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transport planning

Bloor Homes Ltd

Land at Toton West, Broxtowe

Transport Assessment

February 2026

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Bloor Homes Ltd

Land at Toton West, Broxtowe

Transport Assessment

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1. Introduction

1.1 Overview

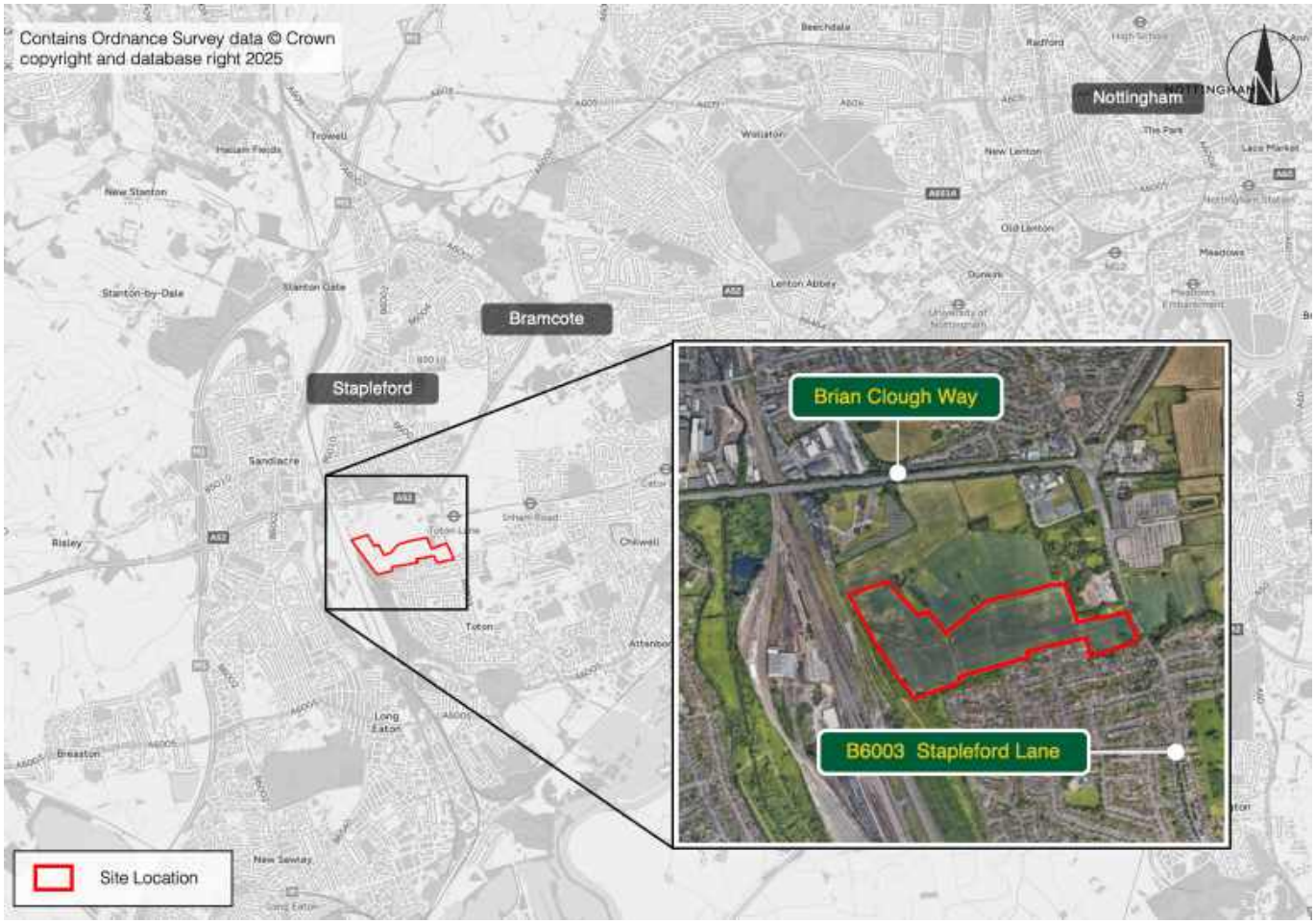
1.1.1 mode transport planning (mode) has been commissioned by Bloor Homes Ltd (Bloor) to prepare a Transport Assessment (TA) in relation to the live Outline Planning Application (Ref: 25/00371/OUT) for a residential development on land to the west of the B6003 Stapleford Lane in Broxtowe, Nottinghamshire.

1.1.2 The application is for the following:

"Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure."

1.1.3 An overview of the site's location is illustrated in **Figure 1.1** below. A copy of the site's masterplan is attached at **Appendix A**, for reference.

Figure 1.1 Site Location Plan



1.1.4 Vehicular access will be provided through the provision of a new signal-controlled crossroads with the B6003 Stapleford Lane. The site access would form the western arm of the crossroads junction, with the eastern arm providing opportunity for access to the allocated land at 'Toton East'.

1.1.5 The site is situated within Broxtowe Borough Council (BBC), who are the Local Planning Authority (LPA). Nottingham County Council (NCC) are the Local Highway Authority (LHA).

1.2 Planning History

Historic Applications

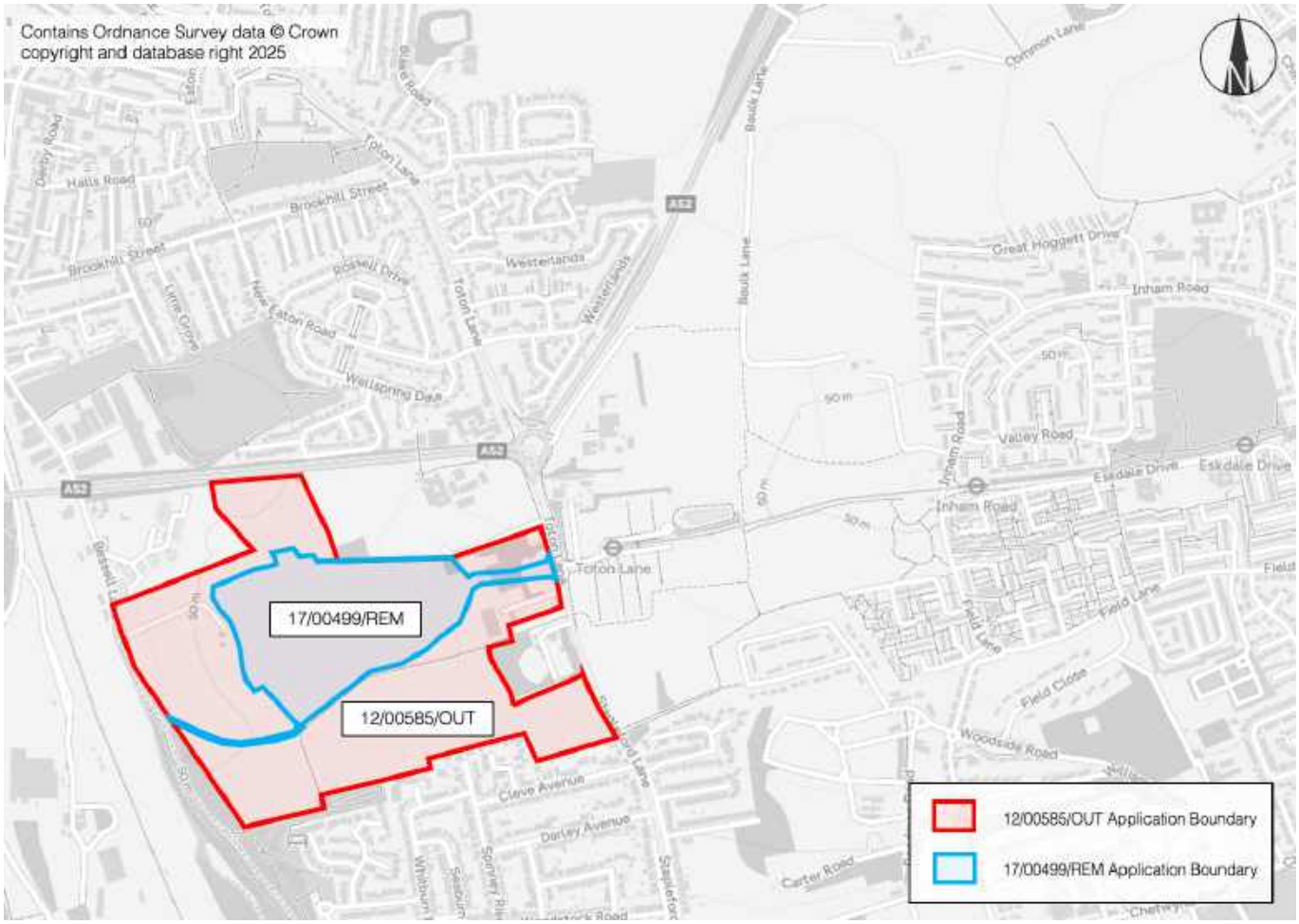
1.2.1 An outline planning application, with points of access to be determined, was submitted at this location in October 2012 (Ref: 12/00585/OUT) for a mixed-use development incorporating a maximum of 500 dwellings, 380 sqm convenience store, two 95 sqm retail outlets, education floor space (maximum 2,300 sqm), day nursery (maximum 450 sqm), pub/restaurant, an 80 bed residential care facility, open space, plot for medical surgery (0.04 hectares) and plot for community use (0.08 hectares). Conditional permission was obtained in July 2016, with condition 20 setting out that highway mitigation would be required at J25 of the M1 and the Bardills roundabout prior to the occupation of any dwelling / unit on site:

"No permanent building erected pursuant to this permission shall be first occupied or brought into use unless works to M1 J25 and A52 Bardills junction (detailed in drawing NTT/301/106 P2 and NTT/301/102/P5) have been implemented and are fully operational. Unless an alternative trigger point has first been agreed in writing by the Local Planning Authority."

1.2.2 Following approval, a variation of condition 20 (of outline planning permission reference 12/00585/OUT) was submitted to BCC (Ref: 17/00131/ROC) (No occupation of buildings until works to M1 J25 and A52 Bardills junction have been implemented) to remove reference to the M1 J25 works and to alter the proposed trigger point for implementation of the A52 Bardills junction works to prior to occupation of the 200th dwelling. The variation of condition application was approved in June 2017.

1.2.3 Pertaining to the above approval and variation of condition 20, a subsequent reserved matters application (Ref: 17/00499/REM) was approved in 2018 for the erection of 282 dwellings and supporting infrastructure (land located directly to the north of the proposed development site). This site has since been sold by the previous landowners and now falls within the control of NCC. There is currently uncertainty relating to the delivery of development in this location. An overview of the historic planning history of the site is illustrated in Figure 1.2.

Figure 1.2 Historic Planning Applications



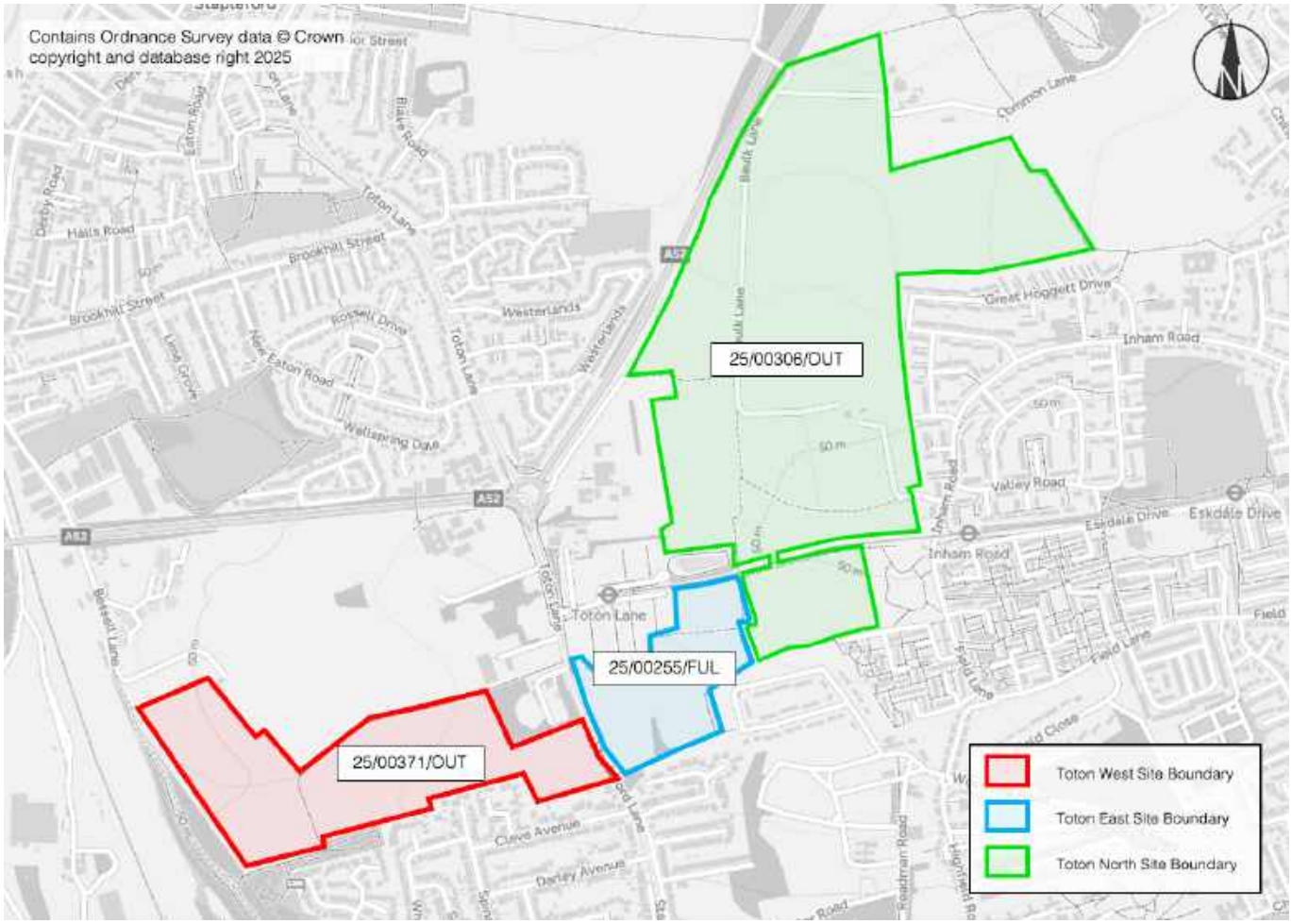
Live Applications

1.2.4 Wider planning aspirations endeavour to deliver land to the east of the B6003 Stapleford Lane (Toton East). In March 2025, a full planning application was submitted to BBC for the construction of 155 dwellings and associated open space and infrastructure (Ref: 25/00255/FUL). The application has been validated but has not yet received a decision.

1.2.5 An outline application has also been submitted on land between Teesdale Court to the south and the A52 Brian Clough Way to the northwest (Ref: 25/00306/OUT) for a residential development of up to 880 homes, link road with means of access only, a local centre, country park and educational provision (Toton North). Again, the application has been validated but has not yet received a decision.

1.2.6 An overview of the live planning applications for the proposed development, and on land to the east of the B6003 Stapleford Lane, is illustrated in **Figure 1.3**, below.

Figure 1.3 Live Planning Applications



1.2.7 It is the purpose of this TA to assess the merits of the proposed development at Toton West independently to the wider Toton development parcels located on land to the east of the B6003 Stapleford Lane.

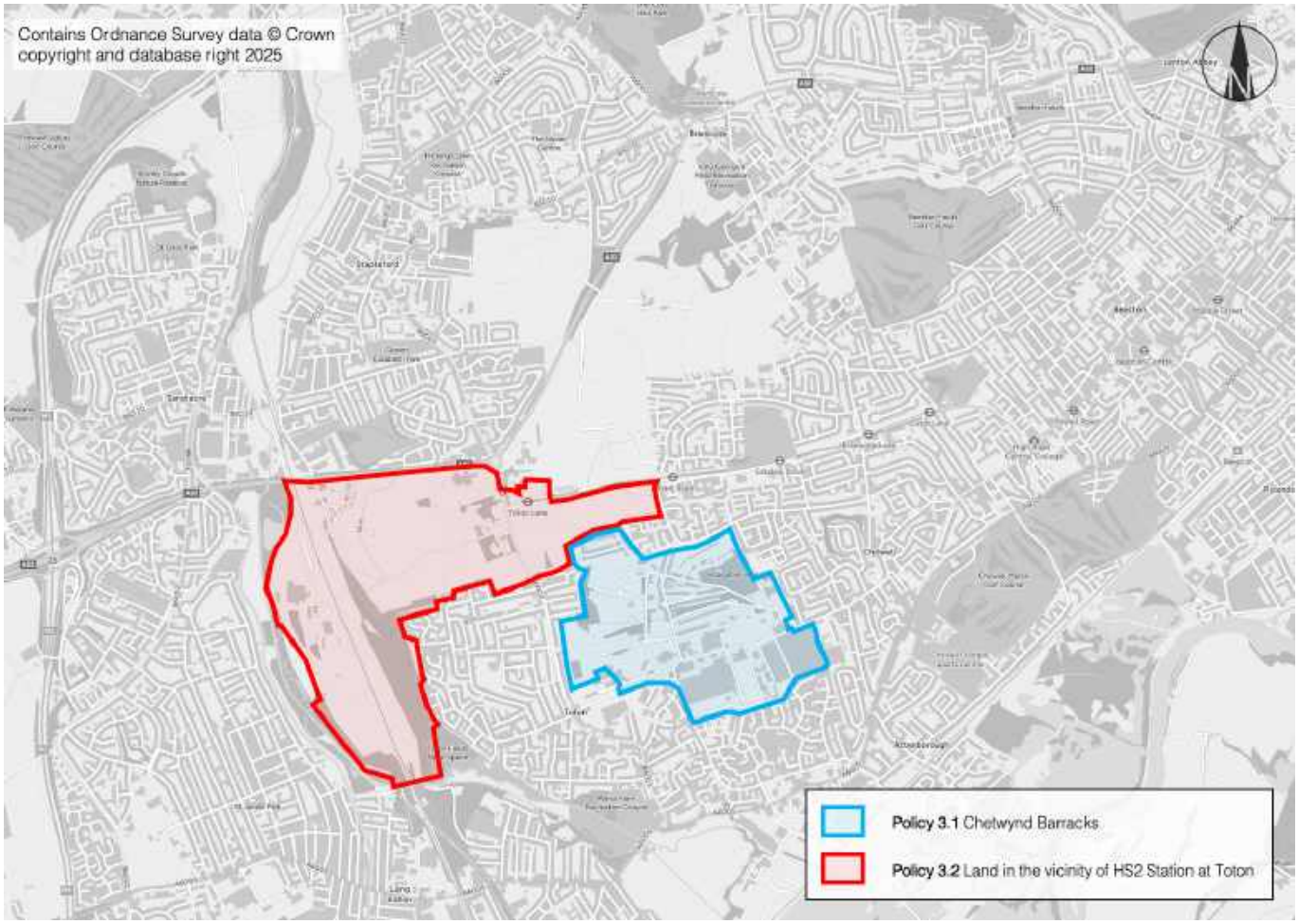
1.2.8 A separate TA Addendum is currently being prepared by mode on behalf of Bloor, which considers the cumulative impact of the entire Toton area development (encapsulating development at Toton West, Toton North and Toton East). Whilst the proposals within this TA do not prejudice the delivery of the other Toton sites, this application is intended to allow Toton West to be assessed on its own merits and impact.

1.3 Planning Policy Context

1.3.1 The site is located within land allocated for development, under Policy 3.2 (Land in the vicinity of HS2 Station at Stoton), as defined within the adopted BBC Part 2 Local Plan (2018-2028). The allocation comprises a major expansion of up to 3,000 homes, a minimum of 18,000sqm of mixed employment (Use Class B), the provision for an expanded or relocated George Spencer Academy and a new primary school.

1.3.2 An illustration of the allocated site is provided in **Figure 1.4** below.

Figure 1.4 Broxtowe Local Plan Site Allocation



1.3.3 As such, the proposals represent an important contribution to the residential allocation in this location, as identified within the adopted BBC Local Plan.

1.4 Report Purpose

1.4.1 This TA considers the transport issues at the site and identifies the likely impact of the proposed development with all modes of travel considered. It sets out the methodology for assessing the baseline conditions, the proposed development quantum and provides a summary of the various associated transport implications.

1.4.2 As aforementioned, a wider assessment is currently being progressed by mode, in which developments at Toton West, Toton East and Toton North will be cumulatively assessed, using the NCC approved East Midlands Gateway Model (EMGM). It is however the purpose of this TA to assess the proposals at Toton West independently to the wider site.

1.4.3 It should be noted that a Residential Travel Plan (RTP) has also been prepared and should be read in conjunction with the TA. The RTP sets out incentives to assist in increasing the use of active travel and public transport amongst residents of the site and therefore aims to reduce reliance on single occupancy vehicular trips.

1.4.4 The RTP will form a key component of the vision led approach to this application by helping ensure residents are fully informed of the opportunities to travel by means of travel other than single occupancy vehicular trips.

1.5 Report Structure

1.5.1 The TA has been prepared in accordance with Planning Practice Guidance (PPG): 'Travel Plans, Transport Assessments and Statements in Decision Taking' published by the Ministry of Housing Communities and Local Government (MHCLG).

1.5.2 Following this introduction, the TA is structured as follows:

- Chapter 2: Summarises the approach adopted towards the delivery of new communities and namely a vision and validate approach to transport assessment;
- Chapter 3: Provides an overview of relevant national and local planning policies;
- Chapter 4: Reviews the existing transport infrastructure in the area surrounding the site, with a focus on opportunities for travel via sustainable modes of travel;
- Chapter 5: Outlines the development proposals and describes the means of access both for vehicles and NMUs;
- Chapter 6: Provides an overview of the EMGM approved trip rates and resultant trip generation associated with the proposed development;
- Chapter 7: Sets out the methodology to assess the development proposals and the results of the junction modelling assessments;
- Chapter 8: Details the required junction capacity mitigation schemes required to support the development arising from the capacity assessment; and,
- Chapter 9: Summarises and concludes the TA.

2. Approach to New Sustainable Communities

2.1 Overview

2.1.1 This chapter sets out the intended approach towards the development of a vision for the site, in accordance with the requirements of the updated NPPF. This is predicated on a different approach to 'traditional' transport planning towards a "Vision and Validate" led ethos to movement and connectivity.

2.1.2 This will be embedded as a central theme amongst the proposed development, to provide a sustainable, long-term and clear direction of travel for addressing opportunities for the site, whilst considering local and national trends and best practice guidance.

2.2 Context

2.2.1 Since the "Traffic in Towns" report was first published in the 1960s the "Predict and Provide" approach has characterised the philosophy of transport planning in the UK; one of predicting future demand for car travel and providing the necessary related infrastructure to meet that demand, which has unwittingly led to a primary focus on the motor car.

2.2.2 Maintaining such an approach will ultimately lead to the continual expansion of potentially unsustainable highway infrastructure to meet the latent demand for car usage. As transport and town planning professionals, we are all striving for a cleaner, more sustainable approach to transport and our environment; a better approach to transport planning would therefore be to focus on opportunities created by a "*Vision and Validate*" or "*Decide and Provide*" approach, comprising the following:

Vision

Setting out and planning from the outset what we want 'inspiring, sustainable growth' to look like.

Validate

Utilising exemplar design and modal shift forecasting techniques to test that vision, ensuring that our efforts will lead us to the best ways of eventually achieving it.

2.3 The Industry View

2.3.1 The shift away from a 'Predict and Provide' methodology towards a 'Vision and Validate' approach is endorsed by various key industry organisations who collectively have published a wealth of guidance for those engaged in planning, master planning and transport assessment. Pertinent guidance documentation is as follows:

- CIHT – Better Planning, Better Transport, Better Place (2019);

- Town and County Planning Association – Guide 13 (2020);
- TRICS Consortium – Decide and Provide Guidance (2021);
- Department for Transport – Decarbonising Transport (2021); and
- CIHT/TPS – Vison Led Planning (2025)

2.3.2 Each document describes the desired shift in approach and importantly it is considered that the '*Vision and Validate'* approach aligns with the NPPF requirement for sustainable transport issues to be considered at the earliest stages of plan-making/development proposals so that opportunities to promote walking, cycling and public transport are pursued.

2.3.3 The following guidance documentation provides a useful basis for the application of the paradigm shift in practical terms:

- Active Travel England Standing Advice Note: Active Travel and Sustainable Development (Oct 2023); and,
- DfT Circular 01/2022: Strategic Road Network and the Delivery of Sustainable Development (Dec 2022).

2.3.4 Both documents recognise the importance of sustainable travel in achieving various policy objectives with Active Travel England (ATE) identifying how the government's gear change strategy has the objective of 50% of journeys in towns and cities being walked, wheeled, or cycled by 2030. NH also identify the importance of sustainable travel seeking an approach to transport assessment that favours trip containment and/or modal shift over new connections or Strategic Road Network (SRN) infrastructure.

2.3.5 The proposed development has been guided by these objectives to assess why people travel, the potential catchment of walking, cycling and public transport trips, what trip attractors are situated within these catchments and to review the sustainable travel network to link the attractors with the site (and vice versa).

2.4 Vision

2.4.1 The opportunity that the development presents is one of aspiration and opportunity to deliver the following vision:

"a new sustainable community with a real focus on realising a low carbon transport agenda at its very core. The intention is to promote sustainable forms of transport to residents and visitors at the site; to reduce the overall number of vehicle movements and increase sustainable travel to and from the site."

2.4.2 Aside from the anticipated benefits in terms of addressing the impacts of traffic congestion, the strategy is intended to introduce several interrelated benefits in parallel, namely improved health, better air quality, improved highway safety, improved community cohesion and enhanced inclusiveness and mobility.

2.4.3 Our overarching mobility strategy will be focused around living locally, supported by active travel; "the low carbon 20-minute neighbourhood", as shown in **Figure 2.1** below.

Figure 2.1 Low Carbon 20-minute Neighbourhood



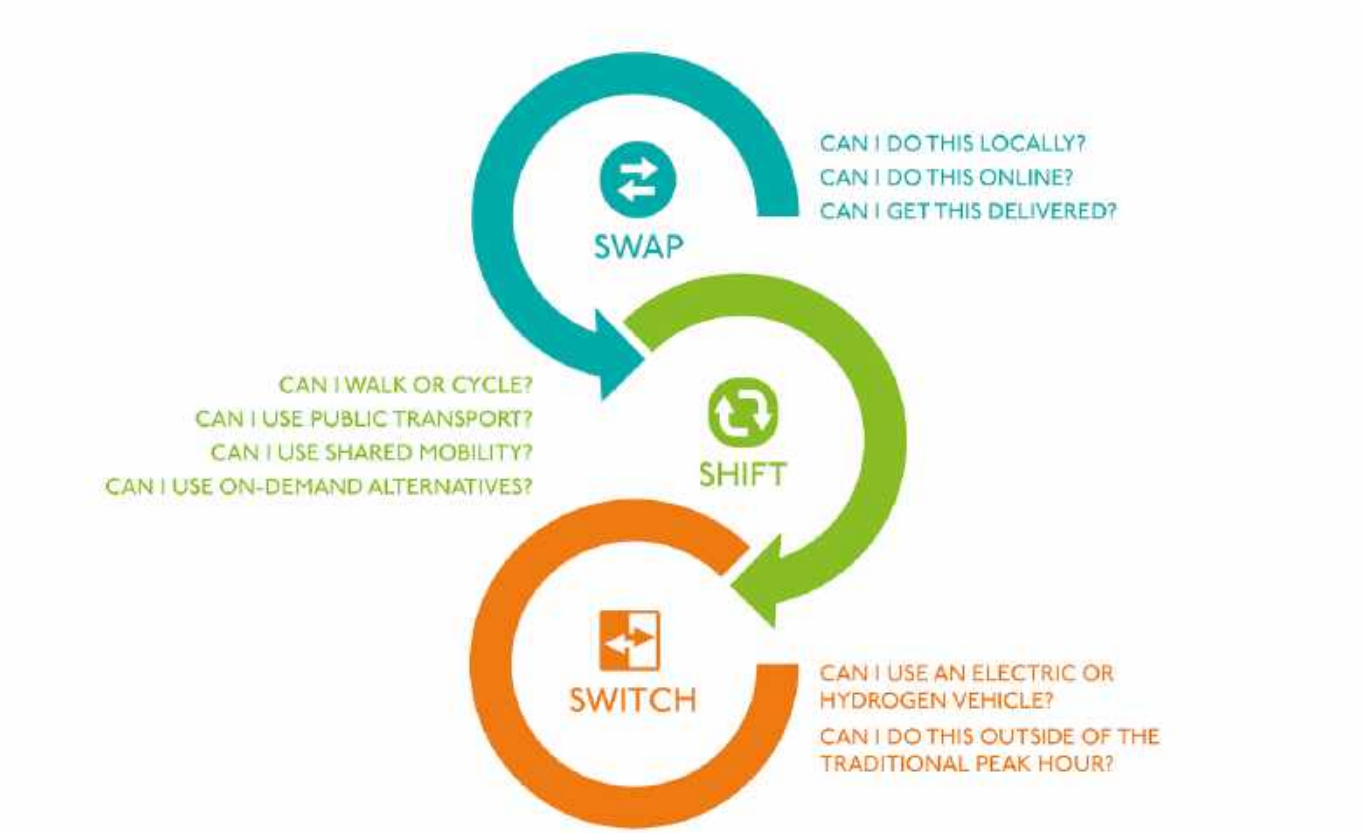
2.4.4 The 20-minute neighbourhood is all about living locally, giving people the ability to meet many of their daily needs within a 20-minute walk from home, with safe cycling and local transport options supplementing this. The aim is to encourage people to spend more time locally, using public open green space, cycling, and walking instead of using cars and connecting with neighbours. This will also help facilitate a low carbon strategy for the site, which mitigates the likely environmental impacts of the site through a reduction in transport emissions and energy use.

2.4.5 It is important to recognise that some trips will require people to travel further afield; however, the strategy seeks to provide opportunity for as many trips as possible to be met locally and via sustainable travel rather than through stymieing choice.

2.5 Validate

2.5.1 The use of the private car will still be necessary outside of the 20-minute neighbourhoods and strategic long-distance travel, will still form part of a weekly routine/requirement; however, the hierarchy of choice should be encouraged, through the implementation of a monitored Travel Plan, in the order outlined in **Figure 2.2** below; to embed the most sustainable transport decision making:

Figure 2.2 Hierarchy of Choice



2.5.2 To validate the vision, much local movement is envisaged to be by sustainable modes of transport, either through walking, cycling or on public transport. As technology advances, these traditional modes can be supplemented by the introduction of newer transport modes such as e-scooters and e-bikes.

2.5.3 It means that ultimately our validation would be a very low car environment, which will create pleasant open space, boost local economy, address overarching societal health issues and start to make a significant reduction on the overall carbon footprint of the proposed development.

2.6 Opportunities

2.6.1 The Vision and Validate approach is built around the premise that when the various transport initiatives gain traction and yield results in terms of uptake of sustainable transport, the requirement to address potential highways capacity issues becomes less onerous. Focussing on sustainable travel will have a range of benefits over and the above the obvious positive impact in terms of reduced congestion levels as follows:

- Reducing the impact of the proposal on local road capacity;
- Reduction in potential number of additional vehicular trips, potentially reducing the requirement, scale and cost of off-site highway works;
- Reducing the likely environmental impacts of the site (transport emissions and energy use);
- Improving accessibility and tackling social exclusion;
- Improving access to public transport; and,
- Promotion of healthy lifestyles and wellbeing through more physical activity and use of active travel modes.

3. Policy Review

3.1 Overview

3.1.1 This chapter considers adopted national and local transport and land use policies as they relate to the development proposals. The following documentation has been considered:

- National Policy:
  - National Planning Policy Framework (2024);
  - National Planning Policy Guidance (2024); and,
  - Department for Transport (DfT) Circular 01/22 (2022).
- Regional Policy:
  - The Nottinghamshire Plan (2021-2031); and,
  - Nottinghamshire Local Transport Plan (2021-2031).
- Local Policy:
  - Broxtowe Borough Council Local Plan (2019);
  - Draft Greater Nottingham Strategic Plan (2025); and,
  - Toton and Chetwynd Barracks Strategic Masterplan SPD (2023).

3.2 National Policy

National Planning Policy Framework (2024)

3.2.1 The National Planning Policy Framework (NPPF) sets out the Government's key objectives for achieving sustainable development. The document was most recently revised in December 2024 and replaces the previous versions in response to the proposed reforms to the NPPF and other changes to the Planning system consultation. These have been combined into a single document to make the planning system more accessible, whilst still protecting the environment and promoting sustainable growth.

3.2.2 The NPPF sets out the government's planning policies for England, and how these are expected to be applied, stating that all developments generating significant amounts of movement should be supported by a TA or Transport Statement (TS), alongside a Travel Plan (TP). Within the NPPF, it is suggested that economic, social and environmental objectives should be at the heart of the planning process.

3.2.3 Under the 'Promoting sustainable transport' chapter of the NPFF, it is stated that transport issues should be considered from the earliest stages of plan-making and development proposals using a vision led approach (Para. 109). By doing this the potential impacts of development on transport networks can be addressed and the appropriate transport infrastructure can be implemented. By considering transport at the earliest stages, it allows the opportunity to promote walking, cycling and public transport, and to mitigate any problems.

3.2.4 Significant developments should be focused on being sustainable and this can be done through limiting the need to travel and offering a genuine choice of transport modes.

3.2.5 In regard to planning policies, in (Para.111) the NPPF states:

- *"Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- *Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- *Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development; and,*
- *Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans."*

3.2.6 Within the context of assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that (Para. 115):

- *"sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision led approach."*

3.2.7 Within this context, new developments should (Para. 117):

- *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas… facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

3.2.8 Paragraph 116 states that:

"Development should only be prevented or refused on highways 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 future scenarios."

3.2.9 Paragraph 118 of the NPPF concludes that all developments expected to generate significant amounts of movement should provide a Travel Plan, and applications should also be supported by a vision led Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed and monitored.

3.2.10 Within the glossary of the NPPF, a 'vision led approach' is cited as being: *"an approach to transport planning based on setting outcomes for a development based on achieving well designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as 'predict and provide')".*

3.2.11 This key revision of the NPPF provides explicit guidance to utilise a vision led approach to transport planning within planning applications. Whilst a vision led approach still makes assumptions on an unknown future, it allows more influence on the future vehicle trips to a site through the design of a settlement and the shaping of the transport needs for future users on the site. Thereby suggesting that planning and mitigation isn't restricted to forecasting vehicular trips, but also to ensuring that infrastructure is provided and available to actively give individuals a genuine choice of means of transport, other than single occupancy vehicular trips.

3.2.12 The development proposals fully accord with a 'vision led approach', with the applicant committed to ensuring that the proposed scheme integrates with the key pedestrian infrastructure in the site's vicinity along Church Road to ensure that future users of the site have infrastructure available to travel sustainably between the site and key nearby amenities.

3.2.13 The proposed development has been assessed in accordance with the NPPF guidelines, and this TA and the accompanying FTP demonstrate that the above objectives are satisfied by the development proposals.

Planning Policy Guidance (2024)

3.2.14 The Planning Policy Guidance (PPG) provides detailed advice to support the NPPF. The PPG contains further information for planners, developers and the public on the types of assessment required to support planning applications and the approach to considering applications on their various merits.

3.2.15 Planning Practice Guidance (PPG) was published in 2012 and most recently revised in 2024. The updated guidance aims to facilitate the development of a robust and well thought out site, enabling an assessment of the transport impacts of both existing and proposed developments. The guidance can inform sustainable approaches to transport. A strong assessment will establish evidence that may be useful in:

- Improving the sustainability of transport provision;
- Enhancing the levels of accessibility;
- Creating a choice amongst different modes of transport;
- Improving health and well-being;
- Supporting economic vitality;
- Improving public understanding of the transport implications of development;
- Enabling other highway and transport authority's/service providers to support and deliver the transport infrastructure that conforms to the Local Plan; and
- Supporting local businesses and the regional economy.

3.2.16 The proposed development has come forward in conformity with the principles set out in the PPG. It should also be noted that a separate RTP has been prepared to support the application; the RTP sets out a strategy to monitor the scheme and encourage residents on site to travel via sustainable means of transport, in lieu of using private vehicles.

3.2.17 Furthermore, in line with the PPG guidance, **Chapter 7** of this TA provides an assessment of the transport impact of the proposals through junction capacity assessments to assess the scheme against paragraph 116 of the NPPF.

DfT Circular 01/2022 - Strategic Road Network and the Delivery of Sustainable Development (2022)

3.2.18 DfT Circular 01/22 is the policy of the Secretary of State (SoS) in relation to the Strategic Road Network (SRN) and is applicable to the entire SRN. This document replaces the policies in DfT circular 02/2013 of the same title.

3.2.19 It is the intention that circular 01/22 be read in conjunction with the NPPF, planning policy for traveller sites, national planning policy for waste, planning practice guidance, national design guide, National Model Design Code, MfS, local transport note (LTN) 1/20 and all other material considerations when strategic policy-making authorities are making decisions on planning and development proposals under the Town and Country Planning Act 1990.

3.2.20 The circular describes at paragraph 12 how: "*New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable"* and at paragraph 13, it is set out that development should only be promoted: *"at locations that are or can be made sustainable and where opportunities to maximise walking, wheeling, cycling, public transport and shared travel have been identified."*

3.2.21 The approach is intended to make efficient use of available capacity in the transport network, improve health and wellbeing and reduce the negative environmental impacts of development.

3.2.22 The circular at paragraph 15 describes how there needs to be a move away from: "*predicting future demand to provide capacity ('predict and provide') to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (vision-led approaches including 'vision and validate,' 'decide and provide' or 'monitor and manage')."*

3.2.23 Paragraphs 16 and 17 describe how delivery of high-quality places and movement networks is fundamental to what the planning/development process should achieve. In regard to movement the process should ensure that developments optimise the potential of sites to support local facilities and sustainable transport networks both within and outside the site.

3.2.24 This is intended to ensure priority is given to pedestrian and cycle movements, and that well-considered parking, servicing and utilities infrastructure for all users is incorporated into development schemes.

3.2.25 Paragraph 19 states "*The company will need to be satisfied that all reasonable options to deliver modal shift, promote walking, wheeling and cycling, public transport and shared travel to assist in reducing car dependency, and locate development in areas of high accessibility by sustainable transport modes (or areas that can be made more accessible) have been exhausted before considering options for new connections to the SRN."*

3.2.26 Paragraph 23 takes the principles of paragraphs 16 and 17 forward describing how development related capacity enhancements should be considered on a case-by-case basis where: *"The general principle should be accepted where proposals would include measures to improve community connectivity and public transport accessibility, and this will be weighed against any negative safety, traffic flow, environmental and deliverability considerations, impacts on the permeability and attractiveness of local walking, wheeling and cycling routes, and alternative options to manage down the traffic impact of planned development or improve the local road network as a first preference."*

3.2.27 At paragraph 43 it is described how development promotors are encouraged to identify the forecast impacts of development proposals on the SRN and the potential means to enable a reduction in travelling by private car ahead of capacity enhancements.

3.2.28 For residential-led developments consideration should be given to home and street layouts, broadband, cycle parking, access to local amenities, mobility/micro-mobility hubs and EV parking.

3.2.29 The importance of Travel Plans is described as they represent an effective means in achieving enhanced sustainable transport.

3.2.30 Paragraph 45 describes how the development proposals will be considered when in accordance with an up-to-date development plan. In this instance the extent of considerations at planning application stage will normally be limited to agreeing the final form / phasing of any required mitigation, measures to reduce private car travel and reduce relevant environmental impacts.

3.2.31 Indeed, in accordance with the guidance established above, the site falls within allocated land in close proximity to the Toton Park and Ride Tram station and existing bus stops on the B6003 Stapleford Lane. A key component of the proposals will be the implementation of a site wide RTP which will continually promote active travel and the use of public transport for journey purposes.

3.2.32 Furthermore, in terms of access design (as explored in further detail within Chapter 5 of this TA) signalised crossing facilities (Toucan crossings) will be provided on each arm of the crossroads junction which will ensure safe, permeable NMU connections across the B6003 Stapleford Lane.

3.3 Regional Policy

The Nottinghamshire Plan (2021-2031)

3.3.1 The Nottinghamshire Plan (TNP) was adopted in 2021 and sets out NCC 10-year vision for Nottinghamshire, creating a: *"healthy, prosperous and greener future for everyone."* The TNP sets out a series of ambitions, those of relevance in transportation terms are as follows:

3.3.2 'Ambition 8 – Improving transport and digital connections' states that NCC have ambitions to:

- Invest in and improve the condition of the County's roads and pavements;
- Improve local and regional transport connections to make journeys easier;
- Support people with transport options that are healthier and more sustainable;
- Improve bus services;
- Expand walking and cycling networks;
- Keep our highways safe and reduce congestion;
- Keep improving our school transport services; and,

- Increase coverage of Gigabit capable broadband across Nottinghamshire.

3.3.3 The success of the TNP will result in people being able to travel around the county easily and safely with more people able to walk, cycle and use public transport.

3.3.4 The proposals at Toton West directly accord and match the ambitions of the TNP, with the applicant committed to enable a high-quality connection between the site and the nearby Toton Lane Park and Ride station.

Nottinghamshire Local Transport Plan (2011-2026)

3.3.5 The third Local Transport Plan (LTP3) was adopted in April 2011 and sets out NCC's transport strategy across Nottinghamshire.

3.3.6 The LTP3 consists of two separate documents; the local transport strategy detailing how transport improvements will be delivered in the county; and an implementation plan setting out the types of measures and where investment will be prioritised to deliver the local transport strategy.

3.3.7 The LTP3 sets the overarching strategic transport goals for Nottinghamshire which are detailed as follows:

- Provide a reliable, resilient transport system which supports a thriving economy and growth whilst encouraging sustainable and healthy travel;
- Improve access to key services, particularly enabling employment and training opportunities; and,
- Minimise the impacts of transport on people's lives, maximise opportunities to improve the environment and help tackle carbon emissions.

3.3.8 These transport goals are underpinned by 12 local transport objectives which identify how transport in the county will help support economic growth; protect the environment; improve health and safety; improve accessibility; and maintain and improve existing infrastructure:

- Objectives related to supporting economic growth:
  - **Objective 1:** Tackle congestion and make journey times more reliable;
  - **Objective 2:** Improve connectivity to inter-urban, regional and international networks, primarily by public transport;
  - **Objective 3:** Address the transport impacts of planned housing and employment growth;
  - **Objective 4:** Encourage people to walk, cycle and use public transport through promotion and provision of facilities; and,
  - **Objective 5:** Support regeneration.
- Objectives related to helping protect the environment:

- Objective 6: Reduce transport's impact on the environment (air quality, buildings, landscape, noise etc.)
- Objective 7: Adapt to climate change and the development of a low-carbon transport system

- Objectives related to improving health and safety:
  - Objective 8: Improve levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys
  - Objective 9: Address and improve personal safety (and the perceptions of safety) when walking, cycling or using public transport

- Objectives related to improving accessibility:
  - Objective 10: Improve access to employment and other key services particularly from rural areas
  - Objective 11: Provision of an affordable, reliable, and convenient public transport network

- Objectives related to maintaining and improving existing infrastructure:
  - Objective 12: Maintain the existing transport infrastructure (roads, footways, public transport services etc.).

3.3.9 NCC highlight that land-use planning is imperative to achieve the overall aims of the LTP such that they detail that it is preferable and more beneficial, if and where it is possible, to cut out congestion at source, by removing or reducing the need to travel. NCC's ambition, through control of land-use planning, seeks to:

- Reduce the need to travel, thereby reducing traffic growth;
- Promote a step change in the level of public transport; and,
- Only deliver highway capacity when all other measures have been exhausted.

3.3.10 In regard to congestion management, NCC set out that improving journey times will lead to reduced congestion and therefore, reduced CO2 emissions. NCC aim to reduce the need to travel across the borough and improve the existing transport networks to help reduce congestion across the local highway networks. Central to this strategy will be:

- Effective spatial planning – ensuring that the planning system takes full account of the potential consequences of development for transport; putting employment and housing development in appropriate locations and when necessary ensuring that sustainable public transport, cycling and walking facilities are funded by developers;
- Maximising new technology – using technology such as teleconferencing to transform the way people work; and use of information technology to enable people to access the goods and services they need without having to travel;

- Smarter travel choices – delivering a range of smarter choices measures to change personal behaviour and business practices, such as home working, and,

- Improving access to local centres – helping people to access their local shops and services, easily by walking, cycling or public transport instead of making short car journeys.

3.3.11 Firstly, the site has been allocated for housing within BBC's Local Plan and as such is considered an appropriate location for residential growth and development. Furthermore, given the close proximity to the Toton Park and Ride facility and existing bus stops on Stapleford Lane, the site is situated in a genuinely sustainable location.

3.3.12 As aforementioned, an RTP has also been prepared to support the application which will promote smarter travel choices amongst residents on site and ensure residents are informed on the opportunities to travel to and from the site via active travel or public transport.

3.3.13 Finally, in order to improve off site connections with the Toton Park and Ride facility, the proposals will involve the delivery of a 3.0m shared footway/cycleway along the eastern side of the B6003 Stapleford Lane which is accessible via the site access junction and continues to the emerging PRoW Bridleway BW127 and pedestrian connection into the Toton Park and Ride facility. These proposals are explored in greater detail within Chapter 5 of this TA.

3.4 Local Policy

Broxtowe Borough Council Local Plan (2019)

3.4.1 Broxtowe Borough Council's Local Plan comprises two parts:

- Part 1 Local Plan: Core Strategy (2014); and,

- Part 2 Local Plan (2019).

3.4.2 Part 1 of the Local Plan sets out the vision, objectives, spatial strategy and the strategic policies for the borough up to 2028. Whilst Part 2 of the Local Plan includes specific site allocations to meet the housing need as set out in Part 1, as well as the policies against which planning applications will be accessed.

Part 1 Local Plan: Core Strategy

3.4.3 Broxtowe Borough Council, Gedling Borough Council and Nottingham City Council prepared an Aligned Core Strategy (ACS) to provide a consistent planning strategy. The ACS presents a series of spatial objectives which seek to deliver this vision and are consistent with local and national policies. The spatial objectives relevant to transportation and highways are outlined below:

i. Environmentally responsible development addressing climate change:

> To reduce the causes of climate change and to minimise its impacts, through locating development where it can be highly accessible by sustainable transport, requiring

environmentally sensitive design and construction, reducing the risk of flooding, and promoting the use of low carbon technologies.

x. Excellent transport systems and reducing the need to travel:

To ensure access to jobs, leisure and services is improved in a sustainable way, reducing the need to travel especially by private car, by encouraging convenient and reliable transport systems, through implementing behavioural change measures, and encouraging new working practices such as use of IT and home working. To aid the planned growth, strategic transport improvements will be completed, including the expansion of the NET including new routes to Chilwell and Clifton and major highway network improvements including the Nottingham Ring Road scheme and widening of A453. Sustainable transport options linking the proposed HS2 hub station to the rest of Greater Nottingham will be explored including a NET extension.

3.4.4 The document also sets out polices for sustainable growth. Policy 2 sets out the spatial strategy for Broxtowe, including:

- A strategic location for growth on land east and west of Toton Lane including Toton Sidings in the vicinity of the proposed HS2 station at Toton, in Broxtowe. This will include a minimum of 500 homes with the appropriate mix of this and other development to be recommended by the Broxtowe HS2 Working Group and determined in Broxtowe's part 2 Local Plan.

3.4.5 Stating that: *"areas in the urban south of Broxtowe benefit from…having the most comprehensive public transport links particularly to Nottingham"*.

3.4.6 Further policies relevant to transportation and highways are outlined below:

- Policy 14: Managing Travel Demand:
  - 1. The need to travel, especially by private car, will be reduced by securing new developments of appropriate scale in the most accessible locations following the spatial strategy in Policy 2, in combination with the delivery of sustainable transport networks to serve these developments.
  - 2. The priority for new development is in firstly selecting sites already accessible by walking, cycling and public transport, but where accessibility deficiencies do exist these will need to be fully addressed. The effective operation of the local highway network and its ability to provide sustainable transport solutions or support economic growth should not be compromised.
  - 3. A hierarchical approach to ensure the delivery of sustainable transport networks to serve new development, in particular, Sustainable Urban Extensions, will be adopted which will seek to provide (in order of priority):

    a) site specific and area wide travel demand management (measures to reduce travel by private car and incentives to use public transport, walking and cycling for appropriate journeys including intensive travel planning);

    b) improvements to public transport services, walking and cycling facilities that are provided early in the build out period of new developments and that are sufficient to encourage sustainable modes of transport;

c) optimisation of the existing highway network to prioritise public transport, walking and cycling facilities that are provided early in the build out period of new developments such as improved/ new bus and cycle lanes and measures to prioritise the need of pedestrians above the car; and,

d) Network Management measures then highway capacity enhancements to deal with severe impacts arising from residual car demand where the initiatives required under points (a) to (c) above are insufficient to avoid significant additional car journeys.

- 4. There will be a level of iteration between the stages of the hierarchy above to ensure their effective delivery having regard to the role and function of the highway network, and the implementation of the approach will have regard to the needs of people with mobility difficulties.

- Policy 15: Transport Infrastructure Priorities:

  - 1. Where new development gives rise to the need for additional transport infrastructure, it should be prioritised in accordance with delivering the spatial strategy in Policy 2, the principles of travel demand management in Policy 14 and the priorities of the Local Transport Plans covering the plan area. The details and certainty of funding and timing are in the Infrastructure Delivery Plan.

  - 2. New development, singly or in combination with other proposed development, must include a sufficient package of measures to ensure that journeys by non-private car modes are encouraged, and that residual car trips will not unacceptably compromise the wider transport system in terms of its effective operation.

Part 2 Local Plan

3.4.7 The Broxtowe Part 2 Local Plan provides the detailed development management policies and site allocations to accompany the Part 1 Local Plan. The policies and site allocations relevant to the development, and to transportation and highways are outlined below:

3.4.8 The site itself is allocated for development under Policy 3.2 of the Broxtowe Borough Council Local Plan, which covers land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth):

- A: Land allocated at Toton Strategic Location for Growth will be brought forward for the following development within the plan period. Development proposals will be required to be in general conformity with the Toton Strategic Location for Growth Illustrative Concept Framework (shown on Map 8):

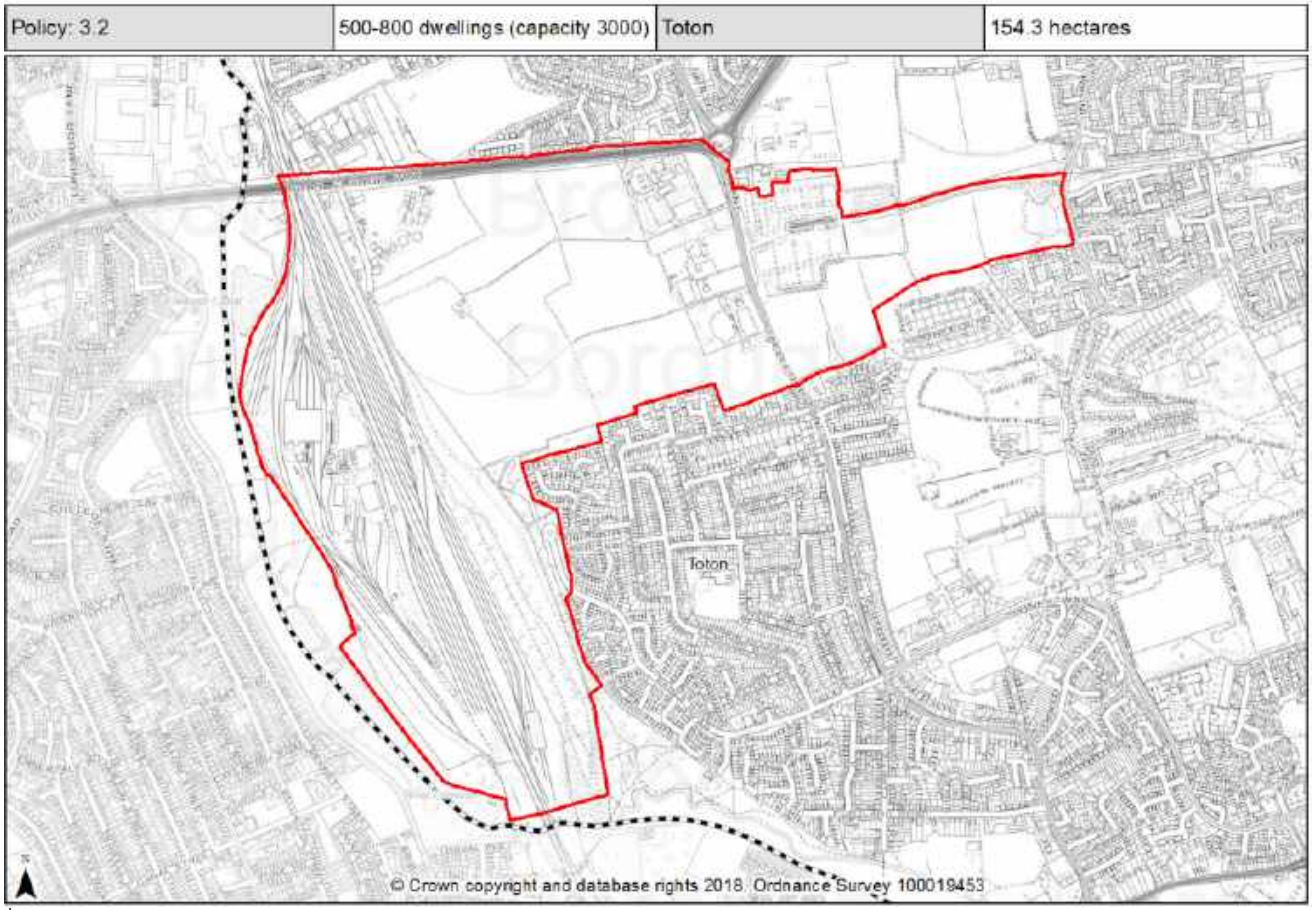
  i) Between 500 and 800 homes, (with an overall capacity of around 3,000 homes) which should be located at the south of the Strategic Location for Growth as identified on the Toton Strategic Location for Growth Illustrative Concept Framework (Map 8).

  ii) Development proposals should comprise a blended density taking into account adjacent development (existing and proposed), topography and avoiding an inefficient use of land.

  viii) Highway infrastructure must be considered in conjunction with requirements for the Chetwynd Barracks allocation (Policy 3.1) and wider area as progressed through the Gateway Study and transport modelling.

3.4.9 For completeness, an illustration of land which Policy 3.2 covers, is illustrated in **Figure 3.1**, below.

Figure 3.1 Local Plan Policy 3.2 Land Boundary*



* *Map imagery taken from page 39 of Part 2 Local Plan 2018-2028*

3.4.10 In relation to traffic, transport and connectivity Policy 3.2 outlines the importance of high-quality transport links to other nearby centres:

- iv) A system that flows well for all modes of transport including a multi-modal transport hub adjacent to the station and proper consideration of access both from Long Eaton and Stapleford, and how the site will connect and complement development at the Chetwynd Barracks site, including the necessary highway improvements to provide acceptable access to both sites. This will include good connectivity for cycling and pedestrians from the northern end of Chetwynd Barracks to access the tram and HS2 station via a network of interconnected Green Infrastructure. It will also enable the provision of high-quality transport links to the other nearby centres in Broxtowe and Erewash, the three city centres of Derby, Leicester and Nottingham, the airport and strategic rail connected development at Roxhill in Leicestershire to the south, and towns in East Derbyshire and West Nottinghamshire to the north.

- v) Maximise the potential for trips to and beyond the station to be achieved through non-private car modes of transport. This should include:

  a) Tram extension to HS2 station which should be designed to facilitate its further extension over the HS2 Station and which should be complete prior to the opening of the station. It should be designed in such a way as to allow for its potential extension

to Long Eaton, Derby and East Midlands Airport. This will need to include access provision over the station of sufficient size to accommodate different modes of transport which, in addition to the tram, would be bus, car, cycle and pedestrian.

b) Safe and attractive pedestrian and cycling links between new and existing communities including Toton, Long Eaton, Stapleford and Sandiacre utilising attractive routes though the location to the HS2 hub and neighbouring areas.

- vi) A hierarchy of attractive routes and interconnected places should be created. Green routes should be provided and, where necessary, preserved and enhanced to assist with this including the Erewash Valley/Canal and additional green space to the north of existing settlements at Toton and Chilwell and to the south of Stapleford.

- vii) Pedestrian access should be provided to the station from the east with an additional secondary western access. This should include a safe route either over or under the station.

- viii) In terms of cycling provision, development should be compatible with future north-south and east-west segregated cycle routes. Cycling should be made a viable option for accessing the hub from within a five mile radius. NET extensions should incorporate a tram-side shared path (to extend to Derby if the tram is extended this far).

- ix) Bessell Lane should be incorporated in plans to access the station and significant improvements will need to be made to the quality of the public realm to encourage better connections to Stapleford District Centre and to ensure the quality of the cycling provision on this north-south route including extension of Midland Street, Long Eaton. On a wider scale the plan to open Bennerley Viaduct should be taken into account with its potential to create wider major leisure routes attracting visitors to use Toton Hub as a starting point for cycling tours. A link should be provided to national cycle route 6 along the Erewash Canal directly to the HS2 Hub station and cycle storage should be provided at the station.

- x) Private vehicle access to the station to be provided via the A52, terminating in ideally underground parking or failing this a multi-storey car park to serve the station.

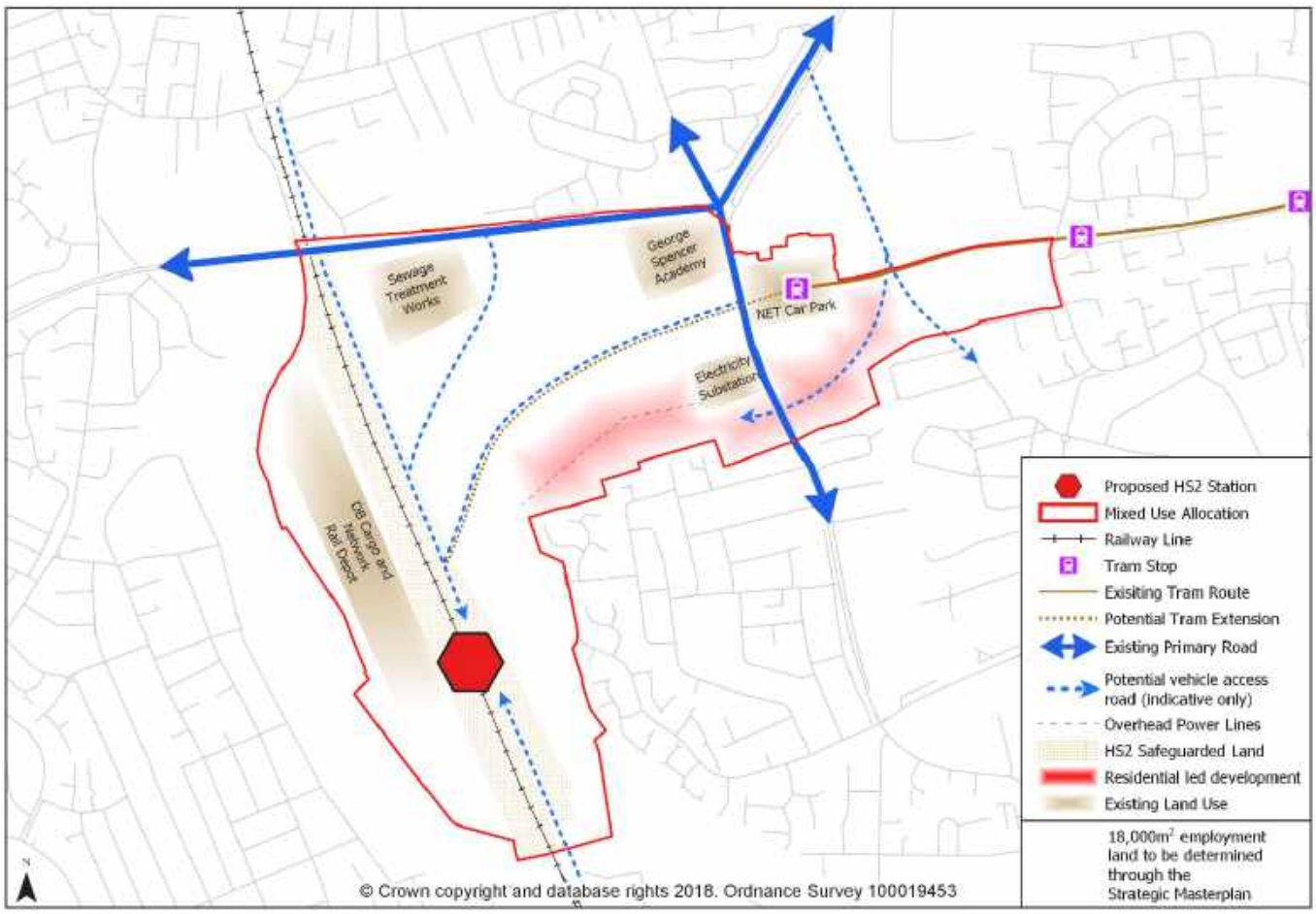
- xi) Good quality transport links from the HS2 station to nearby town centres including a north/south link road to provide local vehicle, walking and cycling access to the station and to facilitate through bus services.

- xii) Onward rail service connections to other principal East Midlands Stations including Ilkeston Station.

- xiii) Prevent overspill parking in existing residential areas when the station is operational. This may include Toton to become a 'residents only parking' area to mitigate issues with Station/Tram traffic.

3.4.11 Although the HS2 station is no longer proposed, the principles for traffic, transport and accessibility remain pertinent. The illustrative concept framework for the Toton strategic location for growth is shown Figure 3.2 below.

Figure 3.2 Toton strategic location for growth illustrative concept framework*



Map imagery taken from page 39 of Part 2 Local Plan 2018-2028

3.4.12 The key local connections for the Toton strategic location for growth are shown **Figure 3.3** below.

Figure 3.3 Key local connections*



* *Map imagery taken from page 43 of Part 2 Local Plan 2018-2028*

- **Policy 17** Place-making, Design and Amenity:
  - For all new development, permission will be granted for development which, where relevant:

    b) Provides, or is close to, community facilities;

    c) Has good access to public transport;

    f) Creates well-defined streets and spaces;

    g) Makes it easy to find your way around;

    h) Encourages low vehicle speeds;

    i) Provides sufficient, well-integrated, parking and safe and convenient access;

    j) Provides attractive, clearly-defined and safe private and public spaces;

    m) Enables convenient use by people with limited mobility;

    n) Encourages walking and cycling; and,

r) Ensures that the development would not prejudice the satisfactory development of a larger area.

3.4.13 As demonstrated within **Chapter 4** of this TA, the site is well located in regard to nearby public transport accessibility. A pair of bus stops are located on the B6003 Stapleford Lane, c. 170m to the south of the proposed site access location, enabling access to the no. 510 and 517 services which offer hourly buses between Stapleford and Beeston Interchange. Furthermore, the Toton Lane Tram Stop is located c. 450m to the north of the proposed site access, providing frequent tram connections into Nottingham City Centre, via Beeston and the University of Nottingham main campus.

3.4.14 As aforementioned, this TA considers development at Toton West on its own merits, independently of the wider Toton development plans. However, the access into the site has been considered and future proofed to allow access into Toton East and the scheme itself will not prejudice the wider development aspirations for the area. A separate cumulative assessment is currently being undertaken by mode for the entire Toton development area, which will utilise the EMGM and ensure that the operation of the local network is assessed in relation to the delivery of all three Toton sites.

- **Policy 26** Travel Plans:
    - All developments of 10 or more dwellings or 1,000 square metres or more gross floorspace will be expected to submit a Travel Plan with their application.

3.4.15 In accordance with Policy 26, a bespoke RTP has been prepared and can be viewed as part of the suite of documents submitted as part of this planning application. The RTP promotes active travel and public transport movements from the site and sets out a methodology of monitoring travel choices of residents on site, before outlining a suite of actions to reduce single occupancy vehicular trips.

Draft Greater Nottingham Strategic Plan (2025)

3.4.16 Greater Nottingham is made up of the administrative areas of Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe Council and the Hucknall part of Ashfield Council. These authorities (with input from Derbyshire and Nottinghamshire County Councils) are known as the Greater Nottingham Planning Partnership, which was established in 2008. The partnership's aim is to prepare statutory strategic development plans which are consistent and provide a coherent policy framework across the area.

3.4.17 Strategic policies for the Greater Nottingham area are currently set out in the adopted Core Strategies for the Greater Nottingham authorities. Collectively (given a common evidence base) these are referred to as the 'Aligned Core Strategies'. However, the core strategies are in need of updating and it is the aspirations of the aligned authorities to produce a new core strategy document, which will supersede the previous aligned core strategies (for Broxtowe, Rushcliffe and Nottingham City) and come forward as the new local plan for these areas to guide development between 2023 and 2041.

3.4.18 Policy 3 'Housing Target' sets out the residential growth aspirations across the collective authorities. Strategic sites are set out, located in or adjoining to the existing main built up areas of Nottingham, including land at Toton West, which is directly considered under Policy 21 'Strategic Allocation Toton and Chetwynd Barracks':

"266 hectares of land at Toton and Chetwynd Barracks is allocated for mixed use development including 4,800 dwellings, at least 32,000 square metres of business and industrial floor space, two local centres, community facilities, transport infrastructure and at least 16 hectares of open space."

3.4.19 The total housing target between 2023 and 2041 for the collective authorities is a minimum of 47,600, with the majority of Broxtowe's housing target to be provided within or adjoining the main built-up area of Nottingham in order to accord with Polic 2 'Spatial Strategy'. The proposals therefore present an opportunity to deliver housing in an allocated, strategic site.

3.4.20 The Draft Greater Nottingham Strategic Plan (DGNSP) provides further support of development in the Toton area, setting out that: *"the potential new transport infrastructure at Toton / Chetwynd would add significantly to the transport and economic sustainability of this area for new development."*

3.4.21 The DGNSP isn't yet adopted; however, in March 2025, a new Regulation 19 Publication Draft consultation was carried out and the ambition of the local authorities is to submit the Draft document to the Planning Inspectorate for review, prior to the end of the year. Given the plan is in the later stages of a path to adoption, it has been considered pertinent within this TA and the future year of the plan (2041) has been considered as the future horizon year for capacity assessments presented within Chapter 7.

Toton and Chetwynd Barracks Strategic Masterplan SPD (2023)

3.4.22 The Toton and Chetwynd Barracks Strategic Masterplan SPD was adopted by BBC's cabinet on in February 2023. Policy 3.2 (Part B) requires that a Strategic Masterplan should be prepared for the Toton Strategic Location for Growth for development expected to be delivered beyond the current Part 2 Local Plan period. The masterplan will form a material consideration in determining planning applications for the development of the sites; with the key purpose of the masterplan set out establish:

- A vision and key development principles for the two sites;
- Location for different land uses and design principles for future development;
- The transport and open space networks needed to support development;
- New community facilities (schools, healthcare facilities, retail provision) required to support existing communities and new residents;
- Key character areas to guide development and land uses in different parts of the sites;

- Phasing of development and infrastructure so that they come forward at the right time.

3.4.23 The masterplan seeks to serve the needs of the new community as well as set a new standard in terms of quality, lifestyles and identity fostered by new development of this cale.

3.4.24 With regards to movement, access and connectivity, the document states that:

- Toton and Chetwynd Barracks benefit from good access to strategic transport networks – notably the A52 (linked to Junction 25 of the M1 a short distance to the west), A6005 Nottingham Road corridor and proximity to Nottingham's high-frequency NET tram system;

- However, these strategic transport networks plus the Erewash Valley Railway Line have resulted in Toton and Chetwynd Barracks being severed from the wider area, resulting in the sites becoming less accessible, in particular by walking and cycling;

- Within the highway network, the only north-south route through the Masterplan area is the relatively congested Toton Lane/Stapleford Lane corridor where Bardills Island has particular capacity challenges. There are currently no east-west public highway routes. This means that Chilwell and Long Eaton are particularly isolated from parts of the Masterplan area;

- There are a number of other dead-ends and restricted access points into the Masterplan area including Bessell Lane, the access into Toton TMD to the west of the Erewash Valley Railway Line, and into Chetwynd Barracks from Swiney Way (south) and Chetwynd Road (east);

- There are existing walking and cycling routes through Toton; and along the Erewash Canal (including National Cycle Network Route 67) that do not cross the Erewash Valley Railway Line. Chetwynd Barracks is inaccessible on foot or by bike because of the current military uses; and,

- Existing bus and tram stops provide access within acceptable walking distance (300m and 400m respectively) to the edges of each site. The lack of through routes mean the centre of each site is outside these catchments. There are opportunities to improve accessibility to the centres through a combination of public transport improvements;

3.4.25 The document also sets out a series of visions and principles, with those pertinent to highways and transportation set out below:

- Create a vibrant interchange around the railway station providing a distinctive sense of arrival to the area. This should be complemented by excellent public transport, active travel and digital connectivity, which link existing and new communities to the station and each other and reduce reliance on private vehicles; and,

- The unique opportunities at Toton and Chetwynd Barracks will be harnessed to create a next-generation community, and a beacon for innovation. A pioneer for great place- making, it will showcase new clean and green ways of living, working and learning including as an internationally significant exemplar net-zero carbon community. The development will provide excellent connectivity through new public transport, digital infrastructure and walking and cycling links, accessible to all. The unique history of the area and the diverse landscapes of the Erewash river valley will support the creation of a place rooted in its past but looking to the future.

3.4.26 The document also outlines a movement framework plan, informed by the Policy 3.1 and Policy 3.2 of the Part 2 Local Plan. The movement framework embeds sustainable transport choices, including through the following key proposals:

- A railway station the NET tram system being extended from its current terminus at Toton Lane to the site of the railway station before going towards Long Eaton town centre;
- The NET extension, new bus terminus and taxi ranks would complement the railway station, forming key elements of a vibrant interchange;
- New and extended bus routes will be provided to Toton and Chetwynd Barracks. This includes 'bus gate' restrictions within Chetwynd Barracks to enable buses to serve the site and Chilwell without creating rat-runs for drivers;
- A comprehensive and accessible network of walking and cycling routes between Toton, Chetwynd Barracks, existing communities and the railway station;
- This includes new links that are aligned with our proposals for the green infrastructure network and the D2N2 Local Cycling and Walking Infrastructure Plan;
- Southern access point to bring Attenborough Station within walking distance of future residents; and,
- The consideration of potential routes for equestrian users.

3.4.27 The proposals have been designed with the principles of the Toton Strategic Masterplan in mind.

3.5 Policy Summary

3.5.1 In summary, the planning policy described above seeks to ensure that the impacts of the proposed development are properly considered and mitigated via the preparation of appropriate transportation reports to accompany the planning application, and where necessary, the provision of mitigation in order to temper the impacts of a given development.

3.5.2 The planning policy described above also seeks to ensure that development is located to ensure those accessing the site are provided with genuine modal choice, by situating development in locations that reduce the need to travel, reduce average journey lengths and benefit from local infrastructure to enable the use of mode of transports other than the single occupancy, combustion engine private car.

3.5.3 This TA has been prepared in line with the current best practice guidance and methodology, including the relevant national and local planning policy reviewed in this chapter.

4. Existing Conditions

4.1 Overview

4.1.1 This chapter details the existing transport conditions surrounding the development site. It provides a review of the existing pedestrian, cycle and public transport facilities and surrounding amenities, as well as an assessment regarding the safety of the local highway network.

4.1.2 Paragraph 110 of the National Planning Policy Framework (NPPF) (2024) states:

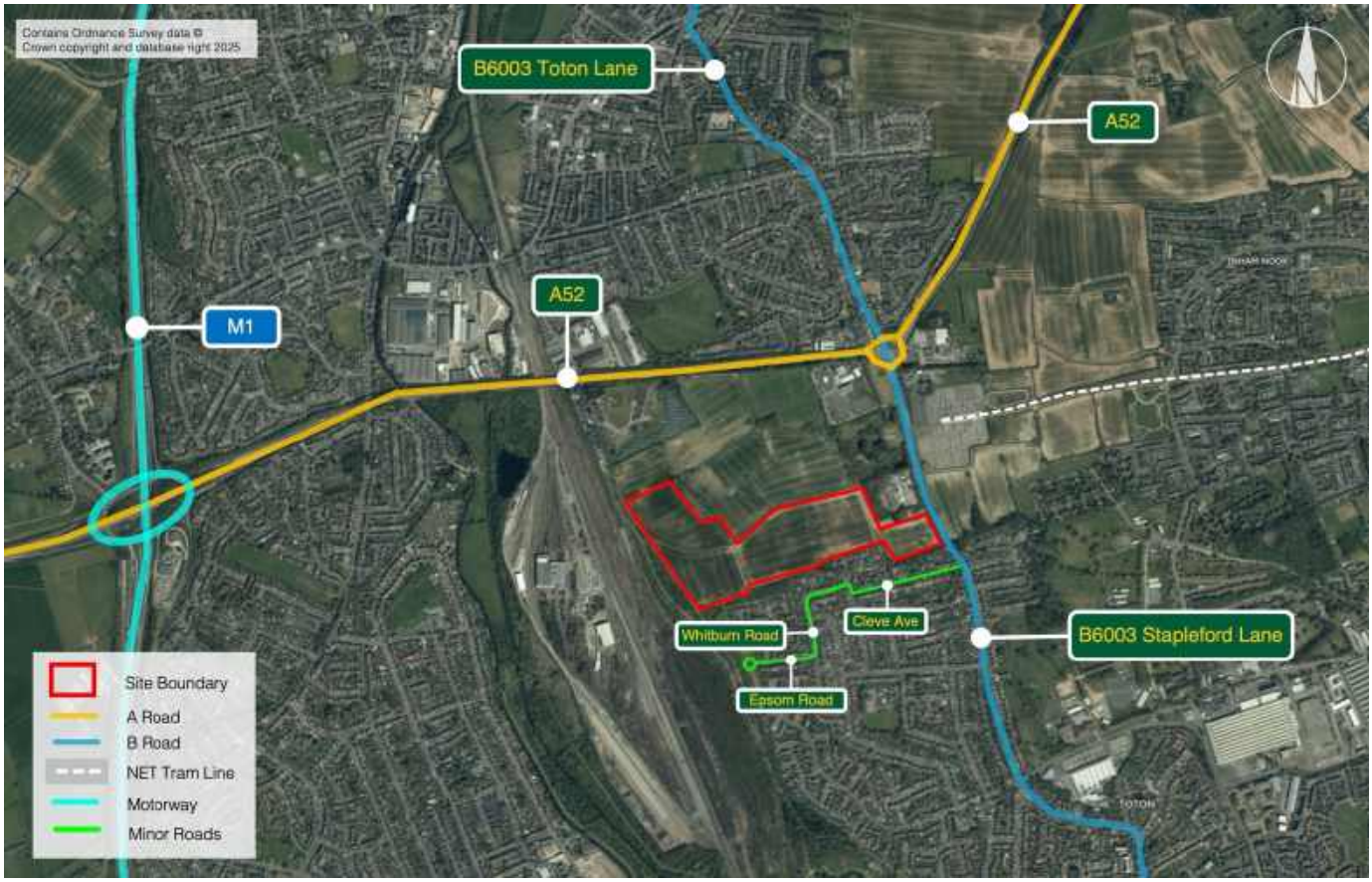
"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes."

4.1.3 The NPPF defines sustainable transport modes as including walking, cycling, low and zero emission vehicles, car sharing and public transport.

4.2 Highway Network

4.2.1 An overview of the highway network in close proximity to the site is illustrated in **Figure 4.1** below.

Figure 4.1 Highway Network



B6003 Stapleford Lane / Toton Lane

4.2.2 The B6003 Stapleford Lane forms the southern arm of the Bardills roundabout and runs in a north to south alignment, connecting the settlements of Stapleford and Toton. It is subject to a posted speed limit of 30mph and has street lighting along its entire length.

4.2.3 The B6003 Stapleford Lane benefits from footways on both sides of the carriageway and there are signalised crossing facilities on every arm of the Toton Lane Park and Ride access junction to enable safe, permeable movements across the B6003.

A52 Brian Clough Way

4.2.4 The A52 Brian Clough Way is a dual-carriageway that forms part of the Strategic Road Network (SRN). The road is a key arterial route between Derby in the west to Nottingham in the north-east. For the majority of its length, the road is subject to national speed limit (70mph).

4.2.5 The A52 Brian Clough Way can be accessed via the Bardills Roundabout, located north of the site along the B6003 Toton Lane. On each approach to the roundabout the speed limit reduces to 40mph. Pedestrian footways, street lighting and multiple pelican crossings are in place at the roundabout to allow pedestrian movement across the A52 Brian Clough Way.

M1

4.2.6 Junction 25 of the M1 is located to the northwest of the site and enables access to the SRN via the A52 Brian Clough Way. To the north, the M1 provides onward connections to Mansfield, Sheffield Leeds and Doncaster and to the south, provides connections to East Midlands Airport, Leicester, Northampton, Luton and London.

Cleve Avenue, Whitburn Road & Epsom Road

4.2.7 These residential roads are located to the south of the site boundary and operate at a 30mph posted speed limit. The roads benefit from regular street lighting and c.2.0m footway provision on both sides of the carriageway.

4.2.8 There is an existing pedestrian connection between the existing Public Right of Way (PRoW) FP17 located at the southwest of the site and pedestrian provision at the Epsom Road / Banks Road roundabout.

4.2.9 Epsom Road is divided by a modal filter barrier, prevent vehicular traffic and only allowing pedestrian movement across. Street lighting and footways are provided throughout and provide onward pedestrian connections to the B6003 Stapleford Lane.

4.3 Collision Data Assessment

4.3.1 PPG guidance states that TAs should consider the most recently available three-year period of collision data unless a high collision rate has been identified. To provide a robust assessment of highway safety in the vicinity of the site, Personal Injury Collision (PIC) data has been obtained from Via East Midlands (who work on behalf of NCC) for the most recently available 5-year period (2nd November 2020 to 31st May 2025).

4.3.2 Collisions have been categorised as 'slight', 'moderately serious', and 'fatal'. The data obtained doesn't contain causation factors and as such, this assessment is limited to identifying if there are existing patterns or clusters of collisions in certain locations.

4.3.3 An overview of the study area, along with the recorded PICs is displayed in **Figure 4.2**, with the data summarised by junction and link in **Table 4.1**. The full collision records obtained from Via East Midlands are attached at **Appendix B**, for reference.

Figure 4.2 PIC Study Area

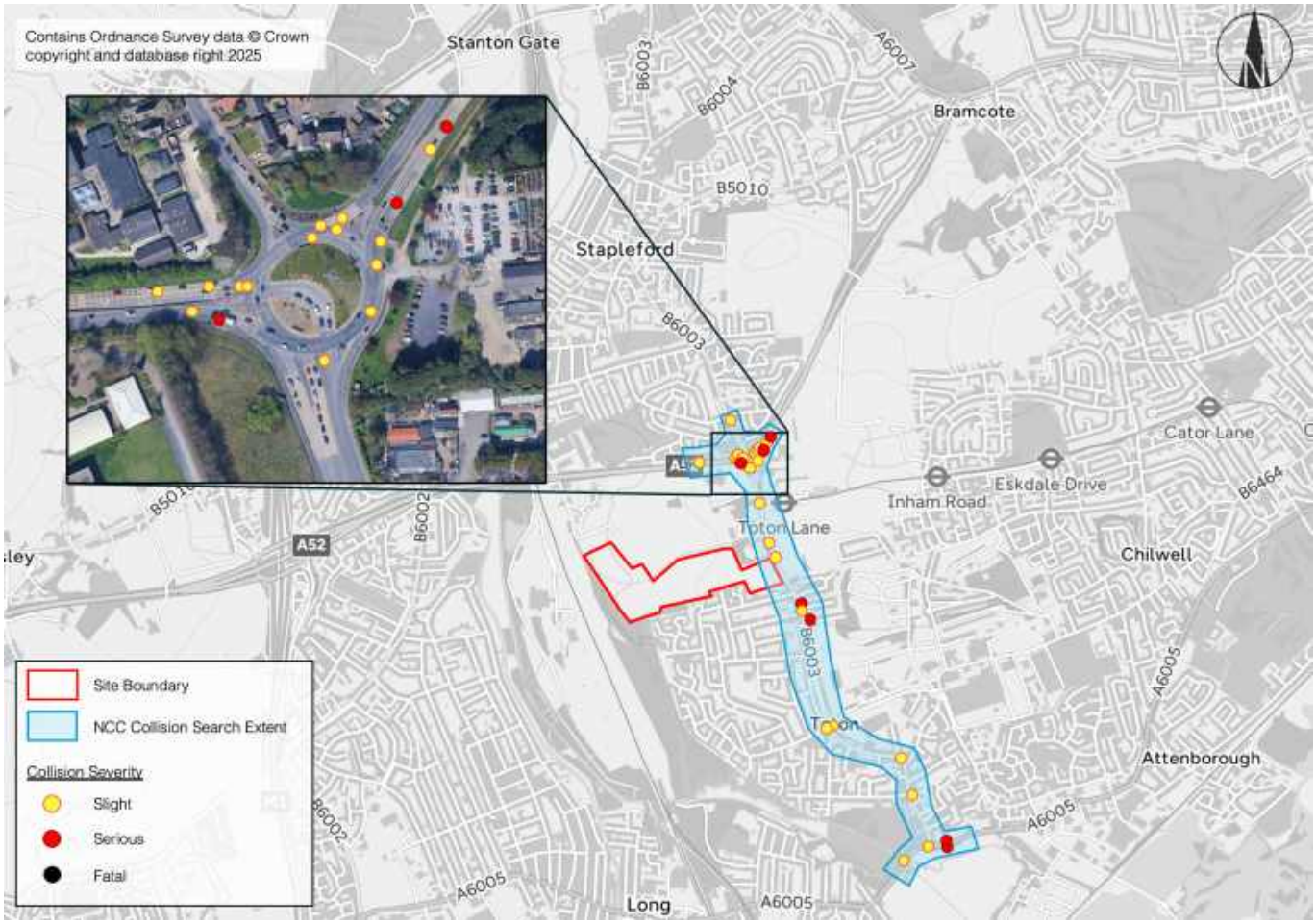


Table 4.1 Collision Data

Study Area (Links / Junctions)	Collision Severity			Sensitive Highway Users	
	Slight	Moderately Serious	Fatal	Pedestrians	Cyclists
Bardills Roundabout (Junction)	16	3	0	0	0
B6003 Stapleford Lane between Bardills Roundabout and Toton Lane P&R (Link)	1	0	0	0	0
B6003 Stapleford Lane between Toton Lane P&R and Swiney Way / B6003 Stapleford Lane / Banks Road Crossroads (Link)	3	2	0	2	0
Swiney Way / B6003 Stapleford Lane / Banks Road Crossroads (Junction)	2	0	0	0	0
B6003 Stapleford Lane between Swiney Way Crossroads and B6003 Stapleford Lane /A6005 Nottingham Road junction (Link)	2	0	0	0	0
A6005 Nottingham Road / High Road junction	2	2	0	0	0
Total	26	7	0	2	0

4.3.4 In total, 33 collisions have been recorded across the study area, with 26 collisions being classified as 'slight', 7 as 'moderately serious' and 0 as 'fatal'.

Bardills Roundabout

4.3.5 As identified in **Table 4.1**, 19 collisions (16 'slight' and 3 'moderately serious') have occurred on the approach to or on the Bardills Roundabout. Whilst collisions are identified at this junction, it should be noted that relative to the number of vehicular movements at this junction, the rate of collisions is considered to be low. Furthermore, as illustrated in **Figure 4.2**, recorded collisions are spread across the junction circulatory / respective approach arms rather than concentrated locations or approaches. It should be noted that no fatal collisions have occurred in this location.

B6003 Stapleford Lane

4.3.6 As presented in **Figure 4.2**, 5 collisions (3 'slight' and 2 'moderately serious') have occurred on the B6003 Stapleford Lane between the Toton Park and Ride Junction and the B6003 Stapleford Lane / Swiney Way / Banks Road crossroads junction. In this regard it should be noted that this is a key arterial route which is subject to high volumes of traffic, and as such, 5 collisions across a five-year assessed period are not considered to represent highway safety concerns. Furthermore, it should be noted that this section of the B6003 is over a kilometre in length and upon review, three of these collisions occurred in proximity or at junctions with side roads.

4.3.7 Notwithstanding the above, two 'moderately serious' collisions have occurred involving pedestrians, with one collision occurring in proximity to the junction between the B6003 and Darley Avenue and the other in proximity to the junction between the B6003 and Wellbeck Gardens.

4.3.8 Upon review of Google Streetview, there are no formal crossing facilities for pedestrians in these location to allow safe controlled access across the B6003. As discussed further in Chapter 5, the proposed site access signalised crossroad junction will benefit from signalised crossing facilities on all arms and will provide safe controlled crossing opportunities for pedestrians at this location, facilitating both journeys to the Toton Lane Park and Ride station to the north and amenities to the south. As such, pedestrians will be able to safely access the footway on the eastern side of the B6003, thus negating the need to cross the B6003 to the south in the locations where the recorded collisions occurred.

Summary

4.3.9 Whilst all collisions are regrettable, especially those resulting in injury, no trends are identified within the study area; with the majority of collision recorded on major local routes, which are subject to high volumes of traffic movements. In light of this, there are not considered to be any inherent highway safety issues on the local highway network adjacent to the site which would likely be exacerbated by the development proposals.

4.4 Walking and Cycling

Walking

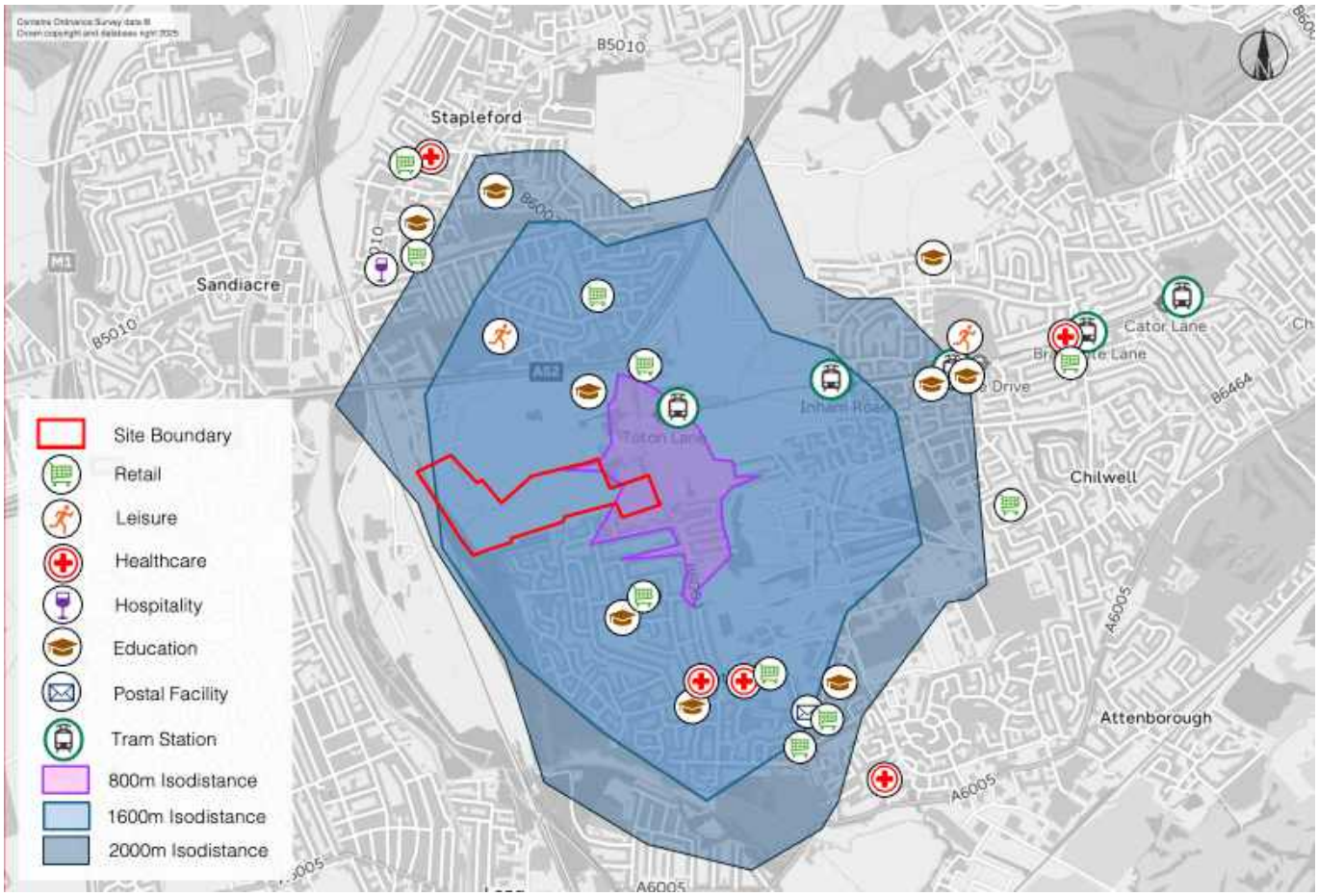
4.4.1 The 'Planning for Walking' (2015) document produced by the Chartered Institution of Highways and Transportation (CIHT) document suggests that c.80% per cent of journeys shorter than 1 mile (1.6km) are made wholly on foot. It goes on to say that traditional layouts are typically characterised as having a range of facilities within 10-minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.

4.4.2 Moreover, paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten minutes walking distance (typically around 800m). It is stated; however, that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

4.4.3 mode have drawn upon the above guidance in undertaking an assessment of walking distances to nearby local amenities. The distance of local amenities and facilities are set out in Table 4.2, along with the respective journey times to reach these amenities. Figure 4.3 below also provides a visual overview of the location of these amenities / facilities within the identified upper limit of an appropriate walking catchment of 2km, with consideration also made to those closer amenities within a more desirable 800m and 1mile catchment.

4.4.4 It should be noted that whilst the origin point for the iso-distances has been plotted from the site access, an assumption has been made that a further 300m would be required to represent the distance from the centre of the site. As such, the iso-distances have been plotted to 500m, 1300m and 1700m respectively.

Figure 4.3 Walking Catchment from Site



4.4.5 **Figure 4.4** below shows the pedestrian infrastructure in the immediate vicinity of the development site.

Figure 4.4 Local Pedestrian Network



4.4.6 As shown in **Figure 4.4**, the B6003 Stapleford Road benefits from footway provision on both sides of the carriageway. At the junction with Banks Road and Swiney Way, pedestrians benefit from signalised crossing facilities to cross the B6003.

4.4.7 North of the site, the B6003 Stapleford Lane footway provision is provided on both sides of the carriageway. Signalised pedestrian crossings are located on each arm of the B6003 / Toton Lane Tram Park & Ride junction. Further Toucan signalised crossings are located on the Bardills roundabout which enable onward access into Stapleford and amenities such as the Morrisons Daily to the east of Toton Lane.

4.4.8 There are 3 Public Rights of Way (PRoW) in close vicinity to the development site: footpaths FP17, FP135 and bridleway BW27. Footpath FP17 runs directly through the site and provides connections to Toton Tram Park & Ride stop via a tactile dropped kerb crossing facility on the B6003 Stapleford Toton. To the southwest, FP17 provides an off-road connection to Toton and residential areas to the south of the site.

4.4.9 Bridleway BW27 commences on the eastern side of the B6003 following the tactile dropped kerb crossing and provides onward connections to BW28 towards Beeston. Finally, FP135 spurs to the east prior to crossing the tram tracks and provides an onward connection to Inham Road and onwards towards Nottingham City Centre.

4.4.10 As a whole, the footway network in the vicinity of the site provides safe and convenient access to the surrounding local facilities and amenities in Toton, as well as public transport links.

Cycling

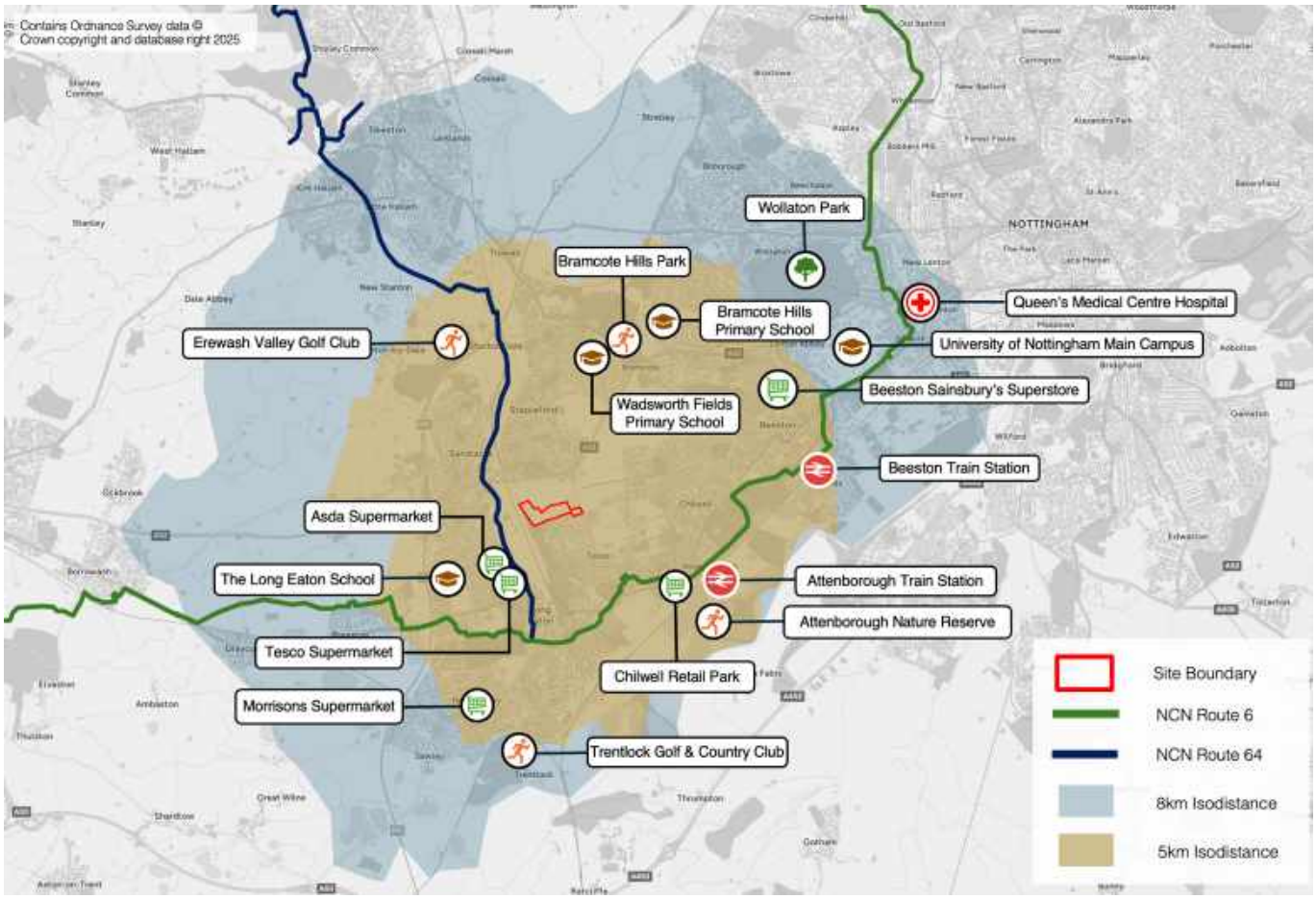
4.4.11 Regarding cycling, the DfT Local Transport Note 1/20 'Cycle Infrastructure Design' sets out that it is widely considered that cycling has the potential to substitute short car trips, particularly those under 5km, and form part of a longer journey by public transport.

4.4.12 LTN1/20 further outlines that cycling is considered to be a highly sustainable mode of travel and generally journeys up to 8km are considered an achievable distance for most people. LTN 1/20 also states that:

"Two out of every three personal trips are less than five miles in length – which is an achievable distance to cycle for most people."

4.4.13 **Figure 4.5** below provides an illustration of an 5km and 8km cycle coverage from the site, demonstrating that key nearby major destinations (for employment, retail, leisure trips) in Beeston, Chilwell, Stapleford, and Toton are all accessible within the identified appropriate cycle distance considered within LTN 1/20.

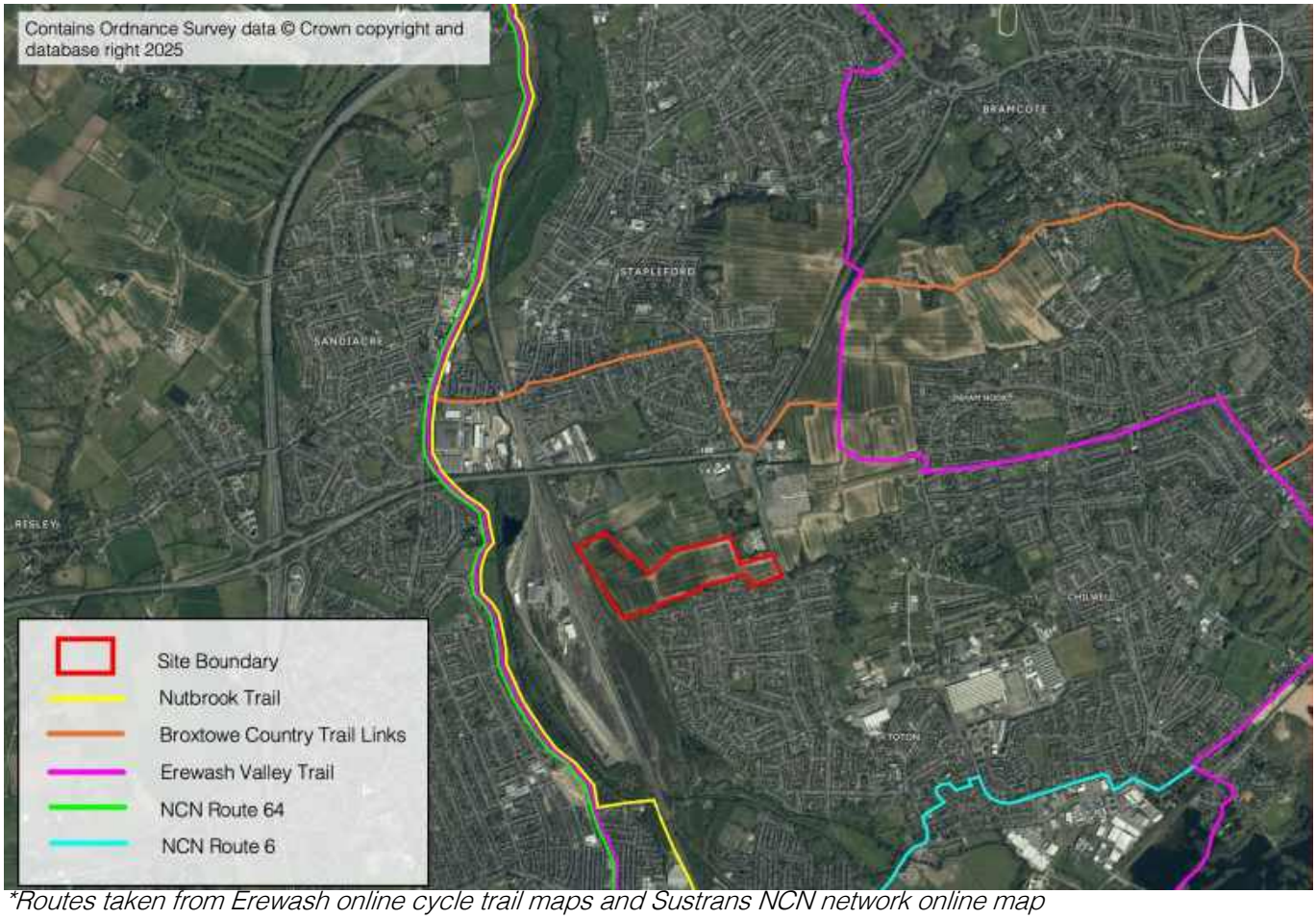
Figure 4.5 Cycle Catchment from Site



4.4.14 The general topography of the surrounding area is generally conducive to cycling, and the majority of the local amenities and facilities can be reached from the site via the local cycling network and within a suitable cycling distance.

4.4.15 Figure 4.6 below illustrates the local cycling trails and routes in close vicinity to the site.

Figure 4.6 Cycling trails and Routes in Site Vicinity*



Routes taken from Erewash online cycle trail maps and Sustrans NCN network online map

4.4.16 An excerpt of NCC's local Nottingham cycle map and recommended cycle routes close to the site, is shown below in Figure 4.7.

Figure 4.7 Cycling in Nottinghamshire Map



4.4.17 Shared cycleway/footways are provided on either side of the B6003 Stapleford Lane which connect to the Bardills roundabout and Bridleway BW27. Furthermore, to the south of the site, the B6003 Stapleford Lane and Swiney Way are highlighted as recommended on road routes for cycling, which join further on road recommended routes into Nottingham City Centre as well as providing access to National Cycle Network (NCN) Route 6.

Local Amenities

4.4.18 The distances and respective walking and cycling journey times to various local amenities are set out in **Table 4.2** below.

4.4.19 It should be noted that mode has utilised Google Maps distances and journey time tool to inform the distances to key amenities. The distances have been taken from the centre of the development site.

4.4.20 Further to the above, journey times have been estimated on the following two assumptions, with journey times for both pedestrians and cyclists rounded up to the nearest complete minute:

- Walking time: 80 metres per minute[1]
- Cycling time: 268 metres per minute[2]

[1] Walking time assumption based off section 6.3 within 'Planning for Walking' (2015) document, produced by the Chartered Institution of Highways and Transportation (CIHT)
[2] Cycling time assumptions based off paragraph 13.6.3 within 'Cycle Infrastructure Design Local Transport Note 1/20' 'Paragraph published by the Department for Transport (2020)

Table 4.2 Local Amenity Assessment

Amenity/Service	Distance (Metres)	Approx. Walking Time (mins)	Approx. Cycle Time (mins)
Education			
Sunnyside Spencer Academy	2353	29	9
Eskdale Junior School	1936	24	7
Alderman Pounder Infant School & Nursery	2139	27	8
George Spencer Academy	1080	14	4
Fairfield Spencer Academy	1788	22	7
William Lilley Infant & Nursery School	2214	23	7
Bispham Drive Junior School	1285	16	5
Banks Road Infant and Nursery School	1547	19	6
Chetwynd Spencer Academy	1974	25	7
Healthcare			
Saxon Cross Surgery	2295	29	9
Chilwell Meadows Surgery	2830	35	11
The Valley Surgery	2684	34	10
Tesco Pharmacy	1480	19	6
Toton Surgery	1380	17	5
Retail			
Costa Coffee	1480	19	6
Tesco Extra	1480	19	6
Bardills Garden Centre	990	13	4
IAD Food and Wine	1140	14	4
Toton Fish Bar	1089	14	4
Morrisons Daily Toton Lane	1260	16	5
Sainsbury's	2424	30	9
Premier Brookhill St	2070	26	8
Morrisons Daily Toton Lane	1262	36	11
Chilwell Co-op	2449	31	9
Heron Food	2424	22	7
Chetwynd Road Post Office	1742	22	7
Kiva Skin Beauty Salon	1742	22	7
Deakin & White Barbers	1742	22	7
Leisure			
Archers Field Recreation Ground	1243	16	5
Inham Nook Recreation Ground	2278	28	9
Transport			

Toton Park & Ride Station	720	9	3
Existing Bus Stops on Stapleford Lane	480	6	2

4.4.21 As demonstrated above, the site is located within an appropriate walking or cycling distance of a range of educational, leisure and retail facilities.

4.4.22 It is therefore considered that there are good opportunities for future residents and users of the site to walk or cycle between the site and nearby amenities which also support the aspirations of the NPPF and notably paragraph 110 of the NPPF which sets out that: *"Significant development should be focused on locations which are or can be made sustainable."*

4.4.23 As such, based upon the above assessment, it is considered that there are a range of amenities within an acceptable cycling distance of the site and there is also a network of designated / advisory nearby cycle routes to enable safe journeys by bike to these amenities.

4.5 Public Transport

Bus Services

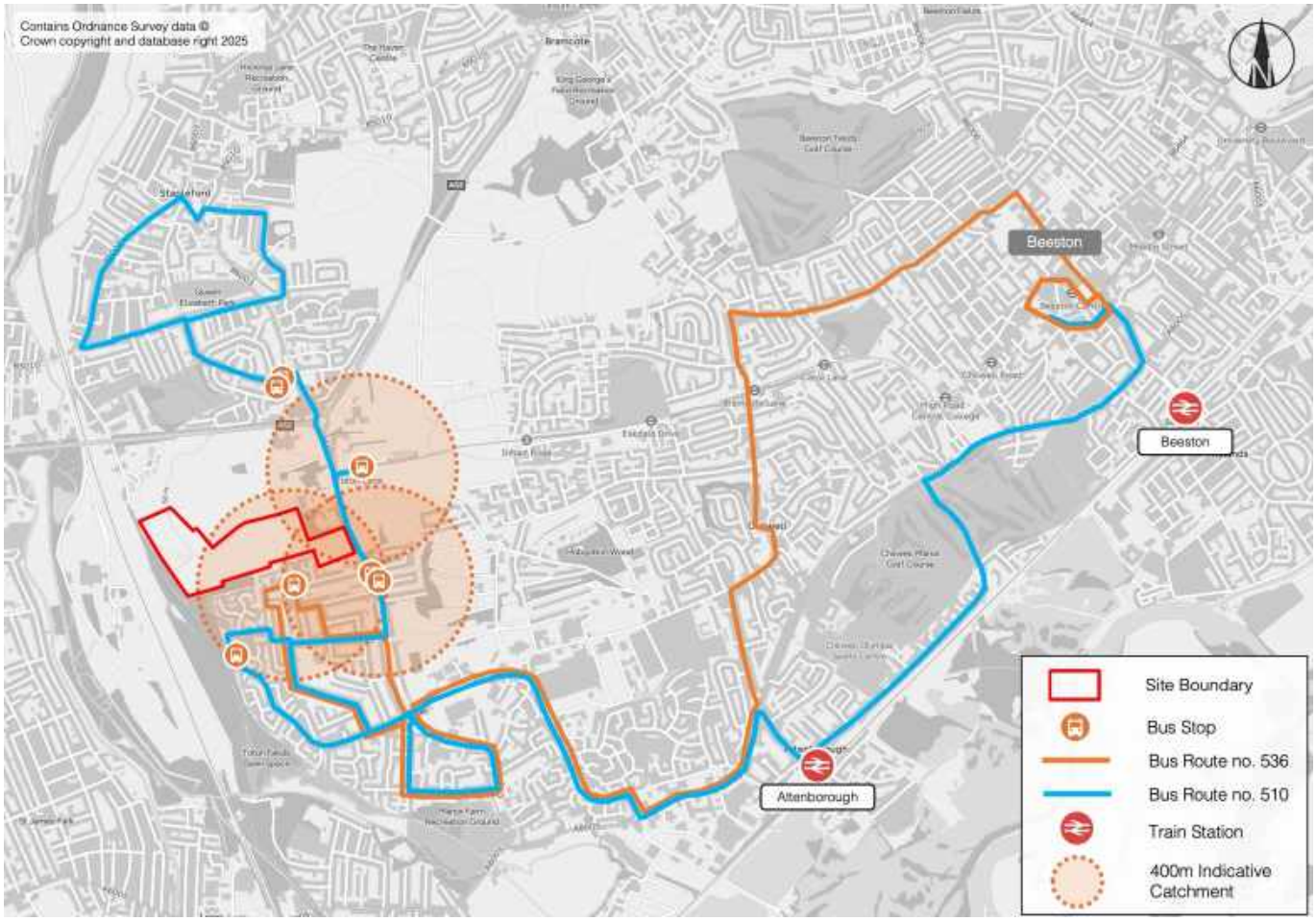
4.5.1 The Chartered Institute of Highways and Transportation (CIHT) published: 'Buses in Urban Developments' in 2018 to provide a reference for spatial and transport planners. In regard to the location of bus services, the document provides guidance on appropriate walking distances to bus stops:

"The Planning of development sites should consider the walking distances to bus stops and the corresponding bus catchment areas. This affects the distance between the adjacent bus routes and hence the street layout as a whole. Custom and practice for many years suggests a maximum walking distance of 400m from a bus stop."

4.5.2 Furthermore, the Nottinghamshire Highway Design Guidelines outlines that: *"80% of dwellings should be within 250m to 400m maximum walking distance of a bus stop location where there is an existing or to be secured route."*

4.5.3 Based on the above guidance, an assessment has been undertaken in relation to the nearest existing bus accessibility and service offering in proximity to the development site. An overview of the location of the nearest local bus stops and key routes is provided in **Figure 4.8** below.

Figure 4.8 Bus Routes and Bus Stop Locations



4.5.4 There are two bus stops within 400m of the proposed development site, located on either side of the B6003 Stapleford Lane in close proximity to the staggered junction between Stapleford Lane / Cleve Avenue / Katherine Drive. Both stops can be accessed via footways on either side of Stapleford Lane. These stops provide access to the no.510 and no.517 bus services.

4.5.5 The no.517 is a school service connecting the site with English Martyrs RC Catholic Voluntary Academy with the outbound service departing Toton Lane at 08:38 and arriving following a school day at 15:45.

4.5.6 Route no. 510 operates from Stapleford in the west to Beeston Interchange in the east. The bus stops located along the B6003 Stapleford Lane are made up of a flagpole design with printed timetable information.

4.5.7 Route no. 536 runs between the residential development to the south of the development, to Beeston Interchange in the east, and can be accessed via the nearest bus stop located on Spinney Rise. An overview of the typical bus frequency provision during peak times is provided in **Table 4.3** below.

Table 4.3 Local Bus Service Provision

No.	Route	Typical Peak Hour Frequency		
		Weekday	Saturday	Sunday
510	Stapleford – Beeston Interchange	1 per hour (07:41 – 18:30)	1 per hour (07:41 – 18:30)	No Service
517	Bramcote – English Martyrs RC Primary	2 services a day (pick up and drop off)	No Service	No Service
536	Chilwell – Toton - Beeston Interchange	5 per day (09:40 – 14:40)	5 per day (09:40 – 14:40)	No service

Bus services, frequencies and times are accurate as of December 2025

Rail Services

4.5.8 As outlined in **Figure 4.8**, the closest railway station to the sites is Attenborough train station, which is located c.2.4 km southeast of the sites, and accessible within a c. 46-minute walk or c. 14-minute cycle. Access to Attenborough train station can also be achieved via the 510-bus route, which is accessible from the Toton Lane Park & Ride tram stop and from the aforementioned bus stops on the B6003 Stapleford Lane, in proximity to the staggered junction between Stapleford Lane / Cleve Avenue / Katherine Drive.

4.5.9 Attenborough Station benefits from 28 cycle parking spaces, with the route to the station following recommended on road cycle routes (as illustrated on **Figure 4.7**): B6003 Stapleford Lane, Swiney Way and Attenborough Lane.

4.5.10 The station operates hourly services between Matlock and Nottingham via Derby and between Leicester and Lincoln, with alternating trains continuing to Grimsby. Attenborough station also serves the cross-country service between Nottingham and Cardiff, stopping at Derby, Birmingham New Street and Gloucester.

4.5.11 An overview of the rail services operating at Attenborough Train Station is set out in **Table 4.4**.

Table 4.4 Rail Service Frequency*

Destination	Typical Peak Hour Frequency	Typical Journey Time
Attenborough		
Matlock	1 per hour	1 hour 15 minutes
Derby	4 per hour	31 minutes
Nottingham	2 per hour	12 minutes
Leicester	3 per hour	39 minutes
Grimsby Town	1 per 2 hours	2 hours 7 minutes
Lincoln Central	1 per hour	1 hour 9 minutes

Timetable information obtained in December 2025. Information has been obtained from www.thetrainline.com

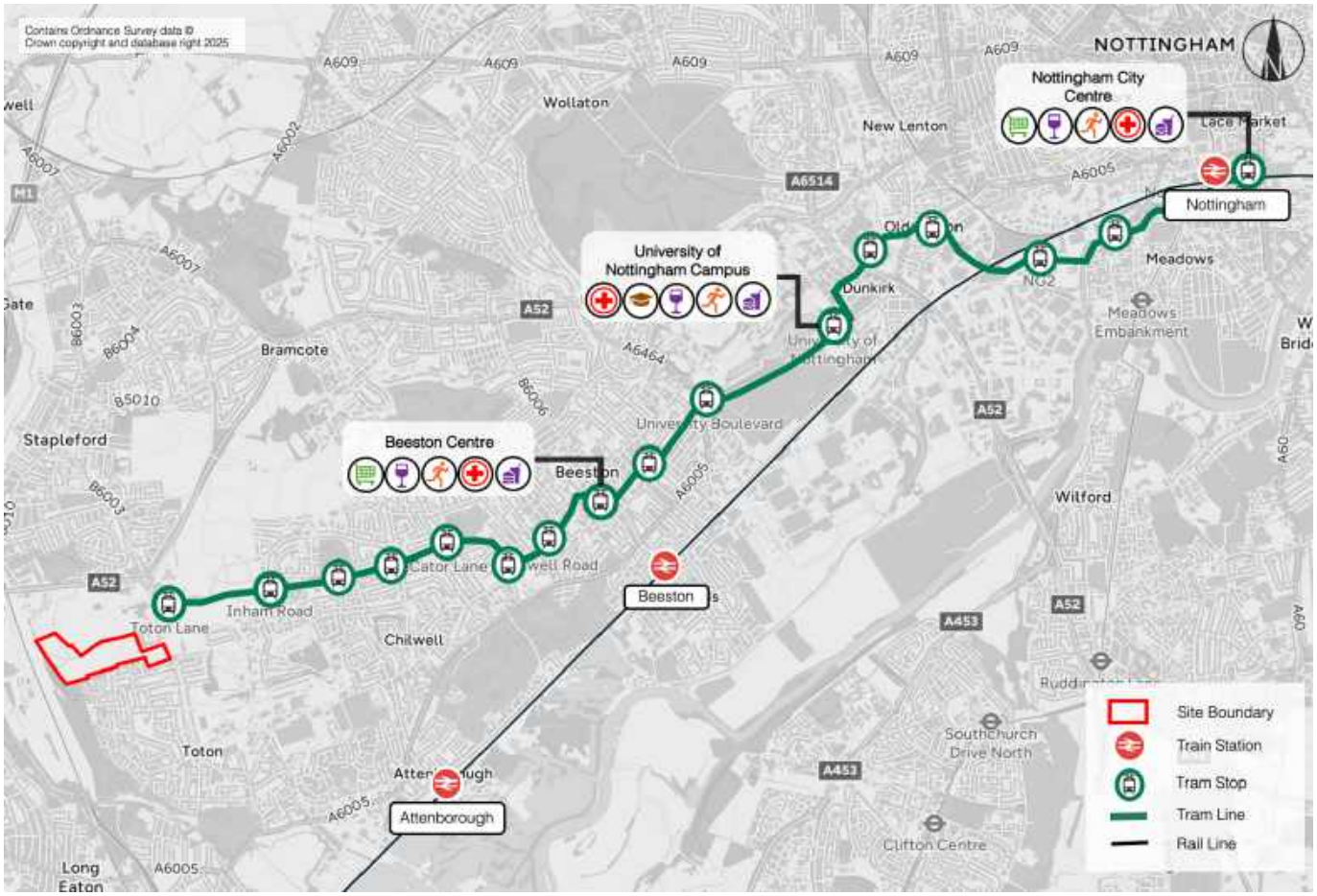
4.5.12 Further facilities at Attenborough Station include:

- Step free platform access;
- CCTV; and,
- 28 x cycle storage stands.

Tram Services

4.5.13 The Nottingham Express Transit (NET) network provides connections between the site to Nottingham City Centre, via Beeston and the University of Nottingham, as illustrated in **Figure 4.9**.

Figure 4.9 Nottingham Express Transit (NET) Tram Network



4.5.14 As illustrated above, the NET offers a direct public transport link into Nottingham City Centre, with an average journey time of 31 minutes. An overview of typical tram frequency during peak times is provided in **Table 4.5**.

Table 4.5 NET Tram Service Frequency

Route	Typical Peak Hour Frequency		
	Weekday	Saturday	Sunday
Toton Lane > City Centre > Hucknall	6 per hour	6 per hour	6 per hour
Hucknall > City Centre > Toton Lane	6 per hour	6 per hour	6 per hour

Tram services, frequencies and times are accurate as of December 2025

4.5.15 Between Monday and Saturdays, trams operate between 06:01 and 01:05, on Sundays, trams operate between 06:01 and 00:05 and as such, there is excellent, frequent coverage across the day.

4.5.16 The typical journeys times from the tram stops nearest to the site to the destinations above is provided in **Table 4.6** below.

Table 4.6 NET Tram Service Journey Times

Destination Tram Stop	Typical Journey Time (From Toton Lane)
Beeston Centre	10 minutes
University of Nottingham	18 minutes
Nottingham	31 minutes

Tram services, frequencies and times are accurate as of October 2025

4.5.17 The Toton Lane Park & Ride station is c.720m from the centre of the proposed development site, which equates to a c.9-minute walk or c.3-minute cycle.

4.5.18 The Park and Ride facility benefits from secure cycle parking provision, which is accessible through an annual Cycle Park subscription, which can also be used across 21 other hubs in Nottingham (£12 per year from 1st April 2024). There are also 8 rapid chargers (50kW) and 16 charging socket electric vehicle charging provision (EVCP) spaces which support commuters with electric vehicles.

4.6 Summary

4.6.1 This chapter has demonstrated that there is an opportunity available to travel to nearby amenities by sustainable means of travel: walking, cycling, car sharing or through public transport. As such, according with the NPPF's definition of sustainable transport modes:

"Any efficient, safe and accessible means of transport means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport."

4.6.2 This chapter has demonstrated that there is a clear and genuine choice of transport opportunities for future residents on site (under the NPPF's defined types of sustainable transport), other than reliance on single occupancy car use.

4.6.3 At this stage, consideration should also be made to Paragraph 110 of the NPPF, which sets out that significant development should be located in areas which are sustainable:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are, or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion, emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan making and decision making."

4.6.4 The proposals are located in close proximity to the Toton Park & Ride tram facility, along with bus stops and routes on Stapleford Lane and as such there are great opportunities for future residents on site to access nearby destinations (including Nottingham City Centre) via methods of active travel or public transport.

4.6.5 Notwithstanding the above, it is acknowledged that improvements can be made to better connect pedestrians between the site and the existing footway network and amenities nearby. As such, the site access (detailed within Chapter 5) will also encompass signalised crossings on each approach arm to ensure safe permeability across the B6003. Furthermore, shared foot/cycleways will be implemented to the north and south of the access junction to enable better connections between the site and the Toton Lane Park and Ride tram stop.

4.6.6 Furthermore, this chapter has demonstrated that there are no inherent highway safety issues on the local highway network surrounding the site, which would likely be exacerbated by the development.

5. Development Proposals

5.1 Overview

5.1.1 This section of the TA sets out the details of the proposed development, the means of access and the proposed NMU access strategy for the site.

5.2 Development Quantum

5.2.1 The application is comprised of the following:

"Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure."

5.2.2 A copy of the illustrative masterplan is included at **Appendix A**, for reference.

5.3 Vehicle Access

5.3.1 Vehicular access to the site will be through the provision of a new signalised crossroads junction with the B6003 Stapleford Lane. The site access will form the western arm of the signalised crossroads with the eastern arm providing access to potential development at Toton East (currently in determination under planning reference 25/00255/FUL). Whilst this application and access is to be determined on its own merits, from a practical delivery perspective, the access has been designed as a crossroads to provide opportunity for access into Toton East and ensure the allocated land isn't prejudiced by the delivery of an access only into Toton West.

5.3.2 As part of the access junction, signalised Toucan and Puffin crossings will be implemented on both the B6003 Stapleford northbound approach arm and the Toton East approach arm, respectively. The site access and B6003 Stapleford southbound approach arm will benefit from signalised Toucan crossing facilities. A detailed illustration of the proposed access junction is attached at **Appendix C**.

5.3.3 Swept path analysis has been undertaken using a 11.2m refuse vehicle to ensure that the access is suitable to allow safe access to the largest expected design vehicle on site.

5.3.4 Furthermore, a max legal articulated vehicle has also been subject to swept path analysis on the B6003 Stapleford Lane mainline to demonstrate the largest expected design vehicle on the B6003 can use the junction for onward journeys on the B6003 Stapleford Lane.

5.4 Parking

5.4.1 The proposals are seeking outline planning consent and as such, parking will be subject to reserved matters. Notwithstanding this, parking will be provided in full accordance with NCC local parking standards.

5.4.2 Furthermore, Electric Vehicle Charging Points (EVCP) provision at the site will be provided in accordance with the relevant building regulations in England; specifically, Requirement S1 of 'Infrastructure for charging electric vehicles: Approved Document S' (2023), which states the following with respect to the erection of new residential dwellings:

(1) A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2).

(2) The number of associated parking spaces which have access to electric vehicle charge points must be—

(a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or

(b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings.

(3) Cable routes for electric vehicle charge points must be installed in any associated parking spaces which do not, in accordance with paragraph (2), have an electric vehicle charge point where—

(a) a new residential building has more than 10 associated parking spaces; and

(b) there are more associated parking spaces than there are dwellings contained in the residential building."

5.4.3 On the basis of the above, each residential dwelling will have access to an EVCP.

5.5 Non-Motorised User Access

5.5.1 A significant component of the master planning vision for the development is the provision of the appropriate infrastructure to encourage sustainable travel as the first choice of trips wherever feasible as well as reducing trips in private motorised vehicles, but notably in encouraging residents to use the Toton Lane Tram Stop.

5.5.2 The hierarchy of choice will be promoted through the RTP as part of the 'Swap, Shift and Switch' concept, as outlined in **Chapter 2**, and illustrated in **Figure 2.2**.

5.5.3 Finally, where car trips must be made, the RTP will be used to promote and encourage multi-vehicle occupancy and the uptake of electric vehicles as the most sustainable means of travelling by car.

5.5.4 The principals set out in **Chapter 2** and surmised above have directly informed the site design and off-site proposals to better connect to the Toton Park and Ride tram stop. A 3.0m shared footway/cycleway is proposed on the northern side of the site access road, which will tie into the existing footway on the B6003 Stapleford Lane. It will also enable onward access to the eastern side of the B6003 Stapleford Lane via Toucan Signalised crossing facilities.

5.5.5 On the southern side of the site access road, a dedicated 3.0m wide cycleway is proposed alongside a 2.0m footway. These facilities will tie into the existing footway on the western side of the B6003 Stapleford Lane. Likewise, toucan Signalised crossing facilities will enable onward connection to the eastern side of the B6003 Stapleford Lane where 3.0m shared footway/cycleway connections are proposed to connect the development site to the Toton Park and Ride station to the north. The proposed extent of shared foot/cycleway is illustrated on the general arrangement drawings attached at Appendix C, for reference.

5.5.6 The existing PRoW FP17 along the northern and western boundaries of the site is currently not surfaced or lit, and therefore improvements to the surfacing, lighting and waymarking of the existing route will be provided through the site, with details of the improvements to be agreed with NCC's PRoW officer through the course of the determination period. A minor diversion of the existing PF17 route is proposed within the site, to follow a revised route around the western edge of the development, as shown on the site layout plan.

5.5.7 The initial section of the FP17 (approximately 165m in length) immediately west of the B6003 falls outside of the application boundary. This length of footpath is not surfaced or lit, however is c. 5m wide, and there is potential to provide improvements to surfacing, lighting and waymarking. Similarly, there is also potential to improve surfacing and waymarking of a c.300m in length of FP17 to the south of the site, to provide an enhanced connection to Banks Road and local facilities and amenities within the residential area to the south.

5.5.8 The existing footpath connection to the B6003 has an uncontrolled crossing with tactile paving provision. It is proposed that the uncontrolled crossing would be retained, as signal-controlled crossings will be provided at the new site access junction, c. 150m south and there are existing signal-controlled crossings at the P&R junction, c. 75m north of this point.

6. Trip Generation & Distribution

6.1 Overview

6.1.1 This chapter of the TA provides an overview of the methodology used to calculate the forecast trip demand associated with the development proposals, before setting out how distribution and assignment exercises have been undertaken to load development trips onto the local highway network.

6.2 Vehicular Trip Rates and Distribution

6.2.1 In order to provide an indication of the trip generation associated with the development, vehicle trip rates have been taken from the East Midlands Gateway Model (EMGM).

6.2.2 It should be noted that within their formal response to the planning applications at the development site (Ref: 25/00371/OUT) and at Toton North (Ref: 25/00306/OUT), NH accepted the use of trip rates derived within the EMGM.

6.2.3 At the time of writing this TA, NCC haven't provided a formal response to the live applications on any of the three Toton sites. However, given the trip rates are derived from NCC's EMGM, it is considered that the trip rates must therefore be appropriate to adopt.

6.2.4 The resulting trip rates, and associated traffic generation for the 420-dwelling development, are shown in **Table 6.1** below.

Table 6.1 Proposed Trip Rates and Trip Generation*

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	
Trip Rate (per dwelling)	0.091	0.453	0.544	0.343	0.136	0.479
Trip Generation (420 dwellings)	**39**	**191**	**230**	**145**	**58**	**203**

**Please note that trip generation figures have in all instances been rounded up to the nearest whole number*

6.2.5 **Table 5.1** demonstrates that the proposed development is forecast to generate 230 and 203 two-way vehicular trips during the AM and PM peak hours. This equates to an additional vehicular trip every c.15 seconds in the AM peak period and c.17 seconds in the PM peak period.

6.3 Multi Modal Trip Generation

6.3.1 To provide an indication of the modal split anticipated at the proposed development, journey to work data has been reviewed for the Middle Super Output Area (MSOA) in which the site is located (Broxtowe 015).

6.3.2 The 2011 Census data has been consulted as it is still considered a more representative dataset given the 2021 Census was undertaken during travel restrictions associated with the Covid 19 pandemic.

6.3.3 A summary of the mode share from residents within this MSOA is provided in **Table 6.2**.

Table 6.2 Journey to Work Mode Share (Broxtowe 015)

Mode of Travel	Mode Share (%)
Train	2.0%
Tram / Underground / Light Rail	0.1%
Bus	7.7%
Motorcycle	1.0%
Taxi	0.1%
Car Driver	73.5%
Car Passenger	4.8%
Bicycle	4.3%
Walk	6.3%
Other	0.3%
Total	**100%**

6.3.4 **Table 6.2** indicates that currently 78% of people travel to work by car of which 73% are single occupancy car trips. In terms of the percentage of the local population that currently travel to work using non-car modes, 8%, 4% and 6% travel via bus, bicycle and walk respectively.

6.3.5 On this basis, the modal splits outlined in **Table 6.2** have been combined with the vehicle trip generation to calculate the two-way person trips associated with the development for journeys to work. A summary of the two-way total person trip generation of the proposals is provided in **Table 6.3**, below.

Table 6.3 Total Multi Modal Trip Generation

Mode of Travel	Mode Share (%)	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
Train	1.98%	6	5
Tram / Underground / Light Rail	0.00%	0	0
Bus	8.00%	24	21
Motorcycle	1.00%	3	3
Taxi	0.00%	0	0
Car Driver	73.0%	230	203
Car Passenger	5.00%	15	13
Bicycle	4.00%	13	12
Walk	6.00%	20	17

Other	0.00%	1	1
Total	**100%**	**313**	**276**

6.3.6 It should be noted that 2011 census data does not account for any site generated trips using the local tram network, as the Toton Lane tram stop became operational in August 2015. As such, a far greater modal share of trips will be likely to use the NET network, given the proximity to the proposals and the high level of peak period tram frequency into Nottingham City Centre (6 per hour).

6.3.7 The development is forecast to generate 6 and 5 two-way rail trips during the respective AM and PM peak periods. The closest train station to the site is Attenborough Train Station which is within a 46-minute walk (using the extensive network of footways on the B6003, A6005, Barratt Lane and Attenborough Lane or by a 14-minute cycle. The station benefits from half hourly services to Nottingham and Sheffield and hourly services to Matlock, Derby and London. Based on the existing frequency of services at Attenborough Train Station, it is considered the forecast additional users (6 and 5 during the AM and PM periods) can sufficiently be accommodated.

6.3.8 In terms of bus demand, the development is forecast to generate 24 and 21 two-way additional trips during the respective AM and PM peak periods. As identified in **Chapter 4**, the nearest bus stops in relation to the site are located on the B6003 Stapleford Lane, which enable access to the no. 510 service, which offers hourly services between Stapleford with the Beeston Interchange.

6.3.9 Regarding active travel, the development is forecast to generate an additional 13 and 12 two-way cycle trips during the AM and PM peak periods. As outlined within **Chapter 4**, in direct proximity to the site access junction, shared cycle paths are located on both sides of the B6003 Stapleford Lane, proceeding northbound to the NET park and ride facility and southbound to a network of recommended cycle routes (as illustrated on NCC's local cycle map) which route eastwards towards Nottingham City Centre.

6.3.10 In terms of walking trips, **Table 6.3** outlines that 20 and 17 two-way walking trips are forecast from the development site, during the AM and PM peak periods. As discussed in **Chapter 4**, there are footways on either side of the B6003 Stapleford Lane which enable direct connections for pedestrians into Toton to the south and towards the Toton Lane tram stop and Stapleford to the north. As outlined within **Chapter 5**, as part of the proposed site access junction, Toucan and Puffin crossing facilities will be incorporated into the design and as such support safe and controlled crossing opportunities for pedestrians (and cyclists) looking to cross the B6003 Stapleford Lane to complete onward journeys.

6.4 Vehicular Trip Distribution

6.4.1 To understand the routing of residential-based trips associated with the proposed developments, traffic has been distributed across the local highway network using 2011 Census data relating to the locations of workplaces where existing residents in the local Broxtowe 015 MSOA travel to by car.

6.4.2 The local highway network has been analysed, and a percentage of distribution has been applied to the main / routes surrounding the site, through the use of the Google Maps journey planner tool. The zonal distribution plan is shown in **Figure 6.1** and the percentage of residential traffic travelling to and from each zone, along with the corresponding number of arrivals and departures, is summarised in **Table 6.4.**

Figure 6.1 Traffic Distribution Zones

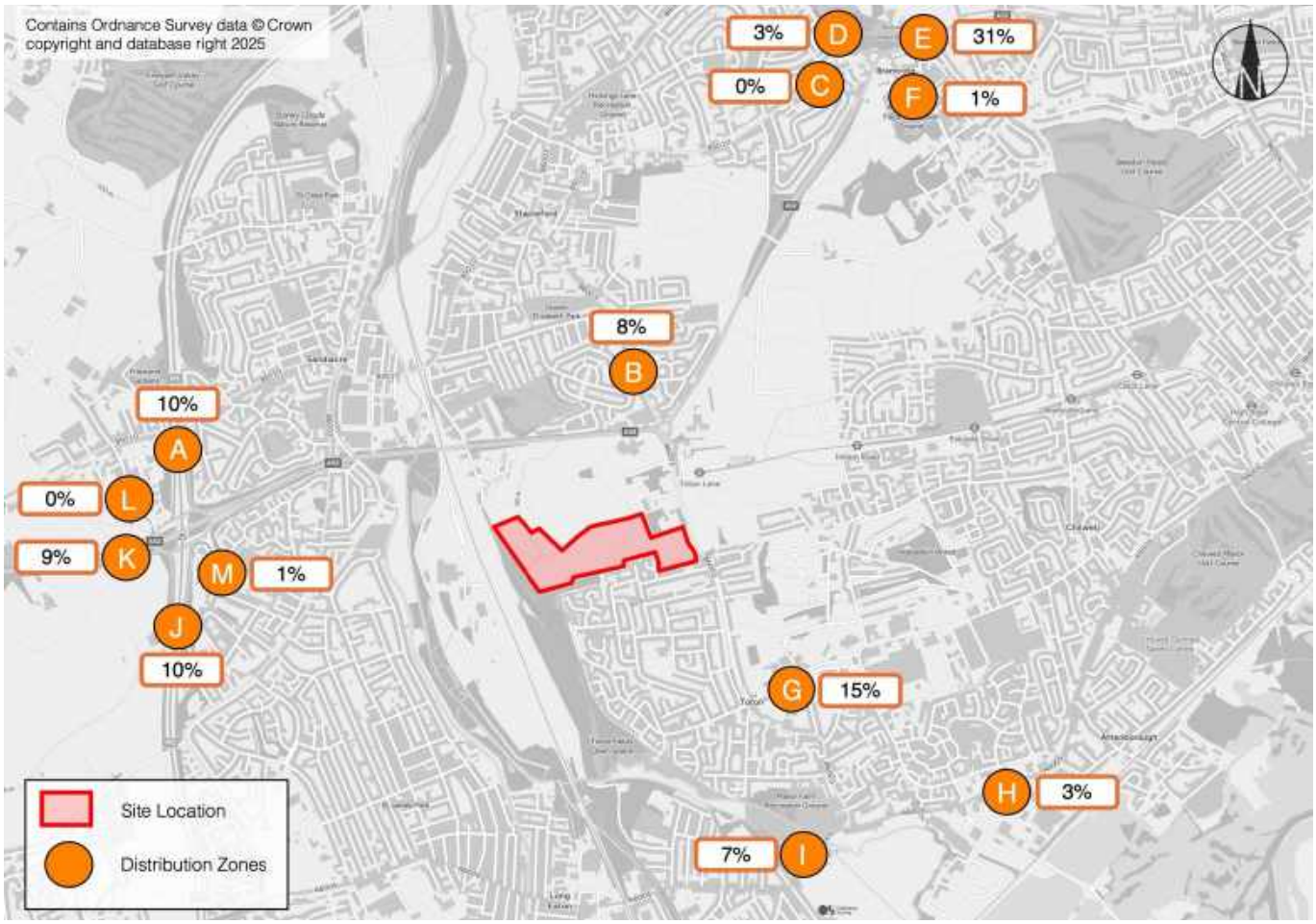


Table 6.4 Vehicle Distribution

Zone	Distribution (%)	Vehicle Trip Generation	
		AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)
A – M1 (N)	10%	23	21
B – B6003 Toton Lane (N)	8%	19	17
C – B5010 Derby Road (W)	0%	0	0
D – A6007 Ilkeston Road (N)	3%	7	6

E – A52 Brian Clough Way (E)	31%	72	64
F – Town Street (S)	1%	2	3
G – Swiney Way (E)	15%	26	31
H – A6005 Nottingham Road East (E)	3%	7	7
I – A6005 Nottingham Road (W)	7%	16	14
J – M1 (S)	10%	24	21
K – A52 Brian Clough Way (W)	9%	19	17
L – Bostocks Lane (NW)	0%	1	1
M – Bostocks (SE)	1%	2	3

6.5 Vehicular Trip Assignment

6.5.1 mode have consulted Google Maps journey planning tool to assign trips along the fastest route to the end distribution zones during the AM Peak Period (08:30).

6.5.2 A summary of the assignment exercise and resultant two-way vehicular trips through key nearby junctions is set out in **Table 6.5**, below.

Table 6.5 Junction Assignment

Junction	AM Trips	PM Trips	Distribution (%)
1. M1 Junction 25 Roundabout	71	62	31%
2. Bardills Roundabout	171	151	74%
3. Bramcote Island	81	72	35%
4. B6003 Stapleford Ln / Swiney Way / B6003 High Road / Banks Road	59	52	26%
5. B6003 High Road / A6005 Nottingham Road East / A6005 Nottingham Road West	24	21	10%
6. B6003 Stapleford Ln (N) / Toton East Site Loading Point / B6003 Stapleford Ln (S) / Site Access	230	203	100%
7. B6003 Stapleford Ln (N) / Toton Lane P&R Access / B6003 Stapleford Ln (S) / Peveril Homes Ltd Site Access	171	151	74%

7. Highway Assessment

7.1 Overview

7.1.1 This chapter provides an assessment of the development proposals on the local highway network in order to ensure the proposals accord with paragraph 116 of the NPPF:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

7.2 Assessment Scenarios

7.2.1 It is anticipated that the development will commence construction in 2028. In accordance with requests from NH, an initial horizon year of 2028 has therefore been considered.

7.2.2 Consideration will also be 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.

7.2.3 A further sensitivity scenario has been considered to account for the consented scheme for the erection of 282 dwellings at land west of Toton Lane (Ref: 17/00499/REM). As there is ongoing uncertainty pertaining to the delivery of this development the scheme has been considered as a sensitivity scenario only.

7.2.4 The following modelling scenarios have therefore been considered:

- 2025 Base;
- 2028 Base;
- 2028 Base + Development;
- 2028 Base + Development + Sensitivity;
- 2041 Base;
- 2041 Base + Sensitivity;
- 2041 Base + Development; and,
- 2041 Base + Development + Sensitivity.

7.3 Committed Development

7.3.1 An extensive search into local committed development has been carried out within the local area of Broxtowe. The purpose of this exercise was to capture additional trips related to consented developments that will be using the highway network within the vicinity of the proposal but won't yet be accounted for within baseline traffic survey data.

7.3.2 By definition within the PPG, a 'committed development' is a development that is consented or allocated where there is a reasonable degree of certainty it will proceed within the next three years. As such only developments which have obtained planning consent and are not yet built out will be considered further.

7.3.3 It should be noted that committed developments that were not required to produce a TA, or produced a TA without capacity assessments or distribution plots - and therefore deemed to generate an immaterial level of trips - have been discounted from the search due to their size (below 50 dwellings and 500sqm).

7.3.4 TEMPro growth factors are underpinned by the NTEM dataset, which utilises projections based on housing trajectory trends and allocations within local plans. Therefore, factors obtained from TEMPro (as set out in **section 7.5**) will innately account for development allocated within the Broxtowe Borough Council Local Plan. As such, any allocated site (currently in determination or yet to be brought forward with a planning application) will be inherently accounted for within the TEMPro growth factors used.

7.3.5 Given development at Toton West is allocated, an inherent trip demand associated with the site is already accounted for in the TEMPro growth factors obtained. This therefore represents a robust assessment.

7.3.6 Development at Toton East is allocated within the local plan and therefore traffic associated with this scheme will also be accounted for within the TEMPro growth factors. Toton North is not allocated in its entirety; however, given the application is currently in the process of determination, it cannot be considered a committed development by definition and as such is not considered further within this TA.

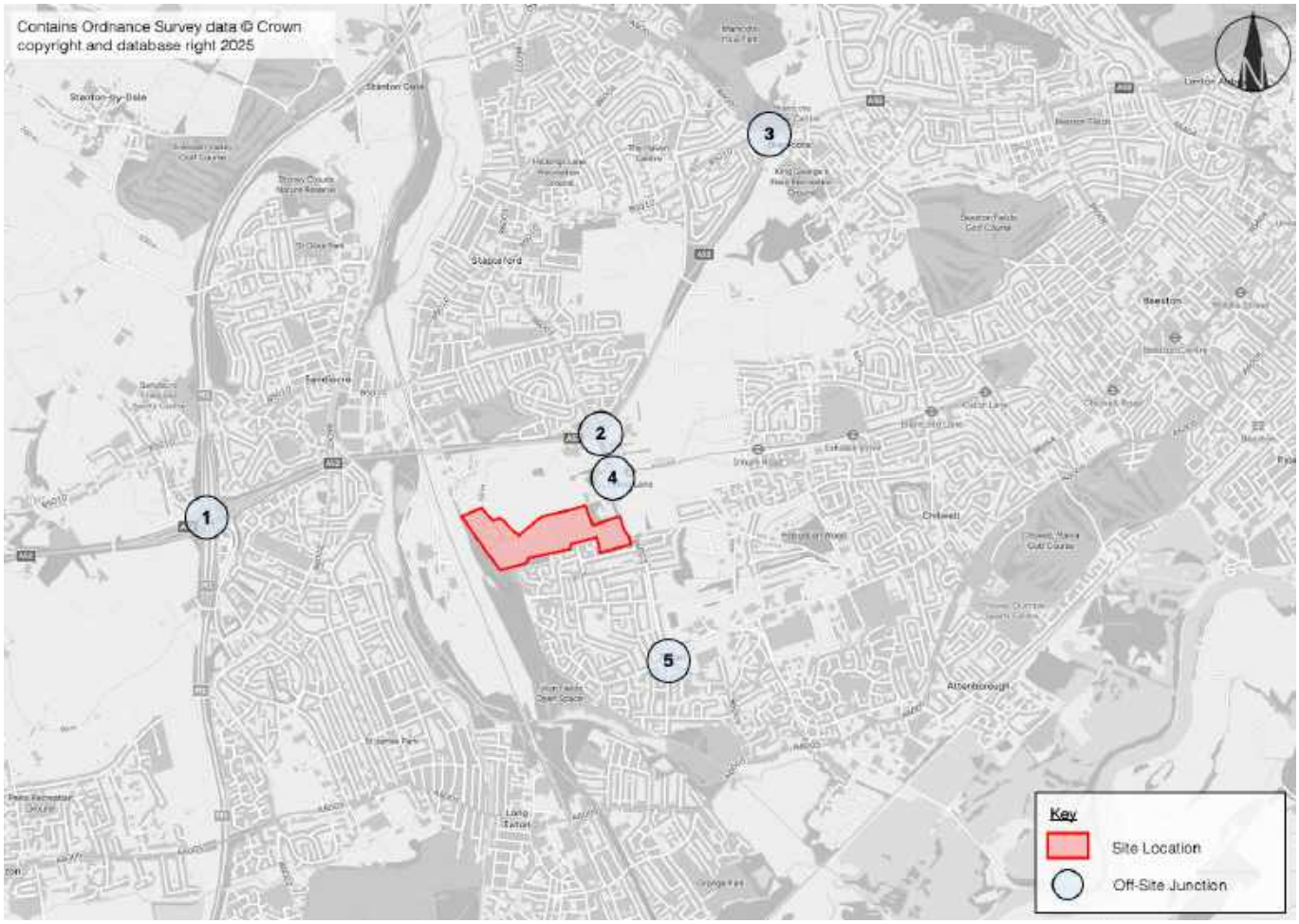
7.3.7 Consideration has been made to the consented application to the north of the site at land west of Toton Lane (Ref: 17/00499/REM) for the erection of 282 dwellings. At the time of writing, it is understood that NCC now own land relating to this permission, but construction is yet to commence. As there is ongoing uncertainty pertaining to the delivery of this development the scheme has been considered as a sensitivity scenario only. The Trip generation and subsequent trip distribution associated with this scheme has been transcribed onto the local highway network deriving the same methodology as that used to forecast and distribute traffic associated with the development proposals.

7.4 Assessment Scope

7.4.1 Based on the scale of development proposed and the routes from the site to the major highway links in the vicinity of the site, in addition to the site access junctions, off-site junction assessments have been undertaken at the locations listed below, and shown in Figure 7.1, for reference:

- Junction 1 – M1 Junction 25;
- Junction 2 - Bardills Roundabout;
- Junction 3 – Bramcote Island;
- Junction 4 – B6003 Toton Lane / Park & Ride; and,
- Junction 5 – B6003 Stapleford Lane / Swiney Way / Banks Road.

Figure 7.1 Location of Off-Site Junction Assessments



7.5 Background Traffic Data

7.5.1 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 robust to use in subsequent junction capacity assessments.

7.5.2 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 is attached at **Appendix E**, for reference.

7.5.3 The TEMPro v.8.1 database has been interrogated to provide local growth factors for the Broxtowe 015 MSOA, in which the development site sits within.

7.5.4 For the interrogation of the TEMPro database, the growth factors for 'car drivers only' were selected for the 'core scenario'; with the trip end type being defined as 'origin/ destination' and local roads selected serving regional purposes. A summary of the TEMPro growth factors is provided in **Table 7.1** below.

Table 7.1 TEMPro Growth Factors

Growth Period	Weekday AM Peak Period	Weekday PM Peak Period
2025-2028	1.0382	1.0295
2025-2041	1.1217	1.1172

7.5.5 Traffic Flow Diagrams have been prepared by mode which transcribe the base data, 'growthed' data, development traffic and sensitivity traffic onto the assessed local network and can be viewed at **Appendix F** of this TA.

7.6 Junction Capacity Assessments

7.6.1 The junction capacity assessments undertaken in this TA have been based on the traditional AM peak period of 08:00-09:00 and PM peak period of 17:00-18:00, in line with industry standard practice.

7.6.2 It should also be noted that capacity assessments have accounted for 100% of traffic associated with the proposed development and do not consider any potential modal shift that may be realised because of any potential Travel Planning measures. The actual realised impact of development traffic may therefore be lower.

7.6.3 The industry standard software package 'Junctions 11' (PICADY and ARCADY modules) has been used to assess the capacity of the priority junctions and roundabouts as well as LinSig V3 for signalised junctions. The geometric parameters have been measured using OS base mapping and the signal plan information has been obtained from NH and Via East Midlands (on behalf of NCC) for signal-controlled locations.

7.6.4 Generally, values of 0.85 or lower are accepted as an indication of roundabouts or priority junctions to be operating satisfactorily; however, this is not always a clear indicator as this can vary through the peak hour; therefore, the length of queues and the delay must also be considered when determining if the traffic impact at any given junction is 'severe'.

7.6.5 At junctions operating close to zero Practical Reserve Capacity (PRC), which equates to a DoS/RFC value of approximately 0.90 or 90%, small reductions in capacity may result in exponential delay and/or queueing. Therefore, junctions operating above 0.90/90% should be carefully reviewed to ensure that queues and the delay, is not significantly impacted upon to ensure that the new development will not have a 'severe' impact upon the existing highway infrastructure.

7.6.6 A summary of the modelling results is presented below, and full model output reports are provided in **Appendix G** for reference.

Site Access / B6003 Stapleford Lane / Toton East Access

7.6.7 The proposals at Toton East are currently in determination (Ref: 25/00255/FUL) and given the aspirations of these proposals to be considered on their own merits, development flows have not been considered from the Toton East access arm of the junction in this section of the TA.

7.6.8 Ultimately the site at Toton East is allocated and the site access junction will be delivered as a crossroads arrangement to enable eventual access into Toton East and to abort retrospective construction work.

7.6.9 The proposed site access with the B6003 Stapleford Lane has been modelled using LINSIG. A summary of the results is set out in **Table 7.2**, with the full output report attached at **Appendix G**.

Table 7.2 Site Access Junction Capacity Results

	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 AM and PM Base + Development						
Toton West Site Access	32.1	3	36	9.7	1	34
B6003 Stapleford Lane South	52.0	9	22	52.9	9	22
B6003 Stapleford Lane North	63.3	12	36	69.9	13	27

	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)
Toton East Site Access	0.0	0	0	0.0	0	0
Junction PRC	42.3 (150s Cycle Time)			28.7 (150s Cycle Time)		
2041 AM and PM Base + Development						
Toton West Site Access	32.1	3	29	9.7	1	34
B6003 Stapleford Lane South	65.6	12	25	59.0	11	23
B6003 Stapleford Lane North	68.1	13	37	74.5	15	40
Toton East Site Access	0.0	0	0	0.0	0	0
Junction PRC	32.2 (150s Cycle Time)			20.9 (150s Cycle Time)		

7.6.10 As set out in **Table 7.2**, the junction capacity assessment results indicate that the junction will operate satisfactorily with ample reserve capacity during the 2028 Base + Development assessment scenario; with a maximum DoS of 63.3% and 69.9% recorded on the B6003 Stapleford Lane N approach arm during the AM and PM peak periods, respectively.

7.6.11 In the horizon 2041 Base + Development assessment scenario, the junction continues to operate satisfactorily with the highest recorded DoS of 68.1% and 74.5% on the B6003 Stapleford Lane North approach arm to the junction and therefore well within capacity.

Sensitivity Scenario

7.6.12 A summary of the LINSIG assessment undertaken for the sensitivity scenarios is provided in **Table 7.3** below.

Table 7.3 Site Access Junction Capacity Results Sensitivity Assessment Scenario

	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 AM and PM Base + Development + Sensitivity						
Toton West Site Access	32.1	3	28	9.7	0.8	33.8
B6003 Stapleford Lane South	52.4	9	22	55.3	10.0	22.2
B6003 Stapleford Lane North	65.2	13	25	71.6	14.0	38.8
Toton East Site Access	0.0	0	0	0.0	0.0	0.0
Junction PRC	38.0 (150s Cycle Time)			25.8 (150s Cycle Time)		
2041 AM and PM Base + Development + Sensitivity						

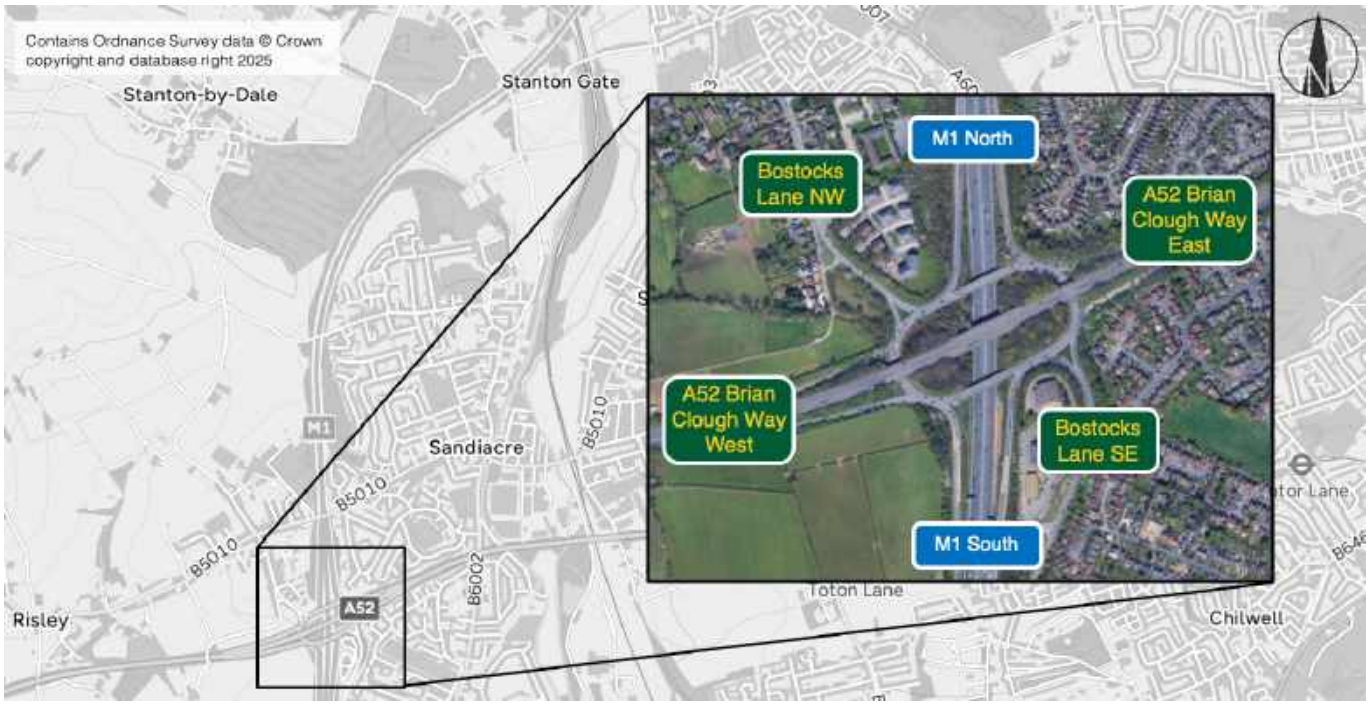
	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay /PCU (s)	DoS (%)	MMQ (PCU)	Delay /PCU (s)
Toton West Site Access	32.1	3	36	9.7	1	34
B6003 Stapleford Lane South	56.4	10	23	60.5	11	23
B6003 Stapleford Lane North	70.0	14	37	75.0	15	40
Toton East Site Access	0.0	0	0	0.0	0	0
Junction PRC	28.5 (150s Cycle Time)			19.9 (150s Cycle Time)		

7.6.13 Table 7.3 demonstrates that the proposed site access junction will operate with ample reserve capacity on all approach arms with traffic associated with the consented 282 dwellings considered. In the horizon year 2041 Base + Development + Sensitivity assessment scenario, the worst-case DoS is recorded on the B6003 Stapleford Lane N approach arm at 70.0 during the AM peak period. During the PM peak period, the worst-case DoS is recorded as 75.0, again on the B6003 Stapleford Lane N approach arm. In terms of overall junction performance, the PRC is recorded as 28.5 and 19.9 in the respective AM and PM peak periods, as such denoting the junction will operate satisfactorily.

Junction 1: M1 Junction 25 Interchange

7.6.14 An overview of the junction is provided in Figure 7.2 below.

Figure 7.2 J1: M1 Junction 25 Interchange



7.6.15 A LINSIG assessment has been undertaken at this junction. However, a limitation of LINSIG software is that model runs cannot take into account the effect of MOVA (Microprocessor Optimised Vehicle Actuation), which is in place at this junction. MOVA creates an adaptive traffic signal control system that uses embedded detectors and microcomputers to dynamically adjust green times in order to ensure signal timings stages are more responsive to real time traffic flow, which improves junction efficiency.

7.6.16 TRL/Department for Transport research indicates that through the implementation of a MOVA system, the efficiency and operation of signalised junctions can be improved, and that up to an average 13% delay reduction may be achievable. However, the effects of these optimisation improvements cannot be simulated within the LINSIG model.

7.6.17 In this regard, the junction will have capability to run more efficiently than is demonstrated in the following modelling results and the junction could therefore operate with a greater level of capacity than summarised below.

7.6.18 A summary of the results of the LINSIG assessment undertaken at the M5 Junction 1 is provided in Table 7.4.

Table 7.4 M1 Junction 25 Interchange Capacity Results

	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	93.2	19	43	80.2	10	30
A52 Brian Clough Way East	82.1	8	36	62.3	6	27
Bostocks Lane SE	69.8	2	9	66.9	1	6
M1 South Off slip	82.0	10	29	87.7	9	48
Brian Clough Way West	89.8	14	44	93.8	17	48
Bostocks Lane NW	92.2	11	40	59.4	2	10
Junction PRC	-3.5% (65/65s cycle time)			-4.2% (60/60s cycle time)		
2028 Base						
M1 North	96.7	23	57	82.5	11	32
A52 Brian Clough Way East	85.3	9	37	64.0	6	27
Bostocks Lane SE	75.5	3	16	61.9	1	5
M1 South	92.7	15	42	90.7	11	55
Brian Clough Way West	92.8	16	51	94.6	18	51
Bostocks Lane NW	101.6	34	103	63.9	2	12
Junction PRC	-12.8% (65/65s cycle time)			-5.1% (60/60s cycle time)		
2028 Base + Development						

	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 North	96.7	23	57	82.5	11	32
A52 Brian Clough Way East	90.1	11	42	63.9	6	27
Bostocks Lane SE	77.2	4	18	62.2	1	6
M1 South	92.7	15	42	91.1	11	60
Brian Clough Way West	93.3	16	52	94.6	20	58
Bostocks Lane NW	103.0	36	120	65.1	2	12
Junction PRC	-14.4% (65/65s cycle time)			-7.0% (60/60s cycle time)		
2041 Base						
M1 North	104.5	44	133	89.7	14	41
A52 Brian Clough Way East	92.1	12	50	69.5	7	29
Bostocks Lane SE	80.6	4	21	68.2	2	7
M1 South	99.4	25	75	97.4	15	83
Brian Clough Way West	100.4	26	95	102.8	34	113
Bostocks Lane NW	122.1	72	371	76.8	3	20
Junction PRC	-35.7% (65/65s cycle time)			-14.2% (60/60s cycle time)		
2041 Base + Development						
M1 North	104.5	44	133	89.7	14	41
A52 Brian Clough Way East	97.2	16	61	70.7	7	29
Bostocks Lane SE	82.7	5	24	68.5	2	7
M1 South	99.4	25	75	99.9	18	108
Brian Clough Way West	100.8	27	99	104.5	39	137
Bostocks Lane NW	123.5	74	388	77.9	3	21
Junction PRC	-37.3% (65/65s cycle time)			-16.1% (60/60s cycle time)		

7.6.19 As set out in **Table 7.4**, the junction capacity assessment results indicate that in the 2025 Base scenario, the junction experiences capacity constraints in both the AM and PM peak periods, with a PRC of -3.5 and -4.2% during the respective periods. However, the individual DoS of each arm is below 100% on all approaches.

7.6.20 In the 2028 Base scenario, the junction operates above theoretical capacity, with a worst-case DoS value of 101.6 % Bostocks Lane NW arm, during the AM peak period. With the addition of development traffic, the DoS on Bostocks Lane is subject to a minor increase, to103.0%. During the PM peak of the 2028 Base scenario, the worst-case DoS value of 94.6% is recorded on Brian Clough Way West. Following the addition of development traffic during the PM peak, the DoS recorded on this approach remains the same.

7.6.21 In the 2041 Base scenario, the Bostocks Lane NW arm operates well beyond its theoretical capacity, with a recorded DoS value of 122.1% during the AM peak period. With the onset of development traffic, this increases to 123.5%. During the PM peak period, the Brian Clough Way W approach arm operates beyond its theoretical capacity, with a recorded DoS value of 102.8%. With the onset of development traffic, this increases to 104.5%.

7.6.22 In taking the worst-case approach arm of Bostocks Lane NW, the proposed scheme is forecast to result in a negligible level of additional trips; with no development trips forecast on this approach during the AM peak, and only one additional trip is forecast during the PM peak. This equates to one additional development trip every 60 minutes during the PM peak and should be considered in context to the 600 and 450 trips forecast on this approach to the junction during the AM and PM peaks in the 2041 scenario; prior to the impact of the proposed development.

7.6.23 Consideration has also been made of the number of trips forecast on the northern part of the circulatory of the junction; along the section of the circulatory which opposes the Bostock Lane NW approach. Along this section of the junction, the proposed scheme is forecast to generate approximately 27 trips during the AM peak and 29 trips during the PM peak; which equates to approximately one additional trip per c.2 minutes during the AM peak and the PM peak periods. This should also be considered in context to the 2,550 and 2728 trips forecast on this section of the circulatory during the AM and PM peaks in the 2041 scenario; prior to the impact of the proposed development. This equates to c,1% increase in trips as a result of the development along this section of the circulatory in the respective AM and PM peaks of the 2041 Base scenario.

7.6.24 It is envisaged that these minor increases in traffic at this junction would be accounted for within daily fluctuations in background traffic.

7.6.25 Whilst it is acknowledged that the Bostock Lane NW approach is not forecast to operate within capacity in the Base or Base + Development future year scenarios, it is not the place of the planning system to ensure the convenience of the motorist as demonstrated in the case of Land North of Holt Road, Wrexham (PINS Ref: APP/H6955/A/19/3238470), which concluded:

"It is not the function of the planning system to ensure that the convenience of the private car user is safeguarded from congestion, especially existing congestion."

7.6.26 At this stage of the analysis, consideration has been made to paragraph 116 of the NPPF; which sets out:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual impacts on the road network would be severe."

7.6.27 Whilst there is a degree of uncertainty on what constitutes a 'severe' impact, key measures of assessing a proposal against paragraph 116 of the NPPF is through analysis of queue lengths and associated delay, and how this has been considered in previous planning case law.

7.6.28 The reported results and level of change 'with development' have been considered relative to previously issued appeal decisions vs. the 'severe' benchmark. At Land South of Green Lane in Yarm (CD G2) (PINS Reference: APP/H0738/W/21/3279168) the Inspector concluded:

"the increase within the zero mitigation scheme of around three minutes – or roughly the time it would take a driver to listen to one song in the car, as I heard at the Inquiry – in one localised area, would result in an significant impact but this could not be defined as severe."

7.6.29 Similarly, and more recently, at Great Chart, Ashford (CD G1) (PINS Reference: APP/E2205/W/24/3345454), paragraphs 38 and 39, the Inspector concluded that a forecast increase in delay of circa 3 minutes in one peak hour, whilst material, falls short of the severity threshold.

7.6.30 On the worst affected arm, following the introduction of development traffic the greatest magnitude of delay increase reported on the Bostock Lane NW approach is 17 seconds during the AM peak and 1 second during the PM peak, which is therefore some way below the metric identified by the Inspectorate in defining 'severe'.

7.6.31 During the PM peak period, in taking the worst-case operating approach: Brian Clough Way W, the greatest magnitude of delay increase reported is 24s between the 2041 Baseline and 2041 Base + Development scenarios. Again, this increase in delay falls short of the severity threshold.

7.6.32 In light of the above, it is considered 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.

Sensitivity Scenario

7.6.33 A summary of the LINSIG assessment undertaken for the sensitivity scenarios is provided in **Table 7.5** below.

Table 7.5 Junction 25 M1 Junction Capacity Assessment Results Sensitivity Scenario

	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						
M1 North	96.7	23	57	82.5	11	32
A52 Brian Clough Way East	88.0	10	40	64.9	6	27
Bostocks Lane SE	75.4	3	17	61.9	1	6
M1 South	92.6	15	42	91.6	11	57
Brian Clough Way West	93.0	16	51	95.4	19	54

	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)
Bostocks Lane NW	102.6	35	114	64.7	2	12
Junction PRC	-13.9% (65/65s cycle time)			-6.0% (60/60s cycle time)		
2028 Base + Development + Sensitivity						
M1 North	96.7	23	57	82.5	11	32
A52 Brian Clough Way East	93.3	13	48	66.0	6	28
Bostocks Lane SE	77.1	4	18	62.1	1	6
M1 South	92.6	15	42	92.5	11	65
Brian Clough Way West	93.6	17	53	97.1	21	62
Bostocks Lane NW	104.0	37	132	66.0	2	13
Junction PRC	-15.6 (65/65s cycle time)			-7.9% (60/60s cycle time)		
2041 Base + Sensitivity						
M1 North	104.5	44	133	89.7	14	41
A52 Brian Clough Way East	94.6	8	54	70.4	7	29
Bostocks Lane SE	80.8	5	22	68.3	2	7
M1 South	97.5	21	61	98.8	17	93
Brian Clough Way West	100.5	26	96	103.4	36	123
Bostocks Lane NW	123.3	74	386	77.6	3	21
Junction PRC	-37.0% (65/65s cycle time)			-14.9% (60/60s cycle time)		
2041 Base + Development + Sensitivity						
M1 North	104.5	44	133	89.7	14	41
A52 Brian Clough Way East	99.2	20	76	71.4	7	30
Bostocks Lane SE	82.6	5	25	68.6	2	7
M1 South	97.5	21	61	100.2	18	110
Brian Clough Way West	101.0	27	101	105.0	41	144
Bostocks Lane NW	124.8	76	403	78.6	3	22
Junction PRC	-38.6% (65/65s cycle time)			-16.7% (60/60s cycle time)		

7.6.34 In the 2041 Base + Development + Sensitivity assessment scenario (during the AM peak period), the worst-case DoS value is 124.8% on the Bostocks Lane NW approach arm; which is a 1.3% increase when compared to the 2041 Base + Development scenario, demonstrating the impact of the sensitivity traffic is negligible.

7.6.35 During the PM peak period, the worst-case DoS is recorded as 105.0% on the Brian Clough Way W approach arm, which is a 0.5% increase when compared to the 2041 Base + Development assessment scenario.

7.6.36 Given the minimal further impact of development traffic in the sensitivity scenarios, the arguments set out between **paragraphs 7.6.22** and **7.2.32** above remain pertinent. The impact of the proposals will not therefore have a severe or significant impact on the operation of this junction.

7.6.37 Based on the above analysis, no further analysis or exploration of mitigation is considered necessary at this junction.

Junction 2: Bardills Signalised Roundabout

7.6.38 The Bardills signalised roundabout is a five-arm 'hamburger' roundabout junction providing access to the key arterial route of the A52 Brian Clough Way running towards Nottingham City Centre to the east and Junction 25 of the M1 to the west. A visual overview of the junction is provided in **Figure 7.3**, below.

Figure 7.3 Junction 2: Bardills Signalised Roundabout



7.6.39 The Bardills Roundabout has been subject to a localised capacity assessment, with a summary of the results of the LINSIG assessment provided in **Table 7.6**, below.

Table 7.6 Junction 2: Bardills Signalised Roundabout

	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 AM and PM Base						
A52 Brian Clough Way NE	95.3	25.1	51	84.1	13.3	30.9
Bardills Garden Centre Parking	0.9	0.0	16.0	1.9	0.1	12.7
B6003 Toton Lane S	39.1	4.3	23.2	47.9	5.4	21.3
A52 Brian Clough Way West	92.4	21.9	27.4	92.0	20.2	30.1
B6003 Toton Lane N	97.3	18.2	83.1	92.5	13.4	58.5
Junction PRC	-8.1 (85s cycle time)			-2.8 (77s cycle time)		
2028 AM and PM Base						
A52 Brian Clough Way NE	100.9	37	94	83.9	13	31
Bardills Garden Centre Parking	0.9	0	16	1.9	0	14
B6003 Toton Lane S	39.9	4	23	50.4	6	22
A52 Brian Clough Way West	96.4	30	39	92.5	21	31
B6003 Toton Lane N	97.5	19	83	99.0	20	94
Junction PRC	-12.2 (77s Cycle Time)			-10.1 (77s Cycle Time)		
2028 AM and PM Base + Development						
A52 Brian Clough Way NE	101.5	39	97	85.5	14	31
Bardills Garden Centre Parking	0.9	0	16	1.9	0	14
B6003 Toton Lane S	48.1	5	24	51.3	6	23
A52 Brian Clough Way West	96.4	30	40	93.2	22	31
B6003 Toton Lane N	98.2	20	87	101.9	25	123
Junction PRC	-12.8 (85s Cycle Time)			-13.3 (77s Cycle Time)		
2041 AM and PM Base						
A52 Brian Clough Way NE	108.9	71	204	90.0	17	37
Bardills Garden Centre Parking	0.9	0	16	1.9	0	14
B6003 Toton Lane S	43.1	5	23	54.8	6	23
A52 Brian Clough Way West	102.8	64	97	99.2	37	57

	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 N	105.2	37	164	107.5	40	194
Junction PRC	-21 (85s Cycle Time)			-19.4 (77s Cycle Time)		
2041 AM and PM Base + Development						
A52 Brian Clough Way NE	109.4	74	209	91.3	18	39
Bardills Garden Centre Parking	0.9	0	16	1.9	0	14
B6003 Toton Lane S	51.0	6	24	55.7	7	23
A52 Brian Clough Way West	102.9	65	100	99.7	40	59
B6003 Toton Lane N	105.9	39	173	110.4	49	235
Junction PRC	-21.5 (85s Cycle Time)			-22.6 (77s Cycle Time)		

7.6.40 As set out in **Table 6.6**, the junction capacity assessment results indicate that in the horizon 2041 Base assessment scenario, the junction experiences capacity issues, with the DoS above 100% on the A52 Brian Clough Way NE approach, the A52 Brian Clough Way West approach and the B6003 Toton Lane N approach during the AM peak period, with the worst recorded delay as 209s on the A52 Brian Clough Way NE approach. During the PM peak period, the B6003 Toton Lane N approach arm records a DoS of 108%, with an associated delay of 194s.

7.6.41 Following the introduction of development traffic, the capacity issues identified above are slightly exacerbated. During the AM peak period, the DoS on the B6003 Toton Lane N approach increases from 105% to 106% with an associated increase in delay of 9s. During the PM peak period, the DoS on the B6003 Toton Lane N approach increase from 108% to 110%, with an associated increase in delay of 41s. As such, noting the capacity constraints at this location, mode have considered a potential mitigation scheme to ensure the development proposals can be brought forward to a nil detriment position against the horizon 2041 Base position. This potential mitigation scheme is explored in greater detail within **Chapter 8** of this TA.

Sensitivity Scenario

7.6.42 A summary of the LINSIG assessment undertaken for the sensitivity scenarios is provided in **Table 7.7** below. It should be noted that given the full build out of the 282-dwelling scheme cannot take place without the implementation of mitigation at the Bardills roundabout, this mitigation scheme has been considered within these modelled scenarios. As such, development traffic assessed against the operation of the Bardills roundabout with the trigger point mitigation implemented.

Table 7.7 Bardills Roundabout Junction Capacity Assessment Results Sensitivity Scenario

	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 AM and PM Base + Sensitivity						
A52 Brian Clough Way NE	89.8	15	33	89.4	12	35
Bardills Garden Centre Parking	0.7	0	11	1.5	0	8
B6003 Toton Lane S	59.7	7	22	67.1	8	21
A52 Brian Clough Way West	92.9	21	30	96.3	24	42
B6003 Toton Lane N	96.1	15	70	91.2	11	48
Junction PRC	-6.8 (69s Cycle Time)			-7.0 (61s Cycle Time)		
2028 AM and PM Base + Sensitivity + Development						
A52 Brian Clough Way NE	91.5	16	35	88.4	12	32
Bardills Garden Centre Parking	0.7	0	11	1.5	0	9
B6003 Toton Lane S	67.8	8	24	71.6	9	23
A52 Brian Clough Way West	92.7	21	30	93.5	20	33
B6003 Toton Lane N	96.8	16	74	100.5	20	100
Junction PRC	-7.6 (69s Cycle Time)			-11.7 (61s Cycle Time)		
2041 AM and PM Base + Sensitivity						
A52 Brian Clough Way NE	92.2	17	35	91.2	13	36
Bardills Garden Centre Parking	0.7	0	11	1.5	0	9
B6003 Toton Lane S	67.3	8	25	76.2	10	25
A52 Brian Clough Way West	97.2	28	42	100.4	37	69
B6003 Toton Lane N	108.2	41	198	105.7	33	160
Junction PRC	-20.2 (69s Cycle Time)			-17.4 (61s Cycle Time)		
2041 AM and PM Base + Sensitivity + Development						
A52 Brian Clough Way NE	91.5	17	35	93.3	15	40
Bardills Garden Centre Parking	0.7	0	11	1.5	0	9
B6003 Toton Lane S	75.6	10	28	78.9	10	26
A52 Brian Clough Way West	97.3	28	42	100.5	38	68

	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 N	109.2	45	213	108.7	41	200
Junction PRC	-21.3 (69s Cycle Time)			-20.7 (61s Cycle Time)		

7.6.43 As demonstrated in **Table 7.7**, in the horizon 2041 Base + Sensitivity assessment scenario, the junction operates above theoretical capacity. During the AM peak period, the B6003 Toton Lane N approach operates with a 108.2% DoS with associated delays of 198s. During the PM peak period, the B6003 Toton Lane N approach operates with a DoS of 105.7% and associated delays of 160s.

7.6.44 Following the introduction of development traffic to this scenario, during the AM peak period, the DoS on the B6003 Toton Lane N approach increases to 109.2% with an associated increase in delay of 15s. During the PM peak period, the DoS on the B6003 Toton Lane N approach increases to 108.7% with an associated increase in delay of 40s. Given the onset of development traffic continues to exacerbate capacity issues at this junction, a potential migration scheme has been put forward to accommodate both traffic associated with the sensitivity assessment and the development proposals, this is explored in greater detail in **Chapter 8**.

Junction 3: Bramcote Island

7.6.45 Bramcote Island is a signalised five-arm 'hamburger' roundabout. A visual overview of the junction is provided in **Figure 7.4**, below.

Figure 7.4 Junction 3 Bramcote Signalised Roundabout



7.6.46 A summary of the results of the LINSIG assessment provided in **Table 7.8**, below.

7.6.47 It is understood that MOVA operates at Bramcote Island, which cannot be accounted for within LINSIG. As outlined in **Paragraph 7.6.8**, TRL/DfT research indicates that through the implementation of a MOVA system, the efficiency and operation of signalised junctions can be improved, and that up to an average 13% delay reduction may be achievable.

7.6.48 In this regard, the junction will have capability to run more efficiently than is demonstrated in the modelling results below and that the junction could therefore operate with a greater level of capacity than indicated.

Table 7.8 Junction 3 Bramcote Signalised Roundabout Capacity Results

	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 AM and PM Base						
A6007 Ilkeston Road	81.8	4	22	68.1	2	8

	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)
A52 Brian Clough Way East	54.4	8	15	47.4	6	15
Town Street	79.6	5	28	76.4	4	20
A52 Brian Clough Way West	80.9	14	24	79.5	12	23
B5010 Derby Road	72.5	4	6	49.0	2	5
Junction PRC	3.5% (70s Cycle Time)			7.1% (70s Cycle Time)		
2028 AM and PM Base						
A6007 Ilkeston Road	83.6	3	32	74.5	3	10
A52 Brian Clough Way East	55.9	8	16	49.4	7	17
Town Street	87.7	6	37	80.1	5	24
A52 Brian Clough Way West	85.2	16	27	82.8	14	25
B5010 Derby Road	77.3	5	7	52.1	2	6
Junction PRC	-0.7% (75s Cycle Time)			8.7% (75s Cycle Time)		
2028 AM and PM Base + Development						
A6007 Ilkeston Road	85.0	5	33	76.3	3	10
A52 Brian Clough Way East	56.5	9	16	51.8	7	17
Town Street	88.6	7	40	82.8	5	27
A52 Brian Clough Way West	88.4	18	30	83.4	14	26
B5010 Derby Road	77.8	5	8	52.3	2	61
Junction PRC	-0.9% (75s Cycle Time)			7.9% (75s Cycle Time)		
2041 AM and PM Base						
A6007 Ilkeston Road	125.4	38	447	95.6	10	51
A52 Brian Clough Way East	58.9	9	16	53.6	8	17
Town Street	115.3	37	320	98.9	7	41
A52 Brian Clough Way West	88.6	19	29	88.2	16	28
B5010 Derby Road	86.3	10	11	62.1	3	9
Junction PRC	-39.3% (75s Cycle Time)			-9.8% (75s Cycle Time)		
2041 AM and PM Base + Development						
A6007 Ilkeston Road	126.0	37	455	95.9	11	53
A52 Brian Clough Way East	59.5	9	16	56.0	8	18
Town Street	116.4	39	333	102.0	17	85

	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)
A52 Brian Clough Way West	91.9	21	33	84.0	17	29
B5010 Derby Road	86.8	10	11	62.0	3	9
Junction PRC	-40% (75s Cycle Time)			-13.3% (75s Cycle Time)		

7.6.49 The junction capacity assessment results indicate that the junction will be operating at its practical capacity during the 2028 Base scenario, prior to the introduction of traffic associated with the proposed development. In the 2028 Base scenario the worst-case DoS of 87.7% is recorded on the Town Street approach, during the AM Peak. An associated MMQ of 6 PCU is recorded on the approach, along with a delay of 37 seconds per PCU.

7.6.50 The introduction of development traffic in the 2028 Base + Development scenarios results in a slight increase in the DoS (of 0.9%) to 88.6%. The associated MMQ increases from 6 to 7 PCU, and the delay increases from 37 to 39 seconds per PCU.

7.6.51 In the 2041 Base assessment scenario, the junction operates beyond its theoretical capacity prior to the introduction of traffic associated with the proposed development. The worst-case DoS of 125.4% is recorded on the A607 Ilkeston Road approach during the AM peak. An associated MMQ of 38 is recorded on the approach, along with a delay of just over seven minutes per PCU. The addition of development traffic during the 2041 Base + Development gives rise to a further reduction in junction performance. The DoS increases from 125.4% to 126.0% on the A607 Ilkeston Road during the AM peak, and the delay increases by 8 seconds per PCU. The associated MMQ remains at 38 PCU.

7.6.52 During the PM peak of the 2041 Base scenario, the worst-case DoS of 98.9% is recorded on the Town Street approach, along with an associated MMQ of 7 PCU and a delay of 41 seconds per PCU. Following the introduction of development traffic, the DoS increases to 102%, accompanied by a MMQ of 17 PCU and a delay of 44 seconds per PCU.

7.6.53 It should be noted in this respect that LinSig results which exceed DoS of 100% often generate queue lengths that are subject to exponential growth. For this reason, consideration should be made that queue lengths on over-capacity approach arms may be indicative rather than representative of actual observed and/or forecast conditions.

7.6.54 Furthermore, it should be noted that the proposed scheme is forecast to generate approximately 81 two-way trips during the AM peak and 72 two-way trips during the PM peak through this junction. This equates to a c. 1% increase in development trips through the junction, when considered in context to the 2041 Base traffic figures of 5,404 two-way trips during the AM peak and 5,195 two-way trips during the PM peak. It is considered that this minor percentage increase would likely be accounted for within daily variations in background traffic.

7.6.55 On the worst affected arm, following the introduction of development traffic the greatest magnitude of delay increase reported on the A607 Ilkeston Road is 8 seconds per PCU during the AM Peak. During the PM peak, in taking the worst-case operating approach: Town Street, the greatest magnitude of delay increase reported is 44 seconds per PCU. The associated increases in delay below the metric identified by the Inspectorate in defining 'severe'; as outlined in **Paragraphs 7.6.25** and **7.2.29**.

7.6.56 In light of the above, it is considered 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.

Sensitivity Scenario

7.6.57 A summary of the LINSIG assessment undertaken for the sensitivity scenarios is provided in **Table 7.9** below.

Table 7.9 Junction 3 Bramcote Signalised Roundabout Capacity Results Sensitivity Assessment

	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						
A6007 Ilkeston Road	86.1	4	33	79.4	4	15
A52 Brian Clough Way East	56.3	16	16	51.0	7	17
Town Street	88.3	39	39	81.8	5	26
A52 Brian Clough Way West	87.5	29	29	83.0	14	25
B5010 Derby Road	77.6	8	8	52.1	2	6
Junction PRC	-0.3% (75s Cycle Time			8.4% (75s Cycle Time)		
2028 + Development + Sensitivity						
A6007 Ilkeston Road	87.1	4.6	34	79.5	4	15
A52 Brian Clough Way East	56.8	8.7	16	53.4	8	17
Town Street	89.3	7.6	41	84.6	5	29
A52 Brian Clough Way West	90.4	19.4	30	84.6	15	30
B5010 Derby Road	78.1	4.9	8	52.3	2	6
Junction PRC	-0.7% (75s Cycle Time)			6.4% (75s Cycle Time)		
2041 Base + Sensitivity						
A6007 Ilkeston Road	126.5	40	458	95.6	10	51

	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)
A52 Brian Clough Way East	59.3	9	16	55.3	8	18
Town Street	116.2	39	330	101.0	16	64
A52 Brian Clough Way West	91.0	20	32	88.9	17	28
B5010 Derby Road	86.6	10	11	62.0	3	9
Junction PRC	-40.6% (75s Cycle Time)			-12.2% (75s Cycle Time)		
2041 Base + Development + Sensitivity						
A6007 Ilkeston Road	127.9	42	473	96.8	12	58
A52 Brian Clough Way East	59.9	9	16	57.6	9	18
Town Street	117.3	41	343	104.0	20	129
A52 Brian Clough Way West	93.8	23	37	90.2	17	29
B5010 Derby Road	87.0	10	11	61.8	3	9
Junction PRC	-42.2% (75s Cycle Time)			-15.6% (75s Cycle Time)		

7.6.58 In the 2041 Base + Development + Sensitivity assessment scenario (during the AM peak period), the worst-case DoS value is 127.9 on the A607 Ilkeston Road approach arm; which is a 1.9% increase when compared to the 2041 Base + Development scenario, demonstrating the impact of the sensitivity traffic is negligible.

7.6.59 During the PM peak period, the worst-case DoS is recorded as 104.0% on the Town Street W approach arm, which is a 2% increase when compared to the 2041 Base + Development assessment scenario.

7.6.60 Given the minimal further impact of development traffic in the sensitivity scenarios, the arguments set out between **paragraphs 7.6.53** and **7.2.56** above remain pertinent. The impact of the proposals will not therefore have a severe or significant impact on the operation of this junction.

7.6.61 Based on the above analysis, no further analysis or exploration of mitigation is considered necessary at this junction.

Junction 4: B6003 / Swiney Way / Banks Road Crossroads

7.6.62 The B6003 / Swiney Way / Banks Road junction is a signalised crossroads enabling access between the east and west of Toton and between the A52 Brian Clough Way and A6005 Nottingham Road to the north and south. A visual overview of the junction is provided in **Figure 7.5**, below.

Figure 7.5 Junction 4 B6003 / Swiney Way / Banks Road Crossroads



7.6.63 The B6003 / Swiney Way / Banks Road crossroads has been subject to a localised capacity assessment, with a summary of the results of the LINSIG assessment provided in **Table 7.10**, below.

Table 7.10 Junction 4 B6003 Stapleford Lane / Swiney Way / Banks Road Capacity Results

	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 AM and PM Base						
B6003 Stapleford Lane North	86.1	21	41	98.8	24	77
Swiney Way	92.4	16	69	100.2	27	109
Stapleford Lane South	92.3	19	69	80.4	14	46
Banks Road	92.3	12	90	97.2	13	151
Junction PRC	-2.7 (180s Cycle Time)			-11.4 (180s Cycle Time)		
2028 AM and PM Base						

	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 Stapleford Lane North	89.4	23	44	101.8	32	107
Swiney Way	96.0	19	86	103.1	35	148
Stapleford Lane South	95.7	22	84	82.7	15	48
Banks Road	96.0	15	112	99.7	15	171
Junction PRC	-6.7 (180s Cycle Time)			-14.6 (180s Cycle Time)		
2028 AM and PM Base + Development						
B6003 Stapleford Lane North	93.4	24	47	106.2	47	168
Swiney Way	97.4	20	94	104.5	41	167
Stapleford Lane South	98.5	21	87	87.0	17	55
Banks Road	96.0	17	124	104.2	18	228
Junction PRC	-8.3 (180s Cycle Time)			-18.0 (180s Cycle Time)		
2041 AM and PM Base						
B6003 Stapleford Lane North	96.5	26	54	110.6	67	233
Swiney Way	103.7	32	163	112.3	66	287
Stapleford Lane South	103.5	33	158	89.7	18	59
Banks Road	103.3	26	201	108.3	24	284
Junction PRC	-15.2 (180s Cycle Time)			-24.5 (180s Cycle Time)		
2041 AM and PM Base + Development						
B6003 Stapleford Lane North	100.6	36	83	112.0	75	256
Swiney Way	105.1	35	183	115.0	78	332
Stapleford Lane South	104.3	35	170	92.4	21	67
Banks Road	103.3	26	201	113.3	28	343
Junction PRC	-16.8 (180s Cycle Time)			-27.7 (180s Cycle Time)		

7.6.64 As set out in **Table 7.10**, the junction currently experiences capacity issues during the 2025 Base scenario. During the PM peak period, the DoS on the B6003 Stapleford Lane North approach is recorded as 100.2 %, with associated queues of 27 PCUs and delays of 109 seconds.

7.6.65 In the horizon 2041 year 'Do Nothing' assessment scenario, in the AM peak period, Swiney Way, B6003 Stapleford Lane South and Banks Road all are forecast to operate beyond theoretical capacity, with forecast DoS values of 103.7%, 103.5% and 103.3%. During the PM peak period, the B6003 Stapleford Lane North approach arm is forecast to operate with a DoS value of 110.6%, with Swiney Way and Banks Road forecast to operate with DoS values of 112.3% and 108.3%, respectively.

7.6.66 Following the introduction of development traffic in the AM peak period, the maximum DoS value on Swiney Way increases to 105.1%, with an associated increase in delay of 45 seconds compared to the 2041 Base 'Do Nothing' scenario.

7.6.67 During the PM peak period, the maximum DoS value on Swiney Way increases to 115.0%. As such, it is evident that the junction is already experiencing capacity issues, which are exacerbated due to local growth traffic to the horizon 2041 assessment and further exacerbated by the onset of development traffic.

Sensitivity Scenario

7.6.68 A summary of the LINSIG assessment undertaken for the sensitivity scenarios is provided in **Table 7.11** below

Table 7.11 B6003 / Swiney Way Junction Capacity Results Sensitivity Assessment Scenario

	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 AM and PM Base + Sensitivity						
B6003 Stapleford Lane North	92.1	22	44	102.7	35	119
Swiney Way	97.0	19	90	104.7	41	170
Stapleford Lane South	96.3	21	86	84.5	16	50
Banks Road	96.0	18	128	104.2	18	228
Junction PRC	-7.7 (180s Cycle Time)			-16.3 (180s Cycle Time)		
2028 AM and PM Base + Development + Sensitivity						
B6003 Stapleford Lane North	96.1	27	54	107.2	51	183
Swiney Way	98.4	21	100	107.6	51	216
Stapleford Lane South	97.1	22	91	88.8	18	58
Banks Road	96.0	17	124	104.2	18	18
Junction PRC	-9.3(180s Cycle Time)			-19.6 (180s Cycle Time)		
2041 AM and PM Base + Sensitivity						
B6003 Stapleford Lane North	99.3	30	66	111.5	73	249
Swiney Way	104.6	34	175	113.2	72	306
Stapleford Lane South	104.1	35	167	91.7	20	65
Banks Road	103.3	26	201	113.3	28	343
Junction PRC	-16.3 (180s Cycle Time)			-25.9 (180s Cycle Time)		
2041 AM and PM Base + Development + Sensitivity						

	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 Stapleford Lane North	103.2	51	119	116.2	93	317
Swiney Way	106.1	38	199	116.3	84	350
Stapleford Lane South	104.9	38	179	95.9	24	83
Banks Road	103.3	23	191	113.3	28	341
Junction PRC	-17.8 (180s Cycle Time)			-31.9 (180s Cycle Time)		

7.6.69 In the 2041 Base + Sensitivity assessment scenario during the AM peak period, the capacity issues at this junction are further exacerbated (considering traffic associated with the 282-dwelling scheme but prior to the introduction of the proposed development); with a maximum DoS value of 104.6% recorded on Swiney Way.

7.6.70 During the PM peak period, the capacity issues at this junction are also exacerbated; with a maximum DoS value of 113.3% recorded on the Banks Road.

7.6.71 In the AM peak period, following the introduction of development traffic, the worst-case DoS at the junction is recorded as 106.1% on Swiney Way.

7.6.72 During the PM peak period, the worst-case DoS at the junction is recorded as 116.3% on Swiney Way with an increase in delay of 44s when compared to the 2041 Base + Sensitivity assessment scenario. Furthermore, the DoS of the B6003 Stapleford Lane North approach arm increases from 111.5% to 116.2% with the onset of development traffic.

7.6.73 On the basis of the above, a potential mitigation scheme has been devised in order to offset the impact of the proposed development on the operation of the junction. This is discussed further in Chapter 8.

Junction 5: B6003 Stapleford Lane / Toton Park & Ride Access

7.6.74 The B6003 Stapleford Lane / Toton Park & Ride site access is a signalised T junction enabling access to the Toton Park & Ride Tram Stop facility from the B6003 Stapleford Road. A visual overview of the junction is provided in Figure 7.6, below.

Figure 7.6 Junction 5 B6003 Stapleford Lane



7.6.75 The B6003 Stapleford Lane / Toton Park & Ride Signalised T junction has been subject to a localised capacity assessment, with a summary of the results of the LINSIG assessment provided in **Table 7.12**, below.

Table 7.12 B6003 Stapleford Lane / Toton Park & Ride Capacity Results

	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 AM and PM Base						
B6003 Stapleford Lane North	69.7	10	25	63.5	9	23
Toton Park and Ride Access	32.5	2	35	27.4	2	33
B6003 Stapleford Lane South	42.7	8	16	41.2	7	14
Junction PRC	29.1 (150s Cycle Time)			41.7 (150s Cycle Time)		
2028 AM and PM Base						
B6003 Stapleford Lane North	72.4	11	26	65.4	10	24

	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)
Toton Park and Ride Access	33.7	2	35	28.0	2	30
B6003 Stapleford Lane South	44.5	8	16	42.4	8	14
Junction PRC	24.3 (150s Cycle Time)			37.6 (150s Cycle Time)		
2028 AM and PM Base + Development						
B6003 Stapleford Lane North	74.1	11	27	72.0	11	26
Toton Park and Ride Access	33.7	2	35	28.0	2	33
B6003 Stapleford Lane South	49.8	9	17	44.5	8	15
Junction PRC	21.4 (150s Cycle Time)			25.0 (150s Cycle Time)		
2041 AM and PM Base						
B6003 Stapleford Lane North	78.2	13	29	71.0	11	25
Toton Park and Ride Access	36.5	3	35	30.4	2	33
B6003 Stapleford Lane South	47.9	9	16	46.1	8	15
Junction PRC	15.1 (150s Cycle Time)			26.8 (150s Cycle Time)		
2041 AM and PM Base + Development						
B6003 Stapleford Lane North	80.0	13	30	77.6	13	28
Toton Park and Ride Access	36.5	3	35	30.4	2	33
B6003 Stapleford Lane South	53.5	10	17	48.1	9	15
Junction PRC	12.5 (150s Cycle Time)			16.0 (150s Cycle Time)		

7.6.76 As set out in **Table 7.12**, results show that in all scenarios the junction is forecast to operate within capacity, no further investigation or mitigation is therefore deemed to be necessary.

Sensitivity Scenario

7.6.77 Access to the consented scheme for the erection of 282 dwellings at land west of Toton Lane (Ref: 17/00499/REM), is proposed via an additional arm on the B6003 Stapleford Lane / Toton Park & Ride junction.

7.6.78 For the sensitivity scenarios, the junction has therefore been assessed with an additional western entry arm. A summary of the results of the LINSIG assessment provided in **Table 7.13**, below.

Table 7.13 B6003 / Park & Ride Crossroad Junction Capacity Results Sensitivity Assessment Scenario

	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 AM and PM Base + Sensitivity						
Park and Ride Access	47.2	3	51	35.9	2	2
B6003 Toton Lane South	63.1	10	30	60.9	11	28
282 Dwelling Site Access	30.2	2	38	9.2	1	35
B6003 Toton Lane North	84.8	17	43	81.0	15	40
Junction PRC	6.2 (180s Cycle Time)			11.1 (180s Cycle Time)		
2028 AM and PM Base + Development + Sensitivity						
Park and Ride Access	47.2	3	51	35.9	2	46
B6003 Toton Lane South	71.9	13	32	63.6	11	29
282 Dwelling Site Access	30.2	2	38	9.2	1	35
B6003 Toton Lane North	30.2	2	38	88.2	18	47
Junction PRC	3.8 (180s Cycle Time)			2.0 (180s Cycle Time)		
2041 AM and PM Base + Sensitivity						
Park and Ride Access	51.1	3	52	38.9	3	47
B6003 Toton Lane South	67.9	11	31	87.1	18	46
282 Dwelling Site Access	30.2	2	38	9.2	1	35
B6003 Toton Lane North	91.1	20	52	87.1	18	46
Junction PRC	-1.2 (180s Cycle Time)			3.3 (180s Cycle Time)		
2041 AM and PM Base + Development + Sensitivity						
Park and Ride Access	51.1	3	52	38.9	47	3
B6003 Toton Lane South	76.4	14	34	68.4	13	31
282 Dwelling Site Access	30.2	2	38	9.2	1	35
B6003 Toton Lane North	93.2	22	58	94.3	23	62
Junction PRC	-3.5 (180s Cycle Time)			-4.8 (180s Cycle Time)		

7.6.79 In the 2041 Base + Sensitivity assessment scenario, the maximum recorded DoS is 91.1% and 87.1% on the B6003 Toton Lane North approach arm, during the respective AM and PM peak periods.

7.6.80 Following the introduction of development traffic, the DoS on the B6003 Toton Lane North increases to 93.2%, with an associated increase in delay of 5 seconds during the AM peak period. During the PM peak period, the DoS on the B6003 Toton Lane North approach arm increases from 87.1% to 94.3%, with an associated increase in delay of 16 seconds. Whilst there is a slight increase in DoS on the B6003 Toton Lane North approach arm as a result of development traffic, an increased delay of 5 and 16 seconds (across the respective AM and PM peak periods) isn't considered to be severe or significant.

7.6.81 Based on the above, should the scheme (Ref: 17/00499/REM) come forward, the signalised crossroads junction would also be able to accommodate traffic associated with the development proposals.

8. Junction Mitigation

8.1 Overview

8.1.1 This chapter discusses the identified junctions within close vicinity of the site which are forecast to operate over capacity following the introduction of the proposed development and presents concept designs to mitigate the traffic impact of the proposed development.

8.1.2 The following junctions have been identified in **Chapter 7** as requiring further assessment, in order to investigate potential improvement schemes to mitigate the impact associated with the proposed development:

- Junction 2 - Bardills Roundabout; and,
- Junction 5 – B6003 Stapleford Lane / Swiney Way / Banks Road.

8.2 Junction 2: Bardills Roundabout

8.2.1 As set out **Chapter 7**, the Bardills Roundabout is forecast to operate beyond its theoretical capacity in the 2041 Base scenario. The onset of development traffic exacerbates the capacity issues and therefore a potential improvement scheme has been devised for the Bardills roundabout.

8.2.2 The scheme comprises the extension of the two-lane approach on the B6003 Toton Lane N approach to c.60m, increasing available storage for vehicles. An indicative layout for the proposed mitigation scheme is provided in **Drawing J32-8827-001**, attached at **Appendix H**.

8.2.3 A summary of the results of the LINSIG assessment undertaken for the proposed scheme is provided in **Table 8.1**. The full model output report for the proposed mitigation scheme is included in **Appendix I**.

Table 8.1 Bardills Roundabout Mitigation Junction Capacity Assessment Results

	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 + Development						
A52 Brian Clough Way NE	96.9	28	57	85.5	14	31
Bardills Garden Centre Parking	0.9	0	16	1.9	0	14
B6003 Toton Lane S	50.1	6	26	51.3	6	23
A52 Brian Clough Way West	93.6	24	31	93.2	22	31
B6003 Toton Lane N	95.4	16	72	95.1	15	68

	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)
Junction PRC	-7.7% (85s Cycle Time)			-5.7% (77s Cycle Time)		
2041 Base + Development						
A52 Brian Clough Way NE	104.4	54	135	91.3	18	39
Bardills Garden Centre Parking	0.9	0	16	1.9	0	14
B6003 Toton Lane S	53.1	6	26	55.7	7	23
A52 Brian Clough Way West	99.9	45	59	99.7	40	61
B6003 Toton Lane N	102.9	29	133	103.0	28	132
Junction PRC	-16% (85s Cycle Time)			-14.4% (77s Cycle Time)		

8.2.4 The model results show that in all development scenarios the junction is nil-detriment to the 2041 Base scenario when no improvement is made to the junction, as shown in **Table 8.2** below, which compares the future year with no development scenario to the worse case development scenario.

Table 8.2 Bardills Roundabout Nil Detriment Summary

	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	DoS (%)	Delay (s)	DoS (%)	Delay (s)
2041 Base [Existing arrangement]				
A52 Brian Clough Way NE	108.9	204	90.0	37
Bardills Garden Centre Parking	0.9	16	1.9	14
B6003 Toton Lane S	43.1	23	54.8	23
A52 Brian Clough Way West	102.8	97	99.2	57
B6003 Toton Lane	105.2	164	107.5	194
2041 Base + Development [Proposed Scheme]				
A52 Brian Clough Way NE	104.4	135	91.3	39
Bardills Garden Centre Parking	0.9	16	1.9	14
B6003 Toton Lane S	53.1	26	55.7	23
A52 Brian Clough Way West	99.9	59	99.7	61
B6003 Toton Lane	102.9	133	103.0	132
Difference				
A52 Brian Clough Way NE	-4.5	-69	+1.3	+2

	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	DoS (%)	Delay (s)	DoS (%)	Delay (s)
Bardills Garden Centre Parking	0	0	0	0
B6003 Toton Lane S	+10	+3	+0.9	0
A52 Brian Clough Way West	-2.9	-38	+0.5	+4
B6003 Toton Lane	-2.3	-31	-4.5	-62

8.2.5 As such, the results of this modelling exercise have demonstrated that the implementation of the proposed mitigation scheme will create a betterment of the operation of the junction when compared to the horizon 2041 Base scenario.

Sensitivity Assessment Mitigation

8.2.6 Improvements to the Bardills roundabout were also proposed as part of the consented application to the north of the site at land west of Toton Lane (Ref: 17/00499/REM) for the erection of 282 dwellings.

8.2.7 This scheme consisted of the following:

- Existing 3.1m wide right turn lane on A52 Brian Clough Way West approach to be extended;
- Road markings altered within circulatory;
- New road layout on exit arm of A52 Biran Clough Way West and realigned Toucan Crossing;
- Additional ahead lane provided through junction; and,
- Additional 3.65m wide offside lane on the A52 Brian Clough Way East approach.

8.2.8 When the impact of the consented application is considered as a sensitivity scenario, neither the scheme outlined in application 17/00499/REM nor the scheme outlined in Paragraph 8.2.2 sufficiently mitigate the cumulative impact of the two developments in the 2041 horizon year.

8.2.9 Amendments are therefore proposed to the scheme outlined in application 17/00499/REM to ensure that nil-detriment can be achieved when comparing the Toton West scheme demands to the 2041 Base sensitivity scenario. This scheme consists of the following:

- Additional length of two-lane approach on Toton Lane N (put forward by mode to improve capacity constraints on this approach arm);
- Additional Lane on exit of Toton Lane S and changes to adjacent section of circulatory (additional changes to the previous scheme which only had one lane exit on the Toton Lane South exit arm);
- Additional ahead lane provided through junction (as previously put forward within the consented scheme); and,

- Extension of flare on nearside lane on A52 Brian Clough Way E approach reducing the extent of works required upstream but also allowing for more effective movements to the amended lane markings on the circulatory (in lieu of the previous scheme which put forward an additional lane on the right-hand offside lane and an extension of the nearside left lane, upstream of the current approach).

8.2.10 An indicative layout for the proposed mitigation scheme is provided in **Drawing J32-8827-002**, attached at **Appendix H**.

8.2.11 A summary of the results of the LINSIG assessment undertaken for the proposed mitigation scheme in the sensitivity scenario is provided in **Table 8.3**, with the full LINSIG junction output report attached at **Appendix I**.

Table 8.3 Bardills Roundabout Wider Mitigation Junction Capacity Assessment

	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 AM and PM Base + Development + Sensitivity						
A52 Brian Clough Way NE	91.2	20	36	77.0	13	27
Bardills Garden Centre Parking	0.8	0.0	14	1.9	10	13
B6003 Toton Lane S	55.9	7	25	51.9	6	23
A52 Brian Clough Way West	86.5	19	24	88.2	21	30
B6003 Toton Lane	86.5	17	24	77.5	8	37
Junction PRC	-2.5 (77s Cycle Time)			2.0 (77s Cycle Time)		
2041 AM and PM Base + Development + Sensitivity						
A52 Brian Clough Way NE	94.3	24	44	88.8	15	41
Bardills Garden Centre Parking	0.9	0	17	1.7	0	11
B6003 Toton Lane S	62.2	8	29	52.6	6	20
A52 Brian Clough Way West	92.1	26	33	96.2	26	41
B6003 Toton Lane	92.1	12	56	84.0	9	37
Junction PRC	-4.8 (85s Cycle Time)			-6.9 (69s Cycle Time)		

8.2.12 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 shown in **Table 8.4**, below.

Table 8.4 Bardills Roundabout Nil Detriment Summary

	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	DoS (%)	Delay (s)	DoS (%)	Delay (s)
2041 Base [Considered Mitigation]				
A52 Brian Clough Way NE	92.0	35	91.1	36
Bardills Garden Centre Parking	0.7	11	1.5	9
B6003 Toton Lane S	67.3	25	76.2	25
A52 Brian Clough Way West	97.2	42	100.4	69
B6003 Toton Lane	108.2	198	92.5	160
2041 Base + Development + Sensitivity [Proposed Scheme]				
A52 Brian Clough Way NE	94.3	44	88.8	41
Bardills Garden Centre Parking	0.9	17	1.7	11
B6003 Toton Lane S	62.2	29	52.6	20
A52 Brian Clough Way West	92.1	33	96.2	41
B6003 Toton Lane	92.1	56	84.0	37
Difference				
A52 Brian Clough Way NE	+2.3	+9	-2.3	+5
Bardills Garden Centre Parking	+0.2	+6	+0.2	+2
B6003 Toton Lane S	-5.1	+4	-23.6	-5
A52 Brian Clough Way West	-5.1	-9	-4.2	-28
B6003 Toton Lane	-16.1	-142	-8.5	-123

8.3 Junction 5: B6003 Stapleford Lane / Swiney Way / Banks Road

8.3.1 To mitigate the impact of the proposed development, a potential improvement scheme has been devised for the B6003 Stapleford Lane / Swiney Way / Banks Road crossroads.

8.3.2 This scheme comprises of an upgrade to the pedestrian crossings to include 'on crossing detection' to help reduce lost time to traffic, and the introduction of a staggered 3m central island on Swiney Way. An indicative layout for the proposed mitigation scheme is provided in **Drawing J32-8827-001**, attached at **Appendix H**, for reference.

8.3.3 A summary of the results of the LINSIG assessment, undertaken for the proposed mitigation scheme is provided in **Table 8.1**. The full LINSIG model output report for the proposed mitigation scheme is included at **Appendix I**, for reference.

Table 8.5 B6003 Stapleford Lane / Swiney Way / Banks Road Assessment Results

	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 + Development + Sensitivity						
B6003 Stapleford Lane North	85.4	21	35	98.7	25	73
Swiney Way	92.7	16	67	101.1	31	113
Stapleford Lane South	91.6	18	64	84.1	16	49
Banks Road	90.3	12	80	99.7	13	157
Junction PRC	-3.0			-12.3		
2041 Base + Development + Sensitivity						
B6003 Stapleford Lane North	91.8	24	42	107.1	55	178
Swiney Way	99.9	24	108	109.2	60	237
Stapleford Lane South	99.0	25	101	90.9	20	60
Banks Road	97.3	17	120	108.3	23	266
Junction PRC	-11.0			-21.3		

8.3.4 The model results show that in the worse-case sensitivity scenario, the junction is nil-detriment to the 2041 Base scenario when no improvement is made to the junction and no traffic from the proposals or consented scheme to the north are considered, as shown in **Table 8.6**, below.

Table 8.6 B6003 / Swiney Way / Banks Road Crossroads Nil Detriment Summary

	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	DoS (%)	Delay (s)	DoS (%)	Delay (s)
2041 Base [Existing arrangement]				
B6003 Stapleford Lane North	96.5	54	110.6	233
Swiney Way	103.7	163	112.3	287
Stapleford Lane South	103.5	158	89.7	59
Banks Road	103.3	201	108.3	284
2041 Base + Development + Sensitivity [Proposed Scheme]				
B6003 Stapleford Lane North	91.8	42	107.1	178
Swiney Way	99.9	108	109.2	237
Stapleford Lane South	99.0	101	90.9	60
Banks Road	97.3	120	108.3	266
Difference				

	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	DoS (%)	Delay (s)	DoS (%)	Delay (s)
B6003 Stapleford Lane North	-4.7	-12	-3.5	-55
Swiney Way	-3.8	-55	-3.1	-50
Stapleford Lane South	-4.5	-57	+1.2	1
Banks Road	-6	-81	0	-18

8.3.5 Table 8.6 shows that the mitigation scheme creates a betterment to the 2041 Base scenario even in the sensitivity scenario. Therefore, demonstrating that the proposed scheme provides an opportunity to offset the impact of the development whilst also improving the overall operation of the junction.

8.3.6 Furthermore, should the consented scheme to the north of the site fail to come forward, the benefit of the proposed mitigation scheme will be even greater than that reported above.

9. Summary and Conclusion

9.1 Summary

9.1.1 mode transport planning (mode) has been commissioned by Bloor Homes Ltd (Bloor) to provide highways and transport advice in relation to the live Outline Planning Application (ref: 25/00371/OUT) for a residential development on land to the west of the B6003 Stapleford Lane in Broxtowe, Nottinghamshire. The application is for the following:

"Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure."

9.1.2 The site is located within land allocated for development, under Policy 3.2, as defined within the adopted BBC Part 2 Local Plan (2018-2028). The allocation comprises a major expansion of up to 3,000 homes, a minimum of 18,000sqm of mixed employment (Use Class B), the provision for an expanded or relocated George Spencer Academy and a new primary school.

9.1.3 The site is in an accessible location with walking, cycling and public transport access to and from local amenities and the wider sustainable transport network. The proposals are located in close proximity to the Toton Park & Ride tram facility, along with bus stops and routes on Stapleford Lane and as such there are opportunities for future residents on site to access nearby destinations (including Nottingham City Centre) via methods of active travel or public transport.

9.1.4 A review of the collision data for the highways network surrounding the development site has concluded that there are not any inherent highway safety issues which would likely be exacerbated by the development.

9.1.5 Vehicular access to the site will be through the provision of a new signalised crossroads junction with the B6003 Stapleford Lane. The site access will form the western arm of the signalised crossroads with the eastern arm providing access to potential development at Toton East (currently in determination under planning reference 25/00255/FUL). Whilst this application and access is to be determined on its own merits, from a practical delivery perspective, the access has been designed as a crossroads to provide opportunity for access into Toton East and ensure the allocated land isn't prejudiced by the delivery of an access only into Toton West.

9.1.6 As part of the access junction, signalised Toucan and Puffin crossings will be implemented on both the B6003 Stapleford northbound approach arm and the Toton East approach arm, respectively. The site access and B6003 Stapleford southbound approach arm will benefit from signalised Toucan crossing facilities. This will enable suitable connections between the site and the Toton Lane Park and Ride Tram Stop, which is considered to be a key opportunity for promoting sustainable travel to and from the site.

9.1.7 A trip generation exercise has demonstrated that the proposed development is forecast to generate an additional 230 and 203 two-way vehicular trips during the AM and PM peak hours. This equates to an additional vehicular trip at source every c.15 seconds in the AM peak period and c.17 seconds in the PM peak period.

9.1.8 Junction capacity assessments have been undertaken at the proposed site access junctions and at the following key off-site junctions on the local highway network:

- Junction 1 – M1 Junction 25;
- Junction 2 - Bardills Roundabout;
- Junction 3 – Bramcote Island;
- Junction 4 – B6003 Toton Lane / Park & Ride; and,
- Junction 5 – B6003 Stapleford Lane / Swiney Way / Banks Road.

9.1.9 A 2028 opening year and 2041 future year scenario have been considered within the junction capacity assessments, inclusive of committed development and background growth thus a robust level of assessment has been completed. The junction capacity assessments have been based on 100% of the development generated traffic and do not take into account any measures to reduce private car use, which are promoted as part of the accompanying RTP, therefore the actual realised impacts of the development at these junctions could be lower.

9.1.10 The results of the junction capacity assessment indicate that subject to the implementation of mitigation schemes at the Bardills Roundabout and B6003 Stapleford Lane / Swiney Way / Banks Road signalised crossroads, the proposed development would not result in any severe impact on the operation of the highway network in the vicinity of the site. This conclusion is also drawn in a sensitivity test scenario in which an adjacent development and its mitigation have also been considered at Bardills Roundabout.

9.2 Conclusion

9.2.1 In conclusion, it has been demonstrated that the proposed development will not have an adverse impact on the local highway network and accords with the following relevant sections of the NPPF:

"Development should only be prevented or refused on highways 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 future scenarios."

(Paragraph 116)

"*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes."*

(Paragraph 110)

9.2.2 Based on the information presented within this TA, it is considered that the proposed development will be sustainably located, can provide safe and suitable access and will not result in any severe residual cumulative impact, and therefore wholly aligns with the NPPF and as such be considered acceptable in terms of transport and highways.

mode
transport planning

APPENDICES

APPENDIX A

Masterplan

A52 Brian Clough Way

Stapleford Treatment Plant

Adult Sports Provision

Formal & Informal Sports & Recreation

Community Plot

George Spencer Academy

B6003 Stapleford Lane

TOTON LANE TRAM STATION & PARK & RIDE

Spinney Rise

B6003 Stapleford Lane

KEY

- **Site Boundary** 19.62Ha
- **Development** Residential 11.7Ha @36dph = 420 dwellings
- **Public Open Space**
- **Vehicular Site Access** B6003
- **Primary Street** Indicative Alignment
- **Streets & Lanes** Illustrative street network
- **Existing Trees & Hedgerows** Retained
- **Drainage Basins**
- **Public Rights of Way** Retained Footpaths & Bridleways
- **Pedestrian & Cycle Links**
- **Pedestrian Links**
- **Pedestrian & Cycle Links** Connections dependent on land ownership
- **Pedestrian & Cycle Priority Crossings**
- **Play Space** LEAP
- **Proposed Landscaping** Buffer planting
- **Allocated Sites**
- **Illustrative Terminal Tower Location** 20m offset

DRAFT

0 50 100 m

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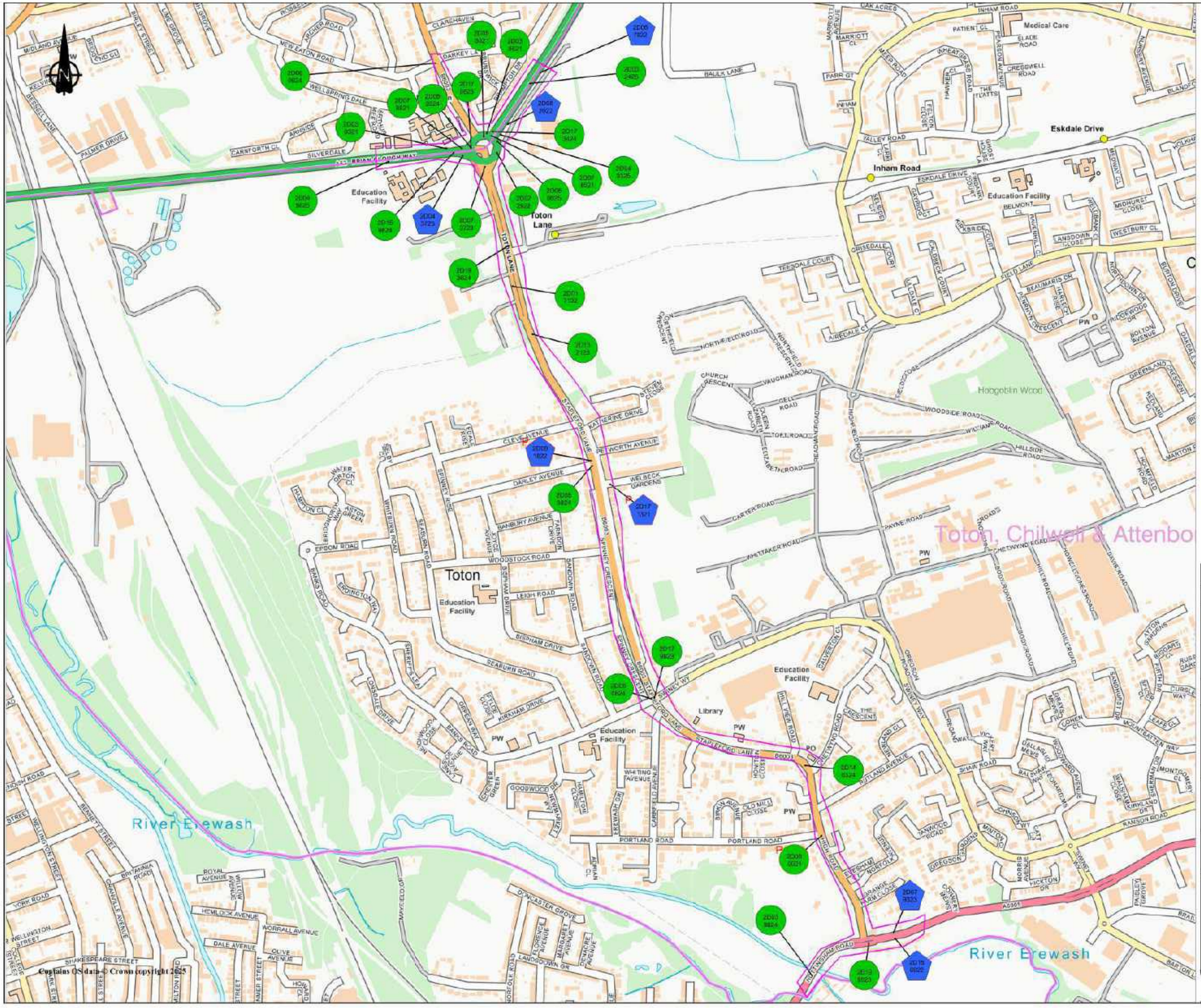
Land west of the B6003, Toton West, Broxtowe, Nottinghamshire – **Illustrative Masterplan – Outline**

| Drawn by: AW | Approved by: - | Date: 24/11/25 | Scale: 1:2500 @ A2 | DRG: P23_2379_DE_014 Sheet No: 01 Rev: D | Client: Bloor Homes |

PEGASUS GROUP

APPENDIX B

Collision Data



Key

- Fatal
- Very serious
- Moderately serious
- Serious
- Less serious
- Slight

P = involving pedestrian

Last two digits of the collision number refer to the year of the collision. Serious collisions prior to 1/6/25 all recorded as Moderately Serious.

Rev. Status	Description	Drawn	Chkd	Auth	Date

Toton Lane

Property No. | Project No.

Title: Collision severities 20/11/20 to 31/5/25

Scale	Drawn	Date
N.T.S.	SJT	Nov'25
	Chkd	Date
	Auth	Traced

Drawing No. | Rev.

DR4878/Sevplot

via
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Bilsthorpe Depot, Bilsthorpe Business Park, Bilsthorpe, Nottinghamshire NG22 8ST

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A3

Full Collision Details Report - PUBLISH COPY

May be included within a report or assessment if required

B6003 Toton Lane

Total number of reports = **33**

Total number of pages (including this page) = **39**

Note: *Where the age of a person is listed as* "U/K yrs"*, this signifies that the age is unknown*

ROAD TRAFFIC INJURY COLLISION RECORDS - DISCLAIMER

These details are a record of the personal injury collisions reported to the Police. Every endeavour is made to ensure the accuracy and completeness of these records, which have been transcribed from the original Police Reports. The data is then entered and held on computer.

Occasions may arise when information from the Police, relevant to a particular collision, may not be available for several months and will therefore not be included.

No.	SEVERITY	District	Broxtowe	Grid Reference	449507 / 336161
1	SLIGHT	Ref.No	2D038621	Source of data	Officer attended scene

Collision Details

Date	03/04/2021	Day	Saturday
Time	09:28		
Weather	Fine without high winds		
Road Surface	Other junction		
Street Lighting	Daylight		

Road A52

Location A52 A52T STAPLEFORD BYPASS, at its Junction with B6003 TOTON LANE, STAPLEFORD

SITE DETAILS

Speed Limit	70 MPH
Road Type	Roundabout
Junction Detail	Other junction
Junction Control	Automatic traffic signal
2nd Road Number	B6003
Pedestrian Facilities	Ped light Xing: pelican, puffin, toucan, etc

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car
Manoeuvre	Going ahead		
Skidded	Skidded and overturned		
Veh direction from	West to Northeast	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Leaving roundabout		
Veh left carriageway?	Left carriageway nearside		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front	Vehicle stop	Stopped
Drivers age	51 yrs	Sex	Male
Alcohol test	Negative		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

CASUALTIES INVOLVED 1

Cas No	1	Casualty Class	Driver/Rider	Veh ref No	1
Severity	SLIGHT	Age	51 yrs	Sex	Male
Veh Passenger	Not a vehicle passenger	Bus/coach psgr	No		

No.	SEVERITY	District	Broxtowe	Grid Reference	449412 / 336126
2	SLIGHT	Ref.No	2D039321	Source of data	Officer attended scene

Collision Details

Date	23/04/2021	Day	Friday
Time	12:11		
Weather	Fine without high winds		
Road Surface	Not at or within 20 metres of junction		
Street Lighting	Daylight		

Road A52

Location A52 A52T STAPLEFORD BYPASS, STAPLEFORD

SITE DETAILS

Speed Limit	40 MPH
Road Type	Dual carriageway
Junction Detail	Not at or within 20 metres of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	Pedestrian phase at traffic signal

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car

Manoeuvre	Slowing or stopping		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	West to East	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Not at or within 20m of junction		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Back	Vehicle stop	Stopped
Drivers age	29 yrs	Sex	Female
Alcohol test	Negative		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Commuting to/from work		

Veh.No. 2 Vehicle type Car

Manoeuvre	Slowing or stopping		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	West to East	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Not at or within 20m of junction		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front	Vehicle stop	Stopped
Drivers age	42 yrs	Sex	Female
Alcohol test	Negative		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Commuting to/from work		

CASUALTIES INVOLVED 1

Cas No	1	Casualty Class	Driver/Rider	Veh ref No	2
Severity	SLIGHT	Age	42 yrs	Sex	Female
Veh Passenger	Not a vehicle passenger	Bus/coach psgr	No		

No.	SEVERITY	District	Broxtowe	Grid Reference	449448 / 336126
3	SLIGHT	Ref.No	2D070821	Source of data	Officer attended scene

Collision Details

Date 13/05/2021 Day Thursday
Time 16:51
Weather Fine without high winds
Road Surface Other junction
Street Lighting Daylight

Road A52

Location A52 BRIAN CLOUGH WAY, (BARDILLS RBT), at its Junction with B6003 TOTON LANE, STAPLEFORD

SITE DETAILS

Speed Limit 40 MPH
Road Type Roundabout
Junction Detail Other junction
Junction Control Automatic traffic signal
2nd Road Number B6003
Pedestrian Facilities Pedestrian phase at traffic signal

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 4

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from West to East Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Approaching junction or waiting/parked
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front Vehicle stop Stopped
Drivers age 27 yrs Sex Male Alcohol test Negative
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from West to East Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Approaching junction or waiting/parked
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back Vehicle stop Stopped
Drivers age 23 yrs Sex Female Alcohol test Negative
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

CASUALTIES INVOLVED 2

Cas No 1 Casualty Class Driver/Rider Veh ref No 2
Severity SLIGHT Age 23 yrs Sex Female
Veh Passenger Not a vehicle passenger Bus/coach psgr No

Cas No 2 Casualty Class Driver/Rider Veh ref No 3
Severity SLIGHT Age 41 yrs Sex Male
Veh Passenger Not a vehicle passenger Bus/coach psgr No

Veh.No.	3	Vehicle type	Car
Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	West to East	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Approaching junction or waiting/parked		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Back	Vehicle stop	Stopped
Drivers age	41 yrs	Sex	Male
Alcohol test	Not requested		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

Veh.No.	4	Vehicle type	Car
Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	West to East	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Approaching junction or waiting/parked		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Back	Vehicle stop	Stopped
Drivers age	24 yrs	Sex	Male
Alcohol test	Negative		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

No.	SEVERITY	District	Broxtowe	Grid Reference	449500 / 336153
4	SLIGHT	Ref.No	2D058021	Source of data	Officer attended scene

Collision Details

Date	18/05/2021	Day	Tuesday
Time	17:08		
Weather	Fine without high winds		
Road Surface	Other junction		
Street Lighting	Daylight		

Road A52

Location A52 STAPLEFORD BYPASS (BARDILLS RBT), at its Junction with B6003 TOTON LANE, STAPLEFORD

SITE DETAILS

Speed Limit	40 MPH
Road Type	Roundabout
Junction Detail	Other junction
Junction Control	Automatic traffic signal
2nd Road Number	B6003
Pedestrian Facilities	Pedestrian phase at traffic signal

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

CASUALTIES INVOLVED 2

Veh.No. 1 Vehicle type Car

Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	West to Northeast	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Mid junction - on roundabout or main road		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front	Vehicle stop	Stopped
Drivers age 21 yrs	Sex Female	Alcohol test	Not requested
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

Veh.No. 2 Vehicle type Car

Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	West to Northeast	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Mid junction - on roundabout or main road		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Offside	Vehicle stop	Stopped
Drivers age 26 yrs	Sex Male	Alcohol test	Not requested
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

Cas No 1 Casualty Class Driver/Rider Veh ref No 1

Severity	SLIGHT	Age 21 yrs	Sex Female
Veh Passenger	Not a vehicle passenger	Bus/coach psgr	No

Cas No 2 Casualty Class Driver/Rider Veh ref No 2

Severity	SLIGHT	Age 26 yrs	Sex Male
Veh Passenger	Not a vehicle passenger	Bus/coach psgr	No

No.	SEVERITY	District	Broxtowe	Grid Reference	449517 / 336158
5	SLIGHT	Ref.No	2D076521	Source of data	Officer attended scene

Collision Details

Date	09/06/2021	Day	Wednesday
Time	06:53		
Weather	Fine without high winds		
Road Surface	Other junction		
Street Lighting	Daylight		

Road A52

Location A52 STAPLEFORD BYPASS, at its Junction with B6003 TOTON LANE (BARDILLS RBT), STAPLEFORD

SITE DETAILS

Speed Limit	40 MPH
Road Type	Roundabout
Junction Detail	Other junction
Junction Control	Automatic traffic signal
2nd Road Number	B6003
Pedestrian Facilities	Pedestrian phase at traffic signal

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Goods vehicle 7.5t & over
Manoeuvre Turning right
Skidded No skidding, jack-knifing or overturning
Veh direction from West to South Towing? Articulated vehicle
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside Vehicle stop Stopped
Drivers age 57 yrs Sex Male Alcohol test Negative
Left Hand Drive No Drug test Not applicable
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from West to Northeast Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Leaving roundabout
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside Vehicle stop Stopped
Drivers age 26 yrs Sex Female Alcohol test Negative
Left Hand Drive No Drug test Not applicable
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 1

Cas No 1 Casualty Class Driver/Rider Veh ref No 2
Severity SLIGHT Age 26 yrs Sex Female
Veh Passenger Not a vehicle passenger Bus/coach psgr No

No.	SEVERITY	District	Broxtowe	Grid Reference	450312 / 334481
6	SLIGHT	Ref.No	2D089021	Source of data	Reported at police station

Collision Details

Date	20/07/2021	Day	Tuesday
Time	11:29		
Weather	Fine without high winds		
Road Surface	T or staggered junction		
Street Lighting	Daylight		

Road B6003

Location B6003 HIGH ROAD, at its Junction with U/C PORTLAND ROAD, TOTON

SITE DETAILS

Speed Limit	30 MPH
Road Type	Single carriageway
Junction Detail	T or staggered junction
Junction Control	Give way or uncontrolled
2nd Road Number	U
Pedestrian Facilities	No physical crossing facility within 50m

CONDITIONS OR CARRIAGEWAY HAZARDS

Roadworks

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car
Manoeuvre	Turning right		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	West to Southeast	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Entering main road		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front	Vehicle stop	Stopped
Drivers age	84 yrs	Sex	Female
Alcohol test	Not requested		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

CASUALTIES INVOLVED 1

Cas No	1	Casualty Class	Pedestrian	Veh ref No	1
Severity	SLIGHT	Age	30 yrs	Sex	Male
Veh Passenger	Not a vehicle passenger	Bus/coach psgr	No		
Ped Movement	Crossing from driver's offside				
Ped Location	In carriageway, crossing elsewhere				
Ped Direction to	Heading east				
Pedestrian Road Maintenance Worker	No				

No.	SEVERITY	District	Broxtowe	Grid Reference	449802 / 335323
7	MOD SER	Ref.No	2D171321	Source of data	Officer attended scene

Collision Details

Date	02/12/2021	Day	Thursday
Time	13:00		
Weather	Fine without high winds		
Road Surface	T or staggered junction		
Street Lighting	Daylight		

Road U

Location U/C WELBECK GARDENS, at its Junction with U/C STAPLEFORD LANE, TOTON

SITE DETAILS

Speed Limit	30 MPH
Road Type	Single carriageway
Junction Detail	T or staggered junction
Junction Control	Give way or uncontrolled
2nd Road Number	U
Pedestrian Facilities	No physical crossing facility within 50m

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car
Manoeuvre	Turning right		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	Southeast to Northeast	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Leaving main road		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Nearside	Vehicle stop	Stopped
Drivers age	U/K yrs	Sex	Female
Alcohol test	Driver not contacted		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

CASUALTIES INVOLVED 1

Cas No	1	Casualty Class	Pedestrian	Veh ref No	1
Severity	MOD SERIOUS	Age	62 yrs	Sex	Male
Veh Passenger	Not a vehicle passenger	Bus/coach psgr	No		
Ped Movement	Unknown or other				
Ped Location	In carriageway, not crossing				
Ped Direction to	Unknown				
Pedestrian Road Maintenance Worker	No				

No.	SEVERITY	District	Broxtowe	Grid Reference	449567 / 335797
8	SLIGHT	Ref.No	2D017122	Source of data	Officer attended scene

Collision Details

Date	14/02/2022	Day	Monday
Time	13:15		
Weather	Raining without high winds		
Road Surface	Not at or within 20 metres of junction		
Street Lighting	Daylight		

Road B6003

Location B6003 TOTON LANE, 360 metres northwest of CLEVE AVENUE, STAPLEFORD

SITE DETAILS

Speed Limit	30 MPH
Road Type	Single carriageway
Junction Detail	Not at or within 20 metres of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	No physical crossing facility within 50m

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car
Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	North to South	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Not at or within 20m of junction		
Veh left carriageway?	Left carriageway offside		
Hit object in c'way?	None		
Hit object off c'way?	Tree		
First point of impact	Front	Vehicle stop	Stopped
Drivers age	76 yrs	Sex	Male
Alcohol test	Negative		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

CASUALTIES INVOLVED 1

Cas No	1	Casualty Class	Driver/Rider	Veh ref No	1
Severity	SLIGHT	Age	76 yrs	Sex	Male
Veh Passenger	Not a vehicle passenger	Bus/coach psgr	No		

No.	SEVERITY	District	Broxtowe
9	SLIGHT	Ref.No	2D022922

Collision Details

Grid Reference	449531 / 336118
Source of data	Reported at police station

Date	16/02/2022
Day	Wednesday
Time	18:30
Weather	Fine without high winds
Road Surface	Other junction
Street Lighting	Dark: street lights present and lit

Road A52

Location A52 STAPLEFORD BYPASS (BARDILLS RBT), at its Junction with B6003 TOTON LANE, STAPLEFORD

SITE DETAILS

Speed Limit	30 MPH
Road Type	Roundabout
Junction Detail	Other junction
Junction Control	Automatic traffic signal
2nd Road Number	B6003
Pedestrian Facilities	Pedestrian phase at traffic signal

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 — Vehicle type Car

Manoeuvre	Turning left
Skidded	No skidding, jack-knifing or overturning
Veh direction from	Northeast to South
Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa	Leaving roundabout
Veh left carriageway?	Did not leave carriageway
Hit object in c'way?	None
Hit object off c'way?	None
First point of impact	Offside
Vehicle stop	Stopped
Drivers age	35 yrs
Sex	Female
Alcohol test	Driver not contacted
Left Hand Drive	No
Drug test	Not applicable
Journey purpose	Not known or not requested

Veh.No. 2 — Vehicle type Car

Manoeuvre	Changing lane to left
Skidded	No skidding, jack-knifing or overturning
Veh direction from	Northeast to South
Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa	Leaving roundabout
Veh left carriageway?	Did not leave carriageway
Hit object in c'way?	None
Hit object off c'way?	None
First point of impact	Front
Vehicle stop	Stopped
Drivers age	30 yrs
Sex	Female
Alcohol test	Driver not contacted
Left Hand Drive	No
Drug test	Not applicable
Journey purpose	Not known or not requested

CASUALTIES INVOLVED 2

Cas No 1 — Casualty Class Driver/Rider — Veh ref No 1

Severity	SLIGHT
Age	35 yrs
Sex	Female
Veh Passenger	Not a vehicle passenger
Bus/coach psgr	No

Cas No 2 — Casualty Class Passenger/Pillion — Veh ref No 1

Severity	SLIGHT
Age	10 yrs
Sex	Female
Veh Passenger	Front seat passenger
Bus/coach psgr	No

No.	SEVERITY	District	Broxtowe	Grid Reference	449635 / 336308
10	MOD SER	Ref.No	2D057922	Source of data	Officer attended scene

Collision Details

Date	05/05/2022	Day	Thursday
Time	17:15		
Weather	Fine without high winds		
Road Surface	Not at or within 20 metres of junction		
Street Lighting	Daylight		

Road A52

Location A52 BRIAN CLOUGH WAY, 258 metres northeast of B6003 TOTON LANE, STAPLEFORD

SITE DETAILS

Speed Limit	70 MPH
Road Type	Dual carriageway
Junction Detail	Not at or within 20 metres of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	No physical crossing facility within 50m

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Car

Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	Northeast to Southwest	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Not at or within 20m of junction		
Veh left carriageway?	Left carriageway offside onto central reservation		
Hit object in c'way?	None		
Hit object off c'way?	Central crash barrier		
First point of impact	Front	Vehicle stop	Stopped
Drivers age 26 yrs	Sex Male	Alcohol test	Not requested
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

Veh.No. 2 Vehicle type Car

Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	Northeast to Southwest	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Not at or within 20m of junction		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Back	Vehicle stop	Stopped
Drivers age 43 yrs	Sex Female	Alcohol test	Not requested
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

CASUALTIES INVOLVED 1

Cas No 1 Casualty Class Driver/Rider Veh ref No 3

Severity MOD SERIOUS Age 44 yrs Sex Male

Veh Passenger Not a vehicle passenger Bus/coach psgr No

Veh.No.	3	Vehicle type	Motorcycle 50cc & under
Manoeuvre	Going ahead		
Skidded	Skidded and overturned		
Veh direction from	Northeast to Southwest	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Not at or within 20m of junction		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Nearside	Vehicle stop	Stopped
Drivers age	44 yrs	Sex	Male
Alcohol test	Not requested		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

No.	SEVERITY	District	Broxtowe	Grid Reference	449556 / 336184
11	MOD SER	Ref.No	2D082022	Source of data	Officer attended scene

Collision Details

Date	08/06/2022	Day	Wednesday
Time	07:50		
Weather	Fine without high winds		
Road Surface	Not at or within 20 metres of junction		
Street Lighting	Daylight		

Road A52

Location A52 BRIAN CLOUGH WAY, 82 metres northeast of B6003 TOTON LANE (BARDILLS RBT), STAPLEFORD

SITE DETAILS

Speed Limit	40 MPH
Road Type	Dual carriageway
Junction Detail	Not at or within 20 metres of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	Pedestrian phase at traffic signal

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car

Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	Northeast to Southwest	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Not at or within 20m of junction		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front	Vehicle stop	Stopped
Drivers age	28 yrs	Sex	Female
Alcohol test	Not requested		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Journey as part of work		

Veh.No. 2 Vehicle type Car

Manoeuvre	Waiting to go ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	Northeast to Southwest	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Not at or within 20m of junction		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Back	Vehicle stop	Stopped
Drivers age	U/K yrs	Sex	Unknowr
Alcohol test	Not requested		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

CASUALTIES INVOLVED 1

Cas No 1 Casualty Class Driver/Rider Veh ref No 1

Severity MOD SERIOUS Age 28 yrs Sex Female

Veh Passenger Not a vehicle passenger Bus/coach psgr No

No.	SEVERITY	District	Broxtowe	Grid Reference	449760 / 335378
12	MOD SER	Ref.No	2D091822	Source of data	Officer attended scene

Collision Details

Date	17/07/2022	Day	Sunday
Time	12:03		
Weather	Fine without high winds		
Road Surface	T or staggered junction		
Street Lighting	Daylight		

Road B6003

Location B6003 STAPLEFORD LANE, at its Junction with U/C DARLEY AVENUE, TOTON

SITE DETAILS

Speed Limit	30 MPH
Road Type	Single carriageway
Junction Detail	T or staggered junction
Junction Control	Give way or uncontrolled
2nd Road Number	U
Pedestrian Facilities	No physical crossing facility within 50m

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car
Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	North to South	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Approaching junction or waiting/parked		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front	Vehicle stop	Stopped
Drivers age	17 yrs	Sex	Male
Alcohol test	Negative		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Commuting to/from work		

CASUALTIES INVOLVED 1

Cas No	1	Casualty Class	Pedestrian	Veh ref No	1
Severity	MOD SERIOUS	Age	12 yrs	Sex	Male
Veh Passenger	Not a vehicle passenger	Bus/coach psgr	No		
Ped Movement	Crossing from driver's nearside				
Ped Location	In carriageway, crossing elsewhere				
Ped Direction to	Heading north				
Pedestrian Road Maintenance Worker	No				

No.	SEVERITY	District	Broxtowe	Grid Reference	450485 / 334235
13	MOD SER	Ref.No	2D156922	Source of data	Reported at police station

Collision Details

Date 31/10/2022 Day Monday
Time 12:15
Weather Fine without high winds
Road Surface Using private drive or entrance
Street Lighting Daylight

Road A6005

Location A6005 NOTTINGHAM ROAD at House Number 335, at its Junction with U/C PTE DRIVEWAY, 68 meters east of B6003 HIGH ROAD, TOTON

SITE DETAILS

Speed Limit 30 MPH
Road Type Single carriageway
Junction Detail Using private drive or entrance
Junction Control Give way or uncontrolled
2nd Road Number U
Pedestrian Facilities No physical crossing facility within 50m

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Reversing
Skidded No skidding, jack-knifing or overturning
Veh direction from South to North Towing? No tow or articulation
Veh location at impact (restricted lan Footway (pavement)
Junct. location of veh. at 1st impa Entering main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside Vehicle stop Stopped
Drivers age U/K yrs Sex Male Alcohol test Not requested
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

Veh.No. 2 Vehicle type Pedal cycle
Manoeuvre Going ahead
Skidded Skidded
Veh direction from West to East Towing? No tow or articulation
Veh location at impact (restricted lan Footway (pavement)
Junct. location of veh. at 1st impa Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front Vehicle stop Stopped
Drivers age 36 yrs Sex Male Alcohol test Not applicable
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

CASUALTIES INVOLVED 1

Cas No 1 Casualty Class Driver/Rider Veh ref No 2
Severity MOD SERIOUS Age 36 yrs Sex Male
Veh Passenger Not a vehicle passenger Bus/coach psgr No

No.	SEVERITY	District	Broxtowe	Grid Reference	449450 / 336111
14	MOD SER	Ref.No	2D043723	Source of data	Officer attended scene

Collision Details

Date	09/03/2023	Day	Thursday
Time	19:48		
Weather	Snowing without high winds		
Road Surface	Other junction		
Street Lighting	Dark: street lights present and lit		

Road A52

Location A52 BRIAN CLOUGH WAY (PXING), at its Junction with B6003 TOTON LANE (BARILLS RBT), STAPLEFORD

SITE DETAILS

Speed Limit	60 MPH
Road Type	Roundabout
Junction Detail	Other junction
Junction Control	Automatic traffic signal
2nd Road Number	B6003
Pedestrian Facilities	Pedestrian phase at traffic signal

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 — Vehicle type Car

Manoeuvre	Turning left		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	South to West	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Leaving roundabout		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front	Vehicle stop	Stopped
Drivers age	67 yrs	Sex	Male
Alcohol test	Negative		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

Veh.No. 2 — Vehicle type Other: SCOOTER ELECTRIC PRIVATELY OWNED

Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	South to North	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Cleared junction or waiting/parked		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Offside	Vehicle stop	Stopped
Drivers age	32 yrs	Sex	Female
Alcohol test	Not applicable		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

CASUALTIES INVOLVED 1

Cas No	1	Casualty Class	Driver/Rider	Veh ref No	2
Severity	MOD SERIOUS	Age	32 yrs	Sex	Female
Veh Passenger	Not a vehicle passenger	Bus/coach psgr	No		

No.	SEVERITY	District	Broxtowe	Grid Reference	449504 / 336085
15	SLIGHT	Ref.No	2D073723	Source of data	Officer attended scene

Collision Details

Date	20/05/2023	Day	Saturday
Time	08:45		
Weather	Fine without high winds		
Road Surface	Other junction		
Street Lighting	Daylight		

Road A52

Location A52 BRIAN CLOUGH WAY, at its Junction with B6003 TOTON LANE (BARDILLIS RBT), STAPLEFORD

SITE DETAILS

Speed Limit	30 MPH
Road Type	Roundabout
Junction Detail	Other junction
Junction Control	Automatic traffic signal
2nd Road Number	B6003
Pedestrian Facilities	Pedestrian phase at traffic signal

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Motorcycle over 500cc
Manoeuvre Changing lane to right
Skidded No skidding, jack-knifing or overturning
Veh direction from Southeast to Northwest Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Approaching junction or waiting/parked
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside Vehicle stop Stopped
Drivers age 53 yrs Sex Male Alcohol test Not requested
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from Southeast to Northwest Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Approaching junction or waiting/parked
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside Vehicle stop Stopped
Drivers age 31 yrs Sex Male Alcohol test Not requested
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

CASUALTIES INVOLVED 1

Cas No 1 Casualty Class Driver/Rider Veh ref No 1
Severity SLIGHT Age 53 yrs Sex Male
Veh Passenger Not a vehicle passenger Bus/coach psgr No

No.	SEVERITY	District	Broxtowe		Grid Reference	450482 / 334247
16	MOD SER	Ref.No	2D079323	**Collision Details**	Source of data	Officer attended scene

Date	01/06/2023	Day	Thursday
Time	11:50		
Weather	Fine without high winds		
Road Surface	Using private drive or entrance		
Street Lighting	Daylight		

Road A6005

Location A6005 NOTTINGHAM ROAD at House Name 334 U/C PTE DRIVEWAY, 58 meters northeast of B6003 HIGH ROAD, TOTON

SITE DETAILS

Speed Limit	40 MPH
Road Type	Single carriageway
Junction Detail	Using private drive or entrance
Junction Control	Give way or uncontrolled
2nd Road Number	U
Pedestrian Facilities	No physical crossing facility within 50m

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Motorcycle over 500cc
Manoeuvre Turning left
Skidded No skidding, jack-knifing or overturning
Veh direction from Southwest to Northwest Towing? No tow or articulation
Veh location at impact (restricted lan Footway (pavement)
Junct. location of veh. at 1st impa Leaving main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside Vehicle stop Stopped
Drivers age 65 yrs Sex Male Alcohol test Not requested
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

Veh.No. 2 Vehicle type Pedal cycle
Manoeuvre Going ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from Northeast to Southwest Towing? No tow or articulation
Veh location at impact (restricted lan Footway (pavement)
Junct. location of veh. at 1st impa Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front Vehicle stop Stopped
Drivers age 33 yrs Sex Female Alcohol test Not applicable
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

CASUALTIES INVOLVED 1

Cas No 1 Casualty Class Driver/Rider Veh ref No 2
Severity MOD SERIOUS Age 33 yrs Sex Female
Veh Passenger Not a vehicle passenger Bus/coach psgr No

No.	SEVERITY	District	Broxtowe	Grid Reference	449616 / 335682
17	SLIGHT	Ref.No	2D132123	Source of data	Officer attended scene

Collision Details

Date	02/09/2023	Day	Saturday
Time	19:30		
Weather	Fine without high winds		
Road Surface	Not at or within 20 metres of junction		
Street Lighting	Daylight		

Road B6003

Location B6003 STAPLEFORD LANE, 217 metres northwest of CLEVE AVENUE, STAPLEFORD

SITE DETAILS

Speed Limit	30 MPH
Road Type	Single carriageway
Junction Detail	Not at or within 20 metres of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	No physical crossing facility within 50m

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from Northwest to Southeast Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front Vehicle stop Stopped
Drivers age 73 yrs Sex Male Alcohol test Not requested
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

Veh.No. 2 Vehicle type Pedal cycle
Manoeuvre Going ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from Northwest to Southeast Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back Vehicle stop Stopped
Drivers age 12 yrs Sex Male Alcohol test Not applicable
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

CASUALTIES INVOLVED 1

Cas No 1 Casualty Class Driver/Rider Veh ref No 2
Severity SLIGHT Age 12 yrs Sex Male
Veh Passenger Not a vehicle passenger Bus/coach psgr No

No.	SEVERITY	District	Broxtowe
18	SLIGHT	Ref.No	2D170823

Collision Details

Grid Reference	449470 / 336126
Source of data	Reported at police station

Date	02/11/2023
Day	Thursday
Time	23:15
Weather	Raining without high winds
Road Surface	Other junction
Street Lighting	Dark: street lights present and lit

Road A52

Location A52 BRIAN CLOUGH WAY (BARDILLS RBT), at its Junction with B6003 TOTON LANE, STAPLEFORD

SITE DETAILS

Speed Limit	30 MPH
Road Type	Roundabout
Junction Detail	Other junction
Junction Control	Automatic traffic signal
2nd Road Number	B6003
Pedestrian Facilities	Pedestrian phase at traffic signal

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 — Vehicle type Car

Manoeuvre	Turning right
Skidded	No skidding, jack-knifing or overturning
Veh direction from	West to South
Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa	Entering roundabout
Veh left carriageway?	Did not leave carriageway
Hit object in c'way?	None
Hit object off c'way?	None
First point of impact	Offside
Vehicle stop	Stopped
Drivers age	38 yrs
Sex	Male
Alcohol test	Not requested
Left Hand Drive	No
Drug test	Not applicable
Journey purpose	Not known or not requested

Veh.No. 2 — Vehicle type Car

Manoeuvre	Going ahead
Skidded	No skidding, jack-knifing or overturning
Veh direction from	Southeast to Northwest
Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa	Mid junction - on roundabout or main road
Veh left carriageway?	Did not leave carriageway
Hit object in c'way?	None
Hit object off c'way?	None
First point of impact	Front
Vehicle stop	Stopped
Drivers age	19 yrs
Sex	Female
Alcohol test	Not requested
Left Hand Drive	No
Drug test	Not applicable
Journey purpose	Not known or not requested

CASUALTIES INVOLVED 1

Cas No 1 — Casualty Class Driver/Rider — Veh ref No 1

Severity	SLIGHT
Age	38 yrs
Sex	Male
Veh Passenger	Not a vehicle passenger
Bus/coach psgr	No

No.	SEVERITY	District	Ref.No
19	SLIGHT	Broxtowe	2D179823

Collision Details

Grid Reference 449909 / 334808
Source of data Officer attended scene

Date 15/11/2023 Day Wednesday
Time 19:50
Weather Fine without high winds
Road Surface Crossroads
Street Lighting Dark: street lights present and lit

Road B6003

Location B6003 STAPLEFORD LANE, at its Junction with U/C BANKS ROAD, TOTON

SITE DETAILS

Speed Limit 30 MPH
Road Type Single carriageway
Junction Detail Crossroads
Junction Control Automatic traffic signal
2nd Road Number U
Pedestrian Facilities Pedestrian phase at traffic signal

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from Southwest to Northeast Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside Vehicle stop Stopped
Drivers age 35 yrs Sex Female Alcohol test Negative
Left Hand Drive No Drug test Not applicable
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from Northwest to Southeast Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front Vehicle stop Stopped
Drivers age 18 yrs Sex Female Alcohol test Negative
Left Hand Drive No Drug test Not applicable
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Casualty Class Driver/Rider Veh ref No 2
Severity SLIGHT Age 18 yrs Sex Female
Veh Passenger Not a vehicle passenger Bus/coach psgr No

No.	SEVERITY	District	Broxtowe	Grid Reference	450424 / 334224
20	SLIGHT	Ref.No	2D199923	Source of data	Reported at police station

Collision Details

Date	18/12/2023	Day	Monday
Time	10:05		
Weather	Raining without high winds		
Road Surface	T or staggered junction		
Street Lighting	Daylight		

Road A6005

Location A6005 NOTTINGHAM ROAD, at its Junction with B6003 HIGH ROAD, TOTON

SITE DETAILS

Speed Limit	30 MPH
Road Type	Single carriageway
Junction Detail	T or staggered junction
Junction Control	Automatic traffic signal
2nd Road Number	B6003
Pedestrian Facilities	Pedestrian phase at traffic signal

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Van/Goods 3.5t & under
Manoeuvre Going ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from Northeast to Southwest Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Approaching junction or waiting/parked
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front Vehicle stop Stopped
Drivers age 37 yrs Sex Male Alcohol test Not requested
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to turn right
Skidded No skidding, jack-knifing or overturning
Veh direction from Northeast to Southwest Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Approaching junction or waiting/parked
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back Vehicle stop Stopped
Drivers age 49 yrs Sex Male Alcohol test Not requested
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

CASUALTIES INVOLVED 1

Cas No 1 Casualty Class Passenger/Pillion Veh ref No 2
Severity SLIGHT Age 44 yrs Sex Male
Veh Passenger Front seat passenger Bus/coach psgr No

No.	SEVERITY	District	Broxtowe	Grid Reference	450290 / 334142
21	SLIGHT	Ref.No	2D039824	Source of data	Reported at police station

Collision Details

Date	09/03/2024	Day	Saturday
Time	04:05		
Weather	Fine without high winds		
Road Surface	Not at or within 20 metres of junction		
Street Lighting	Dark: street lights present and lit		

Road A6005

Location A6005 NOTTINGHAM ROAD, 254 metres northeast of HARLAXTON ROAD, TOTON

SITE DETAILS

Speed Limit	30 MPH
Road Type	Single carriageway
Junction Detail	Not at or within 20 metres of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	No physical crossing facility within 50m

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 — Vehicle type: Van/Goods 3.5t & under

Manoeuvre	Overtaking moving vehicle on its offside		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	Northeast to Southwest	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Not at or within 20m of junction		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Did not impact	Vehicle stop	Not stop at scn
Drivers age	U/K yrs	Sex	Unknowr
Alcohol test	Driver not contacted		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

Veh.No. 2 — Vehicle type: Pedal cycle

Manoeuvre	Going ahead		
Skidded	Skidded		
Veh direction from	Northeast to Southwest	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Not at or within 20m of junction		
Veh left carriageway?	Left carriageway nearside		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Offside	Vehicle stop	Stopped
Drivers age	37 yrs	Sex	Male
Alcohol test	Not applicable		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Commuting to/from work		

CASUALTIES INVOLVED 1

Cas No	1	Casualty Class	Driver/Rider	Veh ref No	2
Severity	SLIGHT	Age	37 yrs	Sex	Male
Veh Passenger	Not a vehicle passenger	Bus/coach psgr	No		

No.	SEVERITY	District	Broxtowe	Grid Reference	449905 / 334807
22	SLIGHT	Ref.No	2D050824	Source of data	Officer attended scene

Collision Details

Date	31/03/2024	Day	Sunday
Time	22:29		
Weather	Fine without high winds		
Road Surface	Crossroads		
Street Lighting	Dark: street lights present and lit		

Road B6003

Location B6003 STAPLEFORD LANE, at its Junction with U/C SWINEY WAY, TOTON

SITE DETAILS

Speed Limit	30 MPH
Road Type	Single carriageway
Junction Detail	Crossroads
Junction Control	Automatic traffic signal
2nd Road Number	U
Pedestrian Facilities	Pedestrian phase at traffic signal

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from Northeast to Southwest Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front Vehicle stop Stopped
Drivers age 40 yrs Sex Male Alcohol test Negative
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

Veh.No. 2 Vehicle type Car
Manoeuvre Turning right
Skidded No skidding, jack-knifing or overturning
Veh direction from Southeast to Northeast Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Leaving main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside Vehicle stop Stopped
Drivers age 59 yrs Sex Male Alcohol test Not provided (medical)
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

CASUALTIES INVOLVED 1

Cas No 1 Casualty Class Driver/Rider Veh ref No 2
Severity SLIGHT Age 59 yrs Sex Male
Veh Passenger Not a vehicle passenger Bus/coach psgr No

No.	SEVERITY	District	Broxtowe	Grid Reference	449470 / 336126
23	SLIGHT	Ref.No	2D052024	Source of data	Officer attended scene

Collision Details

Date	03/04/2024	Day	Wednesday
Time	05:58		
Weather	Raining without high winds		
Road Surface	Other junction		
Street Lighting	Daylight		

Road A52

Location A52 BRIAN CLOUGH WAY, at its Junction with B6003 TOTON LANE (BARDILLS RBT), STAPLEFORD

SITE DETAILS

Speed Limit	30 MPH
Road Type	Roundabout
Junction Detail	Other junction
Junction Control	Automatic traffic signal
2nd Road Number	B6003
Pedestrian Facilities	Pedestrian phase at traffic signal

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from West to East Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Entering roundabout
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside Vehicle stop Stopped
Drivers age 34 yrs Sex Male Alcohol test Not requested
Left Hand Drive No Drug test Not applicable
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from South to North Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front Vehicle stop Stopped
Drivers age 39 yrs Sex Male Alcohol test Not requested
Left Hand Drive No Drug test Not applicable
Journey purpose Journey as part of work

CASUALTIES INVOLVED 2

Cas No 1 Casualty Class Driver/Rider Veh ref No 2
Severity SLIGHT Age 39 yrs Sex Male
Veh Passenger Not a vehicle passenger Bus/coach psgr No

Cas No 2 Casualty Class Driver/Rider Veh ref No 1
Severity SLIGHT Age 34 yrs Sex Male
Veh Passenger Not a vehicle passenger Bus/coach psgr No

No.	SEVERITY	District	Broxtowe	Grid Reference	449762 / 335368
24	SLIGHT	Ref.No	2D053824	Source of data	Reported at police station

Collision Details

Date	07/04/2024	Day	Sunday
Time	13:15		
Weather	Fine without high winds		
Road Surface	T or staggered junction		
Street Lighting	Daylight		

Road B6003

Location B6003 STAPLEFORD LANE, at its Junction with U/C DARLEY AVENUE, TOTON

SITE DETAILS

Speed Limit	30 MPH
Road Type	Single carriageway
Junction Detail	T or staggered junction
Junction Control	Give way or uncontrolled
2nd Road Number	U
Pedestrian Facilities	No physical crossing facility within 50m

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car

Manoeuvre	Turning left		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	West to North	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Entering main road		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Offside	Vehicle stop	Stopped
Drivers age	38 yrs	Sex	Female
Alcohol test	Not requested		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

Veh.No. 2 Vehicle type Car

Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	South to North	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Mid junction - on roundabout or main road		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front	Vehicle stop	Stopped
Drivers age	U/K yrs	Sex	Male
Alcohol test	Not requested		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

CASUALTIES INVOLVED 1

Cas No	1	Casualty Class	Passenger/Pillion	Veh ref No	1
Severity	SLIGHT	Age	5 yrs	Sex	Female
Veh Passenger	Rear seat passenger	Bus/coach psgr	No		

No.	SEVERITY	District	Broxtowe	Grid Reference	449386 / 336331
25	SLIGHT	Ref.No	2D060924	Source of data	Officer attended scene

Collision Details

Date	18/04/2024	Day	Thursday
Time	20:05		
Weather	Fine without high winds		
Road Surface	T or staggered junction		
Street Lighting	Daylight		

Road B6003

Location B6003 TOTON LANE, at its Junction with U/C NEW EATON ROAD, STAPLEFORD

SITE DETAILS

Speed Limit	30 MPH
Road Type	Single carriageway
Junction Detail	T or staggered junction
Junction Control	Give way or uncontrolled
2nd Road Number	U
Pedestrian Facilities	Ped light Xing: pelican, puffin, toucan, etc

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Motorcycle 50cc & under
Manoeuvre Going ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from Southeast to Northwest Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front Vehicle stop Stopped
Drivers age 16 yrs Sex Male Alcohol test Negative
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

Veh.No. 2 Vehicle type Car
Manoeuvre Turning right
Skidded No skidding, jack-knifing or overturning
Veh direction from Southwest to Southeast Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Entering main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside Vehicle stop Stopped
Drivers age 31 yrs Sex Female Alcohol test Negative
Left Hand Drive No Drug test Not applicable
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 1

Cas No 1 Casualty Class Driver/Rider Veh ref No 1
Severity SLIGHT Age 16 yrs Sex Male
Veh Passenger Not a vehicle passenger Bus/coach psgr No

No.	SEVERITY	District	Broxtowe	Grid Reference	449429 / 336118
26	SLIGHT	Ref.No	2D159824	Source of data	Officer attended scene

Collision Details

Date	21/06/2024	Day	Friday
Time	20:21		
Weather	Fine without high winds		
Road Surface	Not at or within 20 metres of junction		
Street Lighting	Daylight		

Road A52

Location A52 BRIAN CLOUGH WAY, 47 metres west of B6003 TOTON LANE, (BARDILLS RBT). STAPLEFORD

SITE DETAILS

Speed Limit	70 MPH
Road Type	Dual carriageway
Junction Detail	Not at or within 20 metres of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	No physical crossing facility within 50m

CONDITIONS OR CARRIAGEWAY HAZARDS

Roadworks

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Car

Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	East to West	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Not at or within 20m of junction		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Nearside	Vehicle stop	Stopped
Drivers age	21 yrs	Sex	Female
Alcohol test	Not requested		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Commuting to/from work		

Veh.No. 2 Vehicle type Car

Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	East to West	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Not at or within 20m of junction		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Offside	Vehicle stop	Stopped
Drivers age	25 yrs	Sex	Female
Alcohol test	Not requested		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Commuting to/from work		

CASUALTIES INVOLVED 1

Cas No	1	Casualty Class	Driver/Rider	Veh ref No	1
Severity	SLIGHT	Age	21 yrs	Sex	Female
Veh Passenger	Not a vehicle passenger	Bus/coach psgr	No		

Veh.No.	3	Vehicle type	Car
Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	East to West	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Not at or within 20m of junction		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Back	Vehicle stop	Stopped
Drivers age	26 yrs	Sex	Male
Alcohol test	Not requested		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

No.	SEVERITY	District	Broxtowe
27	SLIGHT	Ref.No	2D140324

Collision Details

Grid Reference	450269 / 334648
Source of data	Reported at police station

Date	17/09/2024
Day	Tuesday
Time	17:10
Weather	Fine without high winds
Road Surface	T or staggered junction
Street Lighting	Daylight

Road B6003

Location B6003 STAPLEFORD LANE (BEND), at its Junction with U/C CHETWYND ROAD

SITE DETAILS

Speed Limit	30 MPH
Road Type	Single carriageway
Junction Detail	T or staggered junction
Junction Control	Give way or uncontrolled
2nd Road Number	U
Pedestrian Facilities	No physical crossing facility within 50m

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Overtaking moving vehicle on its offside
Skidded No skidding, jack-knifing or overturning
Veh direction from Southeast to Northwest Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Cleared junction or waiting/parked
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside Vehicle stop Not stop at scn
Drivers age U/K yrs Sex Unknowr Alcohol test Not requested
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

Veh.No. 2 Vehicle type Pedal cycle
Manoeuvre Going ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from Southeast to Northwest Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Cleared junction or waiting/parked
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside Vehicle stop Stopped
Drivers age 41 yrs Sex Male Alcohol test Not applicable
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

CASUALTIES INVOLVED 1

Cas No 1 Casualty Class Driver/Rider Veh ref No 2
Severity SLIGHT Age 41 yrs Sex Male
Veh Passenger Not a vehicle passenger Bus/coach psgr No

No.	SEVERITY	District	Broxtowe	Grid Reference	449520 / 336167
28	SLIGHT	Ref.No	2D173424	Source of data	Officer attended scene

Collision Details

Date	26/10/2024	Day	Saturday
Time	22:42		
Weather	Fine without high winds		
Road Surface	Other junction		
Street Lighting	Dark: street lights present and lit		

Road A52

Location A52 BRIAN CLOUGH WAY , at its Junction with U/C BARDILLS RBT, (23 metes NE of B6003 TOTAN LANE). STAPLEFORD

SITE DETAILS

Speed Limit	30 MPH
Road Type	Roundabout
Junction Detail	Other junction
Junction Control	Give way or uncontrolled
2nd Road Number	U
Pedestrian Facilities	Pedestrian phase at traffic signal

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Car

Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	Northeast to Southwest	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Approaching junction or waiting/parked		
Veh left carriageway?	Left carriageway nearside		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front	Vehicle stop	Not stop at scn
Drivers age	U/K yrs Sex Unknowr	Alcohol test	Not requested
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

Veh.No. 2 Vehicle type Car

Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	Southwest to Northeast	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Leaving roundabout		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front	Vehicle stop	Stopped
Drivers age	37 yrs Sex Female	Alcohol test	Not requested
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

CASUALTIES INVOLVED 2

Cas No	Casualty Class	Veh ref No
1	Driver/Rider	2
Severity	SLIGHT	Age 37 yrs Sex Female
Veh Passenger	Not a vehicle passenger	Bus/coach psgr No

Cas No	Casualty Class	Veh ref No
2	Passenger/Pillion	2
Severity	SLIGHT	Age 27 yrs Sex Female
Veh Passenger	Front seat passenger	Bus/coach psgr No

Veh.No.	3	Vehicle type	Taxi/private hire
Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	Southwest to Northeast	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Leaving roundabout		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front	Vehicle stop	Stopped
Drivers age	32 yrs	Sex	Male
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Journey as part of work		

No.	SEVERITY	District	Broxtowe	Grid Reference	449562 / 335895
29	SLIGHT	Ref.No	2D193624	Source of data	Reported at police station

Collision Details

Date	06/12/2024	Day	Friday
Time	20:25		
Weather	Unknown (self-report only)		
Road Surface	Crossroads		
Street Lighting	Dark: street lights present and lit		

Road B6003

Location B6003 TOTON LANE, at its Junction with U/C TOTON LANE PARK AND RIDE, 453 metres north of CLEVE AVENUE, STAPLEFORD

SITE DETAILS

Speed Limit	30 MPH
Road Type	Dual carriageway
Junction Detail	Crossroads
Junction Control	Automatic traffic signal
2nd Road Number	U
Pedestrian Facilities	Pedestrian phase at traffic signal

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car

Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	North to South	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Approaching junction or waiting/parked		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front	Vehicle stop	Stopped
Drivers age	39 yrs	Sex	Male
Alcohol test	Driver not contacted		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Not known or not requested		

Veh.No. 2 Vehicle type Car

Manoeuvre	Waiting to go ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	North to South	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Approaching junction or waiting/parked		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Back	Vehicle stop	Stopped
Drivers age	51 yrs	Sex	Male
Alcohol test	Driver not contacted		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Commuting to/from work		

CASUALTIES INVOLVED 1

Cas No	1	Casualty Class	Driver/Rider	Veh ref No	2
Severity	SLIGHT	Age	51 yrs	Sex	Male
Veh Passenger	Not a vehicle passenger	Bus/coach psgr	No		

No.	SEVERITY	District	Broxtowe	Grid Reference	449539 / 336160
30	SLIGHT	Ref.No	2D043325	Source of data	Reported at police station

Collision Details

Date	20/03/2025	Day	Thursday
Time	08:30		
Weather	Fine without high winds		
Road Surface	Other junction		
Street Lighting	Daylight		

Road A52

Location A52 BRIAN CLOUGH WAY U/C BARDILLS RBT, (57 metres NE of B6003 TOTON LANE).STAPLEFORD

SITE DETAILS

Speed Limit	40 MPH
Road Type	Roundabout
Junction Detail	Other junction
Junction Control	Automatic traffic signal
2nd Road Number	U
Pedestrian Facilities	Pedestrian phase at traffic signal

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Bus or coach
Manoeuvre	Slowing or stopping		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	Northeast to Southwest	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Approaching junction or waiting/parked		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Did not impact	Vehicle stop	Stopped
Drivers age	47 yrs	Sex	Male
Alcohol test	Not requested		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Journey as part of work		

CASUALTIES INVOLVED 1

Cas No	1	Casualty Class	Passenger/Pillion	Veh ref No	1
Severity	SLIGHT	Age	70 yrs	Sex	Female
Veh Passenger	Not a vehicle passenger	Bus/coach psgr	Seated passenger		

No.	SEVERITY	District	Broxtowe	Grid Reference	449274 / 336096
31	SLIGHT	Ref.No	2D045625	Source of data	Officer attended scene

Collision Details

Date 29/03/2025 Day Saturday
Time 13:23
Weather Fine without high winds
Road Surface Not at or within 20 metres of junction
Street Lighting Daylight

Road A52

Location A52 BRIAN CLOUGH WAY, 197 metres west of BARDILLS RBT, STAPLEFORD

SITE DETAILS

Speed Limit 40 MPH
Road Type Dual carriageway
Junction Detail Not at or within 20 metres of junction
Junction Control
2nd Road Number
Pedestrian Facilities No physical crossing facility within 50m

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Slowing or stopping
Skidded No skidding, jack-knifing or overturning
Veh direction from East to West Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back Vehicle stop Stopped
Drivers age 56 yrs Sex Female Alcohol test Negative
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from East to West Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Not at or within 20m of junction
Veh left carriageway? Left carriageway nearside
Hit object in c'way? Kerb
Hit object off c'way? None
First point of impact Front Vehicle stop Stopped
Drivers age 19 yrs Sex Male Alcohol test Negative
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

CASUALTIES INVOLVED 1

Cas No 1 Casualty Class Passenger/Pillion Veh ref No 2
Severity SLIGHT Age 18 yrs Sex Female
Veh Passenger Front seat passenger Bus/coach psgr No

No.	SEVERITY	District	Broxtowe	Grid Reference	449531 / 336145
32	SLIGHT	Ref.No	2D050025	Source of data	Reported at police station

Collision Details

Date	10/04/2025	Day	Thursday
Time	15:40		
Weather	Fine without high winds		
Road Surface	Other junction		
Street Lighting	Daylight		

Road A52

Location A52 BARDILLS RBT, at its Junction with A52 BRAIN CLOUGH WAY, (47 metres N of B6003 TOTON LANE). STAPLEFORD

SITE DETAILS

Speed Limit	40 MPH
Road Type	Roundabout
Junction Detail	Other junction
Junction Control	Automatic traffic signal
2nd Road Number	A52
Pedestrian Facilities	Pedestrian phase at traffic signal

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Changing lane to left
Skidded No skidding, jack-knifing or overturning
Veh direction from Northwest to Southeast Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back Vehicle stop Stopped
Drivers age 27 yrs Sex Male Alcohol test Not requested
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from Northwest to Southeast Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front Vehicle stop Stopped
Drivers age 51 yrs Sex Male Alcohol test Refused to provide
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

CASUALTIES INVOLVED 1

Cas No 1 Casualty Class Passenger/Pillion Veh ref No 2
Severity SLIGHT Age 46 yrs Sex Female
Veh Passenger Front seat passenger Bus/coach psgr No

No.	SEVERITY	District	Broxtowe	Grid Reference	449610 / 336282
33	SLIGHT	Ref.No	2D032425	Source of data	Officer attended scene

Collision Details

Date	23/04/2025	Day	Wednesday
Time	08:29		
Weather	Fine without high winds		
Road Surface	Not at or within 20 metres of junction		
Street Lighting	Daylight		

Road A52

Location A52 BRIAN CLOUGH WAY, 158 metres northeast of B6003 TOTON LANE, STAPLEFORD

SITE DETAILS

Speed Limit	40 MPH
Road Type	Dual carriageway
Junction Detail	Not at or within 20 metres of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	No physical crossing facility within 50m

CONDITIONS OR CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Car
Manoeuvre Waiting to go ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from Northeast to Southwest Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back Vehicle stop Stopped
Drivers age 31 yrs Sex Male Alcohol test Not requested
Left Hand Drive No Drug test Not applicable
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to go ahead
Skidded No skidding, jack-knifing or overturning
Veh direction from Northeast to Southwest Towing? No tow or articulation
Veh location at impact (restricted lan On main carriageway (not in restricted lane)
Junct. location of veh. at 1st impa Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back Vehicle stop Stopped
Drivers age 28 yrs Sex Male Alcohol test Not requested
Left Hand Drive No Drug test Not applicable
Journey purpose Not known or not requested

CASUALTIES INVOLVED 1

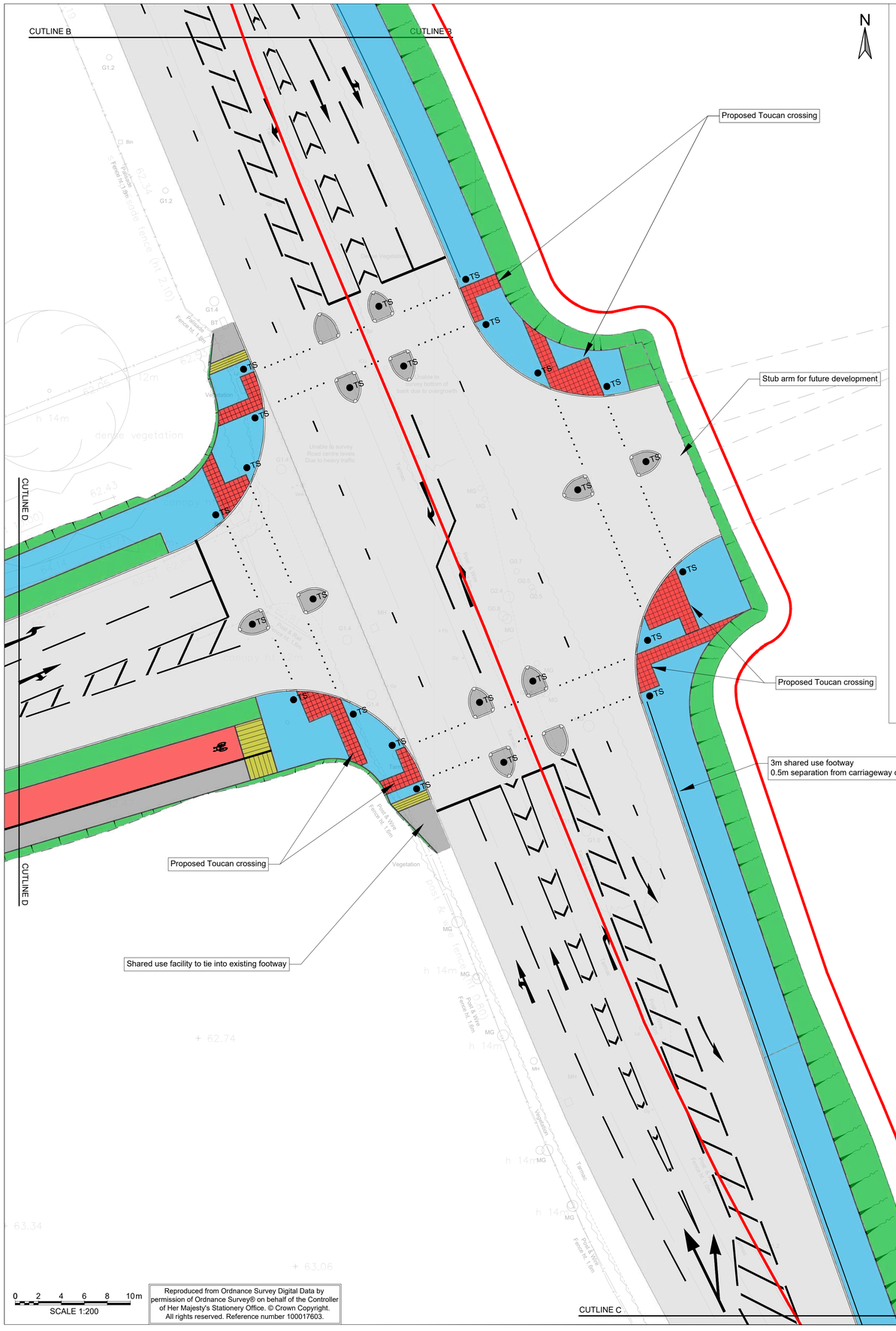
Cas No 1 Casualty Class Driver/Rider Veh ref No 2
Severity SLIGHT Age 28 yrs Sex Male
Veh Passenger Not a vehicle passenger Bus/coach psgr No

Veh.No.	3	Vehicle type	Car
Manoeuvre	Going ahead		
Skidded	No skidding, jack-knifing or overturning		
Veh direction from	Northeast to Southwest	Towing?	No tow or articulation
Veh location at impact (restricted lan	On main carriageway (not in restricted lane)		
Junct. location of veh. at 1st impa	Not at or within 20m of junction		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front	Vehicle stop	Stopped
Drivers age	23 yrs	Sex	Female
Alcohol test	Not requested		
Left Hand Drive	No	Drug test	Not applicable
Journey purpose	Commuting to/from work		

This report may contain road safety factors mapped from contributory factors coded before implementation of STATS19 2024 codes.

APPENDIX C

Site Access General Arrangement



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Notes

1. The information shown on this drawing is intended to provide a general overview of the highway Improvement works.
2. The layout shown is for discussion and is subject to detailed design.

Key

- Carriageway
- Footway
- Shared-use facility
- Verges / embankments
- Cycleway
- Tactile - Blister - controlled crossing
- Tactile - Blister - uncontrolled crossing
- Tactile - cycle/footway - segregated facility
- Tactile - Corduroy - hazard Warning
- TS Traffic signal pole
- Development boundary

PRELIMINARY ISSUE

Schedule of Changes	
Last Rev.:	P02
Ref.	Description
1	Eastern arm extents reduced to a stub.
2	Development boundary amended.
3	Viewport arrangement amended to include inset of western arm.
4	Extents of S278 on west arm reduced to coincide with Bloor Homes S38 layout.

Rev	Description	Date	Drn	Chk	App
P03	SEE SCHEDULE OF CHANGES	13.11.2025	JR	IF	IF
P02	SEE SCHEDULE OF CHANGES	07.11.2025	SM	IF	IF
P01	PRELIMINARY FIRST ISSUE	06.11.2025	FH	JR	IF

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Client

BLOOR HOMES

Project Name

TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

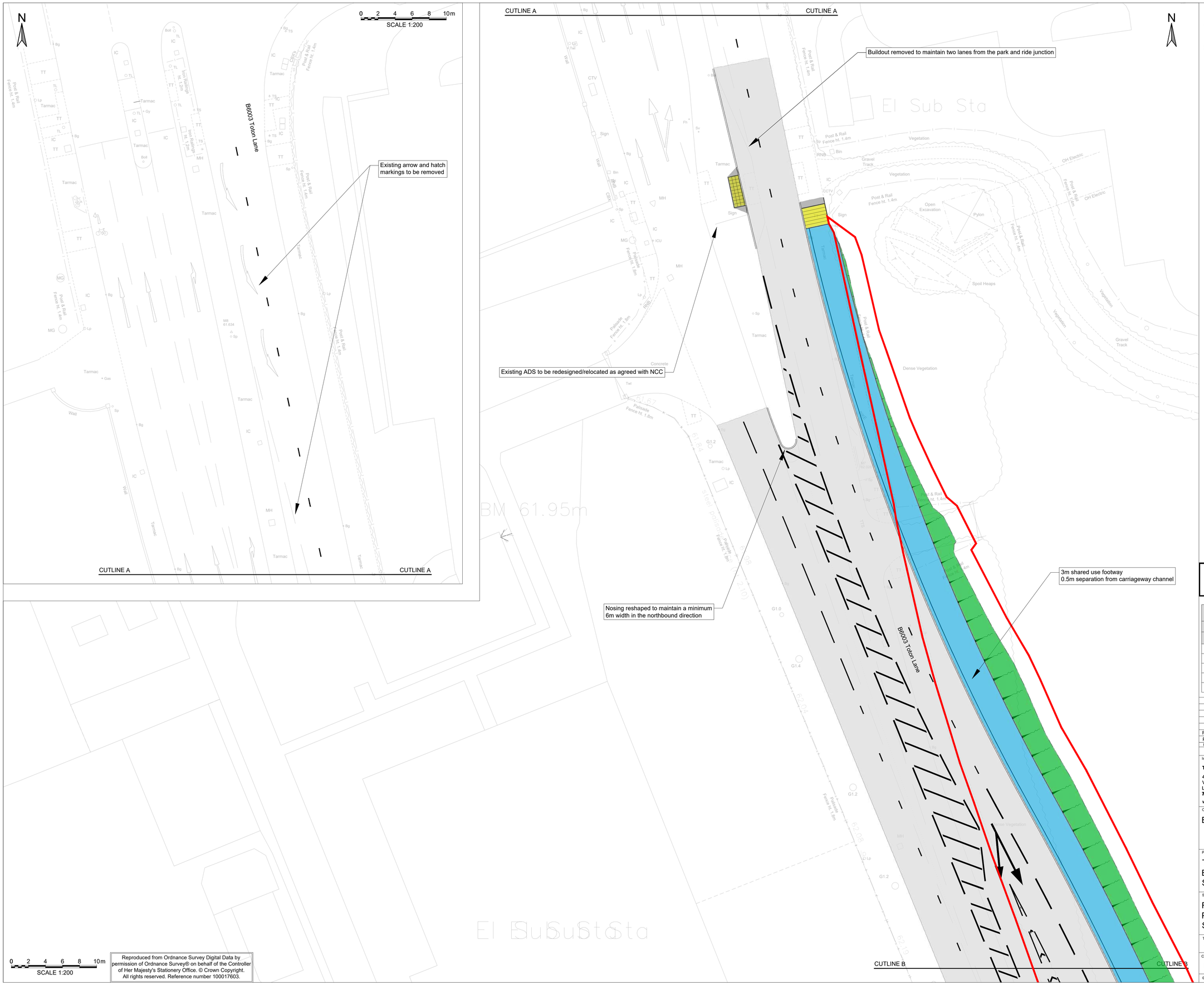
FOUR ARM SIGNALISED JUNCTION
PRELIMINARY GENERAL ARRANGEMENT
SHEET 2

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B076224	FC	Nov '25	JR	Nov '25	IF	Nov '25	1:200	S4

Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	- TTE	- HGN	- XX	- DR	- CH	-010002	P03

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Notes

1. The information shown on this drawing is intended to provide a general overview of the highway Improvement works.
2. The layout shown is for discussion and is subject to detailed design.

Key

- Carriageway
- Footway
- Shared-use facility
- Verges / embankments
- Cycleway
- Tactile - Blister - controlled crossing
- Tactile - Blister - uncontrolled crossing
- Tactile - cycle/footway - segregated facility
- Tactile - Corduroy - hazard Warning
- TS Traffic signal pole
- Development boundary

PRELIMINARY ISSUE

Schedule of Changes	
Last Rev.:	P01
Ref.	Description
1	Drawing title updated.
2	Drawing scale updated.
3	Drawing updated to show four arm signalised junction.
4	Development boundary added.
5	Drawing annotations updated.

Rev	Description	Date	Drn / Chk / App
P02	SEE SCHEDULE OF CHANGES	06.11.2025	FC JR IF
P01	PRELIMINARY FIRST ISSUE	02.10.2025	NN JR IF

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BLOOR HOMES

Project Name

TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

FOUR ARM SIGNALISED JUNCTION
PRELIMINARY GENERAL ARRANGEMENT
SHEET 1

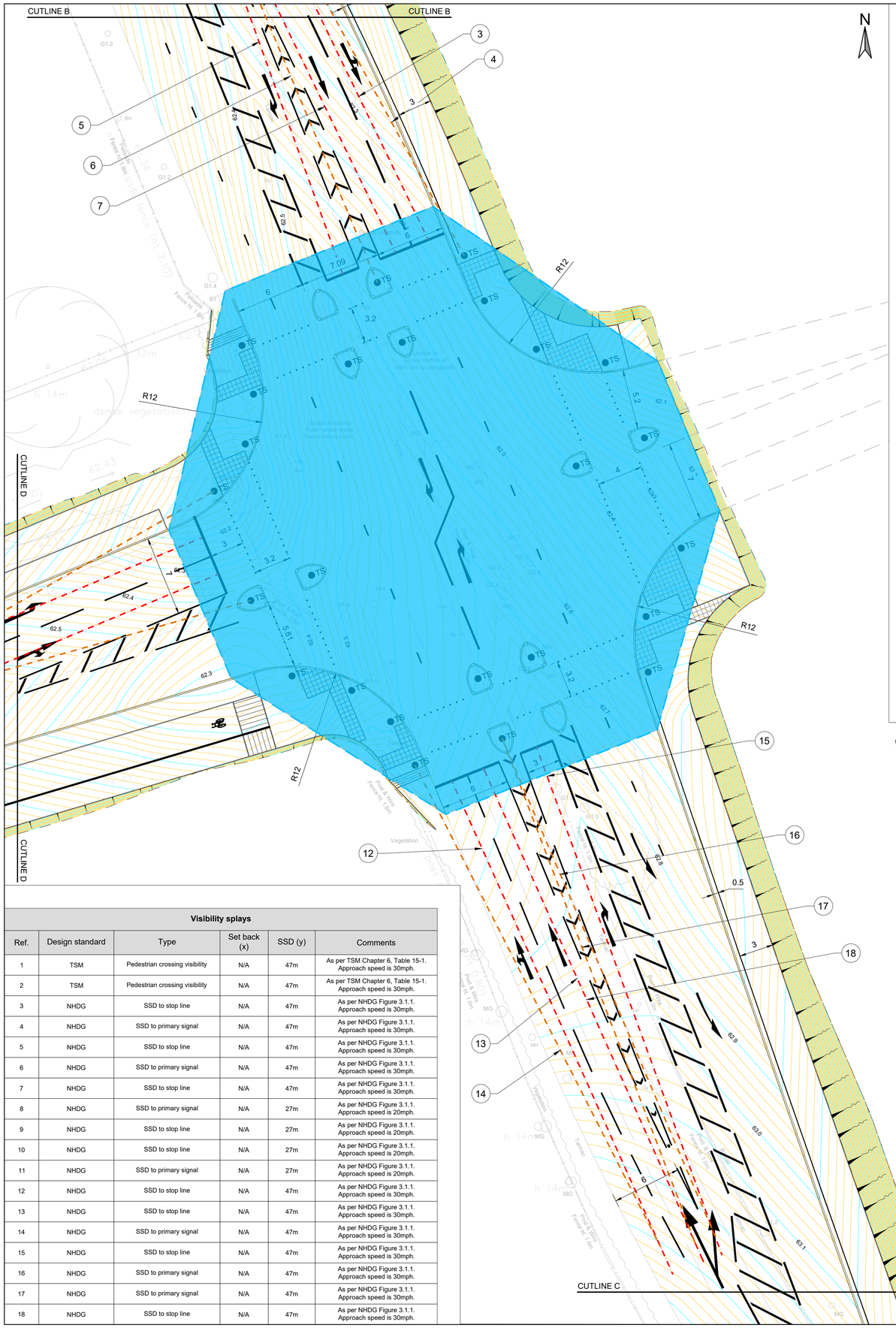
TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B076224	NN	Oct '25	JR	Oct '25	IF	Oct '25	1:200	S4

Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	- TTE	- HGN	- XX	- DR	- CH	-010001	P02

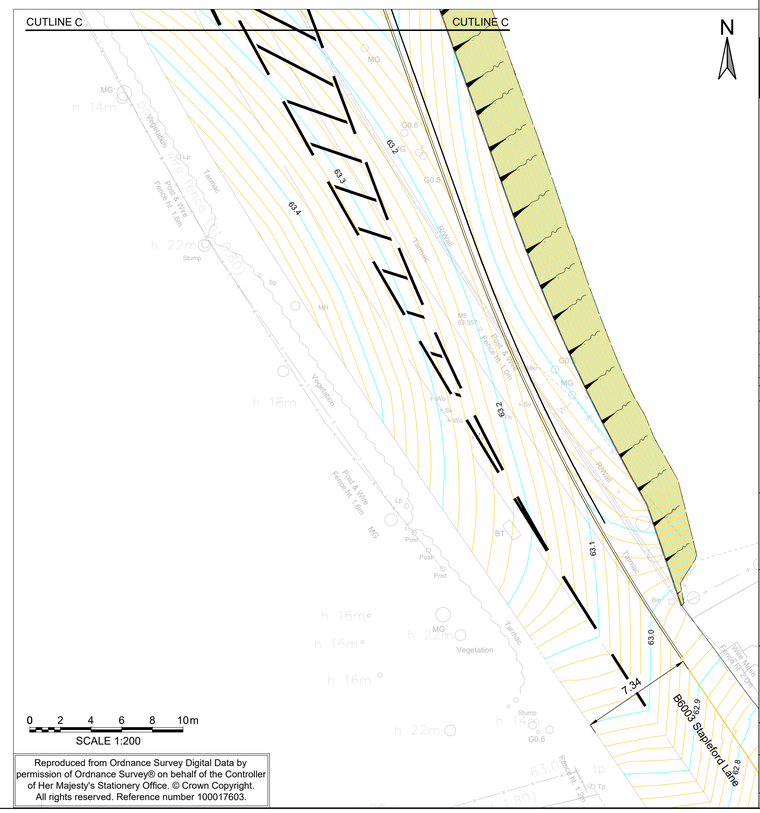
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Notes

1. All dimensions are in metres unless stated otherwise.
2. The layout shown is for discussion and is subject to detailed design.

Key - Geometry

- Major contour
- Minor contour

Key - Visibility

- Pedestrian crossing visibility
- SSD to primary signal
- SSD to signals stop line
- Junction Intervisibility
- (#) Refer to visibility table

Visibility splays					
Ref.	Design standard	Type	Set back (x)	SSD (y)	Comments
1	TSM	Pedestrian crossing visibility	N/A	47m	As per TSM Chapter 6, Table 15-1. Approach speed is 30mph.
2	TSM	Pedestrian crossing visibility	N/A	47m	As per TSM Chapter 6, Table 15-1. Approach speed is 30mph.
3	NHDG	SSD to stop line	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
4	NHDG	SSD to primary signal	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
5	NHDG	SSD to stop line	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
6	NHDG	SSD to primary signal	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
7	NHDG	SSD to stop line	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
8	NHDG	SSD to primary signal	N/A	27m	As per NHDG Figure 3.1.1. Approach speed is 20mph.
9	NHDG	SSD to stop line	N/A	27m	As per NHDG Figure 3.1.1. Approach speed is 20mph.
10	NHDG	SSD to stop line	N/A	27m	As per NHDG Figure 3.1.1. Approach speed is 20mph.
11	NHDG	SSD to primary signal	N/A	27m	As per NHDG Figure 3.1.1. Approach speed is 20mph.
12	NHDG	SSD to stop line	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
13	NHDG	SSD to stop line	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
14	NHDG	SSD to primary signal	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
15	NHDG	SSD to stop line	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
16	NHDG	SSD to primary signal	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
17	NHDG	SSD to primary signal	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
18	NHDG	SSD to stop line	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.

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Client

BLOOR HOMES

Project Name

TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

FOUR ARM SIGNALISED JUNCTION
PRELIMINARY GEOMETRY & VISIBILITY
SHEET 2

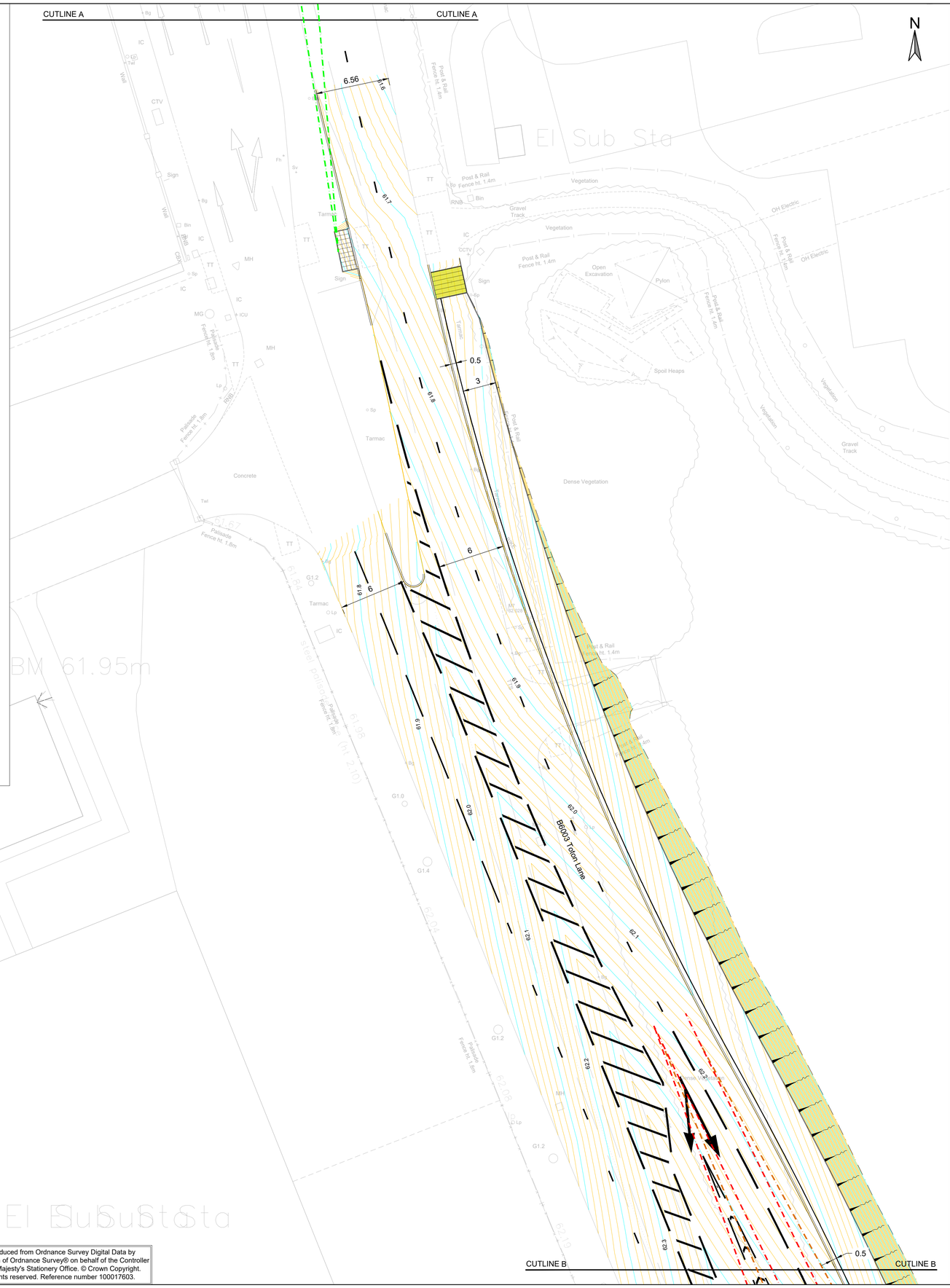
TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B076224	FC	Nov '25	JR	Nov '25	IF	Nov '25	As Shown	S4

Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	- TTE	- HML	- XX	- DR	- CH	-010012	P01

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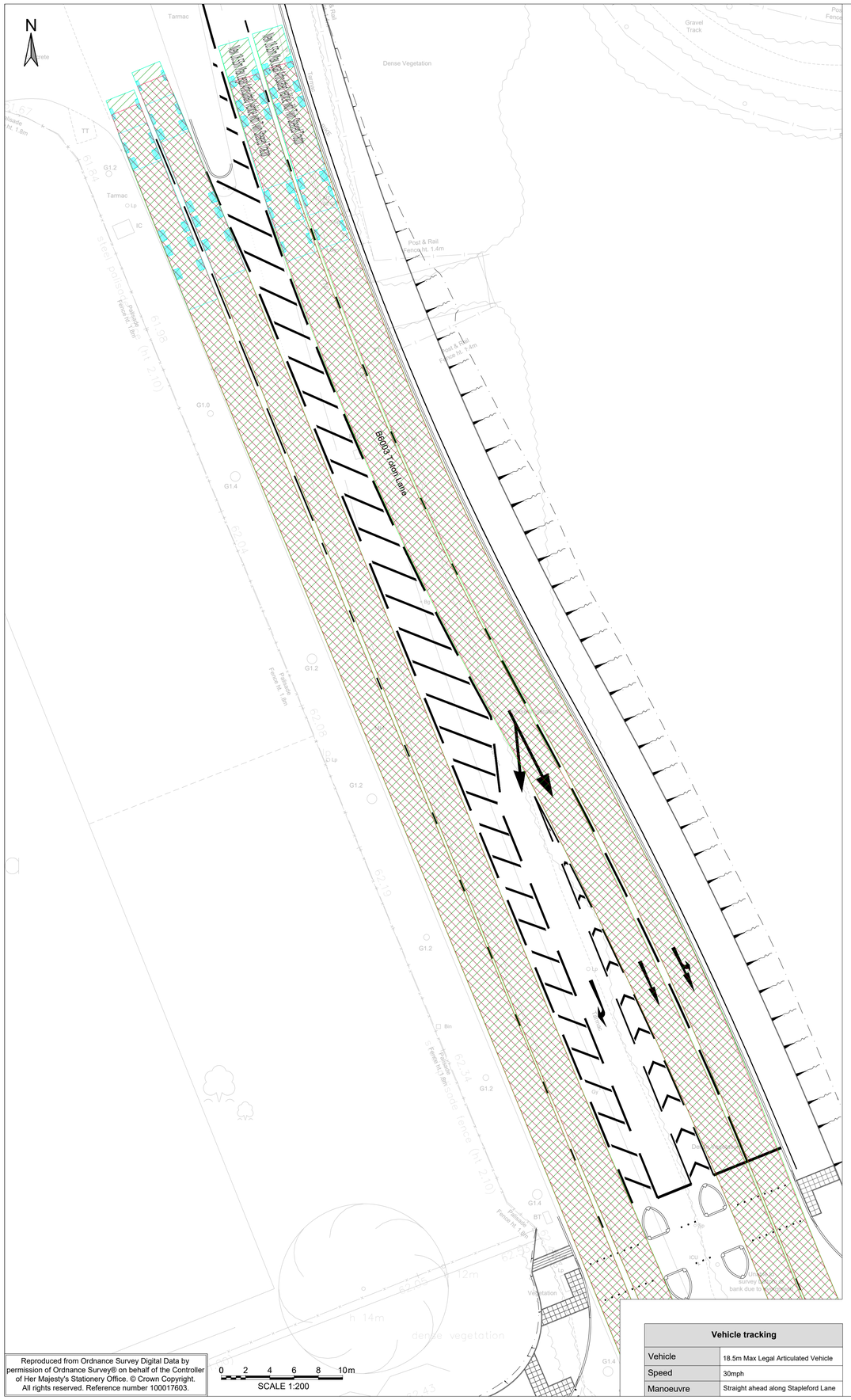
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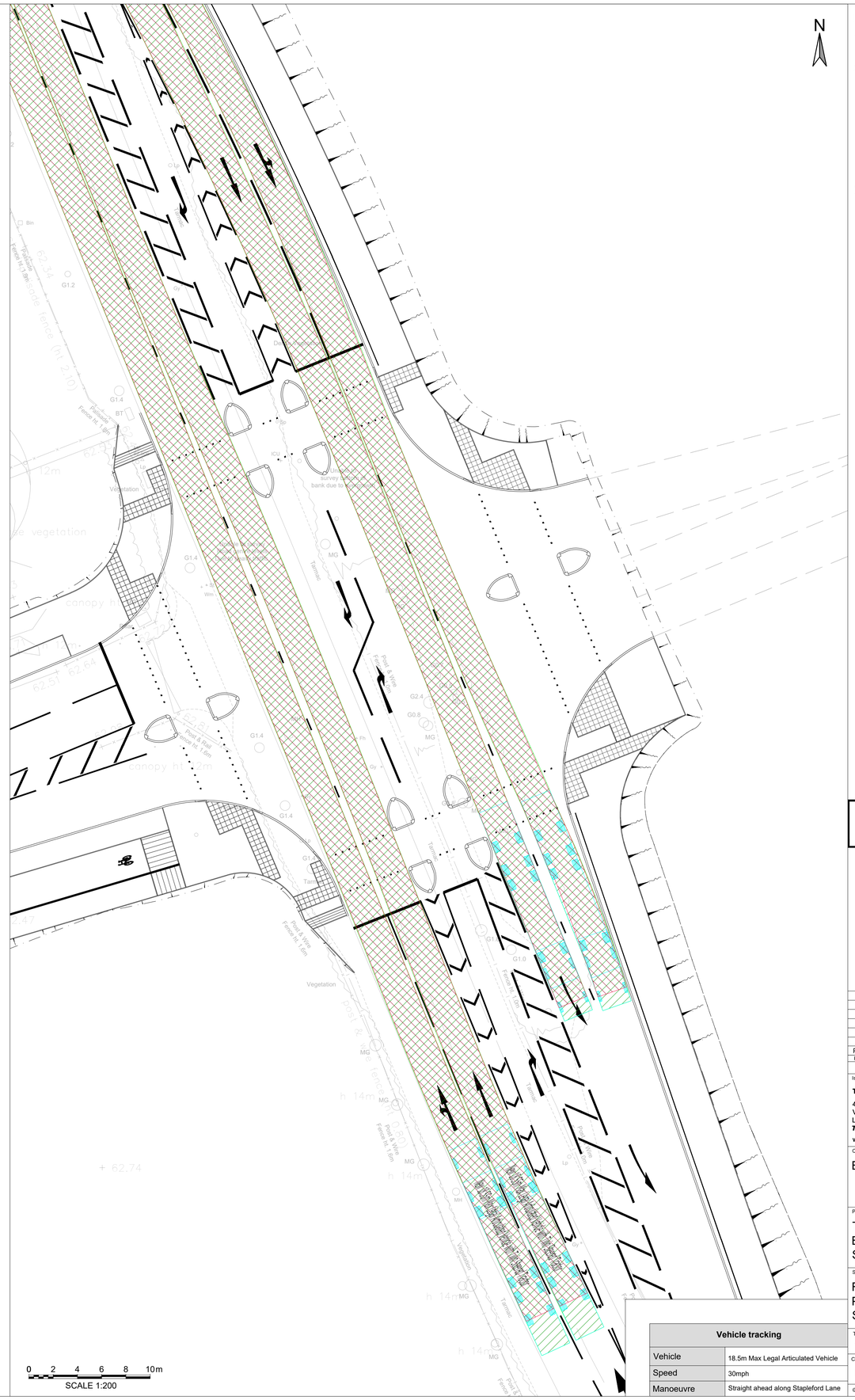

N
0 2 4 6 8 10m
SCALE 1:200
B6003 Toton Lane
CUTLINE A
CUTLINE A
1
2
Tarmac
Post & Rail Fence Ht. 1.4m
Iron Railings Ht. 1.2m
Wall
Sp
Lp
Bg
TS
TL
IC
MH
MG
Bol
Gy
Gas
M8
61.634
BM 61.95m


CUTLINE A
CUTLINE A
N
6.56
61.6
61.7
61.8
61.9
62.0
62.1
62.2
62.3
0.5
3
6
6
0.29
1.29
1.19
0.19
B6003 Toton Lane
CUTLINE B
CUTLINE B
0.5
El Sub Sta
Vegetation
Gravel Track
Open Excavation
Pylon
Spoil Heaps
Dense Vegetation
OH Electric
Post & Rail Fence Ht. 1.4m
Palisade Fence Ht. 1.8m
Concrete
Tarmac
CCTV
Sign
Bin
RNB
Wall
Kerb
Twl
Fh
G1.0
G1.2
G1.4
G1.6
G1.8
G2.0
G2.2
G2.4
G2.6
G2.8
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62.68
62.70
62.72
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62.76
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62.82
62.84
62.86

APPENDIX D

Swept Path Analysis





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Vehicle tracking	
Vehicle	18.5m Max Legal Articulated Vehicle
Speed	30mph
Manoeuvre	Straight ahead along Stapleford Lane

Vehicle tracking	
Vehicle	18.5m Max Legal Articulated Vehicle
Speed	30mph
Manoeuvre	Straight ahead along Stapleford Lane

Notes

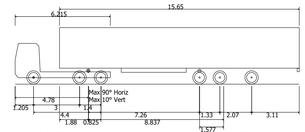
1. Vehicular tracking has been undertaken using Autodesk Vehicle Tracking 2019.
2. Vehicle tracking speeds have been selected based on engineering judgement.

Key - Vehicular Tracking

Vehicular wheel track - forward

Vehicular overhang - forward

Vehicle Profile



New 18.55m Max Legal Articulated Vehicle with Twin Steered Tractor

Overall Length	18.550m
Overall Width	2.550m
Overall Body Height	3.691m
Min Body Ground Clearance	0.426m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

PRELIMINARY ISSUE

Rev	Description	Date	Drn / Chk / App
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Client

BLOOR HOMES

Project Name

TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

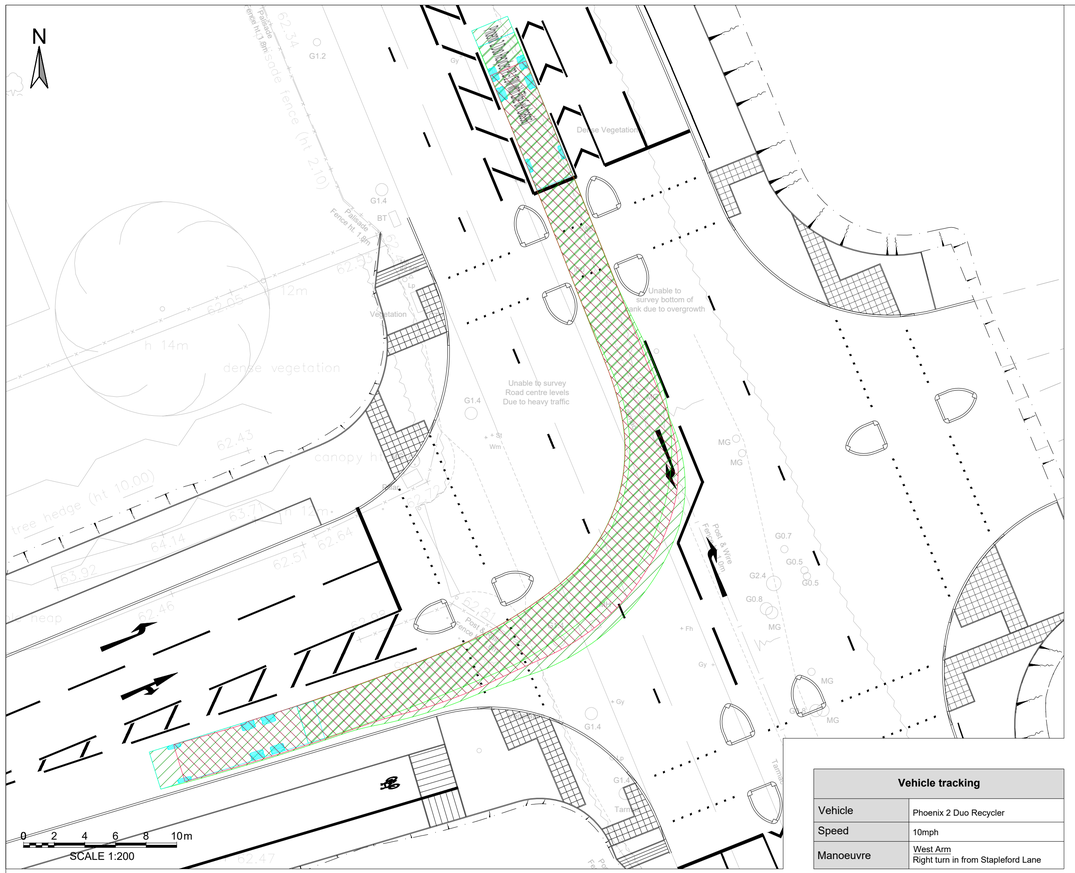
FOUR ARM SIGNALISED JUNCTION
PRELIMINARY VEHICLE TRACKING
SHEET 3

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B076224	FC	Nov '25	JR	Nov '25	IF	Nov '25	As Shown	S4

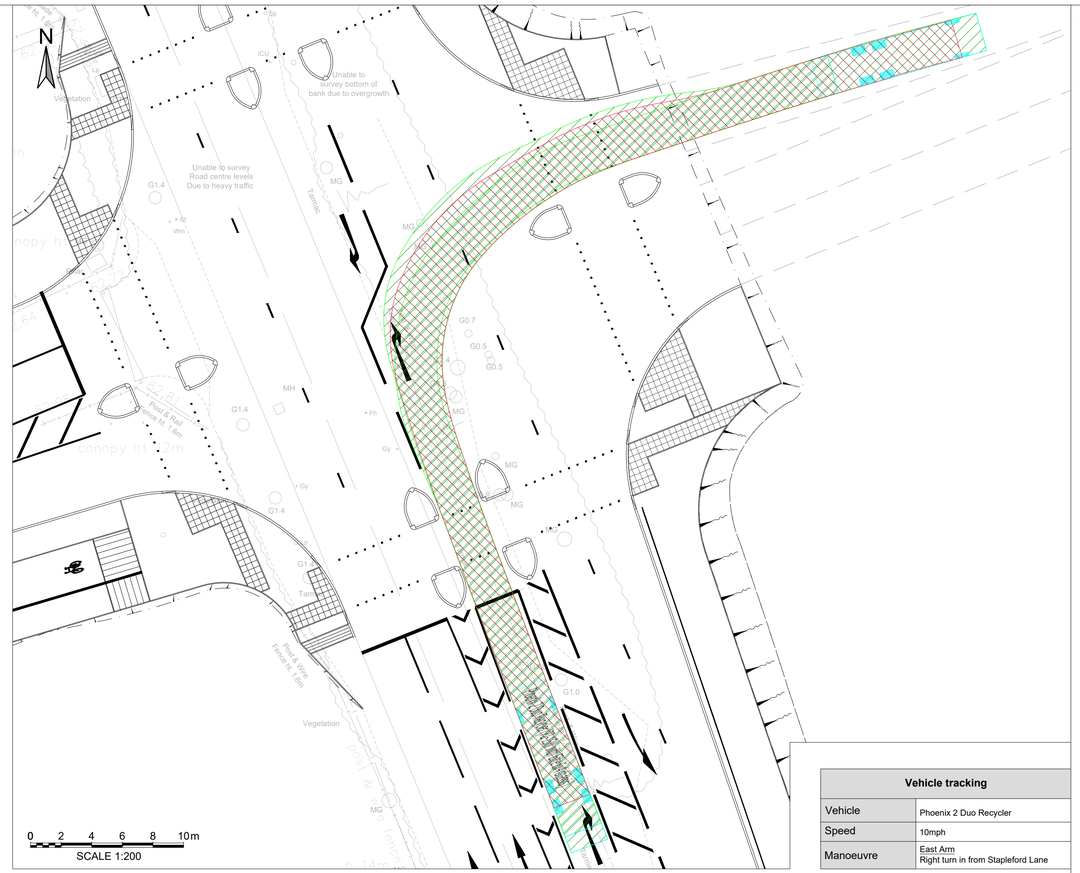
Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	- TTE	- HGN	- XX	- DR	- CH	-010023	P01

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Vehicle tracking	
Vehicle	Phoenix 2 Duo Recycler
Speed	10mph
Manoeuvre	West Arm Right turn in from Stapleford Lane



Vehicle tracking	
Vehicle	Phoenix 2 Duo Recycler
Speed	10mph
Manoeuvre	East Arm Right turn in from Stapleford Lane

Notes

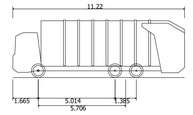
1. Vehicular tracking has been undertaken using Autodesk Vehicle Tracking 2019.
2. Vehicle tracking speeds have been selected based on engineering judgement.

Key - Vehicular Tracking

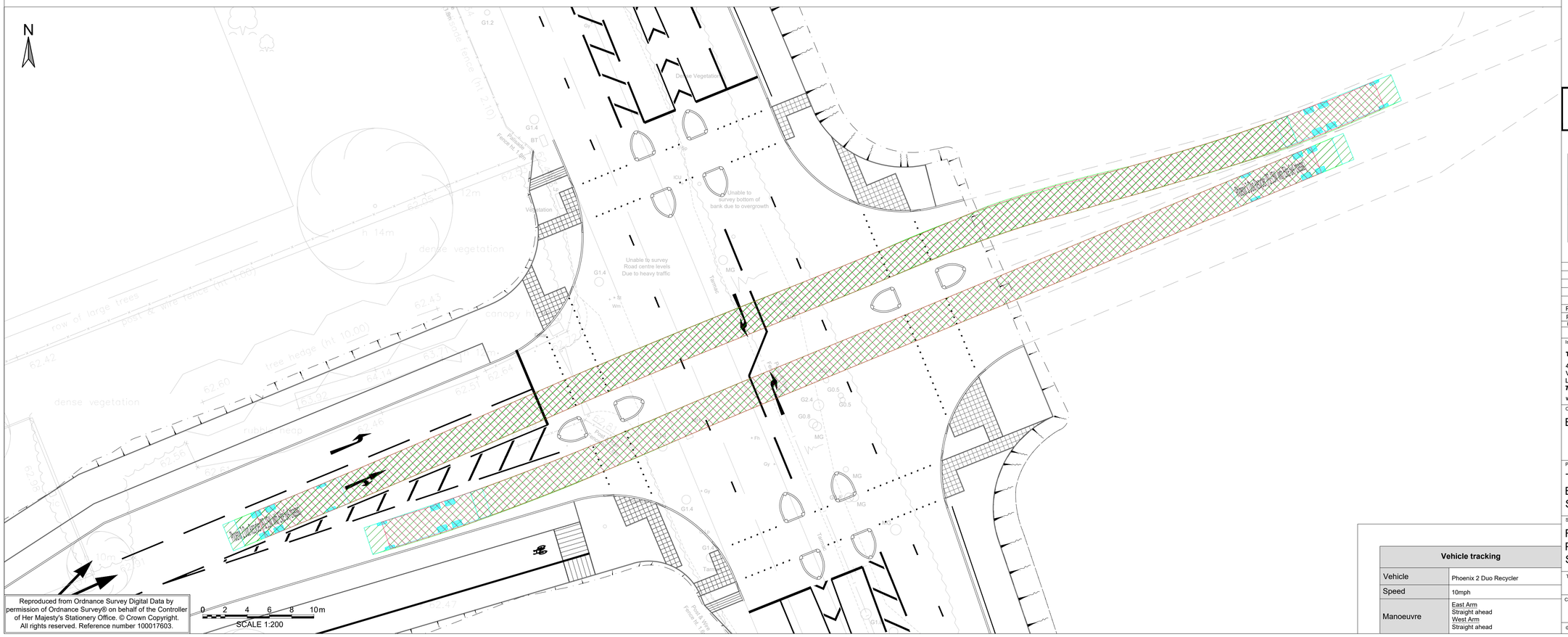
Vehicular wheel track - forward

Vehicular overhang - forward

Vehicle Profile



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)	
Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m



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Vehicle tracking	
Vehicle	Phoenix 2 Duo Recycler
Speed	10mph
Manoeuvre	East Arm Straight ahead West Arm Straight ahead

PRELIMINARY ISSUE

Schedule of Changes	
Last Rev.:	P01
Ref.	Description
1	Drawing title updated.
2	Drawing scale updated.
3	Drawing updated to show four arm signalised junction.

Rev	Description	Date	Drn	Chk	App
P02	SEE SCHEDULE OF CHANGES	13.11.2025	FC	JR	IF
P01	PRELIMINARY FIRST ISSUE	02.10.2025	NN	JR	IF

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Client

BLOOR HOMES

Project Name

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B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

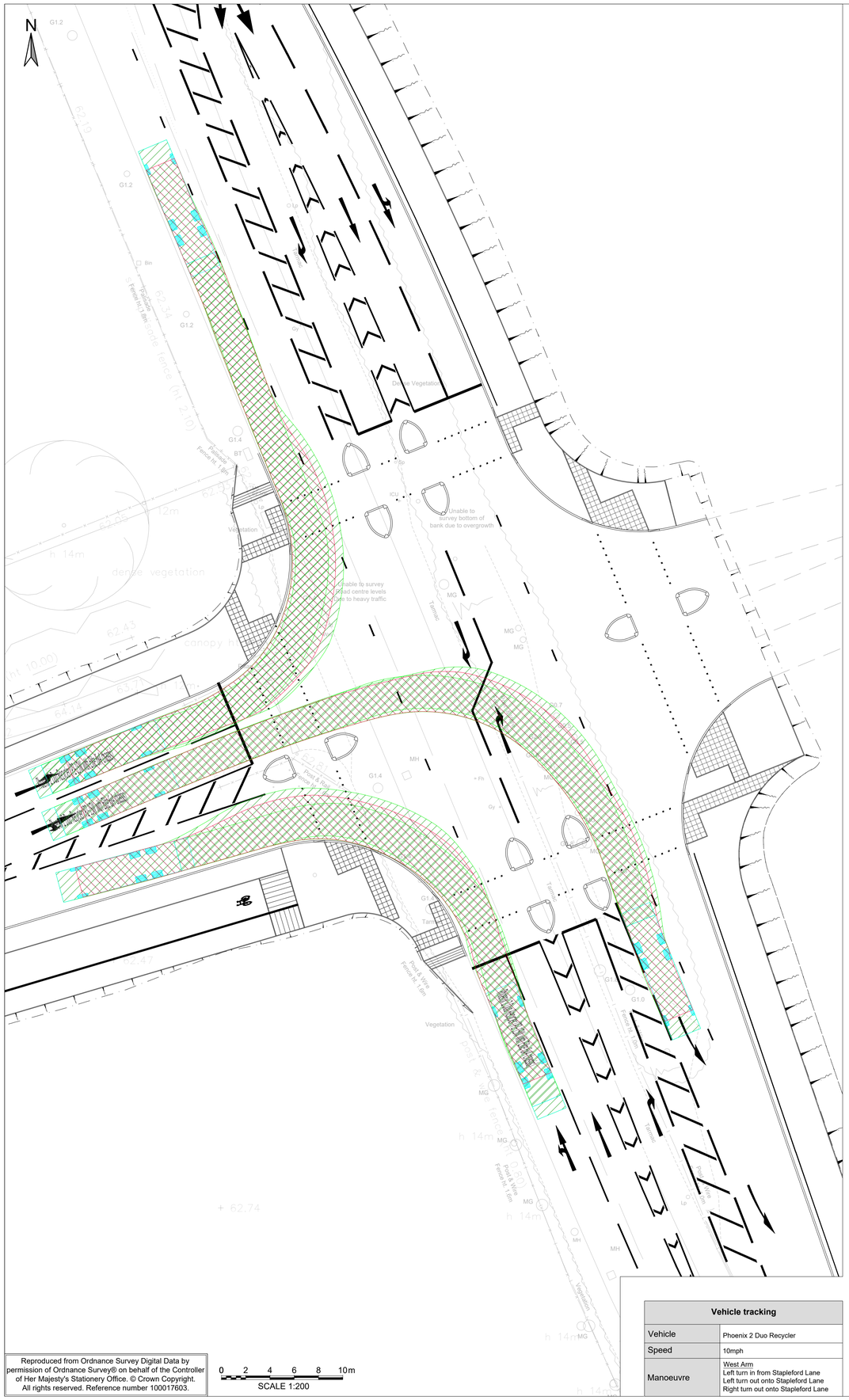
FOUR ARM SIGNALISED JUNCTION
PRELIMINARY VEHICLE TRACKING
SHEET 2

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B076224	NN	Oct '25	JR	Oct '25	IF	Oct '25	As Shown	S4

Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	TTE	HGN	XX	DR	CH	010022	P02

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0 2 4 6 8 10m
SCALE 1:200

0 2 4 6 8 10m
SCALE 1:200

Notes

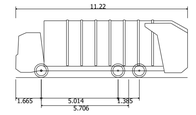
1. Vehicular tracking has been undertaken using Autodesk Vehicle Tracking 2019.
2. Vehicle tracking speeds have been selected based on engineering judgement.

Key - Vehicular Tracking

Vehicular wheel track - forward

Vehicular overhang - forward

Vehicle Profile



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

PRELIMINARY ISSUE

Schedule of Changes

Last Rev.:	P01
Ref.	Description
1	Drawing title updated.
2	Drawing scale updated.
3	Drawing updated to show four arm signalised junction.

Rev	Description	Date	Drn	Chk	App
P02	SEE SCHEDULE OF CHANGES	13.11.2025	FC	JR	IF
P01	PRELIMINARY FIRST ISSUE	02.10.2025	NN	JR	IF

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Client

BLOOR HOMES

Project Name

TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

FOUR ARM SIGNALISED JUNCTION
PRELIMINARY VEHICLE TRACKING
SHEET 1

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B076224	NN	Oct '25	JR	Oct '25	IF	Oct '25	As Shown	S4

Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	- TTE	- HGN	- XX	- DR	- CH	-010021	P02

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APPENDIX E

MCC / ATC Survey Data

14936		TOTON NOVEMBER 2025								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 14936001	Stapleford Road Toton (South of Park & Ride) 52.916342, -1.263607	Channel: Northbound	Thu 06-Nov-25	Wed 12-Nov-25	30	73374	11113	10482	34.7	30.6
		Channel: Southbound	Thu 06-Nov-25	Wed 12-Nov-25		74287	11231	10612	30.8	26.7

Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 06-Nov-25														
00:00	41	0	35	6	0	0	0	0	0	0	0	0	0	0
01:00	17	0	16	1	0	0	0	0	0	0	0	0	0	0
02:00	13	1	9	3	0	0	0	0	0	0	0	0	0	0
03:00	17	0	12	2	1	1	0	0	0	0	1	0	0	0
04:00	32	1	22	7	1	0	0	0	0	0	1	0	0	0
05:00	135	2	124	8	0	0	0	0	1	0	0	0	0	0
06:00	351	2	317	31	0	0	0	0	1	0	0	0	0	0
07:00	890	2	832	43	0	3	2	0	3	0	0	5	0	0
08:00	903	4	838	46	2	5	2	0	2	0	2	2	0	0
09:00	573	1	498	54	1	9	0	0	3	0	3	4	0	0
10:00	641	2	583	41	1	3	4	1	4	0	0	2	0	0
11:00	657	2	598	42	2	5	0	0	3	1	1	3	0	0
12:00	774	3	704	55	0	4	4	0	4	0	0	0	0	0
13:00	754	5	682	55	2	4	4	0	0	0	2	0	0	0
14:00	787	5	712	51	3	4	3	1	6	0	0	2	0	0
15:00	828	4	767	51	2	1	1	0	1	0	1	0	0	0
16:00	915	5	856	48	1	1	1	1	2	0	0	0	0	0
17:00	785	6	753	17	1	0	3	1	3	0	1	0	0	0
18:00	669	4	630	28	0	1	2	0	3	0	0	1	0	0
19:00	533	2	509	14	0	3	3	1	1	0	0	0	0	0
20:00	387	0	376	8	0	0	2	0	1	0	0	0	0	0
21:00	307	4	289	10	0	0	2	0	0	0	0	2	0	0
22:00	184	2	175	6	0	0	0	0	1	0	0	0	0	0
23:00	74	0	73	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	9176	43	8453	531	15	40	26	4	34	1	10	19	0	0
16H,6-22	10754	51	9944	594	15	43	33	5	37	1	10	21	0	0
18H,6-24	11012	53	10192	601	15	43	33	5	38	1	10	21	0	0
24H,0-24	11267	57	10410	628	17	44	33	5	39	1	12	21	0	0

Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 07-Nov-25														
00:00	**30**	0	27	2	0	0	0	0	1	0	0	0	0	0
01:00	**20**	1	18	1	0	0	0	0	0	0	0	0	0	0
02:00	**10**	1	7	2	0	0	0	0	0	0	0	0	0	0
03:00	**17**	0	16	0	0	0	0	0	0	0	1	0	0	0
04:00	**27**	1	21	4	1	0	0	0	0	0	0	0	0	0
05:00	**112**	0	99	13	0	0	0	0	0	0	0	0	0	0
06:00	**323**	3	284	31	0	1	1	0	1	0	2	0	0	0
07:00	**740**	3	676	55	1	1	1	1	1	0	0	1	0	0
08:00	**776**	5	709	53	0	3	1	0	2	0	1	2	0	0
09:00	**617**	2	559	41	4	3	1	0	4	0	0	3	0	0
10:00	**743**	1	687	41	2	6	1	0	4	0	0	1	0	0
11:00	**775**	3	719	35	2	7	3	0	3	0	1	2	0	0
12:00	**862**	2	795	46	2	8	5	0	3	1	0	0	0	0
13:00	**847**	2	781	48	0	4	3	0	6	0	1	2	0	0
14:00	**838**	4	780	40	3	1	1	1	6	0	0	2	0	0
15:00	**858**	1	794	57	0	1	4	0	0	0	0	1	0	0
16:00	**832**	3	787	31	1	1	4	0	2	0	1	2	0	0
17:00	**849**	1	816	24	1	0	2	0	2	0	1	2	0	0
18:00	**637**	1	609	23	1	1	1	0	0	0	1	0	0	0
19:00	**523**	0	498	20	0	0	0	1	2	0	2	0	0	0
20:00	**377**	3	364	7	1	1	0	0	1	0	0	0	0	0
21:00	**249**	3	237	8	1	0	0	0	0	0	0	0	0	0
22:00	**222**	2	212	7	0	0	0	0	1	0	0	0	0	0
23:00	**131**	0	128	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	**9374**	**28**	**8712**	**494**	**17**	**36**	**27**	**2**	**33**	**1**	**6**	**18**	**0**	**0**
16H,6-22	**10846**	**37**	**10095**	**560**	**19**	**38**	**28**	**3**	**37**	**1**	**10**	**18**	**0**	**0**
18H,6-24	**11199**	**39**	**10435**	**570**	**19**	**38**	**28**	**3**	**38**	**1**	**10**	**18**	**0**	**0**
24H,0-24	**11415**	**42**	**10623**	**592**	**20**	**38**	**28**	**3**	**39**	**1**	**11**	**18**	**0**	**0**

Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 08-Nov-25														
00:00	56	0	54	1	0	0	0	0	1	0	0	0	0	0
01:00	40	0	37	1	0	1	0	0	0	0	0	1	0	0
02:00	27	0	26	1	0	0	0	0	0	0	0	0	0	0
03:00	32	0	32	0	0	0	0	0	0	0	0	0	0	0
04:00	26	1	23	1	1	0	0	0	0	0	0	0	0	0
05:00	39	0	35	4	0	0	0	0	0	0	0	0	0	0
06:00	114	0	106	7	0	0	1	0	0	0	0	0	0	0
07:00	239	2	213	20	2	1	0	0	0	0	0	1	0	0
08:00	473	1	431	36	0	1	0	0	1	0	2	1	0	0
09:00	698	2	664	27	0	0	1	0	2	0	2	0	0	0
10:00	902	7	860	26	1	0	3	0	1	0	2	2	0	0
11:00	919	4	885	21	1	2	4	0	1	0	1	0	0	0
12:00	920	5	880	30	0	0	3	0	1	0	1	0	0	0
13:00	946	3	910	23	0	2	5	0	1	0	1	1	0	0
14:00	784	4	753	25	0	1	0	0	1	0	0	0	0	0
15:00	764	4	733	18	0	1	4	0	1	0	0	3	0	0
16:00	744	3	715	22	0	0	2	0	2	0	0	0	0	0
17:00	660	2	636	15	0	0	4	0	2	0	0	1	0	0
18:00	470	5	450	13	0	0	0	0	2	0	0	0	0	0
19:00	338	1	324	12	0	0	0	0	0	0	0	1	0	0
20:00	274	2	268	4	0	0	0	0	0	0	0	0	0	0
21:00	253	4	237	11	0	0	0	0	0	0	0	1	0	0
22:00	158	0	151	7	0	0	0	0	0	0	0	0	0	0
23:00	128	1	123	3	0	0	0	0	0	0	1	0	0	0
12H,7-19	8519	42	8130	276	4	8	26	0	15	0	9	9	0	0
16H,6-22	9498	49	9065	310	4	8	27	0	15	0	9	11	0	0
18H,6-24	9784	50	9339	320	4	8	27	0	15	0	10	11	0	0
24H,0-24	10004	51	9546	328	5	9	27	0	16	0	10	12	0	0

Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 09-Nov-25														
00:00	73	0	70	2	1	0	0	0	0	0	0	0	0	0
01:00	56	0	53	1	0	0	0	0	0	0	1	1	0	0
02:00	35	0	33	2	0	0	0	0	0	0	0	0	0	0
03:00	25	0	24	0	0	0	0	0	0	0	1	0	0	0
04:00	19	0	14	5	0	0	0	0	0	0	0	0	0	0
05:00	34	1	32	0	0	0	0	0	0	0	0	1	0	0
06:00	65	1	60	4	0	0	0	0	0	0	0	0	0	0
07:00	136	1	125	9	0	0	0	0	0	0	0	1	0	0
08:00	265	1	247	16	0	0	0	0	1	0	0	0	0	0
09:00	500	1	470	25	0	1	2	0	1	0	0	0	0	0
10:00	669	0	639	24	0	1	2	0	0	1	1	1	0	0
11:00	772	1	750	13	0	2	2	0	3	0	0	1	0	0
12:00	947	6	906	24	1	0	3	1	5	0	0	1	0	0
13:00	800	4	769	22	0	0	1	2	1	0	0	1	0	0
14:00	711	2	685	17	1	0	4	1	1	0	0	0	0	0
15:00	622	3	604	12	0	0	3	0	0	0	0	0	0	0
16:00	567	3	538	23	0	0	1	0	1	0	0	1	0	0
17:00	448	0	435	10	0	0	0	0	1	0	1	1	0	0
18:00	323	1	309	12	0	0	1	0	0	0	0	0	0	0
19:00	261	3	244	12	1	0	1	0	0	0	0	0	0	0
20:00	199	0	192	6	0	0	0	0	0	0	0	1	0	0
21:00	143	2	137	3	0	1	0	0	0	0	0	0	0	0
22:00	92	0	86	6	0	0	0	0	0	0	0	0	0	0
23:00	41	0	37	3	0	0	0	0	1	0	0	0	0	0
12H,7-19	6760	23	6477	207	2	4	19	4	14	1	2	7	0	0
16H,6-22	7428	29	7110	232	3	5	20	4	14	1	2	8	0	0
18H,6-24	7561	29	7233	241	3	5	20	4	15	1	2	8	0	0
24H,0-24	7803	30	7459	251	4	5	20	4	15	1	4	10	0	0

Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 10-Nov-25														
00:00	**25**	0	21	3	0	0	0	0	0	0	0	1	0	0
01:00	**13**	0	12	0	0	0	0	0	0	0	0	1	0	0
02:00	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
03:00	**16**	0	16	0	0	0	0	0	0	0	0	0	0	0
04:00	**41**	1	35	3	0	0	0	0	1	1	0	0	0	0
05:00	**127**	2	116	9	0	0	0	0	0	0	0	0	0	0
06:00	**326**	3	294	27	0	0	0	0	0	0	1	1	0	0
07:00	**839**	0	781	49	0	2	2	0	3	0	1	1	0	0
08:00	**894**	2	831	53	1	2	2	0	2	0	0	1	0	0
09:00	**561**	2	500	50	0	1	3	0	2	0	1	2	0	0
10:00	**616**	1	561	45	1	1	3	0	1	0	3	0	0	0
11:00	**677**	3	624	37	1	3	2	0	5	0	0	2	0	0
12:00	**728**	1	676	45	0	2	1	0	3	0	0	0	0	0
13:00	**656**	5	587	49	2	5	3	0	1	0	0	4	0	0
14:00	**732**	2	662	61	1	4	1	0	0	0	0	1	0	0
15:00	**842**	2	786	42	2	2	4	0	1	0	2	1	0	0
16:00	**907**	2	847	46	0	2	2	0	5	0	0	3	0	0
17:00	**750**	4	715	26	1	1	1	0	1	0	1	0	0	0
18:00	**574**	0	543	25	1	0	4	0	1	0	0	0	0	0
19:00	**480**	1	452	23	0	0	1	0	2	0	1	0	0	0
20:00	**306**	1	296	7	0	0	0	0	2	0	0	0	0	0
21:00	**232**	0	222	8	1	0	0	0	1	0	0	0	0	0
22:00	**138**	0	132	6	0	0	0	0	0	0	0	0	0	0
23:00	**67**	1	59	7	0	0	0	0	0	0	0	0	0	0
12H,7-19	**8776**	**24**	**8113**	**528**	**10**	**25**	**28**	**0**	**25**	**0**	**8**	**15**	**0**	**0**
16H,6-22	**10120**	**29**	**9377**	**593**	**11**	**25**	**29**	**0**	**30**	**0**	**10**	**16**	**0**	**0**
18H,6-24	**10325**	**30**	**9568**	**606**	**11**	**25**	**29**	**0**	**30**	**0**	**10**	**16**	**0**	**0**
24H,0-24	**10561**	**33**	**9781**	**622**	**11**	**25**	**29**	**0**	**31**	**1**	**10**	**18**	**0**	**0**

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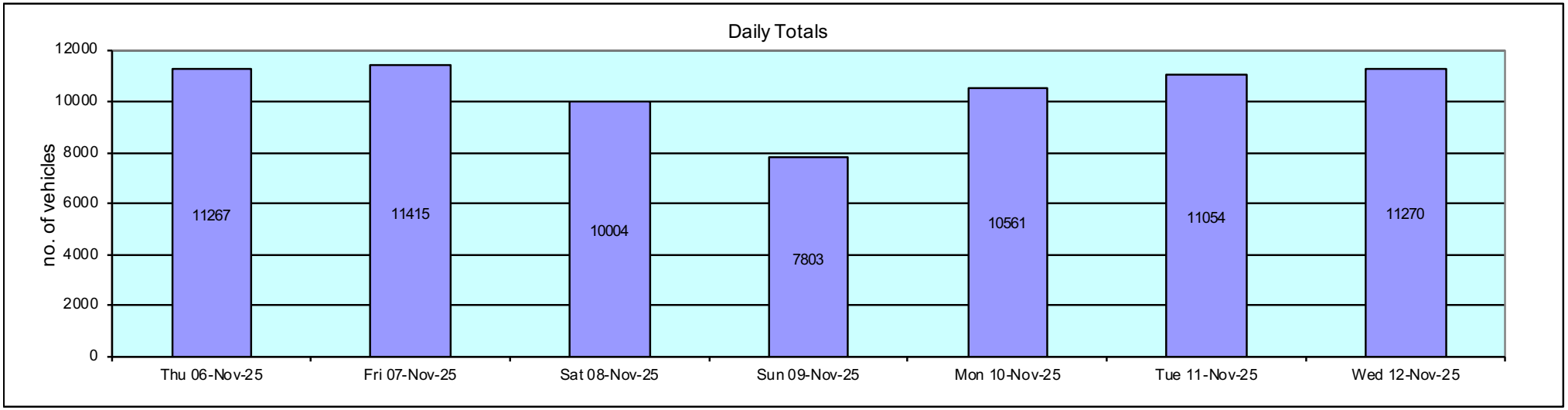
14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 11-Nov-25														
00:00	19	0	16	3	0	0	0	0	0	0	0	0	0	0
01:00	15	0	13	0	0	0	0	0	1	0	0	1	0	0
02:00	23	1	21	1	0	0	0	0	0	0	0	0	0	0
03:00	15	0	9	3	2	0	0	0	1	0	0	0	0	0
04:00	34	1	31	2	0	0	0	0	0	0	0	0	0	0
05:00	142	0	128	13	1	0	0	0	0	0	0	0	0	0
06:00	364	4	333	23	1	0	1	0	2	0	0	0	0	0
07:00	901	2	835	53	0	4	0	0	3	0	2	2	0	0
08:00	915	0	868	37	0	2	3	1	2	0	0	1	1	0
09:00	566	5	498	44	1	3	6	0	2	0	1	6	0	0
10:00	669	2	598	51	2	6	3	1	3	0	1	2	0	0
11:00	638	2	580	48	2	1	1	0	2	0	1	1	0	0
12:00	702	3	647	39	2	2	3	0	3	0	2	1	0	0
13:00	710	3	649	50	0	3	2	0	0	0	2	1	0	0
14:00	719	3	656	48	0	4	1	0	0	0	1	6	0	0
15:00	812	3	753	45	0	2	5	0	0	0	1	3	0	0
16:00	983	4	920	46	1	2	3	0	3	0	1	3	0	0
17:00	826	4	792	23	0	0	4	0	1	0	2	0	0	0
18:00	657	4	621	24	0	1	2	0	3	0	0	2	0	0
19:00	473	3	449	17	0	0	1	0	1	0	2	0	0	0
20:00	353	1	338	11	0	0	0	0	1	0	1	1	0	0
21:00	302	2	292	7	0	0	1	0	0	0	0	0	0	0
22:00	158	1	149	8	0	0	0	0	0	0	0	0	0	0
23:00	58	0	50	5	0	0	0	0	1	0	2	0	0	0
12H,7-19	9098	35	8417	508	8	30	33	2	22	0	14	28	1	0
16H,6-22	10590	45	9829	566	9	30	36	2	26	0	17	29	1	0
18H,6-24	10806	46	10028	579	9	30	36	2	27	0	19	29	1	0
24H,0-24	11054	48	10246	601	12	30	36	2	29	0	19	30	1	0

Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 12-Nov-25														
00:00	**35**	0	28	2	0	2	1	0	1	0	0	1	0	0
01:00	**21**	0	19	1	0	0	0	0	1	0	0	0	0	0
02:00	**17**	1	15	1	0	0	0	0	0	0	0	0	0	0
03:00	**20**	0	17	1	1	0	0	0	1	0	0	0	0	0
04:00	**34**	1	26	5	0	1	0	0	0	0	1	0	0	0
05:00	**119**	0	104	15	0	0	0	0	0	0	0	0	0	0
06:00	**363**	5	330	25	0	1	1	0	0	0	1	0	0	0
07:00	**869**	2	811	46	0	5	1	0	3	0	0	1	0	0
08:00	**922**	1	861	45	2	2	5	1	4	0	0	1	0	0
09:00	**601**	1	537	45	2	4	5	1	4	0	2	0	0	0
10:00	**655**	2	582	59	0	1	5	0	2	0	1	3	0	0
11:00	**714**	2	646	53	1	4	2	0	4	0	1	1	0	0
12:00	**804**	1	732	54	4	1	1	1	6	1	1	2	0	0
13:00	**759**	1	694	49	3	4	3	0	1	0	1	2	1	0
14:00	**792**	6	726	47	1	3	4	0	5	0	0	0	0	0
15:00	**820**	2	761	43	3	0	5	0	4	0	0	2	0	0
16:00	**886**	3	820	53	1	2	1	1	2	0	1	2	0	0
17:00	**841**	3	806	25	0	1	2	0	2	0	2	0	0	0
18:00	**644**	3	611	25	0	1	1	0	2	0	0	1	0	0
19:00	**540**	1	513	22	2	0	0	0	0	0	1	1	0	0
20:00	**341**	1	329	10	1	0	0	0	0	0	0	0	0	0
21:00	**249**	4	239	4	0	0	0	0	2	0	0	0	0	0
22:00	**164**	1	158	4	0	0	0	0	0	0	0	1	0	0
23:00	**60**	0	58	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**9307**	**27**	**8587**	**544**	**17**	**28**	**35**	**4**	**39**	**1**	**9**	**15**	**1**	**0**
16H,6-22	**10800**	**38**	**9998**	**605**	**20**	**29**	**36**	**4**	**41**	**1**	**11**	**16**	**1**	**0**
18H,6-24	**11024**	**39**	**10214**	**611**	**20**	**29**	**36**	**4**	**41**	**1**	**11**	**17**	**1**	**0**
24H,0-24	**11270**	**41**	**10423**	**636**	**21**	**32**	**37**	**4**	**44**	**1**	**12**	**18**	**1**	**0**

Data produced by
Auto Surveys Ltd

14936		TOTON			Site No: 14936001		Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25					Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 06-Nov-25	**11267**	57	10410	628	17	44	33	5	39	1	12	21	0	0
Fri 07-Nov-25	**11415**	42	10623	592	20	38	28	3	39	1	11	18	0	0
Sat 08-Nov-25	**10004**	51	9546	328	5	9	27	0	16	0	10	12	0	0
Sun 09-Nov-25	**7803**	30	7459	251	4	5	20	4	15	1	4	10	0	0
Mon 10-Nov-25	**10561**	33	9781	622	11	25	29	0	31	1	10	18	0	0
Tue 11-Nov-25	**11054**	48	10246	601	12	30	36	2	29	0	19	30	1	0
Wed 12-Nov-25	**11270**	41	10423	636	21	32	37	4	44	1	12	18	1	0
Total Vehicles														
[--]	**73374**	302	68488	3658	90	183	210	18	213	5	78	127	2	0



Data produced by
Auto Surveys Ltd

14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 06-Nov-25											
00:00	41	0	0.0	35	85.4	6	14.6	0	0.0	0	0.0
01:00	17	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
02:00	13	1	7.7	9	69.2	3	23.1	0	0.0	0	0.0
03:00	17	0	0.0	12	70.6	2	11.8	2	11.8	1	5.9
04:00	32	1	3.1	22	68.8	7	21.9	1	3.1	1	3.1
05:00	135	2	1.5	124	91.9	8	5.9	1	0.7	0	0.0
06:00	351	2	0.6	317	90.3	31	8.8	1	0.3	0	0.0
07:00	890	2	0.2	832	93.5	43	4.8	13	1.5	0	0.0
08:00	903	4	0.4	838	92.8	46	5.1	13	1.4	2	0.2
09:00	573	1	0.2	498	86.9	54	9.4	19	3.3	1	0.2
10:00	641	2	0.3	583	91.0	41	6.4	14	2.2	1	0.2
11:00	657	2	0.3	598	91.0	42	6.4	13	2.0	2	0.3
12:00	774	3	0.4	704	91.0	55	7.1	12	1.6	0	0.0
13:00	754	5	0.7	682	90.5	55	7.3	10	1.3	2	0.3
14:00	787	5	0.6	712	90.5	51	6.5	16	2.0	3	0.4
15:00	828	4	0.5	767	92.6	51	6.2	4	0.5	2	0.2
16:00	915	5	0.6	856	93.6	48	5.3	5	0.6	1	0.1
17:00	785	6	0.8	753	95.9	17	2.2	8	1.0	1	0.1
18:00	669	4	0.6	630	94.2	28	4.2	7	1.1	0	0.0
19:00	533	2	0.4	509	95.5	14	2.6	8	1.5	0	0.0
20:00	387	0	0.0	376	97.2	8	2.1	3	0.8	0	0.0
21:00	307	4	1.3	289	94.1	10	3.3	4	1.3	0	0.0
22:00	184	2	1.1	175	95.1	6	3.3	1	0.5	0	0.0
23:00	74	0	0.0	73	98.7	1	1.4	0	0.0	0	0.0
12H,7-19	9176	43	0.5	8453	92.1	531	5.8	134	1.5	15	0.2
16H,6-22	10754	51	0.5	9944	92.5	594	5.5	150	1.4	15	0.1
18H,6-24	11012	53	0.5	10192	92.6	601	5.5	151	1.4	15	0.1
24H,0-24	11267	57	0.5	10410	92.4	628	5.6	155	1.4	17	0.2

Data produced by
Auto Surveys Ltd

14936		TOTON		Site No: 14936001		Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 07-Nov-25											
00:00	**30**	0	0.0	27	90.0	2	6.7	1	3.3	0	0.0
01:00	**20**	1	5.0	18	90.0	1	5.0	0	0.0	0	0.0
02:00	**10**	1	10.0	7	70.0	2	20.0	0	0.0	0	0.0
03:00	**17**	0	0.0	16	94.1	0	0.0	1	5.9	0	0.0
04:00	**27**	1	3.7	21	77.8	4	14.8	0	0.0	1	3.7
05:00	**112**	0	0.0	99	88.4	13	11.6	0	0.0	0	0.0
06:00	**323**	3	0.9	284	87.9	31	9.6	5	1.6	0	0.0
07:00	**740**	3	0.4	676	91.4	55	7.4	5	0.7	1	0.1
08:00	**776**	5	0.6	709	91.4	53	6.8	9	1.2	0	0.0
09:00	**617**	2	0.3	559	90.6	41	6.7	11	1.8	4	0.7
10:00	**743**	1	0.1	687	92.5	41	5.5	12	1.6	2	0.3
11:00	**775**	3	0.4	719	92.8	35	4.5	16	2.1	2	0.3
12:00	**862**	2	0.2	795	92.2	46	5.3	17	2.0	2	0.2
13:00	**847**	2	0.2	781	92.2	48	5.7	16	1.9	0	0.0
14:00	**838**	4	0.5	780	93.1	40	4.8	11	1.3	3	0.4
15:00	**858**	1	0.1	794	92.5	57	6.6	6	0.7	0	0.0
16:00	**832**	3	0.4	787	94.6	31	3.7	10	1.2	1	0.1
17:00	**849**	1	0.1	816	96.1	24	2.8	7	0.8	1	0.1
18:00	**637**	1	0.2	609	95.6	23	3.6	3	0.5	1	0.2
19:00	**523**	0	0.0	498	95.2	20	3.8	5	1.0	0	0.0
20:00	**377**	3	0.8	364	96.6	7	1.9	2	0.5	1	0.3
21:00	**249**	3	1.2	237	95.2	8	3.2	0	0.0	1	0.4
22:00	**222**	2	0.9	212	95.5	7	3.2	1	0.5	0	0.0
23:00	**131**	0	0.0	128	97.7	3	2.3	0	0.0	0	0.0
12H,7-19	**9374**	**28**	**0.3**	**8712**	**92.9**	**494**	**5.3**	**123**	**1.3**	**17**	**0.2**
16H,6-22	**10846**	**37**	**0.3**	**10095**	**93.1**	**560**	**5.2**	**135**	**1.2**	**19**	**0.2**
18H,6-24	**11199**	**39**	**0.4**	**10435**	**93.2**	**570**	**5.1**	**136**	**1.2**	**19**	**0.2**
24H,0-24	**11415**	**42**	**0.4**	**10623**	**93.1**	**592**	**5.2**	**138**	**1.2**	**20**	**0.2**

14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 08-Nov-25											
00:00	56	0	0.0	54	96.4	1	1.8	1	1.8	0	0.0
01:00	40	0	0.0	37	92.5	1	2.5	2	5.0	0	0.0
02:00	27	0	0.0	26	96.3	1	3.7	0	0.0	0	0.0
03:00	32	0	0.0	32	100.0	0	0.0	0	0.0	0	0.0
04:00	26	1	3.9	23	88.5	1	3.9	0	0.0	1	3.9
05:00	39	0	0.0	35	89.7	4	10.3	0	0.0	0	0.0
06:00	114	0	0.0	106	93.0	7	6.1	1	0.9	0	0.0
07:00	239	2	0.8	213	89.1	20	8.4	2	0.8	2	0.8
08:00	473	1	0.2	431	91.1	36	7.6	5	1.1	0	0.0
09:00	698	2	0.3	664	95.1	27	3.9	5	0.7	0	0.0
10:00	902	7	0.8	860	95.3	26	2.9	8	0.9	1	0.1
11:00	919	4	0.4	885	96.3	21	2.3	8	0.9	1	0.1
12:00	920	5	0.5	880	95.7	30	3.3	5	0.5	0	0.0
13:00	946	3	0.3	910	96.2	23	2.4	10	1.1	0	0.0
14:00	784	4	0.5	753	96.1	25	3.2	2	0.3	0	0.0
15:00	764	4	0.5	733	95.9	18	2.4	9	1.2	0	0.0
16:00	744	3	0.4	715	96.1	22	3.0	4	0.5	0	0.0
17:00	660	2	0.3	636	96.4	15	2.3	7	1.1	0	0.0
18:00	470	5	1.1	450	95.7	13	2.8	2	0.4	0	0.0
19:00	338	1	0.3	324	95.9	12	3.6	1	0.3	0	0.0
20:00	274	2	0.7	268	97.8	4	1.5	0	0.0	0	0.0
21:00	253	4	1.6	237	93.7	11	4.4	1	0.4	0	0.0
22:00	158	0	0.0	151	95.6	7	4.4	0	0.0	0	0.0
23:00	128	1	0.8	123	96.1	3	2.3	1	0.8	0	0.0
12H,7-19	8519	42	0.5	8130	95.4	276	3.2	67	0.8	4	0.1
16H,6-22	9498	49	0.5	9065	95.4	310	3.3	70	0.7	4	0.0
18H,6-24	9784	50	0.5	9339	95.5	320	3.3	71	0.7	4	0.0
24H,0-24	10004	51	0.5	9546	95.4	328	3.3	74	0.7	5	0.1

Data produced by
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14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 09-Nov-25											
00:00	73	0	0.0	70	95.9	2	2.7	0	0.0	1	1.4
01:00	56	0	0.0	53	94.6	1	1.8	2	3.6	0	0.0
02:00	35	0	0.0	33	94.3	2	5.7	0	0.0	0	0.0
03:00	25	0	0.0	24	96.0	0	0.0	1	4.0	0	0.0
04:00	19	0	0.0	14	73.7	5	26.3	0	0.0	0	0.0
05:00	34	1	2.9	32	94.1	0	0.0	1	2.9	0	0.0
06:00	65	1	1.5	60	92.3	4	6.2	0	0.0	0	0.0
07:00	136	1	0.7	125	91.9	9	6.6	1	0.7	0	0.0
08:00	265	1	0.4	247	93.2	16	6.0	1	0.4	0	0.0
09:00	500	1	0.2	470	94.0	25	5.0	4	0.8	0	0.0
10:00	669	0	0.0	639	95.5	24	3.6	6	0.9	0	0.0
11:00	772	1	0.1	750	97.2	13	1.7	8	1.0	0	0.0
12:00	947	6	0.6	906	95.7	24	2.5	10	1.1	1	0.1
13:00	800	4	0.5	769	96.1	22	2.8	5	0.6	0	0.0
14:00	711	2	0.3	685	96.3	17	2.4	6	0.8	1	0.1
15:00	622	3	0.5	604	97.1	12	1.9	3	0.5	0	0.0
16:00	567	3	0.5	538	94.9	23	4.1	3	0.5	0	0.0
17:00	448	0	0.0	435	97.1	10	2.2	3	0.7	0	0.0
18:00	323	1	0.3	309	95.7	12	3.7	1	0.3	0	0.0
19:00	261	3	1.2	244	93.5	12	4.6	1	0.4	1	0.4
20:00	199	0	0.0	192	96.5	6	3.0	1	0.5	0	0.0
21:00	143	2	1.4	137	95.8	3	2.1	1	0.7	0	0.0
22:00	92	0	0.0	86	93.5	6	6.5	0	0.0	0	0.0
23:00	41	0	0.0	37	90.2	3	7.3	1	2.4	0	0.0
12H,7-19	6760	23	0.3	6477	95.8	207	3.1	51	0.8	2	0.0
16H,6-22	7428	29	0.4	7110	95.7	232	3.1	54	0.7	3	0.0
18H,6-24	7561	29	0.4	7233	95.7	241	3.2	55	0.7	3	0.0
24H,0-24	7803	30	0.4	7459	95.6	251	3.2	59	0.8	4	0.1

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14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Mon 10-Nov-25											
00:00	**25**	0	0.0	21	84.0	3	12.0	1	4.0	0	0.0
01:00	**13**	0	0.0	12	92.3	0	0.0	1	7.7	0	0.0
02:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
03:00	**16**	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
04:00	**41**	1	2.4	35	85.4	3	7.3	2	4.9	0	0.0
05:00	**127**	2	1.6	116	91.3	9	7.1	0	0.0	0	0.0
06:00	**326**	3	0.9	294	90.2	27	8.3	2	0.6	0	0.0
07:00	**839**	0	0.0	781	93.1	49	5.8	9	1.1	0	0.0
08:00	**894**	2	0.2	831	93.0	53	5.9	7	0.8	1	0.1
09:00	**561**	2	0.4	500	89.1	50	8.9	9	1.6	0	0.0
10:00	**616**	1	0.2	561	91.1	45	7.3	8	1.3	1	0.2
11:00	**677**	3	0.4	624	92.2	37	5.5	12	1.8	1	0.2
12:00	**728**	1	0.1	676	92.9	45	6.2	6	0.8	0	0.0
13:00	**656**	5	0.8	587	89.5	49	7.5	13	2.0	2	0.3
14:00	**732**	2	0.3	662	90.4	61	8.3	6	0.8	1	0.1
15:00	**842**	2	0.2	786	93.4	42	5.0	10	1.2	2	0.2
16:00	**907**	2	0.2	847	93.4	46	5.1	12	1.3	0	0.0
17:00	**750**	4	0.5	715	95.3	26	3.5	4	0.5	1	0.1
18:00	**574**	0	0.0	543	94.6	25	4.4	5	0.9	1	0.2
19:00	**480**	1	0.2	452	94.2	23	4.8	4	0.8	0	0.0
20:00	**306**	1	0.3	296	96.7	7	2.3	2	0.7	0	0.0
21:00	**232**	0	0.0	222	95.7	8	3.5	1	0.4	1	0.4
22:00	**138**	0	0.0	132	95.7	6	4.4	0	0.0	0	0.0
23:00	**67**	1	1.5	59	88.1	7	10.5	0	0.0	0	0.0
12H,7-19	**8776**	**24**	**0.3**	**8113**	**92.5**	**528**	**6.0**	**101**	**1.2**	**10**	**0.1**
16H,6-22	**10120**	**29**	**0.3**	**9377**	**92.7**	**593**	**5.9**	**110**	**1.1**	**11**	**0.1**
18H,6-24	**10325**	**30**	**0.3**	**9568**	**92.7**	**606**	**5.9**	**110**	**1.1**	**11**	**0.1**
24H,0-24	**10561**	**33**	**0.3**	**9781**	**92.6**	**622**	**5.9**	**114**	**1.1**	**11**	**0.1**

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14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 11-Nov-25											
00:00	**19**	0	0.0	16	84.2	3	15.8	0	0.0	0	0.0
01:00	**15**	0	0.0	13	86.7	0	0.0	2	13.3	0	0.0
02:00	**23**	1	4.4	21	91.3	1	4.4	0	0.0	0	0.0
03:00	**15**	0	0.0	9	60.0	3	20.0	1	6.7	2	13.3
04:00	**34**	1	2.9	31	91.2	2	5.9	0	0.0	0	0.0
05:00	**142**	0	0.0	128	90.1	13	9.2	0	0.0	1	0.7
06:00	**364**	4	1.1	333	91.5	23	6.3	3	0.8	1	0.3
07:00	**901**	2	0.2	835	92.7	53	5.9	11	1.2	0	0.0
08:00	**915**	0	0.0	868	94.9	37	4.0	10	1.1	0	0.0
09:00	**566**	5	0.9	498	88.0	44	7.8	18	3.2	1	0.2
10:00	**669**	2	0.3	598	89.4	51	7.6	16	2.4	2	0.3
11:00	**638**	2	0.3	580	90.9	48	7.5	6	0.9	2	0.3
12:00	**702**	3	0.4	647	92.2	39	5.6	11	1.6	2	0.3
13:00	**710**	3	0.4	649	91.4	50	7.0	8	1.1	0	0.0
14:00	**719**	3	0.4	656	91.2	48	6.7	12	1.7	0	0.0
15:00	**812**	3	0.4	753	92.7	45	5.5	11	1.4	0	0.0
16:00	**983**	4	0.4	920	93.6	46	4.7	12	1.2	1	0.1
17:00	**826**	4	0.5	792	95.9	23	2.8	7	0.9	0	0.0
18:00	**657**	4	0.6	621	94.5	24	3.7	8	1.2	0	0.0
19:00	**473**	3	0.6	449	94.9	17	3.6	4	0.9	0	0.0
20:00	**353**	1	0.3	338	95.8	11	3.1	3	0.9	0	0.0
21:00	**302**	2	0.7	292	96.7	7	2.3	1	0.3	0	0.0
22:00	**158**	1	0.6	149	94.3	8	5.1	0	0.0	0	0.0
23:00	**58**	0	0.0	50	86.2	5	8.6	3	5.2	0	0.0
12H,7-19	**9098**	**35**	**0.4**	**8417**	**92.5**	**508**	**5.6**	**130**	**1.4**	**8**	**0.1**
16H,6-22	**10590**	**45**	**0.4**	**9829**	**92.8**	**566**	**5.3**	**141**	**1.3**	**9**	**0.1**
18H,6-24	**10806**	**46**	**0.4**	**10028**	**92.8**	**579**	**5.4**	**144**	**1.3**	**9**	**0.1**
24H,0-24	**11054**	**48**	**0.4**	**10246**	**92.7**	**601**	**5.4**	**147**	**1.3**	**12**	**0.1**

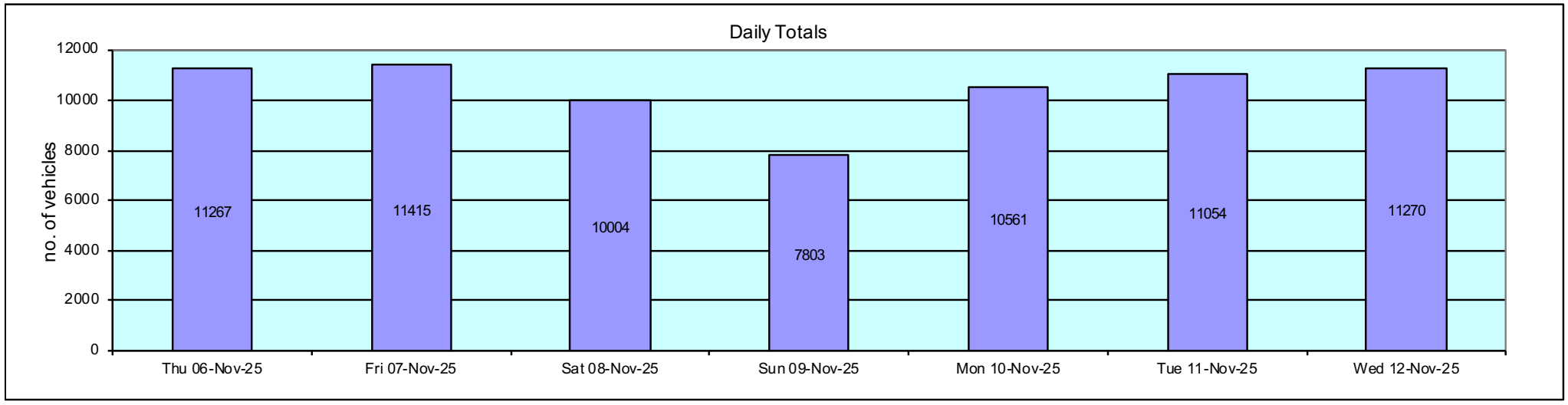
Data produced by
Auto Surveys Ltd

14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 12-Nov-25											
00:00	**35**	0	0.0	28	80.0	2	5.7	5	14.3	0	0.0
01:00	**21**	0	0.0	19	90.5	1	4.8	1	4.8	0	0.0
02:00	**17**	1	5.9	15	88.2	1	5.9	0	0.0	0	0.0
03:00	**20**	0	0.0	17	85.0	1	5.0	1	5.0	1	5.0
04:00	**34**	1	2.9	26	76.5	5	14.7	2	5.9	0	0.0
05:00	**119**	0	0.0	104	87.4	15	12.6	0	0.0	0	0.0
06:00	**363**	5	1.4	330	90.9	25	6.9	3	0.8	0	0.0
07:00	**869**	2	0.2	811	93.3	46	5.3	10	1.2	0	0.0
08:00	**922**	1	0.1	861	93.4	45	4.9	13	1.4	2	0.2
09:00	**601**	1	0.2	537	89.4	45	7.5	16	2.7	2	0.3
10:00	**655**	2	0.3	582	88.9	59	9.0	12	1.8	0	0.0
11:00	**714**	2	0.3	646	90.5	53	7.4	12	1.7	1	0.1
12:00	**804**	1	0.1	732	91.0	54	6.7	13	1.6	4	0.5
13:00	**759**	1	0.1	694	91.4	49	6.5	12	1.6	3	0.4
14:00	**792**	6	0.8	726	91.7	47	5.9	12	1.5	1	0.1
15:00	**820**	2	0.2	761	92.8	43	5.2	11	1.3	3	0.4
16:00	**886**	3	0.3	820	92.6	53	6.0	9	1.0	1	0.1
17:00	**841**	3	0.4	806	95.8	25	3.0	7	0.8	0	0.0
18:00	**644**	3	0.5	611	94.9	25	3.9	5	0.8	0	0.0
19:00	**540**	1	0.2	513	95.0	22	4.1	2	0.4	2	0.4
20:00	**341**	1	0.3	329	96.5	10	2.9	0	0.0	1	0.3
21:00	**249**	4	1.6	239	96.0	4	1.6	2	0.8	0	0.0
22:00	**164**	1	0.6	158	96.3	4	2.4	1	0.6	0	0.0
23:00	**60**	0	0.0	58	96.7	2	3.3	0	0.0	0	0.0
12H,7-19	**9307**	**27**	**0.3**	**8587**	**92.3**	**544**	**5.9**	**132**	**1.4**	**17**	**0.2**
16H,6-22	**10800**	**38**	**0.4**	**9998**	**92.6**	**605**	**5.6**	**139**	**1.3**	**20**	**0.2**
18H,6-24	**11024**	**39**	**0.4**	**10214**	**92.7**	**611**	**5.5**	**140**	**1.3**	**20**	**0.2**
24H,0-24	**11270**	**41**	**0.4**	**10423**	**92.5**	**636**	**5.6**	**149**	**1.3**	**21**	**0.2**

Data produced by
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14936	TOTON	Site No: 14936001	Location	Stapleford Road, Toton (South of Park & Ride)
Thu 06-Nov-25 to Wed 12-Nov-25		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 06-Nov-25	**11267**	57	0.5	10410	92.4	628	5.6	155	1.4	17	0.2
Fri 07-Nov-25	**11415**	42	0.4	10623	93.1	592	5.2	138	1.2	20	0.2
Sat 08-Nov-25	**10004**	51	0.5	9546	95.4	328	3.3	74	0.7	5	0.1
Sun 09-Nov-25	**7803**	30	0.4	7459	95.6	251	3.2	59	0.8	4	0.1
Mon 10-Nov-25	**10561**	33	0.3	9781	92.6	622	5.9	114	1.1	11	0.1
Tue 11-Nov-25	**11054**	48	0.4	10246	92.7	601	5.4	147	1.3	12	0.1
Wed 12-Nov-25	**11270**	41	0.4	10423	92.5	636	5.6	149	1.3	21	0.2
Total Vehicles											
[--]	**73374**	302	0.4	68488	93.5	3658	4.9	836	1.1	90	0.1



Data produced by
Auto Surveys Ltd

14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 06-Nov-25																
00:00	**41**	39	33.5	6.6	0	0	0	1	0	15	13	9	2	0	0	1
01:00	**17**	35.9	32.3	4.7	0	0	0	0	0	8	6	2	1	0	0	0
02:00	**13**	38.8	35	8.6	0	0	0	0	0	5	4	2	1	0	0	1
03:00	**17**	39	34.1	5.1	0	0	0	0	1	3	7	5	1	0	0	0
04:00	**32**	43.8	36.9	7	0	0	0	0	0	8	6	11	3	3	1	0
05:00	**135**	40.1	35	5.3	0	0	0	0	0	30	54	37	8	6	0	0
06:00	**351**	38.5	34	4.4	0	0	1	0	0	74	182	81	9	4	0	0
07:00	**890**	35.1	31.5	3.6	0	1	0	0	1	415	417	48	8	0	0	0
08:00	**903**	34.1	29.9	3.8	0	1	0	0	88	505	282	25	1	0	1	0
09:00	**573**	35	31.4	3.6	0	0	0	0	10	264	268	24	6	1	0	0
10:00	**641**	34.8	30.7	4.1	0	0	1	12	29	304	259	34	2	0	0	0
11:00	**657**	34.8	30.9	3.7	0	0	0	0	20	349	247	35	6	0	0	0
12:00	**774**	34.3	30.2	3.8	0	1	0	7	47	426	265	26	2	0	0	0
13:00	**754**	34.2	30.1	3.5	0	0	0	2	45	439	244	24	0	0	0	0
14:00	**787**	34	30	3.7	0	1	1	0	52	463	250	18	0	2	0	0
15:00	**828**	32.8	29.2	3.6	0	0	0	3	89	548	173	14	0	0	0	1
16:00	**915**	33.8	29.7	3.8	1	0	0	2	88	546	248	27	3	0	0	0
17:00	**785**	32.6	28.9	3.6	0	0	0	11	99	509	153	12	1	0	0	0
18:00	**669**	33.8	29.7	3.7	0	2	0	3	44	411	196	12	0	1	0	0
19:00	**533**	34.6	30.6	3.7	0	0	0	0	26	280	204	19	4	0	0	0
20:00	**387**	35.4	31.6	3.8	0	0	0	0	5	180	164	36	2	0	0	0
21:00	**307**	35.3	31.8	4	0	0	0	0	4	134	144	16	8	1	0	0
22:00	**184**	37.6	33.3	5.2	0	0	1	0	4	48	95	25	9	0	1	1
23:00	**74**	42.5	35.6	6.8	0	0	0	0	0	15	37	8	8	4	0	2
12H,7-19	**9176**	**34.3**	**30.1**	**3.8**	**1**	**6**	**2**	**40**	**612**	**5179**	**3002**	**299**	**29**	**4**	**1**	**1**
16H,6-22	**10754**	**34.5**	**30.4**	**3.9**	**1**	**6**	**3**	**40**	**647**	**5847**	**3696**	**451**	**52**	**9**	**1**	**1**
18H,6-24	**11012**	**34.6**	**30.5**	**4**	**1**	**6**	**4**	**40**	**651**	**5910**	**3828**	**484**	**69**	**13**	**2**	**4**
24H,0-24	**11267**	**34.7**	**30.6**	**4.1**	**1**	**6**	**4**	**41**	**652**	**5979**	**3918**	**550**	**85**	**22**	**3**	**6**

Data produced by
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14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 07-Nov-25																
00:00	**30**	39.6	34.5	5.8	0	0	0	0	0	9	11	7	1	2	0	0
01:00	**20**	38.5	36.3	6.9	0	0	0	0	0	2	12	3	1	0	2	0
02:00	**10**	51	37	10.9	0	0	0	0	0	4	2	2	0	0	1	1
03:00	**17**	39.3	33.8	5.3	0	0	0	0	0	6	6	3	2	0	0	0
04:00	**27**	42.2	35.7	6.4	0	0	0	1	0	5	7	8	6	0	0	0
05:00	**112**	40.8	35.5	5.9	0	0	0	0	0	25	41	30	12	2	1	1
06:00	**323**	38.5	34	4.7	0	0	1	0	0	69	176	56	16	4	0	1
07:00	**740**	35.3	31.7	3.6	0	0	0	0	6	319	355	54	6	0	0	0
08:00	**776**	33.8	29.3	4.2	0	0	4	14	95	427	213	19	4	0	0	0
09:00	**617**	35	31.4	3.4	0	0	0	0	4	289	289	32	3	0	0	0
10:00	**743**	34.5	30.6	3.4	0	0	0	1	17	425	269	29	2	0	0	0
11:00	**775**	34	30	3.8	0	4	1	4	37	459	252	17	1	0	0	0
12:00	**862**	34.5	30.4	3.7	0	2	0	2	42	460	327	28	1	0	0	0
13:00	**847**	34.4	30.4	3.5	0	0	0	0	43	468	311	20	5	0	0	0
14:00	**838**	33.8	29.5	4	0	1	1	12	86	484	232	21	0	1	0	0
15:00	**858**	33.4	29.5	3.5	0	1	0	2	66	554	220	13	2	0	0	0
16:00	**832**	33.8	29.6	3.8	0	1	1	3	85	483	236	20	3	0	0	0
17:00	**849**	32.1	28.4	4.2	0	4	8	22	110	544	148	13	0	0	0	0
18:00	**637**	34.4	30.2	3.9	0	1	0	2	49	344	214	23	4	0	0	0
19:00	**523**	34.3	30.3	3.7	0	0	0	0	32	291	182	13	5	0	0	0
20:00	**377**	34.9	31.1	3.9	0	0	1	1	10	179	164	17	5	0	0	0
21:00	**249**	35.8	32.5	4.9	0	0	0	0	3	95	119	22	6	1	1	2
22:00	**222**	35.9	31.9	4.5	0	0	0	0	8	95	87	26	5	1	0	0
23:00	**131**	36.6	33.2	4.5	0	0	0	0	3	31	75	16	4	2	0	0
12H,7-19	**9374**	**34.2**	**30**	**3.9**	**0**	**14**	**15**	**62**	**640**	**5256**	**3066**	**289**	**31**	**1**	**0**	**0**
16H,6-22	**10846**	**34.4**	**30.3**	**4**	**0**	**14**	**17**	**63**	**685**	**5890**	**3707**	**397**	**63**	**6**	**1**	**3**
18H,6-24	**11199**	**34.5**	**30.3**	**4**	**0**	**14**	**17**	**63**	**696**	**6016**	**3869**	**439**	**72**	**9**	**1**	**3**
24H,0-24	**11415**	**34.6**	**30.4**	**4.2**	**0**	**14**	**17**	**64**	**696**	**6067**	**3948**	**492**	**94**	**13**	**5**	**5**

Data produced by
Auto Surveys Ltd

14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 08-Nov-25																
00:00	**56**	39.4	33.8	5.4	0	0	0	0	2	16	21	12	4	1	0	0
01:00	**40**	38.5	34.4	6.2	0	0	0	0	2	6	22	7	1	1	0	1
02:00	**27**	37.8	34.4	5.4	0	0	0	0	0	5	16	4	1	0	1	0
03:00	**32**	43.7	36.9	7.1	0	0	0	0	0	7	9	8	5	1	2	0
04:00	**26**	40.3	35.4	5.7	0	0	0	0	1	3	12	6	3	1	0	0
05:00	**39**	40.6	35.8	5.9	0	0	0	0	0	10	9	14	4	2	0	0
06:00	**114**	39.9	35.1	4.9	0	0	0	0	0	21	48	35	8	1	1	0
07:00	**239**	38.2	33.3	4.8	0	0	0	0	4	72	108	43	9	2	1	0
08:00	**473**	35.8	32.2	4.2	0	0	0	0	5	187	219	51	10	0	0	1
09:00	**698**	34.9	31.1	3.5	0	0	0	0	3	372	281	39	3	0	0	0
10:00	**902**	34.7	30.8	4	0	2	2	8	23	459	365	36	6	0	1	0
11:00	**919**	34.4	30.4	3.6	0	2	0	0	45	488	360	23	1	0	0	0
12:00	**920**	35	31.2	3.6	0	0	0	0	23	428	418	48	3	0	0	0
13:00	**946**	34.5	30.5	3.7	0	2	0	0	37	537	327	37	6	0	0	0
14:00	**784**	34.6	30.7	3.5	0	0	0	0	28	413	314	26	3	0	0	0
15:00	**764**	34.6	30.6	3.6	0	0	0	1	42	387	306	26	2	0	0	0
16:00	**744**	34	29.9	3.8	1	0	0	1	68	415	241	17	1	0	0	0
17:00	**660**	34.4	30.3	3.9	0	3	0	0	30	378	218	28	3	0	0	0
18:00	**470**	35.1	31.4	3.7	0	0	0	0	3	232	198	33	3	1	0	0
19:00	**338**	35.4	31.8	4.3	0	0	0	0	10	138	156	28	3	2	0	1
20:00	**274**	35.8	32.4	4.5	0	0	0	0	1	107	130	27	4	4	1	0
21:00	**253**	35.4	31.8	4	0	0	1	0	4	105	118	21	4	0	0	0
22:00	**158**	37.4	33.2	4.6	0	0	0	0	1	50	77	21	8	0	1	0
23:00	**128**	37.3	32.4	5.3	0	0	1	1	3	46	52	21	2	1	1	0
12H,7-19	**8519**	**34.8**	**30.8**	**3.8**	**1**	**9**	**2**	**10**	**311**	**4368**	**3355**	**407**	**50**	**3**	**2**	**1**
16H,6-22	**9498**	**34.9**	**31**	**3.9**	**1**	**9**	**3**	**10**	**326**	**4739**	**3807**	**518**	**69**	**10**	**4**	**2**
18H,6-24	**9784**	**35**	**31**	**4**	**1**	**9**	**4**	**11**	**330**	**4835**	**3936**	**560**	**79**	**11**	**6**	**2**
24H,0-24	**10004**	**35.1**	**31.1**	**4.1**	**1**	**9**	**4**	**11**	**335**	**4882**	**4025**	**611**	**97**	**17**	**9**	**3**

Data produced by
Auto Surveys Ltd

14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 09-Nov-25																
00:00	**73**	37	32.9	4.8	0	0	0	0	0	28	32	8	4	1	0	0
01:00	**56**	40.6	35	7.6	0	0	0	0	0	21	15	12	3	2	1	2
02:00	**35**	38.9	33.6	5.8	0	0	0	1	1	8	14	9	1	1	0	0
03:00	**25**	42.3	35.5	8.2	0	0	0	0	0	9	7	4	3	0	1	1
04:00	**19**	41.8	35.6	5.5	0	0	0	0	0	4	7	4	4	0	0	0
05:00	**34**	44	36.7	6.8	0	0	0	0	0	10	5	8	9	2	0	0
06:00	**65**	38.4	34.3	4.6	0	0	0	0	1	9	39	12	2	2	0	0
07:00	**136**	40.3	34.5	5.5	0	0	0	0	1	36	54	28	13	4	0	0
08:00	**265**	37.9	33.1	4.5	0	0	0	1	1	86	117	52	5	3	0	0
09:00	**500**	35.7	32.4	3.9	0	0	0	0	2	174	267	45	11	1	0	0
10:00	**669**	35.1	31.2	3.7	0	1	0	0	9	331	280	44	4	0	0	0
11:00	**772**	34.2	30.3	3.4	0	0	0	2	32	455	259	24	0	0	0	0
12:00	**947**	34.3	30.1	3.9	0	2	1	8	57	520	329	29	1	0	0	0
13:00	**800**	34.7	29.8	5.6	0	8	20	26	39	369	291	39	7	1	0	0
14:00	**711**	34.8	31	3.9	0	2	1	2	16	352	300	32	6	0	0	0
15:00	**622**	35	31.1	3.7	0	0	0	0	20	300	263	36	3	0	0	0
16:00	**567**	34.9	31.1	3.6	0	0	0	0	19	265	252	28	3	0	0	0
17:00	**448**	35.4	31.8	3.9	0	0	0	0	10	186	209	37	5	1	0	0
18:00	**323**	35.5	31.8	4.1	0	0	0	0	6	137	147	27	5	0	1	0
19:00	**261**	35.8	32.3	4	0	0	0	0	2	101	124	29	4	1	0	0
20:00	**199**	35.2	31.4	4	0	0	0	0	6	94	81	14	4	0	0	0
21:00	**143**	36.9	32.6	4.9	0	0	0	0	3	55	60	17	7	0	1	0
22:00	**92**	38.8	34.2	5.1	0	0	0	0	1	21	45	19	3	2	1	0
23:00	**41**	37.4	32.4	5.6	0	0	0	0	3	15	15	5	2	1	0	0
12H,7-19	**6760**	**35.1**	**31**	**4.2**	**0**	**13**	**22**	**39**	**212**	**3211**	**2768**	**421**	**63**	**10**	**1**	**0**
16H,6-22	**7428**	**35.1**	**31.2**	**4.2**	**0**	**13**	**22**	**39**	**224**	**3470**	**3072**	**493**	**80**	**13**	**2**	**0**
18H,6-24	**7561**	**35.2**	**31.2**	**4.3**	**0**	**13**	**22**	**39**	**228**	**3506**	**3132**	**517**	**85**	**16**	**3**	**0**
24H,0-24	**7803**	**35.3**	**31.3**	**4.4**	**0**	**13**	**22**	**40**	**229**	**3586**	**3212**	**562**	**109**	**22**	**5**	**3**

Data produced by
Auto Surveys Ltd

14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 10-Nov-25																
00:00	**25**	40.6	33.9	6.1	0	0	0	0	0	10	8	3	3	1	0	0
01:00	**13**	44.9	34.7	7.8	0	0	0	0	1	4	3	3	0	2	0	0
02:00	**14**	35.4	32.1	4.8	0	0	0	0	0	7	5	1	1	0	0	0
03:00	**16**	42.8	36.3	5.9	0	0	0	0	0	2	8	2	3	1	0	0
04:00	**41**	39.5	34.6	4.6	0	0	0	0	0	9	17	12	3	0	0	0
05:00	**127**	40	34.4	5.7	0	0	0	1	0	36	47	29	9	5	0	0
06:00	**326**	38.4	34.1	4.2	0	0	0	0	0	58	191	58	17	2	0	0
07:00	**839**	34.8	31	3.7	0	0	0	0	28	424	339	44	3	1	0	0
08:00	**894**	34	30	3.9	0	1	0	2	66	530	267	21	5	1	0	1
09:00	**561**	35	31.1	4	0	1	0	0	20	272	228	35	4	1	0	0
10:00	**616**	34.7	30.7	3.9	0	1	0	3	29	301	253	26	3	0	0	0
11:00	**677**	34.5	30.5	3.8	0	1	0	2	30	362	258	22	1	0	1	0
12:00	**728**	34	30	3.6	0	1	0	1	46	437	220	22	1	0	0	0
13:00	**656**	34.8	30.6	3.9	0	1	0	0	31	357	224	37	6	0	0	0
14:00	**732**	34.2	30.2	3.5	0	0	0	0	41	428	240	23	0	0	0	0
15:00	**842**	33.1	29.1	4	0	2	0	1	125	504	199	8	1	0	0	2
16:00	**907**	33.5	28.9	4.6	0	11	6	10	117	507	240	15	1	0	0	0
17:00	**750**	33.4	29.3	4.1	0	1	0	3	95	467	151	28	2	3	0	0
18:00	**574**	34.5	30.4	3.8	0	2	0	0	22	334	187	26	3	0	0	0
19:00	**480**	34.5	30.6	3.5	0	0	0	0	14	273	172	19	1	1	0	0
20:00	**306**	35	31.3	3.6	0	0	0	0	4	145	139	16	1	1	0	0
21:00	**232**	35.5	32.3	4.2	0	0	0	0	2	87	121	14	7	0	0	1
22:00	**138**	37.6	33	4.7	0	0	0	0	1	48	60	24	3	1	1	0
23:00	**67**	38.5	33.4	5.3	0	0	0	0	0	25	27	9	4	2	0	0
12H,7-19	**8776**	**34.3**	**30.1**	**4**	**0**	**22**	**6**	**22**	**650**	**4923**	**2806**	**307**	**30**	**6**	**1**	**3**
16H,6-22	**10120**	**34.5**	**30.3**	**4**	**0**	**22**	**6**	**22**	**670**	**5486**	**3429**	**414**	**56**	**10**	**1**	**4**
18H,6-24	**10325**	**34.5**	**30.4**	**4.1**	**0**	**22**	**6**	**22**	**671**	**5559**	**3516**	**447**	**63**	**13**	**2**	**4**
24H,0-24	**10561**	**34.6**	**30.5**	**4.2**	**0**	**22**	**6**	**23**	**672**	**5627**	**3604**	**497**	**82**	**22**	**2**	**4**

Data produced by
Auto Surveys Ltd

14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 11-Nov-25																
00:00	19	38.7	33.5	5.7	0	0	0	0	0	8	5	5	0	1	0	0
01:00	15	38.1	33.5	5.2	0	0	0	0	1	3	7	3	1	0	0	0
02:00	23	41.3	34.6	9.1	0	0	0	0	1	11	3	4	1	1	1	1
03:00	15	41.6	34.8	8.2	0	0	0	1	0	3	6	2	2	0	1	0
04:00	34	41.7	36.1	7.6	0	0	0	0	0	8	13	7	3	0	2	1
05:00	142	40.8	36.1	4.9	0	0	0	0	0	14	63	45	17	2	1	0
06:00	364	36.6	32.9	4	0	0	0	1	3	105	193	55	7	0	0	0
07:00	901	34.2	30	3.6	0	0	0	0	75	502	298	24	2	0	0	0
08:00	915	32.4	28.5	3.9	0	1	0	7	189	534	165	18	1	0	0	0
09:00	566	34.4	30.4	3.7	0	1	0	0	33	302	211	19	0	0	0	0
10:00	669	33.9	30	3.4	0	0	0	0	37	413	202	15	2	0	0	0
11:00	638	33.9	30	3.5	0	0	0	0	29	417	165	25	2	0	0	0
12:00	702	34.3	30.4	3.6	0	1	0	0	21	416	241	18	4	0	1	0
13:00	710	34.4	30.5	3.5	0	0	0	0	26	413	241	28	2	0	0	0
14:00	719	34.2	30.2	3.5	0	0	0	1	28	443	219	27	1	0	0	0
15:00	812	32.9	29	3.8	0	1	6	3	92	521	177	12	0	0	0	0
16:00	983	33.4	29.3	3.6	0	1	1	6	104	601	255	15	0	0	0	0
17:00	826	32.2	28.5	3.7	0	2	0	3	150	511	152	7	1	0	0	0
18:00	657	34.1	29.9	3.8	0	1	0	0	57	390	179	30	0	0	0	0
19:00	473	34.6	30.8	3.4	0	0	0	0	6	261	188	15	2	1	0	0
20:00	353	35.3	31.6	4.6	0	0	0	0	12	161	147	24	6	1	0	2
21:00	302	35.6	31.9	4	0	0	0	0	5	128	133	31	5	0	0	0
22:00	158	35.9	31.9	5.1	0	0	2	0	0	78	54	17	4	3	0	0
23:00	58	39.6	33.7	5.7	0	0	0	0	3	18	17	15	4	1	0	0
12H,7-19	9098	33.8	29.7	3.7	0	8	7	20	841	5463	2505	238	15	0	1	0
16H,6-22	10590	34.1	29.9	3.8	0	8	7	21	867	6118	3166	363	35	2	1	2
18H,6-24	10806	34.2	30	3.9	0	8	9	21	870	6214	3237	395	43	6	1	2
24H,0-24	11054	34.3	30.1	4	0	8	9	22	872	6261	3334	461	67	10	6	4

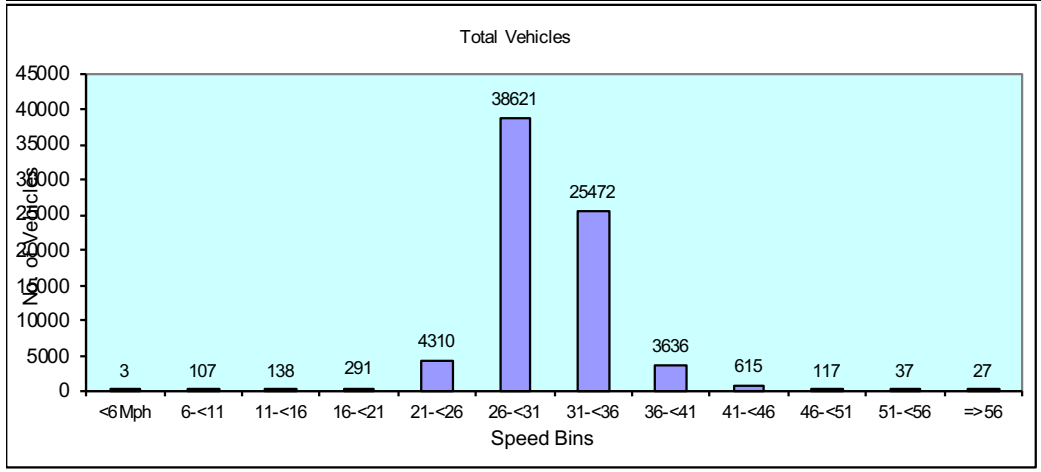
Data produced by
Auto Surveys Ltd

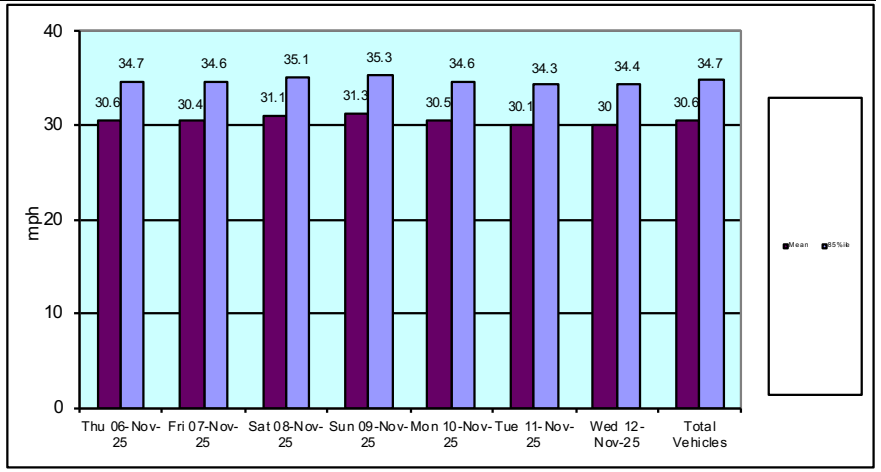
14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 12-Nov-25																
00:00	**35**	36.3	31.8	4.9	0	0	0	0	3	13	13	5	1	0	0	0
01:00	**21**	40.4	33.7	8.2	0	1	0	0	0	6	6	5	2	1	0	0
02:00	**17**	40.9	35	8.2	0	0	0	0	0	7	4	3	2	0	0	1
03:00	**20**	37.5	33	5	0	0	0	1	0	4	10	5	0	0	0	0
04:00	**34**	42.4	36.9	5.8	0	0	0	0	0	3	15	9	5	1	1	0
05:00	**119**	39.6	35	4.6	0	0	0	0	1	16	59	34	7	2	0	0
06:00	**363**	38.2	33.7	4.5	0	0	1	1	0	87	188	70	14	1	1	0
07:00	**869**	34.4	30.3	3.8	0	0	0	7	51	466	312	30	3	0	0	0
08:00	**922**	32.8	27.1	6.3	1	23	57	38	137	458	189	18	1	0	0	0
09:00	**601**	34.6	30.6	3.6	0	0	0	0	25	327	221	26	1	1	0	0
10:00	**655**	33.6	29.6	3.8	0	4	1	3	41	413	183	9	1	0	0	0
11:00	**714**	34.1	30.2	3.5	0	1	0	2	22	438	232	16	2	1	0	0
12:00	**804**	33.7	29.6	3.5	0	0	0	0	74	490	224	15	1	0	0	0
13:00	**759**	34.6	30.5	3.7	0	1	0	0	35	409	280	33	1	0	0	0
14:00	**792**	33.8	29.2	4.6	0	1	17	22	50	458	225	17	2	0	0	0
15:00	**820**	33	28.9	4	0	3	0	6	132	482	181	12	4	0	0	0
16:00	**886**	32.8	28.9	3.7	0	0	0	3	140	543	183	15	2	0	0	0
17:00	**841**	33	29.5	3.4	0	0	0	0	61	584	172	20	3	1	0	0
18:00	**644**	33.8	29.9	3.5	0	1	0	4	31	407	186	14	1	0	0	0
19:00	**540**	34.7	30.6	4	0	0	0	0	31	290	186	29	3	0	0	1
20:00	**341**	35.5	31.7	4.7	0	0	0	3	15	135	150	26	10	0	2	0
21:00	**249**	36	32.2	4.5	0	0	0	0	5	104	103	27	9	1	0	0
22:00	**164**	36.2	32.8	4.5	0	0	0	0	0	59	79	21	2	2	1	0
23:00	**60**	36.6	33.5	5.7	0	0	0	0	0	20	30	4	4	0	2	0
12H,7-19	**9307**	**33.8**	**29.5**	**4.2**	**1**	**34**	**75**	**85**	**799**	**5475**	**2588**	**225**	**22**	**3**	**0**	**0**
16H,6-22	**10800**	**34.2**	**29.8**	**4.3**	**1**	**34**	**76**	**89**	**850**	**6091**	**3215**	**377**	**58**	**5**	**3**	**1**
18H,6-24	**11024**	**34.2**	**29.9**	**4.4**	**1**	**34**	**76**	**89**	**850**	**6170**	**3324**	**402**	**64**	**7**	**6**	**1**
24H,0-24	**11270**	**34.4**	**30**	**4.4**	**1**	**35**	**76**	**90**	**854**	**6219**	**3431**	**463**	**81**	**11**	**7**	**2**

Data produced by
Auto Surveys Ltd

14936	TOTON	Site No: 14936001	Location	Stapleford Road, Toton (South of Park & Ride)
Thu 06-Nov-25 to Wed 12-Nov-25		Channel: Northbound		

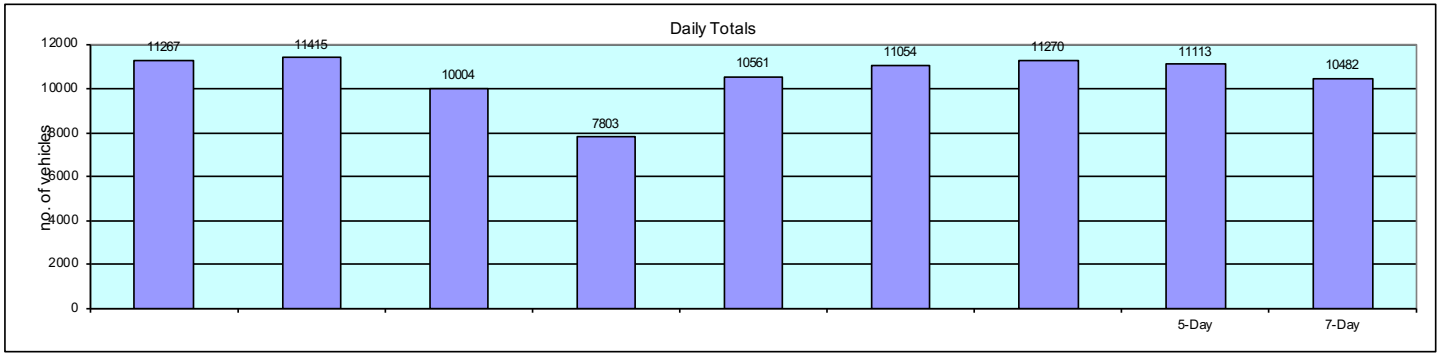
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Daily Totals																
Thu 06-Nov-25	**11267**	34.7	30.6	4.1	1	6	4	41	652	5979	3918	550	85	22	3	6
Fri 07-Nov-25	**11415**	34.6	30.4	4.2	0	14	17	64	696	6067	3948	492	94	13	5	5
Sat 08-Nov-25	**10004**	35.1	31.1	4.1	1	9	4	11	335	4882	4025	611	97	17	9	3
Sun 09-Nov-25	**7803**	35.3	31.3	4.4	0	13	22	40	229	3586	3212	562	109	22	5	3
Mon 10-Nov-25	**10561**	34.6	30.5	4.2	0	22	6	23	672	5627	3604	497	82	22	2	4
Tue 11-Nov-25	**11054**	34.3	30.1	4	0	8	9	22	872	6261	3334	461	67	10	6	4
Wed 12-Nov-25	**11270**	34.4	30	4.4	1	35	76	90	854	6219	3431	463	81	11	7	2
Total Vehicles																
[--]	**73374**	34.7	30.6	4.2	3	107	138	291	4310	38621	25472	3636	615	117	37	27





Data produced by
Auto Surveys Ltd

14936		TOTON		Site No: 14936001 Channel: Northbound		Location	Stapleford Road, Toton (South of Park & Ride)		
TIME PERIOD	Thu 06-Nov-25	Fri 07-Nov-25	Sat 08-Nov-25	Sun 09-Nov-25	Mon 10-Nov-25	Tue 11-Nov-25	Wed 12-Nov-25	5-Day Av	7-Day Av
Week Begin: 06-Nov-25									
00:00	**41**	30	56	73	25	19	35	30	40
01:00	**17**	20	40	56	13	15	21	17	26
02:00	**13**	10	27	35	14	23	17	15	20
03:00	**17**	17	32	25	16	15	20	17	20
04:00	**32**	27	26	19	41	34	34	34	30
05:00	**135**	112	39	34	127	142	119	127	101
06:00	**351**	323	114	65	326	364	363	345	272
07:00	**890**	740	239	136	839	901	869	848	659
08:00	**903**	776	473	265	894	915	922	882	735
09:00	**573**	617	698	500	561	566	601	584	588
10:00	**641**	743	902	669	616	669	655	665	699
11:00	**657**	775	919	772	677	638	714	692	736
12:00	**774**	862	920	947	728	702	804	774	820
13:00	**754**	847	946	800	656	710	759	745	782
14:00	**787**	838	784	711	732	719	792	774	766
15:00	**828**	858	764	622	842	812	820	832	792
16:00	**915**	832	744	567	907	983	886	905	833
17:00	**785**	849	660	448	750	826	841	810	737
18:00	**669**	637	470	323	574	657	644	636	568
19:00	**533**	523	338	261	480	473	540	510	450
20:00	**387**	377	274	199	306	353	341	353	320
21:00	**307**	249	253	143	232	302	249	268	248
22:00	**184**	222	158	92	138	158	164	173	159
23:00	**74**	131	128	41	67	58	60	78	80
12H,7-19	**9176**	**9374**	**8519**	**6760**	**8776**	**9098**	**9307**	**9146**	**8716**
16H,6-22	**10754**	**10846**	**9498**	**7428**	**10120**	**10590**	**10800**	**10622**	**10005**
18H,6-24	**11012**	**11199**	**9784**	**7561**	**10325**	**10806**	**11024**	**10873**	**10244**
24H,0-24	**11267**	**11415**	**10004**	**7803**	**10561**	**11054**	**11270**	**11113**	**10482**
Am	**08:00**	**08:00**	**11:00**	**11:00**	**08:00**	**08:00**	**08:00**		
Peak	**903**	**776**	**919**	**772**	**894**	**915**	**922**		
Pm	**16:00**	**12:00**	**13:00**	**12:00**	**16:00**	**16:00**	**16:00**		
Peak	**915**	**862**	**946**	**947**	**907**	**983**	**886**		



Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 06-Nov-25														
00:00	**36**	2	31	2	0	0	1	0	0	0	0	0	0	0
01:00	**16**	0	16	0	0	0	0	0	0	0	0	0	0	0
02:00	**20**	0	19	1	0	0	0	0	0	0	0	0	0	0
03:00	**24**	1	22	1	0	0	0	0	0	0	0	0	0	0
04:00	**42**	0	37	3	1	0	0	0	1	0	0	0	0	0
05:00	**187**	2	177	6	0	0	1	0	1	0	0	0	0	0
06:00	**319**	7	294	11	0	0	4	1	1	0	1	0	0	0
07:00	**590**	7	541	20	0	0	10	3	5	1	1	2	0	0
08:00	**948**	4	858	30	0	1	22	9	15	0	5	4	0	0
09:00	**787**	3	724	37	1	1	7	5	7	0	1	1	0	0
10:00	**687**	3	636	37	1	1	3	1	5	0	0	0	0	0
11:00	**675**	4	611	44	0	2	7	1	3	0	1	2	0	0
12:00	**761**	3	681	52	0	2	5	6	8	0	1	3	0	0
13:00	**653**	3	595	39	0	4	2	2	6	0	1	1	0	0
14:00	**705**	3	649	40	0	1	5	0	7	0	0	0	0	0
15:00	**886**	1	815	34	0	4	6	6	14	0	4	2	0	0
16:00	**991**	3	905	28	1	0	22	5	22	0	2	2	1	0
17:00	**1041**	8	957	38	0	0	8	8	15	0	1	5	1	0
18:00	**781**	2	728	27	0	0	8	4	7	1	3	1	0	0
19:00	**521**	1	513	4	0	0	2	0	0	0	0	1	0	0
20:00	**363**	2	348	5	0	0	4	2	1	0	0	1	0	0
21:00	**229**	4	211	7	0	0	3	0	3	0	0	1	0	0
22:00	**170**	3	154	6	0	0	6	1	0	0	0	0	0	0
23:00	**75**	0	66	1	0	0	5	0	3	0	0	0	0	0
12H,7-19	**9505**	44	8700	426	3	16	105	50	114	2	20	23	2	0
16H,6-22	**10937**	58	10066	453	3	16	118	53	119	2	21	26	2	0
18H,6-24	**11182**	61	10286	460	3	16	129	54	122	2	21	26	2	0
24H,0-24	**11507**	66	10588	473	4	16	131	54	124	2	21	26	2	0

Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 07-Nov-25														
00:00	**26**	0	26	0	0	0	0	0	0	0	0	0	0	0
01:00	**32**	2	30	0	0	0	0	0	0	0	0	0	0	0
02:00	**18**	0	15	2	0	0	1	0	0	0	0	0	0	0
03:00	**13**	1	11	1	0	0	0	0	0	0	0	0	0	0
04:00	**39**	2	35	1	1	0	0	0	0	0	0	0	0	0
05:00	**158**	4	143	7	1	0	2	1	0	0	0	0	0	0
06:00	**280**	3	252	13	0	0	9	0	1	0	2	0	0	0
07:00	**594**	5	545	24	2	0	10	0	4	0	1	3	0	0
08:00	**863**	5	781	42	0	1	17	4	9	0	2	2	0	0
09:00	**778**	5	707	36	2	4	9	1	9	1	1	3	0	0
10:00	**728**	2	675	30	1	2	8	5	5	0	0	0	0	0
11:00	**764**	2	703	33	0	3	7	5	7	0	1	3	0	0
12:00	**794**	2	723	38	2	3	8	2	14	1	0	1	0	0
13:00	**749**	2	703	30	0	4	1	1	6	0	1	1	0	0
14:00	**802**	1	757	25	0	0	7	5	5	0	0	2	0	0
15:00	**909**	3	844	34	1	1	8	3	11	0	1	3	0	0
16:00	**986**	1	930	25	0	0	13	3	10	0	3	1	0	0
17:00	**872**	6	820	14	0	0	8	8	11	0	1	4	0	0
18:00	**747**	2	696	15	0	0	8	10	9	0	3	4	0	0
19:00	**468**	1	448	7	0	0	5	2	3	0	2	0	0	0
20:00	**311**	1	302	1	0	0	6	0	0	0	1	0	0	0
21:00	**245**	1	229	10	0	0	3	0	0	0	0	2	0	0
22:00	**204**	2	190	6	0	0	3	0	1	1	1	0	0	0
23:00	**137**	0	132	2	0	0	2	0	0	0	1	0	0	0
12H,7-19	**9586**	**36**	**8884**	**346**	**8**	**18**	**104**	**47**	**100**	**2**	**14**	**27**	**0**	**0**
16H,6-22	**10890**	**42**	**10115**	**377**	**8**	**18**	**127**	**49**	**104**	**2**	**19**	**29**	**0**	**0**
18H,6-24	**11231**	**44**	**10437**	**385**	**8**	**18**	**132**	**49**	**105**	**3**	**21**	**29**	**0**	**0**
24H,0-24	**11517**	**53**	**10697**	**396**	**10**	**18**	**135**	**50**	**105**	**3**	**21**	**29**	**0**	**0**

Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 08-Nov-25														
00:00	58	0	56	1	0	0	0	0	0	0	1	0	0	0
01:00	35	0	35	0	0	0	0	0	0	0	0	0	0	0
02:00	30	0	28	2	0	0	0	0	0	0	0	0	0	0
03:00	19	1	18	0	0	0	0	0	0	0	0	0	0	0
04:00	26	2	24	0	0	0	0	0	0	0	0	0	0	0
05:00	71	1	65	2	0	0	2	0	1	0	0	0	0	0
06:00	151	0	140	8	0	0	3	0	0	0	0	0	0	0
07:00	248	1	235	7	0	1	3	0	1	0	0	0	0	0
08:00	524	2	490	10	0	0	17	1	1	0	0	3	0	0
09:00	735	4	696	15	0	0	11	0	8	0	0	1	0	0
10:00	910	7	851	24	1	1	8	4	14	0	0	0	0	0
11:00	917	6	852	24	1	0	8	7	16	0	2	1	0	0
12:00	950	3	897	23	0	1	5	4	14	0	1	1	1	0
13:00	839	3	804	14	0	1	4	4	9	0	0	0	0	0
14:00	857	6	823	10	0	0	2	1	14	0	0	1	0	0
15:00	738	1	702	18	0	0	2	2	10	0	0	3	0	0
16:00	726	2	693	13	0	1	6	1	7	0	1	2	0	0
17:00	650	5	616	9	0	0	14	0	5	0	0	1	0	0
18:00	529	0	500	10	0	0	12	2	2	0	0	3	0	0
19:00	366	0	344	1	0	0	20	1	0	0	0	0	0	0
20:00	281	2	267	3	0	0	9	0	0	0	0	0	0	0
21:00	227	0	210	5	0	0	12	0	0	0	0	0	0	0
22:00	181	0	166	6	1	0	8	0	0	0	0	0	0	0
23:00	147	0	143	3	0	0	0	0	0	0	1	0	0	0
12H,7-19	8623	40	8159	177	2	5	92	26	101	0	4	16	1	0
16H,6-22	9648	42	9120	194	2	5	136	27	101	0	4	16	1	0
18H,6-24	9976	42	9429	203	3	5	144	27	101	0	5	16	1	0
24H,0-24	10215	46	9655	208	3	5	146	27	102	0	6	16	1	0

Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 09-Nov-25														
00:00	**78**	1	74	1	1	0	0	0	0	0	1	0	0	0
01:00	**41**	0	41	0	0	0	0	0	0	0	0	0	0	0
02:00	**41**	0	41	0	0	0	0	0	0	0	0	0	0	0
03:00	**20**	1	18	1	0	0	0	0	0	0	0	0	0	0
04:00	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
05:00	**43**	2	38	2	0	0	1	0	0	0	0	0	0	0
06:00	**97**	0	91	4	0	0	1	0	1	0	0	0	0	0
07:00	**139**	1	130	7	0	0	0	0	1	0	0	0	0	0
08:00	**212**	0	203	8	0	0	1	0	0	0	0	0	0	0
09:00	**495**	3	465	11	0	0	10	1	3	0	0	2	0	0
10:00	**688**	2	652	18	2	0	8	2	3	0	0	1	0	0
11:00	**780**	1	742	14	0	1	2	6	11	0	2	1	0	0
12:00	**916**	3	859	21	0	0	7	10	12	0	1	3	0	0
13:00	**840**	6	805	14	0	0	6	2	6	0	1	0	0	0
14:00	**740**	3	719	8	0	0	2	3	4	0	0	1	0	0
15:00	**547**	1	520	9	0	0	9	2	6	0	0	0	0	0
16:00	**567**	3	543	12	0	0	3	0	5	0	0	1	0	0
17:00	**481**	3	457	12	0	0	2	2	3	1	0	1	0	0
18:00	**351**	1	337	4	0	0	9	0	0	0	0	0	0	0
19:00	**301**	2	288	4	0	0	5	0	1	0	0	1	0	0
20:00	**207**	1	193	6	0	0	5	0	0	0	1	1	0	0
21:00	**146**	1	135	7	0	0	3	0	0	0	0	0	0	0
22:00	**104**	0	96	5	0	0	3	0	0	0	0	0	0	0
23:00	**68**	0	66	1	0	0	1	0	0	0	0	0	0	0
12H,7-19	**6756**	**27**	**6432**	**138**	**2**	**1**	**59**	**28**	**54**	**1**	**4**	**10**	**0**	**0**
16H,6-22	**7507**	**31**	**7139**	**159**	**2**	**1**	**73**	**28**	**56**	**1**	**5**	**12**	**0**	**0**
18H,6-24	**7679**	**31**	**7301**	**165**	**2**	**1**	**77**	**28**	**56**	**1**	**5**	**12**	**0**	**0**
24H,0-24	**7918**	**35**	**7528**	**170**	**3**	**1**	**78**	**28**	**56**	**1**	**6**	**12**	**0**	**0**

Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 10-Nov-25														
00:00	49	1	48	0	0	0	0	0	0	0	0	0	0	0
01:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
02:00	10	0	9	0	0	0	0	0	1	0	0	0	0	0
03:00	10	0	7	2	0	1	0	0	0	0	0	0	0	0
04:00	33	1	32	0	0	0	0	0	0	0	0	0	0	0
05:00	181	2	169	4	0	0	3	0	3	0	0	0	0	0
06:00	291	3	265	8	0	0	12	0	3	0	0	0	0	0
07:00	597	1	546	25	0	0	14	2	6	0	1	2	0	0
08:00	908	3	836	27	0	0	22	4	11	0	3	2	0	0
09:00	790	1	731	21	0	2	20	3	8	0	2	2	0	0
10:00	628	3	579	31	0	2	6	1	6	0	0	0	0	0
11:00	631	2	592	21	0	2	7	2	4	0	1	0	0	0
12:00	749	2	673	40	1	2	13	2	12	0	1	3	0	0
13:00	653	4	606	29	0	1	7	3	2	0	0	1	0	0
14:00	665	2	623	21	0	2	6	2	9	0	0	0	0	0
15:00	840	4	787	19	0	1	14	5	8	0	1	1	0	0
16:00	902	3	838	18	0	0	18	12	10	0	1	2	0	0
17:00	996	3	914	20	0	0	20	12	21	2	1	3	0	0
18:00	712	5	658	4	0	0	32	2	7	0	1	3	0	0
19:00	474	1	428	9	0	0	29	0	4	0	1	2	0	0
20:00	298	4	266	4	0	0	19	2	1	0	1	1	0	0
21:00	234	0	217	4	0	0	13	0	0	0	0	0	0	0
22:00	103	1	93	9	0	0	0	0	0	0	0	0	0	0
23:00	52	0	48	4	0	0	0	0	0	0	0	0	0	0
12H,7-19	9071	33	8383	276	1	12	179	50	104	2	12	19	0	0
16H,6-22	10368	41	9559	301	1	12	252	52	112	2	14	22	0	0
18H,6-24	10523	42	9700	314	1	12	252	52	112	2	14	22	0	0
24H,0-24	10816	46	9975	320	1	13	255	52	116	2	14	22	0	0

Data produced by
Auto Surveys Ltd

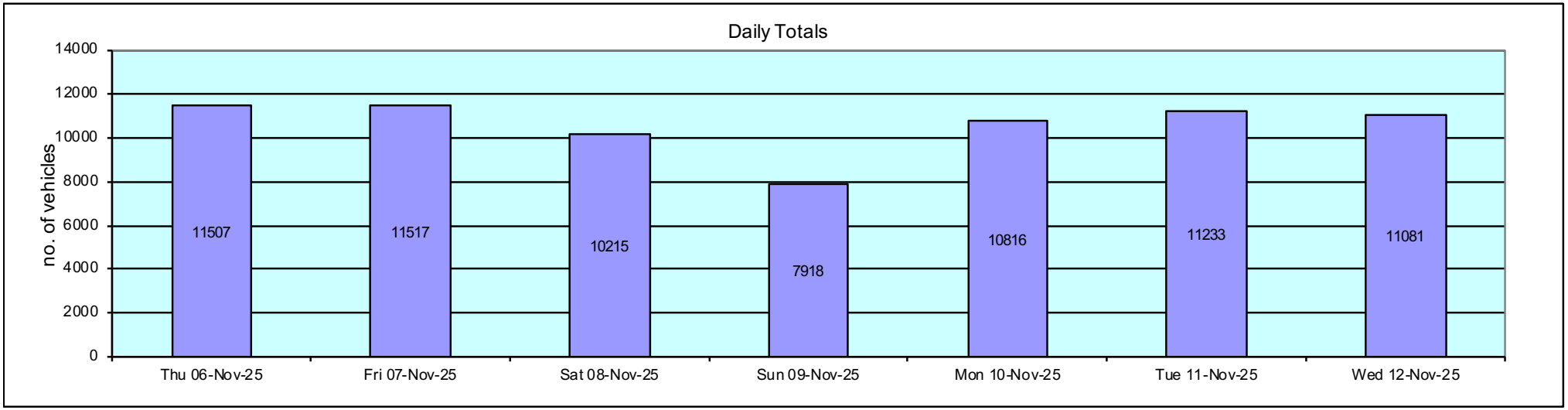
14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 11-Nov-25														
00:00	24	0	21	3	0	0	0	0	0	0	0	0	0	0
01:00	21	1	18	1	0	0	0	0	0	0	0	1	0	0
02:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0
03:00	17	0	13	3	1	0	0	0	0	0	0	0	0	0
04:00	28	1	23	2	2	0	0	0	0	0	0	0	0	0
05:00	191	2	180	6	1	0	1	0	1	0	0	0	0	0
06:00	316	4	277	14	0	1	16	0	0	0	1	3	0	0
07:00	622	3	575	10	2	1	14	1	9	0	3	4	0	0
08:00	1013	4	926	28	0	0	24	8	15	0	2	6	0	0
09:00	792	2	727	35	0	2	16	3	6	0	0	1	0	0
10:00	683	6	628	24	1	0	15	2	2	0	1	4	0	0
11:00	666	3	607	35	0	0	14	1	5	0	0	1	0	0
12:00	709	3	643	44	2	3	5	2	3	0	3	1	0	0
13:00	610	4	553	32	0	1	10	1	4	0	3	2	0	0
14:00	713	5	657	30	0	0	8	3	9	0	1	0	0	0
15:00	854	5	788	28	0	2	7	6	14	0	2	1	1	0
16:00	871	0	813	33	0	0	6	6	11	0	0	2	0	0
17:00	1085	7	998	31	1	1	17	6	22	1	0	1	0	0
18:00	777	2	741	22	0	0	2	1	7	0	1	1	0	0
19:00	517	3	487	14	0	0	7	2	2	0	2	0	0	0
20:00	304	0	297	4	0	0	1	0	2	0	0	0	0	0
21:00	227	0	218	6	0	0	3	0	0	0	0	0	0	0
22:00	119	1	110	6	0	0	2	0	0	0	0	0	0	0
23:00	59	0	53	3	0	0	1	0	0	0	1	1	0	0
12H,7-19	9395	44	8656	352	6	10	138	40	107	1	16	24	1	0
16H,6-22	10759	51	9935	390	6	11	165	42	111	1	19	27	1	0
18H,6-24	10937	52	10098	399	6	11	168	42	111	1	20	28	1	0
24H,0-24	11233	56	10368	414	10	11	169	42	112	1	20	29	1	0

Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 12-Nov-25															
00:00	**22**	0	17	3	0	0	2	0	0	0	0	0	0	0
01:00	**16**	0	14	0	0	0	2	0	0	0	0	0	0	0
02:00	**16**	2	14	0	0	0	0	0	0	0	0	0	0	0
03:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
04:00	**39**	0	34	3	0	0	2	0	0	0	0	0	0	0
05:00	**173**	4	160	3	0	0	4	1	0	0	0	1	0	0
06:00	**299**	5	274	8	0	0	7	0	0	0	0	5	0	0
07:00	**586**	0	542	25	0	0	7	1	7	0	2	2	0	0
08:00	**979**	3	886	51	1	2	11	6	14	0	4	1	0	0
09:00	**818**	0	736	58	0	0	6	2	12	0	0	3	1	0
10:00	**706**	1	644	37	1	2	10	3	7	0	0	1	0	0
11:00	**659**	2	603	34	1	2	7	2	4	1	1	2	0	0
12:00	**682**	2	634	33	1	2	3	2	2	0	1	2	0	0
13:00	**638**	2	592	30	1	0	3	2	8	0	0	0	0	0
14:00	**661**	1	613	26	0	1	7	2	11	0	0	0	0	0
15:00	**865**	3	804	31	0	1	9	1	13	0	0	2	1	0
16:00	**863**	4	802	29	0	2	6	4	13	0	1	2	0	0
17:00	**981**	3	905	26	0	0	10	15	18	0	0	4	0	0
18:00	**757**	4	719	18	0	0	3	2	8	0	1	1	1	0
19:00	**505**	0	485	11	0	0	5	0	2	0	0	2	0	0
20:00	**325**	1	306	13	1	0	1	0	2	0	1	0	0	0
21:00	**232**	0	223	7	0	0	1	0	0	0	0	1	0	0
22:00	**148**	1	143	2	0	0	1	0	1	0	0	0	0	0
23:00	**98**	1	96	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	**9195**	**25**	**8480**	**398**	**5**	**12**	**82**	**42**	**117**	**1**	**10**	**20**	**3**	**0**
16H,6-22	**10556**	**31**	**9768**	**437**	**6**	**12**	**96**	**42**	**121**	**1**	**11**	**28**	**3**	**0**
18H,6-24	**10802**	**33**	**10007**	**439**	**6**	**12**	**98**	**42**	**122**	**1**	**11**	**28**	**3**	**0**
24H,0-24	**11081**	**39**	**10258**	**449**	**6**	**12**	**108**	**43**	**122**	**1**	**11**	**29**	**3**	**0**

Data produced by
Auto Surveys Ltd

14936		TOTON			Site No: 14936001		Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25					Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 06-Nov-25	**11507**	66	10588	473	4	16	131	54	124	2	21	26	2	0
Fri 07-Nov-25	**11517**	53	10697	396	10	18	135	50	105	3	21	29	0	0
Sat 08-Nov-25	**10215**	46	9655	208	3	5	146	27	102	0	6	16	1	0
Sun 09-Nov-25	**7918**	35	7528	170	3	1	78	28	56	1	6	12	0	0
Mon 10-Nov-25	**10816**	46	9975	320	1	13	255	52	116	2	14	22	0	0
Tue 11-Nov-25	**11233**	56	10368	414	10	11	169	42	112	1	20	29	1	0
Wed 12-Nov-25	**11081**	39	10258	449	6	12	108	43	122	1	11	29	3	0
Total Vehicles														
[--]	**74287**	341	69069	2430	37	76	1022	296	737	10	99	163	7	0



Data produced by
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14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 06-Nov-25											
00:00	**36**	2	5.6	31	86.1	2	5.6	1	2.8	0	0.0
01:00	**16**	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
02:00	**20**	0	0.0	19	95.0	1	5.0	0	0.0	0	0.0
03:00	**24**	1	4.2	22	91.7	1	4.2	0	0.0	0	0.0
04:00	**42**	0	0.0	37	88.1	3	7.1	1	2.4	1	2.4
05:00	**187**	2	1.1	177	94.7	6	3.2	2	1.1	0	0.0
06:00	**319**	7	2.2	294	92.2	11	3.5	7	2.2	0	0.0
07:00	**590**	7	1.2	541	91.7	20	3.4	22	3.7	0	0.0
08:00	**948**	4	0.4	858	90.5	30	3.2	56	5.9	0	0.0
09:00	**787**	3	0.4	724	92.0	37	4.7	22	2.8	1	0.1
10:00	**687**	3	0.4	636	92.6	37	5.4	10	1.5	1	0.2
11:00	**675**	4	0.6	611	90.5	44	6.5	16	2.4	0	0.0
12:00	**761**	3	0.4	681	89.5	52	6.8	25	3.3	0	0.0
13:00	**653**	3	0.5	595	91.1	39	6.0	16	2.5	0	0.0
14:00	**705**	3	0.4	649	92.1	40	5.7	13	1.8	0	0.0
15:00	**886**	1	0.1	815	92.0	34	3.8	36	4.1	0	0.0
16:00	**991**	3	0.3	905	91.3	28	2.8	54	5.5	1	0.1
17:00	**1041**	8	0.8	957	91.9	38	3.7	38	3.7	0	0.0
18:00	**781**	2	0.3	728	93.2	27	3.5	24	3.1	0	0.0
19:00	**521**	1	0.2	513	98.5	4	0.8	3	0.6	0	0.0
20:00	**363**	2	0.6	348	95.9	5	1.4	8	2.2	0	0.0
21:00	**229**	4	1.8	211	92.1	7	3.1	7	3.1	0	0.0
22:00	**170**	3	1.8	154	90.6	6	3.5	7	4.1	0	0.0
23:00	**75**	0	0.0	66	88.0	1	1.3	8	10.7	0	0.0
12H,7-19	**9505**	**44**	**0.5**	**8700**	**91.5**	**426**	**4.5**	**332**	**3.5**	**3**	**0.0**
16H,6-22	**10937**	**58**	**0.5**	**10066**	**92.0**	**453**	**4.1**	**357**	**3.3**	**3**	**0.0**
18H,6-24	**11182**	**61**	**0.6**	**10286**	**92.0**	**460**	**4.1**	**372**	**3.3**	**3**	**0.0**
24H,0-24	**11507**	**66**	**0.6**	**10588**	**92.0**	**473**	**4.1**	**376**	**3.3**	**4**	**0.0**

Data produced by
Auto Surveys Ltd

14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 07-Nov-25											
00:00	26	0	0.0	26	100.0	0	0.0	0	0.0	0	0.0
01:00	32	2	6.3	30	93.8	0	0.0	0	0.0	0	0.0
02:00	18	0	0.0	15	83.3	2	11.1	1	5.6	0	0.0
03:00	13	1	7.7	11	84.6	1	7.7	0	0.0	0	0.0
04:00	39	2	5.1	35	89.7	1	2.6	0	0.0	1	2.6
05:00	158	4	2.5	143	90.5	7	4.4	3	1.9	1	0.6
06:00	280	3	1.1	252	90.0	13	4.6	12	4.3	0	0.0
07:00	594	5	0.8	545	91.8	24	4.0	18	3.0	2	0.3
08:00	863	5	0.6	781	90.5	42	4.9	35	4.1	0	0.0
09:00	778	5	0.6	707	90.9	36	4.6	28	3.6	2	0.3
10:00	728	2	0.3	675	92.7	30	4.1	20	2.8	1	0.1
11:00	764	2	0.3	703	92.0	33	4.3	26	3.4	0	0.0
12:00	794	2	0.3	723	91.1	38	4.8	29	3.7	2	0.3
13:00	749	2	0.3	703	93.9	30	4.0	14	1.9	0	0.0
14:00	802	1	0.1	757	94.4	25	3.1	19	2.4	0	0.0
15:00	909	3	0.3	844	92.9	34	3.7	27	3.0	1	0.1
16:00	986	1	0.1	930	94.3	25	2.5	30	3.0	0	0.0
17:00	872	6	0.7	820	94.0	14	1.6	32	3.7	0	0.0
18:00	747	2	0.3	696	93.2	15	2.0	34	4.6	0	0.0
19:00	468	1	0.2	448	95.7	7	1.5	12	2.6	0	0.0
20:00	311	1	0.3	302	97.1	1	0.3	7	2.3	0	0.0
21:00	245	1	0.4	229	93.5	10	4.1	5	2.0	0	0.0
22:00	204	2	1.0	190	93.1	6	2.9	6	2.9	0	0.0
23:00	137	0	0.0	132	96.4	2	1.5	3	2.2	0	0.0
12H,7-19	9586	36	0.4	8884	92.7	346	3.6	312	3.3	8	0.1
16H,6-22	10890	42	0.4	10115	92.9	377	3.5	348	3.2	8	0.1
18H,6-24	11231	44	0.4	10437	92.9	385	3.4	357	3.2	8	0.1
24H,0-24	11517	53	0.5	10697	92.9	396	3.4	361	3.1	10	0.1

Data produced by
Auto Surveys Ltd

14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sat 08-Nov-25											
00:00	**58**	0	0.0	56	96.6	1	1.7	1	1.7	0	0.0
01:00	**35**	0	0.0	35	100.0	0	0.0	0	0.0	0	0.0
02:00	**30**	0	0.0	28	93.3	2	6.7	0	0.0	0	0.0
03:00	**19**	1	5.3	18	94.7	0	0.0	0	0.0	0	0.0
04:00	**26**	2	7.7	24	92.3	0	0.0	0	0.0	0	0.0
05:00	**71**	1	1.4	65	91.6	2	2.8	3	4.2	0	0.0
06:00	**151**	0	0.0	140	92.7	8	5.3	3	2.0	0	0.0
07:00	**248**	1	0.4	235	94.8	7	2.8	5	2.0	0	0.0
08:00	**524**	2	0.4	490	93.5	10	1.9	22	4.2	0	0.0
09:00	**735**	4	0.5	696	94.7	15	2.0	20	2.7	0	0.0
10:00	**910**	7	0.8	851	93.5	24	2.6	27	3.0	1	0.1
11:00	**917**	6	0.7	852	92.9	24	2.6	34	3.7	1	0.1
12:00	**950**	3	0.3	897	94.4	23	2.4	27	2.8	0	0.0
13:00	**839**	3	0.4	804	95.8	14	1.7	18	2.2	0	0.0
14:00	**857**	6	0.7	823	96.0	10	1.2	18	2.1	0	0.0
15:00	**738**	1	0.1	702	95.1	18	2.4	17	2.3	0	0.0
16:00	**726**	2	0.3	693	95.5	13	1.8	18	2.5	0	0.0
17:00	**650**	5	0.8	616	94.8	9	1.4	20	3.1	0	0.0
18:00	**529**	0	0.0	500	94.5	10	1.9	19	3.6	0	0.0
19:00	**366**	0	0.0	344	94.0	1	0.3	21	5.7	0	0.0
20:00	**281**	2	0.7	267	95.0	3	1.1	9	3.2	0	0.0
21:00	**227**	0	0.0	210	92.5	5	2.2	12	5.3	0	0.0
22:00	**181**	0	0.0	166	91.7	6	3.3	8	4.4	1	0.6
23:00	**147**	0	0.0	143	97.3	3	2.0	1	0.7	0	0.0
12H,7-19	**8623**	**40**	**0.5**	**8159**	**94.6**	**177**	**2.1**	**245**	**2.8**	**2**	**0.0**
16H,6-22	**9648**	**42**	**0.4**	**9120**	**94.5**	**194**	**2.0**	**290**	**3.0**	**2**	**0.0**
18H,6-24	**9976**	**42**	**0.4**	**9429**	**94.5**	**203**	**2.0**	**299**	**3.0**	**3**	**0.0**
24H,0-24	**10215**	**46**	**0.5**	**9655**	**94.5**	**208**	**2.0**	**303**	**3.0**	**3**	**0.0**

Data produced by
Auto Surveys Ltd

14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 09-Nov-25											
00:00	**78**	1	1.3	74	94.9	1	1.3	1	1.3	1	1.3
01:00	**41**	0	0.0	41	100.0	0	0.0	0	0.0	0	0.0
02:00	**41**	0	0.0	41	100.0	0	0.0	0	0.0	0	0.0
03:00	**20**	1	5.0	18	90.0	1	5.0	0	0.0	0	0.0
04:00	**16**	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
05:00	**43**	2	4.7	38	88.4	2	4.7	1	2.3	0	0.0
06:00	**97**	0	0.0	91	93.8	4	4.1	2	2.1	0	0.0
07:00	**139**	1	0.7	130	93.5	7	5.0	1	0.7	0	0.0
08:00	**212**	0	0.0	203	95.8	8	3.8	1	0.5	0	0.0
09:00	**495**	3	0.6	465	93.9	11	2.2	16	3.2	0	0.0
10:00	**688**	2	0.3	652	94.8	18	2.6	14	2.0	2	0.3
11:00	**780**	1	0.1	742	95.1	14	1.8	23	3.0	0	0.0
12:00	**916**	3	0.3	859	93.8	21	2.3	33	3.6	0	0.0
13:00	**840**	6	0.7	805	95.8	14	1.7	15	1.8	0	0.0
14:00	**740**	3	0.4	719	97.2	8	1.1	10	1.4	0	0.0
15:00	**547**	1	0.2	520	95.1	9	1.7	17	3.1	0	0.0
16:00	**567**	3	0.5	543	95.8	12	2.1	9	1.6	0	0.0
17:00	**481**	3	0.6	457	95.0	12	2.5	9	1.9	0	0.0
18:00	**351**	1	0.3	337	96.0	4	1.1	9	2.6	0	0.0
19:00	**301**	2	0.7	288	95.7	4	1.3	7	2.3	0	0.0
20:00	**207**	1	0.5	193	93.2	6	2.9	7	3.4	0	0.0
21:00	**146**	1	0.7	135	92.5	7	4.8	3	2.1	0	0.0
22:00	**104**	0	0.0	96	92.3	5	4.8	3	2.9	0	0.0
23:00	**68**	0	0.0	66	97.1	1	1.5	1	1.5	0	0.0
12H,7-19	**6756**	**27**	**0.4**	**6432**	**95.2**	**138**	**2.0**	**157**	**2.3**	**2**	**0.0**
16H,6-22	**7507**	**31**	**0.4**	**7139**	**95.1**	**159**	**2.1**	**176**	**2.3**	**2**	**0.0**
18H,6-24	**7679**	**31**	**0.4**	**7301**	**95.1**	**165**	**2.2**	**180**	**2.3**	**2**	**0.0**
24H,0-24	**7918**	**35**	**0.4**	**7528**	**95.1**	**170**	**2.2**	**182**	**2.3**	**3**	**0.0**

Data produced by
Auto Surveys Ltd

14936	TOTON	Site No: 14936001	Location	Stapleford Road, Toton (South of Park & Ride)
Thu 06-Nov-25 to Wed 12-Nov-25		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 10-Nov-25											
00:00	**49**	1	2.0	48	98.0	0	0.0	0	0.0	0	0.0
01:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
02:00	**10**	0	0.0	9	90.0	0	0.0	1	10.0	0	0.0
03:00	**10**	0	0.0	7	70.0	2	20.0	1	10.0	0	0.0
04:00	**33**	1	3.0	32	97.0	0	0.0	0	0.0	0	0.0
05:00	**181**	2	1.1	169	93.4	4	2.2	6	3.3	0	0.0
06:00	**291**	3	1.0	265	91.1	8	2.8	15	5.2	0	0.0
07:00	**597**	1	0.2	546	91.5	25	4.2	25	4.2	0	0.0
08:00	**908**	3	0.3	836	92.1	27	3.0	42	4.6	0	0.0
09:00	**790**	1	0.1	731	92.5	21	2.7	37	4.7	0	0.0
10:00	**628**	3	0.5	579	92.2	31	4.9	15	2.4	0	0.0
11:00	**631**	2	0.3	592	93.8	21	3.3	16	2.5	0	0.0
12:00	**749**	2	0.3	673	89.9	40	5.3	33	4.4	1	0.1
13:00	**653**	4	0.6	606	92.8	29	4.4	14	2.1	0	0.0
14:00	**665**	2	0.3	623	93.7	21	3.2	19	2.9	0	0.0
15:00	**840**	4	0.5	787	93.7	19	2.3	30	3.6	0	0.0
16:00	**902**	3	0.3	838	92.9	18	2.0	43	4.8	0	0.0
17:00	**996**	3	0.3	914	91.8	20	2.0	59	5.9	0	0.0
18:00	**712**	5	0.7	658	92.4	4	0.6	45	6.3	0	0.0
19:00	**474**	1	0.2	428	90.3	9	1.9	36	7.6	0	0.0
20:00	**298**	4	1.3	266	89.3	4	1.3	24	8.1	0	0.0
21:00	**234**	0	0.0	217	92.7	4	1.7	13	5.6	0	0.0
22:00	**103**	1	1.0	93	90.3	9	8.7	0	0.0	0	0.0
23:00	**52**	0	0.0	48	92.3	4	7.7	0	0.0	0	0.0
12H,7-19	**9071**	**33**	**0.4**	**8383**	**92.4**	**276**	**3.0**	**378**	**4.2**	**1**	**0.0**
16H,6-22	**10368**	**41**	**0.4**	**9559**	**92.2**	**301**	**2.9**	**466**	**4.5**	**1**	**0.0**
18H,6-24	**10523**	**42**	**0.4**	**9700**	**92.2**	**314**	**3.0**	**466**	**4.4**	**1**	**0.0**
24H,0-24	**10816**	**46**	**0.4**	**9975**	**92.2**	**320**	**3.0**	**474**	**4.4**	**1**	**0.0**

Data produced by
Auto Surveys Ltd

14936	TOTON	Site No: 14936001	Location	Stapleford Road, Toton (South of Park & Ride)
Thu 06-Nov-25 to Wed 12-Nov-25		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 11-Nov-25											
00:00	**24**	0	0.0	21	87.5	3	12.5	0	0.0	0	0.0
01:00	**21**	1	4.8	18	85.7	1	4.8	1	4.8	0	0.0
02:00	**15**	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
03:00	**17**	0	0.0	13	76.5	3	17.7	0	0.0	1	5.9
04:00	**28**	1	3.6	23	82.1	2	7.1	0	0.0	2	7.1
05:00	**191**	2	1.1	180	94.2	6	3.1	2	1.1	1	0.5
06:00	**316**	4	1.3	277	87.7	14	4.4	21	6.7	0	0.0
07:00	**622**	3	0.5	575	92.4	10	1.6	32	5.1	2	0.3
08:00	**1013**	4	0.4	926	91.4	28	2.8	55	5.4	0	0.0
09:00	**792**	2	0.3	727	91.8	35	4.4	28	3.5	0	0.0
10:00	**683**	6	0.9	628	92.0	24	3.5	24	3.5	1	0.2
11:00	**666**	3	0.5	607	91.1	35	5.3	21	3.2	0	0.0
12:00	**709**	3	0.4	643	90.7	44	6.2	17	2.4	2	0.3
13:00	**610**	4	0.7	553	90.7	32	5.3	21	3.4	0	0.0
14:00	**713**	5	0.7	657	92.2	30	4.2	21	3.0	0	0.0
15:00	**854**	5	0.6	788	92.3	28	3.3	33	3.9	0	0.0
16:00	**871**	0	0.0	813	93.3	33	3.8	25	2.9	0	0.0
17:00	**1085**	7	0.7	998	92.0	31	2.9	48	4.4	1	0.1
18:00	**777**	2	0.3	741	95.4	22	2.8	12	1.5	0	0.0
19:00	**517**	3	0.6	487	94.2	14	2.7	13	2.5	0	0.0
20:00	**304**	0	0.0	297	97.7	4	1.3	3	1.0	0	0.0
21:00	**227**	0	0.0	218	96.0	6	2.6	3	1.3	0	0.0
22:00	**119**	1	0.8	110	92.4	6	5.0	2	1.7	0	0.0
23:00	**59**	0	0.0	53	89.8	3	5.1	3	5.1	0	0.0
12H,7-19	**9395**	**44**	**0.5**	**8656**	**92.1**	**352**	**3.8**	**337**	**3.6**	**6**	**0.1**
16H,6-22	**10759**	**51**	**0.5**	**9935**	**92.3**	**390**	**3.6**	**377**	**3.5**	**6**	**0.1**
18H,6-24	**10937**	**52**	**0.5**	**10098**	**92.3**	**399**	**3.7**	**382**	**3.5**	**6**	**0.1**
24H,0-24	**11233**	**56**	**0.5**	**10368**	**92.3**	**414**	**3.7**	**385**	**3.4**	**10**	**0.1**

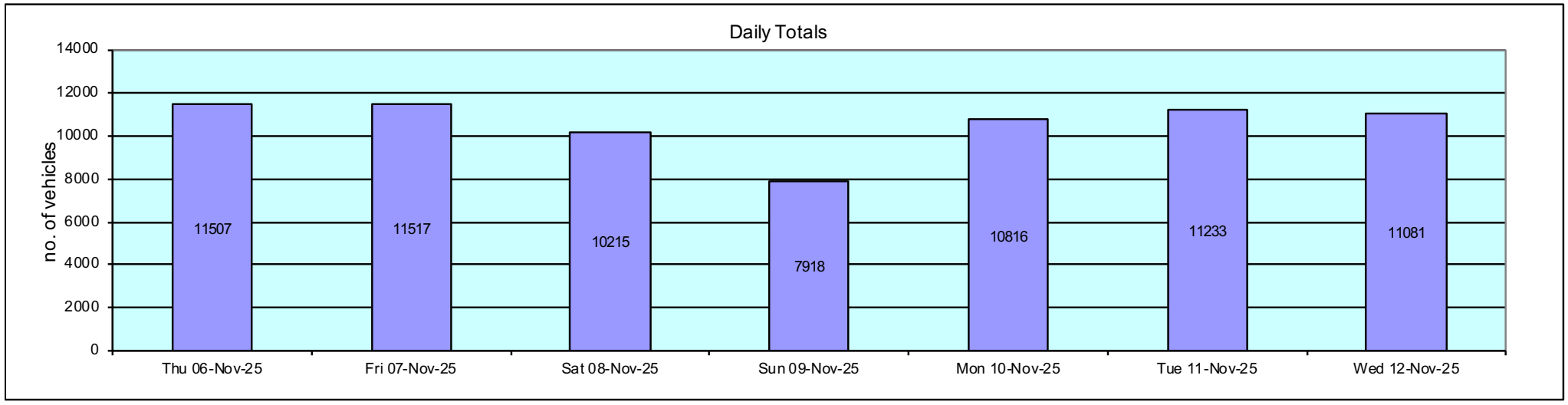
Data produced by
Auto Surveys Ltd

14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 12-Nov-25											
00:00	**22**	0	0.0	17	77.3	3	13.6	2	9.1	0	0.0
01:00	**16**	0	0.0	14	87.5	0	0.0	2	12.5	0	0.0
02:00	**16**	2	12.5	14	87.5	0	0.0	0	0.0	0	0.0
03:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
04:00	**39**	0	0.0	34	87.2	3	7.7	2	5.1	0	0.0
05:00	**173**	4	2.3	160	92.5	3	1.7	6	3.5	0	0.0
06:00	**299**	5	1.7	274	91.6	8	2.7	12	4.0	0	0.0
07:00	**586**	0	0.0	542	92.5	25	4.3	19	3.2	0	0.0
08:00	**979**	3	0.3	886	90.5	51	5.2	38	3.9	1	0.1
09:00	**818**	0	0.0	736	90.0	58	7.1	24	2.9	0	0.0
10:00	**706**	1	0.1	644	91.2	37	5.2	23	3.3	1	0.1
11:00	**659**	2	0.3	603	91.5	34	5.2	19	2.9	1	0.2
12:00	**682**	2	0.3	634	93.0	33	4.8	12	1.8	1	0.2
13:00	**638**	2	0.3	592	92.8	30	4.7	13	2.0	1	0.2
14:00	**661**	1	0.2	613	92.7	26	3.9	21	3.2	0	0.0
15:00	**865**	3	0.4	804	93.0	31	3.6	27	3.1	0	0.0
16:00	**863**	4	0.5	802	92.9	29	3.4	28	3.2	0	0.0
17:00	**981**	3	0.3	905	92.3	26	2.7	47	4.8	0	0.0
18:00	**757**	4	0.5	719	95.0	18	2.4	16	2.1	0	0.0
19:00	**505**	0	0.0	485	96.0	11	2.2	9	1.8	0	0.0
20:00	**325**	1	0.3	306	94.2	13	4.0	4	1.2	1	0.3
21:00	**232**	0	0.0	223	96.1	7	3.0	2	0.9	0	0.0
22:00	**148**	1	0.7	143	96.6	2	1.4	2	1.4	0	0.0
23:00	**98**	1	1.0	96	98.0	0	0.0	1	1.0	0	0.0
12H,7-19	**9195**	**25**	**0.3**	**8480**	**92.2**	**398**	**4.3**	**287**	**3.1**	**5**	**0.1**
16H,6-22	**10556**	**31**	**0.3**	**9768**	**92.5**	**437**	**4.1**	**314**	**3.0**	**6**	**0.1**
18H,6-24	**10802**	**33**	**0.3**	**10007**	**92.6**	**439**	**4.1**	**317**	**2.9**	**6**	**0.1**
24H,0-24	**11081**	**39**	**0.4**	**10258**	**92.6**	**449**	**4.1**	**329**	**3.0**	**6**	**0.1**

Data produced by
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14936	TOTON	Site No: 14936001	Location	Stapleford Road, Toton (South of Park & Ride)
Thu 06-Nov-25 to Wed 12-Nov-25		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 06-Nov-25	**11507**	66	0.6	10588	92.0	473	4.1	376	3.3	4	0.0
Fri 07-Nov-25	**11517**	53	0.5	10697	92.9	396	3.4	361	3.1	10	0.1
Sat 08-Nov-25	**10215**	46	0.5	9655	94.5	208	2.0	303	3.0	3	0.0
Sun 09-Nov-25	**7918**	35	0.4	7528	95.1	170	2.2	182	2.3	3	0.0
Mon 10-Nov-25	**10816**	46	0.4	9975	92.2	320	3.0	474	4.4	1	0.0
Tue 11-Nov-25	**11233**	56	0.5	10368	92.3	414	3.7	385	3.4	10	0.1
Wed 12-Nov-25	**11081**	39	0.4	10258	92.6	449	4.1	329	3.0	6	0.1
Total Vehicles											
[--]	**74287**	341	0.5	69069	93.1	2430	3.2	2410	3.2	37	0.0



Data produced by
Auto Surveys Ltd

14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 06-Nov-25																
00:00	**36**	35.3	31	6.5	0	0	0	0	3	22	6	3	1	0	0	1
01:00	**16**	38.1	33.8	4.1	0	0	0	0	0	4	7	5	0	0	0	0
02:00	**20**	38.9	33	5.3	0	0	0	0	0	10	3	6	1	0	0	0
03:00	**24**	37.5	33.3	6.8	0	0	0	0	1	9	9	3	0	1	1	0
04:00	**42**	38.2	32.4	5.3	0	0	0	0	1	20	12	5	4	0	0	0
05:00	**187**	35.2	31.5	4.4	0	0	1	0	2	93	74	11	4	2	0	0
06:00	**319**	35.6	31.3	4.3	0	0	0	0	8	174	96	36	3	2	0	0
07:00	**590**	32.6	28.6	4.9	0	0	0	17	124	334	81	28	2	1	0	3
08:00	**948**	29.1	24.4	4.6	0	2	10	160	463	276	32	3	0	0	0	2
09:00	**787**	30.3	26.5	4.4	0	8	3	17	324	368	56	8	2	0	1	0
10:00	**687**	30.4	26.9	3.8	0	1	0	24	221	384	54	3	0	0	0	0
11:00	**675**	30.4	27.2	3.7	0	0	1	14	211	395	48	4	2	0	0	0
12:00	**761**	30.3	27	3.8	0	0	0	11	288	402	49	7	3	1	0	0
13:00	**653**	30.4	27.2	3.5	0	0	1	13	192	399	44	4	0	0	0	0
14:00	**705**	30.7	27.6	3.8	0	0	0	12	200	413	70	9	1	0	0	0
15:00	**886**	29.2	24.4	4.3	0	0	8	163	407	277	25	6	0	0	0	0
16:00	**991**	28.3	22.1	5.9	0	37	96	264	347	212	30	4	1	0	0	0
17:00	**1041**	28.7	22.7	6.3	1	37	74	276	360	249	34	3	3	0	0	4
18:00	**781**	30.3	25.6	5.4	0	1	47	53	292	312	60	13	2	1	0	0
19:00	**521**	32.2	28.5	4	0	0	0	4	116	303	78	19	1	0	0	0
20:00	**363**	33.1	29.3	4	0	0	0	1	45	231	73	10	2	0	0	1
21:00	**229**	34.2	30.1	3.9	0	0	0	0	13	151	47	16	2	0	0	0
22:00	**170**	34.8	30.2	4.4	0	0	1	0	15	94	45	13	2	0	0	0
23:00	**75**	36.8	31.7	6.2	0	0	0	0	6	38	18	8	1	3	1	0
12H,7-19	**9505**	30.1	25.5	5.1	1	86	240	1024	3429	4021	583	92	16	3	1	9
16H,6-22	**10937**	30.4	26.1	5.2	1	86	240	1029	3611	4880	877	173	24	5	1	10
18H,6-24	**11182**	30.5	26.2	5.2	1	86	241	1029	3632	5012	940	194	27	8	2	10
24H,0-24	**11507**	30.6	26.3	5.3	1	86	242	1029	3639	5170	1051	227	37	11	3	11

Data produced by
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14936			TOTON				Site No: 14936001				Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 07-Nov-25																
00:00	26	36.8	31.6	5.1	0	0	0	0	2	12	7	4	1	0	0	0
01:00	32	37.2	31.2	5	0	0	0	0	3	16	6	7	0	0	0	0
02:00	18	35.4	32.4	5.7	0	0	0	0	2	4	10	1	0	1	0	0
03:00	13	37.4	32	5.7	0	0	0	0	1	6	3	2	1	0	0	0
04:00	39	38.9	33.6	5.3	0	0	0	0	0	14	14	8	2	1	0	0
05:00	158	35.9	31.8	5	0	0	1	0	2	79	53	18	1	4	0	0
06:00	280	34.7	30.8	3.7	0	0	0	0	2	168	92	13	5	0	0	0
07:00	594	32.3	28.5	4.1	0	0	0	8	123	349	93	17	4	0	0	0
08:00	863	29.5	24.1	5.9	1	14	49	173	276	312	28	5	1	0	3	1
09:00	778	30.8	27.7	4	0	0	1	16	210	453	80	15	3	0	0	0
10:00	728	30.4	27	3.9	0	0	0	18	256	392	50	9	1	2	0	0
11:00	764	30.1	26	4.5	0	2	15	57	274	364	43	9	0	0	0	0
12:00	794	30.5	26.8	4.4	0	1	20	15	276	401	71	8	2	0	0	0
13:00	749	30.4	27	4.1	0	1	6	33	214	433	53	9	0	0	0	0
14:00	802	30.1	26.4	4	0	0	0	26	363	357	48	3	2	2	1	0
15:00	909	29.7	24.9	4.8	0	2	22	123	411	291	51	8	1	0	0	0
16:00	986	29.3	24.2	4.9	0	6	30	175	430	302	34	8	1	0	0	0
17:00	872	29.2	24.5	5.1	0	0	30	132	412	257	33	2	1	2	0	3
18:00	747	30.4	26.6	4.6	0	0	0	50	281	346	58	6	1	4	0	1
19:00	468	32.2	28.7	3.9	0	0	2	0	78	299	76	11	1	1	0	0
20:00	311	33.6	29.7	4.7	0	0	0	1	35	199	56	15	2	0	1	2
21:00	245	34.6	30.5	5.3	0	0	1	0	16	150	57	14	1	1	4	1
22:00	204	32.4	29.2	3.6	0	0	1	0	18	144	35	5	1	0	0	0
23:00	137	35.7	31.3	5.9	0	0	0	0	13	69	36	12	2	2	3	0
12H,7-19	9586	30.2	26	4.8	1	26	173	826	3526	4257	642	99	17	10	4	5
16H,6-22	10890	30.5	26.4	4.9	1	26	176	827	3657	5073	923	152	26	12	9	8
18H,6-24	11231	30.6	26.5	4.9	1	26	177	827	3688	5286	994	169	29	14	12	8
24H,0-24	11517	30.7	26.7	5	1	26	178	827	3698	5417	1087	209	34	20	12	8

Data produced by
Auto Surveys Ltd

14936			TOTON				Site No: 14936001				Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 08-Nov-25																
00:00	**58**	35.6	31.2	5.7	0	0	0	0	4	32	14	6	1	0	0	1
01:00	**35**	36.3	32.6	4.8	0	0	0	0	2	10	17	4	2	0	0	0
02:00	**30**	34.3	30.2	4.1	0	0	0	0	3	16	9	2	0	0	0	0
03:00	**19**	40.1	33.8	6.9	0	0	0	0	2	5	6	3	2	1	0	0
04:00	**26**	35.3	30.8	6.7	0	0	1	0	3	10	8	3	0	1	0	0
05:00	**71**	36.5	31.9	4.8	0	0	0	0	1	37	21	8	4	0	0	0
06:00	**151**	35.6	31.5	4.2	0	0	0	0	3	77	52	16	3	0	0	0
07:00	**248**	35.3	31.1	4.5	0	0	0	0	7	142	71	18	9	1	0	0
08:00	**524**	32.4	29.1	3.5	0	0	0	1	53	367	86	14	3	0	0	0
09:00	**735**	30.9	28.2	3.8	0	0	1	15	135	481	88	14	1	0	0	0
10:00	**910**	30.2	25.8	4.9	2	6	30	51	347	406	60	7	0	1	0	0
11:00	**917**	29.9	25.2	5	1	10	30	78	379	356	60	2	0	1	0	0
12:00	**950**	30	25.8	4.8	0	6	26	53	373	438	47	3	2	0	0	2
13:00	**839**	30.3	26.6	4.3	0	1	9	31	312	414	59	9	3	1	0	0
14:00	**857**	30.6	27.2	4.5	1	4	7	16	268	474	73	11	0	1	0	2
15:00	**738**	30.7	27.6	3.8	0	0	0	12	214	424	76	11	0	1	0	0
16:00	**726**	30.3	26.4	4.6	0	3	12	43	247	361	53	4	2	1	0	0
17:00	**650**	30.6	27	4.5	0	2	6	32	188	350	60	10	2	0	0	0
18:00	**529**	30.9	28.3	4.3	0	0	0	4	113	338	63	5	2	1	0	3
19:00	**366**	33	29.5	3.9	0	0	0	0	35	248	70	7	4	1	1	0
20:00	**281**	33.3	29.7	4.4	0	0	0	1	23	193	47	10	3	3	1	0
21:00	**227**	34.9	30.8	4.3	0	0	0	0	8	133	66	17	2	0	0	1
22:00	**181**	34.9	30.5	4.6	0	0	0	1	13	103	47	14	0	3	0	0
23:00	**147**	35.1	31.1	5.4	0	0	0	0	11	77	45	7	4	0	3	0
12H,7-19	**8623**	**30.6**	**27**	**4.6**	**4**	**32**	**121**	**336**	**2636**	**4551**	**796**	**108**	**24**	**8**	**0**	**7**
16H,6-22	**9648**	**30.8**	**27.3**	**4.7**	**4**	**32**	**121**	**337**	**2705**	**5202**	**1031**	**158**	**36**	**12**	**2**	**8**
18H,6-24	**9976**	**30.9**	**27.4**	**4.7**	**4**	**32**	**121**	**338**	**2729**	**5382**	**1123**	**179**	**40**	**15**	**5**	**8**
24H,0-24	**10215**	**31**	**27.5**	**4.8**	**4**	**32**	**122**	**338**	**2744**	**5492**	**1198**	**205**	**49**	**17**	**5**	**9**

Data produced by
Auto Surveys Ltd

14936			TOTON				Site No: 14936001				Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 09-Nov-25																
00:00	**78**	35.7	30.8	4.8	0	0	1	0	3	44	19	10	1	0	0	0
01:00	**41**	37.7	31.9	4.8	0	0	0	0	2	19	10	10	0	0	0	0
02:00	**41**	38.4	32.6	6.4	0	0	0	0	1	21	10	5	2	1	1	0
03:00	**20**	34.8	30.8	5.2	0	0	0	0	2	11	4	2	1	0	0	0
04:00	**16**	34.6	30.7	4.3	0	0	0	0	2	6	7	1	0	0	0	0
05:00	**43**	35.7	32.1	5.8	0	0	0	0	0	23	14	4	1	0	0	1
06:00	**97**	36	32.2	4.9	0	0	0	0	1	46	35	10	4	0	1	0
07:00	**139**	35.8	31.4	5	0	0	0	0	4	79	36	12	6	2	0	0
08:00	**212**	34.5	30.3	4.1	0	0	0	0	13	127	57	13	0	2	0	0
09:00	**495**	33.5	29.4	3.9	0	0	0	2	58	305	111	16	1	2	0	0
10:00	**688**	30.9	28.4	3.8	0	0	1	3	127	464	77	11	3	0	2	0
11:00	**780**	30.3	26.7	4	0	1	1	45	246	425	56	5	1	0	0	0
12:00	**916**	30	25.5	4.8	0	4	24	84	358	386	54	4	0	1	0	1
13:00	**840**	30.5	26.7	4.5	1	6	7	39	270	436	75	4	1	1	0	0
14:00	**740**	30.6	27.7	3.7	0	0	4	2	191	467	66	7	3	0	0	0
15:00	**547**	31.5	28.5	3.7	0	0	1	3	95	357	81	9	0	1	0	0
16:00	**567**	30.8	27.8	3.9	0	0	1	10	142	341	62	10	1	0	0	0
17:00	**481**	31.6	28.3	4.1	0	0	2	5	102	290	76	3	1	1	1	0
18:00	**351**	33.7	29.9	3.9	0	0	0	0	20	237	75	13	5	1	0	0
19:00	**301**	33.9	29.9	3.9	0	0	0	0	23	188	76	9	4	1	0	0
20:00	**207**	34	30.1	4.8	0	0	0	0	13	145	29	15	2	1	1	1
21:00	**146**	35.4	31.1	5.3	0	0	0	0	11	79	38	10	4	4	0	0
22:00	**104**	34.2	30.3	3.8	0	0	0	0	4	65	30	3	2	0	0	0
23:00	**68**	35.5	31.1	4.2	0	0	0	0	1	40	18	8	1	0	0	0
12H,7-19	**6756**	**30.9**	**27.8**	**4.4**	**1**	**11**	**41**	**193**	**1626**	**3914**	**826**	**107**	**22**	**11**	**3**	**1**
16H,6-22	**7507**	**31.4**	**28**	**4.5**	**1**	**11**	**41**	**193**	**1674**	**4372**	**1004**	**151**	**36**	**17**	**5**	**2**
18H,6-24	**7679**	**31.6**	**28.1**	**4.5**	**1**	**11**	**41**	**193**	**1679**	**4477**	**1052**	**162**	**39**	**17**	**5**	**2**
24H,0-24	**7918**	**31.9**	**28.2**	**4.5**	**1**	**11**	**42**	**193**	**1689**	**4601**	**1116**	**194**	**44**	**18**	**6**	**3**

Data produced by
Auto Surveys Ltd

14936			TOTON				Site No: 14936001				Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 10-Nov-25																
00:00	**49**	38.6	32.5	5.7	0	0	0	0	3	21	12	10	2	1	0	0
01:00	**10**	33.5	30.5	5.5	0	0	0	0	1	6	2	0	1	0	0	0
02:00	**10**	34.3	31.5	5	0	0	0	0	0	6	3	0	1	0	0	0
03:00	**10**	36	31.5	5.5	0	0	0	0	0	7	1	1	1	0	0	0
04:00	**33**	40.4	33.8	5.9	0	0	0	0	0	13	11	4	4	1	0	0
05:00	**181**	35.1	31.2	4.3	0	0	2	0	4	86	74	13	2	0	0	0
06:00	**291**	34.2	30.3	3.9	0	0	0	0	11	185	79	11	3	2	0	0
07:00	**597**	32.1	28.5	5	0	0	0	8	141	336	99	4	2	0	0	7
08:00	**908**	29.4	24.9	4.4	0	6	13	99	438	317	30	3	2	0	0	0
09:00	**790**	30.7	27.2	4	0	0	2	29	236	431	83	8	1	0	0	0
10:00	**628**	30.5	27.8	3.4	0	0	0	9	133	431	47	8	0	0	0	0
11:00	**631**	30.6	27.4	3.8	0	0	3	18	163	384	57	6	0	0	0	0
12:00	**749**	30.1	26.2	4.2	0	4	3	43	297	352	46	2	2	0	0	0
13:00	**653**	30.5	27.5	3.9	0	0	4	4	176	413	49	4	0	1	2	0
14:00	**665**	30.6	27.3	4.8	0	5	5	24	173	390	58	5	1	1	0	3
15:00	**840**	29	23.4	5.7	0	23	71	122	350	246	23	2	3	0	0	0
16:00	**902**	28.9	23.7	5.4	0	20	48	144	398	265	21	3	1	0	2	0
17:00	**996**	28.9	23.5	4.9	1	5	27	275	382	273	27	5	1	0	0	0
18:00	**712**	30.3	26.8	3.8	0	0	0	16	272	367	47	8	2	0	0	0
19:00	**474**	32.5	29	3.7	0	0	0	0	65	310	92	6	0	0	0	1
20:00	**298**	33.6	29.7	3.8	0	0	1	2	16	198	69	10	2	0	0	0
21:00	**234**	34.3	30.3	3.9	0	0	0	2	10	142	67	11	1	1	0	0
22:00	**103**	33.9	29.9	4.2	0	0	1	0	7	64	26	3	2	0	0	0
23:00	**52**	37.2	32.4	5.4	0	0	0	0	1	24	17	7	1	2	0	0
12H,7-19	**9071**	**30.2**	**25.9**	**4.9**	**1**	**63**	**176**	**791**	**3159**	**4205**	**587**	**58**	**15**	**2**	**4**	**10**
16H,6-22	**10368**	**30.5**	**26.4**	**4.9**	**1**	**63**	**177**	**795**	**3261**	**5040**	**894**	**96**	**21**	**5**	**4**	**11**
18H,6-24	**10523**	**30.5**	**26.4**	**5**	**1**	**63**	**178**	**795**	**3269**	**5128**	**937**	**106**	**24**	**7**	**4**	**11**
24H,0-24	**10816**	**30.6**	**26.6**	**5**	**1**	**63**	**180**	**795**	**3277**	**5267**	**1040**	**134**	**35**	**9**	**4**	**11**

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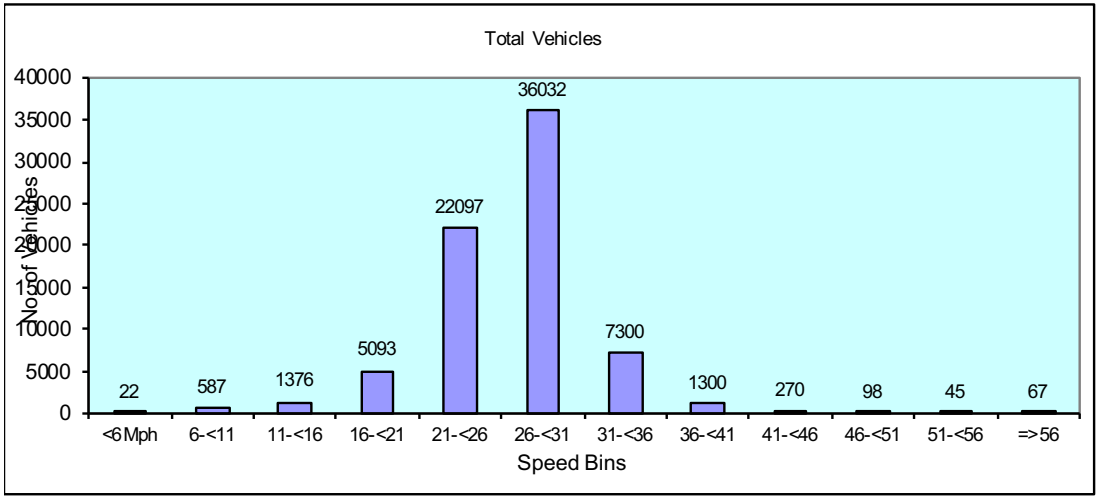
14936			TOTON				Site No: 14936001				Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 11-Nov-25																
00:00	**24**	36.9	31.4	4.6	0	0	0	0	1	13	5	5	0	0	0	0
01:00	**21**	36.6	31.4	5.1	0	0	0	0	1	12	4	3	1	0	0	0
02:00	**15**	34.3	30.5	4	0	0	0	0	2	5	8	0	0	0	0	0
03:00	**17**	43.4	35.9	8	0	0	0	0	0	7	2	4	2	1	1	0
04:00	**28**	40.1	33.3	6.6	0	0	0	1	0	11	8	4	3	1	0	0
05:00	**191**	35.9	31.4	4.7	0	0	1	0	3	104	55	22	5	1	0	0
06:00	**316**	34.8	30.7	4.1	0	0	0	0	14	180	98	20	3	0	1	0
07:00	**622**	30.6	27.2	4.4	1	0	3	24	187	342	44	20	1	0	0	0
08:00	**1013**	28	21.7	5.9	1	49	99	282	347	211	19	5	0	0	0	0
09:00	**792**	30.2	26.5	4.3	1	5	3	29	303	392	47	11	1	0	0	0
10:00	**683**	30.3	27.1	4	0	0	4	22	188	427	35	5	0	0	0	2
11:00	**666**	30.1	26.8	3.6	0	0	0	11	253	366	32	1	2	0	1	0
12:00	**709**	30.2	26.9	3.7	0	0	1	7	269	383	39	9	0	1	0	0
13:00	**610**	30.6	27.6	4.2	0	0	2	11	165	368	57	4	0	0	0	3
14:00	**713**	30.3	26.9	4.5	0	0	0	32	253	369	45	5	7	0	0	2
15:00	**854**	29.6	24.9	4.9	0	3	21	112	371	301	37	7	0	0	0	2
16:00	**871**	29.2	24.7	4.9	1	3	24	82	463	260	34	0	0	0	1	3
17:00	**1085**	26.5	19.2	6.8	6	132	200	315	254	157	17	1	1	2	0	0
18:00	**777**	30.5	27.1	4.1	0	0	0	36	246	419	63	10	2	1	0	0
19:00	**517**	32.1	28.6	4	0	0	1	7	85	327	83	12	1	0	1	0
20:00	**304**	33.9	30	4.1	0	0	0	0	18	199	70	13	2	1	0	1
21:00	**227**	34.2	30.5	4	0	0	0	0	7	142	67	7	2	1	1	0
22:00	**119**	33.6	29.8	5.5	0	0	1	0	12	76	22	5	1	0	0	2
23:00	**59**	36.4	31.2	4.9	0	0	0	0	6	26	17	9	1	0	0	0
12H,7-19	**9395**	**30**	**25.1**	**5.6**	**10**	**192**	**357**	**963**	**3299**	**3995**	**469**	**78**	**14**	**4**	**2**	**12**
16H,6-22	**10759**	**30.3**	**25.7**	**5.6**	**10**	**192**	**358**	**970**	**3423**	**4843**	**787**	**130**	**22**	**6**	**5**	**13**
18H,6-24	**10937**	**30.4**	**25.8**	**5.6**	**10**	**192**	**359**	**970**	**3441**	**4945**	**826**	**144**	**24**	**6**	**5**	**15**
24H,0-24	**11233**	**30.5**	**25.9**	**5.7**	**10**	**192**	**360**	**971**	**3448**	**5097**	**908**	**182**	**35**	**9**	**6**	**15**

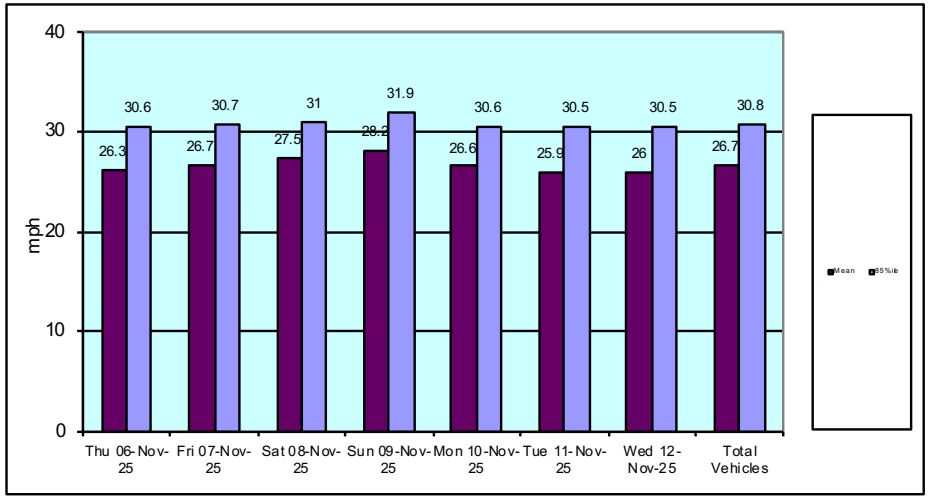
Data produced by
Auto Surveys Ltd

14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 12-Nov-25																
00:00	**22**	36.5	30.8	5.9	0	0	0	0	3	12	3	2	2	0	0	0
01:00	**16**	34.9	31	5	0	0	0	0	1	9	4	1	1	0	0	0
02:00	**16**	34.6	31.6	5.6	0	0	0	0	1	7	7	0	0	1	0	0
03:00	**13**	41.9	34.3	6.9	0	0	0	0	1	4	3	2	3	0	0	0
04:00	**39**	35.1	32.1	5.6	0	0	0	0	1	20	12	2	3	1	0	0
05:00	**173**	35.1	30.8	4.5	0	0	2	0	3	99	52	13	4	0	0	0
06:00	**299**	34.8	30.6	4	0	0	0	0	12	176	86	22	2	1	0	0
07:00	**586**	30.5	27.1	4.3	0	2	6	13	177	333	47	6	0	0	2	0
08:00	**979**	28.2	21.7	6.1	1	62	96	229	350	217	21	3	0	0	0	0
09:00	**818**	30.2	25.9	5.3	2	7	18	72	286	366	54	10	0	1	0	2
10:00	**706**	30.2	26.5	4.1	0	0	0	35	281	340	42	5	1	0	2	0
11:00	**659**	30.3	26.8	3.9	0	0	1	12	263	333	44	4	1	0	0	1
12:00	**682**	30.4	27.2	3.8	0	0	1	12	210	406	45	5	2	0	1	0
13:00	**638**	30.6	27.6	4.3	0	0	0	13	183	374	61	2	2	0	0	3
14:00	**661**	30.1	26.4	4	0	0	5	27	262	324	39	3	0	0	1	0
15:00	**865**	28.9	21.7	7	1	93	80	171	261	220	36	2	1	0	0	0
16:00	**863**	29.5	25.1	4.4	0	1	12	96	402	315	25	9	3	0	0	0
17:00	**981**	28.5	23.4	4.8	0	12	31	218	448	251	20	0	0	1	0	0
18:00	**757**	30.2	26.5	4.1	0	0	0	40	295	368	47	2	4	0	1	0
19:00	**505**	31.6	28.8	4.6	0	0	0	1	95	324	69	8	2	1	2	3
20:00	**325**	34.3	30	4.4	0	0	0	0	34	193	74	20	3	0	0	1
21:00	**232**	34.5	30.3	4.5	0	0	0	0	15	147	50	15	1	4	0	0
22:00	**148**	34.9	30.7	4.5	0	0	0	1	8	83	43	10	1	2	0	0
23:00	**98**	32.8	29.5	4.4	0	0	0	0	10	67	16	3	0	2	0	0
12H,7-19	**9195**	**29.9**	**25.2**	**5.3**	**4**	**177**	**250**	**938**	**3418**	**3847**	**481**	**51**	**14**	**2**	**7**	**6**
16H,6-22	**10556**	**30.3**	**25.8**	**5.4**	**4**	**177**	**250**	**939**	**3574**	**4687**	**760**	**116**	**22**	**8**	**9**	**10**
18H,6-24	**10802**	**30.4**	**25.9**	**5.4**	**4**	**177**	**250**	**940**	**3592**	**4837**	**819**	**129**	**23**	**12**	**9**	**10**
24H,0-24	**11081**	**30.5**	**26**	**5.5**	**4**	**177**	**252**	**940**	**3602**	**4988**	**900**	**149**	**36**	**14**	**9**	**10**

Data produced by
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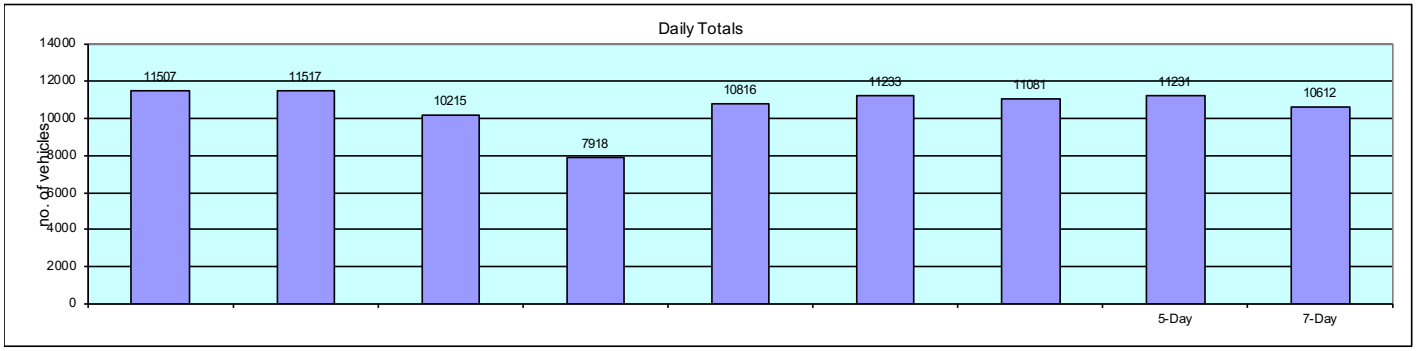
14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Southbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Thu 06-Nov-25	**11507**	30.6	26.3	5.3	1	86	242	1029	3639	5170	1051	227	37	11	3	11
Fri 07-Nov-25	**11517**	30.7	26.7	5	1	26	178	827	3698	5417	1087	209	34	20	12	8
Sat 08-Nov-25	**10215**	31	27.5	4.8	4	32	122	338	2744	5492	1198	205	49	17	5	9
Sun 09-Nov-25	**7918**	31.9	28.2	4.5	1	11	42	193	1689	4601	1116	194	44	18	6	3
Mon 10-Nov-25	**10816**	30.6	26.6	5	1	63	180	795	3277	5267	1040	134	35	9	4	11
Tue 11-Nov-25	**11233**	30.5	25.9	5.7	10	192	360	971	3448	5097	908	182	35	9	6	15
Wed 12-Nov-25	**11081**	30.5	26	5.5	4	177	252	940	3602	4988	900	149	36	14	9	10
Total Vehicles																
[--]	**74287**	30.8	26.7	5.1	22	587	1376	5093	22097	36032	7300	1300	270	98	45	67





Data produced by
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14936		TOTON		Site No: 14936001 Channel: Southbound		Location	Stapleford Road, Toton (South of Park & Ride)		
TIME PERIOD	Thu 06-Nov-25	Fri 07-Nov-25	Sat 08-Nov-25	Sun 09-Nov-25	Mon 10-Nov-25	Tue 11-Nov-25	Wed 12-Nov-25	5-Day Av	7-Day Av
Week Begin: 06-Nov-25									
00:00	**36**	26	58	78	49	24	22	31	42
01:00	**16**	32	35	41	10	21	16	19	24
02:00	**20**	18	30	41	10	15	16	16	21
03:00	**24**	13	19	20	10	17	13	15	17
04:00	**42**	39	26	16	33	28	39	36	32
05:00	**187**	158	71	43	181	191	173	178	143
06:00	**319**	280	151	97	291	316	299	301	250
07:00	**590**	594	248	139	597	622	586	598	482
08:00	**948**	863	524	212	908	1013	979	942	778
09:00	**787**	778	735	495	790	792	818	793	742
10:00	**687**	728	910	688	628	683	706	686	719
11:00	**675**	764	917	780	631	666	659	679	727
12:00	**761**	794	950	916	749	709	682	739	794
13:00	**653**	749	839	840	653	610	638	661	712
14:00	**705**	802	857	740	665	713	661	709	735
15:00	**886**	909	738	547	840	854	865	871	806
16:00	**991**	986	726	567	902	871	863	923	844
17:00	**1041**	872	650	481	996	1085	981	995	872
18:00	**781**	747	529	351	712	777	757	755	665
19:00	**521**	468	366	301	474	517	505	497	450
20:00	**363**	311	281	207	298	304	325	320	298
21:00	**229**	245	227	146	234	227	232	233	220
22:00	**170**	204	181	104	103	119	148	149	147
23:00	**75**	137	147	68	52	59	98	84	91
12H,7-19	**9505**	**9586**	**8623**	**6756**	**9071**	**9395**	**9195**	**9350**	**8876**
16H,6-22	**10937**	**10890**	**9648**	**7507**	**10368**	**10759**	**10556**	**10702**	**10095**
18H,6-24	**11182**	**11231**	**9976**	**7679**	**10523**	**10937**	**10802**	**10935**	**10333**
24H,0-24	**11507**	**11517**	**10215**	**7918**	**10816**	**11233**	**11081**	**11231**	**10612**
Am	**08:00**	**08:00**	**11:00**	**11:00**	**08:00**	**08:00**	**08:00**		
Peak	**948**	**863**	**917**	**780**	**908**	**1013**	**979**		
Pm	**17:00**	**16:00**	**12:00**	**12:00**	**17:00**	**17:00**	**17:00**		
Peak	**1041**	**986**	**950**	**916**	**996**	**1085**	**981**		



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Classification Schemes

Scheme F Classification Scheme (Non-metric)

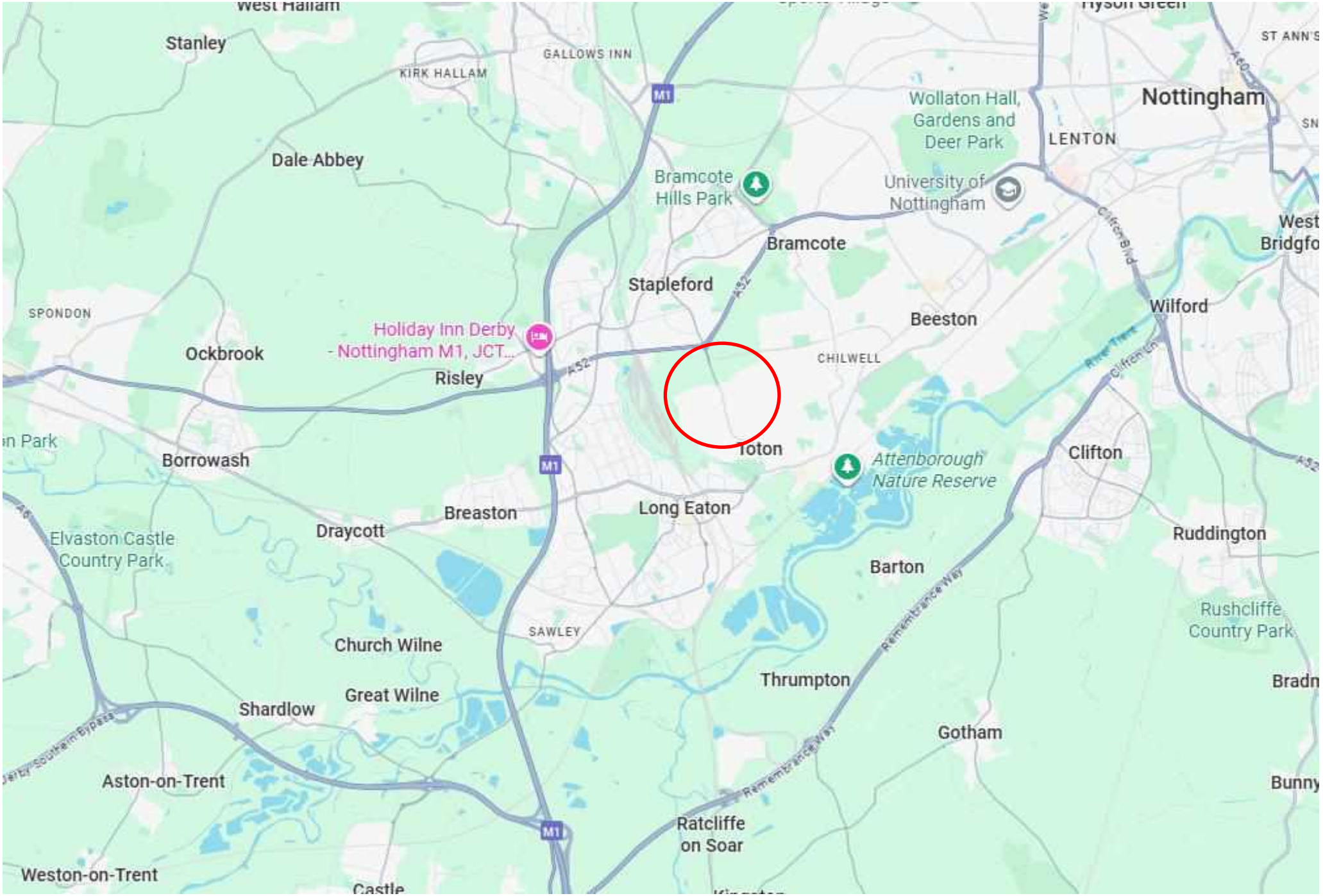
Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 -15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

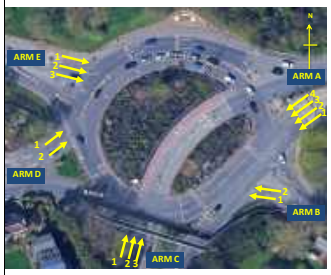
Site 1 - 52.916342, -1.263607 **STAPLEFORD LANE – LOOKING NORTHBOUND**




A52
B6003
Mr Mobility UK
Japanese Water Gardens
Toton Lane Tram
park & ride
Toton Lane
Park & Ride
B6003
1
Monty's Dog Walking
& Pet Wellbeing
Stapleford Ln
Cleve Ave
Katherine Dr

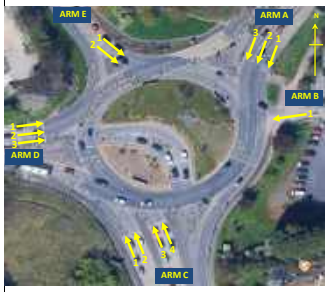

West Hallam
Stanley
GALLOWS INN
KIRK HALLAM
M1
Wollaton Hall, Gardens and Deer Park
Nottingham
ST ANN'S
LENTON
Dale Abbey
Bramcote Hills Park
University of Nottingham
Bramcote
Stapleford
A52
Beeston
Wilford
SPONDON
Holiday Inn Derby - Nottingham M1, JCT...
Ockbrook
Risley
CHILWELL
Toton
Attenborough Nature Reserve
Clifton
Borrowash
Breaston
Long Eaton
Draycott
Elvaston Castle Country Park
Ruddington
Barton
Rushcliffe Country Park
SAWLEY
Church Wilne
Thrumpton
Great Wilne
Shardlow
Gotham
Aston-on-Trent
Ratcliffe on Soar
Weston-on-Trent
Castle

SITE:		DATE:
1	AUTO SURVEYS LTD	06/11/2025
LOCATION:		DAY:
A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007		THURSDAY



JOB TITLE:		JOB NUMBER:
TOTON		14936

SITE:		DATE:
2	AUTO SURVEYS LTD	06/11/2025
LOCATION:		DAY:
A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)		THURSDAY



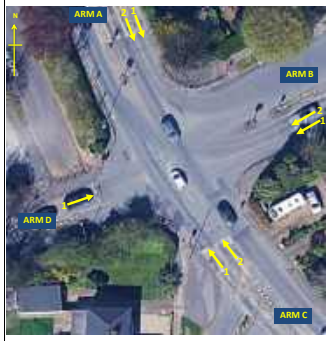
JOB TITLE:		JOB NUMBER:
TOTON		14936

SITE:		DATE:
3	AUTO SURVEYS LTD	06/11/2025
LOCATION:		DAY:
B6003 (N) / SITE ACCESS / B6003 (S)		THURSDAY



JOB TITLE:		JOB NUMBER:
TOTON		14936

SITE:		DATE:
4	AUTO SURVEYS LTD	06/11/2025
LOCATION:		DAY:
B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD		THURSDAY



JOB TITLE:		JOB NUMBER:
TOTON		14936

SITE:		DATE:
5	AUTO SURVEYS LTD	06/11/2025
LOCATION:		DAY:
A6005 (W) / B6003 / A6005 (E)		THURSDAY



JOB TITLE:		JOB NUMBER:
TOTON		14936

SITE:		DATE:
6	AUTO SURVEYS LTD	06/11/2025
LOCATION:		DAY:
M1 SLIP ROADS (N) / A52 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / A52 (W) / BOSTOCKS		THURSDAY



JOB TITLE:		JOB NUMBER:
TOTON		14936

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: AS2 (E) / TOWN STREET / AS2 (S) / BS010 / A6007 **DAY:** THURSDAY

TIME	A TO A FROM AS2 (E) TO AS2 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	0	0	0	0	0	4
07:15	8	0	0	0	0	0	0	8
07:30	9	0	1	0	1	0	0	11
07:45	6	0	0	0	0	0	0	6
H/TOT	26	1	1	0	1	0	0	29
08:00	10	1	0	0	0	0	0	11
08:15	9	0	0	0	0	0	0	9
08:30	5	0	0	0	0	0	0	5
08:45	13	1	1	0	0	0	0	15
H/TOT	37	2	1	0	0	0	0	40
09:00	10	3	0	0	0	0	0	13
09:15	13	0	0	0	0	0	0	13
09:30	17	2	0	0	0	0	0	19
09:45	13	1	0	0	0	0	0	14
H/TOT	53	6	0	0	0	0	0	59
P/TOT	116	9	2	0	1	0	0	128

TIME	A TO B FROM AS2 (E) TO TOWN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1
07:15	0	1	0	0	0	0	0	1
07:30	4	1	0	0	0	0	0	5
07:45	3	0	0	0	1	0	0	4
H/TOT	8	2	0	0	1	0	0	11
08:00	1	0	0	0	0	0	0	1
08:15	7	0	0	0	0	0	0	7
08:30	0	0	0	0	0	0	0	0
08:45	2	0	0	0	0	0	0	2
H/TOT	10	0	0	0	0	0	0	10
09:00	2	2	0	0	0	0	0	4
09:15	1	0	2	0	0	0	0	3
09:30	3	1	0	0	0	0	0	4
09:45	0	1	0	0	0	0	0	1
H/TOT	6	4	2	0	0	0	0	12
P/TOT	24	6	2	0	1	0	0	33

TIME	A TO C FROM AS2 (E) TO AS2 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	202	19	7	5	2	0	0	235
07:15	244	36	7	0	1	1	0	289
07:30	299	30	8	3	1	1	0	342
07:45	262	23	4	0	2	0	1	292
H/TOT	1007	108	26	8	6	2	1	1158
08:00	270	33	7	5	6	2	0	323
08:15	213	24	9	3	3	1	0	253
08:30	227	17	6	2	1	0	0	253
08:45	167	23	7	2	1	0	0	200
H/TOT	877	97	29	12	11	3	0	1029
09:00	147	25	13	6	3	1	0	195
09:15	173	38	9	9	3	0	0	232
09:30	169	21	11	4	2	1	0	208
09:45	136	24	16	7	2	0	0	185
H/TOT	625	108	49	26	10	2	0	820
P/TOT	2509	313	104	46	27	7	1	3007

TIME	A TO D FROM AS2 (E) TO BS010							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	16	2	0	2	1	0	0	21
07:15	15	6	2	0	1	0	0	24
07:30	20	8	1	0	1	1	0	31
07:45	45	4	4	0	2	1	1	57
H/TOT	96	20	7	2	5	2	1	133
08:00	37	5	2	1	1	0	0	46
08:15	25	4	2	0	1	0	0	32
08:30	35	7	0	0	2	0	0	44
08:45	50	10	3	1	2	0	0	66
H/TOT	147	26	7	2	6	0	0	188
09:00	31	7	0	0	1	0	0	39
09:15	20	8	0	0	1	0	0	29
09:30	36	7	0	0	1	0	0	44
09:45	27	8	0	0	2	0	0	37
H/TOT	114	30	0	0	5	0	0	149
P/TOT	357	76	14	4	16	2	1	470

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: AS2 (E) / TOWN STREET / AS2 (S) / BS010 / A6007 **DAY:** THURSDAY

TIME	A TO A FROM AS2 (E) TO AS2 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	0	0	0	0	0	0	9
16:15	14	0	0	0	0	0	0	14
16:30	4	0	0	0	0	0	0	4
16:45	12	1	0	0	0	0	0	13
H/TOT	39	1	0	0	0	0	0	40
17:00	10	0	1	0	1	0	0	12
17:15	13	0	0	0	0	0	0	13
17:30	11	1	0	0	0	0	0	12
17:45	18	1	0	0	0	0	0	19
H/TOT	52	2	1	0	1	0	0	56
18:00	6	1	0	0	0	0	0	7
18:15	16	0	0	0	0	0	0	16
18:30	8	0	0	0	0	0	0	8
18:45	16	0	0	0	0	0	0	16
H/TOT	46	1	0	0	0	0	0	47
P/TOT	137	4	1	0	1	0	0	143

TIME	A TO B FROM AS2 (E) TO TOWN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1
16:15	2	2	0	0	0	0	0	4
16:30	2	0	0	0	0	0	0	2
16:45	5	0	0	0	0	0	0	5
H/TOT	10	2	0	0	0	0	0	12
17:00	3	0	0	0	0	0	0	3
17:15	3	0	0	0	0	0	0	3
17:30	1	0	0	0	0	1	0	2
17:45	3	0	0	0	0	0	0	3
H/TOT	10	0	0	0	0	1	0	11
18:00	2	0	0	0	0	0	0	2
18:15	3	0	0	0	0	0	0	3
18:30	2	0	0	0	0	0	0	2
18:45	3	0	0	0	0	0	0	3
H/TOT	10	0	0	0	0	0	0	10
P/TOT	30	2	0	0	0	1	0	33

TIME	A TO C FROM AS2 (E) TO AS2 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	168	40	6	2	0	1	0	217
16:15	191	27	5	2	2	1	0	228
16:30	226	31	5	1	2	1	0	266
16:45	207	12	0	2	1	3	0	225
H/TOT	792	110	16	7	5	6	0	936
17:00	233	14	3	1	2	2	0	255
17:15	190	16	2	4	1	0	0	213
17:30	205	10	2	1	0	1	0	219
17:45	160	9	4	2	2	0	0	177
H/TOT	788	49	11	8	5	3	0	864
18:00	166	6	1	1	3	0	0	177
18:15	183	9	3	2	0	0	0	197
18:30	177	8	1	1	1	0	0	188
18:45	168	6	1	1	2	0	0	178
H/TOT	694	29	6	5	6	0	0	740
P/TOT	2274	188	33	20	16	9	0	2540

TIME	A TO D FROM AS2 (E) TO BS010							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	63	11	0	0	2	0	0	76
16:15	51	10	2	0	2	2	0	67
16:30	76	6	0	0	1	0	0	83
16:45	57	2	2	2	0	1	0	64
H/TOT	247	29	4	2	5	3	0	290
17:00	49	15	0	2	1	0	0	67
17:15	74	10	0	0	3	0	2	89
17:30	59	2	1	0	1	0	1	64
17:45	45	4	2	0	1	3	1	56
H/TOT	227	31	3	2	6	3	4	276
18:00	48	8	1	0	3	1	0	61
18:15	56	7	1	0	2	0	0	66
18:30	32	9	0	0	3	0	0	44
18:45	39	5	2	0	0	0	0	46
H/TOT	175	29	4	0	8	1	0	217
P/TOT	649	89	11	4	19	7	4	783

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: A52 (E) / TOWN STREET / A52 (S) / BS010 / A6007 **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: A52 (E) / TOWN STREET / A52 (S) / BS010 / A6007 **DAY:** THURSDAY

TIME	A TO E FROM A52 (E) TO A6007								B TO A FROM TOWN STREET TO A52 (E)								B TO B FROM TOWN STREET TO TOWN STREET								B TO C FROM TOWN STREET TO A52 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	6	0	0	0	0	1	18	3	0	0	0	0	0	0	3	07:00	0	0	0	0	0	0	0	0	33	8	0	0	0	0	0	41
07:15	31	3	2	1	0	0	0	37	5	0	0	0	0	0	0	5	07:15	0	0	0	0	0	0	0	0	38	2	0	0	0	0	0	40
07:30	43	6	1	1	0	0	0	51	8	0	0	0	0	0	0	8	07:30	0	0	0	0	0	0	0	0	65	1	0	0	0	0	0	66
07:45	36	6	1	0	1	0	0	44	8	1	0	0	0	0	0	9	07:45	0	0	0	0	0	0	0	0	52	4	1	0	0	0	0	57
H/TOT	121	21	4	2	1	0	1	150	24	1	0	0	0	0	0	25	H/TOT	0	0	0	0	0	0	0	0	188	15	1	0	0	0	0	204
08:00	32	6	1	1	0	0	0	40	6	0	0	0	0	0	0	6	08:00	0	0	0	0	0	0	0	0	41	4	1	0	0	0	0	46
08:15	38	10	1	1	0	0	0	50	12	1	0	0	0	0	0	13	08:15	0	0	0	0	0	0	0	0	37	5	1	0	0	0	0	43
08:30	45	4	1	0	0	0	0	50	8	0	0	0	0	0	0	8	08:30	0	0	0	0	0	0	0	0	43	3	1	0	1	0	0	48
08:45	38	4	5	1	0	0	0	48	8	1	0	0	0	0	0	9	08:45	0	0	0	0	0	0	0	0	43	10	0	0	0	0	0	53
H/TOT	153	24	8	3	0	0	0	188	34	2	0	0	0	0	0	36	H/TOT	0	0	0	0	0	0	0	0	164	22	3	0	1	0	0	190
09:00	35	8	7	0	0	0	0	50	4	1	0	0	0	0	0	5	09:00	0	0	0	0	0	0	0	0	28	0	1	0	0	0	0	29
09:15	39	5	2	0	0	0	0	46	8	2	0	0	0	0	0	10	09:15	0	0	0	0	0	0	0	0	14	3	1	0	0	0	0	18
09:30	22	5	3	2	0	0	0	32	5	1	0	0	0	0	0	6	09:30	0	0	0	0	0	0	0	0	20	5	2	0	0	0	0	27
09:45	26	8	2	0	0	0	0	36	12	0	0	0	0	0	0	12	09:45	0	0	0	0	0	0	0	0	23	3	1	0	0	0	0	27
H/TOT	122	26	14	2	0	0	0	164	29	4	0	0	0	0	0	33	H/TOT	0	0	0	0	0	0	0	0	85	11	5	0	0	0	0	101
P/TOT	396	71	26	7	1	0	1	502	87	7	0	0	0	0	0	94	P/TOT	0	0	0	0	0	0	0	0	437	48	9	0	1	0	0	495

TIME	A TO E FROM A52 (E) TO A6007								B TO A FROM TOWN STREET TO A52 (E)								B TO B FROM TOWN STREET TO TOWN STREET								B TO C FROM TOWN STREET TO A52 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	64	14	3	1	0	0	0	82	15	1	0	0	0	0	0	16	16:00	0	0	0	0	0	0	0	0	31	9	0	0	0	1	0	41
16:15	61	16	3	0	0	0	0	80	10	0	0	0	0	0	0	10	16:15	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	15
16:30	68	8	0	0	0	0	0	76	11	1	0	0	0	0	0	12	16:30	0	0	0	0	0	0	0	0	37	5	0	0	0	0	0	42
16:45	59	6	1	1	0	1	0	68	12	3	0	0	0	0	0	15	16:45	0	0	0	0	0	0	0	0	28	2	1	0	0	1	0	32
H/TOT	252	44	7	2	0	1	0	306	48	5	0	0	0	0	0	53	H/TOT	0	0	0	0	0	0	0	0	108	19	1	0	0	2	0	130
17:00	57	6	3	1	0	1	0	68	6	1	0	0	0	0	0	7	17:00	0	0	0	0	0	0	0	0	34	5	0	0	0	0	0	39
17:15	51	1	0	0	0	2	0	54	10	1	0	0	0	0	0	11	17:15	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22
17:30	57	0	1	1	0	0	0	59	5	0	0	0	0	1	0	6	17:30	0	0	0	0	0	0	0	0	31	3	0	0	0	0	0	34
17:45	55	4	2	0	0	1	0	62	17	1	0	0	0	0	0	18	17:45	0	0	0	0	0	0	0	0	32	3	0	0	0	0	0	35
H/TOT	220	11	6	2	0	4	0	243	38	3	0	0	0	1	0	42	H/TOT	0	0	0	0	0	0	0	0	117	13	0	0	0	0	0	130
18:00	49	4	1	0	0	0	0	54	17	1	0	0	1	0	0	19	18:00	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26
18:15	51	5	1	0	0	0	1	58	12	0	0	0	0	0	0	12	18:15	0	0	0	0	0	0	0	0	19	2	1	0	0	0	0	22
18:30	45	3	1	0	0	0	0	49	9	0	0	0	0	0	0	9	18:30	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20
18:45	36	3	0	0	0	0	0	39	9	0	0	0	0	0	0	9	18:45	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	11
H/TOT	181	15	3	0	0	0	1	200	47	1	0	0	1	0	0	49	H/TOT	0	0	0	0	0	0	0	0	72	6	1	0	0	0	0	79
P/TOT	653	70	16	4	0	5	1	749	133	9	0	0	1	1	0	144	P/TOT	0	0	0	0	0	0	0	0	297	38	2	0	0	2	0	339

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007 **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007 **DAY:** THURSDAY

TIME	B TO D FROM TOWN STREET TO B5010								B TO E FROM TOWN STREET TO A6007								C TO A FROM A52 (S) TO A52 (E)								C TO B FROM A52 (S) TO TOWN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	1	0	0	0	0	0	3	25	2	1	0	0	0	0	28	07:00	227	54	4	4	2	2	0	293	9	1	0	0	0	0	0	10
07:15	4	0	0	0	1	0	0	5	26	5	1	0	0	0	0	32	07:15	250	47	9	2	1	1	0	310	19	4	1	0	0	0	0	24
07:30	4	1	0	0	0	0	0	5	35	1	0	0	0	0	0	36	07:30	293	41	18	10	6	1	0	369	8	3	0	0	0	0	0	11
07:45	13	1	1	0	0	0	0	15	37	6	0	0	0	0	0	43	07:45	277	66	10	7	2	3	0	365	20	6	0	0	0	1	0	27
H/TOT	23	3	1	0	1	0	0	28	123	14	2	0	0	0	0	139	H/TOT	1047	208	41	23	11	7	0	1337	56	14	1	0	0	1	0	72
08:00	10	2	0	0	0	0	0	12	24	3	0	0	0	0	0	27	08:00	252	53	14	9	2	2	0	332	25	9	0	0	0	0	0	34
08:15	9	2	0	0	1	0	0	12	30	2	1	0	1	0	0	34	08:15	292	50	15	2	2	1	0	362	18	4	1	0	0	0	0	23
08:30	11	1	0	0	0	0	0	12	28	3	0	0	1	1	0	33	08:30	268	48	9	8	3	0	0	336	27	4	2	0	0	0	0	33
08:45	20	3	0	0	0	0	0	23	34	5	0	0	0	0	0	39	08:45	216	40	8	6	2	1	0	273	20	6	1	0	0	0	0	27
H/TOT	50	8	0	0	1	0	0	59	116	13	1	0	2	1	0	133	H/TOT	1028	191	46	25	9	4	0	1303	90	23	4	0	0	0	0	117
09:00	13	2	0	0	0	0	0	15	25	1	0	0	0	0	1	27	09:00	179	37	14	8	2	0	0	240	14	8	0	0	0	0	0	22
09:15	8	2	0	0	0	0	0	10	21	3	2	0	0	0	1	27	09:15	165	31	13	11	2	0	0	222	8	2	1	0	0	0	0	11
09:30	2	2	0	0	0	0	0	4	19	4	1	0	0	0	0	24	09:30	161	28	16	4	1	2	0	212	21	3	1	0	0	0	0	25
09:45	5	1	0	0	0	1	0	7	14	4	1	0	0	0	0	19	09:45	159	34	15	6	1	0	0	215	12	5	0	0	0	0	0	17
H/TOT	28	7	0	0	0	1	0	36	79	12	4	0	0	0	2	97	H/TOT	664	130	58	29	6	2	0	889	55	18	2	0	0	0	0	75
P/TOT	101	18	1	0	2	1	0	123	318	39	7	0	2	1	2	369	P/TOT	2739	529	145	77	26	13	0	3529	201	55	7	0	0	1	0	264

TIME	B TO D FROM TOWN STREET TO B5010								B TO E FROM TOWN STREET TO A6007								C TO A FROM A52 (S) TO A52 (E)								C TO B FROM A52 (S) TO TOWN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	16	1	0	0	0	0	0	17	43	2	0	0	0	0	0	45	16:00	244	44	4	1	1	0	0	294	26	7	1	0	0	0	0	34
16:15	13	3	1	0	0	0	1	18	29	6	1	0	0	0	0	36	16:15	263	25	2	0	3	3	0	296	36	7	1	0	0	0	0	44
16:30	14	2	0	0	1	0	1	18	30	9	1	0	0	3	0	43	16:30	290	29	7	1	1	0	0	328	46	3	0	0	0	0	0	49
16:45	17	1	0	0	0	0	0	18	38	3	0	0	0	0	0	41	16:45	243	22	3	1	1	1	0	271	35	3	0	0	0	0	0	38
H/TOT	60	7	1	0	1	0	2	71	140	20	2	0	0	3	0	165	H/TOT	1040	120	16	3	6	4	0	1189	143	20	2	0	0	0	0	165
17:00	21	5	0	0	0	0	0	26	35	3	0	0	0	0	0	38	17:00	265	15	2	2	1	2	0	287	34	6	0	0	0	1	0	41
17:15	11	0	0	0	0	0	0	11	33	1	0	0	0	0	0	34	17:15	291	12	3	3	1	1	0	311	28	1	0	0	0	0	0	29
17:30	19	1	0	0	0	0	0	20	33	1	0	0	0	0	0	34	17:30	238	18	0	1	3	2	0	262	46	4	0	0	0	0	0	50
17:45	19	4	0	0	0	1	0	24	30	2	0	0	0	1	2	35	17:45	276	19	1	0	1	0	0	297	49	0	0	0	0	0	0	49
H/TOT	70	10	0	0	0	1	0	81	131	7	0	0	0	1	2	141	H/TOT	1070	64	6	6	6	5	0	1157	157	11	0	0	0	1	0	169
18:00	13	1	0	0	1	0	0	15	26	2	0	0	0	0	0	28	18:00	275	18	4	2	5	1	0	305	33	1	1	0	0	0	0	35
18:15	16	1	0	0	0	0	0	17	14	5	0	0	0	0	0	19	18:15	260	18	3	1	1	1	0	284	26	3	0	0	0	0	0	29
18:30	17	0	0	0	1	0	0	18	19	1	0	0	0	0	0	20	18:30	242	9	4	2	3	0	0	260	26	0	0	0	0	0	0	26
18:45	5	1	0	0	0	0	0	6	22	2	0	0	0	0	0	24	18:45	200	8	3	1	1	2	0	215	24	1	1	0	0	0	0	26
H/TOT	51	3	0	0	2	0	0	56	81	10	0	0	0	0	0	91	H/TOT	977	53	14	6	10	4	0	1064	109	5	2	0	0	0	0	116
P/TOT	181	20	1	0	3	1	2	208	352	37	2	0	0	4	2	397	P/TOT	3087	237	36	15	22	13	0	3410	409	36	4	0	0	1	0	450

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007 **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007 **DAY:** THURSDAY

TIME	C TO C FROM A52 (S) TO A52 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C TO D FROM A52 (S) TO B5010							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	0	1	0	0	0	0	9
07:15	2	1	0	0	0	0	0	3
07:30	3	0	0	0	0	0	0	3
07:45	6	1	0	0	0	0	0	7
H/TOT	19	2	1	0	0	0	0	22
08:00	3	3	0	0	0	0	0	6
08:15	6	3	0	0	0	0	0	9
08:30	8	3	0	0	0	0	0	11
08:45	3	0	0	0	0	0	0	3
H/TOT	20	9	0	0	0	0	0	29
09:00	6	4	1	0	0	1	0	12
09:15	6	0	0	0	0	1	0	7
09:30	5	2	0	0	0	0	0	7
09:45	8	0	0	0	0	1	0	9
H/TOT	25	6	1	0	0	3	0	35
P/TOT	64	17	2	0	0	3	0	86

TIME	C TO E FROM A52 (S) TO A6007							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	40	9	3	3	0	0	0	55
07:15	52	17	2	0	0	0	0	71
07:30	61	14	4	1	0	0	0	80
07:45	52	15	2	2	0	2	0	73
H/TOT	205	55	11	6	0	2	0	279
08:00	49	10	2	2	0	0	0	63
08:15	49	8	2	0	0	1	0	60
08:30	33	7	5	1	0	0	0	46
08:45	42	11	7	0	0	0	0	60
H/TOT	173	36	16	3	0	1	0	229
09:00	43	8	4	4	0	0	0	59
09:15	26	7	4	7	0	0	0	44
09:30	18	7	3	4	0	0	0	32
09:45	38	6	1	3	1	0	0	49
H/TOT	125	28	12	18	1	0	0	184
P/TOT	503	119	39	27	1	3	0	692

TIME	D TO A FROM B5010 TO A52 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	57	10	2	0	2	0	0	71
07:15	53	15	3	1	3	1	2	78
07:30	100	16	4	0	2	1	1	124
07:45	96	16	3	0	2	0	3	120
H/TOT	306	57	12	1	9	2	6	393
08:00	94	10	10	0	2	1	0	117
08:15	94	12	4	0	2	1	0	113
08:30	70	12	4	0	1	0	2	89
08:45	66	12	2	1	2	0	2	85
H/TOT	324	46	20	1	7	2	4	404
09:00	70	9	2	0	1	0	0	82
09:15	28	6	3	1	2	1	0	41
09:30	43	11	1	1	2	0	0	58
09:45	22	9	1	0	2	0	0	34
H/TOT	163	35	7	2	7	1	0	215
P/TOT	793	138	39	4	23	5	10	1012

TIME	C TO C FROM A52 (S) TO A52 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C TO D FROM A52 (S) TO B5010							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	23	2	0	0	0	0	0	25
16:15	13	3	1	0	0	0	0	17
16:30	20	0	0	0	0	0	0	20
16:45	19	0	0	0	0	0	0	19
H/TOT	75	5	1	0	0	0	0	81
17:00	13	2	0	0	0	0	0	15
17:15	13	0	0	0	0	0	0	13
17:30	17	3	0	0	0	0	0	20
17:45	11	0	0	0	0	0	0	11
H/TOT	54	5	0	0	0	0	0	59
18:00	12	1	0	0	0	0	0	13
18:15	16	0	0	0	0	0	0	16
18:30	13	3	0	0	0	0	0	16
18:45	9	0	0	0	0	1	0	10
H/TOT	50	4	0	0	0	1	0	55
P/TOT	179	14	1	0	0	1	0	195

TIME	C TO E FROM A52 (S) TO A6007							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	54	12	6	5	1	0	0	78
16:15	70	12	3	2	0	0	0	87
16:30	64	12	1	0	0	1	0	78
16:45	64	8	0	0	0	2	0	74
H/TOT	252	44	10	7	1	3	0	317
17:00	64	10	4	1	0	1	0	80
17:15	70	9	1	0	0	2	0	82
17:30	75	3	1	2	0	1	0	82
17:45	79	5	0	3	0	0	0	87
H/TOT	288	27	6	6	0	4	0	331
18:00	78	6	1	3	0	0	0	88
18:15	60	3	0	2	0	1	0	66
18:30	51	7	0	1	0	2	0	61
18:45	48	8	2	1	0	0	0	59
H/TOT	237	24	3	7	0	3	0	274
P/TOT	777	95	19	20	1	10	0	922

TIME	D TO A FROM B5010 TO A52 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	36	3	1	0	4	0	0	44
16:15	39	4	0	0	1	0	0	44
16:30	41	2	0	0	1	1	0	45
16:45	48	1	1	0	1	0	0	51
H/TOT	164	10	2	0	7	1	0	184
17:00	47	7	1	0	2	0	0	57
17:15	54	0	0	1	0	0	0	55
17:30	46	2	1	0	3	0	0	52
17:45	43	4	0	0	2	0	0	49
H/TOT	190	13	2	1	7	0	0	213
18:00	50	4	1	0	1	0	0	56
18:15	29	2	0	0	2	1	1	35
18:30	32	3	1	0	1	0	1	38
18:45	36	3	1	0	3	0	0	43
H/TOT	147	12	3	0	7	1	2	172
P/TOT	501	35	7	1	21	2	2	569

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007 **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007 **DAY:** THURSDAY

TIME	D TO B FROM B5010 TO TOWN STREET								D TO C FROM B5010 TO A52 (S)								TIME	D TO D FROM B5010 TO B5010								D TO E FROM B5010 TO A6007							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	0	0	3	6	1	0	0	0	0	0	7	07:00	0	0	0	0	0	0	0	0	7	1	1	0	0	0	0	9
07:15	7	3	0	0	0	0	0	10	7	1	0	0	0	0	0	8	07:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
07:30	23	2	0	0	1	0	0	26	23	4	0	0	0	0	1	28	07:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
07:45	46	5	1	0	1	0	0	53	29	4	0	0	0	0	0	33	07:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
H/TOT	79	10	1	0	2	0	0	92	65	10	0	0	0	0	1	76	H/TOT	0	0	0	0	0	0	0	0	20	2	1	0	0	0	0	23
08:00	38	9	1	0	0	0	0	48	45	3	0	0	0	0	0	48	08:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
08:15	52	4	1	0	0	0	0	57	43	0	0	0	1	0	0	44	08:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
08:30	57	5	1	0	0	0	0	63	31	0	0	0	0	0	0	31	08:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
08:45	28	2	0	0	1	0	0	31	24	4	1	1	0	0	0	30	08:45	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	8
H/TOT	175	20	3	0	1	0	0	199	143	7	1	1	1	0	0	153	H/TOT	0	0	0	0	0	0	0	0	21	3	1	0	0	0	0	25
09:00	15	3	1	0	0	0	0	19	12	4	0	0	0	0	0	16	09:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
09:15	14	3	0	0	0	0	0	17	15	0	0	0	0	0	0	15	09:15	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5
09:30	10	1	0	0	0	0	0	11	16	0	0	0	0	0	0	16	09:30	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
09:45	15	2	0	0	1	0	0	18	8	2	0	0	0	0	0	10	09:45	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
H/TOT	54	9	1	0	1	0	0	65	51	6	0	0	0	0	0	57	H/TOT	0	0	0	0	0	0	0	0	16	7	0	0	0	0	0	23
P/TOT	308	39	5	0	4	0	0	356	259	23	1	1	1	0	1	286	P/TOT	0	0	0	0	0	0	0	0	57	12	2	0	0	0	0	71

TIME	D TO B FROM B5010 TO TOWN STREET								D TO C FROM B5010 TO A52 (S)								TIME	D TO D FROM B5010 TO B5010								D TO E FROM B5010 TO A6007							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	18	2	0	0	1	0	0	21	9	2	0	0	0	0	0	11	16:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
16:15	13	1	0	0	0	0	0	14	10	2	0	0	0	0	0	12	16:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
16:30	14	2	0	0	0	0	0	16	15	4	0	0	0	0	0	19	16:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
16:45	20	2	0	0	0	0	0	22	7	1	1	0	0	0	0	9	16:45	0	0	0	0	0	0	0	0	10	3	0	1	0	0	0	14
H/TOT	65	7	0	0	1	0	0	73	41	9	1	0	0	0	0	51	H/TOT	0	0	0	0	0	0	0	0	26	4	0	1	0	0	0	31
17:00	27	0	0	0	1	0	0	28	20	1	0	0	0	0	0	21	17:00	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
17:15	14	2	0	0	0	0	0	16	20	2	0	0	0	1	0	23	17:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
17:30	22	3	0	0	0	0	0	25	14	0	0	0	0	0	0	14	17:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
17:45	21	2	0	0	0	0	0	23	13	1	0	0	0	0	0	14	17:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
H/TOT	84	7	0	0	1	0	0	92	67	4	0	0	1	0	0	72	H/TOT	0	0	0	0	0	0	0	0	32	1	0	0	0	0	0	33
18:00	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4	18:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:15	16	2	0	0	1	0	0	19	16	0	0	0	0	0	0	16	18:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:30	12	0	0	0	0	0	0	12	17	0	0	0	0	0	0	17	18:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
18:45	17	1	0	0	1	0	0	19	9	0	0	0	0	0	0	9	18:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
H/TOT	49	3	0	0	2	0	0	54	45	1	0	0	0	0	0	46	H/TOT	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25
P/TOT	198	17	0	0	4	0	0	219	153	14	1	0	0	1	0	169	P/TOT	0	0	0	0	0	0	0	0	83	5	0	1	0	0	0	89

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: AS2 (E) / TOWN STREET / AS2 (S) / BS010 / A6007 **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: AS2 (E) / TOWN STREET / AS2 (S) / BS010 / A6007 **DAY:** THURSDAY

TIME	E TO A FROM A6007 TO AS2 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	68	15	2	0	0	1	0	86
07:15	71	19	5	2	0	0	1	98
07:30	75	12	12	0	0	1	1	101
07:45	69	7	4	0	0	0	0	80
H/TOT	283	53	23	2	0	2	2	365
08:00	42	8	1	1	0	0	0	52
08:15	41	7	3	1	0	0	0	52
08:30	47	10	6	2	0	1	0	66
08:45	46	8	4	0	0	1	0	59
H/TOT	176	33	14	4	0	2	0	229
09:00	69	8	7	2	0	0	0	86
09:15	46	8	2	0	1	0	0	57
09:30	70	9	2	1	0	1	0	83
09:45	53	7	5	1	0	1	0	67
H/TOT	238	32	16	4	1	2	0	293
P/TOT	697	118	53	10	1	6	2	887

TIME	E TO B FROM A6007 TO TOWN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	25	6	2	0	0	0	0	33
07:15	24	10	0	0	0	0	0	34
07:30	27	4	2	2	0	0	0	35
07:45	22	2	0	0	0	0	0	24
H/TOT	98	22	4	2	0	0	0	126
08:00	15	9	0	0	0	0	0	24
08:15	19	4	1	0	0	0	0	24
08:30	13	5	0	0	0	0	0	18
08:45	16	9	0	0	0	0	0	25
H/TOT	63	27	1	0	0	0	0	91
09:00	37	6	0	0	0	0	0	43
09:15	20	7	1	0	0	0	0	28
09:30	20	6	1	0	0	0	0	27
09:45	24	5	0	0	1	0	0	30
H/TOT	101	24	2	0	1	0	0	128
P/TOT	262	73	7	2	1	0	0	345

TIME	E TO C FROM A6007 TO AS2 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	67	18	1	2	0	0	0	88
07:15	52	6	4	4	0	0	0	66
07:30	61	8	0	1	0	2	0	72
07:45	57	8	0	1	0	0	0	66
H/TOT	237	40	5	8	0	2	0	292
08:00	30	7	4	4	0	0	0	45
08:15	37	4	5	2	0	0	0	48
08:30	21	6	3	2	0	2	0	34
08:45	27	3	2	5	0	0	0	37
H/TOT	115	20	14	13	0	2	0	164
09:00	49	13	5	1	1	1	0	70
09:15	44	7	6	3	0	0	0	60
09:30	35	8	6	5	0	0	0	54
09:45	44	19	3	8	0	0	0	74
H/TOT	172	47	20	17	1	1	0	258
P/TOT	524	107	39	38	1	5	0	714

TIME	E TO D FROM A6007 TO BS010							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2
07:15	0	1	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1
H/TOT	2	2	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
09:00	1	0	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1
09:30	3	2	0	0	0	0	0	5
09:45	1	0	0	0	1	0	0	2
H/TOT	6	2	0	0	1	0	0	9
P/TOT	10	4	0	0	1	0	0	15

TIME	E TO A FROM A6007 TO AS2 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	66	11	0	0	0	0	0	77
16:15	58	7	1	0	0	0	0	66
16:30	50	9	1	0	0	0	1	61
16:45	35	5	1	2	0	1	0	44
H/TOT	209	32	3	2	0	1	1	248
17:00	44	0	1	0	0	0	0	45
17:15	57	7	0	0	0	0	0	64
17:30	53	8	2	0	0	1	0	64
17:45	60	7	3	0	0	1	0	71
H/TOT	214	22	6	0	0	2	0	244
18:00	51	4	0	0	0	1	0	56
18:15	53	1	0	0	0	1	0	55
18:30	48	2	0	1	0	1	0	52
18:45	47	5	0	0	0	0	0	52
H/TOT	199	12	0	1	0	3	0	215
P/TOT	622	66	9	3	0	6	1	707

TIME	E TO B FROM A6007 TO TOWN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	27	1	1	0	0	1	0	30
16:15	28	4	0	0	2	0	0	34
16:30	41	6	1	0	1	0	0	49
16:45	33	2	0	0	1	1	0	37
H/TOT	129	13	2	0	4	2	0	150
17:00	32	3	0	0	0	0	0	35
17:15	45	6	0	0	0	1	0	52
17:30	36	3	0	0	0	1	0	40
17:45	38	3	0	0	0	0	0	41
H/TOT	151	15	0	0	0	2	0	168
18:00	41	4	1	0	0	0	0	46
18:15	27	3	1	0	0	0	0	31
18:30	34	4	1	0	0	0	0	39
18:45	39	2	1	0	0	0	0	42
H/TOT	141	13	4	0	0	0	0	158
P/TOT	421	41	6	0	4	4	0	476

TIME	E TO C FROM A6007 TO AS2 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	55	18	1	3	0	0	0	77
16:15	79	4	1	0	0	2	0	86
16:30	88	7	1	1	0	1	0	98
16:45	77	7	2	5	0	0	0	91
H/TOT	299	36	5	9	0	3	0	352
17:00	54	7	2	5	0	0	0	68
17:15	57	2	2	1	0	1	0	63
17:30	51	12	0	4	0	0	0	67
17:45	55	2	1	0	0	0	0	58
H/TOT	217	23	5	10	0	1	0	256
18:00	60	5	2	1	0	1	0	69
18:15	48	4	0	1	0	0	0	53
18:30	34	3	0	1	0	0	0	38
18:45	35	4	1	0	0	1	0	41
H/TOT	177	16	3	3	0	2	0	201
P/TOT	693	75	13	22	0	6	0	809

TIME	E TO D FROM A6007 TO BS010							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	1	1	0	0	0	0	0	2
16:30	3	0	0	0	0	0	0	3
16:45	5	0	0	0	0	0	0	5
H/TOT	9	1	0	0	0	0	0	10
17:00	3	0	0	0	0	0	0	3
17:15	2	0	0	0	0	0	0	2
17:30	3	0	1	0	0	0	0	4
17:45	3	0	0	0	0	0	0	3
H/TOT	11	0	1	0	0	0	0	12
18:00	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0
18:30	5	0	0	0	0	0	0	5
18:45	6	0	0	0	0	0	0	6
H/TOT	13	0	0	0	0	0	0	13
P/TOT	33	1	1	0	0	0	0	35

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1

DATE: 06/11/2025

LOCATION: AS2 (E) / TOWN STREET / AS2 (S) / B5010 / A6007

DAY: THURSDAY

TIME	E TO E FROM A6007 TO A6007							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	E TO E FROM A6007 TO A6007							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1

DATE: 06/11/2025

LOCATION: AS2 (E) / TOWN STREET / AS2 (S) / B5010 / A6007

DAY: THURSDAY

TIME	TO ARM A AS2 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	358	80	8	4	4	3	0	457
07:15	387	81	17	5	4	2	3	499
07:30	485	69	35	10	9	3	2	613
07:45	456	90	17	7	4	3	3	580
H/TOT	1686	320	77	26	21	11	8	2149
08:00	404	72	25	10	4	3	0	518
08:15	448	70	22	3	4	2	0	549
08:30	398	70	19	10	4	1	2	504
08:45	349	62	15	7	4	2	2	441
H/TOT	1599	274	81	30	16	8	4	2012
09:00	332	58	23	10	3	0	0	426
09:15	260	47	18	12	5	1	0	343
09:30	296	51	19	6	3	3	0	378
09:45	259	51	21	7	3	1	0	342
H/TOT	1147	207	81	35	14	5	0	1489
P/TOT	4412	801	239	91	51	24	12	5650

TIME	FROM ARM A AS2 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	233	28	7	7	3	0	1	279
07:15	298	46	11	1	2	1	0	359
07:30	375	45	11	4	3	2	0	440
07:45	352	33	9	0	6	1	2	403
H/TOT	1258	152	38	12	14	4	3	1481
08:00	350	45	10	7	7	2	0	421
08:15	292	38	12	4	4	1	0	351
08:30	312	28	7	2	3	0	0	352
08:45	270	38	16	4	3	0	0	331
H/TOT	1224	149	45	17	17	3	0	1455
09:00	225	45	20	6	4	1	0	301
09:15	246	51	13	9	4	0	0	323
09:30	247	36	14	6	3	1	0	307
09:45	202	42	18	7	4	0	0	273
H/TOT	920	174	65	28	15	2	0	1204
P/TOT	3402	475	148	57	46	9	3	4140

TIME	TO ARM B TOWN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	38	7	2	0	0	0	0	47
07:15	50	18	1	0	0	0	0	69
07:30	62	10	2	2	1	0	0	77
07:45	91	13	1	0	2	1	0	108
H/TOT	241	48	6	2	3	1	0	301
08:00	79	27	1	0	0	0	0	107
08:15	96	12	3	0	0	0	0	111
08:30	97	14	3	0	0	0	0	114
08:45	66	17	1	0	1	0	0	85
H/TOT	338	70	8	0	1	0	0	417
09:00	68	19	1	0	0	0	0	88
09:15	43	12	4	0	0	0	0	59
09:30	54	11	2	0	0	0	0	67
09:45	51	13	0	0	2	0	0	66
H/TOT	216	55	7	0	2	0	0	280
P/TOT	795	173	21	2	6	1	0	998

TIME	TO ARM A AS2 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	370	59	5	1	5	0	0	440
16:15	384	36	3	0	4	3	0	430
16:30	396	41	8	1	2	1	1	450
16:45	350	32	5	3	2	2	0	394
H/TOT	1500	168	21	5	13	6	1	1714
17:00	372	23	5	2	4	2	0	408
17:15	425	20	3	4	1	1	0	454
17:30	353	29	3	1	6	4	0	396
17:45	414	32	4	0	3	1	0	454
H/TOT	1564	104	15	7	14	8	0	1712
18:00	399	28	5	2	7	2	0	443
18:15	370	21	3	1	3	3	1	402
18:30	339	14	5	3	4	1	1	367
18:45	308	16	4	1	4	2	0	335
H/TOT	1416	79	17	7	18	8	2	1547
P/TOT	4480	351	53	19	45	22	3	4973

TIME	FROM ARM A AS2 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	305	65	9	3	2	1	0	385
16:15	319	55	10	2	4	3	0	393
16:30	376	45	5	1	3	1	0	431
16:45	340	21	3	5	1	5	0	375
H/TOT	1340	186	27	11	10	10	0	1584
17:00	352	35	7	4	4	3	0	405
17:15	331	27	2	4	4	2	2	372
17:30	333	13	4	2	1	2	1	356
17:45	281	18	8	2	3	4	1	317
H/TOT	1297	93	21	12	12	11	4	1450
18:00	271	19	3	1	6	1	0	301
18:15	309	21	5	2	2	0	1	340
18:30	264	20	2	1	4	0	0	291
18:45	262	14	3	1	2	0	0	282
H/TOT	1106	74	13	5	14	1	1	1214
P/TOT	3743	353	61	28	36	22	5	4248

TIME	TO ARM B TOWN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	72	10	2	0	1	1	0	86
16:15	79	14	1	0	2	0	0	96
16:30	103	11	1	0	1	0	0	116
16:45	93	7	0	0	1	1	0	102
H/TOT	347	42	4	0	5	2	0	400
17:00	96	9	0	0	1	1	0	107
17:15	90	9	0	0	0	1	0	100
17:30	105	10	0	0	0	2	0	117
17:45	111	5	0	0	0	0	0	116
H/TOT	402	33	0	0	1	4	0	440
18:00	80	5	2	0	0	0	0	87
18:15	72	8	1	0	1	0	0	82
18:30	74	4	1	0	0	0	0	79
18:45	83	4	2	0	1	0	0	90
H/TOT	309	21	6	0	2	0	0	338
P/TOT	1058	96	10	0	8	6	0	1178

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 **SITE:** 1

DAY: THURSDAY **LOCATION:** A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 SITE: 1

DAY: THURSDAY LOCATION: A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007

FROM ARM B TOWN STREET								TIME	TO ARM C A52 (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
63	11	1	0	0	0	0	75	07:00	308	46	8	7	2	0	0	371
73	7	1	0	1	0	0	82	07:15	341	45	11	4	1	1	0	403
112	3	0	0	0	0	0	115	07:30	448	43	8	4	1	3	1	508
110	12	2	0	0	0	0	124	07:45	400	39	5	1	2	0	1	448
358	33	4	0	1	0	0	396	H/TOT	1497	173	32	16	6	4	2	1730
81	9	1	0	0	0	0	91	08:00	386	47	12	9	6	2	0	462
88	10	2	0	2	0	0	102	08:15	330	33	15	5	4	1	0	388
90	7	1	0	2	1	0	101	08:30	322	26	10	4	2	2	0	366
105	19	0	0	0	0	0	124	08:45	261	40	10	8	1	0	0	320
364	45	4	0	4	1	0	418	H/TOT	1299	146	47	26	13	5	0	1536
70	4	1	0	0	0	1	76	09:00	236	42	19	7	4	2	0	310
51	10	3	0	0	0	1	65	09:15	246	48	16	12	3	0	0	325
46	12	3	0	0	0	0	61	09:30	240	34	19	9	2	1	0	305
54	8	2	0	0	1	0	65	09:45	211	48	20	15	2	0	0	296
221	34	9	0	0	1	2	267	H/TOT	933	172	74	43	11	3	0	1236
943	112	17	0	5	2	2	1081	P/TOT	3729	491	153	85	30	12	2	4502

FROM ARM C A52 (S)								TIME	TO ARM D B5010							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
284	64	8	7	2	2	0	367	07:00	28	3	1	2	1	0	0	35
323	69	12	2	1	1	0	408	07:15	21	8	2	0	2	0	0	33
365	58	22	11	6	1	0	463	07:30	27	9	1	0	1	1	0	39
355	88	12	9	2	6	0	472	07:45	64	7	5	0	2	1	1	80
1327	279	54	29	11	10	0	1710	H/TOT	140	27	9	2	6	2	1	187
329	75	16	11	2	2	0	435	08:00	50	10	2	1	1	0	0	64
365	65	18	2	2	2	0	454	08:15	41	9	2	0	2	0	0	54
336	62	16	9	3	0	0	426	08:30	55	11	0	0	2	0	0	68
281	57	16	6	2	1	0	363	08:45	73	13	3	1	2	0	0	92
1311	259	66	28	9	5	0	1678	H/TOT	219	43	7	2	7	0	0	278
242	57	19	12	2	1	0	333	09:00	51	13	1	0	1	1	0	67
205	40	18	18	2	1	0	284	09:15	35	10	0	0	1	1	0	47
205	40	20	8	1	2	0	276	09:30	46	13	0	0	1	0	0	60
217	45	16	9	2	1	0	290	09:45	41	9	0	0	3	2	0	55
869	182	73	47	7	5	0	1183	H/TOT	173	45	1	0	6	4	0	229
3507	720	193	104	27	20	0	4571	P/TOT	532	115	17	4	19	6	1	694

FROM ARM B TOWN STREET								TIME	TO ARM C A52 (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
105	13	0	0	0	1	0	119	16:00	263	69	7	5	0	2	0	346
64	12	2	0	0	0	1	79	16:15	292	36	6	2	2	3	0	341
92	17	1	0	1	3	1	115	16:30	366	47	6	2	2	2	0	425
95	9	1	0	0	1	0	106	16:45	319	22	4	7	1	4	0	357
356	51	4	0	1	5	2	419	H/TOT	1240	174	23	16	5	11	0	1469
96	14	0	0	0	0	0	110	17:00	341	27	5	6	2	2	0	383
74	4	0	0	0	0	0	78	17:15	287	22	4	5	1	2	0	321
88	5	0	0	0	1	0	94	17:30	301	25	2	5	0	1	0	334
98	10	0	0	0	2	2	112	17:45	260	15	5	2	2	0	0	284
356	33	0	0	0	3	2	394	H/TOT	1189	89	16	18	5	5	0	1322
81	5	0	0	2	0	0	88	18:00	254	13	3	2	3	1	0	276
61	8	1	0	0	0	0	70	18:15	266	15	4	3	0	0	0	288
65	1	0	0	1	0	0	67	18:30	248	11	1	2	1	0	0	263
44	6	0	0	0	0	0	50	18:45	220	13	2	1	2	1	0	239
251	20	1	0	3	0	0	275	H/TOT	988	52	10	8	6	2	0	1066
963	104	5	0	4	8	4	1088	P/TOT	3417	315	49	42	16	18	0	3857

FROM ARM C A52 (S)								TIME	TO ARM D B5010							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
347	65	11	6	2	0	0	431	16:00	102	14	0	0	2	0	0	118
382	47	7	2	3	3	0	444	16:15	78	17	4	0	2	2	1	104
420	44	8	1	1	1	0	475	16:30	113	8	0	0	2	0	1	124
361	33	3	1	1	3	0	402	16:45	98	3	2	2	0	1	0	106
1510	189	29	10	7	7	0	1752	H/TOT	391	42	6	2	6	3	2	452
376	33	6	3	1	4	0	423	17:00	86	22	0	2	1	0	0	111
402	22	4	3	1	3	0	435	17:15	100	10	0	0	3	0	2	115
376	28	1	3	3	3	0	414	17:30	98	6	2	0	1	0	1	108
415	24	1	3	1	0	0	444	17:45	78	8	2	0	1	4	1	94
1569	107	12	12	6	10	0	1716	H/TOT	362	46	4	2	6	4	4	428
398	26	6	5	5	1	0	441	18:00	75	10	1	0	4	1	0	91
362	24	3	3	1	2	0	395	18:15	88	8	1	0	2	0	0	99
332	19	4	3	3	2	0	363	18:30	67	12	0	0	4	0	0	83
281	17	6	2	1	3	0	310	18:45	59	6	2	0	0	1	0	68
1373	86	19	13	10	8	0	1509	H/TOT	289	36	4	0	10	2	0	341
4452	382	60	35	23	25	0	4977	P/TOT	1042	124	14	4	22	9	6	1221

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 **SITE:** 1 **DATE:** 06/11/2025

DAY: THURSDAY **LOCATION:** A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007 **DAY:** THURSDAY

AUTO SURVEYS LTD

FROM ARM D B5010								TIME	TO ARM E A6007								FROM ARM E A6007							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
73	12	3	0	2	0	0	90	07:00	83	18	5	3	0	0	1	110	162	39	5	2	0	1	0	209
72	19	3	1	3	1	2	101	07:15	114	25	5	1	0	0	0	145	147	36	9	6	0	0	1	199
151	22	4	0	3	1	2	183	07:30	144	21	5	2	0	0	0	172	163	24	14	3	0	3	1	208
174	26	4	0	3	0	3	210	07:45	128	28	3	2	1	2	0	164	148	18	4	1	0	0	0	171
470	79	14	1	11	2	7	584	H/TOT	469	92	18	8	1	2	1	591	620	117	32	12	0	4	2	787
181	23	11	0	2	1	0	218	08:00	109	20	3	3	0	0	0	135	87	24	5	5	0	0	0	121
194	17	5	0	3	1	0	220	08:15	122	21	4	1	1	1	0	150	98	15	9	3	0	0	0	125
164	17	5	0	1	0	2	189	08:30	112	14	6	1	1	1	0	135	82	21	9	4	0	3	0	119
124	19	4	2	3	0	2	154	08:45	120	21	13	1	0	0	0	155	89	20	6	5	0	1	0	121
663	76	25	2	9	2	4	781	H/TOT	463	76	26	6	2	2	0	575	356	80	29	17	0	4	0	486
101	16	3	0	1	0	0	121	09:00	107	17	11	4	0	0	1	140	156	27	12	3	1	1	0	200
59	12	3	1	2	1	0	78	09:15	88	18	8	7	0	0	1	122	111	22	9	3	1	0	0	146
71	14	1	1	2	0	0	89	09:30	61	18	7	6	0	0	0	92	128	25	9	6	0	1	0	169
53	15	1	0	3	0	0	72	09:45	86	20	4	3	1	0	0	114	122	31	8	9	2	1	0	173
284	57	8	2	8	1	0	360	H/TOT	342	73	30	20	1	0	2	468	517	105	38	21	4	3	0	688
1417	212	47	5	28	5	11	1725	P/TOT	1274	241	74	34	4	4	3	1634	1493	302	99	50	4	11	2	1961

FROM ARM D B5010								TIME	TO ARM E A6007								FROM ARM E A6007							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
70	7	1	0	5	0	0	83	16:00	168	28	9	6	1	0	0	212	148	30	2	3	0	1	0	184
66	8	0	0	1	0	0	75	16:15	164	35	7	2	0	0	0	208	166	16	2	0	2	2	0	188
75	8	0	0	1	1	0	85	16:30	167	29	2	0	0	4	0	202	182	22	3	1	1	1	1	211
85	7	2	1	1	0	0	96	16:45	171	20	1	2	0	3	0	197	150	14	3	7	1	2	0	177
296	30	3	1	8	1	0	339	H/TOT	670	112	19	10	1	7	0	819	646	82	10	11	4	6	1	760
108	8	1	0	3	0	0	120	17:00	170	19	7	2	0	2	0	200	133	10	3	5	0	0	0	151
93	4	0	1	0	1	0	99	17:15	159	11	1	0	0	4	0	175	161	15	2	1	0	2	0	181
87	6	1	0	3	0	0	97	17:30	170	5	2	3	0	1	0	181	143	23	3	4	0	2	0	175
85	7	0	0	2	0	0	94	17:45	172	11	2	3	0	2	2	192	156	12	4	0	0	1	0	173
373	25	2	1	8	1	0	410	H/TOT	671	46	12	8	0	9	2	748	593	60	12	10	0	5	0	680
61	5	1	0	1	0	0	68	18:00	157	12	2	3	0	0	0	174	154	13	3	1	0	2	0	173
65	4	0	0	3	1	1	74	18:15	129	13	1	2	0	1	1	147	128	8	1	1	0	1	0	139
70	3	1	0	1	0	1	76	18:30	124	11	1	1	0	2	0	139	121	9	1	2	0	1	0	134
70	4	1	0	4	0	0	79	18:45	114	13	2	1	0	0	0	130	127	11	2	0	0	1	0	141
266	16	3	0	9	1	2	297	H/TOT	524	49	6	7	0	3	1	590	530	41	7	4	0	5	0	587
935	71	8	2	25	3	2	1046	P/TOT	1865	207	37	25	1	19	3	2157	1769	183	29	25	4	16	1	2027

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

LOCATION: A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

DATE: 06/11/2025

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

LOCATION: A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

DATE: 06/11/2025

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

LOCATION: A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

TIME	A TO A FROM A52 (N) TO A52 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	A TO B FROM A52 (N) TO SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1
08:30	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3
09:00	1	0	0	0	0	0	0	1
09:15	2	0	0	0	0	0	0	2
09:30	2	0	0	0	0	0	0	2
09:45	5	0	0	0	0	0	0	5
H/TOT	10	0	0	0	0	0	0	10
P/TOT	13	0	0	0	0	0	0	13

TIME	A TO C FROM A52 (N) TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	24	7	1	1	0	0	0	33
07:15	18	5	0	0	0	0	0	23
07:30	24	3	1	0	0	1	0	29
07:45	36	0	1	0	0	0	0	37
H/TOT	102	15	3	1	0	1	0	122
08:00	56	9	1	0	0	0	0	66
08:15	60	3	1	0	0	0	0	64
08:30	53	5	2	0	0	1	0	61
08:45	53	5	2	0	0	0	0	60
H/TOT	222	22	6	0	0	1	0	251
09:00	38	4	1	0	0	0	0	43
09:15	39	5	1	0	0	0	0	45
09:30	38	3	3	1	0	0	0	45
09:45	39	3	0	1	0	0	0	43
H/TOT	154	15	5	2	0	0	0	176
P/TOT	478	52	14	3	0	2	0	549

TIME	A TO D FROM A52 (N) TO A52 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	269	35	6	5	2	0	0	317
07:15	294	39	10	5	1	1	0	350
07:30	389	38	5	4	1	2	0	439
07:45	367	37	6	2	1	0	0	413
H/TOT	1319	149	27	16	5	3	0	1519
08:00	346	36	10	8	5	2	0	407
08:15	271	27	14	5	4	1	0	322
08:30	247	23	8	4	2	1	0	285
08:45	218	26	8	6	2	0	0	260
H/TOT	1082	112	40	23	13	4	0	1274
09:00	175	35	16	9	2	2	0	239
09:15	186	35	11	12	4	0	0	248
09:30	191	34	18	10	1	1	0	255
09:45	157	40	20	12	3	0	0	232
H/TOT	709	144	65	43	10	3	0	974
P/TOT	3110	405	132	82	28	10	0	3767

TIME	A TO E FROM A52 (N) TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	3	1	0	0	0	0	13
07:15	12	1	1	0	0	0	0	14
07:30	15	3	0	0	1	0	0	19
07:45	11	1	0	0	0	0	0	12
H/TOT	47	8	2	0	1	0	0	58
08:00	16	2	0	0	1	0	0	19
08:15	19	3	1	0	0	0	0	23
08:30	12	2	0	0	0	0	0	14
08:45	8	5	1	0	0	0	0	14
H/TOT	55	12	2	0	1	0	0	70
09:00	9	5	2	0	0	0	0	16
09:15	17	5	1	0	1	0	0	24
09:30	10	0	1	0	0	0	0	11
09:45	16	2	1	0	0	0	0	19
H/TOT	52	12	5	0	1	0	0	70
P/TOT	154	32	9	0	3	0	0	198

TIME	A TO A FROM A52 (N) TO A52 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	A TO B FROM A52 (N) TO SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	1	0	0	0	0	0	3
16:15	1	1	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	3	2	0	0	0	0	0	5
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	4	2	0	0	0	0	0	6

TIME	A TO C FROM A52 (N) TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	49	8	1	0	0	0	0	58
16:15	55	1	2	0	1	1	0	60
16:30	68	4	1	0	0	0	0	73
16:45	64	3	1	0	0	1	0	69
H/TOT	236	16	5	0	1	2	0	260
17:00	66	5	3	0	0	0	0	74
17:15	52	3	3	1	0	0	0	59
17:30	59	5	0	1	0	0	0	65
17:45	56	2	0	0	0	0	0	58
H/TOT	233	15	6	2	0	0	0	256
18:00	60	3	1	0	0	0	0	64
18:15	46	2	1	0	0	0	0	49
18:30	47	1	0	0	0	0	0	48
18:45	54	1	0	0	0	0	0	55
H/TOT	207	7	2	0	0	0	0	216
P/TOT	676	38	13	2	1	2	0	732

TIME	A TO D FROM A52 (N) TO A52 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	183	56	5	7	0	2	0	253
16:15	200	30	4	0	1	1	0	236
16:30	274	44	5	4	2	2	0	331
16:45	224	17	2	5	1	2	0	251
H/TOT	881	147	16	16	4	7	0	1071
17:00	278	19	2	6	2	1	0	308
17:15	191	17	1	5	1	1	0	216
17:30	226	17	3	3	0	1	0	250
17:45	179	14	4	2	2	0	0	201
H/TOT	874	67	10	16	5	3	0	975
18:00	193	11	1	2	3	0	0	210
18:15	190	10	4	3	0	0	0	207
18:30	166	10	1	2	0	0	0	179
18:45	171	9	-1	1	3	0	0	183
H/TOT	720	40	5	8	6	0	0	779
P/TOT	2475	254	31	40	15	10	0	2825

TIME	A TO E FROM A52 (N) TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	23	6	2	0	0	1	0	32
16:15	19	2	0	0	0	0	0	21
16:30	20	1	0	0	0	0	0	21
16:45	26	0	1	0	0	0	0	27
H/TOT	88	9	3	0	0	1	0	101
17:00	23	2	0	0	0	2	0	27
17:15	21	2	0	0	0	0	0	23
17:30	18	1	0	0	0	0	0	19
17:45	12	1	0	0	0	0	0	13
H/TOT	74	6	0	0	0	2	0	82
18:00	18	1	0	0	0	0	0	19
18:15	14	1	0	0	0	0	0	15
18:30	20	0	1	0	0	0	0	21
18:45	12	2	1	0	0	0	0	15
H/TOT	64	4	2	0	0	0	0	70
P/TOT	226	19	5	0	0	3	0	253

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 **SITE:** 2

DAY: THURSDAY **LOCATION:** A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 SITE: 2

DAY: THURSDAY LOCATION: A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

AUTO SURVEYS LTD

DATE: 06/11/2025

DAY: THURSDAY

B TO A FROM SITE ACCESS TO A52 (N)								TIME	B TO B FROM SITE ACCESS TO SITE ACCESS							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	08:30	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	H/TOT	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	09:15	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	09:30	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	09:45	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	H/TOT	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	2	P/TOT	0	0	0	0	0	0	0	0

B TO C FROM SITE ACCESS TO B6003 (S)								TIME	B TO D FROM SITE ACCESS TO A52 (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	1	0	0	0	0	1	07:00	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	H/TOT	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	08:15	1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	08:45	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	H/TOT	1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1	09:00	0	1	0	1	0	0	0	2
2	0	0	1	0	0	0	3	09:15	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	09:30	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1	09:45	1	0	0	0	0	0	0	1
6	1	0	1	0	0	0	8	H/TOT	1	1	0	1	0	0	0	3
7	1	1	1	0	0	0	10	P/TOT	2	1	0	1	0	0	0	4

B TO E FROM SITE ACCESS TO B6003 (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2

B TO A FROM SITE ACCESS TO A52 (N)								TIME	B TO B FROM SITE ACCESS TO SITE ACCESS							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
2	0	0	0	0	0	0	2	16:00	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	16:15	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	16:30	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	H/TOT	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	P/TOT	0	0	0	0	0	0	0	0

B TO C FROM SITE ACCESS TO B6003 (S)								TIME	B TO D FROM SITE ACCESS TO A52 (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	0	0	0	0	0	16:00	1	1	0	0	0	0	0	2
1	0	0	0	0	0	0	1	16:15	2	1	0	0	0	0	0	3
1	0	0	0	0	0	0	1	16:30	1	1	0	0	0	0	0	2
2	0	0	0	0	0	0	2	16:45	0	1	0	0	0	0	0	1
4	0	0	0	0	0	0	4	H/TOT	4	4	0	0	0	0	0	8
0	0	0	0	0	0	0	0	17:00	1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1	17:15	1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	H/TOT	2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	18:15	2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1	18:45	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	H/TOT	2	0	0	0	0	0	0	2
5	1	0	0	0	0	0	6	P/TOT	8	4	0	0	0	0	0	12

B TO E FROM SITE ACCESS TO B6003 (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1
0	0	0	0	0	0	0	0
0	1	0	0	0	1	0	2
1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
4	0	0	0	0	1	0	5
0	0	0	0	0	0	0	0
4	1	0	0	0	1	0	6

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

LOCATION: A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

DATE: 06/11/2025

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

LOCATION: A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

DATE: 06/11/2025

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

LOCATION: A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

TIME	C TO A FROM B6003 (S) TO A52 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	35	1	1	0	0	0	0	37
07:15	34	6	1	0	0	0	0	41
07:30	61	5	0	0	1	0	0	67
07:45	48	8	0	1	0	2	0	59
H/TOT	178	20	2	1	1	2	0	204
08:00	37	6	1	0	0	0	0	44
08:15	41	2	3	0	0	1	0	47
08:30	52	2	1	0	0	0	0	55
08:45	45	9	3	0	0	1	0	58
H/TOT	175	19	8	0	0	2	0	204
09:00	33	4	1	0	0	0	0	38
09:15	34	1	2	0	0	0	0	37
09:30	32	7	2	0	0	0	0	41
09:45	36	1	2	0	0	0	0	39
H/TOT	135	13	7	0	0	0	0	155
P/TOT	488	52	17	1	1	4	0	563

TIME	C TO B FROM B6003 (S) TO SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	0	0	2
H/TOT	4	0	0	0	0	0	0	4
P/TOT	5	0	0	0	0	0	0	5

TIME	C TO C FROM B6003 (S) TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C TO D FROM B6003 (S) TO A52 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	94	20	2	2	0	0	0	118
07:15	113	23	3	1	0	0	0	140
07:30	117	15	1	2	0	0	0	135
07:45	105	16	1	1	0	1	0	124
H/TOT	429	74	7	6	0	1	0	517
08:00	104	11	0	3	0	0	0	118
08:15	88	14	5	3	0	1	0	111
08:30	96	18	2	1	0	0	0	117
08:45	88	5	5	0	0	0	0	98
H/TOT	376	48	12	7	0	1	0	444
09:00	53	7	1	3	0	0	0	64
09:15	64	13	4	1	0	0	0	82
09:30	69	11	6	3	0	0	0	89
09:45	44	13	3	3	0	0	0	63
H/TOT	230	44	14	10	0	0	0	298
P/TOT	1035	166	33	23	0	2	0	1259

TIME	C TO E FROM B6003 (S) TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	26	4	1	0	0	0	0	31
07:15	37	7	0	0	1	3	0	48
07:30	25	7	0	0	0	0	0	32
07:45	44	1	1	0	0	0	0	46
H/TOT	132	19	2	0	1	3	0	157
08:00	53	6	1	0	0	1	0	61
08:15	38	10	4	0	1	0	0	53
08:30	46	4	2	0	0	0	0	52
08:45	46	5	2	0	0	0	0	53
H/TOT	183	25	9	0	1	1	0	219
09:00	26	6	0	0	1	0	0	33
09:15	26	1	2	0	0	0	0	29
09:30	21	4	2	0	1	0	0	28
09:45	34	5	1	1	0	1	0	42
H/TOT	107	16	5	1	2	1	0	132
P/TOT	422	60	16	1	4	5	0	508

TIME	C TO A FROM B6003 (S) TO A52 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	54	6	0	0	0	0	0	60
16:15	54	6	2	0	0	1	1	64
16:30	51	4	0	0	0	1	0	56
16:45	51	8	0	0	0	0	0	59
H/TOT	210	24	2	0	0	2	1	239
17:00	61	3	0	0	0	2	0	66
17:15	52	1	0	0	0	1	0	54
17:30	65	4	0	0	0	2	0	71
17:45	55	4	0	0	1	0	0	60
H/TOT	233	12	0	0	1	5	0	251
18:00	48	1	1	0	0	0	0	50
18:15	47	1	2	0	0	2	0	52
18:30	45	9	1	0	0	0	0	55
18:45	44	4	1	0	0	1	0	50
H/TOT	184	15	5	0	0	3	0	207
P/TOT	627	51	7	0	1	10	1	697

TIME	C TO B FROM B6003 (S) TO SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
17:00	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	3	0	0	0	0	0	0	3

TIME	C TO C FROM B6003 (S) TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C TO D FROM B6003 (S) TO A52 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	115	10	1	1	0	1	0	128
16:15	124	15	1	0	0	1	0	141
16:30	133	15	1	0	0	0	0	149
16:45	123	14	3	1	0	0	0	141
H/TOT	495	54	6	2	0	2	0	559
17:00	135	5	2	1	0	0	0	143
17:15	111	4	1	0	0	1	0	117
17:30	134	6	1	2	0	0	0	143
17:45	101	2	0	0	0	1	0	104
H/TOT	481	17	4	3	0	2	0	507
18:00	62	2	0	0	0	0	0	64
18:15	68	9	3	1	0	0	0	81
18:30	71	8	2	0	0	0	0	81
18:45	41	1	0	0	0	0	0	42
H/TOT	242	20	5	1	0	0	0	268
P/TOT	1218	91	15	6	0	4	0	1334

TIME	C TO E FROM B6003 (S) TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	60	11	0	0	0	1	0	72
16:15	85	8	1	0	0	2	0	96
16:30	72	6	0	0	1	0	0	79
16:45	89	8	2	0	1	0	0	100
H/TOT	306	33	3	0	2	3	0	347
17:00	64	4	0	0	0	1	0	69
17:15	57	7	1	0	0	0	1	66
17:30	94	2	0	0	0	0	0	96
17:45	69	4	0	0	0	0	0	73
H/TOT	284	17	1	0	0	1	1	304
18:00	70	3	0	0	0	0	0	73
18:15	72	2	2	0	0	0	0	76
18:30	61	5	0	0	1	0	0	67
18:45	60	4	0	0	0	0	0	64
H/TOT	263	14	2	0	1	0	0	280
P/TOT	853	64	6	0	3	4	1	931

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 **SITE:** 2

DAY: THURSDAY **LOCATION:** A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 SITE: 2

DAY: THURSDAY LOCATION: A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

AUTO SURVEYS LTD

DATE: 06/11/2025

DAY: THURSDAY

D TO A FROM A52 (W) TO A52 (N)								TIME	D TO B FROM A52 (W) TO SITE ACCESS								D TO C FROM A52 (W) TO B6003 (S)								TIME	D TO D FROM A52 (W) TO A52 (W)								D TO E FROM A52 (W) TO B6003 (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
221	58	8	6	2	1	0	296	07:00	0	0	0	0	0	0	0	0	46	5	2	4	0	0	0	57	07:00	0	0	0	0	0	0	0	0	16	8	1	0	0	0	0	25
259	54	12	6	2	1	0	334	07:15	0	0	0	0	0	0	0	0	88	13	1	2	0	1	0	105	07:15	0	0	0	0	0	0	0	0	19	10	1	0	0	0	0	30
300	52	20	8	4	1	0	385	07:30	0	0	0	1	0	0	0	1	102	18	2	2	0	0	0	124	07:30	0	0	0	0	0	0	0	0	28	5	0	0	0	0	0	33
305	77	14	8	2	5	0	411	07:45	0	0	0	0	0	0	0	0	131	14	1	2	0	2	0	150	07:45	0	0	0	0	0	0	0	0	31	11	1	0	0	0	0	43
1085	241	54	28	10	8	0	1426	H/TOT	0	0	0	1	0	0	0	1	367	50	6	10	0	3	0	436	H/TOT	0	0	0	0	0	0	0	0	94	34	3	0	0	0	0	131
287	63	15	11	2	0	0	378	08:00	0	0	0	0	0	0	0	0	150	13	5	0	0	0	0	168	08:00	0	0	0	0	0	0	0	0	27	13	1	0	0	1	0	42
288	59	16	2	2	1	0	368	08:15	1	0	0	0	0	0	0	1	127	11	4	3	0	0	0	145	08:15	0	0	0	0	0	0	0	0	33	4	1	0	1	1	0	40
270	60	12	8	2	0	0	352	08:30	1	0	0	0	0	0	0	1	118	6	2	2	0	0	0	128	08:30	0	0	0	0	0	0	0	0	31	8	4	0	0	0	0	43
230	57	15	7	3	0	0	312	08:45	3	0	0	0	0	0	0	3	119	15	4	1	0	0	0	139	08:45	0	0	0	0	0	0	0	0	49	8	0	0	0	0	0	57
1075	239	58	28	9	1	0	1410	H/TOT	5	0	0	0	0	0	0	5	514	45	15	6	0	0	0	580	H/TOT	0	0	0	0	0	0	0	0	140	33	6	0	1	2	0	182
171	40	15	13	1	0	0	240	09:00	3	0	0	0	0	0	0	3	92	17	2	1	0	0	0	112	09:00	0	0	0	0	0	0	0	0	41	10	3	0	0	0	0	54
164	35	14	16	2	1	0	232	09:15	1	0	0	0	0	0	0	1	87	11	8	1	0	0	0	107	09:15	0	0	0	0	0	0	0	0	31	10	3	0	0	0	0	44
146	30	17	8	1	1	0	203	09:30	0	1	0	0	0	0	0	1	68	12	4	2	2	0	0	88	09:30	0	0	0	0	0	0	0	0	26	4	3	1	0	0	0	34
167	44	13	9	3	2	0	238	09:45	1	0	0	0	0	0	0	1	82	9	1	0	0	0	0	92	09:45	0	0	0	0	0	0	0	0	16	5	1	0	0	0	0	22
648	149	59	46	7	4	0	913	H/TOT	5	1	0	0	0	0	0	6	329	49	15	4	2	0	0	399	H/TOT	0	0	0	0	0	0	0	0	114	29	10	1	0	0	0	154
2808	629	171	102	26	13	0	3749	P/TOT	10	1	0	1	0	0	0	12	1210	144	36	20	2	3	0	1415	P/TOT	0	0	0	0	0	0	0	0	348	96	19	1	1	2	0	467

D TO A FROM A52 (W) TO A52 (N)								TIME	D TO B FROM A52 (W) TO SITE ACCESS								D TO C FROM A52 (W) TO B6003 (S)								TIME	D TO D FROM A52 (W) TO A52 (W)								D TO E FROM A52 (W) TO B6003 (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
278	54	10	4	1	0	0	347	16:00	0	0	0	0	0	0	0	0	83	15	0	0	0	0	0	98	16:00	0	0	0	0	0	0	0	0	57	12	3	0	0	0	0	72
305	35	2	2	2	1	0	347	16:15	1	0	0	0	0	0	0	1	120	24	1	4	1	0	0	150	16:15	0	0	0	0	0	0	0	0	63	13	3	0	0	0	0	79
323	40	10	1	1	1	0	376	16:30	0	1	0	0	0	0	0	1	97	7	0	0	0	1	0	105	16:30	0	0	0	0	0	0	0	0	53	8	0	0	0	0	0	61
312	20	3	2	1	2	0	340	16:45	0	0	0	0	0	0	0	0	109	11	1	1	0	0	0	122	16:45	0	0	0	0	0	0	0	0	65	9	0	0	0	0	0	74
1218	149	25	9	5	4	0	1410	H/TOT	1	1	0	0	0	0	0	2	409	57	2	5	1	1	0	475	H/TOT	0	0	0	0	0	0	0	0	238	42	6	0	0	0	0	286
289	28	6	2	2	2	0	329	17:00	0	0	0	0	0	0	0	0	83	14	0	0	0	0	0	97	17:00	0	0	0	0	0	0	0	0	42	7	1	0	0	0	0	50
333	23	4	5	0	2	0	367	17:15	0	0	0	0	0	0	0	0	135	7	2	1	0	0	0	145	17:15	0	0	0	0	0	0	0	0	65	9	1	0	0	0	0	75
291	22	2	1	3	0	0	319	17:30	0	0	0	0	0	0	0	0	92	12	0	0	0	0	0	104	17:30	0	0	0	0	0	0	0	0	48	3	0	0	0	0	0	51
344	19	0	3	0	0	0	366	17:45	0	0	0	0	0	0	0	0	102	11	3	0	0	1	0	117	17:45	0	0	0	0	0	0	0	0	69	9	2	0	0	1	0	81
1257	92	12	11	5	4	0	1381	H/TOT	0	0	0	0	0	0	0	0	412	44	5	1	0	1	0	463	H/TOT	0	0	0	0	0	0	0	0	224	28	4	0	0	1	0	257
348	25	4	5	5	1	0	388	18:00	0	0	0	0	0	0	0	0	71	9	2	0	0	0	0	82	18:00	0	0	0	0	0	0	0	0	54	8	0	0	0	0	0	62
288	23	0	4	1	1	0	317	18:15	0	0	0	0	0	0	0	0	103	9	3	1	0	0	0	116	18:15	0	0	0	0	0	0	0	0	64	8	2	0	0	0	0	74
272	9	4	3	2	2	0	292	18:30	0	0	0	0	0	0	0	0	67	4	0	0	0	0	0	71	18:30	0	0	0	0	0	0	0	0	35	9	0	0	0	0	0	44
206	13	5	3	1	1	0	229	18:45	0	0	0	0	0	0	0	0	56	4	2	1	0	0	0	63	18:45	0	0	0	0	0	0	0	0	34	3	0	0	0	1	0	38
1114	70	13	15	9	5	0	1226	H/TOT	0	0	0	0	0	0	0	0	297	26	7	2	0	0	0	332	H/TOT	0	0	0	0	0	0	0	0	187	28	2	0	0	1	0	218
3589	311	50	35	19	13	0	4017	P/TOT	1	1	0	0	0	0	0	2	1118	127	14	8	1	2	0	1270	P/TOT	0	0	0	0	0	0	0	0	649	98	12	0	0	2	0	761

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

DATE: 06/11/2025

LOCATION: AS2 (N) / SITE ACCESS / B6003 (S) / AS2 (W) / B6003 (N)

DAY: THURSDAY

TIME	E TO A FROM B6003 (N) TO AS2 (N)								E TO B FROM B6003 (N) TO SITE ACCESS								TIME	E TO C FROM B6003 (N) TO B6003 (S)								E TO D FROM B6003 (N) TO AS2 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	32	7	0	0	0	1	0	40	0	0	1	0	0	0	0	1	07:00	30	7	0	0	0	1	0	38	56	17	2	0	0	0	0	75
07:15	25	5	0	0	0	0	0	30	0	0	0	0	0	0	0	0	07:15	36	6	1	0	0	1	0	44	59	21	0	0	0	0	0	80
07:30	18	3	0	0	0	0	0	21	0	0	0	0	0	0	0	0	07:30	44	4	0	0	1	0	0	49	72	11	3	0	0	0	0	86
07:45	13	3	0	0	0	0	0	16	0	0	0	0	0	0	0	0	07:45	56	8	2	0	0	0	0	66	56	9	2	0	0	0	0	67
H/TOT	88	18	0	0	0	1	0	107	0	0	1	0	0	0	0	1	**H/TOT**	166	25	3	0	1	2	0	197	243	58	7	0	0	0	0	308
08:00	12	6	0	0	0	1	0	19	0	0	0	0	0	0	0	0	08:00	53	6	1	0	0	1	0	61	48	2	1	1	0	0	0	52
08:15	27	2	1	0	0	0	0	30	0	0	0	0	0	0	0	0	08:15	53	12	0	0	0	1	0	66	59	10	1	0	0	0	0	70
08:30	27	2	1	0	0	0	0	30	0	0	0	0	0	0	0	0	08:30	62	7	2	0	0	1	0	72	36	12	0	1	0	0	0	49
08:45	16	3	0	0	0	0	0	19	1	1	0	0	0	0	0	2	08:45	55	4	2	0	0	0	0	61	47	17	1	0	0	1	0	66
H/TOT	82	13	2	0	0	1	0	98	1	1	0	0	0	0	0	2	**H/TOT**	223	29	5	0	0	3	0	260	190	41	3	2	0	1	0	237
09:00	21	1	1	0	0	1	0	24	3	0	0	1	0	0	0	4	09:00	53	5	1	0	0	0	0	59	36	9	4	1	0	0	0	50
09:15	12	5	2	0	0	1	0	20	1	0	0	0	0	0	0	1	09:15	58	8	0	0	1	1	0	68	35	8	2	0	0	0	0	45
09:30	23	1	0	0	0	0	0	24	2	0	0	0	0	0	0	2	09:30	57	5	1	0	0	1	1	65	35	9	1	0	0	0	0	45
09:45	18	2	1	0	0	0	0	21	0	0	0	0	0	1	0	1	09:45	58	7	0	0	0	0	0	65	32	6	3	0	0	1	0	42
H/TOT	74	9	4	0	0	2	0	89	6	0	0	1	0	1	0	8	**H/TOT**	226	25	2	0	1	2	1	257	138	32	10	1	0	1	0	182
P/TOT	244	40	6	0	0	4	0	294	7	1	1	1	0	1	0	11	**P/TOT**	615	79	10	0	2	7	1	714	571	131	20	3	0	2	0	727

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

DATE: 06/11/2025

LOCATION: AS2 (N) / SITE ACCESS / B6003 (S) / AS2 (W) / B6003 (N)

DAY: THURSDAY

TIME	E TO A FROM B6003 (N) TO AS2 (N)								E TO B FROM B6003 (N) TO SITE ACCESS								TIME	E TO C FROM B6003 (N) TO B6003 (S)								E TO D FROM B6003 (N) TO AS2 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	23	8	1	0	0	0	0	32	0	0	0	0	0	0	0	0	16:00	42	3	0	0	0	0	0	45	54	10	0	0	0	0	0	64
16:15	28	3	1	0	1	0	0	33	0	0	0	0	0	0	0	0	16:15	44	6	1	0	1	1	1	54	39	8	0	0	0	0	0	47
16:30	28	2	0	0	0	0	0	30	0	0	0	0	0	0	0	0	16:30	65	8	0	0	0	0	0	73	59	15	0	1	0	0	0	75
16:45	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0	16:45	67	7	1	0	0	0	0	75	67	8	3	0	1	0	0	79
H/TOT	96	16	2	0	1	0	0	115	0	0	0	0	0	0	0	0	**H/TOT**	218	24	2	0	1	1	1	247	219	41	3	1	1	0	0	265
17:00	20	1	0	0	0	1	0	22	0	0	0	0	0	0	0	0	17:00	67	6	0	0	0	1	1	75	45	4	3	0	1	0	0	53
17:15	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	17:15	54	3	0	0	0	0	0	57	52	6	1	0	0	0	0	59
17:30	30	1	0	0	0	0	0	31	0	0	0	0	0	0	0	0	17:30	77	3	0	0	0	0	0	80	68	5	0	0	0	0	0	73
17:45	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	17:45	69	6	0	0	0	0	0	75	16	1	1	0	0	0	0	18
H/TOT	86	2	0	0	0	1	0	89	0	0	0	0	0	0	0	0	**H/TOT**	267	18	0	0	0	1	1	287	181	16	5	0	1	0	0	203
18:00	13	1	1	0	0	0	0	15	0	0	0	0	0	0	0	0	18:00	59	5	0	0	0	0	0	64	38	3	2	0	0	1	0	44
18:15	15	0	0	0	0	0	0	15	0	0	0	0	0	1	0	1	18:15	67	1	1	0	0	0	1	70	24	0	0	0	0	2	0	26
18:30	23	1	0	0	0	0	0	24	0	0	0	0	0	0	1	1	18:30	51	6	0	0	0	0	0	57	32	3	0	0	0	1	0	36
18:45	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	18:45	39	4	0	0	0	1	0	44	35	2	1	0	0	0	0	38
H/TOT	71	2	1	0	0	0	0	74	0	0	0	0	0	1	1	2	**H/TOT**	216	16	1	0	0	1	1	235	129	8	3	0	0	4	0	144
P/TOT	253	20	3	0	1	1	0	278	0	0	0	0	0	1	1	2	**P/TOT**	701	58	3	0	1	3	3	769	529	65	11	1	2	4	0	612

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

DATE: 06/11/2025

LOCATION: A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

DAY: THURSDAY

TIME	E TO E FROM B6003 (N) TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	E TO E FROM B6003 (N) TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

DATE: 06/11/2025

LOCATION: A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

DAY: THURSDAY

TIME	TO ARM A A52 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	288	66	9	6	2	2	0	373
07:15	318	65	13	6	2	1	0	405
07:30	379	60	20	8	5	1	0	473
07:45	366	88	14	9	2	7	0	486
H/TOT	1351	279	56	29	11	11	0	1737
08:00	336	75	16	11	2	1	0	441
08:15	356	63	20	2	2	2	0	445
08:30	350	64	14	8	2	0	0	438
08:45	291	69	18	7	3	1	0	389
H/TOT	1333	271	68	28	9	4	0	1713
09:00	225	45	17	13	1	1	0	302
09:15	210	41	18	16	2	2	0	289
09:30	201	38	19	8	1	1	0	268
09:45	221	47	17	9	3	2	0	299
H/TOT	857	171	71	46	7	6	0	1158
P/TOT	3541	721	195	103	27	21	0	4608

TIME	FROM ARM A A52 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	302	45	8	6	2	0	0	363
07:15	324	45	11	5	1	1	0	387
07:30	428	44	6	4	2	3	0	487
07:45	414	38	7	2	1	0	0	462
H/TOT	1468	172	32	17	6	4	0	1699
08:00	418	47	11	8	6	2	0	492
08:15	351	33	16	5	4	1	0	410
08:30	314	30	10	4	2	2	0	362
08:45	279	36	11	6	2	0	0	334
H/TOT	1362	146	48	23	14	5	0	1598
09:00	223	44	19	9	2	2	0	299
09:15	244	45	13	12	5	0	0	319
09:30	241	37	22	11	1	1	0	313
09:45	217	45	21	13	3	0	0	299
H/TOT	925	171	75	45	11	3	0	1230
P/TOT	3755	489	155	85	31	12	0	4527

TIME	TO ARM B SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	1
07:45	1	0	0	0	0	0	0	1
H/TOT	1	0	1	1	0	0	0	3
08:00	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2
08:30	3	0	0	0	0	0	0	3
08:45	4	1	0	0	0	0	0	5
H/TOT	9	1	0	0	0	0	0	10
09:00	8	0	0	1	0	0	0	9
09:15	5	0	0	0	0	0	0	5
09:30	4	1	0	0	0	0	0	5
09:45	8	0	0	0	0	1	0	9
H/TOT	25	1	0	1	0	1	0	28
P/TOT	35	2	1	2	0	1	0	41

TIME	TO ARM A A52 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	357	68	11	4	1	0	0	441
16:15	389	44	5	2	3	2	1	446
16:30	403	46	10	1	1	2	0	463
16:45	380	31	3	2	1	2	0	419
H/TOT	1529	189	29	9	6	6	1	1769
17:00	370	32	6	2	2	5	0	417
17:15	404	24	4	5	0	3	0	440
17:30	386	27	2	1	3	2	0	421
17:45	416	23	0	3	1	0	0	443
H/TOT	1576	106	12	11	6	10	0	1721
18:00	409	27	6	5	5	1	0	453
18:15	350	24	2	4	1	3	0	384
18:30	340	19	5	3	2	2	0	371
18:45	270	17	6	3	1	2	0	299
H/TOT	1369	87	19	15	9	8	0	1507
P/TOT	4474	382	60	35	21	24	1	4997

TIME	FROM ARM A A52 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	257	71	8	7	0	3	0	346
16:15	275	34	6	0	2	2	0	319
16:30	362	49	6	4	2	2	0	425
16:45	314	20	4	5	1	3	0	347
H/TOT	1208	174	24	16	5	10	0	1437
17:00	367	26	5	6	2	3	0	409
17:15	264	22	4	6	1	1	0	298
17:30	303	23	3	4	0	1	0	334
17:45	247	17	4	2	2	0	0	272
H/TOT	1181	88	16	18	5	5	0	1313
18:00	271	15	2	2	3	0	0	293
18:15	251	13	5	3	0	0	0	272
18:30	233	11	2	2	0	0	0	248
18:45	237	12	0	1	3	0	0	253
H/TOT	992	51	9	8	6	0	0	1066
P/TOT	3381	313	49	42	16	15	0	3816

TIME	TO ARM B SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	1	0	0	0	0	0	3
16:15	4	1	0	0	0	0	0	5
16:30	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0
H/TOT	6	3	0	0	0	0	0	9
17:00	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	1	0	2
18:30	0	0	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	3
P/TOT	8	3	0	0	0	1	1	13

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 **SITE:** 2

DAY: THURSDAY **LOCATION:** A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 SITE: 2

DAY: THURSDAY LOCATION: A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

FROM ARM B SITE ACCESS								TIME	TO ARM C B6003 (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	1	0	0	0	0	1	07:00	100	19	4	5	0	1	0	129
0	0	0	0	0	0	0	0	07:15	142	24	2	2	0	2	0	172
0	0	0	0	0	0	0	0	07:30	170	25	3	2	1	1	0	202
0	0	0	0	0	0	0	0	07:45	223	22	4	2	0	2	0	253
0	0	1	0	0	0	0	1	H/TOT	635	90	13	11	1	6	0	756
0	0	0	0	0	0	0	0	08:00	259	28	7	0	0	1	0	295
1	0	0	0	0	0	0	1	08:15	240	26	5	3	0	1	0	275
1	0	0	0	0	0	0	1	08:30	233	18	6	2	0	2	0	261
1	0	0	0	0	0	0	1	08:45	228	24	8	1	0	0	0	261
3	0	0	0	0	0	0	3	H/TOT	960	96	26	6	0	4	0	1092
1	1	0	1	0	0	0	3	09:00	184	26	4	1	0	0	0	215
3	0	0	1	0	0	0	4	09:15	186	24	9	2	1	1	0	223
4	0	0	0	0	0	0	4	09:30	166	20	8	3	2	1	1	201
1	1	1	0	0	0	0	3	09:45	179	20	1	1	0	0	0	201
9	2	1	2	0	0	0	14	H/TOT	715	90	22	7	3	2	1	840
12	2	2	2	0	0	0	18	P/TOT	2310	276	61	24	4	12	1	2688

FROM ARM C B6003 (S)								TIME	TO ARM D A52 (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
155	25	4	2	0	0	0	186	07:00	419	72	10	7	2	0	0	510
184	36	4	1	1	3	0	229	07:15	466	83	13	6	1	1	0	570
203	27	1	2	1	0	0	234	07:30	578	64	9	6	1	2	0	660
198	25	2	2	0	3	0	230	07:45	528	62	9	3	1	1	0	604
740	113	11	7	2	6	0	879	H/TOT	1991	281	41	22	5	4	0	2344
194	23	2	3	0	1	0	223	08:00	408	49	11	12	5	2	0	577
167	26	12	3	1	2	0	211	08:15	419	51	20	8	4	2	0	504
194	24	5	1	0	0	0	224	08:30	379	53	10	6	2	1	0	451
179	19	10	0	0	1	0	209	08:45	353	48	14	6	2	1	0	424
734	92	29	7	1	4	0	867	H/TOT	1649	201	55	32	13	6	0	1956
113	17	2	3	1	0	0	136	09:00	264	52	21	14	2	2	0	355
125	15	8	1	0	0	0	149	09:15	285	56	17	13	4	0	0	375
122	22	10	3	1	0	0	158	09:30	295	54	25	13	1	1	0	389
116	19	6	4	0	1	0	146	09:45	234	59	26	15	3	1	0	338
476	73	26	11	2	1	0	589	H/TOT	1078	221	89	55	10	4	0	1457
1950	278	66	25	5	11	0	2335	P/TOT	4718	703	185	109	28	14	0	5757

FROM ARM B SITE ACCESS								TIME	TO ARM C B6003 (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
3	2	0	0	0	0	0	5	16:00	174	26	1	0	0	0	0	201
5	1	0	0	0	0	0	6	16:15	220	31	4	4	3	2	1	265
3	1	0	0	0	1	0	5	16:30	231	19	1	0	0	1	0	252
2	1	0	0	0	0	0	3	16:45	242	21	3	1	0	1	0	268
13	5	0	0	0	1	0	19	H/TOT	867	97	9	5	3	4	1	986
2	0	0	0	0	0	0	2	17:00	216	25	3	0	0	1	1	246
5	0	0	0	0	0	0	5	17:15	242	13	5	2	0	0	0	262
0	0	0	0	0	0	0	0	17:30	228	20	0	1	0	0	0	249
0	0	0	0	0	0	0	0	17:45	227	19	3	0	0	1	0	250
7	0	0	0	0	0	0	7	H/TOT	913	77	11	3	0	2	1	1007
0	0	0	0	0	0	0	0	18:00	190	17	3	0	0	0	0	210
2	0	0	0	0	0	0	2	18:15	216	12	5	1	0	0	1	235
0	0	0	0	0	0	0	0	18:30	165	11	0	0	0	0	0	176
0	1	0	0	0	0	0	1	18:45	149	10	2	1	0	1	0	163
2	1	0	0	0	0	0	3	H/TOT	720	50	10	2	0	1	1	784
22	6	0	0	0	1	0	29	P/TOT	2500	224	30	10	3	7	3	2777

FROM ARM C B6003 (S)								TIME	TO ARM D A52 (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
229	27	1	1	0	2	0	260	16:00	353	77	6	8	0	3	0	447
265	29	4	0	0	4	1	303	16:15	365	54	5	0	1	2	0	427
256	25	1	0	1	1	0	284	16:30	467	75	6	5	2	2	0	557
263	30	5	1	1	0	0	300	16:45	414	40	8	6	2	2	0	472
1013	111	11	2	2	7	1	1147	H/TOT	1599	246	25	19	5	9	0	1903
261	12	2	1	0	3	0	279	17:00	459	28	7	7	3	1	0	505
220	12	2	0	0	2	1	237	17:15	355	27	3	5	1	2	0	393
293	12	1	2	0	2	0	310	17:30	428	28	4	5	0	1	0	466
225	10	0	0	1	1	0	237	17:45	296	17	5	2	2	1	0	323
999	46	5	3	1	8	1	1063	H/TOT	1538	100	19	19	6	5	0	1687
180	6	1	0	0	0	0	187	18:00	293	16	3	2	3	1	0	318
187	12	7	1	0	2	0	209	18:15	284	19	7	4	0	2	0	316
177	22	3	0	1	0	0	203	18:30	269	21	3	2	0	1	0	296
145	9	1	0	0	1	0	156	18:45	247	12	0	1	3	0	0	263
689	49	12	1	1	3	0	755	H/TOT	1093	68	13	9	6	4	0	1193
2701	206	28	6	4	18	2	2965	P/TOT	4230	414	57	47	17	18	0	4783

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 **SITE:** 2 **DATE:** 06/11/2025

DAY: THURSDAY **LOCATION:** A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N) **DAY:** THURSDAY

AUTO SURVEYS LTD

FROM ARM D A52 (W)								TIME	TO ARM E B6003 (N)								FROM ARM E B6003 (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
283	71	11	10	2	1	0	378	07:00	51	15	3	0	0	0	0	69	118	31	3	0	0	2	0	154
366	77	14	8	2	2	0	469	07:15	68	18	2	0	1	3	0	92	120	32	1	0	0	1	0	154
430	75	22	11	4	1	0	543	07:30	68	15	0	0	1	0	0	84	134	18	3	0	1	0	0	156
467	102	16	10	2	7	0	604	07:45	86	13	2	0	0	0	0	101	125	20	4	0	0	0	0	149
1546	325	63	39	10	11	0	1994	H/TOT	273	61	7	0	2	3	0	346	497	101	11	0	1	3	0	613
464	89	21	11	2	1	0	588	08:00	96	21	2	0	1	2	0	122	113	14	2	1	0	2	0	132
449	74	21	5	3	2	0	554	08:15	90	17	6	0	2	1	0	116	139	24	2	0	0	1	0	166
420	74	18	10	2	0	0	524	08:30	89	14	6	0	0	0	0	109	125	21	3	1	0	1	0	151
401	80	19	8	3	0	0	511	08:45	103	18	3	0	0	0	0	124	119	25	3	0	0	1	0	148
1734	317	79	34	10	3	0	2177	H/TOT	378	70	17	0	3	3	0	471	496	84	10	2	0	5	0	597
307	67	20	14	1	0	0	409	09:00	76	21	5	0	1	0	0	103	113	15	6	2	0	1	0	137
283	56	25	17	2	1	0	384	09:15	75	16	6	0	1	0	0	98	106	21	4	0	1	2	0	134
240	47	24	11	3	1	0	326	09:30	58	8	6	1	1	0	0	74	117	15	2	0	0	1	1	136
266	58	15	9	3	2	0	353	09:45	66	12	3	1	0	1	0	83	108	15	4	0	0	2	0	129
1096	228	84	51	9	4	0	1472	H/TOT	275	57	20	2	3	1	0	358	444	66	16	2	1	6	1	536
4376	870	226	124	29	18	0	5643	P/TOT	926	188	44	2	8	7	0	1175	1437	251	37	4	2	14	1	1746

FROM ARM D A52 (W)								TIME	TO ARM E B6003 (N)								FROM ARM E B6003 (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
418	81	13	4	1	0	0	517	16:00	140	30	5	0	0	2	0	177	119	21	1	0	0	0	0	141
489	72	6	6	3	1	0	577	16:15	167	23	4	0	0	2	0	196	111	17	2	0	2	1	1	134
473	56	10	1	1	2	0	543	16:30	145	15	0	0	1	1	0	162	152	25	0	1	0	0	0	178
486	40	4	3	1	2	0	536	16:45	180	17	3	0	1	0	0	201	151	18	4	0	1	0	0	174
1866	249	33	14	6	5	0	2173	H/TOT	632	85	12	0	2	5	0	736	533	81	7	1	3	1	1	627
414	49	7	2	2	2	0	476	17:00	130	13	1	0	0	3	0	147	132	11	3	0	1	2	1	150
533	39	7	6	0	2	0	587	17:15	146	18	2	0	0	0	1	167	125	9	1	0	0	0	0	135
431	37	2	1	3	0	0	474	17:30	160	6	0	0	0	0	0	166	175	9	0	0	0	0	0	184
515	39	5	3	0	2	0	564	17:45	150	14	2	0	0	1	0	167	102	7	1	0	0	0	0	110
1893	164	21	12	5	6	0	2101	H/TOT	586	51	5	0	0	4	1	647	534	36	5	0	1	2	1	579
473	42	6	5	5	1	0	532	18:00	142	12	0	0	0	0	0	154	110	9	3	0	0	1	0	123
455	40	5	5	1	1	0	507	18:15	150	11	4	0	0	0	0	165	106	1	1	0	0	3	1	112
374	22	4	3	2	2	0	407	18:30	116	14	1	0	1	0	0	132	106	10	0	0	0	1	1	118
296	20	7	4	1	2	0	330	18:45	106	9	1	0	0	1	0	117	94	6	1	0	0	1	0	102
1598	124	22	17	9	6	0	1776	H/TOT	514	46	6	0	1	1	0	568	416	26	5	0	0	6	2	455
5357	537	76	43	20	17	0	6050	P/TOT	1732	182	23	0	3	10	1	1951	1483	143	17	1	4	9	4	1661

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 3 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SITE ACCESS / B6003 (S) **DAY:** THURSDAY

TIME	A TO B FROM B6003 (N) TO SITE ACCESS								A TO C FROM B6003 (N) TO B6003 (S)								B TO A FROM SITE ACCESS TO B6003 (N)								B TO C FROM SITE ACCESS TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	28	1	0	0	0	0	0	29	67	20	4	4	0	1	0	96	07:00	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4
07:15	39	1	0	0	0	0	0	40	99	23	2	2	0	2	0	128	07:15	9	0	0	0	1	0	0	10	3	0	0	0	0	0	0	3
07:30	47	0	0	0	0	0	0	47	110	26	3	2	0	1	0	142	07:30	14	0	0	0	0	0		14	5	0	0	0	0	0	0	5
07:45	36	1	0	0	1	0	0	38	144	20	4	2	0	2	0	172	07:45	9	1	0	0	0	0	0	10	4	0	0	0	1	0	0	5
H/TOT	150	3	0	0	1	0	0	154	420	89	13	10	0	6	0	538	H/TOT	36	1	0	0	1	0	0	38	15	1	0	0	1	0	0	17
08:00	70	1	0	0	0	0	0	71	181	25	7	0	0	1	0	214	08:00	17	1	0	0	1	0	0	19	6	0	0	0	0	0	0	6
08:15	56	3	0	0	0	0	0	59	170	25	5	3	0	1	0	204	08:15	19	2	0	0	0	0	0	21	25	1	0	0	0	0	0	26
08:30	31	2	1	0	0	0	0	34	197	15	6	1	0	2	0	221	08:30	9	1	0	0	0	0	0	10	63	2	0	0	0	0	0	65
08:45	46	0	0	0	0	0	0	46	170	26	7	2	0	0	0	205	08:45	7	0	0	0	0	0	1	8	8	1	0	0	0	0	0	9
H/TOT	203	6	1	0	0	0	0	210	718	91	25	6	0	4	0	844	H/TOT	52	4	0	0	1	0	1	58	102	4	0	0	0	0	0	106
09:00	27	0	0	0	0	0	0	27	169	24	5	1	0	0	0	199	09:00	6	0	0	0	1	0	0	7	3	1	0	0	0	0	0	4
09:15	32	1	0	0	1	0	0	34	163	25	8	2	0	1	0	199	09:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
09:30	21	1	0	0	0	0	0	22	146	20	8	2	2	1	1	180	09:30	7	0	0	0	0	0	0	7	4	0	1	0	1	0	0	6
09:45	18	0	0	0	0	0	0	18	167	19	2	2	0	0	1	191	09:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
H/TOT	98	2	0	0	1	0	0	101	645	88	23	7	2	2	2	769	H/TOT	18	0	0	0	1	0	0	19	13	1	1	0	1	0	0	16
P/TOT	451	11	1	0	2	0	0	465	1783	268	61	23	2	12	2	2151	P/TOT	106	5	0	0	3	0	1	115	130	6	1	0	2	0	0	139

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 3 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SITE ACCESS / B6003 (S) **DAY:** THURSDAY

TIME	A TO B FROM B6003 (N) TO SITE ACCESS								A TO C FROM B6003 (N) TO B6003 (S)								B TO A FROM SITE ACCESS TO B6003 (N)								B TO C FROM SITE ACCESS TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	13	0	1	0	0	0	0	14	148	23	0	0	0	0	0	171	16:00	24	1	0	0	0	0	0	25	16	0	0	0	0	0	0	16
16:15	16	0	0	0	1	0	0	17	198	34	4	4	2	2	0	244	16:15	32	1	1	0	0	0	0	34	13	0	0	0	0	0	0	13
16:30	9	1	0	0	0	0	0	10	224	18	1	0	0	1	0	244	16:30	37	1	1	0	1	1	0	41	25	0	0	0	1	0	0	26
16:45	19	1	0	0	0	0	0	20	235	24	3	1	0	1	1	265	16:45	34	4	0	0	0	0	0	38	10	0	0	0	0	0	0	10
H/TOT	57	2	1	0	1	0	0	61	805	99	8	5	2	4	1	924	H/TOT	127	7	2	0	1	1	0	138	64	0	0	0	1	0	0	65
17:00	17	0	0	0	1	0	0	18	202	20	3	0	0	1	0	226	17:00	31	0	0	0	0	0	0	31	11	1	0	0	1	0	0	13
17:15	21	1	0	0	0	0	0	22	222	13	5	2	0	0	1	243	17:15	42	2	0	0	0	0	0	44	16	0	0	0	0	0	0	16
17:30	10	0	0	0	0	0	0	10	225	19	0	1	0	0	0	245	17:30	46	1	0	0	0	0	0	47	17	0	0	0	0	0	0	17
17:45	13	0	0	0	0	0	0	13	206	20	3	0	0	1	0	230	17:45	55	0	0	0	0	0	0	55	17	1	0	0	0	0	0	18
H/TOT	61	1	0	0	1	0	0	63	855	72	11	3	0	2	1	944	H/TOT	174	3	0	0	0	0	0	177	61	2	0	0	1	0	0	64
18:00	9	0	0	0	0	0	0	9	183	16	3	0	0	1	0	203	18:00	22	0	0	0	0	0	0	22	11	0	0	0	0	0	0	11
18:15	11	0	0	0	0	0	1	12	207	13	5	1	0	0	0	226	18:15	21	0	0	0	1	0	0	22	7	0	0	0	0	0	0	7
18:30	8	0	0	0	0	0	0	8	167	9	0	0	0	0	0	176	18:30	19	0	0	0	0	0	0	19	9	0	0	0	0	0	0	9
18:45	6	0	0	0	0	0	0	6	133	12	2	1	0	0	2	150	18:45	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1
H/TOT	34	0	0	0	0	0	1	35	690	50	10	2	0	1	2	755	H/TOT	70	0	0	0	1	0	0	71	28	0	0	0	0	0	0	28
P/TOT	152	3	1	0	2	0	1	159	2350	221	29	10	2	7	4	2623	P/TOT	371	10	2	0	2	1	0	386	153	2	0	0	2	0	0	157

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 3 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SITE ACCESS / B6003 (S) **DAY:** THURSDAY

TIME	C TO A FROM B6003 (S) TO B6003 (N)								C TO B FROM B6003 (S) TO SITE ACCESS								TIME	TO ARM A B6003 (N)								FROM ARM A B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	149	28	4	1	0	0	0	182	10	1	0	0	0	0	0	11	07:00	153	28	4	1	0	0	0	186	95	21	4	4	0	1	0	125
07:15	172	33	5	1	0	2	0	213	12	0	0	0	0	0	0	12	07:15	181	33	5	1	1	2	0	223	138	24	2	2	0	2	0	168
07:30	197	29	0	2	1	1	0	230	16	0	0	0	0	0	0	16	07:30	211	29	0	2	1	1	0	244	157	26	3	2	0	1	0	189
07:45	176	22	2	2	0	2	1	205	21	1	0	0	0	0	0	22	07:45	185	23	2	2	0	2	1	215	180	21	4	2	1	2	0	210
H/TOT	694	112	11	6	1	5	1	830	59	2	0	0	0	0	0	61	H/TOT	730	113	11	6	2	5	1	868	570	92	13	10	1	6	0	692
08:00	193	21	3	3	0	2	1	223	20	0	0	0	0	0	0	20	08:00	210	22	3	3	1	2	1	242	251	26	7	0	0	1	0	285
08:15	141	25	13	2	0	0	0	181	36	1	0	0	0	0	0	37	08:15	160	27	13	2	0	0	0	202	226	28	5	3	0	1	0	263
08:30	176	22	4	2	0	2	1	207	22	1	0	0	0	0	0	23	08:30	185	23	4	2	0	2	1	217	228	17	7	1	0	2	0	255
08:45	170	20	9	0	0	1	0	200	11	1	1	0	0	0	0	13	08:45	177	20	9	0	0	1	1	208	216	26	7	2	0	0	0	251
H/TOT	680	88	29	7	0	5	2	811	89	3	1	0	0	0	0	93	H/TOT	732	92	29	7	1	5	3	869	921	97	26	6	0	4	0	1054
09:00	110	15	2	3	0	0	0	130	9	1	0	0	1	0	0	11	09:00	116	15	2	3	1	0	0	137	196	24	5	1	0	0	0	226
09:15	119	17	8	2	0	0	0	146	9	0	0	0	0	0	0	9	09:15	121	17	8	2	0	0	0	148	195	26	8	2	1	1	0	233
09:30	113	21	11	2	1	1	0	149	10	0	0	0	0	0	0	10	09:30	120	21	11	2	1	1	0	156	167	21	8	2	2	1	1	202
09:45	123	18	5	4	0	0	0	150	11	0	0	0	0	0	0	11	09:45	126	18	5	4	0	0	0	153	185	19	2	2	0	0	1	209
H/TOT	465	71	26	11	1	1	0	575	39	1	0	0	1	0	0	41	H/TOT	483	71	26	11	2	1	0	594	743	90	23	7	3	2	2	870
P/TOT	1839	271	66	24	2	11	3	2216	187	6	1	0	1	0	0	195	P/TOT	1945	276	66	24	5	11	4	2331	2234	279	62	23	4	12	2	2616

TIME	C TO A FROM B6003 (S) TO B6003 (N)								C TO B FROM B6003 (S) TO SITE ACCESS								TIME	TO ARM A B6003 (N)								FROM ARM A B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	202	26	1	1	0	2	0	232	15	1	0	0	0	0	0	16	16:00	226	27	1	1	0	2	0	257	161	23	1	0	0	0	0	185
16:15	211	28	3	0	0	4	0	246	12	1	0	0	0	0	0	13	16:15	243	29	4	0	0	4	0	280	214	34	4	4	3	2	0	261
16:30	203	24	1	0	0	0	0	228	15	0	0	0	1	0	0	16	16:30	240	25	2	0	1	1	0	269	233	19	1	0	0	1	0	254
16:45	199	26	4	1	0	0	0	230	8	1	0	0	0	0	0	9	16:45	233	30	4	1	0	0	0	268	254	25	3	1	0	1	1	285
H/TOT	815	104	9	2	0	6	0	936	50	3	0	0	1	0	0	54	H/TOT	942	111	11	2	1	7	0	1074	862	101	9	5	3	4	1	985
17:00	214	12	2	1	0	3	0	232	5	0	0	0	0	0	0	5	17:00	245	12	2	1	0	3	0	263	219	20	3	0	1	1	0	244
17:15	184	9	2	1	0	2	2	200	4	1	0	0	0	0	0	5	17:15	226	11	2	1	0	2	2	244	243	14	5	2	0	0	1	265
17:30	223	13	1	1	0	2	0	240	6	0	0	0	0	0	0	6	17:30	269	14	1	1	0	2	0	287	235	19	0	1	0	0	0	255
17:45	170	9	0	0	1	1	0	181	3	0	0	0	0	0	0	3	17:45	225	9	0	0	1	1	0	236	219	20	3	0	0	1	0	243
H/TOT	791	43	5	3	1	8	2	853	18	1	0	0	0	0	0	19	H/TOT	965	46	5	3	1	8	2	1030	916	73	11	3	1	2	1	1007
18:00	165	7	1	0	0	0	0	173	4	0	0	0	0	0	0	4	18:00	187	7	1	0	0	0	0	195	192	16	3	0	0	1	0	212
18:15	152	11	8	1	0	2	0	174	7	0	0	0	1	0	0	8	18:15	173	11	8	1	1	2	0	196	218	13	5	1	0	0	1	238
18:30	150	21	2	0	0	0	0	173	4	0	0	0	0	0	0	4	18:30	169	21	2	0	0	0	0	192	175	9	0	0	0	0	0	184
18:45	135	9	2	0	0	1	0	147	3	0	0	0	0	0	0	3	18:45	143	9	2	0	0	1	0	155	139	12	2	1	0	0	2	156
H/TOT	602	48	13	1	0	3	0	667	18	0	0	0	1	0	0	19	H/TOT	672	48	13	1	1	3	0	738	724	50	10	2	0	1	3	790
P/TOT	2208	195	27	6	1	17	2	2456	86	4	0	0	2	0	0	92	P/TOT	2579	205	29	6	3	18	2	2842	2502	224	30	10	4	7	5	2782

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 3 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SITE ACCESS / B6003 (S) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 3 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SITE ACCESS / B6003 (S) **DAY:** THURSDAY

TIME	TO ARM B SITE ACCESS								FROM ARM B SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	38	2	0	0	0	0	0	40	7	1	0	0	0	0	0	8
07:15	51	1	0	0	0	0	0	52	12	0	0	0	1	0	0	13
07:30	63	0	0	0	0	0	0	63	19	0	0	0	0	0	0	19
07:45	57	2	0	0	1	0	0	60	13	1	0	0	1	0	0	15
H/TOT	209	5	0	0	1	0	0	215	51	2	0	0	2	0	0	55
08:00	90	1	0	0	0	0	0	91	23	1	0	0	1	0	0	25
08:15	92	4	0	0	0	0	0	96	44	3	0	0	0	0	0	47
08:30	53	3	1	0	0	0	0	57	72	3	0	0	0	0	0	75
08:45	57	1	1	0	0	0	0	59	15	1	0	0	0	0	1	17
H/TOT	292	9	2	0	0	0	0	303	154	8	0	0	1	0	1	164
09:00	36	1	0	0	1	0	0	38	9	1	0	0	1	0	0	11
09:15	41	1	0	0	1	0	0	43	5	0	0	0	0	0	0	5
09:30	31	1	0	0	0	0	0	32	11	0	1	0	1	0	0	13
09:45	29	0	0	0	0	0	0	29	6	0	0	0	0	0	0	6
H/TOT	137	3	0	0	2	0	0	142	31	1	1	0	2	0	0	35
P/TOT	638	17	2	0	3	0	0	660	236	11	1	0	5	0	1	254

TIME	TO ARM C B6003 (S)								FROM ARM C B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	70	21	4	4	0	1	0	100	159	29	4	1	0	0	0	193
07:15	102	23	2	2	0	2	0	131	184	33	5	1	0	2	0	225
07:30	115	26	3	2	0	1	0	147	213	29	0	2	1	1	0	246
07:45	148	20	4	2	1	2	0	177	197	23	2	2	0	2	1	227
H/TOT	435	90	13	10	1	6	0	555	753	114	11	6	1	5	1	891
08:00	187	25	7	0	0	1	0	220	213	21	3	3	0	2	1	243
08:15	195	26	5	3	0	1	0	230	177	26	13	2	0	0	0	218
08:30	260	17	6	1	0	2	0	286	198	23	4	2	0	2	1	230
08:45	178	27	7	2	0	0	0	214	181	21	10	0	0	1	0	213
H/TOT	820	95	25	6	0	4	0	950	769	91	30	7	0	5	2	904
09:00	172	25	5	1	0	0	0	203	119	16	2	3	1	0	0	141
09:15	166	25	8	2	0	1	0	202	128	17	8	2	0	0	0	155
09:30	150	20	9	2	3	1	1	186	123	21	11	2	1	1	0	159
09:45	170	19	2	2	0	0	1	194	134	18	5	4	0	0	0	161
H/TOT	658	89	24	7	3	2	2	785	504	72	26	11	2	1	0	616
P/TOT	1913	274	62	23	4	12	2	2290	2026	277	67	24	3	11	3	2411

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 3 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SITE ACCESS / B6003 (S) **DAY:** THURSDAY

TIME	TO ARM B SITE ACCESS								FROM ARM B SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	28	1	1	0	0	0	0	30	40	1	0	0	0	0	0	41
16:15	28	1	0	0	1	0	0	30	45	1	1	0	0	0	0	47
16:30	24	1	0	0	1	0	0	26	62	1	1	0	2	1	0	67
16:45	27	2	0	0	0	0	0	29	44	4	0	0	0	0	0	48
H/TOT	107	5	1	0	2	0	0	115	191	7	2	0	2	1	0	203
17:00	22	0	0	0	1	0	0	23	42	1	0	0	1	0	0	44
17:15	25	2	0	0	0	0	0	27	58	2	0	0	0	0	0	60
17:30	16	0	0	0	0	0	0	16	63	1	0	0	0	0	0	64
17:45	16	0	0	0	0	0	0	16	72	1	0	0	0	0	0	73
H/TOT	79	2	0	0	1	0	0	82	235	5	0	0	1	0	0	241
18:00	13	0	0	0	0	0	0	13	33	0	0	0	0	0	0	33
18:15	18	0	0	0	1	0	1	20	28	0	0	0	1	0	0	29
18:30	12	0	0	0	0	0	0	12	28	0	0	0	0	0	0	28
18:45	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	9
H/TOT	52	0	0	0	1	0	1	54	98	0	0	0	1	0	0	99
P/TOT	238	7	1	0	4	0	1	251	524	12	2	0	4	1	0	543

TIME	TO ARM C B6003 (S)								FROM ARM C B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	164	23	0	0	0	0	0	187	217	27	1	1	0	2	0	248
16:15	211	34	4	4	2	2	0	257	223	29	3	0	0	4	0	259
16:30	249	18	1	0	1	1	0	270	218	24	1	0	1	0	0	244
16:45	245	24	3	1	0	1	1	275	207	27	4	1	0	0	0	239
H/TOT	869	99	8	5	3	4	1	989	865	107	9	2	1	6	0	990
17:00	213	21	3	0	1	1	0	239	219	12	2	1	0	3	0	237
17:15	238	13	5	2	0	0	1	259	188	10	2	1	0	2	2	205
17:30	242	19	0	1	0	0	0	262	229	13	1	1	0	2	0	246
17:45	223	21	3	0	0	1	0	248	173	9	0	0	1	1	0	184
H/TOT	916	74	11	3	1	2	1	1008	809	44	5	3	1	8	2	872
18:00	194	16	3	0	0	1	0	214	169	7	1	0	0	0	0	177
18:15	214	13	5	1	0	0	0	233	159	11	8	1	1	2	0	182
18:30	176	9	0	0	0	0	0	185	154	21	2	0	0	0	0	177
18:45	134	12	2	1	0	0	2	151	138	9	2	0	0	1	0	150
H/TOT	718	50	10	2	0	1	2	783	620	48	13	1	1	3	0	686
P/TOT	2503	223	29	10	4	7	4	2780	2294	199	27	6	3	17	2	2548

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

TIME	A TO B FROM B6003 (N) TO SWINEY WAY								A TO C FROM B6003 (N) TO B6003 (S)								TIME	A TO D FROM B6003 (N) TO BANKS ROAD								B TO A FROM SWINEY WAY TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	46	10	1	0	0	1	0	58	20	8	4	3	0	0	0	35	07:00	3	1	0	1	0	0	0	5	66	15	1	0	0	0	0	82
07:15	74	16	2	1	0	1	0	94	19	9	0	2	0	1	0	31	07:15	3	1	0	0	0	0	0	4	79	17	2	0	0	0	0	98
07:30	64	11	1	0	0	0	0	76	40	9	1	0	0	1	0	51	07:30	2	1	0	0	0	0	0	3	65	11	0	0	0	0	0	76
07:45	112	18	1	1	0	1	0	133	27	5	2	3	0	0	0	37	07:45	6	1	0	0	0	0	0	7	71	11	0	1	0	1	0	84
H/TOT	296	55	5	2	0	3	0	361	106	31	7	8	0	2	0	154	**H/TOT**	14	4	0	1	0	0	0	19	281	54	3	1	0	1	0	340
08:00	109	10	4	0	0	1	0	124	43	8	3	0	0	0	0	54	08:00	4	0	0	0	0	0	0	4	65	8	1	1	0	0	0	75
08:15	134	14	2	1	0	0	0	151	43	8	1	3	1	1	0	57	08:15	4	1	0	0	0	0	0	5	75	7	10	0	1	1	0	94
08:30	159	11	2	0	0	1	0	173	55	7	4	1	0	1	0	68	08:30	2	0	0	0	0	0	0	2	105	10	2	0	0	0	0	117
08:45	146	15	4	1	0	0	0	166	51	13	2	0	0	0	1	67	08:45	4	0	0	1	0	0	0	5	75	2	4	0	0	0	0	81
H/TOT	548	50	12	2	0	2	0	614	192	36	10	4	1	2	1	246	**H/TOT**	14	1	0	1	0	0	0	16	320	27	17	1	1	1	0	367
09:00	101	10	2	0	0	0	0	113	49	12	1	1	0	0	0	63	09:00	6	1	1	0	0	0	0	8	53	6	4	0	0	0	0	63
09:15	114	14	3	0	0	0	0	131	51	13	5	2	0	1	0	72	09:15	3	1	1	0	0	0	0	5	58	9	6	0	1	0	0	74
09:30	96	8	5	0	0	0	0	109	44	10	3	2	1	1	1	62	09:30	4	2	0	0	1	0	0	7	55	11	4	0	1	1	0	72
09:45	107	8	1	1	1	0	0	118	45	5	2	0	0	0	0	52	09:45	2	0	1	0	0	0	0	3	56	12	1	3	0	0	0	72
H/TOT	418	40	11	1	1	0	0	471	189	40	11	5	1	2	1	249	**H/TOT**	15	4	3	0	1	0	0	23	222	38	15	3	2	1	0	281
P/TOT	1262	145	28	5	1	5	0	1446	487	107	28	17	2	6	2	649	**P/TOT**	43	9	3	2	1	0	0	58	823	119	35	5	3	3	0	988

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

TIME	A TO B FROM B6003 (N) TO SWINEY WAY								A TO C FROM B6003 (N) TO B6003 (S)								TIME	A TO D FROM B6003 (N) TO BANKS ROAD								B TO A FROM SWINEY WAY TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	83	6	0	0	0	0	0	89	48	9	0	0	0	0	0	57	16:00	3	2	0	0	0	0	0	5	129	10	2	0	0	0	0	141
16:15	91	16	1	3	0	0	0	111	63	4	5	1	0	1	0	74	16:15	7	2	0	0	0	0	0	9	104	10	0	0	0	1	0	115
16:30	105	11	1	0	1	1	0	119	80	9	0	0	0	0	0	89	16:30	7	0	0	0	1	0	0	8	117	9	0	0	0	0	0	126
16:45	127	14	1	0	0	0	0	142	90	6	1	0	0	0	0	97	16:45	4	1	0	0	0	0	0	5	97	12	1	0	1	0	0	111
H/TOT	406	47	3	3	1	1	0	461	281	28	6	1	0	1	0	317	**H/TOT**	21	5	0	0	1	0	0	27	447	41	3	0	1	1	0	493
17:00	78	11	3	0	0	2	0	94	63	7	1	0	0	0	0	71	17:00	5	0	0	0	0	0	0	5	121	7	2	0	0	1	0	131
17:15	107	9	3	2	0	0	0	121	90	8	1	0	0	0	0	99	17:15	1	1	0	0	1	0	0	3	96	7	0	1	0	2	0	106
17:30	131	9	0	0	0	0	0	140	102	7	0	1	0	0	0	110	17:30	9	0	0	0	0	0	0	9	98	6	0	1	0	0	0	105
17:45	91	9	2	0	0	1	0	103	90	7	1	0	0	0	0	98	17:45	3	1	0	0	0	0	0	4	97	3	1	0	0	1	0	102
H/TOT	407	38	8	2	0	3	0	458	345	29	3	1	0	0	0	378	**H/TOT**	18	2	0	0	1	0	0	21	412	23	3	2	0	4	0	444
18:00	82	8	2	0	0	0	0	92	66	9	0	0	0	0	0	75	18:00	11	0	0	0	0	0	0	11	91	2	2	0	0	0	0	95
18:15	100	13	5	1	0	0	0	119	75	2	0	0	0	2	0	79	18:15	7	0	0	0	0	0	0	7	84	11	8	0	0	0	0	103
18:30	84	4	1	0	0	0	0	89	73	6	0	0	0	0	0	79	18:30	12	0	0	0	0	0	0	12	69	9	1	0	0	0	0	79
18:45	63	3	1	1	0	0	0	68	47	8	0	0	0	2	0	57	18:45	6	0	1	0	0	0	0	7	77	4	1	0	0	1	0	83
H/TOT	329	28	9	2	0	0	0	368	261	25	0	0	0	4	0	290	**H/TOT**	36	0	1	0	0	0	0	37	321	26	12	0	0	1	0	360
P/TOT	1142	113	20	7	1	4	0	1287	887	82	9	2	0	5	0	985	**P/TOT**	75	7	1	0	2	0	0	85	1180	90	18	2	1	6	0	1297

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

TIME	B TO C FROM SWINEY WAY TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	0	2
07:15	8	0	0	0	0	0	0	8
07:30	4	1	0	0	0	0	0	5
07:45	5	1	0	0	0	0	0	6
H/TOT	18	3	0	0	0	0	0	21
08:00	6	0	0	0	0	0	0	6
08:15	6	0	1	0	0	0	0	7
08:30	14	1	0	0	0	0	0	15
08:45	17	2	1	0	0	0	0	20
H/TOT	43	3	2	0	0	0	0	48
09:00	10	1	0	0	0	0	0	11
09:15	11	2	2	0	0	0	0	15
09:30	12	0	0	0	0	0	0	12
09:45	16	2	0	0	0	0	0	18
H/TOT	49	5	2	0	0	0	0	56
P/TOT	110	11	4	0	0	0	0	125

B TO D FROM SWINEY WAY TO BANKS ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
5	0	0	0	1	0	0	6
7	1	0	0	0	0	0	8
6	0	0	0	0	0	0	6
8	1	0	0	0	0	0	9
26	2	0	0	1	0	0	29
10	1	0	0	0	0	0	11
22	1	0	0	0	0	0	23
14	2	0	0	0	0	0	16
12	0	0	0	1	0	0	13
58	4	0	0	1	0	0	63
13	0	1	0	0	0	0	14
8	1	0	0	0	0	0	9
5	1	0	0	0	0	0	6
16	2	0	0	1	0	0	19
42	4	1	0	1	0	0	48
126	10	1	0	3	0	0	140

TIME	C TO A FROM B6003 (S) TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	53	8	3	1	0	1	0	66
07:15	77	8	2	1	0	0	0	88
07:30	84	7	0	2	1	1	0	95
07:45	84	9	3	1	0	2	0	99
H/TOT	298	32	8	5	1	4	0	348
08:00	89	10	3	2	1	1	0	106
08:15	64	11	4	1	0	0	0	80
08:30	80	9	4	1	0	0	0	94
08:45	53	14	4	1	0	0	0	72
H/TOT	286	44	15	5	1	1	0	352
09:00	39	4	0	2	0	0	0	45
09:15	34	7	2	2	0	0	0	45
09:30	44	6	5	1	0	0	0	56
09:45	62	8	6	2	0	0	0	78
H/TOT	179	25	13	7	0	0	0	224
P/TOT	763	101	36	17	2	5	0	924

C TO B FROM B6003 (S) TO SWINEY WAY							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
9	2	0	0	0	0	0	11
5	3	0	0	0	0	0	8
10	2	1	0	0	0	0	13
7	3	0	0	0	0	0	10
31	10	1	0	0	0	0	42
9	1	0	0	1	0	0	11
14	0	0	0	0	0	0	14
16	2	0	0	0	0	0	18
10	1	0	0	0	0	0	11
49	4	0	0	1	0	0	54
14	1	0	0	0	0	0	15
7	2	0	1	0	0	0	10
16	4	1	0	0	0	0	21
19	5	1	0	0	0	0	25
56	12	2	1	0	0	0	71
136	26	3	1	1	0	0	167

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

TIME	B TO C FROM SWINEY WAY TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	22	1	0	0	0	1	0	24
16:15	21	1	0	0	0	0	0	22
16:30	14	1	0	0	0	0	0	15
16:45	19	0	0	0	0	0	0	19
H/TOT	76	3	0	0	0	1	0	80
17:00	15	4	0	0	1	0	0	20
17:15	16	2	1	0	0	0	1	20
17:30	18	2	0	0	0	0	0	20
17:45	15	0	0	0	0	0	0	15
H/TOT	64	8	1	0	1	0	1	75
18:00	18	0	0	0	1	0	0	19
18:15	20	2	0	0	0	0	0	22
18:30	14	0	0	0	0	0	0	14
18:45	9	0	0	0	0	0	1	10
H/TOT	61	2	0	0	1	0	1	65
P/TOT	201	13	1	0	2	1	2	220

B TO D FROM SWINEY WAY TO BANKS ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
38	0	0	0	0	0	0	38
22	2	0	0	1	0	0	25
23	0	0	0	0	0	1	24
35	2	0	0	0	0	0	37
118	4	0	0	1	0	1	124
23	1	0	0	0	0	2	26
22	4	0	0	0	0	1	27
36	2	0	0	0	0	1	39
30	0	0	0	0	0	0	30
111	7	0	0	0	0	4	122
24	3	0	0	0	0	2	29
15	1	0	0	0	0	1	17
13	0	0	0	0	0	0	13
18	1	0	0	0	0	0	19
70	5	0	0	0	0	3	78
299	16	0	0	1	0	8	324

TIME	C TO A FROM B6003 (S) TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	94	15	0	1	0	1	0	111
16:15	91	13	0	0	0	1	1	106
16:30	90	15	1	1	0	1	0	108
16:45	92	17	3	0	0	0	0	112
H/TOT	367	60	4	2	0	3	1	437
17:00	67	7	1	1	0	2	0	78
17:15	92	5	0	0	0	0	0	97
17:30	86	5	1	0	0	2	0	94
17:45	58	5	0	0	1	0	0	64
H/TOT	303	22	2	1	1	4	0	333
18:00	66	6	0	0	0	1	0	73
18:15	49	3	0	1	0	0	0	53
18:30	62	8	1	0	0	1	0	72
18:45	45	7	0	0	0	0	0	52
H/TOT	222	24	1	1	0	2	0	250
P/TOT	892	106	7	4	1	9	1	1020

C TO B FROM B6003 (S) TO SWINEY WAY							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14	3	0	0	0	0	0	17
14	1	0	0	0	0	0	15
16	0	1	0	0	0	0	17
13	0	1	0	0	0	0	14
57	4	2	0	0	0	0	63
12	0	0	0	0	0	0	12
11	1	0	0	0	0	0	12
12	0	0	0	0	0	0	12
7	1	0	0	0	0	0	8
42	2	0	0	0	0	0	44
17	0	1	0	0	0	0	18
10	1	0	0	0	0	0	11
8	0	0	0	0	0	0	8
13	0	0	0	0	0	0	13
48	1	1	0	0	0	0	50
147	7	3	0	0	0	0	157

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

TIME	C TO D FROM B6003 (S) TO BANKS ROAD								D TO A FROM BANKS ROAD TO B6003 (N)								D TO B FROM BANKS ROAD TO SWINEY WAY								D TO C FROM BANKS ROAD TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	7	3	0	0	1	0	0	11	12	3	0	0	0	0	1	16	5	0	0	0	0	0	0	5
07:15	9	1	0	0	0	0	0	10	11	1	0	0	0	0	0	12	14	2	0	0	0	0	1	17	9	1	0	0	0	0	0	10
07:30	10	3	1	0	0	0	0	14	15	4	0	0	0	0	0	19	26	1	0	0	0	0	2	29	12	0	0	0	0	0	0	12
07:45	9	1	0	0	0	0	0	10	17	0	0	0	0	0	0	17	31	1	0	0	0	0	2	34	17	3	1	0	0	0	0	21
H/TOT	28	5	1	0	0	0	0	34	50	8	0	0	1	0	0	59	83	7	0	0	0	0	6	96	43	4	1	0	0	0	0	48
08:00	14	2	0	0	0	0	0	16	11	0	1	0	0	0	0	12	48	3	0	0	1	0	2	54	9	3	0	0	1	0	0	13
08:15	6	0	0	0	0	0	0	6	11	1	0	0	0	0	0	12	36	4	0	0	0	0	0	40	16	2	0	0	0	0	0	18
08:30	18	1	0	0	0	0	0	19	10	1	0	0	0	0	0	11	31	2	0	0	0	0	0	33	7	2	1	0	0	0	0	10
08:45	16	0	0	0	0	0	0	16	15	1	0	0	0	0	0	16	43	0	0	0	0	0	1	44	29	2	0	1	0	0	0	32
H/TOT	54	3	0	0	0	0	0	57	47	3	1	0	0	0	0	51	158	9	0	0	1	0	3	171	61	9	1	1	1	0	0	73
09:00	1	2	0	0	0	0	0	3	11	3	0	0	1	0	0	15	33	2	0	0	0	0	1	36	23	4	1	0	0	0	0	28
09:15	5	2	0	0	0	0	0	7	7	2	0	0	0	0	0	9	23	0	1	0	1	0	0	25	9	0	1	0	0	0	0	10
09:30	9	1	0	0	0	0	0	10	11	1	0	0	0	0	1	13	25	1	1	0	1	0	0	28	5	2	1	0	0	0	0	8
09:45	7	0	1	0	0	0	0	8	7	1	1	1	0	0	0	10	23	1	0	0	0	0	0	24	10	0	0	0	0	0	0	10
H/TOT	22	5	1	0	0	0	0	28	36	7	1	1	1	0	1	47	104	4	2	0	2	0	1	113	47	6	3	0	0	0	0	56
P/TOT	104	13	2	0	0	0	0	119	133	18	2	1	2	0	1	157	345	20	2	0	3	0	10	380	151	19	5	1	1	0	0	177

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

TIME	C TO D FROM B6003 (S) TO BANKS ROAD								D TO A FROM BANKS ROAD TO B6003 (N)								D TO B FROM BANKS ROAD TO SWINEY WAY								D TO C FROM BANKS ROAD TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	1	0	0	0	0	0	10	10	1	0	0	0	0	0	11	14	1	0	0	0	0	0	15	9	2	0	0	0	0	0	11
16:15	14	0	0	0	0	0	0	14	3	0	1	0	0	0	0	4	19	0	0	0	1	0	0	20	14	0	0	0	0	0	0	14
16:30	20	1	0	0	0	0	0	21	5	1	0	0	1	0	0	7	18	3	0	0	1	0	0	22	15	0	0	0	0	0	0	15
16:45	23	1	0	0	0	1	0	25	9	1	0	0	0	0	0	10	20	0	0	0	0	0	0	20	14	1	0	0	0	1	0	16
H/TOT	66	3	0	0	0	1	0	70	27	3	1	0	1	0	0	32	71	4	0	0	2	0	0	77	52	3	0	0	0	1	0	56
17:00	14	0	0	0	0	0	0	14	11	1	0	0	0	0	0	12	29	2	0	0	0	0	0	31	16	1	0	0	0	0	0	17
17:15	25	2	0	0	0	0	0	27	8	0	0	0	0	0	0	8	28	1	1	0	1	0	0	31	19	3	0	0	0	0	0	22
17:30	17	2	0	0	0	0	0	19	9	2	0	0	0	0	0	11	22	1	0	0	0	0	0	23	17	2	0	0	0	0	0	19
17:45	19	0	0	0	0	0	0	19	13	1	0	0	0	0	0	14	21	1	0	0	0	0	0	22	12	1	0	0	0	0	0	13
H/TOT	75	4	0	0	0	0	0	79	41	4	0	0	0	0	0	45	100	5	1	0	1	0	0	107	64	7	0	0	0	0	0	71
18:00	16	1	0	0	0	1	0	18	10	2	0	0	0	0	0	12	15	0	0	0	0	0	0	15	8	0	0	0	0	0	0	8
18:15	16	2	0	0	1	0	0	19	10	1	0	0	0	0	0	11	17	2	0	0	0	0	0	19	12	0	0	0	0	0	0	12
18:30	20	0	0	0	0	0	0	20	8	1	0	0	0	0	0	9	24	0	0	0	0	0	0	24	12	0	0	0	0	1	0	13
18:45	14	0	0	0	0	1	0	15	9	0	0	0	0	0	0	9	15	0	0	0	0	0	0	15	10	0	0	0	0	0	0	10
H/TOT	66	3	0	0	1	2	0	72	37	4	0	0	0	0	0	41	71	2	0	0	0	0	0	73	42	0	0	0	0	1	0	43
P/TOT	207	10	0	0	1	3	0	221	105	11	1	0	1	0	0	118	242	11	1	0	3	0	0	257	158	10	0	0	0	2	0	170

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

TIME	TO ARM A B6003 (N)								FROM ARM A B6003 (N)								TIME	TO ARM B SWINEY WAY								FROM ARM B SWINEY WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	126	26	4	1	1	1	0	159	69	19	5	4	0	1	0	98	07:00	67	15	1	0	0	1	1	85	72	16	1	0	1	0	0	90
07:15	167	26	4	1	0	0	0	198	96	26	2	3	0	2	0	129	07:15	93	21	2	1	0	1	1	119	94	18	2	0	0	0	0	114
07:30	164	22	0	2	1	1	0	190	106	21	2	0	0	1	0	130	07:30	100	14	2	0	0	0	2	118	75	12	0	0	0	0	0	87
07:45	172	20	3	2	0	3	0	200	145	24	3	4	0	1	0	177	07:45	150	22	1	1	0	1	2	177	84	13	0	1	0	1	0	99
H/TOT	629	94	11	6	2	5	0	747	416	90	12	11	0	5	0	534	**H/TOT**	410	72	6	2	0	3	6	499	325	59	3	1	1	1	0	390
08:00	165	18	5	3	1	1	0	193	156	18	7	0	0	1	0	182	08:00	166	14	4	0	2	1	2	189	81	9	1	1	0	0	0	92
08:15	150	19	14	1	1	1	0	186	181	23	3	4	1	1	0	213	08:15	184	18	2	1	0	0	0	205	103	8	11	0	1	1	0	124
08:30	195	20	6	1	0	0	0	222	216	18	6	1	0	2	0	243	08:30	206	15	2	0	0	1	0	224	133	13	2	0	0	0	0	148
08:45	143	17	8	1	0	0	0	169	201	28	6	2	0	0	1	238	08:45	199	16	4	1	0	0	1	221	104	4	5	0	1	0	0	114
H/TOT	653	74	33	6	2	2	0	770	754	87	22	7	1	4	1	876	**H/TOT**	755	63	12	2	2	2	3	839	421	34	19	1	2	1	0	478
09:00	103	13	4	2	1	0	0	123	156	23	4	1	0	0	0	184	09:00	148	13	2	0	0	0	1	164	76	7	5	0	0	0	0	88
09:15	99	18	8	2	1	0	0	128	168	28	9	2	0	1	0	208	09:15	144	16	4	1	1	0	0	166	77	12	8	0	1	0	0	98
09:30	110	18	9	1	1	1	1	141	144	20	8	2	2	1	1	178	09:30	137	13	7	0	1	0	0	158	72	12	4	0	1	1	0	90
09:45	125	21	8	6	0	0	0	160	154	13	4	1	1	0	0	173	09:45	149	14	2	1	1	0	0	167	88	16	1	3	1	0	0	109
H/TOT	437	70	29	11	3	1	1	552	622	84	25	6	3	2	1	743	**H/TOT**	578	56	15	2	3	0	1	655	313	47	18	3	3	1	0	385
P/TOT	1719	238	73	23	7	8	1	2069	1792	261	59	24	4	11	2	2153	**P/TOT**	1743	191	33	6	5	5	10	1993	1059	140	40	5	6	3	0	1253

TIME	TO ARM A B6003 (N)								FROM ARM A B6003 (N)								TIME	TO ARM B SWINEY WAY								FROM ARM B SWINEY WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	233	26	2	1	0	1	0	263	134	17	0	0	0	0	0	151	16:00	111	10	0	0	0	0	0	121	189	11	2	0	0	1	0	203
16:15	198	23	1	0	0	2	1	225	161	22	6	4	0	1	0	194	16:15	124	17	1	3	1	0	0	146	147	13	0	0	1	1	0	162
16:30	212	25	1	1	1	1	0	241	192	20	1	0	2	1	0	216	16:30	139	14	2	0	2	1	0	158	154	10	0	0	0	0	1	165
16:45	198	30	4	0	1	0	0	233	221	21	2	0	0	0	0	244	16:45	160	14	2	0	0	0	0	176	151	14	1	0	1	0	0	167
H/TOT	841	104	8	2	2	4	1	962	708	80	9	4	2	2	0	805	**H/TOT**	534	55	5	3	3	1	0	601	641	48	3	0	2	2	1	697
17:00	199	15	3	1	0	3	0	221	146	18	4	0	0	2	0	170	17:00	119	13	3	0	0	2	0	137	159	12	2	0	1	1	2	177
17:15	196	12	0	1	0	2	0	211	198	18	4	2	1	0	0	223	17:15	146	11	4	2	1	0	0	164	134	13	1	1	0	2	2	153
17:30	193	13	1	1	0	2	0	210	242	16	0	1	0	0	0	259	17:30	165	10	0	0	0	0	0	175	152	10	0	1	0	0	1	164
17:45	168	9	1	0	1	1	0	180	184	17	3	0	0	1	0	205	17:45	119	11	2	0	0	1	0	133	142	3	1	0	0	1	0	147
H/TOT	756	49	5	3	1	8	0	822	770	69	11	3	1	3	0	857	**H/TOT**	549	45	9	2	1	3	0	609	587	38	4	2	1	4	5	641
18:00	167	10	2	0	0	1	0	180	159	17	2	0	0	0	0	178	18:00	114	8	3	0	0	0	0	125	133	5	2	0	1	0	2	143
18:15	143	15	8	1	0	0	0	167	182	15	5	1	0	2	0	205	18:15	127	16	5	1	0	0	0	149	119	14	8	0	0	0	1	142
18:30	139	18	2	0	0	1	0	160	169	10	1	0	0	0	0	180	18:30	116	4	1	0	0	0	0	121	96	9	1	0	0	0	0	106
18:45	131	11	1	0	0	1	0	144	116	11	2	1	0	2	0	132	18:45	91	3	1	1	0	0	0	96	104	5	1	0	0	1	1	112
H/TOT	580	54	13	1	0	3	0	651	626	53	10	2	0	4	0	695	**H/TOT**	448	31	10	2	0	0	0	491	452	33	12	0	1	1	4	503
P/TOT	2177	207	26	6	3	15	1	2435	2104	202	30	9	3	9	0	2357	**P/TOT**	1531	131	24	7	4	4	0	1701	1680	119	19	2	4	7	10	1841

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

TIME	TO ARM C B6003 (S)								FROM ARM C B6003 (S)								TIME	TO ARM D BANKS ROAD								FROM ARM D BANKS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	26	9	4	3	0	0	0	42	62	10	3	1	0	1	0	77	07:00	8	1	0	1	1	0	0	11	24	6	0	0	1	0	1	32
07:15	36	10	0	2	0	1	0	49	91	12	2	1	0	0	0	106	07:15	19	3	0	0	0	0	0	22	34	4	0	0	0	0	1	39
07:30	56	10	1	0	0	1	0	68	104	12	2	2	1	1	0	122	07:30	18	4	1	0	0	0	0	23	53	5	0	0	0	0	2	60
07:45	49	9	3	3	0	0	0	64	100	13	3	1	0	2	0	119	07:45	23	3	0	0	0	0	0	26	65	4	1	0	0	0	2	72
H/TOT	167	38	8	8	0	2	0	223	357	47	10	5	1	4	0	424	**H/TOT**	68	11	1	1	1	0	0	82	176	19	1	0	1	0	6	203
08:00	58	11	3	0	1	0	0	73	112	13	3	2	2	1	0	133	08:00	28	3	0	0	0	0	0	31	68	6	1	0	2	0	2	79
08:15	65	10	2	3	1	1	0	82	84	11	4	1	0	0	0	100	08:15	32	2	0	0	0	0	0	34	63	7	0	0	0	0	0	70
08:30	76	10	5	1	0	1	0	93	114	12	4	1	0	0	0	131	08:30	34	3	0	0	0	0	0	37	48	5	1	0	0	0	0	54
08:45	97	17	3	1	0	0	1	119	79	15	4	1	0	0	0	99	08:45	32	0	0	1	1	0	0	34	87	3	0	1	0	0	1	92
H/TOT	296	48	13	5	2	2	1	367	389	51	15	5	2	1	0	463	**H/TOT**	126	8	0	1	1	0	0	136	266	21	2	1	2	0	3	295
09:00	82	17	2	1	0	0	0	102	54	7	0	2	0	0	0	63	09:00	20	3	2	0	0	0	0	25	67	9	1	0	1	0	1	79
09:15	71	15	8	2	0	1	0	97	46	11	2	3	0	0	0	62	09:15	16	4	1	0	0	0	0	21	39	2	2	0	1	0	0	44
09:30	61	12	4	2	1	1	1	82	69	11	6	1	0	0	0	87	09:30	18	4	0	0	1	0	0	23	41	4	2	0	1	0	1	49
09:45	71	7	2	0	0	0	0	80	88	13	8	2	0	0	0	111	09:45	25	2	2	0	1	0	0	30	40	2	1	1	0	0	0	44
H/TOT	285	51	16	5	1	2	1	361	257	42	16	8	0	0	0	323	**H/TOT**	79	13	5	0	2	0	0	99	187	17	6	1	3	0	2	216
P/TOT	748	137	37	18	3	6	2	951	1003	140	41	18	3	5	0	1210	**P/TOT**	273	32	6	2	4	0	0	317	629	57	9	2	6	0	11	714

TIME	TO ARM C B6003 (S)								FROM ARM C B6003 (S)								TIME	TO ARM D BANKS ROAD								FROM ARM D BANKS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	79	12	0	0	0	1	0	92	117	19	0	1	0	1	0	138	16:00	50	3	0	0	0	0	0	53	33	4	0	0	0	0	0	37
16:15	98	5	5	1	0	1	0	110	119	14	0	0	0	1	1	135	16:15	43	4	0	0	1	0	0	48	36	0	1	0	1	0	0	38
16:30	109	10	0	0	0	0	0	119	126	16	2	1	0	1	0	146	16:30	50	1	0	0	1	0	1	53	38	4	0	0	2	0	0	44
16:45	123	7	1	0	0	1	0	132	128	18	4	0	0	1	0	151	16:45	62	4	0	0	0	1	0	67	43	2	0	0	0	1	0	46
H/TOT	409	34	6	1	0	3	0	453	490	67	6	2	0	4	1	570	**H/TOT**	205	12	0	0	2	1	1	221	150	10	1	0	3	1	0	165
17:00	94	12	1	0	1	0	0	108	93	7	1	1	0	2	0	104	17:00	42	1	0	0	0	0	2	45	56	4	0	0	0	0	0	60
17:15	125	13	2	0	0	0	1	141	128	8	0	0	0	0	0	136	17:15	48	7	0	0	1	0	1	57	55	4	1	0	1	0	0	61
17:30	137	11	0	1	0	0	0	149	115	7	1	0	0	2	0	125	17:30	62	4	0	0	0	0	1	67	48	5	0	0	0	0	0	53
17:45	117	8	1	0	0	0	0	126	84	6	0	0	1	0	0	91	17:45	52	1	0	0	0	0	0	53	46	3	0	0	0	0	0	49
H/TOT	473	44	4	1	1	0	1	524	420	28	2	1	1	4	0	456	**H/TOT**	204	13	0	0	1	0	4	222	205	16	1	0	1	0	0	223
18:00	92	9	0	0	1	0	0	102	99	7	1	0	0	2	0	109	18:00	51	4	0	0	0	1	2	58	33	2	0	0	0	0	0	35
18:15	107	4	0	0	0	2	0	113	75	6	0	1	1	0	0	83	18:15	38	3	0	0	1	0	1	43	39	3	0	0	0	0	0	42
18:30	99	6	0	0	0	1	0	106	90	8	1	0	0	1	0	100	18:30	45	0	0	0	0	0	0	45	44	1	0	0	0	1	0	46
18:45	66	8	0	0	0	2	1	77	72	7	0	0	0	1	0	80	18:45	38	1	1	0	0	1	0	41	34	0	0	0	0	0	0	34
H/TOT	364	27	0	0	1	5	1	398	336	28	2	1	1	4	0	372	**H/TOT**	172	8	1	0	1	2	3	187	150	6	0	0	0	1	0	157
P/TOT	1246	105	10	2	2	8	2	1375	1246	123	10	4	2	12	1	1398	**P/TOT**	581	33	1	0	4	3	8	630	505	32	2	0	4	2	0	545

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 5 **DATE:** 06/11/2025

LOCATION: A6005 (W) / B6003 / A6005 (E) **DAY:** THURSDAY

TIME	A TO B FROM A6005 (W) TO B6003								A TO C FROM A6005 (W) TO A6005 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	48	6	3	0	0	1	0	58	143	15	2	0	3	1	5	169
07:15	62	9	1	2	1	0	0	75	187	23	6	0	3	4	2	225
07:30	72	10	0	2	1	1	0	86	182	22	4	1	3	1	6	219
07:45	57	7	2	0	1	2	0	69	193	36	5	0	2	2	2	240
H/TOT	239	32	6	4	3	4	0	288	705	96	17	1	11	8	15	853
08:00	67	9	1	1	0	1	0	79	168	23	2	0	2	1	3	199
08:15	59	7	3	1	0	1	0	71	173	29	3	0	3	2	3	213
08:30	69	10	4	0	0	0	0	83	179	19	4	0	2	2	0	206
08:45	54	10	2	0	0	0	0	66	190	20	1	0	2	0	2	215
H/TOT	249	36	10	2	0	2	0	299	710	91	10	0	9	5	8	833
09:00	41	4	0	0	0	0	0	45	142	25	4	2	3	0	2	178
09:15	34	6	1	2	0	0	0	43	136	29	10	0	0	3	0	178
09:30	57	7	4	1	0	0	0	69	105	18	4	0	4	3	0	134
09:45	63	7	4	2	0	0	0	76	128	15	6	0	2	1	0	152
H/TOT	195	24	9	5	0	0	0	233	511	87	24	2	9	7	2	642
P/TOT	683	92	25	11	3	6	0	820	1926	274	51	3	29	20	25	2328

TIME	B TO A FROM B6003 TO A6005 (W)								B TO C FROM B6003 TO A6005 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	24	8	1	0	0	0	0	33	6	1	2	0	0	0	0	9
07:15	27	6	0	2	0	0	0	35	14	1	0	2	0	1	0	18
07:30	51	11	0	1	0	0	1	64	31	2	0	0	0	0	1	34
07:45	48	2	0	0	0	0	2	52	21	2	2	2	0	0	0	27
H/TOT	150	27	1	3	0	0	3	184	72	6	4	4	0	1	1	88
08:00	47	9	3	0	0	0	1	60	17	2	2	1	1	0	0	23
08:15	55	9	1	1	1	1	0	68	16	5	1	2	0	0	0	24
08:30	40	8	3	1	0	0	0	52	22	2	1	1	0	0	0	26
08:45	79	10	3	0	0	2	0	94	31	4	0	0	0	0	0	35
H/TOT	221	36	10	2	1	3	1	274	86	13	4	4	1	0	0	108
09:00	80	10	1	1	0	0	0	92	26	6	0	0	0	0	0	32
09:15	57	11	3	1	0	1	2	75	14	6	2	0	0	0	1	23
09:30	49	6	3	2	0	1	2	63	18	4	2	0	1	0	0	25
09:45	63	8	1	0	0	0	0	72	17	1	1	1	0	0	1	21
H/TOT	249	35	8	4	0	2	4	302	75	17	5	1	1	0	2	101
P/TOT	620	98	19	9	1	5	8	760	233	36	13	9	2	1	3	297

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 5 **DATE:** 06/11/2025

LOCATION: A6005 (W) / B6003 / A6005 (E) **DAY:** THURSDAY

TIME	A TO B FROM A6005 (W) TO B6003								A TO C FROM A6005 (W) TO A6005 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	102	13	0	1	0	0	0	116	143	17	4	0	3	3	0	170
16:15	85	10	0	0	0	1	0	96	134	13	1	0	4	0	0	152
16:30	90	8	2	0	0	1	0	101	102	20	2	0	0	3	0	127
16:45	77	12	0	0	0	1	0	90	154	16	1	0	0	3	1	175
H/TOT	354	43	2	1	0	3	0	403	533	66	8	0	7	9	1	624
17:00	75	5	0	0	0	2	0	82	137	8	1	0	1	0	0	147
17:15	92	4	0	0	0	0	0	96	155	10	1	0	2	1	1	170
17:30	84	9	0	0	0	2	0	95	143	13	1	0	1	0	1	159
17:45	65	6	0	0	1	0	0	72	141	8	0	0	8	0	1	158
H/TOT	316	24	0	0	1	4	0	345	576	39	3	0	12	1	3	634
18:00	75	6	1	0	0	2	0	84	119	10	0	0	1	2	1	133
18:15	55	6	0	1	0	1	0	63	108	3	0	0	0	1	0	112
18:30	67	7	1	0	0	0	0	75	151	5	0	0	4	3	1	164
18:45	61	3	0	0	0	0	0	64	144	5	0	0	4	1	0	154
H/TOT	258	22	2	1	0	3	0	286	522	23	0	0	9	7	2	563
P/TOT	928	89	4	2	1	10	0	1034	1631	128	11	0	28	17	6	1821

TIME	B TO A FROM B6003 TO A6005 (W)								B TO C FROM B6003 TO A6005 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	49	5	0	0	0	1	0	55	18	1	0	0	0	0	1	20
16:15	73	4	6	0	0	2	0	85	20	3	0	1	0	0	0	24
16:30	84	11	0	0	0	0	0	95	21	2	0	0	0	0	0	23
16:45	86	1	0	0	0	1	0	88	17	1	0	0	0	0	0	18
H/TOT	292	21	6	0	0	4	0	323	76	7	0	1	0	0	1	85
17:00	72	9	1	0	1	0	1	84	20	2	1	0	0	0	0	23
17:15	82	7	2	0	0	0	1	92	26	0	0	0	0	0	0	26
17:30	97	6	0	0	0	0	0	103	20	0	0	0	0	0	0	20
17:45	82	7	1	1	0	0	0	91	28	0	0	0	0	0	2	30
H/TOT	333	29	4	1	1	0	2	370	94	2	1	0	0	0	2	99
18:00	64	8	0	0	0	0	0	72	14	0	0	0	0	0	0	14
18:15	91	5	0	0	0	2	0	98	10	1	0	0	0	0	0	11
18:30	65	4	0	0	0	1	1	71	14	1	0	0	0	0	0	15
18:45	54	6	0	0	0	1	0	61	15	0	0	0	0	0	0	15
H/TOT	274	23	0	0	0	4	1	302	53	2	0	0	0	0	0	55
P/TOT	899	73	10	1	1	8	3	995	223	11	1	1	0	0	3	239

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 5 **DATE:** 06/11/2025

LOCATION: A6005 (W) / B6003 / A6005 (E) **DAY:** THURSDAY

TIME	C TO A FROM A6005 (E) TO A6005 (W)								C TO B FROM A6005 (E) TO B6003								TIME	TO ARM A A6005 (W)								FROM ARM A A6005 (W)								TIME
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
07:00	65	12	0	0	4	0	2	83	8	2	1	1	0	0	0	12	07:00	89	20	1	0	4	0	2	116	191	21	5	0	3	2	5	227	07:00
07:15	64	11	3	0	2	0	1	81	14	1	1	0	0	0	0	16	07:15	91	17	3	2	2	0	1	116	249	32	7	2	4	4	2	300	07:15
07:30	92	16	2	0	1	0	1	112	16	4	1	1	0	0	0	22	07:30	143	27	2	1	1	0	2	176	254	32	4	3	4	2	6	305	07:30
07:45	145	22	3	0	3	1	2	176	20	2	1	1	0	0	0	24	07:45	193	24	3	0	3	1	4	228	250	43	7	0	3	4	2	309	07:45
H/TOT	366	61	8	0	10	1	6	452	58	9	4	3	0	0	0	74	H/TOT	516	88	9	3	10	1	9	636	944	128	23	5	14	12	15	1141	H/TOT
08:00	130	19	2	0	3	0	0	154	19	3	1	0	1	0	0	24	08:00	177	28	5	0	3	0	1	214	235	32	3	1	2	2	3	278	08:00
08:15	115	16	3	0	2	0	1	137	14	6	1	1	0	0	0	22	08:15	170	25	4	1	3	1	1	205	232	36	6	1	3	3	3	284	08:15
08:30	98	20	0	0	2	0	2	122	18	0	0	1	0	0	0	19	08:30	138	28	3	1	2	0	2	174	248	29	8	0	2	2	0	289	08:30
08:45	90	12	5	0	2	0	1	110	15	1	2	2	1	0	0	21	08:45	169	22	8	0	2	2	1	204	244	30	3	0	2	0	2	281	08:45
H/TOT	433	67	10	0	9	0	4	523	66	10	4	4	2	0	0	86	H/TOT	654	103	20	2	10	3	5	797	959	127	20	2	9	7	8	1132	H/TOT
09:00	115	16	1	1	2	1	1	137	13	3	0	1	0	0	0	17	09:00	195	26	2	2	2	1	1	229	183	29	4	2	3	0	2	223	09:00
09:15	85	17	5	1	1	0	1	110	17	4	1	1	0	0	0	23	09:15	142	28	8	2	1	1	3	185	170	35	11	2	0	3	0	221	09:15
09:30	106	11	7	0	2	1	1	128	12	3	0	0	0	0	0	15	09:30	155	17	10	2	2	2	3	191	162	25	8	1	4	3	0	203	09:30
09:45	96	20	5	0	3	1	0	125	16	1	4	0	0	0	0	21	09:45	159	28	6	0	3	1	0	197	191	22	10	2	2	1	0	228	09:45
H/TOT	402	64	18	2	8	3	3	500	58	11	5	2	0	0	0	76	H/TOT	651	99	26	6	8	5	7	802	706	111	33	7	9	7	2	875	H/TOT
P/TOT	1201	192	36	2	27	4	13	1475	182	30	13	9	2	0	0	236	P/TOT	1821	290	55	11	28	9	21	2235	2609	366	76	14	32	26	25	3148	P/TOT

TIME	C TO A FROM A6005 (E) TO A6005 (W)								C TO B FROM A6005 (E) TO B6003								TIME	TO ARM A A6005 (W)								FROM ARM A A6005 (W)								TIME
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
16:00	152	15	2	0	0	1	0	170	34	5	1	0	0	1	0	41	16:00	201	20	2	0	0	2	0	225	245	30	4	1	3	3	0	286	16:00
16:15	157	20	6	0	5	6	2	196	37	6	2	0	0	1	0	46	16:15	230	24	12	0	5	8	2	281	219	23	1	0	4	1	0	248	16:15
16:30	175	15	2	0	5	3	4	204	31	5	2	1	0	0	0	39	16:30	259	26	2	0	5	3	4	299	192	28	4	0	0	4	0	228	16:30
16:45	158	20	2	0	0	1	1	182	26	4	2	0	0	0	0	32	16:45	244	21	2	0	0	2	1	270	231	28	1	0	0	4	1	265	16:45
H/TOT	642	70	12	0	10	11	7	752	128	20	7	1	0	2	0	158	H/TOT	934	91	18	0	10	15	7	1075	887	109	10	1	7	12	1	1027	H/TOT
17:00	165	13	0	0	0	6	1	185	47	5	1	1	0	0	1	55	17:00	237	22	1	0	1	6	2	269	212	13	1	0	1	2	0	229	17:00
17:15	139	17	0	0	3	7	4	170	30	0	0	0	0	0	0	30	17:15	221	24	2	0	3	7	5	262	247	14	1	0	2	1	1	266	17:15
17:30	151	10	0	1	4	2	1	169	34	1	1	0	0	0	0	36	17:30	248	16	0	1	4	2	1	272	227	22	1	0	1	2	1	254	17:30
17:45	163	10	0	0	0	1	3	177	19	2	0	0	0	0	0	21	17:45	245	17	1	1	0	1	3	268	206	14	0	0	9	0	1	230	17:45
H/TOT	618	50	0	1	7	16	9	701	130	8	2	1	0	0	1	142	H/TOT	951	79	4	2	8	16	11	1071	892	63	3	0	13	5	3	979	H/TOT
18:00	127	12	1	0	2	2	7	151	27	2	0	0	0	0	1	30	18:00	191	20	1	0	2	2	7	223	194	16	1	0	1	4	1	217	18:00
18:15	147	12	1	0	4	1	1	166	18	2	0	0	0	0	0	20	18:15	238	17	1	0	4	3	1	264	163	9	0	1	0	2	0	175	18:15
18:30	138	11	0	0	0	2	1	152	20	1	0	0	0	0	0	21	18:30	203	15	0	0	0	3	2	223	218	12	1	0	4	3	1	239	18:30
18:45	124	5	0	0	3	4	0	136	18	3	0	0	0	0	1	22	18:45	178	11	0	0	3	5	0	197	205	8	0	0	4	1	0	218	18:45
H/TOT	536	40	2	0	9	9	9	605	83	8	0	0	0	0	2	93	H/TOT	810	63	2	0	9	13	10	907	780	45	2	1	9	10	2	849	H/TOT
P/TOT	1796	160	14	1	26	36	25	2058	341	36	9	2	0	2	3	393	P/TOT	2695	233	24	2	27	44	28	3053	2559	217	15	2	29	27	6	2855	P/TOT

SSIFIED COUNTS

14936

TOTON

5

A6005 (W) / B6003 / A6005 (E)

DATE: 06/11/2025

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 5

LOCATION: A6005 (W) / B6003 / A6005 (E)

DATE: 06/11/2025

DAY: THURSDAY

TO ARM B B6003							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
56	8	4	1	0	1	0	70
76	10	2	2	1	0	0	91
88	14	1	3	1	1	0	108
77	9	3	1	1	2	0	93
297	41	10	7	3	4	0	362
86	12	2	1	1	1	0	103
73	13	4	2	0	1	0	93
87	10	4	1	0	0	0	102
69	11	4	2	1	0	0	87
315	46	14	6	2	2	0	385
54	7	0	1	0	0	0	62
51	10	2	3	0	0	0	66
69	10	4	1	0	0	0	84
79	8	8	2	0	0	0	97
253	35	14	7	0	0	0	309
865	122	38	20	5	6	0	1056

FROM ARM B B6003							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
30	9	3	0	0	0	0	42
41	7	0	4	0	1	0	53
82	13	0	1	0	0	2	98
69	4	2	2	0	0	2	79
222	33	5	7	0	1	4	272
64	11	5	1	1	0	1	83
71	14	2	3	1	1	0	92
62	10	4	2	0	0	0	78
110	14	3	0	0	2	0	129
307	49	14	6	2	3	1	382
106	16	1	1	0	0	0	124
71	17	5	1	0	1	3	98
67	10	5	2	1	1	2	88
80	9	2	1	0	0	1	93
324	52	13	5	1	2	6	403
853	134	32	18	3	6	11	1057

TIME
07:00
07:15
07:30
07:45
H/TOT
08:00
08:15
08:30
08:45
H/TOT
09:00
09:15
09:30
09:45
H/TOT
P/TOT

TO ARM C A6005 (E)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
149	16	4	0	3	1	5	178
201	24	6	2	3	5	2	243
213	24	4	1	3	1	7	253
214	38	7	2	2	2	2	267
777	102	21	5	11	9	16	941
185	25	4	1	3	1	3	222
189	34	4	2	3	2	3	237
201	21	5	1	2	2	0	232
221	24	1	0	2	0	2	250
796	104	14	4	10	5	8	941
168	31	4	2	3	0	2	210
150	35	12	0	0	3	1	201
123	22	6	0	5	3	0	159
145	16	7	1	2	1	1	173
586	104	29	3	10	7	4	743
2159	310	64	12	31	21	28	2625

FROM ARM C A6005 (E)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
73	14	1	1	4	0	2	95
78	12	4	0	2	0	1	97
108	20	3	1	1	0	1	134
165	24	4	1	3	1	2	200
424	70	12	3	10	1	6	526
149	22	3	0	4	0	0	178
129	22	4	1	2	0	1	159
116	20	0	1	2	0	2	141
105	13	7	2	3	0	1	131
499	77	14	4	11	0	4	609
128	19	1	2	2	1	1	154
102	21	6	2	1	0	1	133
118	14	7	0	2	1	1	143
112	21	9	0	3	1	0	146
460	75	23	4	8	3	3	576
1383	222	49	11	29	4	13	1711

TO ARM B B6003							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
136	18	1	1	0	1	0	157
122	16	2	0	0	2	0	142
121	13	4	1	0	1	0	140
103	16	2	0	0	1	0	122
482	63	9	2	0	5	0	561
122	10	1	1	0	2	1	137
122	4	0	0	0	0	0	126
118	10	1	0	0	2	0	131
84	8	0	0	1	0	0	93
446	32	2	1	1	4	1	487
102	8	1	0	0	2	1	114
73	8	0	1	0	1	0	83
87	8	1	0	0	0	0	96
79	6	0	0	0	0	1	86
341	30	2	1	0	3	2	379
1269	125	13	4	1	12	3	1427

FROM ARM B B6003							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
67	6	0	0	0	1	1	75
93	7	6	1	0	2	0	109
105	13	0	0	0	0	0	118
103	2	0	0	0	1	0	106
368	28	6	1	0	4	1	408
92	11	2	0	1	0	1	107
108	7	2	0	0	0	1	118
117	6	0	0	0	0	0	123
110	7	1	1	0	0	2	121
427	31	5	1	1	0	4	469
78	8	0	0	0	0	0	86
101	6	0	0	0	2	0	109
79	5	0	0	0	1	1	86
69	6	0	0	0	1	0	76
327	25	0	0	0	4	1	357
1122	84	11	2	1	8	6	1234

TIME
16:00
16:15
16:30
16:45
H/TOT
17:00
17:15
17:30
17:45
H/TOT
18:00
18:15
18:30
18:45
H/TOT
P/TOT

TO ARM C A6005 (E)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
161	18	4	0	3	3	1	190
154	16	1	1	4	0	0	176
123	22	2	0	0	3	0	150
171	17	1	0	0	3	1	193
609	73	8	1	7	9	2	709
157	10	2	0	1	0	0	170
181	10	1	0	2	1	1	196
163	13	1	0	1	0	1	179
169	8	0	0	8	0	3	188
670	41	4	0	12	1	5	733
133	10	0	0	1	2	1	147
118	4	0	0	0	1	0	123
165	6	0	0	4	3	1	179
159	5	0	0	4	1	0	169
575	25	0	0	9	7	2	618
1854	139	12	1	28	17	9	2060

FROM ARM C A6005 (E)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
186	20	3	0	0	2	0	211
194	26	8	0	5	7	2	242
206	20	4	1	5	3	4	243
184	24	4	0	0	1	1	214
770	90	19	1	10	13	7	910
212	18	1	1	0	6	2	240
169	17	0	0	3	7	4	200
185	11	1	1	4	2	1	205
182	12	0	0	0	1	3	198
748	58	2	2	7	16	10	843
154	14	1	0	2	2	8	181
165	14	1	0	4	1	1	186
158	12	0	0	0	2	1	173
142	8	0	0	3	4	1	158
619	48	2	0	9	9	11	698
2137	196	23	3	26	38	28	2451

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

A TO A — FROM M1 SLIP ROADS (N) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

A TO B — FROM M1 SLIP ROADS (N) TO AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	30	13	3	2	0	0	0	48
07:15	50	18	0	1	0	0	0	69
07:30	60	23	2	3	0	0	0	88
07:45	66	20	2	2	0	2	0	92
H/TOT	206	74	7	8	0	2	0	297
08:00	61	14	1	3	0	0	0	79
08:15	67	18	3	1	0	0	0	89
08:30	64	15	5	2	0	0	0	86
08:45	62	13	1	1	0	0	0	77
H/TOT	254	60	10	7	0	0	0	331
09:00	48	15	1	0	0	0	0	64
09:15	38	7	5	2	0	0	0	52
09:30	35	13	4	1	1	0	0	54
09:45	30	13	4	0	0	0	0	47
H/TOT	151	48	14	3	1	0	0	217
P/TOT	611	182	31	18	1	2	0	845

A TO C — FROM M1 SLIP ROADS (N) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	42	21	4	3	0	0	0	70
07:15	48	23	1	1	0	0	0	74
07:30	55	19	2	0	0	0	0	76
07:45	87	19	5	1	0	0	0	112
H/TOT	232	82	12	5	1	0	0	332
08:00	68	11	1	0	0	0	0	80
08:15	43	18	2	0	0	1	0	64
08:30	70	17	2	0	0	0	0	89
08:45	57	19	1	1	0	0	0	78
H/TOT	238	65	6	1	0	1	0	311
09:00	38	18	2	0	0	0	0	58
09:15	52	15	2	1	0	0	0	70
09:30	49	12	6	1	0	0	0	68
09:45	42	11	5	1	0	0	0	59
H/TOT	181	56	15	3	0	0	0	255
P/TOT	651	203	33	9	1	1	0	898

A TO D — FROM M1 SLIP ROADS (N) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	1	0
H/TOT	0	1	0	0	0	0	1	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	1	0	0	0	0	1	0

A TO E — FROM M1 SLIP ROADS (N) TO AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	122	32	16	4	0	0	0	174
07:15	155	44	5	0	1	0	0	205
07:30	137	31	7	6	0	3	0	184
07:45	144	22	2	5	0	0	0	173
H/TOT	558	129	30	15	1	3	0	736
08:00	147	38	6	0	0	1	0	192
08:15	128	27	9	4	0	1	0	169
08:30	107	23	8	1	0	0	0	139
08:45	88	24	5	4	0	0	0	121
H/TOT	470	112	28	9	0	2	0	621
09:00	73	22	3	4	0	0	0	102
09:15	59	17	9	2	0	0	0	87
09:30	47	18	5	2	0	0	0	72
09:45	56	24	4	3	0	0	0	87
H/TOT	235	81	21	11	0	0	0	348
P/TOT	1263	322	79	35	1	5	0	1705

A TO F — FROM M1 SLIP ROADS (N) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	19	3	0	2	0	0	0	24
07:15	16	10	2	3	0	0	0	31
07:30	19	4	1	2	0	0	0	26
07:45	22	13	1	1	0	0	0	37
H/TOT	76	30	4	8	0	0	0	118
08:00	21	10	0	2	0	0	0	33
08:15	20	8	3	0	0	0	0	31
08:30	19	10	2	2	0	0	0	33
08:45	21	3	0	1	0	0	0	25
H/TOT	81	31	5	5	0	0	0	122
09:00	15	6	0	2	0	0	0	23
09:15	6	8	0	0	0	0	0	14
09:30	15	7	0	4	0	0	0	26
09:45	8	3	1	2	0	0	0	14
H/TOT	44	24	1	8	0	0	0	77
P/TOT	201	85	10	21	0	0	0	317

A TO A — FROM M1 SLIP ROADS (N) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	31	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

A TO B — FROM M1 SLIP ROADS (N) TO AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	50	9	1	0	0	0	0	60
16:15	66	13	1	0	1	0	0	81
16:30	61	10	0	1	0	0	0	72
16:45	18	2	0	0	0	0	0	20
H/TOT	195	34	2	1	1	0	0	233
17:00	31	12	1	0	0	0	0	44
17:15	63	8	2	1	0	0	0	74
17:30	63	11	0	0	0	0	0	74
17:45	75	6	1	0	0	0	0	82
H/TOT	232	37	4	1	0	0	0	274
18:00	40	6	3	0	0	0	0	49
18:15	50	5	0	0	0	0	0	55
18:30	33	5	0	0	0	0	0	38
18:45	35	7	2	1	0	0	0	45
H/TOT	158	23	5	1	0	0	0	187
P/TOT	585	94	11	3	1	0	0	694

A TO C — FROM M1 SLIP ROADS (N) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	77	10	0	0	0	0	0	87
16:15	57	21	1	0	0	0	0	79
16:30	66	17	1	0	1	1	1	87
16:45	41	15	1	0	0	0	0	57
H/TOT	241	63	3	0	1	1	1	310
17:00	62	12	2	0	0	0	0	76
17:15	70	14	2	0	1	0	0	87
17:30	62	14	0	1	0	0	0	77
17:45	82	15	2	0	0	1	0	100
H/TOT	276	55	6	1	1	1	0	340
18:00	71	8	0	0	0	0	0	79
18:15	69	5	0	0	0	0	0	74
18:30	59	4	0	1	0	0	0	64
18:45	41	3	0	0	0	0	0	44
H/TOT	240	20	0	1	0	0	0	261
P/TOT	757	138	9	2	2	2	1	911

A TO D — FROM M1 SLIP ROADS (N) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	0	0	1
H/TOT	0	1	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	1	0	0	0	0	0	1

A TO E — FROM M1 SLIP ROADS (N) TO AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	63	18	7	6	0	0	0	94
16:15	82	23	3	5	0	0	0	113
16:30	70	19	3	1	0	1	0	94
16:45	50	11	0	1	0	0	0	62
H/TOT	265	71	13	13	0	1	0	363
17:00	61	10	3	2	0	0	0	76
17:15	85	18	10	3	0	0	0	116
17:30	80	14	2	0	0	0	0	96
17:45	96	13	1	2	0	0	0	112
H/TOT	322	55	16	7	0	0	0	400
18:00	80	7	2	1	1	0	0	91
18:15	88	13	2	0	0	0	0	103
18:30	69	5	2	0	0	0	0	76
18:45	60	10	0	2	0	0	0	72
H/TOT	297	35	6	3	1	0	0	342
P/TOT	884	161	35	23	1	1	0	1105

A TO F — FROM M1 SLIP ROADS (N) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	18	7	3	3	0	0	0	31
16:15	17	10	1	2	0	0	0	30
16:30	25	3	4	0	0	0	0	32
16:45	19	1	2	0	0	0	0	22
H/TOT	79	21	10	5	0	0	0	115
17:00	17	5	0	0	0	0	0	22
17:15	28	7	1	2	0	0	0	38
17:30	26	1	0	0	0	0	0	27
17:45	28	6	4	2	0	0	0	40
H/TOT	99	19	5	4	0	0	0	127
18:00	16	1	1	1	0	0	0	19
18:15	23	4	0	0	1	0	0	28
18:30	12	1	0	0	0	0	0	13
18:45	5	1	1	2	0	0	0	9
H/TOT	56	7	2	3	0	1	0	69
P/TOT	234	47	17	12	0	1	0	311

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

TIME	A TO A FROM AS2 (E) TO M1 SLIP ROADS (N)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	40	15	1	0	0	0	0	56
07:15	45	8	1	2	0	0	0	56
07:30	61	10	1	2	0	0	0	74
07:45	53	12	1	1	0	0	0	67
H/TOT	199	45	4	5	0	0	0	253
08:00	51	7	0	0	0	0	0	58
08:15	53	4	1	0	0	0	0	58
08:30	40	12	0	1	0	0	0	53
08:45	34	5	2	2	1	0	0	44
H/TOT	178	28	3	3	1	0	0	213
09:00	28	9	3	1	0	0	0	41
09:15	33	5	1	4	0	0	0	43
09:30	24	12	2	3	0	0	0	41
09:45	34	8	3	2	0	0	0	45
H/TOT	119	32	9	10	0	0	0	170
P/TOT	496	105	16	18	1	0	0	636

TIME	B TO B FROM AS2 (E) TO AS2 (E)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1
H/TOT	0	1	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	1	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2
P/TOT	2	1	1	0	0	0	0	4

TIME	B TO C FROM AS2 (E) TO BOSTOCKS LANE (SE)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	18	3	0	0	0	0	0	21
07:15	22	4	0	0	0	0	0	26
07:30	27	3	0	1	0	0	0	31
07:45	35	5	0	1	0	0	0	41
H/TOT	102	15	0	2	0	0	0	119
08:00	52	3	1	0	0	0	0	56
08:15	38	3	1	0	0	0	0	42
08:30	36	5	0	0	0	0	0	41
08:45	30	5	2	1	0	0	0	38
H/TOT	156	16	4	1	0	0	0	177
09:00	21	8	2	0	0	0	0	31
09:15	33	5	2	0	0	0	0	40
09:30	30	6	2	0	0	0	0	38
09:45	28	5	2	0	0	0	0	35
H/TOT	112	24	8	0	0	0	0	144
P/TOT	370	55	12	3	0	0	0	440

TIME	B TO D FROM AS2 (E) TO M1 SLIP ROADS (S)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	107	28	5	1	0	1	0	142
07:15	119	28	3	4	0	0	0	154
07:30	124	22	4	2	0	0	0	152
07:45	125	20	2	2	0	0	0	149
H/TOT	475	98	14	9	0	1	0	597
08:00	121	12	4	6	1	0	0	144
08:15	97	12	4	4	0	0	0	117
08:30	92	20	8	2	1	0	0	123
08:45	83	19	5	6	0	0	0	113
H/TOT	393	63	21	18	2	0	0	497
09:00	76	8	5	5	0	0	0	94
09:15	77	11	5	3	0	0	0	96
09:30	62	18	10	10	0	0	0	100
09:45	60	24	8	7	0	0	0	99
H/TOT	275	61	28	25	0	0	0	389
P/TOT	1143	222	63	52	2	1	0	1483

TIME	B TO E FROM AS2 (E) TO AS2 (W)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	B TO F FROM AS2 (E) TO BOSTOCKS LANE (NW)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	8	1	0	0	1	0	0	10
07:15	10	1	0	1	0	0	0	12
07:30	26	0	1	0	0	0	0	27
07:45	25	1	0	0	0	0	0	26
H/TOT	69	3	1	1	1	0	0	75
08:00	17	2	0	0	0	0	0	19
08:15	19	2	0	0	0	0	0	21
08:30	16	2	1	0	0	0	0	19
08:45	21	0	0	0	0	0	0	21
H/TOT	73	6	1	0	0	0	0	80
09:00	19	1	0	0	0	0	0	20
09:15	11	1	0	1	0	0	0	13
09:30	15	1	1	1	0	0	0	18
09:45	15	1	0	1	0	0	0	17
H/TOT	60	4	1	3	0	0	0	68
P/TOT	202	13	3	4	1	0	0	223

TIME	A TO A FROM AS2 (E) TO M1 SLIP ROADS (N)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	62	17	0	2	0	0	0	81
16:15	73	11	1	0	0	0	0	85
16:30	63	14	0	1	0	2	0	80
16:45	83	15	1	0	0	1	0	100
H/TOT	281	57	2	3	0	3	0	346
17:00	74	6	4	0	0	0	0	84
17:15	65	4	1	0	0	1	0	71
17:30	67	6	1	1	0	0	0	75
17:45	32	5	0	0	0	0	0	37
H/TOT	238	21	6	1	0	1	0	267
18:00	45	3	0	0	0	0	0	48
18:15	23	4	2	0	0	0	0	29
18:30	30	5	0	0	0	0	0	35
18:45	25	1	0	0	0	0	0	26
H/TOT	123	13	2	0	0	0	0	138
P/TOT	642	91	10	4	0	4	0	751

TIME	B TO B FROM AS2 (E) TO AS2 (E)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	1	0	0	0	0	0	0	1

TIME	B TO C FROM AS2 (E) TO BOSTOCKS LANE (SE)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	50	12	1	0	0	1	0	64
16:15	63	4	0	0	0	0	0	67
16:30	62	6	1	0	0	0	0	69
16:45	58	4	1	0	0	0	0	63
H/TOT	233	26	3	0	0	1	0	263
17:00	78	7	0	0	1	0	0	86
17:15	58	3	0	1	0	0	0	62
17:30	57	2	0	0	0	0	0	59
17:45	34	4	1	0	0	0	0	39
H/TOT	227	16	1	1	0	1	0	246
18:00	50	3	0	0	0	2	0	55
18:15	38	3	0	0	0	0	0	41
18:30	46	1	0	0	0	0	0	47
18:45	53	2	1	0	0	0	0	56
H/TOT	187	9	1	0	0	2	0	199
P/TOT	647	51	5	1	0	4	0	708

TIME	B TO D FROM AS2 (E) TO M1 SLIP ROADS (S)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	78	21	2	4	0	1	0	106
16:15	80	18	1	2	1	1	0	103
16:30	90	24	2	2	0	0	0	118
16:45	105	9	1	5	0	0	0	120
H/TOT	353	72	6	13	1	2	0	447
17:00	111	9	3	5	0	0	0	128
17:15	91	8	1	3	0	1	0	104
17:30	102	6	2	2	0	0	0	112
17:45	77	3	2	1	0	0	0	83
H/TOT	381	26	8	11	0	1	0	427
P/TOT	1106	125	17	30	1	3	0	1306

TIME	B TO E FROM AS2 (E) TO AS2 (W)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	1	0	0	0	0	0	0	1

TIME	B TO F FROM AS2 (E) TO BOSTOCKS LANE (NW)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	23	2	1	0	0	0	0	26
16:15	13	4	1	0	0	0	0	18
16:30	17	3	1	0	0	0	0	21
16:45	15	2	1	1	0	0	0	19
H/TOT	68	11	4	1	0	0	0	84
17:00	21	0	0	0	0	0	0	21
17:15	22	2	0	0	0	0	0	24
17:30	21	0	0	0	0	0	0	21
17:45	12	3	0	0	0	0	0	15
H/TOT	76	5	0	0	0	0	0	81
18:00	18	2	0	0	0	1	0	21
18:15	15	0	0	0	0	0	0	15
18:30	14	0	0	0	0	0	0	14
18:45	23	0	1	0	0	0	0	24
H/TOT	70	2	1	0	0	1	0	74
P/TOT	214	18	5	1	0	1	0	229

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

C TO A — FROM BOSTOCKS LANE (SE) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	61	32	0	0	0	0	0	93
07:15	56	15	0	0	0	0	0	71
07:30	32	8	1	0	0	0	0	41
07:45	49	3	3	0	0	0	0	55
H/TOT	198	58	4	0	0	0	0	260
08:00	46	13	0	0	0	0	0	59
08:15	87	27	5	0	2	0	0	121
08:30	47	7	3	1	0	0	0	58
08:45	47	16	0	1	1	0	0	65
H/TOT	227	63	8	2	3	0	0	303
09:00	41	14	0	0	0	0	0	55
09:15	41	20	1	0	0	0	0	62
09:30	39	15	4	0	0	0	0	58
09:45	25	8	3	0	1	0	0	35
H/TOT	146	55	8	0	1	0	0	210
P/TOT	571	176	20	2	4	0	0	773

C TO B — FROM BOSTOCKS LANE (SE) TO AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	32	0	2	0	0	0	0	34
07:15	21	3	1	0	0	0	0	25
07:30	31	3	1	1	0	0	0	36
07:45	43	12	2	2	0	0	0	59
H/TOT	127	18	6	3	0	0	0	154
08:00	33	6	2	0	0	0	0	41
08:15	34	3	1	0	0	0	0	38
08:30	40	3	0	0	0	0	0	43
08:45	39	7	2	0	0	0	0	48
H/TOT	146	19	5	0	0	0	0	170
09:00	49	4	4	0	0	0	0	57
09:15	32	2	2	0	0	0	0	36
09:30	27	6	0	0	0	0	0	33
09:45	35	0	1	0	0	0	0	36
H/TOT	143	12	7	0	0	0	0	162
P/TOT	416	49	18	3	0	0	0	486

C TO C — FROM BOSTOCKS LANE (SE) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

C TO D — FROM BOSTOCKS LANE (SE) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	46	14	3	3	0	0	0	66
07:15	35	12	3	1	0	0	0	51
07:30	46	8	0	0	0	1	0	55
07:45	54	8	3	4	0	0	0	69
H/TOT	181	42	9	8	0	1	0	241
08:00	56	10	8	1	0	0	0	75
08:15	43	10	0	4	0	0	0	57
08:30	36	3	4	1	0	0	0	44
08:45	37	9	2	4	0	0	0	52
H/TOT	172	32	14	10	0	0	0	228
09:00	25	6	3	1	0	0	0	35
09:15	35	6	1	0	0	0	0	42
09:30	24	1	6	1	0	0	0	32
09:45	17	4	1	2	0	0	0	24
H/TOT	101	17	11	4	0	0	0	133
P/TOT	454	91	34	22	0	1	0	602

C TO E — FROM BOSTOCKS LANE (SE) TO AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	45	3	0	0	0	0	0	48
07:15	62	8	0	0	0	0	0	70
07:30	60	7	0	0	0	0	0	67
07:45	35	2	1	0	0	0	0	38
H/TOT	202	20	1	0	0	0	0	223
08:00	44	4	0	0	0	0	0	48
08:15	38	1	0	0	0	0	0	39
08:30	37	4	1	0	1	0	0	43
08:45	69	8	2	1	0	0	0	80
H/TOT	188	17	3	1	1	0	0	210
09:00	75	9	2	0	0	1	0	87
09:15	59	8	0	2	0	0	0	69
09:30	39	5	1	0	0	0	0	45
09:45	39	4	4	1	0	1	0	49
H/TOT	212	26	7	3	0	2	0	250
P/TOT	602	63	11	4	1	2	0	683

C TO F — FROM BOSTOCKS LANE (SE) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	1	3	0	0	0	0	0	4
07:15	5	0	0	0	0	1	0	6
07:30	4	2	0	0	0	0	0	6
07:45	2	0	0	0	0	0	0	2
H/TOT	12	5	0	0	0	1	0	18
08:00	9	1	0	0	0	0	0	10
08:15	2	1	0	0	0	0	0	3
08:30	7	0	1	2	0	0	0	10
08:45	8	4	0	0	0	0	0	12
H/TOT	26	6	1	2	0	0	0	35
09:00	14	5	2	0	0	0	0	21
09:15	12	6	2	0	0	0	0	20
09:30	4	0	1	1	0	0	0	6
09:45	13	2	0	0	0	0	0	15
H/TOT	43	13	5	1	0	0	0	62
P/TOT	81	24	6	3	0	1	0	115

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

C TO A — FROM BOSTOCKS LANE (SE) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	58	15	5	0	0	0	0	78
16:15	51	15	0	0	0	1	0	67
16:30	65	22	2	0	0	0	0	89
16:45	75	17	0	0	0	0	0	92
H/TOT	249	69	7	0	0	1	0	326
17:00	38	7	0	0	0	0	0	45
17:15	58	6	0	0	0	0	0	74
17:30	61	14	0	0	1	1	0	77
17:45	34	8	0	0	1	0	0	43
H/TOT	201	35	0	0	2	1	0	239
18:00	22	4	0	0	0	1	0	27
18:15	35	7	0	0	0	1	0	43
18:30	24	8	0	0	0	0	0	32
18:45	23	10	1	0	0	0	0	34
H/TOT	104	29	1	0	0	2	0	136
P/TOT	554	133	8	0	2	4	0	701

C TO B — FROM BOSTOCKS LANE (SE) TO AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	43	0	1	0	0	0	0	44
16:15	56	0	0	0	0	0	0	56
16:30	27	4	2	0	0	0	0	33
16:45	29	2	0	0	0	0	0	31
H/TOT	155	6	3	0	0	0	0	164
17:00	36	4	0	1	1	0	0	42
17:15	29	2	0	0	0	0	0	31
17:30	36	1	0	0	1	0	0	38
17:45	40	4	1	0	0	0	0	45
H/TOT	141	11	1	1	2	0	0	156
18:00	52	1	1	0	0	0	0	54
18:15	39	0	0	0	0	0	0	39
18:30	39	1	0	0	0	0	0	40
18:45	23	2	2	0	0	0	0	27
H/TOT	153	4	3	0	0	0	0	160
P/TOT	449	21	7	1	2	0	0	480

C TO C — FROM BOSTOCKS LANE (SE) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

C TO D — FROM BOSTOCKS LANE (SE) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	35	7	1	0	0	0	0	43
16:15	50	6	6	0	0	0	0	62
16:30	36	10	3	2	0	0	0	51
16:45	41	9	0	2	1	1	0	54
H/TOT	162	32	10	4	1	1	0	210
17:00	38	4	1	2	0	0	0	45
17:15	44	11	1	2	0	0	0	58
17:30	28	2	0	1	0	0	0	31
17:45	17	2	0	3	0	1	0	23
H/TOT	127	19	2	8	0	1	0	157
18:00	15	2	0	3	0	0	0	20
18:15	21	2	0	3	0	0	0	26
18:30	26	3	1	0	0	0	0	30
18:45	17	1	0	0	0	0	0	18
H/TOT	79	8	1	6	0	0	0	94
P/TOT	368	59	13	18	1	2	0	461

C TO E — FROM BOSTOCKS LANE (SE) TO AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	41	2	0	0	0	0	0	43
16:15	62	5	0	0	0	0	0	67
16:30	55	1	0	0	0	0	0	56
16:45	48	3	1	0	0	1	0	53
H/TOT	206	11	1	0	0	1	0	219
17:00	60	1	1	0	0	0	0	62
17:15	50	1	0	0	0	0	0	51
17:30	61	0	0	0	0	1	0	62
17:45	38	1	0	0	0	0	0	39
H/TOT	209	3	1	0	0	1	0	214
18:00	52	3	0	0	0	0	0	55
18:15	55	4	1	0	0	0	0	60
18:30	47	1	0	0	0	0	0	48
18:45	34	2	0	0	0	0	0	36
H/TOT	188	10	1	0	0	0	0	199
P/TOT	603	24	3	0	0	2	0	632

C TO F — FROM BOSTOCKS LANE (SE) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	16	7	0	6	0	0	0	23
16:15	5	8	0	0	0	0	0	13
16:30	10	5	2	0	0	0	0	17
16:45	15	4	0	0	0	1	0	20
H/TOT	46	24	2	0	0	1	0	73
17:00	14	0	0	0	0	0	0	14
17:15	14	1	0	0	0	0	0	15
17:30	20	4	0	0	0	0	0	24
17:45	11	1	0	0	0	0	0	12
H/TOT	59	6	0	0	0	0	0	65
18:00	10	3	1	0	0	0	0	14
18:15	14	1	0	0	0	0	0	15
18:30	10	0	1	0	0	0	0	11
18:45	15	0	0	0	0	0	0	15
H/TOT	49	4	2	0	0	0	0	55
P/TOT	154	34	4	0	0	1	0	193

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / A52 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / A52 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

Ø TO A — FROM M1 SLIP ROADS (S) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	1	0	0	0	0	1
H/TOT	0	0	1	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	1	1	0	0	0	0	0	2
H/TOT	1	1	0	0	0	0	0	2
P/TOT	1	1	1	0	0	0	0	3

Ø TO B — FROM M1 SLIP ROADS (S) TO A52 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	45	15	2	5	0	0	0	67
07:15	61	16	4	2	0	1	0	84
07:30	67	21	2	3	0	0	0	93
07:45	101	25	3	4	1	0	0	134
H/TOT	274	77	11	14	1	1	0	378
08:00	83	20	7	1	0	1	0	112
08:15	99	27	7	4	0	0	0	137
08:30	81	13	3	6	0	0	0	103
08:45	71	23	4	6	0	0	0	104
H/TOT	334	83	21	17	0	1	0	456
09:00	47	24	4	10	0	0	0	85
09:15	69	20	11	10	0	0	0	110
09:30	41	8	4	4	0	0	0	57
09:45	46	7	2	5	1	0	0	61
H/TOT	203	59	21	29	1	0	0	313
P/TOT	811	219	53	60	2	2	0	1147

Ø TO C — FROM M1 SLIP ROADS (S) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	15	5	4	1	0	0	0	25
07:15	11	9	0	2	0	0	0	22
07:30	19	8	3	0	0	0	0	30
07:45	41	16	2	1	0	0	0	60
H/TOT	86	38	9	4	0	0	0	137
08:00	29	5	4	0	0	0	0	38
08:15	19	10	1	2	0	0	0	32
08:30	20	7	3	4	0	0	0	34
08:45	14	4	4	1	0	0	0	23
H/TOT	82	26	12	7	0	0	0	127
09:00	18	6	3	7	0	0	0	34
09:15	17	1	1	3	0	0	0	22
09:30	15	4	2	1	0	0	0	22
09:45	6	2	3	2	0	0	0	13
H/TOT	56	13	9	13	0	0	0	91
P/TOT	224	77	30	24	0	0	0	355

Ø TO D — FROM M1 SLIP ROADS (S) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

Ø TO E — FROM M1 SLIP ROADS (S) TO A52 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	44	16	7	1	0	0	0	68
07:15	46	16	5	2	0	0	0	69
07:30	69	18	4	3	0	0	0	94
07:45	81	26	5	5	0	0	0	117
H/TOT	240	76	21	11	0	0	0	348
08:00	69	19	6	4	0	0	0	98
08:15	57	10	2	1	0	0	0	70
08:30	51	6	1	1	0	0	0	59
08:45	55	11	2	6	0	0	0	74
H/TOT	232	46	11	12	0	0	0	301
09:00	52	10	4	6	0	0	0	72
09:15	61	15	3	2	0	0	0	81
09:30	36	15	3	0	0	0	0	54
09:45	28	14	4	3	0	0	0	47
H/TOT	175	54	14	11	0	0	0	254
P/TOT	647	176	46	34	0	0	0	903

Ø TO F — FROM M1 SLIP ROADS (S) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	21	9	6	14	0	0	0	50
07:15	51	10	3	5	0	0	0	69
07:30	30	16	3	5	0	0	0	54
07:45	42	15	3	6	0	0	0	66
H/TOT	144	50	15	30	0	0	0	239
08:00	27	10	4	8	0	0	0	49
08:15	46	9	4	4	0	0	0	63
08:30	31	6	5	8	0	0	0	50
08:45	40	6	2	8	0	0	0	56
H/TOT	144	31	15	28	0	0	0	218
09:00	36	15	2	4	0	0	0	57
09:15	18	10	3	8	0	0	0	39
09:30	28	10	5	7	0	0	0	50
09:45	23	13	7	10	0	0	0	53
H/TOT	105	48	17	29	0	0	0	199
P/TOT	393	129	47	87	0	0	0	656

Ø TO A — FROM M1 SLIP ROADS (S) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	7	3	1	0	0	0	0	11
H/TOT	8	3	1	0	0	0	0	12
17:00	3	2	1	0	1	0	0	7
17:15	1	2	1	1	0	0	0	5
17:30	8	6	0	2	0	0	0	16
17:45	4	3	3	1	0	0	0	11
H/TOT	16	13	5	4	1	0	0	39
18:00	3	1	0	0	0	0	0	4
18:15	2	1	0	0	0	0	0	3
18:30	1	0	1	1	0	0	0	3
18:45	0	1	0	0	0	0	0	1
H/TOT	6	3	1	1	0	0	0	11
P/TOT	30	19	7	5	1	0	0	62

Ø TO B — FROM M1 SLIP ROADS (S) TO A52 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	93	23	5	7	0	0	0	128
16:15	106	25	5	1	0	1	0	138
16:30	126	19	2	1	0	0	0	148
16:45	105	17	4	0	0	1	0	127
H/TOT	430	84	16	9	0	2	0	541
17:00	97	15	2	1	0	0	0	115
17:15	73	12	0	0	0	0	0	85
17:30	55	10	1	0	0	0	0	66
17:45	79	6	1	2	0	1	0	89
H/TOT	304	43	4	3	0	1	0	355
18:00	69	11	1	3	0	0	0	84
18:15	85	14	2	3	0	0	0	104
18:30	77	5	0	1	0	1	0	84
18:45	51	4	2	2	0	0	0	59
H/TOT	282	34	5	9	0	1	0	331
P/TOT	1016	161	25	21	0	4	0	1227

Ø TO C — FROM M1 SLIP ROADS (S) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	24	14	1	0	1	0	0	40
16:15	31	4	2	0	0	0	0	37
16:30	27	5	2	1	0	0	0	35
16:45	23	8	0	0	0	0	0	31
H/TOT	105	31	5	1	1	0	0	143
17:00	27	5	0	0	0	0	0	32
17:15	22	5	0	0	0	0	0	27
17:30	20	2	0	0	0	0	0	22
17:45	33	2	0	0	0	0	0	35
H/TOT	102	14	0	0	0	0	0	116
18:00	22	5	0	1	0	0	0	28
18:15	34	5	0	0	0	0	0	39
18:30	27	3	1	2	0	0	0	33
18:45	12	1	2	0	0	0	0	15
H/TOT	95	14	3	3	0	0	0	115
P/TOT	302	59	8	4	1	0	0	374

Ø TO D — FROM M1 SLIP ROADS (S) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

Ø TO E — FROM M1 SLIP ROADS (S) TO A52 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	15	8	1	1	0	0	0	25
16:15	20	4	2	1	0	1	0	28
16:30	18	8	0	1	1	0	0	28
16:45	12	2	1	1	0	0	0	16
H/TOT	65	22	4	4	1	1	0	97
17:00	13	5	0	1	0	0	0	19
17:15	11	1	0	1	0	0	0	13
17:30	6	0	1	0	0	0	0	7
17:45	8	1	0	0	0	0	0	9
H/TOT	38	7	1	2	0	0	0	48
18:00	6	0	0	0	0	0	0	6
18:15	5	0	1	0	0	0	0	6
18:30	13	3	0	1	0	0	0	17
18:45	14	1	0	0	0	0	0	15
H/TOT	38	4	1	1	0	0	0	44
P/TOT	141	33	6	7	1	1	0	189

Ø TO F — FROM M1 SLIP ROADS (S) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	45	23	2	5	0	0	0	75
16:15	49	22	6	1	0	0	0	78
16:30	46	17	2	6	0	0	0	71
16:45	49	25	2	3	0	1	0	80
H/TOT	189	87	12	15	0	1	0	304
17:00	33	14	2	6	0	0	0	55
17:15	36	8	2	7	0	0	0	53
17:30	32	7	3	3	0	0	0	45
17:45	46	6	2	5	0	0	0	59
H/TOT	147	35	9	21	0	0	0	212
18:00	35	6	2	3	0	0	0	46
18:15	36	5	5	5	0	0	0	51
18:30	51	9	0	5	0	0	0	65
18:45	24	4	3	2	0	0	0	33
H/TOT	146	24	10	15	0	0	0	195
P/TOT	482	146	31	51	0	1	0	711

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

E TO A — FROM AS2 (W) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	64	25	7	6	1	0	0	103
07:15	91	27	6	0	0	0	0	124
07:30	88	28	9	4	0	0	0	129
07:45	108	24	5	4	0	0	0	141
H/TOT	351	104	27	14	1	0	0	497
08:00	87	29	11	3	0	0	0	130
08:15	80	30	12	3	0	0	0	125
08:30	79	22	6	5	0	0	0	112
08:45	68	21	15	3	0	1	0	108
H/TOT	314	102	44	14	0	1	0	475
09:00	73	9	8	8	0	0	0	98
09:15	72	19	6	3	1	0	0	101
09:30	47	14	7	4	0	0	0	72
09:45	41	16	7	5	0	0	0	69
H/TOT	233	58	28	20	1	0	0	340
P/TOT	898	264	99	48	2	1	0	1312

E TO B — FROM AS2 (W) TO AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
08:00	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	1	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	0	2
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	3	0	0	0	0	1	0	4

E TO C — FROM AS2 (W) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	22	5	0	0	0	0	0	27
07:15	23	4	1	0	1	0	0	29
07:30	42	5	0	0	0	0	0	47
07:45	41	6	2	0	1	0	0	50
H/TOT	128	20	3	0	2	0	0	153
08:00	42	4	1	0	1	0	0	48
08:15	37	2	3	0	0	0	0	42
08:30	41	9	0	0	0	0	0	50
08:45	52	7	3	2	0	0	0	64
H/TOT	172	22	7	2	1	0	0	204
09:00	45	5	2	1	0	0	0	53
09:15	26	5	0	0	0	0	0	31
09:30	31	3	4	0	0	0	0	38
09:45	31	8	0	0	0	0	0	39
H/TOT	133	21	6	1	0	0	0	161
P/TOT	433	63	16	3	3	0	0	518

E TO D — FROM AS2 (W) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	37	13	0	5	0	0	0	55
07:15	55	21	2	3	0	2	0	83
07:30	75	16	3	2	0	0	0	96
07:45	61	18	7	1	0	0	0	87
H/TOT	228	68	12	11	0	2	0	321
08:00	62	17	4	3	0	0	0	86
08:15	70	16	6	4	0	0	0	96
08:30	63	15	6	1	0	0	0	85
08:45	37	11	3	3	1	0	0	55
H/TOT	232	59	19	11	1	0	0	322
09:00	39	11	5	4	0	0	0	59
09:15	45	17	6	2	0	0	0	70
09:30	39	13	2	2	0	0	0	56
09:45	30	8	4	1	0	0	0	43
H/TOT	153	49	17	9	0	0	0	228
P/TOT	613	176	48	31	1	2	0	871

E TO E — FROM AS2 (W) TO AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

E TO F — FROM AS2 (W) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	10	4	0	0	0	0	0	14
07:15	17	3	4	1	0	0	0	25
07:30	21	3	2	1	0	0	0	27
07:45	8	2	0	0	0	1	0	11
H/TOT	56	12	6	2	0	1	0	77
08:00	15	2	0	0	0	1	0	18
08:15	14	4	0	2	0	0	0	20
08:30	16	6	3	0	0	0	0	25
08:45	25	6	1	0	0	0	0	32
H/TOT	70	18	4	2	0	1	0	95
09:00	17	9	0	1	0	0	0	27
09:15	11	4	0	0	0	0	0	15
09:30	24	3	0	2	0	0	0	29
09:45	11	2	0	1	0	0	0	14
H/TOT	63	18	0	4	0	0	0	85
P/TOT	189	48	10	8	0	2	0	257

E TO A — FROM AS2 (W) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	131	28	8	1	0	2	0	170
16:15	151	33	1	5	0	1	0	191
16:30	135	32	6	3	0	0	0	176
16:45	166	29	1	2	0	2	0	200
H/TOT	583	122	16	11	0	5	0	737
17:00	183	26	0	1	0	0	0	210
17:15	186	13	1	2	0	0	0	202
17:30	176	23	0	2	2	0	0	203
17:45	179	22	0	3	1	1	0	206
H/TOT	724	84	1	8	3	1	0	821
18:00	180	29	4	7	1	1	0	222
18:15	172	26	7	8	1	0	0	214
18:30	98	9	2	6	0	0	0	115
18:45	56	3	2	3	0	0	0	64
H/TOT	506	67	15	24	2	1	0	615
P/TOT	1813	273	32	43	5	7	0	2173

E TO B — FROM AS2 (W) TO AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2
17:00	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	3
P/TOT	7	0	0	0	0	0	0	7

E TO C — FROM AS2 (W) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	35	6	0	0	0	0	0	41
16:15	44	1	0	0	0	0	0	45
16:30	53	4	0	0	0	0	0	57
16:45	53	7	0	0	1	1	0	62
H/TOT	185	18	0	0	1	1	0	205
17:00	51	6	0	0	0	0	0	57
17:15	50	1	0	0	0	1	0	52
17:30	44	4	0	0	0	0	0	48
17:45	48	2	0	1	0	0	0	51
H/TOT	193	13	0	1	0	1	0	208
18:00	44	4	0	0	0	0	0	48
18:15	53	2	0	0	0	0	0	55
18:30	38	3	0	0	0	0	0	41
18:45	36	4	0	0	0	0	0	40
H/TOT	171	13	0	0	0	0	0	184
P/TOT	549	44	0	1	1	2	0	597

E TO D — FROM AS2 (W) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	24	16	3	2	0	0	0	45
16:15	56	18	0	0	0	0	0	74
16:30	65	16	2	1	0	0	0	84
16:45	34	9	1	0	0	0	0	44
H/TOT	179	59	6	3	0	0	0	247
17:00	43	6	2	1	0	0	0	52
17:15	58	12	1	4	0	0	0	75
17:30	56	9	1	1	0	0	0	67
17:45	40	2	2	1	0	0	0	45
H/TOT	197	29	6	7	0	0	0	219
18:00	25	3	1	2	0	0	0	31
18:15	27	1	0	3	0	0	0	31
18:30	17	1	1	1	0	0	0	20
18:45	10	3	0	1	0	0	0	14
H/TOT	79	8	2	7	0	0	0	96
P/TOT	455	96	14	17	0	0	0	582

E TO E — FROM AS2 (W) TO AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

E TO F — FROM AS2 (W) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	10	4	1	1	0	0	0	16
16:15	13	4	0	0	0	1	0	18
16:30	19	2	2	0	0	0	0	23
16:45	22	1	1	0	0	0	0	24
H/TOT	64	11	4	1	0	1	0	81
17:00	12	1	1	1	0	0	0	15
17:15	20	1	0	1	0	0	0	22
17:30	22	3	2	1	0	0	0	28
17:45	24	2	1	1	0	0	0	28
H/TOT	78	7	4	4	0	0	0	93
18:00	25	1	0	1	0	0	0	27
18:15	22	3	0	2	0	0	0	27
18:30	17	1	1	0	0	0	0	19
18:45	18	2	0	0	0	0	0	20
H/TOT	82	7	1	3	0	0	0	93
P/TOT	224	25	9	8	0	1	0	267

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / A52 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / A52 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

F TO A — FROM BOSTOCKS LANE (NW) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	20	9	3	1	0	0	0	33
07:15	28	6	2	4	0	0	0	40
07:30	31	9	4	3	0	0	0	47
07:45	20	3	1	1	0	0	0	25
H/TOT	99	27	10	9	0	0	0	145
08:00	29	9	0	1	0	0	0	39
08:15	18	6	1	0	0	0	0	25
08:30	15	4	4	3	0	0	0	26
08:45	21	11	5	3	0	1	0	41
H/TOT	83	30	10	7	0	1	0	131
09:00	21	8	1	6	0	0	0	36
09:15	15	6	1	2	0	0	0	24
09:30	23	6	1	1	0	0	0	31
09:45	15	2	1	2	0	0	0	20
H/TOT	74	22	4	11	0	0	0	111
F/TOT	256	79	24	27	0	1	0	387

F TO B — FROM BOSTOCKS LANE (NW) TO A52 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	11	3	0	0	0	0	0	14
07:15	22	3	1	1	0	0	0	27
07:30	16	4	1	1	0	0	0	22
07:45	13	2	0	0	0	0	0	15
H/TOT	62	12	2	2	0	0	0	78
08:00	13	1	1	0	0	0	0	15
08:15	16	0	1	0	0	0	0	17
08:30	30	3	0	0	0	0	0	33
08:45	17	1	0	1	0	0	0	19
H/TOT	76	5	2	1	0	0	0	84
09:00	24	5	3	0	0	0	0	32
09:15	16	1	1	0	0	0	0	18
09:30	20	0	0	0	0	0	0	20
09:45	20	4	0	0	0	1	0	25
H/TOT	80	10	4	0	0	1	0	95
F/TOT	218	27	8	3	0	1	0	257

F TO C — FROM BOSTOCKS LANE (NW) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	5	3	0	0	0	1	0	9
07:15	4	2	0	0	0	0	0	6
07:30	4	1	0	0	0	0	0	5
07:45	5	0	0	0	0	0	0	5
H/TOT	18	6	0	0	0	1	0	25
08:00	4	0	1	0	0	0	0	5
08:15	7	1	0	0	0	0	0	8
08:30	11	1	0	0	0	0	0	12
08:45	15	4	3	0	0	0	0	22
H/TOT	37	6	4	0	0	0	0	47
09:00	13	0	0	0	0	0	0	13
09:15	11	5	0	0	0	0	0	16
09:30	10	3	2	0	0	0	0	15
09:45	8	4	1	0	0	0	0	13
H/TOT	42	12	3	0	0	0	0	57
F/TOT	97	24	7	0	0	1	0	129

F TO D — FROM BOSTOCKS LANE (NW) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	66	26	8	5	0	0	0	105
07:15	41	25	7	9	0	0	0	82
07:30	48	15	3	10	0	1	0	77
07:45	30	16	1	5	0	0	0	52
H/TOT	185	82	19	29	0	1	0	316
08:00	47	17	5	4	0	0	0	73
08:15	29	12	4	5	0	0	0	50
08:30	32	15	7	9	0	0	0	63
08:45	23	13	8	5	0	0	0	49
H/TOT	131	57	24	23	0	0	0	235
09:00	23	10	9	8	0	0	0	50
09:15	26	12	4	14	0	0	0	56
09:30	21	9	4	5	1	0	0	40
09:45	21	10	7	16	0	0	0	54
H/TOT	91	41	24	43	1	0	0	200
F/TOT	407	180	67	95	1	1	0	751

F TO E — FROM BOSTOCKS LANE (NW) TO A52 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	7	2	2	0	0	0	0	11
07:15	7	1	0	2	0	0	0	10
07:30	7	1	1	1	0	0	0	10
07:45	5	1	0	0	0	0	0	6
H/TOT	26	5	3	3	0	0	0	37
08:00	8	0	1	0	0	0	0	9
08:15	5	0	1	1	1	0	0	8
08:30	5	1	1	0	0	0	0	7
08:45	11	1	2	0	0	0	0	14
H/TOT	29	2	5	1	1	0	0	38
09:00	5	2	2	0	0	0	0	9
09:15	5	7	0	0	0	0	0	12
09:30	9	4	1	0	0	0	0	14
09:45	7	1	1	0	0	0	0	9
H/TOT	26	14	4	0	0	0	0	44
F/TOT	81	21	12	4	1	0	0	119

F TO F — FROM BOSTOCKS LANE (NW) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
F/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / A52 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / A52 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

F TO A — FROM BOSTOCKS LANE (NW) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	42	16	0	0	0	0	0	58
16:15	20	6	1	0	0	0	0	27
16:30	29	9	6	0	0	0	0	44
16:45	19	8	0	2	0	1	0	30
H/TOT	110	39	7	2	0	1	0	159
17:00	32	2	0	2	0	0	0	36
17:15	33	6	0	1	0	0	0	40
17:30	18	3	1	0	0	0	0	22
17:45	32	3	1	0	0	0	0	36
H/TOT	115	14	2	3	0	0	0	134
18:00	28	3	0	0	0	0	0	31
18:15	32	6	0	2	0	0	0	40
18:30	21	1	0	0	0	0	0	22
18:45	15	1	0	0	0	0	0	16
H/TOT	96	11	0	2	0	0	0	109
F/TOT	321	64	9	7	0	1	0	402

F TO B — FROM BOSTOCKS LANE (NW) TO A52 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	20	1	0	0	0	0	0	21
16:15	9	0	0	0	0	0	0	9
16:30	24	1	0	0	0	0	0	25
16:45	14	1	0	0	0	0	0	15
H/TOT	67	3	0	0	0	0	0	70
17:00	8	1	0	0	0	0	0	9
17:15	19	0	0	0	0	0	0	19
17:30	10	0	1	0	0	0	0	11
17:45	9	2	0	0	0	0	0	11
H/TOT	46	3	1	0	0	0	0	50
18:00	10	3	0	0	0	0	0	13
18:15	14	1	0	0	0	0	0	15
18:30	13	0	1	0	0	0	0	14
18:45	9	1	0	0	0	0	0	10
H/TOT	46	5	1	0	0	0	0	52
F/TOT	159	11	2	0	0	0	0	172

F TO C — FROM BOSTOCKS LANE (NW) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	9	2	0	0	0	0	0	11
16:15	9	1	0	0	0	0	0	10
16:30	2	0	0	0	0	0	0	2
16:45	6	2	0	0	0	0	0	8
H/TOT	26	5	0	0	0	0	0	31
17:00	3	1	0	0	0	0	0	4
17:15	4	1	0	0	0	0	0	5
17:30	7	1	0	0	0	0	0	8
17:45	1	0	0	0	0	0	0	1
H/TOT	15	3	0	0	0	0	0	18
18:00	3	1	0	0	0	0	0	4
18:15	5	0	0	0	0	0	0	5
18:30	6	0	0	0	0	0	0	6
18:45	7	1	0	0	0	0	0	8
H/TOT	21	2	0	0	0	0	0	23
F/TOT	62	10	0	0	0	0	0	72

F TO D — FROM BOSTOCKS LANE (NW) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	30	11	2	3	0	0	0	46
16:15	31	12	2	5	0	0	0	50
16:30	22	11	0	3	0	0	0	36
16:45	40	3	0	3	0	0	0	46
H/TOT	123	37	4	14	0	0	0	178
17:00	39	7	1	6	0	0	0	53
17:15	45	3	1	1	0	1	0	51
17:30	27	2	0	5	0	0	0	34
17:45	27	7	0	3	0	0	0	37
H/TOT	138	19	2	15	0	1	0	175
18:00	52	5	0	2	0	0	0	59
18:15	35	11	0	3	0	0	0	49
18:30	35	7	0	4	0	0	0	46
18:45	28	4	0	2	0	1	0	35
H/TOT	150	27	0	11	0	1	0	189
F/TOT	411	83	6	40	0	2	0	542

F TO E — FROM BOSTOCKS LANE (NW) TO A52 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	7	2	1	1	0	0	0	11
16:15	7	1	3	0	0	0	0	11
16:30	7	1	0	0	0	0	0	8
16:45	8	0	0	0	0	0	0	8
H/TOT	29	4	4	1	0	0	0	38
17:00	7	0	0	0	0	0	0	7
17:15	5	1	0	0	0	0	0	6
17:30	3	1	0	0	0	0	0	4
17:45	7	2	0	0	0	0	0	9
H/TOT	22	4	0	0	0	0	0	26
18:00	14	2	0	0	0	0	0	16
18:15	6	1	0	0	0	0	0	7
18:30	5	0	0	0	0	0	0	5
18:45	5	2	0	0	0	0	0	7
H/TOT	30	5	0	0	0	0	0	35
F/TOT	81	13	4	1	0	0	0	99

F TO F — FROM BOSTOCKS LANE (NW) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
F/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

AUTO SURVEYS LTD

TO ARM A — M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	185	81	11	7	1	0	0	285
07:15	220	56	9	6	0	0	0	291
07:30	212	55	15	9	0	0	0	291
07:45	230	42	11	6	0	0	0	289
H/TOT	847	234	46	28	1	0	0	1156
08:00	213	58	11	4	0	0	0	286
08:15	238	67	19	3	2	0	0	329
08:30	181	45	13	10	0	0	0	249
08:45	170	53	22	9	2	2	0	258
H/TOT	802	223	65	26	4	2	0	1122
09:00	163	40	12	15	0	0	0	230
09:15	161	50	9	9	1	0	0	230
09:30	133	47	14	8	0	0	0	202
09:45	116	31	14	9	1	0	0	171
H/TOT	573	168	49	41	2	0	0	833
P/TOT	2222	625	160	95	7	2	0	3111

FROM ARM A — M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	213	69	23	11	0	0	0	316
07:15	269	95	8	5	2	0	0	379
07:30	271	77	12	11	0	3	0	374
07:45	319	74	10	9	0	2	0	414
H/TOT	1072	315	53	36	2	5	0	1483
08:00	297	73	8	5	0	1	0	384
08:15	258	71	17	5	0	2	0	353
08:30	260	65	17	5	0	0	0	347
08:45	228	60	7	7	0	0	0	302
H/TOT	1043	269	49	22	0	3	0	1386
09:00	174	61	6	6	0	0	0	247
09:15	155	47	16	5	0	0	0	223
09:30	146	50	15	8	1	0	0	220
09:45	136	51	14	6	0	0	0	207
H/TOT	611	209	51	25	1	0	0	897
P/TOT	2726	793	153	83	3	8	0	3766

TO ARM B — AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	118	31	7	7	0	0	0	163
07:15	155	40	6	4	0	1	0	206
07:30	174	51	6	8	0	0	0	239
07:45	223	60	7	8	1	2	0	301
H/TOT	670	182	26	27	1	3	0	909
08:00	191	41	11	4	0	1	0	248
08:15	216	48	13	5	0	1	0	283
08:30	215	34	8	8	0	0	0	265
08:45	189	44	7	8	0	0	0	248
H/TOT	811	167	39	25	0	2	0	1044
09:00	168	48	12	10	0	0	0	238
09:15	155	30	19	12	0	0	0	216
09:30	125	27	8	5	1	0	0	166
09:45	132	24	7	5	1	1	0	170
H/TOT	580	129	46	32	2	1	0	790
P/TOT	2061	478	111	84	3	6	0	2743

FROM ARM B — AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	173	47	6	1	1	1	0	229
07:15	196	41	4	7	0	0	0	248
07:30	238	35	6	5	0	0	0	284
07:45	238	39	3	4	0	0	0	284
H/TOT	845	162	19	17	1	1	0	1045
08:00	241	24	5	6	1	0	0	277
08:15	207	21	7	4	0	0	0	239
08:30	184	19	9	3	1	0	0	236
08:45	168	29	9	9	1	0	0	216
H/TOT	800	113	30	22	3	0	0	968
09:00	144	26	10	6	0	0	0	186
09:15	154	22	8	8	0	0	0	192
09:30	132	37	15	14	0	0	0	198
09:45	138	36	13	10	0	0	0	197
H/TOT	568	121	46	38	0	0	0	773
P/TOT	2213	396	95	77	4	1	0	2786

TO ARM C — BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	102	37	8	4	0	1	0	152
07:15	108	42	2	3	2	0	0	157
07:30	147	36	5	1	0	0	0	189
07:45	209	45	9	3	1	0	0	268
H/TOT	566	161	24	11	3	1	0	766
08:00	195	23	8	0	1	0	0	227
08:15	144	34	7	2	0	1	0	188
08:30	178	39	5	4	0	0	0	226
08:45	168	39	13	5	0	0	0	225
H/TOT	685	135	33	11	1	1	0	866
09:00	135	37	9	8	0	0	0	189
09:15	139	31	5	4	0	0	0	179
09:30	135	28	16	2	0	0	0	181
09:45	115	30	11	3	0	0	0	159
H/TOT	524	126	41	17	0	0	0	708
P/TOT	1775	422	98	39	4	2	0	2340

FROM ARM C — BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	185	52	5	3	0	0	0	245
07:15	179	38	4	1	0	1	0	223
07:30	173	28	2	1	0	1	0	205
07:45	183	25	9	6	0	0	0	223
H/TOT	720	143	20	11	0	2	0	896
08:00	188	34	10	1	0	0	0	233
08:15	204	42	6	4	2	0	0	258
08:30	167	17	9	4	1	0	0	198
08:45	200	44	6	6	1	0	0	257
H/TOT	759	137	31	15	4	0	0	946
09:00	204	38	11	1	0	1	0	255
09:15	179	42	6	2	0	0	0	229
09:30	133	27	12	2	0	0	0	174
09:45	129	16	9	3	1	1	0	159
H/TOT	645	123	38	8	1	2	0	817
P/TOT	2124	403	89	34	5	4	0	2659

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

AUTO SURVEYS LTD

TO ARM A — M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	294	76	13	3	0	2	0	388
16:15	295	65	3	5	0	2	0	370
16:30	292	77	14	4	0	2	0	389
16:45	350	72	3	4	0	4	0	433
H/TOT	1231	290	33	16	0	10	0	1580
17:00	330	43	5	3	1	0	0	382
17:15	353	31	3	4	0	1	0	392
17:30	330	52	2	5	3	1	0	393
17:45	281	41	4	4	2	1	0	333
H/TOT	1294	167	14	16	6	3	0	1500
18:00	278	40	4	7	1	2	0	332
18:15	264	44	9	10	1	1	0	329
18:30	174	23	3	7	0	0	0	207
18:45	119	16	3	3	0	0	0	141
H/TOT	835	123	19	27	2	3	0	1009
P/TOT	3360	580	66	59	8	16	0	4089

FROM ARM A — M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	208	44	11	9	0	0	0	272
16:15	222	67	6	7	1	0	0	303
16:30	222	49	8	2	1	2	1	285
16:45	128	29	3	1	0	0	0	161
H/TOT	780	189	28	19	2	2	1	1021
17:00	171	39	6	2	0	0	0	218
17:15	246	47	15	6	1	0	0	315
17:30	231	40	2	1	0	0	0	274
17:45	281	41	8	4	0	1	0	335
H/TOT	929	167	31	13	1	1	0	1142
18:00	207	22	6	2	1	0	0	238
18:15	230	27	2	0	0	1	0	260
18:30	173	15	2	1	0	0	0	191
18:45	141	21	3	5	0	0	0	170
H/TOT	751	85	13	8	1	1	0	859
P/TOT	2460	441	72	40	4	4	1	3023

TO ARM B — AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	206	33	7	7	0	0	0	253
16:15	238	38	6	1	1	1	0	285
16:30	238	34	4	2	0	0	0	278
16:45	167	22	4	0	0	1	0	194
H/TOT	849	127	21	10	1	2	0	1010
17:00	173	32	3	2	1	0	0	211
17:15	184	22	2	1	0	0	0	209
17:30	165	22	2	0	1	0	0	190
17:45	203	18	3	2	0	1	0	227
H/TOT	725	94	10	5	2	1	0	837
18:00	172	21	5	3	0	0	0	201
18:15	189	20	2	3	0	0	0	214
18:30	163	11	1	1	0	1	0	177
18:45	119	14	6	3	0	0	0	142
H/TOT	643	66	14	10	0	1	0	734
P/TOT	2217	287	45	25	3	4	0	2581

FROM ARM B — AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	213	52	4	6	0	2	0	277
16:15	229	37	3	2	1	1	0	273
16:30	232	47	4	3	0	2	0	288
16:45	261	30	4	6	0	1	0	302
H/TOT	935	166	15	17	1	6	0	1140
17:00	284	22	7	5	0	1	0	319
17:15	236	17	2	4	0	2	0	261
17:30	247	14	3	3	0	0	0	267
17:45	155	15	3	1	0	0	0	174
H/TOT	922	68	15	13	0	3	0	1021
18:00	169	18	1	1	0	3	0	192
18:15	138	11	3	3	0	0	0	155
18:30	140	15	1	2	0	0	0	158
18:45	131	7	2	0	0	0	0	140
H/TOT	578	51	7	6	0	3	0	645
P/TOT	2435	285	37	36	1	12	0	2806

TO ARM C — BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	195	44	2	0	1	1	0	243
16:15	204	31	3	0	0	0	0	238
16:30	210	32	4	1	1	1	0	250
16:45	181	36	2	0	1	1	0	221
H/TOT	790	143	11	1	3	3	1	952
17:00	221	31	2	0	0	1	0	255
17:15	204	24	2	1	1	1	0	233
17:30	190	23	0	1	0	0	0	214
17:45	198	23	3	1	0	1	0	226
H/TOT	813	101	7	3	1	3	0	928
18:00	190	21	0	1	0	2	0	214
18:15	199	15	0	0	0	0	0	214
18:30	176	11	1	3	0	0	0	191
18:45	149	11	3	0	0	0	0	163
H/TOT	714	58	4	4	0	2	0	782
P/TOT	2317	302	22	8	4	8	1	2662

FROM ARM C — BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	193	31	7	6	0	0	0	231
16:15	224	34	6	0	0	1	0	265
16:30	193	42	9	2	0	0	0	246
16:45	208	35	1	2	1	3	0	250
H/TOT	818	142	23	4	1	4	0	992
17:00	186	16	2	3	1	0	0	208
17:15	205	21	1	2	0	0	0	229
17:30	206	21	0	1	2	2	0	232
17:45	140	16	1	3	1	1	0	162
H/TOT	737	74	4	9	4	3	0	831
18:00	151	13	2	3	0	1	0	170
18:15	164	14	1	3	0	1	0	183
18:30	146	13	2	0	0	0	0	161
18:45	112	15	3	0	0	0	0	130
H/TOT	573	55	8	6	0	2	0	644
P/TOT	2128	271	35	19	5	9	0	2467

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

TO ARM D — M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	256	81	16	14	0	1	0	368
07:15	250	86	15	17	0	2	0	370
07:30	293	61	10	14	0	2	0	380
07:45	270	62	13	12	0	0	0	357
H/TOT	1069	290	54	57	0	5	0	1475
08:00	286	56	21	14	1	0	0	378
08:15	239	50	14	17	0	0	0	320
08:30	223	53	25	13	1	0	0	315
08:45	180	53	18	18	1	0	0	270
H/TOT	928	212	78	62	3	0	0	1283
09:00	163	35	22	18	0	0	0	238
09:15	183	46	16	19	0	0	0	264
09:30	146	41	22	18	1	0	0	228
09:45	128	46	20	26	0	0	0	220
H/TOT	620	168	80	81	1	0	0	950
4	2617	670	212	200	4	5	0	3708

FROM ARM D — M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	125	45	19	21	0	0	0	210
07:15	169	51	12	11	0	1	0	244
07:30	185	63	12	11	0	0	0	271
07:45	265	82	14	16	1	0	0	378
H/TOT	744	241	57	59	1	1	0	1103
08:00	208	54	21	13	0	1	0	297
08:15	221	56	14	11	0	0	0	302
08:30	183	32	12	19	0	0	0	246
08:45	180	44	12	21	0	0	0	257
H/TOT	792	186	59	64	0	1	0	1102
09:00	153	55	13	27	0	0	0	248
09:15	165	46	18	23	0	0	0	252
09:30	120	37	14	12	0	0	0	183
09:45	102	37	16	20	1	0	0	176
H/TOT	540	175	61	82	1	0	0	859
4	2076	602	177	205	2	2	0	3064

TO ARM E — AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	218	53	25	5	0	0	0	301
07:15	270	69	10	4	1	0	0	354
07:30	273	57	12	10	0	3	0	355
07:45	265	51	8	10	0	0	0	334
H/TOT	1026	230	55	29	1	3	0	1344
08:00	268	61	13	4	0	1	0	347
08:15	228	38	12	6	1	1	0	286
08:30	200	34	11	2	1	0	0	248
08:45	223	44	11	11	0	0	0	289
H/TOT	919	177	47	23	2	2	0	1170
09:00	205	43	11	10	0	1	0	270
09:15	184	47	12	6	0	0	0	249
09:30	131	42	10	2	0	0	0	185
09:45	128	43	13	7	0	1	0	192
H/TOT	648	175	46	25	0	2	0	896
P/TOT	2593	582	148	77	3	7	0	3410

FROM ARM E — AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	133	47	7	11	1	0	0	199
07:15	187	55	13	4	1	2	0	262
07:30	226	52	14	7	0	0	0	299
07:45	218	50	14	5	1	1	0	289
H/TOT	764	204	48	27	3	3	0	1049
08:00	207	52	16	6	1	1	0	283
08:15	201	52	21	9	0	1	0	284
08:30	199	52	15	6	0	0	0	272
08:45	182	45	22	8	1	1	0	259
H/TOT	789	201	74	29	2	3	0	1098
09:00	174	34	15	14	0	0	0	237
09:15	154	45	12	5	1	0	0	217
09:30	142	33	13	8	0	0	0	196
09:45	113	34	11	7	0	0	0	165
H/TOT	583	146	51	34	1	0	0	815
P/TOT	2136	551	173	90	6	6	0	2962

TO ARM F — BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	59	20	6	16	1	0	0	102
07:15	99	24	9	10	0	1	0	143
07:30	100	25	7	8	0	0	0	140
07:45	99	31	4	7	0	1	0	142
H/TOT	357	100	26	41	1	2	0	527
08:00	89	25	4	10	0	1	0	129
08:15	101	24	7	6	0	0	0	138
08:30	89	24	12	12	0	0	0	137
08:45	115	19	3	9	0	0	0	146
H/TOT	394	92	26	37	0	1	0	550
09:00	101	36	4	7	0	0	0	148
09:15	58	29	5	9	0	0	0	101
09:30	86	21	7	15	0	0	0	129
09:45	70	21	8	14	0	0	0	113
H/TOT	315	107	24	45	0	0	0	491
P/TOT	1066	299	76	123	1	3	0	1568

FROM ARM F — BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	109	43	13	6	0	1	0	172
07:15	102	37	10	16	0	0	0	165
07:30	106	30	9	15	0	1	0	161
07:45	73	22	2	6	0	0	0	103
H/TOT	390	132	34	43	0	2	0	601
08:00	101	27	8	5	0	0	0	141
08:15	75	19	7	6	1	0	0	108
08:30	93	24	12	12	0	0	0	141
08:45	87	30	18	9	0	1	0	145
H/TOT	356	100	45	32	1	1	0	535
09:00	86	25	15	14	0	0	0	140
09:15	73	31	6	16	0	0	0	126
09:30	83	22	8	6	1	0	0	120
09:45	71	21	10	18	0	1	0	121
H/TOT	313	99	39	54	1	1	0	507
4	1059	331	118	129	2	4	0	1643

TO ARM D — M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	167	55	8	9	0	1	0	240
16:15	217	54	9	7	1	1	0	289
16:30	213	61	7	8	0	0	0	289
16:45	220	30	2	10	1	1	0	264
H/TOT	817	200	26	34	2	3	0	1082
17:00	231	26	7	14	0	0	0	278
17:15	238	34	4	10	0	2	0	288
17:30	213	19	3	9	0	0	0	244
17:45	161	15	4	8	0	1	0	189
H/TOT	843	94	18	41	0	3	0	999
18:00	146	20	2	8	0	0	0	176
18:15	145	18	1	12	0	0	0	176
18:30	128	20	3	7	0	0	0	158
18:45	85	12	0	3	0	1	0	101
H/TOT	504	70	6	30	0	1	0	611
P/TOT	2164	364	50	105	2	7	0	2692

FROM ARM D — M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	178	68	9	13	1	0	0	269
16:15	206	55	15	3	0	2	0	281
16:30	217	49	6	9	1	0	0	282
16:45	196	55	8	4	0	2	0	265
H/TOT	797	227	38	29	2	4	0	1097
17:00	173	41	5	8	1	0	0	228
17:15	143	28	3	9	0	0	0	183
17:30	121	25	5	5	0	0	0	156
17:45	170	18	6	8	0	1	0	203
H/TOT	607	112	19	30	1	1	0	770
18:00	135	23	3	7	0	0	0	168
18:15	162	25	8	8	0	0	0	203
18:30	169	20	2	10	0	1	0	202
18:45	101	11	7	4	0	0	0	123
H/TOT	567	79	20	29	0	1	0	696
P/TOT	1971	418	77	88	3	6	0	2563

TO ARM E — AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	126	30	9	8	0	0	0	173
16:15	171	33	8	6	0	1	0	219
16:30	150	29	3	2	1	1	0	186
16:45	118	16	2	2	0	1	0	139
H/TOT	565	108	22	18	1	3	0	717
17:00	141	16	4	3	0	0	0	164
17:15	151	21	10	4	0	0	0	186
17:30	150	15	3	0	0	1	0	169
17:45	149	17	1	2	0	0	0	169
H/TOT	591	69	18	9	0	1	0	688
18:00	153	12	2	1	1	0	0	169
18:15	154	18	4	0	0	0	0	176
18:30	134	9	2	1	0	0	0	146
18:45	113	15	0	2	0	0	0	130
H/TOT	554	54	8	4	1	0	0	621
P/TOT	1710	231	48	31	2	4	0	2026

FROM ARM E — AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	200	54	12	4	0	2	0	272
16:15	265	56	1	5	0	2	0	329
16:30	272	54	10	4	0	0	0	340
16:45	276	46	3	2	1	3	0	331
H/TOT	1013	210	26	15	1	7	0	1272
17:00	290	39	3	3	0	0	0	335
17:15	314	27	2	7	0	1	0	351
17:30	299	39	3	4	2	0	0	347
17:45	291	28	3	6	1	1	0	330
H/TOT	1194	133	11	20	3	2	0	1363
18:00	274	37	5	10	1	1	0	328
18:15	275	32	7	13	1	0	0	328
18:30	171	14	4	7	0	0	0	196
18:45	121	12	2	4	0	0	0	139
H/TOT	841	95	18	34	2	1	0	991
P/TOT	3048	438	55	69	6	10	0	3626

TO ARM F — BOSTOCKS LANE (NW)

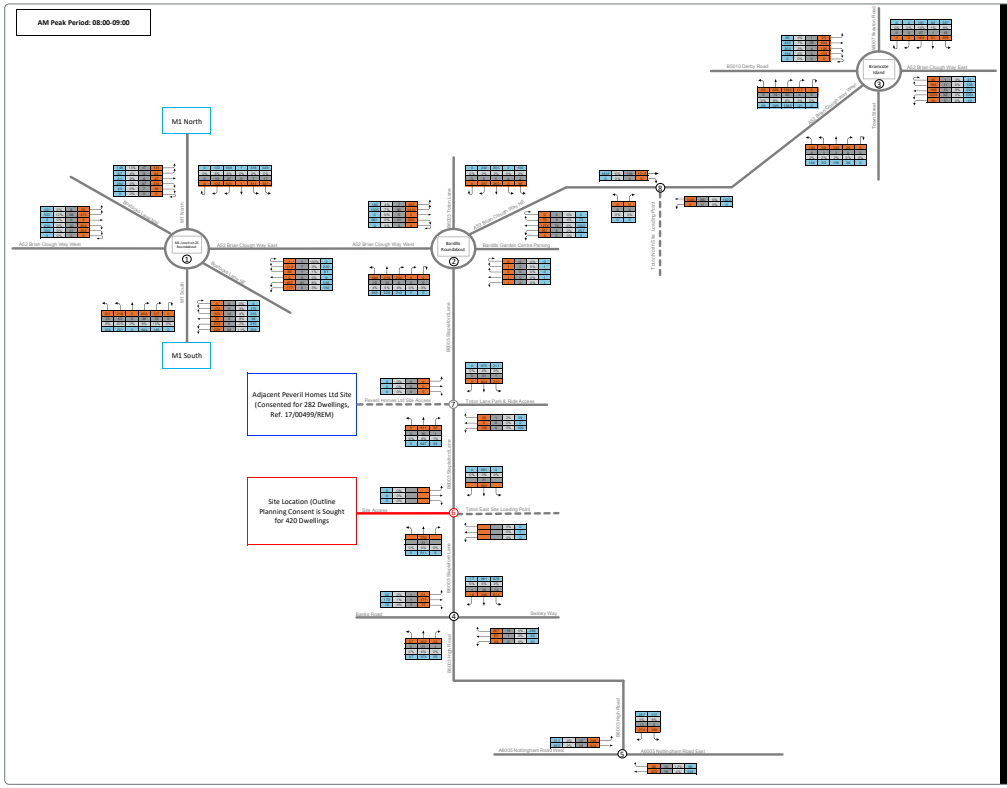
TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	112	43	7	9	0	0	0	171
16:15	97	48	8	3	0	1	0	157
16:30	117	30	11	6	0	0	0	164
16:45	120	33	6	4	0	2	0	165
H/TOT	446	154	32	22	0	3	0	657
17:00	97	20	3	7	0	0	0	127
17:15	130	19	3	10	0	0	0	152
17:30	121	15	5	4	0	0	0	145
17:45	121	18	7	8	0	0	0	154
H/TOT	469	72	18	29	0	0	0	578
18:00	104	13	4	5	0	1	0	127
18:15	110	13	5	7	0	1	0	136
18:30	104	11	2	5	0	0	0	122
18:45	85	7	5	4	0	0	0	101
H/TOT	403	44	16	21	0	2	0	486
P/TOT	1308	270	66	72	0	5	0	1721

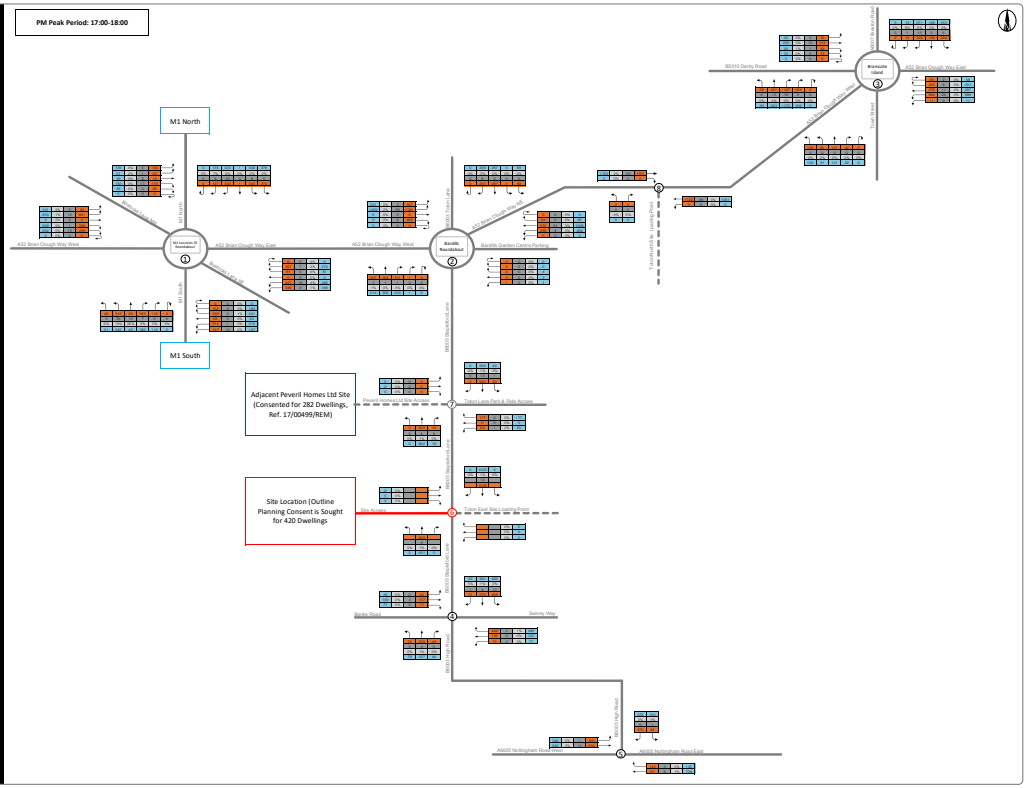
FROM ARM F — BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	108	32	3	4	0	0	0	147
16:15	76	20	6	5	0	0	0	107
16:30	84	22	6	3	0	0	0	115
16:45	87	14	0	5	0	1	0	107
H/TOT	355	88	15	17	0	1	0	476
17:00	89	11	1	8	0	0	0	109
17:15	106	11	1	2	0	1	0	121
17:30	65	7	2	5	0	0	0	79
17:45	76	14	1	3	0	0	0	94
H/TOT	336	43	5	18	0	1	0	403
18:00	107	14	0	2	0	0	0	123
18:15	92	19	0	5	0	0	0	116
18:30	80	8	1	4	0	0	0	93
18:45	64	9	0	2	0	1	0	76
H/TOT	343	50	1	13	0	1	0	408
P/TOT	1034	181	21	48	0	3	0	1287

APPENDIX F

Traffic Flow Diagram





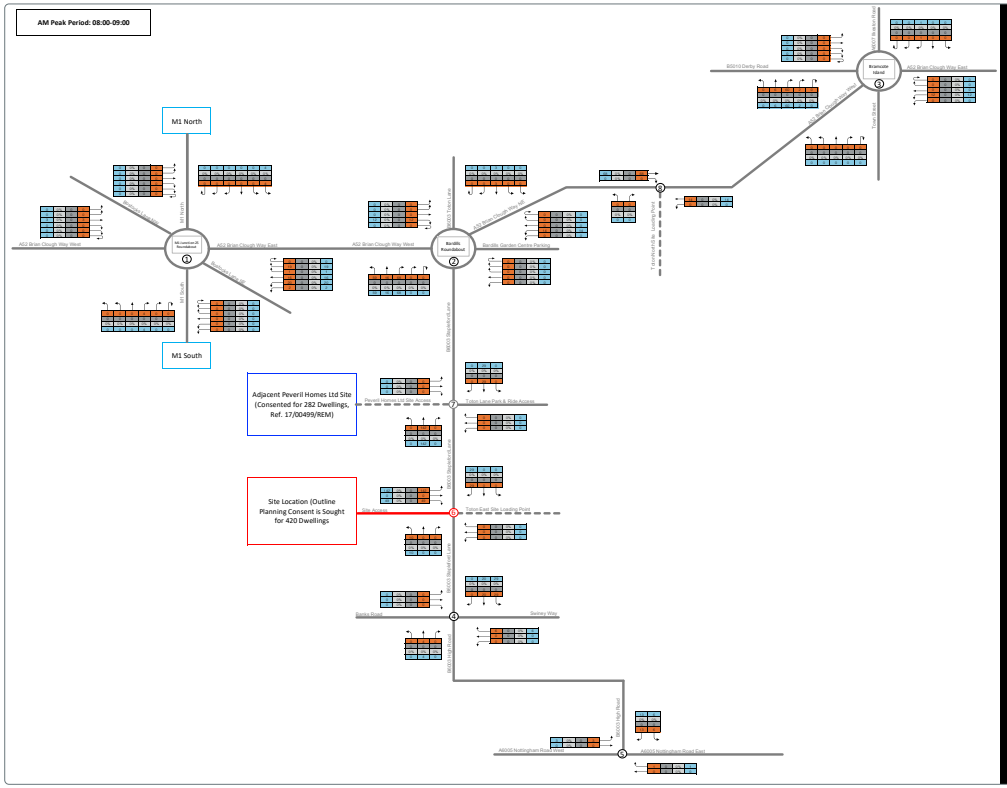
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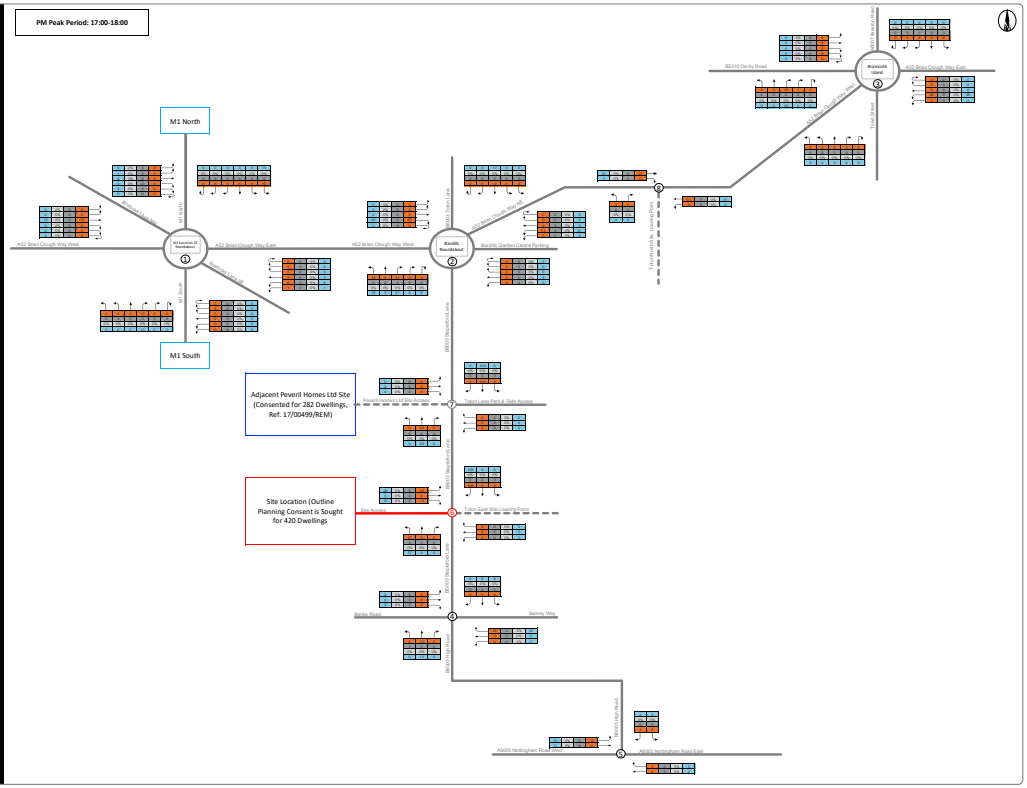
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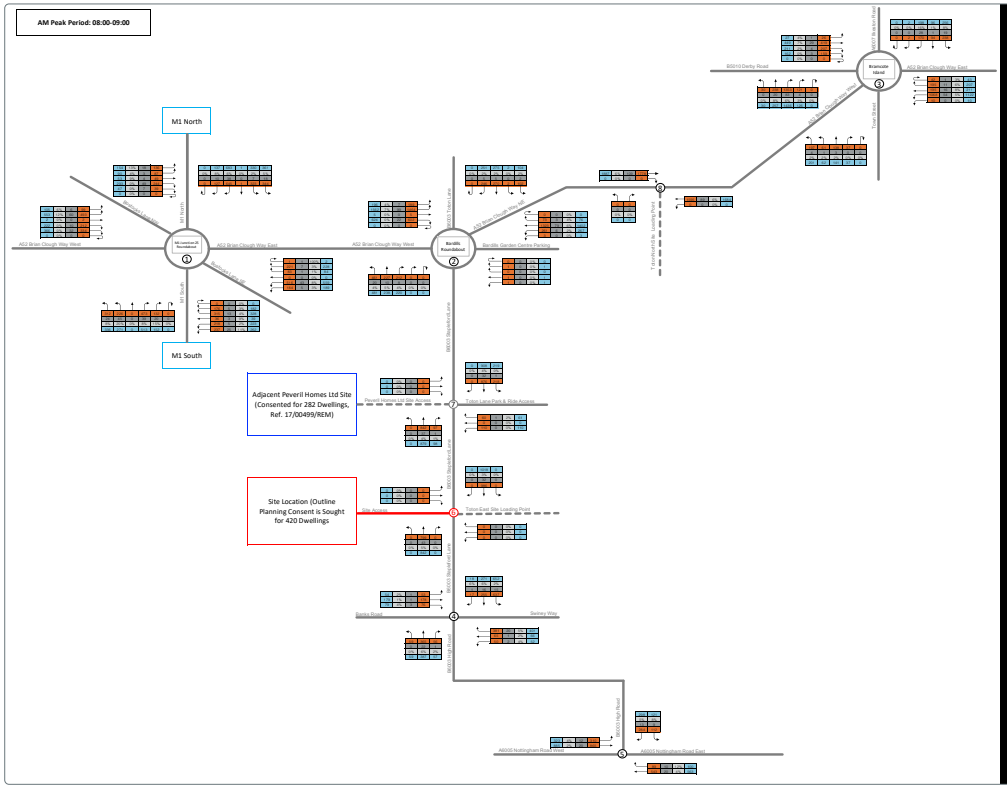
Toton West

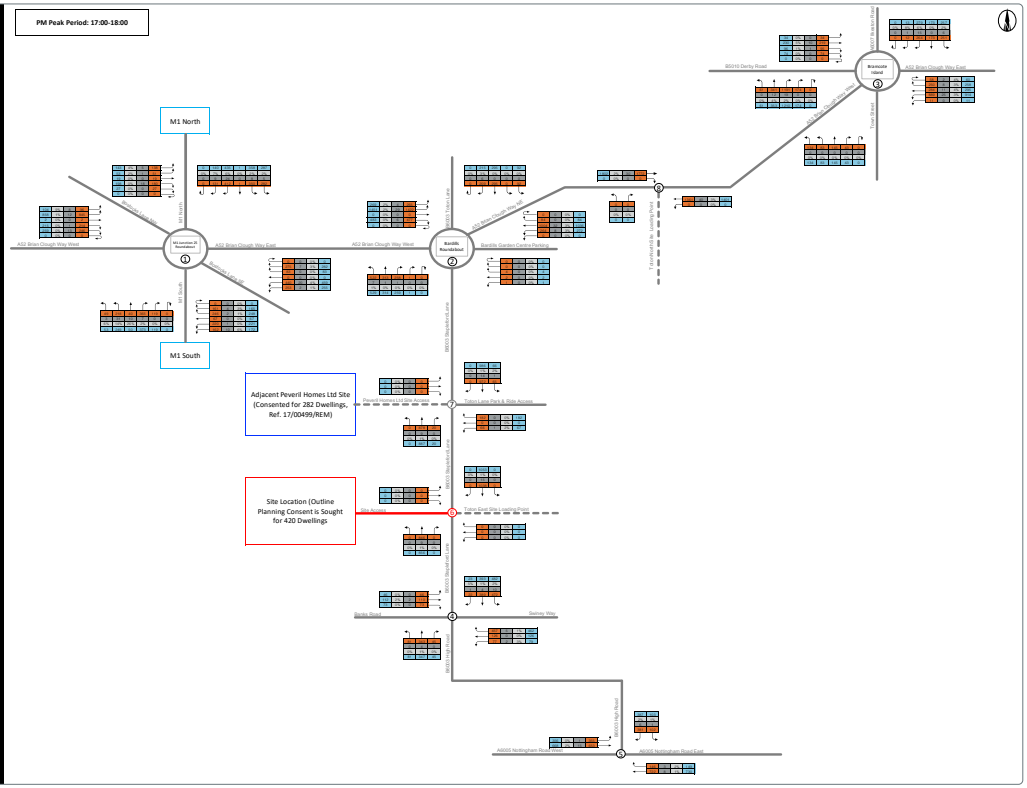
Figure 6
AM Peak

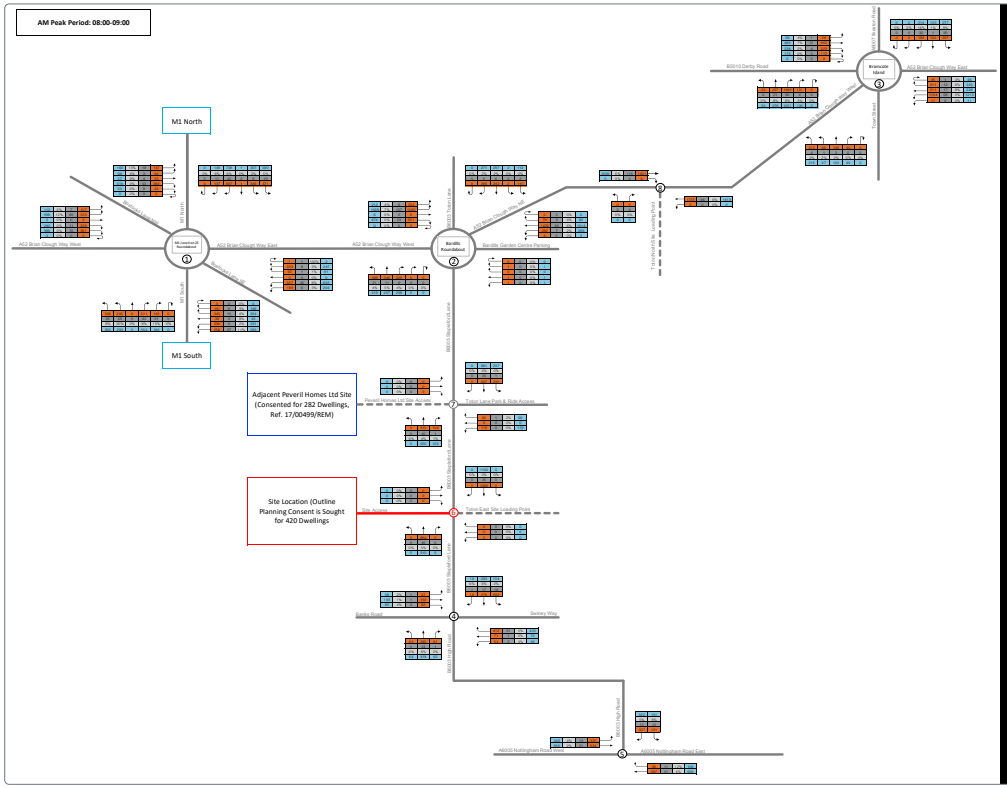
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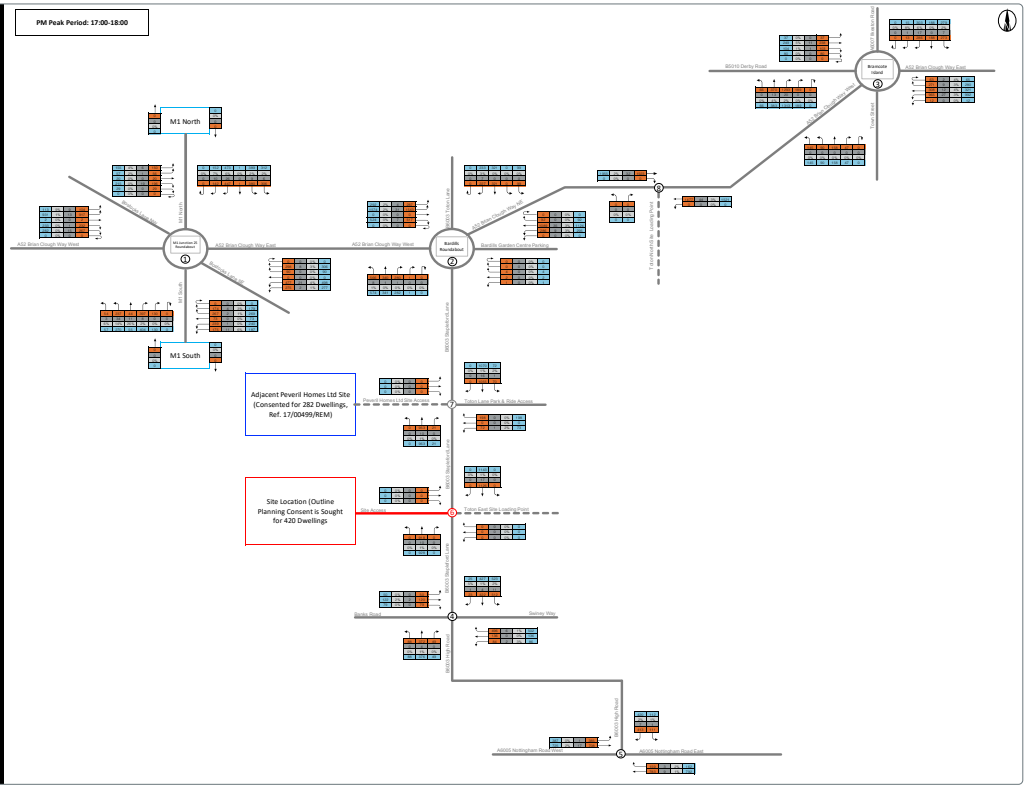

AM Peak Period: 08:00-09:00
M1 North
M1 South
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
Bardills Garden Centre Entrance
B6010 Derby Road
A6007 Bramcote Road
A6007 Toton Lane
A6007 Stapleford Lane
A6007 Nottingham Road
A6005 Nottingham Road East
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings

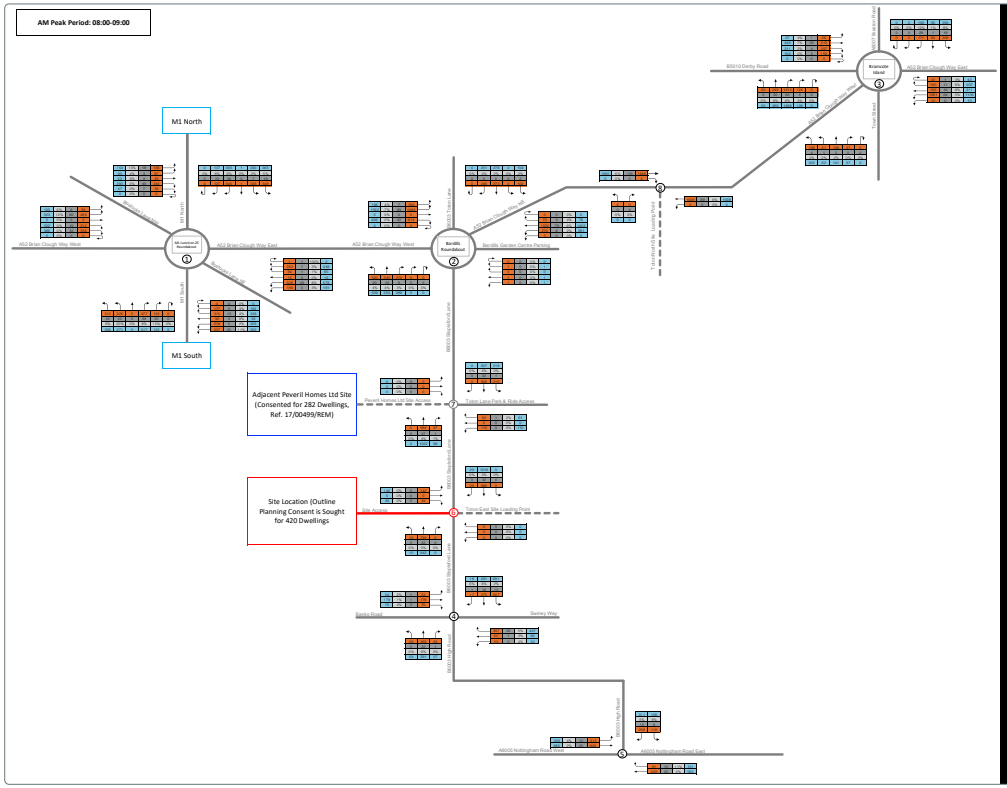

PM Peak Period: 17:00-18:00
M1 North
M1 South
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
Bardills Garden Centre Entrance
B6010 Derby Road
A6007 Bramcote Road
A6007 Toton Lane
A6007 Stapleford Lane
A6007 Nottingham Road
A6005 Nottingham Road East
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings

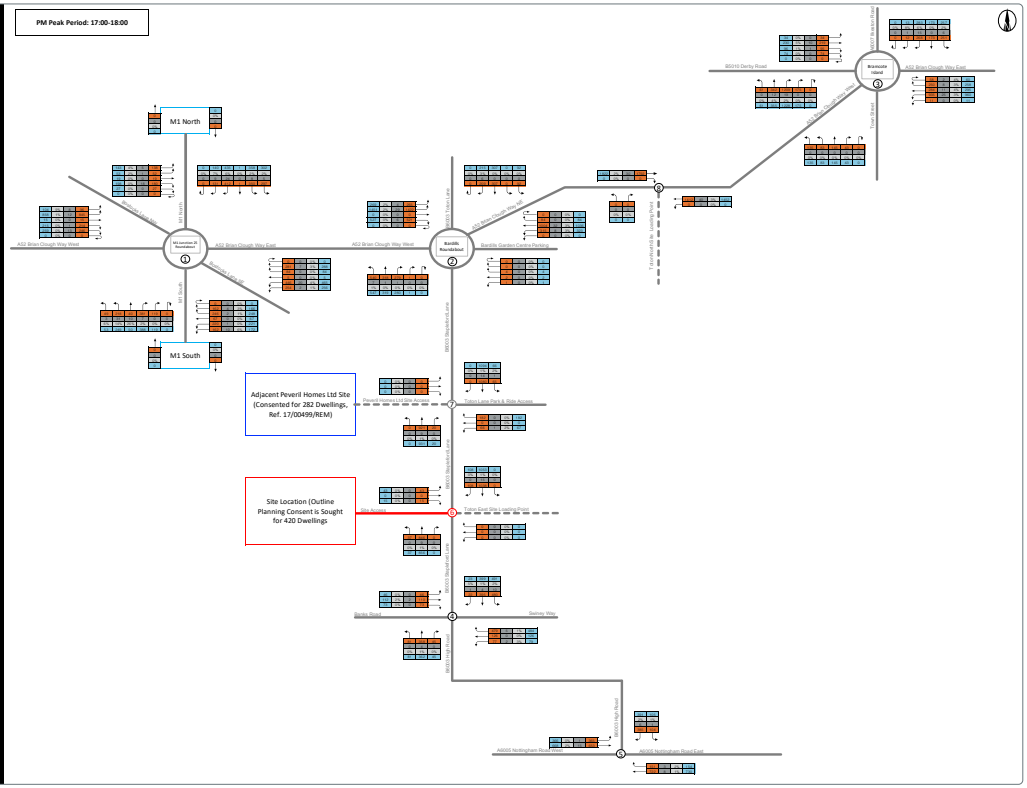

AM Peak Period: 08:00-09:00
M1 North
M1 South
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
Bardills Garden Centre Entrance
B6010 Derby Road
A6007 Bramcote Road
A6007 Toton Lane
A6005 Nottingham Road West
A6005 Nottingham Road East
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings

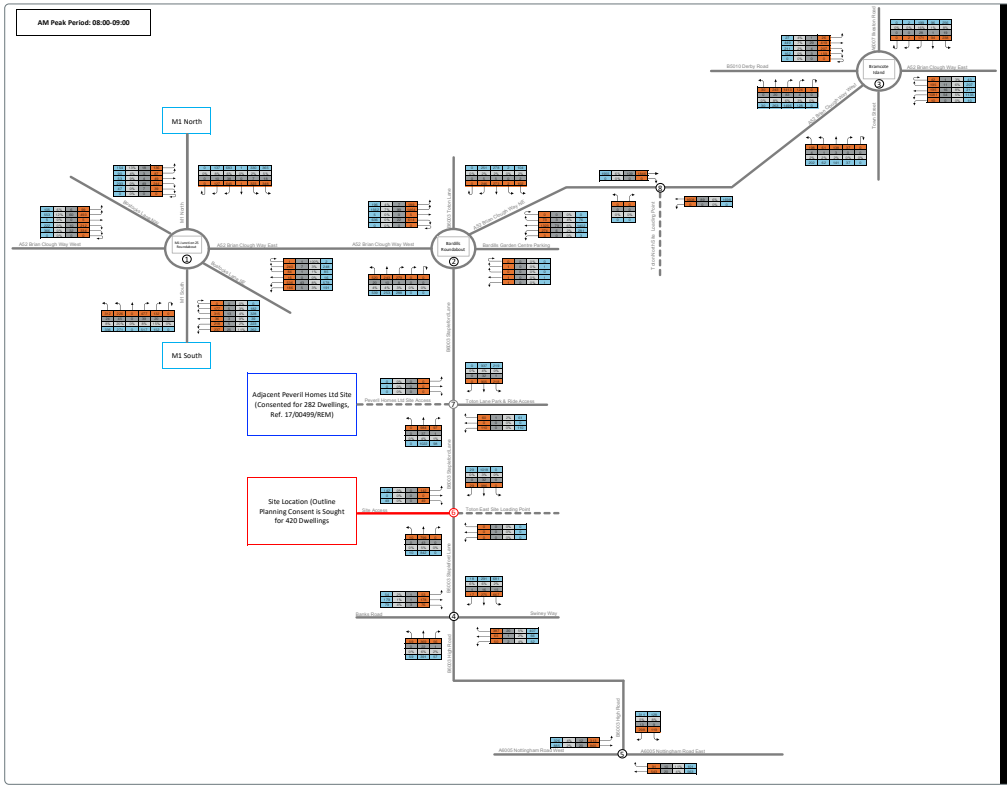

PM Peak Period: 17:00-18:00
M1 North
M1 South
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
Bardills Garden Centre Entrance
B6010 Derby Road
A6007 Bramcote Road
A6007 Toton Lane
A6005 Nottingham Road West
A6005 Nottingham Road East
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings

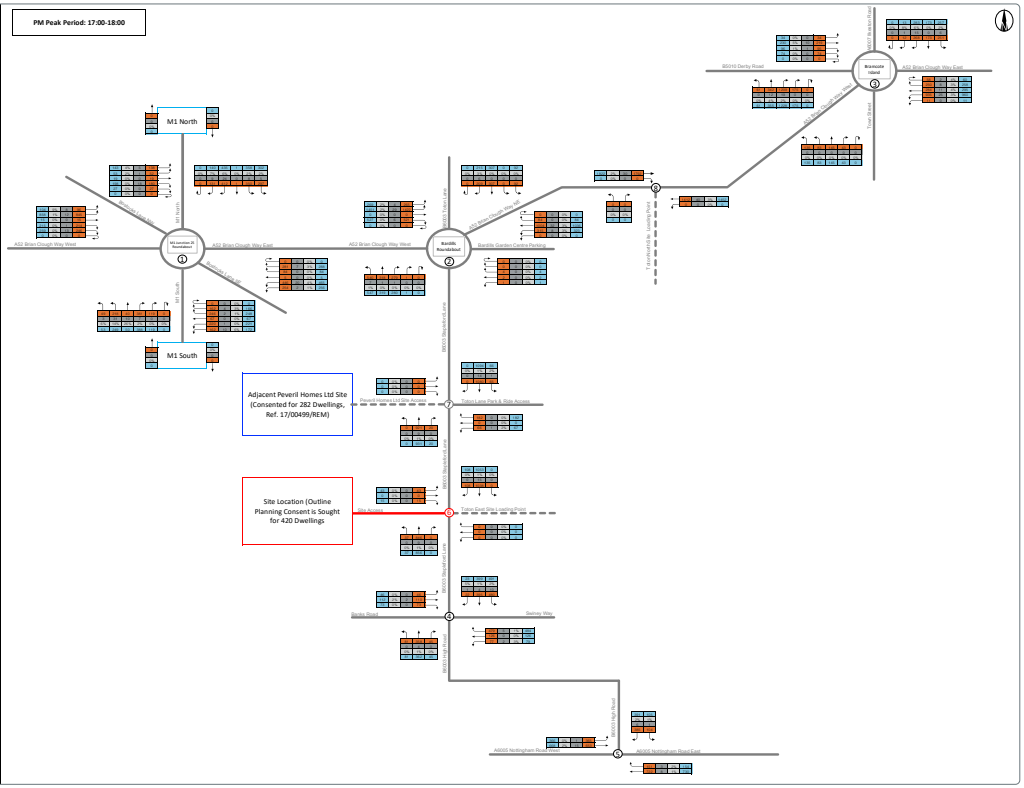

AM Peak Period: 08:00-09:00
M1 North
M1 South
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
Bardills Garden Centre Entrance
B6010 Derby Road
A6007 Bramcote Road
A6007 Toton Lane
B6003 Stapleford Lane
B6003 Nuthall Road
B6003 High Road
Toton East Site Loading Point
Toton West Park & Ride Access
Peveril Homes 1st Site Access
Site Access
Swiney Way
Banks Road
A6005 Nottingham Road West
A6005 Nottingham Road East
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings

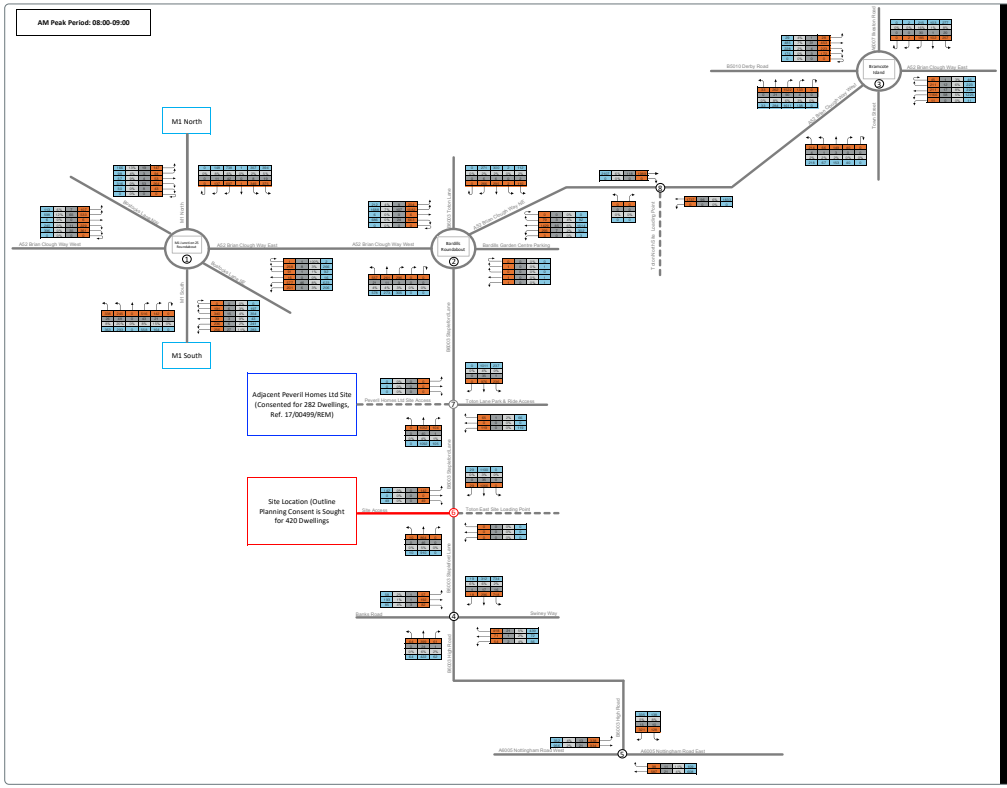

PM Peak Period: 17:00-18:00
M1 North
M1 South
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
Bardills Garden Centre Entrance
B6010 Derby Road
A6007 Bramcote Road
A6007 Toton Lane
B6003 Stapleford Lane
B6003 Nuthall Road
B6003 High Road
Toton East Site Loading Point
Toton West Park & Ride Access
Peveril Homes 1st Site Access
Site Access
Swiney Way
Banks Road
A6005 Nottingham Road West
A6005 Nottingham Road East
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings

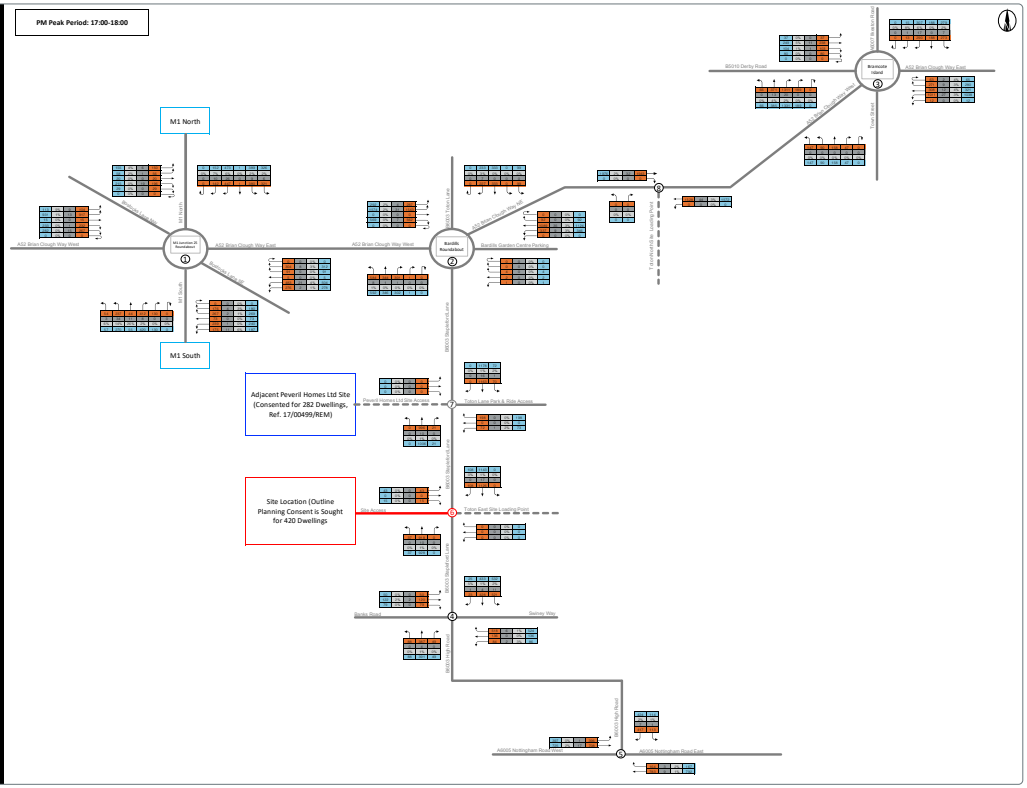

AM Peak Period: 08:00-09:00
M1 North
M1 South
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
B5010 Derby Road
Toton Lane
Toton Bypass
Stapleford Lane
Trowell Lane Park & Ride Access
Trowell Road
Trowell Grove Site Loading Point
Banks Road
Swiney Way
Wollaton High Avenue
A6005 Nottingham Road West
A6005 Nottingham Road East

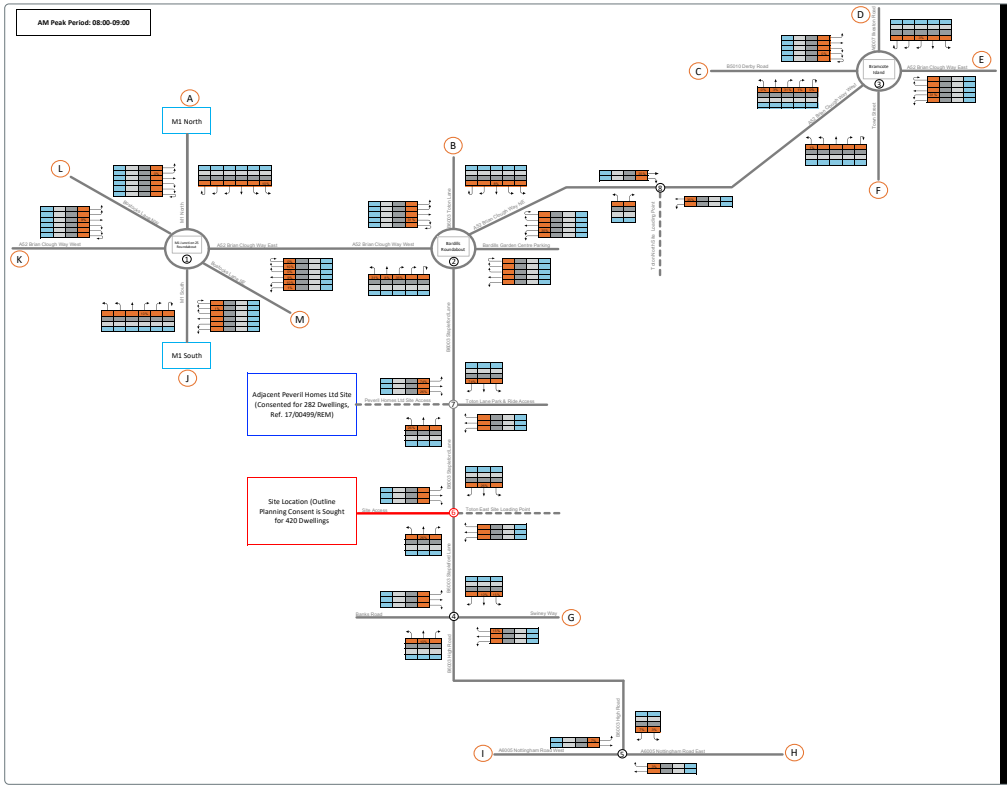

PM Peak Period: 17:00-18:00
M1 North
M1 South
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
B5010 Derby Road
Toton Lane
Toton Bypass
Stapleford Lane
Trowell Lane Park & Ride Access
Trowell Road
Trowell Grove Site Loading Point
Banks Road
Swiney Way
Wollaton High Avenue
A6005 Nottingham Road West
A6005 Nottingham Road East

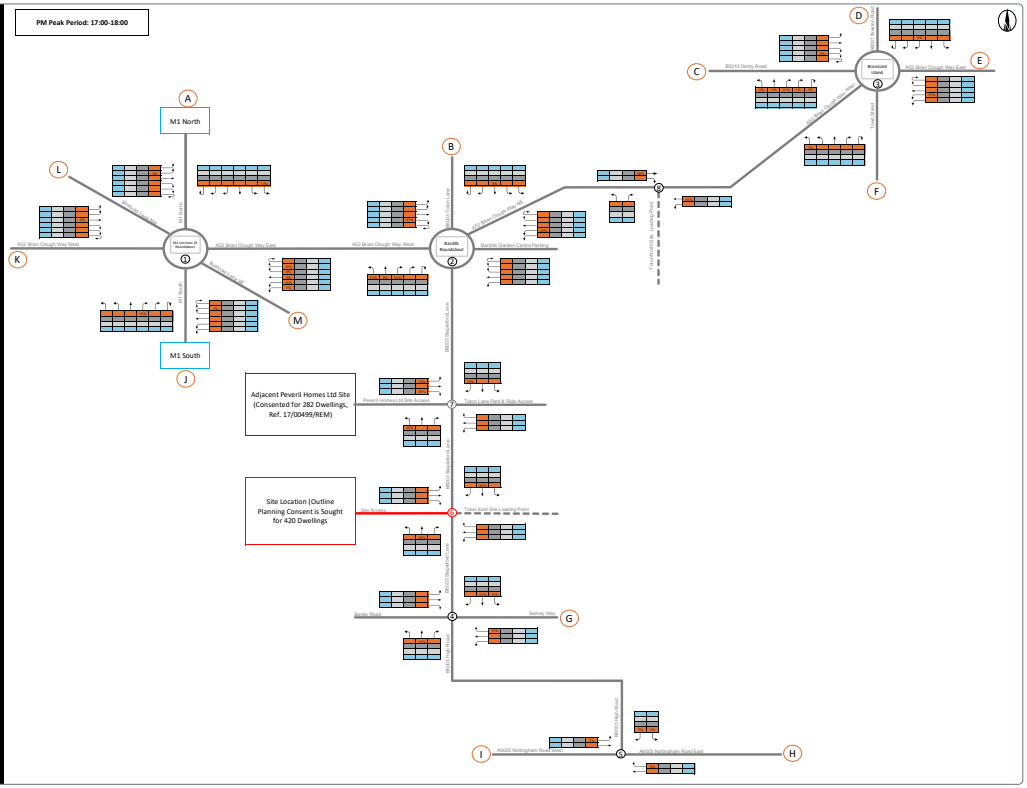

AM Peak Period: 08:00-09:00
M1 North
M1 South
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
Bardills Garden Centre Entrance
B6010 Derby Road
B6010 Toton Lane
Toton Road
Stanton Hill
Bessell Lane
Stapleford Lane
Trowell Lane
Trowell Park & Ride Access
Trowell Grove Park & Site Access
Trowell Grove Site Loading Road
Site Access
Peveril Homes Ltd Site Access
Peveril Homes Ltd Site Access
Banks Road
Swiney Way
Wollaton Hall Avenue
Wollaton High Avenue
A6005 Nottingham Road West
A6005 Nottingham Road East
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings

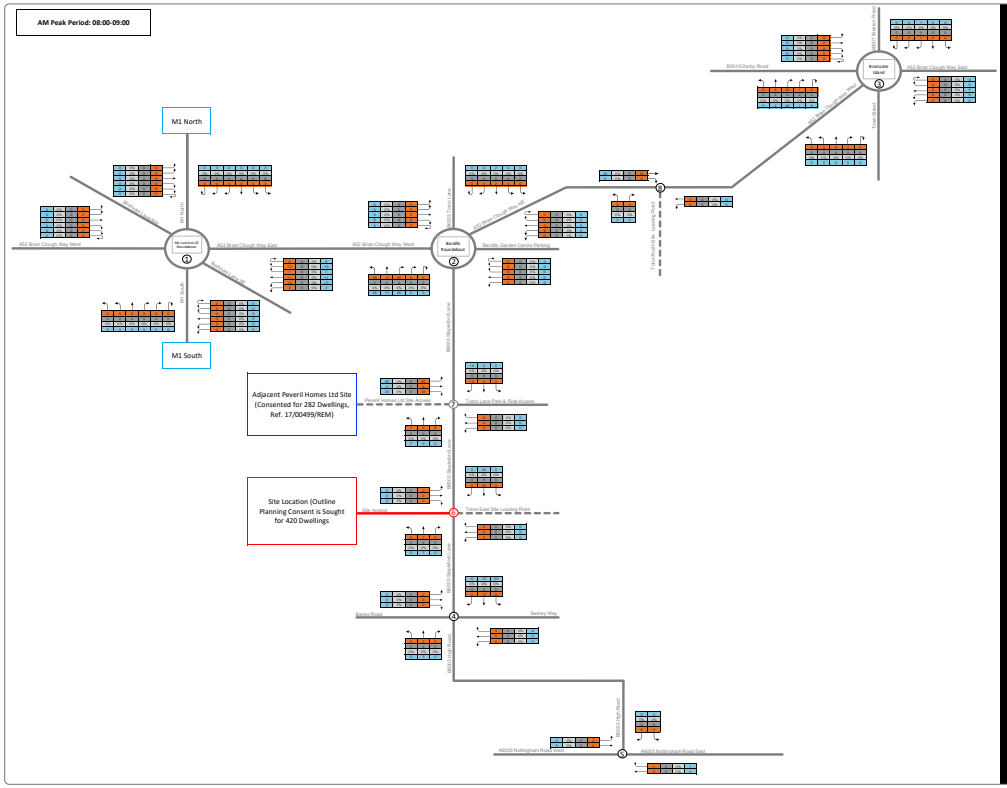

PM Peak Period: 17:00-18:00
M1 North
M1 South
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
Bardills Garden Centre Entrance
B6010 Derby Road
B6010 Toton Lane
Toton Road
Stanton Hill
Bessell Lane
Stapleford Lane
Trowell Lane
Trowell Park & Ride Access
Trowell Grove Park & Site Access
Trowell Grove Site Loading Road
Site Access
Peveril Homes Ltd Site Access
Peveril Homes Ltd Site Access
Banks Road
Swiney Way
Wollaton Hall Avenue
Wollaton High Avenue
A6005 Nottingham Road West
A6005 Nottingham Road East
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings

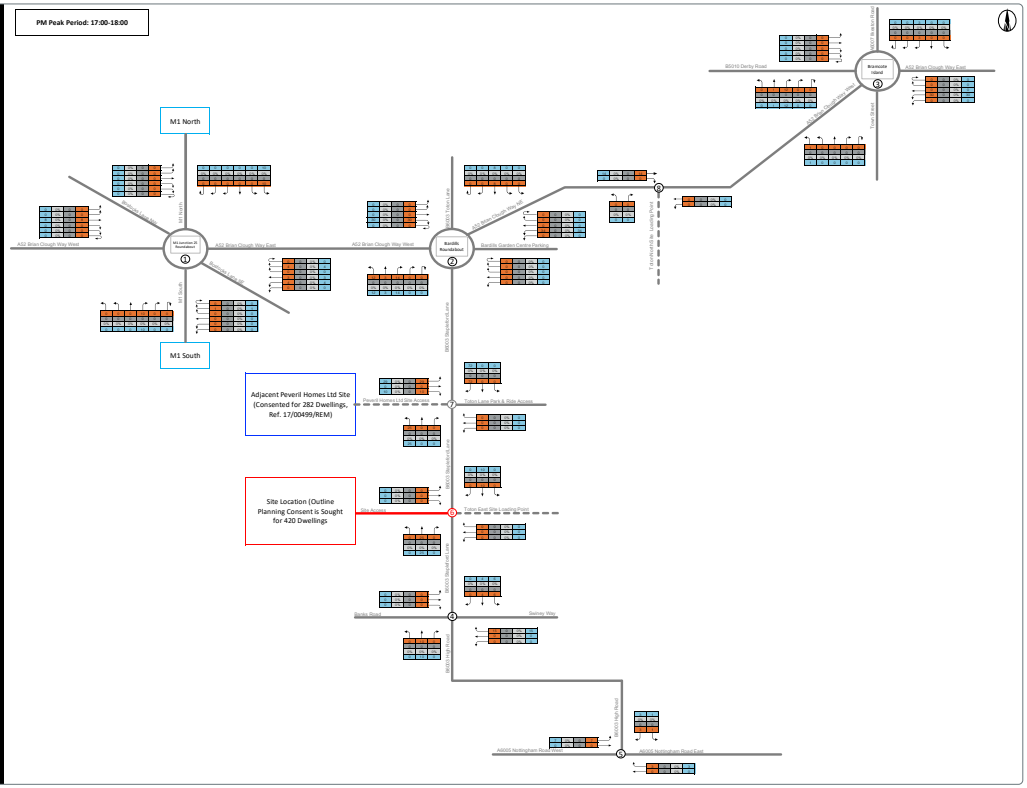

AM Peak Period: 08:00-09:00
M1 North
M1 South
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
B6010 Derby Road
A6005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


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
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
B6010 Derby Road
A6005 Nottingham Road East


AM Peak Period: 08:00-09:00
A
M1 North
B
C
D
E
F
G
H
I
J
K
L
M
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
M1 South
Bramcote Island
Bardills Roundabout
Toton West


PM Peak Period: 17:00-18:00
A
M1 North
B
C
D
E
F
G
H
I
J
K
L
M
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
M1 South
Bramcote Island
Bardills Roundabout
Toton West





NOTES

LEGEND
All Vehicles
HGV
% HGV
Site Access
Max Site Access

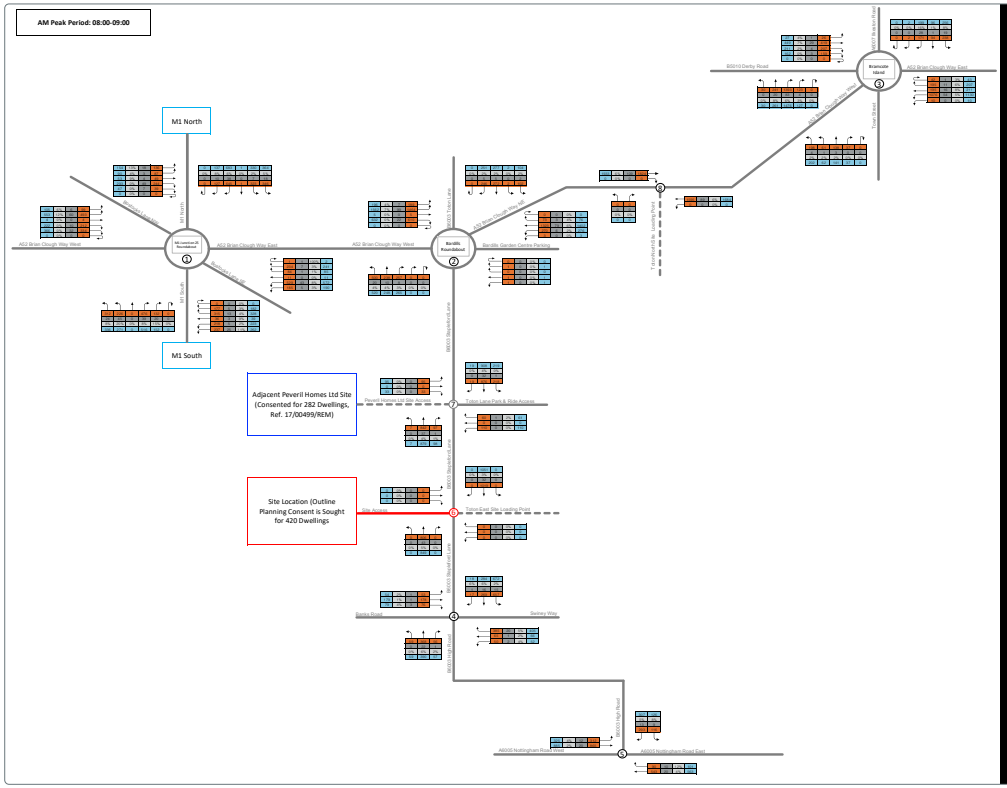
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Departures 128

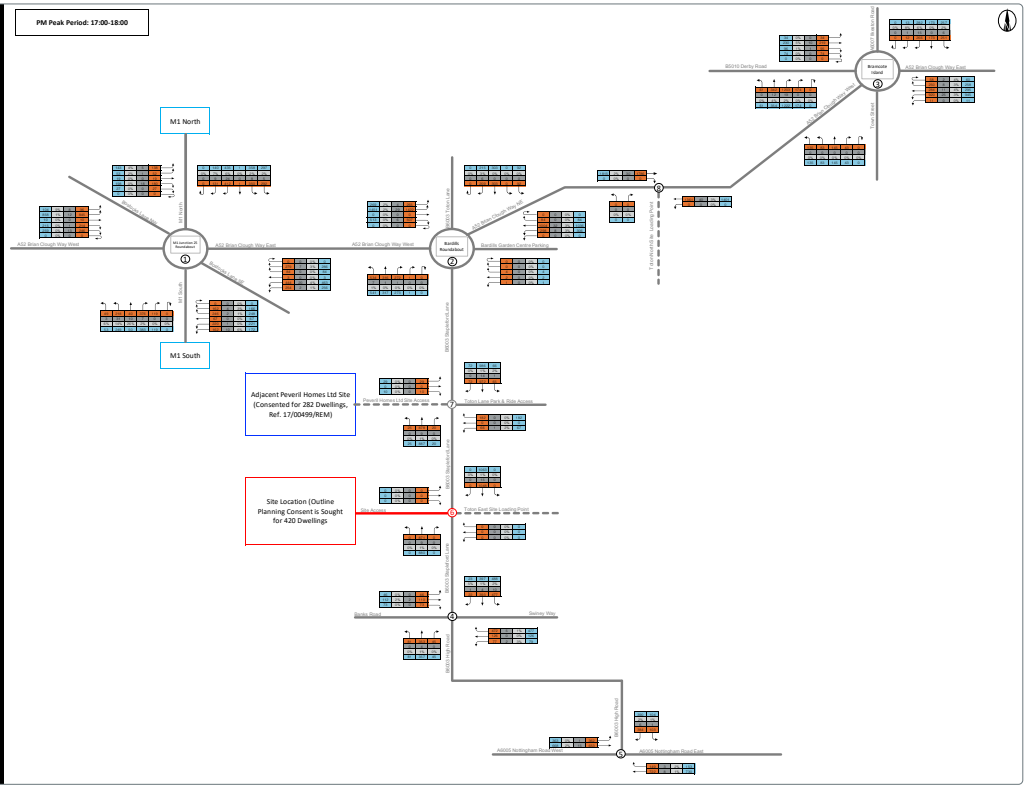
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Arrivals 87
Departures 39

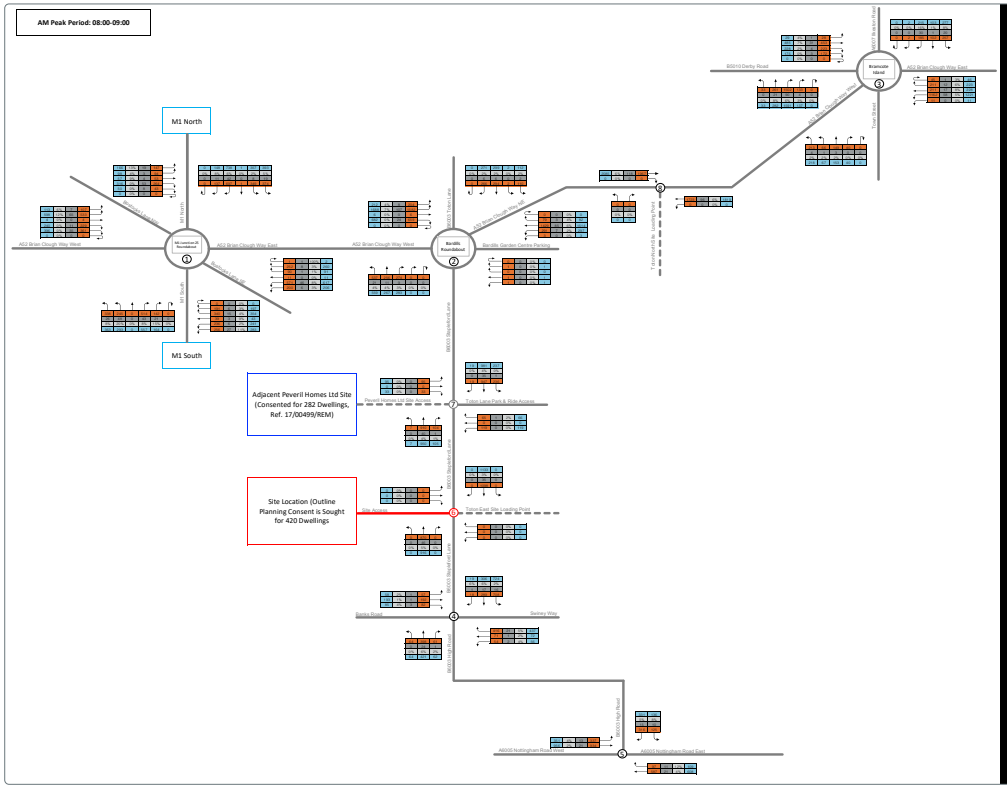
Toton West

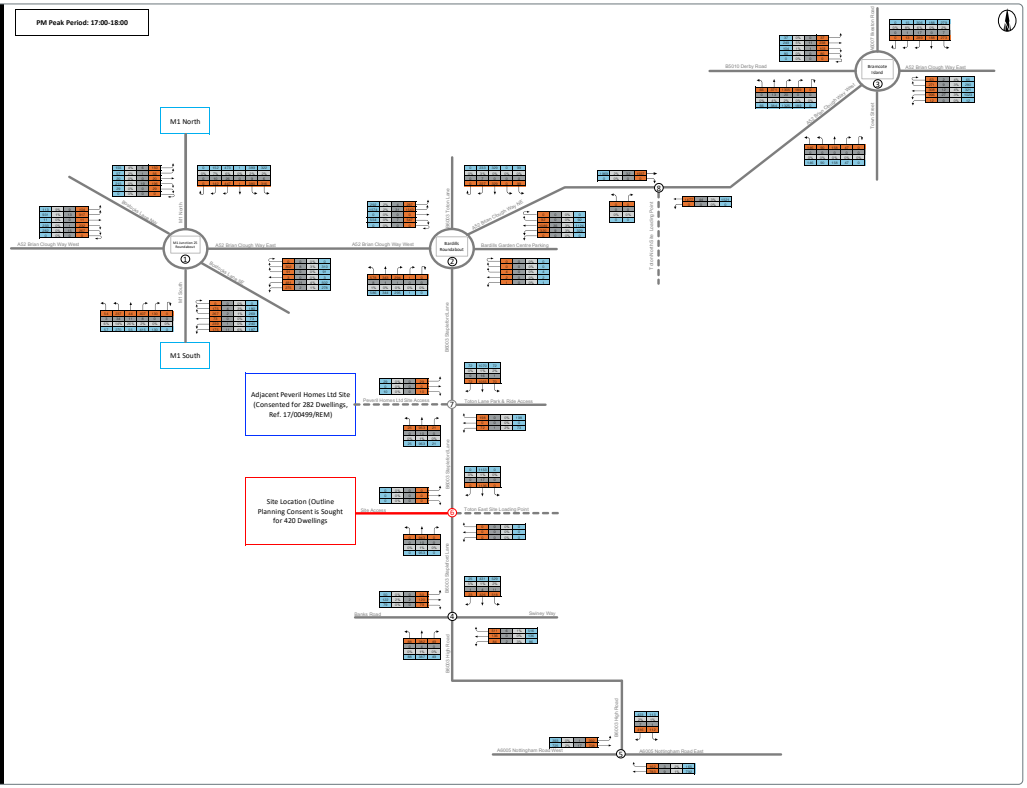
Bardills Development Traffic

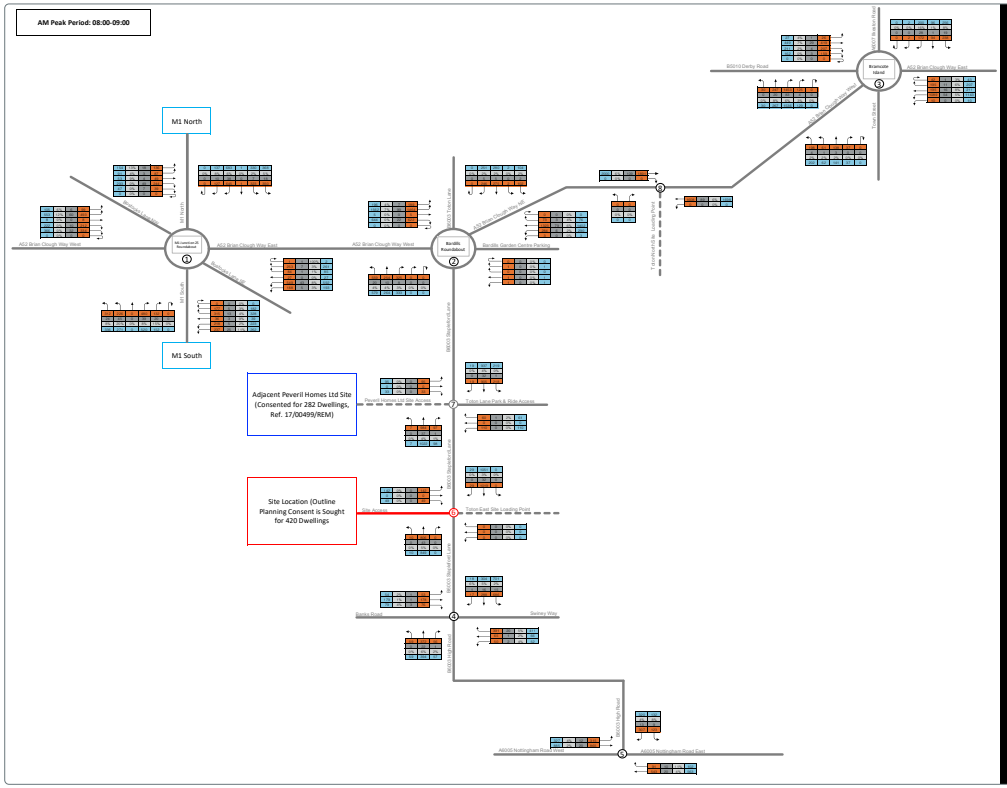
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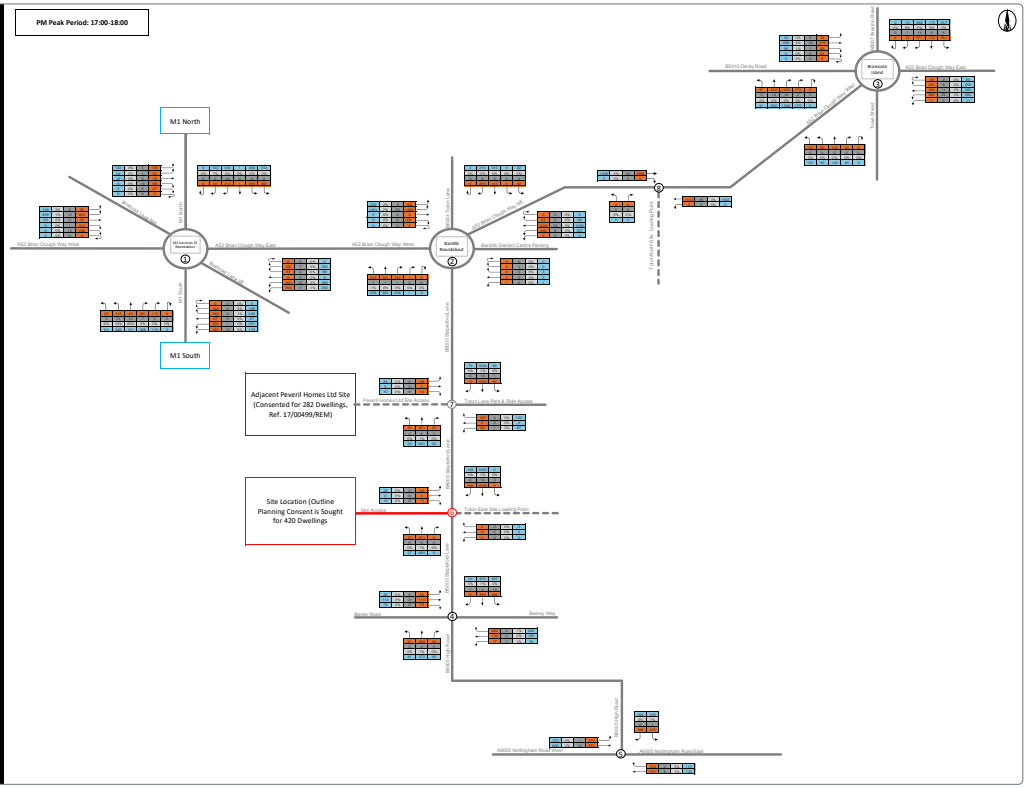

AM Peak Period: 08:00-09:00
M1 North
M1 South
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
Bardills Garden Centre Entrance
B6010 Derby Road
A6007 Bramcote Road
B6003 Town Lane
B6003 Stapleford Lane
B6003 Nuthall Road
B6003 High Road
A6005 Nottingham Road West
A6005 Nottingham Road East
Trowell Park & Ride Access
Trowell Park & Ride Access
Trowell Grove Site Loading Point
Site Access
Racecourse Lane
Bardills Road
Swinney Way
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings

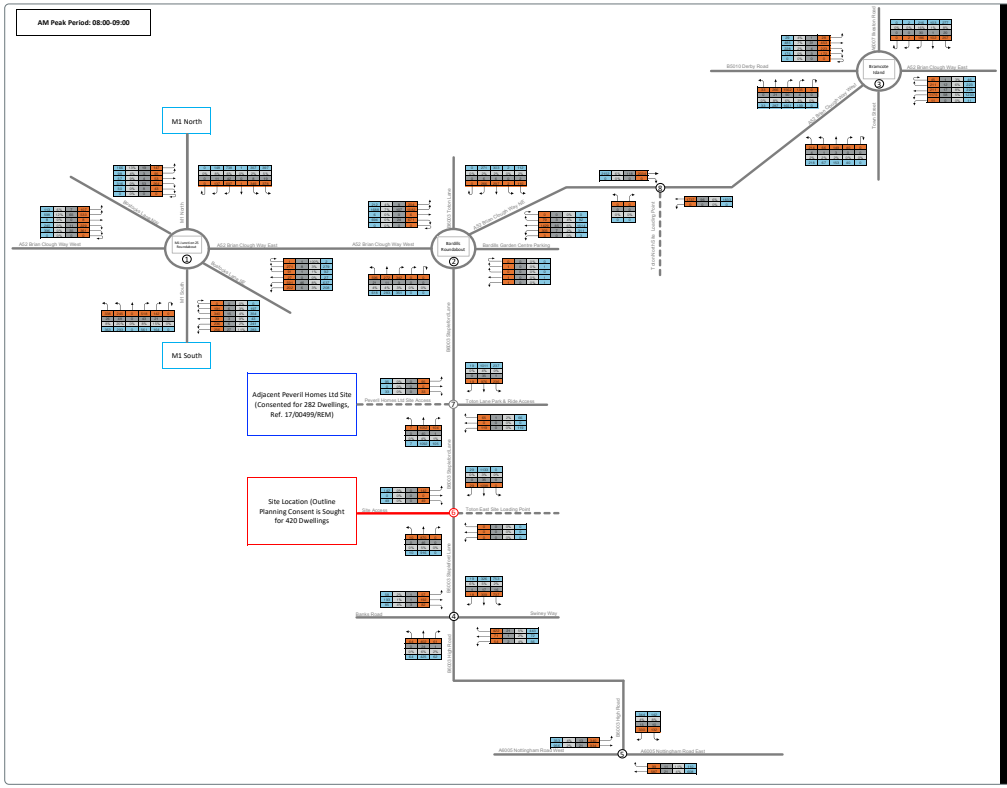

PM Peak Period: 17:00-18:00
M1 North
M1 South
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
Bardills Garden Centre Entrance
B6010 Derby Road
A6007 Bramcote Road
B6003 Town Lane
B6003 Stapleford Lane
B6003 Nuthall Road
B6003 High Road
A6005 Nottingham Road West
A6005 Nottingham Road East
Trowell Park & Ride Access
Trowell Park & Ride Access
Trowell Grove Site Loading Point
Site Access
Racecourse Lane
Bardills Road
Swinney Way
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings

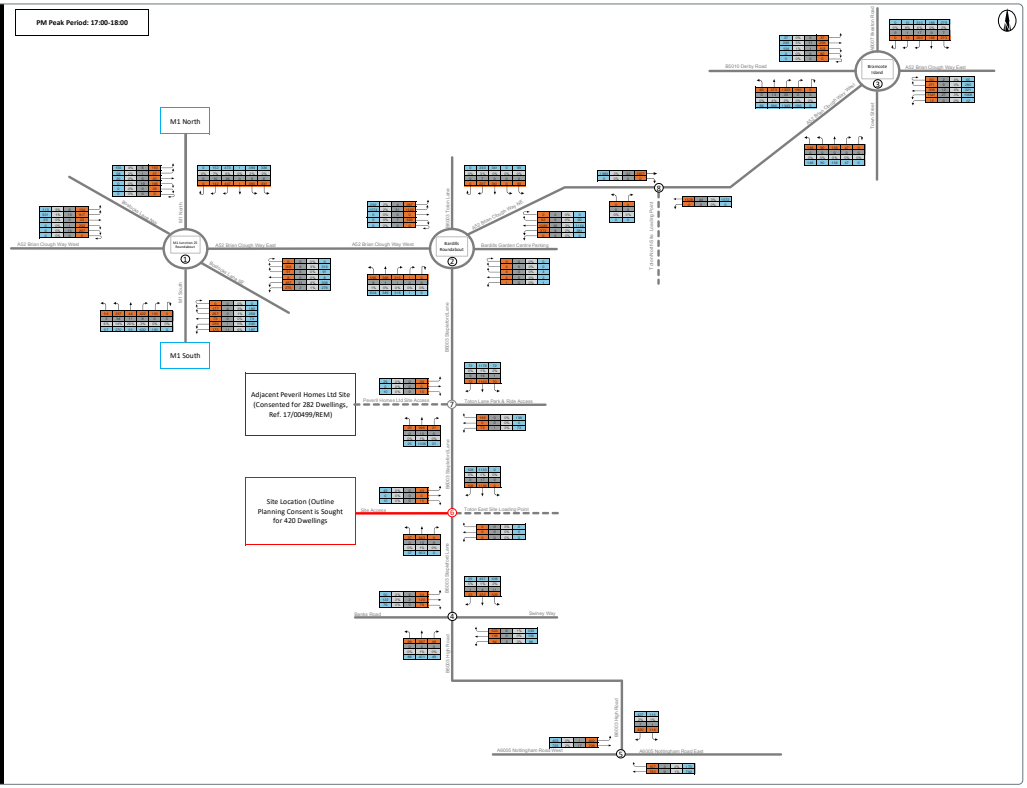

AM Peak Period: 08:00-09:00
M1 North
M1 South
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
B6010 Derby Road
A6005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


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
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
B6010 Derby Road
A6005 Nottingham Road East


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
A52 Brian Clough Way East
A52 Brian Clough Way West
B6010 Derby Road
A6007 Bostocks Lane
A6007 Station Lane
A6007 Stapleford Lane
A6007 Nuthall Road
A6007 Hall Road
A6005 Nottingham Road West
A6005 Nottingham Road East
Bramcote Island
Bardills Roundabout
Bardills Gardens Centre (Retail)
Travel Inn Roundabout
Travel Inn Access
Peveril Homes Ltd Site Access
Watch Lane Park & Ride Access
Travel Inn Site Loading Point
Site Access
Racket Road
Swinney Way
T Junction Hall Rd Loading Point


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
A52 Brian Clough Way East
A52 Brian Clough Way West
B6010 Derby Road
A6007 Bostocks Lane
A6007 Station Lane
A6007 Stapleford Lane
A6007 Nuthall Road
A6007 Hall Road
A6005 Nottingham Road West
A6005 Nottingham Road East
Bramcote Island
Bardills Roundabout
Bardills Gardens Centre (Retail)
Travel Inn Roundabout
Travel Inn Access
Peveril Homes Ltd Site Access
Watch Lane Park & Ride Access
Travel Inn Site Loading Point
Site Access
Racket Road
Swinney Way
T Junction Hall Rd Loading Point


AM Peak Period: 08:00-09:00
M1 North
M1 South
M1 Junction 28 Roundabout
Bramcote Island
Bardills Roundabout
A52 Brian Clough Way East
A52 Brian Clough Way West
B5010 Derby Road
A6007 Bramcote Road
A6007 Town Lane
A6007 Stapleford Lane
A6007 Nottingham Road
A6005 Nottingham Road East
Bardills Garden Centre Entrance
Trowell Park & Ride Access
Trowell Grove Park & Site Access
Trowell Grove Site Loading Point
Site Access
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings


PM Peak Period: 17:00-18:00
M1 North
M1 South
M1 Junction 28 Roundabout
Bramcote Island
Bardills Roundabout
A52 Brian Clough Way East
A52 Brian Clough Way West
B5010 Derby Road
A6007 Bramcote Road
A6007 Town Lane
A6007 Stapleford Lane
A6007 Nottingham Road
A6005 Nottingham Road East
Bardills Garden Centre Entrance
Trowell Park & Ride Access
Trowell Grove Park & Site Access
Trowell Grove Site Loading Point
Site Access
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings

APPENDIX G

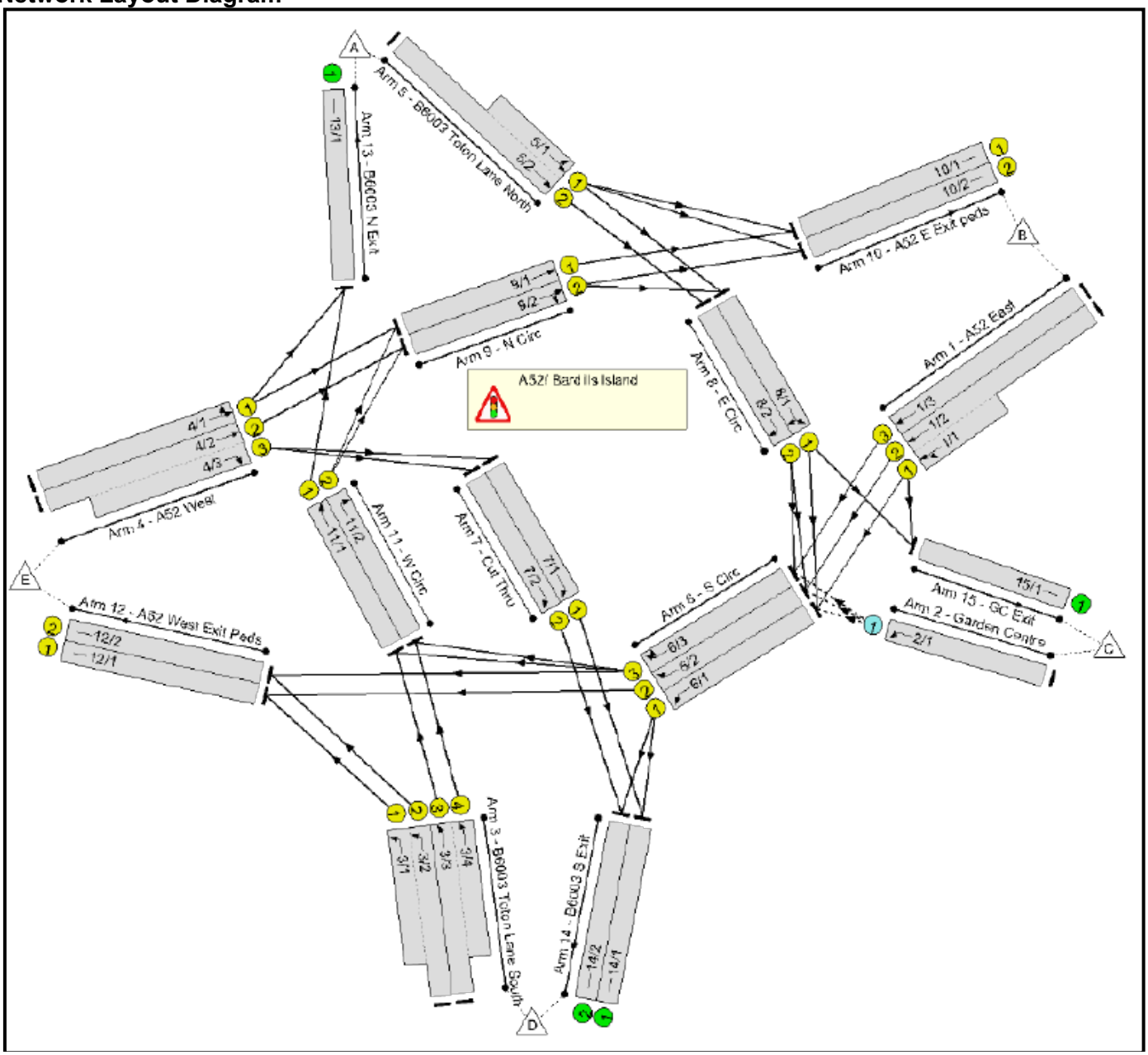
LINSIG Model Output Reports

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.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



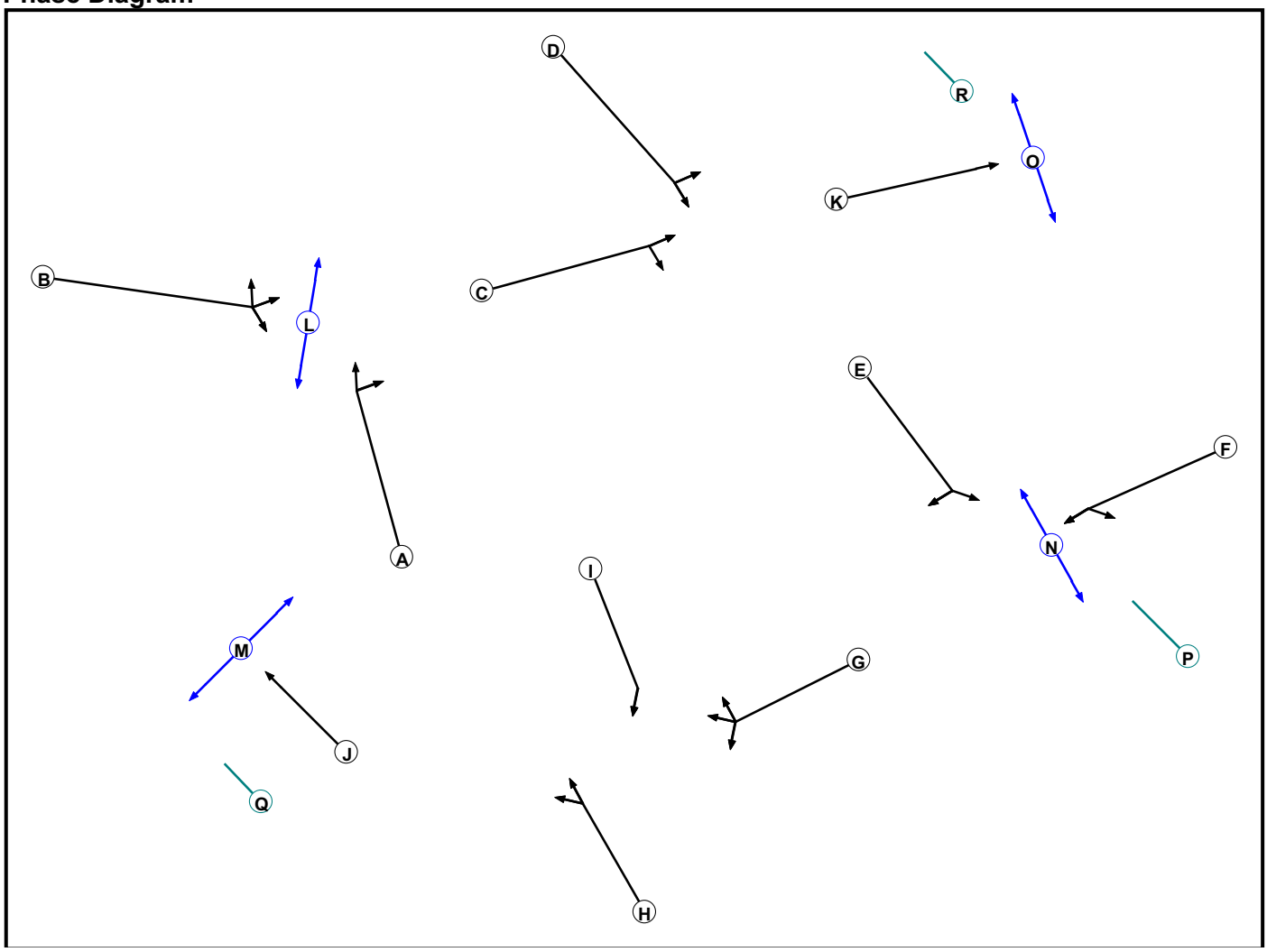
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2025 AM Base	Network Control Plan 1	08:00 - 09:00	85	-8.1	72.83
2	2	2025 PM Base	Network Control Plan 1	17:00 - 18:00	77	-2.8	54.31
3	3	2028 AM Base	Network Control Plan 1	08:00 - 09:00	85	-12.2	103.30
4	4	2028 PM Base	Network Control Plan 1	17:00 - 18:00	77	-10.1	62.11
5	5	2041 AM Base	Network Control Plan 1	08:00 - 09:00	85	-21.0	226.62
6	6	2041 PM Base	Network Control Plan 1	17:00 - 18:00	77	-19.4	106.71
7	7	2028 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	85	-12.8	108.88
8	8	2028 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	77	-13.3	69.77
9	9	2041 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	85	-21.5	235.94
10	10	2041 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	77	-22.6	119.79
11	11	2028 AM Base SENS	Network Control Plan 1	08:00 - 09:00	85	-12.6	106.82
12	12	2028 PM Base SENS	Network Control Plan 1	17:00 - 18:00	77	-12.2	67.07
13	14	2041 AM Base SENS	Network Control Plan 1	08:00 - 09:00	85	-21.3	232.77
14	15	2041 PM Base SENS	Network Control Plan 1	17:00 - 18:00	77	-21.6	115.36
15	16	2028 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	85	-13.1	112.83
16	17	2028 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	77	-15.4	75.73
17	18	2041 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	85	-21.8	243.20
18	19	2041 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	77	-24.8	128.93

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 (s)	Cont Min (s)
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		6	6
K	Traffic	3		6	6
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

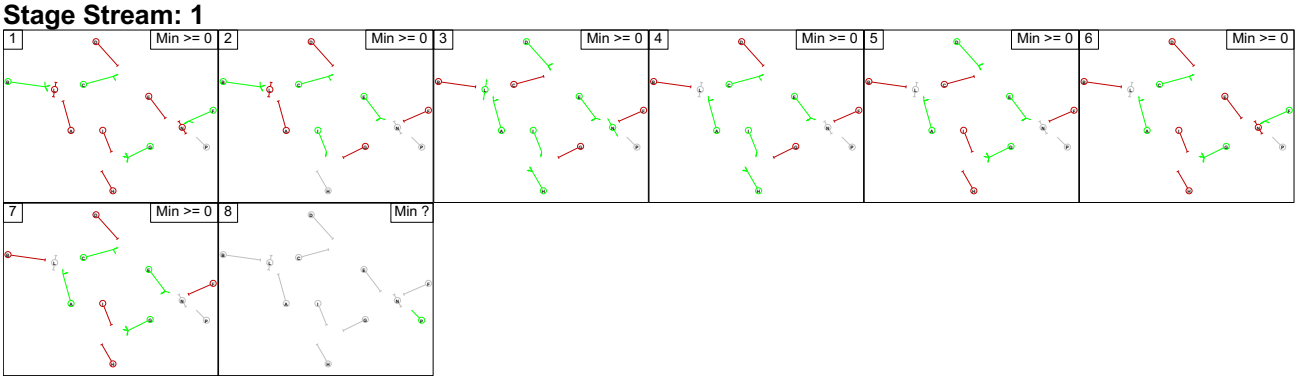
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
A		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	6		-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-
C	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	-	-	5		-	-	-	-	-	-	-	-	-	-	-	-	-	-
E	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-
F	-	-	-	-	6		-	-	-	-	-	-	-	6	-	-	-	-
G	-	-	-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

Phases in Stage

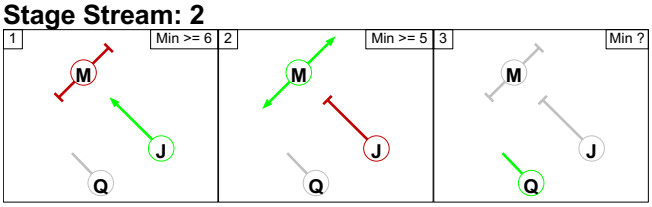
Stream	Stage No.	Phases in Stage
1	1	B C F G
1	2	B C E I
1	3	A D E H I L N
1	4	A C E H I
1	5	A D E G
1	6	A C F G
1	7	A C E G
1	8	P
2	1	J
2	2	M
2	3	Q
3	1	K
3	2	O
3	3	R

Stage Diagram

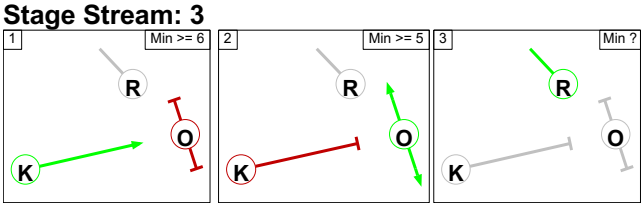
Stage Stream: 1



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. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
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	12.5	User	1900	-	-	-	-	-
7/2 (Cut Thru)	U	I	2	3	10.6	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					
	6/3 (Left)	1000	0	8/1	1.00	All					
				8/2	1.00	All					
				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	Modelled Mean Cruise Time (s)	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 1: 'Network Control Plan 1')
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 Greens are defined For Scenario 1

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

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 Greens are defined For Scenario 2

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

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 Greens are defined For Scenario 3

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

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 Greens are defined For Scenario 4

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

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 Greens are defined For Scenario 5

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

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 Greens are defined For Scenario 6

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

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 Greens are defined For Scenario 7

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

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 Greens are defined For Scenario 8

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

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 Greens are defined For Scenario 9

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

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 Greens are defined For Scenario 10

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

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 Greens are defined For Scenario 11

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

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 Greens are defined For Scenario 12

Scenario 13: '14' (FG13: '2041 AM Base SENS', Plan 1: 'Network Control Plan 1')

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 Greens are defined For Scenario 13

Scenario 14: '15' (FG14: '2041 PM Base SENS', Plan 1: 'Network Control Plan 1')

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 Greens are defined For Scenario 14

Scenario 15: '16' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

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 Greens are defined For Scenario 15

Scenario 16: '17' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

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 Greens are defined For Scenario 16

Scenario 17: '18' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

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 Greens are defined For Scenario 17

Scenario 18: '19' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

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 Greens are defined For Scenario 18

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.
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	104	2	278	251	635
	B	76	0	3	281	1402	1762
	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.
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

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	300	271	685
	B	82	0	3	302	1514	1901
	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.
Origin	A	0	99	0	333	233	665
	B	92	0	0	346	1124	1562
	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.
Origin	A	0	104	2	277	251	634
	B	76	0	3	276	1402	1757
	C	0	1	0	1	1	3
	D	248	265	0	0	520	1033
	E	196	1562	5	632	0	2395
	Tot.	520	1932	10	1186	2174	5822

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	541	1132
	E	269	1451	0	513	0	2233
	Tot.	674	1816	1	1123	1794	5408

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	559	1109
	E	212	1688	6	682	0	2588
	Tot.	561	2084	11	1279	2345	6280

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	586	1226
	E	292	1574	0	554	0	2420
	Tot.	732	1968	1	1213	1945	5859

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	280	251	637
	B	76	0	3	290	1402	1771
	C	0	1	0	1	1	3
	D	264	333	0	0	579	1176
	E	196	1562	5	644	0	2407
	Tot.	536	2000	10	1215	2233	5994

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	559	1176
	E	269	1451	0	557	0	2277
	Tot.	679	1837	1	1230	1812	5559

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	618	1252
	E	212	1688	6	694	0	2600
	Tot.	577	2152	11	1309	2404	6453

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	604	1270
	E	292	1574	0	598	0	2464
	Tot.	737	1989	1	1321	1963	6011

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	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 1: 'Network Control Plan 1')

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 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual 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

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	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.
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	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

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.
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 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	278	251	635
	B	76	0	3	281	1402	1762
	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

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	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 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	300	271	685
	B	82	0	3	302	1514	1901
	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.
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	99	0	333	233	665
	B	92	0	0	346	1124	1562
	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 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	277	251	634
	B	76	0	3	276	1402	1757
	C	0	1	0	1	1	3
	D	248	265	0	0	520	1033
	E	196	1562	5	632	0	2395
	Tot.	520	1932	10	1186	2174	5822

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	92	0	303	215	610
	B	84	0	0	306	1036	1426
	C	4	0	0	1	2	7
	D	317	273	1	0	541	1132
	E	269	1451	0	513	0	2233
	Tot.	674	1816	1	1123	1794	5408

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 1: 'Network Control Plan 1')

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	559	1109
	E	212	1688	6	682	0	2588
	Tot.	561	2084	11	1279	2345	6280

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 1: 'Network Control Plan 1')

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	586	1226
	E	292	1574	0	554	0	2420
	Tot.	732	1968	1	1213	1945	5859

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 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	280	251	637
	B	76	0	3	290	1402	1771
	C	0	1	0	1	1	3
	D	264	333	0	0	579	1176
	E	196	1562	5	644	0	2407
	Tot.	536	2000	10	1215	2233	5994

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: '17' (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	92	0	315	215	622
	B	84	0	0	357	1036	1477
	C	4	0	0	1	2	7
	D	322	294	1	0	559	1176
	E	269	1451	0	557	0	2277
	Tot.	679	1837	1	1230	1812	5559

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 1: 'Network Control Plan 1')

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	618	1252
	E	212	1688	6	694	0	2600
	Tot.	577	2152	11	1309	2404	6453

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 1: 'Network Control Plan 1')

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	604	1270
	E	292	1574	0	598	0	2464
	Tot.	737	1989	1	1321	1963	6011

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	270	272	291	295
1/2 (with short)	907(In) 647(Out)	771(In) 507(Out)	939(In) 669(Out)	791(In) 519(Out)	1013(In) 722(Out)	851(In) 556(Out)
1/3	776	581	809	601	874	660
2/1	3	7	3	7	3	7
3/1 (short)	231	257	241	265	260	287
3/2 (with short)	463(In) 232(Out)	514(In) 257(Out)	481(In) 240(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)	458(In) 238(Out)	574(In) 314(Out)	495(In) 257(Out)	624(In) 341(Out)
3/4 (short)	212	253	220	260	238	283
4/1	934	892	978	924	1071	1014
4/2 (with short)	1366(In) 765(Out)	1247(In) 778(Out)	1409(In) 785(Out)	1279(In) 796(Out)	1509(In) 835(Out)	1376(In) 852(Out)
4/3 (short)	601	469	624	483	674	524
5/1 (short)	367	376	381	387	411	420
5/2 (with short)	609(In) 242(Out)	585(In) 209(Out)	632(In) 251(Out)	602(In) 215(Out)	682(In) 271(Out)	653(In) 233(Out)
6/1	523	552	543	568	586	617
6/2	786	616	815	634	871	685
6/3	881	687	916	707	998	770
7/1	308	243	320	250	345	270
7/2	293	226	304	233	329	254
8/1	272	288	282	296	305	322
8/2	242	209	251	215	271	233
9/1	854	768	893	800	984	880
9/2	869	894	895	911	949	977
10/1	901	805	944	839	1018	915
10/2	917	945	943	963	1021	1040
11/1	302	391	314	402	339	437
11/2	213	253	221	260	239	283
12/1	1017	873	1056	899	1131	972
12/2	1039	858	1079	883	1174	961
13/1	491	652	510	671	551	729
14/1	568	518	590	533	637	577
14/2	556	503	577	518	623	564
15/1	10	1	10	1	11	1

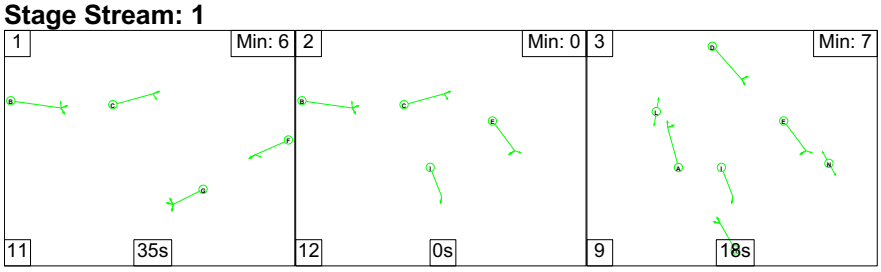
Lane	Scenario 7: 7	Scenario 8: 8	Scenario 9: 9	Scenario 10: 10	Scenario 11: 11	Scenario 12: 12
Junction: A52/ Bardills Island						
1/1 (short)	284	323	305	346	279	306
1/2 (with short)	951(In) 667(Out)	836(In) 513(Out)	1024(In) 719(Out)	893(In) 547(Out)	947(In) 668(Out)	822(In) 516(Out)
1/3	811	607	877	669	810	604
2/1	3	7	3	7	3	7
3/1 (short)	269	274	289	296	260	271
3/2 (with short)	539(In) 270(Out)	547(In) 273(Out)	578(In) 289(Out)	592(In) 296(Out)	520(In) 260(Out)	541(In) 270(Out)
3/3 (with short)	541(In) 253(Out)	600(In) 319(Out)	578(In) 273(Out)	649(In) 346(Out)	513(In) 248(Out)	591(In) 317(Out)
3/4 (short)	288	281	305	303	265	274
4/1	981	928	1073	1020	981	926
4/2 (with short)	1418(In) 782(Out)	1319(In) 792(Out)	1519(In) 833(Out)	1415(In) 846(Out)	1414(In) 782(Out)	1307(In) 794(Out)
4/3 (short)	636	527	686	569	632	513
5/1 (short)	384	399	414	432	383	395
5/2 (with short)	635(In) 251(Out)	614(In) 215(Out)	685(In) 271(Out)	665(In) 233(Out)	634(In) 251(Out)	610(In) 215(Out)
6/1	560	631	603	680	554	610
6/2	809	642	867	674	810	643
6/3	922	699	1002	781	921	698
7/1	326	272	351	293	324	265
7/2	310	255	335	276	308	248
8/1	285	308	308	334	284	304
8/2	251	215	271	233	251	215
9/1	930	815	1020	895	924	808
9/2	926	917	980	982	909	917
10/1	978	848	1050	926	964	843
10/2	977	975	1056	1049	968	973
11/1	329	407	355	442	324	405
11/2	289	281	306	303	266	274
12/1	1078	916	1156	970	1070	914
12/2	1115	884	1208	981	1104	880
13/1	525	676	567	734	520	674
14/1	605	586	652	632	600	569
14/2	591	572	637	617	586	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	293	357	314	381
1/2 (with short)	1020(In) 720(Out)	879(In) 550(Out)	958(In) 665(Out)	866(In) 509(Out)	1031(In) 717(Out)	923(In) 542(Out)
1/3	876	666	813	611	879	674
2/1	3	7	3	7	3	7
3/1 (short)	280	293	290	280	309	302
3/2 (with short)	559(In) 279(Out)	586(In) 293(Out)	579(In) 289(Out)	559(In) 279(Out)	618(In) 309(Out)	604(In) 302(Out)
3/3 (with short)	550(In) 267(Out)	640(In) 344(Out)	597(In) 264(Out)	617(In) 322(Out)	634(In) 283(Out)	666(In) 349(Out)
3/4 (short)	283	296	333	295	351	317
4/1	1072	1018	982	931	1073	1023
4/2 (with short)	1516(In) 834(Out)	1402(In) 848(Out)	1425(In) 781(Out)	1346(In) 789(Out)	1527(In) 833(Out)	1441(In) 843(Out)
4/3 (short)	682	554	644	557	694	598
5/1 (short)	413	428	386	407	417	440
5/2 (with short)	684(In) 271(Out)	661(In) 233(Out)	637(In) 251(Out)	622(In) 215(Out)	688(In) 271(Out)	673(In) 233(Out)
6/1	597	659	571	673	615	723
6/2	868	680	806	636	865	676
6/3	1001	775	925	705	1004	779
7/1	349	285	330	287	355	307
7/2	333	269	314	270	339	291
8/1	307	330	287	316	311	342
8/2	271	233	251	215	271	233
9/1	1002	890	953	824	1039	905
9/2	976	980	948	922	1007	986
10/1	1041	923	1000	856	1073	937
10/2	1043	1045	1000	981	1079	1052
11/1	349	440	340	410	365	445
11/2	284	296	334	295	352	317
12/1	1148	973	1096	916	1174	978
12/2	1197	972	1137	896	1230	985
13/1	561	732	536	679	577	737
14/1	646	613	615	622	661	667
14/2	633	600	600	608	648	654
15/1	11	1	10	1	11	1

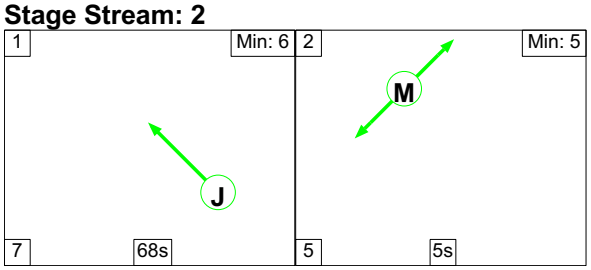
Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

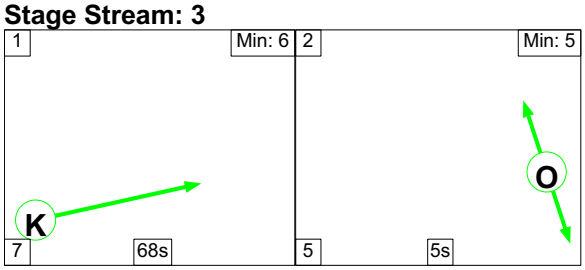
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	35	0	18
Change Point	41	2	14

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

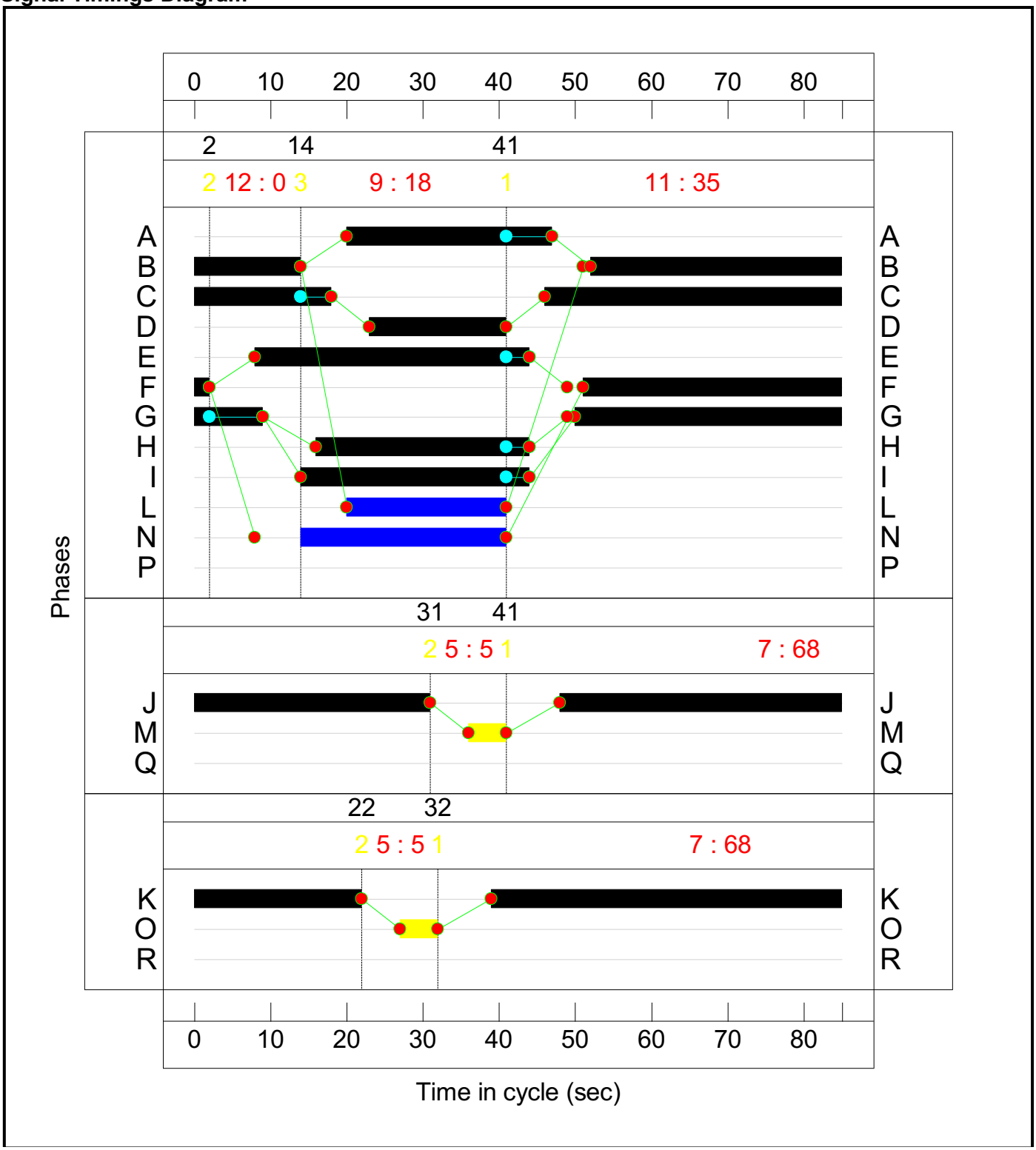
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	32	22

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	27	20	47
B	A52 West Right Ahead Left	Traffic	1	47	52	14
C	N Circ Right Ahead	Traffic	1	57	46	18
D	B6003 Toton Lane North Ahead Left	Traffic	1	18	23	41
E	E Circ Right Ahead	Traffic	1	36	8	44
F	A52 East Ahead Left	Traffic	1	36	51	2
G	S Circ Right Ahead Left (25)	Traffic	1	44	50	9
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	28	16	44
I	Cut Thru Ahead (29)	Traffic	1	30	14	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	39	22
L	Pedestrians across	Pedestrian	1	21	20	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	27	14	41
O	Pedestrians across	Pedestrian	3	5	27	32
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

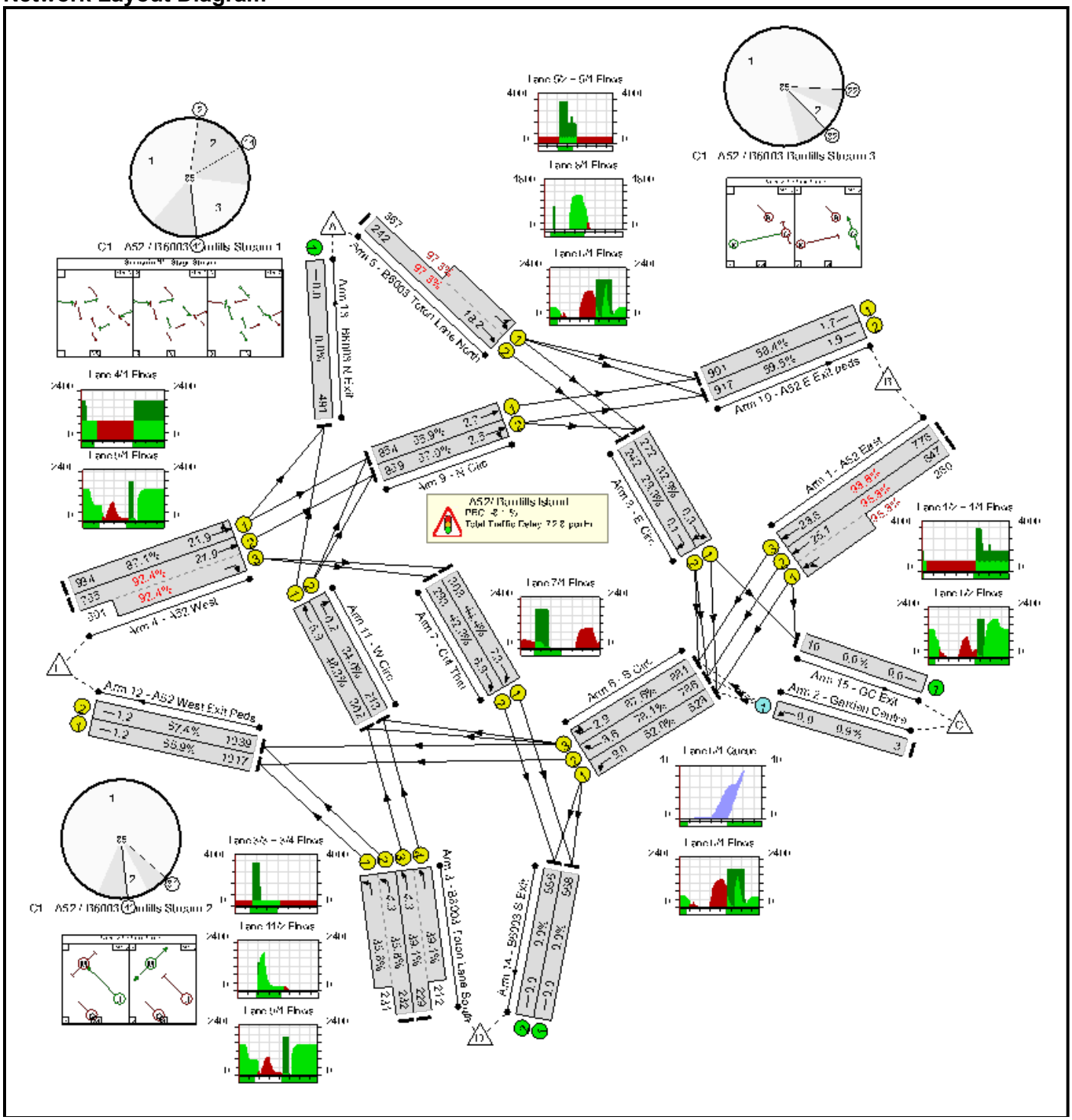
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	2
1/2	A52 East Ahead	U	F	51	2
1/3	A52 East Ahead	U	F	51	2
3/1	B6003 Toton Lane South Left	U	H	16	44
3/2	B6003 Toton Lane South Left	U	H	16	44
3/3	B6003 Toton Lane South Ahead	U	H	16	44
3/4	B6003 Toton Lane South Ahead	U	H	16	44
4/1	A52 West Ahead Left	U	B	52	14
4/2	A52 West Ahead	U	B	52	14
4/3	A52 West Right	U	B	52	14
5/1	B6003 Toton Lane North Ahead Left	U	D	23	41
5/2	B6003 Toton Lane North Ahead	U	D	23	41
6/1	S Circ Left	U	G	50	9
6/2	S Circ Ahead	U	G	50	9
6/3	S Circ Right Ahead	U	G	50	9
7/1	Cut Thru Ahead	U	I	14	44
7/2	Cut Thru Ahead	U	I	14	44
8/1	E Circ Right Ahead	U	E	8	44
8/2	E Circ Right	U	E	8	44
9/1	N Circ Ahead	U	C	46	18
9/2	N Circ Right Ahead	U	C	46	18
10/1	A52 E Exit peds	U	K	39	22
10/2	A52 E Exit peds	U	K	39	22
11/1	W Circ Ahead	U	A	20	47
11/2	W Circ Right	U	A	20	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

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**	-	-		-	-	-	-	-	-	-	**97.3%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.3%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	36	-	-	907	1900:1900	679+273	95.3 : 95.3%
1/3	A52 East Ahead	U	1	N/A	F		1	36	-	-	776	1900	827	93.8%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	329	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	28	-	-	463	1900:1900	648+648	35.8 : 35.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	28	-	-	441	1900:1900	585+542	39.1 : 39.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	47	-	-	934	1900	1073	87.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	47	-	-	1366	1900:1900	828+651	92.4 : 92.4%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	18	-	-	609	1900:1900	249+377	97.3 : 97.3%
6/1	S Circ Left	U	1	N/A	G		1	44	-	-	523	1900	1006	52.0%
6/2	S Circ Ahead	U	1	N/A	G		1	44	-	-	786	1900	1006	78.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	44	-	-	881	1900	1006	87.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	30	-	-	308	1900	693	44.4%
7/2	Cut Thru Ahead	U	1	N/A	I		1	30	-	-	293	1900	693	42.3%
8/1	E Circ Right Ahead	U	1	N/A	E		1	36	-	-	272	1900	827	32.9%
8/2	E Circ Right	U	1	N/A	E		1	36	-	-	242	1900	827	29.3%

9/1	N Circ Ahead	U	1	N/A	C		1	57	-	-	854	1900	1296	65.9%
9/2	N Circ Right Ahead	U	1	N/A	C		1	57	-	-	869	1900	1296	67.0%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	901	1900	1542	58.4%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	917	1900	1542	59.5%
11/1	W Circ Ahead	U	1	N/A	A		1	27	-	-	302	1900	626	48.3%
11/2	W Circ Right	U	1	N/A	A		1	27	-	-	213	1900	626	34.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1017	1900	1542	65.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1039	1900	1542	67.4%
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)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**39.6**	**33.2**	**0.0**	**72.8**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**39.6**	**33.2**	**0.0**	**72.8**	**-**	**-**	**-**	**-**	
1/2+1/1	907	907	-	-	-	5.3	7.5	-	12.8	51.0	17.6	7.5	25.1	
1/3	776	776	-	-	-	4.9	6.1	-	11.1	51.3	17.5	6.1	23.6	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	16.0	0.0	0.0	0.0	
3/2+3/1	463	463	-	-	-	2.7	0.3	-	3.0	23.2	4.1	0.3	4.3	
3/3+3/4	441	441	-	-	-	2.6	0.3	-	2.9	23.5	4.0	0.3	4.3	
4/1	934	934	-	-	-	4.1	3.2	-	7.3	28.2	18.7	3.2	21.9	
4/2+4/3	1366	1366	-	-	-	4.9	5.5	-	10.4	27.4	16.4	5.5	21.9	
5/2+5/1	609	609	-	-	-	5.3	8.8	-	14.1	83.1	9.4	8.8	18.2	
6/1	523	523	-	-	-	1.3	0.0	-	1.3	8.7	9.0	0.0	9.0	
6/2	786	786	-	-	-	0.7	0.0	-	0.7	3.2	3.6	0.0	3.6	
6/3	881	881	-	-	-	0.6	0.0	-	0.6	2.4	2.9	0.0	2.9	
7/1	308	308	-	-	-	2.4	0.0	-	2.4	28.4	7.3	0.0	7.3	
7/2	293	293	-	-	-	2.4	0.0	-	2.4	29.4	6.9	0.0	6.9	
8/1	272	272	-	-	-	0.1	0.0	-	0.1	1.5	0.3	0.0	0.3	
8/2	242	242	-	-	-	0.1	0.0	-	0.1	1.1	0.1	0.0	0.1	
9/1	854	854	-	-	-	0.5	0.0	-	0.5	2.3	2.7	0.0	2.7	
9/2	869	869	-	-	-	0.5	0.0	-	0.5	2.1	2.5	0.0	2.5	
10/1	901	901	-	-	-	0.1	0.7	-	0.8	3.1	1.0	0.7	1.7	
10/2	917	917	-	-	-	0.1	0.7	-	0.8	3.2	1.1	0.7	1.9	
11/1	302	302	-	-	-	0.7	0.0	-	0.7	8.4	5.9	0.0	5.9	

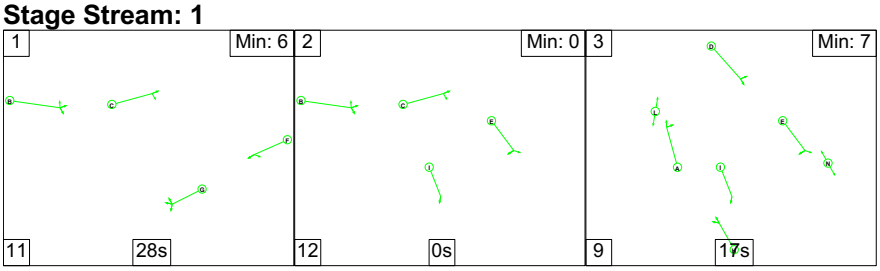
11/2	213	213	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2
12/1	1017	1017	-	-	-	0.1	0.0	-	0.1	0.4	1.2	0.0	1.2
12/2	1039	1039	-	-	-	0.1	0.0	-	0.1	0.4	1.2	0.0	1.2
13/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-8.1	Total Delay for Signalled Lanes (pcuHr):	70.97	Cycle Time (s):	85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	33.6	Total Delay for Signalled Lanes (pcuHr):	0.25	Cycle Time (s):	85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	51.4	Total Delay for Signalled Lanes (pcuHr):	1.61	Cycle Time (s):	85
	PRC Over All Lanes (%):	-8.1	Total Delay Over All Lanes(pcuHr):	72.83		

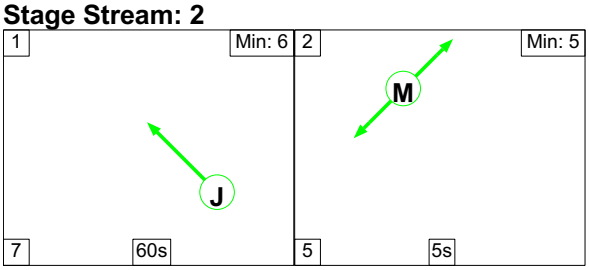
Scenario 2: '2' (FG2: '2025 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

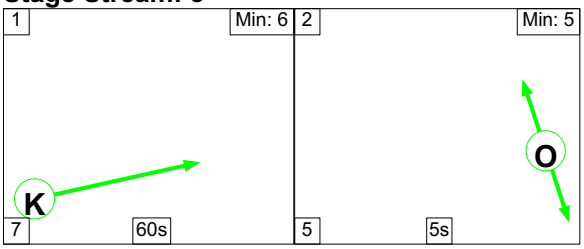
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	28	0	17
Change Point	35	74	9

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

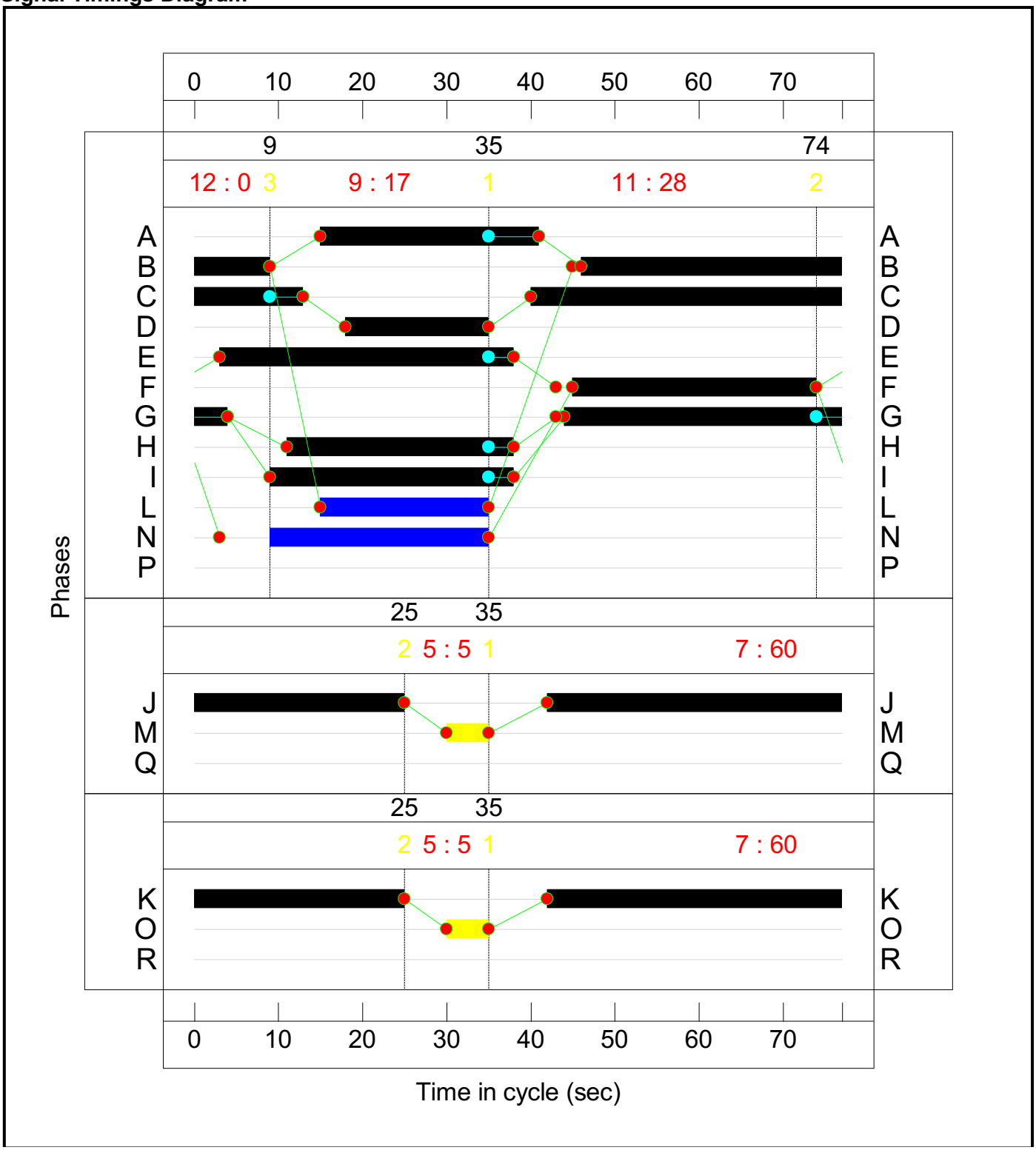
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	35	25

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	26	15	41
B	A52 West Right Ahead Left	Traffic	1	40	46	9
C	N Circ Right Ahead	Traffic	1	50	40	13
D	B6003 Toton Lane North Ahead Left	Traffic	1	17	18	35
E	E Circ Right Ahead	Traffic	1	35	3	38
F	A52 East Ahead Left	Traffic	1	29	45	74
G	S Circ Right Ahead Left (25)	Traffic	1	37	44	4
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	27	11	38
I	Cut Thru Ahead (29)	Traffic	1	29	9	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	42	25
L	Pedestrians across	Pedestrian	1	20	15	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	26	9	35
O	Pedestrians across	Pedestrian	3	5	30	35
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

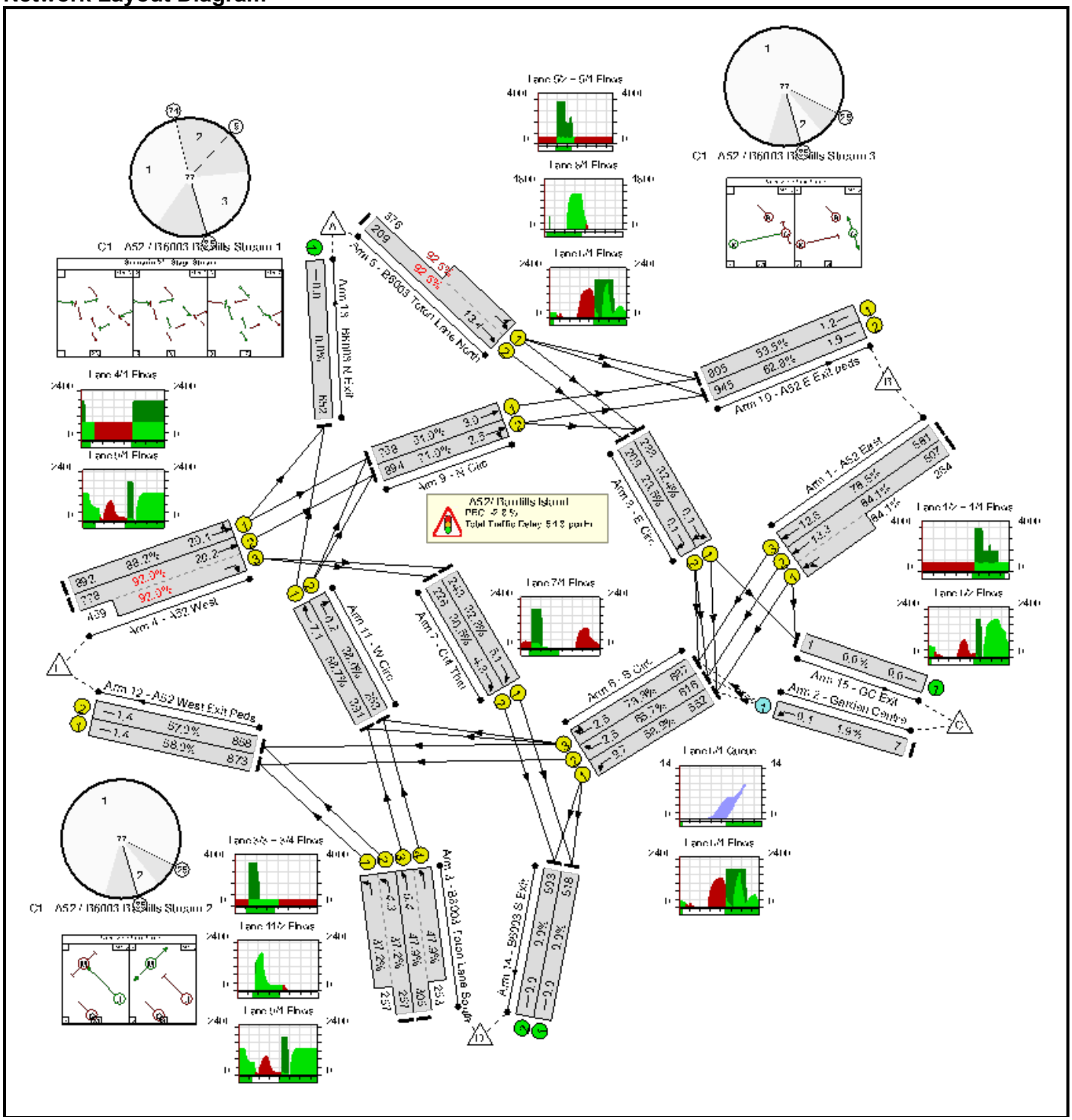
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	74
1/2	A52 East Ahead	U	F	45	74
1/3	A52 East Ahead	U	F	45	74
3/1	B6003 Toton Lane South Left	U	H	11	38
3/2	B6003 Toton Lane South Left	U	H	11	38
3/3	B6003 Toton Lane South Ahead	U	H	11	38
3/4	B6003 Toton Lane South Ahead	U	H	11	38
4/1	A52 West Ahead Left	U	B	46	9
4/2	A52 West Ahead	U	B	46	9
4/3	A52 West Right	U	B	46	9
5/1	B6003 Toton Lane North Ahead Left	U	D	18	35
5/2	B6003 Toton Lane North Ahead	U	D	18	35
6/1	S Circ Left	U	G	44	4
6/2	S Circ Ahead	U	G	44	4
6/3	S Circ Right Ahead	U	G	44	4
7/1	Cut Thru Ahead	U	I	9	38
7/2	Cut Thru Ahead	U	I	9	38
8/1	E Circ Right Ahead	U	E	3	38
8/2	E Circ Right	U	E	3	38
9/1	N Circ Ahead	U	C	40	13
9/2	N Circ Right Ahead	U	C	40	13
10/1	A52 E Exit peds	U	K	42	25
10/2	A52 E Exit peds	U	K	42	25
11/1	W Circ Ahead	U	A	15	41
11/2	W Circ Right	U	A	15	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

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**	-	-		-	-	-	-	-	-	-	**92.5%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.5%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	29	-	-	771	1900:1900	603+314	84.1 : 84.1%
1/3	A52 East Ahead	U	1	N/A	F		1	29	-	-	581	1900	740	78.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	373	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	27	-	-	514	1900:1900	691+691	37.2 : 37.2%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	27	-	-	558	1900:1900	636+528	47.9 : 47.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	40	-	-	892	1900	1012	88.2%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	40	-	-	1247	1900:1900	845+510	92.0 : 92.0%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	17	-	-	585	1900:1900	226+407	92.5 : 92.5%
6/1	S Circ Left	U	1	N/A	G		1	37	-	-	552	1900	938	58.9%
6/2	S Circ Ahead	U	1	N/A	G		1	37	-	-	616	1900	938	65.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	37	-	-	687	1900	938	73.3%
7/1	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	243	1900	740	32.8%
7/2	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	226	1900	740	30.5%
8/1	E Circ Right Ahead	U	1	N/A	E		1	35	-	-	288	1900	888	32.4%
8/2	E Circ Right	U	1	N/A	E		1	35	-	-	209	1900	888	23.5%

9/1	N Circ Ahead	U	1	N/A	C		1	50	-	-	768	1900	1258	61.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	50	-	-	894	1900	1258	71.0%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	805	1900	1505	53.5%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	945	1900	1505	62.8%
11/1	W Circ Ahead	U	1	N/A	A		1	26	-	-	391	1900	666	58.7%
11/2	W Circ Right	U	1	N/A	A		1	26	-	-	253	1900	666	38.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	873	1900	1505	58.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	858	1900	1505	57.0%
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)	
Network: A52 / Bardills Island	**-**	**-**	**3**	**4**	**0**	**34.0**	**20.4**	**0.0**	**54.3**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**3**	**4**	**0**	**34.0**	**20.4**	**0.0**	**54.3**	**-**	**-**	**-**	**-**	
1/2+1/1	771	771	-	-	-	4.1	2.5	-	6.6	30.9	10.7	2.5	13.3	
1/3	581	581	-	-	-	3.3	1.8	-	5.1	31.7	10.8	1.8	12.6	
2/1	7	7	3	4	0	0.0	0.0	-	0.0	12.7	0.1	0.0	0.1	
3/2+3/1	514	514	-	-	-	2.6	0.3	-	2.9	20.1	4.0	0.3	4.3	
3/3+3/4	558	558	-	-	-	2.8	0.5	-	3.3	21.3	4.9	0.5	5.4	
4/1	892	892	-	-	-	3.9	3.5	-	7.5	30.1	16.6	3.5	20.1	
4/2+4/3	1247	1247	-	-	-	4.6	5.3	-	9.8	28.4	15.0	5.3	20.2	
5/2+5/1	585	585	-	-	-	4.4	5.1	-	9.5	58.5	8.3	5.1	13.4	
6/1	552	552	-	-	-	1.3	0.0	-	1.3	8.7	9.7	0.0	9.7	
6/2	616	616	-	-	-	0.5	0.0	-	0.5	2.9	2.5	0.0	2.5	
6/3	687	687	-	-	-	0.5	0.0	-	0.5	2.7	2.5	0.0	2.5	
7/1	243	243	-	-	-	1.6	0.0	-	1.6	23.0	5.1	0.0	5.1	
7/2	226	226	-	-	-	1.5	0.0	-	1.5	24.0	4.8	0.0	4.8	
8/1	288	288	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1	
8/2	209	209	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	
9/1	768	768	-	-	-	0.6	0.0	-	0.6	3.0	3.0	0.0	3.0	
9/2	894	894	-	-	-	0.5	0.0	-	0.5	2.2	2.5	0.0	2.5	
10/1	805	805	-	-	-	0.1	0.6	-	0.7	2.9	0.6	0.6	1.2	
10/2	945	945	-	-	-	0.1	0.8	-	1.0	3.7	1.1	0.8	1.9	
11/1	391	391	-	-	-	0.9	0.0	-	0.9	7.9	7.1	0.0	7.1	

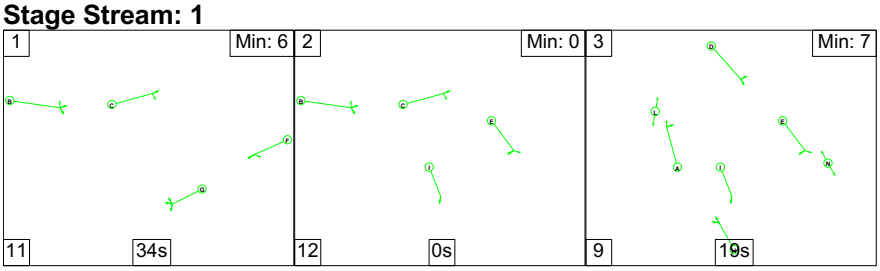
11/2	253	253	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2
12/1	873	873	-	-	-	0.2	0.0	-	0.2	0.7	1.4	0.0	1.4
12/2	858	858	-	-	-	0.2	0.0	-	0.2	0.7	1.4	0.0	1.4
13/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-2.8	Total Delay for Signalled Lanes (pcuHr):	52.35	Cycle Time (s):	77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	55.2	Total Delay for Signalled Lanes (pcuHr):	0.32	Cycle Time (s):	77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	43.4	Total Delay for Signalled Lanes (pcuHr):	1.61	Cycle Time (s):	77
	PRC Over All Lanes (%):	-2.8	Total Delay Over All Lanes(pcuHr):	54.31		

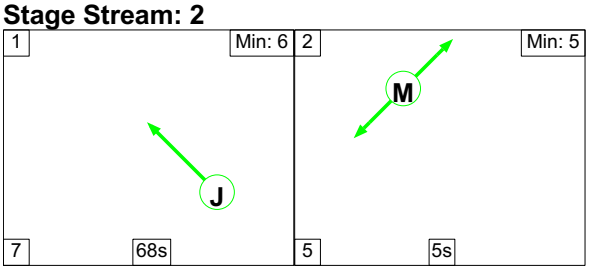
Scenario 3: '3' (FG3: '2028 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

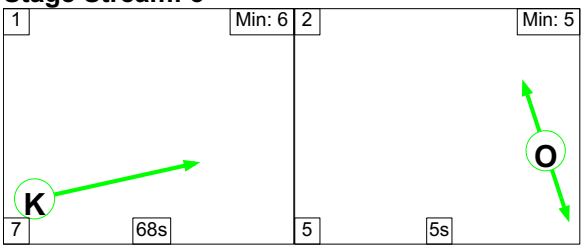
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

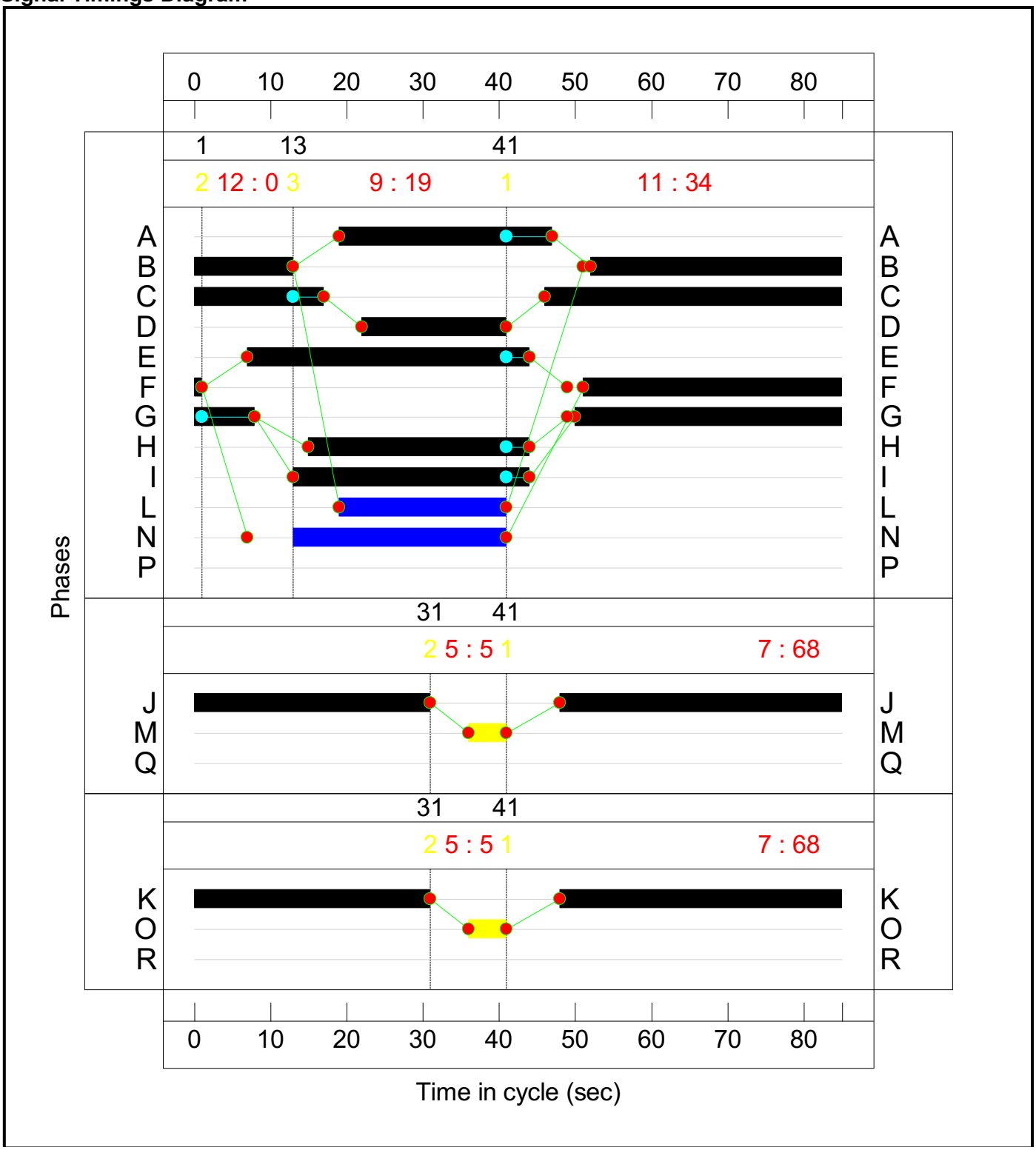
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

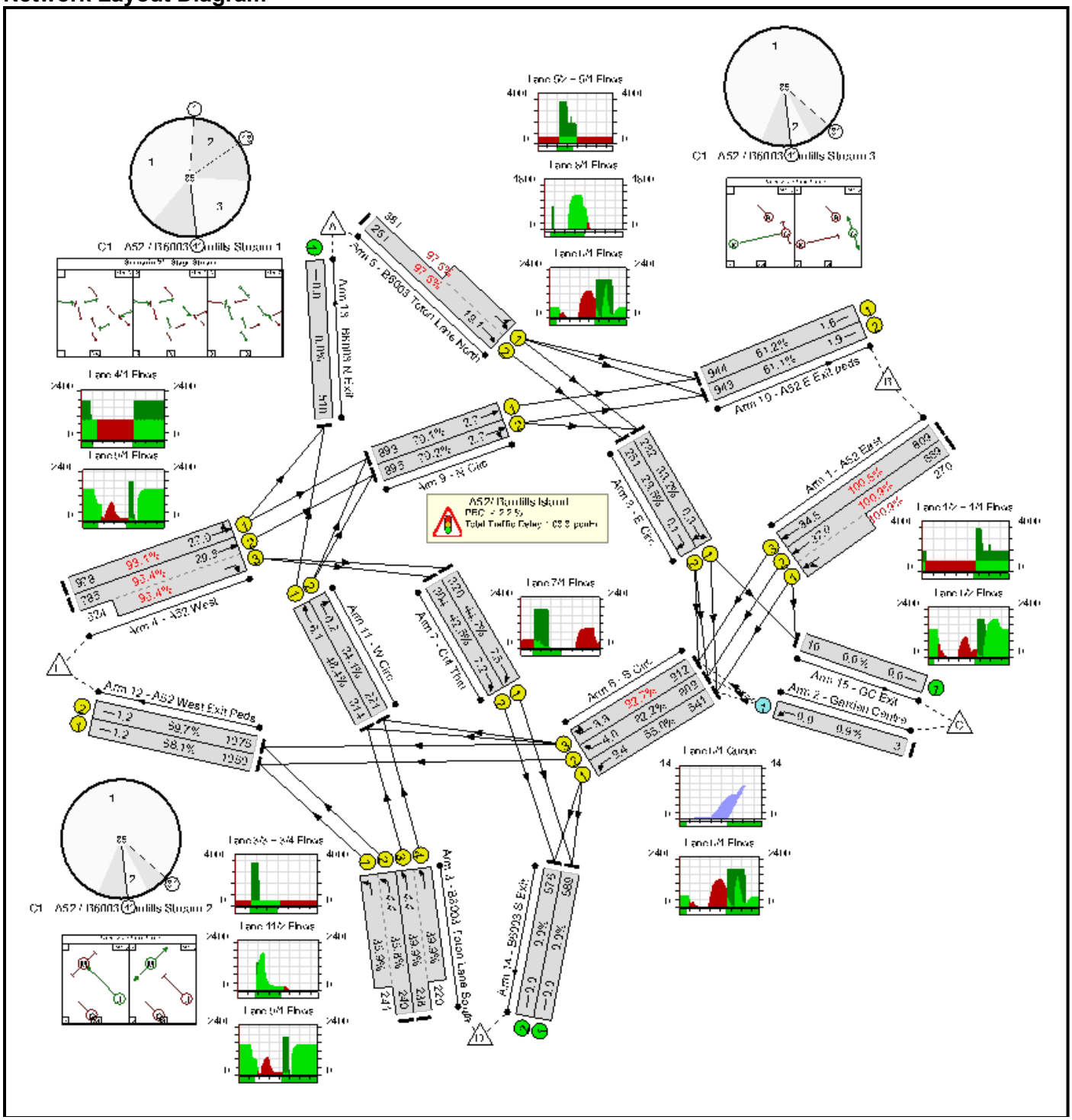
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	19	47
11/2	W Circ Right	U	A	19	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

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%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	939	1900:1900	663+267	100.9 : 100.9%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	809	1900	805	100.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	29	-	-	481	1900:1900	671+671	35.8 : 35.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	458	1900:1900	597+552	39.9 : 39.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	978	1900	1051	93.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1409	1900:1900	814+647	96.4 : 96.4%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	632	1900:1900	257+391	97.5 : 97.5%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	543	1900	984	55.0%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	815	1900	984	82.2%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	916	1900	984	92.7%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	320	1900	715	44.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	304	1900	715	42.5%
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	282	1900	849	33.2%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	251	1900	849	29.5%

9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	893	1900	1274	70.1%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	895	1900	1274	70.2%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	944	1900	1542	61.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	943	1900	1542	61.1%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	314	1900	648	48.4%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	221	1900	648	34.1%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1056	1900	1542	68.1%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1079	1900	1542	69.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	510	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	590	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	577	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)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**43.3**	**60.0**	**0.0**	**103.3**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**43.3**	**60.0**	**0.0**	**103.3**	**-**	**-**	**-**	**-**	
1/2+1/1	939	930	-	-	-	6.1	17.7	-	23.8	91.2	19.3	17.7	37.0	
1/3	809	805	-	-	-	5.7	15.3	-	21.1	93.7	19.2	15.3	34.5	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	
3/2+3/1	481	481	-	-	-	2.7	0.3	-	3.0	22.5	4.2	0.3	4.4	
3/3+3/4	458	458	-	-	-	2.6	0.3	-	2.9	22.8	4.1	0.3	4.4	
4/1	978	978	-	-	-	4.8	5.8	-	10.6	38.9	21.2	5.8	27.0	
4/2+4/3	1409	1409	-	-	-	5.5	9.8	-	15.3	39.2	20.0	9.8	29.8	
5/2+5/1	632	632	-	-	-	5.4	9.1	-	14.5	82.7	10.0	9.1	19.1	
6/1	541	541	-	-	-	1.4	0.0	-	1.4	9.6	9.4	0.0	9.4	
6/2	809	809	-	-	-	0.9	0.0	-	0.9	3.9	4.0	0.0	4.0	
6/3	912	912	-	-	-	0.8	0.0	-	0.8	3.1	3.3	0.0	3.3	
7/1	320	320	-	-	-	2.4	0.0	-	2.4	27.3	7.5	0.0	7.5	
7/2	304	304	-	-	-	2.4	0.0	-	2.4	28.3	7.2	0.0	7.2	
8/1	282	282	-	-	-	0.1	0.0	-	0.1	1.4	0.3	0.0	0.3	
8/2	251	251	-	-	-	0.1	0.0	-	0.1	1.1	0.1	0.0	0.1	
9/1	893	893	-	-	-	0.6	0.0	-	0.6	2.3	2.7	0.0	2.7	
9/2	895	895	-	-	-	0.6	0.0	-	0.6	2.3	2.7	0.0	2.7	
10/1	944	944	-	-	-	0.1	0.8	-	0.9	3.4	0.8	0.8	1.6	
10/2	943	943	-	-	-	0.1	0.8	-	0.9	3.4	1.1	0.8	1.9	
11/1	314	314	-	-	-	0.7	0.0	-	0.7	8.3	6.1	0.0	6.1	

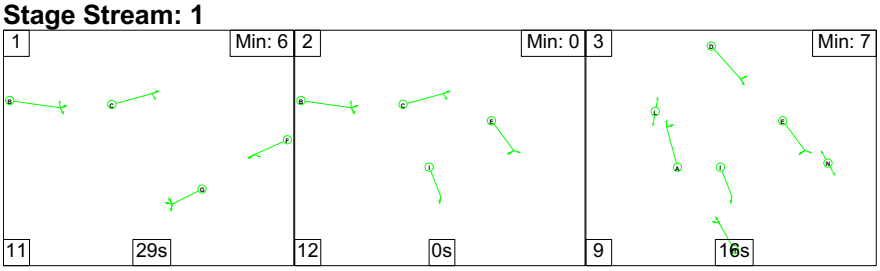
11/2	221	221	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
12/1	1050	1050	-	-	-	0.1	0.0	-	0.1	0.4	1.2	0.0	1.2	
12/2	1075	1075	-	-	-	0.1	0.0	-	0.1	0.4	1.2	0.0	1.2	
13/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-12.2	Total Delay for Signalled Lanes (pcuHr):	101.26	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	29.1	Total Delay for Signalled Lanes (pcuHr):	0.25	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	47.0	Total Delay for Signalled Lanes (pcuHr):	1.78	Cycle Time (s): 85
	PRC Over All Lanes (%):	-12.2	Total Delay Over All Lanes(pcuHr):	103.30	

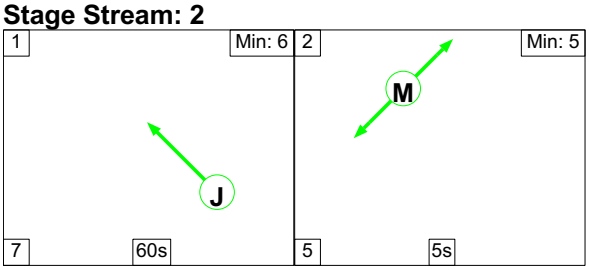
Scenario 4: '4' (FG4: '2028 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

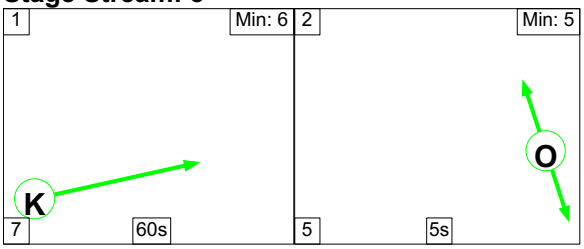
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

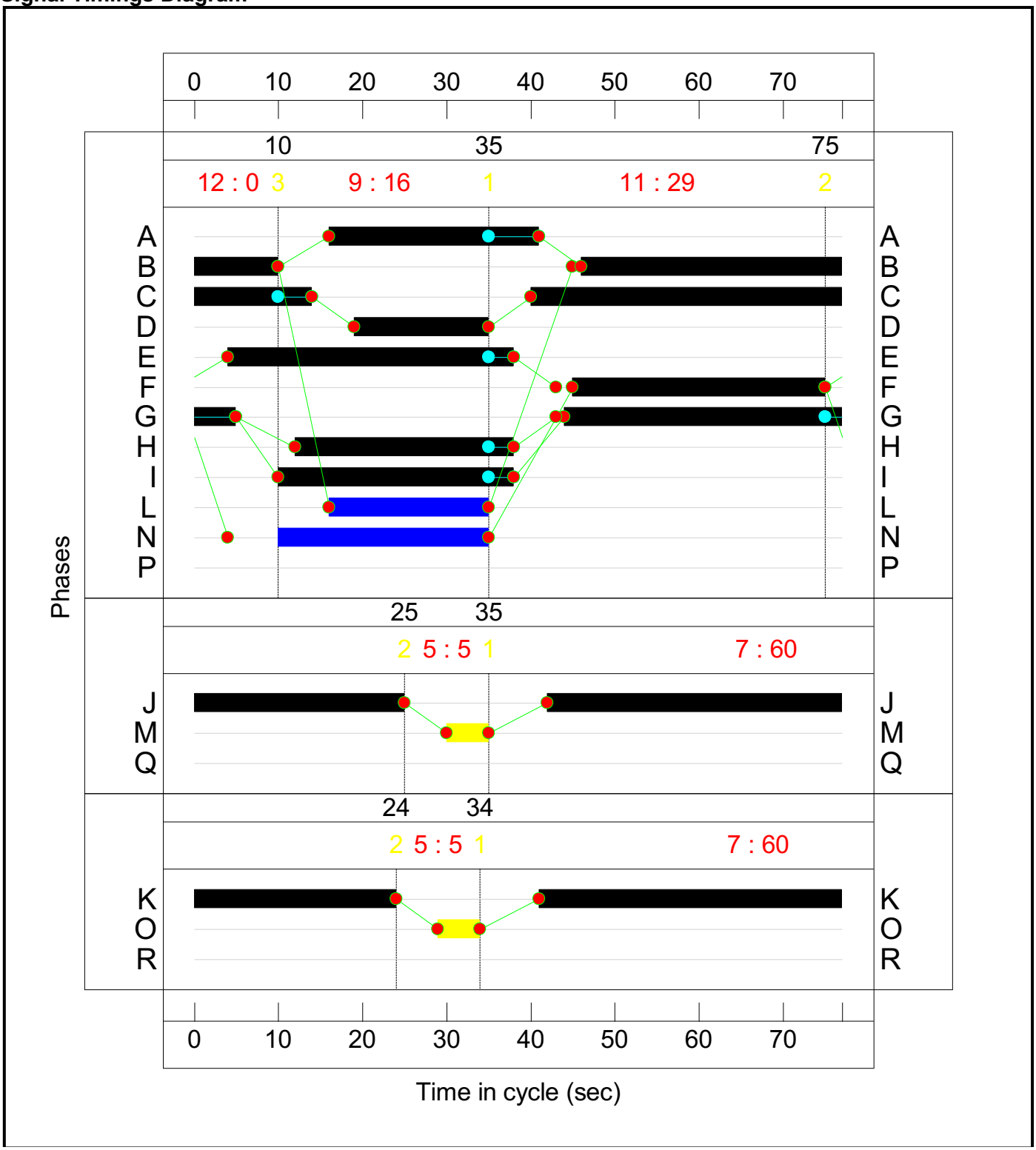
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

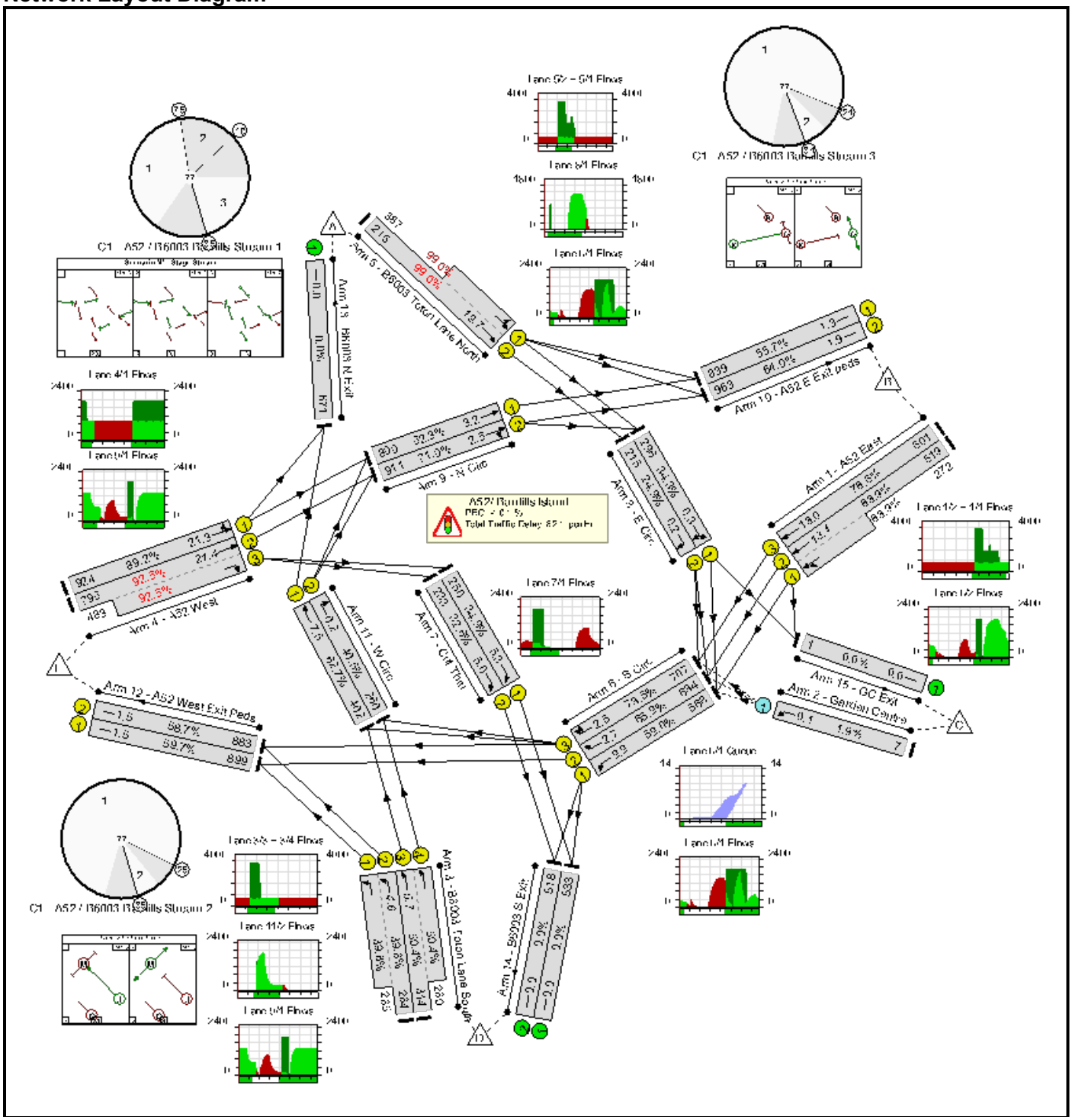
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

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**	-	-		-	-	-	-	-	-	-	**99.0%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.0%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	791	1900:1900	619+324	83.9 : 83.9%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	601	1900	765	78.6%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	529	1900:1900	666+666	39.6 : 39.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	574	1900:1900	623+516	50.4 : 50.4%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	924	1900	1036	89.2%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1279	1900:1900	860+522	92.5 : 92.5%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	602	1900:1900	217+391	99.0 : 99.0%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	568	1900	962	59.0%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	634	1900	962	65.9%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	707	1900	962	73.5%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	250	1900	716	34.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	233	1900	716	32.6%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	296	1900	864	34.3%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	215	1900	864	24.9%

9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	800	1900	1283	62.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	911	1900	1283	71.0%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	839	1900	1505	55.7%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	963	1900	1505	64.0%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	402	1900	642	62.7%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	260	1900	642	40.5%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	899	1900	1505	59.7%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	883	1900	1505	58.7%
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)	
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**35.1**	**27.0**	**0.0**	**62.1**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**35.1**	**27.0**	**0.0**	**62.1**	**-**	**-**	**-**	**-**	
1/2+1/1	791	791	-	-	-	4.0	2.5	-	6.6	29.9	10.8	2.5	13.4	
1/3	601	601	-	-	-	3.4	1.8	-	5.1	30.8	11.2	1.8	13.0	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	
3/2+3/1	529	529	-	-	-	2.8	0.3	-	3.1	21.1	4.3	0.3	4.6	
3/3+3/4	574	574	-	-	-	3.1	0.5	-	3.6	22.3	5.1	0.5	5.7	
4/1	924	924	-	-	-	4.0	3.8	-	7.8	30.5	17.5	3.8	21.3	
4/2+4/3	1279	1279	-	-	-	4.5	5.6	-	10.1	28.4	15.8	5.6	21.4	
5/2+5/1	602	602	-	-	-	4.8	10.9	-	15.7	93.7	8.8	10.9	19.7	
6/1	568	568	-	-	-	1.4	0.0	-	1.4	8.6	9.9	0.0	9.9	
6/2	634	634	-	-	-	0.5	0.0	-	0.5	2.9	2.7	0.0	2.7	
6/3	707	707	-	-	-	0.5	0.0	-	0.5	2.5	2.5	0.0	2.5	
7/1	250	250	-	-	-	1.6	0.0	-	1.6	23.7	5.3	0.0	5.3	
7/2	233	233	-	-	-	1.6	0.0	-	1.6	24.7	5.0	0.0	5.0	
8/1	296	296	-	-	-	0.1	0.0	-	0.1	1.8	0.3	0.0	0.3	
8/2	215	215	-	-	-	0.1	0.0	-	0.1	1.4	0.2	0.0	0.2	
9/1	800	800	-	-	-	0.6	0.0	-	0.6	2.9	3.2	0.0	3.2	
9/2	911	911	-	-	-	0.5	0.0	-	0.5	2.0	2.5	0.0	2.5	
10/1	839	839	-	-	-	0.1	0.6	-	0.7	3.1	0.7	0.6	1.3	
10/2	963	963	-	-	-	0.1	0.9	-	1.0	3.8	1.0	0.9	1.9	
11/1	402	402	-	-	-	0.9	0.0	-	0.9	8.1	7.5	0.0	7.5	

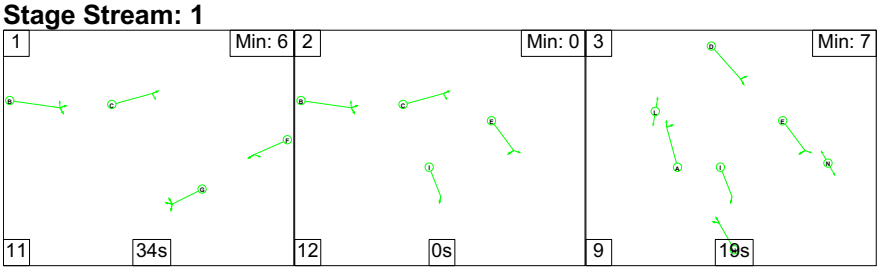
11/2	260	260	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2
12/1	899	899	-	-	-	0.2	0.0	-	0.2	0.8	1.5	0.0	1.5
12/2	883	883	-	-	-	0.2	0.0	-	0.2	0.8	1.5	0.0	1.5
13/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-10.1	Total Delay for Signalled Lanes (pcuHr):	59.97	Cycle Time (s):	77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	50.7	Total Delay for Signalled Lanes (pcuHr):	0.38	Cycle Time (s):	77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	40.7	Total Delay for Signalled Lanes (pcuHr):	1.73	Cycle Time (s):	77
	PRC Over All Lanes (%):	-10.1	Total Delay Over All Lanes(pcuHr):	62.11		

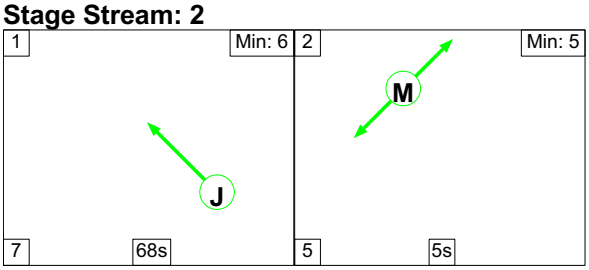
Scenario 5: '5' (FG5: '2041 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

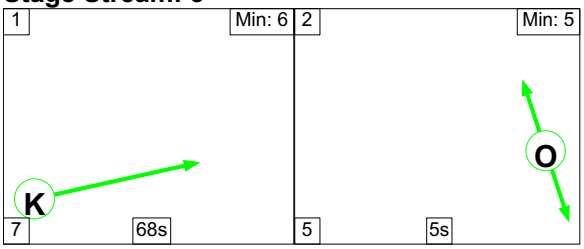
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

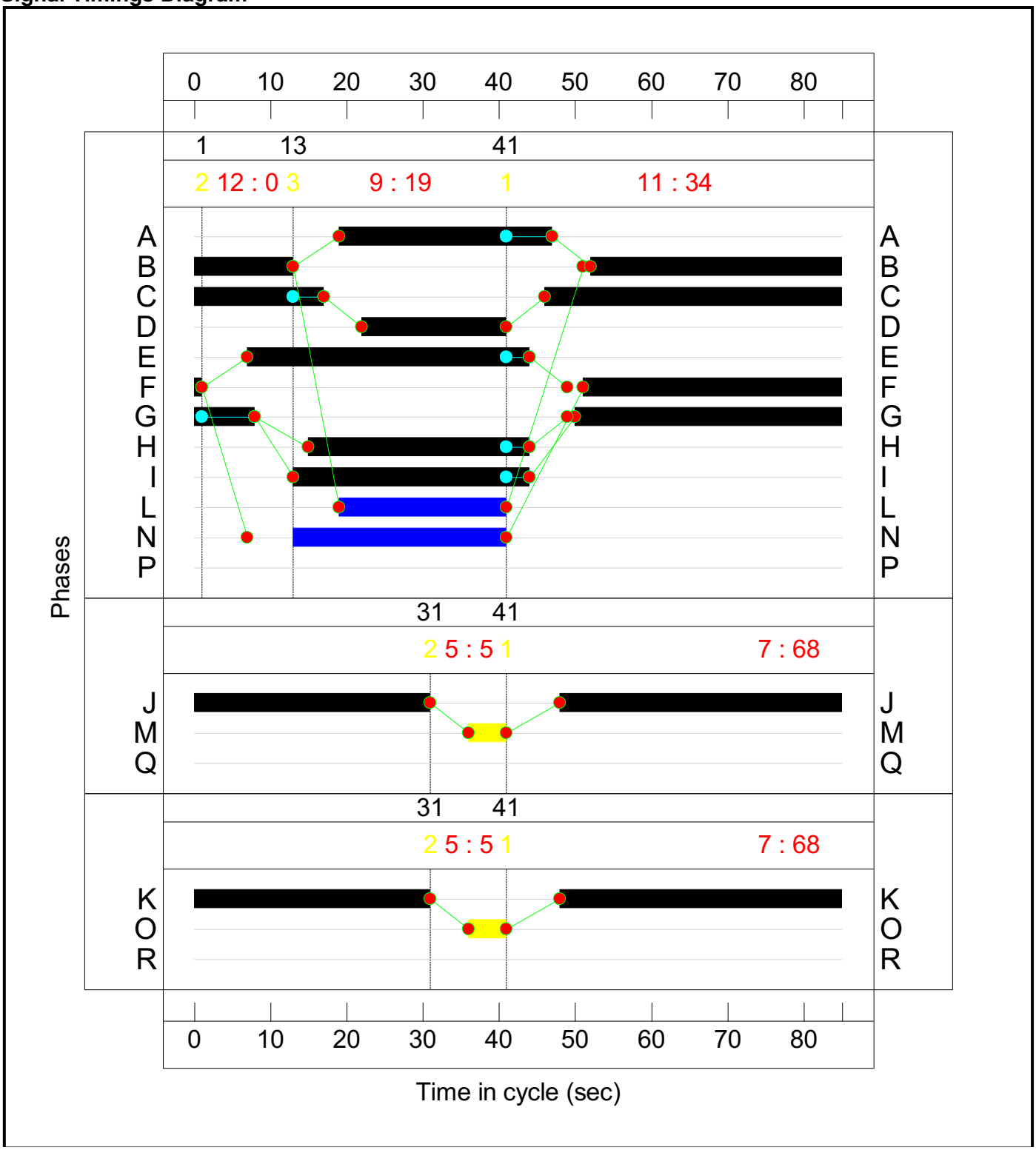
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

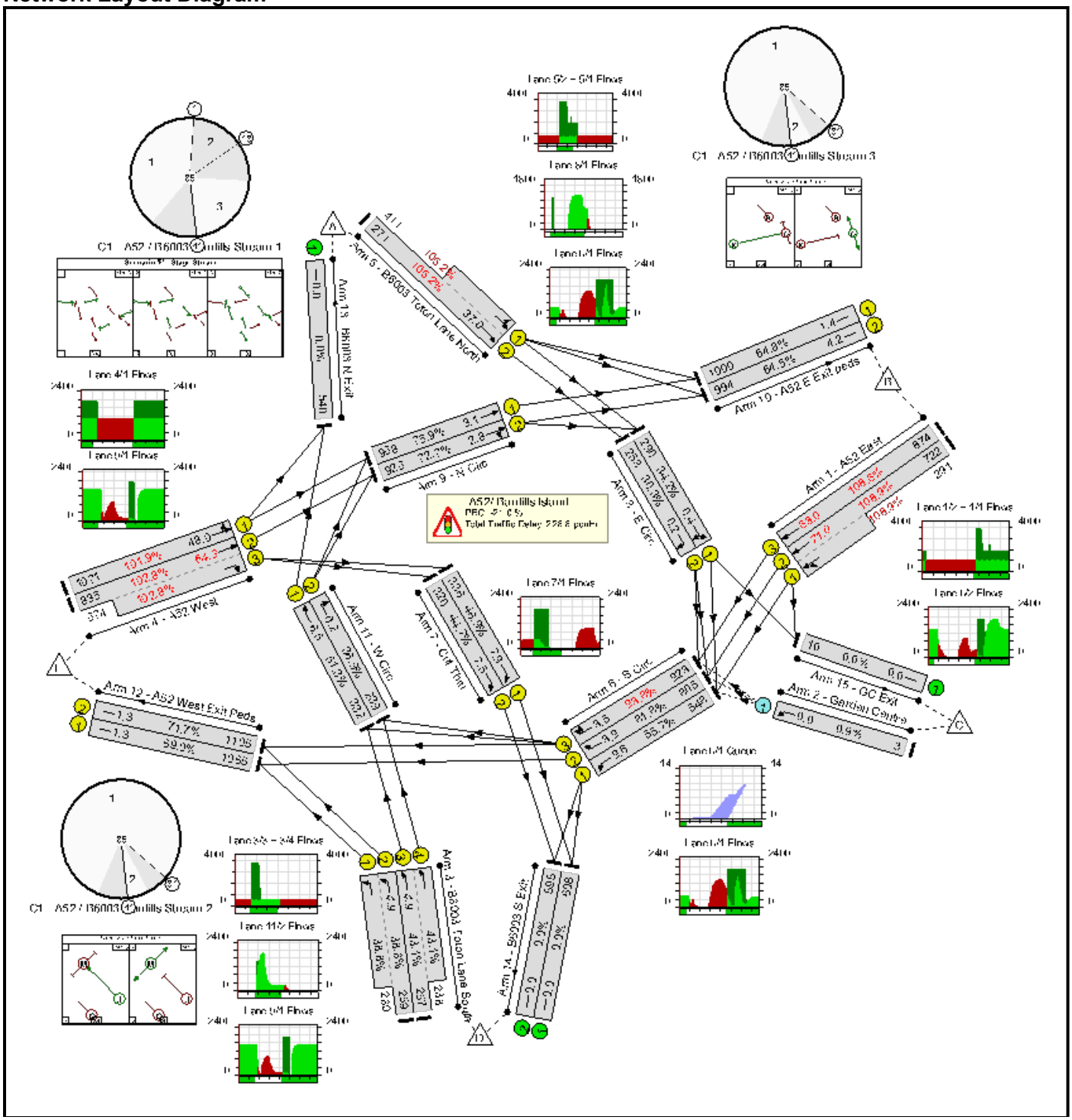
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	19	47
11/2	W Circ Right	U	A	19	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

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**	-	-		-	-	-	-	-	-	-	**108.9%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**108.9%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1013	1900:1900	663+267	108.9 : 108.9%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	874	1900	805	108.6%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	29	-	-	519	1900:1900	671+671	38.6 : 38.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	495	1900:1900	597+553	43.1 : 43.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	1071	1900	1051	101.9%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1509	1900:1900	812+655	102.8 : 102.8%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	682	1900:1900	258+391	105.2 : 105.2%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	586	1900	984	55.7%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	871	1900	984	81.8%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	998	1900	984	93.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	345	1900	715	46.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	329	1900	715	44.7%
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	305	1900	849	34.2%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	271	1900	849	30.3%

9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	984	1900	1274	75.9%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	949	1900	1274	72.7%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1018	1900	1542	64.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1021	1900	1542	64.5%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	339	1900	648	51.3%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	239	1900	648	36.9%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1131	1900	1542	69.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1174	1900	1542	71.7%
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)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**58.6**	**168.0**	**0.0**	**226.6**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**58.6**	**168.0**	**0.0**	**226.6**	**-**	**-**	**-**	**-**	
1/2+1/1	1013	930	-	-	-	10.1	46.9	-	56.9	202.3	24.2	46.9	71.0	
1/3	874	805	-	-	-	9.5	40.1	-	49.6	204.3	22.9	40.1	63.0	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	
3/2+3/1	519	519	-	-	-	3.0	0.3	-	3.3	22.8	4.5	0.3	4.9	
3/3+3/4	495	495	-	-	-	2.8	0.4	-	3.2	23.2	4.5	0.4	4.9	
4/1	1071	1051	-	-	-	6.7	22.2	-	28.9	97.2	25.8	22.2	48.0	
4/2+4/3	1509	1468	-	-	-	8.4	32.4	-	40.7	97.2	31.9	32.4	64.3	
5/2+5/1	682	648	-	-	-	7.1	23.9	-	31.0	163.9	13.0	23.9	37.0	
6/1	548	548	-	-	-	1.5	0.0	-	1.5	10.0	9.6	0.0	9.6	
6/2	805	805	-	-	-	0.9	0.0	-	0.9	3.8	3.9	0.0	3.9	
6/3	923	923	-	-	-	0.9	0.0	-	0.9	3.3	3.5	0.0	3.5	
7/1	336	336	-	-	-	2.5	0.0	-	2.5	26.7	7.9	0.0	7.9	
7/2	320	320	-	-	-	2.5	0.0	-	2.5	27.7	7.5	0.0	7.5	
8/1	290	290	-	-	-	0.2	0.0	-	0.2	1.9	0.4	0.0	0.4	
8/2	258	258	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
9/1	968	968	-	-	-	0.7	0.0	-	0.7	2.6	3.1	0.0	3.1	
9/2	926	926	-	-	-	0.6	0.0	-	0.6	2.3	2.8	0.0	2.8	
10/1	1000	1000	-	-	-	0.1	0.9	-	1.0	3.5	0.5	0.9	1.4	
10/2	994	994	-	-	-	0.2	0.9	-	1.1	3.8	3.3	0.9	4.2	
11/1	332	332	-	-	-	0.7	0.0	-	0.7	8.0	6.5	0.0	6.5	

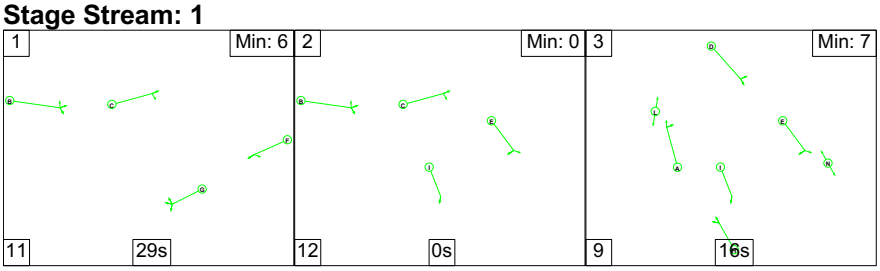
11/2	239	239	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
12/1	1065	1065	-	-	-	0.1	0.0	-	0.1	0.5	1.3	0.0	1.3	
12/2	1105	1105	-	-	-	0.1	0.0	-	0.1	0.5	1.3	0.0	1.3	
13/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-21.0	Total Delay for Signalled Lanes (pcuHr):	224.29	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	25.6	Total Delay for Signalled Lanes (pcuHr):	0.28	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	38.8	Total Delay for Signalled Lanes (pcuHr):	2.04	Cycle Time (s): 85
	PRC Over All Lanes (%):	-21.0	Total Delay Over All Lanes(pcuHr):	226.62	

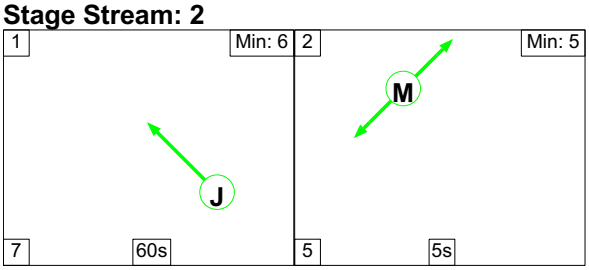
Scenario 6: '6' (FG6: '2041 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

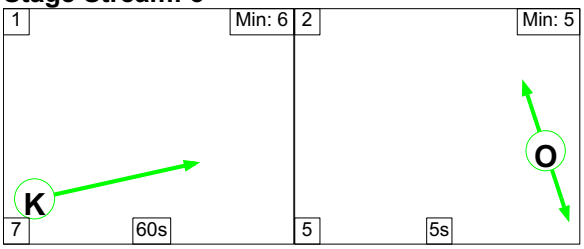
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

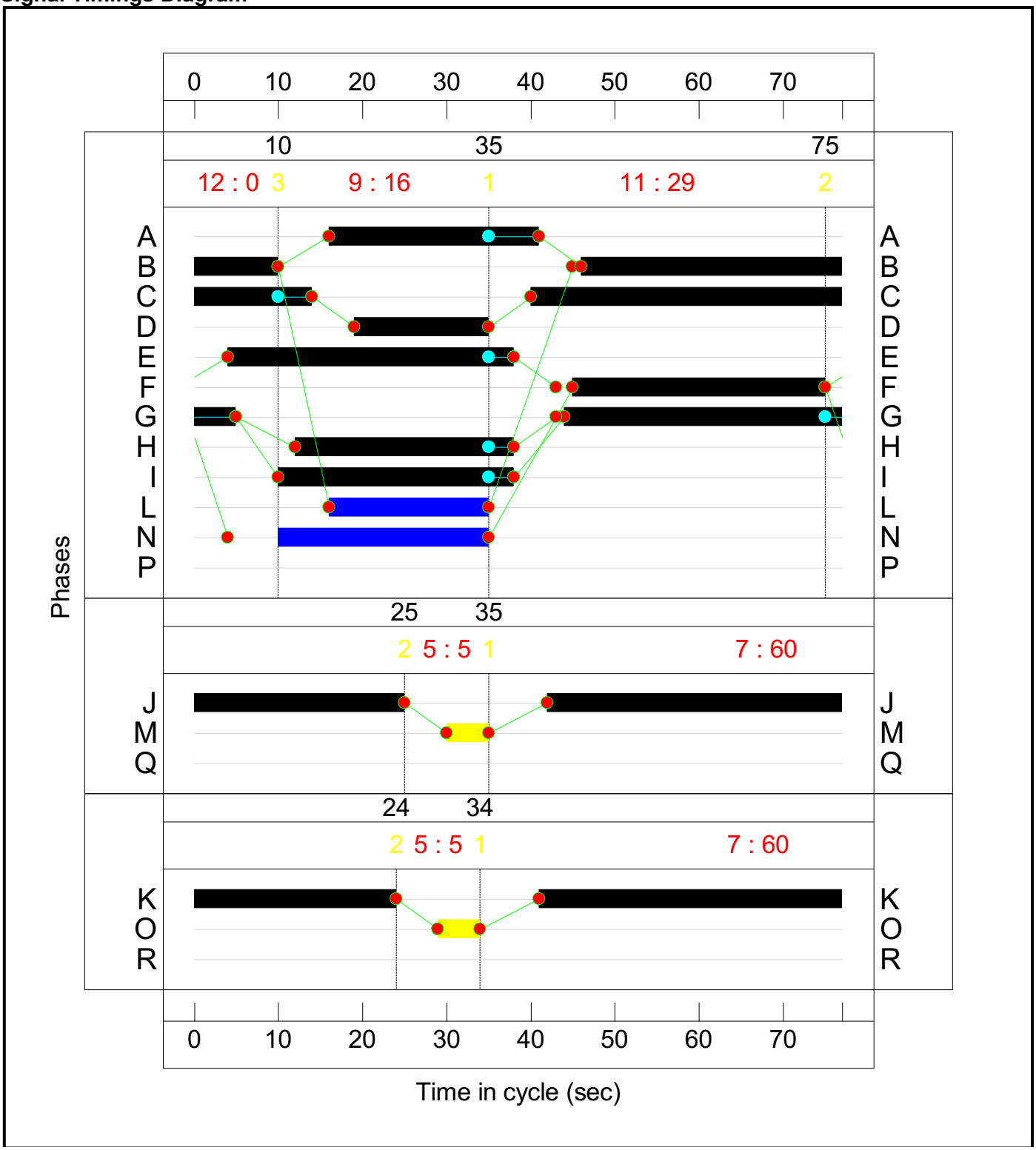
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

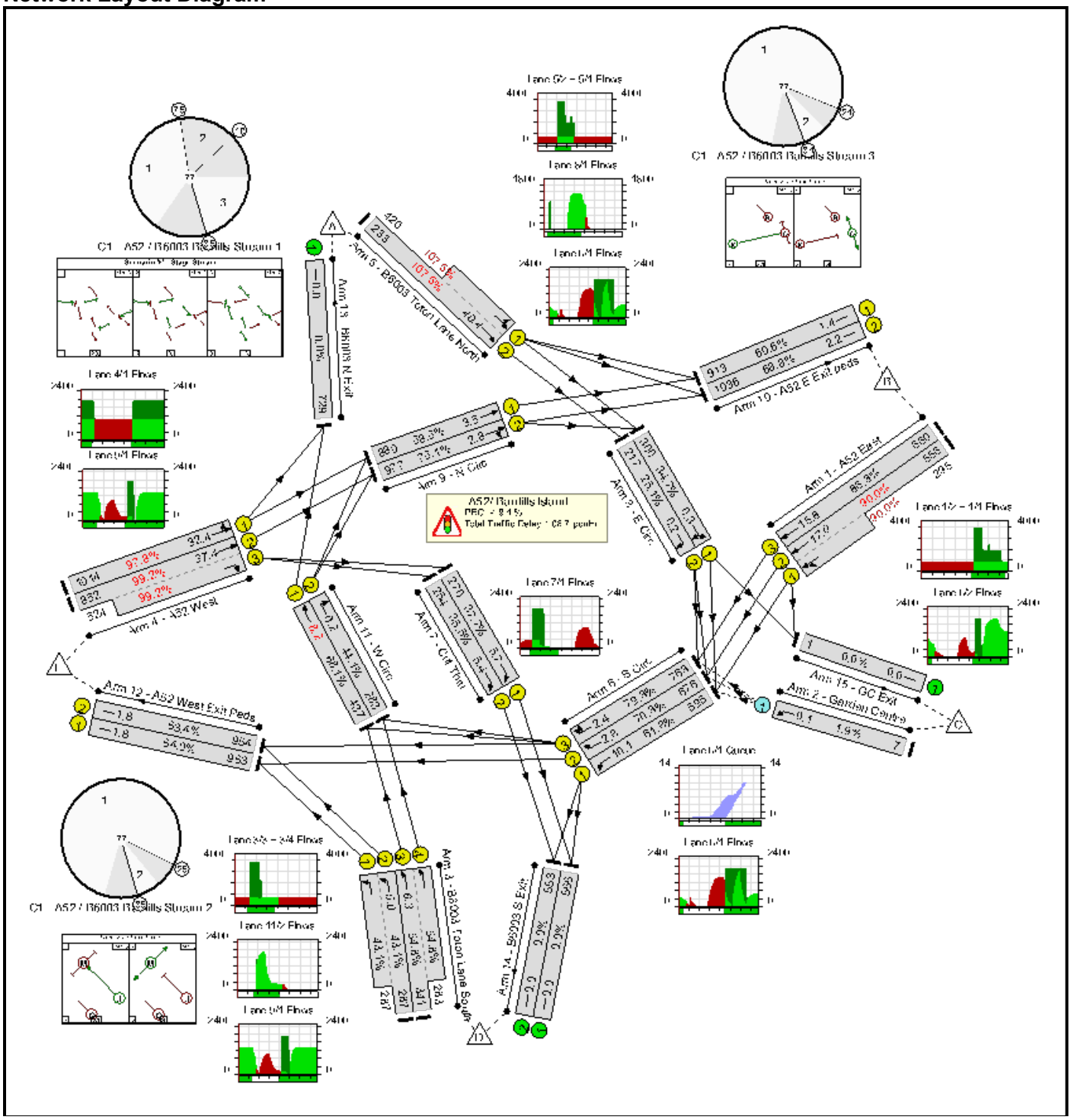
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

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**	-	-		-	-	-	-	-	-	-	**107.5%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**107.5%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	851	1900:1900	617+328	90.0 : 90.0%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	660	1900	765	86.3%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	574	1900:1900	666+666	43.1 : 43.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	624	1900:1900	623+517	54.8 : 54.8%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	1014	1900	1036	97.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1376	1900:1900	859+528	99.2 : 99.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	653	1900:1900	217+391	107.5 : 107.5%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	617	1900	962	61.8%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	685	1900	962	70.3%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	770	1900	962	79.3%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	270	1900	716	37.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	254	1900	716	35.5%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	322	1900	864	34.7%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	233	1900	864	25.1%

9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	880	1900	1283	68.6%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	977	1900	1283	76.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	915	1900	1505	60.6%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1040	1900	1505	68.8%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	437	1900	642	68.1%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	283	1900	642	44.1%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	972	1900	1505	64.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	961	1900	1505	63.4%
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)	
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**40.9**	**65.8**	**0.0**	**106.7**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**40.9**	**65.8**	**0.0**	**106.7**	**-**	**-**	**-**	**-**	
1/2+1/1	851	851	-	-	-	4.5	4.2	-	8.7	36.8	12.8	4.2	17.0	
1/3	660	660	-	-	-	3.9	3.0	-	6.8	37.3	12.8	3.0	15.8	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	
3/2+3/1	574	574	-	-	-	3.0	0.4	-	3.4	21.5	4.6	0.4	5.0	
3/3+3/4	624	624	-	-	-	3.4	0.6	-	4.0	23.0	5.7	0.6	6.3	
4/1	1014	1014	-	-	-	4.8	11.3	-	16.1	57.1	21.1	11.3	32.4	
4/2+4/3	1376	1376	-	-	-	5.3	16.1	-	21.3	55.8	21.4	16.1	37.4	
5/2+5/1	653	608	-	-	-	6.8	28.5	-	35.3	194.4	12.0	28.5	40.4	
6/1	595	595	-	-	-	1.4	0.0	-	1.4	8.5	10.1	0.0	10.1	
6/2	676	676	-	-	-	0.5	0.0	-	0.5	2.9	2.8	0.0	2.8	
6/3	763	763	-	-	-	0.5	0.0	-	0.5	2.4	2.4	0.0	2.4	
7/1	270	270	-	-	-	1.7	0.0	-	1.7	22.9	5.7	0.0	5.7	
7/2	254	254	-	-	-	1.7	0.0	-	1.7	23.9	5.4	0.0	5.4	
8/1	300	300	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	
8/2	217	217	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	
9/1	880	880	-	-	-	0.7	0.0	-	0.7	2.9	3.5	0.0	3.5	
9/2	977	977	-	-	-	0.6	0.0	-	0.6	2.0	2.8	0.0	2.8	
10/1	913	913	-	-	-	0.1	0.8	-	0.8	3.3	0.6	0.8	1.4	
10/2	1036	1036	-	-	-	0.1	1.1	-	1.2	4.3	1.1	1.1	2.2	
11/1	437	437	-	-	-	1.0	0.0	-	1.0	8.2	8.2	0.0	8.2	

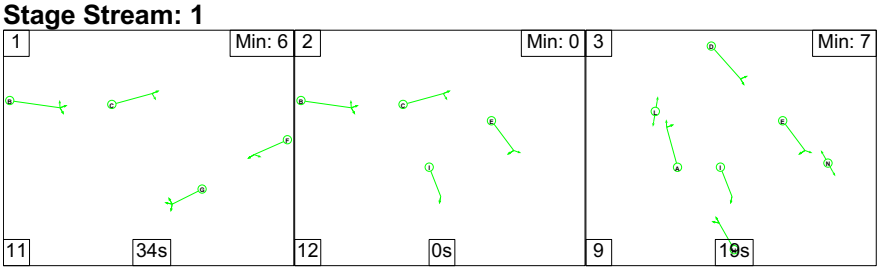
11/2	283	283	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	963	963	-	-	-	0.2	0.0	-	0.2	0.9	1.8	0.0	1.8	
12/2	954	954	-	-	-	0.2	0.0	-	0.2	0.9	1.8	0.0	1.8	
13/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-19.4	Total Delay for Signalled Lanes (pcuHr):	104.13	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	40.7	Total Delay for Signalled Lanes (pcuHr):	0.47	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	30.8	Total Delay for Signalled Lanes (pcuHr):	2.08	Cycle Time (s): 77
	PRC Over All Lanes (%):	-19.4	Total Delay Over All Lanes(pcuHr):	106.71	

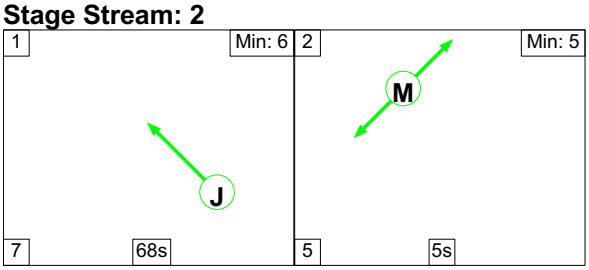
Scenario 7: '7' (FG7: '2028 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

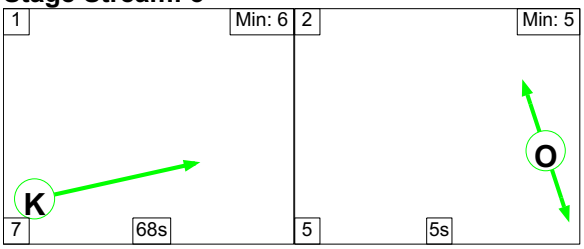
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

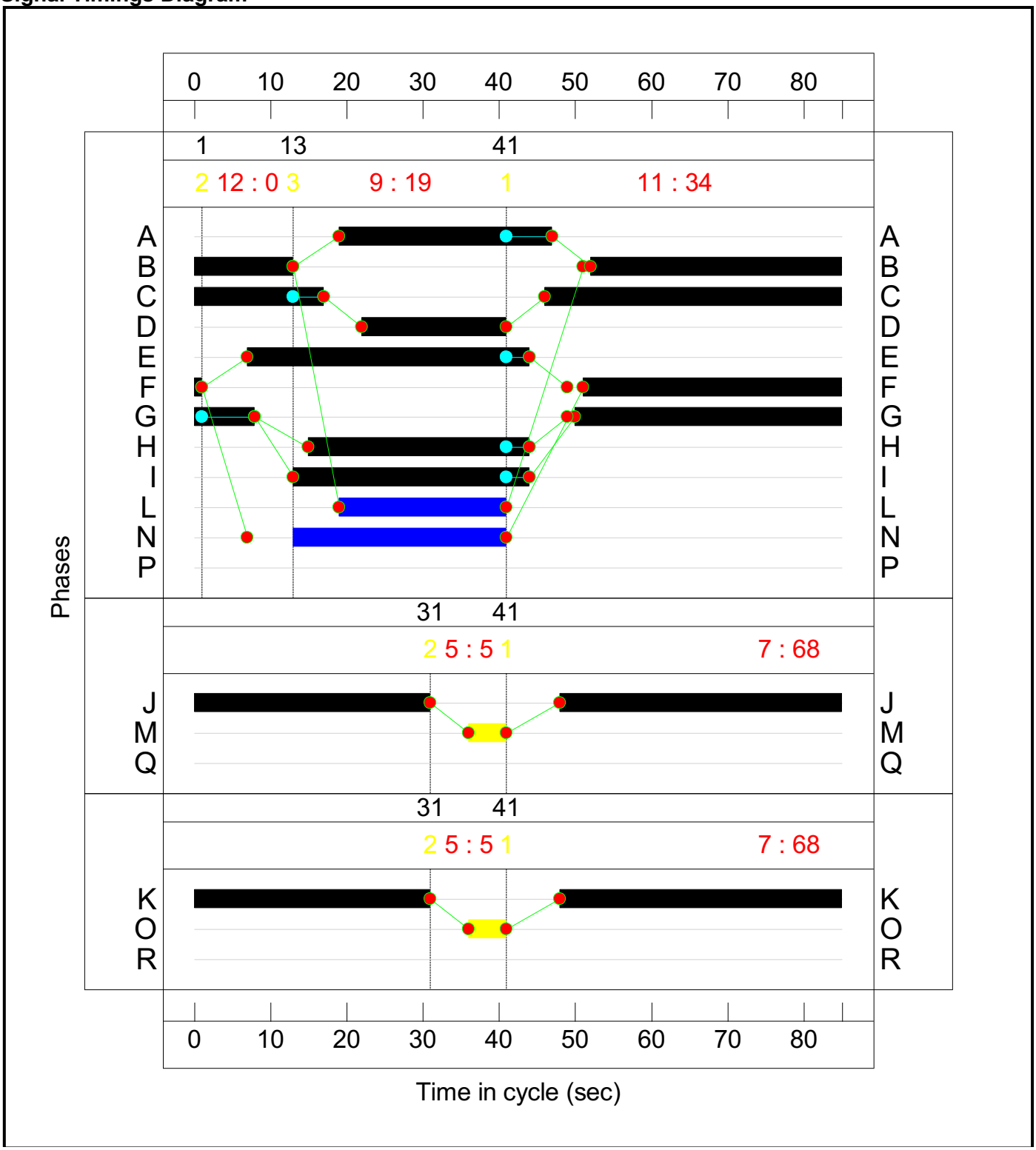
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

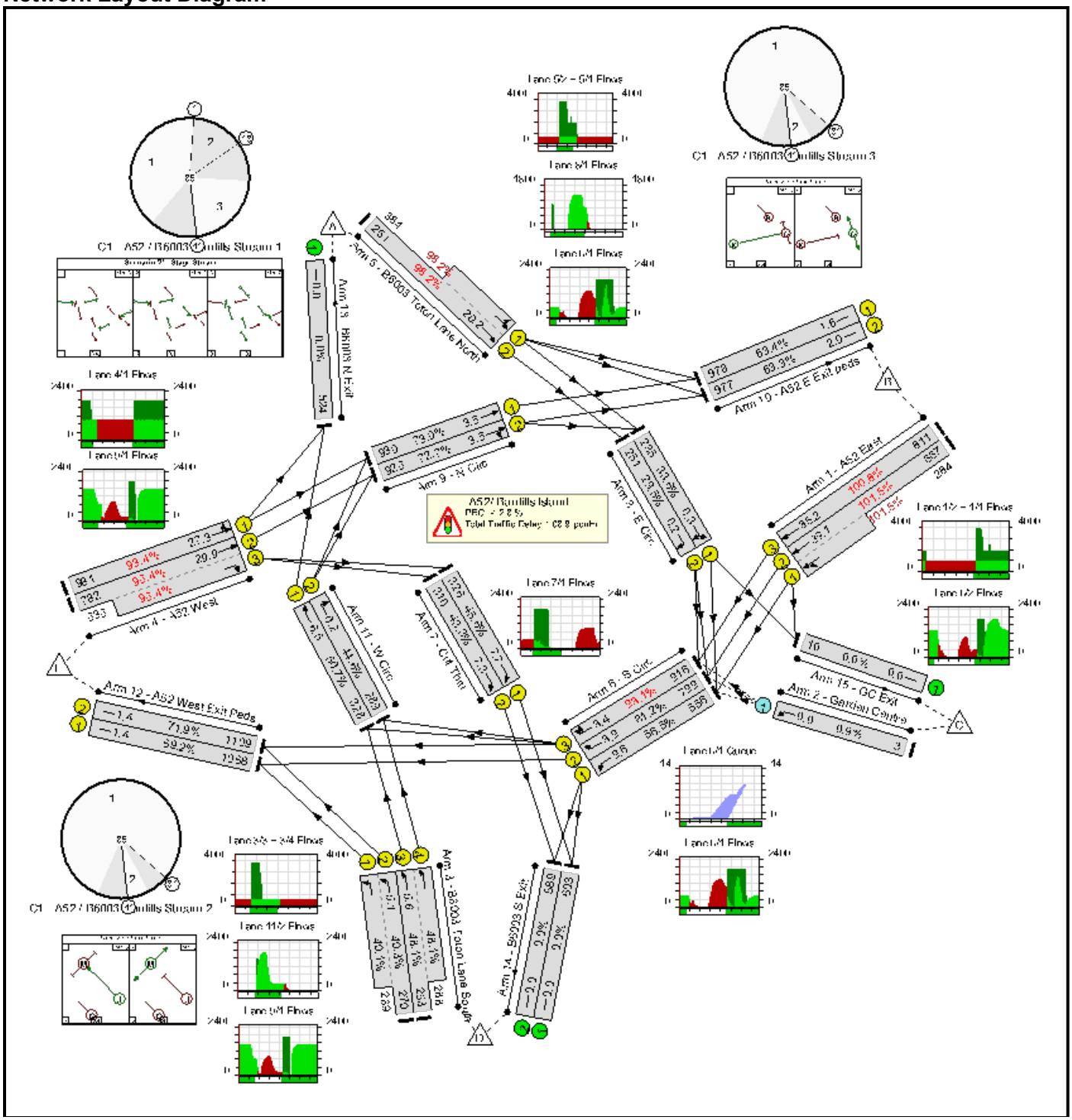
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	19	47
11/2	W Circ Right	U	A	19	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.5%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.5%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	951	1900:1900	657+280	101.5 : 101.5%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	811	1900	805	100.8%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	29	-	-	539	1900:1900	671+671	40.3 : 40.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	541	1900:1900	526+599	48.1 : 48.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	981	1900	1051	93.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1418	1900:1900	811+660	96.4 : 96.4%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	635	1900:1900	256+391	98.2 : 98.2%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	560	1900	984	56.5%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	809	1900	984	81.2%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	922	1900	984	93.1%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	326	1900	715	45.6%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	310	1900	715	43.3%
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	285	1900	849	33.6%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	251	1900	849	29.5%

9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	930	1900	1274	73.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	926	1900	1274	72.7%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	978	1900	1542	63.4%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	977	1900	1542	63.3%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	329	1900	648	50.7%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	289	1900	648	44.6%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1078	1900	1542	69.2%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1115	1900	1542	71.9%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	525	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	605	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	591	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)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**45.3**	**63.6**	**0.0**	**108.9**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**45.3**	**63.6**	**0.0**	**108.9**	**-**	**-**	**-**	**-**	
1/2+1/1	951	937	-	-	-	6.3	19.4	-	25.7	97.3	19.7	19.4	39.1	
1/3	811	805	-	-	-	5.8	15.9	-	21.7	96.5	19.3	15.9	35.2	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	
3/2+3/1	539	539	-	-	-	3.1	0.3	-	3.4	23.0	4.8	0.3	5.1	
3/3+3/4	541	541	-	-	-	3.1	0.5	-	3.6	23.9	5.1	0.5	5.6	
4/1	981	981	-	-	-	4.8	6.0	-	10.8	39.6	21.3	6.0	27.3	
4/2+4/3	1418	1418	-	-	-	5.6	9.8	-	15.4	39.0	20.1	9.8	29.9	
5/2+5/1	635	635	-	-	-	5.4	10.0	-	15.4	87.3	10.2	10.0	20.2	
6/1	556	556	-	-	-	1.5	0.0	-	1.5	9.6	9.6	0.0	9.6	
6/2	799	799	-	-	-	0.8	0.0	-	0.8	3.8	3.9	0.0	3.9	
6/3	916	916	-	-	-	0.8	0.0	-	0.8	3.2	3.4	0.0	3.4	
7/1	326	326	-	-	-	2.5	0.0	-	2.5	27.4	7.7	0.0	7.7	
7/2	310	310	-	-	-	2.4	0.0	-	2.4	28.4	7.3	0.0	7.3	
8/1	285	285	-	-	-	0.1	0.0	-	0.1	1.5	0.3	0.0	0.3	
8/2	251	251	-	-	-	0.1	0.0	-	0.1	1.3	0.2	0.0	0.2	
9/1	930	930	-	-	-	0.7	0.0	-	0.7	2.9	3.5	0.0	3.5	
9/2	926	926	-	-	-	0.7	0.0	-	0.7	2.9	3.5	0.0	3.5	
10/1	978	978	-	-	-	0.1	0.9	-	1.0	3.5	0.7	0.9	1.6	
10/2	977	977	-	-	-	0.1	0.9	-	1.0	3.6	1.1	0.9	2.0	
11/1	328	328	-	-	-	0.7	0.0	-	0.7	8.1	6.5	0.0	6.5	

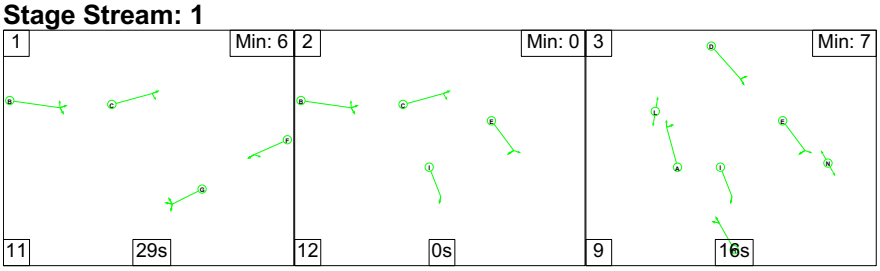
11/2	289	289	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
12/1	1068	1068	-	-	-	0.1	0.0	-	0.1	0.5	1.4	0.0	1.4	
12/2	1109	1109	-	-	-	0.1	0.0	-	0.1	0.5	1.4	0.0	1.4	
13/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-12.8	Total Delay for Signalled Lanes (pcuHr):	106.64	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	25.1	Total Delay for Signalled Lanes (pcuHr):	0.29	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	41.9	Total Delay for Signalled Lanes (pcuHr):	1.93	Cycle Time (s): 85
	PRC Over All Lanes (%):	-12.8	Total Delay Over All Lanes(pcuHr):	108.88	

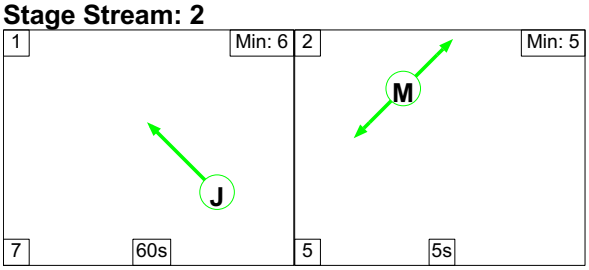
Scenario 8: '8' (FG8: '2028 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

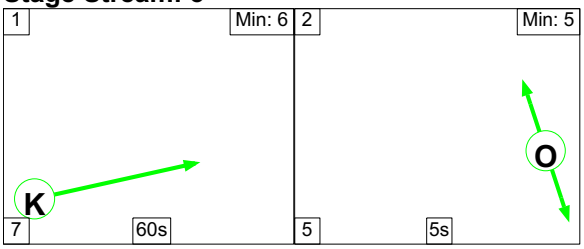
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

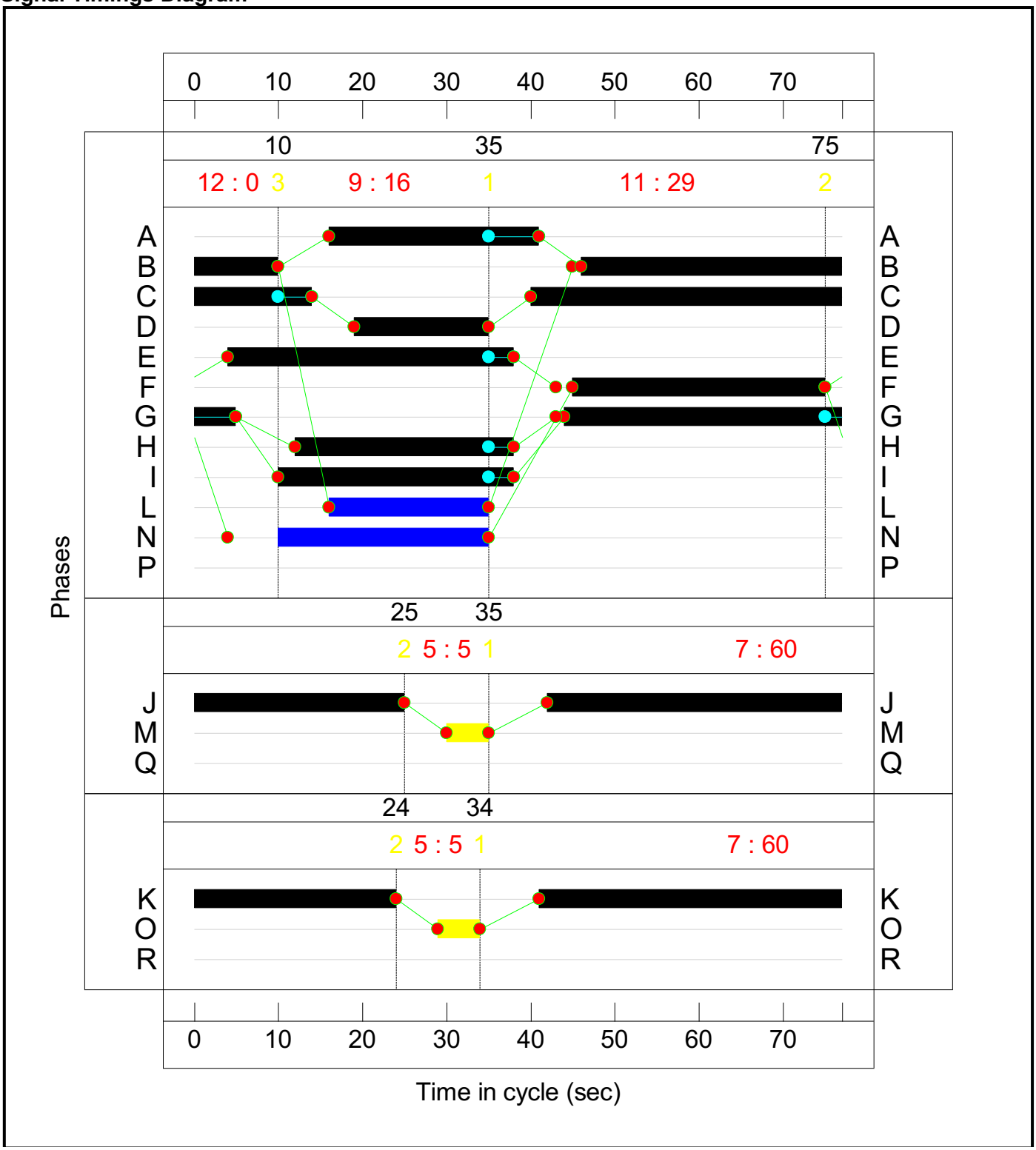
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

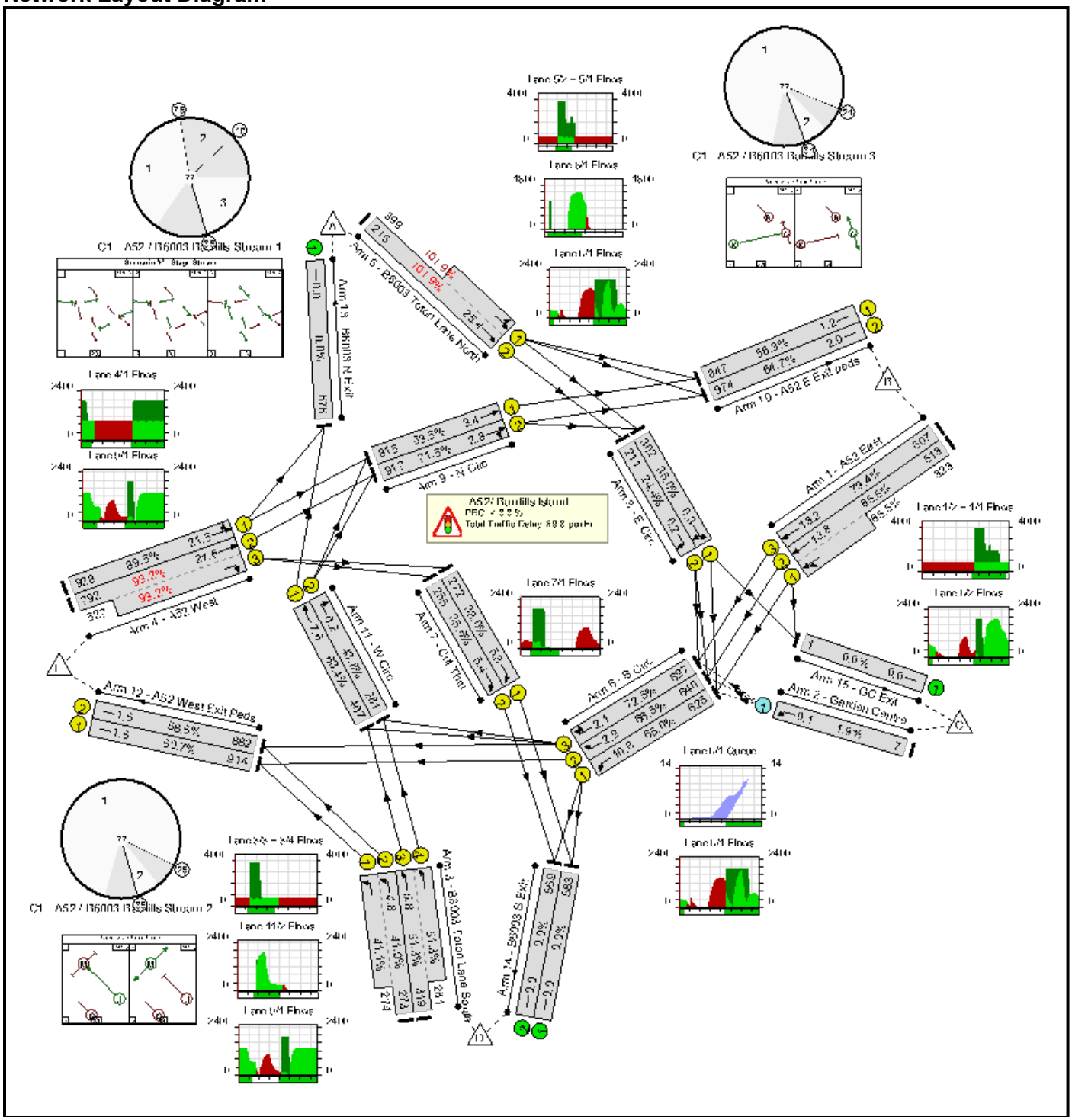
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.9%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.9%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	836	1900:1900	600+378	85.5 : 85.5%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	607	1900	765	79.4%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	547	1900:1900	666+666	41.0 : 41.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	600	1900:1900	621+547	51.3 : 51.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	928	1900	1036	89.5%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1319	1900:1900	850+566	93.2 : 93.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	614	1900:1900	211+391	101.9 : 101.9%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	631	1900	962	65.0%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	642	1900	962	66.5%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	699	1900	962	72.5%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	272	1900	716	38.0%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	255	1900	716	35.6%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	308	1900	864	35.0%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	215	1900	864	24.4%

9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	815	1900	1283	63.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	917	1900	1283	71.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	848	1900	1505	56.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	975	1900	1505	64.7%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	407	1900	642	63.4%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	281	1900	642	43.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	916	1900	1505	60.7%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	884	1900	1505	58.6%
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)	
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**36.9**	**32.9**	**0.0**	**69.8**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**36.9**	**32.9**	**0.0**	**69.8**	**-**	**-**	**-**	**-**	
1/2+1/1	836	836	-	-	-	4.3	2.8	-	7.1	30.7	10.9	2.8	13.8	
1/3	607	607	-	-	-	3.4	1.9	-	5.3	31.3	11.3	1.9	13.2	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	
3/2+3/1	547	547	-	-	-	2.9	0.3	-	3.2	21.3	4.4	0.3	4.8	
3/3+3/4	600	600	-	-	-	3.2	0.5	-	3.7	22.5	5.3	0.5	5.8	
4/1	928	928	-	-	-	4.0	4.0	-	8.0	31.0	17.5	4.0	21.5	
4/2+4/3	1319	1319	-	-	-	4.7	6.1	-	10.7	29.3	15.5	6.1	21.6	
5/2+5/1	614	602	-	-	-	5.3	15.6	-	20.9	122.8	9.8	15.6	25.4	
6/1	625	625	-	-	-	1.5	0.0	-	1.5	8.4	10.8	0.0	10.8	
6/2	640	640	-	-	-	0.6	0.0	-	0.6	3.2	2.9	0.0	2.9	
6/3	697	697	-	-	-	0.4	0.0	-	0.4	2.3	2.1	0.0	2.1	
7/1	272	272	-	-	-	1.8	0.0	-	1.8	23.8	5.8	0.0	5.8	
7/2	255	255	-	-	-	1.8	0.0	-	1.8	24.8	5.4	0.0	5.4	
8/1	302	302	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	
8/2	211	211	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	
9/1	815	815	-	-	-	0.7	0.0	-	0.7	3.0	3.4	0.0	3.4	
9/2	917	917	-	-	-	0.5	0.0	-	0.5	2.1	2.8	0.0	2.8	
10/1	847	847	-	-	-	0.1	0.6	-	0.7	3.0	0.6	0.6	1.2	
10/2	974	974	-	-	-	0.1	0.9	-	1.1	3.9	1.1	0.9	2.0	
11/1	407	407	-	-	-	0.9	0.0	-	0.9	8.0	7.6	0.0	7.6	

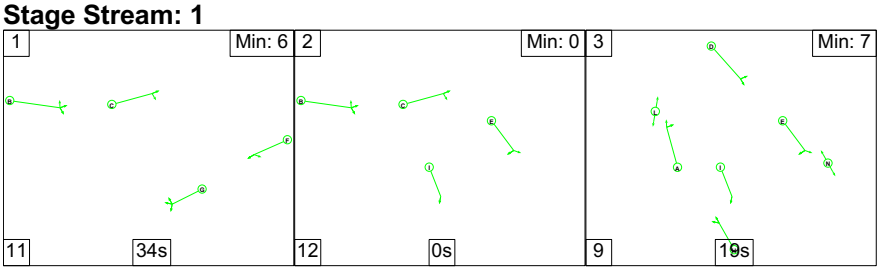
11/2	281	281	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	914	914	-	-	-	0.2	0.0	-	0.2	0.8	1.6	0.0	1.6	
12/2	882	882	-	-	-	0.2	0.0	-	0.2	0.8	1.6	0.0	1.6	
13/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-13.3	Total Delay for Signalled Lanes (pcuHr):	67.56	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	48.3	Total Delay for Signalled Lanes (pcuHr):	0.42	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	39.1	Total Delay for Signalled Lanes (pcuHr):	1.77	Cycle Time (s): 77
	PRC Over All Lanes (%):	-13.3	Total Delay Over All Lanes(pcuHr):	69.77	

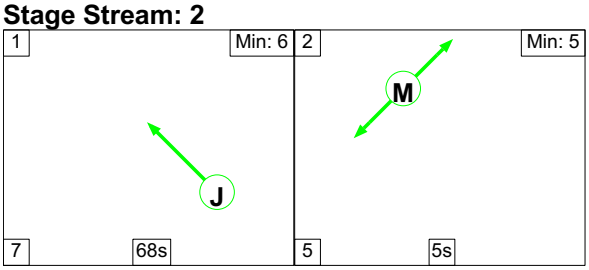
Scenario 9: '9' (FG9: '2041 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

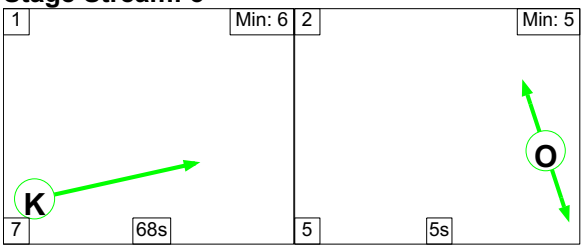
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

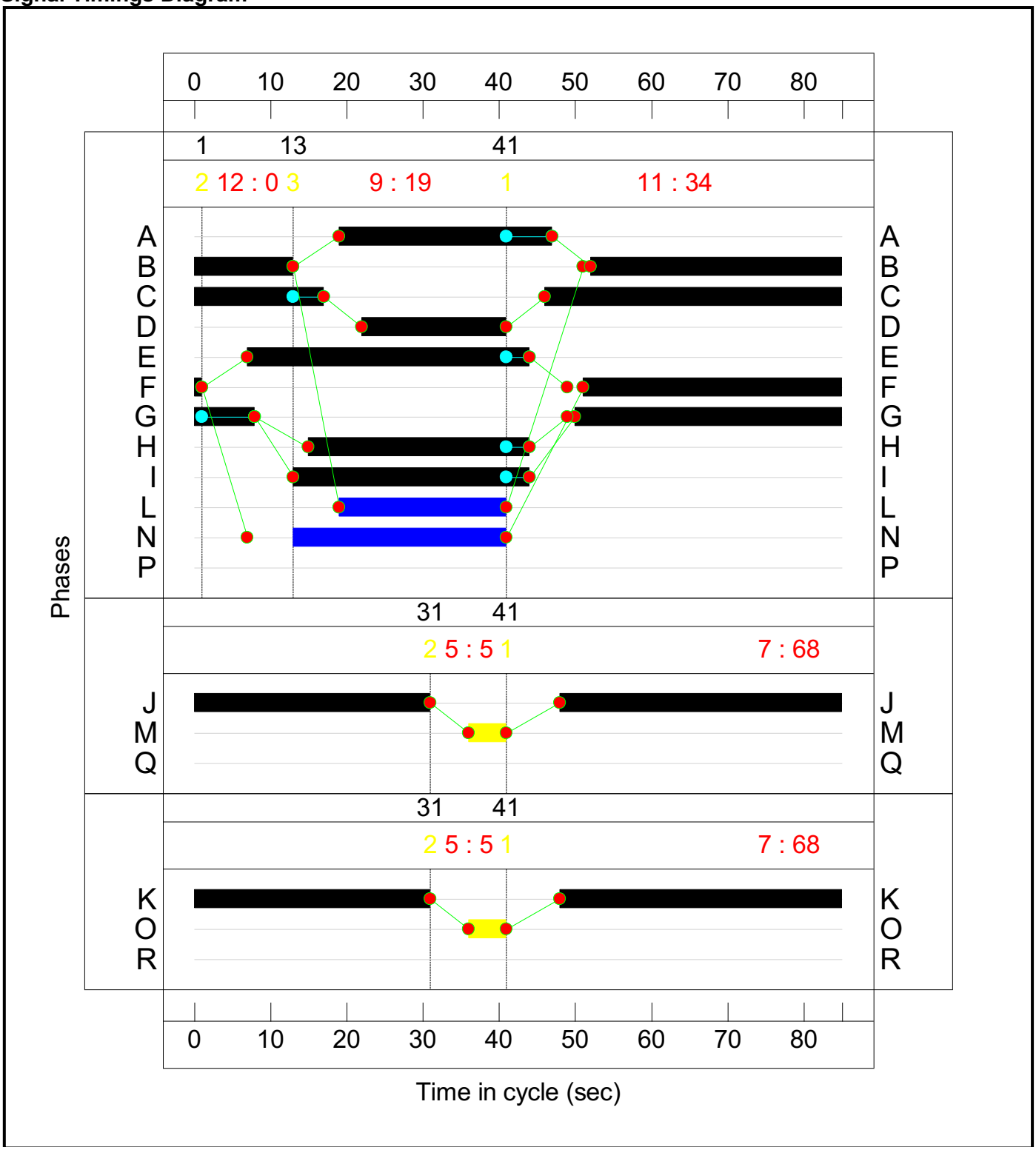
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

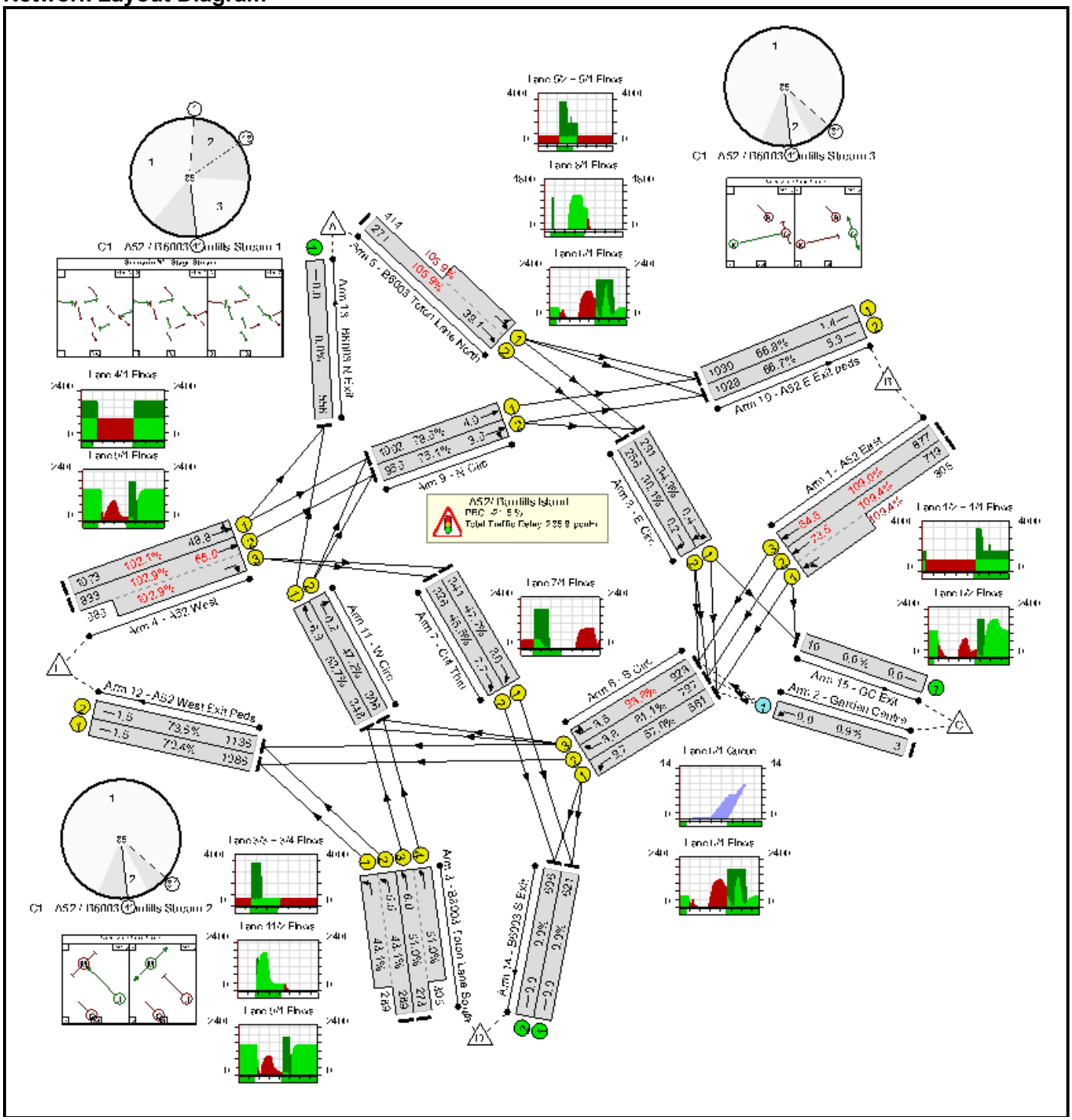
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	19	47
11/2	W Circ Right	U	A	19	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

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**	-	-		-	-	-	-	-	-	-	**109.4%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.4%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1024	1900:1900	657+279	109.4 : 109.4%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	877	1900	805	109.0%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	29	-	-	578	1900:1900	671+671	43.1 : 43.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	578	1900:1900	535+598	51.0 : 51.0%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	1073	1900	1051	102.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1519	1900:1900	809+667	102.9 : 102.9%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	685	1900:1900	256+391	105.9 : 105.9%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	603	1900	984	57.0%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	867	1900	984	81.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	1002	1900	984	93.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	351	1900	715	47.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	335	1900	715	45.5%
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	308	1900	849	34.3%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	271	1900	849	30.1%

9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	1020	1900	1274	78.6%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	980	1900	1274	75.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1050	1900	1542	66.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1056	1900	1542	66.7%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	355	1900	648	53.7%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	306	1900	648	47.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1156	1900	1542	70.4%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1208	1900	1542	73.6%
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)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**61.0**	**175.0**	**0.0**	**235.9**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**61.0**	**175.0**	**0.0**	**235.9**	**-**	**-**	**-**	**-**	
1/2+1/1	1024	936	-	-	-	10.4	49.0	-	59.4	208.8	24.4	49.0	73.5	
1/3	877	805	-	-	-	9.7	41.4	-	51.1	209.8	23.1	41.4	64.6	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	
3/2+3/1	578	578	-	-	-	3.4	0.4	-	3.7	23.3	5.1	0.4	5.5	
3/3+3/4	578	578	-	-	-	3.4	0.5	-	3.9	24.2	5.5	0.5	6.0	
4/1	1073	1051	-	-	-	6.8	22.9	-	29.7	99.6	25.9	22.9	48.8	
4/2+4/3	1519	1476	-	-	-	8.5	33.0	-	41.5	98.3	32.0	33.0	65.0	
5/2+5/1	685	647	-	-	-	7.3	25.7	-	33.0	173.4	13.4	25.7	39.1	
6/1	561	561	-	-	-	1.5	0.0	-	1.5	9.9	9.7	0.0	9.7	
6/2	797	797	-	-	-	0.8	0.0	-	0.8	3.8	3.8	0.0	3.8	
6/3	923	923	-	-	-	0.9	0.0	-	0.9	3.3	3.5	0.0	3.5	
7/1	341	341	-	-	-	2.5	0.0	-	2.5	26.8	8.0	0.0	8.0	
7/2	326	326	-	-	-	2.5	0.0	-	2.5	27.8	7.7	0.0	7.7	
8/1	291	291	-	-	-	0.2	0.0	-	0.2	1.9	0.4	0.0	0.4	
8/2	256	256	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
9/1	1002	1002	-	-	-	0.9	0.0	-	0.9	3.1	4.0	0.0	4.0	
9/2	956	956	-	-	-	0.8	0.0	-	0.8	2.9	3.6	0.0	3.6	
10/1	1030	1030	-	-	-	0.1	1.0	-	1.1	3.7	0.4	1.0	1.4	
10/2	1028	1028	-	-	-	0.2	1.0	-	1.2	4.1	4.3	1.0	5.3	
11/1	348	348	-	-	-	0.8	0.0	-	0.8	7.8	6.9	0.0	6.9	

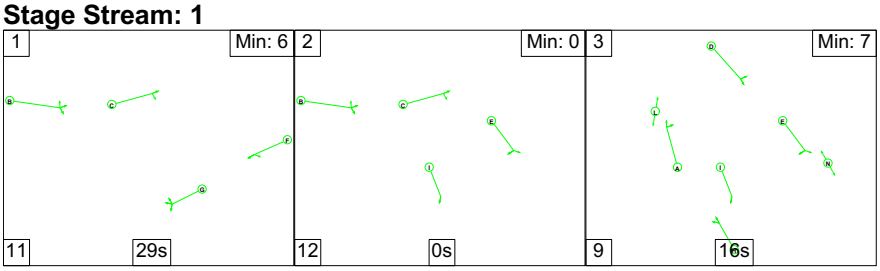
11/2	306	306	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
12/1	1086	1086	-	-	-	0.2	0.0	-	0.2	0.5	1.5	0.0	1.5	
12/2	1136	1136	-	-	-	0.2	0.0	-	0.2	0.5	1.5	0.0	1.5	
13/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-21.5	Total Delay for Signalled Lanes (pcuHr):	233.38	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	22.2	Total Delay for Signalled Lanes (pcuHr):	0.33	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	34.7	Total Delay for Signalled Lanes (pcuHr):	2.22	Cycle Time (s): 85
	PRC Over All Lanes (%):	-21.5	Total Delay Over All Lanes(pcuHr):	235.94	

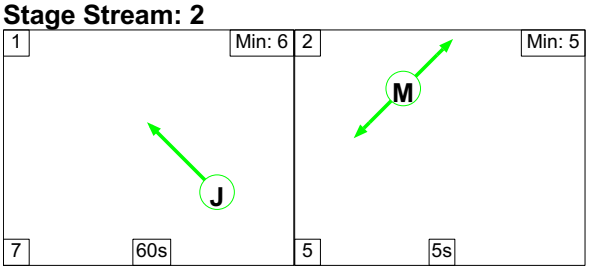
Scenario 10: '10' (FG10: '2041 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

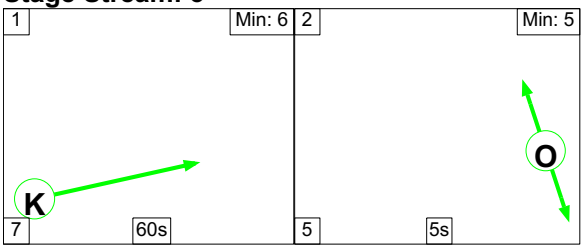
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

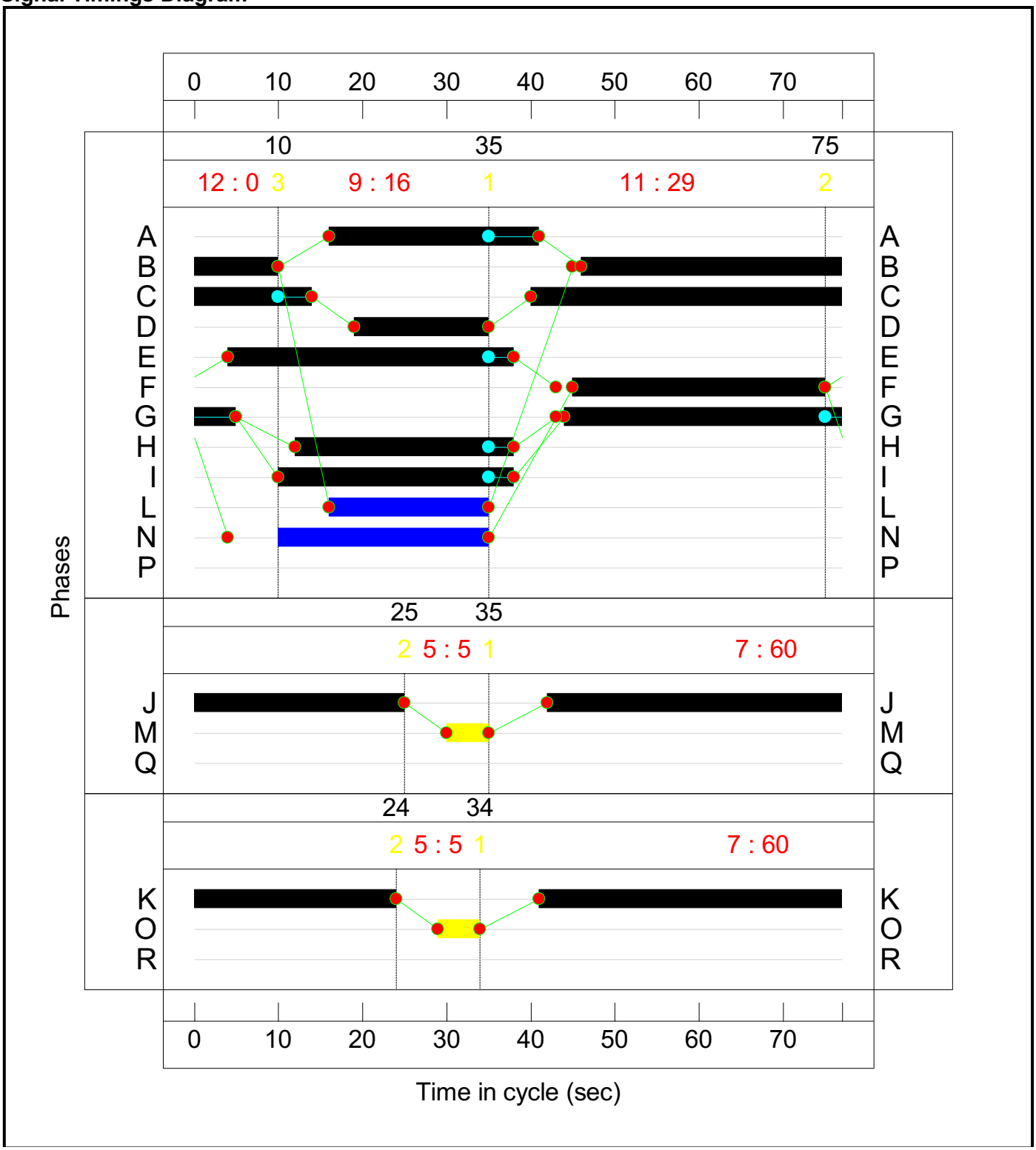
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

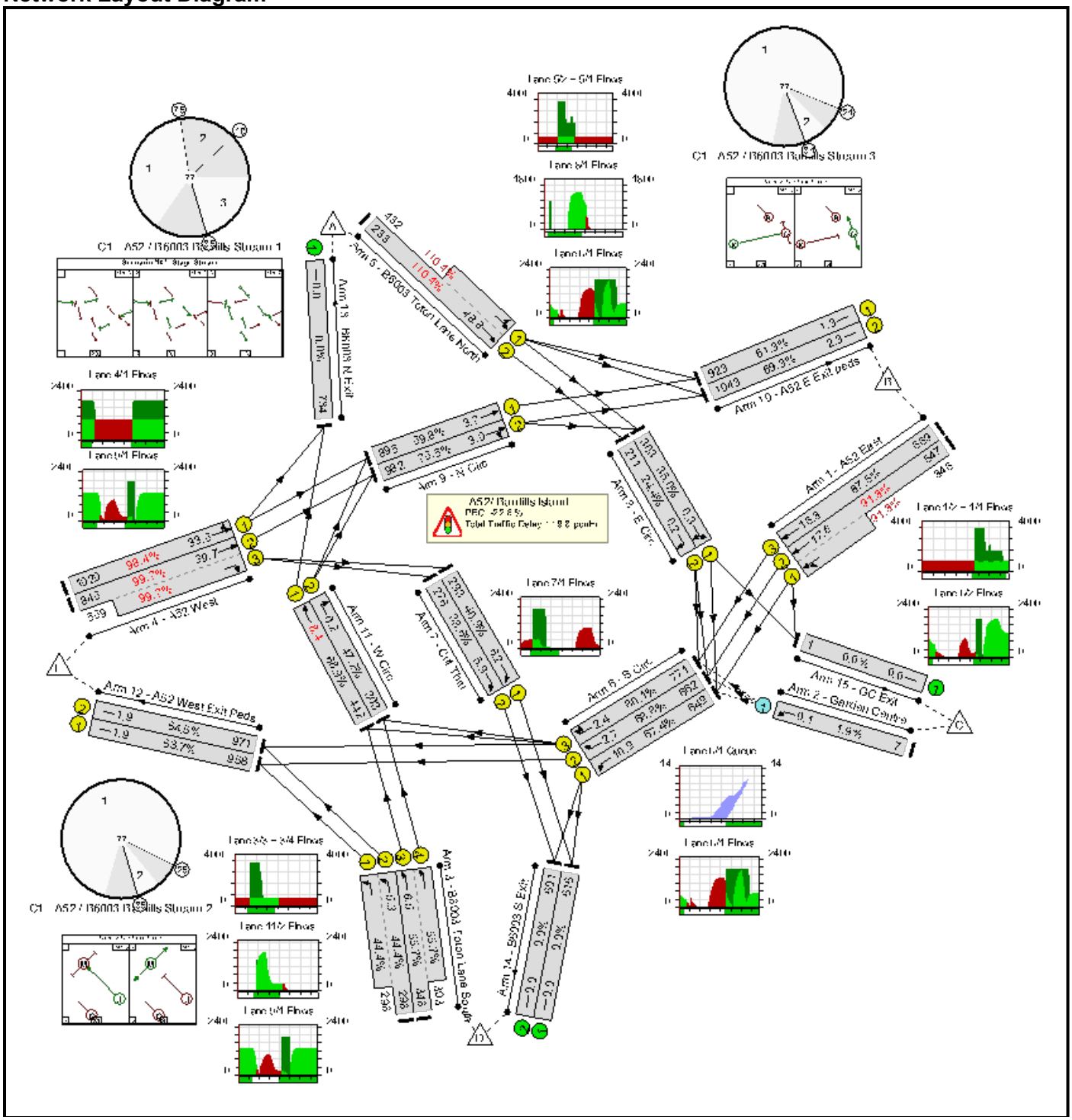
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**110.4%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**110.4%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	893	1900:1900	599+379	91.3 : 91.3%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	669	1900	765	87.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	592	1900:1900	666+666	44.4 : 44.4%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	649	1900:1900	621+544	55.7 : 55.7%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	1020	1900	1036	98.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1415	1900:1900	849+571	99.7 : 99.7%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	665	1900:1900	211+391	110.4 : 110.4%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	680	1900	962	67.4%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	674	1900	962	68.8%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	781	1900	962	80.1%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	293	1900	716	40.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	276	1900	716	38.6%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	334	1900	864	35.0%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	233	1900	864	24.4%

9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	895	1900	1283	69.8%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	982	1900	1283	76.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	926	1900	1505	61.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1049	1900	1505	69.3%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	442	1900	642	68.9%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	303	1900	642	47.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	970	1900	1505	63.7%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	981	1900	1505	64.5%
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)	
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**42.9**	**76.9**	**0.0**	**119.8**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**42.9**	**76.9**	**0.0**	**119.8**	**-**	**-**	**-**	**-**	
1/2+1/1	893	893	-	-	-	4.8	4.7	-	9.5	38.2	12.9	4.7	17.6	
1/3	669	669	-	-	-	3.9	3.3	-	7.2	38.8	13.0	3.3	16.3	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	
3/2+3/1	592	592	-	-	-	3.2	0.4	-	3.6	21.7	4.9	0.4	5.3	
3/3+3/4	649	649	-	-	-	3.5	0.6	-	4.2	23.1	5.9	0.6	6.5	
4/1	1020	1020	-	-	-	4.9	12.4	-	17.3	60.9	21.2	12.4	33.6	
4/2+4/3	1415	1415	-	-	-	5.4	17.7	-	23.1	58.8	22.0	17.7	39.7	
5/2+5/1	665	602	-	-	-	7.5	35.9	-	43.4	234.8	12.9	35.9	48.8	
6/1	649	649	-	-	-	1.5	0.0	-	1.5	8.2	10.9	0.0	10.9	
6/2	662	662	-	-	-	0.5	0.0	-	0.5	2.9	2.7	0.0	2.7	
6/3	771	771	-	-	-	0.5	0.0	-	0.5	2.4	2.4	0.0	2.4	
7/1	293	293	-	-	-	1.9	0.0	-	1.9	23.0	6.2	0.0	6.2	
7/2	276	276	-	-	-	1.8	0.0	-	1.8	24.0	5.9	0.0	5.9	
8/1	303	303	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	
8/2	211	211	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	
9/1	895	895	-	-	-	0.8	0.0	-	0.8	3.0	3.7	0.0	3.7	
9/2	982	982	-	-	-	0.6	0.0	-	0.6	2.2	3.0	0.0	3.0	
10/1	923	923	-	-	-	0.1	0.8	-	0.9	3.3	0.5	0.8	1.3	
10/2	1043	1043	-	-	-	0.1	1.1	-	1.3	4.4	1.1	1.1	2.3	
11/1	442	442	-	-	-	1.0	0.0	-	1.0	8.2	8.4	0.0	8.4	

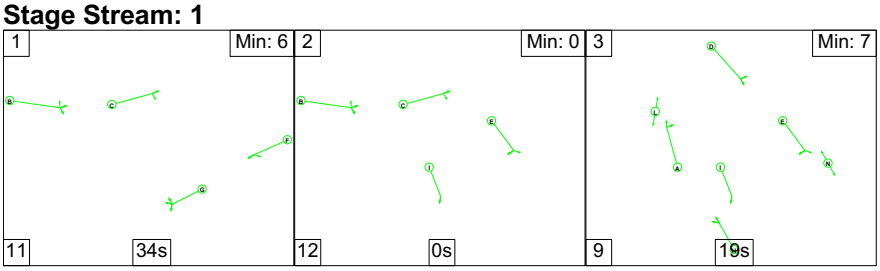
11/2	303	303	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	958	958	-	-	-	0.3	0.0	-	0.3	1.0	1.9	0.0	1.9	
12/2	971	971	-	-	-	0.3	0.0	-	0.3	1.0	1.9	0.0	1.9	
13/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-22.6	Total Delay for Signalled Lanes (pcuHr):	117.13	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	39.5	Total Delay for Signalled Lanes (pcuHr):	0.51	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	29.9	Total Delay for Signalled Lanes (pcuHr):	2.12	Cycle Time (s): 77
	PRC Over All Lanes (%):	-22.6	Total Delay Over All Lanes(pcuHr):	119.79	

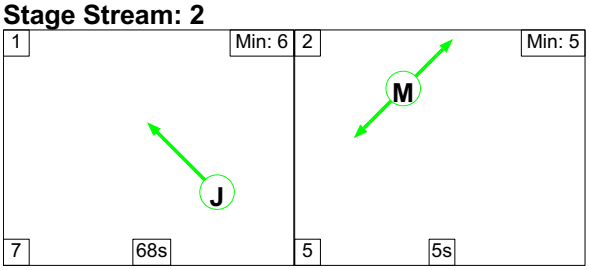
Scenario 11: '11' (FG11: '2028 AM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

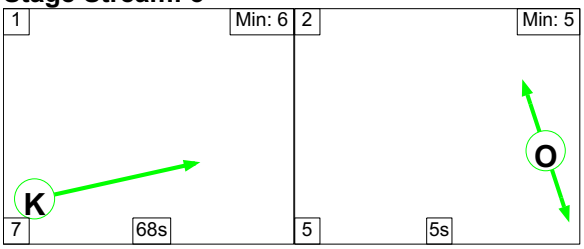
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

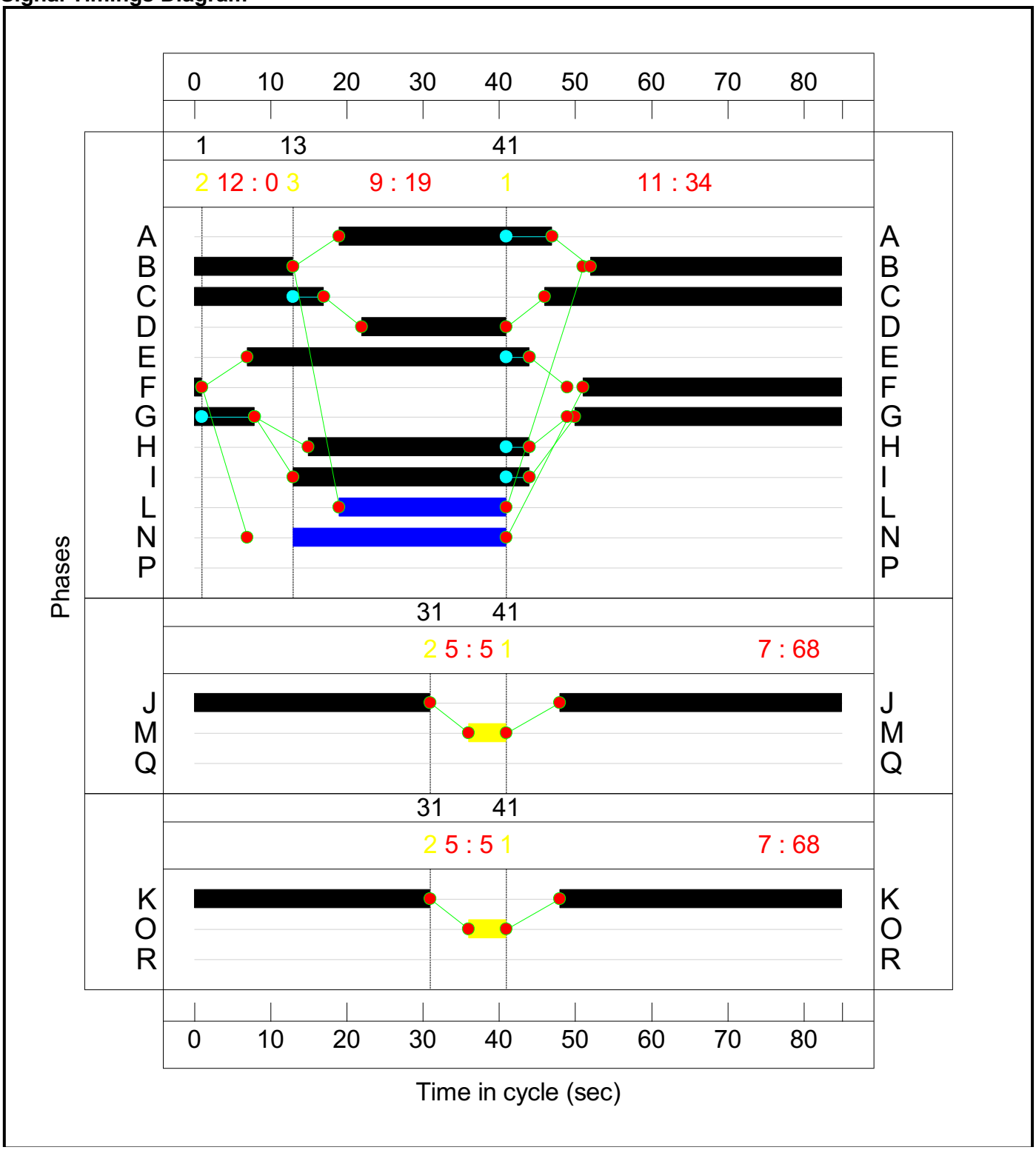
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

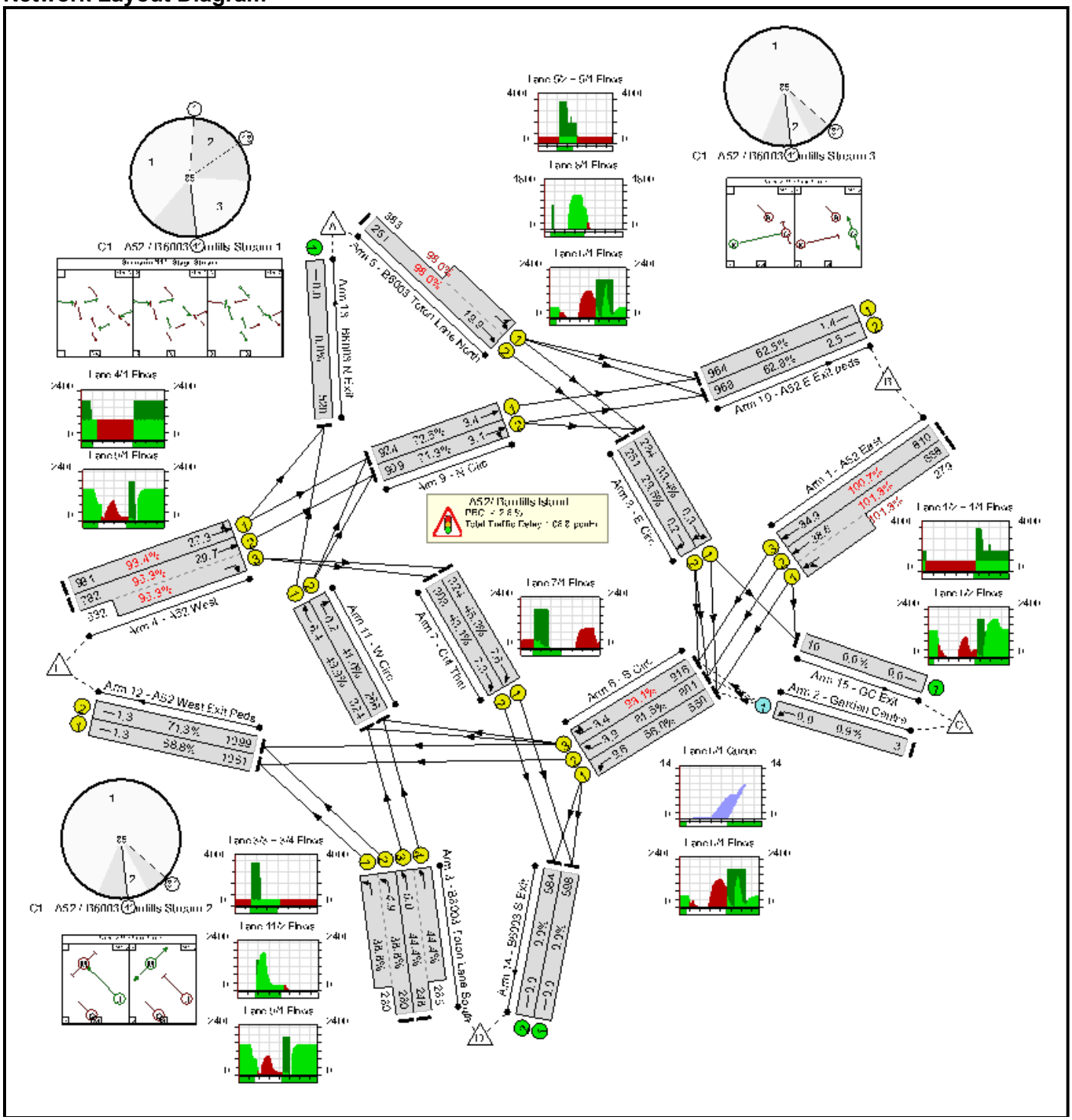
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	19	47
11/2	W Circ Right	U	A	19	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.3%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.3%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	947	1900:1900	659+275	101.3 : 101.3%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	810	1900	805	100.7%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	29	-	-	520	1900:1900	671+671	38.8 : 38.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	513	1900:1900	558+596	44.4 : 44.4%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	981	1900	1051	93.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1414	1900:1900	812+656	96.3 : 96.3%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	634	1900:1900	256+391	98.0 : 98.0%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	554	1900	984	56.0%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	810	1900	984	81.5%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	921	1900	984	93.1%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	324	1900	715	45.3%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	308	1900	715	43.1%
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	284	1900	849	33.4%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	251	1900	849	29.5%

9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	924	1900	1274	72.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	909	1900	1274	71.3%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	964	1900	1542	62.5%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	968	1900	1542	62.8%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	324	1900	648	49.9%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	266	1900	648	41.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1070	1900	1542	68.8%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1104	1900	1542	71.3%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	520	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	600	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	586	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)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**44.6**	**62.2**	**0.0**	**106.8**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**44.6**	**62.2**	**0.0**	**106.8**	**-**	**-**	**-**	**-**	
1/2+1/1	947	934	-	-	-	6.3	18.9	-	25.1	95.5	19.7	18.9	38.6	
1/3	810	805	-	-	-	5.8	15.6	-	21.4	95.1	19.2	15.6	34.9	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	
3/2+3/1	520	520	-	-	-	3.0	0.3	-	3.3	22.8	4.5	0.3	4.9	
3/3+3/4	513	513	-	-	-	2.9	0.4	-	3.3	23.4	4.6	0.4	5.0	
4/1	981	981	-	-	-	4.8	6.0	-	10.8	39.6	21.3	6.0	27.3	
4/2+4/3	1414	1414	-	-	-	5.5	9.6	-	15.2	38.6	20.1	9.6	29.7	
5/2+5/1	634	634	-	-	-	5.4	9.7	-	15.1	85.7	10.2	9.7	19.9	
6/1	550	550	-	-	-	1.5	0.0	-	1.5	9.6	9.6	0.0	9.6	
6/2	801	801	-	-	-	0.9	0.0	-	0.9	3.8	3.9	0.0	3.9	
6/3	916	916	-	-	-	0.8	0.0	-	0.8	3.2	3.4	0.0	3.4	
7/1	324	324	-	-	-	2.5	0.0	-	2.5	27.4	7.6	0.0	7.6	
7/2	308	308	-	-	-	2.4	0.0	-	2.4	28.4	7.3	0.0	7.3	
8/1	284	284	-	-	-	0.1	0.0	-	0.1	1.5	0.3	0.0	0.3	
8/2	251	251	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	
9/1	924	924	-	-	-	0.7	0.0	-	0.7	2.8	3.4	0.0	3.4	
9/2	909	909	-	-	-	0.6	0.0	-	0.6	2.6	3.1	0.0	3.1	
10/1	964	964	-	-	-	0.1	0.8	-	0.9	3.4	0.6	0.8	1.4	
10/2	968	968	-	-	-	0.1	0.8	-	1.0	3.6	1.6	0.8	2.5	
11/1	324	324	-	-	-	0.7	0.0	-	0.7	8.1	6.4	0.0	6.4	

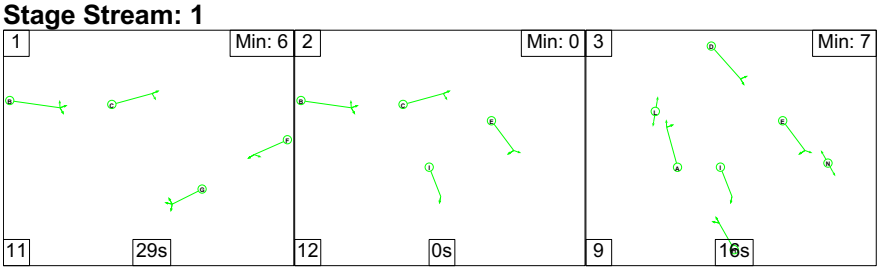
11/2	266	266	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
12/1	1061	1061	-	-	-	0.1	0.0	-	0.1	0.5	1.3	0.0	1.3	
12/2	1099	1099	-	-	-	0.1	0.0	-	0.1	0.5	1.3	0.0	1.3	
13/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-12.6	Total Delay for Signalled Lanes (pcuHr):	104.65	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	26.3	Total Delay for Signalled Lanes (pcuHr):	0.28	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	43.4	Total Delay for Signalled Lanes (pcuHr):	1.88	Cycle Time (s): 85
	PRC Over All Lanes (%):	-12.6	Total Delay Over All Lanes(pcuHr):	106.82	

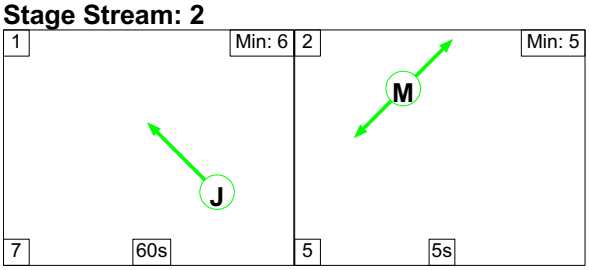
Scenario 12: '12' (FG12: '2028 PM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

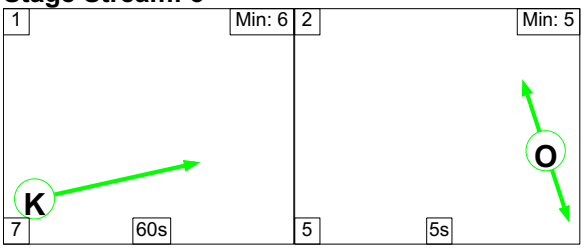
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

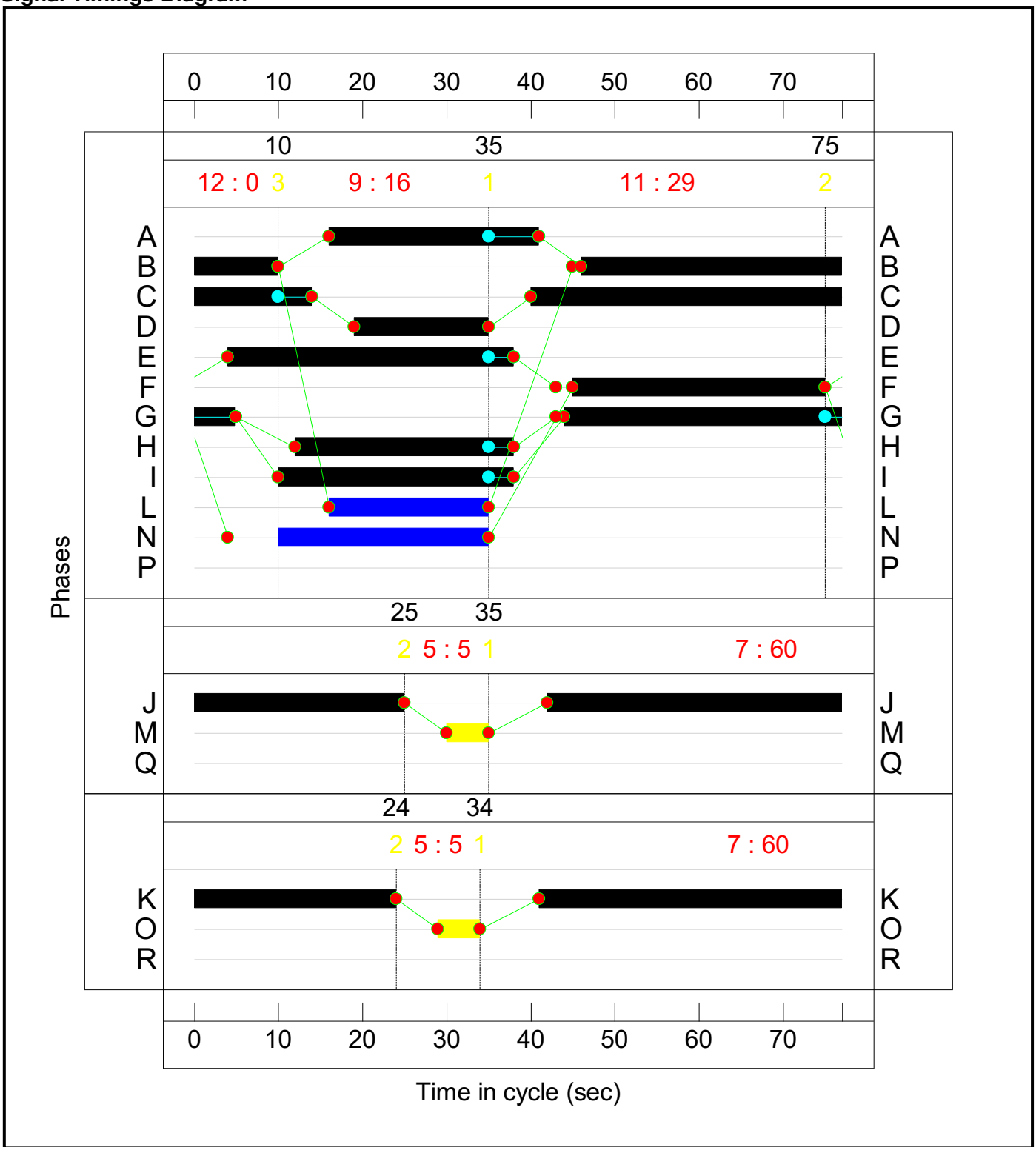
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

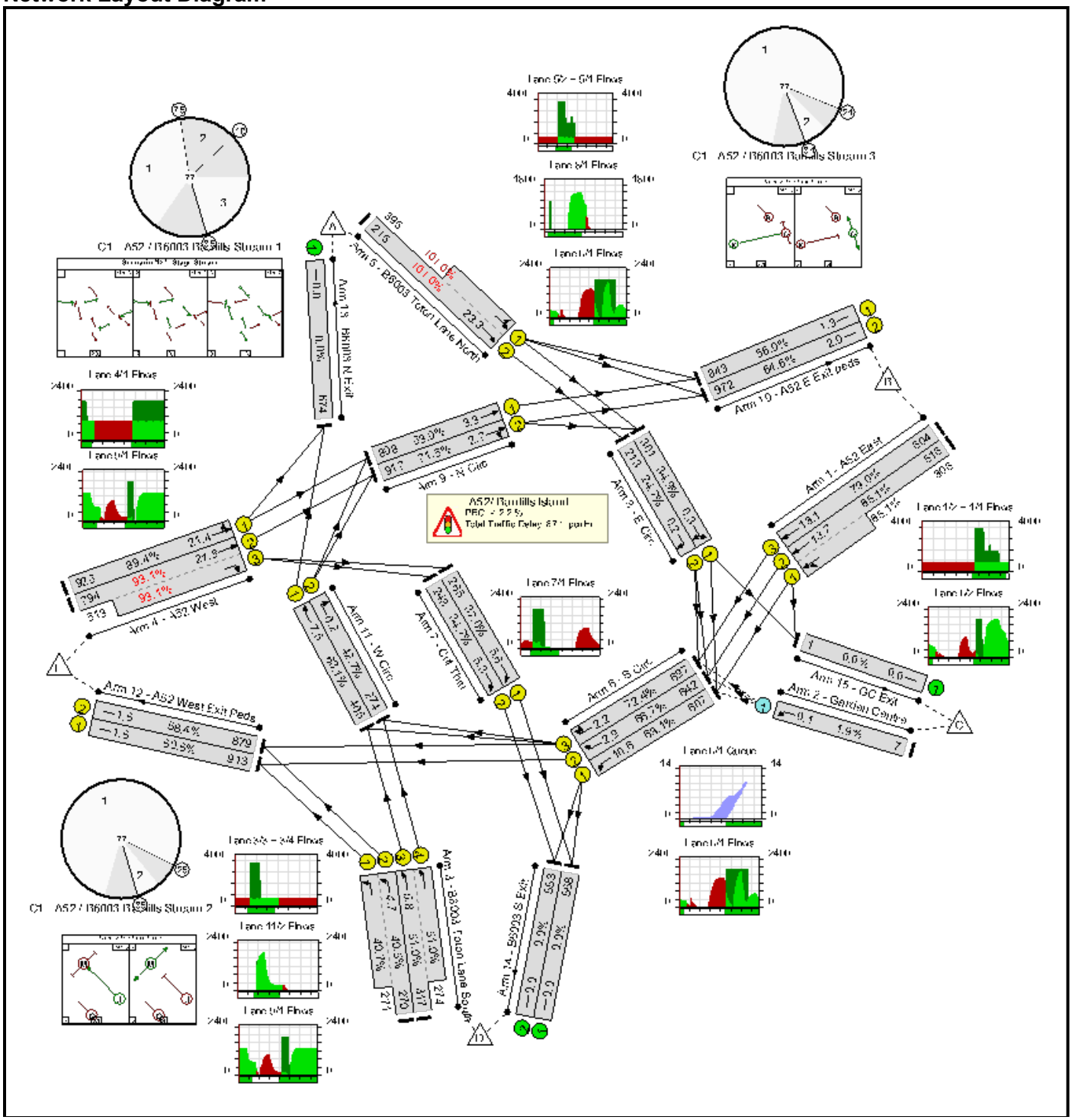
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.0%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.0%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	822	1900:1900	606+359	85.1 : 85.1%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	604	1900	765	79.0%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	541	1900:1900	666+666	40.5 : 40.7%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	591	1900:1900	622+537	51.0 : 51.0%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	926	1900	1036	89.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1307	1900:1900	853+551	93.1 : 93.1%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	610	1900:1900	213+391	101.0 : 101.0%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	610	1900	962	63.1%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	643	1900	962	66.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	698	1900	962	72.4%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	265	1900	716	37.0%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	248	1900	716	34.7%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	304	1900	864	34.9%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	215	1900	864	24.7%

9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	808	1900	1283	63.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	917	1900	1283	71.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	843	1900	1505	56.0%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	973	1900	1505	64.6%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	405	1900	642	63.1%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	274	1900	642	42.7%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	914	1900	1505	60.6%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	880	1900	1505	58.4%
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	-		-	-	-	-	569	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)	
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**36.3**	**30.8**	**0.0**	**67.1**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**36.3**	**30.8**	**0.0**	**67.1**	**-**	**-**	**-**	**-**	
1/2+1/1	822	822	-	-	-	4.2	2.8	-	7.0	30.5	10.9	2.8	13.7	
1/3	604	604	-	-	-	3.4	1.8	-	5.2	31.1	11.2	1.8	13.1	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	
3/2+3/1	541	541	-	-	-	2.8	0.3	-	3.2	21.2	4.4	0.3	4.7	
3/3+3/4	591	591	-	-	-	3.2	0.5	-	3.7	22.4	5.3	0.5	5.8	
4/1	926	926	-	-	-	4.0	3.9	-	7.9	30.7	17.5	3.9	21.4	
4/2+4/3	1307	1307	-	-	-	4.6	6.0	-	10.6	29.1	15.8	6.0	21.8	
5/2+5/1	610	604	-	-	-	5.1	13.9	-	19.0	111.9	9.4	13.9	23.3	
6/1	607	607	-	-	-	1.4	0.0	-	1.4	8.5	10.6	0.0	10.6	
6/2	642	642	-	-	-	0.6	0.0	-	0.6	3.1	2.9	0.0	2.9	
6/3	697	697	-	-	-	0.4	0.0	-	0.4	2.3	2.2	0.0	2.2	
7/1	265	265	-	-	-	1.7	0.0	-	1.7	23.7	5.6	0.0	5.6	
7/2	248	248	-	-	-	1.7	0.0	-	1.7	24.7	5.3	0.0	5.3	
8/1	301	301	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	
8/2	213	213	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	
9/1	808	808	-	-	-	0.7	0.0	-	0.7	3.0	3.3	0.0	3.3	
9/2	917	917	-	-	-	0.5	0.0	-	0.5	2.1	2.7	0.0	2.7	
10/1	843	843	-	-	-	0.1	0.6	-	0.7	3.1	0.6	0.6	1.3	
10/2	972	972	-	-	-	0.1	0.9	-	1.0	3.9	1.0	0.9	2.0	
11/1	405	405	-	-	-	0.9	0.0	-	0.9	8.1	7.5	0.0	7.5	

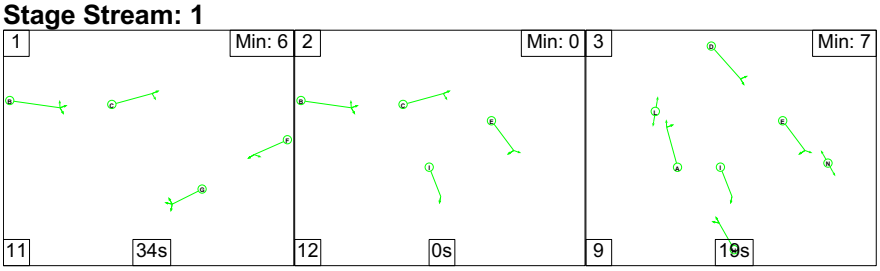
11/2	274	274	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	913	913	-	-	-	0.2	0.0	-	0.2	0.8	1.6	0.0	1.6	
12/2	879	879	-	-	-	0.2	0.0	-	0.2	0.8	1.6	0.0	1.6	
13/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-12.2	Total Delay for Signalled Lanes (pcuHr):	64.88	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	48.4	Total Delay for Signalled Lanes (pcuHr):	0.40	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	39.3	Total Delay for Signalled Lanes (pcuHr):	1.76	Cycle Time (s): 77
	PRC Over All Lanes (%):	-12.2	Total Delay Over All Lanes(pcuHr):	67.07	

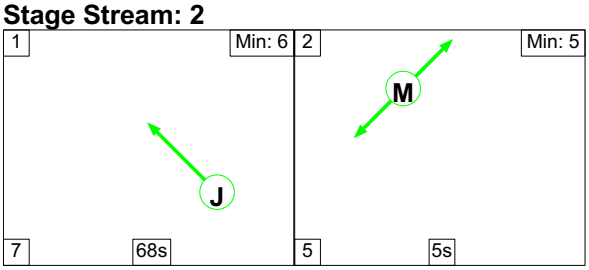
Scenario 13: '14' (FG13: '2041 AM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

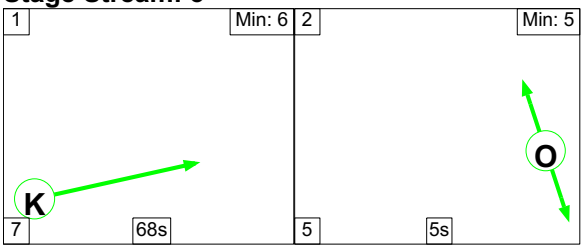
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

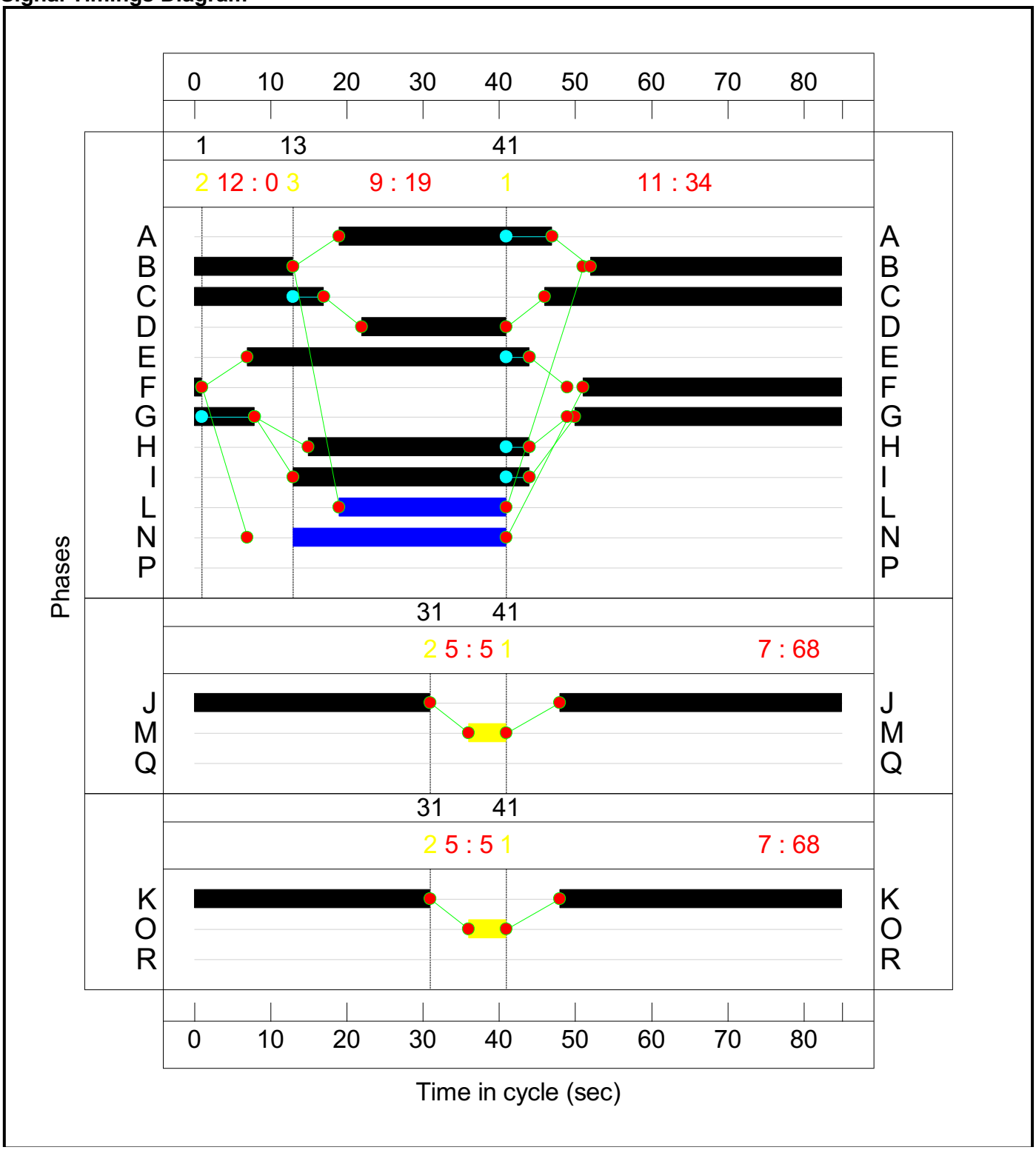
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

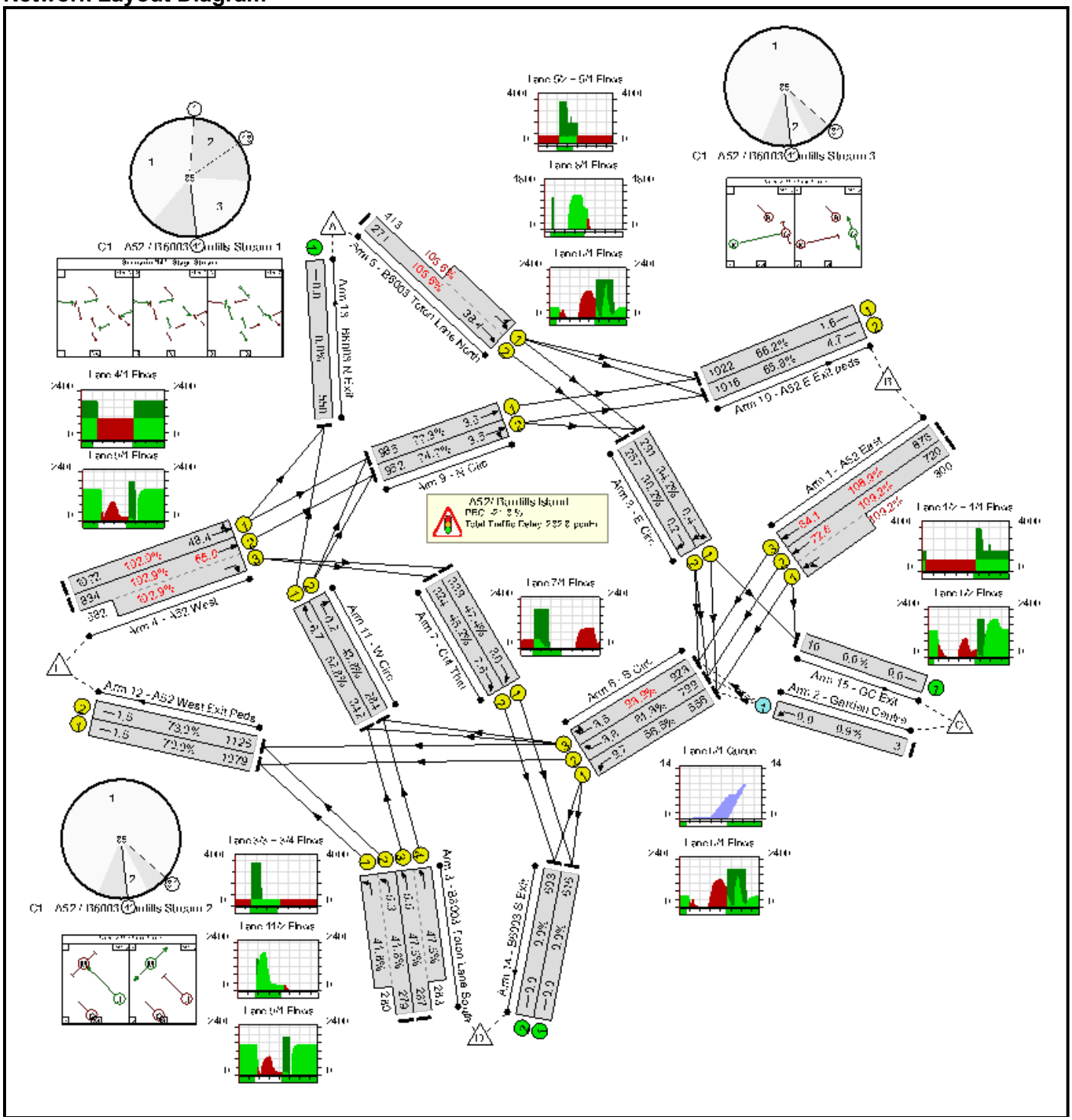
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	19	47
11/2	W Circ Right	U	A	19	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**109.2%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**109.2%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1020	1900:1900	659+275	109.2 : 109.2%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	876	1900	805	108.9%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	29	-	-	559	1900:1900	671+671	41.6 : 41.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	550	1900:1900	562+596	47.5 : 47.5%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	1072	1900	1051	102.0%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1516	1900:1900	810+663	102.9 : 102.9%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	684	1900:1900	257+391	105.6 : 105.6%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	597	1900	984	56.5%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	868	1900	984	81.3%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	1001	1900	984	93.9%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	349	1900	715	47.4%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	333	1900	715	45.2%
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	307	1900	849	34.2%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	271	1900	849	30.2%

9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	1002	1900	1274	77.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	976	1900	1274	74.7%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1041	1900	1542	66.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1043	1900	1542	65.8%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	349	1900	648	52.8%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	284	1900	648	43.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1148	1900	1542	70.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1197	1900	1542	73.0%
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	-		-	-	-	-	646	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)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**60.2**	**172.6**	**0.0**	**232.8**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**60.2**	**172.6**	**0.0**	**232.8**	**-**	**-**	**-**	**-**	
1/2+1/1	1020	934	-	-	-	10.2	48.2	-	58.5	206.4	24.3	48.2	72.6	
1/3	876	805	-	-	-	9.6	41.0	-	50.6	208.0	23.1	41.0	64.1	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	
3/2+3/1	559	559	-	-	-	3.2	0.4	-	3.6	23.2	5.0	0.4	5.3	
3/3+3/4	550	550	-	-	-	3.2	0.5	-	3.6	23.8	5.0	0.5	5.5	
4/1	1072	1051	-	-	-	6.7	22.6	-	29.3	98.4	25.8	22.6	48.4	
4/2+4/3	1516	1473	-	-	-	8.5	33.0	-	41.4	98.4	32.0	33.0	65.0	
5/2+5/1	684	647	-	-	-	7.3	25.1	-	32.3	170.2	13.4	25.1	38.4	
6/1	556	556	-	-	-	1.5	0.0	-	1.5	9.9	9.7	0.0	9.7	
6/2	799	799	-	-	-	0.8	0.0	-	0.8	3.8	3.8	0.0	3.8	
6/3	923	923	-	-	-	0.9	0.0	-	0.9	3.3	3.5	0.0	3.5	
7/1	339	339	-	-	-	2.5	0.0	-	2.5	26.8	8.0	0.0	8.0	
7/2	324	324	-	-	-	2.5	0.0	-	2.5	27.8	7.6	0.0	7.6	
8/1	291	291	-	-	-	0.2	0.0	-	0.2	1.9	0.4	0.0	0.4	
8/2	257	257	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
9/1	985	985	-	-	-	0.8	0.0	-	0.8	2.8	3.6	0.0	3.6	
9/2	952	952	-	-	-	0.7	0.0	-	0.7	2.8	3.5	0.0	3.5	
10/1	1022	1022	-	-	-	0.1	1.0	-	1.0	3.7	0.6	1.0	1.6	
10/2	1016	1016	-	-	-	0.1	1.0	-	1.1	3.9	3.7	1.0	4.7	
11/1	342	342	-	-	-	0.8	0.0	-	0.8	7.9	6.7	0.0	6.7	

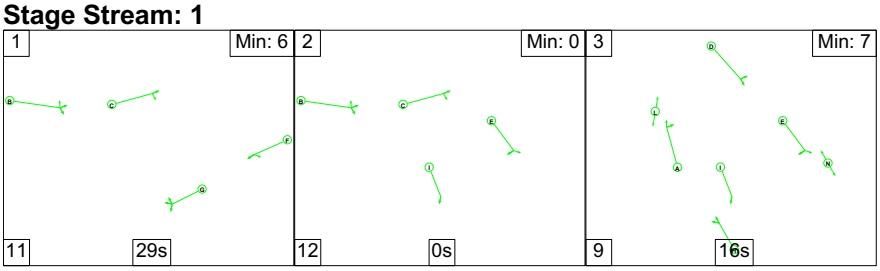
11/2	284	284	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
12/1	1079	1079	-	-	-	0.2	0.0	-	0.2	0.5	1.5	0.0	1.5	
12/2	1126	1126	-	-	-	0.2	0.0	-	0.2	0.5	1.5	0.0	1.5	
13/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-21.3	Total Delay for Signalled Lanes (pcuHr):	230.30	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	0.31	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	35.9	Total Delay for Signalled Lanes (pcuHr):	2.15	Cycle Time (s): 85
	PRC Over All Lanes (%):	-21.3	Total Delay Over All Lanes(pcuHr):	232.77	

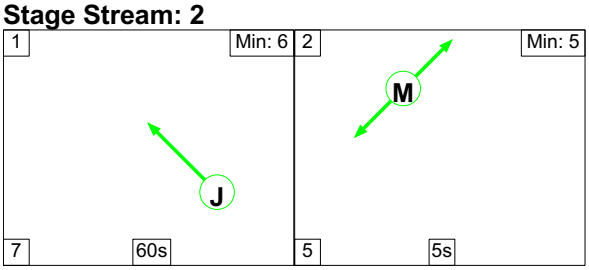
Scenario 14: '15' (FG14: '2041 PM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

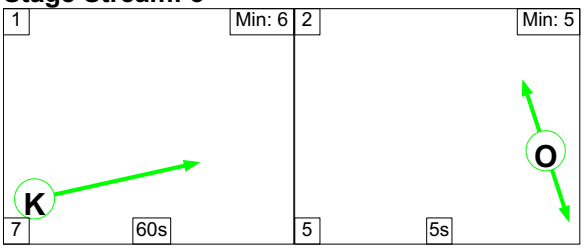
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

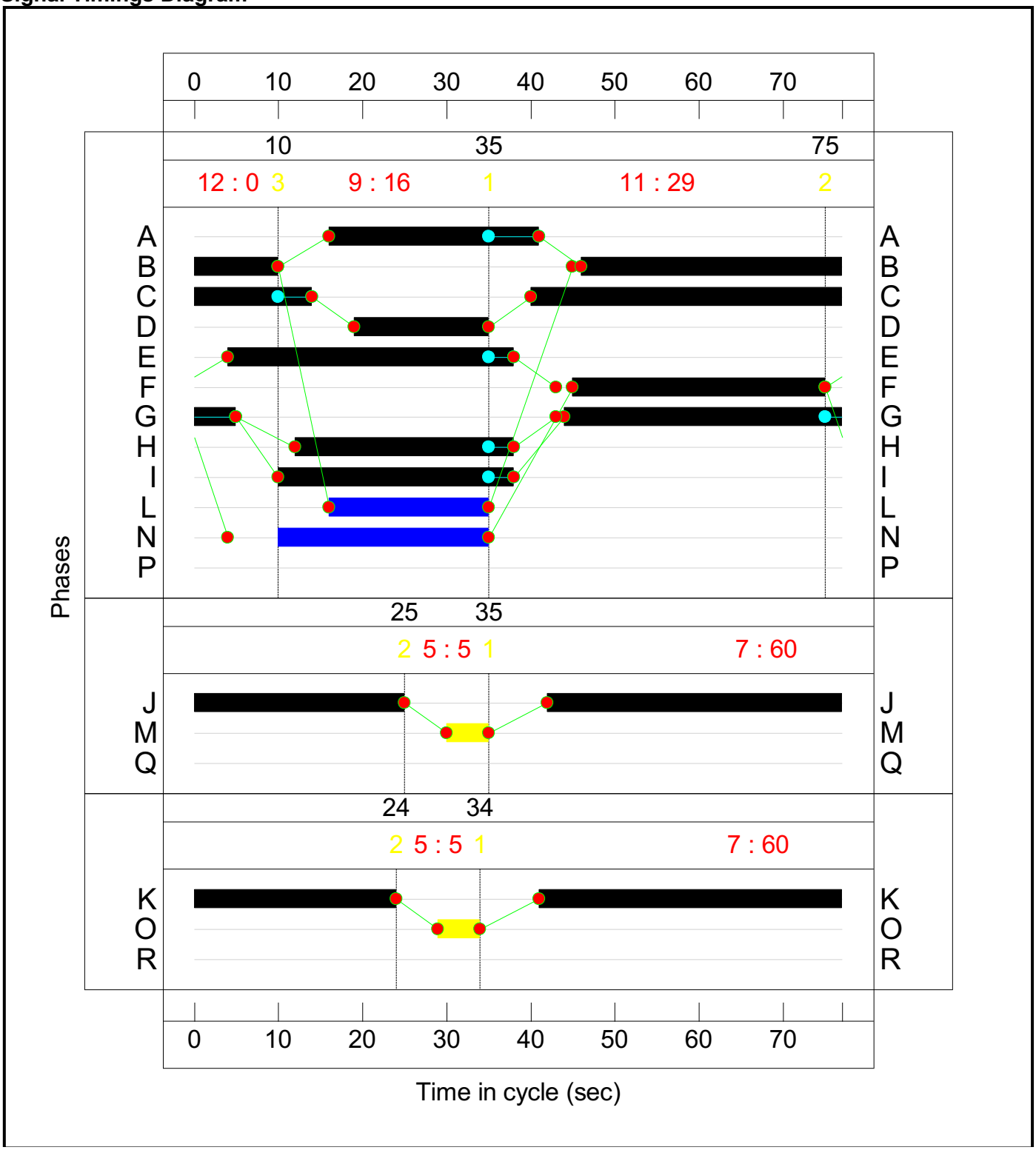
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

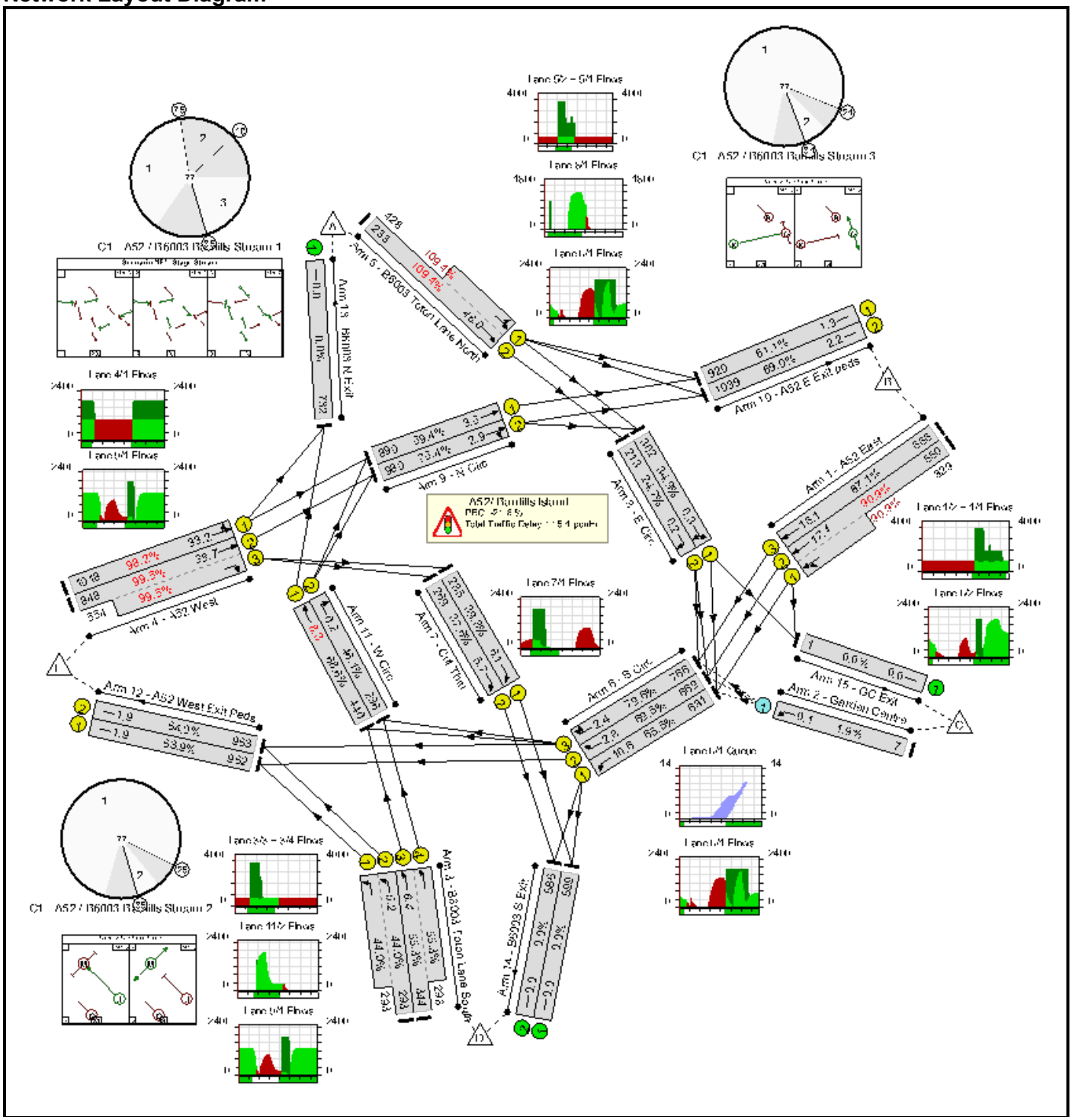
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**109.4%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**109.4%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	879	1900:1900	605+362	90.9 : 90.9%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	666	1900	765	87.1%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	586	1900:1900	666+666	44.0 : 44.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	640	1900:1900	622+535	55.3 : 55.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	1018	1900	1036	98.2%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1402	1900:1900	852+557	99.5 : 99.5%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	661	1900:1900	213+391	109.4 : 109.4%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	659	1900	962	65.5%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	680	1900	962	69.5%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	775	1900	962	79.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	285	1900	716	39.8%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	269	1900	716	37.6%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	330	1900	864	34.9%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	233	1900	864	24.7%

9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	890	1900	1283	69.4%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	980	1900	1283	76.4%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	923	1900	1505	61.1%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1045	1900	1505	69.0%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	440	1900	642	68.6%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	296	1900	642	46.1%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	973	1900	1505	63.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	972	1900	1505	64.0%
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	-		-	-	-	-	613	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)	
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**42.2**	**73.1**	**0.0**	**115.4**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**42.2**	**73.1**	**0.0**	**115.4**	**-**	**-**	**-**	**-**	
1/2+1/1	879	879	-	-	-	4.7	4.5	-	9.2	37.7	12.9	4.5	17.4	
1/3	666	666	-	-	-	3.9	3.2	-	7.1	38.3	12.9	3.2	16.1	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	
3/2+3/1	586	586	-	-	-	3.1	0.4	-	3.5	21.6	4.8	0.4	5.2	
3/3+3/4	640	640	-	-	-	3.5	0.6	-	4.1	23.0	5.8	0.6	6.4	
4/1	1018	1018	-	-	-	4.8	12.0	-	16.9	59.6	21.2	12.0	33.2	
4/2+4/3	1402	1402	-	-	-	5.4	17.1	-	22.5	57.9	21.5	17.1	38.7	
5/2+5/1	661	604	-	-	-	7.3	33.4	-	40.6	221.3	12.6	33.4	46.0	
6/1	631	631	-	-	-	1.4	0.0	-	1.4	8.3	10.6	0.0	10.6	
6/2	669	669	-	-	-	0.5	0.0	-	0.5	2.9	2.8	0.0	2.8	
6/3	766	766	-	-	-	0.5	0.0	-	0.5	2.4	2.4	0.0	2.4	
7/1	285	285	-	-	-	1.8	0.0	-	1.8	23.0	6.1	0.0	6.1	
7/2	269	269	-	-	-	1.8	0.0	-	1.8	24.0	5.7	0.0	5.7	
8/1	302	302	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	
8/2	213	213	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	
9/1	890	890	-	-	-	0.7	0.0	-	0.7	3.0	3.6	0.0	3.6	
9/2	980	980	-	-	-	0.6	0.0	-	0.6	2.1	2.9	0.0	2.9	
10/1	920	920	-	-	-	0.1	0.8	-	0.9	3.3	0.6	0.8	1.3	
10/2	1039	1039	-	-	-	0.1	1.1	-	1.3	4.3	1.1	1.1	2.2	
11/1	440	440	-	-	-	1.0	0.0	-	1.0	8.2	8.3	0.0	8.3	

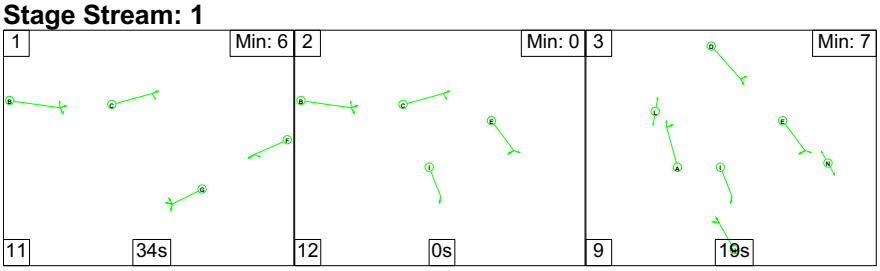
11/2	296	296	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	962	962	-	-	-	0.2	0.0	-	0.2	0.9	1.9	0.0	1.9	
12/2	963	963	-	-	-	0.2	0.0	-	0.2	0.9	1.9	0.0	1.9	
13/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-21.6	Total Delay for Signalled Lanes (pcuHr):	112.73	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	40.7	Total Delay for Signalled Lanes (pcuHr):	0.50	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	30.3	Total Delay for Signalled Lanes (pcuHr):	2.11	Cycle Time (s): 77
	PRC Over All Lanes (%):	-21.6	Total Delay Over All Lanes(pcuHr):	115.36	

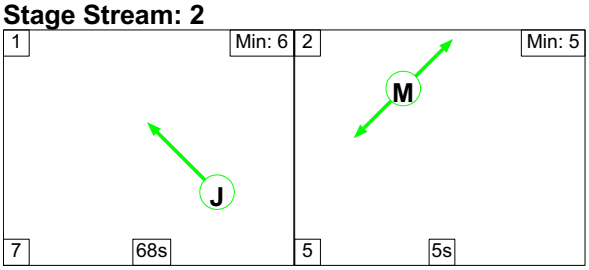
Scenario 15: '16' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

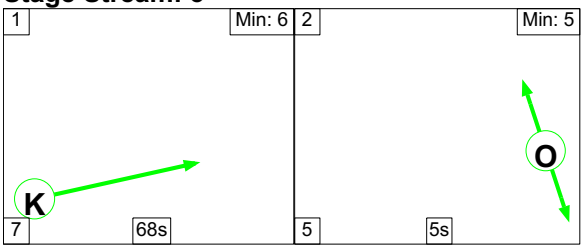
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

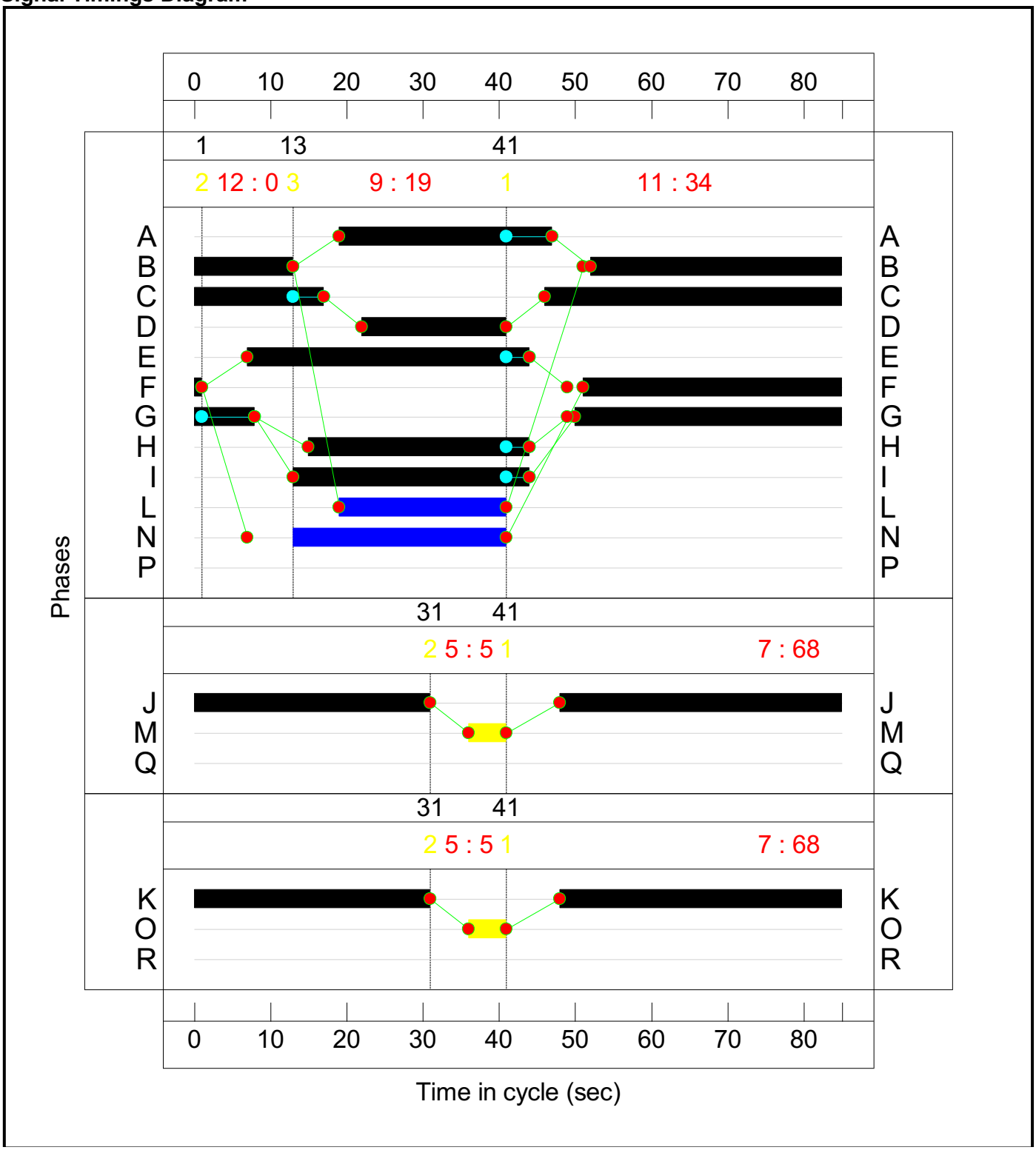
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

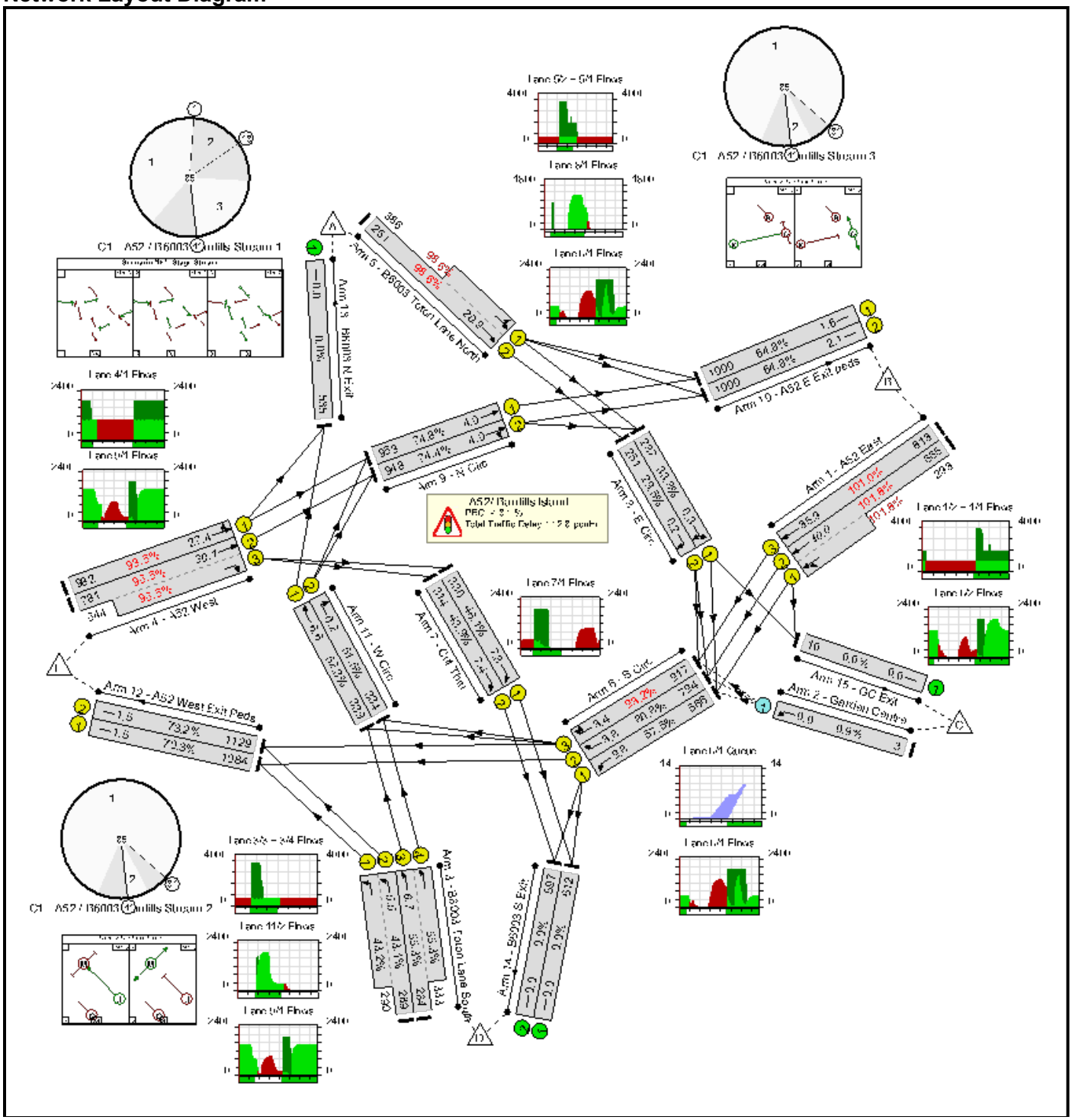
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	19	47
11/2	W Circ Right	U	A	19	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.8%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.8%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	958	1900:1900	653+288	101.8 : 101.8%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	813	1900	805	101.0%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	29	-	-	579	1900:1900	671+671	43.1 : 43.2%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	597	1900:1900	478+602	55.3 : 55.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	982	1900	1051	93.5%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1425	1900:1900	809+667	96.5 : 96.5%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	637	1900:1900	254+391	98.6 : 98.6%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	571	1900	984	57.5%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	806	1900	984	80.8%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	925	1900	984	93.2%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	330	1900	715	46.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	314	1900	715	43.9%
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	287	1900	849	33.8%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	251	1900	849	29.5%

9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	953	1900	1274	74.8%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	948	1900	1274	74.4%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1000	1900	1542	64.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1000	1900	1542	64.8%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	340	1900	648	52.3%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	334	1900	648	51.5%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1096	1900	1542	70.3%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1137	1900	1542	73.2%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	536	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	-		-	-	-	-	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)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**46.6**	**66.2**	**0.0**	**112.8**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**46.6**	**66.2**	**0.0**	**112.8**	**-**	**-**	**-**	**-**	
1/2+1/1	958	941	-	-	-	6.4	20.2	-	26.7	100.2	19.8	20.2	40.0	
1/3	813	805	-	-	-	6.0	16.5	-	22.4	99.4	19.4	16.5	35.9	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	
3/2+3/1	579	579	-	-	-	3.4	0.4	-	3.8	23.4	5.2	0.4	5.5	
3/3+3/4	597	597	-	-	-	3.5	0.6	-	4.1	24.9	6.1	0.6	6.7	
4/1	982	982	-	-	-	4.8	6.1	-	10.9	39.9	21.3	6.1	27.4	
4/2+4/3	1425	1425	-	-	-	5.6	10.0	-	15.6	39.3	20.1	10.0	30.1	
5/2+5/1	637	637	-	-	-	5.4	10.6	-	16.1	90.7	10.3	10.6	20.9	
6/1	566	566	-	-	-	1.5	0.0	-	1.5	9.6	9.8	0.0	9.8	
6/2	794	794	-	-	-	0.8	0.0	-	0.8	3.8	3.8	0.0	3.8	
6/3	917	917	-	-	-	0.8	0.0	-	0.8	3.2	3.4	0.0	3.4	
7/1	330	330	-	-	-	2.5	0.0	-	2.5	27.4	7.8	0.0	7.8	
7/2	314	314	-	-	-	2.5	0.0	-	2.5	28.4	7.4	0.0	7.4	
8/1	287	287	-	-	-	0.1	0.0	-	0.1	1.6	0.3	0.0	0.3	
8/2	251	251	-	-	-	0.1	0.0	-	0.1	1.4	0.2	0.0	0.2	
9/1	953	953	-	-	-	0.8	0.0	-	0.8	3.2	4.0	0.0	4.0	
9/2	948	948	-	-	-	0.8	0.0	-	0.8	3.2	4.0	0.0	4.0	
10/1	1000	1000	-	-	-	0.1	0.9	-	1.0	3.6	0.7	0.9	1.6	
10/2	1000	1000	-	-	-	0.1	0.9	-	1.0	3.7	1.1	0.9	2.1	
11/1	339	339	-	-	-	0.7	0.0	-	0.7	7.9	6.6	0.0	6.6	

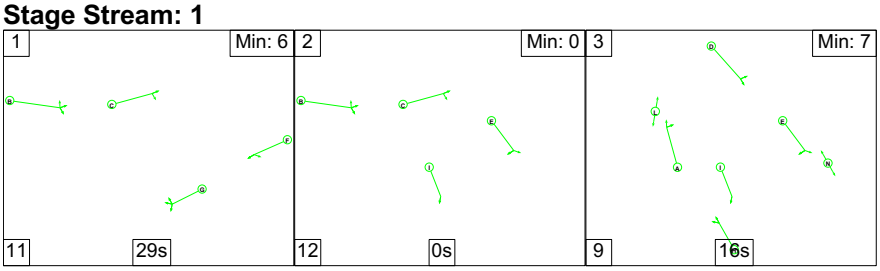
11/2	334	334	-	-	-	0.2	0.0	-	0.2	1.6	0.2	0.0	0.2	
12/1	1084	1084	-	-	-	0.2	0.0	-	0.2	0.6	1.5	0.0	1.5	
12/2	1129	1129	-	-	-	0.2	0.0	-	0.2	0.5	1.5	0.0	1.5	
13/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-13.1	Total Delay for Signalled Lanes (pcuHr):	110.44	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	22.9	Total Delay for Signalled Lanes (pcuHr):	0.33	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	38.8	Total Delay for Signalled Lanes (pcuHr):	2.04	Cycle Time (s): 85
	PRC Over All Lanes (%):	-13.1	Total Delay Over All Lanes(pcuHr):	112.83	

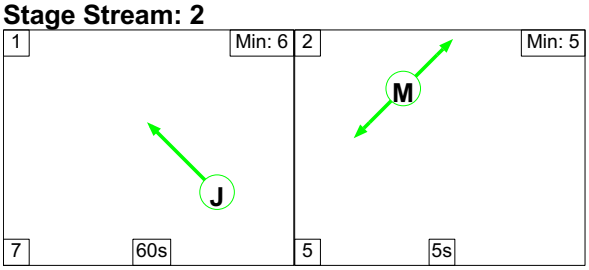
Scenario 16: '17' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

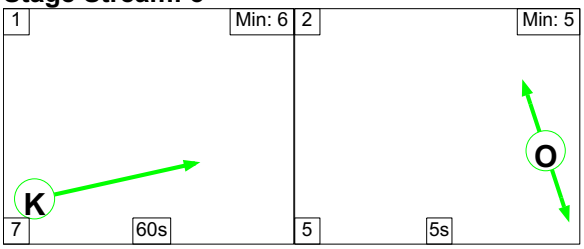
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

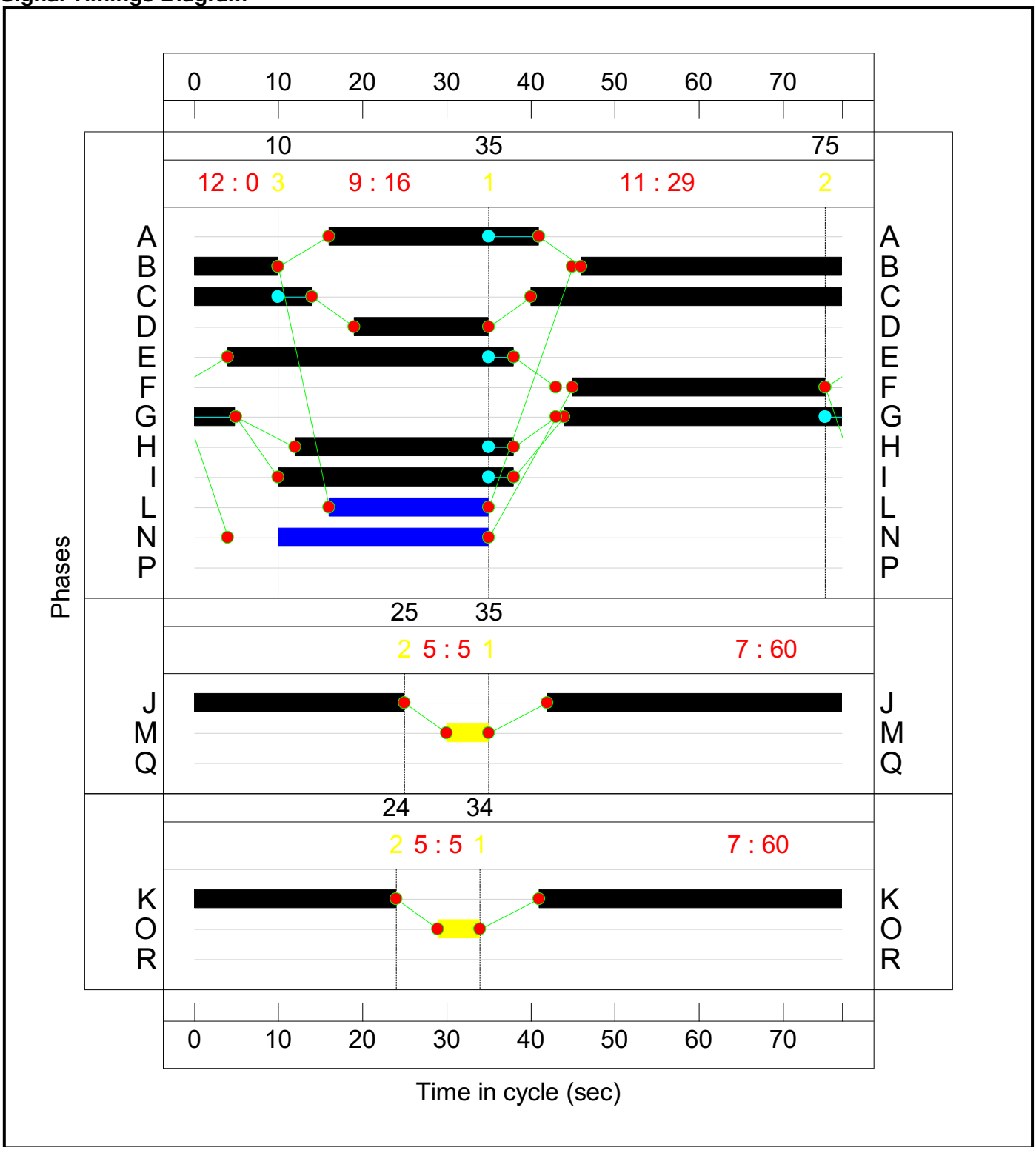
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

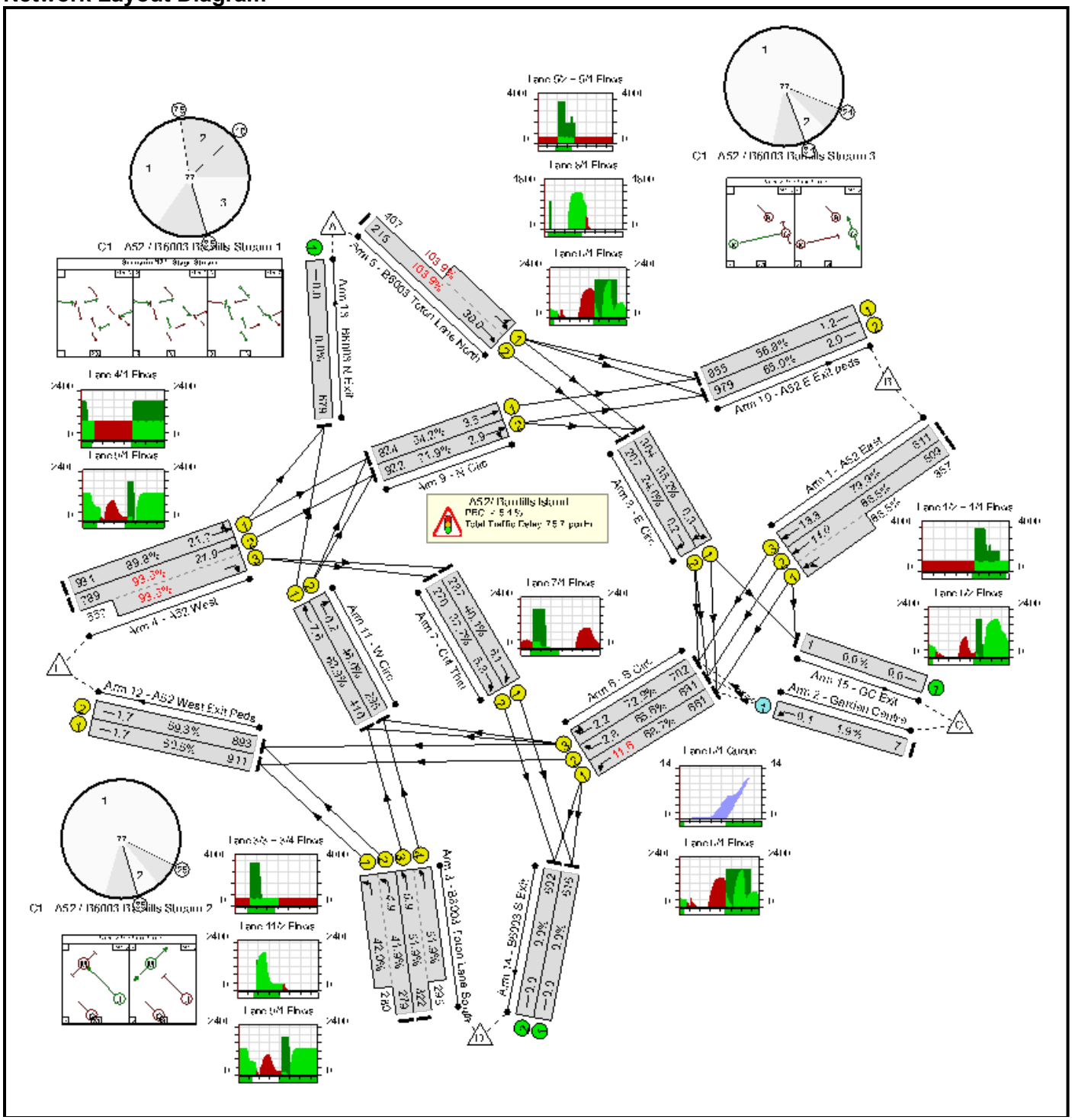
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**103.9%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**103.9%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	866	1900:1900	588+413	86.5 : 86.5%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	611	1900	765	79.9%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	559	1900:1900	666+666	41.9 : 42.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	617	1900:1900	620+568	51.9 : 51.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	931	1900	1036	89.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1346	1900:1900	843+595	93.6 : 93.6%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	622	1900:1900	207+392	103.9 : 103.9%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	673	1900	962	68.7%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	636	1900	962	65.6%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	705	1900	962	72.9%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	287	1900	716	40.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	270	1900	716	37.7%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	316	1900	864	35.2%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	215	1900	864	24.0%

9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	824	1900	1283	64.2%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	922	1900	1283	71.9%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	856	1900	1505	56.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	981	1900	1505	65.0%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	410	1900	642	63.9%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	295	1900	642	46.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	916	1900	1505	60.5%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	896	1900	1505	59.3%
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	-		-	-	-	-	622	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)	
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**38.2**	**37.5**	**0.0**	**75.7**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**38.2**	**37.5**	**0.0**	**75.7**	**-**	**-**	**-**	**-**	
1/2+1/1	866	866	-	-	-	4.4	3.1	-	7.5	31.2	11.0	3.1	14.0	
1/3	611	611	-	-	-	3.4	1.9	-	5.4	31.7	11.4	1.9	13.3	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	
3/2+3/1	559	559	-	-	-	3.0	0.4	-	3.3	21.4	4.5	0.4	4.9	
3/3+3/4	617	617	-	-	-	3.3	0.5	-	3.9	22.5	5.4	0.5	5.9	
4/1	931	931	-	-	-	4.0	4.1	-	8.1	31.4	17.6	4.1	21.7	
4/2+4/3	1346	1346	-	-	-	4.8	6.4	-	11.1	29.8	15.6	6.4	21.9	
5/2+5/1	622	599	-	-	-	5.8	19.5	-	25.3	146.4	10.4	19.5	30.0	
6/1	661	661	-	-	-	1.5	0.0	-	1.5	8.2	11.6	0.0	11.6	
6/2	631	631	-	-	-	0.5	0.0	-	0.5	3.1	2.8	0.0	2.8	
6/3	702	702	-	-	-	0.4	0.0	-	0.4	2.3	2.2	0.0	2.2	
7/1	287	287	-	-	-	1.9	0.0	-	1.9	23.8	6.1	0.0	6.1	
7/2	270	270	-	-	-	1.9	0.0	-	1.9	24.8	5.8	0.0	5.8	
8/1	304	304	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	
8/2	207	207	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
9/1	824	824	-	-	-	0.7	0.0	-	0.7	3.1	3.5	0.0	3.5	
9/2	922	922	-	-	-	0.6	0.0	-	0.6	2.3	2.9	0.0	2.9	
10/1	855	855	-	-	-	0.1	0.7	-	0.7	3.1	0.6	0.7	1.2	
10/2	979	979	-	-	-	0.1	0.9	-	1.1	3.9	1.1	0.9	2.0	
11/1	410	410	-	-	-	0.9	0.0	-	0.9	8.0	7.6	0.0	7.6	

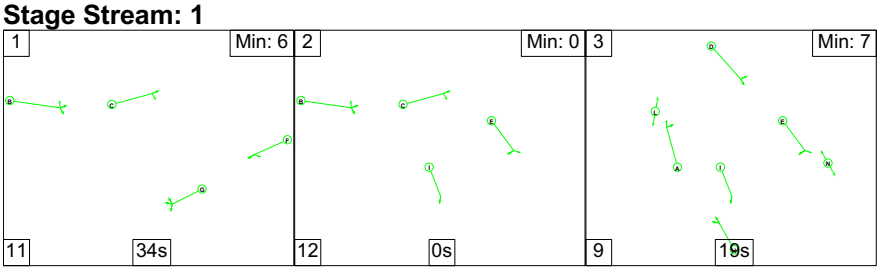
11/2	295	295	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	911	911	-	-	-	0.2	0.0	-	0.2	0.9	1.7	0.0	1.7	
12/2	893	893	-	-	-	0.2	0.0	-	0.2	0.9	1.7	0.0	1.7	
13/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-15.4	Total Delay for Signalled Lanes (pcuHr):	73.47	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	48.7	Total Delay for Signalled Lanes (pcuHr):	0.44	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	38.4	Total Delay for Signalled Lanes (pcuHr):	1.79	Cycle Time (s): 77
	PRC Over All Lanes (%):	-15.4	Total Delay Over All Lanes(pcuHr):	75.73	

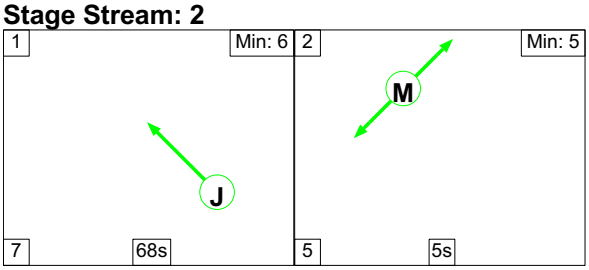
Scenario 17: '18' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

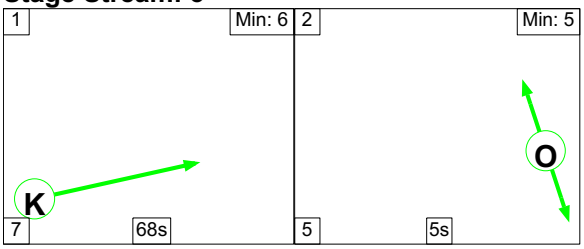
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

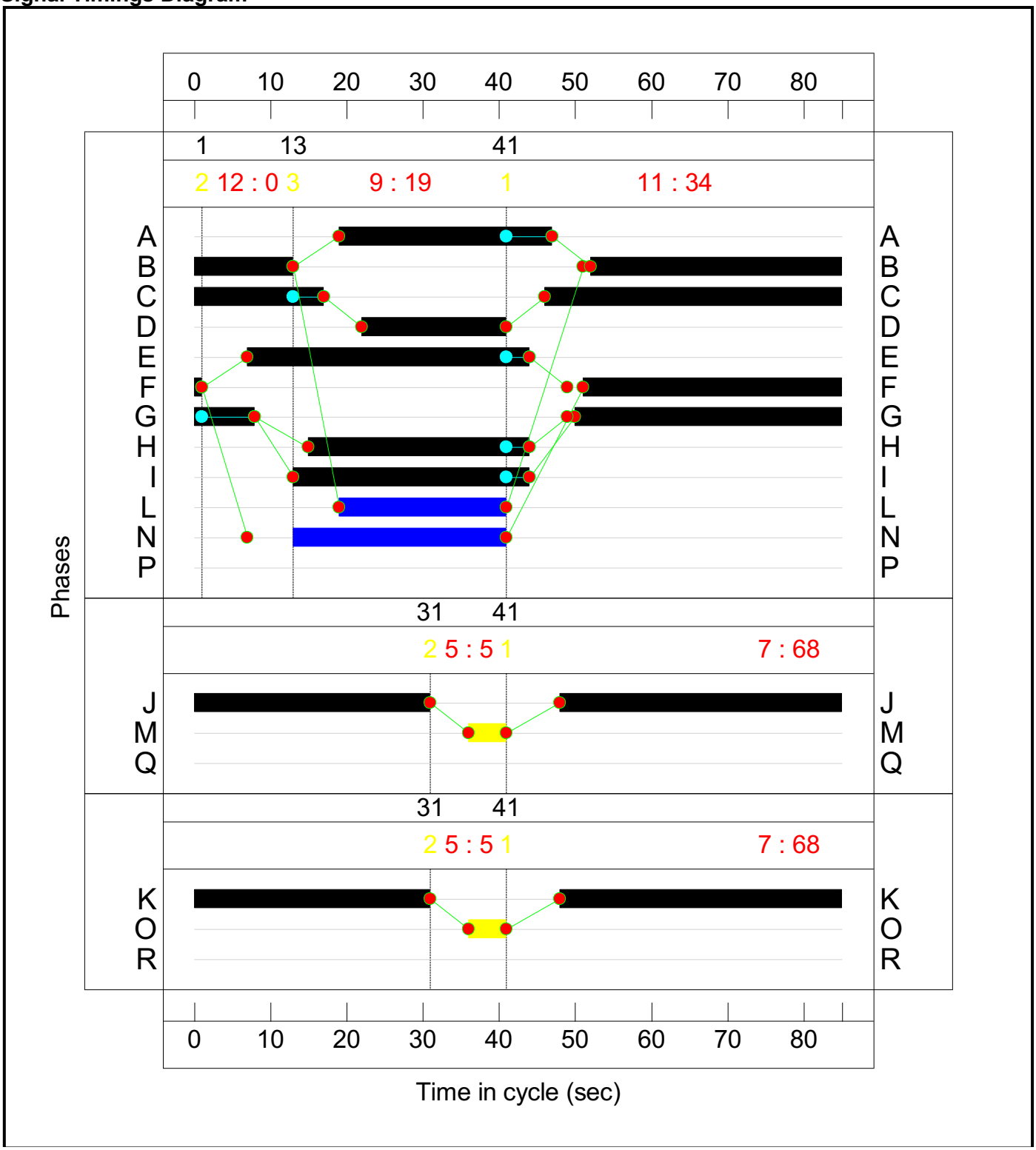
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

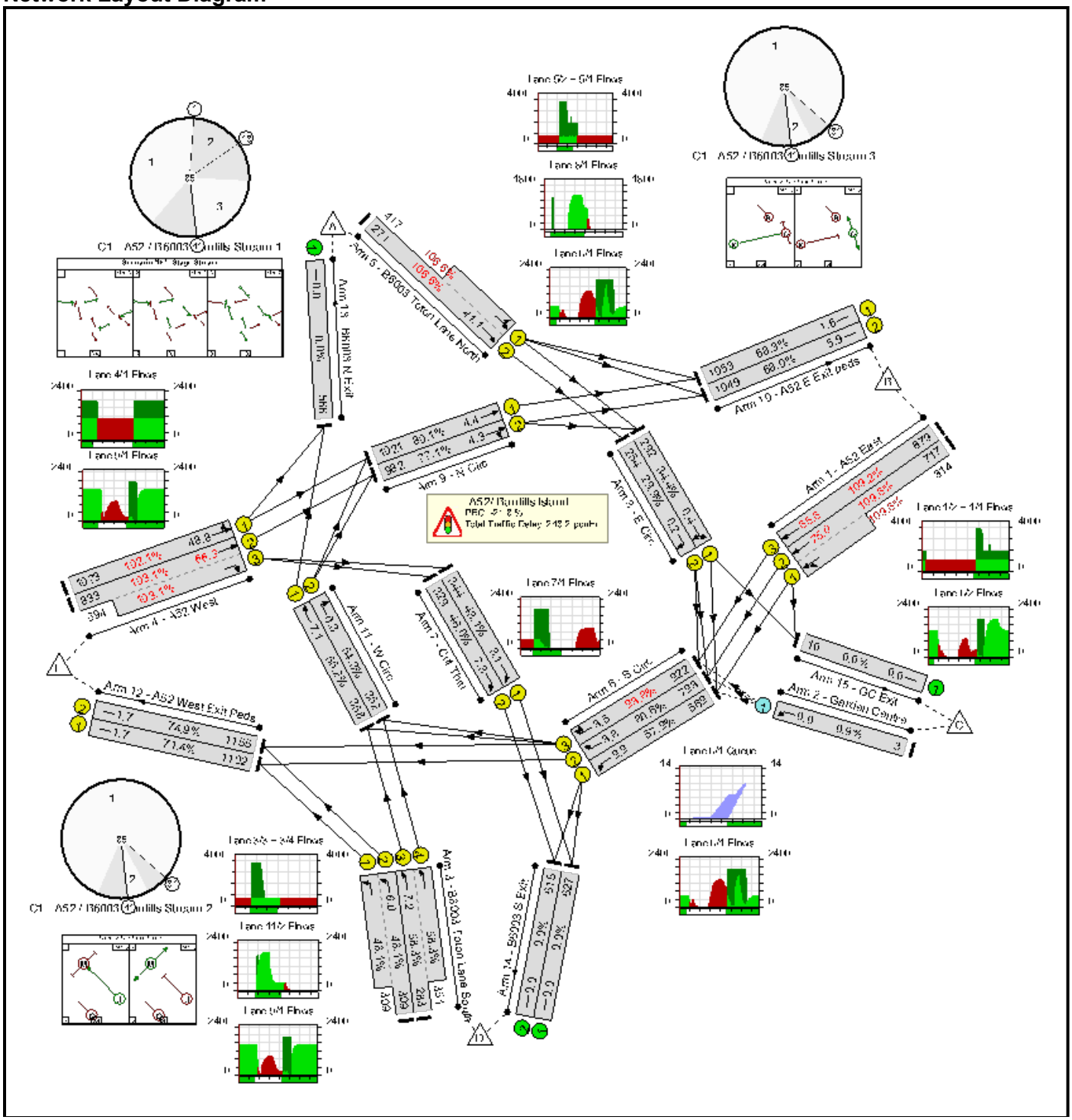
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	19	47
11/2	W Circ Right	U	A	19	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

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**	-	-		-	-	-	-	-	-	-	**109.6%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.6%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1031	1900:1900	654+286	109.6 : 109.6%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	879	1900	805	109.2%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	29	-	-	618	1900:1900	671+671	46.1 : 46.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	634	1900:1900	485+602	58.3 : 58.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	1073	1900	1051	102.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1527	1900:1900	808+673	103.1 : 103.1%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	688	1900:1900	254+391	106.6 : 106.6%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	615	1900	984	57.9%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	865	1900	984	80.6%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	1004	1900	984	93.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	355	1900	715	48.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	339	1900	715	46.0%
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	311	1900	849	34.4%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	271	1900	849	29.9%

9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	1039	1900	1274	80.1%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	1007	1900	1274	77.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1073	1900	1542	68.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1079	1900	1542	68.0%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	365	1900	648	55.2%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	352	1900	648	54.3%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1174	1900	1542	71.4%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1230	1900	1542	74.9%
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	-		-	-	-	-	661	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)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**62.7**	**180.6**	**0.0**	**243.2**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**62.7**	**180.6**	**0.0**	**243.2**	**-**	**-**	**-**	**-**	
1/2+1/1	1031	940	-	-	-	10.5	50.4	-	60.9	212.8	24.6	50.4	75.0	
1/3	879	805	-	-	-	9.8	42.3	-	52.1	213.5	23.3	42.3	65.6	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	
3/2+3/1	618	618	-	-	-	3.6	0.4	-	4.1	23.7	5.6	0.4	6.0	
3/3+3/4	634	634	-	-	-	3.8	0.7	-	4.5	25.4	6.5	0.7	7.2	
4/1	1073	1051	-	-	-	6.8	22.9	-	29.7	99.6	25.9	22.9	48.8	
4/2+4/3	1527	1481	-	-	-	8.6	34.2	-	42.8	101.0	32.1	34.2	66.3	
5/2+5/1	688	646	-	-	-	7.5	27.5	-	35.0	183.0	13.7	27.5	41.1	
6/1	569	569	-	-	-	1.6	0.0	-	1.6	9.8	9.9	0.0	9.9	
6/2	793	793	-	-	-	0.8	0.0	-	0.8	3.8	3.8	0.0	3.8	
6/3	922	922	-	-	-	0.9	0.0	-	0.9	3.3	3.5	0.0	3.5	
7/1	344	344	-	-	-	2.6	0.0	-	2.6	26.8	8.1	0.0	8.1	
7/2	329	329	-	-	-	2.5	0.0	-	2.5	27.8	7.8	0.0	7.8	
8/1	292	292	-	-	-	0.2	0.0	-	0.2	1.9	0.4	0.0	0.4	
8/2	254	254	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
9/1	1021	1021	-	-	-	0.9	0.0	-	0.9	3.3	4.4	0.0	4.4	
9/2	982	982	-	-	-	0.9	0.0	-	0.9	3.2	4.3	0.0	4.3	
10/1	1053	1053	-	-	-	0.1	1.1	-	1.1	3.9	0.5	1.1	1.6	
10/2	1049	1049	-	-	-	0.2	1.1	-	1.2	4.2	4.8	1.1	5.9	
11/1	358	358	-	-	-	0.8	0.0	-	0.8	7.7	7.1	0.0	7.1	

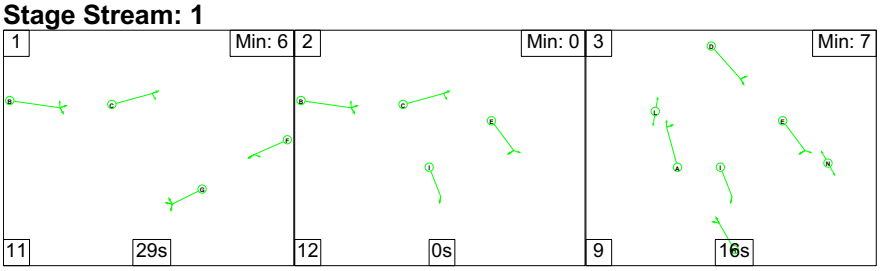
11/2	352	352	-	-	-	0.2	0.0	-	0.2	1.6	0.3	0.0	0.3	
12/1	1102	1102	-	-	-	0.2	0.0	-	0.2	0.6	1.7	0.0	1.7	
12/2	1155	1155	-	-	-	0.2	0.0	-	0.2	0.6	1.7	0.0	1.7	
13/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-21.8	Total Delay for Signalled Lanes (pcuHr):	240.46	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	20.2	Total Delay for Signalled Lanes (pcuHr):	0.38	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	31.8	Total Delay for Signalled Lanes (pcuHr):	2.35	Cycle Time (s): 85
	PRC Over All Lanes (%):	-21.8	Total Delay Over All Lanes(pcuHr):	243.20	

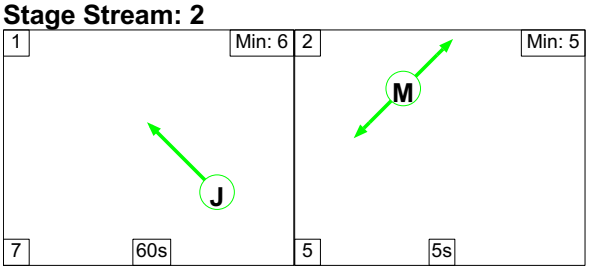
Scenario 18: '19' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

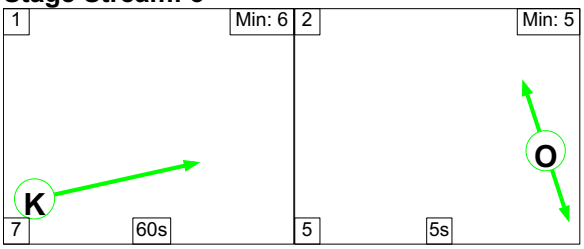
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

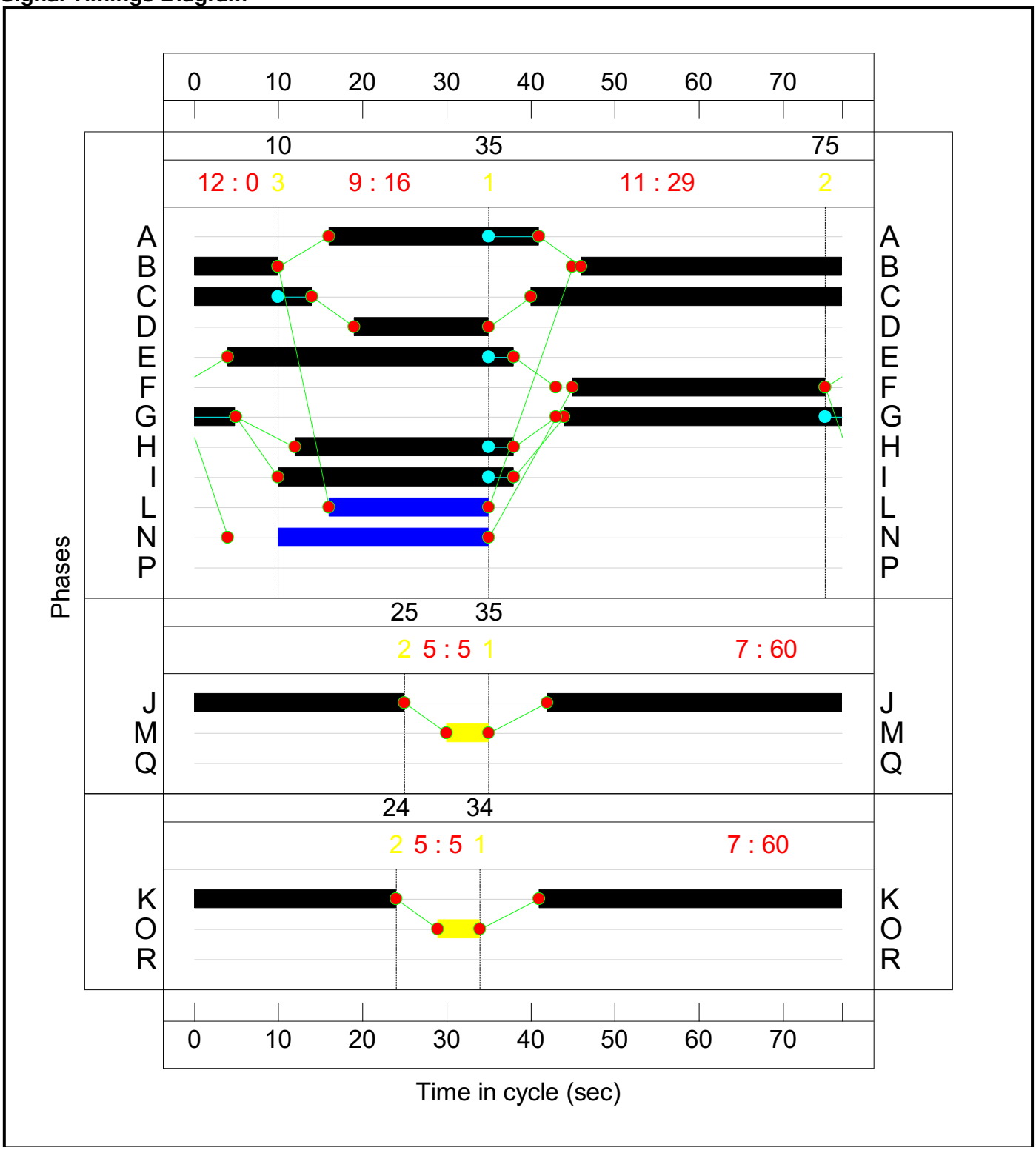
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

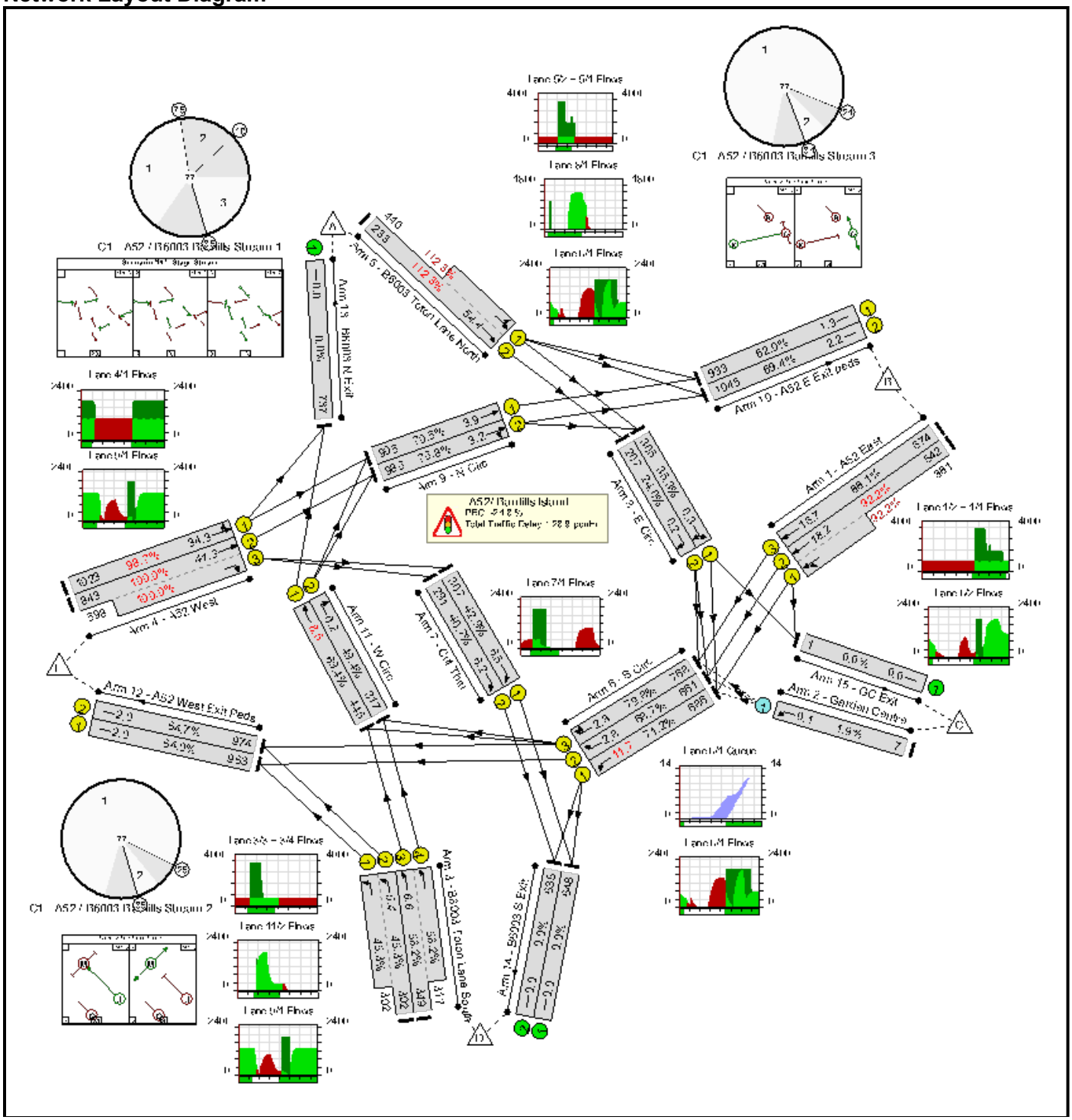
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**112.3%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**112.3%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	923	1900:1900	588+413	92.2 : 92.2%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	674	1900	765	88.1%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	604	1900:1900	666+666	45.3 : 45.3%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	666	1900:1900	621+564	56.2 : 56.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	1023	1900	1036	98.7%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1441	1900:1900	843+598	100.0 : 100.0%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	673	1900:1900	207+392	112.3 : 112.3%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	723	1900	962	71.2%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	676	1900	962	68.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	779	1900	962	79.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	307	1900	716	42.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	291	1900	716	40.7%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	342	1900	864	35.3%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	233	1900	864	24.0%

9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	905	1900	1283	70.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	986	1900	1283	76.8%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	937	1900	1505	62.0%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1052	1900	1505	69.4%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	445	1900	642	69.4%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	317	1900	642	49.4%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	978	1900	1505	64.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	985	1900	1505	64.7%
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	-		-	-	-	-	667	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)	
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**44.3**	**84.7**	**0.0**	**128.9**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**44.3**	**84.7**	**0.0**	**128.9**	**-**	**-**	**-**	**-**	
1/2+1/1	923	923	-	-	-	4.9	5.2	-	10.1	39.5	13.0	5.2	18.2	
1/3	674	674	-	-	-	4.0	3.4	-	7.4	39.7	13.3	3.4	16.7	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	
3/2+3/1	604	604	-	-	-	3.2	0.4	-	3.7	21.8	4.9	0.4	5.4	
3/3+3/4	666	666	-	-	-	3.6	0.6	-	4.3	23.2	5.9	0.6	6.6	
4/1	1023	1023	-	-	-	4.9	13.0	-	17.9	63.0	21.3	13.0	34.3	
4/2+4/3	1441	1441	-	-	-	5.6	19.1	-	24.6	61.5	22.2	19.1	41.3	
5/2+5/1	673	599	-	-	-	7.9	41.0	-	48.9	261.6	13.4	41.0	54.4	
6/1	686	686	-	-	-	1.5	0.0	-	1.5	8.0	11.7	0.0	11.7	
6/2	661	661	-	-	-	0.5	0.0	-	0.5	3.0	2.8	0.0	2.8	
6/3	768	768	-	-	-	0.5	0.0	-	0.5	2.3	2.3	0.0	2.3	
7/1	307	307	-	-	-	2.0	0.0	-	2.0	23.1	6.5	0.0	6.5	
7/2	291	291	-	-	-	1.9	0.0	-	1.9	24.1	6.2	0.0	6.2	
8/1	305	305	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	
8/2	207	207	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
9/1	905	905	-	-	-	0.8	0.0	-	0.8	3.1	3.9	0.0	3.9	
9/2	986	986	-	-	-	0.6	0.0	-	0.6	2.3	3.2	0.0	3.2	
10/1	933	933	-	-	-	0.1	0.8	-	0.9	3.4	0.5	0.8	1.3	
10/2	1045	1045	-	-	-	0.1	1.1	-	1.3	4.4	1.1	1.1	2.2	
11/1	445	445	-	-	-	1.0	0.0	-	1.0	8.1	8.5	0.0	8.5	

11/2	317	317	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	963	963	-	-	-	0.3	0.0	-	0.3	1.0	2.0	0.0	2.0	
12/2	974	974	-	-	-	0.3	0.0	-	0.3	1.0	2.0	0.0	2.0	
13/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

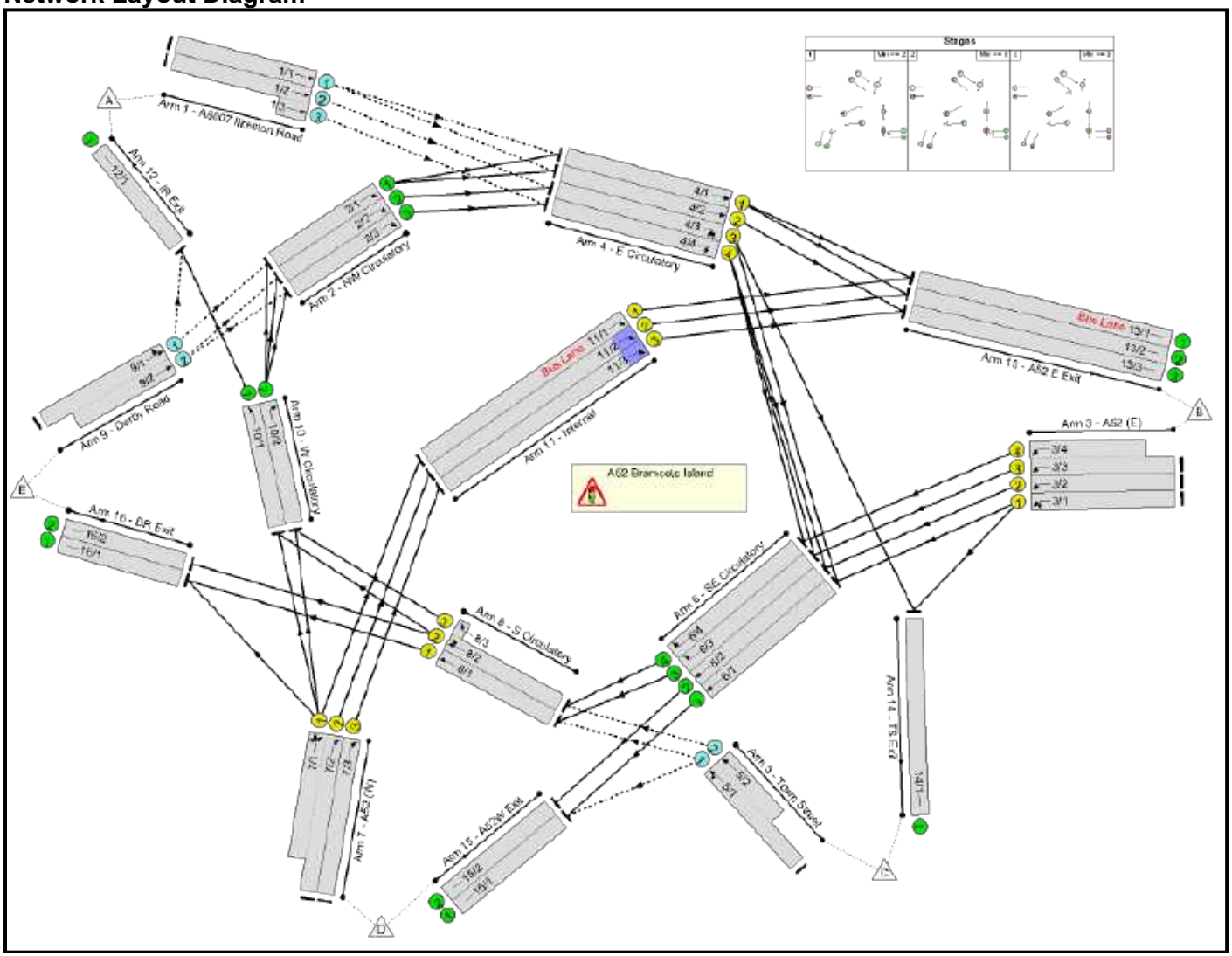
C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-24.8	Total Delay for Signalled Lanes (pcuHr):	126.20	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	39.1	Total Delay for Signalled Lanes (pcuHr):	0.55	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	29.7	Total Delay for Signalled Lanes (pcuHr):	2.15	Cycle Time (s): 77
	PRC Over All Lanes (%):	-24.8	Total Delay Over All Lanes(pcuHr):	128.93	

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, 3, 2, 0

Network Layout Diagram



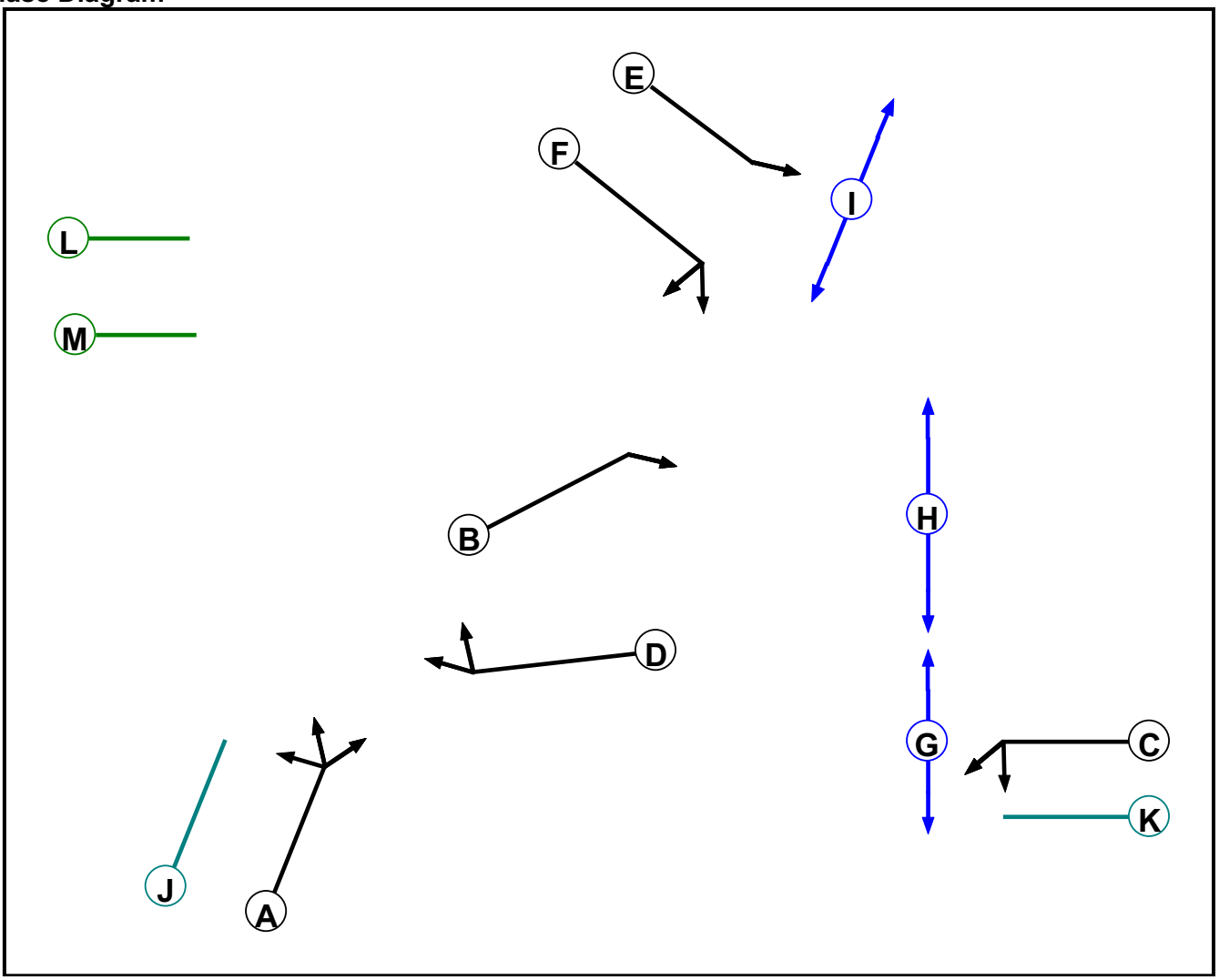
Scenarios

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	-0.7	43.75
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	-0.9	46.18
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	-0.3	45.34
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	-0.7	48.18
16	16	2028 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	75	6.4	39.55
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 (s)	Cont Min (s)
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

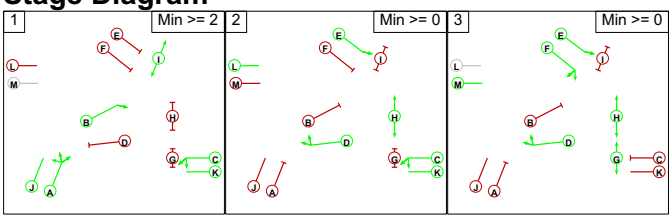
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M
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		
		1	2	3
From Stage	1		15	9
	2	11		9
	3	16	13	

Lane Input Data

Junction: A52 Bramcote Island

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
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	Modelled Mean Cruise Time (s)	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 Greens are defined For Scenario 1

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 Greens are defined For Scenario 2

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 Greens are defined For Scenario 3

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 Greens are defined For Scenario 4

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 Greens are defined For Scenario 5

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 Greens are defined For Scenario 6

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 Greens are defined For Scenario 7

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 Greens are defined For Scenario 8

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 Greens are defined For Scenario 9

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 Greens are defined For Scenario 10

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 Greens are defined For Scenario 11

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 Greens are defined For Scenario 12

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 Greens are defined For Scenario 13

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 Greens are defined For Scenario 14

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 Greens are defined For Scenario 15

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 Greens are defined For Scenario 16

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 Greens are defined For Scenario 17

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 Greens are defined For Scenario 18

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	256	96	198	2	552
	B	207	43	10	1122	211	1593
	C	141	37	0	201	62	441
	D	257	1436	126	0	30	1849
	E	27	449	211	162	0	849
	Tot.	632	2221	443	1683	305	5284

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	256	96	199	2	553
	B	207	43	10	1135	211	1606
	C	141	37	0	202	62	442
	D	263	1496	128	0	30	1917
	E	27	449	211	162	0	849
	Tot.	638	2281	445	1698	305	5367

FG8: '2028 PM Base + Dev'
Desired 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

FG9: '2041 AM Base + Dev'
Desired 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

FG10: '2041 PM Base + Dev'
Desired 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

FG11: '2028 AM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	256	96	199	2	553
	B	207	43	10	1130	211	1601
	C	141	37	0	202	62	442
	D	261	1476	127	0	30	1894
	E	27	449	211	162	0	849
	Tot.	636	2261	444	1693	305	5339

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	256	96	200	2	554
	B	207	43	10	1143	211	1614
	C	141	37	0	202	62	442
	D	267	1536	129	0	30	1962
	E	27	449	211	162	0	849
	Tot.	642	2321	446	1707	305	5421

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	256	96	198	2	552
	B	207	43	10	1122	211	1593
	C	141	37	0	201	62	441
	D	257	1436	126	0	30	1849
	E	27	449	211	162	0	849
	Tot.	632	2221	443	1683	305	5284

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.
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

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 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	256	96	199	2	553
	B	207	43	10	1135	211	1606
	C	141	37	0	202	62	442
	D	263	1496	128	0	30	1917
	E	27	449	211	162	0	849
	Tot.	638	2281	445	1698	305	5367

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	256	96	199	2	553
	B	207	43	10	1130	211	1601
	C	141	37	0	202	62	442
	D	261	1476	127	0	30	1894
	E	27	449	211	162	0	849
	Tot.	636	2261	444	1693	305	5339

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	256	96	200	2	554
	B	207	43	10	1143	211	1614
	C	141	37	0	202	62	442
	D	267	1536	129	0	30	1962
	E	27	449	211	162	0	849
	Tot.	642	2321	446	1707	305	5421

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	172	287	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	454	1488	452	5017

Traffic Flows, Difference

Difference :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	-1	1	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	-1	1	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	256	257	277	279
1/2 (with short)	285(In) 148(Out)	452(In) 240(Out)	296(In) 168(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	529	333	571	361
2/2	324	262	337	270	364	293
2/3	156	72	162	74	175	80
3/1	546	450	566	463	612	502
3/2	545	449	566	462	612	502
3/3 (with short)	443(In) 197(Out)	596(In) 259(Out)	461(In) 188(Out)	613(In) 258(Out)	497(In) 228(Out)	666(In) 311(Out)
3/4 (short)	246	337	273	355	269	355
4/1	374	278	391	287	426	309
4/2	382	295	394	303	422	331
4/3	472	502	505	506	523	532
4/4	293	284	290	303	335	347
5/1 (with short)	426(In) 254(Out)	394(In) 211(Out)	441(In) 263(Out)	405(In) 217(Out)	478(In) 285(Out)	440(In) 235(Out)
5/2 (short)	172	183	178	188	193	205
6/1	592	511	628	515	657	541
6/2	836	720	854	752	945	834
6/3	197	260	188	258	229	311
6/4	248	349	275	368	270	370
7/1 (short)	418	591	433	608	467	658
7/2 (with short)	1099(In) 681(Out)	1217(In) 626(Out)	1167(In) 734(Out)	1258(In) 650(Out)	1253(In) 786(Out)	1351(In) 693(Out)
7/3	682	529	682	540	745	600
8/1	257	341	250	341	296	401
8/2 (with short)	420(In) 343(Out)	532(In) 432(Out)	453(In) 373(Out)	556(In) 453(Out)	463(In) 377(Out)	575(In) 463(Out)
8/3 (short)	77	100	80	103	86	112
9/1 (with short)	817(In) 458(Out)	421(In) 256(Out)	849(In) 476(Out)	434(In) 264(Out)	917(In) 514(Out)	470(In) 286(Out)
9/2 (short)	359	165	373	170	403	184
10/1	583	735	605	756	654	821
10/2	198	269	206	277	222	301
11/1	20	20	20	20	20	20
11/2	681	626	734	650	786	693
11/3	682	529	682	540	745	600
12/1	609	768	632	790	683	858

13/1	27	29	29	29	32	30
13/2	1048	895	1116	928	1200	992
13/3	1064	824	1076	843	1167	931
14/1	426	441	443	454	478	493
15/1	786	641	829	649	875	686
15/2	836	720	854	752	945	834
16/1	286	400	280	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	256	257	277	279	256	257
1/2 (with short)	297(In) 167(Out)	469(In) 235(Out)	320(In) 160(Out)	510(In) 242(Out)	297(In) 165(Out)	468(In) 224(Out)
1/3 (short)	130	234	160	268	132	244
2/1	529	333	571	361	529	333
2/2	339	271	366	293	338	270
2/3	162	74	175	80	162	74
3/1	573	486	618	525	570	478
3/2	572	485	618	525	570	478
3/3 (with short)	461(In) 198(Out)	613(In) 274(Out)	497(In) 226(Out)	666(In) 314(Out)	461(In) 198(Out)	613(In) 273(Out)
3/4 (short)	263	339	271	352	263	340
4/1	390	286	425	309	390	285
4/2	395	304	423	331	395	305
4/3	506	506	526	535	503	494
4/4	292	308	335	348	294	318
5/1 (with short)	442(In) 264(Out)	406(In) 218(Out)	478(In) 285(Out)	442(In) 237(Out)	442(In) 264(Out)	406(In) 218(Out)
5/2 (short)	178	188	193	205	178	188
6/1	634	537	664	567	629	518
6/2	862	780	951	858	862	783
6/3	198	274	227	314	198	273
6/4	265	352	272	367	265	353
7/1 (short)	441	611	475	660	438	609
7/2 (with short)	1202(In) 761(Out)	1266(In) 655(Out)	1290(In) 815(Out)	1361(In) 701(Out)	1192(In) 754(Out)	1261(In) 652(Out)
7/3	715	553	776	610	702	550
8/1	260	357	294	404	260	356
8/2 (with short)	443(In) 363(Out)	540(In) 437(Out)	465(In) 379(Out)	572(In) 460(Out)	443(In) 363(Out)	541(In) 438(Out)
8/3 (short)	80	103	86	112	80	103
9/1 (with short)	849(In) 476(Out)	434(In) 264(Out)	917(In) 514(Out)	470(In) 286(Out)	849(In) 476(Out)	434(In) 264(Out)
9/2 (short)	373	170	403	184	373	170
10/1	611	758	660	823	609	757
10/2	208	278	224	301	207	277
11/1	20	20	20	20	20	20
11/2	761	655	815	701	754	652
11/3	715	553	776	610	702	550

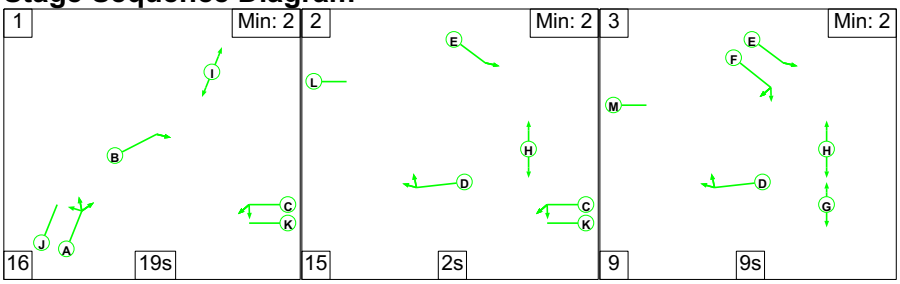
12/1	638	792	689	860	636	791
13/1	29	29	32	30	29	29
13/2	1142	932	1228	1000	1135	928
13/3	1110	857	1199	941	1097	855
14/1	445	455	480	493	444	454
15/1	836	672	882	714	831	653
15/2	862	780	951	858	862	783
16/1	290	418	327	470	290	417
16/2	15	34	3	22	15	35

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	256	257	277	279
1/2 (with short)	320(In) 159(Out)	509(In) 242(Out)	298(In) 165(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	529	333	571	361
2/2	365	293	340	271	367	294
2/3	175	80	162	74	175	80
3/1	616	518	577	501	622	540
3/2	616	517	576	500	622	540
3/3 (with short)	497(In) 226(Out)	666(In) 314(Out)	461(In) 198(Out)	613(In) 276(Out)	497(In) 226(Out)	666(In) 315(Out)
3/4 (short)	271	352	263	337	271	351
4/1	426	309	390	285	426	309
4/2	422	331	395	305	422	331
4/3	524	535	505	499	526	537
4/4	336	347	295	318	337	350
5/1 (with short)	478(In) 285(Out)	441(In) 236(Out)	442(In) 264(Out)	408(In) 220(Out)	478(In) 285(Out)	443(In) 238(Out)
5/2 (short)	193	205	178	188	193	205
6/1	661	560	636	546	667	583
6/2	950	849	869	805	957	875
6/3	227	314	198	278	226	315
6/4	272	367	265	348	273	366
7/1 (short)	472	659	446	612	479	662
7/2 (with short)	1279(In) 807(Out)	1357(In) 698(Out)	1225(In) 779(Out)	1276(In) 664(Out)	1311(In) 832(Out)	1370(In) 708(Out)
7/3	764	607	737	556	799	615
8/1	294	404	260	361	293	405
8/2 (with short)	465(In) 379(Out)	572(In) 460(Out)	443(In) 363(Out)	536(In) 433(Out)	466(In) 380(Out)	571(In) 459(Out)
8/3 (short)	86	112	80	103	86	112
9/1 (with short)	917(In) 514(Out)	470(In) 286(Out)	849(In) 476(Out)	434(In) 264(Out)	917(In) 514(Out)	470(In) 286(Out)
9/2 (short)	403	184	373	170	403	184
10/1	658	822	615	759	663	824
10/2	223	301	209	278	225	302
11/1	20	20	20	20	20	20
11/2	807	698	779	664	832	708
11/3	764	607	737	556	799	615

12/1	687	859	642	793	692	861
13/1	32	30	29	29	32	30
13/2	1221	997	1160	940	1246	1007
13/3	1186	938	1132	861	1221	946
14/1	479	493	446	454	481	494
15/1	879	706	838	683	885	731
15/2	950	849	869	805	957	875
16/1	327	470	290	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



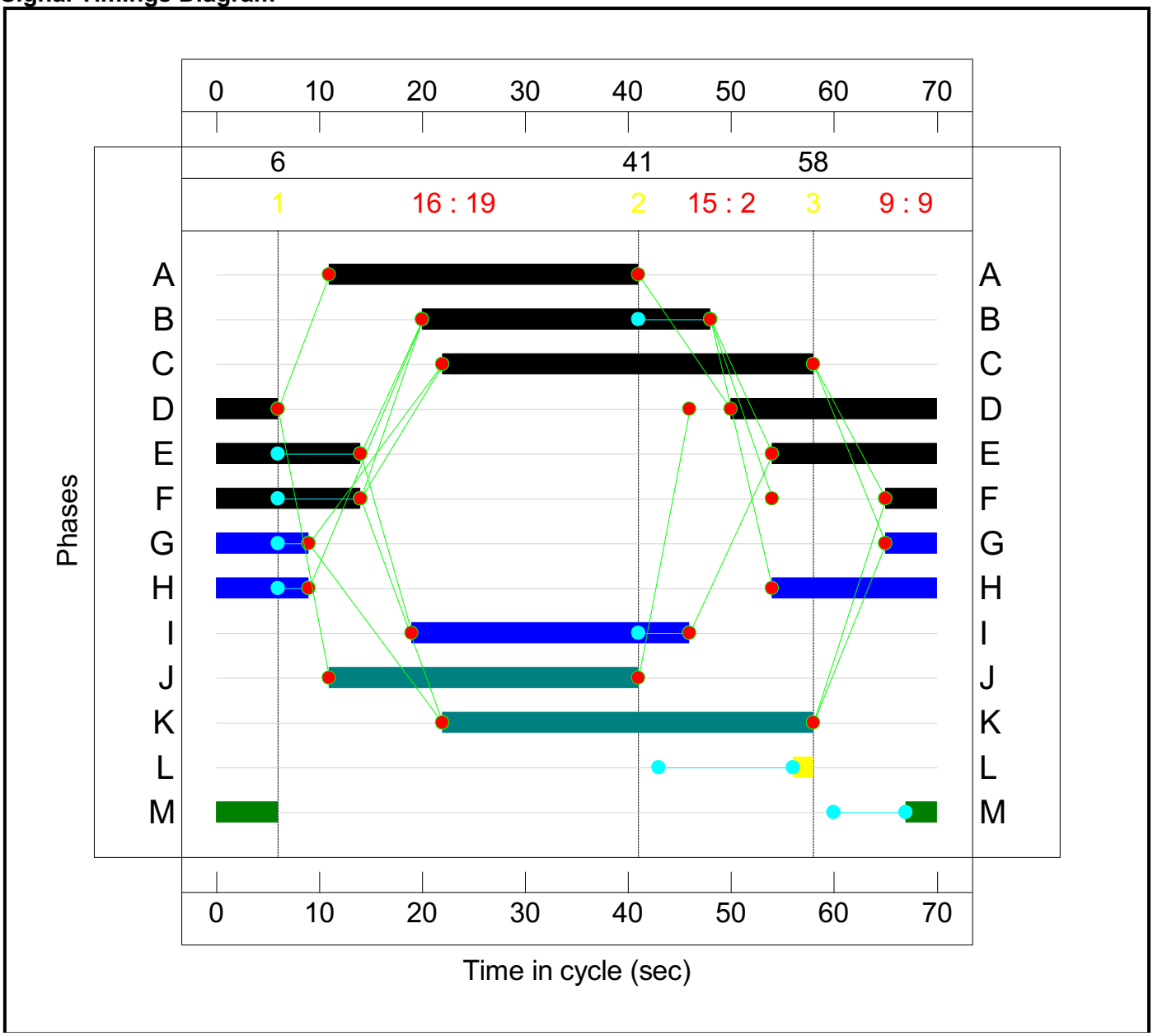
Stage Timings

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

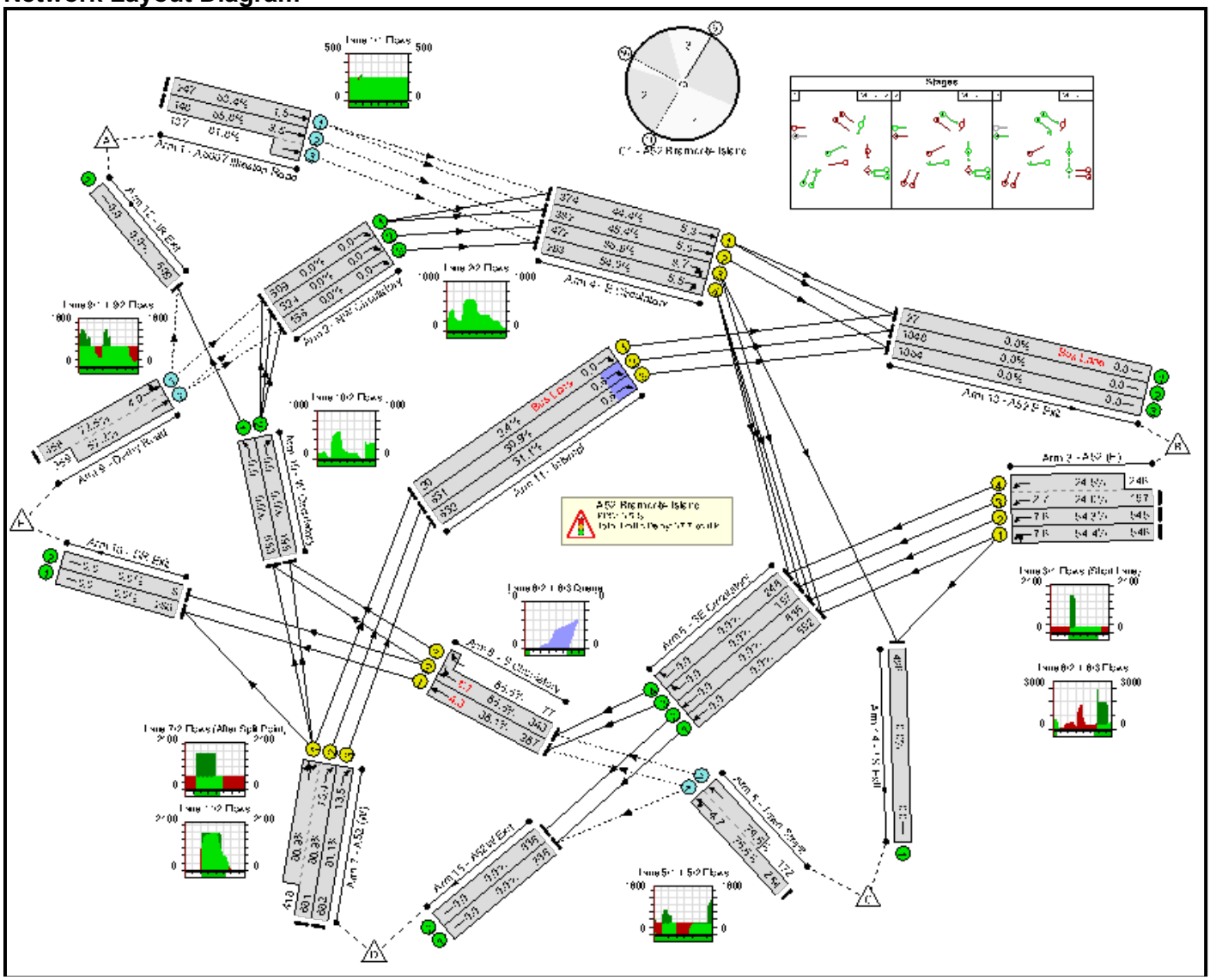
Signal Timings Diagram



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	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)	
Network: A52 Bramcote Island	**-**	**-**	**3303**	**0**	**0**	**25.7**	**12.0**	**0.0**	**37.7**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3303**	**0**	**0**	**25.7**	**12.0**	**0.0**	**37.7**	**-**	**-**	**-**	**-**	
1/1	247	247	247	0	0	0.0	0.9	-	0.9	12.5	0.6	0.9	1.5	
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	
2/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	546	546	-	-	-	1.7	0.6	-	2.3	14.8	7.0	0.6	7.6	
3/2	545	545	-	-	-	1.7	0.6	-	2.2	14.8	7.0	0.6	7.6	
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	
4/1	374	374	-	-	-	1.4	0.4	-	1.8	17.5	4.9	0.4	5.3	
4/2	382	382	-	-	-	1.4	0.4	-	1.8	16.8	4.6	0.4	5.0	
4/3	472	472	-	-	-	3.7	0.0	-	3.7	27.9	8.7	0.0	8.7	
4/4	293	293	-	-	-	1.7	0.6	-	2.3	28.6	4.9	0.6	5.5	
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	
6/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
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	

7/3	682	682	-	-	-	3.2	2.1	-	5.3	28.0	11.4	2.1	13.5
8/1	257	257	-	-	-	1.1	0.3	-	1.3	18.6	4.0	0.3	4.3
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
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
10/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0
11/2	681	681	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
11/3	682	682	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
12/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1048	1048	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	1064	1064	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 3.5
PRC Over All Lanes (%): 3.5

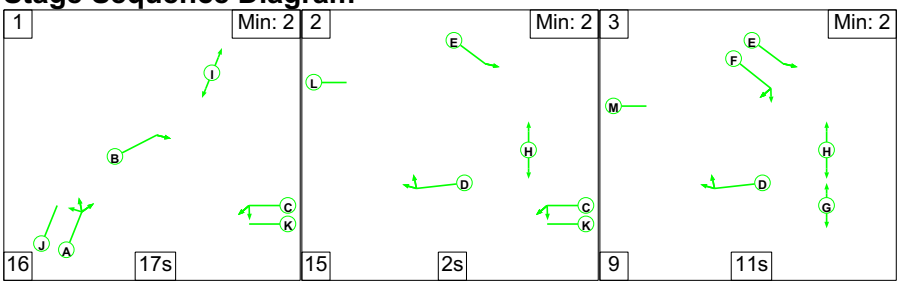
Total Delay for Signalled Lanes (pcuHr): 31.20
Total Delay Over All Lanes(pcuHr): 37.68

Cycle Time (s): 70

Detailed Input Data And Results

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

Stage Sequence Diagram



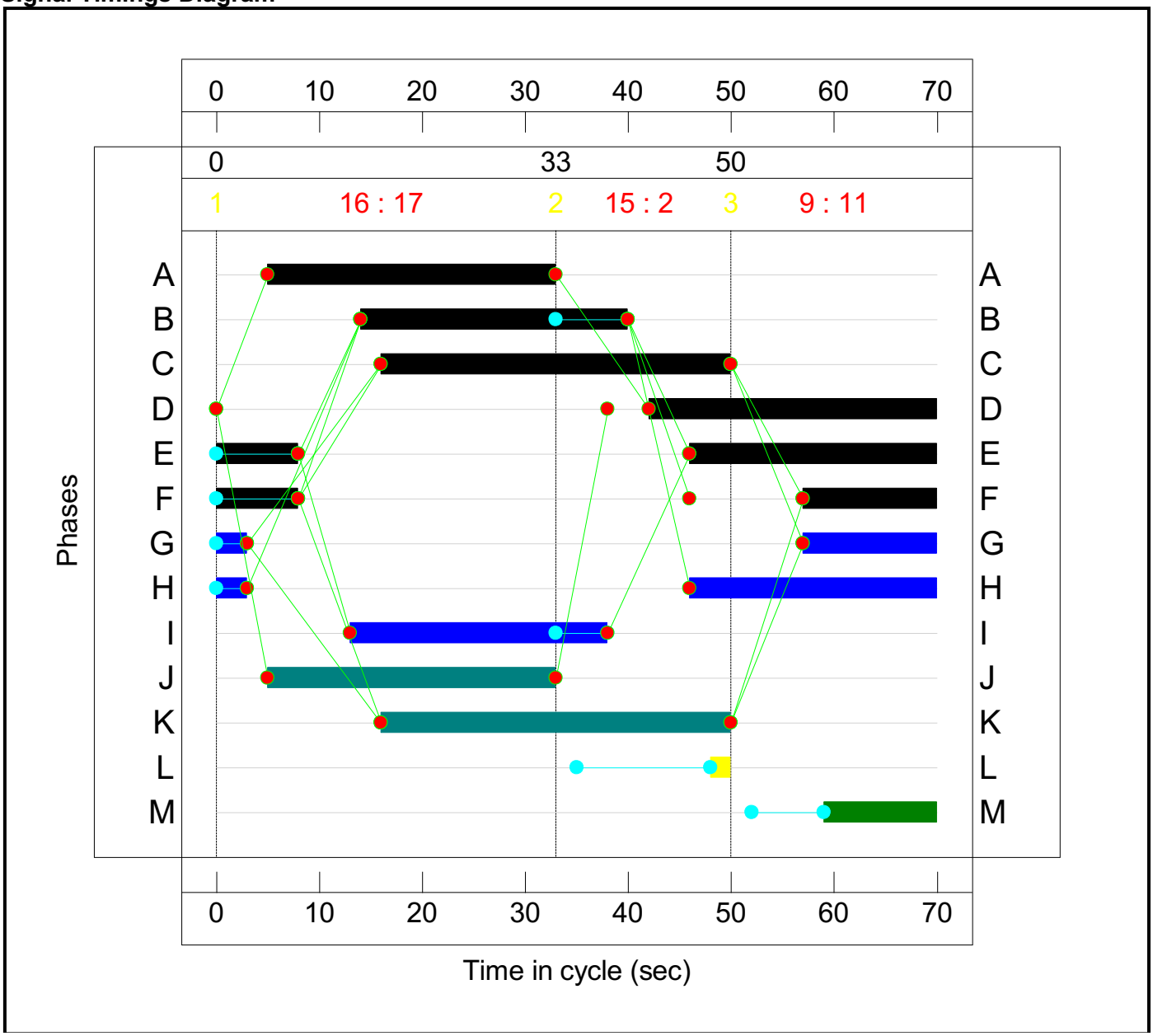
Stage Timings

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

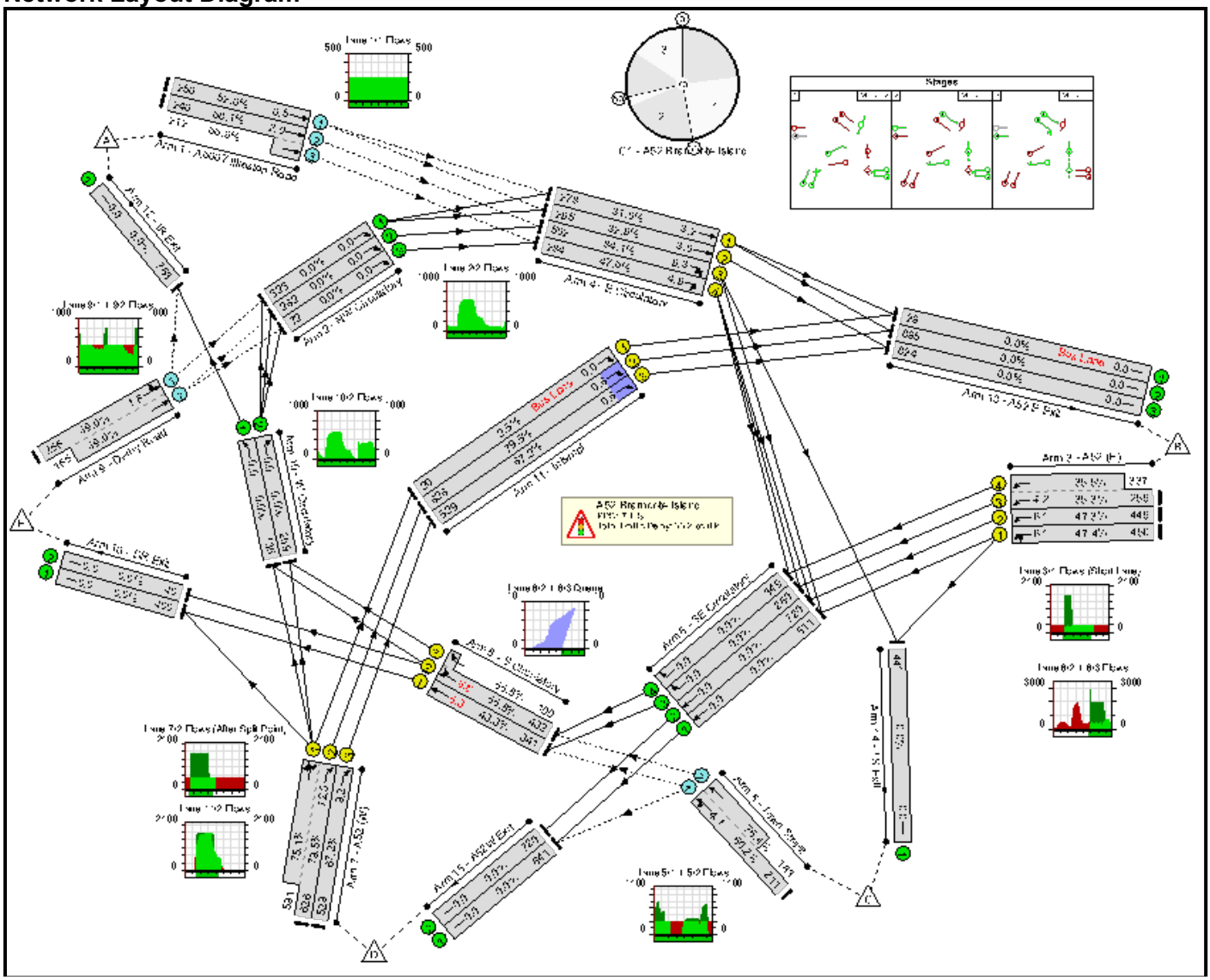
Signal Timings Diagram



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	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)	
Network: A52 Bramcote Island	**-**	**-**	**2784**	**0**	**0**	**25.0**	**8.2**	**0.0**	**33.2**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**2784**	**0**	**0**	**25.0**	**8.2**	**0.0**	**33.2**	**-**	**-**	**-**	**-**	
1/1	250	250	250	0	0	0.0	0.5	-	0.5	7.8	0.0	0.5	0.5	
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	
2/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	72	72	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	450	450	-	-	-	1.4	0.4	-	1.9	15.1	5.6	0.4	6.1	
3/2	449	449	-	-	-	1.4	0.4	-	1.9	15.0	5.6	0.4	6.1	
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	
4/1	278	278	-	-	-	0.8	0.2	-	1.0	13.2	2.9	0.2	3.2	
4/2	295	295	-	-	-	0.8	0.2	-	1.0	12.2	2.8	0.2	3.0	
4/3	502	502	-	-	-	3.7	0.0	-	3.7	26.6	9.3	0.0	9.3	
4/4	284	284	-	-	-	1.5	0.5	-	2.0	25.1	4.4	0.5	4.9	
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	
6/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
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	

7/3	529	529	-	-	-	2.4	1.0	-	3.5	23.6	8.2	1.0	9.2
8/1	341	341	-	-	-	1.4	0.4	-	1.8	19.3	6.0	0.4	6.3
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
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
10/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0
11/2	626	626	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
11/3	529	529	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6
12/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	40	40	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

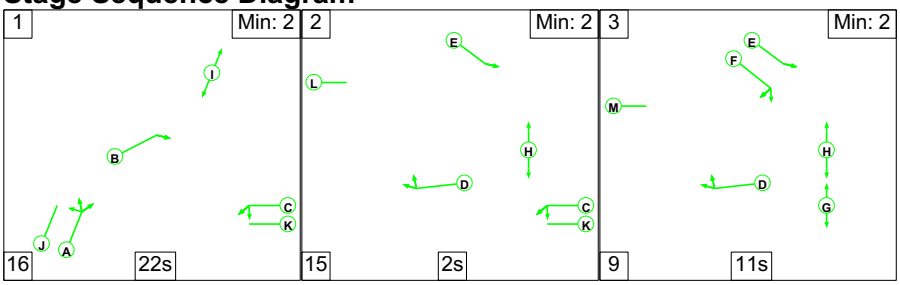
PRC for Signalled Lanes (%): 7.1
PRC Over All Lanes (%): 7.1

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



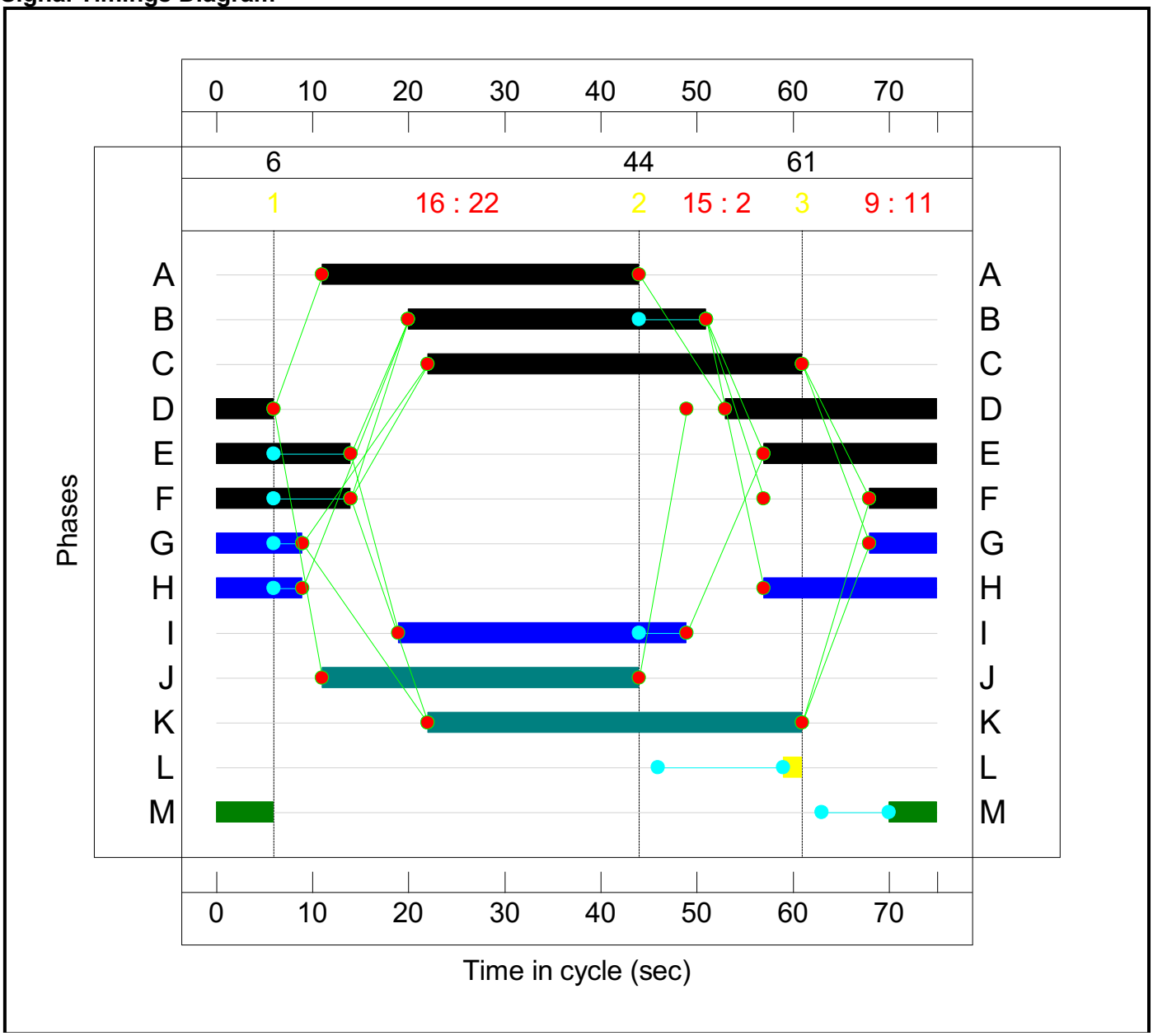
Stage Timings

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

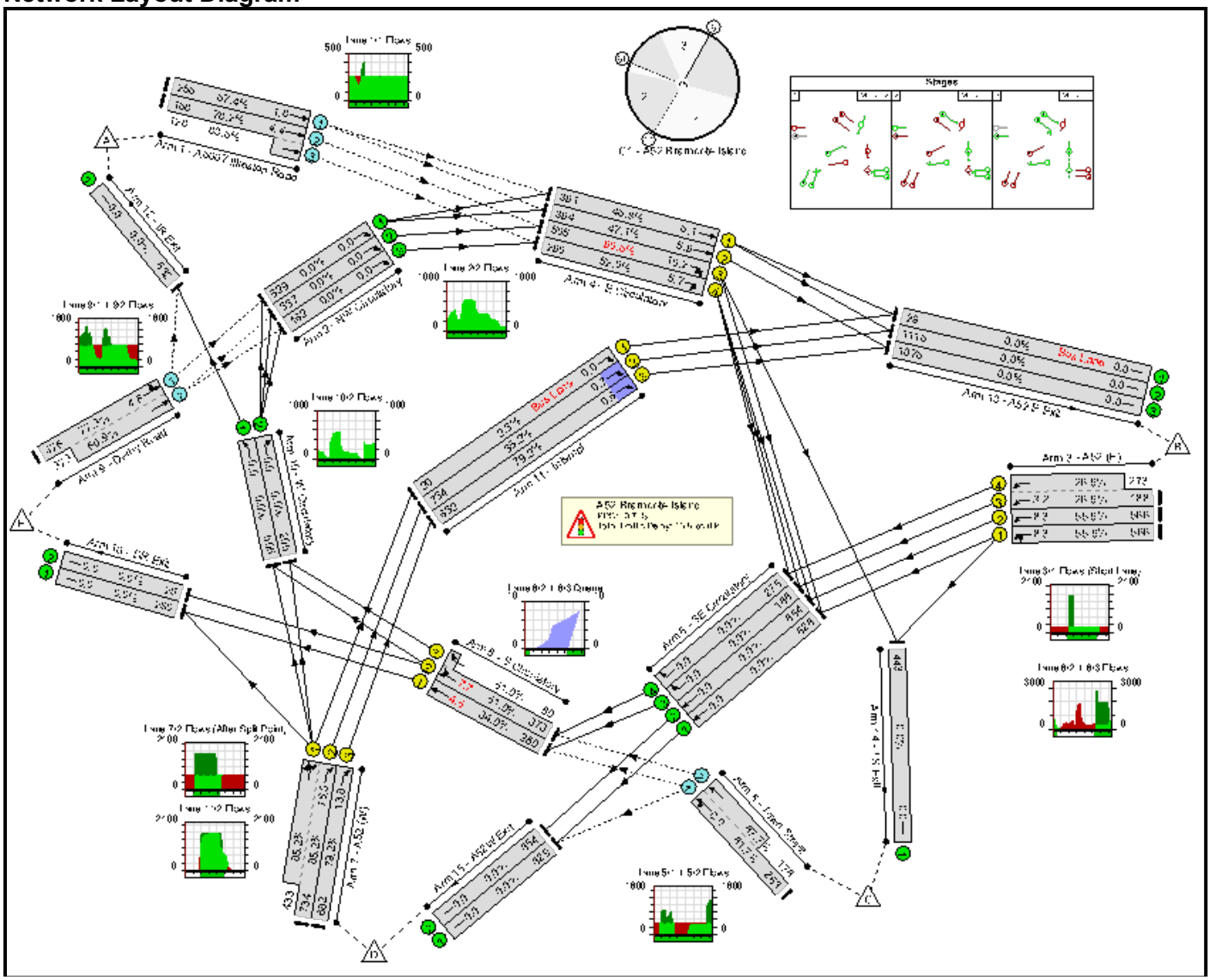
Signal Timings Diagram



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	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.6%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.6%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	256	Inf	380	67.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	296	Inf : Inf	215+153	78.2 : 83.6%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	529	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	-		-	-	-	-	162	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	-	-	461	1900:1900	698+1013	26.9 : 26.9%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	391	1900	836	46.8%
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	-	-	505	1900	557	90.6%
4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	290	1900	557	52.0%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	441	Inf : Inf	322+203	81.7 : 87.7%
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	-		-	-	-	-	854	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	188	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	275	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	33	-	-	1167	1900:1900	861+508	85.2 : 85.2%
7/3	A52 (W) Right	U	N/A	N/A	A		1	33	-	-	682	1900	861	79.2%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	250	1900	735	34.0%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	453	1900:1900	611+131	61.0 : 61.0%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	849	Inf : Inf	616+612	77.3 : 60.9%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	605	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	-	-	734	1900	861	85.2%
11/3	Internal Right	U	N/A	N/A	B		1	31	-	-	682	1900	861	79.2%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	632	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	-		-	-	-	-	1116	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1076	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	443	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	829	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	854	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	280	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)	
Network: A52 Bramcote Island	**-**	**-**	**3428**	**0**	**0**	**29.4**	**14.4**	**0.0**	**43.8**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3428**	**0**	**0**	**29.4**	**14.4**	**0.0**	**43.8**	**-**	**-**	**-**	**-**	
1/1	256	256	256	0	0	0.0	1.0	-	1.0	14.4	0.8	1.0	1.8	
1/2+1/3	296	296	592	0	0	0.4	2.0	-	2.4 (1.2+1.1)	28.9 (26.6:32.0)	2.5	2.0	4.4	
2/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	337	337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	162	162	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	566	566	-	-	-	1.8	0.6	-	2.5	15.6	7.7	0.6	8.3	
3/2	566	566	-	-	-	1.8	0.6	-	2.5	15.6	7.7	0.6	8.3	
3/3+3/4	461	461	-	-	-	1.2	0.2	-	1.4 (0.5+0.8)	10.8 (10.5:11.0)	3.0	0.2	3.2	
4/1	391	391	-	-	-	1.7	0.4	-	2.1	19.4	5.6	0.4	6.1	
4/2	394	394	-	-	-	1.6	0.4	-	2.1	18.9	5.5	0.4	5.9	
4/3	505	505	-	-	-	4.2	0.0	-	4.2	29.7	10.2	0.0	10.2	
4/4	290	290	-	-	-	1.8	0.5	-	2.3	28.6	5.2	0.5	5.7	
5/1+5/2	441	441	882	0	0	1.4	2.5	-	3.9 (2.0+1.8)	31.7 (28.0:37.1)	3.5	2.5	6.0	
6/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1167	1167	-	-	-	5.5	2.8	-	8.3 (5.5+2.8)	25.5 (26.9:23.2)	13.5	2.8	16.3	

7/3	682	682	-	-	-	3.3	1.9	-	5.2	27.3	11.9	1.9	13.8
8/1	250	250	-	-	-	1.2	0.3	-	1.4	20.6	4.3	0.3	4.6
8/2+8/3	453	453	-	-	-	2.6	0.0	-	2.6 (2.2+0.5)	20.9 (20.9:20.7)	7.7	0.0	7.7
9/1+9/2	849	849	1698	0	0	0.5	1.1	-	1.6 (1.0+0.7)	7.0 (7.4:6.4)	3.7	1.1	4.8
10/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0
11/2	734	734	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7
11/3	682	682	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
12/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1116	1116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	1076	1076	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

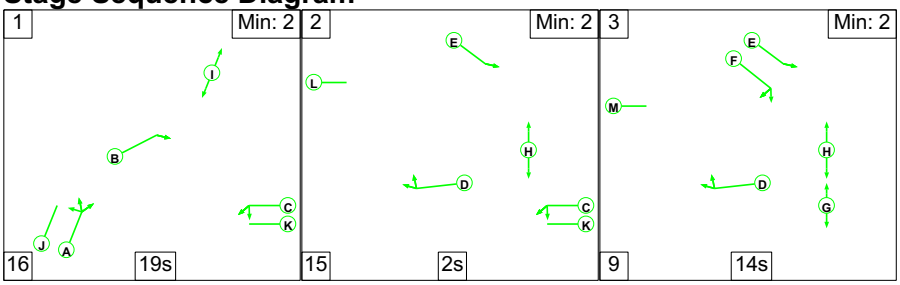
PRC for Signalled Lanes (%): -0.7
PRC Over All Lanes (%): -0.7

Total Delay for Signalled Lanes (pcuHr): 34.82
Total Delay Over All Lanes(pcuHr): 43.75

Cycle Time (s): 75

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

Stage Sequence Diagram



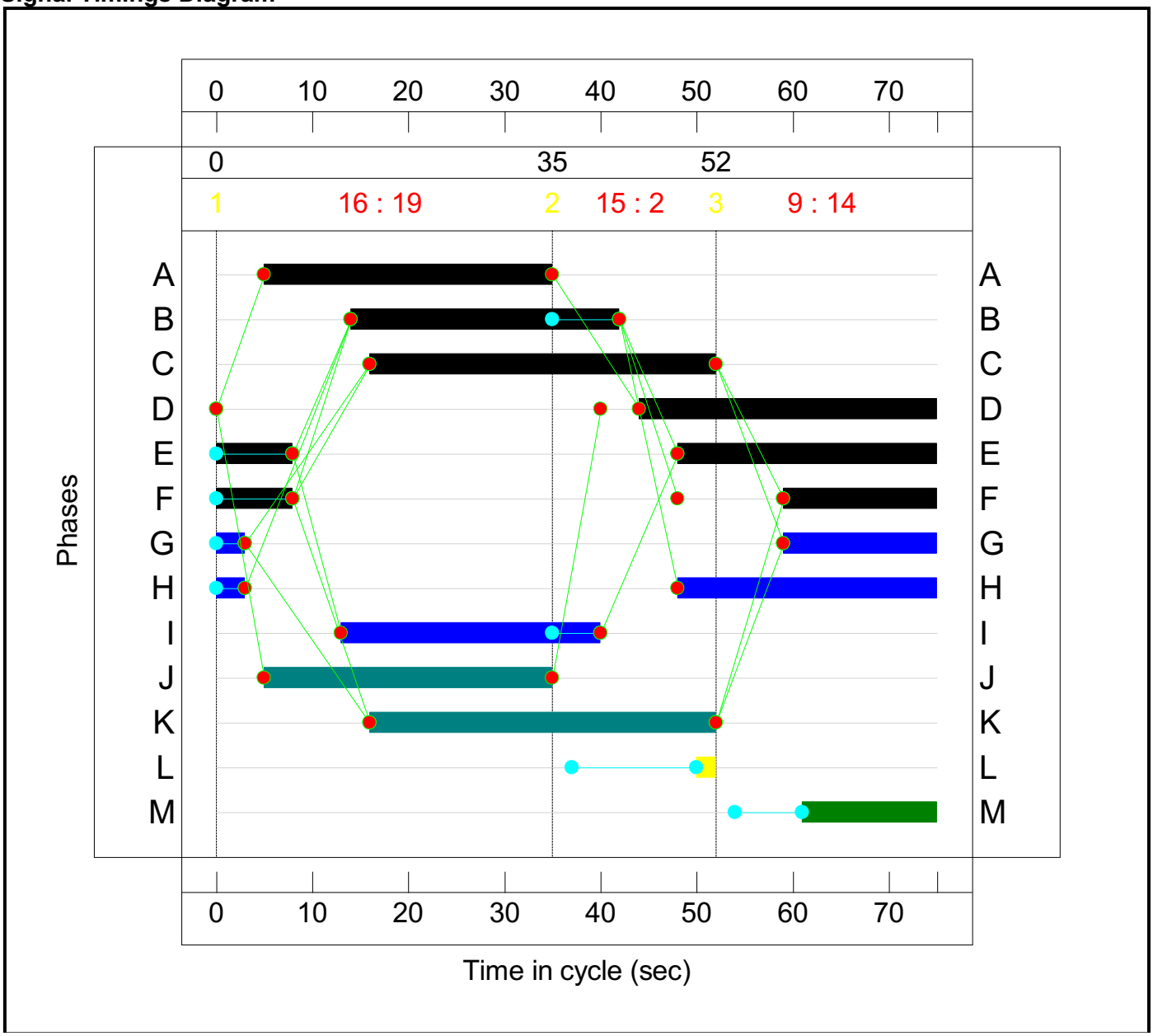
Stage Timings

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

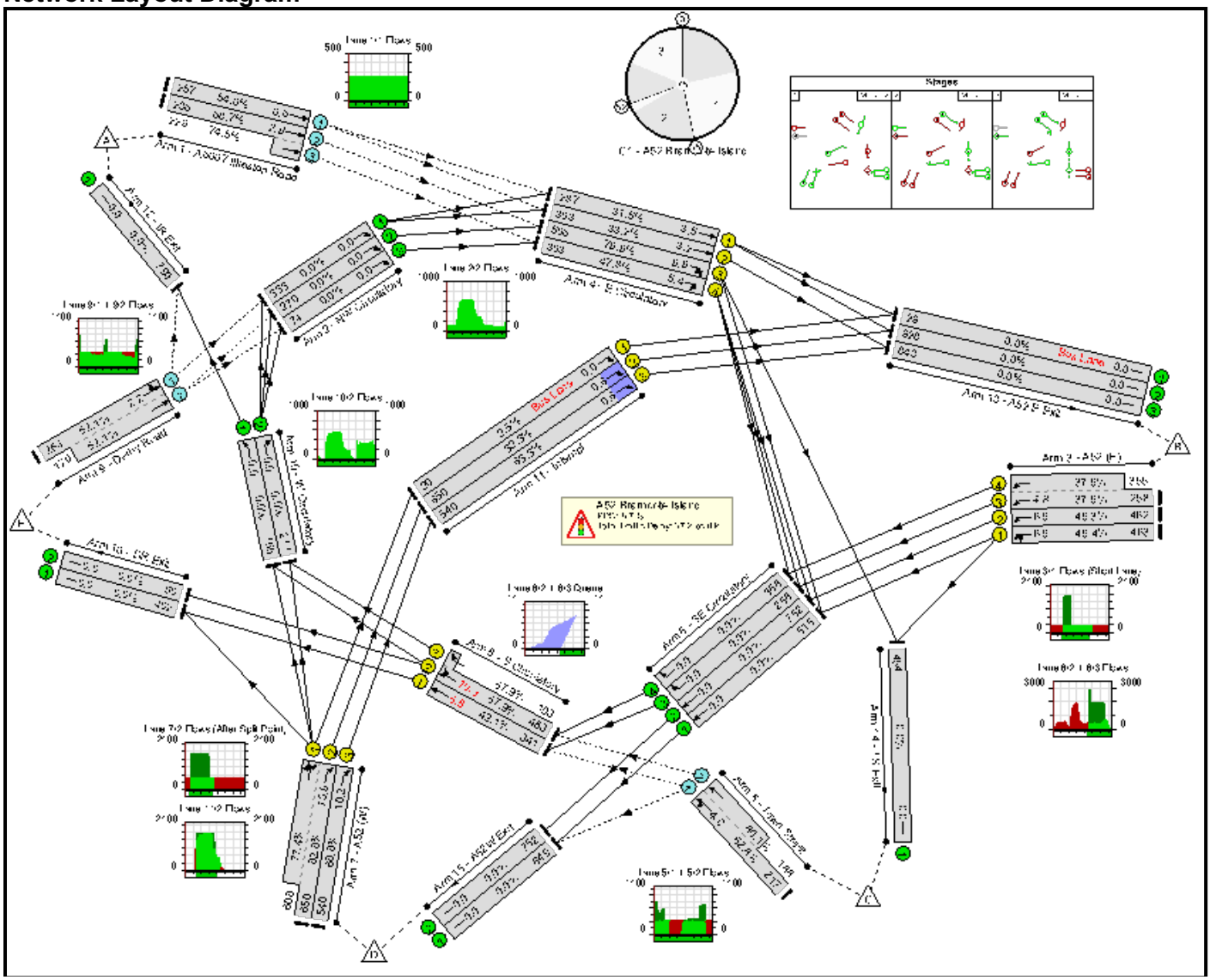
Signal Timings Diagram



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	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)	
Network: A52 Bramcote Island	**-**	**-**	**2865**	**0**	**0**	**28.0**	**9.2**	**0.0**	**37.2**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**2865**	**0**	**0**	**28.0**	**9.2**	**0.0**	**37.2**	**-**	**-**	**-**	**-**	
1/1	257	257	257	0	0	0.0	0.6	-	0.6	8.2	0.0	0.6	0.6	
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	
2/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	463	463	-	-	-	1.6	0.5	-	2.1	16.5	6.4	0.5	6.9	
3/2	462	462	-	-	-	1.6	0.5	-	2.1	16.5	6.4	0.5	6.9	
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	
4/1	287	287	-	-	-	0.8	0.2	-	1.1	13.5	3.2	0.2	3.5	
4/2	303	303	-	-	-	0.8	0.2	-	1.0	12.2	2.9	0.2	3.2	
4/3	506	506	-	-	-	3.9	0.0	-	3.9	27.5	9.9	0.0	9.9	
4/4	303	303	-	-	-	1.6	0.5	-	2.1	25.0	5.0	0.5	5.4	
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	
6/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
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	

7/3	540	540	-	-	-	2.7	1.1	-	3.8	25.3	9.1	1.1	10.2
8/1	341	341	-	-	-	1.6	0.4	-	2.0	20.7	6.4	0.4	6.8
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
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
10/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0
11/2	650	650	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
11/3	540	540	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6
12/1	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	843	843	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

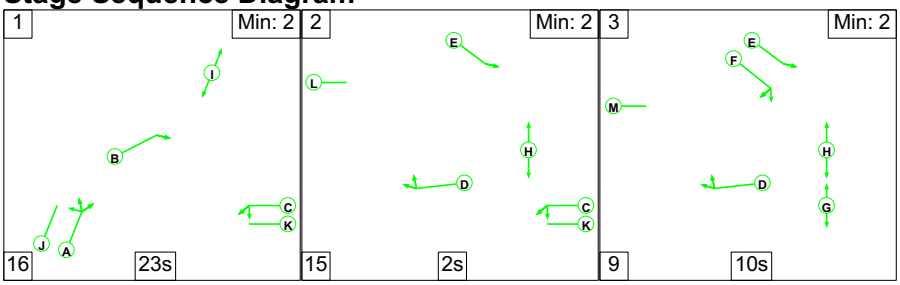
PRC for Signalled Lanes (%): 8.7
PRC Over All Lanes (%): 8.7

Total Delay for Signalled Lanes (pcuHr): 32.54
Total Delay Over All Lanes(pcuHr): 37.17

Cycle Time (s): 75

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

Stage Sequence Diagram



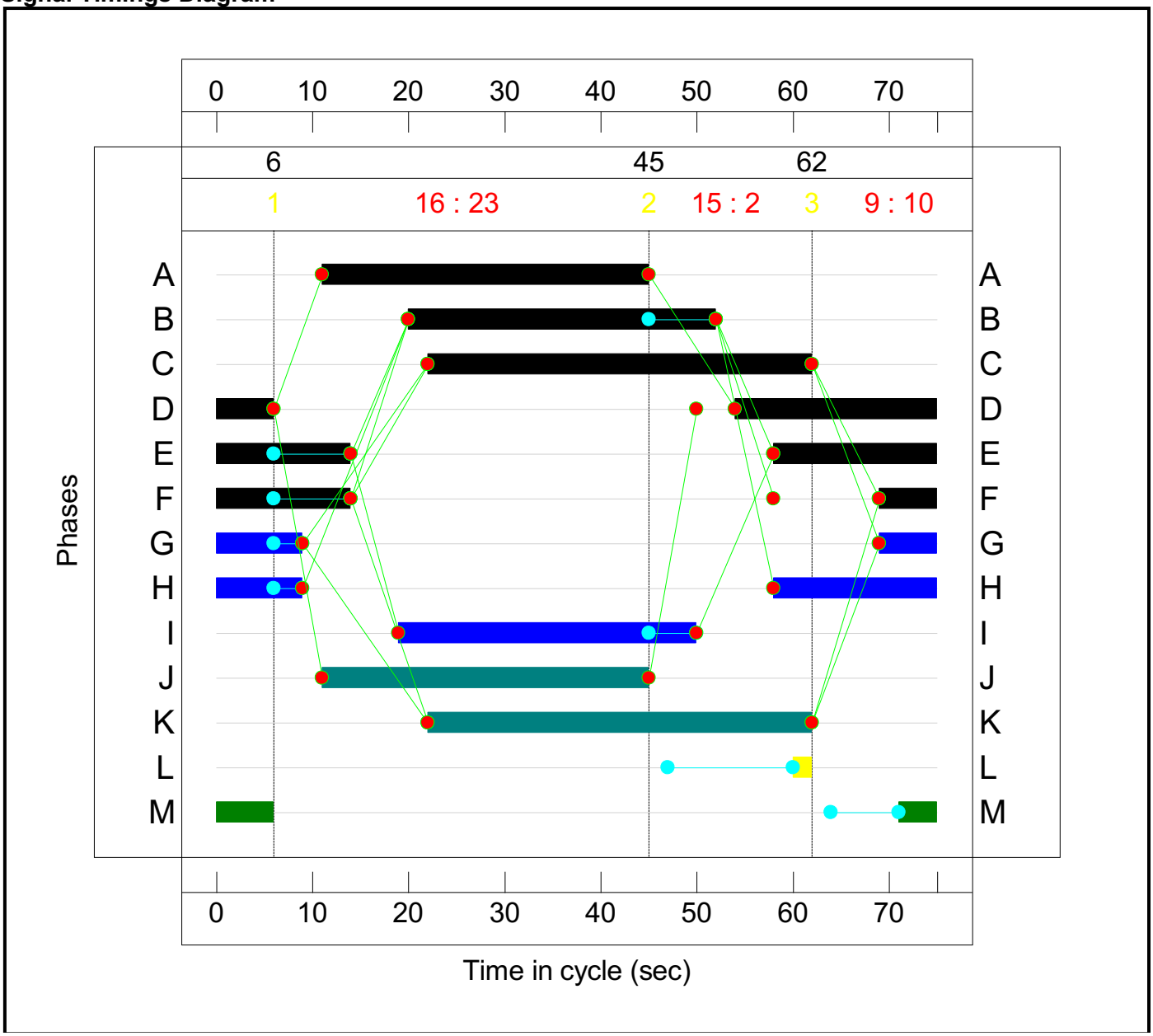
Stage Timings

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

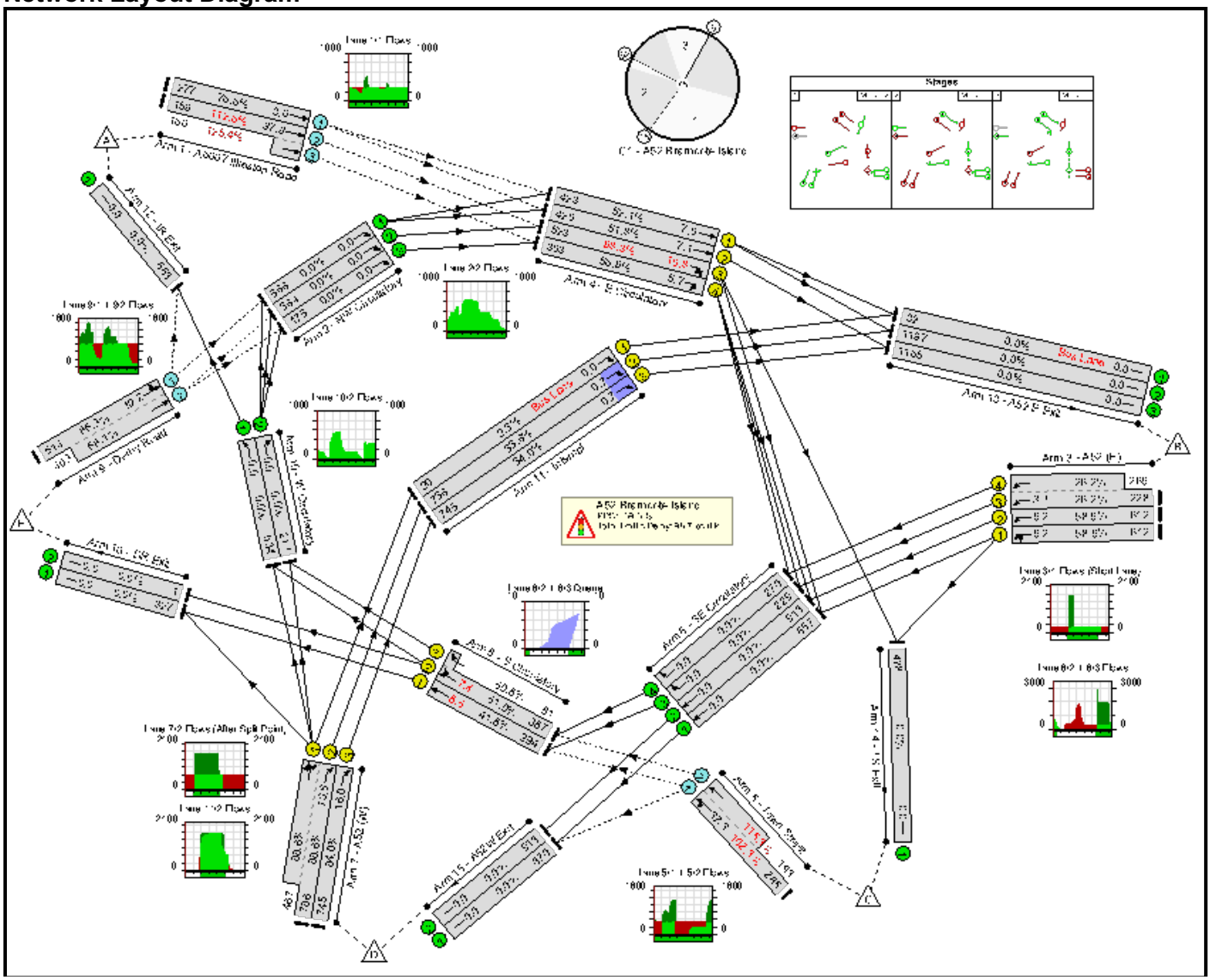
Signal Timings Diagram



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	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)	
Network: A52 Bramcote Island	**-**	**-**	**3576**	**0**	**0**	**35.9**	**62.7**	**0.0**	**98.7**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3576**	**0**	**0**	**35.9**	**62.7**	**0.0**	**98.7**	**-**	**-**	**-**	**-**	
1/1	277	277	277	0	0	0.0	1.6	-	1.6	20.8	1.4	1.6	3.0	
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	
2/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	612	612	-	-	-	1.9	0.7	-	2.6	15.6	8.5	0.7	9.2	
3/2	612	612	-	-	-	1.9	0.7	-	2.6	15.6	8.5	0.7	9.2	
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	
4/1	423	423	-	-	-	1.9	0.5	-	2.5	21.0	6.5	0.5	7.0	
4/2	420	420	-	-	-	1.9	0.5	-	2.5	21.2	6.5	0.5	7.1	
4/3	523	523	-	-	-	4.4	0.0	-	4.4	30.5	10.8	0.0	10.8	
4/4	303	303	-	-	-	1.7	0.7	-	2.3	27.9	5.1	0.7	5.7	
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	
6/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
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	

7/3	745	745	-	-	-	3.6	2.5	-	6.2	29.8	13.5	2.5	16.0	
8/1	294	294	-	-	-	1.5	0.4	-	1.9	22.7	5.3	0.4	5.6	
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	
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	
10/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.7	0.0	0.0	0.0	
11/2	786	786	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	
11/3	745	745	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	
12/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	1197	1197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/3	1165	1165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/2	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 Bramcote Island

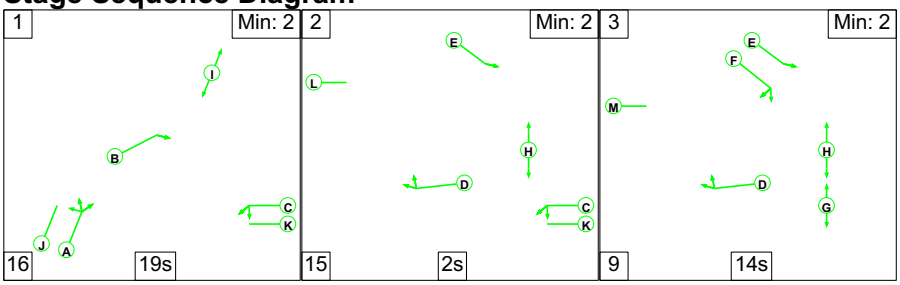
PRC for Signalled Lanes (%): -9.2
PRC Over All Lanes (%): -39.3

Total Delay for Signalled Lanes (pcuHr): 38.96
Total Delay Over All Lanes(pcuHr): 98.69

Cycle Time (s): 75

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

Stage Sequence Diagram



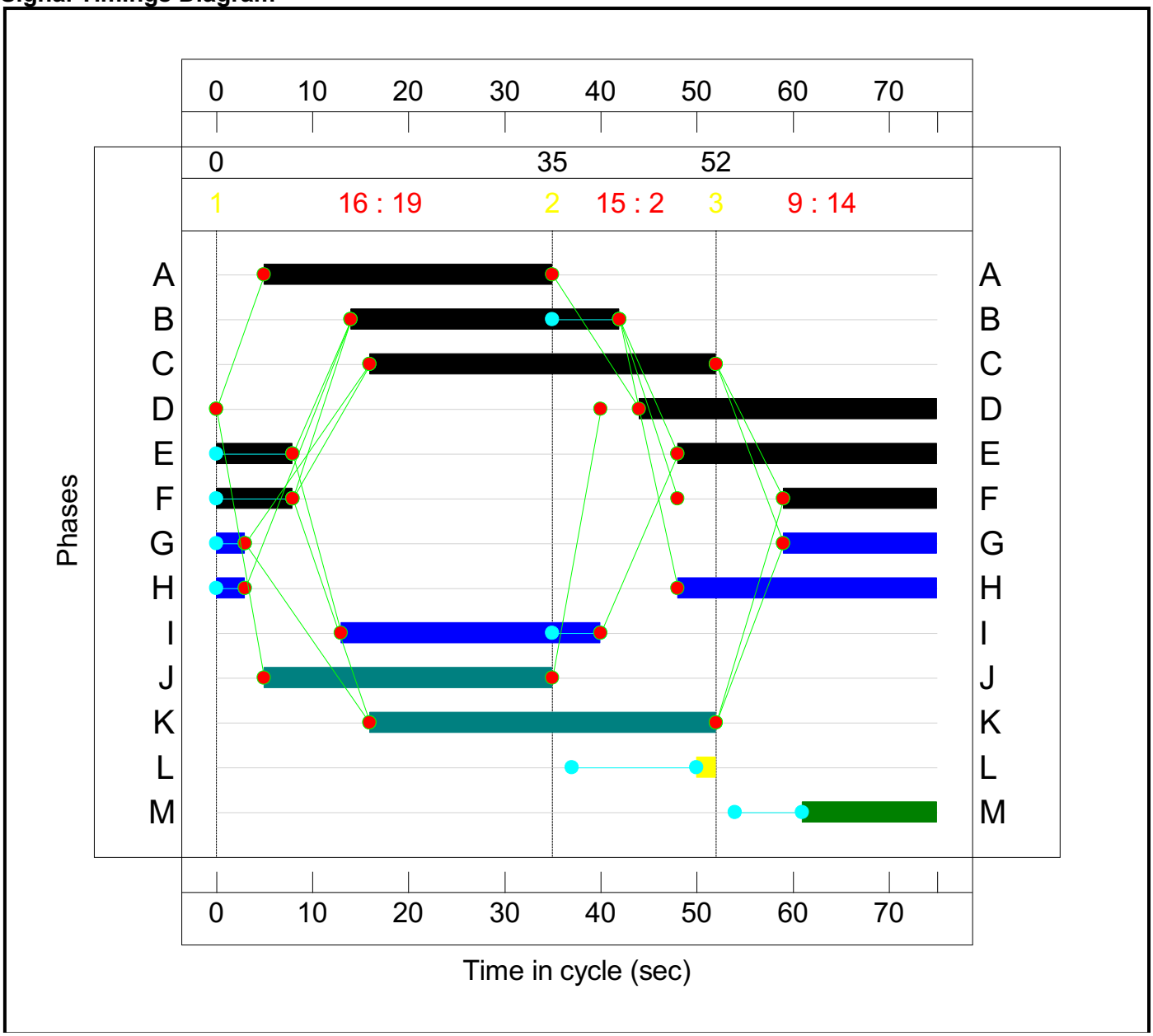
Stage Timings

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

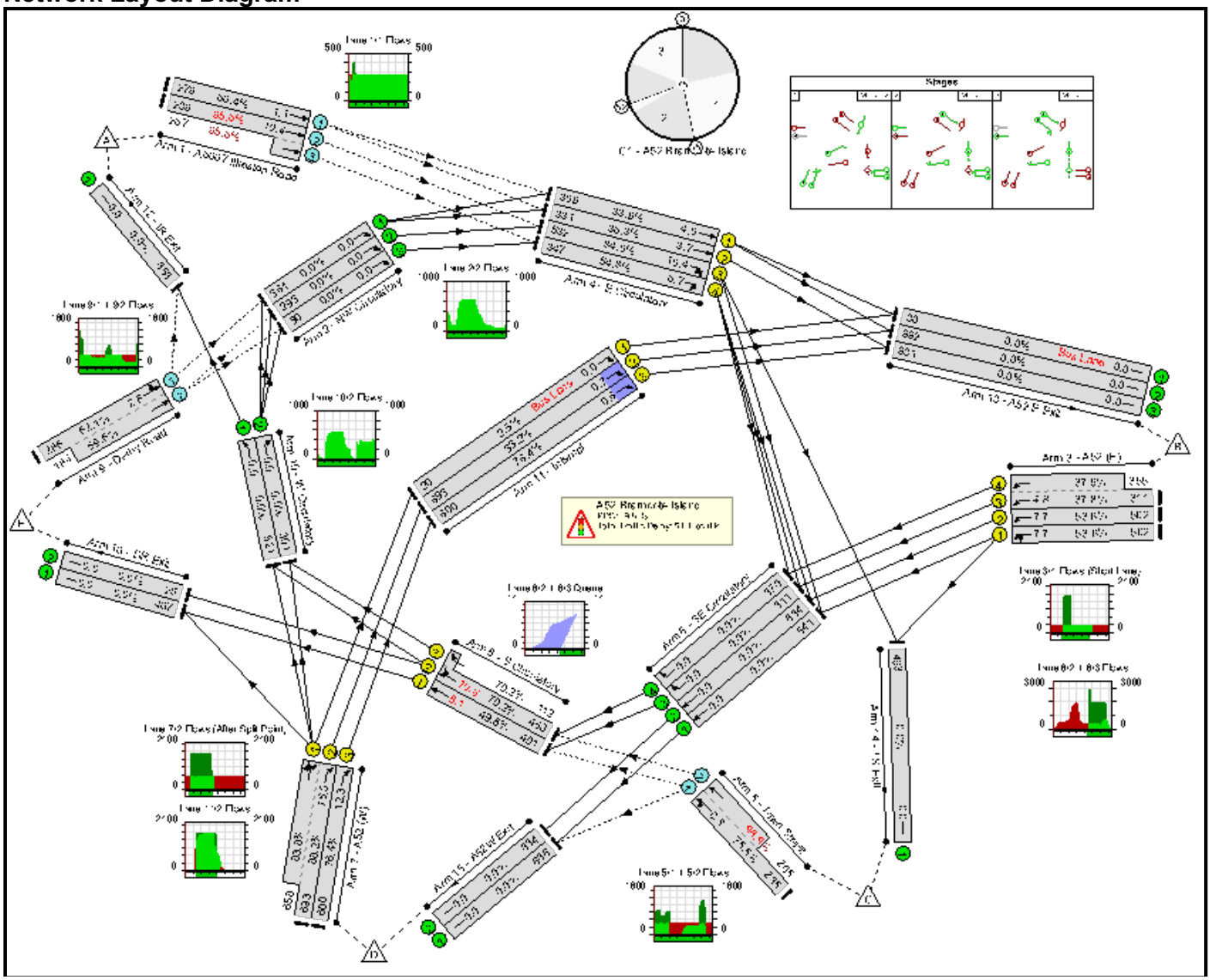
Signal Timings Diagram



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	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)	
Network: A52 Bramcote Island	**-**	**-**	**3111**	**0**	**0**	**32.4**	**18.7**	**0.0**	**51.1**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3111**	**0**	**0**	**32.4**	**18.7**	**0.0**	**51.1**	**-**	**-**	**-**	**-**	
1/1	279	279	279	0	0	0.0	0.8	-	0.8	9.8	0.4	0.8	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	
2/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	502	502	-	-	-	1.8	0.6	-	2.4	17.2	7.1	0.6	7.7	
3/2	502	502	-	-	-	1.8	0.6	-	2.4	17.2	7.1	0.6	7.7	
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	
4/1	309	309	-	-	-	1.0	0.3	-	1.3	14.9	3.8	0.3	4.0	
4/2	331	331	-	-	-	0.9	0.3	-	1.2	13.4	3.4	0.3	3.7	
4/3	532	532	-	-	-	4.1	0.0	-	4.1	27.9	10.4	0.0	10.4	
4/4	347	347	-	-	-	2.0	0.6	-	2.6	26.9	6.0	0.6	6.7	
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	
6/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
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	

7/3	600	600	-	-	-	3.1	1.6	-	4.7	28.4	10.7	1.6	12.3	
8/1	401	401	-	-	-	1.9	0.5	-	2.4	21.8	7.7	0.5	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	
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	
10/1	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	
11/2	693	693	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	
11/3	600	600	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	
12/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	992	992	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/3	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/2	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 2.0
PRC Over All Lanes (%): -9.8

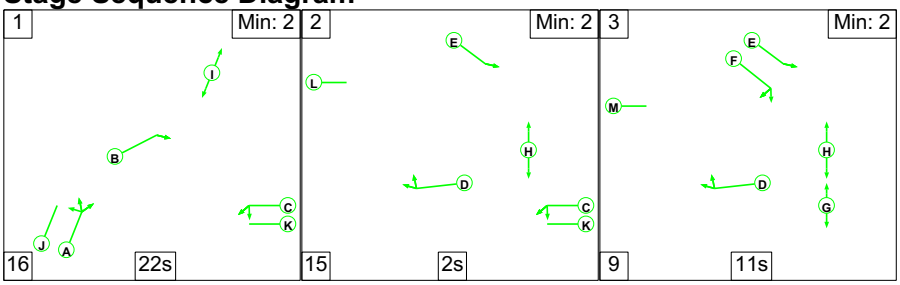
Total Delay for Signalled Lanes (pcuHr): 38.02
Total Delay Over All Lanes(pcuHr): 51.10

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



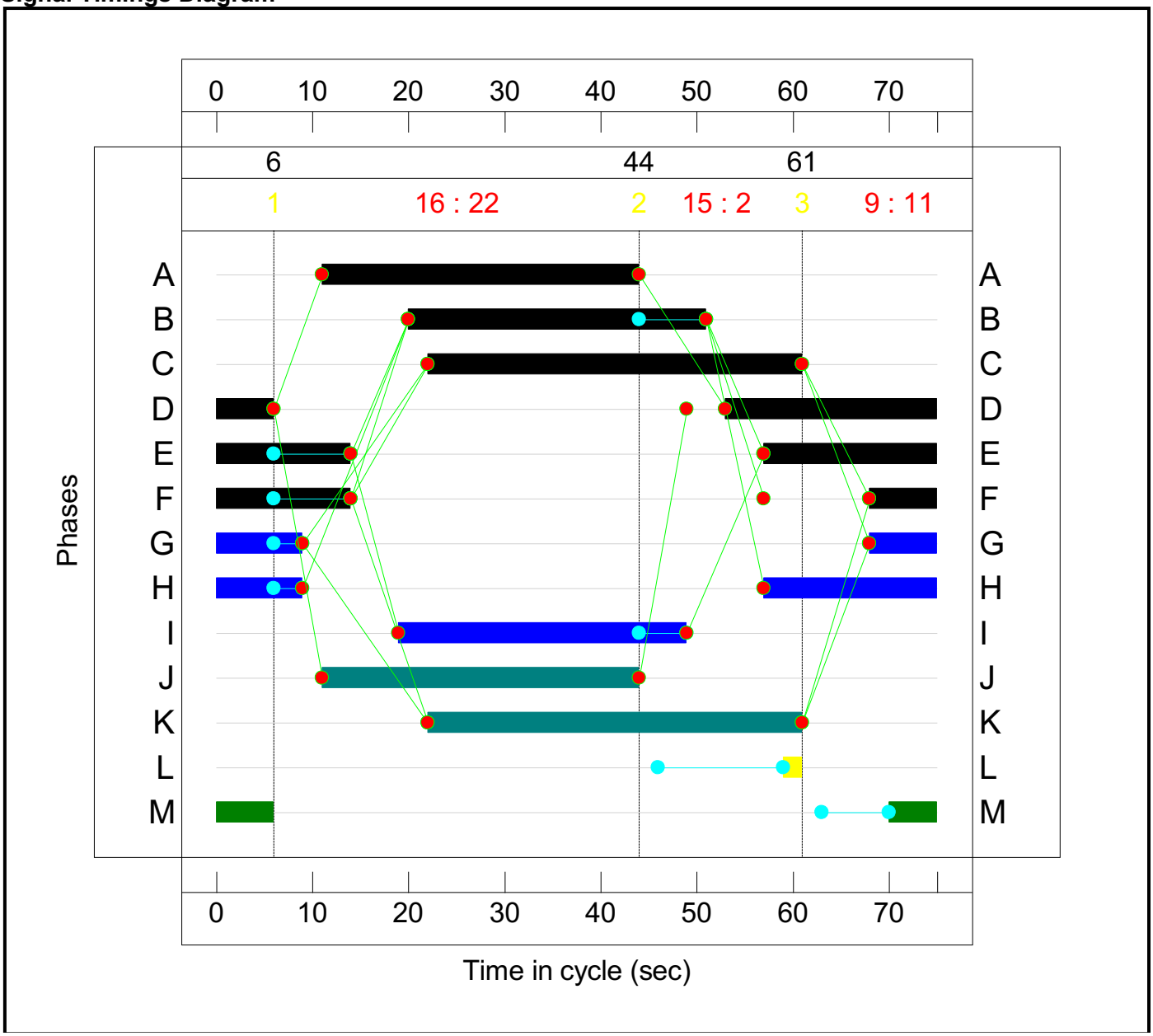
Stage Timings

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

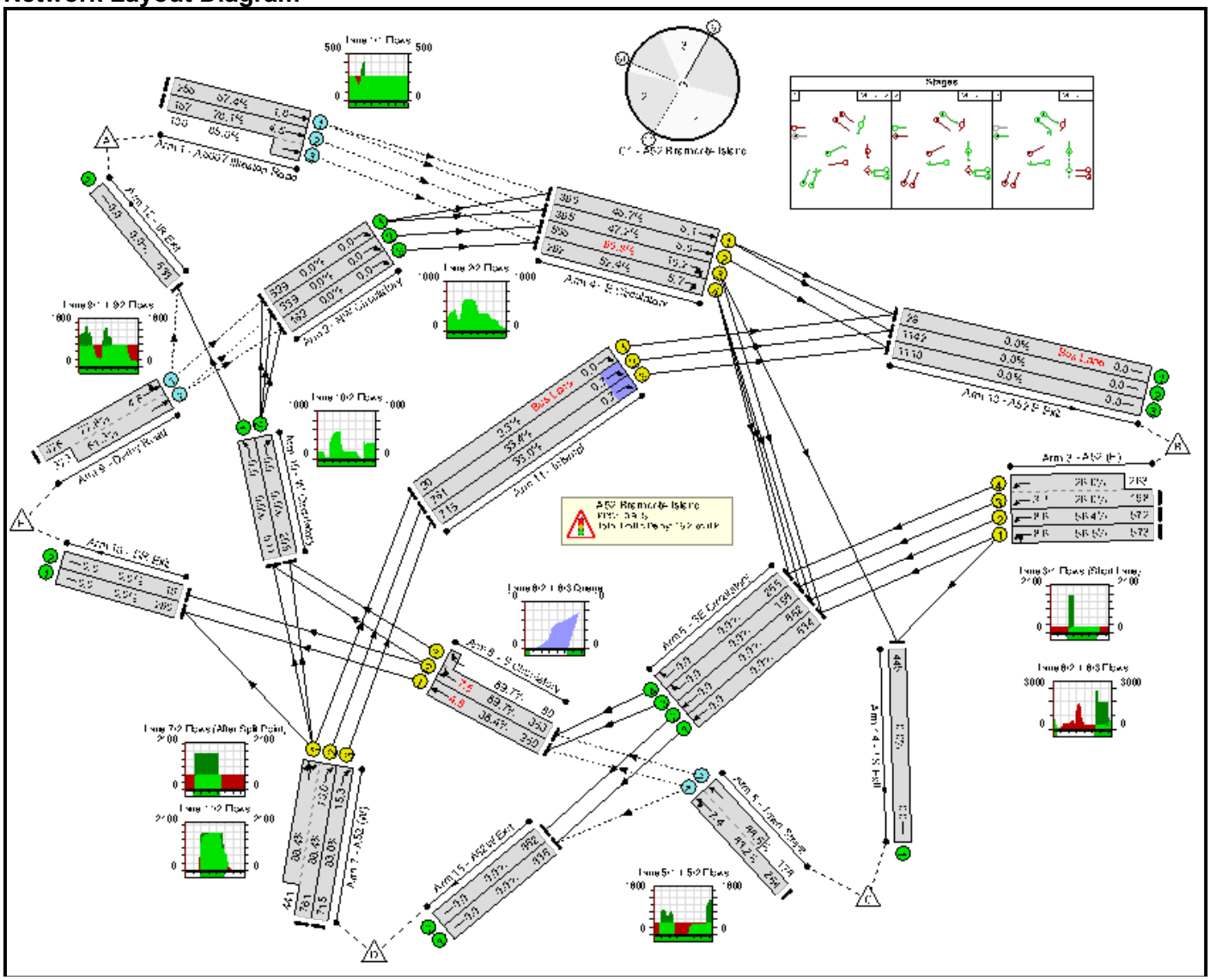
Signal Timings Diagram



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	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.8%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.8%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	256	Inf	380	67.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	297	Inf : Inf	214+153	78.1 : 85.0%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	529	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	339	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	162	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	39	-	-	573	1900	1013	56.5%
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	-	-	461	1900:1900	763+1013	26.0 : 26.0%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	390	1900	836	46.7%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	395	1900	836	47.2%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	21	-	-	506	1900	557	90.8%
4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	292	1900	557	52.4%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	442	Inf : Inf	317+201	83.2 : 88.6%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	634	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	862	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	198	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	265	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	33	-	-	1202	1900:1900	861+499	88.4 : 88.4%
7/3	A52 (W) Right	U	N/A	N/A	A		1	33	-	-	715	1900	861	83.0%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	260	1900	735	35.4%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	443	1900:1900	608+134	59.7 : 59.7%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	849	Inf : Inf	612+608	77.8 : 61.3%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	611	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	208	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	-	-	761	1900	861	88.4%
11/3	Internal Right	U	N/A	N/A	B		1	31	-	-	715	1900	861	83.0%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	638	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	-		-	-	-	-	1142	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1110	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	445	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	836	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	862	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	290	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)	
Network: A52 Bramcote Island	**-**	**-**	**3432**	**0**	**0**	**30.1**	**16.0**	**0.0**	**46.2**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3432**	**0**	**0**	**30.1**	**16.0**	**0.0**	**46.2**	**-**	**-**	**-**	**-**	
1/1	256	256	256	0	0	0.0	1.0	-	1.0	14.4	0.8	1.0	1.8	
1/2+1/3	297	297	594	0	0	0.5	2.0	-	2.5 (1.3+1.2)	29.9 (27.4:33.2)	2.5	2.0	4.5	
2/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	162	162	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	573	573	-	-	-	1.9	0.6	-	2.5	15.8	8.0	0.6	8.6	
3/2	572	572	-	-	-	1.9	0.6	-	2.5	15.8	7.9	0.6	8.6	
3/3+3/4	461	461	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.7 (10.5:10.9)	2.9	0.2	3.1	
4/1	390	390	-	-	-	1.7	0.4	-	2.1	19.4	5.6	0.4	6.1	
4/2	395	395	-	-	-	1.6	0.4	-	2.1	18.9	5.5	0.4	6.0	
4/3	506	506	-	-	-	4.2	0.0	-	4.2	29.8	10.2	0.0	10.2	
4/4	292	292	-	-	-	1.8	0.5	-	2.3	28.5	5.2	0.5	5.7	
5/1+5/2	442	442	884	0	0	1.5	2.7	-	4.2 (2.2+1.9)	33.9 (30.3:39.3)	4.7	2.7	7.4	
6/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1202	1202	-	-	-	5.7	3.6	-	9.4 (6.2+3.1)	28.1 (29.6:25.5)	14.4	3.6	18.0	

7/3	715	715	-	-	-	3.6	2.4	-	5.9	29.9	12.9	2.4	15.3
8/1	260	260	-	-	-	1.2	0.3	-	1.5	20.9	4.5	0.3	4.8
8/2+8/3	443	443	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	20.9 (20.9:20.8)	7.5	0.0	7.5
9/1+9/2	849	849	1698	0	0	0.6	1.1	-	1.7 (1.0+0.7)	7.2 (7.7:6.6)	3.7	1.1	4.8
10/1	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0
11/2	761	761	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7
11/3	715	715	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7
12/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1142	1142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	1110	1110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): -0.9
PRC Over All Lanes (%): -0.9

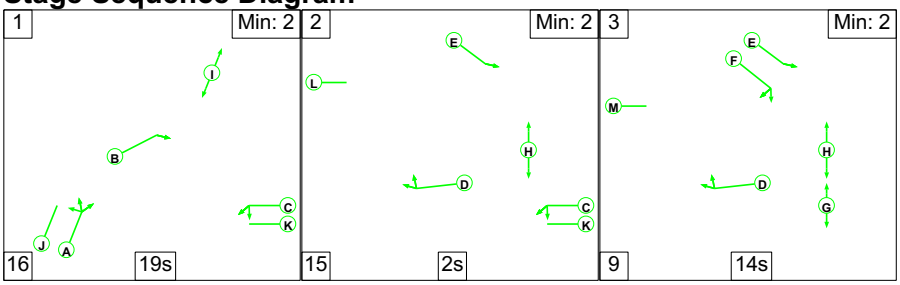
Total Delay for Signalled Lanes (pcuHr): 36.83
Total Delay Over All Lanes(pcuHr): 46.18

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



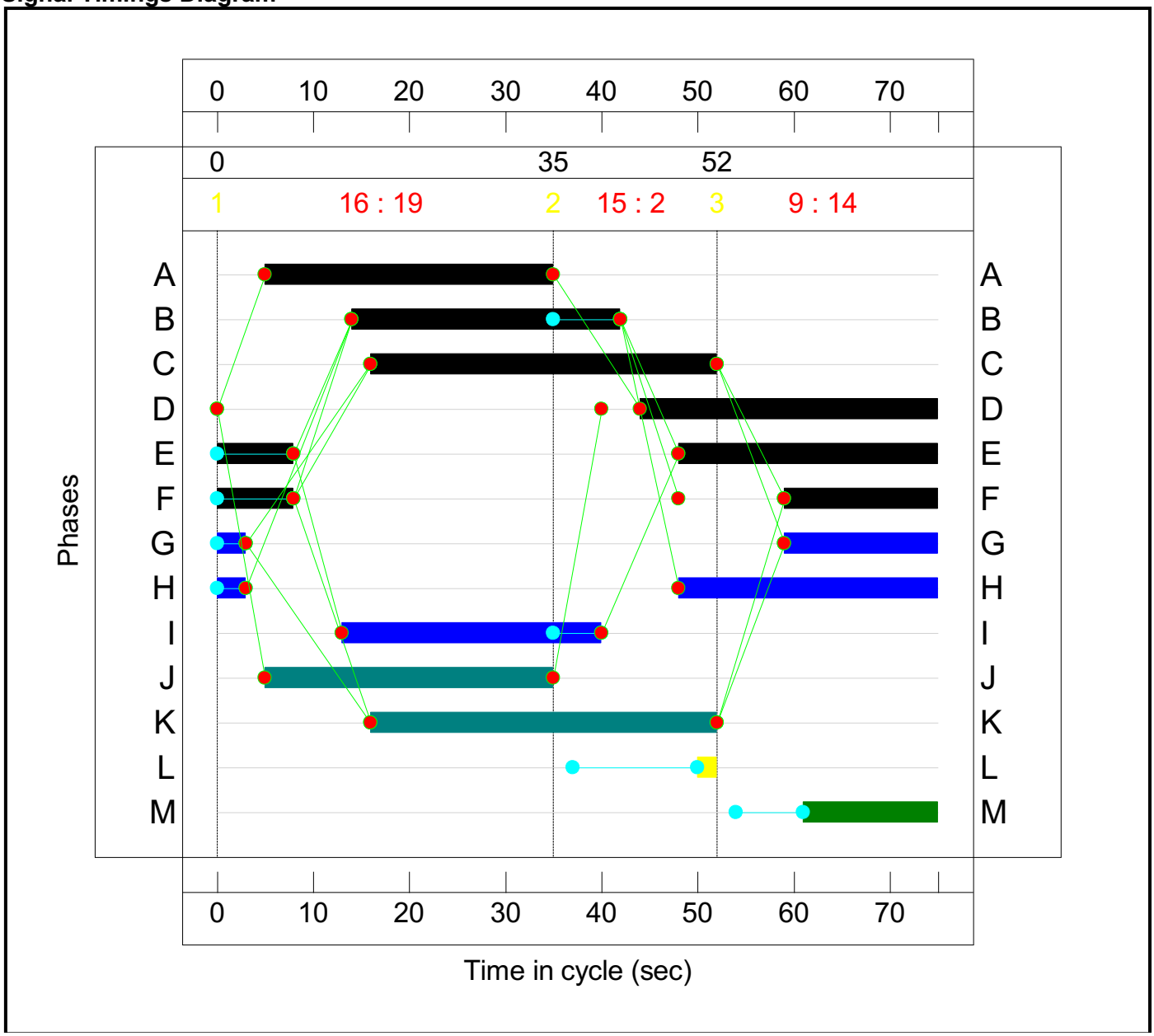
Stage Timings

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

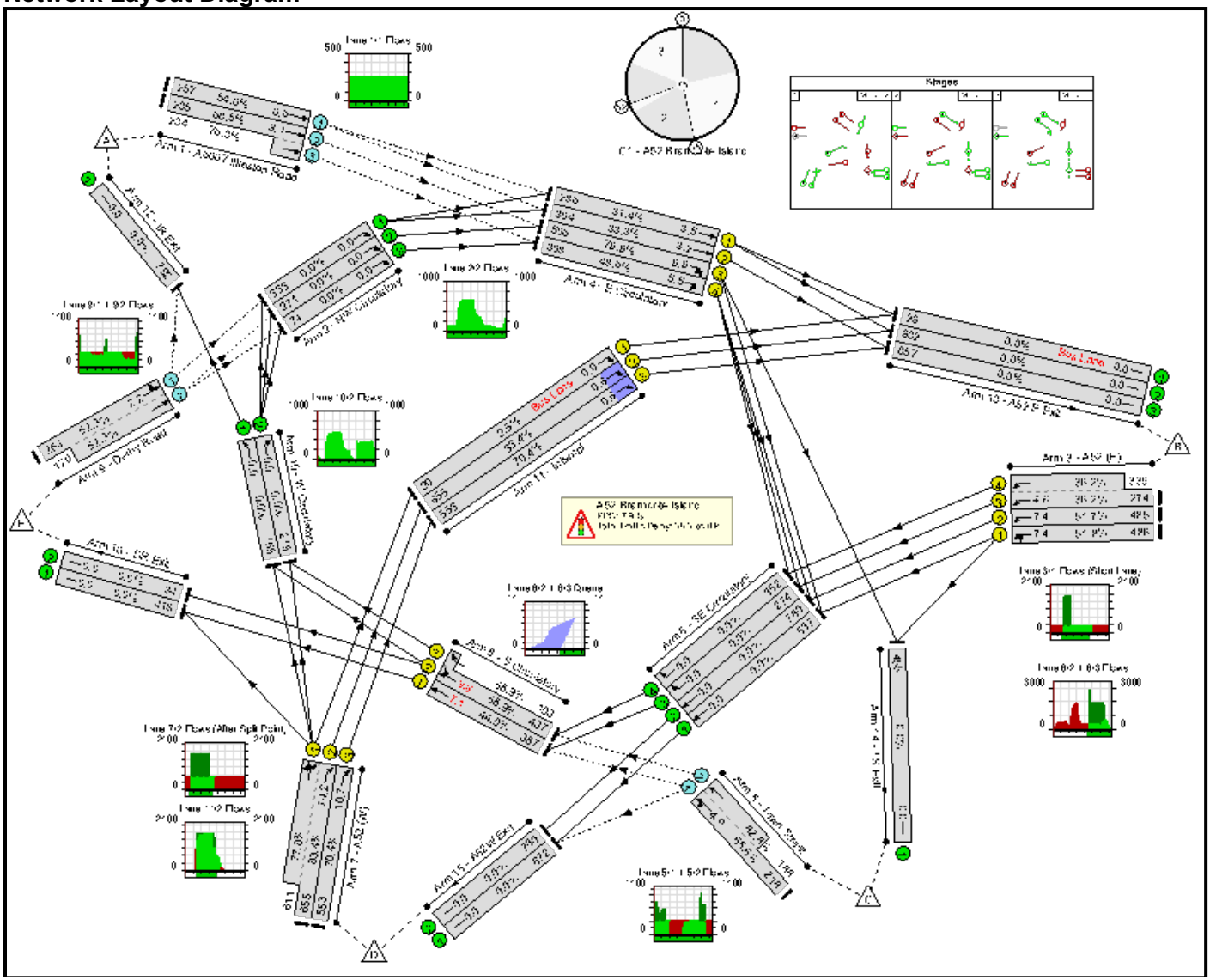
Signal Timings Diagram



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	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)	
Network: A52 Bramcote Island	**-**	**-**	**2875**	**0**	**0**	**28.6**	**9.6**	**0.0**	**38.3**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**2875**	**0**	**0**	**28.6**	**9.6**	**0.0**	**38.3**	**-**	**-**	**-**	**-**	
1/1	257	257	257	0	0	0.0	0.6	-	0.6	8.2	0.0	0.6	0.6	
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	
2/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	486	486	-	-	-	1.7	0.5	-	2.3	16.9	6.9	0.5	7.4	
3/2	485	485	-	-	-	1.7	0.5	-	2.3	16.9	6.9	0.5	7.4	
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	
4/1	286	286	-	-	-	0.8	0.2	-	1.1	13.5	3.2	0.2	3.5	
4/2	304	304	-	-	-	0.8	0.2	-	1.0	12.2	2.9	0.2	3.2	
4/3	506	506	-	-	-	3.9	0.0	-	3.9	27.5	9.9	0.0	9.9	
4/4	308	308	-	-	-	1.7	0.5	-	2.1	25.1	5.0	0.5	5.5	
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	
6/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
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	

7/3	553	553	-	-	-	2.8	1.2	-	4.0	25.9	9.5	1.2	10.7	
8/1	357	357	-	-	-	1.7	0.4	-	2.1	20.9	6.7	0.4	7.1	
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	
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	
10/1	758	758	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	
11/2	655	655	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	
11/3	553	553	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	
12/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	932	932	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/3	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/2	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 7.9
PRC Over All Lanes (%): 7.9

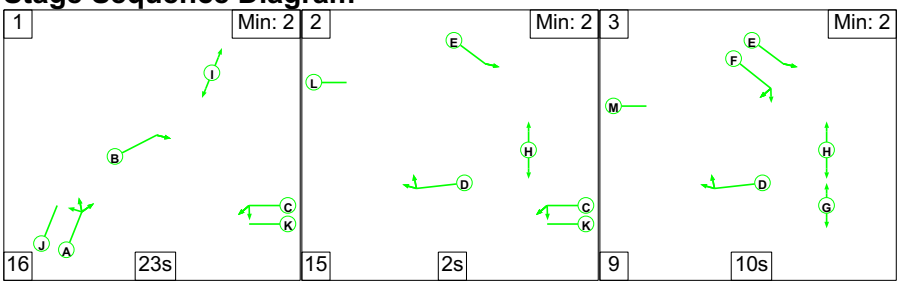
Total Delay for Signalled Lanes (pcuHr): 33.24
Total Delay Over All Lanes(pcuHr): 38.26

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



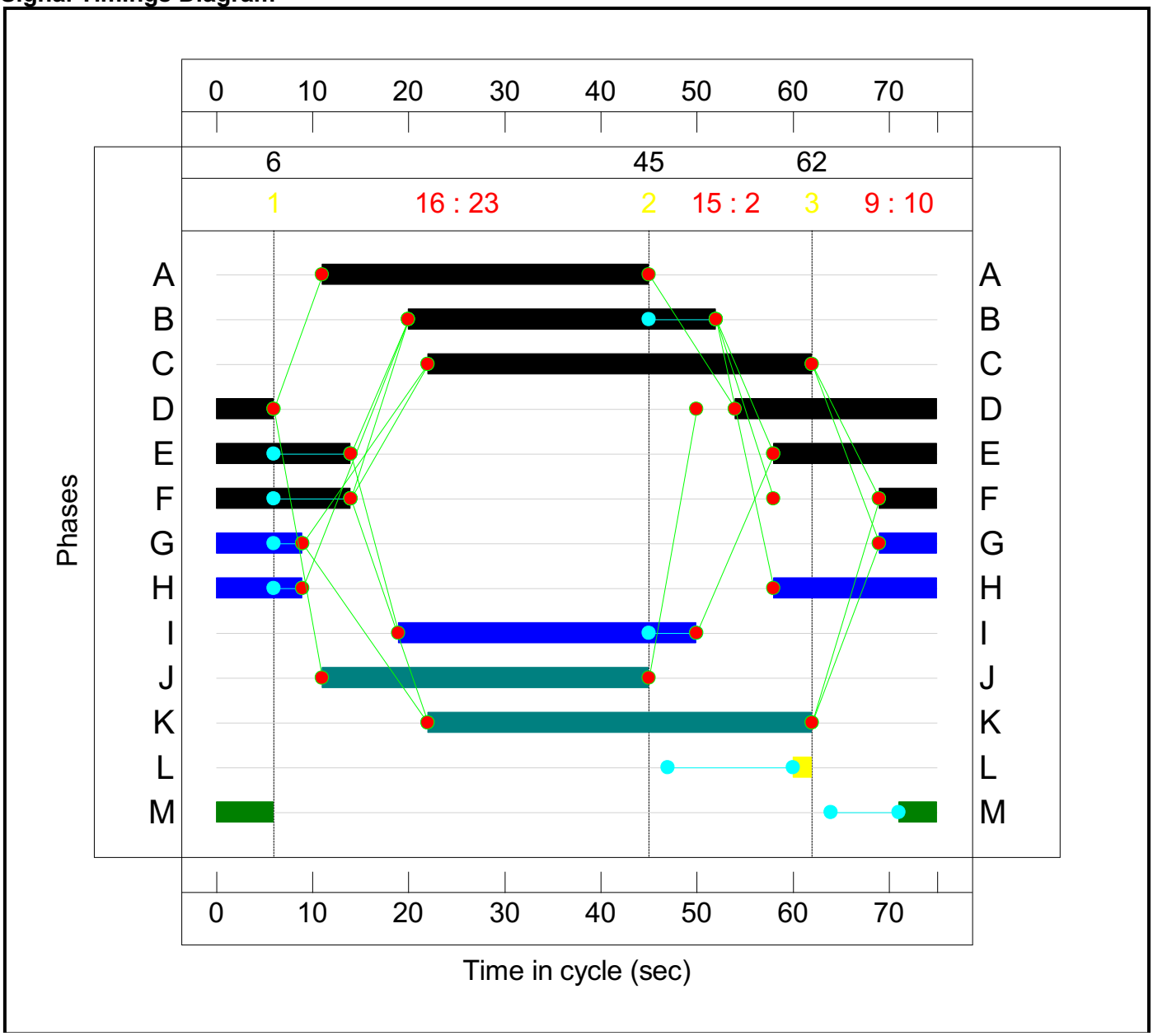
Stage Timings

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

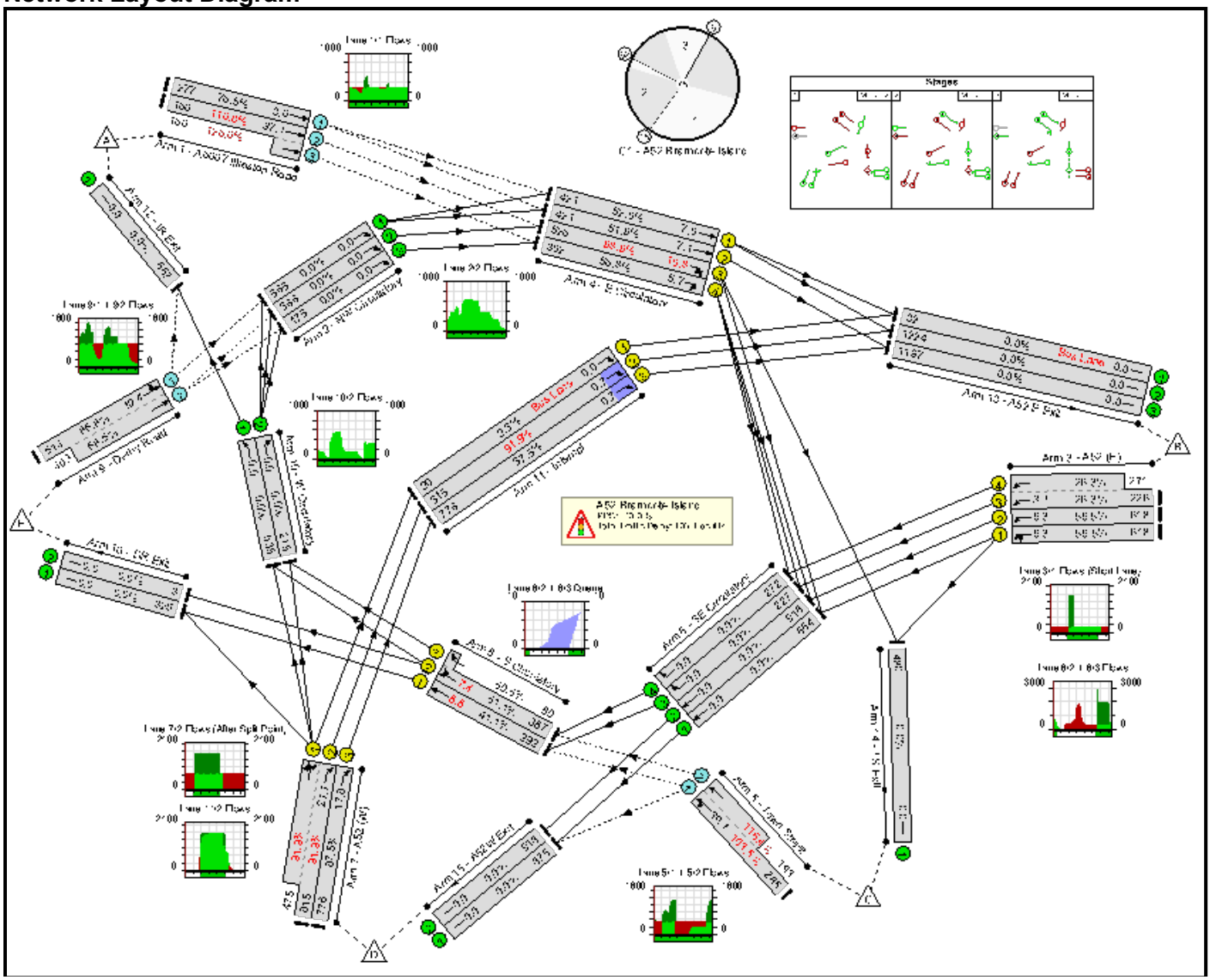
Signal Timings Diagram



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	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)	
Network: A52 Bramcote Island	**-**	**-**	**3567**	**0**	**0**	**36.8**	**66.3**	**0.0**	**103.1**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3567**	**0**	**0**	**36.8**	**66.3**	**0.0**	**103.1**	**-**	**-**	**-**	**-**	
1/1	277	277	277	0	0	0.0	1.6	-	1.6	20.7	1.4	1.6	3.0	
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	
2/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	618	618	-	-	-	2.0	0.7	-	2.7	15.7	8.6	0.7	9.3	
3/2	618	618	-	-	-	2.0	0.7	-	2.7	15.7	8.6	0.7	9.3	
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	
4/1	421	421	-	-	-	1.9	0.5	-	2.4	20.9	6.5	0.5	7.0	
4/2	421	421	-	-	-	1.9	0.5	-	2.5	21.2	6.6	0.5	7.1	
4/3	526	526	-	-	-	4.5	0.0	-	4.5	30.5	10.8	0.0	10.8	
4/4	302	302	-	-	-	1.7	0.7	-	2.3	27.9	5.0	0.7	5.7	
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	
6/1	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
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	

7/3	776	776	-	-	-	3.9	3.3	-	7.2	33.4	14.4	3.3	17.8	
8/1	292	292	-	-	-	1.5	0.3	-	1.8	22.7	5.2	0.3	5.5	
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	
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	
10/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.7	0.0	0.0	0.0	
11/2	815	815	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	
11/3	776	776	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	
12/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	1224	1224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/3	1197	1197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/2	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): -9.9
PRC Over All Lanes (%): -40.0

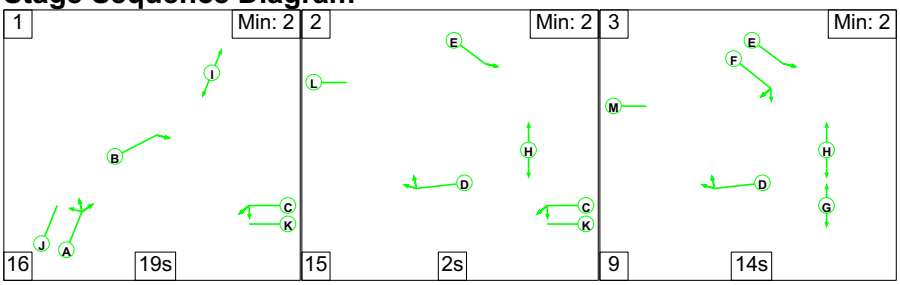
Total Delay for Signalled Lanes (pcuHr): 41.88
Total Delay Over All Lanes(pcuHr): 103.11

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



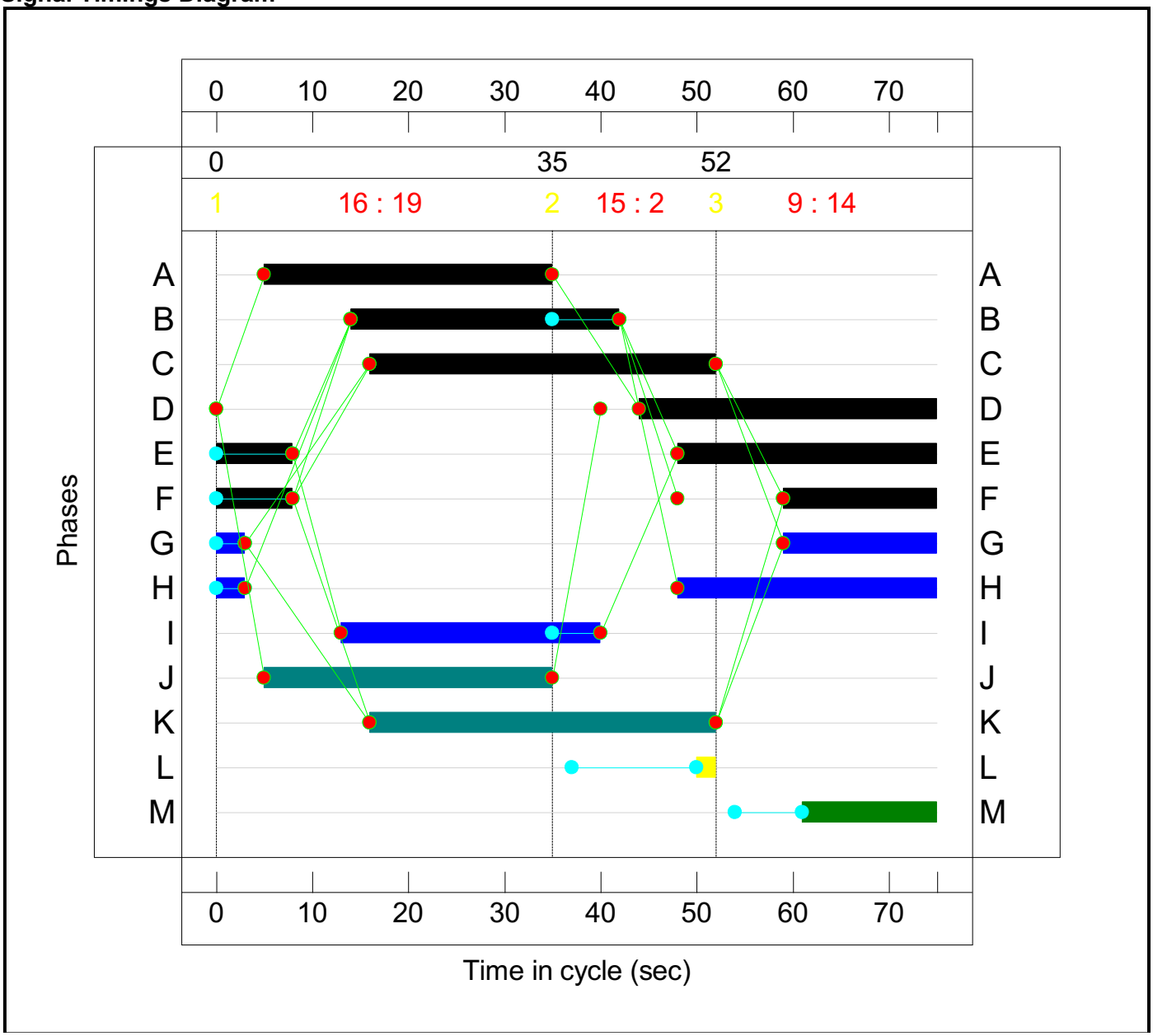
Stage Timings

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

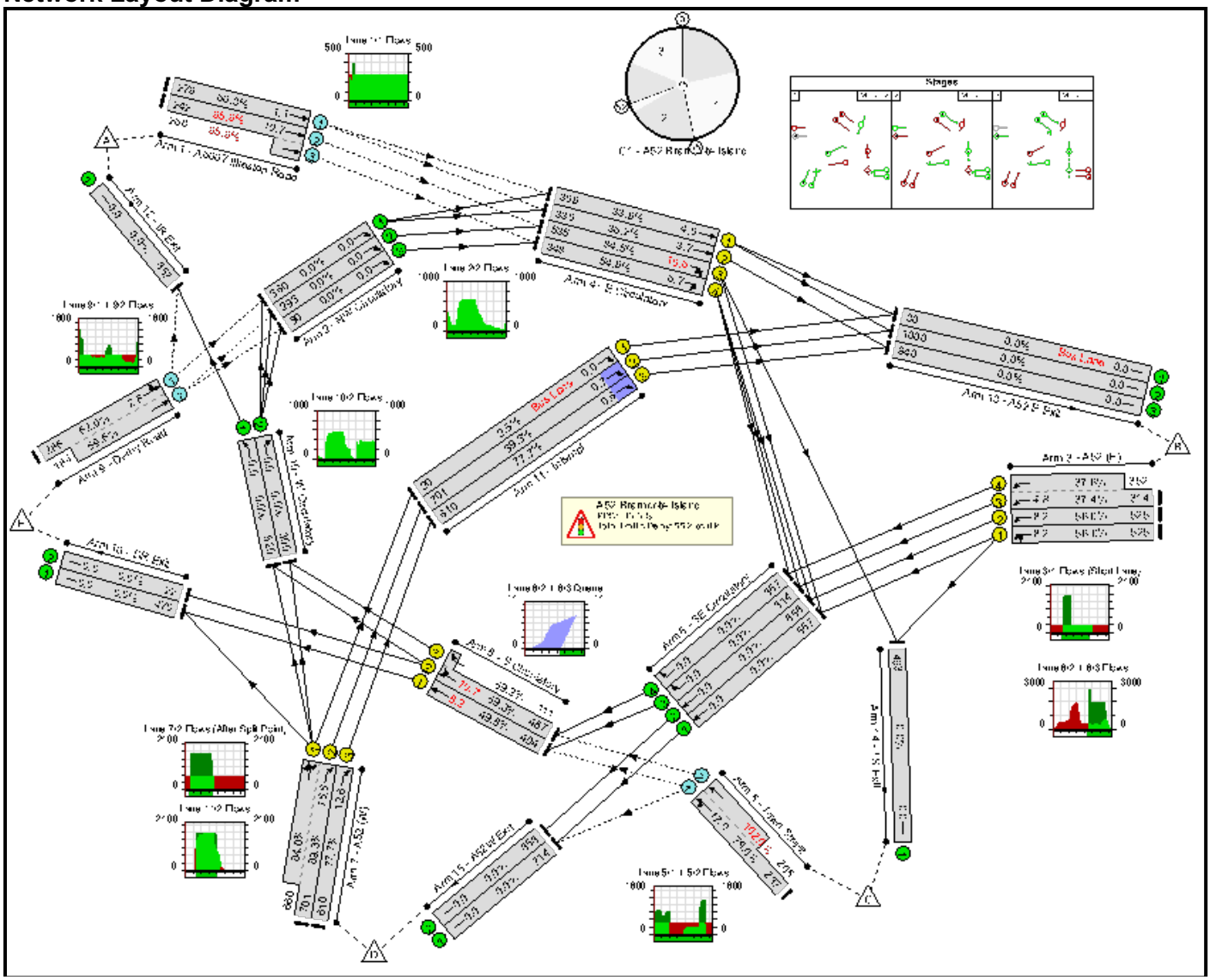
Signal Timings Diagram



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	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)	
Network: A52 Bramcote Island	**-**	**-**	**3115**	**0**	**0**	**33.2**	**22.1**	**0.0**	**55.2**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3115**	**0**	**0**	**33.2**	**22.1**	**0.0**	**55.2**	**-**	**-**	**-**	**-**	
1/1	279	279	279	0	0	0.0	0.8	-	0.8	9.7	0.4	0.8	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	
2/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	525	525	-	-	-	1.9	0.6	-	2.6	17.7	7.6	0.6	8.2	
3/2	525	525	-	-	-	1.9	0.6	-	2.6	17.7	7.6	0.6	8.2	
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	
4/1	309	309	-	-	-	1.0	0.3	-	1.3	14.8	3.8	0.3	4.0	
4/2	330	330	-	-	-	0.9	0.3	-	1.2	13.3	3.4	0.3	3.7	
4/3	535	535	-	-	-	4.2	0.0	-	4.2	27.9	10.6	0.0	10.6	
4/4	348	348	-	-	-	2.0	0.6	-	2.6	27.0	6.1	0.6	6.7	
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	
6/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
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	

7/3	610	610	-	-	-	3.2	1.7	-	4.9	29.1	10.8	1.7	12.6
8/1	404	404	-	-	-	2.0	0.5	-	2.5	21.9	7.7	0.5	8.2
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
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
10/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/2	701	701	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7
11/3	610	610	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
12/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1000	1000	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

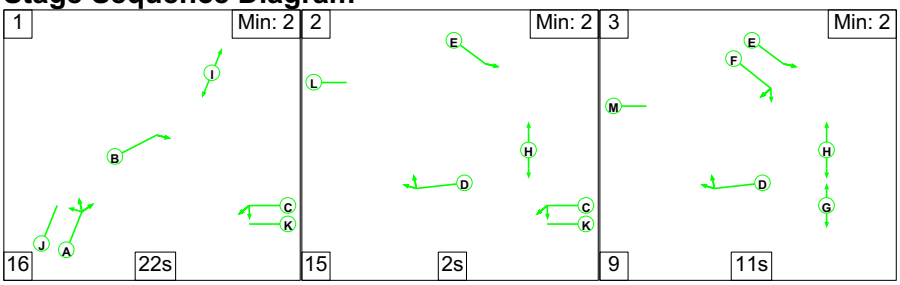
PRC for Signalled Lanes (%): 0.8
PRC Over All Lanes (%): -13.3

Total Delay for Signalled Lanes (pcuHr): 38.83
Total Delay Over All Lanes(pcuHr): 55.22

Cycle Time (s): 75

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

Stage Sequence Diagram



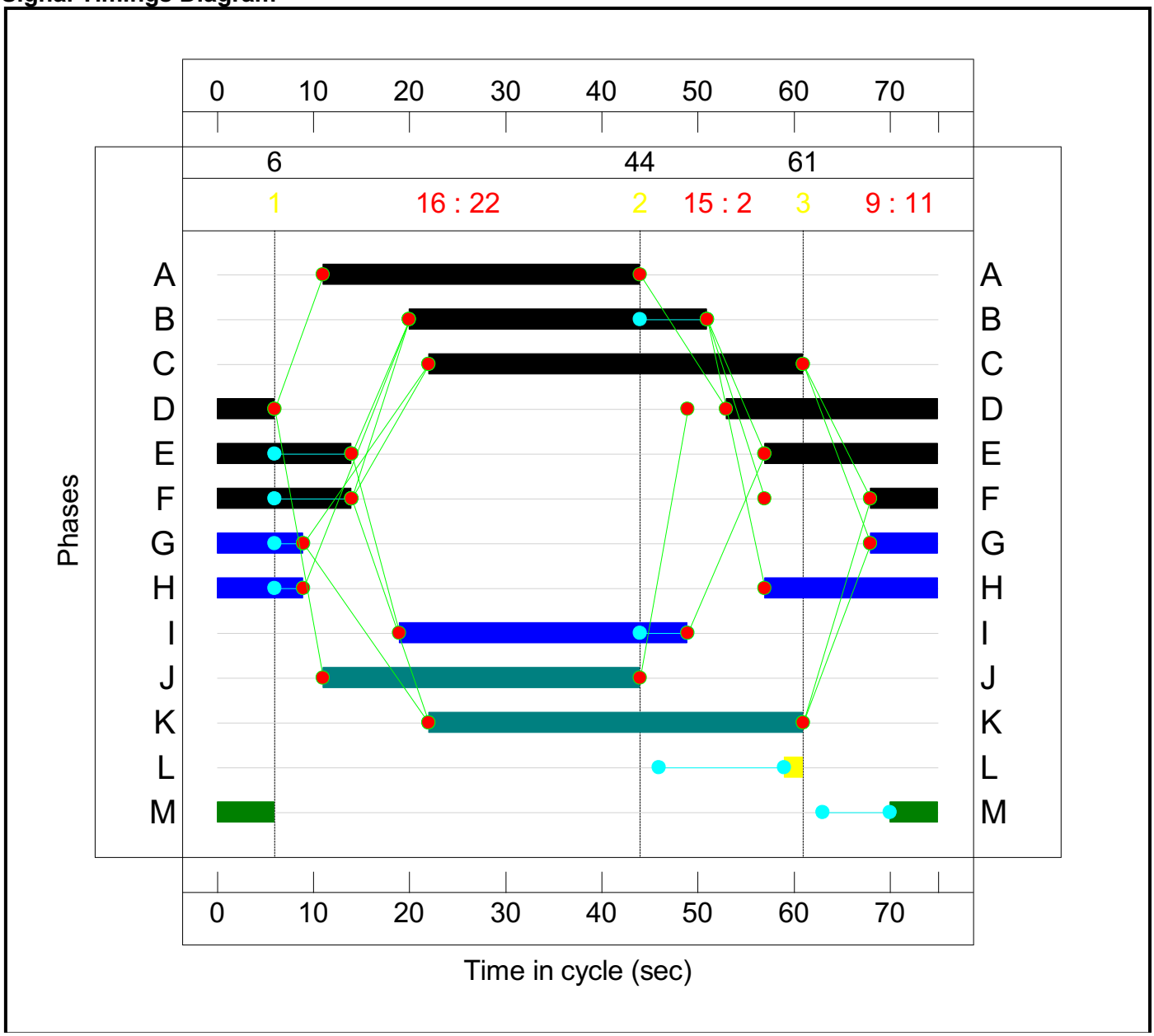
Stage Timings

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

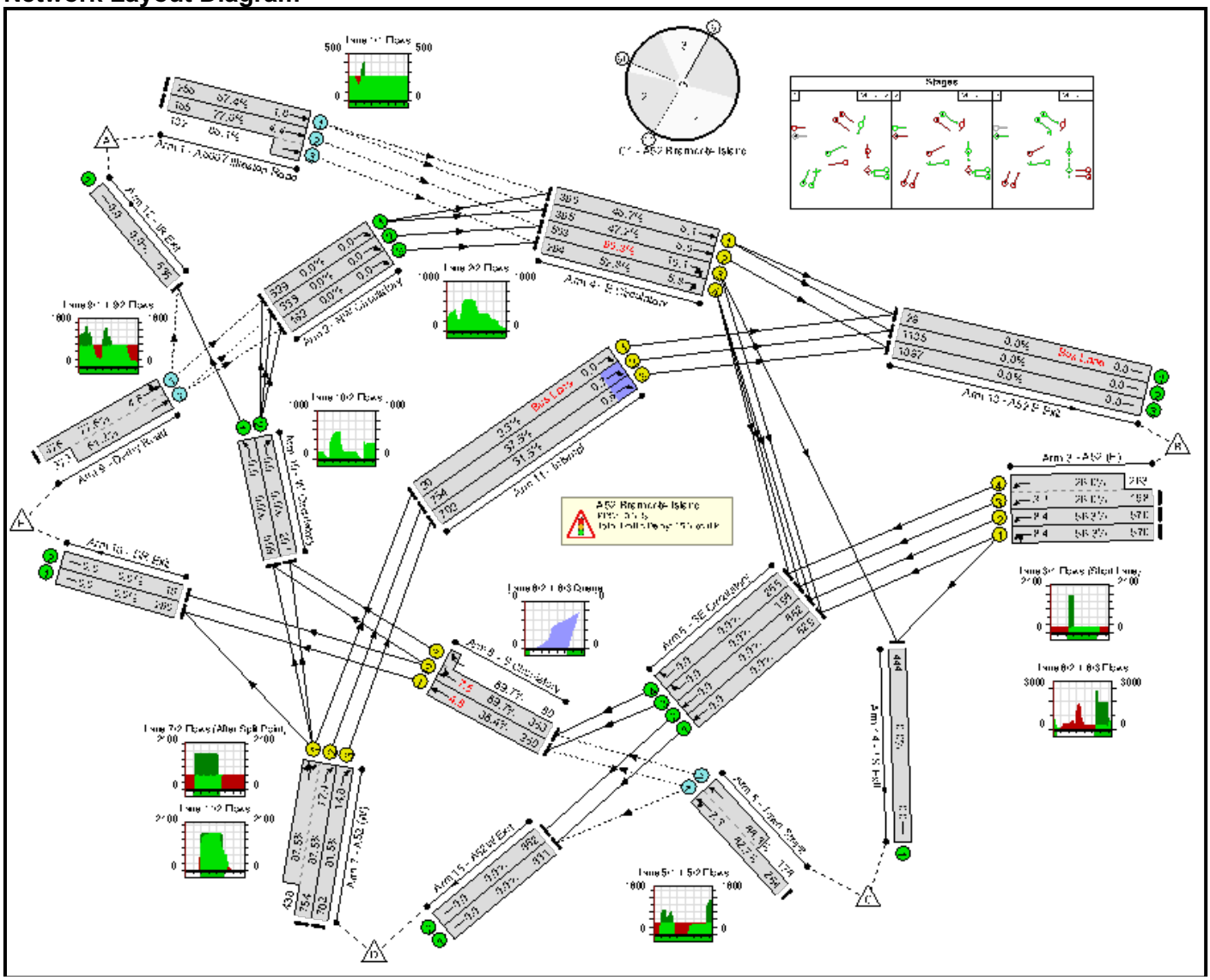
Signal Timings Diagram



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	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.3%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.3%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	256	Inf	380	67.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	297	Inf : Inf	214+153	77.0 : 86.1%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	529	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	338	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	162	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	39	-	-	570	1900	1013	56.3%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	570	1900	1013	56.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	461	1900:1900	763+1013	26.0 : 26.0%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	390	1900	836	46.7%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	395	1900	836	47.2%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	21	-	-	503	1900	557	90.3%
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	-		-	-	-	-	442	Inf : Inf	319+202	82.7 : 88.3%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	629	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	862	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	198	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	265	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	33	-	-	1192	1900:1900	861+500	87.5 : 87.5%
7/3	A52 (W) Right	U	N/A	N/A	A		1	33	-	-	702	1900	861	81.5%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	260	1900	735	35.4%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	443	1900:1900	608+134	59.7 : 59.7%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	849	Inf : Inf	613+610	77.6 : 61.2%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	609	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	-	-	754	1900	861	87.5%
11/3	Internal Right	U	N/A	N/A	B		1	31	-	-	702	1900	861	81.5%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	636	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	-		-	-	-	-	1135	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1097	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	444	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	-		-	-	-	-	862	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	290	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)	
Network: A52 Bramcote Island	**-**	**-**	**3432**	**0**	**0**	**29.9**	**15.5**	**0.0**	**45.3**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3432**	**0**	**0**	**29.9**	**15.5**	**0.0**	**45.3**	**-**	**-**	**-**	**-**	
1/1	256	256	256	0	0	0.0	1.0	-	1.0	14.4	0.8	1.0	1.8	
1/2+1/3	297	297	594	0	0	0.5	2.0	-	2.5 (1.2+1.2)	29.7 (26.9:33.3)	2.5	2.0	4.4	
2/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	162	162	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	570	570	-	-	-	1.8	0.6	-	2.5	15.7	7.8	0.6	8.4	
3/2	570	570	-	-	-	1.8	0.6	-	2.5	15.7	7.8	0.6	8.4	
3/3+3/4	461	461	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.7 (10.5:10.9)	2.9	0.2	3.1	
4/1	390	390	-	-	-	1.7	0.4	-	2.1	19.4	5.6	0.4	6.1	
4/2	395	395	-	-	-	1.6	0.4	-	2.1	19.0	5.5	0.4	6.0	
4/3	503	503	-	-	-	4.2	0.0	-	4.2	29.8	10.1	0.0	10.1	
4/4	294	294	-	-	-	1.8	0.6	-	2.3	28.4	5.2	0.6	5.8	
5/1+5/2	442	442	884	0	0	1.4	2.6	-	4.1 (2.2+1.9)	33.2 (29.5:38.6)	4.6	2.6	7.3	
6/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1192	1192	-	-	-	5.7	3.4	-	9.0 (6.0+3.0)	27.3 (28.8:24.8)	14.0	3.4	17.4	

7/3	702	702	-	-	-	3.5	2.1	-	5.6	28.8	12.7	2.1	14.8	
8/1	260	260	-	-	-	1.2	0.3	-	1.5	20.8	4.5	0.3	4.8	
8/2+8/3	443	443	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	20.8 (20.8:20.7)	7.5	0.0	7.5	
9/1+9/2	849	849	1698	0	0	0.6	1.1	-	1.7 (1.0+0.7)	7.2 (7.6:6.6)	3.7	1.1	4.8	
10/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	
11/2	754	754	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	
11/3	702	702	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	
12/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	1135	1135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/3	1097	1097	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/2	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 Bramcote Island

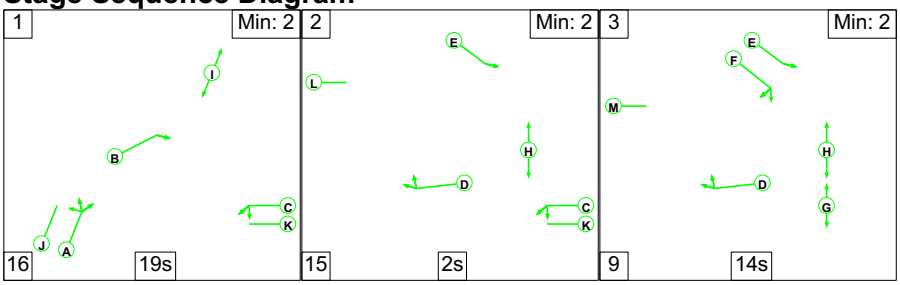
PRC for Signalled Lanes (%): -0.3
PRC Over All Lanes (%): -0.3

Total Delay for Signalled Lanes (pcuHr): 36.11
Total Delay Over All Lanes(pcuHr): 45.34

Cycle Time (s): 75

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

Stage Sequence Diagram



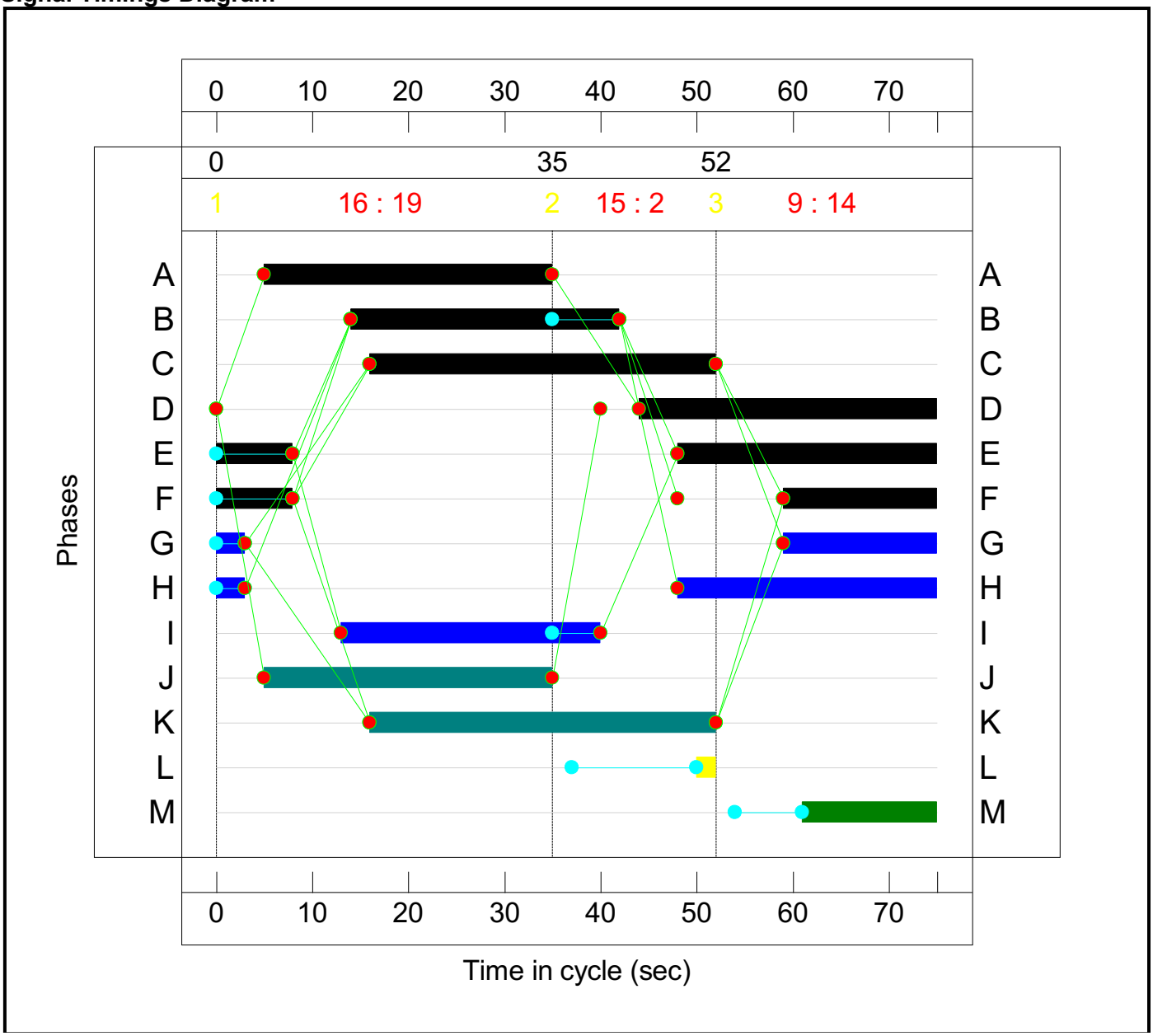
Stage Timings

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

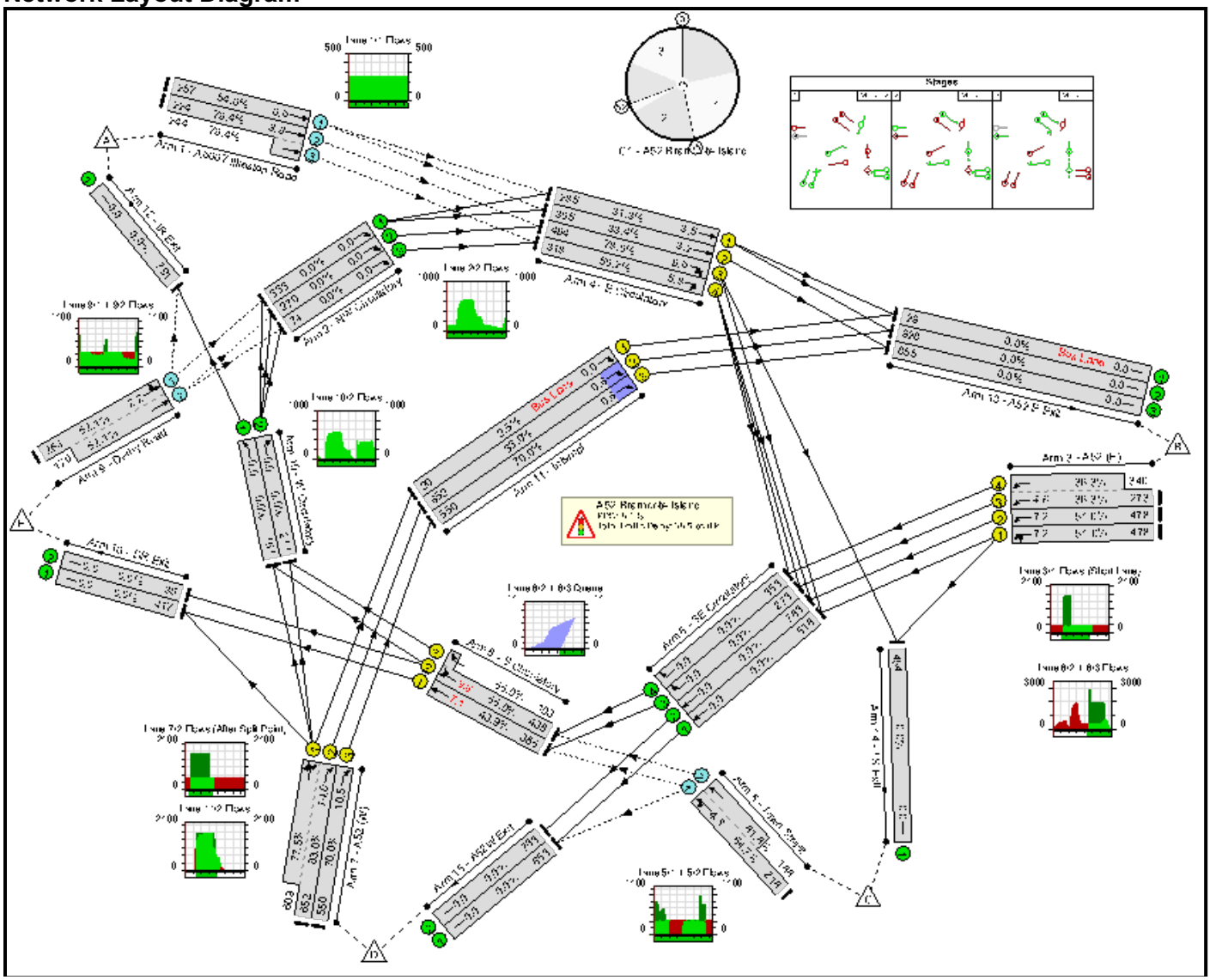
Signal Timings Diagram



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	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)	
Network: A52 Bramcote Island	**-**	**-**	**2873**	**0**	**0**	**28.4**	**10.1**	**0.0**	**38.5**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**2873**	**0**	**0**	**28.4**	**10.1**	**0.0**	**38.5**	**-**	**-**	**-**	**-**	
1/1	257	257	257	0	0	0.0	0.6	-	0.6	8.2	0.0	0.6	0.6	
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	
2/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	478	478	-	-	-	1.7	0.5	-	2.2	16.8	6.6	0.5	7.2	
3/2	478	478	-	-	-	1.7	0.5	-	2.2	16.8	6.6	0.5	7.2	
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	
4/1	285	285	-	-	-	0.8	0.2	-	1.1	13.5	3.2	0.2	3.5	
4/2	305	305	-	-	-	0.8	0.3	-	1.0	12.2	2.9	0.3	3.2	
4/3	494	494	-	-	-	3.8	0.0	-	3.8	27.4	9.6	0.0	9.6	
4/4	318	318	-	-	-	1.7	0.5	-	2.2	25.3	5.3	0.5	5.8	
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	
6/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
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	

7/3	550	550	-	-	-	2.8	1.2	-	3.9	25.7	9.3	1.2	10.5
8/1	356	356	-	-	-	1.7	0.4	-	2.1	21.0	6.7	0.4	7.1
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
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
10/1	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0
11/2	652	652	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
11/3	550	550	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6
12/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 8.4
PRC Over All Lanes (%): 8.4

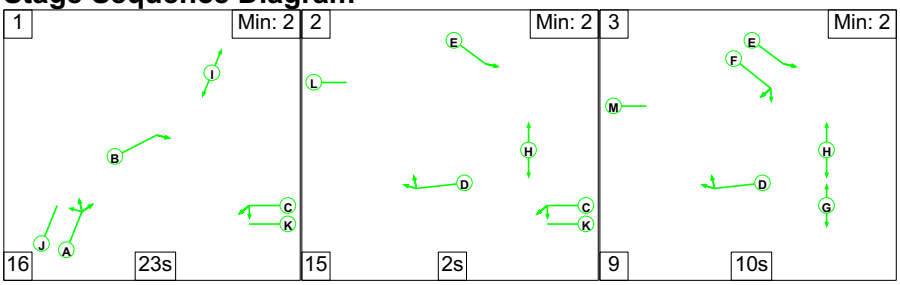
Total Delay for Signalled Lanes (pcuHr): 32.97
Total Delay Over All Lanes(pcuHr): 38.50

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



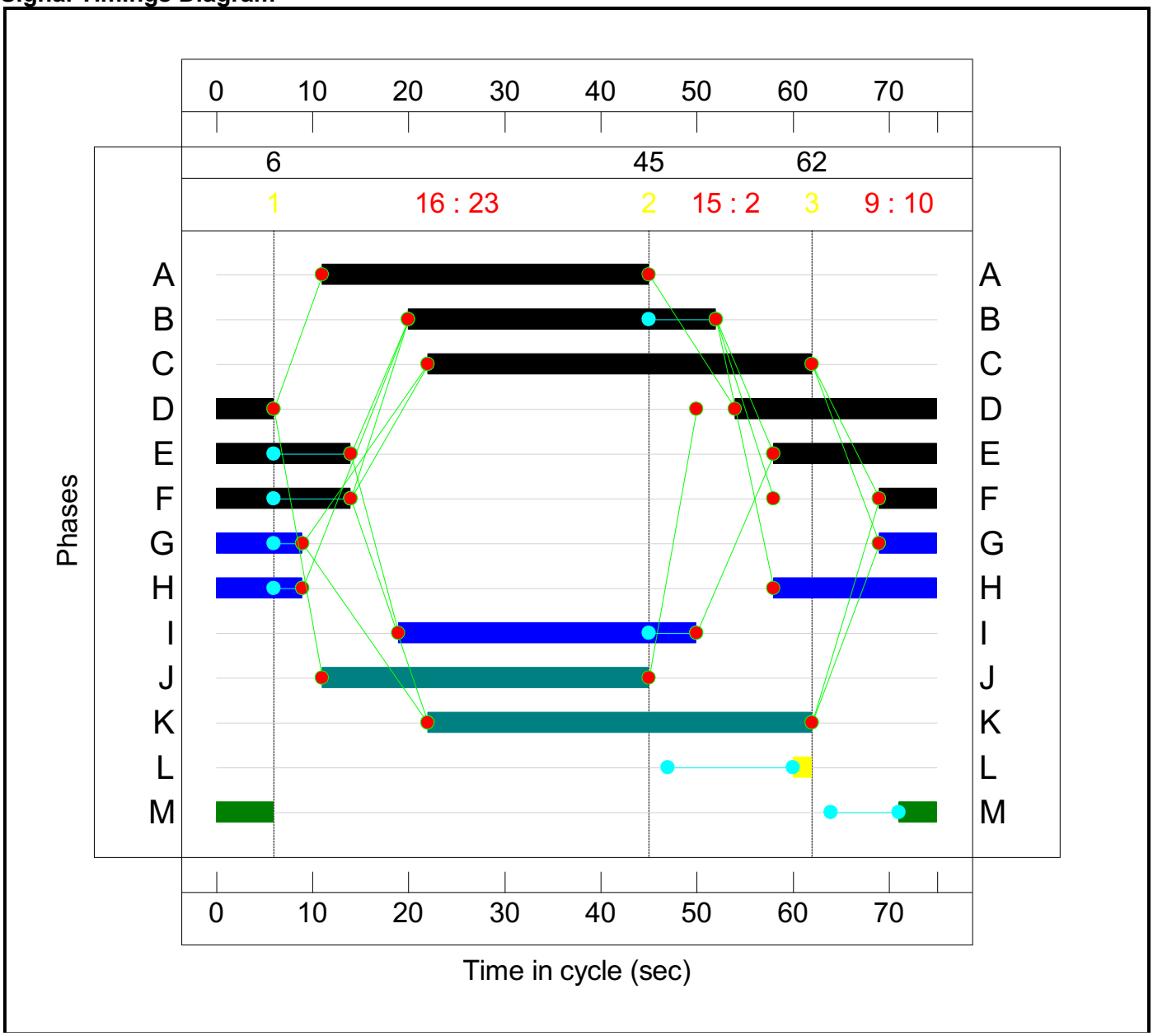
Stage Timings

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

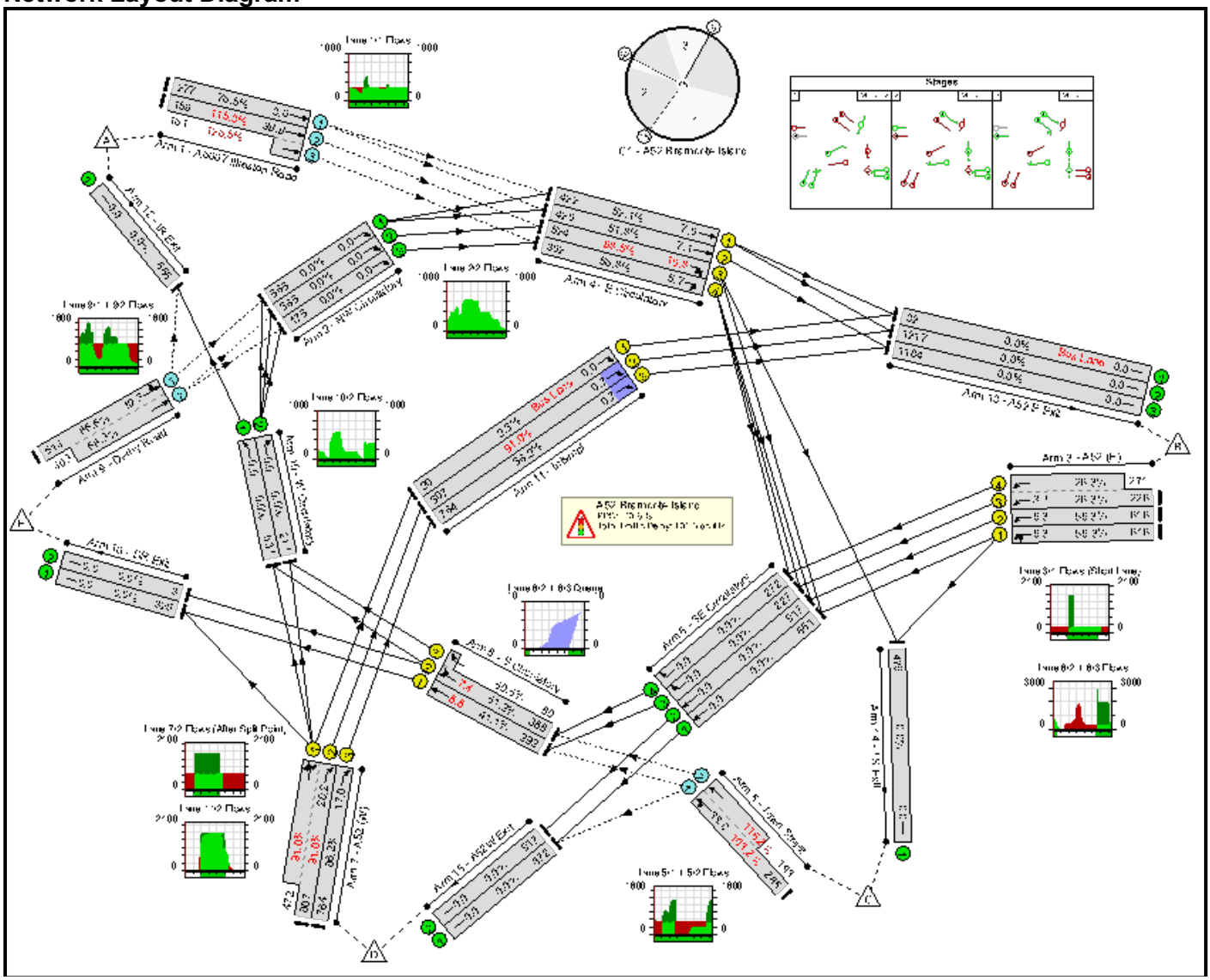
Signal Timings Diagram



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	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)	
Network: A52 Bramcote Island	**-**	**-**	**3568**	**0**	**0**	**36.6**	**67.7**	**0.0**	**104.3**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3568**	**0**	**0**	**36.6**	**67.7**	**0.0**	**104.3**	**-**	**-**	**-**	**-**	
1/1	277	277	277	0	0	0.0	1.6	-	1.6	20.8	1.4	1.6	3.0	
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	
2/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	616	616	-	-	-	2.0	0.7	-	2.7	15.7	8.6	0.7	9.3	
3/2	616	616	-	-	-	2.0	0.7	-	2.7	15.7	8.6	0.7	9.3	
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	
4/1	422	422	-	-	-	1.9	0.5	-	2.5	20.9	6.5	0.5	7.0	
4/2	420	420	-	-	-	1.9	0.5	-	2.5	21.2	6.5	0.5	7.1	
4/3	524	524	-	-	-	4.4	0.0	-	4.4	30.5	10.8	0.0	10.8	
4/4	302	302	-	-	-	1.7	0.7	-	2.3	27.9	5.1	0.7	5.7	
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	
6/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
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	

7/3	764	764	-	-	-	3.8	3.0	-	6.8	31.8	14.0	3.0	17.0	
8/1	292	292	-	-	-	1.5	0.3	-	1.8	22.7	5.2	0.3	5.5	
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	
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	
10/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.7	0.0	0.0	0.0	
11/2	807	807	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	
11/3	764	764	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	
12/1	666	666	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	1217	1217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/3	1184	1184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/2	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): -9.4
PRC Over All Lanes (%): -40.6

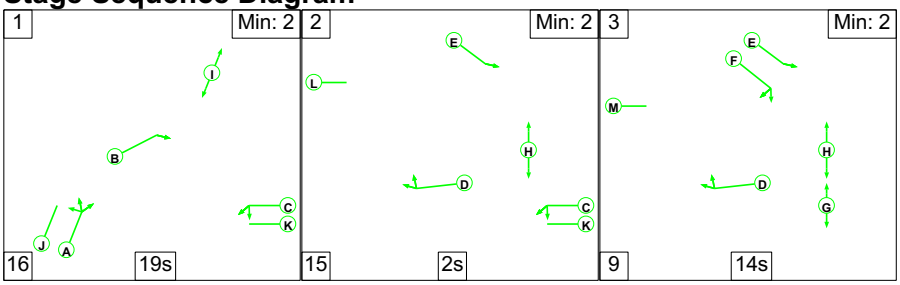
Total Delay for Signalled Lanes (pcuHr): 40.81
Total Delay Over All Lanes(pcuHr): 104.27

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



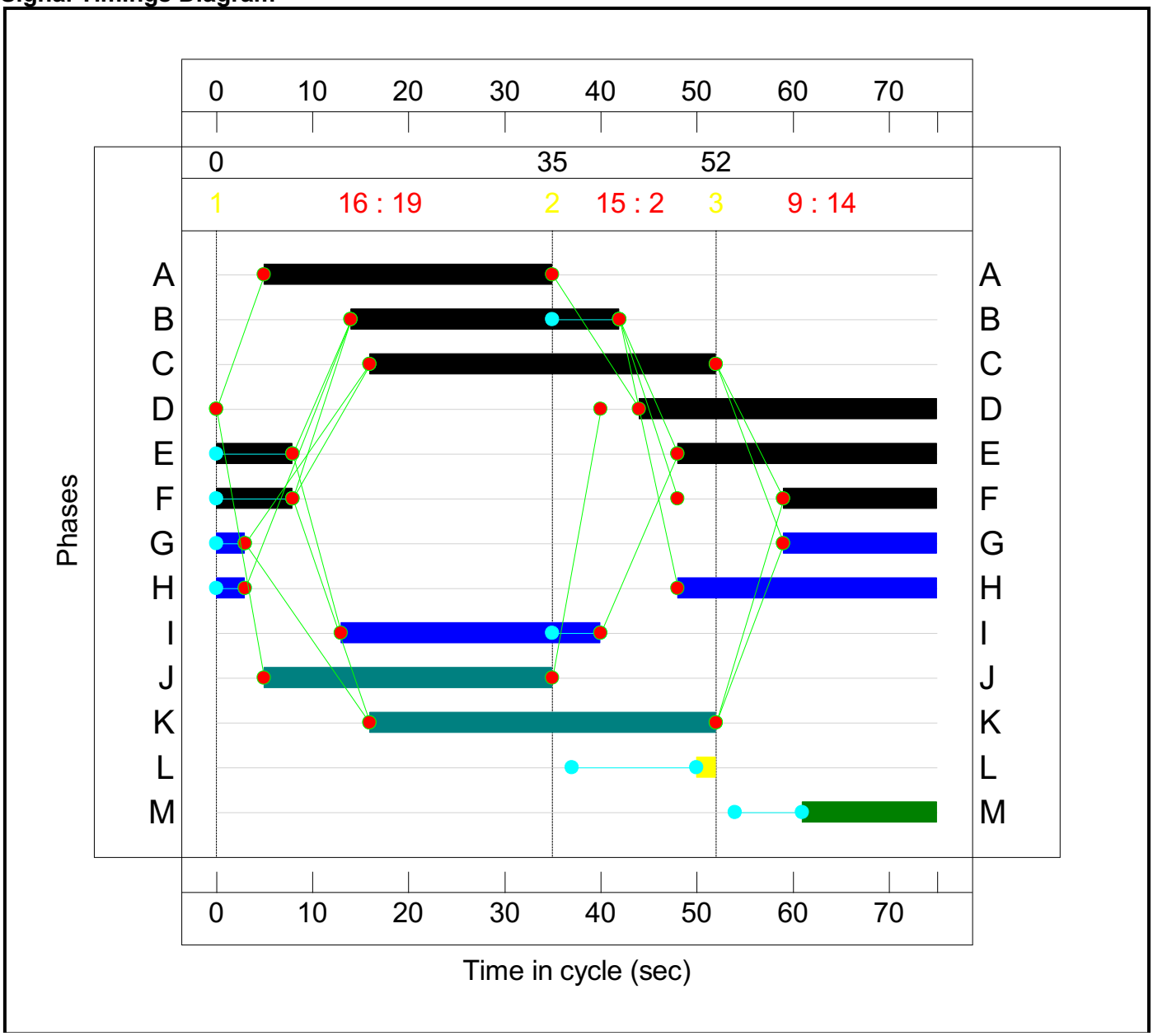
Stage Timings

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

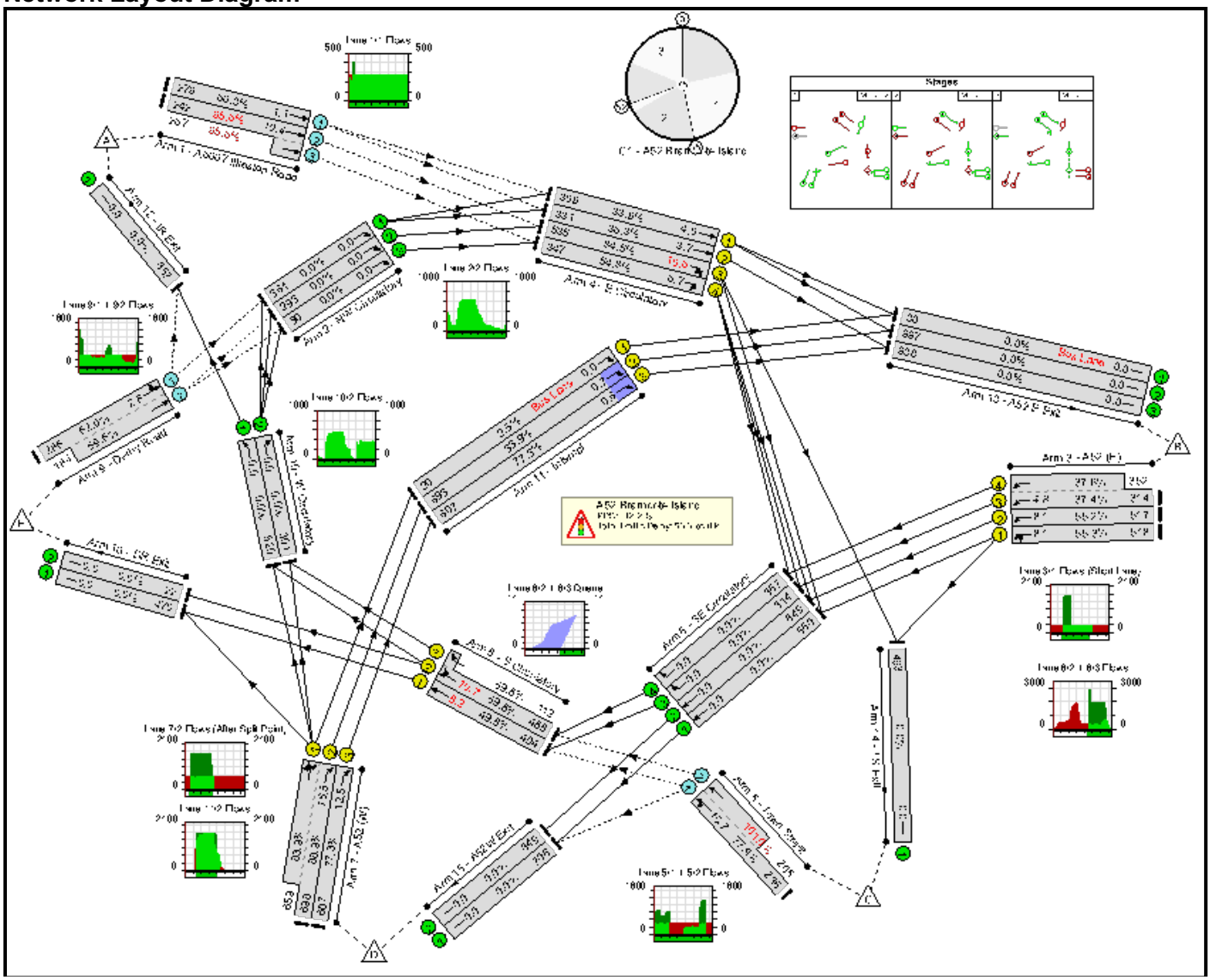
Signal Timings Diagram



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	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)	
Network: A52 Bramcote Island	**-**	**-**	**3115**	**0**	**0**	**32.9**	**20.4**	**0.0**	**53.3**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3115**	**0**	**0**	**32.9**	**20.4**	**0.0**	**53.3**	**-**	**-**	**-**	**-**	
1/1	279	279	279	0	0	0.0	0.8	-	0.8	9.8	0.4	0.8	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	
2/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	518	518	-	-	-	1.9	0.6	-	2.5	17.5	7.5	0.6	8.1	
3/2	517	517	-	-	-	1.9	0.6	-	2.5	17.5	7.5	0.6	8.1	
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	
4/1	309	309	-	-	-	1.0	0.3	-	1.3	14.8	3.8	0.3	4.0	
4/2	331	331	-	-	-	0.9	0.3	-	1.2	13.3	3.4	0.3	3.7	
4/3	535	535	-	-	-	4.2	0.0	-	4.2	27.9	10.6	0.0	10.6	
4/4	347	347	-	-	-	2.0	0.6	-	2.6	27.0	6.1	0.6	6.7	
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	
6/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
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	

7/3	607	607	-	-	-	3.2	1.7	-	4.9	28.9	10.8	1.7	12.5
8/1	404	404	-	-	-	2.0	0.5	-	2.4	21.8	7.7	0.5	8.2
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
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
10/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/2	698	698	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7
11/3	607	607	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
12/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	938	938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 1.3
PRC Over All Lanes (%): -12.2

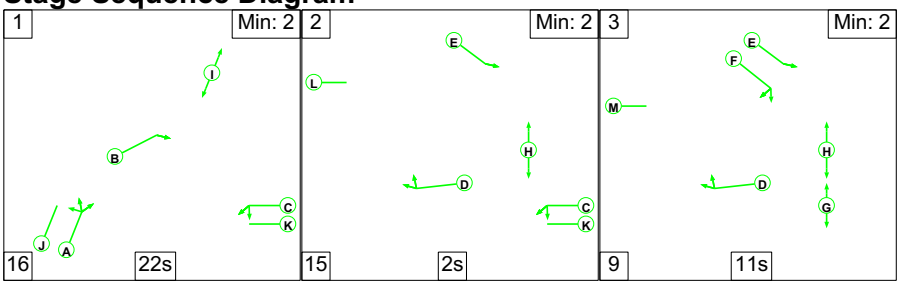
Total Delay for Signalled Lanes (pcuHr): 38.56
Total Delay Over All Lanes(pcuHr): 53.29

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



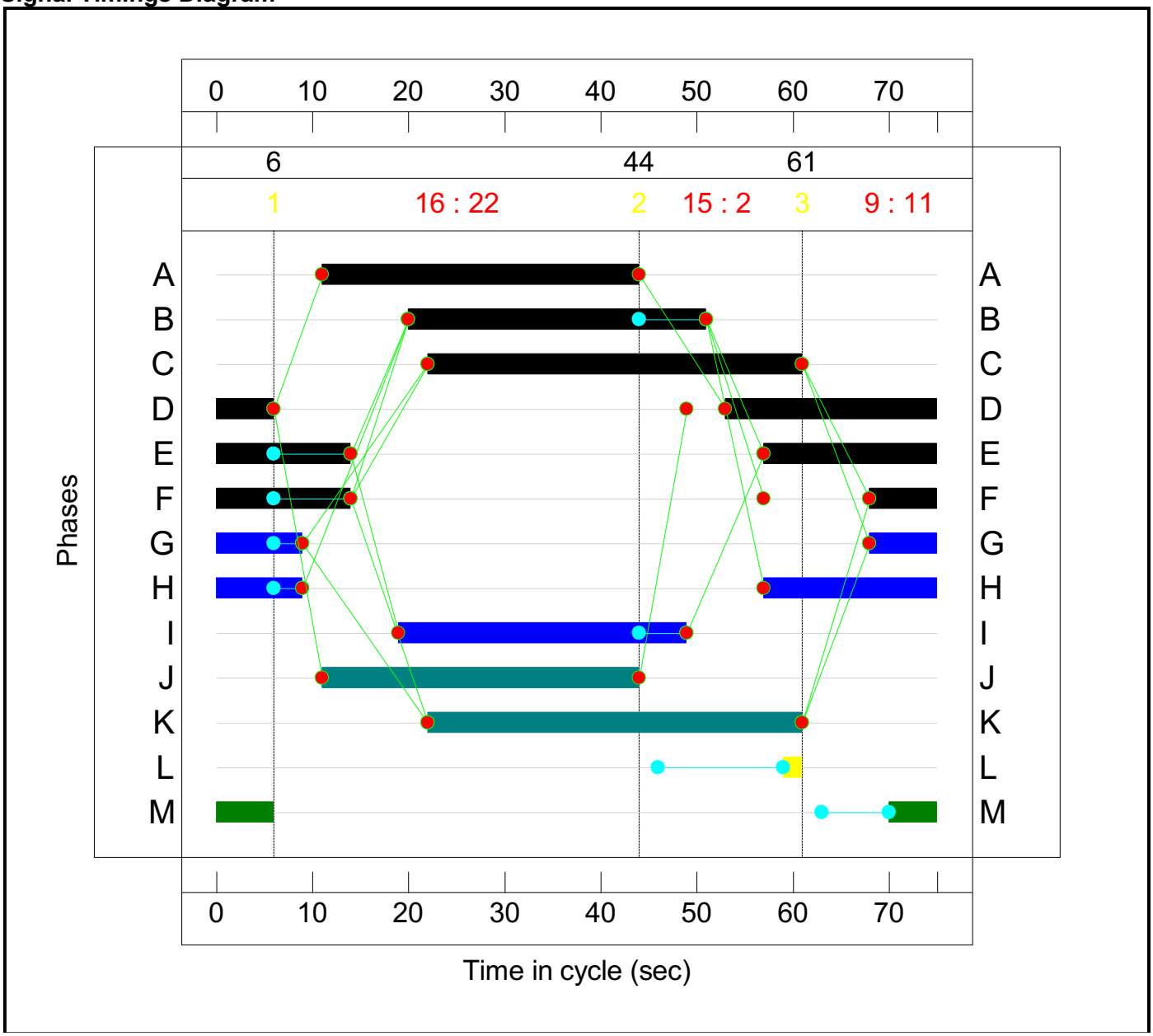
Stage Timings

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

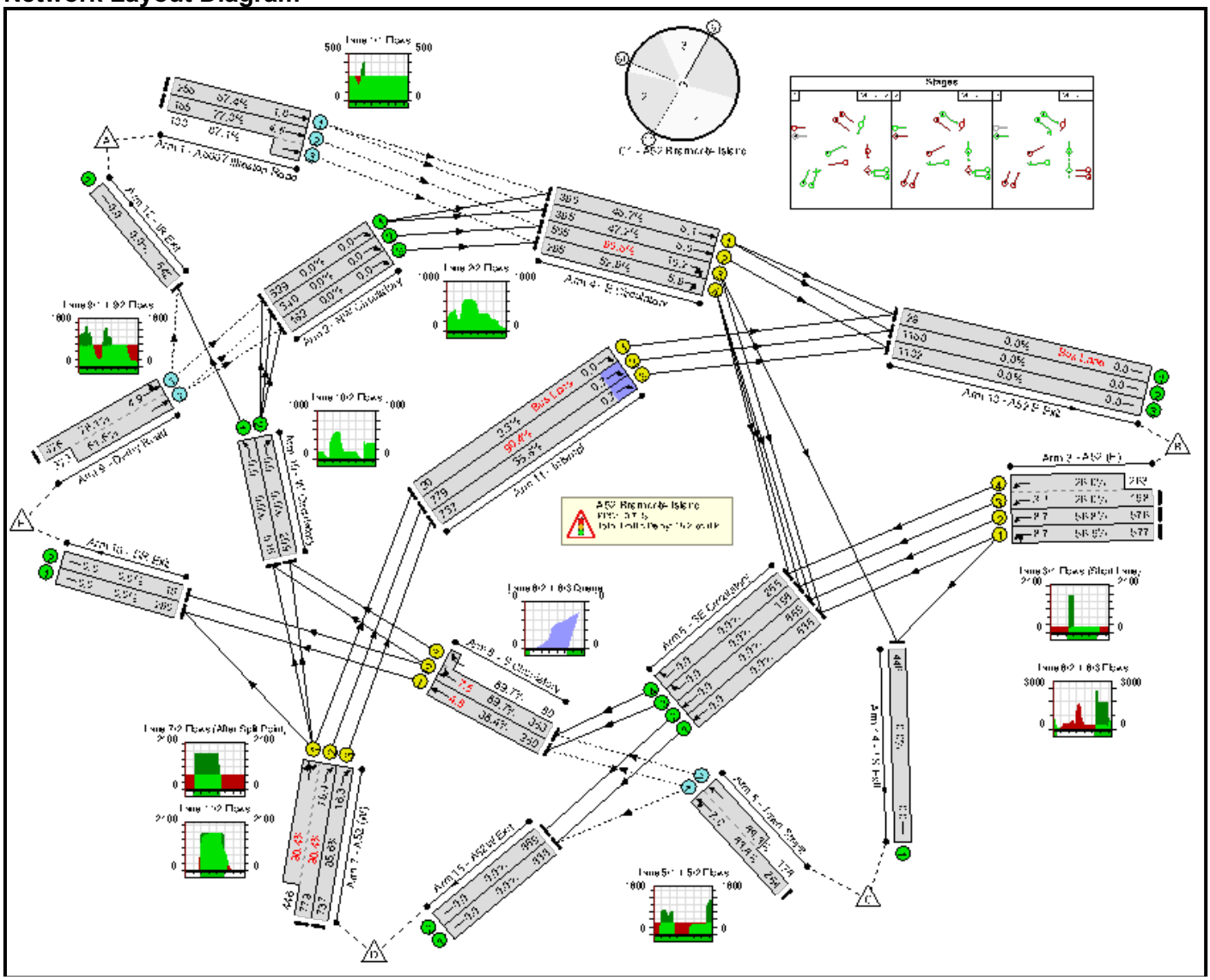
Signal Timings Diagram



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	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.6%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.6%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	256	Inf	380	67.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	298	Inf : Inf	213+153	77.3 : 87.1%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	529	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	340	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	162	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	39	-	-	577	1900	1013	56.9%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	576	1900	1013	56.8%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	461	1900:1900	763+1013	26.0 : 26.0%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	390	1900	836	46.7%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	395	1900	836	47.2%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	21	-	-	505	1900	557	90.6%
4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	295	1900	557	52.9%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	442	Inf : Inf	315+199	83.8 : 89.3%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	636	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	869	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	198	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	265	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	33	-	-	1225	1900:1900	861+493	90.4 : 90.4%
7/3	A52 (W) Right	U	N/A	N/A	A		1	33	-	-	737	1900	861	85.6%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	260	1900	735	35.4%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	443	1900:1900	608+134	59.7 : 59.7%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	849	Inf : Inf	609+605	78.1 : 61.6%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	615	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	209	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	-	-	779	1900	861	90.4%
11/3	Internal Right	U	N/A	N/A	B		1	31	-	-	737	1900	861	85.6%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	642	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	-		-	-	-	-	1160	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1132	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	446	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	838	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	869	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	290	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)	
Network: A52 Bramcote Island	**-**	**-**	**3434**	**0**	**0**	**30.6**	**17.5**	**0.0**	**48.2**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3434**	**0**	**0**	**30.6**	**17.5**	**0.0**	**48.2**	**-**	**-**	**-**	**-**	
1/1	256	256	256	0	0	0.0	1.0	-	1.0	14.4	0.8	1.0	1.8	
1/2+1/3	298	298	596	0	0	0.5	2.1	-	2.5 (1.3+1.3)	30.6 (27.7:34.2)	2.5	2.1	4.6	
2/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	162	162	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	577	577	-	-	-	1.9	0.7	-	2.5	15.8	8.0	0.7	8.7	
3/2	576	576	-	-	-	1.9	0.7	-	2.5	15.8	8.0	0.7	8.7	
3/3+3/4	461	461	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.7 (10.5:10.9)	2.9	0.2	3.1	
4/1	390	390	-	-	-	1.7	0.4	-	2.1	19.4	5.6	0.4	6.1	
4/2	395	395	-	-	-	1.6	0.4	-	2.1	18.9	5.5	0.4	6.0	
4/3	505	505	-	-	-	4.2	0.0	-	4.2	29.8	10.2	0.0	10.2	
4/4	295	295	-	-	-	1.8	0.6	-	2.3	28.4	5.3	0.6	5.9	
5/1+5/2	442	442	884	0	0	1.5	2.8	-	4.3 (2.3+2.0)	35.3 (31.7:40.6)	4.8	2.8	7.6	
6/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1225	1225	-	-	-	5.9	4.4	-	10.4 (6.9+3.4)	30.4 (32.0:27.7)	14.9	4.4	19.4	

7/3	737	737	-	-	-	3.7	2.8	-	6.6	32.2	13.5	2.8	16.3
8/1	260	260	-	-	-	1.2	0.3	-	1.5	20.9	4.5	0.3	4.8
8/2+8/3	443	443	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	20.9 (21.0:20.8)	7.5	0.0	7.5
9/1+9/2	849	849	1698	0	0	0.6	1.2	-	1.7 (1.0+0.7)	7.3 (7.8:6.7)	3.7	1.2	4.9
10/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0
11/2	779	779	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7
11/3	737	737	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7
12/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1160	1160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	1132	1132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

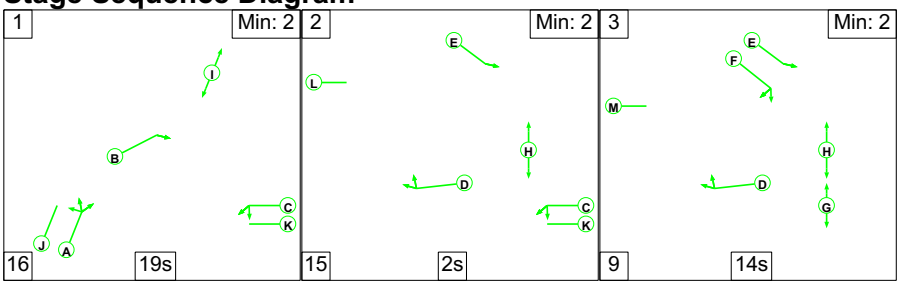
PRC for Signalled Lanes (%): -0.7
PRC Over All Lanes (%): -0.7

Total Delay for Signalled Lanes (pcuHr): 38.56
Total Delay Over All Lanes(pcuHr): 48.18

Cycle Time (s): 75

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

Stage Sequence Diagram



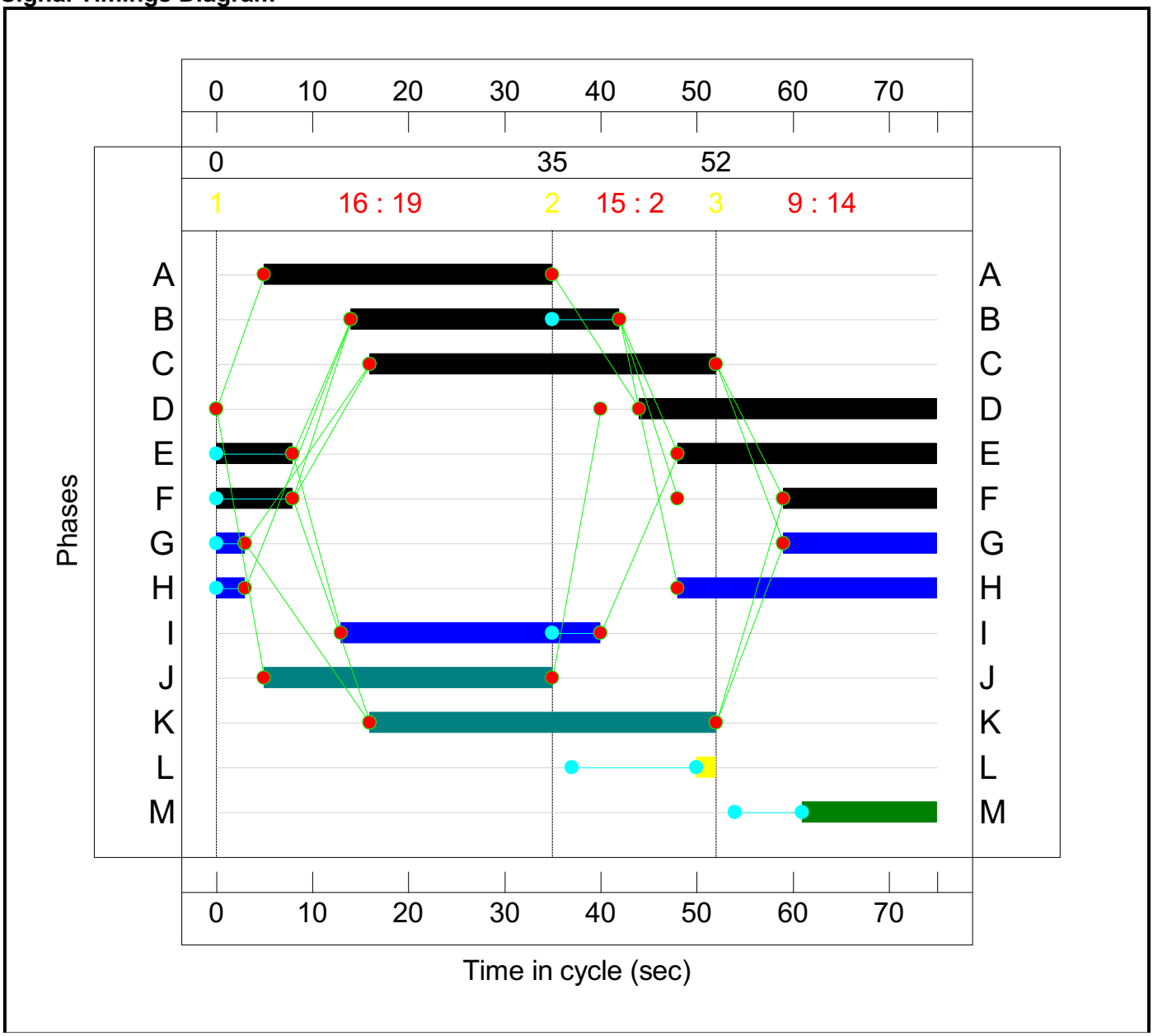
Stage Timings

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

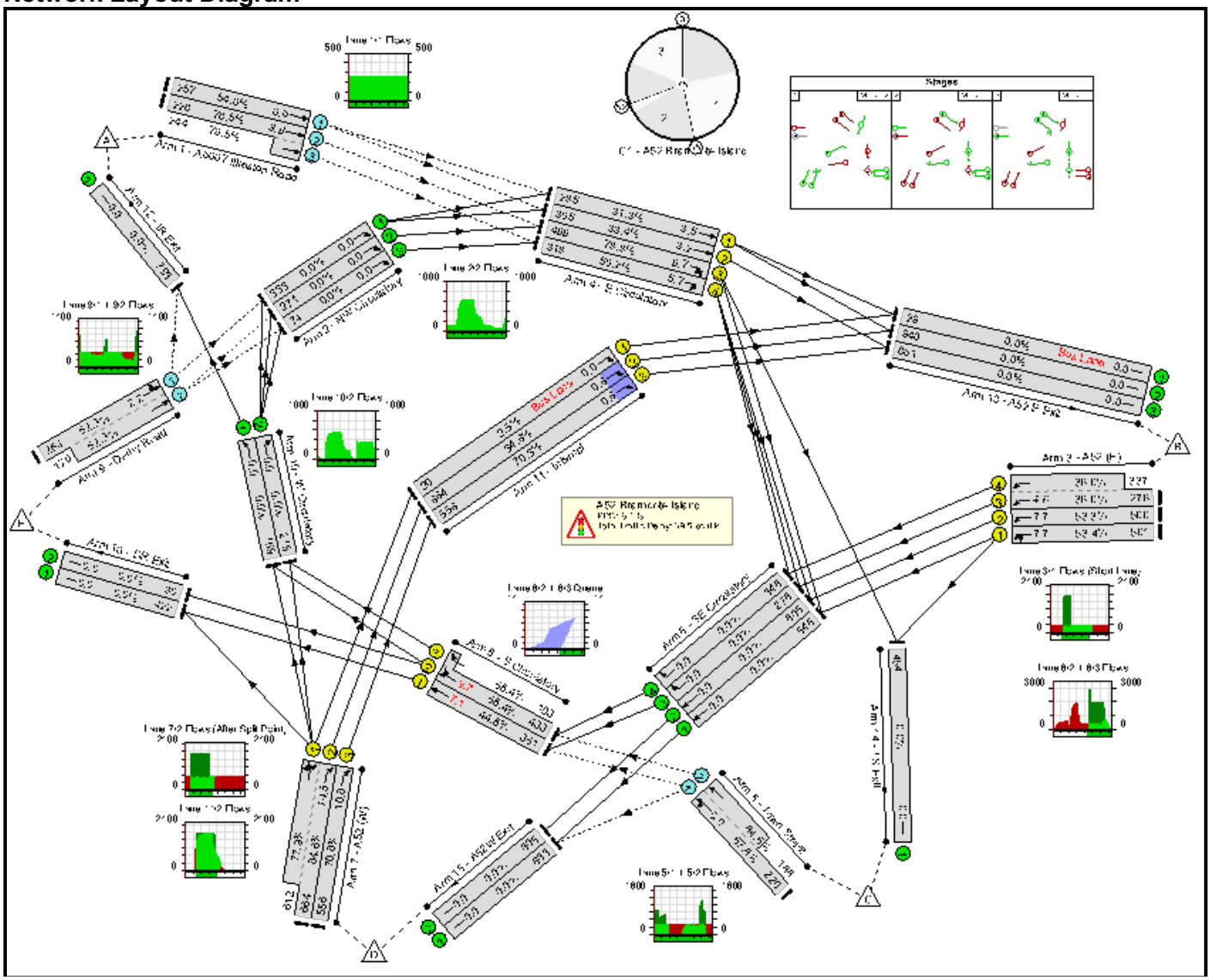
Signal Timings Diagram



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	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+222	67.8 : 84.6%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	546	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	-		-	-	-	-	454	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	683	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)	
Network: A52 Bramcote Island	**-**	**-**	**2885**	**0**	**0**	**29.0**	**10.5**	**0.0**	**39.5**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**2885**	**0**	**0**	**29.0**	**10.5**	**0.0**	**39.5**	**-**	**-**	**-**	**-**	
1/1	257	257	257	0	0	0.0	0.6	-	0.6	8.2	0.0	0.6	0.6	
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	
2/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	501	501	-	-	-	1.8	0.6	-	2.4	17.2	7.1	0.6	7.7	
3/2	500	500	-	-	-	1.8	0.6	-	2.4	17.2	7.1	0.6	7.7	
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	
4/1	285	285	-	-	-	0.8	0.2	-	1.1	13.6	3.2	0.2	3.5	
4/2	305	305	-	-	-	0.8	0.3	-	1.0	12.2	2.9	0.3	3.2	
4/3	499	499	-	-	-	3.8	0.0	-	3.8	27.4	9.7	0.0	9.7	
4/4	318	318	-	-	-	1.7	0.5	-	2.2	25.3	5.2	0.5	5.7	
5/1+5/2	408	408	816	0	0	1.2	1.4	-	2.7 (1.2+1.5)	23.4 (18.9:28.8)	3.6	1.4	5.0	
6/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
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	

7/3	556	556	-	-	-	2.8	1.2	-	4.0	26.0	9.6	1.2	10.8	
8/1	361	361	-	-	-	1.7	0.4	-	2.1	20.9	6.7	0.4	7.1	
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	
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	
10/1	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	
11/2	664	664	-	-	-	0.2	0.0	-	0.2	1.0	0.6	0.0	0.6	
11/3	556	556	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	
12/1	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/3	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/2	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 6.4
PRC Over All Lanes (%): 6.4

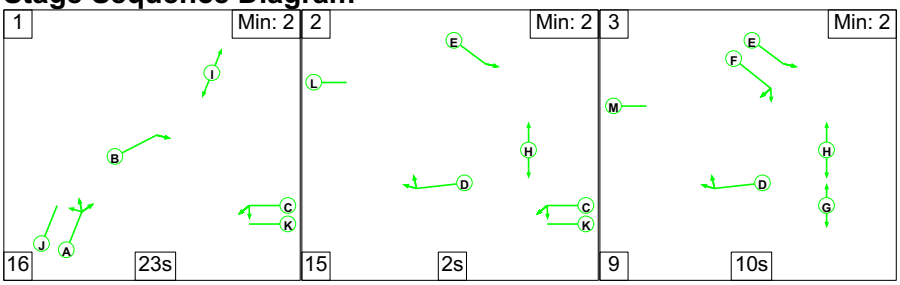
Total Delay for Signalled Lanes (pcuHr): 33.72
Total Delay Over All Lanes(pcuHr): 39.55

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



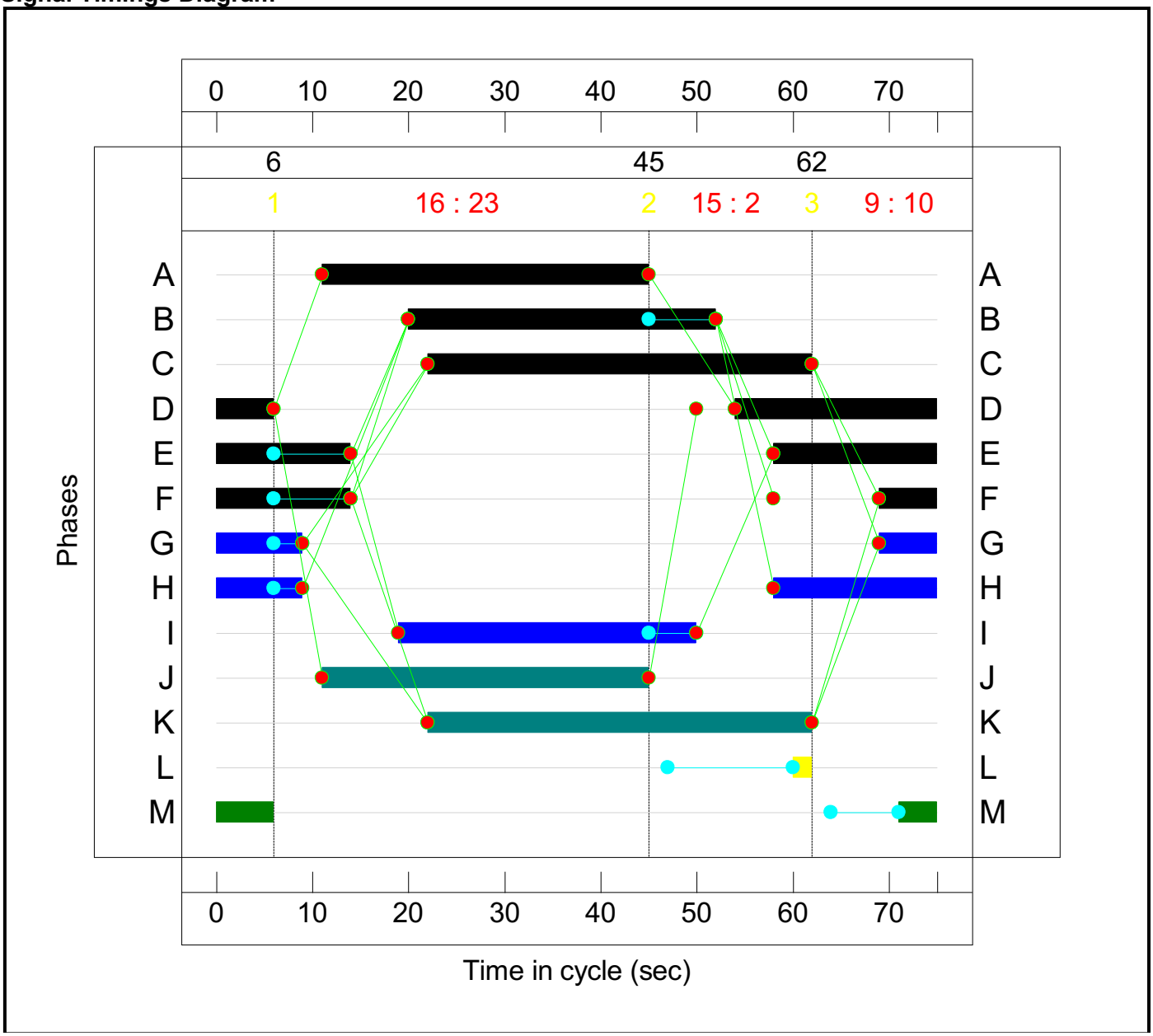
Stage Timings

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

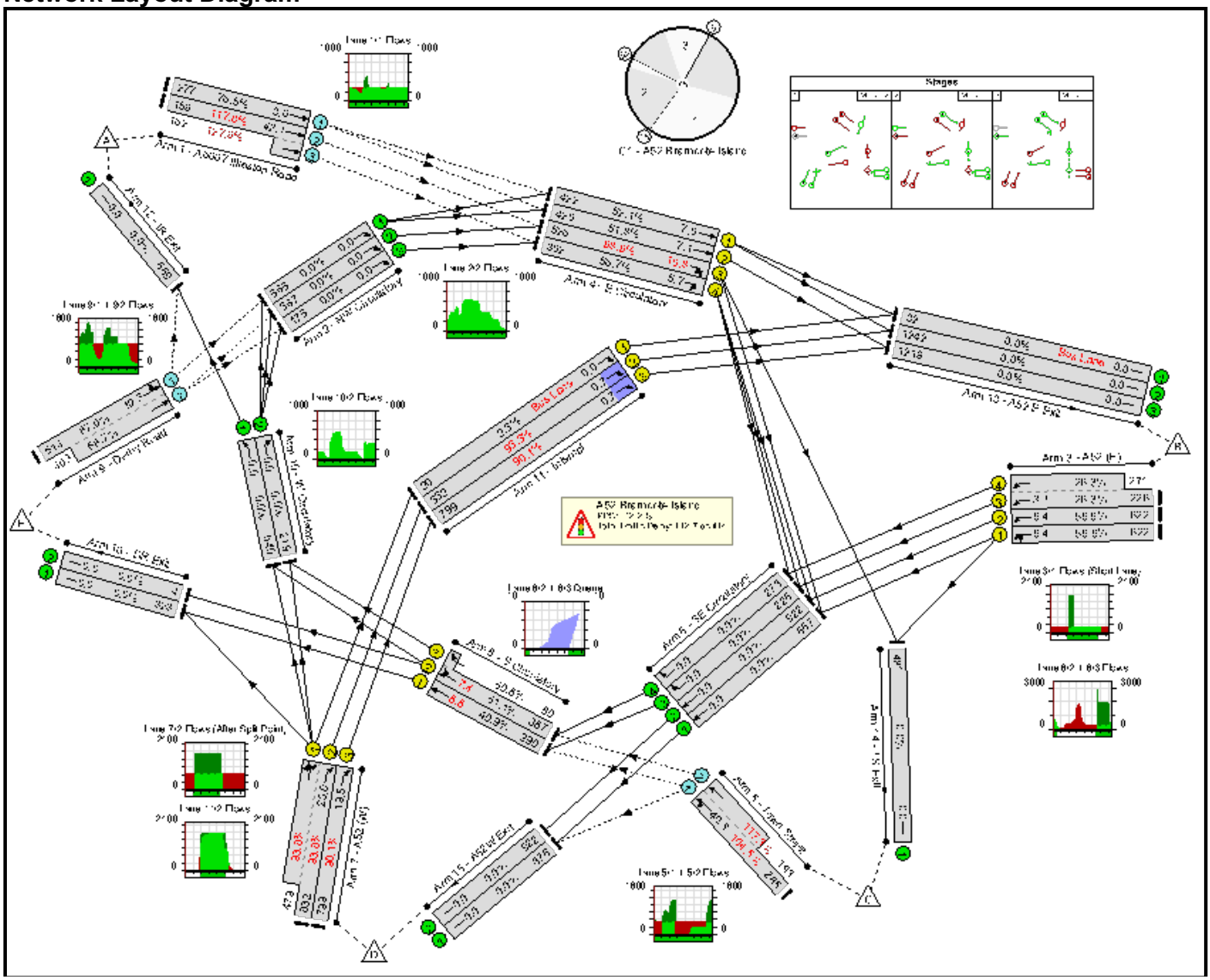
Signal Timings Diagram



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	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)	
Network: A52 Bramcote Island	**-**	**-**	**3557**	**0**	**0**	**37.6**	**75.1**	**0.0**	**112.7**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3557**	**0**	**0**	**37.6**	**75.1**	**0.0**	**112.7**	**-**	**-**	**-**	**-**	
1/1	277	277	277	0	0	0.0	1.6	-	1.6	20.7	1.4	1.6	3.0	
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	
2/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	622	622	-	-	-	2.0	0.7	-	2.7	15.8	8.6	0.7	9.4	
3/2	622	622	-	-	-	2.0	0.7	-	2.7	15.8	8.6	0.7	9.4	
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	
4/1	422	422	-	-	-	1.9	0.5	-	2.5	20.9	6.5	0.5	7.0	
4/2	420	420	-	-	-	1.9	0.5	-	2.5	21.1	6.5	0.5	7.1	
4/3	526	526	-	-	-	4.5	0.0	-	4.5	30.6	10.8	0.0	10.8	
4/4	302	302	-	-	-	1.7	0.7	-	2.3	27.9	5.0	0.7	5.7	
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	
6/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
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	

7/3	799	799	-	-	-	4.1	4.2	-	8.2	37.2	15.3	4.2	19.5	
8/1	290	290	-	-	-	1.5	0.3	-	1.8	22.6	5.1	0.3	5.5	
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	
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	
10/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.7	0.0	0.0	0.0	
11/2	832	832	-	-	-	0.3	0.0	-	0.3	1.1	0.7	0.0	0.7	
11/3	799	799	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	
12/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	1242	1242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/3	1219	1219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/2	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 Bramcote Island

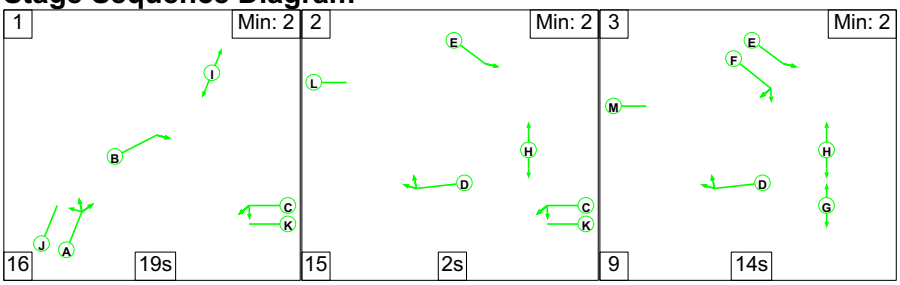
PRC for Signalled Lanes (%): -9.9
PRC Over All Lanes (%): -42.2

Total Delay for Signalled Lanes (pcuHr): 44.58
Total Delay Over All Lanes(pcuHr): 112.65

Cycle Time (s): 75

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

Stage Sequence Diagram



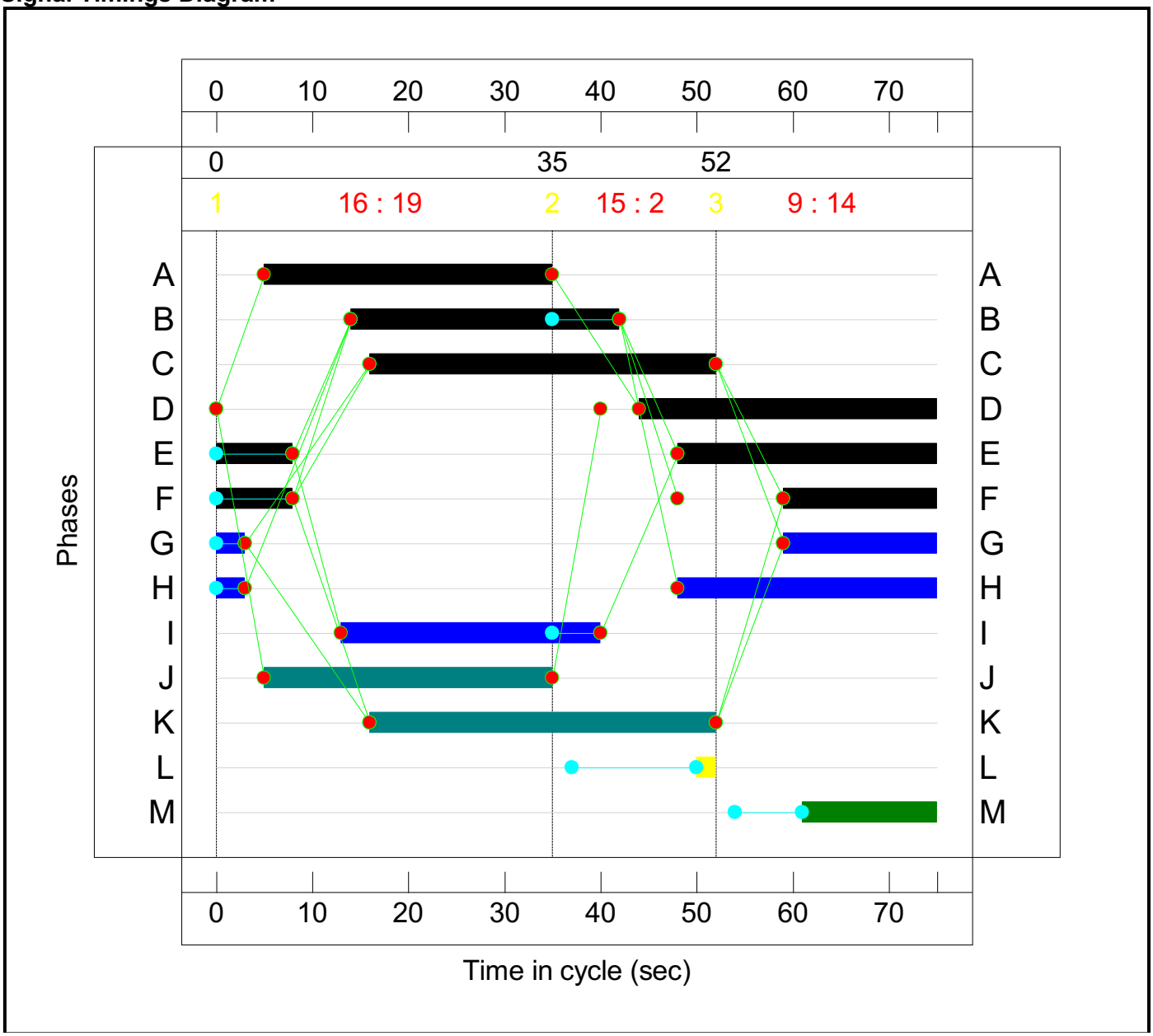
Stage Timings

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

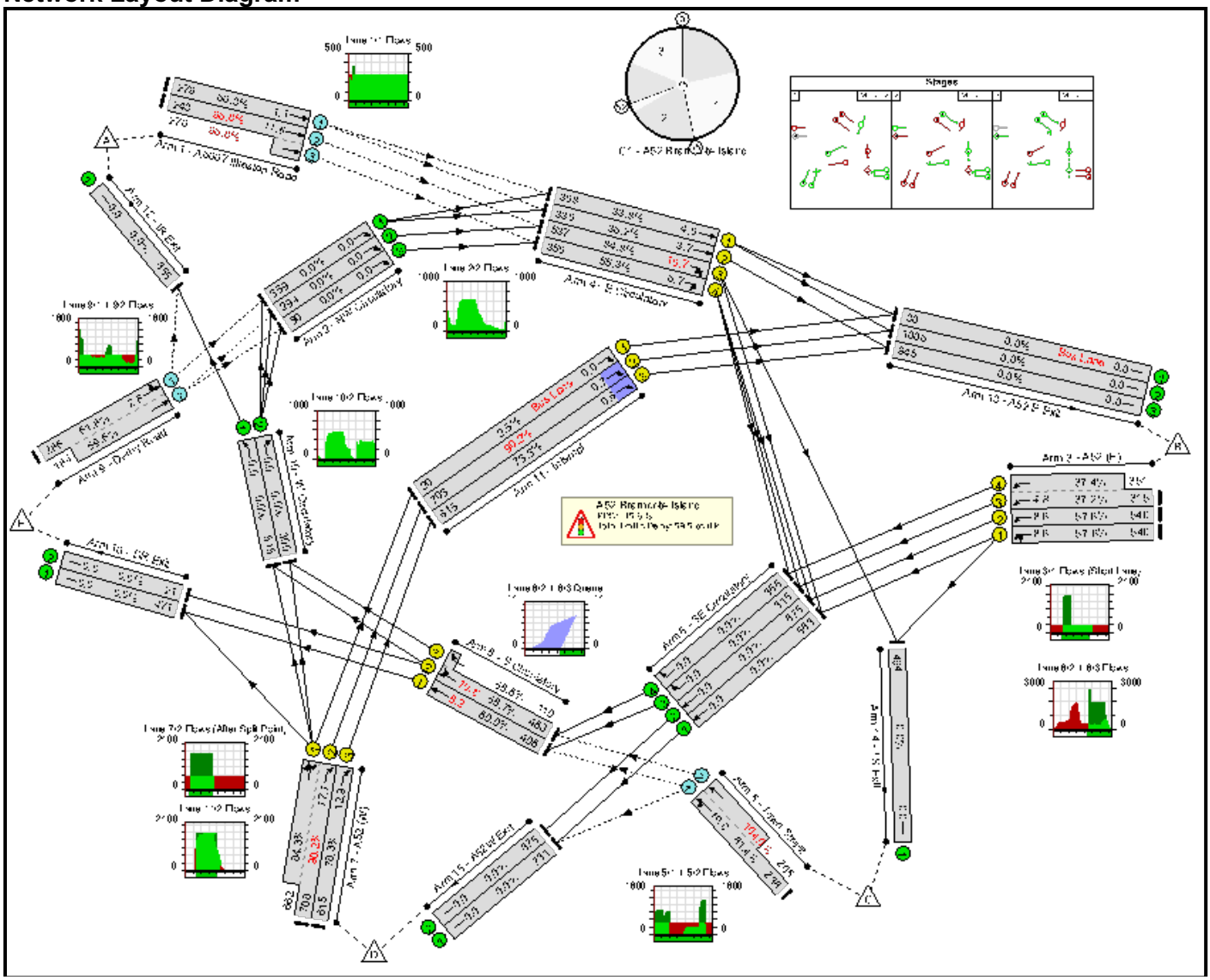
Signal Timings Diagram



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	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)	
Network: A52 Bramcote Island	**-**	**-**	**3115**	**0**	**0**	**33.7**	**25.8**	**0.0**	**59.5**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3115**	**0**	**0**	**33.7**	**25.8**	**0.0**	**59.5**	**-**	**-**	**-**	**-**	
1/1	279	279	279	0	0	0.0	0.8	-	0.8	9.7	0.4	0.8	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	
2/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	540	540	-	-	-	2.0	0.7	-	2.7	18.0	8.0	0.7	8.6	
3/2	540	540	-	-	-	2.0	0.7	-	2.7	18.0	8.0	0.7	8.6	
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	
4/1	308	308	-	-	-	1.0	0.3	-	1.3	14.7	3.7	0.3	4.0	
4/2	330	330	-	-	-	0.9	0.3	-	1.2	13.2	3.4	0.3	3.7	
4/3	537	537	-	-	-	4.2	0.0	-	4.2	28.0	10.7	0.0	10.7	
4/4	350	350	-	-	-	2.0	0.6	-	2.6	27.0	6.1	0.6	6.7	
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	
6/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
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	

7/3	615	615	-	-	-	3.3	1.8	-	5.0	29.4	11.1	1.8	12.9
8/1	405	405	-	-	-	2.0	0.5	-	2.5	22.2	7.7	0.5	8.2
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
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
10/1	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/2	708	708	-	-	-	0.2	0.0	-	0.2	1.1	0.7	0.0	0.7
11/3	615	615	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
12/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1006	1006	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	945	945	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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

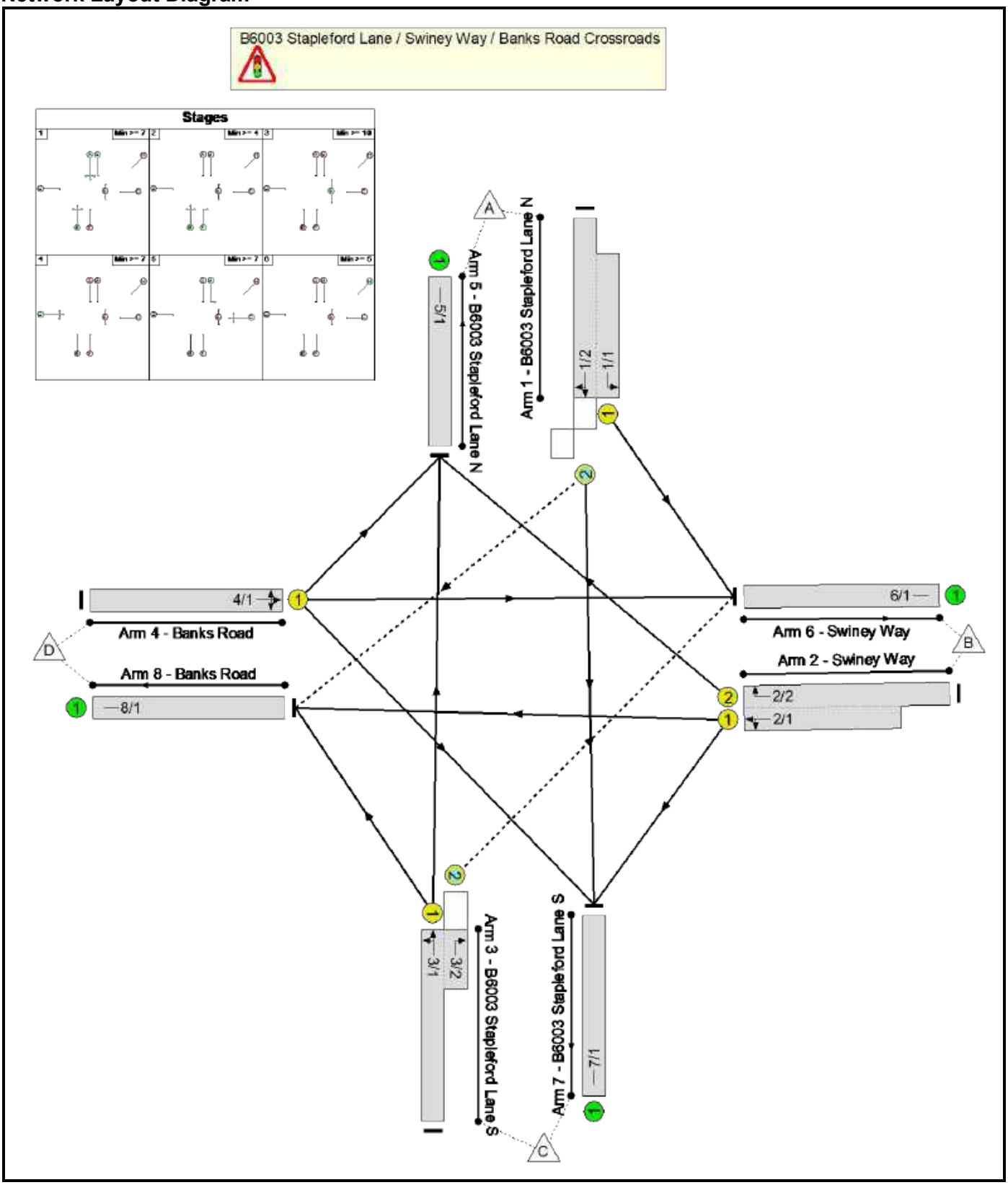
Full Input Data And Results

User and Project Details

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Title:	**B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads**
Location:	
Client:	Bloor Homes Ltd
Date Started:	23.10.25
Checked By:	RM / PM
Additional detail:	
File name:	LINSIG~2.LSG
Author:	
Company:	
Address:	

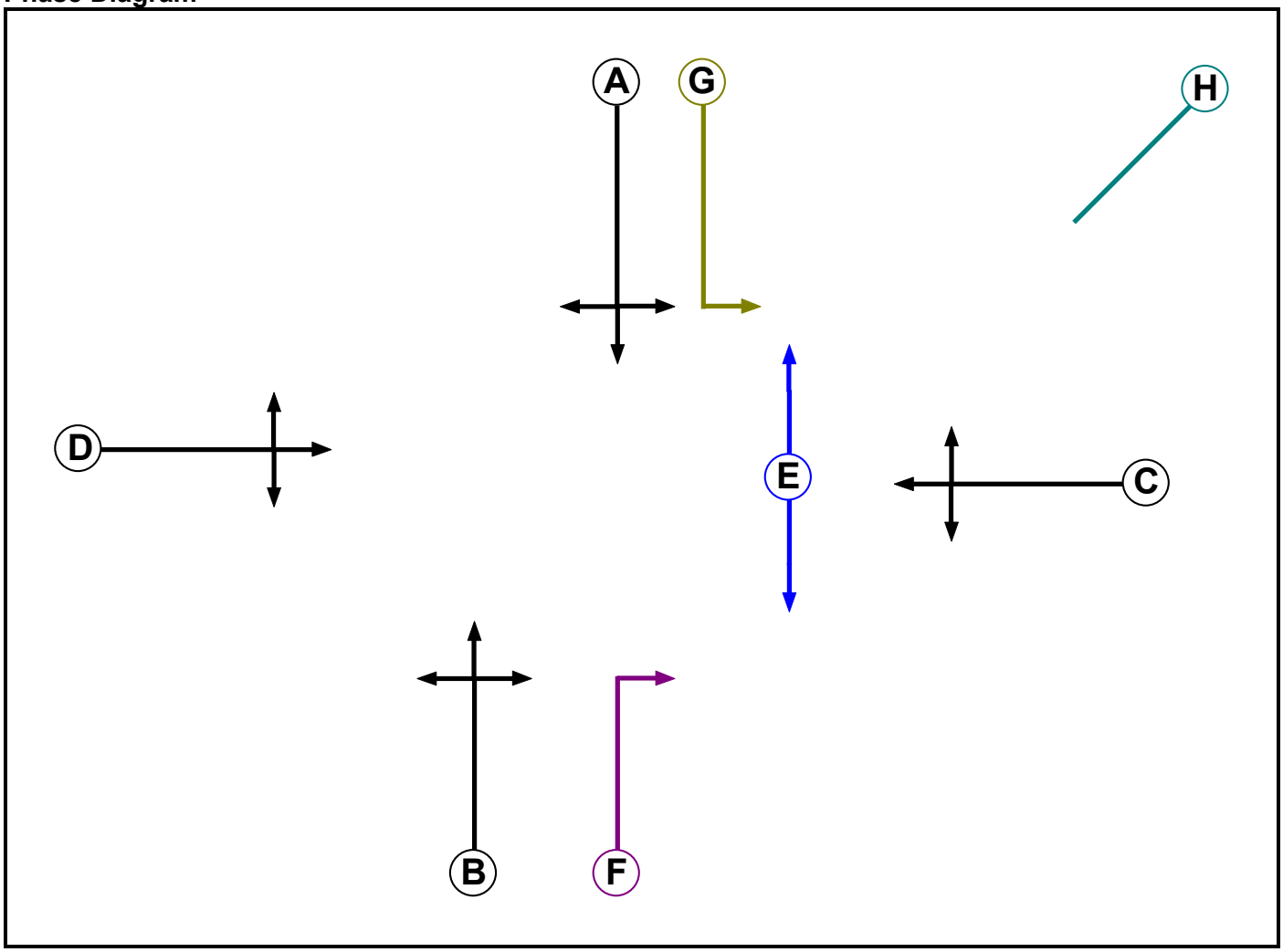
Full Input Data And Results

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		7	7
E	Pedestrian		10	10
F	Ind. Arrow	B	4	4
G	Filter	A	4	0
H	Dummy		5	5

Full Input Data And Results

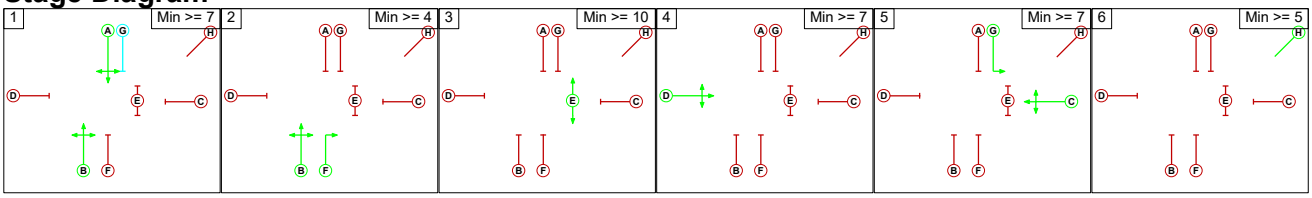
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		-	7	7	10	5	-	3
	B	-		7	7	10	-	-	3
	C	6	6		7	11	5	-	4
	D	5	5	5		8	5	5	3
	E	17	17	17	17		17	17	10
	F	5	-	7	7	10		7	3
	G	-	-	-	5	8	5		3
	H	2	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	B F
3	E
4	D
5	C G
6	H

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage						
		1	2	3	4	5	6
	1		5	10	7	7	3
	2	5		10	7	7	3
	3	17	17		17	17	10
	4	5	5	8		5	3
	5	6	X	X	X		X
	6	2	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads											
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)**
1/2 (B6003 Stapleford Lane N)	8/1 (Right)	1439	0	3/1	1.09	All	4.00	2.00	0.50	4	4.00
3/2 (B6003 Stapleford Lane S)	6/1 (Right)	1439	0	1/1	1.09	All	2.50	-	0.50	3	2.50
				1/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads												
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 Stapleford Lane N)	U	A G	2	3	26.0	Geom	-	3.00	0.00	Y	Arm 6 Left	9.00
1/2 (B6003 Stapleford Lane N)	O	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm 7 Ahead	Inf
											Arm 8 Right	15.00
2/1 (Swiney Way)	U	C	2	3	10.4	Geom	-	3.25	0.00	Y	Arm 7 Left	9.00
											Arm 8 Ahead	Inf
2/2 (Swiney Way)	U	C	2	3	8.7	Geom	-	3.25	0.00	N	Arm 5 Right	20.00
3/1 (B6003 Stapleford Lane S)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	12.00
3/2 (B6003 Stapleford Lane S)	O	B F	2	3	4.0	Geom	-	3.00	0.00	N	Arm 6 Right	15.00
4/1 (Banks Road)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
											Arm 7 Right	15.00
5/1 (B6003 Stapleford Lane N)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Swiney Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B6003 Stapleford Lane S)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Banks Road)	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 + Development 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	
11: '2028 Base + Sensitivity AM'	08:00	09:00	01:00	
12: '2028 Base + Sensitivity PM'	17:00	18:00	01:00	
13: '2041 Base + Sensitivity AM'	08:00	09:00	01:00	
14: '2041 Base + Sensitivity PM'	17:00	18:00	01:00	
15: '2028 Base + Sensitivity + Development AM'	08:00	09:00	01:00	
16: '2028 Base + Sensitivity + Development PM'	17:00	18:00	01:00	
17: '2041 Base + Sensitivity + Development AM'	08:00	09:00	01:00	
18: '2041 Base + Sensitivity + Development PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	628	17	0	645
	B	386	0	50	64	500
	C	373	55	0	57	485
	D	52	172	76	0	300
	Tot.	811	855	143	121	1930

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2025 Base AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	628
1/2 (with short)	645(In) 17(Out)
2/1 (short)	114
2/2 (with short)	500(In) 386(Out)
3/1 (with short)	485(In) 430(Out)
3/2 (short)	55
4/1	300
5/1	811
6/1	855
7/1	143
8/1	121

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
				Arm 8 Right	15.00	0.0 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.9 %	1808	1808
				Arm 8 Ahead	Inf	56.1 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.7 %	1884	1884
				Arm 8 Left	12.00	13.3 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.3 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	468	382	22	872
	B	449	0	77	122	648
	C	337	44	0	79	460
	D	45	109	71	0	225
	Tot.	831	621	530	223	2205

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2025 Base PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	468
1/2 (with short)	872(In) 404(Out)
2/1 (short)	199
2/2 (with short)	648(In) 449(Out)
3/1 (with short)	460(In) 416(Out)
3/2 (short)	44
4/1	225
5/1	831
6/1	621
7/1	530
8/1	223

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.6 %	2044	2044
				Arm 8 Right	15.00	5.4 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.0 %	1871	1871
				Arm 8 Left	12.00	19.0 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	20.0 %	1812	1812
				Arm 6 Ahead	Inf	48.4 %		
				Arm 7 Right	15.00	31.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	652	271	18	941
	B	401	0	52	66	519
	C	387	57	0	59	503
	D	54	179	79	0	312
	Tot.	842	888	402	143	2275

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2028 Base AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	652
1/2 (with short)	941(In) 289(Out)
2/1 (short)	118
2/2 (with short)	519(In) 401(Out)
3/1 (with short)	503(In) 446(Out)
3/2 (short)	57
4/1	312
5/1	842
6/1	888
7/1	402
8/1	143

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	93.8 %	2042	2042
				Arm 8 Right	15.00	6.2 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	44.1 %	1807	1807
				Arm 8 Ahead	Inf	55.9 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.8 %	1884	1884
				Arm 8 Left	12.00	13.2 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	482	393	23	898
	B	462	0	79	126	667
	C	347	45	0	81	473
	D	46	112	73	0	231
	Tot.	855	639	545	230	2269

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2028 Base PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	482
1/2 (with short)	898(In) 416(Out)
2/1 (short)	205
2/2 (with short)	667(In) 462(Out)
3/1 (with short)	473(In) 428(Out)
3/2 (short)	45
4/1	231
5/1	855
6/1	639
7/1	545
8/1	230

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.5 %	1823	1823
				Arm 8 Ahead	Inf	61.5 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.1 %	1871	1871
				Arm 8 Left	12.00	18.9 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.5 %		
				Arm 7 Right	15.00	31.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2028 Base + Development AM' (FG5: '2028 Base + Development AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	681	291	18	990
	B	407	0	52	66	525
	C	391	57	0	59	507
	D	54	179	79	0	312
	Tot.	852	917	422	143	2334

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2028 Base + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	681
1/2 (with short)	990(In) 309(Out)
2/1 (short)	118
2/2 (with short)	525(In) 407(Out)
3/1 (with short)	507(In) 450(Out)
3/2 (short)	57
4/1	312
5/1	852
6/1	917
7/1	422
8/1	143

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.2 %	2043	2043
				Arm 8 Right	15.00	5.8 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	44.1 %	1807	1807
				Arm 8 Ahead	Inf	55.9 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.9 %	1884	1884
				Arm 8 Left	12.00	13.1 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2028 Base + Development PM' (FG6: '2028 Base + Development PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	491	399	23	913
	B	484	0	79	126	689
	C	362	45	0	81	488
	D	46	112	73	0	231
	Tot.	892	648	551	230	2321

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2028 Base + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	491
1/2 (with short)	913(In) 422(Out)
2/1 (short)	205
2/2 (with short)	689(In) 484(Out)
3/1 (with short)	488(In) 443(Out)
3/2 (short)	45
4/1	231
5/1	892
6/1	648
7/1	551
8/1	230

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.5 %	1823	1823
				Arm 8 Ahead	Inf	61.5 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.7 %	1872	1872
				Arm 8 Left	12.00	18.3 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.5 %		
				Arm 7 Right	15.00	31.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2041 Base AM' (FG7: '2041 Base AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	704	293	19	1016
	B	433	0	56	72	561
	C	418	62	0	64	544
	D	58	193	85	0	336
	Tot.	909	959	434	155	2457

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2041 Base AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	704
1/2 (with short)	1016(In) 312(Out)
2/1 (short)	128
2/2 (with short)	561(In) 433(Out)
3/1 (with short)	544(In) 482(Out)
3/2 (short)	62
4/1	336
5/1	909
6/1	959
7/1	434
8/1	155

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	93.9 %	2043	2043
				Arm 8 Right	15.00	6.1 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.8 %	1808	1808
				Arm 8 Ahead	Inf	56.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.7 %	1884	1884
				Arm 8 Left	12.00	13.3 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2041 Base PM' (FG8: '2041 Base PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	523	427	25	975
	B	502	0	86	136	724
	C	376	49	0	88	513
	D	50	122	79	0	251
	Tot.	928	694	592	249	2463

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2041 Base PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	523
1/2 (with short)	975(In) 452(Out)
2/1 (short)	222
2/2 (with short)	724(In) 502(Out)
3/1 (with short)	513(In) 464(Out)
3/2 (short)	49
4/1	251
5/1	928
6/1	694
7/1	592
8/1	249

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.0 %	1871	1871
				Arm 8 Left	12.00	19.0 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.6 %		
				Arm 7 Right	15.00	31.5 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2041 Base + Development AM' (FG9: '2041 Base + Development AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	734	312	19	1065
	B	439	0	56	72	567
	C	422	62	0	64	548
	D	58	193	85	0	336
	Tot.	919	989	453	155	2516

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2041 Base + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	734
1/2 (with short)	1065(In) 331(Out)
2/1 (short)	128
2/2 (with short)	567(In) 439(Out)
3/1 (with short)	548(In) 486(Out)
3/2 (short)	62
4/1	336
5/1	919
6/1	989
7/1	453
8/1	155

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.3 %	2043	2043
				Arm 8 Right	15.00	5.7 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.8 %	1808	1808
				Arm 8 Ahead	Inf	56.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.8 %	1884	1884
				Arm 8 Left	12.00	13.2 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2041 Base + Development PM' (FG10: '2041 Base + Development PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	532	433	25	990
	B	524	0	86	136	746
	C	391	49	0	88	528
	D	50	122	79	0	251
	Tot.	965	703	598	249	2515

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2041 Base + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	532
1/2 (with short)	990(In) 458(Out)
2/1 (short)	222
2/2 (with short)	746(In) 524(Out)
3/1 (with short)	528(In) 479(Out)
3/2 (short)	49
4/1	251
5/1	965
6/1	703
7/1	598
8/1	249

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.6 %	1872	1872
				Arm 8 Left	12.00	18.4 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.6 %		
				Arm 7 Right	15.00	31.5 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2028 Base + Sensitivity AM' (FG11: '2028 Base + Sensitivity AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	672	284	18	974
	B	405	0	52	66	523
	C	390	57	0	59	506
	D	54	179	79	0	312
	Tot.	849	908	415	143	2315

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2028 Base + Sensitivity AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	672
1/2 (with short)	974(In) 302(Out)
2/1 (short)	118
2/2 (with short)	523(In) 405(Out)
3/1 (with short)	506(In) 449(Out)
3/2 (short)	57
4/1	312
5/1	849
6/1	908
7/1	415
8/1	143

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.0 %	2043	2043
				Arm 8 Right	15.00	6.0 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	44.1 %	1807	1807
				Arm 8 Ahead	Inf	55.9 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.9 %	1884	1884
				Arm 8 Left	12.00	13.1 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2028 Base + Sensitivity PM' (FG12: '2028 Base + Sensitivity PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	488	397	23	908
	B	477	0	79	126	682
	C	357	45	0	81	483
	D	46	112	73	0	231
	Tot.	880	645	549	230	2304

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2028 Base + Sensitivity PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	488
1/2 (with short)	908(In) 420(Out)
2/1 (short)	205
2/2 (with short)	682(In) 477(Out)
3/1 (with short)	483(In) 438(Out)
3/2 (short)	45
4/1	231
5/1	880
6/1	645
7/1	549
8/1	230

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.5 %	1823	1823
				Arm 8 Ahead	Inf	61.5 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.5 %	1872	1872
				Arm 8 Left	12.00	18.5 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.5 %		
				Arm 7 Right	15.00	31.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2041 Base + Sensitivity AM' (FG13: '2041 Base + Sensitivity AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	724	306	19	1049
	B	437	0	56	72	565
	C	421	62	0	64	547
	D	58	193	85	0	336
	Tot.	916	979	447	155	2497

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2041 Base + Sensitivity AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	724
1/2 (with short)	1049(In) 325(Out)
2/1 (short)	128
2/2 (with short)	565(In) 437(Out)
3/1 (with short)	547(In) 485(Out)
3/2 (short)	62
4/1	336
5/1	916
6/1	979
7/1	447
8/1	155

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.2 %	2043	2043
				Arm 8 Right	15.00	5.8 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.8 %	1808	1808
				Arm 8 Ahead	Inf	56.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.8 %	1884	1884
				Arm 8 Left	12.00	13.2 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2041 Base + Sensitivity PM' (FG14: '2041 Base + Sensitivity PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	529	431	25	985
	B	516	0	86	136	738
	C	387	49	0	88	524
	D	50	122	79	0	251
	Tot.	953	700	596	249	2498

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2041 Base + Sensitivity PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	529
1/2 (with short)	985(In) 456(Out)
2/1 (short)	222
2/2 (with short)	738(In) 516(Out)
3/1 (with short)	524(In) 475(Out)
3/2 (short)	49
4/1	251
5/1	953
6/1	700
7/1	596
8/1	249

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.5 %	1872	1872
				Arm 8 Left	12.00	18.5 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.6 %		
				Arm 7 Right	15.00	31.5 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: '2028 Base + Sensitivity + Development AM' (FG15: '2028 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	701	304	18	1023
	B	411	0	52	66	529
	C	394	57	0	59	510
	D	54	179	79	0	312
	Tot.	859	937	435	143	2374

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: 2028 Base + Sensitivity + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	701
1/2 (with short)	1023(In) 322(Out)
2/1 (short)	118
2/2 (with short)	529(In) 411(Out)
3/1 (with short)	510(In) 453(Out)
3/2 (short)	57
4/1	312
5/1	859
6/1	937
7/1	435
8/1	143

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.4 %	2044	2044
				Arm 8 Right	15.00	5.6 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	44.1 %	1807	1807
				Arm 8 Ahead	Inf	55.9 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	87.0 %	1884	1884
				Arm 8 Left	12.00	13.0 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: '2028 Base + Sensitivity + Development PM' (FG16: '2028 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	497	403	23	923
	B	499	0	79	126	704
	C	372	45	0	81	498
	D	46	112	73	0	231
	Tot.	917	654	555	230	2356

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: 2028 Base + Sensitivity + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	497
1/2 (with short)	923(In) 426(Out)
2/1 (short)	205
2/2 (with short)	704(In) 499(Out)
3/1 (with short)	498(In) 453(Out)
3/2 (short)	45
4/1	231
5/1	917
6/1	654
7/1	555
8/1	230

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.6 %	2044	2044
				Arm 8 Right	15.00	5.4 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.5 %	1823	1823
				Arm 8 Ahead	Inf	61.5 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	82.1 %	1873	1873
				Arm 8 Left	12.00	17.9 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.5 %		
				Arm 7 Right	15.00	31.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 17: '2041 Base + Sensitivity + Development AM' (FG17: '2041 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	753	326	19	1098
	B	443	0	56	72	571
	C	425	62	0	64	551
	D	58	193	85	0	336
	Tot.	926	1008	467	155	2556

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: 2041 Base + Sensitivity + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	753
1/2 (with short)	1098(In) 345(Out)
2/1 (short)	128
2/2 (with short)	571(In) 443(Out)
3/1 (with short)	551(In) 489(Out)
3/2 (short)	62
4/1	336
5/1	926
6/1	1008
7/1	467
8/1	155

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.8 %	1808	1808
				Arm 8 Ahead	Inf	56.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.9 %	1884	1884
				Arm 8 Left	12.00	13.1 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 18: '2041 Base + Sensitivity + Development PM' (FG18: '2041 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	538	437	25	1000
	B	539	0	86	136	761
	C	401	49	0	88	538
	D	50	122	79	0	251
	Tot.	990	709	602	249	2550

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: 2041 Base + Sensitivity + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	538
1/2 (with short)	1000(In) 462(Out)
2/1 (short)	222
2/2 (with short)	761(In) 539(Out)
3/1 (with short)	538(In) 489(Out)
3/2 (short)	49
4/1	251
5/1	990
6/1	709
7/1	602
8/1	249

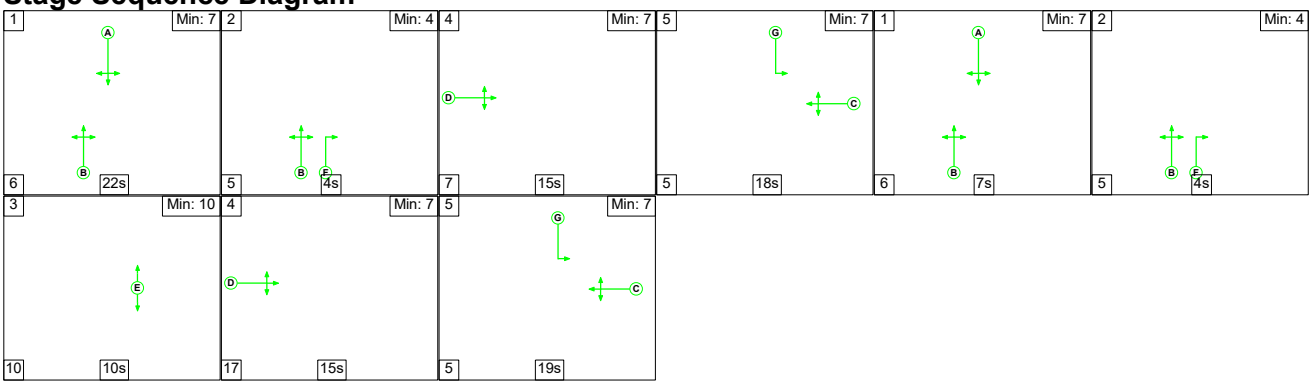
Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
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 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.6 %	2044	2044
				Arm 8 Right	15.00	5.4 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	82.0 %	1873	1873
				Arm 8 Left	12.00	18.0 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.6 %		
				Arm 7 Right	15.00	31.5 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Stage Sequence Diagram

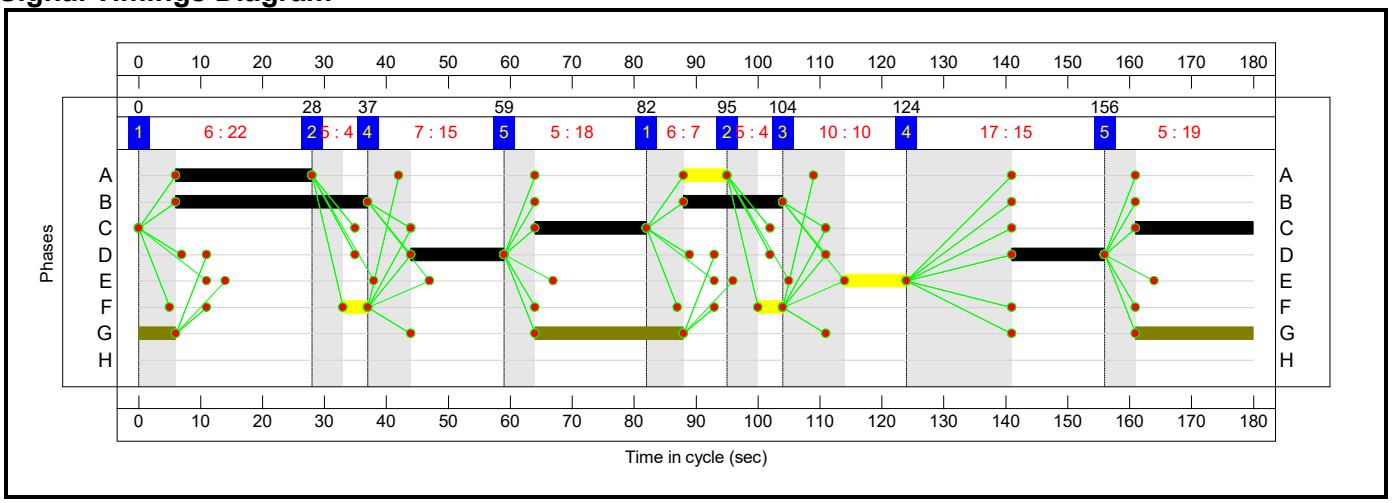


Full Input Data And Results

Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	22	4	15	18	7	4	10	15	19
Change Point	0	28	37	59	82	95	104	124	156

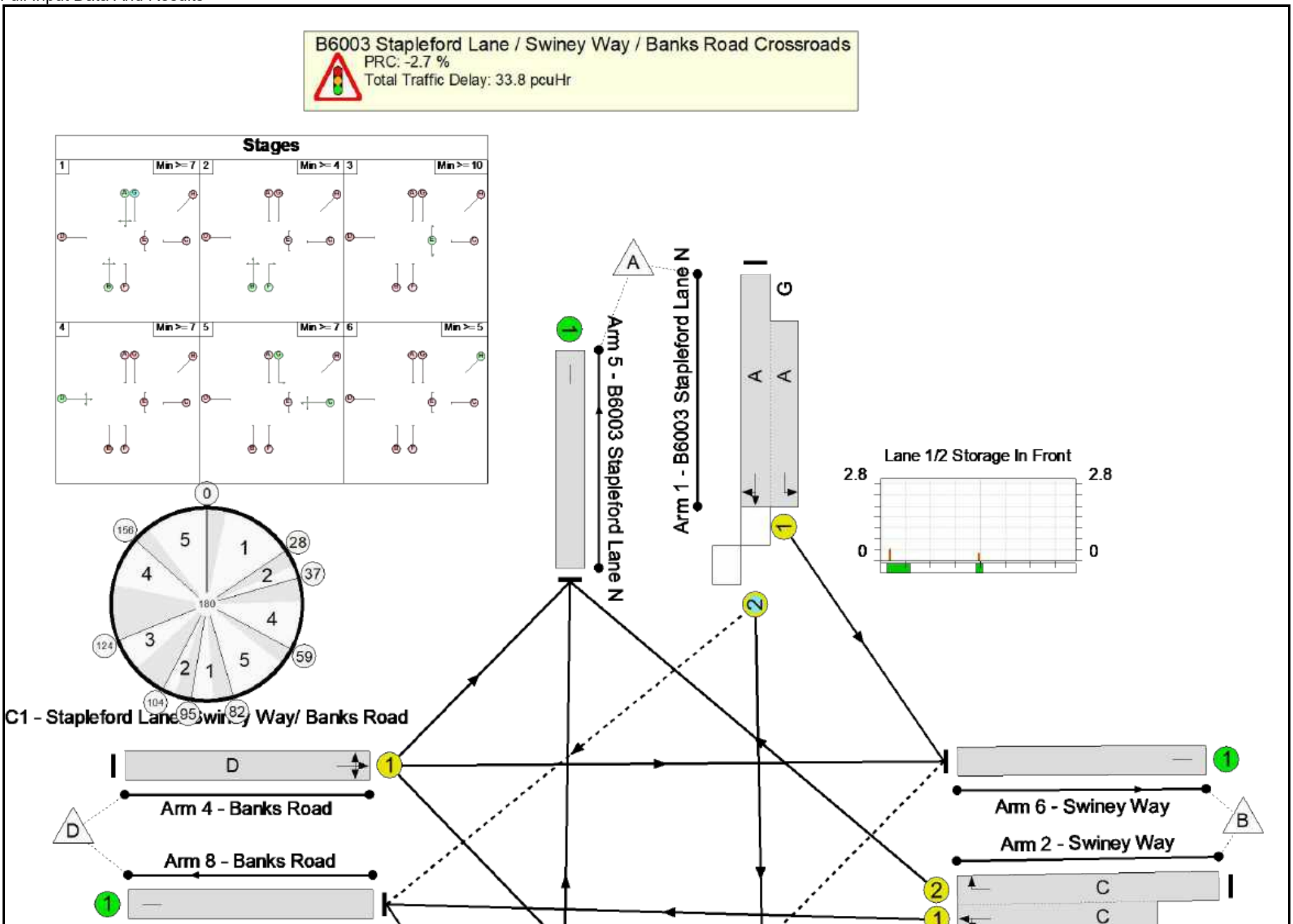
Signal Timings Diagram



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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.4%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.4%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	645	2055:1641	20+729	86.1 : 86.1%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	500	1935:1808	418+123	92.4 : 92.4%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	485	1884:1868	466+60	92.3 : 92.3%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	300	1829	325	92.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	121	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**37**	**14**	**4**	**16.7**	**17.1**	**0.1**	**33.8**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**37**	**14**	**4**	**16.7**	**17.1**	**0.1**	**33.8**	**-**	**-**	**-**	**-**
1/2+1/1	645	645	0	0	0	4.4	2.9	0.0	7.4	41.1	18.3	2.9	21.3
2/2+2/1	500	500	-	-	-	4.7	4.9	-	9.6	69.1	10.5	4.9	15.5
3/1+3/2	485	485	37	14	4	4.5	4.8	0.1	9.4	69.6	14.0	4.8	18.9
4/1	300	300	-	-	-	3.1	4.4	-	7.5	89.7	8.0	4.4	12.4
5/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	121	121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -2.7
PRC Over All Lanes (%): -2.7

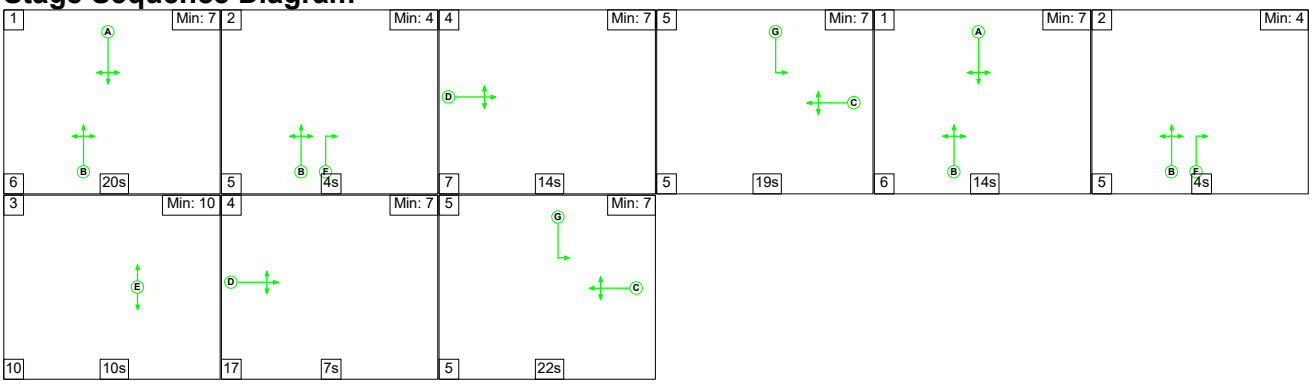
Total Delay for Signalled Lanes (pcuHr): 33.81
Total Delay Over All Lanes(pcuHr): 33.81

Cycle Time (s): 180

Full Input Data And Results

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

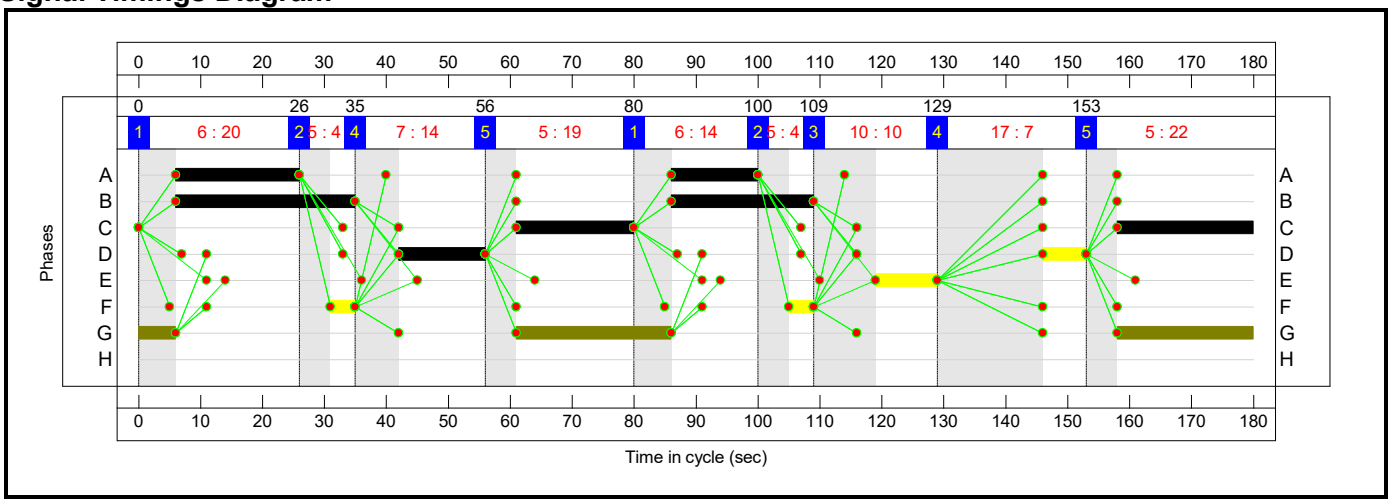
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	20	4	14	19	14	4	10	7	22
Change Point	0	26	35	56	80	100	109	129	153

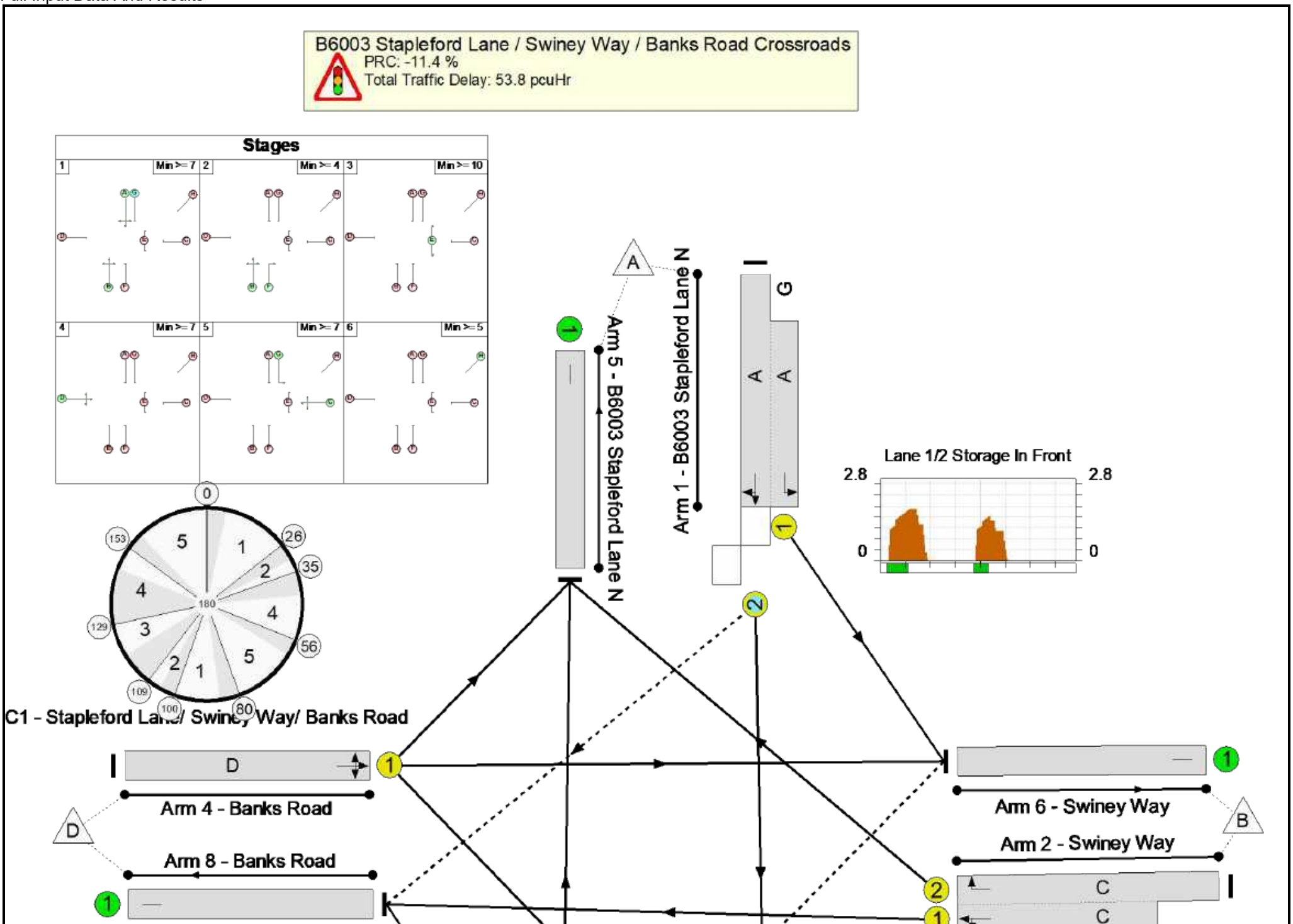
Signal Timings Diagram



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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.2%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.2%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:87	53	872	2044:1641	409+474	98.8 : 98.8%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	41	-	648	1935:1822	448+199	100.2 : 100.2%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	460	1871:1868	517+55	80.4 : 80.4%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	21	-	225	1812	232	97.2%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	831	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	223	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**30**	**32**	**4**	**20.2**	**33.5**	**0.1**	**53.8**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**30**	**32**	**4**	**20.2**	**33.5**	**0.1**	**53.8**	**-**	**-**	**-**	**-**
1/2+1/1	872	872	19	0	3	6.4	12.4	0.1	18.9	77.8	11.8	12.4	24.2
2/2+2/1	648	647	-	-	-	6.6	13.1	-	19.7	109.4	14.0	13.1	27.1
3/1+3/2	460	460	10	32	1	3.8	2.0	0.1	5.9	45.9	12.4	2.0	14.3
4/1	225	225	-	-	-	3.4	6.0	-	9.4	150.5	7.2	6.0	13.2
5/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -11.4
PRC Over All Lanes (%): -11.4

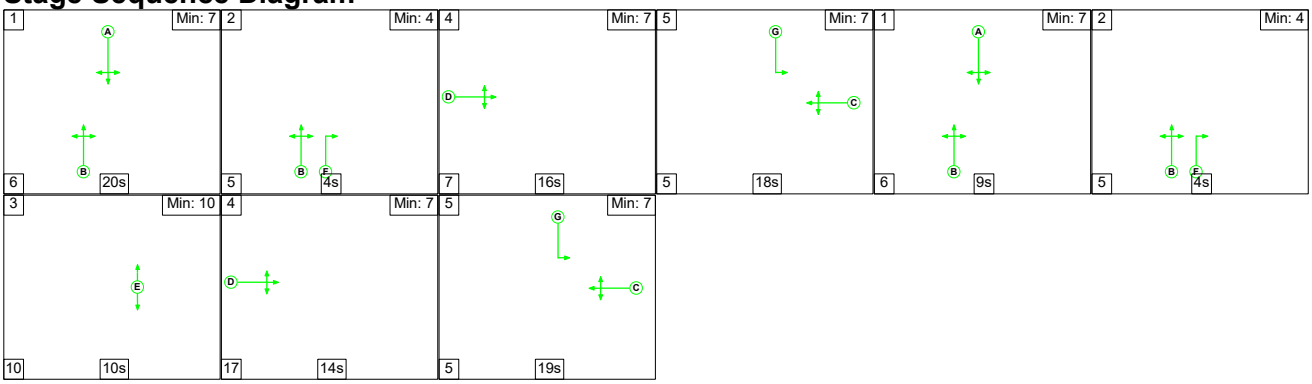
Total Delay for Signalled Lanes (pcuHr): 53.83
Total Delay Over All Lanes(pcuHr): 53.83

Cycle Time (s): 180

Full Input Data And Results

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

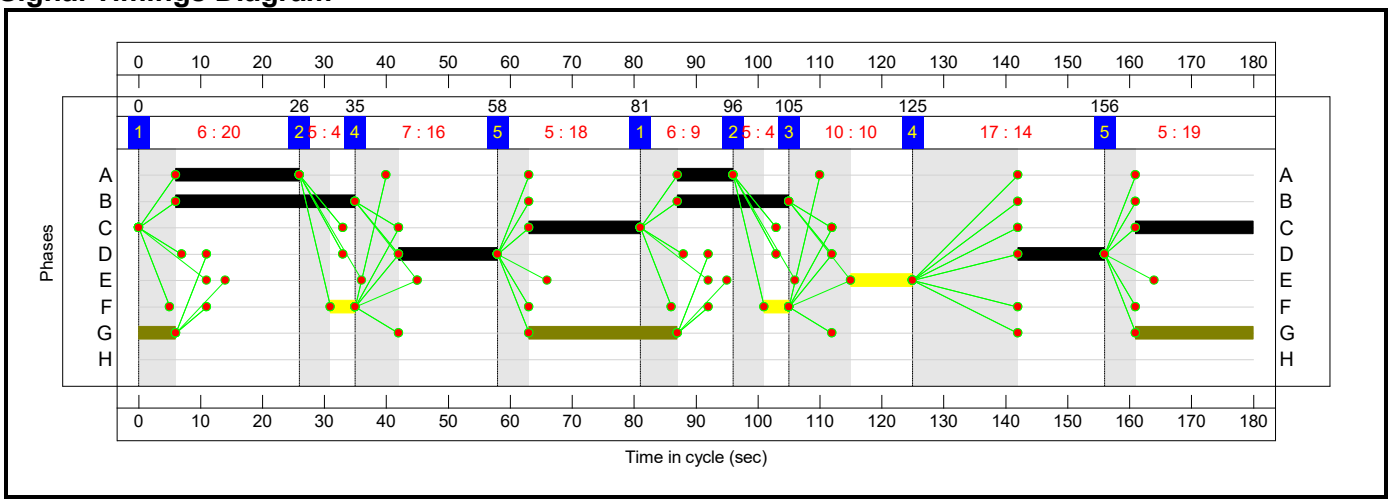
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	20	4	16	18	9	4	10	14	19
Change Point	0	26	35	58	81	96	105	125	156

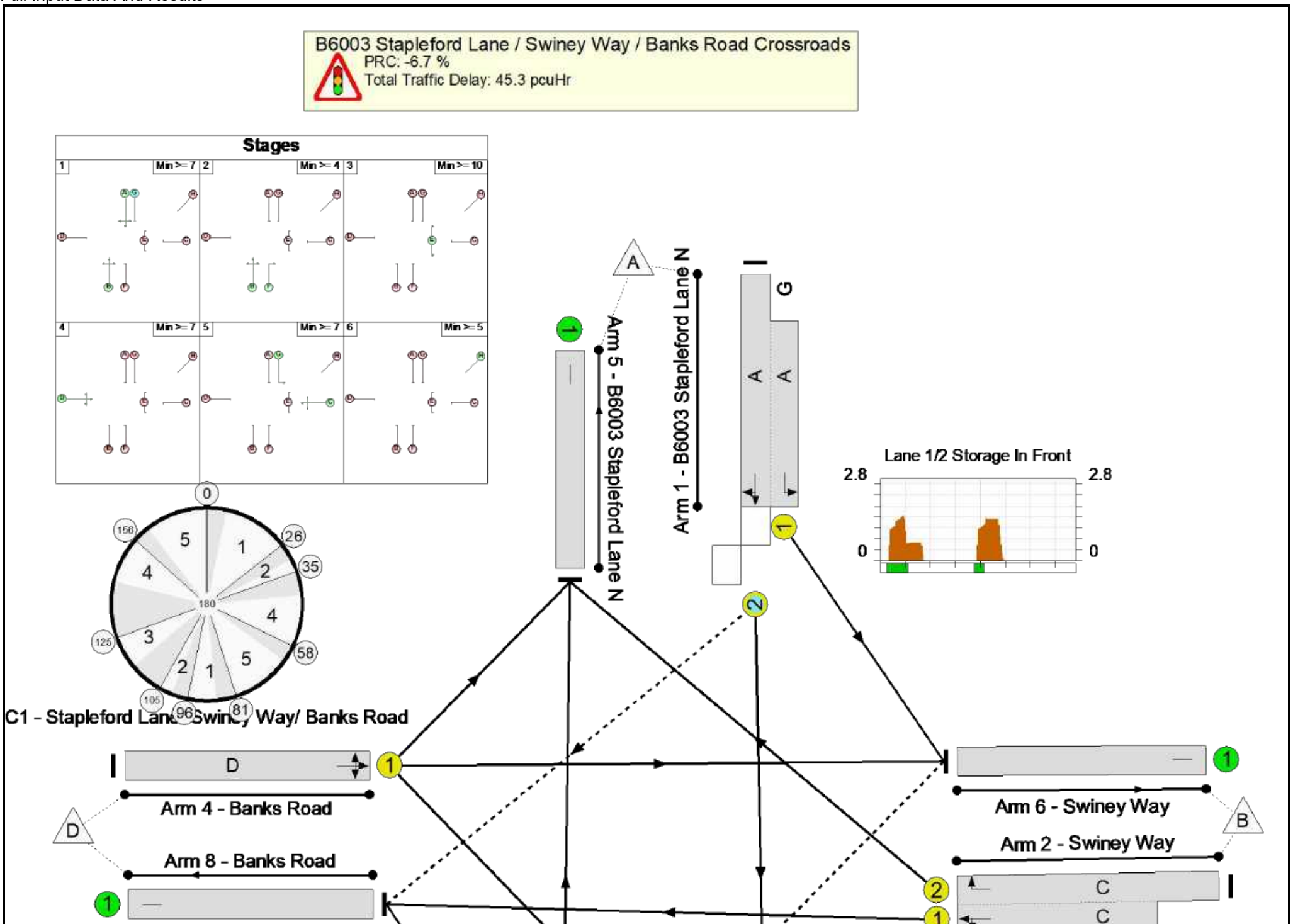
Signal Timings Diagram



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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.0%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.0%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	941	2042:1641	323+729	89.4 : 89.4%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	519	1935:1807	418+123	96.0 : 96.0%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	503	1884:1868	466+60	95.7 : 95.7%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	312	1829	325	96.0%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	888	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	143	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**27**	**40**	**8**	**20.9**	**24.2**	**0.2**	**45.3**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**27**	**40**	**8**	**20.9**	**24.2**	**0.2**	**45.3**	**-**	**-**	**-**	**-**
1/2+1/1	941	941	14	0	4	7.5	3.9	0.1	11.5	44.0	19.2	3.9	23.1
2/2+2/1	519	519	-	-	-	5.1	7.2	-	12.3	85.6	11.4	7.2	18.6
3/1+3/2	503	503	13	40	5	4.7	6.9	0.1	11.7	83.6	14.6	6.9	21.5
4/1	312	312	-	-	-	3.6	6.1	-	9.7	112.4	8.5	6.1	14.6
5/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	888	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -6.7
PRC Over All Lanes (%): -6.7

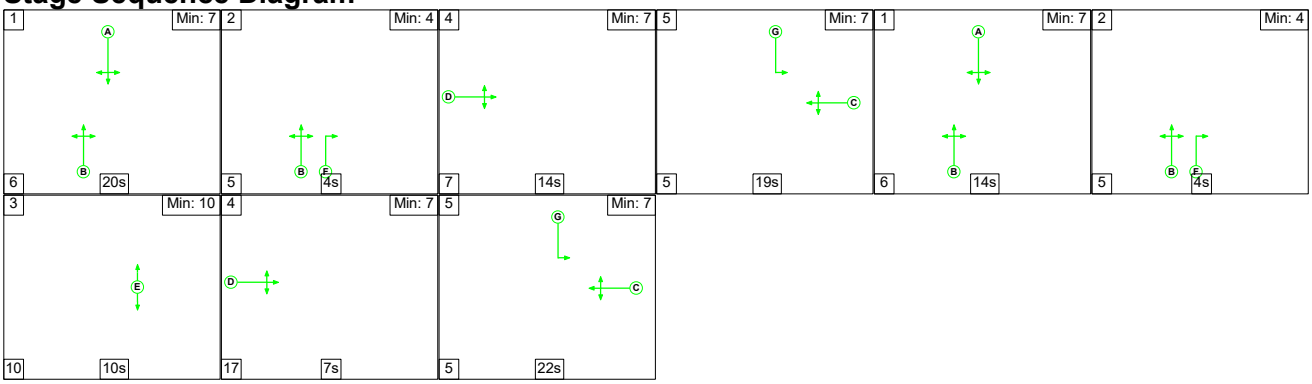
Total Delay for Signalled Lanes (pcuHr): 45.28
Total Delay Over All Lanes(pcuHr): 45.28

Cycle Time (s): 180

Full Input Data And Results

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

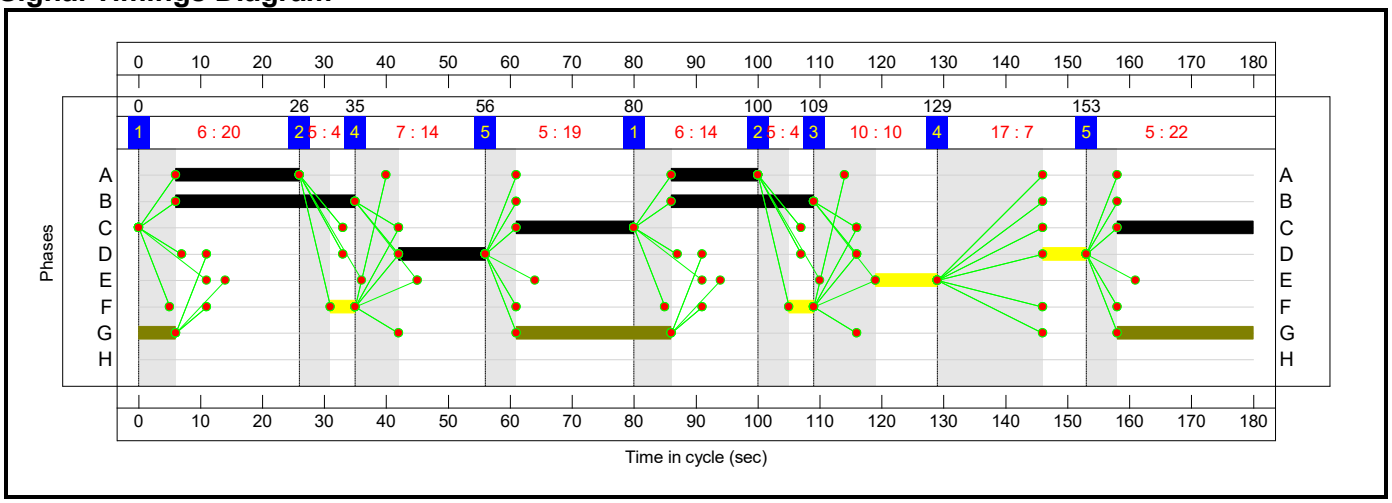
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	20	4	14	19	14	4	10	7	22
Change Point	0	26	35	56	80	100	109	129	153

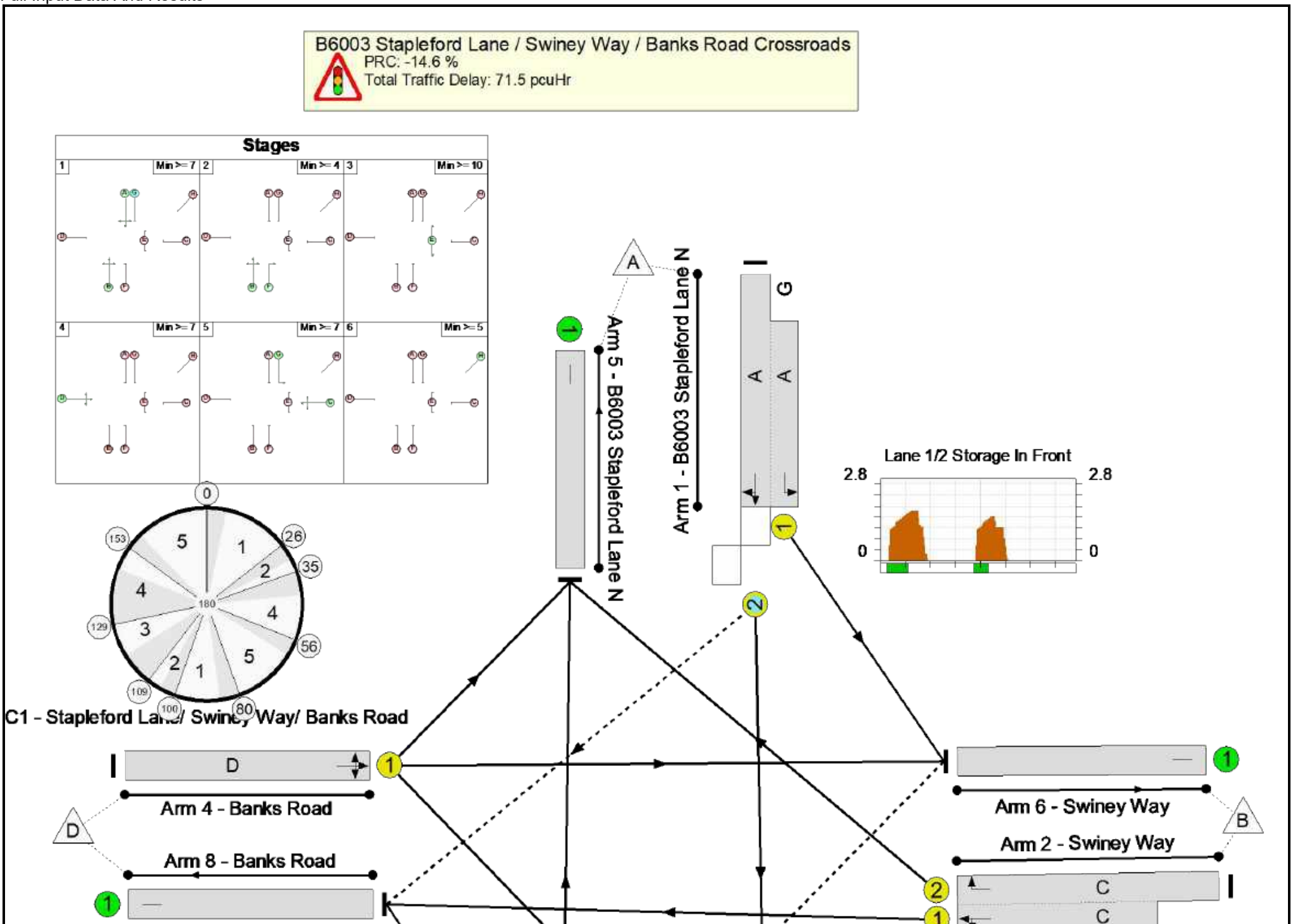
Signal Timings Diagram



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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.1%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.1%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:87	53	898	2044:1641	409+474	101.8 : 101.8%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	41	-	667	1935:1823	448+199	103.1 : 103.1%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	473	1871:1868	517+54	82.7 : 82.7%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	21	-	231	1813	232	99.7%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	230	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**30**	**33**	**4**	**23.3**	**48.0**	**0.1**	**71.5**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**30**	**33**	**4**	**23.3**	**48.0**	**0.1**	**71.5**	**-**	**-**	**-**	**-**
1/2+1/1	898	891	20	0	3	7.3	19.4	0.1	26.8	107.3	12.6	19.4	32.0
2/2+2/1	667	647	-	-	-	8.5	18.9	-	27.4	148.1	16.2	18.9	35.2
3/1+3/2	473	473	10	33	2	4.0	2.3	0.1	6.3	48.1	12.8	2.3	15.1
4/1	231	231	-	-	-	3.5	7.4	-	10.9	170.6	7.5	7.4	14.9
5/1	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -14.6
PRC Over All Lanes (%): -14.6

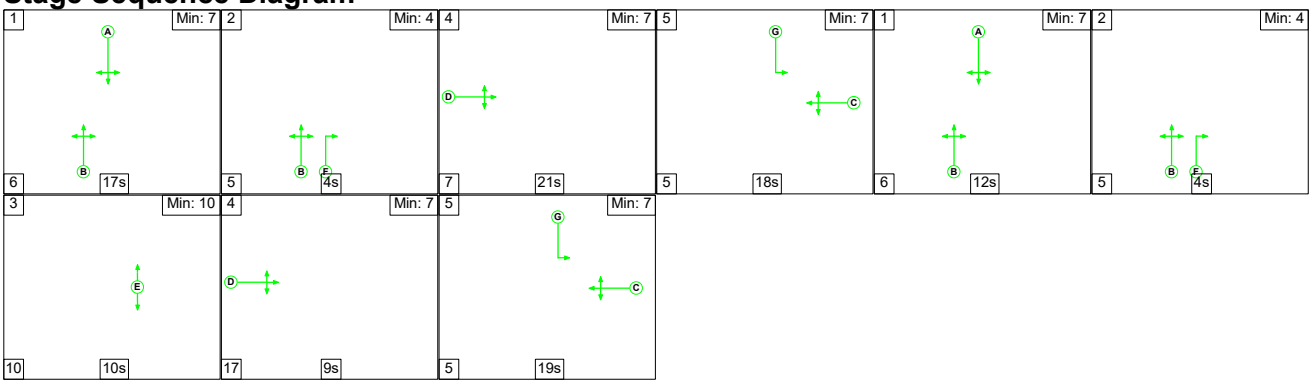
Total Delay for Signalled Lanes (pcuHr): 71.46
Total Delay Over All Lanes(pcuHr): 71.46

Cycle Time (s): 180

Full Input Data And Results

Scenario 5: '2028 Base + Development AM' (FG5: '2028 Base + Development AM', Plan 1: 'Peds alt')

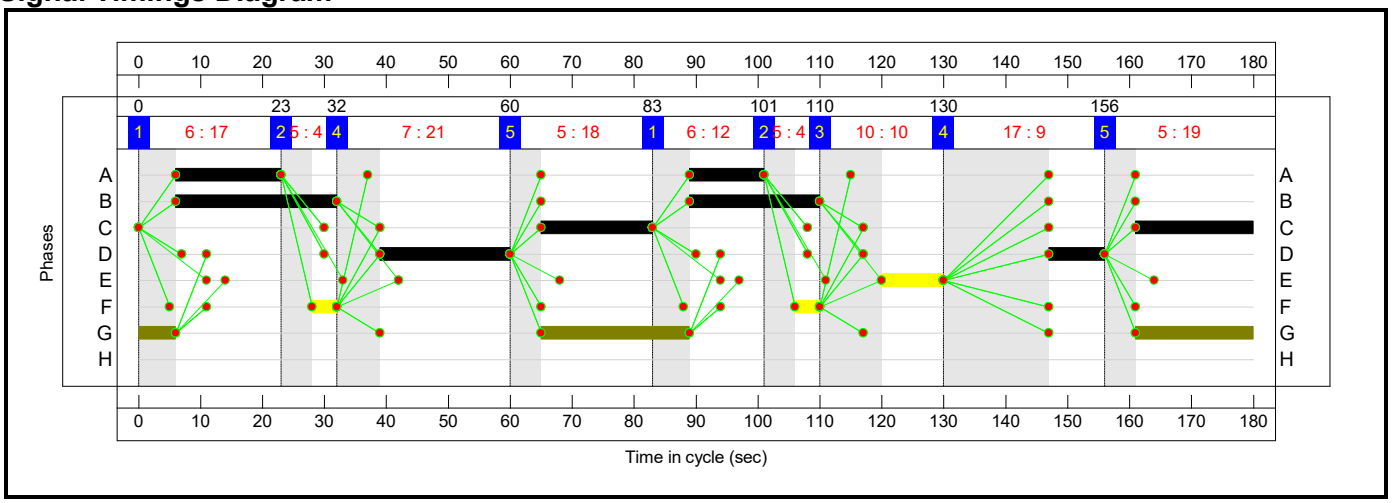
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	17	4	21	18	12	4	10	9	19
Change Point	0	23	32	60	83	101	110	130	156

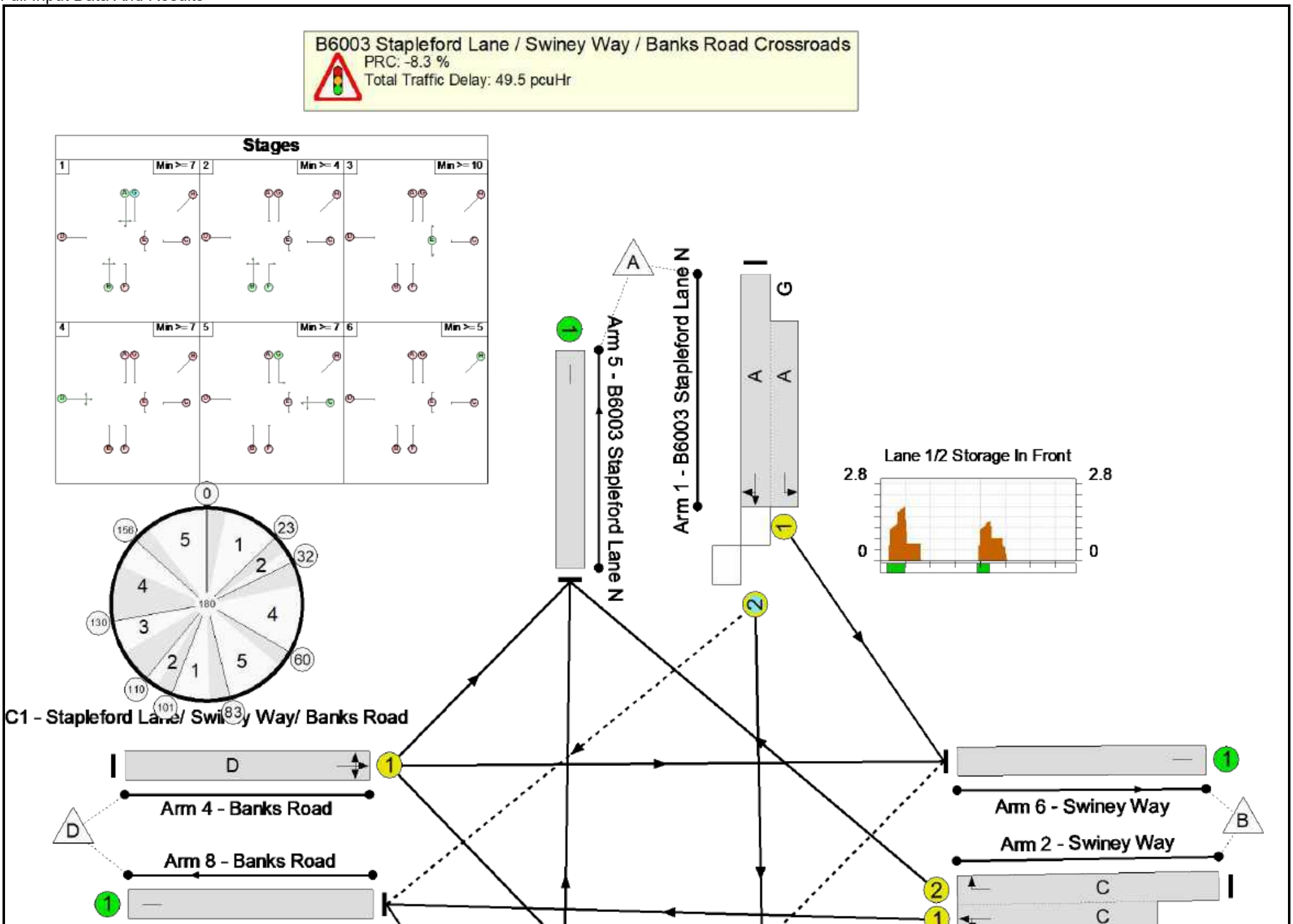
Signal Timings Diagram



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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.4%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.4%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	990	2043:1641	350+729	88.3 : 93.4%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	525	1935:1807	418+121	97.4 : 97.4%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	507	1884:1868	466+59	96.5 : 96.5%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	312	1829	325	96.0%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	143	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**8**	**52**	**15**	**22.2**	**27.2**	**0.2**	**49.5**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**8**	**52**	**15**	**22.2**	**27.2**	**0.2**	**49.5**	**-**	**-**	**-**	**-**
1/2+1/1	990	990	8	0	10	7.8	5.0	0.1	12.9	46.8	18.9	5.0	23.9
2/2+2/1	525	525	-	-	-	5.1	8.5	-	13.7	93.7	11.3	8.5	19.8
3/1+3/2	507	507	0	52	5	4.6	7.6	0.1	12.3	87.1	13.7	7.6	21.3
4/1	312	312	-	-	-	4.6	6.1	-	10.7	124.0	10.3	6.1	16.5
5/1	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -8.3
PRC Over All Lanes (%): -8.3

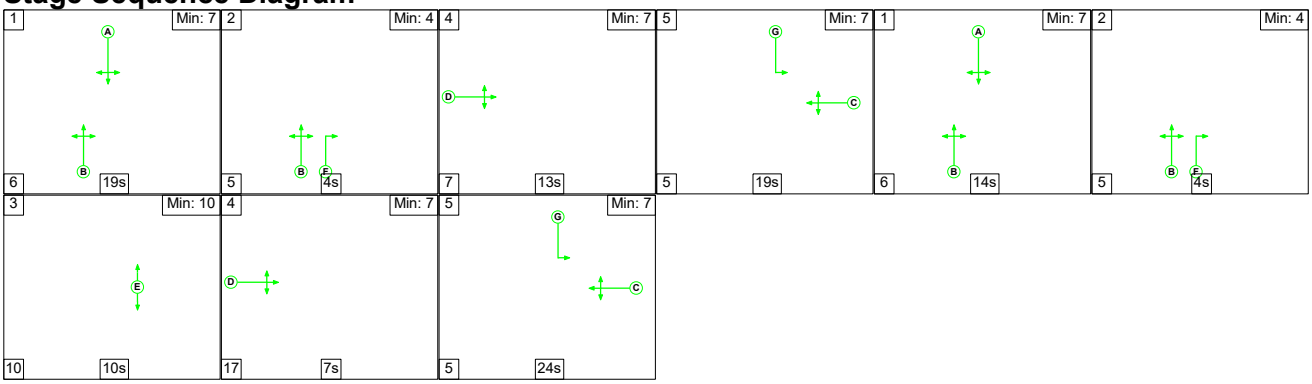
Total Delay for Signalled Lanes (pcuHr): 49.55
Total Delay Over All Lanes(pcuHr): 49.55

Cycle Time (s): 180

Full Input Data And Results

Scenario 6: '2028 Base + Development PM' (FG6: '2028 Base + Development PM', Plan 1: 'Peds alt')

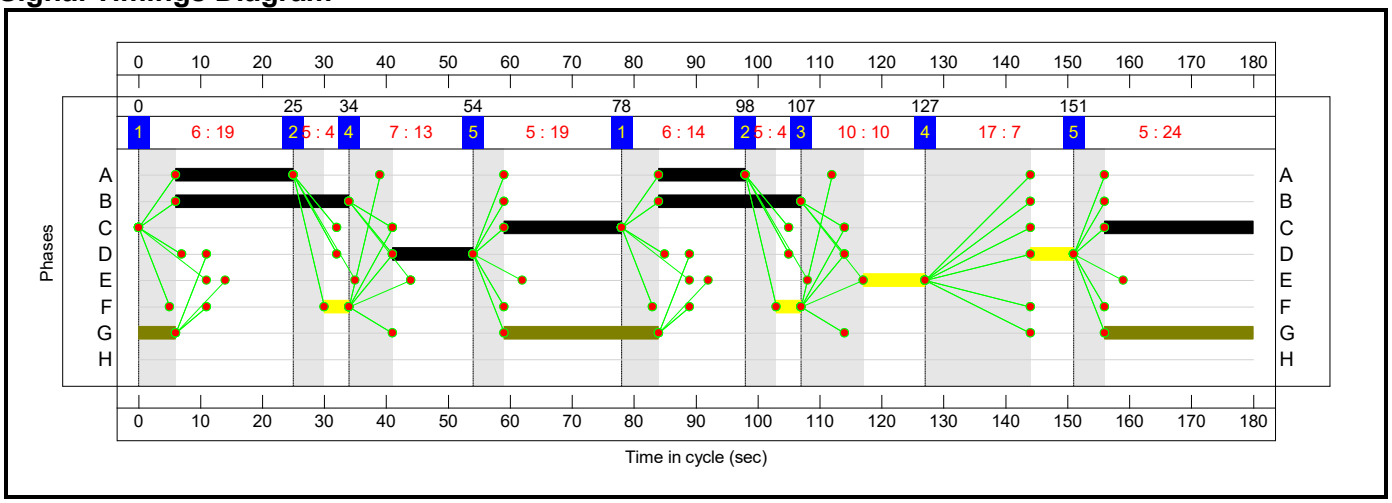
Stage Sequence Diagram



Stage Timings

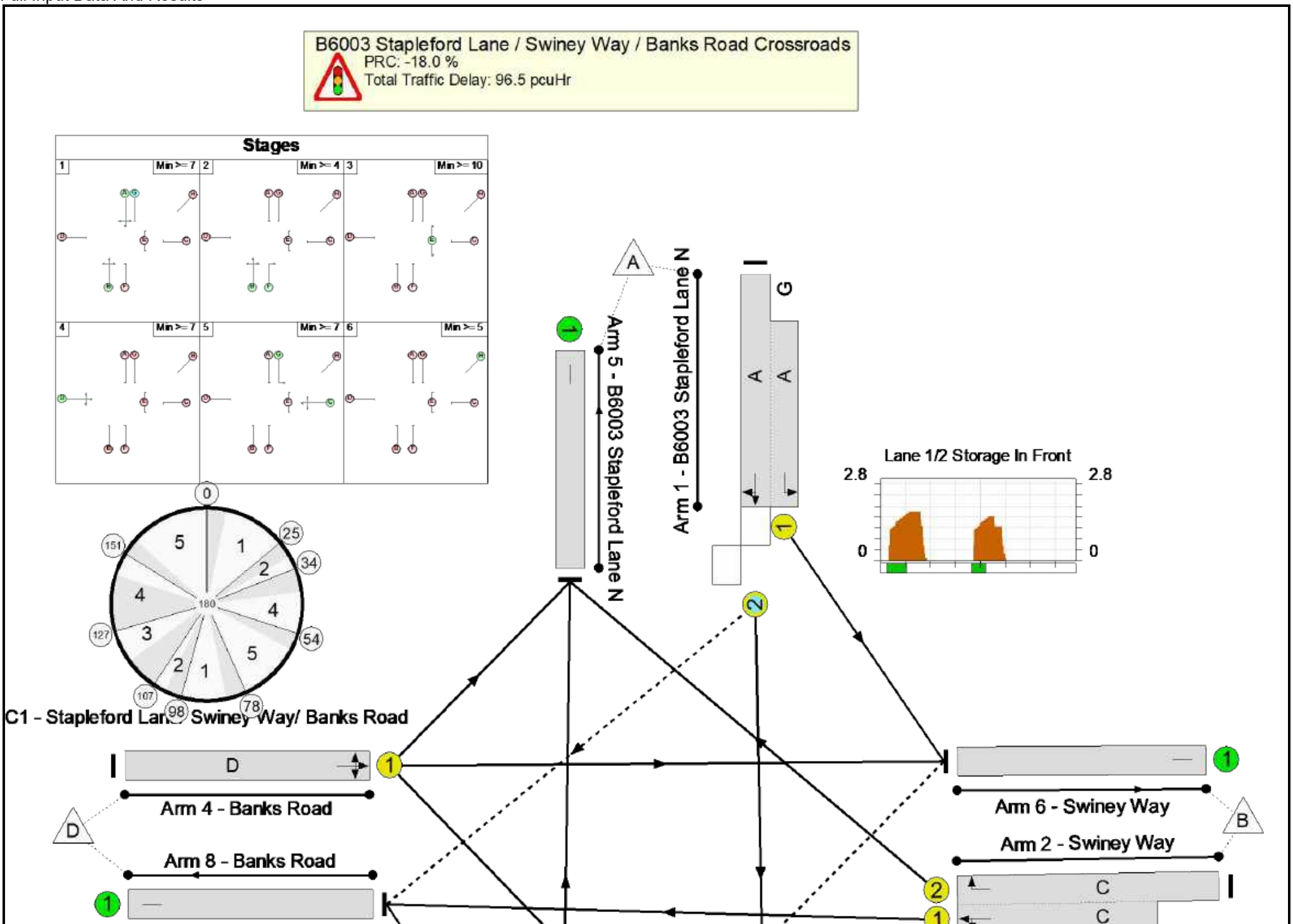
Stage	1	2	4	5	1	2	3	4	5
Duration	19	4	13	19	14	4	10	7	24
Change Point	0	25	34	54	78	98	107	127	151

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -18.0 %
Total Traffic Delay: 96.5 pcuHr
Stages
1
Min >= 7
2
Min >= 4
3
Min >= 10
4
Min >= 7
5
Min >= 7
6
Min >= 5
A
Arm 5 - B6003 Stapleford Lane N
Arm 1 - B6003 Stapleford Lane N
G
A
A
Lane 1/2 Storage In Front
2.8
2.8
0
0
0
25
34
54
78
98
107
127
151
180
5
1
2
4
3
2
1
5
4
C1 - Stapleford Lane / Swiney Way/ Banks Road
D
Arm 4 - Banks Road
D
Arm 8 - Banks Road
Arm 6 - Swiney Way
B
Arm 2 - Swiney Way
C
C

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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**106.2%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**106.2%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	33:88	55	913	2044:1641	397+462	106.2 : 106.2%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	43	-	689	1935:1823	463+196	104.5 : 104.5%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	51	8	488	1872:1868	509+52	87.0 : 87.0%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	231	1813	222	104.2%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	892	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	230	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**29**	**33**	**5**	**27.2**	**69.2**	**0.1**	**96.5**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**29**	**33**	**5**	**27.2**	**69.2**	**0.1**	**96.5**	**-**	**-**	**-**	**-**
1/2+1/1	913	888	19	0	3	9.1	33.4	0.1	42.6	167.9	13.8	33.4	47.2
2/2+2/1	689	659	-	-	-	9.4	22.4	-	31.9	166.6	18.3	22.4	40.8
3/1+3/2	488	488	10	33	2	4.3	3.1	0.1	7.4	54.5	13.7	3.1	16.8
4/1	231	222	-	-	-	4.3	10.3	-	14.7	228.4	8.0	10.3	18.3
5/1	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -18.0
PRC Over All Lanes (%): -18.0

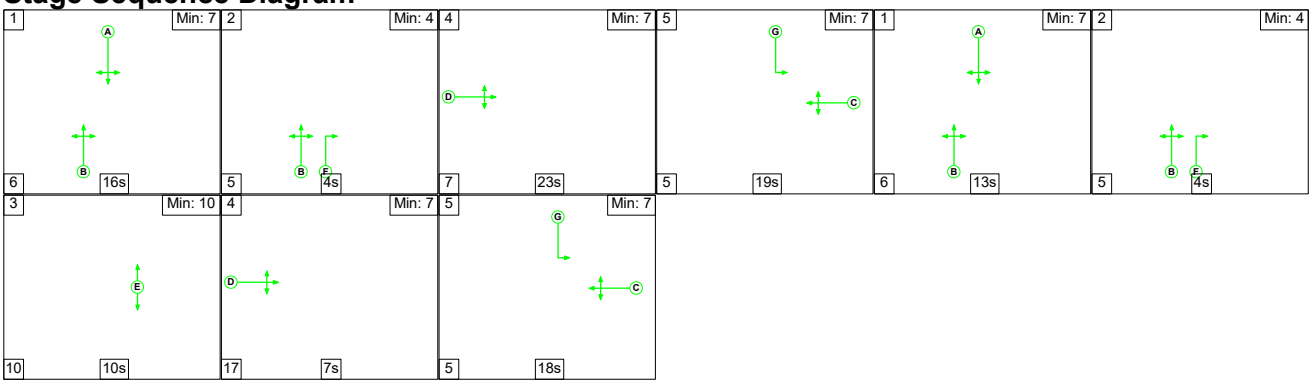
Total Delay for Signalled Lanes (pcuHr): 96.53
Total Delay Over All Lanes(pcuHr): 96.53

Cycle Time (s): 180

Full Input Data And Results

Scenario 7: '2041 Base AM' (FG7: '2041 Base AM', Plan 1: 'Peds alt')

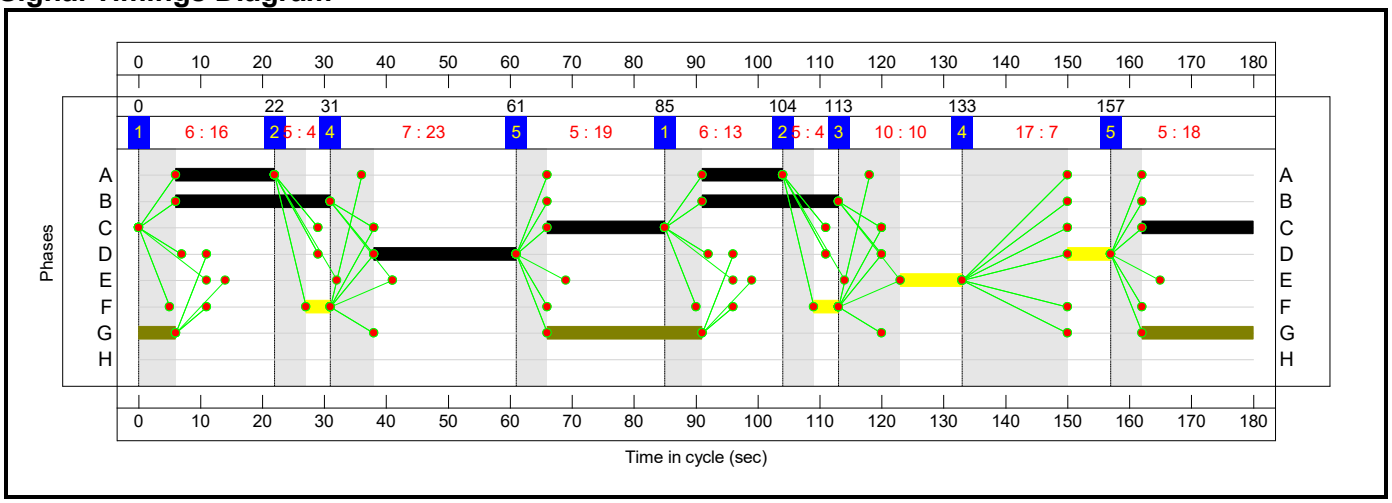
Stage Sequence Diagram



Stage Timings

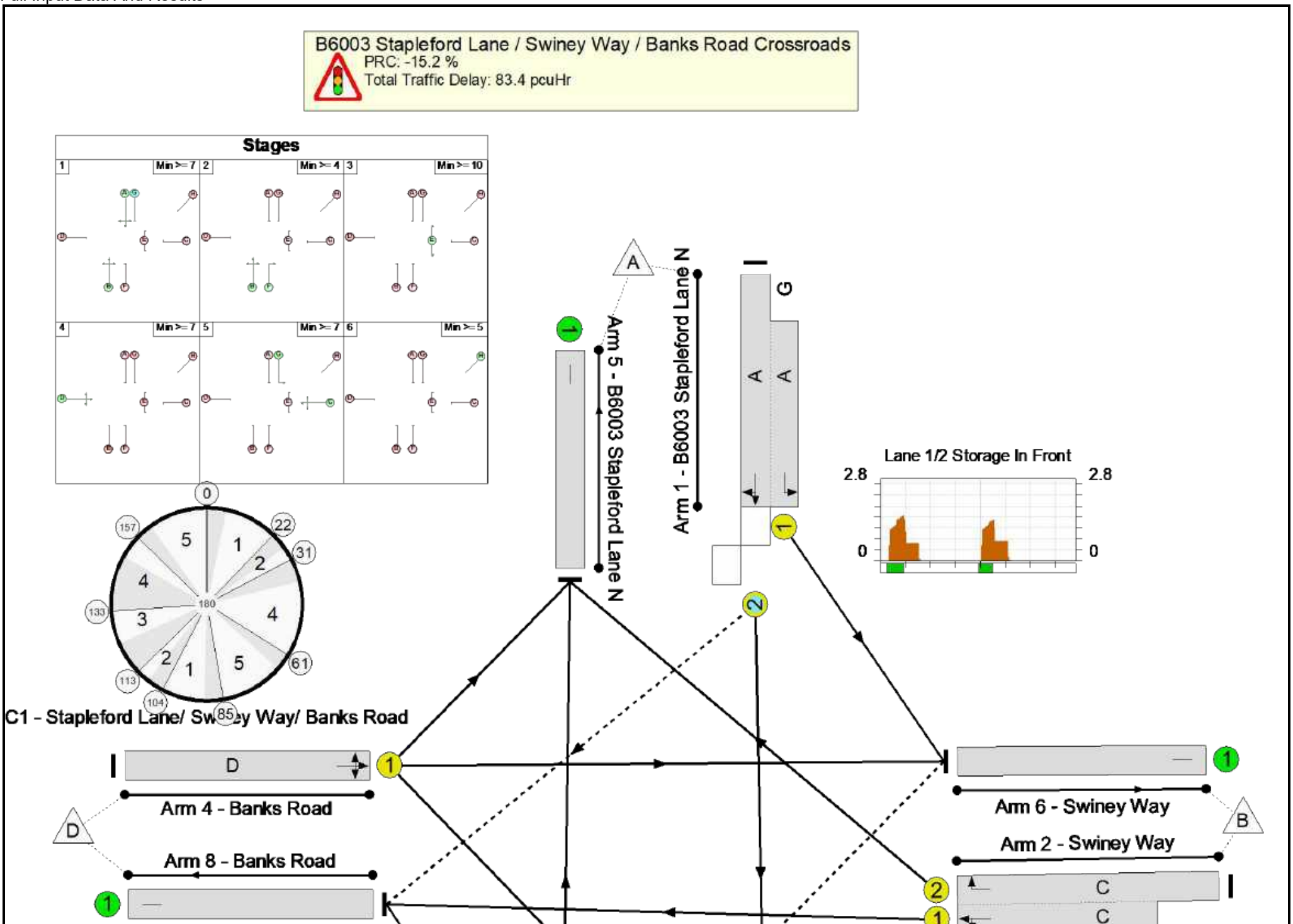
Stage	1	2	4	5	1	2	3	4	5
Duration	16	4	23	19	13	4	10	7	18
Change Point	0	22	31	61	85	104	113	133	157

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -15.2 %
Total Traffic Delay: 83.4 pcuHr
Stages
Min >= 7
Min >= 4
Min >= 10
Min >= 7
Min >= 7
Min >= 5
Arm 5 - B6003 Stapleford Lane N
Arm 1 - B6003 Stapleford Lane N
Lane 1/2 Storage In Front
2.8
2.8
0
0
C1 - Stapleford Lane/ Swiney Way/ Banks Road
Arm 4 - Banks Road
Arm 8 - Banks Road
Arm 6 - Swiney Way
Arm 2 - Swiney Way

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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.7%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.7%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	1016	2043:1641	345+729	90.6 : 96.5%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	561	1935:1808	418+123	103.7 : 103.7%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	544	1884:1868	466+60	103.5 : 103.5%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	336	1829	325	103.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**1**	**53**	**25**	**29.0**	**54.3**	**0.2**	**83.4**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**1**	**53**	**25**	**29.0**	**54.3**	**0.2**	**83.4**	**-**	**-**	**-**	**-**
1/2+1/1	1016	1016	1	0	18	8.2	7.1	0.1	15.4	54.4	19.2	7.1	26.2
2/2+2/1	561	541	-	-	-	7.6	17.8	-	25.4	162.8	13.7	17.8	31.5
3/1+3/2	544	526	0	53	7	6.7	17.1	0.1	23.9	158.2	15.9	17.1	33.0
4/1	336	325	-	-	-	6.5	12.3	-	18.8	201.0	13.3	12.3	25.5
5/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -15.2
PRC Over All Lanes (%): -15.2

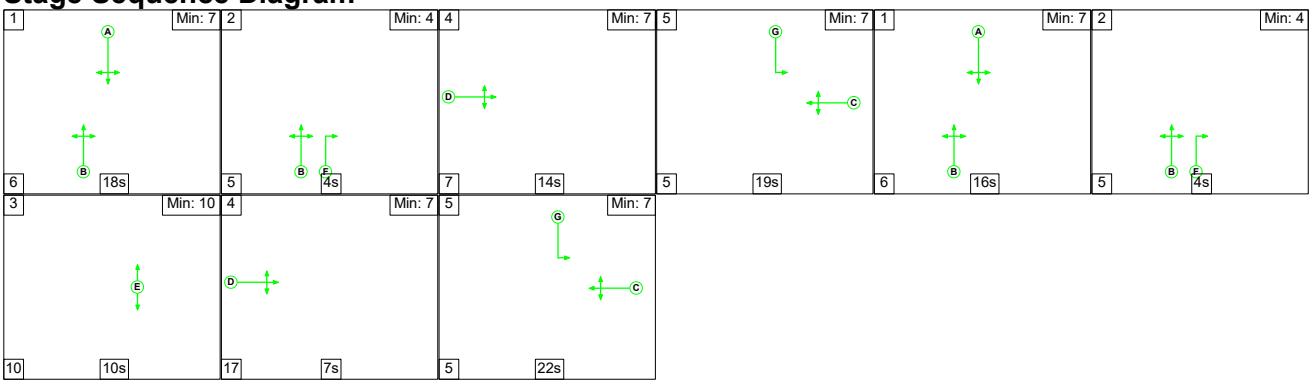
Total Delay for Signalled Lanes (pcuHr): 83.41
Total Delay Over All Lanes(pcuHr): 83.41

Cycle Time (s): 180

Full Input Data And Results

Scenario 8: '2041 Base PM' (FG8: '2041 Base PM', Plan 1: 'Peds alt')

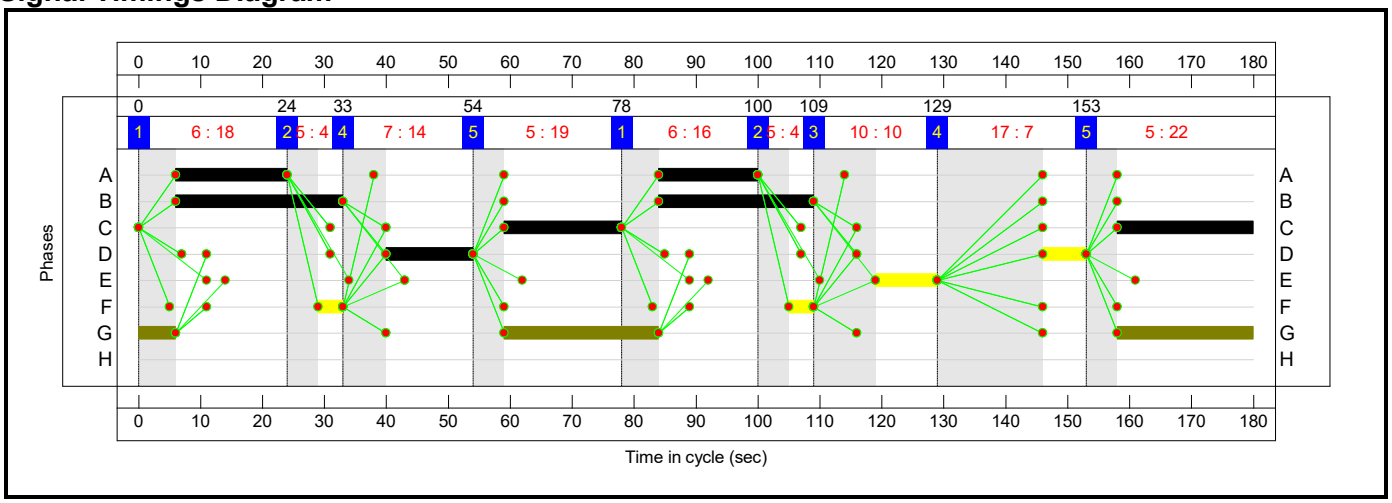
Stage Sequence Diagram



Stage Timings

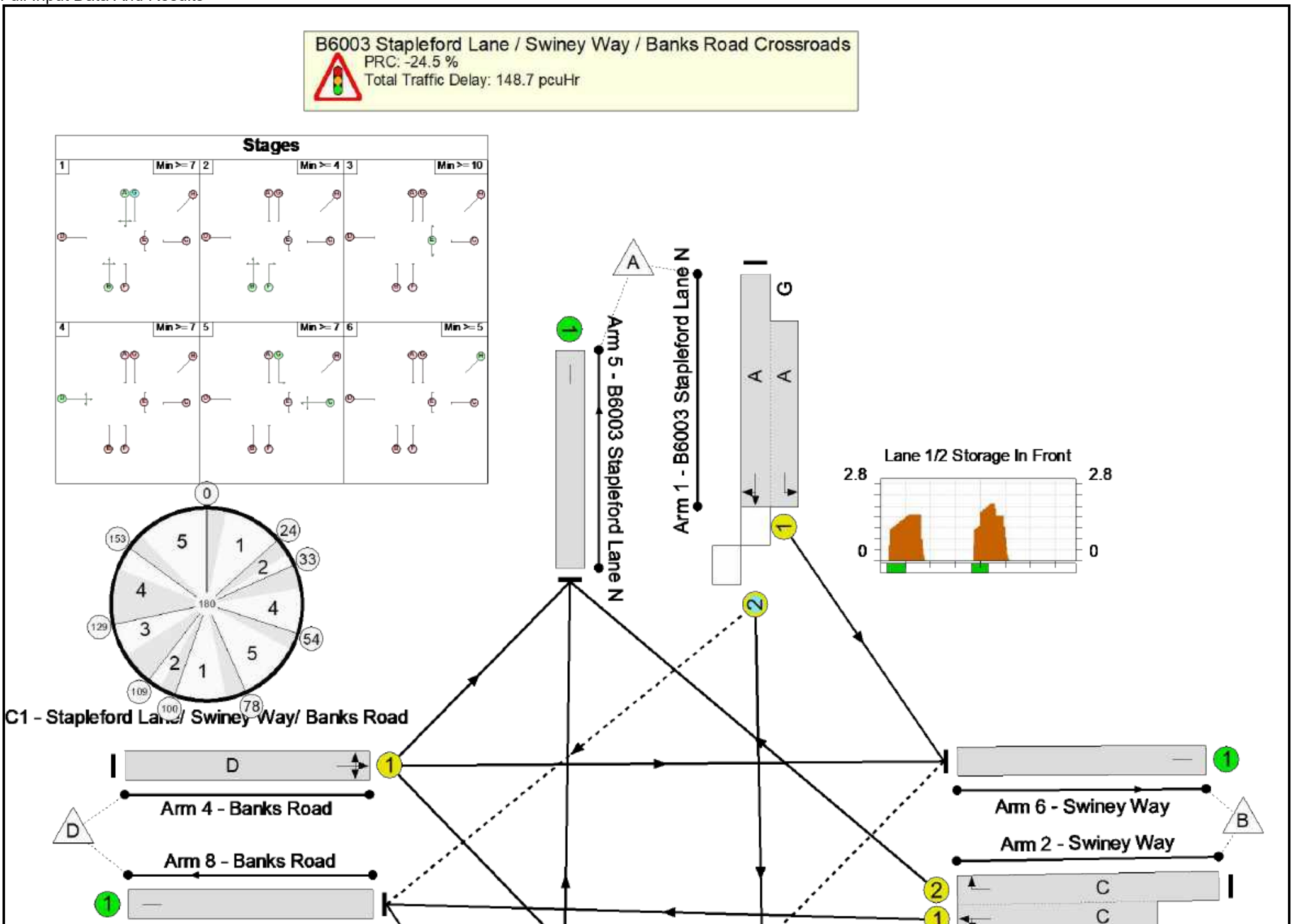
Stage	1	2	4	5	1	2	3	4	5
Duration	18	4	14	19	16	4	10	7	22
Change Point	0	24	33	54	78	100	109	129	153

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -24.5 %
Total Traffic Delay: 148.7 pcuHr
Stages
Min >= 7
Min >= 4
Min >= 10
Min >= 7
Min >= 7
Min >= 5
Arm 5 - B6003 Stapleford Lane N
Arm 1 - B6003 Stapleford Lane N
Lane 1/2 Storage In Front
2.8
2.8
0
0
C1 - Stapleford Lane/ Swiney Way/ Banks Road
Arm 4 - Banks Road
Arm 8 - Banks Road
Arm 6 - Swiney Way
Arm 2 - Swiney Way

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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**112.1%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**112.1%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:87	53	975	2044:1641	409+473	110.6 : 110.6%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	41	-	724	1935:1822	448+198	112.1 : 112.1%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	513	1871:1868	517+55	89.7 : 89.7%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	21	-	251	1813	232	108.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	928	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**22**	**32**	**17**	**36.1**	**112.4**	**0.1**	**148.7**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**22**	**32**	**17**	**36.1**	**112.4**	**0.1**	**148.7**	**-**	**-**	**-**	**-**
1/2+1/1	975	932	9	0	14	11.4	51.3	0.1	62.8	232.1	15.2	51.3	66.6
2/2+2/1	724	646	-	-	-	14.6	43.1	-	57.7	287.1	23.1	43.1	66.2
3/1+3/2	513	513	13	32	4	4.4	3.9	0.0	8.3	58.5	14.4	3.9	18.3
4/1	251	232	-	-	-	5.7	14.1	-	19.8	284.0	9.5	14.1	23.6
5/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -24.5
PRC Over All Lanes (%): -24.5

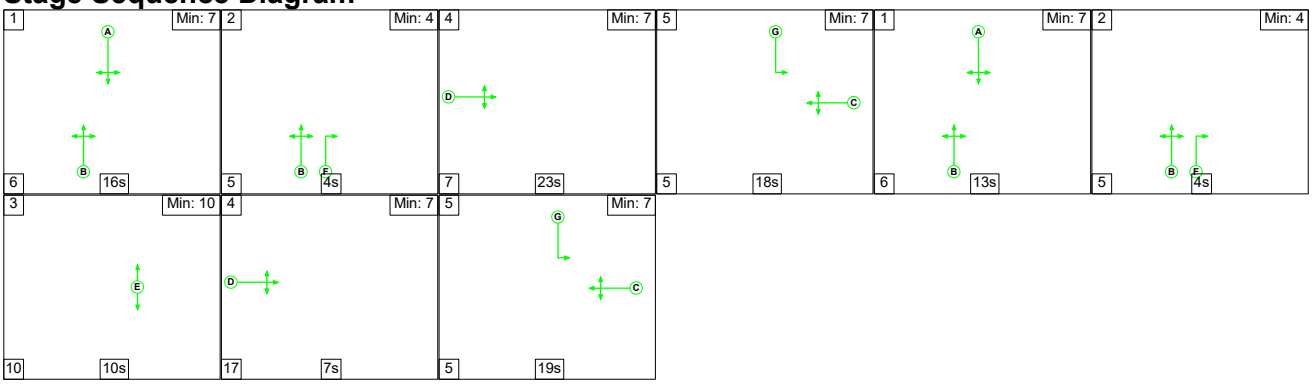
Total Delay for Signalled Lanes (pcuHr): 148.73
Total Delay Over All Lanes(pcuHr): 148.73

Cycle Time (s): 180

Full Input Data And Results

Scenario 9: '2041 Base + Development AM' (FG9: '2041 Base + Development AM', Plan 1: 'Peds alt')

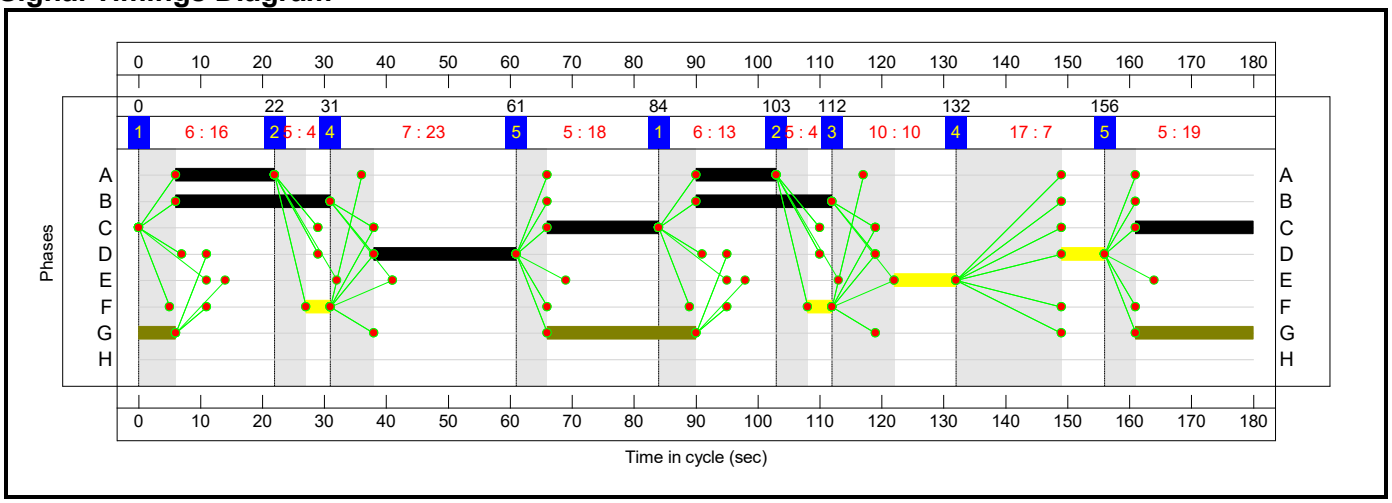
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	16	4	23	18	13	4	10	7	19
Change Point	0	22	31	61	84	103	112	132	156

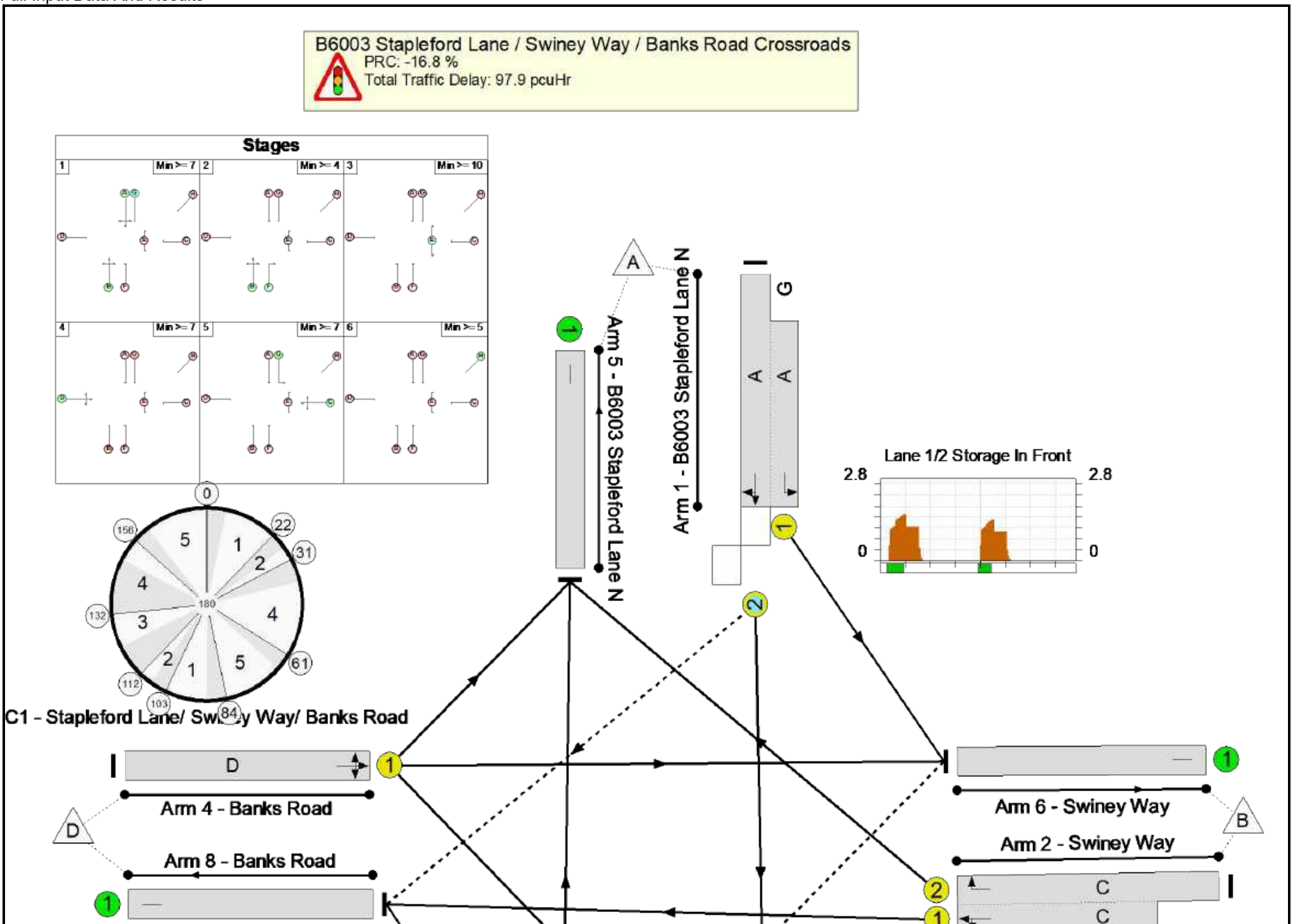
Signal Timings Diagram



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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.1%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.1%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	1065	2043:1641	352+729	94.1 : 100.6%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	567	1935:1808	418+122	105.1 : 105.1%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	548	1884:1868	466+59	104.3 : 104.3%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	336	1829	325	103.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**1**	**52**	**25**	**31.1**	**66.6**	**0.2**	**97.9**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**1**	**52**	**25**	**31.1**	**66.6**	**0.2**	**97.9**	**-**	**-**	**-**	**-**
1/2+1/1	1065	1060	1	0	18	9.4	15.1	0.1	24.6	83.1	20.4	15.1	35.5
2/2+2/1	567	539	-	-	-	8.1	20.6	-	28.7	182.5	14.6	20.6	35.2
3/1+3/2	548	525	0	52	7	7.1	18.6	0.1	25.8	169.8	16.3	18.6	34.9
4/1	336	325	-	-	-	6.5	12.3	-	18.7	200.8	13.3	12.3	25.5
5/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -16.8
PRC Over All Lanes (%): -16.8

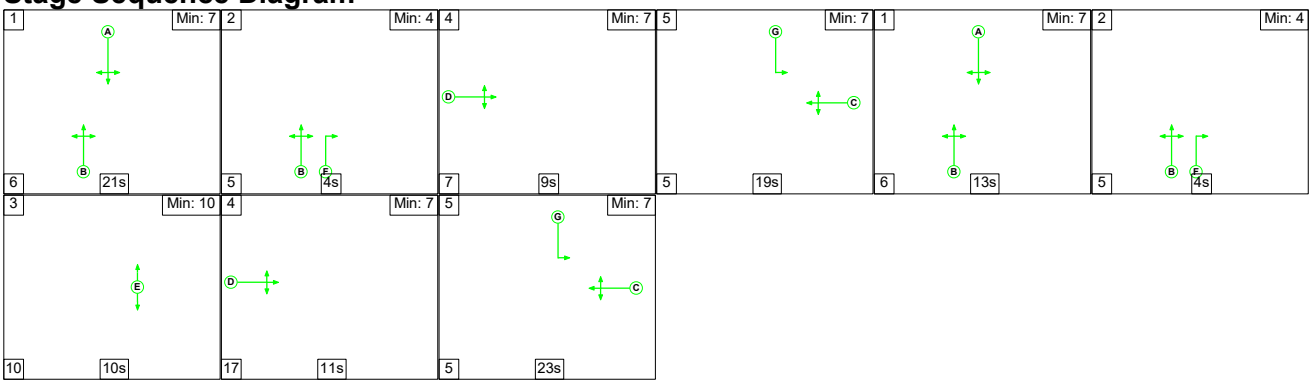
Total Delay for Signalled Lanes (pcuHr): 97.93
Total Delay Over All Lanes(pcuHr): 97.93

Cycle Time (s): 180

Full Input Data And Results

Scenario 10: '2041 Base + Development PM' (FG10: '2041 Base + Development PM', Plan 1: 'Peds alt')

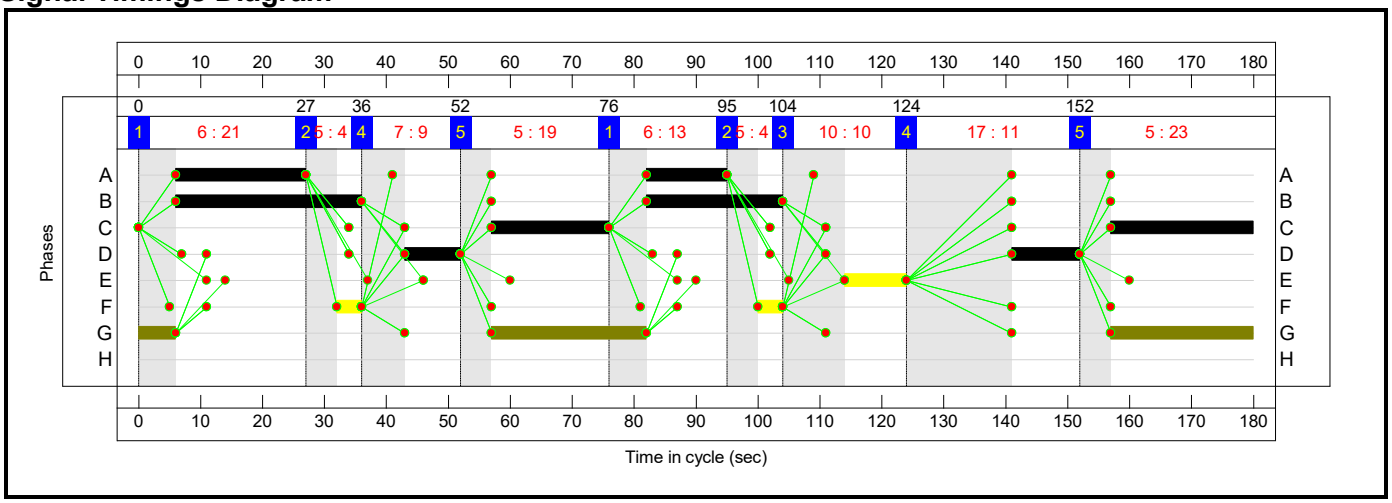
Stage Sequence Diagram



Stage Timings

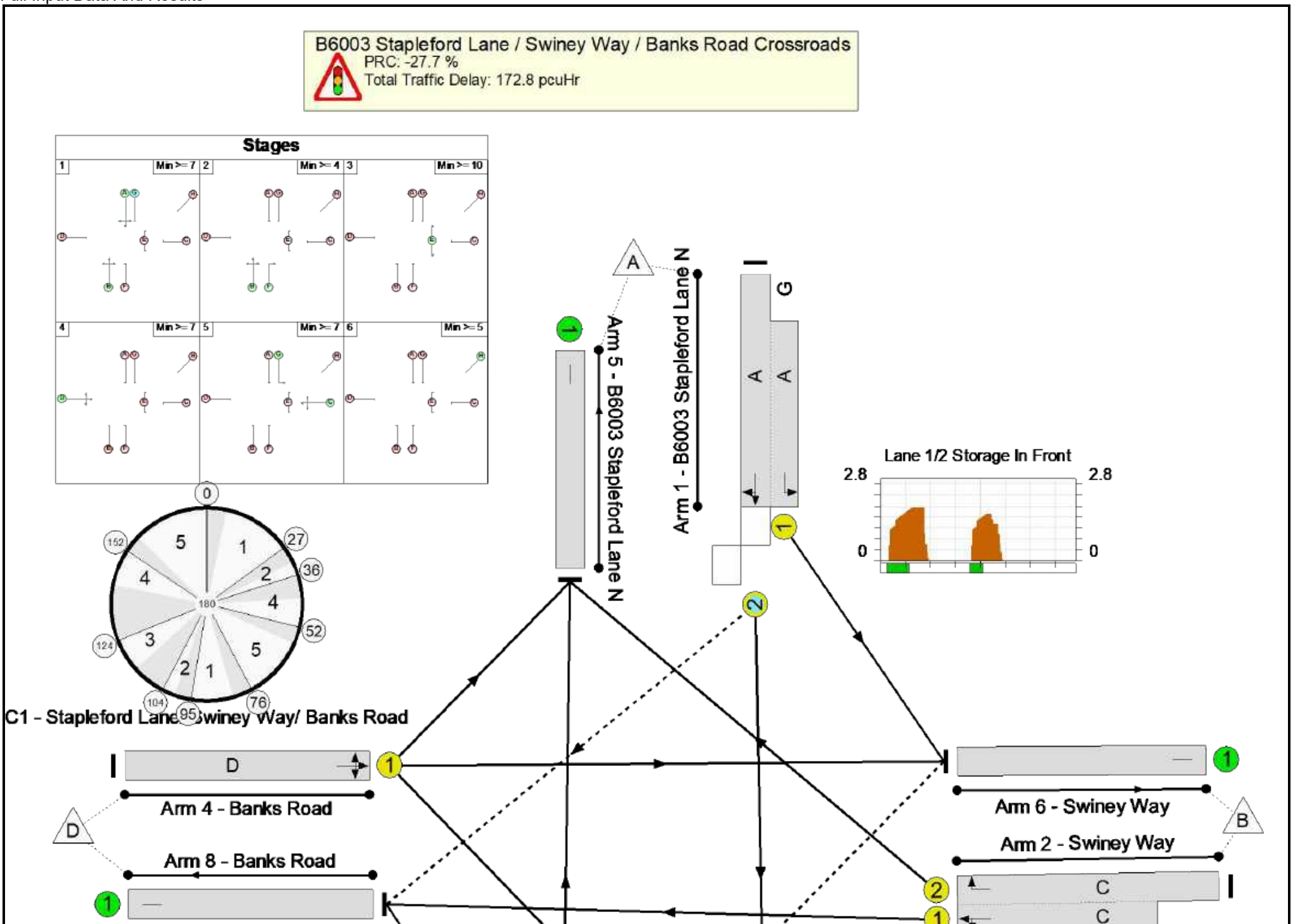
Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	9	19	13	4	10	11	23
Change Point	0	27	36	52	76	95	104	124	152

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -27.7 %
Total Traffic Delay: 172.8 pcuHr
Stages
Min >= 7
Min >= 4
Min >= 10
Min >= 7
Min >= 7
Min >= 5
Arm 5 - B6003 Stapleford Lane N
Arm 1 - B6003 Stapleford Lane N
Lane 1/2 Storage In Front
2.8
2.8
0
0
C1 - Stapleford Lane/Swiney Way/ Banks Road
Arm 4 - Banks Road
Arm 8 - Banks Road
Arm 6 - Swiney Way
Arm 2 - Swiney Way

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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.0%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.0%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:88	54	990	2044:1641	409+475	112.0 : 112.0%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	42	-	746	1935:1822	456+193	115.0 : 115.0%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	528	1872:1868	518+53	92.4 : 92.4%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	251	1813	222	113.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**17**	**36**	**19**	**40.0**	**132.7**	**0.2**	**172.8**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**17**	**36**	**19**	**40.0**	**132.7**	**0.2**	**172.8**	**-**	**-**	**-**	**-**
1/2+1/1	990	941	7	0	15	12.7	57.5	0.1	70.3	255.6	17.4	57.5	74.9
2/2+2/1	746	649	-	-	-	16.7	52.1	-	68.8	332.0	26.2	52.1	78.3
3/1+3/2	528	528	10	36	4	4.8	4.9	0.1	9.8	67.0	16.0	4.9	21.0
4/1	251	222	-	-	-	5.7	18.2	-	23.9	342.9	9.9	18.2	28.1
5/1	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -27.7
PRC Over All Lanes (%): -27.7

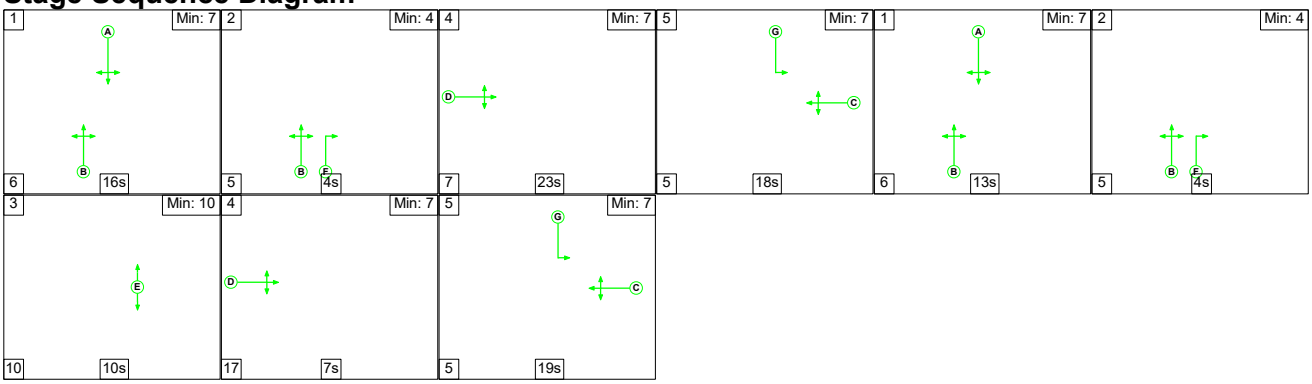
Total Delay for Signalled Lanes (pcuHr): 172.81
Total Delay Over All Lanes(pcuHr): 172.81

Cycle Time (s): 180

Full Input Data And Results

Scenario 11: '2028 Base + Sensitivity AM' (FG11: '2028 Base + Sensitivity AM', Plan 1: 'Peds alt')

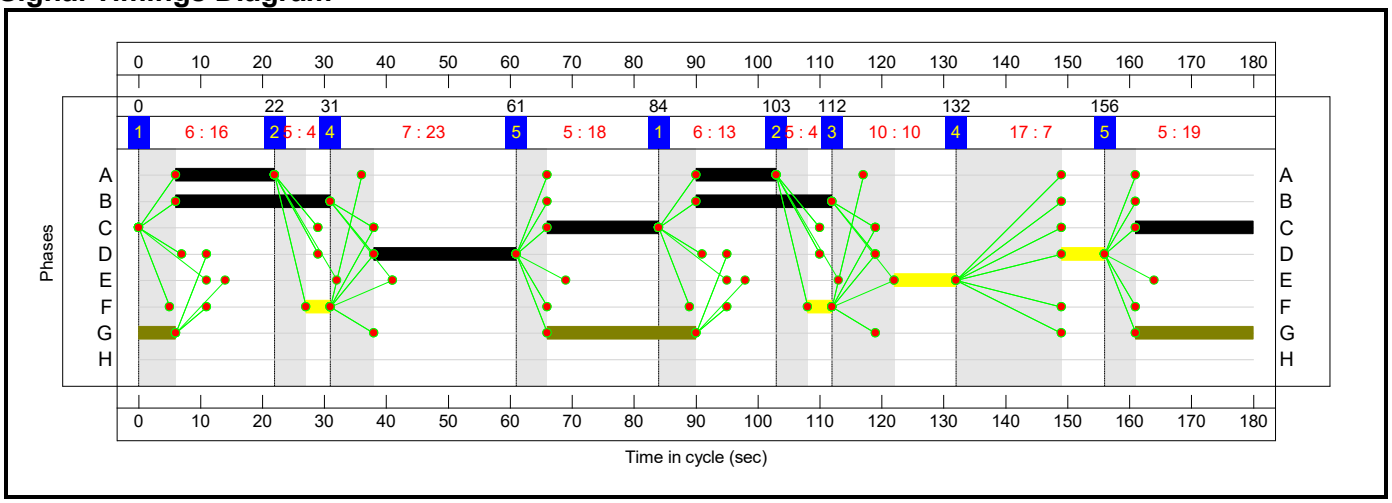
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	16	4	23	18	13	4	10	7	19
Change Point	0	22	31	61	84	103	112	132	156

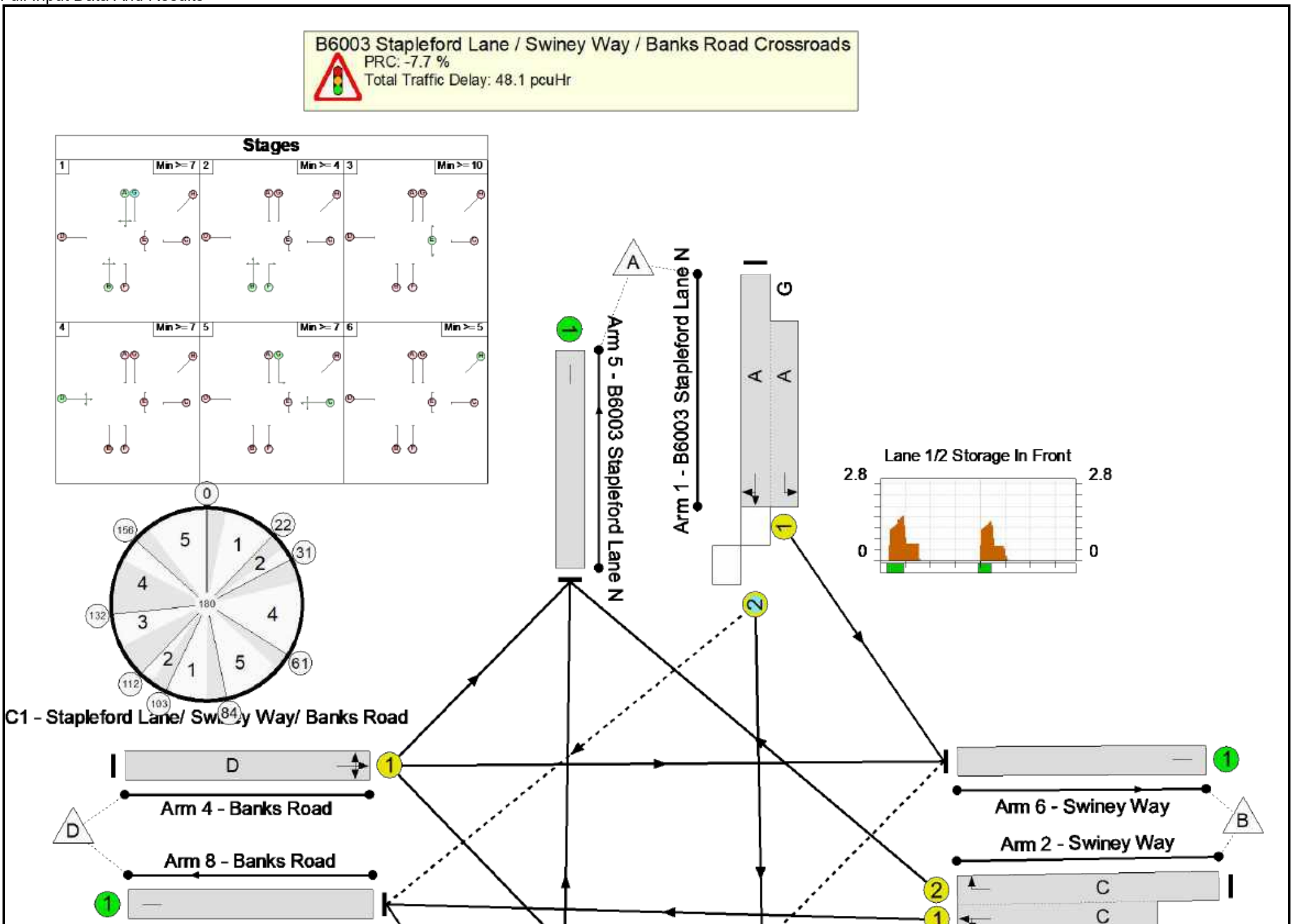
Signal Timings Diagram



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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.0%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.0%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	974	2043:1641	350+729	86.2 : 92.1%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	523	1935:1807	418+122	97.0 : 97.0%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	506	1884:1868	466+59	96.3 : 96.3%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	312	1829	325	96.0%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	908	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	143	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**9**	**52**	**14**	**22.1**	**25.9**	**0.2**	**48.1**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**9**	**52**	**14**	**22.1**	**25.9**	**0.2**	**48.1**	**-**	**-**	**-**	**-**
1/2+1/1	974	974	9	0	9	7.5	4.3	0.1	11.9	43.9	17.9	4.3	22.2
2/2+2/1	523	523	-	-	-	5.0	8.1	-	13.1	90.0	11.0	8.1	19.0
3/1+3/2	506	506	0	52	5	4.5	7.4	0.1	12.0	85.7	13.3	7.4	20.7
4/1	312	312	-	-	-	5.0	6.1	-	11.1	128.3	11.4	6.1	17.5
5/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -7.7
PRC Over All Lanes (%): -7.7

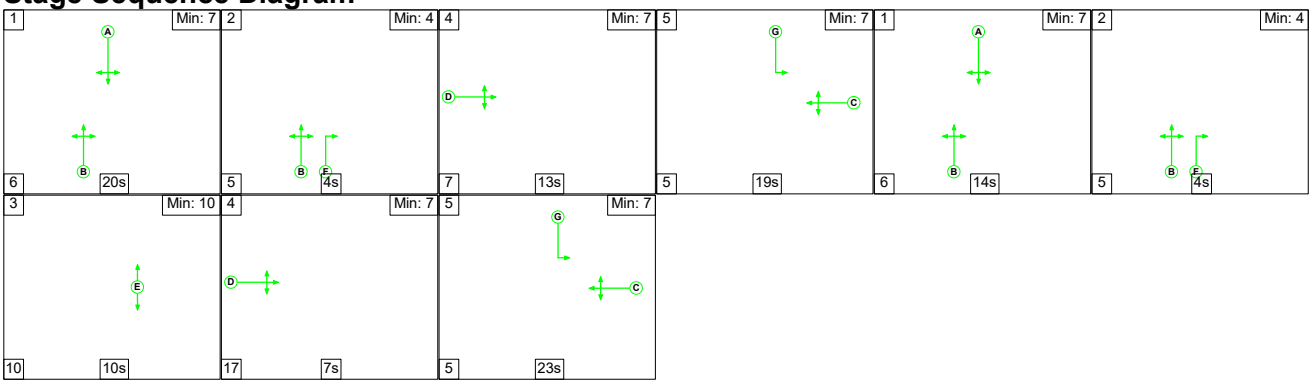
Total Delay for Signalled Lanes (pcuHr): 48.12
Total Delay Over All Lanes(pcuHr): 48.12

Cycle Time (s): 180

Full Input Data And Results

Scenario 12: '2028 Base + Sensitivity PM' (FG12: '2028 Base + Sensitivity PM', Plan 1: 'Peds alt')

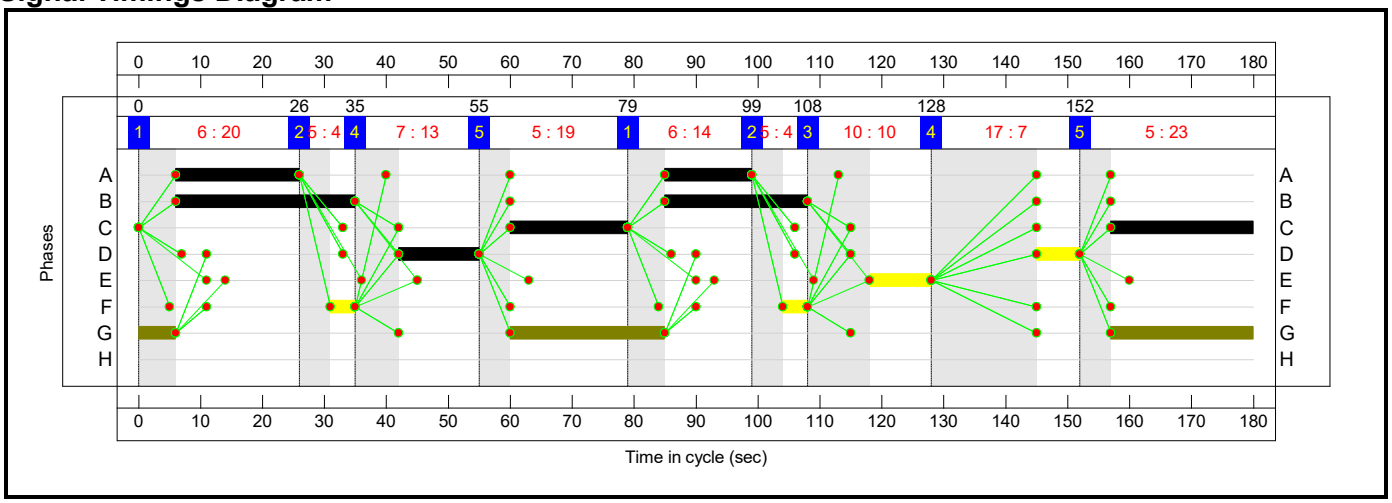
Stage Sequence Diagram



Stage Timings

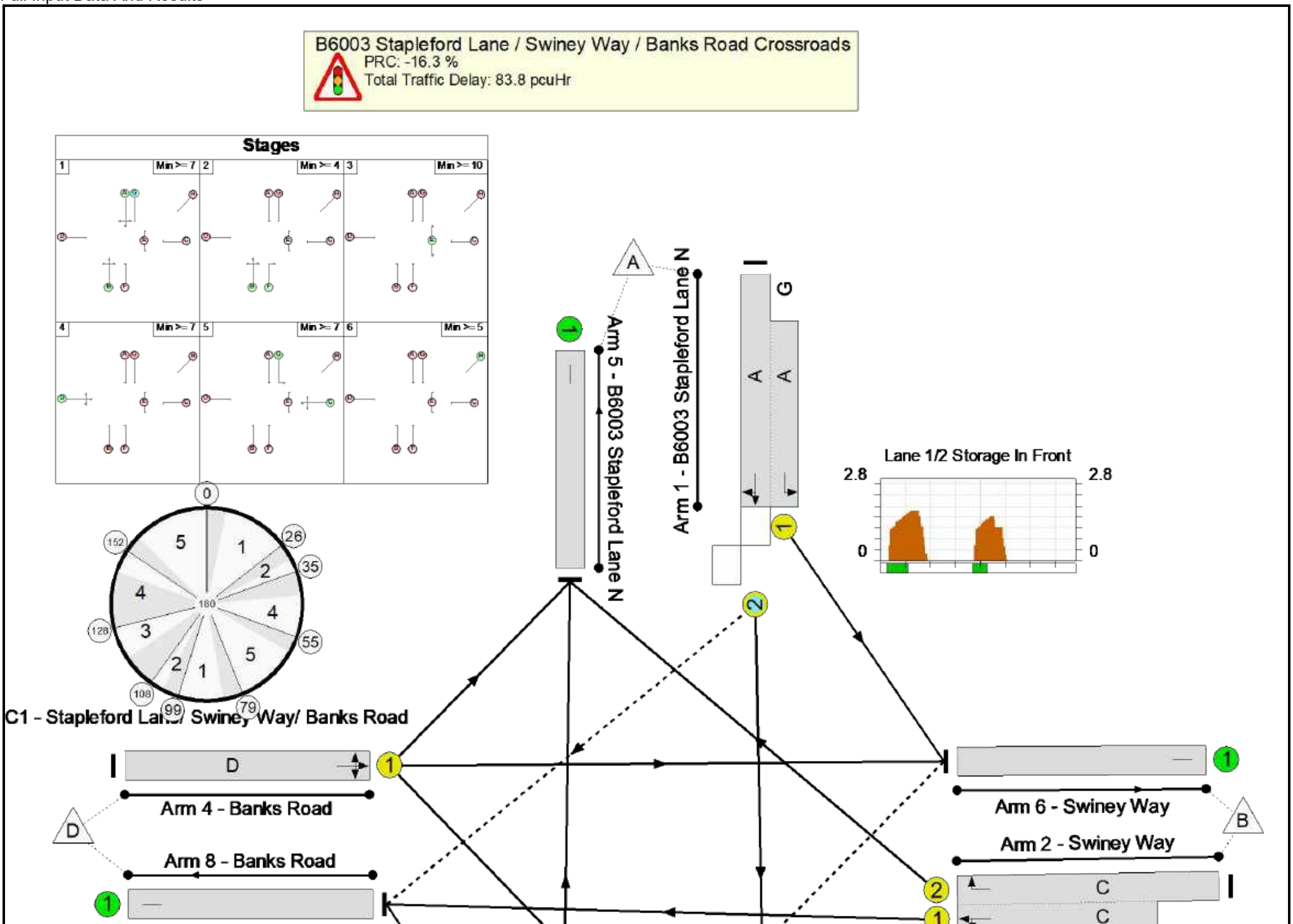
Stage	1	2	4	5	1	2	3	4	5
Duration	20	4	13	19	14	4	10	7	23
Change Point	0	26	35	55	79	99	108	128	152

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -16.3 %
Total Traffic Delay: 83.8 pcuHr
Stages
1
Min >= 7
2
Min >= 4
3
Min >= 10
4
Min >= 7
5
Min >= 7
6
Min >= 5
Arm 5 - B6003 Stapleford Lane N
Arm 1 - B6003 Stapleford Lane N
Lane 1/2 Storage In Front
2.8
2.8
0
0
C1 - Stapleford Lane/ Swiney Way/ Banks Road
Arm 4 - Banks Road
Arm 8 - Banks Road
Arm 6 - Swiney Way
Arm 2 - Swiney Way

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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.7%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.7%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:88	54	908	2044:1641	409+475	102.7 : 102.7%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	42	-	682	1935:1823	456+196	104.7 : 104.7%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	483	1872:1868	518+53	84.5 : 84.5%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	231	1813	222	104.2%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	230	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**30**	**33**	**4**	**25.7**	**57.9**	**0.1**	**83.8**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**30**	**33**	**4**	**25.7**	**57.9**	**0.1**	**83.8**	**-**	**-**	**-**	**-**
1/2+1/1	908	897	20	0	3	7.7	22.3	0.1	30.1	119.4	13.0	22.3	35.3
2/2+2/1	682	651	-	-	-	9.5	22.8	-	32.3	170.3	17.9	22.8	40.6
3/1+3/2	483	483	10	33	2	4.1	2.6	0.1	6.7	50.3	13.4	2.6	16.0
4/1	231	222	-	-	-	4.3	10.3	-	14.7	228.3	8.0	10.3	18.3
5/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -16.3
PRC Over All Lanes (%): -16.3

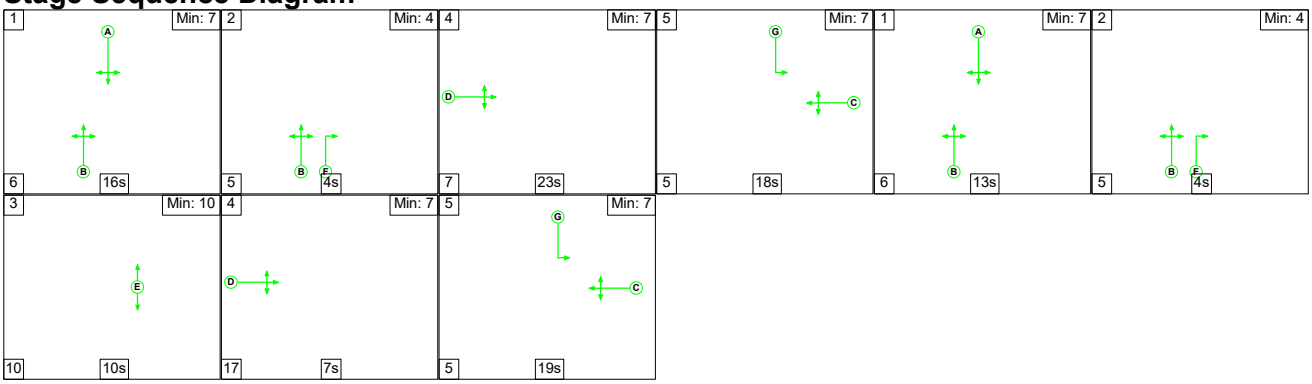
Total Delay for Signalled Lanes (pcuHr): 83.78
Total Delay Over All Lanes(pcuHr): 83.78

Cycle Time (s): 180

Full Input Data And Results

Scenario 13: '2041 Base + Sensitivity AM' (FG13: '2041 Base + Sensitivity AM', Plan 1: 'Peds alt')

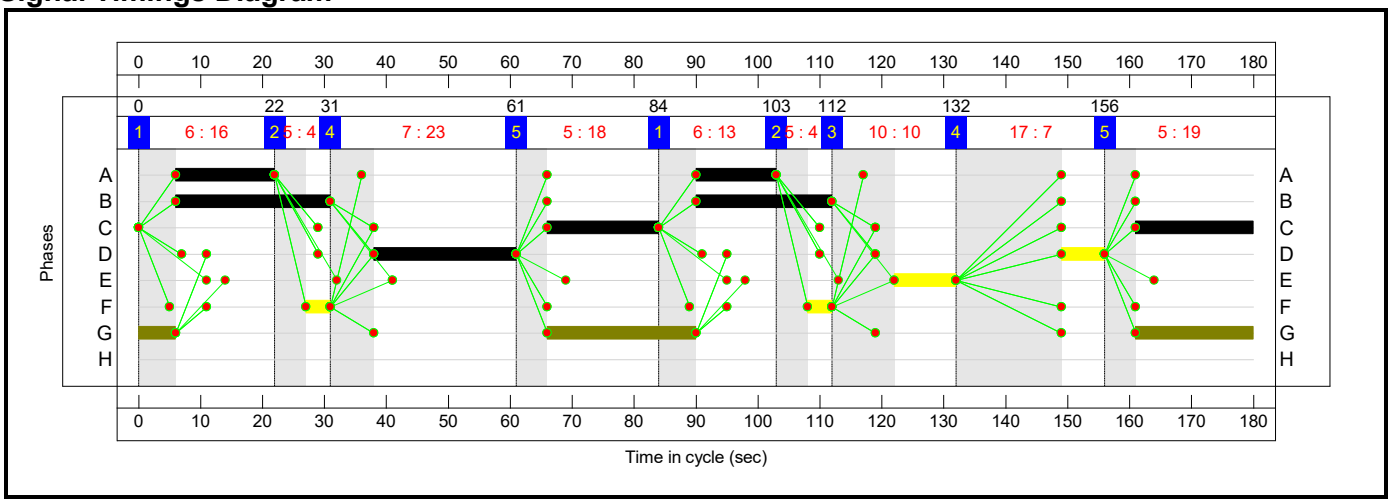
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	16	4	23	18	13	4	10	7	19
Change Point	0	22	31	61	84	103	112	132	156

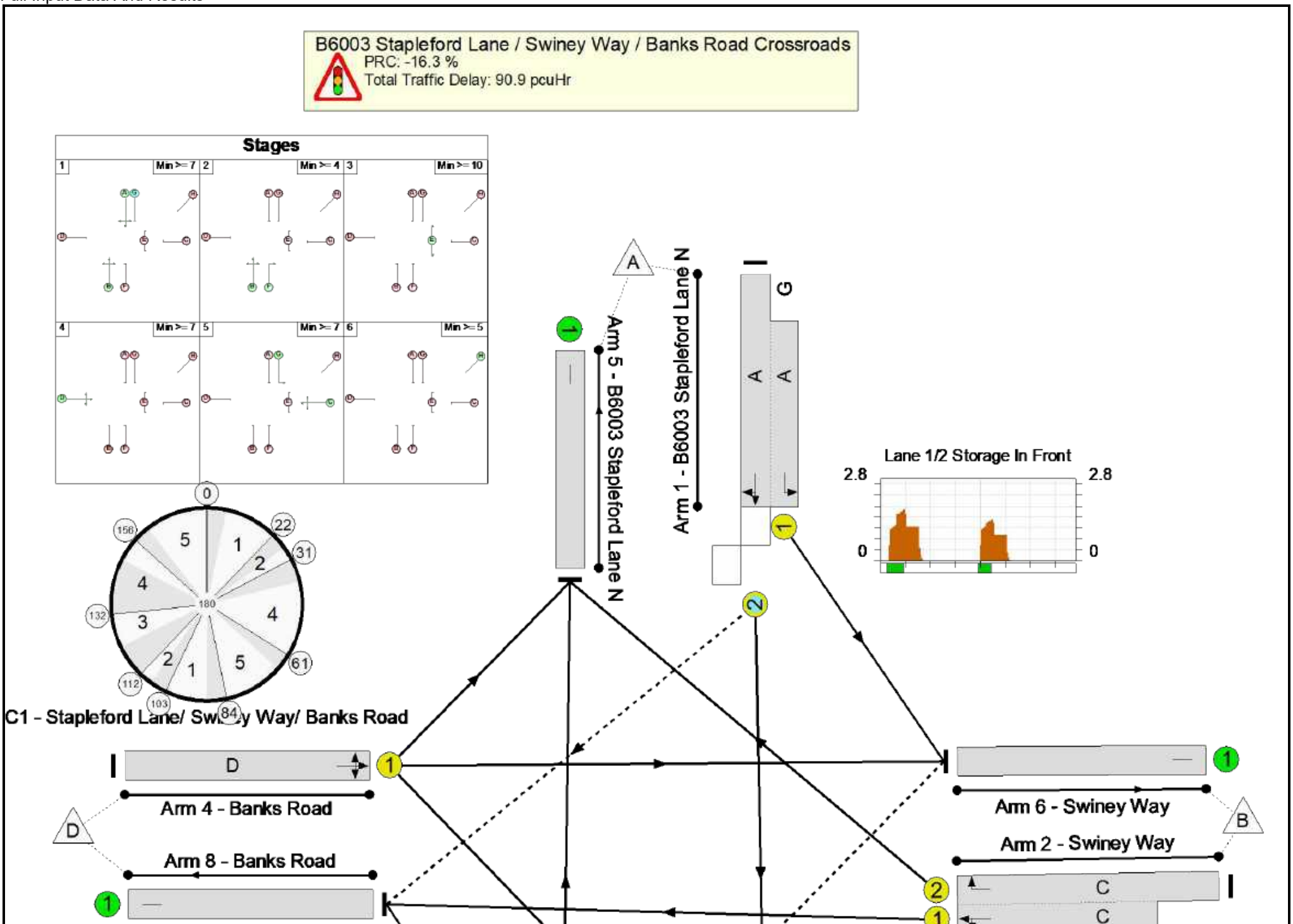
Signal Timings Diagram



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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.6%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.6%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	1049	2043:1641	349+729	93.0 : 99.3%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	565	1935:1808	418+122	104.6 : 104.6%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	547	1884:1868	466+60	104.1 : 104.1%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	336	1829	325	103.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	916	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	979	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**1**	**52**	**25**	**30.1**	**60.6**	**0.2**	**90.9**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**1**	**52**	**25**	**30.1**	**60.6**	**0.2**	**90.9**	**-**	**-**	**-**	**-**
1/2+1/1	1049	1049	1	0	18	8.8	10.4	0.1	19.2	66.0	19.9	10.4	30.3
2/2+2/1	565	540	-	-	-	7.9	19.7	-	27.5	175.4	14.2	19.7	33.9
3/1+3/2	547	526	0	52	7	7.0	18.2	0.1	25.4	166.9	16.2	18.2	34.5
4/1	336	325	-	-	-	6.5	12.3	-	18.7	200.8	13.3	12.3	25.5
5/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -16.3
PRC Over All Lanes (%): -16.3

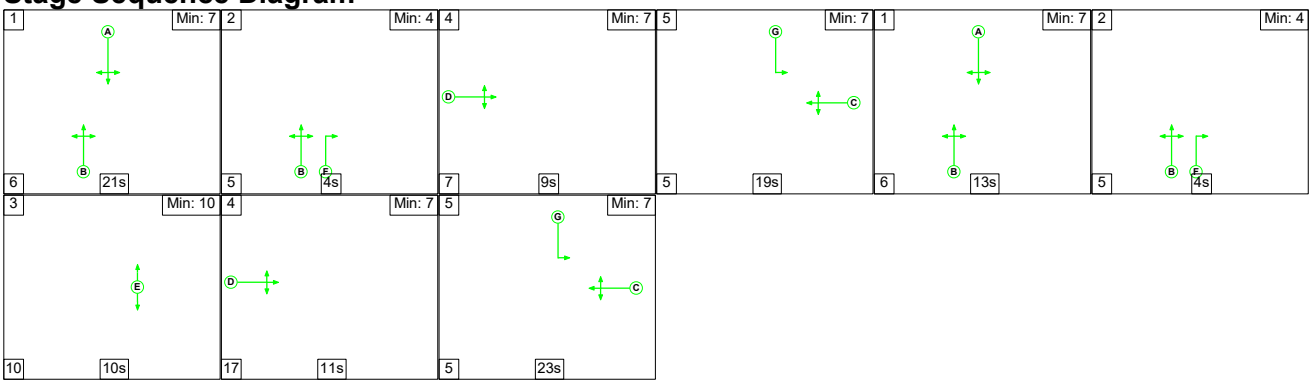
Total Delay for Signalled Lanes (pcuHr): 90.86
Total Delay Over All Lanes(pcuHr): 90.86

Cycle Time (s): 180

Full Input Data And Results

Scenario 14: '2041 Base + Sensitivity PM' (FG14: '2041 Base + Sensitivity PM', Plan 1: 'Peds alt')

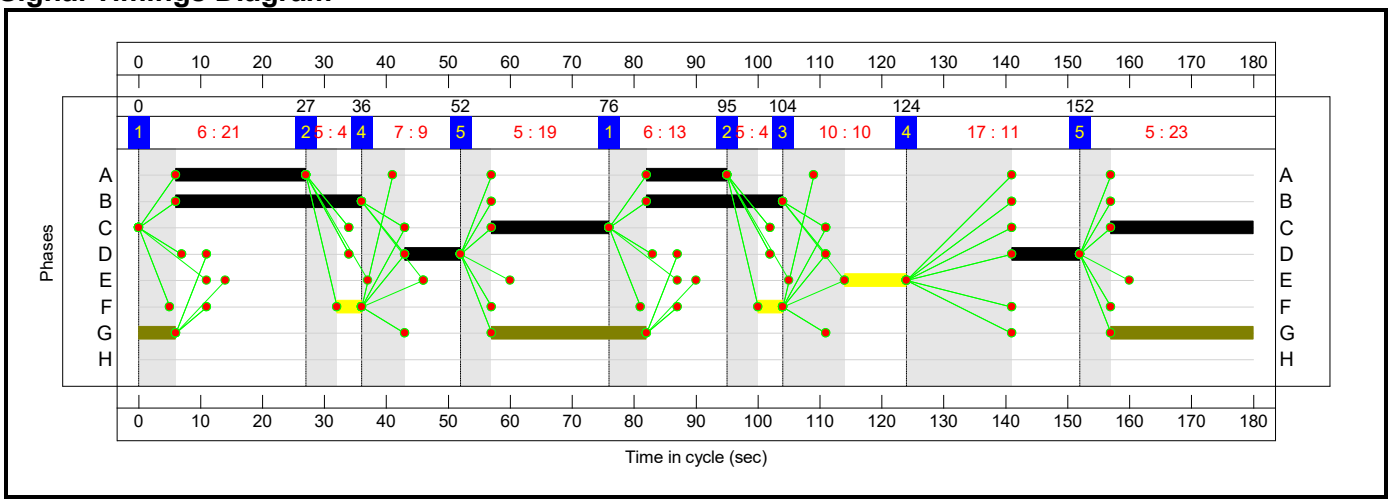
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	9	19	13	4	10	11	23
Change Point	0	27	36	52	76	95	104	124	152

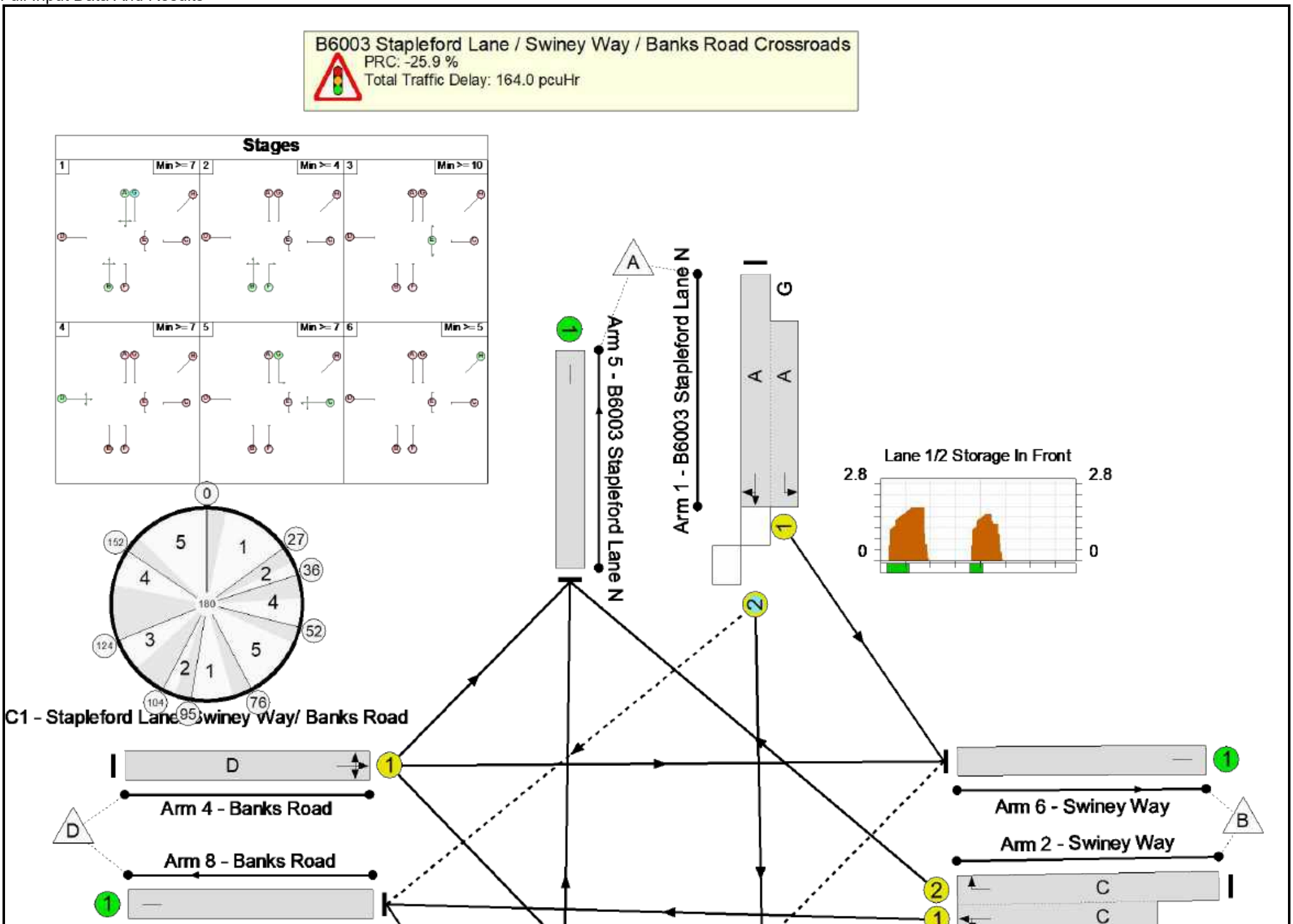
Signal Timings Diagram



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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**113.3%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**113.3%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:88	54	985	2044:1641	409+474	111.5 : 111.5%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	42	-	738	1935:1822	456+196	113.2 : 113.2%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	524	1872:1868	518+53	91.7 : 91.7%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	251	1813	222	113.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	953	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**17**	**36**	**19**	**38.5**	**125.3**	**0.2**	**164.0**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**17**	**36**	**19**	**38.5**	**125.3**	**0.2**	**164.0**	**-**	**-**	**-**	**-**
1/2+1/1	985	938	7	0	15	12.5	55.4	0.1	68.0	248.5	17.2	55.4	72.6
2/2+2/1	738	652	-	-	-	15.6	47.1	-	62.7	305.8	24.9	47.1	71.9
3/1+3/2	524	524	10	36	4	4.7	4.6	0.1	9.4	64.7	15.7	4.6	20.4
4/1	251	222	-	-	-	5.7	18.2	-	23.9	342.9	9.9	18.2	28.1
5/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -25.9
PRC Over All Lanes (%): -25.9

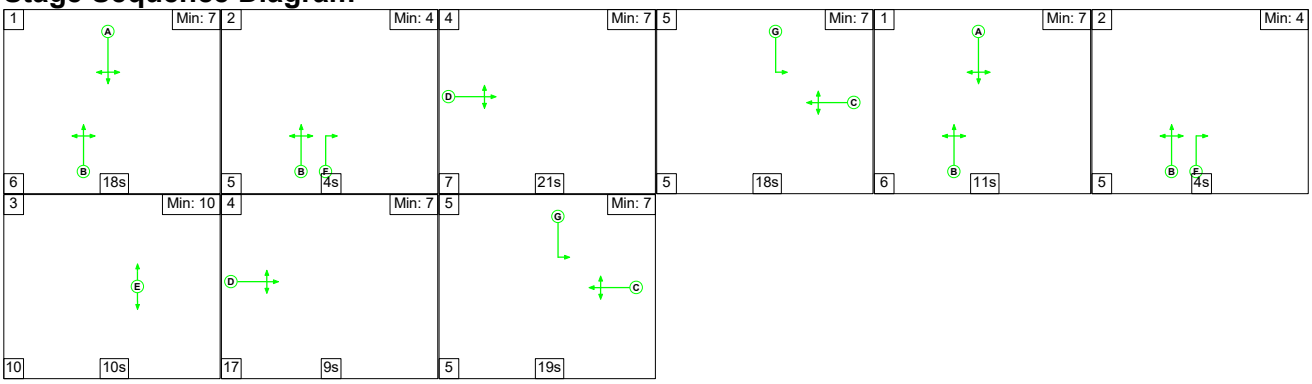
Total Delay for Signalled Lanes (pcuHr): 163.98
Total Delay Over All Lanes(pcuHr): 163.98

Cycle Time (s): 180

Full Input Data And Results

Scenario 15: '2028 Base + Sensitivity + Development AM' (FG15: '2028 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

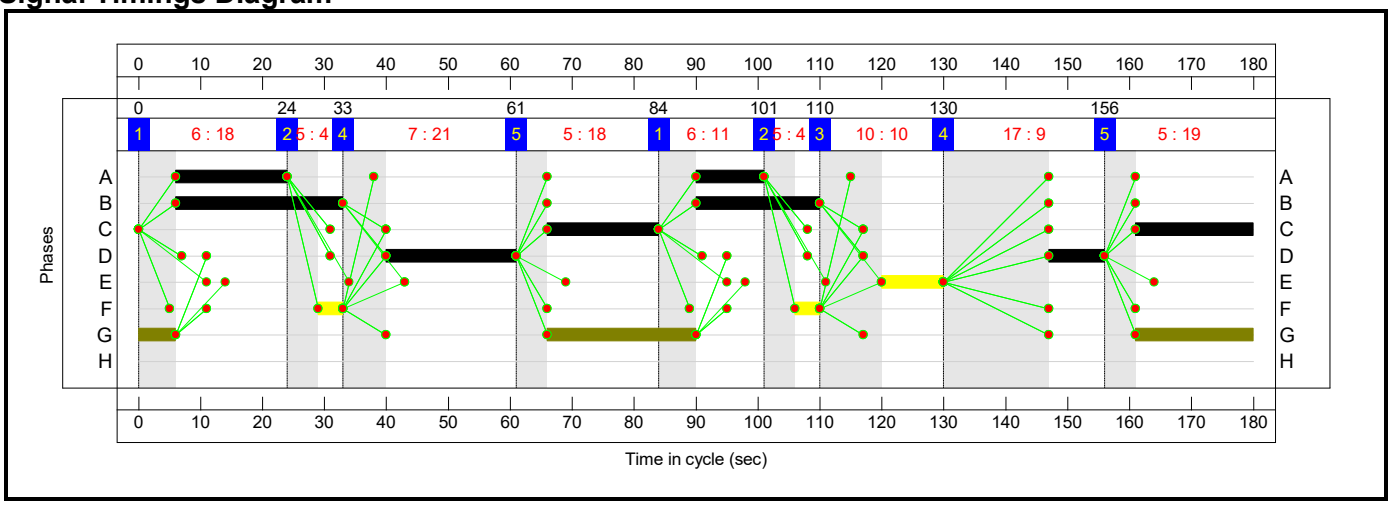
Stage Sequence Diagram



Stage Timings

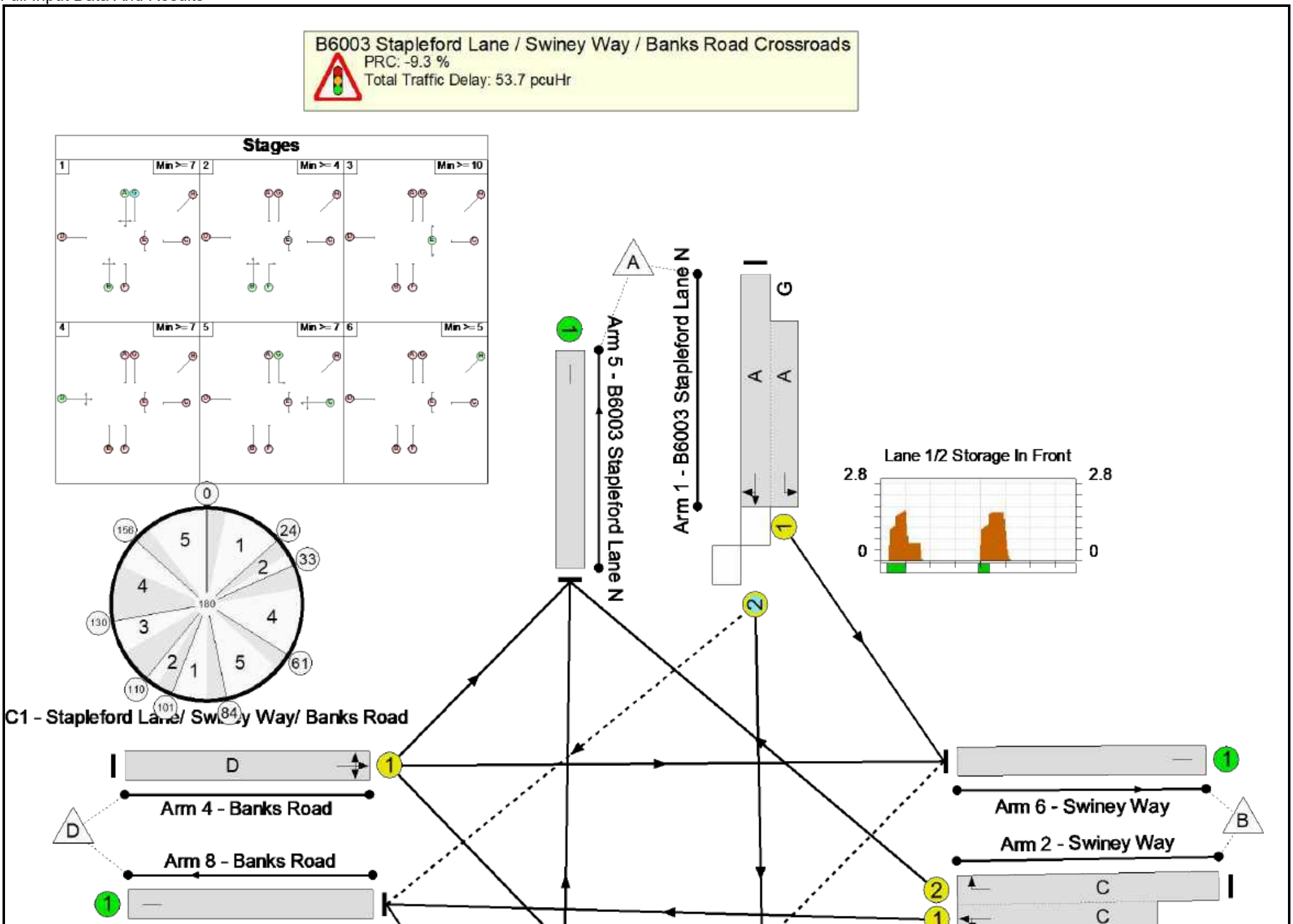
Stage	1	2	4	5	1	2	3	4	5
Duration	18	4	21	18	11	4	10	9	19
Change Point	0	24	33	61	84	101	110	130	156

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -9.3 %
Total Traffic Delay: 53.7 pcuHr
Stages
Min >= 7
Min >= 4
Min >= 10
Min >= 7
Min >= 7
Min >= 5
Arm 5 - B6003 Stapleford Lane N
Arm 1 - B6003 Stapleford Lane N
Lane 1/2 Storage In Front
2.8
2.8
0
0
C1 - Stapleford Lane/ Swiney Way/ Banks Road
Arm 4 - Banks Road
Arm 8 - Banks Road
Arm 6 - Swiney Way
Arm 2 - Swiney Way

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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.4%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.4%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	1023	2044:1641	351+729	91.7 : 96.1%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	529	1935:1807	418+120	98.4 : 98.4%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	510	1884:1868	467+59	97.1 : 97.1%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	312	1829	325	96.0%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	859	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	143	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**12**	**52**	**12**	**22.6**	**30.9**	**0.2**	**53.7**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**12**	**52**	**12**	**22.6**	**30.9**	**0.2**	**53.7**	**-**	**-**	**-**	**-**
1/2+1/1	1023	1023	12	0	6	8.2	7.1	0.1	15.4	54.3	19.9	7.1	27.0
2/2+2/1	529	529	-	-	-	5.2	9.5	-	14.7	100.2	11.1	9.5	20.7
3/1+3/2	510	510	0	52	5	4.6	8.1	0.1	12.9	90.7	13.9	8.1	22.1
4/1	312	312	-	-	-	4.6	6.1	-	10.7	123.6	10.3	6.1	16.5
5/1	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -9.3
PRC Over All Lanes (%): -9.3

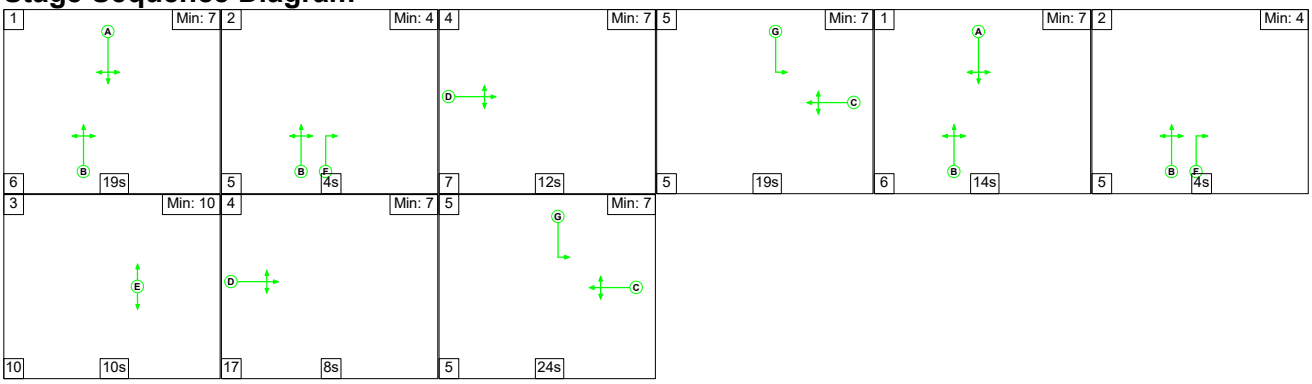
Total Delay for Signalled Lanes (pcuHr): 53.74
Total Delay Over All Lanes(pcuHr): 53.74

Cycle Time (s): 180

Full Input Data And Results

Scenario 16: '2028 Base + Sensitivity + Development PM' (FG16: '2028 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

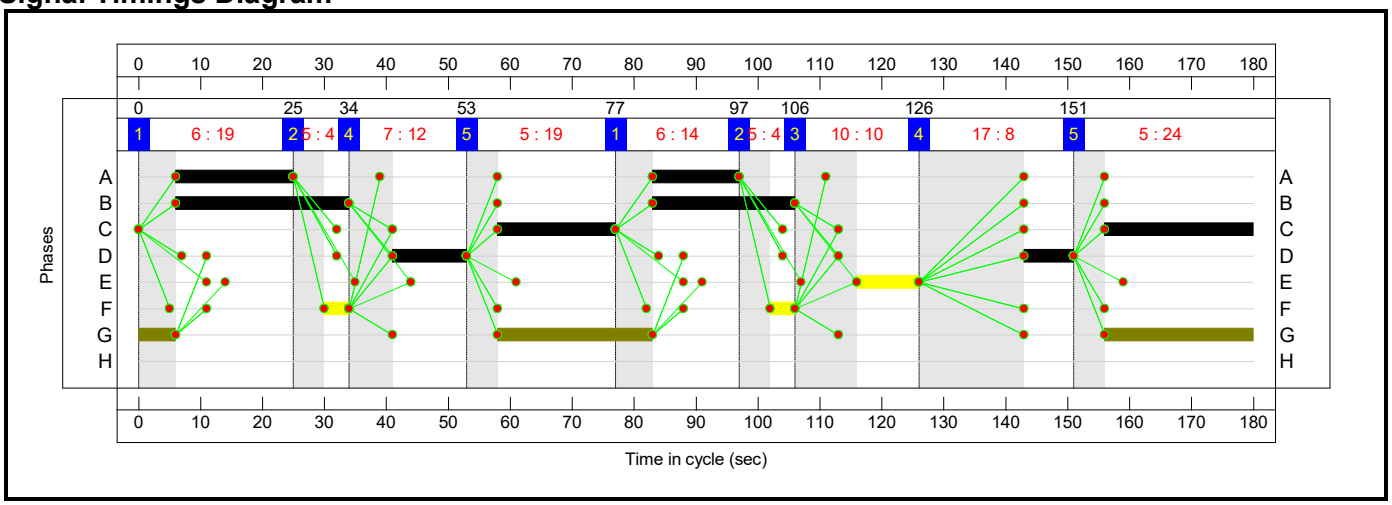
Stage Sequence Diagram



Stage Timings

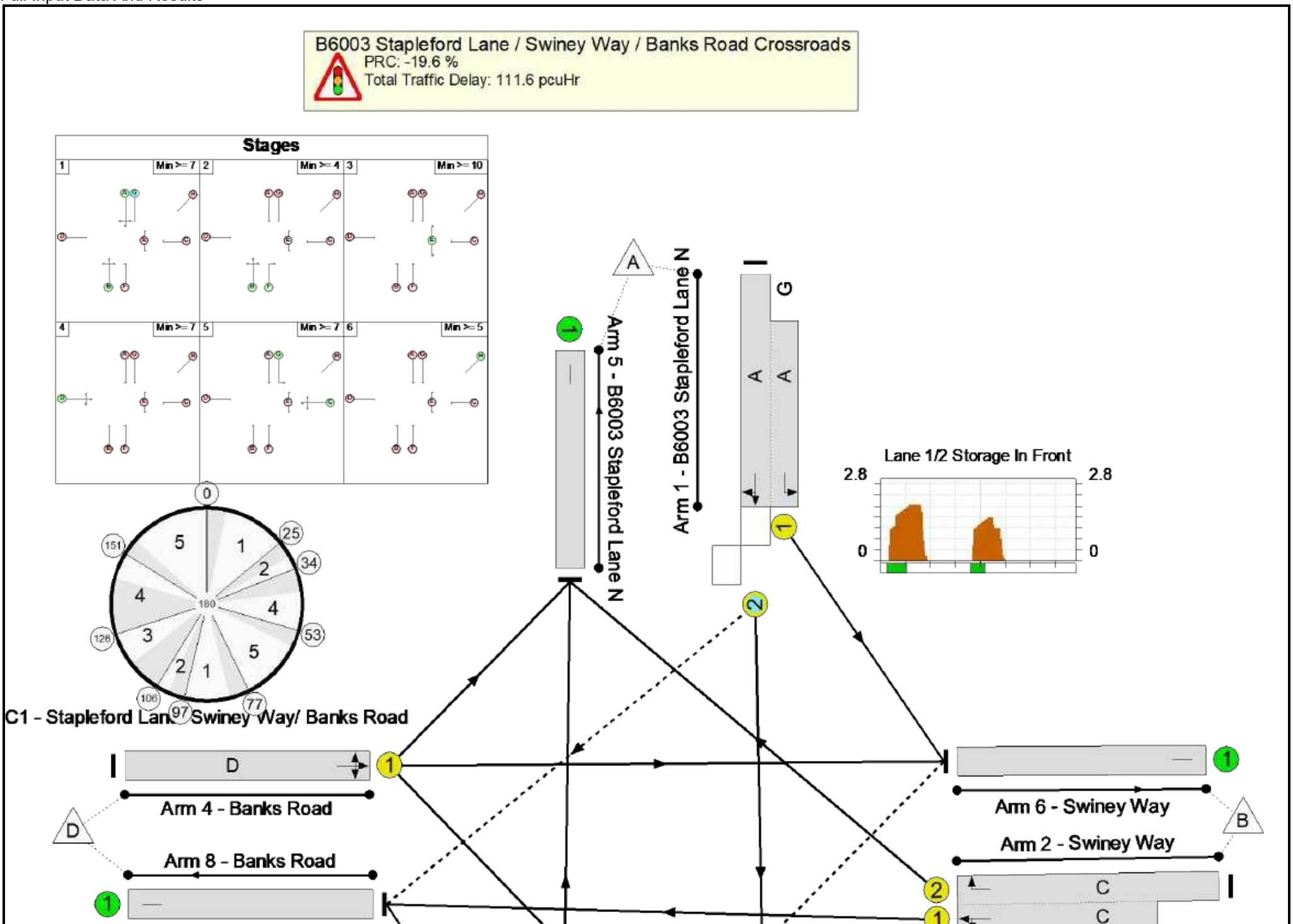
Stage	1	2	4	5	1	2	3	4	5
Duration	19	4	12	19	14	4	10	8	24
Change Point	0	25	34	53	77	97	106	126	151

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -19.6 %
Total Traffic Delay: 111.6 pcuHr
Stages
Min >= 7
Min >= 4
Min >= 10
Min >= 7
Min >= 7
Min >= 5
Arm 5 - B6003 Stapleford Lane N
Arm 1 - B6003 Stapleford Lane N
Lane 1/2 Storage In Front
2.8
2.8
0
0
C1 - Stapleford Lane/ Swiney Way/ Banks Road
Arm 4 - Banks Road
Arm 8 - Banks Road
Arm 6 - Swiney Way
Arm 2 - Swiney Way

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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.6%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.6%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	33:88	55	923	2044:1641	397+464	107.2 : 107.2%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	43	-	704	1935:1823	464+190	107.6 : 107.6%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	51	8	498	1873:1868	510+51	88.8 : 88.8%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	231	1813	222	104.2%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	230	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**24**	**31**	**11**	**29.7**	**81.7**	**0.1**	**111.6**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**24**	**31**	**11**	**29.7**	**81.7**	**0.1**	**111.6**	**-**	**-**	**-**	**-**
1/2+1/1	923	894	13	0	8	9.6	37.1	0.1	46.8	182.7	14.2	37.1	51.4
2/2+2/1	704	654	-	-	-	11.6	30.7	-	42.3	216.1	20.3	30.7	50.9
3/1+3/2	498	498	11	31	3	4.4	3.6	0.0	8.0	57.9	14.4	3.6	18.0
4/1	231	222	-	-	-	4.2	10.3	-	14.5	225.4	7.5	10.3	17.8
5/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -19.6
PRC Over All Lanes (%): -19.6

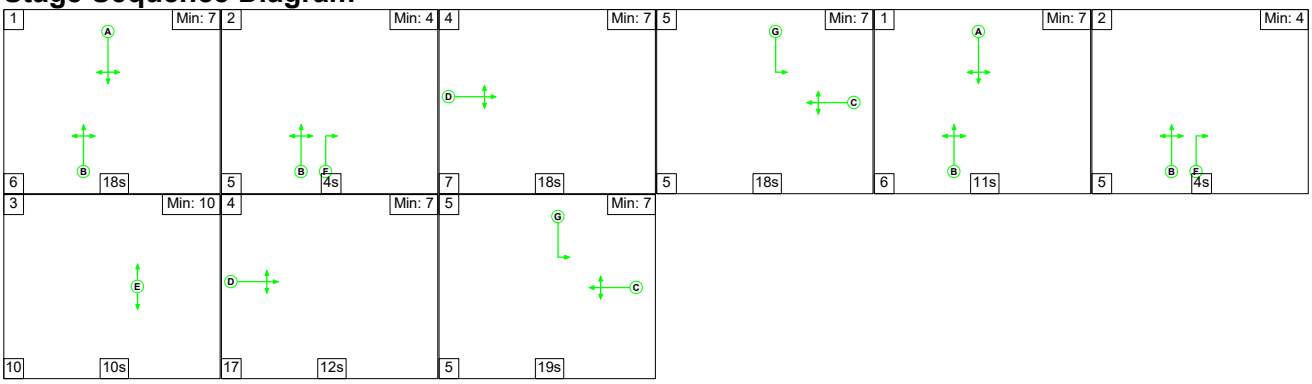
Total Delay for Signalled Lanes (pcuHr): 111.56
Total Delay Over All Lanes(pcuHr): 111.56

Cycle Time (s): 180

Full Input Data And Results

Scenario 17: '2041 Base + Sensitivity + Development AM' (FG17: '2041 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

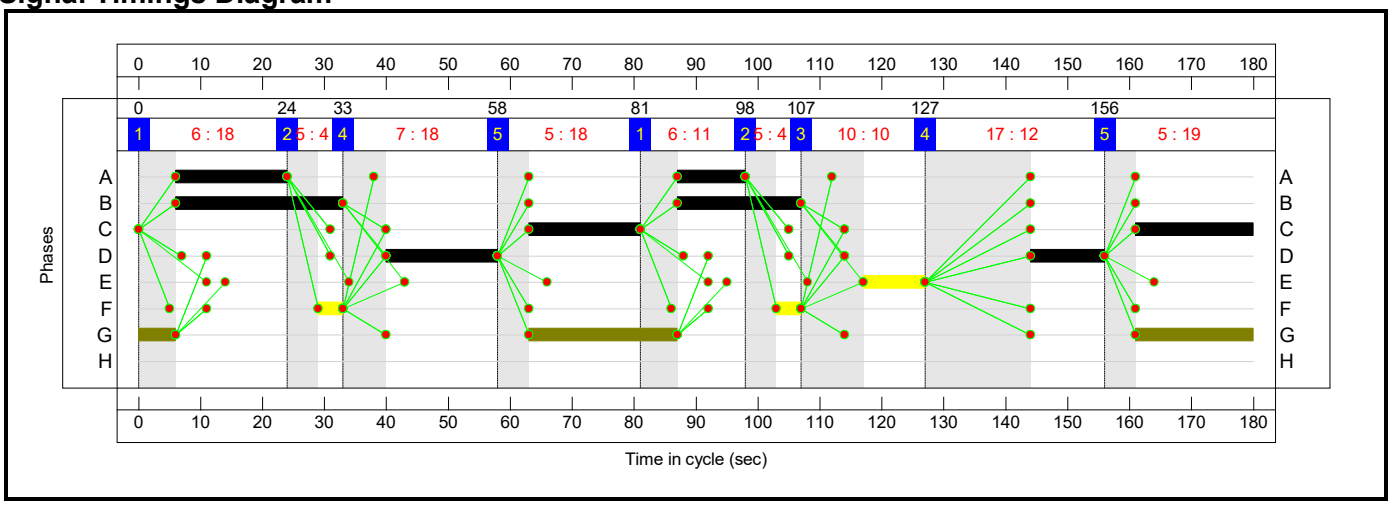
Stage Sequence Diagram



Stage Timings

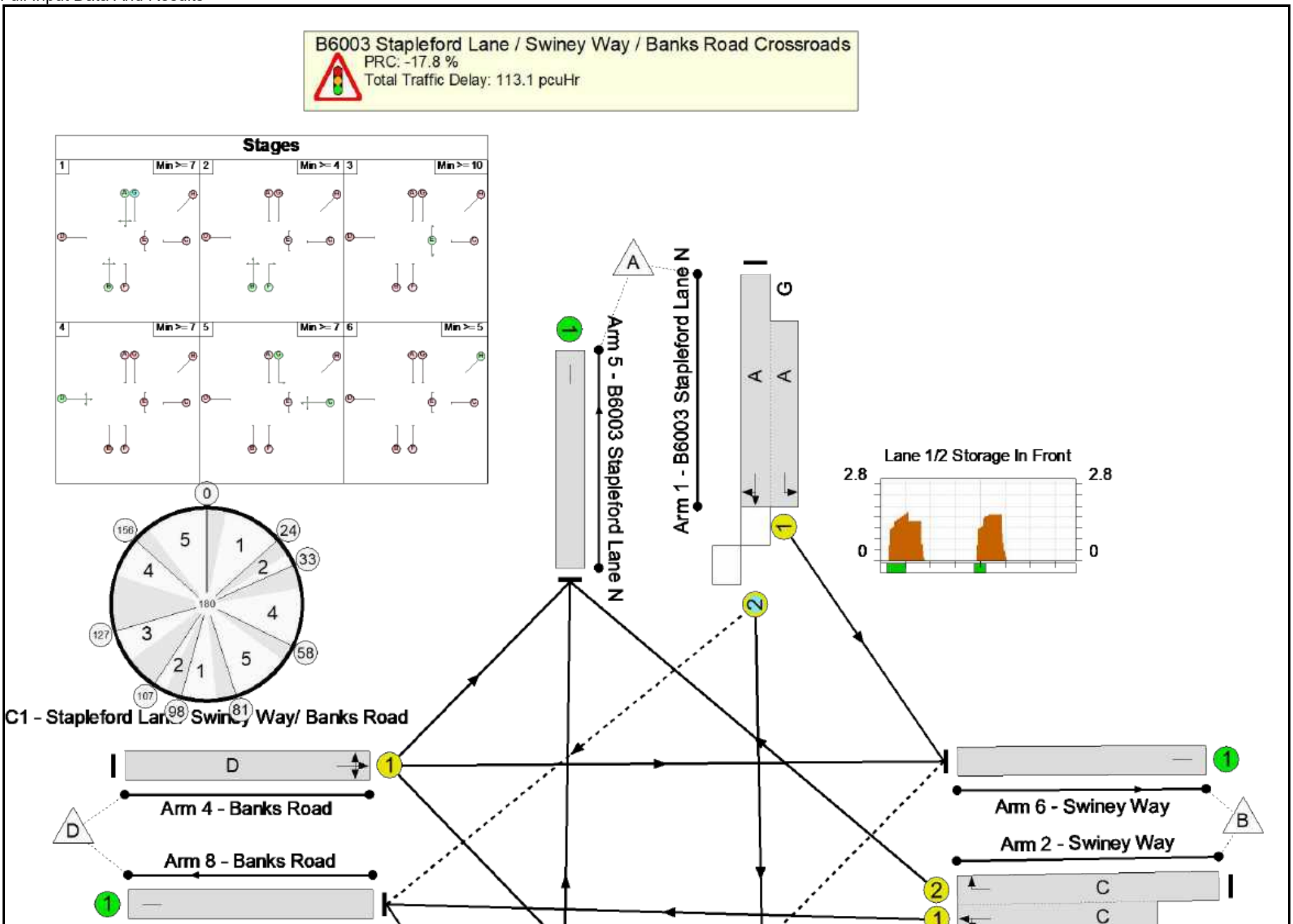
Stage	1	2	4	5	1	2	3	4	5
Duration	18	4	18	18	11	4	10	12	19
Change Point	0	24	33	58	81	98	107	127	156

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -17.8 %
Total Traffic Delay: 113.1 pcuHr
Stages
Min >= 7
Min >= 4
Min >= 10
Min >= 7
Min >= 7
Min >= 5
Arm 5 - B6003 Stapleford Lane N
Arm 1 - B6003 Stapleford Lane N
Lane 1/2 Storage In Front
2.8
2.8
0
0
C1 - Stapleford Lane/ Swiney Way/ Banks Road
Arm 4 - Banks Road
Arm 8 - Banks Road
Arm 6 - Swiney Way
Arm 2 - Swiney Way

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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**106.1%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**106.1%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	1098	2044:1641	349+729	98.7 : 103.2%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	571	1935:1808	418+121	106.1 : 106.1%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	551	1884:1868	466+59	104.9 : 104.9%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	336	1829	325	103.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	926	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	1008	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**1**	**52**	**25**	**34.0**	**78.9**	**0.2**	**113.1**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**1**	**52**	**25**	**34.0**	**78.9**	**0.2**	**113.1**	**-**	**-**	**-**	**-**
1/2+1/1	1098	1074	1	0	18	12.0	24.3	0.1	36.4	119.2	26.3	24.3	50.6
2/2+2/1	571	538	-	-	-	8.9	22.6	-	31.5	198.6	15.8	22.6	38.4
3/1+3/2	551	525	0	52	7	7.5	19.8	0.1	27.4	179.3	17.6	19.8	37.4
4/1	336	325	-	-	-	5.5	12.3	-	17.8	190.9	10.7	12.3	23.0
5/1	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	975	975	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -17.8
PRC Over All Lanes (%): -17.8

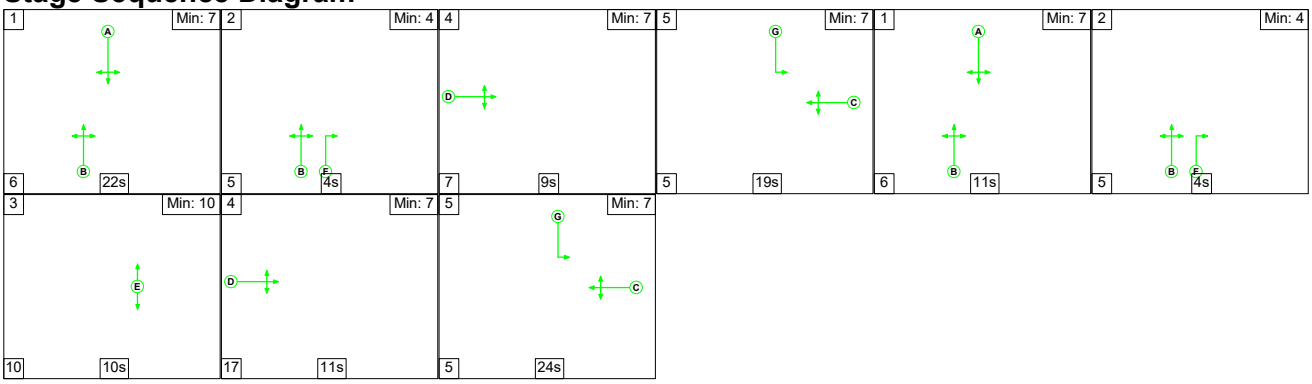
Total Delay for Signalled Lanes (pcuHr): 113.11
Total Delay Over All Lanes(pcuHr): 113.11

Cycle Time (s): 180

Full Input Data And Results

Scenario 18: '2041 Base + Sensitivity + Development PM' (FG18: '2041 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

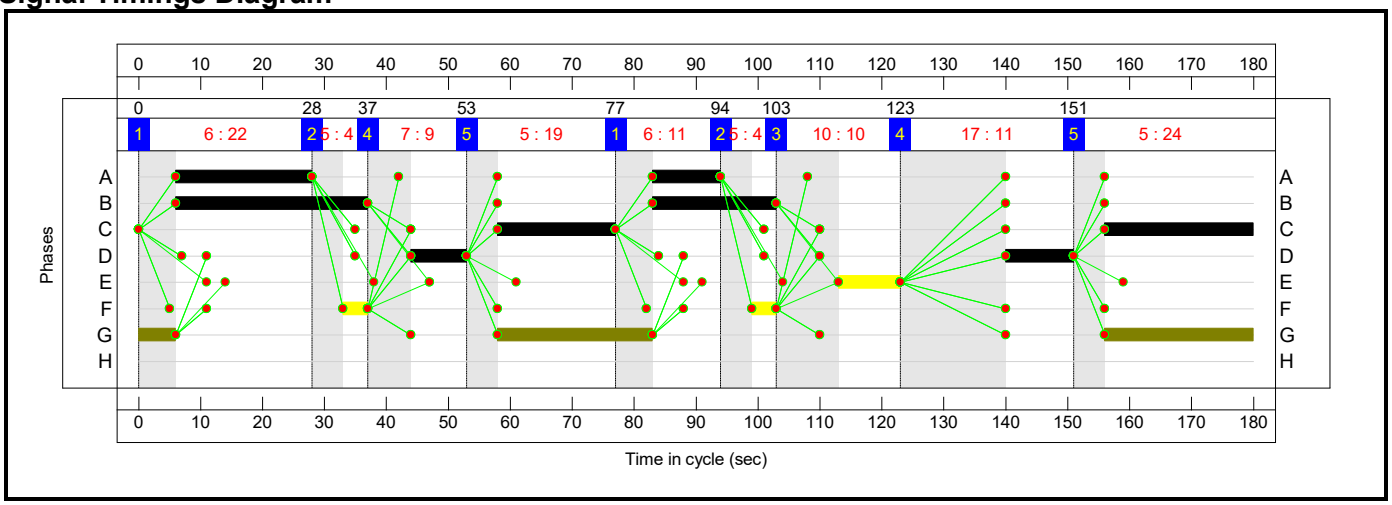
Stage Sequence Diagram



Stage Timings

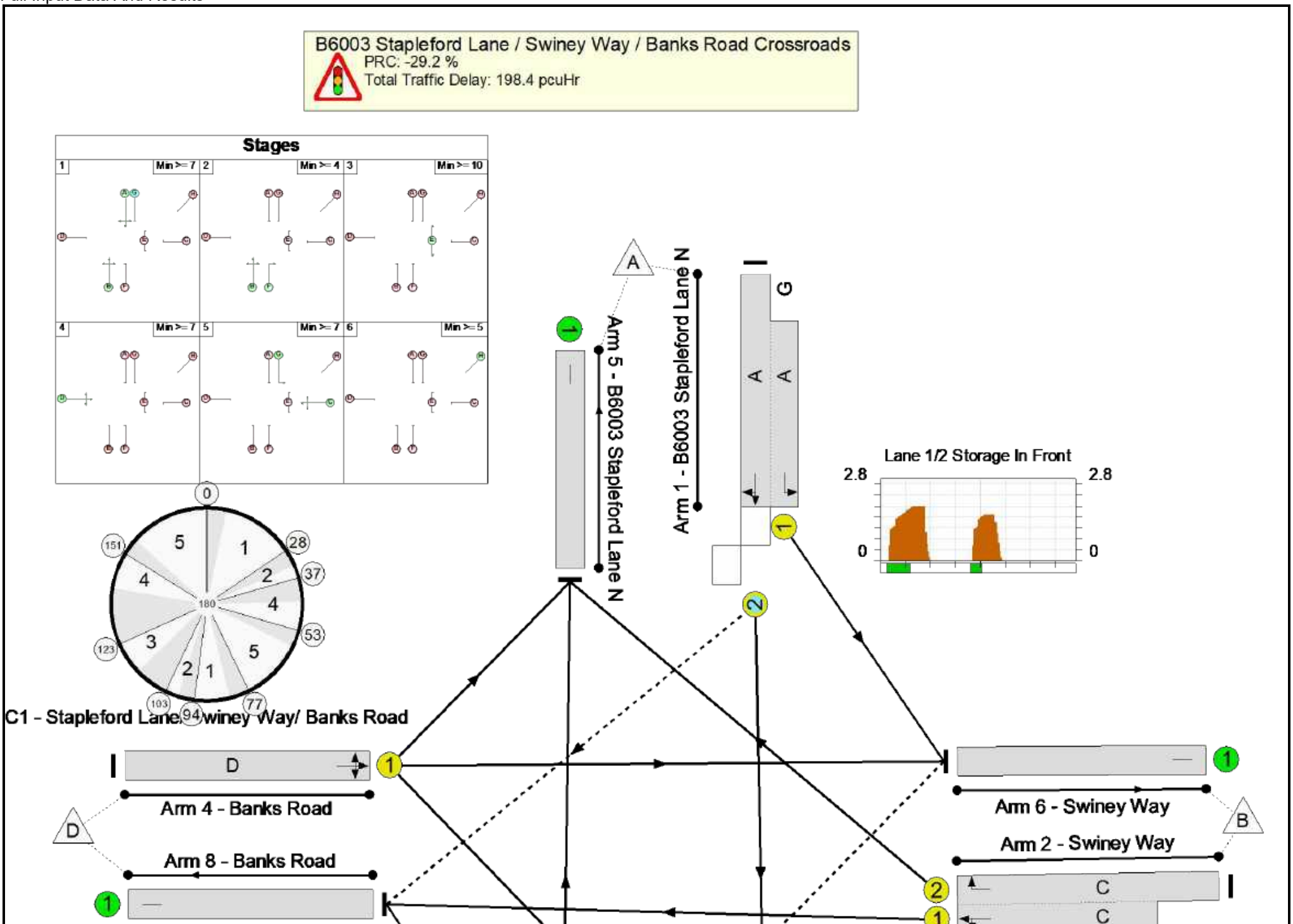
Stage	1	2	4	5	1	2	3	4	5
Duration	22	4	9	19	11	4	10	11	24
Change Point	0	28	37	53	77	94	103	123	151

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -29.2 %
Total Traffic Delay: 198.4 pcuHr
Stages
1
Min >= 7
2
Min >= 4
3
Min >= 10
4
Min >= 7
5
Min >= 7
6
Min >= 5
Arm 5 - B6003 Stapleford Lane N
Arm 1 - B6003 Stapleford Lane N
Lane 1/2 Storage In Front
2.8
2.8
0
0
C1 - Stapleford Lane/ Swiney Way/ Banks Road
Arm 4 - Banks Road
Arm 8 - Banks Road
Arm 6 - Swiney Way
Arm 2 - Swiney Way

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 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**116.3%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**116.3%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	33:88	55	1000	2044:1641	397+463	116.2 : 116.2%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	43	-	761	1935:1822	464+191	116.3 : 116.3%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	51	8	538	1873:1868	510+51	95.9 : 95.9%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	251	1813	222	113.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	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 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**16**	**36**	**19**	**43.0**	**155.2**	**0.2**	**198.4**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**16**	**36**	**19**	**43.0**	**155.2**	**0.2**	**198.4**	**-**	**-**	**-**	**-**
1/2+1/1	1000	935	6	0	15	14.9	73.3	0.1	88.3	317.8	19.5	73.3	92.8
2/2+2/1	761	655	-	-	-	17.4	56.6	-	74.0	350.0	27.5	56.6	84.1
3/1+3/2	538	538	9	36	4	5.1	7.2	0.1	12.3	82.5	16.6	7.2	23.8
4/1	251	222	-	-	-	5.7	18.2	-	23.8	341.8	9.8	18.2	27.9
5/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -29.2
PRC Over All Lanes (%): -29.2

Total Delay for Signalled Lanes (pcuHr): 198.43
Total Delay Over All Lanes(pcuHr): 198.43

Cycle Time (s): 180

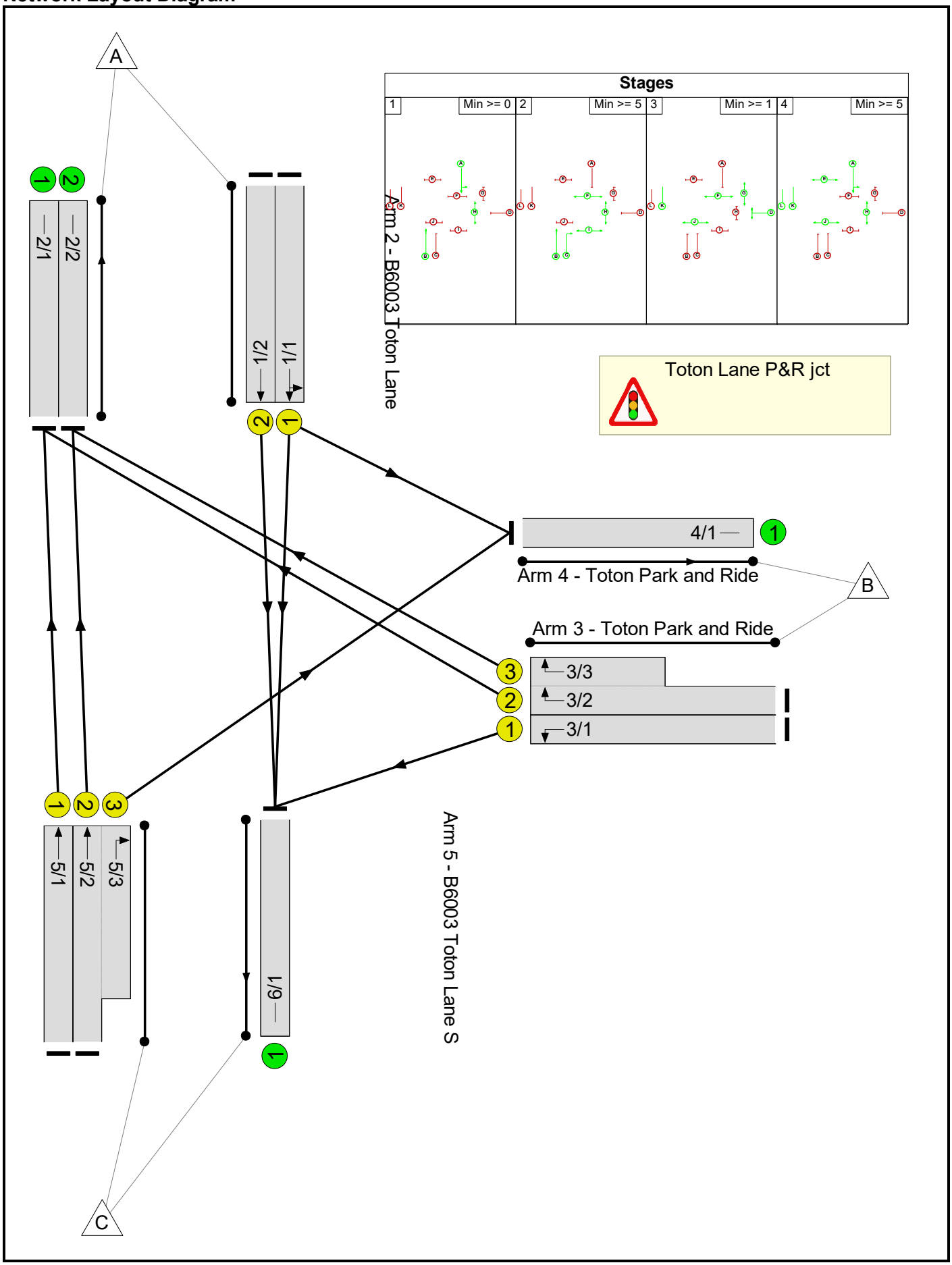
Full Input Data And Results

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:	

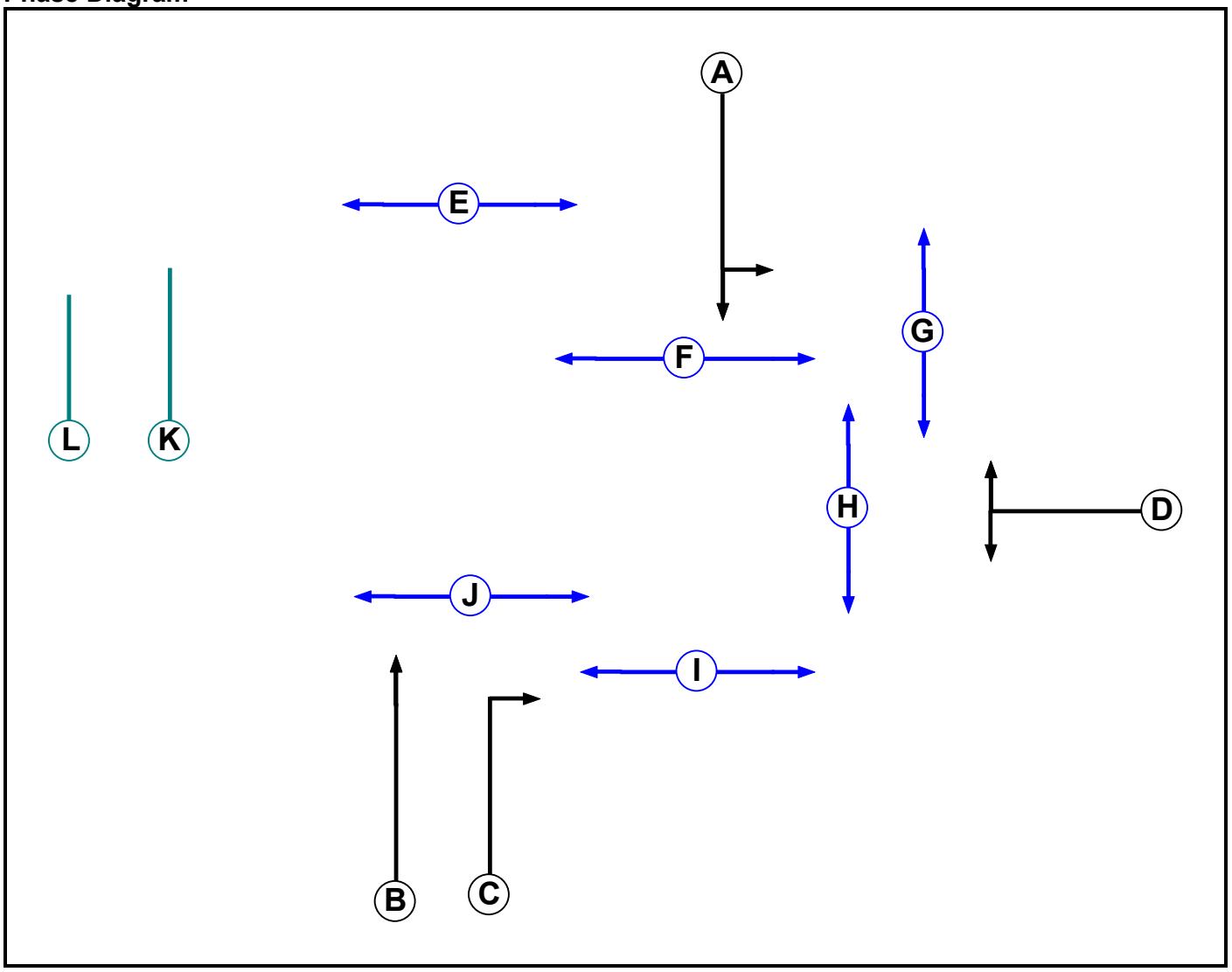
Full Input Data And Results

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

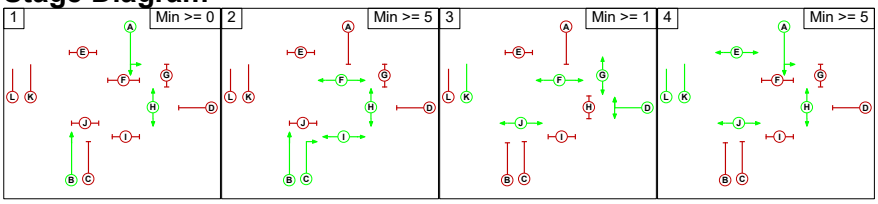
Phase Intergreens Matrix

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
2	4	B	Losing	1	1
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	11
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	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B6003 Toton Lane)	U	A	2	3	60.0	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	60.0	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	543
1/2	543
2/1	476
2/2	430
3/1	106
3/2 (with short)	59(In) 29(Out)
3/3 (short)	30
4/1	305
5/1	447
5/2 (with short)	494(In) 400(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	38.9 %	1826	1826
				Arm 6 Ahead	Inf	61.1 %		
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	511
1/2	511
2/1	517
2/2	522
3/1	65
3/2 (with short)	177(In) 85(Out)
3/3 (short)	92
4/1	83
5/1	432
5/2 (with short)	449(In) 430(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	12.5 %	1885	1885
				Arm 6 Ahead	Inf	87.5 %		
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	564
1/2	563
2/1	495
2/2	445
3/1	110
3/2 (with short)	61(In) 29(Out)
3/3 (short)	32
4/1	317
5/1	466
5/2 (with short)	511(In) 413(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	38.8 %	1826	1826
				Arm 6 Ahead	Inf	61.2 %		
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	526
1/2	526
2/1	532
2/2	537
3/1	67
3/2 (with short)	182(In) 88(Out)
3/3 (short)	94
4/1	86
5/1	444
5/2 (with short)	463(In) 443(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	12.5 %	1885	1885
				Arm 6 Ahead	Inf	87.5 %		
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	219	937	1156
	B	61	0	110	171
	C	1022	98	0	1120
	Tot.	1083	317	1047	2447

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2028 Base + Development AM
Junction: Toton Lane P&&R jct	
1/1	578
1/2	578
2/1	551
2/2	532
3/1	110
3/2 (with short)	61(In) 29(Out)
3/3 (short)	32
4/1	317
5/1	522
5/2 (with short)	598(In) 500(Out)
5/3 (short)	98
6/1	1047

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	37.9 %	1828	1828
				Arm 6 Ahead	Inf	62.1 %		
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	1094	1160
	B	182	0	67	249
	C	931	20	0	951
	Tot.	1113	86	1161	2360

Traffic Lane Flows

Lane	Scenario 6: 2028 Base + Development PM
Junction: Toton Lane P&&R jct	
1/1	580
1/2	580
2/1	554
2/2	559
3/1	67
3/2 (with short)	182(In) 88(Out)
3/3 (short)	94
4/1	86
5/1	466
5/2 (with short)	485(In) 465(Out)
5/3 (short)	20
6/1	1161

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	11.4 %	1888	1888
				Arm 6 Ahead	Inf	88.6 %		
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 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	609
1/2	609
2/1	534
2/2	482
3/1	119
3/2 (with short)	66(In) 32(Out)
3/3 (short)	34
4/1	342
5/1	502
5/2 (with short)	553(In) 448(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	38.9 %	1826	1826
				Arm 6 Ahead	Inf	61.1 %		
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	571
1/2	571
2/1	579
2/2	582
3/1	73
3/2 (with short)	198(In) 96(Out)
3/3 (short)	102
4/1	93
5/1	483
5/2 (with short)	501(In) 480(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	12.6 %	1885	1885
				Arm 6 Ahead	Inf	87.4 %		
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	1092	105	0	1197
	Tot.	1158	342	1130	2630

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2041 Base + Development AM
Junction: Toton Lane P&&R jct	
1/1	624
1/2	624
2/1	592
2/2	566
3/1	119
3/2 (with short)	66(In) 32(Out)
3/3 (short)	34
4/1	342
5/1	560
5/2 (with short)	637(In) 532(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	38.0 %	1828	1828
				Arm 6 Ahead	Inf	62.0 %		
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 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	1178	1250
	B	198	0	73	271
	C	1006	21	0	1027
	Tot.	1204	93	1251	2548

Traffic Lane Flows

Lane	Scenario 10: 2041 Base + Development PM
Junction: Toton Lane P&&R jct	
1/1	625
1/2	625
2/1	600
2/2	604
3/1	73
3/2 (with short)	198(In) 96(Out)
3/3 (short)	102
4/1	93
5/1	504
5/2 (with short)	523(In) 502(Out)
5/3 (short)	21
6/1	1251

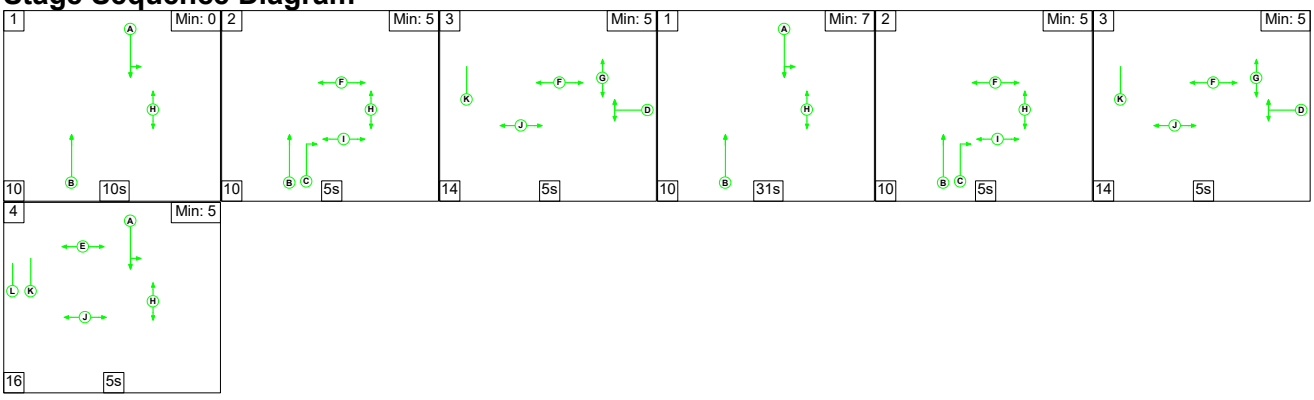
Full Input Data And Results

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	11.5 %	1888	1888
				Arm 6 Ahead	Inf	88.5 %		
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

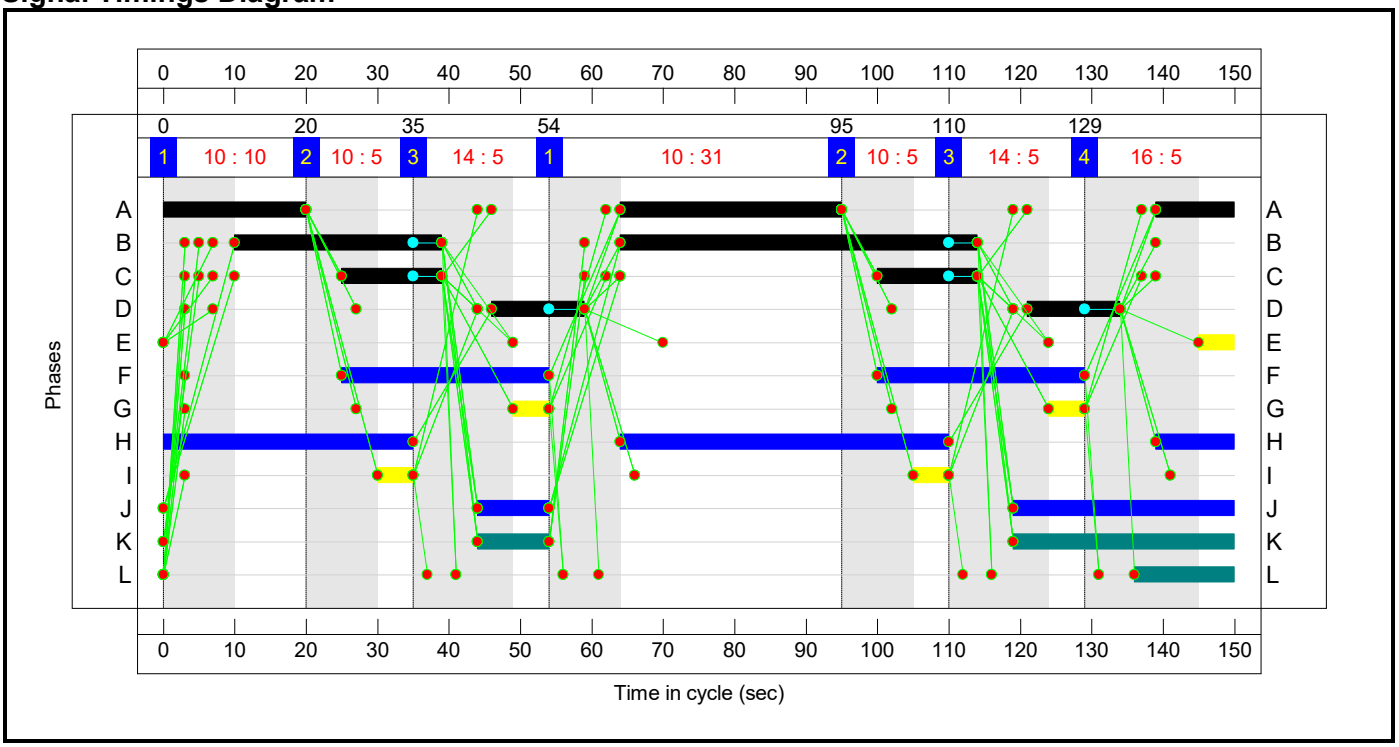


Stage Timings

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

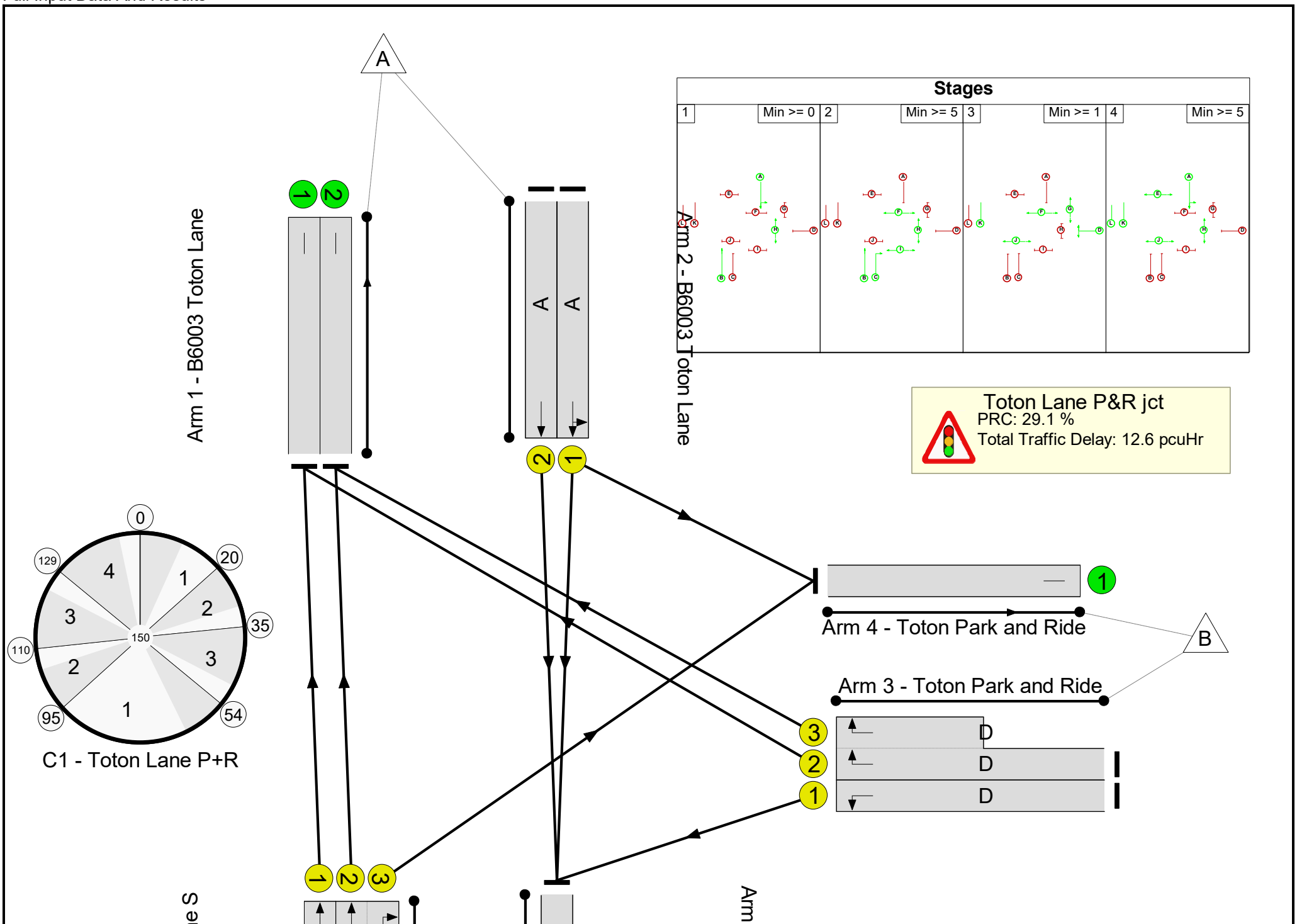
Full Input Data And Results

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: 29.1 %
Total Traffic Delay: 12.6 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**	-	-		-	-	-	-	-	-	**69.7%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.7%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	543	1826	779	69.7%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	543	2055	877	61.9%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	430	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	-	447	1940	1048	42.7%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	494	2080:1764	1002+235	39.9 : 39.9%
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**	**12.6**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**9.6**	**2.9**	**0.0**	**12.6**	**-**	**-**	**-**	**-**
1/1	543	543	-	-	-	2.6	1.1	-	3.8	25.1	9.2	1.1	10.3
1/2	543	543	-	-	-	2.5	0.8	-	3.3	22.1	8.7	0.8	9.6
2/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	430	430	-	-	-	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	447	447	-	-	-	1.4	0.4	-	1.8	14.3	7.2	0.4	7.6
5/2+5/3	494	494	-	-	-	1.9	0.3	-	2.2	15.9	6.1	0.3	6.4
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 (%): 29.1
PRC Over All Lanes (%): 29.1

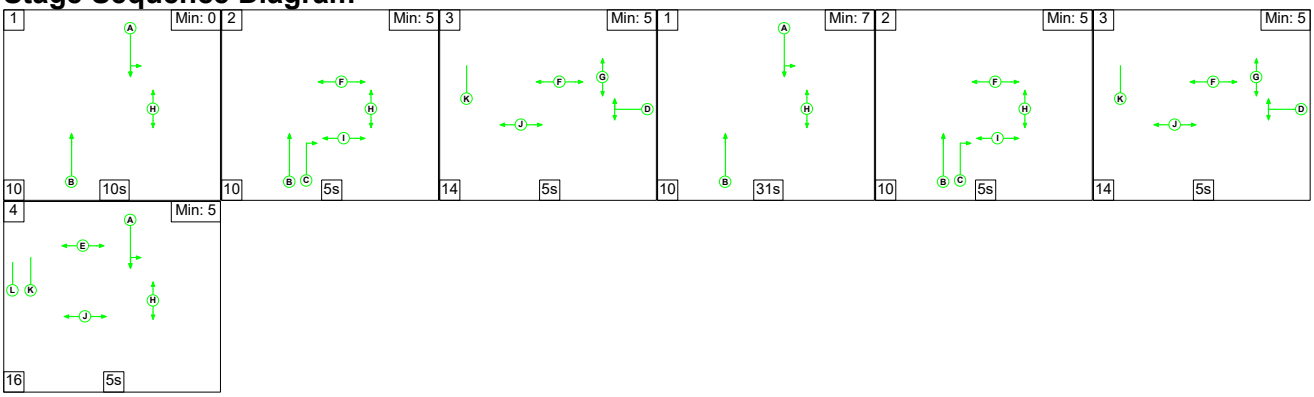
Total Delay for Signalled Lanes (pcuHr): 12.56
Total Delay Over All Lanes(pcuHr): 12.56

Cycle Time (s): 150

Full Input Data And Results

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'NB exit peds alt')

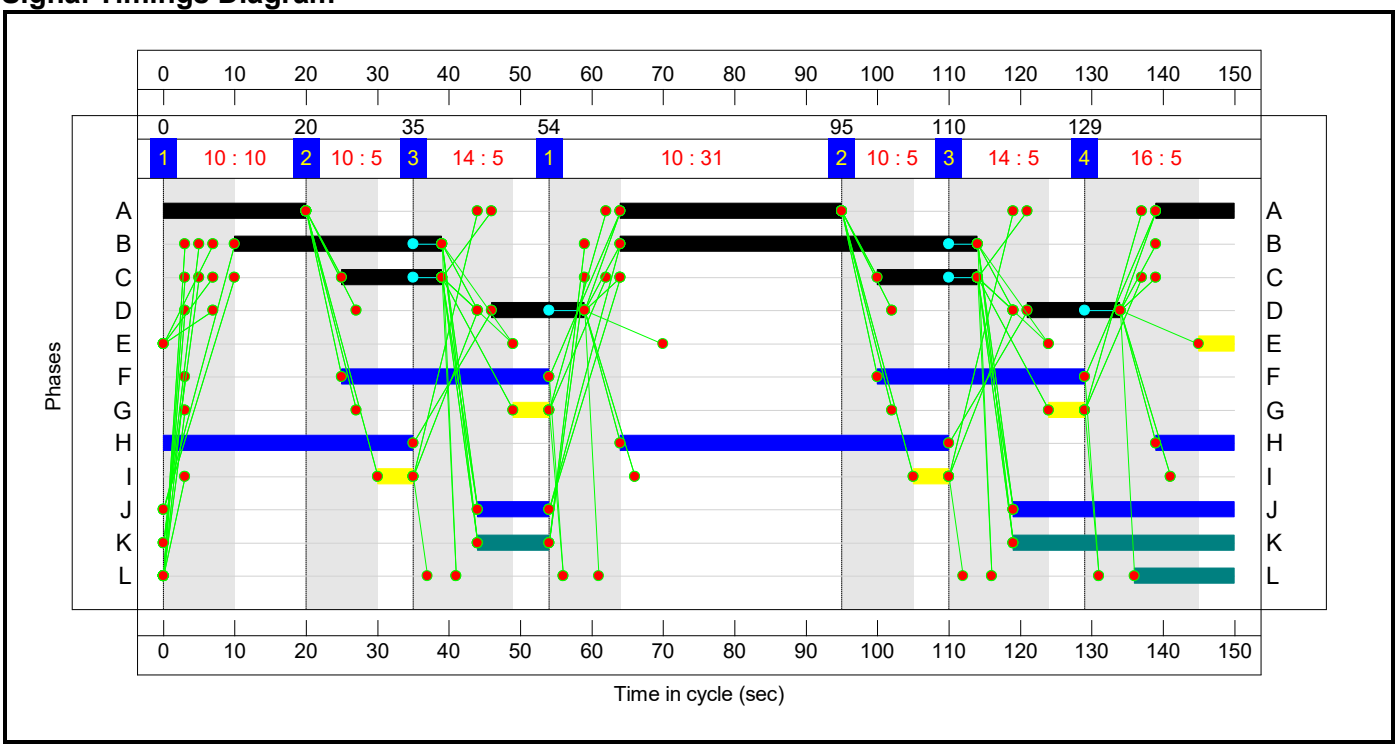
Stage Sequence Diagram



Stage Timings

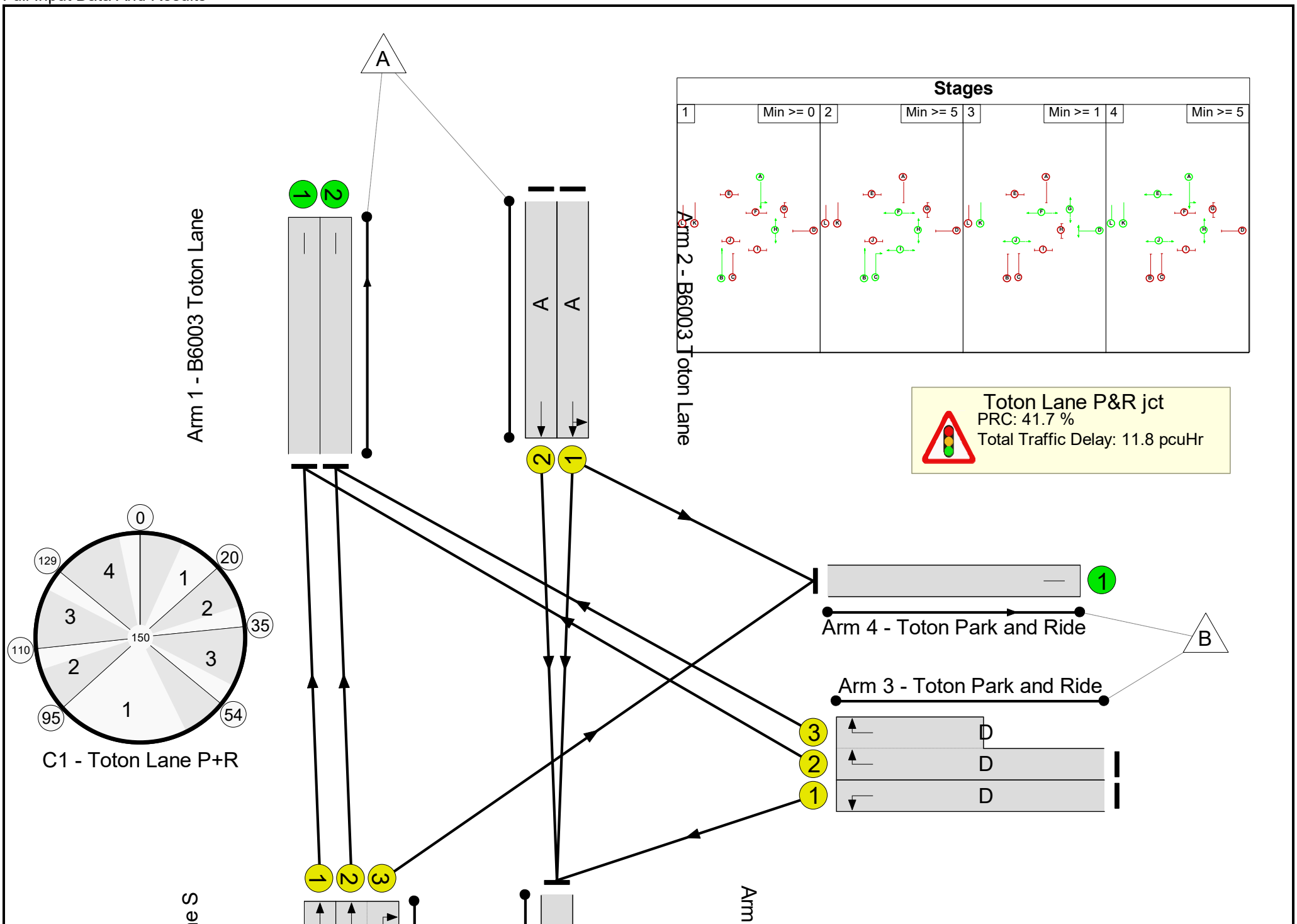
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

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: 41.7 %
Total Traffic Delay: 11.8 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

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**	-	-		-	-	-	-	-	-	**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	-	511	1885	804	63.5%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	511	2055	877	58.3%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	522	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	310+336	27.4 : 27.4%
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	-	432	1940	1048	41.2%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	449	2080:1764	1108+49	38.8 : 38.8%
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**	**9.3**	**2.5**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**9.3**	**2.5**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
1/1	511	511	-	-	-	2.4	0.9	-	3.3	23.0	8.2	0.9	9.1
1/2	511	511	-	-	-	2.3	0.7	-	3.0	21.3	8.1	0.7	8.8
2/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	522	522	-	-	-	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	29.9	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	432	432	-	-	-	1.3	0.4	-	1.7	14.1	6.8	0.4	7.2
5/2+5/3	449	449	-	-	-	1.4	0.3	-	1.8	14.0	6.7	0.3	7.0
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 (%): 41.7
PRC Over All Lanes (%): 41.7

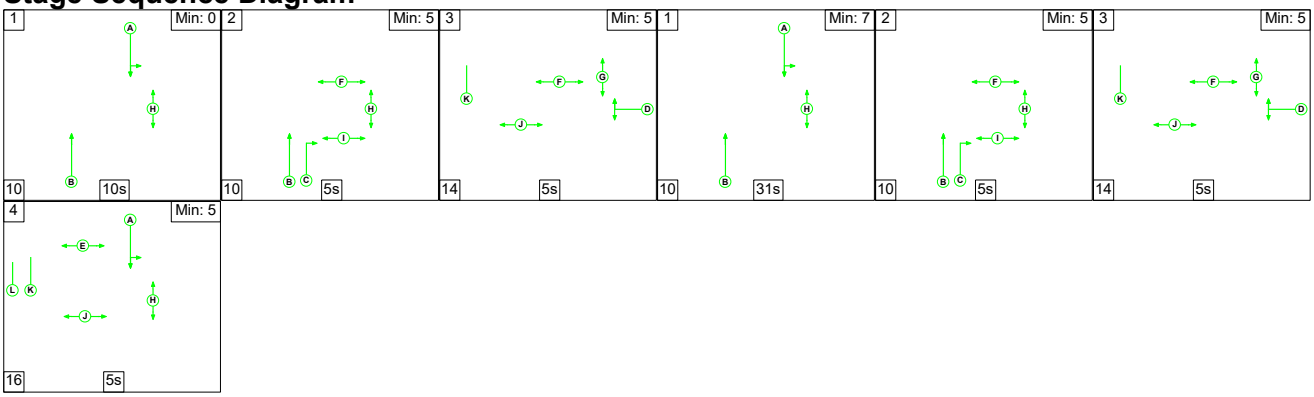
Total Delay for Signalled Lanes (pcuHr): 11.79
Total Delay Over All Lanes(pcuHr): 11.79

Cycle Time (s): 150

Full Input Data And Results

Scenario 3: '2028 Base AM' (FG3: '2028 Base AM', Plan 1: 'NB exit peds alt')

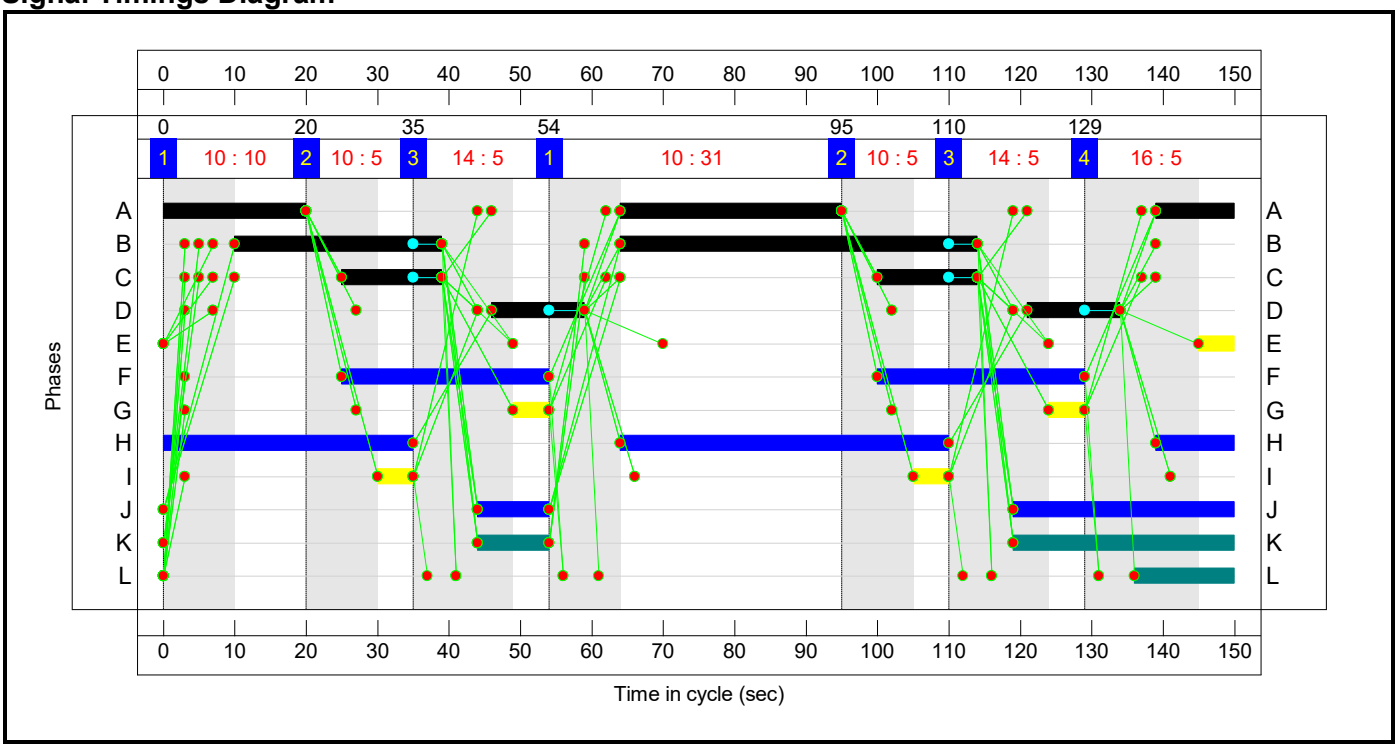
Stage Sequence Diagram



Stage Timings

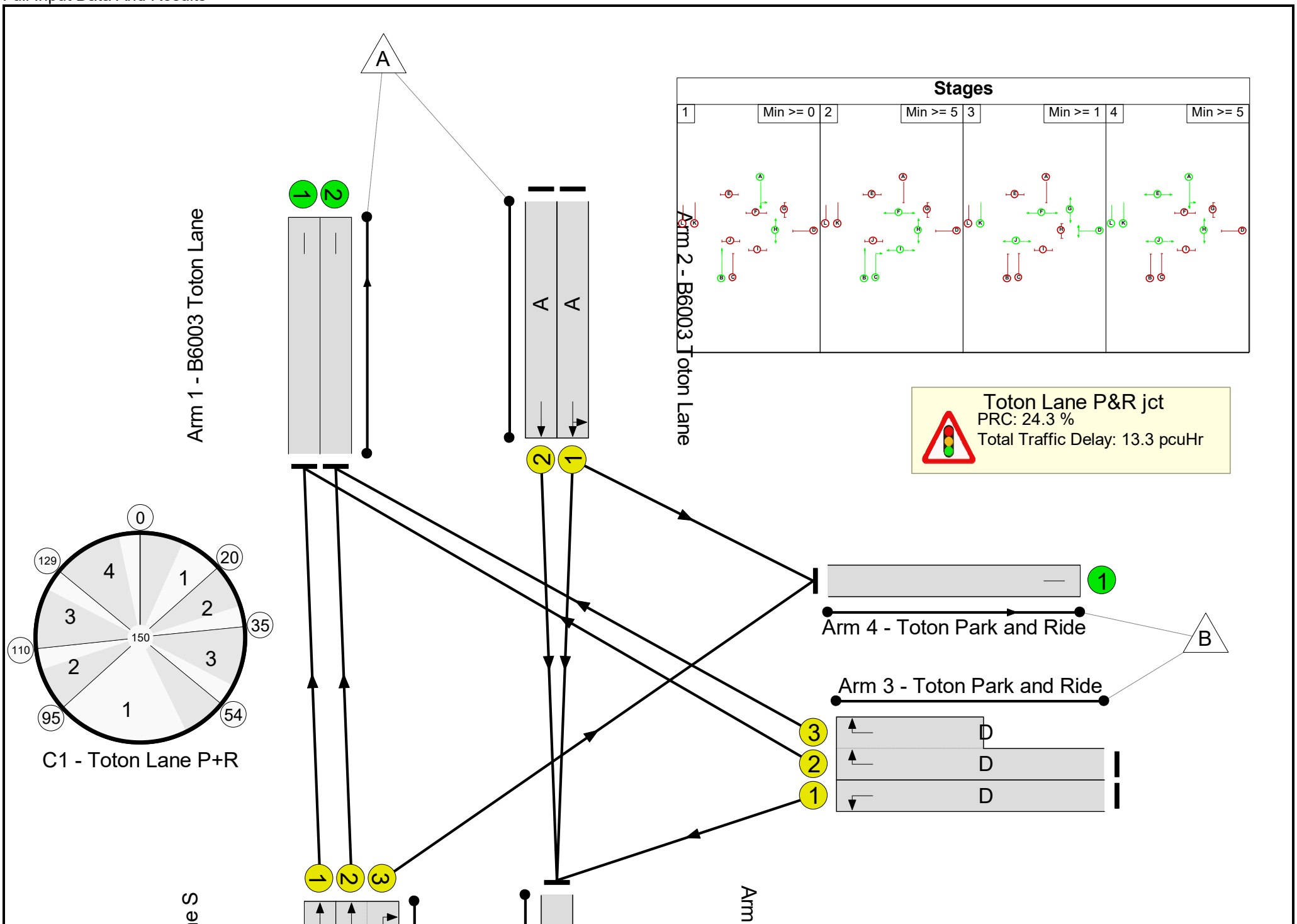
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 24.3 %
Total Traffic Delay: 13.3 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

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**	-	-		-	-	-	-	-	-	**72.4%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.4%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	564	1826	779	72.4%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	563	2055	877	64.2%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	445	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	304+336	9.5 : 9.5%
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	-	466	1940	1048	44.5%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	511	2080:1764	1001+238	41.3 : 41.3%
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	564	564	-	-	-	2.8	1.3	-	4.1	26.1	9.7	1.3	11.0
1/2	563	563	-	-	-	2.7	0.9	-	3.5	22.7	9.2	0.9	10.1
2/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	445	445	-	-	-	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	28.4	0.6	0.1	0.6
4/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	466	466	-	-	-	1.5	0.4	-	1.9	14.5	7.6	0.4	8.0
5/2+5/3	511	511	-	-	-	1.9	0.4	-	2.3	16.1	6.4	0.4	6.8
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 (%): 24.3
PRC Over All Lanes (%): 24.3

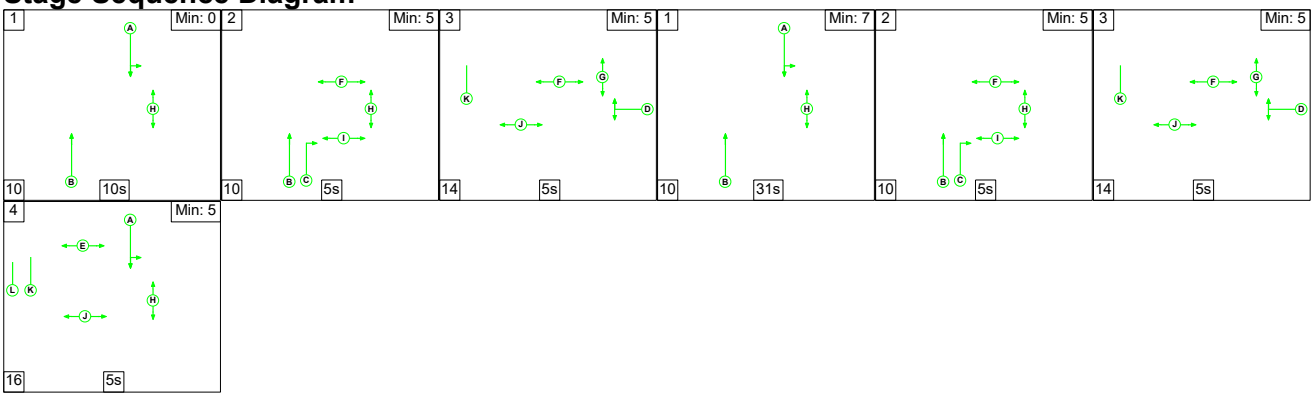
Total Delay for Signalled Lanes (pcuHr): 13.34
Total Delay Over All Lanes(pcuHr): 13.34

Cycle Time (s): 150

Full Input Data And Results

Scenario 4: '2028 Base PM' (FG4: '2028 Base PM', Plan 1: 'NB exit peds alt')

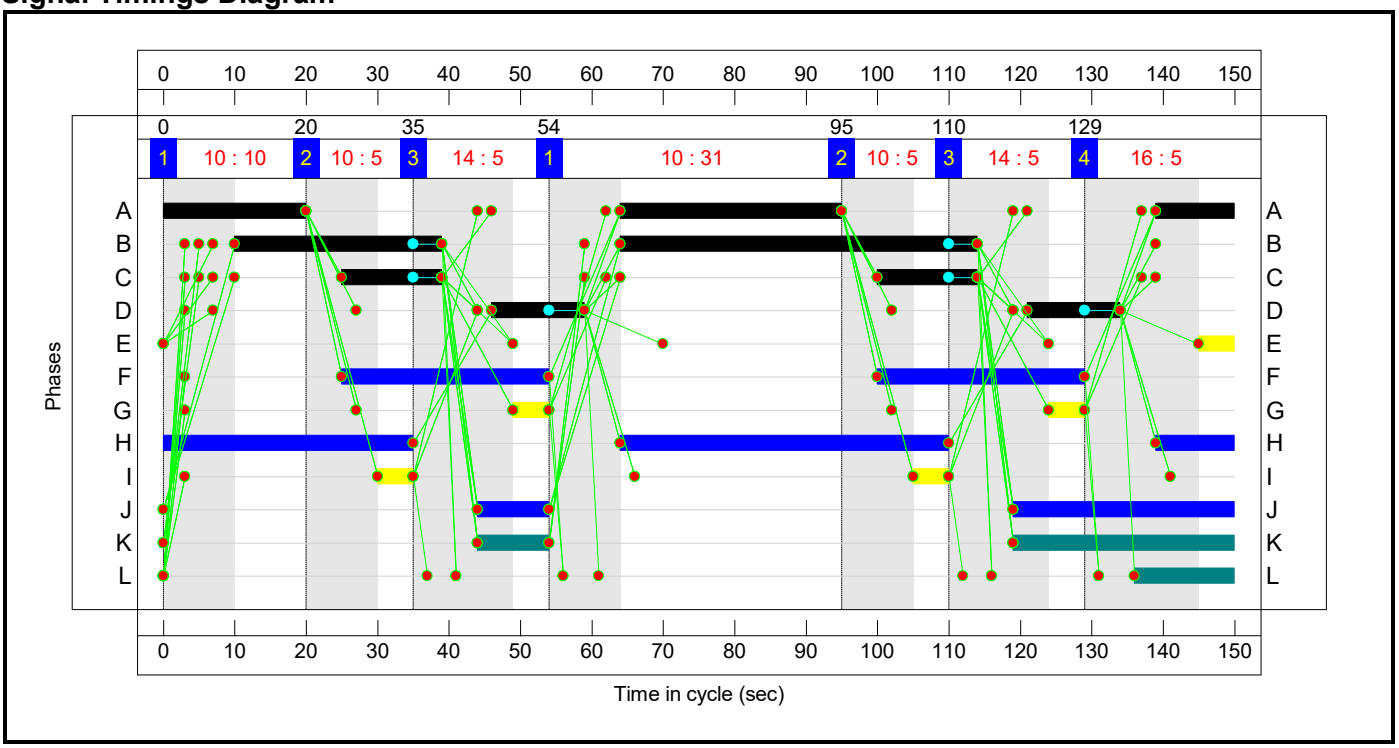
Stage Sequence Diagram



Stage Timings

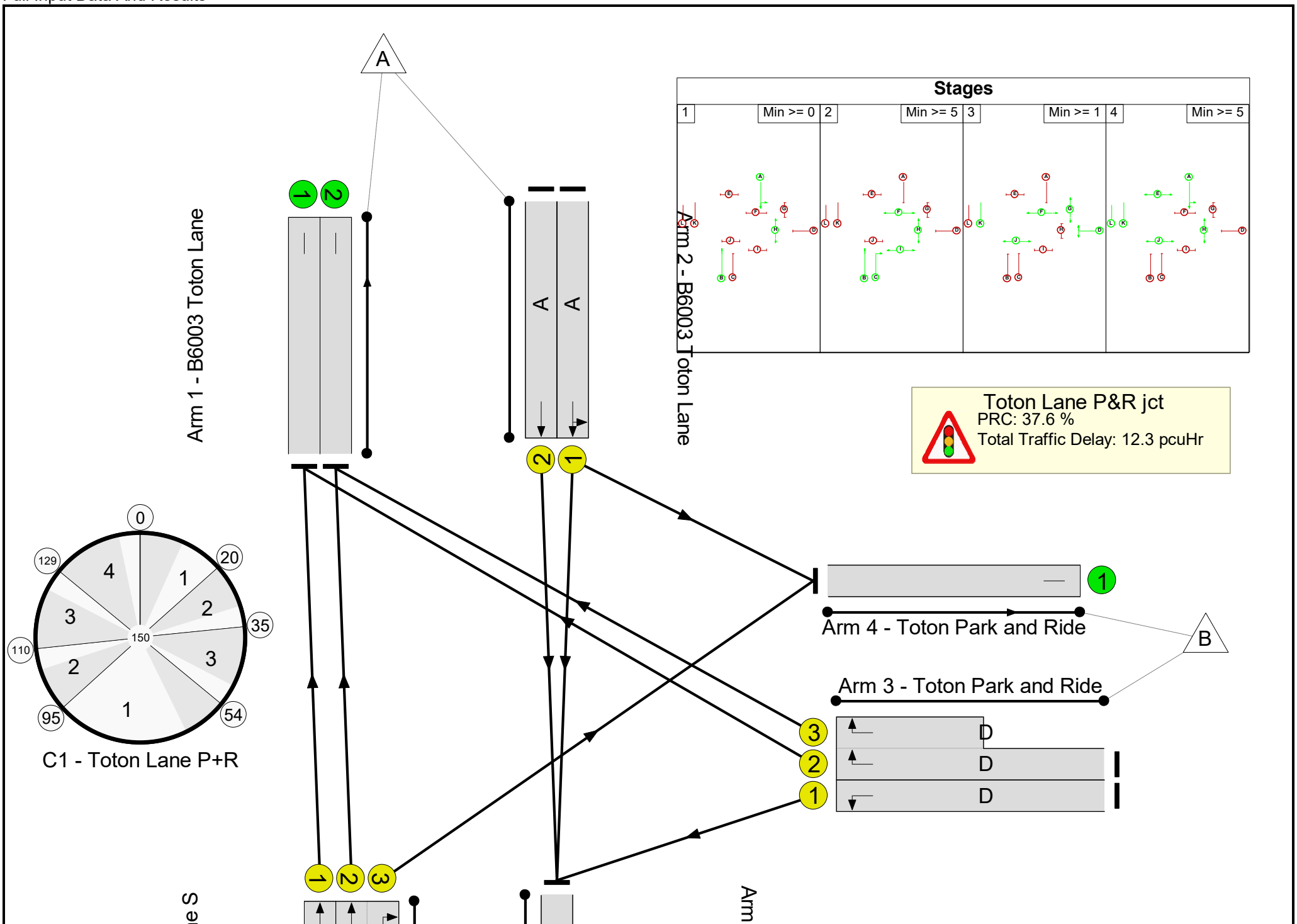
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

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: 37.6 %
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

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**	-	-		-	-	-	-	-	-	**65.4%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.4%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	526	1885	804	65.4%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	526	2055	877	60.0%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	537	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	315+336	28.0 : 28.0%
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	-	444	1940	1048	42.4%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	463	2080:1764	1108+50	40.0 : 40.0%
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	526	526	-	-	-	2.5	0.9	-	3.4	23.5	8.6	0.9	9.6
1/2	526	526	-	-	-	2.4	0.7	-	3.2	21.7	8.3	0.7	9.1
2/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	537	537	-	-	-	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	30.0	1.7	0.2	1.9
4/1	86	86	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	444	444	-	-	-	1.4	0.4	-	1.8	14.2	7.2	0.4	7.5
5/2+5/3	463	463	-	-	-	1.5	0.3	-	1.8	14.2	7.0	0.3	7.3
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 (%): 37.6
PRC Over All Lanes (%): 37.6

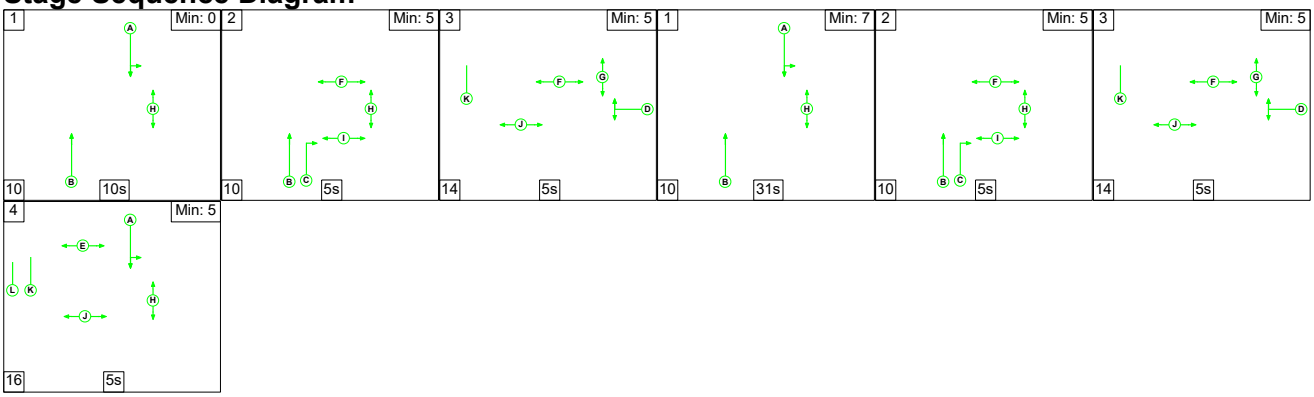
Total Delay for Signalled Lanes (pcuHr): 12.31
Total Delay Over All Lanes(pcuHr): 12.31

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')

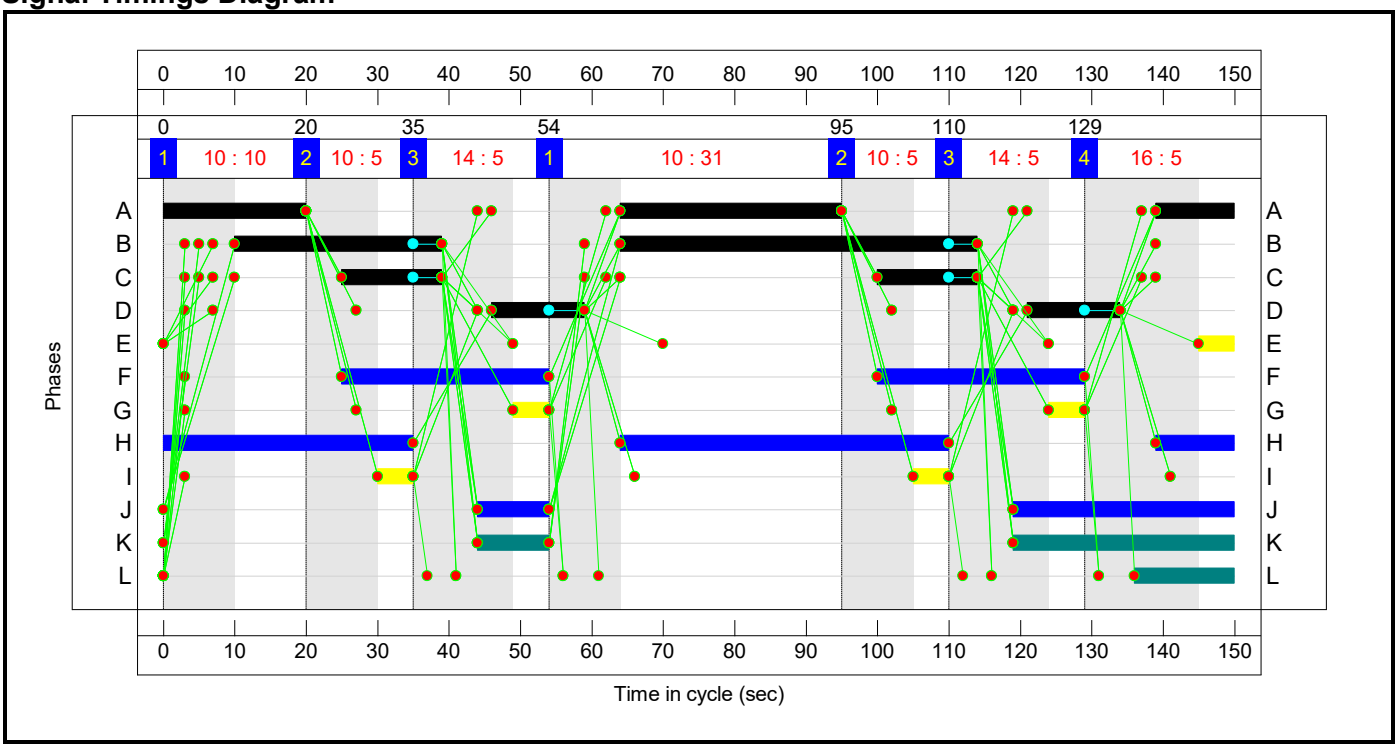
Stage Sequence Diagram



Stage Timings

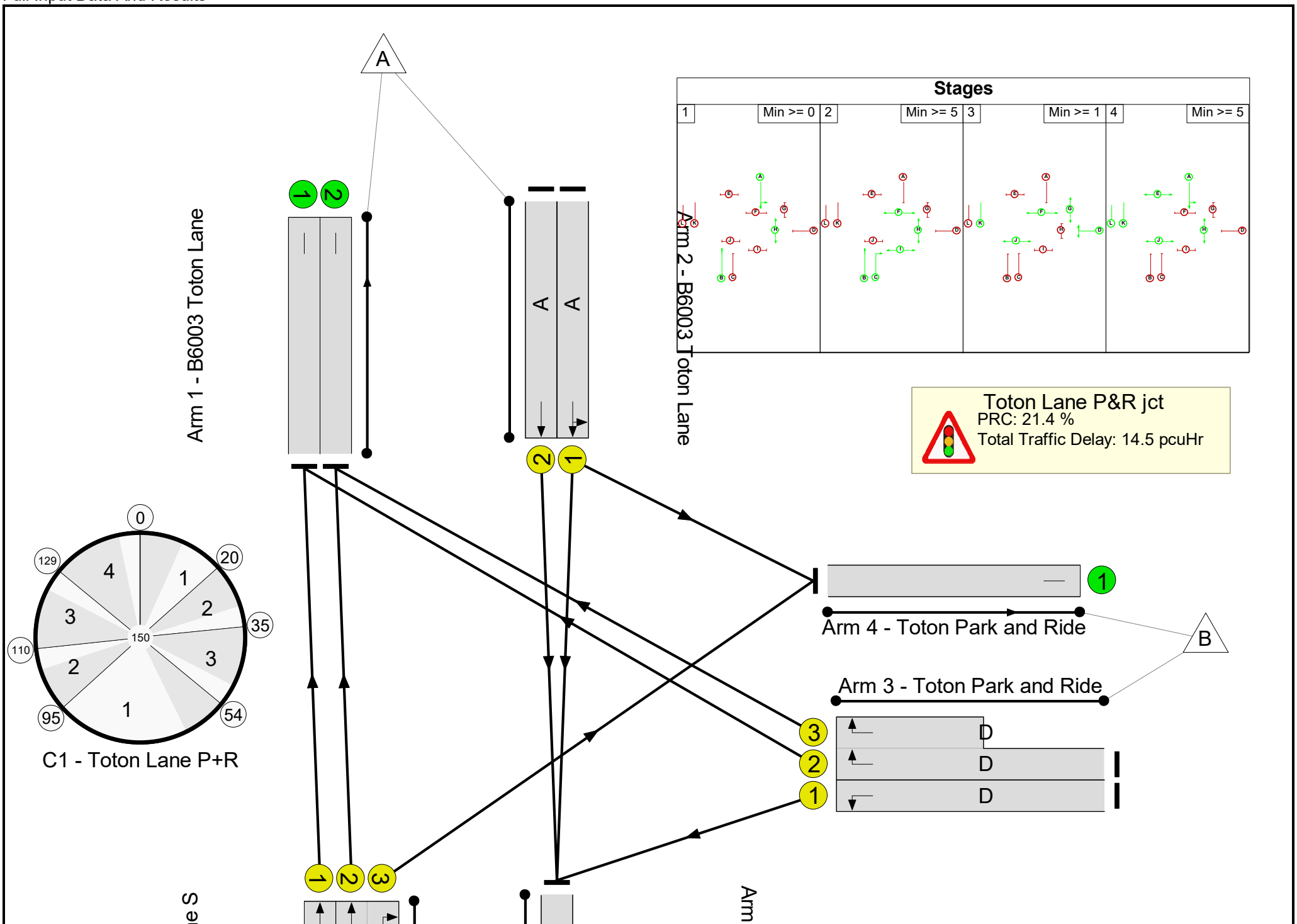
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

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: 21.4 %
Total Traffic Delay: 14.5 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**	-	-		-	-	-	-	-	-	**74.1%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.1%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	578	1828	780	74.1%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	578	2055	877	65.9%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	532	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	304+336	9.5 : 9.5%
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	-	522	1940	1048	49.8%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	598	2080:1764	1021+200	49.0 : 49.0%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1047	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**	**10.9**	**3.7**	**0.0**	**14.5**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**10.9**	**3.7**	**0.0**	**14.5**	**-**	**-**	**-**	**-**
1/1	578	578	-	-	-	2.9	1.4	-	4.3	26.8	10.0	1.4	11.4
1/2	578	578	-	-	-	2.8	1.0	-	3.7	23.1	9.5	1.0	10.4
2/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	532	532	-	-	-	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	28.4	0.6	0.1	0.6
4/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	522	522	-	-	-	1.7	0.5	-	2.2	15.3	8.8	0.5	9.3
5/2+5/3	598	598	-	-	-	2.3	0.5	-	2.8	16.6	8.2	0.5	8.7
6/1	1047	1047	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 21.4
PRC Over All Lanes (%): 21.4

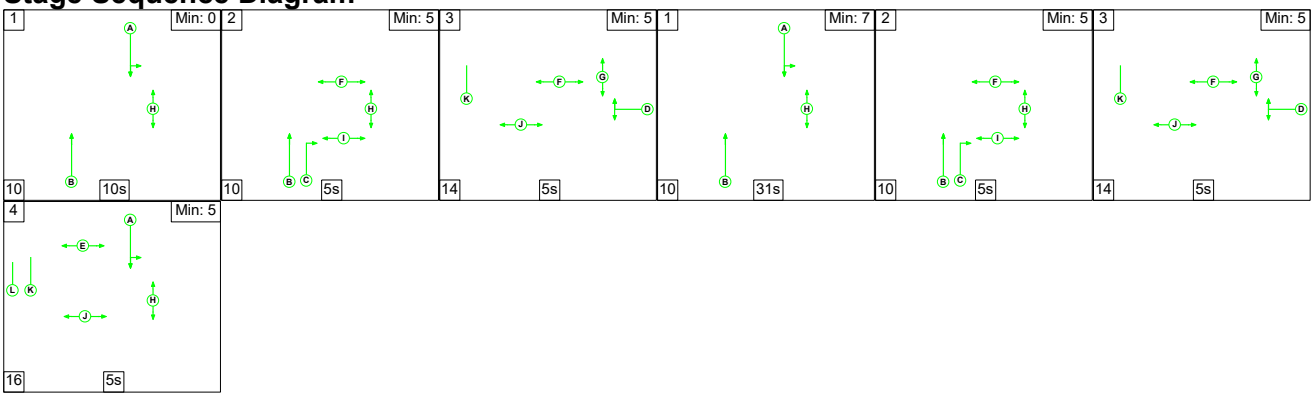
Total Delay for Signalled Lanes (pcuHr): 14.54
Total Delay Over All Lanes(pcuHr): 14.54

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')

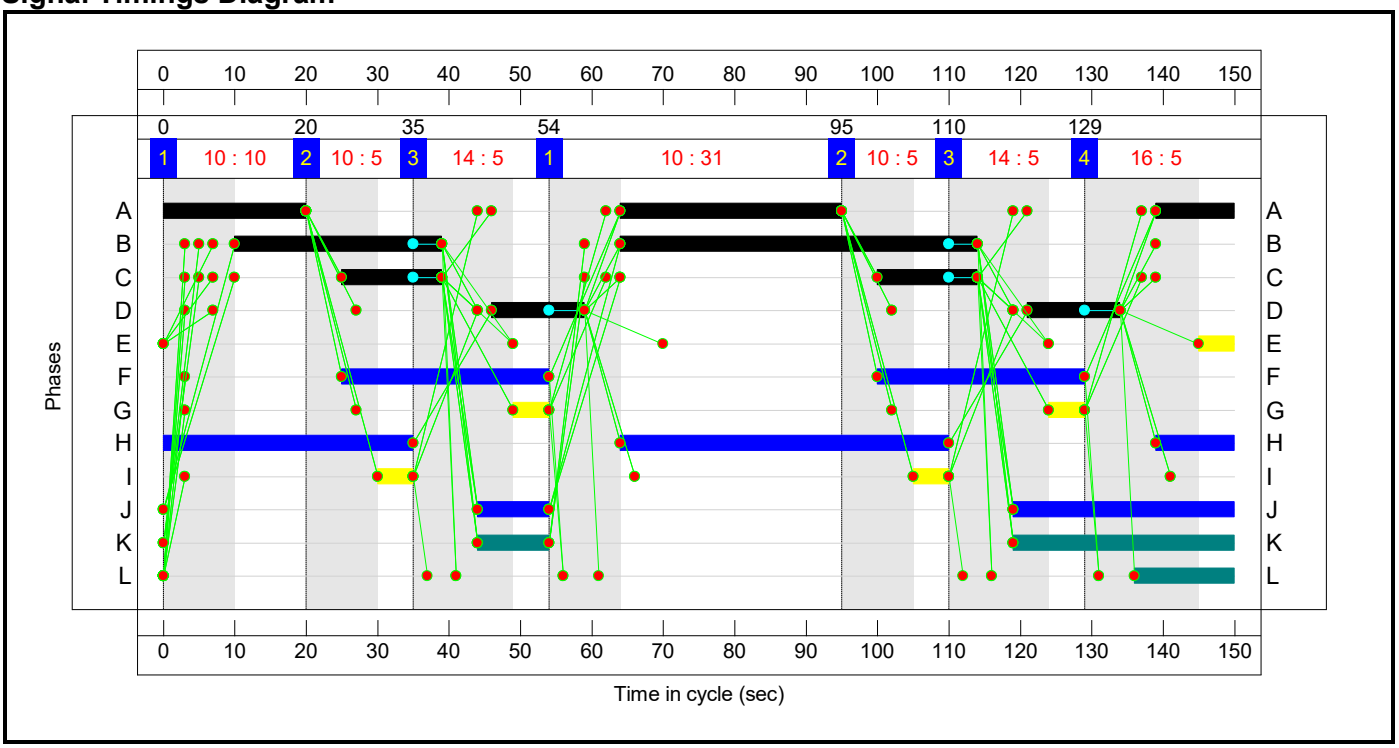
Stage Sequence Diagram



Stage Timings

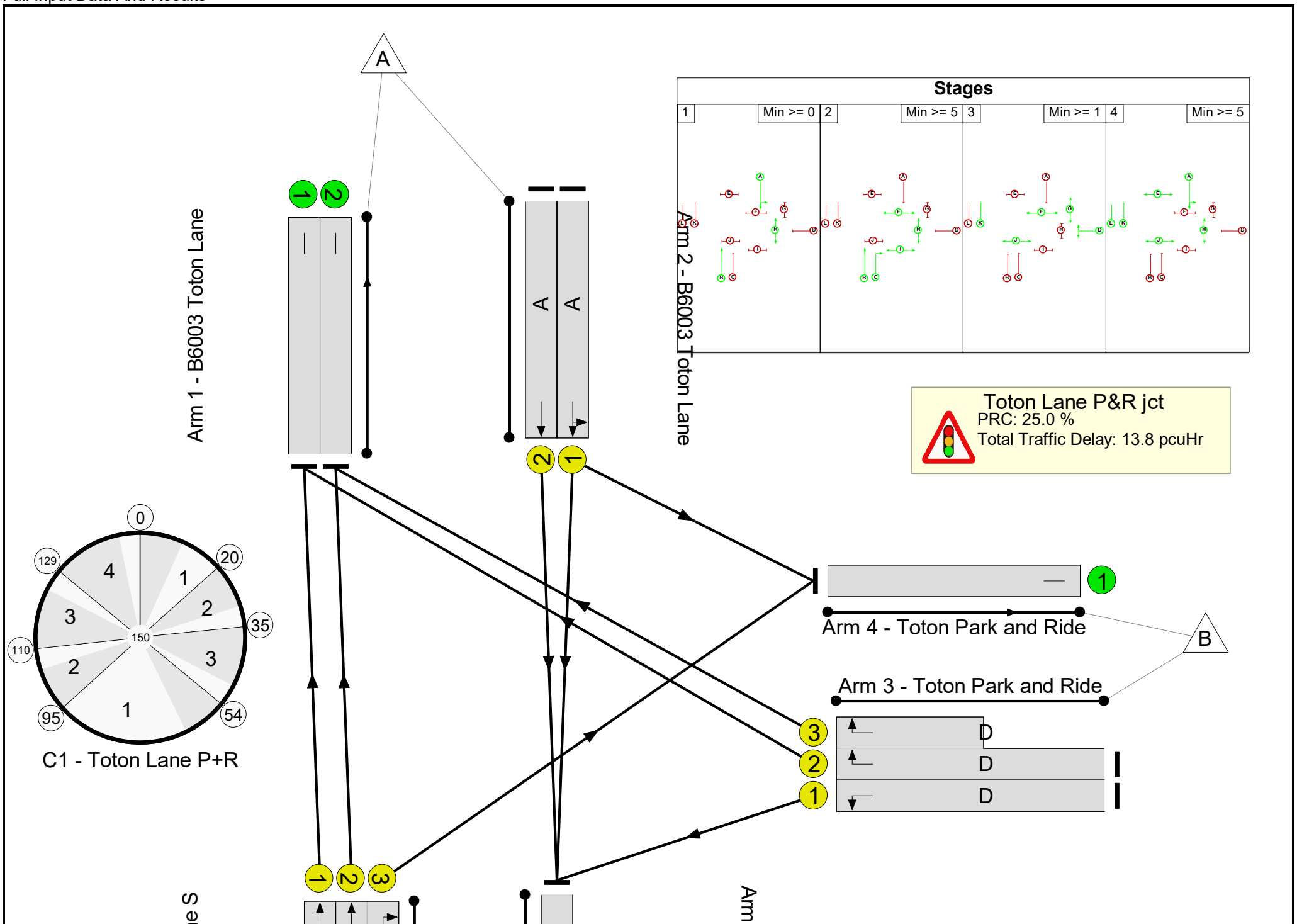
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

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: 25.0 %
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

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**	-	-		-	-	-	-	-	-	**72.0%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.0%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	580	1888	806	72.0%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	580	2055	877	66.1%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	559	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	315+336	28.0 : 28.0%
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	-	466	1940	1048	44.5%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	485	2080:1764	1109+48	41.9 : 41.9%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1161	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	580	580	-	-	-	2.9	1.3	-	4.1	25.7	10.0	1.3	11.3
1/2	580	580	-	-	-	2.8	1.0	-	3.7	23.2	9.5	1.0	10.5
2/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	559	559	-	-	-	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	30.0	1.7	0.2	1.9
4/1	86	86	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	466	466	-	-	-	1.5	0.4	-	1.9	14.5	7.6	0.4	8.0
5/2+5/3	485	485	-	-	-	1.6	0.4	-	1.9	14.4	7.4	0.4	7.7
6/1	1161	1161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 25.0
PRC Over All Lanes (%): 25.0

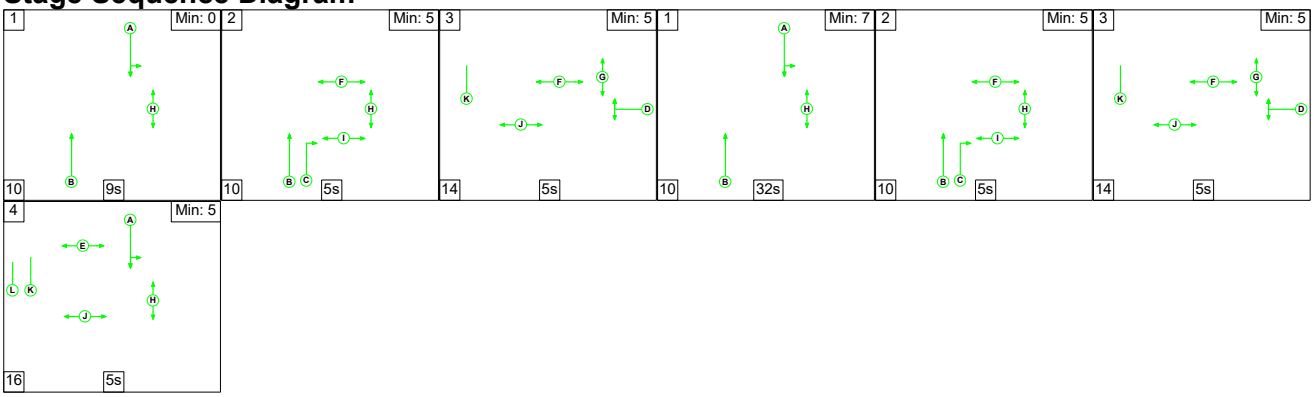
Total Delay for Signalled Lanes (pcuHr): 13.82
Total Delay Over All Lanes(pcuHr): 13.82

Cycle Time (s): 150

Full Input Data And Results

Scenario 7: '2041 Base AM' (FG7: '2041 Base AM', Plan 1: 'NB exit peds alt')

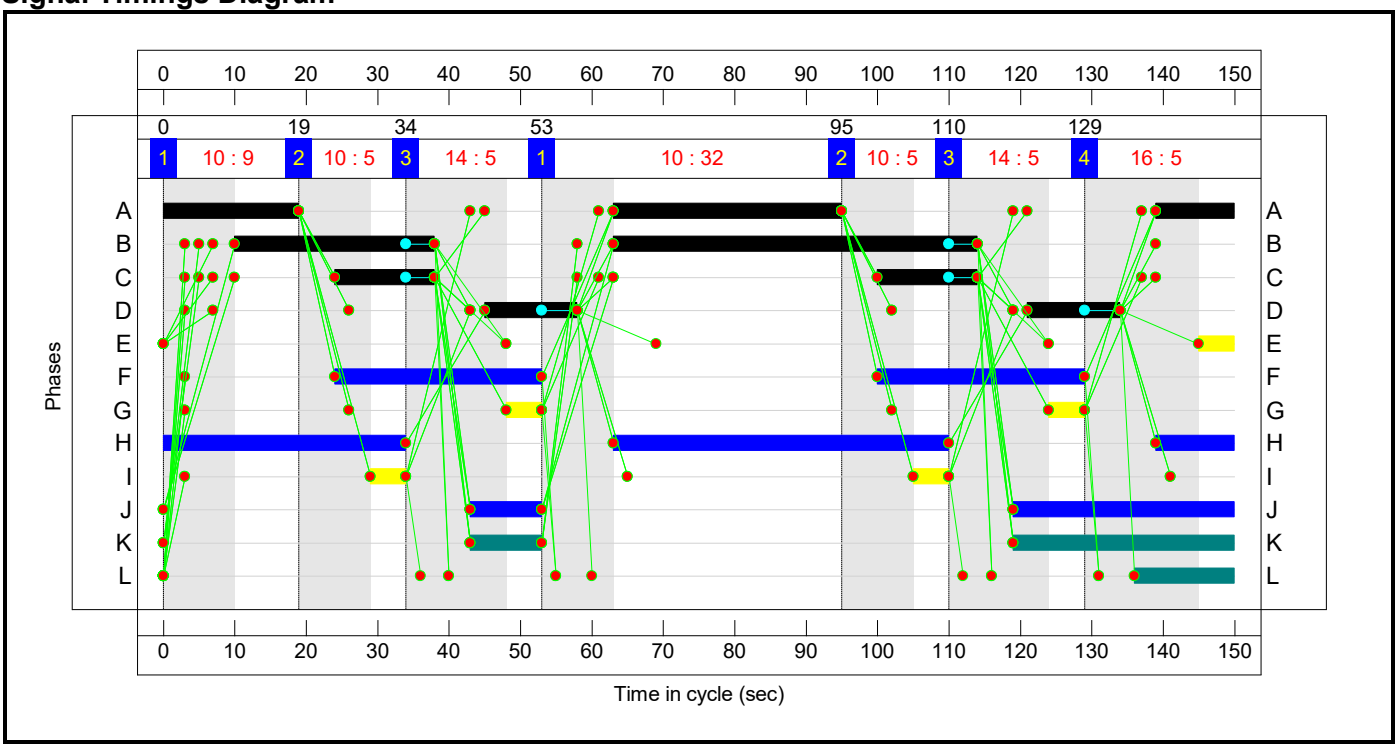
Stage Sequence Diagram



Stage Timings

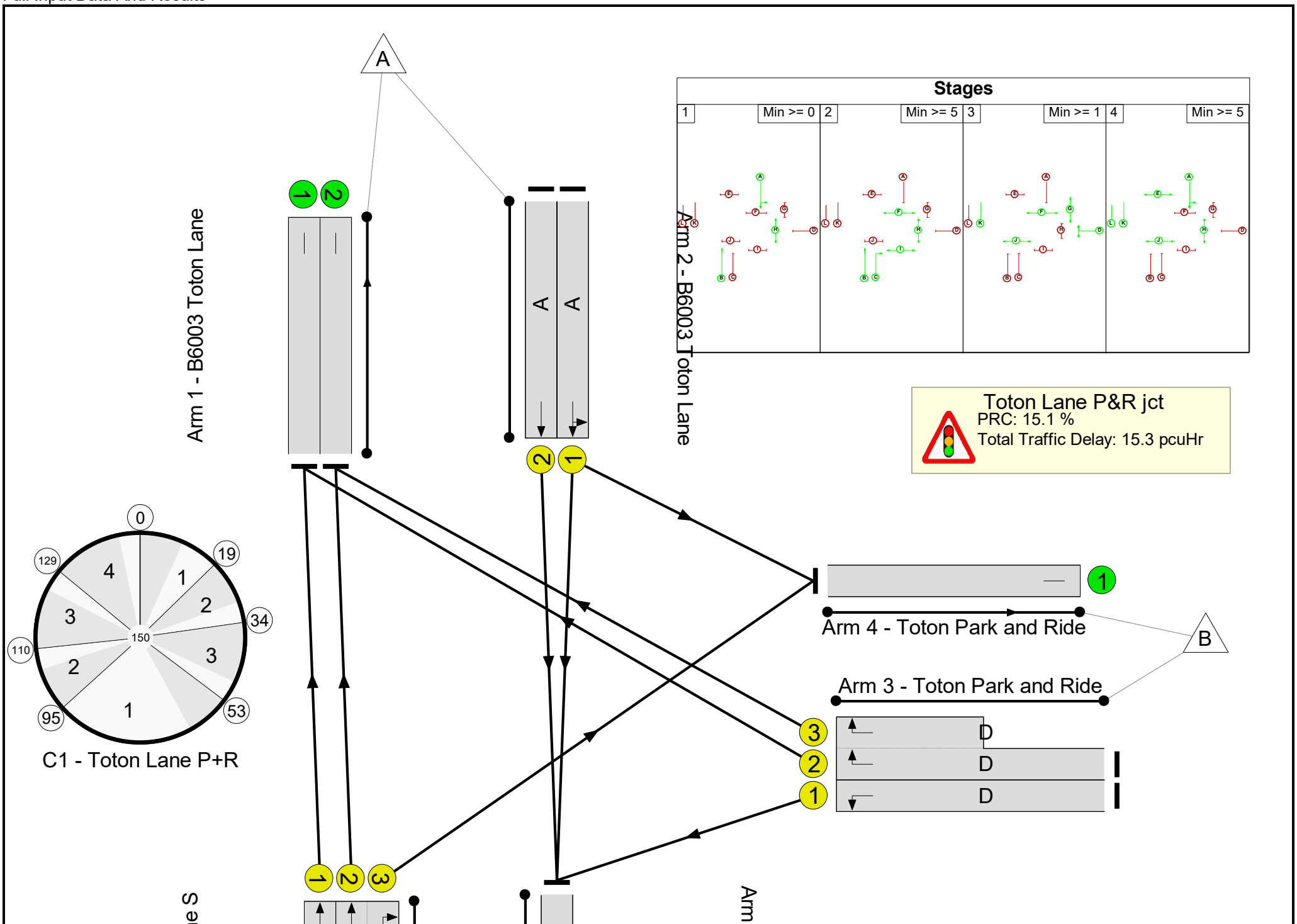
Stage	1	2	3	1	2	3	4
Duration	9	5	5	32	5	5	5
Change Point	0	19	34	53	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 15.1 %
Total Traffic Delay: 15.3 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**	-	-		-	-	-	-	-	-	**78.2%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.2%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	609	1826	779	78.2%
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	-		-	-	-	534	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	482	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	316+336	10.1 : 10.1%
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	-	502	1940	1048	47.9%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	553	2080:1764	1002+235	44.7 : 44.7%
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**	**4.1**	**0.0**	**15.3**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**11.2**	**4.1**	**0.0**	**15.3**	**-**	**-**	**-**	**-**
1/1	609	609	-	-	-	3.1	1.8	-	4.9	28.9	10.8	1.8	12.6
1/2	609	609	-	-	-	3.0	1.1	-	4.1	24.2	10.3	1.1	11.4
2/1	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	482	482	-	-	-	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	28.4	0.6	0.1	0.7
4/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	502	502	-	-	-	1.6	0.5	-	2.1	15.0	8.4	0.5	8.8
5/2+5/3	553	553	-	-	-	2.1	0.4	-	2.5	16.4	7.1	0.4	7.5
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 (%): 15.1
PRC Over All Lanes (%): 15.1

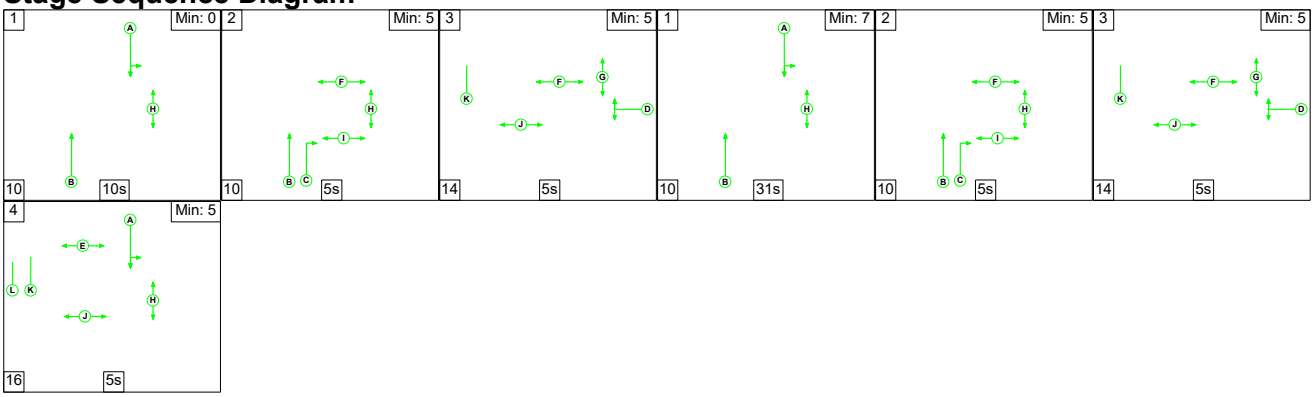
Total Delay for Signalled Lanes (pcuHr): 15.28
Total Delay Over All Lanes(pcuHr): 15.28

Cycle Time (s): 150

Full Input Data And Results

Scenario 8: '2041 Base PM' (FG8: '2041 Base PM', Plan 1: 'NB exit peds alt')

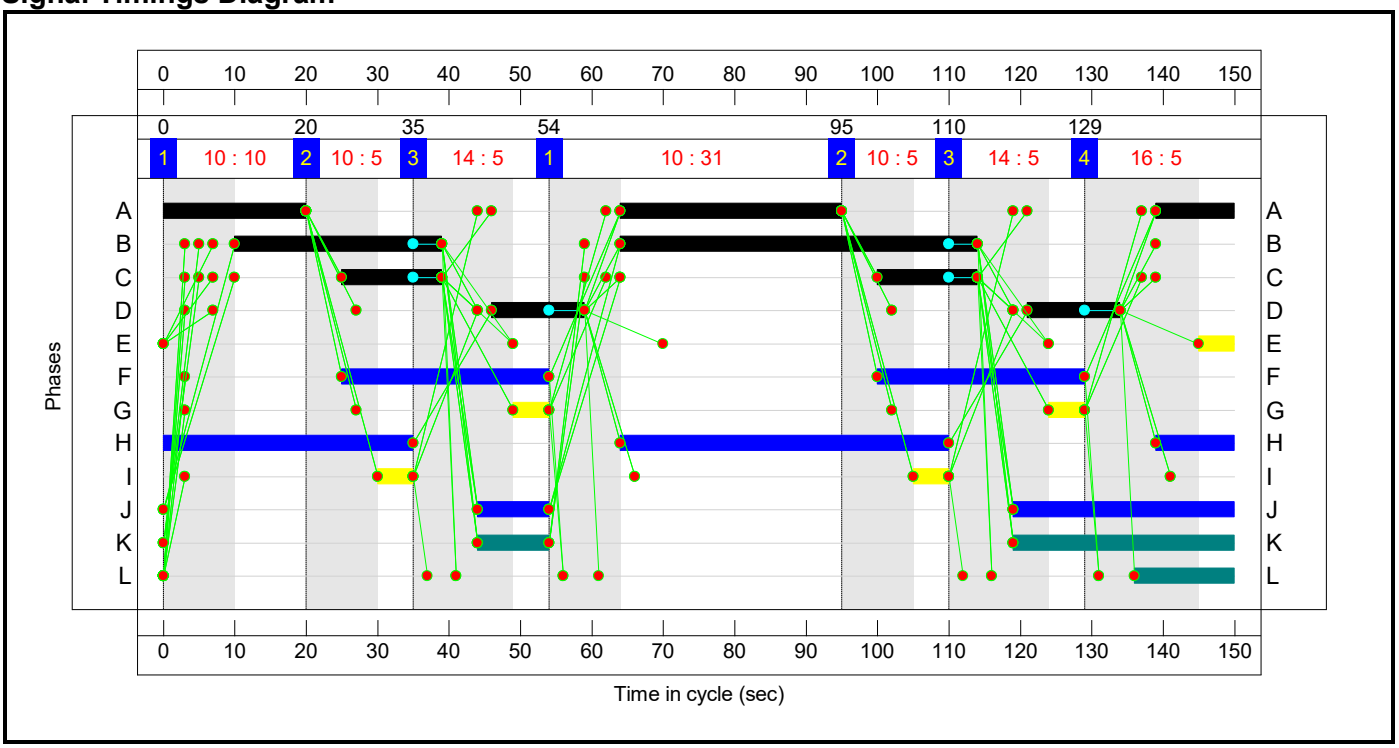
Stage Sequence Diagram



Stage Timings

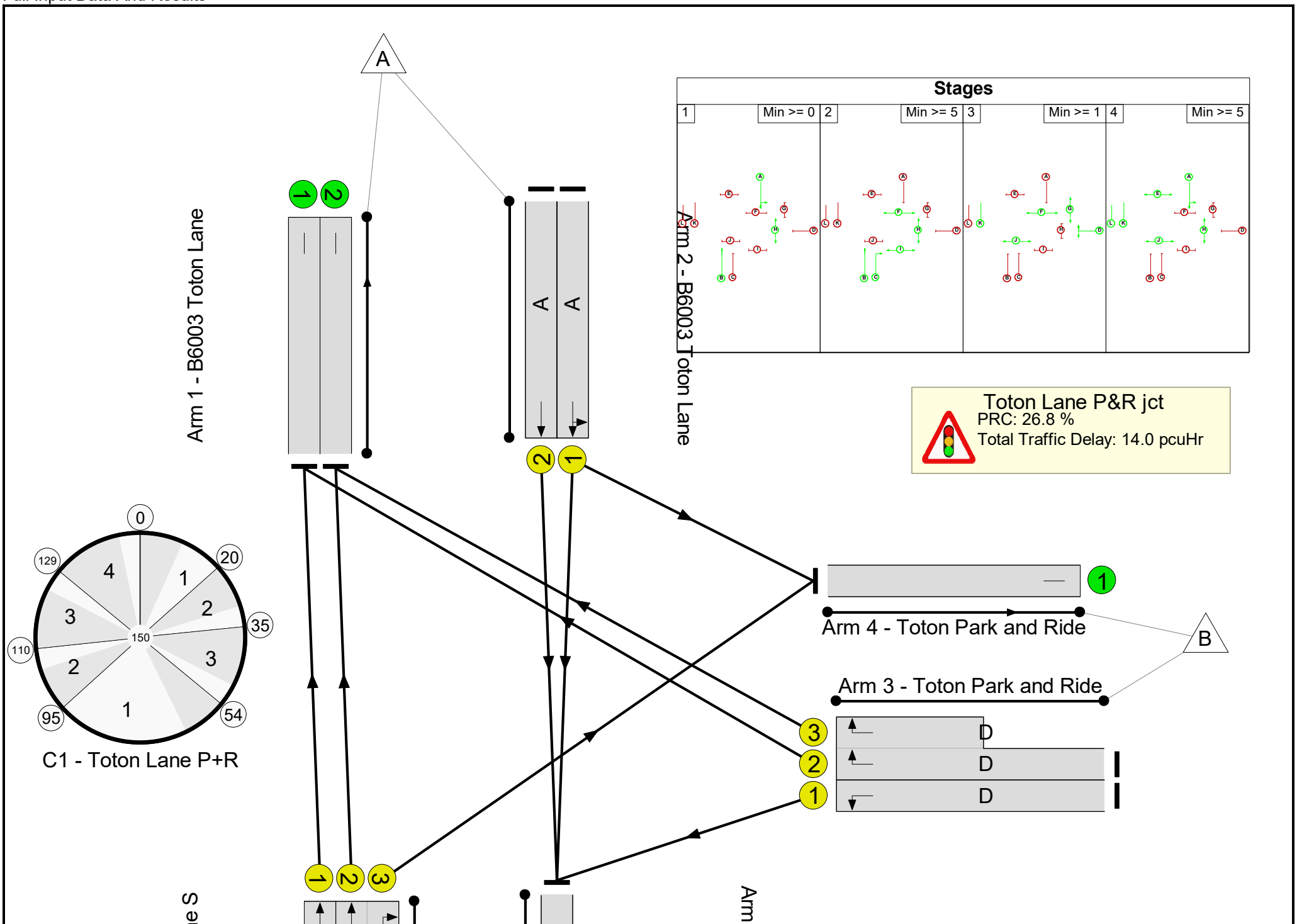
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

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: 26.8 %
Total Traffic Delay: 14.0 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**	-	-		-	-	-	-	-	-	**71.0%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.0%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	571	1885	804	71.0%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	571	2055	877	65.1%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	582	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	316+336	30.4 : 30.4%
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	-	483	1940	1048	46.1%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	501	2080:1764	1109+49	43.3 : 43.3%
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**	**14.0**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**10.7**	**3.3**	**0.0**	**14.0**	**-**	**-**	**-**	**-**
1/1	571	571	-	-	-	2.8	1.2	-	4.0	25.3	9.7	1.2	10.9
1/2	571	571	-	-	-	2.7	0.9	-	3.6	22.9	9.4	0.9	10.3
2/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	582	582	-	-	-	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	30.2	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	483	483	-	-	-	1.5	0.4	-	2.0	14.7	7.9	0.4	8.3
5/2+5/3	501	501	-	-	-	1.6	0.4	-	2.0	14.6	7.7	0.4	8.1
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 (%): 26.8
PRC Over All Lanes (%): 26.8

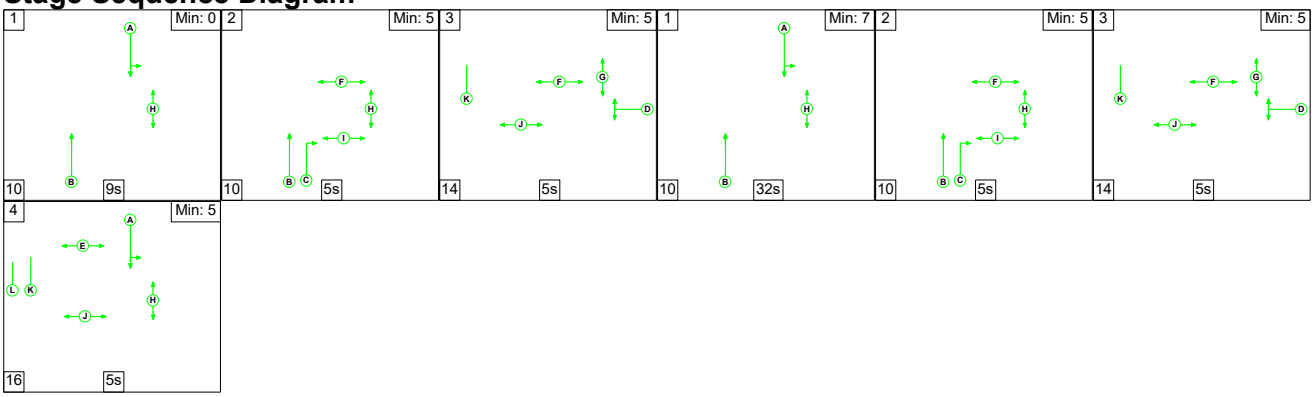
Total Delay for Signalled Lanes (pcuHr): 13.99
Total Delay Over All Lanes(pcuHr): 13.99

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')

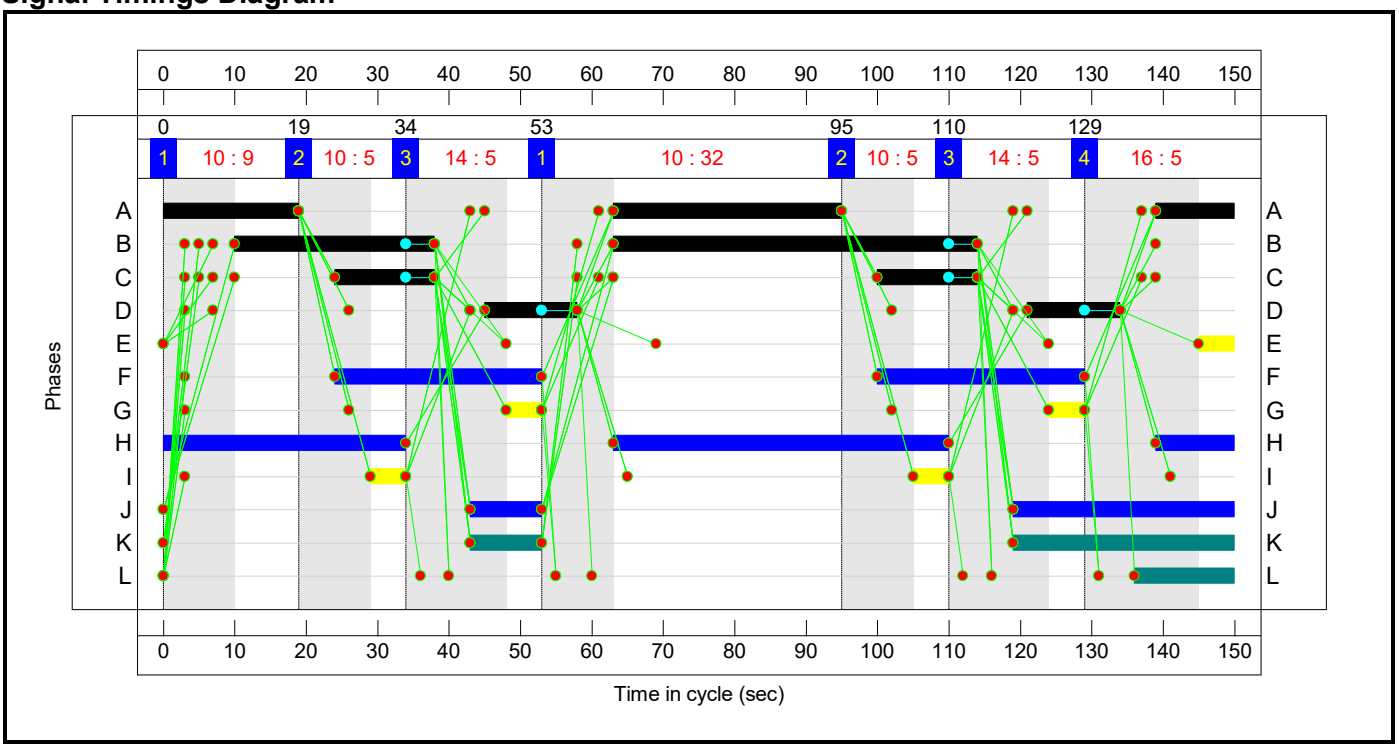
Stage Sequence Diagram



Stage Timings

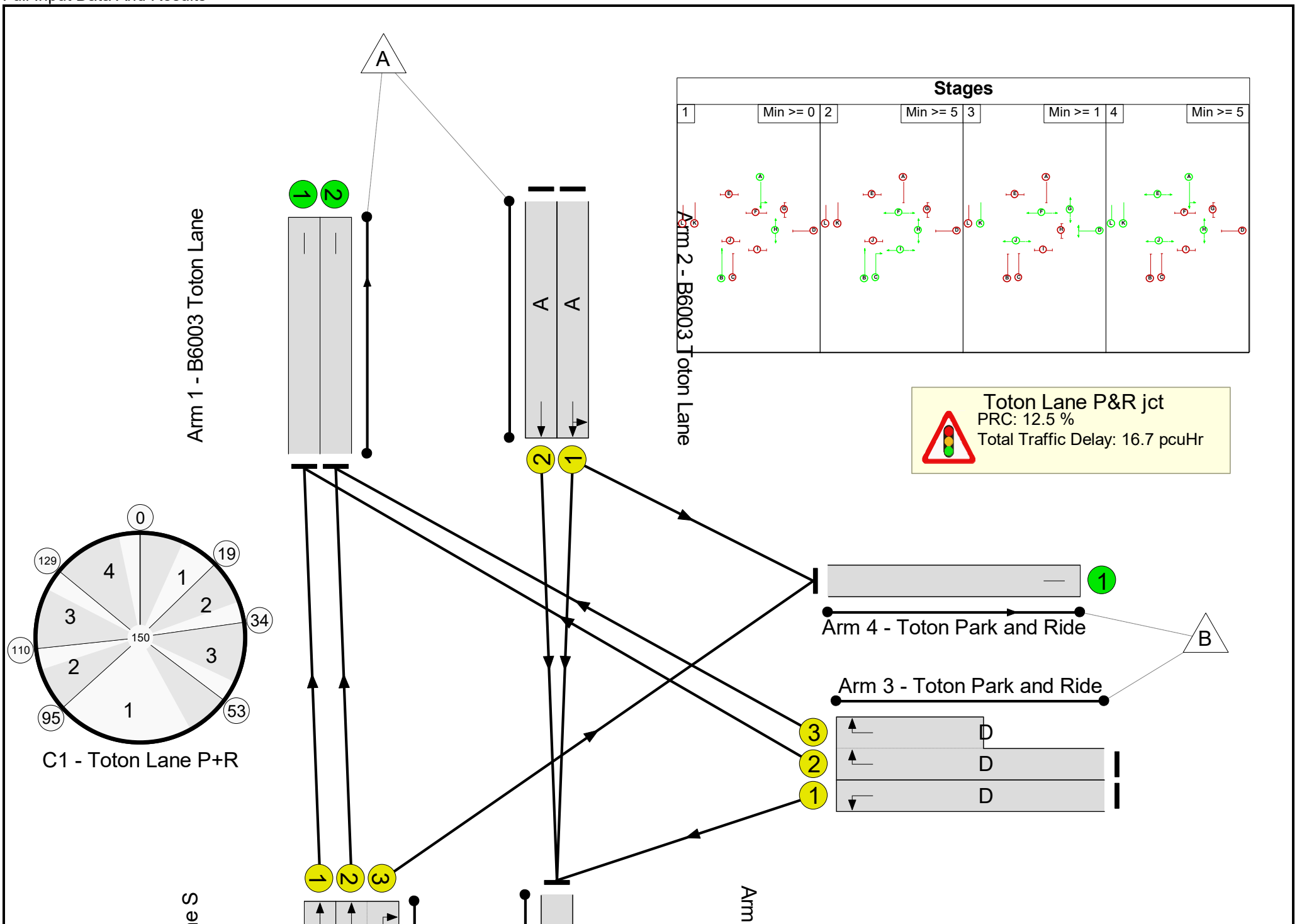
Stage	1	2	3	1	2	3	4
Duration	9	5	5	32	5	5	5
Change Point	0	19	34	53	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


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: 12.5 %
Total Traffic Delay: 16.7 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**	-	-		-	-	-	-	-	-	**80.0%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.0%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	624	1828	780	80.0%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	624	2055	877	71.2%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	566	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	316+336	10.1 : 10.1%
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	-	560	1940	1048	53.5%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	637	2080:1764	1020+201	52.2 : 52.2%
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**	**4.6**	**0.0**	**16.7**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**12.0**	**4.6**	**0.0**	**16.7**	**-**	**-**	**-**	**-**
1/1	624	624	-	-	-	3.2	2.0	-	5.2	30.0	11.3	2.0	13.2
1/2	624	624	-	-	-	3.1	1.2	-	4.3	24.8	10.6	1.2	11.8
2/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	566	566	-	-	-	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	28.4	0.6	0.1	0.7
4/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	560	560	-	-	-	1.9	0.6	-	2.5	15.9	9.8	0.6	10.4
5/2+5/3	637	637	-	-	-	2.5	0.5	-	3.0	17.0	8.9	0.5	9.4
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 (%): 12.5
PRC Over All Lanes (%): 12.5

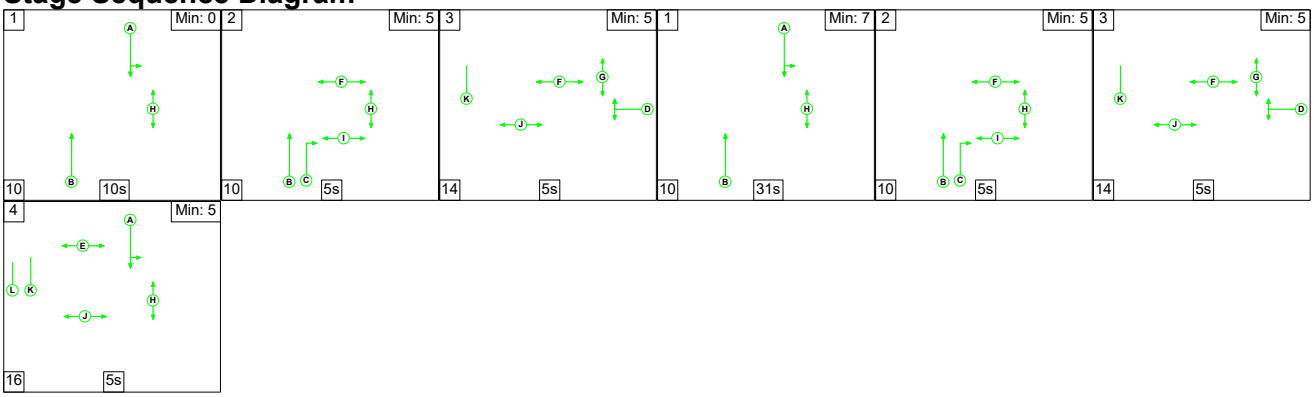
Total Delay for Signalled Lanes (pcuHr): 16.66
Total Delay Over All Lanes(pcuHr): 16.66

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')

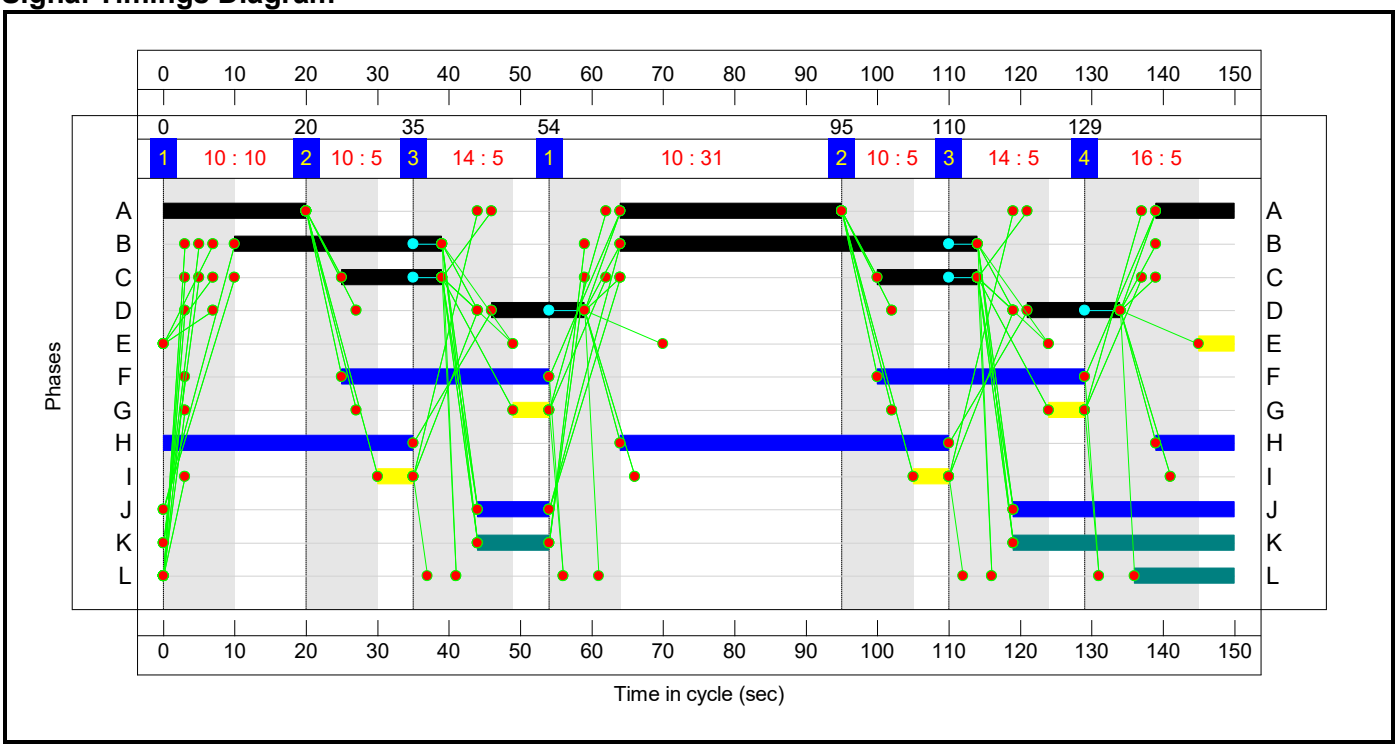
Stage Sequence Diagram



Stage Timings

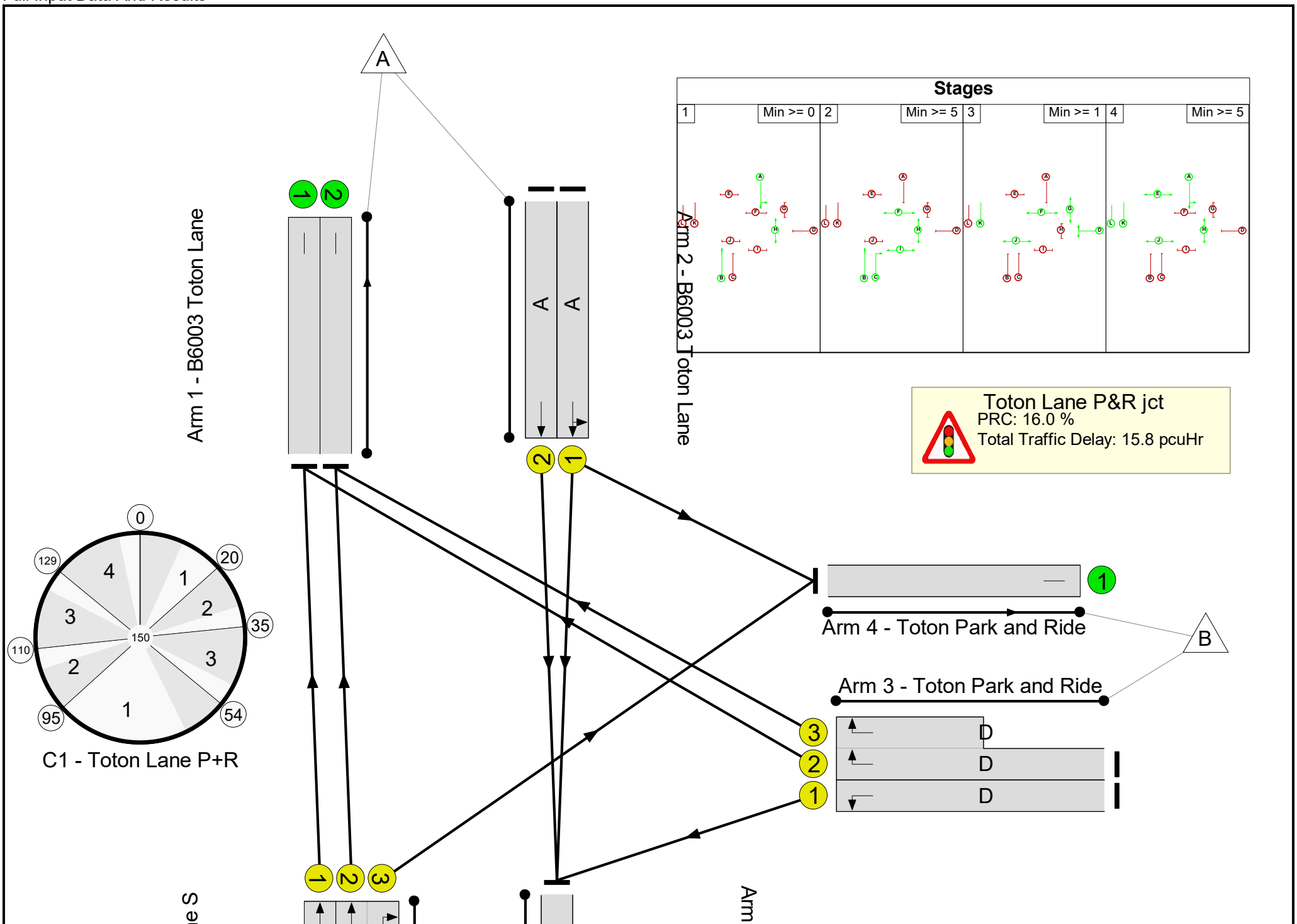
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

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: 16.0 %
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

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**	-	-		-	-	-	-	-	-	**77.6%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.6%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	625	1888	806	77.6%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	625	2055	877	71.3%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	604	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	316+336	30.4 : 30.4%
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	-	504	1940	1048	48.1%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	523	2080:1764	1110+46	45.2 : 45.2%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1251	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**	**4.2**	**0.0**	**15.8**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**11.6**	**4.2**	**0.0**	**15.8**	**-**	**-**	**-**	**-**
1/1	625	625	-	-	-	3.2	1.7	-	4.9	28.2	11.1	1.7	12.8
1/2	625	625	-	-	-	3.1	1.2	-	4.3	24.8	10.6	1.2	11.8
2/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	604	604	-	-	-	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	30.2	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	504	504	-	-	-	1.6	0.5	-	2.1	15.0	8.4	0.5	8.9
5/2+5/3	523	523	-	-	-	1.7	0.4	-	2.1	14.8	8.2	0.4	8.6
6/1	1251	1251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 16.0
PRC Over All Lanes (%): 16.0

Total Delay for Signalled Lanes (pcuHr): 15.79
Total Delay Over All Lanes(pcuHr): 15.79

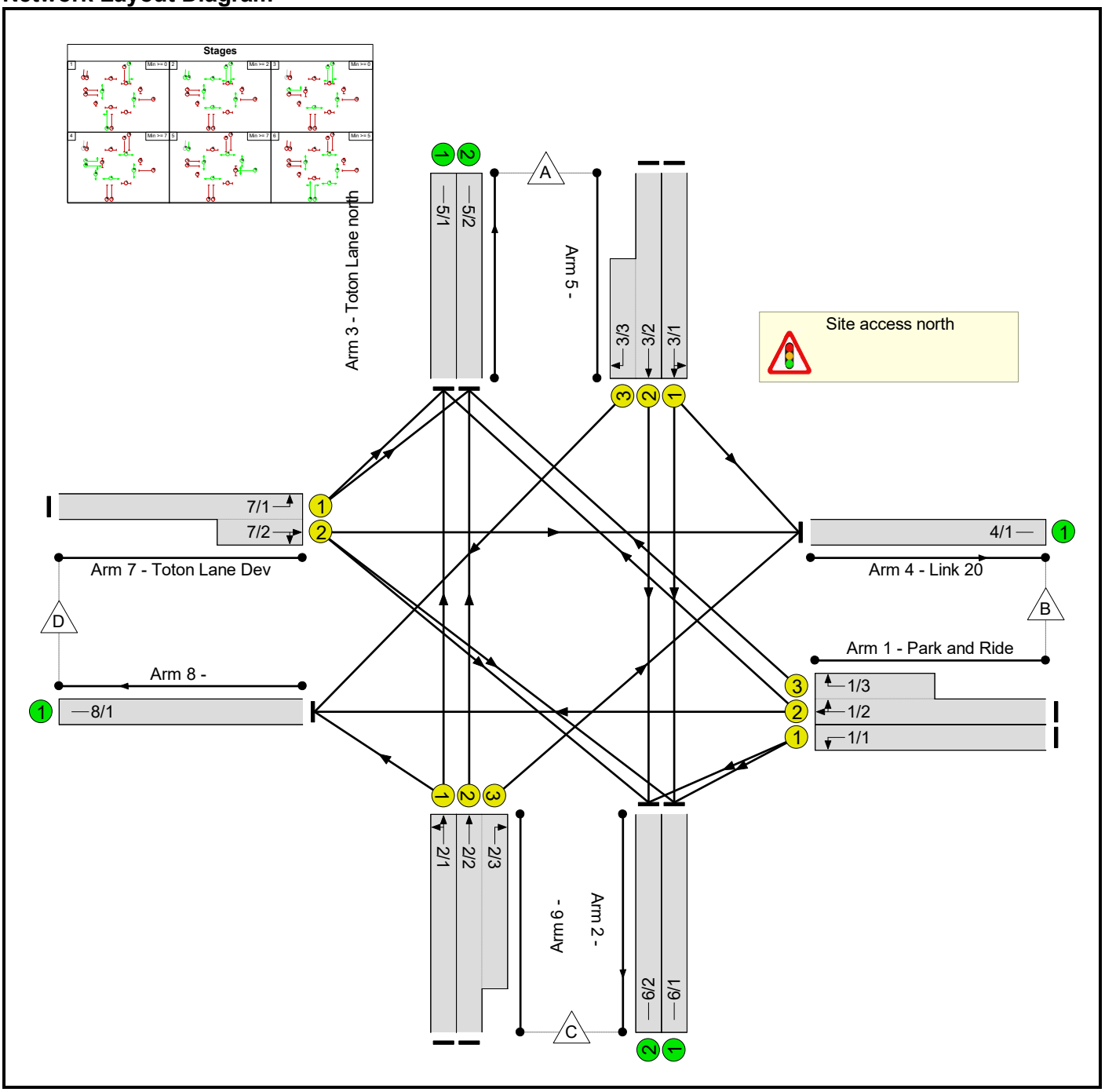
Cycle Time (s): 150

Full Input Data And Results

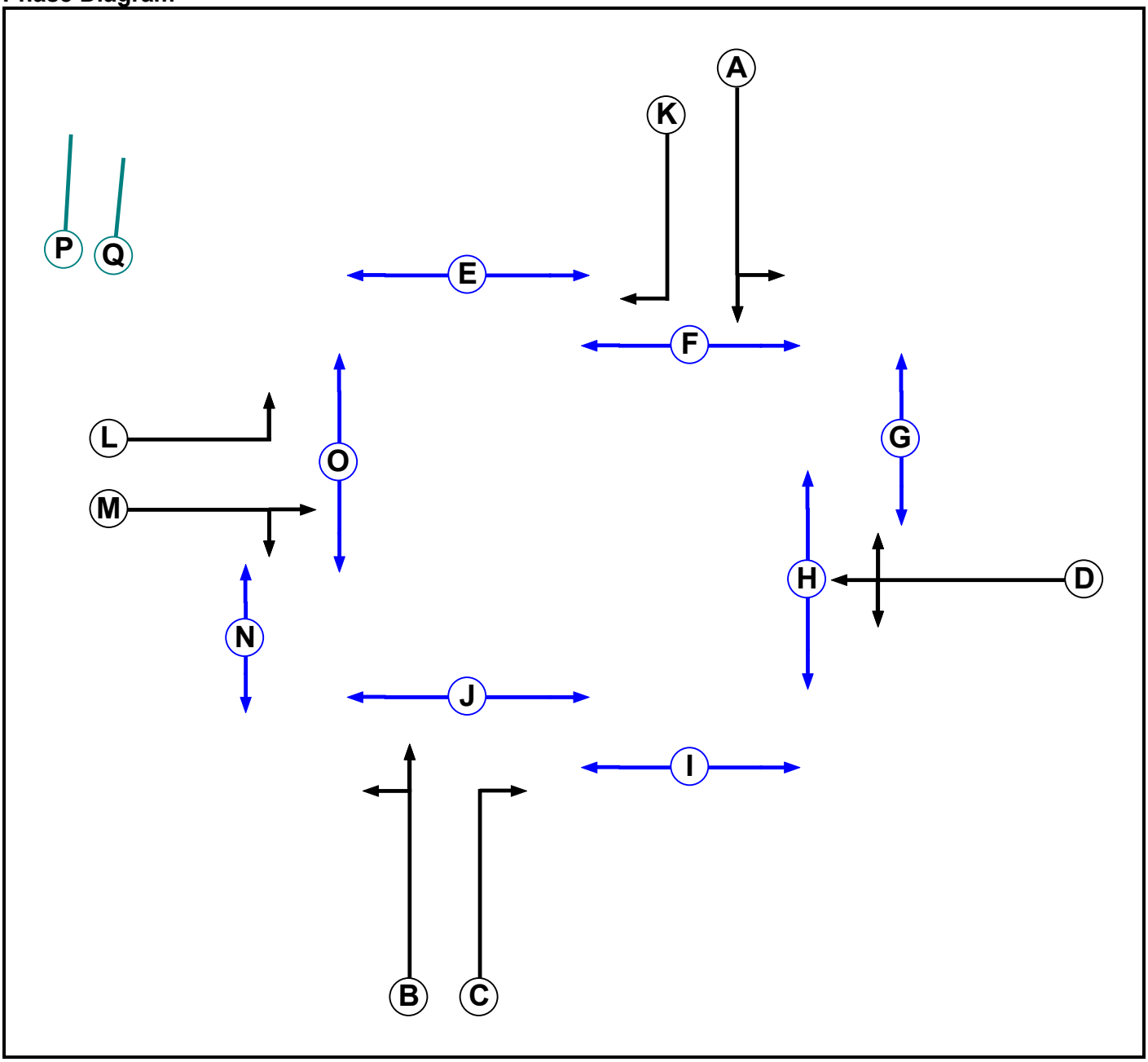
User and Project Details

Project:	
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:	
Company:	
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

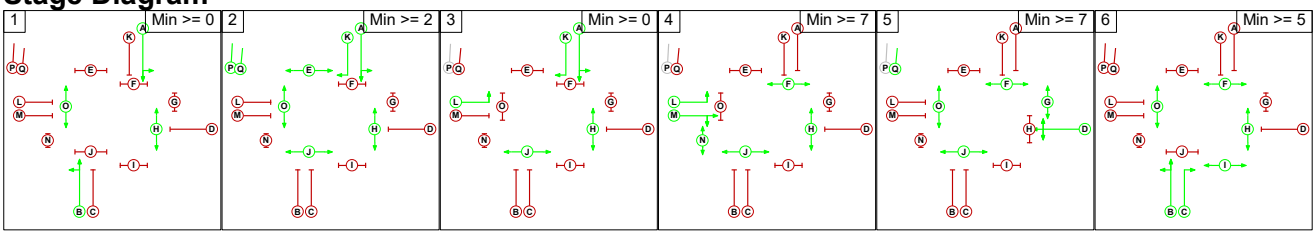
Phase Intergreens Matrix

		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	60.0	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	33.0	Geom	-	3.00	0.00	Y	Arm 4 Left	12.00
											Arm 6 Ahead	Inf
3/2 (Toton Lane north)	U	A	2	3	33.0	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	219	908	19	1146
	B	61	0	110	0	171
	C	879	98	0	7	984
	D	95	0	33	0	128
	Tot.	1035	317	1051	26	2429

Traffic Lane Flows

Lane	Scenario 1: 2028 Base + Sensitivity AM
Junction: Site access north	
1/1	110
1/2 (with short)	61(In) 30(Out)
1/3 (short)	31
2/1	423
2/2 (with short)	561(In) 463(Out)
2/3 (short)	98
3/1	526
3/2 (with short)	620(In) 601(Out)
3/3 (short)	19
4/1	317
5/1	493
5/2	542
6/1	378
6/2	673
7/1 (with short)	128(In) 95(Out)
7/2 (short)	33
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	98.3 %	1936	1936
				Arm 8 Left	12.00	1.7 %		
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	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	72	1124
	B	182	0	67	0	249
	C	887	20	0	25	932
	D	29	0	10	0	39
	Tot.	1098	86	1063	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)	503(In) 483(Out)
2/3 (short)	20
3/1	514
3/2 (with short)	610(In) 538(Out)
3/3 (short)	72
4/1	86
5/1	506
5/2	592
6/1	486
6/2	577
7/1 (with short)	39(In) 29(Out)
7/2 (short)	10
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	94.2 %	1926	1926
				Arm 8 Left	12.00	5.8 %		
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	219	937	19	1175
	B	61	0	110	0	171
	C	1022	98	0	7	1127
	D	95	0	33	0	128
	Tot.	1178	317	1080	26	2601

Traffic Lane Flows

Lane	Scenario 3: 2028 Base + Development + Sensitivity AM
Junction: Site access north	
1/1	110
1/2 (with short)	61(In) 30(Out)
1/3 (short)	31
2/1	496
2/2 (with short)	631(In) 533(Out)
2/3 (short)	98
3/1	541
3/2 (with short)	634(In) 615(Out)
3/3 (short)	19
4/1	317
5/1	566
5/2	612
6/1	393
6/2	687
7/1 (with short)	128(In) 95(Out)
7/2 (short)	33
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	40.5 %	1823	1823
				Arm 6 Ahead	Inf	59.5 %		
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 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	1094	72	1232
	B	182	0	67	0	249
	C	931	20	0	25	976
	D	29	0	10	0	39
	Tot.	1142	86	1171	97	2496

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)	525(In) 505(Out)
2/3 (short)	20
3/1	570
3/2 (with short)	662(In) 590(Out)
3/3 (short)	72
4/1	86
5/1	528
5/2	614
6/1	542
6/2	629
7/1 (with short)	39(In) 29(Out)
7/2 (short)	10
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	94.5 %	1927	1927
				Arm 8 Left	12.00	5.5 %		
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	11.6 %	1888	1888
				Arm 6 Ahead	Inf	88.4 %		
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 5: '2041 Base + Sensitivity AM' (FG5: '2041 Base + Sensitivity AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	237	981	19	1237
	B	66	0	119	0	185
	C	950	105	0	7	1062
	D	95	0	33	0	128
	Tot.	1111	342	1133	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)	603(In) 498(Out)
2/3 (short)	105
3/1	571
3/2 (with short)	666(In) 647(Out)
3/3 (short)	19
4/1	342
5/1	531
5/2	580
6/1	409
6/2	724
7/1 (with short)	128(In) 95(Out)
7/2 (short)	33
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	98.5 %	1936	1936
				Arm 8 Left	12.00	1.5 %		
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	41.5 %	1821	1821
				Arm 6 Ahead	Inf	58.5 %		
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 6: '2041 Base + Sensitivity PM' (FG6: '2041 Base + Sensitivity PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	72	1070	72	1214
	B	198	0	73	0	271
	C	963	21	0	25	1009
	D	29	0	10	0	39
	Tot.	1190	93	1153	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	467
2/2 (with short)	542(In) 521(Out)
2/3 (short)	21
3/1	560
3/2 (with short)	654(In) 582(Out)
3/3 (short)	72
4/1	93
5/1	552
5/2	638
6/1	529
6/2	624
7/1 (with short)	39(In) 29(Out)
7/2 (short)	10
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	12.9 %	1885	1885
				Arm 6 Ahead	Inf	87.1 %		
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	19	1267
	B	66	0	119	0	185
	C	1092	105	0	7	1204
	D	95	0	33	0	128
	Tot.	1253	342	1163	26	2784

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	533
2/2 (with short)	671(In) 566(Out)
2/3 (short)	105
3/1	586
3/2 (with short)	681(In) 662(Out)
3/3 (short)	19
4/1	342
5/1	605
5/2	648
6/1	424
6/2	739
7/1 (with short)	128(In) 95(Out)
7/2 (short)	33
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	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	1178	72	1322
	B	198	0	73	0	271
	C	1006	21	0	25	1052
	D	29	0	10	0	39
	Tot.	1233	93	1261	97	2684

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	488
2/2 (with short)	564(In) 543(Out)
2/3 (short)	21
3/1	616
3/2 (with short)	706(In) 634(Out)
3/3 (short)	72
4/1	93
5/1	573
5/2	660
6/1	585
6/2	676
7/1 (with short)	39(In) 29(Out)
7/2 (short)	10
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	11.7 %	1887	1887
				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	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**	-	-		-	-	-	-	-	-	**84.8%**
Site access north	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.8%**
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	110	1747	233	47.2%
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	-	423	1936	742	57.0%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	561	2080:1764	733+155	63.1 : 63.1%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	526	1820	637	82.6%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	620	2055:1729	709+22	84.8 : 84.8%
4/1	Link 20	U	N/A	N/A	-		-	-	-	317	2000	2000	15.9%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	128	1729:1768	315+109	30.2 : 30.2%

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**	**17.8**	**7.3**	**0.0**	**25.1**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**17.8**	**7.3**	**0.0**	**25.1**	**-**	**-**	**-**	**-**
1/1	110	110	-	-	-	1.1	0.4	-	1.5	50.6	2.6	0.4	3.0
1/2+1/3	61	61	-	-	-	0.6	0.1	-	0.7	38.5	0.7	0.1	0.8
2/1	423	423	-	-	-	2.6	0.7	-	3.2	27.5	8.5	0.7	9.1
2/2+2/3	561	561	-	-	-	3.8	0.9	-	4.7	30.1	9.4	0.9	10.2
3/1	526	526	-	-	-	3.9	2.3	-	6.2	42.3	12.0	2.3	14.3
3/2+3/3	620	620	-	-	-	4.7	2.7	-	7.3	42.6	14.1	2.7	16.7
4/1	317	317	-	-	-	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	37.7	2.1	0.2	2.4

C1 - Park and Ride

PRC for Signalled Lanes (%): 6.2
PRC Over All Lanes (%): 6.2

Total Delay for Signalled Lanes (pcuHr): 24.98
Total Delay Over All Lanes(pcuHr): 25.08

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**	-	-		-	-	-	-	-	-	**81.0%**
Site access north	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.0%**
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	1926	738	58.1%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	503	2080:1764	793+33	60.9 : 60.9%
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	-	610	2055:1729	664+89	81.0 : 81.0%
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	315+109	9.2 : 9.2%

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	503	503	-	-	-	3.2	0.8	-	4.0	28.4	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	610	610	-	-	-	4.6	2.1	-	6.7	39.6	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 (%): 11.1
PRC Over All Lanes (%): 11.1

Total Delay for Signalled Lanes (pcuHr): 22.76
Total Delay Over All Lanes(pcuHr): 22.78

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	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**	-	-		-	-	-	-	-	-	**86.7%**
Site access north	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.7%**
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	110	1747	233	47.2%
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	-	496	1937	743	66.8%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	631	2080:1764	742+136	71.9 : 71.9%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	541	1823	638	84.8%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	634	2055:1729	709+22	86.7 : 86.7%
4/1	Link 20	U	N/A	N/A	-		-	-	-	317	2000	2000	15.9%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	128	1729:1768	315+109	30.2 : 30.2%

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**	**19.3**	**8.8**	**0.0**	**28.1**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**19.3**	**8.8**	**0.0**	**28.1**	**-**	**-**	**-**	**-**
1/1	110	110	-	-	-	1.1	0.4	-	1.5	50.6	2.6	0.4	3.0
1/2+1/3	61	61	-	-	-	0.6	0.1	-	0.7	38.5	0.7	0.1	0.8
2/1	496	496	-	-	-	3.2	1.0	-	4.2	30.3	10.5	1.0	11.5
2/2+2/3	631	631	-	-	-	4.4	1.3	-	5.7	32.4	11.5	1.3	12.7
3/1	541	541	-	-	-	4.1	2.6	-	6.7	44.6	12.5	2.6	15.1
3/2+3/3	634	634	-	-	-	4.8	3.1	-	7.9	44.9	14.6	3.1	17.6
4/1	317	317	-	-	-	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	37.7	2.1	0.2	2.4

C1 - Park and Ride

PRC for Signalled Lanes (%): 3.8
PRC Over All Lanes (%): 3.8

Total Delay for Signalled Lanes (pcuHr): 27.99
Total Delay Over All Lanes(pcuHr): 28.08

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**	-	-		-	-	-	-	-	-	**88.2%**
Site access north	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.2%**
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	-	451	1927	739	61.1%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	525	2080:1764	794+31	63.6 : 63.6%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	570	1888	661	86.3%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	662	2055:1729	669+82	88.2 : 88.2%
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	315+109	9.2 : 9.2%

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**	**18.4**	**8.6**	**0.0**	**27.1**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**18.4**	**8.6**	**0.0**	**27.1**	**-**	**-**	**-**	**-**
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	10.1
2/2+2/3	525	525	-	-	-	3.4	0.9	-	4.2	29.1	10.5	0.9	11.4
3/1	570	570	-	-	-	4.3	2.9	-	7.3	45.9	13.3	2.9	16.2
3/2+3/3	662	662	-	-	-	5.2	3.5	-	8.6	47.0	14.6	3.5	18.1
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 (%): 2.0
PRC Over All Lanes (%): 2.0

Total Delay for Signalled Lanes (pcuHr): 27.04
Total Delay Over All Lanes(pcuHr): 27.06

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	1936	742	61.8%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	603	2080:1764	733+155	67.9 : 67.9%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	571	1821	637	89.6%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	666	2055:1729	710+21	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	315+109	30.2 : 30.2%

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**	**11.1**	**0.0**	**30.7**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**19.6**	**11.1**	**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	603	603	-	-	-	4.2	1.0	-	5.2	31.3	10.2	1.0	11.3
3/1	571	571	-	-	-	4.4	3.9	-	8.2	52.0	13.5	3.9	17.3
3/2+3/3	666	666	-	-	-	5.2	4.5	-	9.7	52.4	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	37.7	2.1	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): 30.61
Total Delay Over All Lanes(pcuHr): 30.71

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	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**	-	-		-	-	-	-	-	-	**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	-	467	1927	739	63.2%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	542	2080:1764	794+32	65.7 : 65.7%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	560	1885	660	84.9%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	654	2055:1729	668+83	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	315+109	9.2 : 9.2%

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**	**27.0**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**18.8**	**8.3**	**0.0**	**27.0**	**-**	**-**	**-**	**-**
1/1	73	73	-	-	-	0.7	0.2	-	0.9	46.5	1.7	0.2	1.9
1/2+1/3	198	198	-	-	-	2.0	0.3	-	2.3	41.5	2.4	0.3	2.7
2/1	467	467	-	-	-	2.9	0.9	-	3.8	29.2	9.7	0.9	10.6
2/2+2/3	542	542	-	-	-	3.5	0.9	-	4.5	29.6	11.0	0.9	12.0
3/1	560	560	-	-	-	4.2	2.7	-	6.9	44.2	12.9	2.7	15.6
3/2+3/3	654	654	-	-	-	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	0.6	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): 26.99
Total Delay Over All Lanes(pcuHr): 27.02

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**	-	-		-	-	-	-	-	-	**93.2%**
Site access north	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.2%**
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	-	533	1937	743	71.8%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	671	2080:1764	741+137	76.4 : 76.4%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	586	1823	638	91.8%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	681	2055:1729	711+20	93.2 : 93.2%
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	315+109	30.2 : 30.2%

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**	**14.1**	**0.0**	**35.2**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**21.2**	**14.1**	**0.0**	**35.2**	**-**	**-**	**-**	**-**
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	533	533	-	-	-	3.5	1.3	-	4.8	32.1	11.5	1.3	12.8
2/2+2/3	671	671	-	-	-	4.8	1.6	-	6.4	34.2	12.6	1.6	14.2
3/1	586	586	-	-	-	4.6	4.8	-	9.3	57.3	14.0	4.8	18.8
3/2+3/3	681	681	-	-	-	5.4	5.6	-	10.9	57.8	16.3	5.6	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	37.8	2.2	0.2	2.4

C1 - Park and Ride

PRC for Signalled Lanes (%): -3.5
PRC Over All Lanes (%): -3.5

Total Delay for Signalled Lanes (pcuHr): 35.14
Total Delay Over All Lanes(pcuHr): 35.25

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**	-	-		-	-	-	-	-	-	**94.3%**
Site access north	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.3%**
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	-	488	1928	739	66.0%
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	-	616	1887	660	93.3%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	706	2055:1729	672+76	94.3 : 94.3%
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	315+109	9.2 : 9.2%

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**	**20.3**	**14.6**	**0.0**	**34.9**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**20.3**	**14.6**	**0.0**	**34.9**	**-**	**-**	**-**	**-**
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	488	488	-	-	-	3.1	1.0	-	4.1	30.0	10.3	1.0	11.3
2/2+2/3	564	564	-	-	-	3.7	1.1	-	4.8	30.5	11.7	1.1	12.7
3/1	616	616	-	-	-	4.8	5.5	-	10.4	60.6	14.9	5.5	20.4
3/2+3/3	706	706	-	-	-	5.7	6.4	-	12.1	61.5	16.3	6.4	22.6
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	0.6	0.1	0.7

C1 - Park and Ride

PRC for Signalled Lanes (%): -4.8
PRC Over All Lanes (%): -4.8

Total Delay for Signalled Lanes (pcuHr): 34.88
Total Delay Over All Lanes(pcuHr): 34.91

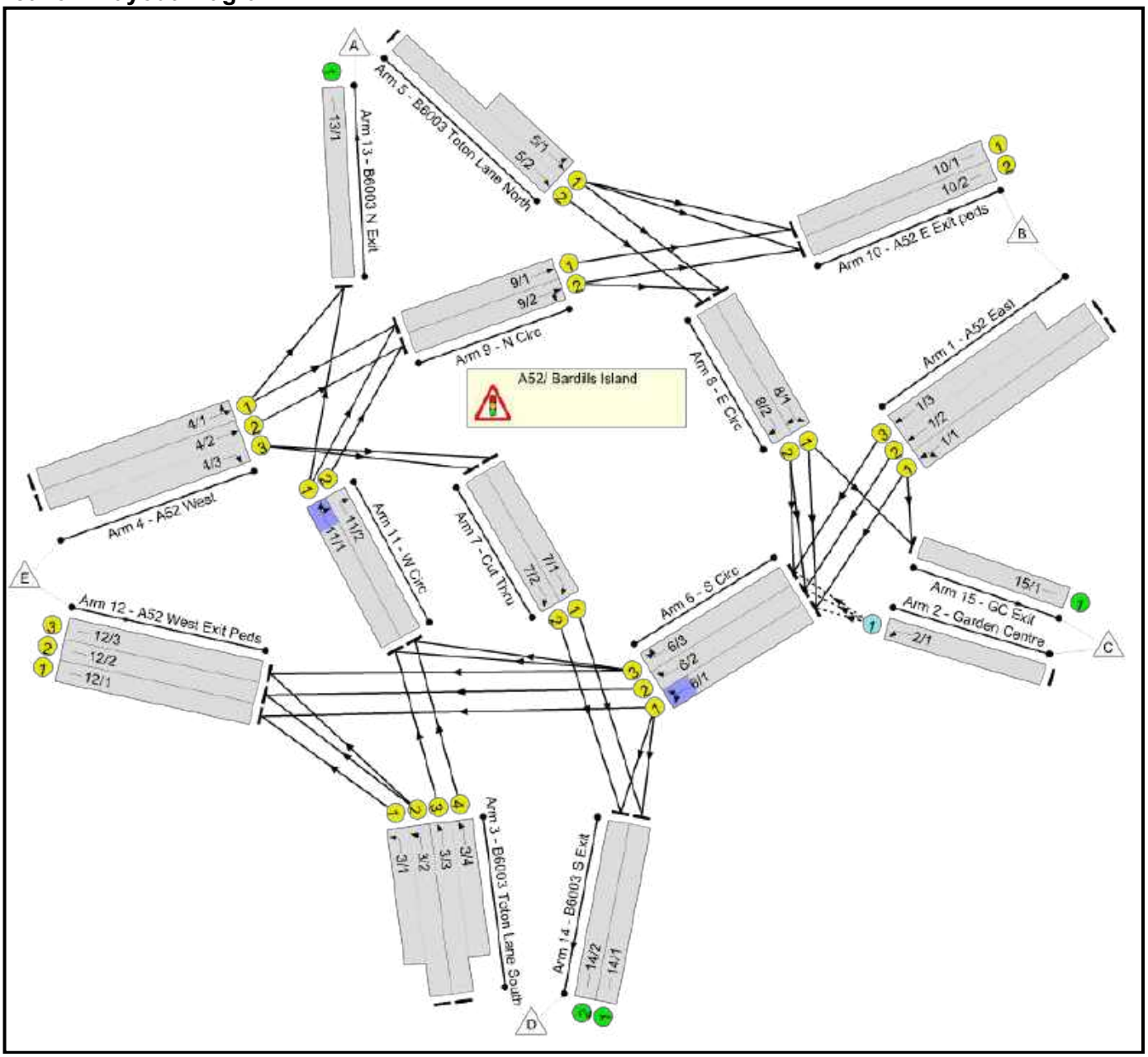
Cycle Time (s): 180

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.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Network Layout Diagram



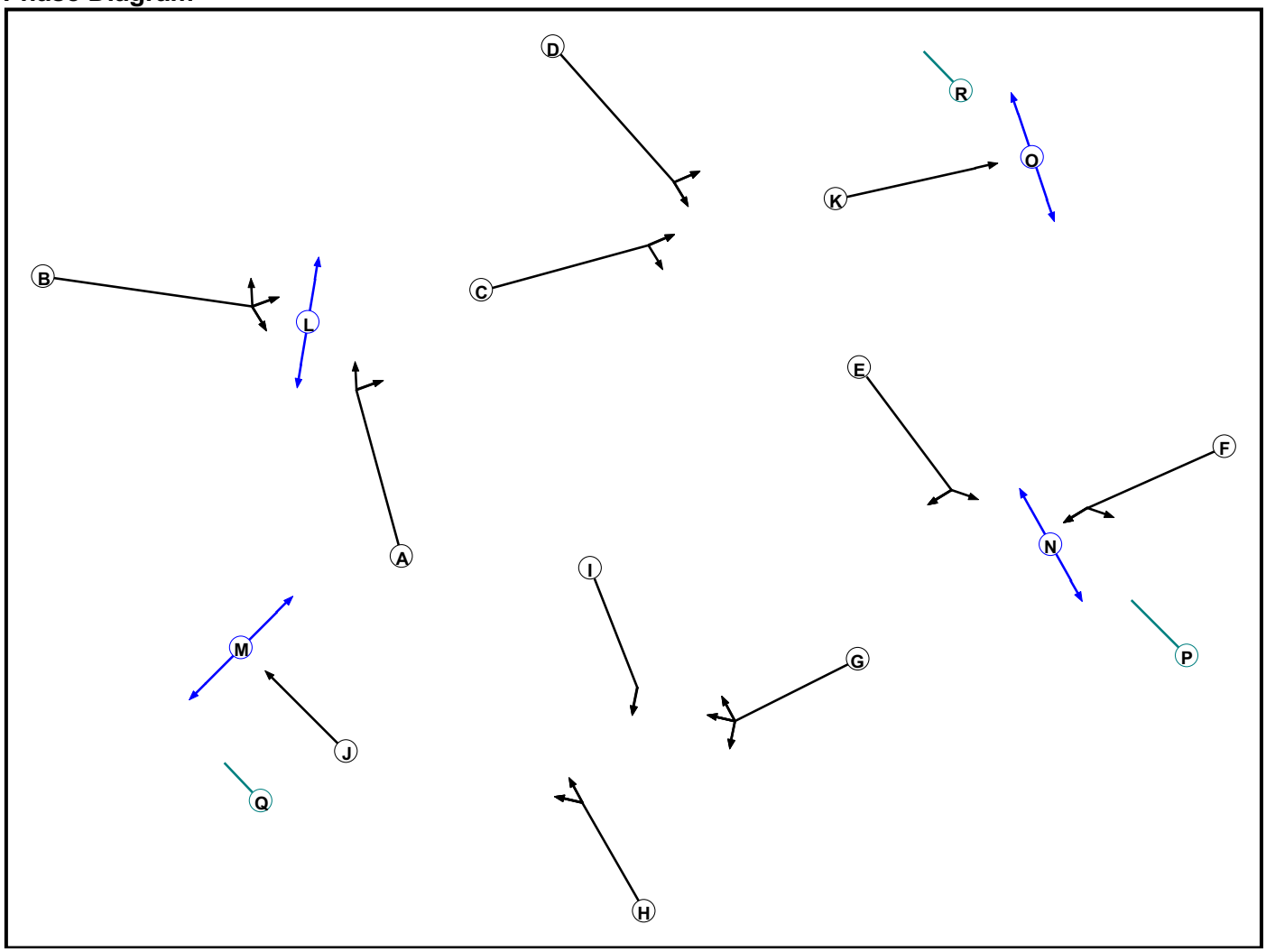
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	11	2028 AM Base SENS	Network Control Plan 1	08:00 - 09:00	69	-6.8	64.94
2	12	2028 PM Base SENS	Network Control Plan 1	17:00 - 18:00	61	-7.0	63.32
3	14	2041 AM Base SENS	Network Control Plan 1	08:00 - 09:00	69	-20.2	105.47
4	15	2041 PM Base SENS	Network Control Plan 1	17:00 - 18:00	61	-17.4	108.61
5	16	2028 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	69	-7.6	68.75
6	17	2028 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	61	-11.7	67.86
7	18	2041 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	69	-21.3	111.57
8	19	2041 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	61	-20.7	120.73

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		6	6
K	Traffic	3		6	6
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

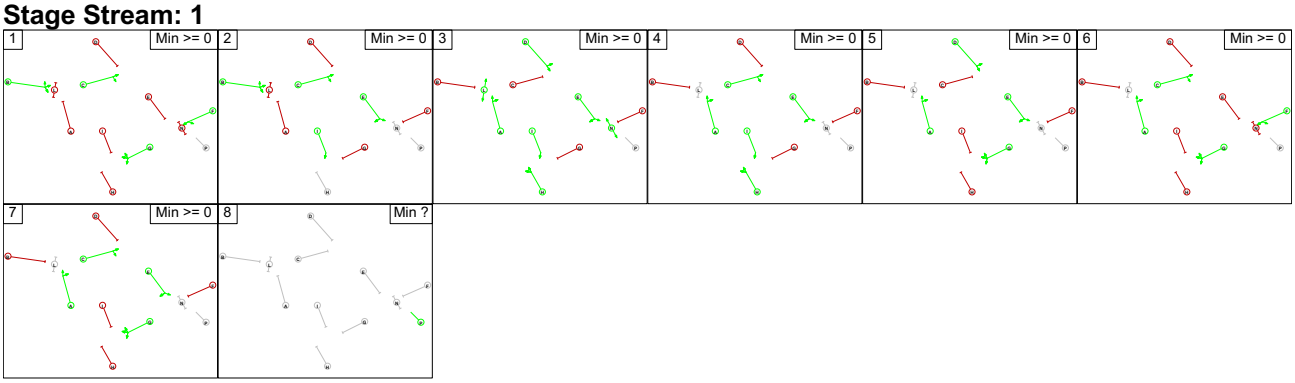
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
A		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	6		-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-
C	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	-	-	5		-	-	-	-	-	-	-	-	-	-	-	-	-	-
E	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-
F	-	-	-	-	6		-	-	-	-	-	-	-	6	-	-	-	-
G	-	-	-	-	-	-		7	5	-	-	-	-	-	-	-	-	-
H	-	-	-	-	-	-	5		-	-	-	-	-	-	-	-	-	-
I	-	-	-	-	-	-	6	-		-	-	-	-	-	-	-	-	-
J	-	-	-	-	-	-	-	-	-		-	-	9	-	-	-	-	-
K	-	-	-	-	-	-	-	-	-	-		-	-	-	5	-	-	-
L	-	10	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-
M	-	-	-	-	-	-	-	-	-	7	-	-		-	-	-	-	-
N	-	-	-	-	-	10	-	-	-	-	-	-	-		-	-	-	-
O	-	-	-	-	-	-	-	-	-	-	7	-	-	-		-	-	-
P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-
Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

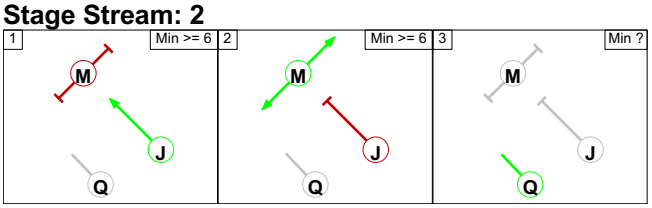
Stream	Stage No.	Phases in Stage
1	1	B C F G
1	2	B C E I
1	3	A D E H I L N
1	4	A C E H I
1	5	A D E G
1	6	A C F G
1	7	A C E G
1	8	P
2	1	J
2	2	M
2	3	Q
3	1	K
3	2	O
3	3	R

Stage Diagram

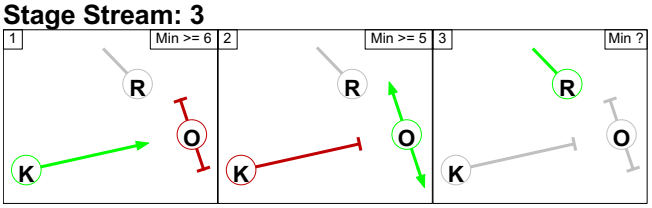
Stage Stream: 1



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

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		9	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	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	12.5	User	1900	-	-	-	-	-
7/2 (Cut Thru)	U	I	2	3	10.6	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	60.0	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					
	6/3 (Left)	1000	0	8/1	1.00	All					
				8/2	1.00	All					
				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 1: 'Network Control Plan 1')

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 1: 'Network Control Plan 1')

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 1: 'Network Control Plan 1')

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 1: 'Network Control Plan 1')

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 1: 'Network Control Plan 1')

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 1: 'Network Control Plan 1')

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 1: 'Network Control Plan 1')

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 1: 'Network Control Plan 1')

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.
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	104	2	278	251	635
	B	76	0	3	281	1402	1762
	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.
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

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	300	271	685
	B	82	0	3	302	1514	1901
	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.
Origin	A	0	99	0	333	233	665
	B	92	0	0	346	1124	1562
	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.
Origin	A	0	104	2	277	251	634
	B	76	0	3	276	1402	1757
	C	0	1	0	1	1	3
	D	248	265	0	0	520	1033
	E	196	1562	5	632	0	2395
	Tot.	520	1932	10	1186	2174	5822

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	541	1132
	E	269	1451	0	513	0	2233
	Tot.	674	1816	1	1123	1794	5408

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	559	1109
	E	212	1688	6	682	0	2588
	Tot.	561	2084	11	1279	2345	6280

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	586	1226
	E	292	1574	0	554	0	2420
	Tot.	732	1968	1	1213	1945	5859

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	280	251	637
	B	76	0	3	290	1402	1771
	C	0	1	0	1	1	3
	D	264	333	0	0	579	1176
	E	196	1562	5	644	0	2407
	Tot.	536	2000	10	1215	2233	5994

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	559	1176
	E	269	1451	0	557	0	2277
	Tot.	679	1837	1	1230	1812	5559

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	618	1252
	E	212	1688	6	694	0	2600
	Tot.	577	2152	11	1309	2404	6453

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	604	1270
	E	292	1574	0	598	0	2464
	Tot.	737	1989	1	1321	1963	6011

Scenario 1: '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	104	2	277	251	634
	B	76	0	3	276	1402	1757
	C	0	1	0	1	1	3
	D	248	265	0	0	520	1033
	E	196	1562	5	632	0	2395
	Tot.	520	1932	10	1186	2174	5822

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 1: 'Network Control Plan 1')

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	541	1132
	E	269	1451	0	513	0	2233
	Tot.	674	1816	1	1123	1794	5408

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 1: 'Network Control Plan 1')

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	559	1109
	E	212	1688	6	682	0	2588
	Tot.	561	2084	11	1279	2345	6280

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 1: 'Network Control Plan 1')

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	586	1226
	E	292	1574	0	554	0	2420
	Tot.	732	1968	1	1213	1945	5859

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 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	280	251	637
	B	76	0	3	290	1402	1771
	C	0	1	0	1	1	3
	D	264	333	0	0	579	1176
	E	196	1562	5	644	0	2407
	Tot.	536	2000	10	1215	2233	5994

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 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual 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	559	1176
	E	269	1451	0	557	0	2277
	Tot.	679	1837	1	1230	1812	5559

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: '18' (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	112	2	303	271	688
	B	82	0	3	311	1514	1910
	C	0	1	0	1	1	3
	D	283	351	0	0	618	1252
	E	212	1688	6	694	0	2600
	Tot.	577	2152	11	1309	2404	6453

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 1: 'Network Control Plan 1')

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	604	1270
	E	292	1574	0	598	0	2464
	Tot.	737	1989	1	1321	1963	6011

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	520	423	577	466	512	431
1/2 (with short)	1237(In) 619(Out)	1003(In) 502(Out)	1319(In) 660(Out)	1079(In) 540(Out)	1259(In) 629(Out)	1046(In) 523(Out)
1/3 (short)	618	501	659	539	630	523
2/1	3	7	3	7	3	7
3/1 (short)	203	193	190	170	198	166
3/2 (with short)	520(In) 317(Out)	541(In) 348(Out)	559(In) 369(Out)	586(In) 416(Out)	579(In) 381(Out)	559(In) 393(Out)
3/3 (with short)	513(In) 404(Out)	591(In) 498(Out)	550(In) 441(Out)	640(In) 546(Out)	597(In) 458(Out)	617(In) 513(Out)
3/4 (short)	109	93	109	94	139	104
4/1	879	850	966	928	882	846
4/2 (with short)	1516(In) 884(Out)	1383(In) 870(Out)	1622(In) 940(Out)	1492(In) 938(Out)	1525(In) 881(Out)	1431(In) 874(Out)
4/3 (short)	632	513	682	554	644	557
5/1 (short)	383	395	413	428	386	407
5/2 (with short)	634(In) 251(Out)	610(In) 215(Out)	684(In) 271(Out)	661(In) 233(Out)	637(In) 251(Out)	622(In) 215(Out)
6/1	795	727	874	796	790	747
6/2	746	613	797	660	756	634
6/3	744	611	795	658	756	633
7/1	325	267	350	288	332	289
7/2	307	246	332	266	312	268
8/1	284	304	307	330	287	316
8/2	251	215	271	233	251	215
9/1	839	762	928	838	880	768
9/2	994	963	1050	1032	1021	978
10/1	896	813	978	899	930	822
10/2	1036	1003	1106	1069	1070	1015
11/1	480	586	523	642	534	601
11/2	110	93	110	94	140	104
12/1	444	310	467	307	417	240
12/2	905	786	981	867	946	830
12/3	825	698	897	771	870	742
13/1	520	674	561	732	536	679
14/1	601	571	647	616	617	624
14/2	585	552	632	597	598	606
15/1	10	1	11	1	10	1

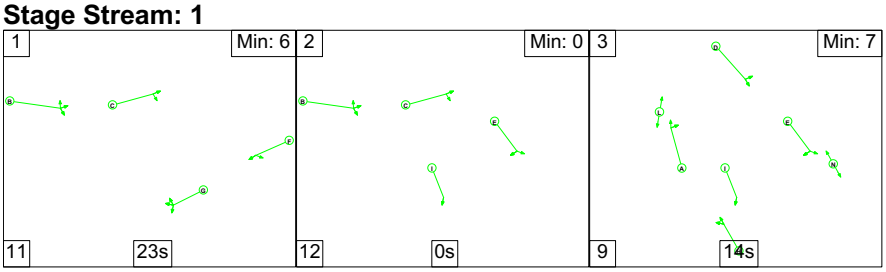
Detailed Input Data And Results

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)	204	175
3/2 (with short)	618(In) 414(Out)	604(In) 429(Out)
3/3 (with short)	634(In) 495(Out)	666(In) 565(Out)
3/4 (short)	139	101
4/1	966	927
4/2 (with short)	1634(In) 940(Out)	1537(In) 939(Out)
4/3 (short)	694	598
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	357	309
7/2	337	289
8/1	311	342
8/2	271	233
9/1	966	851
9/2	1080	1040
10/1	1016	906
10/2	1136	1083
11/1	577	661
11/2	140	101
12/1	491	287
12/2	995	884
12/3	918	792
13/1	577	737
14/1	663	669
14/2	646	652
15/1	11	1

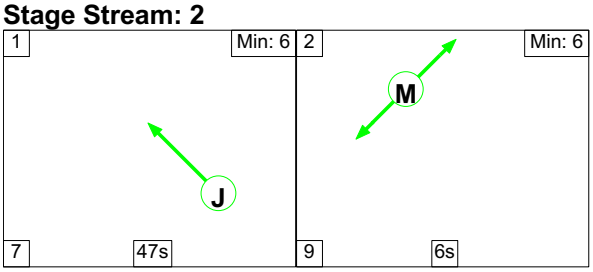
Scenario 1: '11' (FG11: '2028 AM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

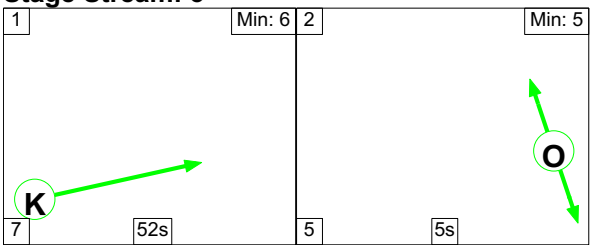
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	23	0	14
Change Point	41	6	18

Stage Stream: 2

Stage	1	2
Duration	47	6
Change Point	41	26

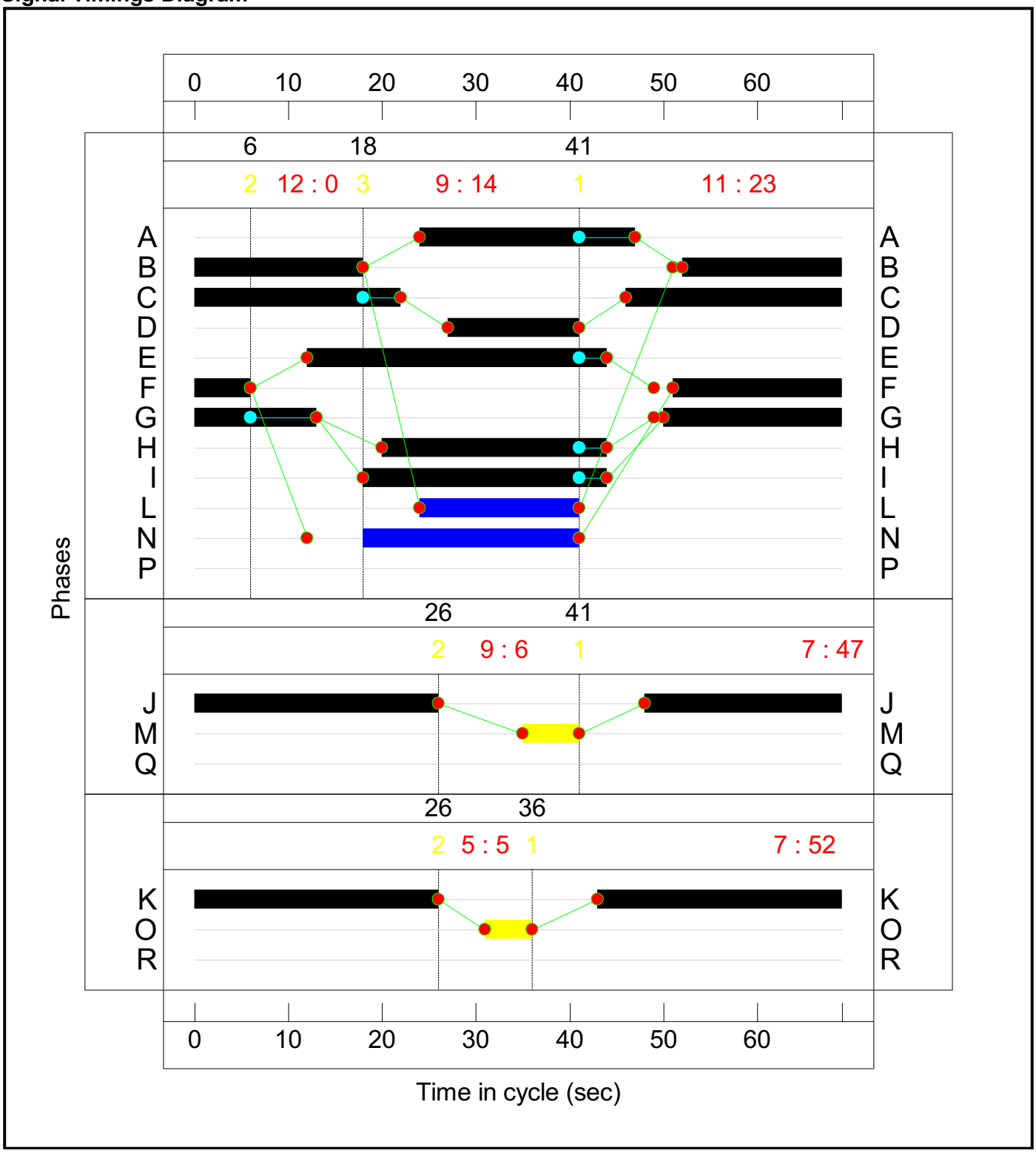
Stage Stream: 3

Stage	1	2
Duration	52	5
Change Point	36	26

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	23	24	47
B	A52 West Right Ahead Left	Traffic	1	35	52	18
C	N Circ Right Ahead	Traffic	1	45	46	22
D	B6003 Toton Lane North Ahead Left	Traffic	1	14	27	41
E	E Circ Right Ahead	Traffic	1	32	12	44
F	A52 East Ahead Left	Traffic	1	24	51	6
G	S Circ Right Ahead Left (25)	Traffic	1	32	50	13
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	24	20	44
I	Cut Thru Ahead (29)	Traffic	1	26	18	44
J	A52 West Exit Peds	Traffic	2	47	48	26
K	A52 E Exit peds	Traffic	3	52	43	26
L	Pedestrians across	Pedestrian	1	17	24	41
M	Pedestrians across	Pedestrian	2	6	35	41
N	Pedestrians across	Pedestrian	1	23	18	41
O	Pedestrians across	Pedestrian	3	5	31	36
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

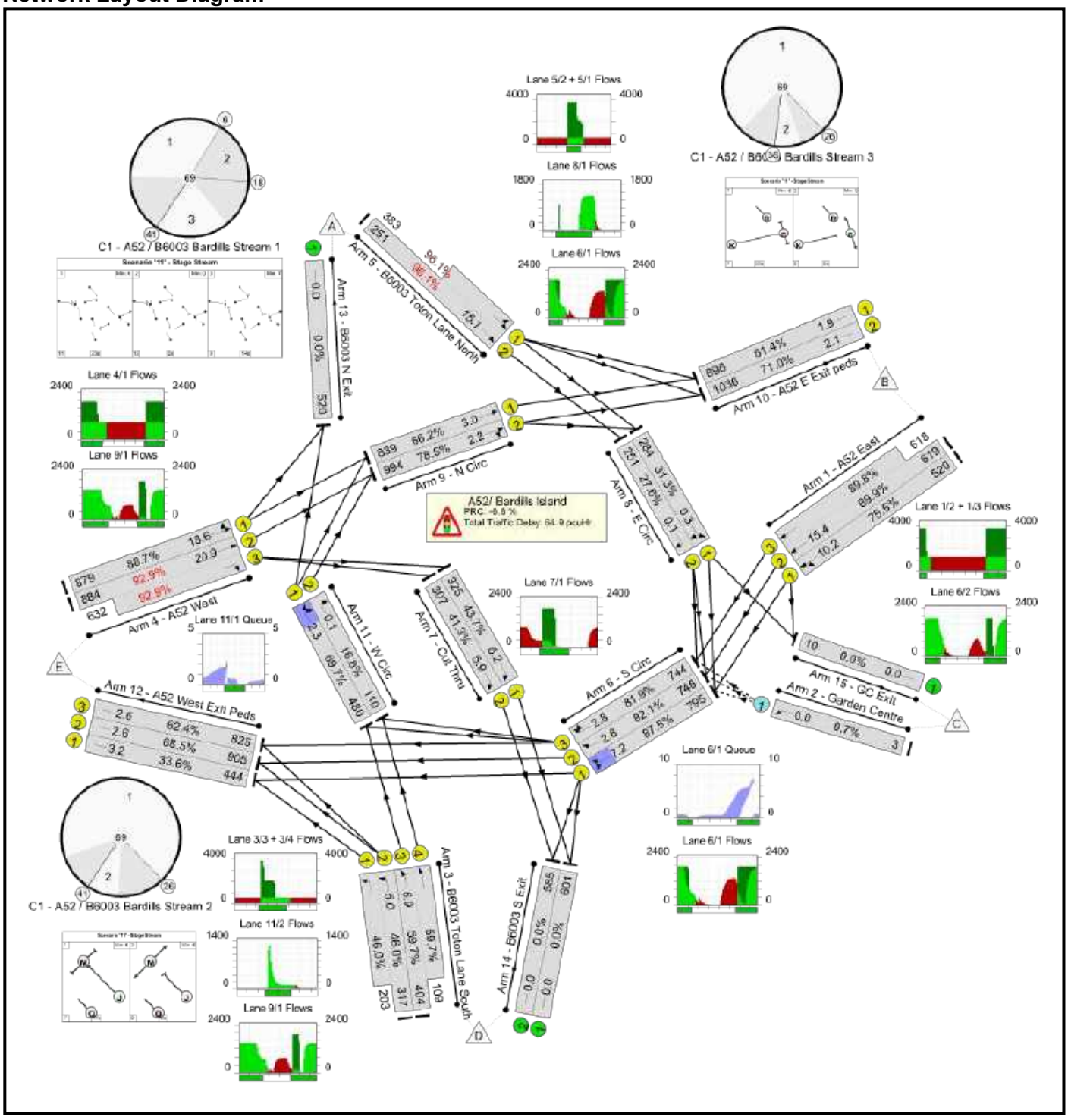
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	6
1/2	A52 East Ahead	U	F	51	6
1/3	A52 East Ahead	U	F	51	6
3/1	B6003 Toton Lane South Left	U	H	20	44
3/2	B6003 Toton Lane South Left	U	H	20	44
3/3	B6003 Toton Lane South Ahead	U	H	20	44
3/4	B6003 Toton Lane South Ahead	U	H	20	44
4/1	A52 West Ahead Left	U	B	52	18
4/2	A52 West Ahead	U	B	52	18
4/3	A52 West Right	U	B	52	18
5/1	B6003 Toton Lane North Ahead Left	U	D	27	41
5/2	B6003 Toton Lane North Ahead	U	D	27	41
6/1	S Circ Ahead Left	U	G	50	13
6/2	S Circ Ahead	U	G	50	13
6/3	S Circ Right Ahead	U	G	50	13
7/1	Cut Thru Ahead	U	I	18	44
7/2	Cut Thru Ahead	U	I	18	44
8/1	E Circ Right Ahead	U	E	12	44
8/2	E Circ Right	U	E	12	44
9/1	N Circ Ahead	U	C	46	22
9/2	N Circ Right Ahead	U	C	46	22
10/1	A52 E Exit peds	U	K	43	26
10/2	A52 E Exit peds	U	K	43	26
11/1	W Circ Right Ahead	U	A	24	47
11/2	W Circ Right	U	A	24	47
12/1	A52 West Exit Peds	U	J	48	26
12/2	A52 West Exit Peds	U	J	48	26
12/3	A52 West Exit Peds	U	J	48	26

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**	-	-		-	-	-	-	-	-	-	**96.1%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**96.1%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	24	-	-	520	1900	688	75.5%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	24	-	-	1237	1900:1900	688+688	89.9 : 89.8%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	404	0.7%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	24	-	-	520	1900:1900	688+441	46.0 : 46.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	24	-	-	513	1900:1900	676+182	59.7 : 59.7%
4/1	A52 West Ahead Left	U	1	N/A	B		1	35	-	-	879	1900	991	88.7%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	35	-	-	1516	1900:1900	951+680	92.9 : 92.9%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	14	-	-	634	1900:1900	261+398	96.1 : 96.1%
6/1	S Circ Ahead Left	U	1	N/A	G		1	32	-	-	795	1900	909	87.5%
6/2	S Circ Ahead	U	1	N/A	G		1	32	-	-	746	1900	909	82.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	32	-	-	744	1900	909	81.9%
7/1	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	325	1900	743	43.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	307	1900	743	41.3%

8/1	E Circ Right Ahead	U	1	N/A	E		1	32	-	-	284	1900	909	31.3%
8/2	E Circ Right	U	1	N/A	E		1	32	-	-	251	1900	909	27.6%
9/1	N Circ Ahead	U	1	N/A	C		1	45	-	-	839	1900	1267	66.2%
9/2	N Circ Right Ahead	U	1	N/A	C		1	45	-	-	994	1900	1267	78.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	52	-	-	896	1900	1459	61.4%
10/2	A52 E Exit peds	U	3	N/A	K		1	52	-	-	1036	1900	1459	71.0%
11/1	W Circ Right Ahead	U	1	N/A	A		1	23	-	-	480	1900	688	69.7%
11/2	W Circ Right	U	1	N/A	A		1	23	-	-	110	1900	661	16.6%
12/1	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	444	1900	1322	33.6%
12/2	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	905	1900	1322	68.5%
12/3	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	825	1900	1322	62.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	520	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	601	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	585	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**	**38.5**	**26.5**	**0.0**	**64.9**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**38.5**	**26.5**	**0.0**	**64.9**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	520	520	-	-	-	2.8	1.5	-	4.3	29.8	8.7	1.5	10.2	1/1
1/2+1/3	1237	1237	-	-	-	7.1	4.2	-	11.3	33.0	11.2	4.2	15.4	1/2+1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	11.0	0.0	0.0	0.0	2/1
3/2+3/1	520	520	-	-	-	2.4	0.4	-	2.8	19.4	4.6	0.4	5.0	3/2+3/1
3/3+3/4	513	513	-	-	-	2.5	0.7	-	3.2	22.4	6.2	0.7	6.9	3/3+3/4
4/1	879	879	-	-	-	3.6	3.7	-	7.3	29.7	14.9	3.7	18.6	4/1
4/2+4/3	1516	1516	-	-	-	5.7	6.0	-	11.7	27.7	15.0	6.0	20.9	4/2+4/3
5/2+5/1	634	634	-	-	-	4.5	7.7	-	12.2	69.5	7.4	7.7	15.1	5/2+5/1
6/1	795	795	-	-	-	1.2	0.0	-	1.2	5.6	7.2	0.0	7.2	6/1
6/2	746	746	-	-	-	0.6	0.0	-	0.6	2.7	2.8	0.0	2.8	6/2
6/3	744	744	-	-	-	0.6	0.0	-	0.6	2.7	2.8	0.0	2.8	6/3
7/1	325	325	-	-	-	1.8	0.0	-	1.8	19.5	6.2	0.0	6.2	7/1
7/2	307	307	-	-	-	1.7	0.0	-	1.7	20.5	5.9	0.0	5.9	7/2
8/1	284	284	-	-	-	0.1	0.0	-	0.1	1.5	0.3	0.0	0.3	8/1
8/2	251	251	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	839	839	-	-	-	0.5	0.0	-	0.5	2.3	3.0	0.0	3.0	9/1
9/2	994	994	-	-	-	0.5	0.0	-	0.5	1.7	2.2	0.0	2.2	9/2
10/1	896	896	-	-	-	0.1	0.8	-	0.9	3.7	1.1	0.8	1.9	10/1
10/2	1036	1036	-	-	-	0.1	1.2	-	1.3	4.6	0.9	1.2	2.1	10/2
11/1	480	480	-	-	-	0.6	0.0	-	0.6	4.7	2.3	0.0	2.3	11/1

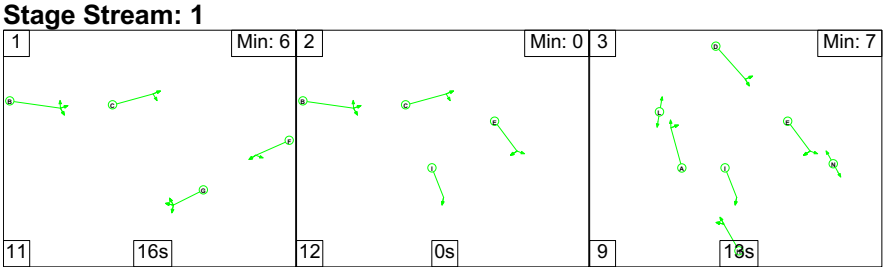
11/2	110	110	-	-	-	0.1	0.0	-	0.1	1.8	0.1	0.0	0.1	11/2
12/1	444	444	-	-	-	0.7	0.3	-	1.0	7.9	2.9	0.3	3.2	12/1
12/2	905	905	-	-	-	0.6	0.0	-	0.6	2.5	2.6	0.0	2.6	12/2
12/3	825	825	-	-	-	0.6	0.0	-	0.6	2.7	2.6	0.0	2.6	12/3
13/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	585	585	-	-	-	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 (%):	-6.8	Total Delay for Signalled Lanes (pcuHr):	60.50	Cycle Time (s): 69
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	31.4	Total Delay for Signalled Lanes (pcuHr):	2.20	Cycle Time (s): 69
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	26.8	Total Delay for Signalled Lanes (pcuHr):	2.23	Cycle Time (s): 69
	PRC Over All Lanes (%):	-6.8	Total Delay Over All Lanes(pcuHr):	64.94	

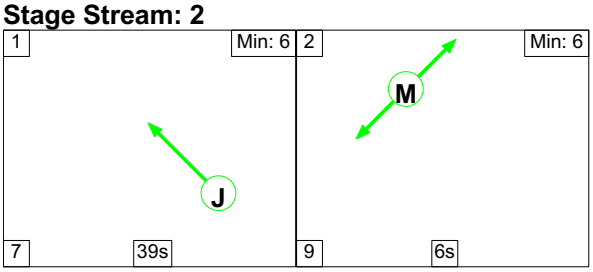
Scenario 2: '12' (FG12: '2028 PM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

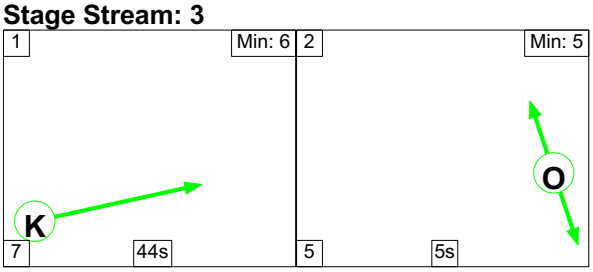
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	16	0	13
Change Point	40	6	18

Stage Stream: 2

Stage	1	2
Duration	39	6
Change Point	40	25

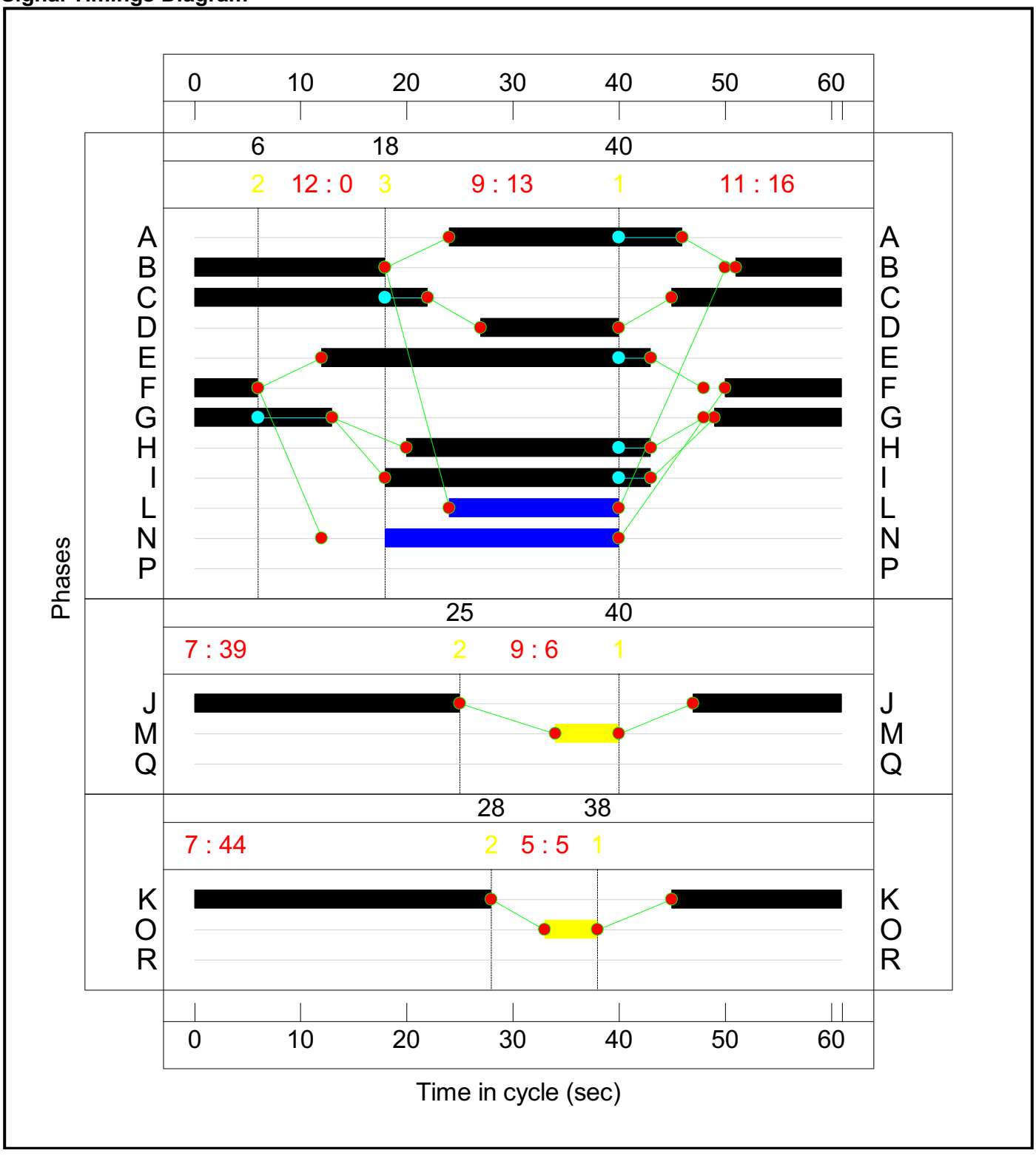
Stage Stream: 3

Stage	1	2
Duration	44	5
Change Point	38	28

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	22	24	46
B	A52 West Right Ahead Left	Traffic	1	28	51	18
C	N Circ Right Ahead	Traffic	1	38	45	22
D	B6003 Toton Lane North Ahead Left	Traffic	1	13	27	40
E	E Circ Right Ahead	Traffic	1	31	12	43
F	A52 East Ahead Left	Traffic	1	17	50	6
G	S Circ Right Ahead Left (25)	Traffic	1	25	49	13
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	23	20	43
I	Cut Thru Ahead (29)	Traffic	1	25	18	43
J	A52 West Exit Peds	Traffic	2	39	47	25
K	A52 E Exit peds	Traffic	3	44	45	28
L	Pedestrians across	Pedestrian	1	16	24	40
M	Pedestrians across	Pedestrian	2	6	34	40
N	Pedestrians across	Pedestrian	1	22	18	40
O	Pedestrians across	Pedestrian	3	5	33	38
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

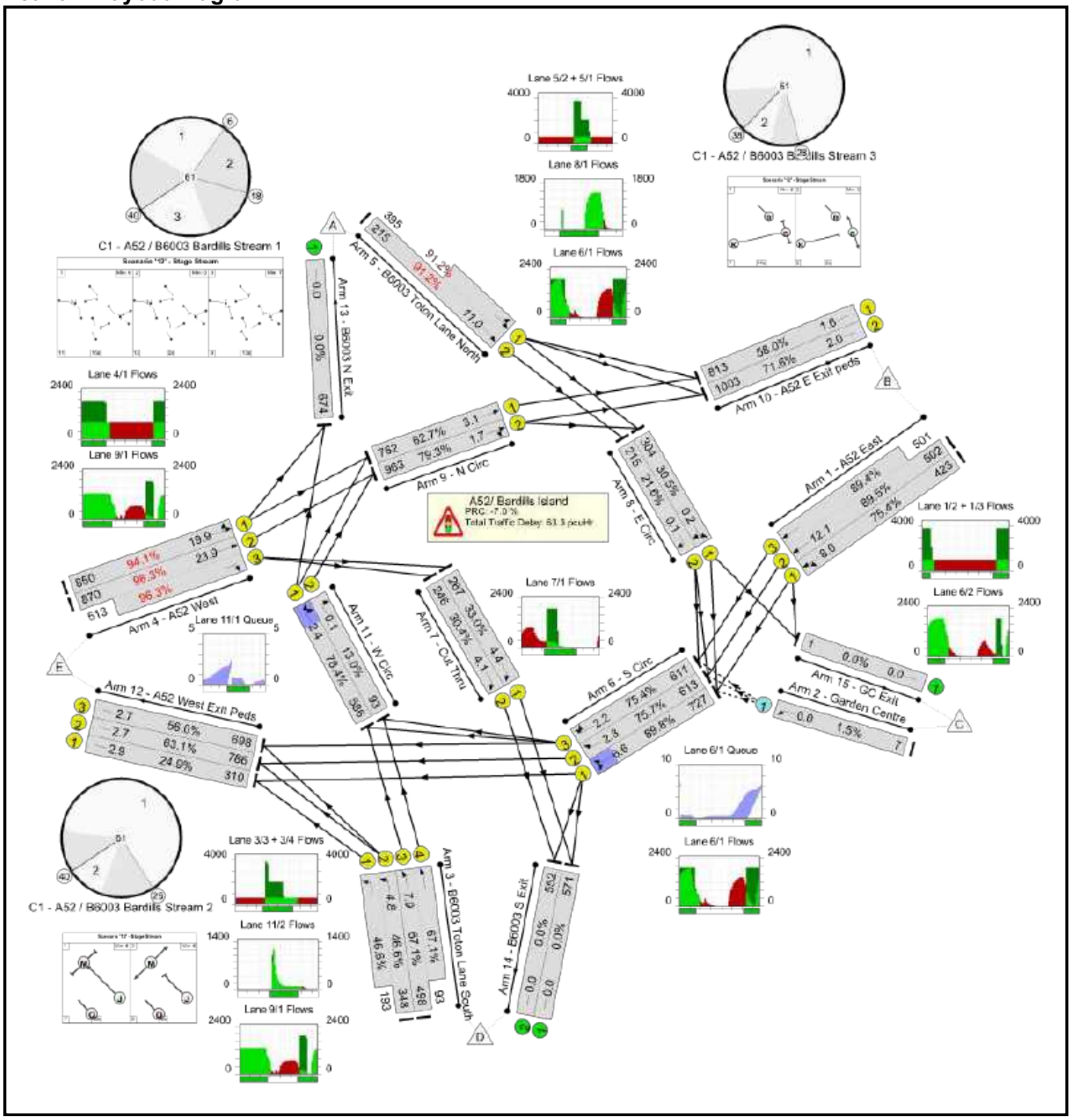
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	50	6
1/2	A52 East Ahead	U	F	50	6
1/3	A52 East Ahead	U	F	50	6
3/1	B6003 Toton Lane South Left	U	H	20	43
3/2	B6003 Toton Lane South Left	U	H	20	43
3/3	B6003 Toton Lane South Ahead	U	H	20	43
3/4	B6003 Toton Lane South Ahead	U	H	20	43
4/1	A52 West Ahead Left	U	B	51	18
4/2	A52 West Ahead	U	B	51	18
4/3	A52 West Right	U	B	51	18
5/1	B6003 Toton Lane North Ahead Left	U	D	27	40
5/2	B6003 Toton Lane North Ahead	U	D	27	40
6/1	S Circ Ahead Left	U	G	49	13
6/2	S Circ Ahead	U	G	49	13
6/3	S Circ Right Ahead	U	G	49	13
7/1	Cut Thru Ahead	U	I	18	43
7/2	Cut Thru Ahead	U	I	18	43
8/1	E Circ Right Ahead	U	E	12	43
8/2	E Circ Right	U	E	12	43
9/1	N Circ Ahead	U	C	45	22
9/2	N Circ Right Ahead	U	C	45	22
10/1	A52 E Exit peds	U	K	45	28
10/2	A52 E Exit peds	U	K	45	28
11/1	W Circ Right Ahead	U	A	24	46
11/2	W Circ Right	U	A	24	46
12/1	A52 West Exit Peds	U	J	47	25
12/2	A52 West Exit Peds	U	J	47	25
12/3	A52 West Exit Peds	U	J	47	25

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**96.3%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**96.3%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	17	-	-	423	1900	561	75.4%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	17	-	-	1003	1900:1900	561+561	89.5 : 89.4%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	460	1.5%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	23	-	-	541	1900:1900	748+415	46.6 : 46.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	23	-	-	591	1900:1900	742+139	67.1 : 67.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	28	-	-	850	1900	903	94.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	28	-	-	1383	1900:1900	903+533	96.3 : 96.3%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	13	-	-	610	1900:1900	236+433	91.2 : 91.2%
6/1	S Circ Ahead Left	U	1	N/A	G		1	25	-	-	727	1900	810	89.8%
6/2	S Circ Ahead	U	1	N/A	G		1	25	-	-	613	1900	810	75.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	25	-	-	611	1900	810	75.4%
7/1	Cut Thru Ahead	U	1	N/A	I		1	25	-	-	267	1900	810	33.0%
7/2	Cut Thru Ahead	U	1	N/A	I		1	25	-	-	246	1900	810	30.4%

8/1	E Circ Right Ahead	U	1	N/A	E		1	31	-	-	304	1900	997	30.5%
8/2	E Circ Right	U	1	N/A	E		1	31	-	-	215	1900	997	21.6%
9/1	N Circ Ahead	U	1	N/A	C		1	38	-	-	762	1900	1215	62.7%
9/2	N Circ Right Ahead	U	1	N/A	C		1	38	-	-	963	1900	1215	79.3%
10/1	A52 E Exit peds	U	3	N/A	K		1	44	-	-	813	1900	1402	58.0%
10/2	A52 E Exit peds	U	3	N/A	K		1	44	-	-	1003	1900	1402	71.6%
11/1	W Circ Right Ahead	U	1	N/A	A		1	22	-	-	586	1900	748	78.4%
11/2	W Circ Right	U	1	N/A	A		1	22	-	-	93	1900	716	13.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	310	1900	1246	24.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	786	1900	1246	63.1%
12/3	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	698	1900	1246	56.0%
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	-		-	-	-	-	552	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	**-**	**-**	**3**	**4**	**0**	**33.8**	**29.5**	**0.0**	**63.3**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**3**	**4**	**0**	**33.8**	**29.5**	**0.0**	**63.3**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	423	423	-	-	-	2.3	1.5	-	3.8	32.3	6.5	1.5	8.0	1/1
1/2+1/3	1003	1003	-	-	-	5.7	4.0	-	9.7	34.9	8.1	4.0	12.1	1/2+1/3
2/1	7	7	3	4	0	0.0	0.0	-	0.0	8.3	0.0	0.0	0.0	2/1
3/2+3/1	541	541	-	-	-	2.0	0.4	-	2.4	16.2	4.4	0.4	4.8	3/2+3/1
3/3+3/4	591	591	-	-	-	2.4	1.0	-	3.4	20.9	6.9	1.0	7.9	3/3+3/4
4/1	850	850	-	-	-	3.6	6.4	-	10.0	42.4	13.5	6.4	19.9	4/1
4/2+4/3	1383	1383	-	-	-	5.4	9.6	-	15.0	39.0	14.3	9.6	23.9	4/2+4/3
5/2+5/1	610	610	-	-	-	3.7	4.5	-	8.2	48.4	6.5	4.5	11.0	5/2+5/1
6/1	727	727	-	-	-	1.2	0.0	-	1.2	6.1	6.6	0.0	6.6	6/1
6/2	613	613	-	-	-	0.5	0.0	-	0.5	3.2	2.3	0.0	2.3	6/2
6/3	611	611	-	-	-	0.5	0.0	-	0.5	3.2	2.2	0.0	2.2	6/3
7/1	267	267	-	-	-	1.1	0.0	-	1.1	14.2	4.4	0.0	4.4	7/1
7/2	246	246	-	-	-	1.0	0.0	-	1.0	15.2	4.1	0.0	4.1	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	0.5	0.1	0.0	0.1	8/2
9/1	762	762	-	-	-	0.5	0.0	-	0.5	2.5	3.1	0.0	3.1	9/1
9/2	963	963	-	-	-	0.4	0.0	-	0.4	1.5	1.7	0.0	1.7	9/2
10/1	813	813	-	-	-	0.1	0.7	-	0.8	3.6	0.9	0.7	1.6	10/1
10/2	1003	1003	-	-	-	0.1	1.3	-	1.4	4.9	0.7	1.3	2.0	10/2
11/1	586	586	-	-	-	0.7	0.0	-	0.7	4.2	2.4	0.0	2.4	11/1

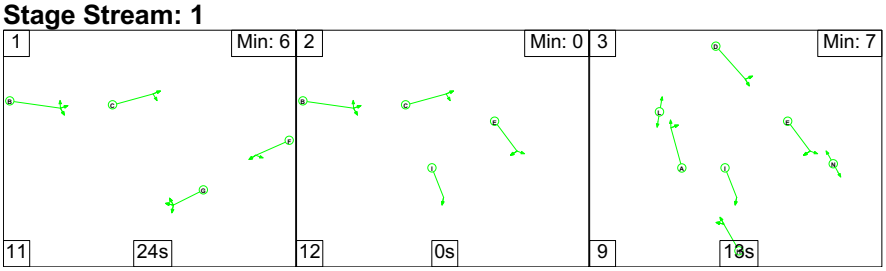
11/2	93	93	-	-	-	0.0	0.0	-	0.0	1.4	0.1	0.0	0.1	11/2
12/1	310	310	-	-	-	0.8	0.2	-	0.9	10.7	2.7	0.2	2.9	12/1
12/2	786	786	-	-	-	0.7	0.0	-	0.7	3.3	2.7	0.0	2.7	12/2
12/3	698	698	-	-	-	0.7	0.0	-	0.7	3.8	2.7	0.0	2.7	12/3
13/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	552	552	-	-	-	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 (%):	-7.0	Total Delay for Signalled Lanes (pcuHr):	58.76	Cycle Time (s): 61
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	42.7	Total Delay for Signalled Lanes (pcuHr):	2.37	Cycle Time (s): 61
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	25.8	Total Delay for Signalled Lanes (pcuHr):	2.17	Cycle Time (s): 61
	PRC Over All Lanes (%):	-7.0	Total Delay Over All Lanes(pcuHr):	63.32	

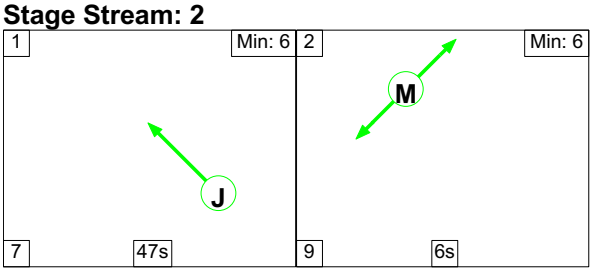
Scenario 3: '14' (FG13: '2041 AM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

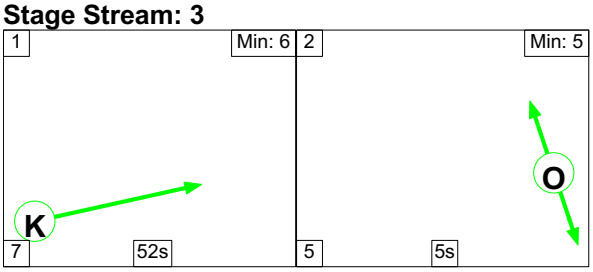
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	24	0	13
Change Point	68	34	46

Stage Stream: 2

Stage	1	2
Duration	47	6
Change Point	68	53

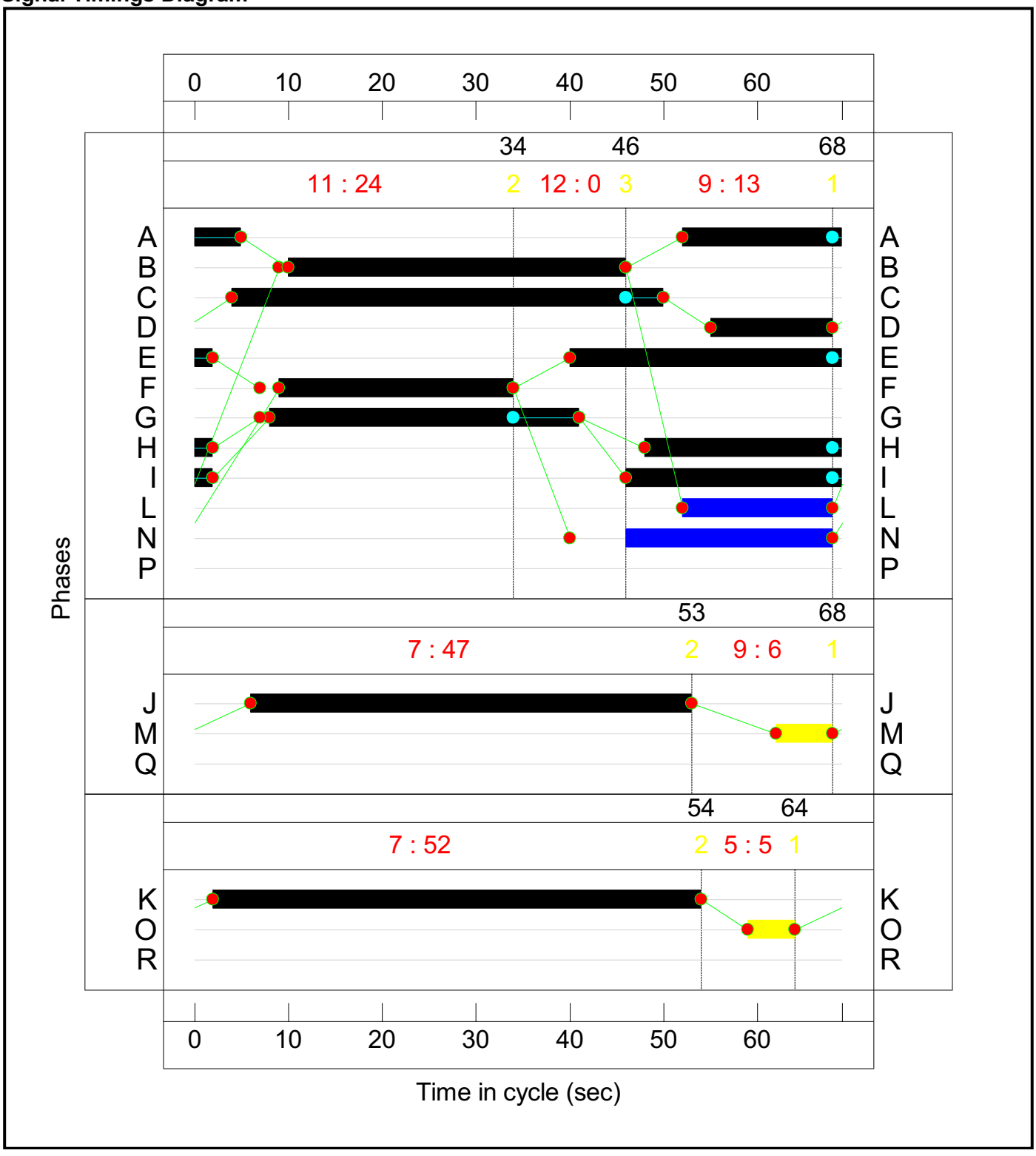
Stage Stream: 3

Stage	1	2
Duration	52	5
Change Point	64	54

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	22	52	5
B	A52 West Right Ahead Left	Traffic	1	36	10	46
C	N Circ Right Ahead	Traffic	1	46	4	50
D	B6003 Toton Lane North Ahead Left	Traffic	1	13	55	68
E	E Circ Right Ahead	Traffic	1	31	40	2
F	A52 East Ahead Left	Traffic	1	25	9	34
G	S Circ Right Ahead Left (25)	Traffic	1	33	8	41
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	23	48	2
I	Cut Thru Ahead (29)	Traffic	1	25	46	2
J	A52 West Exit Peds	Traffic	2	47	6	53
K	A52 E Exit peds	Traffic	3	52	2	54
L	Pedestrians across	Pedestrian	1	16	52	68
M	Pedestrians across	Pedestrian	2	6	62	68
N	Pedestrians across	Pedestrian	1	22	46	68
O	Pedestrians across	Pedestrian	3	5	59	64
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

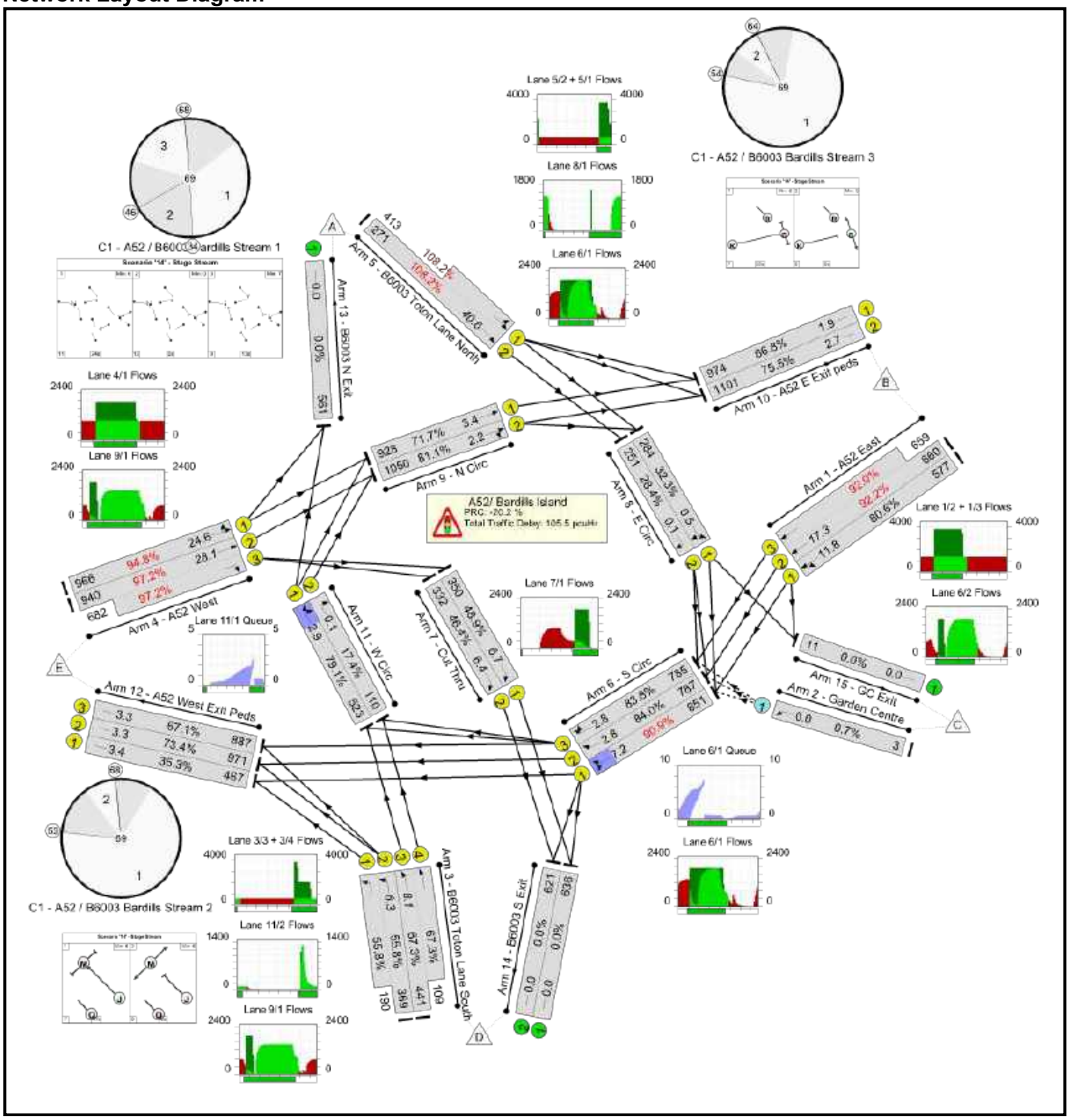
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	9	34
1/2	A52 East Ahead	U	F	9	34
1/3	A52 East Ahead	U	F	9	34
3/1	B6003 Toton Lane South Left	U	H	48	2
3/2	B6003 Toton Lane South Left	U	H	48	2
3/3	B6003 Toton Lane South Ahead	U	H	48	2
3/4	B6003 Toton Lane South Ahead	U	H	48	2
4/1	A52 West Ahead Left	U	B	10	46
4/2	A52 West Ahead	U	B	10	46
4/3	A52 West Right	U	B	10	46
5/1	B6003 Toton Lane North Ahead Left	U	D	55	68
5/2	B6003 Toton Lane North Ahead	U	D	55	68
6/1	S Circ Ahead Left	U	G	8	41
6/2	S Circ Ahead	U	G	8	41
6/3	S Circ Right Ahead	U	G	8	41
7/1	Cut Thru Ahead	U	I	46	2
7/2	Cut Thru Ahead	U	I	46	2
8/1	E Circ Right Ahead	U	E	40	2
8/2	E Circ Right	U	E	40	2
9/1	N Circ Ahead	U	C	4	50
9/2	N Circ Right Ahead	U	C	4	50
10/1	A52 E Exit peds	U	K	2	54
10/2	A52 E Exit peds	U	K	2	54
11/1	W Circ Right Ahead	U	A	52	5
11/2	W Circ Right	U	A	52	5
12/1	A52 West Exit Peds	U	J	6	53
12/2	A52 West Exit Peds	U	J	6	53
12/3	A52 West Exit Peds	U	J	6	53

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**	-	-		-	-	-	-	-	-	-	**108.2%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**108.2%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	25	-	-	577	1900	716	80.6%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	25	-	-	1319	1900:1900	716+716	92.2 : 92.0%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	404	0.7%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	23	-	-	559	1900:1900	661+340	55.8 : 55.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	23	-	-	550	1900:1900	655+162	67.3 : 67.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	36	-	-	966	1900	1019	94.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	36	-	-	1622	1900:1900	967+701	97.2 : 97.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	13	-	-	684	1900:1900	251+382	108.2 : 108.2%
6/1	S Circ Ahead Left	U	1	N/A	G		1	33	-	-	874	1900	936	90.9%
6/2	S Circ Ahead	U	1	N/A	G		1	33	-	-	797	1900	936	84.0%
6/3	S Circ Right Ahead	U	1	N/A	G		1	33	-	-	795	1900	936	83.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	25	-	-	350	1900	716	48.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	25	-	-	332	1900	716	46.4%

8/1	E Circ Right Ahead	U	1	N/A	E		1	31	-	-	307	1900	881	32.3%
8/2	E Circ Right	U	1	N/A	E		1	31	-	-	271	1900	881	28.4%
9/1	N Circ Ahead	U	1	N/A	C		1	46	-	-	928	1900	1294	71.7%
9/2	N Circ Right Ahead	U	1	N/A	C		1	46	-	-	1050	1900	1294	81.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	52	-	-	978	1900	1459	66.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	52	-	-	1106	1900	1459	75.5%
11/1	W Circ Right Ahead	U	1	N/A	A		1	22	-	-	523	1900	661	79.1%
11/2	W Circ Right	U	1	N/A	A		1	22	-	-	110	1900	633	17.4%
12/1	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	467	1900	1322	35.3%
12/2	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	981	1900	1322	73.4%
12/3	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	897	1900	1322	67.1%
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	-		-	-	-	-	632	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**	**43.5**	**61.9**	**0.0**	**105.5**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**43.5**	**61.9**	**0.0**	**105.5**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	577	577	-	-	-	3.1	2.0	-	5.1	31.8	9.8	2.0	11.8	1/1
1/2+1/3	1319	1319	-	-	-	7.5	5.3	-	12.9	35.1	11.9	5.3	17.3	1/2+1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	11.1	0.0	0.0	0.0	2/1
3/2+3/1	559	559	-	-	-	2.7	0.6	-	3.4	21.6	5.6	0.6	6.3	3/2+3/1
3/3+3/4	550	550	-	-	-	2.8	1.0	-	3.8	25.1	7.1	1.0	8.1	3/3+3/4
4/1	966	966	-	-	-	4.1	7.2	-	11.2	41.9	17.4	7.2	24.6	4/1
4/2+4/3	1622	1622	-	-	-	6.0	11.7	-	17.7	39.3	16.4	11.7	28.1	4/2+4/3
5/2+5/1	684	632	-	-	-	6.3	31.3	-	37.6	198.0	9.3	31.3	40.6	5/2+5/1
6/1	851	851	-	-	-	1.3	0.0	-	1.3	5.4	7.2	0.0	7.2	6/1
6/2	787	787	-	-	-	0.6	0.0	-	0.6	2.6	2.8	0.0	2.8	6/2
6/3	785	785	-	-	-	0.6	0.0	-	0.6	2.6	2.8	0.0	2.8	6/3
7/1	350	350	-	-	-	2.0	0.0	-	2.0	20.2	6.7	0.0	6.7	7/1
7/2	332	332	-	-	-	2.0	0.0	-	2.0	21.2	6.4	0.0	6.4	7/2
8/1	284	284	-	-	-	0.2	0.0	-	0.2	2.7	0.5	0.0	0.5	8/1
8/2	251	251	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1	8/2
9/1	928	928	-	-	-	0.5	0.0	-	0.5	2.1	3.4	0.0	3.4	9/1
9/2	1050	1050	-	-	-	0.5	0.0	-	0.5	1.6	2.2	0.0	2.2	9/2
10/1	974	974	-	-	-	0.1	1.0	-	1.1	4.1	0.9	1.0	1.9	10/1
10/2	1101	1101	-	-	-	0.1	1.5	-	1.6	5.4	1.2	1.5	2.7	10/2
11/1	523	523	-	-	-	0.7	0.0	-	0.7	5.0	2.9	0.0	2.9	11/1

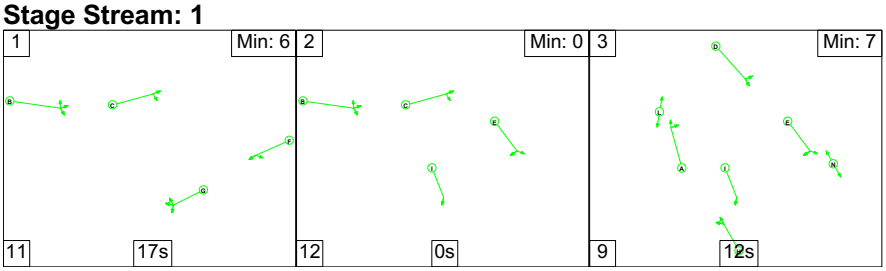
11/2	110	110	-	-	-	0.1	0.0	-	0.1	1.8	0.1	0.0	0.1	11/2
12/1	467	467	-	-	-	0.8	0.3	-	1.1	8.2	3.1	0.3	3.4	12/1
12/2	971	971	-	-	-	0.8	0.0	-	0.8	2.9	3.3	0.0	3.3	12/2
12/3	887	887	-	-	-	0.8	0.0	-	0.8	3.2	3.3	0.0	3.3	12/3
13/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	621	621	-	-	-	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 (%):	-20.2	Total Delay for Signalled Lanes (pcuHr):	100.07	Cycle Time (s): 69
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	22.5	Total Delay for Signalled Lanes (pcuHr):	2.64	Cycle Time (s): 69
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	19.3	Total Delay for Signalled Lanes (pcuHr):	2.75	Cycle Time (s): 69
	PRC Over All Lanes (%):	-20.2	Total Delay Over All Lanes(pcuHr):	105.47	

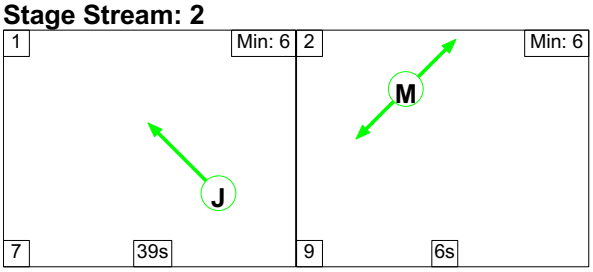
Scenario 4: '15' (FG14: '2041 PM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

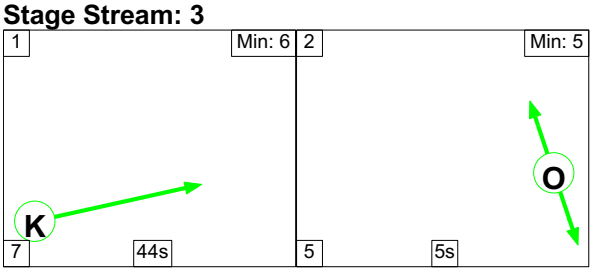
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	17	0	12
Change Point	51	18	30

Stage Stream: 2

Stage	1	2
Duration	39	6
Change Point	51	36

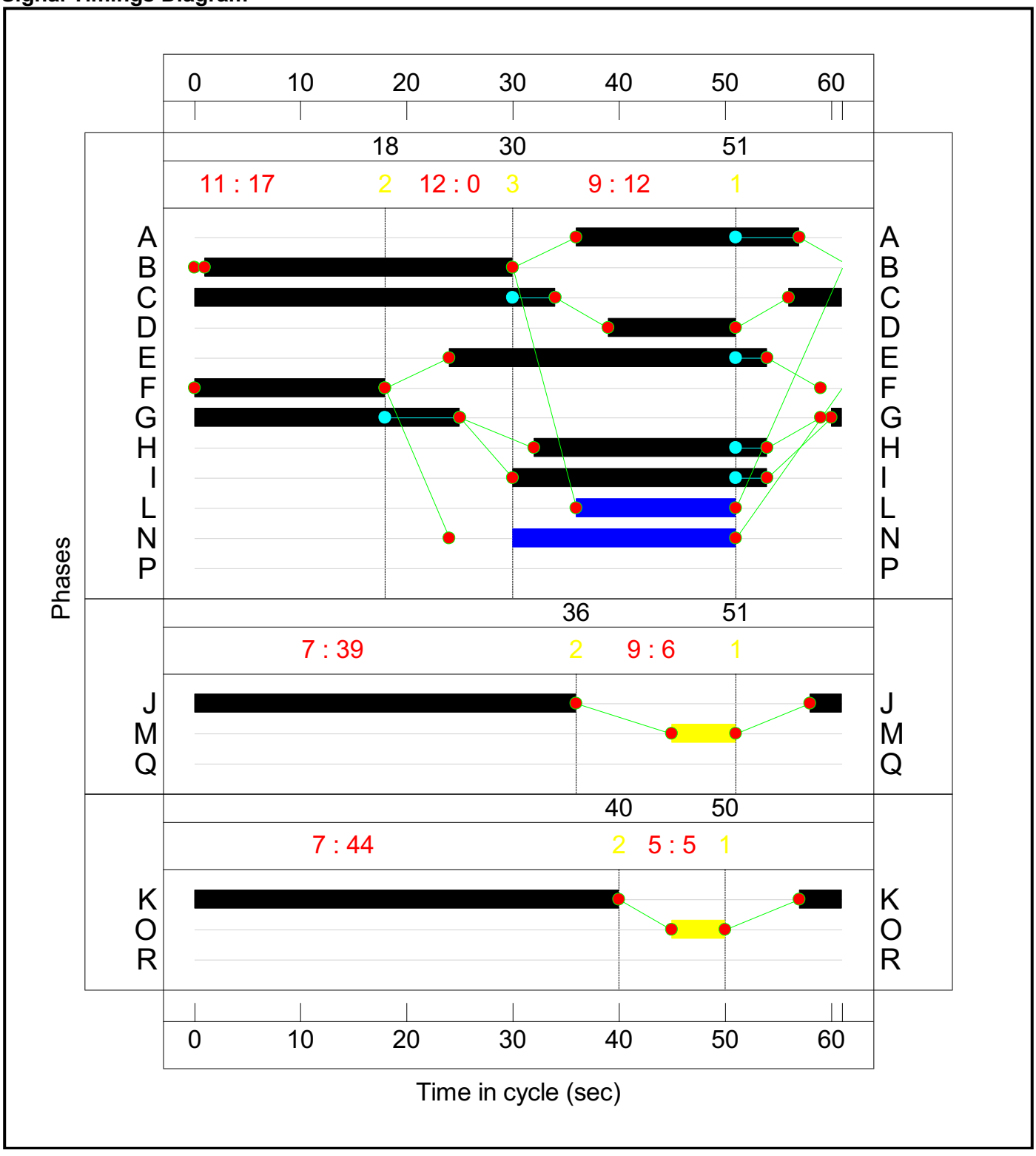
Stage Stream: 3

Stage	1	2
Duration	44	5
Change Point	50	40

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	21	36	57
B	A52 West Right Ahead Left	Traffic	1	29	1	30
C	N Circ Right Ahead	Traffic	1	39	56	34
D	B6003 Toton Lane North Ahead Left	Traffic	1	12	39	51
E	E Circ Right Ahead	Traffic	1	30	24	54
F	A52 East Ahead Left	Traffic	1	18	0	18
G	S Circ Right Ahead Left (25)	Traffic	1	26	60	25
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	22	32	54
I	Cut Thru Ahead (29)	Traffic	1	24	30	54
J	A52 West Exit Peds	Traffic	2	39	58	36
K	A52 E Exit peds	Traffic	3	44	57	40
L	Pedestrians across	Pedestrian	1	15	36	51
M	Pedestrians across	Pedestrian	2	6	45	51
N	Pedestrians across	Pedestrian	1	21	30	51
O	Pedestrians across	Pedestrian	3	5	45	50
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	0	18
1/2	A52 East Ahead	U	F	0	18
1/3	A52 East Ahead	U	F	0	18
3/1	B6003 Toton Lane South Left	U	H	32	54
3/2	B6003 Toton Lane South Left	U	H	32	54
3/3	B6003 Toton Lane South Ahead	U	H	32	54
3/4	B6003 Toton Lane South Ahead	U	H	32	54
4/1	A52 West Ahead Left	U	B	1	30
4/2	A52 West Ahead	U	B	1	30
4/3	A52 West Right	U	B	1	30
5/1	B6003 Toton Lane North Ahead Left	U	D	39	51
5/2	B6003 Toton Lane North Ahead	U	D	39	51
6/1	S Circ Ahead Left	U	G	60	25
6/2	S Circ Ahead	U	G	60	25
6/3	S Circ Right Ahead	U	G	60	25
7/1	Cut Thru Ahead	U	I	30	54
7/2	Cut Thru Ahead	U	I	30	54
8/1	E Circ Right Ahead	U	E	24	54
8/2	E Circ Right	U	E	24	54
9/1	N Circ Ahead	U	C	56	34
9/2	N Circ Right Ahead	U	C	56	34
10/1	A52 E Exit peds	U	K	57	40
10/2	A52 E Exit peds	U	K	57	40
11/1	W Circ Right Ahead	U	A	36	57
11/2	W Circ Right	U	A	36	57
12/1	A52 West Exit Peds	U	J	58	36
12/2	A52 West Exit Peds	U	J	58	36
12/3	A52 West Exit Peds	U	J	58	36