change Point	5	36

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	NE Circ Ahead Right	Traffic	24	12	36
B	A20 WB Jnc at M20 J10a Left Ahead	Traffic	14	41	5

Signal Timings Diagram



Detailed Input Data And Results

Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	34	41
J1:1/2	M20 EB Off-Slip Ahead	U	B	34	41
J1:1/3	M20 EB Off-Slip Ahead	U	B	34	41
J1:2/1	W Circ Ahead Left	U	A	48	29
J1:2/2	W Circ Ahead	U	A	48	29

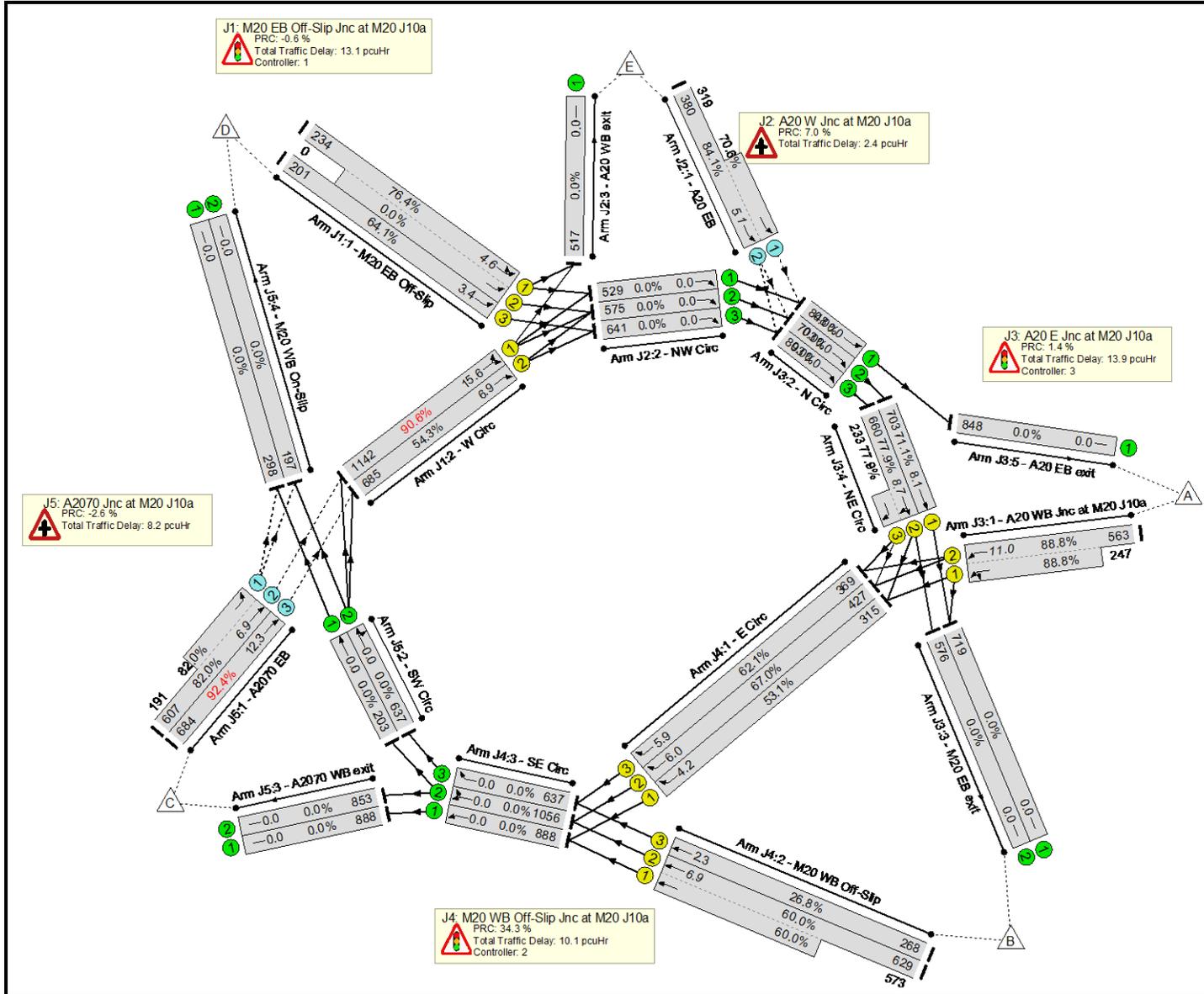
Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A20 WB Jnc at M20 J10a Left Ahead	U	B	41	5
J3:1/2	A20 WB Jnc at M20 J10a Ahead	U	B	41	5
J3:4/1	NE Circ Ahead	U	A	12	36
J3:4/2	NE Circ Ahead Right	U	A	12	36
J3:4/3	NE Circ Right	U	A	12	36

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	0	14
J4:1/2	E Circ Right	U	A	0	14
J4:1/3	E Circ Right	U	A	0	14
J4:2/1	M20 WB Off-Slip Ahead	U	B	19	43
J4:2/2	M20 WB Off-Slip Ahead	U	B	19	43
J4:2/3	M20 WB Off-Slip Ahead	U	B	19	43

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	92.4%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	90.6%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	7	-	-	234	1914:2200	306+0	76.4 : 0.0%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	7	-	-	201	1959	313	64.1%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	31	-	-	1142	1970	1261	90.6%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	31	-	-	685	1972	1262	54.3%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	84.1%
1/2+1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	699	1960:1965	452+452	84.1 : 70.6%
2/1	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	529	Inf	Inf	0.0%
2/2	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	575	Inf	Inf	0.0%
2/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	641	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	517	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	88.8%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	U	N/A	N/A	C3:B		1	14	-	-	810	2114:1976	634+278	88.8 : 88.8%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	848	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	703	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	893	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	719	Inf	Inf	0.0%

Detailed Input Data And Results

3/2	M20 EB exit	U	N/A	N/A	-	-	-	-	-	576	Inf	Inf	0.0%
4/1	NE Circ Ahead	U	N/A	N/A	C3:A	1	24	-	-	703	1978	989	71.1%
4/2+4/3	NE Circ Ahead Right	U	N/A	N/A	C3:A	1	24	-	-	893	2119:1971	847+299	77.9 : 77.9%
5/1	A20 EB exit	U	N/A	N/A	-	-	-	-	-	848	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	67.0%
1/1	E Circ Right	U	N/A	N/A	C2:A	1	14	-	-	315	1976	593	53.1%
1/2	E Circ Right	U	N/A	N/A	C2:A	1	14	-	-	427	2124	637	67.0%
1/3	E Circ Right	U	N/A	N/A	C2:A	1	14	-	-	369	1981	594	62.1%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	24	-	-	1202	2142:1950	1048+955	60.0 : 60.0%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	24	-	-	268	2000	1000	26.8%
3/1	SE Circ Ahead	U	N/A	N/A	-	-	-	-	-	888	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	1056	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-	-	-	-	-	637	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	92.4%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-	-	-	-	-	798	2089:1988	740+233	82.0 : 82.0%
1/3	A2070 EB Ahead	O	N/A	N/A	-	-	-	-	-	684	2087	740	92.4%
2/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	-	203	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	637	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	888	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	853	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	298	Inf	Inf	0.0%

Detailed Input Data And Results

4/2	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	197	Inf	Inf	0.0%
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Detailed 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: J7) M20 J10a	-	-	3678	0	0	21.1	26.5	0.0	47.6	-	-	-	-	
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	5.6	7.5	0.0	13.1	-	-	-	-	
1/1+1/2	234	234	-	-	-	1.3	1.6	-	2.9	44.0	3.1	1.6	4.6	
1/3	201	201	-	-	-	1.1	0.9	-	2.0	35.4	2.6	0.9	3.4	
2/1	1142	1142	-	-	-	1.9	4.5	-	6.4	20.2	11.2	4.5	15.6	
2/2	685	685	-	-	-	1.3	0.6	-	1.8	9.7	6.3	0.6	6.9	
J2: A20 W Jnc at M20 J10a	-	-	1398	0	0	0.7	1.7	0.0	2.4	-	-	-	-	
1/2+1/1	699	699	1398	0	0	0.7	1.7	-	2.4	12.3	3.4	1.7	5.1	
2/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A20 E Jnc at M20 J10a	-	-	0	0	0	7.2	6.6	0.0	13.9	-	-	-	-	
1/2+1/1	810	810	-	-	-	3.6	3.7	-	7.3	32.3	7.4	3.7	11.0	
2/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	703	703	-	-	-	1.2	1.2	-	2.4	12.1	6.9	1.2	8.1	
4/2+4/3	893	893	-	-	-	2.5	1.7	-	4.2	17.1	7.0	1.7	8.7	

Detailed Input Data And Results

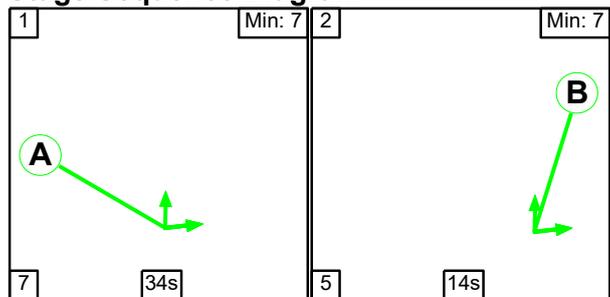
5/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	6.8	3.3	0.0	10.1	-	-	-	-	
1/1	315	315	-	-	-	0.8	0.6	-	1.4	15.5	3.7	0.6	4.2	
1/2	427	427	-	-	-	1.9	1.0	-	2.9	24.4	5.0	1.0	6.0	
1/3	369	369	-	-	-	0.6	0.8	-	1.4	13.6	5.1	0.8	5.9	
2/2+2/1	1202	1202	-	-	-	3.0	0.7	-	3.7	11.1	6.1	0.7	6.9	
2/3	268	268	-	-	-	0.5	0.2	-	0.7	9.7	2.1	0.2	2.3	
3/1	888	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	1056	1056	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	2280	0	0	0.8	7.3	0.0	8.2	-	-	-	-	
1/2+1/1	798	798	1596	0	0	0.3	2.2	-	2.5	11.4	4.7	2.2	6.9	
1/3	684	684	684	0	0	0.5	5.1	-	5.7	29.8	7.2	5.1	12.3	
2/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	888	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	PRC for Signalled Lanes (%):	-0.6	Total Delay for Signalled Lanes (pcuHr):	13.10	Cycle Time (s):	50					
			C2	PRC for Signalled Lanes (%):	34.3	Total Delay for Signalled Lanes (pcuHr):	10.07	Cycle Time (s):	50					
			C3	PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	13.87	Cycle Time (s):	50					
				PRC Over All Lanes (%):	-2.6	Total Delay Over All Lanes(pcuHr):	47.61							

Detailed Input Data And Results

Scenario 6: '2036 Base+Sev 4 PM Peak' (FG6: '2036 Base+Sev 4 PM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



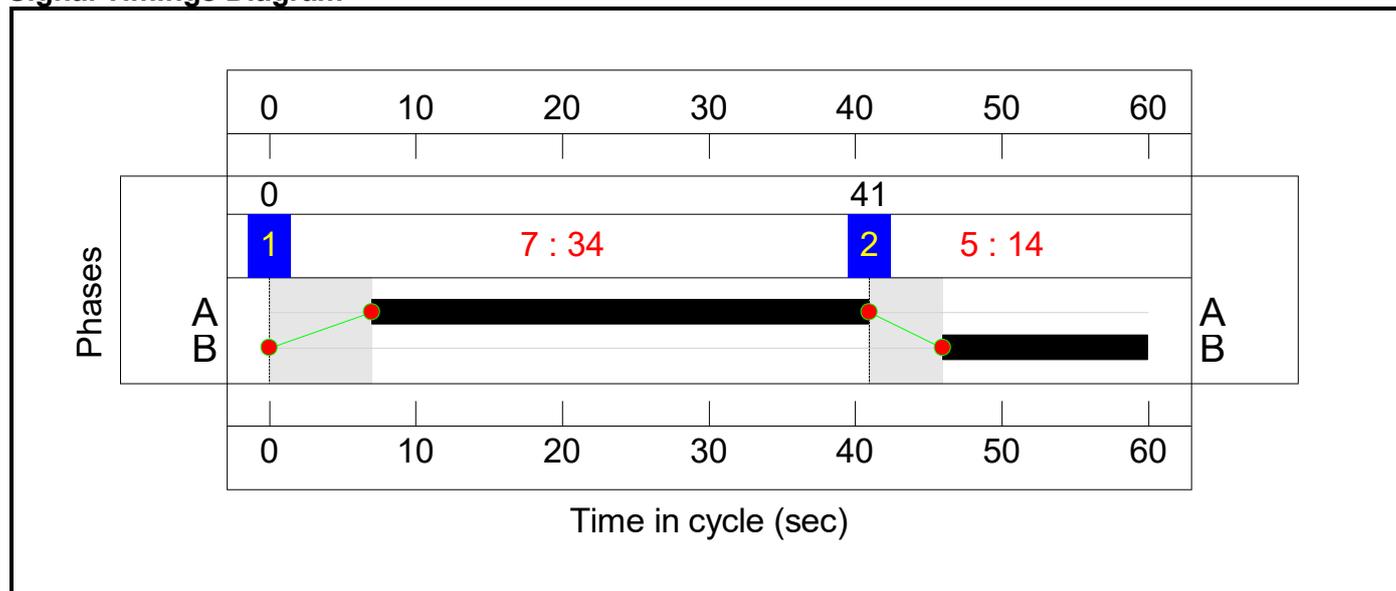
Stage Timings

Stage	1	2
Duration	34	14
Change Point	0	41

Phase Timings

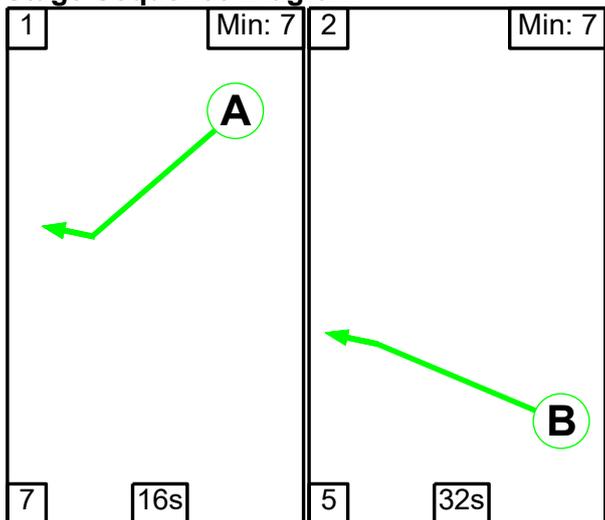
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	34	7	41
B	M20 EB Off-Slip Ahead Left	Traffic	14	46	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



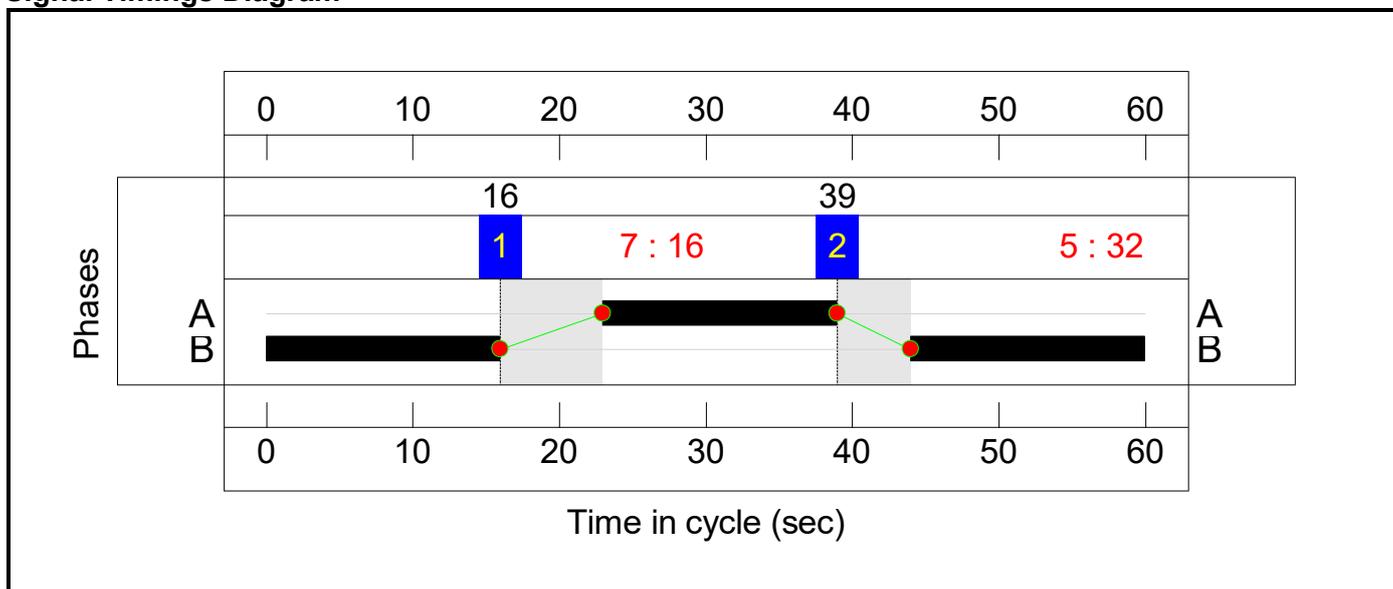
Stage Timings

Stage	1	2
Duration	16	32
Change Point	16	39

Phase Timings

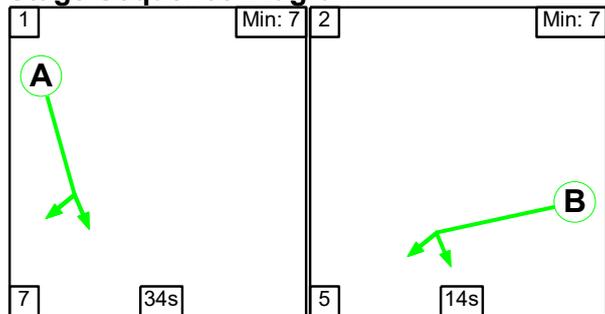
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	16	23	39
B	M20 WB Off-Slip Ahead	Traffic	32	44	16

Signal Timings Diagram



Controller :C3

Stage Sequence Diagram



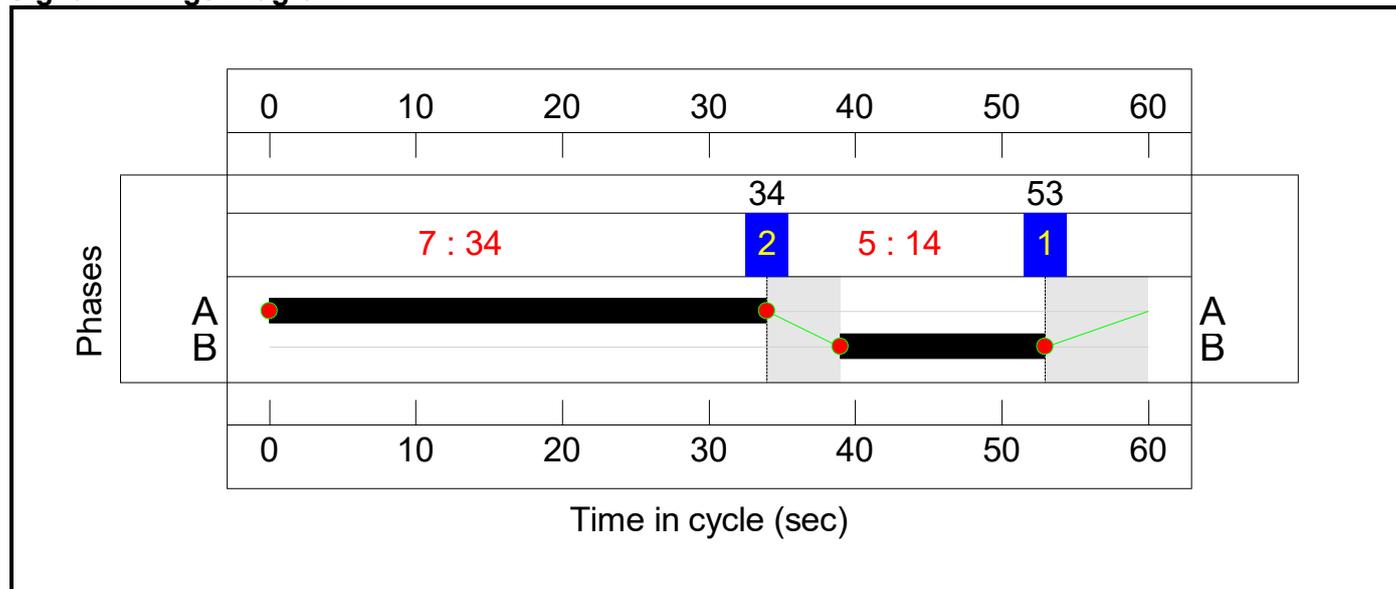
Stage Timings

Stage	1	2
Duration	34	14
Change Point	53	34

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	NE Circ Ahead Right	Traffic	34	0	34
B	A20 WB Jnc at M20 J10a Left Ahead	Traffic	14	39	53

Signal Timings Diagram



Detailed Input Data And Results

Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	46	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	46	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	46	0
J1:2/1	W Circ Ahead Left	U	A	7	41
J1:2/2	W Circ Ahead	U	A	7	41

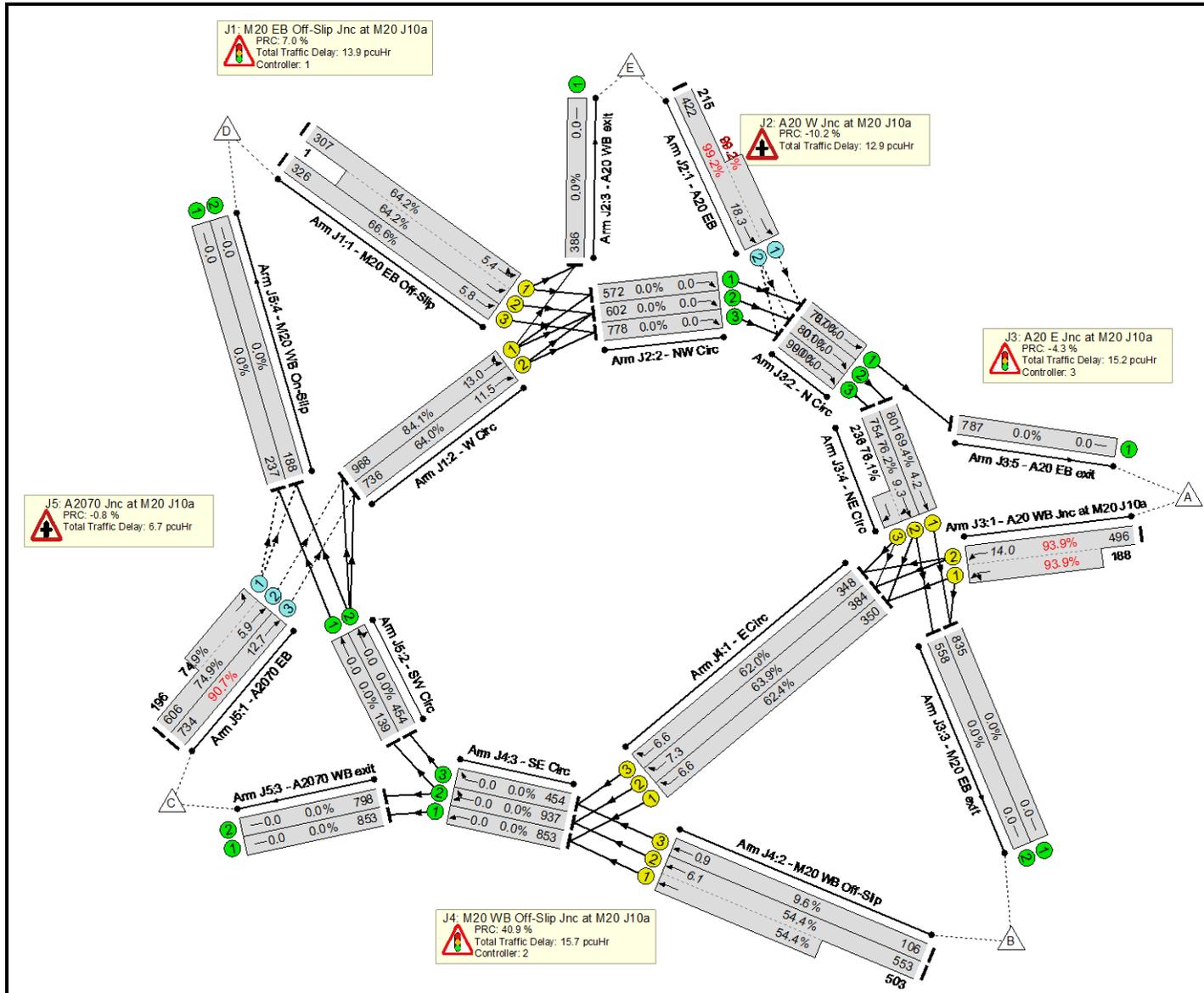
Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A20 WB Jnc at M20 J10a Left Ahead	U	B	39	53
J3:1/2	A20 WB Jnc at M20 J10a Ahead	U	B	39	53
J3:4/1	NE Circ Ahead	U	A	0	34
J3:4/2	NE Circ Ahead Right	U	A	0	34
J3:4/3	NE Circ Right	U	A	0	34

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	23	39
J4:1/2	E Circ Right	U	A	23	39
J4:1/3	E Circ Right	U	A	23	39
J4:2/1	M20 WB Off-Slip Ahead	U	B	44	16
J4:2/2	M20 WB Off-Slip Ahead	U	B	44	16
J4:2/3	M20 WB Off-Slip Ahead	U	B	44	16

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	99.2%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	84.1%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	14	-	-	308	1913:2115	478+2	64.2 : 64.2%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	14	-	-	326	1959	490	66.6%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	34	-	-	968	1972	1150	84.1%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	34	-	-	736	1972	1150	64.0%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	99.2%
1/2+1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	637	1960:1965	425+217	99.2 : 99.2%
2/1	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%
2/2	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	602	Inf	Inf	0.0%
2/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	778	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	386	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	93.9%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	U	N/A	N/A	C3:B		1	14	-	-	684	2114:1961	528+200	93.9 : 93.9%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	787	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	801	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	1001	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	835	Inf	Inf	0.0%

Detailed Input Data And Results

3/2	M20 EB exit	U	N/A	N/A	-	-	-	-	-	564	Inf	Inf	0.0%	
4/1	NE Circ Ahead	U	N/A	N/A	C3:A		1	34	-	-	801	1978	1154	69.4%
4/2+4/3	NE Circ Ahead Right	U	N/A	N/A	C3:A		1	34	-	-	1001	2127:1971	990+310	76.2 : 76.1%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	787	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	63.9%
1/1	E Circ Right	U	N/A	N/A	C2:A		1	16	-	-	352	1976	560	62.4%
1/2	E Circ Right	U	N/A	N/A	C2:A		1	16	-	-	387	2124	602	63.9%
1/3	E Circ Right	U	N/A	N/A	C2:A		1	16	-	-	348	1981	561	62.0%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	32	-	-	1056	2142:1950	1016+924	54.4 : 54.4%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B		1	32	-	-	106	2000	1100	9.6%
3/1	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	855	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	940	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-		-	-	-	-	454	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	90.7%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-		-	-	-	-	802	2089:1988	809+262	74.9 : 74.9%
1/3	A2070 EB Ahead	O	N/A	N/A	-		-	-	-	-	734	2087	809	90.7%
2/1	SW Circ Ahead	U	N/A	N/A	-		-	-	-	-	140	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	454	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-		-	-	-	-	855	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-		-	-	-	-	800	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	238	Inf	Inf	0.0%

Detailed Input Data And Results

4/2	M20 WB On-Slip	U	N/A	N/A	-		-	-	-	-	188	Inf	Inf	0.0%
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Detailed 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: J7) M20 J10a	-	-	3612	0	0	30.0	34.5	0.0	64.5	-	-	-	-	
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	8.5	5.3	0.0	13.9	-	-	-	-	
1/1+1/2	308	308	-	-	-	1.7	0.9	-	2.6	30.5	4.5	0.9	5.4	
1/3	326	326	-	-	-	1.8	1.0	-	2.8	31.1	4.8	1.0	5.8	
2/1	968	968	-	-	-	2.6	2.6	-	5.2	19.3	10.4	2.6	13.0	
2/2	736	736	-	-	-	2.4	0.9	-	3.3	16.0	10.6	0.9	11.5	
J2: A20 W Jnc at M20 J10a	-	-	1274	0	0	1.4	11.4	0.0	12.9	-	-	-	-	
1/2+1/1	637	637	1274	0	0	1.4	11.4	-	12.9	72.7	6.9	11.4	18.3	
2/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A20 E Jnc at M20 J10a	-	-	0	0	0	6.5	8.7	0.0	15.2	-	-	-	-	
1/2+1/1	684	684	-	-	-	4.0	6.0	-	10.0	52.8	8.0	6.0	14.0	
2/1	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	990	990	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	801	801	-	-	-	0.9	1.1	-	2.0	9.0	3.0	1.1	4.2	
4/2+4/3	990	990	-	-	-	1.6	1.6	-	3.2	11.7	7.7	1.6	9.3	

Detailed Input Data And Results

5/1	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	12.6	3.2	0.0	15.7	-	-	-	-	
1/1	350	350	-	-	-	3.0	0.8	-	3.8	39.3	5.8	0.8	6.6	
1/2	384	384	-	-	-	3.1	0.9	-	3.9	36.9	6.4	0.9	7.3	
1/3	348	348	-	-	-	3.9	0.8	-	4.7	49.1	5.8	0.8	6.6	
2/2+2/1	1056	1056	-	-	-	2.4	0.6	-	3.0	10.2	5.5	0.6	6.1	
2/3	106	106	-	-	-	0.2	0.1	-	0.2	8.3	0.8	0.1	0.9	
3/1	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	2338	0	0	0.9	5.8	0.0	6.7	-	-	-	-	
1/2+1/1	802	802	1604	0	0	0.3	1.5	-	1.8	8.0	4.4	1.5	5.9	
1/3	734	734	734	0	0	0.6	4.4	-	5.0	24.4	8.4	4.4	12.7	
2/1	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	PRC for Signalled Lanes (%):		7.0	Total Delay for Signalled Lanes (pcuHr):		13.88	Cycle Time (s):		60		
			C2	PRC for Signalled Lanes (%):		40.9	Total Delay for Signalled Lanes (pcuHr):		15.74	Cycle Time (s):		60		
			C3	PRC for Signalled Lanes (%):		-4.3	Total Delay for Signalled Lanes (pcuHr):		15.24	Cycle Time (s):		60		
			PRC Over All Lanes (%):		-10.2	Total Delay Over All Lanes(pcuHr):		64.47						