TECHNICAL NOTE

Toton West, Broxtowe

Highways Response to Additional Consultee Comments

mode transport planning
Griffin House
18-19 Ludgate Hill
Birmingham
B3 1DW
0121 7948390
info@modetransport.co.uk

Client:	Bloor Homes Ltd	File Reference:	260624_328827_TN004
Date:	24 June 2026	Job Number:	328827
Prepared by:	JFN / PJM	Approved by:	DJF / BDF

1. Introduction

1.1 Overview

1.1.1 mode transport planning (mode) have been commissioned by Bloor Homes Ltd, to provide transport and highways in relation to the Outline Planning Application (Ref: 25/00371/OUT) for a new residential development at Toton West in Broxtowe, Nottinghamshire. The proposals comprise the following:

> *"Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure (With some matters reserved)."*

1.2 Background

1.2.1 On behalf of the applicant, mode prepared a post-application response on transport and highways matters (Ref: 260417_328827_TN003) in April 2026, to formally address statutory consultee responses to the application, received from National Highways (NH), Active Travel England (ATE) and Nottinghamshire County Council (NCC). This Technical Note (TN) should be read alongside TN003, and indeed the TA (Ref: 260216_328827_TA R004 Rev A) and RTP (Ref: 251222_328827_RTP) submitted as part of the application.

1.2.2 In April 2026, all three parties requested further information prior to issuing their respective recommendations for the application. Since the additional information was submitted, ATE have provided a recommendation for approval of the application, subject to several conditions and obligations. A copy of ATE's response is provided in **Appendix A**, for reference.

1.2.3 Since the timing of the previous post application response (TN003), mode have been engaged in ongoing discussions with NCC and NH, in order to address their comments relating to the outline application. As part of these discussions, mode have responded to requests for additional information, which has included further clarity on traffic distribution and the overall methodology of the TA, circulation of modelling files and survey results, and clarity on matters pertaining to the access strategy for the site.

1.3 Cumulative Assessment - EMGM

1.3.1 Furthermore, as referenced within the previous documentation prepared by mode, at the request of NH and NCC, a cumulative assessment has been progressed for Toton West, alongside the separate applications for Toton East and North, and the committed developments in the locality, through use of the EMGM. The results of this exercise were shared with NH and NCC on 12th June 2026, and discussed at a subsequent follow on meeting on 18th June 2026.

1.3.2 The cumulative assessment requested by National Highways and Nottinghamshire County Council has now been completed and demonstrates that the full Toton allocation can be accommodated within the highway network. The assessment confirms that the Toton Link Road fulfils its intended strategic function by attracting development traffic to the SRN and reducing pressure on key local routes. Development traffic is principally accommodated via the A52 and M1 Strategic Road Network, whilst the Link Road provides an alternative route that removes traffic from existing constrained parts of the local network, particularly around Bardills Roundabout and Toton Lane.

1.3.3 Whilst the introduction of the new signalised junction on the A52 inevitably alters traffic patterns, the modelling shows that traffic redistributes across the wider network and that the Link Road successfully relieves pressure on key existing routes. Importantly, the assessment identifies a general improvement in network performance across much of the area. Reductions in traffic flow and congestion are observed on several existing routes and at key junctions, The modelling also demonstrates that a significant proportion of development traffic is attracted directly to the Strategic Road Network (SRN), thereby limiting impacts on the surrounding local highway network.

1.3.4 Accordingly, the strategic modelling indicates that the full Toton allocation, including Toton West, can be accommodated within the highway network and that the Toton Link Road fulfils its intended role as the principal piece of transport infrastructure supporting growth in the area.

1.3.5 A copy of the initial summary report prepared by SYSTRA for the Do Something (With Development) scenario of the EMGM modelling is provided at **Appendix B**, along with the covering email provided by mode to NH and NCC.

1.3.6 The results provide clear evidence that the allocation can be delivered in a coordinated manner and do not identify any network-wide impacts that would justify withholding planning permission for Toton West.

1.4 Purpose of Note

1.4.1 Any matters relating to the wider cumulative assessment will be addressed separately, whereas the purpose of this TN is to address any outstanding matters relating to the standalone assessment of Toton West, in order to highlight that the development of Toton West can provide safe and suitable access and subject to the implementation of necessary mitigation will not result in any severe residual impact on the operation of the highway network, and therefore wholly aligns with the NPPF and as such should be considered acceptable in terms of transport and highways.

2. Additional Comments - NH

2.1 Overview

2.1.1 This section outlines NH's latest comments on the application dated 15th June 2026, along with an associated considered response from mode.

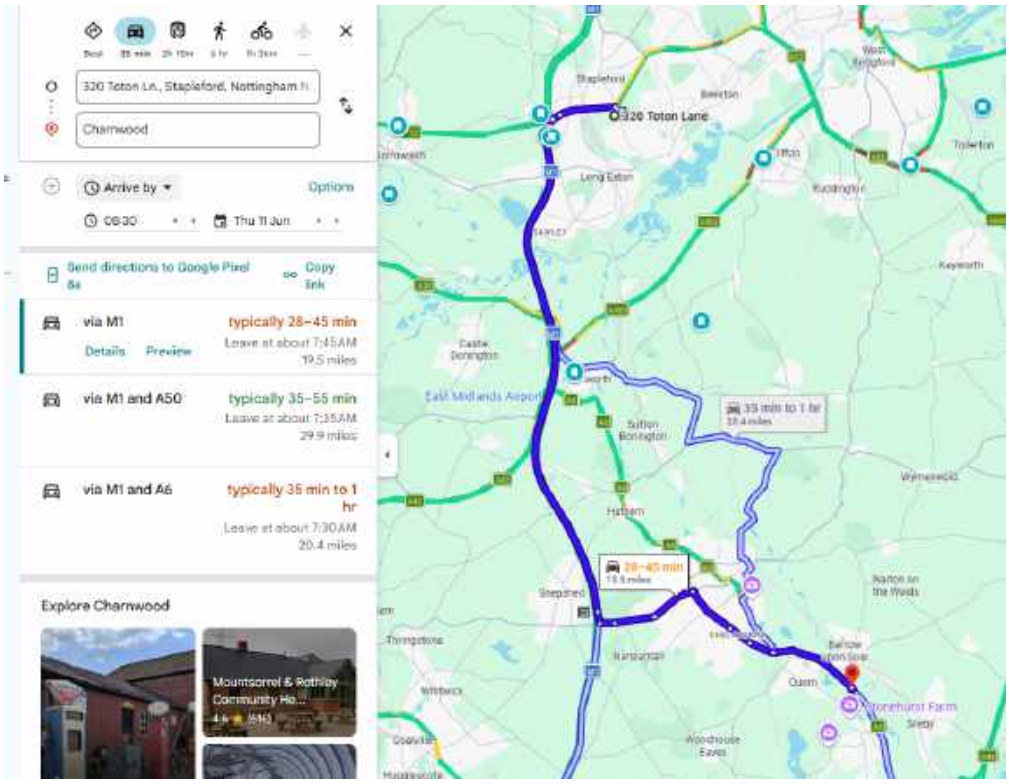
2.1.2 As outlined above, since the timing of the previous post application response (TN003), mode have been engaged in ongoing discussions with NH, which has involved several meetings and email correspondence, along with submission of additional information where required. A copy of the relevant email correspondence, including the latest response on 15th June 2026, is included at Appendix C, for reference.

2.1.3 This TN responds to the latest comments received on 15th June 2026, which are understood to be the relevant matters which NH required clarity on in order to form a recommendation on the application.

2.2 Distribution Assumptions

NH Comment

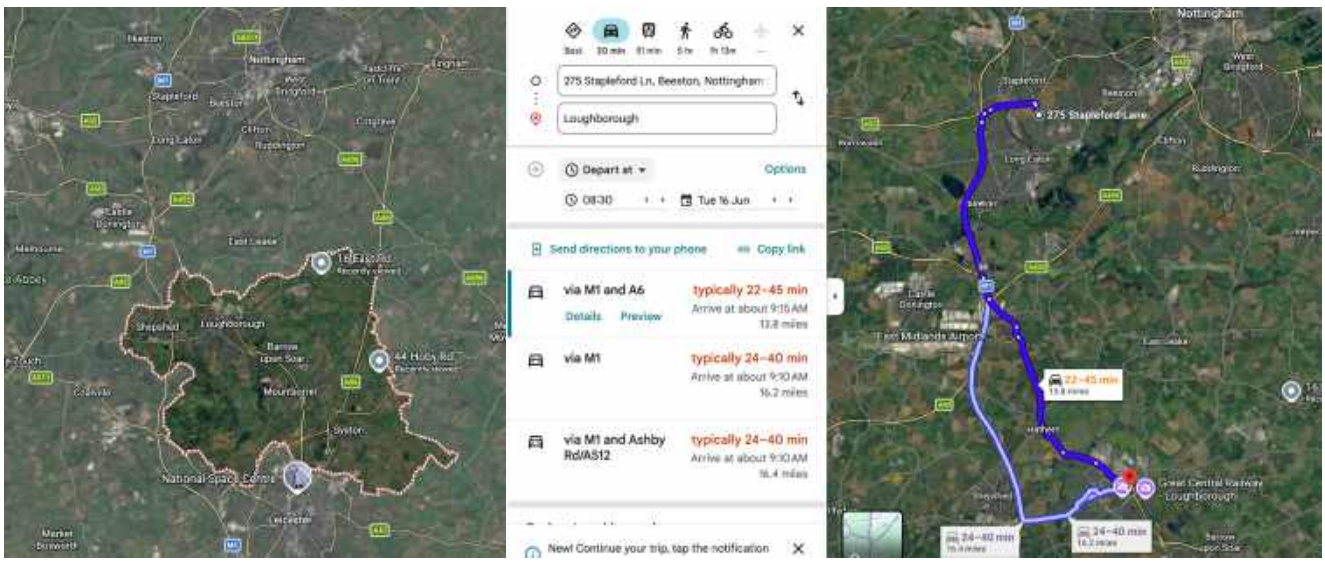
> *"We welcome the details regarding the distribution to and via Zone G. While we are content that the impact of the distribution to and via Zone G for MOSAs in Broxtowe and Nottingham are unlikely to generate significant demand on the SRN by the proposed development, we recommend the applicant re-visit the assigned route for Charnwood, for which we consider the routing shall not be via Zone G, but via the M1, as shown in the Google Map's Journey Planner below:"*



mode response

2.2.1 When using Google's Journey Planning tool there is inevitably an element of professional opinion in deciding which route to a MSOA/District would be utilised and where the destination point should be. This issue is compounded by the fact Charnwood is a District, covering a vast area (see **Figure 2.1**), meaning there is variation in where the most suitable destination should be placed.

Figure 2.1 Charnwood District Overview – Google Satellite



2.2.2 Furthermore, given the consideration of the software to daily specific traffic conditions, undertaking this exercise in June 2026 vs November 2025 (as was done previously) could also provide different results.

2.2.3 Notwithstanding this, mode have undertaken a further review of the key employment destinations in the district (Loughborough, Mountsorrel and Syston). Through use of the current version of the Journey Planning tool, it is conceivable that during peak hours, this traffic could follow a route via the M1 (see **Figure 2.1**), with vehicles turning left out of the site, and proceeding to the M1 SB on slip via Bardills Roundabout.

2.2.4 It should be highlighted that traffic routing to and from Charnwood accounts for 2% of the total trip generation of the site, which equates to the following impacts during the peak hours.

- AM Peak Period: 1 arrivals 4 departures (5 two way); and,
- PM Peak Period: 3 arrivals 1 departure (4 two way).

2.2.5 As such, only 5 and 4 trips (during the respective AM and PM peak periods), would pass through Bardills and Junction 25 of the M1, which equates to one additional trip every 12 and 15 minutes, respectively.

2.2.6 These additional trips would have an immaterial impact on the conclusions drawn for these junctions to date. Nonetheless, in order to appease NH, a full model run has been undertaken to account for these very minor variations, with the results presented later in this TN.

2.3 General Comments for all Junction Modelling

NH Comment

"Following our request, correspondence from the applicant confirmed that supporting information utilised to build the models would be provided. However the link provided to access the model files only includes the LinSig models and Controller Specification documents for each of the four junction sites.

To support the review of the modelling work for each junction location, the following additional information was requested through previous consultations, and this should be provided:

- *Any observed signal timing data and analysis to support the modelled stage durations and cycle times*
- *Traffic flow analysis spreadsheets*

- *AutoCAD drawings of the junctions so that measured distances can be checked (PDF files have been received, but these should be provided in CAD file format if available)*
- *Calculations of the give way parameters used in the models*
- *Calculations of the saturation flow calculations (or assumptions made)*

The applicant should explain how the modelled cruise times have been determined. If cruise times have been calculated outside of the model by applying an average speed to a distance, we recommend that these calculations are done within LinSig (on the connectors) so that we can understand what assumptions have been made.

The applicant should provide evidence to support the validation of LinSig models. This should compare modelled queue lengths or Degree of Saturation values on a lane-by-lane basis against site observations."

mode response

Traffic Flow Analysis Spreadsheets

2.3.1 Traffic flow diagrams have been provided as part of the previous evidence bases submitted alongside the application, nonetheless, as noted above, minor amendments to the traffic distribution have been made at NH's request.

2.3.2 A copy of the latest traffic flow diagram are provided at Appendix D, for reference.

Model Details / Validation

In relation to the first bullet point, it is unclear what exactly NH are referring to in this regard. As noted within the response provided, the relevant junction controller specification documentation has been obtained from NH and NCC where appropriate, and in line with NH's comments these have been included as part of the suite of documents provided by mode. It is unclear whether these is a specific junction or parameter which NH are interested in, or whether this is just a general observation. Nonetheless, we have outlined our stance on this matter below, and provided further information, should this be required.

The LinSig models have been developed in line with the detailed information provided in the signal controller specification documents provided by NH and NCC; including details of phases and stages, sequencing, delays, and intergreens. Consideration has also been made of relevant site observations, with relevant default parameters also used in LinSig where appropriate, as noted in the following paragraphs.

In terms of the assumptions made in relation to saturation flows calculations, a value of 1,900 per lane has been assumed, as a commonly used and reasonable default value in lieu of measured values. The modelling also uses cruise times which broadly correlate to a commonly used and reasonable 42kph cruise speed on internal links.

Give-way parameters have been calculated using scaled measurements taken from satellite imagery. Copies of the relevant geometry diagrams are provided at Appendix E, for reference.

2.3.3 To determine the existing level of traffic within the study area, a series of Manual Classified Counts (MCC) surveys have been undertaken covering the traditional highway peak periods of 07:00-10:00 and 16:00-19:00. MCC surveys were undertaken on 06/11/25, a neutral working weekday outside of school holiday periods. The survey data is therefore considered representative of typical traffic conditions on the local highway network and is robust to use in subsequent junction capacity assessments.

An Automated Traffic Count (ATC) survey was also undertaken in close proximity to the proposed site access junction to inform the mainline flows for the modelling exercise for the proposed site access junction. The MCC and ATC survey data has been provided within Appendix E of the TA submitted as part of the application.

2.3.4 Whilst it is noted that the junction assessments have been developed in line with the relevant controller specification documents, NH's response appears to query whether these models have been validated to observed conditions on the network. In this regard, it should be noted that it is not considered standard industry practice to validate LinSig models to Queue Length Surveys (QLS) undertaken on a single day due to the nature of day-to-day variation in queue lengths. With regards to calibrating junction models to observed queues, the Transport Research Laboratory (TRL) state that:

> "*During peak periods (when the flow/capacity ratios are high) there is a large daily variation in queue lengths even if the average flow for each time segment does not vary from day to day".*

2.3.5 Further guidance is provided by JCT Consultancy Ltd in the LinSig User Guide which states:

> *"Due to the variability of queues and sensitivity to small changes in conditions both in models and in reality we recommend avoiding directly calibrating models to measured queues as unless done with extreme care and highly detailed data it has the potential for introducing significant inaccuracy into the model."*

2.3.6 Furthermore, for junctions where MOVA (Microprocessor Optimised Vehicle Actuation) is in place (which for example we understand is the case along the A52 corridor), dynamic cycle times would have considered the specific queues on the day of any survey undertaken. A limitation of the LinSig software means it does not have the ability to model MOVA control, rather it models optimised fixed time or average cycles. As such, it would not be feasible to reflect the signal timings experienced during the recorded base surveys.

2.3.7 In light of the above, we consider that the methodology used in the TA is robust and follows industry recognised practice and guidance.

2.4 M1 Junction 25

2.4.1 The following sections consider specific comments relating to the junction capacity assessments undertaken for each of the junctions which have been modelled. In relation to M1 Junction 25, NH have stated the following:

NH Comment

> *"The two lanes on Arm 14 should not be modelled with different lane lengths as the difference in distances may affect the vehicle routing across the roundabout with different journey times for the same O/D pairs. If one of the two lanes is fed from the other, this should be modelled as a flare even if the queues do not stretch back to the flare point."*

mode response

2.4.2 The above comment is noted, and this can be updated, however this is not considered likely to make any material difference to the results. The lane lengths incorporated within the model runs for M1 Junction 25 are based on the physical storage space, in order to gain indication of when the lane is full, and when the main lane may be affected. This aligns with guidance set out in Page 64 of the LinSig User Guide, which states the following:

> *"Where signalled Short Lanes are relatively long and are unlikely to empty during a typical green period they can generally be modelled as a Long Lane which can sometimes be useful in simplifying complex Lane arrangements".*

2.4.3 Assuming the methodology recommended in NH's response, whereby the second lane is modelled as a flare, the outputs lack the ability to report on the queue value in one of the lanes as LinSig only reports the longest queue in a short/long lane combination. Nonetheless, the difference in terms of routing is considered to be immaterial, as there is only one parallel route choice on arm 14 which is between the nearside and offside lanes going to the M1 NB on-slip, and the higher flows in the offside lane going onto the gyratory generally precludes use of this lane to the on-slip, due to the naturally higher delay as would be logical.

NH Comment

> *"Based the above, the applicant should review the lane lengths of the long lanes on the other roundabout entries to ensure they are consistent and do not affect the choice of vehicle routes. We appreciate that lane lengths may have been reduced to reflect flares that have not been possible to model (LinSig can only model one flare off a long lane). However, as queues do not reach back past these secondary flare points, the adjacent long lane lengths should be consistent to ensure that routing choices are not affect by unrealistic differences in journey time values. Such an update would not have a significant effect on the model results."*

mode response

2.4.4 As referenced above in response to the first comment on this model, the methodology has followed the relevant user guide recommendations and practical considerations, however we have updated the model so that the entry long lanes are the same length; albeit as noted within the comment above, it is agreed that the results will not be significantly affected.

NH Comment

> *"On the M1 Southbound off-slip, lane 2 is signed for the A52 Derby, but this movement is not allowed with the current model structure. Arm 6 lane 2 should be fed by Arm 1 lane 2, rather than Arm 1 lane 3 as it is currently modelled".*

mode response

2.4.5 This comment is noted, and it is agreed that the on-road markings follow this arrangement. There is understood to be an element of lane weaving as drivers naturally favour the offside lane on the slip road to turn right and then cut across to the middle lane further around the circulatory to be able to exit in the nearside lane on the A52 westbound on slip and avoid the queue in the central lane on the southern overbridge. This was the reason for the modelling approach. Nonetheless, we can update and adapt the model to follow the entry lane markings as requested.

mode revised model run

2.4.6 Taking into account the above, the following amendments have been made to the model:

- The M1 Southbound off-slip, lane 2 destinations have been amended to allow access to the downstream middle circulatory lane on Arm 6;
- The entry (long) lane lengths are now set to the same values; and,
- Arm 14 the A52 E/B off slip is now modelled using a short lane flare, set to 350 metres.

2.4.7 A summary of the results of the revised LINSIG assessment undertaken at M5 Junction 1 is provided in **Table 2.1**.

2.4.8 For the 2028 and 2041 future assessment years, focus has been placed on the Base + Sensitivity scenarios, which includes the delivery of the consented application to the north of the site at land west of Toton Lane (Ref: 17/00499/REM) for the delivery of 282 dwellings, given this represents the highest level of throughput at the junction. Nonetheless, the full outputs provided at **Appendix F**, also include separate scenarios (both with and without this sensitivity assessment), as per the methodology presented within the TA and subsequent post-application response (TN003).

Table 2.1 M1 Junction 25 Interchange

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay (s)	DoS (%)	MMQ (PCU)	Delay (s)
2025 Base						
M1 North Off slip	82.7%	11	27	71.7%	7	23
A52 Brian Clough Way East	82.1%	8	36	62.3%	6	26
Bostocks Lane SE	66.4%	2	9	60.6%	1	5
M1 South Off slip	82.0%	10	29	81.9%	8	39
Brian Clough Way West	89.8%	14	32	93.8%	17	31
Bostocks Lane NW	92.1%	11	40	59.4%	2	10
Junction PRC	-2.4% (Cycle Time 65 seconds)			-4.2% (Cycle Time 60 seconds)		
2028 Base + Sensitivity						
M1 North	86.2%	12	28	74.4%	8	24
A52 Brian Clough Way East	87.8%	10	40	64.9%	6	27
Bostocks Lane SE	60.7%	3	17	58.8%	1	6

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay (s)	DoS (%)	MMQ (PCU)	Delay (s)
M1 South	92.2%	15	41	85.5%	9	43
Brian Clough Way West	92.4%	16	36	95.4%	20	37
Bostocks Lane NW	100.5%	25	91	64.8%	2	12
Junction PRC	-11.6% (Cycle Time 65 seconds)			-6% (Cycle Time 60 Seconds)		
2028 Base + Sensitivity + Development						
M1 North	86.3%	12	28	74.7%	8	24
A52 Brian Clough Way East	92.6%	13	48	66%	6	28
Bostocks Lane SE	76.9%	4	18	59.1%	1	6
M1 South	92.4%	15	41	87.4%	10	49
Brian Clough Way West	93.0%	16	36	97.1%	21	40
Bostocks Lane NW	101.9%	34	107	66%	2	13
Junction PRC	-13.2 (Cycle Time 65 Seconds)			-7.9 (Cycle Time 60 Seconds)		
2041 Base + Sensitivity						
M1 North	90.3%	15	38	81.4%	9	26
A52 Brian Clough Way East	95.1%	15	55	70.4%	7	29
Bostocks Lane SE	85.6%	5	30	64.5%	2	7
M1 South	97.5%	21	61	92.2%	12	58
Brian Clough Way West	100.5%	32	75	103.4%	40	103
Bostocks Lane NW	123.2%	74	384	77.6%	3	21
Junction PRC	-36.8% (Cycle Time 65 Seconds)			-14.9% (Cycle Time 60 Seconds)		
2041 Base + Sensitivity + Development						
M1 North	90.4%	15	38	81.7%	9	26
A52 Brian Clough Way East	99.7%	22	83	71.4%	7	30
Bostocks Lane SE	88%	6	36	64.6%	2	7
M1 South	97.5%	21	61	94.5%	13	70
Brian Clough Way West	101%	33	78	105%	54	113

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay (s)	DoS (%)	MMQ (PCU)	Delay (s)
Bostocks Lane NW	124.7%	76	402	78.9%	3	22
Junction PRC	-38.5% (Cycle Time 65 Seconds)			-16.7% (Cycle Time 60 Seconds)		

2.4.9 In summary, the results of the revised modelling assessment are comparable to those presented within the TA and subsequent post-application response (TN003). The conclusions drawn as part of these previous documents remain pertinent, and it is therefore concluded that whilst the development has an impact at this junction, this is relatively minor in the context of the junction. It is therefore considered that the impact of the development at this junction cannot be defined as severe in the context of historic cases, and therefore no mitigation is proposed and hence no further assessment is deemed necessary.

2.5 Bardills Roundabout

2.5.1 In relation to Bardills Roundabout, NH have stated the following:

NH Comment

> *"On Arm 7, the lane length has been set to the distance back to the A52 roundabout entry (Arm 4). It would be more appropriate if this lane length value was set to the distance back to the roundabout circulatory so any queues over this distance would be highlighted. The distances between the stoplines on Arm 4 and Arm 7 should be entered on the connectors between the two (as custom lane lengths) to determine the respective cruise times. A general rule of good practice LinSig modelling is to have the stopline-to-stopline distances entered on the connectors and the arm lane lengths represent the available storage area on those arms. Physical lane lengths were simple set to the actual langths between stoplines as per the user guide."*

mode response

2.5.2 Whilst it is agreed that the model can feasibly be set up in line with the above methodology, and would provide an easy to understand threshold reference to where queue blocking potentially might affect the circulatory, this comment should be seen in context that it is not an essential part of the model and making the changes would not affect the outcome given cruise times are already used. The maximum modelled queue on arm 7 is 8.1 PCU, whereas 8.9 PCU can be stored in lane one, without resulting in any blocking back to the circulatory, therefore there should be no issue. There are also keep clear markings present on the circulatory in this location, which will limit the occurrence of outlier instances of blocking.

NH Comment

"On Arm 2 (Garden Centre), the applicant should confirm how the give way parameters were determined, and also review the Clear Conflict values that have been used on each movement. These Clear Conflict values should represent the time it takes vehicles from Arms 1 and 8 to clear the conflict point with Arm 2. Please refer to the LinSig User Guide for further details. Traffic coming out of Arm 2 only gives way to roundabout traffic on the lane it is entering and none of the adjacent offside lanes. The approach adopted risks being overly optimistic, as drivers are more likely to be more cautious when vehicles are on the lanes adjacent to the lane they are entering, in-case they change lanes. As such the applicant should review the opposing lanes which the movements give way to. The suitability of the give way parameters will be ultimately determined by the accuracy of the model validation."

mode response

2.5.3 Arm 2 has used generic slope and intercept values of 1.0 and 1000 given this forms a very minor entry to the roundabout. The slope value of 1.0 ensures that the entry is more inclined to use the interstage gaps in the upstream signals. The demand flows for this arm are very light at 3 PCU/hr in the AM peak and 7 PCU/hr in the PM peak, which represents a flow demand of c.1 vehicle per 14 cycles in the AM peak and 1 vehicle per 7 cycles in the PM peak.

2.5.4 Essentially this arm doesn't have a material flow demand, nor would it affect the peak time signal roundabout operation. The default clear conflict values of 2 seconds were considered reasonable given the upstream distances of c. 27 metres, however this can be increased to 3 seconds which is probably more suitable given the cruise times.

2.5.5 A simple check on this illustrates there would be no impact on the model results, given there is essentially no demand on the arm entry. The model was set up with traffic emerging from arm 2 to the nearside lane Arm 6/1 giving way to the nearside lane but for the other movements giving way to the other lanes. If this is considered to be overly optimistic, we can change the model so that all movements give way to all lanes but again a simple check shows that this will make no difference to the model results for this arm, as there are very low demand flows from this arm.

NH Comment

"The phase minimums for Phases J and K do not correspond to the values in the controller specification document. Although the models do not see these phase minimums violated, it is good practice to have the models match the controller specification document. Whilst you have included all the stages that are present in the controller, even if they are not modelled, the prohibited stage movements should also be shown. As we do not know how this LinSig model may be used in the future, we consider it should match the controller specification document as accurately as possible."

mode response

2.5.6 We have checked the controller specification issue 10.0.45 as provided to us for use in the modelling and phases J and K are agreed set to run a much longer minimum green of 20 seconds rather than the normal traffic green minimums. The model can be updated to suit this and it is agreed there will be no change to the model results. We have included the prohibited stage movements in the model which relate to the dummy phase P as stage 8 as LinSig doesn't allow stage 0, and also included the prohibited stage changes for the other two stage streams.

NH Comment

"The applicant should explain how the cruise times have been determined. Some connectors have a mean cruise time and a custom lane length. The entered mean cruise times suggest mean cruise speeds between 30 and 40kph. As the roundabout has a speed limit of 40mph (64kph), the applicant should consider whether these modelled cruise times represent average undelayed cruise speeds observed at the junction."

mode response

2.5.7 Cruise times for this model are related to link lengths and given the tighter turning radii we have used slower values of circa 36kph to better correlate with expected conditions on street.

NH Comment

"Although we have not received any observed signal data, the stage sequence used should be explained. The CLF plans suggest that Stage 2 is not called. The applicant should present observed data to indicate that it is, if it is being modelled as such."

mode response

2.5.8 The stage sequence used in the model is based on stages 1, 2 and 3. We did not have further information to use in the modelling work and considered the first three stages as the main set of stages that regularly appear on street.

2.5.9 MOVA is indicated in the controller spec therefore it is unclear if CLF plans are running on street. However, a trial running CLF plan 0 operational in the AM peak and plan 2 in the PM peak with stages 1 and 3 being called at time 62 and 37 on a 70 second cycle, shows the model would produce some results with lower DoS values and queues. If this is acceptable and CLF is confirmed we can revisit the model and provide the outputs, if required.

NH Comment

> *"Please can you explain how the pedestrian intergreen values have been determined as they do not all correspond with the information in the controller specification document."*

mode response

2.5.10 The controller specification shows that there are variable intergreens present and there is on crossing detection present, which can be also seen on Streetview imagery. The pedestrian leaving intergreen values were set assuming pedestrians cross at the start of green only and at the standard 1.2m/s. For example, the Peds on the Brian Clough Way west exit, the crossing is Phase M, and is approximately 8m in length. Assuming a crossing speed of 1.2m/s the equates to c.7 seconds to walk across, with 5 seconds of green man time leaving approximately 2 seconds clearance, 2 seconds comfort and 3 seconds of red / amber, with a 7 second intergreen input to the model.

mode revised model run

2.5.11 Taking into account the above, the following amendments have been made to the model:

- The arm lengths for Arm 7 (the cut through) has been amended to suit the "custom lane length" request;
- The phase minima for Phase J and K have been amended to 20 seconds to match the controller specification; and,
- The model now runs CLF plan 0 and plan 2 for the AM and PM peak.

2.5.12 A summary of the results of the revised LINSIG assessment undertaken at Bardills Roundabout for the 2025 Base Year is provided in **Table 2.2**.

2.5.13 For the 2028 and 2041 future assessment years, focus has been placed on the Base + Sensitivity scenarios, which includes the delivery of the consented application to the north of the site (Ref: 17/00499/REM) for the delivery of 282 dwellings (along with the associated committed mitigation at Bardills Roundabout), given this represents the highest level of throughput at the junction. A summary of the results for the 2028 and 2041 assessment years are provided in **Table 2.3**.

2.5.14 The full outputs provided at **Appendix F** include separate scenarios with and without this sensitivity assessment (with and without the committed mitigation, respectively), as per the methodology presented within the TA and subsequent post-application response (TN003).

Table 2.2 Bardills Signalised Roundabout (Existing)

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay /PCU (s)	DoS (%)	MMQ (PCU)	Delay /PCU (s)
2025 Base						
A52 Brian Clough Way NE	80.3%	14	23	65.8%	9	16
Bardills Garden Centre Parking	1.2%	0	18	2.8%	0	19
B6003 Toton Lane S	57%	5	30	74.9%	7	33
A52 Brian Clough Way West	86%	18	24	85.2%	16	21
B6003 Toton Lane N	86.3%	10	42	87.5%	14	44
Junction PRC	4% (Cycle Time 70 Seconds)			2.9% (Cycle Time 70 Seconds)		

Table 2.3 Bardills Signalised Roundabout (Committed Development + Committed Mitigation)

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay /PCU (s)	DoS (%)	MMQ (PCU)	Delay /PCU (s)
2028 Base Sensitivity						
A52 Brian Clough Way NE	80.9%	11	16	52.8%	7	14
Bardills Garden Centre Parking	1.2%	0	19	2.9%	0	19
B6003 Toton Lane S	74.7%	7	35	90.4%	11	51
A52 Brian Clough Way West	89.7%	21	28	85.3%	18	23
B6003 Toton Lane N	89.3%	11	46	91.8%	12	53
Junction PRC	0.3% (Cycle Time 70 Seconds)			-2% (Cycle Time 70 Seconds)		

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay /PCU (s)	DoS (%)	MMQ (PCU)	Delay /PCU (s)
2028 Base + Sensitivity + Development						
A52 Brian Clough Way NE	71.4%	11	16	55.1%	7	14
Bardills Garden Centre Parking	1.2%	0	19	3%	0	19
B6003 Toton Lane S	88.7%	10	48	95.3%	14	67
A52 Brian Clough Way West	89.8%	21	28	85.8%	18	24
B6003 Toton Lane N	89.9%	11	47	94.4%	14	61
Junction PRC	0.1% (Cycle Time 70 Seconds)			-5.9% (Cycle Time 70 Seconds)		
2041 Base + Sensitivity						
A52 Brian Clough Way NE	69.4%	11	16	56.8%	8	15
Bardills Garden Centre Parking	1.3%	0	20	3.1%	0	20
B6003 Toton Lane S	91.1%	11	55	100.9%	22	107
A52 Brian Clough Way West	96%	28	44	93.8%	24	36
B6003 Toton Lane N	97%	17	72	99.5%	21	90
Junction PRC	-7.8% (Cycle Time 70 Seconds)			-10.5% (Cycle Time 70 Seconds)		
2041 Base + Sensitivity + Development						
A52 Brian Clough Way NE	68.9%	10	17	58.1%	8	15
Bardills Garden Centre Parking	1.3%	0	20	3.1%	0	20
B6003 Toton Lane S	99.5%	20	93	106.8%	36	178
A52 Brian Clough Way West	96%	28	44	94.2%	25	38
B6003 Toton Lane N	97.9%	19	77	102.1%	27	117
Junction PRC	-10.5% (Cycle Time 70 Seconds)			-18.7% (Cycle Time 70 Seconds)		

2.5.15 In summary, the results of the revised modelling assessment are comparable to those presented within the TA and subsequent post-application response (TN003). The arguments put forward and presented within the submitted TA therefore remain pertinent and it should be noted that as the capacity issues worsen in the 2041 base + sensitivity + development horizon year assessment, mode have considered a potential improve scheme to mitigate the impact of the development proposals. This is discussed in further detail below.

2.6 Bardills Mitigation

2.6.1 In relation to the composite mitigation model for Bardills Roundabout (as outlined in **Drawing J32-8827-PS-003** of the TA), NH have stated the following:

NH Comment

> *"We note that the cycle time values have been changed in the Composite Mitigation model. These changes should be justified."*

mode response

2.6.2 The cycle time changes were established via the cycle time optimisation tool as to best suit the changed flow demands. However, given the above in reference to CLF plans, we can revisit this if required.

mode revised model run – composite mitigation

2.6.3 The proposed mitigation is discussed in the TA and subsequent post-application response (TN 003). Taking into account the comments provided by NH on the base modelling for Bardills Roundabout (as discussed above), the same adjustments have been made to the mitigation model.

2.6.4 Furthermore, upon reviewing the latest iteration of the model, it has been observed that a notable improvement can be achieved through a minor amendment to the road markings as part of the proposed mitigation scheme, for the right turn lanes on Toton Lane South. The flows are such that the model operates more efficiently if the far offside right turn lane is for the A52 (E) and the nearside right turn lane is for the B6003 exit. This represents a very minor deviation from the proposed mitigation drawing (Drawing J32-8827-PS-003 of the TA) in order to amend the proposed painted road markings on these approaches. An updated Drawing (J32-8827-PS-003 Rev A) is attached at **Appendix H**, for reference.

2.6.5 A summary of the results of the revised LINSIG assessment for the proposed composite mitigation is provided in **Table 2.4**, with the full outputs provided at **Appendix F.**

Table 2.4 Bardills Signalised Roundabout (Committed Development + Committed Mitigation + Proposed Composite Mitigation)

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay /PCU (s)	DoS (%)	MMQ (PCU)	Delay /PCU (s)
2041 Base + Sensitivity + Development						
A52 Brian Clough Way NE	83.9%	16	23	66.8%	10	16
Bardills Garden Centre Parking	1.2%	0	19	2.9%	0	19
B6003 Toton Lane S	86.2%	9	40	85.7%	9	38
A52 Brian Clough Way West	92.1%	21	28	89.8%	19	25
B6003 Toton Lane N	75.4%	8	32	74.6%	7	32
Junction PRC	-2.3% (Cycle Time 70 Seconds)			0.2% (Cycle Time 70 Seconds)		

2.6.6 The model results show that in the worse-case sensitivity scenario, the junction is nil-detriment to the 2041 Base scenario with the sensitivity assessment (and consented mitigation scheme in place), as further detailed in **Table 2.5**, below.

Table 2.5 Bardills Signalised Roundabout - 2041 Base + Sensitivity (Committed Mitigation) vs 2041 Base + Sensitivity + Development (Composite Mitigation)

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay /PCU (s)	DoS (%)	MMQ (PCU)	Delay /PCU (s)
Difference						
A52 Brian Clough Way NE	-14.50%	5	7	-10.00%	2	1
Bardills Garden Centre Parking	0.10%	0	-1	0.20%	0	-1
B6003 Toton Lane S	4.90%	-2	-15	15.20%	-13	-69
A52 Brian Clough Way West	3.90%	-7	-16	4.00%	-5	-11
B6003 Toton Lane N	21.60%	-9	-40	24.90%	-14	-58
Junction PRC		5.5%			10.7%	

2.6.7 In summary, the results of the revised modelling assessment are comparable to those presented within the TA and subsequent post-application response (TN003), and it is therefore concluded that the proposed improvement scheme suitably mitigates the impact of the proposed development, as well as providing an overall enhancement in capacity at the junction, as evidenced by the increase in overall PRC during both the AM and PM peaks.

2.7 Bramcote Roundabout

NH Comment

> *"As with the Bardills model, on the give way entries, the applicant should justify movements only giving way to movements they cross and those going into the lane being entered. Some drivers entering the roundabout would be cautious about vehicles on other lanes on the roundabout in-case they changed lane. The suitability of the give way parameters will be ultimately determined by the accuracy of the model validation."*

mode response

2.7.1 The rationale behind this approach was based on the following. An initial pass of the model assumed all lanes give way to all lanes on the circulatory led to DoS values >100% which could not be the case if flows were recorded clearing the give way lanes within the same period and the model was predicting large queues, which were not occurring in practice. Therefore, given the wide circulatory lanes up to four in number, it was demonstrably clear that drivers circulating in the offside lanes would not be suddenly swerving across multiple lanes to reach a nearside lane within just a few metres and therefore the give way movements to the nearside lanes on the circulatory could reasonably be set to ignore the offside lanes. This then produced results that correlated better with the observations.

NH Comment

> *"The applicant should provide the reasoning for reducing the clear conflict distances from the default value of 2 seconds. As the lane lengths on the adjacent roundabout circulatory lanes are the same for all lanes on those arms, we do not consider that the clear conflict values can be zero for all movements."*

mode response

2.7.2 The clear conflicts were set to zero as the circulatory arms 10, 2 and 6 are located at the give way nodes and not upstream of the node at the stoplines. For example, on arm 10, the cruise time is set to 5 seconds from the A52 (W) left turn, which would position a vehicle directly in front of the give way, and just clearing it. Otherwise, a non-zero value would be used instead.

2.7.3 In light of the above, no amendments are considered necessary for the junction capacity assessment at Bramcote Island.

2.8 B6003 Park & Ride

2.8.1 In relation to the existing B6003 Park & Ride junction, NH have stated the following:

NH Comment

> *"We recommend that the applicant update the lane lengths on Arms 1 and 3 so that they go back to upstream constraints (i.e. the A52 Bardills Roundabout and the mini-roundabout within the Park & Ride site). If queues reach this point in any scenario, the queue length value will be highlighted."*

mode response

2.8.2 Noted. These amendments have been made as requested, and have not resulted in any material changes to the model results.

NH Comment

> *"The applicant should explain how the pedestrian intergreen values have been determined. These values are variable and the controller specification document details how long they could be if they are fully demanded."*

mode response

2.8.3 There is on-crossing detection present at the junction, which can also be seen on Streetview imagery. The pedestrian leaving intergreen values were set assuming pedestrians cross at the start of green only and at the standard 1.2m/s. For example, the pedestrians on the park and ride exit, the crossing is Phase H, and is approximately 13m in length. Assuming a crossing speed of 1.2m/s this equates to c.11 seconds to walk across, with 5 seconds of green man time leaving approximately 6 seconds clearance, 2 seconds comfort and 3 seconds of red / amber, with a 11 second intergreen input to the model.

NH Comment

> *"The applicant should ensure that all phase delay values correspond with those shown in the controller specification document as we have spotted a number of inconsistencies."*

mode response

2.8.4 The controller specification has been compared to the model and we have found one inconsistency namely an extra phase delay included from stage 2 to 4 for phase B at 1 second. This can be removed from the model and does not affect the results as this stage change is not called in the model.

NH Comment

> *"The junction has been double cycled with Stage 4 being called every other cycle. The applicant should provide evidence to demonstrate whether this is how the junction actually operates."*

mode response

2.8.5 Stage 4 is called every other cycle as this relates to the phase E Toton Lane northbound exit pedestrian crossing which we understand is called on demand. This demand is reasonable and commensurate with a moderate use, rather than what happens in a central area.

NH Comment

2.8.6 In relation to the amendments to the B6003 Park & Ride junction proposed as part of the extant permission to the north; to provide a fourth arm to access this site, NH have stated the following:

> *"The applicant should provide a CAD drawing of the proposed layout so that measurements can be checked, as well as some narrative to explain the new stage sequence and cycle time values that have been modelled."*

mode response

2.8.7 This scheme is proposed as part of the approved application to the north, and the modelling presented as part of the TA shows that this is not a requirement of the proposed development, but rather a requirement of the extant scheme to the north, to provide access via an additional arm on the B6003 Stapleford Lane / Toton Park & Ride junction.

2.8.8 A CAD drawing of this junction is not held by the applicant, nor would it be a requirement given this scheme is not linked to the delivery of the proposed development, and appropriate modelling has been presented as part of the TA to demonstrate that the proposed development is not predicated on the delivery of the proposed amendments to this junction. The modelling presented for this junction has been taken from the outputs of the approved application. Whilst this matter is not considered material to the conclusions of the assessment, if further clarification could be provided, we can review this further.

NH Comment

> *"To ensure consistency with the existing layout model when it comes to reporting overall junction results, we recommend that cruise times to the exit arms are the same between the two models."*

mode response

2.8.9 It is unclear which version of the model being audited but in the latest iteration the model has used 3 seconds on the RT from Arm 5 to Arm 2 (Toton West) and similarly on the LT from Arm 3 to arm 2. The other arms use default values, same as the existing layout model. This can be easily updated and importantly does not affect the results, and given this is a standalone junction the route journey times would not normally be used.

mode revised model run

2.8.10 Taking into account the above, the following amendments have been made to the model:

- Link lengths updated;
- The incorrect phase delay removed; and,
- Cruise times updated for consistency with existing layout model.

2.8.11 A summary of the results of the revised LINSIG assessment undertaken at the B6003 Toton Park & Ride Access for the 2025 Base Year is provided in **Table 2.5**.

2.8.12 For the 2028 and 2041 future assessment years, focus has been placed on the Base + Sensitivity scenarios, which includes the delivery of the consented application to the north of the site at land west of Toton Lane (Ref: 17/00499/REM) for the delivery of 282 dwellings (along with the additional arm at the B6003 Toton Park & Ride Access), given this represents the highest level of throughput at the junction. A summary of the results for the 2028 and 2041 assessment years are provided in **Table 2.6**.

2.8.13 The full outputs provided at **Appendix F** include separate scenarios with and without this sensitivity assessment (with and without the amendments to the junction, respectively), as per the methodology presented within the TA and subsequent post-application response (TN003).

Table 2.6 B6003 Stapleford Lane / Toton Park & Ride Capacity Results (Existing)

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay /PCU (s)	DoS (%)	MMQ (PCU)	Delay /PCU (s)
2025 Base						
B6003 Stapleford Lane North	66.9%	11	23	61.8%	10	22
Toton Park and Ride Access	32.5%	2	35	26.5%	2	30
B6003 Stapleford Lane South	44.2%	8	16	41.2%	8	14
Junction PRC	34.4% (Cycle Time 150 Seconds)			45.6% (Cycle Time 150 Seconds)		

Table 2.7 B6003 Stapleford Lane / Toton Park & Ride Capacity Results (Committed Development + Committed Mitigation)

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay /PCU (s)	DoS (%)	MMQ (PCU)	Delay /PCU (s)
2028 Base + Sensitivity						
Park and Ride Access	46.8%	3	51	35.9%	2	46
B6003 Toton Lane South	62.6%	10	30	60.7%	11	28
282 Dwelling Site Access	30.8%	3	38	9.4%	1	35
B6003 Toton Lane North	84.2%	17	42	81.2%	15	40
Junction PRC	6.9% (Cycle Time 180 Seconds)			10.9% (Cycle Time 180 Seconds)		
2028 Base + Development + Sensitivity						
Park and Ride Access	46.8%	3	51	35.9%	2	46
B6003 Toton Lane South	71.6%	13	32	63.5%	11	29
282 Dwelling Site Access	30.8%	3	38	9.4%	1	35
B6003 Toton Lane North	86.2%	18	44	88.5%	18	48
Junction PRC	4.4% (Cycle Time 180 Seconds)			1.7% (Cycle Time 180 Seconds)		
2041 Base + Sensitivity						
Park and Ride Access	51.1%	3	52	39.1%	3	47

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay /PCU (s)	DoS (%)	MMQ (PCU)	Delay /PCU (s)
B6003 Toton Lane South	67.8%	11	31	65.5%	12	30
282 Dwelling Site Access	30.8%	2	38	9.4%	1	35
B6003 Toton Lane North	91.1%	20	52	87.1%	18	46
Junction PRC	-1.2% (Cycle Time 180 Seconds)			3.3% (Cycle Time 180 Seconds)		
2041 Base + Development + Sensitivity						
Park and Ride Access	51.1%	3	52	39.1%	3	47
B6003 Toton Lane South	76.6%	14	34	68.4%	13	31
282 Dwelling Site Access	30.8%	3	38	9.4%	1	35
B6003 Toton Lane North	93.1%	22	58	94.6%	23	63
Junction PRC	-3.5% (Cycle Time 180 Seconds)			-5.1% (Cycle Time 180 Seconds)		

2.8.14 In summary, the results of the revised modelling assessment are comparable to those presented within the TA and subsequent post-application response (TN003). The conclusions drawn as part of these previous documents remain pertinent, and it is therefore concluded that whilst the development has an impact at this junction, this is relatively minor in the context of the junction. It is therefore considered that the impact of the development at this junction cannot be defined as severe in the context of historic cases, and therefore no mitigation is proposed and hence no further assessment is deemed necessary.

3. NCC Comments

3.1 Overview

3.1.1 This section outlines NCC's latest comments on the application dated 4th June 2026, along with an associated considered response from mode.

3.1.2 As outlined above, since the timing of the previous post application response (TN003), mode have been engaged in ongoing discussions with NCC, which has involved several meetings and email correspondence, along with submission of additional information where required. A copy of the relevant email correspondence, including the latest response on 4th June 2026, is included at **Appendix G**, for reference.

3.1.3 This TN responds to the latest comments received on 4th June 2026 in relation to the traffic modelling submitted as part of the application. As noted in **Section 1.4**, this TN focuses on any outstanding matters relating to the standalone assessment of Toton West, and any matters relating to the wider cumulative assessment will be addressed separately.

3.1.4 It is noted that several comments have also been raised in relation to the Travel Plan (TP). Given the relationship between the TA and TP, and the current urgency of the current workstreams in advance of the upcoming June planning committee, it is the intention that the comments on the TP are addressed once an agreement in principle has been reached on the methodology and conclusions drawn as part of the TA.

3.2 Traffic Growth / Distribution

NCC Comment

> *"While TEMPro/NTEM can be used to estimate general background traffic growth, it appears that such growth factors have been relied upon in place of explicitly modelling the effects of nearby committed and allocated developments. This is not considered appropriate in this instance, given the scale, proximity, and likely interaction of these schemes. The concern is not simply a preference for an alternative methodology, but that the submitted assessment does not provide a sound or defensible basis upon which the residual cumulative impact on the highway network can be confidently established.*
>
> *This issue is not limited to overall traffic growth, but relates critically to traffic distribution, route choice, and junction loading. Department for Transport guidance recognises that TEMPro-derived forecasts are subject to increasing uncertainty at a localised level. In this case, future network performance will be influenced not only by background growth, but also by the concentration of strategic development and planned infrastructure changes, including the proposed link road between the A52 and Chetwynd Road. Under these circumstances, the use of a spreadsheet-based approach reliant on existing patterns, with TEMPro uplift, is unlikely to provide a reliable representation of future network conditions.*

A model-based assessment is also required to robustly assess trip distribution and assignment. Whilst Journey to Work Census data has been used to inform likely trip destinations, and Google Route Planner has been used to assign routes based on estimated journey times, no detailed evidence has been provided to demonstrate how traffic is distributed or the proportion of trips travelling to each destination. As a result, it is unclear where development traffic is actually heading, and the assignment of traffic to the network cannot be verified. An Origin–Destination matrix should demonstrate how trips are distributed from the site to key locations. Furthermore, Google Route Planner identifies routes based on live data and changing algorithms, and does not account for wider network effects such as congestion and queuing, which can only be robustly assessed through a transport model."

mode response

3.2.1 As detailed within the TA and subsequent post-application response (TN003), whilst the three Toton sites are linked in terms of their allocated status and are all being promoted by the applicant, it is the intention that the allocation at Toton West be occupied in advance of the other two sites. The TA therefore considers development at Toton West on its own merits, independently of the wider Toton development plans, using an industry standard approach of using trip rates (obtained from the EMGM) and trip distribution (based upon Census Journey to Work data) to understand the likely assignment of development traffic onto the local highway network. In this regard, mode have been made aware that Census data is a principal component of the methodology used to underpin the assessment work as part of the wider EMGM.

3.2.2 Traffic flow diagrams, including details of the distribution of development traffic and assignment onto the network have been provided as part of the previous evidence bases submitted alongside the application, and no specific concerns have been raised from NCC regarding the representativeness of this data. A copy of the latest traffic flow diagrams are provided at Appendix D, for reference.

3.2.3 Background traffic growth has indeed been established using TEMPro, to a 2028 opening year and 2041 future year (consistent with the wider modelling work being completed using the EMGM), to inform detailed capacity assessments undertaken at key junctions on the local highway network. This approach is used regularly for other similar sites of this scale and nature, and takes into account local planned growth, including local plans and live tables on housing supply, as outlined within the Department for Transport's '*TEMPro and NTEM Data Release Notes*'.

3.2.4 mode are not aware of a legal requirement which states that an assessment of the transport impacts of this site cannot be undertaken using this methodology, and must instead be based upon the outputs of the EMGM; a model which as has been referenced previously, was not readily available in terms of its ability to assess the impact of the proposed development at the time the TA was prepared.

3.2.5 Furthermore, as requested by NCC the applicant has now provided further modelling using the EMGM to consider the cumulative assessment of the Toton sites. The strategic modelling indicates that the full Toton allocation, including Toton West, can be accommodated within the highway network and that the Toton Link Road fulfils its intended role as the principal piece of transport infrastructure supporting growth in the area.

3.2.6 The information presented within the TA provides an accurate consideration of the existing conditions on the local highway network, prior to other sites being delivered in the locality (and prior to the delivery of the Toton Link Road), for which further assessments will be required in order to allow the relevant planning permissions to be secured for these sites. Whilst the information presented within the TA does not prejudice the delivery of the other Toton sites, this application is intended to allow Toton West to crucially be assessed on its own merits and impact.

3.3 Assessment Year

NCC Comment

> *"In addition, the use of a 2028 opening year is not considered appropriate as it does not reflect the point at which the development would be fully built out and generating its maximum traffic demand. This results in both lower development trip generation and reduced background flows, thereby understating network impacts. The assessment therefore fails to test the most critical scenario, namely full occupation, and cannot be relied upon to demonstrate acceptability."*

mode response

3.3.1 There appears to be a misunderstanding on this matter. As outlined in Section 7.2 of the TA, consideration has been made of the development impacts for a 2028 and 2041 assessment year.

3.3.2 It is anticipated that the development will commence construction in 2028. In accordance with the requirements of DfT Circular 01/2022, an opening year of 2028 has therefore been considered. Consideration has also been made to the end of the emerging Greater Nottingham Strategic Plan period in 2041. A horizon year of 2041 also encompasses the required minimum horizon assessment of 10 years post submission in accordance with guidance set out in the DfT's Guidance on Transport Assessment.

3.3.3 As part of their response to the TA, NH correctly identified an anomaly in the methodology to obtain the 2025-2028 AM factor, noting England in lieu of region was accidently selected in generating the factor. As specified within the post application response (TN003), this error was limited to the 2025-2028 AM assumption only. For completeness, a corrected TEMPro growth factor was derived, with region, selected as 'area served'. All other parameters were considered correct and remained in place. The revised assessments presented within TN003 therefore focused on the 2028 AM assessment scenarios only.

3.4 Travel Plan Mitigation

NCC Comment

> *"In terms of travel planning, whilst an initial Travel Plan has been submitted, it is considered that such a document must be informed by the findings of a robust and comprehensive Transport Assessment. A Travel Plan is intended to support sustainable travel behaviour and reduce reliance on the private car; however, its measures are inherently behaviour-based and cannot be relied upon in isolation to define or mitigate impact. Accordingly, an updated Travel Plan should be prepared following the completion of a revised TA to ensure that its measures are appropriately targeted, proportionate, and directly responsive to the identified impacts."*

mode response

3.4.1 As referenced within the submitted TA and subsequent post-application response (TN003), the capacity assessments of the scheme have been based on 100% development traffic and do not account for the potential for trip reduction as a result of the impact of travel planning measures.

3.4.2 As noted above, given the relationship between the TA and TP, and as suggested in NCC's response it is the intention that the TP will be updated once an agreement in principle has been reached on the methodology and conclusions drawn as part of the TA.

3.5 Off-Site Pedestrian Infrastructure

NCC Comment

> *"it is noted that proposals at Toton East include measures to improve pedestrian connectivity and safety by including a toucan crossing at Woodstock Drive and a pedestrian refuge at Darley Avenue. These measures have not been reflected in the current TA but should be incorporated for completeness and consistency."*

mode response

3.5.1 It is understood that pedestrian accessibility improvements were conditioned as part of the planning permission for development of land to the west of Toton Lane (planning ref. 12/00585/OUT and 17/00131/ROC). These improvements include provision of a ghost island right turn lane and central pedestrian refuge island at the Stapleford Lane/Darley Avenue junction, plus provision of a puffin crossing on Stapleford Lane to the south of the Woodstock Road junction (as shown within Drawing NTT/301/107, prepared by BWB.

3.5.2 Whilst the applicant is not averse to the delivery of these improvements being secured as part of the current application for Toton West, it should be acknowledged that neither mode nor the applicant has been involved in the preparation of the relevant preliminary highway drawings for these improvements, or indeed any discussions relating to their feasibility / implementation. The applicant would therefore seek for any commitment to be secured by way of a S106 contribution.

4. Summary & Conclusion

4.1 Summary

4.1.1 This TN has been prepared by mode on behalf of Bloor, in relation to the live Outline Planning Application (under live planning reference number: 25/00371/OUT) for a new residential development at Toton West in Broxtowe, Nottinghamshire.

4.1.2 Additional consultee comments have been provided by NH and NCC, respectively. These responses have requested further information is provided to inform their respective recommendations / determination in relation to the transport evidence submitted as part of the application. mode have provided a response to each of these comments in sequence and it is hoped that the contents of this TN provide NH and NCC with the information they require to answer their queries.

4.2 Conclusion

4.2.1 It is requested that NH, and NCC consider paragraph 116 of the NPPF, which sets out that: *"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable scenarios."*

4.2.2 It is considered that sufficient evidence has been presented within the submitted TA as part of the application to demonstrate that the proposed development will not result in severe impacts on the safety and/or operation of the local highway network. In accordance with the NPPF, the proposals should be considered acceptable in terms of highways & transportation.

4.2.3 Furthermore, the cumulative assessment requested by NH and NCC has now been completed. That assessment demonstrates that the full Toton allocation, together with associated infrastructure, can be accommodated within the highway network. The results confirm that the Toton Link Road fulfils its intended strategic role, attracts development traffic to the Strategic Road Network and delivers wider benefits across the local highway network. The findings therefore reinforce the conclusions of the submitted TA and post application response (TN003) and demonstrate that there are no transport or highways grounds upon which planning permission for Toton West should be withheld.

mode
transport planning

APPENDICES

APPENDIX A

ATE Response

Active Travel England
West Offices
Station Rise
York
YO1 6GA
Tel: 0300 330 3000

Your Ref: 25/00371/OUT
Our Ref: ATE/25/00779/OUT
Date: 19 May 2026

Active Travel England Planning Response
Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Broxtowe Borough Council

Application Ref: 25/00371/OUT
Site Address: Land West Of Stapleford Lane, Stapleford Nottinghamshire

Description of development: Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure (With some matters reserved).

Notice is hereby given that Active Travel England's formal recommendation is as follows:

a. **Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.

1.0 Background

This letter should be read in conjunction with Active Travel England's (ATE) prior consultation responses to the above planning application.

ATE understands that the application is currently subject to a planning appeal.

ATE has, however, been reconsulted on the application and is in receipt of various updated plans and drawings, as well as a direct response to ATE's previous concerns titled *Toton West, Broxtowe Highways Response to Consultee Comments* dated 17 April 2026.

Following consideration of the revised submission and the applicant's response to ATE's concerns, ATE does not wish to raise an objection in principle and is submitting a conditional approval response. Notwithstanding this, it is noted that the Highway Authority continues to have outstanding concerns which should be resolved as part of ongoing discussions. Further context for ATE's position is set out below.

2.0 Areas of Concern

1. Trip Generation Analysis and Travel Plan Targets

ATE raised concern that it was not clear how the proposed 10% reduction in single-occupancy internal combustion engine vehicle (ICEV) trips would be distributed across sustainable transport modes.

The applicant has states that:

- the percentages contained within the Travel Plan are intended to represent indicative annual milestones; and
- the targets have been intentionally designed to remain flexible, as the eventual split between walking, cycling, bus, rail, EV use and car sharing will depend on future resident behaviour.

It is disappointing that the applicant has not given greater priority to pedestrian and cycle movements within the context of the Travel Plan. It is not uncommon for residential Travel Plans to include separate mode-share targets rather than grouping all sustainable modes together into a single combined reduction target. This is because it becomes more difficult to identify specific interventions or scenarios in line with a vision-led approach where individual modes are not separately identified.

Notwithstanding this, the approach is accepted in principle and wording for a planning condition has been put forward to provide measurable active travel outcomes should the proposals be approved.

2. Off-site Active Travel Infrastructure – Proposed Toton Lane Signalised Crossroads

ATE raised concern that the crossing arrangement appeared to operate as a multi-stage Toucan crossing rather than a single crossing phase.

The applicant has confirmed that the pedestrian crossing signal staging diagram illustrates that all crossings occur within a single phase. Pedestrians will benefit from green time at Stage 5 and will therefore be able to complete a full crossing movement in one stage.

ATE welcomes this clarification and considers that this concern has been satisfactorily addressed.

ATE also raised concern that the refuge islands appear narrow in width for cyclists (in the direction of travel) and that tactile paving was not shown.

The applicant has provided examples of similar central refuge islands within the local area. Whilst this analysis is welcomed, the existence of comparable crossing arrangements does not necessarily mean that they reflect best practice. Indeed, LTN 1/20, Section 10.4 *Cycle Crossings*, identifies a number of issues associated with typical crossing arrangements for cyclists.

Notwithstanding this, it is considered that the principle of the junction arrangement is acceptable and that further improvements could be secured through the detailed design process in consultation with the Highway Authority.

3. Placemaking and Site Permeability

Wording for a planning condition has been put forward to ensure implementation of the proposed pedestrian and cycle connections. This will ensure that detailed drawings for all pedestrian and cycle access points shown on Parameter Plan P23_2379_DE_015B_01 are submitted and approved prior to the submission of reserved matters applications.

3.0 Recommended Planning Conditions

Condition:	Travel Plan	**Condition**: No development shall commence until a Travel Plan comprising immediate, continuing and long-term measures to promote and prioritise alternatives to private vehicular use, which shall include clear objectives and modal share targets, together with a time-bound programme of implementation, monitoring, regular review and interventions (in the event of a failure to meet modal share targets) shall be submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan measures and targets to the satisfaction of the council. **Reason:** In order to deliver sustainable transport objectives including a reduction in private vehicular journeys and the increased use of public transport, walking, wheeling and cycling.
Condition:	Infrastructure	**Condition:** No development shall commence until general arrangement plan(s) to a scale of 1:200 showing details of the walking / cycling infrastructure including works to the adopted highway have been submitted to and approved in writing by the Local Planning Authority. The details shall be submitted in accordance with guidance contained in LTN 1/20 on Cycle Infrastructure Design and Manual for Streets and where applicable indicate proposals for: • Existing levels of the finished highway tying into building threshold levels • Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works

		• Signing, street furniture, street trees and pits • Structures on or adjacent to the highway • Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement) The development or any phase of the development, whichever is the sooner, shall not be occupied until the walking and cycling infrastructure for the development or phase of development has been constructed and completed in accordance with the approved details. **Reason:** To comply with the guidance in LTN 1/20 on Cycle Infrastructure Design and in Manual for Streets.
Condition:	Access points	**Condition:** No development shall commence until all details of the site access points including links to existing and proposed Public Rights of Way for pedestrians and cyclists in accordance with Parameter Plan P23_2379_DE_015B_01 have been submitted to and approved in writing by the Local Planning Authority. The development or any phase of the development, whichever is the sooner, shall not be occupied until the means of access for pedestrians and/or cyclists for the development or phase of development have been constructed in accordance with the approved details which shall thereafter be retained for access purposes only. Reason: In the interests of highway safety.
Condition:	Cycle parking	**Condition**: No development shall commence until details of the cycle parking have been submitted to and approved in writing by the Local Planning Authority. The cycle parking provision shall accord with the guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum unless local cycle parking standards are greater. The development or any phase of the development, whichever is the sooner, shall not be occupied until the cycle parking has been constructed and completed in accordance with the approved details and shall thereafter be kept free of obstruction and permanently available for the parking of cycles only.

Reason: To comply with the guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum.

4.0 Next Steps

It is requested that these recommendations are provided to the LPA case officer and forwarded to the agent and applicant.

APPENDIX B

Systra Report

TECHNICAL NOTE

TOTON DEVELOPMENT STRATEGIC ASSESSMENT

TN04 – TOTON STRATEGIC MODELLING REPORT

IDENTIFICATION TABLE	
Client/Project owner	Mode Transport Planning
Project	Toton Development Strategic Assessment
Title of Document	TN04 – Toton Strategic Modelling Report
Type of Document	Technical Note
Date	19/05/2026
Reference number	TN04
Number of pages	26

TABLE OF CONTENTS

1.	**INTRODUCTION**	**3**
2.	**FORECASTING METHODOLOGY**	**4**
2.1	**STRUCTURE OF THE EAST MIDLANDS GATEWAY MODEL (EMGM)**	**4**
2.2	**FORECAST DEMAND AND THE TRIP END MODEL**	**5**
3.	**SCENARIO 1 – TOTON WEST**	**7**
3.1	**INTRODUCTION**	**7**
3.2	**TRIP RATES**	**7**
3.3	**INFRASTRUCTURE**	**7**
4.	**SCENARIO 2 – TOTON WEST AND EAST**	**8**
4.1	**INTRODUCTION**	**8**
4.2	**TRIP RATES**	**8**
4.3	**INFRASTRUCTURE**	**8**
5.	**SCENARIO 3 – 'FULL SCENARIO'**	**9**
5.1	**INTRODUCTION**	**9**
5.2	**TRIP RATES**	**9**
5.3	**INFRASTRUCTURE**	**9**

6.	**SCENARIO 4 – 'FULL SCENARIO' PLUS CHETWYND SENSITIVITY**	**10**
6.1	**INTRODUCTION**	**10**
6.2	**TRIP RATES**	**10**
6.3	**INFRASTRUCTURE**	**10**
7.	**SCENARIO 3 ANALYSIS**	**11**
7.1	**INTRODUCTION**	**11**
7.2	**KEY HIGHWAY IMPACTS**	**11**
8.	**CONCLUSIONS**	**25**
8.1	**SCENARIO 3 - CONCLUSIONS**	**25**

1. INTRODUCTION

1.1.1 SYSTRA has been commissioned by Mode Transport Planning to assess the impact of three housing sites (Toton North, Toton East and Toton West) in Toton with primary access provided from Stapleford Lane. The East Midlands Gateway Model (EMGM) will be used to assess the impacts and access strategies of the Toton sites.

1.1.2 There will be four 'Do Something' scenarios to test the phasing of the development. These are as follows:

- Scenario 1 – Toton West only
- Scenario 2 – Toton West and East
- Scenario 3 – 'Full Scenario' (Toton West, East and North, including Toton Link Road)
- Scenario 4 – 'Full Scenario' plus Chetwynd sensitivity test

1.1.3 Initially, the reporting will be for Scenario 3, as this is the priority test.

1.1.4 This Technical Note details the approach taken to develop and assess the four 'Do Something' scenarios. Analysis has been undertaken within the East Midlands Gateway Model (EMGM), with comparisons made against the reference case model defined in technical note TN03.

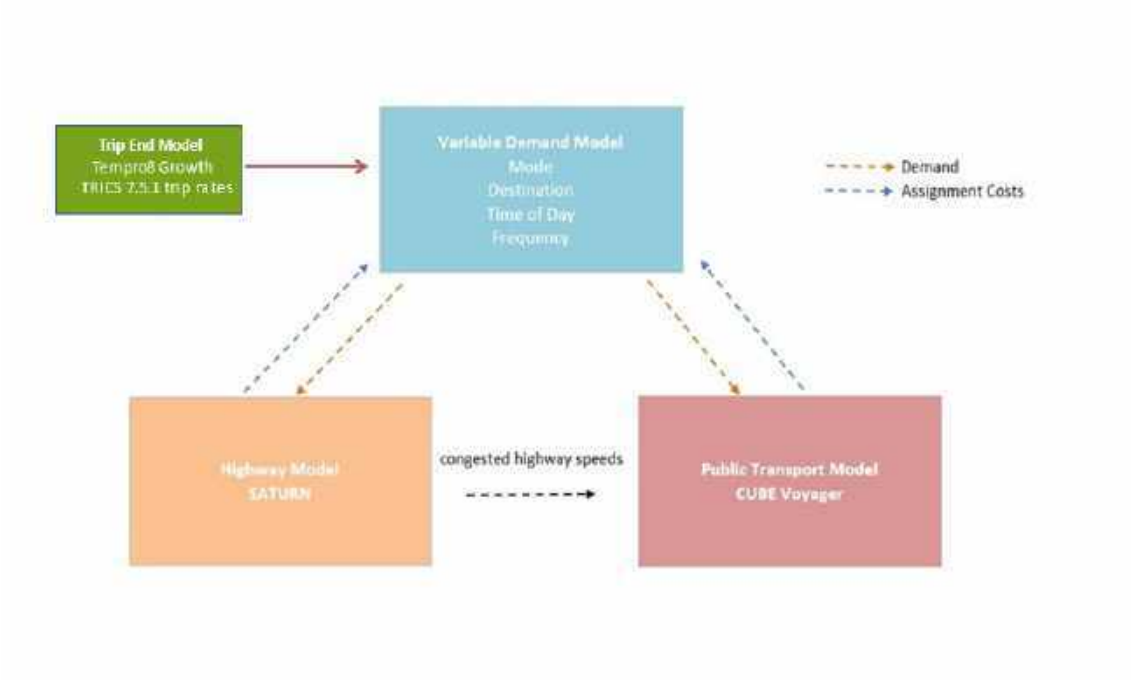
2. FORECASTING METHODOLOGY

2.1 Structure of the East Midlands Gateway Model (EMGM)

2.1.1 The EMGM was developed as a multimodal transport model built following guidance in the Department for Transport's (DfT) Transport Analysis Guidance (TAG). An overview of the structure of the EMGM is shown in Figure 1. In summary, the modelling suite is comprised of the following elements:

- SATURN Highway Model;
- CUBE Voyager Public Transport Model;
- CUBE Variable Demand Model including destination, mode choice, trip frequency and time of day responses; and,
- TRICS based Trip End Model.

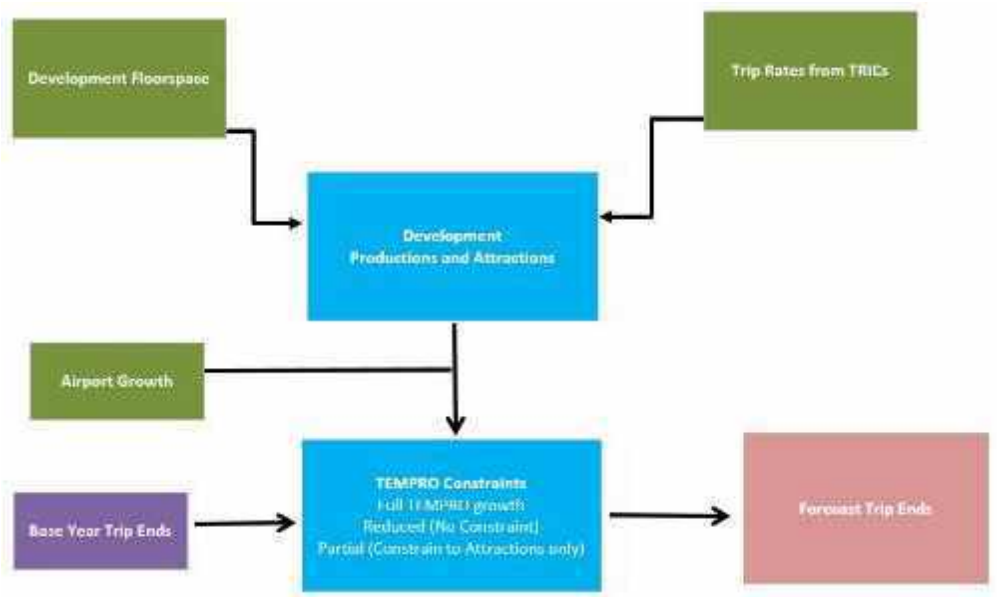
Figure 1. EMGM Technical Structure



2.2 Forecast Demand and the Trip End Model

2.2.1 Forecast demand is calculated in the Trip End Model, the structure of which is shown Figure 2.

Figure 2. Trip End Model Structure



2.2.2 The number of development trips is calculated from trip rates contained within TRICS software and applied to floorspace or the number of dwellings proposed at each development. The development trips are added to the base matrices and then background growth is applied to the matrix in a way that ensures that the outturn growth matches TEMPro 8 growth forecasts i.e. the EMGM is constrained to TEMPro growth.

2.2.3 Outturn generations for developments which have been entered specifically will closely align to the expected level of generations. Residual TEMPro growth is applied to surrounding wards within each MSOA and constrained at a district level.

2.2.4 East Midlands Airport growth provided by the airport is applied as a development zone to ensure that the growth in passengers and freight predicted by the airport is achieved within the model.

2.2.5 Trip rates have been extracted from TRICS 7.5.1 for different types of land-use and segmented by mode and time period. The final person trip rates applied in the trip end model are shown in Table 1. Trips rates exclude walk and cycling trips. These have been previously agreed during development of the model with the Local Authorities and National Highways for the development of previous EMGM Reference Cases.

Table 1. EMGM Person Trip Rates

	AM PEAK (08:00 – 09:00)			PM PEAK (17:00 – 18:00)		
	ARRIVAL	DEPARTURE	TOTAL	ARRIVAL	DEPARTURE	TOTAL
Residential 250> (per dwelling)	0.183	0.729	0.912	0.570	0.257	0.827
B1 Employment (per 100sqm)	1.631	0.115	1.746	0.102	1.479	1.581
B2 Employment (per 100sqm)	0.388	0.145	0.533	0.081	0.375	0.456
B8 Employment (per 100sqm)	0.087	0.023	0.110	0.011	0.042	0.090
Primary Education (per 100sqm)	7.193	1.613	8.806	0.311	0.658	0.969
Secondary Education (per 100sqm)	2.341	0.256	2.597	0.066	0.634	0.700
Food Retail (per 100sqm)	3.518	2.624	6.142	6.558	6.887	13.445
Non-Food Retail (per 100sqm)	0.287	0.069	0.356	0.253	0.206	0.459
Café/Restaurant/Bar (per 100sqm)	0.000	0.000	0.000	6.256	2.874	9.130
Health Centre (Clinic) (per 100sqm)	1.952	0.355	2.307	0.124	0.805	0.929

3. SCENARIO 1 – TOTON WEST

3.1 Introduction

3.1.1 This chapter details the development and infrastructure schemes that have been included in the 2026 and 2041 Scenario 1 test.

3.1.2 This Scenario includes 420 residential units associated with Toton West, situated to the West of Stapleford Lane.

3.2 Trip Rates

3.2.1 Trip Rates are assumed to be the standard EMGM rates for residential.

3.3 Infrastructure

3.3.1 Access to Toton West is assumed to be directly off Stapleford Lane, to the south of the Toton Lane Park and Ride site.

3.3.2 It is accessed by a single access road. No other infrastructure is provided.

4. SCENARIO 2 – TOTON WEST AND EAST

4.1 Introduction

4.1.1 This chapter details the development and infrastructure schemes that have been included in the 2026 and 2041 Scenario 2 test.

4.1.2 This Scenario includes 420 residential units associated with Toton West and 155 residential units associated with Toton East, both accessed off Stapleford Lane.

4.2 Trip Rates

4.2.1 Trip Rates are assumed to be the standard EMGM rates for residential.

4.3 Infrastructure

4.3.1 Access to Toton West and East are both assumed to be off Stapleford Lane, south of Toton Lane Park and Ride.

5. SCENARIO 3 – 'FULL SCENARIO'

5.1 Introduction

5.1.1 This chapter details the development and infrastructure schemes that have been included in the 2026 and 2041 Scenario 3 test.

5.1.2 This Scenario includes 420 residential units associated with Toton West, situated to the West of Stapleford Lane.

5.1.3 It also includes 155 residential units associated with Toton East and 880 residential units associated with Toton North.

5.2 Trip Rates

5.2.1 Trip Rates are assumed to be the standard EMGM rates for residential.

5.3 Infrastructure

5.3.1 Access to Toton West is assumed to be directly off Stapleford Lane, to the south of the Toton Lane Park and Ride site.

5.3.2 It is assumed that the Toton Link Road will be built for this scenario, with access between Stapleford Lane and the A52 possible without having to traverse Bardills Roundabout.

5.3.3 Access to the Toton East and Toton North sites will be off the link road, with the East site closer to Stapleford Lane and Toton North closer to the A52.

6. SCENARIO 4 – 'FULL SCENARIO' PLUS CHETWYND SENSITIVITY

6.1 Introduction

6.1.1 This chapter details the development and infrastructure schemes that have been included in the 2026 and 2041 Scenario 4 test.

6.1.2 This Scenario has the same profile of developments as Scenario 3.

6.2 Trip Rates

6.2.1 Trip Rates are assumed to be the standard EMGM rates for residential.

6.3 Infrastructure

6.3.1 The infrastructure is the same as in Scenario 3, apart from the following difference. Access to the Chetwynd Barracks development will be provided from the Link Road as well as Swiney Way. Traffic will have a choice of either access points but no through access is modelled.

7. SCENARIO 3 ANALYSIS

7.1 Introduction

Scenario 3 includes Toton West, Toton East and Toton North, with a total of 1,455 residential units in both 2026 and 2041. It has been compared against their respective Reference Case.

7.2 Key Highway Impacts

Development Distribution

7.2.1 Site distribution represents the extent to which development traffic utilises the highway network.

7.2.2 For the 2026 year, distribution is shown in Figure 3 and Figure 4. For 2041 this is shown in Figure 5 and Figure 6. These show the routes that the newly generated traffic takes on the network.

7.2.3 The Toton developments are close to the A52 and M1, so the vast majority of traffic interacts with the SRN. In the AM peak, the largest flows are out of the development, towards Nottingham on the A52 Eastbound and towards Derby and the M1 on the A52 Westbound. In the PM peak the reverse is true, with traffic returning to the development.

Figure 3. 2026 Do Something – AM Distribution

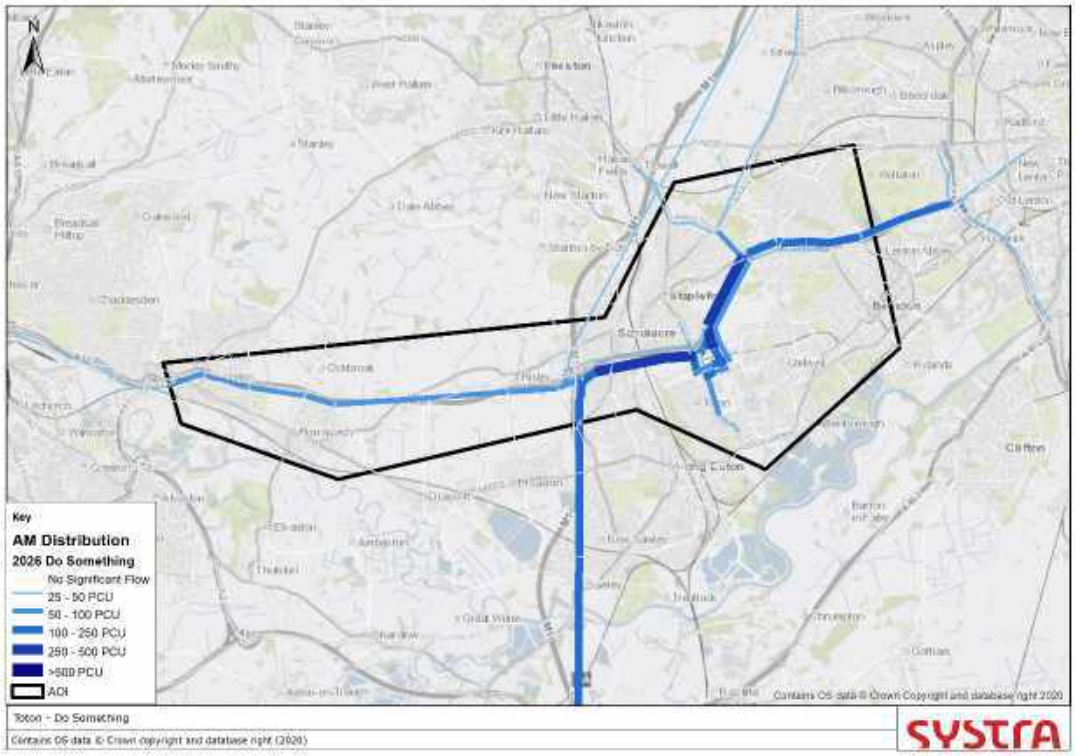


Figure 4. 2026 Do Something – PM Distribution

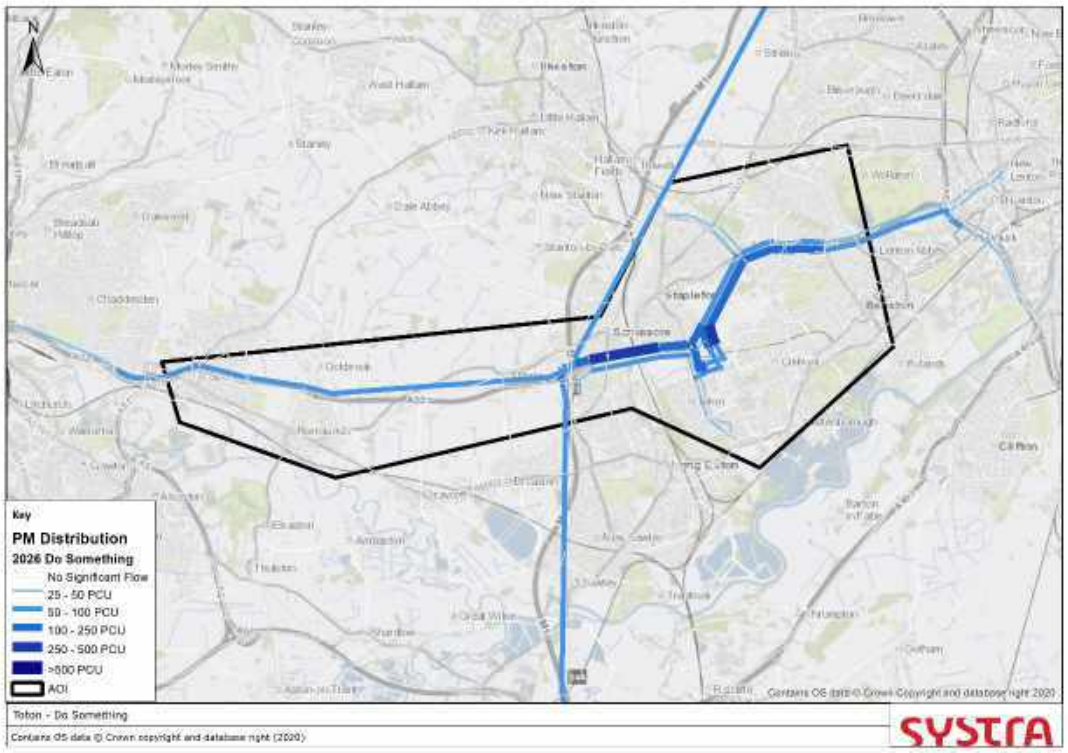


Figure 5. 2041 Do Something – AM Distribution

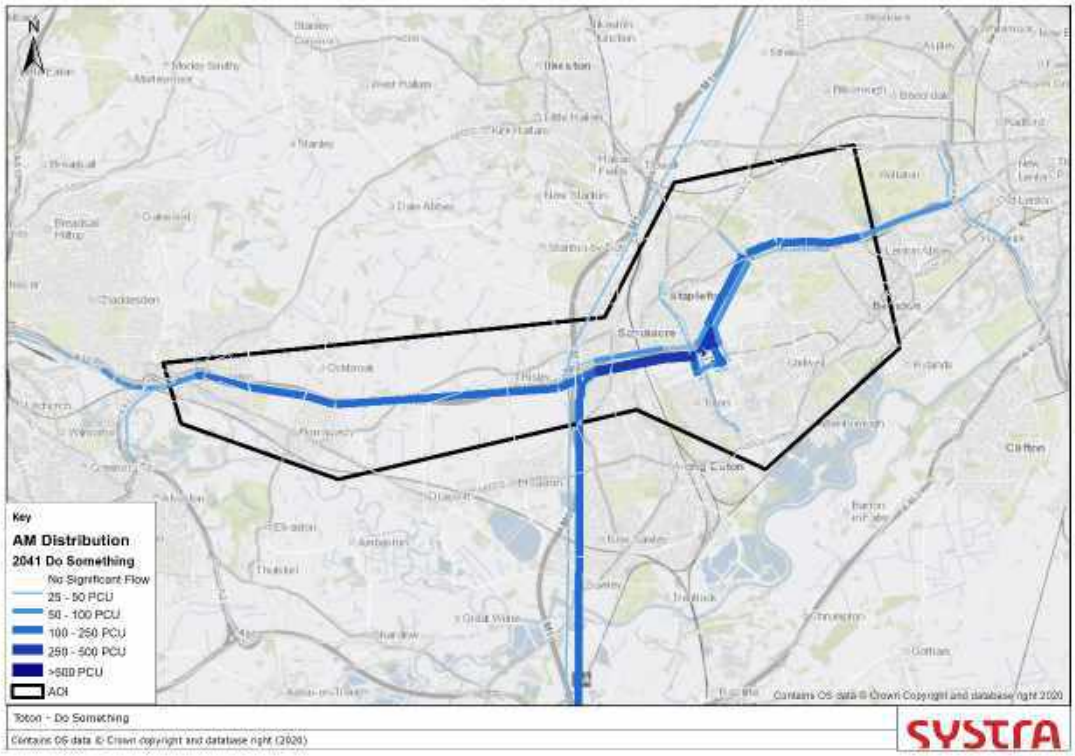
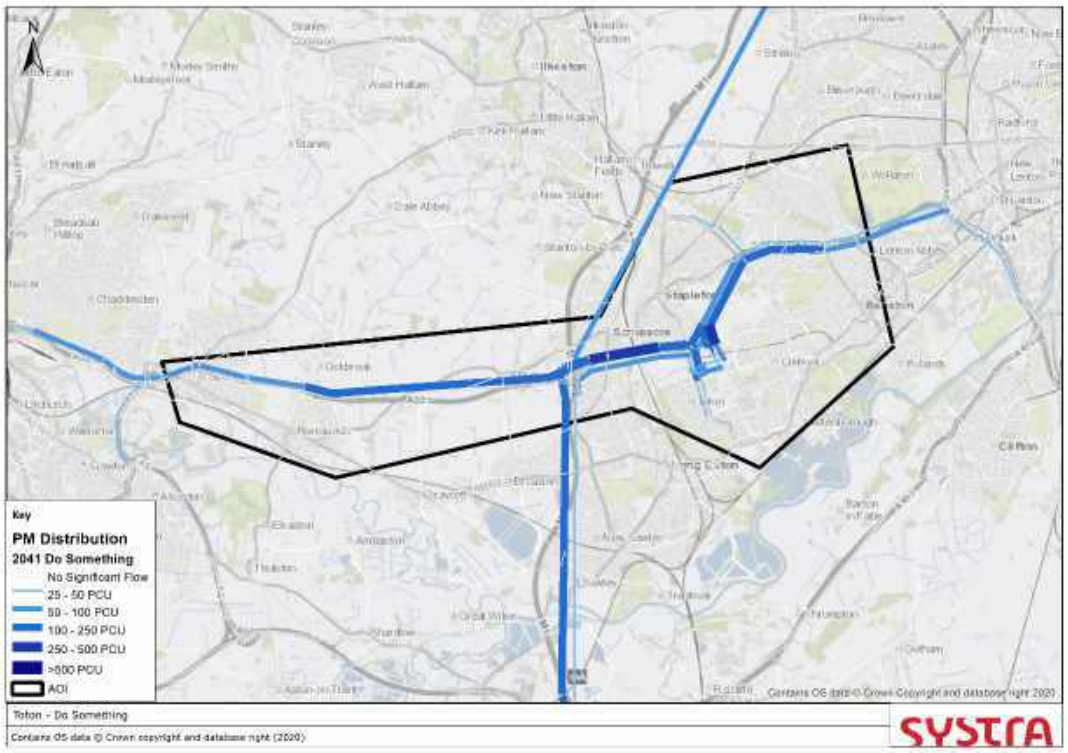


Figure 6. 2041 Do Something – PM Distribution



Background Traffic Reassignment

7.2.4 Traffic reassignment plots show the impact on non-development traffic with the introduction of the new development.

7.2.5 Figure 7 and Figure 8 show the reassignment in 2026, with Figure 9 and Figure 10 showing the same for 2041.

7.2.6 Blue links represent roads which background traffic is moving away from, whilst red links represent roads which experience an increase in traffic. Since demand tends to reassign away from major routes and spread over several minor routes, these plots can often be misinterpreted as an overall flow reduction.

7.2.7 There is a reduction in non-development traffic using the A52 and M1 south of M1 J25 across both years. The reduction on the A52 is in part caused by development traffic displacing non-development traffic, but it is also caused by the reduction in speed between Bardills and Bramcote roundabouts between the Reference Case and Do Something, with the addition of the Toton Link Road junction. This reduction in speed is because the junction is signalised, meaning traffic on the A52 is no longer free flowing and often needs to stop.

7.2.8 The traffic that is displaced from these routes does not use a single alternative; traffic reassigns in small numbers to individual roads. This includes routes away from the immediate vicinity of the development, such as the A38 between Derby and M1 and the A46 between Leicester and the A606 (both not shown in the plots). In 2026, some traffic moves to the A453 between the M1 and Nottingham.

7.2.9 There is also a reduction in traffic on the A6005 through Beeston in all peaks and years. In the AM peak of 2026, there is a reassignment to Town Street. The reduction in flow along the A52

allows more traffic to join Bramcote roundabout here. This means that less non-development traffic now travels through Beeston and joins the A52 further East. In the PM peak, the redistribution through Beeston is a result of the improved conditions of the A52. Whilst there is no significant change south of Long Eaton, the reduction in flow Eastbound begins at A50 J1 and increases along the B6540. Westbound, there is a reduction as far as Sawley, then an increase in flow all the way to A50 J1. Traffic from Sawley to Nottingham is therefore rerouting to the A50, M1 and A52 instead of using the A6005.

7.2.10 In the AM peak of 2041, conditions on the A52 improve such that traffic that travelled along Toton Lane, Swiney Way, A6005 and Wollaton road is now faster using the Link Road and A52. In the PM peak, traffic that used the A6005 now routes up Toton Lane, along the Link Road and A52.

7.2.11 In the PM peak of 2041 there is a reassignment from Tamworth Road to Wilsthorpe Road. Instead of travelling down Tamworth Road and up Wilsthorpe Road, traffic now travels via Derby Road. This is route flipping in the model due to small changes in flow/delays.

Figure 7. 2026 Do Something vs Reference Case – AM Reassignment

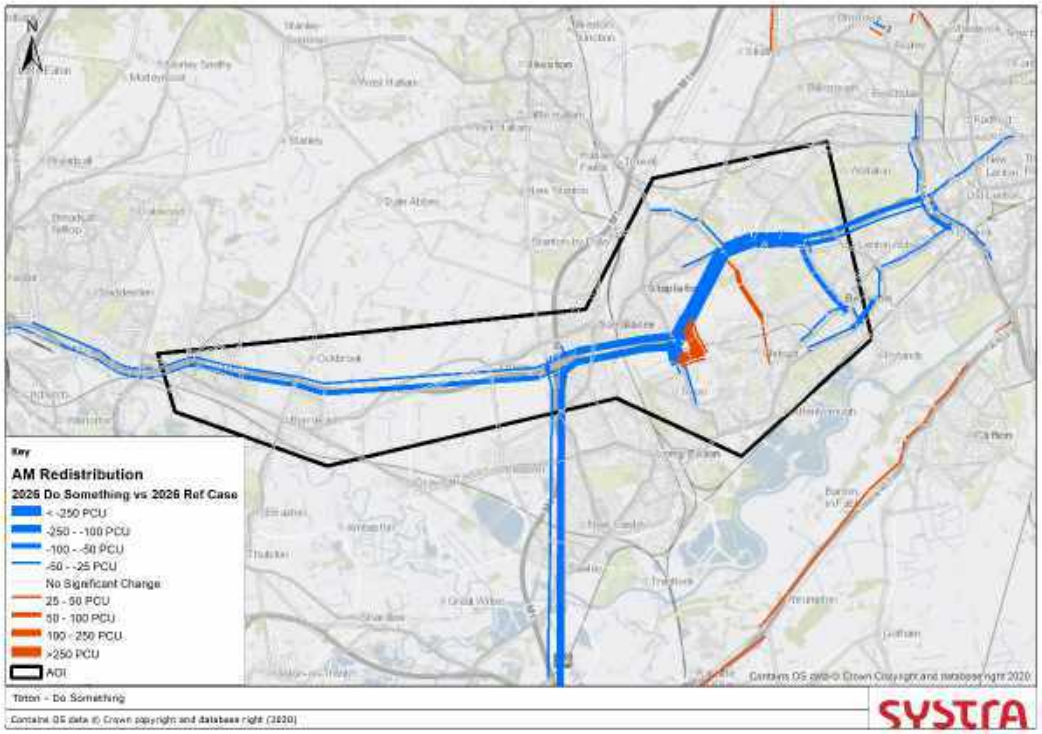


Figure 8. 2026 Do Something vs Reference Case – PM Reassignment

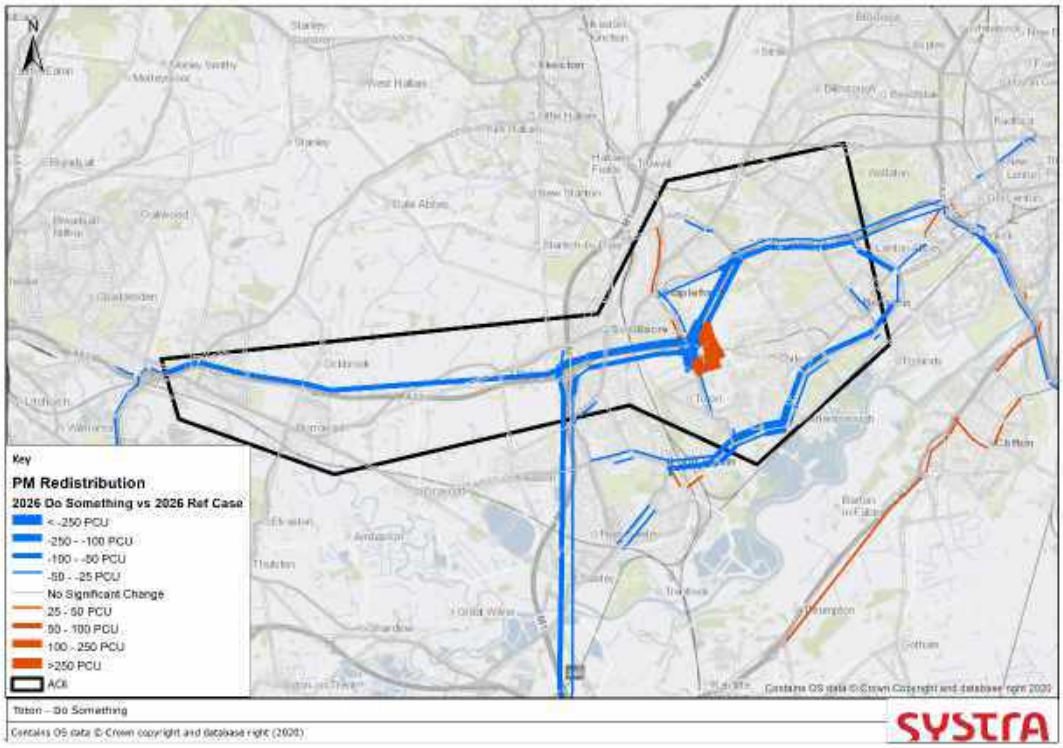


Figure 9. 2041 Do Something vs Reference Case – AM Reassignment

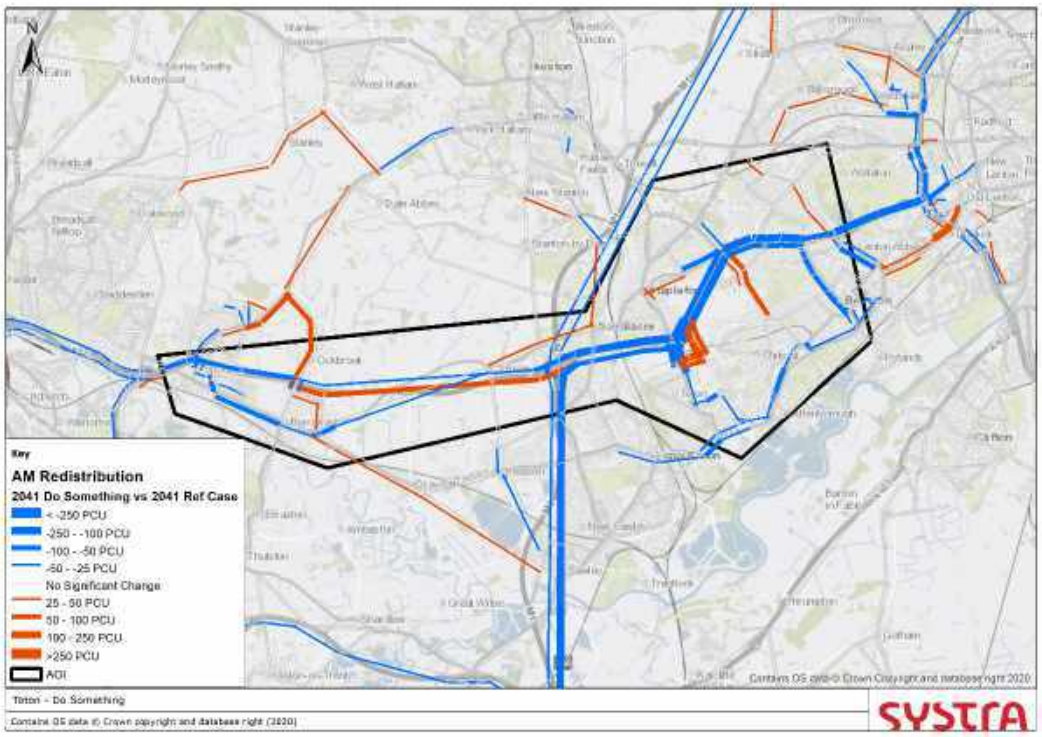
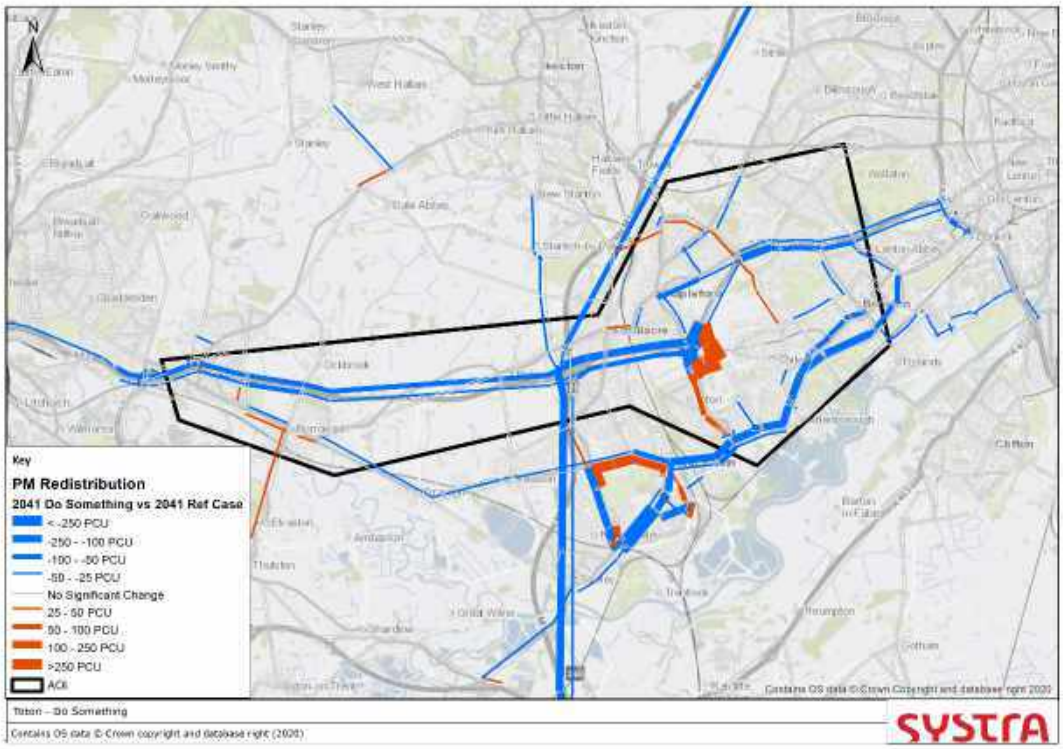


Figure 10. 2041 Do Something vs Reference Case – PM Reassignment



Flow Change

7.2.12 Flow change is measured by determining change in actual flow between the Reference Case and the Do Something scenario. Red lines represent roads which experience a net increase in traffic whilst green lines represent roads which experience a net reduction in traffic.

7.2.13 The addition of a signalised junction on the A52 between Bardills and Bramcote Roundabouts to connect the Toton Link Road serves to slow down traffic. This changes the type of traffic using the route.

7.2.14 In all cases there is a reduction in traffic using Toton Lane between the Link Road and Bardills Roundabout, as well as on the A52 between the Link Road and Bardills Roundabout in both directions. This is because traffic heading between Toton and Nottingham can now avoid Bardills Roundabout entirely.

7.2.15 In the AM Peak, there is a reduction in flow from M1 J25 and Bardills Roundabout, also between Wollaton Road and Toton Link Road. This is because traffic seeks an alternative route to avoid the delay of the signals. There is an increase in the opposite direction, from Bardills roundabout towards Derby and from Toton Link Road towards Nottingham. This increase is traffic from the Toton developments.

7.2.16 In the PM Peak, the reverse is generally true, with an increase in traffic on the A52 towards the development, although there is an increase in flow on the A52 between Toton Link Road and Bramcote Roundabout.

Figure 11. 2026 Do Something vs Reference Case – AM Flow Change

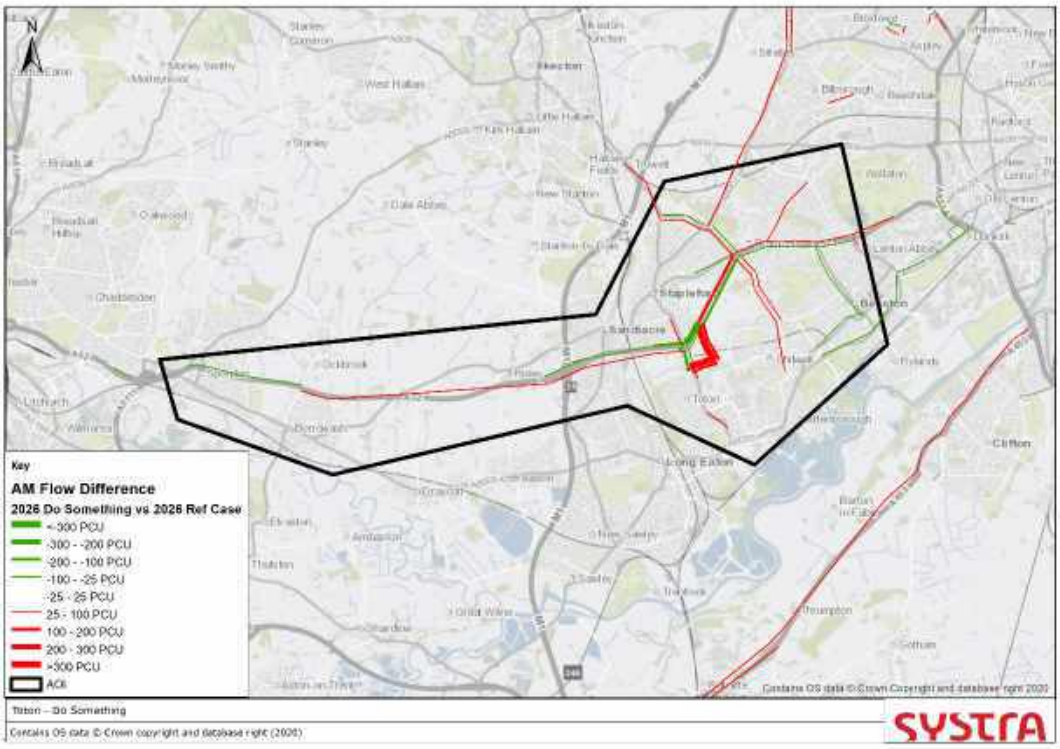


Figure 12. 2026 Do Something vs Reference Case – PM Flow Change

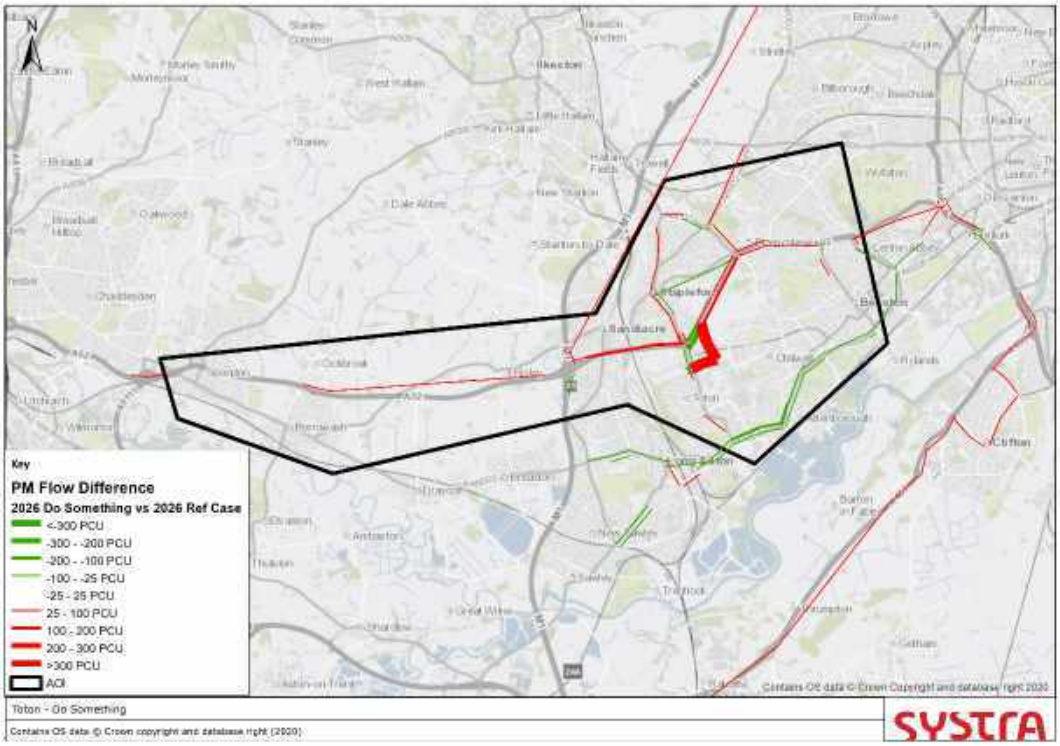


Figure 13. 2041 Do Something vs Reference Case – AM Flow Change

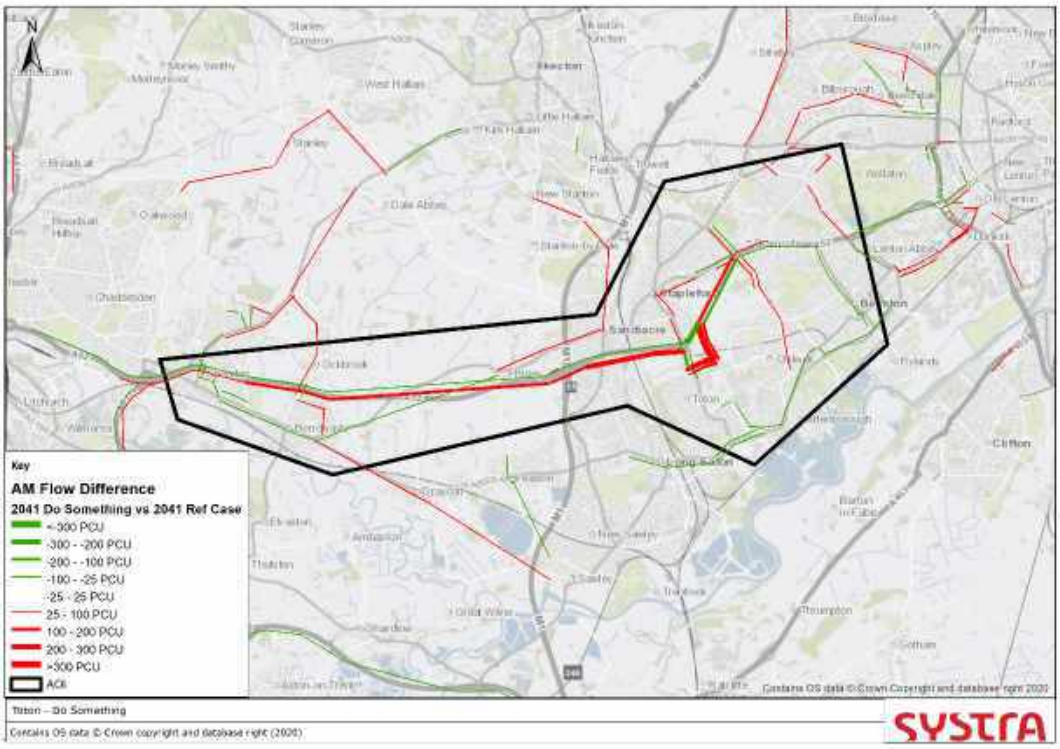
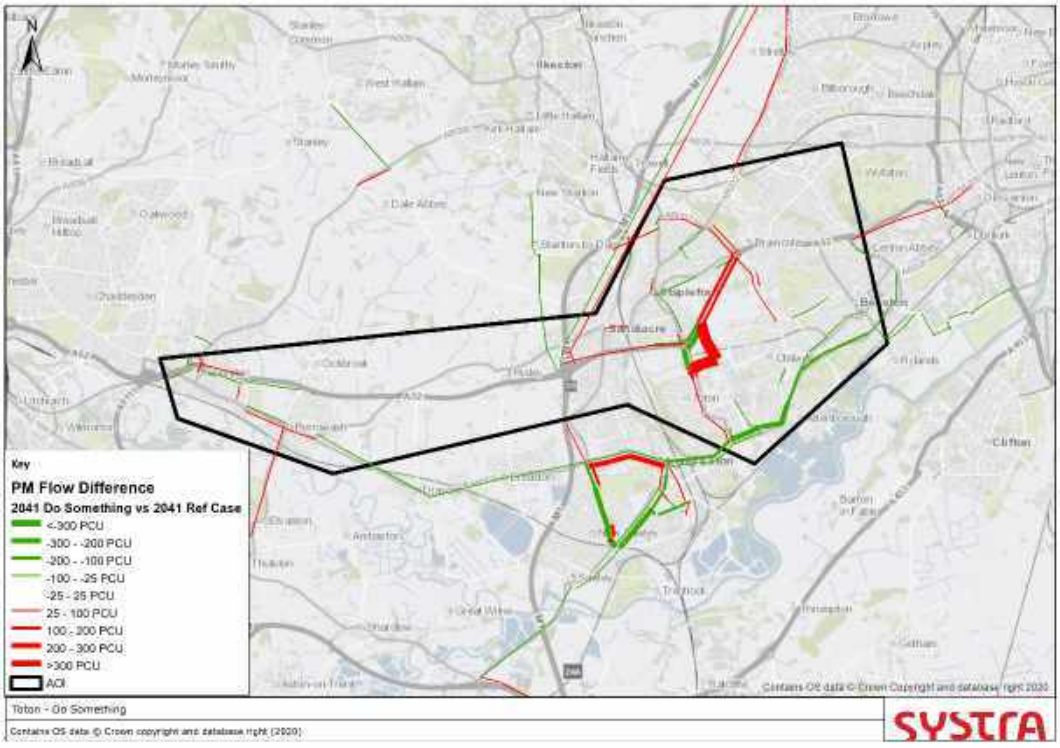


Figure 14. 2041 Do Something vs Reference Case – PM Flow Change



Change in Congested Junctions (V/C%)

7.2.17 Junction congestion is measured by determining the ratio of the volume of traffic to the capacity of traffic that can be accommodated by a junction. A Volume to Capacity percentage

(V/C%) of 85% is considered to be the upper threshold at which the junction is operating effectively. Increasing beyond this increases the likelihood of operational problems including congestion and associated delays and queues. A V/C percentage of ≥100% indicates that the junction is being forced to operate beyond its theoretical maximum capacity.

7.2.18 Those junctions identified as being >85% congested within the 'Reference Case' or 'Do Something' scenario are assessed, with 'Do Something' scenario compared to the 'Reference Case' scenario. Figure 15 and Figure 16 show the change in congestion for the AM and PM peaks respectively for 2026. Figure 17 and Figure 18 show the same for 2041.

7.2.19 The reduction in flow on Toton Lane between Bardills Roundabout and Toton Link Road results in a reduction in congestion across all years and peaks at:

- Toton Lane P&R junction
- The Toton Lane approach/exit of Bardills Roundabout

7.2.20 In the AM peak of 2026, the increase in flow along the A52 Eastbound from the Toton developments towards Nottingham and Ilkeston/M1 J26 leads to a small increase in congestion at:

- The A52 West (Brian Clough Way) approach/exit of Bramcote Roundabout
- The A52 East (Derby Road) approach/exit of Bramcote Roundabout
- The junction of A6007 (Ilkeston Road) with A6002 (Coventry Lane)

7.2.21 In 2041 there are more changes to congestion. In both peaks, the congestion at both ends of the Toton Link Road, where it meets the A52 and the B6003 (Toton Lane) is greater than 85% in the Do Something scenario. These junctions are not modelled in the Reference Case, so while a difference cannot technically be calculated, an assumption that they are zero in the Reference Case has been used to show that the junctions are over capacity.

7.2.22 In the AM peak of 2041 there is an increase in congestion at the A52 Derby Road/Clifton Boulevard junction. The A52 Clifton Boulevard Southbound on slip blocks back onto the roundabout in the Reference Case, affecting its performance. As a result, many of the arms are close to, or at 85% V/C. The addition of a small amount of flow from Nottingham on the A6200 in the Do Something scenario worsens congestion at the junction, including on the mainline of Clifton Boulevard.

7.2.23 Also in the AM peak is a reduction in congestion at junctions on the A52 between Priory Roundabout and Bramcote Roundabout. This is caused by the reduction in flow on the A52 westbound. Additionally, there is a reduction in congestion at junctions on Wollaton Road, this is because fewer vehicles are turning left onto the A52, reducing the block back.

7.2.24 In the PM peak there is an increase in V/C on Swiney Way, as a result of traffic blocking back from the junction with the B6003.

Figure 15. 2026 Do Something vs Reference Case – AM Congestion Change

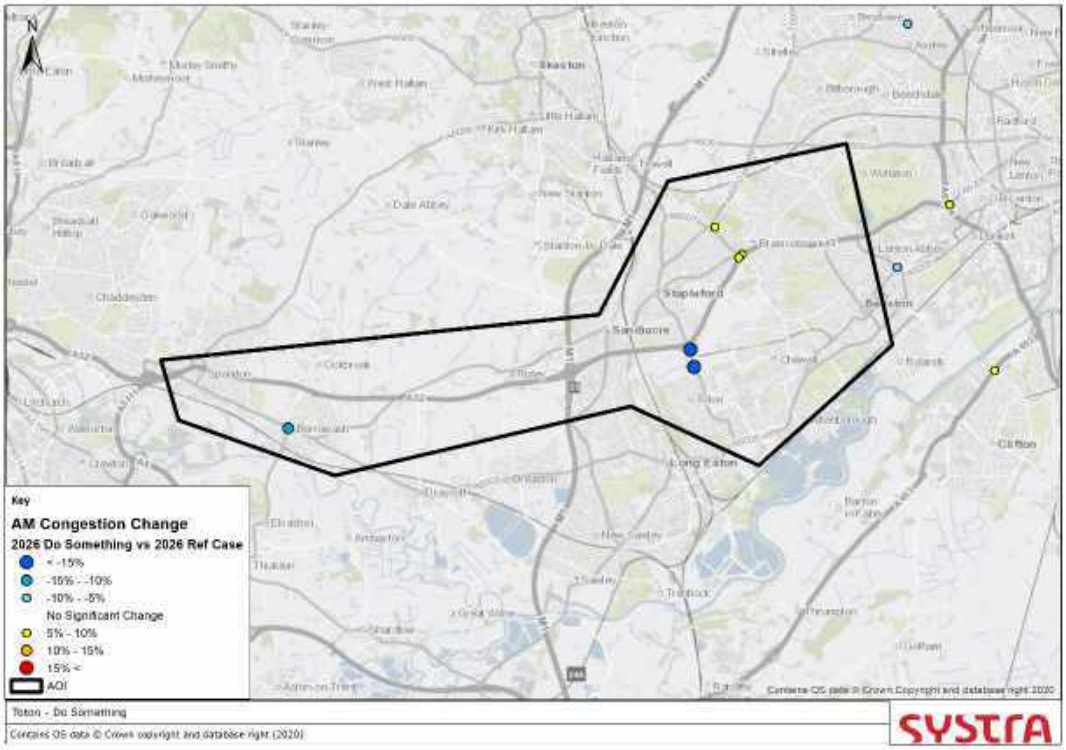


Figure 16. 2026 Do Something vs Reference Case – PM Congestion Change

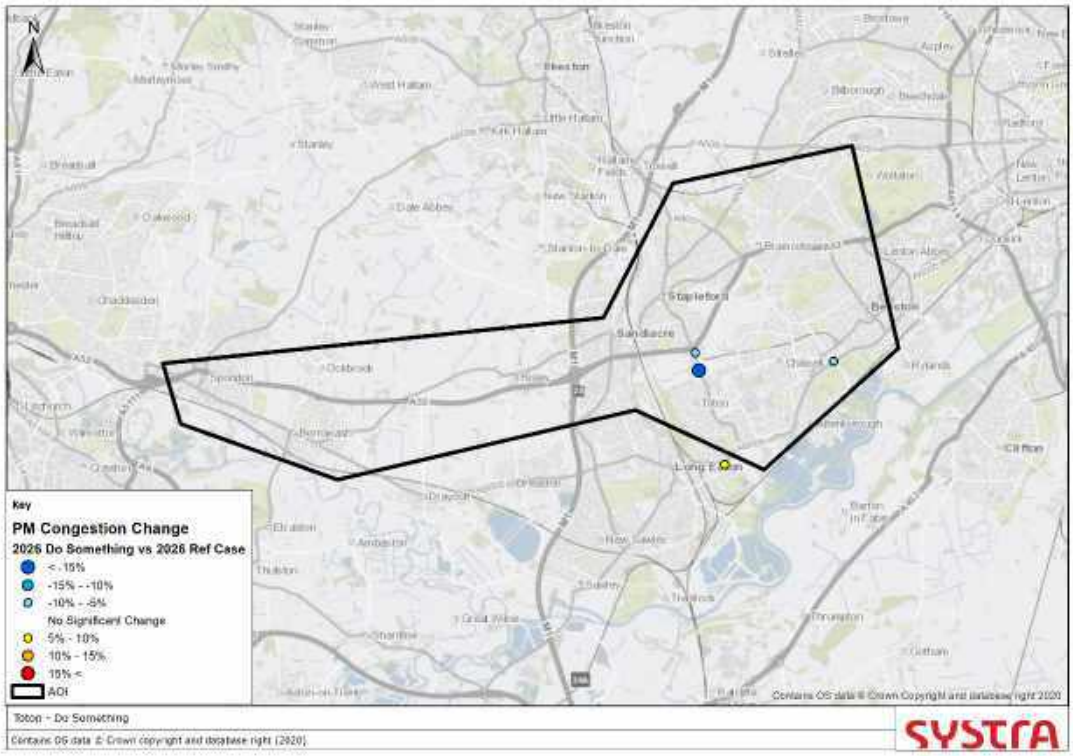


Figure 17. 2041 Do Something vs Reference Case – AM Congestion Change

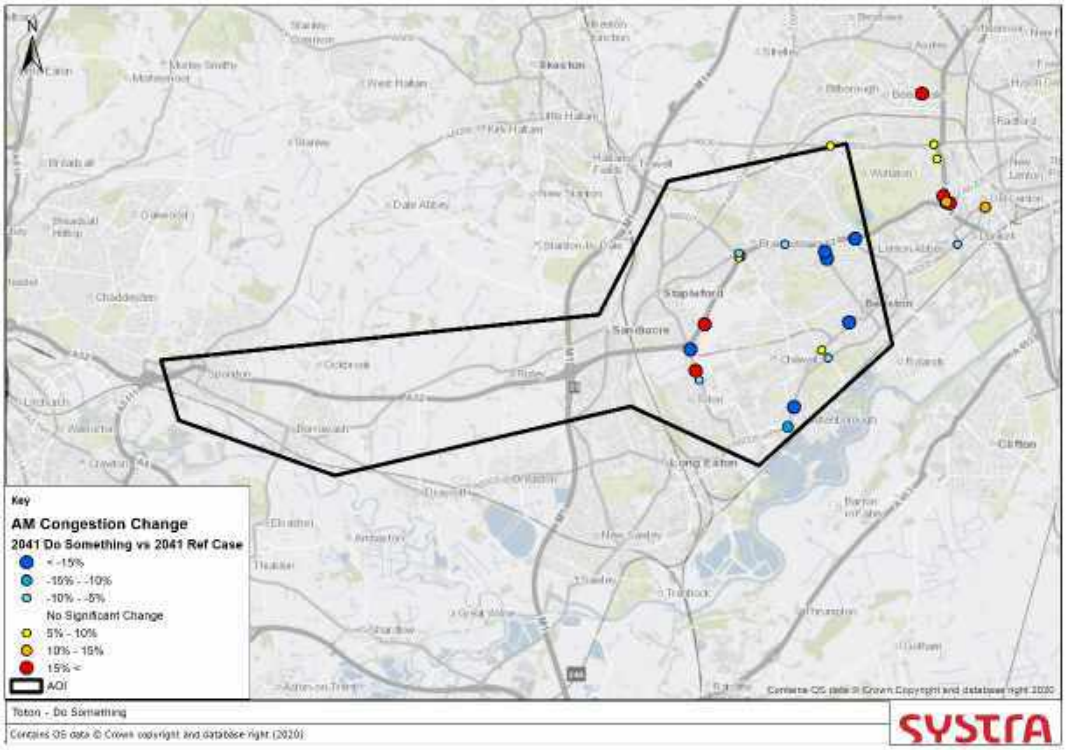
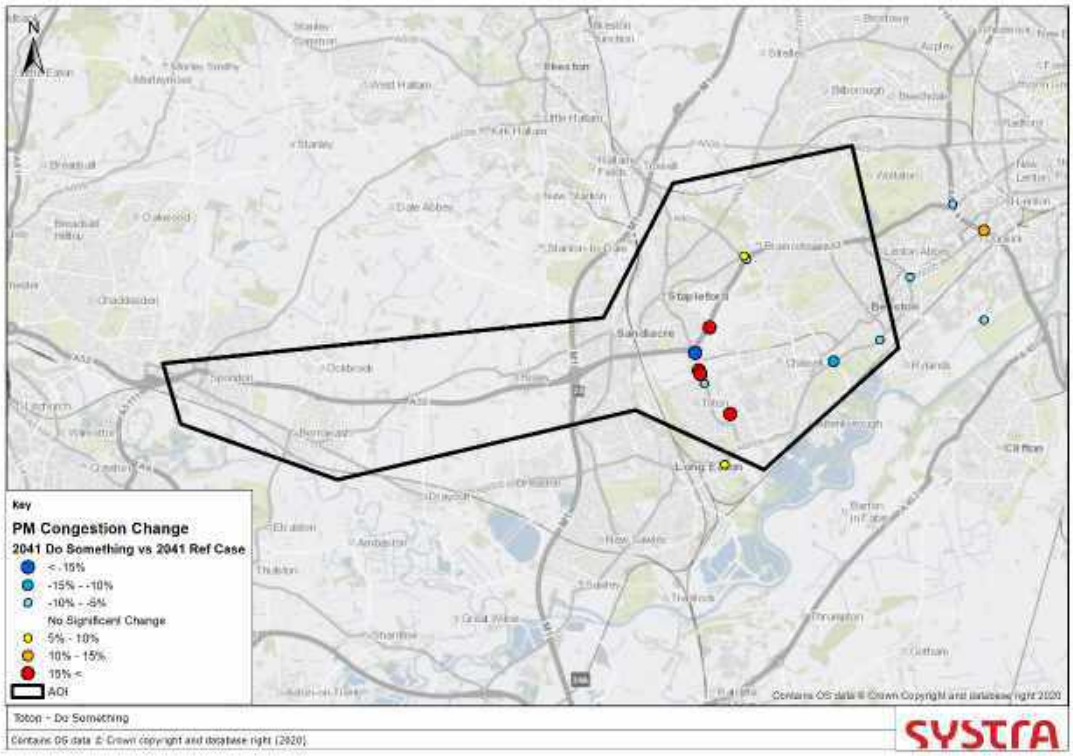


Figure 18. 2041 Do Something vs Reference Case – PM Congestion Change



Network Statistics

7.2.25 Network statistics provide a way of gauging the overall impact from the addition of trips associated with the development sites. An explanation of the key indicators is as follows:

- Congestion / Over Capacity Queues – reflect the change in overall congestion and is the time spent queuing at junctions that are over capacity. As traffic levels increase, a growing number of junctions reach capacity, and the time spent queuing at junctions can increase.
- Total Travel Time – across the highway network in PCU hours.
- Total Travel Distance – across the highway network in PCU kilometres.
- Average Speed – expressed as kilometres per hour, averaged for all traffic. Increased traffic levels lead to greater delays, potentially resulting in a lower average travel speed.

7.2.26 Table 2 displays key network statistics for the 2026 Do Something Scenario compared against the Reference Case. Table 3 shows the same for 2041.

7.2.27 In the PM of 2026, Over Capacity Queues and Total Travel Time both decrease in the Do Something Scenario, relative to the Reference Case. Within the AOI there is mostly a reduction in flow and congestion. Many of the reassignment effects are seen outside of the AOI.

7.2.28 There is also a reduction in Over Capacity Queues in both peaks of the 2041 Do Something Scenario. This is because of the reduction in flow and congestion on the A52 and A6005 routes.

Table 2. 2026 Network Statistics - Do Something Comparison

	REFERENCE CASE SCENARIO		DO SOMETHING SCENARIO 3		% DIFFERENCE	
	AM	PM	AM	PM	AM	PM
Over Capacity Queues (PCU hrs)	581	1076	593	804	2%	-3%
Total Travel Time (PCU hrs)	7775	8697	7851	8380	1%	-4%
Total Travel Distance (PCU km)	361789	369772	363148	372669	0%	1%
Average Speed (km/hr)	47	43	46	45	-2%	5%

Table 3. 2041 Network Statistics - Do Something Comparison

	REFERENCE CASE SCENARIO		DO SOMETHING SCENARIO 3		% DIFFERENCE	
	AM	PM	AM	PM	AM	PM
Over Capacity Queues (PCU hrs)	1330	1184	1300	1150	-2%	-3%
Total Travel Time (PCU hrs)	9780	9507	9819	9799	0%	3%
Total Travel Distance (PCU km)	404539	398175	406722	399779	1%	0%
Average Speed (km/hr)	41	42	41	42	0%	0%

Matrix Totals

7.2.29 Table 4 displays the highway and public transport matrix totals plus the highway mode share for the model area in 2026. Table 5 shows the same for 2041.

Table 4. 2026 Do Something Matrix Totals

	REFERENCE CASE SCENARIO		DO SOMETHING SCENARIO 3		DIFFERENCE	
	AM	PM	AM	PM	AM	PM
Highway Person Demand	419609	467350	420382	467899	774	549
PT Person Demand	38405	34628	38580	34784	174	156
Highway Mode Share	92%	93%	92%	93%		

Table 5. 2041 Do Something Matrix Totals

	REFERENCE CASE SCENARIO		DO SOMETHING SCENARIO 3		DIFFERENCE	
	AM	PM	AM	PM	AM	PM
Highway Person Demand	451262	495049	452139	495677	877	628
PT Person Demand	39723	35793	39914	35959	191	166
Highway Mode Share	92%	93%	92%	93%		

8. CONCLUSIONS

8.1 Scenario 3 - Conclusions

8.1.1 The addition of 3 developments at Toton alongside delivery of the Toton Link Road leads to an overall improvement in Congestion within the AOI in the Do Something Scenario, relative to the Reference Case. It also leads to an improvement in Over Capacity queues in all but the AM peak of 2026. The AM 2026 Reference Case model had minimal levels of Over Capacity Queues, and the increase is modest.

8.1.2 The addition of the Toton Link Road slows down traffic on the A52 because the junction is signalised. Traffic that is not associated with the development reroutes to avoid the area, giving development traffic access to the M1, Derby and Nottingham without contributing to increasing congestion.

8.1.3 The rerouted non-development traffic uses many different routes including local roads and routes away from the AOI, as far away as the A38 north of Derby and A46 north of Leicester.

8.1.4 There is also a secondary effect on the A6005 in Beeston, where the improvement in conditions on the A52 makes that route more attractive. Traffic reassigns from as far away as A50 J1 and uses the M1 and A52 instead of the route through Long Eaton and Beeston to reach Nottingham.

8.1.5 With higher levels of traffic in 2041 compared to 2026, the junctions at either end of the Toton Link Road become congested (V/C > 85%). This is a result of more through traffic using the link road.

APPROVAL					
Version	**Name**		**Position**	**Date**	**Modifications**
1	Author	Huw Harrhy	Consultant	10/06/2026	
	Checked by	Helen O'Mara	Associate Director	10/06/2026	
	Approved by				

APPENDIX C

NH Additional Consultee Comments (16th June)

[redacted]

From: [redacted]

Subject: Nationa g ways response - ann ng application re-consultation - 25/00371/ UT Land west of Stapleford Lane (aka Toton West)

Dear [redacted]

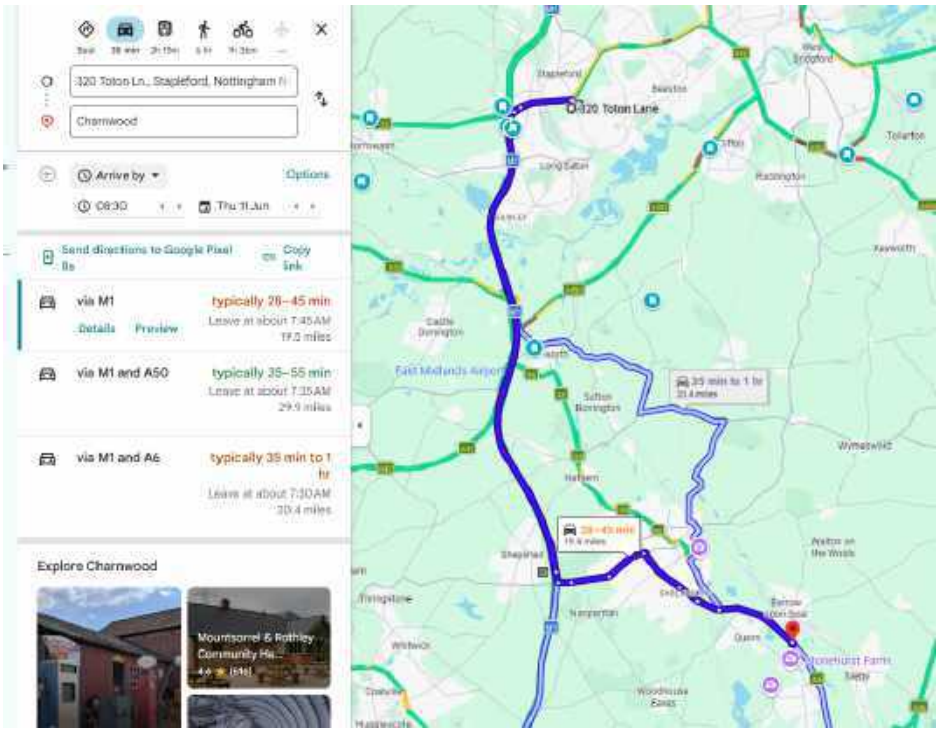
Further to your re-consultation on 26 May 2026 and attached email from Pegasus, please find attached our formal updated position.

You will be aware that new information was submitted to us on Friday (12 June), however, the attached response does not include our comments on the new information. This is still being reviewed.

In addition to our formal response, please find our more technical comments below:

Distribution Assumptions

We welcome the details regarding the distribution to and via Zone G. While we are content that the impact of the distribution to and via Zone G for MOSAs in Broxtowe and Nottingham are unlikely to generate significant demand on the SRN by the proposed development, we recommend the applicant re-visit the assigned route for Charnwood, for which we consider the routing shall not be via Zone G, but via the M1, as shown in the Google Map's Journey Planner below:



LinSig Modelling

As part of this LinSig model audit for the Toton West application, we have reviewed LinSig models and signal controller specification documents for the following junctions:

- M1 Junction 25
- A52 Bardills Roundabout
- A52 Bramcote Island
- B6003 Toton Park & Ride Access

General Comments for all Junctions modelled

Following our request, correspondence from the applicant confirmed that supporting information utilised to build the models would be provided. However the link provided to access the model files only includes the LinSig models and Controller Specification documents for each of the four junction sites.

To support the review of the modelling work for each junction location, the following additional information was requested through previous consultations, and this should be provided:

- Any observed signal timing data and analysis to support the modelled stage durations and cycle times
- Traffic flow analysis spreadsheets
- AutoCAD drawings of the junctions so that measured distances can be checked (PDF files have been received, but these should be provided in CAD file format if available)
- Calculations of the give way parameters used in the models
- Calculations of the saturation flow calculations (or assumptions made)

The applicant should explain how the modelled cruise times have been determined. If cruise

times have been calculated outside of the model by applying an average speed to a distance, we recommend that these calculations are done within LinSig (on the connectors) so that we can understand what assumptions have been made.

The applicant should provide evidence to support the validation of LinSig models. This should compare modelled queue lengths or Degree of Saturation values on a lane-by-lane basis against site observations.

M1 Junction 25

The two lanes on Arm 14 should not be modelled with different lane lengths as the difference in distances may affect the vehicle routing across the roundabout with different journey times for the same O/D pairs. If one of the two lanes is fed from the other, this should be modelled as a flare even if the queues do not stretch back to the flare point.

Based the above, the applicant should review the lane lengths of the long lanes on the other roundabout entries to ensure they are consistent and do not affect the choice of vehicle routes. We appreciate that lane lengths may have been reduced to reflect flares that have not been possible to model (LinSig can only model one flare off a long lane). However, as queues do not reach back past these secondary flare points, the adjacent long lane lengths should be consistent to ensure that routing choices are not affect by unrealistic differences in journey time values. Such an update would not have a significant effect on the model results.

On the M1 Southbound off-slip, lane 2 is signed for the A52 Derby, but this movement is not allowed with the current model structure. Arm 6 lane 2 should be fed by Arm 1 lane 2, rather than Arm 1 lane 3 as it is currently modelled.

A52 Bardills Roundabout – Existing

On Arm 7, the lane length has been set to the distance back to the A52 roundabout entry (Arm 4). It would be more appropriate if this lane length value was set to the distance back to the roundabout circulatory so any queues over this distance would be highlighted. The distances between the stoplines on Arm 4 and Arm 7 should be entered on the connectors between the two (as custom lane lengths) to determine the respective cruise times. A general rule of good practice LinSig modelling is to have the stopline-to-stopline distances entered on the connectors and the arm lane lengths represent the available storage area on those arms.

On Arm 2 (Garden Centre), the applicant should confirm how the give way parameters were determined, and also review the Clear Conflict values that have been used on each movement. These Clear Conflict values should represent the time it takes vehicles from Arms 1 and 8 to clear the conflict point with Arm 2. Please refer to the LinSig User Guide for further details. Traffic coming out of Arm 2 only gives way to roundabout traffic on the lane it is entering and none of the adjacent offside lanes. The approach adopted risks being overly optimistic, as drivers are more likely to be more cautious when vehicles are on the lanes adjacent to the lane they are entering, in-case they change lanes. As such the applicant should review the opposing lanes which the movements give way to. The suitability of the give way parameters will be ultimately determined by the accuracy of the model validation.

The phase minimums for Phases J and K do not correspond to the values in the controller specification document. Although the models do not see these phase minimums violated, it is good practice to have the models match the controller specification document. Whilst you have included all the stages that are present in the controller, even if they are not modelled, the prohibited stage movements should also be shown. As we do not know how this LinSig model may be used in the future, we consider it should match the controller specification document as accurately as possible.

The applicant should explain how the cruise times have been determined. Some connectors have a mean cruise time and a custom lane length. The entered mean cruise times suggest mean cruise speeds between 30 and 40kph. As the roundabout has a speed limit of 40mph (64kph), the applicant should consider whether these modelled cruise times represent average undelayed

cruise speeds observed at the junction.

Although we have not received any observed signal data, the stage sequence used should be explained. The CLF plans suggest that Stage 2 is not called. The applicant should present observed data to indicate that it is, if it is being modelled as such.

Please can you explain how the pedestrian intergreen values have been determined as they do not all correspond with the information in the controller specification document.

A52 Bardills Roundabout – Mitigation Tests
The applicant should provide the CAD files for the two mitigation options that have been modelled.

We note that the cycle time values have been changed in the Composite Mitigation model. These changes should be justified.

A52 Bramcote Island
As with the Bardills model, on the give way entries, the applicant should justify movements only giving way to movements they cross and those going into the lane being entered. Some drivers entering the roundabout would be cautious about vehicles on other lanes on the roundabout in-case they changed lane. The suitability of the give way parameters will be ultimately determined by the accuracy of the model validation.

The applicant should provide the reasoning for reducing the clear conflict distances from the default value of 2 seconds. As the lane lengths on the adjacent roundabout circulatory lanes are the same for all lanes on those arms, we do not consider that the clear conflict values can be zero for all movements.

B6003 Toton Park & Ride Access – Existing
We recommend that the applicant update the lane lengths on Arms 1 and 3 so that they go back to upstream constraints (i.e. the A52 Bardills Roundabout and the mini-roundabout within the Park & Ride site). If queues reach this point in any scenario, the queue length value will be highlighted.

The applicant should explain how the pedestrian intergreen values have been determined. These values are variable and the controller specification document details how long they could be if they are fully demanded.

The applicant should ensure that all phase delay values correspond with those shown in the controller specification document as we have spotted a number of inconsistencies.

The junction has been double cycled with Stage 4 being called every other cycle. The applicant should provide evidence to demonstrate whether this is how the junction actually operates.

B6003 Toton Park & Ride Access – Proposed
The applicant should provide a CAD drawing of the proposed layout so that measurements can be checked, as well as some narrative to explain the new stage sequence and cycle time values that have been modelled.

To ensure consistency with the existing layout model when it comes to reporting overall junction results, we recommend that cruise times to the exit arms are the same between the two models.

Kind regards

[redacted]
Spatial Planner
Operations Directorate (Midlands) – *Nottinghamshire, Derbyshire, and North Leicestershire*

[redacted]

[redacted]

For information on working with National Highways on planning matters, please see the below guidance:
https://nationalhighways.co.uk/media/2depj2hh/final-cre23_0370-nh-planning-guide-2023.pdf

-

[redacted]
Sent: 26 May 2026 14:07
[redacted]
C[redacted]
Subject: Planning application re-consultation - 25/00371/OUT Land west of Stapleford Lane
Importance: High
Some people who received this message don't often get email from [redacted]
Good Afternoon,
Following on from your email dated 15 May 2026, please find attached a file containing modelling information.
For NH
I've also attached a copy of the email from the agent with an explanation included of the additional work.
Please advise if you would like a formal re-consultation?
Kind Regards
[redacted]
Broxtowe Borough Council
[redacted]
The advice contained in this response is given in good faith but is not binding on the Council. The formal decision of the Council can only be given as a decision on a planning application. Notwithstanding the advice given, there is no guarantee that planning permission will be granted, or refused, for a future planning application relating to the matter which is subject to this enquiry.

This email may contain information which is confidential and is intended only for use of the recipient/s named above. If you are not an intended recipient, you are hereby notified that any copying, distribution, disclosure, reliance upon or other use of the contents of this email is strictly prohibited. If you have received this email in error, please notify the sender and destroy it.

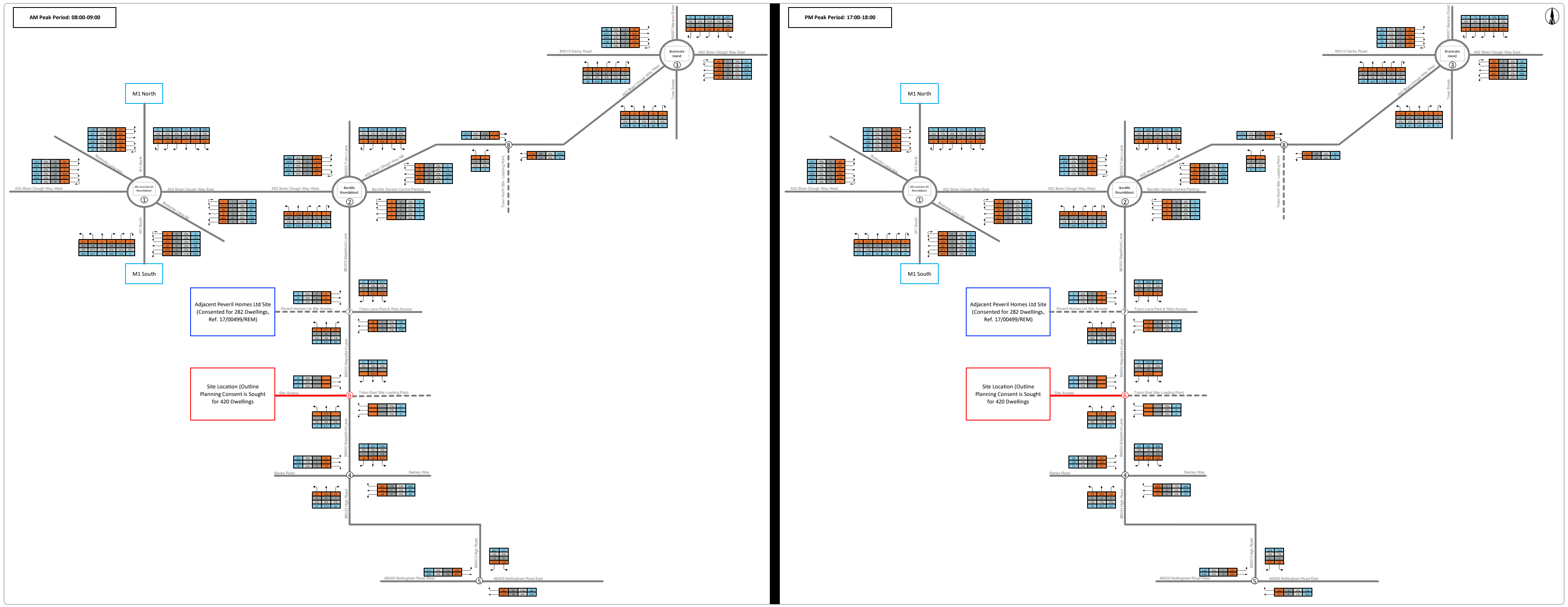
National Highways Limited | General enquiries: 0300 123 5000 |National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF |
https://nationalhighways.co.uk | info@nationalhighways.co.uk

Registered in England and Wales no 9346363 | Registered Office: Three Snowhill, Snowhill Queensway, Birmingham, B4 6GA

Consider the environment. Please don't print this e-mail unless you really need to.

APPENDIX D

Updated Flow Diagrams (In Response to NH Comments)



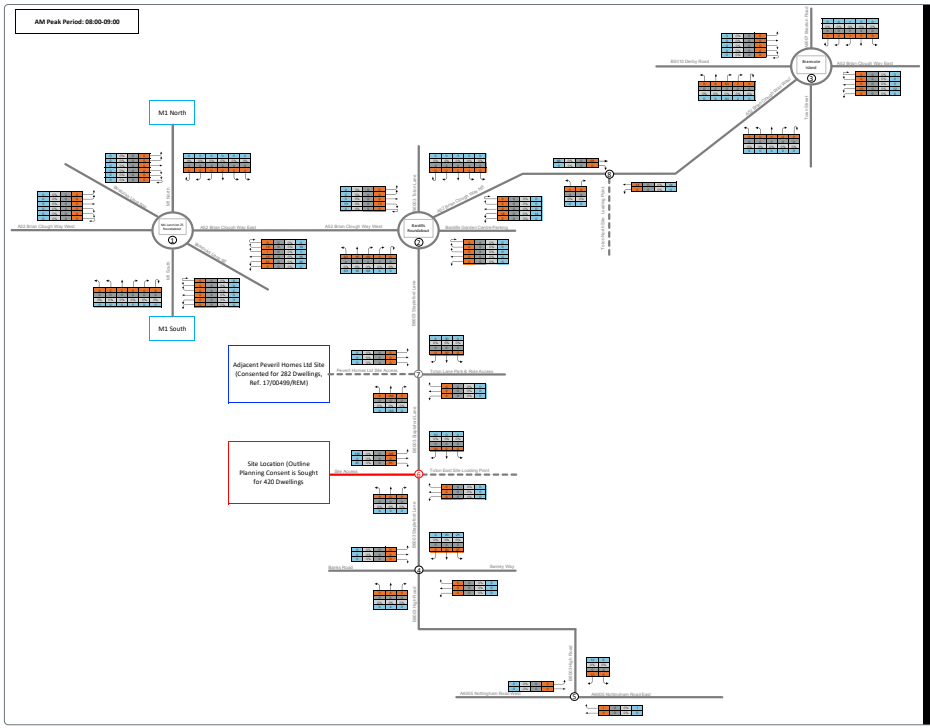
Bloor Homes Ltd

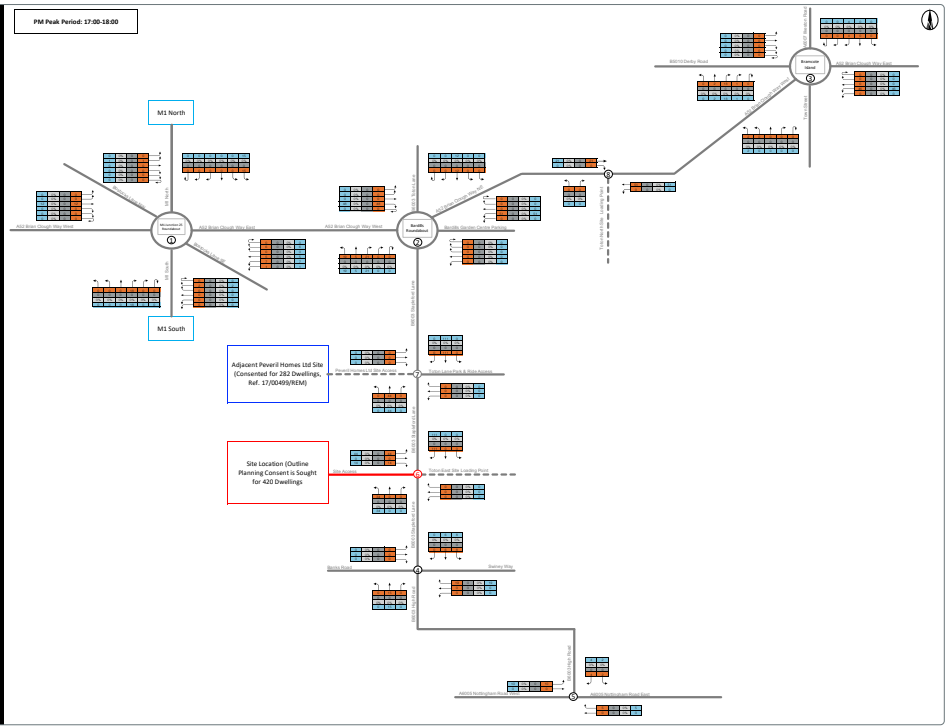
Toton West

Figure A
2025 Base

June 2026

PREPARED RM/PM
CHECKED GS





NOTES

All turning movements in PCUs

AM 08:00-09:00
Arrivals 326
Departures 574

PM 17:00-18:00
Arrivals 645
Departures 58

Rose Homes Ltd

Development Traffic

Figure 8
Development Traffic

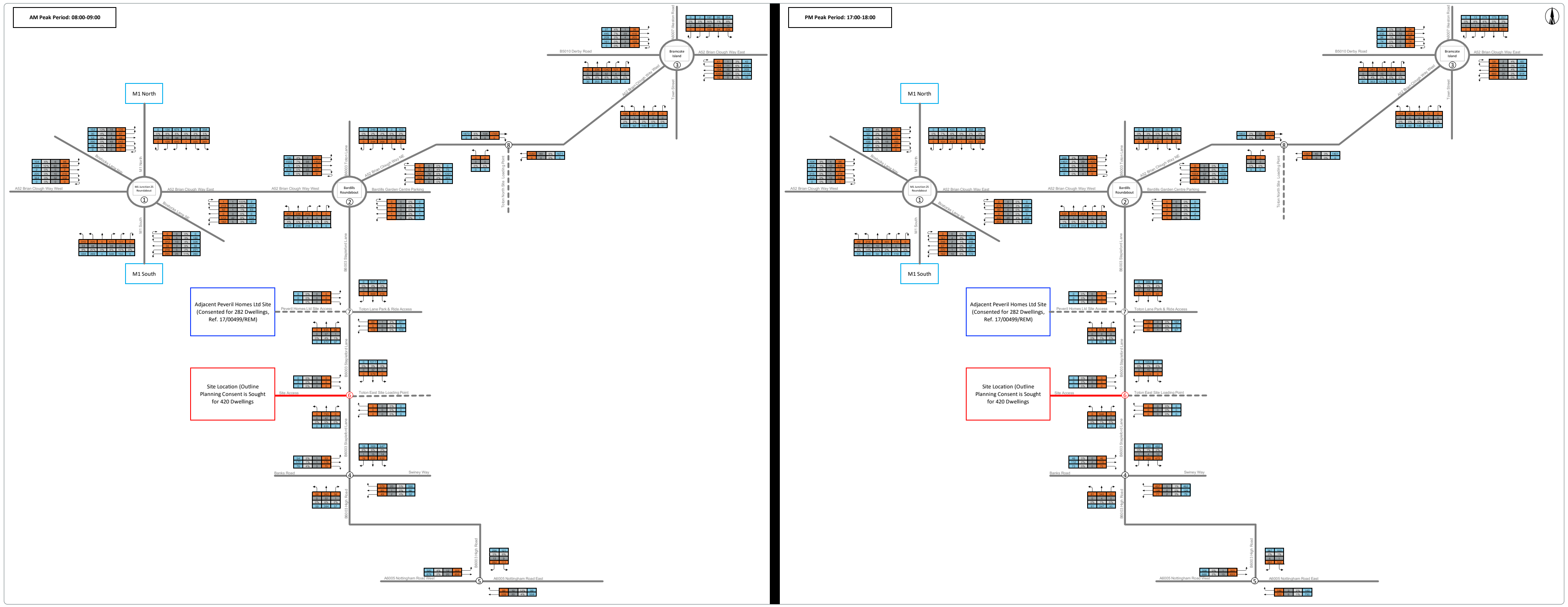
DRAWING

STAGE
PLANNING

DATE
Feb'22

DRAWN
KR

Pinacle
transport planning



NOTES

LEGEND

0	All Vehicles
0	HGV
%	% HGV
0	PCU
	New Site Access

TEMPro Growth Factors

2025-2028

AM 1.03010

PM 1.02950

Bloor Homes Ltd

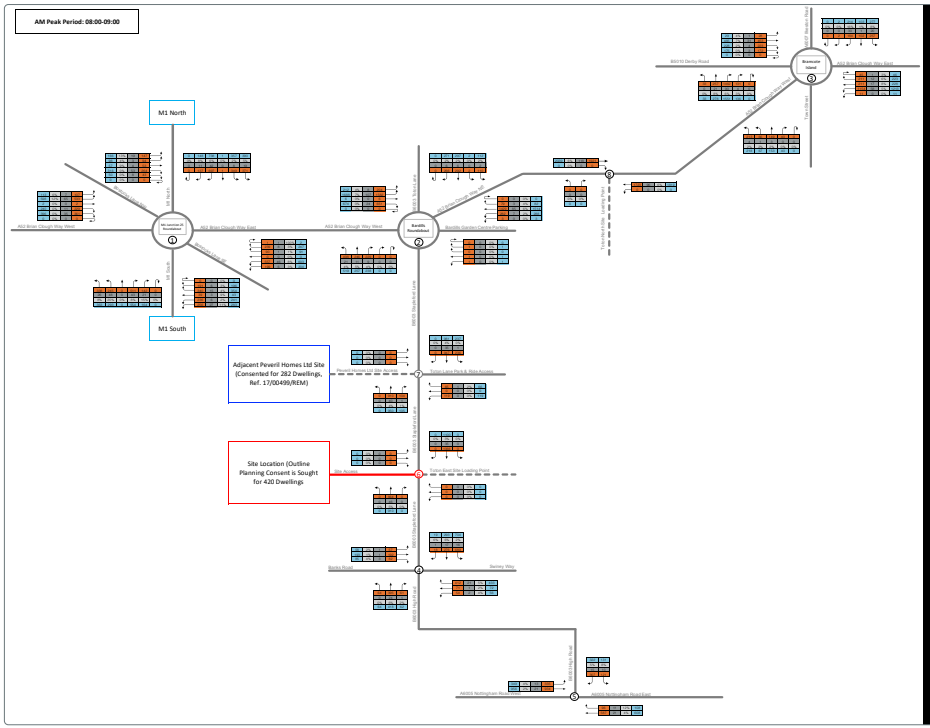
Toton West

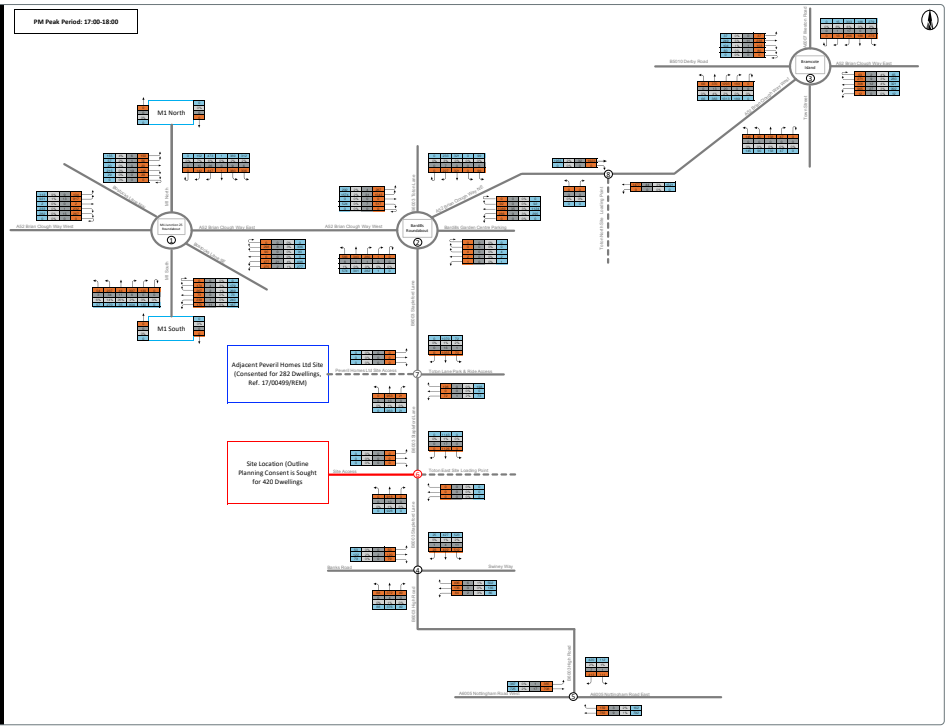
Figure C

2028 Base

June 2026

PREPARED	CHECKED
RM/PM	GS





NOTES

All junctions
Year
Scenario
Peak
Base/Site Scenario

2026 Opening Scenario

ARCADY
Ref: 1 CA/16
Rev: 1 CA/16

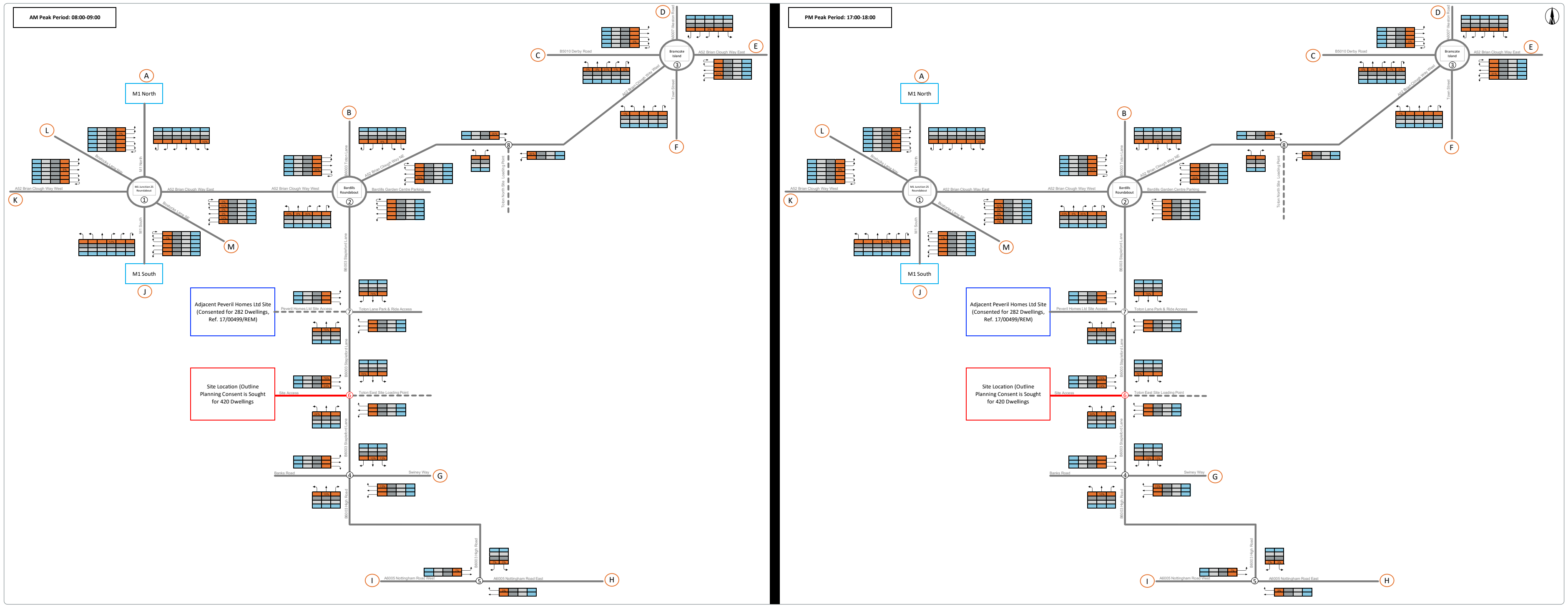
Client
Toton West

Project
2047 Base

Drawing

STAGE | DRAWN
Drafter | Ch

Finale
transport planning



NOTES

LEGEND

0	All Vehicles
0	HGV
%	% HGV
0	PCU
	New Site Access

Distribution Zone Percentage Split

A	10%
B	8%
C	0%
D	3%
E	31%
F	1%
G	13%
H	3%
I	7%
J	12%
K	9%
L	0%
M	1%

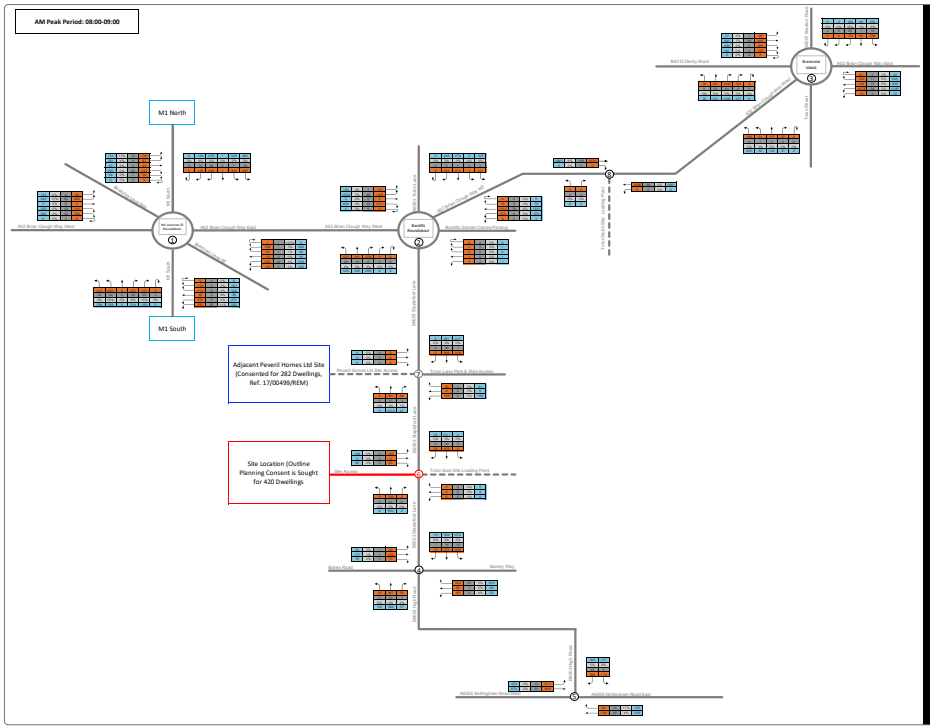
Bloor Homes Ltd

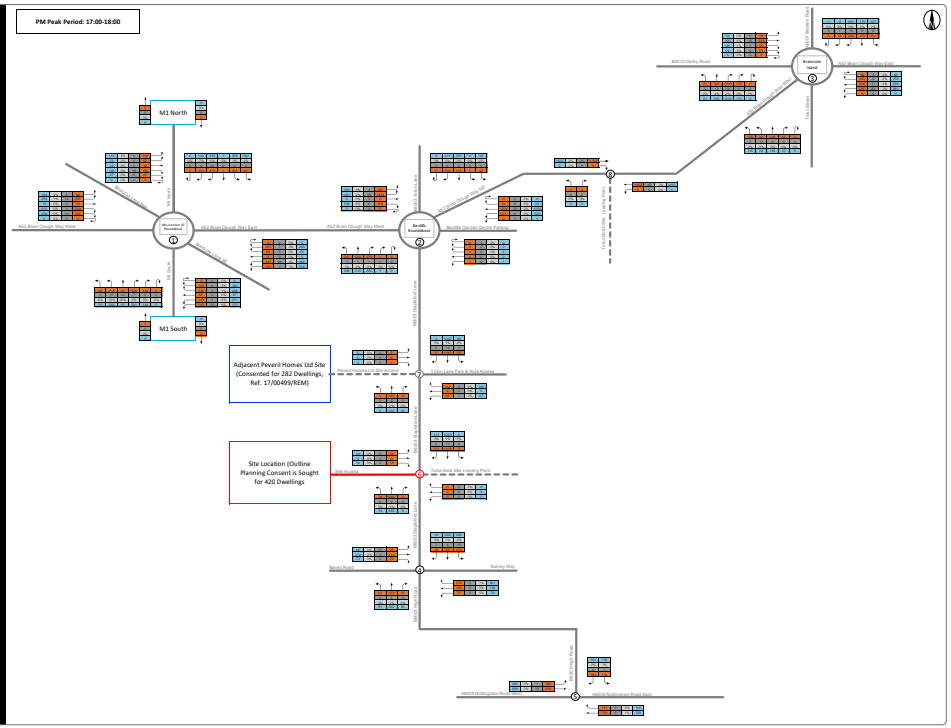
Toton West

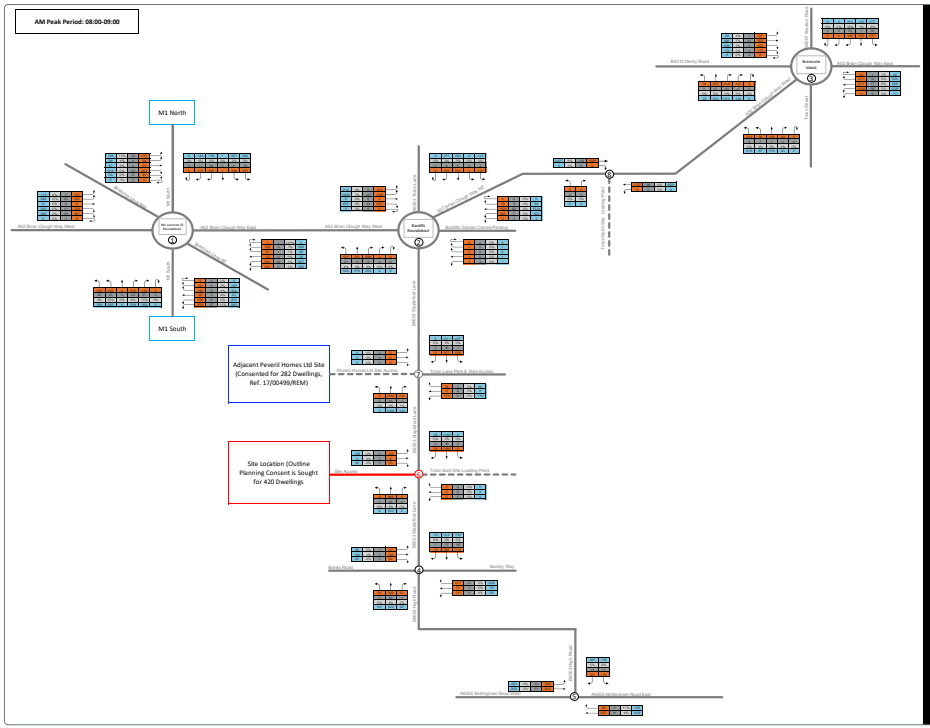
Figure E
Distribution

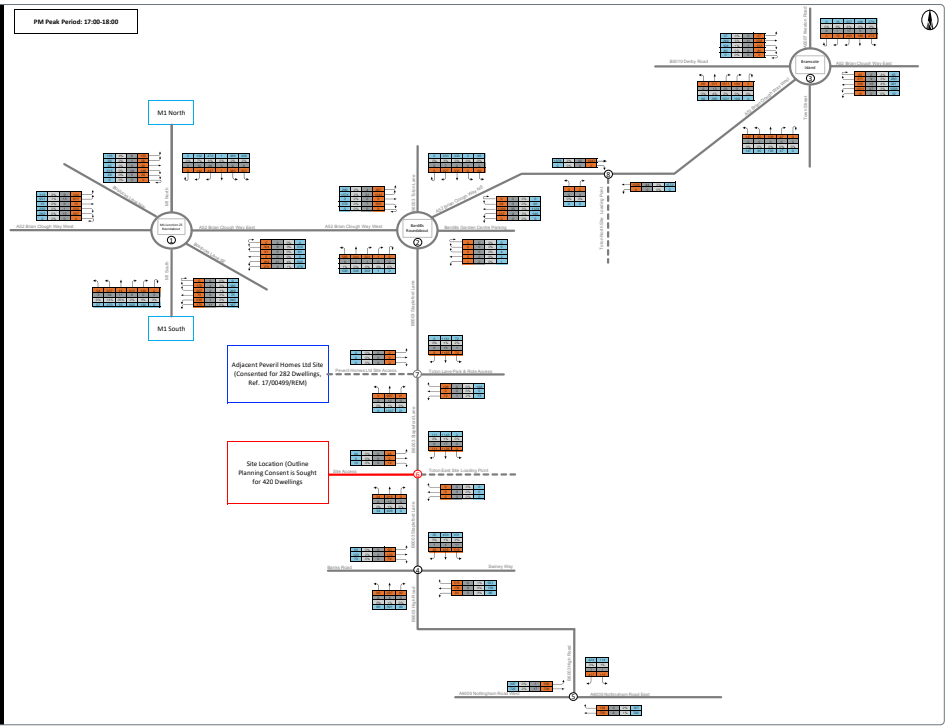
June 2026

PREPARED	CHECKED
RM/PM	GS


AM Peak Period: 08:00-09:00
M1 North
M1 South
Adjacent Peverill Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
Site Access
A52 Brian Clough Way West
A52 Brian Clough Way East
B6010 Derby Road
A6005 Nottingham Road East
Bramcote Island
Bardills Roundabout
Wilmorton UK Roundabout
Bardills Garden Centre Entrance
Tesco Store Entrance
Tesco Store Loading Area
Tesco Goods Only Loading Area
Planet Fitness Car Park Entrance
Tottle Lane Park & Ride Access
Stanley Way
Banks Road
Tottle Lane
Derby Road
Nottingham Road
Trent Lane
Wilmorton Bridge
Tesco Bridge
Trent Bridge
Tottle Lane Bridge
Nottingham Road Bridge
Derby Road Bridge
Wilmorton Roundabout
Bardills Roundabout
Bramcote Island
Tesco Store Entrance
Tesco Goods Only Loading Area
Planet Fitness Car Park Entrance
Tottle Lane Park & Ride Access
Site Access
Stanley Way
Banks Road


PM Peak Period: 17:00-18:00
M1 North
M1 South
Adjacent Peverill Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
Site Access
A52 Brian Clough Way West
A52 Brian Clough Way East
B6010 Derby Road
A6005 Nottingham Road East
Bramcote Island
Bardills Roundabout
Wilmorton UK Roundabout
Bardills Garden Centre Entrance
Tesco Store Entrance
Tesco Store Loading Area
Tesco Goods Only Loading Area
Planet Fitness Car Park Entrance
Tottle Lane Park & Ride Access
Stanley Way
Banks Road
Tottle Lane
Derby Road
Nottingham Road
Trent Lane
Wilmorton Bridge
Tesco Bridge
Trent Bridge
Tottle Lane Bridge
Nottingham Road Bridge
Derby Road Bridge
Wilmorton Roundabout
Bardills Roundabout
Bramcote Island
Tesco Store Entrance
Tesco Goods Only Loading Area
Planet Fitness Car Park Entrance
Tottle Lane Park & Ride Access
Site Access
Stanley Way
Banks Road





NOTES:

All Vehicles
Cars
To/ FROM
Plus
Heavy Duty Vehicles

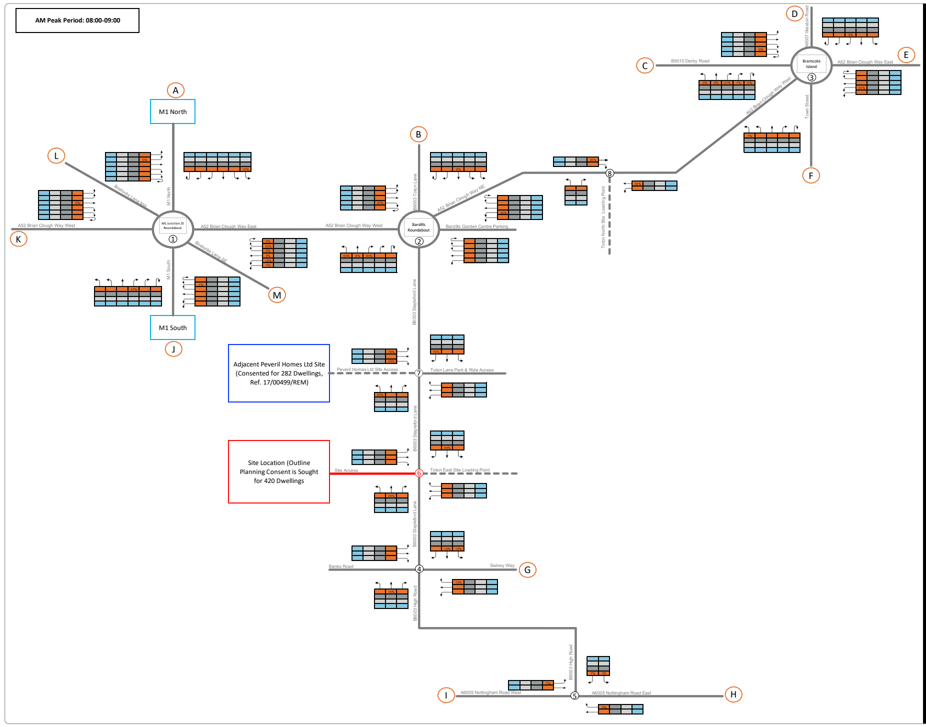
Client
Toton West

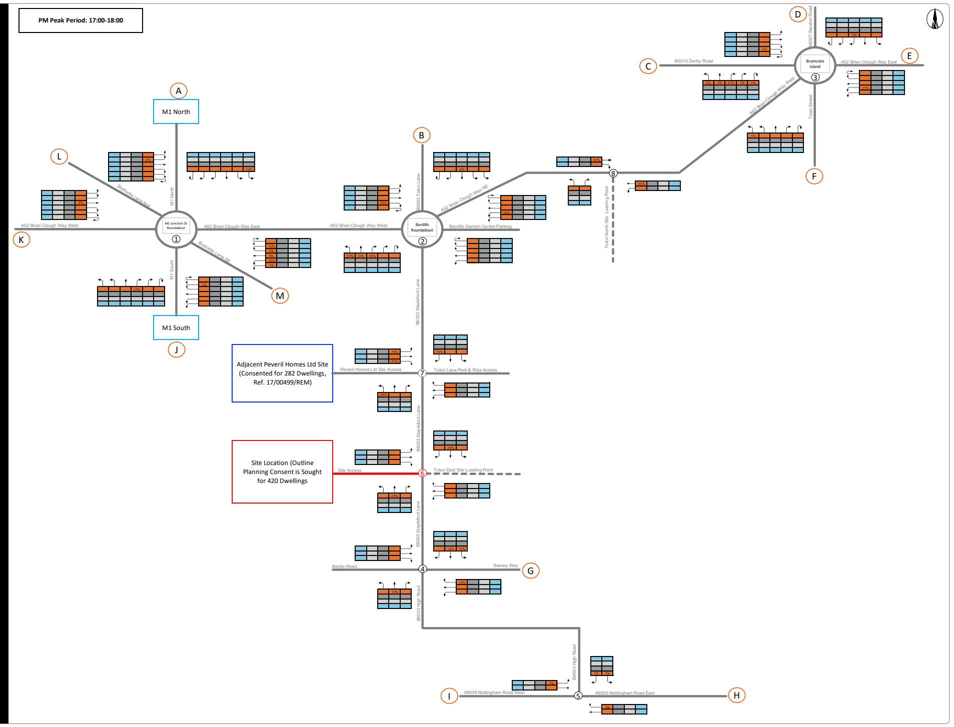
Project
2041 Base + Development

Drawing Title

DRAWN
DATE
Pfa/Ha
04

Finale
transport planning





NOTES

LEGEND

Symbol	Meaning
0 (orange)	All Vehicles
0 (grey)	HGV
%	% HGV
0 (blue)	PCU
(red line)	New Site Access

Distribution Zone Percentage Split

A	10%
B	8%
C	0%
D	3%
E	31%
F	1%
G	13%
H	3%
I	7%
J	12%
K	9%
L	0%
M	1%

Bloor Homes Ltd

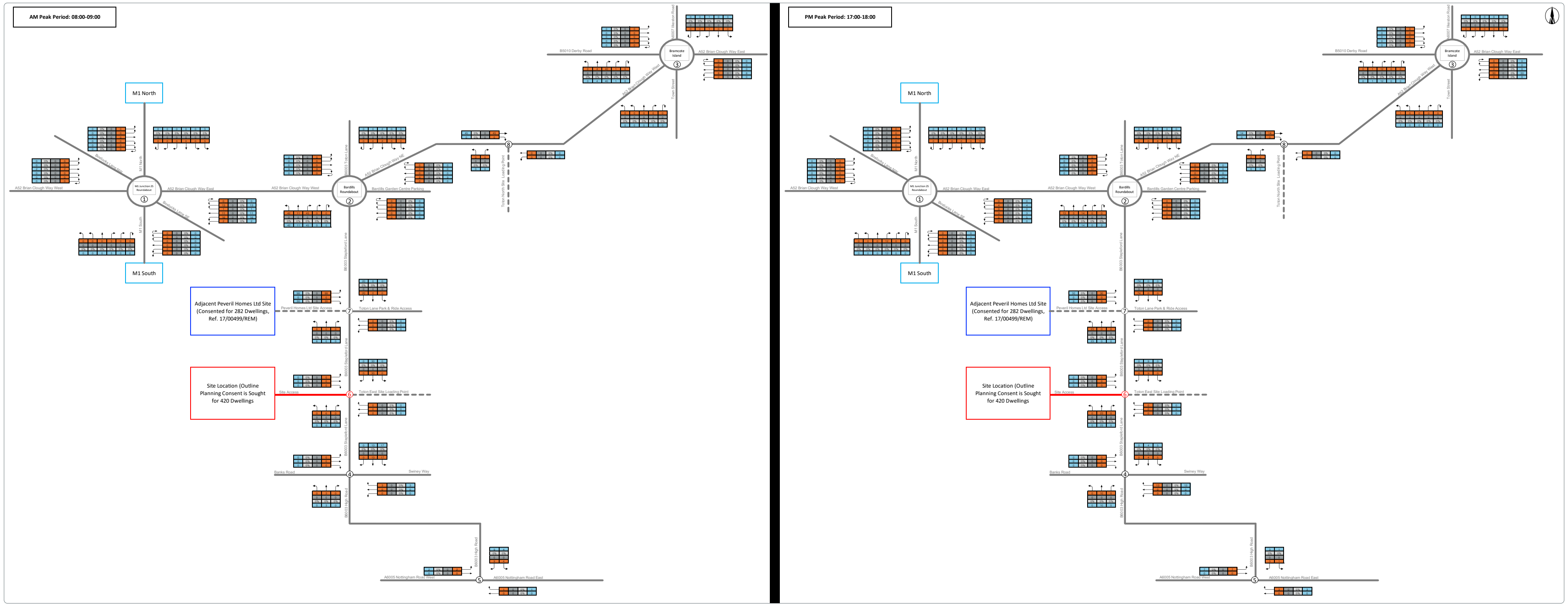
Toton West

Figure H

Distribution Sensitivity

June 2026

PREPARED	CHECKED
RM/PM	GS



NOTES

LEGEND

- All Vehicles
- HGV
- % HGV
- PCU
- New Site Access

AM 08:00-09:00

Arrivals	Departures
26	128

PM 17:00-18:00

Arrivals	Departures
97	39

Bloor Homes Ltd

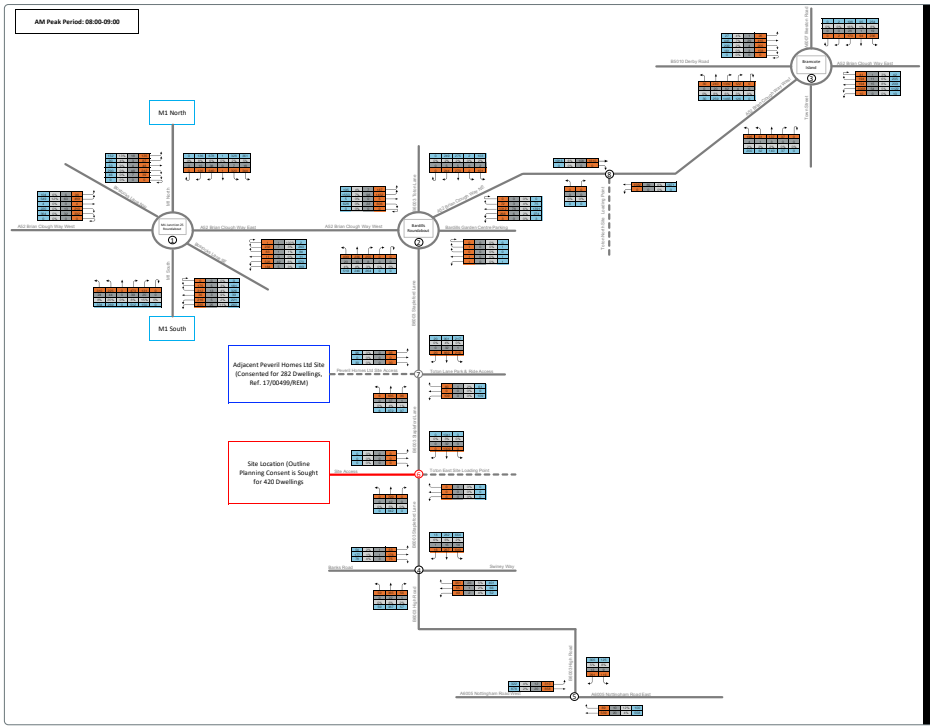
Toton West

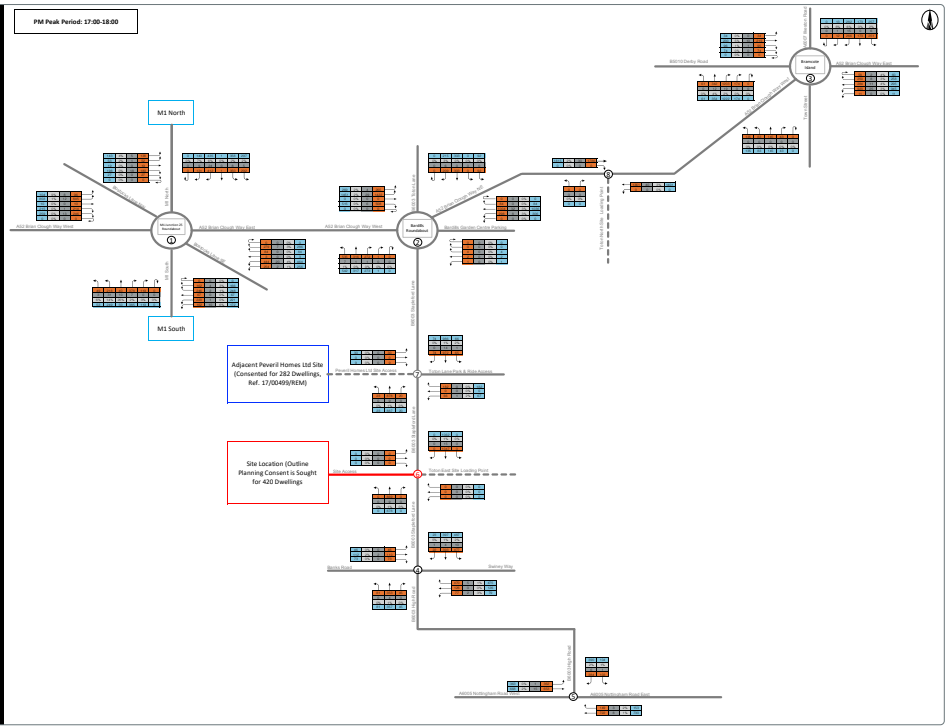
Figure I

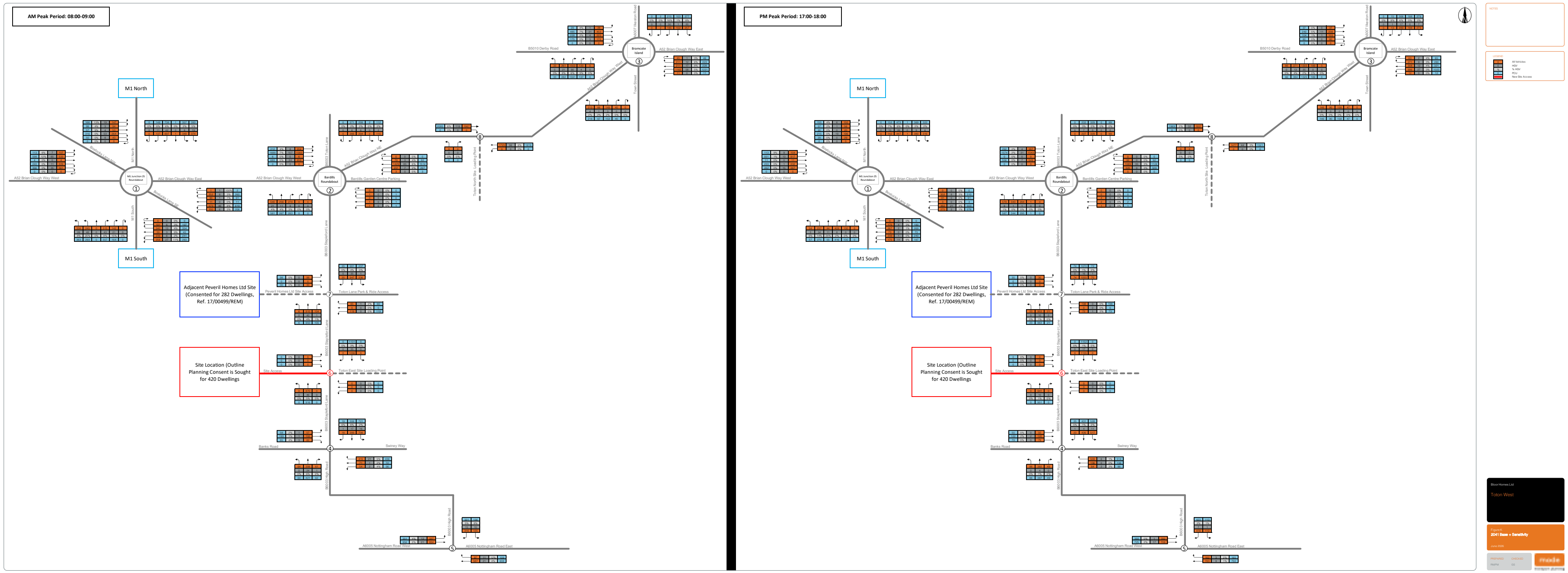
Sensitivity Development Traffic

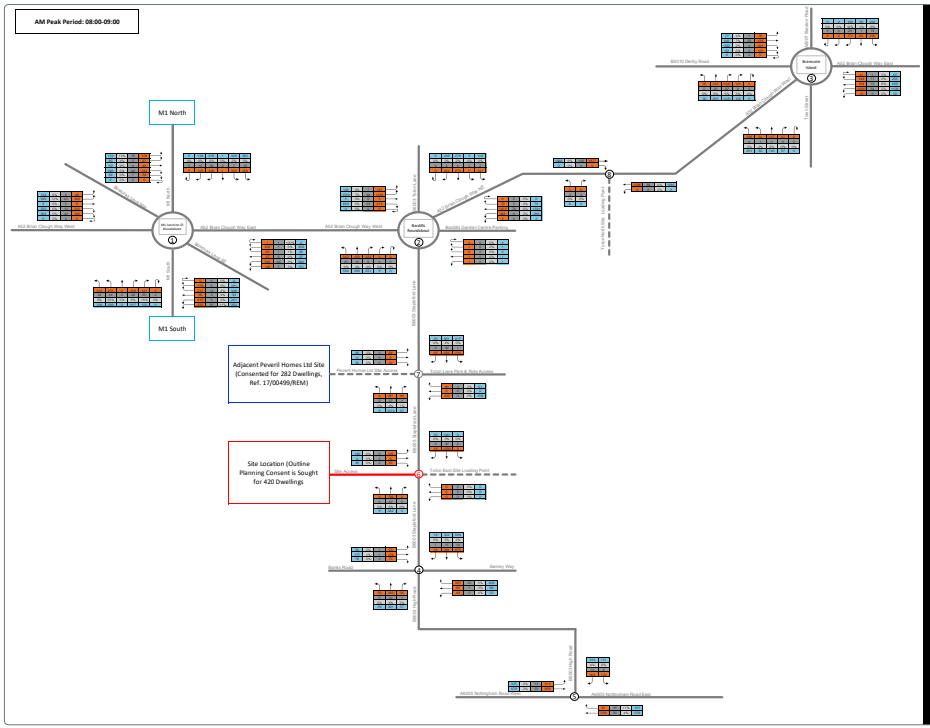
June 2026

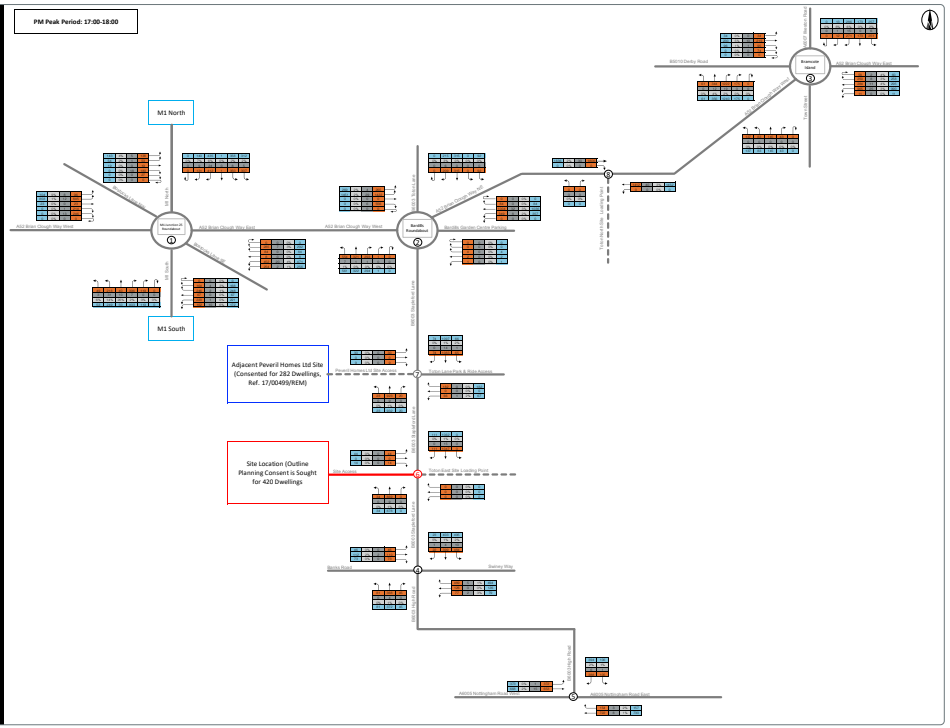
PREPARED	CHECKED
RM/PM	GS

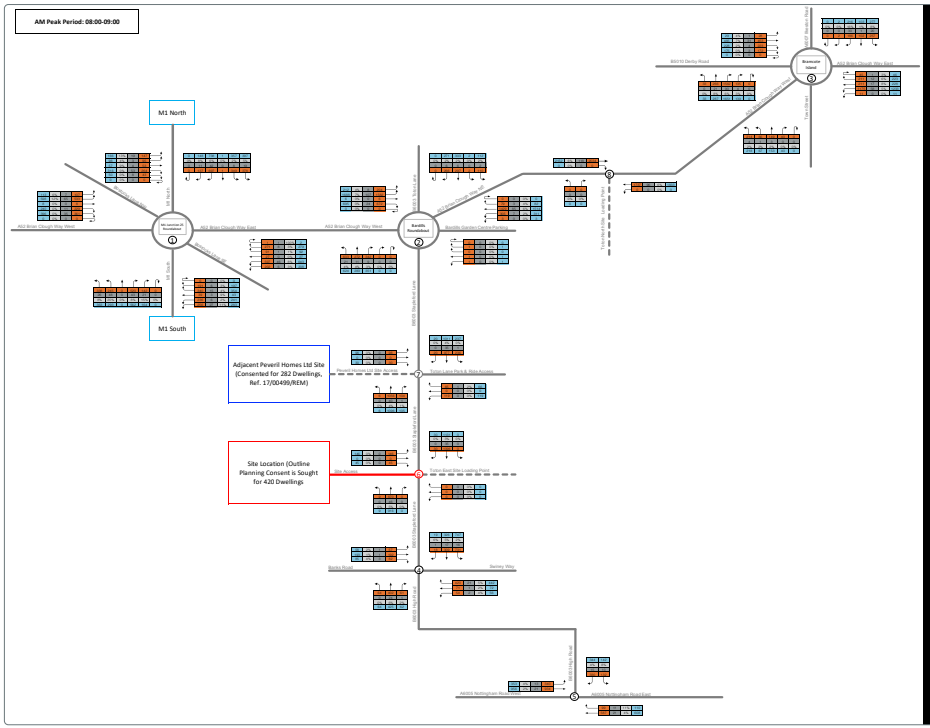

AM Peak Period: 08:00-09:00
M1 North
M1 South
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
Site Access
A52 Brian Clough Way West
A52 Brian Clough Way East
B6010 Derby Road
A6005 Nottingham Road East
Bramcote Island
Bardills Roundabout
Wollaton Lane/Park & Ride Access
Tottle Road Site Loading Point
Stanley Way
Banks Road

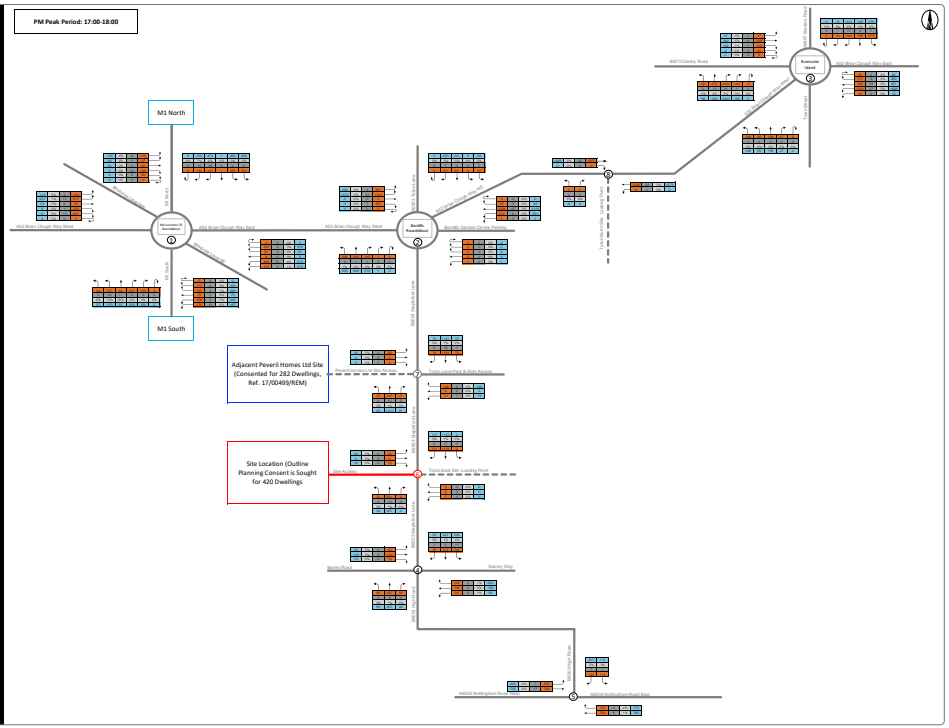

PM Peak Period: 17:00-18:00
M1 North
M1 South
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
Site Access
A52 Brian Clough Way West
A52 Brian Clough Way East
B6010 Derby Road
A6005 Nottingham Road East
Bramcote Island
Bardills Roundabout
Wollaton Lane/Park & Ride Access
Tottle Road Site Loading Point
Stanley Way
Banks Road


AM Peak Period: 08:00-09:00
PM Peak Period: 17:00-18:00
M1 North
M1 South
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
M1 North
M1 South
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings


AM Peak Period: 08:00-09:00
M1 North
M1 South
Adjacent Peverill Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
Site Access
Toton Lane Park & Ride Access
Toton Depot Bus Loading Point
Banks Road
Bardills Roundabout
Broomyhill Island
Bardills Garden Centre Roundabout
Toton Lane
Stapleford Lane
Bessell Lane
Stanton Gate
Derby Road
Nottingham Road
Trowell Road
Long Lane
Dovecote Lane
Bramcote Lane
Wollaton Road
Coventry Lane
Beeston Fields Drive
Tollerton Lane
Bardills Roundabout
Broomyhill Island
Wollaton Interchange Roundabout
A52 Brian Clough Way West
A52 Brian Clough Way East
B6010 Derby Road
A6005 Nottingham Road East
A6005 Nottingham Road West


PM Peak Period: 17:00-18:00
M1 North
M1 South
Adjacent Peverill Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
Site Access
Toton Lane Park & Ride Access
Toton Depot Bus Loading Point
Banks Road
Bardills Roundabout
Broomyhill Island
Bardills Garden Centre Roundabout
Toton Lane
Stapleford Lane
Bessell Lane
Stanton Gate
Derby Road
Nottingham Road
Trowell Road
Long Lane
Dovecote Lane
Bramcote Lane
Wollaton Road
Coventry Lane
Beeston Fields Drive
Tollerton Lane
Bardills Roundabout
Broomyhill Island
Wollaton Interchange Roundabout
A52 Brian Clough Way West
A52 Brian Clough Way East
B6010 Derby Road
A6005 Nottingham Road East
A6005 Nottingham Road West





NOTES:

All Vehicles
Cars
To/ FROM
Plus
Heavy Duty Vehicles

Bloor Homes Ltd

Toton West

Figure 12
2041 Base + Sensitivity + Development

DRAWING

DRAWN
Martha

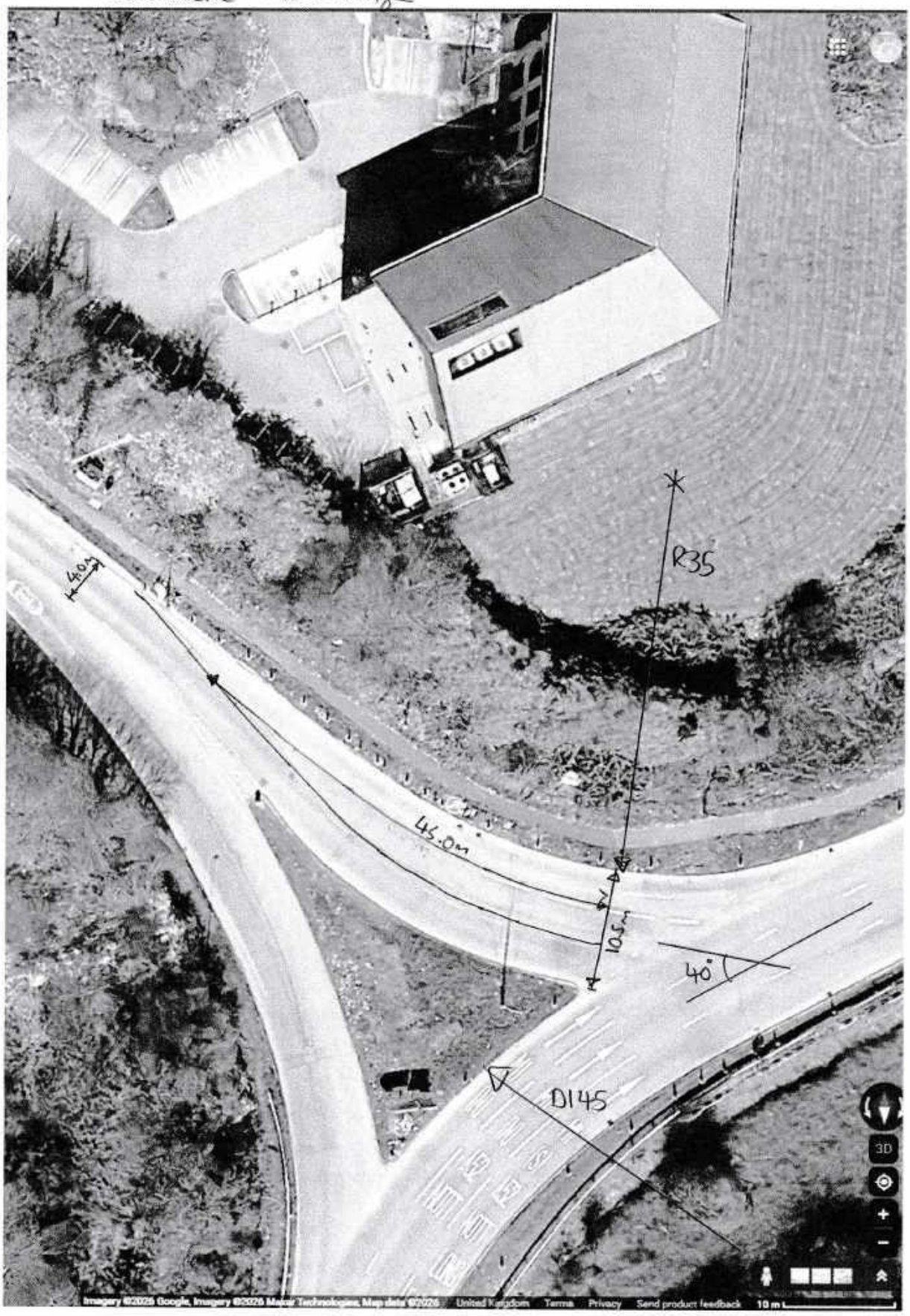
CHECKED
MA

Fineable
transport planning

APPENDIX E

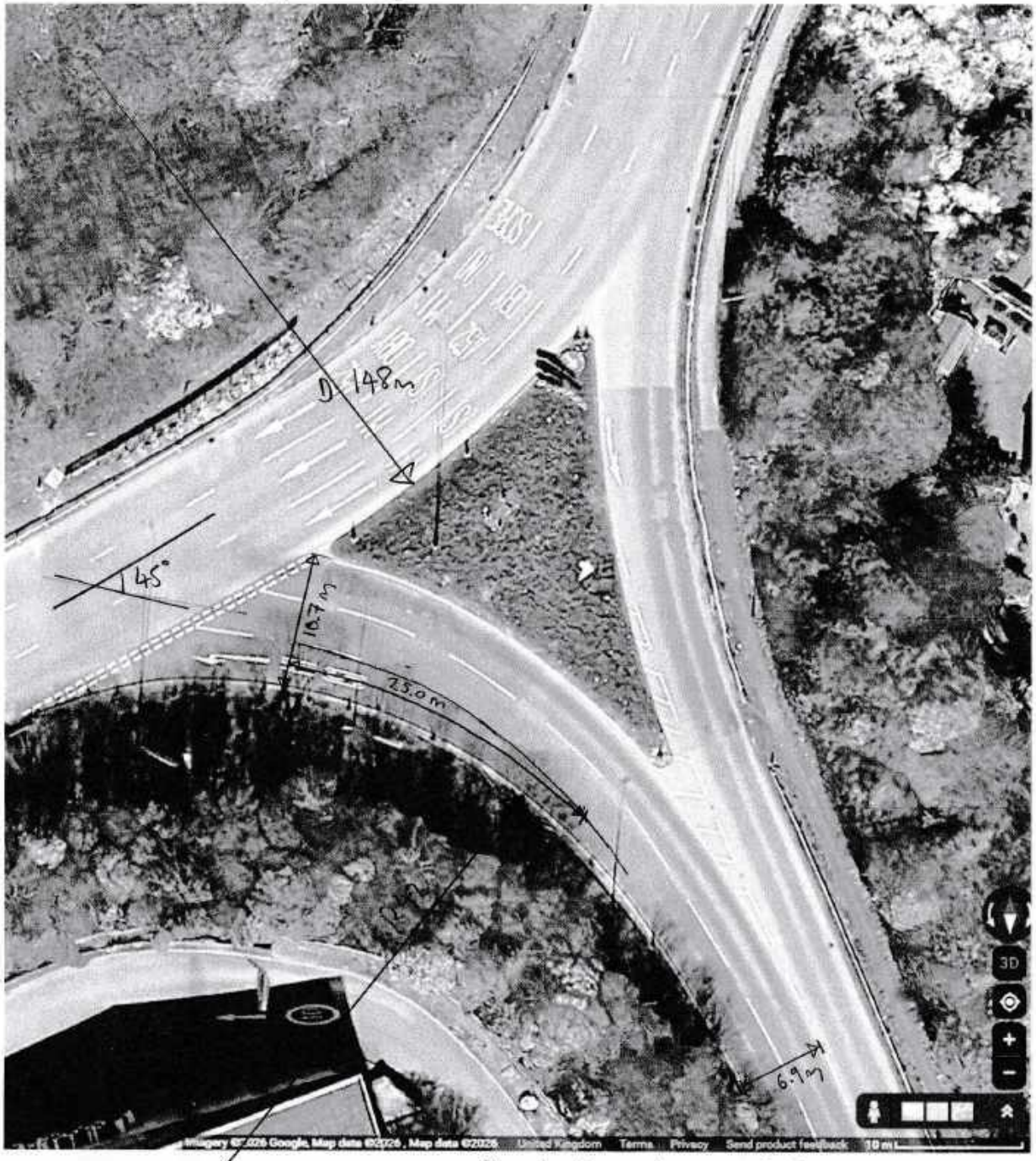
Geometries

Sandiacre Interchange



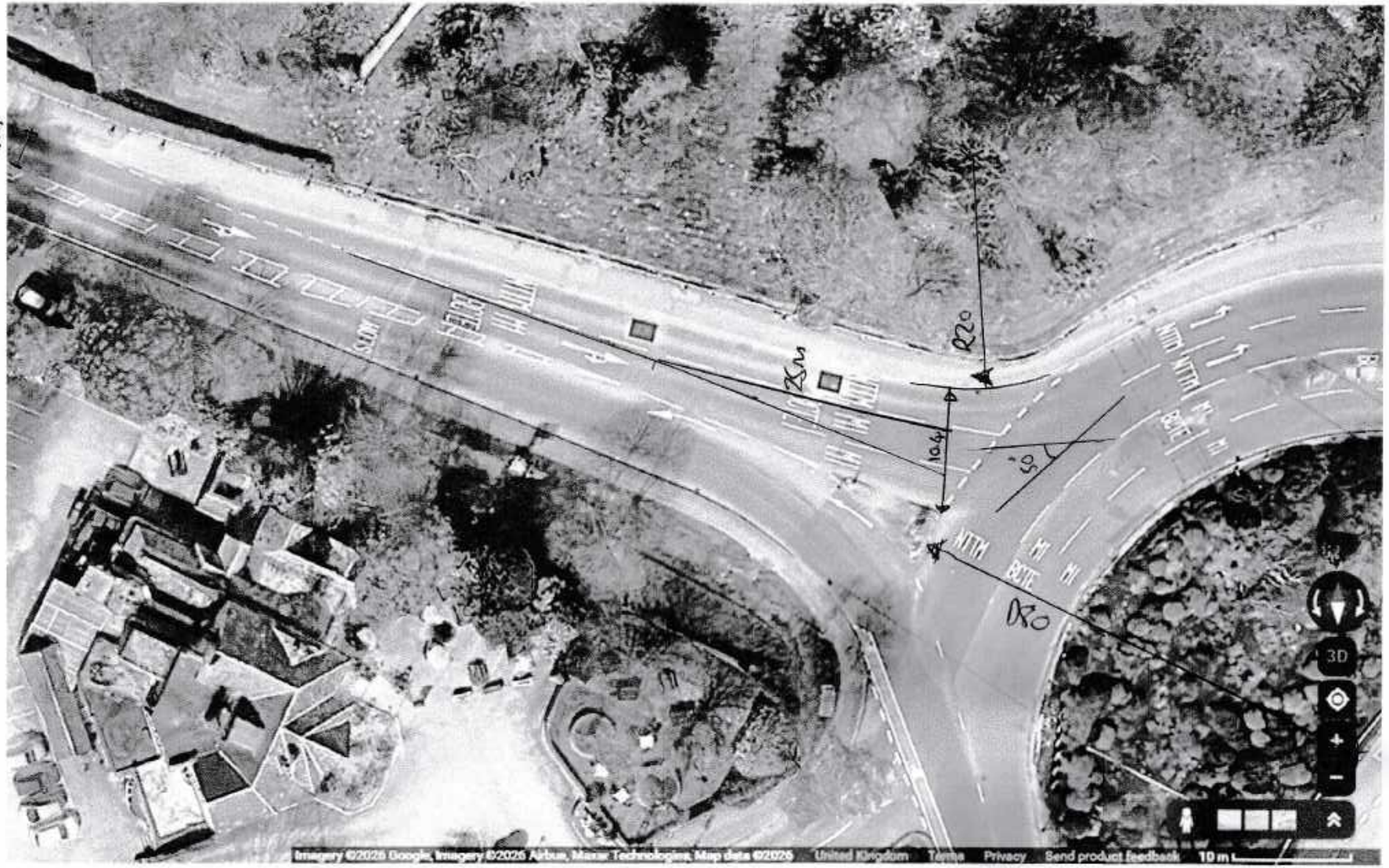
Bostocks Lane (N)

Smithacre interchange

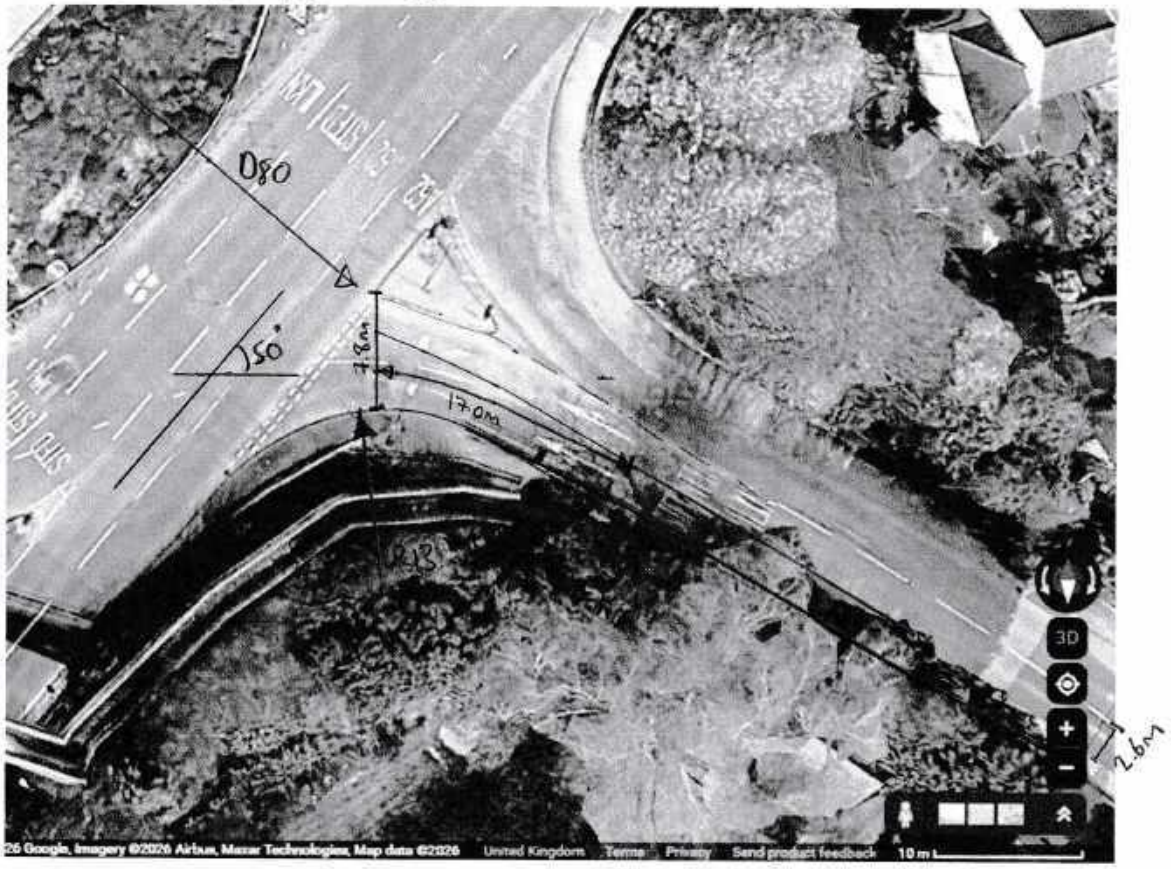


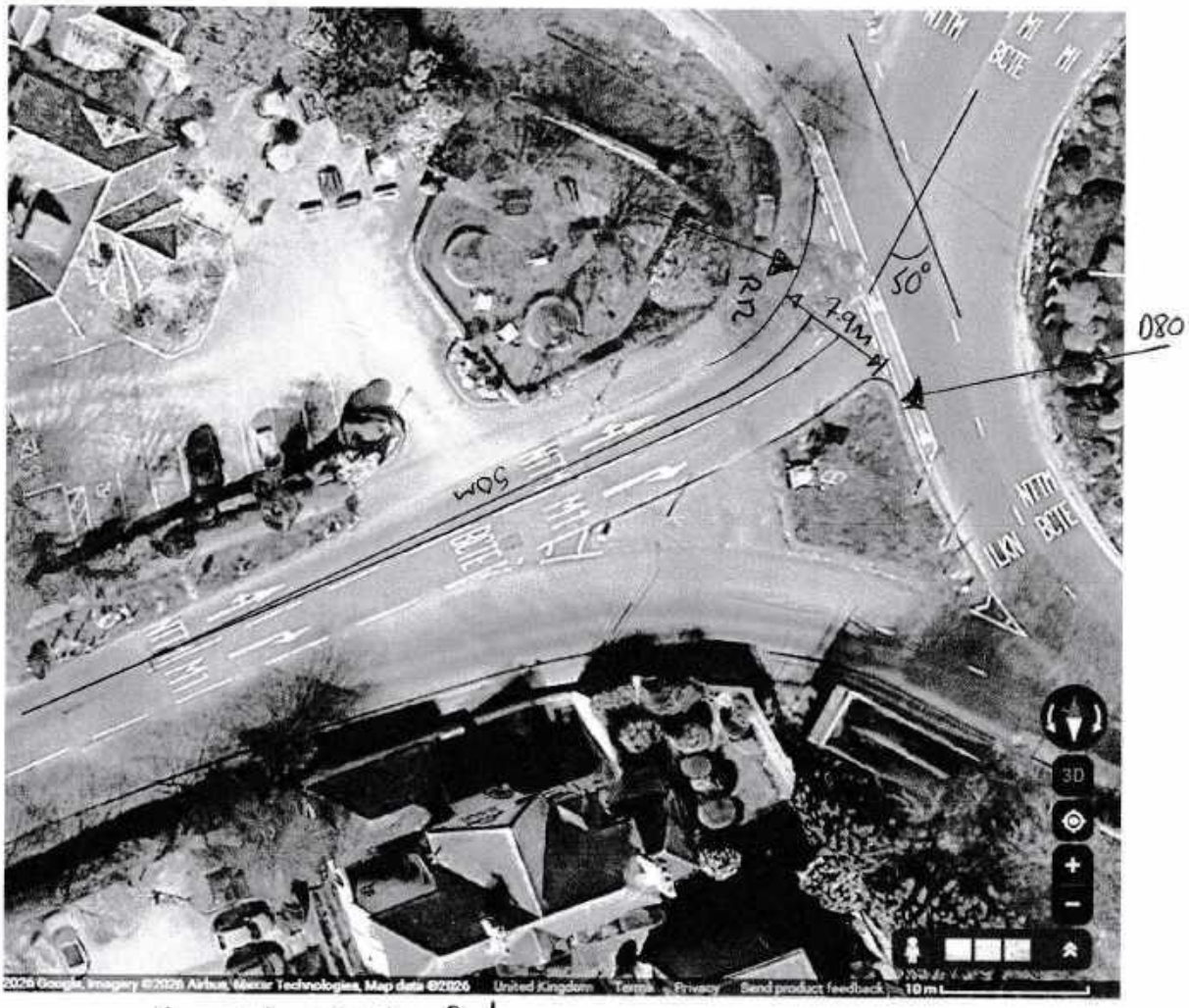
Bostocks Lane (S)

Bramcote: Ilkeston Rd



Bramcote: Town St





Bramcote: Derby Rd.

APPENDIX F

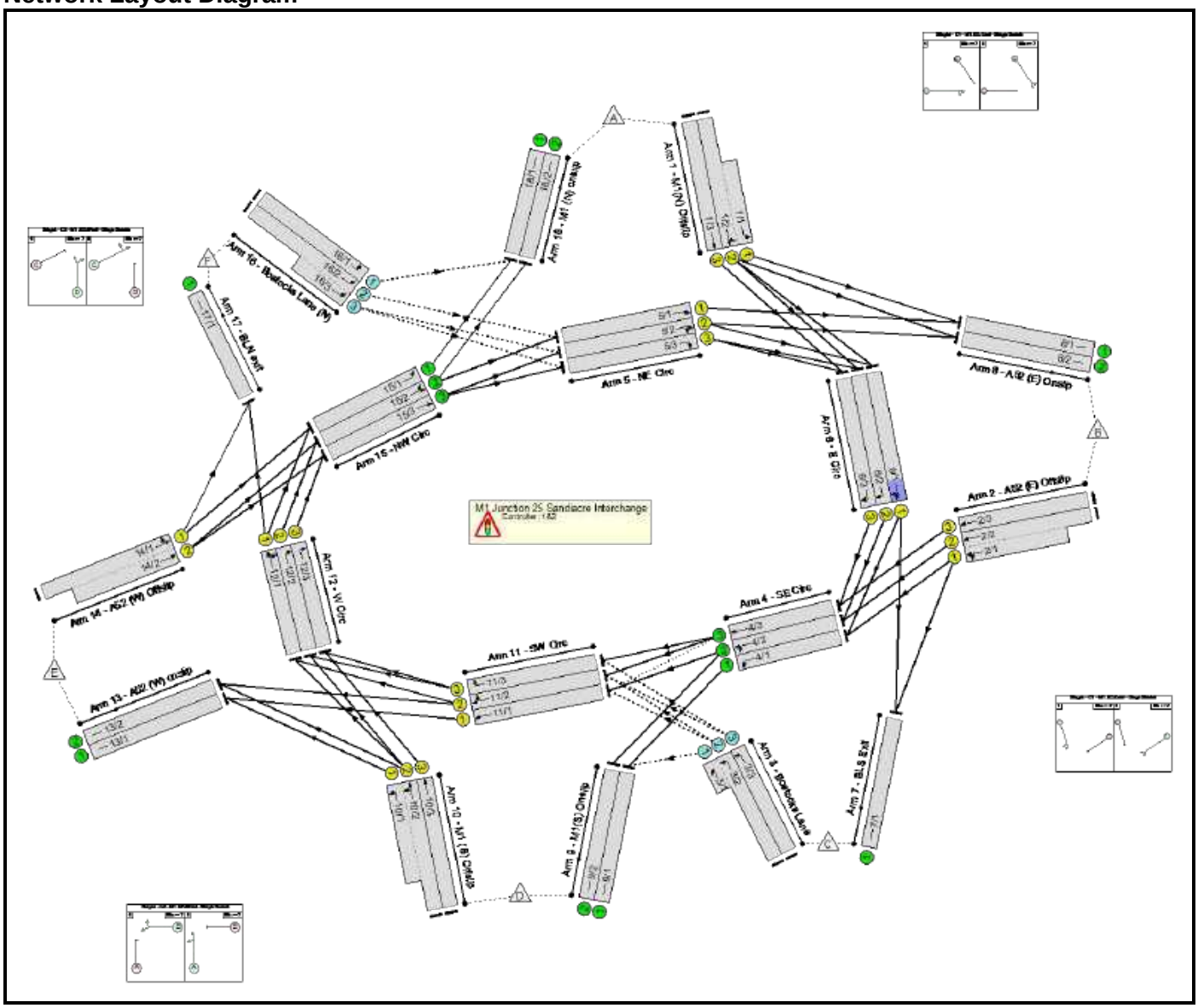
Model Output Reports

Detailed Input Data And Results

User and Project Details

Project:	
Title:	**M1 Junction 25 Sandiacre Interchange**
Location:	
Additional detail:	Existing Network
File name:	M1 Junction 25v2.lsg3x
Author:	al
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Network Layout Diagram



Scenarios

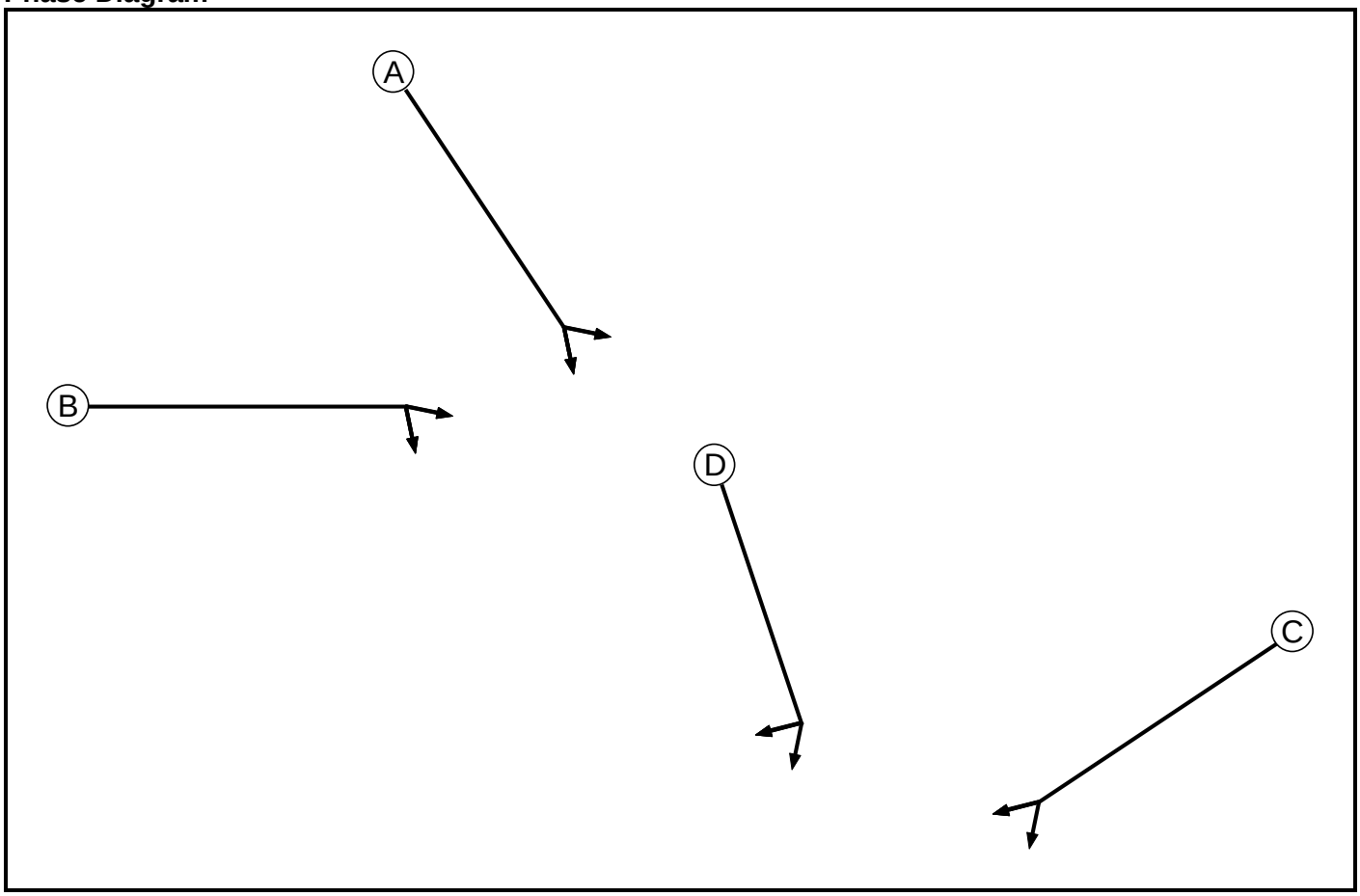
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2025 AM Base	1	08:00 - 09:00	65/65	-2.4	85.09
2	2	2025 PM Base	1	17:00 - 18:00	60/60	-4.2	58.67
3	3	2028 AM Base	1	08:00 - 09:00	65/65	-10.5	96.90
4	4	2028 PM Base	1	17:00 - 18:00	60/60	-5.1	64.09
5	5	2041 AM Base	1	08:00 - 09:00	65/65	-35.4	183.27
6	6	2041 PM Base	1	17:00 - 18:00	60/60	-14.2	101.40
7	7	2028 AM Base + Dev	1	08:00 - 09:00	65/65	-12.0	101.80
8	8	2028 PM Base + Dev	1	17:00 - 18:00	60/60	-7.0	66.58
9	9	2041 AM Base + Dev	1	08:00 - 09:00	65/65	-37.1	194.31
10	10	2041 PM Base + Dev	1	17:00 - 18:00	60/60	-16.1	109.00
11	11	2028 AM Base SENS	1	08:00 - 09:00	65/65	-11.6	100.11
12	12	2028 PM Base SENS	1	17:00 - 18:00	60/60	-6.0	65.75
13	13	2041 AM Base SENS	1	08:00 - 09:00	65/65	-36.8	186.04
14	14	2041 PM Base SENS	1	17:00 - 18:00	60/60	-14.9	107.01
15	15	2028 AM Base SENS + Dev	1	08:00 - 09:00	65/65	-13.2	106.37
16	16	2028 PM Base SENS + Dev	1	17:00 - 18:00	60/60	-7.9	68.69
17	17	2041 AM Base SENS + Dev	1	08:00 - 09:00	65/65	-38.5	201.16
18	18	2041 PM Base SENS + Dev	1	17:00 - 18:00	60/60	-16.7	115.01

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - M1 J25 East	Sms	7300	Stage Stream 1	2	2	M1 Junction 25 Sandiacre Interchange	
			Stage Stream 2	2	2		
C2 - M1 J25 West	Sms	7301	Stage Stream 1	2	2	M1 Junction 25 Sandiacre Interchange	
			Stage Stream 2	2	2		

C1 - M1 J25 East

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

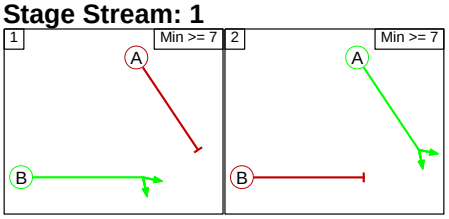
Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	5	

Phases in Stage

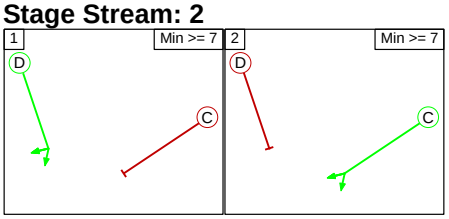
Stream	Stage No.	Phases in Stage
1	1	B
1	2	A
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

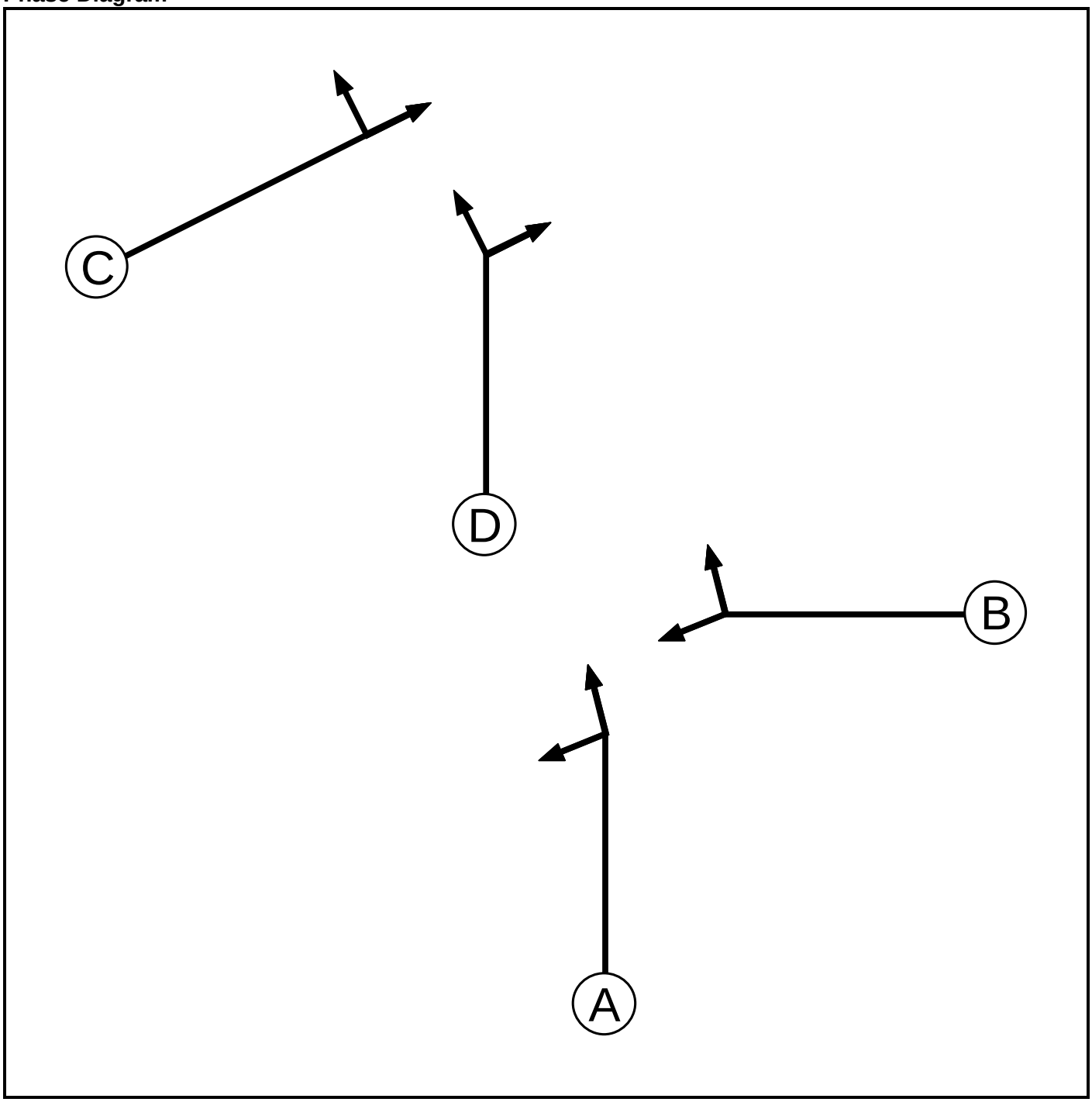
From Stage	To Stage		
		1	2
	1		6
	2	6	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	6	

C2 - M1 J25 West

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

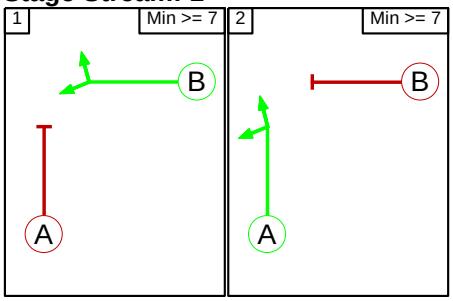
		Starting Phase			
		A	B	C	D
Terminating Phase	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	5	

Phases in Stage

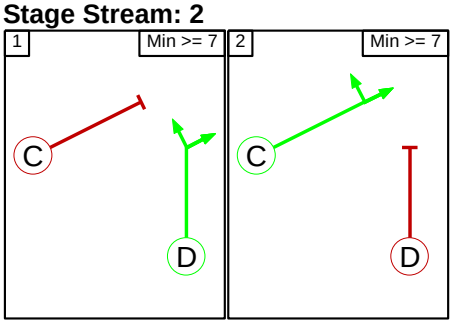
Stream	Stage No.	Phases in Stage
1	1	B
1	2	A
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		5
	2	6	

Lane Input Data

Junction: M1 Junction 25 Sandiacre Interchange

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (M1(N) Offslip)	U	A	2	3	8.2	User	1900	-	-	-	-	-
1/2 (M1(N) Offslip)	U	A	2	3	53.9	User	1900	-	-	-	-	-
1/3 (M1(N) Offslip)	U	A	2	3	53.9	User	1900	-	-	-	-	-
2/1 (A52 (E) Offslip)	U	C	2	3	14.8	User	1900	-	-	-	-	-
2/2 (A52 (E) Offslip)	U	C	2	3	40.0	User	1900	-	-	-	-	-
2/3 (A52 (E) Offslip)	U	C	2	3	40.0	User	1900	-	-	-	-	-
3/1 (Bostocks Lane)	O		2	3	3.1	User	1800	-	-	-	-	-
3/2 (Bostocks Lane)	O		2	3	32.2	User	1800	-	-	-	-	-
3/3 (Bostocks Lane)	O		2	3	32.2	User	1800	-	-	-	-	-
4/1 (SE Circ)	U		2	3	15.7	Inf	-	-	-	-	-	-
4/2 (SE Circ)	U		2	3	15.7	Inf	-	-	-	-	-	-
4/3 (SE Circ)	U		2	3	15.7	Inf	-	-	-	-	-	-
5/1 (NE Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
5/2 (NE Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
5/3 (NE Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
6/1 (E Circ)	U	D	2	3	21.9	User	1900	-	-	-	-	-
6/2 (E Circ)	U	D	2	3	21.9	User	1900	-	-	-	-	-
6/3 (E Circ)	U	D	2	3	21.9	User	1900	-	-	-	-	-
7/1 (BLS Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A52 (E) Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-

8/2 (A52 (E) Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (M1(S) Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (M1(S) Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (M1 (S) Offslip)	U	A	2	3	9.7	User	1900	-	-	-	-	-
10/2 (M1 (S) Offslip)	U	A	2	3	66.1	User	1900	-	-	-	-	-
10/3 (M1 (S) Offslip)	U	A	2	3	66.1	User	1900	-	-	-	-	-
11/1 (SW Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
11/2 (SW Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
11/3 (SW Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
12/1 (W Circ)	U	D	2	3	21.7	User	1900	-	-	-	-	-
12/2 (W Circ)	U	D	2	3	21.7	User	1900	-	-	-	-	-
12/3 (W Circ)	U	D	2	3	21.7	User	1900	-	-	-	-	-
13/1 (A52 (W) onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A52 (W) onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (A52 (W) Offslip)	U	C	2	3	60.9	User	1900	-	-	-	-	-
14/2 (A52 (W) Offslip)	U	C	2	3	60.9	User	1900	-	-	-	-	-
15/1 (NW Circ)	U		2	3	13.9	Inf	-	-	-	-	-	-
15/2 (NW Circ)	U		2	3	13.9	Inf	-	-	-	-	-	-
15/3 (NW Circ)	U		2	3	13.9	Inf	-	-	-	-	-	-
16/1 (Bostocks Lane (N))	O		2	3	7.8	User	1800	-	-	-	-	-
16/2 (Bostocks Lane (N))	O		2	3	80.0	User	1800	-	-	-	-	-
16/3 (Bostocks Lane (N))	O		2	3	6.1	User	1800	-	-	-	-	-

17/1 (BLN exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
18/1 (M1 (N) onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
18/2 (M1 (N) onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: M1 Junction 25 Sandiacre Interchange											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
3/1 (Bostocks Lane)	9/1 (U-Turn)	1024	0	4/1	0.23	All	-	-	-	-	-
3/2 (Bostocks Lane)	11/1 (Left)	1024	0	4/1	0.23	All	-	-	-	-	-
				4/2	0.23	All					
	11/2 (Left)	1024	0	4/1	0.23	All					
				4/2	0.23	All					
3/3 (Bostocks Lane)	11/2 (Left)	1024	0	4/1	0.23	All	-	-	-	-	-
				4/2	0.23	All					
				4/3	0.23	All					
	11/3 (Left)	1024	0	4/1	0.23	All					
				4/2	0.23	All					
				4/3	0.23	All					
16/1 (Bostocks Lane (N))	18/1 (Left)	922	0	15/1	0.21	All	-	-	-	-	-
16/2 (Bostocks Lane (N))	5/1 (Left)	922	0	15/1	0.21	All	-	-	-	-	-
				15/2	0.21	All					
16/3 (Bostocks Lane (N))	5/2 (Left)	922	0	15/1	0.21	All	-	-	-	-	-
				15/2	0.21	All					
				15/3	0.21	All					
	5/3 (Left)	922	0	15/1	0.21	All					
				15/2	0.21	All					
				15/3	0.21	All					

Lane Connector Input Data

Junction: M1 Junction 25 Sandiacre Interchange				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	8/1	Internal	3	35
1/2	6/1	Internal	11	35
1/2	6/2	Internal	11	35
1/2	8/2	Internal	3	35
1/3	6/3	Internal	11	35
2/1	4/1	Internal	7	35
2/1	7/1	Internal	3	35
2/2	4/2	Internal	7	35
2/3	4/3	Internal	7	35
3/1	9/1	Internal	3	35
3/2	11/1	Internal	12	35
3/2	11/2	Internal	12	35
3/3	11/2	Internal	12	35
3/3	11/3	Internal	12	35
4/1	9/1	Internal	3	35
4/2	9/2	Internal	3	35
4/2	11/1	Internal	12	35
4/3	11/1	Internal	12	35
4/3	11/2	Internal	12	35
4/3	11/3	Internal	12	35
5/1	8/1	Internal	3	35
5/2	6/1	Internal	11	35
5/2	8/2	Internal	3	35
5/3	6/2	Internal	11	35
5/3	6/3	Internal	11	35
6/1	4/1	Internal	7	35
6/1	7/1	Internal	3	35
6/2	4/2	Internal	7	35
6/3	4/3	Internal	7	35
10/1	13/1	Internal	3	35
10/2	12/1	Internal	10	35
10/2	12/2	Internal	10	35
10/2	13/2	Internal	3	35
10/3	12/3	Internal	10	35
11/1	13/1	Internal	5	35
11/2	12/1	Internal	10	35
11/2	13/2	Internal	5	35

11/3	12/2	Internal	10	35
11/3	12/3	Internal	10	35
12/1	15/1	Internal	7	35
12/1	17/1	Internal	3	35
12/2	15/2	Internal	7	35
12/3	15/3	Internal	7	35
14/1	15/1	Internal	7	35
14/1	17/1	Internal	3	35
14/2	15/2	Internal	7	35
14/2	15/3	Internal	7	35
15/1	18/1	Internal	3	35
15/2	5/1	Internal	14	35
15/2	18/2	Internal	3	35
15/3	5/2	Internal	14	35
15/3	5/3	Internal	14	35
16/1	18/1	Internal	3	35
16/2	5/1	Internal	14	35
16/3	5/2	Internal	14	35
16/3	5/3	Internal	14	35

Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 2: '2' (FG2: '2025 PM Base', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 3: '3' (FG3: '2028 AM Base', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 4: '4' (FG4: '2028 PM Base', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 5: '5' (FG5: '2041 AM Base', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 6: '6' (FG6: '2041 PM Base', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 7: '7' (FG7: '2028 AM Base + Dev', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 8: '8' (FG8: '2028 PM Base + Dev', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 9: '9' (FG9: '2041 AM Base + Dev', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 10: '10' (FG10: '2041 PM Base + Dev', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 11: '11' (FG11: '2028 AM Base SENS', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 12: '12' (FG12: '2028 PM Base SENS', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 13: '13' (FG13: '2041 AM Base SENS', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 14: '14' (FG14: '2041 PM Base SENS', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 15: '15' (FG15: '2028 AM Base SENS + Dev', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 16: '16' (FG16: '2028 PM Base SENS + Dev', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 17: '17' (FG17: '2041 AM Base SENS + Dev', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 18: '18' (FG18: '2041 PM Base SENS + Dev', Plan 1: '1')

Lane Saturation Flows

Junction: M1 Junction 25 Sandiacre Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M1(N) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M1(N) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (M1(N) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A52 (E) Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A52 (E) Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A52 (E) Offslip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Bostocks Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Bostocks Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (Bostocks Lane Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (NE Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (NE Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (NE Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (BLS Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A52 (E) Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A52 (E) Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf

9/1 (M1(S) Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (M1(S) Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 (S) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (M1 (S) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/3 (M1 (S) Offslip Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (SW Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (SW Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (SW Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (A52 (W) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 (W) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (A52 (W) Offslip Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (A52 (W) Offslip Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (NW Circ Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (NW Circ Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (NW Circ Lane 3)	Infinite Saturation Flow	Inf	Inf
16/1 (Bostocks Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow	1800	1800
16/2 (Bostocks Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow	1800	1800
16/3 (Bostocks Lane (N) Lane 3)	This lane uses a directly entered Saturation Flow	1800	1800
17/1 (BLN exit Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (M1 (N) onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
18/2 (M1 (N) onslip Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM Base'	08:00	09:00	01:00	
2: '2025 PM Base'	17:00	18:00	01:00	
3: '2028 AM Base'	08:00	09:00	01:00	
4: '2028 PM Base'	17:00	18:00	01:00	
5: '2041 AM Base'	08:00	09:00	01:00	
6: '2041 PM Base'	17:00	18:00	01:00	
7: '2028 AM Base + Dev'	08:00	09:00	01:00	
8: '2028 PM Base + Dev'	17:00	18:00	01:00	
9: '2041 AM Base + Dev'	08:00	09:00	01:00	
10: '2041 PM Base + Dev'	17:00	18:00	01:00	
11: '2028 AM Base SENS'	08:00	09:00	01:00	
12: '2028 PM Base SENS'	17:00	18:00	01:00	
13: '2041 AM Base SENS'	08:00	09:00	01:00	
14: '2041 PM Base SENS'	17:00	18:00	01:00	
15: '2028 AM Base SENS + Dev'	08:00	09:00	01:00	
16: '2028 PM Base SENS + Dev'	17:00	18:00	01:00	
17: '2041 AM Base SENS + Dev'	08:00	09:00	01:00	
18: '2041 PM Base SENS + Dev'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2025 AM Base'

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	348	318	1	658	132	1457
	B	220	2	182	538	0	81	1023
	C	316	175	0	252	215	38	996
	D	0	494	146	0	324	261	1225
	E	533	2	214	353	0	101	1203
	F	148	87	51	282	45	0	613
	Tot.	1217	1108	911	1426	1242	613	6517

FG2: '2025 PM Base'

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	279	348	1	423	136	1187
	B	274	0	248	446	0	81	1049
	C	241	160	0	167	215	65	848
	D	49	362	116	0	51	242	820
	E	833	2	209	252	0	101	1397
	F	139	51	18	192	26	0	426
	Tot.	1536	854	939	1058	715	625	5727

FG3: '2028 AM Base'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	358	328	1	678	136	1501
	B	227	2	187	554	0	83	1053
	C	326	180	0	260	221	39	1026
	D	0	509	150	0	334	269	1262
	E	549	2	220	364	0	104	1239
	F	152	90	53	290	46	0	631
	Tot.	1254	1141	938	1469	1279	631	6712

FG4: '2028 PM Base'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	287	358	1	435	140	1221
	B	282	0	255	459	0	83	1079
	C	248	165	0	172	221	67	873
	D	50	373	119	0	53	249	844
	E	858	2	215	259	0	104	1438
	F	143	53	19	198	27	0	440
	Tot.	1581	880	966	1089	736	643	5895

FG5: '2041 AM Base'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	390	357	1	738	148	1634
	B	247	2	204	603	0	91	1147
	C	354	196	0	283	241	43	1117
	D	0	554	164	0	363	293	1374
	E	598	2	240	396	0	113	1349
	F	166	98	57	316	50	0	687
	Tot.	1365	1242	1022	1599	1392	688	7308

FG6: '2041 PM Base'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	312	389	1	473	152	1327
	B	306	0	277	498	0	90	1171
	C	269	179	0	187	240	73	948
	D	55	404	130	0	57	270	916
	E	931	2	233	282	0	113	1561
	F	155	57	20	215	29	0	476
	Tot.	1716	954	1049	1183	799	698	6399

FG7: '2028 AM Base + Dev'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	362	328	1	678	136	1505
	B	246	2	190	574	16	84	1112
	C	326	181	0	260	221	39	1027
	D	0	513	150	0	334	269	1266
	E	549	5	220	364	0	104	1242
	F	152	90	53	290	46	0	631
	Tot.	1273	1153	941	1489	1295	632	6783

FG8: '2028 PM Base + Dev'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	302	358	1	435	140	1236
	B	288	0	256	465	5	84	1098
	C	248	166	0	172	221	67	874
	D	50	388	119	0	53	249	859
	E	858	15	215	259	0	104	1451
	F	143	53	19	198	27	0	440
	Tot.	1587	924	967	1095	741	644	5958

FG9: '2041 AM Base + Dev'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	394	357	1	738	148	1638
	B	266	2	206	623	16	92	1205
	C	354	197	0	283	241	43	1118
	D	0	558	164	0	363	293	1378
	E	598	6	240	396	0	113	1353
	F	166	98	57	316	50	0	687
	Tot.	1384	1255	1024	1619	1408	689	7379

FG10: '2041 PM Base + Dev'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	326	389	1	473	152	1341
	B	312	0	278	504	5	91	1190
	C	269	180	0	187	240	73	949
	D	55	420	130	0	57	270	932
	E	931	15	233	282	0	113	1574
	F	155	58	20	215	29	0	477
	Tot.	1722	999	1050	1189	804	699	6463

FG11: '2028 AM Base SENS'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	361	328	1	678	136	1504
	B	240	2	189	570	11	84	1096
	C	326	181	0	260	221	39	1027
	D	0	512	150	0	334	269	1265
	E	549	4	220	364	0	104	1241
	F	152	90	53	290	46	0	631
	Tot.	1267	1150	940	1485	1290	632	6764

FG12: '2028 PM Base SENS'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	297	358	1	435	140	1231
	B	286	0	256	464	3	84	1093
	C	248	166	0	172	221	67	874
	D	50	385	119	0	53	249	856
	E	858	10	215	259	0	104	1446
	F	143	53	19	198	27	0	440
	Tot.	1585	911	967	1094	739	644	5940

FG13: '2041 AM Base SENS'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	393	357	1	738	148	1637
	B	260	2	206	619	11	91	1189
	C	354	197	0	283	241	43	1118
	D	0	557	164	0	363	293	1377
	E	598	4	240	396	0	113	1351
	F	166	98	57	316	50	0	687
	Tot.	1378	1251	1024	1615	1403	688	7359

FG14: '2041 PM Base SENS'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	322	389	1	473	152	1337
	B	310	0	278	503	3	91	1185
	C	269	180	0	187	240	73	949
	D	55	416	130	0	57	270	928
	E	931	11	233	282	0	113	1570
	F	155	57	20	215	29	0	476
	Tot.	1720	986	1050	1188	802	699	6445

FG15: '2028 AM Base SENS + Dev'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	365	328	1	678	136	1508
	B	259	2	191	594	27	85	1158
	C	326	181	0	260	221	39	1027
	D	0	517	150	0	334	269	1270
	E	549	8	220	364	0	104	1245
	F	152	90	53	290	46	0	631
	Tot.	1286	1163	942	1509	1306	633	6839

FG16: '2028 PM Base SENS + Dev'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	312	358	1	435	140	1246
	B	292	0	256	471	8	84	1111
	C	248	168	0	172	221	67	876
	D	50	403	119	0	53	249	874
	E	858	23	215	259	0	104	1459
	F	143	54	19	198	27	0	441
	Tot.	1591	960	967	1101	744	644	6007

FG17: '2041 AM Base SENS + Dev'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	397	357	1	738	148	1641
	B	279	2	208	643	27	92	1251
	C	354	197	0	283	241	43	1118
	D	0	562	164	0	363	293	1382
	E	598	8	240	396	0	113	1355
	F	166	98	57	316	50	0	687
	Tot.	1397	1264	1026	1639	1419	689	7434

FG18: '2041 PM Base SENS + Dev'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	336	389	1	473	152	1351
	B	316	0	278	510	8	91	1203
	C	269	182	0	187	240	73	951
	D	55	435	130	0	57	270	947
	E	931	23	233	282	0	113	1582
	F	155	58	20	215	29	0	477
	Tot.	1726	1034	1050	1195	807	699	6511

Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	348	318	1	658	132	1457
	B	220	2	182	538	0	81	1023
	C	316	175	0	252	215	38	996
	D	0	494	146	0	324	261	1225
	E	533	2	214	353	0	101	1203
	F	148	87	51	282	45	0	613
	Tot.	1217	1108	911	1426	1242	613	6517

Traffic Flows, Difference

Difference :

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

Scenario 2: '2' (FG2: '2025 PM Base', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	279	348	1	423	136	1187
	B	274	0	248	446	0	81	1049
	C	241	160	0	167	215	65	848
	D	49	362	116	0	51	242	820
	E	833	2	209	252	0	101	1397
	F	139	51	18	192	26	0	426
	Tot.	1536	854	939	1058	715	625	5727

Traffic Flows, Difference

Difference :

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

Scenario 3: '3' (FG3: '2028 AM Base', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	358	328	1	678	136	1501
	B	227	2	187	554	0	83	1053
	C	326	180	0	260	221	39	1026
	D	0	509	150	0	334	269	1262
	E	549	2	220	364	0	104	1239
	F	152	90	53	290	46	0	631
	Tot.	1254	1141	938	1469	1279	631	6712

Traffic Flows, Difference

Difference :

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

Scenario 4: '4' (FG4: '2028 PM Base', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	287	358	1	435	140	1221
	B	282	0	255	459	0	83	1079
	C	248	165	0	172	221	67	873
	D	50	373	119	0	53	249	844
	E	858	2	215	259	0	104	1438
	F	143	53	19	198	27	0	440
	Tot.	1581	880	966	1089	736	643	5895

Traffic Flows, Difference

Difference :

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

Scenario 5: '5' (FG5: '2041 AM Base', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	390	357	1	738	148	1634
	B	247	2	204	603	0	91	1147
	C	354	196	0	283	241	43	1117
	D	0	554	164	0	363	293	1374
	E	598	2	240	396	0	113	1349
	F	166	98	57	316	50	0	687
	Tot.	1365	1242	1022	1599	1392	688	7308

Traffic Flows, Difference

Difference :

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

Scenario 6: '6' (FG6: '2041 PM Base', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	312	389	1	473	152	1327
	B	306	0	277	498	0	90	1171
	C	269	179	0	187	240	73	948
	D	55	404	130	0	57	270	916
	E	931	2	233	282	0	113	1561
	F	155	57	20	215	29	0	476
	Tot.	1716	954	1049	1183	799	698	6399

Traffic Flows, Difference

Difference :

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

Scenario 7: '7' (FG7: '2028 AM Base + Dev', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	362	328	1	678	136	1505
	B	246	2	190	574	16	84	1112
	C	326	181	0	260	221	39	1027
	D	0	513	150	0	334	269	1266
	E	549	5	220	364	0	104	1242
	F	152	90	53	290	46	0	631
	Tot.	1273	1153	941	1489	1295	632	6783

Traffic Flows, Difference

Difference :

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

Scenario 8: '8' (FG8: '2028 PM Base + Dev', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	302	358	1	435	140	1236
	B	288	0	256	465	5	84	1098
	C	248	166	0	172	221	67	874
	D	50	388	119	0	53	249	859
	E	858	15	215	259	0	104	1451
	F	143	53	19	198	27	0	440
	Tot.	1587	924	967	1095	741	644	5958

Traffic Flows, Difference

Difference :

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

Scenario 9: '9' (FG9: '2041 AM Base + Dev', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	394	357	1	738	148	1638
	B	266	2	206	623	16	92	1205
	C	354	197	0	283	241	43	1118
	D	0	558	164	0	363	293	1378
	E	598	6	240	396	0	113	1353
	F	166	98	57	316	50	0	687
	Tot.	1384	1255	1024	1619	1408	689	7379

Traffic Flows, Difference

Difference :

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

Scenario 10: '10' (FG10: '2041 PM Base + Dev', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	326	389	1	473	152	1341
	B	312	0	278	504	5	91	1190
	C	269	180	0	187	240	73	949
	D	55	420	130	0	57	270	932
	E	931	15	233	282	0	113	1574
	F	155	58	20	215	29	0	477
	Tot.	1722	999	1050	1189	804	699	6463

Traffic Flows, Difference

Difference :

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

Scenario 11: '11' (FG11: '2028 AM Base SENS', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	361	328	1	678	136	1504
	B	240	2	189	570	11	84	1096
	C	326	181	0	260	221	39	1027
	D	0	512	150	0	334	269	1265
	E	549	4	220	364	0	104	1241
	F	152	90	53	290	46	0	631
	Tot.	1267	1150	940	1485	1290	632	6764

Traffic Flows, Difference

Difference :

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

Scenario 12: '12' (FG12: '2028 PM Base SENS', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	297	358	1	435	140	1231
	B	286	0	256	464	3	84	1093
	C	248	166	0	172	221	67	874
	D	50	385	119	0	53	249	856
	E	858	10	215	259	0	104	1446
	F	143	53	19	198	27	0	440
	Tot.	1585	911	967	1094	739	644	5940

Traffic Flows, Difference

Difference :

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

Scenario 13: '13' (FG13: '2041 AM Base SENS', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	393	357	1	738	148	1637
	B	260	2	206	619	11	91	1189
	C	354	197	0	283	241	43	1118
	D	0	557	164	0	363	293	1377
	E	598	4	240	396	0	113	1351
	F	166	98	57	316	50	0	687
	Tot.	1378	1251	1024	1615	1403	688	7359

Traffic Flows, Difference

Difference :

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

Scenario 14: '14' (FG14: '2041 PM Base SENS', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	322	389	1	473	152	1337
	B	310	0	278	503	3	91	1185
	C	269	180	0	187	240	73	949
	D	55	416	130	0	57	270	928
	E	931	11	233	282	0	113	1570
	F	155	57	20	215	29	0	476
	Tot.	1720	986	1050	1188	802	699	6445

Traffic Flows, Difference

Difference :

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

Scenario 15: '15' (FG15: '2028 AM Base SENS + Dev', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	365	328	1	678	136	1508
	B	259	2	191	594	27	85	1158
	C	326	181	0	260	221	39	1027
	D	0	517	150	0	334	269	1270
	E	549	8	220	364	0	104	1245
	F	152	90	53	290	46	0	631
	Tot.	1286	1163	942	1509	1306	633	6839

Traffic Flows, Difference

Difference :

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

Scenario 16: '16' (FG16: '2028 PM Base SENS + Dev', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	312	358	1	435	140	1246
	B	292	0	256	471	8	84	1111
	C	248	168	0	172	221	67	876
	D	50	403	119	0	53	249	874
	E	858	23	215	259	0	104	1459
	F	143	54	19	198	27	0	441
	Tot.	1591	960	967	1101	744	644	6007

Traffic Flows, Difference

Difference :

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

Scenario 17: '17' (FG17: '2041 AM Base SENS + Dev', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	397	357	1	738	148	1641
	B	279	2	208	643	27	92	1251
	C	354	197	0	283	241	43	1118
	D	0	562	164	0	363	293	1382
	E	598	8	240	396	0	113	1355
	F	166	98	57	316	50	0	687
	Tot.	1397	1264	1026	1639	1419	689	7434

Traffic Flows, Difference

Difference :

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

Scenario 18: '18' (FG18: '2041 PM Base SENS + Dev', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	336	389	1	473	152	1351
	B	316	0	278	510	8	91	1203
	C	269	182	0	187	240	73	951
	D	55	435	130	0	57	270	947
	E	931	23	233	282	0	113	1582
	F	155	58	20	215	29	0	477
	Tot.	1726	1034	1050	1195	807	699	6511

Traffic Flows, Difference

Difference :

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

Traffic Lane Flows

Lane	Scenario 1: 1	Scenario 2: 2	Scenario 3: 3	Scenario 4: 4	Scenario 5: 5	Scenario 6: 6
Junction: M1 Junction 25 Sandiacre Interchange						
1/1 (short)	327	279	343	287	373	312
1/2 (with short)	866(In) 539(Out)	728(In) 449(Out)	906(In) 563(Out)	754(In) 467(Out)	958(In) 585(Out)	825(In) 513(Out)
1/3	591	459	595	467	676	502
2/1 (short)	360	347	369	357	404	388
2/2 (with short)	720(In) 360(Out)	694(In) 347(Out)	741(In) 372(Out)	714(In) 357(Out)	807(In) 403(Out)	775(In) 387(Out)
2/3	303	355	312	365	340	396
3/1 (short)	252	167	260	172	283	187
3/2 (with short)	715(In) 463(Out)	646(In) 479(Out)	670(In) 410(Out)	635(In) 463(Out)	751(In) 468(Out)	681(In) 494(Out)
3/3	281	202	356	238	366	267
4/1	179	100	212	109	204	118
4/2	1239	917	1230	923	1347	1006
4/3	894	814	939	852	1041	922
5/1	478	282	553	322	553	344
5/2	693	636	682	630	763	687
5/3	680	470	671	478	759	520
6/1	730	692	781	718	822	779
6/2	879	570	858	566	944	619
6/3	591	459	627	487	701	526
7/1	911	939	938	966	1022	1049
8/1	805	561	896	609	926	656
8/2	303	293	245	271	316	298
9/1	431	267	472	281	487	305
9/2	995	791	997	808	1112	878
10/1 (short)	317	51	328	53	312	57
10/2 (with short)	807(In) 490(Out)	440(In) 389(Out)	882(In) 554(Out)	455(In) 402(Out)	911(In) 599(Out)	489(In) 432(Out)
10/3	418	380	380	389	463	427
11/1	559	391	554	386	576	418
11/2	885	779	799	838	919	863
11/3	438	451	585	444	615	530
12/1	787	748	677	790	759	809
12/2	651	569	864	596	870	691
12/3	427	409	380	390	463	428
13/1	876	442	882	439	888	475
13/2	366	273	397	297	504	324

14/1 (with short)	1203(In) 604(Out)	1397(In) 684(Out)	1239(In) 619(Out)	1438(In) 719(Out)	1349(In) 675(Out)	1561(In) 780(Out)
14/2 (short)	599	713	620	719	674	781
15/1	778	807	665	866	746	891
15/2	683	821	900	841	908	957
15/3	994	870	964	864	1099	943
16/1	148	139	152	143	166	155
16/2 (with short)	465(In) 86(Out)	287(In) 51(Out)	479(In) 90(Out)	297(In) 53(Out)	521(In) 98(Out)	321(In) 57(Out)
16/3 (short)	379	236	389	244	423	264
17/1	613	625	631	643	688	698
18/1	926	946	817	1009	912	1046
18/2	291	590	437	572	453	670

Lane	Scenario 7: 7	Scenario 8: 8	Scenario 9: 9	Scenario 10: 10	Scenario 11: 11	Scenario 12: 12
Junction: M1 Junction 25 Sandiacre Interchange						
1/1 (short)	347	302	377	326	345	297
1/2 (with short)	910(In) 563(Out)	769(In) 467(Out)	962(In) 585(Out)	839(In) 513(Out)	906(In) 561(Out)	762(In) 465(Out)
1/3	595	467	676	502	598	469
2/1 (short)	392	364	426	395	385	362
2/2 (with short)	780(In) 388(Out)	726(In) 362(Out)	845(In) 419(Out)	787(In) 392(Out)	770(In) 385(Out)	723(In) 361(Out)
2/3	332	372	360	403	326	370
3/1 (short)	260	172	283	187	260	172
3/2 (with short)	670(In) 410(Out)	635(In) 463(Out)	751(In) 468(Out)	681(In) 494(Out)	676(In) 416(Out)	634(In) 462(Out)
3/3	357	239	367	268	351	240
4/1	232	115	224	124	223	113
4/2	1246	928	1363	1011	1247	925
4/3	959	859	1061	929	952	859
5/1	557	336	558	359	555	335
5/2	686	645	767	703	683	638
5/3	671	478	759	520	674	478
6/1	781	718	822	779	778	718
6/2	858	566	944	619	862	564
6/3	627	487	701	526	626	489
7/1	941	967	1024	1050	940	967
8/1	904	638	935	685	900	632
8/2	249	286	320	314	250	279
9/1	492	287	507	311	483	285
9/2	997	808	1112	878	1002	809
10/1 (short)	328	53	312	57	328	53
10/2 (with short)	882(In) 554(Out)	455(In) 402(Out)	911(In) 599(Out)	489(In) 432(Out)	881(In) 553(Out)	459(In) 406(Out)
10/3	384	404	467	443	384	397
11/1	570	391	592	423	566	387
11/2	820	845	939	870	805	842
11/3	585	445	616	531	593	448
12/1	698	797	779	816	684	793
12/2	864	597	871	692	871	603
12/3	384	405	467	444	384	398
13/1	898	444	904	480	894	440
13/2	397	297	504	324	396	299
14/1 (with short)	1242(In) 619(Out)	1451(In) 719(Out)	1353(In) 675(Out)	1574(In) 780(Out)	1241(In) 620(Out)	1446(In) 721(Out)

14/2 (short)	623	732	678	794	621	725
15/1	685	872	765	897	672	870
15/2	903	855	913	971	908	854
15/3	968	879	1103	959	968	872
16/1	152	143	166	155	152	143
16/2 (with short)	479(In) 90(Out)	297(In) 53(Out)	521(In) 98(Out)	322(In) 58(Out)	479(In) 90(Out)	297(In) 53(Out)
16/3 (short)	389	244	423	264	389	244
17/1	632	644	689	699	632	644
18/1	837	1015	931	1052	824	1013
18/2	436	572	453	670	443	572

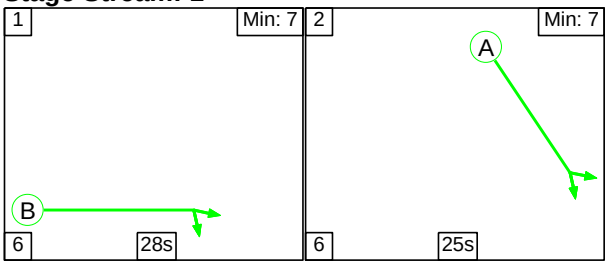
Lane	Scenario 13: 13	Scenario 14: 14	Scenario 15: 15	Scenario 16: 16	Scenario 17: 17	Scenario 18: 18
Junction: M1 Junction 25 Sandiacre Interchange						
1/1 (short)	374	322	349	312	378	336
1/2 (with short)	959(In) 585(Out)	831(In) 509(Out)	910(In) 561(Out)	777(In) 465(Out)	963(In) 585(Out)	845(In) 509(Out)
1/3	678	506	598	469	678	506
2/1 (short)	417	392	406	369	437	399
2/2 (with short)	832(In) 415(Out)	784(In) 392(Out)	812(In) 406(Out)	735(In) 366(Out)	874(In) 437(Out)	796(In) 397(Out)
2/3	357	401	346	376	377	407
3/1 (short)	283	187	260	172	283	187
3/2 (with short)	757(In) 474(Out)	681(In) 494(Out)	676(In) 416(Out)	634(In) 462(Out)	757(In) 474(Out)	681(In) 494(Out)
3/3	361	268	351	242	361	270
4/1	213	122	242	120	231	129
4/2	1364	1008	1268	930	1386	1013
4/3	1055	929	972	865	1075	935
5/1	570	358	559	351	574	375
5/2	750	696	688	656	755	713
5/3	761	519	674	478	761	519
6/1	820	780	778	718	820	780
6/2	949	616	862	564	949	616
6/3	698	528	626	489	698	528
7/1	1024	1050	942	967	1026	1050
8/1	944	680	908	663	952	711
8/2	307	306	255	297	312	323
9/1	496	309	502	292	514	316
9/2	1119	879	1007	809	1125	879
10/1 (short)	340	56	328	53	340	56
10/2 (with short)	925(In) 585(Out)	494(In) 438(Out)	881(In) 553(Out)	459(In) 406(Out)	925(In) 585(Out)	498(In) 442(Out)
10/3	452	434	389	415	457	449
11/1	586	419	582	392	602	424
11/2	927	890	826	848	947	890
11/3	622	511	592	450	622	519
12/1	766	839	705	799	786	839
12/2	891	671	870	605	891	681
12/3	452	436	389	416	457	453
13/1	926	475	910	445	942	480
13/2	477	327	396	299	477	327
14/1 (with short)	1351(In) 676(Out)	1570(In) 784(Out)	1245(In) 620(Out)	1459(In) 721(Out)	1355(In) 676(Out)	1582(In) 784(Out)

14/2 (short)	675	786	625	738	679	798
15/1	754	924	692	876	773	924
15/2	930	942	911	869	934	964
15/3	1088	951	973	890	1093	968
16/1	166	155	152	143	166	155
16/2 (with short)	521(In) 98(Out)	321(In) 57(Out)	479(In) 90(Out)	298(In) 54(Out)	521(In) 98(Out)	322(In) 58(Out)
16/3 (short)	423	264	389	244	423	264
17/1	688	699	633	644	689	699
18/1	920	1079	844	1019	939	1079
18/2	458	641	442	572	458	647

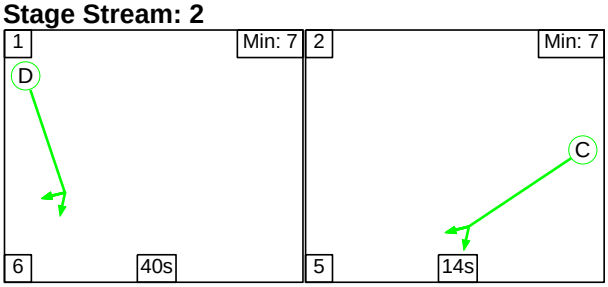
Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: '1')
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	25
Change Point	58	27

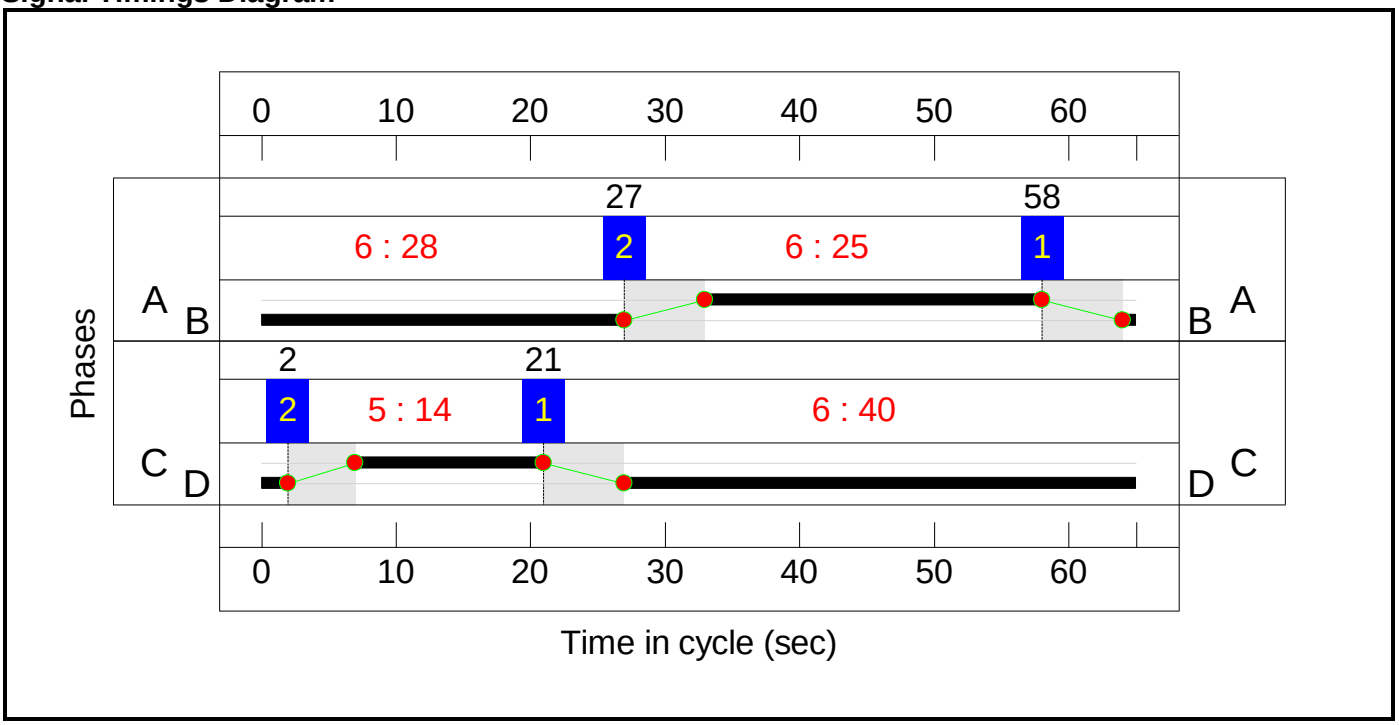
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	25	33	58
B	NE Circ Right Ahead	Traffic	1	28	64	27
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

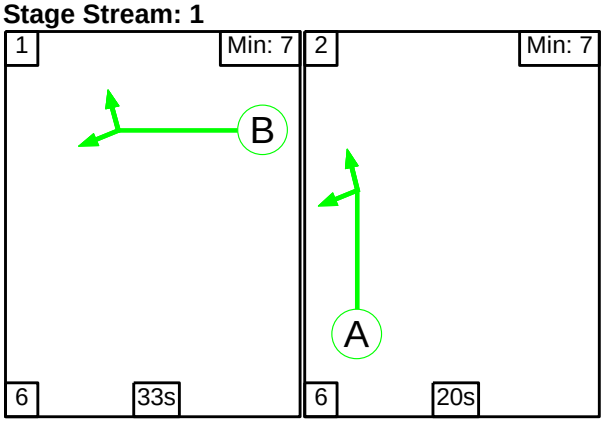
Signal Timings Diagram



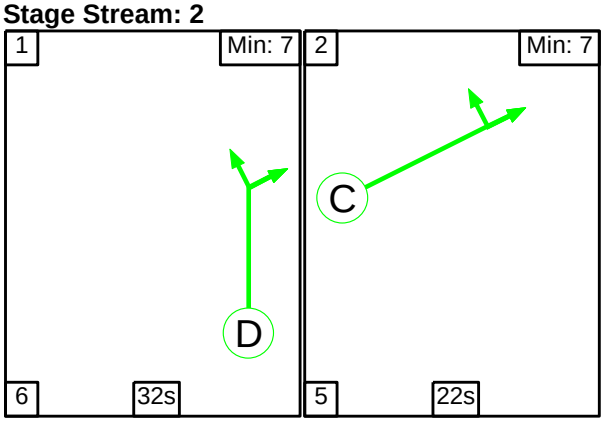
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

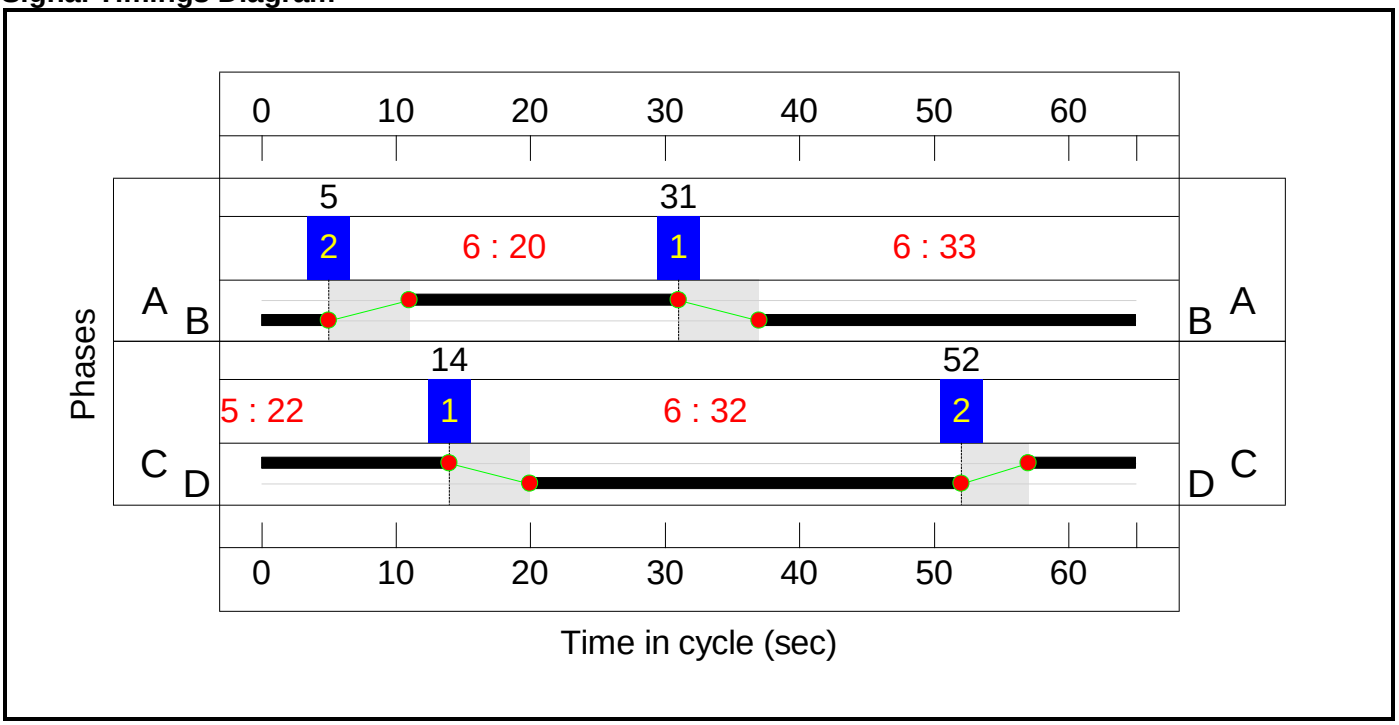
Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

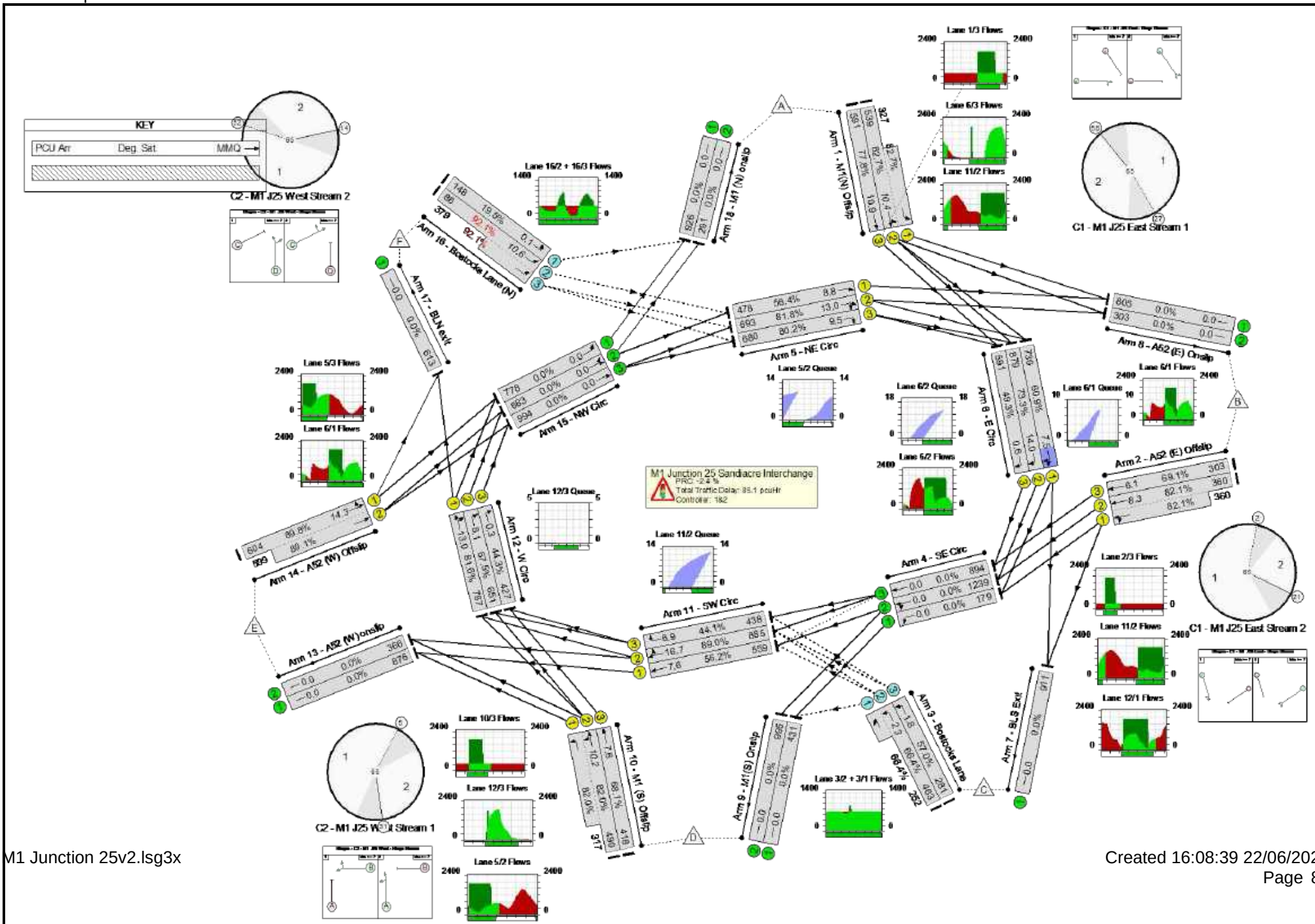
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	33	58
1/2	M1(N) Offslip Ahead Left	U	A	33	58
1/3	M1(N) Offslip Ahead	U	A	33	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	27
5/2	NE Circ Right Ahead	U	B	64	27
5/3	NE Circ Right	U	B	64	27
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Network Layout Diagram


KEY
PCU Arr
Deg. Sat
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -2.4 %
Total Traffic Delay: 85.1 pcuHr
Controller: 182
Arm 1 - M1(N) Offslip
Arm 18 - M1 (N) onslip
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 5 - NE Circ
Arm 8 - A52 (E) Onslip
Arm 8 - E Circ
Arm 15 - NW Circ
Arm 2 - A52 (E) Offslip
Arm 14 - A52 (W) Offslip
Arm 12 - W Circ
Arm 4 - SE Circ
Arm 11 - SW Circ
Arm 13 - A52 (W) onslip
Arm 10 - M1 (S) Offslip
Arm 9 - M1(S) Onslip
Arm 3 - Bostocks Lane
Arm 7 - BLS Exit
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

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: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**92.1%**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**92.1%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	25	-	-	866	1900:1900	652+395	82.7 : 82.7%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	25	-	-	591	1900	760	77.8%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	720	1900:1900	438+438	82.1 : 82.1%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	303	1900	438	69.1%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	715	1800:1800	698+380	66.4 : 66.4%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	281	1800	493	57.0%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	179	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1239	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	894	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	28	-	-	478	1900	848	56.4%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	28	-	-	693	1900	848	81.8%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	28	-	-	680	1900	848	80.2%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	730	1900	1198	60.9%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	879	1900	1198	73.3%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	591	1900	1198	49.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	911	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	805	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	303	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	431	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	995	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	807	1900:1900	598+387	82.0 : 82.0%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	418	1900	614	68.1%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	559	1900	994	56.2%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	885	1900	994	89.0%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	438	1900	994	44.1%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	787	1900	965	81.6%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	651	1900	965	67.5%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	427	1900	965	44.3%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	876	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	366	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	1203	1900:1900	672+672	89.8 : 89.1%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	778	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	683	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	994	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	148	1800	759	19.5%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	465	1800:1800	93+411	92.1 : 92.1%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	613	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	926	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	291	Inf	Inf	0.0%

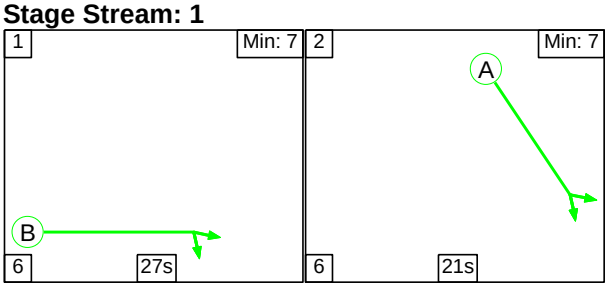
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2789**	**0**	**0**	**54.3**	**30.8**	**0.0**	**85.1**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2789**	**0**	**0**	**54.3**	**30.8**	**0.0**	**85.1**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	866	866	-	-	-	3.7	2.3	-	6.1	25.2	8.1	2.3	10.4	1/2+1/1
1/3	591	591	-	-	-	2.8	1.7	-	4.5	27.4	9.2	1.7	10.9	1/3
2/2+2/1	720	720	-	-	-	4.7	2.2	-	7.0	34.9	6.1	2.2	8.3	2/2+2/1
2/3	303	303	-	-	-	1.9	1.1	-	3.0	36.0	5.0	1.1	6.1	2/3
3/2+3/1	715	715	1430	0	0	0.0	1.0	-	1.0	5.0	1.3	1.0	2.3	3/2+3/1
3/3	281	281	281	0	0	0.1	0.7	-	0.7	9.4	1.2	0.7	1.8	3/3
4/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1239	1239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	478	478	-	-	-	2.0	0.6	-	2.7	20.1	8.2	0.6	8.8	5/1
5/2	693	693	-	-	-	3.6	2.2	-	5.8	30.1	10.9	2.2	13.0	5/2
5/3	680	680	-	-	-	2.5	2.0	-	4.5	23.9	7.5	2.0	9.5	5/3
6/1	730	730	-	-	-	1.3	0.0	-	1.3	6.3	7.5	0.0	7.5	6/1
6/2	879	879	-	-	-	2.9	0.0	-	2.9	12.0	14.0	0.0	14.0	6/2
6/3	591	591	-	-	-	0.2	0.0	-	0.2	1.2	0.6	0.0	0.6	6/3
7/1	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	995	995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	807	807	-	-	-	4.3	2.2	-	6.5	29.1	8.0	2.2	10.2	10/2+10/1
10/3	418	418	-	-	-	2.2	1.1	-	3.3	28.2	6.5	1.1	7.6	10/3
11/1	559	559	-	-	-	2.5	0.6	-	3.1	20.1	7.0	0.6	7.6	11/1
11/2	885	885	-	-	-	4.7	3.8	-	8.5	34.5	12.9	3.8	16.7	11/2
11/3	438	438	-	-	-	1.2	0.4	-	1.6	12.9	6.5	0.4	6.9	11/3
12/1	787	787	-	-	-	4.1	0.0	-	4.1	18.7	13.0	0.0	13.0	12/1
12/2	651	651	-	-	-	2.4	0.0	-	2.4	13.3	8.1	0.0	8.1	12/2
12/3	427	427	-	-	-	0.0	0.0	-	0.0	0.3	0.3	0.0	0.3	12/3
13/1	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1203	1203	-	-	-	6.6	4.0	-	10.7	31.9	10.2	4.0	14.3	14/1+14/2
15/1	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	994	994	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	148	148	148	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	16/1
16/2+16/3	465	465	930	0	0	0.4	4.7	-	5.2	40.0	5.9	4.7	10.6	16/2+16/3
17/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

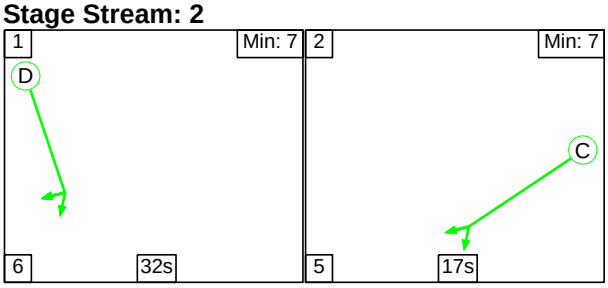
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	8.8	Total Delay for Signalled Lanes (pcuHr):	23.53	Cycle Time (s): 65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	9.6	Total Delay for Signalled Lanes (pcuHr):	14.40	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	1.1	Total Delay for Signalled Lanes (pcuHr):	22.95	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	17.20	Cycle Time (s): 65
	PRC Over All Lanes (%):	-2.4	Total Delay Over All Lanes(pcuHr):	85.09	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

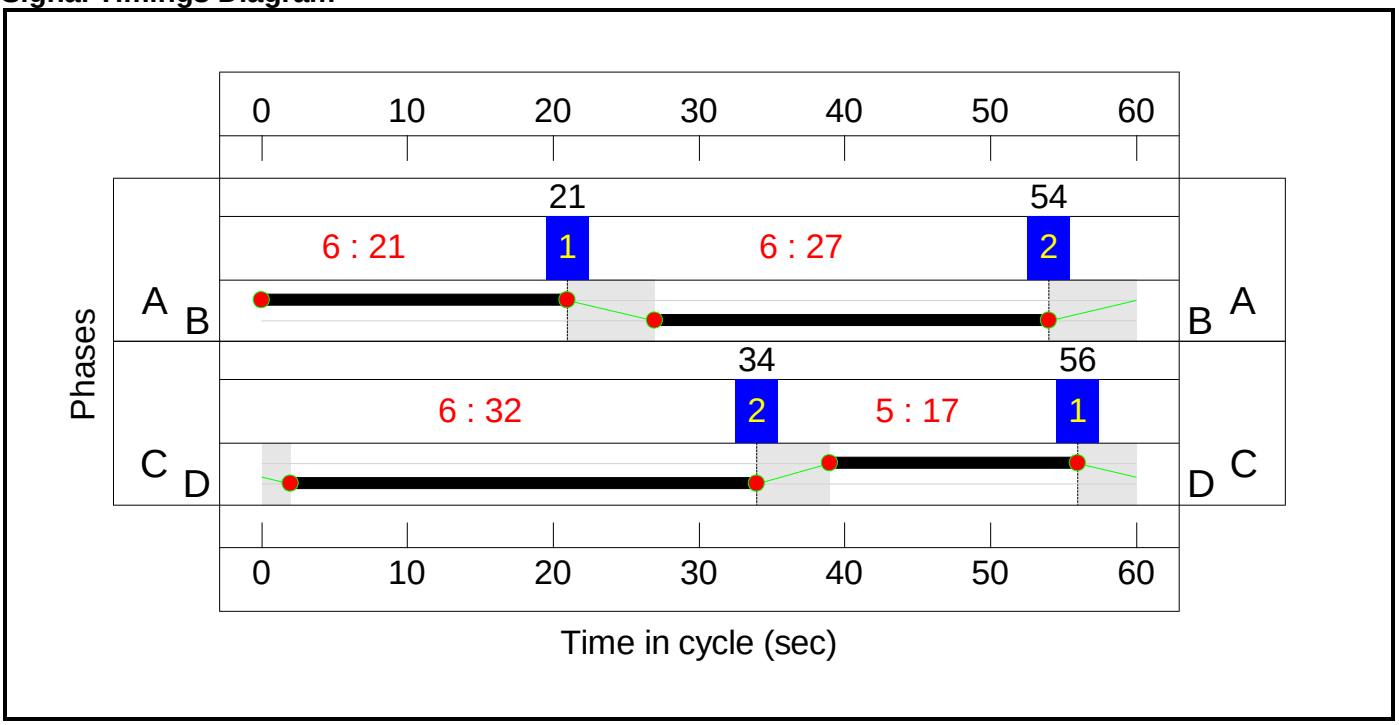
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

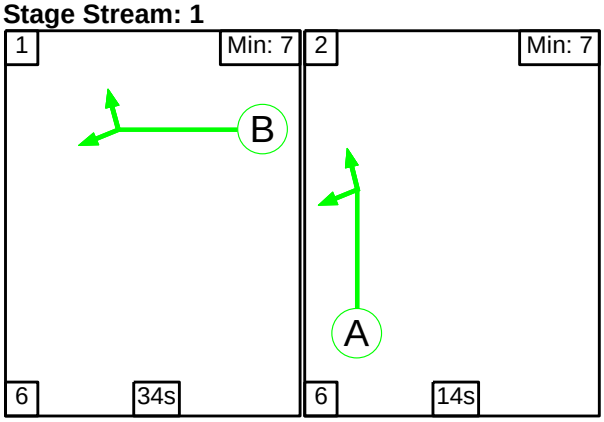
Signal Timings Diagram



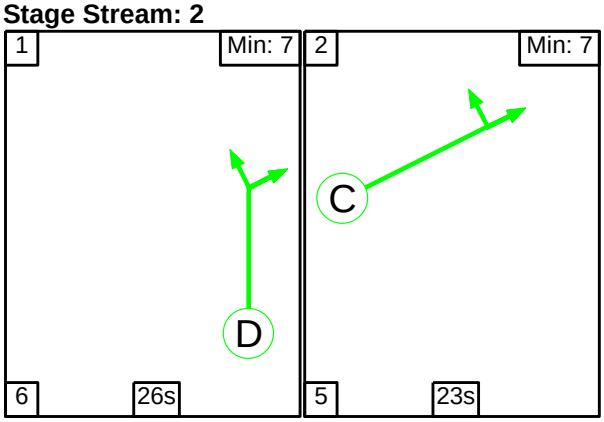
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	14	54

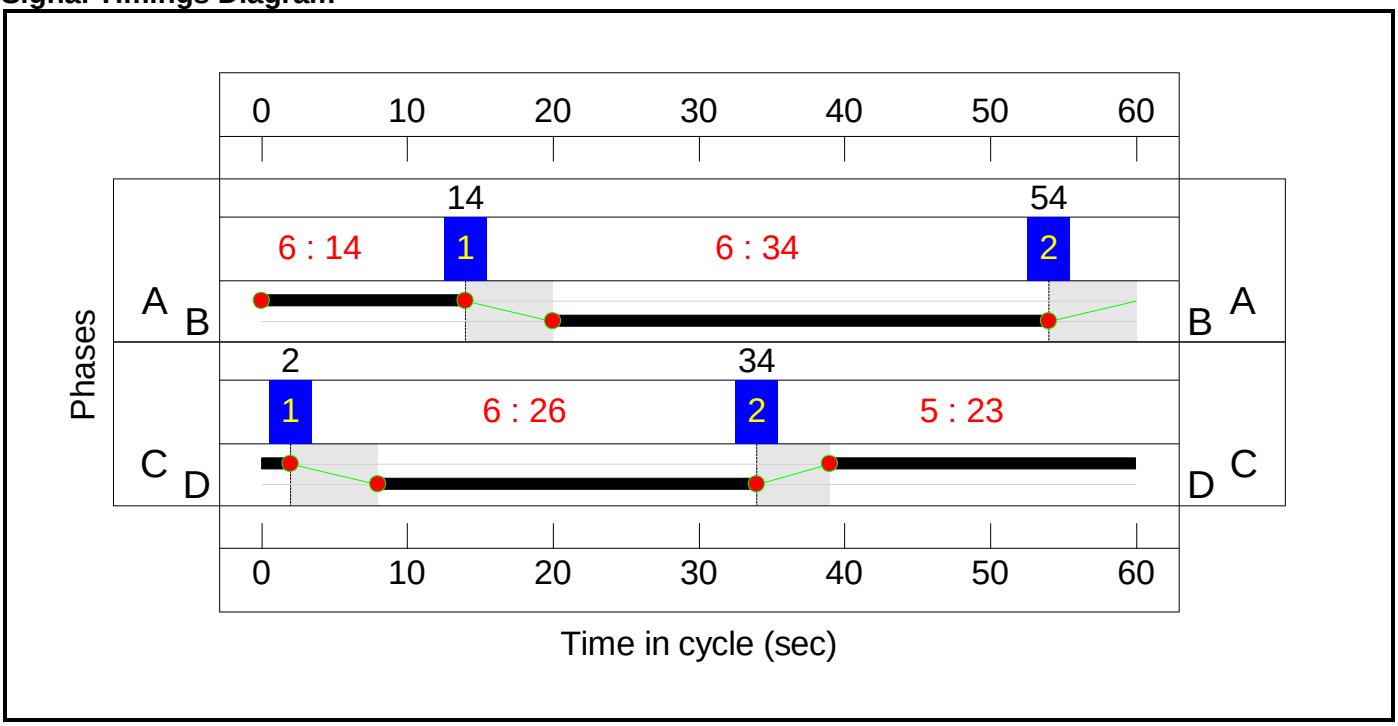
Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	14	0	14
B	SW Circ Right Ahead	Traffic	1	34	20	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

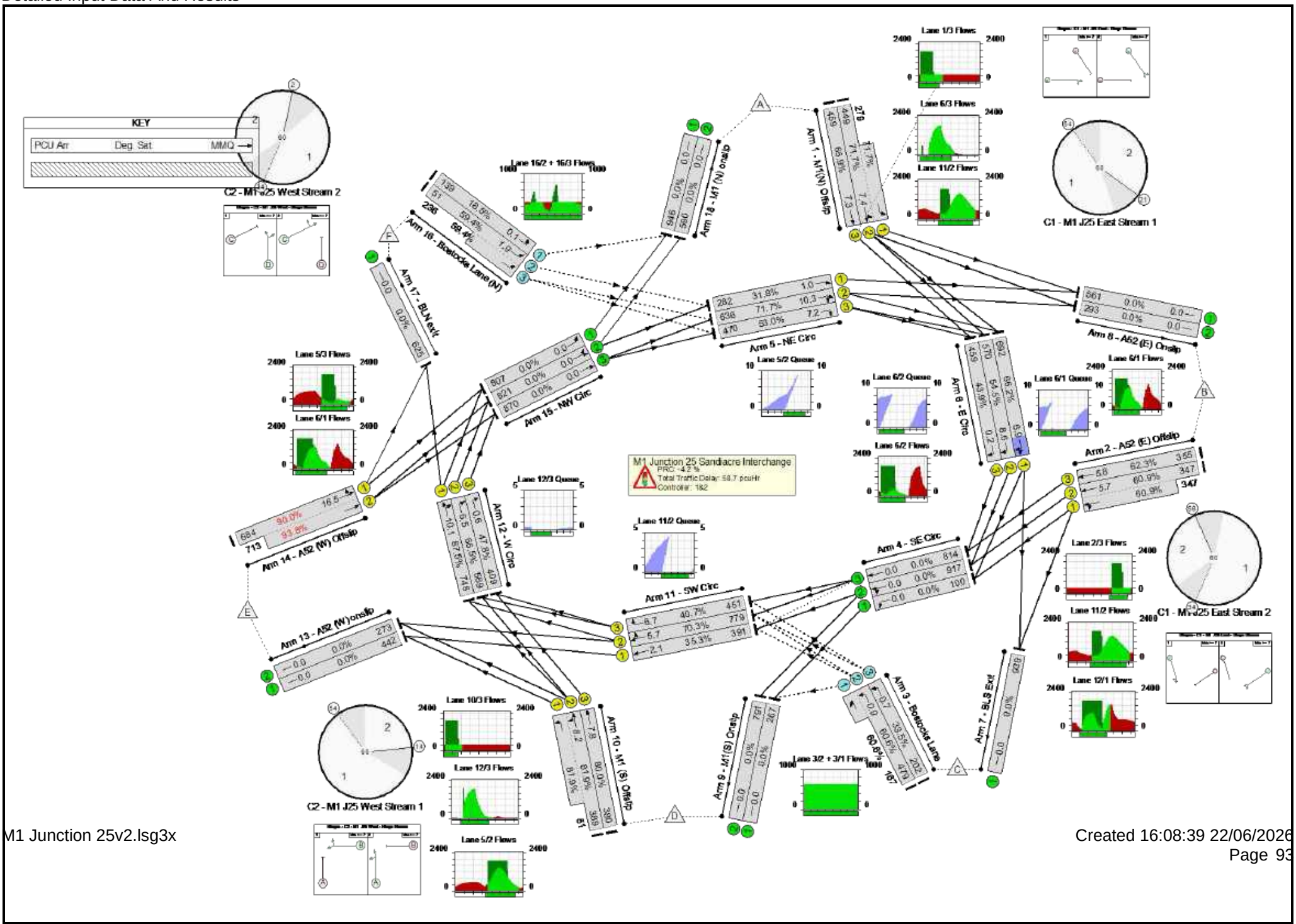
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	14
10/2	M1 (S) Offslip Ahead Left	U	A	0	14
10/3	M1 (S) Offslip Ahead	U	A	0	14
11/1	SW Circ Ahead	U	B	20	54
11/2	SW Circ Right Ahead	U	B	20	54
11/3	SW Circ Right	U	B	20	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -4.2 %
Total Traffic Delay: 58.7 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 7 - BL3 Exit
Arm 8 - A52 (E) Onslip
Arm 8 - E Circ
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

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: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**93.8%**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**93.8%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	728	1900:1900	626+389	71.7 : 71.7%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	459	1900	697	65.9%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	694	1900:1900	570+570	60.9 : 60.9%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	355	1900	570	62.3%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	646	1800:1800	790+275	60.6 : 60.6%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	202	1800	603	33.5%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	100	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	917	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	814	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	282	1900	887	31.8%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	636	1900	887	71.7%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	470	1900	887	53.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	692	1900	1045	66.2%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	570	1900	1045	54.5%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	459	1900	1045	43.9%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	939	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	561	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	293	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	267	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	791	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	14	-	-	440	1900:1900	475+62	81.9 : 81.9%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	14	-	-	380	1900	475	80.0%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	34	-	-	391	1900	1108	35.3%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	34	-	-	779	1900	1108	70.3%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	34	-	-	451	1900	1108	40.7%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	748	1900	855	87.5%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	569	1900	855	66.5%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	409	1900	855	47.8%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	442	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	273	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	1397	1900:1900	760+760	90.0 : 93.8%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	807	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	821	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	870	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	139	1800	752	18.5%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	287	1800:1800	86+397	59.4 : 59.4%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	625	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	946	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	590	Inf	Inf	0.0%

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)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2207**	**0**	**0**	**39.8**	**18.8**	**0.0**	**58.7**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2207**	**0**	**0**	**39.8**	**18.8**	**0.0**	**58.7**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	728	728	-	-	-	3.1	1.3	-	4.3	21.3	6.1	1.3	7.4	1/2+1/1
1/3	459	459	-	-	-	2.0	1.0	-	3.0	23.4	6.4	1.0	7.3	1/3
2/2+2/1	694	694	-	-	-	3.5	0.8	-	4.2	22.0	4.9	0.8	5.7	2/2+2/1
2/3	355	355	-	-	-	1.8	0.8	-	2.6	26.4	5.0	0.8	5.8	2/3
3/2+3/1	646	646	1292	0	0	0.0	0.8	-	0.8	4.3	0.1	0.8	0.9	3/2+3/1
3/3	202	202	202	0	0	0.0	0.3	-	0.3	4.7	0.4	0.3	0.7	3/3
4/1	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	282	282	-	-	-	0.2	0.2	-	0.5	5.9	0.7	0.2	1.0	5/1
5/2	636	636	-	-	-	1.4	1.3	-	2.7	15.3	9.1	1.3	10.3	5/2
5/3	470	470	-	-	-	2.1	0.6	-	2.7	20.5	6.6	0.6	7.2	5/3
6/1	692	692	-	-	-	2.1	0.0	-	2.1	10.8	6.9	0.0	6.9	6/1
6/2	570	570	-	-	-	2.9	0.0	-	2.9	18.6	8.6	0.0	8.6	6/2
6/3	459	459	-	-	-	0.1	0.0	-	0.1	0.5	0.2	0.0	0.2	6/3
7/1	939	939	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

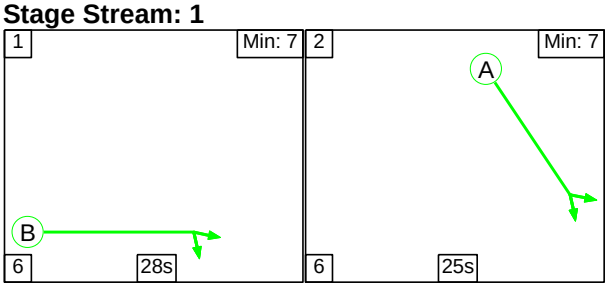
10/2+10/1	440	440	-	-	-	2.5	2.2	-	4.7	38.5	6.1	2.2	8.2	10/2+10/1
10/3	380	380	-	-	-	2.2	1.9	-	4.1	39.3	5.9	1.9	7.8	10/3
11/1	391	391	-	-	-	0.4	0.3	-	0.7	6.2	1.8	0.3	2.1	11/1
11/2	779	779	-	-	-	1.1	1.2	-	2.3	10.4	4.5	1.2	5.7	11/2
11/3	451	451	-	-	-	1.8	0.3	-	2.2	17.5	6.4	0.3	6.7	11/3
12/1	748	748	-	-	-	3.2	0.0	-	3.2	15.3	10.1	0.0	10.1	12/1
12/2	569	569	-	-	-	2.5	0.0	-	2.5	15.6	6.5	0.0	6.5	12/2
12/3	409	409	-	-	-	0.2	0.0	-	0.2	1.4	0.6	0.0	0.6	12/3
13/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1397	1397	-	-	-	6.6	5.2	-	11.9	30.6	11.3	5.2	16.5	14/1+14/2
15/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	139	139	139	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	16/1
16/2+16/3	287	287	574	0	0	0.1	0.7	-	0.8	10.1	1.2	0.7	1.9	16/2+16/3
17/1	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	25.5	Total Delay for Signalled Lanes (pcuHr):	13.14	Cycle Time (s): 60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	35.9	Total Delay for Signalled Lanes (pcuHr):	11.94	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	9.9	Total Delay for Signalled Lanes (pcuHr):	13.98	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-4.2	Total Delay for Signalled Lanes (pcuHr):	17.67	Cycle Time (s): 60
	PRC Over All Lanes (%):	-4.2	Total Delay Over All Lanes(pcuHr):	58.67	

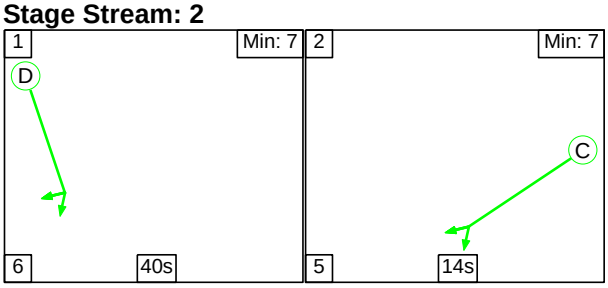
Detailed Input Data And Results
Scenario 3: '3' (FG3: '2028 AM Base', Plan 1: '1')
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	25
Change Point	58	27

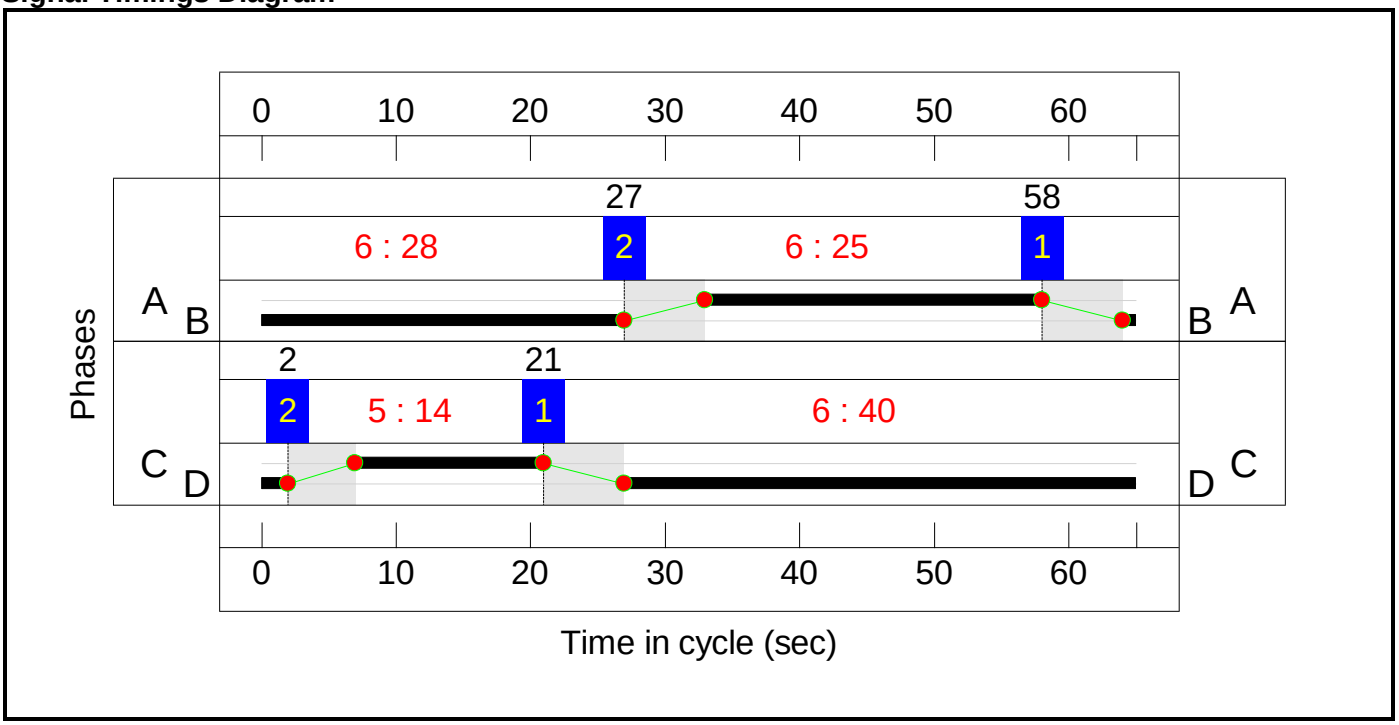
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	25	33	58
B	NE Circ Right Ahead	Traffic	1	28	64	27
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

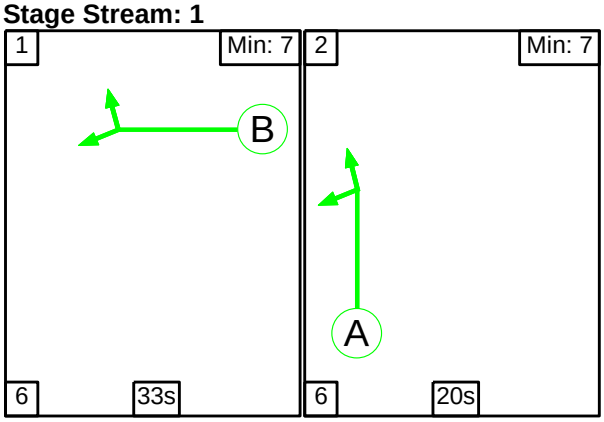
Signal Timings Diagram



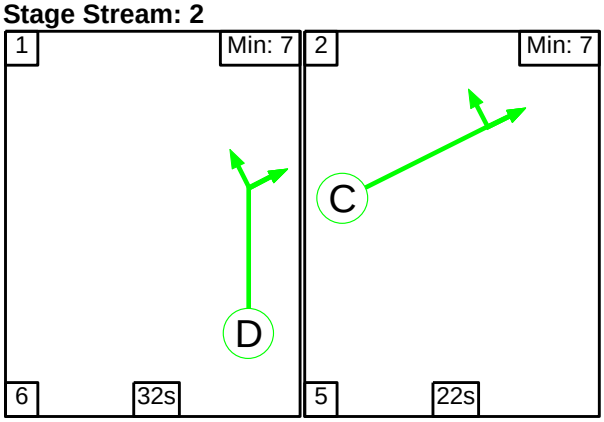
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

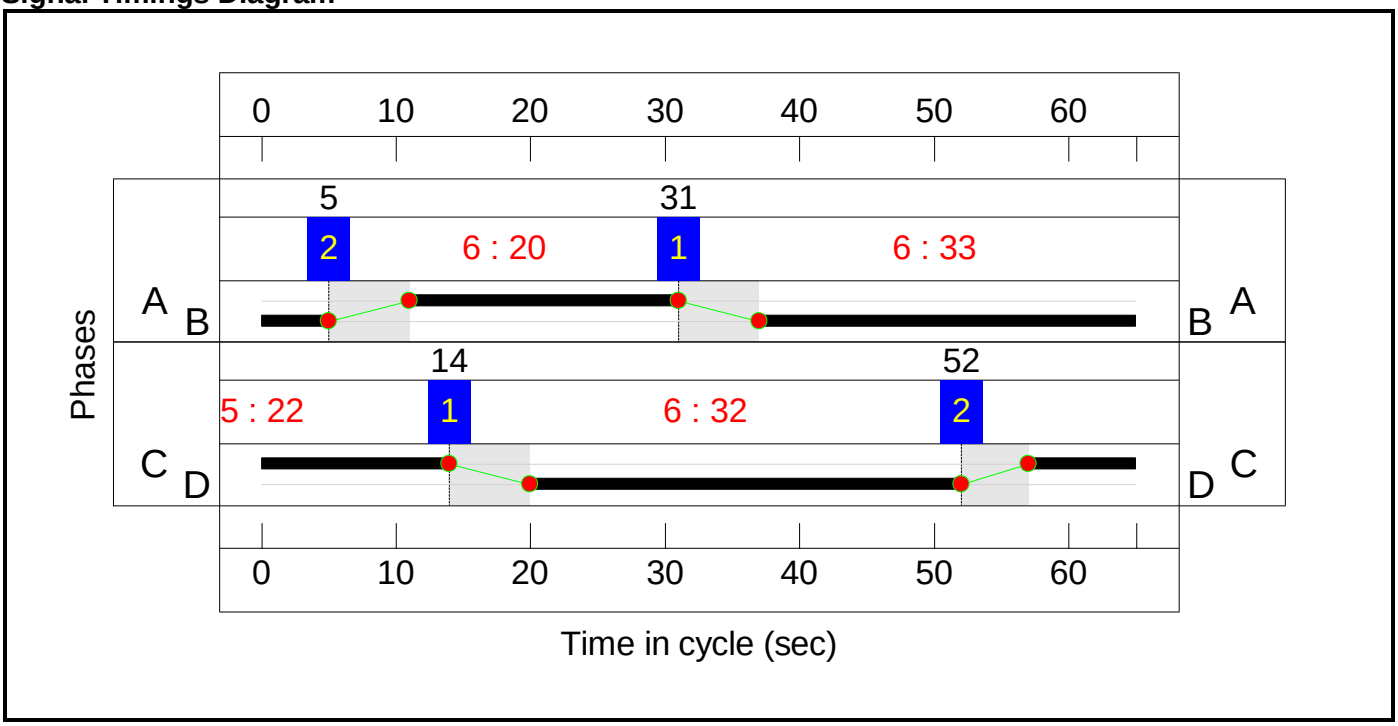
Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

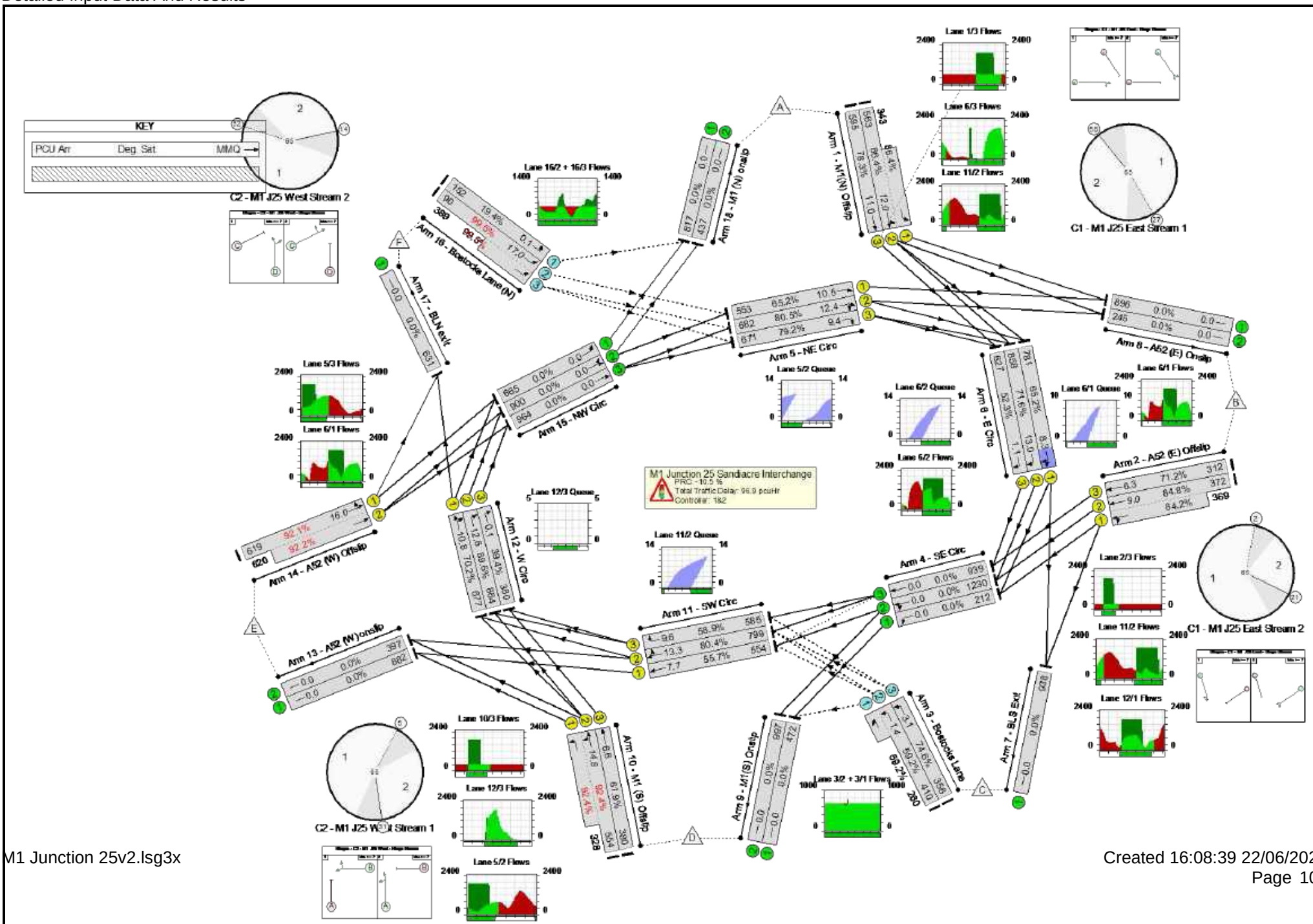
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	33	58
1/2	M1(N) Offslip Ahead Left	U	A	33	58
1/3	M1(N) Offslip Ahead	U	A	33	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	27
5/2	NE Circ Right Ahead	U	B	64	27
5/3	NE Circ Right	U	B	64	27
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Network Layout Diagram


KEY
PCU Arr
Deg. Sat
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -10.5 %
Total Traffic Delay: 96.9 pcuHr
Controller: 182
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 7 - BL3 Exit
Arm 8 - A52 (E) Onslip
Arm 8 - E Circ
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

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: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.5%**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99.5%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	25	-	-	906	1900:1900	652+397	86.4 : 86.4%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	25	-	-	595	1900	760	78.3%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	741	1900:1900	438+438	84.8 : 84.2%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	312	1900	438	71.2%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	670	1800:1800	692+439	59.2 : 59.2%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	356	1800	477	74.6%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	212	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1230	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	939	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	28	-	-	553	1900	848	65.2%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	28	-	-	682	1900	848	80.5%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	28	-	-	671	1900	848	79.2%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	781	1900	1198	65.2%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	858	1900	1198	71.6%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	627	1900	1198	52.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	938	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	896	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	245	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	472	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	997	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	882	1900:1900	600+355	92.4 : 92.4%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	380	1900	614	61.9%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	554	1900	994	55.7%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	799	1900	994	80.4%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	585	1900	994	58.9%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	677	1900	965	70.2%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	864	1900	965	89.6%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	380	1900	965	39.4%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	882	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	397	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	1239	1900:1900	672+672	92.1 : 92.2%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	665	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	900	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	964	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	152	1800	782	19.4%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	479	1800:1800	90+391	99.5 : 99.5%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	631	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	817	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	437	Inf	Inf	0.0%

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)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2806**	**0**	**0**	**56.1**	**40.8**	**0.0**	**96.9**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2806**	**0**	**0**	**56.1**	**40.8**	**0.0**	**96.9**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	906	906	-	-	-	4.0	3.0	-	7.0	27.9	9.0	3.0	12.0	1/2+1/1
1/3	595	595	-	-	-	2.8	1.8	-	4.6	27.7	9.3	1.8	11.0	1/3
2/2+2/1	741	741	-	-	-	4.9	2.6	-	7.5	36.6	6.4	2.6	9.0	2/2+2/1
2/3	312	312	-	-	-	2.0	1.2	-	3.2	37.0	5.1	1.2	6.3	2/3
3/2+3/1	670	670	1340	0	0	0.0	0.7	-	0.7	3.9	0.7	0.7	1.4	3/2+3/1
3/3	356	356	356	0	0	0.1	1.4	-	1.6	15.9	1.7	1.4	3.1	3/3
4/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1230	1230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	939	939	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	553	553	-	-	-	2.0	0.9	-	2.9	19.1	9.6	0.9	10.5	5/1
5/2	682	682	-	-	-	3.5	2.0	-	5.5	29.1	10.3	2.0	12.4	5/2
5/3	671	671	-	-	-	2.5	1.9	-	4.4	23.4	7.5	1.9	9.4	5/3
6/1	781	781	-	-	-	1.5	0.0	-	1.5	7.0	8.3	0.0	8.3	6/1
6/2	858	858	-	-	-	2.6	0.0	-	2.6	11.1	13.0	0.0	13.0	6/2
6/3	627	627	-	-	-	0.3	0.0	-	0.3	1.6	1.1	0.0	1.1	6/3
7/1	938	938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	896	896	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

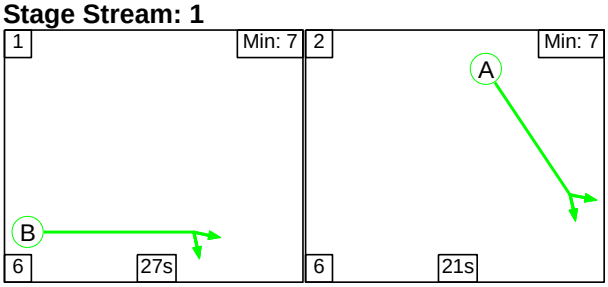
10/2+10/1	882	882	-	-	-	4.9	5.3	-	10.2	41.5	9.5	5.3	14.8	10/2+10/1
10/3	380	380	-	-	-	2.0	0.8	-	2.8	26.3	5.8	0.8	6.6	10/3
11/1	554	554	-	-	-	2.5	0.6	-	3.1	20.4	7.1	0.6	7.7	11/1
11/2	799	799	-	-	-	4.0	2.0	-	6.0	27.3	11.3	2.0	13.3	11/2
11/3	585	585	-	-	-	1.8	0.7	-	2.5	15.5	8.8	0.7	9.6	11/3
12/1	677	677	-	-	-	2.9	0.0	-	2.9	15.5	10.8	0.0	10.8	12/1
12/2	864	864	-	-	-	4.2	0.0	-	4.2	17.5	12.6	0.0	12.6	12/2
12/3	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	882	882	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1239	1239	-	-	-	6.9	5.3	-	12.3	35.6	10.7	5.3	16.0	14/1+14/2
15/1	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	964	964	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	152	152	152	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	16/1
16/2+16/3	479	479	958	0	0	0.6	10.3	-	10.9	81.9	6.7	10.3	17.0	16/2+16/3
17/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):	24.40	Cycle Time (s): 65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	15.18	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-2.6	Total Delay for Signalled Lanes (pcuHr):	24.63	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-2.5	Total Delay for Signalled Lanes (pcuHr):	19.37	Cycle Time (s): 65
	PRC Over All Lanes (%):	-10.5	Total Delay Over All Lanes(pcuHr):	96.90	

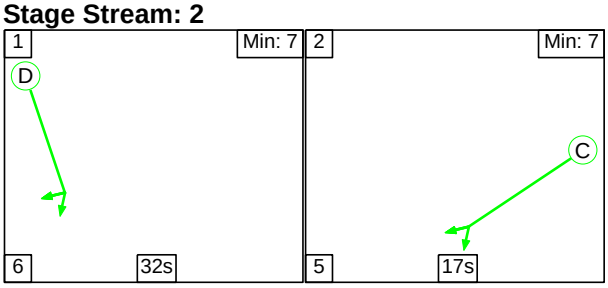
Detailed Input Data And Results
Scenario 4: '4' (FG4: '2028 PM Base', Plan 1: '1')
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

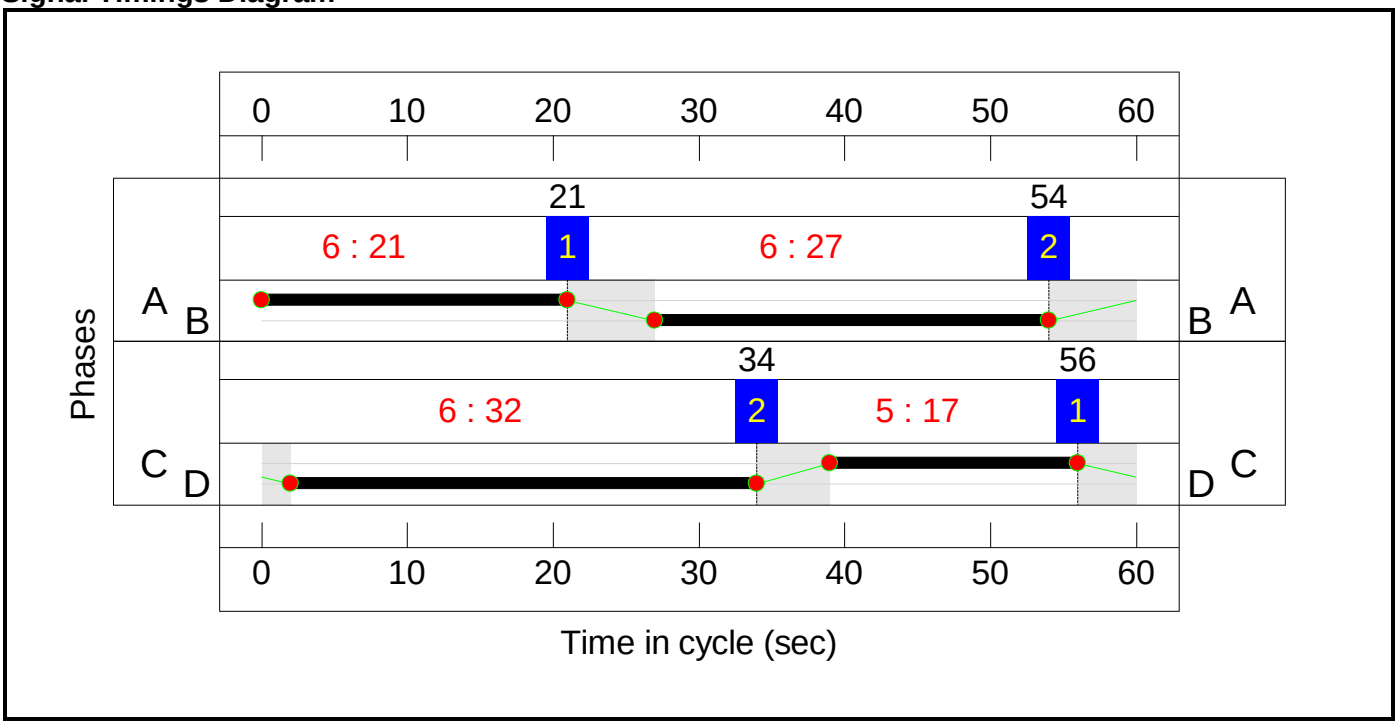
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

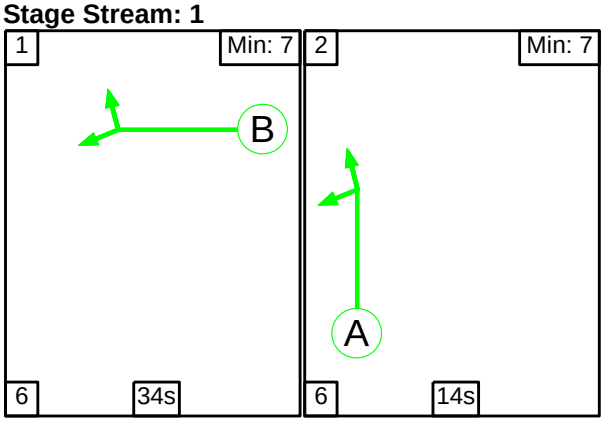
Signal Timings Diagram



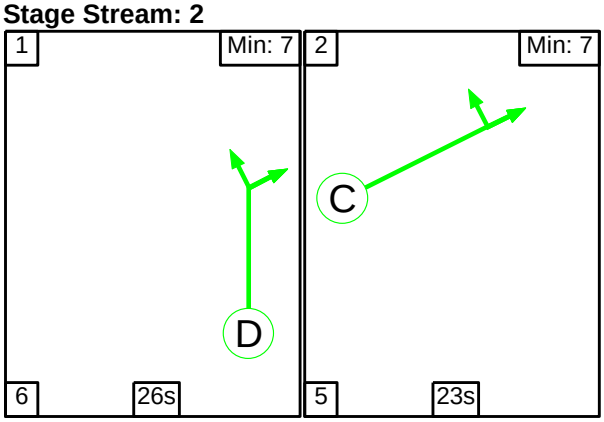
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	14	54

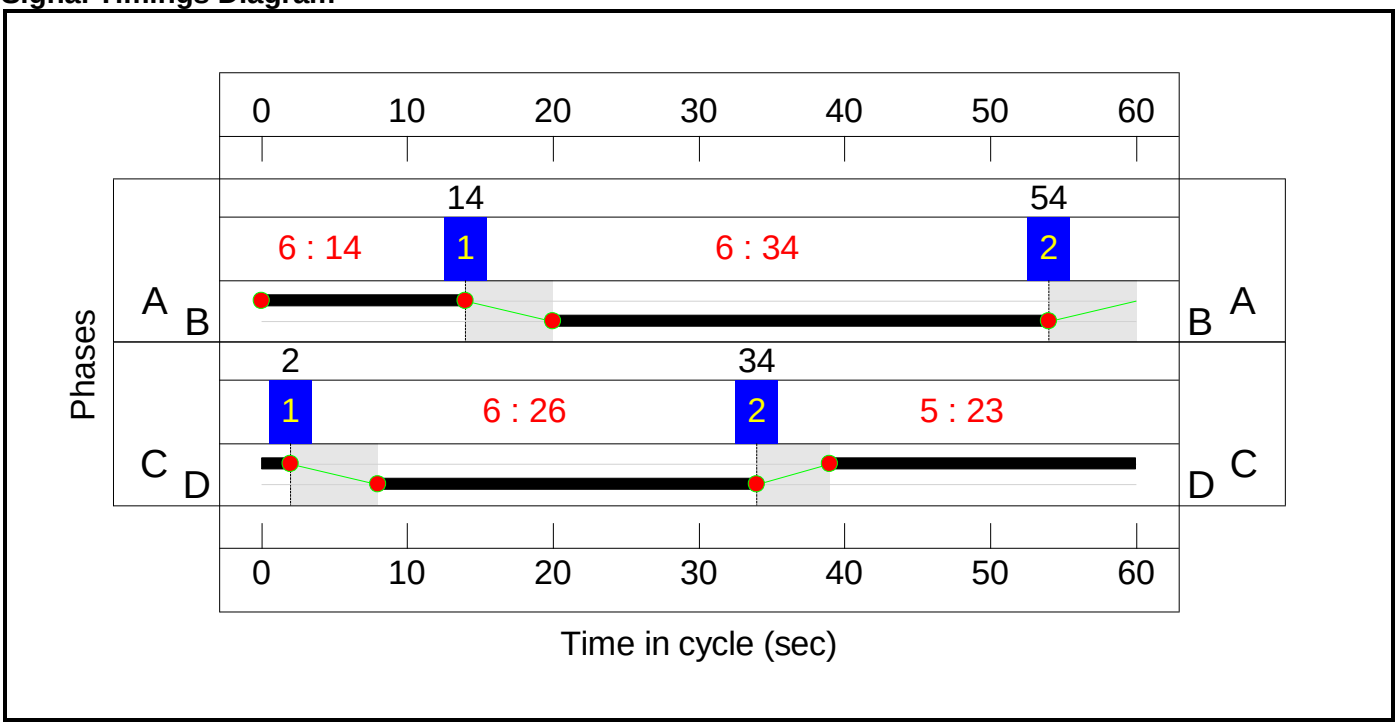
Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	14	0	14
B	SW Circ Right Ahead	Traffic	1	34	20	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

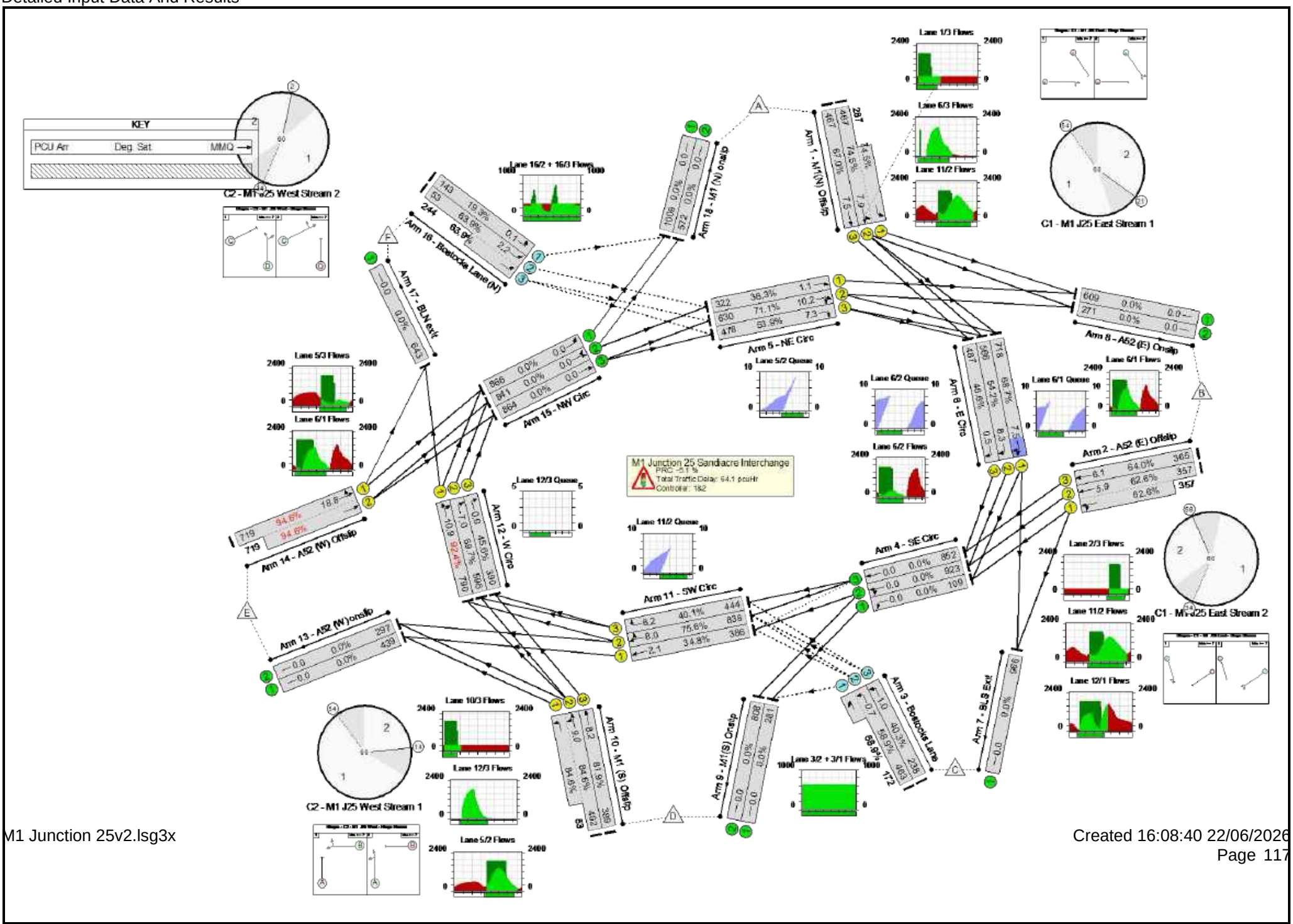
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	14
10/2	M1 (S) Offslip Ahead Left	U	A	0	14
10/3	M1 (S) Offslip Ahead	U	A	0	14
11/1	SW Circ Ahead	U	B	20	54
11/2	SW Circ Right Ahead	U	B	20	54
11/3	SW Circ Right	U	B	20	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Network Layout Diagram


KEY
PCU Arr
Deg. Sat
MMQ
C2 - M1 J25 West Stream 2
C2 - M1 J25 West Stream 1
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
M1 Junction 25 Sandiacre Interchange
PRC: -5.1 %
Total Traffic Delay: 64.1 pcuHr
Controller: 182
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 6 - E Circ
Arm 7 - BL3 Exit
Arm 8 - A52 (E) Onslip
Arm 9 - M1(S) Offslip
Arm 10 - M1 (S) Onslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

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: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.6%**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.6%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	754	1900:1900	627+385	74.5 : 74.5%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	467	1900	697	67.0%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	714	1900:1900	570+570	62.6 : 62.6%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	365	1900	570	64.0%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	635	1800:1800	786+292	58.9 : 58.9%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	238	1800	591	40.3%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	109	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	923	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	852	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	322	1900	887	36.3%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	630	1900	887	71.1%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	478	1900	887	53.9%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	718	1900	1045	68.7%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	566	1900	1045	54.2%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	487	1900	1045	46.6%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	966	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	609	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	271	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	281	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	808	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	14	-	-	455	1900:1900	475+63	84.6 : 84.6%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	14	-	-	389	1900	475	81.9%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	34	-	-	386	1900	1108	34.8%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	34	-	-	838	1900	1108	75.6%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	34	-	-	444	1900	1108	40.1%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	790	1900	855	92.4%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	596	1900	855	69.7%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	390	1900	855	45.6%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	439	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	297	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	1438	1900:1900	760+760	94.6 : 94.6%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	866	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	841	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	864	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800	740	19.3%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	297	1800:1800	83+382	63.9 : 63.9%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	643	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1009	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%

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)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2245**	**0**	**0**	**41.5**	**22.6**	**0.0**	**64.1**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2245**	**0**	**0**	**41.5**	**22.6**	**0.0**	**64.1**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	754	754	-	-	-	3.2	1.4	-	4.6	22.2	6.5	1.4	7.9	1/2+1/1
1/3	467	467	-	-	-	2.1	1.0	-	3.1	23.7	6.5	1.0	7.5	1/3
2/2+2/1	714	714	-	-	-	3.6	0.8	-	4.4	22.3	5.1	0.8	5.9	2/2+2/1
2/3	365	365	-	-	-	1.8	0.9	-	2.7	26.9	5.2	0.9	6.1	2/3
3/2+3/1	635	635	1270	0	0	0.0	0.7	-	0.7	4.0	0.0	0.7	0.7	3/2+3/1
3/3	238	238	238	0	0	0.0	0.3	-	0.4	5.4	0.7	0.3	1.0	3/3
4/1	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	923	923	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	322	322	-	-	-	0.3	0.3	-	0.6	6.2	0.9	0.3	1.1	5/1
5/2	630	630	-	-	-	1.4	1.2	-	2.7	15.2	9.0	1.2	10.2	5/2
5/3	478	478	-	-	-	2.1	0.6	-	2.7	20.6	6.7	0.6	7.3	5/3
6/1	718	718	-	-	-	2.2	0.0	-	2.2	11.1	7.5	0.0	7.5	6/1
6/2	566	566	-	-	-	2.8	0.0	-	2.8	18.1	8.3	0.0	8.3	6/2
6/3	487	487	-	-	-	0.1	0.0	-	0.1	1.0	0.5	0.0	0.5	6/3
7/1	966	966	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

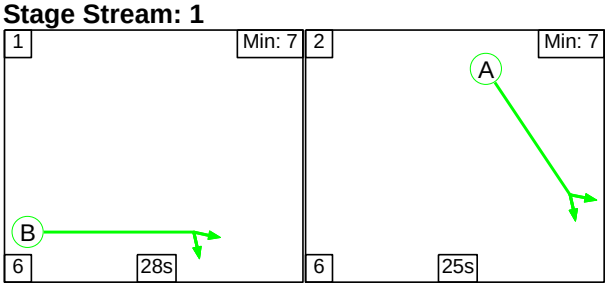
10/2+10/1	455	455	-	-	-	2.6	2.6	-	5.2	41.4	6.4	2.6	9.0	10/2+10/1
10/3	389	389	-	-	-	2.3	2.2	-	4.4	41.2	6.1	2.2	8.2	10/3
11/1	386	386	-	-	-	0.4	0.3	-	0.7	6.3	1.9	0.3	2.1	11/1
11/2	838	838	-	-	-	1.5	1.5	-	3.0	13.0	6.5	1.5	8.0	11/2
11/3	444	444	-	-	-	1.6	0.3	-	1.9	15.4	5.8	0.3	6.2	11/3
12/1	790	790	-	-	-	3.7	0.0	-	3.7	16.8	10.9	0.0	10.9	12/1
12/2	596	596	-	-	-	2.6	0.0	-	2.6	15.4	7.0	0.0	7.0	12/2
12/3	390	390	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	12/3
13/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1438	1438	-	-	-	6.9	7.4	-	14.4	36.0	11.4	7.4	18.8	14/1+14/2
15/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	143	143	143	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	16/1
16/2+16/3	297	297	594	0	0	0.1	0.9	-	1.0	11.8	1.4	0.9	2.2	16/2+16/3
17/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	1009	1009	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	20.8	Total Delay for Signalled Lanes (pcuHr):	13.66	Cycle Time (s): 60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	31.0	Total Delay for Signalled Lanes (pcuHr):	12.36	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	6.3	Total Delay for Signalled Lanes (pcuHr):	15.29	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-5.1	Total Delay for Signalled Lanes (pcuHr):	20.62	Cycle Time (s): 60
	PRC Over All Lanes (%):	-5.1	Total Delay Over All Lanes(pcuHr):	64.09	

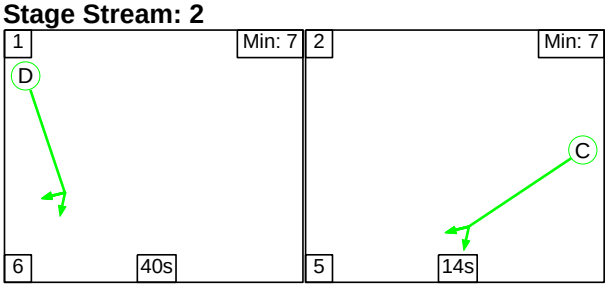
Detailed Input Data And Results
Scenario 5: '5' (FG5: '2041 AM Base', Plan 1: '1')
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	25
Change Point	58	27

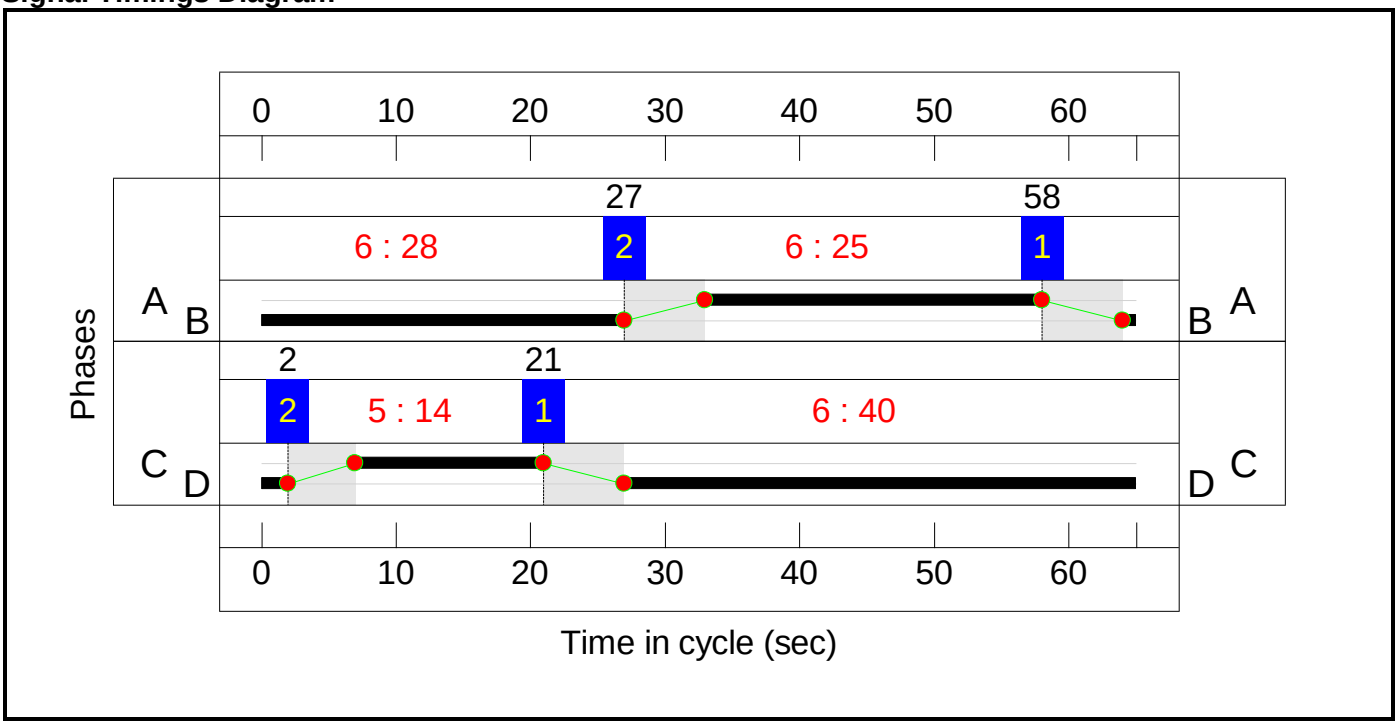
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	25	33	58
B	NE Circ Right Ahead	Traffic	1	28	64	27
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

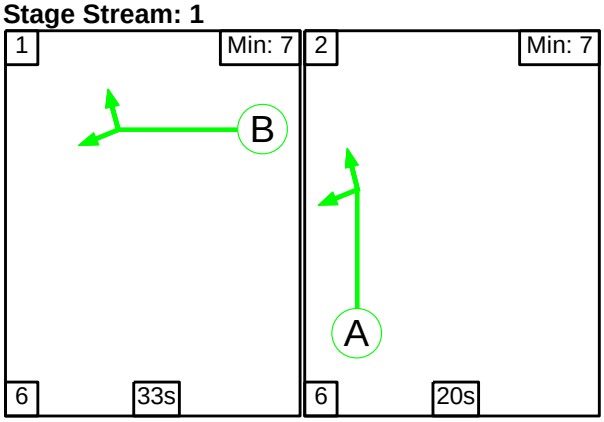
Signal Timings Diagram



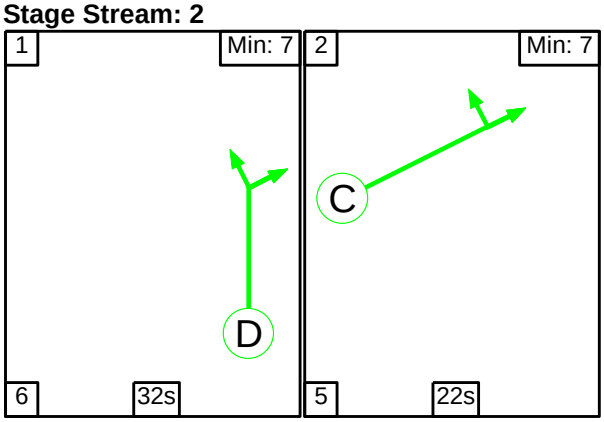
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

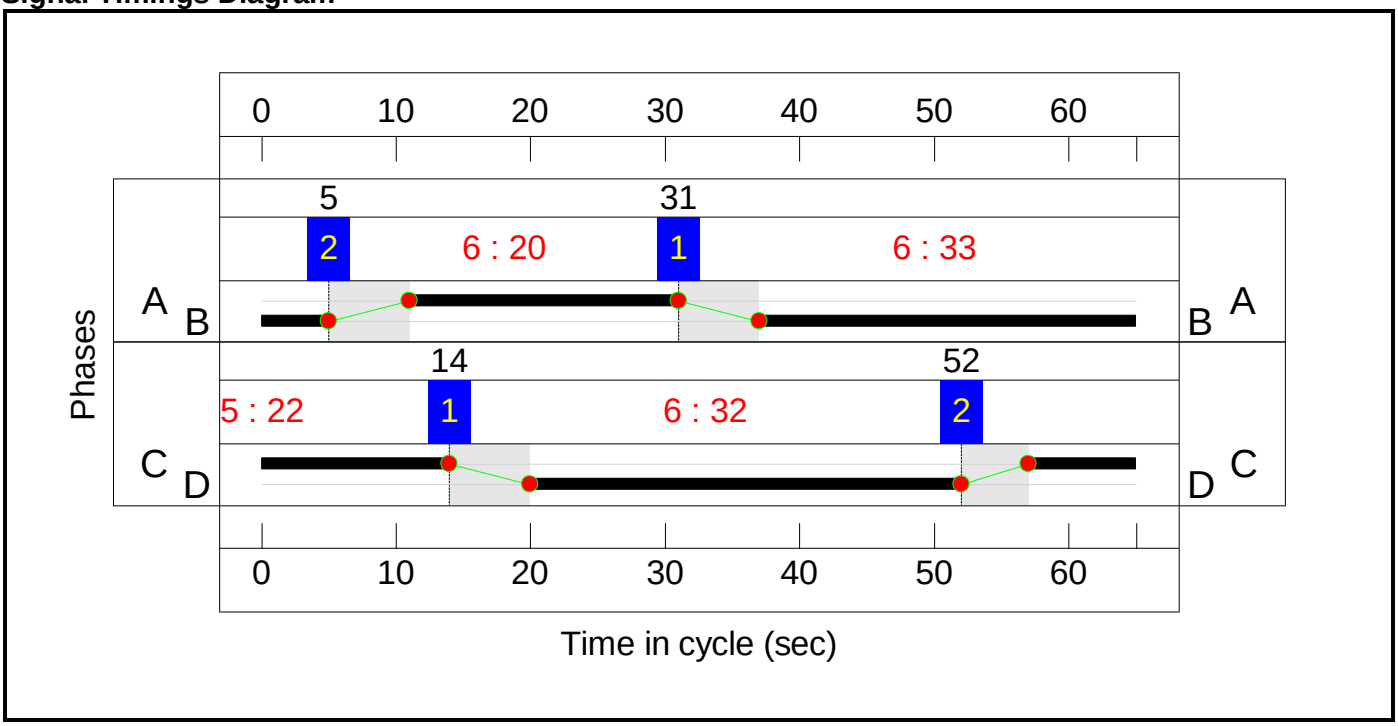
Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

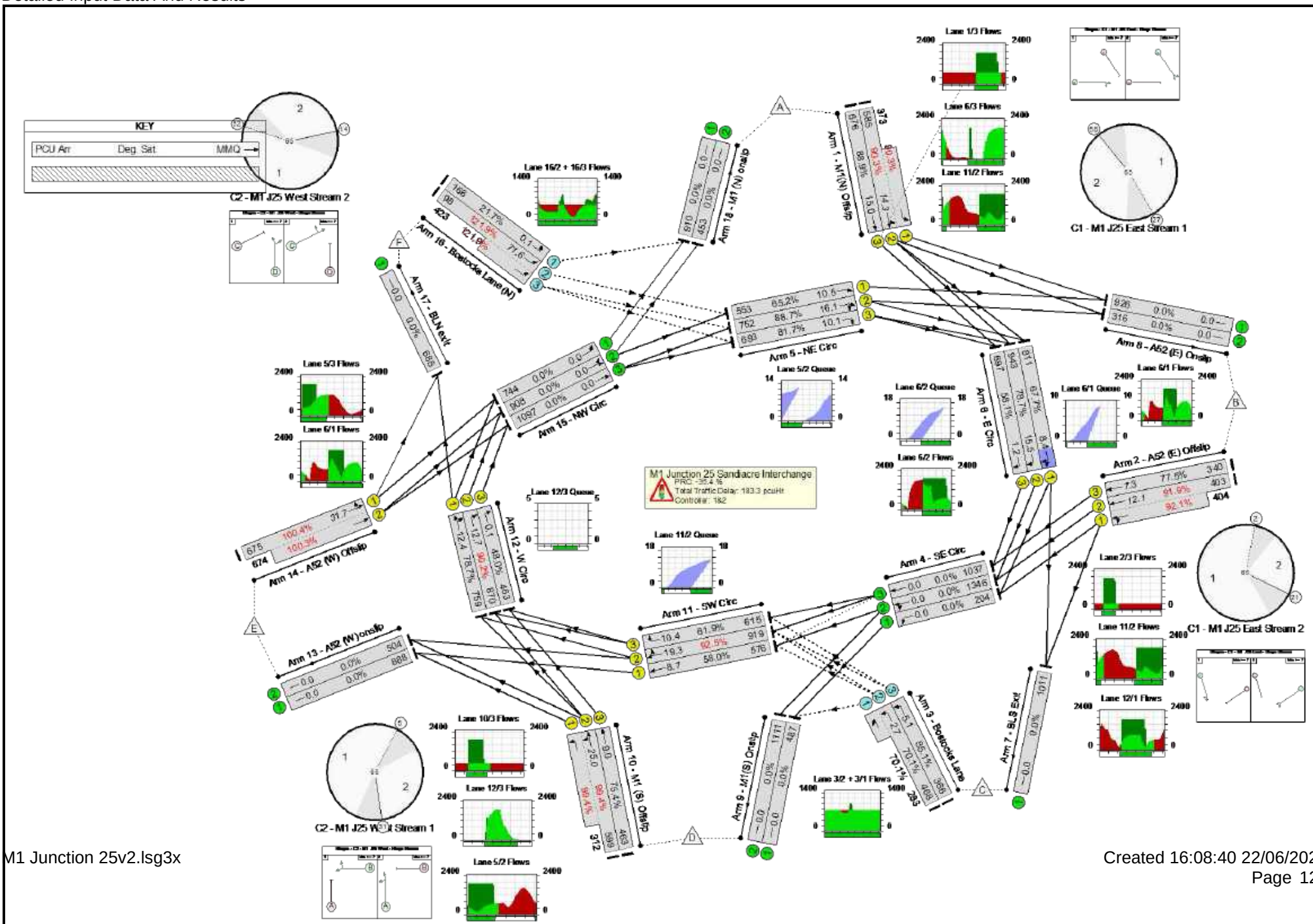
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	33	58
1/2	M1(N) Offslip Ahead Left	U	A	33	58
1/3	M1(N) Offslip Ahead	U	A	33	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	27
5/2	NE Circ Right Ahead	U	B	64	27
5/3	NE Circ Right	U	B	64	27
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
Arm 1 - M1(N) Offslip
Arm 18 - M1 (N) onslip
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 5 - NE Circ
Arm 8 - A52 (E) Onslip
Arm 8 - E Circ
Arm 2 - A52 (E) Offslip
Arm 15 - NW Circ
Arm 14 - A52 (W) Offslip
Arm 12 - W Circ
Arm 4 - SE Circ
Arm 11 - SW Circ
Arm 13 - A52 (W) onslip
Arm 10 - M1 (S) Offslip
Arm 9 - M1(S) Onslip
Arm 3 - Bostocks Lane
Arm 7 - BLS Exit
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**121.9%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**121.9%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	25	-	-	958	1900:1900	648+413	90.3 : 90.3%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	25	-	-	676	1900	760	88.9%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	807	1900:1900	438+438	91.9 : 92.1%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	340	1900	438	77.5%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	751	1800:1800	667+404	70.1 : 70.1%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	366	1800	430	85.1%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	204	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1347	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	1041	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	28	-	-	553	1900	848	65.2%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	28	-	-	763	1900	848	88.7%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	28	-	-	759	1900	848	81.7%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	822	1900	1198	67.7%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	944	1900	1198	78.7%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	701	1900	1198	58.1%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1022	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	926	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	316	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	487	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1112	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	911	1900:1900	602+314	99.4 : 99.4%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	463	1900	614	75.4%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	576	1900	994	58.0%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	919	1900	994	92.5%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	615	1900	994	61.9%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	759	1900	965	78.7%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	870	1900	965	90.2%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	463	1900	965	48.0%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	888	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	504	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	1349	1900:1900	672+672	100.4 : 100.3%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	746	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	908	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	1099	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	166	1800	766	21.7%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	521	1800:1800	80+347	121.9 : 121.9%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	688	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	912	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	453	Inf	Inf	0.0%

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)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2924**	**0**	**0**	**66.8**	**116.5**	**0.0**	**183.3**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2924**	**0**	**0**	**66.8**	**116.5**	**0.0**	**183.3**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	958	958	-	-	-	4.3	4.3	-	8.6	32.2	10.1	4.3	14.3	1/2+1/1
1/3	676	676	-	-	-	3.4	3.7	-	7.1	37.9	11.3	3.7	15.0	1/3
2/2+2/1	807	807	-	-	-	5.5	5.0	-	10.5	46.9	7.1	5.0	12.1	2/2+2/1
2/3	340	340	-	-	-	2.2	1.7	-	3.9	41.1	5.7	1.7	7.3	2/3
3/2+3/1	751	751	1502	0	0	0.0	1.2	-	1.2	5.7	1.6	1.2	2.7	3/2+3/1
3/3	366	366	366	0	0	0.3	2.6	-	2.9	28.4	2.4	2.6	5.1	3/3
4/1	204	204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1346	1346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	1037	1037	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	553	553	-	-	-	2.0	0.9	-	2.9	18.8	9.6	0.9	10.5	5/1
5/2	752	752	-	-	-	4.2	3.6	-	7.8	37.5	12.4	3.6	16.1	5/2
5/3	693	693	-	-	-	2.7	2.2	-	4.8	25.2	7.9	2.2	10.1	5/3
6/1	811	811	-	-	-	1.5	0.0	-	1.5	6.5	8.4	0.0	8.4	6/1
6/2	943	943	-	-	-	3.3	0.0	-	3.3	12.7	15.5	0.0	15.5	6/2
6/3	697	697	-	-	-	0.3	0.0	-	0.3	1.7	1.2	0.0	1.2	6/3
7/1	1011	1011	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	1111	1111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

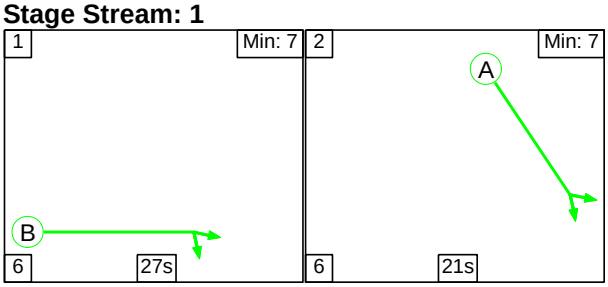
10/2+10/1	911	911	-	-	-	5.2	13.8	-	19.0	75.1	11.2	13.8	25.0	10/2+10/1
10/3	463	463	-	-	-	2.5	1.5	-	4.0	31.4	7.5	1.5	9.0	10/3
11/1	576	576	-	-	-	2.9	0.7	-	3.6	22.2	8.0	0.7	8.7	11/1
11/2	919	919	-	-	-	5.1	5.4	-	10.5	41.0	14.0	5.4	19.3	11/2
11/3	615	615	-	-	-	1.9	0.8	-	2.7	15.7	9.6	0.8	10.4	11/3
12/1	759	759	-	-	-	3.4	0.0	-	3.4	16.2	12.4	0.0	12.4	12/1
12/2	870	870	-	-	-	4.4	0.0	-	4.4	18.3	12.7	0.0	12.7	12/2
12/3	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	888	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1349	1345	-	-	-	7.9	19.5	-	27.4	73.2	12.2	19.5	31.7	14/1+14/2
15/1	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	1097	1097	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	166	166	166	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	16/1
16/2+16/3	521	445	890	0	0	3.9	49.4	-	53.3	368.2	22.2	49.4	71.6	16/2+16/3
17/1	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	-0.3	Total Delay for Signalled Lanes (pcuHr):	31.22	Cycle Time (s): 65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	-2.4	Total Delay for Signalled Lanes (pcuHr):	19.54	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-10.5	Total Delay for Signalled Lanes (pcuHr):	39.73	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-11.6	Total Delay for Signalled Lanes (pcuHr):	35.29	Cycle Time (s): 65
	PRC Over All Lanes (%):	-35.4	Total Delay Over All Lanes(pcuHr):	183.27	

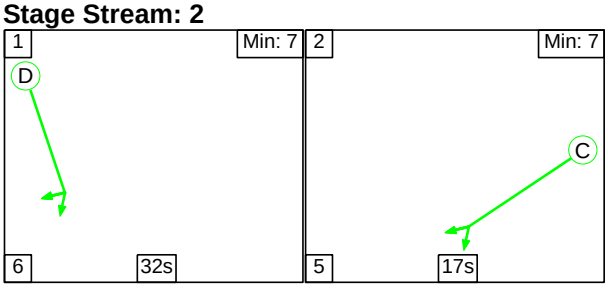
Detailed Input Data And Results
Scenario 6: '6' (FG6: '2041 PM Base', Plan 1: '1')
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

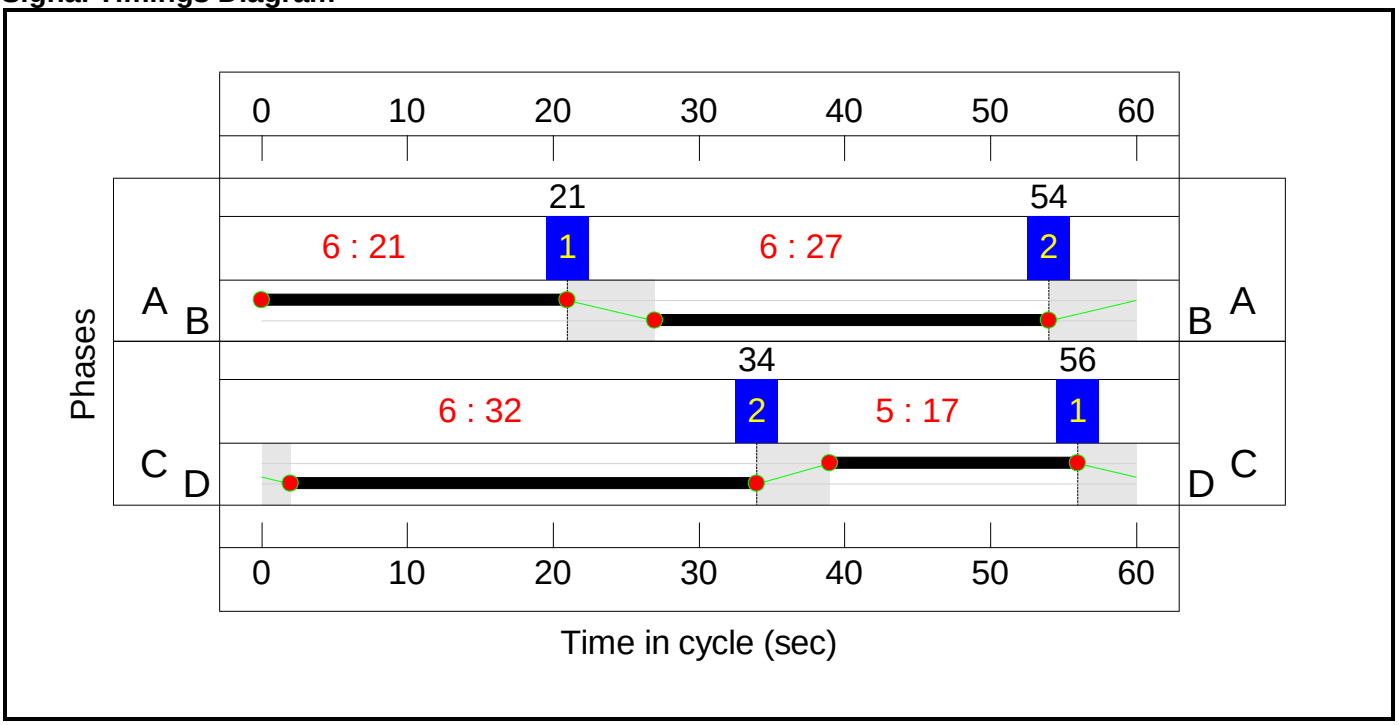
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

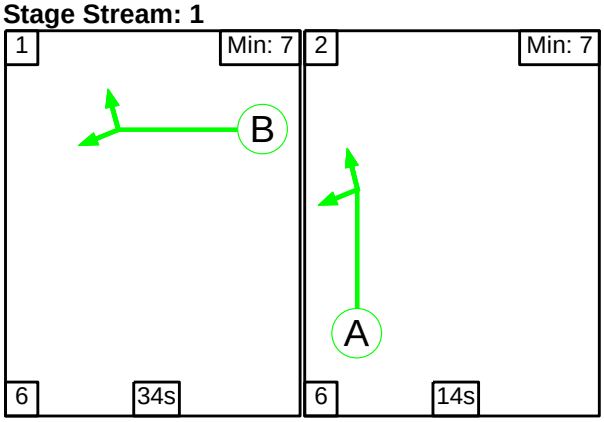
Signal Timings Diagram



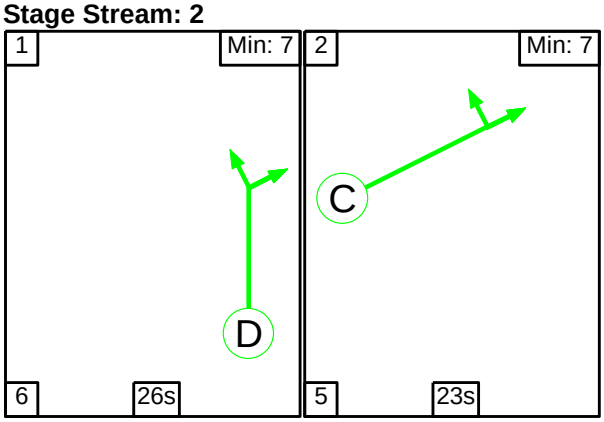
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	14	54

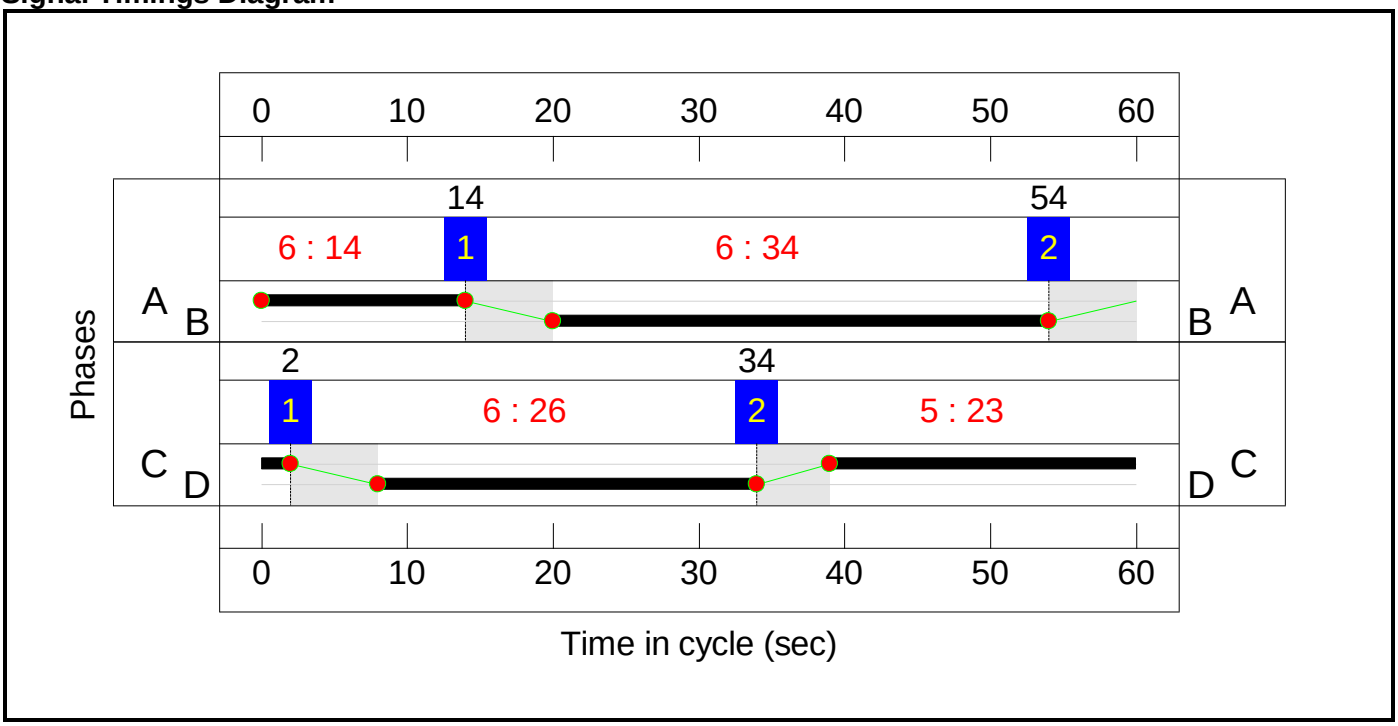
Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	14	0	14
B	SW Circ Right Ahead	Traffic	1	34	20	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

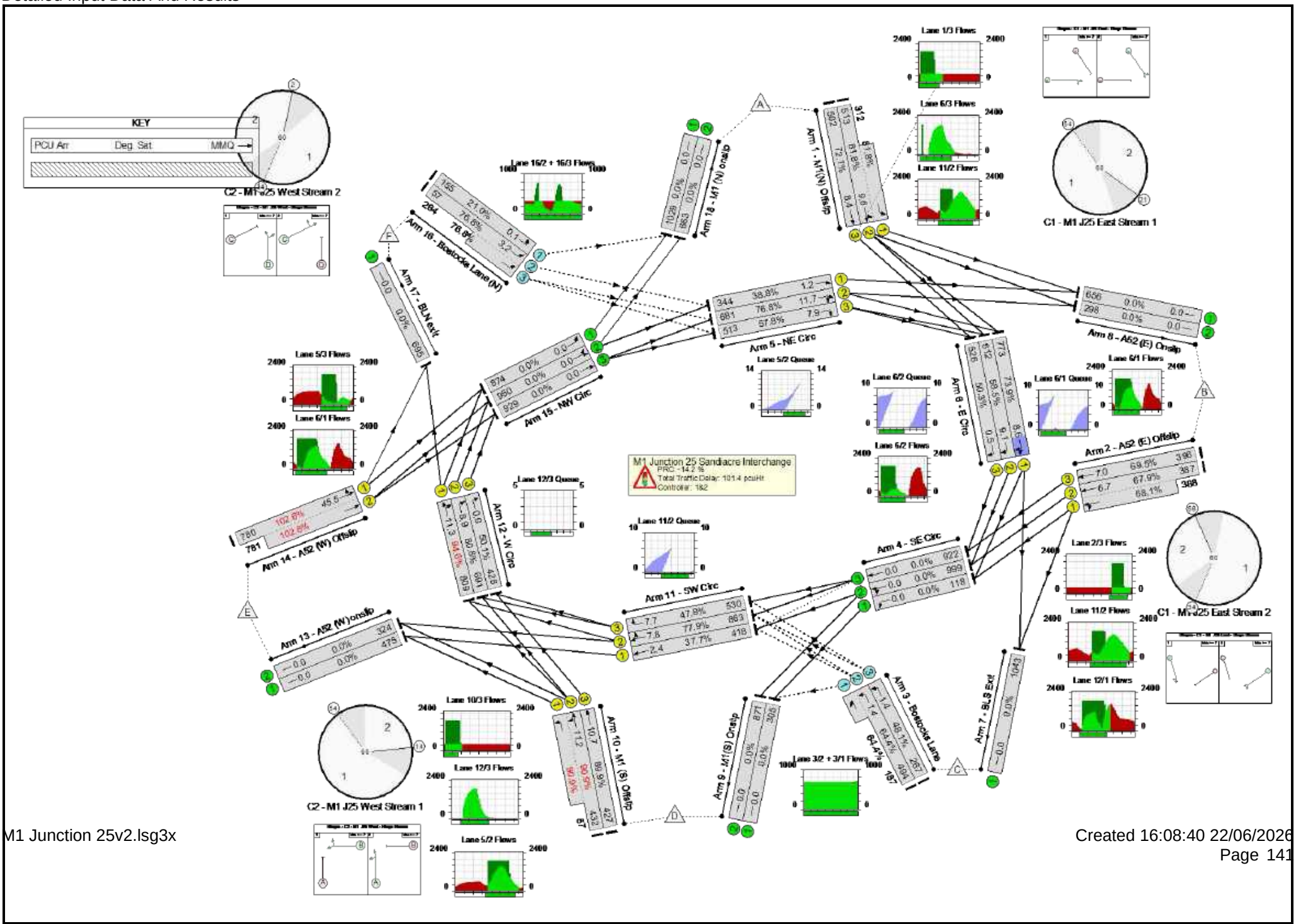
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	14
10/2	M1 (S) Offslip Ahead Left	U	A	0	14
10/3	M1 (S) Offslip Ahead	U	A	0	14
11/1	SW Circ Ahead	U	B	20	54
11/2	SW Circ Right Ahead	U	B	20	54
11/3	SW Circ Right	U	B	20	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Network Layout Diagram


KEY
PCU Arr
Deg. Sat
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -14.2 %
Total Traffic Delay: 101.4 pcuHr
Controller: 182
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 7 - BL3 Exit
Arm 8 - A52 (E) Onslip
Arm 8 - E Circ
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

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: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**102.8%**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**102.8%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	825	1900:1900	627+381	81.8 : 81.8%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	502	1900	697	72.1%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	775	1900:1900	570+570	67.9 : 68.1%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	396	1900	570	69.5%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	681	1800:1800	767+290	64.4 : 64.4%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	267	1800	555	48.1%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	118	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1006	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	922	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	344	1900	887	38.8%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	687	1900	887	76.8%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	520	1900	887	57.8%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	779	1900	1045	73.9%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	619	1900	1045	58.5%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	526	1900	1045	50.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1049	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	656	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	298	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	305	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	878	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	14	-	-	489	1900:1900	475+63	90.9 : 90.9%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	14	-	-	427	1900	475	89.9%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	34	-	-	418	1900	1108	37.7%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	34	-	-	863	1900	1108	77.9%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	34	-	-	530	1900	1108	47.8%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	809	1900	855	94.6%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	691	1900	855	80.8%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	428	1900	855	50.1%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	475	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	324	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	1561	1900:1900	760+760	102.6 : 102.8%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	891	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	957	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	943	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800	738	21.0%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	321	1800:1800	74+344	76.8 : 76.8%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	698	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1046	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	670	Inf	Inf	0.0%

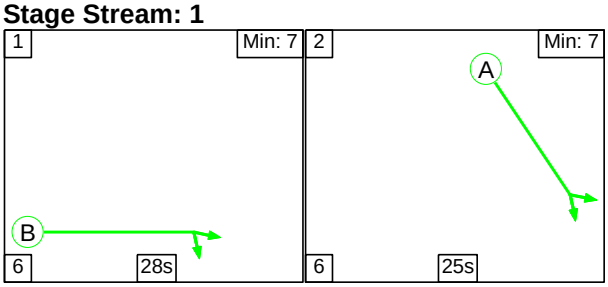
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2426**	**0**	**0**	**46.9**	**54.5**	**0.0**	**101.4**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2426**	**0**	**0**	**46.9**	**54.5**	**0.0**	**101.4**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	825	825	-	-	-	3.6	2.2	-	5.8	25.3	7.4	2.2	9.6	1/2+1/1
1/3	502	502	-	-	-	2.3	1.3	-	3.6	25.5	7.1	1.3	8.4	1/3
2/2+2/1	775	775	-	-	-	4.0	1.1	-	5.0	23.4	5.6	1.1	6.7	2/2+2/1
2/3	396	396	-	-	-	2.0	1.1	-	3.2	28.8	5.8	1.1	7.0	2/3
3/2+3/1	681	681	1362	0	0	0.0	0.9	-	0.9	4.8	0.5	0.9	1.4	3/2+3/1
3/3	267	267	267	0	0	0.0	0.5	-	0.5	6.8	0.9	0.5	1.4	3/3
4/1	118	118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	999	999	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	344	344	-	-	-	0.3	0.3	-	0.6	6.3	0.9	0.3	1.2	5/1
5/2	681	681	-	-	-	1.6	1.6	-	3.2	16.8	10.1	1.6	11.7	5/2
5/3	513	513	-	-	-	2.3	0.7	-	3.0	21.0	7.2	0.7	7.9	5/3
6/1	773	773	-	-	-	2.4	0.0	-	2.4	11.2	8.6	0.0	8.6	6/1
6/2	612	612	-	-	-	3.1	0.0	-	3.1	18.0	9.1	0.0	9.1	6/2
6/3	526	526	-	-	-	0.2	0.0	-	0.2	1.0	0.5	0.0	0.5	6/3
7/1	1043	1043	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	489	489	-	-	-	2.9	4.3	-	7.2	52.8	7.0	4.3	11.2	10/2+10/1
10/3	427	427	-	-	-	2.6	3.8	-	6.4	54.1	6.9	3.8	10.7	10/3
11/1	418	418	-	-	-	0.5	0.3	-	0.8	6.6	2.1	0.3	2.4	11/1
11/2	863	863	-	-	-	1.4	1.7	-	3.1	12.9	6.0	1.7	7.8	11/2
11/3	530	530	-	-	-	2.0	0.5	-	2.5	16.9	7.2	0.5	7.7	11/3
12/1	809	809	-	-	-	3.7	0.0	-	3.7	16.3	11.3	0.0	11.3	12/1
12/2	691	691	-	-	-	3.5	0.0	-	3.5	18.1	8.9	0.0	8.9	12/2
12/3	428	428	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	12/3
13/1	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1561	1520	-	-	-	8.6	32.5	-	41.1	94.7	13.0	32.5	45.5	14/1+14/2
15/1	874	874	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	950	950	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	155	155	155	0	0	0.0	0.1	-	0.1	3.1	0.0	0.1	0.1	16/1
16/2+16/3	321	321	642	0	0	0.2	1.6	-	1.8	19.9	1.6	1.6	3.2	16/2+16/3
17/1	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	1029	1029	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

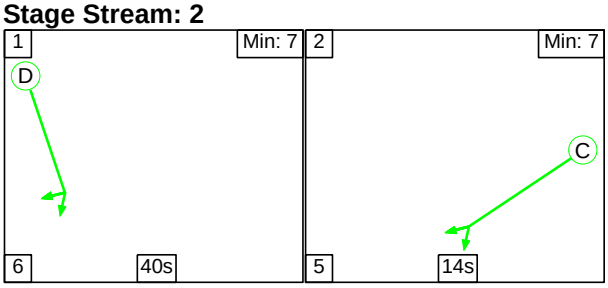
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	10.0	Total Delay for Signalled Lanes (pcuHr):	16.12	Cycle Time (s): 60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	21.7	Total Delay for Signalled Lanes (pcuHr):	13.81	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-1.1	Total Delay for Signalled Lanes (pcuHr):	19.93	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-14.2	Total Delay for Signalled Lanes (pcuHr):	48.23	Cycle Time (s): 60
	PRC Over All Lanes (%):	-14.2	Total Delay Over All Lanes(pcuHr):	101.40	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	25
Change Point	58	27

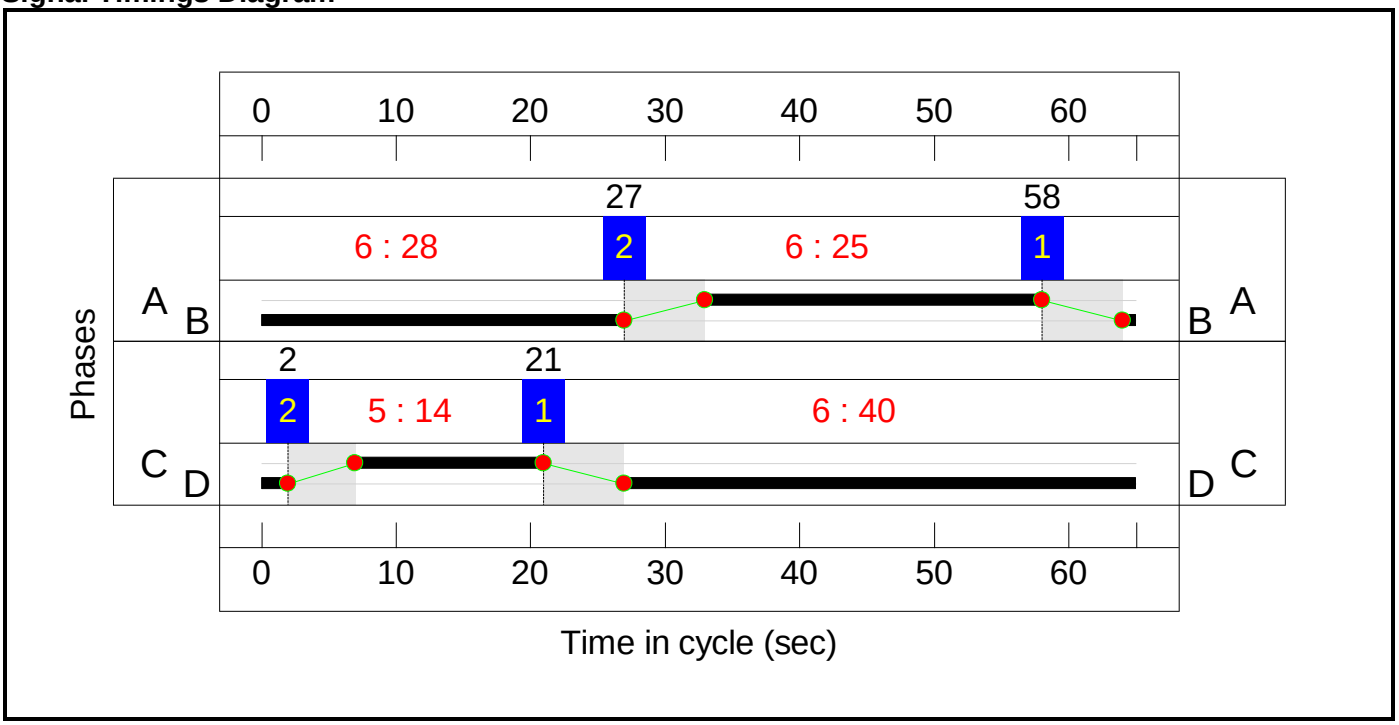
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	25	33	58
B	NE Circ Right Ahead	Traffic	1	28	64	27
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

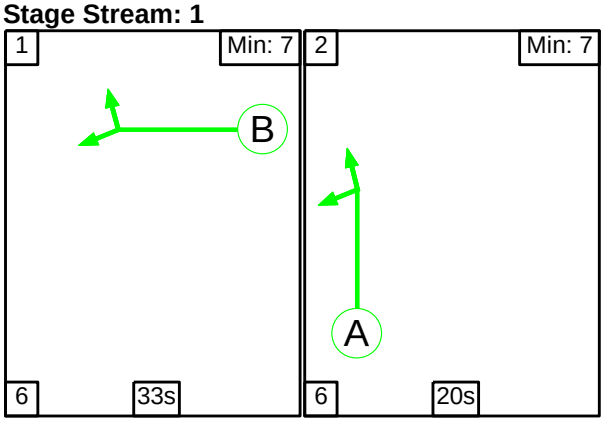
Signal Timings Diagram



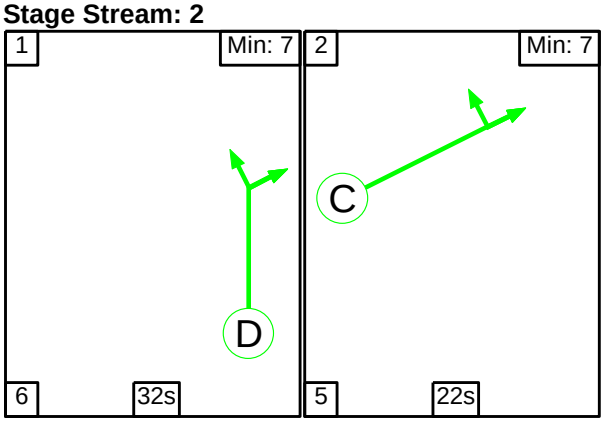
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

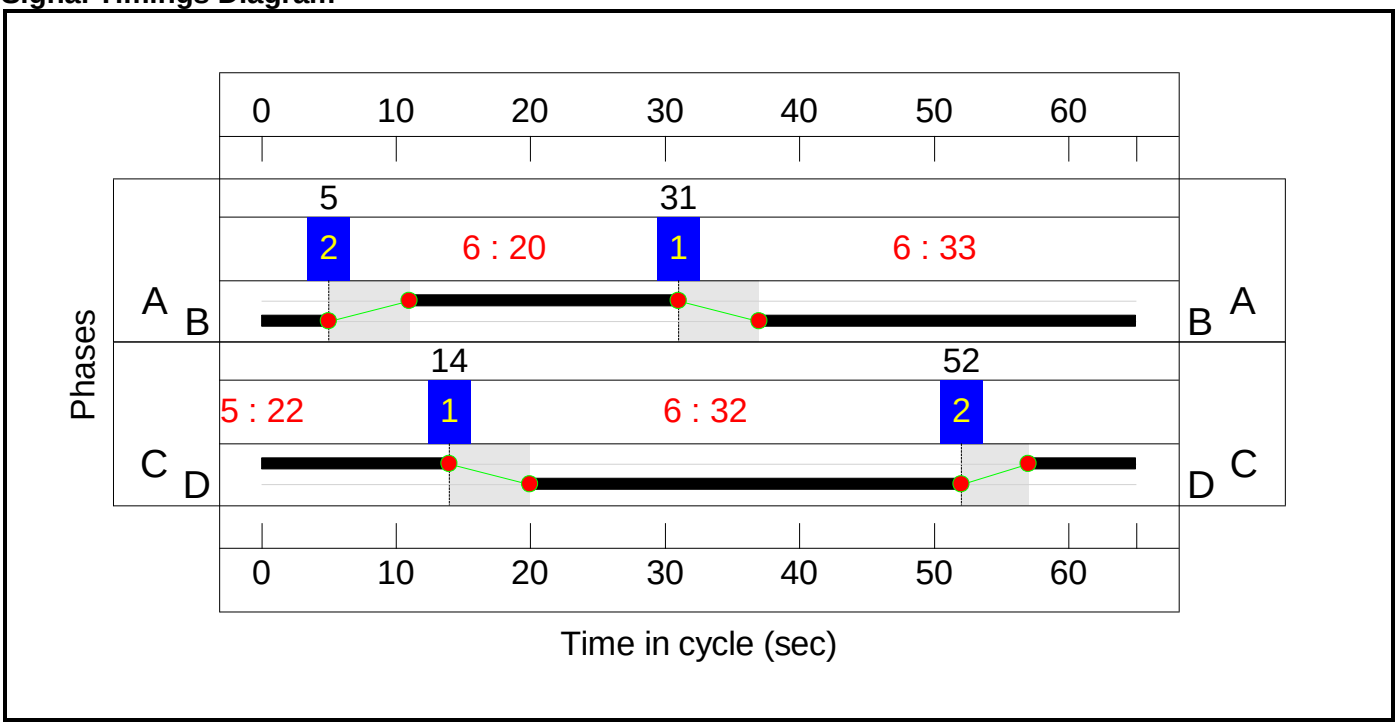
Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

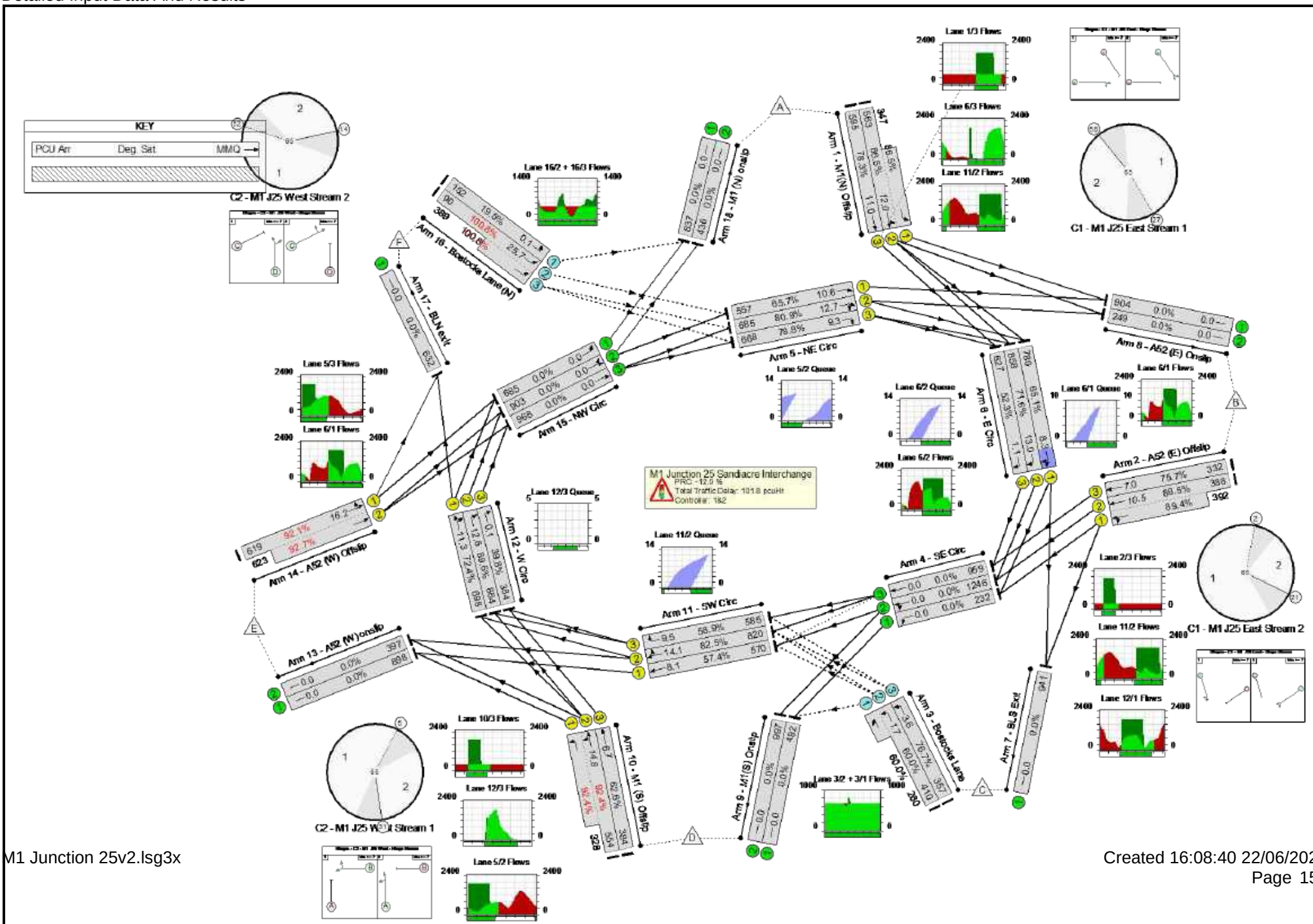
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	33	58
1/2	M1(N) Offslip Ahead Left	U	A	33	58
1/3	M1(N) Offslip Ahead	U	A	33	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	27
5/2	NE Circ Right Ahead	U	B	64	27
5/3	NE Circ Right	U	B	64	27
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Network Layout Diagram


KEY
PCU Arr
Deg. Sat
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -12.0 %
Total Traffic Delay: 1018 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 7 - BLS Exit
Arm 8 - A52 (E) Onslip
Arm 8 - E Circ
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

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: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100.8%**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100.8%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	25	-	-	910	1900:1900	651+401	86.5 : 86.5%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	25	-	-	595	1900	760	78.3%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	780	1900:1900	438+438	88.5 : 89.4%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	332	1900	438	75.7%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	670	1800:1800	684+434	60.0 : 60.0%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	357	1800	466	76.7%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	232	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1246	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	959	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	28	-	-	557	1900	848	65.7%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	28	-	-	686	1900	848	80.9%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	28	-	-	671	1900	848	78.8%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	781	1900	1198	65.1%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	858	1900	1198	71.6%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	627	1900	1198	52.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	941	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	904	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	249	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	492	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	997	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	882	1900:1900	600+355	92.4 : 92.4%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	384	1900	614	62.6%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	570	1900	994	57.4%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	820	1900	994	82.5%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	585	1900	994	58.9%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	698	1900	965	72.4%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	864	1900	965	89.6%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	384	1900	965	39.8%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	898	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	397	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	1242	1900:1900	672+672	92.1 : 92.7%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	685	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	903	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	968	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	152	1800	778	19.5%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	479	1800:1800	89+386	100.8 : 100.8%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	837	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	436	Inf	Inf	0.0%

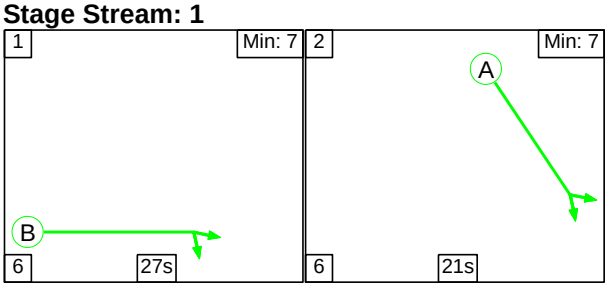
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2801**	**0**	**0**	**57.2**	**44.6**	**0.0**	**101.8**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2801**	**0**	**0**	**57.2**	**44.6**	**0.0**	**101.8**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	910	910	-	-	-	4.0	3.1	-	7.1	27.9	9.0	3.1	12.0	1/2+1/1
1/3	595	595	-	-	-	2.8	1.8	-	4.6	27.7	9.3	1.8	11.0	1/3
2/2+2/1	780	780	-	-	-	5.2	3.7	-	9.0	41.4	6.8	3.7	10.5	2/2+2/1
2/3	332	332	-	-	-	2.1	1.5	-	3.7	39.8	5.5	1.5	7.0	2/3
3/2+3/1	670	670	1340	0	0	0.0	0.7	-	0.7	4.0	0.9	0.7	1.7	3/2+3/1
3/3	357	357	357	0	0	0.2	1.6	-	1.8	17.8	2.0	1.6	3.6	3/3
4/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1246	1246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	557	557	-	-	-	2.0	1.0	-	3.0	19.2	9.7	1.0	10.6	5/1
5/2	685	685	-	-	-	3.5	2.1	-	5.6	29.4	10.6	2.1	12.7	5/2
5/3	668	668	-	-	-	2.5	1.8	-	4.3	23.2	7.4	1.8	9.3	5/3
6/1	780	780	-	-	-	1.5	0.0	-	1.5	7.0	8.3	0.0	8.3	6/1
6/2	858	858	-	-	-	2.6	0.0	-	2.6	11.1	13.0	0.0	13.0	6/2
6/3	627	627	-	-	-	0.3	0.0	-	0.3	1.6	1.1	0.0	1.1	6/3
7/1	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	904	904	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	882	882	-	-	-	4.9	5.3	-	10.2	41.5	9.5	5.3	14.8	10/2+10/1
10/3	384	384	-	-	-	2.0	0.8	-	2.8	26.4	5.9	0.8	6.7	10/3
11/1	570	570	-	-	-	2.6	0.7	-	3.3	20.5	7.5	0.7	8.1	11/1
11/2	820	820	-	-	-	4.2	2.3	-	6.5	28.4	11.8	2.3	14.1	11/2
11/3	585	585	-	-	-	1.8	0.7	-	2.5	15.2	8.8	0.7	9.5	11/3
12/1	698	698	-	-	-	3.1	0.0	-	3.1	16.2	11.3	0.0	11.3	12/1
12/2	864	864	-	-	-	4.2	0.0	-	4.2	17.5	12.6	0.0	12.6	12/2
12/3	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1242	1242	-	-	-	7.0	5.5	-	12.4	36.0	10.7	5.5	16.2	14/1+14/2
15/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	152	152	152	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	16/1
16/2+16/3	479	476	952	0	0	0.7	12.0	-	12.7	95.1	13.7	12.0	25.7	16/2+16/3
17/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	837	837	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

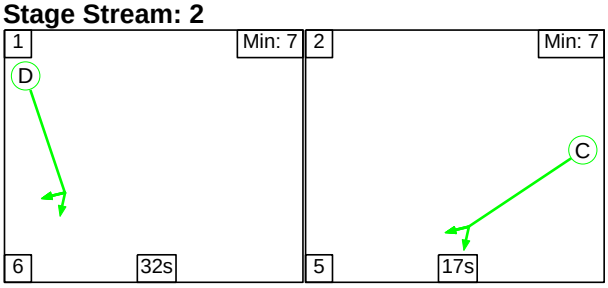
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	4.0	Total Delay for Signalled Lanes (pcuHr):	24.52	Cycle Time (s): 65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	0.7	Total Delay for Signalled Lanes (pcuHr):	17.07	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-2.6	Total Delay for Signalled Lanes (pcuHr):	25.18	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-3.0	Total Delay for Signalled Lanes (pcuHr):	19.76	Cycle Time (s): 65
	PRC Over All Lanes (%):	-12.0	Total Delay Over All Lanes(pcuHr):	101.80	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

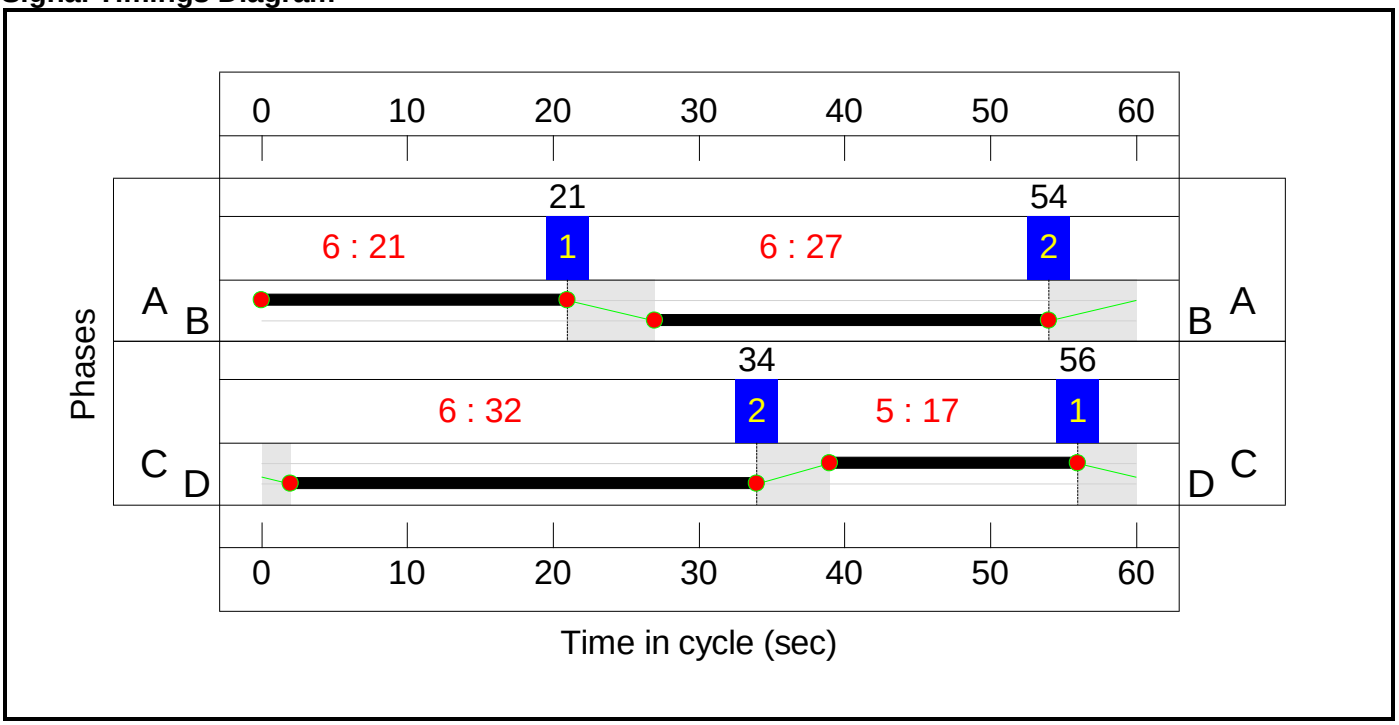
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

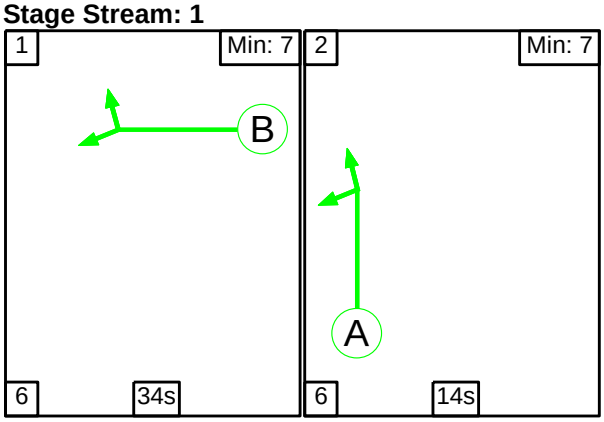
Signal Timings Diagram



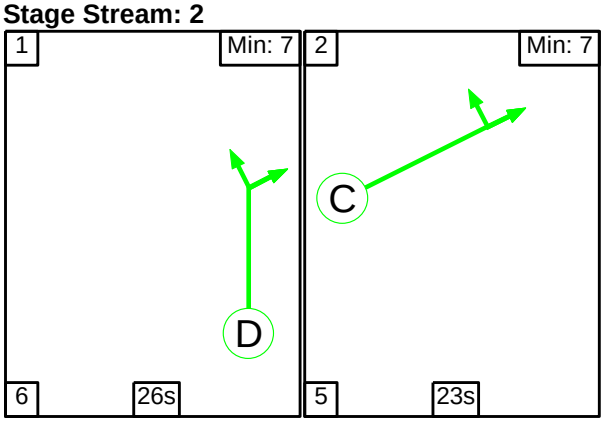
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	14	54

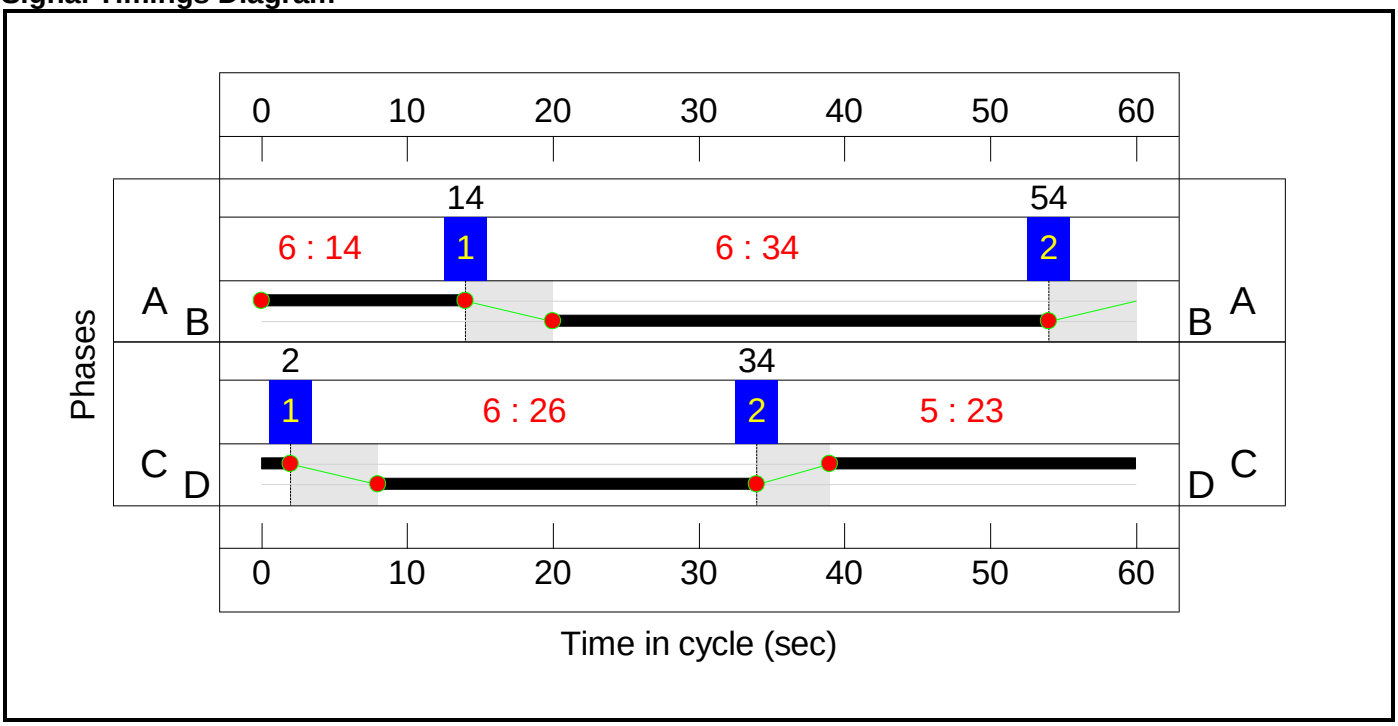
Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	14	0	14
B	SW Circ Right Ahead	Traffic	1	34	20	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

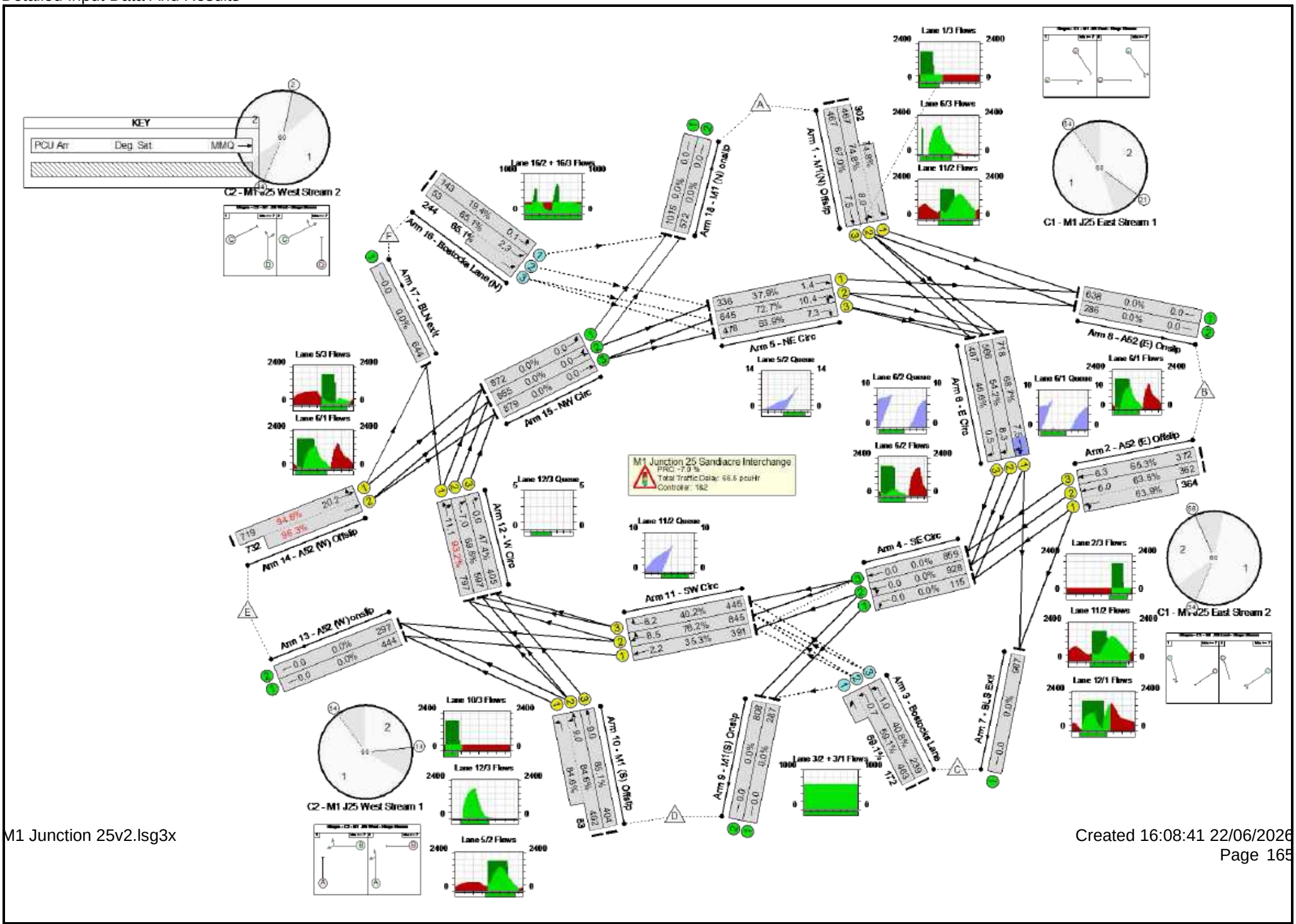
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	14
10/2	M1 (S) Offslip Ahead Left	U	A	0	14
10/3	M1 (S) Offslip Ahead	U	A	0	14
11/1	SW Circ Ahead	U	B	20	54
11/2	SW Circ Right Ahead	U	B	20	54
11/3	SW Circ Right	U	B	20	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Network Layout Diagram


KEY
PCU Arr
Deg. Sat
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 6 - E Circ
Arm 7 - BL3 Exit
Arm 8 - A52 (E) Onslip
Arm 9 - M1(S) Offslip
Arm 10 - M1 (S) Onslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

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: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**96.3%**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**96.3%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	769	1900:1900	624+404	74.8 : 74.8%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	467	1900	697	67.0%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	726	1900:1900	570+570	63.5 : 63.9%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	372	1900	570	65.3%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	635	1800:1800	784+291	59.1 : 59.1%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	239	1800	586	40.8%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	115	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	928	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	859	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	336	1900	887	37.9%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	645	1900	887	72.7%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	478	1900	887	53.9%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	718	1900	1045	68.7%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	566	1900	1045	54.2%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	487	1900	1045	46.6%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	967	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	638	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	286	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	287	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	808	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	14	-	-	455	1900:1900	475+63	84.6 : 84.6%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	14	-	-	404	1900	475	85.1%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	34	-	-	391	1900	1108	35.3%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	34	-	-	845	1900	1108	76.2%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	34	-	-	445	1900	1108	40.2%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	797	1900	855	93.2%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	597	1900	855	69.8%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	405	1900	855	47.4%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	444	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	297	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	1451	1900:1900	760+760	94.6 : 96.3%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	872	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	855	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	879	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800	739	19.4%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	297	1800:1800	81+375	65.1 : 65.1%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	644	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1015	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%

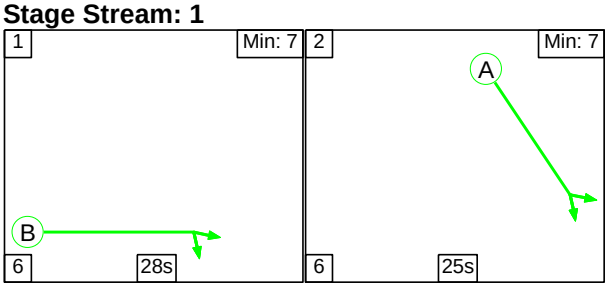
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2246**	**0**	**0**	**42.1**	**24.5**	**0.0**	**66.6**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2246**	**0**	**0**	**42.1**	**24.5**	**0.0**	**66.6**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	769	769	-	-	-	3.3	1.5	-	4.7	22.2	6.5	1.5	8.0	1/2+1/1
1/3	467	467	-	-	-	2.1	1.0	-	3.1	23.7	6.5	1.0	7.5	1/3
2/2+2/1	726	726	-	-	-	3.7	0.9	-	4.5	22.5	5.2	0.9	6.0	2/2+2/1
2/3	372	372	-	-	-	1.9	0.9	-	2.8	27.3	5.4	0.9	6.3	2/3
3/2+3/1	635	635	1270	0	0	0.0	0.7	-	0.7	4.1	0.0	0.7	0.7	3/2+3/1
3/3	239	239	239	0	0	0.0	0.3	-	0.4	5.5	0.7	0.3	1.0	3/3
4/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	336	336	-	-	-	0.3	0.3	-	0.6	6.7	1.1	0.3	1.4	5/1
5/2	645	645	-	-	-	1.4	1.3	-	2.8	15.4	9.1	1.3	10.4	5/2
5/3	478	478	-	-	-	2.1	0.6	-	2.7	20.4	6.7	0.6	7.3	5/3
6/1	718	718	-	-	-	2.2	0.0	-	2.2	11.1	7.5	0.0	7.5	6/1
6/2	566	566	-	-	-	2.8	0.0	-	2.8	18.1	8.3	0.0	8.3	6/2
6/3	487	487	-	-	-	0.1	0.0	-	0.1	1.0	0.5	0.0	0.5	6/3
7/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	455	455	-	-	-	2.6	2.6	-	5.2	41.4	6.4	2.6	9.0	10/2+10/1
10/3	404	404	-	-	-	2.4	2.6	-	5.1	45.0	6.4	2.6	9.0	10/3
11/1	391	391	-	-	-	0.4	0.3	-	0.7	6.5	2.0	0.3	2.2	11/1
11/2	845	845	-	-	-	1.5	1.6	-	3.1	13.3	6.9	1.6	8.5	11/2
11/3	445	445	-	-	-	1.6	0.3	-	1.9	15.4	5.8	0.3	6.2	11/3
12/1	797	797	-	-	-	3.8	0.0	-	3.8	17.1	11.1	0.0	11.1	12/1
12/2	597	597	-	-	-	2.6	0.0	-	2.6	15.5	7.0	0.0	7.0	12/2
12/3	405	405	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	12/3
13/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1451	1451	-	-	-	7.0	8.4	-	15.5	38.4	11.8	8.4	20.2	14/1+14/2
15/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	143	143	143	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	16/1
16/2+16/3	297	297	594	0	0	0.1	0.9	-	1.0	12.5	1.4	0.9	2.3	16/2+16/3
17/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	1015	1015	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

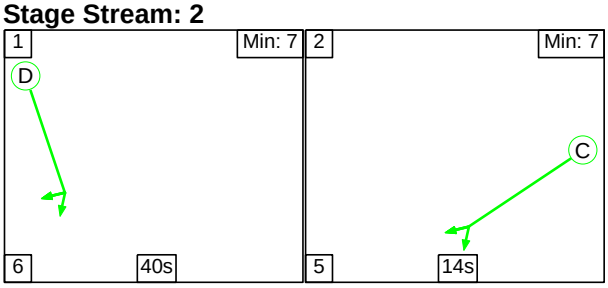
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	20.3	Total Delay for Signalled Lanes (pcuHr):	13.93	Cycle Time (s): 60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	31.0	Total Delay for Signalled Lanes (pcuHr):	12.55	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	5.8	Total Delay for Signalled Lanes (pcuHr):	16.02	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-7.0	Total Delay for Signalled Lanes (pcuHr):	21.85	Cycle Time (s): 60
	PRC Over All Lanes (%):	-7.0	Total Delay Over All Lanes(pcuHr):	66.58	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	25
Change Point	58	27

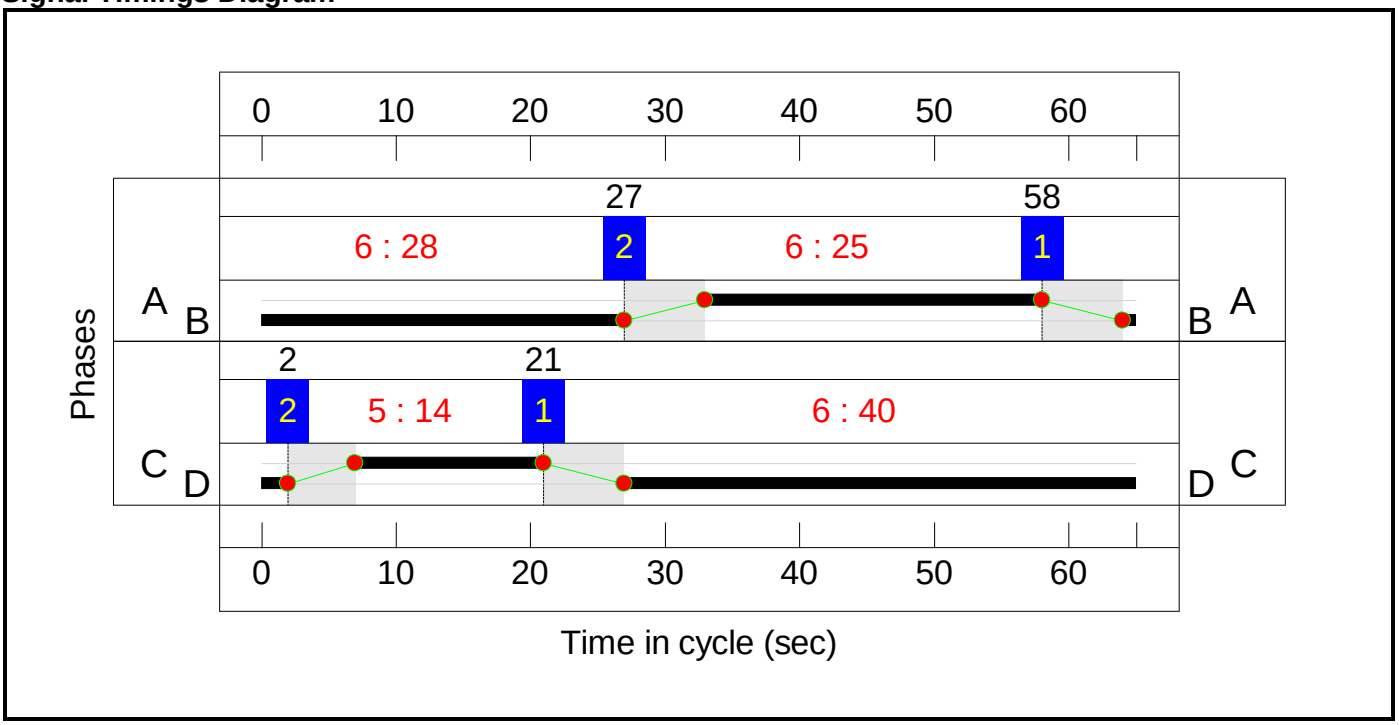
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	25	33	58
B	NE Circ Right Ahead	Traffic	1	28	64	27
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

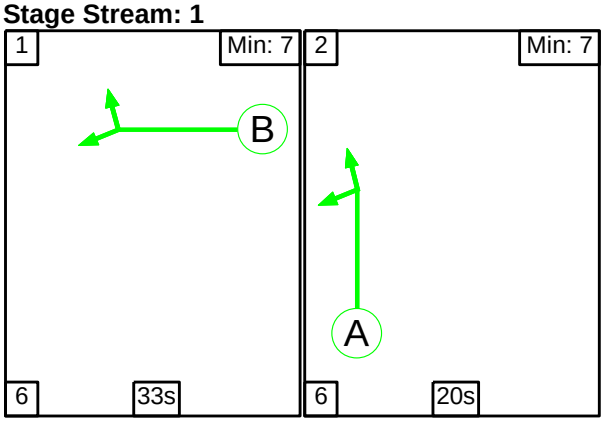
Signal Timings Diagram



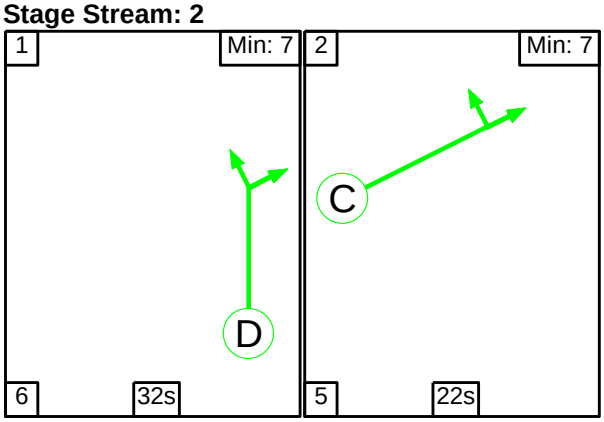
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

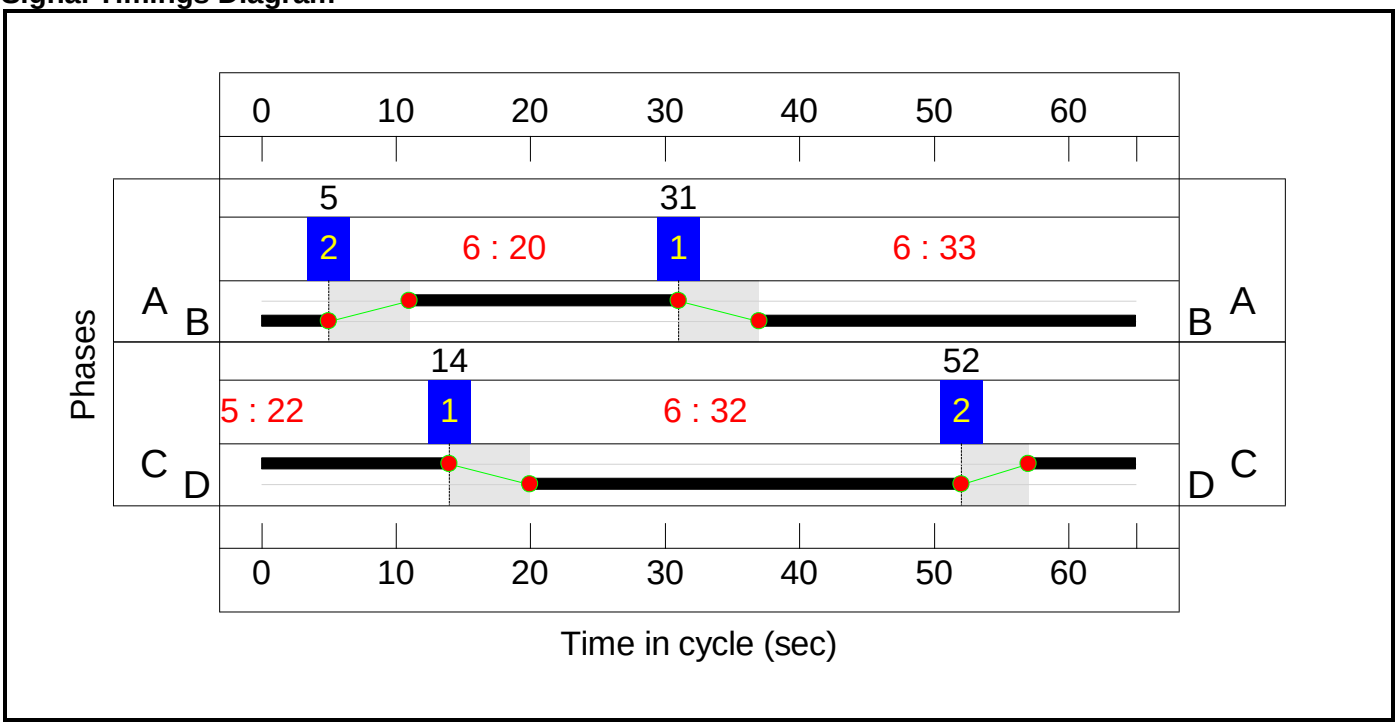
Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

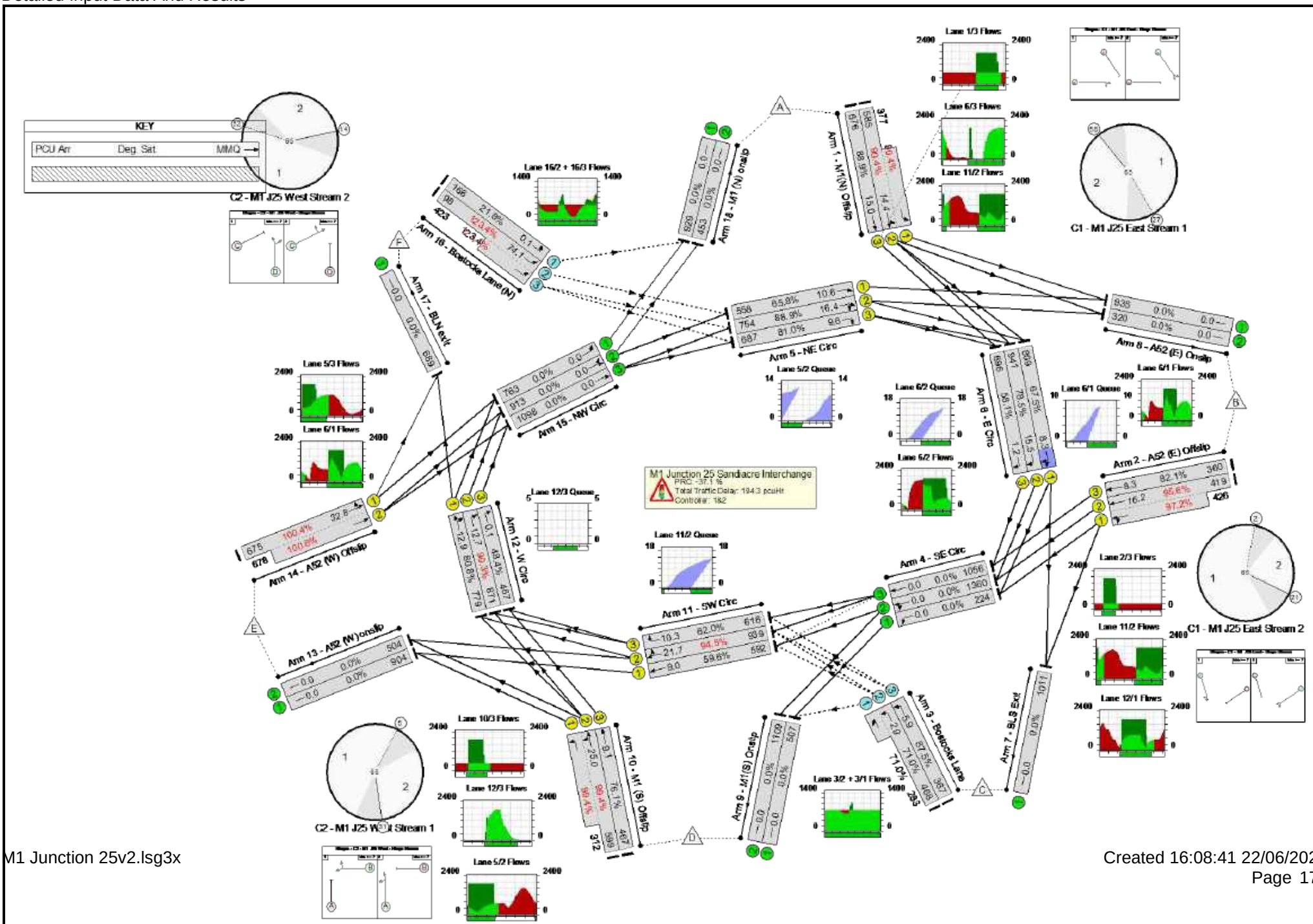
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	33	58
1/2	M1(N) Offslip Ahead Left	U	A	33	58
1/3	M1(N) Offslip Ahead	U	A	33	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	27
5/2	NE Circ Right Ahead	U	B	64	27
5/3	NE Circ Right	U	B	64	27
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Network Layout Diagram


KEY
PCU Arr
Deg. Sat
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -37.1 %
Total Traffic Delay: 194.3 pcuHr
Controller: 182
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 7 - BL3 Exit
Arm 8 - A52 (E) Onslip
Arm 8 - E Circ
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**123.4%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**123.4%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	25	-	-	962	1900:1900	647+417	90.4 : 90.4%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	25	-	-	676	1900	760	88.9%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	845	1900:1900	438+438	95.6 : 97.2%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	360	1900	438	82.1%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	751	1800:1800	660+399	71.0 : 71.0%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	367	1800	419	87.5%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	224	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1363	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	1061	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	28	-	-	558	1900	848	65.8%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	28	-	-	767	1900	848	88.9%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	28	-	-	759	1900	848	81.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	822	1900	1198	67.5%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	944	1900	1198	78.5%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	701	1900	1198	58.1%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1024	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	935	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	320	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	507	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1112	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	911	1900:1900	602+314	99.4 : 99.4%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	467	1900	614	76.1%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	592	1900	994	59.6%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	939	1900	994	94.5%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	616	1900	994	62.0%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	779	1900	965	80.8%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	871	1900	965	90.3%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	467	1900	965	48.4%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	904	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	504	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	1353	1900:1900	672+672	100.4 : 100.8%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	765	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	913	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	1103	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	166	1800	762	21.8%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	521	1800:1800	79+343	123.4 : 123.4%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	689	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	931	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	453	Inf	Inf	0.0%

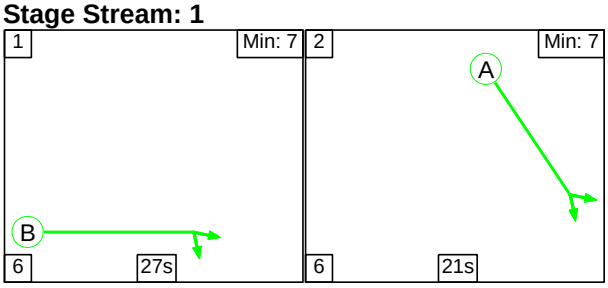
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2917**	**0**	**0**	**68.0**	**126.3**	**0.0**	**194.3**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2917**	**0**	**0**	**68.0**	**126.3**	**0.0**	**194.3**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	962	962	-	-	-	4.3	4.3	-	8.6	32.3	10.1	4.3	14.4	1/2+1/1
1/3	676	676	-	-	-	3.4	3.7	-	7.1	37.9	11.3	3.7	15.0	1/3
2/2+2/1	845	845	-	-	-	5.8	8.6	-	14.4	61.4	7.6	8.6	16.2	2/2+2/1
2/3	360	360	-	-	-	2.4	2.2	-	4.5	45.5	6.1	2.2	8.3	2/3
3/2+3/1	751	751	1502	0	0	0.0	1.2	-	1.2	5.9	1.7	1.2	2.9	3/2+3/1
3/3	367	367	367	0	0	0.3	3.1	-	3.4	33.7	2.8	3.1	5.9	3/3
4/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1360	1360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	1056	1056	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	558	558	-	-	-	2.0	1.0	-	2.9	18.9	9.6	1.0	10.6	5/1
5/2	754	754	-	-	-	4.2	3.7	-	7.9	37.8	12.7	3.7	16.4	5/2
5/3	687	687	-	-	-	2.6	2.1	-	4.7	24.7	7.6	2.1	9.6	5/3
6/1	809	809	-	-	-	1.5	0.0	-	1.5	6.5	8.3	0.0	8.3	6/1
6/2	941	941	-	-	-	3.3	0.0	-	3.3	12.7	15.5	0.0	15.5	6/2
6/3	696	696	-	-	-	0.3	0.0	-	0.3	1.7	1.2	0.0	1.2	6/3
7/1	1011	1011	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	1109	1109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	911	911	-	-	-	5.2	13.8	-	19.0	75.1	11.2	13.8	25.0	10/2+10/1
10/3	467	467	-	-	-	2.6	1.6	-	4.1	31.8	7.5	1.6	9.1	10/3
11/1	592	592	-	-	-	2.9	0.7	-	3.7	22.3	8.3	0.7	9.0	11/1
11/2	939	939	-	-	-	5.2	6.8	-	12.1	46.4	14.8	6.8	21.7	11/2
11/3	616	616	-	-	-	1.8	0.8	-	2.6	15.3	9.5	0.8	10.3	11/3
12/1	779	779	-	-	-	3.6	0.0	-	3.6	16.7	12.9	0.0	12.9	12/1
12/2	871	871	-	-	-	4.4	0.0	-	4.4	18.3	12.7	0.0	12.7	12/2
12/3	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	904	904	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1353	1345	-	-	-	8.0	20.6	-	28.6	76.2	12.2	20.6	32.8	14/1+14/2
15/1	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	1098	1098	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	166	166	166	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	16/1
16/2+16/3	521	441	882	0	0	4.0	51.9	-	55.9	386.5	22.2	51.9	74.1	16/2+16/3
17/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

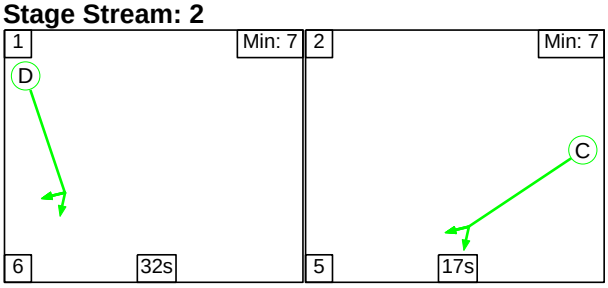
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	-0.4	Total Delay for Signalled Lanes (pcuHr):	31.30	Cycle Time (s): 65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	-8.0	Total Delay for Signalled Lanes (pcuHr):	24.06	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-10.5	Total Delay for Signalled Lanes (pcuHr):	41.51	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-12.1	Total Delay for Signalled Lanes (pcuHr):	36.70	Cycle Time (s): 65
	PRC Over All Lanes (%):	-37.1	Total Delay Over All Lanes(pcuHr):	194.31	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

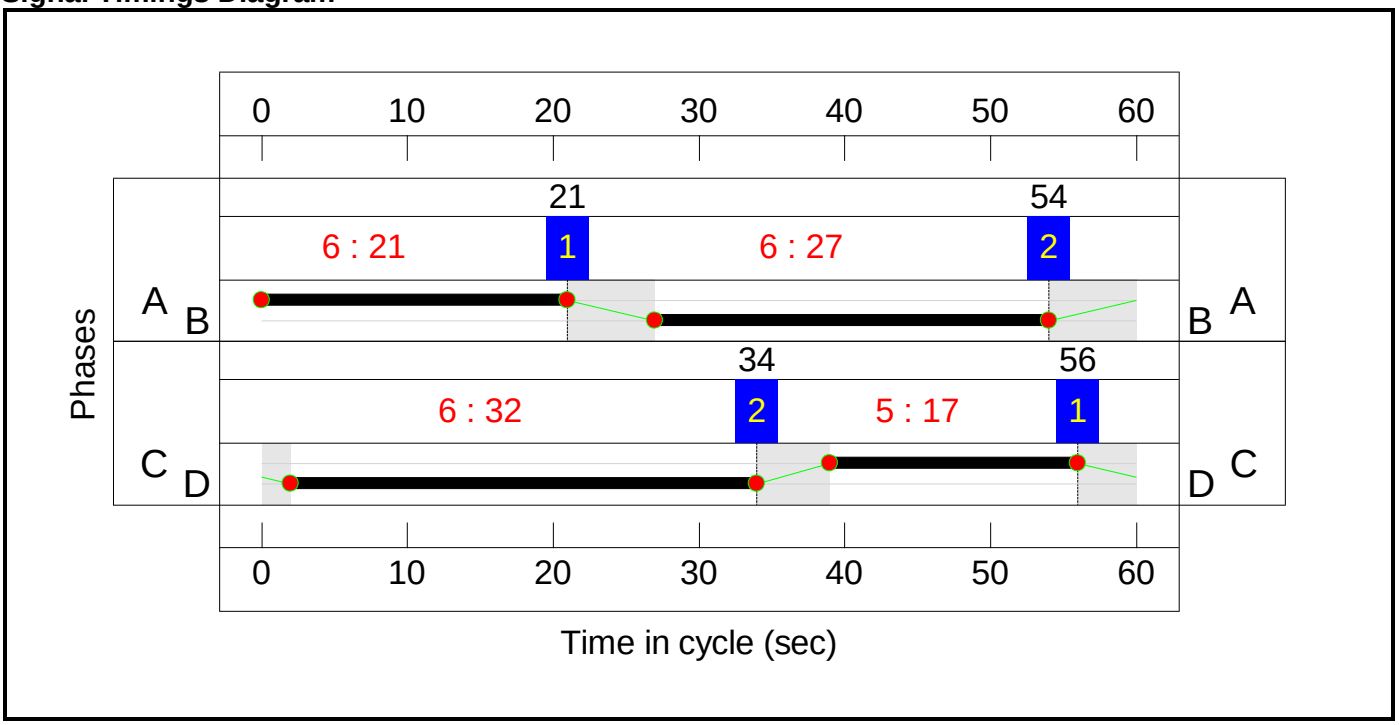
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

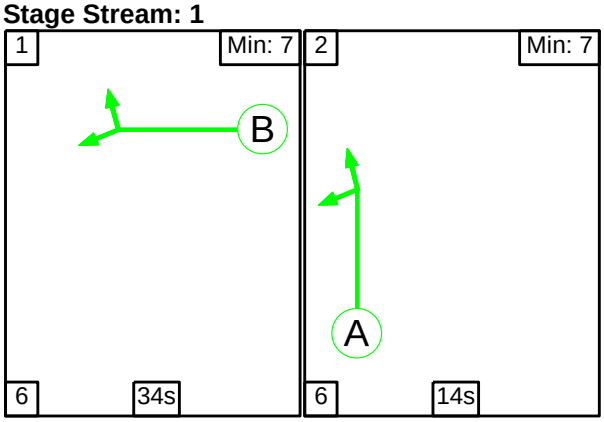
Signal Timings Diagram



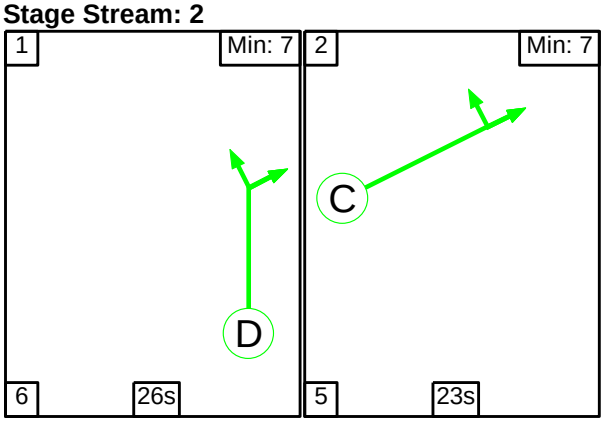
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	14	54

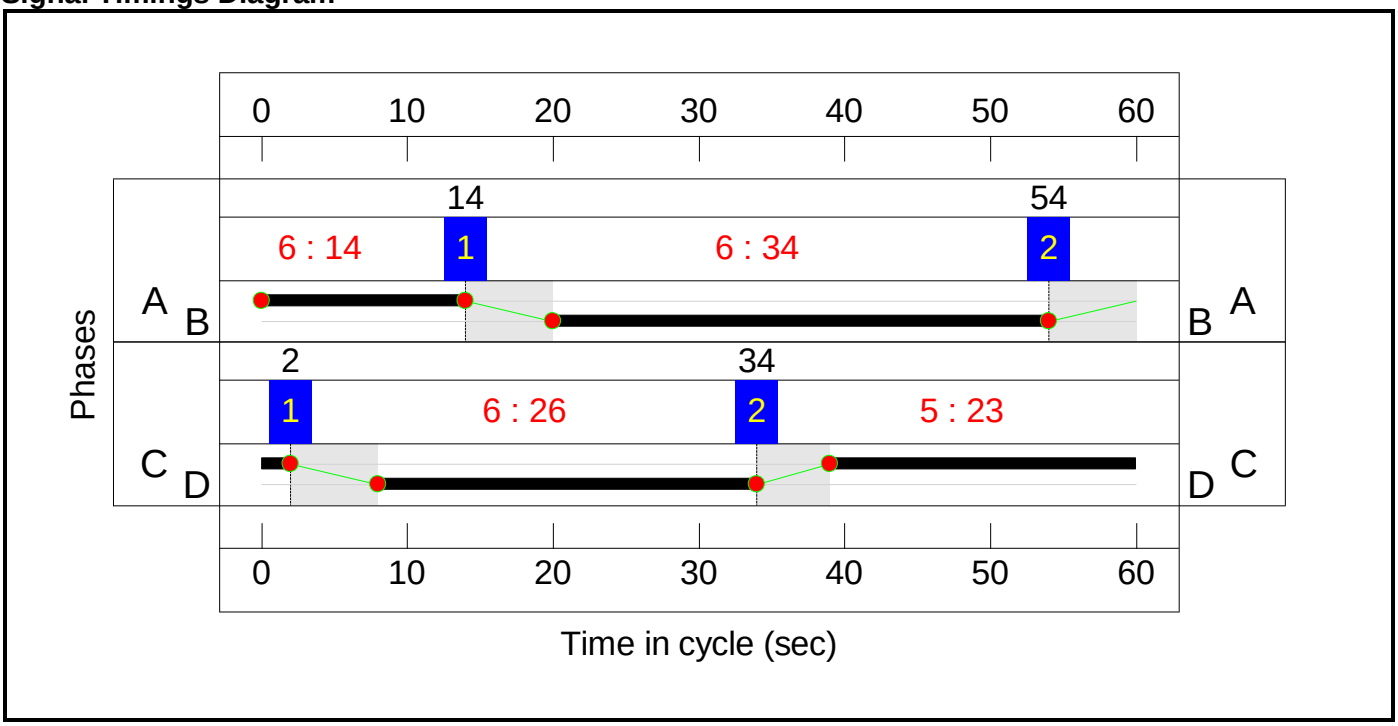
Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	14	0	14
B	SW Circ Right Ahead	Traffic	1	34	20	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

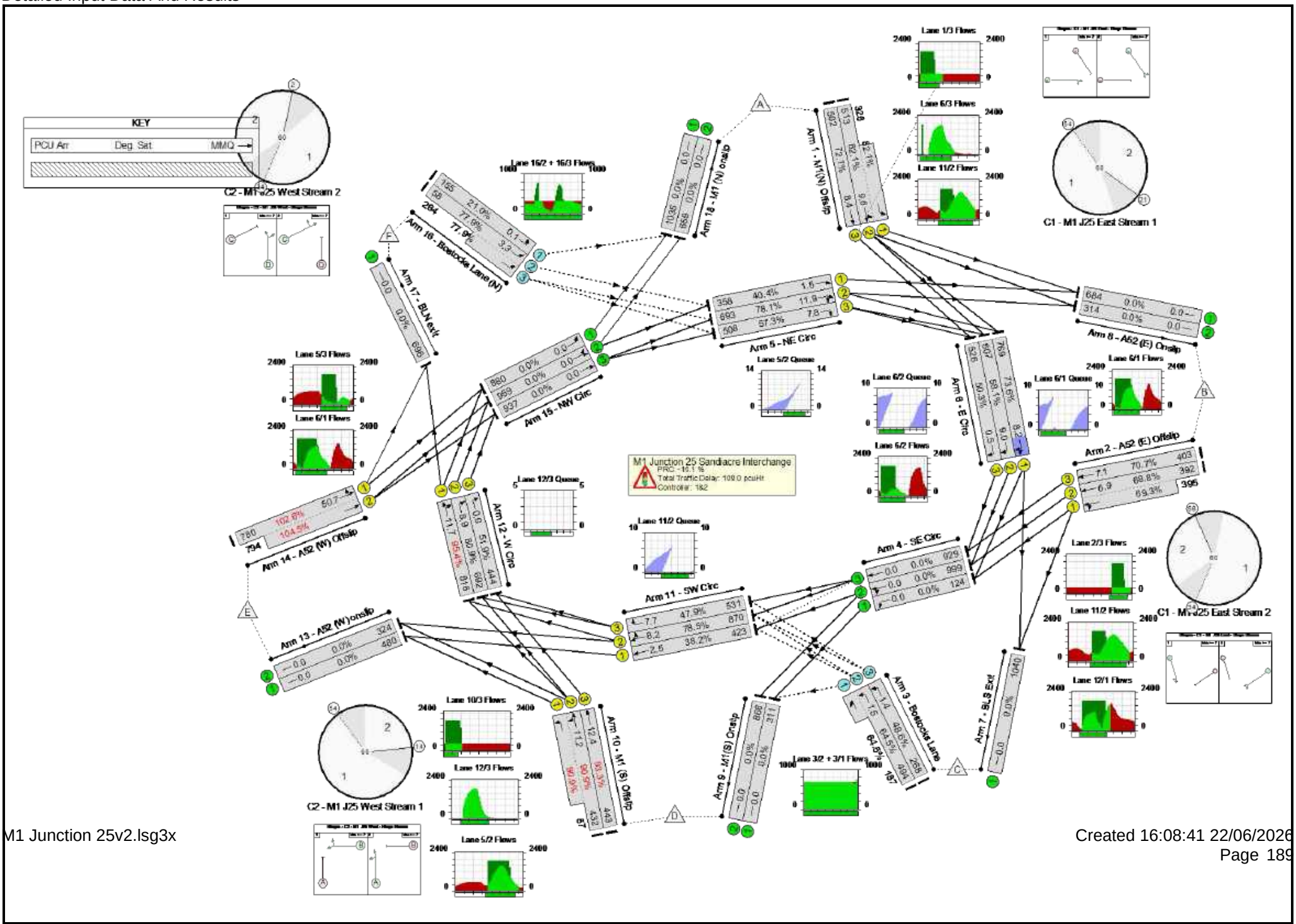
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	14
10/2	M1 (S) Offslip Ahead Left	U	A	0	14
10/3	M1 (S) Offslip Ahead	U	A	0	14
11/1	SW Circ Ahead	U	B	20	54
11/2	SW Circ Right Ahead	U	B	20	54
11/3	SW Circ Right	U	B	20	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Network Layout Diagram


KEY
PCU Arr
Deg. Sat
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -16.1 %
Total Traffic Delay: 1080 pcuHr
Controller: 182
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 7 - BL3 Exit
Arm 8 - A52 (E) Onslip
Arm 8 - E Circ
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

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: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**104.5%**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**104.5%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	839	1900:1900	625+397	82.1 : 82.1%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	502	1900	697	72.1%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	787	1900:1900	570+570	68.8 : 69.3%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	403	1900	570	70.7%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	681	1800:1800	766+290	64.5 : 64.5%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	268	1800	552	48.6%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	124	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1011	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	929	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	359	1900	887	40.4%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	703	1900	887	78.1%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	520	1900	887	57.3%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	779	1900	1045	73.6%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	619	1900	1045	58.1%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	526	1900	1045	50.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1050	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	685	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	314	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	311	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	878	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	14	-	-	489	1900:1900	475+63	90.9 : 90.9%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	14	-	-	443	1900	475	93.3%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	34	-	-	423	1900	1108	38.2%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	34	-	-	870	1900	1108	78.5%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	34	-	-	531	1900	1108	47.9%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	816	1900	855	95.4%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	692	1900	855	80.9%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	444	1900	855	51.9%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	480	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	324	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	1574	1900:1900	760+760	102.6 : 104.5%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	897	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	971	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	959	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800	737	21.0%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	322	1800:1800	74+339	77.9 : 77.9%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	699	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1052	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	670	Inf	Inf	0.0%

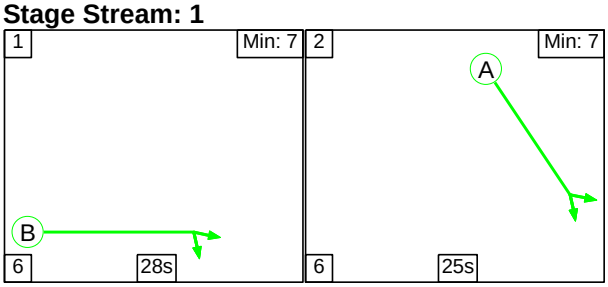
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2429**	**0**	**0**	**47.7**	**61.3**	**0.0**	**109.0**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2429**	**0**	**0**	**47.7**	**61.3**	**0.0**	**109.0**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	839	839	-	-	-	3.7	2.2	-	5.9	25.3	7.4	2.2	9.6	1/2+1/1
1/3	502	502	-	-	-	2.3	1.3	-	3.6	25.5	7.1	1.3	8.4	1/3
2/2+2/1	787	787	-	-	-	4.1	1.1	-	5.2	23.6	5.8	1.1	6.9	2/2+2/1
2/3	403	403	-	-	-	2.1	1.2	-	3.3	29.3	5.9	1.2	7.1	2/3
3/2+3/1	681	681	1362	0	0	0.0	0.9	-	0.9	4.8	0.5	0.9	1.5	3/2+3/1
3/3	268	268	268	0	0	0.0	0.5	-	0.5	6.9	1.0	0.5	1.4	3/3
4/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	999	999	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	358	358	-	-	-	0.3	0.3	-	0.7	6.9	1.2	0.3	1.5	5/1
5/2	693	693	-	-	-	1.6	1.8	-	3.3	17.2	10.2	1.8	11.9	5/2
5/3	508	508	-	-	-	2.3	0.7	-	2.9	20.8	7.1	0.7	7.8	5/3
6/1	769	769	-	-	-	2.4	0.0	-	2.4	11.0	8.2	0.0	8.2	6/1
6/2	607	607	-	-	-	3.0	0.0	-	3.0	18.0	9.0	0.0	9.0	6/2
6/3	526	526	-	-	-	0.2	0.0	-	0.2	1.0	0.5	0.0	0.5	6/3
7/1	1040	1040	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	489	489	-	-	-	2.9	4.3	-	7.2	52.8	7.0	4.3	11.2	10/2+10/1
10/3	443	443	-	-	-	2.7	5.2	-	7.9	64.4	7.1	5.2	12.4	10/3
11/1	423	423	-	-	-	0.5	0.3	-	0.8	6.7	2.2	0.3	2.5	11/1
11/2	870	870	-	-	-	1.4	1.8	-	3.2	13.3	6.4	1.8	8.2	11/2
11/3	531	531	-	-	-	2.0	0.5	-	2.5	16.8	7.2	0.5	7.7	11/3
12/1	816	816	-	-	-	3.8	0.0	-	3.8	16.6	11.7	0.0	11.7	12/1
12/2	692	692	-	-	-	3.5	0.0	-	3.5	18.1	8.9	0.0	8.9	12/2
12/3	444	444	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0	12/3
13/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1574	1520	-	-	-	8.9	37.5	-	46.4	106.1	13.2	37.5	50.7	14/1+14/2
15/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	155	155	155	0	0	0.0	0.1	-	0.1	3.1	0.0	0.1	0.1	16/1
16/2+16/3	322	322	644	0	0	0.2	1.7	-	1.9	21.0	1.6	1.7	3.3	16/2+16/3
17/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	1035	1035	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

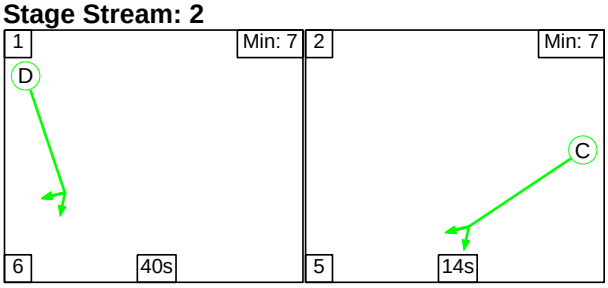
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	9.6	Total Delay for Signalled Lanes (pcuHr):	16.39	Cycle Time (s): 60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	22.3	Total Delay for Signalled Lanes (pcuHr):	13.98	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-3.6	Total Delay for Signalled Lanes (pcuHr):	21.57	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-16.1	Total Delay for Signalled Lanes (pcuHr):	53.64	Cycle Time (s): 60
	PRC Over All Lanes (%):	-16.1	Total Delay Over All Lanes(pcuHr):	109.00	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	25
Change Point	58	27

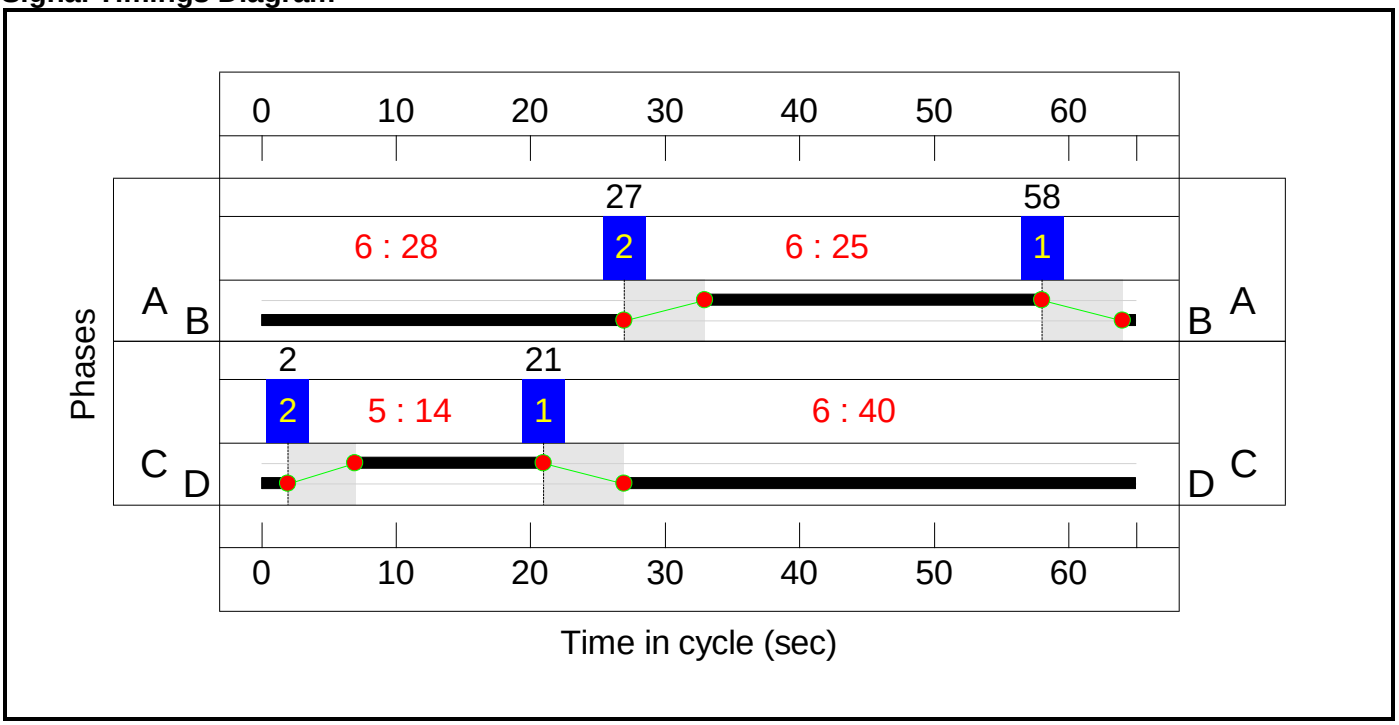
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	25	33	58
B	NE Circ Right Ahead	Traffic	1	28	64	27
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

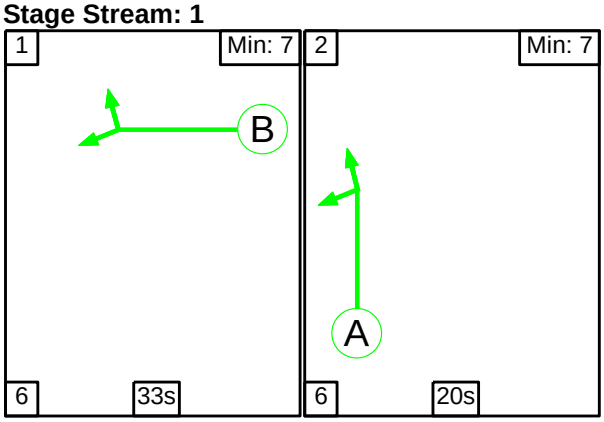
Signal Timings Diagram



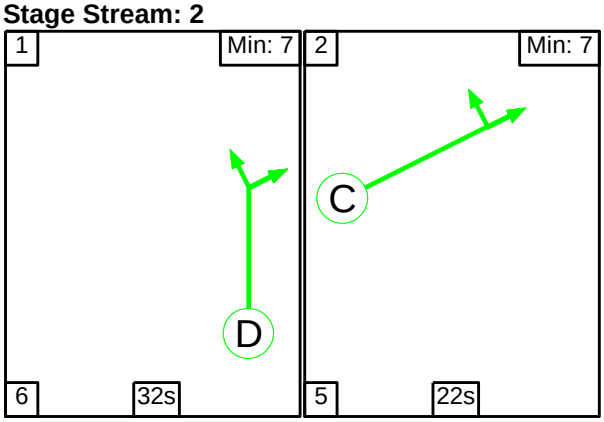
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

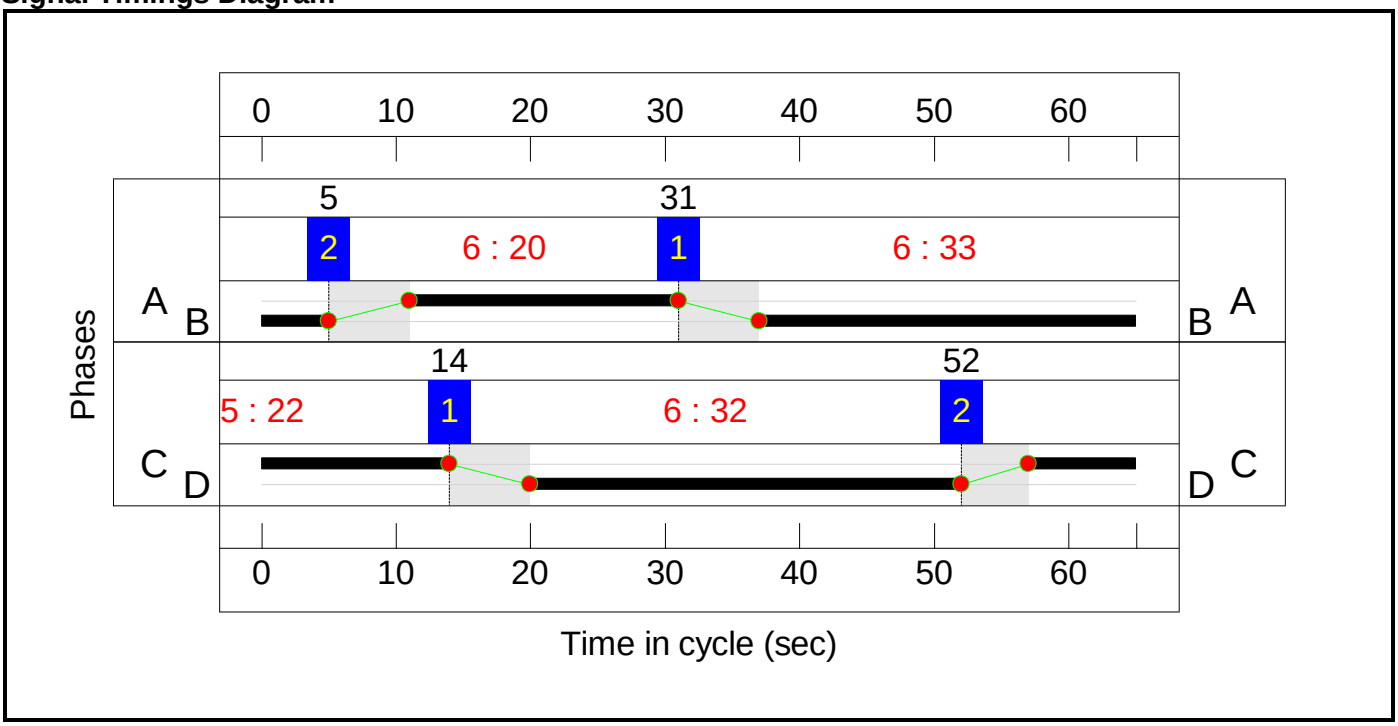
Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

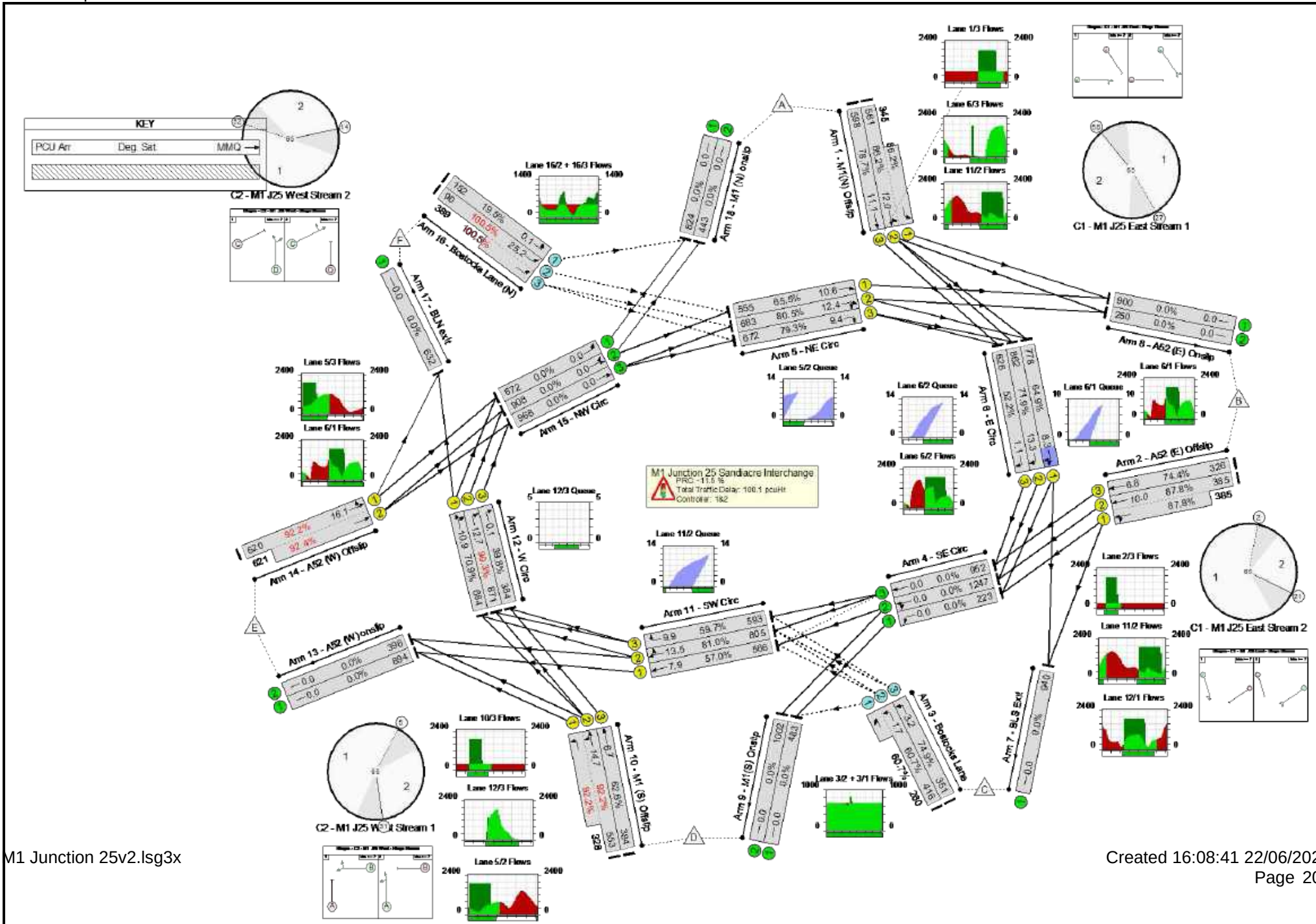
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	33	58
1/2	M1(N) Offslip Ahead Left	U	A	33	58
1/3	M1(N) Offslip Ahead	U	A	33	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	27
5/2	NE Circ Right Ahead	U	B	64	27
5/3	NE Circ Right	U	B	64	27
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Network Layout Diagram


KEY
PCU Arr
Deg. Sat
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -11.6 %
Total Traffic Delay: 100.1 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 6 - E Circ
Arm 7 - BL3 Exit
Arm 8 - A52 (E) Onslip
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

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: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100.5%**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100.5%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	25	-	-	906	1900:1900	651+400	86.2 : 86.2%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	25	-	-	598	1900	760	78.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	770	1900:1900	438+438	87.8 : 87.8%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	326	1900	438	74.4%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	676	1800:1800	686+429	60.7 : 60.7%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	351	1800	469	74.9%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	223	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1247	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	952	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	28	-	-	555	1900	848	65.5%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	28	-	-	683	1900	848	80.5%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	28	-	-	674	1900	848	79.3%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	778	1900	1198	64.9%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	862	1900	1198	71.9%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	626	1900	1198	52.2%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	940	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	900	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	250	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	483	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1002	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	881	1900:1900	600+356	92.2 : 92.2%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	384	1900	614	62.6%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	566	1900	994	57.0%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	805	1900	994	81.0%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	593	1900	994	59.7%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	684	1900	965	70.9%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	871	1900	965	90.3%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	384	1900	965	39.8%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	894	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	396	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	1241	1900:1900	672+672	92.2 : 92.4%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	672	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	908	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	968	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	152	1800	781	19.5%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	479	1800:1800	90+387	100.5 : 100.5%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	824	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	443	Inf	Inf	0.0%

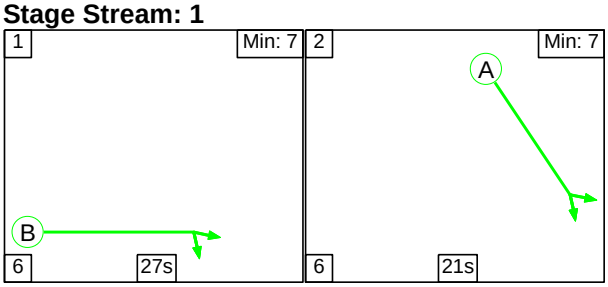
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2809**	**0**	**0**	**56.9**	**43.2**	**0.0**	**100.1**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2809**	**0**	**0**	**56.9**	**43.2**	**0.0**	**100.1**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	906	906	-	-	-	4.0	3.0	-	7.0	27.7	9.0	3.0	12.0	1/2+1/1
1/3	598	598	-	-	-	2.8	1.8	-	4.6	27.9	9.3	1.8	11.1	1/3
2/2+2/1	770	770	-	-	-	5.2	3.4	-	8.5	40.0	6.6	3.4	10.0	2/2+2/1
2/3	326	326	-	-	-	2.1	1.4	-	3.5	38.8	5.4	1.4	6.8	2/3
3/2+3/1	676	676	1352	0	0	0.0	0.8	-	0.8	4.1	0.9	0.8	1.7	3/2+3/1
3/3	351	351	351	0	0	0.2	1.5	-	1.6	16.5	1.8	1.5	3.2	3/3
4/1	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1247	1247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	952	952	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	555	555	-	-	-	2.0	0.9	-	2.9	19.0	9.6	0.9	10.6	5/1
5/2	683	683	-	-	-	3.5	2.0	-	5.5	29.2	10.4	2.0	12.4	5/2
5/3	672	672	-	-	-	2.5	1.9	-	4.4	23.4	7.5	1.9	9.4	5/3
6/1	778	778	-	-	-	1.5	0.0	-	1.5	7.0	8.3	0.0	8.3	6/1
6/2	862	862	-	-	-	2.7	0.0	-	2.7	11.2	13.3	0.0	13.3	6/2
6/3	626	626	-	-	-	0.3	0.0	-	0.3	1.5	1.1	0.0	1.1	6/3
7/1	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	1002	1002	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	881	881	-	-	-	4.9	5.2	-	10.1	41.1	9.5	5.2	14.7	10/2+10/1
10/3	384	384	-	-	-	2.0	0.8	-	2.8	26.4	5.9	0.8	6.7	10/3
11/1	566	566	-	-	-	2.6	0.7	-	3.2	20.5	7.3	0.7	7.9	11/1
11/2	805	805	-	-	-	4.1	2.1	-	6.2	27.7	11.4	2.1	13.5	11/2
11/3	593	593	-	-	-	1.8	0.7	-	2.6	15.5	9.1	0.7	9.9	11/3
12/1	684	684	-	-	-	3.0	0.0	-	3.0	15.7	10.9	0.0	10.9	12/1
12/2	871	871	-	-	-	4.3	0.0	-	4.3	17.7	12.7	0.0	12.7	12/2
12/3	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1241	1241	-	-	-	6.9	5.4	-	12.4	35.9	10.7	5.4	16.1	14/1+14/2
15/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	152	152	152	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	16/1
16/2+16/3	479	477	954	0	0	0.6	11.5	-	12.2	91.4	13.7	11.5	25.2	16/2+16/3
17/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

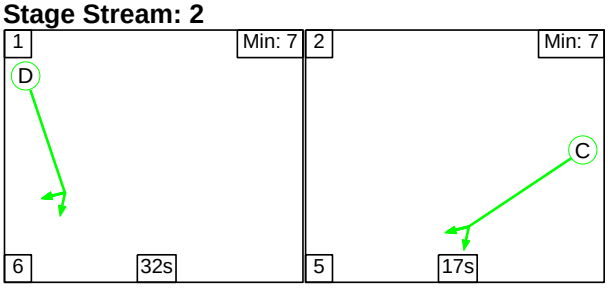
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	4.4	Total Delay for Signalled Lanes (pcuHr):	24.44	Cycle Time (s): 65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	2.5	Total Delay for Signalled Lanes (pcuHr):	16.52	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-2.5	Total Delay for Signalled Lanes (pcuHr):	24.84	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-2.6	Total Delay for Signalled Lanes (pcuHr):	19.64	Cycle Time (s): 65
	PRC Over All Lanes (%):	-11.6	Total Delay Over All Lanes(pcuHr):	100.11	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

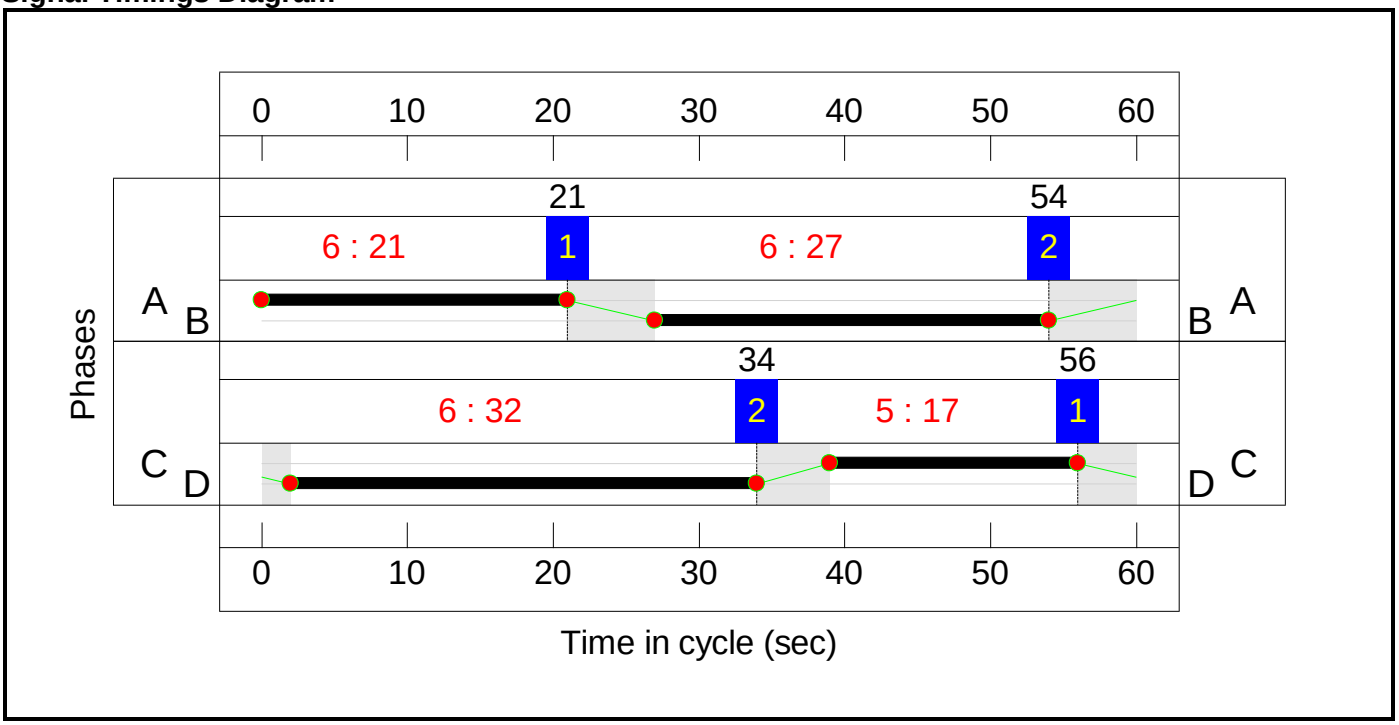
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

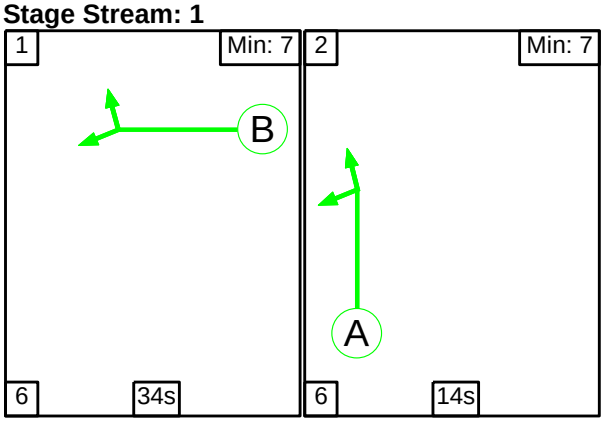
Signal Timings Diagram



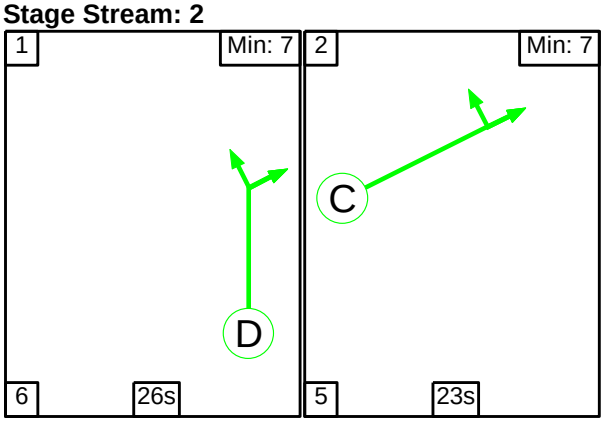
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	14	54

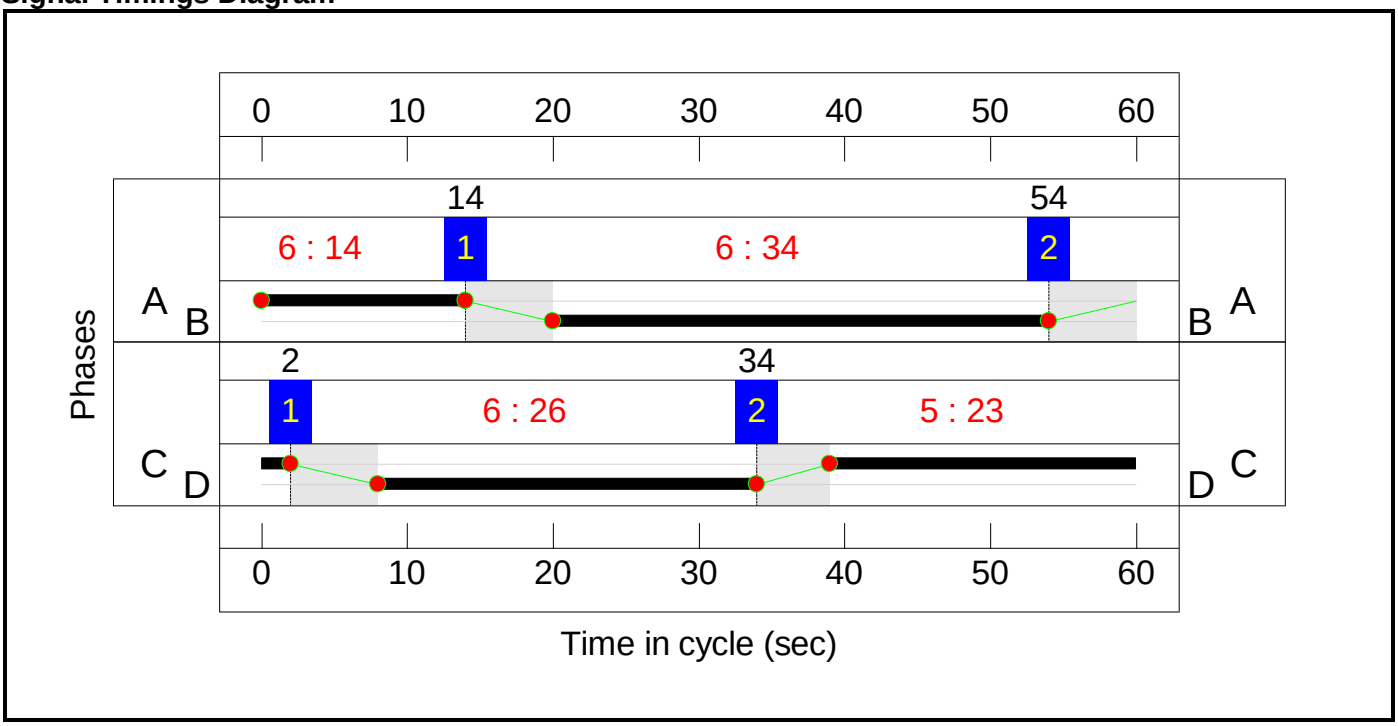
Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	14	0	14
B	SW Circ Right Ahead	Traffic	1	34	20	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

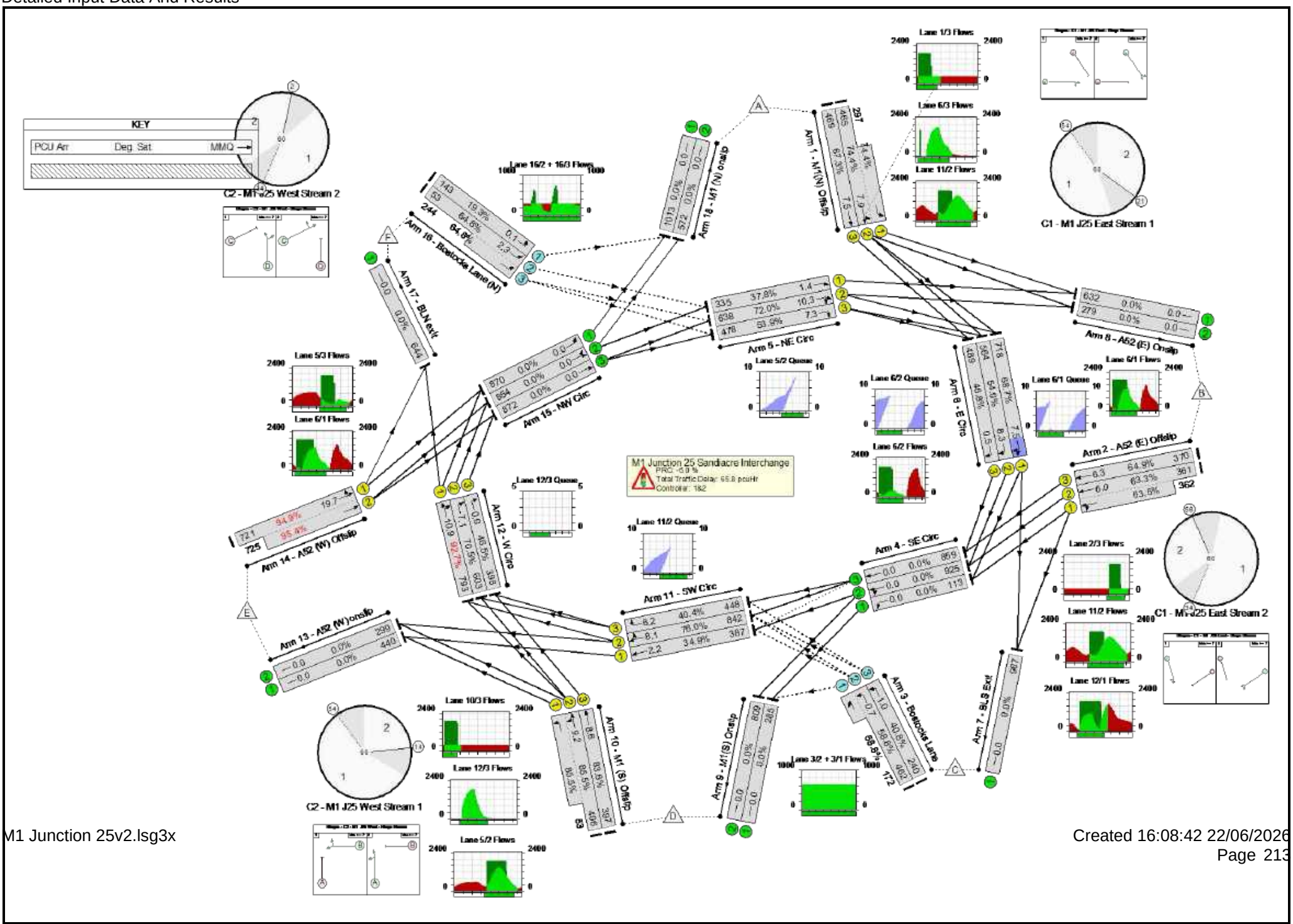
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	14
10/2	M1 (S) Offslip Ahead Left	U	A	0	14
10/3	M1 (S) Offslip Ahead	U	A	0	14
11/1	SW Circ Ahead	U	B	20	54
11/2	SW Circ Right Ahead	U	B	20	54
11/3	SW Circ Right	U	B	20	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
Arm 1 - M1(N) Offslip
Arm 18 - M1 (N) onslip
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 5 - NE Circ
Arm 8 - A52 (E) Onslip
Arm 15 - NW Circ
Arm 8 - E Circ
Arm 2 - A52 (E) Offslip
Arm 14 - A52 (W) Offslip
Arm 12 - W Circ
Arm 4 - SE Circ
Arm 11 - SW Circ
Arm 13 - A52 (W) onslip
Arm 10 - M1 (S) Offslip
Arm 9 - M1(S) Onslip
Arm 3 - Bostocks Lane
Arm 7 - BLS Exit
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

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: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**95.4%**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**95.4%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	762	1900:1900	625+399	74.4 : 74.4%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	469	1900	697	67.3%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	723	1900:1900	570+570	63.3 : 63.5%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	370	1900	570	64.9%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	634	1800:1800	785+292	58.8 : 58.8%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	240	1800	588	40.8%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	113	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	925	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	859	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	335	1900	887	37.8%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	638	1900	887	72.0%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	478	1900	887	53.9%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	718	1900	1045	68.7%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	564	1900	1045	54.0%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	489	1900	1045	46.8%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	967	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	279	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	285	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	809	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	14	-	-	459	1900:1900	475+62	85.5 : 85.5%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	14	-	-	397	1900	475	83.6%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	34	-	-	387	1900	1108	34.9%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	34	-	-	842	1900	1108	76.0%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	34	-	-	448	1900	1108	40.4%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	793	1900	855	92.7%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	603	1900	855	70.5%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	398	1900	855	46.5%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	440	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	299	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	1446	1900:1900	760+760	94.9 : 95.4%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	870	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	854	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	872	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800	739	19.3%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	297	1800:1800	82+377	64.8 : 64.8%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	644	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1013	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%

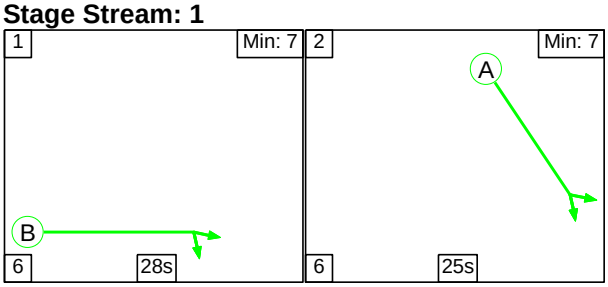
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2245**	**0**	**0**	**41.9**	**23.8**	**0.0**	**65.8**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2245**	**0**	**0**	**41.9**	**23.8**	**0.0**	**65.8**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	762	762	-	-	-	3.2	1.4	-	4.7	22.1	6.5	1.4	7.9	1/2+1/1
1/3	469	469	-	-	-	2.1	1.0	-	3.1	23.8	6.5	1.0	7.5	1/3
2/2+2/1	723	723	-	-	-	3.6	0.9	-	4.5	22.5	5.1	0.9	6.0	2/2+2/1
2/3	370	370	-	-	-	1.9	0.9	-	2.8	27.2	5.3	0.9	6.3	2/3
3/2+3/1	634	634	1268	0	0	0.0	0.7	-	0.7	4.0	0.0	0.7	0.7	3/2+3/1
3/3	240	240	240	0	0	0.0	0.3	-	0.4	5.5	0.7	0.3	1.0	3/3
4/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	335	335	-	-	-	0.3	0.3	-	0.6	6.5	1.1	0.3	1.4	5/1
5/2	638	638	-	-	-	1.4	1.3	-	2.7	15.3	9.1	1.3	10.3	5/2
5/3	478	478	-	-	-	2.1	0.6	-	2.7	20.5	6.7	0.6	7.3	5/3
6/1	718	718	-	-	-	2.2	0.0	-	2.2	11.1	7.5	0.0	7.5	6/1
6/2	564	564	-	-	-	2.8	0.0	-	2.8	18.2	8.3	0.0	8.3	6/2
6/3	489	489	-	-	-	0.1	0.0	-	0.1	1.0	0.5	0.0	0.5	6/3
7/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	459	459	-	-	-	2.7	2.7	-	5.4	42.6	6.4	2.7	9.2	10/2+10/1
10/3	397	397	-	-	-	2.4	2.4	-	4.8	43.1	6.2	2.4	8.6	10/3
11/1	387	387	-	-	-	0.4	0.3	-	0.7	6.5	1.9	0.3	2.2	11/1
11/2	842	842	-	-	-	1.5	1.6	-	3.1	13.1	6.5	1.6	8.1	11/2
11/3	448	448	-	-	-	1.6	0.3	-	1.9	15.5	5.9	0.3	6.2	11/3
12/1	793	793	-	-	-	3.7	0.0	-	3.7	16.9	10.9	0.0	10.9	12/1
12/2	603	603	-	-	-	2.6	0.0	-	2.6	15.5	7.1	0.0	7.1	12/2
12/3	398	398	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	12/3
13/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1446	1446	-	-	-	7.0	8.0	-	15.0	37.4	11.7	8.0	19.7	14/1+14/2
15/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	143	143	143	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	16/1
16/2+16/3	297	297	594	0	0	0.1	0.9	-	1.0	12.3	1.4	0.9	2.3	16/2+16/3
17/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	1013	1013	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

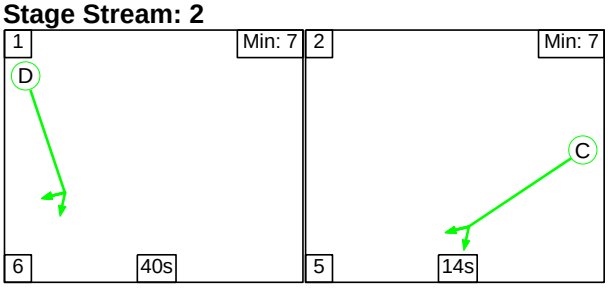
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	20.9	Total Delay for Signalled Lanes (pcuHr):	13.82	Cycle Time (s): 60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	31.0	Total Delay for Signalled Lanes (pcuHr):	12.50	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	5.3	Total Delay for Signalled Lanes (pcuHr):	15.86	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-6.0	Total Delay for Signalled Lanes (pcuHr):	21.36	Cycle Time (s): 60
	PRC Over All Lanes (%):	-6.0	Total Delay Over All Lanes(pcuHr):	65.75	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	25
Change Point	58	27

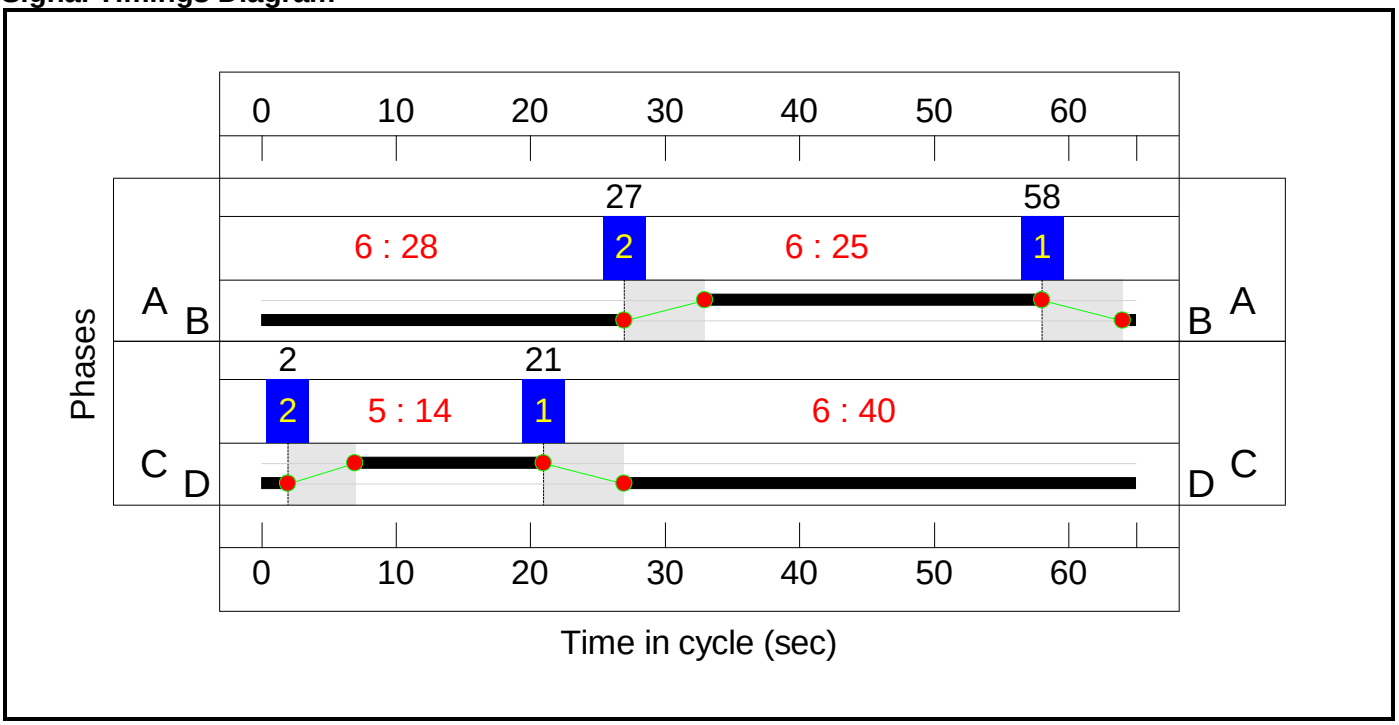
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	25	33	58
B	NE Circ Right Ahead	Traffic	1	28	64	27
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

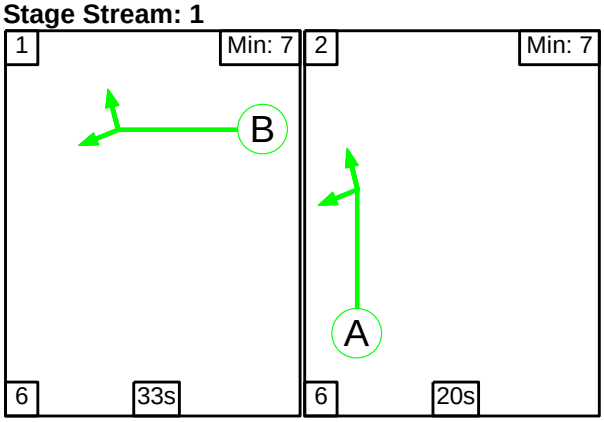
Signal Timings Diagram



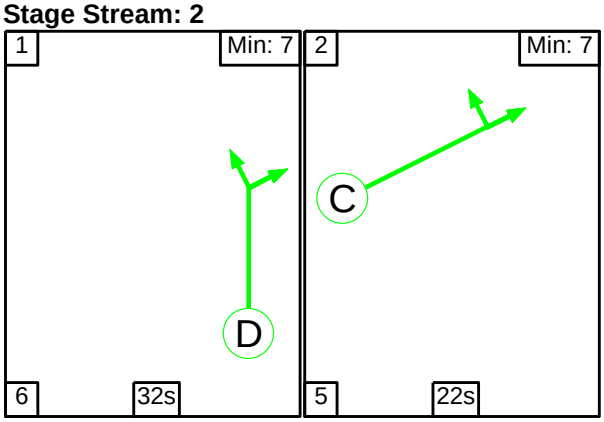
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

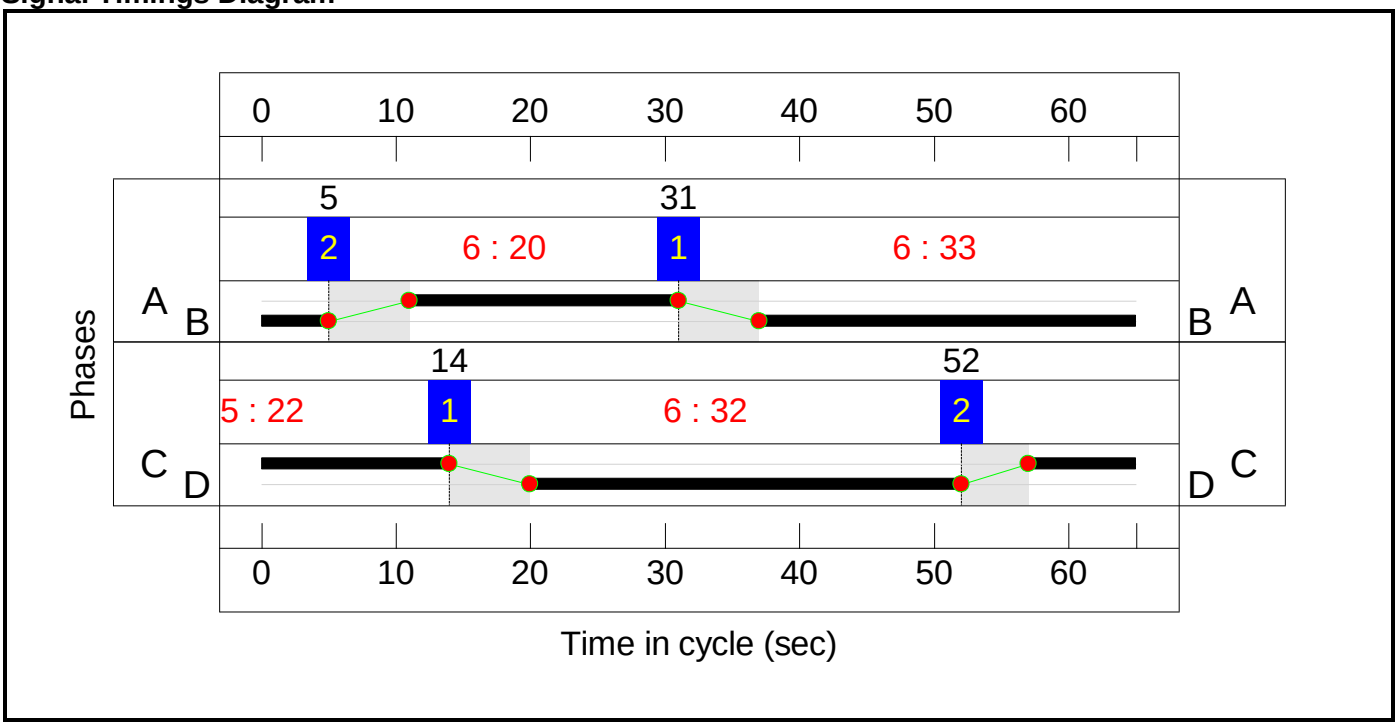
Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

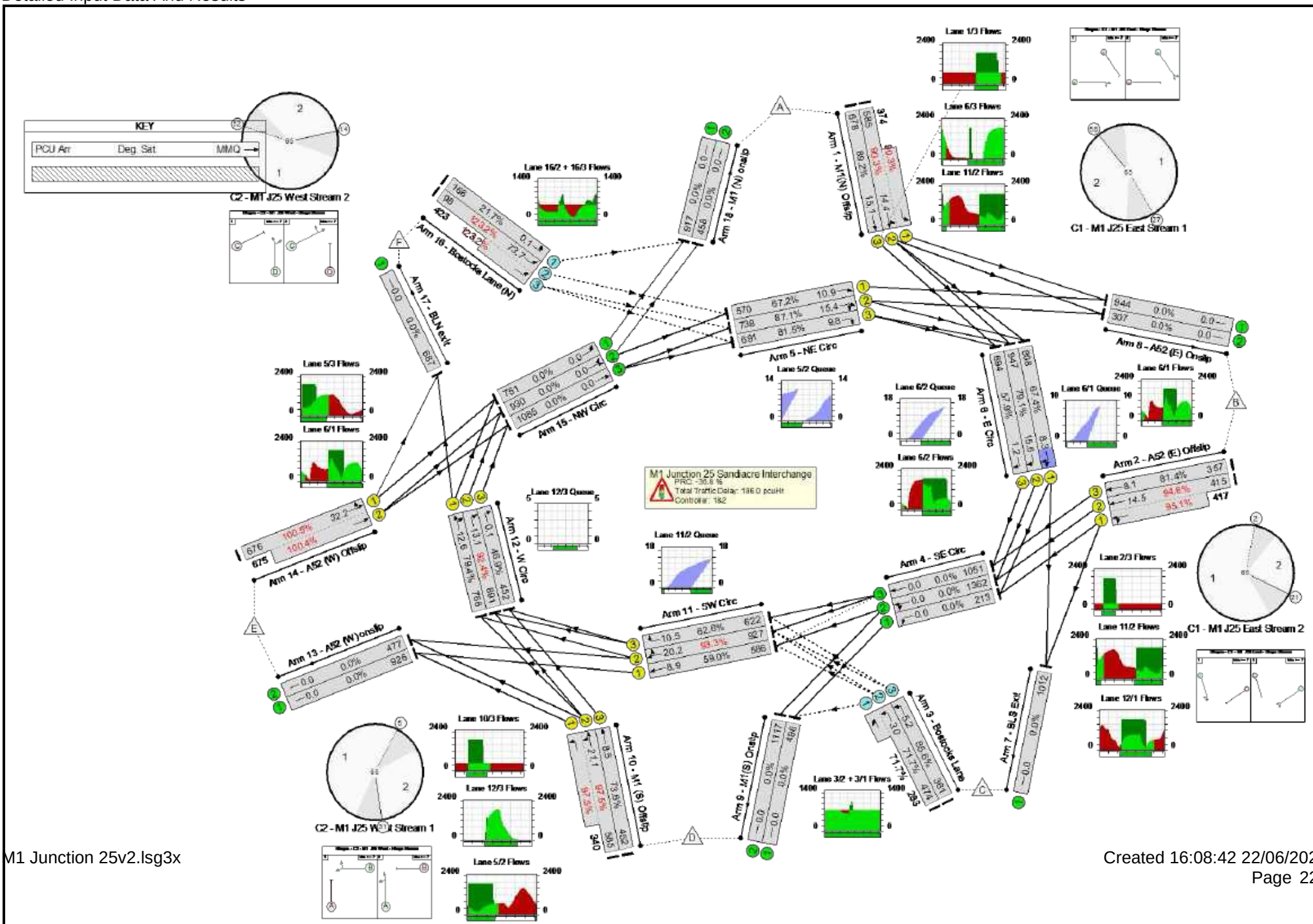
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	33	58
1/2	M1(N) Offslip Ahead Left	U	A	33	58
1/3	M1(N) Offslip Ahead	U	A	33	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	27
5/2	NE Circ Right Ahead	U	B	64	27
5/3	NE Circ Right	U	B	64	27
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Network Layout Diagram


KEY
PCU Arr
Deg. Sat
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
Arm 1 - M1(N) Offslip
Arm 18 - M1 (N) onslip
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 5 - NE Circ
Arm 8 - A52 (E) Onslip
Arm 15 - NW Circ
Arm 8 - E Circ
Arm 2 - A52 (E) Offslip
Arm 14 - A52 (W) Offslip
Arm 12 - W Circ
Arm 4 - SE Circ
Arm 11 - SW Circ
Arm 13 - A52 (W) onslip
Arm 10 - M1 (S) Offslip
Arm 9 - M1(S) Onslip
Arm 3 - Bostocks Lane
Arm 7 - BLS Exit
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows
Lane 12/1 Flows

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**123.2%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**123.2%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	25	-	-	959	1900:1900	648+414	90.3 : 90.3%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	25	-	-	678	1900	760	89.2%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	832	1900:1900	438+438	94.6 : 95.1%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	357	1900	438	81.4%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	757	1800:1800	661+395	71.7 : 71.7%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	361	1800	422	85.6%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	213	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1364	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	1055	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	28	-	-	570	1900	848	67.2%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	28	-	-	750	1900	848	87.1%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	28	-	-	761	1900	848	81.5%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	820	1900	1198	67.4%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	949	1900	1198	79.1%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	698	1900	1198	57.9%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1024	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	944	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	307	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	496	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1119	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	925	1900:1900	600+349	97.5 : 97.5%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	452	1900	614	73.6%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	586	1900	994	59.0%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	927	1900	994	93.3%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	622	1900	994	62.6%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	766	1900	965	79.4%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	891	1900	965	92.4%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	452	1900	965	46.9%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	926	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	477	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	1351	1900:1900	672+672	100.5 : 100.4%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	754	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	930	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	1088	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	166	1800	764	21.7%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	521	1800:1800	80+343	123.2 : 123.2%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	688	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	920	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	458	Inf	Inf	0.0%

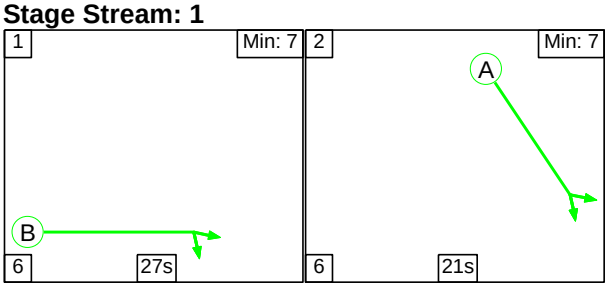
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2924**	**0**	**0**	**67.7**	**118.4**	**0.0**	**186.0**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2924**	**0**	**0**	**67.7**	**118.4**	**0.0**	**186.0**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	959	959	-	-	-	4.3	4.3	-	8.6	32.2	10.1	4.3	14.4	1/2+1/1
1/3	678	678	-	-	-	3.4	3.8	-	7.2	38.3	11.3	3.8	15.1	1/3
2/2+2/1	832	832	-	-	-	5.7	7.0	-	12.7	55.1	7.4	7.0	14.5	2/2+2/1
2/3	357	357	-	-	-	2.3	2.1	-	4.4	44.7	6.0	2.1	8.1	2/3
3/2+3/1	757	757	1514	0	0	0.0	1.3	-	1.3	6.1	1.7	1.3	3.0	3/2+3/1
3/3	361	361	361	0	0	0.3	2.7	-	3.0	29.8	2.5	2.7	5.2	3/3
4/1	213	213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1362	1362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	1051	1051	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	570	570	-	-	-	2.0	1.0	-	3.0	19.1	9.9	1.0	10.9	5/1
5/2	738	738	-	-	-	4.1	3.2	-	7.3	35.4	12.2	3.2	15.4	5/2
5/3	691	691	-	-	-	2.7	2.1	-	4.8	25.1	7.6	2.1	9.8	5/3
6/1	808	808	-	-	-	1.5	0.0	-	1.5	6.6	8.3	0.0	8.3	6/1
6/2	947	947	-	-	-	3.4	0.0	-	3.4	12.8	15.6	0.0	15.6	6/2
6/3	694	694	-	-	-	0.3	0.0	-	0.3	1.7	1.2	0.0	1.2	6/3
7/1	1012	1012	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	944	944	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	1117	1117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	925	925	-	-	-	5.2	10.4	-	15.6	60.6	10.7	10.4	21.1	10/2+10/1
10/3	452	452	-	-	-	2.5	1.4	-	3.8	30.5	7.2	1.4	8.5	10/3
11/1	586	586	-	-	-	2.9	0.7	-	3.6	22.2	8.2	0.7	8.9	11/1
11/2	927	927	-	-	-	5.2	5.9	-	11.1	42.9	14.3	5.9	20.2	11/2
11/3	622	622	-	-	-	1.9	0.8	-	2.7	15.6	9.7	0.8	10.5	11/3
12/1	766	766	-	-	-	3.5	0.0	-	3.5	16.4	12.6	0.0	12.6	12/1
12/2	891	891	-	-	-	4.6	0.0	-	4.6	18.5	13.1	0.0	13.1	12/2
12/3	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1351	1345	-	-	-	8.0	20.0	-	28.0	74.7	12.2	20.0	32.2	14/1+14/2
15/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	1085	1085	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	166	166	166	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	16/1
16/2+16/3	521	441	883	0	0	4.0	51.5	-	55.5	383.5	22.2	51.5	73.7	16/2+16/3
17/1	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

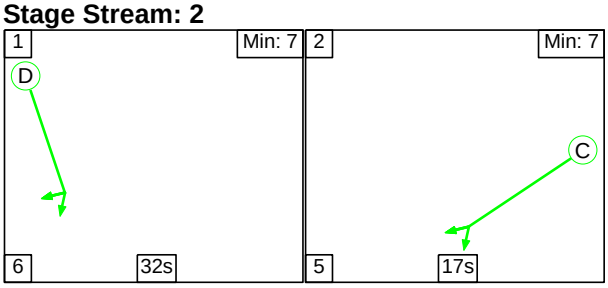
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	-0.3	Total Delay for Signalled Lanes (pcuHr):	30.88	Cycle Time (s): 65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	-5.7	Total Delay for Signalled Lanes (pcuHr):	22.37	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-8.3	Total Delay for Signalled Lanes (pcuHr):	36.77	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-11.7	Total Delay for Signalled Lanes (pcuHr):	36.10	Cycle Time (s): 65
	PRC Over All Lanes (%):	-36.8	Total Delay Over All Lanes(pcuHr):	186.04	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

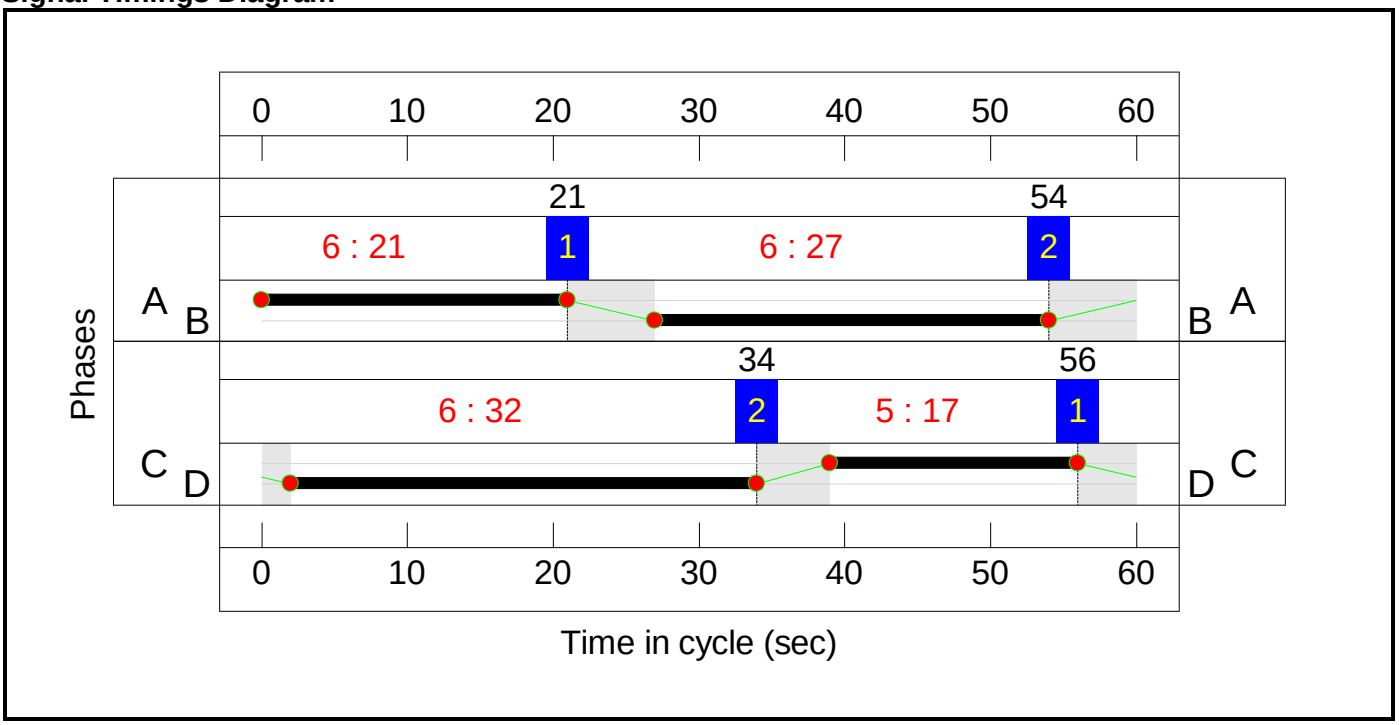
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

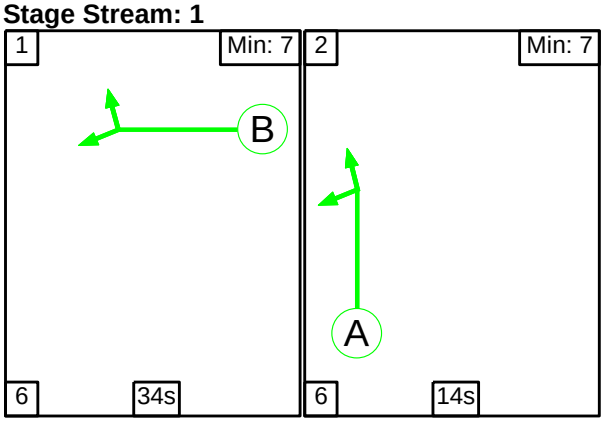
Signal Timings Diagram



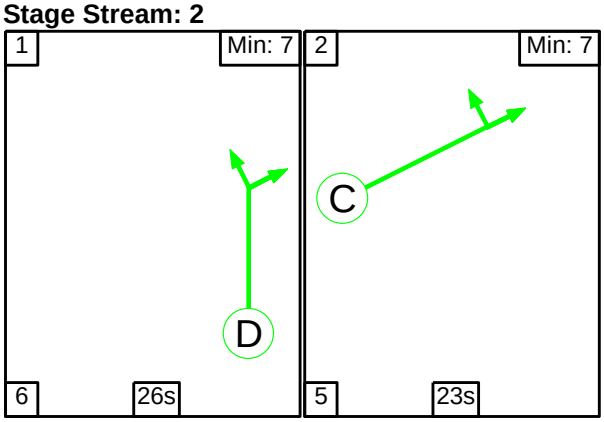
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	14	54

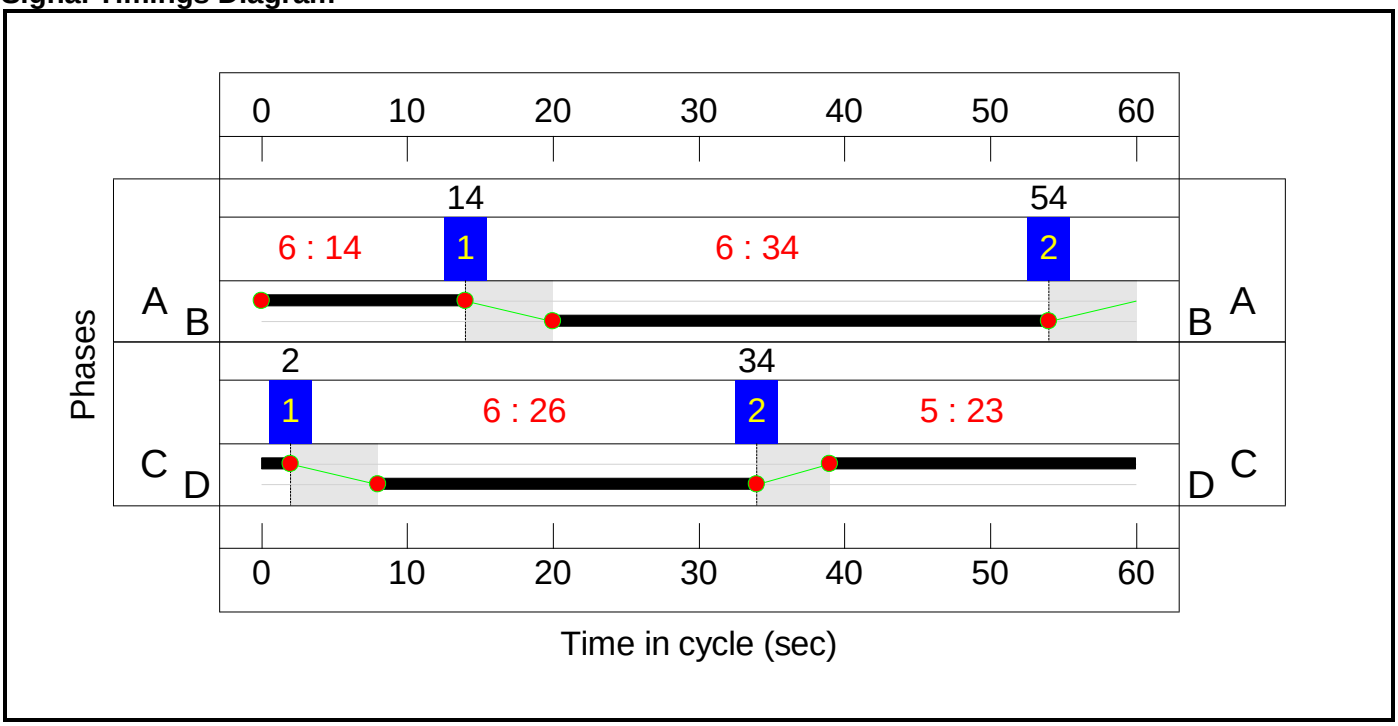
Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	14	0	14
B	SW Circ Right Ahead	Traffic	1	34	20	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

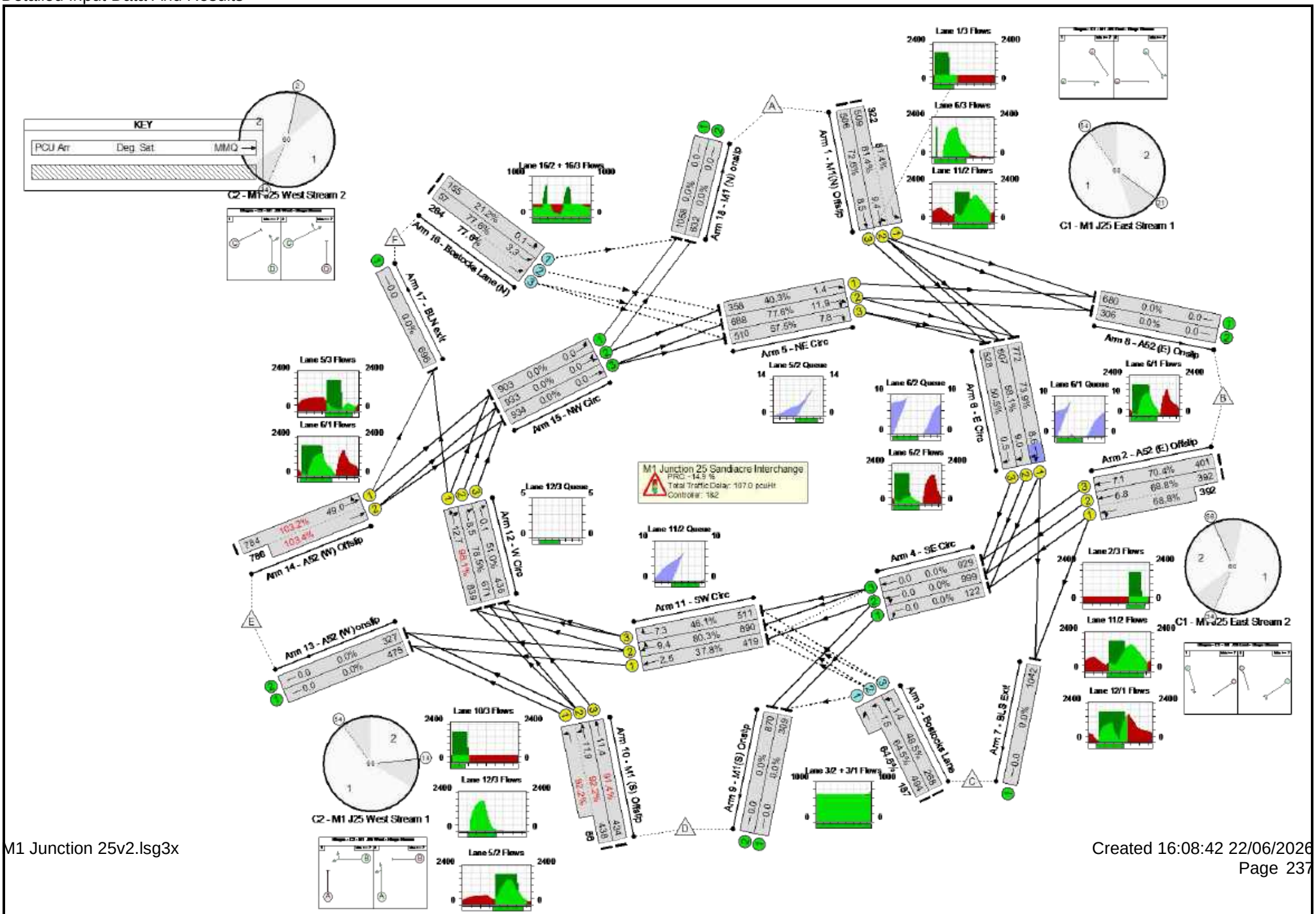
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	14
10/2	M1 (S) Offslip Ahead Left	U	A	0	14
10/3	M1 (S) Offslip Ahead	U	A	0	14
11/1	SW Circ Ahead	U	B	20	54
11/2	SW Circ Right Ahead	U	B	20	54
11/3	SW Circ Right	U	B	20	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -14.9 %
Total Traffic Delay: 107.0 pcuHr
Controller: 182
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 7 - BL3 Exit
Arm 8 - A52 (E) Onslip
Arm 8 - E Circ
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

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: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**103.4%**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**103.4%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	831	1900:1900	625+396	81.4 : 81.4%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	506	1900	697	72.6%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	784	1900:1900	570+570	68.8 : 68.8%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	401	1900	570	70.4%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	681	1800:1800	766+290	64.5 : 64.5%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	268	1800	552	48.5%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	122	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1008	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	929	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	358	1900	887	40.3%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	696	1900	887	77.6%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	519	1900	887	57.5%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	780	1900	1045	73.9%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	616	1900	1045	58.1%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	528	1900	1045	50.5%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1050	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	680	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	306	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	309	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	879	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	14	-	-	494	1900:1900	475+61	92.2 : 92.2%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	14	-	-	434	1900	475	91.4%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	34	-	-	419	1900	1108	37.8%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	34	-	-	890	1900	1108	80.3%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	34	-	-	511	1900	1108	46.1%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	839	1900	855	98.1%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	671	1900	855	78.5%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	436	1900	855	51.0%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	475	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	327	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	1570	1900:1900	760+760	103.2 : 103.4%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	924	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	942	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	951	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800	732	21.2%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	321	1800:1800	73+340	77.6 : 77.6%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	699	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1079	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	641	Inf	Inf	0.0%

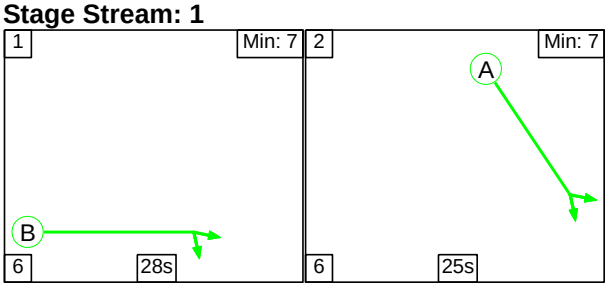
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2427**	**0**	**0**	**47.6**	**59.4**	**0.0**	**107.0**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2427**	**0**	**0**	**47.6**	**59.4**	**0.0**	**107.0**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	831	831	-	-	-	3.6	2.1	-	5.8	25.0	7.2	2.1	9.4	1/2+1/1
1/3	506	506	-	-	-	2.3	1.3	-	3.6	25.7	7.2	1.3	8.5	1/3
2/2+2/1	784	784	-	-	-	4.0	1.1	-	5.1	23.5	5.7	1.1	6.8	2/2+2/1
2/3	401	401	-	-	-	2.1	1.2	-	3.2	29.1	5.9	1.2	7.1	2/3
3/2+3/1	681	681	1362	0	0	0.0	0.9	-	0.9	4.8	0.5	0.9	1.5	3/2+3/1
3/3	268	268	268	0	0	0.0	0.5	-	0.5	6.9	1.0	0.5	1.4	3/3
4/1	122	122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	999	999	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	358	358	-	-	-	0.3	0.3	-	0.7	6.7	1.1	0.3	1.4	5/1
5/2	688	688	-	-	-	1.6	1.7	-	3.3	17.1	10.2	1.7	11.9	5/2
5/3	510	510	-	-	-	2.3	0.7	-	3.0	20.9	7.2	0.7	7.8	5/3
6/1	772	772	-	-	-	2.4	0.0	-	2.4	11.1	8.6	0.0	8.6	6/1
6/2	607	607	-	-	-	3.1	0.0	-	3.1	18.1	9.0	0.0	9.0	6/2
6/3	528	528	-	-	-	0.1	0.0	-	0.1	1.0	0.5	0.0	0.5	6/3
7/1	1042	1042	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	494	494	-	-	-	2.9	4.8	-	7.8	56.5	7.1	4.8	11.9	10/2+10/1
10/3	434	434	-	-	-	2.6	4.4	-	7.0	58.1	7.0	4.4	11.4	10/3
11/1	419	419	-	-	-	0.5	0.3	-	0.8	6.7	2.2	0.3	2.5	11/1
11/2	890	890	-	-	-	1.6	2.0	-	3.6	14.4	7.4	2.0	9.4	11/2
11/3	511	511	-	-	-	1.9	0.4	-	2.3	16.1	6.9	0.4	7.3	11/3
12/1	839	839	-	-	-	4.0	0.0	-	4.0	17.3	12.7	0.0	12.7	12/1
12/2	671	671	-	-	-	3.2	0.0	-	3.2	17.4	8.5	0.0	8.5	12/2
12/3	436	436	-	-	-	0.0	0.0	-	0.0	0.2	0.1	0.0	0.1	12/3
13/1	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1570	1520	-	-	-	8.8	35.9	-	44.7	102.5	13.1	35.9	49.0	14/1+14/2
15/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	933	933	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	155	155	155	0	0	0.0	0.1	-	0.1	3.1	0.0	0.1	0.1	16/1
16/2+16/3	321	321	642	0	0	0.2	1.7	-	1.9	20.8	1.6	1.7	3.3	16/2+16/3
17/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	1058	1058	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

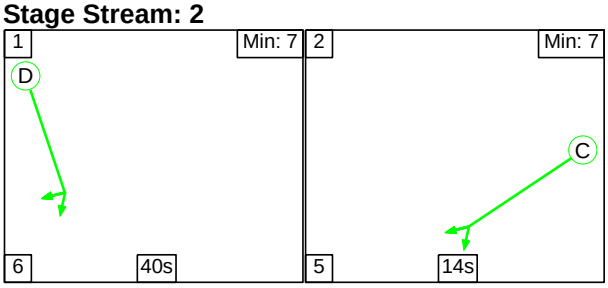
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	10.5	Total Delay for Signalled Lanes (pcuHr):	16.27	Cycle Time (s): 60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	21.8	Total Delay for Signalled Lanes (pcuHr):	13.96	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-2.5	Total Delay for Signalled Lanes (pcuHr):	21.37	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-14.9	Total Delay for Signalled Lanes (pcuHr):	52.00	Cycle Time (s): 60
	PRC Over All Lanes (%):	-14.9	Total Delay Over All Lanes(pcuHr):	107.01	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	25
Change Point	58	27

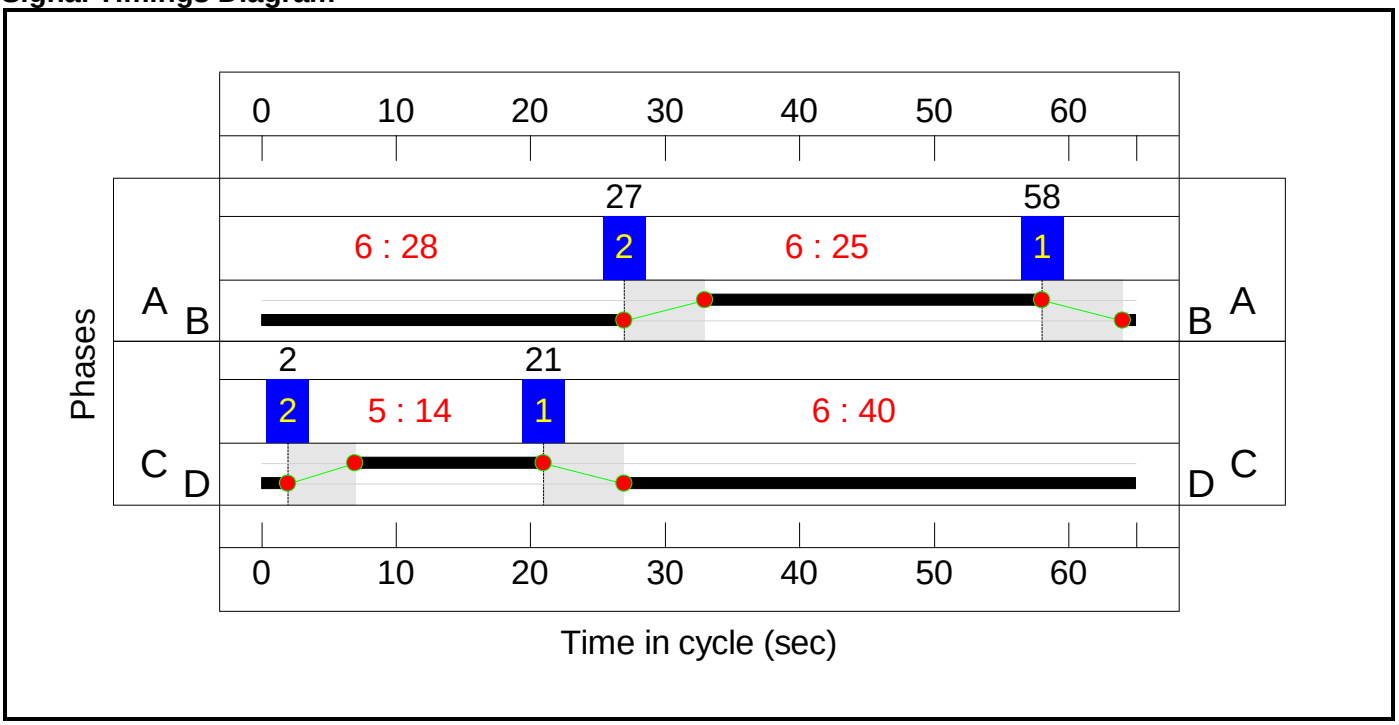
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	25	33	58
B	NE Circ Right Ahead	Traffic	1	28	64	27
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

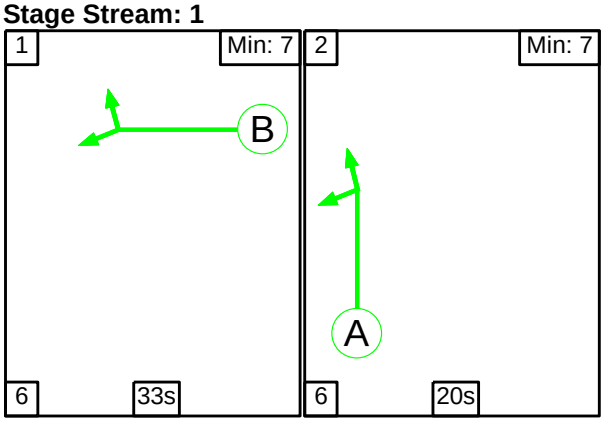
Signal Timings Diagram



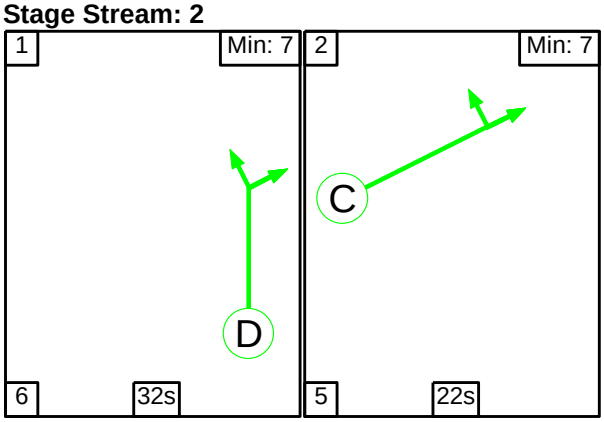
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

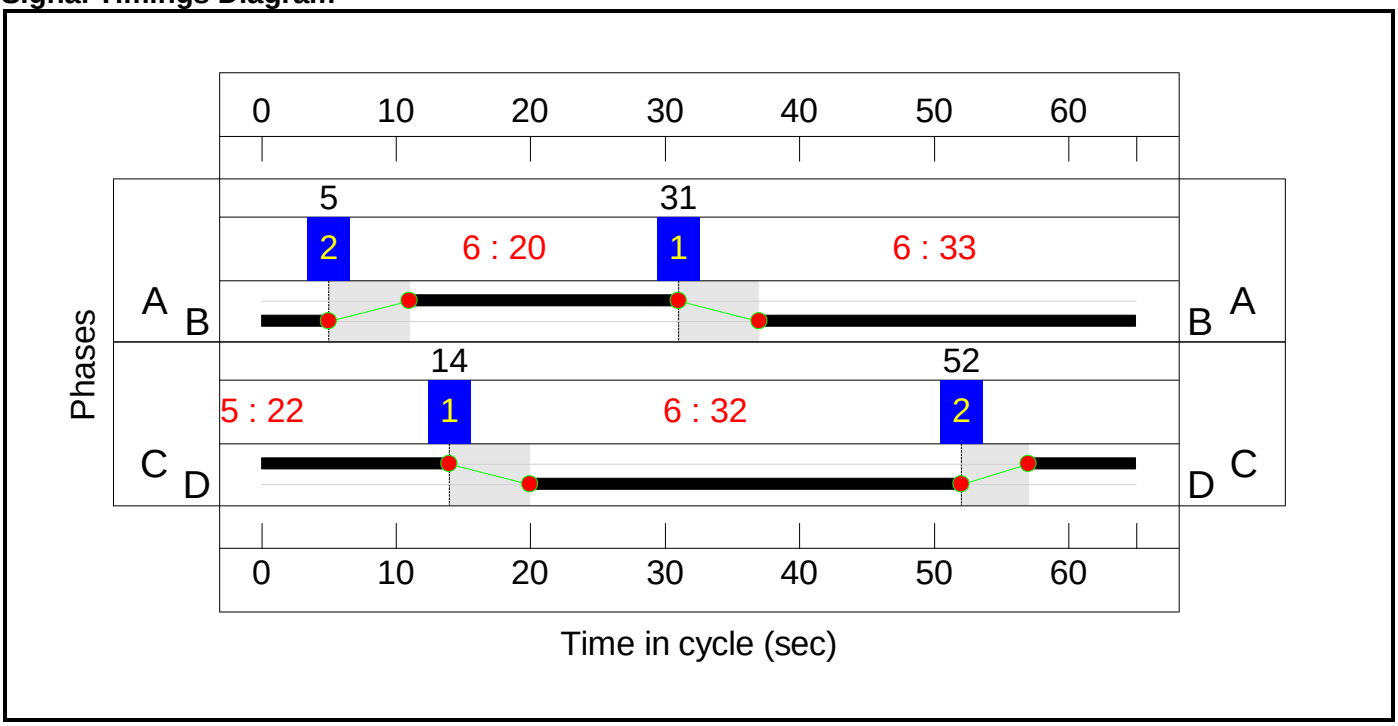
Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

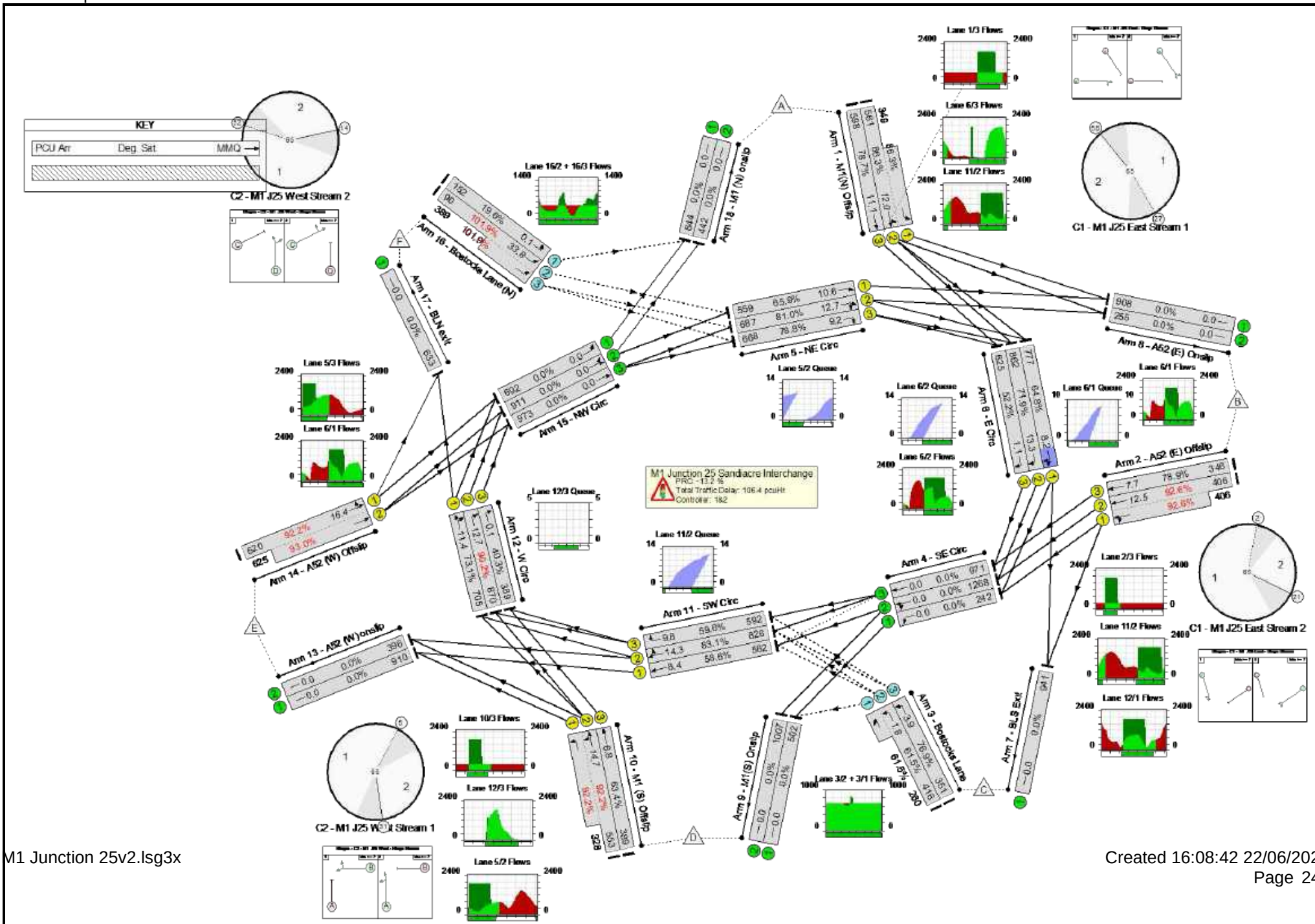
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	33	58
1/2	M1(N) Offslip Ahead Left	U	A	33	58
1/3	M1(N) Offslip Ahead	U	A	33	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	27
5/2	NE Circ Right Ahead	U	B	64	27
5/3	NE Circ Right	U	B	64	27
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Network Layout Diagram


KEY
PCU Arr
Deg. Sat
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -13.2 %
Total Traffic Delay: 106.4 pcuHr
Controller: 182
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 7 - BL3 Exit
Arm 8 - A52 (E) Onslip
Arm 8 - E Circ
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**101.9%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**101.9%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	25	-	-	910	1900:1900	650+404	86.3 : 86.3%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	25	-	-	598	1900	760	78.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	812	1900:1900	438+438	92.6 : 92.6%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	346	1900	438	78.9%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	676	1800:1800	677+423	61.5 : 61.5%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	351	1800	456	76.9%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	242	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1268	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	972	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	28	-	-	559	1900	848	65.9%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	28	-	-	688	1900	848	81.0%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	28	-	-	674	1900	848	78.8%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	778	1900	1198	64.8%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	862	1900	1198	71.9%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	626	1900	1198	52.2%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	942	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	908	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	255	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	502	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1007	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	881	1900:1900	600+356	92.2 : 92.2%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	389	1900	614	63.4%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	582	1900	994	58.6%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	826	1900	994	83.1%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	592	1900	994	59.6%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	705	1900	965	73.1%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	870	1900	965	90.2%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	389	1900	965	40.3%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	910	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	396	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	1245	1900:1900	672+672	92.2 : 93.0%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	692	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	911	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	973	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	152	1800	777	19.6%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	479	1800:1800	88+382	101.9 : 101.9%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	633	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	844	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	442	Inf	Inf	0.0%

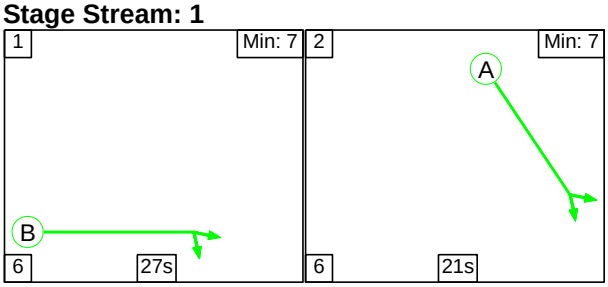
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2799**	**0**	**0**	**58.1**	**48.3**	**0.0**	**106.4**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2799**	**0**	**0**	**58.1**	**48.3**	**0.0**	**106.4**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	910	910	-	-	-	4.0	3.0	-	7.0	27.7	9.0	3.0	12.0	1/2+1/1
1/3	598	598	-	-	-	2.8	1.8	-	4.6	27.9	9.3	1.8	11.1	1/3
2/2+2/1	812	812	-	-	-	5.5	5.4	-	10.9	48.3	7.1	5.4	12.5	2/2+2/1
2/3	346	346	-	-	-	2.3	1.8	-	4.1	42.3	5.9	1.8	7.7	2/3
3/2+3/1	676	676	1352	0	0	0.0	0.8	-	0.8	4.3	1.0	0.8	1.8	3/2+3/1
3/3	351	351	351	0	0	0.2	1.6	-	1.8	18.4	2.2	1.6	3.9	3/3
4/1	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1268	1268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	971	971	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	559	559	-	-	-	2.0	1.0	-	3.0	19.1	9.7	1.0	10.6	5/1
5/2	687	687	-	-	-	3.6	2.1	-	5.6	29.6	10.6	2.1	12.7	5/2
5/3	668	668	-	-	-	2.5	1.8	-	4.3	23.2	7.4	1.8	9.2	5/3
6/1	777	777	-	-	-	1.5	0.0	-	1.5	6.9	8.2	0.0	8.2	6/1
6/2	862	862	-	-	-	2.7	0.0	-	2.7	11.2	13.3	0.0	13.3	6/2
6/3	625	625	-	-	-	0.3	0.0	-	0.3	1.5	1.1	0.0	1.1	6/3
7/1	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	1007	1007	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	881	881	-	-	-	4.9	5.2	-	10.1	41.1	9.5	5.2	14.7	10/2+10/1
10/3	389	389	-	-	-	2.0	0.9	-	2.9	26.7	5.9	0.9	6.8	10/3
11/1	582	582	-	-	-	2.6	0.7	-	3.3	20.6	7.7	0.7	8.4	11/1
11/2	826	826	-	-	-	4.2	2.4	-	6.6	28.9	11.9	2.4	14.3	11/2
11/3	592	592	-	-	-	1.8	0.7	-	2.5	15.2	9.1	0.7	9.8	11/3
12/1	705	705	-	-	-	3.2	0.0	-	3.2	16.3	11.4	0.0	11.4	12/1
12/2	870	870	-	-	-	4.3	0.0	-	4.3	17.7	12.7	0.0	12.7	12/2
12/3	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1245	1245	-	-	-	7.0	5.6	-	12.6	36.4	10.8	5.6	16.4	14/1+14/2
15/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	973	973	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	152	152	152	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	16/1
16/2+16/3	479	472	944	0	0	0.8	13.4	-	14.2	106.9	20.4	13.4	33.8	16/2+16/3
17/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

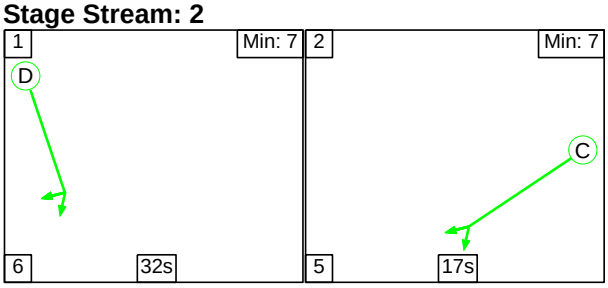
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	4.3	Total Delay for Signalled Lanes (pcuHr):	24.56	Cycle Time (s): 65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	-2.9	Total Delay for Signalled Lanes (pcuHr):	19.39	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-2.5	Total Delay for Signalled Lanes (pcuHr):	25.40	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-3.3	Total Delay for Signalled Lanes (pcuHr):	20.08	Cycle Time (s): 65
	PRC Over All Lanes (%):	-13.2	Total Delay Over All Lanes(pcuHr):	106.37	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

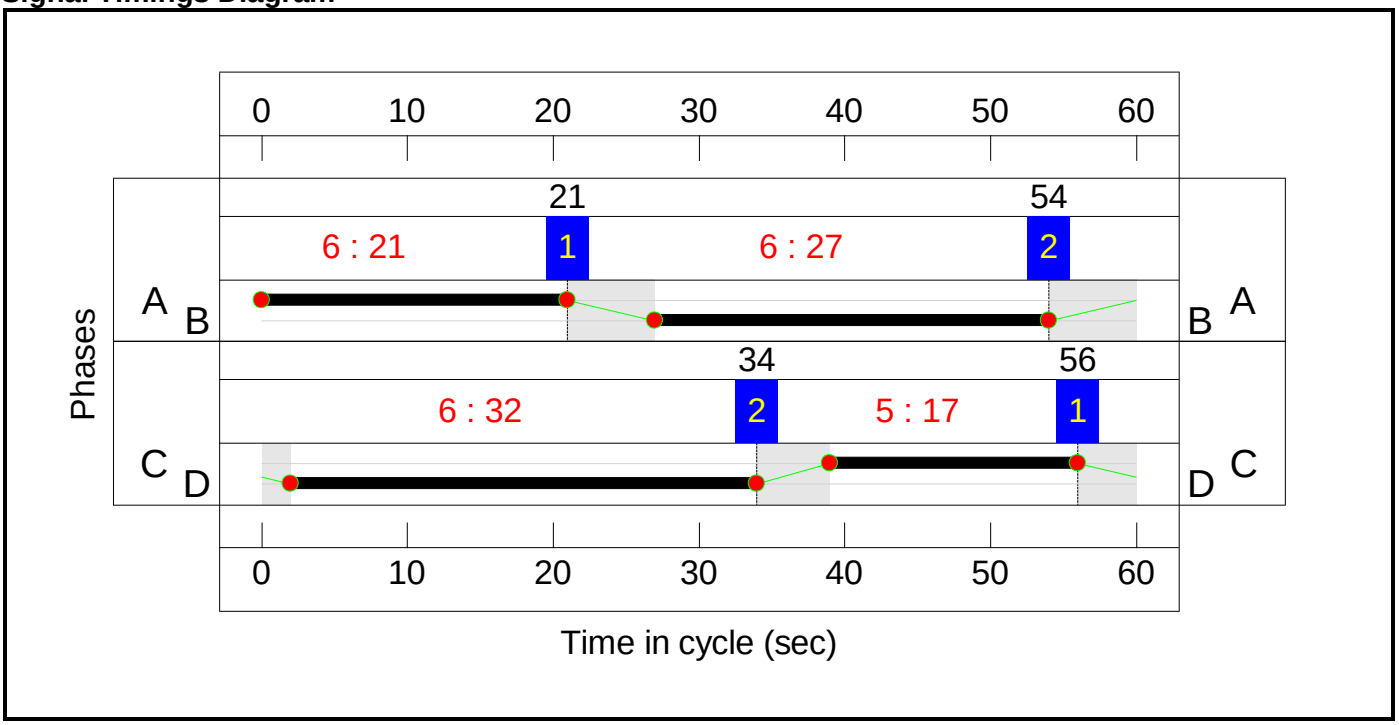
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

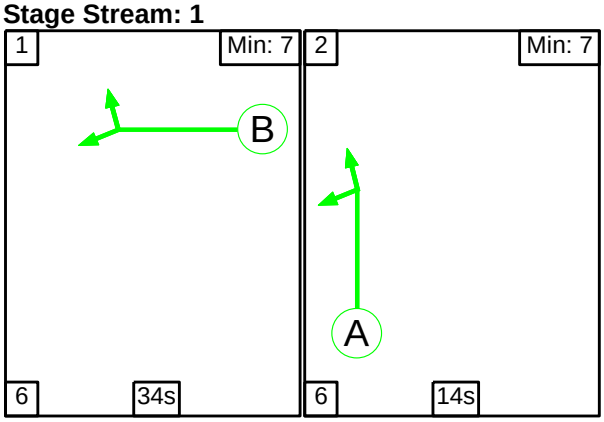
Signal Timings Diagram



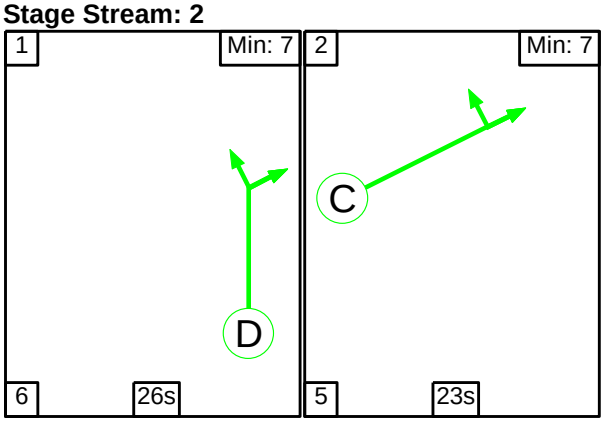
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	14	54

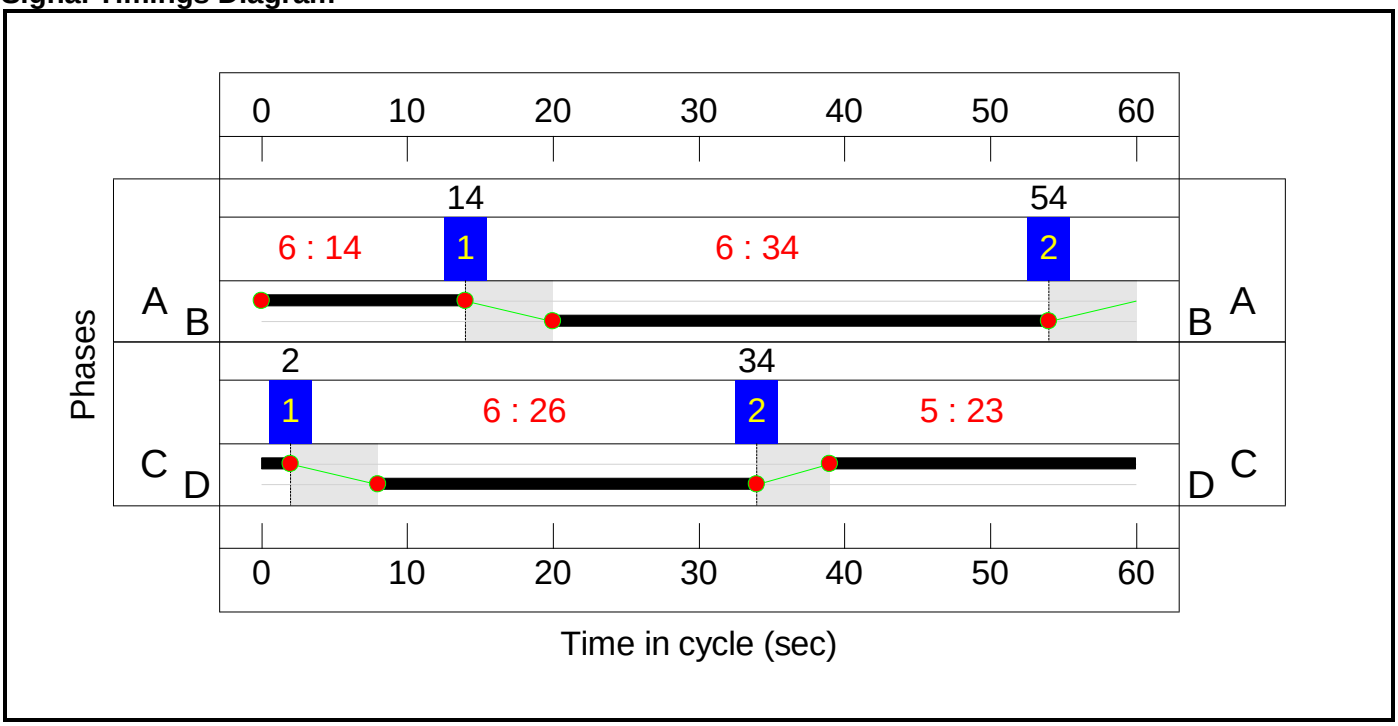
Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	14	0	14
B	SW Circ Right Ahead	Traffic	1	34	20	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

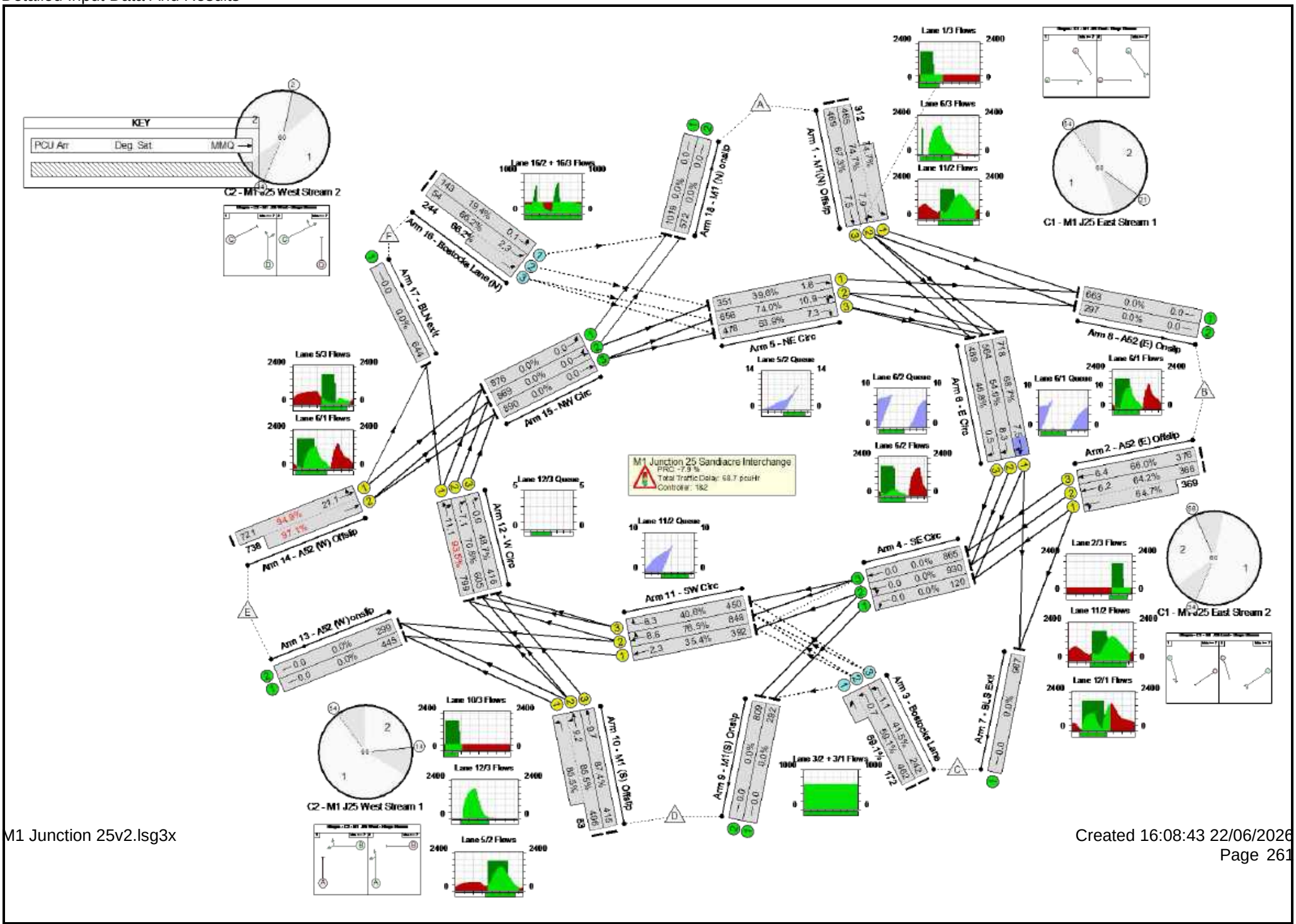
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	14
10/2	M1 (S) Offslip Ahead Left	U	A	0	14
10/3	M1 (S) Offslip Ahead	U	A	0	14
11/1	SW Circ Ahead	U	B	20	54
11/2	SW Circ Right Ahead	U	B	20	54
11/3	SW Circ Right	U	B	20	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -7.8 %
Total Traffic Delay: 68.7 pcuHr
Controller: 182
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 7 - BL3 Exit
Arm 8 - A52 (E) Onslip
Arm 8 - E Circ
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

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: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**97.1%**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**97.1%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	777	1900:1900	622+417	74.7 : 74.7%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	469	1900	697	67.3%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	735	1900:1900	570+570	64.2 : 64.7%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	376	1900	570	66.0%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	634	1800:1800	782+291	59.1 : 59.1%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	242	1800	583	41.5%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	120	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	930	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	865	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	351	1900	887	39.6%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	656	1900	887	74.0%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	478	1900	887	53.9%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	718	1900	1045	68.7%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	564	1900	1045	54.0%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	489	1900	1045	46.8%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	967	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	663	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	297	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	292	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	809	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	14	-	-	459	1900:1900	475+62	85.5 : 85.5%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	14	-	-	415	1900	475	87.4%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	34	-	-	392	1900	1108	35.4%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	34	-	-	848	1900	1108	76.5%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	34	-	-	450	1900	1108	40.6%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	799	1900	855	93.5%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	605	1900	855	70.8%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	416	1900	855	48.7%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	445	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	299	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	1459	1900:1900	760+760	94.9 : 97.1%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	876	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	869	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	890	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800	738	19.4%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	298	1800:1800	82+369	66.2 : 66.2%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	644	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1019	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%

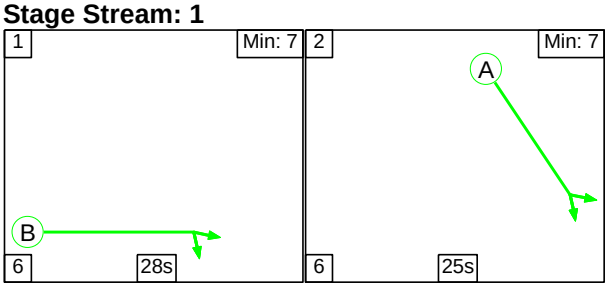
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2249**	**0**	**0**	**42.6**	**26.1**	**0.0**	**68.7**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2249**	**0**	**0**	**42.6**	**26.1**	**0.0**	**68.7**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	777	777	-	-	-	3.3	1.5	-	4.8	22.1	6.5	1.5	7.9	1/2+1/1
1/3	469	469	-	-	-	2.1	1.0	-	3.1	23.8	6.5	1.0	7.5	1/3
2/2+2/1	735	735	-	-	-	3.7	0.9	-	4.6	22.7	5.3	0.9	6.2	2/2+2/1
2/3	376	376	-	-	-	1.9	1.0	-	2.9	27.5	5.4	1.0	6.4	2/3
3/2+3/1	634	634	1268	0	0	0.0	0.7	-	0.7	4.1	0.0	0.7	0.7	3/2+3/1
3/3	242	242	242	0	0	0.0	0.4	-	0.4	5.6	0.7	0.4	1.1	3/3
4/1	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	351	351	-	-	-	0.4	0.3	-	0.7	7.1	1.3	0.3	1.6	5/1
5/2	656	656	-	-	-	1.5	1.4	-	2.9	15.7	9.5	1.4	10.9	5/2
5/3	478	478	-	-	-	2.1	0.6	-	2.7	20.4	6.7	0.6	7.3	5/3
6/1	718	718	-	-	-	2.2	0.0	-	2.2	11.1	7.5	0.0	7.5	6/1
6/2	564	564	-	-	-	2.8	0.0	-	2.8	18.2	8.3	0.0	8.3	6/2
6/3	489	489	-	-	-	0.1	0.0	-	0.1	1.0	0.5	0.0	0.5	6/3
7/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	459	459	-	-	-	2.7	2.7	-	5.4	42.6	6.4	2.7	9.2	10/2+10/1
10/3	415	415	-	-	-	2.5	3.1	-	5.6	48.8	6.6	3.1	9.7	10/3
11/1	392	392	-	-	-	0.4	0.3	-	0.7	6.6	2.0	0.3	2.3	11/1
11/2	848	848	-	-	-	1.5	1.6	-	3.1	13.4	7.0	1.6	8.6	11/2
11/3	450	450	-	-	-	1.6	0.3	-	1.9	15.4	5.9	0.3	6.3	11/3
12/1	799	799	-	-	-	3.8	0.0	-	3.8	17.1	11.1	0.0	11.1	12/1
12/2	605	605	-	-	-	2.6	0.0	-	2.6	15.6	7.1	0.0	7.1	12/2
12/3	416	416	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	12/3
13/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1459	1459	-	-	-	7.1	9.2	-	16.3	40.2	11.9	9.2	21.1	14/1+14/2
15/1	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	890	890	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	143	143	143	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	16/1
16/2+16/3	298	298	596	0	0	0.1	1.0	-	1.1	13.1	1.4	1.0	2.3	16/2+16/3
17/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

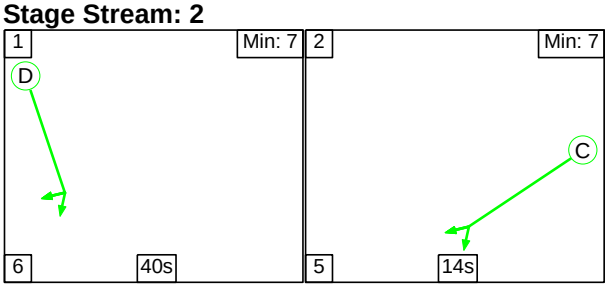
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	20.4	Total Delay for Signalled Lanes (pcuHr):	14.13	Cycle Time (s): 60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	31.0	Total Delay for Signalled Lanes (pcuHr):	12.69	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	16.84	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-7.9	Total Delay for Signalled Lanes (pcuHr):	22.72	Cycle Time (s): 60
	PRC Over All Lanes (%):	-7.9	Total Delay Over All Lanes(pcuHr):	68.69	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	25
Change Point	58	27

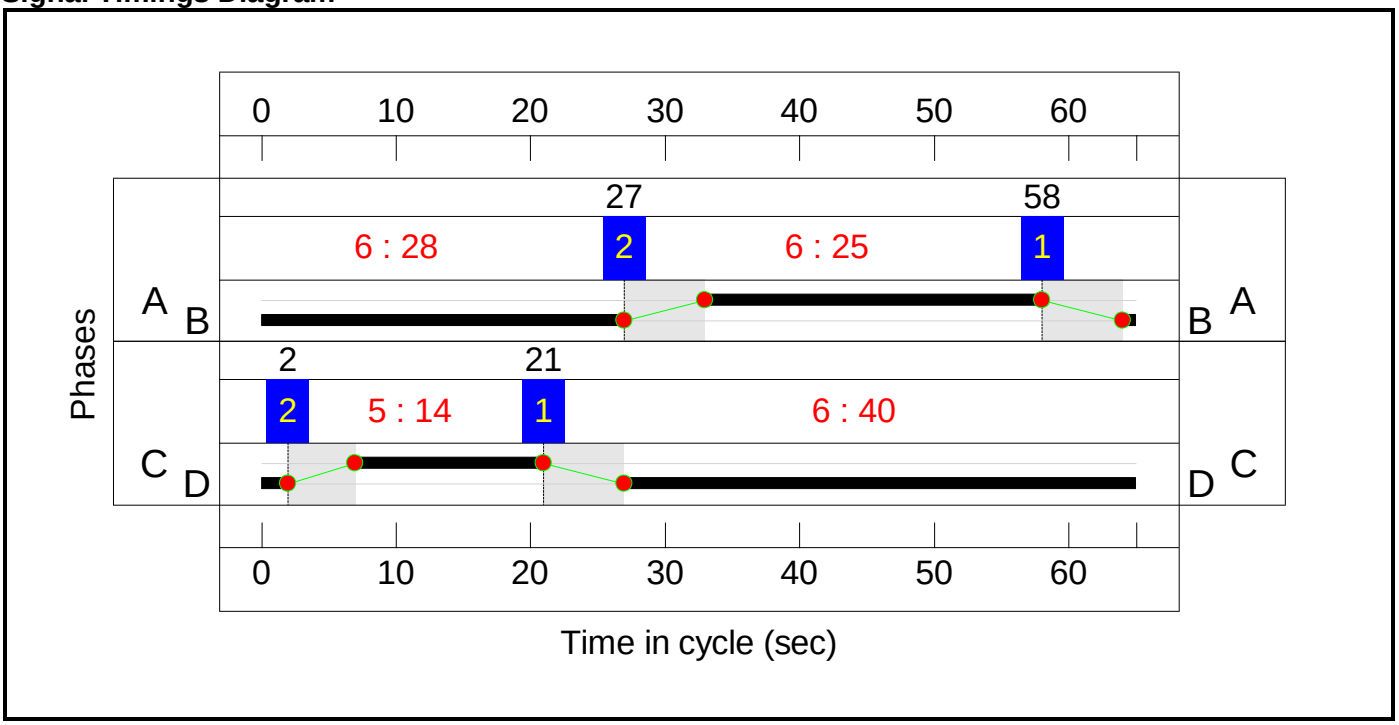
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	25	33	58
B	NE Circ Right Ahead	Traffic	1	28	64	27
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

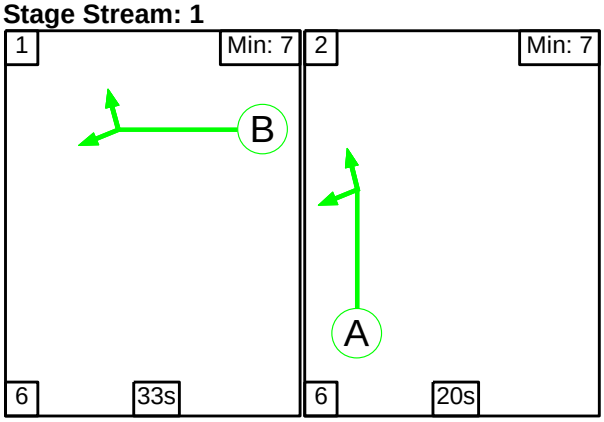
Signal Timings Diagram



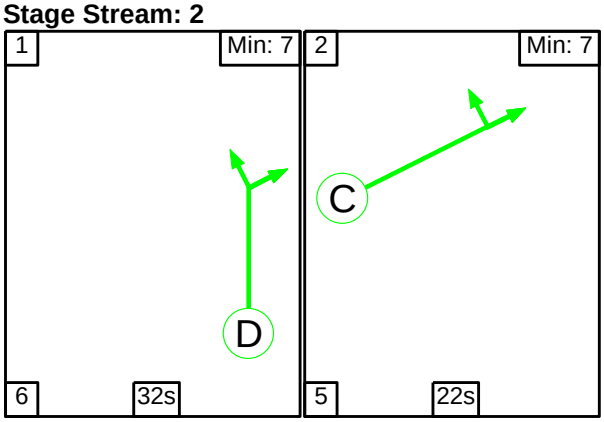
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

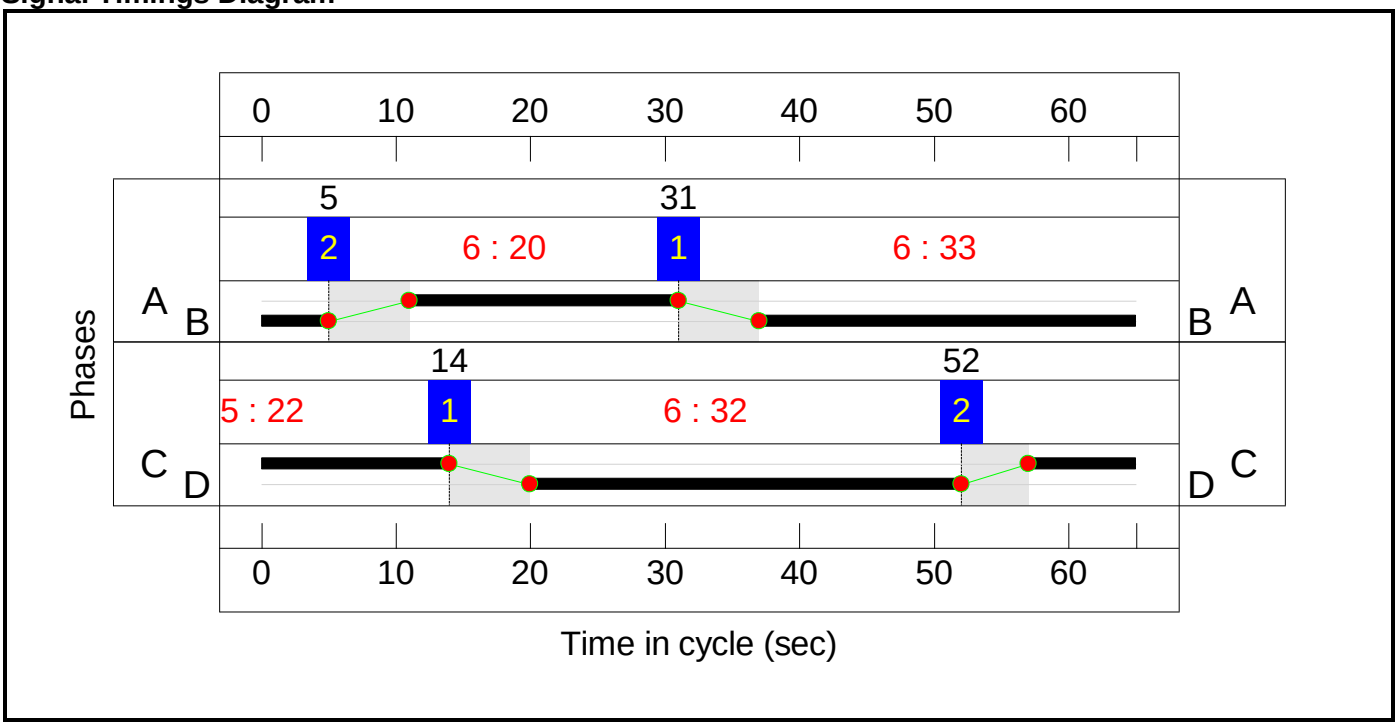
Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

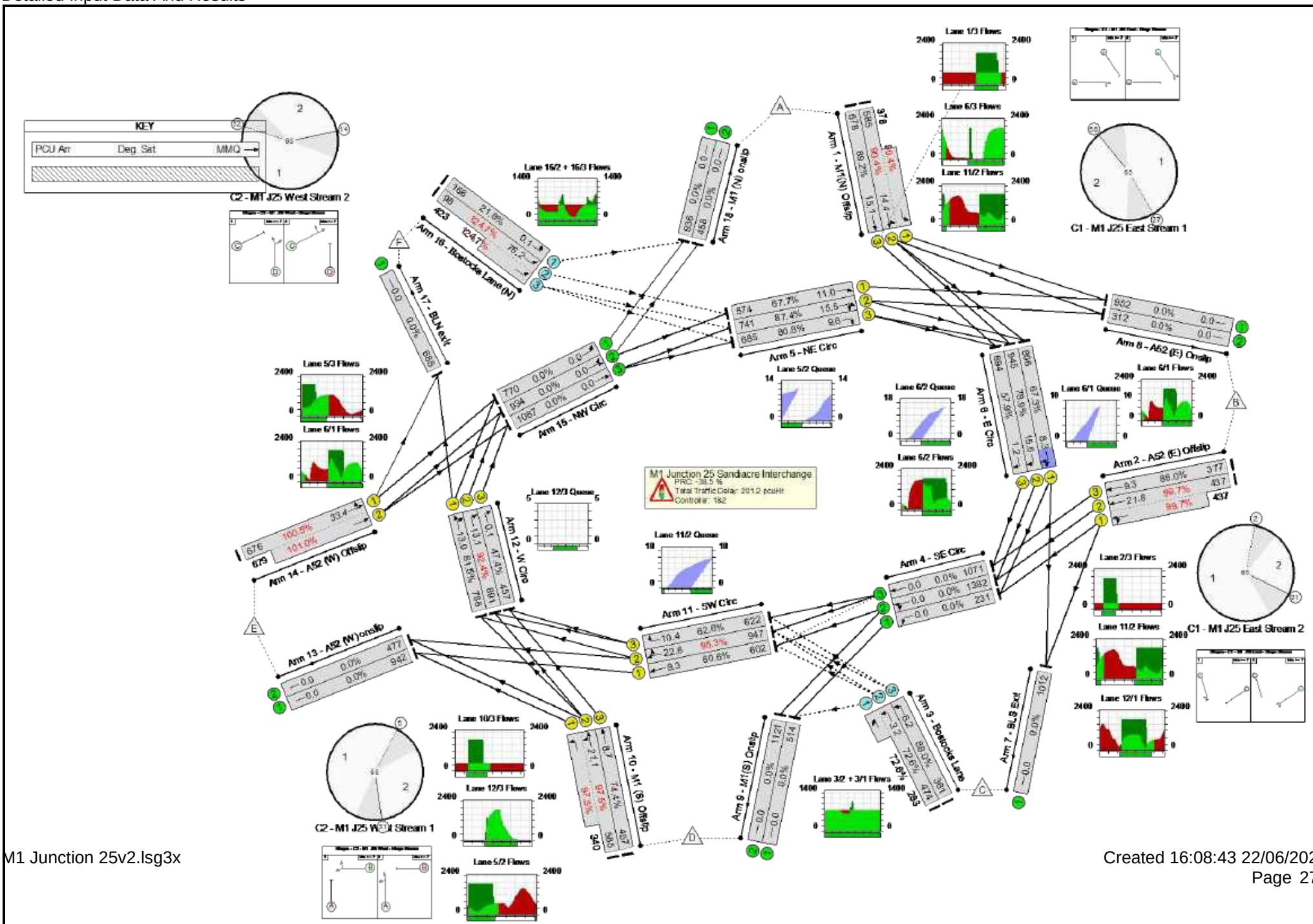
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	33	58
1/2	M1(N) Offslip Ahead Left	U	A	33	58
1/3	M1(N) Offslip Ahead	U	A	33	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	27
5/2	NE Circ Right Ahead	U	B	64	27
5/3	NE Circ Right	U	B	64	27
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Network Layout Diagram


KEY
PCU Arr
Deg. Sat
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
Arm 1 - M1(N) Offslip
Arm 18 - M1 (N) onslip
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 5 - NE Circ
Arm 8 - A52 (E) Onslip
Arm 8 - E Circ
Arm 2 - A52 (E) Offslip
Arm 15 - NW Circ
Arm 14 - A52 (W) Offslip
Arm 12 - W Circ
Arm 4 - SE Circ
Arm 11 - SW Circ
Arm 13 - A52 (W) onslip
Arm 10 - M1 (S) Offslip
Arm 9 - M1(S) Onslip
Arm 3 - Bostocks Lane
Arm 7 - BLS Exit
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows
Total Traffic Delay: 2012 pcuHr
Controller: 182

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: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**124.7%**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**124.7%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	25	-	-	963	1900:1900	647+418	90.4 : 90.4%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	25	-	-	678	1900	760	89.2%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	874	1900:1900	438+438	99.7 : 99.7%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	377	1900	438	86.0%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	757	1800:1800	653+390	72.6 : 72.6%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	361	1800	410	88.0%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	231	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1386	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	1075	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	28	-	-	574	1900	848	67.7%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	28	-	-	755	1900	848	87.4%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	28	-	-	761	1900	848	80.8%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	820	1900	1198	67.3%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	949	1900	1198	78.9%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	698	1900	1198	57.9%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1026	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	952	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	312	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	514	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1125	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	925	1900:1900	600+349	97.5 : 97.5%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	457	1900	614	74.4%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	602	1900	994	60.6%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	947	1900	994	95.3%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	622	1900	994	62.6%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	786	1900	965	81.5%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	891	1900	965	92.4%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	457	1900	965	47.4%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	942	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	477	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	1355	1900:1900	672+672	100.5 : 101.0%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	773	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	934	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	1093	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	166	1800	760	21.8%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	521	1800:1800	79+339	124.7 : 124.7%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	689	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	939	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	458	Inf	Inf	0.0%

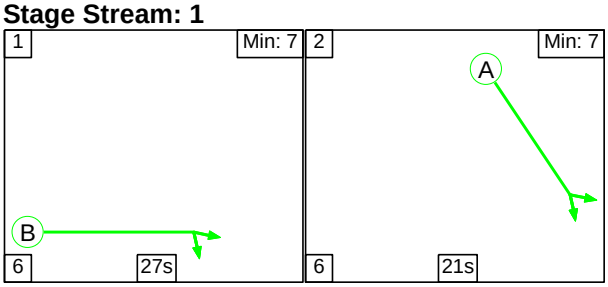
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2915**	**0**	**0**	**68.9**	**132.3**	**0.0**	**201.2**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2915**	**0**	**0**	**68.9**	**132.3**	**0.0**	**201.2**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	963	963	-	-	-	4.3	4.3	-	8.6	32.3	10.1	4.3	14.4	1/2+1/1
1/3	678	678	-	-	-	3.4	3.8	-	7.2	38.3	11.3	3.8	15.1	1/3
2/2+2/1	874	874	-	-	-	6.1	14.1	-	20.1	82.9	7.8	14.1	21.8	2/2+2/1
2/3	377	377	-	-	-	2.5	2.8	-	5.3	50.8	6.5	2.8	9.3	2/3
3/2+3/1	757	757	1514	0	0	0.0	1.3	-	1.3	6.4	1.8	1.3	3.2	3/2+3/1
3/3	361	361	361	0	0	0.3	3.2	-	3.6	35.5	2.9	3.2	6.2	3/3
4/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1382	1382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	1071	1071	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	574	574	-	-	-	2.0	1.0	-	3.1	19.2	9.9	1.0	11.0	5/1
5/2	741	741	-	-	-	4.1	3.3	-	7.4	35.9	12.3	3.3	15.5	5/2
5/3	685	685	-	-	-	2.6	2.1	-	4.7	24.6	7.5	2.1	9.6	5/3
6/1	806	806	-	-	-	1.5	0.0	-	1.5	6.5	8.3	0.0	8.3	6/1
6/2	945	945	-	-	-	3.4	0.0	-	3.4	12.8	15.6	0.0	15.6	6/2
6/3	694	694	-	-	-	0.3	0.0	-	0.3	1.7	1.2	0.0	1.2	6/3
7/1	1012	1012	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	952	952	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	312	312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	1121	1121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	925	925	-	-	-	5.2	10.4	-	15.6	60.6	10.7	10.4	21.1	10/2+10/1
10/3	457	457	-	-	-	2.5	1.4	-	3.9	30.9	7.2	1.4	8.7	10/3
11/1	602	602	-	-	-	3.0	0.8	-	3.7	22.3	8.6	0.8	9.3	11/1
11/2	947	947	-	-	-	5.3	7.6	-	12.9	49.2	14.9	7.6	22.6	11/2
11/3	622	622	-	-	-	1.8	0.8	-	2.6	15.3	9.6	0.8	10.4	11/3
12/1	786	786	-	-	-	3.7	0.0	-	3.7	16.9	13.0	0.0	13.0	12/1
12/2	891	891	-	-	-	4.6	0.0	-	4.6	18.5	13.1	0.0	13.1	12/2
12/3	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	942	942	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1355	1345	-	-	-	8.1	21.2	-	29.3	77.7	12.3	21.2	33.4	14/1+14/2
15/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	1087	1087	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	166	166	166	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	16/1
16/2+16/3	521	437	874	0	0	4.2	54.0	-	58.2	402.0	22.2	54.0	76.2	16/2+16/3
17/1	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	936	936	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

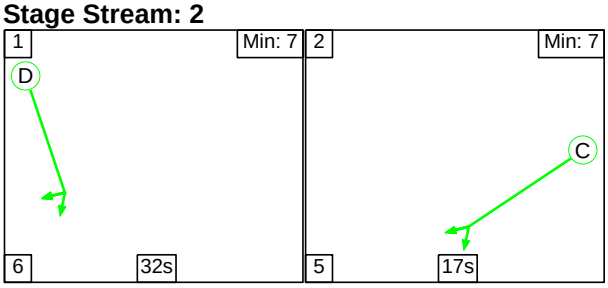
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	-0.4	Total Delay for Signalled Lanes (pcuHr):	30.98	Cycle Time (s): 65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	-10.7	Total Delay for Signalled Lanes (pcuHr):	30.62	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-8.3	Total Delay for Signalled Lanes (pcuHr):	38.80	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-12.2	Total Delay for Signalled Lanes (pcuHr):	37.53	Cycle Time (s): 65
	PRC Over All Lanes (%):	-38.5	Total Delay Over All Lanes(pcuHr):	201.16	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

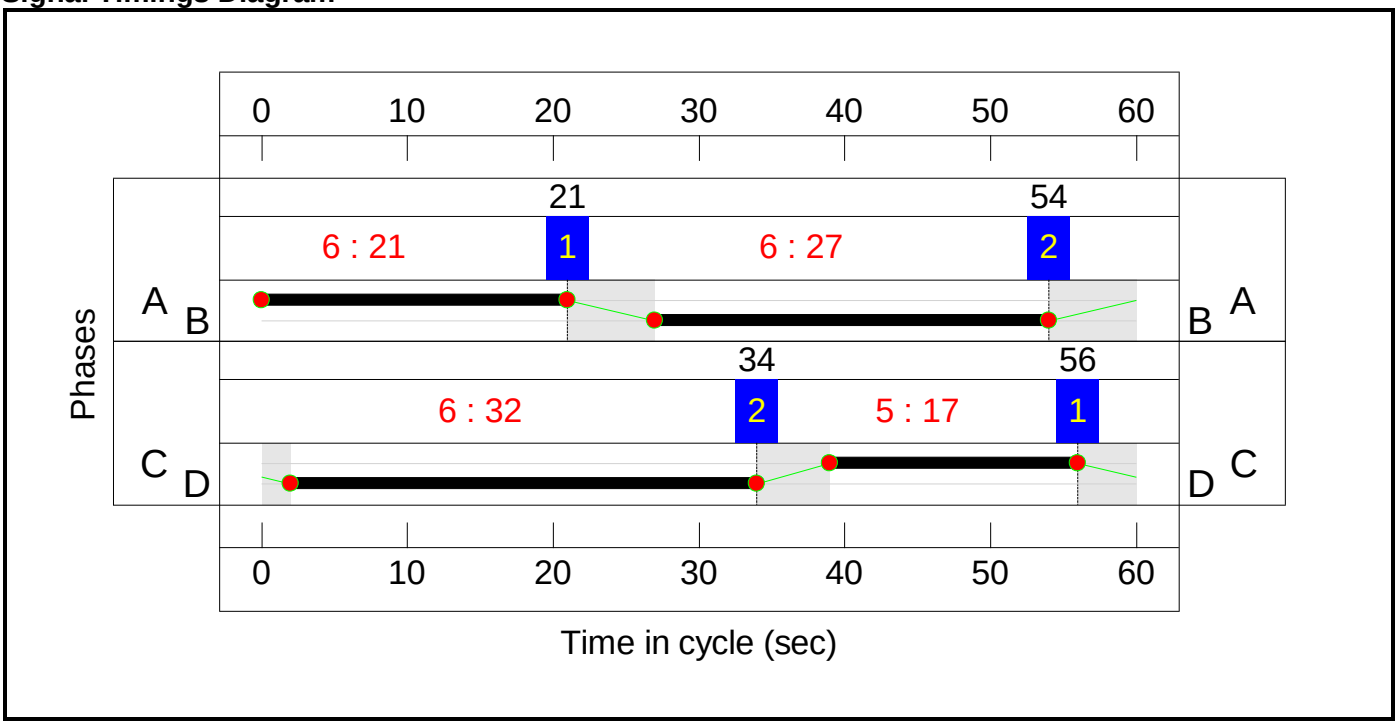
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

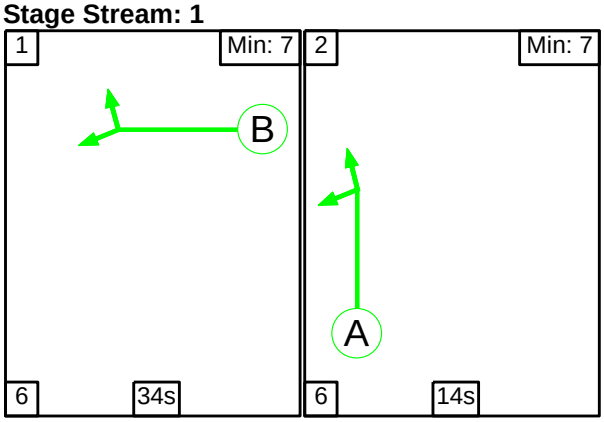
Signal Timings Diagram



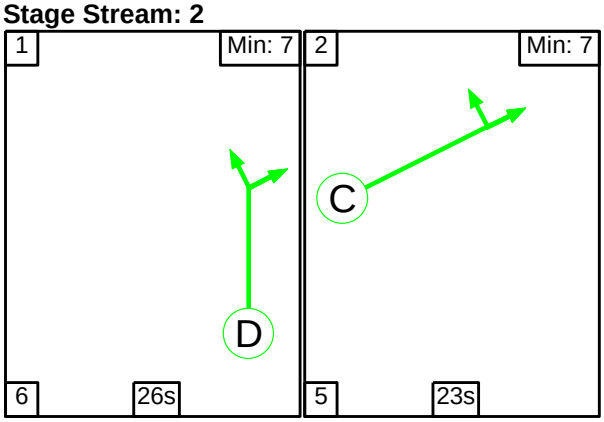
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	14	54

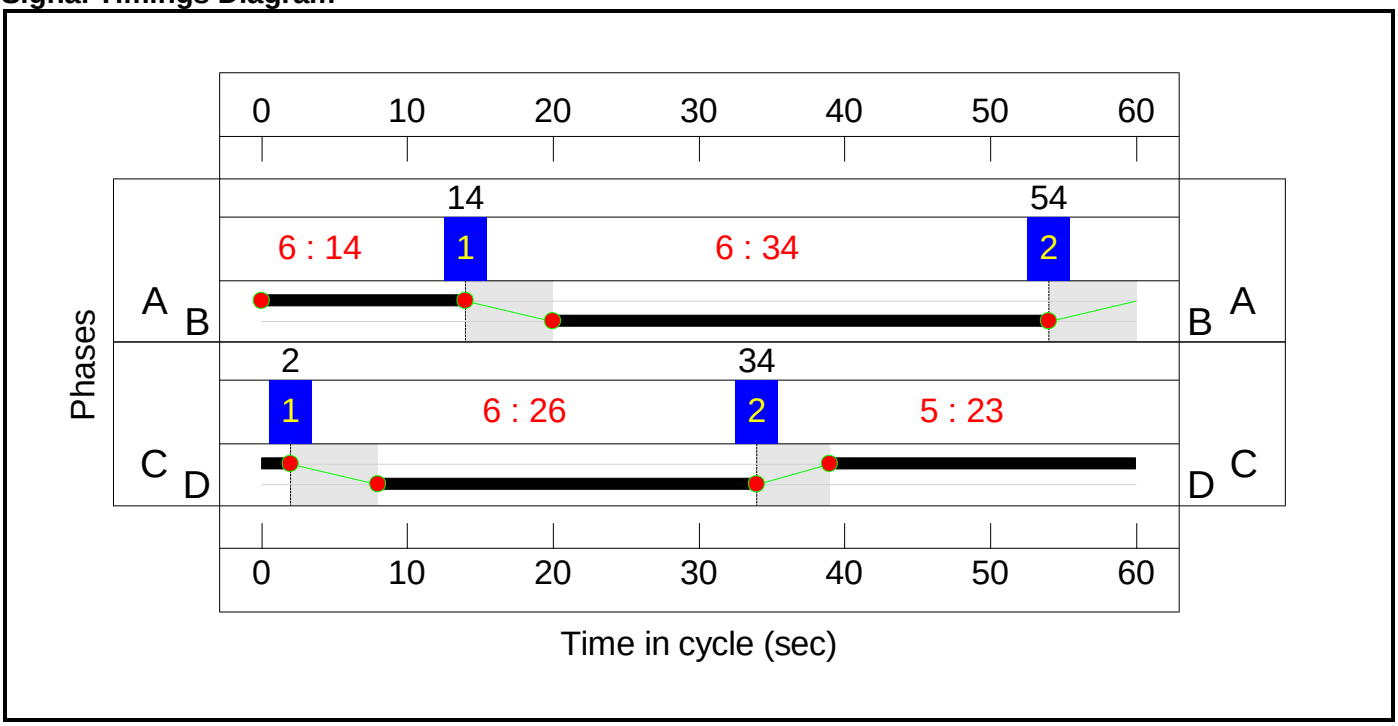
Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	14	0	14
B	SW Circ Right Ahead	Traffic	1	34	20	54
C	A52 (W) Offslip Ahead Left	Traffic	2	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

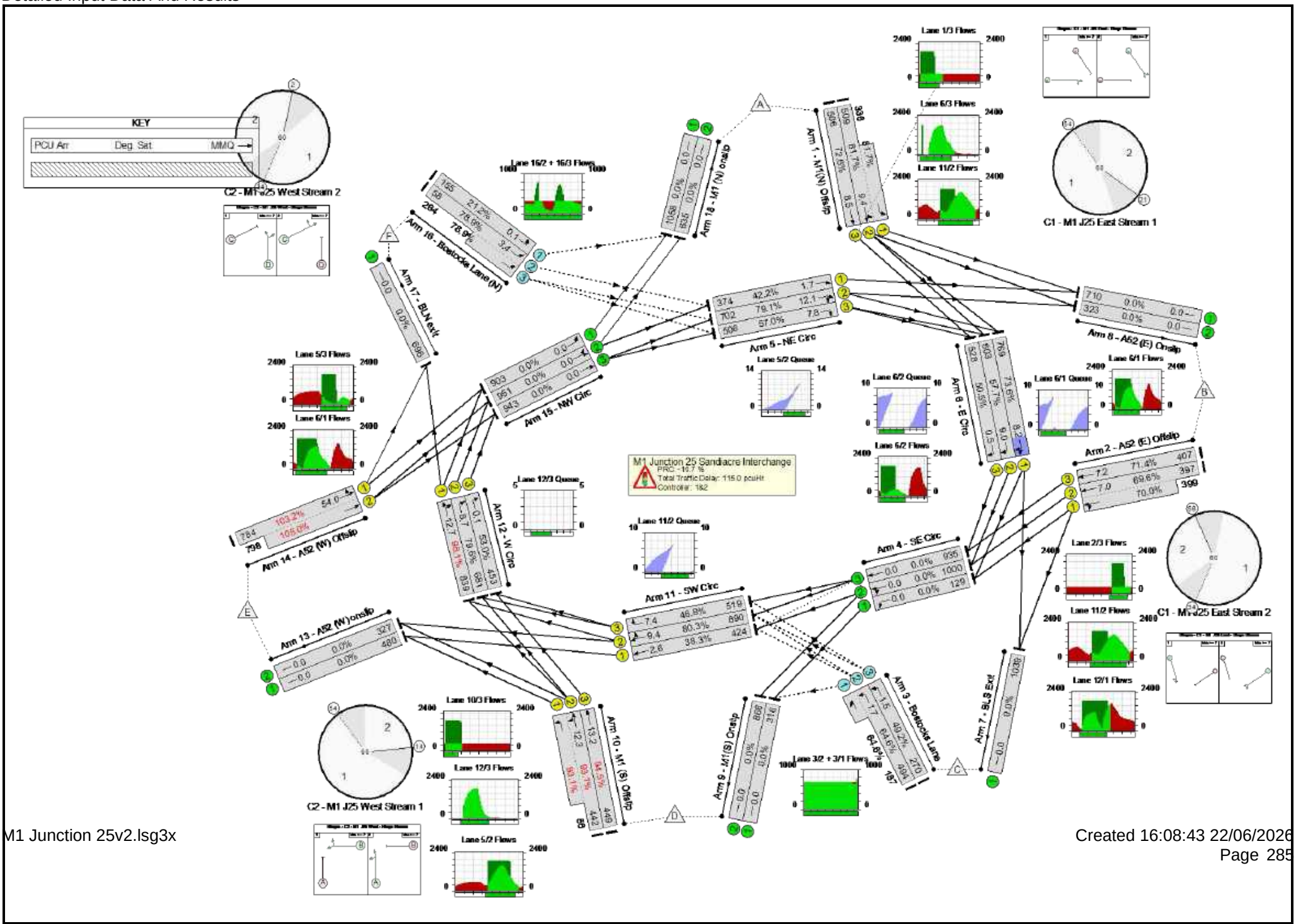
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	34
10/1	M1 (S) Offslip Left	U	A	0	14
10/2	M1 (S) Offslip Ahead Left	U	A	0	14
10/3	M1 (S) Offslip Ahead	U	A	0	14
11/1	SW Circ Ahead	U	B	20	54
11/2	SW Circ Right Ahead	U	B	20	54
11/3	SW Circ Right	U	B	20	54
12/1	W Circ Right Ahead	U	D	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -10.7 %
Total Traffic Delay: 1150 pcuHr
Controller: 182
Arm 1 - M1(N) Offslip
Arm 18 - M1 (N) onslip
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 5 - NE Circ
Arm 8 - A52 (E) Onslip
Arm 15 - NW Circ
Arm 8 - E Circ
Arm 2 - A52 (E) Offslip
Arm 14 - A52 (W) Offslip
Arm 12 - W Circ
Arm 4 - SE Circ
Arm 11 - SW Circ
Arm 13 - A52 (W) onslip
Arm 10 - M1 (S) Offslip
Arm 9 - M1(S) Onslip
Arm 3 - Bostocks Lane
Arm 7 - BLS Exit
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

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: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.0%**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.0%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	845	1900:1900	623+411	81.7 : 81.7%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	506	1900	697	72.6%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	17	-	-	796	1900:1900	570+570	69.6 : 70.0%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	407	1900	570	71.4%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	681	1800:1800	764+289	64.6 : 64.6%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	270	1800	549	49.2%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	129	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1013	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	935	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	375	1900	887	42.2%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	713	1900	887	79.1%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	519	1900	887	57.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	780	1900	1045	73.6%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	616	1900	1045	57.7%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	528	1900	1045	50.5%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1050	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	711	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	323	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	316	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	879	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	14	-	-	498	1900:1900	475+60	93.1 : 93.1%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	14	-	-	449	1900	475	94.5%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	34	-	-	424	1900	1108	38.3%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	34	-	-	890	1900	1108	80.3%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	34	-	-	519	1900	1108	46.8%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	839	1900	855	98.1%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	681	1900	855	79.6%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	453	1900	855	53.0%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	480	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	327	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	1582	1900:1900	760+760	103.2 : 105.0%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	924	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	964	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	968	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800	732	21.2%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	322	1800:1800	73+334	78.9 : 78.9%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	699	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1079	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	647	Inf	Inf	0.0%

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)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2431**	**0**	**0**	**48.3**	**66.7**	**0.0**	**115.0**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2431**	**0**	**0**	**48.3**	**66.7**	**0.0**	**115.0**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	845	845	-	-	-	3.7	2.2	-	5.9	25.0	7.2	2.2	9.4	1/2+1/1
1/3	506	506	-	-	-	2.3	1.3	-	3.6	25.7	7.2	1.3	8.5	1/3
2/2+2/1	796	796	-	-	-	4.1	1.1	-	5.3	23.8	5.9	1.1	7.0	2/2+2/1
2/3	407	407	-	-	-	2.1	1.2	-	3.3	29.6	6.0	1.2	7.2	2/3
3/2+3/1	681	681	1362	0	0	0.0	0.9	-	0.9	4.8	0.8	0.9	1.7	3/2+3/1
3/3	270	270	270	0	0	0.0	0.5	-	0.5	7.1	1.0	0.5	1.5	3/3
4/1	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1000	1000	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	374	374	-	-	-	0.4	0.4	-	0.7	7.2	1.3	0.4	1.7	5/1
5/2	702	702	-	-	-	1.6	1.9	-	3.4	17.6	10.3	1.9	12.1	5/2
5/3	506	506	-	-	-	2.3	0.7	-	2.9	20.8	7.1	0.7	7.8	5/3
6/1	769	769	-	-	-	2.3	0.0	-	2.3	11.0	8.2	0.0	8.2	6/1
6/2	603	603	-	-	-	3.0	0.0	-	3.0	18.1	9.0	0.0	9.0	6/2
6/3	528	528	-	-	-	0.1	0.0	-	0.1	1.0	0.5	0.0	0.5	6/3
7/1	1039	1039	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	498	498	-	-	-	3.0	5.2	-	8.2	59.3	7.1	5.2	12.3	10/2+10/1
10/3	449	449	-	-	-	2.8	5.9	-	8.7	69.6	7.2	5.9	13.2	10/3
11/1	424	424	-	-	-	0.5	0.3	-	0.8	6.8	2.3	0.3	2.6	11/1
11/2	890	890	-	-	-	1.6	2.0	-	3.6	14.4	7.4	2.0	9.4	11/2
11/3	519	519	-	-	-	1.9	0.4	-	2.3	16.2	7.0	0.4	7.4	11/3
12/1	839	839	-	-	-	4.0	0.0	-	4.0	17.2	12.7	0.0	12.7	12/1
12/2	681	681	-	-	-	3.3	0.0	-	3.3	17.5	8.7	0.0	8.7	12/2
12/3	453	453	-	-	-	0.0	0.0	-	0.0	0.3	0.1	0.0	0.1	12/3
13/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1582	1520	-	-	-	9.1	40.7	-	49.8	113.3	13.3	40.7	54.0	14/1+14/2
15/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	155	155	155	0	0	0.0	0.1	-	0.1	3.1	0.0	0.1	0.1	16/1
16/2+16/3	322	322	644	0	0	0.2	1.8	-	2.0	22.2	1.6	1.8	3.4	16/2+16/3
17/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	1058	1058	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

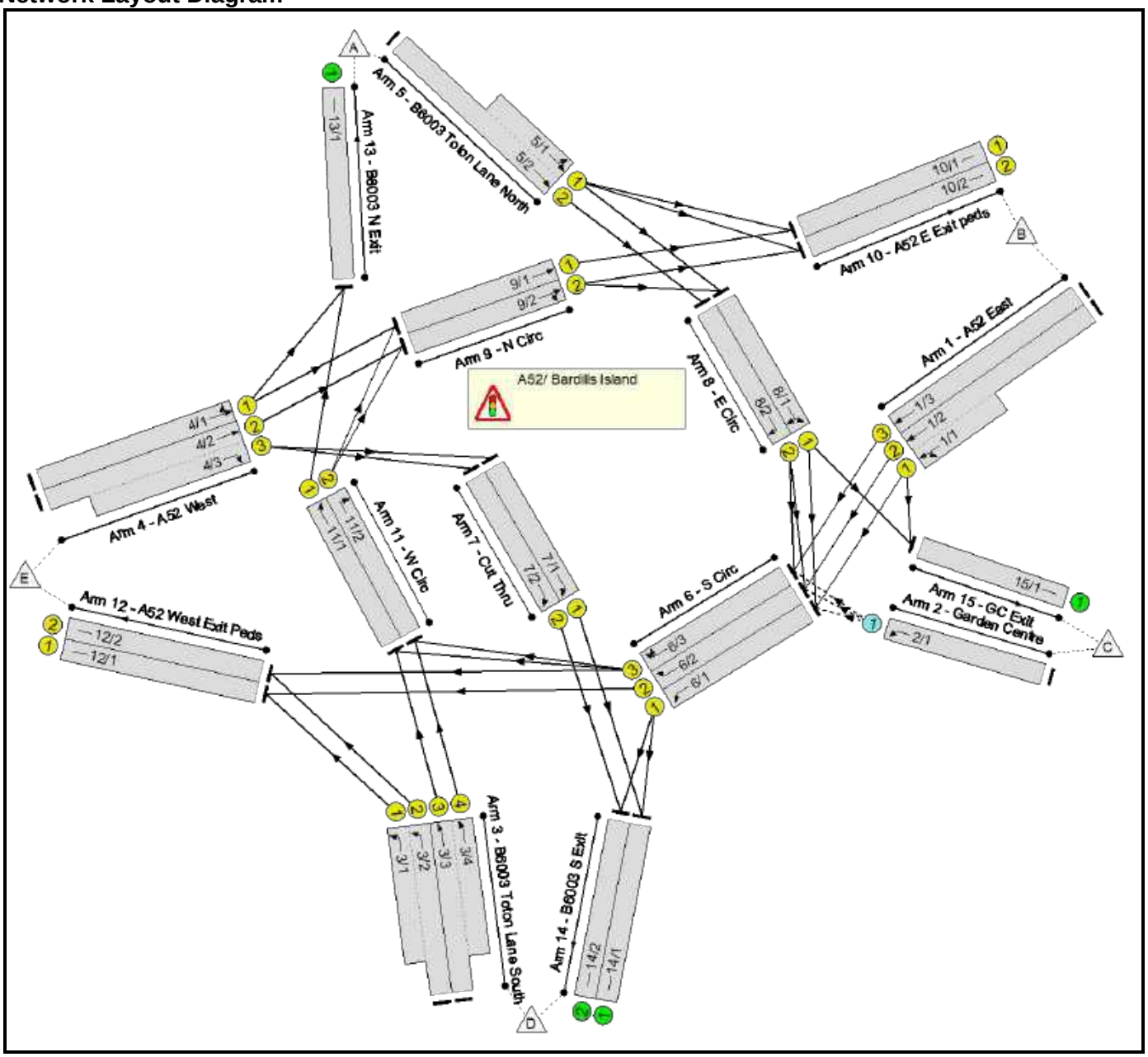
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	10.2	Total Delay for Signalled Lanes (pcuHr):	16.59	Cycle Time (s): 60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	22.3	Total Delay for Signalled Lanes (pcuHr):	14.13	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-5.0	Total Delay for Signalled Lanes (pcuHr):	23.58	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-16.7	Total Delay for Signalled Lanes (pcuHr):	57.16	Cycle Time (s): 60
	PRC Over All Lanes (%):	-16.7	Total Delay Over All Lanes(pcuHr):	115.01	

Detailed Input Data And Results

User and Project Details

Project:	
Title:	**A52 / Bardills Island**
Location:	Nottingham
Additional detail:	Existing network
File name:	A52 Bardills Island v2.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Network Layout Diagram



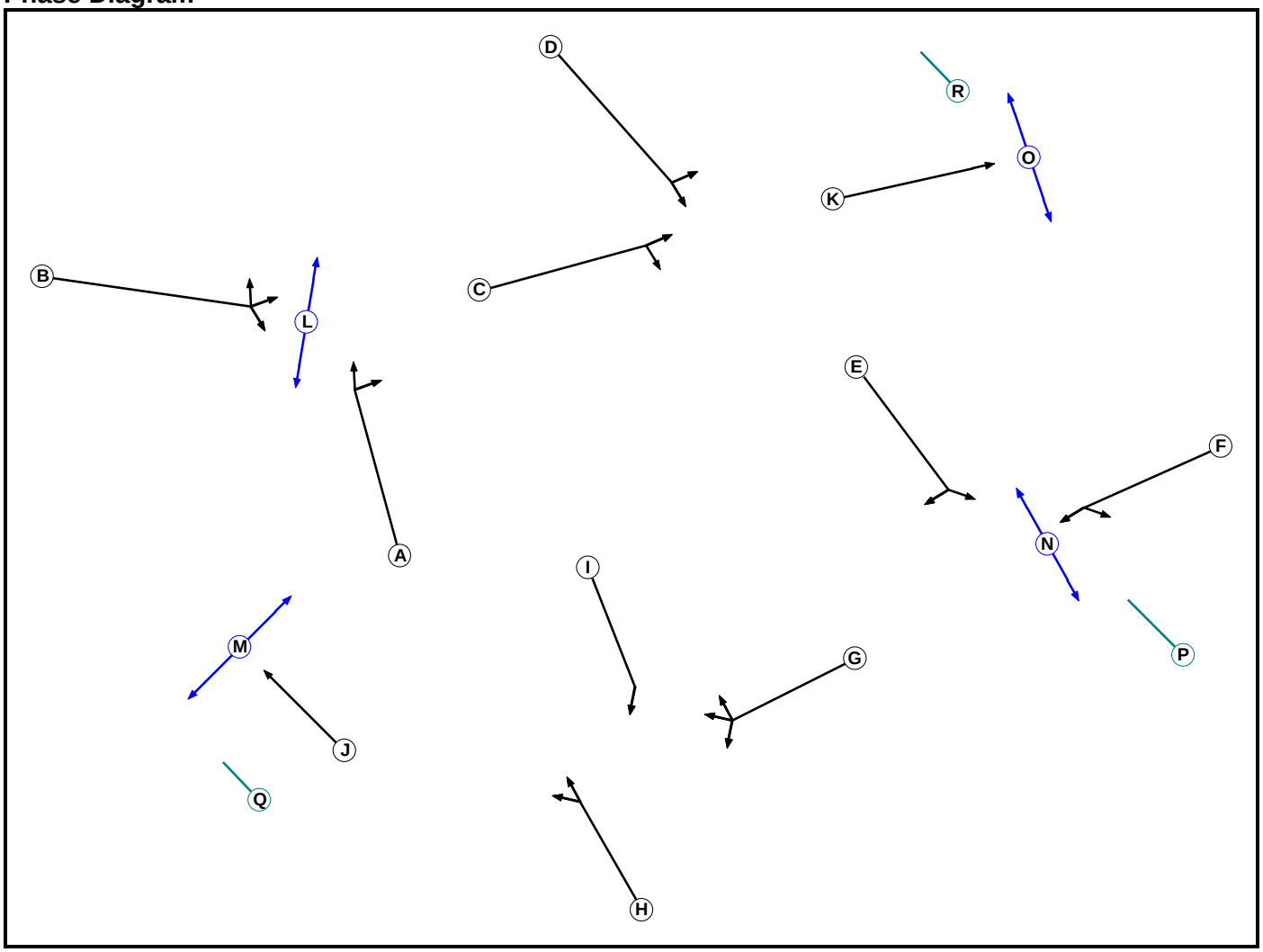
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2025 AM Base	Network Control Plan 2	08:00 - 09:00	70	4.0	48.90
2	2	2025 PM Base	Network Control Plan 2	17:00 - 18:00	70	2.9	44.71
3	3	2028 AM Base	Network Control Plan 2	08:00 - 09:00	70	0.6	53.34
4	4	2028 PM Base	Network Control Plan 2	17:00 - 18:00	70	-0.0	48.21
5	5	2041 AM Base	Network Control Plan 2	08:00 - 09:00	70	-9.6	80.79
6	6	2041 PM Base	Network Control Plan 2	17:00 - 18:00	70	-8.6	65.90
7	7	2028 AM Base + Dev	Network Control Plan 2	08:00 - 09:00	70	0.3	56.34
8	8	2028 PM Base + Dev	Network Control Plan 2	17:00 - 18:00	70	-3.0	51.27
9	9	2041 AM Base + Dev	Network Control Plan 2	08:00 - 09:00	70	-9.8	86.04
10	10	2041 PM Base + Dev	Network Control Plan 2	17:00 - 18:00	70	-11.5	72.67
11	11	2028 AM Base SENS	Network Control Plan 2	08:00 - 09:00	70	0.3	55.35
12	12	2028 PM Base SENS	Network Control Plan 2	17:00 - 18:00	70	-2.0	50.19
13	14	2041 AM Base SENS	Network Control Plan 2	08:00 - 09:00	70	-9.7	84.53
14	15	2041 PM Base SENS	Network Control Plan 2	17:00 - 18:00	70	-10.5	70.21
15	16	2028 AM Base SENS + Dev	Network Control Plan 2	08:00 - 09:00	70	0.1	60.49
16	17	2028 PM Base SENS + Dev	Network Control Plan 2	17:00 - 18:00	70	-4.9	53.96
17	18	2041 AM Base SENS + Dev	Network Control Plan 2	08:00 - 09:00	70	-9.8	90.70
18	19	2041 PM Base SENS + Dev	Network Control Plan 2	17:00 - 18:00	70	-13.4	78.46

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - A52 / B6003 Bardills	Sms	J31311	Stage Stream 1	12	8	A52/ Bardills Island	
			Stage Stream 2	3	3	A52/ Bardills Island	
			Stage Stream 3	3	3	A52/ Bardills Island	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Traffic	1		7	7
I	Traffic	1		7	7
J	Traffic	2		20	20
K	Traffic	3		20	20
L	Pedestrian	1		6	6
M	Pedestrian	2		5	5
N	Pedestrian	1		6	6
O	Pedestrian	3		5	5
P	Dummy	1		1	1
Q	Dummy	2		1	1
R	Dummy	3		1	1

Phase Intergreens Matrix

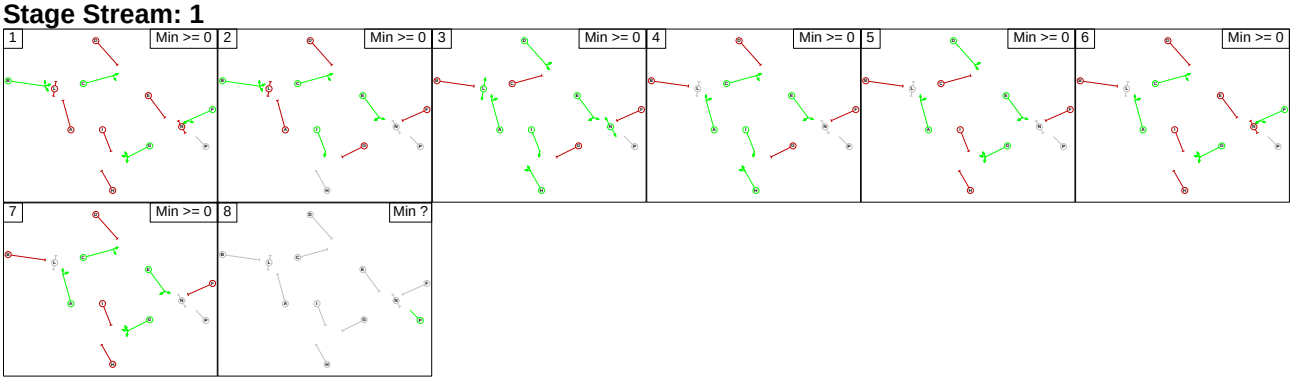
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
A		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	6		-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-
C	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	-	-	5		-	-	-	-	-	-	-	-	-	-	-	-	-	-
E	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-
F	-	-	-	-	6		-	-	-	-	-	-	-	6	-	-	-	-
G	-	-	-	-	-	-		7	5	-	-	-	-	-	-	-	-	-
H	-	-	-	-	-	-	5		-	-	-	-	-	-	-	-	-	-
I	-	-	-	-	-	-	6	-		-	-	-	-	-	-	-	-	-
J	-	-	-	-	-	-	-	-	-		-	-	5	-	-	-	-	-
K	-	-	-	-	-	-	-	-	-	-		-	-	-	5	-	-	-
L	-	10	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-
M	-	-	-	-	-	-	-	-	-	7	-	-		-	-	-	-	-
N	-	-	-	-	-	10	-	-	-	-	-	-	-		-	-	-	-
O	-	-	-	-	-	-	-	-	-	-	7	-	-	-		-	-	-
P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-
Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

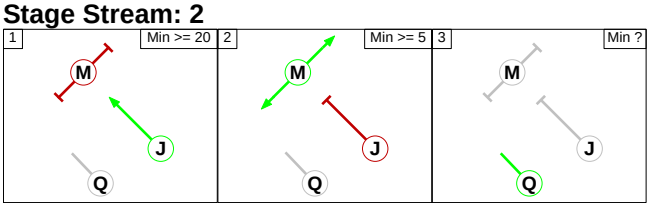
Stream	Stage No.	Phases in Stage
1	1	B C F G
1	2	B C E I
1	3	A D E H I L N
1	4	A C E H I
1	5	A D E G
1	6	A C F G
1	7	A C E G
1	8	P
2	1	J
2	2	M
2	3	Q
3	1	K
3	2	O
3	3	R

Stage Diagram

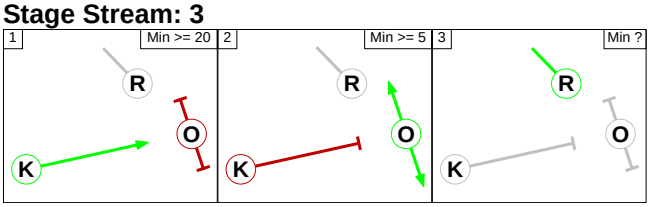
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	G	Losing	7	7
1	3	B	Losing	5	5
1	3	C	Losing	4	4
1	3	G	Losing	7	7
1	4	G	Losing	7	7
1	5	C	Losing	4	4
2	3	C	Losing	4	4
2	5	C	Losing	4	4
3	1	A	Losing	6	6
3	1	E	Losing	3	3
3	1	H	Losing	3	3
3	1	I	Losing	3	3
3	6	E	Losing	3	3
4	1	A	Losing	3	3
4	2	A	Losing	3	3
5	1	E	Losing	3	3
5	6	E	Losing	3	3

Detailed Input Data And Results

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3	4	5	6	7	8
1		12	14	14	9	6	6	X
2	6		9	6	9	6	6	X
3	11	10		5	6	10	6	X
4	8	8	5		6	6	6	X
5	8	5	7	7		8	5	X
6	5	6	7	7	6		6	X
7	5	5	7	7	5	5		X
8	2	X	X	X	X	X	X	

Stage Stream: 2

From Stage \ To Stage	1	2	3
1		5	X
2	7		X
3	2	X	

Stage Stream: 3

From Stage \ To Stage	1	2	3
1		5	X
2	7		X
3	2	X	

Lane Input Data

Junction: A52/ Bardills Island

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A52 East)	U	F	2	3	7.0	User	1900	-	-	-	-	-
1/2 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
2/1 (Garden Centre)	O		2	3	60.0	User	1800	-	-	-	-	-
3/1 (B6003 Toton Lane South)	U	H	2	3	16.5	User	1900	-	-	-	-	-
3/2 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/3 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/4 (B6003 Toton Lane South)	U	H	2	3	12.2	User	1900	-	-	-	-	-
4/1 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/2 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/3 (A52 West)	U	B	2	3	12.2	User	1900	-	-	-	-	-
5/1 (B6003 Toton Lane North)	U	D	2	3	7.0	User	1900	-	-	-	-	-
5/2 (B6003 Toton Lane North)	U	D	2	3	60.0	User	1900	-	-	-	-	-
6/1 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/2 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/3 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
7/1 (Cut Thru)	U	I	2	3	8.9	User	1900	-	-	-	-	-
7/2 (Cut Thru)	U	I	2	3	7.3	User	1900	-	-	-	-	-
8/1 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-
8/2 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-

9/1 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
9/2 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
10/1 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
10/2 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
11/1 (W Circ)	U	A	2	3	8.0	User	1900	-	-	-	-	-
11/2 (W Circ)	U	A	2	3	8.0	User	1900	-	-	-	-	-
12/1 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
12/2 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
13/1 (B6003 N Exit)	U		2	3	5.0	Inf	-	-	-	-	-	-
14/1 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
14/2 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
15/1 (GC Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A52/ Bardills Island

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)
2/1 (Garden Centre)	6/1 (Left)	1000	0	1/1	1.00	All	-	-	-	-	-
				8/1	1.00	All					
	6/2 (Left)	1000	0	1/1	1.00	All					
				1/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
	6/3 (Left)	1000	0	1/1	1.00	All					
				1/2	1.00	All					
				1/3	1.00	All					

Lane Connector Input Data

Junction: A52/ Bardills Island				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	6/1	Internal	7	35
1/1	15/1	Internal	5	35
1/2	6/2	Internal	7	35
1/3	6/3	Internal	7	35
2/1	6/1	Internal	5	35
2/1	6/2	Internal	5	35
2/1	6/3	Internal	5	35
3/1	12/1	Internal	5	35
3/2	12/2	Internal	5	35
3/3	11/1	Internal	5	35
3/4	11/2	Internal	5	35
4/1	9/1	Internal	4	35
4/1	13/1	Internal	3	N/A
4/2	9/2	Internal	4	35
4/3	7/1	Internal	7	35
4/3	7/2	Internal	6	35
5/1	8/1	Internal	4	35
5/1	10/1	Internal	4	35
5/1	10/2	Internal	4	35
5/2	8/2	Internal	4	35
6/1	14/1	Internal	2	N/A
6/1	14/2	Internal	2	N/A
6/2	12/1	Internal	7	35
6/3	11/1	Internal	6	35
6/3	11/2	Internal	6	35
6/3	12/2	Internal	7	35
7/1	14/1	Internal	2	N/A
7/2	14/2	Internal	2	N/A
8/1	6/1	Internal	6	35
8/1	15/1	Internal	5	35
8/2	6/2	Internal	6	35
8/2	6/3	Internal	6	35
9/1	10/1	Internal	4	35
9/2	8/1	Internal	4	35
9/2	10/2	Internal	4	35
11/1	13/1	Internal	3	N/A
11/2	9/1	Internal	4	35

11/2	9/2	Internal	4	35

Scenario 1: '1' (FG1: '2025 AM Base', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 2: '2' (FG2: '2025 PM Base', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 3: '3' (FG3: '2028 AM Base', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 4: '4' (FG4: '2028 PM Base', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 5: '5' (FG5: '2041 AM Base', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 6: '6' (FG6: '2041 PM Base', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 7: '7' (FG7: '2028 AM Base + Dev', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 8: '8' (FG8: '2028 PM Base + Dev', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 9: '9' (FG9: '2041 AM Base + Dev', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 10: '10' (FG10: '2041 PM Base + Dev', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 11: '11' (FG11: '2028 AM Base SENS', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 12: '12' (FG12: '2028 PM Base SENS', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 13: '14' (FG13: '2041 AM Base SENS', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 14: '15' (FG14: '2041 PM Base SENS', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 15: '16' (FG15: '2028 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 16: '17' (FG16: '2028 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 17: '18' (FG17: '2041 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 18: '19' (FG18: '2041 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM Base'	08:00	09:00	01:00	
2: '2025 PM Base'	17:00	18:00	01:00	
3: '2028 AM Base'	08:00	09:00	01:00	
4: '2028 PM Base'	17:00	18:00	01:00	
5: '2041 AM Base'	08:00	09:00	01:00	
6: '2041 PM Base'	17:00	18:00	01:00	
7: '2028 AM Base + Dev'	08:00	09:00	01:00	
8: '2028 PM Base + Dev'	17:00	18:00	01:00	
9: '2041 AM Base + Dev'	08:00	09:00	01:00	
10: '2041 PM Base + Dev'	17:00	18:00	01:00	
11: '2028 AM Base SENS'	08:00	09:00	01:00	
12: '2028 PM Base SENS'	17:00	18:00	01:00	
13: '2041 AM Base SENS'	08:00	09:00	01:00	
14: '2041 PM Base SENS'	17:00	18:00	01:00	
15: '2028 AM Base SENS + Dev'	08:00	09:00	01:00	
16: '2028 PM Base SENS + Dev'	17:00	18:00	01:00	
17: '2041 AM Base SENS + Dev'	08:00	09:00	01:00	
18: '2041 PM Base SENS + Dev'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2025 AM Base'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	100	2	265	242	609
	B	73	0	3	257	1350	1683
Origin	C	0	1	0	1	1	3
	D	229	212	0	0	463	904
	E	189	1505	5	601	0	2300
	Tot.	491	1818	10	1124	2056	5499

FG2: '2025 PM Base'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	89	0	287	209	585
	B	82	0	0	264	1006	1352
Origin	C	4	0	0	1	2	7
	D	305	252	1	0	514	1072
	E	261	1409	0	469	0	2139
	Tot.	652	1750	1	1021	1731	5155

FG3: '2028 AM Base'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	103	2	273	249	627
	B	75	0	3	265	1391	1734
Origin	C	0	1	0	1	1	3
	D	236	218	0	0	477	931
	E	195	1550	5	619	0	2369
	Tot.	506	1872	10	1158	2118	5664

FG4: '2028 PM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	295	215	602
	B	84	0	0	272	1036	1392
	C	4	0	0	1	2	7
	D	314	259	1	0	529	1103
	E	269	1451	0	483	0	2203
	Tot.	671	1802	1	1051	1782	5307

FG5: '2041 AM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	297	271	682
	B	82	0	3	288	1514	1887
	C	0	1	0	1	1	3
	D	257	238	0	0	519	1014
	E	212	1688	6	674	0	2580
	Tot.	551	2039	11	1260	2305	6166

FG6: '2041 PM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	321	233	653
	B	92	0	0	295	1124	1511
	C	4	0	0	1	2	7
	D	341	282	1	0	574	1198
	E	292	1574	0	524	0	2390
	Tot.	729	1955	1	1141	1933	5759

FG7: '2028 AM Base + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	103	2	276	249	630
	B	75	0	3	279	1391	1748
	C	0	1	0	1	1	3
	D	252	286	0	0	536	1074
	E	195	1550	5	631	0	2381
	Tot.	522	1940	10	1187	2177	5836

FG8: '2028 PM Base + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	92	0	307	215	614
	B	84	0	0	323	1036	1443
Origin	C	4	0	0	1	2	7
	D	319	280	1	0	547	1147
	E	269	1451	0	527	0	2247
	Tot.	676	1823	1	1158	1800	5458

FG9: '2041 AM Base + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	112	2	300	271	685
	B	82	0	3	302	1514	1901
Origin	C	0	1	0	1	1	3
	D	273	305	0	0	578	1156
	E	212	1688	6	686	0	2592
	Tot.	567	2106	11	1289	2364	6337

FG10: '2041 PM Base + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	99	0	333	233	665
	B	92	0	0	346	1124	1562
Origin	C	4	0	0	1	2	7
	D	346	302	1	0	592	1241
	E	292	1574	0	569	0	2435
	Tot.	734	1975	1	1249	1951	5910

FG11: '2028 AM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	103	2	275	249	629
	B	75	0	3	274	1391	1743
Origin	C	0	1	0	1	1	3
	D	246	264	0	0	519	1029
	E	195	1550	5	628	0	2378
	Tot.	516	1918	10	1178	2160	5782

FG12: '2028 PM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	303	215	610
	B	84	0	0	306	1036	1426
	C	4	0	0	1	2	7
	D	317	273	1	0	542	1133
	E	269	1451	0	515	0	2235
	Tot.	674	1816	1	1125	1795	5411

FG13: '2041 AM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	299	271	684
	B	82	0	3	297	1514	1896
	C	0	1	0	1	1	3
	D	267	283	0	0	561	1111
	E	212	1688	6	683	0	2589
	Tot.	561	2084	11	1280	2347	6283

FG14: '2041 PM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	329	233	661
	B	92	0	0	329	1124	1545
	C	4	0	0	1	2	7
	D	344	295	1	0	587	1227
	E	292	1574	0	556	0	2422
	Tot.	732	1968	1	1215	1946	5862

FG15: '2028 AM Base SENS + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	103	2	278	249	632
	B	75	0	3	288	1391	1757
	C	0	1	0	1	1	3
	D	262	331	0	0	582	1175
	E	195	1550	5	640	0	2390
	Tot.	532	1985	10	1207	2223	5957

FG16: '2028 PM Base SENS + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
	C	4	0	0	1	2	7
	D	322	294	1	0	561	1178
	E	269	1451	0	562	0	2282
	Tot.	679	1837	1	1235	1814	5566

FG17: '2041 AM Base SENS + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
	C	0	1	0	1	1	3
	D	283	351	0	0	624	1258
	E	212	1688	6	695	0	2601
	Tot.	577	2152	11	1310	2410	6460

FG18: '2041 PM Base SENS + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
	C	4	0	0	1	2	7
	D	349	316	1	0	606	1272
	E	292	1574	0	603	0	2469
	Tot.	737	1989	1	1326	1965	6018

Scenario 1: '1' (FG1: '2025 AM Base', Plan 2: 'Network Control Plan 2')
Traffic Flows, Actual
Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	100	2	265	242	609
	B	73	0	3	257	1350	1683
	C	0	1	0	1	1	3
	D	229	212	0	0	463	904
	E	189	1505	5	601	0	2300
	Tot.	491	1818	10	1124	2056	5499

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: '2' (FG2: '2025 PM Base', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	89	0	287	209	585
	B	82	0	0	264	1006	1352
	C	4	0	0	1	2	7
	D	305	252	1	0	514	1072
	E	261	1409	0	469	0	2139
	Tot.	652	1750	1	1021	1731	5155

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 3: '3' (FG3: '2028 AM Base', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	103	2	273	249	627
	B	75	0	3	265	1391	1734
	C	0	1	0	1	1	3
	D	236	218	0	0	477	931
	E	195	1550	5	619	0	2369
	Tot.	506	1872	10	1158	2118	5664

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: '4' (FG4: '2028 PM Base', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	295	215	602
	B	84	0	0	272	1036	1392
	C	4	0	0	1	2	7
	D	314	259	1	0	529	1103
	E	269	1451	0	483	0	2203
	Tot.	671	1802	1	1051	1782	5307

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
Origin	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: '5' (FG5: '2041 AM Base', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	112	2	297	271	682
	B	82	0	3	288	1514	1887
Origin	C	0	1	0	1	1	3
	D	257	238	0	0	519	1014
	E	212	1688	6	674	0	2580
	Tot.	551	2039	11	1260	2305	6166

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
Origin	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 6: '6' (FG6: '2041 PM Base', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	321	233	653
	B	92	0	0	295	1124	1511
	C	4	0	0	1	2	7
	D	341	282	1	0	574	1198
	E	292	1574	0	524	0	2390
	Tot.	729	1955	1	1141	1933	5759

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 7: '7' (FG7: '2028 AM Base + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	103	2	276	249	630
	B	75	0	3	279	1391	1748
	C	0	1	0	1	1	3
	D	252	286	0	0	536	1074
	E	195	1550	5	631	0	2381
	Tot.	522	1940	10	1187	2177	5836

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 8: '8' (FG8: '2028 PM Base + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	307	215	614
	B	84	0	0	323	1036	1443
	C	4	0	0	1	2	7
	D	319	280	1	0	547	1147
	E	269	1451	0	527	0	2247
	Tot.	676	1823	1	1158	1800	5458

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 9: '9' (FG9: '2041 AM Base + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	112	2	300	271	685
	B	82	0	3	302	1514	1901
Origin	C	0	1	0	1	1	3
	D	273	305	0	0	578	1156
	E	212	1688	6	686	0	2592
	Tot.	567	2106	11	1289	2364	6337

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
Origin	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 10: '10' (FG10: '2041 PM Base + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	99	0	333	233	665
	B	92	0	0	346	1124	1562
Origin	C	4	0	0	1	2	7
	D	346	302	1	0	592	1241
	E	292	1574	0	569	0	2435
	Tot.	734	1975	1	1249	1951	5910

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 11: '11' (FG11: '2028 AM Base SENS', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	103	2	275	249	629
	B	75	0	3	274	1391	1743
	C	0	1	0	1	1	3
	D	246	264	0	0	519	1029
	E	195	1550	5	628	0	2378
	Tot.	516	1918	10	1178	2160	5782

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 12: '12' (FG12: '2028 PM Base SENS', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	303	215	610
	B	84	0	0	306	1036	1426
	C	4	0	0	1	2	7
	D	317	273	1	0	542	1133
	E	269	1451	0	515	0	2235
	Tot.	674	1816	1	1125	1795	5411

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 13: '14' (FG13: '2041 AM Base SENS', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	299	271	684
	B	82	0	3	297	1514	1896
	C	0	1	0	1	1	3
	D	267	283	0	0	561	1111
	E	212	1688	6	683	0	2589
	Tot.	561	2084	11	1280	2347	6283

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 14: '15' (FG14: '2041 PM Base SENS', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	329	233	661
	B	92	0	0	329	1124	1545
	C	4	0	0	1	2	7
	D	344	295	1	0	587	1227
	E	292	1574	0	556	0	2422
	Tot.	732	1968	1	1215	1946	5862

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 15: '16' (FG15: '2028 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	103	2	278	249	632
	B	75	0	3	288	1391	1757
Origin	C	0	1	0	1	1	3
	D	262	331	0	0	582	1175
	E	195	1550	5	640	0	2390
	Tot.	532	1985	10	1207	2223	5957

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
Origin	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 16: '17' (FG16: '2028 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
Origin	C	4	0	0	1	2	7
	D	322	294	1	0	561	1178
	E	269	1451	0	562	0	2282
	Tot.	679	1837	1	1235	1814	5566

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 17: '18' (FG17: '2041 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
	C	0	1	0	1	1	3
	D	283	351	0	0	624	1258
	E	212	1688	6	695	0	2601
	Tot.	577	2152	11	1310	2410	6460

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 18: '19' (FG18: '2041 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
	C	4	0	0	1	2	7
	D	349	316	1	0	606	1272
	E	292	1574	0	603	0	2469
	Tot.	737	1989	1	1326	1965	6018

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

Traffic Lane Flows

Lane	Scenario 1: 1	Scenario 2: 2	Scenario 3: 3	Scenario 4: 4	Scenario 5: 5	Scenario 6: 6
Junction: A52/ Bardills Island						
1/1 (short)	260	264	268	272	291	295
1/2 (with short)	907(In) 647(Out)	771(In) 507(Out)	932(In) 664(Out)	791(In) 519(Out)	1013(In) 722(Out)	851(In) 556(Out)
1/3	776	581	802	601	874	660
2/1	3	7	3	7	3	7
3/1 (short)	231	257	239	265	260	287
3/2 (with short)	463(In) 232(Out)	514(In) 257(Out)	477(In) 238(Out)	529(In) 264(Out)	519(In) 259(Out)	574(In) 287(Out)
3/3 (with short)	441(In) 229(Out)	558(In) 305(Out)	454(In) 236(Out)	574(In) 314(Out)	495(In) 257(Out)	624(In) 341(Out)
3/4 (short)	212	253	218	260	238	283
4/1	934	892	971	924	1071	1014
4/2 (with short)	1366(In) 765(Out)	1247(In) 778(Out)	1398(In) 779(Out)	1279(In) 796(Out)	1509(In) 835(Out)	1376(In) 852(Out)
4/3 (short)	601	469	619	483	674	524
5/1 (short)	367	376	378	387	411	420
5/2 (with short)	609(In) 242(Out)	585(In) 209(Out)	627(In) 249(Out)	602(In) 215(Out)	682(In) 271(Out)	653(In) 233(Out)
6/1	523	552	539	568	586	617
6/2	786	616	808	634	871	685
6/3	881	687	909	707	998	770
7/1	308	243	317	250	345	270
7/2	293	226	302	233	329	254
8/1	272	288	280	296	305	322
8/2	242	209	249	215	271	233
9/1	854	768	885	800	984	880
9/2	869	894	889	911	949	977
10/1	901	805	935	839	1018	915
10/2	917	945	937	963	1021	1040
11/1	302	391	311	402	339	437
11/2	213	253	219	260	239	283
12/1	1017	873	1047	899	1131	972
12/2	1039	858	1071	883	1174	961
13/1	491	652	506	671	551	729
14/1	568	518	583	533	637	577
14/2	556	503	575	518	623	564
15/1	10	1	10	1	11	1

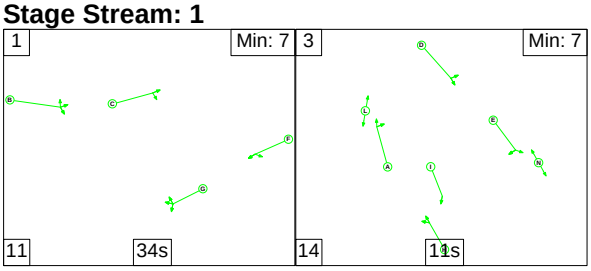
Lane	Scenario 7: 7	Scenario 8: 8	Scenario 9: 9	Scenario 10: 10	Scenario 11: 11	Scenario 12: 12
Junction: A52/ Bardills Island						
1/1 (short)	282	323	305	346	277	306
1/2 (with short)	944(In) 662(Out)	836(In) 513(Out)	1024(In) 719(Out)	893(In) 547(Out)	940(In) 663(Out)	822(In) 516(Out)
1/3	804	607	877	669	803	604
2/1	3	7	3	7	3	7
3/1 (short)	267	274	289	296	260	272
3/2 (with short)	536(In) 269(Out)	547(In) 273(Out)	578(In) 289(Out)	592(In) 296(Out)	519(In) 259(Out)	542(In) 270(Out)
3/3 (with short)	538(In) 252(Out)	600(In) 319(Out)	578(In) 273(Out)	649(In) 346(Out)	510(In) 246(Out)	591(In) 317(Out)
3/4 (short)	286	281	305	303	264	274
4/1	974	928	1073	1020	974	926
4/2 (with short)	1407(In) 776(Out)	1319(In) 792(Out)	1519(In) 833(Out)	1415(In) 846(Out)	1404(In) 776(Out)	1309(In) 794(Out)
4/3 (short)	631	527	686	569	628	515
5/1 (short)	381	399	414	432	380	395
5/2 (with short)	630(In) 249(Out)	614(In) 215(Out)	685(In) 271(Out)	665(In) 233(Out)	629(In) 249(Out)	610(In) 215(Out)
6/1	556	631	603	680	550	610
6/2	802	642	867	674	803	643
6/3	915	699	1002	781	914	698
7/1	323	272	351	293	322	267
7/2	308	255	335	276	306	248
8/1	283	308	308	334	282	304
8/2	249	215	271	233	249	215
9/1	922	815	1020	895	917	808
9/2	920	917	980	982	903	917
10/1	969	848	1050	926	956	843
10/2	971	975	1056	1049	962	973
11/1	327	407	355	442	321	405
11/2	287	281	306	303	265	274
12/1	1069	916	1156	970	1063	915
12/2	1108	884	1208	981	1097	880
13/1	522	676	567	734	516	674
14/1	598	586	652	632	594	571
14/2	589	572	637	617	584	554
15/1	10	1	11	1	10	1

Lane	Scenario 13: 14	Scenario 14: 15	Scenario 15: 16	Scenario 16: 17	Scenario 17: 18	Scenario 18: 19
Junction: A52/ Bardills Island						
1/1 (short)	300	329	291	357	314	381
1/2 (with short)	1020(In) 720(Out)	879(In) 550(Out)	951(In) 660(Out)	866(In) 509(Out)	1031(In) 717(Out)	923(In) 542(Out)
1/3	876	666	806	611	879	674
2/1	3	7	3	7	3	7
3/1 (short)	281	294	292	281	312	303
3/2 (with short)	561(In) 280(Out)	587(In) 293(Out)	582(In) 290(Out)	561(In) 280(Out)	624(In) 312(Out)	606(In) 303(Out)
3/3 (with short)	550(In) 267(Out)	640(In) 344(Out)	593(In) 262(Out)	617(In) 322(Out)	634(In) 283(Out)	666(In) 349(Out)
3/4 (short)	283	296	331	295	351	317
4/1	1072	1018	975	931	1073	1023
4/2 (with short)	1517(In) 834(Out)	1404(In) 848(Out)	1415(In) 775(Out)	1351(In) 789(Out)	1528(In) 833(Out)	1446(In) 843(Out)
4/3 (short)	683	556	640	562	695	603
5/1 (short)	413	428	383	407	417	440
5/2 (with short)	684(In) 271(Out)	661(In) 233(Out)	632(In) 249(Out)	622(In) 215(Out)	688(In) 271(Out)	673(In) 233(Out)
6/1	597	659	567	673	615	723
6/2	868	680	799	636	865	676
6/3	1001	775	918	705	1004	779
7/1	350	287	328	292	356	312
7/2	333	269	312	270	339	291
8/1	307	330	285	316	311	342
8/2	271	233	249	215	271	233
9/1	1002	890	945	824	1039	905
9/2	976	980	942	922	1007	986
10/1	1041	923	991	856	1073	937
10/2	1043	1045	994	981	1079	1052
11/1	349	440	337	410	365	445
11/2	284	296	332	295	352	317
12/1	1149	974	1091	917	1177	979
12/2	1198	972	1132	897	1233	986
13/1	561	732	532	679	577	737
14/1	647	615	609	627	662	672
14/2	633	600	598	608	648	654
15/1	11	1	10	1	11	1

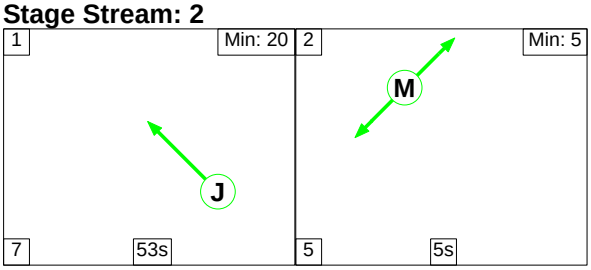
Scenario 1: '1' (FG1: '2025 AM Base', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

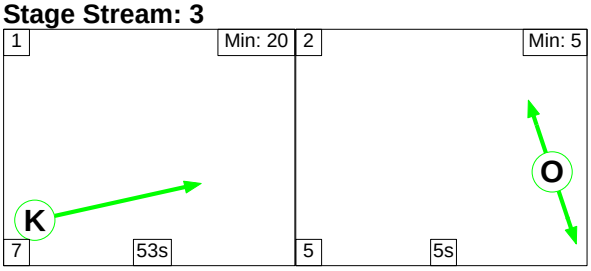
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	3	63

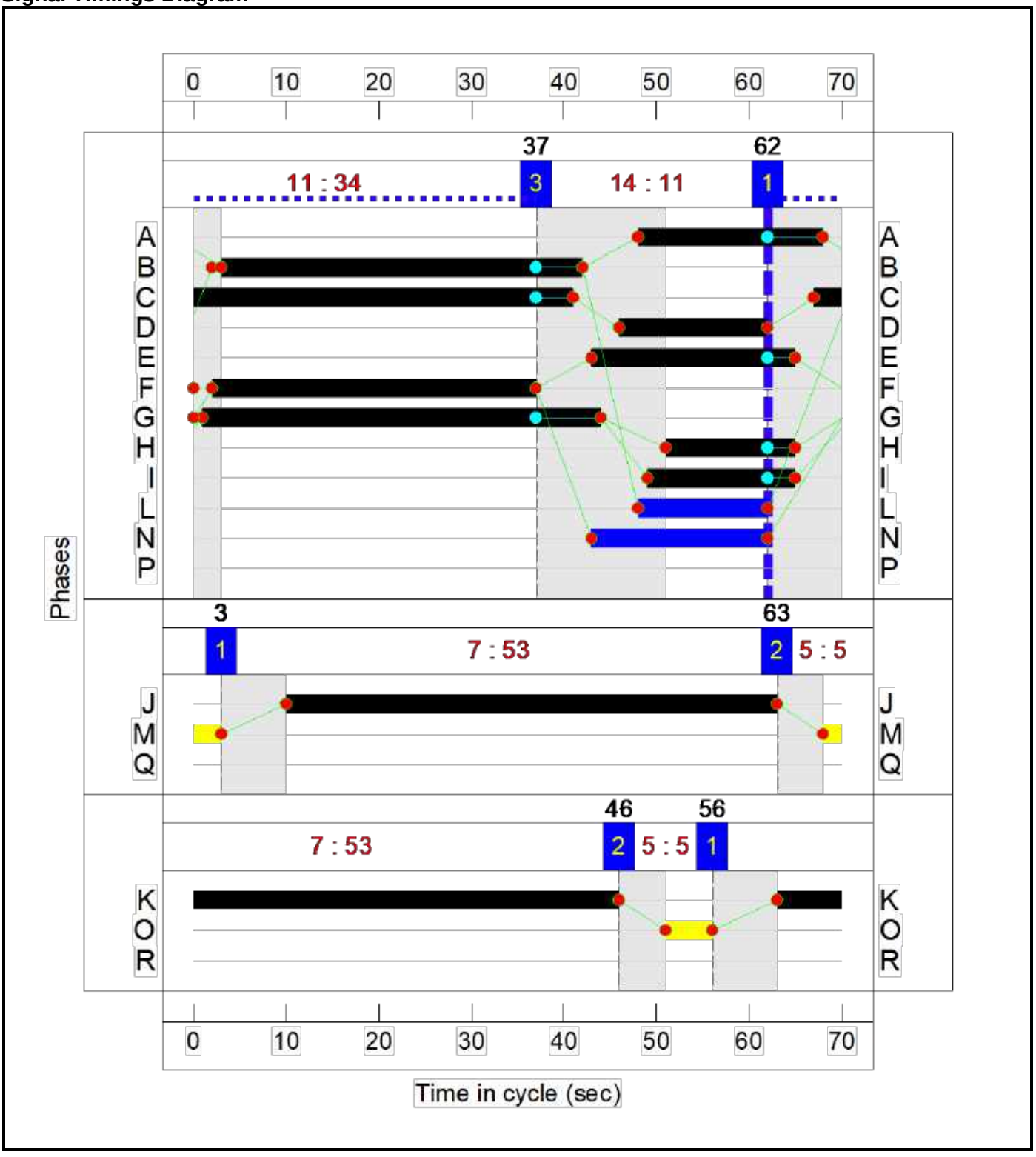
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	10	63
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	68	3
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

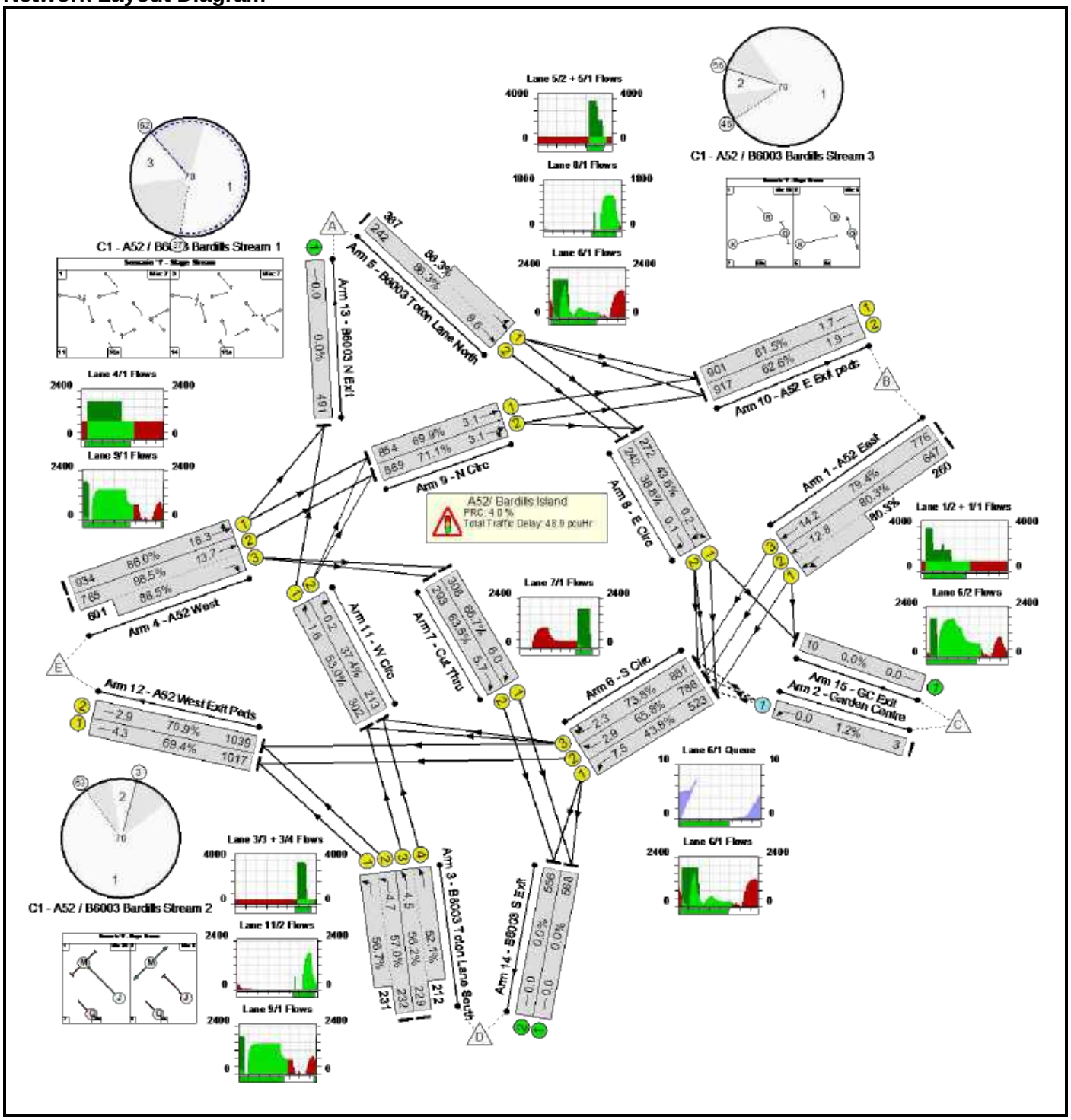
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	10	63
12/2	A52 West Exit Peds	U	J	10	63

Network Layout Diagram



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: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.5%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.5%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	907	1900:1900	805+324	80.3 : 80.3%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	776	1900	977	79.4%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	246	1.2%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	463	1900:1900	407+407	57.0 : 56.7%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	441	1900:1900	407+407	56.2 : 52.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	934	1900	1086	86.0%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1366	1900:1900	884+694	86.5 : 86.5%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	609	1900:1900	281+425	86.3 : 86.3%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	523	1900	1194	43.8%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	786	1900	1194	65.8%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	881	1900	1194	73.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	308	1900	461	66.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	293	1900	461	63.5%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	272	1900	624	43.6%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	242	1900	624	38.8%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	854	1900	1221	69.9%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	869	1900	1221	71.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	901	1900	1466	61.5%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	917	1900	1466	62.6%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	302	1900	570	53.0%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	213	1900	570	37.4%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1017	1900	1466	69.4%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1039	1900	1466	70.9%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	491	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	568	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	556	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**33.1**	**15.8**	**0.0**	**48.9**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**33.1**	**15.8**	**0.0**	**48.9**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	907	907	-	-	-	3.0	2.0	-	5.0	20.0	10.8	2.0	12.8	1/2+1/1
1/3	776	776	-	-	-	3.0	1.9	-	4.9	22.7	12.3	1.9	14.2	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	18.4	0.0	0.0	0.0	2/1
3/2+3/1	463	463	-	-	-	3.2	0.7	-	3.8	29.7	4.0	0.7	4.7	3/2+3/1
3/3+3/4	441	441	-	-	-	3.0	0.6	-	3.6	29.3	3.9	0.6	4.5	3/3+3/4
4/1	934	934	-	-	-	3.3	3.0	-	6.2	24.1	15.3	3.0	18.3	4/1
4/2+4/3	1366	1366	-	-	-	3.9	3.1	-	7.0	18.4	10.6	3.1	13.7	4/2+4/3
5/2+5/1	609	609	-	-	-	4.1	3.0	-	7.0	41.6	6.6	3.0	9.6	5/2+5/1
6/1	523	523	-	-	-	1.0	0.0	-	1.0	7.1	7.5	0.0	7.5	6/1
6/2	786	786	-	-	-	0.6	0.0	-	0.6	2.6	2.9	0.0	2.9	6/2
6/3	881	881	-	-	-	0.5	0.0	-	0.5	1.9	2.3	0.0	2.3	6/3
7/1	308	308	-	-	-	2.5	0.0	-	2.5	29.2	6.0	0.0	6.0	7/1
7/2	293	293	-	-	-	2.5	0.0	-	2.5	30.3	5.7	0.0	5.7	7/2
8/1	272	272	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	8/1
8/2	242	242	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	854	854	-	-	-	0.6	0.0	-	0.6	2.4	3.1	0.0	3.1	9/1
9/2	869	869	-	-	-	0.6	0.0	-	0.6	2.3	3.1	0.0	3.1	9/2
10/1	901	901	-	-	-	0.1	0.8	-	0.9	3.6	0.9	0.8	1.7	10/1
10/2	917	917	-	-	-	0.1	0.8	-	1.0	3.7	1.0	0.8	1.9	10/2
11/1	302	302	-	-	-	0.5	0.0	-	0.5	5.9	1.6	0.0	1.6	11/1

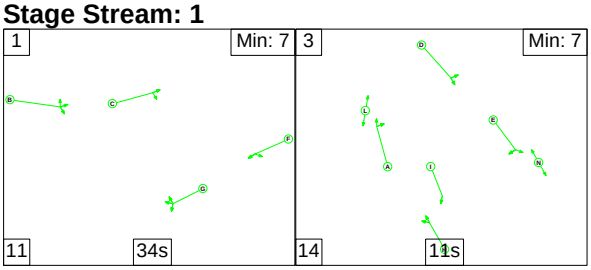
11/2	213	213	-	-	-	0.1	0.0	-	0.1	2.0	0.2	0.0	0.2	11/2
12/1	1017	1017	-	-	-	0.3	0.0	-	0.3	1.0	4.3	0.0	4.3	12/1
12/2	1039	1039	-	-	-	0.2	0.0	-	0.2	0.8	2.9	0.0	2.9	12/2
13/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	4.0	Total Delay for Signalled Lanes (pcuHr):	46.52	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	27.0	Total Delay for Signalled Lanes (pcuHr):	0.51	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	43.9	Total Delay for Signalled Lanes (pcuHr):	1.85	Cycle Time (s): 70
	PRC Over All Lanes (%):	4.0	Total Delay Over All Lanes(pcuHr):	48.90	

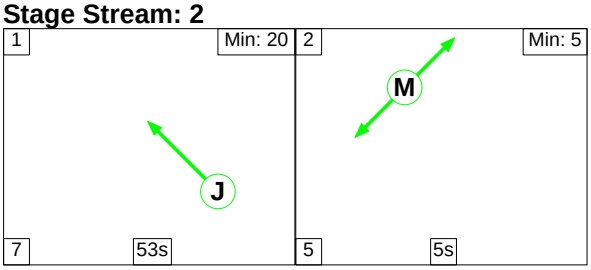
Scenario 2: '2' (FG2: '2025 PM Base', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

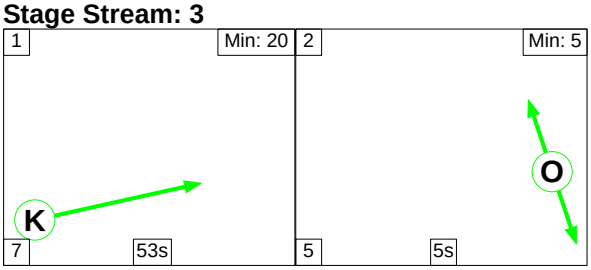
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	43	33

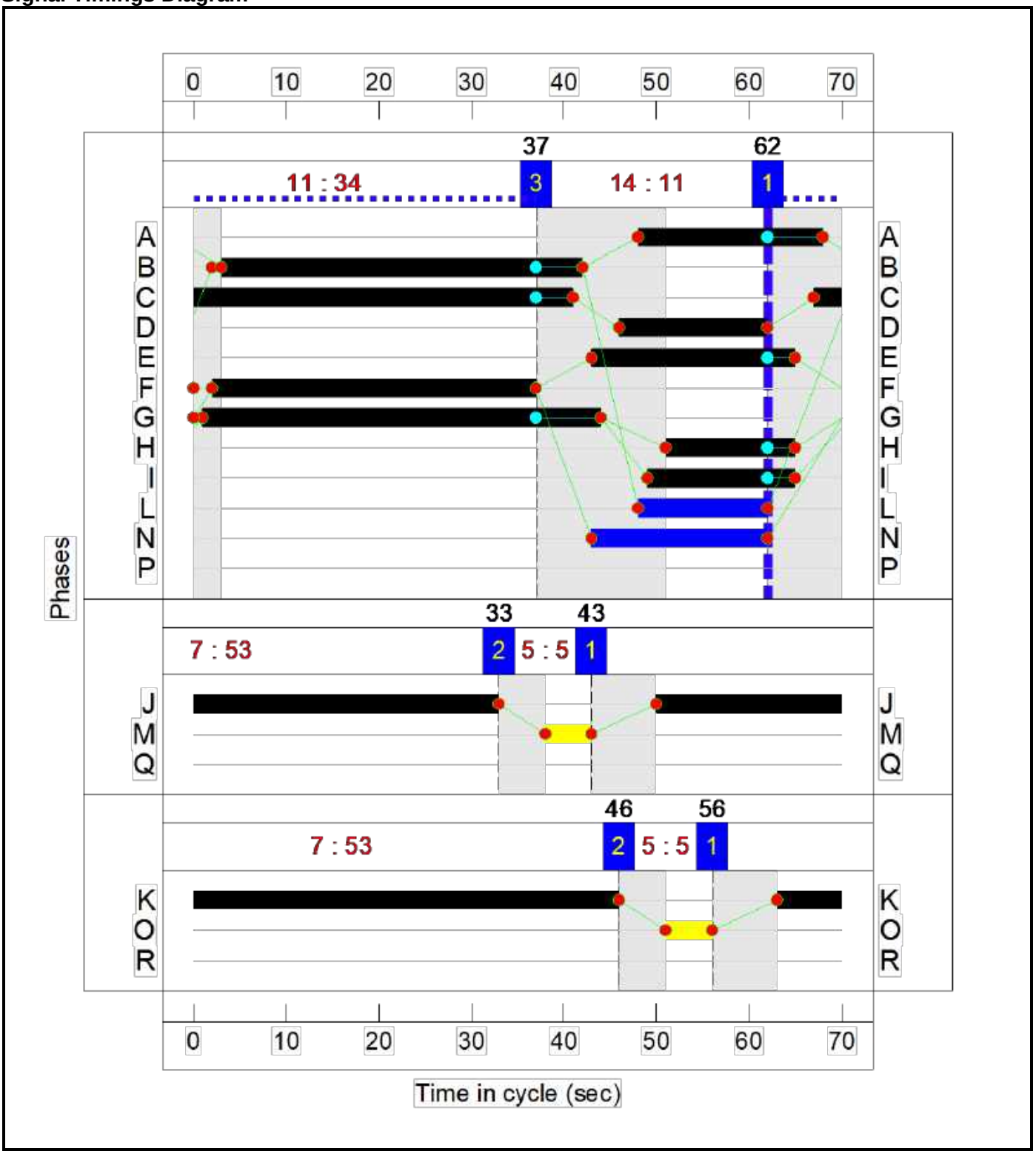
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	50	33
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	38	43
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

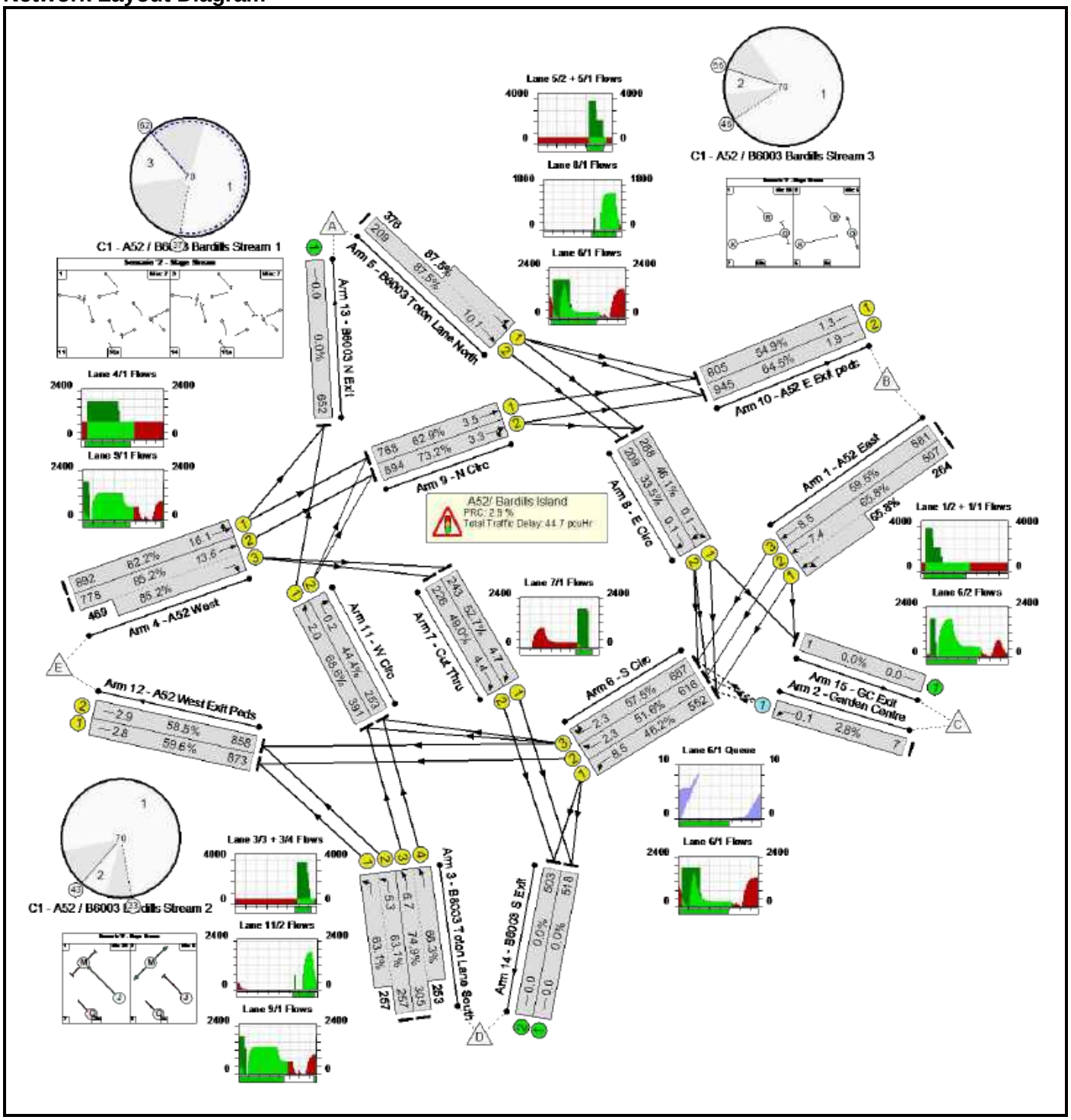
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	50	33
12/2	A52 West Exit Peds	U	J	50	33

Network Layout Diagram



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: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	771	1900:1900	771+401	65.8 : 65.8%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	581	1900	977	59.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	247	2.8%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	514	1900:1900	407+407	63.1 : 63.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	558	1900:1900	407+382	74.9 : 66.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	892	1900	1086	82.2%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1247	1900:1900	913+550	85.2 : 85.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	585	1900:1900	239+430	87.5 : 87.5%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	552	1900	1194	46.2%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	616	1900	1194	51.6%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	687	1900	1194	57.5%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	243	1900	461	52.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	226	1900	461	49.0%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	288	1900	624	46.1%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	209	1900	624	33.5%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	768	1900	1221	62.9%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	894	1900	1221	73.2%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	805	1900	1466	54.9%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	945	1900	1466	64.5%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	391	1900	570	68.6%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	253	1900	570	44.4%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	873	1900	1466	59.6%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	858	1900	1466	58.5%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	652	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	518	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	503	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**31.1**	**13.6**	**0.0**	**44.7**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**31.1**	**13.6**	**0.0**	**44.7**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	771	771	-	-	-	2.3	1.0	-	3.2	15.2	6.5	1.0	7.4	1/2+1/1
1/3	581	581	-	-	-	1.9	0.7	-	2.7	16.4	7.7	0.7	8.5	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	18.5	0.1	0.0	0.1	2/1
3/2+3/1	514	514	-	-	-	3.6	0.9	-	4.4	31.0	4.5	0.9	5.3	3/2+3/1
3/3+3/4	558	558	-	-	-	3.9	1.2	-	5.1	33.1	5.5	1.2	6.7	3/3+3/4
4/1	892	892	-	-	-	3.0	2.3	-	5.3	21.2	13.9	2.3	16.1	4/1
4/2+4/3	1247	1247	-	-	-	3.5	2.8	-	6.3	18.1	10.8	2.8	13.6	4/2+4/3
5/2+5/1	585	585	-	-	-	3.9	3.2	-	7.2	44.1	6.9	3.2	10.1	5/2+5/1
6/1	552	552	-	-	-	1.2	0.0	-	1.2	7.6	8.5	0.0	8.5	6/1
6/2	616	616	-	-	-	0.4	0.0	-	0.4	2.6	2.3	0.0	2.3	6/2
6/3	687	687	-	-	-	0.5	0.0	-	0.5	2.4	2.3	0.0	2.3	6/3
7/1	243	243	-	-	-	1.9	0.0	-	1.9	28.8	4.7	0.0	4.7	7/1
7/2	226	226	-	-	-	1.9	0.0	-	1.9	29.9	4.4	0.0	4.4	7/2
8/1	288	288	-	-	-	0.1	0.0	-	0.1	1.0	0.1	0.0	0.1	8/1
8/2	209	209	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	768	768	-	-	-	0.5	0.0	-	0.5	2.6	3.5	0.0	3.5	9/1
9/2	894	894	-	-	-	0.6	0.0	-	0.6	2.3	3.3	0.0	3.3	9/2
10/1	805	805	-	-	-	0.1	0.6	-	0.7	3.1	0.7	0.6	1.3	10/1
10/2	945	945	-	-	-	0.1	0.9	-	1.0	3.9	1.0	0.9	1.9	10/2
11/1	391	391	-	-	-	0.7	0.0	-	0.7	6.8	2.0	0.0	2.0	11/1

11/2	253	253	-	-	-	0.1	0.0	-	0.1	2.0	0.2	0.0	0.2	11/2
12/1	873	873	-	-	-	0.4	0.0	-	0.4	1.6	2.8	0.0	2.8	12/1
12/2	858	858	-	-	-	0.4	0.0	-	0.4	1.8	2.9	0.0	2.9	12/2
13/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

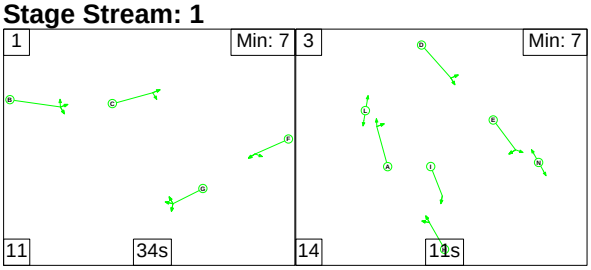
C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	2.9	Total Delay for Signalled Lanes (pcuHr):	42.16
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	51.1	Total Delay for Signalled Lanes (pcuHr):	0.81
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	39.6	Total Delay for Signalled Lanes (pcuHr):	1.71
	PRC Over All Lanes (%):	2.9	Total Delay Over All Lanes(pcuHr):	44.71

Cycle Time (s):	70
Cycle Time (s):	70
Cycle Time (s):	70

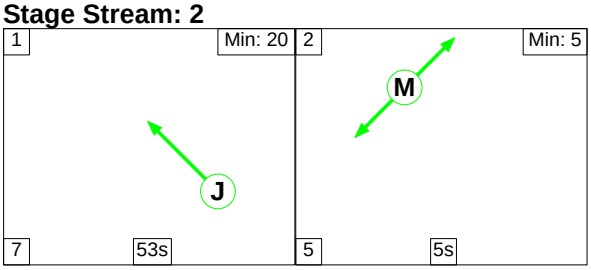
Scenario 3: '3' (FG3: '2028 AM Base', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

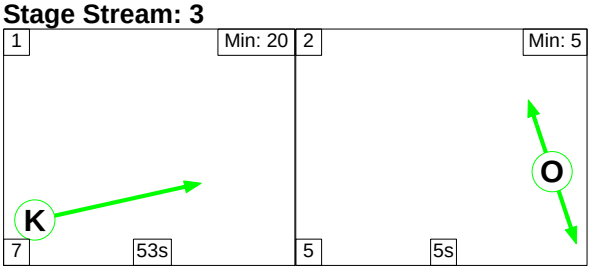
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	3	63

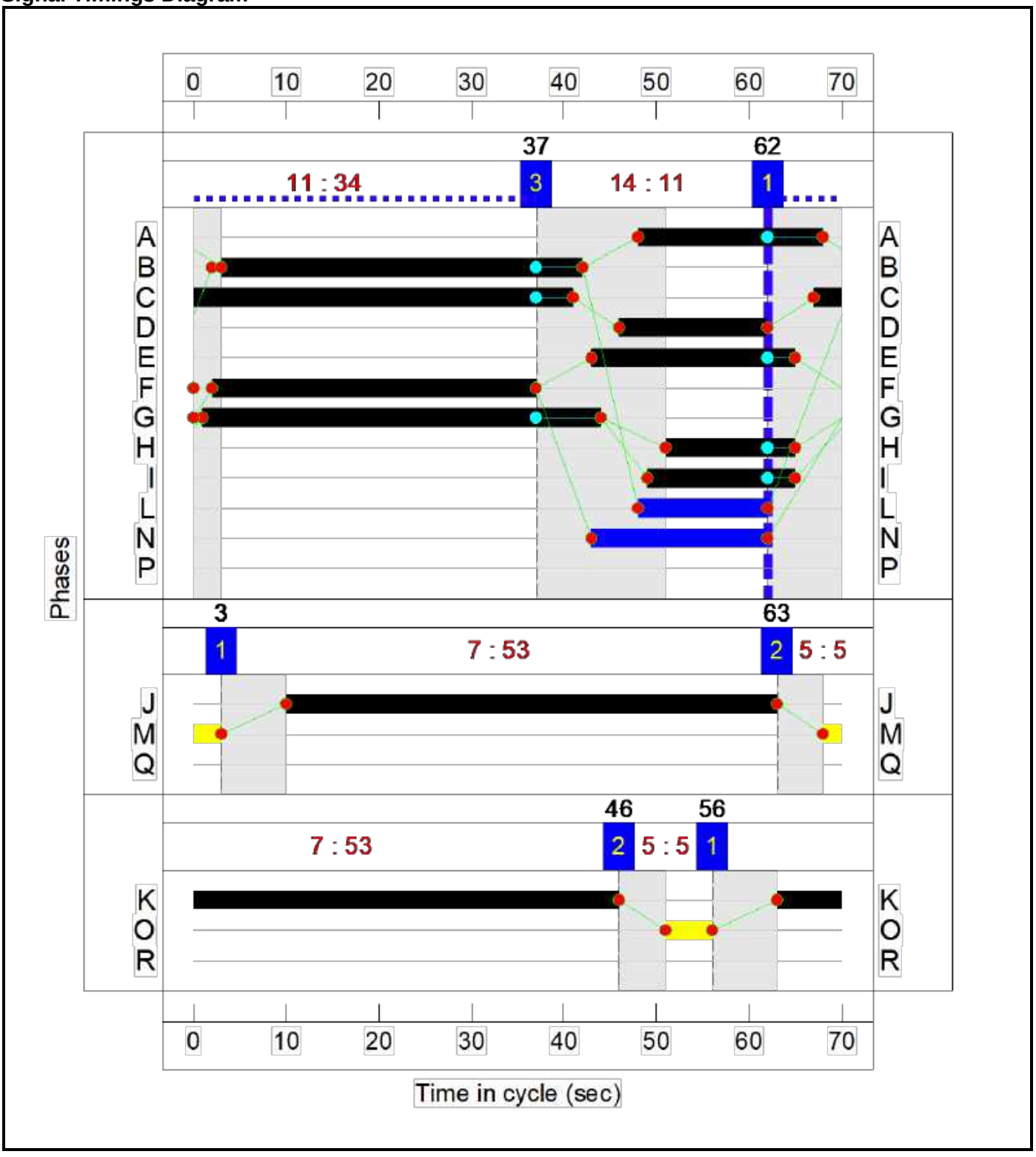
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	10	63
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	68	3
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

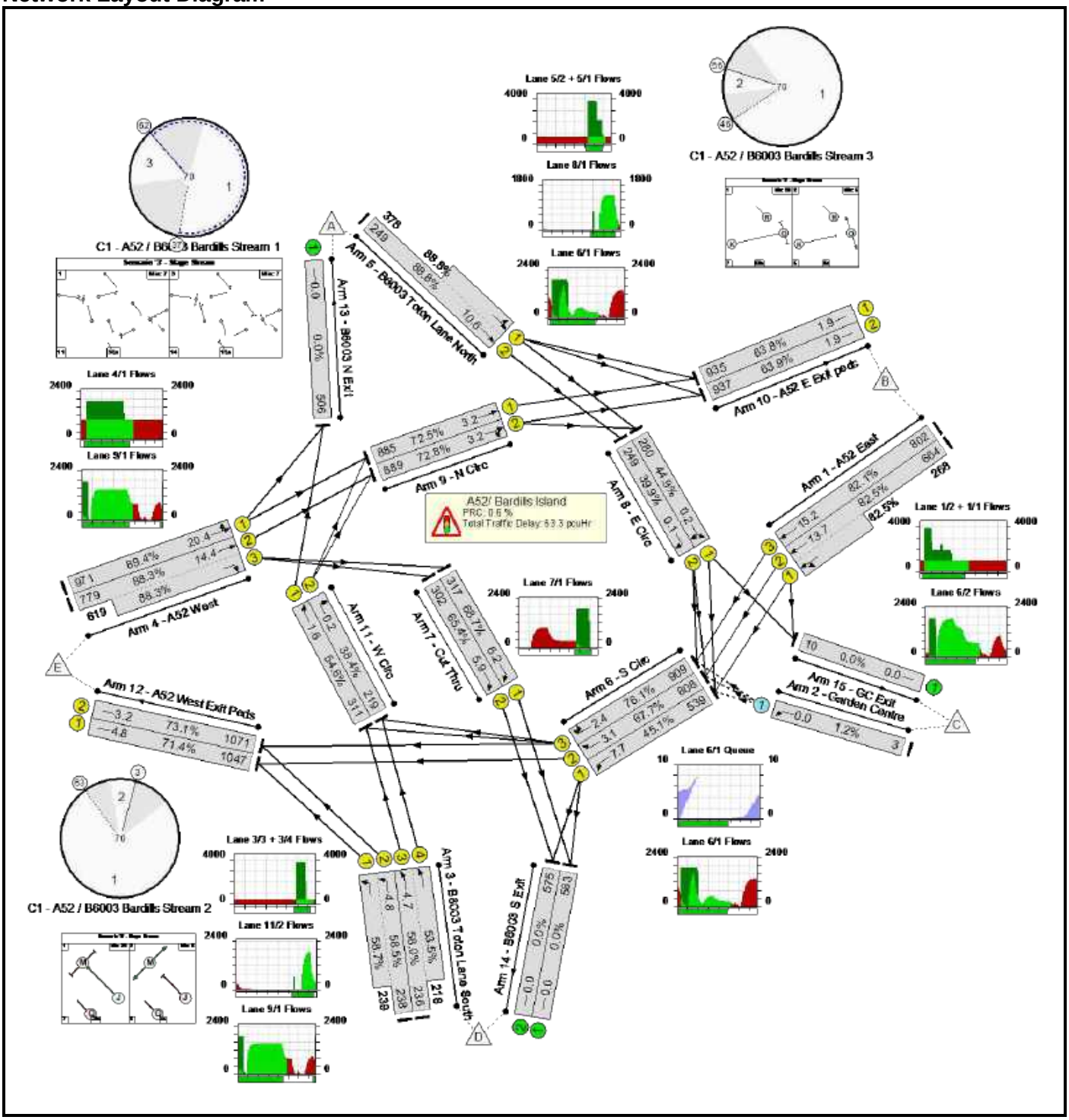
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	10	63
12/2	A52 West Exit Peds	U	J	10	63

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.4%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.4%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	932	1900:1900	805+325	82.5 : 82.5%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	802	1900	977	82.1%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	242	1.2%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	477	1900:1900	407+407	58.5 : 58.7%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	454	1900:1900	407+407	58.0 : 53.5%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	971	1900	1086	89.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1398	1900:1900	883+701	88.3 : 88.3%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	627	1900:1900	280+425	88.8 : 88.8%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	539	1900	1194	45.1%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	808	1900	1194	67.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	909	1900	1194	76.1%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	317	1900	461	68.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	302	1900	461	65.4%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	280	1900	624	44.9%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	249	1900	624	39.9%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	885	1900	1221	72.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	889	1900	1221	72.8%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	935	1900	1466	63.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	937	1900	1466	63.9%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	311	1900	570	54.6%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	219	1900	570	38.4%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1047	1900	1466	71.4%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1071	1900	1466	73.1%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	506	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	583	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	575	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**34.5**	**18.9**	**0.0**	**53.3**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**34.5**	**18.9**	**0.0**	**53.3**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	932	932	-	-	-	3.2	2.3	-	5.5	21.2	11.4	2.3	13.7	1/2+1/1
1/3	802	802	-	-	-	3.2	2.2	-	5.4	24.3	12.9	2.2	15.2	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	18.5	0.0	0.0	0.0	2/1
3/2+3/1	477	477	-	-	-	3.3	0.7	-	4.0	30.0	4.1	0.7	4.8	3/2+3/1
3/3+3/4	454	454	-	-	-	3.1	0.6	-	3.7	29.5	4.1	0.6	4.7	3/3+3/4
4/1	971	971	-	-	-	3.5	4.0	-	7.5	27.8	16.5	4.0	20.4	4/1
4/2+4/3	1398	1398	-	-	-	4.0	3.6	-	7.6	19.6	10.8	3.6	14.4	4/2+4/3
5/2+5/1	627	627	-	-	-	4.2	3.6	-	7.9	45.2	6.9	3.6	10.6	5/2+5/1
6/1	539	539	-	-	-	1.1	0.0	-	1.1	7.2	7.7	0.0	7.7	6/1
6/2	808	808	-	-	-	0.6	0.0	-	0.6	2.7	3.1	0.0	3.1	6/2
6/3	909	909	-	-	-	0.5	0.0	-	0.5	1.9	2.4	0.0	2.4	6/3
7/1	317	317	-	-	-	2.6	0.0	-	2.6	29.2	6.2	0.0	6.2	7/1
7/2	302	302	-	-	-	2.5	0.0	-	2.5	30.3	5.9	0.0	5.9	7/2
8/1	280	280	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	8/1
8/2	249	249	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	885	885	-	-	-	0.6	0.0	-	0.6	2.4	3.2	0.0	3.2	9/1
9/2	889	889	-	-	-	0.6	0.0	-	0.6	2.4	3.2	0.0	3.2	9/2
10/1	935	935	-	-	-	0.1	0.9	-	1.0	3.8	1.0	0.9	1.9	10/1
10/2	937	937	-	-	-	0.1	0.9	-	1.0	3.8	1.0	0.9	1.9	10/2
11/1	311	311	-	-	-	0.5	0.0	-	0.5	5.9	1.6	0.0	1.6	11/1

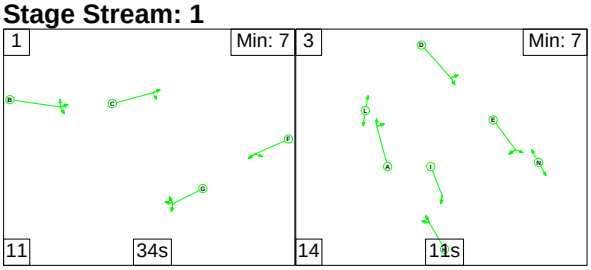
11/2	219	219	-	-	-	0.1	0.0	-	0.1	2.0	0.2	0.0	0.2	11/2
12/1	1047	1047	-	-	-	0.3	0.0	-	0.3	1.0	4.8	0.0	4.8	12/1
12/2	1071	1071	-	-	-	0.3	0.0	-	0.3	0.9	3.2	0.0	3.2	12/2
13/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	0.6	Total Delay for Signalled Lanes (pcuHr):	50.79	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	23.2	Total Delay for Signalled Lanes (pcuHr):	0.55	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	40.8	Total Delay for Signalled Lanes (pcuHr):	1.99	Cycle Time (s): 70
	PRC Over All Lanes (%):	0.6	Total Delay Over All Lanes(pcuHr):	53.34	

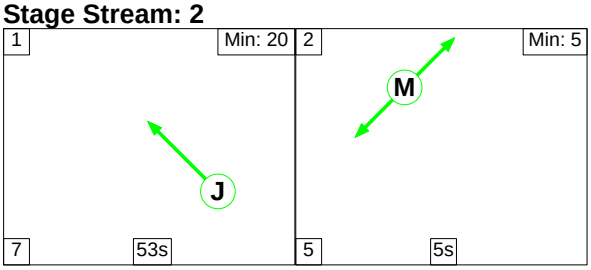
Scenario 4: '4' (FG4: '2028 PM Base', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

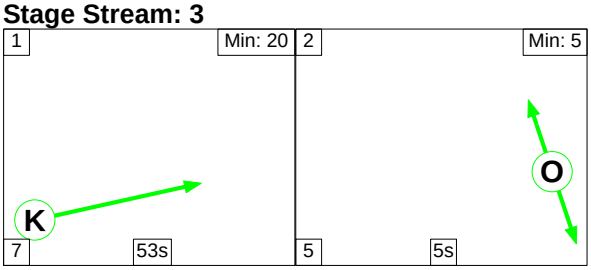
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	43	33

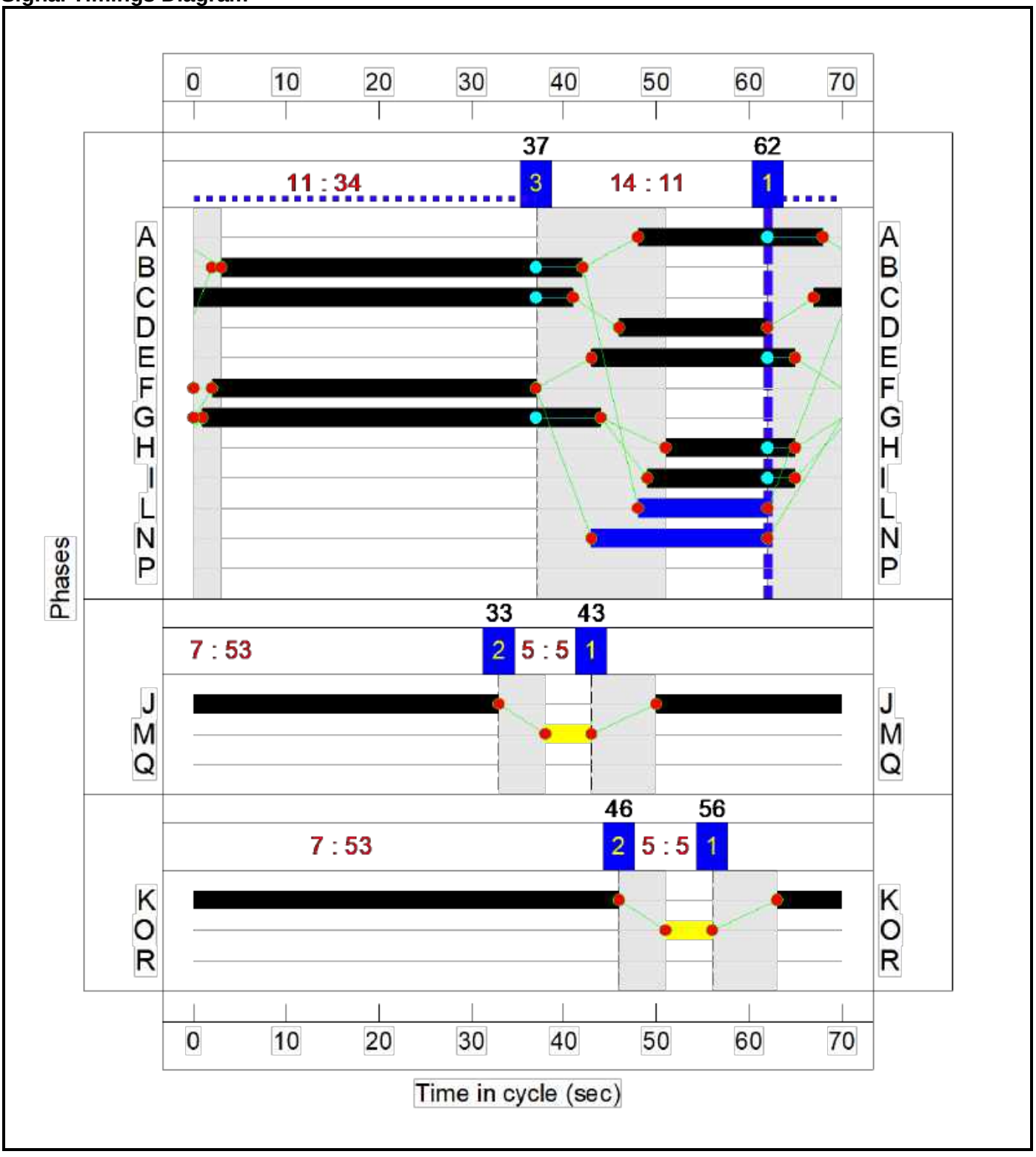
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	50	33
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	38	43
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

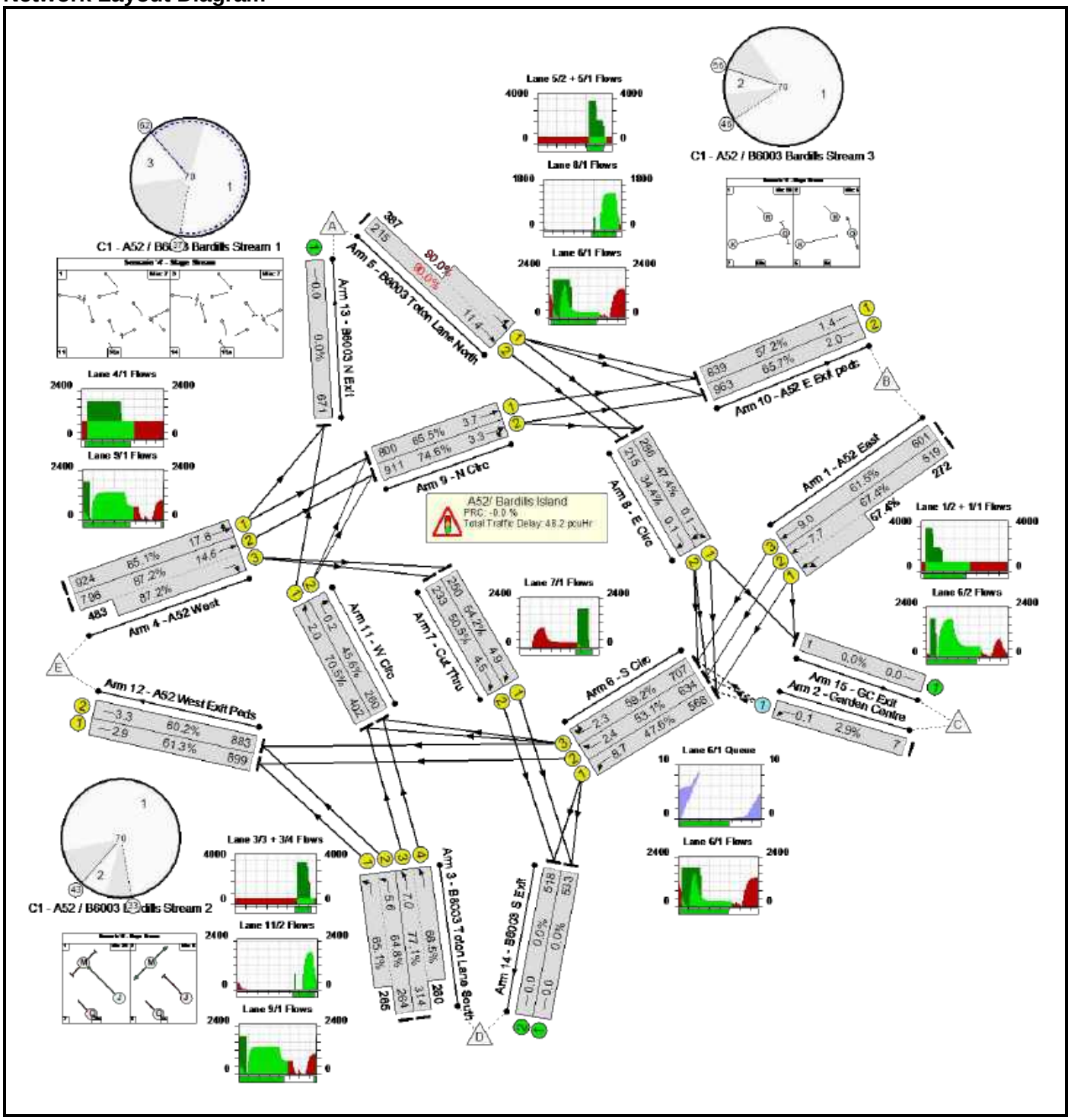
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	50	33
12/2	A52 West Exit Peds	U	J	50	33

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**90.0%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**90.0%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	791	1900:1900	770+403	67.4 : 67.4%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	601	1900	977	61.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	242	2.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	529	1900:1900	407+407	64.8 : 65.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	574	1900:1900	407+379	77.1 : 68.5%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	924	1900	1086	85.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1279	1900:1900	912+554	87.2 : 87.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	602	1900:1900	239+430	90.0 : 90.0%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	568	1900	1194	47.6%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	634	1900	1194	53.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	707	1900	1194	59.2%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	250	1900	461	54.2%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	233	1900	461	50.5%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	296	1900	624	47.4%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	215	1900	624	34.4%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	800	1900	1221	65.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	911	1900	1221	74.6%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	839	1900	1466	57.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	963	1900	1466	65.7%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	402	1900	570	70.5%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	260	1900	570	45.6%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	899	1900	1466	61.3%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	883	1900	1466	60.2%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	671	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	533	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	518	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**32.4**	**15.8**	**0.0**	**48.2**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**32.4**	**15.8**	**0.0**	**48.2**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	791	791	-	-	-	2.4	1.0	-	3.4	15.5	6.6	1.0	7.7	1/2+1/1
1/3	601	601	-	-	-	2.0	0.8	-	2.8	16.8	8.2	0.8	9.0	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	18.9	0.1	0.0	0.1	2/1
3/2+3/1	529	529	-	-	-	3.7	0.9	-	4.6	31.4	4.6	0.9	5.6	3/2+3/1
3/3+3/4	574	574	-	-	-	4.1	1.3	-	5.4	33.9	5.7	1.3	7.0	3/3+3/4
4/1	924	924	-	-	-	3.2	2.8	-	6.0	23.3	14.9	2.8	17.6	4/1
4/2+4/3	1279	1279	-	-	-	3.6	3.3	-	6.9	19.4	11.3	3.3	14.6	4/2+4/3
5/2+5/1	602	602	-	-	-	4.1	4.0	-	8.1	48.4	7.3	4.0	11.4	5/2+5/1
6/1	568	568	-	-	-	1.2	0.0	-	1.2	7.7	8.7	0.0	8.7	6/1
6/2	634	634	-	-	-	0.5	0.0	-	0.5	2.7	2.4	0.0	2.4	6/2
6/3	707	707	-	-	-	0.5	0.0	-	0.5	2.3	2.3	0.0	2.3	6/3
7/1	250	250	-	-	-	2.0	0.0	-	2.0	28.9	4.9	0.0	4.9	7/1
7/2	233	233	-	-	-	1.9	0.0	-	1.9	29.9	4.5	0.0	4.5	7/2
8/1	296	296	-	-	-	0.1	0.0	-	0.1	1.1	0.1	0.0	0.1	8/1
8/2	215	215	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	800	800	-	-	-	0.6	0.0	-	0.6	2.6	3.7	0.0	3.7	9/1
9/2	911	911	-	-	-	0.6	0.0	-	0.6	2.3	3.3	0.0	3.3	9/2
10/1	839	839	-	-	-	0.1	0.7	-	0.8	3.2	0.8	0.7	1.4	10/1
10/2	963	963	-	-	-	0.1	1.0	-	1.1	4.0	1.0	1.0	2.0	10/2
11/1	402	402	-	-	-	0.8	0.0	-	0.8	6.8	2.0	0.0	2.0	11/1

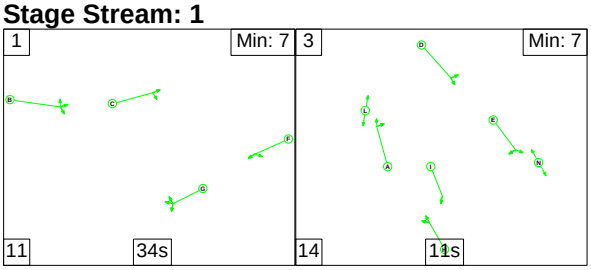
11/2	260	260	-	-	-	0.1	0.0	-	0.1	2.0	0.2	0.0	0.2	11/2
12/1	899	899	-	-	-	0.4	0.0	-	0.4	1.6	2.9	0.0	2.9	12/1
12/2	883	883	-	-	-	0.5	0.0	-	0.5	1.9	3.3	0.0	3.3	12/2
13/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-0.0	Total Delay for Signalled Lanes (pcuHr):	45.49	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	46.7	Total Delay for Signalled Lanes (pcuHr):	0.86	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	37.0	Total Delay for Signalled Lanes (pcuHr):	1.82	Cycle Time (s): 70
	PRC Over All Lanes (%):	-0.0	Total Delay Over All Lanes(pcuHr):	48.21	

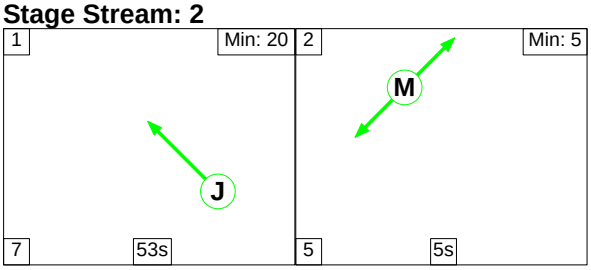
Scenario 5: '5' (FG5: '2041 AM Base', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

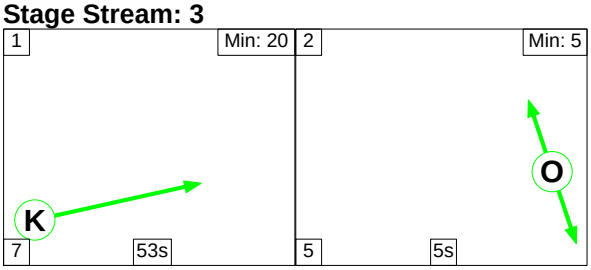
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	2	62

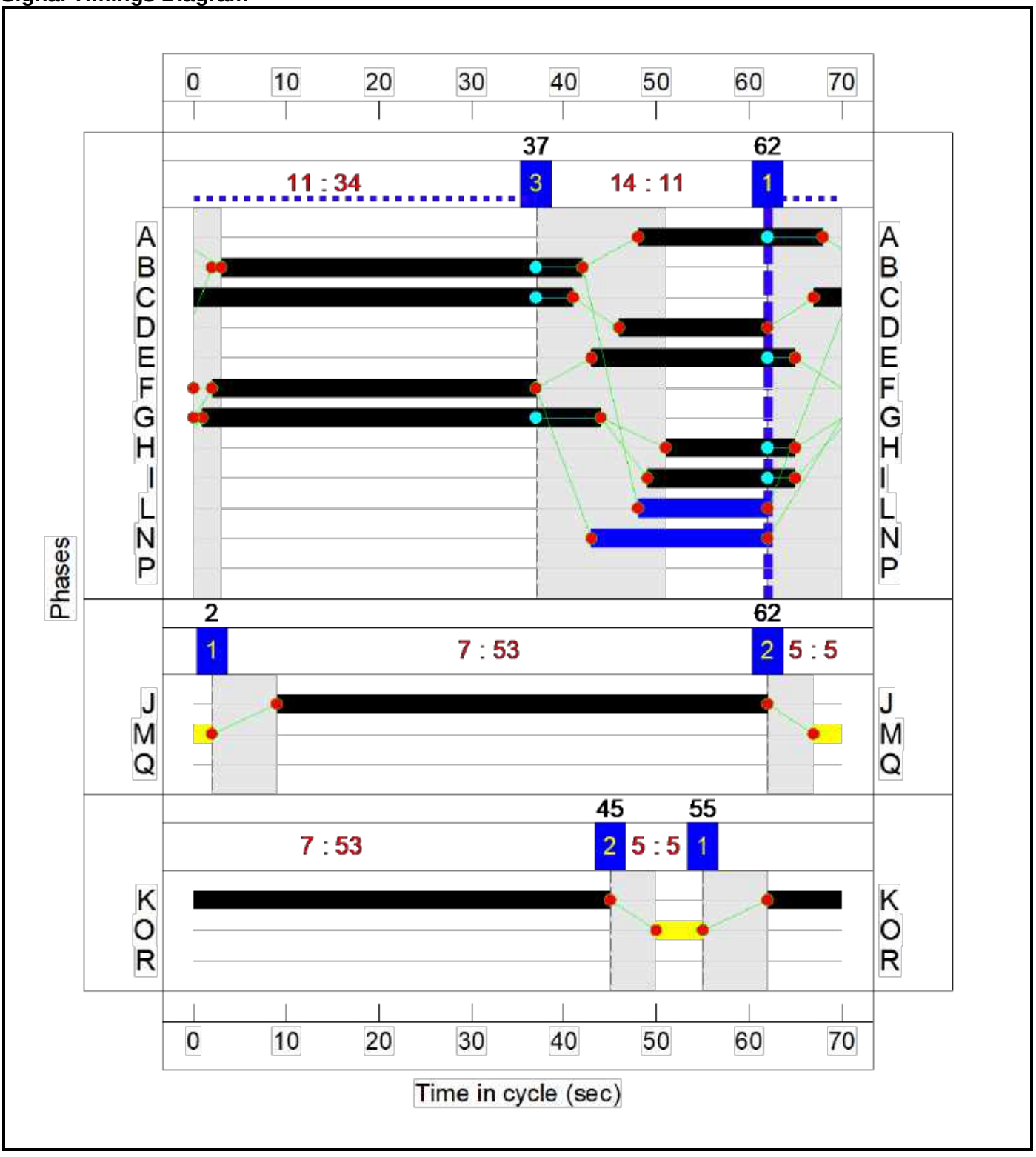
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	55	45

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	9	62
K	A52 E Exit peds	Traffic	3	53	62	45
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	67	2
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	50	55
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

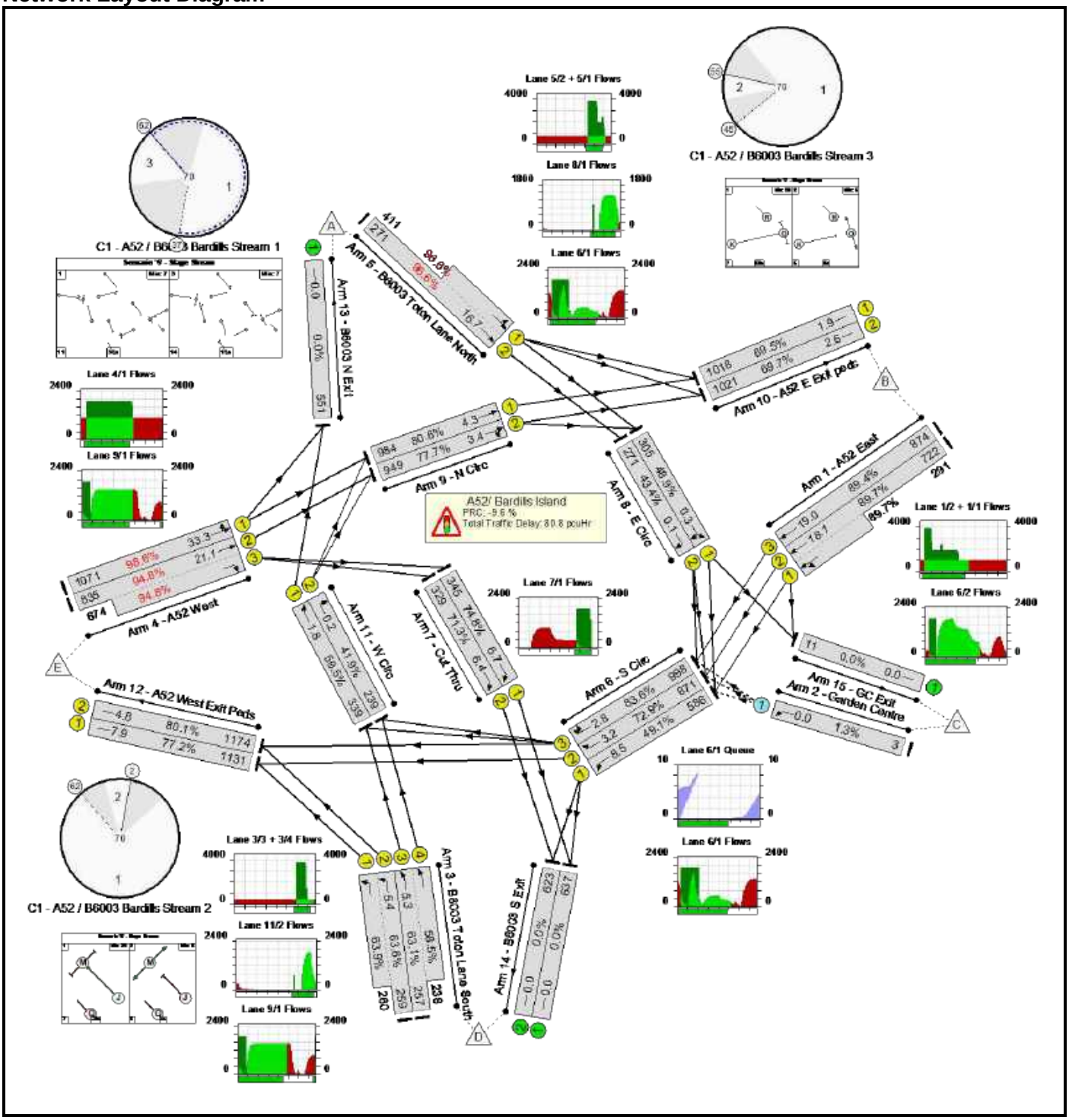
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	62	45
10/2	A52 E Exit peds	U	K	62	45
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	9	62
12/2	A52 West Exit Peds	U	J	9	62

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.6%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.6%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1013	1900:1900	805+324	89.7 : 89.7%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	874	1900	977	89.4%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	228	1.3%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	519	1900:1900	407+407	63.6 : 63.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	495	1900:1900	407+407	63.1 : 58.5%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	1071	1900	1086	98.6%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1509	1900:1900	881+711	94.8 : 94.8%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	682	1900:1900	281+425	96.6 : 96.6%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	586	1900	1194	49.1%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	871	1900	1194	72.9%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	998	1900	1194	83.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	345	1900	461	74.8%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	329	1900	461	71.3%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	305	1900	624	48.9%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	271	1900	624	43.4%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	984	1900	1221	80.6%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	949	1900	1221	77.7%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1018	1900	1466	69.5%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1021	1900	1466	69.7%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	339	1900	570	59.5%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	239	1900	570	41.9%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1131	1900	1466	77.2%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1174	1900	1466	80.1%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	551	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	623	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**0**	**3**	**0**	**39.7**	**41.1**	**0.0**	**80.8**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**0**	**3**	**0**	**39.7**	**41.1**	**0.0**	**80.8**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	1013	1013	-	-	-	3.7	4.1	-	7.8	27.7	14.1	4.1	18.1	1/2+1/1
1/3	874	874	-	-	-	3.7	3.9	-	7.6	31.5	15.1	3.9	19.0	1/3
2/1	3	3	0	3	0	0.0	0.0	-	0.0	19.7	0.0	0.0	0.0	2/1
3/2+3/1	519	519	-	-	-	3.6	0.9	-	4.5	31.1	4.5	0.9	5.4	3/2+3/1
3/3+3/4	495	495	-	-	-	3.4	0.8	-	4.2	30.5	4.5	0.8	5.3	3/3+3/4
4/1	1071	1071	-	-	-	4.4	13.1	-	17.5	58.7	20.2	13.1	33.3	4/1
4/2+4/3	1509	1509	-	-	-	4.5	7.7	-	12.2	29.1	13.5	7.7	21.1	4/2+4/3
5/2+5/1	682	682	-	-	-	4.7	8.4	-	13.1	69.1	8.3	8.4	16.7	5/2+5/1
6/1	586	586	-	-	-	1.2	0.0	-	1.2	7.4	8.5	0.0	8.5	6/1
6/2	871	871	-	-	-	0.6	0.0	-	0.6	2.5	3.2	0.0	3.2	6/2
6/3	998	998	-	-	-	0.5	0.0	-	0.5	2.0	2.8	0.0	2.8	6/3
7/1	345	345	-	-	-	2.8	0.0	-	2.8	29.3	6.7	0.0	6.7	7/1
7/2	329	329	-	-	-	2.8	0.0	-	2.8	30.3	6.4	0.0	6.4	7/2
8/1	305	305	-	-	-	0.1	0.0	-	0.1	1.7	0.3	0.0	0.3	8/1
8/2	271	271	-	-	-	0.1	0.0	-	0.1	1.1	0.1	0.0	0.1	8/2
9/1	984	984	-	-	-	1.0	0.0	-	1.0	3.5	4.3	0.0	4.3	9/1
9/2	949	949	-	-	-	0.6	0.0	-	0.6	2.3	3.4	0.0	3.4	9/2
10/1	1018	1018	-	-	-	0.1	1.1	-	1.2	4.4	0.8	1.1	1.9	10/1
10/2	1021	1021	-	-	-	0.2	1.1	-	1.3	4.6	1.5	1.1	2.6	10/2
11/1	339	339	-	-	-	0.5	0.0	-	0.5	5.8	1.8	0.0	1.8	11/1

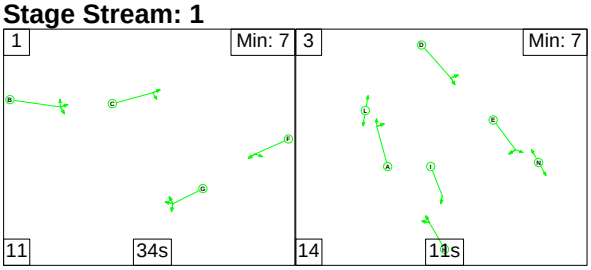
11/2	239	239	-	-	-	0.1	0.0	-	0.1	2.0	0.2	0.0	0.2	11/2
12/1	1131	1131	-	-	-	0.5	0.0	-	0.5	1.6	7.9	0.0	7.9	12/1
12/2	1174	1174	-	-	-	0.4	0.0	-	0.4	1.4	4.8	0.0	4.8	12/2
13/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-9.6	Total Delay for Signalled Lanes (pcuHr):	77.31	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	12.4	Total Delay for Signalled Lanes (pcuHr):	0.94	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	29.2	Total Delay for Signalled Lanes (pcuHr):	2.53	Cycle Time (s): 70
	PRC Over All Lanes (%):	-9.6	Total Delay Over All Lanes(pcuHr):	80.79	

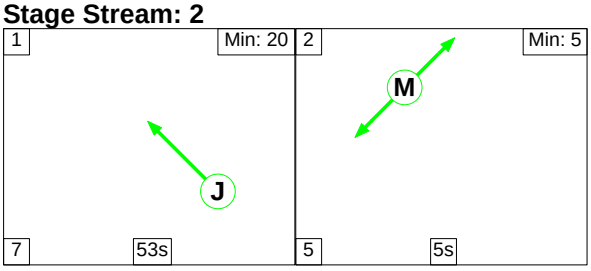
Scenario 6: '6' (FG6: '2041 PM Base', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

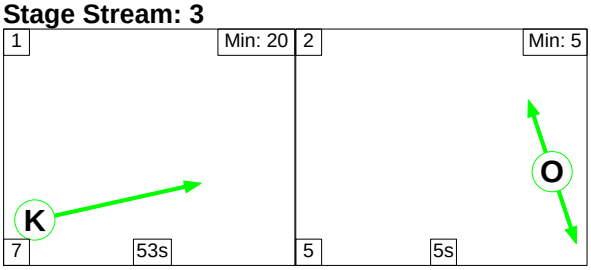
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	44	34

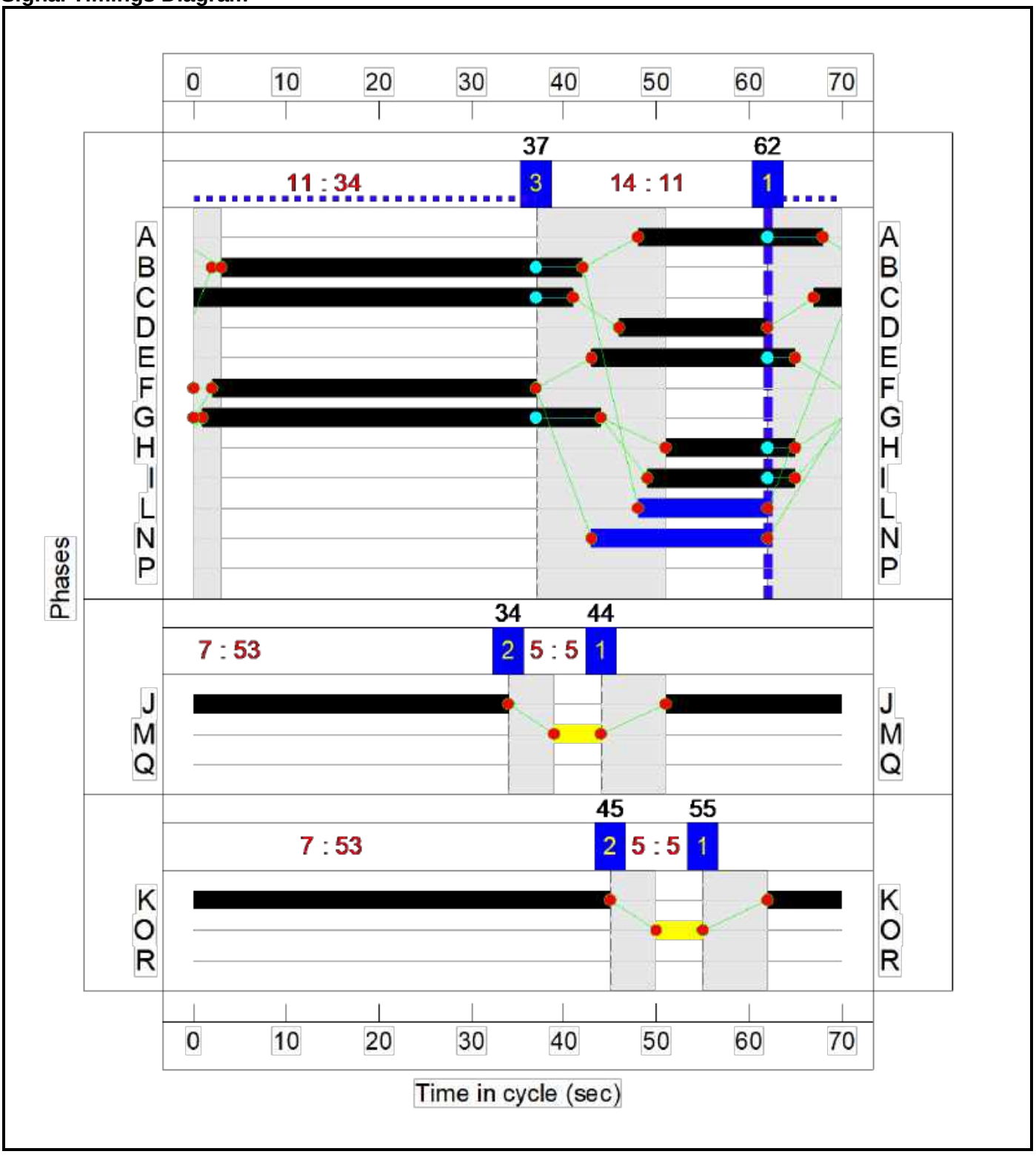
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	55	45

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	51	34
K	A52 E Exit peds	Traffic	3	53	62	45
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	39	44
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	50	55
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

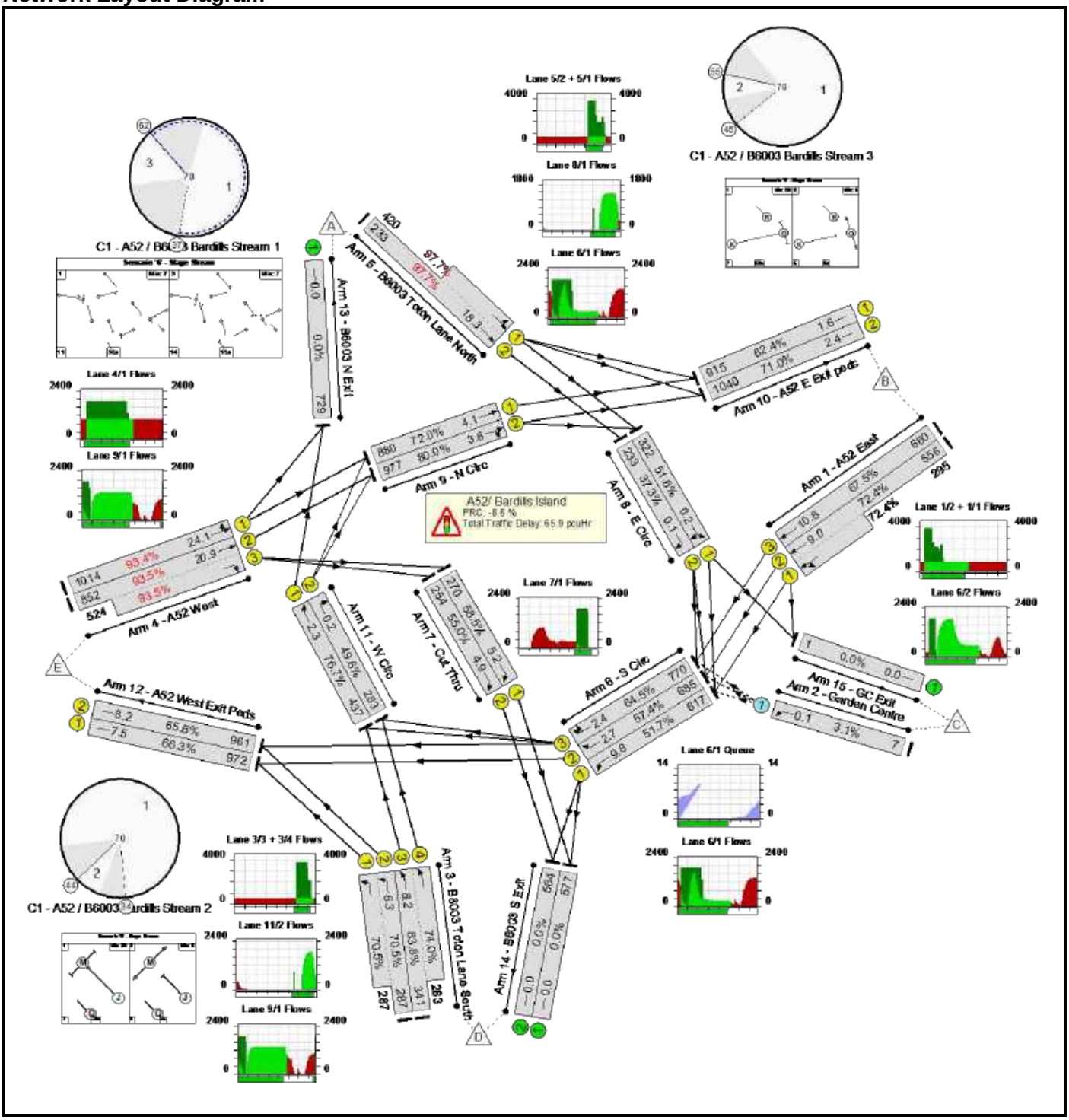
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	62	45
10/2	A52 E Exit peds	U	K	62	45
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	51	34
12/2	A52 West Exit Peds	U	J	51	34

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.7%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.7%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	851	1900:1900	768+407	72.4 : 72.4%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	660	1900	977	67.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	229	3.1%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	574	1900:1900	407+407	70.5 : 70.5%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	624	1900:1900	407+382	83.8 : 74.0%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	1014	1900	1086	93.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1376	1900:1900	911+560	93.5 : 93.5%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	653	1900:1900	238+430	97.7 : 97.7%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	617	1900	1194	51.7%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	685	1900	1194	57.4%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	770	1900	1194	64.5%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	270	1900	461	58.5%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	254	1900	461	55.0%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	322	1900	624	51.6%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	233	1900	624	37.3%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	880	1900	1221	72.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	977	1900	1221	80.0%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	915	1900	1466	62.4%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1040	1900	1466	71.0%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	437	1900	570	76.7%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	283	1900	570	49.6%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	972	1900	1466	66.3%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	961	1900	1466	65.6%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	729	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	577	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	564	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**6**	**0**	**36.5**	**29.4**	**0.0**	**65.9**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**6**	**0**	**36.5**	**29.4**	**0.0**	**65.9**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	851	851	-	-	-	2.6	1.3	-	3.9	16.5	7.7	1.3	9.0	1/2+1/1
1/3	660	660	-	-	-	2.3	1.0	-	3.4	18.3	9.5	1.0	10.6	1/3
2/1	7	7	1	6	0	0.0	0.0	-	0.0	19.8	0.1	0.0	0.1	2/1
3/2+3/1	574	574	-	-	-	4.1	1.2	-	5.2	32.9	5.1	1.2	6.3	3/2+3/1
3/3+3/4	624	624	-	-	-	4.5	1.8	-	6.3	36.6	6.3	1.8	8.2	3/3+3/4
4/1	1014	1014	-	-	-	3.9	6.0	-	9.9	35.3	18.0	6.0	24.1	4/1
4/2+4/3	1376	1376	-	-	-	4.1	6.4	-	10.4	27.3	14.5	6.4	20.9	4/2+4/3
5/2+5/1	653	653	-	-	-	4.5	9.5	-	14.0	77.4	8.8	9.5	18.3	5/2+5/1
6/1	617	617	-	-	-	1.4	0.0	-	1.4	8.1	9.8	0.0	9.8	6/1
6/2	685	685	-	-	-	0.5	0.0	-	0.5	2.7	2.7	0.0	2.7	6/2
6/3	770	770	-	-	-	0.5	0.0	-	0.5	2.2	2.4	0.0	2.4	6/3
7/1	270	270	-	-	-	2.2	0.0	-	2.2	28.9	5.2	0.0	5.2	7/1
7/2	254	254	-	-	-	2.1	0.0	-	2.1	30.0	4.9	0.0	4.9	7/2
8/1	322	322	-	-	-	0.2	0.0	-	0.2	1.7	0.2	0.0	0.2	8/1
8/2	233	233	-	-	-	0.1	0.0	-	0.1	1.3	0.1	0.0	0.1	8/2
9/1	880	880	-	-	-	0.7	0.0	-	0.7	2.8	4.1	0.0	4.1	9/1
9/2	977	977	-	-	-	0.6	0.0	-	0.6	2.3	3.6	0.0	3.6	9/2
10/1	915	915	-	-	-	0.1	0.8	-	0.9	3.6	0.7	0.8	1.6	10/1
10/2	1040	1040	-	-	-	0.1	1.2	-	1.3	4.7	1.2	1.2	2.4	10/2
11/1	437	437	-	-	-	0.9	0.0	-	0.9	7.3	2.3	0.0	2.3	11/1

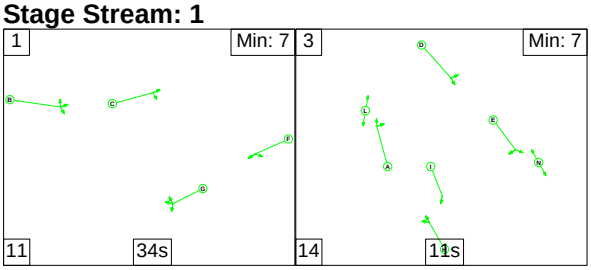
11/2	283	283	-	-	-	0.2	0.0	-	0.2	2.2	0.2	0.0	0.2	11/2
12/1	972	972	-	-	-	0.5	0.0	-	0.5	1.7	7.5	0.0	7.5	12/1
12/2	961	961	-	-	-	0.6	0.0	-	0.6	2.3	8.2	0.0	8.2	12/2
13/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-8.6	Total Delay for Signalled Lanes (pcuHr):	62.52	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	35.7	Total Delay for Signalled Lanes (pcuHr):	1.08	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	26.8	Total Delay for Signalled Lanes (pcuHr):	2.26	Cycle Time (s): 70
	PRC Over All Lanes (%):	-8.6	Total Delay Over All Lanes(pcuHr):	65.90	

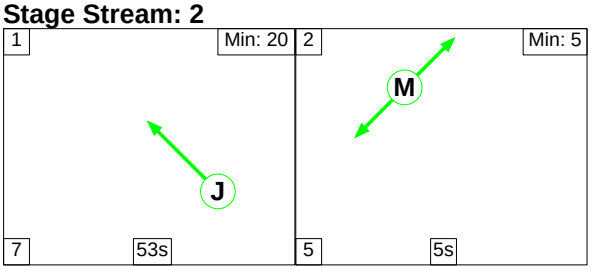
Scenario 7: '7' (FG7: '2028 AM Base + Dev', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

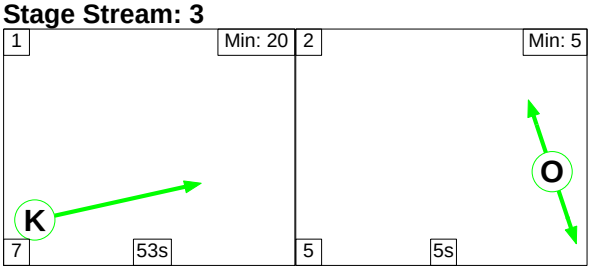
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	3	63

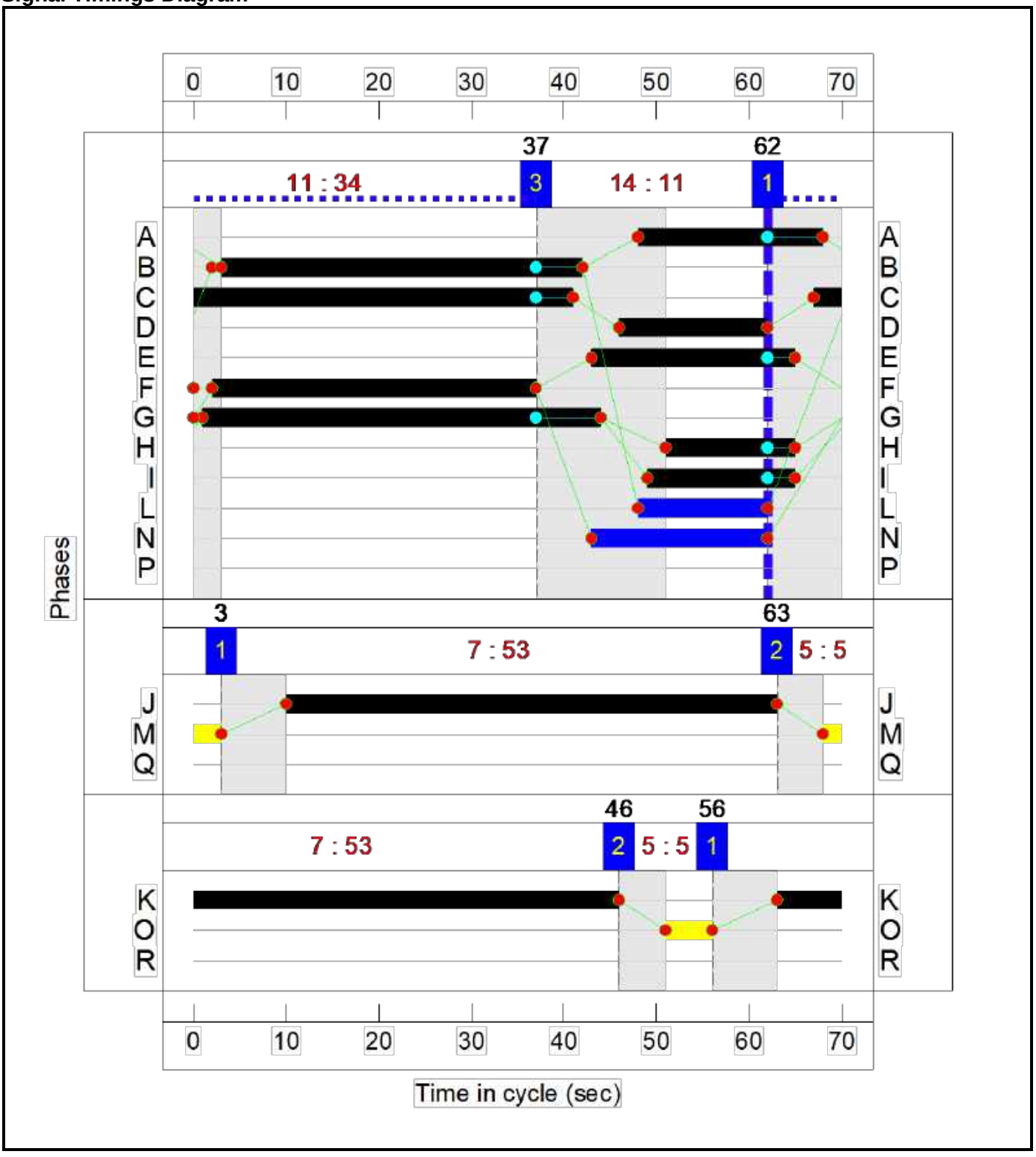
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	10	63
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	68	3
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

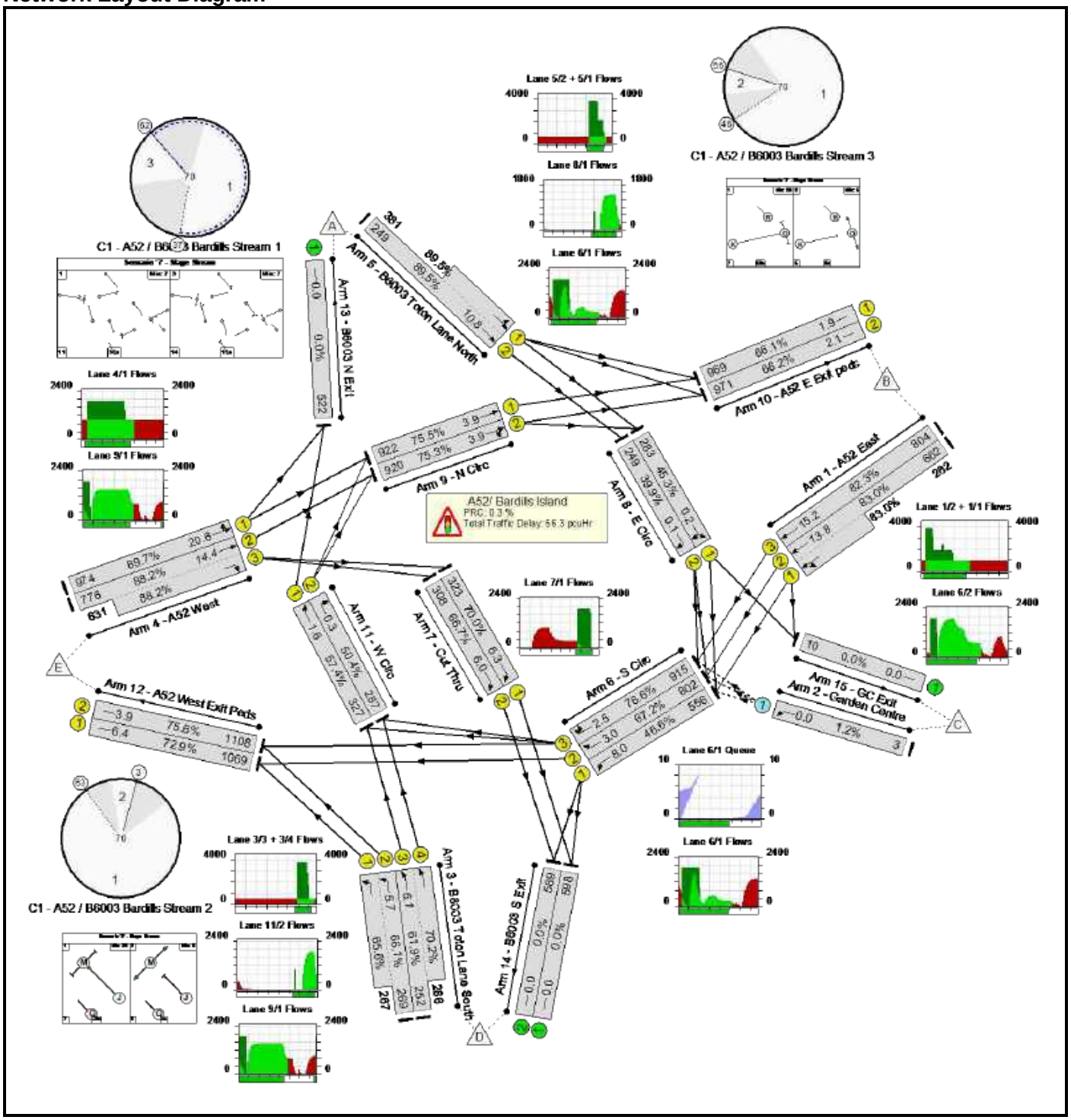
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	10	63
12/2	A52 West Exit Peds	U	J	10	63

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.7%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.7%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	944	1900:1900	798+340	83.0 : 83.0%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	804	1900	977	82.3%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	241	1.2%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	536	1900:1900	407+407	66.1 : 65.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	538	1900:1900	407+407	61.9 : 70.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	974	1900	1086	89.7%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1407	1900:1900	880+716	88.2 : 88.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	630	1900:1900	278+426	89.5 : 89.5%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	556	1900	1194	46.6%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	802	1900	1194	67.2%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	915	1900	1194	76.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	323	1900	461	70.0%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	308	1900	461	66.7%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	283	1900	624	45.3%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	249	1900	624	39.9%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	922	1900	1221	75.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	920	1900	1221	75.3%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	969	1900	1466	66.1%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	971	1900	1466	66.2%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	327	1900	570	57.4%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	287	1900	570	50.4%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1069	1900	1466	72.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1108	1900	1466	75.6%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	522	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	598	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	589	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**36.3**	**20.0**	**0.0**	**56.3**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**36.3**	**20.0**	**0.0**	**56.3**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	944	944	-	-	-	3.2	2.4	-	5.6	21.3	11.4	2.4	13.8	1/2+1/1
1/3	804	804	-	-	-	3.2	2.3	-	5.5	24.4	13.0	2.3	15.2	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	18.6	0.0	0.0	0.0	2/1
3/2+3/1	536	536	-	-	-	3.7	1.0	-	4.7	31.6	4.8	1.0	5.7	3/2+3/1
3/3+3/4	538	538	-	-	-	3.8	1.0	-	4.7	31.7	5.1	1.0	6.1	3/3+3/4
4/1	974	974	-	-	-	3.6	4.1	-	7.6	28.2	16.5	4.1	20.6	4/1
4/2+4/3	1407	1407	-	-	-	4.0	3.6	-	7.6	19.5	10.8	3.6	14.4	4/2+4/3
5/2+5/1	630	630	-	-	-	4.3	3.9	-	8.1	46.4	7.0	3.9	10.8	5/2+5/1
6/1	556	556	-	-	-	1.1	0.0	-	1.1	7.1	8.0	0.0	8.0	6/1
6/2	802	802	-	-	-	0.6	0.0	-	0.6	2.6	3.0	0.0	3.0	6/2
6/3	915	915	-	-	-	0.5	0.0	-	0.5	1.9	2.5	0.0	2.5	6/3
7/1	323	323	-	-	-	2.6	0.0	-	2.6	29.2	6.3	0.0	6.3	7/1
7/2	308	308	-	-	-	2.6	0.0	-	2.6	30.3	6.0	0.0	6.0	7/2
8/1	283	283	-	-	-	0.1	0.0	-	0.1	1.3	0.2	0.0	0.2	8/1
8/2	249	249	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	922	922	-	-	-	0.6	0.0	-	0.6	2.5	3.9	0.0	3.9	9/1
9/2	920	920	-	-	-	0.6	0.0	-	0.6	2.5	3.9	0.0	3.9	9/2
10/1	969	969	-	-	-	0.1	1.0	-	1.1	4.0	0.9	1.0	1.9	10/1
10/2	971	971	-	-	-	0.1	1.0	-	1.1	4.1	1.1	1.0	2.1	10/2
11/1	327	327	-	-	-	0.5	0.0	-	0.5	5.8	1.6	0.0	1.6	11/1

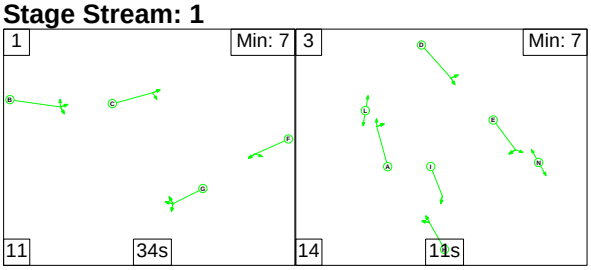
11/2	287	287	-	-	-	0.2	0.0	-	0.2	2.3	0.3	0.0	0.3	11/2
12/1	1069	1069	-	-	-	0.4	0.0	-	0.4	1.4	6.4	0.0	6.4	12/1
12/2	1108	1108	-	-	-	0.4	0.0	-	0.4	1.2	3.9	0.0	3.9	12/2
13/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	53.37	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	19.1	Total Delay for Signalled Lanes (pcuHr):	0.77	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	35.9	Total Delay for Signalled Lanes (pcuHr):	2.18	Cycle Time (s): 70
	PRC Over All Lanes (%):	0.3	Total Delay Over All Lanes(pcuHr):	56.34	

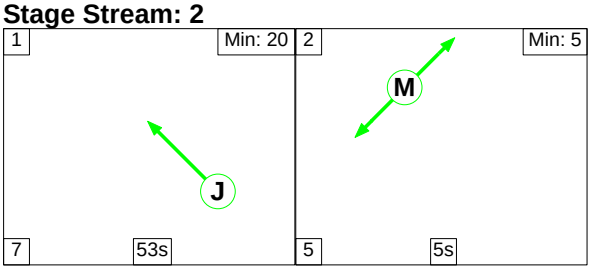
Scenario 8: '8' (FG8: '2028 PM Base + Dev', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

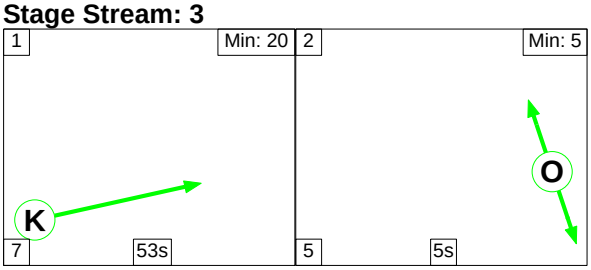
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	43	33

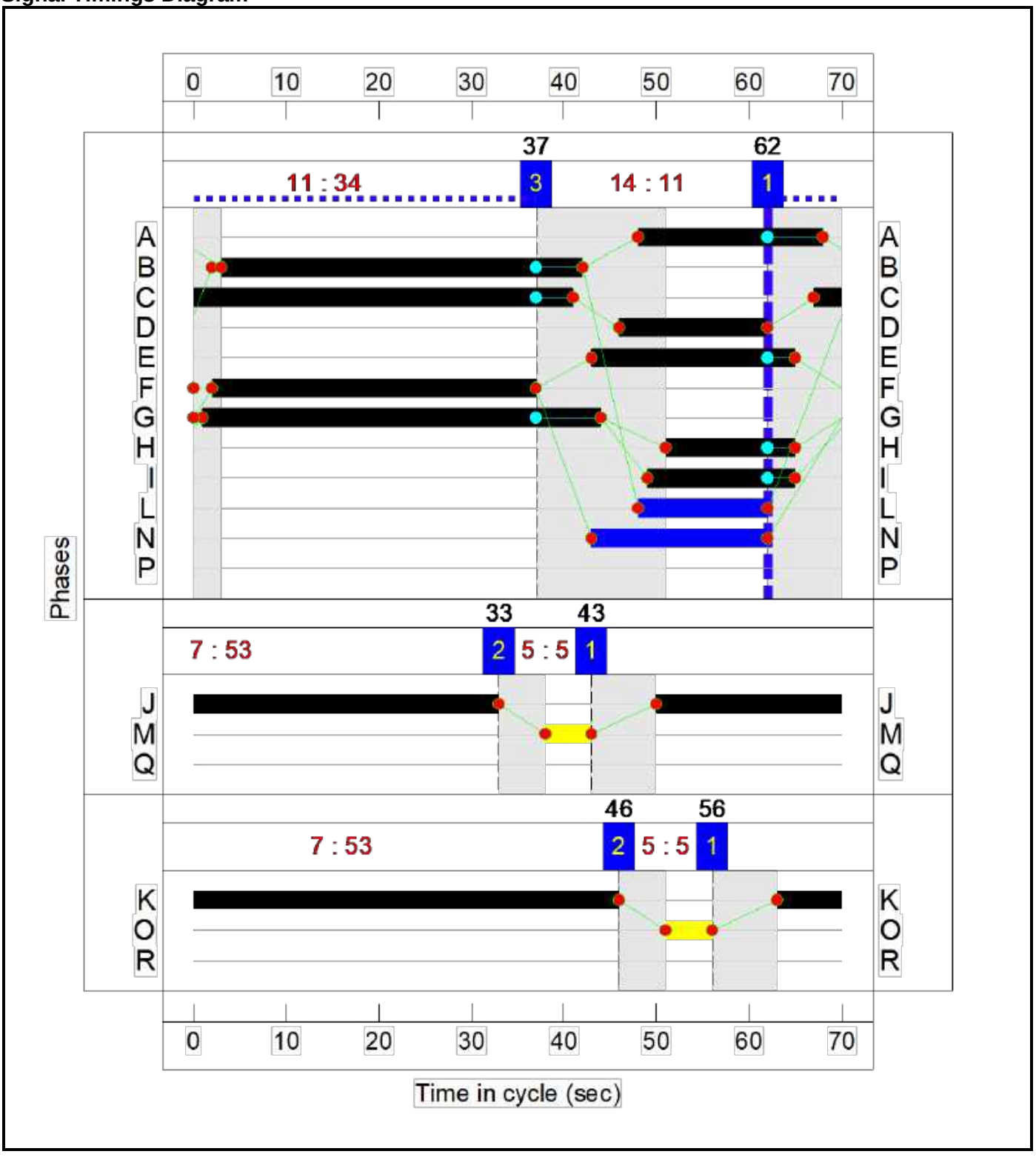
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	50	33
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	38	43
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

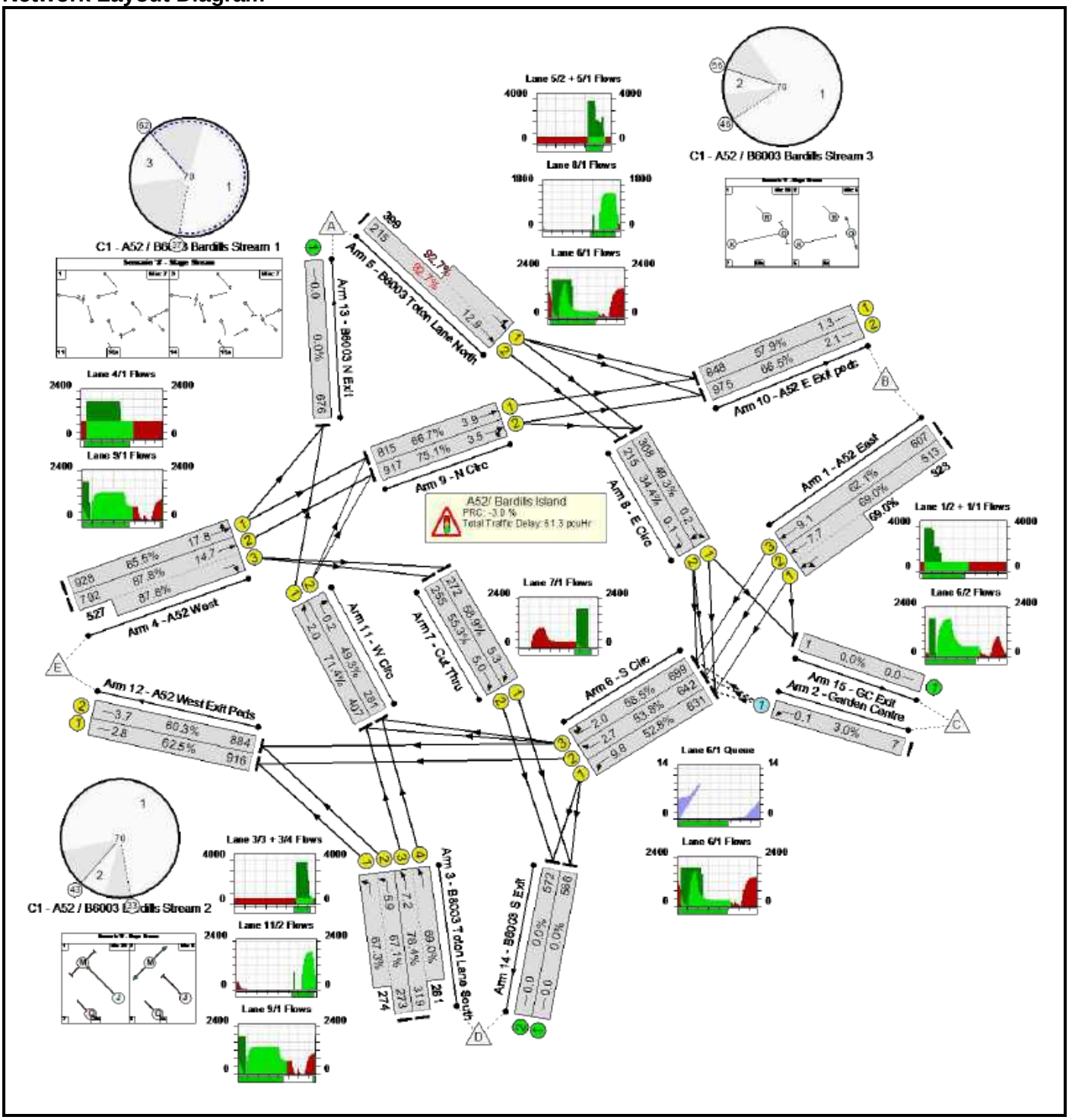
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	50	33
12/2	A52 West Exit Peds	U	J	50	33

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.7%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.7%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	836	1900:1900	743+468	69.0 : 69.0%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	607	1900	977	62.1%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	236	3.0%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	547	1900:1900	407+407	67.1 : 67.3%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	600	1900:1900	407+407	78.4 : 69.0%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	928	1900	1086	85.5%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1319	1900:1900	902+600	87.8 : 87.8%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	614	1900:1900	232+431	92.7 : 92.7%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	631	1900	1194	52.8%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	642	1900	1194	53.8%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	699	1900	1194	58.5%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	272	1900	461	58.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	255	1900	461	55.3%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	308	1900	624	49.3%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	215	1900	624	34.4%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	815	1900	1221	66.7%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	917	1900	1221	75.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	848	1900	1466	57.9%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	975	1900	1466	66.5%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	407	1900	570	71.4%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	281	1900	570	49.3%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	916	1900	1466	62.5%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	884	1900	1466	60.3%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	676	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	586	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**33.8**	**17.5**	**0.0**	**51.3**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**33.8**	**17.5**	**0.0**	**51.3**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	836	836	-	-	-	2.5	1.1	-	3.6	15.6	6.6	1.1	7.7	1/2+1/1
1/3	607	607	-	-	-	2.0	0.8	-	2.9	17.0	8.3	0.8	9.1	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	19.2	0.1	0.0	0.1	2/1
3/2+3/1	547	547	-	-	-	3.8	1.0	-	4.9	31.9	4.9	1.0	5.9	3/2+3/1
3/3+3/4	600	600	-	-	-	4.3	1.4	-	5.7	34.0	5.8	1.4	7.2	3/3+3/4
4/1	928	928	-	-	-	3.2	2.8	-	6.1	23.6	15.0	2.8	17.8	4/1
4/2+4/3	1319	1319	-	-	-	3.7	3.5	-	7.2	19.6	11.2	3.5	14.7	4/2+4/3
5/2+5/1	614	614	-	-	-	4.2	5.2	-	9.4	55.0	7.7	5.2	12.9	5/2+5/1
6/1	631	631	-	-	-	1.3	0.0	-	1.3	7.6	9.8	0.0	9.8	6/1
6/2	642	642	-	-	-	0.5	0.0	-	0.5	2.9	2.7	0.0	2.7	6/2
6/3	699	699	-	-	-	0.4	0.0	-	0.4	2.0	2.0	0.0	2.0	6/3
7/1	272	272	-	-	-	2.2	0.0	-	2.2	29.0	5.3	0.0	5.3	7/1
7/2	255	255	-	-	-	2.1	0.0	-	2.1	30.1	5.0	0.0	5.0	7/2
8/1	308	308	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	8/1
8/2	215	215	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1	8/2
9/1	815	815	-	-	-	0.6	0.0	-	0.6	2.7	3.9	0.0	3.9	9/1
9/2	917	917	-	-	-	0.6	0.0	-	0.6	2.4	3.5	0.0	3.5	9/2
10/1	848	848	-	-	-	0.1	0.7	-	0.8	3.2	0.6	0.7	1.3	10/1
10/2	975	975	-	-	-	0.1	1.0	-	1.1	4.1	1.2	1.0	2.1	10/2
11/1	407	407	-	-	-	0.8	0.0	-	0.8	6.8	2.0	0.0	2.0	11/1

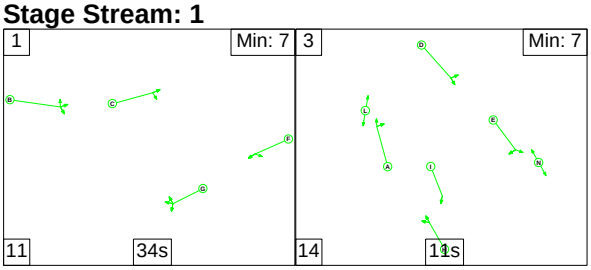
11/2	281	281	-	-	-	0.2	0.0	-	0.2	2.1	0.2	0.0	0.2	11/2
12/1	916	916	-	-	-	0.4	0.0	-	0.4	1.6	2.8	0.0	2.8	12/1
12/2	884	884	-	-	-	0.5	0.0	-	0.5	1.9	3.7	0.0	3.7	12/2
13/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-3.0	Total Delay for Signalled Lanes (pcuHr):	48.50	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	44.0	Total Delay for Signalled Lanes (pcuHr):	0.87	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	35.3	Total Delay for Signalled Lanes (pcuHr):	1.87	Cycle Time (s): 70
	PRC Over All Lanes (%):	-3.0	Total Delay Over All Lanes(pcuHr):	51.27	

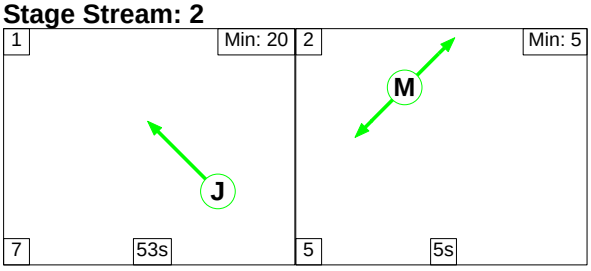
Scenario 9: '9' (FG9: '2041 AM Base + Dev', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

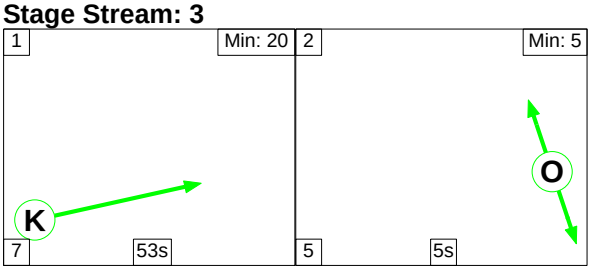
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	59	49

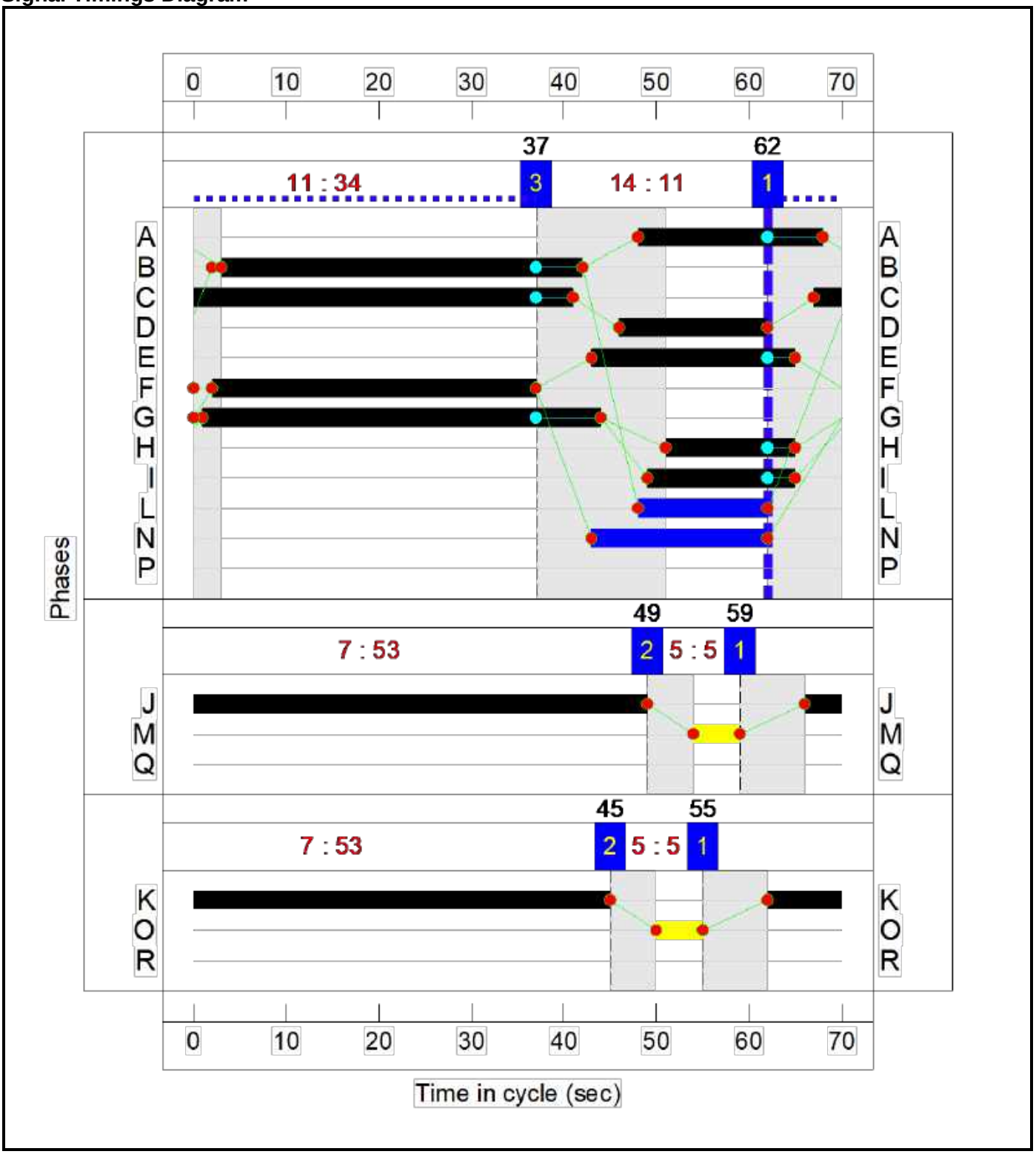
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	55	45

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	66	49
K	A52 E Exit peds	Traffic	3	53	62	45
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	54	59
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	50	55
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

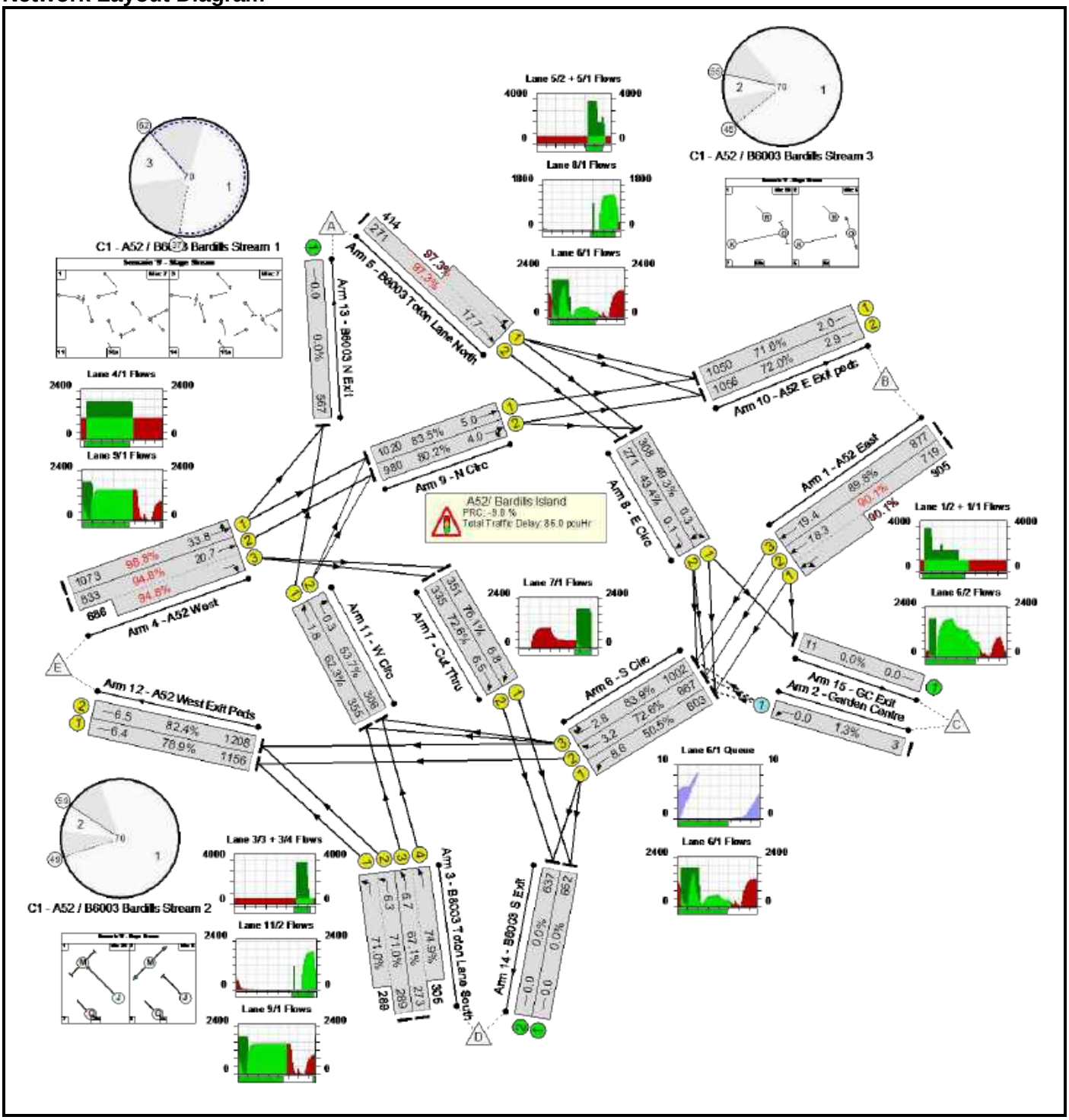
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	62	45
10/2	A52 E Exit peds	U	K	62	45
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	66	49
12/2	A52 West Exit Peds	U	J	66	49

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.8%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.8%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1024	1900:1900	798+339	90.1 : 90.1%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	877	1900	977	89.8%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	228	1.3%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	578	1900:1900	407+407	71.0 : 71.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	578	1900:1900	407+407	67.1 : 74.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	1073	1900	1086	98.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1519	1900:1900	879+724	94.8 : 94.8%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	685	1900:1900	279+426	97.3 : 97.3%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	603	1900	1194	50.5%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	867	1900	1194	72.6%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	1002	1900	1194	83.9%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	351	1900	461	76.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	335	1900	461	72.6%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	308	1900	624	49.3%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	271	1900	624	43.4%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	1020	1900	1221	83.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	980	1900	1221	80.2%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1050	1900	1466	71.6%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1056	1900	1466	72.0%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	355	1900	570	62.3%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	306	1900	570	53.7%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1156	1900	1466	78.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1208	1900	1466	82.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	567	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	652	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**0**	**3**	**0**	**42.5**	**43.6**	**0.0**	**86.0**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**0**	**3**	**0**	**42.5**	**43.6**	**0.0**	**86.0**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	1024	1024	-	-	-	3.8	4.2	-	8.0	28.0	14.1	4.2	18.3	1/2+1/1
1/3	877	877	-	-	-	3.7	4.1	-	7.8	32.0	15.3	4.1	19.4	1/3
2/1	3	3	0	3	0	0.0	0.0	-	0.0	19.7	0.0	0.0	0.0	2/1
3/2+3/1	578	578	-	-	-	4.1	1.2	-	5.3	33.0	5.1	1.2	6.3	3/2+3/1
3/3+3/4	578	578	-	-	-	4.1	1.2	-	5.3	33.0	5.5	1.2	6.7	3/3+3/4
4/1	1073	1073	-	-	-	4.4	13.5	-	17.9	60.1	20.3	13.5	33.8	4/1
4/2+4/3	1519	1519	-	-	-	4.6	7.7	-	12.3	29.1	13.0	7.7	20.7	4/2+4/3
5/2+5/1	685	685	-	-	-	4.7	9.1	-	13.9	72.9	8.5	9.1	17.7	5/2+5/1
6/1	603	603	-	-	-	1.2	0.0	-	1.2	7.4	8.6	0.0	8.6	6/1
6/2	867	867	-	-	-	0.6	0.0	-	0.6	2.5	3.2	0.0	3.2	6/2
6/3	1002	1002	-	-	-	0.6	0.0	-	0.6	2.0	2.8	0.0	2.8	6/3
7/1	351	351	-	-	-	2.9	0.0	-	2.9	29.3	6.8	0.0	6.8	7/1
7/2	335	335	-	-	-	2.8	0.0	-	2.8	30.4	6.5	0.0	6.5	7/2
8/1	308	308	-	-	-	0.2	0.0	-	0.2	1.8	0.3	0.0	0.3	8/1
8/2	271	271	-	-	-	0.1	0.0	-	0.1	1.2	0.1	0.0	0.1	8/2
9/1	1020	1020	-	-	-	1.1	0.0	-	1.1	3.7	5.0	0.0	5.0	9/1
9/2	980	980	-	-	-	0.7	0.0	-	0.7	2.5	4.0	0.0	4.0	9/2
10/1	1050	1050	-	-	-	0.1	1.3	-	1.3	4.6	0.7	1.3	2.0	10/1
10/2	1056	1056	-	-	-	0.2	1.3	-	1.4	4.9	1.6	1.3	2.9	10/2
11/1	355	355	-	-	-	0.6	0.0	-	0.6	5.7	1.8	0.0	1.8	11/1

11/2	306	306	-	-	-	0.2	0.0	-	0.2	2.5	0.3	0.0	0.3	11/2
12/1	1156	1156	-	-	-	1.0	0.0	-	1.0	3.0	6.4	0.0	6.4	12/1
12/2	1208	1208	-	-	-	1.0	0.0	-	1.0	3.1	6.5	0.0	6.5	12/2
13/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

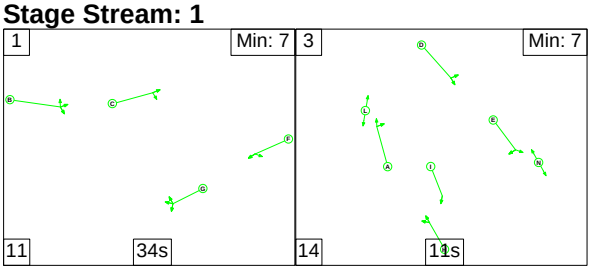
C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-9.8	Total Delay for Signalled Lanes (pcuHr):	81.24
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	9.2	Total Delay for Signalled Lanes (pcuHr):	1.99
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	24.9	Total Delay for Signalled Lanes (pcuHr):	2.79
	PRC Over All Lanes (%):	-9.8	Total Delay Over All Lanes(pcuHr):	86.04

Cycle Time (s):	70
Cycle Time (s):	70
Cycle Time (s):	70

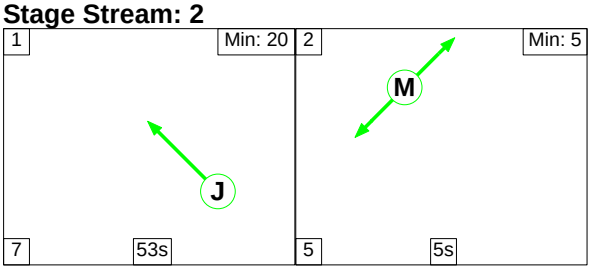
Scenario 10: '10' (FG10: '2041 PM Base + Dev', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

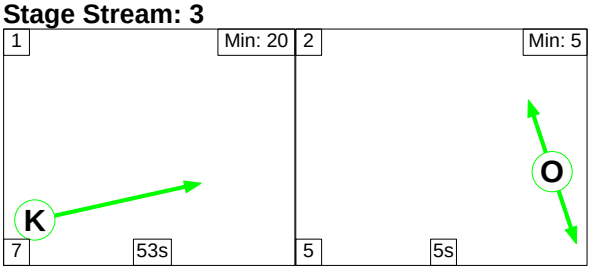
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	43	33

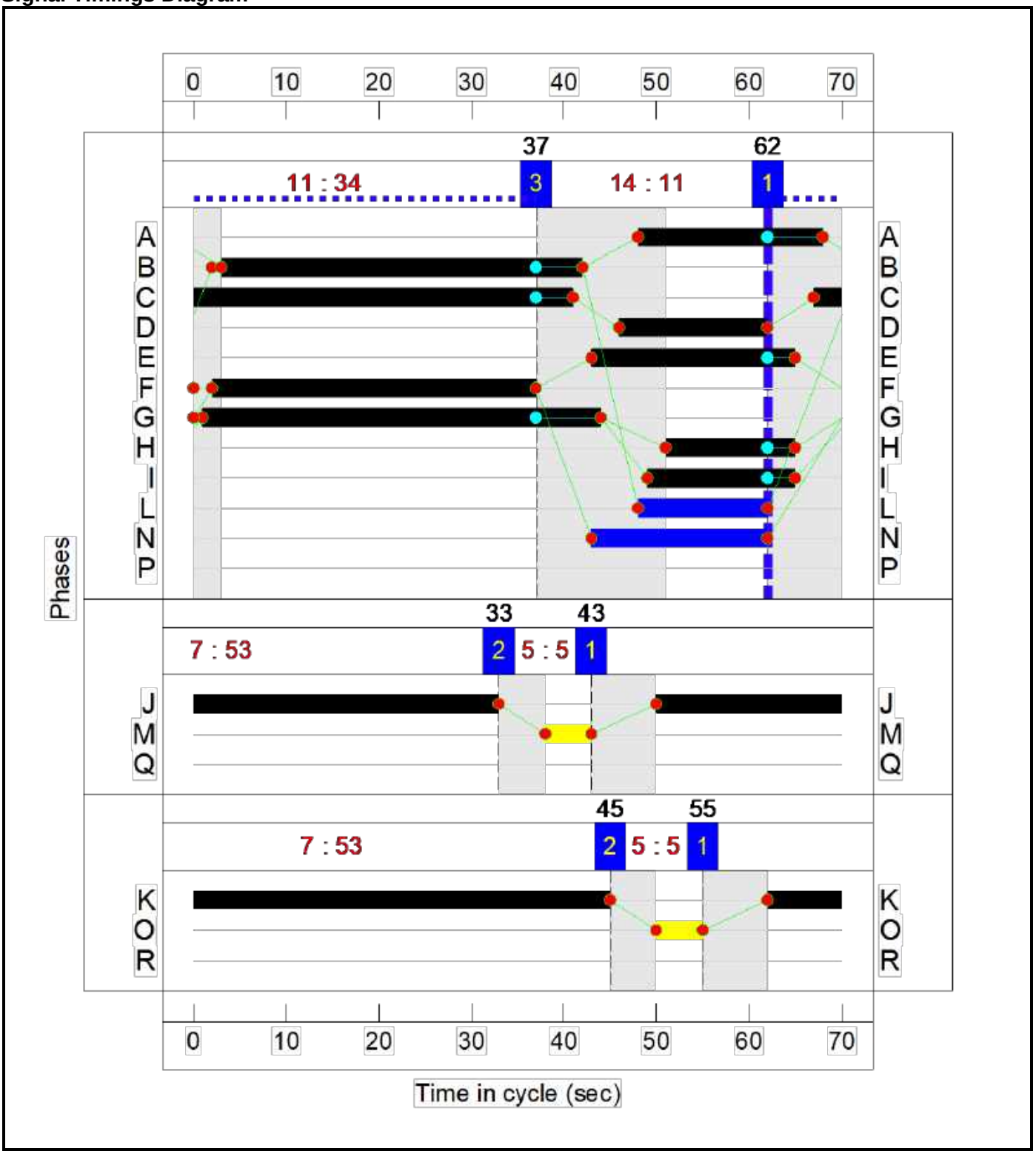
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	55	45

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	50	33
K	A52 E Exit peds	Traffic	3	53	62	45
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	38	43
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	50	55
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

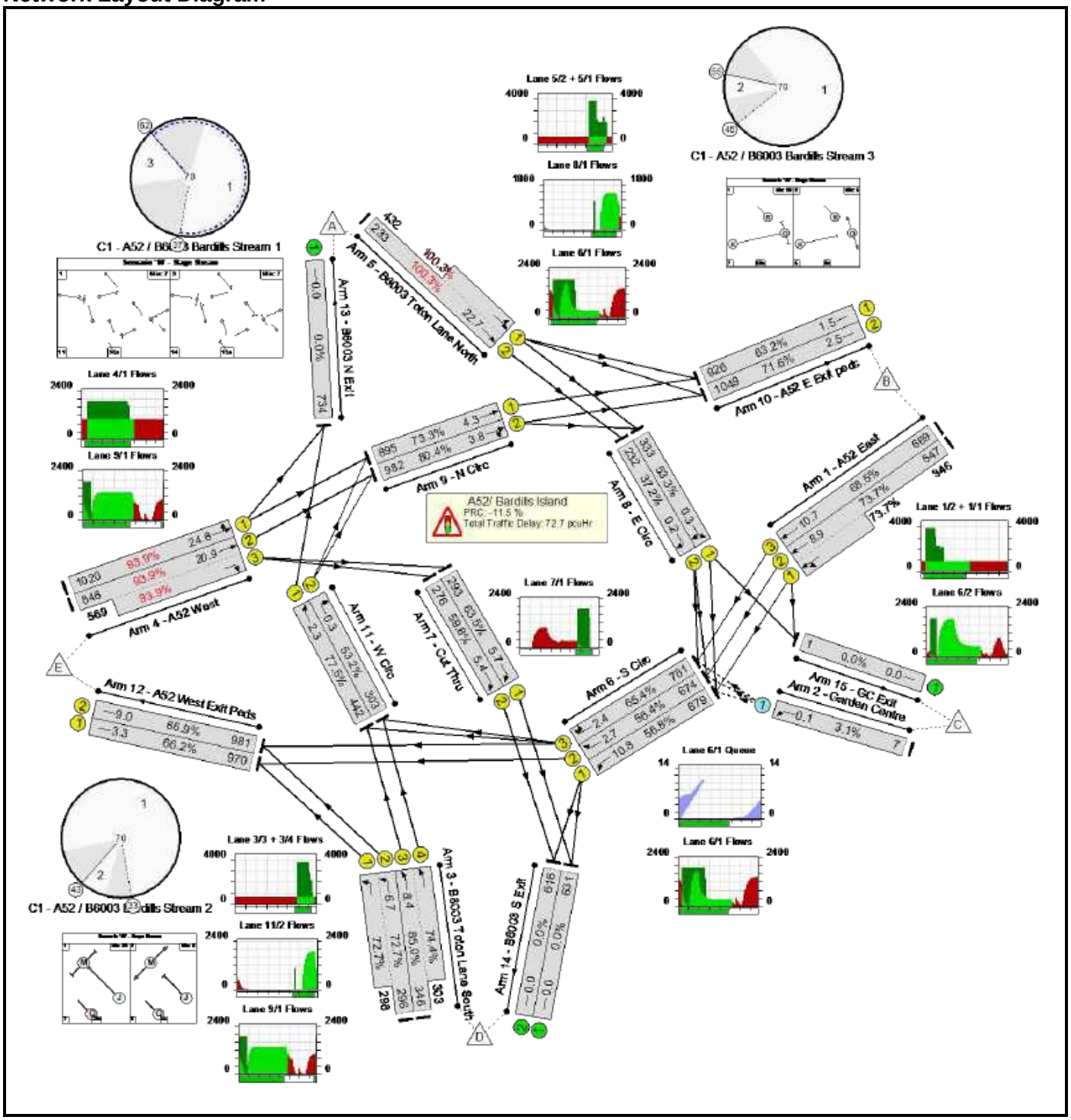
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	62	45
10/2	A52 E Exit peds	U	K	62	45
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	50	33
12/2	A52 West Exit Peds	U	J	50	33

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.3%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.3%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	893	1900:1900	742+470	73.7 : 73.7%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	669	1900	977	68.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	229	3.1%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	592	1900:1900	407+407	72.7 : 72.7%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	649	1900:1900	407+407	85.0 : 74.4%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	1020	1900	1086	93.9%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1415	1900:1900	901+606	93.9 : 93.9%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	665	1900:1900	232+431	100.3 : 100.3%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	680	1900	1194	56.8%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	674	1900	1194	56.4%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	781	1900	1194	65.4%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	293	1900	461	63.5%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	276	1900	461	59.8%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	334	1900	624	53.3%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	233	1900	624	37.2%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	895	1900	1221	73.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	982	1900	1221	80.4%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	926	1900	1466	63.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1049	1900	1466	71.6%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	442	1900	570	77.5%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	303	1900	570	53.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	970	1900	1466	66.2%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	981	1900	1466	66.9%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	734	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	617	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**6**	**0**	**38.2**	**34.5**	**0.0**	**72.7**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**6**	**0**	**38.2**	**34.5**	**0.0**	**72.7**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	893	893	-	-	-	2.7	1.4	-	4.1	16.6	7.5	1.4	8.9	1/2+1/1
1/3	669	669	-	-	-	2.4	1.1	-	3.4	18.5	9.7	1.1	10.7	1/3
2/1	7	7	1	6	0	0.0	0.0	-	0.0	19.8	0.1	0.0	0.1	2/1
3/2+3/1	592	592	-	-	-	4.2	1.3	-	5.5	33.6	5.3	1.3	6.7	3/2+3/1
3/3+3/4	649	649	-	-	-	4.7	1.9	-	6.6	36.7	6.4	1.9	8.4	3/3+3/4
4/1	1020	1020	-	-	-	3.9	6.5	-	10.4	36.8	18.1	6.5	24.6	4/1
4/2+4/3	1415	1415	-	-	-	4.2	6.7	-	10.9	27.7	14.2	6.7	20.9	4/2+4/3
5/2+5/1	665	663	-	-	-	4.7	13.5	-	18.2	98.3	9.2	13.5	22.7	5/2+5/1
6/1	679	679	-	-	-	1.5	0.0	-	1.5	8.1	10.8	0.0	10.8	6/1
6/2	674	674	-	-	-	0.5	0.0	-	0.5	2.7	2.7	0.0	2.7	6/2
6/3	781	781	-	-	-	0.5	0.0	-	0.5	2.2	2.4	0.0	2.4	6/3
7/1	293	293	-	-	-	2.4	0.0	-	2.4	29.1	5.7	0.0	5.7	7/1
7/2	276	276	-	-	-	2.3	0.0	-	2.3	30.1	5.4	0.0	5.4	7/2
8/1	333	333	-	-	-	0.2	0.0	-	0.2	2.2	0.3	0.0	0.3	8/1
8/2	232	232	-	-	-	0.1	0.0	-	0.1	1.8	0.2	0.0	0.2	8/2
9/1	895	895	-	-	-	0.7	0.0	-	0.7	2.8	4.3	0.0	4.3	9/1
9/2	982	982	-	-	-	0.7	0.0	-	0.7	2.4	3.8	0.0	3.8	9/2
10/1	926	926	-	-	-	0.1	0.9	-	0.9	3.6	0.7	0.9	1.5	10/1
10/2	1049	1049	-	-	-	0.1	1.3	-	1.4	4.7	1.3	1.3	2.5	10/2
11/1	442	442	-	-	-	0.9	0.0	-	0.9	7.4	2.3	0.0	2.3	11/1

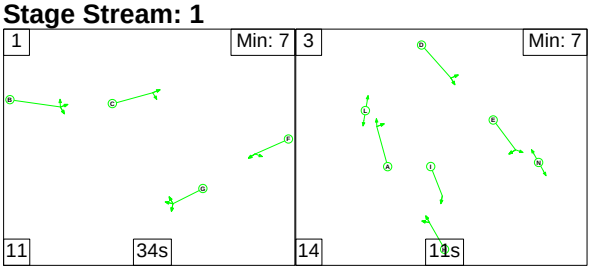
11/2	303	303	-	-	-	0.2	0.0	-	0.2	2.4	0.3	0.0	0.3	11/2
12/1	970	970	-	-	-	0.4	0.0	-	0.4	1.7	3.3	0.0	3.3	12/1
12/2	981	981	-	-	-	0.7	0.0	-	0.7	2.6	9.0	0.0	9.0	12/2
13/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-11.5	Total Delay for Signalled Lanes (pcuHr):	69.15	Cycle Time (s):	70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	34.5	Total Delay for Signalled Lanes (pcuHr):	1.16	Cycle Time (s):	70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	25.8	Total Delay for Signalled Lanes (pcuHr):	2.32	Cycle Time (s):	70
	PRC Over All Lanes (%):	-11.5	Total Delay Over All Lanes(pcuHr):	72.67		

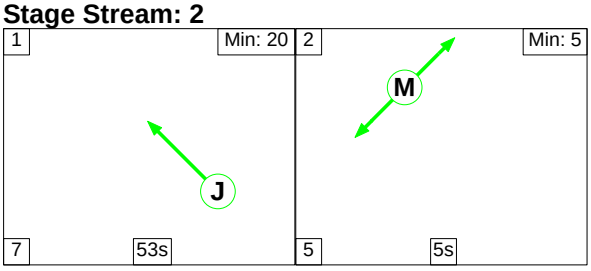
Scenario 11: '11' (FG11: '2028 AM Base SENS', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

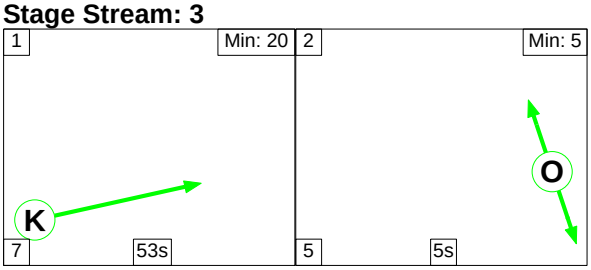
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	3	63

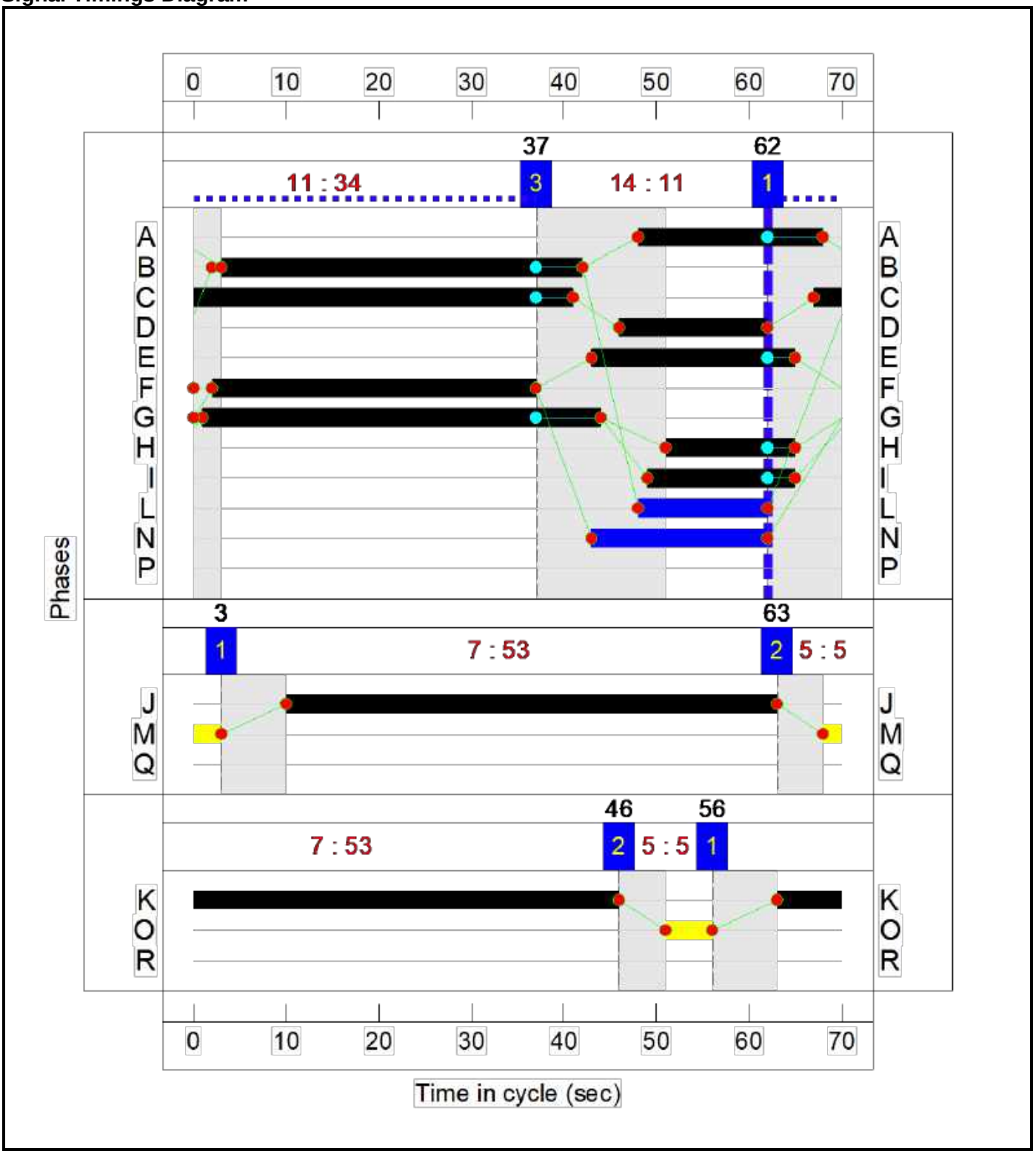
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	10	63
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	68	3
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

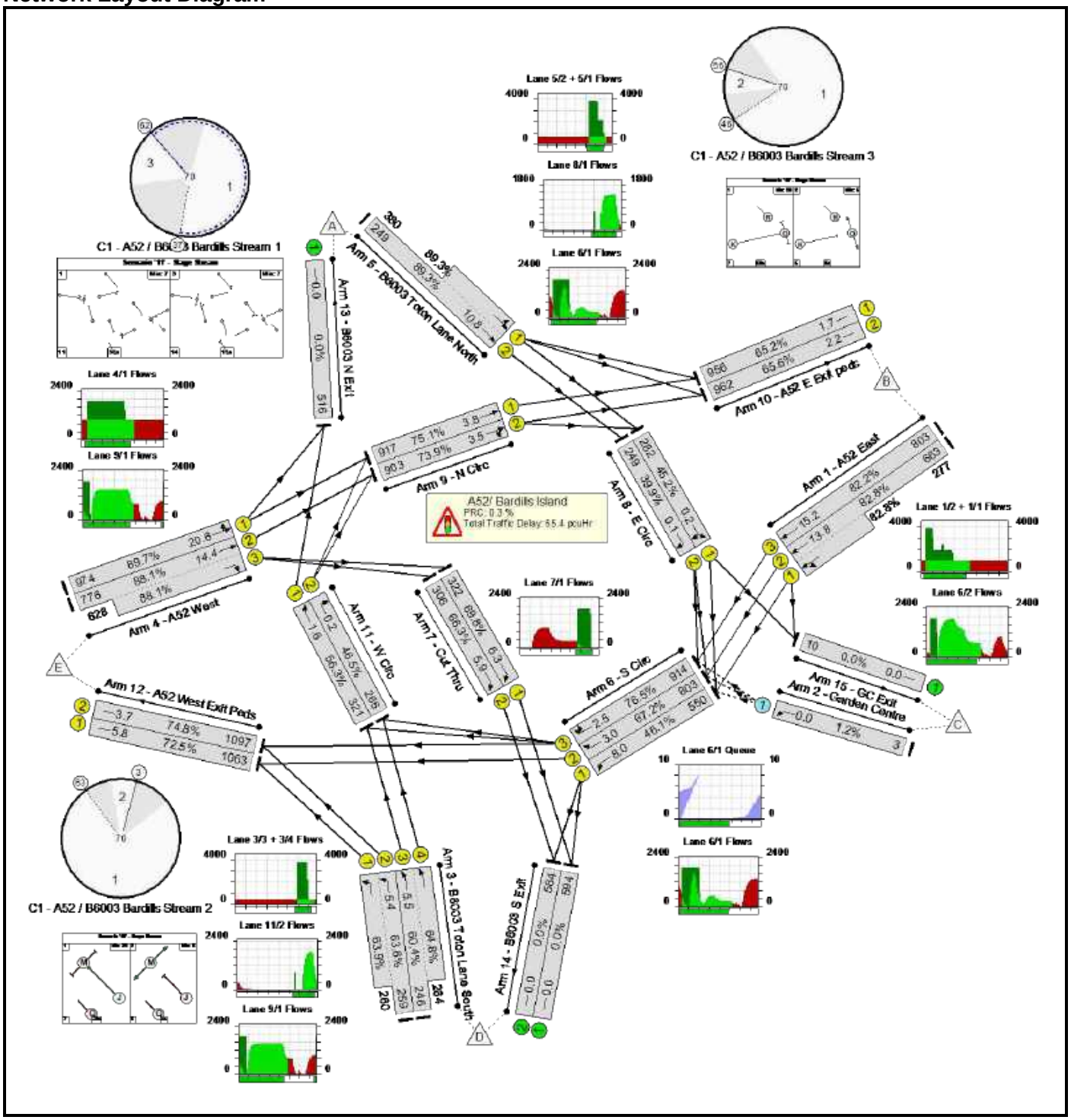
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	10	63
12/2	A52 West Exit Peds	U	J	10	63

Network Layout Diagram



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: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	940	1900:1900	800+334	82.8 : 82.8%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	803	1900	977	82.2%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	241	1.2%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	519	1900:1900	407+407	63.6 : 63.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	510	1900:1900	407+407	60.4 : 64.8%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	974	1900	1086	89.7%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1404	1900:1900	881+713	88.1 : 88.1%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	629	1900:1900	279+426	89.3 : 89.3%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	550	1900	1194	46.1%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	803	1900	1194	67.2%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	914	1900	1194	76.5%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	322	1900	461	69.8%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	306	1900	461	66.3%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	282	1900	624	45.2%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	249	1900	624	39.9%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	917	1900	1221	75.1%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	903	1900	1221	73.9%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	956	1900	1466	65.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	962	1900	1466	65.6%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	321	1900	570	56.3%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	265	1900	570	46.5%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1063	1900	1466	72.5%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1097	1900	1466	74.8%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	516	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	594	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	584	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**35.7**	**19.6**	**0.0**	**55.4**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**35.7**	**19.6**	**0.0**	**55.4**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	940	940	-	-	-	3.2	2.4	-	5.6	21.3	11.4	2.4	13.8	1/2+1/1
1/3	803	803	-	-	-	3.2	2.2	-	5.4	24.4	12.9	2.2	15.2	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	18.6	0.0	0.0	0.0	2/1
3/2+3/1	519	519	-	-	-	3.6	0.9	-	4.5	31.1	4.5	0.9	5.4	3/2+3/1
3/3+3/4	510	510	-	-	-	3.5	0.8	-	4.4	30.9	4.6	0.8	5.5	3/3+3/4
4/1	974	974	-	-	-	3.6	4.1	-	7.6	28.2	16.5	4.1	20.6	4/1
4/2+4/3	1404	1404	-	-	-	4.0	3.6	-	7.6	19.5	10.8	3.6	14.4	4/2+4/3
5/2+5/1	629	629	-	-	-	4.2	3.8	-	8.0	46.0	7.0	3.8	10.8	5/2+5/1
6/1	550	550	-	-	-	1.1	0.0	-	1.1	7.1	8.0	0.0	8.0	6/1
6/2	803	803	-	-	-	0.6	0.0	-	0.6	2.6	3.0	0.0	3.0	6/2
6/3	914	914	-	-	-	0.5	0.0	-	0.5	1.9	2.5	0.0	2.5	6/3
7/1	322	322	-	-	-	2.6	0.0	-	2.6	29.2	6.3	0.0	6.3	7/1
7/2	306	306	-	-	-	2.6	0.0	-	2.6	30.3	5.9	0.0	5.9	7/2
8/1	282	282	-	-	-	0.1	0.0	-	0.1	1.3	0.2	0.0	0.2	8/1
8/2	249	249	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	917	917	-	-	-	0.6	0.0	-	0.6	2.5	3.8	0.0	3.8	9/1
9/2	903	903	-	-	-	0.6	0.0	-	0.6	2.4	3.5	0.0	3.5	9/2
10/1	956	956	-	-	-	0.1	0.9	-	1.0	3.9	0.8	0.9	1.7	10/1
10/2	962	962	-	-	-	0.1	1.0	-	1.1	4.1	1.3	1.0	2.2	10/2
11/1	321	321	-	-	-	0.5	0.0	-	0.5	5.8	1.6	0.0	1.6	11/1

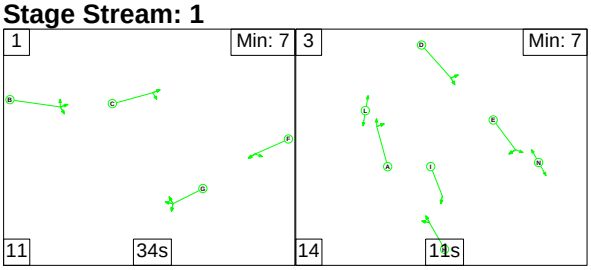
11/2	265	265	-	-	-	0.2	0.0	-	0.2	2.1	0.2	0.0	0.2	11/2
12/1	1063	1063	-	-	-	0.4	0.0	-	0.4	1.3	5.8	0.0	5.8	12/1
12/2	1097	1097	-	-	-	0.3	0.0	-	0.3	1.1	3.7	0.0	3.7	12/2
13/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	52.52	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	20.3	Total Delay for Signalled Lanes (pcuHr):	0.70	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	37.1	Total Delay for Signalled Lanes (pcuHr):	2.12	Cycle Time (s): 70
	PRC Over All Lanes (%):	0.3	Total Delay Over All Lanes(pcuHr):	55.35	

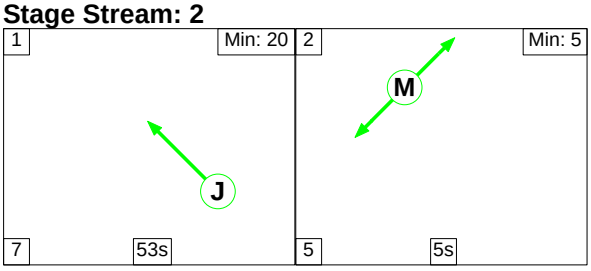
Scenario 12: '12' (FG12: '2028 PM Base SENS', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

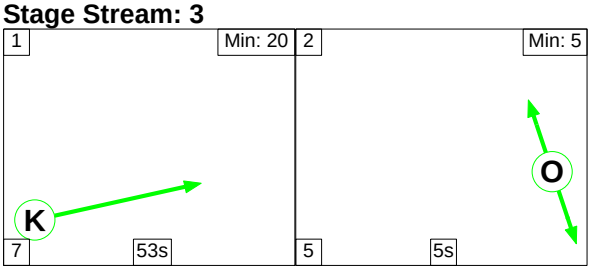
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	43	33

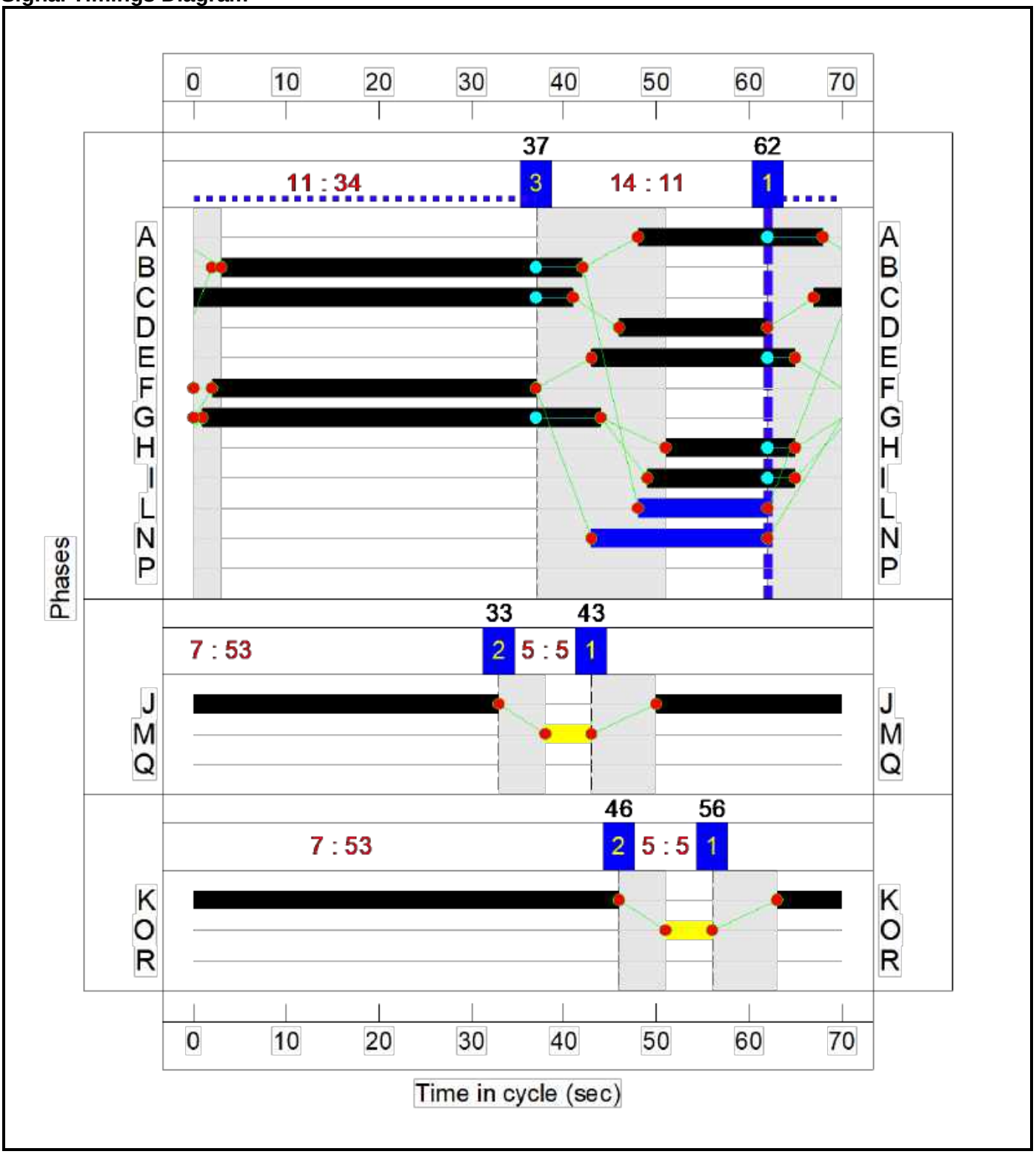
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	50	33
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	38	43
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

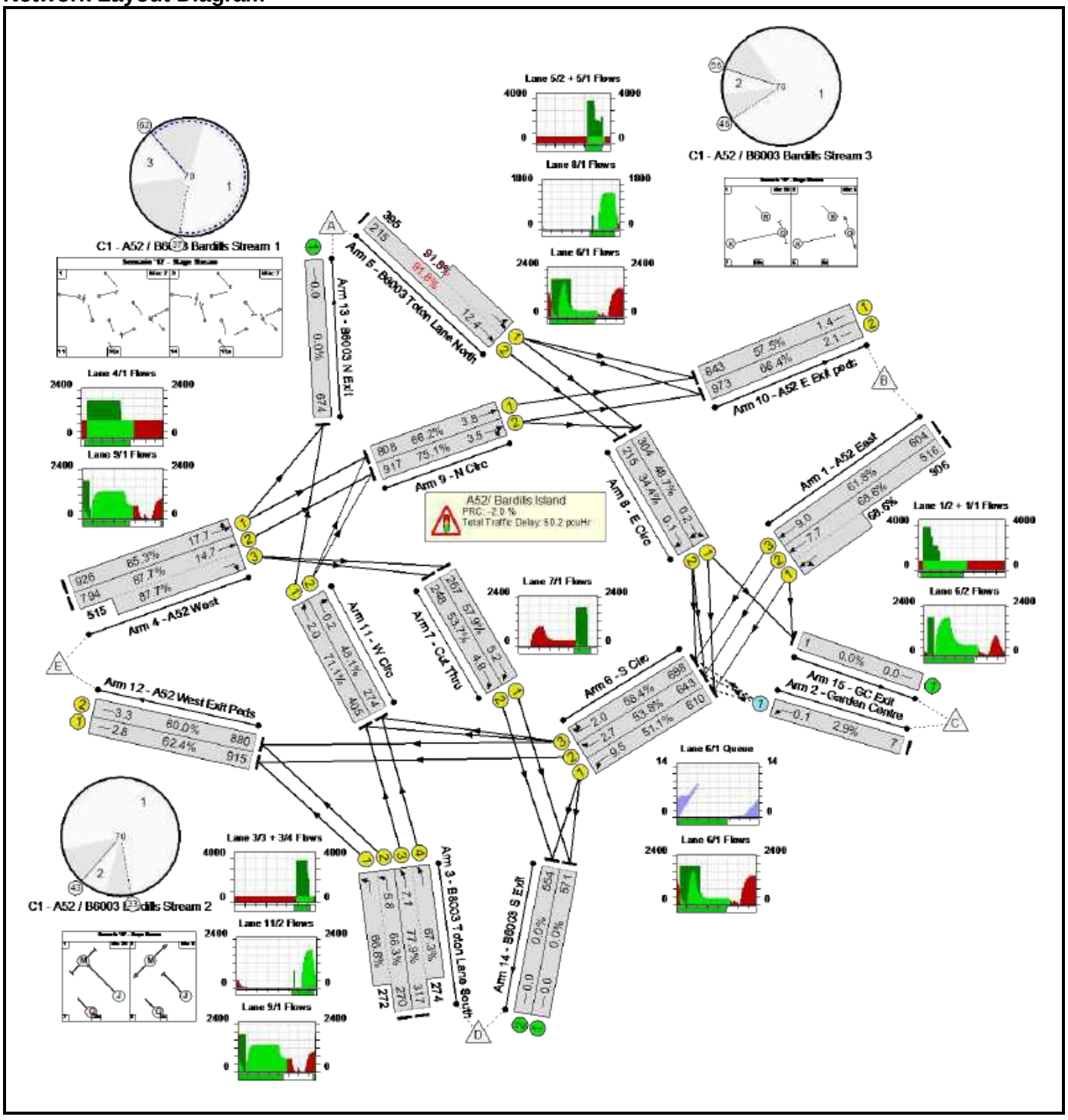
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	50	33
12/2	A52 West Exit Peds	U	J	50	33

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**91.8%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**91.8%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	822	1900:1900	752+446	68.6 : 68.6%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	604	1900	977	61.8%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	239	2.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	542	1900:1900	407+407	66.3 : 66.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	591	1900:1900	407+407	77.9 : 67.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	926	1900	1086	85.3%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1309	1900:1900	905+587	87.7 : 87.7%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	610	1900:1900	234+430	91.8 : 91.8%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	610	1900	1194	51.1%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	643	1900	1194	53.8%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	698	1900	1194	58.4%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	267	1900	461	57.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	248	1900	461	53.7%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	304	1900	624	48.7%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	215	1900	624	34.4%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	808	1900	1221	66.2%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	917	1900	1221	75.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	843	1900	1466	57.5%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	973	1900	1466	66.4%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	405	1900	570	71.1%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	274	1900	570	48.1%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	915	1900	1466	62.4%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	880	1900	1466	60.0%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	674	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	554	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**33.3**	**16.9**	**0.0**	**50.2**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**33.3**	**16.9**	**0.0**	**50.2**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	822	822	-	-	-	2.5	1.1	-	3.6	15.5	6.6	1.1	7.7	1/2+1/1
1/3	604	604	-	-	-	2.0	0.8	-	2.8	16.9	8.2	0.8	9.0	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	19.0	0.1	0.0	0.1	2/1
3/2+3/1	542	542	-	-	-	3.8	1.0	-	4.8	31.8	4.8	1.0	5.8	3/2+3/1
3/3+3/4	591	591	-	-	-	4.2	1.3	-	5.5	33.6	5.8	1.3	7.1	3/3+3/4
4/1	926	926	-	-	-	3.2	2.8	-	6.0	23.4	14.9	2.8	17.7	4/1
4/2+4/3	1309	1309	-	-	-	3.7	3.4	-	7.1	19.6	11.2	3.4	14.7	4/2+4/3
5/2+5/1	610	610	-	-	-	4.1	4.8	-	8.9	52.5	7.7	4.8	12.4	5/2+5/1
6/1	610	610	-	-	-	1.3	0.0	-	1.3	7.6	9.5	0.0	9.5	6/1
6/2	643	643	-	-	-	0.5	0.0	-	0.5	2.9	2.7	0.0	2.7	6/2
6/3	698	698	-	-	-	0.4	0.0	-	0.4	2.1	2.0	0.0	2.0	6/3
7/1	267	267	-	-	-	2.2	0.0	-	2.2	29.0	5.2	0.0	5.2	7/1
7/2	248	248	-	-	-	2.1	0.0	-	2.1	30.0	4.8	0.0	4.8	7/2
8/1	304	304	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	8/1
8/2	215	215	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1	8/2
9/1	808	808	-	-	-	0.6	0.0	-	0.6	2.6	3.8	0.0	3.8	9/1
9/2	917	917	-	-	-	0.6	0.0	-	0.6	2.4	3.5	0.0	3.5	9/2
10/1	843	843	-	-	-	0.1	0.7	-	0.7	3.2	0.7	0.7	1.4	10/1
10/2	973	973	-	-	-	0.1	1.0	-	1.1	4.1	1.1	1.0	2.1	10/2
11/1	405	405	-	-	-	0.8	0.0	-	0.8	6.8	2.0	0.0	2.0	11/1

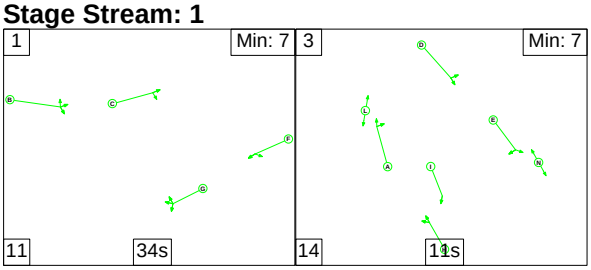
11/2	274	274	-	-	-	0.2	0.0	-	0.2	2.1	0.2	0.0	0.2	11/2
12/1	915	915	-	-	-	0.4	0.0	-	0.4	1.6	2.8	0.0	2.8	12/1
12/2	880	880	-	-	-	0.5	0.0	-	0.5	1.9	3.3	0.0	3.3	12/2
13/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-2.0	Total Delay for Signalled Lanes (pcuHr):	47.44	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	44.2	Total Delay for Signalled Lanes (pcuHr):	0.87	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	35.6	Total Delay for Signalled Lanes (pcuHr):	1.85	Cycle Time (s): 70
	PRC Over All Lanes (%):	-2.0	Total Delay Over All Lanes(pcuHr):	50.19	

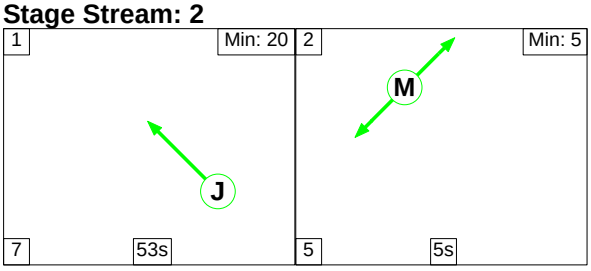
Scenario 13: '14' (FG13: '2041 AM Base SENS', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

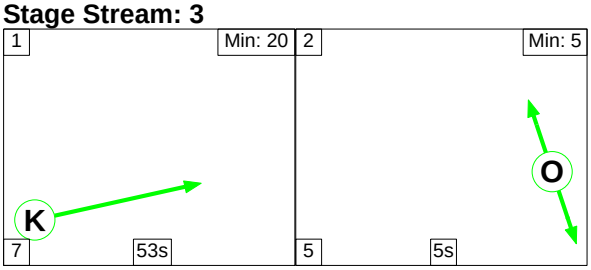
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	59	49

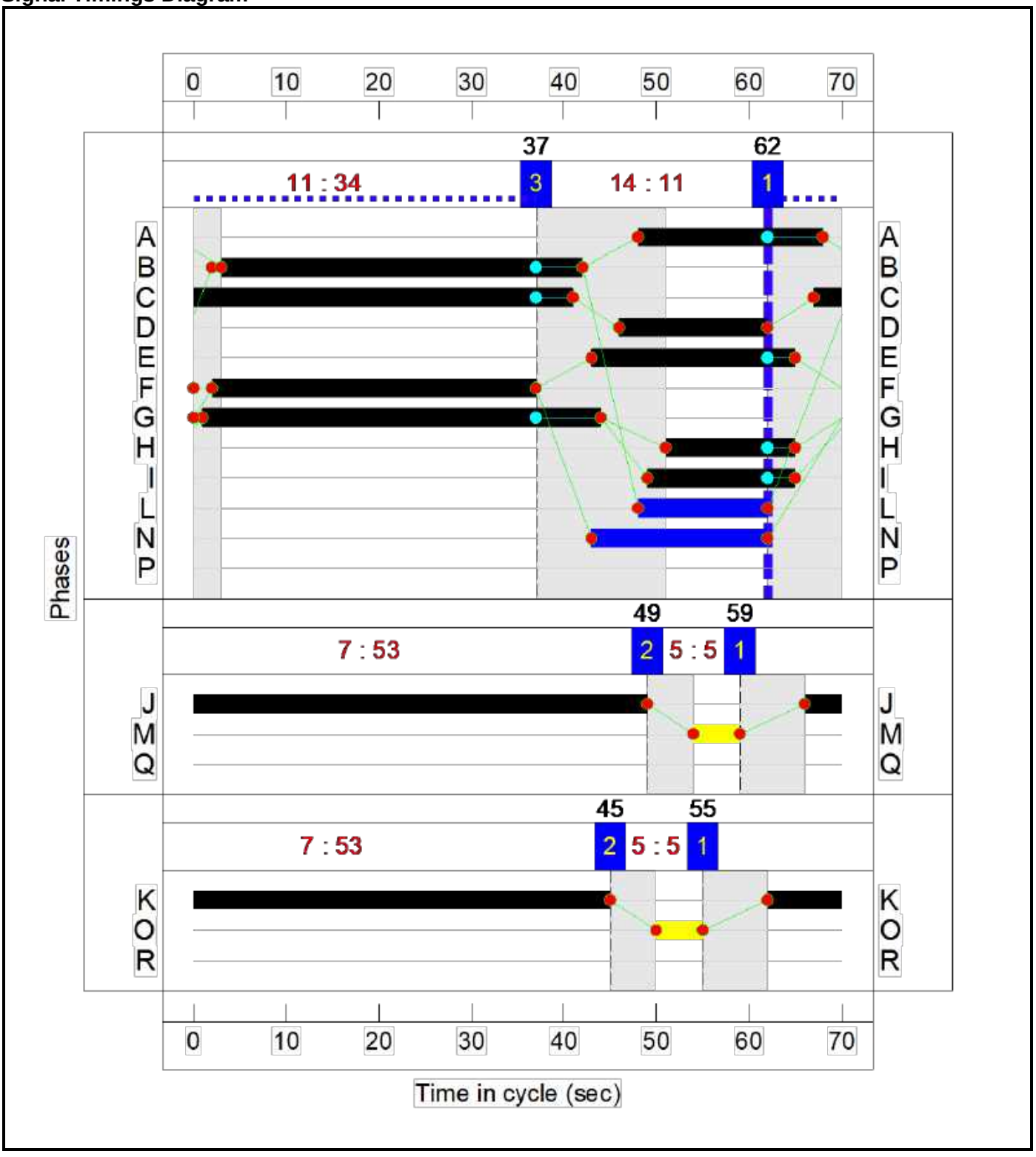
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	55	45

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	66	49
K	A52 E Exit peds	Traffic	3	53	62	45
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	54	59
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	50	55
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

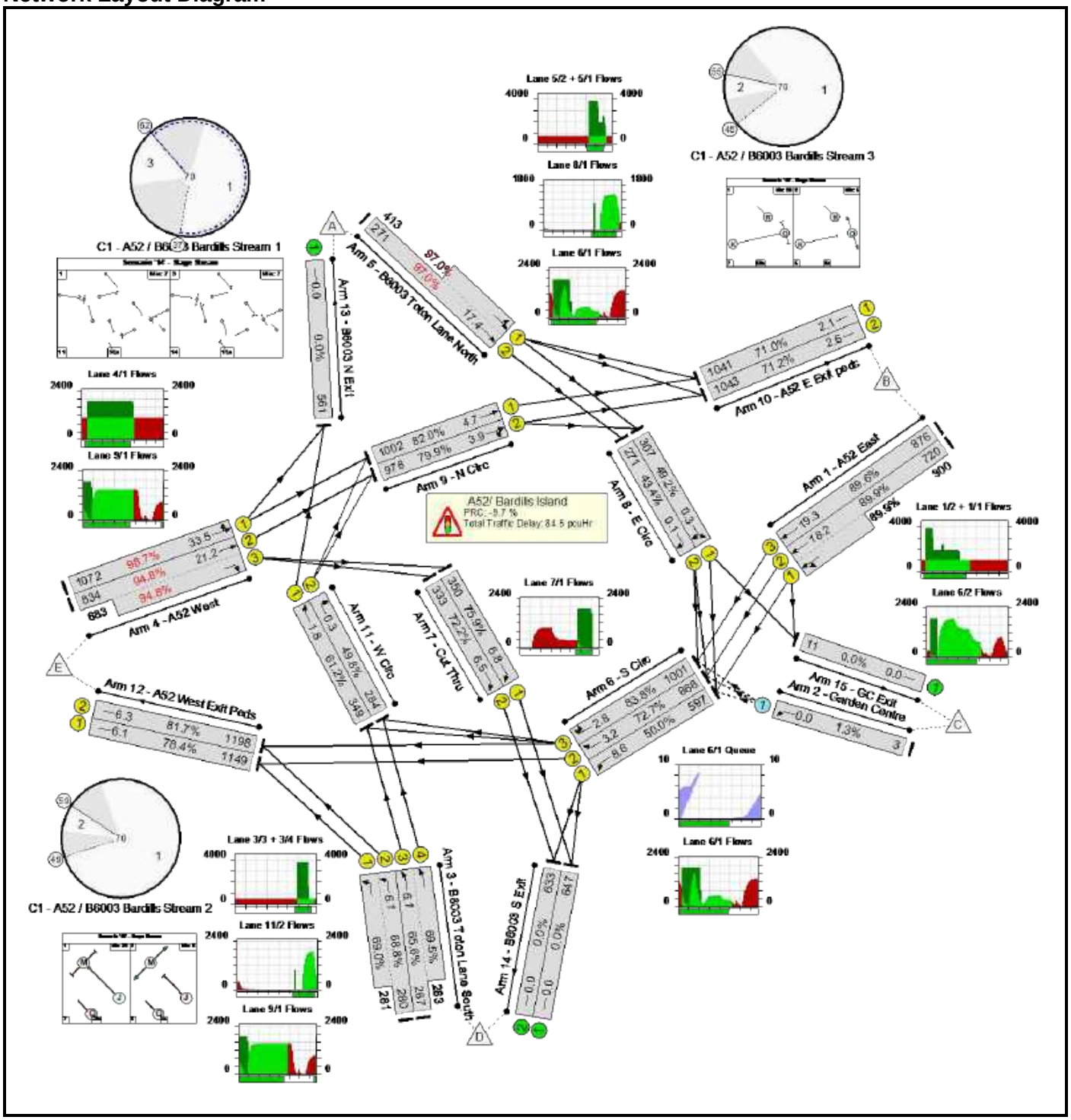
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	62	45
10/2	A52 E Exit peds	U	K	62	45
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	66	49
12/2	A52 West Exit Peds	U	J	66	49

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.7%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.7%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1020	1900:1900	801+334	89.9 : 89.9%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	876	1900	977	89.6%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	228	1.3%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	561	1900:1900	407+407	68.8 : 69.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	550	1900:1900	407+407	65.6 : 69.5%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	1072	1900	1086	98.7%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1517	1900:1900	879+720	94.8 : 94.8%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	684	1900:1900	279+426	97.0 : 97.0%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	597	1900	1194	50.0%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	868	1900	1194	72.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	1001	1900	1194	83.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	350	1900	461	75.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	333	1900	461	72.2%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	307	1900	624	49.2%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	271	1900	624	43.4%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	1002	1900	1221	82.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	976	1900	1221	79.9%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1041	1900	1466	71.0%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1043	1900	1466	71.2%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	349	1900	570	61.2%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	284	1900	570	49.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1149	1900	1466	78.4%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1198	1900	1466	81.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	561	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	647	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	633	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**0**	**3**	**0**	**41.9**	**42.7**	**0.0**	**84.5**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**0**	**3**	**0**	**41.9**	**42.7**	**0.0**	**84.5**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	1020	1020	-	-	-	3.7	4.2	-	7.9	27.9	14.1	4.2	18.2	1/2+1/1
1/3	876	876	-	-	-	3.7	4.0	-	7.7	31.8	15.3	4.0	19.3	1/3
2/1	3	3	0	3	0	0.0	0.0	-	0.0	19.7	0.0	0.0	0.0	2/1
3/2+3/1	561	561	-	-	-	4.0	1.1	-	5.0	32.4	5.0	1.1	6.1	3/2+3/1
3/3+3/4	550	550	-	-	-	3.9	1.0	-	4.9	32.0	5.0	1.0	6.1	3/3+3/4
4/1	1072	1072	-	-	-	4.4	13.3	-	17.7	59.4	20.2	13.3	33.5	4/1
4/2+4/3	1517	1517	-	-	-	4.6	7.7	-	12.3	29.2	13.5	7.7	21.2	4/2+4/3
5/2+5/1	684	684	-	-	-	4.7	8.9	-	13.6	71.6	8.5	8.9	17.4	5/2+5/1
6/1	597	597	-	-	-	1.2	0.0	-	1.2	7.4	8.6	0.0	8.6	6/1
6/2	868	868	-	-	-	0.6	0.0	-	0.6	2.5	3.2	0.0	3.2	6/2
6/3	1001	1001	-	-	-	0.6	0.0	-	0.6	2.0	2.8	0.0	2.8	6/3
7/1	350	350	-	-	-	2.8	0.0	-	2.8	29.3	6.8	0.0	6.8	7/1
7/2	333	333	-	-	-	2.8	0.0	-	2.8	30.3	6.5	0.0	6.5	7/2
8/1	307	307	-	-	-	0.1	0.0	-	0.1	1.7	0.3	0.0	0.3	8/1
8/2	271	271	-	-	-	0.1	0.0	-	0.1	1.1	0.1	0.0	0.1	8/2
9/1	1002	1002	-	-	-	1.0	0.0	-	1.0	3.6	4.7	0.0	4.7	9/1
9/2	976	976	-	-	-	0.7	0.0	-	0.7	2.5	3.9	0.0	3.9	9/2
10/1	1041	1041	-	-	-	0.1	1.2	-	1.3	4.6	0.9	1.2	2.1	10/1
10/2	1043	1043	-	-	-	0.1	1.2	-	1.4	4.7	1.4	1.2	2.6	10/2
11/1	349	349	-	-	-	0.6	0.0	-	0.6	5.7	1.8	0.0	1.8	11/1

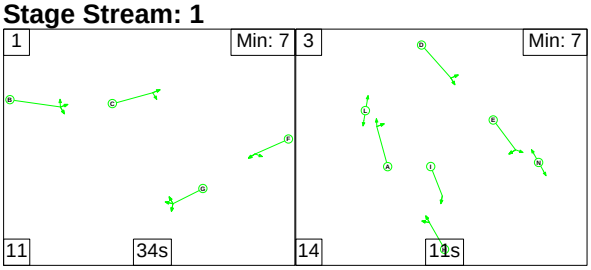
11/2	284	284	-	-	-	0.2	0.0	-	0.2	2.3	0.3	0.0	0.3	11/2
12/1	1149	1149	-	-	-	0.9	0.0	-	0.9	3.0	6.1	0.0	6.1	12/1
12/2	1198	1198	-	-	-	1.0	0.0	-	1.0	3.0	6.3	0.0	6.3	12/2
13/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-9.7	Total Delay for Signalled Lanes (pcuHr):	79.87	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	10.1	Total Delay for Signalled Lanes (pcuHr):	1.94	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	26.5	Total Delay for Signalled Lanes (pcuHr):	2.70	Cycle Time (s): 70
	PRC Over All Lanes (%):	-9.7	Total Delay Over All Lanes(pcuHr):	84.53	

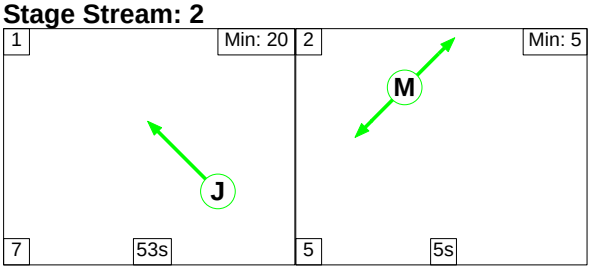
Scenario 14: '15' (FG14: '2041 PM Base SENS', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

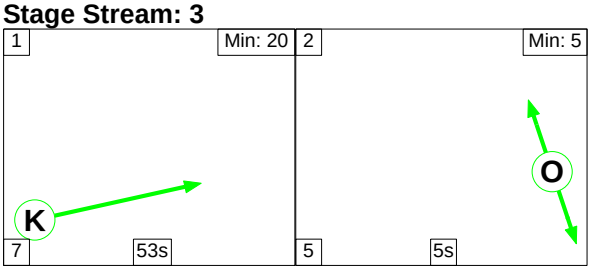
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	43	33

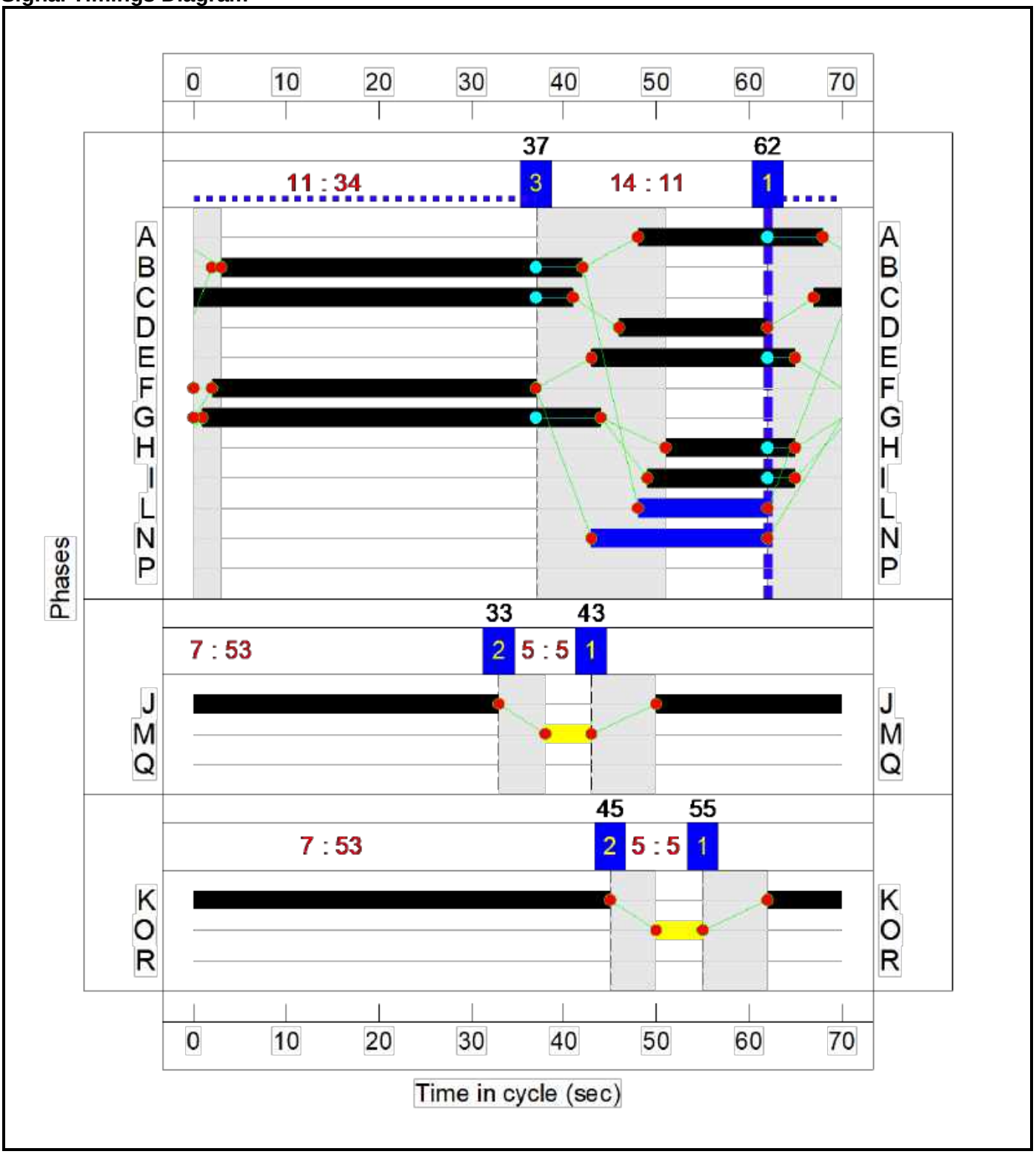
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	55	45

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	50	33
K	A52 E Exit peds	Traffic	3	53	62	45
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	38	43
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	50	55
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

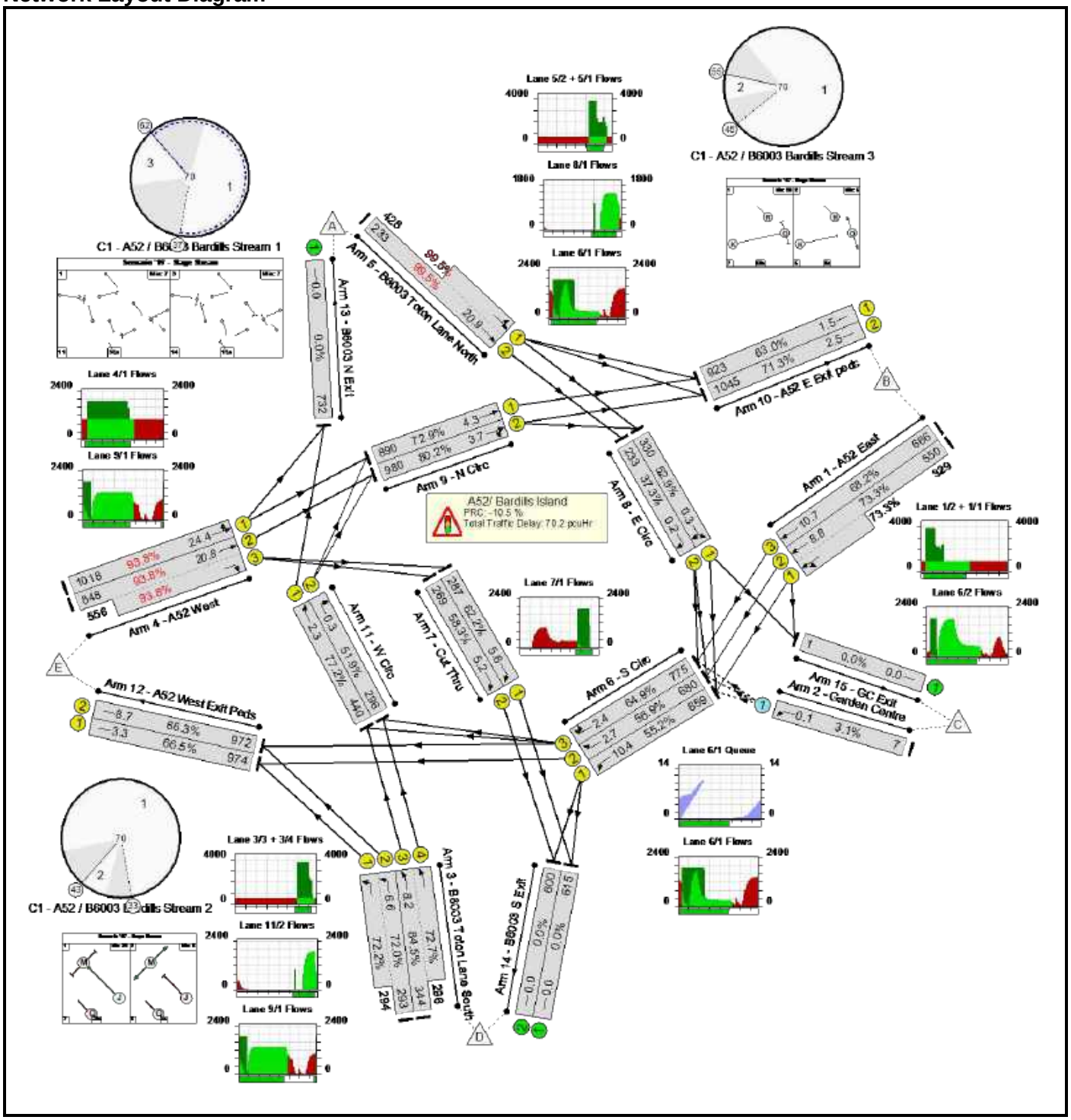
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	62	45
10/2	A52 E Exit peds	U	K	62	45
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	50	33
12/2	A52 West Exit Peds	U	J	50	33

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.5%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.5%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	879	1900:1900	751+449	73.3 : 73.3%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	666	1900	977	68.2%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	229	3.1%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	587	1900:1900	407+407	72.0 : 72.2%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	640	1900:1900	407+407	84.5 : 72.7%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	1018	1900	1086	93.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1404	1900:1900	904+593	93.8 : 93.8%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	661	1900:1900	234+430	99.5 : 99.5%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	659	1900	1194	55.2%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	680	1900	1194	56.9%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	775	1900	1194	64.9%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	287	1900	461	62.2%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	269	1900	461	58.3%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	330	1900	624	52.9%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	233	1900	624	37.3%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	890	1900	1221	72.9%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	980	1900	1221	80.2%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	923	1900	1466	63.0%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1045	1900	1466	71.3%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	440	1900	570	77.2%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	296	1900	570	51.9%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	974	1900	1466	66.5%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	972	1900	1466	66.3%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	732	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	615	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	600	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**6**	**0**	**37.7**	**32.6**	**0.0**	**70.2**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**6**	**0**	**37.7**	**32.6**	**0.0**	**70.2**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	879	879	-	-	-	2.7	1.4	-	4.0	16.6	7.5	1.4	8.8	1/2+1/1
1/3	666	666	-	-	-	2.4	1.1	-	3.4	18.5	9.6	1.1	10.7	1/3
2/1	7	7	1	6	0	0.0	0.0	-	0.0	19.8	0.1	0.0	0.1	2/1
3/2+3/1	587	587	-	-	-	4.2	1.3	-	5.4	33.4	5.3	1.3	6.6	3/2+3/1
3/3+3/4	640	640	-	-	-	4.6	1.8	-	6.4	36.1	6.4	1.8	8.2	3/3+3/4
4/1	1018	1018	-	-	-	3.9	6.3	-	10.2	36.2	18.1	6.3	24.4	4/1
4/2+4/3	1404	1404	-	-	-	4.2	6.6	-	10.8	27.6	14.2	6.6	20.8	4/2+4/3
5/2+5/1	661	661	-	-	-	4.6	12.0	-	16.6	90.4	8.9	12.0	20.9	5/2+5/1
6/1	659	659	-	-	-	1.5	0.0	-	1.5	8.1	10.4	0.0	10.4	6/1
6/2	680	680	-	-	-	0.5	0.0	-	0.5	2.8	2.7	0.0	2.7	6/2
6/3	775	775	-	-	-	0.5	0.0	-	0.5	2.2	2.4	0.0	2.4	6/3
7/1	287	287	-	-	-	2.3	0.0	-	2.3	29.1	5.6	0.0	5.6	7/1
7/2	269	269	-	-	-	2.2	0.0	-	2.2	30.1	5.2	0.0	5.2	7/2
8/1	330	330	-	-	-	0.2	0.0	-	0.2	2.1	0.3	0.0	0.3	8/1
8/2	233	233	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	8/2
9/1	890	890	-	-	-	0.7	0.0	-	0.7	2.8	4.3	0.0	4.3	9/1
9/2	980	980	-	-	-	0.6	0.0	-	0.6	2.4	3.7	0.0	3.7	9/2
10/1	923	923	-	-	-	0.1	0.8	-	0.9	3.6	0.7	0.8	1.5	10/1
10/2	1045	1045	-	-	-	0.1	1.2	-	1.4	4.7	1.2	1.2	2.5	10/2
11/1	440	440	-	-	-	0.9	0.0	-	0.9	7.3	2.3	0.0	2.3	11/1

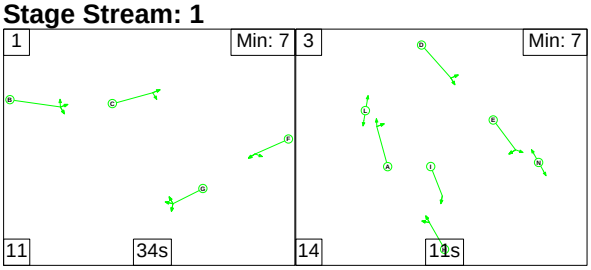
11/2	296	296	-	-	-	0.2	0.0	-	0.2	2.3	0.3	0.0	0.3	11/2
12/1	974	974	-	-	-	0.5	0.0	-	0.5	1.7	3.3	0.0	3.3	12/1
12/2	972	972	-	-	-	0.7	0.0	-	0.7	2.6	8.7	0.0	8.7	12/2
13/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-10.5	Total Delay for Signalled Lanes (pcuHr):	66.73	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	35.4	Total Delay for Signalled Lanes (pcuHr):	1.15	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	26.2	Total Delay for Signalled Lanes (pcuHr):	2.30	Cycle Time (s): 70
	PRC Over All Lanes (%):	-10.5	Total Delay Over All Lanes(pcuHr):	70.21	

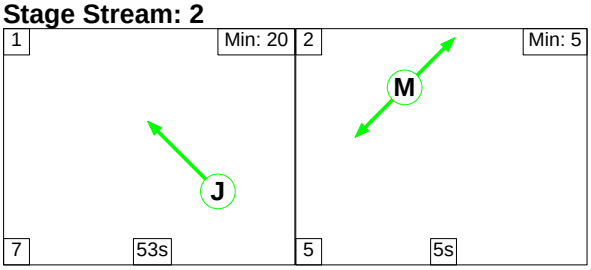
Scenario 15: '16' (FG15: '2028 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

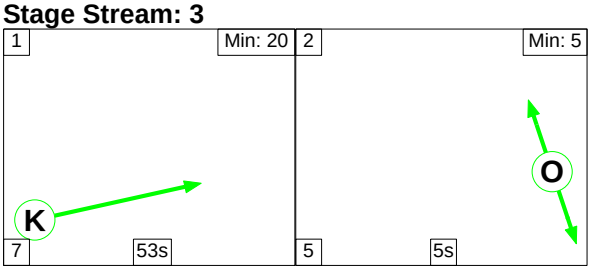
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	59	49

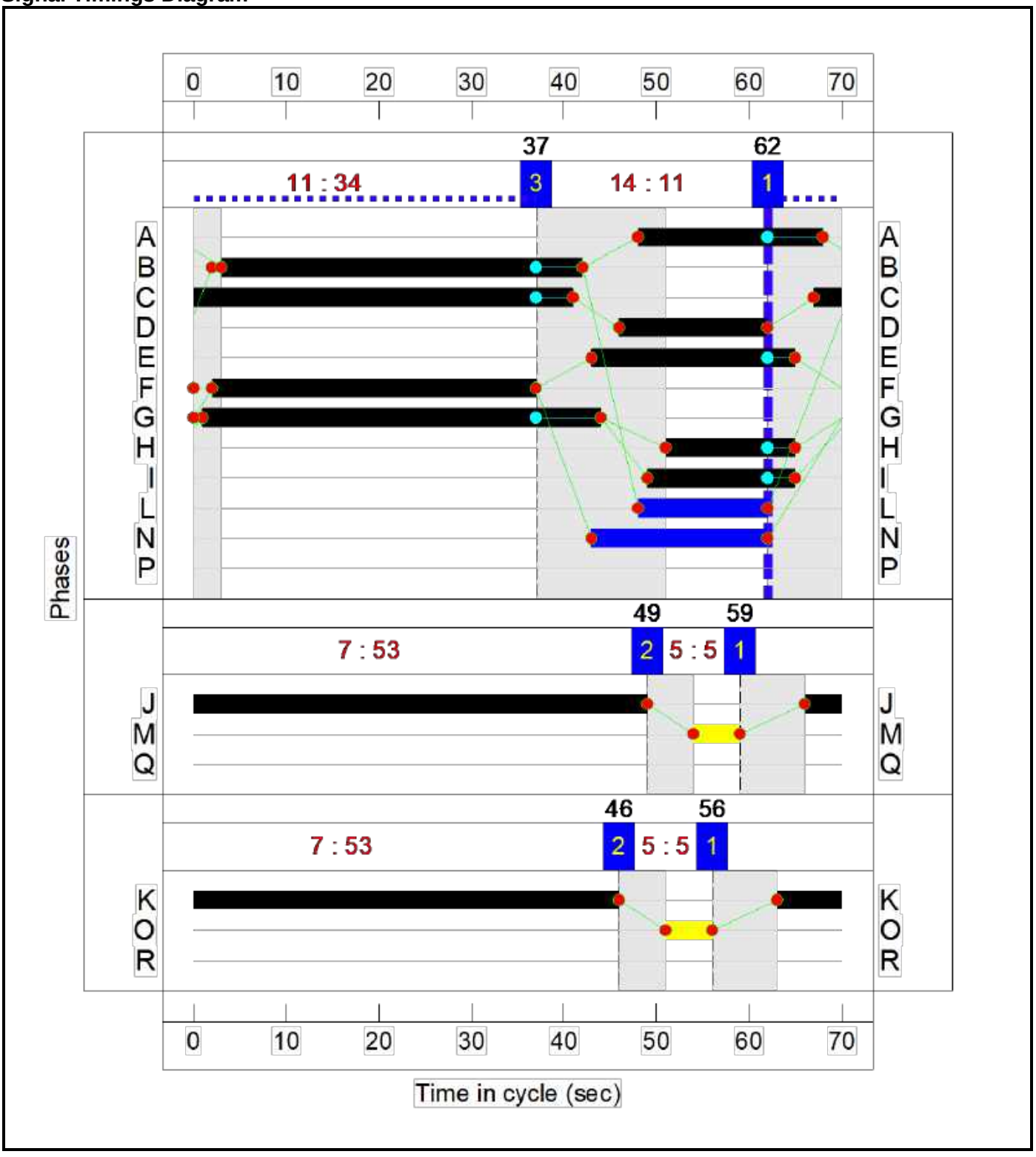
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	66	49
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	54	59
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

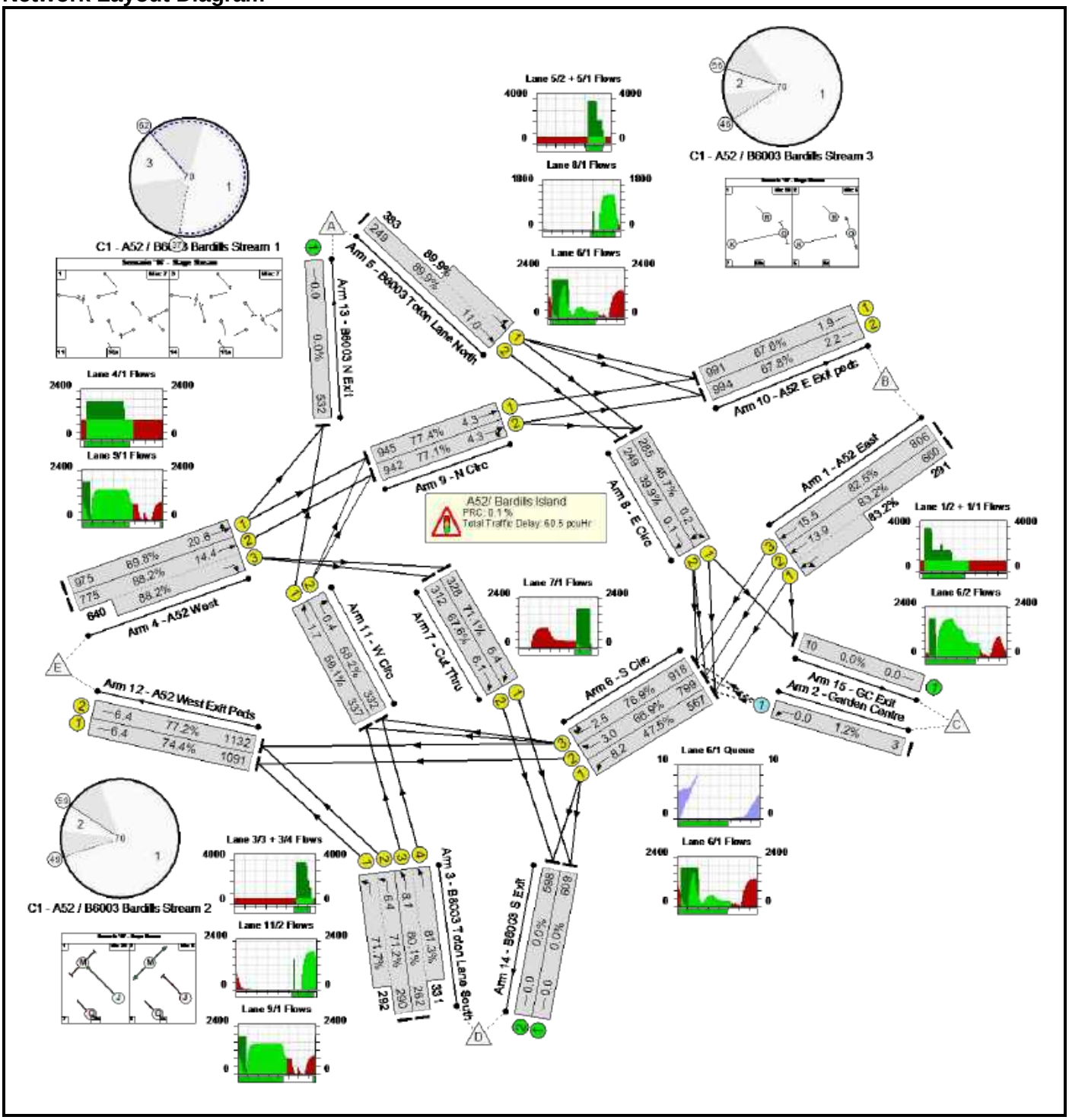
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	66	49
12/2	A52 West Exit Peds	U	J	66	49

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.9%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.9%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	951	1900:1900	793+350	83.2 : 83.2%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	806	1900	977	82.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	240	1.2%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	582	1900:1900	407+407	71.2 : 71.7%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	593	1900:1900	327+407	80.1 : 81.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	975	1900	1086	89.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1415	1900:1900	878+725	88.2 : 88.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	632	1900:1900	277+426	89.9 : 89.9%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	567	1900	1194	47.5%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	799	1900	1194	66.9%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	918	1900	1194	76.9%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	328	1900	461	71.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	312	1900	461	67.6%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	285	1900	624	45.7%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	249	1900	624	39.9%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	945	1900	1221	77.4%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	942	1900	1221	77.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	991	1900	1466	67.6%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	994	1900	1466	67.8%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	337	1900	570	59.1%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	332	1900	570	58.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1091	1900	1466	74.4%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1132	1900	1466	77.2%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	532	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	609	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	598	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**38.7**	**21.8**	**0.0**	**60.5**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**38.7**	**21.8**	**0.0**	**60.5**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	951	951	-	-	-	3.2	2.4	-	5.7	21.4	11.4	2.4	13.9	1/2+1/1
1/3	806	806	-	-	-	3.2	2.3	-	5.5	24.6	13.2	2.3	15.5	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	18.6	0.0	0.0	0.0	2/1
3/2+3/1	582	582	-	-	-	4.1	1.2	-	5.4	33.2	5.2	1.2	6.4	3/2+3/1
3/3+3/4	593	593	-	-	-	4.2	2.0	-	6.3	38.1	6.1	2.0	8.1	3/3+3/4
4/1	975	975	-	-	-	3.6	4.1	-	7.7	28.3	16.5	4.1	20.6	4/1
4/2+4/3	1415	1415	-	-	-	4.1	3.6	-	7.7	19.5	10.8	3.6	14.4	4/2+4/3
5/2+5/1	632	632	-	-	-	4.3	4.0	-	8.3	47.2	7.0	4.0	11.0	5/2+5/1
6/1	567	567	-	-	-	1.1	0.0	-	1.1	7.1	8.2	0.0	8.2	6/1
6/2	799	799	-	-	-	0.6	0.0	-	0.6	2.6	3.0	0.0	3.0	6/2
6/3	918	918	-	-	-	0.5	0.0	-	0.5	1.9	2.5	0.0	2.5	6/3
7/1	328	328	-	-	-	2.7	0.0	-	2.7	29.3	6.4	0.0	6.4	7/1
7/2	312	312	-	-	-	2.6	0.0	-	2.6	30.3	6.1	0.0	6.1	7/2
8/1	285	285	-	-	-	0.1	0.0	-	0.1	1.3	0.2	0.0	0.2	8/1
8/2	249	249	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	945	945	-	-	-	0.7	0.0	-	0.7	2.6	4.3	0.0	4.3	9/1
9/2	942	942	-	-	-	0.7	0.0	-	0.7	2.6	4.3	0.0	4.3	9/2
10/1	991	991	-	-	-	0.1	1.0	-	1.1	4.1	0.9	1.0	1.9	10/1
10/2	994	994	-	-	-	0.1	1.0	-	1.2	4.2	1.1	1.0	2.2	10/2
11/1	337	337	-	-	-	0.5	0.0	-	0.5	5.7	1.7	0.0	1.7	11/1

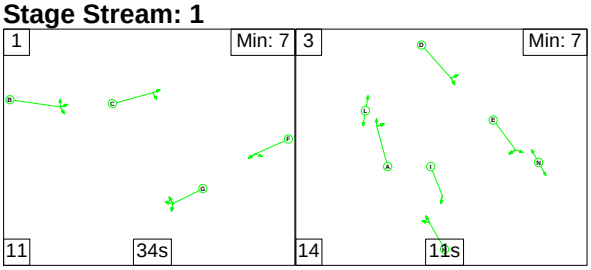
11/2	332	332	-	-	-	0.3	0.0	-	0.3	3.0	0.4	0.0	0.4	11/2
12/1	1091	1091	-	-	-	1.0	0.0	-	1.0	3.1	6.4	0.0	6.4	12/1
12/2	1132	1132	-	-	-	1.0	0.0	-	1.0	3.1	6.4	0.0	6.4	12/2
13/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	0.1	Total Delay for Signalled Lanes (pcuHr):	56.23	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	16.5	Total Delay for Signalled Lanes (pcuHr):	1.92	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	32.7	Total Delay for Signalled Lanes (pcuHr):	2.31	Cycle Time (s): 70
	PRC Over All Lanes (%):	0.1	Total Delay Over All Lanes(pcuHr):	60.49	

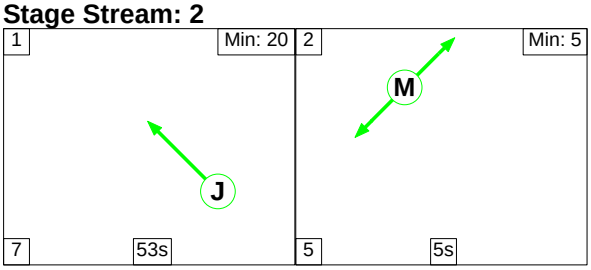
Scenario 16: '17' (FG16: '2028 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

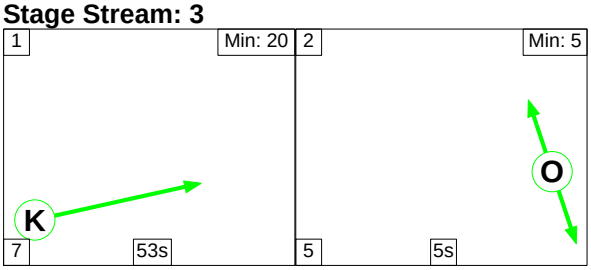
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	43	33

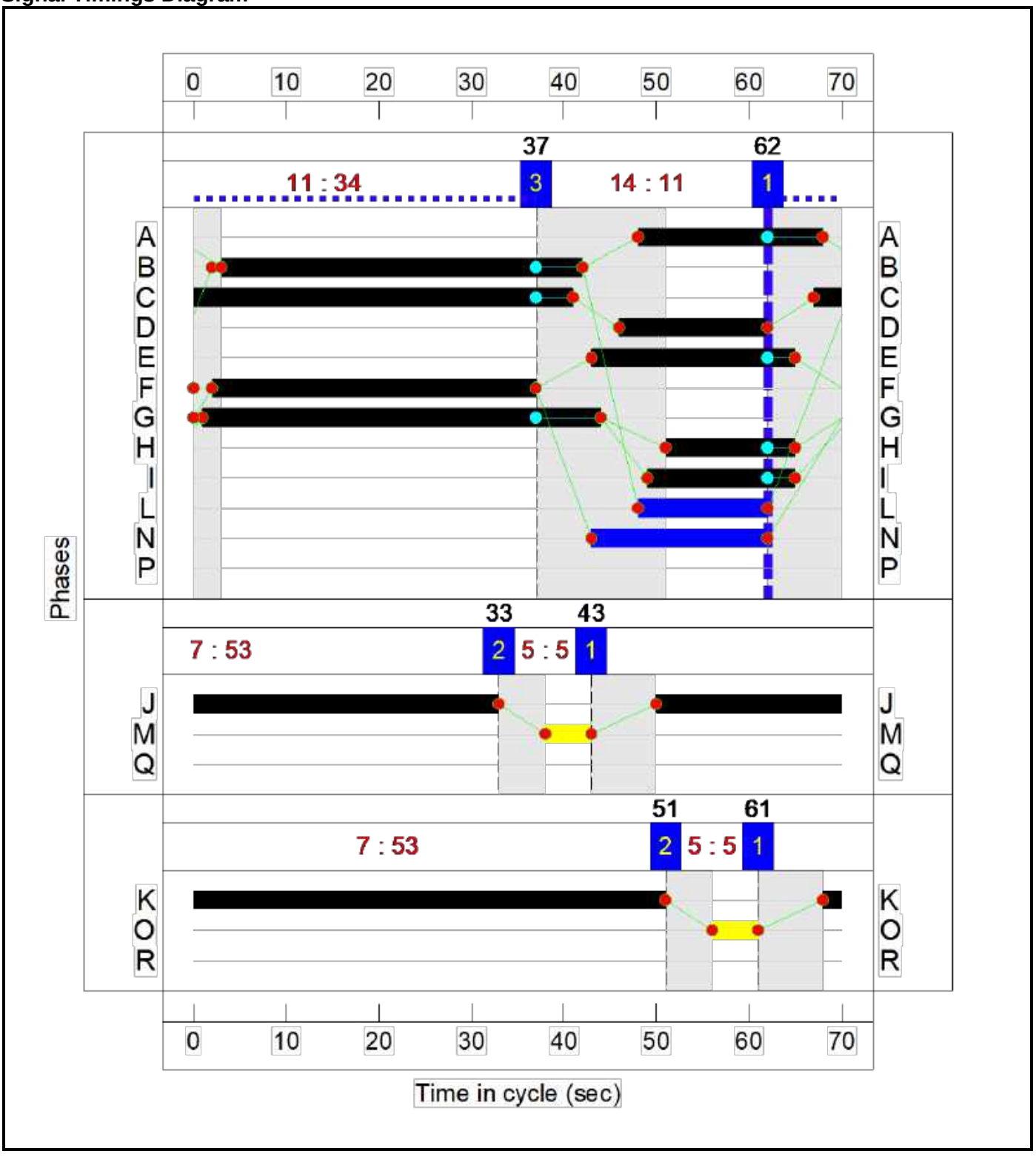
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	61	51

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	50	33
K	A52 E Exit peds	Traffic	3	53	68	51
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	38	43
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	56	61
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

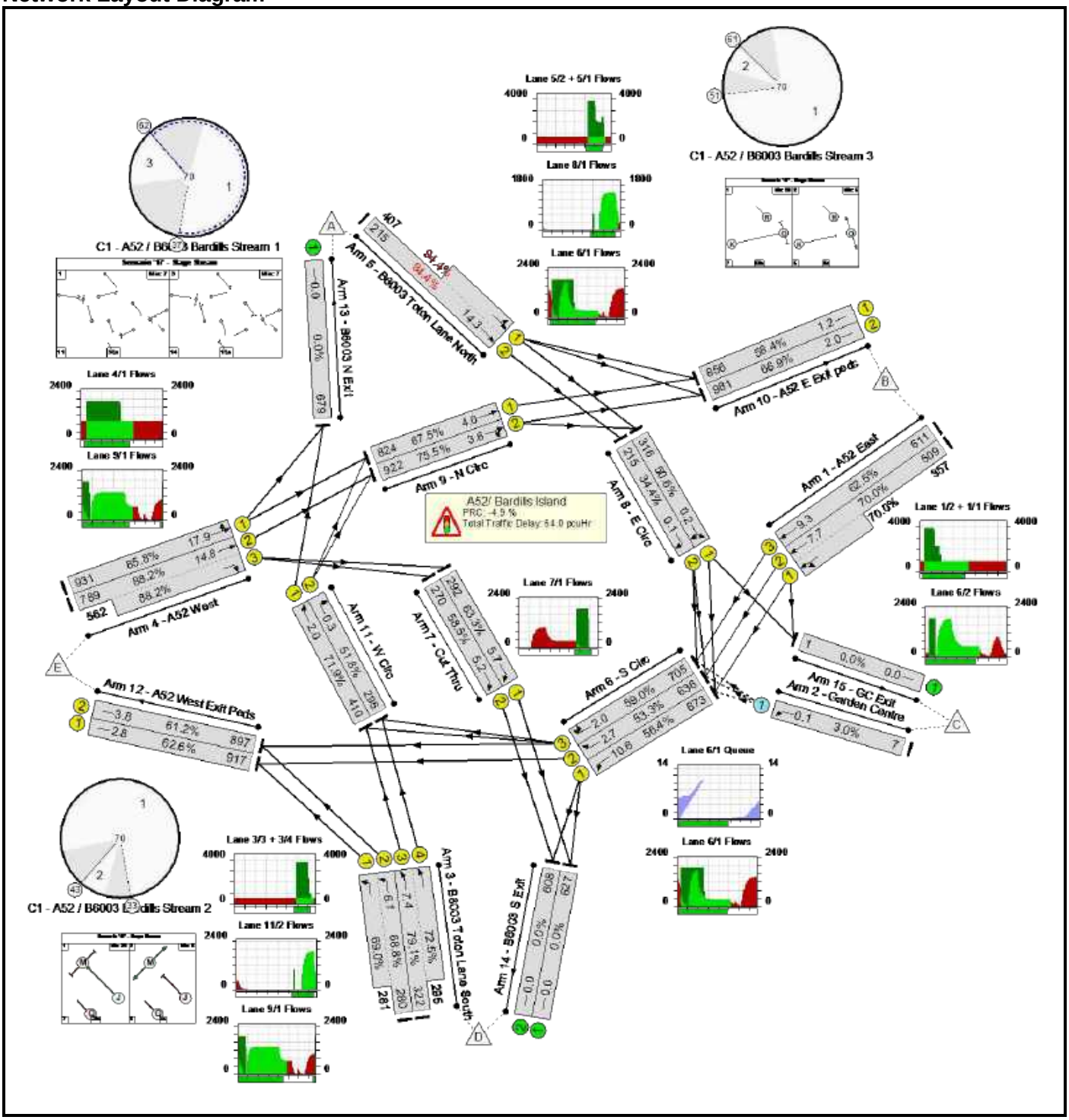
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	68	51
10/2	A52 E Exit peds	U	K	68	51
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	50	33
12/2	A52 West Exit Peds	U	J	50	33

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.4%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.4%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	866	1900:1900	727+510	70.0 : 70.0%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	611	1900	977	62.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	232	3.0%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	561	1900:1900	407+407	68.8 : 69.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	617	1900:1900	407+407	79.1 : 72.5%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	931	1900	1086	85.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1351	1900:1900	895+637	88.2 : 88.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	622	1900:1900	228+431	94.4 : 94.4%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	673	1900	1194	56.4%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	636	1900	1194	53.3%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	705	1900	1194	59.0%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	292	1900	461	63.3%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	270	1900	461	58.5%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	316	1900	624	50.6%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	215	1900	624	34.4%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	824	1900	1221	67.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	922	1900	1221	75.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	856	1900	1466	58.4%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	981	1900	1466	66.9%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	410	1900	570	71.9%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	295	1900	570	51.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	917	1900	1466	62.6%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	897	1900	1466	61.2%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	679	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	627	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	608	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**34.8**	**19.1**	**0.0**	**54.0**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**34.8**	**19.1**	**0.0**	**54.0**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	866	866	-	-	-	2.6	1.2	-	3.8	15.6	6.5	1.2	7.7	1/2+1/1
1/3	611	611	-	-	-	2.1	0.8	-	2.9	17.1	8.5	0.8	9.3	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	19.4	0.1	0.0	0.1	2/1
3/2+3/1	561	561	-	-	-	4.0	1.1	-	5.0	32.4	5.0	1.1	6.1	3/2+3/1
3/3+3/4	617	617	-	-	-	4.4	1.5	-	6.0	34.8	5.9	1.5	7.4	3/3+3/4
4/1	931	931	-	-	-	3.3	2.9	-	6.2	23.8	15.0	2.9	17.9	4/1
4/2+4/3	1351	1351	-	-	-	3.8	3.6	-	7.4	19.8	11.2	3.6	14.8	4/2+4/3
5/2+5/1	622	622	-	-	-	4.3	6.3	-	10.6	61.1	8.0	6.3	14.3	5/2+5/1
6/1	673	673	-	-	-	1.4	0.0	-	1.4	7.5	10.6	0.0	10.6	6/1
6/2	636	636	-	-	-	0.5	0.0	-	0.5	2.9	2.7	0.0	2.7	6/2
6/3	705	705	-	-	-	0.4	0.0	-	0.4	2.1	2.0	0.0	2.0	6/3
7/1	292	292	-	-	-	2.4	0.0	-	2.4	29.2	5.7	0.0	5.7	7/1
7/2	270	270	-	-	-	2.3	0.0	-	2.3	30.1	5.2	0.0	5.2	7/2
8/1	316	316	-	-	-	0.1	0.0	-	0.1	1.3	0.2	0.0	0.2	8/1
8/2	215	215	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1	8/2
9/1	824	824	-	-	-	0.6	0.0	-	0.6	2.7	4.0	0.0	4.0	9/1
9/2	922	922	-	-	-	0.6	0.0	-	0.6	2.4	3.6	0.0	3.6	9/2
10/1	856	856	-	-	-	0.1	0.7	-	0.8	3.3	0.5	0.7	1.2	10/1
10/2	981	981	-	-	-	0.1	1.0	-	1.2	4.2	1.0	1.0	2.0	10/2
11/1	410	410	-	-	-	0.8	0.0	-	0.8	6.9	2.0	0.0	2.0	11/1

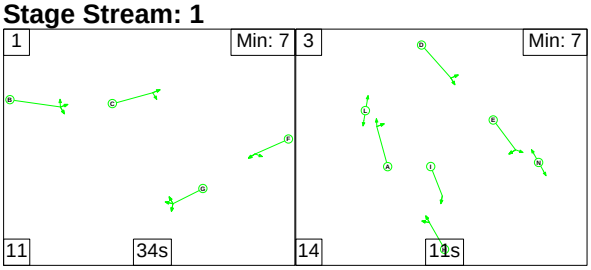
11/2	295	295	-	-	-	0.2	0.0	-	0.2	2.3	0.3	0.0	0.3	11/2
12/1	917	917	-	-	-	0.4	0.0	-	0.4	1.5	2.8	0.0	2.8	12/1
12/2	897	897	-	-	-	0.5	0.0	-	0.5	1.9	3.8	0.0	3.8	12/2
13/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-4.9	Total Delay for Signalled Lanes (pcuHr):	51.12	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	43.9	Total Delay for Signalled Lanes (pcuHr):	0.87	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	34.5	Total Delay for Signalled Lanes (pcuHr):	1.93	Cycle Time (s): 70
	PRC Over All Lanes (%):	-4.9	Total Delay Over All Lanes(pcuHr):	53.96	

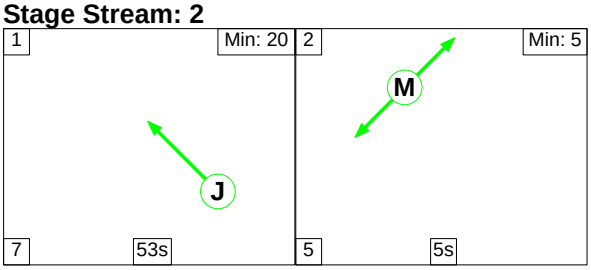
Scenario 17: '18' (FG17: '2041 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

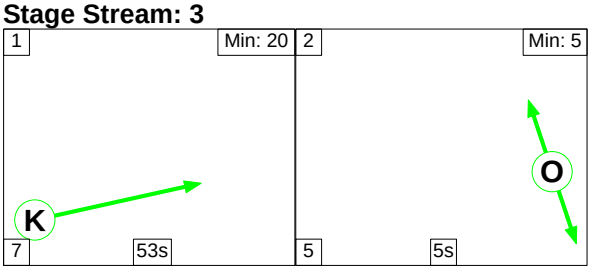
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	58	48

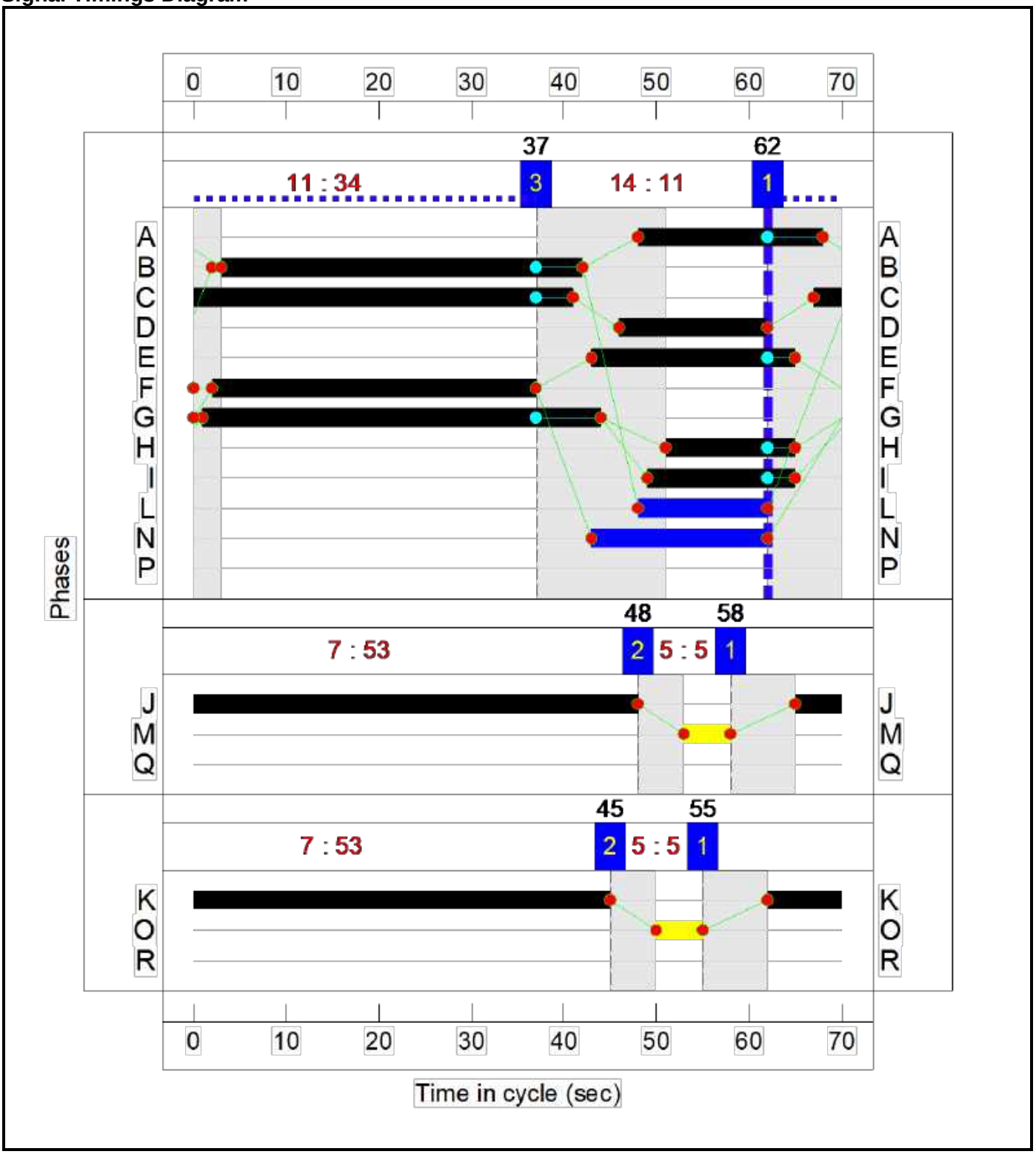
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	55	45

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	65	48
K	A52 E Exit peds	Traffic	3	53	62	45
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	53	58
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	50	55
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

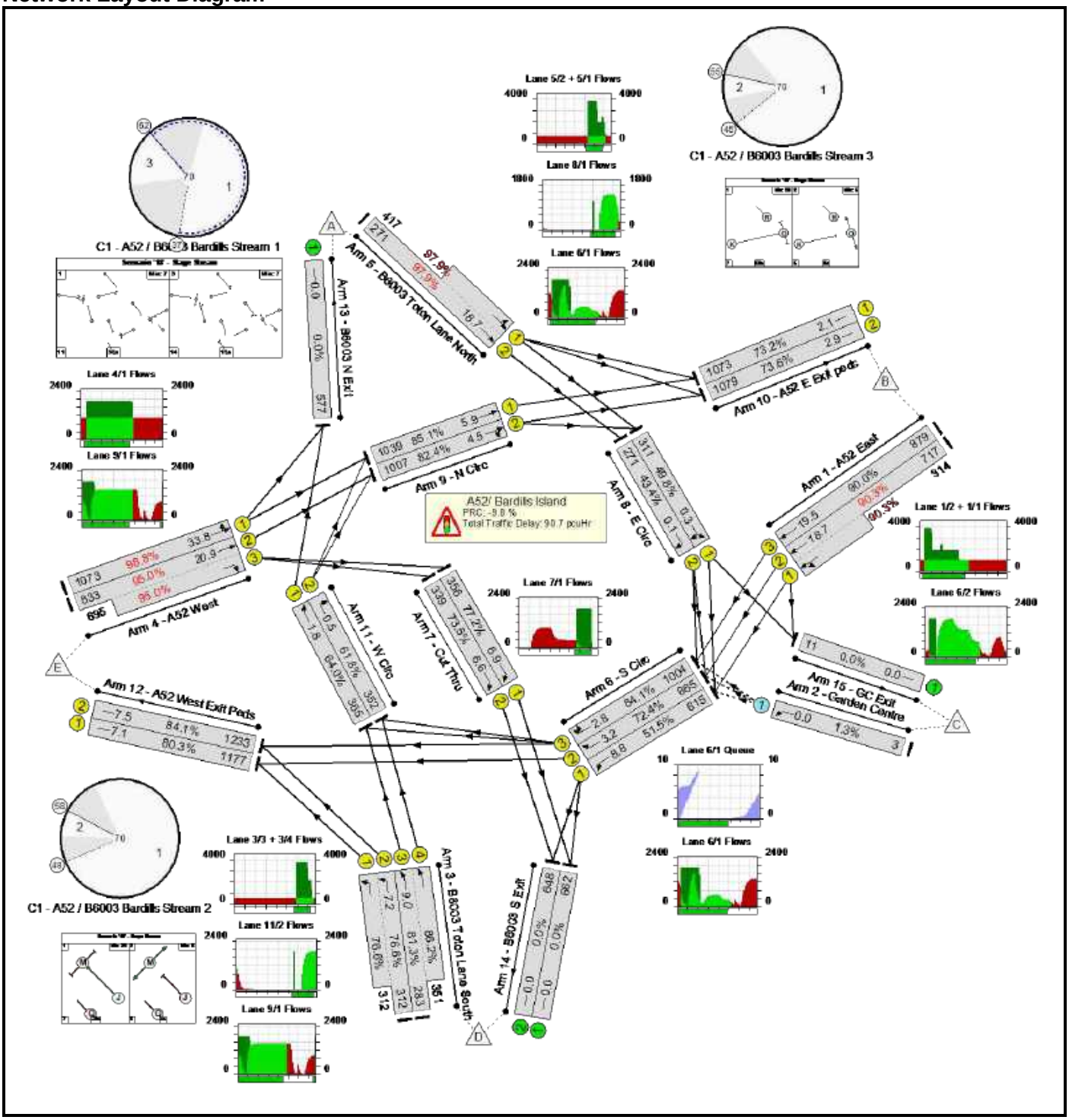
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	62	45
10/2	A52 E Exit peds	U	K	62	45
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	65	48
12/2	A52 West Exit Peds	U	J	65	48

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.8%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.8%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1031	1900:1900	794+348	90.3 : 90.3%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	879	1900	977	90.0%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	228	1.3%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	624	1900:1900	407+407	76.6 : 76.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	634	1900:1900	348+407	81.3 : 86.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	1073	1900	1086	98.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1528	1900:1900	877+732	95.0 : 95.0%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	688	1900:1900	277+426	97.9 : 97.9%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	615	1900	1194	51.5%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	865	1900	1194	72.4%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	1004	1900	1194	84.1%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	356	1900	461	77.2%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	339	1900	461	73.5%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	311	1900	624	49.8%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	271	1900	624	43.4%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	1039	1900	1221	85.1%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	1007	1900	1221	82.4%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1073	1900	1466	73.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1079	1900	1466	73.6%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	365	1900	570	64.0%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	352	1900	570	61.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1177	1900	1466	80.3%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1233	1900	1466	84.1%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	577	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	662	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	648	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**0**	**3**	**0**	**44.0**	**46.7**	**0.0**	**90.7**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**0**	**3**	**0**	**44.0**	**46.7**	**0.0**	**90.7**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	1031	1031	-	-	-	3.8	4.3	-	8.1	28.3	14.4	4.3	18.7	1/2+1/1
1/3	879	879	-	-	-	3.8	4.1	-	7.9	32.3	15.4	4.1	19.5	1/3
2/1	3	3	0	3	0	0.0	0.0	-	0.0	19.7	0.0	0.0	0.0	2/1
3/2+3/1	624	624	-	-	-	4.5	1.6	-	6.1	35.2	5.6	1.6	7.2	3/2+3/1
3/3+3/4	634	634	-	-	-	4.6	2.5	-	7.1	40.3	6.5	2.5	9.0	3/3+3/4
4/1	1073	1073	-	-	-	4.4	13.5	-	17.9	60.1	20.3	13.5	33.8	4/1
4/2+4/3	1528	1528	-	-	-	4.6	7.9	-	12.5	29.4	13.0	7.9	20.9	4/2+4/3
5/2+5/1	688	688	-	-	-	4.8	10.0	-	14.7	77.2	8.7	10.0	18.7	5/2+5/1
6/1	615	615	-	-	-	1.3	0.0	-	1.3	7.4	8.8	0.0	8.8	6/1
6/2	865	865	-	-	-	0.6	0.0	-	0.6	2.5	3.2	0.0	3.2	6/2
6/3	1004	1004	-	-	-	0.6	0.0	-	0.6	2.0	2.8	0.0	2.8	6/3
7/1	356	356	-	-	-	2.9	0.0	-	2.9	29.3	6.9	0.0	6.9	7/1
7/2	339	339	-	-	-	2.9	0.0	-	2.9	30.4	6.6	0.0	6.6	7/2
8/1	311	311	-	-	-	0.2	0.0	-	0.2	1.9	0.3	0.0	0.3	8/1
8/2	271	271	-	-	-	0.1	0.0	-	0.1	1.3	0.1	0.0	0.1	8/2
9/1	1039	1039	-	-	-	1.1	0.0	-	1.1	3.8	5.9	0.0	5.9	9/1
9/2	1007	1007	-	-	-	0.7	0.0	-	0.7	2.6	4.5	0.0	4.5	9/2
10/1	1073	1073	-	-	-	0.1	1.4	-	1.5	4.9	0.8	1.4	2.1	10/1
10/2	1079	1079	-	-	-	0.2	1.4	-	1.5	5.1	1.5	1.4	2.9	10/2
11/1	365	365	-	-	-	0.6	0.0	-	0.6	5.7	1.8	0.0	1.8	11/1

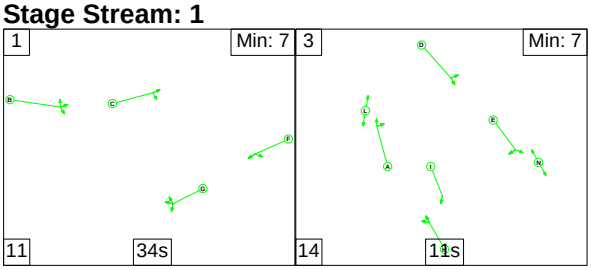
11/2	352	352	-	-	-	0.4	0.0	-	0.4	3.6	0.5	0.0	0.5	11/2
12/1	1177	1177	-	-	-	1.0	0.0	-	1.0	3.2	7.1	0.0	7.1	12/1
12/2	1233	1233	-	-	-	1.1	0.0	-	1.1	3.3	7.5	0.0	7.5	12/2
13/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-9.8	Total Delay for Signalled Lanes (pcuHr):	85.53	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	7.0	Total Delay for Signalled Lanes (pcuHr):	2.16	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	22.3	Total Delay for Signalled Lanes (pcuHr):	3.00	Cycle Time (s): 70
	PRC Over All Lanes (%):	-9.8	Total Delay Over All Lanes(pcuHr):	90.70	

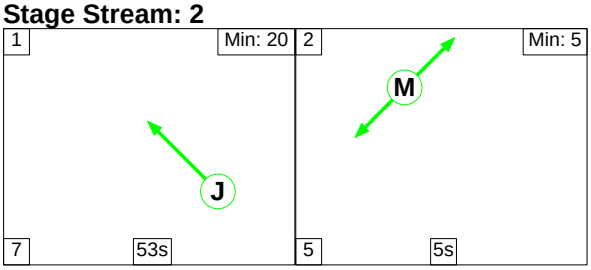
Scenario 18: '19' (FG18: '2041 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

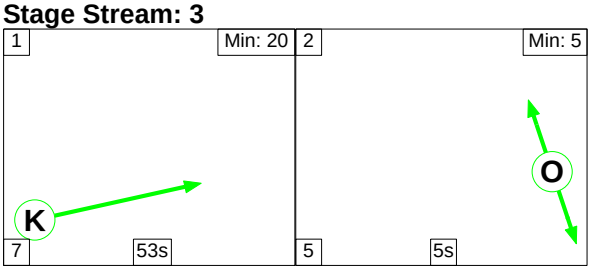
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	43	33

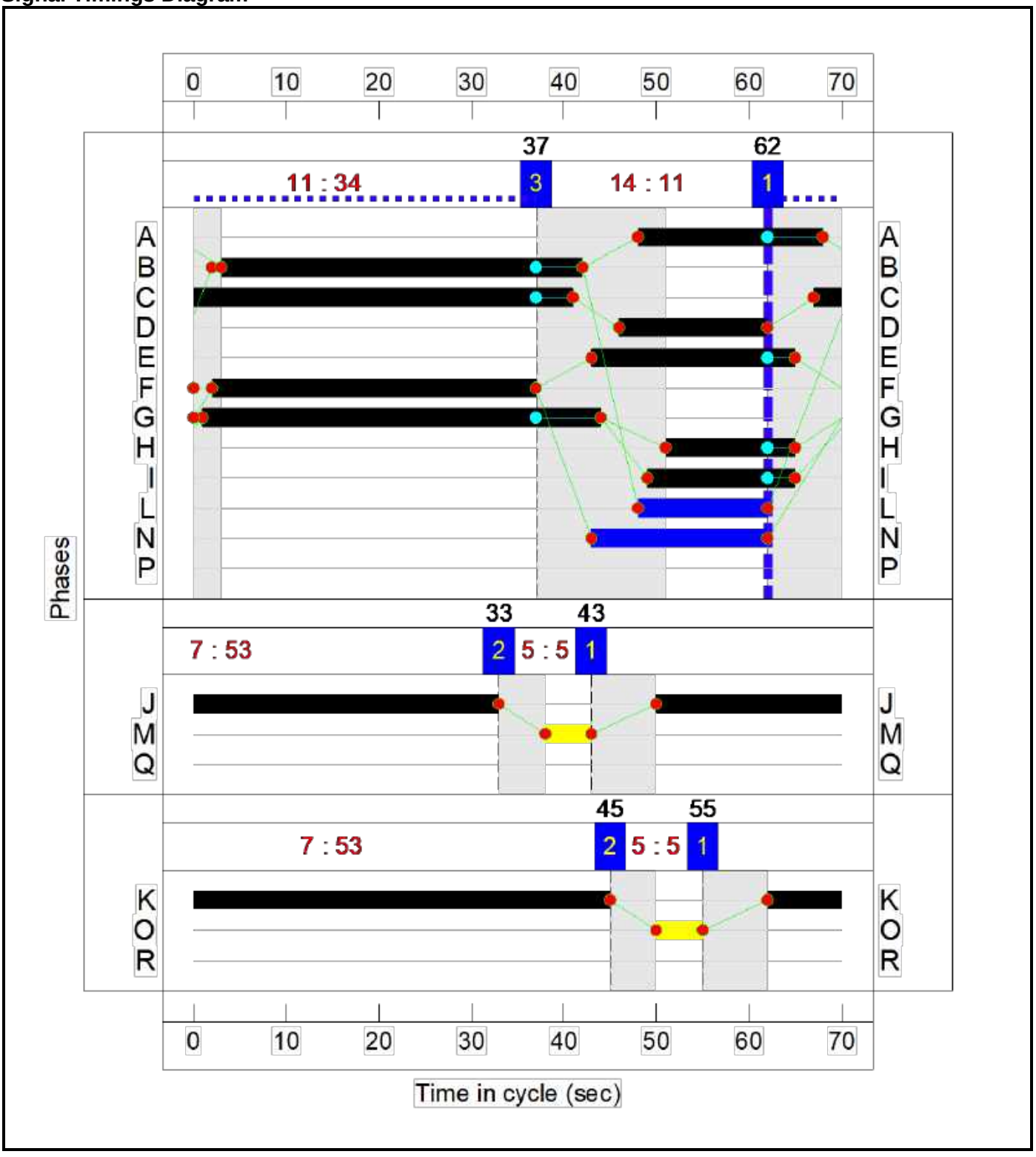
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	55	45

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	50	33
K	A52 E Exit peds	Traffic	3	53	62	45
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	38	43
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	50	55
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

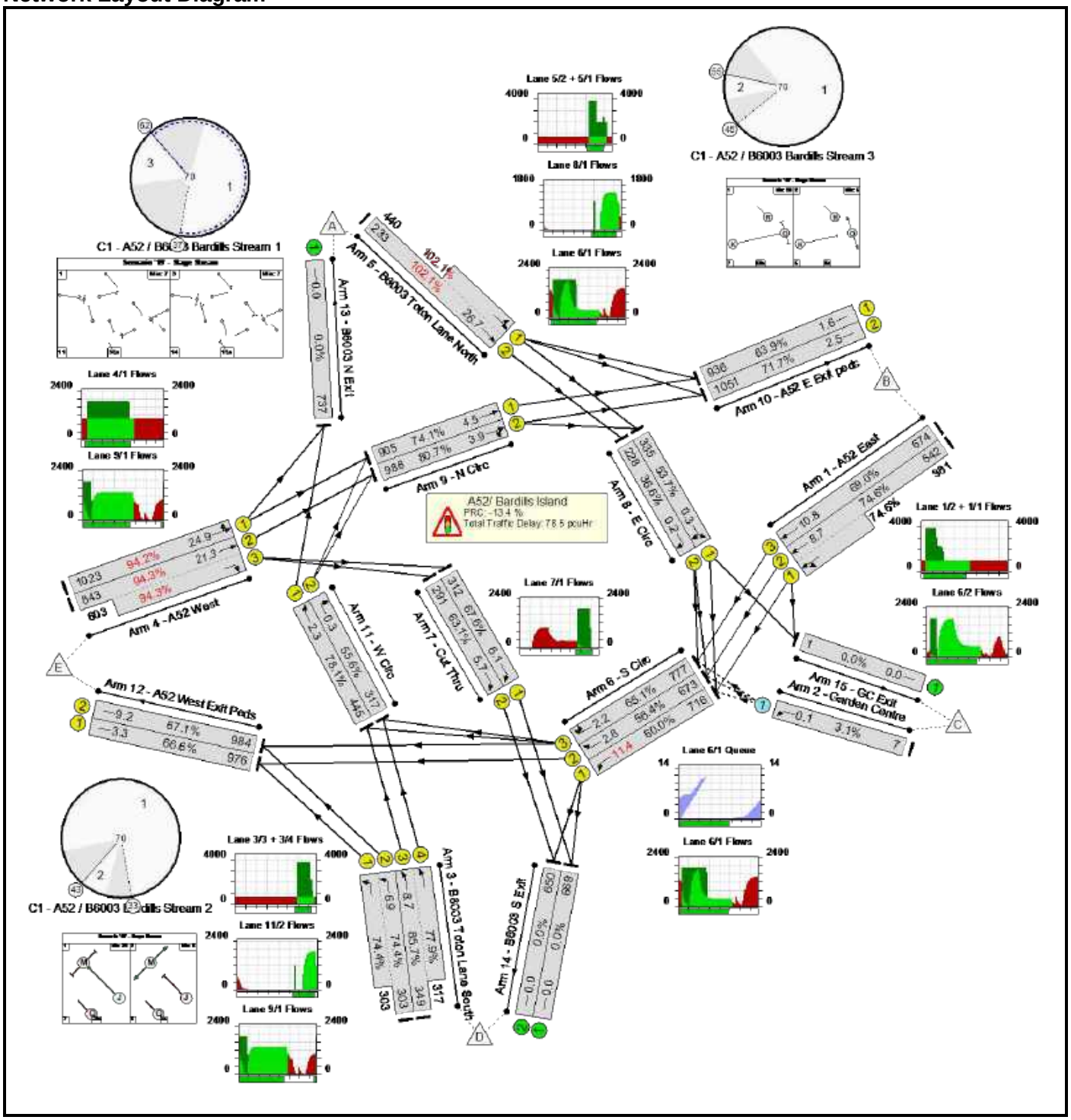
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	62	45
10/2	A52 E Exit peds	U	K	62	45
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	50	33
12/2	A52 West Exit Peds	U	J	50	33

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**102.1%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**102.1%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	923	1900:1900	727+511	74.6 : 74.6%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	674	1900	977	69.0%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	229	3.1%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	606	1900:1900	407+407	74.4 : 74.4%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	666	1900:1900	407+407	85.7 : 77.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	1023	1900	1086	94.2%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1446	1900:1900	894+640	94.3 : 94.3%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	673	1900:1900	228+431	102.1 : 102.1%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	723	1900	1194	60.0%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	676	1900	1194	56.4%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	779	1900	1194	65.1%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	312	1900	461	67.6%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	291	1900	461	63.1%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	342	1900	624	53.7%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	233	1900	624	36.6%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	905	1900	1221	74.1%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	986	1900	1221	80.7%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	937	1900	1466	63.9%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1052	1900	1466	71.7%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	445	1900	570	78.1%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	317	1900	570	55.6%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	979	1900	1466	66.6%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	986	1900	1466	67.1%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	737	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	672	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	654	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**6**	**0**	**39.5**	**39.0**	**0.0**	**78.5**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**6**	**0**	**39.5**	**39.0**	**0.0**	**78.5**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	923	923	-	-	-	2.8	1.5	-	4.3	16.7	7.3	1.5	8.7	1/2+1/1
1/3	674	674	-	-	-	2.4	1.1	-	3.5	18.7	9.7	1.1	10.8	1/3
2/1	7	7	1	6	0	0.0	0.0	-	0.0	19.8	0.1	0.0	0.1	2/1
3/2+3/1	606	606	-	-	-	4.3	1.4	-	5.8	34.2	5.5	1.4	6.9	3/2+3/1
3/3+3/4	666	666	-	-	-	4.9	2.2	-	7.0	38.0	6.5	2.2	8.7	3/3+3/4
4/1	1023	1023	-	-	-	4.0	6.7	-	10.7	37.6	18.2	6.7	24.9	4/1
4/2+4/3	1446	1446	-	-	-	4.3	7.1	-	11.4	28.3	14.2	7.1	21.3	4/2+4/3
5/2+5/1	673	659	-	-	-	5.0	16.9	-	21.9	117.1	9.8	16.9	26.7	5/2+5/1
6/1	716	716	-	-	-	1.6	0.0	-	1.6	7.9	11.4	0.0	11.4	6/1
6/2	673	673	-	-	-	0.5	0.0	-	0.5	2.9	2.8	0.0	2.8	6/2
6/3	777	777	-	-	-	0.4	0.0	-	0.4	2.1	2.2	0.0	2.2	6/3
7/1	312	312	-	-	-	2.5	0.0	-	2.5	29.2	6.1	0.0	6.1	7/1
7/2	291	291	-	-	-	2.4	0.0	-	2.4	30.2	5.7	0.0	5.7	7/2
8/1	335	335	-	-	-	0.2	0.0	-	0.2	2.2	0.3	0.0	0.3	8/1
8/2	228	228	-	-	-	0.1	0.0	-	0.1	1.9	0.2	0.0	0.2	8/2
9/1	905	905	-	-	-	0.7	0.0	-	0.7	2.9	4.5	0.0	4.5	9/1
9/2	986	986	-	-	-	0.7	0.0	-	0.7	2.4	3.9	0.0	3.9	9/2
10/1	936	936	-	-	-	0.1	0.9	-	1.0	3.7	0.7	0.9	1.6	10/1
10/2	1051	1051	-	-	-	0.1	1.3	-	1.4	4.8	1.2	1.3	2.5	10/2
11/1	445	445	-	-	-	0.9	0.0	-	0.9	7.4	2.3	0.0	2.3	11/1

11/2	317	317	-	-	-	0.2	0.0	-	0.2	2.6	0.3	0.0	0.3	11/2
12/1	976	976	-	-	-	0.4	0.0	-	0.4	1.6	3.3	0.0	3.3	12/1
12/2	984	984	-	-	-	0.7	0.0	-	0.7	2.7	9.2	0.0	9.2	12/2
13/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

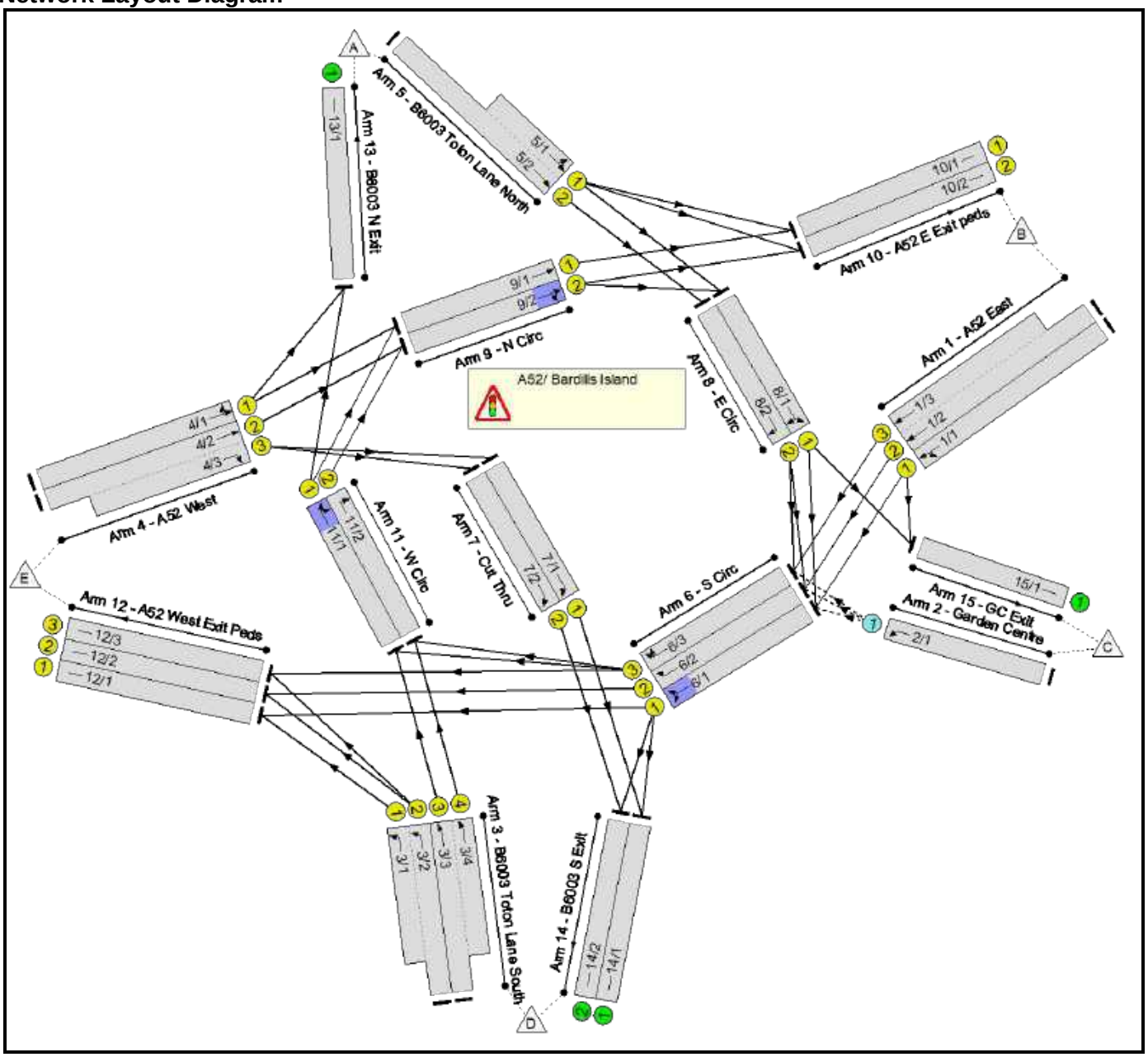
C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-13.4	Total Delay for Signalled Lanes (pcuHr):	74.89	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	34.1	Total Delay for Signalled Lanes (pcuHr):	1.18	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	25.6	Total Delay for Signalled Lanes (pcuHr):	2.35	Cycle Time (s): 70
	PRC Over All Lanes (%):	-13.4	Total Delay Over All Lanes(pcuHr):	78.46	

Detailed Input Data And Results

User and Project Details

Project:	
Title:	**A52 / Bardills Island**
Location:	Nottingham
Additional detail:	Existing network plus committed improvements
File name:	A52 Bardills Island comMIT v2.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Network Layout Diagram



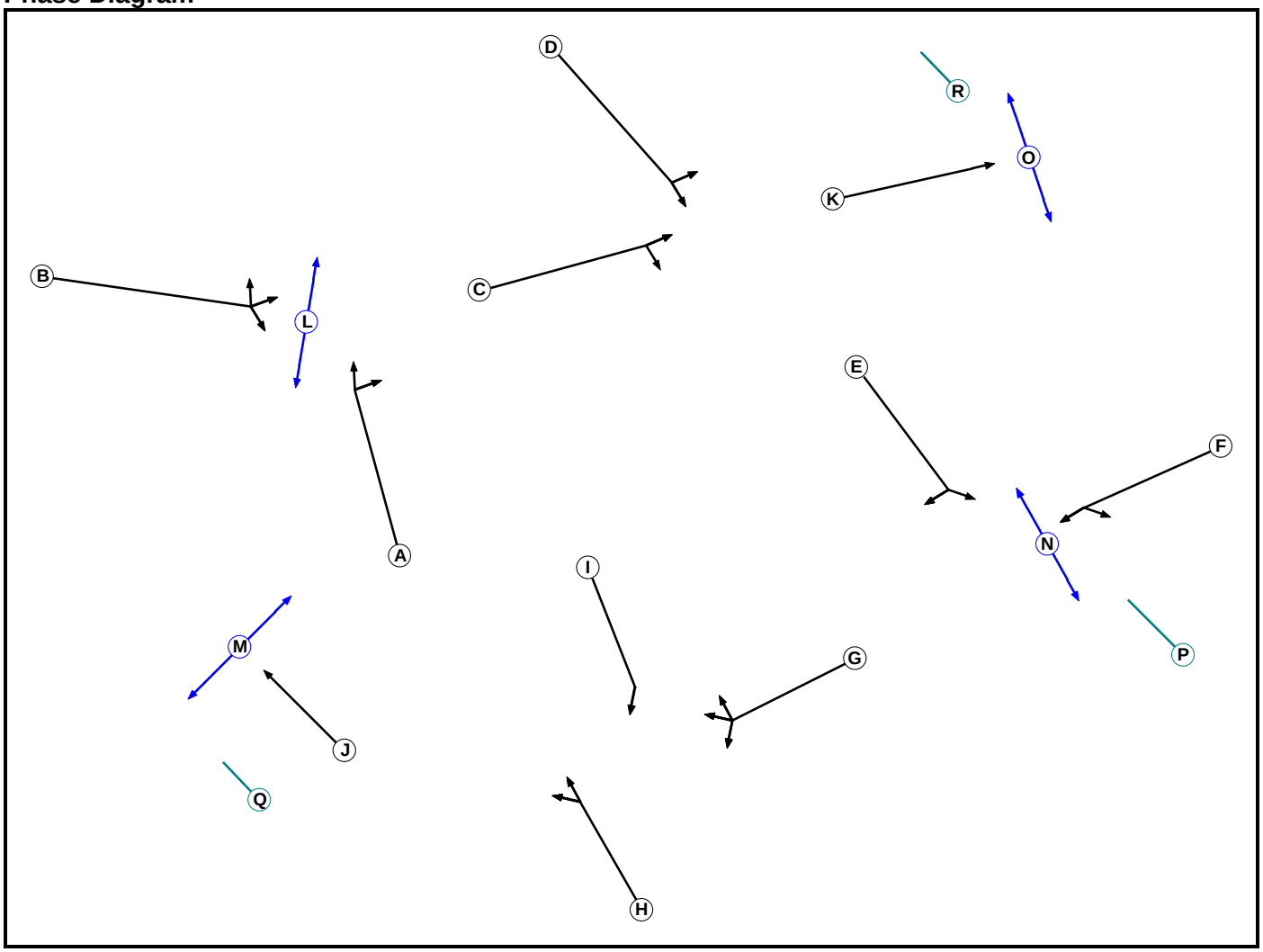
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	11	2028 AM Base SENS	Network Control Plan 2	08:00 - 09:00	70	0.3	52.36
2	12	2028 PM Base SENS	Network Control Plan 2	17:00 - 18:00	70	-2.0	51.40
3	14	2041 AM Base SENS	Network Control Plan 2	08:00 - 09:00	70	-7.8	72.36
4	15	2041 PM Base SENS	Network Control Plan 2	17:00 - 18:00	70	-12.2	78.67
5	16	2028 AM Base SENS + Dev	Network Control Plan 2	08:00 - 09:00	70	0.1	57.71
6	17	2028 PM Base SENS + Dev	Network Control Plan 2	17:00 - 18:00	70	-5.9	57.68
7	18	2041 AM Base SENS + Dev	Network Control Plan 2	08:00 - 09:00	70	-10.5	84.53
8	19	2041 PM Base SENS + Dev	Network Control Plan 2	17:00 - 18:00	70	-18.7	99.58

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - A52 / B6003 Bardills	Sms	J31311	Stage Stream 1	12	8	A52/ Bardills Island	
			Stage Stream 2	3	3	A52/ Bardills Island	
			Stage Stream 3	3	3	A52/ Bardills Island	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Traffic	1		7	7
I	Traffic	1		7	7
J	Traffic	2		20	20
K	Traffic	3		20	20
L	Pedestrian	1		6	6
M	Pedestrian	2		6	6
N	Pedestrian	1		6	6
O	Pedestrian	3		5	5
P	Dummy	1		1	1
Q	Dummy	2		1	1
R	Dummy	3		1	1

Phase Intergreens Matrix

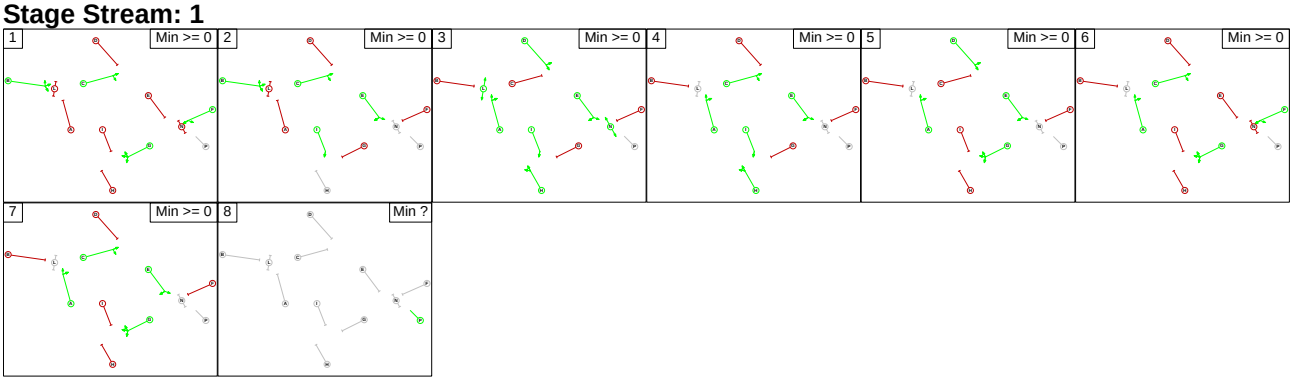
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
A		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	6		-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-
C	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	-	-	5		-	-	-	-	-	-	-	-	-	-	-	-	-	-
E	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-
F	-	-	-	-	6		-	-	-	-	-	-	-	6	-	-	-	-
G	-	-	-	-	-	-		7	5	-	-	-	-	-	-	-	-	-
H	-	-	-	-	-	-	5		-	-	-	-	-	-	-	-	-	-
I	-	-	-	-	-	-	6	-		-	-	-	-	-	-	-	-	-
J	-	-	-	-	-	-	-	-	-		-	-	5	-	-	-	-	-
K	-	-	-	-	-	-	-	-	-	-		-	-	-	5	-	-	-
L	-	10	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-
M	-	-	-	-	-	-	-	-	-	9	-	-		-	-	-	-	-
N	-	-	-	-	-	10	-	-	-	-	-	-	-		-	-	-	-
O	-	-	-	-	-	-	-	-	-	-	7	-	-	-		-	-	-
P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-
Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

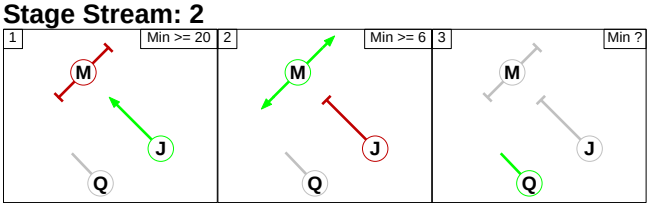
Stream	Stage No.	Phases in Stage
1	1	B C F G
1	2	B C E I
1	3	A D E H I L N
1	4	A C E H I
1	5	A D E G
1	6	A C F G
1	7	A C E G
1	8	P
2	1	J
2	2	M
2	3	Q
3	1	K
3	2	O
3	3	R

Stage Diagram

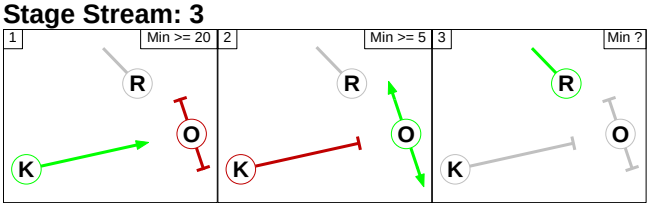
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	G	Losing	7	7
1	3	B	Losing	5	5
1	3	C	Losing	4	4
1	3	G	Losing	7	7
1	4	G	Losing	7	7
1	5	C	Losing	4	4
2	3	C	Losing	4	4
2	5	C	Losing	4	4
3	1	A	Losing	6	6
3	1	E	Losing	3	3
3	1	H	Losing	3	3
3	1	I	Losing	3	3
3	6	E	Losing	3	3
4	1	A	Losing	3	3
4	2	A	Losing	3	3
5	1	E	Losing	3	3
5	6	E	Losing	3	3

Detailed Input Data And Results

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3	4	5	6	7	8
1		12	14	14	9	6	6	X
2	6		9	6	9	6	6	X
3	11	10		5	6	10	6	X
4	8	8	5		6	6	6	X
5	8	5	7	7		8	5	X
6	5	6	7	7	6		6	X
7	5	5	7	7	5	5		X
8	2	X	X	X	X	X	X	

Stage Stream: 2

From Stage \ To Stage	1	2	3
1		5	X
2	9		X
3	2	X	

Stage Stream: 3

From Stage \ To Stage	1	2	3
1		5	X
2	7		X
3	2	X	

Lane Input Data

Junction: A52/ Bardills Island

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
1/2 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A52 East)	U	F	2	3	20.0	User	1900	-	-	-	-	-
2/1 (Garden Centre)	O		2	3	60.0	User	1800	-	-	-	-	-
3/1 (B6003 Toton Lane South)	U	H	2	3	16.5	User	1900	-	-	-	-	-
3/2 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/3 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/4 (B6003 Toton Lane South)	U	H	2	3	12.2	User	1900	-	-	-	-	-
4/1 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/2 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/3 (A52 West)	U	B	2	3	17.0	User	1900	-	-	-	-	-
5/1 (B6003 Toton Lane North)	U	D	2	3	7.0	User	1900	-	-	-	-	-
5/2 (B6003 Toton Lane North)	U	D	2	3	60.0	User	1900	-	-	-	-	-
6/1 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/2 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/3 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
7/1 (Cut Thru)	U	I	2	3	8.9	User	1900	-	-	-	-	-
7/2 (Cut Thru)	U	I	2	3	7.3	User	1900	-	-	-	-	-
8/1 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-
8/2 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-

9/1 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
9/2 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
10/1 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
10/2 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
11/1 (W Circ)	U	A	1	3	8.5	User	1900	-	-	-	-	-
11/2 (W Circ)	U	A	2	3	8.5	User	1900	-	-	-	-	-
12/1 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
12/2 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
12/3 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
13/1 (B6003 N Exit)	U		2	3	5.0	Inf	-	-	-	-	-	-
14/1 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
14/2 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
15/1 (GC Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A52/ Bardills Island

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)
2/1 (Garden Centre)	6/1 (Left)	1000	0	1/1	1.00	All	-	-	-	-	-
				8/1	1.00	All					
	6/2 (Left)	1000	0	1/1	1.00	All					
				1/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
	6/3 (Left)	1000	0	1/1	1.00	All					
				1/2	1.00	All					
				1/3	1.00	All					

Lane Connector Input Data

Junction: A52/ Bardills Island				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	6/1	Internal	7	35
1/1	15/1	Internal	5	35
1/2	6/2	Internal	7	35
1/3	6/3	Internal	7	35
2/1	6/1	Internal	5	35
2/1	6/2	Internal	5	35
2/1	6/3	Internal	5	35
3/1	12/1	Internal	5	35
3/2	12/2	Internal	5	35
3/2	12/3	Internal	5	35
3/3	11/1	Internal	5	35
3/4	11/2	Internal	5	35
4/1	9/1	Internal	4	35
4/1	13/1	Internal	3	N/A
4/2	9/2	Internal	4	35
4/3	7/1	Internal	7	35
4/3	7/2	Internal	6	35
5/1	8/1	Internal	4	35
5/1	10/1	Internal	4	35
5/1	10/2	Internal	4	35
5/2	8/2	Internal	4	35
6/1	12/1	Internal	7	35
6/1	14/1	Internal	2	N/A
6/1	14/2	Internal	2	N/A
6/2	12/2	Internal	7	35
6/3	11/1	Internal	6	35
6/3	11/2	Internal	6	35
6/3	12/3	Internal	7	35
7/1	14/1	Internal	2	N/A
7/2	14/2	Internal	2	N/A
8/1	6/1	Internal	6	35
8/1	15/1	Internal	5	35
8/2	6/2	Internal	6	35
8/2	6/3	Internal	6	35
9/1	10/1	Internal	4	35
9/2	8/1	Internal	4	35
9/2	10/2	Internal	4	35

11/1	9/1	Internal	4	35
11/1	13/1	Internal	3	N/A
11/2	9/2	Internal	4	35

Scenario 1: '11' (FG11: '2028 AM Base SENS', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 2: '12' (FG12: '2028 PM Base SENS', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 3: '14' (FG13: '2041 AM Base SENS', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 4: '15' (FG14: '2041 PM Base SENS', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 5: '16' (FG15: '2028 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 6: '17' (FG16: '2028 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 7: '18' (FG17: '2041 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 8: '19' (FG18: '2041 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM Base'	08:00	09:00	01:00	
2: '2025 PM Base'	17:00	18:00	01:00	
3: '2028 AM Base'	08:00	09:00	01:00	
4: '2028 PM Base'	17:00	18:00	01:00	
5: '2041 AM Base'	08:00	09:00	01:00	
6: '2041 PM Base'	17:00	18:00	01:00	
7: '2028 AM Base + Dev'	08:00	09:00	01:00	
8: '2028 PM Base + Dev'	17:00	18:00	01:00	
9: '2041 AM Base + Dev'	08:00	09:00	01:00	
10: '2041 PM Base + Dev'	17:00	18:00	01:00	
11: '2028 AM Base SENS'	08:00	09:00	01:00	
12: '2028 PM Base SENS'	17:00	18:00	01:00	
13: '2041 AM Base SENS'	08:00	09:00	01:00	
14: '2041 PM Base SENS'	17:00	18:00	01:00	
15: '2028 AM Base SENS + Dev'	08:00	09:00	01:00	
16: '2028 PM Base SENS + Dev'	17:00	18:00	01:00	
17: '2041 AM Base SENS + Dev'	08:00	09:00	01:00	
18: '2041 PM Base SENS + Dev'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2025 AM Base'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	100	2	265	242	609
	B	73	0	3	257	1350	1683
	C	0	1	0	1	1	3
	D	229	212	0	0	463	904
	E	189	1505	5	601	0	2300
	Tot.	491	1818	10	1124	2056	5499

FG2: '2025 PM Base'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	89	0	287	209	585
	B	82	0	0	264	1006	1352
	C	4	0	0	1	2	7
	D	305	252	1	0	514	1072
	E	261	1409	0	469	0	2139
	Tot.	652	1750	1	1021	1731	5155

FG3: '2028 AM Base'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	275	251	632
	B	76	0	3	267	1402	1748
	C	0	1	0	1	1	3
	D	238	220	0	0	481	939
	E	196	1562	5	624	0	2387
	Tot.	510	1887	10	1167	2135	5709

FG4: '2028 PM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	92	0	295	215	602
	B	84	0	0	272	1036	1392
Origin	C	4	0	0	1	2	7
	D	314	259	1	0	529	1103
	E	269	1451	0	483	0	2203
	Tot.	671	1802	1	1051	1782	5307

FG5: '2041 AM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	112	2	297	271	682
	B	82	0	3	288	1514	1887
Origin	C	0	1	0	1	1	3
	D	257	238	0	0	519	1014
	E	212	1688	6	674	0	2580
	Tot.	551	2039	11	1260	2305	6166

FG6: '2041 PM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	99	0	321	233	653
	B	92	0	0	295	1124	1511
Origin	C	4	0	0	1	2	7
	D	341	282	1	0	574	1198
	E	292	1574	0	524	0	2390
	Tot.	729	1955	1	1141	1933	5759

FG7: '2028 AM Base + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	104	2	278	251	635
	B	76	0	3	281	1402	1762
Origin	C	0	1	0	1	1	3
	D	253	288	0	0	539	1080
	E	196	1562	5	636	0	2399
	Tot.	525	1955	10	1196	2193	5879

FG8: '2028 PM Base + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	92	0	307	215	614
	B	84	0	0	323	1036	1443
Origin	C	4	0	0	1	2	7
	D	319	280	1	0	547	1147
	E	269	1451	0	527	0	2247
	Tot.	676	1823	1	1158	1800	5458

FG9: '2041 AM Base + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	112	2	300	271	685
	B	82	0	3	302	1514	1901
Origin	C	0	1	0	1	1	3
	D	273	305	0	0	578	1156
	E	212	1688	6	686	0	2592
	Tot.	567	2106	11	1289	2364	6337

FG10: '2041 PM Base + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	99	0	333	233	665
	B	92	0	0	346	1124	1562
Origin	C	4	0	0	1	2	7
	D	346	302	1	0	592	1241
	E	292	1574	0	569	0	2435
	Tot.	734	1975	1	1249	1951	5910

FG11: '2028 AM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	103	2	275	249	629
	B	75	0	3	274	1391	1743
Origin	C	0	1	0	1	1	3
	D	246	264	0	0	519	1029
	E	195	1550	5	628	0	2378
	Tot.	516	1918	10	1178	2160	5782

FG12: '2028 PM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	303	215	610
	B	84	0	0	306	1036	1426
	C	4	0	0	1	2	7
	D	317	273	1	0	542	1133
	E	269	1451	0	515	0	2235
	Tot.	674	1816	1	1125	1795	5411

FG13: '2041 AM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	299	271	684
	B	82	0	3	297	1514	1896
	C	0	1	0	1	1	3
	D	267	283	0	0	561	1111
	E	212	1688	6	683	0	2589
	Tot.	561	2084	11	1280	2347	6283

FG14: '2041 PM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	329	233	661
	B	92	0	0	329	1124	1545
	C	4	0	0	1	2	7
	D	344	295	1	0	587	1227
	E	292	1574	0	556	0	2422
	Tot.	732	1968	1	1215	1946	5862

FG15: '2028 AM Base SENS + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	103	2	278	249	632
	B	75	0	3	288	1391	1757
	C	0	1	0	1	1	3
	D	262	331	0	0	582	1175
	E	195	1550	5	640	0	2390
	Tot.	532	1985	10	1207	2223	5957

FG16: '2028 PM Base SENS + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
Origin	C	4	0	0	1	2	7
	D	322	294	1	0	561	1178
	E	269	1451	0	562	0	2282
	Tot.	679	1837	1	1235	1814	5566

FG17: '2041 AM Base SENS + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
Origin	C	0	1	0	1	1	3
	D	283	351	0	0	624	1258
	E	212	1688	6	695	0	2601
	Tot.	577	2152	11	1310	2410	6460

FG18: '2041 PM Base SENS + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
Origin	C	4	0	0	1	2	7
	D	349	316	1	0	606	1272
	E	292	1574	0	603	0	2469
	Tot.	737	1989	1	1326	1965	6018

Scenario 1: '11' (FG11: '2028 AM Base SENS', Plan 2: 'Network Control Plan 2')
Traffic Flows, Actual
Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	103	2	275	249	629
	B	75	0	3	274	1391	1743
Origin	C	0	1	0	1	1	3
	D	246	264	0	0	519	1029
	E	195	1550	5	628	0	2378
	Tot.	516	1918	10	1178	2160	5782

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: '12' (FG12: '2028 PM Base SENS', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	303	215	610
	B	84	0	0	306	1036	1426
	C	4	0	0	1	2	7
	D	317	273	1	0	542	1133
	E	269	1451	0	515	0	2235
	Tot.	674	1816	1	1125	1795	5411

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 3: '14' (FG13: '2041 AM Base SENS', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	299	271	684
	B	82	0	3	297	1514	1896
	C	0	1	0	1	1	3
	D	267	283	0	0	561	1111
	E	212	1688	6	683	0	2589
	Tot.	561	2084	11	1280	2347	6283

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: '15' (FG14: '2041 PM Base SENS', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	329	233	661
	B	92	0	0	329	1124	1545
	C	4	0	0	1	2	7
	D	344	295	1	0	587	1227
	E	292	1574	0	556	0	2422
	Tot.	732	1968	1	1215	1946	5862

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: '16' (FG15: '2028 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	103	2	278	249	632
	B	75	0	3	288	1391	1757
	C	0	1	0	1	1	3
	D	262	331	0	0	582	1175
	E	195	1550	5	640	0	2390
	Tot.	532	1985	10	1207	2223	5957

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 6: '17' (FG16: '2028 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
Origin	C	4	0	0	1	2	7
	D	322	294	1	0	561	1178
	E	269	1451	0	562	0	2282
	Tot.	679	1837	1	1235	1814	5566

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
Origin	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 7: '18' (FG17: '2041 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
Origin	C	0	1	0	1	1	3
	D	283	351	0	0	624	1258
	E	212	1688	6	695	0	2601
	Tot.	577	2152	11	1310	2410	6460

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 8: '19' (FG18: '2041 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
	C	4	0	0	1	2	7
	D	349	316	1	0	606	1272
	E	292	1574	0	603	0	2469
	Tot.	737	1989	1	1326	1965	6018

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

Traffic Lane Flows

Lane	Scenario 1: 11	Scenario 2: 12	Scenario 3: 14	Scenario 4: 15	Scenario 5: 16	Scenario 6: 17
Junction: A52/ Bardills Island						
1/1	395	423	577	466	401	431
1/2 (with short)	1348(In) 675(Out)	1003(In) 502(Out)	1319(In) 660(Out)	1079(In) 540(Out)	1356(In) 674(Out)	1046(In) 523(Out)
1/3 (short)	673	501	659	539	682	523
2/1	3	7	3	7	3	7
3/1 (short)	259	271	281	294	292	281
3/2 (with short)	519(In) 260(Out)	542(In) 271(Out)	561(In) 280(Out)	587(In) 293(Out)	582(In) 290(Out)	561(In) 280(Out)
3/3 (with short)	510(In) 304(Out)	591(In) 368(Out)	550(In) 371(Out)	640(In) 411(Out)	593(In) 361(Out)	617(In) 388(Out)
3/4 (short)	206	223	179	229	232	229
4/1	974	926	1042	1018	975	931
4/2 (with short)	1404(In) 776(Out)	1309(In) 794(Out)	1547(In) 864(Out)	1404(In) 848(Out)	1415(In) 775(Out)	1351(In) 789(Out)
4/3 (short)	628	515	683	556	640	562
5/1 (short)	380	395	413	428	383	407
5/2 (with short)	629(In) 249(Out)	610(In) 215(Out)	684(In) 271(Out)	661(In) 233(Out)	632(In) 249(Out)	622(In) 215(Out)
6/1	668	727	874	796	677	747
6/2	801	613	797	660	799	634
6/3	798	611	795	658	808	633
7/1	322	267	350	287	328	292
7/2	306	248	333	269	312	270
8/1	282	304	307	330	285	316
8/2	249	215	271	233	249	215
9/1	838	708	934	793	880	728
9/2	982	1017	1044	1077	1007	1018
10/1	896	759	984	854	940	782
10/2	1022	1057	1100	1114	1045	1055
11/1	380	456	453	507	437	476
11/2	206	223	180	229	232	229
12/1	377	388	558	431	402	355
12/2	931	748	938	806	944	775
12/3	852	659	851	709	877	684
13/1	516	674	561	732	532	679
14/1	594	571	647	615	610	627
14/2	584	554	633	600	597	608
15/1	10	1	11	1	10	1

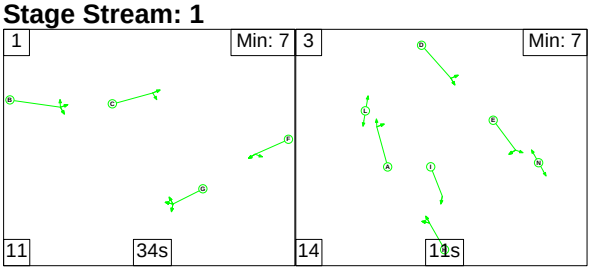
Detailed Input Data And Results

Lane	Scenario 7: 18	Scenario 8: 19
Junction: A52/ Bardills Island		
1/1	601	493
1/2 (with short)	1309(In) 654(Out)	1104(In) 552(Out)
1/3 (short)	655	552
2/1	3	7
3/1 (short)	312	303
3/2 (with short)	624(In) 312(Out)	606(In) 303(Out)
3/3 (with short)	634(In) 405(Out)	666(In) 435(Out)
3/4 (short)	229	231
4/1	1042	1023
4/2 (with short)	1559(In) 864(Out)	1446(In) 843(Out)
4/3 (short)	695	603
5/1 (short)	417	440
5/2 (with short)	688(In) 271(Out)	673(In) 233(Out)
6/1	902	835
6/2	788	671
6/3	794	672
7/1	356	312
7/2	339	291
8/1	311	342
8/2	271	233
9/1	952	817
9/2	1094	1074
10/1	1002	872
10/2	1150	1117
11/1	487	531
11/2	230	231
12/1	599	415
12/2	946	823
12/3	865	727
13/1	577	737
14/1	662	672
14/2	648	654
15/1	11	1

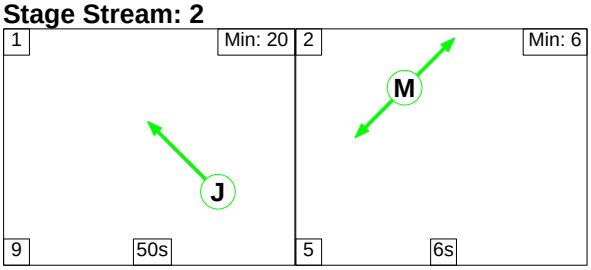
Scenario 1: '11' (FG11: '2028 AM Base SENS', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

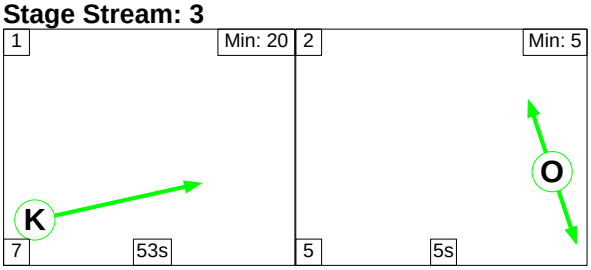
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	50	6
Change Point	61	50

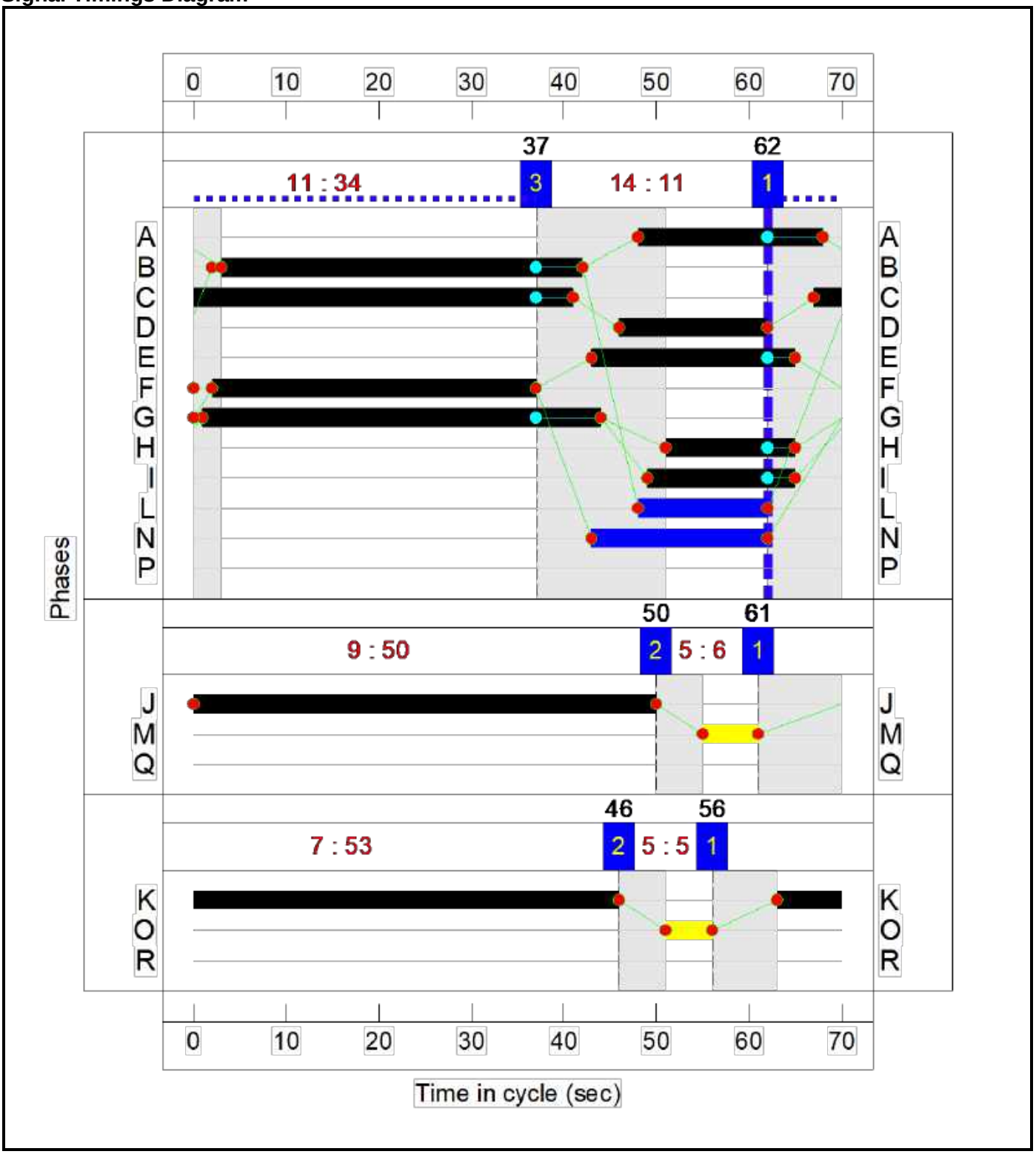
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	50	0	50
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	6	55	61
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

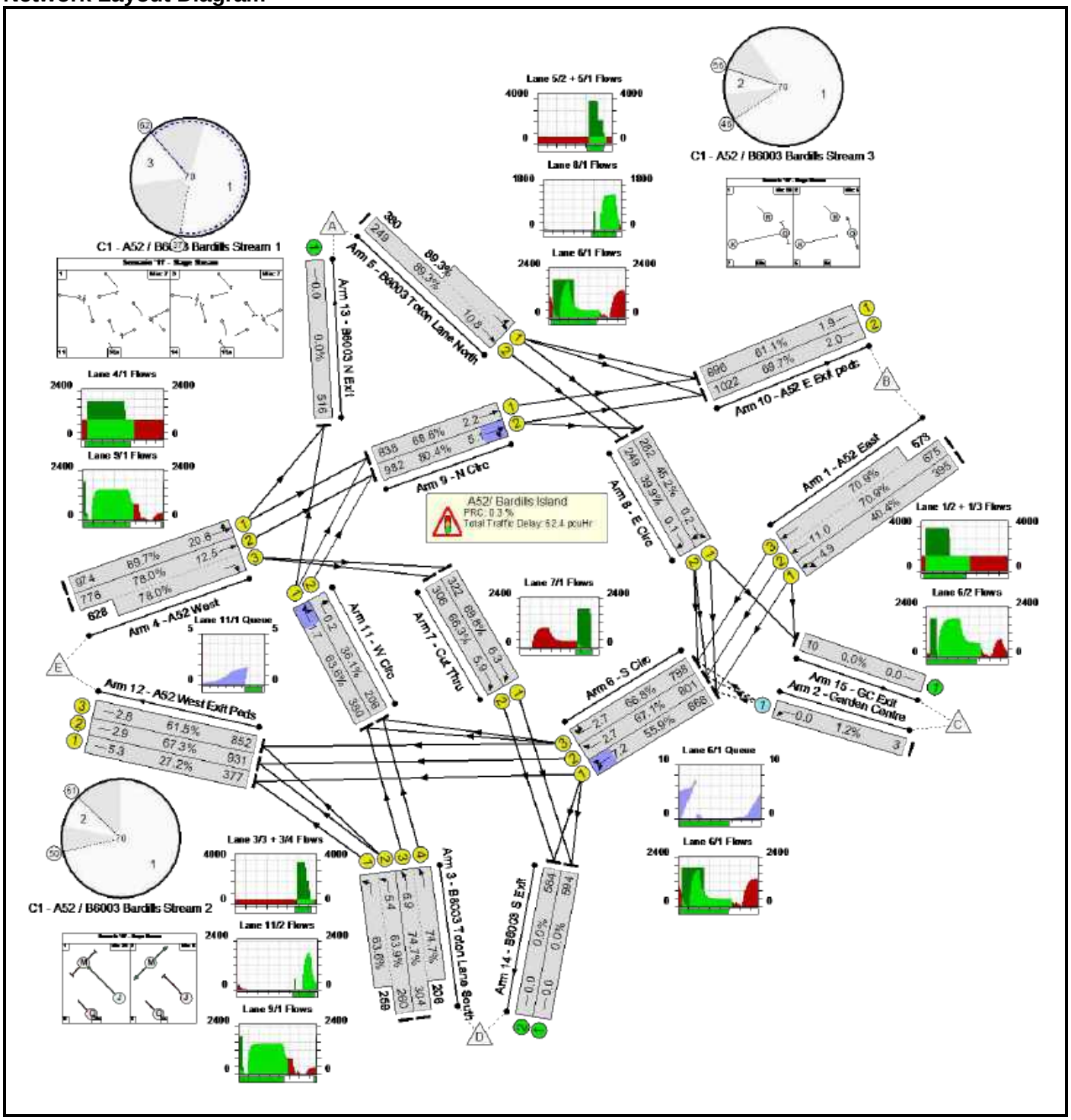
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Ahead Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Right Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	0	50
12/2	A52 West Exit Peds	U	J	0	50
12/3	A52 West Exit Peds	U	J	0	50

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.7%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.7%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	395	1900	977	40.4%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	1348	1900:1900	951+949	70.9 : 70.9%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	241	1.2%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	519	1900:1900	407+407	63.9 : 63.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	510	1900:1900	407+276	74.7 : 74.7%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	974	1900	1086	89.7%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1404	1900:1900	994+805	78.0 : 78.0%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	629	1900:1900	279+426	89.3 : 89.3%
6/1	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	668	1900	1194	55.9%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	801	1900	1194	67.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	798	1900	1194	66.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	322	1900	461	69.8%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	306	1900	461	66.3%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	282	1900	624	45.2%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	249	1900	624	39.9%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	838	1900	1221	68.6%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	982	1900	1221	80.4%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	896	1900	1466	61.1%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1022	1900	1466	69.7%
11/1	W Circ Right Ahead	U	1	N/A	A		1	20	-	-	380	1900	597	63.6%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	206	1900	570	36.1%
12/1	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	377	1900	1384	27.2%
12/2	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	931	1900	1384	67.3%
12/3	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	852	1900	1384	61.5%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	516	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	594	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	584	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**36.7**	**15.6**	**0.0**	**52.4**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**36.7**	**15.6**	**0.0**	**52.4**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	395	395	-	-	-	1.1	0.3	-	1.5	13.5	4.6	0.3	4.9	1/1
1/2+1/3	1348	1348	-	-	-	4.8	1.2	-	6.0	16.0	9.8	1.2	11.0	1/2+1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	18.6	0.0	0.0	0.0	2/1
3/2+3/1	519	519	-	-	-	3.6	0.9	-	4.5	31.1	4.5	0.9	5.4	3/2+3/1
3/3+3/4	510	510	-	-	-	3.6	1.4	-	5.0	35.4	5.5	1.4	6.9	3/3+3/4
4/1	974	974	-	-	-	3.6	4.1	-	7.6	28.2	16.5	4.1	20.6	4/1
4/2+4/3	1404	1404	-	-	-	4.0	1.8	-	5.8	14.8	10.8	1.8	12.5	4/2+4/3
5/2+5/1	629	629	-	-	-	4.2	3.8	-	8.0	46.0	7.0	3.8	10.8	5/2+5/1
6/1	668	668	-	-	-	1.2	0.0	-	1.2	6.2	7.2	0.0	7.2	6/1
6/2	801	801	-	-	-	0.5	0.0	-	0.5	2.4	2.7	0.0	2.7	6/2
6/3	798	798	-	-	-	0.5	0.0	-	0.5	2.3	2.7	0.0	2.7	6/3
7/1	322	322	-	-	-	2.6	0.0	-	2.6	29.2	6.3	0.0	6.3	7/1
7/2	306	306	-	-	-	2.6	0.0	-	2.6	30.3	5.9	0.0	5.9	7/2
8/1	282	282	-	-	-	0.1	0.0	-	0.1	1.3	0.2	0.0	0.2	8/1
8/2	249	249	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	838	838	-	-	-	0.5	0.0	-	0.5	2.0	2.2	0.0	2.2	9/1
9/2	982	982	-	-	-	0.9	0.0	-	0.9	3.2	5.1	0.0	5.1	9/2
10/1	896	896	-	-	-	0.1	0.8	-	0.9	3.7	1.2	0.8	1.9	10/1
10/2	1022	1022	-	-	-	0.1	1.1	-	1.2	4.4	0.9	1.1	2.0	10/2
11/1	380	380	-	-	-	0.6	0.0	-	0.6	5.8	1.7	0.0	1.7	11/1

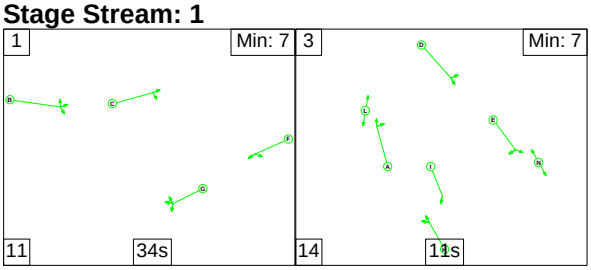
11/2	206	206	-	-	-	0.1	0.0	-	0.1	1.8	0.2	0.0	0.2	11/2
12/1	377	377	-	-	-	1.0	0.2	-	1.2	11.2	5.1	0.2	5.3	12/1
12/2	931	931	-	-	-	0.5	0.0	-	0.5	2.0	2.9	0.0	2.9	12/2
12/3	852	852	-	-	-	0.5	0.0	-	0.5	2.1	2.8	0.0	2.8	12/3
13/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	48.01	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	33.8	Total Delay for Signalled Lanes (pcuHr):	2.17	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	29.1	Total Delay for Signalled Lanes (pcuHr):	2.16	Cycle Time (s): 70
	PRC Over All Lanes (%):	0.3	Total Delay Over All Lanes(pcuHr):	52.36	

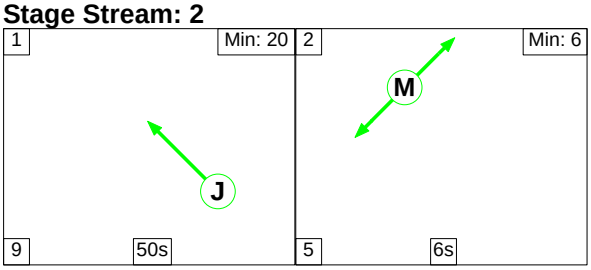
Scenario 2: '12' (FG12: '2028 PM Base SENS', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

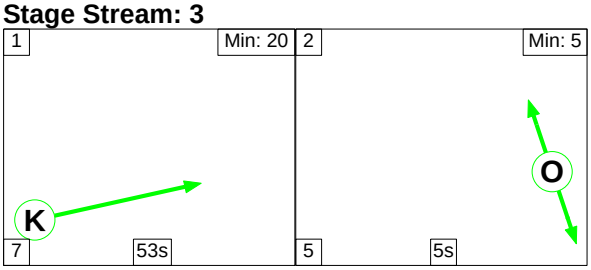
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	50	6
Change Point	43	32

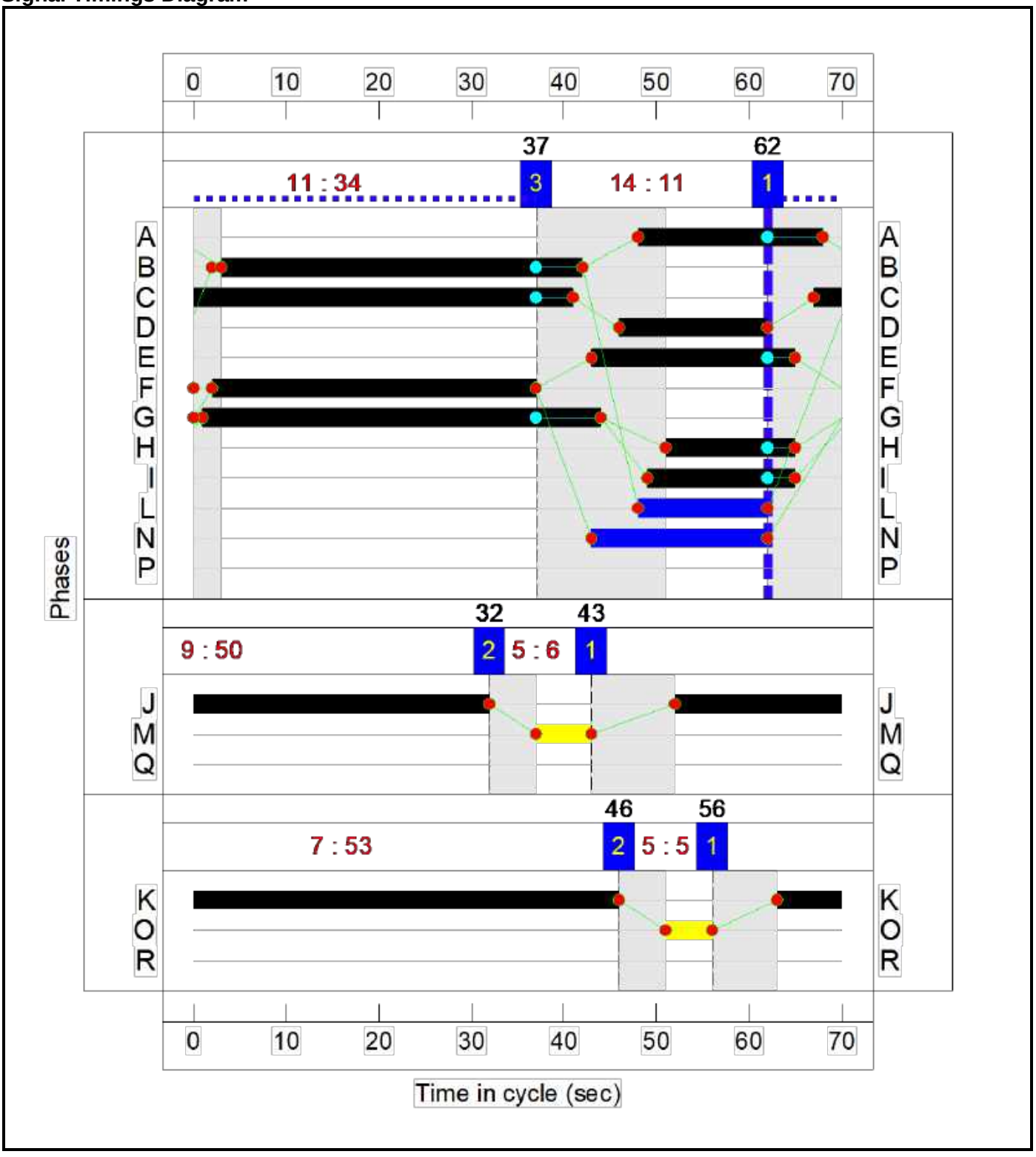
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	50	52	32
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	6	37	43
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

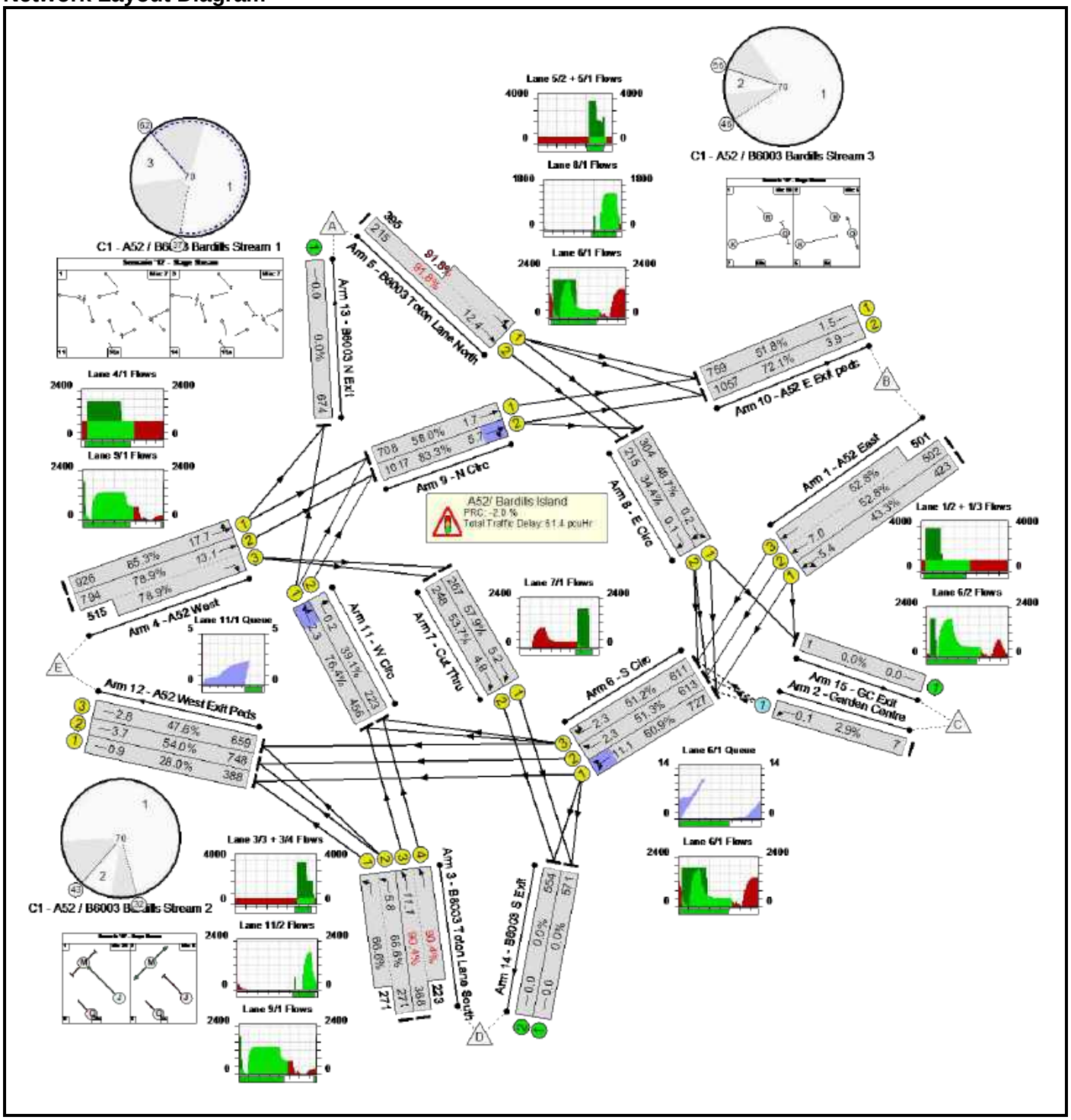
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Ahead Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Right Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	52	32
12/2	A52 West Exit Peds	U	J	52	32
12/3	A52 West Exit Peds	U	J	52	32

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**91.8%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**91.8%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	423	1900	977	43.3%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	1003	1900:1900	951+949	52.8 : 52.8%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	239	2.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	542	1900:1900	407+407	66.6 : 66.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	591	1900:1900	407+247	90.4 : 90.4%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	926	1900	1086	85.3%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1309	1900:1900	1006+653	78.9 : 78.9%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	610	1900:1900	234+430	91.8 : 91.8%
6/1	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	727	1900	1194	60.9%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	613	1900	1194	51.3%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	611	1900	1194	51.2%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	267	1900	461	57.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	248	1900	461	53.7%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	304	1900	624	48.7%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	215	1900	624	34.4%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	708	1900	1221	58.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	1017	1900	1221	83.3%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	759	1900	1466	51.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1057	1900	1466	72.1%
11/1	W Circ Right Ahead	U	1	N/A	A		1	20	-	-	456	1900	597	76.4%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	223	1900	570	39.1%
12/1	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	388	1900	1384	28.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	748	1900	1384	54.0%
12/3	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	659	1900	1384	47.6%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	674	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	554	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**33.9**	**17.5**	**0.0**	**51.4**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**33.9**	**17.5**	**0.0**	**51.4**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	423	423	-	-	-	1.2	0.4	-	1.6	13.9	5.1	0.4	5.4	1/1
1/2+1/3	1003	1003	-	-	-	3.1	0.6	-	3.7	13.2	6.4	0.6	7.0	1/2+1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	19.0	0.1	0.0	0.1	2/1
3/2+3/1	542	542	-	-	-	3.8	1.0	-	4.8	31.8	4.8	1.0	5.8	3/2+3/1
3/3+3/4	591	591	-	-	-	4.3	4.2	-	8.4	51.2	7.0	4.2	11.1	3/3+3/4
4/1	926	926	-	-	-	3.2	2.8	-	6.0	23.4	14.9	2.8	17.7	4/1
4/2+4/3	1309	1309	-	-	-	3.7	1.9	-	5.6	15.3	11.2	1.9	13.1	4/2+4/3
5/2+5/1	610	610	-	-	-	4.1	4.8	-	8.9	52.5	7.7	4.8	12.4	5/2+5/1
6/1	727	727	-	-	-	1.4	0.0	-	1.4	6.8	11.1	0.0	11.1	6/1
6/2	613	613	-	-	-	0.4	0.0	-	0.4	2.6	2.3	0.0	2.3	6/2
6/3	611	611	-	-	-	0.5	0.0	-	0.5	2.7	2.3	0.0	2.3	6/3
7/1	267	267	-	-	-	2.2	0.0	-	2.2	29.0	5.2	0.0	5.2	7/1
7/2	248	248	-	-	-	2.1	0.0	-	2.1	30.0	4.8	0.0	4.8	7/2
8/1	304	304	-	-	-	0.1	0.0	-	0.1	1.1	0.2	0.0	0.2	8/1
8/2	215	215	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1	8/2
9/1	708	708	-	-	-	0.4	0.0	-	0.4	1.9	1.7	0.0	1.7	9/1
9/2	1017	1017	-	-	-	1.0	0.0	-	1.0	3.5	5.7	0.0	5.7	9/2
10/1	759	759	-	-	-	0.1	0.5	-	0.6	3.0	1.0	0.5	1.5	10/1
10/2	1057	1057	-	-	-	0.1	1.3	-	1.4	4.7	2.6	1.3	3.9	10/2
11/1	456	456	-	-	-	1.0	0.0	-	1.0	7.8	2.3	0.0	2.3	11/1

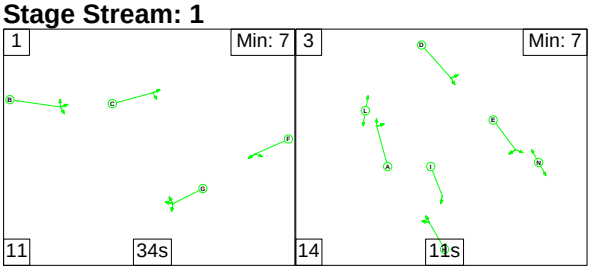
11/2	223	223	-	-	-	0.1	0.0	-	0.1	1.8	0.2	0.0	0.2	11/2
12/1	388	388	-	-	-	0.1	0.2	-	0.3	2.8	0.7	0.2	0.9	12/1
12/2	748	748	-	-	-	0.5	0.0	-	0.5	2.6	3.7	0.0	3.7	12/2
12/3	659	659	-	-	-	0.4	0.0	-	0.4	2.3	2.8	0.0	2.8	12/3
13/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-2.0	Total Delay for Signalled Lanes (pcuHr):	48.08	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	66.6	Total Delay for Signalled Lanes (pcuHr):	1.26	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	24.8	Total Delay for Signalled Lanes (pcuHr):	2.02	Cycle Time (s): 70
	PRC Over All Lanes (%):	-2.0	Total Delay Over All Lanes(pcuHr):	51.40	

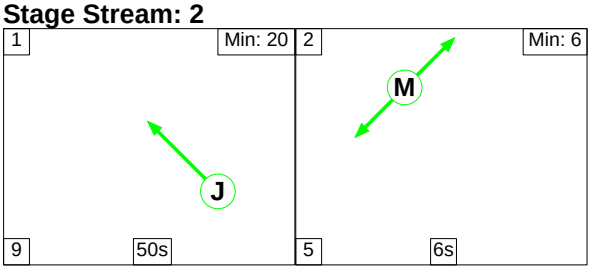
Scenario 3: '14' (FG13: '2041 AM Base SENS', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

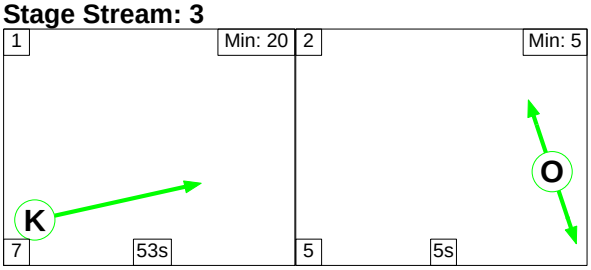
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	50	6
Change Point	62	51

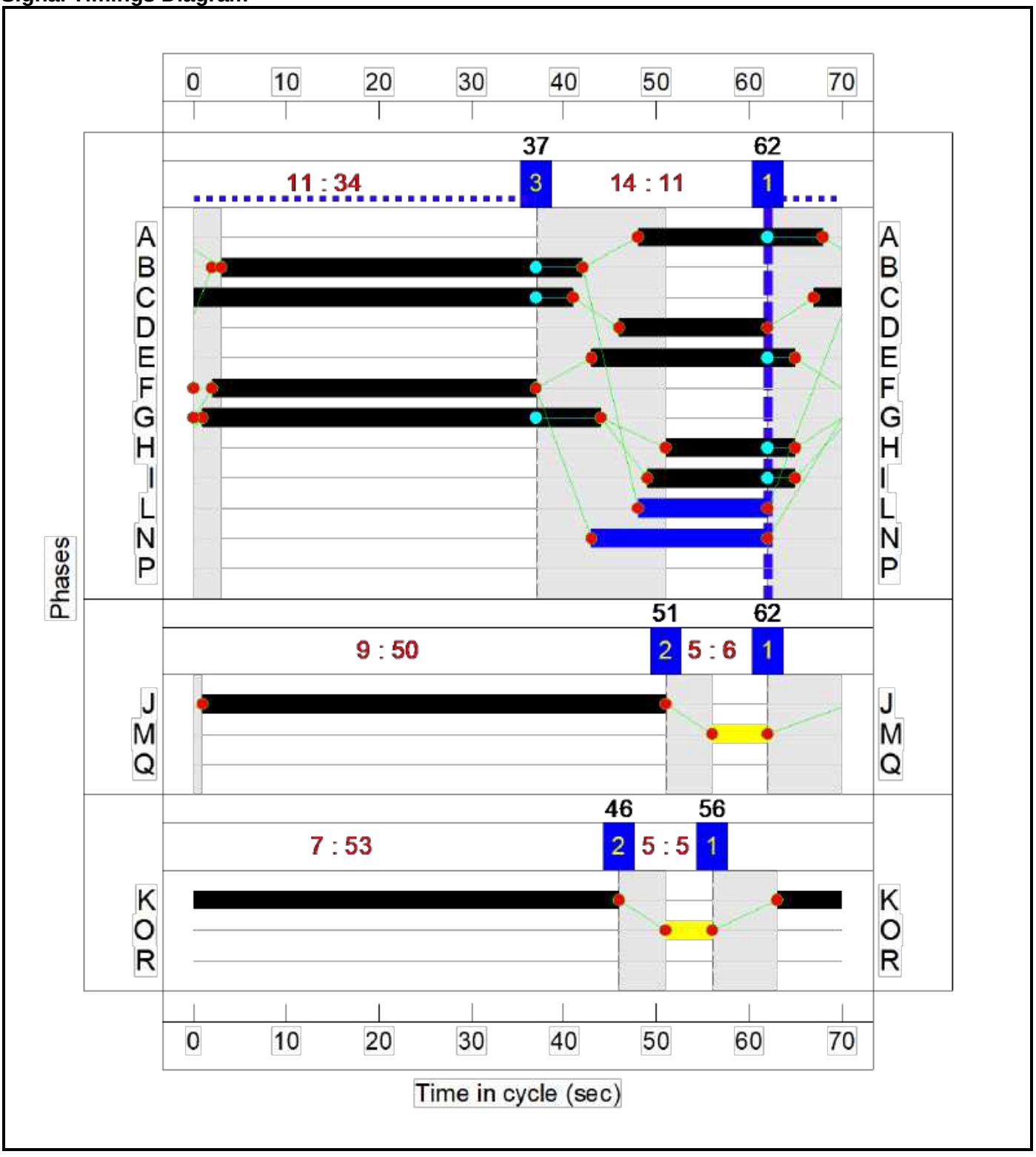
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	50	1	51
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	6	56	62
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

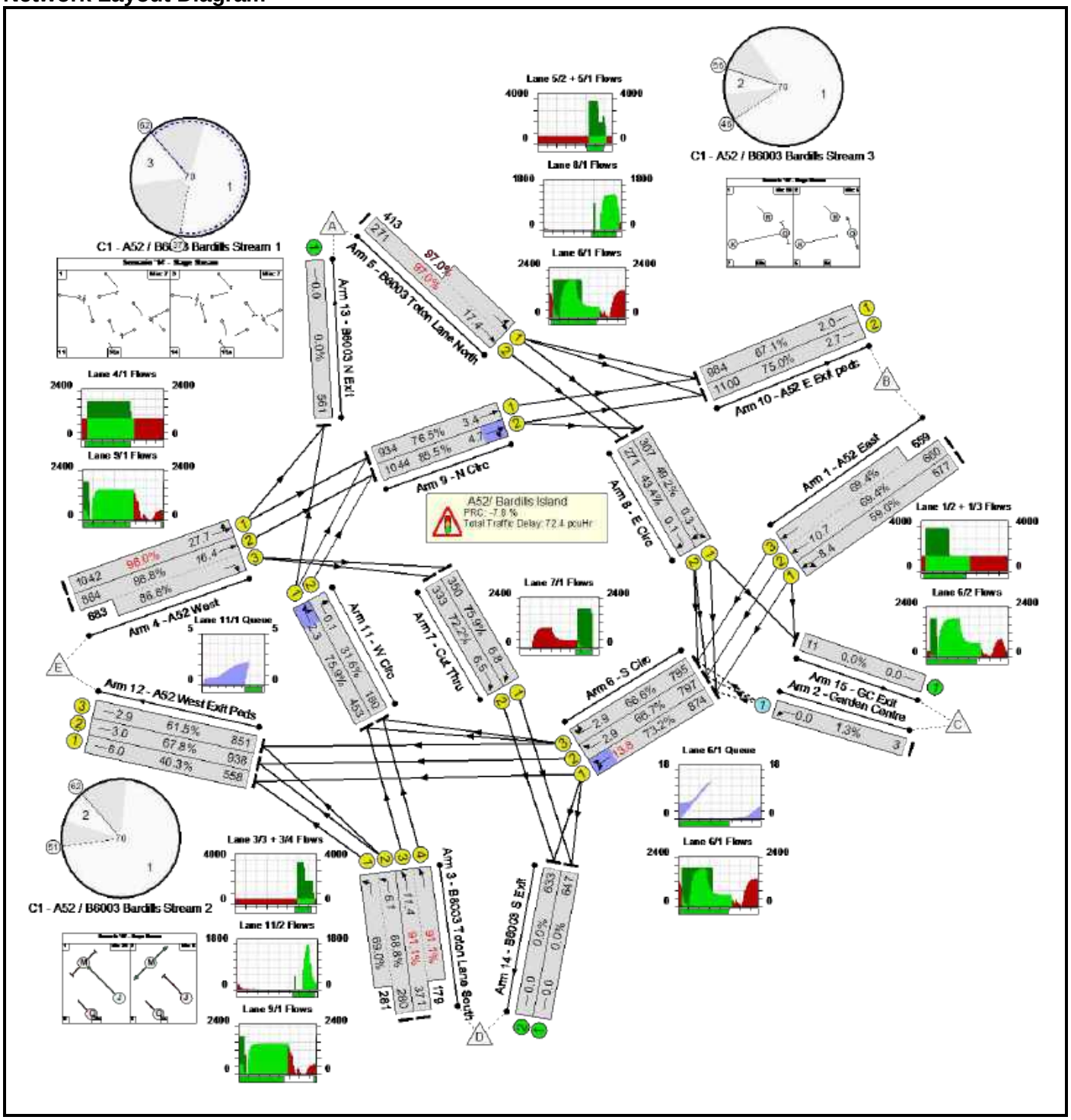
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Ahead Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Right Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	1	51
12/2	A52 West Exit Peds	U	J	1	51
12/3	A52 West Exit Peds	U	J	1	51

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.0%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.0%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	577	1900	977	59.0%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	1319	1900:1900	951+949	69.4 : 69.4%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	228	1.3%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	561	1900:1900	407+407	68.8 : 69.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	550	1900:1900	407+196	91.1 : 91.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	1042	1900	1086	96.0%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1547	1900:1900	996+787	86.8 : 86.8%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	684	1900:1900	279+426	97.0 : 97.0%
6/1	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	874	1900	1194	73.2%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	797	1900	1194	66.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	795	1900	1194	66.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	350	1900	461	75.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	333	1900	461	72.2%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	307	1900	624	49.2%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	271	1900	624	43.4%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	934	1900	1221	76.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	1044	1900	1221	85.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	984	1900	1466	67.1%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1100	1900	1466	75.0%
11/1	W Circ Right Ahead	U	1	N/A	A		1	20	-	-	453	1900	597	75.9%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	180	1900	570	31.6%
12/1	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	558	1900	1384	40.3%
12/2	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	938	1900	1384	67.8%
12/3	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	851	1900	1384	61.5%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	561	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	647	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	633	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**0**	**3**	**0**	**41.5**	**30.8**	**0.0**	**72.4**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**0**	**3**	**0**	**41.5**	**30.8**	**0.0**	**72.4**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	577	577	-	-	-	1.9	0.7	-	2.6	16.3	7.7	0.7	8.4	1/1
1/2+1/3	1319	1319	-	-	-	4.6	1.1	-	5.8	15.7	9.5	1.1	10.7	1/2+1/3
2/1	3	3	0	3	0	0.0	0.0	-	0.0	19.7	0.0	0.0	0.0	2/1
3/2+3/1	561	561	-	-	-	4.0	1.1	-	5.0	32.4	5.0	1.1	6.1	3/2+3/1
3/3+3/4	550	550	-	-	-	4.0	4.4	-	8.4	54.7	7.0	4.4	11.4	3/3+3/4
4/1	1042	1042	-	-	-	4.1	8.6	-	12.7	43.8	19.1	8.6	27.7	4/1
4/2+4/3	1547	1547	-	-	-	4.7	3.2	-	7.9	18.5	13.2	3.2	16.4	4/2+4/3
5/2+5/1	684	684	-	-	-	4.7	8.9	-	13.6	71.6	8.5	8.9	17.4	5/2+5/1
6/1	874	874	-	-	-	1.5	0.0	-	1.5	6.0	13.8	0.0	13.8	6/1
6/2	797	797	-	-	-	0.6	0.0	-	0.6	2.5	2.9	0.0	2.9	6/2
6/3	795	795	-	-	-	0.5	0.0	-	0.5	2.5	2.9	0.0	2.9	6/3
7/1	350	350	-	-	-	2.9	0.0	-	2.9	29.3	6.8	0.0	6.8	7/1
7/2	333	333	-	-	-	2.8	0.0	-	2.8	30.4	6.5	0.0	6.5	7/2
8/1	307	307	-	-	-	0.1	0.0	-	0.1	1.7	0.3	0.0	0.3	8/1
8/2	271	271	-	-	-	0.1	0.0	-	0.1	1.1	0.1	0.0	0.1	8/2
9/1	934	934	-	-	-	0.7	0.0	-	0.7	2.6	3.4	0.0	3.4	9/1
9/2	1044	1044	-	-	-	0.9	0.0	-	0.9	3.0	4.7	0.0	4.7	9/2
10/1	984	984	-	-	-	0.1	1.0	-	1.1	4.1	1.0	1.0	2.0	10/1
10/2	1100	1100	-	-	-	0.1	1.5	-	1.6	5.3	1.2	1.5	2.7	10/2
11/1	453	453	-	-	-	0.9	0.0	-	0.9	7.3	2.3	0.0	2.3	11/1

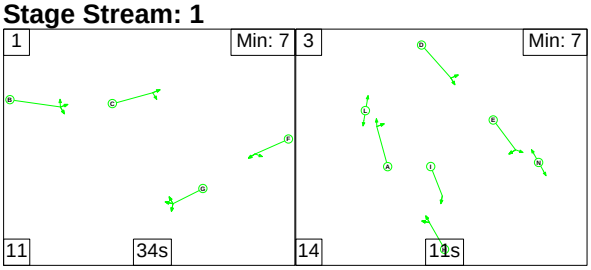
11/2	180	180	-	-	-	0.1	0.0	-	0.1	1.9	0.1	0.0	0.1	11/2
12/1	558	558	-	-	-	1.2	0.3	-	1.5	9.7	5.6	0.3	6.0	12/1
12/2	938	938	-	-	-	0.5	0.0	-	0.5	2.1	3.0	0.0	3.0	12/2
12/3	851	851	-	-	-	0.5	0.0	-	0.5	2.2	2.9	0.0	2.9	12/3
13/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-7.8	Total Delay for Signalled Lanes (pcuHr):	67.02	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	32.8	Total Delay for Signalled Lanes (pcuHr):	2.56	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	19.9	Total Delay for Signalled Lanes (pcuHr):	2.75	Cycle Time (s): 70
	PRC Over All Lanes (%):	-7.8	Total Delay Over All Lanes(pcuHr):	72.36	

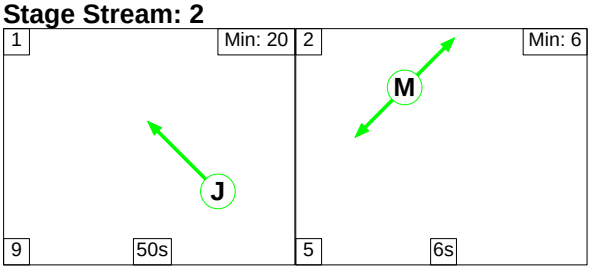
Scenario 4: '15' (FG14: '2041 PM Base SENS', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

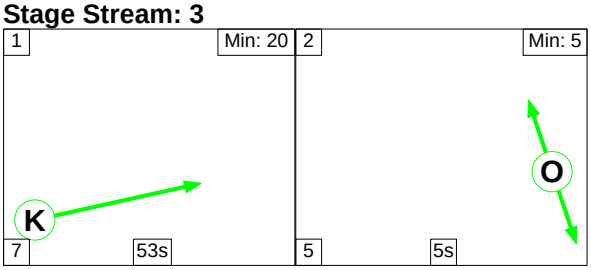
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	50	6
Change Point	44	33

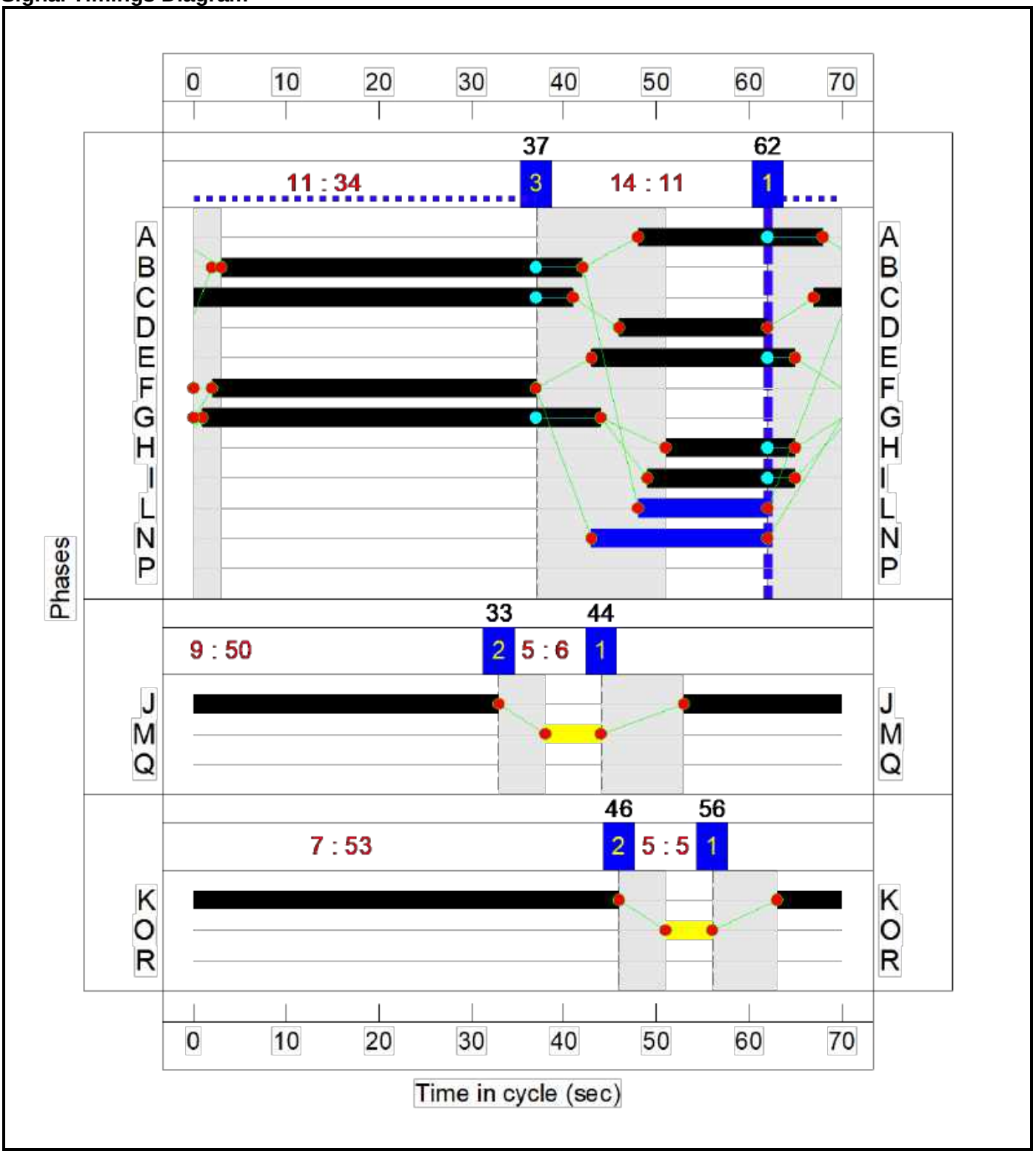
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	50	53	33
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	6	38	44
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

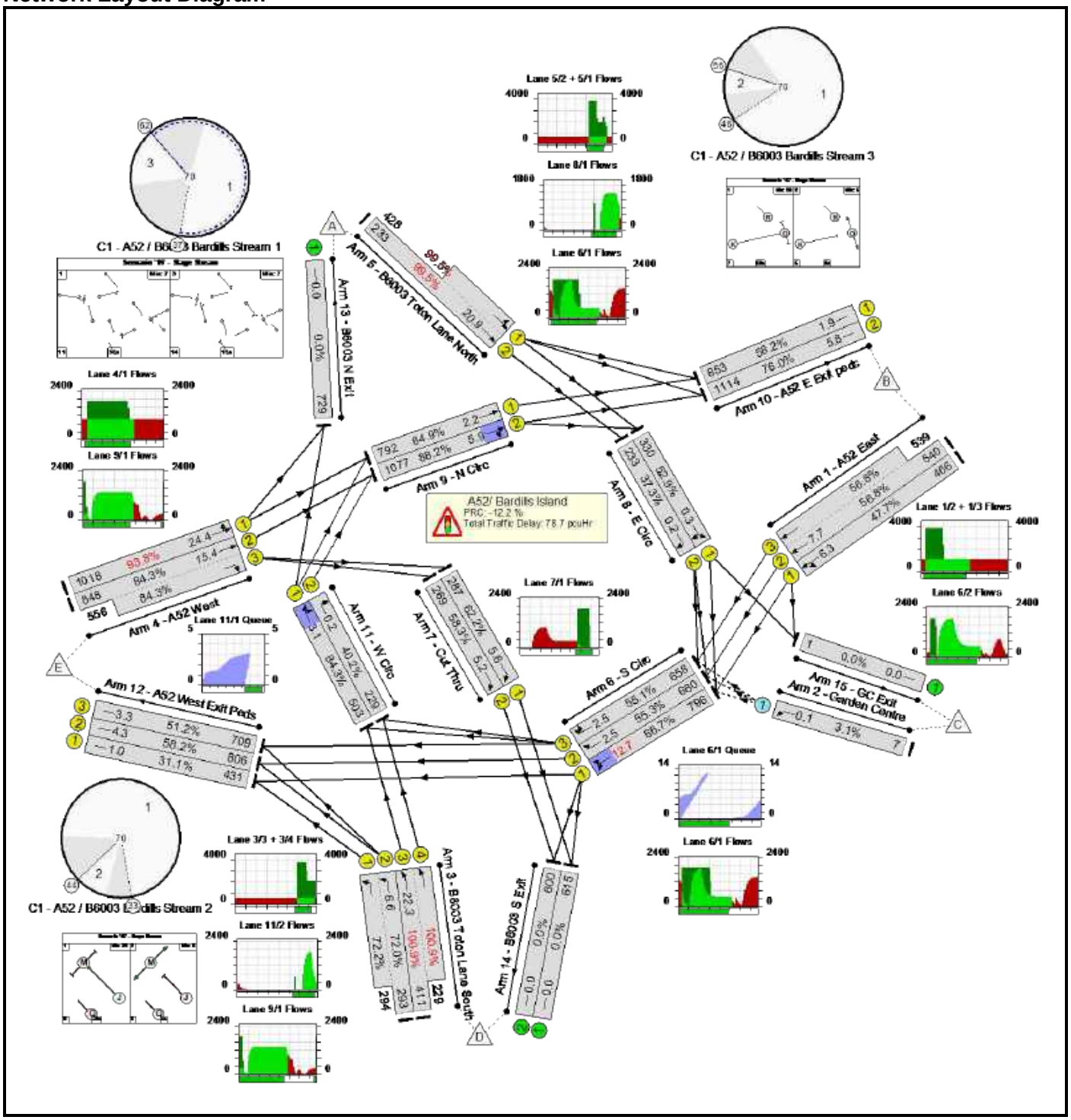
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Ahead Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Right Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	53	33
12/2	A52 West Exit Peds	U	J	53	33
12/3	A52 West Exit Peds	U	J	53	33

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.9%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.9%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	466	1900	977	47.7%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	1079	1900:1900	951+949	56.8 : 56.8%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	229	3.1%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	587	1900:1900	407+407	72.0 : 72.2%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	640	1900:1900	407+227	100.9 : 100.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	1018	1900	1086	93.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1404	1900:1900	1005+659	84.3 : 84.3%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	661	1900:1900	234+430	99.5 : 99.5%
6/1	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	796	1900	1194	66.7%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	660	1900	1194	55.3%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	658	1900	1194	55.1%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	287	1900	461	62.2%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	269	1900	461	58.3%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	330	1900	624	52.9%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	233	1900	624	37.3%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	793	1900	1221	64.9%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	1077	1900	1221	88.2%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	854	1900	1466	58.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1114	1900	1466	76.0%
11/1	W Circ Right Ahead	U	1	N/A	A		1	20	-	-	507	1900	597	84.3%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	229	1900	570	40.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	431	1900	1384	31.1%
12/2	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	806	1900	1384	58.2%
12/3	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	709	1900	1384	51.2%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	732	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	615	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	600	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**6**	**0**	**38.6**	**40.1**	**0.0**	**78.7**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**6**	**0**	**38.6**	**40.1**	**0.0**	**78.7**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	466	466	-	-	-	1.4	0.5	-	1.9	14.5	5.8	0.5	6.3	1/1
1/2+1/3	1079	1079	-	-	-	3.5	0.7	-	4.1	13.7	7.0	0.7	7.7	1/2+1/3
2/1	7	7	1	6	0	0.0	0.0	-	0.0	19.8	0.1	0.0	0.1	2/1
3/2+3/1	587	587	-	-	-	4.2	1.3	-	5.4	33.4	5.3	1.3	6.6	3/2+3/1
3/3+3/4	640	636	-	-	-	4.8	14.2	-	19.0	107.0	8.1	14.2	22.3	3/3+3/4
4/1	1018	1018	-	-	-	3.9	6.3	-	10.2	36.2	18.1	6.3	24.4	4/1
4/2+4/3	1404	1404	-	-	-	4.1	2.6	-	6.8	17.4	12.7	2.6	15.4	4/2+4/3
5/2+5/1	661	661	-	-	-	4.6	12.0	-	16.6	90.4	8.9	12.0	20.9	5/2+5/1
6/1	796	796	-	-	-	1.6	0.0	-	1.6	7.4	12.7	0.0	12.7	6/1
6/2	660	660	-	-	-	0.5	0.0	-	0.5	2.6	2.5	0.0	2.5	6/2
6/3	658	658	-	-	-	0.5	0.0	-	0.5	2.7	2.5	0.0	2.5	6/3
7/1	287	287	-	-	-	2.3	0.0	-	2.3	29.1	5.6	0.0	5.6	7/1
7/2	269	269	-	-	-	2.3	0.0	-	2.3	30.1	5.2	0.0	5.2	7/2
8/1	330	330	-	-	-	0.2	0.0	-	0.2	2.1	0.3	0.0	0.3	8/1
8/2	233	233	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	8/2
9/1	792	792	-	-	-	0.5	0.0	-	0.5	2.2	2.2	0.0	2.2	9/1
9/2	1077	1077	-	-	-	1.1	0.0	-	1.1	3.7	5.9	0.0	5.9	9/2
10/1	853	853	-	-	-	0.1	0.7	-	0.8	3.5	1.2	0.7	1.9	10/1
10/2	1114	1114	-	-	-	0.1	1.6	-	1.6	5.3	4.2	1.6	5.8	10/2
11/1	503	503	-	-	-	1.5	0.0	-	1.5	10.6	3.1	0.0	3.1	11/1

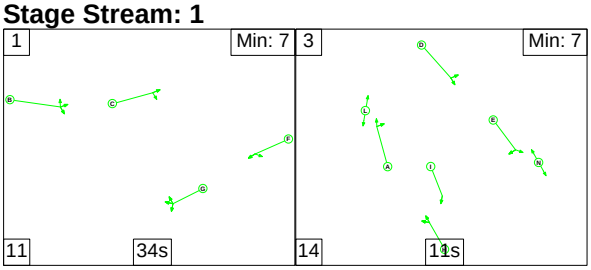
11/2	229	229	-	-	-	0.1	0.0	-	0.1	1.8	0.2	0.0	0.2	11/2
12/1	431	431	-	-	-	0.1	0.2	-	0.4	3.0	0.8	0.2	1.0	12/1
12/2	806	806	-	-	-	0.6	0.0	-	0.6	2.7	4.3	0.0	4.3	12/2
12/3	709	709	-	-	-	0.5	0.0	-	0.5	2.4	3.3	0.0	3.3	12/3
13/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-12.2	Total Delay for Signalled Lanes (pcuHr):	74.75	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	54.6	Total Delay for Signalled Lanes (pcuHr):	1.42	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	18.4	Total Delay for Signalled Lanes (pcuHr):	2.47	Cycle Time (s): 70
	PRC Over All Lanes (%):	-12.2	Total Delay Over All Lanes(pcuHr):	78.67	

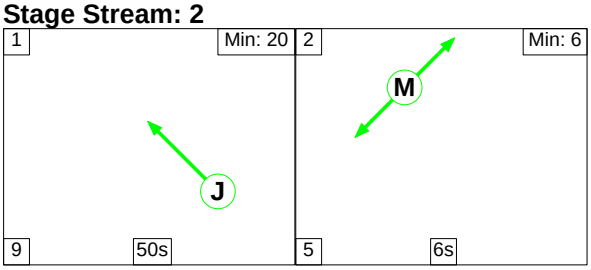
Scenario 5: '16' (FG15: '2028 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

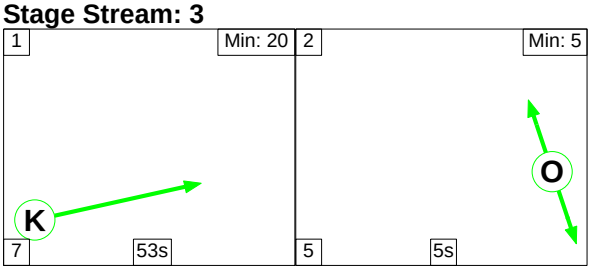
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	50	6
Change Point	63	52

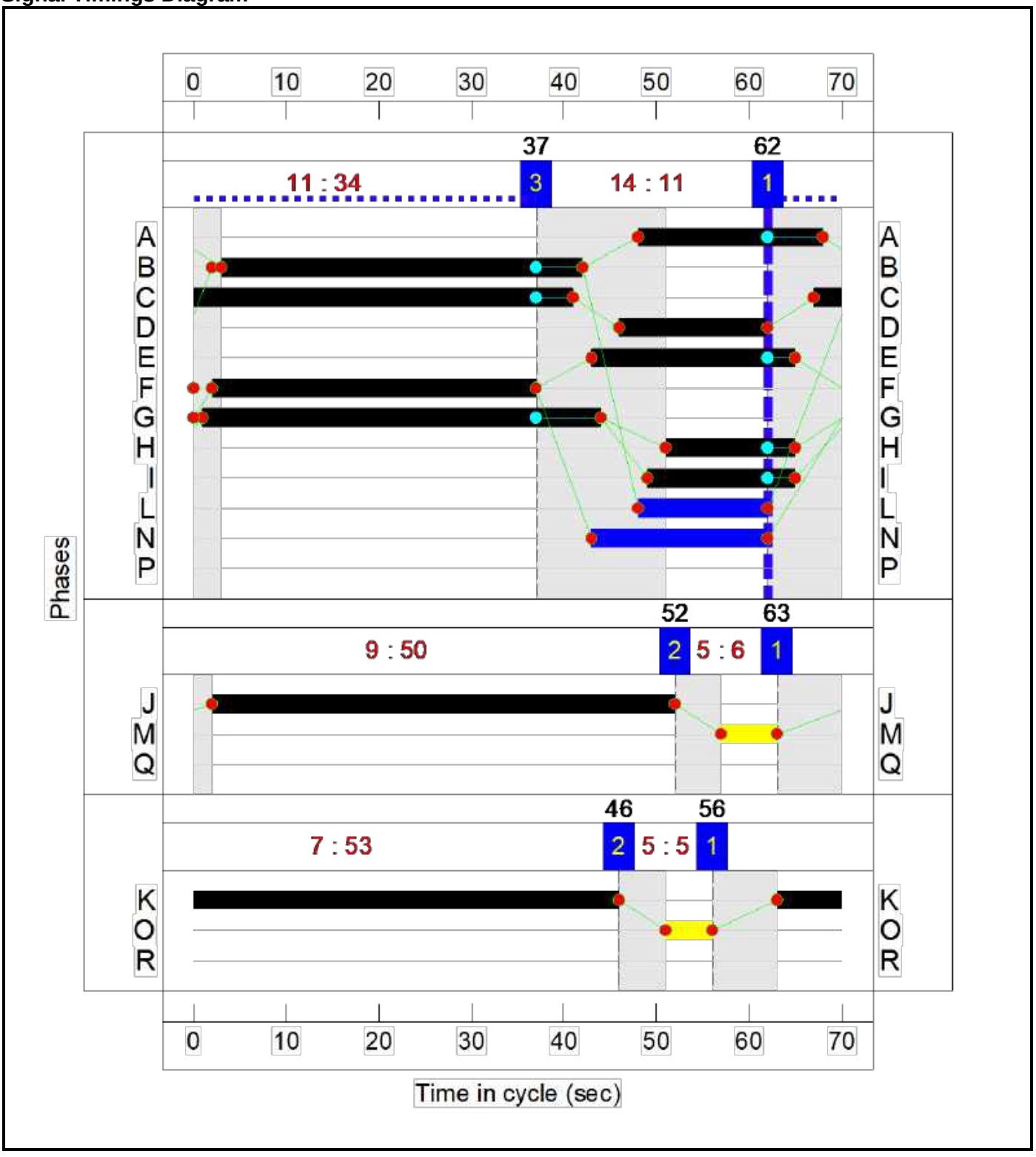
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	50	2	52
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	6	57	63
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

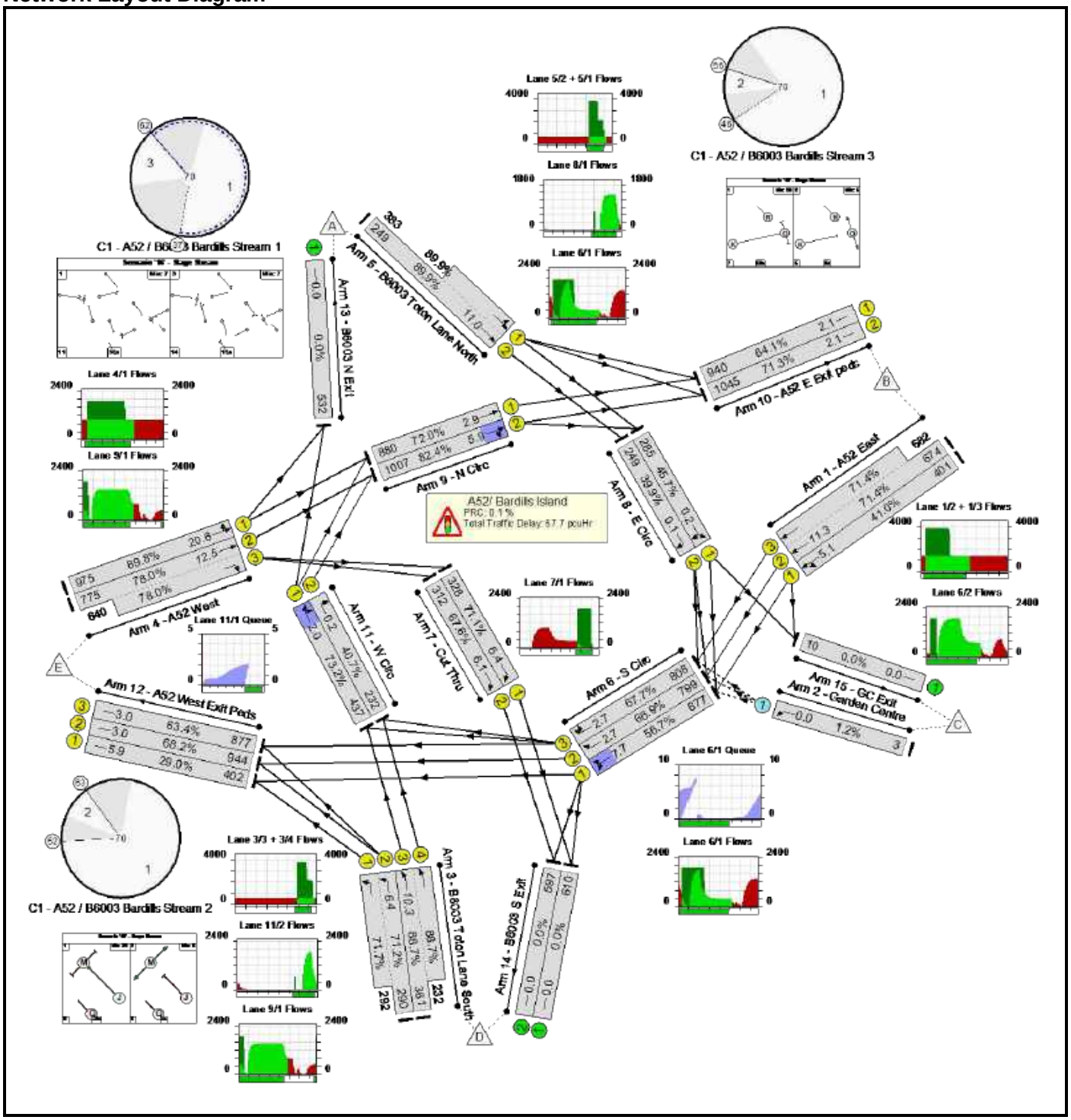
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Ahead Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Right Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	2	52
12/2	A52 West Exit Peds	U	J	2	52
12/3	A52 West Exit Peds	U	J	2	52

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.9%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.9%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	401	1900	977	41.0%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	1356	1900:1900	944+956	71.4 : 71.4%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	240	1.2%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	582	1900:1900	407+407	71.2 : 71.7%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	593	1900:1900	407+262	88.7 : 88.7%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	975	1900	1086	89.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1415	1900:1900	993+820	78.0 : 78.0%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	632	1900:1900	277+426	89.9 : 89.9%
6/1	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	677	1900	1194	56.7%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	799	1900	1194	66.9%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	808	1900	1194	67.7%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	328	1900	461	71.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	312	1900	461	67.6%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	285	1900	624	45.7%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	249	1900	624	39.9%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	880	1900	1221	72.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	1007	1900	1221	82.4%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	940	1900	1466	64.1%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1045	1900	1466	71.3%
11/1	W Circ Right Ahead	U	1	N/A	A		1	20	-	-	437	1900	597	73.2%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	232	1900	570	40.7%
12/1	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	402	1900	1384	29.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	944	1900	1384	68.2%
12/3	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	877	1900	1384	63.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	532	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	610	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	597	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**39.1**	**18.6**	**0.0**	**57.7**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**39.1**	**18.6**	**0.0**	**57.7**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	401	401	-	-	-	1.2	0.3	-	1.5	13.6	4.8	0.3	5.1	1/1
1/2+1/3	1356	1356	-	-	-	4.8	1.2	-	6.1	16.1	10.0	1.2	11.3	1/2+1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	18.6	0.0	0.0	0.0	2/1
3/2+3/1	582	582	-	-	-	4.1	1.2	-	5.4	33.2	5.2	1.2	6.4	3/2+3/1
3/3+3/4	593	593	-	-	-	4.3	3.6	-	7.8	47.6	6.7	3.6	10.3	3/3+3/4
4/1	975	975	-	-	-	3.6	4.1	-	7.7	28.3	16.5	4.1	20.6	4/1
4/2+4/3	1415	1415	-	-	-	4.1	1.8	-	5.8	14.8	10.8	1.8	12.5	4/2+4/3
5/2+5/1	632	632	-	-	-	4.3	4.0	-	8.3	47.2	7.0	4.0	11.0	5/2+5/1
6/1	677	677	-	-	-	1.2	0.0	-	1.2	6.2	7.7	0.0	7.7	6/1
6/2	799	799	-	-	-	0.5	0.0	-	0.5	2.3	2.7	0.0	2.7	6/2
6/3	808	808	-	-	-	0.5	0.0	-	0.5	2.3	2.7	0.0	2.7	6/3
7/1	328	328	-	-	-	2.7	0.0	-	2.7	29.3	6.4	0.0	6.4	7/1
7/2	312	312	-	-	-	2.6	0.0	-	2.6	30.3	6.1	0.0	6.1	7/2
8/1	285	285	-	-	-	0.1	0.0	-	0.1	1.3	0.2	0.0	0.2	8/1
8/2	249	249	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	880	880	-	-	-	0.5	0.0	-	0.5	2.2	2.9	0.0	2.9	9/1
9/2	1007	1007	-	-	-	1.0	0.0	-	1.0	3.7	5.9	0.0	5.9	9/2
10/1	940	940	-	-	-	0.1	0.9	-	1.0	3.9	1.2	0.9	2.1	10/1
10/2	1045	1045	-	-	-	0.1	1.2	-	1.3	4.6	0.8	1.2	2.1	10/2
11/1	437	437	-	-	-	0.8	0.0	-	0.8	6.6	2.0	0.0	2.0	11/1

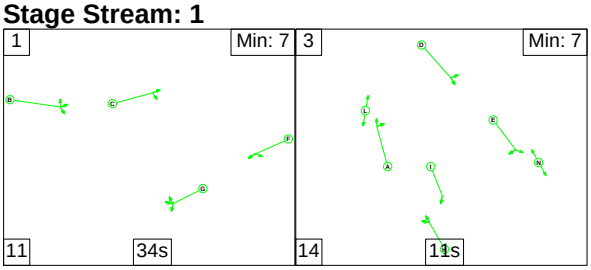
11/2	232	232	-	-	-	0.1	0.0	-	0.1	1.9	0.2	0.0	0.2	11/2
12/1	402	402	-	-	-	1.3	0.2	-	1.5	13.2	5.7	0.2	5.9	12/1
12/2	944	944	-	-	-	0.6	0.0	-	0.6	2.2	3.0	0.0	3.0	12/2
12/3	877	877	-	-	-	0.6	0.0	-	0.6	2.3	3.0	0.0	3.0	12/3
13/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	0.1	Total Delay for Signalled Lanes (pcuHr):	52.74	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	32.0	Total Delay for Signalled Lanes (pcuHr):	2.60	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	26.2	Total Delay for Signalled Lanes (pcuHr):	2.35	Cycle Time (s): 70
	PRC Over All Lanes (%):	0.1	Total Delay Over All Lanes(pcuHr):	57.71	

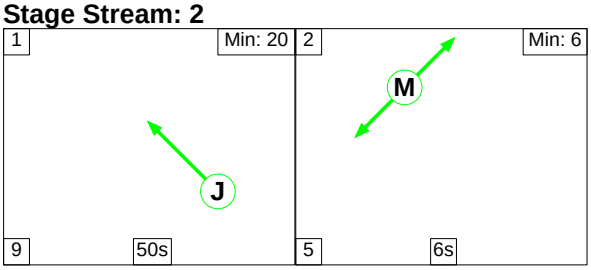
Scenario 6: '17' (FG16: '2028 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

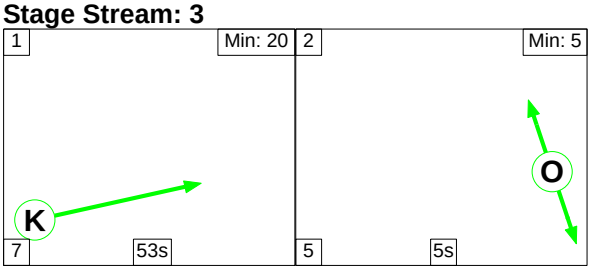
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	50	6
Change Point	44	33

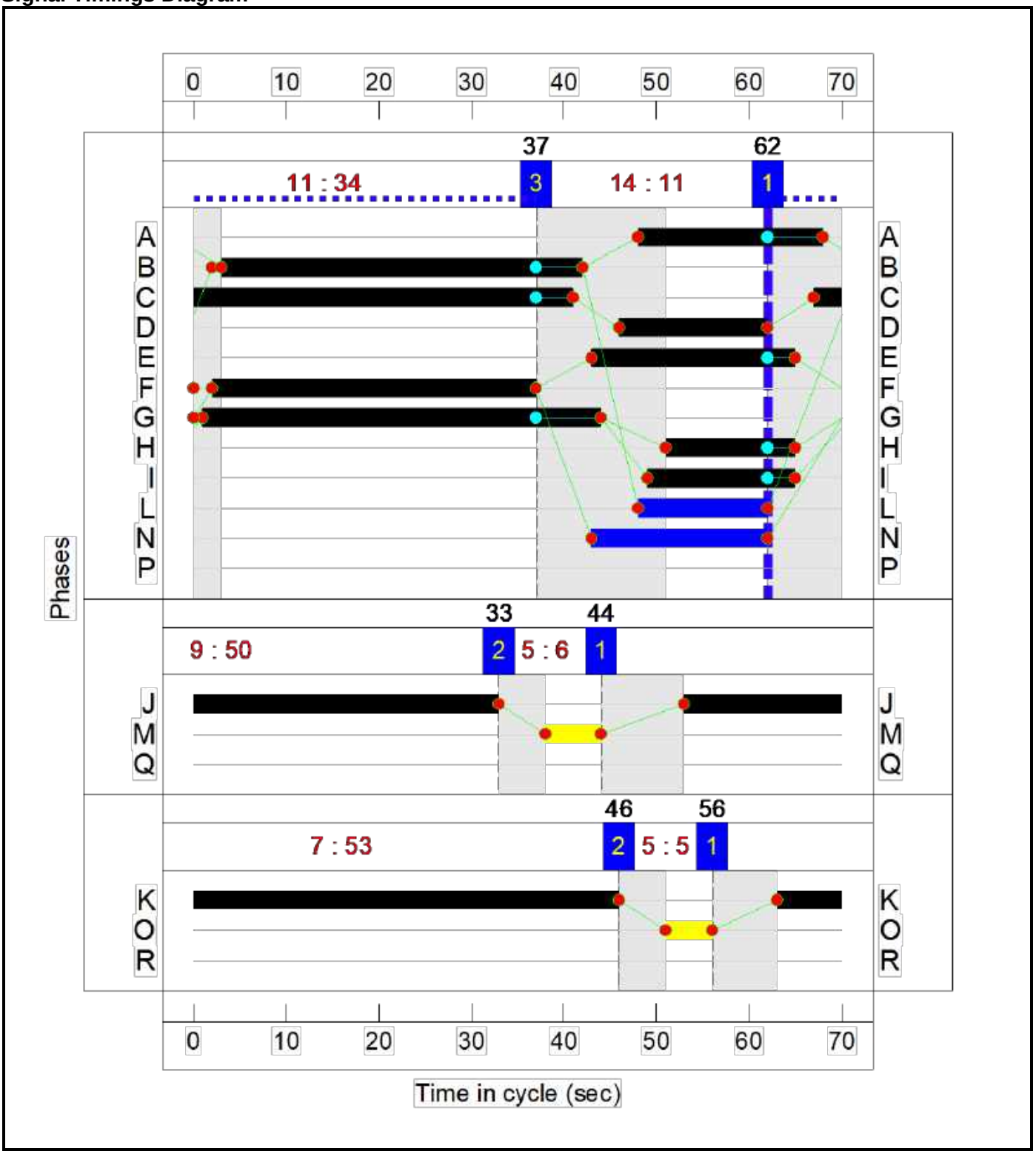
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	50	53	33
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	6	38	44
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

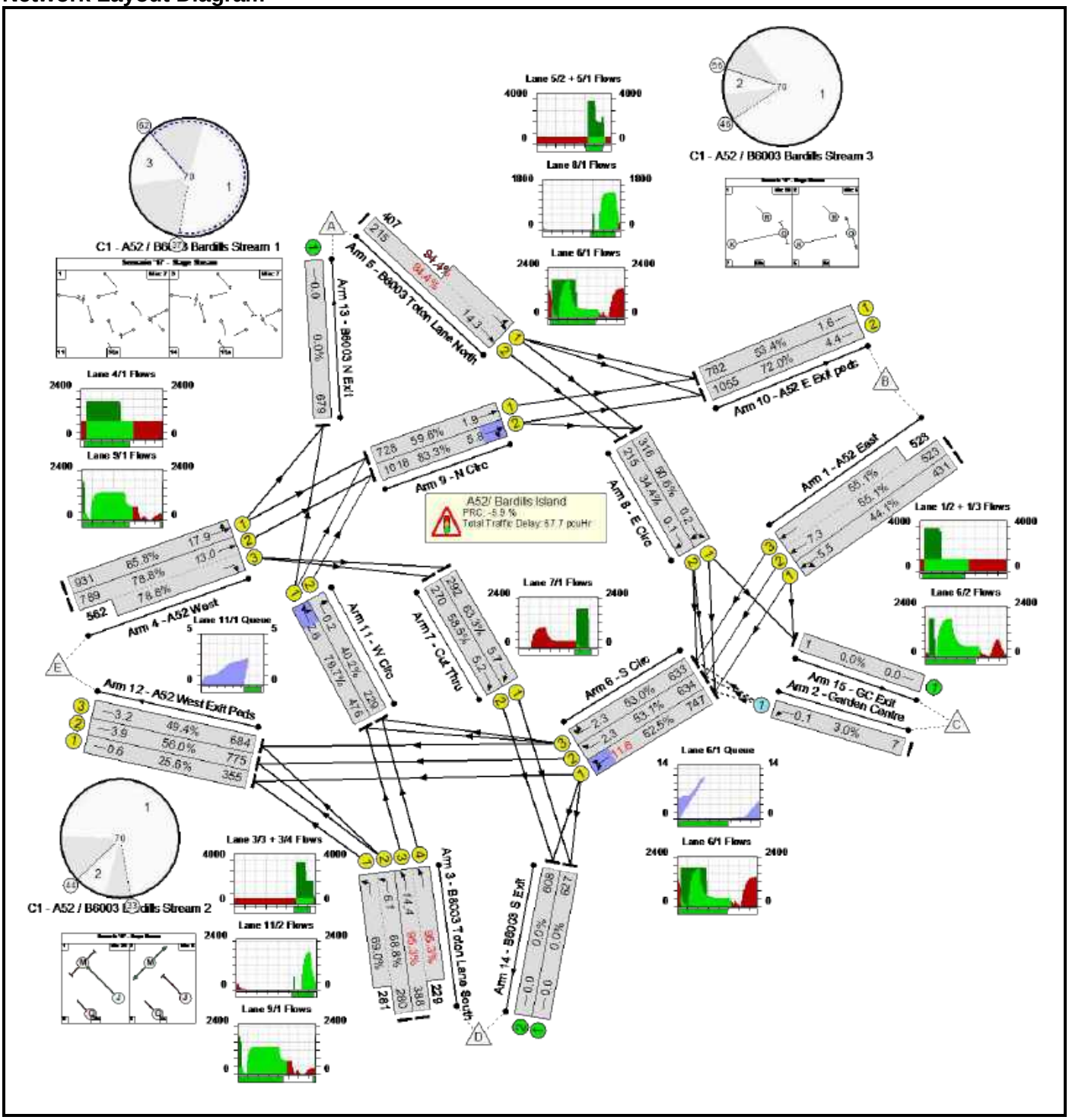
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Ahead Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Right Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	53	33
12/2	A52 West Exit Peds	U	J	53	33
12/3	A52 West Exit Peds	U	J	53	33

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**95.3%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**95.3%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	431	1900	977	44.1%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	1046	1900:1900	950+950	55.1 : 55.1%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	232	3.0%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	561	1900:1900	407+407	68.8 : 69.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	617	1900:1900	407+240	95.3 : 95.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	931	1900	1086	85.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1351	1900:1900	1001+713	78.8 : 78.8%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	622	1900:1900	228+431	94.4 : 94.4%
6/1	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	747	1900	1194	62.5%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	634	1900	1194	53.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	633	1900	1194	53.0%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	292	1900	461	63.3%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	270	1900	461	58.5%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	316	1900	624	50.6%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	215	1900	624	34.4%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	728	1900	1221	59.6%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	1018	1900	1221	83.3%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	782	1900	1466	53.4%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1055	1900	1466	72.0%
11/1	W Circ Right Ahead	U	1	N/A	A		1	20	-	-	476	1900	597	79.7%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	229	1900	570	40.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	355	1900	1384	25.6%
12/2	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	775	1900	1384	56.0%
12/3	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	684	1900	1384	49.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	679	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	627	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	608	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**35.5**	**22.1**	**0.0**	**57.7**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**35.5**	**22.1**	**0.0**	**57.7**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	431	431	-	-	-	1.3	0.4	-	1.7	14.0	5.1	0.4	5.5	1/1
1/2+1/3	1046	1046	-	-	-	3.3	0.6	-	3.9	13.5	6.7	0.6	7.3	1/2+1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	19.4	0.1	0.0	0.1	2/1
3/2+3/1	561	561	-	-	-	4.0	1.1	-	5.0	32.4	5.0	1.1	6.1	3/2+3/1
3/3+3/4	617	617	-	-	-	4.5	7.0	-	11.4	66.8	7.4	7.0	14.4	3/3+3/4
4/1	931	931	-	-	-	3.3	2.9	-	6.2	23.8	15.0	2.9	17.9	4/1
4/2+4/3	1351	1351	-	-	-	3.8	1.8	-	5.7	15.1	11.2	1.8	13.0	4/2+4/3
5/2+5/1	622	622	-	-	-	4.3	6.3	-	10.6	61.1	8.0	6.3	14.3	5/2+5/1
6/1	747	747	-	-	-	1.5	0.0	-	1.5	7.1	11.6	0.0	11.6	6/1
6/2	634	634	-	-	-	0.5	0.0	-	0.5	2.6	2.3	0.0	2.3	6/2
6/3	633	633	-	-	-	0.5	0.0	-	0.5	2.6	2.3	0.0	2.3	6/3
7/1	292	292	-	-	-	2.4	0.0	-	2.4	29.2	5.7	0.0	5.7	7/1
7/2	270	270	-	-	-	2.3	0.0	-	2.3	30.1	5.2	0.0	5.2	7/2
8/1	316	316	-	-	-	0.1	0.0	-	0.1	1.3	0.2	0.0	0.2	8/1
8/2	215	215	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1	8/2
9/1	728	728	-	-	-	0.4	0.0	-	0.4	2.0	1.9	0.0	1.9	9/1
9/2	1018	1018	-	-	-	1.0	0.0	-	1.0	3.7	5.8	0.0	5.8	9/2
10/1	782	782	-	-	-	0.1	0.6	-	0.7	3.1	1.0	0.6	1.6	10/1
10/2	1055	1055	-	-	-	0.1	1.3	-	1.4	4.6	3.2	1.3	4.4	10/2
11/1	476	476	-	-	-	1.2	0.0	-	1.2	8.8	2.6	0.0	2.6	11/1

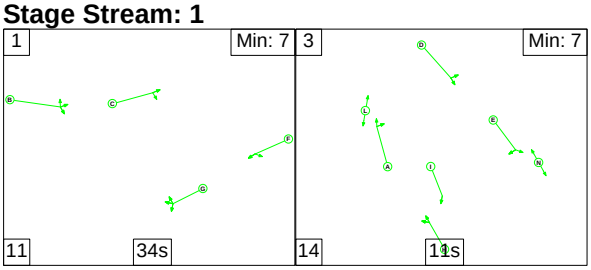
11/2	229	229	-	-	-	0.1	0.0	-	0.1	1.8	0.2	0.0	0.2	11/2
12/1	355	355	-	-	-	0.1	0.2	-	0.2	2.4	0.4	0.2	0.6	12/1
12/2	775	775	-	-	-	0.6	0.0	-	0.6	2.6	3.9	0.0	3.9	12/2
12/3	684	684	-	-	-	0.4	0.0	-	0.4	2.3	3.2	0.0	3.2	12/3
13/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-5.9	Total Delay for Signalled Lanes (pcuHr):	54.36	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	60.8	Total Delay for Signalled Lanes (pcuHr):	1.24	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	25.0	Total Delay for Signalled Lanes (pcuHr):	2.04	Cycle Time (s): 70
	PRC Over All Lanes (%):	-5.9	Total Delay Over All Lanes(pcuHr):	57.68	

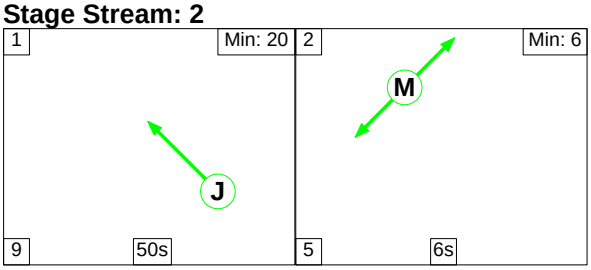
Scenario 7: '18' (FG17: '2041 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

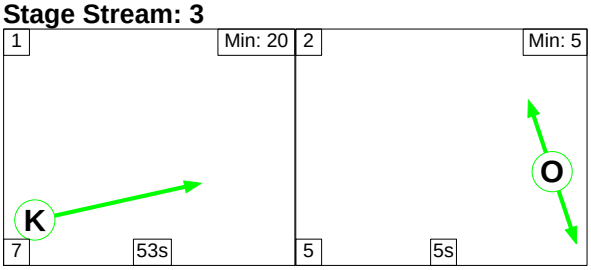
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	50	6
Change Point	63	52

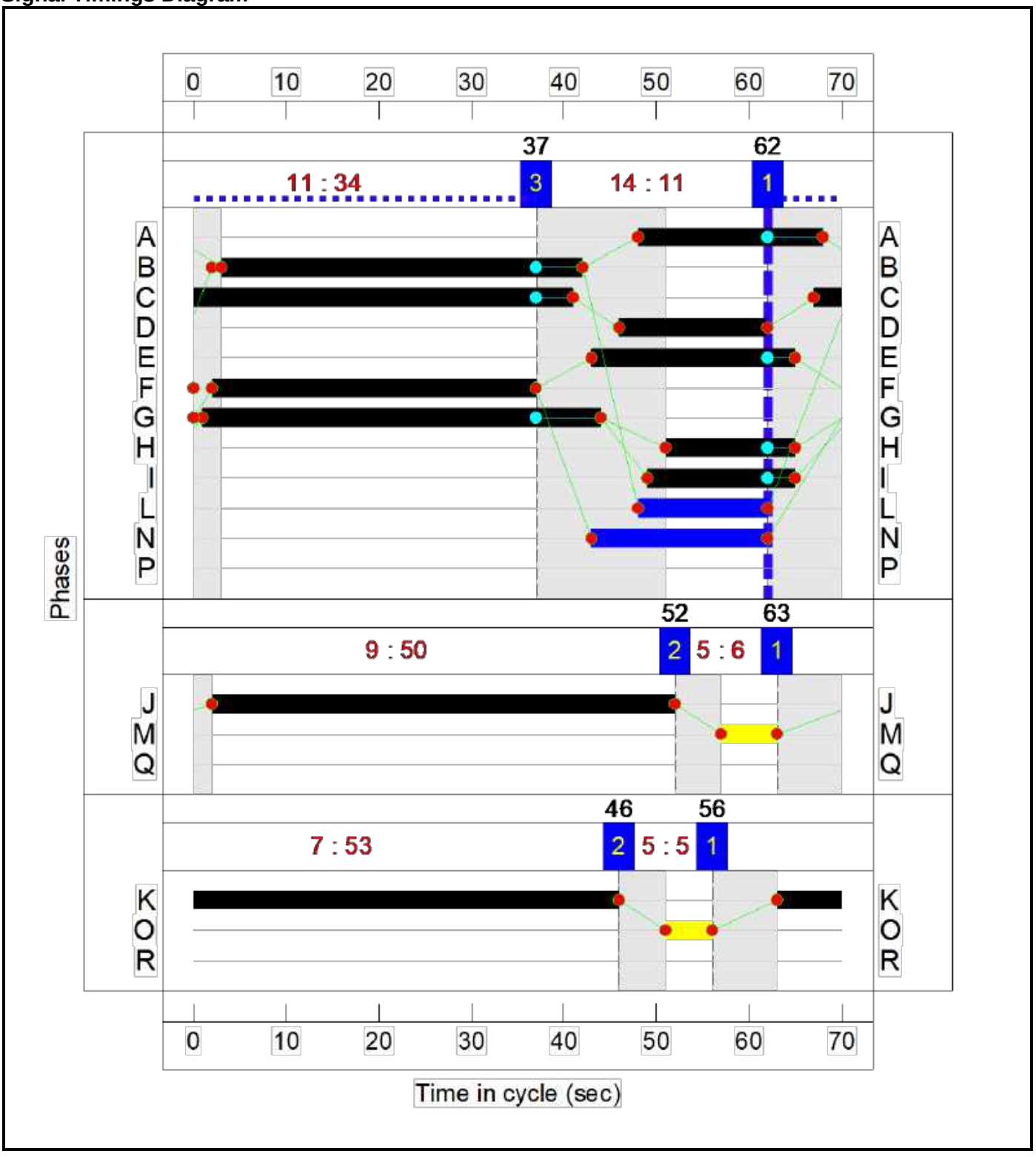
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	50	2	52
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	6	57	63
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

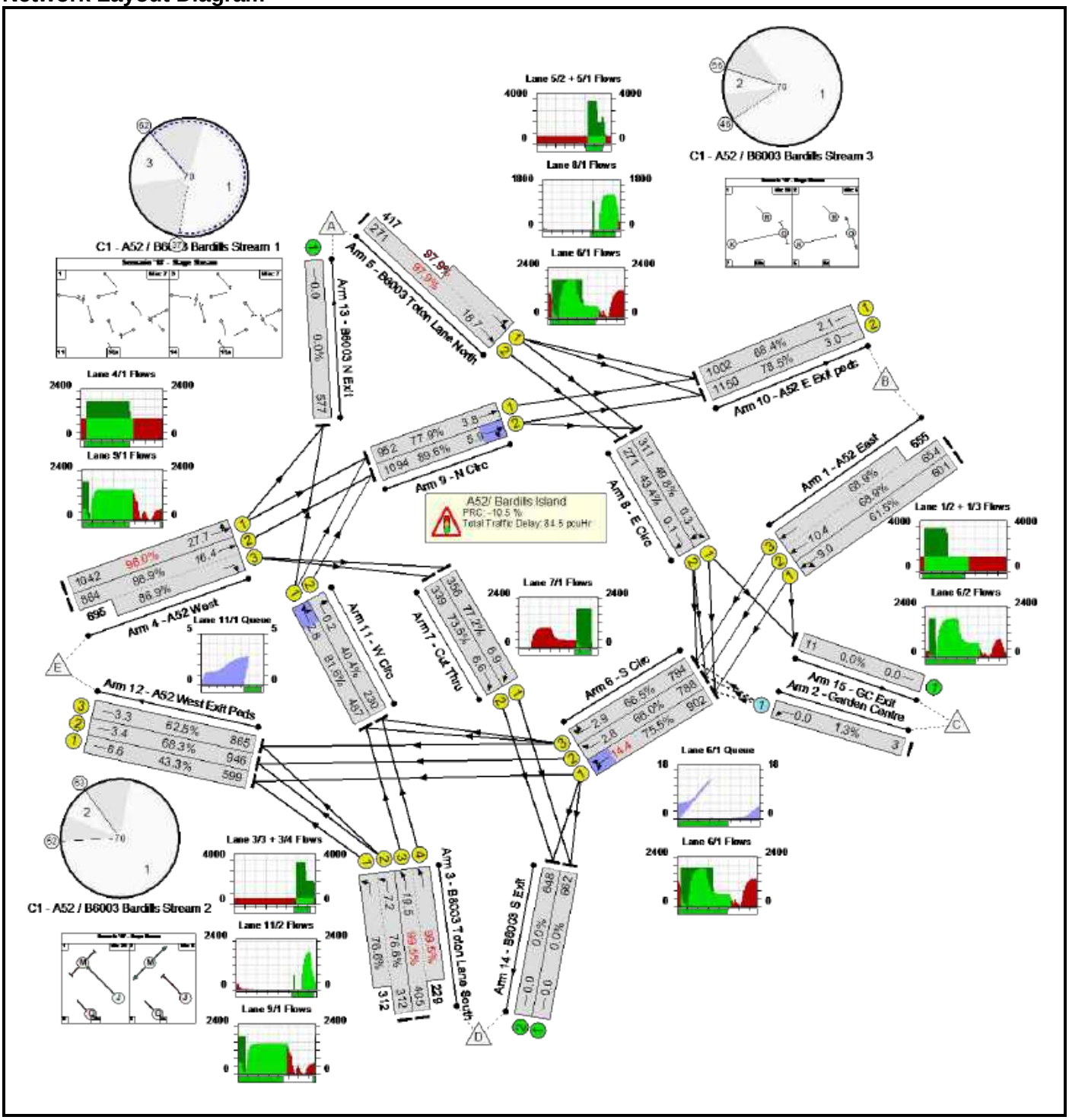
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Ahead Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Right Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	2	52
12/2	A52 West Exit Peds	U	J	2	52
12/3	A52 West Exit Peds	U	J	2	52

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.5%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.5%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	601	1900	977	61.5%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	1309	1900:1900	949+951	68.9 : 68.9%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	228	1.3%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	624	1900:1900	407+407	76.6 : 76.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	634	1900:1900	407+230	99.5 : 99.5%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	1042	1900	1086	96.0%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1559	1900:1900	995+800	86.9 : 86.9%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	688	1900:1900	277+426	97.9 : 97.9%
6/1	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	902	1900	1194	75.5%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	788	1900	1194	66.0%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	794	1900	1194	66.5%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	356	1900	461	77.2%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	339	1900	461	73.5%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	311	1900	624	49.8%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	271	1900	624	43.4%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	952	1900	1221	77.9%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	1094	1900	1221	89.6%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1002	1900	1466	68.4%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1150	1900	1466	78.5%
11/1	W Circ Right Ahead	U	1	N/A	A		1	20	-	-	487	1900	597	81.6%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	230	1900	570	40.4%
12/1	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	599	1900	1384	43.3%
12/2	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	946	1900	1384	68.3%
12/3	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	865	1900	1384	62.5%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	577	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	662	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	648	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**0**	**3**	**0**	**44.2**	**40.3**	**0.0**	**84.5**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**0**	**3**	**0**	**44.2**	**40.3**	**0.0**	**84.5**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	601	601	-	-	-	2.0	0.8	-	2.8	16.8	8.2	0.8	9.0	1/1
1/2+1/3	1309	1309	-	-	-	4.6	1.1	-	5.7	15.6	9.3	1.1	10.4	1/2+1/3
2/1	3	3	0	3	0	0.0	0.0	-	0.0	19.7	0.0	0.0	0.0	2/1
3/2+3/1	624	624	-	-	-	4.5	1.6	-	6.1	35.2	5.6	1.6	7.2	3/2+3/1
3/3+3/4	634	634	-	-	-	4.7	11.8	-	16.4	93.3	7.8	11.8	19.5	3/3+3/4
4/1	1042	1042	-	-	-	4.1	8.6	-	12.7	43.8	19.1	8.6	27.7	4/1
4/2+4/3	1559	1559	-	-	-	4.8	3.2	-	8.0	18.5	13.2	3.2	16.4	4/2+4/3
5/2+5/1	688	688	-	-	-	4.8	10.0	-	14.7	77.2	8.7	10.0	18.7	5/2+5/1
6/1	902	902	-	-	-	1.5	0.0	-	1.5	6.1	14.4	0.0	14.4	6/1
6/2	788	788	-	-	-	0.5	0.0	-	0.5	2.5	2.8	0.0	2.8	6/2
6/3	794	794	-	-	-	0.6	0.0	-	0.6	2.5	2.9	0.0	2.9	6/3
7/1	356	356	-	-	-	2.9	0.0	-	2.9	29.3	6.9	0.0	6.9	7/1
7/2	339	339	-	-	-	2.9	0.0	-	2.9	30.4	6.6	0.0	6.6	7/2
8/1	311	311	-	-	-	0.2	0.0	-	0.2	1.9	0.3	0.0	0.3	8/1
8/2	271	271	-	-	-	0.1	0.0	-	0.1	1.3	0.1	0.0	0.1	8/2
9/1	952	952	-	-	-	0.8	0.0	-	0.8	2.8	3.8	0.0	3.8	9/1
9/2	1094	1094	-	-	-	1.2	0.0	-	1.2	3.8	5.9	0.0	5.9	9/2
10/1	1002	1002	-	-	-	0.1	1.1	-	1.2	4.3	1.0	1.1	2.1	10/1
10/2	1150	1150	-	-	-	0.1	1.8	-	1.9	6.0	1.2	1.8	3.0	10/2
11/1	487	487	-	-	-	1.3	0.0	-	1.3	9.7	2.8	0.0	2.8	11/1

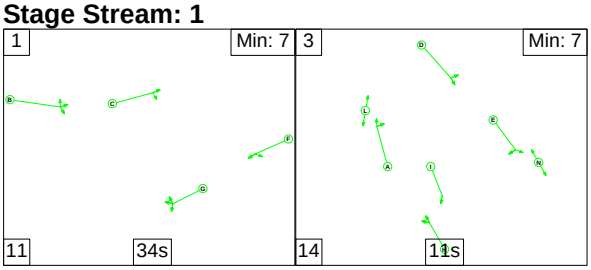
11/2	230	230	-	-	-	0.1	0.0	-	0.1	2.0	0.2	0.0	0.2	11/2
12/1	599	599	-	-	-	1.4	0.4	-	1.8	10.6	6.2	0.4	6.6	12/1
12/2	946	946	-	-	-	0.6	0.0	-	0.6	2.3	3.4	0.0	3.4	12/2
12/3	865	865	-	-	-	0.6	0.0	-	0.6	2.4	3.3	0.0	3.3	12/3
13/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-10.5	Total Delay for Signalled Lanes (pcuHr):	78.45	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	31.7	Total Delay for Signalled Lanes (pcuHr):	2.95	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	14.7	Total Delay for Signalled Lanes (pcuHr):	3.12	Cycle Time (s): 70
	PRC Over All Lanes (%):	-10.5	Total Delay Over All Lanes(pcuHr):	84.53	

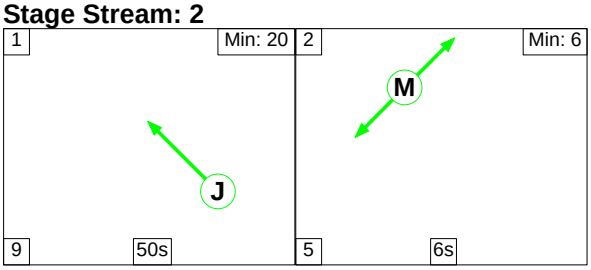
Scenario 8: '19' (FG18: '2041 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

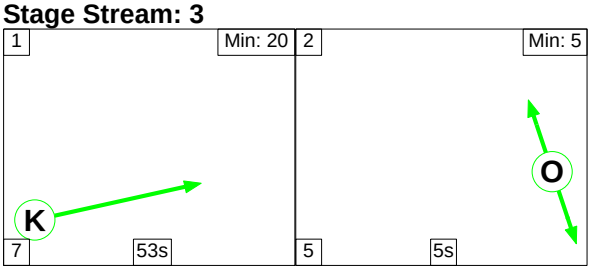
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	50	6
Change Point	45	34

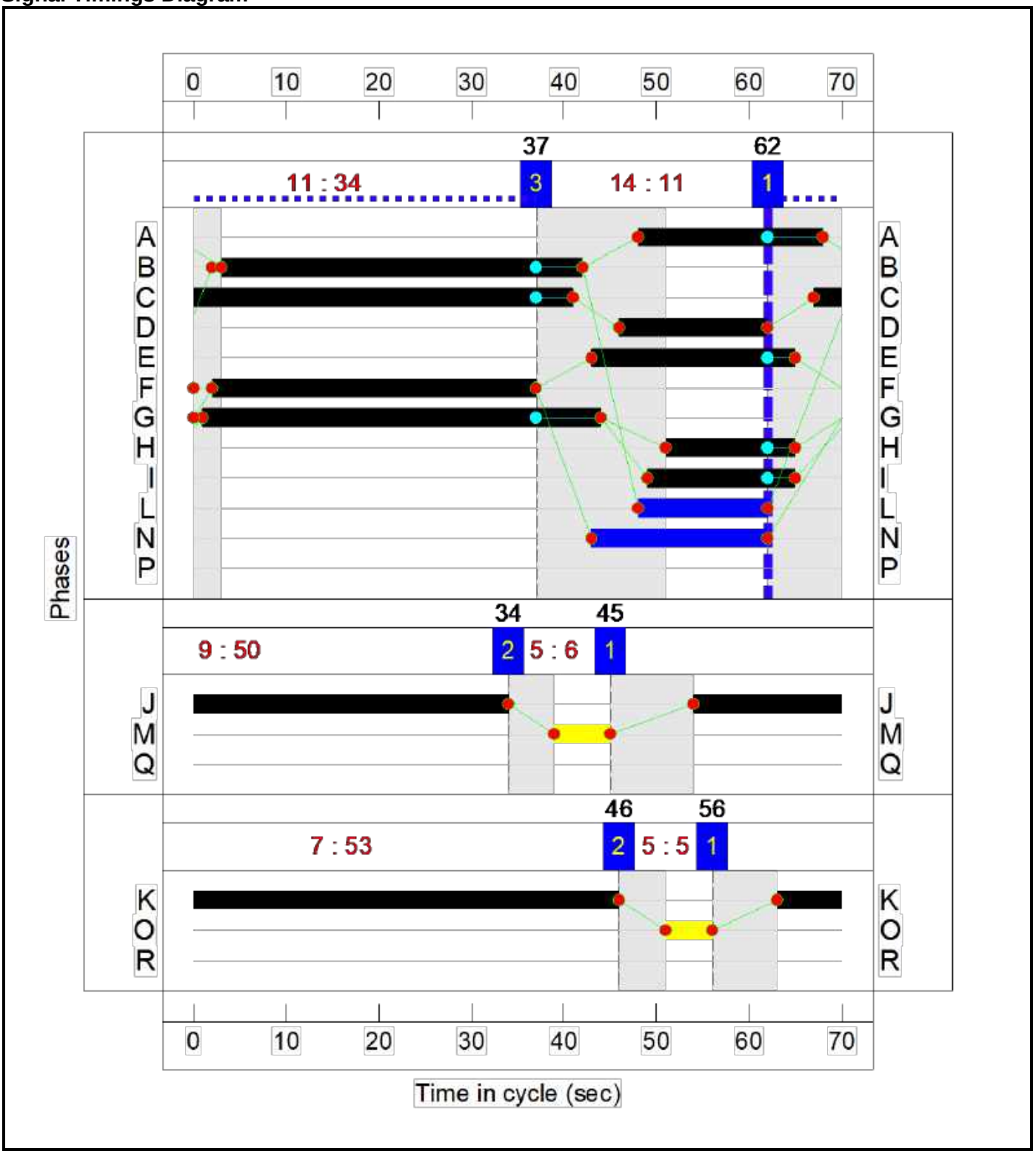
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	50	54	34
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	6	39	45
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

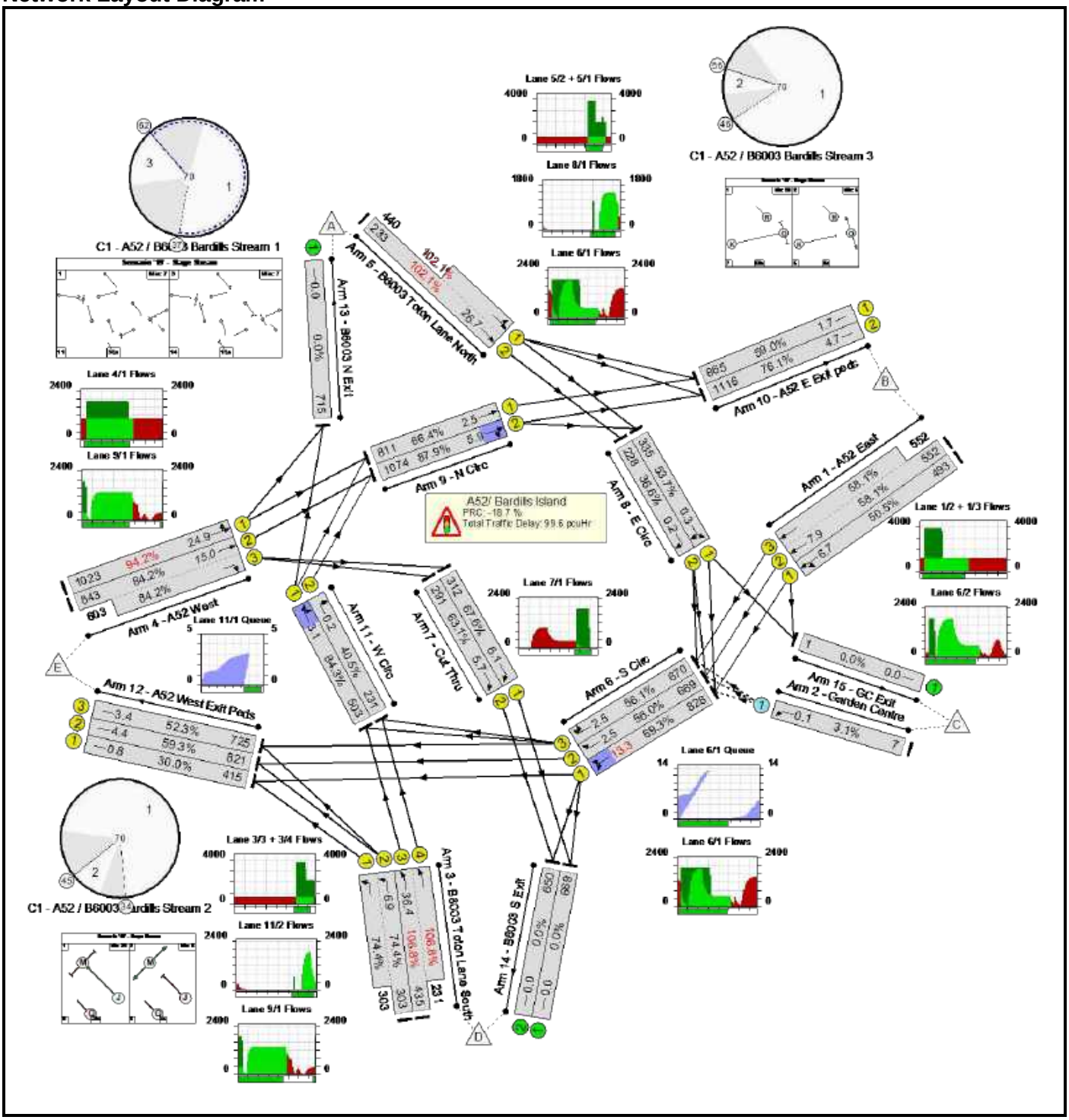
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Ahead Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Right Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	54	34
12/2	A52 West Exit Peds	U	J	54	34
12/3	A52 West Exit Peds	U	J	54	34

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**106.8%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**106.8%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	493	1900	977	50.5%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	1104	1900:1900	950+950	58.1 : 58.1%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	229	3.1%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	606	1900:1900	407+407	74.4 : 74.4%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	666	1900:1900	407+216	106.8 : 106.8%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	1023	1900	1086	94.2%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1446	1900:1900	1001+716	84.2 : 84.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	673	1900:1900	228+431	102.1 : 102.1%
6/1	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	835	1900	1194	69.3%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	671	1900	1194	56.0%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	672	1900	1194	56.1%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	312	1900	461	67.6%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	291	1900	461	63.1%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	342	1900	624	53.7%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	233	1900	624	36.6%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	817	1900	1221	66.4%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	1074	1900	1221	87.9%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	872	1900	1466	59.0%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1117	1900	1466	76.1%
11/1	W Circ Right Ahead	U	1	N/A	A		1	20	-	-	531	1900	597	84.3%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	231	1900	570	40.5%
12/1	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	415	1900	1384	30.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	823	1900	1384	59.3%
12/3	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	727	1900	1384	52.3%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	737	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	672	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	654	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**6**	**0**	**40.8**	**58.8**	**0.0**	**99.6**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**6**	**0**	**40.8**	**58.8**	**0.0**	**99.6**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	493	493	-	-	-	1.5	0.5	-	2.0	14.9	6.2	0.5	6.7	1/1
1/2+1/3	1104	1104	-	-	-	3.6	0.7	-	4.3	13.9	7.2	0.7	7.9	1/2+1/3
2/1	7	7	1	6	0	0.0	0.0	-	0.0	19.8	0.1	0.0	0.1	2/1
3/2+3/1	606	606	-	-	-	4.3	1.4	-	5.8	34.2	5.5	1.4	6.9	3/2+3/1
3/3+3/4	666	638	-	-	-	5.5	27.4	-	32.9	178.0	9.0	27.4	36.4	3/3+3/4
4/1	1023	1023	-	-	-	4.0	6.7	-	10.7	37.6	18.2	6.7	24.9	4/1
4/2+4/3	1446	1446	-	-	-	4.3	2.6	-	6.9	17.2	12.4	2.6	15.0	4/2+4/3
5/2+5/1	673	659	-	-	-	5.0	16.9	-	21.9	117.1	9.8	16.9	26.7	5/2+5/1
6/1	828	828	-	-	-	1.7	0.0	-	1.7	7.4	13.3	0.0	13.3	6/1
6/2	669	669	-	-	-	0.5	0.0	-	0.5	2.6	2.5	0.0	2.5	6/2
6/3	670	670	-	-	-	0.5	0.0	-	0.5	2.6	2.5	0.0	2.5	6/3
7/1	312	312	-	-	-	2.5	0.0	-	2.5	29.2	6.1	0.0	6.1	7/1
7/2	291	291	-	-	-	2.4	0.0	-	2.4	30.2	5.7	0.0	5.7	7/2
8/1	335	335	-	-	-	0.2	0.0	-	0.2	2.2	0.3	0.0	0.3	8/1
8/2	228	228	-	-	-	0.1	0.0	-	0.1	1.9	0.2	0.0	0.2	8/2
9/1	811	811	-	-	-	0.5	0.0	-	0.5	2.3	2.5	0.0	2.5	9/1
9/2	1074	1074	-	-	-	1.1	0.0	-	1.1	3.8	5.9	0.0	5.9	9/2
10/1	865	865	-	-	-	0.1	0.7	-	0.8	3.5	1.0	0.7	1.7	10/1
10/2	1116	1116	-	-	-	0.1	1.6	-	1.7	5.4	3.2	1.6	4.7	10/2
11/1	503	503	-	-	-	1.5	0.0	-	1.5	10.6	3.1	0.0	3.1	11/1

11/2	231	231	-	-	-	0.1	0.0	-	0.1	1.9	0.2	0.0	0.2	11/2
12/1	415	415	-	-	-	0.1	0.2	-	0.3	2.8	0.6	0.2	0.8	12/1
12/2	821	821	-	-	-	0.6	0.0	-	0.6	2.6	4.4	0.0	4.4	12/2
12/3	725	725	-	-	-	0.5	0.0	-	0.5	2.3	3.4	0.0	3.4	12/3
13/1	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

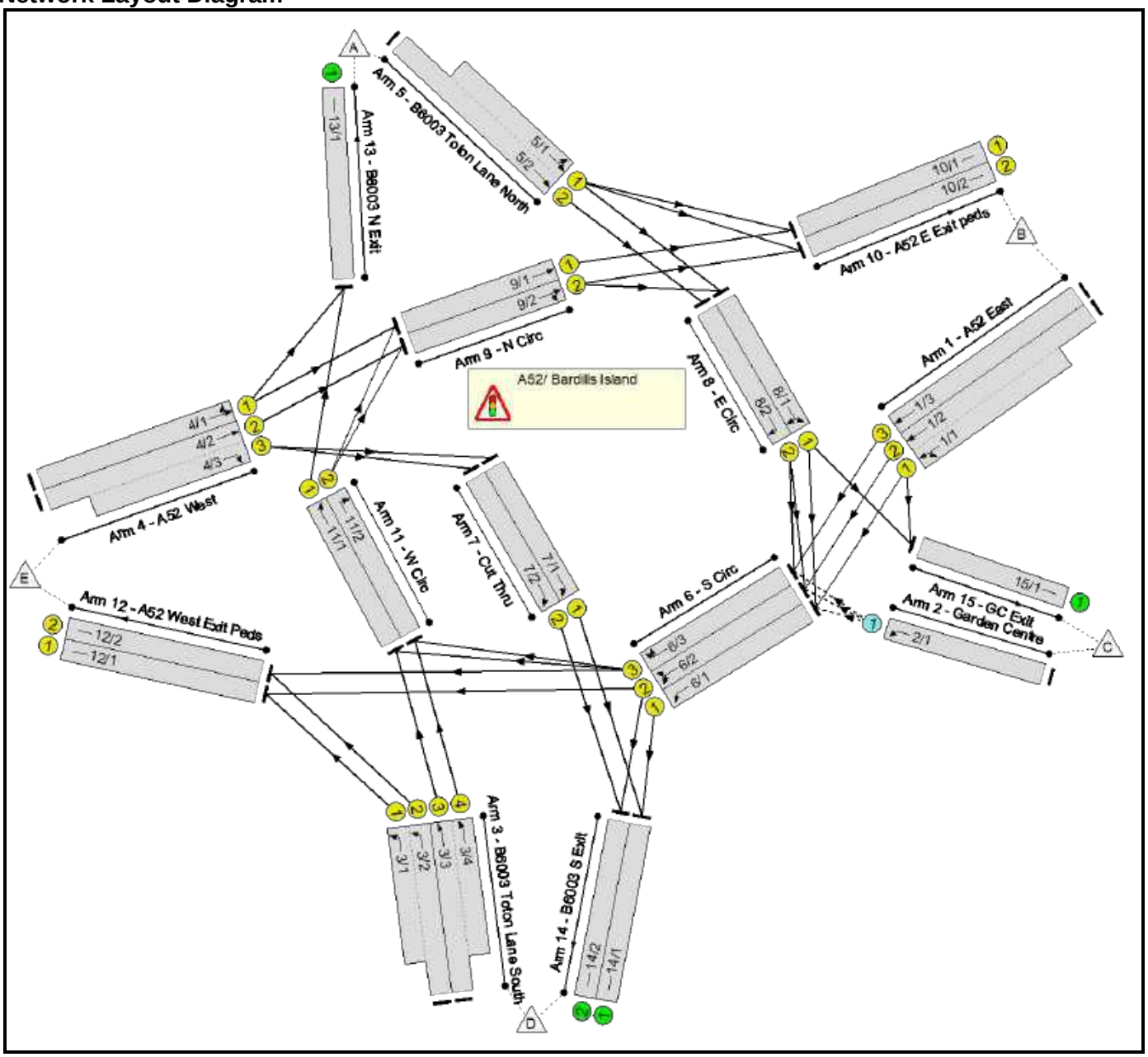
C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-18.7	Total Delay for Signalled Lanes (pcuHr):	95.66	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	51.8	Total Delay for Signalled Lanes (pcuHr):	1.38	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	18.2	Total Delay for Signalled Lanes (pcuHr):	2.50	Cycle Time (s): 70
	PRC Over All Lanes (%):	-18.7	Total Delay Over All Lanes(pcuHr):	99.58	

Detailed Input Data And Results

User and Project Details

Project:	
Title:	**A52 / Bardills Island**
Location:	Nottingham
Additional detail:	mitigation
File name:	A52 Bardills Island MIT2 v2.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Network Layout Diagram



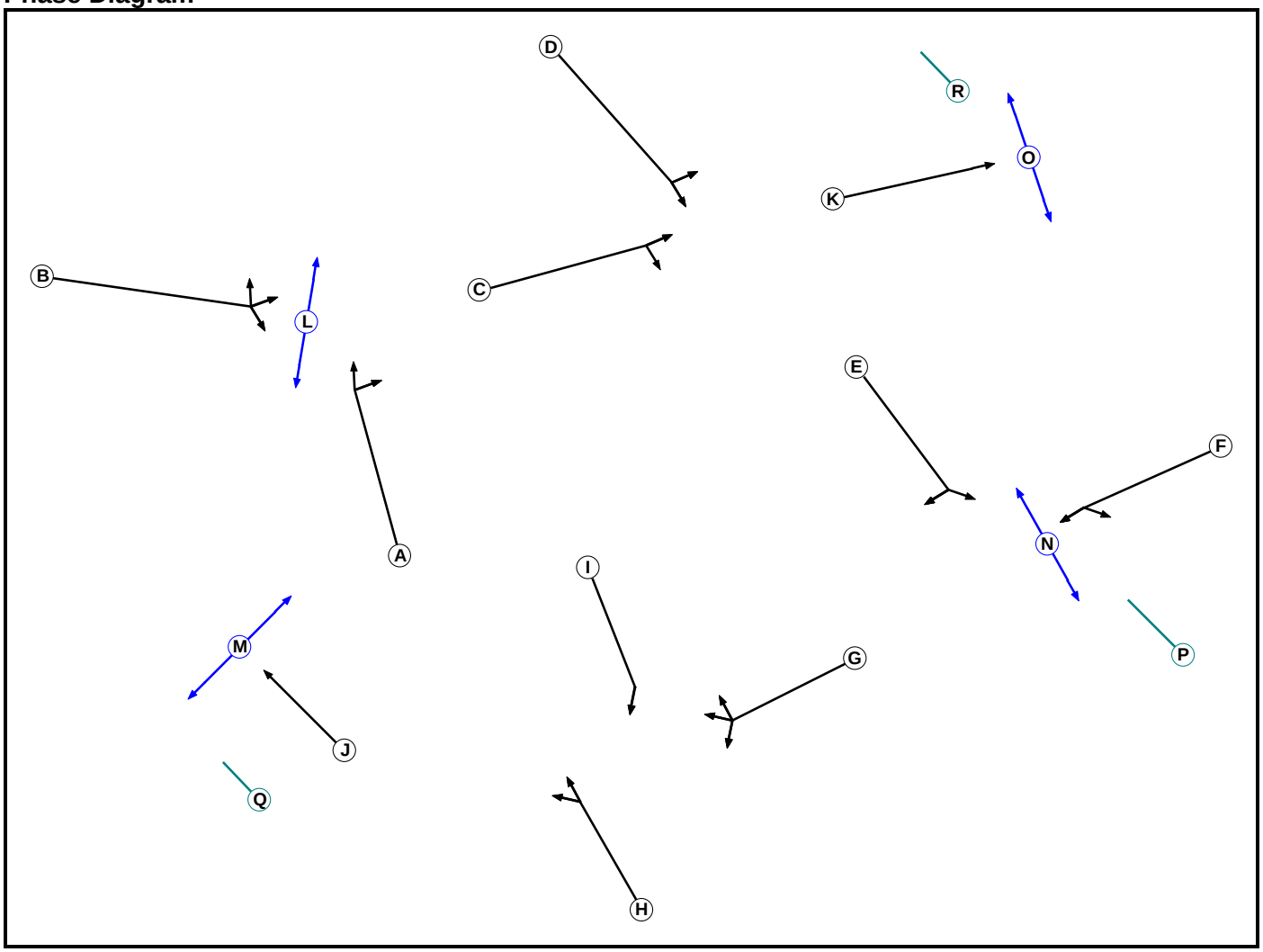
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	11	2028 AM Base SENS	Network Control Plan 2	08:00 - 09:00	70	4.9	49.44
2	12	2028 PM Base SENS	Network Control Plan 2	17:00 - 18:00	70	8.5	44.74
3	14	2041 PM Base SENS	Network Control Plan 2	17:00 - 18:00	70	0.7	52.88
4	15	2041 PM Base SENS	Network Control Plan 2	17:00 - 18:00	70	0.7	52.88
5	16	2028 AM Base SENS + Dev	Network Control Plan 2	08:00 - 09:00	70	5.1	53.17
6	17	2028 PM Base SENS + Dev	Network Control Plan 2	17:00 - 18:00	70	8.0	46.36
7	18	2041 AM Base SENS + Dev	Network Control Plan 2	08:00 - 09:00	70	-2.3	65.43
8	19	2041 PM Base SENS + Dev	Network Control Plan 2	17:00 - 18:00	70	0.2	55.16

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - A52 / B6003 Bardills	Sms	J31311	Stage Stream 1	12	8	A52/ Bardills Island	
			Stage Stream 2	3	3	A52/ Bardills Island	
			Stage Stream 3	3	3	A52/ Bardills Island	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Traffic	1		7	7
I	Traffic	1		7	7
J	Traffic	2		20	20
K	Traffic	3		20	20
L	Pedestrian	1		6	6
M	Pedestrian	2		5	5
N	Pedestrian	1		6	6
O	Pedestrian	3		5	5
P	Dummy	1		1	1
Q	Dummy	2		1	1
R	Dummy	3		1	1

Phase Intergreens Matrix

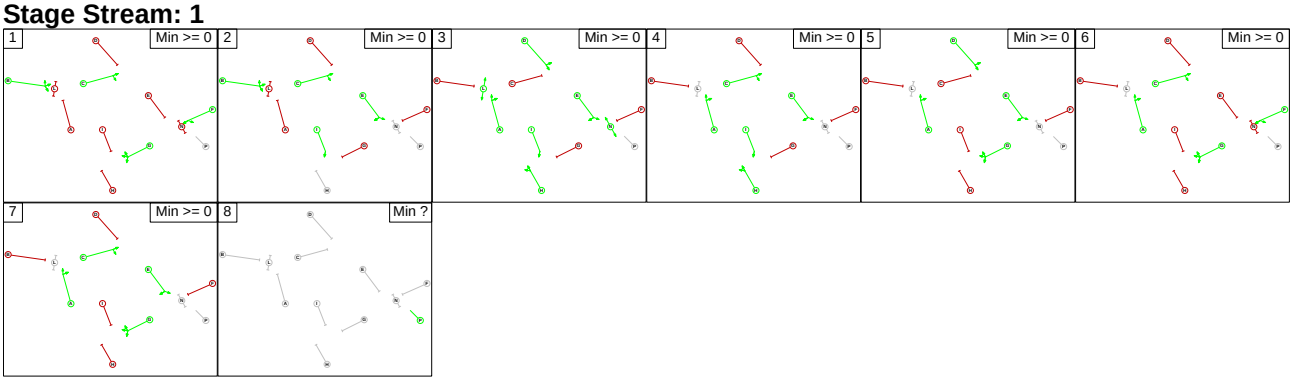
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
A		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	6		-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-
C	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	-	-	5		-	-	-	-	-	-	-	-	-	-	-	-	-	-
E	-	-	-	-		6	-	-	-	-	-	-	-	-	-	-	-	-
F	-	-	-	-	6		-	-	-	-	-	-	-	6	-	-	-	-
G	-	-	-	-	-	-		7	5	-	-	-	-	-	-	-	-	-
H	-	-	-	-	-	-	5		-	-	-	-	-	-	-	-	-	-
I	-	-	-	-	-	-	6	-		-	-	-	-	-	-	-	-	-
J	-	-	-	-	-	-	-	-	-		-	-	5	-	-	-	-	-
K	-	-	-	-	-	-	-	-	-	-		-	-	-	5	-	-	-
L	-	10	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-
M	-	-	-	-	-	-	-	-	-	9	-	-		-	-	-	-	-
N	-	-	-	-	-	10	-	-	-	-	-	-	-		-	-	-	-
O	-	-	-	-	-	-	-	-	-	-	7	-	-	-		-	-	-
P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-
Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

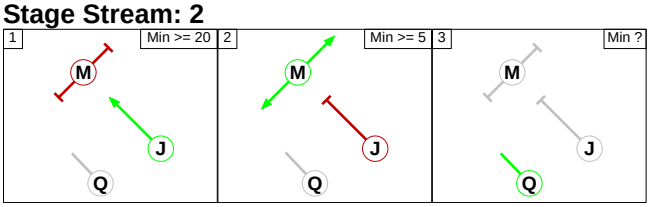
Stream	Stage No.	Phases in Stage
1	1	B C F G
1	2	B C E I
1	3	A D E H I L N
1	4	A C E H I
1	5	A D E G
1	6	A C F G
1	7	A C E G
1	8	P
2	1	J
2	2	M
2	3	Q
3	1	K
3	2	O
3	3	R

Stage Diagram

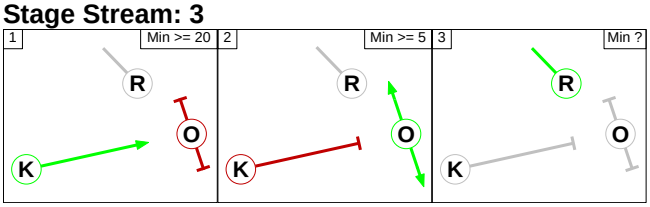
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	G	Losing	7	7
1	3	B	Losing	5	5
1	3	C	Losing	4	4
1	3	G	Losing	7	7
1	4	G	Losing	7	7
1	5	C	Losing	4	4
2	3	C	Losing	4	4
2	5	C	Losing	4	4
3	1	A	Losing	6	6
3	1	E	Losing	3	3
3	1	H	Losing	3	3
3	1	I	Losing	3	3
3	6	E	Losing	3	3
4	1	A	Losing	3	3
4	2	A	Losing	3	3
5	1	E	Losing	3	3
5	6	E	Losing	3	3

Detailed Input Data And Results

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3	4	5	6	7	8
1		12	14	14	9	6	6	X
2	6		9	6	9	6	6	X
3	11	10		5	6	10	6	X
4	8	8	5		6	6	6	X
5	9	5	7	7		9	5	X
6	5	6	7	7	6		6	X
7	6	5	7	7	5	6		X
8	2	X	X	X	X	X	X	

Stage Stream: 2

From Stage \ To Stage	1	2	3
1		5	X
2	9		X
3	2	X	

Stage Stream: 3

From Stage \ To Stage	1	2	3
1		5	X
2	7		X
3	2	X	

Lane Input Data

Junction: A52/ Bardills Island

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A52 East)	U	F	2	3	17.4	User	1900	-	-	-	-	-
1/2 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
2/1 (Garden Centre)	O		2	3	60.0	User	1800	-	-	-	-	-
3/1 (B6003 Toton Lane South)	U	H	2	3	16.5	User	1900	-	-	-	-	-
3/2 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/3 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/4 (B6003 Toton Lane South)	U	H	2	3	12.2	User	1900	-	-	-	-	-
4/1 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/2 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/3 (A52 West)	U	B	2	3	17.4	User	1900	-	-	-	-	-
5/1 (B6003 Toton Lane North)	U	D	2	3	10.4	User	1900	-	-	-	-	-
5/2 (B6003 Toton Lane North)	U	D	2	3	60.0	User	1900	-	-	-	-	-
6/1 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/2 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/3 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
7/1 (Cut Thru)	U	I	2	3	8.9	User	1900	-	-	-	-	-
7/2 (Cut Thru)	U	I	2	3	7.3	User	1900	-	-	-	-	-
8/1 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-
8/2 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-

9/1 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
9/2 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
10/1 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
10/2 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
11/1 (W Circ)	U	A	2	3	8.0	User	1900	-	-	-	-	-
11/2 (W Circ)	U	A	2	3	8.0	User	1900	-	-	-	-	-
12/1 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
12/2 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
13/1 (B6003 N Exit)	U		2	3	5.0	Inf	-	-	-	-	-	-
14/1 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
14/2 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
15/1 (GC Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A52/ Bardills Island

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)
2/1 (Garden Centre)	6/1 (Left)	1000	0	1/1	1.00	All	-	-	-	-	-
				8/1	1.00	All					
	6/2 (Left)	1000	0	1/1	1.00	All					
				1/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
	6/3 (Left)	1000	0	1/1	1.00	All					
				1/2	1.00	All					
				1/3	1.00	All					

Lane Connector Input Data

Junction: A52/ Bardills Island				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	6/1	Internal	7	35
1/1	15/1	Internal	5	35
1/2	6/2	Internal	7	35
1/3	6/3	Internal	7	35
2/1	6/1	Internal	5	35
2/1	6/2	Internal	5	35
2/1	6/3	Internal	5	35
3/1	12/1	Internal	5	35
3/2	12/2	Internal	5	35
3/3	11/1	Internal	5	35
3/4	11/2	Internal	5	35
4/1	9/1	Internal	4	35
4/1	13/1	Internal	3	N/A
4/2	9/2	Internal	4	35
4/3	7/1	Internal	7	35
4/3	7/2	Internal	6	35
5/1	8/1	Internal	4	35
5/1	10/1	Internal	4	35
5/1	10/2	Internal	4	35
5/2	8/2	Internal	4	35
6/1	14/1	Internal	2	N/A
6/2	12/1	Internal	7	35
6/2	14/2	Internal	2	N/A
6/3	11/1	Internal	6	35
6/3	11/2	Internal	6	35
6/3	12/2	Internal	7	35
7/1	14/1	Internal	2	N/A
7/2	14/2	Internal	2	N/A
8/1	6/1	Internal	6	35
8/1	15/1	Internal	5	35
8/2	6/2	Internal	6	35
8/2	6/3	Internal	6	35
9/1	10/1	Internal	4	35
9/2	8/1	Internal	4	35
9/2	10/2	Internal	4	35
11/1	13/1	Internal	3	N/A
11/2	9/1	Internal	4	35

11/2	9/2	Internal	4	35

Scenario 1: '11' (FG11: '2028 AM Base SENS', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 2: '12' (FG12: '2028 PM Base SENS', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 3: '14' (FG14: '2041 PM Base SENS', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 4: '15' (FG14: '2041 PM Base SENS', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 5: '16' (FG15: '2028 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 6: '17' (FG16: '2028 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 7: '18' (FG17: '2041 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 8: '19' (FG18: '2041 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM Base'	08:00	09:00	01:00	
2: '2025 PM Base'	17:00	18:00	01:00	
3: '2028 AM Base'	08:00	09:00	01:00	
4: '2028 PM Base'	17:00	18:00	01:00	
5: '2041 AM Base'	08:00	09:00	01:00	
6: '2041 PM Base'	17:00	18:00	01:00	
7: '2028 AM Base + Dev'	08:00	09:00	01:00	
8: '2028 PM Base + Dev'	17:00	18:00	01:00	
9: '2041 AM Base + Dev'	08:00	09:00	01:00	
10: '2041 PM Base + Dev'	17:00	18:00	01:00	
11: '2028 AM Base SENS'	08:00	09:00	01:00	
12: '2028 PM Base SENS'	17:00	18:00	01:00	
13: '2041 AM Base SENS'	08:00	09:00	01:00	
14: '2041 PM Base SENS'	17:00	18:00	01:00	
15: '2028 AM Base SENS + Dev'	08:00	09:00	01:00	
16: '2028 PM Base SENS + Dev'	17:00	18:00	01:00	
17: '2041 AM Base SENS + Dev'	08:00	09:00	01:00	
18: '2041 PM Base SENS + Dev'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2025 AM Base'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	100	2	265	242	609
	B	73	0	3	257	1350	1683
Origin	C	0	1	0	1	1	3
	D	229	212	0	0	463	904
	E	189	1505	5	601	0	2300
	Tot.	491	1818	10	1124	2056	5499

FG2: '2025 PM Base'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	89	0	287	209	585
	B	82	0	0	264	1006	1352
Origin	C	4	0	0	1	2	7
	D	305	252	1	0	514	1072
	E	261	1409	0	469	0	2139
	Tot.	652	1750	1	1021	1731	5155

FG3: '2028 AM Base'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	104	2	275	251	632
	B	76	0	3	267	1402	1748
Origin	C	0	1	0	1	1	3
	D	238	220	0	0	481	939
	E	196	1562	5	624	0	2387
	Tot.	510	1887	10	1167	2135	5709

FG4: '2028 PM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	92	0	295	215	602
	B	84	0	0	272	1036	1392
Origin	C	4	0	0	1	2	7
	D	314	259	1	0	529	1103
	E	269	1451	0	483	0	2203
	Tot.	671	1802	1	1051	1782	5307

FG5: '2041 AM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	112	2	297	271	682
	B	82	0	3	288	1514	1887
Origin	C	0	1	0	1	1	3
	D	257	238	0	0	519	1014
	E	212	1688	6	674	0	2580
	Tot.	551	2039	11	1260	2305	6166

FG6: '2041 PM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	99	0	321	233	653
	B	92	0	0	295	1124	1511
Origin	C	4	0	0	1	2	7
	D	341	282	1	0	574	1198
	E	292	1574	0	524	0	2390
	Tot.	729	1955	1	1141	1933	5759

FG7: '2028 AM Base + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	104	2	278	251	635
	B	76	0	3	281	1402	1762
Origin	C	0	1	0	1	1	3
	D	253	288	0	0	539	1080
	E	196	1562	5	636	0	2399
	Tot.	525	1955	10	1196	2193	5879

FG8: '2028 PM Base + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	92	0	307	215	614
	B	84	0	0	323	1036	1443
Origin	C	4	0	0	1	2	7
	D	319	280	1	0	547	1147
	E	269	1451	0	527	0	2247
	Tot.	676	1823	1	1158	1800	5458

FG9: '2041 AM Base + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	112	2	300	271	685
	B	82	0	3	302	1514	1901
Origin	C	0	1	0	1	1	3
	D	273	305	0	0	578	1156
	E	212	1688	6	686	0	2592
	Tot.	567	2106	11	1289	2364	6337

FG10: '2041 PM Base + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	99	0	333	233	665
	B	92	0	0	346	1124	1562
Origin	C	4	0	0	1	2	7
	D	346	302	1	0	592	1241
	E	292	1574	0	569	0	2435
	Tot.	734	1975	1	1249	1951	5910

FG11: '2028 AM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	103	2	275	249	629
	B	75	0	3	274	1391	1743
Origin	C	0	1	0	1	1	3
	D	246	264	0	0	519	1029
	E	195	1550	5	628	0	2378
	Tot.	516	1918	10	1178	2160	5782

FG12: '2028 PM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	303	215	610
	B	84	0	0	306	1036	1426
	C	4	0	0	1	2	7
	D	317	273	1	0	542	1133
	E	269	1451	0	515	0	2235
	Tot.	674	1816	1	1125	1795	5411

FG13: '2041 AM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	299	271	684
	B	82	0	3	297	1514	1896
	C	0	1	0	1	1	3
	D	267	283	0	0	561	1111
	E	212	1688	6	683	0	2589
	Tot.	561	2084	11	1280	2347	6283

FG14: '2041 PM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	329	233	661
	B	92	0	0	329	1124	1545
	C	4	0	0	1	2	7
	D	344	295	1	0	587	1227
	E	292	1574	0	556	0	2422
	Tot.	732	1968	1	1215	1946	5862

FG15: '2028 AM Base SENS + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	103	2	278	249	632
	B	75	0	3	288	1391	1757
	C	0	1	0	1	1	3
	D	262	331	0	0	582	1175
	E	195	1550	5	640	0	2390
	Tot.	532	1985	10	1207	2223	5957

FG16: '2028 PM Base SENS + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
	C	4	0	0	1	2	7
	D	322	294	1	0	561	1178
	E	269	1451	0	562	0	2282
	Tot.	679	1837	1	1235	1814	5566

FG17: '2041 AM Base SENS + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
	C	0	1	0	1	1	3
	D	283	351	0	0	624	1258
	E	212	1688	6	695	0	2601
	Tot.	577	2152	11	1310	2410	6460

FG18: '2041 PM Base SENS + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
	C	4	0	0	1	2	7
	D	349	316	1	0	606	1272
	E	292	1574	0	603	0	2469
	Tot.	737	1989	1	1326	1965	6018

Scenario 1: '11' (FG11: '2028 AM Base SENS', Plan 2: 'Network Control Plan 2')
Traffic Flows, Actual
Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	103	2	275	249	629
	B	75	0	3	274	1391	1743
	C	0	1	0	1	1	3
	D	246	264	0	0	519	1029
	E	195	1550	5	628	0	2378
	Tot.	516	1918	10	1178	2160	5782

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: '12' (FG12: '2028 PM Base SENS', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	303	215	610
	B	84	0	0	306	1036	1426
	C	4	0	0	1	2	7
	D	317	273	1	0	542	1133
	E	269	1451	0	515	0	2235
	Tot.	674	1816	1	1125	1795	5411

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 3: '14' (FG14: '2041 PM Base SENS', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	329	233	661
	B	92	0	0	329	1124	1545
	C	4	0	0	1	2	7
	D	344	295	1	0	587	1227
	E	292	1574	0	556	0	2422
	Tot.	732	1968	1	1215	1946	5862

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: '15' (FG14: '2041 PM Base SENS', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	329	233	661
	B	92	0	0	329	1124	1545
	C	4	0	0	1	2	7
	D	344	295	1	0	587	1227
	E	292	1574	0	556	0	2422
	Tot.	732	1968	1	1215	1946	5862

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: '16' (FG15: '2028 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	103	2	278	249	632
	B	75	0	3	288	1391	1757
	C	0	1	0	1	1	3
	D	262	331	0	0	582	1175
	E	195	1550	5	640	0	2390
	Tot.	532	1985	10	1207	2223	5957

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 6: '17' (FG16: '2028 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
Origin	C	4	0	0	1	2	7
	D	322	294	1	0	561	1178
	E	269	1451	0	562	0	2282
	Tot.	679	1837	1	1235	1814	5566

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
Origin	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 7: '18' (FG17: '2041 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
Origin	C	0	1	0	1	1	3
	D	283	351	0	0	624	1258
	E	212	1688	6	695	0	2601
	Tot.	577	2152	11	1310	2410	6460

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 8: '19' (FG18: '2041 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
	C	4	0	0	1	2	7
	D	349	316	1	0	606	1272
	E	292	1574	0	603	0	2469
	Tot.	737	1989	1	1326	1965	6018

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

Traffic Lane Flows

Lane	Scenario 1: 11	Scenario 2: 12	Scenario 3: 14	Scenario 4: 15	Scenario 5: 16	Scenario 6: 17
Junction: A52/ Bardills Island						
1/1 (short)	277	306	329	329	291	357
1/2 (with short)	1030(In) 753(Out)	904(In) 598(Out)	966(In) 637(Out)	966(In) 637(Out)	1041(In) 750(Out)	957(In) 600(Out)
1/3	713	522	579	579	716	520
2/1	3	7	7	7	3	7
3/1 (short)	259	271	293	293	291	280
3/2 (with short)	519(In) 260(Out)	542(In) 271(Out)	587(In) 294(Out)	587(In) 294(Out)	582(In) 291(Out)	561(In) 281(Out)
3/3 (with short)	510(In) 246(Out)	591(In) 317(Out)	640(In) 344(Out)	640(In) 344(Out)	593(In) 262(Out)	617(In) 322(Out)
3/4 (short)	264	274	296	296	331	295
4/1	878	870	950	950	880	869
4/2 (with short)	1500(In) 872(Out)	1365(In) 850(Out)	1472(In) 916(Out)	1472(In) 916(Out)	1510(In) 870(Out)	1413(In) 851(Out)
4/3 (short)	628	515	556	556	640	562
5/1 (short)	311	300	324	324	313	304
5/2 (with short)	629(In) 318(Out)	610(In) 310(Out)	661(In) 337(Out)	661(In) 337(Out)	632(In) 319(Out)	622(In) 318(Out)
6/1	481	515	555	555	497	570
6/2	941	793	849	849	938	802
6/3	845	643	710	710	849	642
7/1	324	267	287	287	330	290
7/2	304	248	269	269	310	272
8/1	213	209	226	226	215	213
8/2	318	310	337	337	319	318
9/1	842	770	837	837	878	782
9/2	978	955	1033	1033	1009	964
10/1	912	830	898	898	949	841
10/2	1006	986	1070	1070	1036	996
11/1	321	405	440	440	337	410
11/2	265	274	296	296	332	295
12/1	1131	969	1038	1038	1159	979
12/2	1029	826	908	908	1064	835
13/1	516	674	732	732	532	679
14/1	805	782	842	842	827	860
14/2	373	343	373	373	380	375
15/1	10	1	1	1	10	1

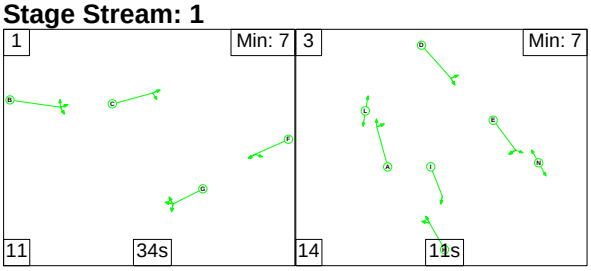
Detailed Input Data And Results

Lane	Scenario 7: 18	Scenario 8: 19
Junction: A52/ Bardills Island		
1/1 (short)	314	381
1/2 (with short)	1125(In) 811(Out)	1021(In) 640(Out)
1/3	785	576
2/1	3	7
3/1 (short)	312	303
3/2 (with short)	624(In) 312(Out)	606(In) 303(Out)
3/3 (with short)	634(In) 283(Out)	666(In) 349(Out)
3/4 (short)	351	317
4/1	971	949
4/2 (with short)	1630(In) 935(Out)	1520(In) 917(Out)
4/3 (short)	695	603
5/1 (short)	340	329
5/2 (with short)	688(In) 348(Out)	673(In) 344(Out)
6/1	538	612
6/2	1016	858
6/3	930	708
7/1	357	311
7/2	338	292
8/1	234	231
8/2	348	344
9/1	951	850
9/2	1095	1041
10/1	1030	919
10/2	1122	1070
11/1	365	445
11/2	352	317
12/1	1251	1050
12/2	1159	915
13/1	577	737
14/1	895	923
14/2	415	403
15/1	11	1

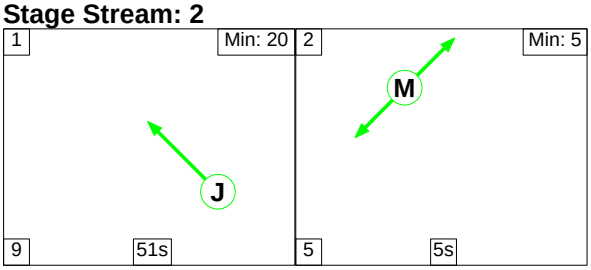
Scenario 1: '11' (FG11: '2028 AM Base SENS', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

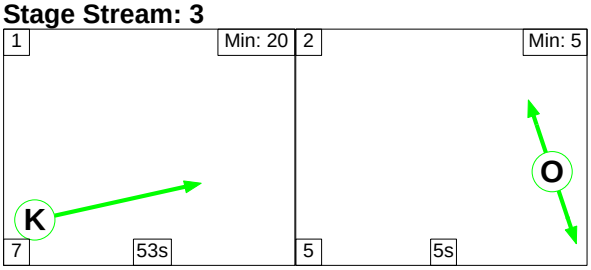
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	51	5
Change Point	59	49

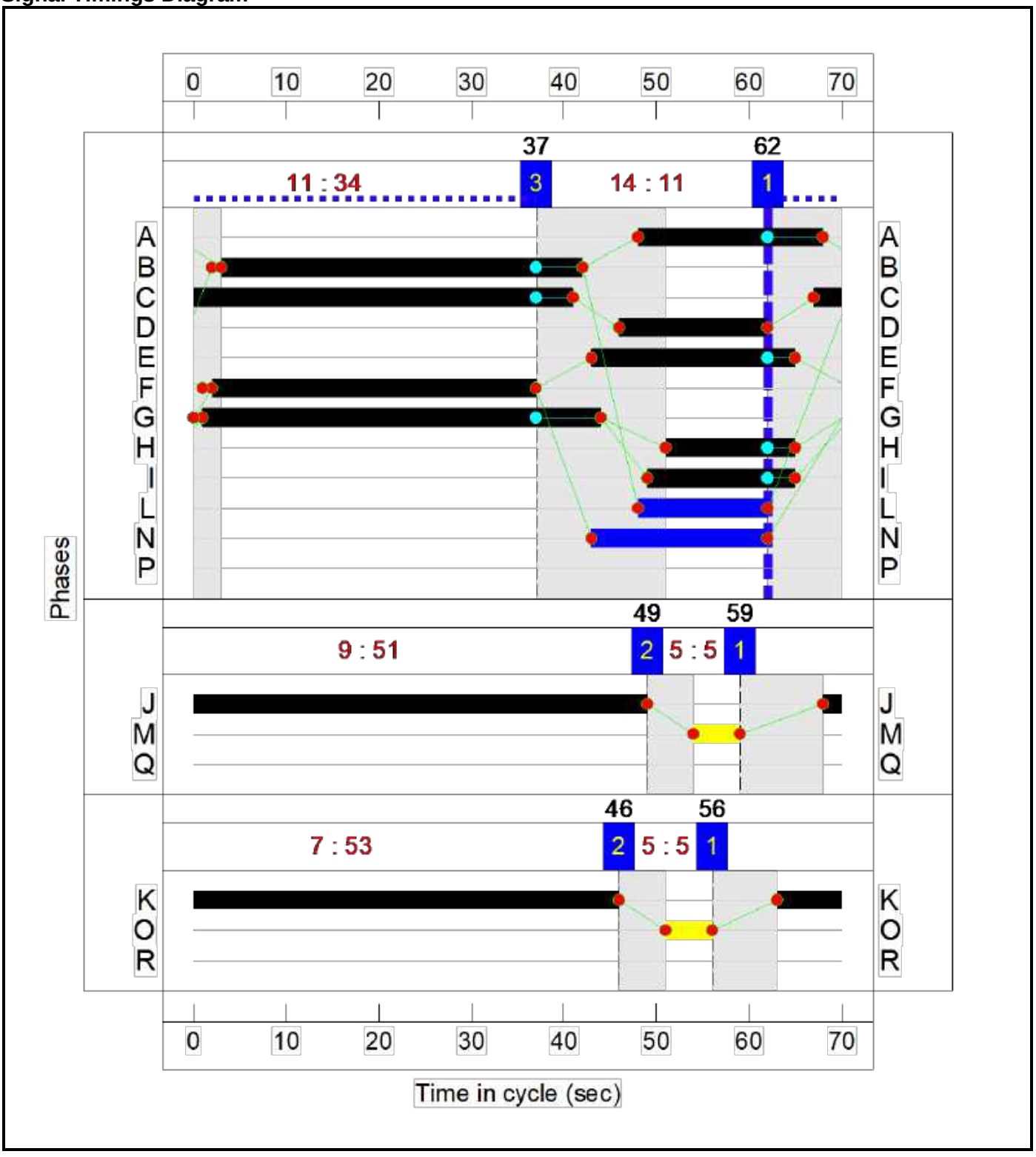
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	51	68	49
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	54	59
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

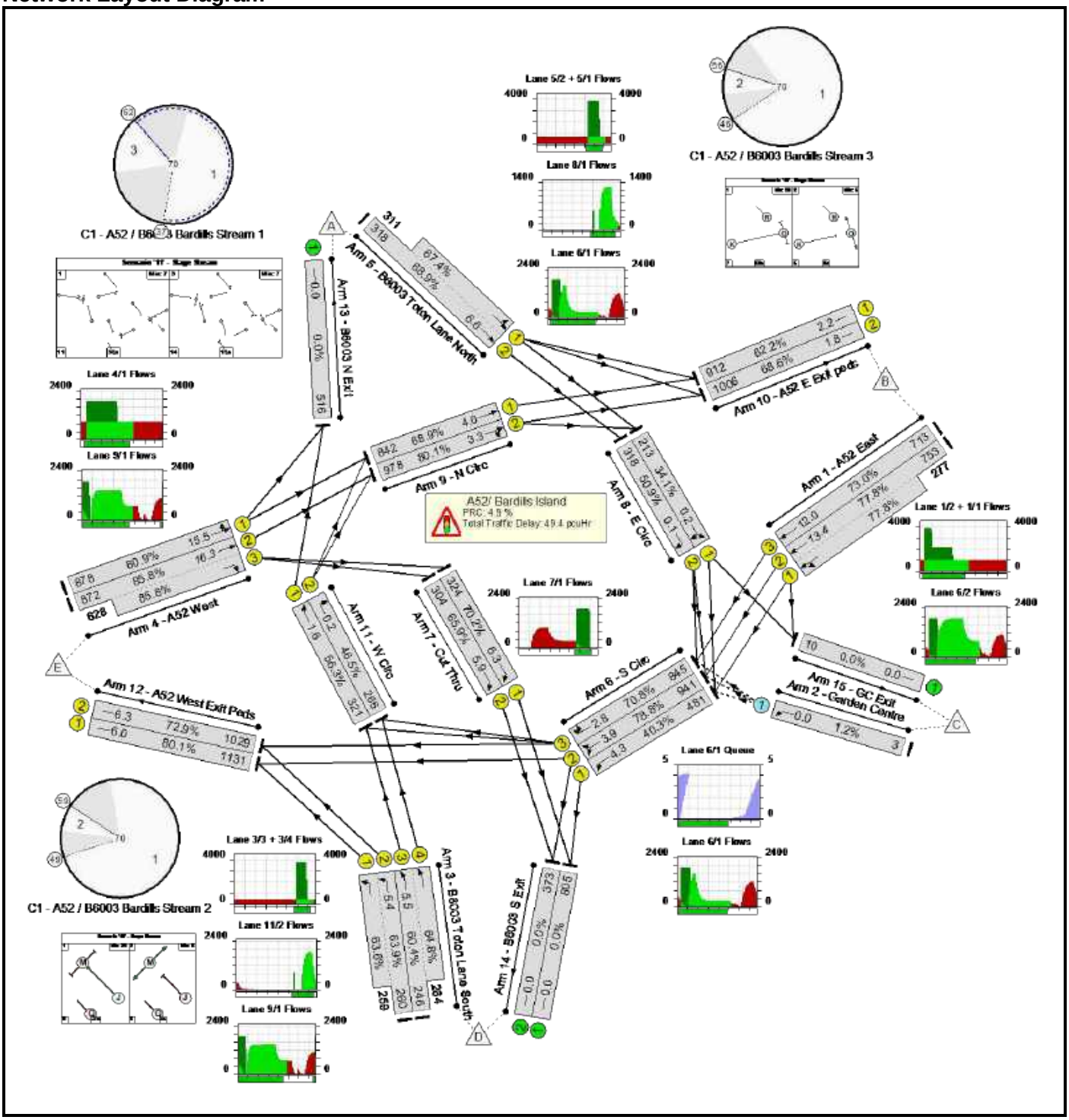
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead Left	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	68	49
12/2	A52 West Exit Peds	U	J	68	49

Network Layout Diagram



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: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**85.8%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**85.8%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1030	1900:1900	968+356	77.8 : 77.8%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	713	1900	977	73.0%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	253	1.2%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	519	1900:1900	407+407	63.9 : 63.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	510	1900:1900	407+407	60.4 : 64.8%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	878	1900	1086	80.9%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1500	1900:1900	1017+732	85.8 : 85.8%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	629	1900:1900	461+461	68.9 : 67.4%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	481	1900	1194	40.3%
6/2	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	941	1900	1194	78.8%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	845	1900	1194	70.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	324	1900	461	70.2%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	304	1900	461	65.9%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	213	1900	624	34.1%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	318	1900	624	50.9%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	842	1900	1221	68.9%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	978	1900	1221	80.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	912	1900	1466	62.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1006	1900	1466	68.6%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	321	1900	570	56.3%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	265	1900	570	46.5%
12/1	A52 West Exit Peds	U	2	N/A	J		1	51	-	-	1131	1900	1411	80.1%
12/2	A52 West Exit Peds	U	2	N/A	J		1	51	-	-	1029	1900	1411	72.9%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	516	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	805	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	373	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**36.7**	**12.8**	**0.0**	**49.4**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**36.7**	**12.8**	**0.0**	**49.4**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	1030	1030	-	-	-	3.6	1.7	-	5.3	18.7	11.7	1.7	13.4	1/2+1/1
1/3	713	713	-	-	-	2.6	1.3	-	4.0	20.0	10.7	1.3	12.0	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	18.0	0.0	0.0	0.0	2/1
3/2+3/1	519	519	-	-	-	3.6	0.9	-	4.5	31.1	4.5	0.9	5.4	3/2+3/1
3/3+3/4	510	510	-	-	-	3.5	0.8	-	4.4	30.9	4.6	0.8	5.5	3/3+3/4
4/1	878	878	-	-	-	2.9	2.1	-	5.0	20.4	13.4	2.1	15.5	4/1
4/2+4/3	1500	1500	-	-	-	4.6	2.9	-	7.5	18.0	13.3	2.9	16.3	4/2+4/3
5/2+5/1	629	629	-	-	-	4.2	1.1	-	5.3	30.1	5.6	1.1	6.6	5/2+5/1
6/1	481	481	-	-	-	0.8	0.0	-	0.8	5.7	4.3	0.0	4.3	6/1
6/2	941	941	-	-	-	0.8	0.0	-	0.8	2.9	3.9	0.0	3.9	6/2
6/3	845	845	-	-	-	0.5	0.0	-	0.5	2.2	2.8	0.0	2.8	6/3
7/1	324	324	-	-	-	2.6	0.0	-	2.6	29.3	6.3	0.0	6.3	7/1
7/2	304	304	-	-	-	2.6	0.0	-	2.6	30.3	5.9	0.0	5.9	7/2
8/1	213	213	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	8/1
8/2	318	318	-	-	-	0.1	0.0	-	0.1	0.7	0.1	0.0	0.1	8/2
9/1	842	842	-	-	-	0.6	0.0	-	0.6	2.7	4.0	0.0	4.0	9/1
9/2	978	978	-	-	-	0.6	0.0	-	0.6	2.2	3.3	0.0	3.3	9/2
10/1	912	912	-	-	-	0.2	0.8	-	1.0	3.9	1.4	0.8	2.2	10/1
10/2	1006	1006	-	-	-	0.1	1.1	-	1.2	4.2	0.7	1.1	1.8	10/2
11/1	321	321	-	-	-	0.5	0.0	-	0.5	6.0	1.6	0.0	1.6	11/1

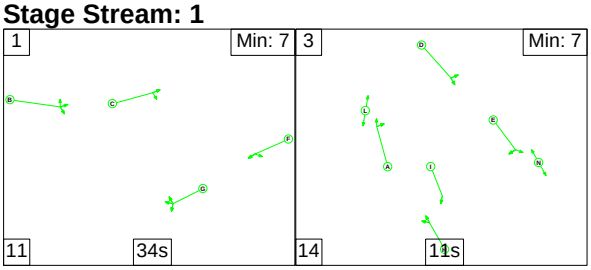
11/2	265	265	-	-	-	0.2	0.0	-	0.2	2.1	0.2	0.0	0.2	11/2
12/1	1131	1131	-	-	-	1.0	0.0	-	1.0	3.3	6.0	0.0	6.0	12/1
12/2	1029	1029	-	-	-	1.0	0.0	-	1.0	3.5	6.3	0.0	6.3	12/2
13/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	4.9	Total Delay for Signalled Lanes (pcuHr):	45.20	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	12.3	Total Delay for Signalled Lanes (pcuHr):	2.05	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	31.1	Total Delay for Signalled Lanes (pcuHr):	2.17	Cycle Time (s): 70
	PRC Over All Lanes (%):	4.9	Total Delay Over All Lanes(pcuHr):	49.44	

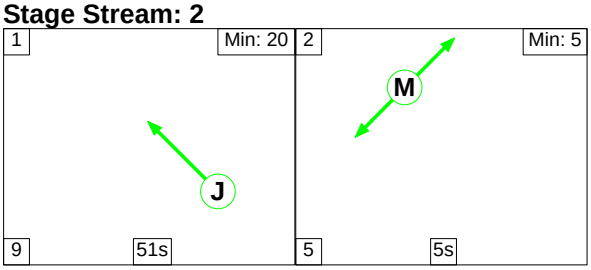
Scenario 2: '12' (FG12: '2028 PM Base SENS', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

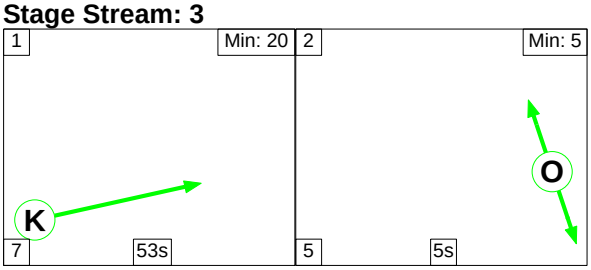
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	51	5
Change Point	56	46

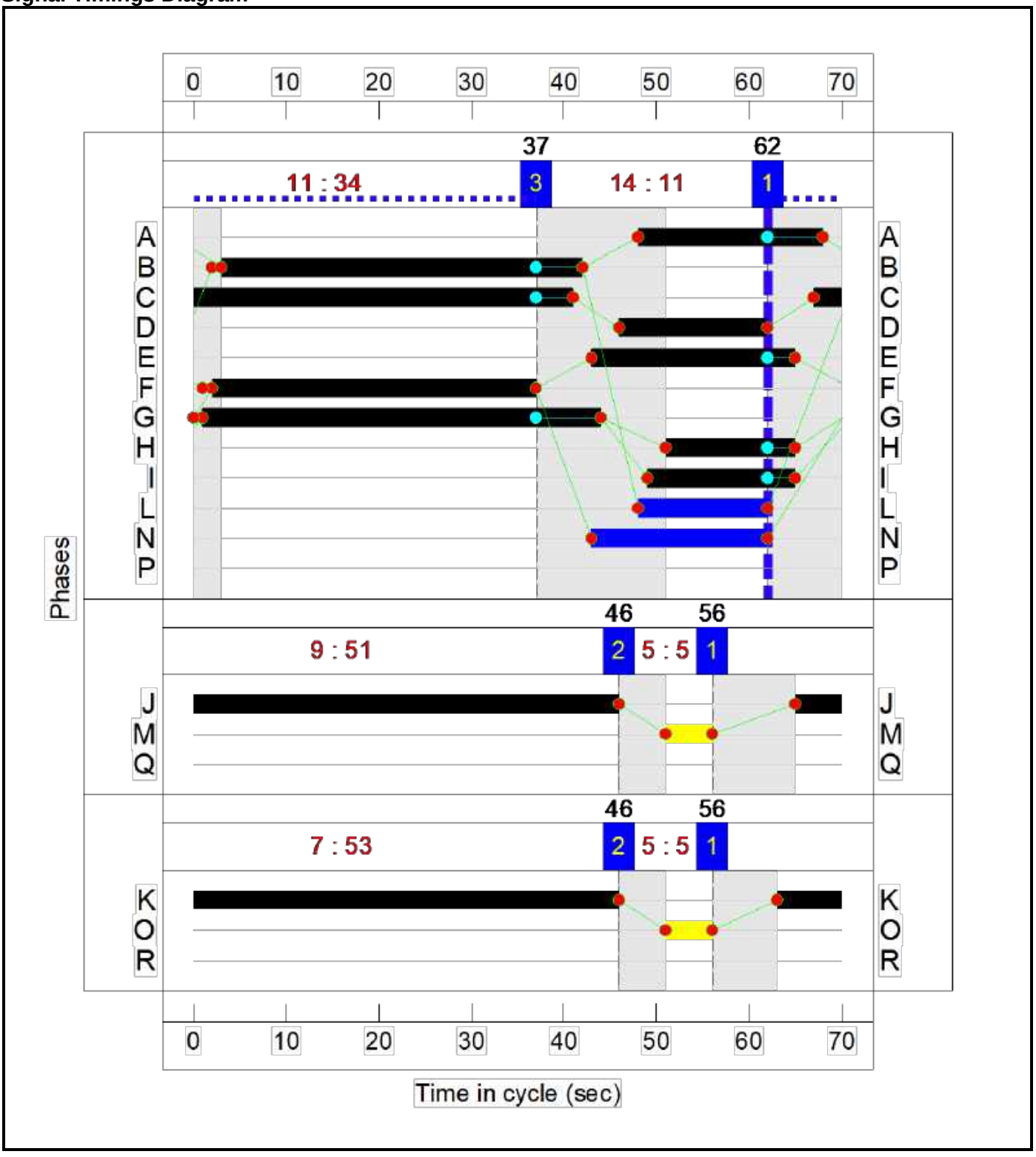
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	51	65	46
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	51	56
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

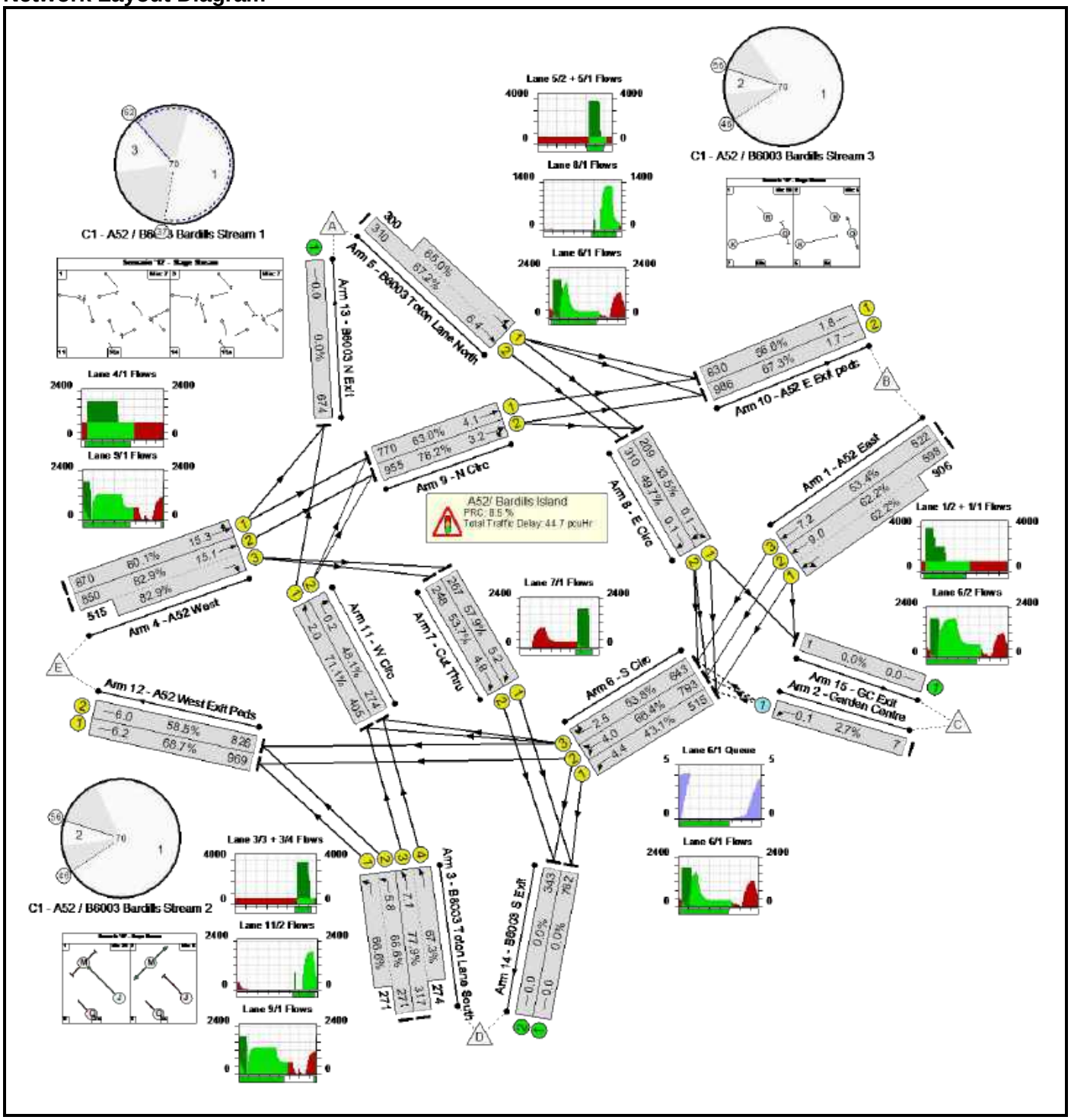
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead Left	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	65	46
12/2	A52 West Exit Peds	U	J	65	46

Network Layout Diagram



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: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	904	1900:1900	961+492	62.2 : 62.2%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	522	1900	977	53.4%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	258	2.7%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	542	1900:1900	407+407	66.6 : 66.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	591	1900:1900	407+407	77.9 : 67.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	870	1900	1086	80.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1365	1900:1900	1025+621	82.9 : 82.9%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	610	1900:1900	461+461	67.2 : 65.0%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	515	1900	1194	43.1%
6/2	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	793	1900	1194	66.4%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	643	1900	1194	53.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	267	1900	461	57.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	248	1900	461	53.7%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	209	1900	624	33.5%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	310	1900	624	49.7%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	770	1900	1221	63.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	955	1900	1221	78.2%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	830	1900	1466	56.6%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	986	1900	1466	67.3%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	405	1900	570	71.1%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	274	1900	570	48.1%
12/1	A52 West Exit Peds	U	2	N/A	J		1	51	-	-	969	1900	1411	68.7%
12/2	A52 West Exit Peds	U	2	N/A	J		1	51	-	-	826	1900	1411	58.5%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	674	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	782	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	343	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**34.0**	**10.7**	**0.0**	**44.7**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**34.0**	**10.7**	**0.0**	**44.7**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	904	904	-	-	-	2.8	0.8	-	3.7	14.6	8.1	0.8	9.0	1/2+1/1
1/3	522	522	-	-	-	1.7	0.6	-	2.2	15.3	6.7	0.6	7.2	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	17.9	0.1	0.0	0.1	2/1
3/2+3/1	542	542	-	-	-	3.8	1.0	-	4.8	31.8	4.8	1.0	5.8	3/2+3/1
3/3+3/4	591	591	-	-	-	4.2	1.3	-	5.5	33.6	5.8	1.3	7.1	3/3+3/4
4/1	870	870	-	-	-	2.9	2.0	-	4.8	20.1	13.3	2.0	15.3	4/1
4/2+4/3	1365	1365	-	-	-	4.0	2.4	-	6.4	16.9	12.7	2.4	15.1	4/2+4/3
5/2+5/1	610	610	-	-	-	4.1	1.0	-	5.0	29.6	5.4	1.0	6.4	5/2+5/1
6/1	515	515	-	-	-	0.8	0.0	-	0.8	5.5	4.4	0.0	4.4	6/1
6/2	793	793	-	-	-	0.8	0.0	-	0.8	3.5	4.0	0.0	4.0	6/2
6/3	643	643	-	-	-	0.5	0.0	-	0.5	2.6	2.5	0.0	2.5	6/3
7/1	267	267	-	-	-	2.2	0.0	-	2.2	29.0	5.2	0.0	5.2	7/1
7/2	248	248	-	-	-	2.1	0.0	-	2.1	30.0	4.8	0.0	4.8	7/2
8/1	209	209	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1	8/1
8/2	310	310	-	-	-	0.1	0.0	-	0.1	0.7	0.1	0.0	0.1	8/2
9/1	770	770	-	-	-	0.6	0.0	-	0.6	2.8	4.1	0.0	4.1	9/1
9/2	955	955	-	-	-	0.6	0.0	-	0.6	2.2	3.2	0.0	3.2	9/2
10/1	830	830	-	-	-	0.1	0.7	-	0.8	3.5	1.2	0.7	1.8	10/1
10/2	986	986	-	-	-	0.1	1.0	-	1.1	4.0	0.7	1.0	1.7	10/2
11/1	405	405	-	-	-	0.8	0.0	-	0.8	7.0	2.0	0.0	2.0	11/1

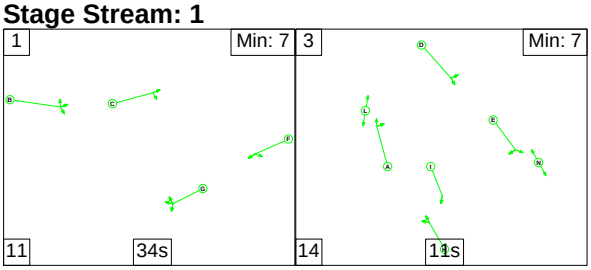
11/2	274	274	-	-	-	0.2	0.0	-	0.2	2.1	0.2	0.0	0.2	11/2
12/1	969	969	-	-	-	1.0	0.0	-	1.0	3.7	6.2	0.0	6.2	12/1
12/2	826	826	-	-	-	0.9	0.0	-	0.9	3.9	6.0	0.0	6.0	12/2
13/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):	40.93	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	31.1	Total Delay for Signalled Lanes (pcuHr):	1.87	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	33.8	Total Delay for Signalled Lanes (pcuHr):	1.91	Cycle Time (s): 70
	PRC Over All Lanes (%):	8.5	Total Delay Over All Lanes(pcuHr):	44.74	

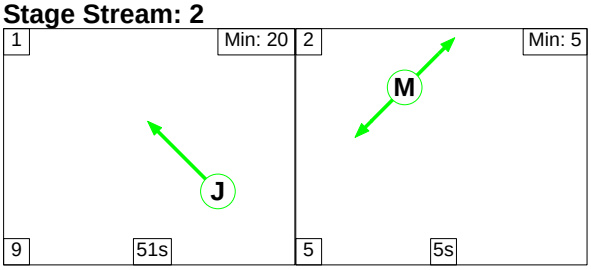
Scenario 3: '14' (FG14: '2041 PM Base SENS', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

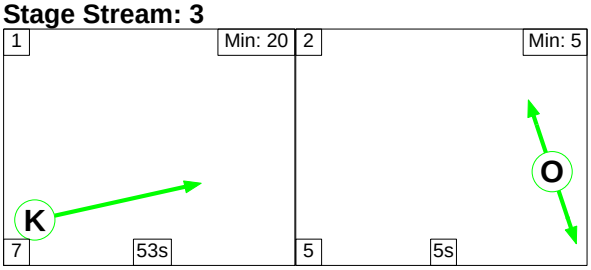
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	51	5
Change Point	45	35

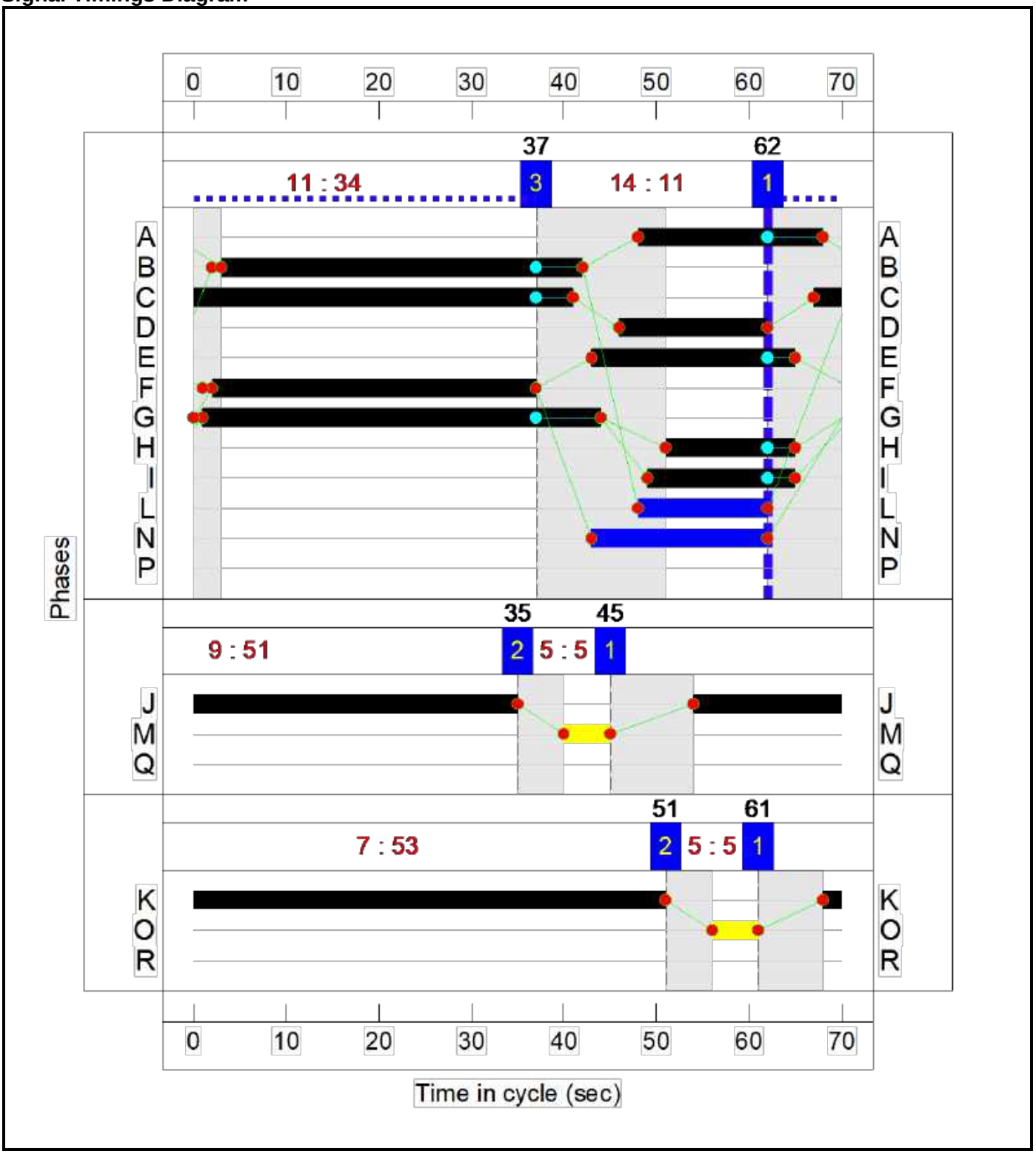
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	61	51

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	51	54	35
K	A52 E Exit peds	Traffic	3	53	68	51
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	40	45
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	56	61
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

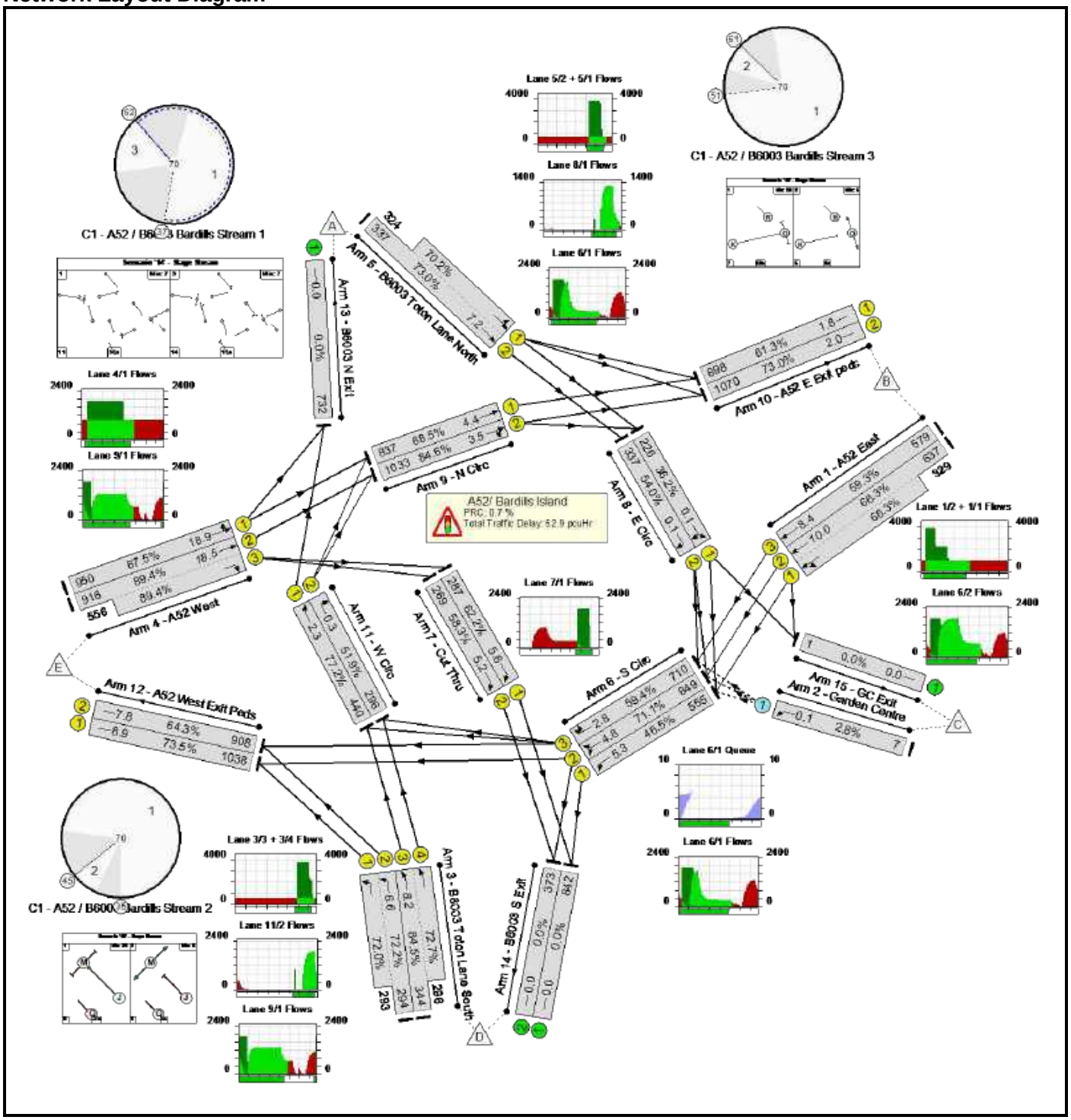
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead Left	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	68	51
10/2	A52 E Exit peds	U	K	68	51
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	54	35
12/2	A52 West Exit Peds	U	J	54	35

Network Layout Diagram



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: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	966	1900:1900	961+496	66.3 : 66.3%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	579	1900	977	59.3%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	247	2.8%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	587	1900:1900	407+407	72.2 : 72.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	640	1900:1900	407+407	84.5 : 72.7%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	950	1900	1086	87.5%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1472	1900:1900	1025+622	89.4 : 89.4%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	661	1900:1900	461+461	73.0 : 70.2%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	555	1900	1194	46.5%
6/2	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	849	1900	1194	71.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	710	1900	1194	59.4%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	287	1900	461	62.2%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	269	1900	461	58.3%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	226	1900	624	36.2%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	337	1900	624	54.0%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	837	1900	1221	68.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	1033	1900	1221	84.6%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	898	1900	1466	61.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1070	1900	1466	73.0%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	440	1900	570	77.2%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	296	1900	570	51.9%
12/1	A52 West Exit Peds	U	2	N/A	J		1	51	-	-	1038	1900	1411	73.5%
12/2	A52 West Exit Peds	U	2	N/A	J		1	51	-	-	908	1900	1411	64.3%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	732	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	842	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	373	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**37.4**	**15.5**	**0.0**	**52.9**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**37.4**	**15.5**	**0.0**	**52.9**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	966	966	-	-	-	3.1	1.0	-	4.1	15.2	9.0	1.0	10.0	1/2+1/1
1/3	579	579	-	-	-	1.9	0.7	-	2.6	16.4	7.7	0.7	8.4	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	18.5	0.1	0.0	0.1	2/1
3/2+3/1	587	587	-	-	-	4.2	1.3	-	5.4	33.4	5.3	1.3	6.6	3/2+3/1
3/3+3/4	640	640	-	-	-	4.6	1.8	-	6.4	36.1	6.4	1.8	8.2	3/3+3/4
4/1	950	950	-	-	-	3.4	3.3	-	6.7	25.5	15.6	3.3	18.9	4/1
4/2+4/3	1472	1472	-	-	-	4.6	4.0	-	8.6	21.0	14.5	4.0	18.5	4/2+4/3
5/2+5/1	661	661	-	-	-	4.5	1.3	-	5.7	31.1	6.0	1.3	7.2	5/2+5/1
6/1	555	555	-	-	-	0.9	0.0	-	0.9	5.6	5.3	0.0	5.3	6/1
6/2	849	849	-	-	-	0.8	0.0	-	0.8	3.5	4.8	0.0	4.8	6/2
6/3	710	710	-	-	-	0.5	0.0	-	0.5	2.5	2.8	0.0	2.8	6/3
7/1	287	287	-	-	-	2.3	0.0	-	2.3	29.1	5.6	0.0	5.6	7/1
7/2	269	269	-	-	-	2.3	0.0	-	2.3	30.1	5.2	0.0	5.2	7/2
8/1	226	226	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1	8/1
8/2	337	337	-	-	-	0.1	0.0	-	0.1	0.8	0.1	0.0	0.1	8/2
9/1	837	837	-	-	-	0.7	0.0	-	0.7	2.8	4.4	0.0	4.4	9/1
9/2	1033	1033	-	-	-	0.6	0.0	-	0.6	2.3	3.5	0.0	3.5	9/2
10/1	898	898	-	-	-	0.2	0.8	-	1.0	3.8	1.0	0.8	1.8	10/1
10/2	1070	1070	-	-	-	0.1	1.3	-	1.4	4.8	0.6	1.3	2.0	10/2
11/1	440	440	-	-	-	0.9	0.0	-	0.9	7.5	2.3	0.0	2.3	11/1

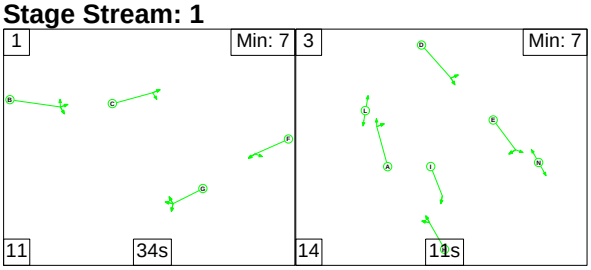
11/2	296	296	-	-	-	0.2	0.0	-	0.2	2.3	0.3	0.0	0.3	11/2
12/1	1038	1038	-	-	-	1.0	0.0	-	1.0	3.3	8.9	0.0	8.9	12/1
12/2	908	908	-	-	-	0.6	0.0	-	0.6	2.4	7.8	0.0	7.8	12/2
13/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	0.7	Total Delay for Signalled Lanes (pcuHr):	48.91	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	22.4	Total Delay for Signalled Lanes (pcuHr):	1.55	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	2.39	Cycle Time (s): 70
	PRC Over All Lanes (%):	0.7	Total Delay Over All Lanes(pcuHr):	52.88	

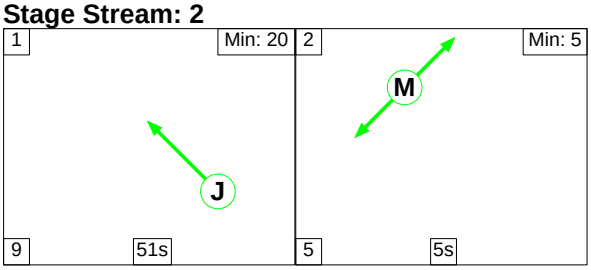
Scenario 4: '15' (FG14: '2041 PM Base SENS', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

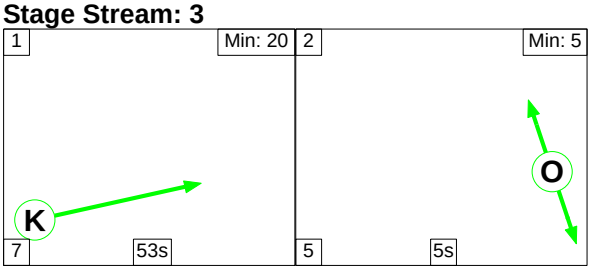
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	51	5
Change Point	45	35

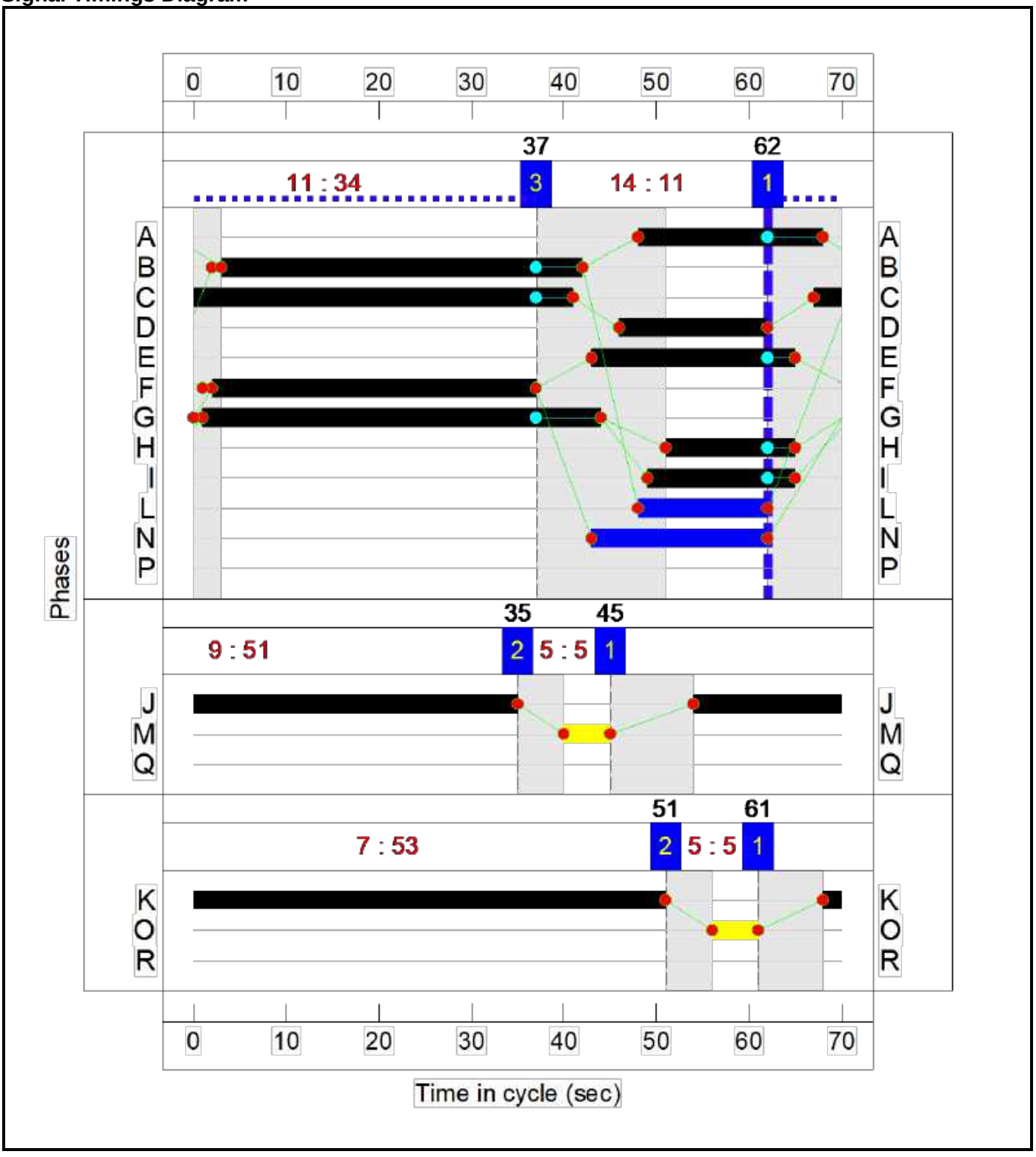
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	61	51

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	51	54	35
K	A52 E Exit peds	Traffic	3	53	68	51
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	40	45
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	56	61
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

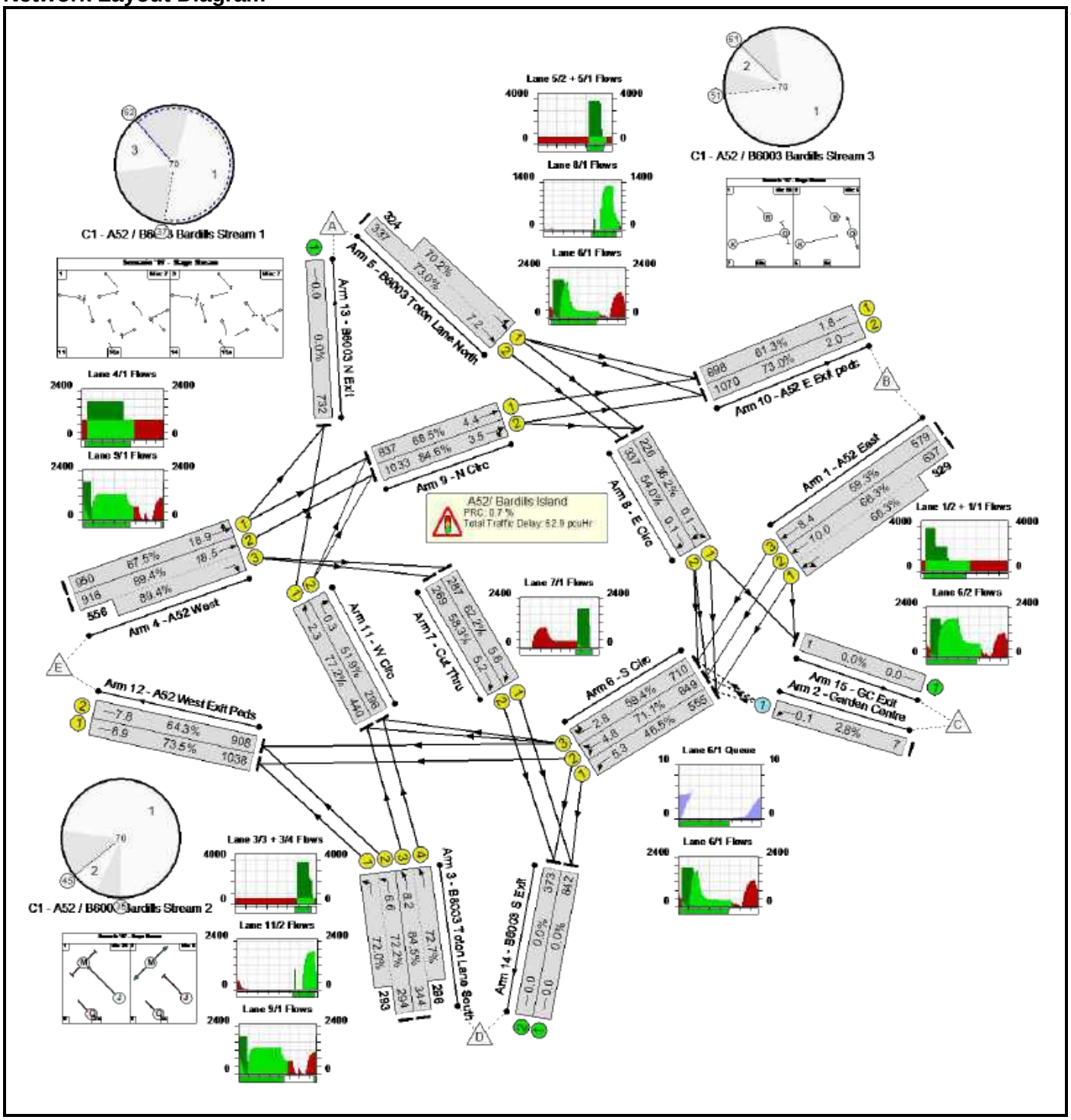
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead Left	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	68	51
10/2	A52 E Exit peds	U	K	68	51
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	54	35
12/2	A52 West Exit Peds	U	J	54	35

Network Layout Diagram



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: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	966	1900:1900	961+496	66.3 : 66.3%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	579	1900	977	59.3%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	247	2.8%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	587	1900:1900	407+407	72.2 : 72.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	640	1900:1900	407+407	84.5 : 72.7%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	950	1900	1086	87.5%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1472	1900:1900	1025+622	89.4 : 89.4%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	661	1900:1900	461+461	73.0 : 70.2%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	555	1900	1194	46.5%
6/2	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	849	1900	1194	71.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	710	1900	1194	59.4%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	287	1900	461	62.2%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	269	1900	461	58.3%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	226	1900	624	36.2%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	337	1900	624	54.0%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	837	1900	1221	68.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	1033	1900	1221	84.6%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	898	1900	1466	61.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1070	1900	1466	73.0%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	440	1900	570	77.2%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	296	1900	570	51.9%
12/1	A52 West Exit Peds	U	2	N/A	J		1	51	-	-	1038	1900	1411	73.5%
12/2	A52 West Exit Peds	U	2	N/A	J		1	51	-	-	908	1900	1411	64.3%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	732	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	842	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	373	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**37.4**	**15.5**	**0.0**	**52.9**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**37.4**	**15.5**	**0.0**	**52.9**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	966	966	-	-	-	3.1	1.0	-	4.1	15.2	9.0	1.0	10.0	1/2+1/1
1/3	579	579	-	-	-	1.9	0.7	-	2.6	16.4	7.7	0.7	8.4	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	18.5	0.1	0.0	0.1	2/1
3/2+3/1	587	587	-	-	-	4.2	1.3	-	5.4	33.4	5.3	1.3	6.6	3/2+3/1
3/3+3/4	640	640	-	-	-	4.6	1.8	-	6.4	36.1	6.4	1.8	8.2	3/3+3/4
4/1	950	950	-	-	-	3.4	3.3	-	6.7	25.5	15.6	3.3	18.9	4/1
4/2+4/3	1472	1472	-	-	-	4.6	4.0	-	8.6	21.0	14.5	4.0	18.5	4/2+4/3
5/2+5/1	661	661	-	-	-	4.5	1.3	-	5.7	31.1	6.0	1.3	7.2	5/2+5/1
6/1	555	555	-	-	-	0.9	0.0	-	0.9	5.6	5.3	0.0	5.3	6/1
6/2	849	849	-	-	-	0.8	0.0	-	0.8	3.5	4.8	0.0	4.8	6/2
6/3	710	710	-	-	-	0.5	0.0	-	0.5	2.5	2.8	0.0	2.8	6/3
7/1	287	287	-	-	-	2.3	0.0	-	2.3	29.1	5.6	0.0	5.6	7/1
7/2	269	269	-	-	-	2.3	0.0	-	2.3	30.1	5.2	0.0	5.2	7/2
8/1	226	226	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1	8/1
8/2	337	337	-	-	-	0.1	0.0	-	0.1	0.8	0.1	0.0	0.1	8/2
9/1	837	837	-	-	-	0.7	0.0	-	0.7	2.8	4.4	0.0	4.4	9/1
9/2	1033	1033	-	-	-	0.6	0.0	-	0.6	2.3	3.5	0.0	3.5	9/2
10/1	898	898	-	-	-	0.2	0.8	-	1.0	3.8	1.0	0.8	1.8	10/1
10/2	1070	1070	-	-	-	0.1	1.3	-	1.4	4.8	0.6	1.3	2.0	10/2
11/1	440	440	-	-	-	0.9	0.0	-	0.9	7.5	2.3	0.0	2.3	11/1

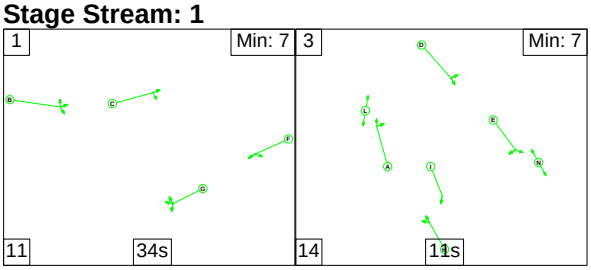
11/2	296	296	-	-	-	0.2	0.0	-	0.2	2.3	0.3	0.0	0.3	11/2
12/1	1038	1038	-	-	-	1.0	0.0	-	1.0	3.3	8.9	0.0	8.9	12/1
12/2	908	908	-	-	-	0.6	0.0	-	0.6	2.4	7.8	0.0	7.8	12/2
13/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	0.7	Total Delay for Signalled Lanes (pcuHr):	48.91	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	22.4	Total Delay for Signalled Lanes (pcuHr):	1.55	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	2.39	Cycle Time (s): 70
	PRC Over All Lanes (%):	0.7	Total Delay Over All Lanes(pcuHr):	52.88	

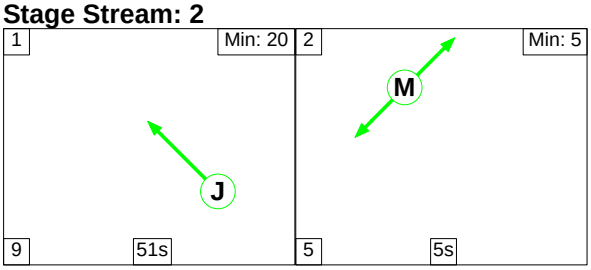
Scenario 5: '16' (FG15: '2028 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

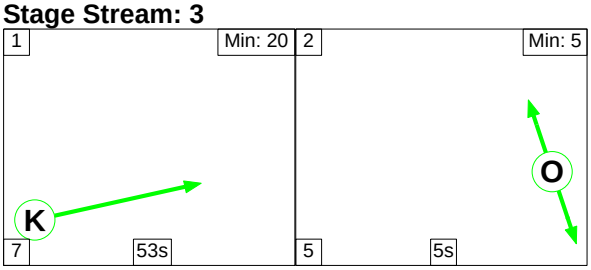
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	51	5
Change Point	58	48

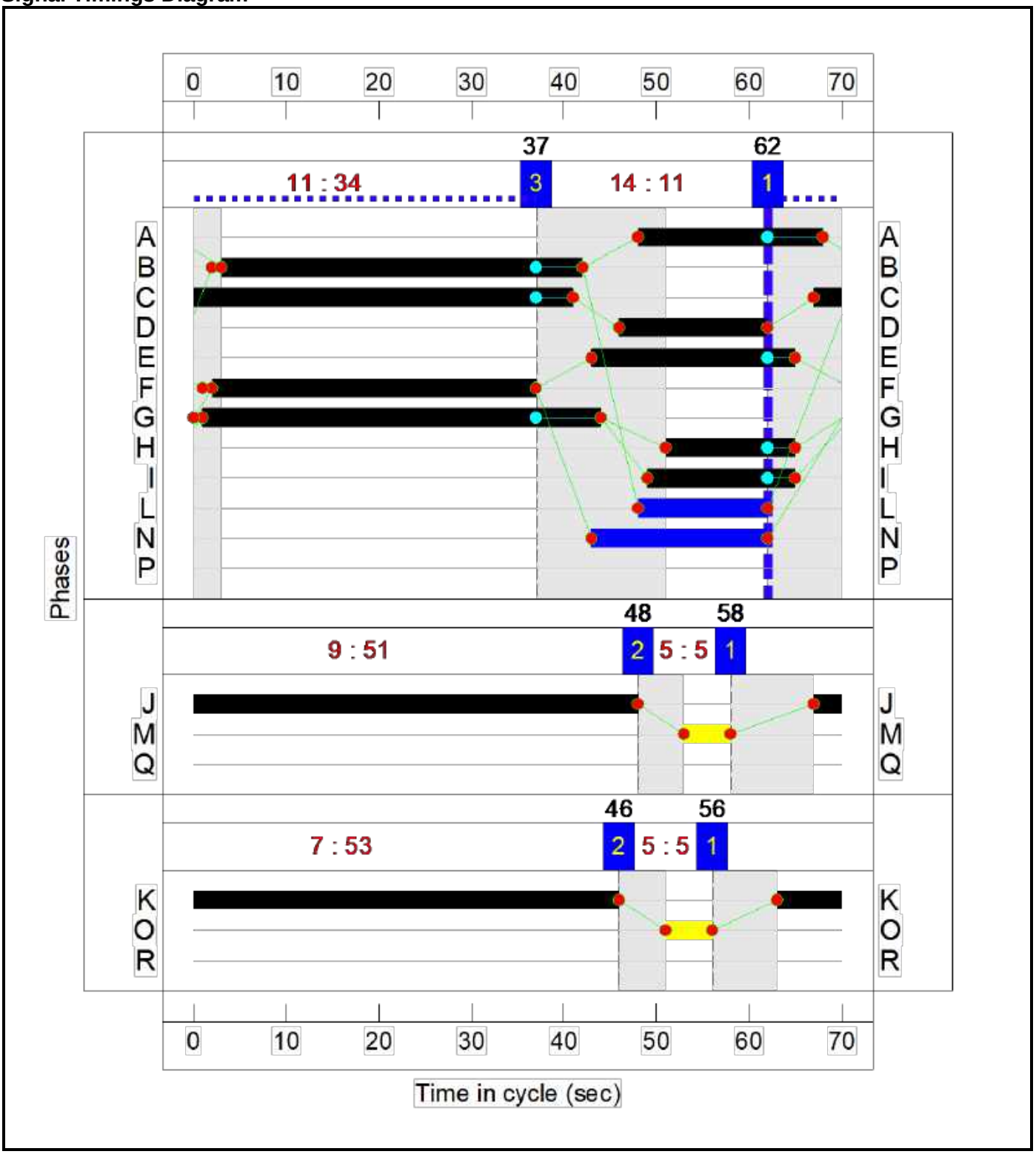
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	51	67	48
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	53	58
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

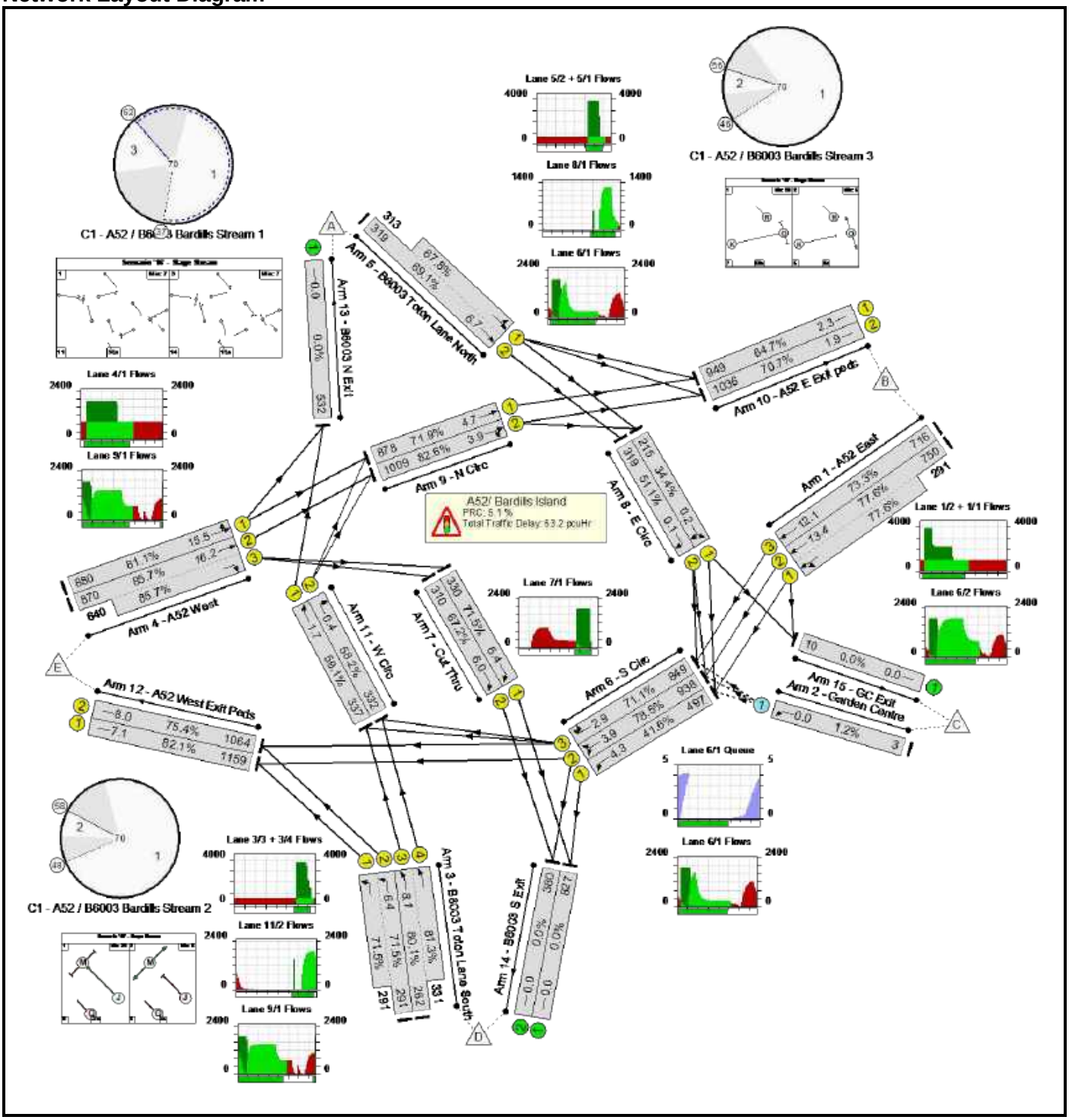
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead Left	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	67	48
12/2	A52 West Exit Peds	U	J	67	48

Network Layout Diagram



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: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**85.7%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**85.7%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1041	1900:1900	967+375	77.6 : 77.6%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	716	1900	977	73.3%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	253	1.2%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	582	1900:1900	407+407	71.5 : 71.5%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	593	1900:1900	327+407	80.1 : 81.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	880	1900	1086	81.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1510	1900:1900	1016+747	85.7 : 85.7%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	632	1900:1900	461+461	69.1 : 67.8%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	497	1900	1194	41.6%
6/2	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	938	1900	1194	78.5%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	849	1900	1194	71.1%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	330	1900	461	71.5%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	310	1900	461	67.2%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	215	1900	624	34.4%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	319	1900	624	51.1%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	878	1900	1221	71.9%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	1009	1900	1221	82.6%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	949	1900	1466	64.7%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1036	1900	1466	70.7%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	337	1900	570	59.1%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	332	1900	570	58.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	51	-	-	1159	1900	1411	82.1%
12/2	A52 West Exit Peds	U	2	N/A	J		1	51	-	-	1064	1900	1411	75.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	532	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	827	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	380	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**38.6**	**14.6**	**0.0**	**53.2**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**38.6**	**14.6**	**0.0**	**53.2**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	1041	1041	-	-	-	3.6	1.7	-	5.3	18.5	11.7	1.7	13.4	1/2+1/1
1/3	716	716	-	-	-	2.6	1.4	-	4.0	20.1	10.7	1.4	12.1	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	18.0	0.0	0.0	0.0	2/1
3/2+3/1	582	582	-	-	-	4.1	1.2	-	5.4	33.2	5.2	1.2	6.4	3/2+3/1
3/3+3/4	593	593	-	-	-	4.2	2.0	-	6.3	38.1	6.1	2.0	8.1	3/3+3/4
4/1	880	880	-	-	-	2.9	2.1	-	5.0	20.6	13.4	2.1	15.5	4/1
4/2+4/3	1510	1510	-	-	-	4.6	2.9	-	7.5	17.9	13.3	2.9	16.2	4/2+4/3
5/2+5/1	632	632	-	-	-	4.2	1.1	-	5.3	30.2	5.6	1.1	6.7	5/2+5/1
6/1	497	497	-	-	-	0.8	0.0	-	0.8	5.6	4.3	0.0	4.3	6/1
6/2	938	938	-	-	-	0.8	0.0	-	0.8	2.9	3.9	0.0	3.9	6/2
6/3	849	849	-	-	-	0.5	0.0	-	0.5	2.2	2.9	0.0	2.9	6/3
7/1	330	330	-	-	-	2.7	0.0	-	2.7	29.3	6.4	0.0	6.4	7/1
7/2	310	310	-	-	-	2.6	0.0	-	2.6	30.3	6.0	0.0	6.0	7/2
8/1	215	215	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	8/1
8/2	319	319	-	-	-	0.1	0.0	-	0.1	0.7	0.1	0.0	0.1	8/2
9/1	878	878	-	-	-	0.7	0.0	-	0.7	2.9	4.7	0.0	4.7	9/1
9/2	1009	1009	-	-	-	0.7	0.0	-	0.7	2.4	3.9	0.0	3.9	9/2
10/1	949	949	-	-	-	0.2	0.9	-	1.1	4.1	1.4	0.9	2.3	10/1
10/2	1036	1036	-	-	-	0.1	1.2	-	1.3	4.5	0.7	1.2	1.9	10/2
11/1	337	337	-	-	-	0.6	0.0	-	0.6	5.9	1.7	0.0	1.7	11/1

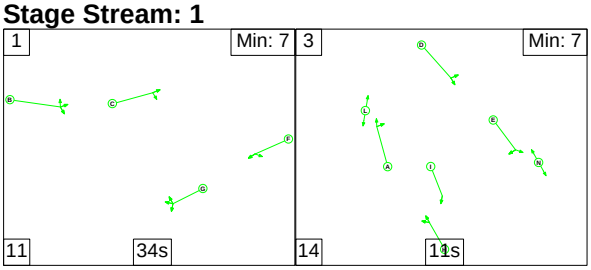
11/2	332	332	-	-	-	0.3	0.0	-	0.3	3.0	0.4	0.0	0.4	11/2
12/1	1159	1159	-	-	-	1.2	0.0	-	1.2	3.6	7.1	0.0	7.1	12/1
12/2	1064	1064	-	-	-	1.1	0.0	-	1.1	3.8	8.0	0.0	8.0	12/2
13/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	827	827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	5.1	Total Delay for Signalled Lanes (pcuHr):	48.49	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	9.6	Total Delay for Signalled Lanes (pcuHr):	2.29	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	27.3	Total Delay for Signalled Lanes (pcuHr):	2.37	Cycle Time (s): 70
	PRC Over All Lanes (%):	5.1	Total Delay Over All Lanes(pcuHr):	53.17	

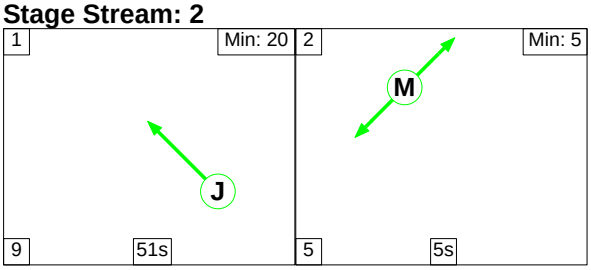
Scenario 6: '17' (FG16: '2028 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

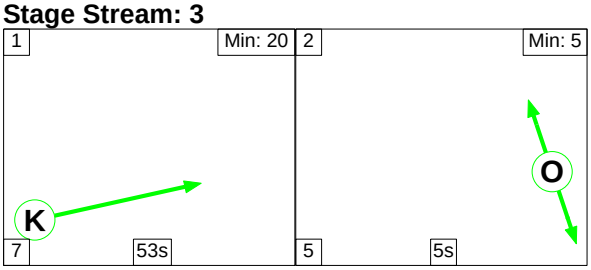
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	51	5
Change Point	51	41

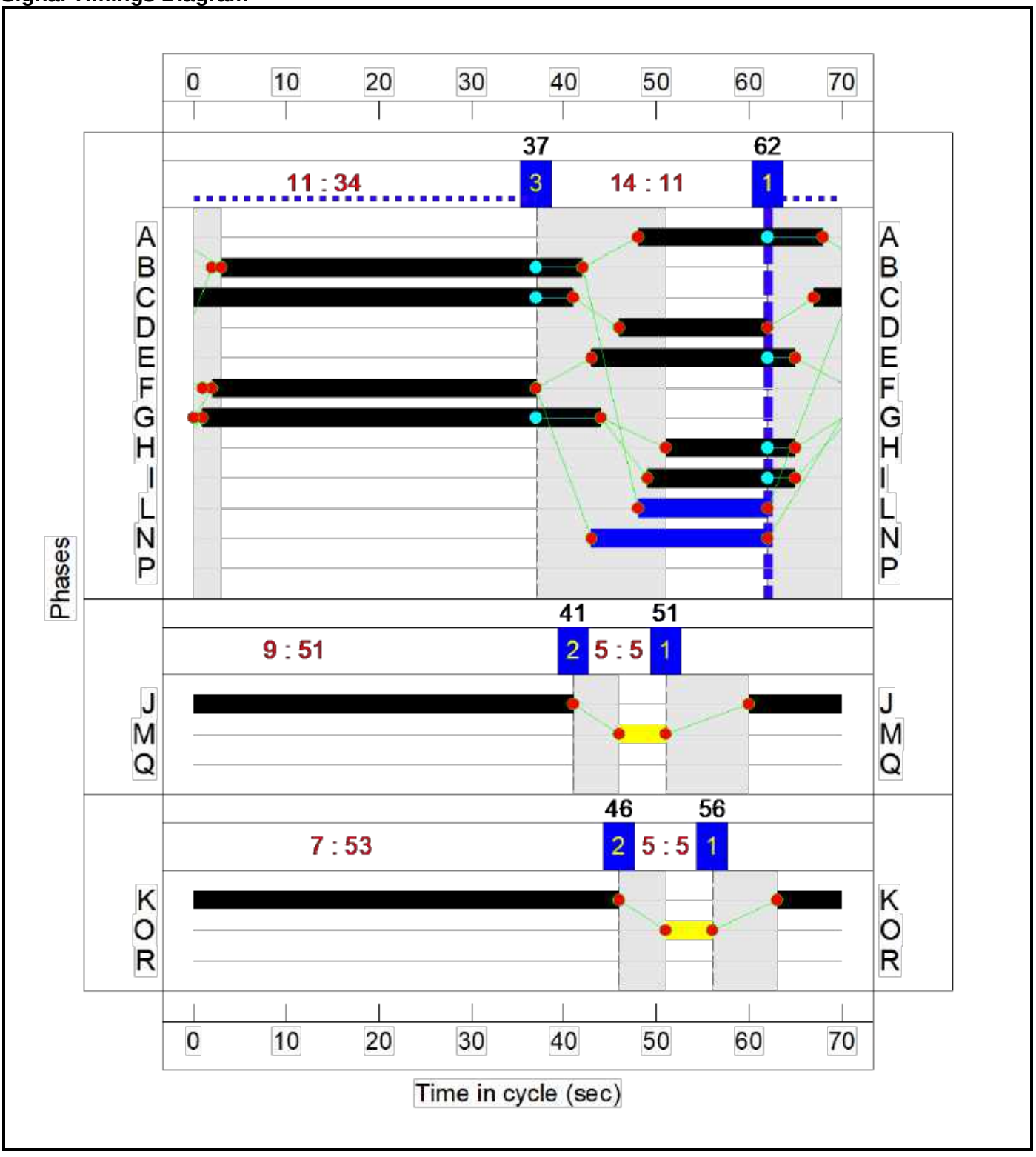
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	51	60	41
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	46	51
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

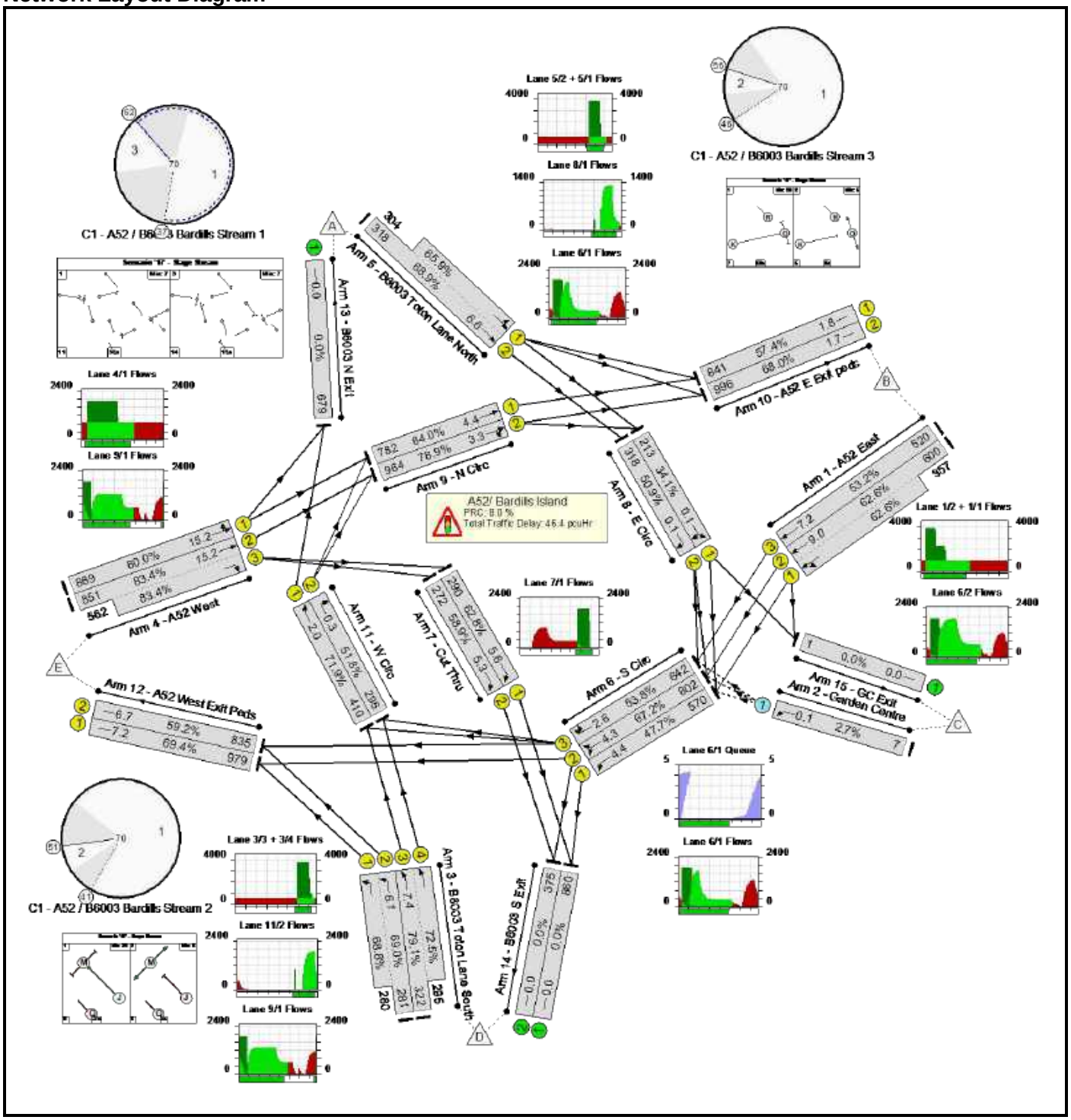
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead Left	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	60	41
12/2	A52 West Exit Peds	U	J	60	41

Network Layout Diagram



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: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.4%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.4%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	957	1900:1900	958+570	62.6 : 62.6%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	520	1900	977	53.2%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	255	2.7%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	561	1900:1900	407+407	69.0 : 68.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	617	1900:1900	407+407	79.1 : 72.5%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	869	1900	1086	80.0%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1413	1900:1900	1021+674	83.4 : 83.4%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	622	1900:1900	461+461	68.9 : 65.9%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	570	1900	1194	47.7%
6/2	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	802	1900	1194	67.2%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	642	1900	1194	53.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	290	1900	461	62.8%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	272	1900	461	58.9%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	213	1900	624	34.1%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	318	1900	624	50.9%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	782	1900	1221	64.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	964	1900	1221	78.9%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	841	1900	1466	57.4%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	996	1900	1466	68.0%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	410	1900	570	71.9%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	295	1900	570	51.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	51	-	-	979	1900	1411	69.4%
12/2	A52 West Exit Peds	U	2	N/A	J		1	51	-	-	835	1900	1411	59.2%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	679	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	860	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	375	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**35.1**	**11.2**	**0.0**	**46.4**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**35.1**	**11.2**	**0.0**	**46.4**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	957	957	-	-	-	3.0	0.8	-	3.9	14.5	8.2	0.8	9.0	1/2+1/1
1/3	520	520	-	-	-	1.6	0.6	-	2.2	15.3	6.6	0.6	7.2	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	18.1	0.1	0.0	0.1	2/1
3/2+3/1	561	561	-	-	-	4.0	1.1	-	5.0	32.4	5.0	1.1	6.1	3/2+3/1
3/3+3/4	617	617	-	-	-	4.4	1.5	-	6.0	34.8	5.9	1.5	7.4	3/3+3/4
4/1	869	869	-	-	-	2.9	2.0	-	4.8	20.0	13.3	2.0	15.2	4/1
4/2+4/3	1413	1413	-	-	-	4.2	2.5	-	6.6	16.9	12.8	2.5	15.2	4/2+4/3
5/2+5/1	622	622	-	-	-	4.1	1.0	-	5.2	29.9	5.6	1.0	6.6	5/2+5/1
6/1	570	570	-	-	-	0.8	0.0	-	0.8	5.1	4.4	0.0	4.4	6/1
6/2	802	802	-	-	-	0.8	0.0	-	0.8	3.6	4.3	0.0	4.3	6/2
6/3	642	642	-	-	-	0.5	0.0	-	0.5	2.6	2.6	0.0	2.6	6/3
7/1	290	290	-	-	-	2.3	0.0	-	2.3	29.1	5.6	0.0	5.6	7/1
7/2	272	272	-	-	-	2.3	0.0	-	2.3	30.1	5.3	0.0	5.3	7/2
8/1	213	213	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1	8/1
8/2	318	318	-	-	-	0.1	0.0	-	0.1	0.7	0.1	0.0	0.1	8/2
9/1	782	782	-	-	-	0.6	0.0	-	0.6	2.9	4.4	0.0	4.4	9/1
9/2	964	964	-	-	-	0.6	0.0	-	0.6	2.2	3.3	0.0	3.3	9/2
10/1	841	841	-	-	-	0.1	0.7	-	0.8	3.5	1.2	0.7	1.8	10/1
10/2	996	996	-	-	-	0.1	1.1	-	1.1	4.1	0.7	1.1	1.7	10/2
11/1	410	410	-	-	-	0.8	0.0	-	0.8	7.0	2.0	0.0	2.0	11/1

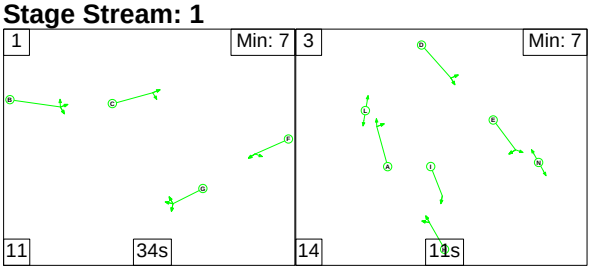
11/2	295	295	-	-	-	0.2	0.0	-	0.2	2.3	0.3	0.0	0.3	11/2
12/1	979	979	-	-	-	0.9	0.0	-	0.9	3.3	7.2	0.0	7.2	12/1
12/2	835	835	-	-	-	0.7	0.0	-	0.7	3.1	6.7	0.0	6.7	12/2
13/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	8.0	Total Delay for Signalled Lanes (pcuHr):	42.75	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	29.8	Total Delay for Signalled Lanes (pcuHr):	1.62	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	32.4	Total Delay for Signalled Lanes (pcuHr):	1.96	Cycle Time (s): 70
	PRC Over All Lanes (%):	8.0	Total Delay Over All Lanes(pcuHr):	46.36	

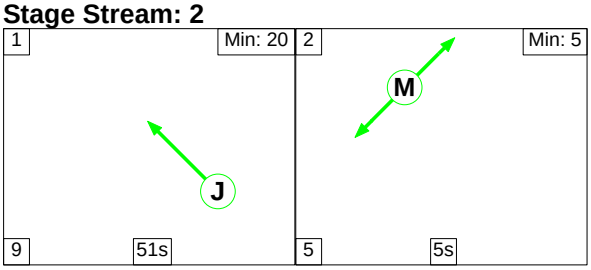
Scenario 7: '18' (FG17: '2041 AM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

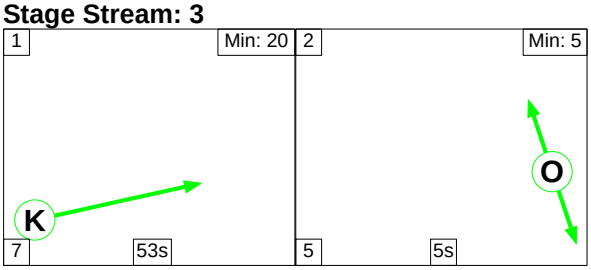
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	51	5
Change Point	56	46

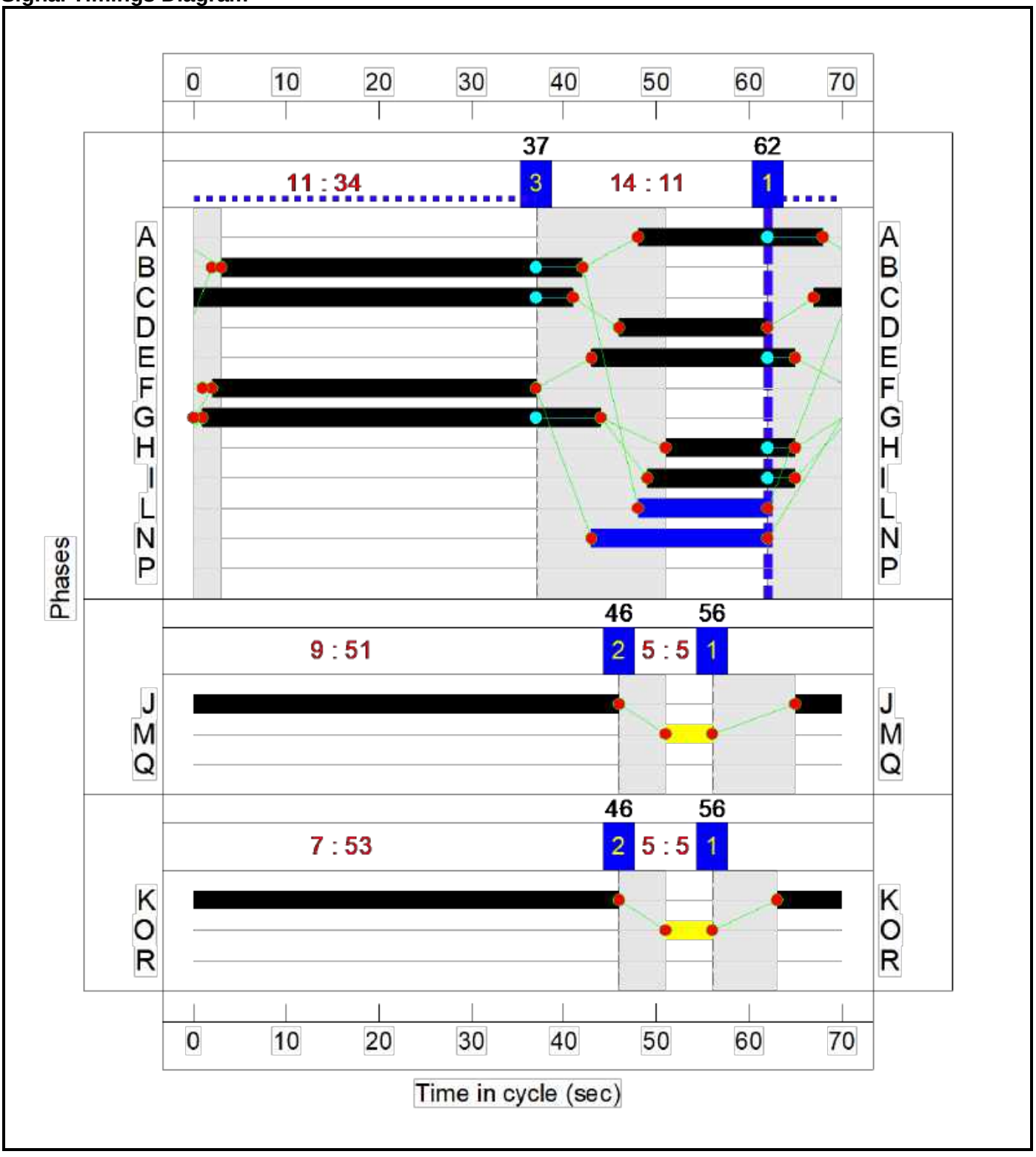
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	51	65	46
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	51	56
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

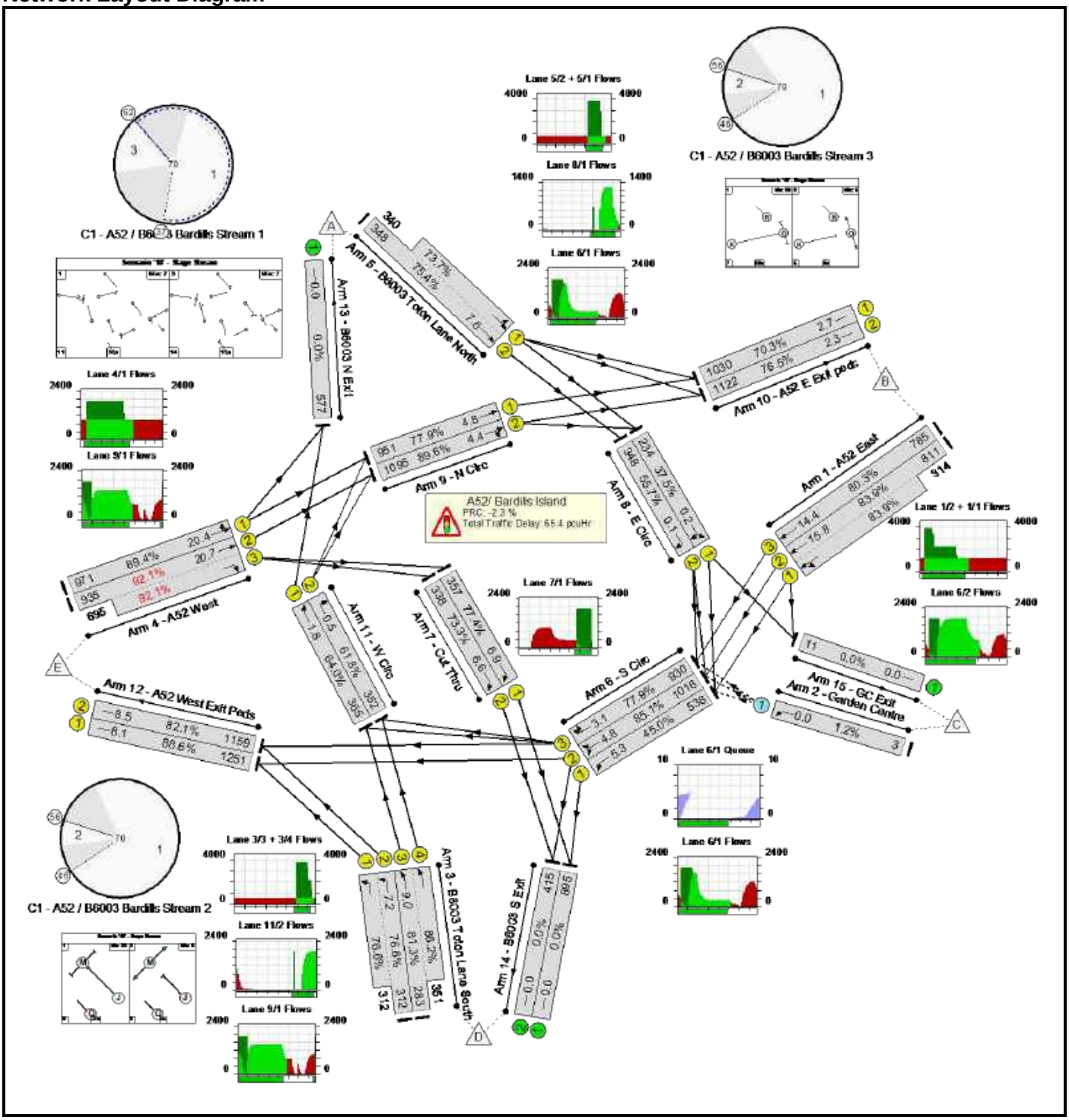
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead Left	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	65	46
12/2	A52 West Exit Peds	U	J	65	46

Network Layout Diagram



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: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.1%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.1%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1125	1900:1900	967+374	83.9 : 83.9%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	785	1900	977	80.3%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	241	1.2%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	624	1900:1900	407+407	76.6 : 76.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	634	1900:1900	348+407	81.3 : 86.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	971	1900	1086	89.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1630	1900:1900	1015+755	92.1 : 92.1%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	688	1900:1900	461+461	75.4 : 73.7%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	538	1900	1194	45.0%
6/2	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	1016	1900	1194	85.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	930	1900	1194	77.9%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	357	1900	461	77.4%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	338	1900	461	73.3%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	234	1900	624	37.5%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	348	1900	624	55.7%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	951	1900	1221	77.9%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	1095	1900	1221	89.6%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1030	1900	1466	70.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1122	1900	1466	76.5%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	365	1900	570	64.0%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	352	1900	570	61.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	51	-	-	1251	1900	1411	88.6%
12/2	A52 West Exit Peds	U	2	N/A	J		1	51	-	-	1159	1900	1411	82.1%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	577	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	895	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	415	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**43.1**	**22.3**	**0.0**	**65.4**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**43.1**	**22.3**	**0.0**	**65.4**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	1125	1125	-	-	-	4.1	2.5	-	6.7	21.3	13.3	2.5	15.8	1/2+1/1
1/3	785	785	-	-	-	3.1	2.0	-	5.1	23.2	12.4	2.0	14.4	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	18.6	0.0	0.0	0.0	2/1
3/2+3/1	624	624	-	-	-	4.5	1.6	-	6.1	35.2	5.6	1.6	7.2	3/2+3/1
3/3+3/4	634	634	-	-	-	4.6	2.5	-	7.1	40.3	6.5	2.5	9.0	3/3+3/4
4/1	971	971	-	-	-	3.5	4.0	-	7.5	27.8	16.5	4.0	20.4	4/1
4/2+4/3	1630	1630	-	-	-	5.2	5.4	-	10.7	23.5	15.3	5.4	20.7	4/2+4/3
5/2+5/1	688	688	-	-	-	4.7	1.4	-	6.1	32.1	6.2	1.4	7.6	5/2+5/1
6/1	538	538	-	-	-	0.8	0.0	-	0.8	5.6	5.3	0.0	5.3	6/1
6/2	1016	1016	-	-	-	0.8	0.0	-	0.8	2.9	4.8	0.0	4.8	6/2
6/3	930	930	-	-	-	0.6	0.0	-	0.6	2.2	3.1	0.0	3.1	6/3
7/1	357	357	-	-	-	2.9	0.0	-	2.9	29.3	6.9	0.0	6.9	7/1
7/2	338	338	-	-	-	2.8	0.0	-	2.8	30.3	6.6	0.0	6.6	7/2
8/1	234	234	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	8/1
8/2	348	348	-	-	-	0.1	0.0	-	0.1	0.8	0.1	0.0	0.1	8/2
9/1	951	951	-	-	-	0.7	0.0	-	0.7	2.8	4.8	0.0	4.8	9/1
9/2	1095	1095	-	-	-	0.8	0.0	-	0.8	2.5	4.4	0.0	4.4	9/2
10/1	1030	1030	-	-	-	0.2	1.2	-	1.4	4.8	1.6	1.2	2.7	10/1
10/2	1122	1122	-	-	-	0.1	1.6	-	1.7	5.5	0.7	1.6	2.3	10/2
11/1	365	365	-	-	-	0.6	0.0	-	0.6	6.0	1.8	0.0	1.8	11/1

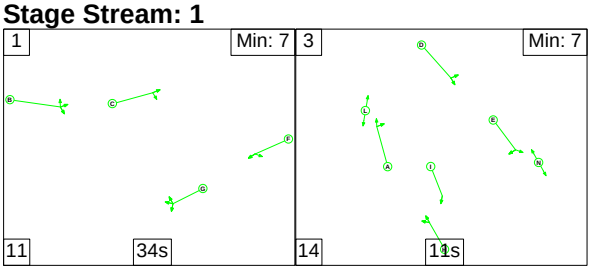
11/2	352	352	-	-	-	0.4	0.0	-	0.4	3.6	0.5	0.0	0.5	11/2
12/1	1251	1251	-	-	-	1.3	0.0	-	1.3	3.8	8.1	0.0	8.1	12/1
12/2	1159	1159	-	-	-	1.2	0.0	-	1.2	3.8	8.5	0.0	8.5	12/2
13/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-2.3	Total Delay for Signalled Lanes (pcuHr):	59.82	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	1.5	Total Delay for Signalled Lanes (pcuHr):	2.53	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	17.6	Total Delay for Signalled Lanes (pcuHr):	3.07	Cycle Time (s): 70
	PRC Over All Lanes (%):	-2.3	Total Delay Over All Lanes(pcuHr):	65.43	

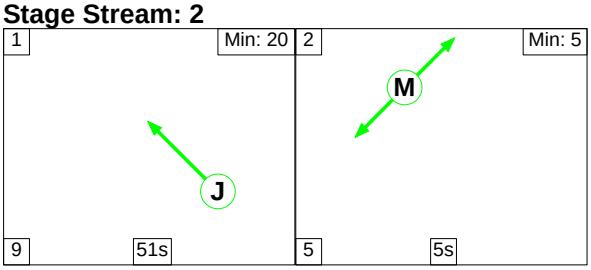
Scenario 8: '19' (FG18: '2041 PM Base SENS + Dev', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

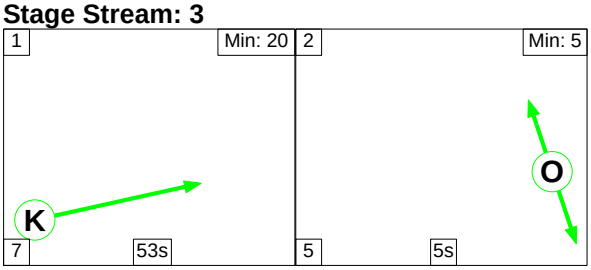
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	51	5
Change Point	46	36

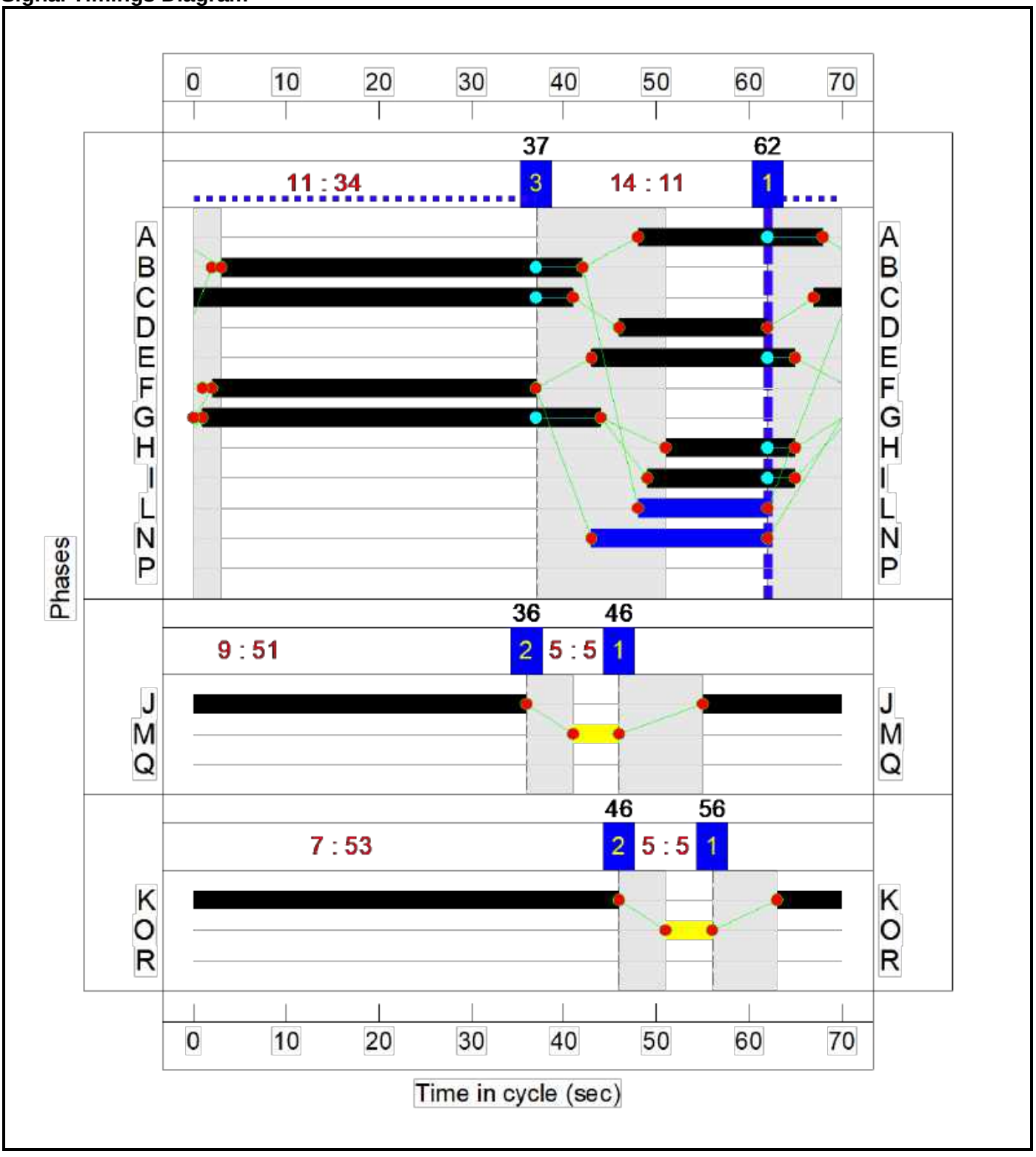
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	51	55	36
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	41	46
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

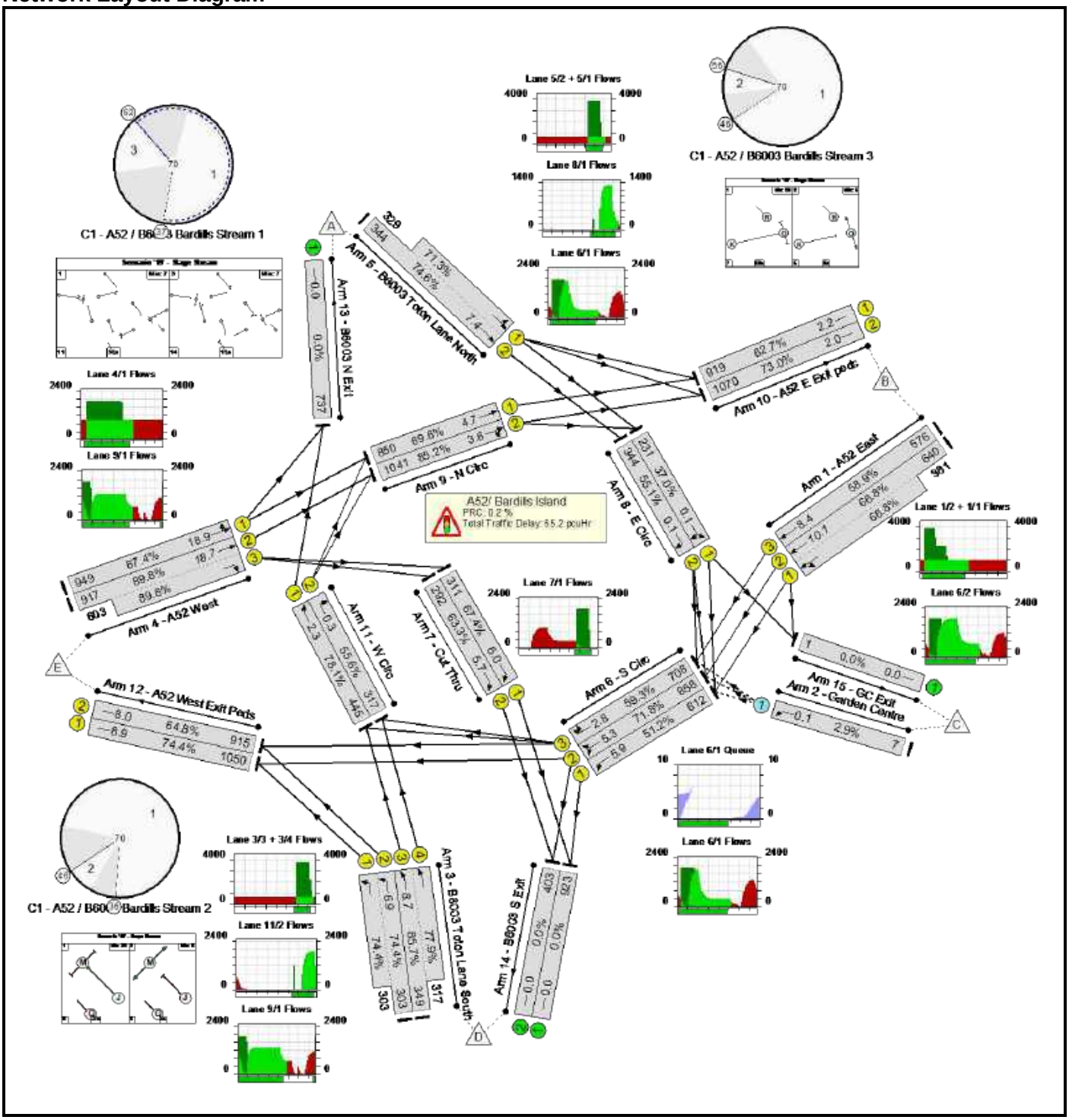
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead Left	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	55	36
12/2	A52 West Exit Peds	U	J	55	36

Network Layout Diagram



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: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1021	1900:1900	958+570	66.8 : 66.8%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	576	1900	977	58.9%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	245	2.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	606	1900:1900	407+407	74.4 : 74.4%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	666	1900:1900	407+407	85.7 : 77.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	949	1900	1086	87.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1520	1900:1900	1021+671	89.8 : 89.8%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	673	1900:1900	461+461	74.6 : 71.3%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	612	1900	1194	51.2%
6/2	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	858	1900	1194	71.8%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	708	1900	1194	59.3%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	311	1900	461	67.4%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	292	1900	461	63.3%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	231	1900	624	37.0%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	344	1900	624	55.1%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	850	1900	1221	69.6%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	1041	1900	1221	85.2%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	919	1900	1466	62.7%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1070	1900	1466	73.0%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	445	1900	570	78.1%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	317	1900	570	55.6%
12/1	A52 West Exit Peds	U	2	N/A	J		1	51	-	-	1050	1900	1411	74.4%
12/2	A52 West Exit Peds	U	2	N/A	J		1	51	-	-	915	1900	1411	64.8%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	737	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	923	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	403	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**38.8**	**16.4**	**0.0**	**55.2**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**38.8**	**16.4**	**0.0**	**55.2**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	1021	1021	-	-	-	3.3	1.0	-	4.3	15.2	9.1	1.0	10.1	1/2+1/1
1/3	576	576	-	-	-	1.9	0.7	-	2.6	16.3	7.7	0.7	8.4	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	18.6	0.1	0.0	0.1	2/1
3/2+3/1	606	606	-	-	-	4.3	1.4	-	5.8	34.2	5.5	1.4	6.9	3/2+3/1
3/3+3/4	666	666	-	-	-	4.9	2.2	-	7.0	38.0	6.5	2.2	8.7	3/3+3/4
4/1	949	949	-	-	-	3.4	3.3	-	6.7	25.4	15.6	3.3	18.9	4/1
4/2+4/3	1520	1520	-	-	-	4.7	4.2	-	8.9	21.2	14.5	4.2	18.7	4/2+4/3
5/2+5/1	673	673	-	-	-	4.6	1.3	-	5.9	31.5	6.1	1.3	7.4	5/2+5/1
6/1	612	612	-	-	-	0.9	0.0	-	0.9	5.2	5.9	0.0	5.9	6/1
6/2	858	858	-	-	-	0.9	0.0	-	0.9	3.6	5.3	0.0	5.3	6/2
6/3	708	708	-	-	-	0.5	0.0	-	0.5	2.5	2.8	0.0	2.8	6/3
7/1	311	311	-	-	-	2.5	0.0	-	2.5	29.2	6.0	0.0	6.0	7/1
7/2	292	292	-	-	-	2.5	0.0	-	2.5	30.2	5.7	0.0	5.7	7/2
8/1	231	231	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1	8/1
8/2	344	344	-	-	-	0.1	0.0	-	0.1	0.8	0.1	0.0	0.1	8/2
9/1	850	850	-	-	-	0.7	0.0	-	0.7	2.9	4.7	0.0	4.7	9/1
9/2	1041	1041	-	-	-	0.7	0.0	-	0.7	2.3	3.6	0.0	3.6	9/2
10/1	919	919	-	-	-	0.2	0.8	-	1.0	3.9	1.4	0.8	2.2	10/1
10/2	1070	1070	-	-	-	0.1	1.3	-	1.4	4.8	0.6	1.3	2.0	10/2
11/1	445	445	-	-	-	0.9	0.0	-	0.9	7.6	2.3	0.0	2.3	11/1

11/2	317	317	-	-	-	0.2	0.0	-	0.2	2.6	0.3	0.0	0.3	11/2
12/1	1050	1050	-	-	-	1.0	0.0	-	1.0	3.3	8.9	0.0	8.9	12/1
12/2	915	915	-	-	-	0.6	0.0	-	0.6	2.5	8.0	0.0	8.0	12/2
13/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	923	923	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

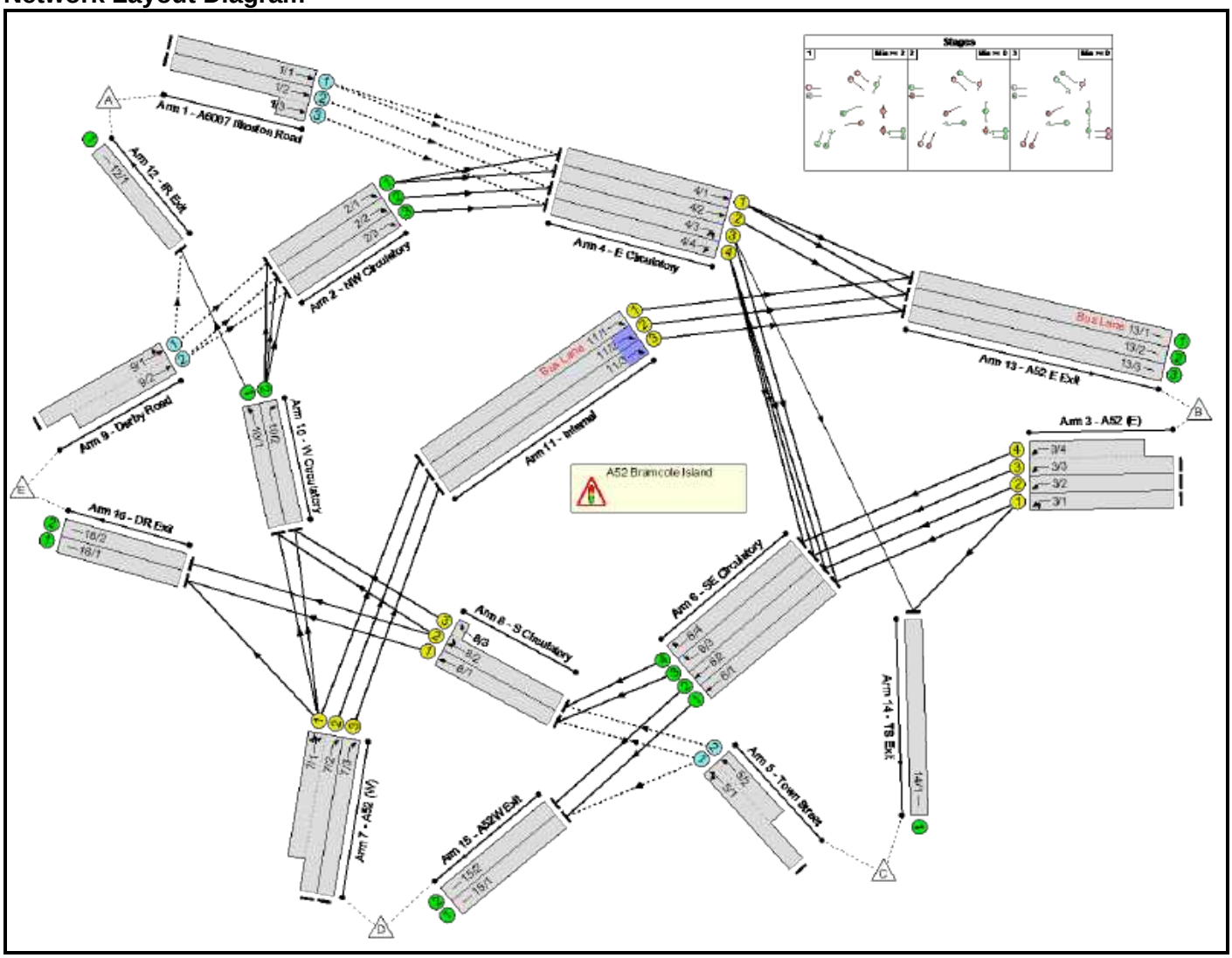
C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	51.11	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	21.0	Total Delay for Signalled Lanes (pcuHr):	1.59	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	2.43	Cycle Time (s): 70
	PRC Over All Lanes (%):	0.2	Total Delay Over All Lanes(pcuHr):	55.16	

Detailed Input Data And Results

User and Project Details

Project:	
Title:	**A52 Bramcote Island**
Location:	
Additional detail:	
File name:	A52 Bramcote Island.lsg3x
Author:	al
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Network Layout Diagram



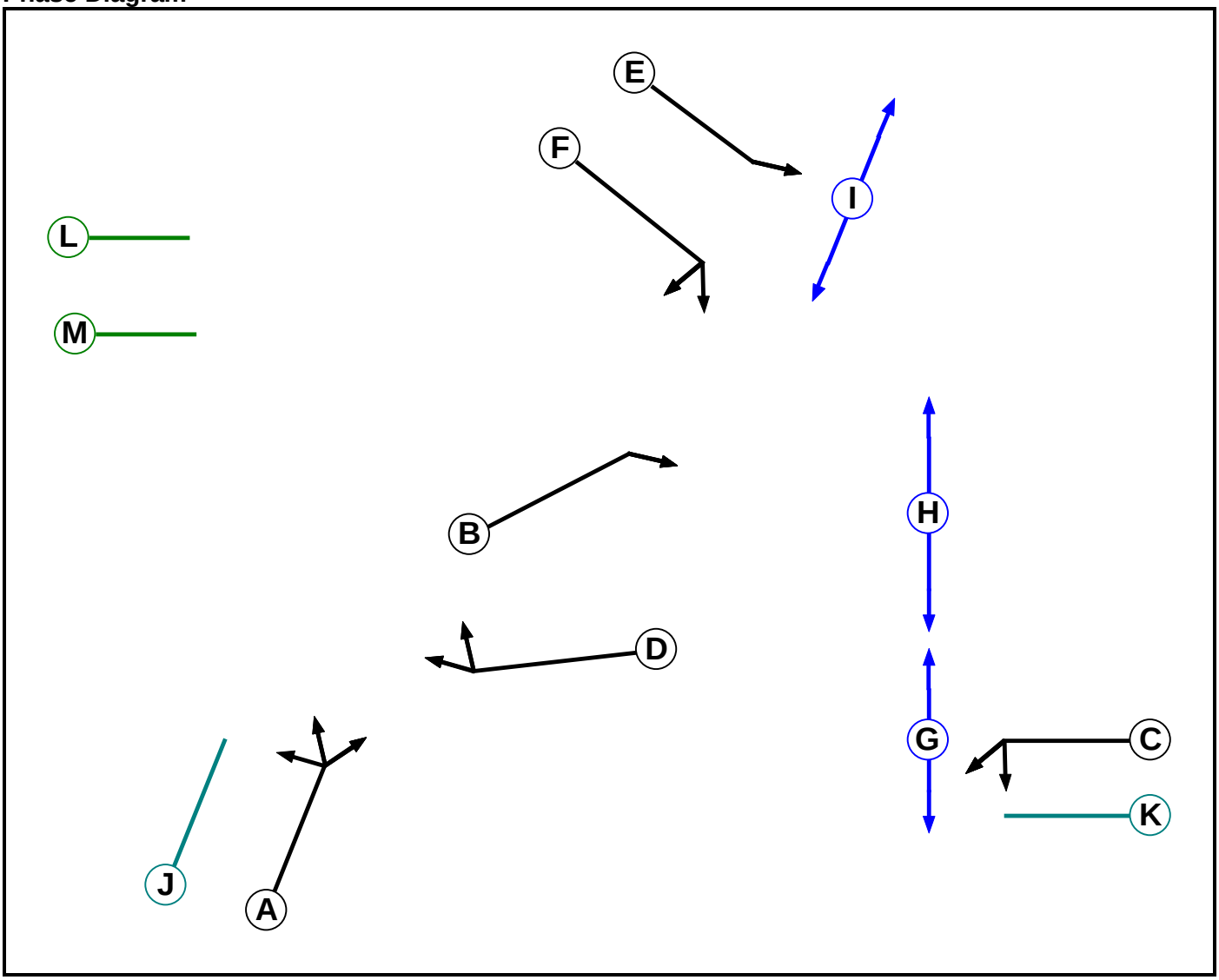
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2025 AM Base	Network Control Plan 1	08:00 - 09:00	70	3.5	37.68
2	2	2025 PM Base	Network Control Plan 1	17:00 - 18:00	70	7.1	33.19
3	3	2028 AM Base	Network Control Plan 1	08:00 - 09:00	75	0.3	42.59
4	4	2028 PM Base	Network Control Plan 1	17:00 - 18:00	75	8.7	37.17
5	5	2041 AM Base	Network Control Plan 1	08:00 - 09:00	75	-39.3	98.69
6	6	2041 PM Base	Network Control Plan 1	17:00 - 18:00	75	-9.8	51.10
7	7	2028 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	75	0.1	44.78
8	8	2028 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	75	7.9	38.26
9	9	2041 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	75	-40.0	103.11
10	10	2041 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	75	-13.3	55.22
11	11	2028 AM Base SENS	Network Control Plan 1	08:00 - 09:00	75	0.7	44.06
12	12	2028 PM Base SENS	Network Control Plan 1	17:00 - 18:00	75	8.4	38.50
13	13	2041 AM Base SENS	Network Control Plan 1	08:00 - 09:00	75	-40.6	104.27
14	14	2041 PM Base SENS	Network Control Plan 1	17:00 - 18:00	75	-12.2	53.29
15	15	2028 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	75	0.3	46.66
16	16	2028 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	75	6.4	39.54
17	17	2041 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	75	-42.2	112.65
18	18	2041 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	75	-15.6	59.51

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - A52 Bramcote Island	Sms	J20821	Stage Stream 1	13	3	A52 Bramcote Island	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		13	13
B	Traffic		4	4
C	Traffic		2	2
D	Traffic		6	6
E	Traffic		2	2
F	Traffic		2	2
G	Pedestrian		2	2
H	Pedestrian		2	2
I	Pedestrian		5	5
J	Dummy		13	13
K	Dummy		2	2
L	Dummy R/A		2	2
M	Dummy R/A		2	2

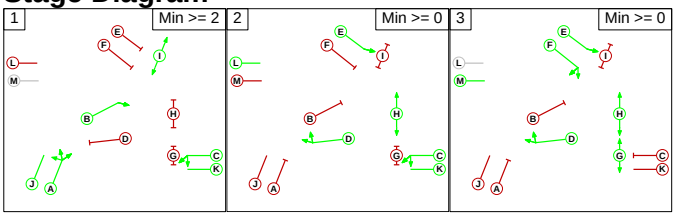
Phase Intergreens Matrix

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

Phases in Stage

Stage No.	Phases in Stage
1	A B C I J K
2	C D E H K L
3	D E F G H M

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	7	7
1	2	I	Losing	5	5
1	2	L	Gaining relative	13	13
2	3	M	Gaining relative	7	7
3	1	E	Losing	8	8
3	1	F	Losing	8	8
3	1	G	Losing	3	3
3	1	H	Losing	3	3

Prohibited Stage Change

	To Stage		
From Stage	1	2	3
1		15	9
2	11		9
3	16	13	

Lane Input Data

Junction: A52 Bramcote Island

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A6007 Ilkeston Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
1/2 (A6007 Ilkeston Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
1/3 (A6007 Ilkeston Road)	O		2	3	2.6	Inf	-	-	-	-	-	-
2/1 (NW Circulatory)	U		2	3	4.3	Inf	-	-	-	-	-	-
2/2 (NW Circulatory)	U		2	3	4.3	Inf	-	-	-	-	-	-
2/3 (NW Circulatory)	U		2	3	4.3	Inf	-	-	-	-	-	-
3/1 (A52 (E))	U	C	2	3	108.7	User	1900	-	-	-	-	-
3/2 (A52 (E))	U	C	2	3	108.7	User	1900	-	-	-	-	-
3/3 (A52 (E))	U	C	2	3	108.7	User	1900	-	-	-	-	-
3/4 (A52 (E))	U	C	2	3	20.9	User	1900	-	-	-	-	-
4/1 (E Circulatory)	U	E	2	3	10.6	User	1900	-	-	-	-	-
4/2 (E Circulatory)	U	E	2	3	10.6	User	1900	-	-	-	-	-
4/3 (E Circulatory)	U	F	2	3	10.6	User	1900	-	-	-	-	-
4/4 (E Circulatory)	U	F	2	3	10.6	User	1900	-	-	-	-	-
5/1 (Town Street)	O		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Town Street)	O		2	3	7.0	Inf	-	-	-	-	-	-
6/1 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-
6/2 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-
6/3 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-
6/4 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-

7/1 (A52 (W))	U	A	2	3	20.9	User	1900	-	-	-	-	-
7/2 (A52 (W))	U	A	2	3	60.0	User	1900	-	-	-	-	-
7/3 (A52 (W))	U	A	2	3	60.0	User	1900	-	-	-	-	-
8/1 (S Circulatory)	U	D	2	3	4.3	User	1900	-	-	-	-	-
8/2 (S Circulatory)	U	D	2	3	4.3	User	1900	-	-	-	-	-
8/3 (S Circulatory)	U	D	2	3	1.0	User	1900	-	-	-	-	-
9/1 (Derby Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (Derby Road)	O		2	3	10.4	Inf	-	-	-	-	-	-
10/1 (W Circulatory)	U		2	3	9.2	Inf	-	-	-	-	-	-
10/2 (W Circulatory)	U		2	3	9.2	Inf	-	-	-	-	-	-
11/1 (Internal)	U	B	0	3	12.7	User	1900	-	-	-	-	-
11/2 (Internal)	U	B	0	3	12.2	User	1900	-	-	-	-	-
11/3 (Internal)	U	B	0	3	11.7	User	1900	-	-	-	-	-
12/1 (IR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A52 E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A52 E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/3 (A52 E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (TS Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
15/1 (A52W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
15/2 (A52W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
16/1 (DR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
16/2 (DR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A52 Bramcote Island

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)
1/1 (A6007 Ilkeston Road)	4/1 (Ahead)	639	0	2/1	0.49	All	-	-	-	-	-
	4/2 (Ahead)	639	0	2/1	0.49	All					
1/2 (A6007 Ilkeston Road)	4/3 (Ahead)	639	0	2/1	0.49	All	-	-	-	-	-
				2/2	0.49	All					
1/3 (A6007 Ilkeston Road)	4/4 (Ahead)	639	0	2/1	0.49	All	-	-	-	-	-
				2/2	0.49	All					
				2/3	0.49	All					
5/1 (Town Street)	8/1 (Ahead)	716	0	6/1	0.41	All	-	-	-	-	-
				6/2	0.41	All					
				6/3	0.41	All					
	15/1 (Left)	716	0	6/1	0.41	All					
5/2 (Town Street)	8/2 (Ahead)	716	0	6/1	0.41	All	-	-	-	-	-
				6/2	0.41	All					
				6/3	0.41	All					
				6/4	0.41	All					
9/1 (Derby Road)	2/1 (Ahead)	1034	0	10/1	0.52	All	-	-	-	-	-
				10/2	0.52	All					
	12/1 (Left)	1034	0	10/1	0.52	All					
9/2 (Derby Road)	2/2 (Ahead)	1034	0	10/1	0.52	All	-	-	-	-	-
				10/2	0.52	All					
	2/3 (Ahead)	1034	0	10/1	0.52	All					
				10/2	0.52	All					

Lane Connector Input Data

Junction: A52 Bramcote Island				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	4/1	Internal	6	35
1/1	4/2	Internal	6	35
1/2	4/3	Internal	6	35
1/3	4/4	Internal	6	35
2/1	4/1	Internal	6	35
2/1	4/2	Internal	6	35
2/2	4/3	Internal	6	35
2/3	4/4	Internal	6	35
3/1	6/1	Internal	4	35
3/1	14/1	Internal	30	35
3/2	6/2	Internal	4	35
3/3	6/3	Internal	4	35
3/4	6/4	Internal	4	35
4/1	13/1	Internal	30	35
4/1	13/2	Internal	30	35
4/2	13/3	Internal	30	35
4/3	6/1	Internal	5	35
4/3	14/1	Internal	30	35
4/4	6/2	Internal	5	35
4/4	6/3	Internal	5	35
4/4	6/4	Internal	5	35
5/1	8/1	Internal	3	35
5/1	15/1	Internal	30	35
5/2	8/2	Internal	3	35
6/1	15/1	Internal	30	35
6/2	15/2	Internal	30	35
6/3	8/1	Internal	2	35
6/4	8/2	Internal	2	35
7/1	10/1	Internal	5	35
7/1	10/2	Internal	5	35
7/1	11/1	Internal	7	35
7/1	16/1	Internal	30	35
7/2	11/2	Internal	6	35
7/3	11/3	Internal	6	35
8/1	16/1	Internal	30	35
8/2	10/1	Internal	6	35
8/2	16/2	Internal	30	35

8/3	10/2	Internal	6	35
9/1	2/1	Internal	3	35
9/1	12/1	Internal	30	35
9/2	2/2	Internal	3	35
9/2	2/3	Internal	3	35
10/1	12/1	Internal	30	35
10/2	2/1	Internal	3	35
10/2	2/2	Internal	3	35
10/2	2/3	Internal	3	35
11/1	13/1	Internal	30	35
11/2	13/2	Internal	30	35
11/3	13/3	Internal	30	35

Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 2: '2' (FG2: '2025 PM Base', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 3: '3' (FG3: '2028 AM Base', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 4: '4' (FG4: '2028 PM Base', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 5: '5' (FG5: '2041 AM Base', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 6: '6' (FG6: '2041 PM Base', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 7: '7' (FG7: '2028 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 8: '8' (FG8: '2028 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 9: '9' (FG9: '2041 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 10: '10' (FG10: '2041 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 11: '11' (FG11: '2028 AM Base SENS', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 12: '12' (FG12: '2028 PM Base SENS', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 13: '13' (FG13: '2041 AM Base SENS', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 14: '14' (FG14: '2041 PM Base SENS', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 15: '15' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 16: '16' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 17: '17' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 18: '18' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM Base'	08:00	09:00	01:00	
2: '2025 PM Base'	17:00	18:00	01:00	
3: '2028 AM Base'	08:00	09:00	01:00	
4: '2028 PM Base'	17:00	18:00	01:00	
5: '2041 AM Base'	08:00	09:00	01:00	
6: '2041 PM Base'	17:00	18:00	01:00	
7: '2028 AM Base + Dev'	08:00	09:00	01:00	
8: '2028 PM Base + Dev'	17:00	18:00	01:00	
9: '2041 AM Base + Dev'	08:00	09:00	01:00	
10: '2041 PM Base + Dev'	17:00	18:00	01:00	
11: '2028 AM Base SENS'	08:00	09:00	01:00	
12: '2028 PM Base SENS'	17:00	18:00	01:00	
13: '2041 AM Base SENS'	08:00	09:00	01:00	
14: '2041 PM Base SENS'	17:00	18:00	01:00	
15: '2028 AM Base SENS + Dev'	08:00	09:00	01:00	
16: '2028 PM Base SENS + Dev'	17:00	18:00	01:00	
17: '2041 AM Base SENS + Dev'	08:00	09:00	01:00	
18: '2041 PM Base SENS + Dev'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2025 AM Base'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	247	92	191	2	532
	B	199	41	10	1081	203	1534
	C	136	36	0	194	60	426
	D	248	1383	121	0	29	1781
	E	26	432	203	156	0	817
	Tot.	609	2139	426	1622	294	5090

FG2: '2025 PM Base'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	250	168	271	13	702
	B	251	58	11	888	287	1495
	C	141	42	0	130	81	394
	D	343	1175	169	0	59	1746
	E	33	223	93	72	0	421
	Tot.	768	1748	441	1361	440	4758

FG3: '2028 AM Base'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	254	95	197	2	548
	B	205	42	10	1114	209	1580
	C	140	37	0	200	62	439
	D	255	1425	125	0	30	1835
	E	27	445	209	161	0	842
	Tot.	627	2203	439	1672	303	5244

FG4: '2028 PM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	257	173	279	13	722
	B	258	60	11	914	295	1538
	C	145	43	0	134	83	405
	D	353	1210	174	0	61	1798
	E	34	230	96	74	0	434
	Tot.	790	1800	454	1401	452	4897

FG5: '2041 AM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	277	103	214	2	596
	B	223	46	11	1213	228	1721
	C	153	40	0	218	67	478
	D	278	1551	136	0	33	1998
	E	29	485	228	175	0	917
	Tot.	683	2399	478	1820	330	5710

FG6: '2041 PM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	279	188	303	15	785
	B	280	65	12	992	321	1670
	C	158	47	0	145	90	440
	D	383	1313	189	0	66	1951
	E	37	249	104	80	0	470
	Tot.	858	1953	493	1520	492	5316

FG7: '2028 AM Base + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	254	95	198	2	549
	B	205	42	10	1126	209	1592
	C	140	37	0	200	62	439
	D	261	1485	127	0	30	1903
	E	27	445	209	161	0	842
	Tot.	633	2263	441	1685	303	5325

FG8: '2028 PM Base + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	257	173	283	13	726
	B	258	60	11	960	295	1584
Origin	C	145	43	0	135	83	406
	D	355	1228	175	0	61	1819
	E	34	230	96	74	0	434
	Tot.	792	1818	455	1452	452	4969

FG9: '2041 AM Base + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	277	103	215	2	597
	B	223	46	11	1225	228	1733
Origin	C	153	40	0	218	67	478
	D	284	1611	138	0	33	2066
	E	29	485	228	175	0	917
	Tot.	689	2459	480	1833	330	5791

FG10: '2041 PM Base + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	279	188	307	15	789
	B	280	65	12	1038	321	1716
Origin	C	158	47	0	147	90	442
	D	385	1331	189	0	66	1971
	E	37	249	104	80	0	470
	Tot.	860	1971	493	1572	492	5388

FG11: '2028 AM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	254	95	198	2	549
	B	205	42	10	1122	209	1588
Origin	C	140	37	0	200	62	439
	D	259	1465	126	0	30	1880
	E	27	445	209	161	0	842
	Tot.	631	2243	440	1681	303	5298

FG12: '2028 PM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	257	173	282	13	725
	B	258	60	11	945	295	1569
	C	145	43	0	135	83	406
	D	354	1222	174	0	61	1811
	E	34	230	96	74	0	434
	Tot.	791	1812	454	1436	452	4945

FG13: '2041 AM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	277	103	215	2	597
	B	223	46	11	1221	228	1729
	C	153	40	0	218	67	478
	D	282	1591	137	0	33	2043
	E	29	485	228	175	0	917
	Tot.	687	2439	479	1829	330	5764

FG14: '2041 PM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	279	188	306	15	788
	B	280	65	12	1023	321	1701
	C	158	47	0	146	90	441
	D	384	1325	189	0	66	1964
	E	37	249	104	80	0	470
	Tot.	859	1965	493	1555	492	5364

FG15: '2028 AM Base SENS + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	254	95	199	2	550
	B	205	42	10	1134	209	1600
	C	140	37	0	201	62	440
	D	265	1525	128	0	30	1948
	E	27	445	209	161	0	842
	Tot.	637	2303	442	1695	303	5380

FG16: '2028 PM Base SENS + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	257	173	286	13	729
	B	258	60	11	990	295	1614
	C	145	43	0	137	83	408
	D	356	1240	175	0	61	1832
	E	34	230	96	74	0	434
	Tot.	793	1830	455	1487	452	5017

FG17: '2041 AM Base SENS + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	277	103	216	2	598
	B	223	46	11	1233	228	1741
	C	153	40	0	218	67	478
	D	287	1651	139	0	33	2110
	E	29	485	228	175	0	917
	Tot.	692	2499	481	1842	330	5844

FG18: '2041 PM Base SENS + Dev'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	279	188	310	15	792
	B	280	65	12	1068	321	1746
	C	158	47	0	148	90	443
	D	386	1343	190	0	66	1985
	E	37	249	104	80	0	470
	Tot.	861	1983	494	1606	492	5436

Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	247	92	191	2	532
	B	199	41	10	1081	203	1534
	C	136	36	0	194	60	426
	D	248	1383	121	0	29	1781
	E	26	432	203	156	0	817
	Tot.	609	2139	426	1622	294	5090

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: '2' (FG2: '2025 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	250	168	271	13	702
	B	251	58	11	888	287	1495
	C	141	42	0	130	81	394
	D	343	1175	169	0	59	1746
	E	33	223	93	72	0	421
	Tot.	768	1748	441	1361	440	4758

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 3: '3' (FG3: '2028 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	254	95	197	2	548
	B	205	42	10	1114	209	1580
	C	140	37	0	200	62	439
	D	255	1425	125	0	30	1835
	E	27	445	209	161	0	842
	Tot.	627	2203	439	1672	303	5244

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: '4' (FG4: '2028 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	257	173	279	13	722
	B	258	60	11	914	295	1538
	C	145	43	0	134	83	405
	D	353	1210	174	0	61	1798
	E	34	230	96	74	0	434
	Tot.	790	1800	454	1401	452	4897

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: '5' (FG5: '2041 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	277	103	214	2	596
	B	223	46	11	1213	228	1721
	C	153	40	0	218	67	478
	D	278	1551	136	0	33	1998
	E	29	485	228	175	0	917
	Tot.	683	2399	478	1820	330	5710

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 6: '6' (FG6: '2041 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	279	188	303	15	785
	B	280	65	12	992	321	1670
Origin	C	158	47	0	145	90	440
	D	383	1313	189	0	66	1951
	E	37	249	104	80	0	470
	Tot.	858	1953	493	1520	492	5316

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
Origin	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 7: '7' (FG7: '2028 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	254	95	198	2	549
	B	205	42	10	1126	209	1592
Origin	C	140	37	0	200	62	439
	D	261	1485	127	0	30	1903
	E	27	445	209	161	0	842
	Tot.	633	2263	441	1685	303	5325

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 8: '8' (FG8: '2028 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	257	173	283	13	726
	B	258	60	11	960	295	1584
	C	145	43	0	135	83	406
	D	355	1228	175	0	61	1819
	E	34	230	96	74	0	434
	Tot.	792	1818	455	1452	452	4969

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 9: '9' (FG9: '2041 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	277	103	215	2	597
	B	223	46	11	1225	228	1733
	C	153	40	0	218	67	478
	D	284	1611	138	0	33	2066
	E	29	485	228	175	0	917
	Tot.	689	2459	480	1833	330	5791

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 10: '10' (FG10: '2041 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	279	188	307	15	789
	B	280	65	12	1038	321	1716
	C	158	47	0	147	90	442
	D	385	1331	189	0	66	1971
	E	37	249	104	80	0	470
	Tot.	860	1971	493	1572	492	5388

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 11: '11' (FG11: '2028 AM Base SENS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	254	95	198	2	549
	B	205	42	10	1122	209	1588
	C	140	37	0	200	62	439
	D	259	1465	126	0	30	1880
	E	27	445	209	161	0	842
	Tot.	631	2243	440	1681	303	5298

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 12: '12' (FG12: '2028 PM Base SENS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	257	173	282	13	725
	B	258	60	11	945	295	1569
	C	145	43	0	135	83	406
	D	354	1222	174	0	61	1811
	E	34	230	96	74	0	434
	Tot.	791	1812	454	1436	452	4945

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 13: '13' (FG13: '2041 AM Base SENS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	277	103	215	2	597
	B	223	46	11	1221	228	1729
	C	153	40	0	218	67	478
	D	282	1591	137	0	33	2043
	E	29	485	228	175	0	917
	Tot.	687	2439	479	1829	330	5764

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 14: '14' (FG14: '2041 PM Base SENS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	279	188	306	15	788
	B	280	65	12	1023	321	1701
	C	158	47	0	146	90	441
	D	384	1325	189	0	66	1964
	E	37	249	104	80	0	470
	Tot.	859	1965	493	1555	492	5364

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 15: '15' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	254	95	199	2	550
	B	205	42	10	1134	209	1600
	C	140	37	0	201	62	440
	D	265	1525	128	0	30	1948
	E	27	445	209	161	0	842
	Tot.	637	2303	442	1695	303	5380

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 16: '16' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	257	173	286	13	729
	B	258	60	11	990	295	1614
	C	145	43	0	137	83	408
	D	356	1240	175	0	61	1832
	E	34	230	96	74	0	434
	Tot.	793	1830	455	1487	452	5017

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 17: '17' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	277	103	216	2	598
	B	223	46	11	1233	228	1741
	C	153	40	0	218	67	478
	D	287	1651	139	0	33	2110
	E	29	485	228	175	0	917
	Tot.	692	2499	481	1842	330	5844

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 18: '18' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	279	188	310	15	792
	B	280	65	12	1068	321	1746
	C	158	47	0	148	90	443
	D	386	1343	190	0	66	1985
	E	37	249	104	80	0	470
	Tot.	861	1983	494	1606	492	5436

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

Traffic Lane Flows

Lane	Scenario 1: 1	Scenario 2: 2	Scenario 3: 3	Scenario 4: 4	Scenario 5: 5	Scenario 6: 6
Junction: A52 Bramcote Island						
1/1	247	250	254	257	277	279
1/2 (with short)	285(In) 148(Out)	452(In) 240(Out)	294(In) 166(Out)	465(In) 236(Out)	319(In) 159(Out)	506(In) 239(Out)
1/3 (short)	137	212	128	229	160	267
2/1	509	323	524	333	571	361
2/2	324	262	334	270	364	293
2/3	156	72	161	74	175	80
3/1	546	450	562	463	612	502
3/2	545	449	562	462	612	502
3/3 (with short)	443(In) 197(Out)	596(In) 259(Out)	456(In) 186(Out)	613(In) 258(Out)	497(In) 228(Out)	666(In) 311(Out)
3/4 (short)	246	337	270	355	269	355
4/1	374	278	384	287	426	309
4/2	382	295	394	303	422	331
4/3	472	502	500	506	523	532
4/4	293	284	289	303	335	347
5/1 (with short)	426(In) 254(Out)	394(In) 211(Out)	439(In) 262(Out)	405(In) 217(Out)	478(In) 285(Out)	440(In) 235(Out)
5/2 (short)	172	183	177	188	193	205
6/1	592	511	623	515	657	541
6/2	836	720	849	752	945	834
6/3	197	260	186	258	229	311
6/4	248	349	272	368	270	370
7/1 (short)	418	591	430	608	467	658
7/2 (with short)	1099(In) 681(Out)	1217(In) 626(Out)	1158(In) 728(Out)	1258(In) 650(Out)	1253(In) 786(Out)	1351(In) 693(Out)
7/3	682	529	677	540	745	600
8/1	257	341	248	341	296	401
8/2 (with short)	420(In) 343(Out)	532(In) 432(Out)	449(In) 370(Out)	556(In) 453(Out)	463(In) 377(Out)	575(In) 463(Out)
8/3 (short)	77	100	79	103	86	112
9/1 (with short)	817(In) 458(Out)	421(In) 256(Out)	842(In) 472(Out)	434(In) 264(Out)	917(In) 514(Out)	470(In) 286(Out)
9/2 (short)	359	165	370	170	403	184
10/1	583	735	600	756	654	821
10/2	198	269	204	277	222	301
11/1	20	20	20	20	20	20
11/2	681	626	728	650	786	693

11/3	682	529	677	540	745	600
12/1	609	768	627	790	683	858
13/1	27	29	28	29	32	30
13/2	1048	895	1104	928	1200	992
13/3	1064	824	1071	843	1167	931
14/1	426	441	439	454	478	493
15/1	786	641	823	649	875	686
15/2	836	720	849	752	945	834
16/1	286	400	278	402	329	467
16/2	8	40	25	50	1	25

Lane	Scenario 7: 7	Scenario 8: 8	Scenario 9: 9	Scenario 10: 10	Scenario 11: 11	Scenario 12: 12
Junction: A52 Bramcote Island						
1/1	254	257	277	279	254	257
1/2 (with short)	295(In) 165(Out)	469(In) 235(Out)	320(In) 160(Out)	510(In) 242(Out)	295(In) 163(Out)	468(In) 224(Out)
1/3 (short)	130	234	160	268	132	244
2/1	524	333	571	361	524	333
2/2	336	271	366	293	335	270
2/3	161	74	175	80	161	74
3/1	568	486	618	525	566	478
3/2	568	485	618	525	566	478
3/3 (with short)	456(In) 196(Out)	613(In) 274(Out)	497(In) 226(Out)	666(In) 314(Out)	456(In) 196(Out)	613(In) 273(Out)
3/4 (short)	260	339	271	352	260	340
4/1	387	286	425	309	387	285
4/2	391	304	423	331	391	305
4/3	501	506	526	535	498	494
4/4	291	308	335	348	293	318
5/1 (with short)	439(In) 262(Out)	406(In) 218(Out)	478(In) 285(Out)	442(In) 237(Out)	439(In) 262(Out)	406(In) 218(Out)
5/2 (short)	177	188	193	205	177	188
6/1	628	537	664	567	624	518
6/2	857	780	951	858	857	783
6/3	196	274	227	314	196	273
6/4	262	352	272	367	262	353
7/1 (short)	438	611	475	660	435	609
7/2 (with short)	1193(In) 755(Out)	1266(In) 655(Out)	1290(In) 815(Out)	1361(In) 701(Out)	1183(In) 748(Out)	1261(In) 652(Out)
7/3	710	553	776	610	697	550
8/1	258	357	294	404	258	356
8/2 (with short)	439(In) 360(Out)	540(In) 437(Out)	465(In) 379(Out)	572(In) 460(Out)	439(In) 360(Out)	541(In) 438(Out)
8/3 (short)	79	103	86	112	79	103
9/1 (with short)	842(In) 472(Out)	434(In) 264(Out)	917(In) 514(Out)	470(In) 286(Out)	842(In) 472(Out)	434(In) 264(Out)
9/2 (short)	370	170	403	184	370	170
10/1	606	758	660	823	604	757
10/2	206	278	224	301	205	277
11/1	20	20	20	20	20	20
11/2	755	655	815	701	748	652
11/3	710	553	776	610	697	550

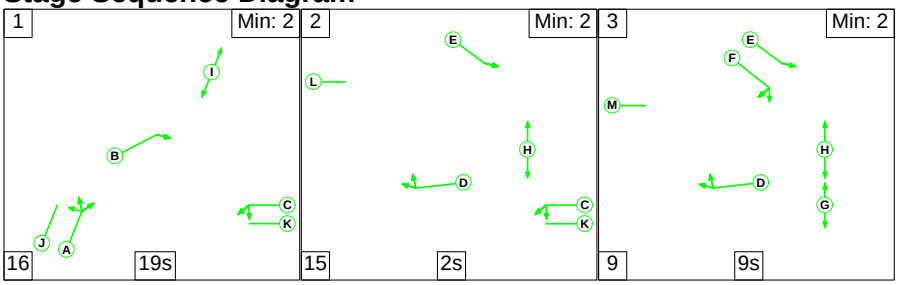
12/1	633	792	689	860	631	791
13/1	28	29	32	30	28	29
13/2	1134	932	1228	1000	1127	928
13/3	1101	857	1199	941	1088	855
14/1	441	455	480	493	440	454
15/1	828	672	882	714	824	653
15/2	857	780	951	858	857	783
16/1	288	418	327	470	288	417
16/2	15	34	3	22	15	35

Lane	Scenario 13: 13	Scenario 14: 14	Scenario 15: 15	Scenario 16: 16	Scenario 17: 17	Scenario 18: 18
Junction: A52 Bramcote Island						
1/1	277	279	254	257	277	279
1/2 (with short)	320(In) 159(Out)	509(In) 242(Out)	296(In) 163(Out)	472(In) 228(Out)	321(In) 159(Out)	513(In) 243(Out)
1/3 (short)	161	267	133	244	162	270
2/1	571	361	524	333	571	361
2/2	365	293	337	271	367	294
2/3	175	80	161	74	175	80
3/1	616	518	572	501	622	540
3/2	616	517	572	500	622	540
3/3 (with short)	497(In) 226(Out)	666(In) 314(Out)	456(In) 196(Out)	613(In) 276(Out)	497(In) 226(Out)	666(In) 315(Out)
3/4 (short)	271	352	260	337	271	351
4/1	426	309	389	285	426	309
4/2	422	331	389	305	422	331
4/3	524	535	500	499	526	537
4/4	336	347	294	318	337	350
5/1 (with short)	478(In) 285(Out)	441(In) 236(Out)	440(In) 263(Out)	408(In) 220(Out)	478(In) 285(Out)	443(In) 238(Out)
5/2 (short)	193	205	177	188	193	205
6/1	661	560	630	545	667	583
6/2	950	849	864	805	957	875
6/3	227	314	196	278	226	315
6/4	272	367	262	348	273	366
7/1 (short)	472	659	443	612	479	662
7/2 (with short)	1279(In) 807(Out)	1357(In) 698(Out)	1216(In) 773(Out)	1276(In) 664(Out)	1311(In) 832(Out)	1370(In) 708(Out)
7/3	764	607	732	556	799	615
8/1	294	404	258	361	293	405
8/2 (with short)	465(In) 379(Out)	572(In) 460(Out)	439(In) 360(Out)	536(In) 433(Out)	466(In) 380(Out)	571(In) 459(Out)
8/3 (short)	86	112	79	103	86	112
9/1 (with short)	917(In) 514(Out)	470(In) 286(Out)	842(In) 472(Out)	434(In) 264(Out)	917(In) 514(Out)	470(In) 286(Out)
9/2 (short)	403	184	370	170	403	184
10/1	658	822	610	759	663	824
10/2	223	301	207	278	225	302
11/1	20	20	20	20	20	20
11/2	807	698	773	664	832	708
11/3	764	607	732	556	799	615

12/1	687	859	637	793	692	861
13/1	32	30	28	29	32	30
13/2	1221	997	1154	940	1246	1007
13/3	1186	938	1121	861	1221	946
14/1	479	493	442	455	481	494
15/1	879	706	831	682	885	731
15/2	950	849	864	805	957	875
16/1	327	470	288	422	326	471
16/2	3	22	15	30	4	21

Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



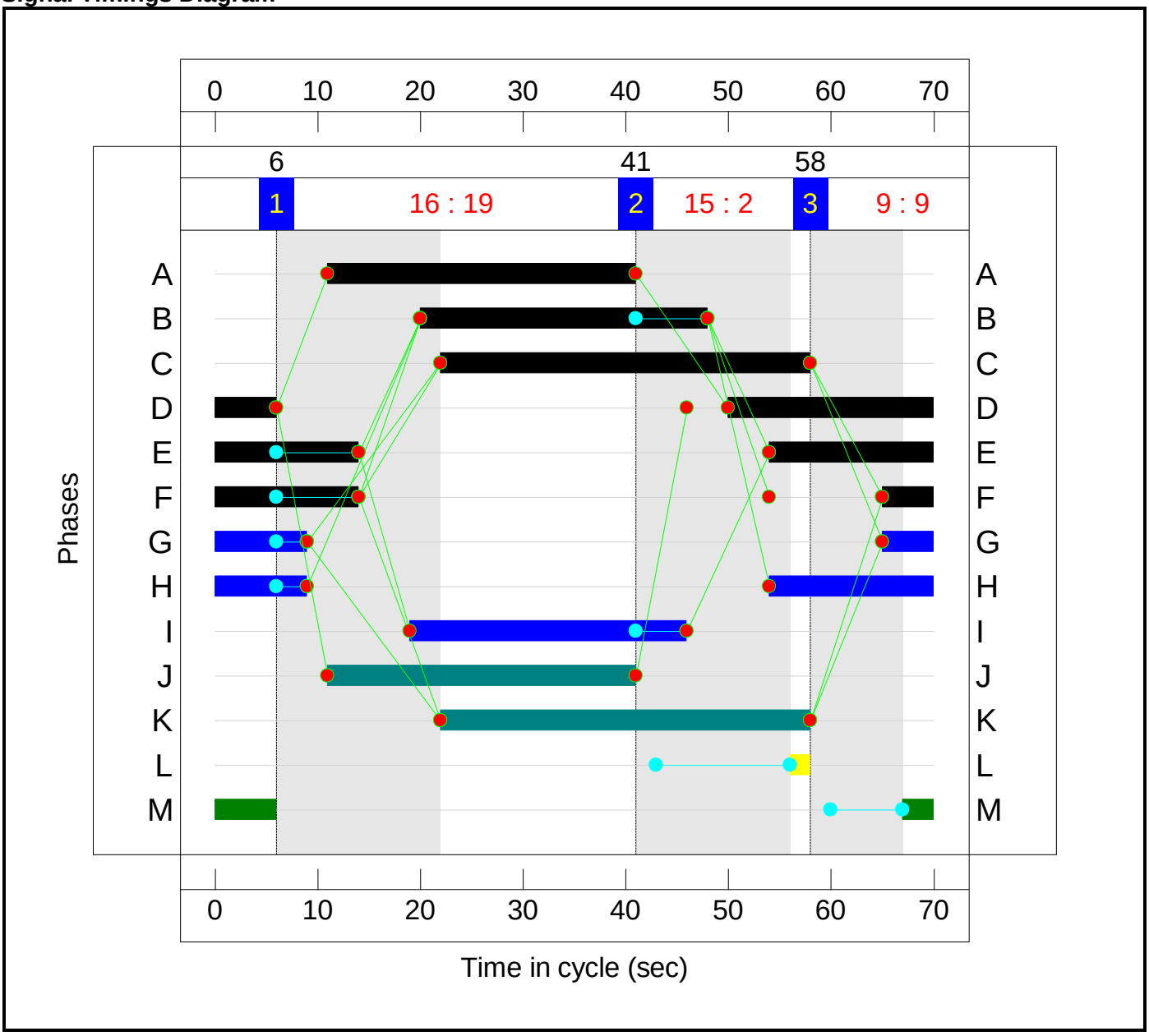
Stage Timings

Stage	1	2	3
Duration	19	2	9
Change Point	6	41	58

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	11	41
B	Internal Right	Traffic	28	20	48
C	A52 (E) Ahead Left	Traffic	36	22	58
D	S Circulatory Right Ahead	Traffic	26	50	6
E	E Circulatory Ahead	Traffic	30	54	14
F	E Circulatory Right Right2	Traffic	19	65	14
G	Pedestrians across	Pedestrian	14	65	9
H	Pedestrians across	Pedestrian	25	54	9
I	Pedestrians across	Pedestrian	27	19	46
J	Dummy	Dummy	30	11	41
K	Dummy	Dummy	36	22	58
L	Dummy with R/A	Dummy R/A	2	56	58
M	Dummy with R/A	Dummy R/A	9	67	6

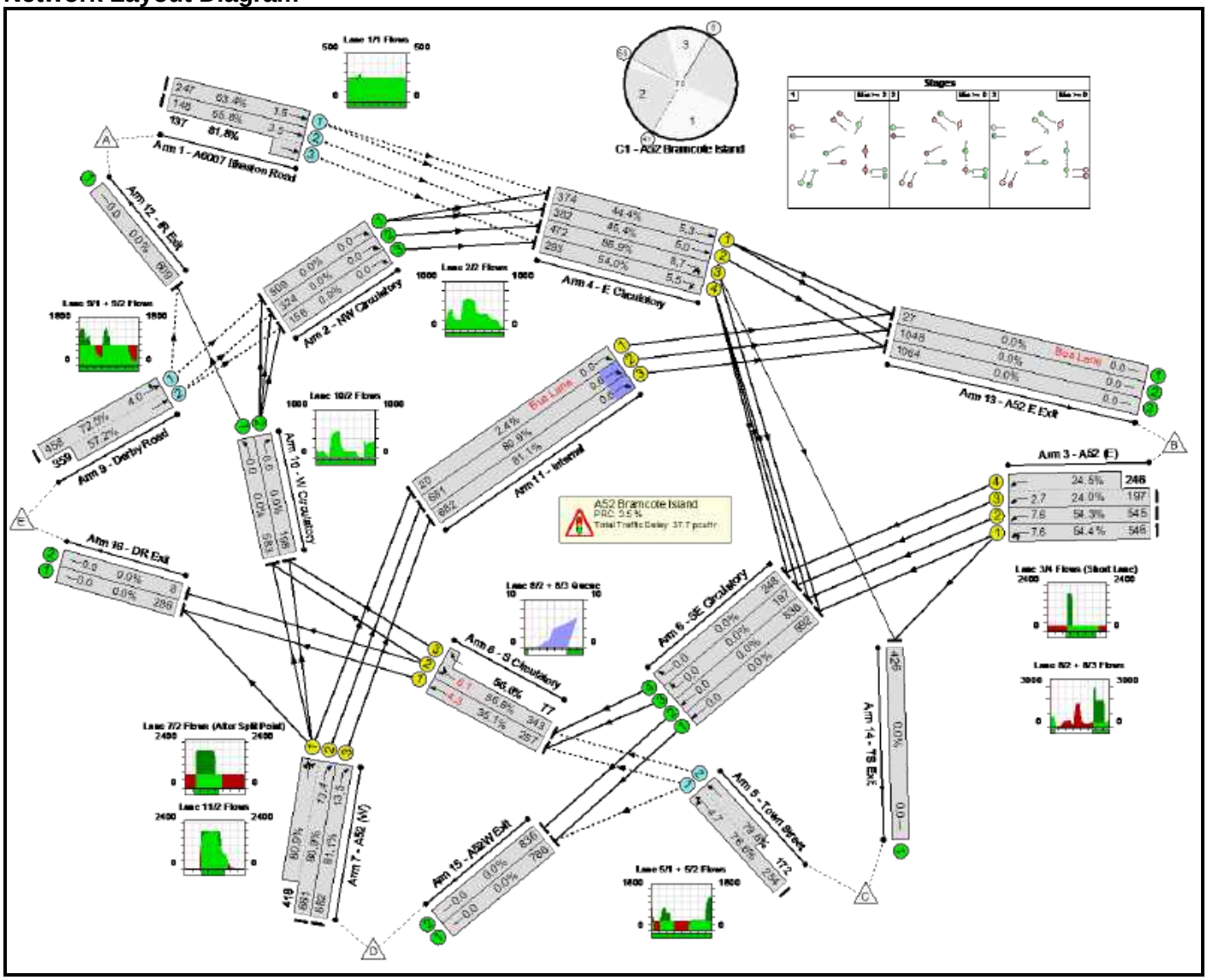
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	58
3/2	A52 (E) Ahead	U	C	22	58
3/3	A52 (E) Ahead	U	C	22	58
3/4	A52 (E) Ahead	U	C	22	58
4/1	E Circulatory Ahead	U	E	54	14
4/2	E Circulatory Ahead	U	E	54	14
4/3	E Circulatory Right Right2	U	F	65	14
4/4	E Circulatory Right	U	F	65	14
7/1	A52 (W) Ahead Right Left	U	A	11	41
7/2	A52 (W) Right	U	A	11	41
7/3	A52 (W) Right	U	A	11	41
8/1	S Circulatory Ahead	U	D	50	6
8/2	S Circulatory Right Ahead	U	D	50	6
8/3	S Circulatory Right	U	D	50	6
11/1	Internal Right	U	B	20	48
11/2	Internal Right	U	B	20	48
11/3	Internal Right	U	B	20	48

Network Layout Diagram



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: A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**86.9%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**86.9%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	247	Inf	390	63.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	285	Inf : Inf	225+168	65.8 : 81.8%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	509	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	324	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	156	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	546	1900	1004	54.4%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	545	1900	1004	54.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	443	1900:1900	820+1004	24.0 : 24.5%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	30	-	-	374	1900	841	44.4%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	30	-	-	382	1900	841	45.4%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	19	-	-	472	1900	543	86.9%

4/4	E Circulatory Right	U	N/A	N/A	F		1	19	-	-	293	1900	543	54.0%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	426	Inf : Inf	332+216	76.6 : 79.6%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	592	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	836	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	197	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	248	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1099	1900:1900	841+516	80.9 : 80.9%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	682	1900	841	81.1%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	26	-	-	257	1900	733	35.1%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	26	-	-	420	1900:1900	606+136	56.6 : 56.6%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	817	Inf : Inf	631+628	72.5 : 57.2%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	583	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	198	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	841	2.4%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	681	1900	841	80.9%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	682	1900	841	81.1%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	609	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	27	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1048	Inf	Inf	0.0%

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1064	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	426	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	786	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	836	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	286	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	8	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**3303**	**0**	**0**	**25.7**	**12.0**	**0.0**	**37.7**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3303**	**0**	**0**	**25.7**	**12.0**	**0.0**	**37.7**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	247	247	247	0	0	0.0	0.9	-	0.9	12.5	0.6	0.9	1.5	1/1
1/2+1/3	285	285	570	0	0	0.2	1.3	-	1.5 (0.7+0.8)	19.5 (17.4:21.8)	2.2	1.3	3.5	1/2+1/3
2/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	546	546	-	-	-	1.7	0.6	-	2.3	14.8	7.0	0.6	7.6	3/1
3/2	545	545	-	-	-	1.7	0.6	-	2.2	14.8	7.0	0.6	7.6	3/2
3/3+3/4	443	443	-	-	-	1.1	0.2	-	1.2 (0.5+0.7)	10.1 (10.0:10.2)	2.5	0.2	2.7	3/3+3/4
4/1	374	374	-	-	-	1.4	0.4	-	1.8	17.5	4.9	0.4	5.3	4/1
4/2	382	382	-	-	-	1.4	0.4	-	1.8	16.8	4.6	0.4	5.0	4/2
4/3	472	472	-	-	-	3.7	0.0	-	3.7	27.9	8.7	0.0	8.7	4/3
4/4	293	293	-	-	-	1.7	0.6	-	2.3	28.6	4.9	0.6	5.5	4/4
5/1+5/2	426	426	852	0	0	1.1	1.7	-	2.8 (1.5+1.3)	23.6 (20.9:27.5)	3.0	1.7	4.7	5/1+5/2
6/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1099	1099	-	-	-	4.8	2.1	-	6.9 (4.5+2.4)	22.6 (23.8:20.8)	11.4	2.1	13.4	7/2+7/1

7/3	682	682	-	-	-	3.2	2.1	-	5.3	28.0	11.4	2.1	13.5	7/3
8/1	257	257	-	-	-	1.1	0.3	-	1.3	18.6	4.0	0.3	4.3	8/1
8/2+8/3	420	420	-	-	-	2.0	0.0	-	2.0 (1.6+0.4)	16.9 (17.0:16.7)	6.1	0.0	6.1	8/2+8/3
9/1+9/2	817	817	1634	0	0	0.4	0.9	-	1.3 (0.8+0.5)	5.7 (6.0:5.3)	3.1	0.9	4.0	9/1+9/2
10/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	681	681	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/2
11/3	682	682	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/3
12/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1048	1048	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1064	1064	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

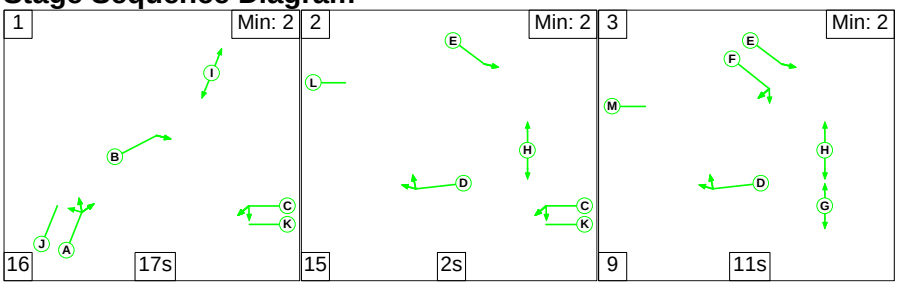
PRC for Signalled Lanes (%): 3.5
PRC Over All Lanes (%): 3.5

Total Delay for Signalled Lanes (pcuHr): 31.20
Total Delay Over All Lanes(pcuHr): 37.68

Cycle Time (s): 70

Scenario 2: '2' (FG2: '2025 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



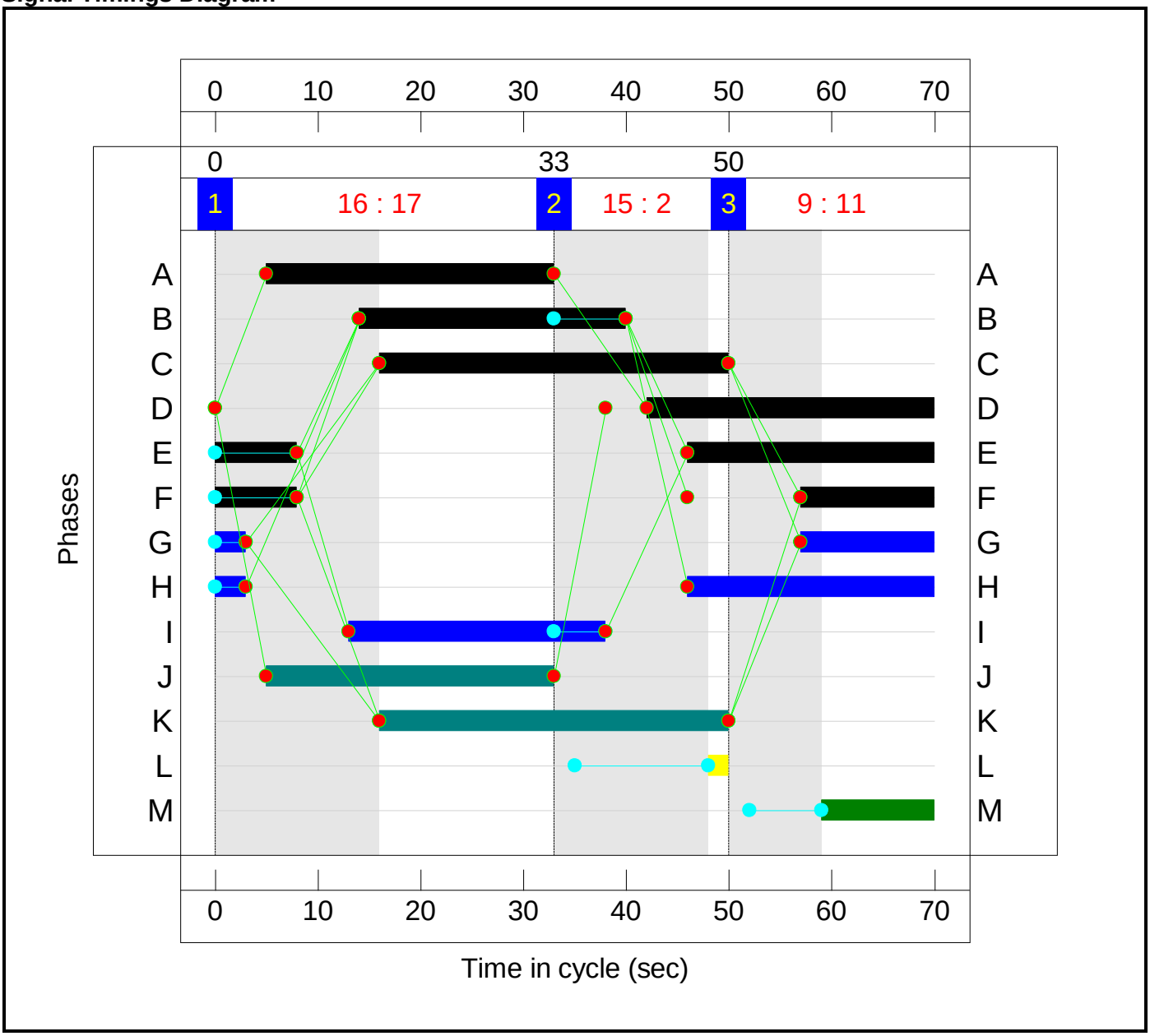
Stage Timings

Stage	1	2	3
Duration	17	2	11
Change Point	0	33	50

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	28	5	33
B	Internal Right	Traffic	26	14	40
C	A52 (E) Ahead Left	Traffic	34	16	50
D	S Circulatory Right Ahead	Traffic	28	42	0
E	E Circulatory Ahead	Traffic	32	46	8
F	E Circulatory Right Right2	Traffic	21	57	8
G	Pedestrians across	Pedestrian	16	57	3
H	Pedestrians across	Pedestrian	27	46	3
I	Pedestrians across	Pedestrian	25	13	38
J	Dummy	Dummy	28	5	33
K	Dummy	Dummy	34	16	50
L	Dummy with R/A	Dummy R/A	2	48	50
M	Dummy with R/A	Dummy R/A	11	59	0

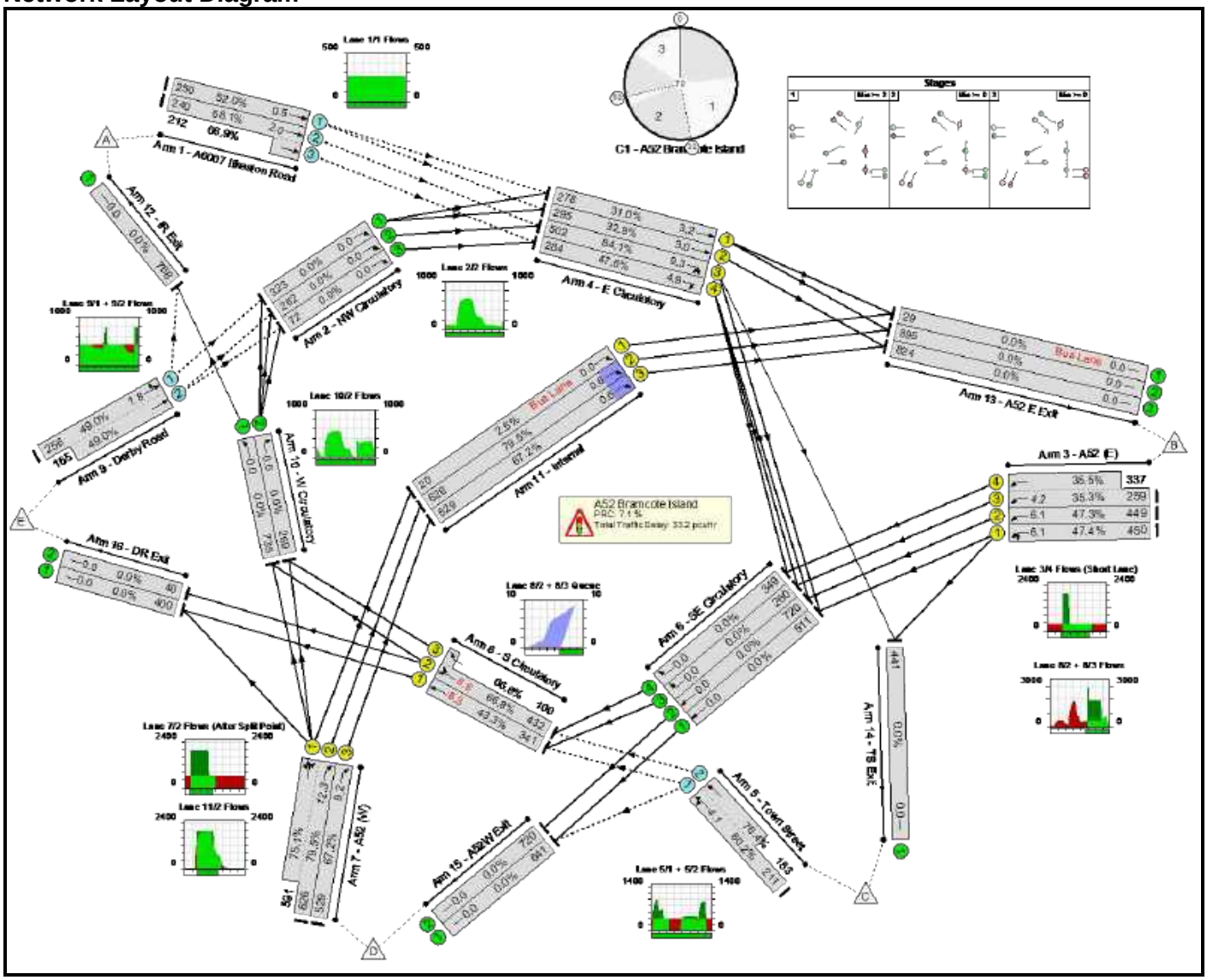
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	50
3/2	A52 (E) Ahead	U	C	16	50
3/3	A52 (E) Ahead	U	C	16	50
3/4	A52 (E) Ahead	U	C	16	50
4/1	E Circulatory Ahead	U	E	46	8
4/2	E Circulatory Ahead	U	E	46	8
4/3	E Circulatory Right Right2	U	F	57	8
4/4	E Circulatory Right	U	F	57	8
7/1	A52 (W) Ahead Right Left	U	A	5	33
7/2	A52 (W) Right	U	A	5	33
7/3	A52 (W) Right	U	A	5	33
8/1	S Circulatory Ahead	U	D	42	0
8/2	S Circulatory Right Ahead	U	D	42	0
8/3	S Circulatory Right	U	D	42	0
11/1	Internal Right	U	B	14	40
11/2	Internal Right	U	B	14	40
11/3	Internal Right	U	B	14	40

Network Layout Diagram



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: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	250	Inf	481	52.0%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	452	Inf : Inf	352+317	68.1 : 66.9%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	323	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	262	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	72	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	34	-	-	450	1900	950	47.4%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	34	-	-	449	1900	950	47.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	34	-	-	596	1900:1900	734+950	35.3 : 35.5%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	278	1900	896	31.0%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	295	1900	896	32.9%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	21	-	-	502	1900	597	84.1%
4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	284	1900	597	47.6%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	394	Inf : Inf	350+240	60.2 : 76.4%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	511	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	720	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	260	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	349	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	28	-	-	1217	1900:1900	787+787	79.5 : 75.1%
7/3	A52 (W) Right	U	N/A	N/A	A		1	28	-	-	529	1900	787	67.2%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	341	1900	787	43.3%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	532	1900:1900	647+150	66.8 : 66.8%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	421	Inf : Inf	522+337	49.0 : 49.0%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	735	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	269	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	26	-	-	20	1900	787	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	26	-	-	626	1900	787	79.5%
11/3	Internal Right	U	N/A	N/A	B		1	26	-	-	529	1900	787	67.2%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	768	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	29	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	895	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	824	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	441	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	641	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	720	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	400	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	40	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**2784**	**0**	**0**	**25.0**	**8.2**	**0.0**	**33.2**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**2784**	**0**	**0**	**25.0**	**8.2**	**0.0**	**33.2**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	250	250	250	0	0	0.0	0.5	-	0.5	7.8	0.0	0.5	0.5	1/1
1/2+1/3	452	452	904	0	0	0.0	1.0	-	1.0 (0.5+0.5)	8.2 (8.2:8.2)	1.0	1.0	2.0	1/2+1/3
2/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	72	72	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	450	450	-	-	-	1.4	0.4	-	1.9	15.1	5.6	0.4	6.1	3/1
3/2	449	449	-	-	-	1.4	0.4	-	1.9	15.0	5.6	0.4	6.1	3/2
3/3+3/4	596	596	-	-	-	1.7	0.3	-	2.0 (0.8+1.2)	12.1 (11.8:12.3)	3.9	0.3	4.2	3/3+3/4
4/1	278	278	-	-	-	0.8	0.2	-	1.0	13.2	2.9	0.2	3.2	4/1
4/2	295	295	-	-	-	0.8	0.2	-	1.0	12.2	2.8	0.2	3.0	4/2
4/3	502	502	-	-	-	3.7	0.0	-	3.7	26.6	9.3	0.0	9.3	4/3
4/4	284	284	-	-	-	1.5	0.5	-	2.0	25.1	4.4	0.5	4.9	4/4
5/1+5/2	394	394	788	0	0	0.8	1.0	-	1.8 (0.8+1.0)	16.2 (12.8:20.1)	3.1	1.0	4.1	5/1+5/2
6/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1217	1217	-	-	-	6.0	1.7	-	7.7 (4.0+3.7)	22.7 (22.9:22.4)	10.6	1.7	12.3	7/2+7/1

7/3	529	529	-	-	-	2.4	1.0	-	3.5	23.6	8.2	1.0	9.2	7/3
8/1	341	341	-	-	-	1.4	0.4	-	1.8	19.3	6.0	0.4	6.3	8/1
8/2+8/3	532	532	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	17.4 (17.4:17.2)	8.6	0.0	8.6	8/2+8/3
9/1+9/2	421	421	842	0	0	0.1	0.5	-	0.6 (0.4+0.2)	4.8 (5.1:4.3)	1.3	0.5	1.8	9/1+9/2
10/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	626	626	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/2
11/3	529	529	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	11/3
12/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	40	40	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

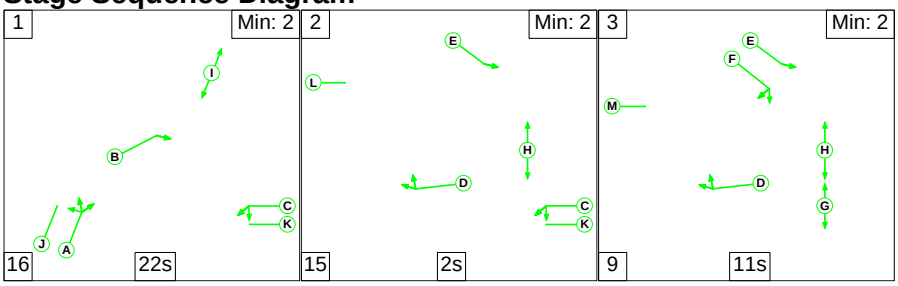
PRC for Signalled Lanes (%): 7.1
PRC Over All Lanes (%): 7.1

Total Delay for Signalled Lanes (pcuHr): 29.28
Total Delay Over All Lanes(pcuHr): 33.19

Cycle Time (s): 70

Scenario 3: '3' (FG3: '2028 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



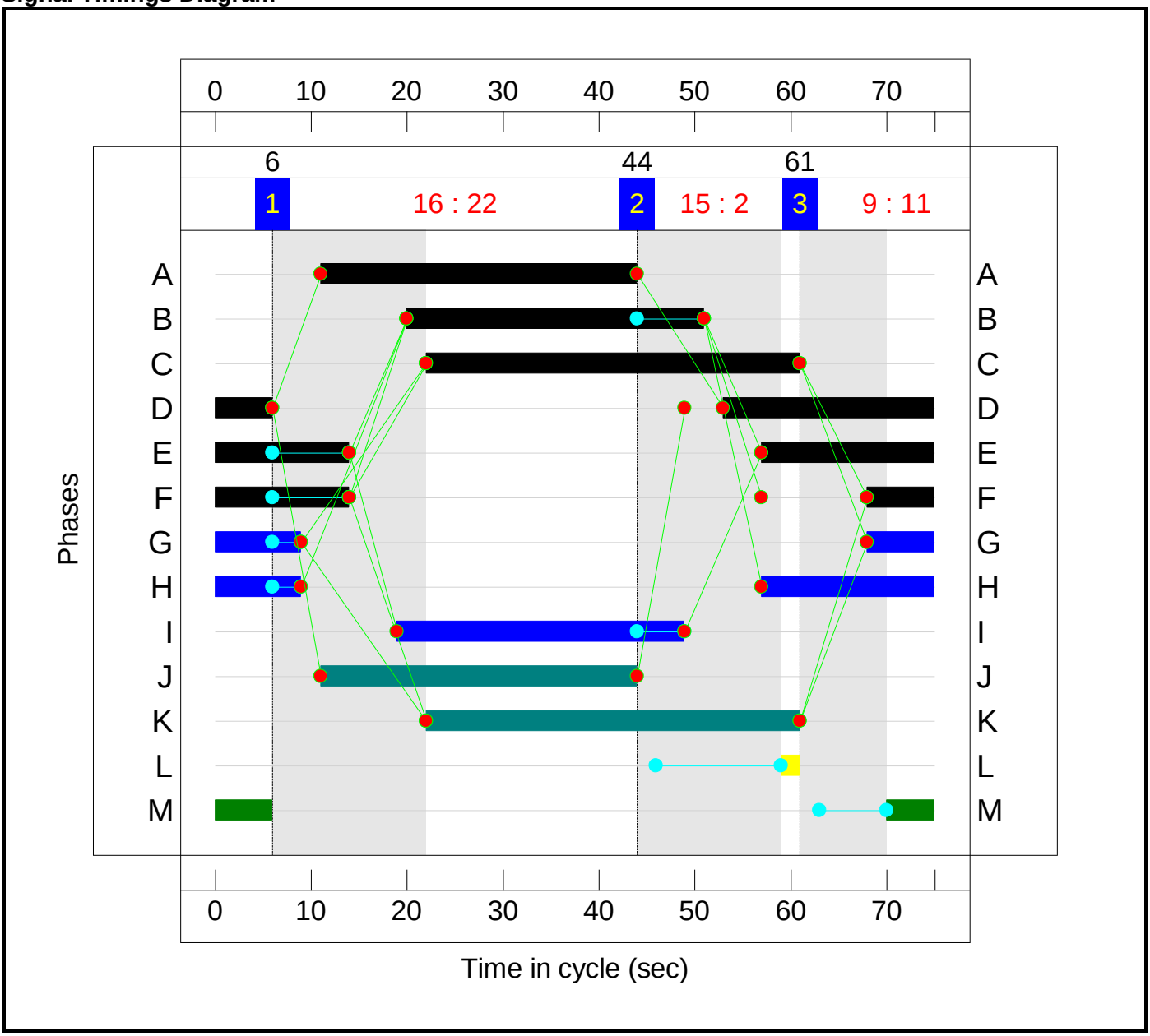
Stage Timings

Stage	1	2	3
Duration	22	2	11
Change Point	6	44	61

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	33	11	44
B	Internal Right	Traffic	31	20	51
C	A52 (E) Ahead Left	Traffic	39	22	61
D	S Circulatory Right Ahead	Traffic	28	53	6
E	E Circulatory Ahead	Traffic	32	57	14
F	E Circulatory Right Right2	Traffic	21	68	14
G	Pedestrians across	Pedestrian	16	68	9
H	Pedestrians across	Pedestrian	27	57	9
I	Pedestrians across	Pedestrian	30	19	49
J	Dummy	Dummy	33	11	44
K	Dummy	Dummy	39	22	61
L	Dummy with R/A	Dummy R/A	2	59	61
M	Dummy with R/A	Dummy R/A	11	70	6

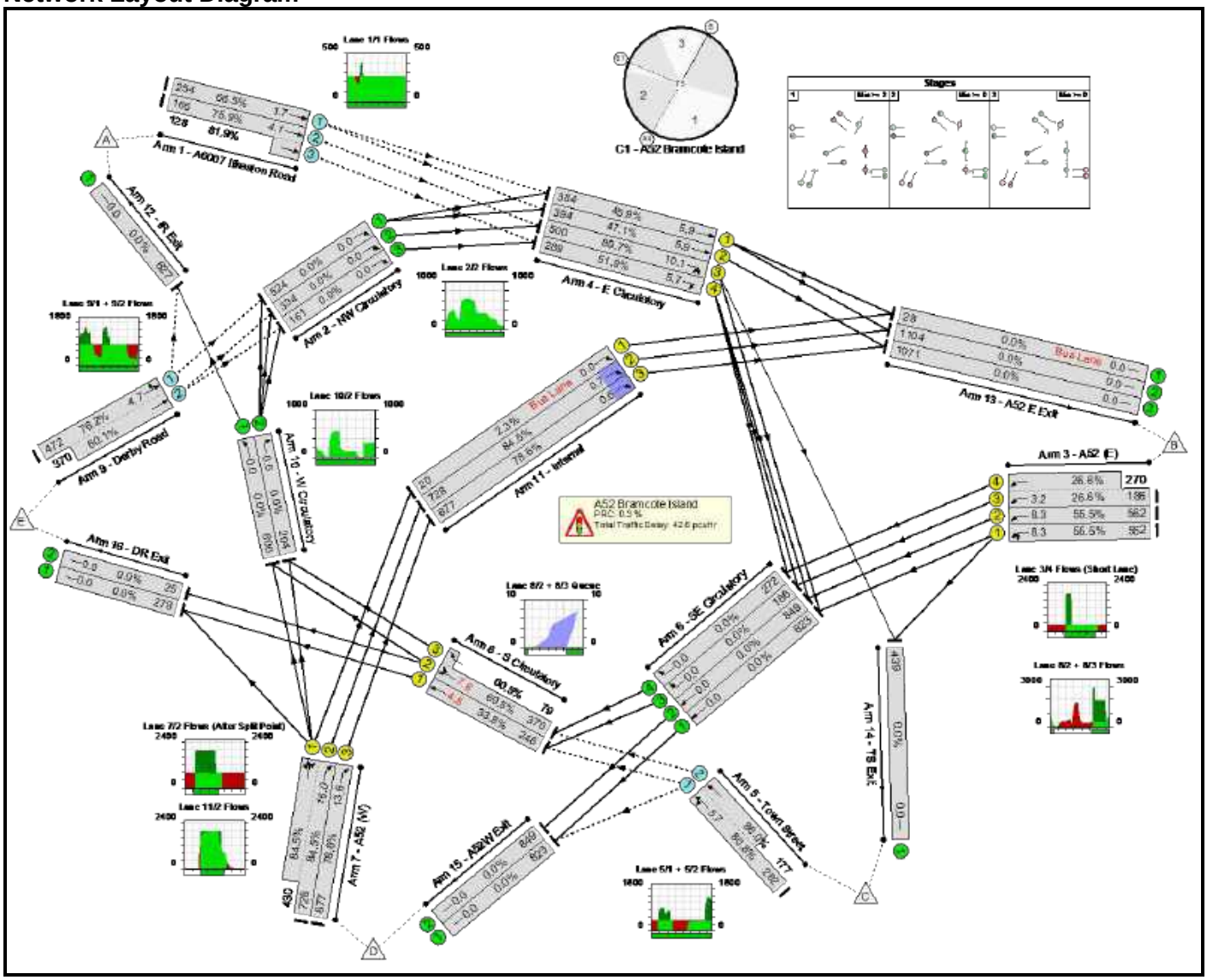
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	61
3/2	A52 (E) Ahead	U	C	22	61
3/3	A52 (E) Ahead	U	C	22	61
3/4	A52 (E) Ahead	U	C	22	61
4/1	E Circulatory Ahead	U	E	57	14
4/2	E Circulatory Ahead	U	E	57	14
4/3	E Circulatory Right Right2	U	F	68	14
4/4	E Circulatory Right	U	F	68	14
7/1	A52 (W) Ahead Right Left	U	A	11	44
7/2	A52 (W) Right	U	A	11	44
7/3	A52 (W) Right	U	A	11	44
8/1	S Circulatory Ahead	U	D	53	6
8/2	S Circulatory Right Ahead	U	D	53	6
8/3	S Circulatory Right	U	D	53	6
11/1	Internal Right	U	B	20	51
11/2	Internal Right	U	B	20	51
11/3	Internal Right	U	B	20	51

Network Layout Diagram



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: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	254	Inf	382	66.5%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	294	Inf : Inf	219+156	75.9 : 81.9%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	524	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	334	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	161	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	39	-	-	562	1900	1013	55.5%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	562	1900	1013	55.5%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	456	1900:1900	698+1013	26.6 : 26.6%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	384	1900	836	45.9%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	394	1900	836	47.1%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	21	-	-	500	1900	557	89.7%

4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	289	1900	557	51.9%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	439	Inf : Inf	324+206	80.8 : 86.0%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	623	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	849	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	186	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	272	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	33	-	-	1158	1900:1900	861+509	84.5 : 84.5%
7/3	A52 (W) Right	U	N/A	N/A	A		1	33	-	-	677	1900	861	78.6%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	248	1900	735	33.8%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	449	1900:1900	612+131	60.5 : 60.5%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	842	Inf : Inf	620+616	76.2 : 60.1%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	600	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	204	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	31	-	-	20	1900	861	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	31	-	-	728	1900	861	84.5%
11/3	Internal Right	U	N/A	N/A	B		1	31	-	-	677	1900	861	78.6%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	627	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	28	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1104	Inf	Inf	0.0%

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1071	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	439	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	823	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	849	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	278	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	25	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**3404**	**0**	**0**	**29.0**	**13.6**	**0.0**	**42.6**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3404**	**0**	**0**	**29.0**	**13.6**	**0.0**	**42.6**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	254	254	254	0	0	0.0	1.0	-	1.0	13.9	0.7	1.0	1.7	1/1
1/2+1/3	294	294	588	0	0	0.4	1.7	-	2.1 (1.1+1.0)	25.7 (23.5:28.6)	2.3	1.7	4.1	1/2+1/3
2/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	562	562	-	-	-	1.8	0.6	-	2.4	15.6	7.6	0.6	8.3	3/1
3/2	562	562	-	-	-	1.8	0.6	-	2.4	15.6	7.6	0.6	8.3	3/2
3/3+3/4	456	456	-	-	-	1.2	0.2	-	1.4 (0.5+0.8)	10.8 (10.5:11.0)	3.0	0.2	3.2	3/3+3/4
4/1	384	384	-	-	-	1.6	0.4	-	2.0	19.2	5.5	0.4	5.9	4/1
4/2	394	394	-	-	-	1.6	0.4	-	2.1	18.8	5.5	0.4	5.9	4/2
4/3	500	500	-	-	-	4.1	0.0	-	4.1	29.8	10.1	0.0	10.1	4/3
4/4	289	289	-	-	-	1.8	0.5	-	2.3	28.8	5.1	0.5	5.7	4/4
5/1+5/2	439	439	878	0	0	1.4	2.3	-	3.6 (1.9+1.7)	29.9 (26.4:35.1)	3.4	2.3	5.7	5/1+5/2
6/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1158	1158	-	-	-	5.4	2.7	-	8.1 (5.3+2.7)	25.1 (26.4:22.8)	13.3	2.7	16.0	7/2+7/1

7/3	677	677	-	-	-	3.3	1.8	-	5.1	27.0	11.8	1.8	13.6	7/3
8/1	248	248	-	-	-	1.2	0.3	-	1.4	20.6	4.3	0.3	4.5	8/1
8/2+8/3	449	449	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	20.7 (20.7:20.5)	7.6	0.0	7.6	8/2+8/3
9/1+9/2	842	842	1684	0	0	0.5	1.1	-	1.6 (0.9+0.6)	6.7 (7.1:6.2)	3.7	1.1	4.7	9/1+9/2
10/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	204	204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	728	728	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	11/2
11/3	677	677	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/3
12/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1104	1104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1071	1071	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

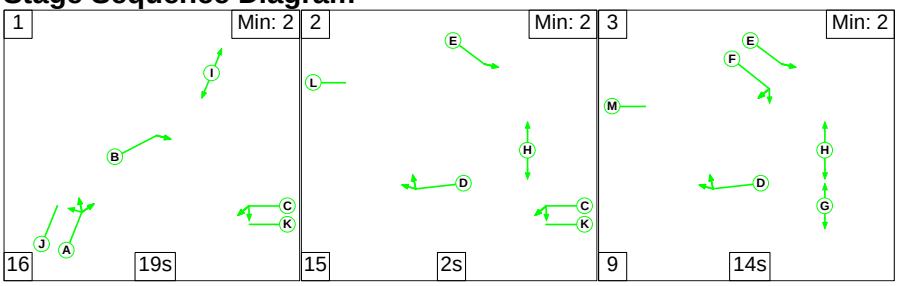
PRC for Signalled Lanes (%): 0.3
PRC Over All Lanes (%): 0.3

Total Delay for Signalled Lanes (pcuHr): 34.29
Total Delay Over All Lanes(pcuHr): 42.59

Cycle Time (s): 75

Scenario 4: '4' (FG4: '2028 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



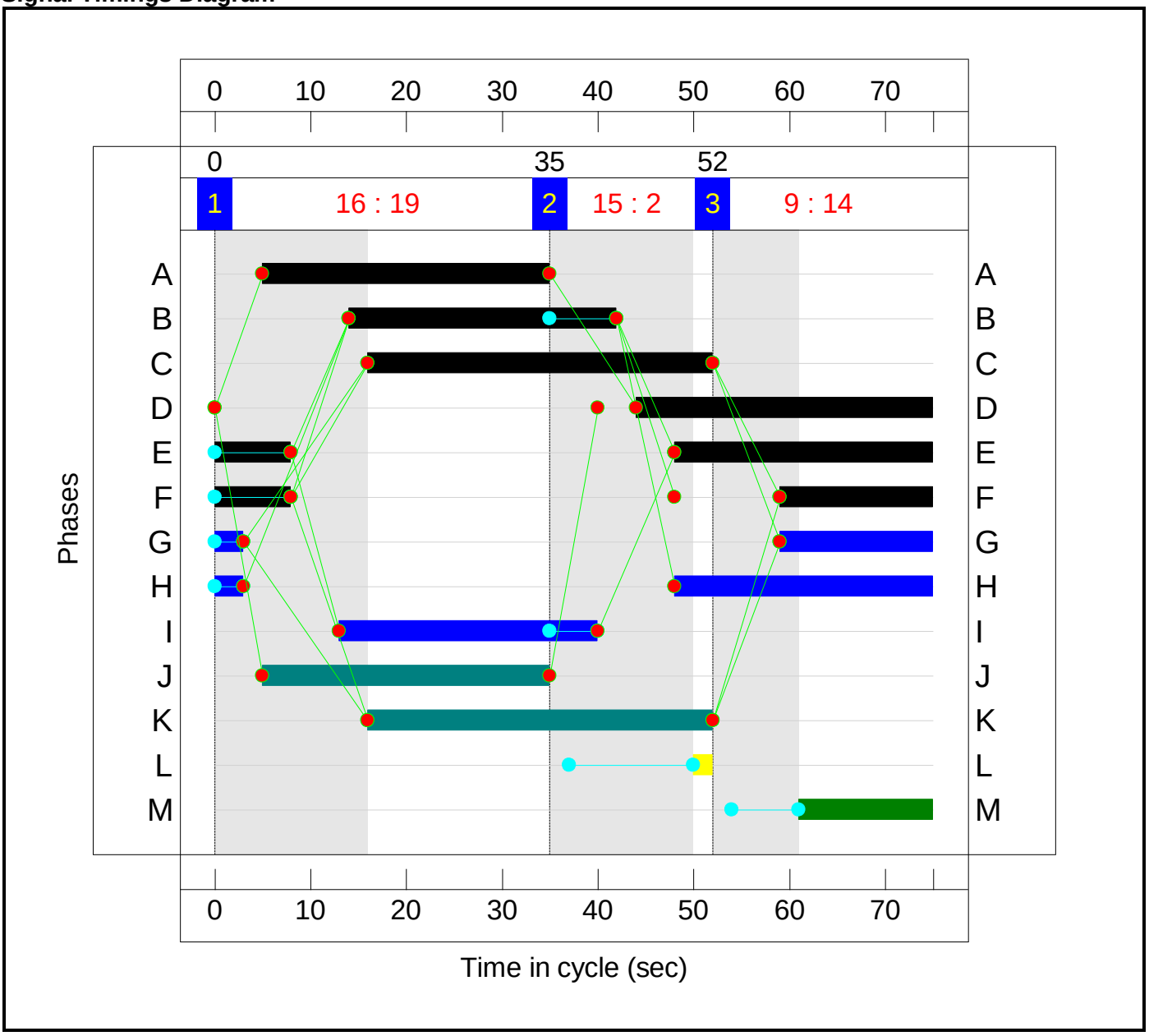
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

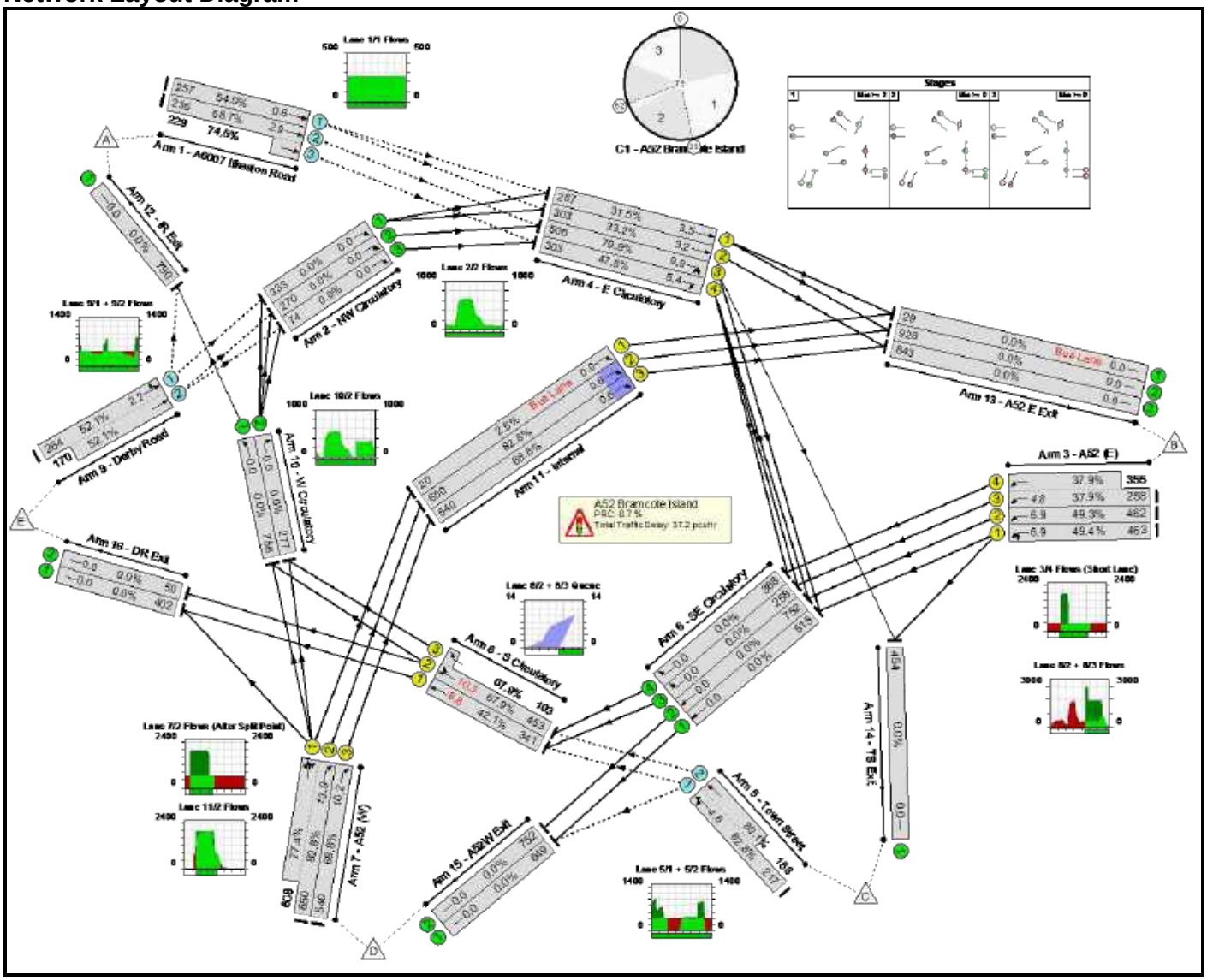
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



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: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.8%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.8%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	257	Inf	476	54.0%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	465	Inf : Inf	344+307	68.7 : 74.5%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	333	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	270	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	74	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	463	1900	937	49.4%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	462	1900	937	49.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	613	1900:1900	681+937	37.9 : 37.9%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	287	1900	912	31.5%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	303	1900	912	33.2%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	506	1900	633	79.9%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	303	1900	633	47.8%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	405	Inf : Inf	346+235	62.8 : 80.1%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	515	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	752	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	258	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	368	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1258	1900:1900	785+785	82.8 : 77.4%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	540	1900	785	68.8%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	341	1900	811	42.1%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	556	1900:1900	667+152	67.9 : 67.9%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	434	Inf : Inf	507+327	52.1 : 52.1%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	756	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	277	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	650	1900	785	82.8%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	540	1900	785	68.8%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	790	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	29	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	928	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	843	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	454	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	649	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	752	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	402	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	50	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**2865**	**0**	**0**	**28.0**	**9.2**	**0.0**	**37.2**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**2865**	**0**	**0**	**28.0**	**9.2**	**0.0**	**37.2**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	257	257	257	0	0	0.0	0.6	-	0.6	8.2	0.0	0.6	0.6	1/1
1/2+1/3	465	465	930	0	0	0.0	1.2	-	1.3 (0.6+0.6)	9.8 (9.6:10.0)	1.7	1.2	2.9	1/2+1/3
2/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	463	463	-	-	-	1.6	0.5	-	2.1	16.5	6.4	0.5	6.9	3/1
3/2	462	462	-	-	-	1.6	0.5	-	2.1	16.5	6.4	0.5	6.9	3/2
3/3+3/4	613	613	-	-	-	2.0	0.3	-	2.3 (0.9+1.3)	13.3 (12.9:13.6)	4.5	0.3	4.8	3/3+3/4
4/1	287	287	-	-	-	0.8	0.2	-	1.1	13.5	3.2	0.2	3.5	4/1
4/2	303	303	-	-	-	0.8	0.2	-	1.0	12.2	2.9	0.2	3.2	4/2
4/3	506	506	-	-	-	3.9	0.0	-	3.9	27.5	9.9	0.0	9.9	4/3
4/4	303	303	-	-	-	1.6	0.5	-	2.1	25.0	5.0	0.5	5.4	4/4
5/1+5/2	405	405	810	0	0	1.0	1.1	-	2.1 (0.9+1.2)	18.9 (14.7:23.8)	3.5	1.1	4.6	5/1+5/2
6/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1258	1258	-	-	-	6.7	2.0	-	8.7 (4.6+4.2)	25.0 (25.3:24.7)	11.9	2.0	13.9	7/2+7/1

7/3	540	540	-	-	-	2.7	1.1	-	3.8	25.3	9.1	1.1	10.2	7/3
8/1	341	341	-	-	-	1.6	0.4	-	2.0	20.7	6.4	0.4	6.8	8/1
8/2+8/3	556	556	-	-	-	3.2	0.0	-	3.2 (2.6+0.6)	20.5 (20.4:20.6)	10.3	0.0	10.3	8/2+8/3
9/1+9/2	434	434	868	0	0	0.1	0.5	-	0.7 (0.4+0.2)	5.4 (5.9:4.7)	1.6	0.5	2.2	9/1+9/2
10/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	650	650	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/2
11/3	540	540	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	11/3
12/1	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	843	843	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 8.7
PRC Over All Lanes (%): 8.7

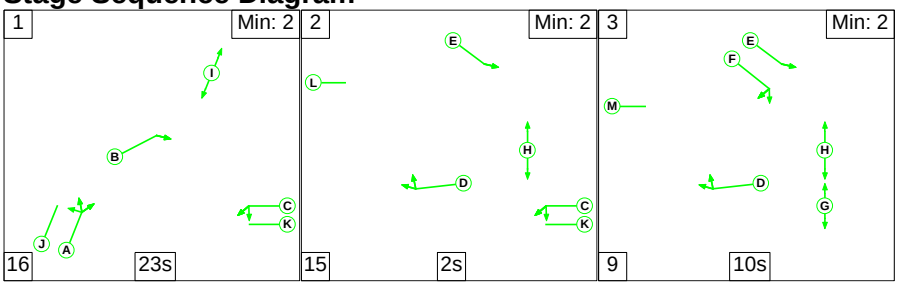
Total Delay for Signalled Lanes (pcuHr): 32.54
Total Delay Over All Lanes(pcuHr): 37.17

Cycle Time (s): 75

Detailed Input Data And Results

Scenario 5: '5' (FG5: '2041 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



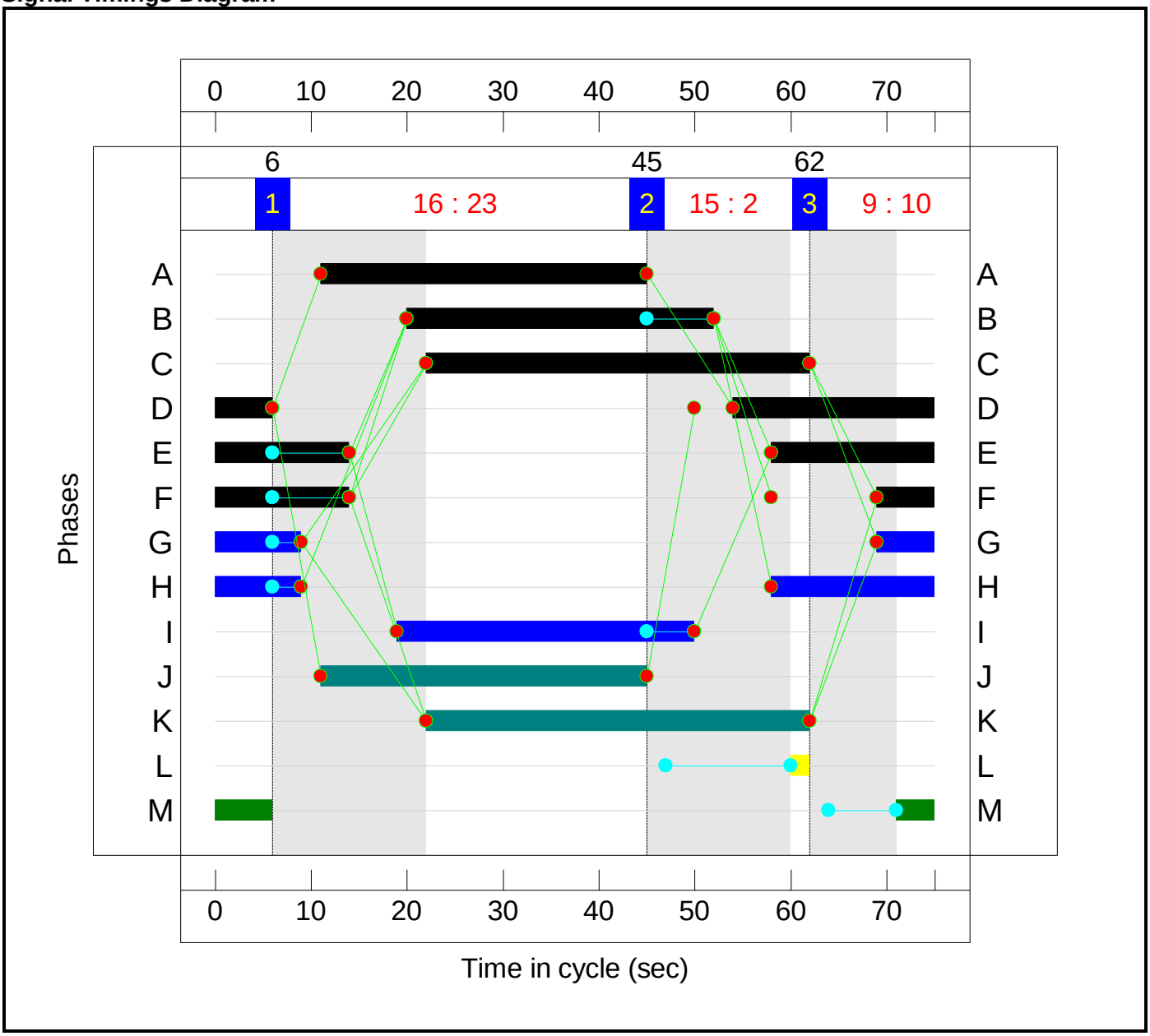
Stage Timings

Stage	1	2	3
Duration	23	2	10
Change Point	6	45	62

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	34	11	45
B	Internal Right	Traffic	32	20	52
C	A52 (E) Ahead Left	Traffic	40	22	62
D	S Circulatory Right Ahead	Traffic	27	54	6
E	E Circulatory Ahead	Traffic	31	58	14
F	E Circulatory Right Right2	Traffic	20	69	14
G	Pedestrians across	Pedestrian	15	69	9
H	Pedestrians across	Pedestrian	26	58	9
I	Pedestrians across	Pedestrian	31	19	50
J	Dummy	Dummy	34	11	45
K	Dummy	Dummy	40	22	62
L	Dummy with R/A	Dummy R/A	2	60	62
M	Dummy with R/A	Dummy R/A	10	71	6

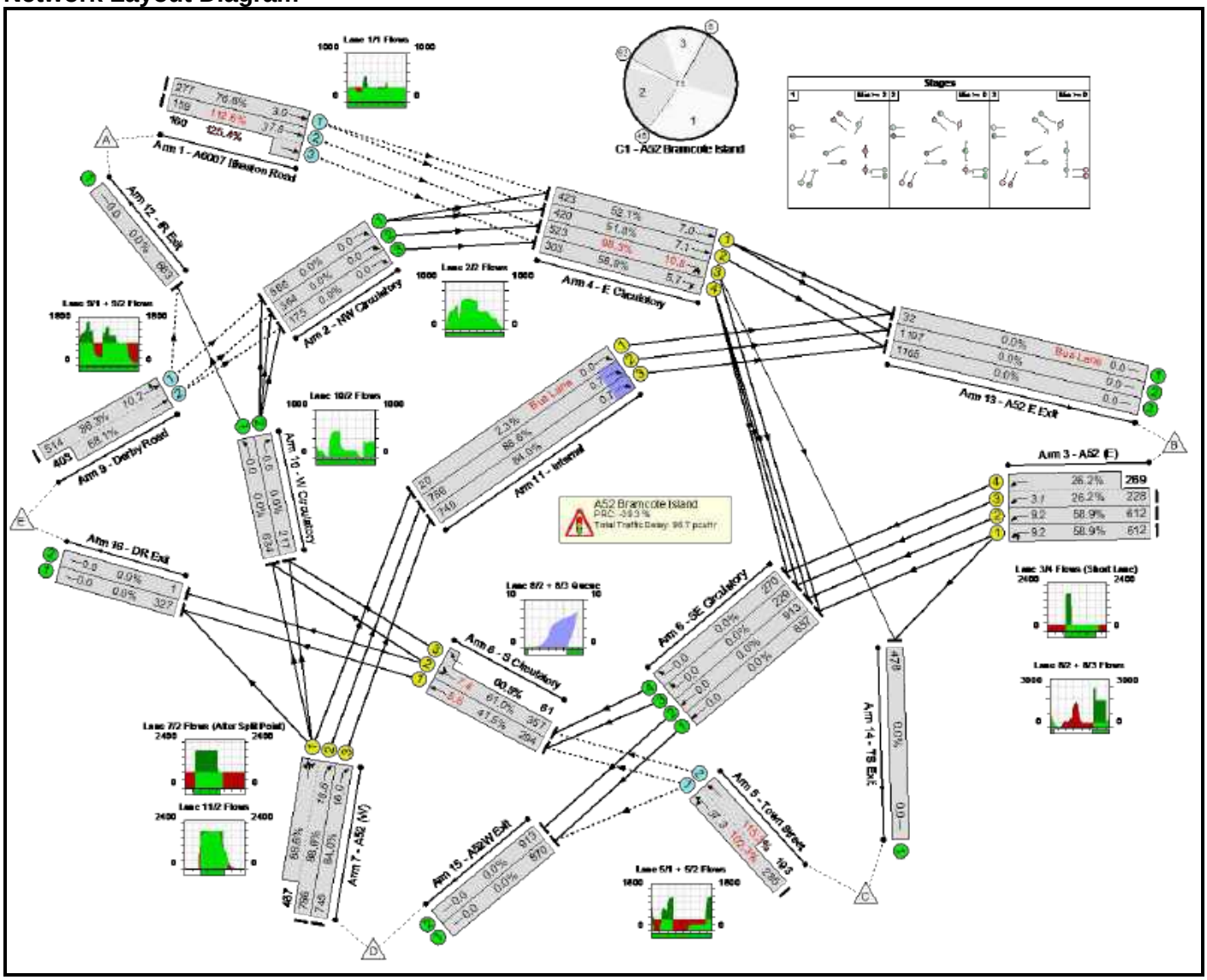
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	62
3/2	A52 (E) Ahead	U	C	22	62
3/3	A52 (E) Ahead	U	C	22	62
3/4	A52 (E) Ahead	U	C	22	62
4/1	E Circulatory Ahead	U	E	58	14
4/2	E Circulatory Ahead	U	E	58	14
4/3	E Circulatory Right Right2	U	F	69	14
4/4	E Circulatory Right	U	F	69	14
7/1	A52 (W) Ahead Right Left	U	A	11	45
7/2	A52 (W) Right	U	A	11	45
7/3	A52 (W) Right	U	A	11	45
8/1	S Circulatory Ahead	U	D	54	6
8/2	S Circulatory Right Ahead	U	D	54	6
8/3	S Circulatory Right	U	D	54	6
11/1	Internal Right	U	B	20	52
11/2	Internal Right	U	B	20	52
11/3	Internal Right	U	B	20	52

Network Layout Diagram



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: A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**125.4%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**125.4%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	277	Inf	362	76.6%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	319	Inf : Inf	141+128	112.6 : 125.4%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	364	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	175	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	40	-	-	612	1900	1039	58.9%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	612	1900	1039	58.9%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	497	1900:1900	872+1028	26.2 : 26.2%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	426	1900	811	52.1%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	422	1900	811	51.8%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	20	-	-	523	1900	532	98.3%

4/4	E Circulatory Right	U	N/A	N/A	F		1	20	-	-	335	1900	532	56.9%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	478	Inf : Inf	279+167	102.3 : 115.3%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	657	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	945	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	229	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	270	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	34	-	-	1253	1900:1900	887+527	88.6 : 88.6%
7/3	A52 (W) Right	U	N/A	N/A	A		1	34	-	-	745	1900	887	84.0%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	27	-	-	296	1900	709	41.5%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	27	-	-	463	1900:1900	584+133	61.0 : 60.5%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	917	Inf : Inf	595+592	86.3 : 68.1%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	654	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	222	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	32	-	-	20	1900	887	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	32	-	-	786	1900	887	88.6%
11/3	Internal Right	U	N/A	N/A	B		1	32	-	-	745	1900	887	84.0%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	683	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	32	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1200	Inf	Inf	0.0%

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1167	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	478	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	875	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	945	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	329	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**3576**	**0**	**0**	**35.9**	**62.7**	**0.0**	**98.7**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3576**	**0**	**0**	**35.9**	**62.7**	**0.0**	**98.7**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	277	277	277	0	0	0.0	1.6	-	1.6	20.8	1.4	1.6	3.0	1/1
1/2+1/3	319	287	573	0	0	2.6	27.9	-	30.5 (10.7+19.8)	344.7 (242.1:446.6)	9.8	27.9	37.8	1/2+1/3
2/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	612	612	-	-	-	1.9	0.7	-	2.6	15.6	8.5	0.7	9.2	3/1
3/2	612	612	-	-	-	1.9	0.7	-	2.6	15.6	8.5	0.7	9.2	3/2
3/3+3/4	497	497	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.2 (10.1:10.3)	2.9	0.2	3.1	3/3+3/4
4/1	423	423	-	-	-	1.9	0.5	-	2.5	21.0	6.5	0.5	7.0	4/1
4/2	420	420	-	-	-	1.9	0.5	-	2.5	21.2	6.5	0.5	7.1	4/2
4/3	523	523	-	-	-	4.4	0.0	-	4.4	30.5	10.8	0.0	10.8	4/3
4/4	303	303	-	-	-	1.7	0.7	-	2.3	27.9	5.1	0.7	5.7	4/4
5/1+5/2	478	446	892	0	0	3.5	21.6	-	25.0 (7.9+17.2)	188.6 (99.4:320.4)	15.7	21.6	37.3	5/1+5/2
6/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1253	1253	-	-	-	5.8	3.7	-	9.5 (6.3+3.2)	27.4 (28.9:24.9)	14.8	3.7	18.6	7/2+7/1

7/3	745	745	-	-	-	3.6	2.5	-	6.2	29.8	13.5	2.5	16.0	7/3
8/1	294	294	-	-	-	1.5	0.4	-	1.9	22.7	5.3	0.4	5.6	8/1
8/2+8/3	437	437	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	21.2 (21.2:21.0)	7.4	0.0	7.4	8/2+8/3
9/1+9/2	917	917	1834	0	0	0.9	1.7	-	2.5 (1.5+1.0)	10.0 (10.7:9.0)	8.6	1.7	10.2	9/1+9/2
10/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.7	0.0	0.0	0.0	11/1
11/2	786	786	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	745	745	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	11/3
12/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1197	1197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1165	1165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): -9.2
PRC Over All Lanes (%): -39.3

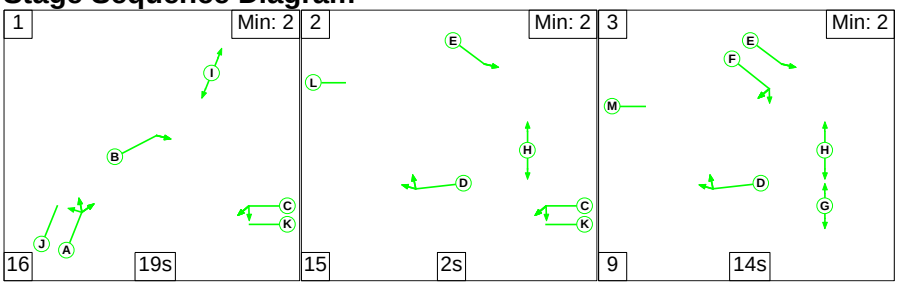
Total Delay for Signalled Lanes (pcuHr): 38.96
Total Delay Over All Lanes(pcuHr): 98.69

Cycle Time (s): 75

Detailed Input Data And Results

Scenario 6: '6' (FG6: '2041 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



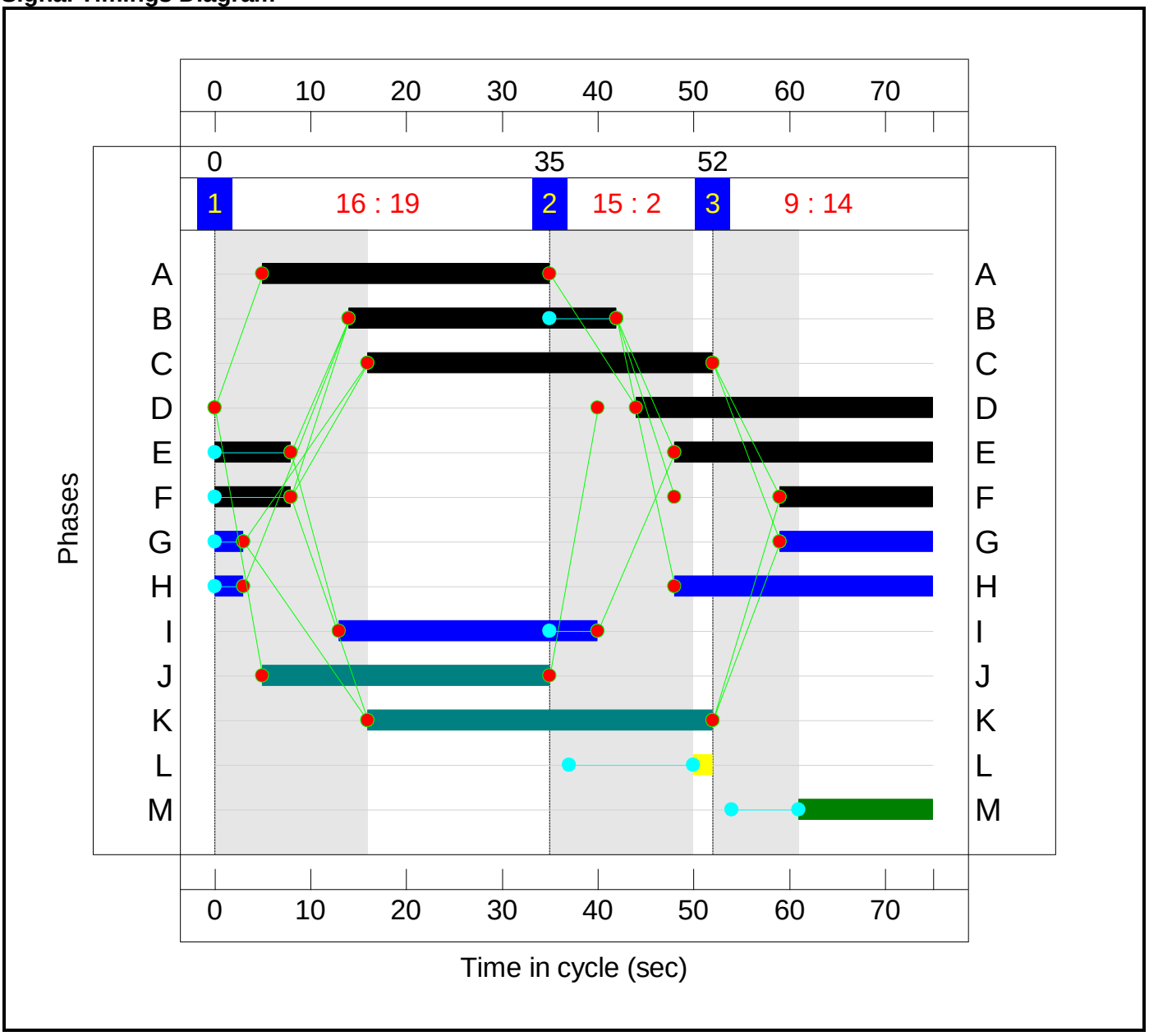
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

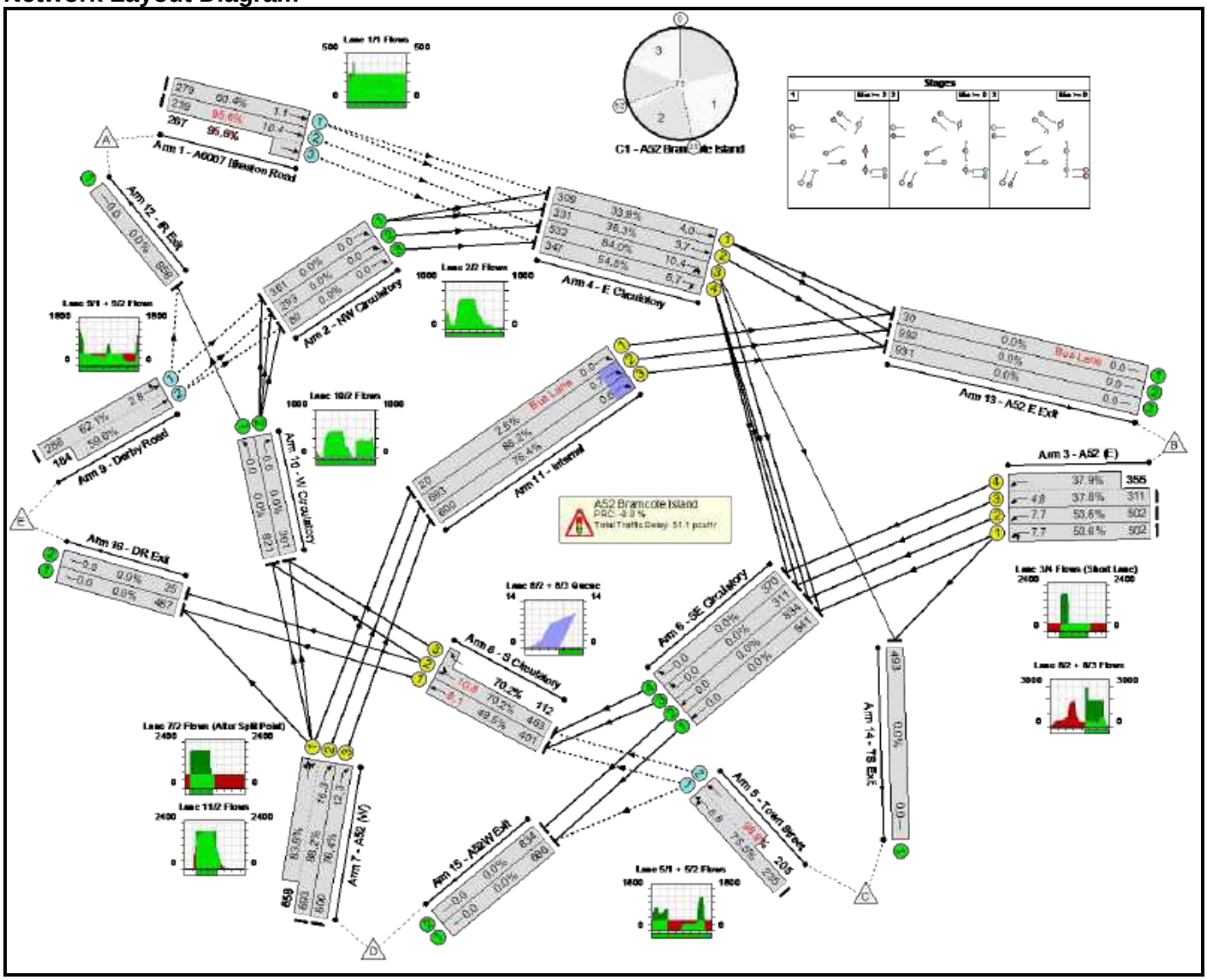
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



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: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**98.9%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**98.9%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	279	Inf	462	60.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	506	Inf : Inf	250+279	95.6 : 95.6%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	361	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	293	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	80	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	502	1900	937	53.6%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	502	1900	937	53.6%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	666	1900:1900	822+937	37.8 : 37.9%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	309	1900	912	33.9%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	331	1900	912	36.3%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	532	1900	633	84.0%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	347	1900	633	54.8%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	440	Inf : Inf	311+207	75.5 : 98.9%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	541	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	834	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	311	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	370	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1351	1900:1900	785+785	88.2 : 83.8%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	600	1900	785	76.4%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	401	1900	811	49.5%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	575	1900:1900	660+160	70.2 : 70.2%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	470	Inf : Inf	460+309	62.1 : 59.6%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	821	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	301	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	693	1900	785	88.2%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	600	1900	785	76.4%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	858	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	30	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	992	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	931	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	493	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	686	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	834	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	467	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	25	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**3111**	**0**	**0**	**32.4**	**18.7**	**0.0**	**51.1**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3111**	**0**	**0**	**32.4**	**18.7**	**0.0**	**51.1**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	279	279	279	0	0	0.0	0.8	-	0.8	9.8	0.4	0.8	1.1	1/1
1/2+1/3	506	506	1012	0	0	0.2	6.8	-	7.0 (3.2+3.8)	50.0 (48.7:51.2)	3.6	6.8	10.4	1/2+1/3
2/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	502	502	-	-	-	1.8	0.6	-	2.4	17.2	7.1	0.6	7.7	3/1
3/2	502	502	-	-	-	1.8	0.6	-	2.4	17.2	7.1	0.6	7.7	3/2
3/3+3/4	666	666	-	-	-	2.2	0.3	-	2.5 (1.1+1.3)	13.3 (13.2:13.5)	4.5	0.3	4.8	3/3+3/4
4/1	309	309	-	-	-	1.0	0.3	-	1.3	14.9	3.8	0.3	4.0	4/1
4/2	331	331	-	-	-	0.9	0.3	-	1.2	13.4	3.4	0.3	3.7	4/2
4/3	532	532	-	-	-	4.1	0.0	-	4.1	27.9	10.4	0.0	10.4	4/3
4/4	347	347	-	-	-	2.0	0.6	-	2.6	26.9	6.0	0.6	6.7	4/4
5/1+5/2	440	440	880	0	0	1.6	2.6	-	4.2 (1.9+2.3)	34.4 (28.7:41.0)	4.2	2.6	6.8	5/1+5/2
6/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1351	1351	-	-	-	7.5	3.0	-	10.5 (5.4+5.1)	28.0 (28.3:27.7)	13.3	3.0	16.3	7/2+7/1

7/3	600	600	-	-	-	3.1	1.6	-	4.7	28.4	10.7	1.6	12.3	7/3
8/1	401	401	-	-	-	1.9	0.5	-	2.4	21.8	7.7	0.5	8.1	8/1
8/2+8/3	575	575	-	-	-	3.5	0.0	-	3.5 (2.8+0.7)	21.9 (21.8:22.0)	10.8	0.0	10.8	8/2+8/3
9/1+9/2	470	470	940	0	0	0.3	0.8	-	1.1 (0.7+0.4)	8.4 (9.0:7.4)	2.0	0.8	2.8	9/1+9/2
10/1	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	11/1
11/2	693	693	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	600	600	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	11/3
12/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	992	992	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 2.0
PRC Over All Lanes (%): -9.8

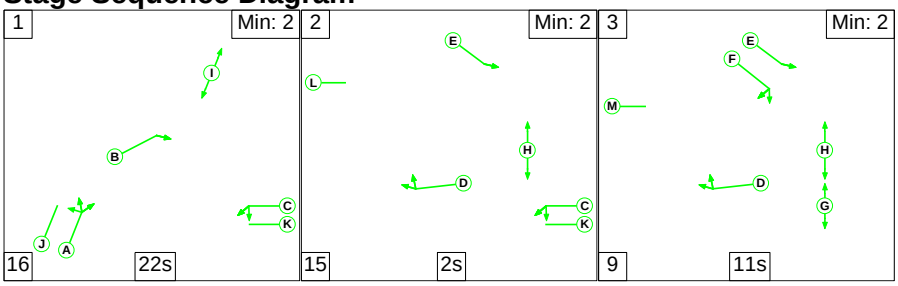
Total Delay for Signalled Lanes (pcuHr): 38.02
Total Delay Over All Lanes(pcuHr): 51.10

Cycle Time (s): 75

Detailed Input Data And Results

Scenario 7: '7' (FG7: '2028 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



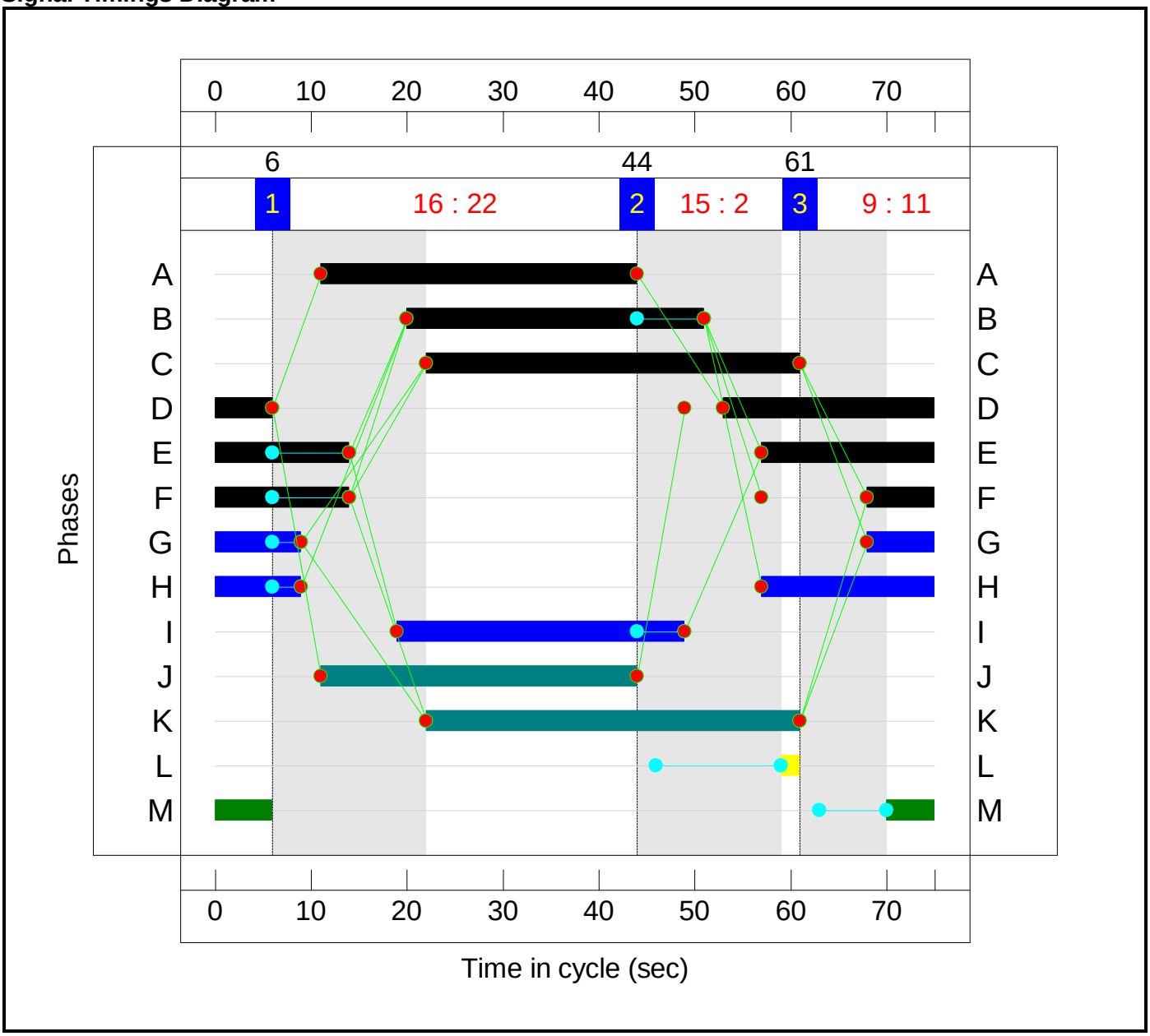
Stage Timings

Stage	1	2	3
Duration	22	2	11
Change Point	6	44	61

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	33	11	44
B	Internal Right	Traffic	31	20	51
C	A52 (E) Ahead Left	Traffic	39	22	61
D	S Circulatory Right Ahead	Traffic	28	53	6
E	E Circulatory Ahead	Traffic	32	57	14
F	E Circulatory Right Right2	Traffic	21	68	14
G	Pedestrians across	Pedestrian	16	68	9
H	Pedestrians across	Pedestrian	27	57	9
I	Pedestrians across	Pedestrian	30	19	49
J	Dummy	Dummy	33	11	44
K	Dummy	Dummy	39	22	61
L	Dummy with R/A	Dummy R/A	2	59	61
M	Dummy with R/A	Dummy R/A	11	70	6

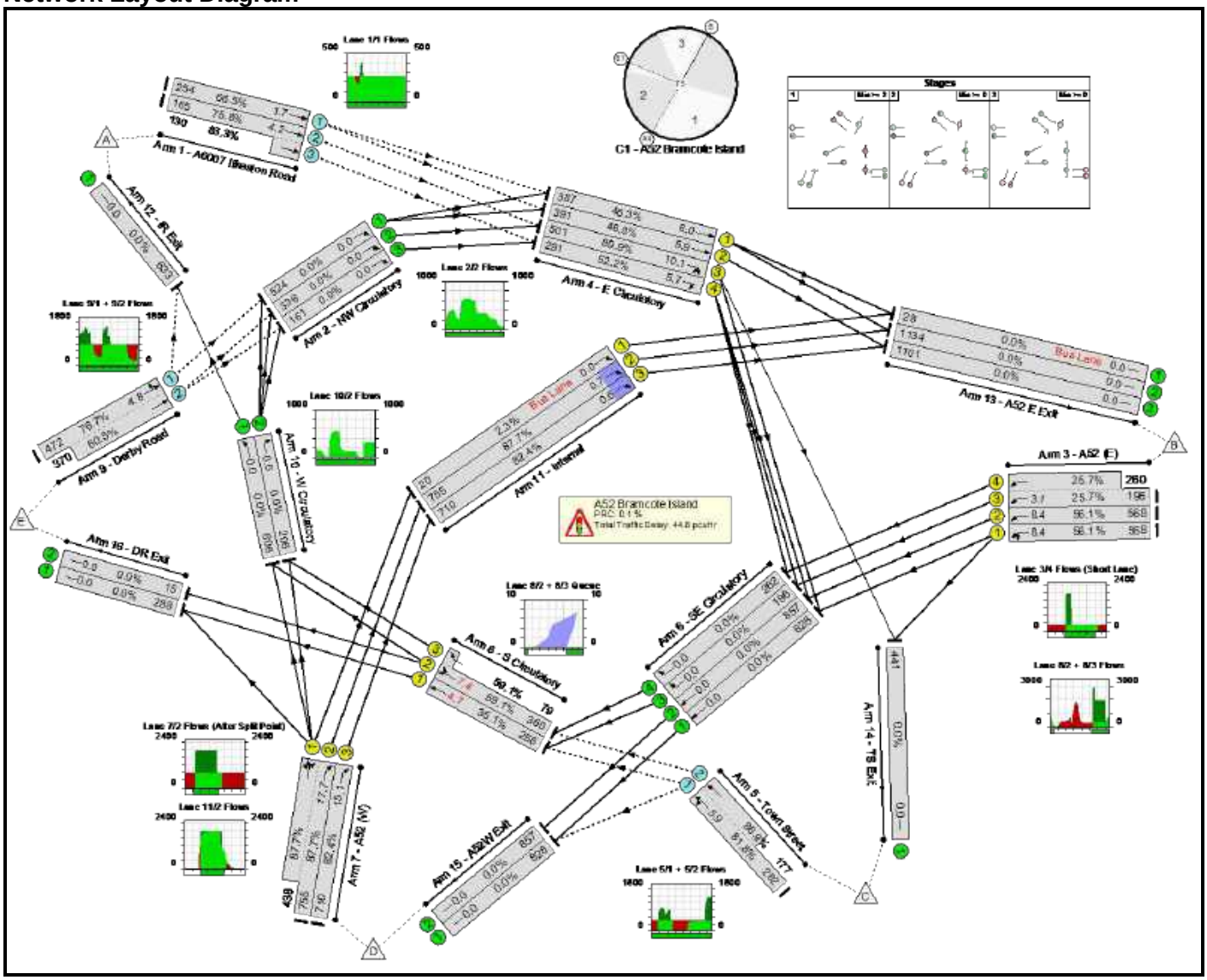
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	61
3/2	A52 (E) Ahead	U	C	22	61
3/3	A52 (E) Ahead	U	C	22	61
3/4	A52 (E) Ahead	U	C	22	61
4/1	E Circulatory Ahead	U	E	57	14
4/2	E Circulatory Ahead	U	E	57	14
4/3	E Circulatory Right Right2	U	F	68	14
4/4	E Circulatory Right	U	F	68	14
7/1	A52 (W) Ahead Right Left	U	A	11	44
7/2	A52 (W) Right	U	A	11	44
7/3	A52 (W) Right	U	A	11	44
8/1	S Circulatory Ahead	U	D	53	6
8/2	S Circulatory Right Ahead	U	D	53	6
8/3	S Circulatory Right	U	D	53	6
11/1	Internal Right	U	B	20	51
11/2	Internal Right	U	B	20	51
11/3	Internal Right	U	B	20	51

Network Layout Diagram



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: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.9%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.9%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	254	Inf	382	66.5%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	295	Inf : Inf	218+156	75.8 : 83.3%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	524	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	336	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	161	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	39	-	-	568	1900	1013	56.1%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	568	1900	1013	56.1%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	456	1900:1900	764+1013	25.7 : 25.7%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	387	1900	836	46.3%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	391	1900	836	46.8%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	21	-	-	501	1900	557	89.9%

4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	291	1900	557	52.2%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	439	Inf : Inf	320+204	81.8 : 86.9%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	628	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	857	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	196	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	262	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	33	-	-	1193	1900:1900	861+500	87.7 : 87.7%
7/3	A52 (W) Right	U	N/A	N/A	A		1	33	-	-	710	1900	861	82.4%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	258	1900	735	35.1%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	439	1900:1900	609+134	59.1 : 59.1%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	842	Inf : Inf	615+612	76.7 : 60.5%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	606	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	206	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	31	-	-	20	1900	861	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	31	-	-	755	1900	861	87.7%
11/3	Internal Right	U	N/A	N/A	B		1	31	-	-	710	1900	861	82.4%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	633	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	28	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1134	Inf	Inf	0.0%

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1101	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	441	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	828	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	857	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	288	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	15	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**3406**	**0**	**0**	**29.7**	**15.1**	**0.0**	**44.8**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3406**	**0**	**0**	**29.7**	**15.1**	**0.0**	**44.8**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	254	254	254	0	0	0.0	1.0	-	1.0	13.9	0.7	1.0	1.7	1/1
1/2+1/3	295	295	590	0	0	0.4	1.8	-	2.2 (1.1+1.1)	26.6 (24.1:29.7)	2.4	1.8	4.2	1/2+1/3
2/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	568	568	-	-	-	1.8	0.6	-	2.5	15.7	7.7	0.6	8.4	3/1
3/2	568	568	-	-	-	1.8	0.6	-	2.5	15.7	7.7	0.6	8.4	3/2
3/3+3/4	456	456	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.7 (10.5:10.8)	2.9	0.2	3.1	3/3+3/4
4/1	387	387	-	-	-	1.6	0.4	-	2.1	19.2	5.6	0.4	6.0	4/1
4/2	391	391	-	-	-	1.6	0.4	-	2.0	18.7	5.4	0.4	5.9	4/2
4/3	501	501	-	-	-	4.2	0.0	-	4.2	29.9	10.1	0.0	10.1	4/3
4/4	291	291	-	-	-	1.8	0.5	-	2.3	28.8	5.2	0.5	5.7	4/4
5/1+5/2	439	439	878	0	0	1.4	2.4	-	3.8 (2.0+1.8)	31.4 (27.8:36.7)	3.5	2.4	5.9	5/1+5/2
6/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1193	1193	-	-	-	5.7	3.4	-	9.1 (6.1+3.0)	27.4 (28.9:24.9)	14.3	3.4	17.7	7/2+7/1

7/3	710	710	-	-	-	3.5	2.3	-	5.8	29.4	12.8	2.3	15.1	7/3
8/1	258	258	-	-	-	1.2	0.3	-	1.5	20.8	4.4	0.3	4.7	8/1
8/2+8/3	439	439	-	-	-	2.5	0.0	-	2.5 (2.1+0.5)	20.7 (20.7:20.5)	7.4	0.0	7.4	8/2+8/3
9/1+9/2	842	842	1684	0	0	0.5	1.1	-	1.6 (1.0+0.7)	6.9 (7.4:6.4)	3.7	1.1	4.8	9/1+9/2
10/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	755	755	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	710	710	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/3
12/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1134	1134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1101	1101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 0.1
PRC Over All Lanes (%): 0.1

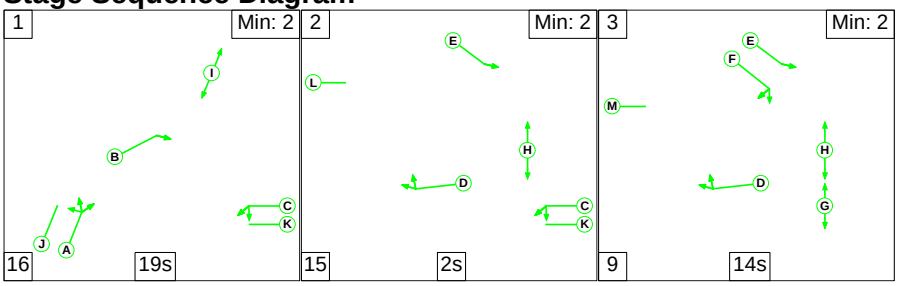
Total Delay for Signalled Lanes (pcuHr): 36.18
Total Delay Over All Lanes(pcuHr): 44.78

Cycle Time (s): 75

Detailed Input Data And Results

Scenario 8: '8' (FG8: '2028 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



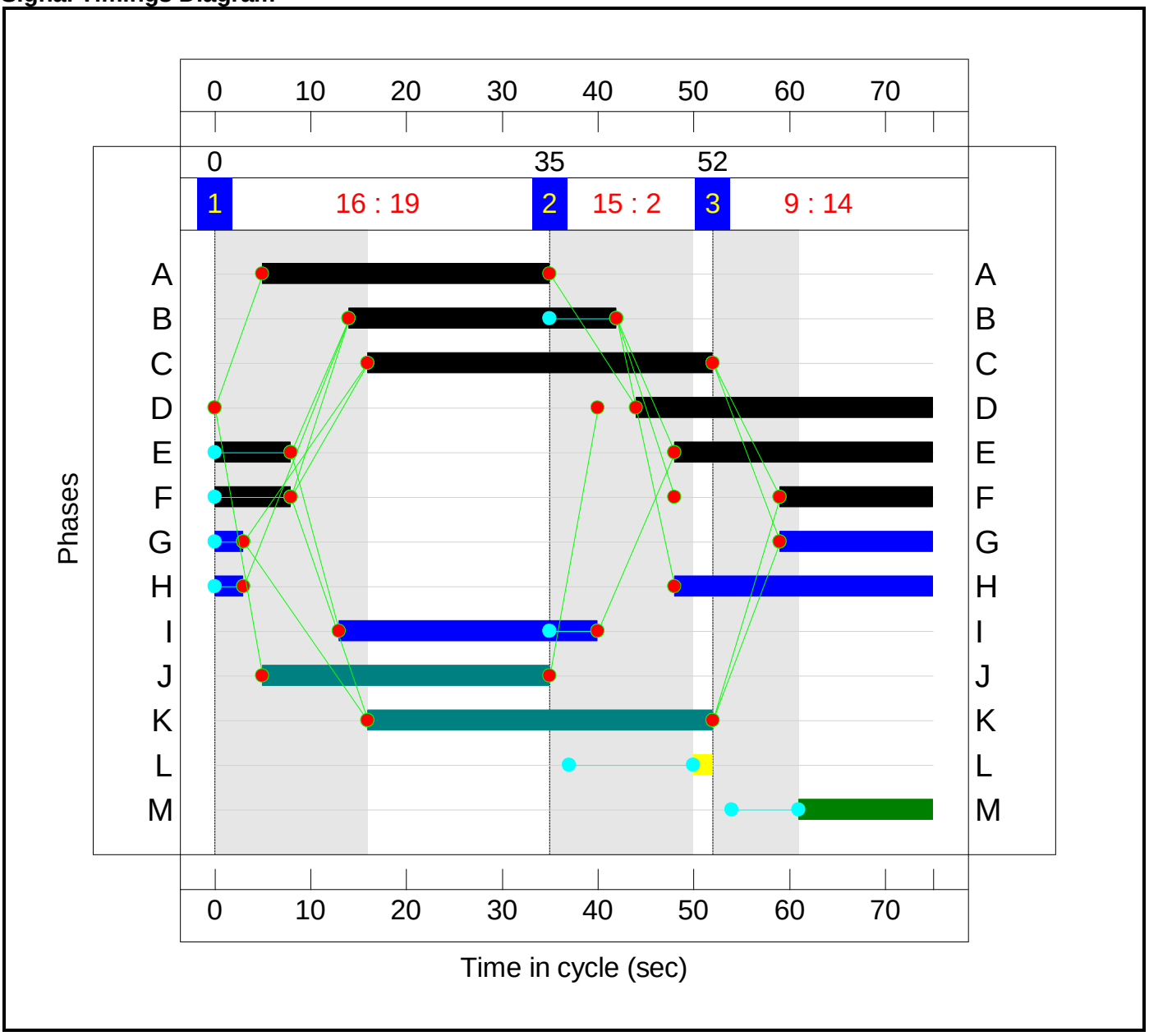
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

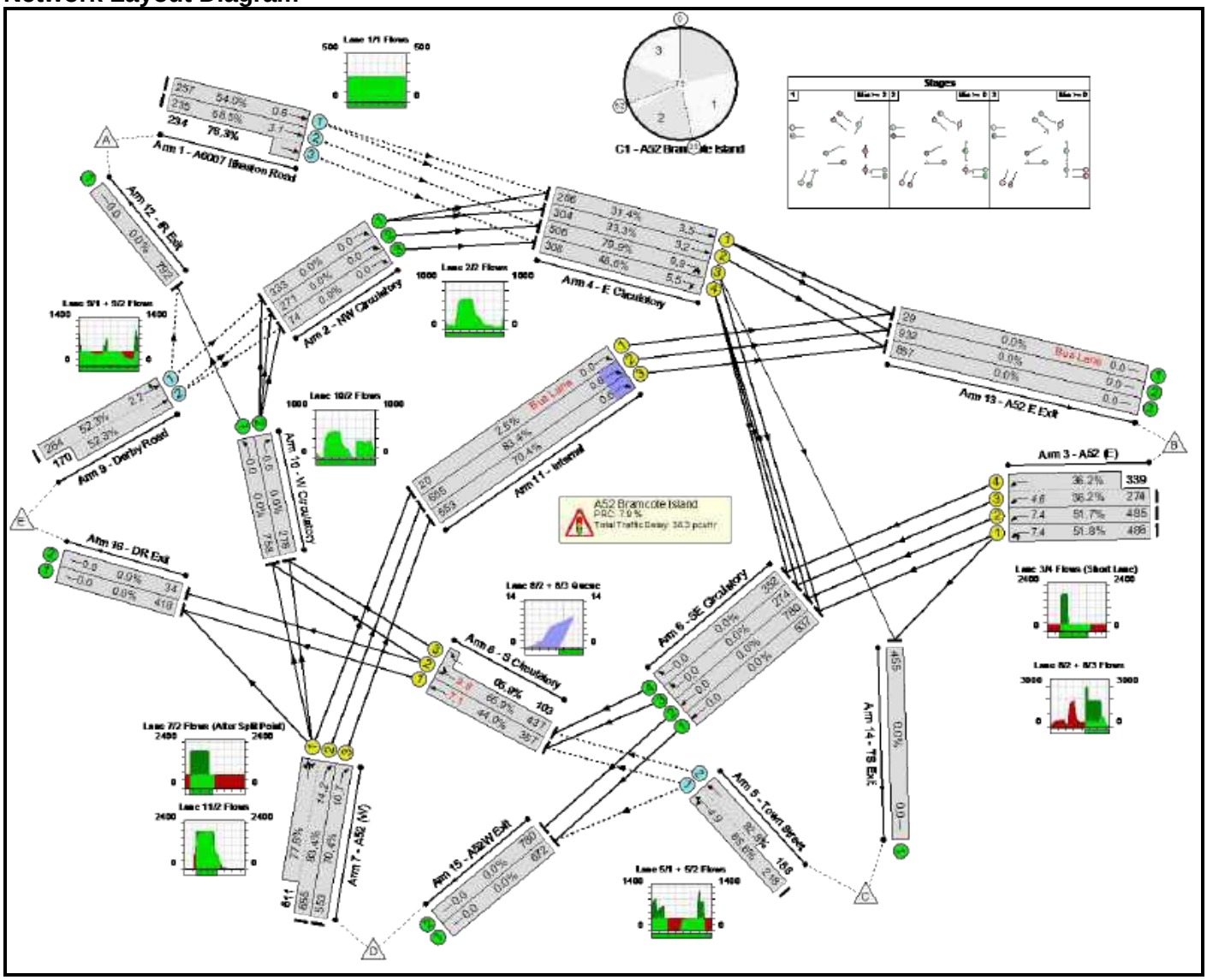
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



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: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.4%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.4%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	257	Inf	476	54.0%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	469	Inf : Inf	343+307	68.5 : 76.3%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	333	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	271	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	74	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	486	1900	937	51.8%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	485	1900	937	51.7%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	613	1900:1900	758+937	36.2 : 36.2%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	286	1900	912	31.4%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	304	1900	912	33.3%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	506	1900	633	79.9%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	308	1900	633	48.6%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	406	Inf : Inf	332+227	65.6 : 82.8%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	537	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	780	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	274	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	352	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1266	1900:1900	785+785	83.4 : 77.8%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	553	1900	785	70.4%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	357	1900	811	44.0%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	540	1900:1900	663+156	65.9 : 65.9%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	434	Inf : Inf	505+325	52.3 : 52.3%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	758	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	278	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	655	1900	785	83.4%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	553	1900	785	70.4%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	792	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	29	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	932	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	857	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	455	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	672	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	780	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	418	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	34	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**2875**	**0**	**0**	**28.6**	**9.6**	**0.0**	**38.3**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**2875**	**0**	**0**	**28.6**	**9.6**	**0.0**	**38.3**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	257	257	257	0	0	0.0	0.6	-	0.6	8.2	0.0	0.6	0.6	1/1
1/2+1/3	469	469	938	0	0	0.0	1.3	-	1.3 (0.6+0.7)	10.1 (9.8:10.4)	1.8	1.3	3.1	1/2+1/3
2/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	486	486	-	-	-	1.7	0.5	-	2.3	16.9	6.9	0.5	7.4	3/1
3/2	485	485	-	-	-	1.7	0.5	-	2.3	16.9	6.9	0.5	7.4	3/2
3/3+3/4	613	613	-	-	-	2.0	0.3	-	2.2 (1.0+1.3)	13.2 (12.9:13.4)	4.3	0.3	4.6	3/3+3/4
4/1	286	286	-	-	-	0.8	0.2	-	1.1	13.5	3.2	0.2	3.5	4/1
4/2	304	304	-	-	-	0.8	0.2	-	1.0	12.2	2.9	0.2	3.2	4/2
4/3	506	506	-	-	-	3.9	0.0	-	3.9	27.5	9.9	0.0	9.9	4/3
4/4	308	308	-	-	-	1.7	0.5	-	2.1	25.1	5.0	0.5	5.5	4/4
5/1+5/2	406	406	812	0	0	1.1	1.3	-	2.4 (1.0+1.4)	21.5 (17.1:26.7)	3.6	1.3	4.9	5/1+5/2
6/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1266	1266	-	-	-	6.8	2.1	-	8.9 (4.6+4.2)	25.2 (25.5:24.9)	12.2	2.1	14.2	7/2+7/1

7/3	553	553	-	-	-	2.8	1.2	-	4.0	25.9	9.5	1.2	10.7	7/3
8/1	357	357	-	-	-	1.7	0.4	-	2.1	20.9	6.7	0.4	7.1	8/1
8/2+8/3	540	540	-	-	-	3.1	0.0	-	3.1 (2.5+0.6)	20.6 (20.6:20.8)	9.8	0.0	9.8	8/2+8/3
9/1+9/2	434	434	868	0	0	0.2	0.5	-	0.7 (0.5+0.2)	5.8 (6.3:5.1)	1.6	0.5	2.2	9/1+9/2
10/1	758	758	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	655	655	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/2
11/3	553	553	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	11/3
12/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	932	932	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 7.9
PRC Over All Lanes (%): 7.9

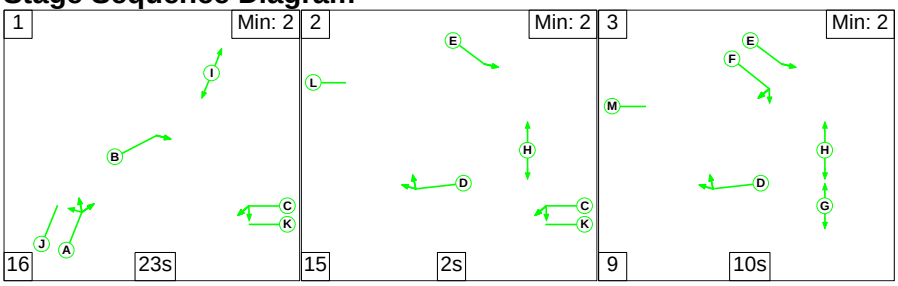
Total Delay for Signalled Lanes (pcuHr): 33.24
Total Delay Over All Lanes(pcuHr): 38.26

Cycle Time (s): 75

Detailed Input Data And Results

Scenario 9: '9' (FG9: '2041 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



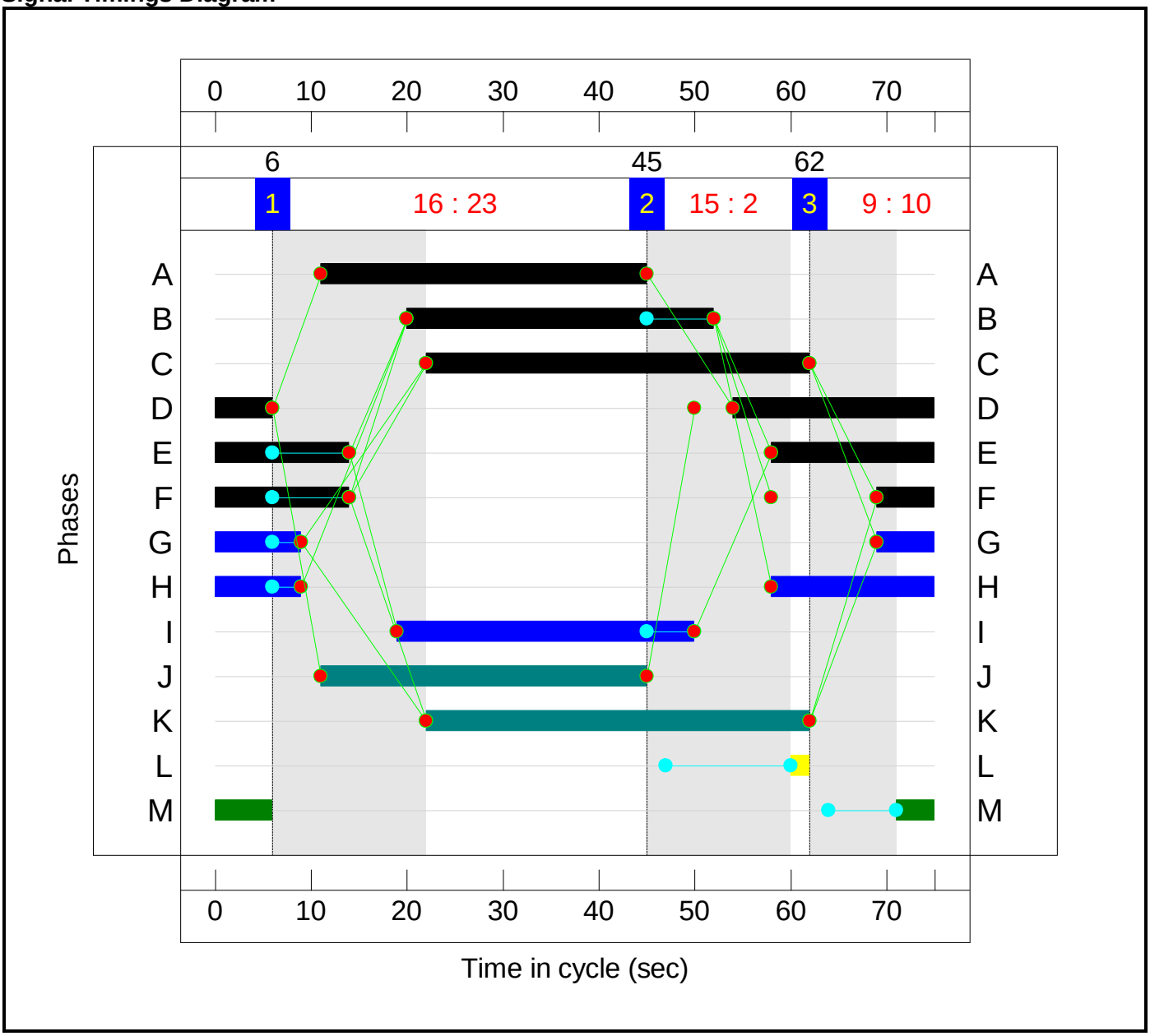
Stage Timings

Stage	1	2	3
Duration	23	2	10
Change Point	6	45	62

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	34	11	45
B	Internal Right	Traffic	32	20	52
C	A52 (E) Ahead Left	Traffic	40	22	62
D	S Circulatory Right Ahead	Traffic	27	54	6
E	E Circulatory Ahead	Traffic	31	58	14
F	E Circulatory Right Right2	Traffic	20	69	14
G	Pedestrians across	Pedestrian	15	69	9
H	Pedestrians across	Pedestrian	26	58	9
I	Pedestrians across	Pedestrian	31	19	50
J	Dummy	Dummy	34	11	45
K	Dummy	Dummy	40	22	62
L	Dummy with R/A	Dummy R/A	2	60	62
M	Dummy with R/A	Dummy R/A	10	71	6

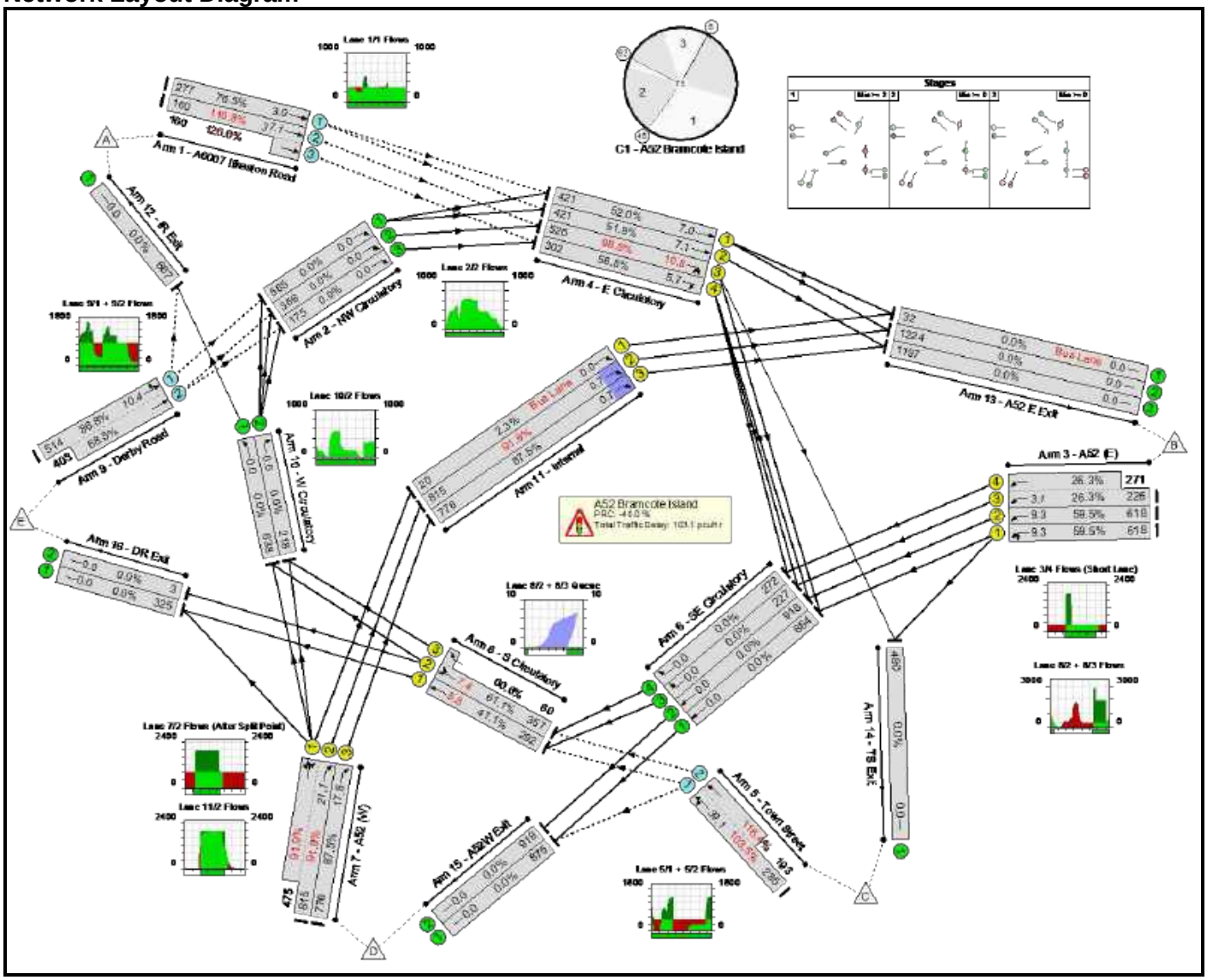
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	62
3/2	A52 (E) Ahead	U	C	22	62
3/3	A52 (E) Ahead	U	C	22	62
3/4	A52 (E) Ahead	U	C	22	62
4/1	E Circulatory Ahead	U	E	58	14
4/2	E Circulatory Ahead	U	E	58	14
4/3	E Circulatory Right Right2	U	F	69	14
4/4	E Circulatory Right	U	F	69	14
7/1	A52 (W) Ahead Right Left	U	A	11	45
7/2	A52 (W) Right	U	A	11	45
7/3	A52 (W) Right	U	A	11	45
8/1	S Circulatory Ahead	U	D	54	6
8/2	S Circulatory Right Ahead	U	D	54	6
8/3	S Circulatory Right	U	D	54	6
11/1	Internal Right	U	B	20	52
11/2	Internal Right	U	B	20	52
11/3	Internal Right	U	B	20	52

Network Layout Diagram



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: A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**126.0%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**126.0%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	277	Inf	362	76.5%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	320	Inf : Inf	144+127	110.8 : 126.0%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	366	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	175	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	40	-	-	618	1900	1039	59.5%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	618	1900	1039	59.5%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	497	1900:1900	861+1032	26.3 : 26.3%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	425	1900	811	52.0%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	423	1900	811	51.9%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	20	-	-	526	1900	532	98.9%

4/4	E Circulatory Right	U	N/A	N/A	F		1	20	-	-	335	1900	532	56.8%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	478	Inf : Inf	275+166	103.5 : 116.4%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	664	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	951	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	227	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	272	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	34	-	-	1290	1900:1900	887+517	91.9 : 91.9%
7/3	A52 (W) Right	U	N/A	N/A	A		1	34	-	-	776	1900	887	87.5%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	27	-	-	294	1900	709	41.1%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	27	-	-	465	1900:1900	585+133	61.1 : 60.6%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	917	Inf : Inf	592+588	86.8 : 68.5%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	660	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	224	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	32	-	-	20	1900	887	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	32	-	-	815	1900	887	91.9%
11/3	Internal Right	U	N/A	N/A	B		1	32	-	-	776	1900	887	87.5%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	689	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	32	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1228	Inf	Inf	0.0%

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1199	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	480	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	882	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	951	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	327	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	3	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**3567**	**0**	**0**	**36.8**	**66.3**	**0.0**	**103.1**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3567**	**0**	**0**	**36.8**	**66.3**	**0.0**	**103.1**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	277	277	277	0	0	0.0	1.6	-	1.6	20.7	1.4	1.6	3.0	1/1
1/2+1/3	320	287	574	0	0	2.6	27.3	-	29.9 (9.7+20.2)	336.4 (217.3:455.5)	9.8	27.3	37.1	1/2+1/3
2/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	618	618	-	-	-	2.0	0.7	-	2.7	15.7	8.6	0.7	9.3	3/1
3/2	618	618	-	-	-	2.0	0.7	-	2.7	15.7	8.6	0.7	9.3	3/2
3/3+3/4	497	497	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.2 (10.0:10.3)	2.9	0.2	3.1	3/3+3/4
4/1	421	421	-	-	-	1.9	0.5	-	2.4	20.9	6.5	0.5	7.0	4/1
4/2	421	421	-	-	-	1.9	0.5	-	2.5	21.2	6.6	0.5	7.1	4/2
4/3	526	526	-	-	-	4.5	0.0	-	4.5	30.5	10.8	0.0	10.8	4/3
4/4	302	302	-	-	-	1.7	0.7	-	2.3	27.9	5.0	0.7	5.7	4/4
5/1+5/2	478	441	882	0	0	3.7	23.5	-	27.1 (9.3+17.8)	204.4 (117.5:332.9)	15.7	23.5	39.1	5/1+5/2
6/1	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1290	1290	-	-	-	6.1	5.2	-	11.3 (7.5+3.8)	31.6 (33.2:28.8)	15.8	5.2	21.1	7/2+7/1

7/3	776	776	-	-	-	3.9	3.3	-	7.2	33.4	14.4	3.3	17.8	7/3
8/1	292	292	-	-	-	1.5	0.3	-	1.8	22.7	5.2	0.3	5.5	8/1
8/2+8/3	438	438	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	21.2 (21.3:21.1)	7.4	0.0	7.4	8/2+8/3
9/1+9/2	917	917	1834	0	0	0.9	1.7	-	2.6 (1.6+1.0)	10.1 (10.9:9.2)	8.7	1.7	10.4	9/1+9/2
10/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.7	0.0	0.0	0.0	11/1
11/2	815	815	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	776	776	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	11/3
12/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1224	1224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1197	1197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): -9.9
PRC Over All Lanes (%): -40.0

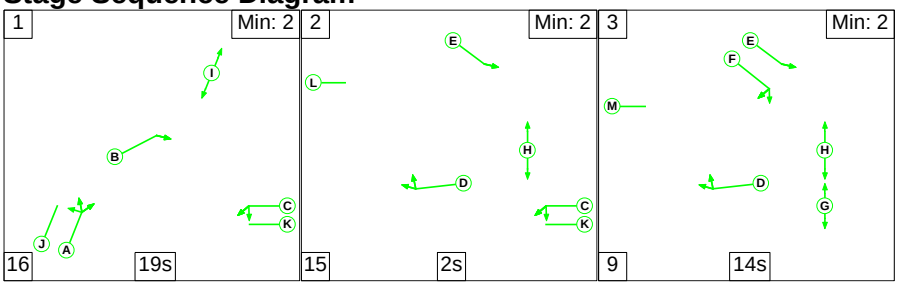
Total Delay for Signalled Lanes (pcuHr): 41.88
Total Delay Over All Lanes(pcuHr): 103.11

Cycle Time (s): 75

Detailed Input Data And Results

Scenario 10: '10' (FG10: '2041 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



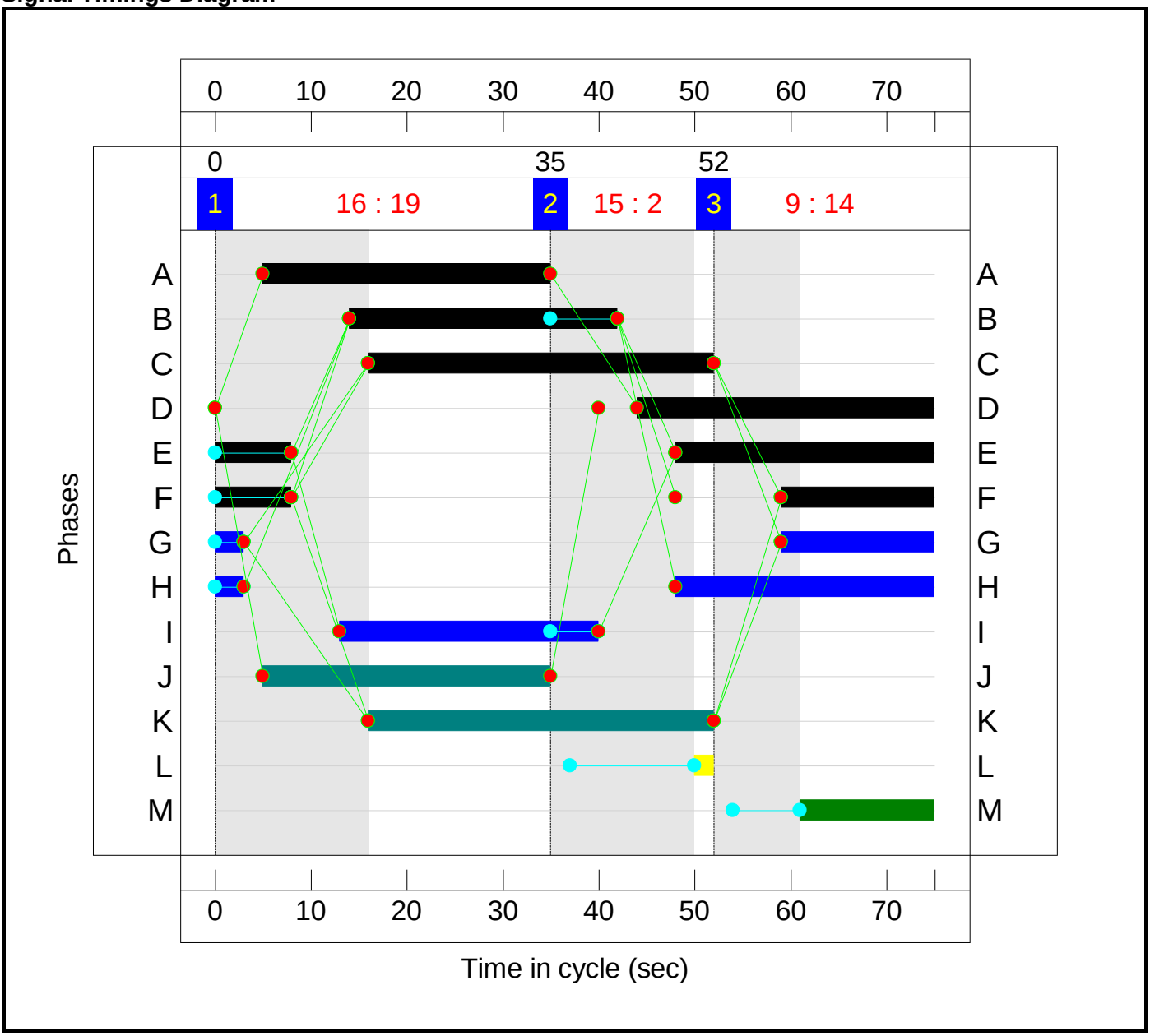
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

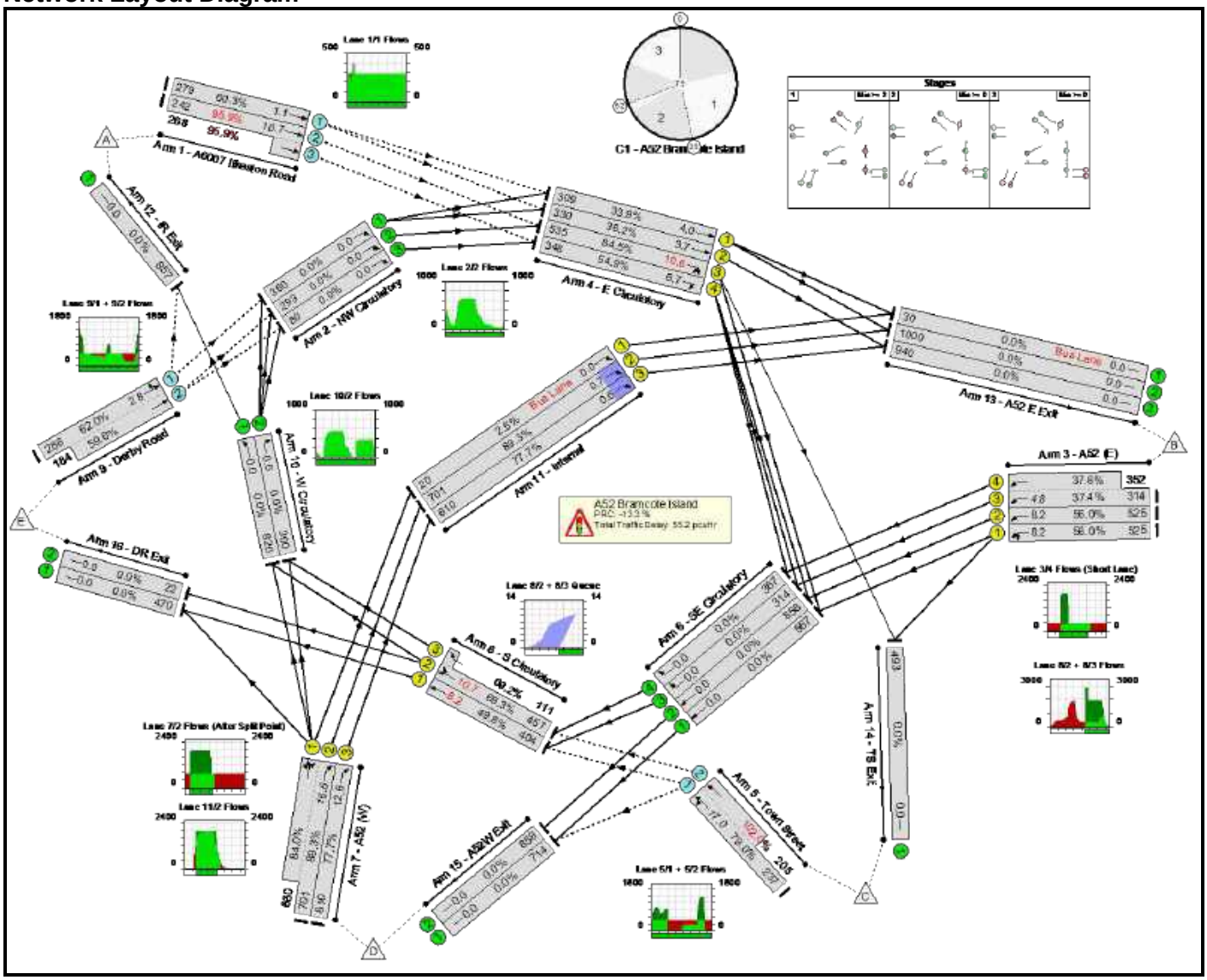
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



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: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**102.0%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**102.0%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	279	Inf	463	60.3%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	510	Inf : Inf	252+279	95.9 : 95.9%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	361	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	293	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	80	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	525	1900	937	56.0%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	525	1900	937	56.0%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	666	1900:1900	839+937	37.4 : 37.6%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	309	1900	912	33.9%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	331	1900	912	36.2%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	535	1900	633	84.5%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	348	1900	633	54.9%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	442	Inf : Inf	300+201	79.0 : 102.0%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	567	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	858	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	314	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	367	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1361	1900:1900	785+785	89.3 : 84.0%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	610	1900	785	77.7%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	404	1900	811	49.8%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	572	1900:1900	659+160	69.3 : 69.2%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	470	Inf : Inf	461+309	62.0 : 59.6%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	823	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	301	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	701	1900	785	89.3%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	610	1900	785	77.7%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	860	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	30	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1000	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	941	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	493	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	714	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	858	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	470	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	22	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**3115**	**0**	**0**	**33.2**	**22.1**	**0.0**	**55.2**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3115**	**0**	**0**	**33.2**	**22.1**	**0.0**	**55.2**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	279	279	279	0	0	0.0	0.8	-	0.8	9.7	0.4	0.8	1.1	1/1
1/2+1/3	510	510	1020	0	0	0.2	7.1	-	7.3 (3.4+3.9)	51.7 (50.4:52.9)	3.6	7.1	10.7	1/2+1/3
2/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	525	525	-	-	-	1.9	0.6	-	2.6	17.7	7.6	0.6	8.2	3/1
3/2	525	525	-	-	-	1.9	0.6	-	2.6	17.7	7.6	0.6	8.2	3/2
3/3+3/4	666	666	-	-	-	2.2	0.3	-	2.5 (1.1+1.3)	13.3 (13.2:13.4)	4.5	0.3	4.8	3/3+3/4
4/1	309	309	-	-	-	1.0	0.3	-	1.3	14.8	3.8	0.3	4.0	4/1
4/2	330	330	-	-	-	0.9	0.3	-	1.2	13.3	3.4	0.3	3.7	4/2
4/3	535	535	-	-	-	4.2	0.0	-	4.2	27.9	10.6	0.0	10.6	4/3
4/4	348	348	-	-	-	2.0	0.6	-	2.6	27.0	6.1	0.6	6.7	4/4
5/1+5/2	442	438	876	0	0	1.9	5.3	-	7.2 (2.4+4.9)	58.7 (35.8:85.2)	11.6	5.3	17.0	5/1+5/2
6/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1361	1361	-	-	-	7.6	3.2	-	10.8 (5.6+5.2)	28.5 (28.8:28.1)	13.4	3.2	16.6	7/2+7/1

7/3	610	610	-	-	-	3.2	1.7	-	4.9	29.1	10.8	1.7	12.6	7/3
8/1	404	404	-	-	-	2.0	0.5	-	2.5	21.9	7.7	0.5	8.2	8/1
8/2+8/3	568	568	-	-	-	3.5	0.0	-	3.5 (2.8+0.7)	21.9 (21.9:22.1)	10.7	0.0	10.7	8/2+8/3
9/1+9/2	470	470	940	0	0	0.3	0.8	-	1.1 (0.7+0.4)	8.4 (9.0:7.4)	2.0	0.8	2.8	9/1+9/2
10/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	11/1
11/2	701	701	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	610	610	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/3
12/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1000	1000	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 0.8
PRC Over All Lanes (%): -13.3

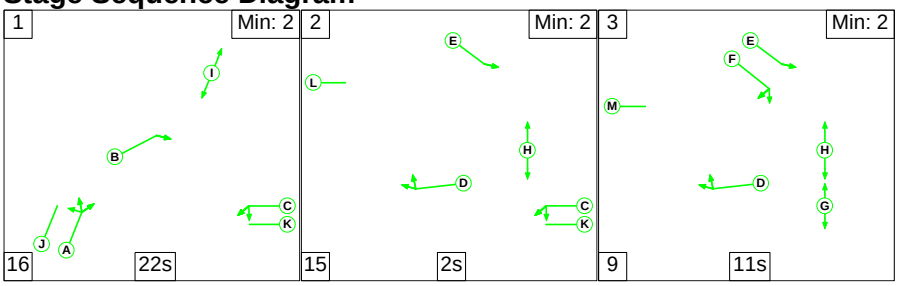
Total Delay for Signalled Lanes (pcuHr): 38.83
Total Delay Over All Lanes(pcuHr): 55.22

Cycle Time (s): 75

Detailed Input Data And Results

Scenario 11: '11' (FG11: '2028 AM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



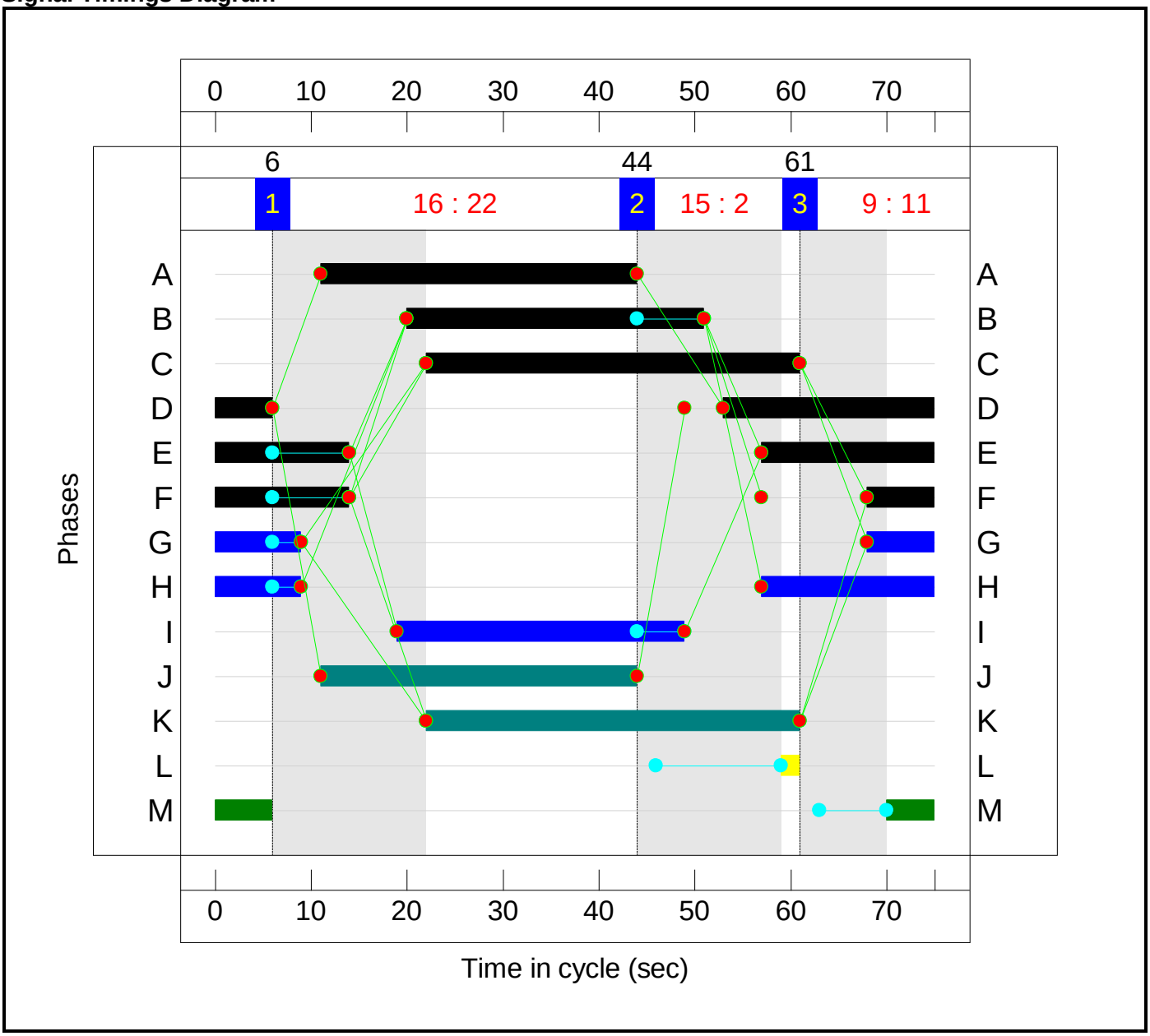
Stage Timings

Stage	1	2	3
Duration	22	2	11
Change Point	6	44	61

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	33	11	44
B	Internal Right	Traffic	31	20	51
C	A52 (E) Ahead Left	Traffic	39	22	61
D	S Circulatory Right Ahead	Traffic	28	53	6
E	E Circulatory Ahead	Traffic	32	57	14
F	E Circulatory Right Right2	Traffic	21	68	14
G	Pedestrians across	Pedestrian	16	68	9
H	Pedestrians across	Pedestrian	27	57	9
I	Pedestrians across	Pedestrian	30	19	49
J	Dummy	Dummy	33	11	44
K	Dummy	Dummy	39	22	61
L	Dummy with R/A	Dummy R/A	2	59	61
M	Dummy with R/A	Dummy R/A	11	70	6

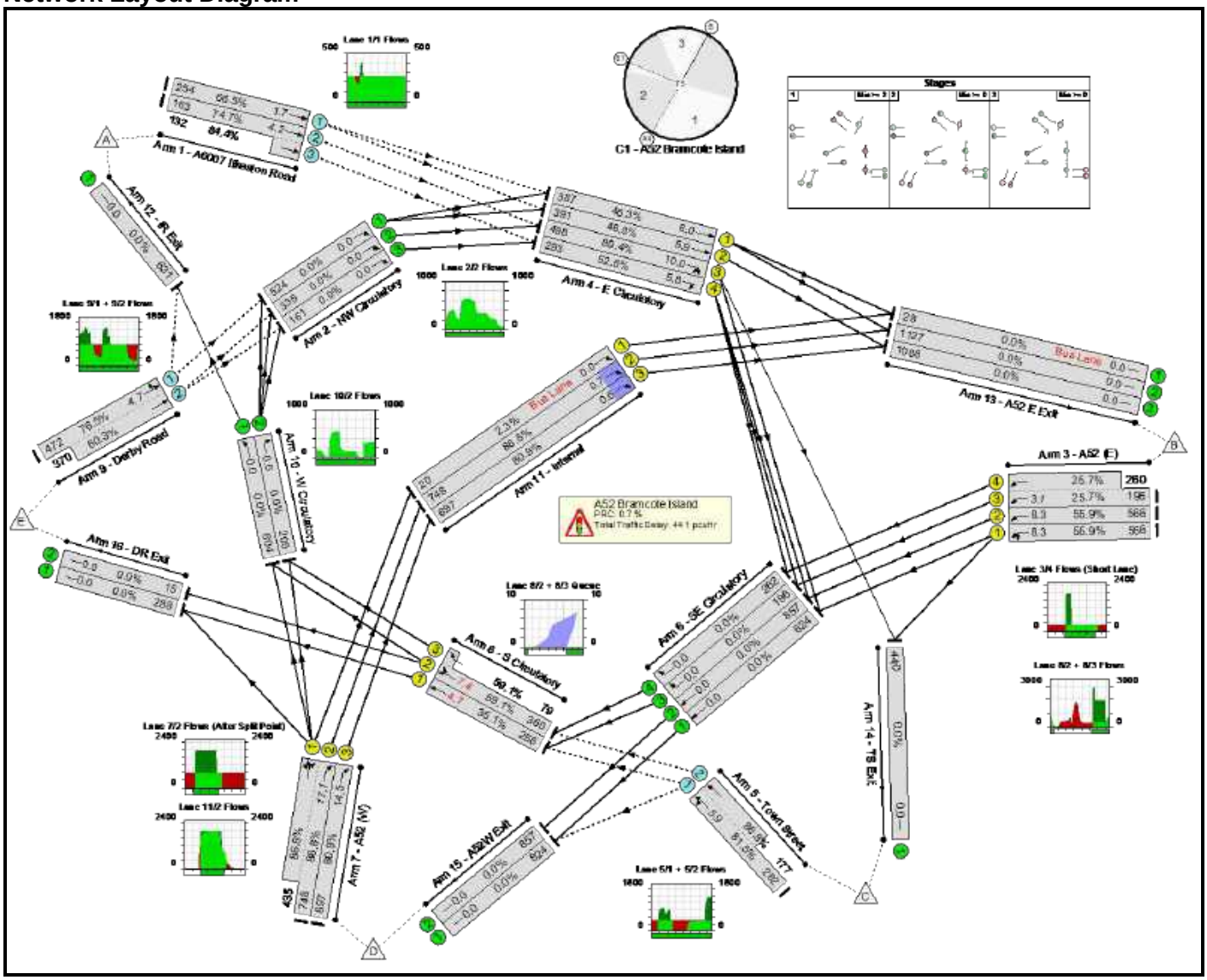
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	61
3/2	A52 (E) Ahead	U	C	22	61
3/3	A52 (E) Ahead	U	C	22	61
3/4	A52 (E) Ahead	U	C	22	61
4/1	E Circulatory Ahead	U	E	57	14
4/2	E Circulatory Ahead	U	E	57	14
4/3	E Circulatory Right Right2	U	F	68	14
4/4	E Circulatory Right	U	F	68	14
7/1	A52 (W) Ahead Right Left	U	A	11	44
7/2	A52 (W) Right	U	A	11	44
7/3	A52 (W) Right	U	A	11	44
8/1	S Circulatory Ahead	U	D	53	6
8/2	S Circulatory Right Ahead	U	D	53	6
8/3	S Circulatory Right	U	D	53	6
11/1	Internal Right	U	B	20	51
11/2	Internal Right	U	B	20	51
11/3	Internal Right	U	B	20	51

Network Layout Diagram



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: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	254	Inf	382	66.5%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	295	Inf : Inf	218+156	74.7 : 84.4%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	524	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	335	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	161	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	39	-	-	566	1900	1013	55.9%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	566	1900	1013	55.9%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	456	1900:1900	764+1013	25.7 : 25.7%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	387	1900	836	46.3%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	391	1900	836	46.8%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	21	-	-	498	1900	557	89.4%

4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	293	1900	557	52.6%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	439	Inf : Inf	321+204	81.5 : 86.8%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	624	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	857	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	196	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	262	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	33	-	-	1183	1900:1900	861+501	86.8 : 86.8%
7/3	A52 (W) Right	U	N/A	N/A	A		1	33	-	-	697	1900	861	80.9%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	258	1900	735	35.1%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	439	1900:1900	609+134	59.1 : 59.1%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	842	Inf : Inf	617+613	76.5 : 60.3%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	604	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	205	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	31	-	-	20	1900	861	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	31	-	-	748	1900	861	86.8%
11/3	Internal Right	U	N/A	N/A	B		1	31	-	-	697	1900	861	80.9%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	631	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	28	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1127	Inf	Inf	0.0%

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1088	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	440	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	824	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	857	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	288	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	15	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**3406**	**0**	**0**	**29.4**	**14.6**	**0.0**	**44.1**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3406**	**0**	**0**	**29.4**	**14.6**	**0.0**	**44.1**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	254	254	254	0	0	0.0	1.0	-	1.0	13.9	0.7	1.0	1.7	1/1
1/2+1/3	295	295	590	0	0	0.4	1.8	-	2.2 (1.1+1.1)	26.5 (23.8:29.8)	2.4	1.8	4.2	1/2+1/3
2/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	566	566	-	-	-	1.8	0.6	-	2.5	15.6	7.7	0.6	8.3	3/1
3/2	566	566	-	-	-	1.8	0.6	-	2.5	15.6	7.7	0.6	8.3	3/2
3/3+3/4	456	456	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.7 (10.5:10.8)	2.9	0.2	3.1	3/3+3/4
4/1	387	387	-	-	-	1.6	0.4	-	2.1	19.3	5.6	0.4	6.0	4/1
4/2	391	391	-	-	-	1.6	0.4	-	2.0	18.7	5.4	0.4	5.9	4/2
4/3	498	498	-	-	-	4.1	0.0	-	4.1	29.9	10.0	0.0	10.0	4/3
4/4	293	293	-	-	-	1.8	0.6	-	2.3	28.7	5.2	0.6	5.8	4/4
5/1+5/2	439	439	878	0	0	1.4	2.4	-	3.8 (2.0+1.8)	31.1 (27.6:36.4)	3.5	2.4	5.9	5/1+5/2
6/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1183	1183	-	-	-	5.6	3.2	-	8.8 (5.9+2.9)	26.7 (28.2:24.2)	13.9	3.2	17.1	7/2+7/1

7/3	697	697	-	-	-	3.4	2.1	-	5.5	28.4	12.4	2.1	14.5	7/3
8/1	258	258	-	-	-	1.2	0.3	-	1.5	20.8	4.5	0.3	4.7	8/1
8/2+8/3	439	439	-	-	-	2.5	0.0	-	2.5 (2.1+0.4)	20.6 (20.7:20.5)	7.4	0.0	7.4	8/2+8/3
9/1+9/2	842	842	1684	0	0	0.5	1.1	-	1.6 (1.0+0.6)	6.9 (7.3:6.3)	3.7	1.1	4.7	9/1+9/2
10/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	748	748	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	11/2
11/3	697	697	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/3
12/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1127	1127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1088	1088	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 0.7
PRC Over All Lanes (%): 0.7

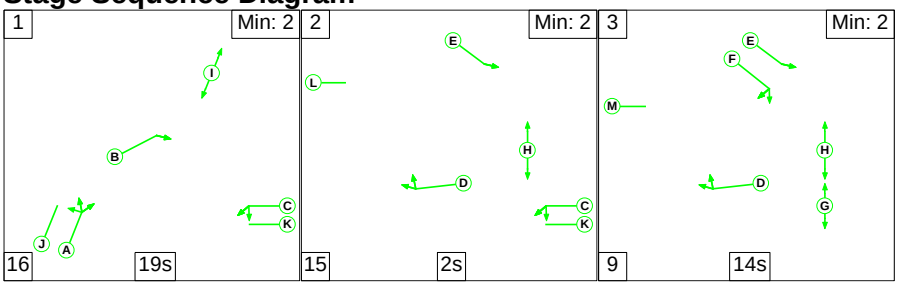
Total Delay for Signalled Lanes (pcuHr): 35.51
Total Delay Over All Lanes(pcuHr): 44.06

Cycle Time (s): 75

Detailed Input Data And Results

Scenario 12: '12' (FG12: '2028 PM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



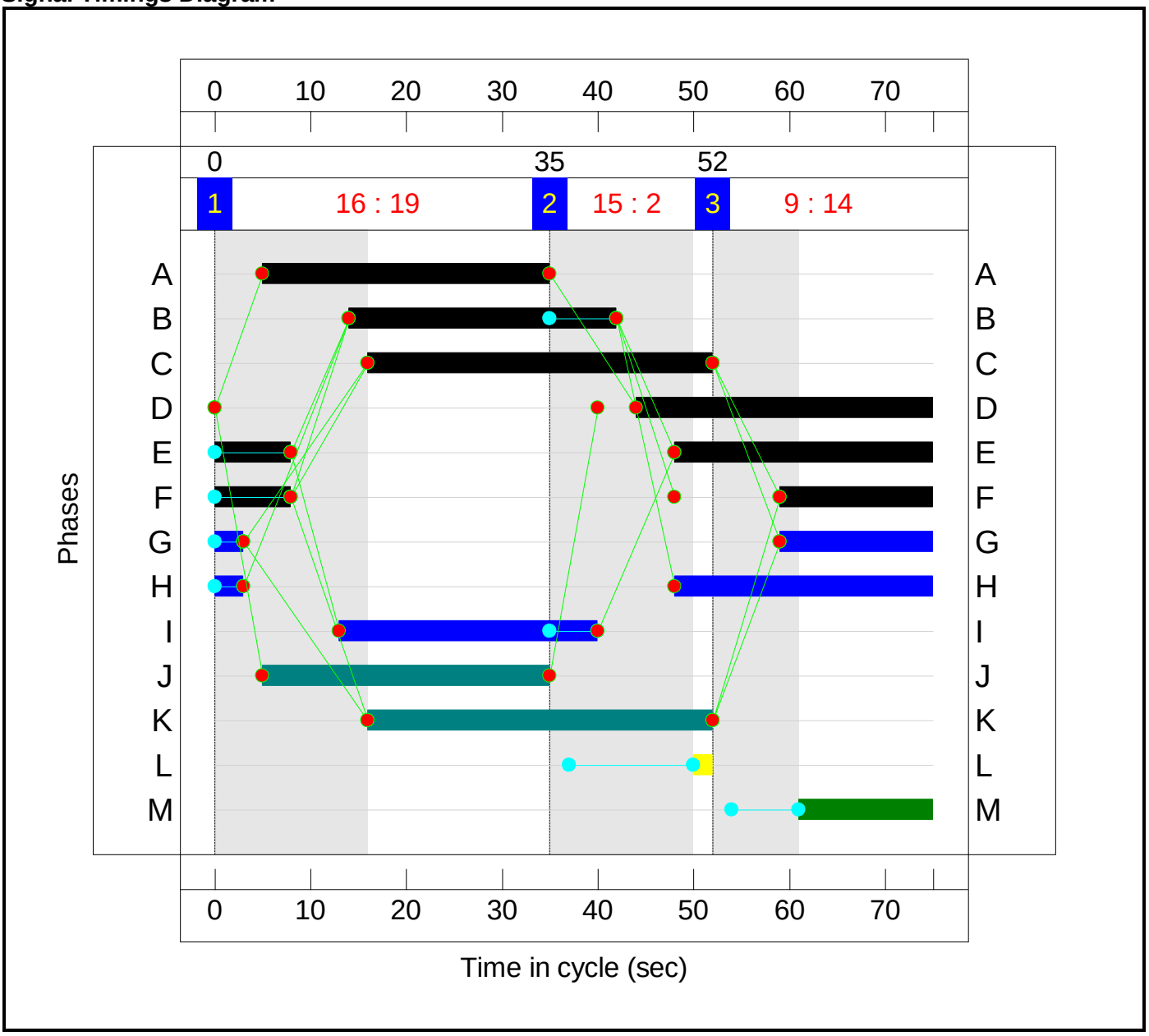
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

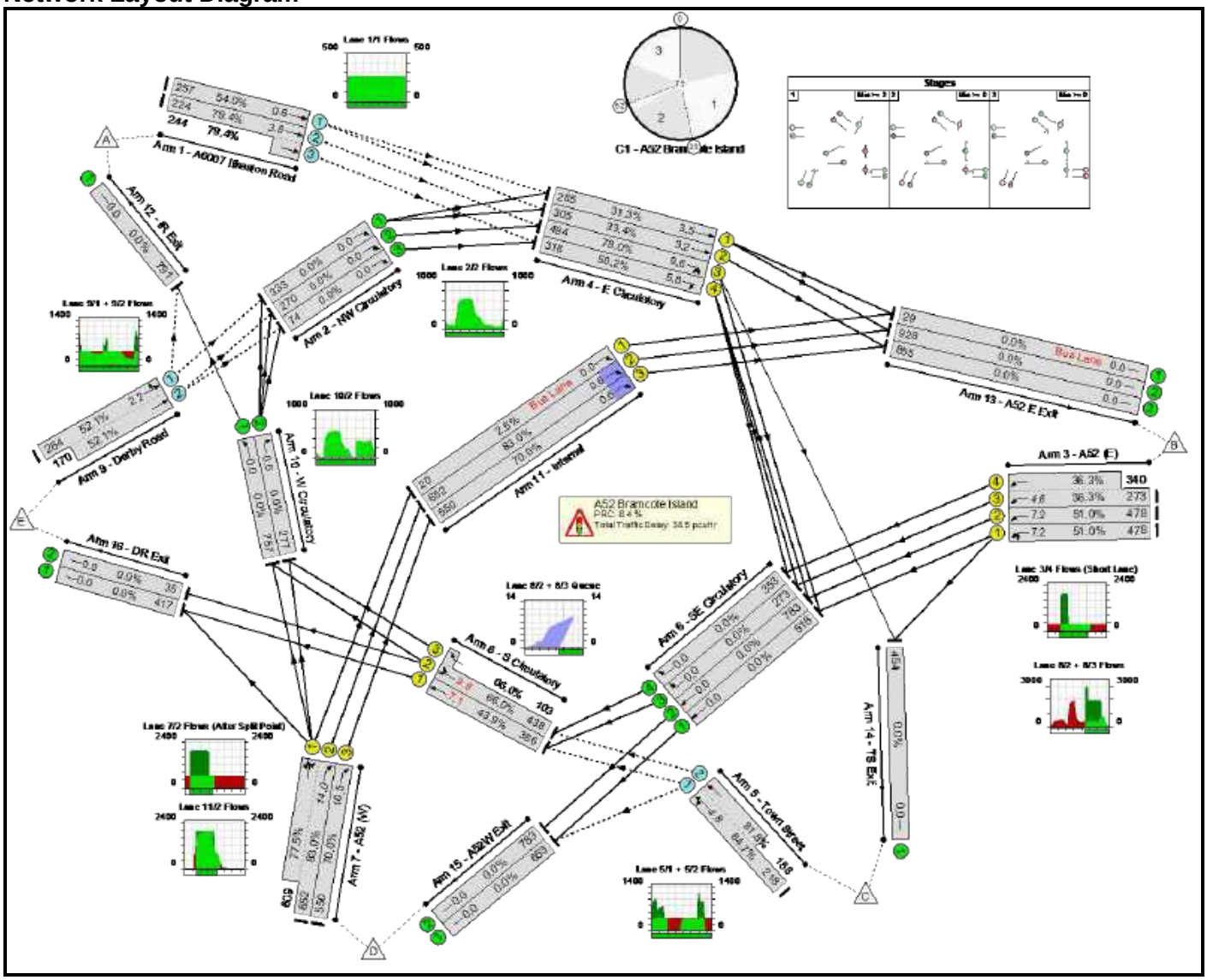
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



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: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.0%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.0%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	257	Inf	476	54.0%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	468	Inf : Inf	282+307	79.4 : 79.4%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	333	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	270	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	74	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	478	1900	937	51.0%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	478	1900	937	51.0%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	613	1900:1900	753+937	36.3 : 36.3%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	285	1900	912	31.3%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	305	1900	912	33.4%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	494	1900	633	78.0%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	318	1900	633	50.2%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	406	Inf : Inf	337+230	64.7 : 81.8%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	518	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	783	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	273	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	353	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1261	1900:1900	785+785	83.0 : 77.5%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	550	1900	785	70.0%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	356	1900	811	43.9%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	541	1900:1900	663+156	66.0 : 66.0%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	434	Inf : Inf	506+326	52.1 : 52.1%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	757	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	277	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	652	1900	785	83.0%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	550	1900	785	70.0%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	791	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	29	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	928	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	855	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	454	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	653	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	783	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	417	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	35	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**2873**	**0**	**0**	**28.4**	**10.1**	**0.0**	**38.5**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**2873**	**0**	**0**	**28.4**	**10.1**	**0.0**	**38.5**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	257	257	257	0	0	0.0	0.6	-	0.6	8.2	0.0	0.6	0.6	1/1
1/2+1/3	468	468	936	0	0	0.1	1.9	-	1.9 (0.9+1.0)	14.8 (14.4:15.1)	2.0	1.9	3.8	1/2+1/3
2/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	478	478	-	-	-	1.7	0.5	-	2.2	16.8	6.6	0.5	7.2	3/1
3/2	478	478	-	-	-	1.7	0.5	-	2.2	16.8	6.6	0.5	7.2	3/2
3/3+3/4	613	613	-	-	-	2.0	0.3	-	2.2 (1.0+1.3)	13.2 (12.9:13.4)	4.3	0.3	4.6	3/3+3/4
4/1	285	285	-	-	-	0.8	0.2	-	1.1	13.5	3.2	0.2	3.5	4/1
4/2	305	305	-	-	-	0.8	0.3	-	1.0	12.2	2.9	0.3	3.2	4/2
4/3	494	494	-	-	-	3.8	0.0	-	3.8	27.4	9.6	0.0	9.6	4/3
4/4	318	318	-	-	-	1.7	0.5	-	2.2	25.3	5.3	0.5	5.8	4/4
5/1+5/2	406	406	812	0	0	1.1	1.2	-	2.3 (1.0+1.3)	20.7 (16.3:25.7)	3.6	1.2	4.8	5/1+5/2
6/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1261	1261	-	-	-	6.8	2.0	-	8.8 (4.6+4.2)	25.1 (25.4:24.7)	12.0	2.0	14.0	7/2+7/1

7/3	550	550	-	-	-	2.8	1.2	-	3.9	25.7	9.3	1.2	10.5	7/3
8/1	356	356	-	-	-	1.7	0.4	-	2.1	21.0	6.7	0.4	7.1	8/1
8/2+8/3	541	541	-	-	-	3.1	0.0	-	3.1 (2.5+0.6)	20.5 (20.4:20.6)	9.8	0.0	9.8	8/2+8/3
9/1+9/2	434	434	868	0	0	0.1	0.5	-	0.7 (0.5+0.2)	5.7 (6.2:5.0)	1.6	0.5	2.2	9/1+9/2
10/1	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	652	652	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/2
11/3	550	550	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	11/3
12/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 8.4
PRC Over All Lanes (%): 8.4

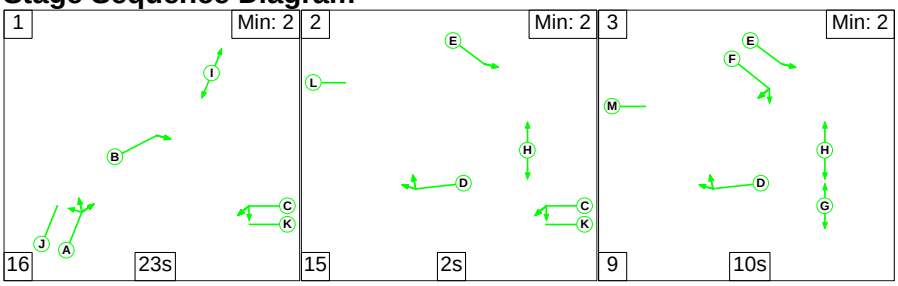
Total Delay for Signalled Lanes (pcuHr): 32.97
Total Delay Over All Lanes(pcuHr): 38.50

Cycle Time (s): 75

Detailed Input Data And Results

Scenario 13: '13' (FG13: '2041 AM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



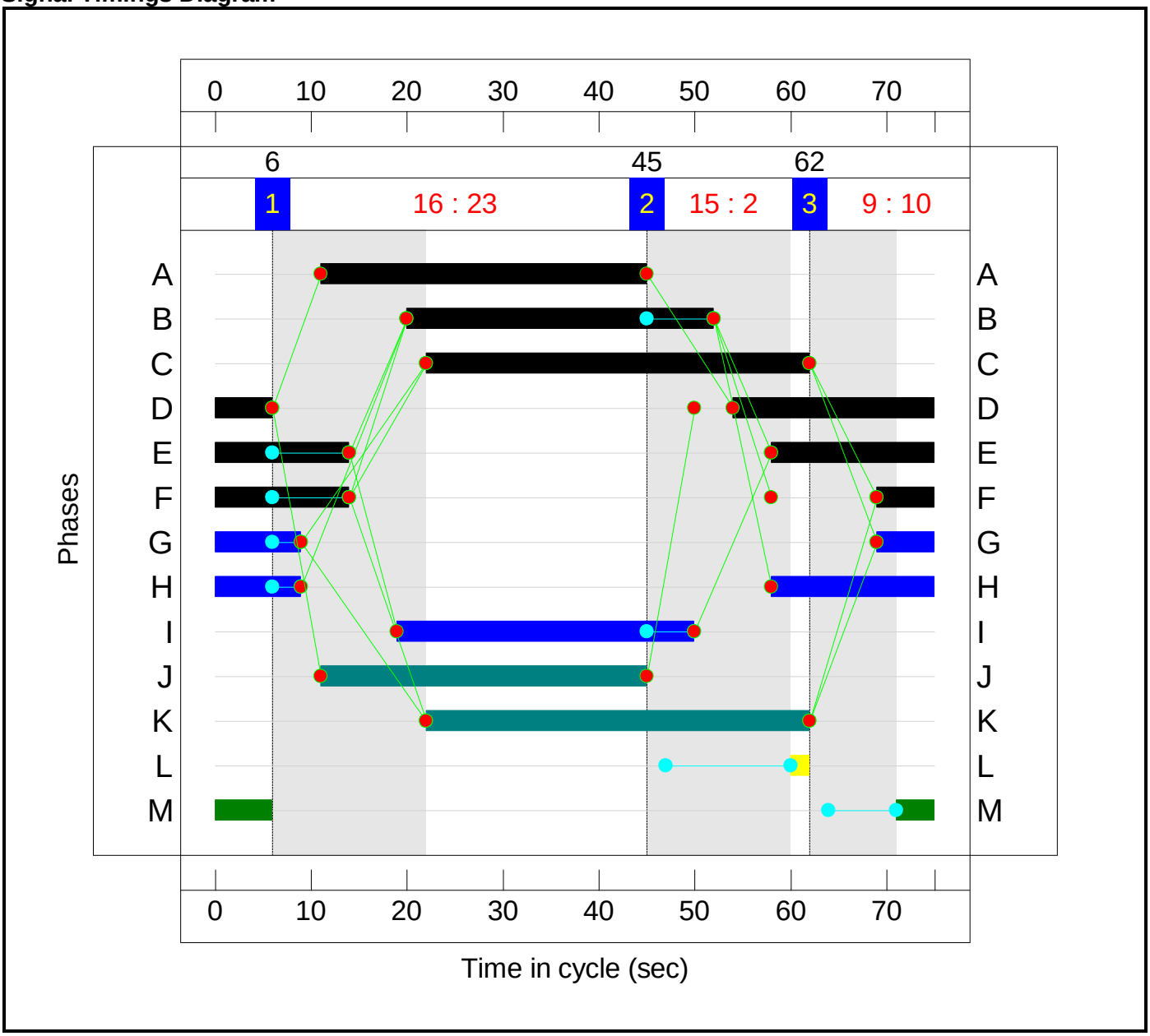
Stage Timings

Stage	1	2	3
Duration	23	2	10
Change Point	6	45	62

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	34	11	45
B	Internal Right	Traffic	32	20	52
C	A52 (E) Ahead Left	Traffic	40	22	62
D	S Circulatory Right Ahead	Traffic	27	54	6
E	E Circulatory Ahead	Traffic	31	58	14
F	E Circulatory Right Right2	Traffic	20	69	14
G	Pedestrians across	Pedestrian	15	69	9
H	Pedestrians across	Pedestrian	26	58	9
I	Pedestrians across	Pedestrian	31	19	50
J	Dummy	Dummy	34	11	45
K	Dummy	Dummy	40	22	62
L	Dummy with R/A	Dummy R/A	2	60	62
M	Dummy with R/A	Dummy R/A	10	71	6

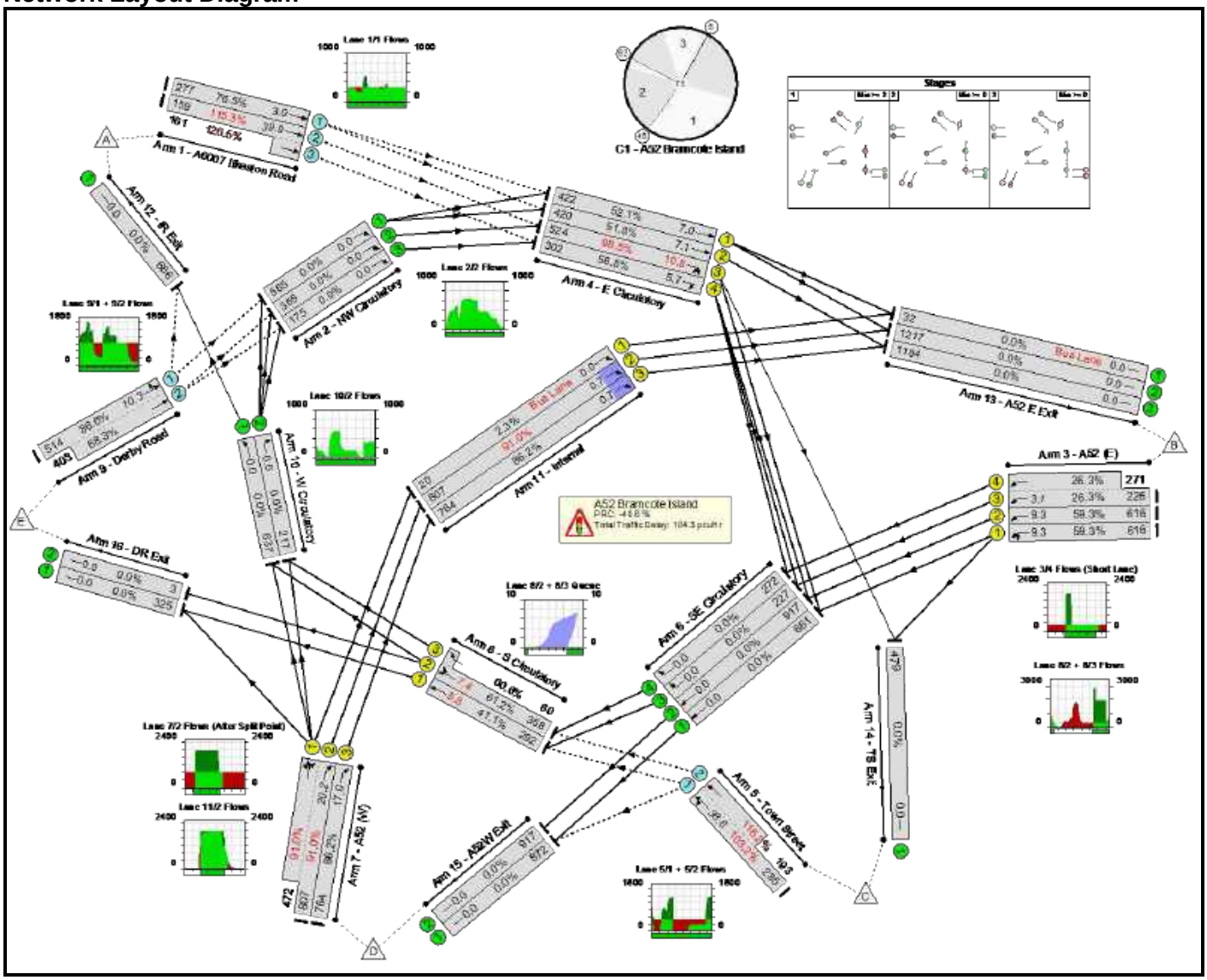
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	62
3/2	A52 (E) Ahead	U	C	22	62
3/3	A52 (E) Ahead	U	C	22	62
3/4	A52 (E) Ahead	U	C	22	62
4/1	E Circulatory Ahead	U	E	58	14
4/2	E Circulatory Ahead	U	E	58	14
4/3	E Circulatory Right Right2	U	F	69	14
4/4	E Circulatory Right	U	F	69	14
7/1	A52 (W) Ahead Right Left	U	A	11	45
7/2	A52 (W) Right	U	A	11	45
7/3	A52 (W) Right	U	A	11	45
8/1	S Circulatory Ahead	U	D	54	6
8/2	S Circulatory Right Ahead	U	D	54	6
8/3	S Circulatory Right	U	D	54	6
11/1	Internal Right	U	B	20	52
11/2	Internal Right	U	B	20	52
11/3	Internal Right	U	B	20	52

Network Layout Diagram



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: A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**126.5%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**126.5%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	277	Inf	362	76.5%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	320	Inf : Inf	138+127	115.3 : 126.5%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	365	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	175	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	40	-	-	616	1900	1039	59.3%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	616	1900	1039	59.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	497	1900:1900	861+1032	26.3 : 26.3%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	426	1900	811	52.1%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	422	1900	811	51.8%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	20	-	-	524	1900	532	98.5%

4/4	E Circulatory Right	U	N/A	N/A	F		1	20	-	-	336	1900	532	56.8%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	478	Inf : Inf	276+166	103.2 : 116.2%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	661	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	950	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	227	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	272	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	34	-	-	1279	1900:1900	887+519	91.0 : 91.0%
7/3	A52 (W) Right	U	N/A	N/A	A		1	34	-	-	764	1900	887	86.2%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	27	-	-	294	1900	709	41.1%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	27	-	-	465	1900:1900	585+133	61.2 : 60.6%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	917	Inf : Inf	594+590	86.6 : 68.3%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	658	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	223	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	32	-	-	20	1900	887	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	32	-	-	807	1900	887	91.0%
11/3	Internal Right	U	N/A	N/A	B		1	32	-	-	764	1900	887	86.2%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	687	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	32	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1221	Inf	Inf	0.0%

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1186	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	479	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	879	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	950	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	327	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	3	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**3568**	**0**	**0**	**36.6**	**67.7**	**0.0**	**104.3**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3568**	**0**	**0**	**36.6**	**67.7**	**0.0**	**104.3**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	277	277	277	0	0	0.0	1.6	-	1.6	20.8	1.4	1.6	3.0	1/1
1/2+1/3	320	286	573	0	0	2.7	30.1	-	32.7 (12.2+20.5)	368.1 (276.7:458.3)	9.9	30.1	39.9	1/2+1/3
2/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	616	616	-	-	-	2.0	0.7	-	2.7	15.7	8.6	0.7	9.3	3/1
3/2	616	616	-	-	-	2.0	0.7	-	2.7	15.7	8.6	0.7	9.3	3/2
3/3+3/4	497	497	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.2 (10.0:10.3)	2.9	0.2	3.1	3/3+3/4
4/1	422	422	-	-	-	1.9	0.5	-	2.5	20.9	6.5	0.5	7.0	4/1
4/2	420	420	-	-	-	1.9	0.5	-	2.5	21.2	6.5	0.5	7.1	4/2
4/3	524	524	-	-	-	4.4	0.0	-	4.4	30.5	10.8	0.0	10.8	4/3
4/4	302	302	-	-	-	1.7	0.7	-	2.3	27.9	5.1	0.7	5.7	4/4
5/1+5/2	478	442	885	0	0	3.6	23.0	-	26.6 (8.9+17.7)	200.2 (112.2:330.3)	15.7	23.0	38.6	5/1+5/2
6/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1279	1279	-	-	-	6.0	4.7	-	10.7 (7.1+3.6)	30.2 (31.8:27.5)	15.5	4.7	20.2	7/2+7/1

7/3	764	764	-	-	-	3.8	3.0	-	6.8	31.8	14.0	3.0	17.0	7/3
8/1	292	292	-	-	-	1.5	0.3	-	1.8	22.7	5.2	0.3	5.5	8/1
8/2+8/3	438	438	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	21.2 (21.3:21.0)	7.4	0.0	7.4	8/2+8/3
9/1+9/2	917	917	1834	0	0	0.9	1.7	-	2.6 (1.5+1.0)	10.1 (10.8:9.1)	8.6	1.7	10.3	9/1+9/2
10/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.7	0.0	0.0	0.0	11/1
11/2	807	807	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	764	764	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	11/3
12/1	666	666	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1217	1217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1184	1184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): -9.4
PRC Over All Lanes (%): -40.6

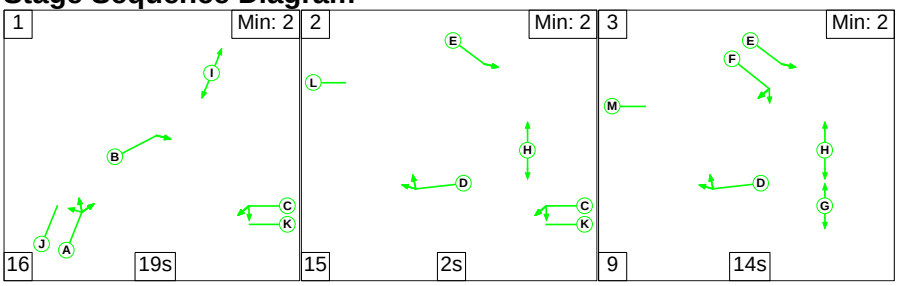
Total Delay for Signalled Lanes (pcuHr): 40.81
Total Delay Over All Lanes(pcuHr): 104.27

Cycle Time (s): 75

Detailed Input Data And Results

Scenario 14: '14' (FG14: '2041 PM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



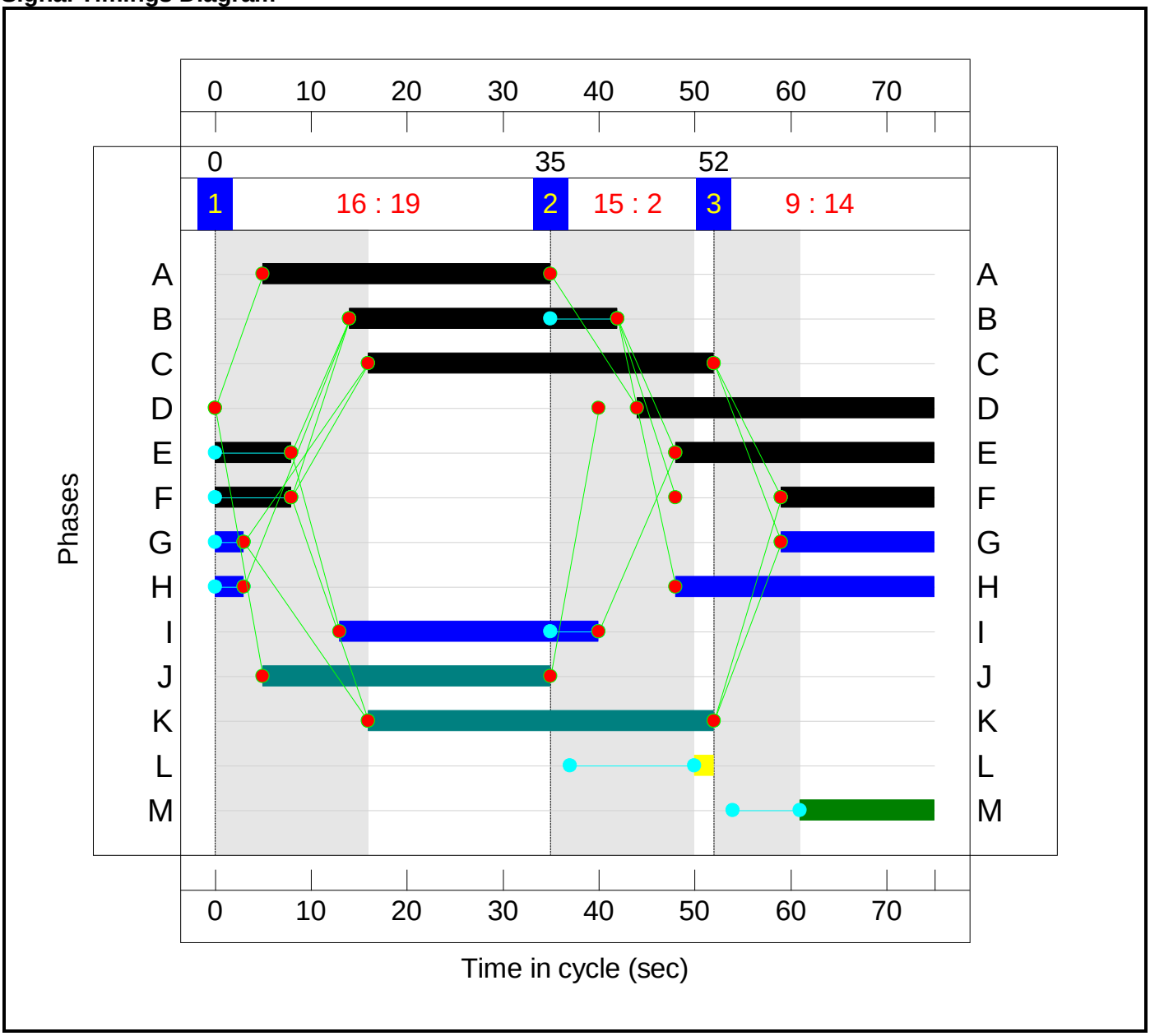
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

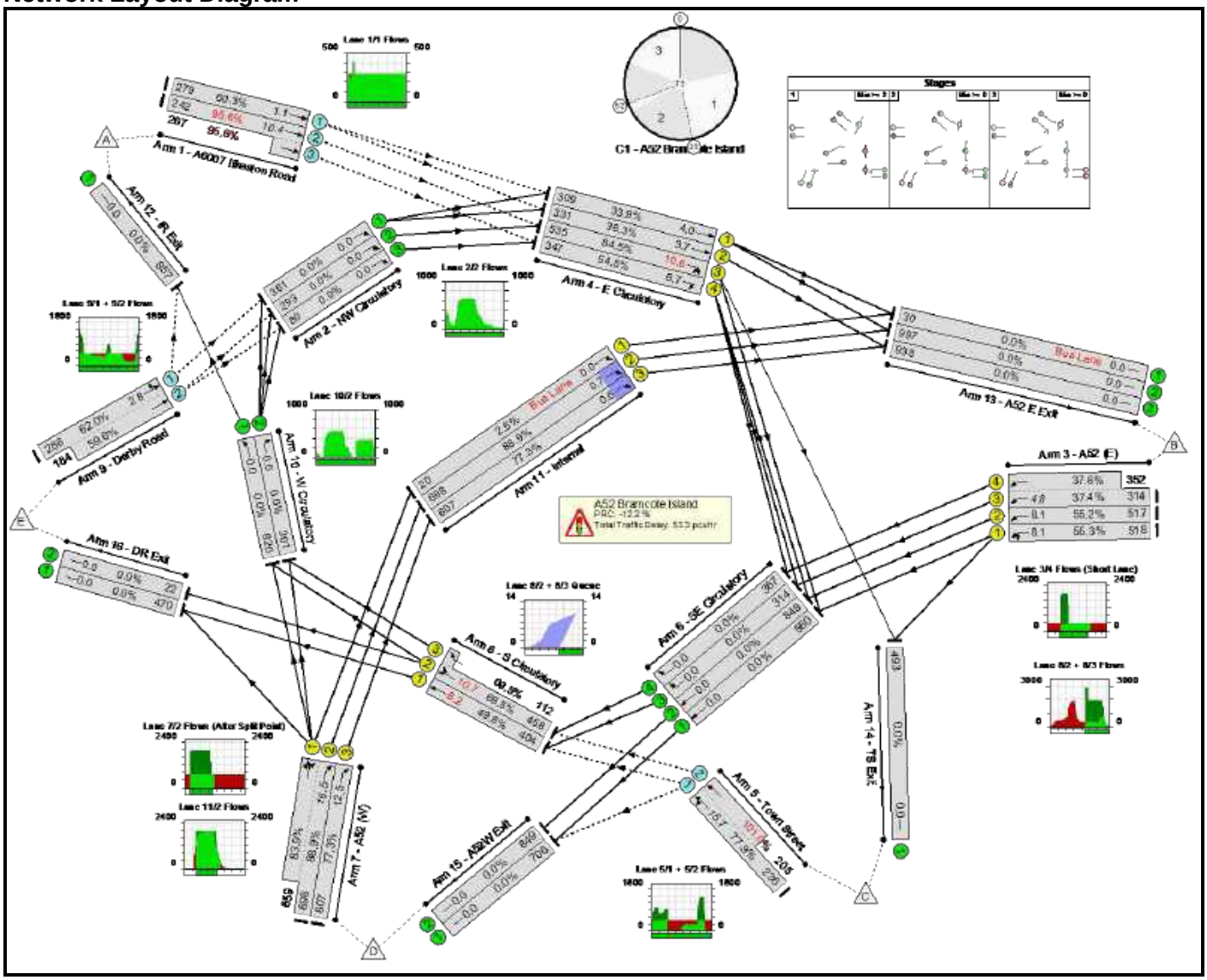
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



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: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.0%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.0%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	279	Inf	462	60.3%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	509	Inf : Inf	253+279	95.6 : 95.6%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	361	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	293	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	80	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	518	1900	937	55.3%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	517	1900	937	55.2%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	666	1900:1900	839+937	37.4 : 37.6%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	309	1900	912	33.9%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	331	1900	912	36.3%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	535	1900	633	84.5%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	347	1900	633	54.8%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	441	Inf : Inf	303+203	77.9 : 101.0%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	560	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	849	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	314	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	367	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1357	1900:1900	785+785	88.9 : 83.9%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	607	1900	785	77.3%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	404	1900	811	49.8%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	572	1900:1900	659+160	69.5 : 69.5%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	470	Inf : Inf	461+309	62.0 : 59.6%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	822	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	301	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	698	1900	785	88.9%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	607	1900	785	77.3%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	859	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	30	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	997	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	938	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	493	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	706	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	849	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	470	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	22	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**3115**	**0**	**0**	**32.9**	**20.4**	**0.0**	**53.3**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3115**	**0**	**0**	**32.9**	**20.4**	**0.0**	**53.3**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	279	279	279	0	0	0.0	0.8	-	0.8	9.8	0.4	0.8	1.1	1/1
1/2+1/3	509	509	1018	0	0	0.2	6.8	-	7.0 (3.3+3.8)	49.8 (48.5:51.0)	3.6	6.8	10.4	1/2+1/3
2/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	518	518	-	-	-	1.9	0.6	-	2.5	17.5	7.5	0.6	8.1	3/1
3/2	517	517	-	-	-	1.9	0.6	-	2.5	17.5	7.5	0.6	8.1	3/2
3/3+3/4	666	666	-	-	-	2.2	0.3	-	2.5 (1.1+1.3)	13.3 (13.2:13.4)	4.5	0.3	4.8	3/3+3/4
4/1	309	309	-	-	-	1.0	0.3	-	1.3	14.8	3.8	0.3	4.0	4/1
4/2	331	331	-	-	-	0.9	0.3	-	1.2	13.3	3.4	0.3	3.7	4/2
4/3	535	535	-	-	-	4.2	0.0	-	4.2	27.9	10.6	0.0	10.6	4/3
4/4	347	347	-	-	-	2.0	0.6	-	2.6	27.0	6.1	0.6	6.7	4/4
5/1+5/2	441	439	878	0	0	1.7	4.1	-	5.8 (2.2+3.7)	47.6 (33.1:64.3)	11.6	4.1	15.7	5/1+5/2
6/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1357	1357	-	-	-	7.6	3.1	-	10.7 (5.5+5.1)	28.3 (28.6:28.0)	13.4	3.1	16.5	7/2+7/1

7/3	607	607	-	-	-	3.2	1.7	-	4.9	28.9	10.8	1.7	12.5	7/3
8/1	404	404	-	-	-	2.0	0.5	-	2.4	21.8	7.7	0.5	8.2	8/1
8/2+8/3	570	570	-	-	-	3.5	0.0	-	3.5 (2.8+0.7)	21.9 (21.9:22.1)	10.7	0.0	10.7	8/2+8/3
9/1+9/2	470	470	940	0	0	0.3	0.8	-	1.1 (0.7+0.4)	8.4 (9.1:7.4)	2.0	0.8	2.8	9/1+9/2
10/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	11/1
11/2	698	698	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	607	607	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/3
12/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	938	938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 1.3
PRC Over All Lanes (%): -12.2

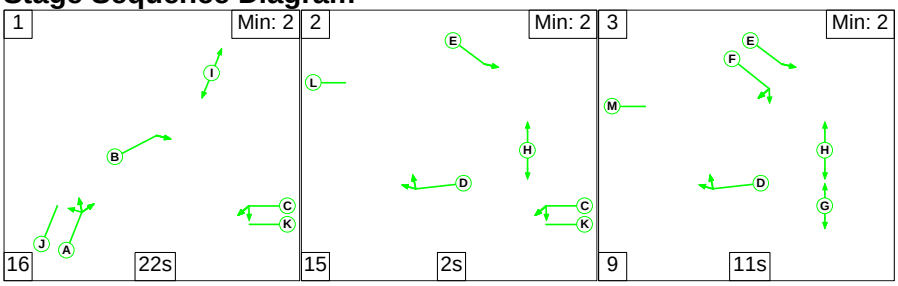
Total Delay for Signalled Lanes (pcuHr): 38.56
Total Delay Over All Lanes(pcuHr): 53.29

Cycle Time (s): 75

Detailed Input Data And Results

Scenario 15: '15' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



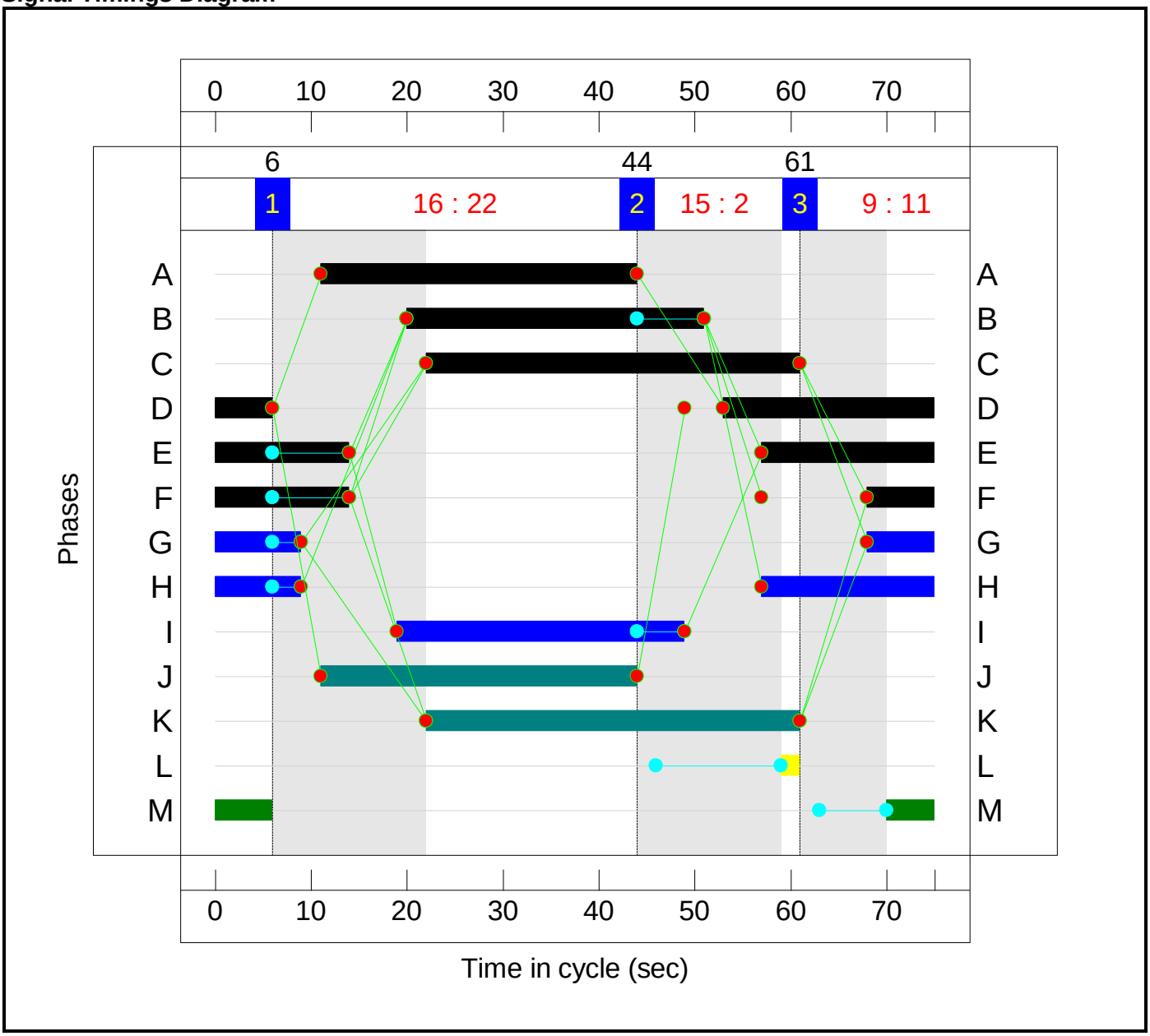
Stage Timings

Stage	1	2	3
Duration	22	2	11
Change Point	6	44	61

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	33	11	44
B	Internal Right	Traffic	31	20	51
C	A52 (E) Ahead Left	Traffic	39	22	61
D	S Circulatory Right Ahead	Traffic	28	53	6
E	E Circulatory Ahead	Traffic	32	57	14
F	E Circulatory Right Right2	Traffic	21	68	14
G	Pedestrians across	Pedestrian	16	68	9
H	Pedestrians across	Pedestrian	27	57	9
I	Pedestrians across	Pedestrian	30	19	49
J	Dummy	Dummy	33	11	44
K	Dummy	Dummy	39	22	61
L	Dummy with R/A	Dummy R/A	2	59	61
M	Dummy with R/A	Dummy R/A	11	70	6

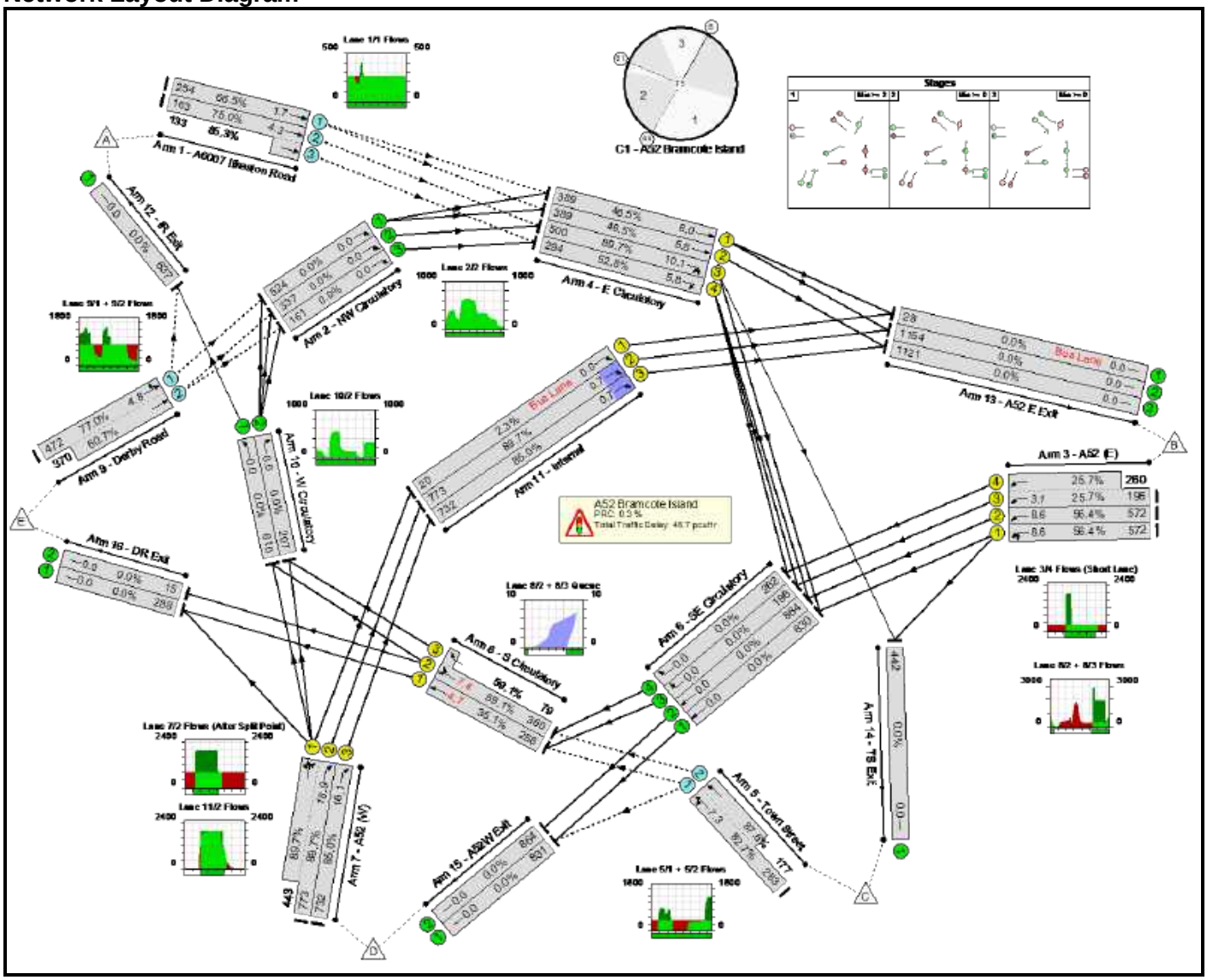
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	61
3/2	A52 (E) Ahead	U	C	22	61
3/3	A52 (E) Ahead	U	C	22	61
3/4	A52 (E) Ahead	U	C	22	61
4/1	E Circulatory Ahead	U	E	57	14
4/2	E Circulatory Ahead	U	E	57	14
4/3	E Circulatory Right Right2	U	F	68	14
4/4	E Circulatory Right	U	F	68	14
7/1	A52 (W) Ahead Right Left	U	A	11	44
7/2	A52 (W) Right	U	A	11	44
7/3	A52 (W) Right	U	A	11	44
8/1	S Circulatory Ahead	U	D	53	6
8/2	S Circulatory Right Ahead	U	D	53	6
8/3	S Circulatory Right	U	D	53	6
11/1	Internal Right	U	B	20	51
11/2	Internal Right	U	B	20	51
11/3	Internal Right	U	B	20	51

Network Layout Diagram



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: A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.7%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.7%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	254	Inf	382	66.5%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	296	Inf : Inf	217+156	75.0 : 85.3%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	524	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	337	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	161	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	39	-	-	572	1900	1013	56.4%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	572	1900	1013	56.4%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	456	1900:1900	764+1013	25.7 : 25.7%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	389	1900	836	46.5%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	389	1900	836	46.5%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	21	-	-	500	1900	557	89.7%

4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	294	1900	557	52.8%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	440	Inf : Inf	318+202	82.7 : 87.6%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	630	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	864	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	196	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	262	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	33	-	-	1216	1900:1900	861+494	89.7 : 89.7%
7/3	A52 (W) Right	U	N/A	N/A	A		1	33	-	-	732	1900	861	85.0%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	258	1900	735	35.1%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	439	1900:1900	609+134	59.1 : 59.1%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	842	Inf : Inf	613+609	77.0 : 60.7%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	610	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	207	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	31	-	-	20	1900	861	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	31	-	-	773	1900	861	89.7%
11/3	Internal Right	U	N/A	N/A	B		1	31	-	-	732	1900	861	85.0%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	28	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1154	Inf	Inf	0.0%

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1121	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	442	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	831	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	864	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	288	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	15	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**3410**	**0**	**0**	**30.2**	**16.5**	**0.0**	**46.7**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3410**	**0**	**0**	**30.2**	**16.5**	**0.0**	**46.7**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	254	254	254	0	0	0.0	1.0	-	1.0	13.9	0.7	1.0	1.7	1/1
1/2+1/3	296	296	592	0	0	0.4	1.8	-	2.2 (1.1+1.1)	27.3 (24.5:30.6)	2.5	1.8	4.3	1/2+1/3
2/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	337	337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	572	572	-	-	-	1.9	0.6	-	2.5	15.8	7.9	0.6	8.6	3/1
3/2	572	572	-	-	-	1.9	0.6	-	2.5	15.8	7.9	0.6	8.6	3/2
3/3+3/4	456	456	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.7 (10.5:10.8)	2.9	0.2	3.1	3/3+3/4
4/1	389	389	-	-	-	1.6	0.4	-	2.1	19.3	5.6	0.4	6.0	4/1
4/2	389	389	-	-	-	1.6	0.4	-	2.0	18.7	5.4	0.4	5.8	4/2
4/3	500	500	-	-	-	4.1	0.0	-	4.1	29.9	10.1	0.0	10.1	4/3
4/4	294	294	-	-	-	1.8	0.6	-	2.3	28.7	5.2	0.6	5.8	4/4
5/1+5/2	440	440	880	0	0	1.4	2.6	-	4.0 (2.1+1.9)	32.8 (29.2:38.1)	4.7	2.6	7.3	5/1+5/2
6/1	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1216	1216	-	-	-	5.9	4.1	-	10.0 (6.7+3.3)	29.6 (31.1:26.8)	14.8	4.1	18.9	7/2+7/1

7/3	732	732	-	-	-	3.7	2.7	-	6.4	31.6	13.4	2.7	16.1	7/3
8/1	258	258	-	-	-	1.2	0.3	-	1.5	20.8	4.4	0.3	4.7	8/1
8/2+8/3	439	439	-	-	-	2.5	0.0	-	2.5 (2.1+0.5)	20.7 (20.8:20.6)	7.4	0.0	7.4	8/2+8/3
9/1+9/2	842	842	1684	0	0	0.5	1.1	-	1.6 (1.0+0.7)	7.0 (7.5:6.5)	3.7	1.1	4.8	9/1+9/2
10/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	773	773	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	732	732	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	11/3
12/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1154	1154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1121	1121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 0.3
PRC Over All Lanes (%): 0.3

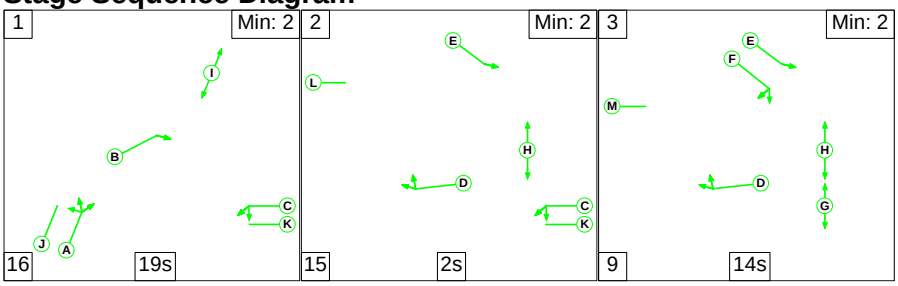
Total Delay for Signalled Lanes (pcuHr): 37.78
Total Delay Over All Lanes(pcuHr): 46.66

Cycle Time (s): 75

Detailed Input Data And Results

Scenario 16: '16' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



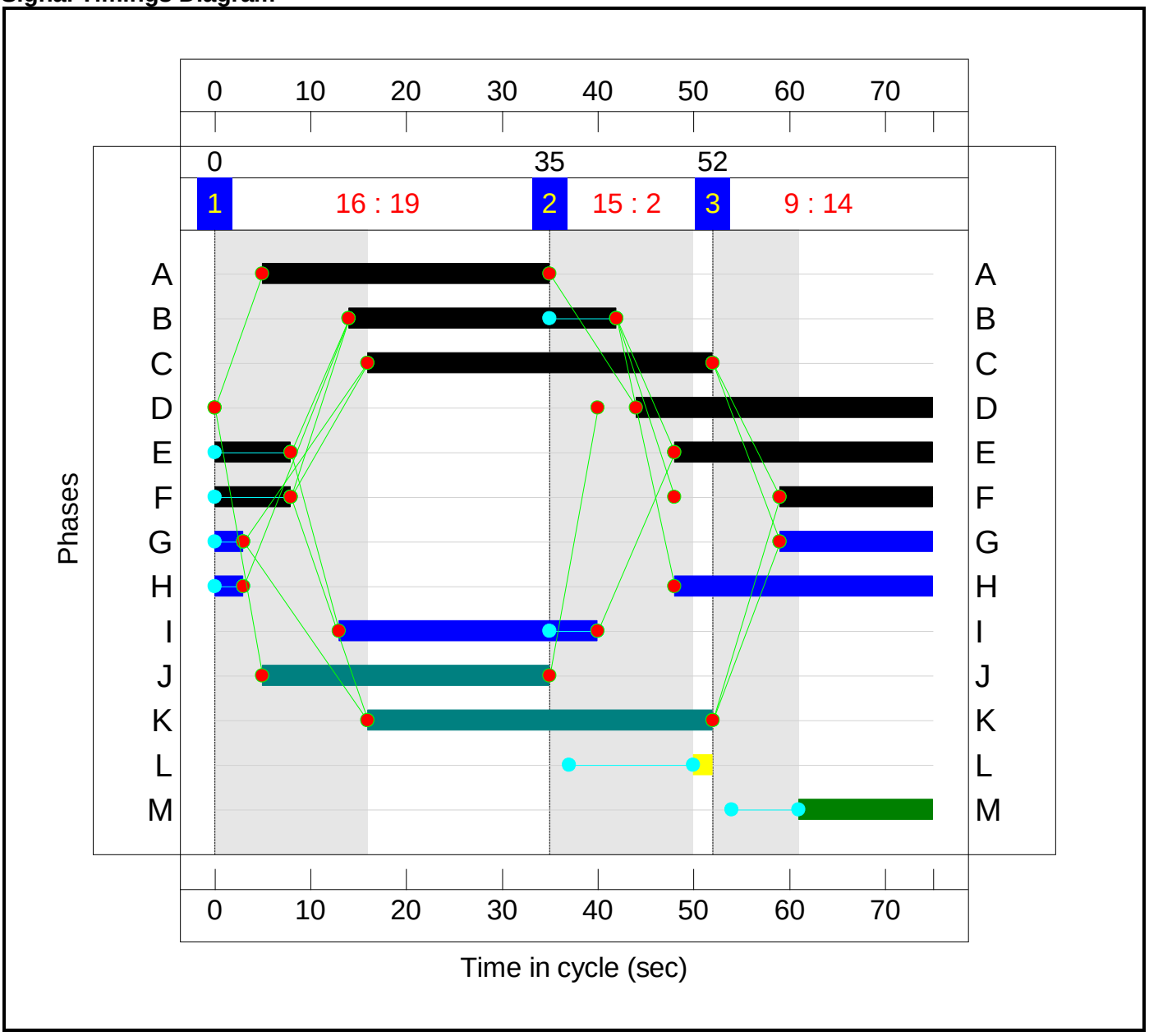
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

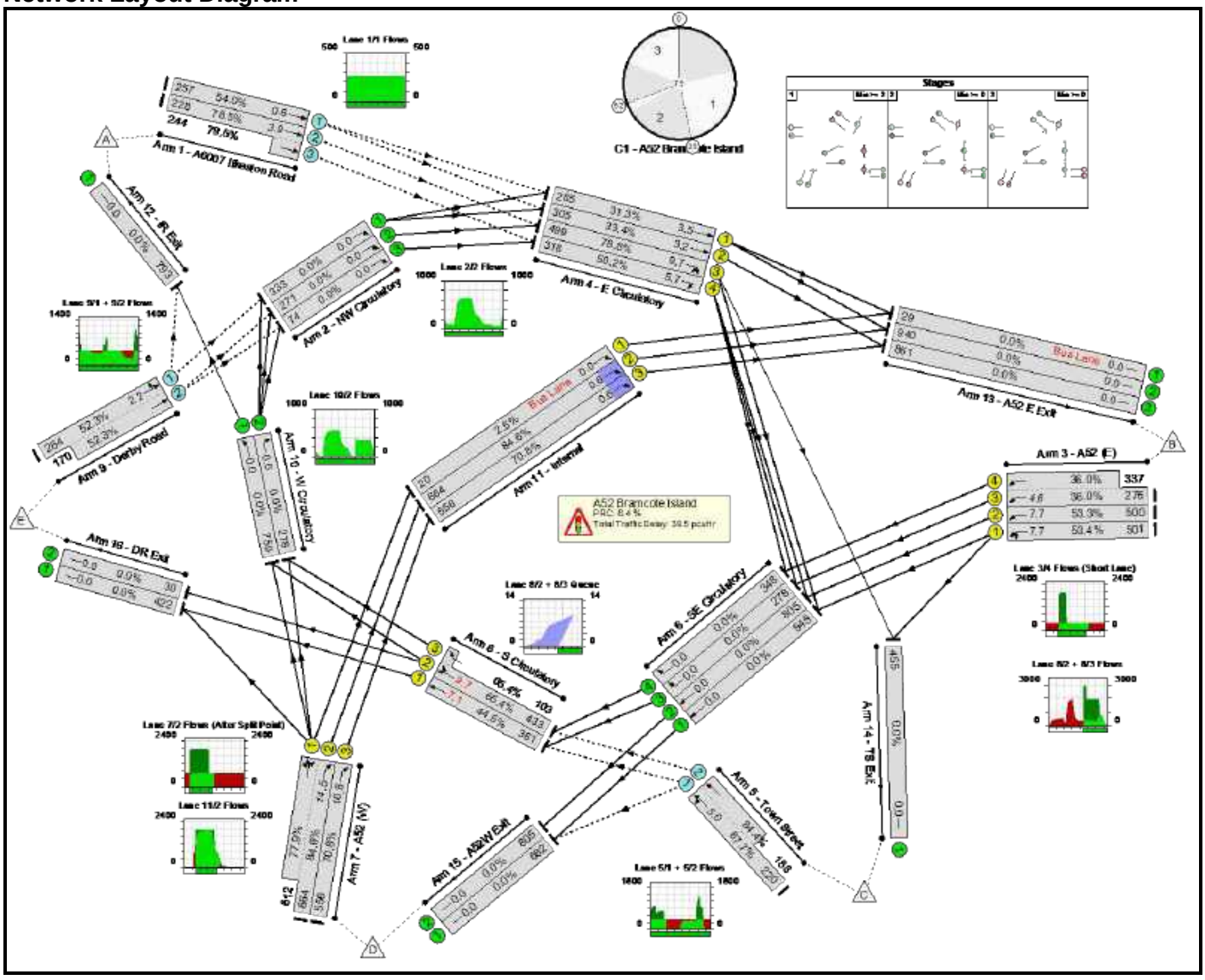
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



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: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.6%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.6%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	257	Inf	476	54.0%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	472	Inf : Inf	290+307	78.5 : 79.5%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	333	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	271	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	74	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	501	1900	937	53.4%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	500	1900	937	53.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	613	1900:1900	768+937	36.0 : 36.0%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	285	1900	912	31.3%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	305	1900	912	33.4%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	499	1900	633	78.8%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	318	1900	633	50.2%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	408	Inf : Inf	325+223	67.7 : 84.4%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	545	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	805	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	278	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	348	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1276	1900:1900	785+785	84.6 : 77.9%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	556	1900	785	70.8%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	361	1900	811	44.5%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	536	1900:1900	662+157	65.4 : 65.4%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	434	Inf : Inf	505+325	52.3 : 52.3%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	759	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	278	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	664	1900	785	84.6%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	556	1900	785	70.8%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	793	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	29	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	940	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	861	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	455	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	682	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	805	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	422	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	30	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**2885**	**0**	**0**	**29.0**	**10.5**	**0.0**	**39.5**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**2885**	**0**	**0**	**29.0**	**10.5**	**0.0**	**39.5**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	257	257	257	0	0	0.0	0.6	-	0.6	8.2	0.0	0.6	0.6	1/1
1/2+1/3	472	472	944	0	0	0.1	1.8	-	1.9 (0.9+1.0)	14.4 (14.0:14.7)	2.0	1.8	3.9	1/2+1/3
2/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	501	501	-	-	-	1.8	0.6	-	2.4	17.2	7.1	0.6	7.7	3/1
3/2	500	500	-	-	-	1.8	0.6	-	2.4	17.2	7.1	0.6	7.7	3/2
3/3+3/4	613	613	-	-	-	2.0	0.3	-	2.2 (1.0+1.3)	13.2 (12.9:13.4)	4.3	0.3	4.6	3/3+3/4
4/1	285	285	-	-	-	0.8	0.2	-	1.1	13.6	3.2	0.2	3.5	4/1
4/2	305	305	-	-	-	0.8	0.3	-	1.0	12.2	2.9	0.3	3.2	4/2
4/3	499	499	-	-	-	3.8	0.0	-	3.8	27.4	9.7	0.0	9.7	4/3
4/4	318	318	-	-	-	1.7	0.5	-	2.2	25.3	5.2	0.5	5.7	4/4
5/1+5/2	408	408	816	0	0	1.2	1.4	-	2.6 (1.2+1.5)	23.4 (18.8:28.7)	3.6	1.4	5.0	5/1+5/2
6/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1276	1276	-	-	-	6.9	2.1	-	9.0 (4.8+4.3)	25.5 (25.9:25.1)	12.4	2.1	14.5	7/2+7/1

7/3	556	556	-	-	-	2.8	1.2	-	4.0	26.0	9.6	1.2	10.8	7/3
8/1	361	361	-	-	-	1.7	0.4	-	2.1	20.9	6.7	0.4	7.1	8/1
8/2+8/3	536	536	-	-	-	3.1	0.0	-	3.1 (2.5+0.6)	20.8 (20.8:21.0)	9.7	0.0	9.7	8/2+8/3
9/1+9/2	434	434	868	0	0	0.2	0.5	-	0.7 (0.5+0.2)	5.8 (6.3:5.1)	1.6	0.5	2.2	9/1+9/2
10/1	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	664	664	-	-	-	0.2	0.0	-	0.2	1.0	0.6	0.0	0.6	11/2
11/3	556	556	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	11/3
12/1	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 6.4
PRC Over All Lanes (%): 6.4

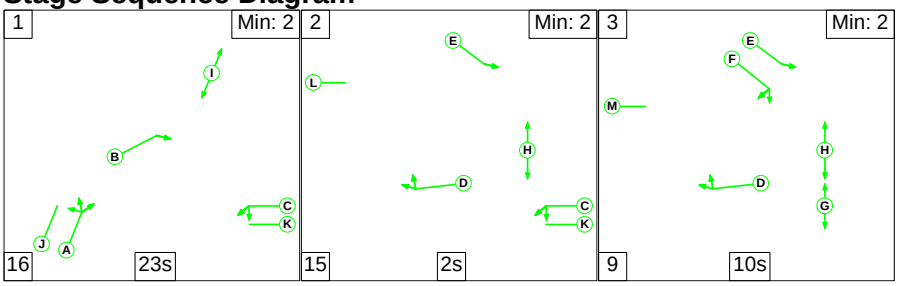
Total Delay for Signalled Lanes (pcuHr): 33.72
Total Delay Over All Lanes(pcuHr): 39.54

Cycle Time (s): 75

Detailed Input Data And Results

Scenario 17: '17' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



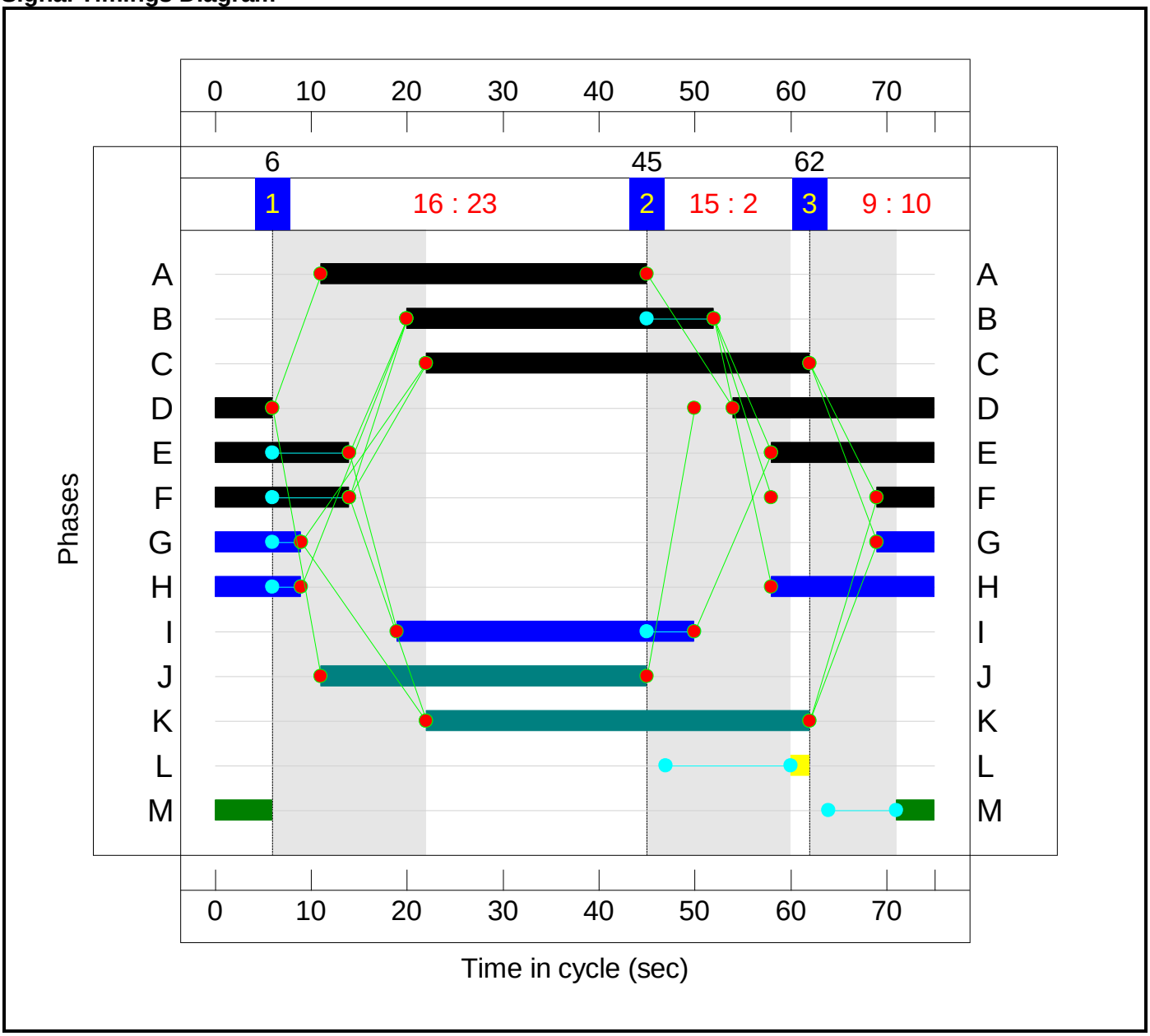
Stage Timings

Stage	1	2	3
Duration	23	2	10
Change Point	6	45	62

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	34	11	45
B	Internal Right	Traffic	32	20	52
C	A52 (E) Ahead Left	Traffic	40	22	62
D	S Circulatory Right Ahead	Traffic	27	54	6
E	E Circulatory Ahead	Traffic	31	58	14
F	E Circulatory Right Right2	Traffic	20	69	14
G	Pedestrians across	Pedestrian	15	69	9
H	Pedestrians across	Pedestrian	26	58	9
I	Pedestrians across	Pedestrian	31	19	50
J	Dummy	Dummy	34	11	45
K	Dummy	Dummy	40	22	62
L	Dummy with R/A	Dummy R/A	2	60	62
M	Dummy with R/A	Dummy R/A	10	71	6

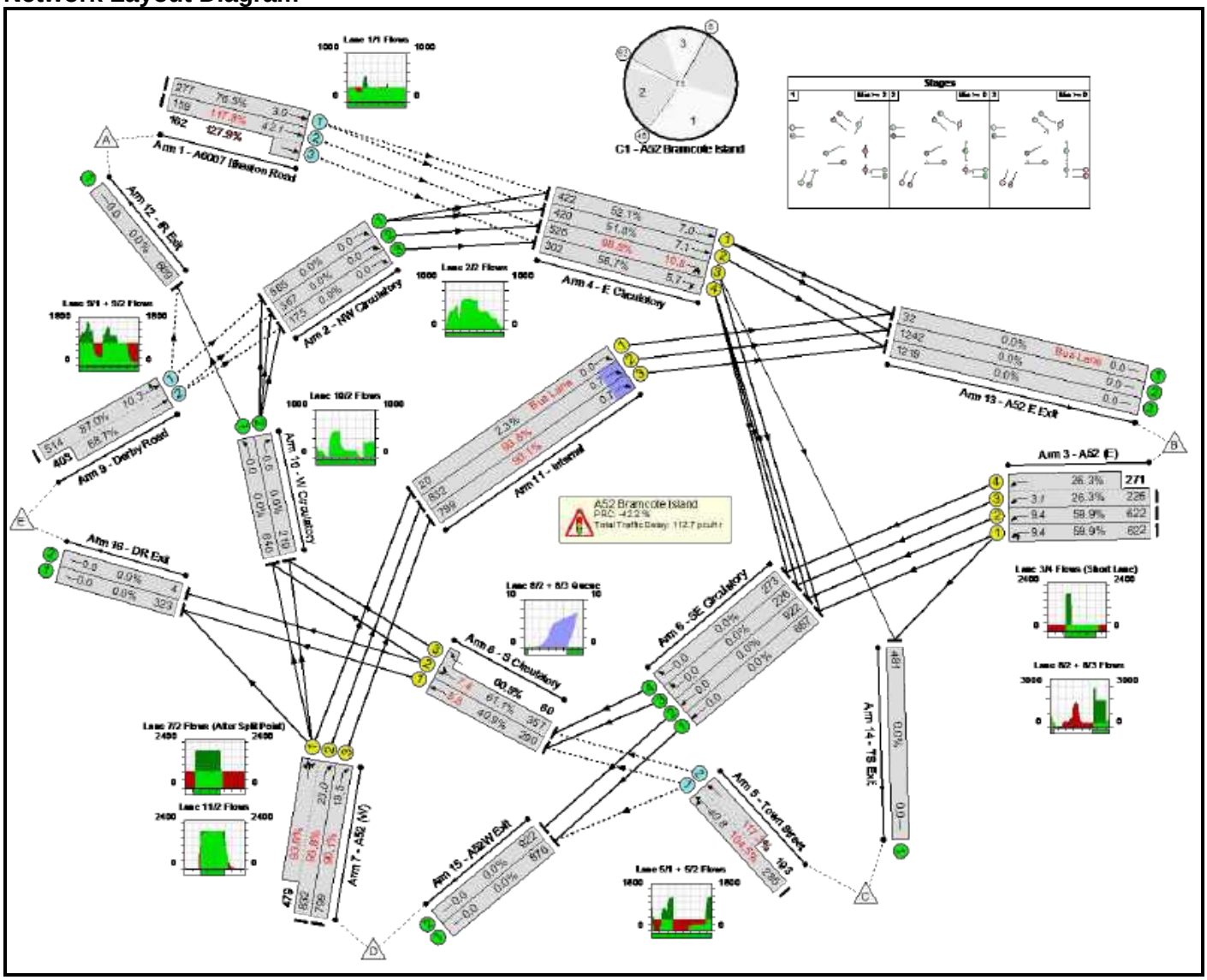
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	62
3/2	A52 (E) Ahead	U	C	22	62
3/3	A52 (E) Ahead	U	C	22	62
3/4	A52 (E) Ahead	U	C	22	62
4/1	E Circulatory Ahead	U	E	58	14
4/2	E Circulatory Ahead	U	E	58	14
4/3	E Circulatory Right Right2	U	F	69	14
4/4	E Circulatory Right	U	F	69	14
7/1	A52 (W) Ahead Right Left	U	A	11	45
7/2	A52 (W) Right	U	A	11	45
7/3	A52 (W) Right	U	A	11	45
8/1	S Circulatory Ahead	U	D	54	6
8/2	S Circulatory Right Ahead	U	D	54	6
8/3	S Circulatory Right	U	D	54	6
11/1	Internal Right	U	B	20	52
11/2	Internal Right	U	B	20	52
11/3	Internal Right	U	B	20	52

Network Layout Diagram



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: A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**127.9%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**127.9%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	277	Inf	362	76.5%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	321	Inf : Inf	135+127	117.8 : 127.9%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	367	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	175	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	40	-	-	622	1900	1039	59.9%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	622	1900	1039	59.9%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	497	1900:1900	861+1032	26.3 : 26.3%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	426	1900	811	52.1%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	422	1900	811	51.8%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	20	-	-	526	1900	532	98.9%

4/4	E Circulatory Right	U	N/A	N/A	F		1	20	-	-	337	1900	532	56.7%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	478	Inf : Inf	273+165	104.5 : 117.3%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	667	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	957	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	226	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	273	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	34	-	-	1311	1900:1900	887+510	93.8 : 93.8%
7/3	A52 (W) Right	U	N/A	N/A	A		1	34	-	-	799	1900	887	90.1%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	27	-	-	293	1900	709	40.9%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	27	-	-	466	1900:1900	585+132	61.1 : 60.5%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	917	Inf : Inf	591+587	87.0 : 68.7%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	663	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	225	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	32	-	-	20	1900	887	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	32	-	-	832	1900	887	93.8%
11/3	Internal Right	U	N/A	N/A	B		1	32	-	-	799	1900	887	90.1%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	692	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	32	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1246	Inf	Inf	0.0%

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1221	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	481	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	885	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	957	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	326	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	4	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**3557**	**0**	**0**	**37.6**	**75.1**	**0.0**	**112.7**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3557**	**0**	**0**	**37.6**	**75.1**	**0.0**	**112.7**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	277	277	277	0	0	0.0	1.6	-	1.6	20.7	1.4	1.6	3.0	1/1
1/2+1/3	321	286	571	0	0	2.7	32.2	-	34.9 (13.6+21.3)	391.6 (308.0:473.6)	9.9	32.2	42.1	1/2+1/3
2/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	622	622	-	-	-	2.0	0.7	-	2.7	15.8	8.6	0.7	9.4	3/1
3/2	622	622	-	-	-	2.0	0.7	-	2.7	15.8	8.6	0.7	9.4	3/2
3/3+3/4	497	497	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.2 (10.0:10.3)	2.9	0.2	3.1	3/3+3/4
4/1	422	422	-	-	-	1.9	0.5	-	2.5	20.9	6.5	0.5	7.0	4/1
4/2	420	420	-	-	-	1.9	0.5	-	2.5	21.1	6.5	0.5	7.1	4/2
4/3	526	526	-	-	-	4.5	0.0	-	4.5	30.6	10.8	0.0	10.8	4/3
4/4	302	302	-	-	-	1.7	0.7	-	2.3	27.9	5.0	0.7	5.7	4/4
5/1+5/2	478	437	875	0	0	3.9	25.1	-	29.0 (10.6+18.4)	218.0 (133.3:343.1)	15.7	25.1	40.8	5/1+5/2
6/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1311	1311	-	-	-	6.3	6.6	-	12.9 (8.6+4.3)	35.4 (37.1:32.4)	16.4	6.6	23.0	7/2+7/1

7/3	799	799	-	-	-	4.1	4.2	-	8.2	37.2	15.3	4.2	19.5	7/3
8/1	290	290	-	-	-	1.5	0.3	-	1.8	22.6	5.1	0.3	5.5	8/1
8/2+8/3	438	438	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	21.3 (21.3:21.1)	7.4	0.0	7.4	8/2+8/3
9/1+9/2	917	917	1834	0	0	0.9	1.7	-	2.6 (1.6+1.0)	10.2 (11.0:9.2)	8.6	1.7	10.3	9/1+9/2
10/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.7	0.0	0.0	0.0	11/1
11/2	832	832	-	-	-	0.3	0.0	-	0.3	1.1	0.7	0.0	0.7	11/2
11/3	799	799	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/3
12/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1242	1242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1219	1219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): -9.9
PRC Over All Lanes (%): -42.2

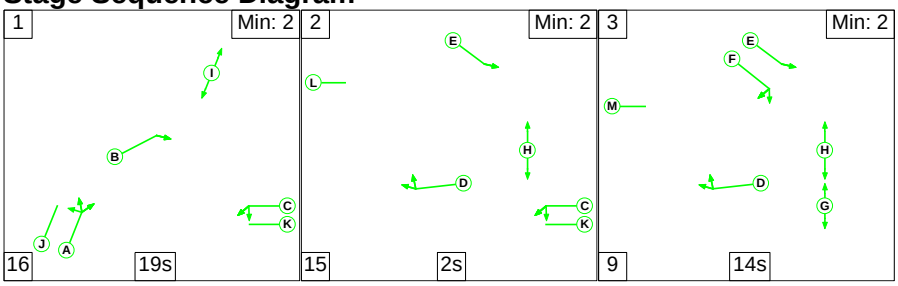
Total Delay for Signalled Lanes (pcuHr): 44.58
Total Delay Over All Lanes(pcuHr): 112.65

Cycle Time (s): 75

Detailed Input Data And Results

Scenario 18: '18' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



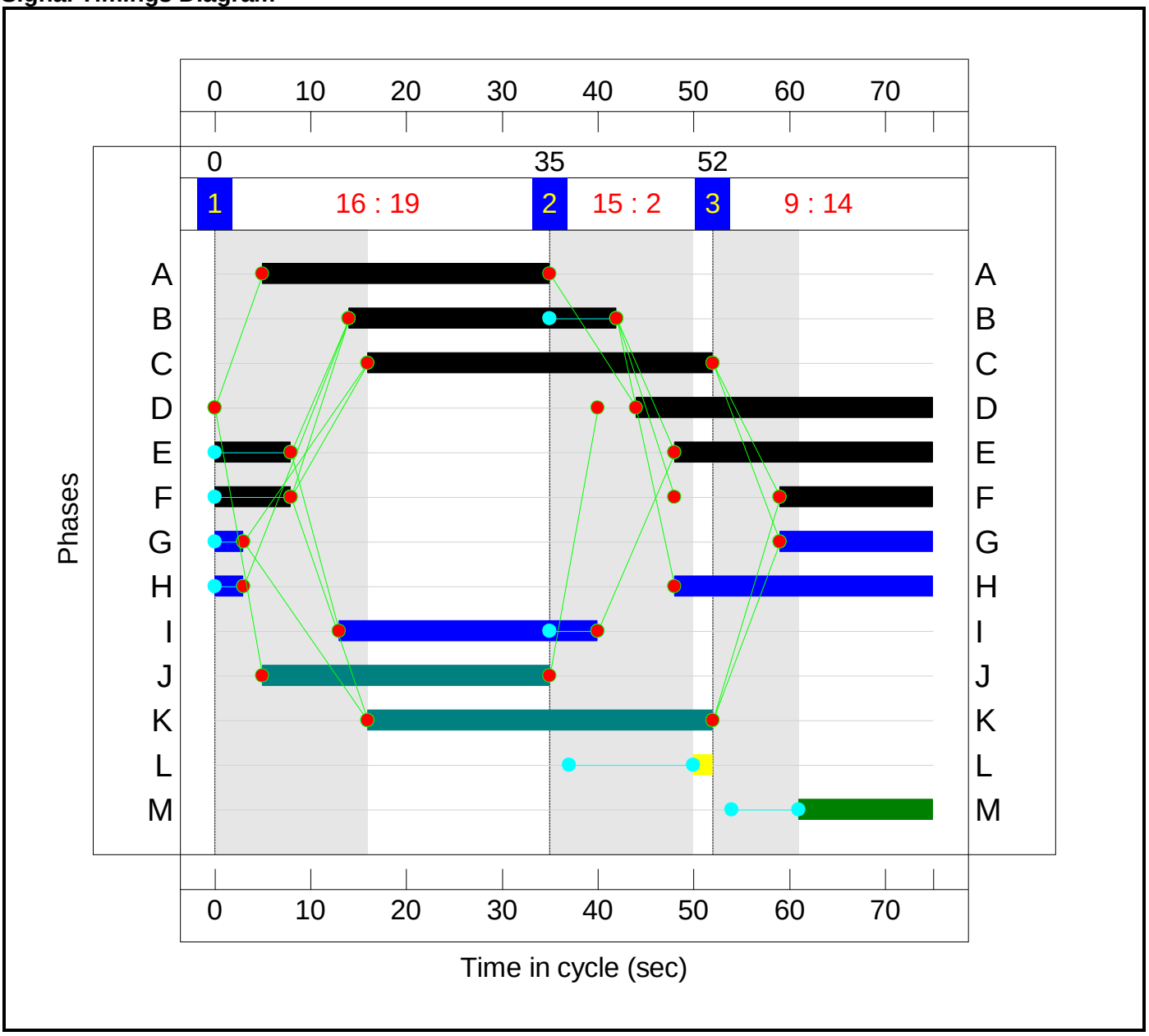
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

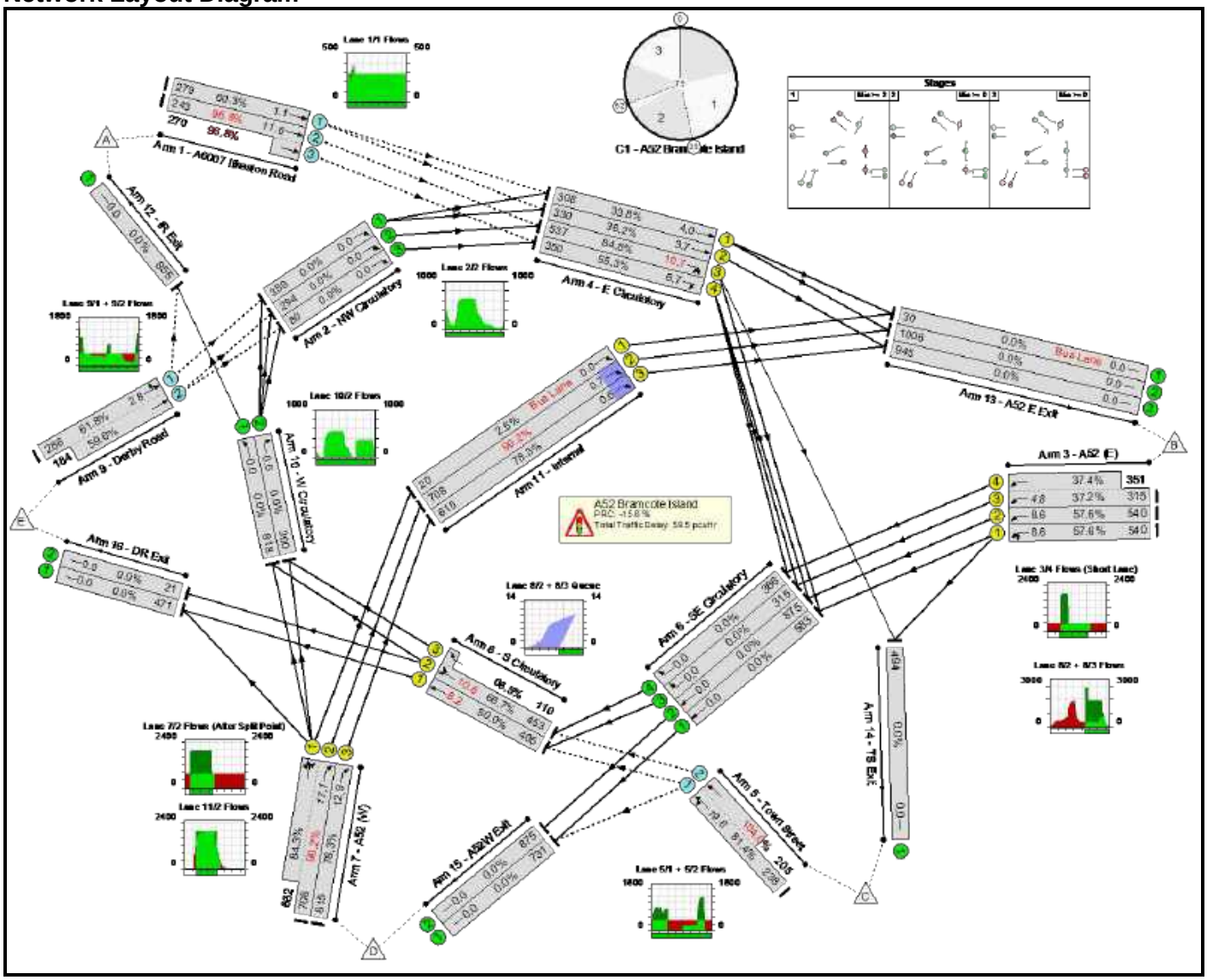
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



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: A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**104.0%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**104.0%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	279	Inf	463	60.3%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	513	Inf : Inf	251+279	96.8 : 96.8%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	361	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	294	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	80	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	540	1900	937	57.6%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	540	1900	937	57.6%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	666	1900:1900	846+937	37.2 : 37.4%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	309	1900	912	33.8%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	331	1900	912	36.2%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	537	1900	633	84.8%

4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	350	1900	633	55.3%
5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	443	Inf : Inf	292+197	81.4 : 104.0%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	583	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	875	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	315	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	366	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1370	1900:1900	785+785	90.2 : 84.3%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	615	1900	785	78.3%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	405	1900	811	50.0%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	571	1900:1900	659+161	68.7 : 68.5%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	470	Inf : Inf	462+309	61.8 : 59.6%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	824	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	302	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	708	1900	785	90.2%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	615	1900	785	78.3%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	861	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	30	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1007	Inf	Inf	0.0%

13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	946	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	494	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	731	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	875	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	471	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	21	Inf	Inf	0.0%

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)	Item
Network: A52 Bramcote Island	**-**	**-**	**3115**	**0**	**0**	**33.7**	**25.8**	**0.0**	**59.5**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3115**	**0**	**0**	**33.7**	**25.8**	**0.0**	**59.5**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	279	279	279	0	0	0.0	0.8	-	0.8	9.7	0.4	0.8	1.1	1/1
1/2+1/3	513	513	1026	0	0	0.2	7.9	-	8.1 (3.7+4.4)	56.8 (55.4:58.1)	3.7	7.9	11.6	1/2+1/3
2/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	540	540	-	-	-	2.0	0.7	-	2.7	18.0	8.0	0.7	8.6	3/1
3/2	540	540	-	-	-	2.0	0.7	-	2.7	18.0	8.0	0.7	8.6	3/2
3/3+3/4	666	666	-	-	-	2.2	0.3	-	2.5 (1.2+1.3)	13.3 (13.2:13.4)	4.5	0.3	4.8	3/3+3/4
4/1	308	308	-	-	-	1.0	0.3	-	1.3	14.7	3.7	0.3	4.0	4/1
4/2	330	330	-	-	-	0.9	0.3	-	1.2	13.2	3.4	0.3	3.7	4/2
4/3	537	537	-	-	-	4.2	0.0	-	4.2	28.0	10.7	0.0	10.7	4/3
4/4	350	350	-	-	-	2.0	0.6	-	2.6	27.0	6.1	0.6	6.7	4/4
5/1+5/2	443	435	870	0	0	2.1	8.0	-	10.1 (2.8+7.3)	82.4 (42.6:128.7)	11.6	8.0	19.6	5/1+5/2
6/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1370	1370	-	-	-	7.7	3.3	-	11.0 (5.8+5.2)	28.9 (29.3:28.5)	13.8	3.3	17.1	7/2+7/1

7/3	615	615	-	-	-	3.3	1.8	-	5.0	29.4	11.1	1.8	12.9	7/3
8/1	405	405	-	-	-	2.0	0.5	-	2.5	22.2	7.7	0.5	8.2	8/1
8/2+8/3	563	563	-	-	-	3.4	0.0	-	3.4 (2.7+0.7)	21.9 (21.8:22.1)	10.6	0.0	10.6	8/2+8/3
9/1+9/2	470	470	940	0	0	0.3	0.8	-	1.1 (0.7+0.4)	8.4 (9.0:7.4)	2.0	0.8	2.8	9/1+9/2
10/1	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	11/1
11/2	708	708	-	-	-	0.2	0.0	-	0.2	1.1	0.7	0.0	0.7	11/2
11/3	615	615	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/3
12/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1006	1006	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	945	945	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): -0.2
PRC Over All Lanes (%): -15.6

Total Delay for Signalled Lanes (pcuHr): 39.42
Total Delay Over All Lanes(pcuHr): 59.51

Cycle Time (s): 75

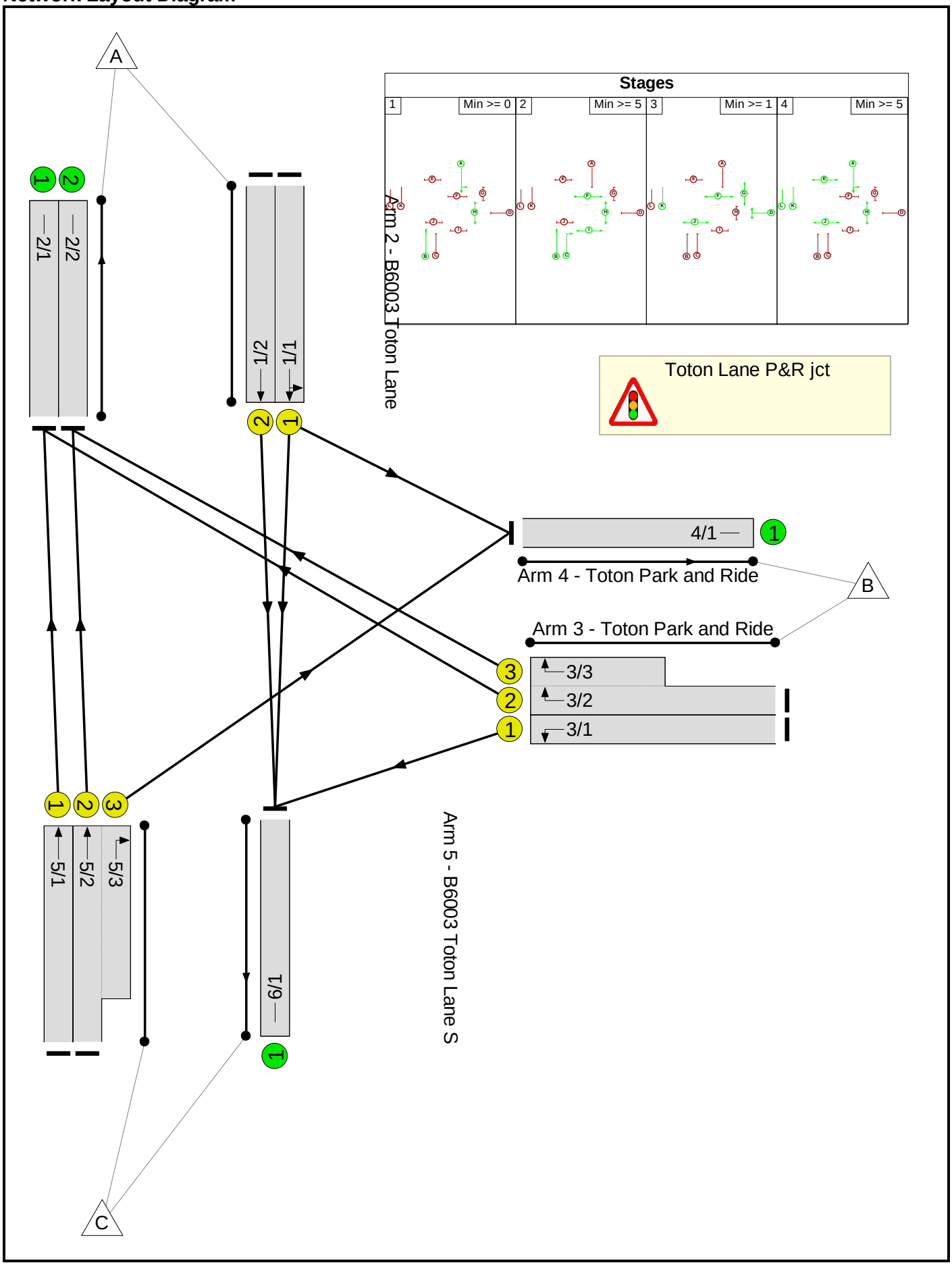
Full Input Data And Results

User and Project Details

Project:	**Toton West**
Title:	**B6003 Toton Park & Ride Signalised T Junction**
Location:	
Client:	Bloor Homes Ltd
Additional detail:	
File name:	LINSIG B6003 Toton Park and Ride Access Junction Existing.lsg3x
Author:	
Company:	
Address:	

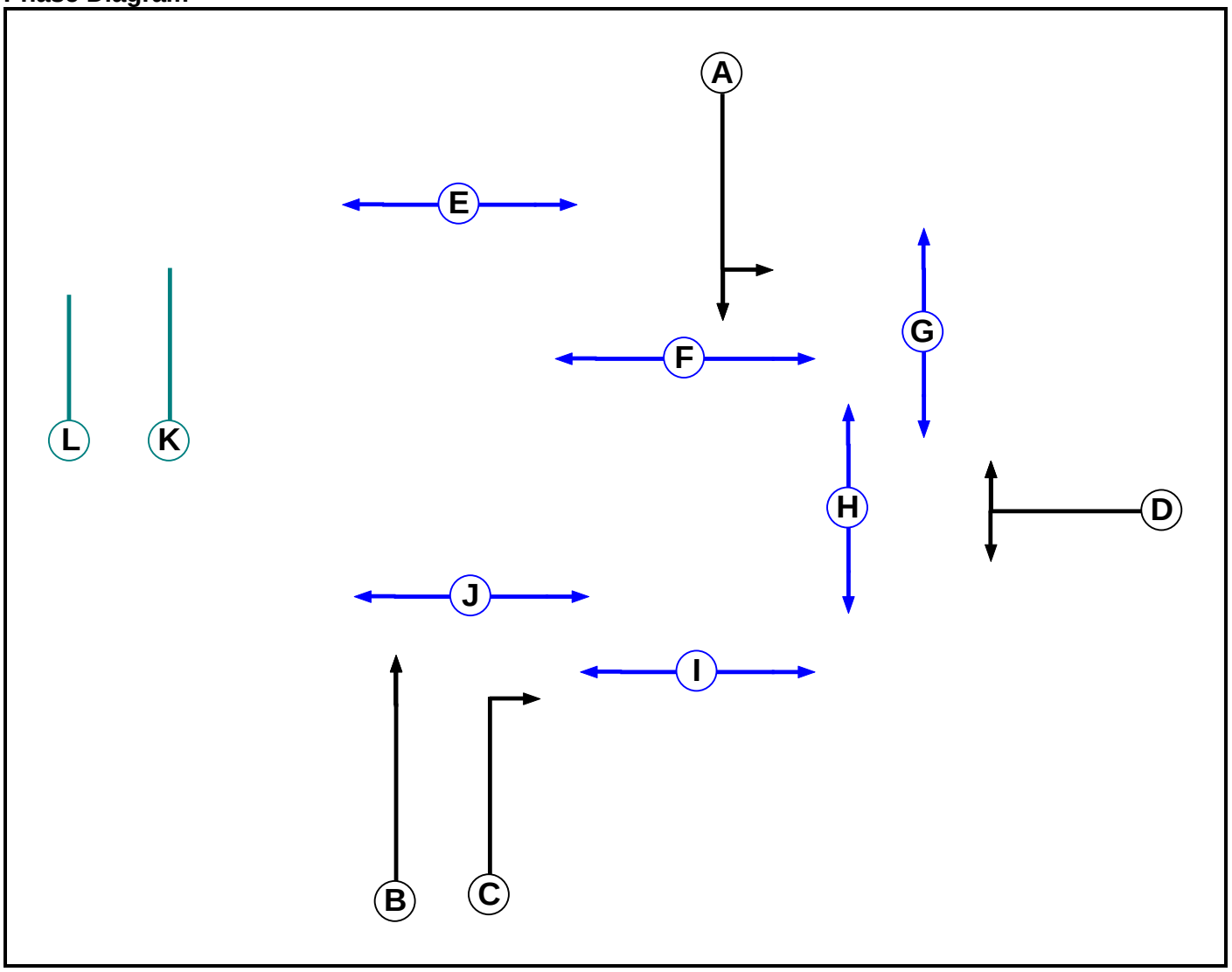
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		2	0
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Dummy		5	5
L	Dummy		7	7

Full Input Data And Results

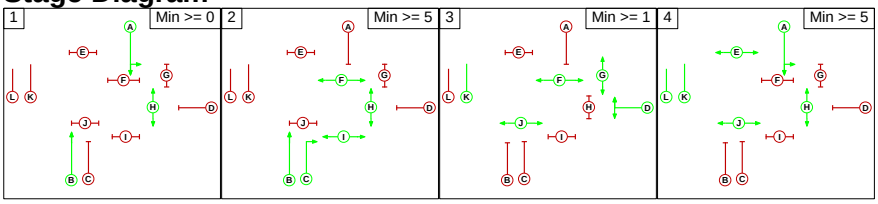
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L
A		-	5	7	-	5	7	-	10	-	-	-
B	-		-	5	10	-	-	-	-	5	5	2
C	7	-		5	10	-	10	-	-	5	5	2
D	5	5	5		11	-	-	5	7	-	-	2
E	-	7	7	7		-	-	-	-	-	-	-
F	10	-	-	-	-		-	-	-	-	-	2
G	8	-	8	-	-	-		-	-	-	-	2
H	-	-	-	11	-	-	-		-	-	-	-
I	9	-	-	9	-	-	-	-		-	-	2
J	-	10	10	-	-	-	-	-	-		-	-
K	-	5	5	-	-	-	-	-	-	-		-
L	-	3	3	3	-	3	3	-	3	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B H
2	B C F H I
3	D F G J K
4	A E H J K L

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	C	Losing	3	3
2	1	I	Losing	1	1
2	3	B	Losing	4	4
2	3	C	Losing	4	4
3	1	D	Losing	5	5
3	2	D	Losing	5	5
3	4	D	Losing	5	5
4	2	E	Losing	1	1

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		10	11	10
	2	10		14	10
	3	10	12		16
	4	10	10	11	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Toton Lane P&&R jct
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Toton Lane P&&R jct												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B6003 Toton Lane)	U	A	2	3	35.1	Geom	-	3.00	0.00	Y	Arm 4 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B6003 Toton Lane)	U	A	2	3	35.1	Geom	-	3.00	0.00	N	Arm 6 Ahead	Inf
2/1 (B6003 Toton Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (B6003 Toton Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Toton Park and Ride)	U	D	2	3	7.0	Geom	-	3.50	0.00	Y	Arm 6 Left	12.00
3/2 (Toton Park and Ride)	U	D	2	3	11.8	Geom	-	3.50	0.00	Y	Arm 2 Right	22.00
3/3 (Toton Park and Ride)	U	D	2	3	7.0	Geom	-	3.50	0.00	Y	Arm 2 Right	20.00
4/1 (Toton Park and Ride)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (B6003 Toton Lane S)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
5/2 (B6003 Toton Lane S)	U	B	2	3	60.0	Geom	-	3.25	0.00	N	Arm 2 Ahead	Inf
5/3 (B6003 Toton Lane S)	U	C	2	3	10.4	Geom	-	3.25	0.00	Y	Arm 4 Right	15.00
6/1 (B6003 Toton Lane S)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: '2028 Base AM'	08:00	09:00	01:00	
4: '2028 Base PM'	17:00	18:00	01:00	
5: '2028 Base + Developmet AM'	08:00	09:00	01:00	
6: '2028 Base + Development PM'	17:00	18:00	01:00	
7: '2041 Base AM'	08:00	09:00	01:00	
8: '2041 Base PM'	17:00	18:00	01:00	
9: '2041 Base + Development AM'	08:00	09:00	01:00	
10: '2041 Base + Development PM'	17:00	18:00	01:00	

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	211	875	1086
	B	59	0	106	165
	C	847	94	0	941
	Tot.	906	305	981	2192

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2025 Base AM
Junction: Toton Lane P&&R jct	
1/1	499
1/2	587
2/1	428
2/2	478
3/1	106
3/2 (with short)	59(In) 29(Out)
3/3 (short)	30
4/1	305
5/1	399
5/2 (with short)	542(In) 448(Out)
5/3 (short)	94
6/1	981

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	42.3 %	1819	1819
				Arm 6 Ahead	Inf	57.7 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	64	958	1022
	B	177	0	65	242
	C	862	19	0	881
	Tot.	1039	83	1023	2145

Traffic Lane Flows

Lane	Scenario 2: 2025 Base PM
Junction: Toton Lane P&&R jct	
1/1	480
1/2	542
2/1	494
2/2	545
3/1	65
3/2 (with short)	177(In) 89(Out)
3/3 (short)	88
4/1	83
5/1	405
5/2 (with short)	476(In) 457(Out)
5/3 (short)	19
6/1	1023

Full Input Data And Results

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	13.3 %	1884	1884
				Arm 6 Ahead	Inf	86.7 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2028 Base AM' (FG3: '2028 Base AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	219	908	1127
	B	61	0	110	171
	C	879	98	0	977
	Tot.	940	317	1018	2275

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2028 Base AM
Junction: Toton Lane P&&R jct	
1/1	518
1/2	609
2/1	445
2/2	495
3/1	110
3/2 (with short)	61(In) 31(Out)
3/3 (short)	30
4/1	317
5/1	414
5/2 (with short)	563(In) 465(Out)
5/3 (short)	98
6/1	1018

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	42.3 %	1819	1819
				Arm 6 Ahead	Inf	57.7 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2028 Base PM' (FG4: '2028 Base PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	66	986	1052
	B	182	0	67	249
	C	887	20	0	907
	Tot.	1069	86	1053	2208

Traffic Lane Flows

Lane	Scenario 4: 2028 Base PM
Junction: Toton Lane P&&R jct	
1/1	495
1/2	557
2/1	508
2/2	561
3/1	67
3/2 (with short)	182(In) 91(Out)
3/3 (short)	91
4/1	86
5/1	417
5/2 (with short)	490(In) 470(Out)
5/3 (short)	20
6/1	1053

Full Input Data And Results

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	13.3 %	1884	1884
				Arm 6 Ahead	Inf	86.7 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2028 Base + Development AM' (FG5: '2028 Base + Developmet AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	217	931	1148
	B	61	0	109	170
	C	1019	97	0	1116
	Tot.	1080	314	1040	2434

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2028 Base + Development AM
Junction: Toton Lane P&&R jct	
1/1	529
1/2	619
2/1	516
2/2	564
3/1	109
3/2 (with short)	61(In) 31(Out)
3/3 (short)	30
4/1	314
5/1	485
5/2 (with short)	631(In) 534(Out)
5/3 (short)	97
6/1	1040

Lane Saturation Flows

Junction: Toton Lane P&&R jct

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	41.0 %	1822	1822
				Arm 6 Ahead	Inf	59.0 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2028 Base + Development PM' (FG6: '2028 Base + Development PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	66	1097	1163
	B	182	0	67	249
	C	932	20	0	952
	Tot.	1114	86	1164	2364

Traffic Lane Flows

Lane	Scenario 6: 2028 Base + Development PM
Junction: Toton Lane P&&R jct	
1/1	549
1/2	614
2/1	530
2/2	584
3/1	67
3/2 (with short)	182(In) 91(Out)
3/3 (short)	91
4/1	86
5/1	439
5/2 (with short)	513(In) 493(Out)
5/3 (short)	20
6/1	1164

Full Input Data And Results

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	12.0 %	1887	1887
				Arm 6 Ahead	Inf	88.0 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2041 Base AM' (FG7: '2041 Base AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	237	981	1218
	B	66	0	119	185
	C	950	105	0	1055
	Tot.	1016	342	1100	2458

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2041 Base AM
Junction: Toton Lane P&&R jct	
1/1	562
1/2	656
2/1	483
2/2	533
3/1	119
3/2 (with short)	66(In) 33(Out)
3/3 (short)	33
4/1	342
5/1	450
5/2 (with short)	605(In) 500(Out)
5/3 (short)	105
6/1	1100

Lane Saturation Flows

Junction: Toton Lane P&&R jct

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	42.2 %	1819	1819
				Arm 6 Ahead	Inf	57.8 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2041 Base PM' (FG8: '2041 Base PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	72	1070	1142
	B	198	0	73	271
	C	963	21	0	984
	Tot.	1161	93	1143	2397

Traffic Lane Flows

Lane	Scenario 8: 2041 Base PM
Junction: Toton Lane P&&R jct	
1/1	538
1/2	604
2/1	553
2/2	608
3/1	73
3/2 (with short)	198(In) 99(Out)
3/3 (short)	99
4/1	93
5/1	454
5/2 (with short)	530(In) 509(Out)
5/3 (short)	21
6/1	1143

Full Input Data And Results

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	13.4 %	1883	1883
				Arm 6 Ahead	Inf	86.6 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2041 Base + Development AM' (FG9: '2041 Base + Development AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	237	1011	1248
	B	66	0	119	185
	C	1096	105	0	1201
	Tot.	1162	342	1130	2634

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2041 Base + Development AM
Junction: Toton Lane P&&R jct	
1/1	577
1/2	671
2/1	556
2/2	606
3/1	119
3/2 (with short)	66(In) 33(Out)
3/3 (short)	33
4/1	342
5/1	523
5/2 (with short)	678(In) 573(Out)
5/3 (short)	105
6/1	1130

Lane Saturation Flows

Junction: Toton Lane P&&R jct

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	41.1 %	1821	1821
				Arm 6 Ahead	Inf	58.9 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2041 Base + Development PM' (FG10: '2041 Base + Development PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	72	1181	1253
	B	198	0	73	271
	C	1007	21	0	1028
	Tot.	1205	93	1254	2552

Traffic Lane Flows

Lane	Scenario 10: 2041 Base + Development PM
Junction: Toton Lane P&&R jct	
1/1	593
1/2	660
2/1	575
2/2	630
3/1	73
3/2 (with short)	198(In) 99(Out)
3/3 (short)	99
4/1	93
5/1	476
5/2 (with short)	552(In) 531(Out)
5/3 (short)	21
6/1	1254

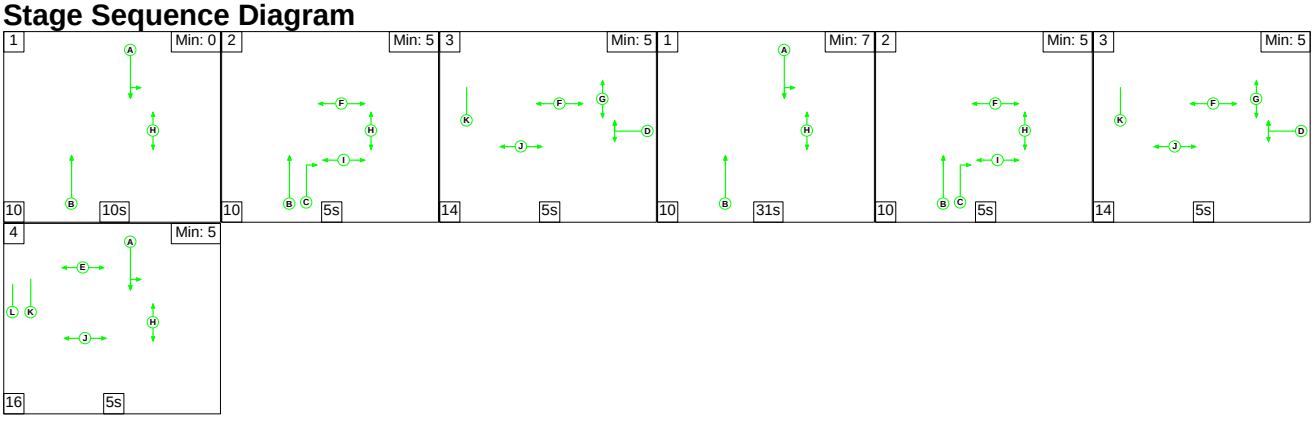
Full Input Data And Results

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	12.1 %	1886	1886
				Arm 6 Ahead	Inf	87.9 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'NB exit peds alt')

Stage Sequence Diagram

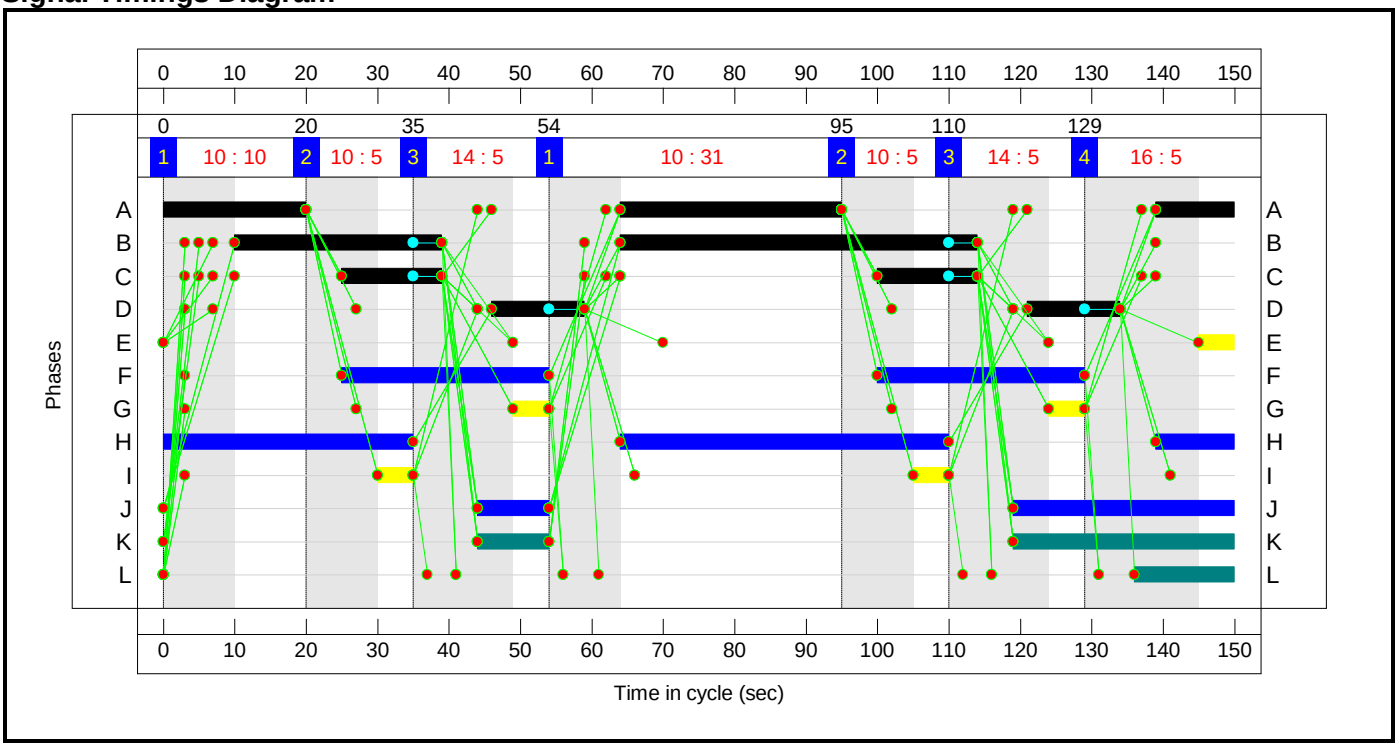


Stage Timings

Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

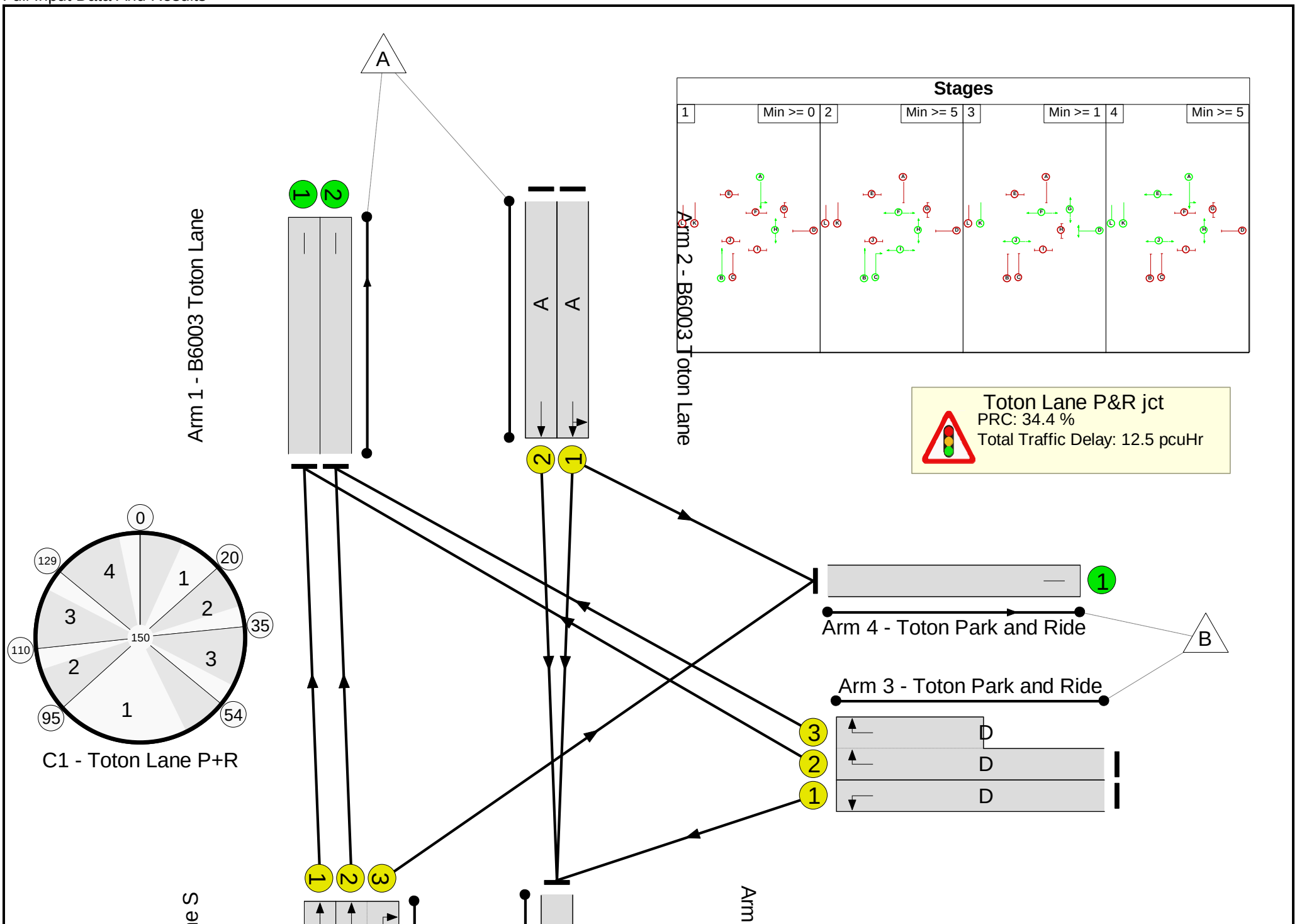
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 34.4 %
Total Traffic Delay: 12.5 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
0
20
35
54
95
110
129
150
1
2
3
4
C1 - Toton Lane P+R
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
Toton Lane P&&R jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	499	1819	776	64.3%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	587	2055	877	66.9%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	106	1747	326	32.5%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	59	1840:1828	325+336	8.9 : 8.9%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	399	1940	1048	38.1%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	542	2080:1764	1014+213	44.2 : 44.2%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	981	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**9.6**	**2.9**	**0.0**	**12.5**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**9.6**	**2.9**	**0.0**	**12.5**	**-**	**-**	**-**	**-**
1/1	499	499	-	-	-	2.4	0.9	-	3.2	23.4	8.2	0.9	9.1
1/2	587	587	-	-	-	2.8	1.0	-	3.8	23.4	9.8	1.0	10.8
2/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	106	106	-	-	-	0.8	0.2	-	1.0	34.6	1.9	0.2	2.1
3/2+3/3	59	59	-	-	-	0.4	0.0	-	0.5	28.2	0.5	0.0	0.6
4/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	399	399	-	-	-	1.2	0.3	-	1.5	13.7	6.2	0.3	6.5
5/2+5/3	542	542	-	-	-	2.0	0.4	-	2.4	16.2	7.1	0.4	7.5
6/1	981	981	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 34.4
PRC Over All Lanes (%): 34.4

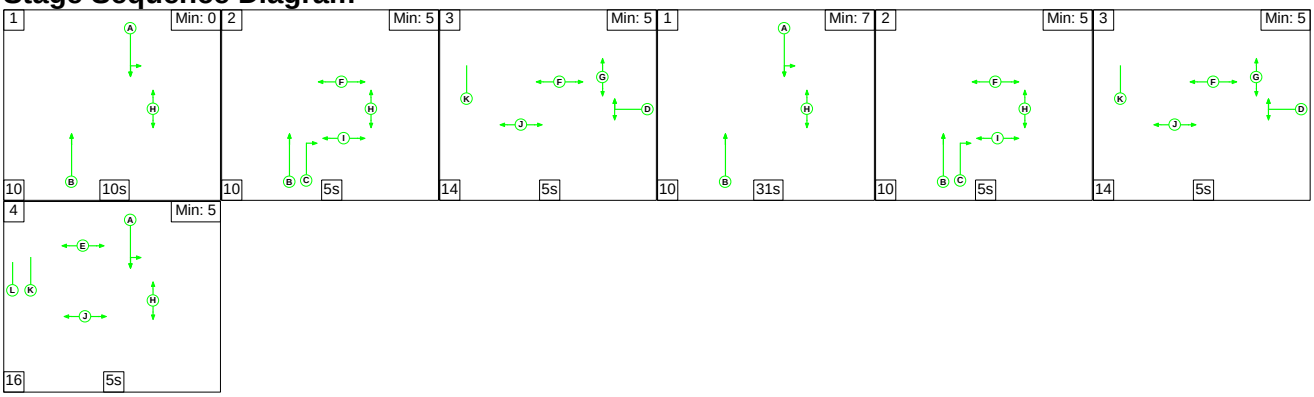
Total Delay for Signalled Lanes (pcuHr): 12.50
Total Delay Over All Lanes(pcuHr): 12.50

Cycle Time (s): 150

Full Input Data And Results

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'NB exit peds alt')

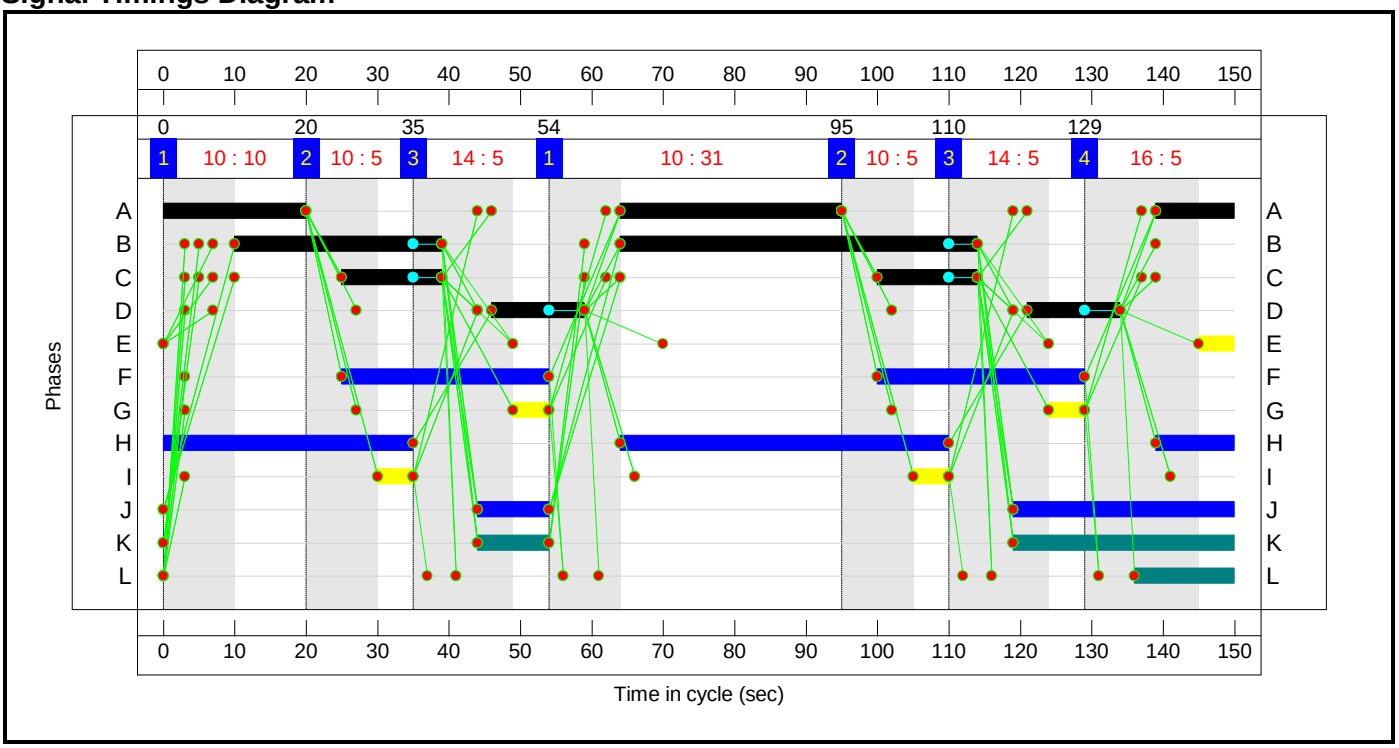
Stage Sequence Diagram



Stage Timings

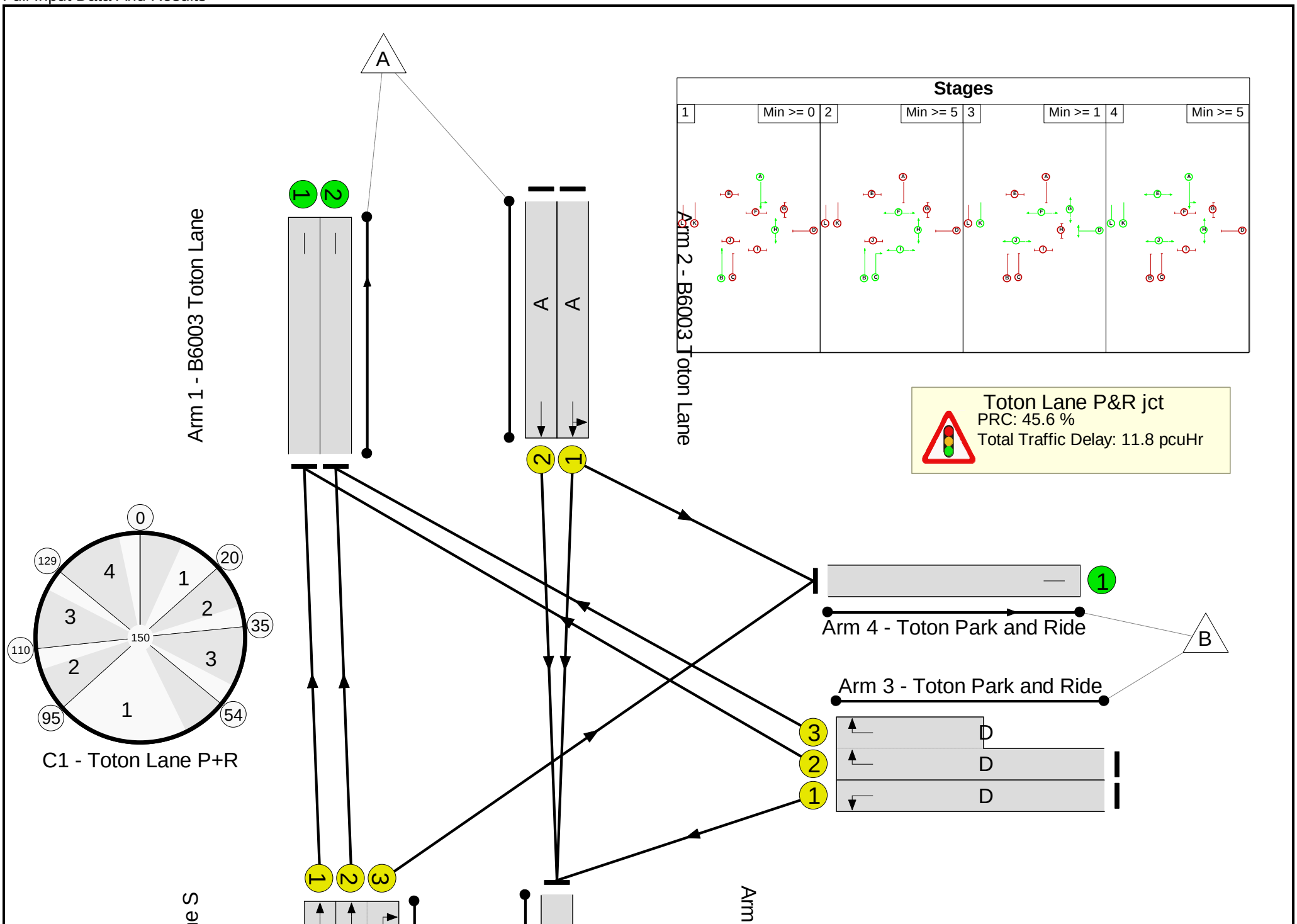
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 45.6 %
Total Traffic Delay: 11.8 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D
0
20
35
54
95
110
129
150
1
2
3
4
C1 - Toton Lane P+R

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.8%**
Toton Lane P&&R jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.8%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	480	1884	804	59.7%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	542	2055	877	61.8%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	65	1747	326	19.9%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	177	1840:1828	336+332	26.5 : 26.5%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	83	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	405	1940	1048	38.7%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	476	2080:1764	1110+46	41.2 : 41.2%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1023	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**9.2**	**2.5**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**9.2**	**2.5**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
1/1	480	480	-	-	-	2.2	0.7	-	2.9	22.1	7.6	0.7	8.3
1/2	542	542	-	-	-	2.5	0.8	-	3.3	22.1	8.7	0.8	9.5
2/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	65	65	-	-	-	0.5	0.1	-	0.6	32.7	1.1	0.1	1.3
3/2+3/3	177	177	-	-	-	1.3	0.2	-	1.5	29.7	1.6	0.2	1.8
4/1	83	83	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	405	405	-	-	-	1.2	0.3	-	1.5	13.8	6.3	0.3	6.6
5/2+5/3	476	476	-	-	-	1.5	0.3	-	1.9	14.3	7.2	0.3	7.6
6/1	1023	1023	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 45.6
PRC Over All Lanes (%): 45.6

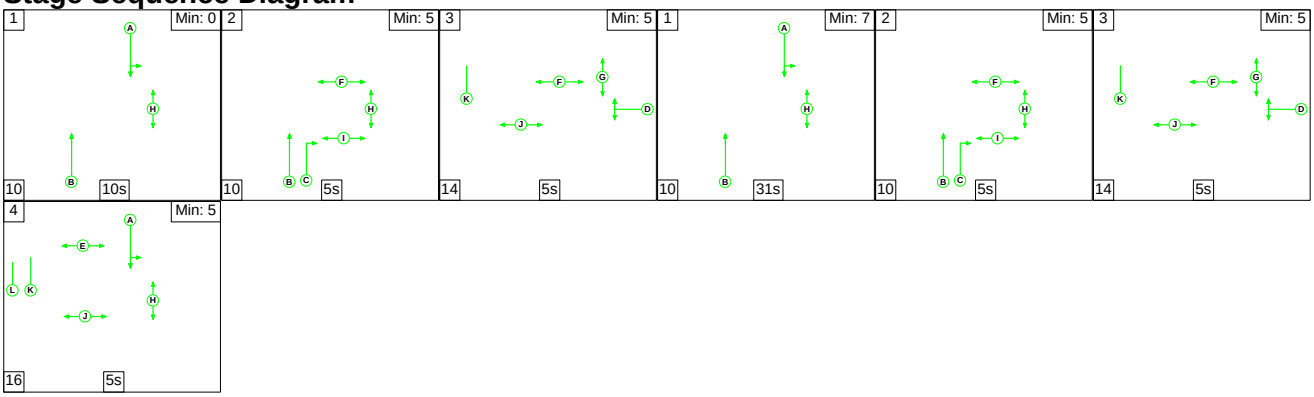
Total Delay for Signalled Lanes (pcuHr): 11.76
Total Delay Over All Lanes(pcuHr): 11.76

Cycle Time (s): 150

Full Input Data And Results

Scenario 3: '2028 Base AM' (FG3: '2028 Base AM', Plan 1: 'NB exit peds alt')

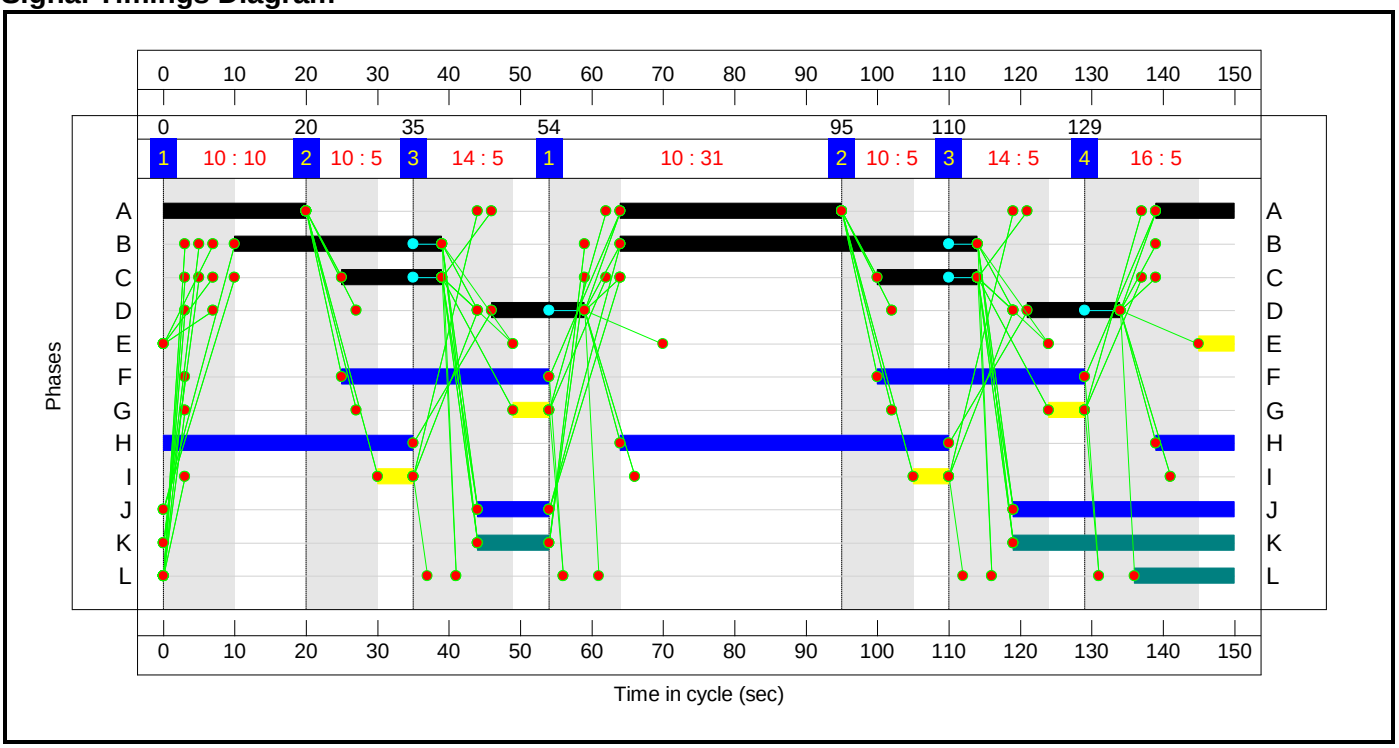
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

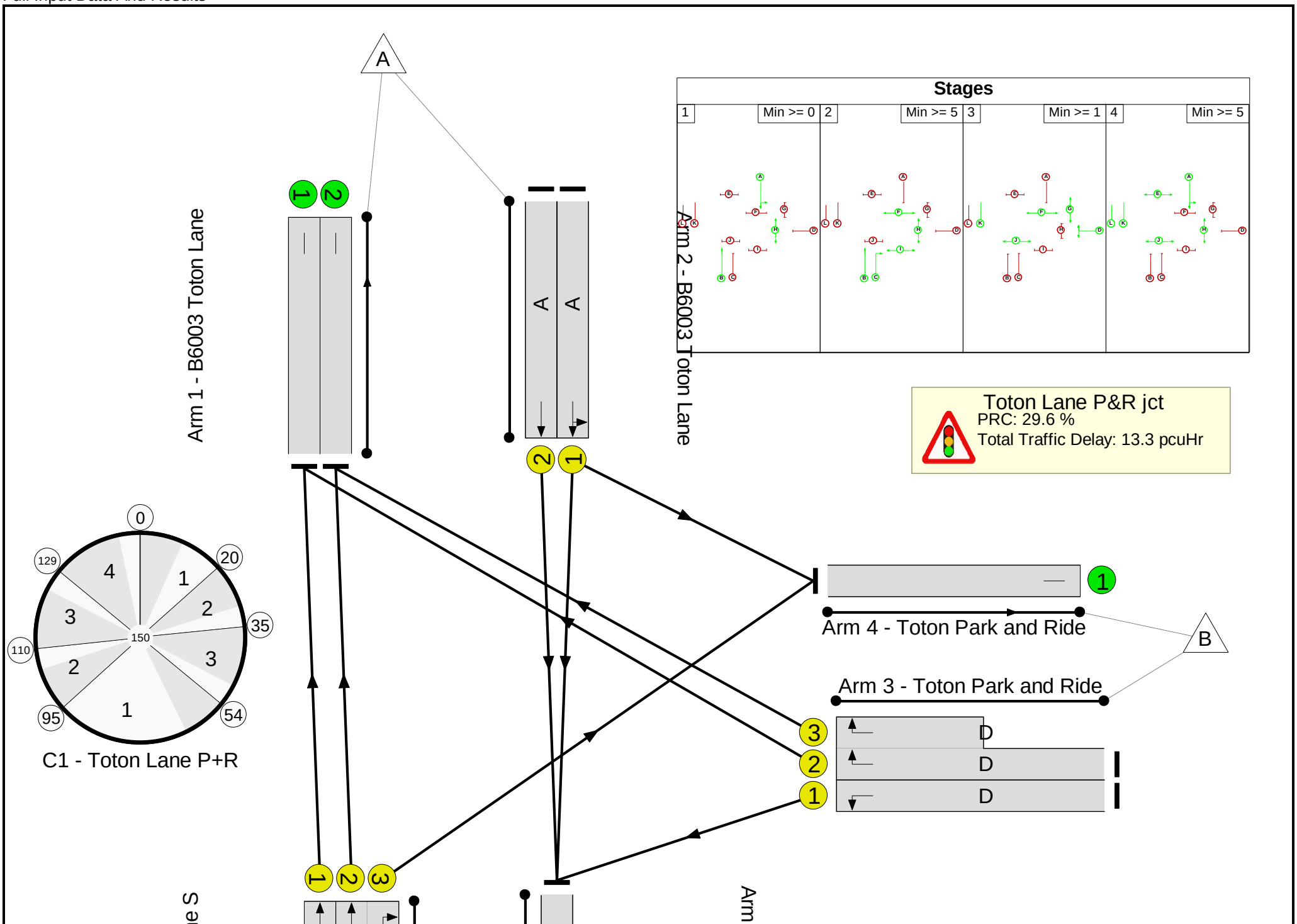
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.5%**
Toton Lane P&&R jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.5%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	518	1819	776	66.7%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	609	2055	877	69.5%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	110	1747	326	33.7%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	61	1840:1828	336+325	9.2 : 9.2%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	414	1940	1048	39.5%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	563	2080:1764	1013+214	45.9 : 45.9%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**10.1**	**3.2**	**0.0**	**13.3**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**10.1**	**3.2**	**0.0**	**13.3**	**-**	**-**	**-**	**-**
1/1	518	518	-	-	-	2.5	1.0	-	3.5	24.2	8.6	1.0	9.6
1/2	609	609	-	-	-	3.0	1.1	-	4.1	24.2	10.3	1.1	11.4
2/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	110	110	-	-	-	0.8	0.3	-	1.1	34.8	2.0	0.3	2.2
3/2+3/3	61	61	-	-	-	0.4	0.1	-	0.5	28.2	0.5	0.1	0.6
4/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	414	414	-	-	-	1.3	0.3	-	1.6	13.9	6.6	0.3	6.9
5/2+5/3	563	563	-	-	-	2.1	0.4	-	2.6	16.4	7.4	0.4	7.8
6/1	1018	1018	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 29.6
PRC Over All Lanes (%): 29.6

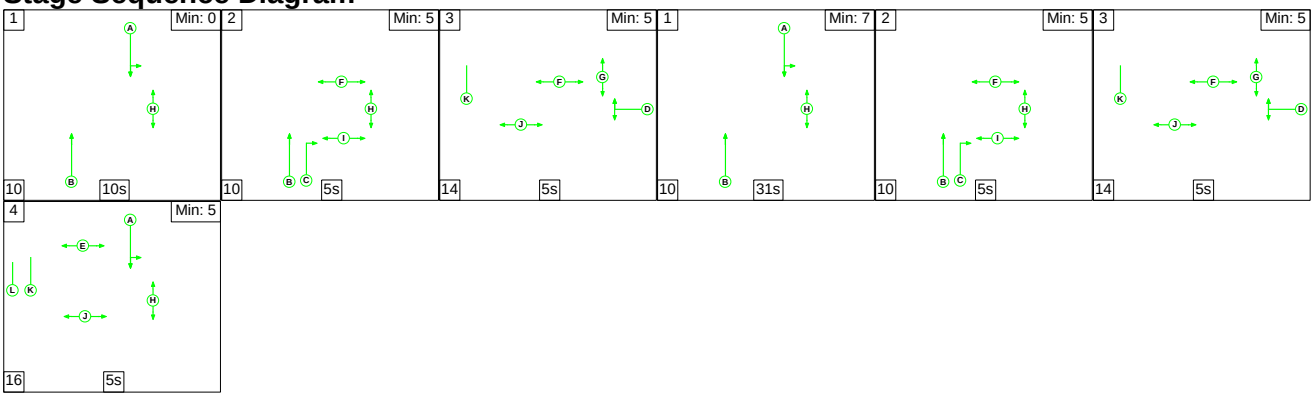
Total Delay for Signalled Lanes (pcuHr): 13.26
Total Delay Over All Lanes(pcuHr): 13.26

Cycle Time (s): 150

Full Input Data And Results

Scenario 4: '2028 Base PM' (FG4: '2028 Base PM', Plan 1: 'NB exit peds alt')

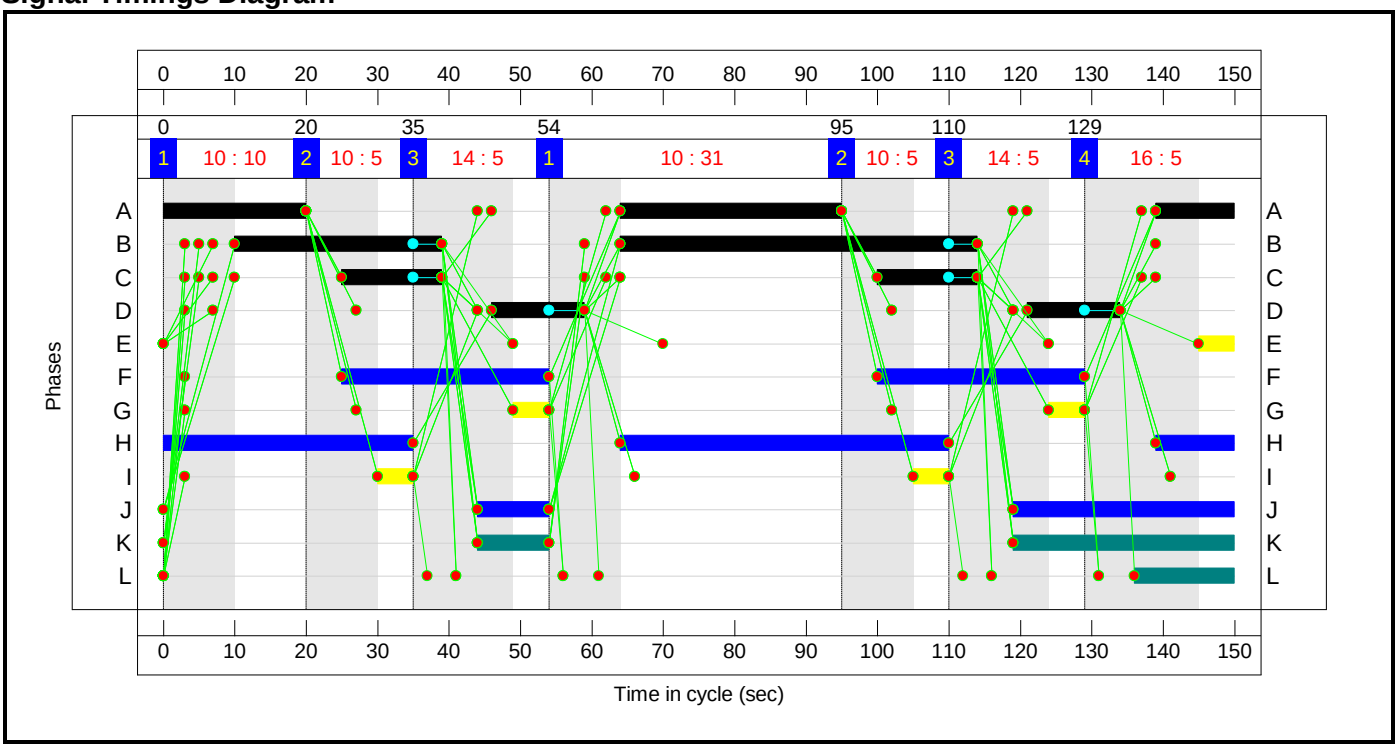
Stage Sequence Diagram



Stage Timings

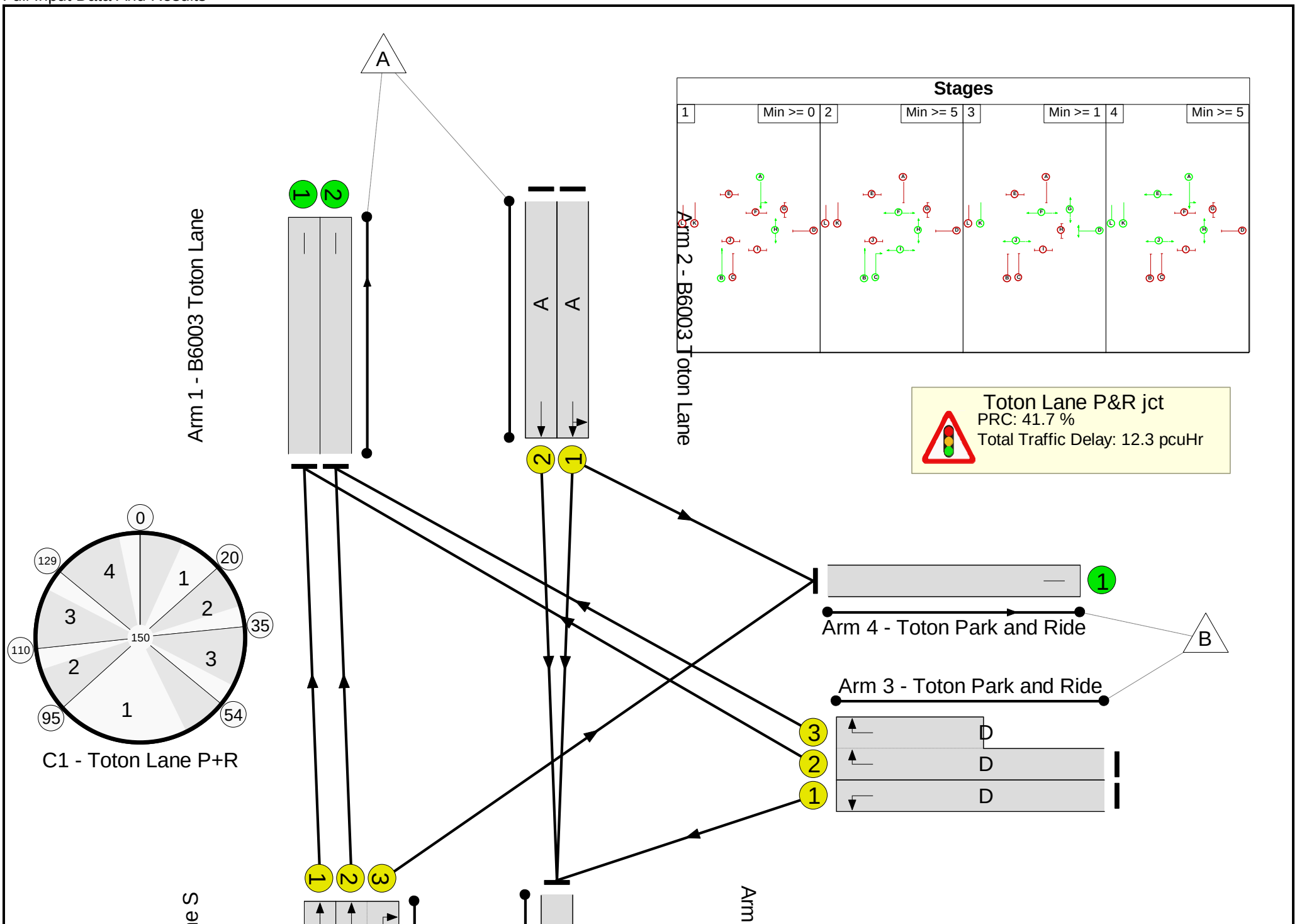
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 41.7 %
Total Traffic Delay: 12.3 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
0
20
35
54
95
110
129
150
1
2
3
4
C1 - Toton Lane P+R
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.5%**
Toton Lane P&&R jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.5%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	495	1884	804	61.6%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	557	2055	877	63.5%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	67	1747	326	20.5%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	182	1840:1828	336+336	27.1 : 27.1%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	86	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	417	1940	1048	39.8%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	490	2080:1764	1109+47	42.4 : 42.4%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1053	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**9.6**	**2.7**	**0.0**	**12.3**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**9.6**	**2.7**	**0.0**	**12.3**	**-**	**-**	**-**	**-**
1/1	495	495	-	-	-	2.3	0.8	-	3.1	22.5	8.0	0.8	8.8
1/2	557	557	-	-	-	2.6	0.9	-	3.5	22.5	9.0	0.9	9.8
2/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	67	67	-	-	-	0.5	0.1	-	0.6	32.8	1.2	0.1	1.3
3/2+3/3	182	182	-	-	-	1.3	0.2	-	1.5	29.8	1.6	0.2	1.8
4/1	86	86	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	417	417	-	-	-	1.3	0.3	-	1.6	13.9	6.6	0.3	6.9
5/2+5/3	490	490	-	-	-	1.6	0.4	-	2.0	14.4	7.6	0.4	7.9
6/1	1053	1053	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 41.7
PRC Over All Lanes (%): 41.7

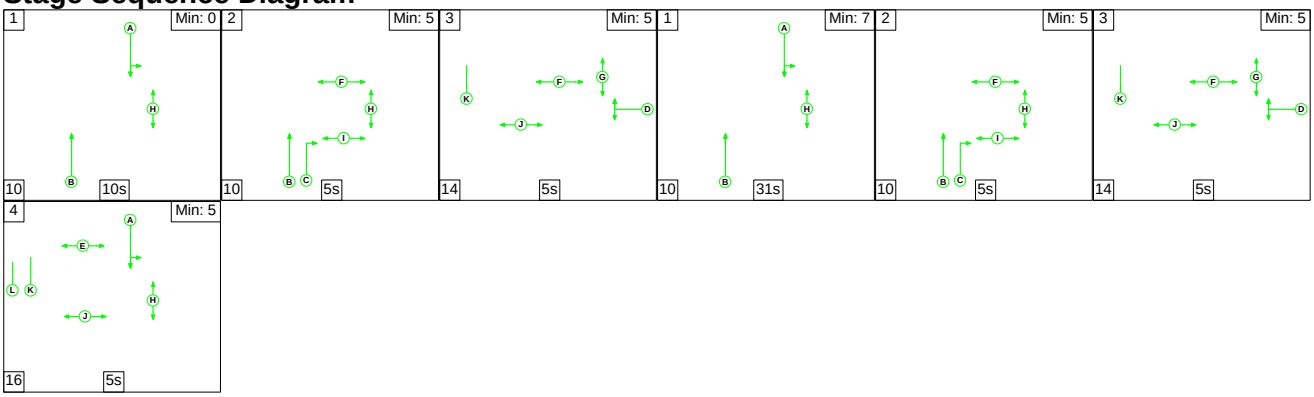
Total Delay for Signalled Lanes (pcuHr): 12.27
Total Delay Over All Lanes(pcuHr): 12.27

Cycle Time (s): 150

Full Input Data And Results

Scenario 5: '2028 Base + Development AM' (FG5: '2028 Base + Developmet AM', Plan 1: 'NB exit peds alt')

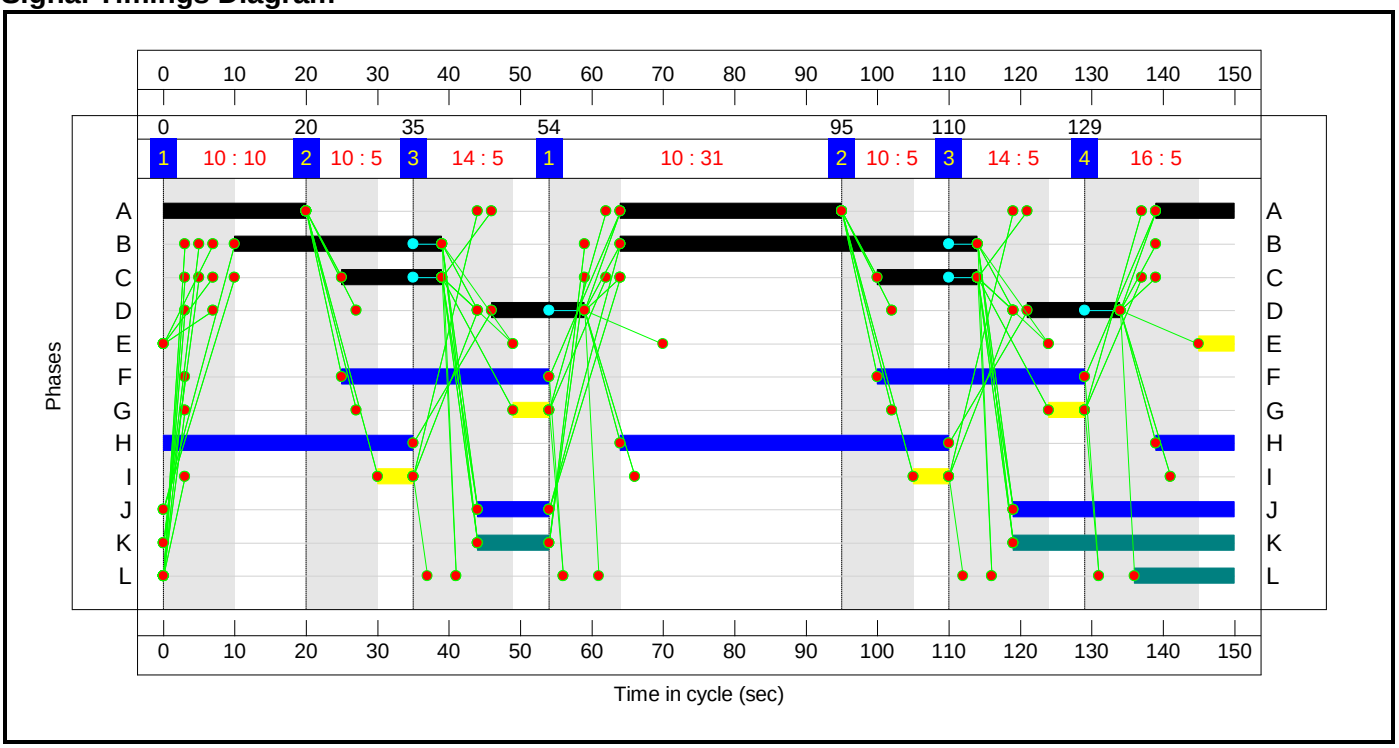
Stage Sequence Diagram



Stage Timings

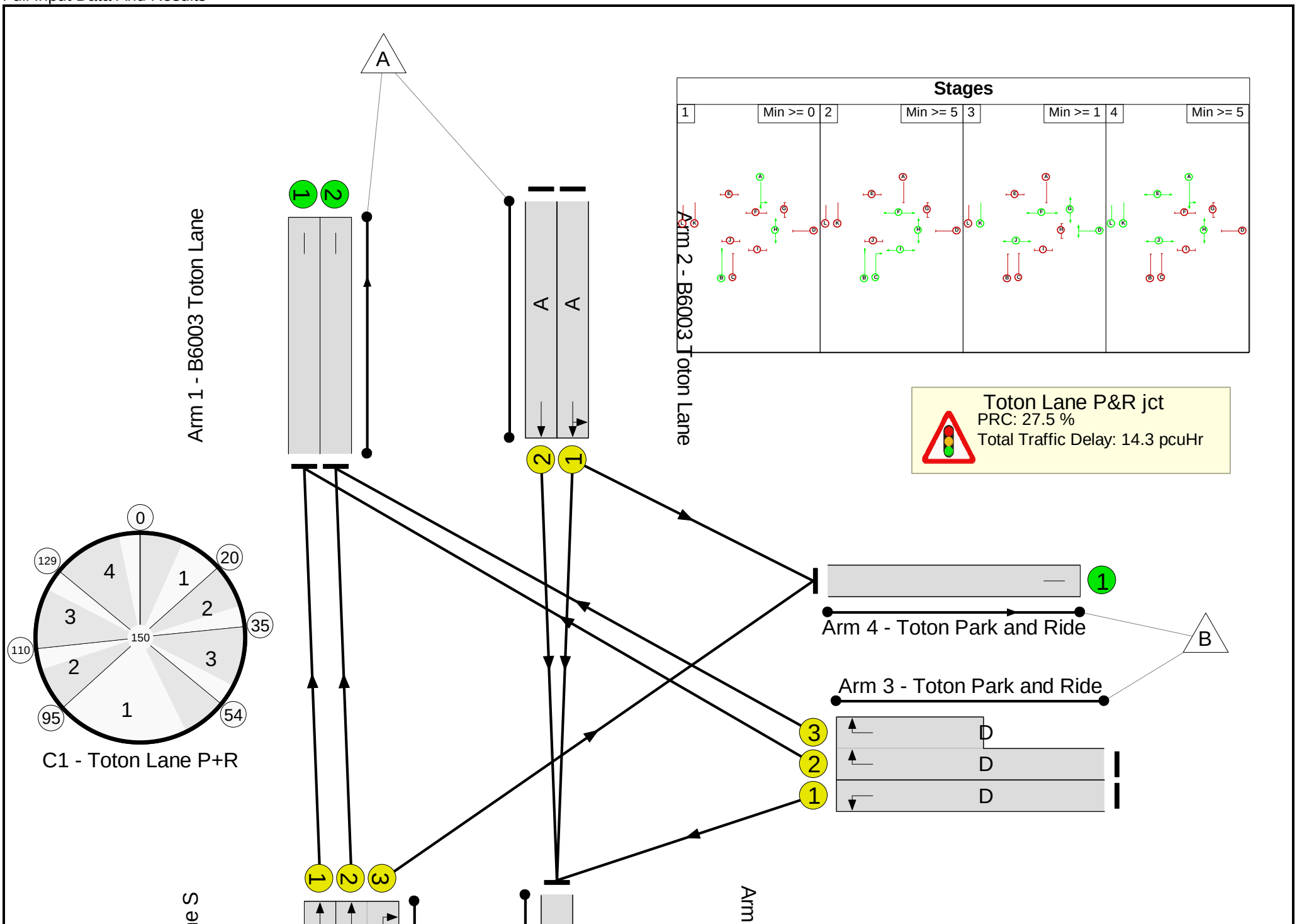
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 27.5 %
Total Traffic Delay: 14.3 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D
0
20
35
54
95
110
129
150
4
1
2
3
3
2
1
C1 - Toton Lane P+R

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.6%**
Toton Lane P&&R jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.6%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	529	1822	777	68.0%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	619	2055	877	70.6%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	109	1747	326	33.4%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	61	1840:1828	336+325	9.2 : 9.2%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	485	1940	1048	46.3%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	631	2080:1764	1028+187	52.0 : 52.0%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1040	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**10.8**	**3.5**	**0.0**	**14.3**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**10.8**	**3.5**	**0.0**	**14.3**	**-**	**-**	**-**	**-**
1/1	529	529	-	-	-	2.6	1.1	-	3.6	24.6	8.8	1.1	9.9
1/2	619	619	-	-	-	3.0	1.2	-	4.2	24.6	10.5	1.2	11.7
2/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	109	109	-	-	-	0.8	0.3	-	1.1	34.7	2.0	0.3	2.2
3/2+3/3	61	61	-	-	-	0.4	0.1	-	0.5	28.2	0.5	0.1	0.6
4/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	485	485	-	-	-	1.6	0.4	-	2.0	14.8	7.9	0.4	8.4
5/2+5/3	631	631	-	-	-	2.4	0.5	-	3.0	16.9	8.9	0.5	9.4
6/1	1040	1040	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 27.5
PRC Over All Lanes (%): 27.5

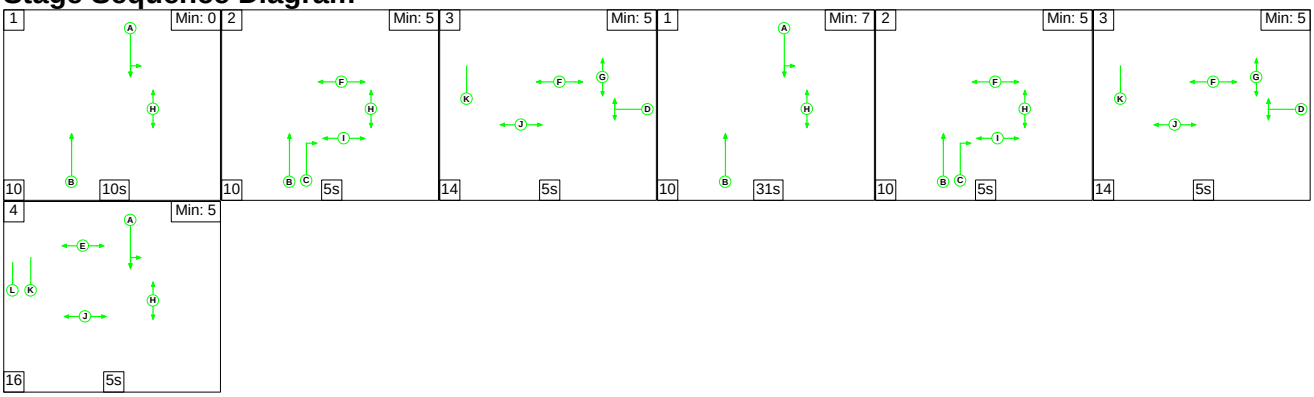
Total Delay for Signalled Lanes (pcuHr): 14.31
Total Delay Over All Lanes(pcuHr): 14.31

Cycle Time (s): 150

Full Input Data And Results

Scenario 6: '2028 Base + Development PM' (FG6: '2028 Base + Development PM', Plan 1: 'NB exit peds alt')

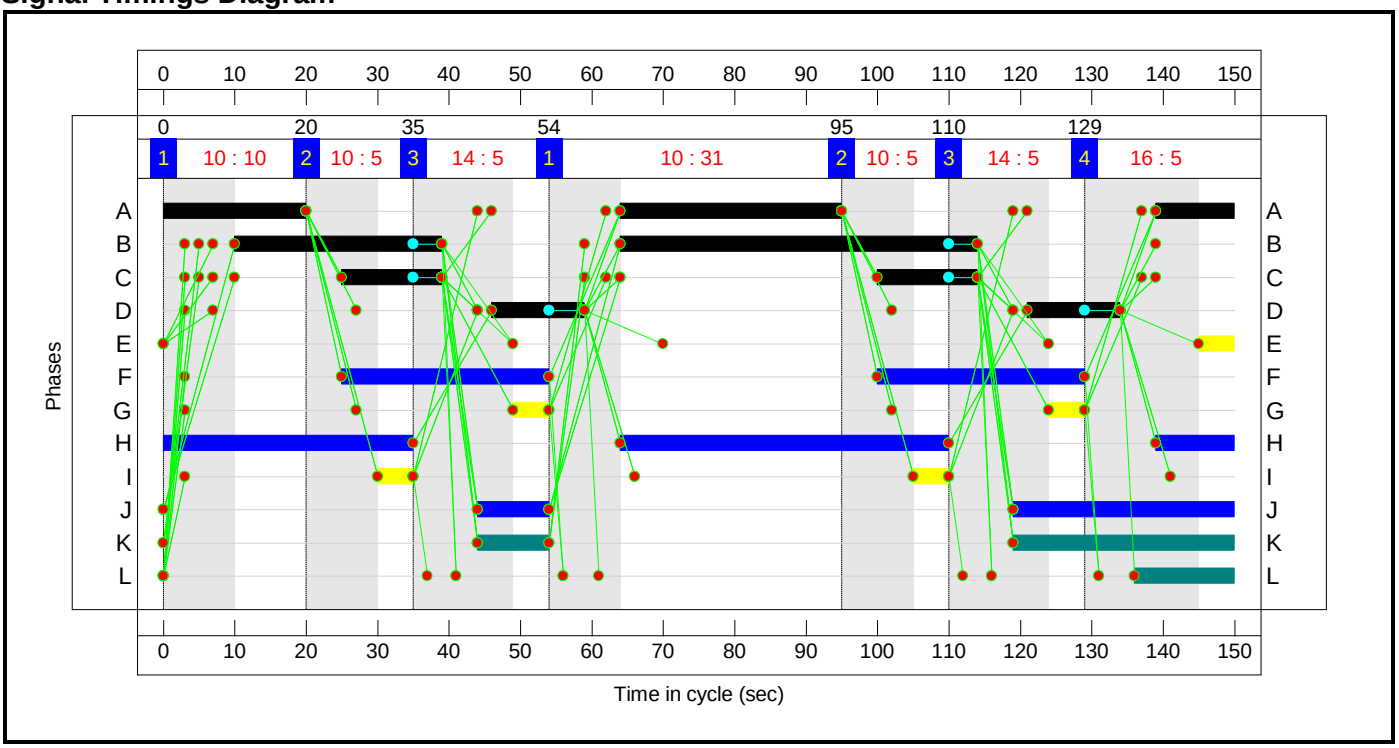
Stage Sequence Diagram



Stage Timings

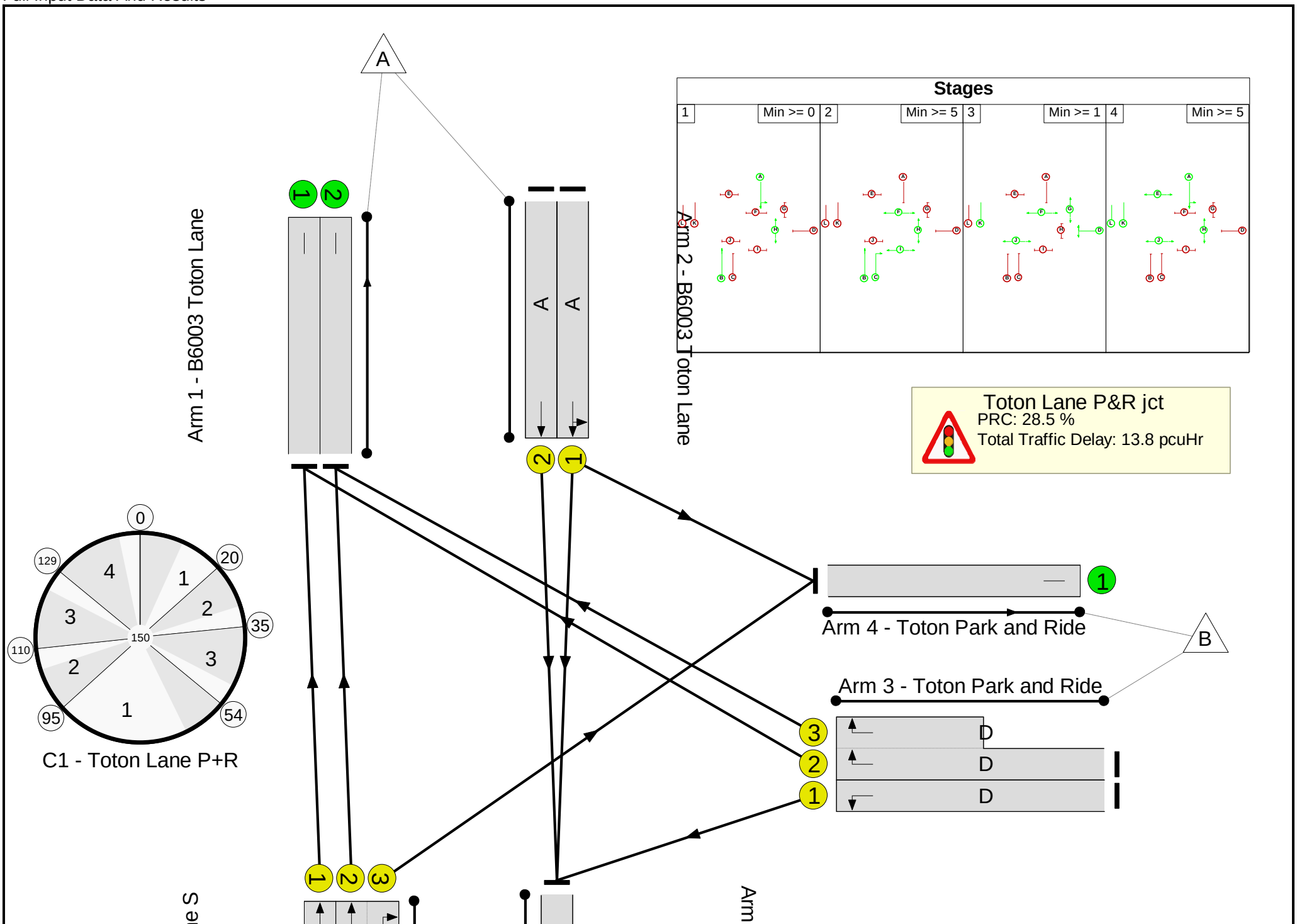
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 28.5 %
Total Traffic Delay: 13.8 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
0
20
35
54
95
110
129
150
1
2
3
4
C1 - Toton Lane P+R
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.0%**
Toton Lane P&&R jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.0%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	549	1887	805	68.2%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	614	2055	877	70.0%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	67	1747	326	20.5%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	182	1840:1828	336+336	27.1 : 27.1%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	86	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	439	1940	1048	41.9%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	513	2080:1764	1110+45	44.4 : 44.4%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1164	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**10.5**	**3.3**	**0.0**	**13.8**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**10.5**	**3.3**	**0.0**	**13.8**	**-**	**-**	**-**	**-**
1/1	549	549	-	-	-	2.7	1.1	-	3.7	24.4	9.2	1.1	10.2
1/2	614	614	-	-	-	3.0	1.2	-	4.2	24.4	10.4	1.2	11.6
2/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	67	67	-	-	-	0.5	0.1	-	0.6	32.8	1.2	0.1	1.3
3/2+3/3	182	182	-	-	-	1.3	0.2	-	1.5	29.8	1.6	0.2	1.8
4/1	86	86	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	439	439	-	-	-	1.4	0.4	-	1.7	14.2	7.1	0.4	7.4
5/2+5/3	513	513	-	-	-	1.7	0.4	-	2.1	14.7	7.9	0.4	8.3
6/1	1164	1164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 28.5
PRC Over All Lanes (%): 28.5

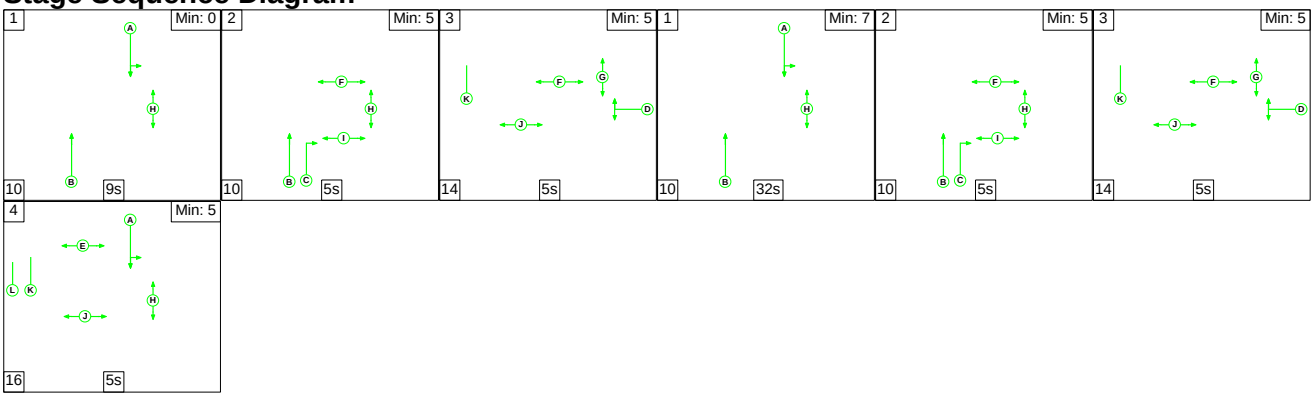
Total Delay for Signalled Lanes (pcuHr): 13.81
Total Delay Over All Lanes(pcuHr): 13.81

Cycle Time (s): 150

Full Input Data And Results

Scenario 7: '2041 Base AM' (FG7: '2041 Base AM', Plan 1: 'NB exit peds alt')

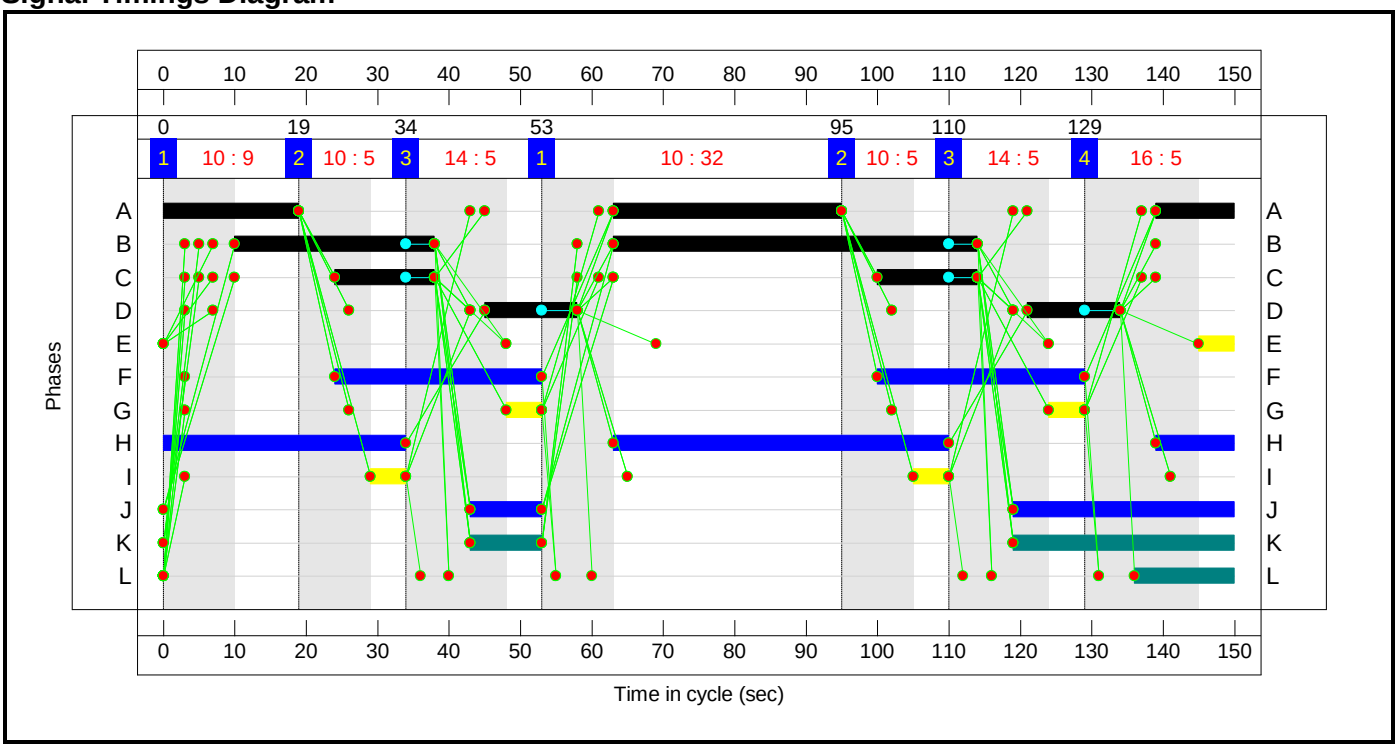
Stage Sequence Diagram



Stage Timings

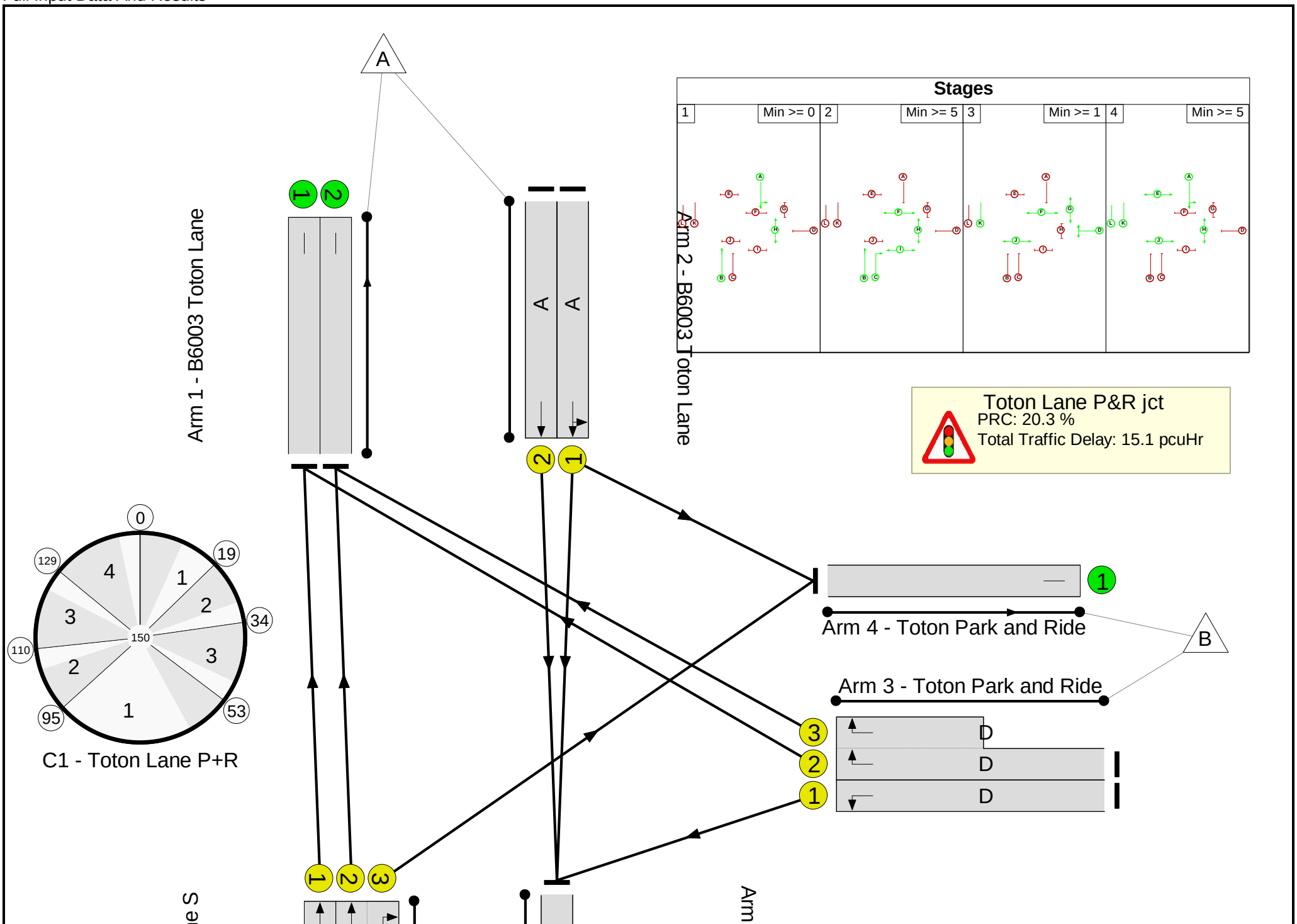
Stage	1	2	3	1	2	3	4
Duration	9	5	5	32	5	5	5
Change Point	0	19	34	53	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Arm 1 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 20.3 %
Total Traffic Delay: 15.1 pcuHr
0
19
34
53
95
110
129
150
C1 - Toton Lane P+R
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.8%**
Toton Lane P&&R jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.8%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	562	1819	776	72.4%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	656	2055	877	74.8%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	119	1747	326	36.5%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	66	1840:1828	336+336	9.8 : 9.8%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	450	1940	1048	43.0%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	605	2080:1764	1014+213	49.3 : 49.3%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**11.2**	**4.0**	**0.0**	**15.1**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**11.2**	**4.0**	**0.0**	**15.1**	**-**	**-**	**-**	**-**
1/1	562	562	-	-	-	2.8	1.3	-	4.1	26.1	9.7	1.3	11.0
1/2	656	656	-	-	-	3.3	1.5	-	4.8	26.2	11.5	1.5	12.9
2/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	119	119	-	-	-	0.9	0.3	-	1.2	35.3	2.2	0.3	2.5
3/2+3/3	66	66	-	-	-	0.5	0.1	-	0.5	28.3	0.6	0.1	0.6
4/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	450	450	-	-	-	1.4	0.4	-	1.8	14.3	7.2	0.4	7.6
5/2+5/3	605	605	-	-	-	2.3	0.5	-	2.8	16.8	8.2	0.5	8.7
6/1	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 20.3
PRC Over All Lanes (%): 20.3

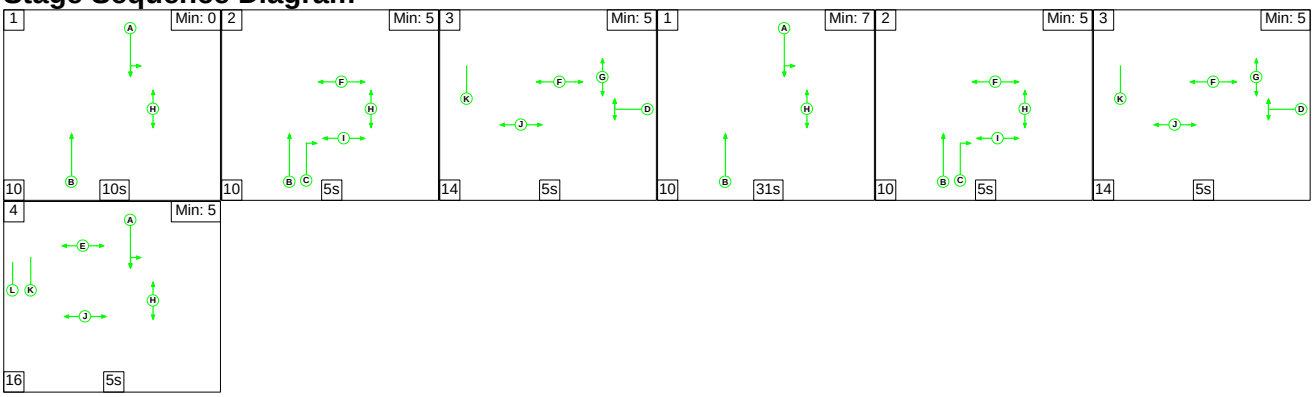
Total Delay for Signalled Lanes (pcuHr): 15.14
Total Delay Over All Lanes(pcuHr): 15.14

Cycle Time (s): 150

Full Input Data And Results

Scenario 8: '2041 Base PM' (FG8: '2041 Base PM', Plan 1: 'NB exit peds alt')

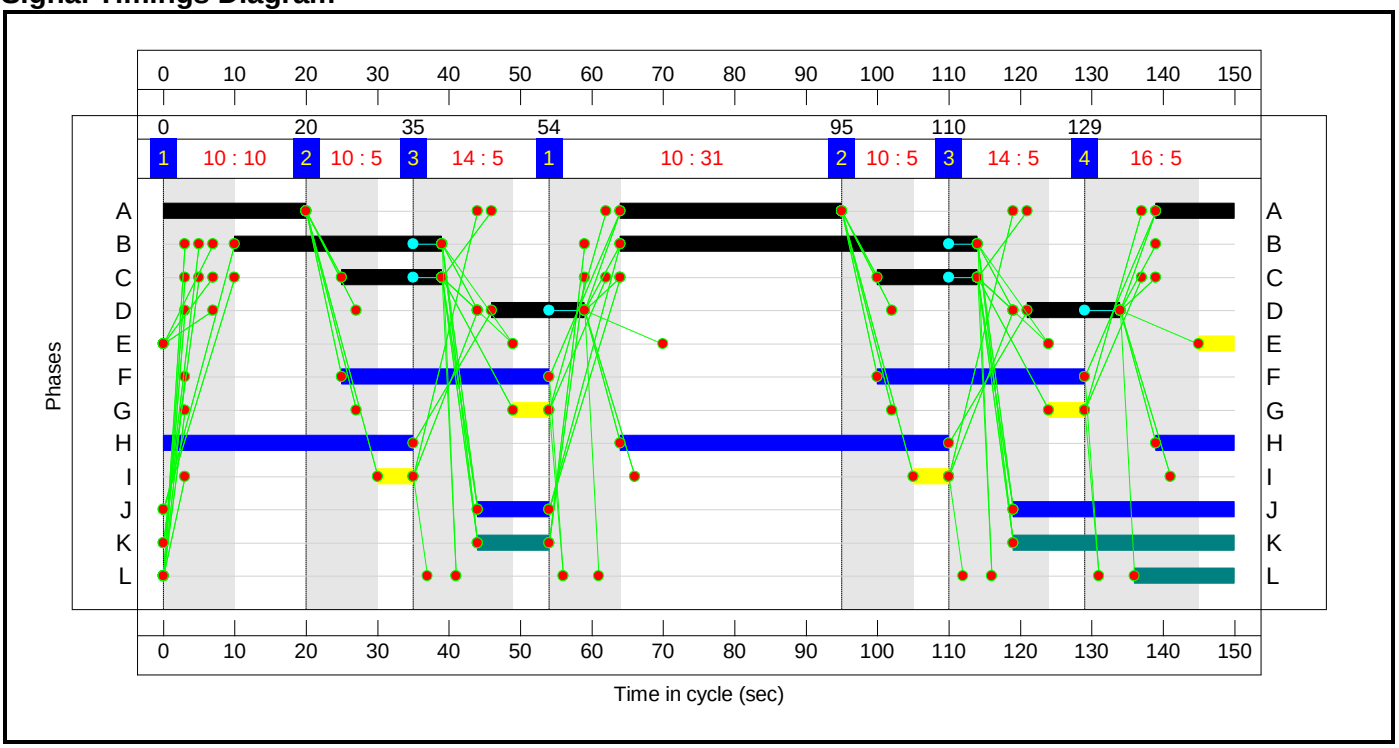
Stage Sequence Diagram



Stage Timings

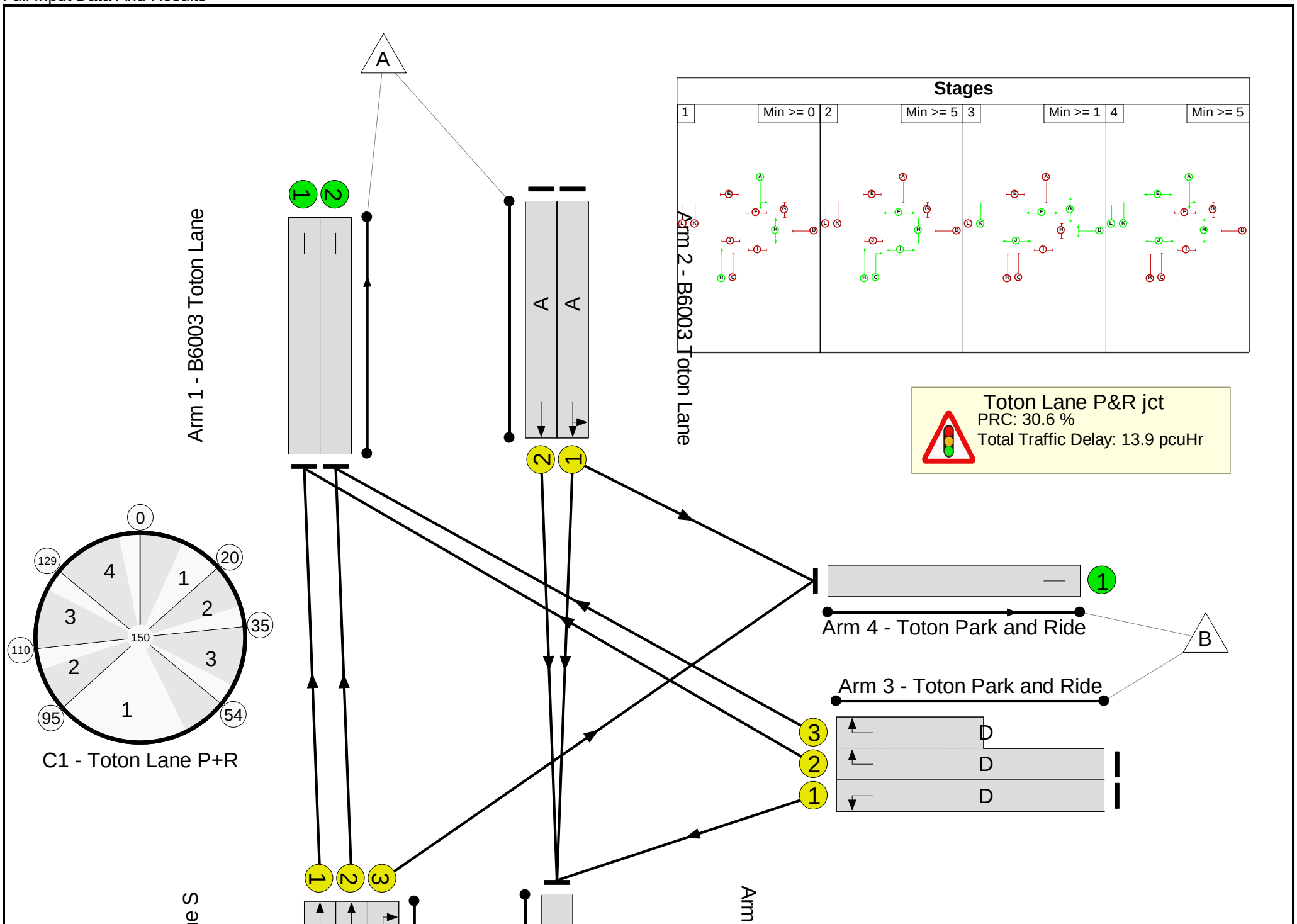
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 30.6 %
Total Traffic Delay: 13.9 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
0
20
35
54
95
110
129
150
1
2
3
4
C1 - Toton Lane P+R
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.9%**
Toton Lane P&&R jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.9%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	538	1883	803	67.0%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	604	2055	877	68.9%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	608	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	73	1747	326	22.4%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	198	1840:1828	336+336	29.5 : 29.5%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	454	1940	1048	43.3%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	530	2080:1764	1110+46	45.9 : 45.9%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1143	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**10.7**	**3.3**	**0.0**	**13.9**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**10.7**	**3.3**	**0.0**	**13.9**	**-**	**-**	**-**	**-**
1/1	538	538	-	-	-	2.6	1.0	-	3.6	24.0	9.0	1.0	10.0
1/2	604	604	-	-	-	2.9	1.1	-	4.0	24.0	10.1	1.1	11.2
2/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	73	73	-	-	-	0.5	0.1	-	0.7	33.0	1.3	0.1	1.4
3/2+3/3	198	198	-	-	-	1.4	0.2	-	1.7	30.0	1.8	0.2	2.0
4/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	454	454	-	-	-	1.4	0.4	-	1.8	14.4	7.3	0.4	7.7
5/2+5/3	530	530	-	-	-	1.8	0.4	-	2.2	14.9	8.3	0.4	8.8
6/1	1143	1143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 30.6
PRC Over All Lanes (%): 30.6

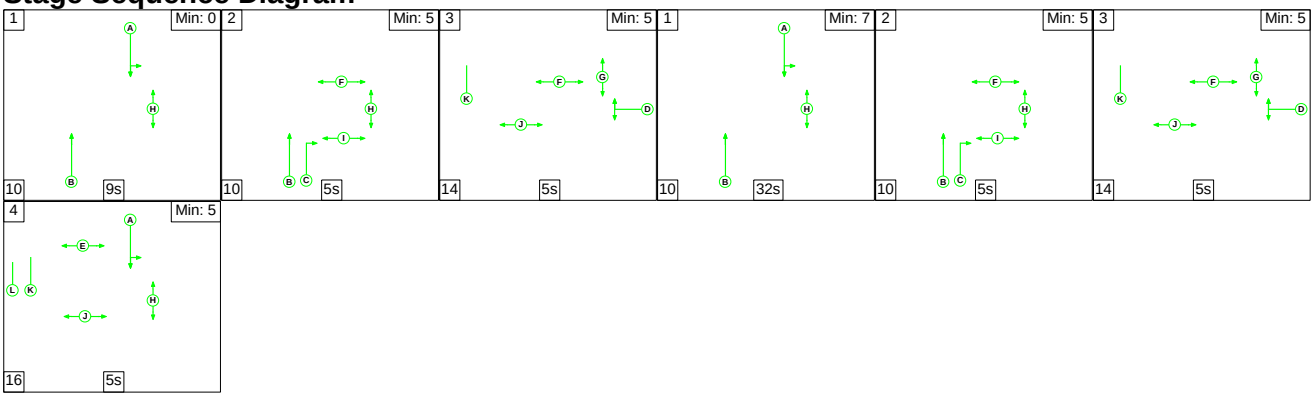
Total Delay for Signalled Lanes (pcuHr): 13.93
Total Delay Over All Lanes(pcuHr): 13.93

Cycle Time (s): 150

Full Input Data And Results

Scenario 9: '2041 Base + Development AM' (FG9: '2041 Base + Development AM', Plan 1: 'NB exit peds alt')

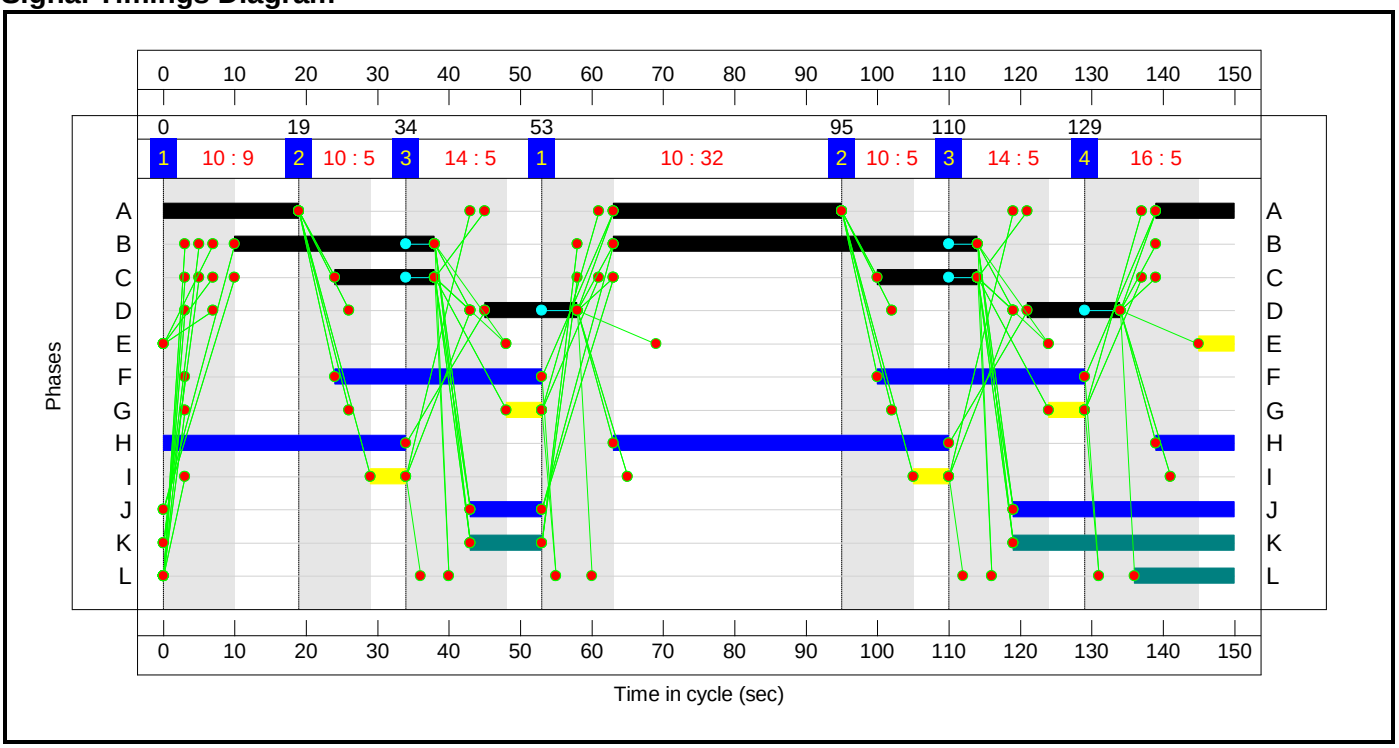
Stage Sequence Diagram



Stage Timings

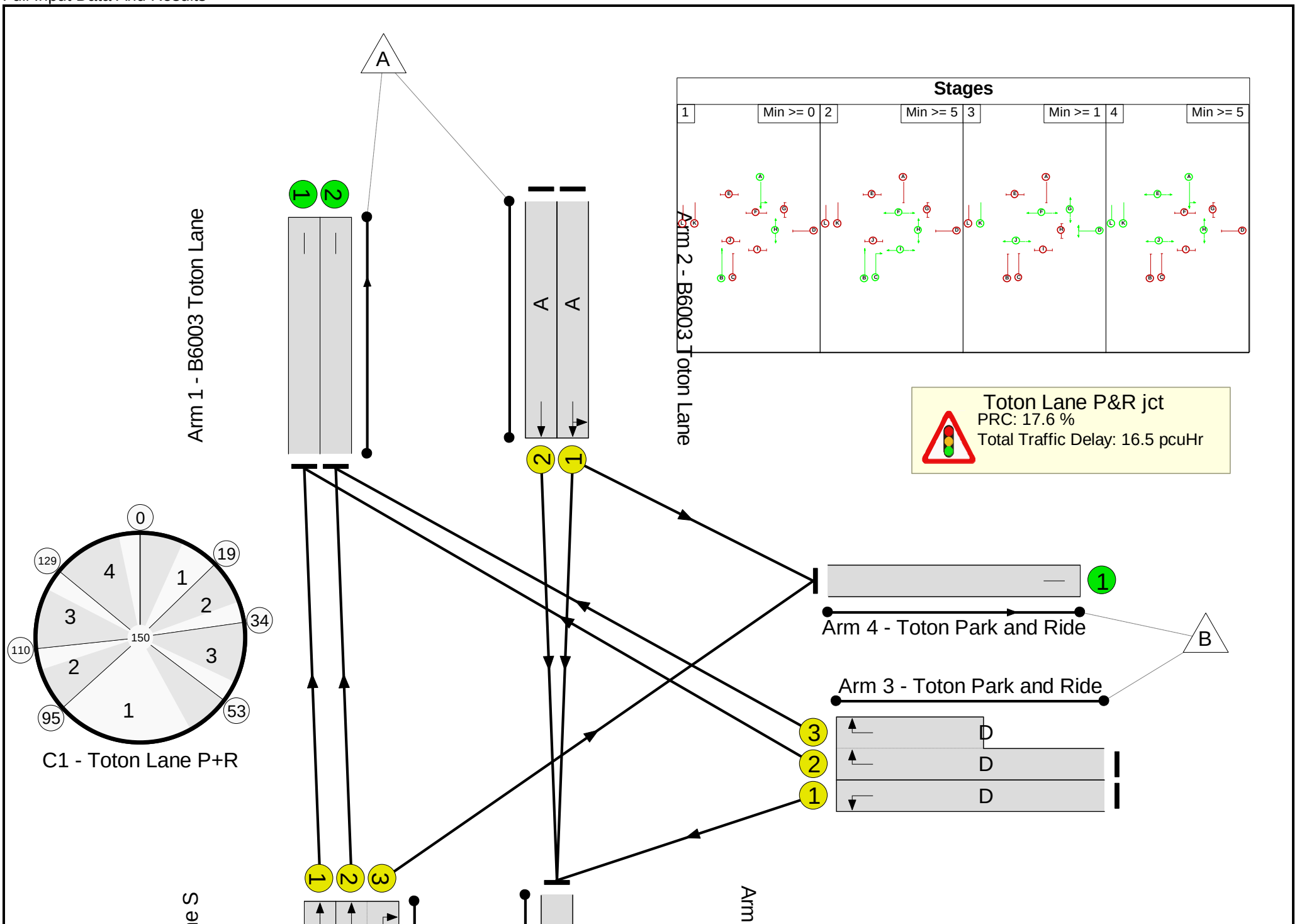
Stage	1	2	3	1	2	3	4
Duration	9	5	5	32	5	5	5
Change Point	0	19	34	53	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 17.6 %
Total Traffic Delay: 16.5 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
0
19
34
53
95
110
129
150
4
1
2
3
3
2
1
C1 - Toton Lane P+R
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.5%**
Toton Lane P&&R jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.5%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	577	1821	777	74.3%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	671	2055	877	76.5%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	119	1747	326	36.5%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	66	1840:1828	336+336	9.8 : 9.8%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	523	1940	1048	49.9%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	678	2080:1764	1027+188	55.8 : 55.8%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1130	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**12.0**	**4.5**	**0.0**	**16.5**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**12.0**	**4.5**	**0.0**	**16.5**	**-**	**-**	**-**	**-**
1/1	577	577	-	-	-	2.9	1.4	-	4.3	26.9	9.9	1.4	11.4
1/2	671	671	-	-	-	3.4	1.6	-	5.0	26.9	11.7	1.6	13.3
2/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	119	119	-	-	-	0.9	0.3	-	1.2	35.3	2.2	0.3	2.5
3/2+3/3	66	66	-	-	-	0.5	0.1	-	0.5	28.3	0.6	0.1	0.6
4/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	523	523	-	-	-	1.7	0.5	-	2.2	15.3	8.9	0.5	9.4
5/2+5/3	678	678	-	-	-	2.6	0.6	-	3.3	17.4	9.9	0.6	10.5
6/1	1130	1130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 17.6
PRC Over All Lanes (%): 17.6

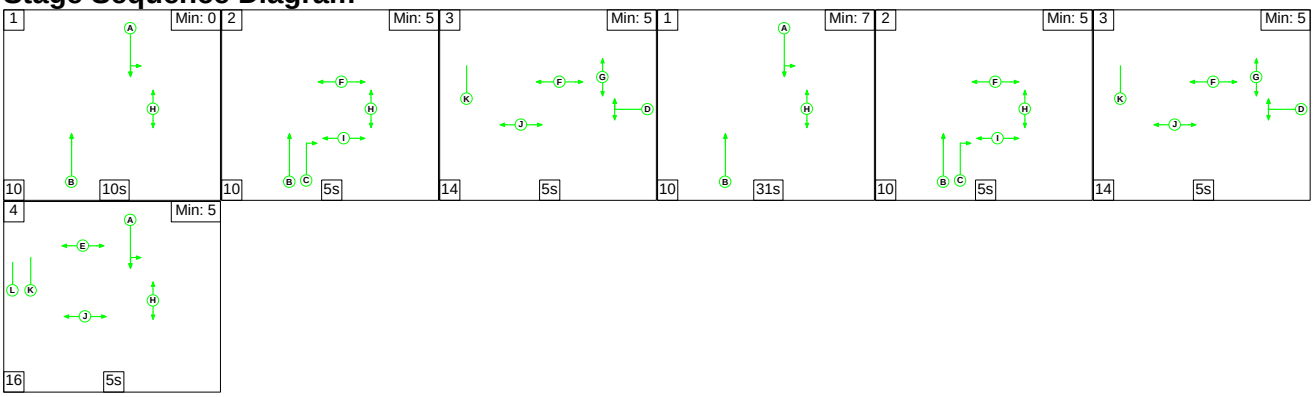
Total Delay for Signalled Lanes (pcuHr): 16.52
Total Delay Over All Lanes(pcuHr): 16.52

Cycle Time (s): 150

Full Input Data And Results

Scenario 10: '2041 Base + Development PM' (FG10: '2041 Base + Development PM', Plan 1: 'NB exit peds alt')

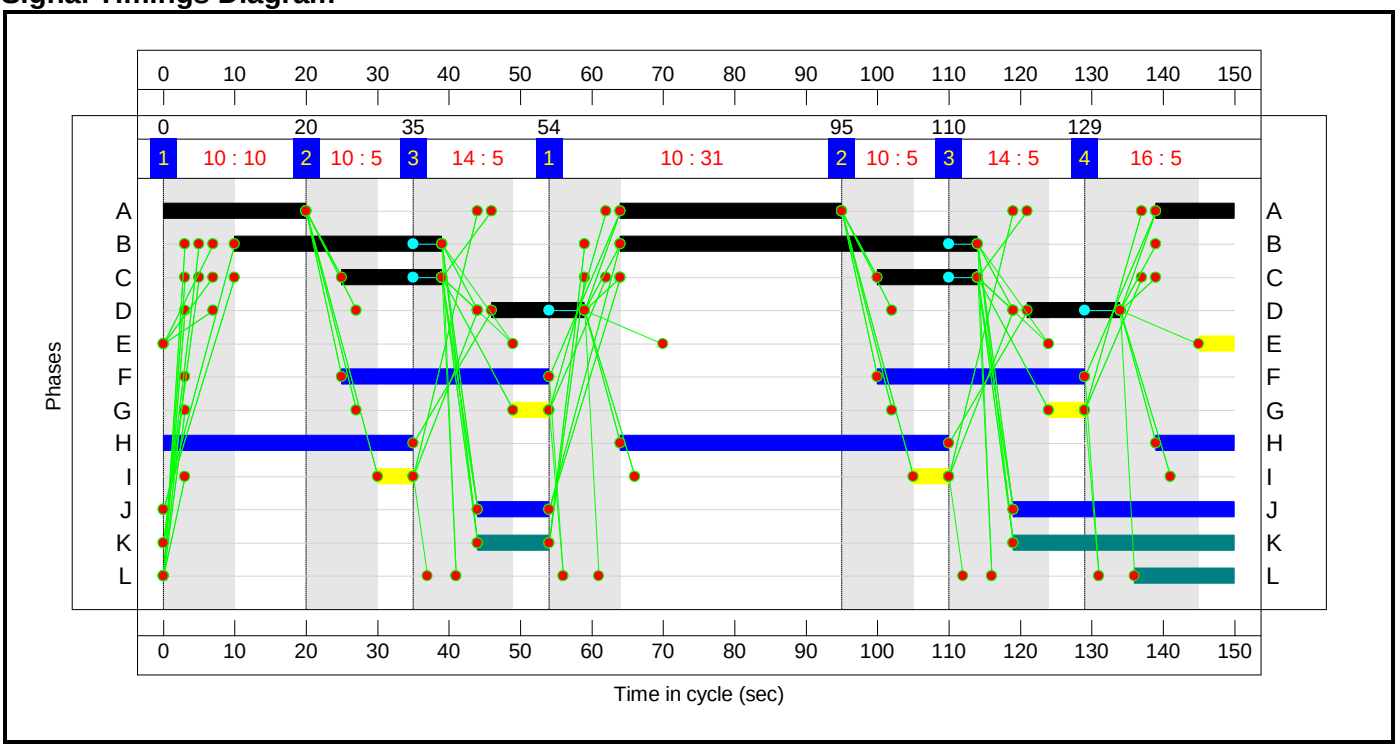
Stage Sequence Diagram



Stage Timings

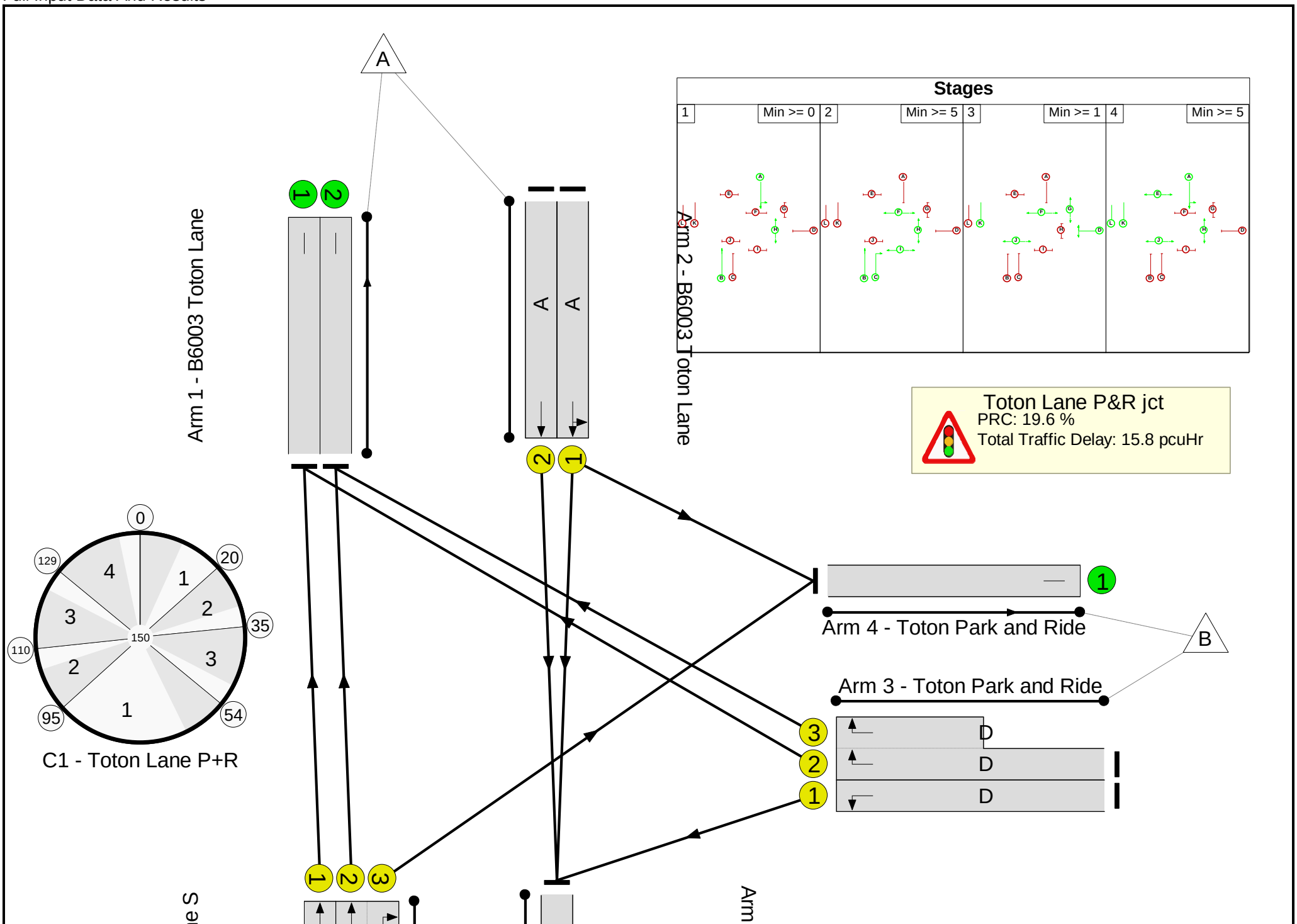
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 19.6 %
Total Traffic Delay: 15.8 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
0
20
35
54
95
110
129
150
1
2
3
4
C1 - Toton Lane P+R
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.3%**
Toton Lane P&&R jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.3%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	593	1886	805	73.7%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	660	2055	877	75.3%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	73	1747	326	22.4%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	198	1840:1828	336+336	29.5 : 29.5%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	476	1940	1048	45.4%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	552	2080:1764	1111+44	47.8 : 47.8%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1254	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**11.6**	**4.1**	**0.0**	**15.8**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**11.6**	**4.1**	**0.0**	**15.8**	**-**	**-**	**-**	**-**
1/1	593	593	-	-	-	3.0	1.4	-	4.3	26.4	10.2	1.4	11.6
1/2	660	660	-	-	-	3.3	1.5	-	4.8	26.4	11.5	1.5	13.1
2/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	73	73	-	-	-	0.5	0.1	-	0.7	33.0	1.3	0.1	1.4
3/2+3/3	198	198	-	-	-	1.4	0.2	-	1.7	30.0	1.8	0.2	2.0
4/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	476	476	-	-	-	1.5	0.4	-	1.9	14.6	7.8	0.4	8.2
5/2+5/3	552	552	-	-	-	1.9	0.5	-	2.3	15.1	8.8	0.5	9.3
6/1	1254	1254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 19.6
PRC Over All Lanes (%): 19.6

Total Delay for Signalled Lanes (pcuHr): 15.75
Total Delay Over All Lanes(pcuHr): 15.75

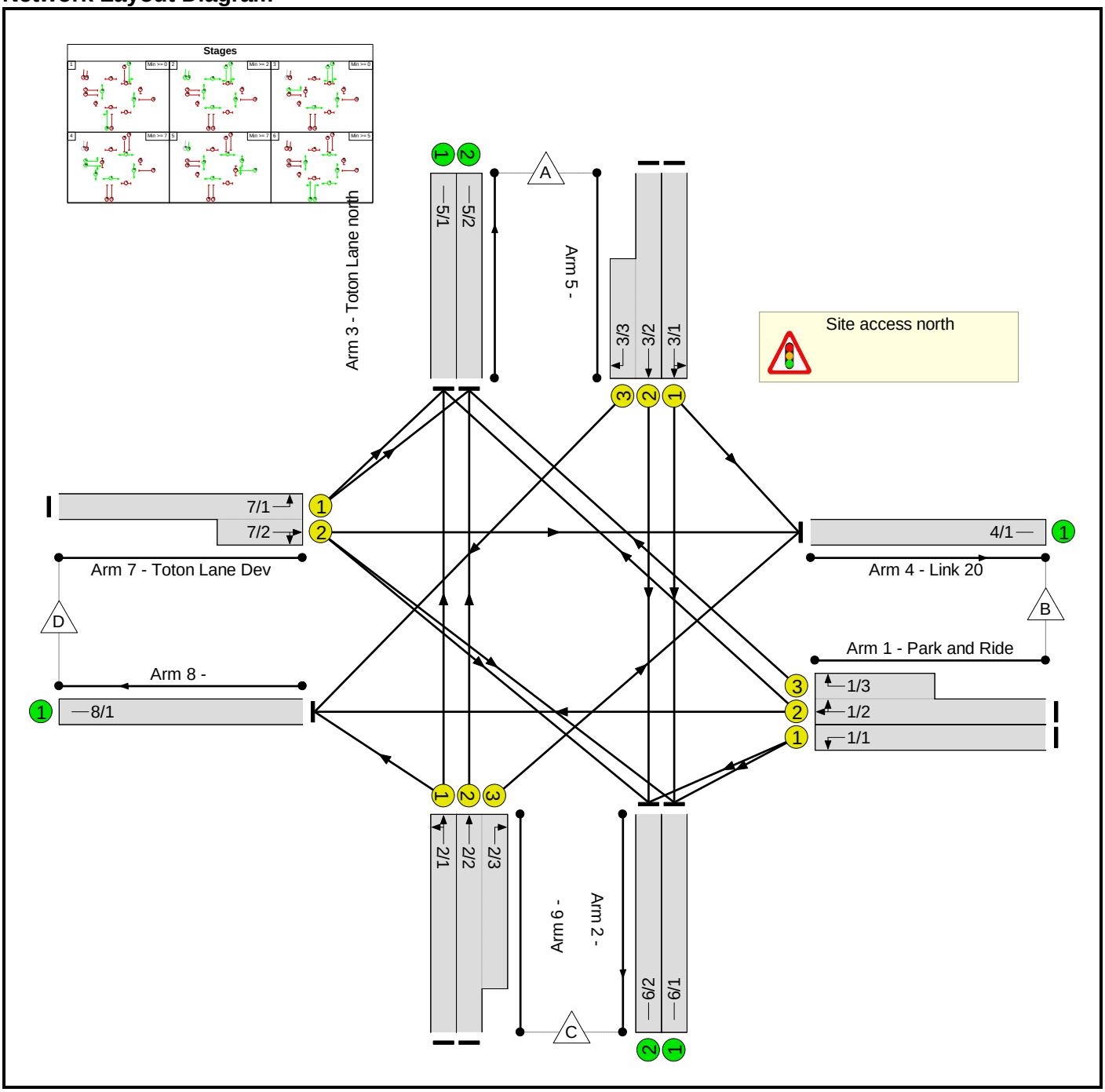
Cycle Time (s): 150

Full Input Data And Results

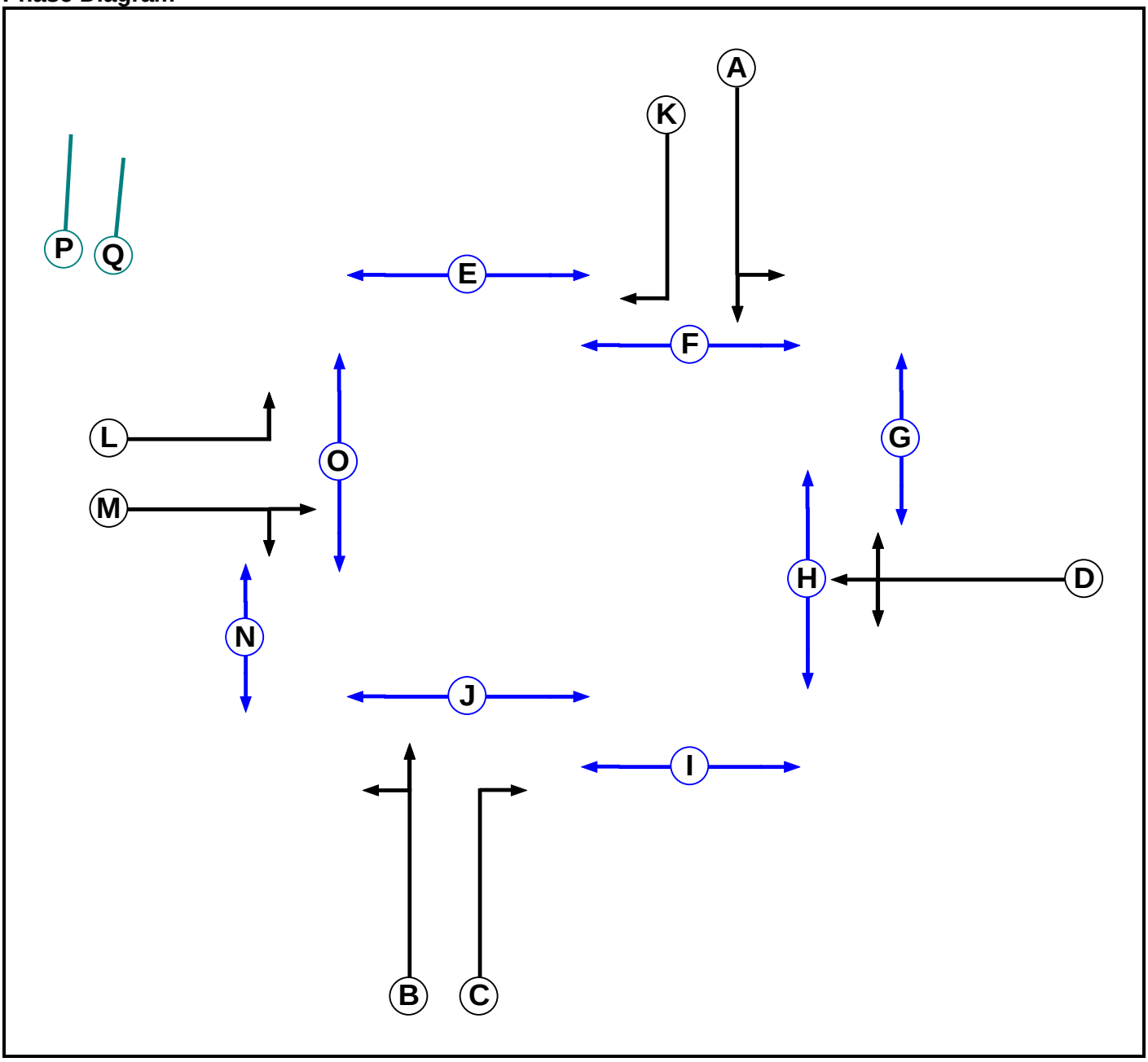
User and Project Details

Project:	**ADC3521 - Toton North**
Title:	**Toton Park & Ride future year crossroads**
Location:	Nottingham
Client:	Bloor Homes
Additional detail:	Approved crossroads improvement
File name:	LINSIG B6003 Toton Park and Ride Access Junction Proposed Crossroads.lsg3x
Author:	Matt Tatler
Company:	ADC Infrastructure Ltd
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		6	6
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Traffic		7	7
L	Traffic		7	7
M	Traffic		7	7
N	Pedestrian		5	5
O	Pedestrian		5	5
P	Dummy		5	5
Q	Dummy		7	7

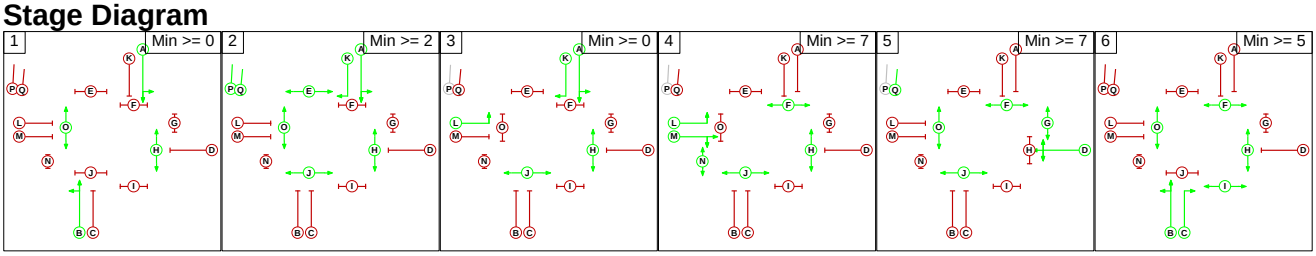
Phase Intergreens Matrix

		Starting Phase																
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
Terminating Phase	A		-	5	7	-	5	7	-	10	-	-	-	5	-	-	-	-
	B	-		-	5	10	-	-	-	-	5	6	6	5	7	-	5	2
	C	7	-		5	10	-	10	-	-	5	7	-	5	-	-	5	2
	D	5	5	5		11	-	-	5	7	-	6	6	6	7	-	-	-
	E	-	7	7	7		-	-	-	-	-	-	7	-	-	-	-	-
	F	10	-	-	-	-		-	-	-	-	10	-	-	-	-	-	-
	G	8	-	8	-	-	-		-	-	-	-	-	8	-	-	-	-
	H	-	-	-	11	-	-	-		-	-	-	-	-	-	-	-	-
	I	9	-	-	9	-	-	-	-		-	-	-	9	-	-	-	2
	J	-	10	10	-	-	-	-	-	-		-	-	-	-	-	-	-
	K	-	7	7	6	-	5	-	-	-	-		-	7	7	-	-	-
	L	-	6	-	6	7	-	-	-	-	-	-		-	-	5	-	2
	M	6	6	6	7	-	-	7	-	7	-	6	-		-	5	-	2
	N	-	7	-	7	-	-	-	-	-	-	7	-	-		-	-	2
	O	-	-	-	-	-	-	-	-	-	-	-	8	8	-		-	-
	P	-	5	5	-	-	-	-	-	-	-	-	-	-	-	-		-
	Q	-	3	3	-	-	-	-	-	3	-	-	3	3	3	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B H O
2	A E H J K O P Q
3	A H J K L
4	F H J L M N
5	D F G J O Q
6	B C F H I O

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
4	5	L	Losing	4	4
4	5	M	Losing	4	4
5	6	D	Losing	4	4
6	1	C	Losing	3	3

Prohibited Stage Change

		To Stage					
		1	2	3	4	5	6
From Stage	1		10	8	8	11	10
	2	10		8	8	11	10
	3	10	7		7	11	10
	4	10	10	10		11	10
	5	10	11	10	8		11
	6	10	10	10	9	11	

Lane Input Data

Junction: Site access north

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Park and Ride)	U	D	2	3	7.0	Geom	-	3.50	0.00	Y	Arm 6 Left	12.00
1/2 (Park and Ride)	U	D	2	3	11.8	Geom	-	3.50	0.00	Y	Arm 5 Right	22.00
											Arm 8 Ahead	Inf
1/3 (Park and Ride)	U	D	2	3	7.0	Geom	-	3.50	0.00	Y	Arm 5 Right	Inf
2/1	U	B	2	3	19.1	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	12.00
2/2	U	B	2	3	19.1	Geom	-	3.25	0.00	N	Arm 5 Ahead	Inf
2/3	U	C	2	3	10.4	Geom	-	3.25	0.00	Y	Arm 4 Right	15.00
3/1 (Toton Lane north)	U	A	2	3	35.1	Geom	-	3.00	0.00	Y	Arm 4 Left	12.00
											Arm 6 Ahead	Inf
3/2 (Toton Lane north)	U	A	2	3	35.1	Geom	-	3.00	0.00	N	Arm 6 Ahead	Inf
3/3 (Toton Lane north)	U	K	2	3	7.0	Geom	-	3.30	0.00	Y	Arm 8 Right	12.00
4/1 (Link 20)	U		2	3	60.0	User	2000	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Toton Lane Dev)	U	L	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Left	12.00
7/2 (Toton Lane Dev)	U	M	2	3	5.0	Geom	-	3.30	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Right	15.00
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2028 Base + Sensitivity AM'	08:00	09:00	01:00	
2: '2028 Base + Sensitivity PM'	17:00	18:00	01:00	
3: '2028 Base + Development + Sensitivity AM'	08:00	09:00	01:00	
4: '2028 Base + Development + Sensitivity PM'	17:00	18:00	01:00	
5: '2041 Base + Sensitivity AM'	08:00	09:00	01:00	
6: '2041 Base + Sensitivity PM'	17:00	18:00	01:00	
7: '2041 Base + Development + Sensitivity AM'	08:00	09:00	01:00	
8: '2041 Base + Development + Sensitivity PM'	17:00	18:00	01:00	

Scenario 1: '2028 Base + Sensitivity AM' (FG1: '2028 Base + Sensitivity AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	217	901	20	1138
	B	61	0	109	0	170
	C	872	97	0	6	975
	D	98	0	30	0	128
	Tot.	1031	314	1040	26	2411

Traffic Lane Flows

Lane	Scenario 1: 2028 Base + Sensitivity AM
Junction: Site access north	
1/1	109
1/2 (with short)	61(In) 30(Out)
1/3 (short)	31
2/1	419
2/2 (with short)	556(In) 459(Out)
2/3 (short)	97
3/1	522
3/2 (with short)	616(In) 596(Out)
3/3 (short)	20
4/1	314
5/1	492
5/2	539
6/1	374
6/2	666
7/1 (with short)	128(In) 98(Out)
7/2 (short)	30
8/1	26

Lane Saturation Flows

Junction: Site access north

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	98.6 %	1937	1937
				Arm 8 Left	12.00	1.4 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	41.6 %	1820	1820
				Arm 6 Ahead	Inf	58.4 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2028 Base + Sensitivity PM' (FG2: '2028 Base + Sensitivity PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	66	986	74	1126
	B	182	0	67	0	249
	C	887	20	0	23	930
	D	30	0	9	0	39
	Tot.	1099	86	1062	97	2344

Traffic Lane Flows

Lane	Scenario 2: 2028 Base + Sensitivity PM
Junction: Site access north	
1/1	67
1/2 (with short)	182(In) 88(Out)
1/3 (short)	94
2/1	429
2/2 (with short)	501(In) 481(Out)
2/3 (short)	20
3/1	514
3/2 (with short)	612(In) 538(Out)
3/3 (short)	74
4/1	86
5/1	509
5/2	590
6/1	485
6/2	577
7/1 (with short)	39(In) 30(Out)
7/2 (short)	9
8/1	97

Lane Saturation Flows

Junction: Site access north

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	94.6 %	1927	1927
				Arm 8 Left	12.00	5.4 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	12.8 %	1885	1885
				Arm 6 Ahead	Inf	87.2 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2028 Base + Development + Sensitivity AM' (FG3: '2028 Base + Development + Sensitivity AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	217	931	20	1168
	B	61	0	109	0	170
	C	1019	97	0	6	1122
	D	98	0	30	0	128
	Tot.	1178	314	1070	26	2588

Traffic Lane Flows

Lane	Scenario 3: 2028 Base + Development + Sensitivity AM
Junction: Site access north	
1/1	109
1/2 (with short)	61(In) 30(Out)
1/3 (short)	31
2/1	494
2/2 (with short)	628(In) 531(Out)
2/3 (short)	97
3/1	537
3/2 (with short)	631(In) 611(Out)
3/3 (short)	20
4/1	314
5/1	567
5/2	611
6/1	389
6/2	681
7/1 (with short)	128(In) 98(Out)
7/2 (short)	30
8/1	26

Lane Saturation Flows

Junction: Site access north

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	98.8 %	1937	1937
				Arm 8 Left	12.00	1.2 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	40.4 %	1823	1823
				Arm 6 Ahead	Inf	59.6 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2028 Base + Development + Sensitivity PM' (FG4: '2028 Base + Development + Sensitivity PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	66	1097	74	1237
	B	182	0	67	0	249
	C	932	20	0	23	975
	D	30	0	9	0	39
	Tot.	1144	86	1173	97	2500

Traffic Lane Flows

Lane	Scenario 4: 2028 Base + Development + Sensitivity PM
Junction: Site access north	
1/1	67
1/2 (with short)	182(In) 88(Out)
1/3 (short)	94
2/1	451
2/2 (with short)	524(In) 504(Out)
2/3 (short)	20
3/1	572
3/2 (with short)	665(In) 591(Out)
3/3 (short)	74
4/1	86
5/1	531
5/2	613
6/1	543
6/2	630
7/1 (with short)	39(In) 30(Out)
7/2 (short)	9
8/1	97

Lane Saturation Flows

Junction: Site access north

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	94.9 %	1928	1928
				Arm 8 Left	12.00	5.1 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	11.5 %	1888	1888
				Arm 6 Ahead	Inf	88.5 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2041 Base + Sensitivity AM' (FG5: '2041 Base + Sensitivity AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	237	981	20	1238
	B	66	0	119	0	185
	C	950	105	0	6	1061
	D	98	0	30	0	128
	Tot.	1114	342	1130	26	2612

Traffic Lane Flows

Lane	Scenario 5: 2041 Base + Sensitivity AM
Junction: Site access north	
1/1	119
1/2 (with short)	66(In) 32(Out)
1/3 (short)	34
2/1	459
2/2 (with short)	602(In) 497(Out)
2/3 (short)	105
3/1	572
3/2 (with short)	666(In) 646(Out)
3/3 (short)	20
4/1	342
5/1	534
5/2	580
6/1	409
6/2	721
7/1 (with short)	128(In) 98(Out)
7/2 (short)	30
8/1	26

Lane Saturation Flows

Junction: Site access north

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	98.7 %	1937	1937
				Arm 8 Left	12.00	1.3 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	41.4 %	1821	1821
				Arm 6 Ahead	Inf	58.6 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2041 Base + Sensitivity PM' (FG6: '2041 Base + Sensitivity PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	72	1070	74	1216
	B	198	0	73	0	271
	C	963	21	0	23	1007
	D	30	0	9	0	39
	Tot.	1191	93	1152	97	2533

Traffic Lane Flows

Lane	Scenario 6: 2041 Base + Sensitivity PM
Junction: Site access north	
1/1	73
1/2 (with short)	198(In) 96(Out)
1/3 (short)	102
2/1	466
2/2 (with short)	541(In) 520(Out)
2/3 (short)	21
3/1	561
3/2 (with short)	655(In) 581(Out)
3/3 (short)	74
4/1	93
5/1	554
5/2	637
6/1	529
6/2	623
7/1 (with short)	39(In) 30(Out)
7/2 (short)	9
8/1	97

Lane Saturation Flows

Junction: Site access north

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	95.1 %	1928	1928
				Arm 8 Left	12.00	4.9 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	12.8 %	1885	1885
				Arm 6 Ahead	Inf	87.2 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2041 Base + Development + Sensitivity AM' (FG7: '2041 Base + Development + Sensitivity AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	237	1011	20	1268
	B	66	0	119	0	185
	C	1096	105	0	6	1207
	D	98	0	30	0	128
	Tot.	1260	342	1160	26	2788

Traffic Lane Flows

Lane	Scenario 7: 2041 Base + Development + Sensitivity AM
Junction: Site access north	
1/1	119
1/2 (with short)	66(In) 32(Out)
1/3 (short)	34
2/1	534
2/2 (with short)	673(In) 568(Out)
2/3 (short)	105
3/1	587
3/2 (with short)	681(In) 661(Out)
3/3 (short)	20
4/1	342
5/1	609
5/2	651
6/1	424
6/2	736
7/1 (with short)	128(In) 98(Out)
7/2 (short)	30
8/1	26

Lane Saturation Flows

Junction: Site access north

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	98.9 %	1937	1937
				Arm 8 Left	12.00	1.1 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	40.4 %	1823	1823
				Arm 6 Ahead	Inf	59.6 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2041 Base + Development + Sensitivity PM' (FG8: '2041 Base + Development + Sensitivity PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	72	1181	74	1327
	B	198	0	73	0	271
	C	1007	21	0	23	1051
	D	30	0	9	0	39
	Tot.	1235	93	1263	97	2688

Traffic Lane Flows

Lane	Scenario 8: 2041 Base + Development + Sensitivity PM
Junction: Site access north	
1/1	73
1/2 (with short)	198(In) 96(Out)
1/3 (short)	102
2/1	487
2/2 (with short)	564(In) 543(Out)
2/3 (short)	21
3/1	618
3/2 (with short)	709(In) 635(Out)
3/3 (short)	74
4/1	93
5/1	575
5/2	660
6/1	586
6/2	677
7/1 (with short)	39(In) 30(Out)
7/2 (short)	9
8/1	97

Lane Saturation Flows

Junction: Site access north

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	95.3 %	1929	1929
				Arm 8 Left	12.00	4.7 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	11.7 %	1888	1888
				Arm 6 Ahead	Inf	88.3 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Stage Timings

Scenario 1: '2028 Base + Sensitivity AM' (FG1: '2028 Base + Sensitivity AM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	15	5	7	7	6	18	5	7	7	6
Change Point	28	53	68	83	101	118	146	159	173	11

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park && Ride future year crossroads	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.2%**
Site access north	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.2%**
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	109	1747	233	46.8%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	61	1840:1965	245+254	12.2 : 12.2%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	419	1937	743	56.4%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	556	2080:1764	733+155	62.6 : 62.6%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	522	1820	637	81.9%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	616	2055:1729	708+24	84.2 : 84.2%
4/1	Link 20	U	N/A	N/A	-		-	-	-	314	2000	2000	15.7%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	128	1729:1768	318+97	30.8 : 30.8%

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: Toton Park && Ride future year crossroads	**-**	**-**	**0**	**0**	**0**	**17.6**	**7.0**	**0.0**	**24.7**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**17.6**	**7.0**	**0.0**	**24.7**	**-**	**-**	**-**	**-**
1/1	109	109	-	-	-	1.1	0.4	-	1.5	50.5	2.5	0.4	2.9
1/2+1/3	61	61	-	-	-	0.6	0.1	-	0.7	38.5	0.7	0.1	0.7
2/1	419	419	-	-	-	2.5	0.6	-	3.2	27.4	8.4	0.6	9.0
2/2+2/3	556	556	-	-	-	3.8	0.8	-	4.6	29.9	9.3	0.8	10.1
3/1	522	522	-	-	-	3.9	2.2	-	6.1	41.7	11.9	2.2	14.1
3/2+3/3	616	616	-	-	-	4.6	2.5	-	7.2	42.0	14.0	2.5	16.5
4/1	314	314	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1+7/2	128	128	-	-	-	1.1	0.2	-	1.3	37.9	2.2	0.2	2.5

C1 - Park and Ride

PRC for Signalled Lanes (%): 6.9
PRC Over All Lanes (%): 6.9

Total Delay for Signalled Lanes (pcuHr): 24.58
Total Delay Over All Lanes(pcuHr): 24.67

Cycle Time (s): 180

Stage Timings

Scenario 2: '2028 Base + Sensitivity PM' (FG2: '2028 Base + Sensitivity PM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	14	5	7	7	6	19	5	7	7	6
Change Point	28	52	67	82	100	117	146	159	173	11

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park && Ride future year crossroads	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.2%**
Site access north	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.2%**
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	67	1747	233	28.8%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	182	1840:1965	245+262	35.9 : 35.9%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	429	1927	739	58.1%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	501	2080:1764	793+33	60.7 : 60.7%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	514	1885	660	77.9%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	612	2055:1729	663+91	81.2 : 81.2%
4/1	Link 20	U	N/A	N/A	-		-	-	-	86	2000	2000	4.3%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	39	1729:1768	319+96	9.4 : 9.4%

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: Toton Park && Ride future year crossroads	**-**	**-**	**0**	**0**	**0**	**17.0**	**5.8**	**0.0**	**22.8**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**17.0**	**5.8**	**0.0**	**22.8**	**-**	**-**	**-**	**-**
1/1	67	67	-	-	-	0.7	0.2	-	0.9	46.0	1.5	0.2	1.7
1/2+1/3	182	182	-	-	-	1.8	0.3	-	2.1	41.0	2.1	0.3	2.4
2/1	429	429	-	-	-	2.6	0.7	-	3.3	27.8	8.7	0.7	9.4
2/2+2/3	501	501	-	-	-	3.2	0.8	-	3.9	28.3	9.9	0.8	10.7
3/1	514	514	-	-	-	3.7	1.7	-	5.5	38.2	11.6	1.7	13.3
3/2+3/3	612	612	-	-	-	4.7	2.1	-	6.8	39.7	12.8	2.1	14.9
4/1	86	86	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1+7/2	39	39	-	-	-	0.3	0.1	-	0.4	35.4	0.6	0.1	0.7

C1 - Park and Ride

PRC for Signalled Lanes (%): 10.9
PRC Over All Lanes (%): 10.9

Total Delay for Signalled Lanes (pcuHr): 22.78
Total Delay Over All Lanes(pcuHr): 22.80

Cycle Time (s): 180

Stage Timings

Scenario 3: '2028 Base + Development + Sensitivity AM' (FG3: '2028 Base + Development + Sensitivity AM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	15	5	7	7	6	18	5	7	7	6
Change Point	0	25	40	55	73	90	118	131	145	163

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park && Ride future year crossroads	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.2%**
Site access north	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.2%**
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	109	1747	233	46.8%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	61	1840:1965	245+254	12.2 : 12.2%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	494	1937	743	66.5%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	628	2080:1764	742+136	71.6 : 71.6%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	537	1823	638	84.2%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	631	2055:1729	709+23	86.2 : 86.2%
4/1	Link 20	U	N/A	N/A	-		-	-	-	314	2000	2000	15.7%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	128	1729:1768	318+97	30.8 : 30.8%

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: Toton Park && Ride future year crossroads	**-**	**-**	**0**	**0**	**0**	**19.2**	**8.5**	**0.0**	**27.7**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**19.2**	**8.5**	**0.0**	**27.7**	**-**	**-**	**-**	**-**
1/1	109	109	-	-	-	1.1	0.4	-	1.5	50.5	2.5	0.4	2.9
1/2+1/3	61	61	-	-	-	0.6	0.1	-	0.7	38.5	0.7	0.1	0.7
2/1	494	494	-	-	-	3.2	1.0	-	4.1	30.2	10.4	1.0	11.4
2/2+2/3	628	628	-	-	-	4.4	1.2	-	5.6	32.3	11.4	1.2	12.7
3/1	537	537	-	-	-	4.0	2.5	-	6.6	43.9	12.4	2.5	14.9
3/2+3/3	631	631	-	-	-	4.8	3.0	-	7.8	44.3	14.5	3.0	17.5
4/1	314	314	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1+7/2	128	128	-	-	-	1.1	0.2	-	1.3	37.9	2.2	0.2	2.5

C1 - Park and Ride

PRC for Signalled Lanes (%): 4.4
PRC Over All Lanes (%): 4.4

Total Delay for Signalled Lanes (pcuHr): 27.61
Total Delay Over All Lanes(pcuHr): 27.70

Cycle Time (s): 180

Stage Timings

Scenario 4: '2028 Base + Development + Sensitivity PM' (FG4: '2028 Base + Development + Sensitivity PM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	14	5	7	7	6	19	5	7	7	6
Change Point	0	24	39	54	72	89	118	131	145	163

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park && Ride future year crossroads	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.5%**
Site access north	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.5%**
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	67	1747	233	28.8%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	182	1840:1965	245+262	35.9 : 35.9%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	451	1928	739	61.0%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	524	2080:1764	794+31	63.5 : 63.5%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	572	1888	661	86.6%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	665	2055:1729	668+84	88.5 : 88.5%
4/1	Link 20	U	N/A	N/A	-		-	-	-	86	2000	2000	4.3%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	39	1729:1768	319+96	9.4 : 9.4%

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: Toton Park && Ride future year crossroads	**-**	**-**	**0**	**0**	**0**	**18.5**	**8.8**	**0.0**	**27.3**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**18.5**	**8.8**	**0.0**	**27.3**	**-**	**-**	**-**	**-**
1/1	67	67	-	-	-	0.7	0.2	-	0.9	46.0	1.5	0.2	1.7
1/2+1/3	182	182	-	-	-	1.8	0.3	-	2.1	41.0	2.1	0.3	2.4
2/1	451	451	-	-	-	2.8	0.8	-	3.6	28.6	9.3	0.8	10.0
2/2+2/3	524	524	-	-	-	3.4	0.9	-	4.2	29.0	10.5	0.9	11.4
3/1	572	572	-	-	-	4.3	3.0	-	7.4	46.3	13.3	3.0	16.4
3/2+3/3	665	665	-	-	-	5.2	3.6	-	8.8	47.5	14.6	3.6	18.2
4/1	86	86	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1+7/2	39	39	-	-	-	0.3	0.1	-	0.4	35.4	0.6	0.1	0.7

C1 - Park and Ride

PRC for Signalled Lanes (%): 1.7
PRC Over All Lanes (%): 1.7

Total Delay for Signalled Lanes (pcuHr): 27.25
Total Delay Over All Lanes(pcuHr): 27.27

Cycle Time (s): 180

Stage Timings

Scenario 5: '2041 Base + Sensitivity AM' (FG5: '2041 Base + Sensitivity AM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	14	5	7	7	6	19	5	7	7	6
Change Point	0	24	39	54	72	89	118	131	145	163

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park && Ride future year crossroads	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.1%**
Site access north	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.1%**
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	119	1747	233	51.1%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	66	1840:1965	245+262	13.0 : 13.0%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	459	1937	743	61.8%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	602	2080:1764	733+155	67.8 : 67.8%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	572	1821	637	89.7%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	666	2055:1729	709+22	91.1 : 91.1%
4/1	Link 20	U	N/A	N/A	-		-	-	-	342	2000	2000	17.1%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	128	1729:1768	318+97	30.8 : 30.8%

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: Toton Park && Ride future year crossroads	**-**	**-**	**0**	**0**	**0**	**19.6**	**11.2**	**0.0**	**30.7**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**19.6**	**11.2**	**0.0**	**30.7**	**-**	**-**	**-**	**-**
1/1	119	119	-	-	-	1.2	0.5	-	1.7	51.9	2.8	0.5	3.3
1/2+1/3	66	66	-	-	-	0.6	0.1	-	0.7	38.6	0.8	0.1	0.8
2/1	459	459	-	-	-	2.9	0.8	-	3.7	28.8	9.4	0.8	10.2
2/2+2/3	602	602	-	-	-	4.2	1.0	-	5.2	31.3	10.2	1.0	11.3
3/1	572	572	-	-	-	4.4	3.9	-	8.3	52.3	13.7	3.9	17.6
3/2+3/3	666	666	-	-	-	5.2	4.5	-	9.7	52.3	15.7	4.5	20.2
4/1	342	342	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1+7/2	128	128	-	-	-	1.1	0.2	-	1.3	37.8	2.2	0.2	2.4

C1 - Park and Ride

PRC for Signalled Lanes (%): -1.2
PRC Over All Lanes (%): -1.2

Total Delay for Signalled Lanes (pcuHr): 30.65
Total Delay Over All Lanes(pcuHr): 30.75

Cycle Time (s): 180

Stage Timings

Scenario 6: '2041 Base + Sensitivity PM' (FG6: '2041 Base + Sensitivity PM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	15	5	7	7	6	18	5	7	7	6
Change Point	0	25	40	55	73	90	118	131	145	163

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park && Ride future year crossroads	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**
Site access north	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	73	1747	233	31.3%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	198	1840:1965	245+262	39.1 : 38.9%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	466	1928	739	63.1%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	541	2080:1764	793+32	65.5 : 65.5%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	561	1885	660	85.0%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	655	2055:1729	667+85	87.1 : 87.1%
4/1	Link 20	U	N/A	N/A	-		-	-	-	93	2000	2000	4.7%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	39	1729:1768	319+96	9.4 : 9.4%

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: Toton Park && Ride future year crossroads	**-**	**-**	**0**	**0**	**0**	**18.8**	**8.3**	**0.0**	**27.1**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**18.8**	**8.3**	**0.0**	**27.1**	**-**	**-**	**-**	**-**
1/1	73	73	-	-	-	0.7	0.2	-	0.9	46.5	1.6	0.2	1.9
1/2+1/3	198	198	-	-	-	2.0	0.3	-	2.3	41.5	2.3	0.3	2.6
2/1	466	466	-	-	-	2.9	0.8	-	3.8	29.1	9.7	0.8	10.6
2/2+2/3	541	541	-	-	-	3.5	0.9	-	4.4	29.6	11.0	0.9	11.9
3/1	561	561	-	-	-	4.2	2.7	-	6.9	44.4	12.9	2.7	15.6
3/2+3/3	655	655	-	-	-	5.1	3.2	-	8.3	45.5	14.4	3.2	17.6
4/1	93	93	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1+7/2	39	39	-	-	-	0.3	0.1	-	0.4	35.4	0.7	0.1	0.7

C1 - Park and Ride

PRC for Signalled Lanes (%): 3.3
PRC Over All Lanes (%): 3.3

Total Delay for Signalled Lanes (pcuHr): 27.03
Total Delay Over All Lanes(pcuHr): 27.05

Cycle Time (s): 180

Stage Timings

Scenario 7: '2041 Base + Development + Sensitivity AM' (FG7: '2041 Base + Development + Sensitivity AM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	15	5	7	7	6	18	5	7	7	6
Change Point	0	25	40	55	73	90	118	131	145	163

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park && Ride future year crossroads	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.1%**
Site access north	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.1%**
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	119	1747	233	51.1%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	66	1840:1965	245+262	13.0 : 13.0%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	534	1937	743	71.9%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	673	2080:1764	741+137	76.6 : 76.6%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	587	1823	638	92.0%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	681	2055:1729	710+21	93.1 : 93.1%
4/1	Link 20	U	N/A	N/A	-		-	-	-	342	2000	2000	17.1%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	128	1729:1768	318+97	30.8 : 30.8%

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: Toton Park && Ride future year crossroads	**-**	**-**	**0**	**0**	**0**	**21.2**	**14.2**	**0.0**	**35.4**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**21.2**	**14.2**	**0.0**	**35.4**	**-**	**-**	**-**	**-**
1/1	119	119	-	-	-	1.2	0.5	-	1.7	51.9	2.7	0.5	3.3
1/2+1/3	66	66	-	-	-	0.6	0.1	-	0.7	38.5	0.7	0.1	0.8
2/1	534	534	-	-	-	3.5	1.3	-	4.8	32.2	11.6	1.3	12.8
2/2+2/3	673	673	-	-	-	4.8	1.6	-	6.4	34.3	12.8	1.6	14.4
3/1	587	587	-	-	-	4.6	4.8	-	9.4	57.7	14.2	4.8	19.0
3/2+3/3	681	681	-	-	-	5.4	5.5	-	10.9	57.7	16.2	5.5	21.8
4/1	342	342	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1+7/2	128	128	-	-	-	1.1	0.2	-	1.3	37.9	2.2	0.2	2.5

C1 - Park and Ride

PRC for Signalled Lanes (%): -3.5
PRC Over All Lanes (%): -3.5

Total Delay for Signalled Lanes (pcuHr): 35.27
Total Delay Over All Lanes(pcuHr): 35.37

Cycle Time (s): 180

Stage Timings

Scenario 8: '2041 Base + Development + Sensitivity PM' (FG8: '2041 Base + Development + Sensitivity PM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	15	5	7	7	6	18	5	7	7	6
Change Point	0	25	40	55	73	90	118	131	145	163

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park && Ride future year crossroads	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.6%**
Site access north	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.6%**
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	73	1747	233	31.3%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	198	1840:1965	245+262	39.1 : 38.9%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	487	1929	739	65.9%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	564	2080:1764	794+31	68.4 : 68.4%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	618	1888	661	93.5%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	709	2055:1729	671+78	94.6 : 94.6%
4/1	Link 20	U	N/A	N/A	-		-	-	-	93	2000	2000	4.7%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	39	1729:1768	319+96	9.4 : 9.4%

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: Toton Park && Ride future year crossroads	**-**	**-**	**0**	**0**	**0**	**20.4**	**15.0**	**0.0**	**35.4**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**20.4**	**15.0**	**0.0**	**35.4**	**-**	**-**	**-**	**-**
1/1	73	73	-	-	-	0.7	0.2	-	0.9	46.5	1.6	0.2	1.9
1/2+1/3	198	198	-	-	-	2.0	0.3	-	2.3	41.5	2.3	0.3	2.6
2/1	487	487	-	-	-	3.1	1.0	-	4.1	30.0	10.3	1.0	11.2
2/2+2/3	564	564	-	-	-	3.7	1.1	-	4.8	30.5	11.7	1.1	12.7
3/1	618	618	-	-	-	4.9	5.7	-	10.6	61.5	14.9	5.7	20.6
3/2+3/3	709	709	-	-	-	5.7	6.6	-	12.3	62.7	16.3	6.6	22.9
4/1	93	93	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1+7/2	39	39	-	-	-	0.3	0.1	-	0.4	35.4	0.7	0.1	0.7

C1 - Park and Ride

PRC for Signalled Lanes (%): -5.1
PRC Over All Lanes (%): -5.1

Total Delay for Signalled Lanes (pcuHr): 35.33
Total Delay Over All Lanes(pcuHr): 35.36

Cycle Time (s): 180

APPENDIX G

NCC's Email Correspondence

[redacted]

Date: Thursday, 4 June 2026 at 13:32

[redacted]

Subject: TA Review, 25/00371/OUT

Dear [redacted]

Following on from [redacted] earlier email, a review of the submitted Transport Assessment (TA) has identified a number of fundamental concerns regarding its methodology, most notably the failure to assess the cumulative impact of development traffic on the wider highway network in accordance with paragraph 116 of the National Planning Policy Framework (NPPF). The NPPF makes clear that development should only be refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

The purpose of cumulative assessment is to ensure that the combined effects of the proposed development, alongside other committed and allocated sites, are properly understood, particularly where those developments influence the same routes and junctions. In the absence of such an assessment, it is not possible to robustly determine how development traffic will interact across the network or to reach a sound judgement on overall impact.

This is of particular relevance in the present case given the proximity of other significant proposals at Toton East (155 dwellings, ref. 25/00255/FUL) and Toton North (880 dwellings, ref. 25/00306/OUT), which form part of the wider allocation under Policy 3.2 of the Broxtowe Part 2 Local Plan. Additionally, the close proximity of the Chetwynd Barracks proposals allocated under Policy 3.1 of Plan, which currently assumes 500 dwellings in the plan period and 1500 dwellings overall is also connected to the above sites by away of a proposed strategic link road which physically links the allocations.

The above schemes are likely to materially influence traffic patterns on the same parts of the highway network; however, they have not been assessed as part of a combined cumulative scenario. Whilst it is acknowledged that wider cumulative modelling work is being progressed separately, the current submission assesses the application in isolation on the assumption that a broader mitigation strategy will be developed at a later stage. This approach does not accord with the expectations of the NPPF and does not provide a robust basis for decision-making.

The Highway Authority is therefore not satisfied that the submitted TA provides a sufficiently reliable evidence base for assessing future-year traffic impacts. While TEMPro/NTEM can be used to estimate general background traffic growth, it appears that such growth factors have been relied upon in place of explicitly modelling the effects of nearby committed and allocated developments. This is not considered appropriate in this instance, given the scale, proximity, and likely interaction of these schemes. The concern is not simply a preference for an alternative methodology, but that the submitted assessment does not provide a sound or defensible basis upon which the residual cumulative impact on the highway network can be confidently established.

This issue is not limited to overall traffic growth, but relates critically to traffic distribution, route choice, and junction loading. Department for Transport guidance recognises that TEMPro-derived forecasts are subject to increasing uncertainty at a localised level. In this case, future network performance will be influenced not only by background growth, but also by the concentration of strategic development and planned infrastructure changes, including the proposed link road between the A52 and Chetwynd Road. Under these circumstances, the use of a spreadsheet-based approach reliant on existing patterns, with TEMPro uplift, is unlikely to provide a reliable representation of future network conditions.

The example of Stapleford Lane illustrates this limitation. Applying an approximate 11.5% uplift to an existing two-way AM peak flow of 1,730 vehicles generates an increase of around 200 vehicles. However, a single nearby development of approximately 1,200 dwellings could, in broad terms, generate significantly more peak hour traffic than this uplift suggests. Although actual distribution would depend on

assignment assumptions, this demonstrates the risk that TEMPro-based growth can materially understate localised impacts where development is concentrated. This is further evidenced by sensitivity testing, where the removal of a large site results in only marginal changes to overall growth rates, reflecting the way in which TEMPro distributes growth across a wider area rather than capturing localised effects.

For these reasons, the Authority considers that the TA has not established a robust future baseline and does not provide a sufficient basis for assessing whether residual cumulative impacts would be severe. A revised cumulative assessment is therefore required, explicitly incorporating committed and allocated developments, future highway infrastructure, and associated traffic reassignment. In this context, the use of the relevant strategic model (managed by Systra), or a methodology of clearly equivalent robustness, is considered necessary to provide confidence in the assessment.

A model-based assessment is also required to robustly assess trip distribution and assignment. Whilst Journey to Work Census data has been used to inform likely trip destinations, and Google Route Planner has been used to assign routes based on estimated journey times, no detailed evidence has been provided to demonstrate how traffic is distributed or the proportion of trips travelling to each destination. As a result, it is unclear where development traffic is actually heading, and the assignment of traffic to the network cannot be verified. An Origin–Destination matrix should demonstrate how trips are distributed from the site to key locations. Furthermore, Google Route Planner identifies routes based on live data and changing algorithms, and does not account for wider network effects such as congestion and queuing, which can only be robustly assessed through a transport model.

In addition, the use of a 2028 opening year is not considered appropriate as it does not reflect the point at which the development would be fully built out and generating its maximum traffic demand. This results in both lower development trip generation and reduced background flows, thereby understating network impacts. The assessment therefore fails to test the most critical scenario, namely full occupation, and cannot be relied upon to demonstrate acceptability.

In terms of travel planning, whilst an initial Travel Plan has been submitted, it is considered that such a document must be informed by the findings of a robust and comprehensive Transport Assessment. A Travel Plan is intended to support sustainable travel behaviour and reduce reliance on the private car; however, its measures are inherently behaviour-based and cannot be relied upon in isolation to define or mitigate impact. Accordingly, an updated Travel Plan should be prepared following the completion of a revised TA to ensure that its measures are appropriately targeted, proportionate, and directly responsive to the identified impacts. Furthermore, any Travel Plan or TA measures relied upon as mitigation should be clearly quantified and supported by a robust evidence base, in order to allow their effectiveness and deliverability to be properly assessed through the decision-making process. Notwithstanding this, the below Travel Plan review has been received and should form the basis of a future submission.

NCC Comments Feb 2026	**Technical Note/ Mode Comments Apr 26**
Overall note: The NCC Travel Plan Guidance makes clear that the Travel Plan is a distinct document from the Transport Assessment, serving a different Travel Plan is intended to manage travel behaviour post-occupation, with a clear focus on its a The guidance explicitly states that, although some material may be consistent across both documents, the Travel Plan should be prepared as a standalon travel behaviour and delivering measures directly to users of the sit	
Developing the Travel Plan The overarching aim of the Travel Plan should be to minimise all single-occupancy vehicle trips, not just those made in Internal Combustion Engine Vehicles (though accelerating adoption of such vehicles can also be a wider aim. (See first two bullets of Para 2.6.1 from the TP for the reasons for this. (We would recommend that this aim, expressed in the first bullet of 6.2.2, needs splitting out into the two sentiments to avoid conflating these two things – see below on targets).	Firstly, it should be noted that considering a shift from Internal Combustion Engine Vehicle (ICEVs) to ele components of the chief travel planning target in creating a multi modal shift from single occupancy vehi Any travel planning questionnaire surveys will allow residents to answer on how they travel by using all th of EV use in this target doesn't retract from the other ways in which people can switch their travel behavio 2.3.2 Secondly, it is unclear as to why NCC don't wish to consider this component in the primary target s remains the view of mode that a shift from ICEV to EVs should count towards achieving this target, for the 2.3.3 Within Annex 2 of the NPPF, sustainable transport modes are defined as "Any efficient, safe and ac impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car shar 2.3.4 Ultra-low and zero emission vehicles are therefore clearly identified as a sustainable means of tran in planning decision making and policy compliance terms, it is considered reasonable and suitable to ali 2.3.5 It should also be noted that a draft NPPF document was published by the Ministry of Housing, Com 2025 for a period of consultation (running until March 2026). The definition of sustainable transport mod demonstrates that the government are maintaining their position on what constitutes a sustainable form 2.3.6 Further to the NPPF acknowledging EV travel as a sustainable form of transport, in its 2016 report, t Level Advisory Group defined sustainable transport as: "the provision of services and infrastructure for th economic and social development benefit today's and future generations – in a manner that is safe, affor whilst minimising carbon and other emissions and environmental impacts." EVs directly reduce and mini the definition of sustainable transport, as set out above. 2.3.7 The UK has also committed to net-zero carbon emissions by 2050; noting that transport was respor emissions in 2023, making it the largest emitting sector of the UK economy. The government are in full acknowledgme emissions, because full battery electric or hydrogen fuel cell vehicles produce zero carbon emissions at said: "the transition to electric vehicles (EVs) is a crucial step towards achieving the UK's net zero target.' 2.3.8 Based on the above, there is sound supporting evidence to underpin the importance of EVs and the EVs would therefore represent a shift to a sustainable means of travel in accordance with the NPPF and g constitutes travel by sustainable means. 2.3.9 As such, a modal shift from ICEVs to EVs accords with a sustainable shift of means of transport and target switch as stipulated within the applicant's submitted RTP. 2.3.10 Notwithstanding the points raised above, it is recognised that an LEV / EV is a physical vehicle in c assessments presented to date, no consideration has been made to the reduction in vehicular trip makir 2.3.11 Crucially, a shift from Internal Combustion Engine Vehicles (ICEVs) to electric vehicles (EVs) doesı chief travel planning target in creating a multi modal shift from single occupancy vehicles to walking, cyc planning measures implemented across the site can still have a meaningful impact on limiting the physic which use the local highway network.

Site Assessment 1. Details of how to access the nearest train station by public transport should be provided. 2. Vehicular constraints in the vicinity of the site, such as peak hour congestion, should be summarised from the Transport Assessment, alongside the presence of any nearby developments that are likely to have a cumulative impact on the local transport. 3. The amount of parking that will be provided at the site and the proportion of spaces that will be allocated to motorcycles, disabled users, car share users, pick up / drop off and visitors is not clear.	2.3.12 NCC have requested that details are provided in relation to accessibility of the nearest train statio provided within Paragraphs 4.5.8 and 4.4.8 of the submitted TA and RTP respectively, this information has described, for NCC's reference. 2.3.13 The nearest train station in relation to the site is Attenborough Train Station, which is located c.3.2 public transport accessibility to Attenborough Train Station, the fastest available opportunity is via the nc 2.3.14 The closest bus stop which facilitates access to this service is located on the eastern side of the B the staggered junction between the B6003 Stapleford Lane / Cleve Avenue / Katherine Drive. The stop itse Drive' and benefits from a flagpole with an associated timetable/information board. 2.3.15 The no.510 bus service provides hourly services at this stop, Monday – Friday, commencing servic with the journey to Attenborough Train Station taking approximately 24 minutes which is inclusive of a sh opposite Katherine Drive and between the stop at Ireton Grove (on Long Lane) and Attenborough Train St 2.3.16 Should this primary route to Attenborough Train Station not be desirable to individuals, residents c and High Road Central Tram Stop, prior to walking to the Bridge Avenue bus stop on High Road which ena which provides 6 services an hour (Monday-Friday) between Nottingham and Derby, stopping also at Atte 2.3.17 In terms of cycle accessibility, the station is located c3.2km to the southeast of the site, which is v specified within Local Transport Note 1/20: 'Cycle Infrastructure Design' which sets out that it is widely c substitute short car trips, particularly those under 5km. LTN 1/20 further outlines that cycling is consider and generally journeys up to 8km are considered an achievable distance for most people. LTN 1/20 also s trips are less than five miles in length – which is an achievable distance to cycle for most people." 2.3.18 An excerpt of NCC's local Nottingham cycle map and recommended cycle routes between the site below in Figure 2.1, for reference.  2.3.19 As illustrated above, individuals can cycle southbound along a NCC recommended cycling route (Swiney Way (also a NCC recommended cycle route). From this point, cyclists can proceed on Mountbatt Nottingham Road. Individuals can dismount their bikes and utilise the signalised crossing facility on Nott Network (NCN) route 6 which runs along Barratt Lane directly to Attenborough Train Station. 2.3.20 The topography of this route is flat and therefore conducive to cycling and it also should be noted t 28 cycle parking spaces in the form of Sheffield Stands and as such can support cycling to the station as 2.3.21 Regarding NCC's comments pertaining to parking, the application is submitted in 'Outline' and pl subsequent reserved matters stages. It is not typical or a prerequisite of an outline planning application t 2.3.22 Notwithstanding this point, relevant parking provision on the site will be considered in accordance the provision for all users: cars, motorcycles, bicycles, visitors etc. will be provided in any forthcoming re
Management of the Travel Plan 1. Full contact details of the TPC should be supplied to NCC now. This can be an interim TPC (e.g. a representative of the developer or their agent) until such a time as a permanent TPC is appointed. The TP should commit to updating NCC should the TPC's name or contact details change for whatever reason. 2. One of the key roles of the TPC should be to implement the travel plan. 3. A description of the managerial hierarchy for the TPC should be provided, including internal reporting structures. 4. The TPC should commit to liaising with the planning authority (Broxtowe Borough Council) in addition to NCC. 5. The formal monitoring period and period in post of the TPC should run from prior to first occupation until a point 5 years following 50% occupation of the site.	2.3.23 To address the request made by NCC, mode will be appointed as interim Travel Plan Co-ordinator provided below, for completeness: • TPC Organisation: mode transport planning (mode); • Address: Griffin House, 18-19 Ludgate Hill, Birmingham, B3 1DW; • Telephone: 0121 7948390; and, • Email Contact: travelplan@modetransport.co.uk. 2.3.24 mode is fully trained and experienced in the aims and objectives of the travel planning process an sales and occupation processes. 2.3.25 Given this is an interim post, should it transpire that a different TPC will take over responsibility of details of the final TPC will be made available to NCC. 2.3.26 Finally, in line with NCC's request as set out above, the responsibilities of the TPC will commence until five years post the point of 50% occupation (and therefore the initial round of surveying).
Setting Targets 1. Primary targets should be based upon trip generation. The TA associated with the	2.3.27 On the contrary to the above, mode did provide an estimate of trips associated with the site (as set also provided a further breakdown of the forecast multi modal trip generation associated with the scheme

proposal should have provided an estimate of trips associated with the site, and therefore this is the basis on which targets should be set (i.e. include one table showing the values used in the TA, and a further table showing the target trip generation with the Travel Plan in place). The mode share targets should then be used as a secondary target. 2. Any secondary targets for the uptake of low emission vehicles shouldn't detract from the trip generation targets that are aimed at ensuring the development performs in lines with the forecast of the Transport Assessment, and on which basis the development has been judged by the highway development control team in terms of wider impacts (e.g. congestion, severance, wider environmental impact, e.g. tyre particle shedding etc etc). 3. Targets should match the formal monitoring period (5 years following 50% occupation of the site). 4. Targets should not be changed or updated without discussion with, and agreement of, NCC. This should be stated. 5. The Travel Plan should aim for 100% TP awareness as a secondary target.	2.3.28 However, for completeness, the forecast trip generation associated with the proposals is set out in  2.3.29 As outlined in the submitted RTP, indicative and interim targets were set based upon Journey to Wo Broxtowe 015 (E02005864). However, as explicitly set out within paragraph 6.4.3 of the RTP, set and specif round of surveying (both utilising count data and questionnaire survey data). 2.3.30 It should also be noted that ultimately a 10% reduction in single occupancy ICEV trips is targeted a necessary to provide a numerical table at this stage as ultimately this percentage target will be based on t stage where full occupancy isn't reached. 2.3.31 In line with the request made above by NCC, targets will not be charged or updated without discus targets established will be adhered to throughout the entire course of the travel planning process (i.e., pri following 50% occupancy levels). 2.3.32 NCC have requested that an explicit target should aim for full travel plan awareness for all resident following fourth target is set: "Each household on site will be provided with the Travel Welcome Pack whic the sustainable options to travel to/from the proposed development and the facilities at the site to aid sus This will encourage awareness of the travel planning process amongst all residents on site." 2.3.33 It is envisaged that this target will meet the following two core travel planning objectives as specifie ● TPO-02: Address the access needs of residents and visitors by supporting walking, cycling and the use ● TPO-03: Enable residents to have an informed choice about their travel options.
Travel Plan Measures 1. In addition to the measures included within the Travel Plan, the following should also be included: 2. Contact details of local taxi firms. 3. Personal Travel Planning should be offered to any resident who requests it. 4. Taster public transport tickets should be provided to residents on opening. This is mentioned as a potential component of the mobility credit scheme (Chapter 7.10); however, the mobility credit scheme is outlined in vague terms and is not firm ("there is opportunity to introduce". Rather, taster tickets should be offered as a standalone measure. A cycle voucher of equivalent value could also be offered to residents on a redemption basis as an alternative to provide them with the opportunity of purchasing a bicycle / cycle equipment.	2.3.34 Mode have undertaken a review of the local taxi firms which operate within the nearby area and id relevant to promote to residents on site: ● Nottingham Taxis – specialising in offering coach hire, airport transfers, taxis and executive cars to resi Website Link: https://www.nottinghamtaxis. co.uk/ Mobile: 0871 976 1111; ● Nottingham Cars – offering taxis, deliveries, airport transfers, executive cars in and around the Nottingh bookings@nottinghamcars.com Mobile: 01159 700 700; ● My Cars Nottingham – Nottingham based taxi service offering airport transfer, wheelchair accessible ta cars, minibuses and executive cars (advanced bookings only). Website Link: mycarsnottingham@yahoo. ● Notts Cars – offering taxi services to residents in Nottingham and airport transfers. Website Link: notts 2.3.35 The Travel Welcome Pack will contain information and contact details ensuring residents are fully when requiring taxi services. 2.3.36 Furthermore, travel update leaflets will be distributed to residents on site following each round of present the latest results but can also be used to promote the taxi companies identified above to ensure avoid single occupancy vehicular trips. 2.3.37 NCC have also requested that personalised travel planning is offered to residents on site who wis travel advice and personalised journey planning to any resident who comes forward to claim it. The trave this aspect of the travel planning process upon initial occupation on site. 2.3.38 Finally, NCC are requesting that taster public transport tickets are provided to residents upon initi 2.3.39 Our experience has demonstrated that providing residents with discounts up front can lead to a la tickets. Furthermore, owing to the definition of sustainable forms of transport as stipulated within the NP taster tickets / discounted vouchers for other forms of sustainable travel, than bus travel. 2.3.40 As such, it is proposed that each household (who comes forward to claim it) will receive a mobility taster ticket, contribution towards a railcard or towards cycling equipment / training. This will ensure the benefit from personalised approach which best suits their individual needs. 2.3.41 The mechanism to request this credit will be made apparent to residents on site via the Travel Wel correspondence (through the use of announcements and update leaflets etc). For completeness, individ it via the TPC to ensure wastage doesn't occur. 2.3.42 In line with NCC's comments, discounts (in exchange for promotion) at various nearby cycle store on site who come forward to claim them.

Monitoring and Review 1. The results of monitoring should be disseminated via newsletter and / or email update to ensure residents are kept informed of TP success. 2. The first travel survey should take place within 3 months of the site reaching 50% occupancy. 3. Annual monitoring reports should be supplied to NCC within 1 month of collating data. 4. Secondary monitoring should also be conducted and reported upon, including the uptake of taster tickets / vouchers, resident feedback, etc. 5. The Travel Plan should commit to a 3-year review and evaluation with NCC and the planning authority. 6. In addition to annual travel surveys, we would expect traffic counts to be conducted (see below). Traffic count data should be uploaded to the TRICs database. The results of traffic counts should then be used to evaluate the progress of the TP against the trip generation targets. ○ Year 1: Travel survey and count ○ Year 2: Travel survey ○ Year 3: Travel survey and count ○ Year 4: Travel survey ○ Year 5: Travel survey and count	2.3.43 Too ensure all the requests made from NCC are satisfied, an updated action plan has been prepar NCC provide comment and acceptance of the suitability of this action plan going forward **Task** / **Delivery Timescales** / **Responsibility** Appoint Interim TPC — Completed — Developer Provide TPC details to NCC — Provided within this TN — TPC Promotion of the RTP to new residents — During the property purchasing process — TPC / Developer Preparation of Travel Welcome Pack and agreement of content with NCC/BBC — Prior to occupation — TPC Distribution of Travel Welcome Packs to residents upon initial occupation — Upon occupation of dwelling — TPC Agree content of resident's travel questionnaire surveys with NCC/BBC — Prior to first round of monitoring — TPC Disseminate travel questionnaire surveys — Initial surveys to take place within three months of the site reaching 50% occupancy (following which annually for a period of 5 years) — TPC Procure a count survey at the site access to establish the number of vehicles accessing /egressing the development during peak hours — Initial surveys to take place within three months of the site reaching 50% occupancy (following which, biennial count surveys will occur – thus providing data for years 1,3 and 5 of the monitoring process). As requested, these surveys will be undertaken in accordance with the Standardised Assessment Methodology (SAM) for monitoring Travel Plans. — TPC Analyse travel surveys to prepare & submit a Travel Plan Monitoring Report for issue to NCC — To be prepared within one month of receiving representative survey sample response (annually for the 5-year period of monitoring) — TPC Preparation of an update leaflet for dissemination to residents on site — To be prepared and issued to residents within 3 months of the latest round of surveying to update residents on the progress of the travel plan and also to promote sustainable transport measures — TPC Undertake a three-year review of the travel planning process with NCC — Following the third year of surveying on site — TPC / NCC Provide residents with personalised travel planning advice and taster tickets (to any who come forward to request it) — Ongoing and on request at the initial occupation of each dwelling — TPC Provide updates to NCC pertaining to the uptake of taster / discount vouchers — Ongoing throughout the life of the travel plan — TPC
Securing the Travel Plan Remedial measures for if the TP fails to achieve its targets at the end of the monitoring period, should, at a minimum, include an extension to the monitoring period (as well as an extension to the TPCs period-in-post) and a full review of measures.	2.3.44 The objective of the RTP is to minimise the number of single occupancy ICEV trips generated by re annually, so that the targets can be re-evaluated, and appropriate improvements made (if necessary). Th part of the on-going evolution of the travel planning process. 2.3.45 If targets are not met, additional measures may be introduced by the TPC across one additional ye of): ● Further promotional events; ● Increased marketing to residents on site; ● Further / targeted Personalised Travel Planning; ● The TPC could investigate the potential for on-going discounted travel / provision of a public transport travel pass for residents with local operators (if applicable / available); and, ● Investigate options to provide cycle training for residents on site. 2.3.46 Notwithstanding the above, a full suite of potential further intervention or measures cannot be qua desirable or likely outcome. Furthermore, if the target is not met, the applicant will only be able to ascert surveys and communications with residents during the 5th year of monitoring on the site. As such, tailore finalised following receipt of the 5th year round of monitoring. 2.3.47 It is important to stress that it remains the aspiration of the applicant to meet the targets of the TP on site.

Separately, it is noted that proposals at Toton East include measures to improve pedestrian connectivity and safety by including a toucan crossing at Woodstock Drive and a pedestrian refuge at Darley Avenue. These measures have not been reflected in the current TA but should be incorporated for completeness and consistency.
Kind regards,

[redacted]

[redacted]

Place Department | Nottinghamshire County Council
Count Hall Lou hborou h Road West Bridgford | NG2 7QP

[redacted]

We have a new online application system for S278 and S38 agreements this can be found at: Apply for a section 38 and 278 agreement(s) - Nottinghamshire County Council

For the latest version of the Nottinghamshire Design Guide see: Highway design guide | Nottinghamshire County Council

Nottinghamshire County Council Economy, Environment & Assets

Nottinghamshire County Council: Stronger families, thriving communities, a connected county.

Nottinghamshire County Council is committed to protecting your privacy and ensuring all personal information is kept confidential and safe – for more details see https://www.nottinghamshire.gov.uk/global-content/privacy.

Nottinghamshire County Council: Stronger families, thriving communities, a connected county.

Nottinghamshire County Council is committed to protecting your privacy and ensuring all personal information is kept confidential and safe – for more details see https://www.nottinghamshire.gov.uk/global-content/privacy.

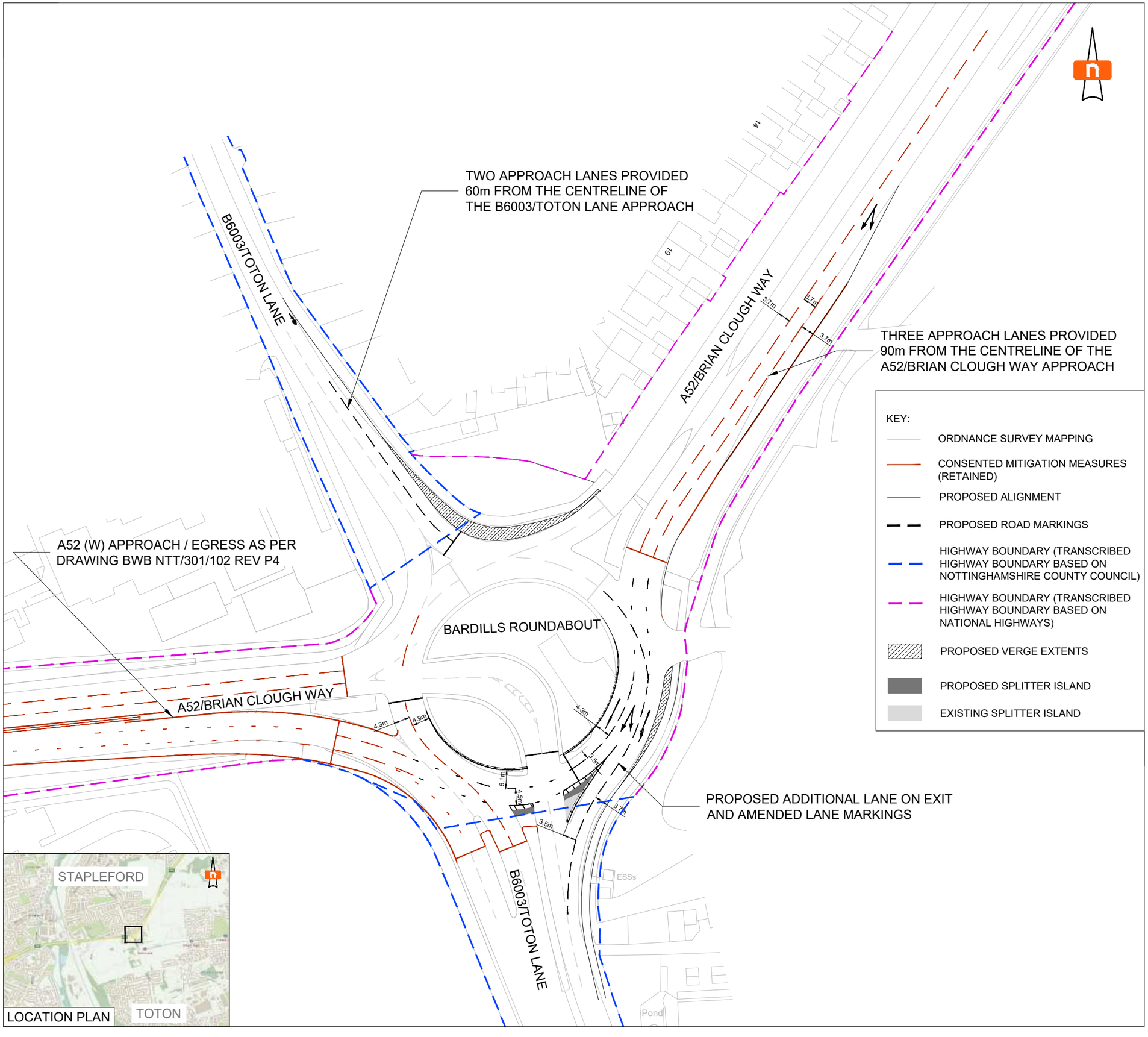
Emails and any attachments from Nottinghamshire County Council are confidential. If you are not the intended recipient, please notify the sender immediately by replying to the email, and then delete it without making copies or using it in any other way. Senders and recipients of email should be aware that, under the Data Protection Act 2018 and the Freedom of Information Act 2000, the contents may have to be disclosed in response to a request.

Although any attachments to the message will have been checked for viruses before transmission, you are urged to carry out your own virus check before opening attachments, since the County Council accepts no responsibility for loss or damage caused by software viruses.
You can view our privacy notice at: https://www.nottinghamshire.gov.uk/global-content/privacy

Nottinghamshire County Council Legal Disclaimer.

APPENDIX H

Highways Drawings



NOTE:

1. THIS DRAWING IS BASED UPON ORDNANCE SURVEY MAPPING AND DRAWING NTT/301/102 REV P4 BY BWB CONSULTING. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
2. ROAD MARKINGS & TRAFFIC SIGNS ARE TO BE IN ACCORDANCE WITH 'THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'.
3. HIGHWAY BOUNDARY INFORMATION HAS BEEN PROVIDED BY VIA EAST MIDLANDS LTD AND HAS BEEN TRANSCRIBED BY MODE ONTO AN ORDNANCE SURVEY. MODE ACCEPTS NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED AND THE HIGHWAY BOUNDARY INFORMATION SHOWN IS SUBJECT TO CHECKS BY A LICENSED CONVEYANCER.
4. CONSENTED MITIGATION MEASURES FROM DRAWING NTT/301/102 REV P4 HAVE BEEN TRANSCRIBED BY MODE ONTO AN ORDNANCE SURVEY. MODE ACCEPTS NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED.
5. DO NOT SCALE FROM THIS DRAWING WORK FROM FIGURED DIMENSIONS ONLY.
6. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

REV	DATE	REMARKS
A	24.06.2026	LANE MARKING AMENDMENTS
-	22.12.2025	INITIAL ISSUE

CLIENT

BLOOR HOMES LTD

JOB TITLE

TOTON WEST

DRAWING TITLE

BARDILLS ROUNDABOUT
MITIGATION (OPTION 2)

DRAWING NO.

J32-8827-PS-003

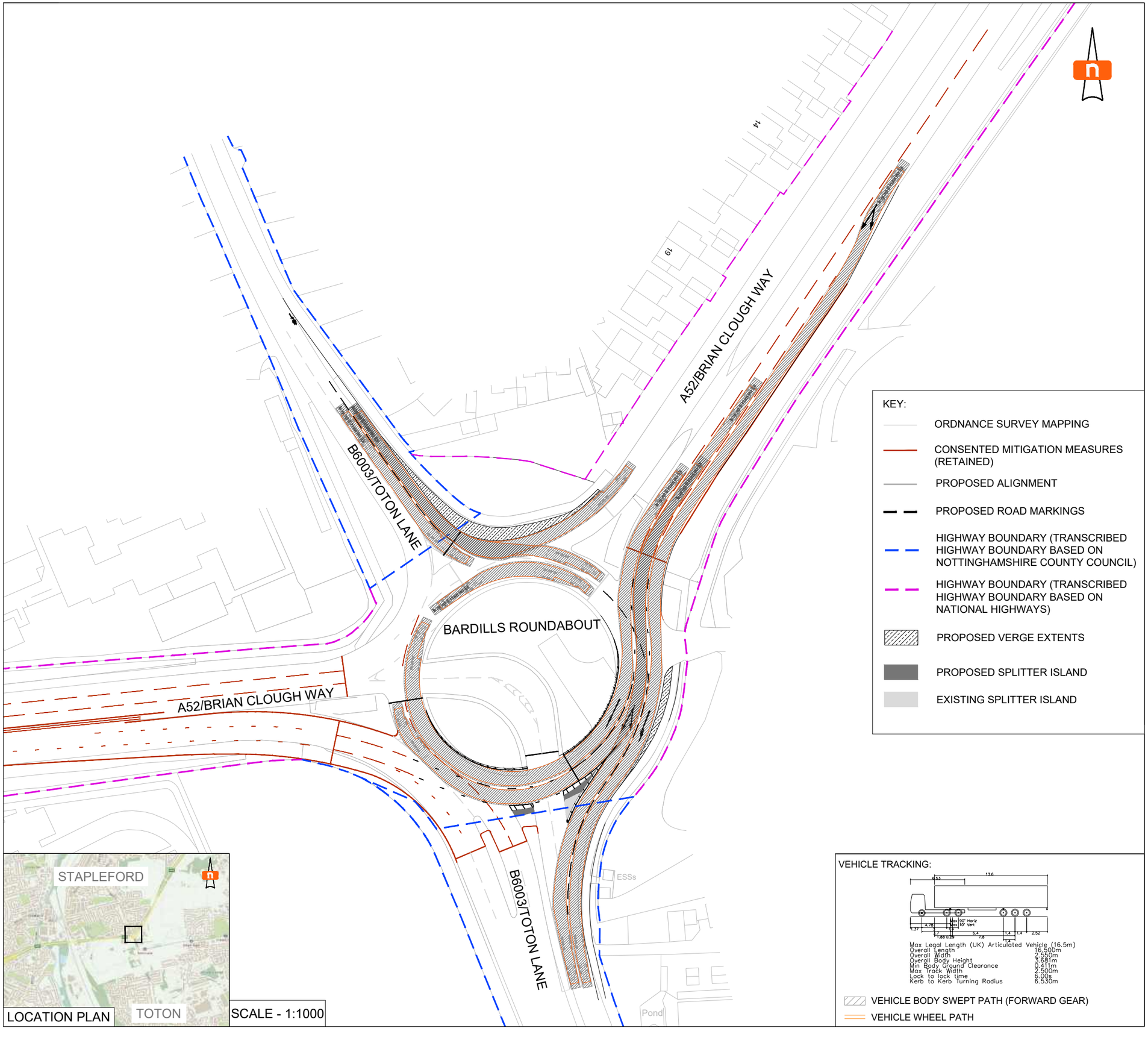
DRAWN	CHECKED
AA / JFN	BDF
CREATED	SCALE
DEC '25	1:1000 @A3

mode transport planning
GRIFFIN HOUSE
18-19 LUDGATE HILL
BIRMINGHAM
B3 1DW

T 0121 794 8390
E INFO@MODETRANSPORT.CO.UK
W WWW.MODETRANSPORT.CO.UK

mode
transport planning

File: C:\Users\patri\mode Dropbox\Project\Birmingham\2. Projects\J328827_Toton West\5. Graphics\2. CAD\2. Sheets\J32-8827-PS-001-002.dwg



KEY:

- ORDNANCE SURVEY MAPPING
- CONSENTED MITIGATION MEASURES (RETAINED)
- PROPOSED ALIGNMENT
- PROPOSED ROAD MARKINGS
- HIGHWAY BOUNDARY (TRANSCRIBED HIGHWAY BOUNDARY BASED ON NOTTINGHAMSHIRE COUNTY COUNCIL)
- HIGHWAY BOUNDARY (TRANSCRIBED HIGHWAY BOUNDARY BASED ON NATIONAL HIGHWAYS)
- PROPOSED VERGE EXTENTS
- PROPOSED SPLITTER ISLAND
- EXISTING SPLITTER ISLAND

NOTE:

1. THIS DRAWING IS BASED UPON ORDNANCE SURVEY MAPPING AND DRAWING NTT/301/102 REV P4 BY BWB CONSULTING. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
2. ROAD MARKINGS & TRAFFIC SIGNS ARE TO BE IN ACCORDANCE WITH 'THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'.
3. HIGHWAY BOUNDARY INFORMATION HAS BEEN PROVIDED BY VIA EAST MIDLANDS LTD AND HAS BEEN TRANSCRIBED BY MODE ONTO AN ORDNANCE SURVEY. MODE ACCEPTS NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED AND THE HIGHWAY BOUNDARY INFORMATION SHOWN IS SUBJECT TO CHECKS BY A LICENSED CONVEYANCER.
4. CONSENTED MITIGATION MEASURES FROM DRAWING NTT/301/102 REV P4 HAVE BEEN TRANSCRIBED BY MODE ONTO AN ORDNANCE SURVEY. MODE ACCEPTS NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED.
5. DO NOT SCALE FROM THIS DRAWING WORK FROM FIGURED DIMENSIONS ONLY.
6. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

LOCATION PLAN

SCALE - 1:1000

VEHICLE TRACKING:

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

- VEHICLE BODY SWEPT PATH (FORWARD GEAR)
- VEHICLE WHEEL PATH

REV	DATE	REMARKS
A	24.06.2026	LANE MARKING AMENDMENTS
-	22.12.2025	INITIAL ISSUE

CLIENT

BLOOR HOMES LTD

JOB TITLE

TOTON WEST

DRAWING TITLE

BARDILLS ROUNDABOUT MITIGATION (OPTION 2) SWEPT PATH ANALYSIS

DRAWING NO.

J32-8827-PS-004

DRAWN	CHECKED
AA / JFN	BDF
CREATED	SCALE
DEC '25	1:1000 @A3

mode transport planning
GRIFFIN HOUSE
18-19 LUDGATE HILL
BIRMINGHAM
B3 1DW

T 0121 794 8390
E INFO@MODETRANSPORT.CO.UK
W WWW.MODETRANSPORT.CO.UK

mode transport planning

File: C:\Users\patri\mode Dropbox\Project\Birmingham\2. Projects\J328827_Toton West\5. Graphics\2. CAD\2. Sheets\J32-8827-PS-001-002.dwg